COMMONWEALTH of VIRGINIA DEPARTMENT of TRANSPORTATION



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



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2011

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

Glossary of Terms:

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

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- 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
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of the design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

Route Shield Legend

Route Systems

North

81

Interstate Route

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

US Route

Virginia State Route

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

Wye - Wye Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

		Primary and intersta				Trι	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	North Carolina Sta	ta I ina		ZAXIE	3+Axie	IIIali	ZIIdli		racioi		Factor		
(1)	Mecklenburg County	1.99 990	G 93%	6 0%	1%	1%	6%	0%	С	0.084	F	0.575	1000	G
	To:	58-712 Paschall Rd; Palm		0,0		170	070	070	Ū	0.001	•	0.070	1000	Ŭ
	From:	58-712 Palmer Spr												
<u>1</u>	Mecklenburg County	6.98 1700	G 94%	6 0%	1%	1%	4%	0%	С	0.082	F	0.571	1700	G
<u> </u>	To:	US 58 Big Fo	rk											
1) (58)	Mecklenburg County	3.23 8800	G 96%	6 0%	1%	1%	2%	0%	F	0.100	F	0.582	9400	G
\bigcirc	To:	US 58 Near SWCL S	outh Hill											
(1) (58)	Mecklenburg County	0.20 5900	N 82%	s 1%	1%	1%	14%	1%	Ν	0.091	Ν	0.57	5800	Ν
	То:	58-780												
Bus	From:	Bus US 58												
1 (58) Danville St	Mecklenburg County	0.16 5000	N 96%	6 0%	1%	1%	2%	0%	N	0.096	N	0.616	5400	N
Bus	To: From:	SCL South H	ill											
1 58 Danville St	Town of South Hill	1.89 5000	G 96%	6 0%	1%	1%	2%	0%	С	0.096	F	0.616	5400	G
Bus	To: From:	Locust St												
1 58 Danville St	Town of South Hill	0.28 7100	G 96%	6 0%	1%	1%	2%	0%	F	0.094	F	0.500	7600	G
\bigcirc	To:	Plank Rd												
Bus	From:		• • • • • • • • • • • • • • • • • • • •		401	407	00/	00/	_	0.000	_	0.500	0000	_
1 58 Danville St	Town of South Hill	0.09 7800	G 96%	6 0%	1%	1%	2%	0%	F	0.089	F	0.502	8300	G
Bus	To: From:	Goodes Ferry B	lvd											
1 58 Danville St	Town of South Hill	0.23 7200	G 96%	6 0%	1%	1%	2%	0%	F	0.092	F	0.508	7700	G
	То:	Mecklenburg A	Ave											
Bus	From:	Danville St							_		_			_
1 58 Mecklenburg Ave	Town of South Hill	0.16 8100	G 97%	6 0%	1%	0%	1%	0%	F	0.091	F	0.5	8700	G
~ ~	To- From:	US 58 BUS; SR 47 A	Atlantic St											
1 Mecklenburg Ave	Town of South Hill	0.08 6800	G 97%	6 0%	1%	0%	1%	0%	F	0.1	F	0.547	7300	G
<u> </u>	To: From:	Windsor St			-									
1 Mecklenburg Ave	Town of South Hill	0.58 8900	G 97%	6 0%	1%	0%	1%	0%	F	0.092	F	0.521	9500	G
<u> </u>	Tas	E Ferrell St												
Mecklenburg Ave	Town of South Hill	2.26 5900	G 97%	6 0%	1%	0%	1%	0%	С	0.094	F	0.517	6300	G
	To	NCL South H	ill											
$\left\{1\right\}$	Mecklenburg County	3.54 1800	G 97%	6 0%	1%	0%	1%	0%	F	0.108	F	0.717	1800	G
\odot	To:	Brunswick Count												
~~~	From:	Mecklenburg Coun	•							_				
Boydton Plank Rd	Brunswick County	0.57 <b>1700</b>	<b>G</b> 97%	6 0%	1%	0%	1%	0%	F	0.1	F	0.575	1700	G
~	To- From:	12-657 Tanner To	wn Rd											
1 Boydton Plank Rd	Brunswick County	4.32 <b>1400</b>	<b>G</b> 88%	ú 1%	2%	1%	9%	0%	С	0.11	F	0.514	1400	G
<u>~</u>	Ta: From:	12-644 Grandy Rd; Bra	ınswick Dr											
1 Boydton Plank Rd	Brunswick County	3.23 <b>1600</b>	<b>G</b> 88%	ú 1%	2%	1%	9%	0%	F	0.105	F	0.527	1600	G
<u> </u>	To:	SR 46 Cochra	an											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	- QV
	From:	SR 46 Co													
1 Boydton Plank Rd	Brunswick County	1.25 <b>290</b>	0 G	88%	1%	2%	1%	9%	0%	F	0.094	F	0.527	2900	G
~	To- From:	I-85 South o													
1) Boydton Plank Rd	Brunswick County	0.46 <b>230</b>	0 G	90%	2%	1%	0%	7%	0%	F	0.096	F	0.539	2400	C
<del>~</del>	To- From:	SCL All													
Boydton Plank Rd	Town of Alberta (Maint: 12)	1.55 <b>130</b>	0 G	90%	2%	1%	0%	7%	0%	F	0.098	F	0.554	1300	C
<u> </u>	To- From:	NCL AI													
1 Boydton Plank Rd	Brunswick County	4.07 <b>160</b>	0 G	90%	2%	1%	0%	7%	0%	С	0.109	F	0.515	1600	(
~ <u>~</u>	To- From:	12-630 S, Stu	urgeon Rd												
1 Boydton Plank Rd	Brunswick County	5.39 <b>810</b>		90%	2%	1%	0%	7%	0%	F	0.1	F	0.508	830	(
<del>~</del>	To: From:	Dinwiddie Co Brunswick Co													
1 Boydton Plank Rd	Dinwiddie County	2.46 <b>150</b>		97%	1%	1%	1%	1%	0%	F	0.104	F		1500	F
<i>\( \)</i>	To	SCL Mck	onnov.												
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23 <b>150</b>		97%	1%	1%	1%	1%	0%	N	0.104	N		1500	1
5)-3,	Та-						.,,	.,.							
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	SR 40 Doy 0.33 <b>230</b>		97%	1%	1%	1%	1%	0%	F	0.092	F		2300	
1) 23,413	то-			0.70	.,,	-,,,	. , 0	.,0	0,0	•	0.002	•		2000	
1 Boydton Plank Rd	Dinwiddie County	NCL Mck 4.05 <b>230</b>		97%	1%	1%	1%	1%	0%	N	0.092	N		2300	1
1 Boydton Plank Rd	- Firmidale obtains			37 70	170	170	1 70	170	070	11	0.032	14		2300	
1 Boydton Plank Rd	Dinwiddie County	26-649 Snap 5.65 <b>220</b>		97%	1%	1%	1%	1%	0%	F	0.1	F		2200	F
1 Boydton Plank Rd	Diriwiddie Codrity			91 /6	1 /0	1 /0	1 /0	1 /0	0 /6		0.1	-		2200	
Dougleon Dlonk Dd	From:	26-627 Court		070/	40/	10/	10/	40/	00/	С	0.111	F		2000	
1 Boydton Plank Rd	Dinwiddie County	2.48 <b>370</b>		97%	1%	1%	1%	1%	0%	C	0.111	Г		3800	
Produce Black Bd	To: From:	26-740 Turke		070/	40/		40/	40/	00/		0.404			5000	
1 Boydton Plank Rd	Dinwiddie County	3.61 <b>510</b>	0 F	97%	1%	1%	1%	1%	0%	F	0.101	F		5200	I
~	To- From:	S 26-613 Dabr													
1 Boydton Plank Rd	Dinwiddie County	3.09 <b>750</b>	0 F	97%	1%	1%	1%	1%	0%	F	0.09	F		8000	F
Bus	To: From:	Bus US 460	Airport St												
1) (460) Boydton Plank Rd	Dinwiddie County	1.69 <b>110</b> 0	00 F	97%	1%	1%	1%	1%	0%	F	0.093	F		11000	ı
~~~	To	I-85 SW of P	etersburg												
Bus Douglton Dlonk Dd	Promite County			000/	0%	10/	40/	40/	00/	F	0.006	F		15000	ı
1 (460) Boydton Plank Rd	Dinwiddie County	1.23 150 0		98%	0%	1%	1%	1%	0%	Г	0.096	Г		15000	
Bus	To- From:	SR 226 C	ox Rd												
1 (460)	Dinwiddie County	0.45 120 0	00 A	98%	0%	1%	1%	1%	0%	С	0.104	Α		13000	A
~ ~ <u> </u>	To- From:	WCL Pete	ersburg												
Bus 1 460 Washington St	City of Petersburg	0.40 1300		98%	0%	1%	1%	1%	0%	F	0.095	F		13000	F
460) ** 45111191011 51	To:	Summi		JU /0	0 /0	1 /0	1 /0	1 /0	0 /0	'	0.033	'		13000	1

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

								Tru	ıck			K	[Dir	
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fa	ctor AAWD	T QW
Bus	From:	Su	ımmit St												
1 460 Washington St	City of Petersburg	0.18 1	13000	F	98%	0%	1%	1%	1%	0%	F	0.096	F	14000) F
	To: From:	Ι	Elm St				\neg \vdash								
Bus 1 460 Washington St	City of Petersburg	0.57 1	14000	F	97%	1%	1%	1%	1%	0%	F	0.093	F	15000) F
1 460 Washington St	To:		ar; Wythe S		91 /0	1 /0	1/0	1 /0	1 /0	0 /6		0.093	Г	13000	, г
Bus	From:	US 1 Par, Washin			Lane										
1 \(460 \) Wythe St	City of Petersburg		7400	F	97%	1%	1%	1%	1%	0%	С	0.091	F	7800	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	16000	F	97%	1%	1%	1%	1%	0%	F	0.09	F	17000) F
	To:	P	Perry St												
Bus	From:		•	_	070/	407		40/	407	00/	_	0.000	_	0000	_
1 (460) Wythe St	City of Petersburg		8800	F	97%	1%	1%	1%	1%	0%	F	0.099	F	9300	
—	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	18000	F	97%	1%	1%	1%	1%	0%	F	NA		19000) F
Bus	To: From:	SR 36	6 Market St												
1 (460) (36) Wythe St	City of Petersburg	0.20	9300	F	97%	1%	1%	1%	1%	0%	F	0.091	F	9900	F
400 (30) 117.110 21	7-J								.,.	-,-	-		•		-
ALT Bus	From:	ALT US 3	301 Sycamo	ore St											
1 301 460 36 Wythe St	City of Petersburg		13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F	13000) F
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways		28000	F	97%	1%	1%	1%	1%	0%	F	NA		29000) F
	To:		60 Jefferson												
ALT 1 301 Jefferson St	City of Petersburg		460 Wythe 3100	F	97%	1%	1%	1%	1%	0%	F	0.129	F	3300	F
1 301 Jefferson St	City of Petersburg	0.09	3100	Г	97%	1%	1%	170	170	0%	Г	0.129	Г	3300	Г
ALT	Too From:	Bus US 460 I	Par, Washin	ngton S	St										
1 301 Jefferson St	City of Petersburg	0.26	1000	F	97%	1%	1%	1%	1%	0%	F	0.119	F	1100	F
	To	п	Ienry St												
ALT	From:												_		_
1 301 3rd St	City of Petersburg	0.05	340	F	97%	1%	1%	1%	1%	0%	F	0.104	F	360	F
ALT	To: From:	US 301	Par, Bank	St											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	City of Petersburg	0.05	430	F	97%	1%	1%	1%	1%	0%	F	0.107	F	450	F
1 301 3rd St	To:		Bollingbrool		31 70	1 /0		1 70	1 /0	070	•	0.107	•	450	
ALT	From:		3RD STRE												
(1) (301) (301) (36) Bollingbro	ook St City of Petersburg	0.08	4500	F	98%	0%	1%	0%	0%	0%	F	0.104	F	4800	F
	Too	US 1 Par; US 30	1 Par Rolli	inghro	ok St										
1 301 2nd St	City of Petersburg		12000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	13000	) F
(1) (301) = 112 01	To:		lonial Heigh				Ť		-,-	-,-	-		•		
	From:	NCL	Petersburg												
1 301 Boulevard	City of Colonial Heights	0.53 <b>1</b>	12000	G	99%	0%	0%	0%	0%	0%	F	NA		13000	) G
$\bigcirc$	To	Du	ipuy Ave				<u> </u>								
1 301 Boulevard	City of Colonial Heights		25000	G	99%	0%	0%	0%	0%	0%	F	NA		26000	) G
	Tod						<del></del> 1								
1)(301)Boulevard	City of Colonial Heights		stover Ave 24000	Α	99%	0%	0%	0%	0%	0%	С	0.1	Α	25000	) A
(1) (301) Boulevald	To:		rs Bridge R		3370	U //0	070	U 70	U 70	070	C	0.1	^	20000	, A
		Dialide	as Driuge K	·u											

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

		Primary and interst	410 1100				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Branders Bridge	e Rd			27 0.10	017000	TTTGII	211011		1 40101		1 40101		
1) (301) Boulevard	City of Colonial Heights	0.26 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			26000	G
	To	Temple Ave	2												
1 (301)(144)Boulevard	City of Colonial Heights	0.74 <b>22000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			24000	G
1) (301) (144) 2000010.10	7			0070			0,0	0,0	0,0	•					Ū
Boulevard	City of Colonial Heights	Lakeview Av 0.17 <b>21000</b>	G G	99%	0%	0%	0%	0%	0%	F	NA			22000	G
1) (301) (144) Boulevard	City of Colonial Fleights			3370	070	<u> </u>	0 70	070	070	'	INA			22000	J
	From:	Ellerslie Av		000/	00/		00/	007	201	_				07000	
1 301 144 Boulevard	City of Colonial Heights	0.19 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			27000	G
<u> </u>	To: From:	Sherwood Av													
1)(301)(144)Boulevard	City of Colonial Heights	0.62 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			27000	G
<del></del>	To: From:	NCL Colonial H	eights			<u> </u>									
1) (301) (144) Jefferson Davis Hwy	Chesterfield County	0.22 <b>23000</b>	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.515	25000	G
	To:	SR 144 Harrowga	ate Rd			<b>—</b> —									
1) (301) Jefferson Davis Hwy	Chesterfield County	1.32 17000	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.566	19000	G
	To:	20-620 Woods Ed	las Dd												
1 301 Jefferson Davis Hwy	Chesterfield County	0.14 <b>16000</b>	Ige Ka	98%	0%	1%	0%	0%	0%	F	NA			17000	G
1 301 Jefferson Davis Hwy	Chesternela Gounty			3070	070	170	070	070	070	•	INA			17000	O
Infference Device House	Charterfield County	20-619 Happy H		000/	00/	40/	00/	00/	00/		0.000		0.500	47000	
1 301 Jefferson Davis Hwy	Chesterfield County	2.44 <b>15000</b>	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.563	17000	G
<u> </u>	To: From:	20-618 Old Bermuda I													
1)(301)Jefferson Davis Hwy	Chesterfield County	0.90 <b>20000</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.535	22000	G
<del></del>	To: From:	SR 10 West Hund	lred Rd												
1 301 Jefferson Davis Hwy	Chesterfield County	1.65 <b>22000</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.615	25000	G
	To:	SR 288				<u> </u>									
1) (301) Jefferson Davis Hwy	Chesterfield County	2.26 17000	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.583	19000	G
	To:	SR 145 Chester	r DA												
1 (201) Jefferson Davis Hwy	Chesterfield County			96%	1%	1%	1%	1%	0%	С	0.088	F	0 646	24000	G
1) (301) conclosin Datio (111)	- F			0070	170		170	170	070	Ū	0.000	•	0.010	21000	Ŭ
lefferson Dovin Llung	Chapterfield County			050/	40/	10/	10/	20/	00/	_	0.004	г	0.500	10000	G
1 301 Jellerson Davis Hwy	Criesterneid County	1.17 10000	G	95%	170	1%	1%	2%	0%	Г	0.064	Г	0.599	19000	G
~~~	To- From:	SCL Richmon													
1 \ 301 \ Jefferson Davis Hwy	City of Richmond	2.13 17000	G	95%	1%	1%	1%	2%	0%	F	0.083	F	0.606	18000	G
÷ ÷	To: From:	Bellmeade R	ld												
1)(301)Jefferson Davis Hwy	City of Richmond	0.86 13000	Α	95%	1%	1%	1%	2%	0%	С	0.098	Α		13000	Α
~ ~	To:	Hopkins Ro	i			<u> </u>									
1 (301 (Jefferson Davis Hwy	City of Richmond	1.01 17000	G	95%	1%	1%	1%	2%	0%	F	0.081	F	0.523	18000	G
	To	116 350 1171	S+												
1 201 Cowardin Ave	City of Richmond			95%	1%	1%	1%	2%	0%	F	0.089	F	0.606	19000	G
1) (301) 66444411746	To:			0070	1 /0	- 70	1 /0	∠/0	0 /0	•	0.000	•	0.000	10000	5
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	2.13 17000 Bellmeade R 0.86 13000 Hopkins Ro	G dd A i G St G										0.646 0.599 0.606 0.523 0.606)))

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

		Primary and Inters	state No	1100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Semmes A	We			ZAXIE	STAXIE	IIIaii	ZIIali		racio		racioi		
1) (301) Lee Bridge	City of Richmond	0.76 32000		95%	1%	2%	1%	1%	0%	F	0.094	F	0.591	37000	G
1) (301) 201 211390	Ter				.,,				-,-						_
1 301 Belvidere St	City of Richmond	2nd St 0.92 26000	G	95%	1%	2%	1%	1%	0%	F	0.087	F	0.568	30000	G
1 301 Belvidere St	City of Nichmond			3376	1 /0	270	1 70	1 /0	076	'	0.007	'	0.500	30000	G
Pakidara Ct	From From From From From From From From	Franklin		050/	40/	20/	40/	40/	00/		0.004		0.505	20000	
1 301 Belvidere St	City of Richmond	0.15 3200 0	G	95%	1%	2%	1%	1%	0%	F	0.081	F	0.525	36000	G
~~~~	To: From:	US 250 Bro													
1)(301)Belvidere St	City of Richmond	0.40 <b>2900</b> 0		95%	1%	2%	1%	1%	0%	F	0.087	F	0.605	33000	G
~ ~	To:	Chamberlayn													
1 (301) Chamberlayne Ave	City of Richmond	1.02 <b>Belvidere</b>		95%	1%	2%	1%	1%	0%	С	0.082	F	0.628	25000	G
1 Chamberlayne Ave	City of Nicilliona			3376	1 /0	270	1 70	1 /0	076	C	0.002	'	0.020	23000	G
~~~~	To: From:	Edge Hill								_		_			_
1 301 Chamberlayne Ave	City of Richmond	0.31 2100 0	G	97%	1%	1%	0%	1%	0%	С	0.084	F	0.624	24000	G
~~~	To: From:	Brookland Par													
1) (301) Chamberlayne Ave	City of Richmond	0.86 <b>1600</b> 0	G	96%	1%	1%	0%	1%	0%	С	0.086	F	0.638	18000	G
<del>~~</del>	To:	Laburnum	Ave			<u> </u>									
1) (301) Chamberlayne Ave	City of Richmond	0.26 <b>1400</b> 0	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.657	16000	G
	To:	Claremont	Δνε												
1) (301) Chamberlayne Ave	City of Richmond	0.94 <b>1500</b> 0		97%	1%	1%	0%	1%	0%	С	0.087	F	0.586	17000	G
1) (301) 6113111361137116	To:	Azalea A		0.70	.,,		0,0	.,,	0,0		0.00.		0.000		
	From:	Chamberlayn	e Ave												
1 Azalea Ave	City of Richmond	0.26 <b>1800</b> 0	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.542	20000	G
<del>~</del>	To:	NCL Richn	nond			<u> </u>									
1 Brook Rd	Henrico County	0.30 18000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.573	20000	G
$\checkmark$	To:	I-95													
1 Brook Rd	Henrico County	0.83 <b>2300</b> 0	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.509	24000	G
1)	Ter								-,-	_					
1 Brook Rd	Henrico County	0.72 Hilliard I		98%	0%	1%	0%	1%	0%	F	0.095	F	0.576	20000	G
1 Brook Rd	Tierinco County	0.72 19000		90 /0	076	1 /0	0 /6	1 /0	076	-	0.093		0.570	20000	G
~~	To: From:	Wilkinson													
1 Brook Rd	Henrico County	0.48 <b>2100</b> 0	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.507	23000	G
	To: From:	SR 73 Parha	m Rd												
1 Brook Rd	Henrico County	1.42 <b>2200</b> 0	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.542	23000	G
~	To:	I-295													
1 Brook Rd	Henrico County	0.73 39000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.514	41000	G
<i>`</i>	To:	Virginia Center	Darkway												
1 Brook Rd	Henrico County	0.38 <b>2900</b> 0		98%	0%	1%	0%	1%	0%	F	0.09	F	0.503	30000	G
1) Brook Rd	Tiornico County			3070	070	1 /0	070	1 /0	070	'	0.03	•	0.000	30000	0
~~	To: From:	J.E.B. Stuart P		0627	00.1		001	461	061		0.655	_	0.505	05000	
1 Brook Rd	Henrico County	0.60 24000		98%	0%	1%	0%	1%	0%	F	0.089	F	0.525	25000	G
~	To	Hanover Coun	ty Line												

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

						Truc	k			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~	From:	Henrico County Line												
1 Washington Hwy	Hanover County	0.47 <b>24000 N</b>	98%	0%	1%	0%	1%	0%	N	0.089	N	0.525	25000	1
~	To- From:	42-656 Sliding Hill Rd												—
1 Washington Hwy	Hanover County	1.94 <b>15000 F</b>	98%	0%	1%	0%	1%	0%	F	0.102	F		15000	
<del>~</del>	Too From:	42-802 Lewistown Rd												
1 Washington Hwy	Hanover County	0.79 <b>16000 F</b>	98%	0%	1%	0%	1%	0%	F	0.101	F		16000	
~	To:	SCL Ashland			<u> </u>									
₹ Washington Hwy	Town of Ashland	1.41 <b>16000 F</b>	96%	1%	1%	1%	2%	0%	F	0.096	F		17000	
	To:	Ashcake Rd												
Washington Hwy	Town of Ashland	0.85 <b>17000 F</b>	96%	1%	1%	1%	2%	0%	С	0.095	F		18000	
1 Washington Hwy	Town of Ashiana		3070	170	170	1 /0	270	070	O	0.000	•		10000	
~ Washington Harr	To:	SR 54 England St	040/	40/		40/	<b>5</b> 0/	00/		0.000	_		4.4000	
Washington Hwy	Town of Ashland	0.23 <b>13000 F</b>	91%	1%	1%	1%	5%	0%	F	0.089	F		14000	
~ ~	To: From:	Randolph Circle												_
1 Washington Hwy	Town of Ashland	1.94 <b>8300 F</b>	91%	1%	1%	1%	5%	0%	С	0.100	F		8800	
<del>~</del>	To- From:	NCL Ashland												
√ Washington Hwy	Hanover County	2.17 <b>7900 G</b>								0.100	Ν		8600	
~	To	42-738 Gum Tree												
₹ Washington Hwy	Hanover County	1.89 <b>6900</b> F	91%	1%	1%	1%	5%	0%	F	0.144	F		7200	
.)	Tay	SR 30 Kings Dominion Bouleva	u.d											
Washington Hwy	Hanover County	3.04 <b>4500</b> F	86%	0%	1%	4%	9%	0%	С	0.123	F		4600	
) Washington Tiwy	To:	Caroline County Line	0070	070		470	370	070	O	0.120	•		4000	
	From:	Hanover County Line												_
Jefferson Davis Hwy	Caroline County	2.99 <b>3900 G</b>	86%	0%	1%	4%	9%	0%	F	0.091	F	0.542	4000	
~	To	SR 207 Carmel Church												
1 Jefferson Davis Hwy	Caroline County	6.29 <b>4600 G</b>	96%	0%	1%	1%	1%	0%	F	0.095	F	0.621	4700	
• • • • • • • • • • • • • • • • • • • •	Tac	16-639 Ladysmith Rd												
1 Jefferson Davis Hwy	Caroline County	3.06 <b>5800 G</b>	96%	0%	1%	1%	1%	0%	F	0.095	F	0.572	5900	
1 Jefferson Davis Hwy	Caroline County			070	1 70	1 /0	1 /0	076	'	0.033	'	0.572	3300	
~	From:	16-632 Cedon Rd; Quarters Rd		00/		40/	407	00/	_	0.004	_	0.047	5.400	_
1 Jefferson Davis Hwy	Caroline County	2.53 <b>5300 G</b>	96%	0%	1%	1%	1%	0%	С	0.094	F	0.617	5400	
•	From:	Spotsylvania County Line Caroline County Line												_
1 Jefferson Davis Hwy	Spotsylvania County	2.61 <b>9600 F</b>	96%	0%	1%	1%	1%	0%	F	0.086	F		9800	
)						.,.	.,.	-,-	-		-			
Jefferson Davis Hwy	Spotovlyopia County	88-606 Thornburg 4.25 <b>14000 F</b>	96%	00/	10/	10/	10/	00/	F	0.097	F		15000	
1 Jefferson Davis Hwy	Spotsylvania County			0%	1%	1%	1%	0%	Г	0.087	Г		15000	
~	To- From:	88-608 Massaponax Church Rd									_			_
Jefferson Davis Hwy	Spotsylvania County	2.27 <b>18000 F</b>	96%	0%	1%	1%	2%	0%	С	0.084	F		18000	
~	To- From:	US 17 Poor House Rd												
1) (17) Jefferson Davis Hwy	Spotsylvania County	1.18 <b>52000 F</b>	99%	0%	1%	0%	0%	0%	F	0.078	F		55000	
$\sim$	To:	I-95												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- Q
Infference Device Liver	From:	I-95	F	000/	00/	40/	00/	00/	00/	_	0.070	_		20000	F
1 Jefferson Davis Hwy	Spotsylvania County	0.96 <b>24000</b> Bus US 1; SR 208 Four		99%	0%	1%	0%	0%	0%	F	0.079	F		26000	ı
•	From:	US 1 Bus; SR 208 Four													
1 Jefferson Davis Hwy	Spotsylvania County	1.30 <b>23000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			25000	
					0,0		0,0	0,0	0,0	•				20000	
~~	From:	SCL Fredericksb		000/	201		00/	00/	201	_	0.000	•		22222	
1 Jefferson Davis Blvd	City of Fredericksburg	1.48 <b>31000</b>	Α	99%	0%	1%	0%	0%	0%	С	0.098	Α		33000	
<del>~</del>	To: From:	SR 3													
1 Jefferson Davis Blvd	City of Fredericksburg	0.90 <b>29000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			31000	
~	To:	College Ave													
1 Jefferson Davis Blvd	City of Fredericksburg	0.59 <b>28000</b>	F	99%	0%	1%	0%	0%	0%	F	0.082	F		30000	
1 Jefferson Davis Blvd	City of Fredericksburg			0070	070	170	070	070	070	•	0.002	•		00000	
~	From:	Fall Hill Ave													
1 Jefferson Davis Blvd	City of Fredericksburg	0.29 <b>23000</b>	F	99%	0%	1%	0%	0%	0%	F	0.084	F		25000	
P.v.s	To: From:	Bus US 1 Princess Ar	nne Ave												
Bus 1 ( ) 17 ( Jefferson Davis Blvd	City of Fredericksburg	0.11 <b>29000</b>	N	98%	0%	1%	0%	1%	0%	N	0.084	N	0.606	32000	
1 17 Jefferson Davis Blvd	City of Fredericksburg	0.11 29000	IN	90 /0	076	1 /0	0 /6	1 /0	0 /6	IN	0.004	IN	0.000	32000	
Bus	To: From:	NCL Fredericksb	ourg												
1 ) 17 Jefferson Davis Hwy	Stafford County	0.35 <b>29000</b>	G	98%	0%	1%	0%	1%	0%	С	0.084	F	0.606	32000	
) (1)							-,-	.,,	• , •	_		-			
~	To:	Bus US 17, SR 218 F			40/		407	407	201	_				04000	
1 Jefferson Davis Hwy	Stafford County	2.72 <b>20000</b>	G	96%	1%	1%	1%	1%	0%	С	NA			21000	
	To: From:	89-676 Cranes Corr	ner Rd												
1 Jefferson Davis Hwy	Stafford County	2.84 <b>13000</b>	G	98%	0%	1%	0%	0%	0%	F	NA			14000	
~	To:	89-628 Eskimo Hill Rd; Ran	noth Chi	ırch Rd											
1 Jefferson Davis Hwy	Stafford County	2.45 14000	G	98%	0%	1%	0%	0%	0%	F	NA			15000	
Solitorodii Batto Tittiy	Starrora County			0070	070	- 170	070	070	070	•				10000	
~	To- From:	89-687 Hope R		000/			00/	00/	201					40000	
1 Jefferson Davis Hwy	Stafford County	1.50 <b>16000</b>	G	98%	0%	1%	0%	0%	0%	F	NA			18000	
~	To: From:	89-631 Coal Landing Rd;	Bells Hi	ll Rd											
1 Jefferson Davis Hwy	Stafford County	1.32 <b>16000</b>	N	98%	0%	1%	0%	0%	0%	Ν	NA			18000	
~	To:	89-610 Garrisonvil	la Dd												
1 Jefferson Davis Hwy	Stafford County	1.46 <b>25000</b>	A	98%	0%	1%	0%	0%	0%	С	0.122	Α		27000	
1 Jefferson Davis Hwy				3070	070	170	070	070	070	•	0.122	,,		27000	
~	To: From:	89-639 Woodstock													
1 Sefferson Davis Hwy	Stafford County	0.94 <b>25000</b>	N	98%	0%	1%	0%	0%	0%	Ν	0.122	N		27000	
~	To:	89-638 Little Forest C	hurch Ro	d											
Jefferson Davis Hwy	Stafford County	2.33 <b>22000</b>	G	98%	0%	1%	0%	0%	0%	F	NA			23000	
· )	То:	Prince William Cour													
	From:	Stafford County I	_												
1 Jefferson Davis Hwy	Prince William County	2.15 <b>17000</b>	G	98%	0%	1%	0%	0%	0%	F	0.121	F	0.709	18000	
~	To	76-619 Fuller F	2d												
1 Jefferson Davis Hwy	Prince William County	0.51 <b>19000</b>	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.702	20000	
1 ( Jefferson Davis Hwy	i filice william county	0.01 19000	9	30 /0	070	1 /0	0 /0	0 /0	0 /0		0.100		0.702	20000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	LIS	S 1 Par Main	St			ZAXIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
1 Fraley Blvd	Prince William (		8900	G	98%	0%	1%	0%	0%	0%	F	NA			9600	G
1) 1 10.05, 2.110	Combined Traffic Estimates for 2 Paralle	,		G	97%	1%	1%	1%	1%	0%	F	NA			22000	G
	To.	<u> </u>	CL Dumfrie		01 70	170		170	170	070	•				22000	Ū
1 Fraley Blvd	From: Town of Dumfries (		14000	G	97%	0%	1%	1%	1%	0%	F	0.078	F		14000	G
1 Traicy Bive	Combined Traffic Estimates for 2 Paralle	,		G	97%	0%	1%	1%	1%	0%	F	NA	•		33000	G
	Combined Trainic Estimates for 21 arane					070	1 70	1 70	1 70	076	'	INA			33000	O
Company Device Heavy	From:		near Possum			00/		40/	40/	00/		0.007		0.047	00000	
1 Jefferson Davis Hwy	Town of Dumfries (	Maint: 76) 0.38	33000	G	97%	0%	1%	1%	1%	0%	С	0.087	F	0.617	33000	G
~	To- From:	N	ICL Dumfrie													
1 Jefferson Davis Hwy	Prince William (	County 0.02	33000	N	97%	0%	1%	1%	1%	0%	Ν	0.087	Ν	0.617	33000	Ν
<u> </u>	To	SR 2	234 Dumfrie	s Rd												
1 Jefferson Davis Hwy	Prince William (		37000	G	97%	0%	1%	1%	1%	0%	С	0.086	F	0.623	38000	G
	To	-	O North of G	omfiold												
1 Jefferson Davis Hwy	From: Prince William (		33000	G	97%	0%	1%	1%	1%	0%	F	0.076	F	0.632	35000	G
1 Jefferson Davis Hwy	i inioc vvillari c					070	170	170	170	070	•	0.070	•	0.002	00000	Ŭ
~~	To: From:		Reddy Dr; O			407		40/	201	00/	_	2.007	_	0.000	10000	_
1 Jefferson Davis Hwy	Prince William (		37000	G	96%	1%	1%	1%	2%	0%	С	0.087	F	0.862	40000	G
	rom [.]		fax County I William Cou													
Richmond Hwy	L Fairfax Cour		40000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.751	42000	G
(1)	T									-,-						
Richmond Hwy	From: Fairfax Cour		orth of Wood 43000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.612	45000	G
1 Richmond riwy	r airrax Cour	11.44	43000		90 /0	1 /0	1 /0	0 /6	0 /0	0 /6	-	0.092		0.012	43000	G
~~~ -···	To- From:		242 Gunston										_			
1 Richmond Hwy	Fairfax Cour	nty 1.14	42000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.618	44000	G
~	To. From:	29	-642 Lorton	Rd												
1 Richmond Hwy	Fairfax Cour	nty 0.77	49000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.797	51000	G
\bigcirc	To:	29-6	11 Telegrapi	h Rd			<u> </u>									
Richmond Hwy	Fairfax Cour		37000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.822	39000	G
,	Tol		Fairfax Cou	t D1			 1									
Richmond Hwy	From: Fairfax Cour		44000	G G	98%	1%	1%	0%	0%	0%	F	0.074	F	0.508	46000	G
1 Richmond Hwy	r airrax Cour	*			3070	170	170	070	070	070	'	0.074	•	0.500	40000	0
~~~ Bill   111	To: From: L		18 Woodlaw		000/	407		00/	201	00/	_	0.074	_	0.54	45000	_
1 Richmond Hwy	Fairfax Cour	nty 0.49	43000	G	98%	1%	1%	0%	0%	0%	F	0.074	F	0.51	45000	G
~	To: From:	SR 235 S, Mo	unt Vernon I	Memoria	ıl Hwy											
1 Richmond Hwy	Fairfax Cour	nty 2.84	34000	Α	98%	1%	1%	0%	0%	0%	С	0.078	Α		36000	Α
<u> </u>	Tac	SR 235 N	I, Mount Ver	rnon Hw	'y											
Richmond Hwy	Fairfax Cour		56000	G	98%	1%	1%	0%	0%	0%	F	0.07	F	0.674	59000	G
<u> </u>	Tool						<u> </u>									
Richmond Hwy	From: Fairfax Cour		1 Kings Hwy 47000	G	98%	1%	1%	0%	0%	0%	F	0.069	F	0.684	49000	G
(1) Normona riwy	Failiax Coul	•	exandria, I-9			1 /0	1 /0	U /0	U /0	U /0		0.009		0.004	49000	G

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

			id interstat	ic rtou	100			т	-l.			IZ.		D:-		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	04.4-		ck		QC	K	QK	Dir	AAWDT	QW
	From	CCT A1	1: 105	T 405			ZAXIE	3+Axle	11rall	21 raii		Factor		Factor		
1 Patrick St	City of Alexandria (I		xandria, I-95 <b>77000</b>	G . 1-495	98%	1%	1%	0%	0%	0%	F	0.08	F	0.688	82000	G
1 Patrick St	City of Alexandria (i				30 /0	1 /0	1 70	070	070	076	'	0.00	•	0.000	02000	J
Patrial O	To-		Franklin St		000/	40/		00/	00/	00/		0.00		0.000	00000	
1 Patrick St	City of Alexan	ndria 0.15	77000	N	98%	1%	1%	0%	0%	0%	N	0.08	N	0.688	82000	N
~~	To: From:		kes St, US 1 I				}									
1 Patrick St	City of Alexan		26000	G	98%	1%	1%	0%	0%	0%	F	NA			28000	G
<b>~</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	48000	G	98%	1%	1%	0%	0%	0%	F	NA			51000	G
	To- From:		King St													
1 Patrick St	City of Alexan	ndria 0.72	22000	G	98%	1%	1%	0%	0%	0%	F	0.088	F		23000	G
$\sim$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	44000	G	98%	1%	1%	0%	0%	0%	F	0.070	F	0.621	46000	G
	To:		1st St				$\neg$ $\vdash$									
1 Patrick St	City of Alexan	ndria 0.42	45000	G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.567	47000	G
	To	,	Monroe Ave													
Jefferson Davis Hwy	From: L City of Alexan		40000	G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.566	42000	G
T) series en Barre i ini,	- F				0070	170		070	070	070	•	0.011	·	0.000	12000	Ŭ
C Lefferson Device Llvvv	A ulimenta o Con		CL Alexandri		000/	40/	40/	00/	00/	00/		0.074	F	0.505	F4000	
1 Jefferson Davis Hwy	Arlington Cou	unty 0.15	48000	G	98%	1%	1%	0%	0%	0%	F	0.071	г	0.595	51000	G
~~~	To: From:		120 Glebe R				<u></u> ⊢									
1 Jefferson Davis Hwy	Arlington Cou	unty 0.65	44000	G	98%	1%	1%	0%	0%	0%	F	0.070	F	0.656	46000	G
	To: From:	SR 233 Reagan V	Washington N	Vational	Airport											
1 Jefferson Davis Hwy	Arlington Cou	unty 1.03	51000	G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.506	55000	G
$\underline{\hspace{1cm}}$	Total		I-395				\neg \vdash									
1 (395)	Arlington Cou	unty 0.55			S	See I-39	5 for dir	ectional t	raffic v	olume es	stimate	es for this	sear	ment.		
	Combined Traffic Estimates for 4 Paralle	•	172000	G	98%	1%	1%	1%	1%	0%	F	NA	J		194000	G
	To.	•	Washington P													
1 395			v asimigion r	aikway	Ş	See I-39	5 for dir	ectional t	raffic v	olume es	stimate	es for this	ssear	ment		
(1) (395)	Combined Traffic Estimates for 4 Paralle	,	172000	N	98%	1%	1%	1%	1%	0%	N	NA	o ocgi	non.	194000	N
	To:	· ·	rict of Colum		3070	170	-1 7°	1 70	1 /0	070	14	INA			134000	14
	From:	LIS 1 Fx	it N018A &	S018A			i									
1 Ramp	د Mecklenburg C		NA	501071								NA			NA	
1)	To:		I-85 South													
	From:		it N018B &	S018B			i									
1 Ramp	L Mecklenburg C		530	G	97%	0%	1%	0%	1%	0%	F	0.089	F		540	G
	To:		I-85 North				Ti.			-,-						_
	From:	115 11	Boydton Plan	k Rd			l									
1 Ramp	L Brunswick Co		NA	110								NA			NA	
		,	I-85 North													
	From:	119.11	Boydton Plan	k Rd												
1 Ramp	L Brunswick Co		NA	114								NA			NA	
1)	To:		I-85 South													

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

Route	Jurisdiction	Length	AADT			Bus		Truck		QC	K	QK	Dir	AAWDT	QW
	From:		US 1				2Axle	3+Axle 1Tr	ail 2Trail		Factor		Factor		
1 Ramp	Dinwiddie County	0.28	7500	F							NA			7500	F
1 Ramp	To:		I-85 North	•							14/3			7300	
	From:		US 1												
1 Ramp	Dinwiddie County	0.26	1400	F							NA			1400	F
1)	To:		I-85 South	-											•
	From:	US 01-S0	93A FROM	BELV			i								
1 Ramp	City of Richmond (Maint: 4		NA	DLL							NA			NA	
	То:	I-95-S FROM RT		DERE S'	FREET										
	From:		S 1 Brook Ro												
Ramp	Henrico County	0.11	NA								NA			NA	
	To:		I-95 South												
	From:		O AND FRO	M RT			i								
1 Ramp	Spotsylvania County	0.12	5700	F							0.08	F		5700	F
1 Marie	To:		S FROM R								0.00	•		0.00	•
	From:		US 1				i								
1 (17) Ramp US 1, US 17 to I-95 N at Exit 126	Spotsylvania County	0.12	18000	F							0.09	F		19000	F
(1) (17) Hamp 66 1, 66 17 to 160 18 at 25th 126	To:	0.12	I-95 N	-							0.00	•		10000	•
	From:	LIC 1 Io	fferson Davi	o Uma											
1 Ramp	Stafford County	0.14	4800	A							0.129	Α		5200	Α
1 Marie	To-		I-95 North								0.120	, ,		0200	,,
	From	Ramps from		d IIC 1 G	'R										
Ramp From US N,S to I-95 3 at Exit 177	City of Alexandria (Maint: 2		NA	u US I i	ьь						NA			NA	
Tamp From 66 N,6 to 150 o at Exit 177	To:		xpress Lane	s SB							14/1			1473	
	From:		S191C TO R												
	City of Alexandria (Maint: 2		NA	1 241							NA			NA	
	To:		S FROM R	Г 1							14/3			INA	
N. d	From:						<u>_</u>								
North 1 Ramp	Dinwiddie County	0.06	TO RT 85 1	NB							NA			NA	
1 Ramp	To:	US 01-S066A		A TO RT	85						14/3			INA	
N. d	From:				05										
North	Dinwiddie County	0.03	TO RT 85	SB							NA			NA	
1 Ramp	To:	US 01- 66B U		R TO RT	85						INA			INA	
N. d	Erom				05										
North	City of Richmond (Maint: 4		1 Belvidere NA	St							NA			NA	
1 Ramp	To:		27-99006 A								INA			INA	
North	From:		27-99006 A												
Ramp	City of Richmond (Maint: 4		NA				•				NA			NA	
\bigcirc	To:		S 01-S093A												
North	From:	US 1 Chambe	rlavne Ave:	Belvider	e St										
Ramp	City of Richmond (Maint: 4		7800	A							0.134	Α		8300	Α
	To:		I-95 North												
	•						•								

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

		1 Timary and interstate reduces		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North 1 Ramp	Henrico County	US 1 Brook Rd 0.21 NA I-295 East	NA NA	NA
North Ramp	Henrico County To:	US 1 TO RT 295 NORTHWEST 0.15 NA I-295-W043X FROM RT 1 NORTH	NA NA	NA
North Ramp	Fairfax County	US 1 TO RT 95 0.84 NA I-95-N FROM RT 1	NA NA	NA
North Ramp	City of Alexandria (Maint: 29)	US 1 Richmond Hwy NB 0.17 NA	NA	NA
North 1 Ramp	City of Alexandria (Maint: 29)	US 01-N191B TO RT 95 SOUTH 0.16 NA I-95-N FROM RT 1 NORTH	NA NA	NA
North Ramp	City of Alexandria (Maint: 29)	US 1 Richmond Hwy NB 0.39 NA US 01-N191C TO RT 241; 95 SOUTH	NA	NA
North Ramp	City of Alexandria (Maint: 29)	0.10 NA US 01- 191B US 01-S191B FROM RT 1	NA	NA
North 1	City of Alexandria (Maint: 29)	US 01-N191B TO RT 241; 95 SOUTH 0.14 NA US 01-S191C TO RT 241	NA NA	NA
South Ramp	Mecklenburg County	US 1 I-85-S015A FROM & TO IS 85 0.04 NA US 01-N018A US 01- 18A TO RT 85	NA NA	NA
South Ramp	Mecklenburg County	US 1 I-85-N015A TO & FROM IS 85 0.02 NA US 01-N018B US 01- 18B FROM US 1	NA NA	NA
South Ramp	Prom: Dinwiddie County To:	US 1 TO RT 85 NB 0.03 NA US 01-N066A US 01-66A TO RT 85	NA NA	NA
South Ramp	Prom: Dinwiddie County To:	US 1 TO RT 85 SB 0.06 NA US 01- 66B US 01-N066B TO RT 85	NA NA	NA
South 1 Ramp	City of Richmond (Maint: 43)	US 1 S, Belvidere St 0.28 3600 A US 1 N Exit 93A to I-95 South	0.111 A	3900 A
South Ramp	Henrico County	US 1 I-295-E043C TO RT 295 SOUTH 0.23 NA I-295-E043X FROM RT 1 SOUTH	NA NA	NA

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

		Filliary and inter	state NOU	100											
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South	From:	US 1 TO RT 295 N		T							NIA			NIA	
1 Ramp	Henrico County	0.23 NA I-295-W043X FRON		TII							NA			NA	
				IП											
South	From:	US 1		000/	40/	40/	00/	70/	00/	_	0.400	_		45000	_
Ramp	Fairfax County	0.68 1500 I-95 Soo		90%	1%	1%	0%	7%	0%	F	0.123	F		15000	G
South	From:	US 1 Patrick													
1 Ramp	City of Alexandria (Maint: 29)	0.11 NA									NA			NA	
South	To: From:	US 01-S191C TO 2-	41; 95 SOU	ГН											
Ramp	City of Alexandria (Maint: 29)	0.09 NA									NA			NA	
(1)															
South	From:	US 01-S191B TC													
1 Ramp	City of Alexandria (Maint: 29)	0.22 NA									NA			NA	
<u> </u>	_ Ta:	US 01-S191D TO 95 N	ORTH EXP	RESS											
South	From:			TCL55							NIA			NIA	
1 Ramp	City of Alexandria (Maint: 29)	0.28 NA I-95-N FROM R'				_					NA			NA	
South	From	US 1 Patrick													
1 Ramp	City of Alexandria (Maint: 29)										NA			NA	
		Toward I-9													
South	From:	US 01-S191A TO 2		ГН											
[1]	City of Alexandria (Maint: 29)	•		F 2 4 1		_					NA			NA	
	105	US 01-N191C US 01-													
South	From:	US 01-S191A TO 95 N	ORTH EXP	RESS											
{ 1 }	City of Alexandria (Maint: 29)	<u>, </u>									NA			NA	
~	10:	I-95-1 FROM MILL		T 1											
~~~	From:	Wilkes													_
Henry St	City of Alexandria	0.36 <b>2200</b>	-	98%	1%	1%	0%	0%	0%	F	NA			23000	G
<b>\( \)</b>	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 4800	0 G	98%	1%	1%	0%	0%	0%	F	NA			51000	G
	To: From:	SR 7 Kin	ıg St												
Henry St	City of Alexandria	0.72 <b>2200</b>	0 G	98%	1%	1%	0%	0%	0%	F	0.079	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 4400	0 G	98%	1%	1%	0%	0%	0%	F	0.070	F	0.621	46000	G
	То:	1st Stre													
	From:	US 1 Fraley Blvd So	uth Intersect	ion											
Main St	Prince William County	0.18 <b>1100</b>	0 G	97%	1%	1%	1%	1%	0%	С	0.124	F		12000	G
(P)	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 2000	0 G	97%	1%	1%	1%	1%	0%	F	NA			22000	G
	To:	SCL Dum													
	From:			97%	0%	1%	1%	1%	0%	С	0.095	F	0.939	19000	G
Main St	Lown of Dumfries (Maint: 76														
Main St	Town of Dumfries (Maint: 76 Combined Traffic Estimates for 2 Parallel Roadwa	•		97%	0%	1%	1%	1%	0%	F	NA	•		33000	G

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

							Trı	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
From:	US 1 Wy	the St Batte	rsea Lan	e											
City of Petersburg	0.31	8500	F	97%	1%	1%	1%	1%	0%	F	0.096	F		9000	F
Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.09	F		17000	F
То	•		t St												
From:					407					_		_			_
, ,	•											F			F
Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	NA			17000	F
To From:	123	-9029 Soutl	h St												
City of Petersburg	n 0.27	9600	F	97%	1%	1%	1%	1%	0%	C	0.091	F		10000	F
, ,	,											'			F
Combined Tranic Estimates for 2 Parallel Ro				91%	170	1 70	1 70	170	0%	Г	INA			19000	Г
To: From:	(	Guarantee S	t												
City of Petersburg	0.24	9700	F	97%	1%	1%	1%	1%	0%	F	0.092	F		10000	F
Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	18000	F	97%	1%	1%	1%	1%	0%	F	NA			20000	F
To:															
From:															
City of Petersburg	•			98%	1%	1%	0%	0%	0%	С	0.093	F		3300	F
To:															
City of Determination				000/	40/	40/	00/	007	00/	_	0.004	_		4500	F
City of Petersburg				90%	170	1%	0%	0%	0%	Г	0.091	Г		4500	Г
From			t												
City of Petersburg	0.04		F	98%	1%	1%	0%	0%	0%	F	0.095	F		4000	F
To:	,			0070	.,,		0,0	0,0	0,0	-	0.000	•		.000	•
From:															
City of Petersburg	0.10	4100	F	98%	1%	1%	0%	0%	0%	F	0.090	F		4300	F
To:	US 1	, US 301 21	nd St												
From:	S	R 110. US	1												
Arlington County	0.29	20000	G	98%	1%	1%	0%	0%	0%	F	0.07	F		21000	G
To:															
From:	Υ.	IS 1 SR 20	Q.												
Spotsylvania Count				97%	0%	1%	1%	1%	0%	С	0.085	F		22000	F
- Cpotoyivania Goding	-			01 70	070	170	170	170	070	Ü	0.000	•		22000	•
To- From:	SCL	Fredericks	burg												
City of Fredericksbu	ırg 1.42	21000	F	97%	0%	1%	1%	1%	0%	F	0.083	F		22000	F
To	CD 2- Bh	a and Grav	Darkwa	.,											
From:		·													
City of Fredericksbu	urg 0.38	10000	F	97%	0%	1%	1%	1%	0%	F	0.092	F		11000	F
To	111-3	3957 Sunke	n Rd												
To: From:				070/	00/	10/	40/	10/	00/	_	0.000	_		11000	
City of Fredericksbu		3957 Sunke 10000	n Rd <b>F</b>	97%	0%	1%	1%	1%	0%	F	0.092	F		11000	F
To: From:	urg 0.56		F	97%	0%	1%	1%	1%	0%	F	0.092	F		11000	F
To: From:	urg 0.56	10000	F	97%	0%	1%	1% 0%	1% 0%	0%	F N	0.092	F N		11000 5800	F N
	City of Petersburg Combined Traffic Estimates for 2 Parallel Ro    To   From     City of Petersburg Combined Traffic Estimates for 2 Parallel Ro   City of Petersburg   Combined Traffic Estimates for 2 Parallel Ro   City of Petersburg   Combined Traffic Estimates for 2 Parallel Ro   City of Petersburg   Combined Traffic Estimates for 2 Parallel Ro   From     City of Petersburg   To     From     Arlington County   To     From     Spotsylvania County   To     From     Spotsylvania County   To     From   Spotsylvania County   To     From   Spotsylvania County   To     From   Spotsylvania County   To     From   Spotsylvania County   To   Spotsylvania County	City of Petersburg 0.31  Combined Traffic Estimates for 2 Parallel Roadways on this Route:    Town	City of Petersburg	City of Petersburg   0.31   8500   F	City of Petersburg   City of	City of Petersburg   O.31   8500   F   97%   1%	Survival	Length AADT   QA   4Tire   Bus   2Axle   3+Axle	Surfaction   Length   AAD   QA   4Tire   Bus   2A4   3+Au6   3+Au6   17rail   ITrail   ITra	US	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   CC	City of Petersburg   0.24   4   7   7   8   7   8   7   8   8   8   8	Cambined Traffic Estimates for 2 Parallel Roadways on this Route   18000   F   97%   1%   1%   1%   1%   1%   1%   1%	March   Marc	March   Combined Traffic Estimates for 2 Parallel Roadways on this Route   1800   F   97%   1%   1%   1%   1%   1%   1%   1%

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

									Tru	ck			K		Dir		
	Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	20010				QC		QK	Factor	AAWDT	QW
		From:	D HOLD I	17.D. D.:		G.		ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
Bus	_aFayette Blvd	City of Frederic	Bus US 1 Par, E ksburg 0.06	5400		99%	0%	1%	0%	0%	0%	F	0.100	F		5800	F
$\left\{1\right\}$	Lar ayelle Divu	City of Frederic	5	JS 17 Caroline		99 /0	076	1/0	0 /6	076	0 /0		0.100	-		3000	r
Bus	Bus	From:		17, Lafayette													
(1)	17 2 Caroline St	City of Frederic		5000		99%	0%	1%	0%	0%	0%	F	NA			5500	G
$\bigcirc$		Combined Traffic Estimates for 2 Paralle	•	12000	G	98%	1%	1%	0%	0%	0%	F	NA			12000	G
		To:	•	SR 3 William			.,,		0,0	070	0,0	•					
Bus	Bus	From:															
{1}	(17) Caroline St	City of Frederic	•	6800	F	99%	0%	1%	0%	0%	0%	С	0.092	F		7300	F
$\smile$	$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	15000	F	98%	1%	1%	0%	0%	0%	С	0.091	F		16000	F
		To:		Herndon St													
Bus	Bus Ct	City of Frederic		Caroline St		000/	00/	40/	00/	007	00/	F	NIA			4000	_
[1]	(17) Herndon St	City of Frederic		4500		99%	0%	1%	0%	0%	0%	г	NA			4900	G
Bus	Bus	From:		Par Princess .													
1	77 Princess Anne St	City of Frederic		10000		98%	0%	1%	0%	0%	0%	С	0.086	F		11000	F
$\bigcirc$	17) 1 11110000 7 111110 01	To:		erson Davis H		0070	070	Τ̈́	070	070	070	Ū	0.000	•		11000	•
_	C	From:				1											
Bus	Bus  17  2 Princess Anne S	St City of Frederic	,	us US 17 Lafa 6600	•	97%	1%	1%	0%	0%	0%	F	0.089	F		7000	F
[]	17 2 Princess Anne S	,	•									F		-			•
		Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	12000	G	98%	1%	1%	0%	0%	0%	г	NA			12000	G
Bus	Bus	To: From:	Bus	SR 3 William	St												
(1)	17 Princess Anne St	City of Frederic	ksburg 0.52	7800	F	97%	1%	1%	0%	0%	0%	С	0.092	F		8300	F
		Combined Traffic Estimates for 2 Paralle	•	15000	F	98%	1%	1%	0%	0%	0%	С	0.091	F		16000	F
		To:	·	US 1 Herndon		0070	.,,	Τ̈́	0,0	070	0,0	Ū	0.00	•			•
		From:		Azalea Ave													
	301 Chamberlayne Ave	City of Richm		14000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.525	16000	G
2	301 Onambonayno 7110	City of Palorini				0070	070	.,,,	070	170	070	•	0.000	•	0.020	10000	Ü
	~~	To: From:		CL Richmond		2221						_					
(2)	301 Chamberlayne Ave	Henrico Cou	inty 0.55	14000	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.552	15000	G
$\stackrel{\smile}{=}$	<u>~</u>	To: From:		I-95													
(2)	301 Chamberlayne Ave NB	Henrico Cou	inty 0.90	17000	G	98%	0%	1%	0%	1%	0%	F	0.111	Ν	0.663	19000	G
$\bigcirc$		Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	25000	G	98%	0%	1%	0%	1%	0%	F	NA			27000	G
		Ta-	-	Upham Dr													
(2)	301 Chamberlayne Ave	Henrico Cou	inty 1.57	16000	G	98%	0%	1%	0%	1%	0%	С	0.111	F	0.663	17000	G
(2)	301 Onambonayno 7110	- 1				0070	070		070	170	070	Ū	0.111	•	0.000	11000	Ü
	~~~	To: From:		Parham Rd		0001	001		061	461	061	_	0.40:				
(2)	301 Chamberlayne Ave	Henrico Cou	,	26000		98%	0%	1%	0%	1%	0%	F	0.101	F	0.65	28000	G
		To:		over County L				+									
	301 Chamberlayne Rd	Hanover Cou		29000		98%	0%	1%	0%	1%	0%	F	0.095	F		30000	F
(2)	301 Chambellaylie Ku	i ianovei Cot	JIILY 0.40		Г	JO /0	0 /0	1 /0	U /0	1 /0	U /0	Г	0.093	Г		30000	Г
\sim		To:		I-295				<u> </u>									
$\stackrel{\sim}{=}$	~~~	From:															
(2)	301 Chamberlayne Rd	Hanover Cou	unty 1.87	28000 42-640	G	97%	1%	1%	1%	1%	0%	С	NA			30000	G

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

		Primary a						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		42-640					017.000				. 45151				
2 301 Chamberlayne Rd	Hanover County	1.30	15000	F	97%	1%	1%	1%	1%	0%	F	0.104	F		16000	F
	To	42-64	3 Pearsons	Corner												
2) (301) Chamberlayne Rd	Hanover County	1.27	8900	F	97%	1%	1%	1%	1%	0%	F	0.088	F		9100	F
	To	12.65	3 Whippoor	will Dd												
2)(301) Hanover Courthouse Rd	From: Hanover County	2.58	7700	F	97%	0%	1%	1%	1%	0%	F	0.086	F		7800	F
2 (301)	Tol									-,-						
2 301 Hanover Courthouse Rd	Hanover County	2.94	42-651 8000	F	97%	0%	1%	1%	1%	0%	С	0.097	F		8200	F
2 301 Hanover Courthouse Rd	Transver County				31 /0	070	1 70	1 70	1 /0	076	C	0.037	'		0200	•
	To: From:		002 Hanove		070/	00/		40/	407	00/	_	0.007	_		5000	_
2 301 Hanover Courthouse Rd	Hanover County	1.64	5100	F	97%	0%	1%	1%	1%	0%	F	0.097	F		5300	F
	From:		oline County													
2) (301) Richmond Tpke	Caroline County	3.16	4500	G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.633	4600	G
	To:		SR 30 Daw	n												
2) (301) Richmond Tpke	Caroline County	4.44	3400	G G	90%	1%	1%	2%	5%	0%	F	0.093	F	0.536	3400	G
2 301 Richmond Tpke	Tallound County				0070	170		270	070	070	•	0.000	·	0.000	0.00	Ū
2 (301) Richmond Tpke	Caroline County	7.50	16-647 2800	G	90%	1%	1%	2%	5%	0%	С	0.093	F	0.502	2900	G
2 301 Richmond Tpke	Caroline County				90 /6	1 /0	1 /0	2/0	3/0	076	C	0.093	-	0.302	2900	G
	From		1 Near de J		2221						_		_			_
2 301 Richmond Tpke	Caroline County	2.46	5700	G	90%	1%	1%	2%	5%	0%	F	0.088	F	0.587	5800	G
	From:		Bus US 30: Bowling C													
2) (301) Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11	5700	N	90%	1%	1%	2%	5%	0%	Ν	0.088	N	0.587	5800	Ν
2 (301)	To		Bus US 30	1												
Bus	From:		US 301													
2 (301) Main St	Caroline County	0.22	5100	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.56	5300	G
Pup	To- From:	SCI	Bowling C	Green												
Bus (301) Main St	Town of Bowling Green (Maint: 16)	0.74	5000	G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.559	5100	G
2 (301)	To:		Bus SR 207		0170	170		070	170	070	Ū	0.000	·	0.000	0.00	Ū
	From:		S 301, Bus													
(2) Main St	Town of Bowling Green (Maint: 16)	0.39	5800	G	96%	0%	1%	1%	2%	0%	F	0.094	F	0.525	6200	G
\smile	To- From:	NCI	L Bowling C	Green			\neg \vdash									
2 Fredericksburg Tpke	Caroline County	7.73	5000	G	96%	0%	1%	1%	2%	0%	F	0.094	Ν	0.525	5100	G
$\overline{}$	То:		16-606													
Fraderickshurg Take	Corolina County	16-606 S 3.71	Stonewall Ja 5000	ckson Ro		00/	10/	10/	20/	00/	C	0.000	_	0.640	E400	G
2 Fredericksburg Tpke	Caroline County				96%	0%	1%	1%	2%	0%	С	0.092	F	0.610	5100	G
	From:		Ivania Cour line County	_			_									
2 Sandy Lane Dr	Spotsylvania County	1.36	5100	F	96%	0%	1%	1%	2%	0%	F	0.088	F		5200	F
\smile	To:	U	S 17 Mills													
Bus	From:		Bus US 17		0001	001		001	061	2001	_	0.65-	_		0000	_
2 (17) Tidewater Trail	Spotsylvania County	3.56	6800	F	92%	0%	1%	3%	3%	0%	С	0.085	F		6900	F
~	10:		88-1301													

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length .	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		88-1301													
2 Tidewater Trail	Spotsylvania County	0.97	21000	F	92%	0%	1%	3%	3%	0%	F	0.081	F		22000	F
	To: Econo	ECL F	redericksb	ourg			_									
Bus (2) (17) Dixon St	City of Fredericksburg	0.55	24000	F	94%	1%	1%	1%	3%	0%	С	0.086	F		25000	F
2 (1)	To:	Ramp from						.,,,	-,-							
Bus	From:				000/	007		00/	007	00/	_	0.007	_		44000	_
2 (17) Dixon St	City of Fredericksburg		10000	F	99%	0%	0%	0%	0%	0%	С	0.097	F		11000	F
Bus	To: From:	C	Charles St													
(2) (17) Dixon St	City of Fredericksburg	0.06	5200	F	99%	0%	0%	0%	0%	0%	F	0.099	F		5600	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways		8100	G	98%	1%	1%	0%	0%	0%	F	NA			8700	G
Bus	To: From:		cess Anne S Dixon St	St			+									
2 Princess Anne St	City of Fredericksburg		2900	G	96%	1%	2%	0%	0%	0%	С	NA			3100	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	6200	G	97%	1%	2%	0%	0%	0%	С	NA			6600	G
	To	В	Bus US 1				\neg \vdash									
Bus Bus Princess Anne S	St City of Fredericksburg	0.37	6600	F	97%	1%	1%	0%	0%	0%	F	0.089	F		7000	F
2 17 Princess Anne s	Combined Traffic Estimates for 2 Parallel Roadways		12000	G	98%	1%	1%	0%	0%	0%	F	NA	•		12000	G
	To:		R 3 Willian		0070	170		070	070	070					12000	
	From:	BUS US	15 Orange	Road												
3 (522) Germanna Hwy	Town of Culpeper	0.96	8200	F	91%	1%	1%	2%	5%	0%	F	0.087	F		8700	F
	To: From:	EC	L Culpepe	r												
3 Sermanna Hwy	Culpeper County	0.34	14000	F	91%	1%	1%	2%	5%	0%	С	0.084	F		14000	F
	Tow From:	US	15, US 29)												
3 (522) Germanna Hwy	Culpeper County	0.32	14000	N	91%	1%	1%	2%	5%	0%	Ν	0.084	Ν		14000	Ν
<u> </u>	To- From:	US 522 Za	achary Tayl	lor Hwy												
(3) Germanna Hwy	Culpeper County	4.63	7500	F	90%	1%	1%	3%	5%	0%	С	0.080	F		7600	F
	To- From:	23-60	63 Batna R	Rd												
(3) Germanna Hwy	Culpeper County	3.73	8100	F	91%	1%	1%	2%	5%	0%	С	0.082	F		8200	F
<u> </u>	To- From:	23-7	750 Ellis R	ld			⊒⊢									
(3) Germanna Hwy	Culpeper County	4.37	9000	F	93%	1%	1%	1%	4%	0%	С	0.089	F		9200	F
	To:		e County L													
3 Germanna Hwy	Orange County		er County 13000	F	93%	1%	1%	1%	4%	0%	F	0.085	F		13000	F
<u> </u>	7-a					.,,		. , ,	.,,		-		-			•
3 Germanna Hwy	Orange County		0 Wilderne 24000	F	96%	1%	0%	0%	2%	0%	F	0.08	F		24000	F
3) Somana i wy	To:		ania Count		5576	1 /0		3 / 0	-70	J /0	•	0.00	•		_ 1000	•
	From:	Orange	e County L	Line												
(3) Plank Rd	Spotsylvania County		23000	F	96%	1%	0%	0%	2%	0%	F	0.079	F		24000	F
\sim	То:	88-610	Elys Ford	l Rd												

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	' QV
	From:	88-610 Elys Ford									_			_
3 Plank Rd	Spotsylvania County	2.99 29000	F 96%	1%	0%	0%	2%	0%	С	0.075	F		31000	F
	To- From:	88-626 Andora D												
3 Plank Rd	Spotsylvania County	1.33 37000	G 96%	1%	0%	0%	2%	0%	F	0.075	Ν		37000	G
<u>~</u>	To: From:	88-627 Gordon R	Rd											
3 Plank Rd	Spotsylvania County	1.53 55000	G 96%	1%	0%	0%	2%	0%	F	0.07	Ν		55000	C
<u> </u>	To- From:	88-639 Salem Churc	ch Rd		<u> </u>									
3 Plank Rd	Spotsylvania County	1.09 73000	F 96%	1%	0%	0%	2%	0%	F	0.07	F		77000	F
<u> </u>	To	WCL Fredericksb	nro											
3 Plank Rd	City of Fredericksburg	0.34 80000	F 96%	1%	0%	0%	2%	0%	F	0.077	F	0.509	85000	F
3)	The state of the s								-		•			-
3 Plank Rd	City of Fredericksburg	0.61 54000	G 95%	1%	1%	1%	3%	0%	F	NA			54000	(
3 Plank Rd	City of 1 redefices burg		G 3370) 170	1 70	1 /0	370	070	'	INA			34000	
District D.J.	To: From:	Oakwood St	F 050/	40/		40/	00/	00/		0.070	_		40000	
3 Plank Rd	City of Fredericksburg	0.63 43000	F 95%	1%	1%	1%	3%	0%	F	0.073	F		46000	F
	To: From:	US 1 Jefferson Davis	s Hwy											
3) William St	City of Fredericksburg	0.24 39000	G 95%	1%	1%	1%	3%	0%	F	NA			42000	(
<u> </u>	To:	Bus SR 3; Blue and Gra	 											
3 Blue and Grey Parkway	City of Fredericksburg	Bus SR 3 William 0.53 32000	F 95%	1%	1%	1%	3%	0%	С	0.074	F		34000	F
3 Blue and Grey Parkway	City of 1 redefices burg) 170	1 70	1 /0	370	070	C	0.074	•		34000	'
	To: From:	Bus US 1 LaFayette		407		40/	007	201	_	0.075	_		10000	_
3 Blue and Grey Parkway	City of Fredericksburg	1.00 37000	F 95%	1%	1%	1%	3%	0%	F	0.075	F		40000	F
	To: From:	Bus US 17 SR 2 Dix												
3 Blue and Grey Parkway	City of Fredericksburg	0.36 34000	F 95%	1%	1%	1%	3%	0%	F	0.082	F		36000	F
\smile	To: From:	ECL Fredericksbu	ırg											
3 Blue and Grey Parkway	Stafford County	0.33 34000	F 95%	1%	1%	1%	3%	0%	F	0.082	F		36000	F
<u> </u>	To:	Bus SR 3 Kings High	hway											
	From:	Bus SR 3	• • • • • • • • • • • • • • • • • • • •	407		407	407	00/	_				00000	_
3 Kings Hwy	Stafford County	0.82 30000	G 96%	1%	1%	1%	1%	0%	F	NA			32000	C
	To: From:	89-680 Leonard Rd, Fe												
3 Kings Hwy	Stafford County	0.16 20000	N 93%	0%	1%	2%	4%	0%	Ν	0.093	N	0.509	22000	1
<u> </u>	To: From:	89-744 Rumford I	Rd		\neg \vdash									
3 Kings Hwy	Stafford County	5.38 20000	G 93%	0%	1%	2%	4%	0%	С	0.093	F	0.509	22000	(
<u> </u>	To	89-601 East Int												
3 Kings Hwy	Stafford County	0.40 22000	G 96%	1%	1%	1%	1%	0%	F	NA			22000	(
9)	To:	King George County												
	From:	Stafford County L		•		_								
(3) Kings Hwy	King George County	3.68 21000	G 96%	1%	1%	1%	1%	0%	F	0.093	F	0.504	21000	G
\smile	To	48-605 Bloomsbury Rd; La	Grange Lane											
3 Kings Hwy	King George County	4.79 20000	G 96%	1%	1%	1%	1%	0%	С	0.099	F	0.517	20000	C
	To:	SR 206 Arnolds Co	rner											

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

					_		Tru	ıck			K		Dir		01:
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 206 Arnole													
3 Kings Hwy	King George County	2.58 1600	0 G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.54	16000	G
\smile	To:	SR 205 Purkii	ns Corner												
3 Kings Hwy	King George County	1.56 750 0		96%	1%	1%	1%	1%	0%	F	0.083	F	0.593	7600	G
	To	US 301 Offi	ce Hall												
3 Kings Hwy	King George County	7.18 500 0		93%	1%	1%	1%	4%	0%	С	0.079	F	0.714	5100	G
9,	To:	Westmoreland C	County Line												
	From:	King George C													
3 Kings Hwy	Westmoreland County	2.84 460 0) G	93%	1%	1%	1%	4%	0%	F	0.083	F	0.638	4700	G
<u> </u>	To: From:	SR 205 Oak	Grove												
3 Kings Hwy	Westmoreland County	2.83 6000) G	93%	1%	1%	1%	4%	0%	F	0.088	F	0.666	6200	G
\smile	To:	SR 204 N Of Po	tomac Mills			$ \vdash$									
3 Kings Hwy	Westmoreland County	2.05 600 0		93%	1%	1%	1%	4%	0%	F	0.089	F	0.656	6100	G
	To	96-624 V	Vast												
3 Kings Hwy	Westmoreland County	2.83 550 0		93%	1%	1%	1%	4%	0%	F	0.091	F	0.645	5600	G
3 Kings Hwy	Westinordana oddiny				1 /0	170	1 70	770	070	· ·	0.031	•	0.040	3000	O
Kingo I hua	Mostmarsland County	SR 347 Westmoreland		Road 95%	40/	10/	40/	20/	00/	С	0.001	F	0.636	F700	_
3 Kings Hwy	Westmoreland County	0.68 560 0) G	95%	1%	1%	1%	3%	0%	C	0.091	г	0.636	5700	G
	To- From:	SR 214 I													
3 Kings Hwy	Westmoreland County	3.57 500 0) G	95%	1%	1%	1%	3%	0%	F	0.089	F	0.642	5100	G
<u></u>	To: From:	WCL Mor	ntross												
3 Kings Hwy	Town of Montross (Maint: 96)	0.95 500 0) N	95%	1%	1%	1%	3%	0%	Ν	0.089	Ν	0.642	5100	Ν
\smile	To:	96-622 Peach	Grove St												
3 Kings Hwy	Town of Montross (Maint: 96)	1.49 780 0		96%	0%	1%	1%	2%	0%	С	0.094	F	0.633	8000	G
	To:	ECL Mon	troce												
3 Kings Hwy	Westmoreland County	1.89 780 0		96%	0%	1%	1%	2%	0%	N	0.094	N	0.633	8000	N
3)90,	T-			00,0	0,0		. , ,	_,0	0,0	• •	0.00	•	0.000	0000	
- Kinga Lluur	Westmoreland County	SR 202 Cop 5.89 420 0		96%	0%	1%	1%	2%	0%	F	0.084	F	0.544	4300	
3 Kings Hwy	westmoreland County	Richmond Co	_	90%	0%	170	1 70	270	0%	Г	0.064	Г	0.544	4300	G
	From:	Westmoreland C													
3 Kings Hwy	Richmond County	0.15 470 0) G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.502	4800	G
	To:	SR 203 Oldh	ame Rd												
3 Historyland Hwy	Richmond County	1.46 600 0		94%	0%	1%	1%	4%	0%	С	0.084	F	0.526	6200	G
3),	T-1								-,-	_					_
3 Historyland Hwy	Richmond County	79-653 Sanfo 0.79 600 0		94%	0%	1%	1%	4%	0%	N	0.084	N	0.526	6200	N
3 Historyland Hwy	McIlliona County			J ¬ /0	0 /0	1 /0	1 /0	→ /0	U /0	IN	0.004	IN	0.520	0200	IN
	From	NCL Wa		0.40/	00/		40/	407	201		0.00:		0.506	2005	
3 Historyland Hwy	Town of Warsaw (Maint: 79)	0.20 6000		94%	0%	1%	1%	4%	0%	N	0.084	N	0.526	6200	N
<u>~</u>	From:	Bus SR 3 M SR 3 B													
3 Historyland Hwy	Richmond County	1.23 220 0		94%	0%	1%	1%	4%	0%	F	0.089	F	0.640	2200	G
3 Historyland Hwy	To:	US 360, SR 3 Bus			070	- 70	1 /0	770	0 /0	'	0.000	•	0.040	2200	0

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

				_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
O Distantes di bass	From:	US 360, SR 3 Bus Rich		40/	40/	407	00/	00/	_	0.00	_	0.500	0700	_
3 Historyland Hwy	Town of Warsaw (Maint: 79)	0.11 6500	G 91%	1%	1%	4%	2%	0%	F	0.09	F	0.592	6700	G
	To: From:	SCL Warsaw												
3 Historyland Hwy	Richmond County	6.20 6500	N 91%	1%	1%	4%	2%	0%	N	0.09	N	0.592	6700	N
	To: From:	79-642 Sharps R			\neg						_			
3 Historyland Hwy	Richmond County	3.07 3300	G 91%	1%	1%	4%	2%	0%	F	0.087	F	0.565	3400	G
	To: From:	79-692, N Farnham Ch												
(3) Historyland Hwy	Richmond County	2.37 3100	G 91%	1%	1%	4%	2%	0%	F	0.085	F	0.605	3200	G
	To: From:	79-608 Farnham Cre	ek Rd											
(3) Historyland Hwy	Richmond County	2.70 3100	G 91%	1%	1%	4%	2%	0%	F	0.094	F	0.518	3200	G
\smile	To:	Lancaster County I												
3 Historyland Hwy	Lancaster County	Richmond County l 5.30 2300	F 91%	1%	1%	4%	2%	0%	С	0.093	F		2400	F
3 Historyland Hwy	Lancaster County			170	170	470	270	076	C	0.093	Г		2400	г
	From:	SR 201 White Chap		407		407	201	00/		0.004			5 400	
3 Historyland Hwy	Lancaster County	3.48 5200	F 91%	1%	1%	4%	2%	0%	F	0.084	F		5400	F
	To: From:	E 51-604 West												
(3) Historyland Hwy	Lancaster County	4.36 7400	F 91%	1%	1%	4%	2%	0%	F	0.089	F		7500	F
<u>~</u>	To: From:	51-607 Goodluck	Rd											
3 Historyland Hwy	Lancaster County	0.34 12000	F 96%	1%	1%	1%	1%	0%	С	0.091	F		13000	F
<u> </u>	To	NCL Kilmarnoc	:k											
3 N Main St	Town of Kilmarnock (Maint: 51)	1.63 12000	N 96%	1%	1%	1%	1%	0%	Ν	0.091	Ν		13000	Ν
\bigcirc	To:	SR 200 W Int			<u> </u>									
3 (200)S Main St	Town of Kilmarnock (Maint: 51)	0.09 13000	F 96%	0%	1%	1%	2%	0%	F	0.081	F		14000	F
	To:	SR 200 M Int												
3 S Main St	Town of Kilmarnock (Maint: 51)	0.62 9800	F 96%	0%	1%	1%	2%	0%	F	0.084	F		10000	F
3)	To						_,,		-		-			-
3 Historyland Hwy	Lancaster County	SCL Kilmarnoci 1.82 8700	F 96%	1%	1%	1%	1%	0%	С	0.094	F		8700	F
3 Historyland Hwy	Lancaster County			1 /0	1 /0	1 /0	1 /0	076	C	0.094			8700	
	To:	51-647 Chases R		00/		40/	00/	00/	_	0.000	_		0000	_
3 Historyland Hwy	Lancaster County	1.67 9100	F 96%	0%	1%	1%	2%	0%	F	0.092	F		9300	F
	To: From:	NCL White Stor												
(3) Rappahannock Dr	Town of White Stone (Maint: 51)	0.39 9100	N 96%	0%	1%	1%	2%	0%	Ν	0.092	N		9300	Ν
<u>~</u>	To: From:	SR 200 E Int												
(3) Rappahannock Dr	Town of White Stone (Maint: 51)	0.46 9500	F 96%	0%	1%	1%	2%	0%	С	0.083	F		9700	F
\sim	To- Econol	SCL White Ston	ne		<u> </u>									
3 Historyland Hwy	Lancaster County	1.09 9500	N 96%	0%	1%	1%	2%	0%	Ν	0.083	Ν		9700	Ν
	To	Middlesex Couny Line, Rappa												
	From:	Lancaster County Line, Rappa							_		_			_
(3) Greys Point Rd	Middlesex County	5.84 6200	G 95%	1%	1%	1%	2%	0%	С	0.087	F	0.556	6600	G
~	To	SR 33 W, Puller H	łwy											

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

					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 33 W; Greys Point Rd											
(3) (33) General Puller Hwy	Middlesex County	3.45 5500 G 96%	5 1%	1%	1%	1%	0%	С	0.091	F	0.611	5800	G
	To:	SR 33 E; Twiggs Ferry Rd											
Turinga Form Dd	Middlesex County	SR 33 E Puller Hwy	5 1%	1%	40/	40/	00/	F	0.006	F		6200	G
3 Twiggs Ferry Rd	Middlesex County	3.20 5900 G 96% Mathews County Line	1%	1%	1%	1%	0%	Г	0.086	Г		6200	G
	From:	Middlesex County Line											
Twiggs Ferry Rd	Mathews County	1.37 5900 G 97%	5 1%	1%	1%	1%	0%	F	0.09	F	0.524	6000	G
3) 1990 1, 1.10	-				.,.		-,-	•		-			_
	From:	SR 198 East	40/	40/	40/	407	00/	_	0.004	_	0.550	7000	_
3 / 198 /	Mathews County	1.55 8200 G 97%	1%	1%	1%	1%	0%	F	0.094	F	0.550	7600	G
_	To: From:	SR 198 W, Dutton Rd											
3 Windsor Rd	Mathews County	2.07 5700 G 97%	1%	1%	1%	1%	0%	С	0.093	F	0.603	5800	G
\smile	To:	SR 14 John Clayton Memorial Hwy											
	From:	SR 14; Windor Rd, Fort Nonsense						_					_
$\begin{pmatrix} 3 \end{pmatrix} \begin{pmatrix} 14 \end{pmatrix}$ John Clayton Mem Hwy	Mathews County	0.11 11000 G 97%	1%	1%	1%	1%	0%	F	0.090	F	0.649	11000	G
	To:	Gloucester County Line											
Labor Clauten Managial I hou	Clausester County	Mathews County Line	40/	40/	40/	40/	00/	0	0.000	F	0.000	42000	_
3) (14) John Clayton Memorial Hwy	Gloucester County	4.07 12000 G 97%	1%	1%	1%	1%	0%	С	0.092	г	0.603	13000	G
<u> </u>	To: From:	36-623 Ware Neck Rd											
$_{3}$) $(_{14})$ John Clayton Memorial Hwy	Gloucester County	2.18 17000 G 97%	1%	1%	1%	1%	0%	F	0.096	F	0.644	18000	G
\bigcirc	To:	US 17 Bus Main St, Gloucester CH											
East	From:	SR 3 Plank Rd											
3 Ramp	Spotsylvania County	0.28 7100 F 96%	1%	0%	0%	2%	0%	F	0.086	F		7500	F
	To:	I-95 South											
East	From:	SR 3 I-95-N130B TO AND FROM RT											
3) Ramp	Spotsylvania County	0.28 19000 F							0.100	F		19000	F
3)	To:	I-95-N FROM RT 3 EB							01.00	•			·
	From:												
West Romp	Spotsylvania County	SR 3 TO AND FROM RT 0.27 3900 F							0.094	F		3900	F
3 Ramp	Spoisylvania County To:	I-95-S FROM RT 3							0.094	Г		3900	Г
<u>Vest</u>	From:	SR 3 Plank Rd								_			_
3 Ramp	Spotsylvania County	0.26 8800 F							0.098	F		8800	F
<u> </u>	To:	I-95 North											
Bus	From:	SR 3 Blue and Grey Parkway											
3) William St	City of Fredericksburg	0.14 13000 G 98%	0%	1%	0%	0%	0%	F	NA			14000	G
\smile	Too	111-3958 Hanover St											
Bus	From:				_						_	· <u> </u>	_
3 William St	City of Fredericksburg	0.30 10000 G 98%	6 0%	1%	0%	0%	0%	С	NA			11000	G
<u> </u>	To	111-3955 College Ave											
Bus William Ct	Oit of Fradericks		- 001	40/	00/	007	00/	_	NIA			40000	_
3 William St	City of Fredericksburg	0.48 11000 G 98%	5 0%	1%	0%	0%	0%	С	NA			12000	G
<u>~</u>	10.	SR 3 Par, Washington Ave											

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

			u mersia					Tri	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	SR 3 Par	r, Washingto	on Ave			2/\/\	OTANE	iiiali	ZIIall		i acioi		i actol		
3 William St	City of Fredericksb		5500	G	98%	0%	1%	0%	0%	0%	С	NA			6000	G
	Combined Traffic Estimates for 2 Parallel Re	J	10000	G	98%	1%	1%	0%	0%	0%	F	NA			11000	G
	To:		JS 1 Carolin													
Bus	From:				2001	007	——	00/	00/	001	_				7000	•
(3) William St	City of Fredericksb	· ·	6600	G	98%	0%	1%	0%	0%	0%	F	NA			7200	G
	Combined Traffic Estimates for 2 Parallel R	doadways on this Route:	12000	G	98%	1%	1%	0%	0%	0%	F	NA			13000	G
Bus	To: From:	Bus SR	R 3 Par, Sopl	hia St												
3 William St	City of Fredericksb	ourg 0.03	18000	G	98%	0%	1%	0%	0%	0%	F	NA			20000	G
	То:		CL Stafford													
Bus	From:		Fredericksb		070/	00/	40/	40/	40/	00/	_	NIA			47000	_
3 Kings Hwy	Stafford County	y 0.30	16000	G	97%	0%	1%	1%	1%	0%	F	NA			17000	G
Bus	To:	SR 212 C	hatham Hei	ights Rd												
(3) Kings Hwy	Stafford County	y 1.26	26000	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.522	29000	G
	To:	SR 3 Blue	e and Grey I	Parkway												
Bus	From:	Bus S	SR 3 Willian	n St												
Washington Ave	City of Fredericksb	ourg 0.07	4900	G	97%	1%	1%	0%	1%	0%	F	NA			5300	G
P	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	10000	G	98%	1%	1%	0%	0%	0%	F	NA			11000	G
	То		3963 Amelia													
Bus Arrealia Ct	From:		3, Washingto		070/	40/	40/	00/	40/	00/	0	0.000	F		4500	_
3 Amelia St	City of Fredericksb	J	4300	F	97%	1%	1%	0%	1%	0%	С	0.099	г		4500	F
	Combined Traffic Estimates for 2 Parallel R	•	9800 3973 Sophia	G	98%	1%	1%	0%	0%	0%	С	NA			11000	G
Bus	From:		3973 Sopilia 3973, Amelia													
Sophia St	City of Fredericksb		5600	G	97%	1%	1%	0%	1%	0%	F	NA			6100	G
B	Combined Traffic Estimates for 2 Parallel Re	Roadways on this Route:	12000	G	98%	1%	1%	0%	0%	0%	F	NA			13000	G
	То:		SR 3 Willian	n St												
Bus	From:	SR 3 I	Historyland 1	Hwy												
(3) Main St	Town of Warsaw (Mai	int: 79) 0.77	12000	N	95%	0%	1%	1%	3%	0%	Ν	0.082	Ν	0.642	13000	Ν
$\overline{}$	To:		60 Richmond													
Bus	Towns of Manager (Mari		360; Main S		050/	007	40/	40/	00/	00/	_	0.000	_	0.040	40000	0
3 (360) Richmond Rd	Town of Warsaw (Mai	,	Historyland	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.642	13000	G
	TI															
Rugge Island Pd	Mooklophura Cour		Carolina State 490	e Line G	95%	1%	 1%	1%	2%	0%	F	0.107	F	0.533	500	G
4 Buggs Island Rd	Mecklenburg Cour					170	170	1 70	4 %	U%	r	0.107	r	0.555	500	G
	Tay From:		Of John H. 1			46:			25:					:		
4 Buggs Island Rd	Mecklenburg County (Ma	aint: US) 0.53	820	N	95%	1%	1%	1%	2%	0%	N	0.112	Ν	0.594	830	N
<u>~</u>	To: From:	North End	of John H. I	Kerr Da	n											
4 Buggs Island Rd	Mecklenburg Cour		820	G	95%	1%	1%	1%	2%	0%	С	0.112	F	0.594	830	G
\smile	To:	58-707 China (Grove Rd, C	Castle He	ights											

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

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	r QV
	From:	58-707 Castle H	leights												
4 Buggs Island Rd	Mecklenburg County	4.50 930	G	95%	1%	1%	1%	2%	0%	F	0.096	F	0.52	950	G
\smile	To:	US 58 Gill	ls												
	From:	25th St													
5) (60) Main St	City of Richmond	0.30 16000	G	99%	0%	0%	0%	0%	0%	F	NA			18000	(
	To: From:	Williamsburg	g Rd												
5) Main St	City of Richmond	0.40 6800	G	99%	0%	0%	0%	0%	0%	С	0.116	F	0.777	7700	(
<u> </u>	To- From:	Nicholson	St												
5) Main St	City of Richmond	0.26 11000	G	99%	0%	0%	0%	0%	0%	F	0.11	F	0.845	12000	(
<u></u>	To: From:	ECL Richmo	ond												
5 Osborne Tpke	Henrico County	1.99 9000	G	98%	0%	1%	1%	0%	0%	С	0.125	F	0.798	9800	(
<u> </u>	To:	New Market													
Now Morket Dd	Honrico County	Osborne Tp		97%	1%	1%	40/	1%	0%	_	0.405	F	0.720	0400	(
5 New Market Rd	Henrico County	2.13 7400	G	97%	170	170	1%	170	0%	С	0.125	Г	0.738	8100	(
	To- From:	Laburnum A				<u> </u>						_			
5 New Market Rd	Henrico County	3.27 8200	G	97%	1%	1%	1%	1%	0%	F	0.108	F	0.652	8900	(
	To: From:	I-295													
5 New Market Rd	Henrico County	4.70 2200	G	87%	0%	1%	7%	5%	0%	С	0.098	F	0.622	2400	(
<u> </u>	To- From:	Willis Church	n Rd												
5 156 New Market Rd	Henrico County	1.72 2300	G	87%	0%	1%	7%	5%	0%	F	0.096	F	0.698	2400	(
	To:	Charles City Cou	_												
5 (156) John Tyler Memorial Hwy	Charles City County	Henrico County 4.34 1400	y Line F	87%	0%	1%	7%	5%	0%	F	0.095	F		1400	F
5 John Tyler Memorial Hwy	Chanes City County			07 70	070	1 70	1 /0	370	070	'	0.033	'		1400	'
Labor Tallon Manageral Library	To- From:	SR 156 E I		000/	007		40/	00/	00/		0.000			0000	
5 John Tyler Memorial Hwy	Charles City County	3.69 2800	F	96%	0%	1%	1%	2%	0%	F	0.096	F		2800	F
	To: From:	18-609 Barnet													
5 John Tyler Memorial Hwy	Charles City County	5.68 2300	F	96%	0%	1%	1%	2%	0%	С	0.101	F		2300	F
<u> </u>	To: From:	SR 155 Charles 0	City CH												
5) John Tyler Memorial Hwy	Charles City County	3.81 2100	F	96%	1%	1%	1%	2%	0%	С	0.108	F		2100	F
<u> </u>	To:	18-632 Tyler's N													
5 John Tyler Memorial Hwy	Charles City County	18-632 Tylers N 9.47 2600	1111 Rd F	96%	1%	1%	1%	2%	0%	F	0.099	F		2700	F
5 John Tyler Memorial Hwy	To:	James City County Line, Ch			170	170	170	270	U70	Г	0.099	Г		2700	ı
	From:	Charles City County Line, Cl													
5 John Tyler Memorial Hwy	James City County	4.38 3000	G	97%	1%	1%	1%	0%	0%	F	0.087	F	0.577	3100	(
<u> </u>	То	47-614 Centery	ille Rd												
5 John Tyler Memorial Hwy	James City County	2.04 8400	G	97%	1%	1%	1%	0%	0%	F	0.087	F	0.534	8600	(
3)	Tailed Only County			0.70	. 70		. 70	- 70	- / 0	•	0.501	•	3.30 1	2000	`
- John Tyler Memoriel Llyer	lamas City County	47-615 Ironbou		070/	10/	10/	10/	00/	00/		0.000	F	0 545	11000	
5 John Tyler Memorial Hwy	James City County	1.51 9900	G	97%	1%	1%	1%	0%	0%	С	0.089	г	0.545	11000	C

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

		Filliary and inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	47-652 Stanle	v Dr			2////	STANE	IIIali	ZIIali		1 actor		i actor		
5 John Tyler Memorial Hwy	James City County	0.29 16000	G	97%	1%	1%	1%	0%	0%	F	0.088	F	0.578	18000	G
5 com Tyler Memoria Tiwy	ournes only county			01 70	170	170	170	070	070	•	0.000	•	0.070	10000	Ŭ
	From:	SR 199, 46-6					401		201	_		_			_
5 (199)	James City County	0.22 35000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.575	38000	G
<u> </u>	To: From:	WCL William	sburg												
(5)(199)	City of Williamsburg (Maint: 47)	0.24 35000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.575	38000	G
	To:	SR 31, SR 1													
	From:	SR 31 Jamestown R			201					_		_			_
(5) Jamestown Rd	City of Williamsburg	0.27 11000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.594	12000	G
<u> </u>	To: From:	137-7073 John Tyler M	Iemorial l	Hwy											
5 Jamestown Rd	City of Williamsburg	1.50 13000	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.586	14000	G
	Tor	137-7075 Bound	dary St												
	From:	Jamestown 1	Rd												
(₅) Boundary St	City of Williamsburg	0.07 12000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.605	12000	G
\sim	To	Francis S													
	From:	Boundary S								_		_			_
5 Francis St	City of Williamsburg	0.09 8200	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.593	8800	G
<u> </u>	To: From:	SR 132 Henr													
(5) (132) Henry St	City of Williamsburg	0.38 5500	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.531	5800	G
5 (132) Herriy St	City of Williamsburg	SR 162 Lafaye		9970	076	0 /0	0 /0	076	0 /6	-	0.093		0.551	3600	G
	Prom:	SR 132 Henr													
5 Lafayette St	City of Williamsburg	0.33 9300	G	97%	1%	2%	0%	0%	0%	F	0.095	F	0.504	10000	G
(3) ====================================					.,.					-		•			_
Distance to Or	To-	Capital Landir		070/	40/		00/	00/	00/	_	0.000	_	0.000	0000	
5 Lafayette St	City of Williamsburg	0.73 7800	G	97%	1%	2%	0%	0%	0%	С	0.086	F	0.603	8300	G
<u> </u>	To: From:	US 60 Page	St												
(5) (60) Page St	City of Williamsburg	0.25 15000	G	98%	1%	1%	0%	0%	0%	С	0.083	F	0.564	16000	G
\bigcirc	To-	Second St	+												
5) 60 Page St	City of Williamsburg	0.31 14000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.519	15000	G
(3) (60) 1 agr 31									• , •	-		-			_
	From:	US 60 Page												0000	_
(5) Capitol Landing Rd	City of Williamsburg	0.62 6300	G								NA			6800	G
	10:	SR 143 Merrin	nac St												
East	From:	SR 5 I-295-E022B TO A	ND FRO	M RT			-		-						
(5) Ramp	Henrico County	0.25 NA									NA			NA	
\smile	To:	I-295-E FROM	RT 5												
East	From:	SR 5 I-295-W022B	TO RT 29	95											
7 Ramp	Henrico County	0.22 NA		_							NA			NA	
	To:	I-295-W FROM	1 RT 5												
West	From:	SR 5 TO ROUT				Ī									
5 Ramp	Henrico County	0.18 NA	<i>ال الك</i> الية.								NA			NA	
3)	To:	I-295-E FROM	RT 5								14/1			14/1	
		1-233-E FROM	IXI J												

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	ΩΔ	4Tire	Rus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
	Jungaletion				Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
West	From:	SR 5 I-295-W027A TO AN	ID FRO	M RT											
(5) Ramp	Henrico County	0.31 NA									NA			NA	
	10:	I-295-W FROM F	RT 5												
	From:	US 250 Rockfish Gap	p Trnpk												
6 Afton Mountain Rd	Nelson County	3.72 730	F	99%	0%	1%	0%	0%	0%	С	0.102	F		740	F
	To:	SR 151 Critzers Sh	•												
	From:	SR 151 Avon		2221						_		_			_
6 / (151)	Nelson County	6.22 7200	F	93%	1%	1%	1%	4%	0%	С	0.092	F		6700	F
	To: From:	SR 151 Martins S													
Pivor Pd	Nologo County	SR 151 Rockfish Vall 5.79 3700	F	90%	1%	2%	1%	7%	0%	С	0.095	F		3800	F
6 River Rd	Nelson County	5.79 3700	г	90%	170	270	170	170	0%	C	0.095	Г		3000	Г
	To: From:	US 29 W, Thomas Nel	lson Hw												
6 (29) Thomas Nelson Hwy	Nelson County	3.94 12000	F	89%	1%	1%	1%	9%	0%	F	0.084	F		12000	F
	To	US 29 E, Thomas Nel	son Hw	v											
6 Irish Rd	Nelson County	3.43 1800	F	93%	2%	2%	2%	2%	0%	F	0.111	F		1900	F
6 married	To:	Albemarle County		3070	270		270	270	070	•	0.111	•		1000	•
	From:	Nelson County L													
6 Irish Rd	Albemarle County	7.19 940	G	93%	2%	2%	2%	2%	0%	С	0.098	F	0.683	990	G
	T-1														
Nation Del	From:	02-627 Porters I		93%	2%		20/	20/	00/		0.000	F	0.540	4000	G
6 Irish Rd	Albemarle County	5.68 1200	G	93%	2%	2%	2%	2%	0%	F	0.096	Г	0.519	1300	G
<u> </u>	To: From:	SR 20 W, Scottsvil	lle Rd												
$\begin{pmatrix} 6 \end{pmatrix} \begin{pmatrix} 20 \end{pmatrix}$ Valley Rd	Albemarle County	0.28 6500	G	93%	2%	2%	2%	2%	0%	F	0.093	F	0.677	6900	G
\bigcirc	To:	WCL Scottsvil	le												
6 20 Valley Rd	Town of Scottsville (Maint: 02)	0.30 6500	N	93%	2%	2%	2%	2%	0%	Ν	0.093	Ν	0.677	6900	N
6 20 Valley Rd	To:	SR 20 E; Main		3070	270		270	270	070	.,	0.000	.,	0.011	0000	.,
	From:	SR 20 E, Walley													
6 Main St	Town of Scottsville (Maint: 02)	0.28 3000	G	97%	0%	1%	1%	0%	0%	F	0.092	F	0.562	3100	G
	To:	Fluvanna County													
	From:	Albemarle County													
6 Canal St	Town of Scottsville (Maint: 32)	0.24 2900	F	97%	0%	1%	1%	0%	0%	С	0.091	F		2900	F
	To	32-675 Canal S	24												
6 West River Rd	Town of Scottsville (Maint: 32)	0.08 2900	N	97%	0%	1%	1%	0%	0%	N	0.091	N		2900	N
6 West River Rd	Town of Scottsville (Maint. 32)	0.00 2300		31 /0	070	1 70	1 /0	076	070	11	0.031	IN		2300	IN
	To: From:	ECL Scottsvill													
6 West River Rd	Fluvanna County	7.98 2900	N	97%	0%	1%	1%	0%	0%	Ν	0.091	Ν		2900	Ν
$\overline{}$	To:	32-620 Rolling Road	1 South			<u> </u>									
6 West River Rd	Fluvanna County	5.30 2200	F	97%	0%	1%	1%	0%	0%	F	0.102	F		2300	F
0) 11351 113	riavama county			01.70	0,0		1 /0	0,0	0,0	•	0.102	•		2000	•
	From:	32-612 Winnsville		0701	00.1		461	001	00.	_	- ·	_		4600	_
(6) West River Rd	Fluvanna County	2.26 1200	F	97%	0%	1%	1%	0%	0%	F	0.1	F		1200	F
<u> </u>	To:	US 15 James Madiso													
Iomas Madiana I hor	Flux - and Country	US 15 Fork Uni		0.407	40/	10/	407	20/	00/	_	0.000	_		4000	_
6 15 James Madison Hwy	Fluvanna County	1.99 4700	F	94%	1%	1%	1%	3%	0%	F	0.082	F		4800	F
	10:	US 15 Dixie													

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 15 James Madison H	wy											
6 East River Rd	Fluvanna County	4.28 1800 F	94%	1%	1%	1%	3%	0%	F	0.094	F		1800	F
\smile	To	WCL Columbia			_									
6 Saint James St	Town of Columbia (Maint: 32)	0.64 1800 N	94%	1%	1%	1%	3%	0%	Ν	0.094	Ν		1800	Ν
<u> </u>	То:	Goochland County Line, ECL												
	From:	Fluvanna County Line, ECL C												
6) River Rd West	Goochland County	6.01 1600 G	94%	1%	1%	1%	3%	0%	С	0.107	F	0.625	1700	(
	To: From:	SR 45 Georges Taverr	l											
6 River Rd West	Goochland County	6.47 3800 G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.698	4100	(
<u> </u>	To:	37-600 Rock Castle Ro	1											
6 River Rd West	Goochland County	3.41 5400 G		1%	1%	1%	3%	0%	F	0.107	F	0.805	5800	(
9	To	US 522 W, Sandy Hook											1800 1800 1700 4100 5800 7900 4500 6100 9500 20000 24000 26000 26000 23000 21000 16000	
	From:	W US 522												
6) (522) River Road West	Goochland County	1.74 7400 G	96%	1%	1%	0%	2%	0%	F	0.101	F	0.581	7900	(
<u> </u>	To:	E US 522												
River Rd West	Goochland County	US 522 E, Maidens Ro 4.95 4200 G		0%	0%	1%	0%	0%	F	0.109	F	0.572	4500	
6 River Rd West	Good liand County		9970	076	0 /6	1 /0	076	076	-	0.109	-	0.572	4300	•
	To: From:	37-628 Lee Rd							_		_			
6 River Rd West	Goochland County	6.62 5700 G	99%	0%	0%	1%	0%	0%	F	0.106	F	0.555	6100	(
<u>~</u>	Ta: From:	37-621 Manakin Rd												
6 Patterson Ave	Goochland County	1.84 8900 G	97%	0%	1%	1%	1%	0%	С	0.097	F	0.587	9500	(
\smile	To:	SR 288			\neg \vdash									
6 Patterson Ave	Goochland County	2.36 18000 G	99%	0%	0%	1%	0%	0%	С	0.111	F	0.548	20000	(
9	To:	Henrico County Line												
	From:	Goochland County Line												
6 Patterson Ave	Henrico County	1.04 22000 G	99%	0%	0%	0%	0%	0%	F	0.103	F	0.548	24000	(
<u> </u>	To: From:	Pump Rd			\neg								1800 1800 1700 4100 5800 7900 4500 6100 9500 20000 24000 26000 26000 23000 21000	
6 Patterson Ave	Henrico County	0.69 25000 G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.63	1800 1700 4100 5800 7900 4500 6100 9500 20000 24000 28000 26000 26000 21000 16000	
<u> </u>	To:	Gaskins Rd												
6 Patterson Ave	Henrico County	1.04 23000 G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.594	1800 1800 1800 1700 4100 5800 7900 4500 6100 9500 20000 24000 28000 26000 26000 23000 21000 16000	(
0) - 4.1.0.00.7.1.0				0,0		0,0	0,0	0,0	•	0.000	•	0.00		
6 Patterson Ave	Henrico County	Gayton Rd 0.52 23000 G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.520	26000	(
6 Patterson Ave	Herrico County	0.52 23000 G	99%	0%	0%	076	070	0%	Г	0.096	Г	0.528	20000	
	To: From:	Parham Rd			_}	_					_			
6 Patterson Ave	Henrico County	0.97 20000 G	99%	0%	0%	0%	0%	0%	F	0.102	F	0.641	23000	(
<u> </u>	To: From:	Forest Ave												
6 Patterson Ave	Henrico County	0.94 19000 E	99%	0%	0%	0%	0%	0%	С	0.111	Α		21000	I
\smile	To	WCL Richmond												
6 Patterson Ave	City of Richmond	1.30 14000 G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.562	16000	(
	- y							- , -						
6 Patterson Ave	City of Richmond	Libbie Ave 1.67 11000 G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.528	12000	(
6 Patterson Ave	City of Richmond	1.07 11000 G	99%	U%	U%	U%	U%	U%	Г	0.101	г	0.320	12000	Ċ

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

			ind Intersta					Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	2 A vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
	From:		Malvern Ave				ZAXIE	STAXIE	IIIali	ZIIali		racioi		racioi	AAWDT 8900 2800 NA 2000 10000 8600 15000 9400 23000 26000 26000	
6 Patterson Ave	City of Richmo		7800	G	99%	0%	0%	0%	0%	0%	F	0.102	F	0.605	8900	G
6 Patterson Ave	City of Mellino	0.30			3370	070	<u> </u>	070	070	070	'	0.102	'	0.003	0300	O
	To: From:		Thompson St								_					
6 Kensington Ave	City of Richmo	ond 0.71	2500	F	98%	1%	1%	0%	0%	0%	С	0.085	F		2800	F
<u> </u>	101		Boulevard													
<u>Vye</u>	From:		SR 6 River R													
6 Tidbit Trail	Nelson Count	,	530	R								NA			NA	
<u> </u>	To:	US 29	Thomas Nels	on Hwy												
	From:	US 50, U	S 522 Par, Br	raddock	St											
7) (50) (522) Boscawen St	City of Winches	ster 0.18	1900	F	99%	0%	0%	0%	0%	0%	С	0.090	F		2000	F
1) (4) (22)	Combined Traffic Estimates for 2 Parallel		9400	F	99%	0%	0%	0%	0%	0%	F	0.088	F		10000	F
	To:		S 11 Cameron		0070	0,0	Ť	0,0	0,0	0,0	•	0.000	•		8900 2800 NA 2000 10000 8600 15000 9400 8500 9400 23000 26000	•
	From:		Boscawen St	t												
7) (11) (11) (50) Cameron S	St City of Winches	ster 0.17	8100	F	97%	1%	1%	0%	1%	0%	F	0.096	F		8600	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F		15000	F
	To	,	Piccadilly St													
	From:		S 11 Cameron													
7) Piccadilly St	City of Winches	ster 0.18	8800	F	97%	1%	1%	0%	2%	0%	F	0.088	F		9400	F
<u> </u>	To:		East Lane													
	From		Piccadilly St								_		_			_
7 East Lane	City of Winches	ster 0.02	8000	F	97%	1%	1%	0%	2%	0%	F	0.086	F		8500	F
<u> </u>	To:		Fairfax Lane													
Notional Ava	City of Windhoo		Highland Ave	e F	070/	1%	1%	0%	20/	00/	F	0.087	F		0400	F
7 National Ave	City of Winches	Ster 0.32	0900	г	97%	170	170	0%	2%	0%	Г	0.067	Г		9400	Г
	To: From:		13 Pleasant V	alley Ro												
7 Berryville Ave	City of Winches	ster 0.79	22000	F	97%	1%	1%	0%	2%	0%	С	0.087	F		23000	F
<u> </u>	Tax		Ross St													
7 Berryville Ave	City of Winchester (N	Maint: 34) 0.16	25000	F	97%	1%	1%	0%	2%	0%	F	0.086	F		26000	F
) Bonytime / tte	Only of Williamster (iii	,			01 70	170	.,,	070	270	070	•	0.000	•		20000	•
	To: From:		; ECL Winch										_			
7) Berryville Pike	Frederick Cour	,	25000	F	95%	0%	1%	0%	3%	0%	F	0.079	F		26000	F
<u></u>	To:		rke County L													
Llaws Flood Divid Llass	Clarks Carret		erick County		050/	0%	40/	00/	20/	00/	_	0.007	^		00000	^
7 Harry Flood Byrd Hwy	Clarke County	y 3.80	25000	Α	95%	0%	1%	0%	3%	0%	С	0.097	Α		26000	А
<u>~</u>	To: From:	Bus SR	7 West of Be	erryville	;											
7) Harry Flood Byrd Hwy	Clarke County	y 1.45	25000	G	95%	0%	1%	0%	3%	0%	F	0.085	F	0.723	27000	G
<u> </u>	To:	118 34) North of Be	rrwille												
7 Harry Flood Byrd Hwy	From: Clarke County		22000	G	95%	0%	1%	0%	3%	0%	F	0.095	F	0.842	23000	G
),	- Clarke County					5 / 0	. 70	J /0	J/0	J /0	•	0.000	•	0.012	23000	J
	To: From:		R 7 East of Be	_												
7) Harry Flood Byrd Hwy	Clarke County	y 4.16	22000	G	97%	0%	1%	0%	1%	0%	F	0.097	F	0.775	25000	G
\sim	To:	2	1-606 River F	Rd												
7 Harry Flood Byrd Hwy	From: Clarke Count		23000	G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.875	26000	G
, ,, - , ,	To:	,	doun County		, 0	- , 0	~	- / 0	. , 0	- , 0	•	2.300	-		_5555	_

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Clarke Cour													
7 Harry Flood Byrd Hwy	Loudoun County	0.89 2200	0 F	97%	0%	1%	0%	1%	0%	F	0.096	F		25000	F
<u>~</u>	To- From:	53-760 Near I	Bluemont												
7 Harry Flood Byrd Hwy	Loudoun County	3.02 2400	0 B	97%	0%	1%	0%	1%	0%	С	0.113	Α		27000	В
<u> </u>	To: From:	Bus SR 7 West o	f Round Hi	11											
7 Harry Flood Byrd Hwy	Loudoun County	1.07 2200	0 F	97%	0%	1%	0%	1%	0%	F	0.098	F		25000	F
<u> </u>	To	Bus SR 7 West o	f Purcellvill	le											
7 Harry Flood Byrd Hwy	Loudoun County	2.07 2400	0 F	97%	0%	1%	0%	1%	0%	F	0.096	F		27000	F
\mathcal{O}	To:	WCL Purce	llville												
7 Harry Flood Byrd Hwy	Town of Purcellville (Maint: 53)	0.94 2400		97%	0%	1%	0%	1%	0%	F	0.096	F		27000	F
	Ta	ECL Purce	llvilla												
7 Harry Flood Byrd Hwy	From: Loudoun County	1.04 2400		97%	0%	1%	0%	1%	0%	F	0.096	F		27000	F
),	To-						0,0	.,0	0,0	-	0.000	•		25000 27000 27000 27000 41000 42000 64000 54000 53000 53000 77000 73000 90000 60000	·
7 Harry Flood Byrd Hwy	Loudoun County	SR 287 North of 2.07 3700		97%	0%	1%	0%	1%	0%	F	0.089	F		41000	F
7 Harry Flood Byrd Hwy	Establish States				070		070	170	070	•	0.000	•		41000	
Llower Flood Dawd Lluce	From	53-704 Hamilton			00/	10/	00/	40/	00/	F	0.006			42000	
7 Harry Flood Byrd Hwy	Loudoun County	2.37 3700		97%	0%	1%	0%	1%	0%	Г	0.086	F		42000	F
	To: From:	SR 9, Bus SR 7				<u> </u>						_			
7 Harry Flood Byrd Hwy	Loudoun County	2.38 5800	0 F	98%	1%	1%	0%	1%	0%	С	0.085	F	0.75	64000	F
	To- From:	Bus SR 7; WC													
7 Market St West	Town of Leesburg (Maint: 53)	1.85 4900	0 F	98%	1%	1%	0%	1%	0%	F	0.079	F		54000	F
	To- From:	US 15 Ki	ng St												
7) (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 6000	0 F	97%	1%	1%	1%	1%	0%	С	0.078	Ν		63000	F
	To- From:	SR 26	7			\neg \vdash									
7) (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.63 5000	0 F	96%	1%	1%	1%	1%	0%	С	0.078	F		53000	F
	Top	Sycolin	Rd												
7) (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.53 4700		96%	1%	1%	1%	1%	0%	F	0.078	Ν		50000	F
	Ta	US 15, BUS SR	7 Markat C	+										27000 25000 27000 27000 27000 41000 42000 64000 54000 53000 53000 77000 73000 90000	
7 Market St East	Town of Leesburg (Maint: 53)	1.83 7300		98%	1%	1%	0%	1%	0%	F	0.074	F		77000	F
) mamer en aust	To-				.,,		0,0	.,0	0,0	-	0.07	•			·
7 Harry Flood Byrd Hwy	Loudoun County	2.38 6900		98%	1%	1%	0%	1%	0%	F	0.069	F		73000	F
7 Harry Flood Byrd Hwy						1 70	070	1 70	070	'	0.003	'		73000	'
Name Florid Broad No.	11011.	-901 Claibome Pkwy; 53					00/	40/	00/		NIA			00000	
7 Harry Flood Byrd Hwy	Loudoun County	2.99 8500	0 F	98%	1%	1%	0%	1%	0%	F	NA			90000	F
	To: From:	SR 28 Sul	•												
7) Harry Flood Byrd Hwy	Loudoun County	4.07 5700		98%	1%	1%	0%	1%	0%	F	NA			60000	F
~	From:	Fairfax Cour Loudoun Cou	•			-+									
7 Leesburg Pike	Fairfax County	1.69 5700	_	98%	1%	1%	0%	1%	0%	F	0.078	F	0.653	61000	G
· · · · · · · · · · · · · · · · · · ·	To:	SR 193 George		-3,0	.,,	Ť	- / 0	. , •	- / 0	•	2.3.0	-	2.300		_

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

		Primary and Intersi					Trι	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
	From:	SR 193 Georgeto	wn Pike												
7 Leesburg Pike	Fairfax County	7.26 52000	G	98%	1%	1%	0%	1%	0%	F	0.076	F	0.652	55000	G
<u> </u>	To- From:	SR 267 Dulles T	oll Rd												
7 Leesburg Pike	Fairfax County	1.15 59000	G	98%	1%	1%	0%	1%	0%	F	NA			62000	G
<u> </u>	To:	SR 123 Tysons	Corner			_									
7 Leesburg Pike	Fairfax County	0.91 57000	Α	98%	1%	1%	0%	1%	0%	F	0.077	Α		61000	Α
<u> </u>	Too	I-495 Captital B	eltway												
7 Leesburg Pike	Fairfax County	1.40 43000	Ğ	98%	1%	1%	0%	1%	0%	F	0.08	F	0.595	46000	G
<u></u>	To	I-66													
7 Broad St	Fairfax County	0.55 34000	N	98%	1%	1%	0%	1%	0%	N	0.076	N		36000	Ν
9	To	WCL Falls Ch													
7 Broad St	City of Falls Church	0.38 34000	F	98%	1%	1%	0%	1%	0%	F	0.076	F		36000	F
)	To-						-,-	.,.							
7 Broad St	City of Falls Church	110-6749 Wes 0.93 28000	F	98%	1%	1%	0%	1%	0%	F	0.077	F		30000	F
7) 2.500 5.	7-1				.,,		0,0	.,0	0,0	•	0.0	•		00000	•
7 Broad St	City of Falls Church	US 29 Washing 0.34 23000	ton St F	98%	1%	1%	0%	1%	0%	F	0.075	F		24000	F
7 Broad St	City of Falls Church			30 70	1 /0	1 70	070	1 70	070	'	0.073	'		24000	'
Droad Ct	City of Falls Church	110-6799 Cher 0.53 23000	ry St F	000/	1%	10/	0%	40/	0%	F	0.080	F		24000	F
7 Broad St	City of Falls Church			98%	170	1%	0%	1%	0%	Г	0.060	г		24000	Г
	To- From:	ECL Falls Ch		000/	407		00/	407	201		0.070		0.017	20222	
7 Leesburg Pike	Fairfax County	0.23 21000	G	98%	1%	1%	0%	1%	0%	F	0.072	F	0.617	22000	G
	To: From:	US 50 Arlington													
7 Leesburg Pike	Fairfax County	0.50 41000	G	98%	1%	1%	0%	1%	0%	F	0.069	F	0.516	44000	G
	To: From:	29-2327 Henr													
7) Leesburg Pike	Fairfax County	1.57 40000	G	98%	1%	1%	0%	1%	0%	F	NA			43000	G
<u> </u>	To- From:	SR 244 Baileys Cro	oss Roads												
7) Leesburg Pike	Fairfax County	0.69 38000	G	98%	1%	1%	0%	1%	0%	F	NA			41000	G
<u> </u>	To- From:	29-2503 Jeffers	on St			_									
7 Leesburg Pike	Fairfax County	0.46 44000	G	98%	1%	1%	0%	1%	0%	F	NA			46000	G
\mathcal{L}	Ta	WCL Alexan	dria												
7 King St	City of Alexandria	1.09 48000	G	98%	1%	1%	0%	1%	0%	F	0.077	F	0.593	51000	G
<u> </u>	To	I-395													
7 King St	City of Alexandria	0.65 22000	G	98%	1%	1%	0%	1%	0%	F	0.082	F	0.582	23000	G
	To-														
7 King St	City of Alexandria	Braddock R 1.91 13000	G G	98%	1%	1%	0%	1%	0%	F	0.09	F	0.578	14000	G
7) 1319 31	Oity of Allohandria			JU /0	1 /0	1 /0	0 /0	1 /0	070	'	0.00	'	0.070	14000	
7 King St	City of Alexandria	Russell Ro		000/	1%	10/	00/	407	00/		0.000		0.650	10000	
	City of Alexandria	0.38 16000	G	98%	1%	1%	0%	1%	0%	F	0.089	F	0.653	18000	G

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

						Tru	ok			1/		D:-		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		1 ru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	West St												
(7) King St	City of Alexandria	0.48 7900	G 98%	1%	1%	0%	1%	0%	F	0.076	F	0.532	8400	G
<u> </u>	To:	Washington St												
	From:	Ramps SR 7 N001B; SF	R 7 S001B											
(7) Ramp to I-81 S at Exit 315	Frederick County	0.20 NA								NA			NA	
<u> </u>	To:	I-81 S												
	From:	SR 7												
(7) Ramp to I-81 N at Exit 315	Frederick County	0.20 NA								NA			NA	
<u> </u>	To:	I-81 N												
	From	SR 07-E062B SR 07-W062	2B From Rt 7											
(7) Ramp	Fairfax County	0.15 NA								NA			NA	
<u> </u>	To:	SR 07- 62C To Comm	uter Lot		\neg \vdash									
7 Ramp	Fairfax County	0.14 8300	G							0.079	F		8300	G
	To:	I-66 East												
	From	SR 07- 62B To Comm	uter Lot											
7 Ramp	Fairfax County	0.13 NA								NA			NA	
	To:	From SR 7 East &	West											
East	From:	SR 7 E												
7 Ramp toward I-81 S at Exit 315	Frederick County	0.04 NA								NA			NA	
()	To:	Ramp SR 7 1A	1											
East	From:	SR 7 E												
7 Ramp toward I-81 N at Exit 315	Frederick County	0.05 NA								NA			NA	
Trainp toward 10111 dt 2xit 010	To:	Ramp SR 7 1B	<u> </u>										1471	
F	From:	SR 7 SR 07-W060A To R												
East 7 Ramp	Fairfax County	0.28 NA	1 493 South							NA			NA	
/ reamp	To:	I-495-S048X From Rt 7 East00	0- Leeshurg Pike							INA			INA	
F /	From:													
East 7 Ramp From SR 7 EB to I-495 NB	Fairfax County	SR 7 Leesburg Pike	е ЕБ							NA			NA	
/ Kamp Hom SK / EB to 1-493 NB	Tairrax County	I-495 Capital Beltway Inn	er Loon NR		_					INA			INA	
	From:													
East 7 Ramp	Fairfax County	SR 7 To Rt 66 East 8	& West							NA			NA	
7 Ramp	Famax County									INA			INA	
East	To: From:	SR 07-E062B TO RT 6	66 EAST											
7 Ramp	Fairfax County	0.14 NA								NA			NA	
	To:	I-66-W FROM RT 7	EAST											
East	From:	SR 07-E062A To Rt	66 East											
(7) Ramp	Fairfax County	0.35 11000	G 98%	1%	1%	0%	1%	0%	F	NA			11000	G
	To:	SR 07-W062B SR 07- 62E				-								
<u>East</u>	From:	SR 7; 30th St. To R			i									
7 Ramp	City of Alexandria (Maint: 00)									NA			NA	
()	To:	SR 07-E069B TO RT 395 NO	RTH & SOUTH		$\overline{}$									

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio			AADT			Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 7 Ramp	City of Alexandria (SR 07-E069B TO 0.13 I-395-S FROM	NA									NA			NA	
East 7 Ramp	City of Alexandria ((Maint: 00)	SR 07-E069A 0.23 I-395-N Fro	NA									NA			NA	
West 7 Ramp toward I-81 S at Exit 3	15 Frederick Co	ounty	0.06 R	SR 7 NA amp SR 7 A	A								NA			NA	
West 7 Ramp toward I-81 N at Exit 3	15 Frederick Co	ounty	0.06 R	SR 7 NA amp SR 7 I	В								NA			NA	
West 7 Ramp	From: Fairfax Cou To:		SR 7 SR 07-1 0.19 I-495-S048X Fron	NA									NA			NA	
West 7 Ramp From SR 7 WB to I-49	From: Fairfax Coul	ınty	SR 7 L 0.22 I-495 Capital	eesburg Pik NA Beltway In		NB							NA			NA	
West 7 Ramp	Fairfax Cou	inty	0.15	TO RT 66 V NA FROM RT 7									NA			NA	
West 7 Ramp	Fairfax Cou To:		SR 7 TO RT 66 E 0.13 SR 07-E062B	AST & CC	OMMUTE								NA			NA	
West 7 Ramp	From: Arlington Cou	unty	SR 7 TO RT 0.25 SR 7 TO RT	NA									NA			NA	
West 7 Ramp	From: Arlington Cou	unty	SR 07-W069A TC 0.19 SR 07-W069A TC	RT 395 NO NA	ORTH &	SOUTH							NA			NA	
[] [522 [1] [50] Braddock	St City of Winch Combined Traffic Estimates for 2 Paralle	ester	US : 0.17 on this Route:	50 Boscawe 6000	en St F F	97% 97%	1% 1%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.099 0.097	F F		6300 15000	F F
7 (50) (522) Piccadilly St	City of Winche Combined Traffic Estimates for 2 Paralle		0.18 on this Route:	Braddock St 7500	F F	99% 99%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	F F	0.091 0.088	F F		8000 10000	F F
Bus 7 West Main St	From: Clarke Cour To:	nty	SR 7 V 0.80	Vest of Berr 5700 CL Berryvil	ryville G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.519	6000	G

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

			mersiale Rol				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	WCL	Berryville				2								
7 West Main St	Town of Berryville (Maint: 21)	0.86 5	700 N	98%	1%	1%	0%	0%	0%	Ν	0.102	Ν	0.519	6000	Ν
Bus	To: From:	US 340) Berryville												
(7) East Main St	Town of Berryville (Maint: 21)	1.12 4	1100 G	96%	0%	1%	0%	2%	0%	С	0.102	F	0.65	4400	G
Bus	To: From:	ECL 1	Berryville												
7 East Main St	Clarke County		100 N	96%	0%	1%	0%	2%	0%	Ν	0.102	Ν	0.65	4400	Ν
<u> </u>	To:	SR 7 East	t of Berryville												
Bus	From:		st of Leesburg							_		_			_
7 Market St	Loudoun County	0.09 13	3000 F	99%	0%	0%	0%	0%	0%	F	0.097	F		14000	F
Bus	To: From:	WCL	Leesburg												
7 Market St	Town of Leesburg	0.12 1 3	3000 F	99%	0%	0%	0%	0%	0%	F	0.097	F		14000	F
Bus	To: From:	Fair	view St												
7 Market St	Town of Leesburg	0.25 1 ′	1000 F	99%	0%	0%	0%	0%	0%	С	0.094	F		12000	F
Bus	To- From:	253-4206	6 Loudoun St												
Market St	Town of Leesburg	0.27	3200 F	99%	0%	0%	0%	0%	0%	F	0.094	F		8700	F
Bus	To: From	253-42	205 Ayr St												
7 Market St	Town of Leesburg	0.36	9400 F	99%	0%	0%	0%	0%	0%	F	0.093	F		9900	F
Bus	To: From:	Bus	s US 15												
7 Market St	Town of Leesburg	0.09 12	2000 F	99%	0%	0%	0%	0%	0%	F	0.082	F		12000	F
Pue	To: From:	Ch	urch St												
Bus 7 Market St	Town of Leesburg	0.23	800 F	99%	0%	0%	0%	0%	0%	С	0.085	F		10000	F
\smile	To:	253-4206	5 Loudoun St			\neg \vdash									
Bus 7 Market St	Town of Leesburg		0000 F	99%	0%	0%	0%	0%	0%	F	0.084	F		22000	F
\smile	To	253-4200 (Catoctin Circle												
Bus 7 Market St	Town of Leesburg		1000 F	99%	0%	0%	0%	0%	0%	F	0.074	F		33000	F
7 Market St	Town or Leesburg		15; SR 7	9970	076	0%	0 /6	076	076	Г	0.074	-		33000	
Bus	From:		Of Round Hill												
7 Loudoun Street West	Loudoun County		800 F	97%	1%	1%	1%	0%	0%	F	0.090	F		1900	F
Due .	To- From:	WCL I	Round Hill												
Bus 7 Loudoun St	Town of Round Hill (Maint: 53)	0.32 1	800 N	97%	1%	1%	1%	0%	0%	N	0.090	N		1900	N
\smile	To:		9 Main St			<u> </u>									
Bus 7 Loudoun St	Town of Round Hill (Maint: 53)		5900 F	97%	1%	1%	1%	0%	0%	F	0.098	F		6100	F
/ Loudouri St	To:		Round Hill	01/0	1 /0	1/0	1 /0	0 /0	0 /0	•	0.000	•		0100	'

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

			id Interstate Ro				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	EC	L Round Hill												
(7) Loudoun Street East	Loudoun County	0.24	5900 N	97%	1%	1%	1%	0%	0%	Ν	0.098	N		6100	Ν
Bus	To- From:	SR 7 Between F	Round Hill and Pur	cellville											
7 Loudoun Street East	Loudoun County	1.66	10000 F	97%	1%	1%	1%	0%	0%	С	0.102	F		10000	F
Pus	To: From:	WC	CL Purcellville												
Bus 7 Main St	Town of Purcellville (Maint: 53)	2.06	10000 N	97%	1%	1%	1%	0%	0%	Ν	0.102	N		10000	N
\bigcirc	Too	SR 2	287 Berlin Tpke												
Bus 7 Colonial Highway	Town of Purcellville (Maint: 53)	0.07	9700 N	97%	1%	1%	1%	0%	0%	N	0.118	N		9900	N
7) Colonial Flightway	Town of Furceivine (Maint. 55)			31 /0	1 /0	1 70	1 70	070	0 70	14	0.110	IN		9900	14
Bus	From:		L Purcellville									_			
7 Colonial Highway	Loudoun County	1.00	9700 F	97%	1%	1%	1%	0%	0%	F	0.118	F		9900	F
Bus	To: From:	W	CL Hamilton												
7 West Colonial Hwy	Town of Hamilton (Maint: 53)	0.96	9700 N	97%	1%	1%	1%	0%	0%	Ν	0.118	N		9900	Ν
Bus	To: From:	E	CL Hamilton												
7 Colonial Highway	Loudoun County	2.41	9700 N	97%	1%	1%	1%	0%	0%	Ν	0.118	N		9900	Ν
\smile	To:	SR 7, 5	SR 9 Clarkes Gap												
	From:		Carolina State Line												
8 Salem Hwy	Patrick County	5.08	1700 F ond Hwy South of	93%	1%	2%	1%	4%	0%	С	0.109	F		1700	F
	From:		Of Stuart Dry Pone												
8 Salem Hwy	Patrick County	3.42	5000 F	93%	1%	2%	1%	4%	0%	F	0.098	F		5200	F
<u> </u>	To: From:	;	SCL Stuart												
8 Patrick Ave	Town of Stuart (Maint: 70)	0.75	5000 N	93%	1%	2%	1%	4%	0%	Ν	0.098	N		5200	N
Bus	To- From:		Bus US 58												
8 (58) West Blue Ridge St	Town of Stuart (Maint: 70)	1.00	3600 F	97%	1%	1%	0%	1%	0%	С	0.09	F		3700	F
\bigcirc	Tre- Fram:		WCL Stuart												
8 (58)	Patrick County	0.51	3600 N	97%	1%	1%	0%	1%	0%	Ν	0.09	N		3700	N
0 00	To		Bus US 58												
8) (58) Jeb Stuart Hwy	Patrick County	2.01	4600 F	93%	1%	1%	1%	4%	0%	С	0.089	F		4700	F
	To:		JS 58 North												
8 Woolwine Hwy	Patrick County	3.89	N, Jeb Stuart Hwy 2800 F	92%	1%	2%	2%	3%	0%	F	0.091	F		3000	F
8 Woolwine Hwy	To-				1 /0			J/0	0 /0	'	0.001				'
8 Woolwine Hwy	Patrick County	6.22	airystone Park Hwy 2000 F	92%	1%	2%	2%	3%	0%	С	0.096	F		2100	F
	To-		40 Woolwine		. , 0		_/0				0.000	•			
8 Woolwine Hwy	Patrick County	6.14	1000 F	92%	1%	2%	2%	3%	0%	F	0.102	F		1100	F
	To		yd County Line			- i			- / -	-					٠

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

		Primary and inter					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
_	From:	Patrick Coun	y Line												
8 Parkway Lane South	Floyd County	0.34 1100	F	92%	1%	2%	2%	3%	0%	F	0.093	F		1200	F
<u> </u>	To: From:	Blue Ridge P	arkway			\neg \vdash									
8 Parkway Lane South	Floyd County	5.69 1900	F	92%	1%	2%	2%	3%	0%	F	0.091	F		2000	F
\smile	To:	SCL Flo	vd			<u> </u>									
8 South Locust St	Town of Floyd (Maint: 31)	0.27 1900	N	92%	1%	2%	2%	3%	0%	Ν	0.091	Ν		2000	Ν
	Tax	US 221 Ma	in St												
8 North Locust St	Town of Floyd (Maint: 31)	0.30 6800	F	97%	0%	1%	1%	1%	0%	F	0.09	F		7100	F
9	To	NCL Flo	o.d												
8 Webbs Mill Rd	Floyd County	4.07 6800	<u>у</u> и N	97%	0%	1%	1%	1%	0%	N	0.09	N		7100	1
8) 11 daba 11 mm 11 d	i loya coality			01 70	070		170	170	070	.,	0.00			7 100	•
g Webbs Mill Rd	Floyd County	31-730 Ridge V 5.95 4800	/iew Rd	97%	0%	1%	1%	1%	0%	С	0.112	Α		4900	ŀ
8) Webbs Mill Rd	To:	Montgomery Co		91 /6	076	1 /0	1 /0	1 /0	076	C	0.112	^		4900	,
	From:	Floyd Count													
8 Riner Rd	Montgomery County	5.99 8700	G	96%	1%	1%	1%	2%	0%	С	0.099	F	0.619	9100	(
\smile	To	60-658 N of Riner; Me	adow Cree	k Rd											
8 Riner Rd	Montgomery County	3.26 9600	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.669	10000	(
<u> </u>	Tai	SCL Christiansbu	o near I-81												
8 W Main St	Town of Christiansburg (Maint: 60)	0.22 19000		97%	1%	1%	0%	1%	0%	F	0.092	F	0.54	20000	(
9	та:	Old SCL Christ													
8 W Main St	Town of Christiansburg	0.77 1200 0		97%	1%	1%	0%	1%	0%	С	0.097	F	0.592	13000	(
0) 11 111111111111111111111111111111111	To:	US 11; Radf			.,,				-,-	_		•			
	From:	SR 8 W Ma	in St												
8 Ramp to I-81 N at Exit 101	Town of Christiansburg (Maint: 60)	0.20 NA									NA			NA	
<u> </u>	To:	I-81 N													
	From:	SR 8 W Ma	in St												
8 Ramp to I-81 S at Exit 101	Town of Christiansburg (Maint: 60)	0.12 NA									NA			NA	
\smile	To:	I-81 S													
	From:	West Virginia S	tate Line												
g) Charles Town Pike	Loudoun County	3.10 1200 0) F	98%	0%	1%	0%	1%	0%	F	0.092	F		12000	I
\sim	To: From:	53-671 Harpers	Ferry Rd			\neg \vdash									
9 Charles Town Pike	Loudoun County	1.80 1500 0) F	98%	0%	1%	0%	1%	0%	С	0.088	F		16000	I
\mathcal{L}	To:	WCL Hills	boro			\neg \vdash									
9 Charles Town Pike	Town of Hillsboro (Maint: 53)	0.41 1500 0		98%	0%	1%	0%	1%	0%	Ν	0.088	Ν		16000	١
$\overline{\mathcal{O}}$	То	ECL Hills	oro												
g Charles Town Pike	From: Loudoun County	0.27 15000		98%	0%	1%	0%	1%	0%	N	0.088	Ν		16000	١
J 1 12					- / 0		- / 0	. , •	- / 0	••		• •		. 3000	•
g Charles Town Pike	Loudoun County	53-690 Hillsb 2.19 1500 0		98%	0%	1%	0%	1%	0%	С	0.085	F		15000	F
9 Charles Town Pike	Loudouri County	SR 287 Berli		JU /0	U /0	1 /0	U /0	1 /0	U /0	C	0.000	Г		13000	Г

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

						Tru	ıck			K		Dir		
Jurisdiction	Length AAD	T QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	r Q\
From:														
Loudoun County	3.10 1800	0 F	98%	0%	1%	0%	1%	0%	F	0.098	F		19000	F
To- From:														
Loudoun County			98%	0%	1%	0%	1%	0%	F	0.123	F		22000	F
10:		•												
City of Richmond			070/	10/	10/	10/	00/	00/	C	0.001	_	0.525	10000	(
City of Richinolia			9176	170	170	170	U76	076	C	0.091	Г	0.555	10000	,
City of Diehmand			070/	40/	10/	40/	00/	00/		0.002		0.576	17000	(
City of Richmond			91%	170	1%	1%	0%	0%	Г	0.063	Г	0.576	17000	,
City of Dieb mand			000/	00/	00/	00/	00/	00/		0.00		0.642	24000	
City of Richmond			99%	0%	<u> </u>	0%	0%	0%	C	0.09	Г	0.642	21000	(
To: From:			000/	201		201	00/	00/		0.000		0.500	40000	
City of Richmond	0.56 1200	0 G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.588	13000	(
To: From:											_			
Chesterfield County	0.60 1200	0 G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.576	13000	(
To: From:														
Chesterfield County	1.21 3300	0 G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.631	36000	(
To- From:	20-638 Cog	bill Rd												
Chesterfield County	3.19 2700	0 G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.575	29000	(
To- From:	SR 28	8												
Chesterfield County	1.47 3600	0 G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.562	39000	(
To	20-655 Be	ich Rd			<u> </u>									
Chesterfield County	4.03 2700	0 G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.545	30000	(
To:	20-749 Wor	nack Rd												
Chesterfield County	0.67 2200	0 G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.502	25000	(
To:	SR 144 W Har	oweate Rd												
Chesterfield County			97%	0%	1%	2%	0%	0%	F	0.086	F	0.554	36000	(
To	SR 144 F C	ester Rd												
Chesterfield County			97%	0%	1%	2%	0%	0%	С	0.087	F	0.586	35000	(
To														
Chesterfield County	· · · · · · · · · · · · · · · · · · ·			0%	1%	2%	0%	0%	F	0.083	F	0.567	40000	(
To			0.70			270	0,0	0,0	-	0.000	•	0.00.	.0000	
Chesterfield County		ი ც	95%	0%	1%	1%	3%	0%	F	0.086	F	0.503	47000	(
- F				070	1 /0	1 /0	370	0 /0	•	0.000	'	0.000	47 000	`
Charterfield County				00/	10/	10/	20/	00/	F	0.097	F	0 F10	40000	(
Chesterned County			90%	U%	170	170	3%	υ%	Г	0.067		0.510	40000	(
To: From:			0501	60.		401	001	001		0.455			00000	
Chesterfield County	0.90 2600	0 A	95%	0%	1%	1%	3%	0%	С	0.102	Α		29000	A
	Chesterfield County Chesterfield County Top From: Chesterfield County Chesterfield County Top From: Chesterfield County	SR 287 Bert	SR 287 Berlin Tyke Solution Tyke Solutio	SR 287 Berlin Tpke	SR 287 Berlin Tpke	Length AADT QA 41 Fe Bus 2 2Axle	Length AADT QA 4 Tire Bus 2	SR 287 Berlin Tyke	SE 287 Berlin Tp-ks	Clay of Richmond Clay of Ric	Secretarise Secretarise	Secretarise Secretarise	SR 287 Retion SR 287 Retio	Section County Section Secti

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	20-746	Enon Church R												
₁₀) Hundred Rd East	Chesterfield County	2.07	22000 G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.504	24000	(
<u> </u>	То:		eorge County Li												
	From:		field County Lir							_					
10) Randolph Rd	Prince George County	0.32	19000 G	95%	0%	1%	1%	3%	0%	F	0.088	Ν	0.504	20000	
<u> </u>	To: From:	WO	CL Hopewell												
10) Randolph Rd	City of Hopewell (Maint: 74)	0.10	17000 N	95%	0%	1%	1%	3%	0%	Ν	0.087	Ν		20000	
<u></u>	To: From:	Mainte	nance Boundary												
10) Randolph Rd	City of Hopewell	0.12	17000 F	95%	0%	1%	1%	3%	0%	F	0.087	F		20000	
	To- From:	No	orth 6th Ave												
10) Randolph Rd	City of Hopewell	0.40	11000 F	95%	0%	1%	1%	3%	0%	F	0.083	F		13000	
<i>)</i>	Tot		Main St												
Randolph Rd	City of Hopewell	0.74	10000 F	95%	0%	1%	1%	3%	0%	F	0.083	F		12000	
10)	To		inston Churchil												
10) (156) Randolph Rd	City of Hopewell	1.26	9700 F		0%	1%	1%	3%	0%	F	0.085	F		11000	
10) (136) randolpri ra	and a second sec			0070	070		170	070	070	•	0.000	•		11000	
D. January Birman Bur	From:		L Hopewell	050/	00/		40/	00/	00/	_	0.000	_		40000	
0 156 James River Dr	Prince George County	1.17	9300 F	95%	0%	1%	1%	3%	0%	F	0.089	F		10000	
	To: From:		Vinston Churchl												
0 106 156 James River Dr	Prince George County	0.73	9700 F	93%	0%	1%	1%	6%	0%	С	0.085	F		9900	
3 0 0	To: From:	S	SR 156 E, .												
James River Dr	Prince George County	2.24	5000 F	93%	0%	1%	1%	6%	0%	F	0.084	F		5100	
<i></i>	To	74-6	41 Moody Rd												
James River Dr	Prince George County	2.54	3700 F	93%	0%	1%	1%	6%	0%	F	0.086	F		3800	
	Tool														
James River Dr	Prince George County	5.93	3200 F	90%	1%	1%	2%	6%	0%	С	0.087	F		3200	
James River Dr	Fillice George County	5.95	3200 F	90 /6	1 /0	1 /0	2/0	076	076	C	0.007	-		3200	
	To: From:		Moming Star R												
James River Dr	Prince George County	2.00	2800 F	93%	1%	1%	1%	5%	0%	F	0.085	F		2700	
	To:		y County Line												
Colonial Trail	Surry County	5.45	eorge County Li		1%	1%	1%	5%	0%	F	0.087	F	0.508	2200	
O Colonial Trail	Surry County	5.45	2200	9370	1 /0	1 /0	1 /0	3/6	076	-	0.007	-	0.506	2200	
	From:) Spring Grove												
Olonial Trail	Surry County	7.90	2500 A	93%	1%	1%	1%	5%	0%	С	0.113	Α		2500	
<u> </u>	To: From:	SR 31	l S, Rolfe Hwy												
$\left(\begin{array}{c} 10 \end{array} \right) \left(\begin{array}{c} 31 \end{array} \right)$ Colonial Trail	Surry County	0.47	4400 G	93%	1%	1%	1%	5%	0%	F	0.089	F	0.559	4500	
	To		SCL Surry												
10) (31) Colonial Trail	Town of Surry (Maint: 90)	0.57	4400 N	93%	1%	1%	1%	5%	0%	Ν	0.089	Ν	0.559	4500	
	To		N SR 31												
10 Colonial Trail	Town of Surry (Maint: 90)	0.72	4900 G	93%	1%	1%	1%	5%	0%	F	0.093	F	0.503	5100	
10 Colonial Trail	Town or Surry (Marit. 90)	0.12	-300 C	33/0	1 /0	1 /0	1 /0	370	0 /0		0.033	•	0.505	3100	

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

			miersiale Roi				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	EC	ZI C			ZAXIE	3+Axie	IIIali	ZIIdli		гастог		racioi		
10 Colonial Trail	Surp County		CL Surry 4900 N	93%	1%	1%	10/	5%	00/	N	0.093	N	0.503	5100	Ν
10 Colonial Trail	Surry County	0.02	4900 N	93%	170	1 70	1%	3%	0%	IN	0.093	IN	0.503	3100	IN
	To: From:	90-617 I	Bacons Castle												
(10) Colonial Trail	Surry County	3.14	3800 G	93%	1%	1%	1%	5%	0%	F	0.097	F	0.54	3900	G
$\overline{}$	To:		ght County Line												
	From:		County Line												_
(10) Old Stage Hwy	Isle of Wight County	4.12	7000 F	93%	1%	1%	1%	5%	0%	F	0.102	F		7200	F
<u> </u>	To: From:	Bus SR 10 W	Vest Of Smithfiel	d											
10	Isle of Wight County	2.96	7400 F	96%	1%	1%	1%	2%	0%	С	0.12	F		7600	F
	To	NO	6 :46 11												
	From:		Smithfield	000/	40/	40/	40/	20/	00/		0.000	_		40000	F
10	Town of Smithfield (Maint: 46)		9800 F	96%	1%	1%	1%	2%	0%	F	0.088	F		10000	г
	From:		Main St West n St West												
	Town of Smithfield (Maint: 46)		9000 F	96%	1%	1%	1%	2%	0%	С	0.087	F		20000	F
10 (258)	10Wil of Smittiffed (Maint: 40)	2.50	3000 1	30 70	1 70	1 70	1 70	270	070	C	0.007	'		20000	'
	To: From:	Bus US 258, Bus	SR 10 Church St	South											
10) 258 Benns Church Blvd	Town of Smithfield (Maint: 46)	0.31 2	28000 F	95%	1%	1%	2%	2%	0%	F	0.089	F		29000	F
	To:	Old FC	L Smithfield												
10) 258 Benns Church Blvd	Town of Smithfield (Maint: 46)		4000 F	95%	1%	1%	2%	2%	0%	F	0.085	F		24000	F
10) (238) 2511115 51141511 2114	rown or ornamora (manti-10)			0070	170		270	270	070	•	0.000	•		21000	•
	From:		Smithfield												_
(10) (258) Benns Church Blvd	Isle of Wight County		26000 F	95%	1%	1%	2%	2%	0%	F	0.091	F		26000	F
<u> </u>	To:		wers Neck Blvd												
Development Block	In In a CANC and to Constant		rewers Neck Blv		40/	40/	00/	00/	00/	_	0.404	_		40000	_
(10) (32) Benns Church Blvd	Isle of Wight County		2000 F	93%	1%	1%	3%	2%	0%	С	0.101	F		12000	F
	From:		L Suffolk ght County Line			_									
	City of Suffolk	,	9500 F	95%	1%	1%	1%	2%	0%	F	0.09	F		10000	F
10 32	City of Surfork	1.51	9300 F	95 /6	1 /0	1 /0	1 /0	2/0	0 /6		0.09			10000	
	To: From:	SR 125	Chuckatuck												
(10) (32) Godwin Blvd	City of Suffolk	0.87 1	1000 F	95%	1%	1%	1%	2%	0%	F	0.088	F		12000	F
\cup	To:	133-603	3 Everets Rd												
10 32 Godwin Blvd	City of Suffolk		1000 F	95%	1%	1%	1%	2%	0%	С	0.088	F		12000	F
10 32 Godwin Blvd	Only of Curron			3070	170		170	270	070	•	0.000	•		12000	•
	To: From:		Kings Fork Rd												
$\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix}$ Godwin Blvd	City of Suffolk	1.36 2	20000 F	95%	1%	1%	1%	2%	0%	F	0.089	F		22000	F
\bigcirc	To- From:	US 58 S	uffolk Bypass												
(10) (32) Godwin Blvd	City of Suffolk		9000 F	95%	1%	1%	1%	2%	0%	F	0.084	F		20000	F
10 32 555	То:		Blvd US 460		. , •	—iĭ	. , ,	_,,	- / 0	•		-			•
Bus	From:		0 Elephant Fork			<u> </u>									
10 460 32	City of Suffolk		25000 A	99%	0%	0%	0%	0%	0%	С	0.099	Α		27000	Α
10 (32)	To:		60, Bus US 58			 i				-					
Bus	From:		s US 460												
(10) (32) (460) Main St	City of Suffolk	0.09 2	9000 F	99%	0%	1%	0%	0%	0%	F	0.087	F		30000	F
	To:	Bu	ıs US 58												

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- QW
Bus	From	Bus US 58, Bus US 460			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
(10) (32) (13) Main St	City of Suffolk	0.68 19000 F	99%	0%	1%	0%	0%	0%	F	0.079	F		20000	F
	To:	SR 337 Washington St												
East	From:	SR 10 TO RT 95												
(10) Ramp	Chesterfield County	0.40 NA								NA			NA	
	10.	I-95-S FROM RT 10												
East 10 Ramp	Chesterfield County	SR 10 TO RT 95 0.13 NA								NA			NA	
(10) Ramp	To:	I-95-N FROM RT 10								INA			INA	
East	From	SR 10 TO RT 295												
(10) Ramp	Chesterfield County	0.39 NA								NA			NA	
100	To:	I-295-E FROM RT 10												
East	From:	SR 10 TO RT 295												
(10) Ramp	Chesterfield County	0.26 NA								NA			NA	
	To:	I-295-W FROM RT 10												
West	From:	SR 10 TO RT 95												
10 Ramp	Chesterfield County	0.31 NA								NA			NA	
	107.	I-95-S FROM RT 10												
West (10) Ramp	Chesterfield County	SR 10 TO RT 95 0.25 NA								NA			NA	
(10) Ramp	Tre	I-95-N FROM RT 10								INA			INA	
West	From	SR 10 TO RT 295												
(10) Ramp	Chesterfield County	0.23 NA								NA			NA	
	To:	FROM RT 10												
West	From:	SR 10 TO RT 295												
(₁₀) Ramp	Chesterfield County	0.45 NA								NA			NA	
	To:	I-295-W FROM RT 10												
Bus Bus	From:	SR 10												
10 258 South Church St	Town of Smithfield (Maint: 46)	0.85 14000 F	99%	0%	0%	0%	0%	0%	F	0.108	F		14000	F
Bus Bus	To: From:	Battery Park Rd												
(10) (258) South Church St	Town of Smithfield (Maint: 46)	0.79 11000 F	99%	0%	0%	0%	0%	0%	С	0.121	F		11000	F
	To:	Red Point Dr												
Bus Bus Church St	Town of Smithfield (Maint: 46)	0.79 13000 G	99%	0%	0%	0%	0%	0%	F	NA			14000	G
10 258 Church St	Town or Smittmeta (Maint. 46)	Bus SR 258 Smithfield	99%	U70	070	U70	U70	U70	F	INA			14000	G
Bus	From:	Bus US 258 Main St												
10 North Church St	Town of Smithfield (Maint: 46)	0.85 6500 F	99%	0%	0%	0%	0%	0%	С	0.123	F		6700	F
Pug	To: From:	Berry Hill Rd												
Bus 10 North Church St	Town of Smithfield (Maint: 46)	0.43 5700 F	99%	0%	0%	0%	0%	0%	F	0.116	F		5800	F
10) 13131 313131 31	To:	NCL Smithfield	5570	370		570	J / U	0 /0	•	0.110	•		2300	

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	lunia di atiana	Lawath AADT	0.4	4T:	D		Tru	ıck		00	K	OK	Dir	A A)A/DT	0\\
Route	Jurisdiction	Length AADT	QA	4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv
Bus	From:	NCL Smithf													
(10) West Main St	Isle of Wight County	0.76 3700	F	97%	1%	1%	0%	0%	0%	F	0.112	F		3800	F
Bus	To: From:	46-674 Blounts C	orner Rd												
(10) West Main St	Isle of Wight County	2.16 1400	F	97%	1%	1%	0%	0%	0%	С	0.110	F		1500	F
	То:	SR 10 West of Si	nithfield												
	From:	State St													
(11) (421) Euclid Ave	City of Bristol	0.75 13000	G			<u>-</u>					0.090	F	0.531	14000	G
\$\ \\	To: From:	Vance St				_									
11 \ 421 Euclid Ave	City of Bristol	0.19 14000	G								0.09	F	0.535	15000	G
	To:	Bob Morrison	Blvd												
(11) (421) Euclid Ave	City of Bristol	0.18 15000									0.093	F	0.587	16000	G
	Tax	SR 381 Commonw	ealth Ave												
11 19 Euclid Ave	City of Bristol	0.48 8500	G								0.091	F	0.503	9000	G
	та:	Piedmont A	VA												
(11) (19) Euclid Ave	City of Bristol	0.56 6300	G								0.085	F	0.55	6700	G
	To:														
11 19 Lee Highway	City of Bristol	0.48 Moore S									0.087	F	0.524	14000	G
(11) (19) 200 : "9:	To:										0.00.	•	0.02		•
11 19 Lee Highway	City of Bristol	Valley D 1.29 13000	G								0.087	F	0.509	14000	G
[11] [19] Lee Highway	To:	I-81									0.007	•	0.000	14000	Ü
~~~~~	From:	End State Main	enance												
11 19 Lee Highway	City of Bristol	1.36 <b>17000</b>	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.508	17000	G
<del>\$\frac{1}{2}</del>	To- From:	Bonham R	d												
11 (19) Lee Highway	City of Bristol	0.51 <b>17000</b>	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.54	18000	G
$\bigcirc$	To: From:	Old Airport	Rd			$\Box$ $\vdash$									
11 19 Lee Highway	City of Bristol	0.68 <b>16000</b>	G	98%	0%	0%	0%	1%	0%	F	0.122	Ν		17000	G
	To	NCL Brist	ol												
(11) (19) Lee Highway	Washington County	2.83 <b>9200</b>	Α	98%	0%	0%	0%	1%	0%	С	0.122	Α		9300	Α
	To	95-1717 Wash Co I	nd Park R	d											
11 19 Lee Highway	Washington County	0.80 <b>8200</b>	G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.6	8500	G
	To	95-869 Asto													
11 19 Lee Highway	_{From:} Washington County	1.28 <b>9600</b>	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.617	9900	G
	To:	95-611 Dive													
~~~~·	From:	95-611 Spring C		0607	00.1		001	40.	001	_	0.00	_	0.5		-
(11) (19) Lee Highway	Washington County	1.72 7500	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.555	7700	G
	To: From:	WCL Abing													
(11) (19) Main St	Town of Abingdon	0.55 8700	G	98%	0%	0%	0%	1%	0%	F	0.096	F	0.604	9000	G
~ ~	To	SR 140 Jonesb	oro Rd												

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

_						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~~ <i>~</i> ~	From:	SR 140 Jonesboro Rd												
11) (19) Main St	Town of Abingdon	0.43 25000 G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.534	27000	(
~ ~ ~	To: From:	Colonial Rd												
11) (19) Main St	Town of Abingdon	0.47 23000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.509	24000	
~	To:	US 19 Porterfield Hwy			\neg \vdash									
11 Main St/Lee Hwy	Town of Abingdon	0.47 14000 G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.527	15000	
	To	Palmer St												
11 Main St	From: Town of Abingdon	0.35 15000 G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.516	16000	
11) Wall St	Town of Abiligatin	US ALT 58, Russell Rd	3070	070		070	070	070	O	0.000	•	0.010	10000	
ALT	From:	US ALT 58, Russell St												
11 58 Main St	Town of Abingdon	0.24 12000 G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.509	12000	
	To:	US Alt 58, SR 75, Cummings S	St											
11 Main St/Lee Hwy	Town of Abingdon	0.66 11000 G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.576	12000	
,						-,-	.,,		•		•			
Main St/Lea Llung	From:	Tanner St 0.93 13000 G	98%	0%	1%	0%	1%	0%	F	0.001	F	0.502	14000	
Main St/Lee Hwy	Town of Abingdon	0.93 13000 G	96%	0%	1%	0%	170	0%	Г	0.081	Г	0.502	14000	
~~	To: From:	Thompson Dr												
Main St/Lee Hwy	Town of Abingdon	0.13 19000 G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.602	20000	
~	To: From:	Hillman Hwy			<u> </u>									
11 Main St/Lee Hwy	Town of Abingdon	0.74 16000 G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.600	17000	
\checkmark	To	ECL Abingdon												
11 Lee Highway	Washington County	0.20 16000 N	98%	0%	1%	0%	1%	0%	Ν	0.088	Ν	0.600	17000	
	To:	I-81, US 58				-,-	.,,							
	From:	I-81, US 58 Exit 19												
11 58 Lee Highway	Washington County	0.30 16000 G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.533	17000	
\sim	To:	US 58 East of Abingdon			— —									
11 Lee Highway	Washington County	2.58 4400 G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.552	4600	
	To	05 704 Fatamaira D.1												
11 Lee Highway	Washington County	95-704 Enterprise Rd 2.09 4000 G	98%	0%	1%	1%	1%	0%	F	0.089	F	0.639	4200	
Lee Highway	washington county	SR 80 Cedarville	30 /0	070	1/0	1 /0	1 /0	070	'	0.003	•	0.055	4200	
	From:	SR 80 Cedarville Glenbrook Av	/e											
11 Lee Highway	Washington County	4.46 3000 G	98%	0%	1%	1%	1%	0%	С	0.086	F	0.628	3200	
	To	SR 91 Maple St												
1 Lee Highway	™ <u>L</u> Washington County	2.81 1200 G	98%	0%	1%	1%	1%	0%	F	0.112	F	0.58	1300	
11) Lee riigiiway	To:	I-81 West of Chllhowie Exit 32		070		1 /0	1 /0	070	'	0.112	•	0.50	1300	
	From:	I-81 West of Chilhowie	_											
11 Lee Highway	Washington County	2.21 2400 G	98%	0%	1%	1%	1%	0%	F	NA			2500	
\checkmark	To	Smyth County Line												
~	From:	Washington County Line	-	-										
11 Lee Highway	Smyth County	0.04 2300 G	96%	2%	1%	1%	1%	0%	F	0.118	F	0.588	2400	
~	To:	WCL Chilhowie												

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

						Tru	ıck			K		Dir		
Jurisdiction	Length A	AADT QA	4Tire	Bus					QC	Factor	QK		AAWDT	QW
From:														
Town of Chilhowie (Maint: 86)			96%	2%	1%	1%	1%	0%	Ν	0.118	Ν	0.588	2400	Ν
To: From:														
Town of Chilhowie (Maint: 86)			96%	2%	1%	1%	1%	0%	С	0.108	F	0.508	6500	G
Town of Offinionia (Maint: 00)			0070			170	170	070	Ŭ	0.100	·	0.000	0000	Ŭ
Smyth County			06%	20/	10/	10/	10/	09/	NI	0.109	NI	0.509	6500	N
Siffyth County			90 /6	2/0	1 /0	1 /0	1 /0	0 /6	IN	0.100	IN	0.506	0300	IN
From			000/	00/		40/	40/	00/		0.000		0.040	0000	
Smyth County	4.32 2	2800 G	96%	2%	1%	1%	1%	0%	F	0.088	F	0.643	3000	G
To: From:	FR 7 Tı													
Smyth County	0.66	9000 G	96%	2%	1%	1%	1%	0%	F	0.09	F	0.642	9400	G
To: From:	WCL Marion; 86	5-730 Washington	Ave		<u> </u>									
Town of Marion	0.52	8600 G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.608	9200	G
To	Gree:	nway Ave												
Town of Marion			99%	0%	0%	0%	0%	0%	F	0.086	F	0.588	9200	G
To:														
Town of Marion			99%	0%	0%	0%	0%	0%	F	0.080	F	0.543	9600	G
- Town of Marion			0070	070		070	070	070	•	0.000	•	0.040	0000	
Town of Marian			000/	007	40/	00/	00/	00/	_	0.00	_	0.500	40000	_
I own or Marion	0.08 1	1000 G	99%	0%	1%	0%	0%	0%	г	0.08	г	0.508	12000	G
To: From:														
Town of Marion	0.17 1	5000 G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.653	16000	G
To: From:	119-4453 Chatl	ham Hill Rd; Lee	St											
Town of Marion	0.94 1	7000 G	99%	0%	1%	0%	0%	0%	С	0.091	F	0.54	18000	G
To	SR 16	5 Park Blvd												
Town of Marion										0.09	F	0.543	12000	G
To	110 //5/	O Kallar I ana												
Town of Marion										NA			11000	G
. o o														Ĭ
Smyth County										NΔ			11000	N
Smyth County										INA			11000	11
From			070/	201		407	407	201		0.000		0.500	5 400	_
Smyth County	2.20 5	5100 G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.532	5400	G
To: From:					\Box									
Smyth County	4.72 2	2800 G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.578	2900	G
To- From:	86-683	Winsor Ave												
Smyth County			97%	0%	1%	1%	1%	0%	С	0.088	F	0.607	2600	G
To														
From:	Smyth (County Line												
Wythe County	3.07 2	2100 G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.563	2300	G
	Town of Chilhowie (Maint: 86) Town of Chilhowie (Maint: 86) Smyth County Town Smyth County Town Smyth County Town Town of Marion Town of Marion	Town of Chilhowie (Maint: 86)	Town of Chilhowie (Maint: 86) 1.13 2300 N 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15 1.15	Town of Chilhowie (Maint: 86)	Town of Chilhowie (Maint: 86)	Company Comp	Callege St	Town of Chilhowie (Maint: 86)	Town of Chilhowie (Maint: 86)	Company Country Company Country Coun	College St	Company Comp	Company Comp	Company County College St

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:	SR 90 Blac	k Lick Rd; N	Main S	St											
(11) W Lee Highway	Wythe County	5.73	2600	G	97%	1%	1%	1%	1%	0%	F	0.100	F	0.501	2800	G
~	To: From:	98-663 Ea	st Bishop Th	omas L	n											
(11) W Lee Highway	Wythe County	2.68	3100	G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.529	3400	G
~	To: From:		CL Wythevil													
(11) W Lee Hwy	Town of Wytheville	e 0.29	4200	G	97%	1%	1%	1%	1%	0%	С	0.093	F	0.534	4500	G
~	To: From:		24th St													
(11) W Lee Hwy	Town of Wytheville		6100	G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.512	6600	G
~	To: From:	U:	S 21 Main St 12th St	t												
11 21 Main St	Town of Wytheville	e 0.31	6600	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.543	7200	G
	To		4th St													
11 Main St	Town of Wytheville		JS 21, 4th St 8200	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.518	9000	G
(11) Main St	Town or vvytheville	e 0.33		G	97%	170	1%	170	170	0%	Г	0.09	Г	0.516	9000	G
11 Main St	Town of Wytheville	0.20	5th St 8300	G	98%	0%	10/	10/	40/	0%	F	0.006	F	0.502	0100	G
(11) Main St	Town or wytheville	e 0.20		G	96%	0%	1%	1%	1%	0%	Г	0.086	Г	0.593	9100	G
11 E Main St	Town of Wytheville	e 0.50	11th St 12000	G	98%	0%	1%	1%	1%	0%	С	0.089	F	0.508	13000	G
E Main St	Town or wythevine				90 /0	076	1 /0	1 /0	1 /0	076	C	0.009	-	0.506	13000	G
√11 E Main St	Town of Wytheville		Liberty St 9300	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.557	10000	G
11 L Main of	Town of Wythovino				0070	070		170	170	070	•	0.000	•	0.007	10000	Ü
11 E Main St	Town of Wytheville (Mai		9-3 Lithia Ro 9300	N N	98%	0%	1%	1%	1%	0%	N	0.088	N	0.557	10000	N
[11] E Main St	Town or wythevine (ivial	int. 96) 0.06	I-81	IN	90 /0	076	1/0	1 /0	1 /0	076	IN	0.000	IN	0.557	10000	IN
~~~ ~~~	From:	4US-00011-P(U)/US-0		A(R)/TC	RT 81 N	OR										
$\begin{pmatrix} 11 \end{pmatrix} \begin{pmatrix} 11 \end{pmatrix}$ Ramp to I-81 N at	Exit 73 Town of Wytheville (Mai						11 for di	irectional	traffic v	volume e	stimat	es for thi	s seg	ment.		
<del>~</del> <del>~</del>	To: From:	IS-00081-N(R)/US-0	00011-N072 <i>E</i> I-81	A(R)/FR	OM RT 1	.1										
(11) $(81)$ $(77)$ $(52)$	Town of Wytheville (Mai	int: 98) 0.96	101		(	See I-8	1 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Ro	,	49000	Α	74%	1%	1%	1%	22%	2%	С	0.116	A		46000	Α
	To:	-	CL Wythevill	le												
(11) $(81)$ $(77)$ $(52)$	Wythe County	2.18			(	See I-8	1 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	NA			46000	Α
	To: From:		FR-42				_									
(11) $(81)$ $(77)$ $(52)$	Wythe County	2.61			,	See I-8	1 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	47000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Α		45000	Α
	To: From:	U	S 52; SR 121													
(11) $(81)$ $(77)$	Wythe County	1.44			- ;	See I-8	1 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\sim$ $\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel Ro			F	74%	1%	1%	1%	22%	2%	F	0.106	Α		44000	F
	To:	I-77	7 Fort Chiswo	ell												

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

Primary	/ and	Interstate	Routes
FIIIIIaiv	/ anu	IIILEISIALE	Roules

								Tr	uck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus			1Trail		QC	Factor	QK I	actor	AAWDT	QW
$\sim$	From:		7 Fort Chiswe	ell		015	. ( "		···- (C)		· ·			-1		
[11] [81]	Wythe Coun	,										es for this	-	nt.		
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	74%	1%	1%	1%	22%	2%	F	0.1	Α		35000	Α
	To: From:		98-619				$\Box$									
(11) (81)	Wythe Coun	nty 1.99				See I-81	I for dire	ectional	traffic vo	olume es	timate	es for this	segme	nt.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	G	74%	1%	1%	1%	22%	2%	F	NA			32000	G
	To:	•	98-618													
(11) (81)	From: <b>L</b> Wythe Coun	ntv 1.44	90 <del>-</del> 010			See I-81	I for dire	ectional	traffic vo	olume es	timate	es for this	seame	nt		
[11] [81]	Combined Traffic Estimates for 2 Parallel	,	25000	Α	74%	1%	1%	1%	22%	2%	F	NA	Jogino		35000	Α
	To:		ski County Li		7470	1 /0		1 /0	22 /0	2/0	·	INA			33000	^
	From:		the County Li													
11 (81)	Pulaski Cour	nty 2.68	•			See I-81	l for dire	ectional	traffic vo	olume es	timate	s for this	segme	nt.		
	Combined Traffic Estimates for 2 Parallel		35000	Α	74%	1%	1%	1%	22%	2%	F	0.102	A		35000	Α
	To:		SR 100				Ti.									
	From:		I-81 NB													
11 (81) Ramp I-81 N Exit 89B	3 to US 11 N Pulaski Cour	nty 0.15				See I-81	for dire	ectional	traffic vo	olume es	timate	es for this	segme	nt.		
$\bigcirc$	To:		11 Lee Highw													
~~	From:		South of Pula								_					_
(11) Lee Highway	Pulaski Cour	nty 3.89	2100	G	98%	0%	1%	1%	1%	0%	С	NA			2200	G
<u> </u>	Ta: From:	9	SCL Pulaski				$\neg$ $\vdash$									
11 Washington Ave	Town of Pula	ski 0.71	3400	F	99%	0%	0%	0%	0%	0%	F	0.09	F		3600	F
	То:		2nd St													
~~~	From:		2nd St SW													
11 Washington St	Town of Pula		4200	F	99%	0%	0%	0%	0%	0%	С	0.087	F		4500	F
\smile	To: From:		St SR 99; 2nd													
~~			lain St; SR 99		000/	407		00/	00/	00/	_	0.000	_		4000	_
(11) Washington Ave	Town of Pula	ski 0.22	4000	F	98%	1%	0%	0%	0%	0%	F	0.096	F		4300	F
*	From:	W	5th St ashington Ave													
11 5th St	L Town of Pula		6500	F	98%	1%	0%	0%	0%	0%	F	0.089	F		6900	F
11 5th St	To:		Lee Highway	•	30 70	1 /0		0 70	070	076	'	0.003	1		0300	•
	From:		5th St													
11 Lee Highway	Town of Pula	ski 0.84	9000	F	98%	1%	0%	0%	0%	0%	С	0.088	F		9600	F
	T						 -									
C Loc Highway	From:		um Spring Ro		000/	40/	00/	00/	00/	00/	F	0.000	г		12000	
11 Lee Highway	Town of Pula	ski 1.60	12000	F	98%	1%	0%	0%	0%	0%	F	0.098	F		13000	F
	To: From:		ECL Pulaski													
11 Lee Highway	Pulaski Cour	nty 2.49	13000	F	98%	1%	0%	0%	0%	0%	F	0.096	F		14000	F
\smile	To:	77-64	3 Cougar Trai	1 Rd												
11 Lee Highway	From:L Pulaski Cour		13000	F	98%	1%	0%	0%	0%	0%	F	0.104	F		14000	F
	. slack coar			•	30,0	.,.		0,0	0,0	0,0	•	0	•			•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		WCL Dublin													
(11) Broad St	Town of Dublin (M	· · · · · · · · · · · · · · · · · · ·	13000	N	98%	1%	0%	0%	0%	0%	Ν	0.104	N		14000	Ν
<del>\</del>	To:	SR 10	00 Oakwood 2	Ave												

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

		Primary and Inters					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 100 Clebur	ne Ave												
11 Broad St	Town of Dublin (Maint: 77)	0.97 <b>15000</b>	F	98%	0%	0%	0%	1%	0%	F	0.088	F		16000	F
<del>~</del>	To- From:	ECL Dubl	in												
11 Lee Highway	Pulaski County	1.19 <b>15000</b>	N	98%	0%	0%	0%	1%	0%	Ν	0.088	Ν		16000	1
<b>→</b>	To:	77-1085 Wrig	nt Ave												
11 Lee Highway	Pulaski County	2.68 <b>13000</b>		98%	0%	0%	0%	1%	0%	С	0.105	Α		14000	,
<del>~</del>	To	77-747 Old Ro	ute 11												
11 Lee Highway	Pulaski County	1.99 <b>16000</b>		98%	0%	0%	0%	1%	0%	F	NA			17000	(
	To:	SR 114 Peppers F													
11 Lee Highway	Pulaski County	0.29 <b>23000</b>		98%	0%	0%	0%	1%	0%	F	0.092	F		24000	
11) 200 :g	T. Glasta South				0,0	<del></del>	0,0	.,0	0,0	•	0.002	•			
11 ( Lee Highway	Pulaski County	77-600 Belspr 0.46 <b>26000</b>		98%	0%	0%	0%	1%	0%	F	0.092	F		27000	
11 Lee Highway	To:	Montgomery Cor		3070	070	070	070	1 /0	070	· ·	0.032	•		27000	
	From:	Pulaski Count													
11}	Montgomery County	0.15 <b>27000</b>	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.537	28000	
<del>~</del>	To	WCL Radf	ord												
11 Lee Hwy	City of Radford (Maint: 60)	0.21 <b>27000</b>	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.537	28000	
<i>→</i>	To	SR 232, Firs	st St												
Norwood St	City of Radford	0.26 19000		98%	0%	1%	0%	1%	0%	F	0.09	F	0.549	21000	
:)	To	Grove Av	e												
11 E Main St	City of Radford	0.77 13000		98%	0%	1%	0%	1%	0%	С	0.084	F	0.547	14000	
:)	To:	SR 177 Tylei													
11 E Main St	City of Radford	0.93 <b>11000</b>		98%	0%	1%	0%	1%	0%	F	0.096	F	0.503	12000	
11) =	Trol			00,0	0,0		0,0	.,0	0,0	•	0.000	•	0.000	000	
11 E Main St	City of Radford	1.46 <b>5200</b>	St G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.598	5500	
11) L Wall St	City of Nadioid			3370	070	078	070	070	070	C	0.037	'	0.530	3300	
Dedfeed Dd	From:	ECL Radfo		000/	00/	40/	40/	00/	00/		0.405		0.504	0000	
Radford Rd	Montgomery County	1.47 <b>8500</b>	G	98%	0%	1%	1%	0%	0%	F	0.105	F	0.564	8900	
~	To- From:	60-663 Walto													
11) Radford Rd	Montgomery County	2.32 <b>7900</b>	G	98%	0%	1%	1%	0%	0%	С	0.105	F	0.538	8300	
~	To: From:	60-662 Harm													
Radford St	Montgomery County	0.65 <b>8500</b>	G	98%	0%	1%	1%	0%	0%	F	0.099	F	0.545	9000	
<del>~</del>	To: Prom:	WCL Christia	nsburg												
Radford St	Town of Christiansburg	1.40 <b>10000</b>	G	98%	0%	1%	0%	0%	0%	С	0.102	F	0.501	11000	
	To:	SR 8 W Mai													
11 W Main St	Town of Christianahura	SR 8, Radfo		000/	00/	10/	00/	00/	00/	_	0.1	_	0.510	6200	
11 W Main St	Town of Christiansburg	0.30 <b>5900</b>	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.512	6300	(
Bus	To: From:	Bus US 460 S Fr	anklin St												
11) (460) E Main St	Town of Christiansburg	0.12 <b>7500</b>	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.542	8100	(
	To:	Roanoke	St												

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

		Primary and	microtate i	toutes			Trι	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	<b>A</b> 4Tire	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	EI	Main St												
(11) (460) Roanoke St	Town of Christiansburg	0.11 <b>1</b>	1000	98%	0%	1%	0%	0%	0%	F	0.095	F	0.539	12000	G
Pup	To: From:	C	raig St												
Bus (11) (460) Roanoke St	Town of Christiansburg	0.98 <b>1</b>	3000	98%	0%	1%	0%	0%	0%	F	0.098	F	0.558	13000	G
(11) (400). (60.1616 6)	To:				0,0		0,0	0,0	0,0	•	0.000	•	0.000		
Bus	From:		1 Depot St												
11) (460) Roanoke St	Town of Christiansburg	0.86 <b>1</b>	7000	98%	0%	1%	1%	1%	0%	С	0.103	F	0.588	18000	G
~ ~	To: From:	U	JS 460												
11 Roanoke St	Town of Christiansburg (Maint: 60)	1.15 <b>1</b>	8000	96%	1%	1%	1%	1%	0%	С	0.092	F	0.506	19000	G
<u> </u>	To: From:		I-81			<u> </u>									
11 (460 Roanoke St	Town of Christiansburg (Maint: 60)	0.09	0008 N	J 96%	1%	1%	1%	1%	0%	Ν	0.096	Ν	0.552	8600	Ν
<del></del>	To:	Tower Ro	d, Hampton R	1											
11 (460) Roanoke St	Town of Christiansburg		8000 0		1%	1%	1%	1%	0%	F	0.096	F	0.552	8600	G
	To:	ECL C	hristiansburg												
11 (460) Roanoke Rd	Montgomery County		7000 G	96%	1%	1%	2%	2%	0%	F	0.096	F	0.532	7300	G
1) (400)	To														
11 (460) Roanoke Rd	Montgomery County		Old Town Rd <b>7300 C</b>	96%	1%	1%	2%	2%	0%	F	0.098	F	0.566	7700	G
11) (460) Rodiloke Rd	workgomery county			3070	170		270	270	070	•	0.000	•	0.000	7700	Ŭ
11 (460) Roanoke Rd	Montgomery County		1 Brake Rd 7800 G	96%	1%	1%	2%	2%	0%	С	0.101	F	0.649	8200	G
11 460 Roanoke Rd	To:		e County Line		1/0	1 /0	2/0	2/0	0 /6	C	0.101	-	0.049	0200	G
	From:		ery County Li												
11 (460 West Main St	Roanoke County	1.26	8500 G	96%	1%	1%	2%	2%	0%	F	0.1	F	0.602	9200	G
	To:	80-639 V	West River Ro												
11) (460) West Main St	Roanoke County		8500 N		1%	1%	2%	2%	0%	Ν	0.1	Ν	0.602	9200	Ν
	To:	80-647 D	ow Hollow R	1											
11 (460) West Main St	Roanoke County		0000		1%	1%	2%	2%	0%	F	0.087	F	0.530	11000	G
11) (400)	To:	90 642 1	Doughoute Dd												
11) (460) West Main St	Roanoke County		Daugherty Rd	95%	1%	1%	1%	3%	0%	С	0.088	F	0.549	14000	G
11) (460) West Main St	reduiting Goding			3070	170	170	170	070	070	Ü	0.000	•	0.040	14000	Ŭ
11 \ 460 West Main St	Populso County		Alleghany Dr	96%	1%	1%	2%	2%	0%	F	0.085	F	0.514	18000	G
11 460 West Main St	Roanoke County	0.64 I	7000	96%	170	1%	2%	270	0%	Г	0.065	Г	0.514	18000	G
~~~	To: From:		CL Salem												
11 460 West Main St	City of Salem	1.12 1	8000	96%	1%	1%	2%	2%	0%	F	0.080	F	0.518	21000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Wildwood Rd												
11) (460) West Main St	City of Salem	1.31 <b>2</b>	27000	98%	0%	1%	0%	0%	0%	F	0.081	F	0.524	31000	G
<del></del>	To: From:	ALT U	S 460, 4th St												
11) (460) West Main St	City of Salem	0.60 <b>1</b>	5000	98%	0%	1%	0%	0%	0%	F	0.082	F	0.51	17000	G
$\bigcirc$	To:	Aca	ademy St			<u> </u>									
11 (460) West Main St	City of Salem		3000 G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.517	15000	G
	To:	Col	lege Ave												

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

		Primary and inte					Trι	ıck			K		Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		3+Axle			QC		QK	Factor	AAWDT	- QV
	From:	US 460, 1	Main St			ZAXIE	STAXIE	ıııall	ZIIdii		Factor		racioi		
11 College Ave	City of Salem	0.09 <b>25</b> (		98%	0%	1%	0%	0%	0%	F	0.103	F	0.581	2800	G
11) College Ave	City of Salem				076	1 /0	0 /0	070	0 /0	-	0.103	-	0.361	2000	G
~~~	To: From:	SR 311, Thompso													_
(11) College Ave	City of Salem	0.72 570	00 G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.532	6500	G
<u>~</u>	To: From:	8th	St												
11 Colorado St	City of Salem	0.43 160	00 G	98%	0%	1%	0%	0%	0%	F	NA			18000	G
·	To:	Appers	on Dr												
~~	From:	Colora													
11 Apperson Dr	City of Salem	1.03 200	00 G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.507	22000	G
~	To:	SR 419 El	ectric Rd												
11 Apperson Dr	City of Salem	1.04 130		98%	0%	1%	0%	0%	0%	F	0.089	F	0.52	15000	G
Ü	To	WCL Ro								-		-			Ū
	From:	ECL S													
11 Brandon Ave	City of Roanoke	1.35 190	00 G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.621	22000	G
<i></i>	To	Edgewood St;	Mud Lick DA												
11 Brandon Ave	City of Roanoke	1.03 130		98%	0%	1%	0%	0%	0%	F	0.084	F	0.571	14000	G
11) Blandon Ave	To:	Grandi		30 /0	070	170	0 70	076	0 70	'	0.004	'	0.57 1	14000	O
	From:	Brando													
11 Grandin Rd	City of Roanoke	0.70 750		98%	0%	1%	0%	0%	0%	F	0.093	F	0.620	8500	G
1)	To:	Memorial													_
	From:	Grandi													
11 Memorial Avenue	City of Roanoke	0.84 110	00 A	98%	0%	1%	0%	0%	0%	С	0.111	Α		13000	Α
\rightarrow	To:	Campbe	ll Ave												
~~	From:	13th	St												
11 Campbell Ave	City of Roanoke	0.53 440	00 G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.597	5000	G
~	To	7th	St												
11 Campbell Ave	City of Roanoke	0.47 560		98%	0%	1%	0%	0%	0%	F	0.083	F	0.542	6300	G
1)	-									•		-			_
~~	From:	3rd			201							_			_
Campbell Ave	City of Roanoke	0.28 690	00 G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.738	7800	G
~	To: From:	US 221 Jef	ferson St												
11 Campbell Ave	City of Roanoke	0.16 690	00 N	98%	0%	1%	0%	0%	0%	Ν	0.08	Ν	0.738	7800	Ν
	To:	William	son Rd												
~~ ~~ ~	From:	Campbe	ll Ave												
11) (221) (116) Williamson Rd	City of Roanoke	0.15 220	00 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.527	25000	G
	To:	Shenando	nah Ave												
11) (221) (116) Williamson Rd	City of Roanoke	0.15 150		98%	0%	1%	0%	0%	0%	F	0.099	F	0.723	17000	G
11) 221 (116) Williamson Rd	ony or recurrence			0070	0,0		0,0	0,0	0,0	•	3.000	•	3.123		J
~~~~	From:	I-58													
11) (221) (116) Williamson Rd	City of Roanoke	0.50 <b>120</b>	00 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.556	12000	G
~ ~ ~	To	US 460 Or	ange Ave												
11 Williamson Rd	City of Roanoke	0.92 <b>140</b>		99%	0%	0%	0%	0%	0%	F	0.079	F	0.502	14000	G
•••	To:	Libert													_

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

		Primary and	miersiale r	Routes											
Route	Jurisdiction	Length A	AADT Q	A 4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		berty Rd							_		_			_
(11) Williamson Rd	City of Roanoke	0.51 <b>1</b>	15000 G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.508	16000	G
~~	To- From:	1	10th St												
11 Williamson Rd	City of Roanoke	1.27 <b>1</b>	18000 G	99%	0%	0%	0%	0%	0%	F	0.077	F	0.501	18000	G
<u> </u>	To	SR 101 F	Hershberger R	1		<u> </u>									
11 Williamson Rd	City of Roanoke		18000 G		0%	0%	0%	0%	0%	F	0.085	F	0.514	19000	G
	To	CD 116	8 Airport Rd												
11 Williamson Rd	City of Roanoke		8 Airpoit Rd	99%	0%	0%	0%	0%	0%	F	0.084	F	0.51	17000	G
(11) Williamson Rd	City of Roalloke	0.59	17000	9970	076	0 /6	076	070	0 /6		0.004	-	0.51	17000	G
~~	To: From:		L Roanoke												
(11) Lee Highway	Roanoke County		13000 A		0%	0%	0%	0%	0%	С	0.105	Α		13000	Α
<u> </u>	To:		rt County Line												
11 Lee Highway	Botetourt County		e County Line		1%	1%	1%	4%	0%	С	0.095	F	0.627	18000	G
(11) Lee Highway	Botetourt County	0.10	17000 0	93%	170	1 70	170	470	0%	C	0.095	Г	0.027	10000	G
~~~	To: From:		Shadwell Dr												
11 Lee Highway	Botetourt County	2.73 1	12000 G	90%	1%	1%	2%	6%	0%	С	0.087	F	0.575	12000	G
<u> </u>	To	ALT SR 22	20 Cloverdale	Rd		\neg \vdash									
11 220 Lee Highway	Botetourt County	0.25	6700 N	99%	0%	0%	0%	0%	0%	Ν	0.107	Ν	0.637	6900	Ν
	To	Ramp From I-	91 ND of Evit	150 D											
11 Lee Highway	Botetourt County		6700 G		0%	0%	0%	0%	0%	F	0.107	F	0.637	6900	G
Lee Highway	Boletourt Oddrity			3370	070		070	070	070	•	0.107	'	0.007	0300	O
~~·····	From:		Troutville												
(11) Lee Highway	Town of Troutville (Maint: 11)	1.85	6700 N	l 99%	0%	0%	0%	0%	0%	Ν	0.107	N	0.637	6900	N
*	To: From:	NCL	Troutville												
11 Lee Highway	Botetourt County	2.98	4800 G	95%	1%	1%	1%	2%	0%	С	0.096	F	0.638	5000	G
<u> </u>	To:	11-640 B	Brughs Mill Ro	1											
11 Lee Highway	Botetourt County		3000 G		1%	1%	1%	2%	0%	F	0.100	F	0.647	3200	G
11) 200 : "9:	2010104111				.,,		.,,	_,,	0,0	-	000	•	0.0	0200	
C Las Distances	From:		th of Buchana		40/	40/	00/	00/	00/	_	0.004	_	0.505	4000	_
(11) Lee Highway	Botetourt County	2.23	3800 G	95%	1%	1%	2%	2%	0%	F	0.094	F	0.565	4000	G
~~~	To- From:	WCL	_ Buchanan												
11 Main St	Town of Buchanan (Maint: 11)	0.43	3800 N	95%	1%	1%	2%	2%	0%	Ν	0.094	Ν	0.565	4000	Ν
<u> </u>	To:		5 Mt Joy Rd												
Main St	Town of Duck area (Maint 44)		5 Mt Jay Rd	050/	40/	10/	207	207	007	0	0.000	_	0.550	4000	_
(11) Main St	Town of Buchanan (Maint: 11)	2.09	4100 G	95%	1%	1%	2%	2%	0%	С	0.093	F	0.559	4300	G
<u> </u>	To- From:		Parkway Dr												
11 43 Main St	Town of Buchanan (Maint: 11)	0.18	4600 G	95%	1%	1%	2%	2%	0%	F	0.091	F	0.531	4900	G
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>	To	SR 4	43 First St			<u> </u>									
11 Main St	Town of Buchanan (Maint: 11)		2800 G	95%	1%	1%	2%	2%	0%	F	0.087	F	0.598	3000	G
	Tol					<del></del> 1									-
C Lea Highway	100: F100:		Buchanan	0.50/	407		001	007	001	, i	0.007		0.500	2022	A 1
11 Lee Highway	Botetourt County		2800 N		1%	1%	2%	2%	0%	Ν	0.087	N	0.598	3000	N
•	10.	I-81 Nort	th of Buchana	1											

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdict	tion	Length	AADT	QA	4Tire	Bus		Tre 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
C C Down to I 04 N at 5:	Fro	om:	5US-00011-P(U)/US-0		A(R)/TO	RT 81 N	OR						NIA			NIA	
(11) (11) Ramp to I-81 N at Ex	tit 167 Botetourt C	Journey	0.13	NA .	. (D) (ED	01.60		_					NA			NA	
	Free	om:	IS-00081-N(B)/US-0	orth of Bucl	\ /	OM KI I	1										
	Pototourt C	`auatı.	0.61	orth of Buci	nanan		Coo L Of	for die	rootional	troffic v	مرسم	+i+ -	a far thia		ont		
[11] [81]	Botetourt C	-			_								s for this	_			_
	Combined Traffic Estimates for 2 Para	allel Road	ways on this Route:	35000	G	68%	1%	1%	1%	27%	2%	F	0.074	F	0.522	32000	G
	Fac	To	11-6	14 Arcadia	Rd												
(11) $(81)$	Botetourt C	County	5.49				See I-81	for dir	rectional	traffic vo	olume es	timate	s for this	segm	ent.		
	Combined Traffic Estimates for 2 Para	•	wave on this Route	34000	G	68%	1%	1%	1%	27%	2%	F	0.065	В	0.533	32000	G
	Combined Traine Estimates for 21 ara	To:		idge Count		0070	170		1 /0	21 /0	270	'	0.003		0.000	32000	0
	Free	om.		ourt County													
(11) $(81)$	Rockbridge	County	1.95				See I-81	for dir	rectional	traffic vo	olume es	timate	s for this	seam	ent		
11 81	· · · · · · · · · · · · · · · · · · ·	•		24000										ocgii	iorit.	22000	^
	Combined Traffic Estimates for 2 Para	To: Road			Α	68%	1%	1%	1%	27%	2%	F	NA			32000	Α
	Fire	om:	IS-00081-N(B)/IS-0	h of Natura		DT 11											
Pomp L 94 NL Evit 47	E to LIC 11	Countr		UU81-N1/5.	A(L)/TC		Coo L O	for die	rootional	troffic v	مرسم		a far thia		ont		
(11) (81) Ramp I-81 N Exit 175	5 to US 11 Rockbridge	County	0.14					for all	rectional	trame vo	olume es	timate	s for this	segm	ient.		
	Pro-	10: om:	5US-00011-P(U)/IS-00		` /	OM RT 8	1 N										
~~~	D 11 11			h of Natura		0.407	407	40/	407	00/	00/	_	0.000	_	0.505	4000	_
(11) S Lee Highway	Rockbridge	County	1.73	1700	G	94%	1%	1%	1%	3%	0%	С	0.098	F	0.505	1800	G
<u> </u>		To	SR 13	0 Natural B	ridge												
(11) S Lee Highway	Rockbridge	County	3.47	2600	G	94%	1%	1%	1%	3%	0%	F	0.093	F	0.524	2700	G
<u> </u>	Dec	To:	I-81 Nort	h of Natura	l Bridge			_									
11 S Lee Highway	Rockbridge	County	8.45	3100	G	98%	0%	1%	1%	1%	0%	F	0.169	F	0.787	3200	G
		. <u> </u>															
~~~~·	Fro	om:		US 11 Mai										_			
(11) S Lee Highway	Rockbridge	County	1.02	6400	G	98%	0%	1%	1%	1%	0%	С	0.091	F	0.582	6800	G
<u> </u>		To	US	60 Nelson	St												
11 S Lee Highway	Rockbridge (	County	0.32	6400	N	98%	0%	1%	1%	1%	0%	Ν	0.091	Ν	0.582	6800	Ν
(11) 6 200 r lightling	rtostoriago					0070	070	. 70	170	170	070	• •	0.001	• • •	0.002	0000	.,
~~~	Fro	om:	SC	L Lexingto	n												
11 S Lee Highway	City of Lexi	ington	0.59	9800	G	97%	0%	1%	1%	1%	0%	С	0.098	F	0.526	10000	G
\bigcirc		To:		Main St				—									
11 N Lee Highway	City of Lexi	om: inaton	0.04	10000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.523	11000	G
11 N Lee Highway	City of Lexi	irigion	0.04	10000	G	91 /0	076	1 /0	1 /0	1 /0	0 /6	Г	0.090		0.525	11000	G
	Fre	To: om:		Bus US 11													
11 N Lee Highway	City of Lexi	ington	0.08	20000	G	98%	0%	1%	0%	0%	0%	С	0.081	Ν	0.531	21000	G
	·	—	***														
~ NII as I list	Fro	om:		L Lexingto		0007	001		607	407	001	_	0.004	_	0.504	40000	_
(11) N Lee Highway	Rockbridge	County	0.88	18000	G	98%	0%	1%	0%	1%	0%	С	0.081	F	0.531	19000	G
<u>~</u>	-	To:	I-64 N	orth of Lexi	ngton			\neg \vdash									
11 N Lee Highway	Rockbridge (County	3.89	6800	G	93%	0%	1%	1%	4%	0%	С	0.135	F	0.697	7100	G
11) 200 : "ga,	. Constrage					3070	0,0	. , , ,	1,3	1,5	0,0	•	3.100	•	3.00.	, 100	Ŭ
~~	Fro	To: om:		orth of Lexi		-	-	_}									
11 N Lee Highway	Rockbridge	County	5.66	4400	G	95%	0%	1%	1%	2%	0%	С	0.136	F	0.533	4600	G
\checkmark		To:	Q1 7	10 Sterrett	Da												

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

Primary and Interstate Routes

		Primary and intersta					Tru	rck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	81-710 Sterrett	Rd			2////	STANE	IIIaii	ZIIali		1 actor		1 actor		
11 N Lee Highway	Rockbridge County	5.40 2900		95%	0%	1%	1%	2%	0%	F	0.094	F	0.545	3100	G
1)	To:	Augusta County I				i	.,,	_,,		•		-			_
~~	From:	Rockbridge County	y Line												
11 Lee Jackson Hwy	Augusta County	0.04 4100	G 9	95%	0%	1%	1%	2%	0%	F	0.094	Ν	0.545	4100	G
~	To:	SR 56 Steeles Ta	ivern												
11 Lee Jackson Hwy	Augusta County	5.24 3900		94%	0%	1%	1%	4%	0%	С	0.103	F	0.626	4100	G
√	Too	07-675 Broad Head	School												
11 Lee Jackson Hwy	Augusta County	2.59 6500		94%	0%	1%	1%	4%	0%	F	0.099	F	0.657	6800	G
1)	Tugueta County													-	
Las Jackson Llung	From:	I-81 North of Gree		000/	00/	10/	10/	40/	00/	F	0.407	_	0.600	2200	G
11) Lee Jackson Hwy	Augusta County	4.45 3100	G (98%	0%	1%	1%	1%	0%	г	0.107	F	0.629	3200	Ģ
~~	To: From:	07-654 White Hil													
11) Greenville Ave	Augusta County	3.47 5100	G 9	98%	0%	1%	1%	1%	0%	С	0.092	F	0.632	5400	G
~	To: From:	SR 262				—									
11 Greenville Ave	Augusta County	0.65 14000	N 9	99%	1%	0%	0%	0%	0%	Ν	0.093	Ν	0.504	15000	١
~	Too	SCL Stauntor	n												
11 Greenville Ave	City of Staunton	0.68 14000		99%	1%	0%	0%	0%	0%	F	0.093	F	0.504	15000	C
	T-1														
11 Greenville Ave	City of Staunton	SR 261 Statler B 0.50 13000		99%	1%	0%	00/	0%	00/	С	0.092	F	0.522	14000	G
11 Greenville Ave	City of Staumon	0.50 13000	G (99%	170	0%	0%	0%	0%	C	0.092	Г	0.533	14000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Hampton St													
11 Greenville Ave	City of Staunton	0.32 <b>11000</b>	G 9	99%	1%	0%	0%	0%	0%	F	0.086	F	0.506	12000	G
~	To: From:	US 250 Richmon	d Rd			_									
11 (250) Greenville Ave	City of Staunton	0.07 <b>16000</b>	G 9	99%	1%	0%	0%	0%	0%	F	0.087	F	0.518	17000	G
	To	US 250, SR 25	54												
11 254 Commerce Rd	City of Staunton	0.68 <b>2500</b>		96%	0%	1%	1%	1%	0%	С	0.092	F	0.555	2700	G
11) (234) 66111116166116	T.J			0070	0,0		. , 0	.,,	0,0	Ū	0.002	•	0.000	2.00	
C Dd	From:	SR 254 New Hop		000/	007	40/	40/	40/	00/	F	0.004	_	0.500	2000	_
11) Commerce Rd	City of Staunton	0.15 <b>2700</b>	G 9	96%	0%	1%	1%	1%	0%	г	0.094	F	0.532	2800	G
	To: From:	SR 261 Statler B													
Commerce Rd	City of Staunton	1.25 <b>5700</b>	G 9	97%	0%	1%	1%	1%	0%	F	0.099	F	0.515	6100	C
~	To: From:	Bells Lane				$\neg$ $\vdash$									
11 Commerce Rd	City of Staunton	0.67 <b>5200</b>	G 9	97%	0%	1%	1%	1%	0%	С	0.097	F	0.579	5600	C
$\checkmark$	Too	Bus US 11													
11 Commerce Rd	City of Staunton	0.49 <b>12000</b>	G 9	97%	0%	1%	1%	1%	0%	С	0.094	F	0.510	13000	G
	5, 5. 5.aa511			/0	0,0		. , ,	.,.	0,0	•	5.00 1	•	3.0.0	.0000	·
~~~ B.I	From:	SR 262 Woodrow Wil		070/	00/		40/	407	00/		0.001		0.000	40000	
11) Commerce Rd	City of Staunton	0.88 15000	G 9	97%	0%	1%	1%	1%	0%	F	0.094	F	0.606	16000	G
	To- From:	NCL Staunton	n												
11 Lee Highway	Augusta County	0.47 NA									NA			NA	
~	To:	Functional Class C	hange												

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

		Primary and		100100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Function	nal Class Chan	ge .											
11 Lee Highway	Augusta County	0.62	14000 N	97%	0%	1%	1%	1%	0%	Ν	NA			15000	١
~	To: From:	07-612 Laurel 1	Hill Rd; Quicks	Mill Rd											
11 Lee Highway	Augusta County	5.17	6400 C	97%	0%	1%	1%	1%	0%	F	0.097	F	0.525	6700	
~	To	07-750 I	Keezletown Ro	ad											
11 Lee Highway	Augusta County	2.12	4600 C		0%	1%	1%	1%	0%	F	0.098	F	0.609	4800	
<u></u>	To	SR 256 S	outh of Burketo	wyn											
Lee Highway	Augusta County	1.90	5100 C		0%	1%	1%	1%	0%	F	0.109	F	0.544	5300	
	To		ham County Li		0,0	Ť	.,,	.,0	0,0	•	000	•	0.0	0000	
~	From:		ta County Line												
11 Lee Highway	Rockingham County	2.46	5300	96%	0%	1%	1%	2%	0%	С	0.098	F	0.683	5500	
~~ <u> </u>	To: From:	SCL	Mt Crawford			\neg \vdash									
11 Lee Highway	Town of Mount Crawford (Maint: 82)	0.92	5300 N	96%	0%	1%	1%	2%	0%	Ν	0.098	Ν	0.683	5500	
~ <i></i>	To:	82-919	Parsons Court			\neg \vdash									
11 Lee Highway	Town of Mount Crawford (Maint: 82)	0.20	6600 C	96%	0%	1%	1%	2%	0%	F	0.091	F	0.626	6700	
	To	NCI	Mt Crawford												
11 Lee Highway	Rockingham County	0.03	6600 C	96%	0%	1%	1%	2%	0%	F	0.091	F	0.626	6700	
	To														
Lee Highway	Rockingham County	SR 257 Friede 1.12	11000 (0%	1%	1%	2%	0%	F	0.092	F	0.613	11000	
Lee Highway	Nocking nam County				070	1 70	1 /0	270	070	'	0.032	'	0.013	11000	
~ Las Historia	From:		Cecil Wampler		00/		40/	20/	00/	F	0.005	F	0.570	44000	
Lee Highway	Rockingham County	1.18	10000	96%	0%	1%	1%	2%	0%	Г	0.085	Г	0.570	11000	
~~	To- From:		Harrisonburg							_		_			_
11 Main St	City of Harrisonburg	0.91	13000	96%	0%	1%	1%	2%	0%	F	0.088	F	0.54	13000	
~	To- From:		I-81												
11 Main St	City of Harrisonburg	1.77	18000	96%	1%	1%	1%	1%	0%	F	0.086	F	0.523	19000	
~	To- From:	Plea	sant Hill Rd												
11 S Main St	City of Harrisonburg	0.87	20000	96%	1%	1%	1%	1%	0%	С	0.085	F	0.557	22000	
~	To	Port	Republic Rd												
11 S Main St	City of Harrisonburg	0.65	21000 (96%	1%	1%	1%	1%	0%	F	0.077	F	0.514	23000	
~ <i>)</i>	To	S	Liberty St												
11 Main St NB	City of Harrisonburg	0.47	6700 C	96%	1%	1%	1%	1%	0%	F	0.093	F	0.543	7200	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:			0%	1%	1%	1%	0%	F	0.085	F	0.716	14000	
	To		US 33			—									
1) (33) Main St NB	From: L City of Harrisonburg	0.02	6700 N	96%	1%	1%	1%	1%	0%	N	0.093	Ν	0.543	7200	_
(33)	Combined Traffic Estimates for 2 Parallel Roadways on		12000 N		1%	1%	1%	1%	0%	N	NA	••	0.010	13000	
	Tol		E Market Stree		. , 0		. , 0	. , 0						. 5000	
Main St NB	City of Harrisonburg	0.03	6700 N		1%	1%	1%	1%	0%	N	0.093	N	0.543	7200	
11) (33) Main St NB	Combined Traffic Estimates for 2 Parallel Roadways on		10000 N		0%	1%	1%	1%	0%	N	0.093 NA	1 14	0.040	11000	
	To Table		JS 33 Par	30 /0	070	1/0	1 /0	1 /0	0 /0	114	1 1/7			11000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	- QV
~	From:	US 33 Par			407		407	407							
11) Main St NB	City of Harrisonburg	0.34 6700	N	96%	1%	1%	1%	1%	0%	N	0.093	N	0.543	7200	N
~~~	To: From:	Kratzer Ave		200/	00/		201	00/	00/				0.500	0500	
11 N Main St	City of Harrisonburg	0.68 9000	G	96%	0%	1%	0%	2%	0%	С	0.09	F	0.593	9500	G
11 N Main St	City of Harrisonburg	Charles St 0.44 <b>7400</b>	G	96%	0%	 1%	0%	2%	0%	F	0.091	F	0.616	7800	G
11 N Main St	City of Hamsonburg			90 /0	076	1 /0	0 /0	2/0	0 /0	-	0.091		0.010	7000	G
11 Valley Pike	Poolsinghom County	NCL Harrisonb 3.16 <b>8600</b>	ourg <b>G</b>	95%	0%	1%	1%	3%	0%	F	0.087	F	0.578	9200	G
11 Valley Pike	Rockingham County			95%	0%	1%	170	3%	0%	Г	0.067	Г	0.576	9200	G
11 Valley Pike	Poolsinghom County	82-765 Gravels 4.14 <b>5700</b>		95%	00/	10/	10/	20/	00/	F	0.005	F	0.65	6000	
11 Valley Pike	Rockingham County		G	95%	0%	1%	1%	3%	0%	Г	0.095	Г	0.65	6000	G
11 Valley Pike	Rockingham County	82-806 Lacy Spri 1.88 <b>3700</b>	ng Rd <b>G</b>	95%	0%	1%	1%	3%	0%	С	0.090	F	0.593	4000	G
11 Valley Pike	Rockingham County			95%	U70	170	170	370	076	C	0.090	г	0.595	4000	G
11 Valley Pike	Rockingham County	I-81 Mauzy 6.04 <b>3100</b>	G	96%	0%	1%	1%	2%	0%	F	0.099	F	0.619	3400	G
11 Valley Pike	Rockingham County			90 /0	076	1 /0	1 /0	2/0	0 /0	-	0.099		0.019	3400	G
11 South Congress St	Town of New Market (Maint: 85)	Shenandoah Coun 1.16 <b>4200</b>	ty Line <b>F</b>	96%	0%	10/	10/	2%	0%	С	0.001	F		4200	F
South Congress St	Town of New Market (Maint. 65)				0%	1%	1%	2%	0%	C	0.091	Г		4300	Г
11 (211 Congress St	Town of New Market (Maint: 85)	US 211 South Int Ne 0.27 <b>6900</b>	w Marke <b>F</b>	96%	0%	1%	1%	2%	0%	F	0.078	F		7200	F
11 Congress St	TOWIT OF New Warket (Waltit. 65)				076	1 /0	1 /0	2/0	0 /6		0.076			7200	
11 North Congress St	Town of New Market (Maint: 85)	US 211 North Int Ne 0.36 <b>5100</b>	w Marke <b>F</b>	96%	1%	1%	1%	1%	0%	F	0.086	F		5300	F
North Congress St	- [ [ [ New Walket (Wallit. 65)			90 /0	1 /0	1 /0	1 /0	1 /0	0 /6		0.000			3300	
11 Old Valley Pike	Shenandoah County	NCL New Mar 1.83 <b>5100</b>	rket <b>N</b>	96%	1%	1%	1%	1%	0%	N	0.086	N		5300	N
Old Valley Pike	Sheriandoan County			90 /0	1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.000	IN		3300	11
11 Old Valley Pike	Shenandoah County	85-767 North of Nev 2.17 <b>4500</b>	v Market <b>F</b>	96%	1%	1%	1%	1%	0%	F	0.091	F		4600	F
11 Old Valley Pike	Sheriandoan County			90%	170	170	170	170	076	г	0.091	г		4600	Г
11 Old Valley Pike	Shenandoah County	85-730 Caverns 1.52 <b>4600</b>	Rd <b>F</b>	96%	1%	1%	1%	1%	0%	С	0.09	F		4800	F
Old Valley Pike	Shehandoan County			90 /0	1 /0	1 /0	1 /0	1 /0	0 /6	C	0.09			4000	
11 Main St	Town of Mount Jackson (Maint: 85)	SCL Mt. Jacks 0.72 <b>4600</b>	son N	96%	1%	1%	1%	1%	0%	N	0.09	N		4800	N
11) Main St	- Town or Mount Sackson (Maint. 83)			90 /0	1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.09	IN		4000	11
11 Main St	Town of Mount Jackson (Maint: 85)	SR 263 Orkney 0	Grade <b>F</b>	96%	1%	1%	1%	1%	0%	F	0.091	F		5100	F
11) Main St	- Town or Mount Sackson (Maint. 83)			90 /0	1 /0	1 /0	1 /0	1 /0	0 /6		0.091			3100	
11 Old Valley Pike	Shenandoah County	NCL Mt. Jacks 5.07 <b>4900</b>	son N	96%	1%	1%	1%	1%	0%	NI	0.091	N		5100	N
Old Valley Pike	Sheriandoan County			<b>3</b> 0 70	170	1 70	1 70	1 70	U70	N	0.091	IN		3100	IV
11 Main St	Town of Edinburg (Maint: 85)	SCL Edinbur 0.28 <b>4900</b>	rg N	96%	1%	1%	1%	1%	0%	N	0.091	N		5100	N
Main St	Town or Euriburg (Maint. 65)			<i>30 /</i> 0	1 /0	1 /0	1 /0	1 /0	U /0	IN	0.031	IN		3100	IN
11 Main St	Tours of Ediphura (Moint: 95)	SR 185 Stoney Cre 0.79 <b>6300</b>	ek Blvd <b>F</b>	96%	1%	2%	10/	1%	00/	С	0.091	F		6500	F
11 Main St	Town of Edinburg (Maint: 85)	NCL Edinbu		90%	170	2%	1%	170	0%	C	0.091	г		UUCO	г

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

		Primary and Ir	norotato rec	1100			Tri	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	NCL F	Edinburg				0 17 0 0 0						· doto.		
11 Old Valley Pike	Shenandoah County	1.28 <b>6</b> 3	300 N	96%	1%	2%	1%	1%	0%	Ν	0.091	Ν		6500	Ν
<u> </u>	To- From	85-837 John 1	Manville Drive			$\neg$ $\vdash$									
11 Old Valley Pike	Shenandoah County	1.69 <b>7</b> 4	100 F	97%	1%	1%	1%	1%	0%	С	0.089	F		7700	F
<u> </u>	To-	SCL W	oodstock			$\neg$									
11 Main St	Town of Woodstock (Maint: 85)		100 F	97%	1%	1%	1%	1%	0%	F	0.092	F		8400	F
$\searrow$	To-	Lakev	iew Dr												
11 Main St	Town of Woodstock (Maint: 85)		900 F	97%	1%	1%	1%	1%	0%	F	0.091	F		9300	F
	To-	SR 42. W I	Reservoir Rd												
11 Main St	Town of Woodstock (Maint: 85)	·	000 F	98%	0%	1%	0%	0%	0%	С	0.086	F		14000	F
	To	Indian	Spring Rd												
11 Main St	Town of Woodstock (Maint: 85)		000 F	98%	0%	1%	0%	0%	0%	F	0.084	F		12000	F
(i)	To									-		-			
11 Main St	Town of Woodstock (Maint: 85)		orth St 300 N	98%	0%	1%	0%	0%	0%	N	0.088	N		7600	N
(11) main st	Town of Western (Walk 59)				070		0,0	070	070	.,	0.000	.,		7000	.,
11 Old Valley Pike	Shenandoah County		oodstock <b>F</b>	98%	0%	1%	0%	0%	0%	F	0.088	F		7600	F
Old Valley Pike	Shehandoan County			90 /6	076	1 /0	0 /6	0 /0	076	-	0.000			7000	
Old Valley Bills	To: From:		Church Road	000/	00/		00/	00/	00/	_	0.004	_		7000	
11) Old Valley Pike	Shenandoah County	1.42 <b>7</b> 0	000 F	98%	0%	1%	0%	0%	0%	F	0.094	F		7300	F
~~~~	To: From:		ms Brook												
11 Main St	Town of Toms Brook (Maint: 85)) 0.73 7 0	000 N	98%	0%	1%	0%	0%	0%	N	0.094	Ν		7300	N
~	To- From:	NCL To	ms Brook												
11 Old Valley Pike	Shenandoah County	0.41 70	000 N	98%	0%	1%	0%	0%	0%	N	0.094	Ν		7300	N
<u> </u>	To: From:	85-651 Mou	nt Olive Road												
11 Old Valley Pike	Shenandoah County	4.03 5 6	600 F	98%	0%	1%	0%	0%	0%	С	0.098	F		5800	F
<u> </u>	To- From	SCL S	trasburg			<u> </u>									
11 Stover Ave	Town of Strasburg (Maint: 85)	0.38 6 4	100 F	98%	0%	0%	1%	1%	0%	С	0.129	F		6600	F
<u> </u>	To:		ng St												
(Ving St	Town of Strooburg (Moint: 95)		er Ave 500 G	97%	1%	1%	0%	0%	0%	С	0.129	N		7500	G
(11) King St	Town of Strasburg (Maint: 85)			9176	170	1 70	076	U70	0%	C	0.129	IN		7500	G
~~	To: From:		iday St	2001	00/		00/	201	201		0.000			0400	
(11) King St	Town of Strasburg (Maint: 85)		ssanutten St	98%	0%	1%	0%	0%	0%	С	0.096	F		8100	F
	From:		King St			_									
11 (55) N Massanutten St	Town of Strasburg (Maint: 85)		000 F	98%	0%	1%	0%	1%	0%	F	0.094	F		13000	F
	To	SR 55 N John	n Marshall Hwy	1											
11 N Massanutten St	Town of Strasburg (Maint: 85)		000 F	98%	0%	1%	0%	1%	0%	С	0.1	F		13000	F
	To														
11 Old Valley Pike	Shenandoah County		trasburg F	98%	0%	1%	0%	1%	0%	F	0.095	F		13000	F
11 Old Valley Pike	Shenandoan County		of Strasburg	JO 70	U70	1 70	U70	1 70	U70		0.090	Г		13000	Г

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	I-81 N	North of Strasburg												
11 Old Valley Pike	Shenandoah County	1.11	4200 F	91%	0%	1%	4%	3%	0%	С	0.098	F		4400	F
<u> </u>	To:		ren County Line												
~~~	From:		ndoah County Line							_		_			_
(11) Old Valley Pike	Warren County	0.19	4200 F	91%	0%	1%	4%	3%	0%	С	0.098	F		4400	F
<u> </u>	To:		rick County Line												
11 Valley Pike	Frederick County	1.98	ren County Line 3200 F	91%	0%	1%	4%	3%	0%	F	0.098	F		3300	F
11 Valley Pike	Frederick County			9176	0%	1 70	470	370	0%	Г	0.096	Г		3300	Г
~~	To: From:		L Middletown												
11 Main St	Town of Middletown (Maint	: 34) 0.89	3600 F	95%	1%	1%	0%	2%	0%	F	0.1	F		3800	F
<u> </u>	To	NC	L Middletown			<u> </u>									
11 Valley Pike	Frederick County	4.19	5100 F	95%	1%	1%	0%	2%	0%	С	0.096	F		5300	F
	To	CCI	CtlC't												
11 Main St	Town of Stephens City (Mair		Stephens City 5100 N	95%	1%	1%	0%	2%	0%	N	0.096	N		5300	N
11 Main St	Town of Stephens City (Mair	11. 34) 0.32	5100 N	95%	170	1 70	0%	270	076	IN	0.096	IN		5500	IN
~~~	To: From:		277 Fairfax Pike												
11 Main St	Town of Stephens City (Mair	nt: 34) 0.71	8200 F	97%	1%	1%	0%	1%	0%	С	0.093	F		8500	F
<u>~</u>	To:	NCI	L Stephens City												
11 Valley Pike	Frederick County	2.45	8200 N	97%	1%	1%	0%	1%	0%	Ν	0.093	Ν		8500	Ν
	Tec	ap 25.0													
11 Valley Pike	Frederick County	SR 37 S 1.18	17000 A	97%	0%	0%	0%	2%	0%	С	0.1	Α		18000	Α
11 Valley Pike	Frederick County	1.10	17000 A	9176	0%	0%	0%	270	076	C	0.1	A		10000	А
~~	To: From:	SC	CL Winchester												
11 Valley Ave	City of Winchester	1.37	13000 F	97%	0%	0%	0%	2%	0%	F	0.09	F		14000	F
<u> </u>	To:		Middle Rd												
11 Valley Ave	City of Winchester	0.12	20000 F	97%	0%	0%	0%	2%	0%	F	0.088	F		21000	F
Nallan Ana	From:		Weems Lane	070/	00/		00/	20/	00/	_	0.000	F		47000	F
11 Valley Ave	City of Winchester	0.67	16000 F	97%	0%	0%	0%	2%	0%	F	0.090	г		17000	г
~~	To: From:	Jı	ıbal Early Dr												
11 Valley Ave	City of Winchester	0.59	10000 F	97%	0%	0%	0%	2%	0%	F	0.089	F		11000	F
<u> </u>	To:	US 11	Par Braddock St			<u> </u>									
11 Valley Ave	City of Winchester	0.09	1700 F	97%	0%	1%	0%	1%	0%	F	0.098	F		1800	F
11)	Combined Traffic Estimates for 2 Parallel Road			95%	2%	3%	0%	0%	0%	F	0.089	F		12000	F
	To:		Gerrard St	3070	270	Ť	070	070	070	•	0.000	•		12000	•
	From:		Valley Ave												
11) 50 522 Gerrard St	City of Winchester	0.10	8400 F	97%	0%	1%	0%	1%	0%	F	0.088	F		8900	F
	To:		Cameron St												
~ ~ ~ ~	From:		50 Gerrard St												
(11) (11) (50) (522) Cameron	St City of Winchester	0.53	5900 F	97%	1%	1%	0%	1%	0%	С	0.089	F		6300	F
$\sim \circ \circ \sim$	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	13000 F	97%	1%	1%	0%	0%	0%	С	NA			14000	F
	То:	I	Boscawen St												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Boscawen St													
(11) (11) (50) (522) Cameron	St City of Winchester	0.17	8100	F	97%	1%	1%	0%	1%	0%	F	0.096	F		8600	F
\bigcirc \bigcirc \bigcirc \bigcirc	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F		15000	F
~~	To: From		Piccadilly St													
(11) Cameron St	City of Winchester	0.83	6200	F	97%	0%	1%	0%	1%	0%	С	0.091	F		6500	F
\smile	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	9900	F	97%	1%	1%	0%	1%	0%	С	0.089	F		11000	F
	To: From:	US 1	Par, Loudo	un St												
11 Martinsburg Pike	City of Winchester	0.31	8800	F	97%	0%	1%	0%	1%	0%	F	0.091	F		9300	F
<u> </u>	To: From:	NO	CL Winches	ter			<u> </u>									
11 Martinsburg Pike	Frederick County	1.04	14000	F	97%	0%	1%	0%	1%	0%	F	0.086	F		14000	F
\bigcirc	To:		SR 37													
Martinghura Dika	Froderick County		Winchester 1		020/	1%	10/	40/	E0/	00/	_	0.00	F		40000	F
(11) Martinsburg Pike	Frederick County	0.48	36000	F	92%	170	1%	1%	5%	0%	С	0.09	Г		40000	Г
~~	To: From:		orth of Wind			407							_			
Martinsburg Pike	Frederick County	1.57	11000	F	96%	1%	1%	1%	1%	0%	F	0.095	F		11000	F
~	To: From:		Old Charles 7													
(11) Martinsburg Pike	Frederick County	1.06	6600	F	96%	1%	1%	1%	1%	0%	F	0.099	F		6900	F
<u>~</u>	To- Fram:	34-836	Walters Mi	ll Lane												
(11) Martinsburg Pike	Frederick County	1.56	6300	F	96%	1%	1%	1%	1%	0%	С	0.1	F		6500	F
<u> </u>	To: From:	34-6	71 Cedar Hi	ll Rd												
11 Martinsburg Pike	Frederick County	2.21	4300	F	96%	1%	1%	1%	1%	0%	F	0.111	F		4500	F
$\stackrel{\smile}{\smile}$	To	West '	Virginia Stat	e Line												
~~~	From:		JS 11, US 19	9												
(11) Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)	0.15	NA									NA			NA	
<u> </u>	To:		I-81 N													
~~ - · · · · · · · · · · · · · · · · · ·	From		JS 11, US 19	9												
(11) Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	0.18	NA									NA			NA	
	10:		I-81 S													
	From:	0.44	US 11									N.1.0			NIA	
Ramp to I-81 N at Exit 32	Washington County	0.14	<b>NA</b> I-81 N									NA			NA	
	10.															
Tan Ramp to I-81 S at Exit 32	Washington County	0.13	US 11									NA			NA	
Ramp to I-81 S at Exit 32	washington County	0.13	I-81 S									INA			INA	
	From		US 11													
Ramp to I-81 S at Exit 39	Smyth County	0.13	860	G								0.129	F		860	G
Ramp to I-81 S at Exit 39	To:	0.13	I-81 S									0.120	•		000	J
	From		US 11													
Ramp to I-81 N at Exit 39	Smyth County	0.13	1700	G								0.091	F		1700	G
Tamp to 1 31 14 dt Exit 03	To:	0.10	I-81 N									0.001	•		.,,	_

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction		QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor Fac	$\Delta\Delta MDT CM$
Ramp to I-81 S at Exit 44	From: Smyth County Toc	Ramps US 11 N042A; U 0.15 <b>1500</b> I-81 South	US 11 S042A <b>G</b>	 	0.116 F	1500 G
Ramp to I-81 S at Exit 67	Wythe County To:	US 11 0.47 <b>NA</b> I-81 S			NA	NA
11 Ramp	Town of Christiansburg (Maint: 60)				NA	NA
11 Ramp	Town of Christiansburg (Maint: 60)	US 11- 120C TO PARKV ) 0.18 <b>NA</b> 460-E124A FROM RT 11 AN			NA	NA
(11) Ramp	Town of Christiansburg (Maint: 60)				NA	NA
(11) Ramp	From: Town of Christiansburg (Maint: 60)	US 11- 120A TO PARKV 0.13 NA US 460 FROM R			NA	NA
Ramp to I-81 S at Exit 162	Botetourt County	US 11 0.11 <b>NA</b> I-81 S			NA	NA
Ramp to I-81 N at Exit 162	Botetourt County	US 11 0.19 <b>NA</b> I-81 N			NA	NA
Ramp to I-81 N at Exit 167	Botetourt County To:	US 11 0.13 <b>NA</b> I-81 N			NA	NA
Ramp to I-81 S at Exit 175	Rockbridge County	US 11 0.19 <b>NA</b> I-81 S			NA	NA
Ramp to I-81 N at Exit 175	Rockbridge County	US 11 0.21 <b>310</b> I-81 N	G		0.075 F	310 G
<u></u>	Rockbridge County To:	US 11-S194A FROM 0.09 <b>NA</b> I-81-N FROM RT 11			NA	NA
11 Ramp	Rockbridge County	US 11 I-64-E055A FROM 0.23 NA I-64-E FROM US 11SOUT			NA	NA
11 Ramp	Rockbridge County	US 11 I-64-W055A FROM 0.21 <b>NA</b> I-64-W FROM US 11SOU'			NA	NA

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

		Timidity directions to the control		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
Ramp to I-81 S at Exit 195	Rockbridge County	US 11 N 0.14 <b>NA</b> I-81 N	NA NA	NA
Ramp to I-81 N at Exit 195	Rockbridge County	Ramps US 11 S209B; US 11 N209B 0.16 <b>NA</b> I-81 N	NA NA	NA
Ramp to I-81 N at Exit 213	Augusta County  To:	Ramps US 11 N227A; US 11 S227A  0.28 NA  1-81 N	NA NA	NA
Ramp to I-81 S at Exit 213	Augusta County  To:	Ramps US 11 N227B; US 11 S227B 0.34 NA I-81 S	NA NA	NA
11 Ramp US 11 to I-81 at Exit 243	Rockingham County	US 11 0.15 <b>NA</b>	NA	NA
Ramp US 11 to I-81 S at Exit 251	Rockingham County	Ramp Split NB and SB 0.24 <b>NA</b> I-81 S	NA	NA
Ramp US 11 to I-81 N at Exit 251	Rockingham County	Ramp Split NB and SB 0.35 <b>NA</b> I-81 N	NA NA	NA
11 Ramp US 11 to I-81 at Exit 251	Rockingham County	US 11 0.23 NA	NA	NA
Ramp US 11 to I-81 S at Exit 251	Rockingham County	Ramp Split NB and SB  0.12 <b>NA</b> I-81 S	NA	NA
Ramp US 11 to I-81 N at Exit 251	Rockingham County	Ramp Split NB and SB 0.49 <b>NA</b> I-81 N	NA NA	NA
Ramp to I-81 S at Exit 257	Rockingham County	US 11, SR 259 0.17 <b>NA</b> I-81 S	NA NA	NA
Ramp to I-81 N at Exit 257	Rockingham County To:	US 11 0.14 <b>NA</b> I-81 N	NA NA	NA
Ramp to I-81 N at Exit 298	Shenandoah County To:	US 11 Old Valley Pike 0.20 <b>4500 F</b> I-81 N	0.098 F	4500 F
(11) Ramp to I-81 S at Exit 298	Shenandoah County	US 11 Old Valley Pike 0.19 <b>1600 F</b> I-81 S	0.104 F	1600 F

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

		Primary and Interstate Routes		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Facto	r AAWDT QW
Ramp to I-81 S at Exit 317	Frederick County To:	US 11 0.16 <b>11000 F</b> I-81 S	0.081 F	11000 F
Ramp to I-81 N at Exit 317	From: From: From: To-	US 11 0.20 <b>5900 F</b> I-81 N	0.1 F	5900 F
North 11 Ramp to I-81 S at Exit 19	From:  Washington County  To:	US 11 N, US 58 E 0.06 <b>NA</b> I-81 S	NA NA	NA
North 11 Ramp to I-81 N at Exit 19	Washington County To:	US 11 N, US 58 E 0.20 <b>NA</b> I-81 S	NA NA	NA
North (11) Ramp toward I-81 S at Exit 44	Smyth County To:	US 11 N 0.03 <b>NA</b> I-81 S	NA NA	NA
North (11) Ramp to I-81 N at Exit 73	Town of Wytheville (Maint: 98)	US 11 0.27 <b>NA</b> I-81 N	NA NA	NA
North Ramp to I-81 S at Exit 73	Town of Wytheville (Maint: 98)	US 11 0.42 <b>NA</b> I-81 S	NA NA	NA
North 11 Ramp to I-81 S at Exit 89	Pulaski County To:	SR 100 N 0.17 <b>240 F</b> I-81 N	0.166 F	240 F
North (11) Ramp	From:  Town of Christiansburg (Maint: 60	US 11 TO ROUTE RT 81 SOUTH  0) 0.15 <b>NA</b> 1-81-S118X FROM RT 11 NORTH	NA NA	NA
North (11) Ramp	From:  Town of Christiansburg (Maint: 60	US 11 TO RT 81 NORTH 0) 0.22 NA I-81-N118X FROM RT 11	NA NA	NA
North (11) Ramp	City of Roanoke (Maint: 80)	US 11 Williamson Rd 0.13 NA I-581 North	NA	NA
North (11) Ramp to I-81 N at Exit 180	Rockbridge County	US 11, S Lee Highway 0.04 <b>NA</b> I-81 N	NA NA	NA
North (11) Ramp to I-81 S at Exit 180	Rockbridge County	US 11 N 0.07 <b>NA</b> I-81 S	NA NA	NA
North (11) Ramp to I-81 N at Exit 195	Rockbridge County	US 11 N 0.03 <b>NA</b> Ramp US 11 S209B	NA NA	NA

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

Route	Jurisdiction	Length AADT OA ATire Rue	Truck K Dir QC QK 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North (11) Ramp toward I-81 N at Exit 213	Augusta County To:	US 11 N 0.03 <b>NA</b> Ramp US 11 227A	NA	NA
North (11) Ramp toward I-81 S at Exit 213	Augusta County To:	US 11 N 0.07 <b>NA</b> Ramp US 11 227B	NA	NA
South Ramp to I-81 S at Exit 19	Washington County To:	US 11 S, US 58 W 0.19 <b>NA</b> I-81 S	NA	NA
South Ramp to I-81 N at Exit 19	Washington County To:	US 11 S, US 58 W 0.14 <b>NA</b> I-81 S	NA	NA
South Ramp toward I-81 S at Exit 44	Smyth County To:	US 11 S 0.05 <b>NA</b> I-81 S	NA	NA
South (11) Ramp to I-81 N at Exit 89	Pulaski County To:	US 11 S 0.17 <b>180 F</b> I-81 N	0.162 F	180 F
South (11) Ramp to I-81 S at Exit 89	Pulaski County	US 11 S, Lee Highway 0.24 <b>610 F</b> I-81 N	NA NA	610 F
South (11) Ramp	Town of Christiansburg (Maint: 60	US 11 TO RT 81 SOUTH  0) 0.22 NA  I-81-S118X FROM ROUTE 11 SOUTH	NA NA	NA
South (11) Ramp	Town of Christiansburg (Maint: 60	US 11 TO RT 81 NORTH  0.16 NA  1-81-N118X FROM RT 11	NA	NA
South (11) Ramp to I-81 N at Exit 180	Rockbridge County To:	US 11 S 0.01 <b>NA</b> I-81 N	NA	NA
South (11) Ramp to I-81 S at Exit 180	Rockbridge County To:	US 11 S 0.11 <b>NA</b> I-81 S	NA	NA
South (11) Ramp to I-81 N at Exit 195	Rockbridge County To:	US 11 S 0.03 <b>NA</b> Ramp US 11 S209B	NA	NA
South (11) Ramp toward I-81 N at Exit 213	Augusta County To:	US 11 S 0.02 <b>NA</b> Ramp US 11 227A	NA	NA
South [11] Ramp toward I-81 S at Exit 213	Augusta County To	US 11 S 0.11 NA Ramp US 11 227B	NA	NA

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

			na miersia	410 1101				Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	110	S 11 Valley A	Λνο			ZAXIE	3+AXIE	IIIali	ZIIdli		racioi		racioi		
(1,1) Braddock St	City of Winch		9800	F	94%	2%	3%	0%	0%	0%	F	0.09	F		10000	F
Li Diadacon Cr	Combined Traffic Estimates for 2 Paralle			F	95%	2%	3%	0%	0%	0%	F	0.089	F		12000	F
	To.	i readways on this reads.			3070	270	070	070	070	070	•	0.000	•		12000	•
(1,1) (50) (50) (522) Braddock	St City of Winch	ester 0.53	Gerrard St 7200	F	97%	1%	2%	0%	0%	0%	С	0.087	F		7600	F
[1,1] [50] [50] [522] Braddock	Combined Traffic Estimates for 2 Paralle			F	97%	1%			0%		С	NA	-			F
	Combined Trainic Estimates for 2 Parallel	-			9170	170	1%	0%	U70	0%	C	INA			14000	Г
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		Boscawen S								_		_			
(1,1) $(5,2)$ $(5,0)$ $(5,22)$ Braddock			6000	F	97%	1%	1%	0%	1%	0%	F	0.099	F		6300	F
~ ~ ~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F		15000	F
~~~	To- From:		Piccadilly S													
Braddock St	City of Winch	ester 0.36	2500	F	94%	2%	3%	0%	0%	0%	С	0.092	F		2700	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	8700	F	97%	1%	2%	0%	1%	0%	С	NA			9200	F
	To:		North Ave													
11 North Ave	City of Winch	ester 0.03	Braddock St	F	97%	1%	2%	0%	0%	0%	С	0.1	F		460	F
North Ave	To:	estei 0.03	Loudoun St		91 /0	1 /0	270	076	070	076	C	0.1	-		400	-
	From:		North Ave													
11 Loudoun St	City of Winch	ester 0.30	2400	F	98%	1%	1%	0%	0%	0%	С	0.091	F		2600	F
( <u>B</u> )	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	8600	F	98%	1%	1%	0%	1%	0%	С	NA			9100	F
	To:	•	Wyck St													
Loudoun St	From: City of Winch	ester 0.24	3800	F	97%	1%	0%	0%	1%	0%	С	0.095	F		4000	F
Language St.	Combined Traffic Estimates for 2 Paralle			F	97%	1%	1%	0%	1%	0%	С	0.089	F		11000	F
	To:	,	11 Camero		01 70	170		070	170	070	Ü	0.000	•		11000	•
	From:		S Main St				i									
Liberty St	City of Harriso	nburg 0.47	6700	G	97%	0%	1%	1%	1%	0%	С	0.083	F		7100	G
(FI) Emorty of	Combined Traffic Estimates for 3 Parallel	· ·		N	96%	0%	1%	1%	1%	0%	N	0.085	F	0.716	22000	N
	- I	-			3070	070	170	170	170	070		0.000	•	0.710	22000	.,
Liborty St	From		3, W Market		060/	40/	10/	10/	40/	00/		0.000	F		F200	
Liberty St	City of Harrison	O .	5000	G	96%	1%	1%	1%	1%	0%	C	0.082	Г		5300	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		N	96%	1%	1%	1%	1%	0%	N	NA			13000	N
~~~~	To: From:		Rock St													
(1,1) (3,3) Noll Dr	City of Harrison	0	3500	G	97%	0%	1%	1%	1%	0%	F	0.085	F		3600	G
~ ~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		N	96%	0%	1%	1%	1%	0%	N	NA			11000	N
	10:		Kratzer Ave													
ALT ALT	From:		W Main St								_		_			_
(11) (460) 4th St	City of Sale	em 0.40	16000	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.558	18000	G
ALT ALT	Ta: From:		Elm St													
~~~~~·	City of Sale	em 0.37	18000	G	97%	0%	1%	1%	1%	0%	С	0.084	F	0.507	19000	G
11 \ 460 \ 4th St	Only of Gale	0.01			01/0	0 /0	. /0	1 /0	1 /0	0 /0	J	0.004	'	0.001	10000	5
ALT ALT	To- From:		Union St													
11 (460)4th St	City of Sale	em 0.29	16000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.517	17000	G
$\sim$	To:		Colorado St	t												

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

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
ALT ALT	From:		Colorado St		000/	00/	40/	40/	40/	00/	_	0.000	_	0.500	0700	
11) (460) 4th St	City of Salem	0.28	9100	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.523	9700	G
ALT ALT	To: From:	I	Roanoke Blvo	i												
11) (460) Texas St	City of Salem	0.31	10000	G	98%	0%	1%	1%	1%	0%	С	0.091	F	0.592	12000	G
ALT ALT	To: From:		Idaho St													
11 \( 460 \) Texas St	City of Salem	0.61	5500	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.602	5900	G
ALT ALT	To: From:	Ly	ynchburg Tnp	ok												
11 \ 460 Texas St	City of Salem	0.24	2500	G	97%	0%	1%	1%	1%	0%	F	NA			2700	G
$\sim$	To:		Electric Rd													
ALT ALT 11 (460)(419) Electric Rd	City of Salem	0.53	Texas St <b>20000</b>	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.594	21000	(
11) (460) (419) Electric No.	To:	0.00	E Main St		31 /0	070	170	170	170	070	•	0.000	•	0.004	21000	`
ALT CONTRACTOR	From:		419 Electric		000/	40/	40/	407	00/	00/		0.007	_	0.544	47000	
11) (460) E Main St	City of Salem	0.44	VCL Roanok	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.511	17000	(
ALT	From:		ECL Salem													_
11) (460) Melrose Ave	City of Roanoke	0.65	16000	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.517	18000	(
LT	To: From:	SR 11	7 Peters Cree	ek Rd												
11) (460) Melrose Ave	City of Roanoke	1.75	13000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.507	14000	(
ALT	To- From:		24th St													
11) (460) (116) Melrose Ave	City of Roanoke	0.41	12000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.511	14000	(
	To	Si	alem Turnpik	te												
ALT 11) (460) (116) Orange Ave	City of Roanoke	1.00	13000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.501	15000	(
$\rightarrow \bigcirc$	To		ST, Gainsbo													
11) (460) (116) Orange Ave	City of Roanoke	0.90	18000	A	96%	1%	1%	1%	2%	0%	С	0.092	Α		19000	
11 460 116 Orange Ave	City of Roalioke				30 /0	1 /0	1 70	1 70	270	0 70	C	0.032	^		19000	,
LT ALT	From:	•	JS 220, ALT			401		407			_		_			
11 460 116 220 Orange A	ve City of Roanoke	0.24	<b>37000</b> 1 Williamson	G n Pd	96%	1%	1%	1%	2%	0%	F	0.081	F	0.633	40000	(
ius	From:		S 11; Coalter													=
11 250 Johnson St	City of Staunton	0.18	11000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.576	12000	(
<i></i>	To:		New St													
311) (250) New St	City of Staunton	0.17	Johnson St 1500	G	99%	1%	1%	0%	0%	0%	F	NA			1600	(
(230)	Combined Traffic Estimates for 2 Parallel Roadwa			G	99%	0%	1%	0%	0%	0%	F	NA			7100	(
	To		Frederick St	-			$\neg$									
Bus 11) (250) New St	City of Staunton	0.36	1000	G	99%	1%	1%	0%	0%	0%	С	0.104	F		1100	(
11 250 New St	Combined Traffic Estimates for 2 Parallel Roadwa			G	99%	0%	1%	0%	0%	0%	С	0.104	F	0.524	6200	(
	To	•	hurchville Av			- 70		- / 0	0,0	0,0	-	3.300	•	J.J <u>L</u> 1	0_00	•

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

		Primary and inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus	From:	Churchville	Δve			2////	JTANE	IIIaii	ZIIali		i actor		i actor		
11 250 Augusta St	City of Staunton	0.02 <b>7400</b>		98%	0%	1%	0%	0%	0%	Ν	0.092	N	0.631	7900	Ν
11) (230), tagadia di	To:	Sunnyside		0070	0,0		0,0	0,0	0,0	•	0.002		0.00		
Bus	From:	Churchville	Ave												
11 Augusta St	City of Staunton	0.41 <b>6600</b>	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.637	7100	G
<u> </u>	To:	Edgewood	Rd												
Bus	O'the of Others have			000/	00/	40/	00/	007	00/	F	0.000	_	0.540	0000	_
11 Augusta St	City of Staunton	0.28 <b>9200</b>	G	99%	0%	1%	0%	0%	0%	г	0.088	F	0.542	9800	G
Bus	To- From:	Lambert	St												
11 Augusta St	City of Staunton	1.14 <b>5000</b>	G	99%	0%	1%	0%	0%	0%	С	0.1	F	0.512	5300	G
11)										_					_
Bus	From:	Coalter S	St												
11 Augusta St	City of Staunton	0.71 <b>6700</b>	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.53	7200	G
~	To:	US 11 Comme	erce Rd												
Bus	From:	Augusta	St												
1,1 (250) Johnson St	City of Staunton	0.06 <b>5200</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.086	Ν	0.735	5500	N
<i>&gt; &gt;</i>	To:	US 250 Par, N													
Bus	From:	SR 254 Beve		000/	00/		001	007	00/	_	0.000	_	0.705	5500	_
1,1 250 Augusta St	City of Staunton	0.07 <b>5200</b>	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.735	5500	0
	Combined Traffic Estimates for 2 Parallel Roadways			99%	0%	1%	0%	0%	0%	F	NA			7100	G
Bus	From:	Johnson S US 250 Par; Sun													
1,1 (250) Augusta St	City of Staunton	0.43 <b>4800</b>	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.631	5100	G
[1] (230). Hagarata et	Combined Traffic Estimates for 2 Parallel Roadways		G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.524	6200	G
	To:	SR 254 Beve		0070	070		070	070	070	Ū	0.000	•	0.02	0200	Ŭ
Our.	From:	US 11													
Bus 11	Rockbridge County	0.03 <b>7200</b>	G	97%	1%	2%	0%	0%	0%	F	0.097	N	0.527	7400	G
1)	- Troonshage County			01 70	170		070	070	070	•	0.007	•••	0.021	7 100	Ŭ
Bus	From:	SCL Lexin	gton												
11 Main St	City of Lexington	0.39 <b>2600</b>	G	97%	1%	2%	0%	0%	0%	С	0.097	F	0.527	2800	G
~	To	Thornhill	Rd												
Bus	From:									_		_			_
11) Main St	City of Lexington	0.16 <b>4500</b>	G	97%	1%	2%	0%	0%	0%	F	0.093	F	0.618	4800	G
Oun .	Ta- From:	Wallace	St												
Bus 11 Main St	City of Lexington	0.31 4400	G	99%	0%	0%	0%	0%	0%	С	0.090	F	0.608	4700	G
Widin or	Oity of Edwington			0070	070		070	070	070	Ü	0.000	•	0.000	4700	
Bus	To-l From:	White S	t												
11 Main St	City of Lexington	0.31 3300	G	99%	0%	1%	0%	0%	0%	F	0.105	F		3500	G
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 5200	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.522	5600	G
	Toc	Nelson S													
Bus	From:				4					_		_			
11) Main St	City of Lexington	0.24 <b>6400</b>	G	96%	1%	1%	2%	0%	0%	С	0.085	F		6800	G
~	Combined Traffic Estimates for 2 Parallel Roadways			97%	1%	1%	1%	0%	0%	С	NA			11000	G
	To:	Jefferson	St												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction .	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	r Q
Bus Main Ct	From:		Jefferson St	_	000/	0%	40/	00/	00/	00/		0.000	_	0.570	40000	,
11 Main St	City of Lexington	0.37	9500	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.572	10000	(
Bus	To: From:		Letcher St													
11 Main St	City of Lexington	0.34	9600	G	99%	0%	1%	0%	0%	0%	С	0.091	F	0.547	10000	
~	To:	US 11 N Lee			hway											
Bus	From:		US 11 Mair		2001	407		00/	007	00/	_	0.440	_		0400	
Jefferson St	City of Lexington	0.35	2000	G	98%	1%	1%	0%	0%	0%	F _	0.118	F		2100	
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	5200	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.522	5600	
us	To: From:	U	S 60 Nelson	St												
Jefferson St	City of Lexington	0.24	3900	G	98%	1%	1%	0%	0%	0%	С	0.091	F		4200	
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	10000	G	97%	1%	1%	1%	0%	0%	С	NA			11000	
	To	Bus	US 11 Mai	n St												
uck Truck	From:	SR 381	Commonwe	alth Ave												
11 (19) Goode St	City of Bristol	0.21	1100	G	98%	0%	0%	0%	1%	0%	F	0.098	F	0.508	1200	
<del></del>	To:	102-3	305 Piedmor	nt Ave			$\neg$ $\vdash$									
ruck Truck	City of Bristol	0.34	3000	G	98%	0%	0%	0%	1%	0%	С	0.102	F	0.568	3200	
1) (19) Cumberland St	City of Bristor		US 11 Rand		90%	076	0%	U70	170	0%	C	0.102	Г	0.306	3200	
uck Truck	From:		21 Cumberla													
11) (19) Randall St	City of Bristol	0.93	6100	G	98%	0%	0%	0%	0%	0%	С	0.095	F	0.532	6500	
	To:	SR 113 M	oore St; Oak	cview Av	ve											
ruck Truck	From:		umberland S													
(11) $(113)$ $(19)$ Moore St	City of Bristol	0.12	8300	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	8900	
~ ~ ~	10:		Euclid Ave													
~~ <u>-</u>	From		Carolina Stat								_					
13 Whaleyville Blvd	City of Suffolk	5.37	4700	Α	90%	0%	1%	1%	8%	0%	С	0.097	Α		4600	
~	To- From:	133-610	Mineral Sp	ring Rd			$\Box$ $\vdash$									
13 Whaleyville Blvd	City of Suffolk	1.28	6100	F	90%	0%	1%	1%	8%	0%	F	0.08	F		6000	
~	To	133-6	77 Great Fo	rk Rd												
13 Whaleyville Blvd	City of Suffolk	0.82	7700	F	90%	0%	1%	1%	8%	0%	F	0.084	F		7500	
<i>-</i>	To:	133-675	Cypress Ch	anel Rd												
13 Whaleyville Blvd	City of Suffolk	2.22	7500	G	90%	0%	1%	1%	8%	0%	F	NA			7300	
13)	To															
(13) Whaleyville Blvd	City of Suffolk	133-759 S, 1.06	Liberty Sprii	ng Ra W	90%	0%	1%	1%	8%	0%	F	0.084	F		8800	
3) Whaleyville Blvd	City of Surfork				90%	070	1 70	1 70	070	0%	Г	0.064	Г		0000	
~	To: From:		9 N, Babbto													
13 Whaleyville Blvd	City of Suffolk	2.56	9700	F	90%	0%	1%	1%	8%	0%	F	0.084	F		9400	
~	To: From:		32 Carolina Whaleyville													
13 (32) Carolina Rd	City of Suffolk	1.64	17000	F BIVO	90%	0%	1%	10/	<b>Q</b> 0/.	09/	F	0.086	F		16000	
13 (32) Carolina Rd	City of Suffolk	1.04	17000	г	90%	U%	170	1%	8%	0%	Г	0.000	г		10000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction .	Length	AADI (	<b>QA</b> 47	Γire Bu	i .	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		, SR 32 Carol		20/ 40/		00/	400/	00/	_	0.00	_		2222	_
Southwest Suffolk Bypass	City of Suffolk	2.80	10000		5% 1%	1%	2%	10%	0%	С	0.09	F		9900	F
	From:		58 Holland Rd Bus US 58	1											
13 58 Suffolk Bypass	City of Suffolk			F 87	7% 1%	1%	1%	11%	0%	F	0.084	F		36000	F
(13) (36)	To						.,,			-		-			-
13 58 Suffolk Bypass	City of Suffolk		4 Pitchkittle R 35000		3% 0%	1%	1%	5%	0%	F	0.087	F		36000	F
13 (58) Suffolk Bypass	City of Sulfork				3% 0%	170	1 70	3%	0%	Г	0.067	Г		30000	Г
~~~~~	To- From:		50 Pruden Blv									_			
13) (58) (460) Suffolk Bypass	City of Suffolk	0.93	42000	<b>F</b> 93	3% 0%	1%	1%	5%	0%	F	0.096	F		44000	F
<del>*</del> <del>*</del> <del>*</del> <del>*</del>	Ta: From:	SR 10 SF	R 32 Godwin	Blvd											
13) (58) (460) Suffolk Bypass	City of Suffolk	1.87	53000	<b>F</b> 93	3% 0%	1%	1%	5%	0%	F	0.087	F		55000	F
	To	61-6	42 Wilroy Rd	ı											
13) (58) (460) Suffolk Bypass	City of Suffolk				3% 0%	1%	1%	5%	0%	F	NA			49000	F
15) (30) (400)	7		**** ******												
13 58 460 Military Highway	City of Suffolk	Bus US 13,Bu 3.46	64000		3% 0%	1%	1%	5%	0%	F	0.083	F		67000	F
13 (58) (460) Military Highway	City of Surfork		Bus US 13	г э.	3% 0%	170	1 70	3%	0%	Г	0.063	Г		67000	Г
	From:		CL Suffolk												
13 58 460 Military Highway	City of Chesapeake (Maint: 64)			<b>F</b> 93	3% 0%	1%	1%	5%	0%	С	0.095	Α	0.596	70000	F
	Toc		T CC4												
	City of Chesapeake (Maint: 64)	0.11	I-664 <b>11000</b>	<b>G</b> 93	3% 0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	G
[13] [58] [460]	To:		Bus US 13	-	370 070	170	170	070	070	•	0.000	•	0.010	11000	·
	From:		5 58; SR 191												
13 (460)(191)	City of Chesapeake	0.18	6500	<b>F</b> 9'	1% 1%	2%	2%	3%	0%	F	0.112	F		6900	F
	To	SD 101	, S Military H	Ixx											
13 (460 Military Highway	City of Chesapeake	0.45			1% 1%	2%	2%	3%	0%	F	0.141	F		5500	F
	Combined Traffic Estimates for 2 Parallel Roadways			. J	170 170	270	270	070	070	•	0.141	F		NA	•
	Tame Estimates for 21 arailer readways										0.141	'		INA	
Military I lighway	City of Change and to		1-664; Shaef		10/ 10/	20/	20/	20/	00/	С	0.140	F		7500	F
13 (460) Military Highway	City of Chesapeake	2.44	7100	<b>F</b> 9	1% 1%	2%	2%	3%	0%	C	0.149	Г		7500	Г
~~~	To: From:		I-64												
13) (460) Military Highway	City of Chesapeake	1.37	15000	F 98	3% 0%	1%	1%	1%	0%	F	0.1	F		16000	F
~	To:	US 17 Geor	rge Washingto	on Hwy		-									
13 (460 Military Highway	City of Chesapeake	1.01	13000	F 98	3% 0%	1%	1%	1%	0%	F	0.103	F		14000	F
	To:	CD :	106 Conol Du												
13 (460 Military Highway	City of Chesapeake	2.20	196 Canal Dr 22000		3% 0%	1%	1%	1%	0%	С	0.115	Α		24000	Α
13 (460) Military Highway	City of Offesapeake				J/0 U/0	1 /0	1 /0	1 /0	0 /0	C	0.113	^		24000	^
~~	To: From:		Bainbridge B												
13 Military Highway	City of Chesapeake	0.31	27000	G 98	3% 0%	1%	1%	1%	0%	F	0.119	N		30000	G
~	To: From:		I-464												
13 Military Highway	City of Chesapeake	0.78	20000	F 98	3% 0%	1%	1%	1%	0%	F	0.119	F		21000	F
	To:	Car	npostella Rd												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~	From:	Campostella		000/	00/	40/	407	407	00/	_	0.445	_		00000	
13) Military Highway	City of Chesapeake	0.65 21000	F	98%	0%	1%	1%	1%	0%	F	0.115	F		22000	F
~~	To: From:	SR 168 Battlefiel													
13) Military Highway	City of Chesapeake	0.72 22000	F	97%	1%	1%	1%	1%	0%	F	0.099	F		24000	
~	To- From:	Allison Dr													
13 Military Highway	City of Chesapeake	0.41 23000	F	97%	1%	1%	1%	1%	0%	С	0.099	F		24000	
~	To- From:	Greenbrier Pk	wy												
Military Highway	City of Chesapeake	1.67 27000	F	98%	1%	1%	0%	1%	0%	F	0.1	F		29000	
<i>ــــ</i>	To:	SCL Virginia B													
3 Military Hwy	City of Virginia Beach	NCL Chesape 0.67 28000	ake G	98%	1%	1%	0%	1%	0%	С	0.102	F	0.590	29000	
3 Military Hwy	City of Virginia Beach			90 /0	1 /0	1 /0	0 /6	1 /0	0 /6	C	0.102		0.590	29000	
~ Mariana I I and	To:	Indian River		000/	00/		00/	00/	00/	_	0.400	_	0.040	47000	
3 Military Hwy	City of Virginia Beach	1.02 44000 SCL Norfol	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.648	47000	
-	From:	WCL Virginia F													
3 Military Highway	City of Norfolk	0.85 44000	G	98%	0%	1%	0%	0%	0%	С	0.1	F	0.638	49000	
	To	I-264													
Military Highway	City of Norfolk	0.95 45000	G	97%	1%	1%	0%	1%	0%	F	0.083	F	0.601	49000	
3)	To				.,,		-,-	.,,		-		•			
Military Highway	City of Norfolk	US 58 Virginia Bea	G G	97%	1%	1%	0%	1%	0%	С	0.076	F	0.536	48000	
3) Williary Filgriway	To:	SR 165, SR 166 Prince			170	170	070	170	070	Ü	0.070	•	0.000	10000	
	From:	SR 165; SR 1													
13 (165)(166) Northampton Blvd	City of Norfolk	0.26 31000	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.556	33000	
	To- From:	SR 165 Kempsvi	lle Rd												
(166) Northampton Blvd	City of Norfolk	0.62 34000	G	97%	0%	1%	0%	2%	0%	F	0.094	F	0.599	35000	
	To:	I-64													
13 (166) Northampton Blvd	City of Norfolk	0.20 72000	G	97%	0%	1%	0%	2%	0%	F	NA			74000	
100	To:	WCL Virginia F	Beach												
\tilde{a}	From:	NCL Norfol													
13 (166) Northampton Blvd	City of Virginia Beach	0.95 62000	G	97%	0%	1%	0%	2%	0%	F	0.072	F	0.546	64000	
	To- From:	SR 166 Diamond S ₁	prings Rd												
Northampton Blvd	City of Virginia Beach	2.14 37000	В	97%	0%	1%	0%	2%	0%	С	0.095	Α		38000	
~	To	SR 225 Independer	nce Blvd												
Northampton Blvd	City of Virginia Beach	1.19 25000	G	97%	0%	1%	0%	2%	0%	F	0.071	F	0.524	26000	
<i>"</i>	Top	US 60 Shore	Dr												
Northampton Blvd	City of Virginia Beach	0.78 10000	G	97%	0%	1%	0%	2%	0%	F	0.076	F	0.511	11000	
<u> </u>	та			- /-		— <u>.</u>									
Chesapeake Bay Bridge Tunnel	Northampton County (Maint: TOL)	NCL Virginia E 19.14 8800	G G	92%	1%	1%	1%	6%	0%	F	0.077	F	0.508	8300	
13) Shoupeand Day Bridge Furnier	_ [J2 /0	1 /0	1 /0	1 /0	070	0 /0	•	0.011	•	0.000	0000	
Lankford Hung	Northography County	65-600 Seaside		020/	10/	10/	10/	60/	00/	Г	0.072		0.507	9000	
13) Lankford Hwy	Northampton County	4.78 9400	G	92%	1%	1%	1%	6%	0%	F	0.072	F	0.507	8900	(

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

		1 mmary ar	id interstate K				Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	65-6	24 Capeville Dr				0.7.5.0				. 4515.		. doto.		
13 Lankford Hwy	Northampton County	4.56	11000 G	92%	1%	1%	1%	6%	0%	F	0.074	F	0.515	11000	G
<u> </u>	To: From:	Bus U	S 13 S of Cheriton			_									
13 Lankford Hwy	Northampton County	1.28	13000 G	92%	1%	1%	1%	6%	0%	F	0.076	F	0.532	12000	G
<u> </u>	Tat	SV	WCL Cheriton			— —									
(13) Lankford Hwy	Town of Cheriton (Maint: 65)	0.07	13000 N	92%	1%	1%	1%	6%	0%	Ν	0.076	Ν	0.532	12000	Ν
	To	SM	lid CL Cheriton												
(13) Lankford Hwy	Northampton County	0.29	13000 N	92%	1%	1%	1%	6%	0%	Ν	0.076	Ν	0.532	12000	Ν
	To	N N	Iid CL Cheriton												
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.07	13000 N	92%	1%	1%	1%	6%	0%	Ν	0.076	Ν	0.532	12000	Ν
,	To	Pue III	S 13 N of Cheritor												
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.48	14000 G	92%	1%	1%	1%	6%	0%	F	0.077	F	0.502	13000	G
,	To		ICL Cheriton												
13 Lankford Hwy	Northampton County	2.73	14000 N	92%	1%	1%	1%	6%	0%	Ν	0.077	Ν	0.502	13000	N
,	To:	Due III	S 13 S of Eastville												
13 Lankford Hwy	Northampton County	1.06	13000 G	92%	1%	1%	1%	6%	0%	F	0.076	F	0.513	12000	G
(13)	Tol.			0270	.,,	-,,,	. , 0	0,0	0,0	•	0.0.0	•	0.0.0	000	•
13 Lankford Hwy	Town of Eastville (Maint: 65)	0.24	13000 N	92%	1%	1%	1%	6%	0%	N	0.076	N	0.513	12000	N
13) Zamora i wy	Town or Eastvine (Maint: 00)			JZ 70	170	170	170	070	070	.,	0.070	.,	0.010	12000	.,
13 Lankford Hwy	Northampton County	1.03	ICL Eastville 13000 N	92%	1%	1%	1%	6%	0%	N	0.076	N	0.513	12000	N
Lankloid I Wy	Normaniplon County				1 /0	1 70	1 /0	070	070	14	0.070	14	0.515	12000	IN
13 Lankford Hwy	North ampton County	Bus US 2.45	13000 G	92%	1%	1%	1%	6%	0%	F	0.088	F	0.503	13000	G
(13) Lankford Hwy	Northampton County			92 /0	1 /0	1 /0	1 /0	070	076		0.000		0.505	13000	G
	Prom:		8 James Allen Dr	000/	40/	40/	40/	C 0/	00/		0.00		0.504	42000	
(13) Lankford Hwy	Northampton County	3.29	14000 G	92%	1%	1%	1%	6%	0%	F	0.08	F	0.524	13000	G
C Landford House	From		20 Birdsnest Dr	000/	40/		40/	00/	00/		0.00		0.54	40000	
(13) Lankford Hwy	Northampton County	2.41	14000 G	92%	1%	1%	1%	6%	0%	F	0.08	F	0.51	13000	G
~~····	From:		L Nassawadox		401										
(13) Lankford Hwy	Town of Nassawadox (Maint: 65)	0.85	14000 N	92%	1%	1%	1%	6%	0%	N	0.08	N	0.51	13000	N
<u>~</u>	To: From:		-678 Pine Ave												
(13) Lankford Hwy	Town of Nassawadox (Maint: 65)	0.13	16000 G	92%	1%	1%	1%	6%	0%	F	0.079	F	0.542	15000	G
~	To: From:	NC	L Nassawadox												
(13) Lankford Hwy	Northampton County	2.63	16000 N	92%	1%	1%	1%	6%	0%	Ν	0.079	Ν	0.542	15000	Ν
~	Ta: From:	Bus U	S 13 S of Exmore												
(13) Lankford Hwy	Northampton County	1.25	17000 G	92%	1%	1%	1%	6%	0%	F	0.079	F	0.558	16000	G
<u>~</u>	To. From:		SCL Exmore												
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.15	17000 N	92%	1%	1%	1%	6%	0%	Ν	0.079	Ν	0.558	16000	Ν
<u> </u>	To:	SF	R 183 Exmore												

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

		Primary and I	1100			Tru	ıck			K		Dir			
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	SR 18	3 Exmore												
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.52 18	8000 G	92%	1%	1%	1%	6%	0%	F	0.080	F	0.531	17000	G
<u> </u>	To: From:	SR 178 Be	elle Haven Rd			\neg \vdash									
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.21 16	6000 G	92%	1%	1%	1%	6%	0%	F	0.079	F	0.51	15000	G
<u> </u>	To	NCL	Exmore			— —									
13 Lankford Hwy	Northampton County	0.14 16	6000 N	92%	1%	1%	1%	6%	0%	Ν	0.079	Ν	0.51	15000	Ν
<i></i>	To:		Exmore; 65-687												
13 Lankford Hwy	Accomack County (Maint: 65)		Exmore; 65-687 B000 G	92%	1%	1%	1%	6%	0%	F	0.079	F	0.512	17000	G
	To:		County Line	9270	170	176	1 70	070	0%	г	0.079	Г	0.512	17000	G
	From:		on County Line												
13 Lankford Hwy	Accomack County	2.94 18	8000 F	92%	1%	1%	1%	6%	0%	F	0.076	F		16000	F
~	To	SCL	Painter												
13 Lankford Hwy	Town of Painter (Maint: 01)	0.43 18	8000 N	92%	1%	1%	1%	6%	0%	Ν	0.076	Ν		16000	Ν
. 	To:		Hickman St												
13 Lankford Hwy	From:		Wayside Dr	000/	40/	40/	407	007	00/	_	0.070	_		40000	_
	Town of Painter (Maint: 01)	0.46 18	8000 F	92%	1%	1%	1%	6%	0%	F	0.076	F		16000	F
~	To: From:		Painter	2221	407										
13 Lankford Hwy	Accomack County	1.84 18	8000 N	92%	1%	1%	1%	6%	0%	N	0.076	N		16000	٨
~~	To- From:		L Keller												
13) Lankford Hwy	Town of Keller (Maint: 01)	0.38 18	8000 N	92%	1%	1%	1%	6%	0%	N	0.076	Ν		16000	Ν
~	To: From:	SS	SR 180												
13 (180) Lankford Hwy	Town of Keller (Maint: 01)	0.45 18	8000 F	92%	1%	1%	1%	6%	0%	F	0.076	F		17000	F
~ 	To: From:	NCI	L Keller												
13 (180) Lankford Hwy	Accomack County	0.01 18	8000 N	92%	1%	1%	1%	6%	0%	Ν	0.076	Ν		17000	Ν
\sim	To	N S	SR 180												
13 Lankford Hwy	Accomack County	0.53 18	8000 F	93%	1%	1%	1%	5%	0%	С	0.096	В	0.509	17000	F
~	To	01-734 Gos	pel Temple Rd												
13 Lankford Hwy	Accomack County		9000 F	92%	1%	1%	1%	6%	0%	F	0.077	F		17000	F
	To	SCI	_ Melfa												
13 Lankford Hwy	Town of Melfa (Maint: 01)		9000 F	92%	1%	1%	1%	6%	0%	F	0.076	F		17000	F
,	To	01	-T626												
13 Lankford Hwy	Town of Melfa (Maint: 01)		0000 F	92%	1%	1%	1%	6%	0%	F	0.075	F		18000	F
13) 24 1119	Town of Mona (Walnut 61)			0270	170		1,0	070	070	·	0.070	•		10000	•
13 Lankford Hwy	Accomack County		L Melfa 0000 F	92%	1%	1%	1%	6%	0%	F	0.077	F		18000	F
13) Lamora Tiwy	Accomack County			JZ /0	1 /0	1 /0	1 /0	070	0 /0	'	5.011	'		10000	'
Lankford Huny	Tours of Onloy (Maistr C4)		Onley F	020/	10/	10/	10/	60/	00/	F	0.004	F		10000	
13 Lankford Hwy	Town of Onley (Maint: 01)		1 000 F	92%	1%	1%	1%	6%	0%	г	0.081	Г		19000	F
	From:		9 Main St												
13 Lankford Hwy	Town of Onley (Maint: 01)		1000 F	92%	1%	1%	1%	6%	0%	F	0.084	F		19000	F
$\overline{}$	To:	NCI	L Onley												

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4T	ire Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:	NCL Onley												
13 Lankford Hwy	Accomack County	2.97 18000	F 92	2% 1%	1%	1%	6%	0%	F	0.078	F		16000	F
Londford Lhung	Town of Accomac (Maint: 01)	SCL Accomac 0.15 19000	F 92	2% 1%	10/	40/	60/	00/	F	0.000	F		17000	F
13 Lankford Hwy	Town of Accordac (Maint. 01)		F 92	270 170	1%	1%	6%	0%	Г	0.080	Г		17000	Г
13 Lankford Hwy	Accomack County	NCL Accomac 1.39 18000	F 92	2% 1%	1%	1%	6%	0%	F	0.079	F		17000	F
13) Lankford Tiwy	Accomack county			-70 170	170	1 70	070	070		0.073	•		17000	'
13 Lankford Hwy	Accomack County	US 13 Bus N of Acco	F 92	2% 1%	1%	1%	6%	0%	F	0.077	F		16000	F
(13) 24	To	01-676 Muttonhunk		.,.		.,,	0,0	0,70	-	0.01.	•		.0000	•
13 Lankford Hwy	Accomack County	8.19 18000	F 92	2% 1%	1%	1%	6%	0%	F	0.078	F		16000	F
,	To	01-695 Temperanceville Rd	· Saxis Rd											
13 Lankford Hwy	Accomack County	3.69 18000	F 92	2% 1%	1%	1%	6%	0%	F	0.078	F		16000	F
	Toc	SR 175 Nashs Corn	ier											
13 Lankford Hwy	Accomack County	4.09 18000	A 92	2% 1%	1%	1%	6%	0%	С	0.140	Α		16000	Α
<u> </u>	To:	Maryland State Lir	ne											
□ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □	From:	US 13 TO I-64 WE	ST							NIA			NIA	
13 Ramp	City of Chesapeake (Maint: 64)	0.35 NA 64-W FROM RT 1300- MILITA	RY HIGH	WAY						NA			NA	
	From:	US 13 TO I-64 EAS		.,,,,,,										
13 Ramp	City of Chesapeake (Maint: 64)	0.41 NA								NA			NA	
<u> </u>	To: I-6	54-E FROM RT 1300- MILITA	RY HIGH	WAY										
~~5	From:	US 13 TO AND FROM	RT 464											
Ramp	City of Chesapeake (Maint: 64)	0.29 NA I-464-S FROM RT	13		i					NA			NA	
	From:	US 13 I-464-N002A TO AND		Т	l l									
13 Ramp	City of Chesapeake (Maint: 64)	0.23 NA	7 ROM R							NA			NA	
	To:	I-464-N FROM RT	13											
~~	From:	US 13-N045A US 13-S045A	FROM RT	1										
13 Ramp	City of Norfolk (Maint: 64)	0.12 NA I-64-E FROM RT	12							NA			NA	
North	From:	US 13 TO I-64 WE												
North 13 Ramp	City of Norfolk (Maint: 64)	0.22 NA	31							NA			NA	
<u>.</u>	To:	US 13-S045A US 13- 45A F	ROM RT 1	I										
North	From:	US 13 TO ROUTE 264 EAS	Γ COLL RI	D										
(13) Ramp	City of Norfolk (Maint: 64)	0.19 NA		DVII						NA			NA	
N. d		54-E013X FROM RT 13 NORT												
North (13) Ramp	City of Norfolk (Maint: 64)	US 13 TO ROUTE 264 WES 0.10 NA	I COLL R	D						NA			NA	
(13)	· · · · · · · · · · · · · · · · · · ·	4-W013X FROM ROUTE 13 N	ORTH00-	MILIT										

		i ililiary and interst	alc No	uico											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
South	From:	US 13 TO I-	64			2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
13 Ramp	City of Norfolk (Maint: 64)	0.08 NA	0-1								NA			NA	
~	Tax	US 13-S045B TO RT 64 E	AST &	WEST?											
South 13 Ramp	City of Norfolk (Maint: 64)	0.35 NA									NA			NA	
(13) Ramp	To:	US 13-N045A US 13- 454	A FROM	1 RT 1							INA			INA	
South	From:	US 13-S045A TO I-64 E													
13) Ramp	City of Norfolk (Maint: 64)	0.19 NA									NA			NA	
<u> </u>	To:	I-64-W FROM RT 1:	3 SOUT	Ή											
South	From:	US 13 TO ROUTE 264 EA	AST CO	LL RD											
13 Ramp	City of Norfolk (Maint: 64)	0.11 NA	TITLI M	II ITADA	**	1					NA			NA	
		64-E013X FROM RT 13 SO			Н										
touth 13 Ramp	City of Norfolk (Maint: 64)	US 13 TO ROUTE 264 W 0.19 NA	EST CO	DLL RD							NA			NA	
13)	,	54-W013X FROM ROUTE 1	3 SOUT	TH00- MIL	IT										
Bus	From:	US 13 S of On	nley												
13 Coastal Blvd	Town of Onley (Maint: 01)	0.98 3700	F	97%	1%	1%	1%	1%	0%	F	0.097	F		3800	F
Bus	To: From:	NCL Onley	У												
13 Coastal Blvd	Accomack County	0.37 3700	N	97%	1%	1%	1%	1%	0%	Ν	0.097	N		3800	Ν
\checkmark	To	US 13													
Bus 13 Front St	Accomack County	0.42 2900	N	97%	1%	1%	1%	1%	0%	N	0.098	N		3000	N
Front St	Accomack county			91 /0	1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.090	IN		3000	IN
Bus	From:	SR 126; SR 3													
13 Front St	Accomack County	1.01 2900	F	97%	1%	1%	1%	1%	0%	F	0.098	F		3000	F
Bus	To: From:	01-659 Wharton	n Rd												
13 Front St	Accomack County	0.79 2400	F	97%	1%	1%	1%	1%	0%	С	0.1	F		2500	F
200	To: From:	SCL Accoma	ac												
Bus 13 Front St	Town of Accomac (Maint: 01)	0.31 2400	N	97%	1%	1%	1%	1%	0%	N	0.1	N		2500	N
13)	To:	01-764 Courthous					.,,	.,,							
Bus Francis Of	From:			070/	40/	40/	40/	40/	00/	_	0.000	_		0500	_
Front St	Town of Accomac (Maint: 01)	0.89 2400	F	97%	1%	1%	1%	1%	0%	F	0.099	F		2500	F
Bus	To: From:	NCL Accom	ac												
13) Front St	Accomack County	0.96 2400	N	97%	1%	1%	1%	1%	0%	Ν	0.099	Ν		2500	Ν
~	To:	US 13 N of Acc													
Bus Main St	Northampton County	US 13 S of Exm 0.40 2500	nore G	97%	1%	1%	0%	0%	0%	С	0.100	F	0 50º	2500	G
Main St	Northampton County			3170	1 70	1 70	U70	U70	U70	C	0.100	Г	0.508	2300	G
Bus	To: From:	SCL Exmor													
13 Main St	Town of Exmore (Maint: 65)	1.10 2500	N	97%	1%	1%	0%	0%	0%	Ν	0.100	Ν	0.508	2500	Ν
<u> </u>	Tor	SR 178 Belle Hav	ven Rd												

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	SR 178 Belle Haven												
Lincoln Ave	Town of Exmore (Maint: 65)	0.47 2500	N 97%	1%	1%	0%	0%	0%	N	0.100	N	0.508	2500	N
Bus	To: From:	NCL Exmore												
13 Lincoln Ave	Northampton County	0.17 2500	N 97%	1%	1%	0%	0%	0%	Ν	0.100	Ν	0.508	2500	Ν
<u> </u>	To:	US 13 N of Exmo												
Bus	From:	US 13 S of Eastvil		20/	40/	00/	40/	00/	_	0.440	F	0.000	4.400	_
(13) Courthouse Rd	Northampton County	1.17 1400	G 96%	2%	1%	0%	1%	0%	С	0.112	Г	0.609	1400	G
Bus	Ta: From:	SCL Eastville												
(13) Courthouse Rd	Town of Eastville (Maint: 65)	0.17 1400	N 96%	2%	1%	0%	1%	0%	N	0.112	Ν	0.609	1400	N
Bus	To: From:	65-631 Eastville)											
(13) Courthouse Rd	Town of Eastville (Maint: 65)	0.19 1700	G 96%	2%	1%	0%	1%	0%	F	0.131	F	0.542	1700	G
	To: From:	NCL Eastville												
Bus 13 Courthouse Rd	Northampton County	1.18 1700	N 96%	2%	1%	0%	1%	0%	N	0.131	N	0.542	1700	N
	To	US 13 N of Eastvi												
Bus	From:	US 13 S of Cherito	on											
13 Bayside Dr	Northampton County	0.80 2100	G 97%	1%	1%	1%	1%	0%	С	0.102	F	0.591	2200	G
Bus	To: From:	SCL Cheriton												
Bayside Dr	Town of Cheriton (Maint: 65)	0.79 2100	N 97%	1%	1%	1%	1%	0%	Ν	0.102	Ν	0.591	2200	Ν
<u> </u>	То:	US 13 Cheriton												
Bus	From	US 13 Southwest Suffoli												
(13) (32) Carolina Rd	City of Suffolk	1.17 11000	F 90%	0%	1%	1%	8%	0%	F	0.081	F		11000	F
Bus	To: From:	Old SCL Suffolk	ζ											
(13) (32) Carolina Rd	City of Suffolk	0.54 11000	F 90%	0%	1%	1%	8%	0%	F	0.081	F		11000	F
Bus	To: From:	Fayette St US 13; SR 32 Fayett	te St											
(13) (32) Main St	City of Suffolk	0.34 12000	G 99%	0%	1%	0%	0%	0%	С	NA			13000	G
\bigcirc	To	Begin SR 10			<u> </u>									
$ \begin{array}{c} \text{Bus} \\ \hline (13) \\ \hline (32) \\ \hline (10) \\ \text{Main St} \end{array} $	City of Suffolk	0.68 19000	F 99%	0%	1%	0%	0%	0%	F	0.079	F		20000	F
(13) (32) (10) Main St	To:	US 58; Bus US 46		0,0		0,70	0,0	0,70		0.0.0				•
Bus Bus Bus	From:	SR 32 Main St	F 070/	40/	40/	40/	40/	00/	_	0.007	_		40000	_
(13) (58) (460) Constance Rd	City of Suffolk	0.88 15000	F 97%	1%	1%	1%	1%	0%	F	0.087	F		16000	F
Bus Bus Bus	To: From:	Pinner St												
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 15000	F 97%	1%	1%	1%	1%	0%	С	0.089	F		16000	F
Bus Bus Bus	To: From	SR 337 Washington	n St											
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.22 21000	F 96%	1%	1%	1%	1%	0%	С	0.087	F		23000	F
	To:	US 13, US 58, US 4	460											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4Tire	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		0 Anderson H												
(₁₃) Old Buckingham Rd	Cumberland County	7.19	910	F 91%	1%	2%	2%	4%	0%	С	0.096	F		930	F
\smile	To:		atan County L												
	From:		rland County							_		_			_
(13) Old Buckingham Rd	Powhatan County	4.07	1600	F 91%	1%	2%	2%	4%	0%	F	0.099	F		1600	F
<u> </u>	To:		638 Gills Road												
Old Buskingham Bd	Daubatan Caunty	6.51	-638 Gills Rd 1900	F 91%	1%	2%	2%	4%	0%	F	0.103	F		2000	F
Old Buckingham Rd	Powhatan County	0.51	1900	F 91%	170	2%	2%	4%	0%	Г	0.103	Г		2000	Г
	To: From:	72-609	9 Giles Bridge												
(13) Old Buckingham Rd	Powhatan County	2.22	6400	F 96%	1%	1%	1%	1%	0%	С	0.098	F		6500	F
\smile	To:	72-1002 F	Emmanual Chu	urch Rd											
13 Old Buckingham Rd	Powhatan County	1.44	2500	F 96%	1%	1%	1%	1%	0%	F	0.116	F		2500	F
13) Old Basiling Harri Ha	1 owner county				170		170	170	070	•	0.110	•		2000	•
	To: From:		1005 Skaggs R												
(13) Old Buckingham Rd	Powhatan County	0.28	2600	F 96%	1%	1%	1%	1%	0%	F	0.093	F		2600	F
<u> </u>	To:	SR 300 Co	ourthouse Tave	ern Lane		\neg									
13 Old Buckingham Rd	Powhatan County	2.37	2300	F 96%	1%	1%	1%	1%	0%	F	0.102	F		2400	F
10)	To:		mes Andersor												
	From:		St Stephens C												
14 The Trail	King & Queen County	6.14	450	G 89%	0%	3%	2%	6%	0%	F	0.119	F	0.518	450	G
14 The Trail	King & Queen County	0.14	430	G 0976	0 76	370	2/0	076	0 /0		0.119		0.516	430	G
	To: From:		29 Walkerton l												
(14) The Trail	King & Queen County	1.81	560	G 89%	0%	3%	2%	6%	0%	F	0.112	F	0.599	570	G
\smile	To:	49-620	W, Duck Pon	d Rd											
14) The Trail	King & Queen County	9.74	300	G 89%	0%	3%	2%	6%	0%	С	0.107	F	0.556	300	G
14)										_	• • • • • • • • • • • • • • • • • • • •				_
	From:		Carletons Corn				00/	00/	00/	_	0.400		0.504	050	_
14) The Trail	King & Queen County	5.63	830	G 89%	0%	3%	2%	6%	0%	F	0.103	F	0.531	850	G
<u> </u>	To: From:	49-6	14 Clifton Lar	ne											
14 The Trail	King & Queen County	6.81	2200	G 89%	0%	3%	2%	6%	0%	F	0.099	F	0.562	2200	G
	To	CD (22.01 11.0												
Louis Buller Mem Llus	From:	1.66	33 Shackleford 9500		10/	10/	40/	E0/	00/		0.000	F	0.620	0000	G
14 33 Lewis Puller Mem. Hwy	King & Queen County			G 92%	1%	1%	1%	5%	0%	С	0.088	г	0.639	9900	G
<u> </u>	From:		Shacklefords I wis Puller Me												
14 Buena Vista Rd	King & Queen County	4.95	3500	G 93%	1%	1%	1%	4%	0%	С	0.091	F	0.613	3500	G
Buena Vista Rd	To:		ester County I		170	170	1 /0	770	070	O	0.051	'	0.013	3300	O
	From:		Oueen County												
14 Adner Rd	Gloucester County	1.04	3900	G 93%	1%	1%	1%	4%	0%	F	0.102	F	0.625	4100	G
	To:	US 17 W, Geor			. , ,					-		-			
	From:		US 17 Adner												
14) (17) George Washington Mem Hwy	Gloucester County	3.73	12000	G 98%	0%	1%	1%	1%	0%	F	0.091	F	0.537	13000	G
	Tool		26.615			 1									
Coores Washington Mam Live	From:	1.05	36-615	C 000/	00/	10/	40/	40/	00/		0.000	_	0.525	14000	
(14) (17) George Washington Mem Hwy	Gloucester County	1.65	13000	G 98%	0%	1%	1%	1%	0%	F	0.088	F	0.535	14000	G
<u> </u>	10:		36-606 Ark												

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

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
¬ ~~	From:	36-606 Aı													
14) (17) George Washington Mem Hwy	Gloucester County	2.45 16000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.591	17000	G
Bus	To: From:	US 17; Bus U	IS 17												
14) 17 Main St	Gloucester County	0.56 7000	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.503	7400	(
19 (1)	Ter				.,,		-,-	-,-		_		-			
Bus	From:	36-1007													
14) (17) Main St	Gloucester County	0.71 11000	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.511	11000	(
<i></i>	To:	SR 3	-												
John Clayton Memorial Hwy	Gloucester County	2.18 Bus US 1		97%	1%	1%	1%	1%	0%	F	0.096	F	0.644	18000	
John Clayton Memorial Hwy	Gloucester County			91 /0	1 /0	1 /0	1 /0	1 /0	0 /6		0.090	•	0.044	10000	•
	To- From:	36-623										_			
14) (3) John Clayton Memorial Hwy	Gloucester County	4.07 12000		97%	1%	1%	1%	1%	0%	С	0.092	F	0.603	13000	(
	From:	Mathews Coun Gloucester Cour	_												
3 John Clayton Mem Hwy	Mathews County	0.11 11000		97%	1%	1%	1%	1%	0%	F	0.090	F	0.649	11000	
(3) Solim Glayton main 1 my	To:	SR 3 Fort Nor		01.70	170	Ť	170	170	070	•	0.000	•	0.010	11000	
_	From:	SR 3 Windso													
John Clayton Mem Hwy	Mathews County	2.75 6200	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.659	6400	
<i></i>	To:	57-617 North R	iver Rd												
John Clayton Mem Hwy	Mathews County	1.38 5100	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.633	5200	
	To	57-660 Philpot													
14 John Clayton Mem Hwy	Mathews County	3.15 5900	ts Ave G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.586	6000	
John Clayton Mem Hwy	Matriews County			31 70	1 /0	1 70	070	1 /0	070	'	0.031	'	0.300	0000	
	From:	SR 198 WE		070/	407		201	407	201	_	0.000	_	0.544	7000	
14) (198)	Mathews County	1.69 6900	G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.514	7000	(
~ ~	To- From:	SR 198 E, Buckle	y Hall Rd												
₁₄) Main St	Mathews County	0.62 5000	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.579	5100	(
<i></i>	To:	57-611 Taberna	icle Rd												
14) John Clayton Mem Hwy	Mathews County	4.65 2900	G	98%	1%	1%	0%	0%	0%	F	0.107	F	0.528	3000	(
	To:	57-604 Antioo	sh Dd												
14) John Clayton Mem Hwy	Mathews County	1.88 1000	G	98%	1%	1%	1%	0%	0%	С	0.100	F	0.563	1100	(
14) Odili Cidylori Wom Tiwy	wat lowe county			3070	170		170	070	070	Ü	0.100	•	0.000	1100	
Jaka Clayton Mars I have	From	57-602 Sand Ba		000/	40/	1%	1%	00/	00/	F	0.405	F	0.704	070	
John Clayton Mem Hwy	Mathews County	1.74 360 Bayside Wh	G	98%	1%	1%	1%	0%	0%	г	0.135	г	0.721	370	•
	-	•													
~	Moddor burg County	North Carolina S		020/	40/	10/	407	E0/	007	_	0.000	_	0.574	0.400	
15)	Mecklenburg County	4.76 2400	G	93%	1%	1%	1%	5%	0%	С	0.092	F	0.571	2400	(
~~	To: From:	58-722 Noblin F													
15)	Mecklenburg County	0.59 2800	G	93%	1%	1%	1%	5%	0%	F	0.097	F	0.52	2800	(
~	To: Fram:	SCL Clarks	ville												
College St	Town of Clarksville (Maint: 58)	0.73 2800	N	93%	1%	1%	1%	5%	0%	Ν	0.097	Ν	0.52	2800	ı
~	To:	US 58 Virgini	a Ave												

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	lusia di ation	Longth	AADT	0.4	4T:ro	Duo		Tru	ıck		00	K	OK	Dir	^ ^\^\DT	014/
Route	Jurisdiction	Lengin	AADT	QA	4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
Bus	From:		58; College													
(15) (58) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.88	6300	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.512	6400	G
Bus	To: From:	NO	CL Clarksvi	lle												
(15) (58) (49)	Mecklenburg County	0.84	6300	N	99%	0%	0%	0%	0%	0%	N	0.092	N	0.512	6400	N
	To:	110 50	East of Clar	drovillo												
(15) (49)	Mecklenburg County	1.60	4600	G	90%	1%	1%	1%	7%	0%	F	0.096	F	0.643	4700	G
(15) (49)	Weekleriburg County				3070	170	- 170	170	1 70	070	•	0.000	•	0.010	4700	Ü
	Mooklophus Coupty	6.83	Near Dortch	G Store	90%	1%	10/	10/	70/	0%	С	0.005	F	0.611	1200	G
15	Mecklenburg County		otte County		90%	170	1%	1%	7%	0%	C	0.095	Г	0.611	1300	G
	From:		nburg County				-									
15 Barnesville Hwy	Charlotte County	7.39	1200	G	90%	1%	1%	1%	7%	0%	F	0.09	F	0.532	1300	G
	To:	CD O	Barnes Jur													
15 Barnesville Hwy	Charlotte County	3.24	1700	G	90%	1%	1%	1%	7%	0%	F	0.093	F	0.509	1800	G
15) Barries ville i lwy	Chanotte County				0070	170	170	170	1 70	070	•	0.000	•	0.000	1000	Ü
	To- From:		Near Wylli		040/	40/	40/	40/	4.40/	00/		0.000		0.500	4700	
(15) (360) Kings Hwy	Charlotte County	3.88	4500	G	81%	1%	1%	1%	14%	2%	F	0.080	F	0.539	4700	G
~~~~~	To: From:		17 Krafton C													
(15) (360) Kings Hwy	Charlotte County	6.60	4000	G	81%	1%	1%	1%	14%	2%	F	0.076	F	0.537	4300	G
<del>\$\frac{\pi}{\pi}</del>	To- From:	BUS US	5 South of	Keysvill	e		$\neg$ $\vdash$									
15 (360 Kings Hwy	Charlotte County	3.36	3800	G	81%	1%	1%	1%	14%	2%	С	0.082	F	0.571	4000	G
	To:	SR	40 Keysvil	lle.												
15 360 Kings Hwy	Charlotte County	2.10	5100	G	86%	1%	1%	2%	11%	0%	F	NA			5200	G
15)(300)	To	LIC 260 DUC	UC 15 No.													
15 Farmville Hwy	Charlotte County	US 360, BUS 1.73	3300	n or Key G	94%	1%	1%	1%	4%	0%	F	0.084	F	0.62	3500	G
[15] Farmville Hwy	To:		dward Cou		34 /0	1 70	170	1 /0	470	070	'	0.004	'	0.02	3300	G
	From:		otte County													
15 Farmville Rd	Prince Edward County	4.49	1800	F	94%	1%	1%	1%	4%	0%	С	0.113	F		1800	F
	To:	73-63	3 Mt Pleasa	nt Rd												
15 Farmville Rd	Prince Edward County	7.65	4900	F	94%	1%	1%	1%	4%	0%	F	0.087	F		5000	F
	To			1 D 1												
15 Farmville Rd	Prince Edward County	2.94	33 Kingsvill <b>9600</b>	F F	96%	0%	1%	0%	2%	0%	С	0.089	F		9800	F
[15] Farmville Rd	Till Ce Edward County	US 460 Prince				070	1/0	0 /6	Z /0	0 /6	C	0.009			9000	Г
_	From:		S 15 Farmvi		35 13											
15 15 Ramp	Prince Edward County	0.25	2500	F								0.104	F		2500	F
	To:	US 15, US 4														
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	US 460, BUS				401		461	<b>0</b> 0.7	401	_				0000	
15 460 Prince Edward Hwy	Prince Edward County	4.18	9200	Α	88%	1%	1%	1%	9%	1%	С	0.111	Α		8800	Α
	lo: From:		60; Shepparo ce Edward I													
(15) (460) Ramp	Prince Edward County	0.17	c Euward I	ıwy	Si	e US 4	60 for d	irectional	l traffic	volume 4	estima	ates for th	is sen	ment		
15 \ 460 \ Ramp	To:	****	heppards R	A		JU JU 4	30 101 U	Journal	uiiic	, ording (J-0 11111C		309	mont.		

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	lunia di atia a	Langeth AADT (0 4 -	Tine D		Tr	uck		00	K	OK	Dir	4 4 1 4 D.T.	01/
Route	Jurisdiction	Length AADT (QA 4	Tire B	ıs 2Ax	le 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	US 460 Prince Edward												
15) (460) Sheppards Rd	Prince Edward County	0.14 6000	F 8	8% 19	% 1%	5 1%	9%	1%	F	0.089	F		6100	F
	To: From:	Bus US 15, Bus US 460, V	W 3rd St		-									
15 Sheppards Rd	Prince Edward County	1.77 4500	F 93	3% 0	<u>% 1%</u>	1%	5%	0%	С	0.090	F		4600	F
~	To:	Buckingham County I												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Puelsingham County	Prince Edward County		20/ 4/	/ 10/	10/	40/	00/	С	0.000	F	0.547	4200	(
15)	Buckingham County	9.30 <b>4000</b>	<b>G</b> 9:	3% 1	% 1%	5 1%	4%	0%	C	0.089	Г	0.547	4200	,
~~~	To: From:	14-600 Plank Rd												
₁₅ James Madison Hwy	Buckingham County	5.46 4000	G 9:	3% 1	% 1%	1%	4%	0%	F	0.090	F	0.534	4200	(
~	To: From:	US 60 Sprouses Corr	ner		-									
15 James Madison Hwy	Buckingham County	1.45 9100	G 9	1% 1	% 1%	1%	6%	0%	F	0.087	F	0.528	9600	
	To:	SR 20; 14-1003 Mair	n St											
15 James Madison Hwy	Buckingham County			1% 1	% 1%	5 1%	6%	0%	F	0.091	F	0.506	9000	
15) Garries Madissir i iii)	Dubini griam County						070	070	•	0.001	•	0.000	0000	
~~~	To:	WCL Dillwyn; 14-1010 Go			· 10	40/	00/	00/		0.004		0.500	0000	
Oak St	Town of Dillwyn (Maint: 14)	0.58 <b>8600</b>	<b>N</b> 9	1% 19	% 1%	5 1%	6%	0%	N	0.091	N	0.506	9000	
	To: From:	14-1003 E, Main S												
Main St	Town of Dillwyn (Maint: 14)	0.52 <b>8600</b>	<b>N</b> 9	1% 19	% 1 <u>%</u>	1%	6%	0%	Ν	0.091	Ν	0.506	9000	
~	To:	ECL Dillwyn; 14-65												
James Madison Llung	Puelsingham County	ECL Dillwyn; 14-650 B		10/ 10	/ 10/	10/	60/	00/	F	0.000	F	0.504	E000	
James Madison Hwy	Buckingham County	6.39 <b>4800</b>	<b>G</b> 9	1% 1	% 1%	5 1%	6%	0%	Г	0.088	Г	0.504	5000	(
~	To: From:	14-622 Trents Mill I												
15 } James Madison Hwy	Buckingham County	5.44 <b>3600</b>	<b>G</b> 9	1% 19	% 1%	1%	6%	0%	С	0.088	F	0.543	3800	
~	To:	14-715 Circle Drive	Rd											
15 James Madison Hwy	Buckingham County	3.03 <b>3900</b>	<b>G</b> 9	1% 1	% 1%	1%	6%	0%	F	0.077	F	0.597	4100	
.5)	To:	Fluvanna County Li	ine											
~~	From:	Buckingham County I												
₁₅ James Madison Hwy	Fluvanna County	4.54 <b>3900</b>	<b>F</b> 9	1% 19	% 1%	5 1%	6%	0%	F	0.083	F		4000	
~	To: Brown	SR 6 West River Rd; Forl	rk Union		-									
15 6 James Madison Hwy	Fluvanna County	1.99 <b>4700</b>	<b>F</b> 9	4% 1	% 1%	1%	3%	0%	F	0.082	F		4800	
	To:	SR 6 East River Rd; D	Divia											
15 James Madison Hwy	Fluvanna County			4% 1	% 1%	5 1%	3%	0%	F	NA			5400	
15) Garries Madissir Finy	r lavarina county			170 1			070	070	•				0.100	
~	From:	32-649 Central Plains							_					
James Madison Hwy	Fluvanna County	2.05 <b>6300</b>	<b>F</b> 9	4% 19	% 1%	5 1%	3%	0%	С	0.144	F		6500	
~	To: From:	SR 53 Thomas Jefferson I	Parkway											
5 James Madison Hwy	Fluvanna County	0.46 <b>6400</b>	F 8	8% 19	% 1%	1%	9%	0%	F	0.090	F		6500	
~	To:	32-1002 Palmyra Way; 32-100	05 Church	St										
15 James Madison Hwy	Fluvanna County	8.23 <b>7400</b>		8% 1	% 1%	1%	9%	0%	F	0.089	F		7600	
,	To:	Louisa County Line; US 250 Th			T i									
	From:	Fluvanna County Line; US 250 T												
15 James Madison Hwy	Louisa County	0.45 <b>15000</b>	<b>G</b> 8	8% 1	% 1%	1%	9%	0%	F	0.083	F	0.608	15000	(
~	To:	I-64												

		Primary and I					Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	]	I-64												
James Madison Hwy	Louisa County	2.52 <b>6</b>	600 N	88%	1%	1%	1%	9%	0%	Ν	0.092	Ν	0.512	6800	ı
~	To- From:	54-617 S, E C	Green Springs R	d											
15 James Madison Hwy	Louisa County	4.43 6	600 G	88%	1%	1%	1%	9%	0%	С	0.092	F	0.512	6800	
~	To:	SR 22	Louisa Rd			$ \vdash$									
15) James Madison Hwy	Louisa County		300 G	88%	1%	1%	1%	9%	0%	С	0.097	F	0.555	6400	
.9)	To:	LIC 22 Couth	Spotswood Tra	:1											
)5) (33) James Madison Hwy	From: Louisa County		800 G	88%	1%	1%	1%	9%	0%	F	0.088	F	0.58	9000	
(33) Carries Madies (1111)	zoulou county				170		1 70	070	070	•	0.000	·	0.00	0000	
5) (33) Martinsburg Ave	Town of Gordonsville (Maint: 68)		ordonsville 800 F	88%	1%	1%	1%	9%	0%	F	0.089	F		9000	
5) 33 Martinsburg Ave	Town of Gordonsville (Maint. 68)		ordonsville Circl		170	170	170	970	0%	Г	0.069	Г		9000	
	From:		otswood Trail												
5 James Madison Hwy	Town of Gordonsville (Maint: 68)	0.18 <b>1</b> 0	0000 N	92%	1%	1%	1%	5%	0%	Ν	0.085	Ν		11000	
<u>ک</u>	To	NCL G	ordonsville												
5 James Madison Hwy	Orange County		0000 F	92%	1%	1%	1%	5%	0%	F	0.085	F		11000	
9)	Tro	60 620 GL: 1	M · · · · · · · · · · · · ·												
5 James Madison Hwy	Orange County		ken Mountain R	92%	1%	1%	1%	5%	0%	С	0.083	F		10000	
5) Sames Madison Twy	Crange County			JZ /0	1 /0	170	1 70	370	070	O	0.003	•		10000	
~~	From:		Orange	2001	407		407	407	201	_	0.005	_		10000	
5 James Madison Hwy	Town of Orange	1.13 <b>1</b> 3	3000 F	93%	1%	1%	1%	4%	0%	С	0.085	F		13000	
~	To- From:		onsville Road												
5 Caroline St	Town of Orange	0.28 <b>1</b> 5	5000 F	94%	1%	1%	1%	3%	0%	С	0.084	F		16000	
~	To- Frame	SR 20 S,	Berryhill Rd			$\neg$ $\vdash$									
5) 20 Caroline St	Town of Orange	0.17 <b>1</b> 3	3000 F	92%	1%	1%	1%	5%	0%	F	0.088	F		13000	
	To:		S Madison Rd												
OM-Page 01	From:		aroline Street	050/	40/		40/	00/	00/	_	0.005	_		0000	
5 S Madison St	Town of Orange	0.24 8	600 F	95%	1%	1%	1%	3%	0%	С	0.085	F		8800	
~	To: From:		n Street												
5 Madison St	Town of Orange	0.61 <b>16</b>	6000 F	97%	0%	1%	0%	2%	0%	С	0.082	F		16000	
~	Too From:	Lafaye	ette Street			$\Box$ $\vdash$									
∫ James Madison Hwy	Town of Orange	1.10 <b>1</b> 4	4000 F	96%	0%	1%	0%	2%	0%	С	0.085	F		14000	
<i></i>	To	68-721 N	NCL Orange												
5 James Madison Hwy	Orange County		600 F	94%	0%	1%	1%	4%	0%	F	0.081	F		7700	
9)	To:	Madison	County Line												
~	From:		County Line												
₅ } James Madison Hwy	Madison County	0.39 <b>7</b>	′500 F	94%	0%	1%	1%	4%	0%	F	0.086	F		7700	
~	To- Fram:	SR 230	Orange Rd			$\Box$ $\vdash$									
∫ James Madison Hwy	Madison County		500 F	94%	0%	1%	1%	4%	0%	С	0.088	F		5600	
ン	To:		County Line												
~	From		County Line												
₁₅ } James Madison Hwy	Culpeper County		300 F	94%	0%	1%	1%	4%	0%	F	0.087	F		5400	
~	To:	23-649 Ced	ar Mountain Dr												

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

			nd Intersta					Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Avla	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	23 640	Cedar Mount	tain Dr			2/\\\\	STANE	TITAL	ZITAII		i actor		i actor		
15 James Madison Hwy	Culpeper County	2.75	6700	F	94%	0%	1%	1%	4%	0%	F	0.082	F		6800	F
15) varies wadison riwy	Culpoper County				J+70	070	170	1 /0	770	070	'	0.002	'		0000	
~	From:		299 Madison					404	40.		_		_			_
15 James Madison Hwy	Culpeper County	0.82	6700	F	94%	0%	1%	1%	4%	0%	F	0.082	F		6800	F
<del>~</del>	To: From:	US 29	South Of Cul	lpeper												
15) (29) James Madison Hwy	Culpeper County	1.32	24000	F	93%	1%	1%	1%	4%	0%	F	0.081	F		22000	- 1
	To		US 522													
15 ( ) James Madison Hwy	Culpeper County	3.88	25000	F	90%	1%	1%	1%	6%	0%	С	0.083	F		23000	
15) (29) James Madison Hwy	Culpeper County	BUS US 15,BU				170	170	170	0%	0%	C	0.063	Г		23000	
	From:		5,29 North of		• •											
15 ( ) James Madison Hwy	L	2.65	26000	<b>F</b>	91%	1%	1%	1%	7%	0%	F	0.081	F		25000	
[5] [29] James Madison Hwy	Outpeper Odurky	2.00	20000	'	3170	170	170	1 /0	1 70	070	'	0.001	'		25000	
~ ~~	To: From:		663 Alanthus													—
15 } { 29 } James Madison Hwy	Culpeper County	4.31	29000	F	91%	1%	1%	1%	7%	0%	F	0.083	F		28000	ı
$\sim$	To:	Bus US 15, Bus	US 29 South	n of Rem	nington											
15 (29) James Madison Hwy	Culpeper County	0.24	27000	F	91%	1%	1%	1%	7%	0%	F	0.083	F		27000	
13) (29) sames madiser i m)	To:		uier County I		0170	170		170	. 70	070	•	0.000	•		2,000	
	From:		eper County l													_
) [29] James Madison Hwy	Fauquier County	2.17	25000	G	91%	1%	1%	1%	7%	0%	F	0.075	F	0.633	25000	
3) (23) ************************************								.,.	.,.	-,-	-		-			
~~	Promit.	BUS US 15, BUS				407		407	70.1	00/		0.070	_	0.000	00000	_
15 \ (29 ) James Madison Hwy	Fauquier County	0.30	28000	G	91%	1%	1%	1%	7%	0%	F	0.078	F	0.668	28000	(
~ ~	To: From:	SR	28 Catlett R	Rd												
15) (29) James Madison Hwy	Fauguier County	4.00	22000	G	91%	1%	1%	1%	7%	0%	F	0.074	F	0.622	22000	(
	T.,	**/	1516 1 5													
	From:		3 17 Marsh R		040/	40/	40/	40/	70/	00/		0.005	۸		44000	
15) (17) (29) James Madison Hwy	Fauquier County	2.28	41000	Α	91%	1%	1%	1%	7%	0%	С	0.095	Α		41000	
~ ~ ~	To: From:	30-68	34 Lees Ridge	e Rd												
15 (17) (29) James Madison Hwy	Fauquier County	2.43	43000	G	91%	1%	1%	1%	7%	0%	F	0.073	F	0.611	43000	(
	To:	D 110.15.1	7.00.0 .1	CXX												
~ ~ ~ Ft B	From:	Bus US 15,1				40/	40/	40/	70/	00/	F	0.070	F	0.500	20000	
15 (17) (29) Eastern Bypass	Fauquier County	2.44	40000	G	91%	1%	1%	1%	7%	0%	г	0.072	г	0.539	39000	(
<u> </u>	To: From:		US 17													
15 29 Eastern Bypass	Fauquier County	0.36	40000	N	91%	1%	1%	1%	7%	0%	Ν	0.072	Ν	0.539	39000	
	To:	64	T W	_												
15 (29) Eastern Bypass	Town of Warrenton (Maint: 30)	0.26	CL Warrenton 47000	G G	91%	1%	1%	1%	7%	0%	F	0.073	F	0.563	47000	
Eastern Bypass	Town of Warrenton (Maint. 50)	0.26	47000	G	9170	170	170	1 70	170	0%	Г	0.073	Г	0.363	47000	,
	To: From:	N	CL Warrento	n												
5 (29) Eastern Bypass	Fauquier County	0.22	47000	N	91%	1%	1%	1%	7%	0%	Ν	0.073	Ν	0.563	47000	
$\sim$	To	BUS US 15, BU	S 11S 20 No-	th of W	rranton											
15 ( 29 Lee Highway	From	3.00	46000	G G	96%	0%	1%	1%	2%	0%	F	0.073	F	0.629	47000	
15) (29) Lee Highway	Fauquier County	3.00	40000	G	90%	U%	170	1 70	∠70	U%	٦	0.073	٦	0.029	47000	,
	To: From:	30-693	Old Alexandı	ria Tpk												
15) (29) Lee Highway	Fauquier County	3.22	45000	Α	96%	0%	1%	1%	2%	0%	С	0.084	Α		46000	,
	To:	SR 2	215 Vint Hill	Rd												

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		Primary and Intersta				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4T	ire B	us	de 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 215 Vint Hill	Rd							. 45151				
15 29 Lee Highway	Fauguier County	0.13 <b>49000</b>	<b>G</b> 96	% 0	% 19	6 1%	2%	0%	F	0.073	Ν	0.609	50000	G
	To:	Prince William Cour	nty Line											
~~ ~~	From:	Fauquier County												
15 29 Lee Highway	Prince William County	0.82 <b>50000</b>	<b>G</b> 96	% 0	% 19	6 1%	2%	0%	F	0.073	F	0.609	52000	G
<del>*</del> *	To: From:	US 29 Lee Hw	y		1									
15 James Madison Hwy	Prince William County	2.77 <b>15000</b>	<b>G</b> 93	% 1	% 19	6 2%	4%	0%	С	0.085	F	0.608	15000	G
<del>\</del>	To:	SR 55 John Marsha	ll Hwv											
15 James Madison Hwy	Prince William County	0.06 30000	<b>G</b> 95	% 1	% 19	6 1%	2%	0%	С	0.079	F	0.601	30000	G
13)							_,-	-,-	_		•			
~~ \	From: (Maria 170)	WCL Haymark		0/ 4	2/ 40	/ 40/	00/	00/		0.070		0.004	00000	
15) James Madison Hwy	Town of Haymarket (Maint: 76)	0.10 <b>30000</b>	<b>N</b> 95	% 1	% 19	6 1%	2%	0%	Ν	0.079	N	0.601	30000	١
~	To- From:	I-66												
15 James Madison Hwy	Town of Haymarket (Maint: 76)	0.21 <b>30000</b>	<b>G</b> 95	% 1	% 19	6 1%	2%	0%	С	0.079	F	0.507	30000	(
~ <i></i>	To:	NCL Haymark	et											
15 James Madison Hwy	Prince William County	3.68 <b>30000</b>	N 95	% 1	% 19	6 1%	2%	0%	Ν	0.079	Ν	0.507	30000	١
,	T-	~~~~~												
Iomos Madison Huay	Prince William County	SR 234 Sudley 1		0/ 1	0/ 10	/ 10/	2%	0%	С	0.106	Α		16000	-
15) James Madison Hwy	Prince William County	2.08 <b>16000</b>	<b>A</b> 95	% I	% 19 	6 1%	2%	0%	C	0.106	А		16000	F
	To: From:	76-701 Logmill	Rd											
₁₅ } James Madison Hwy	Prince William County	2.17 <b>14000</b>	<b>G</b> 95	% 1	% 19	6 1%	2%	0%	F	0.093	F	0.674	14000	(
~	To	Loudoun County												
~~	From:	Prince William Cour	*						_		_			_
15 James Monroe Hwy	Loudoun County	2.58 <b>14000</b>	<b>F</b> 92	% 1	% 2%	6 1%	4%	0%	С	0.088	F		15000	F
~	To: From:	US 50 John Mosby	/ Hwy											
15 James Monroe Hwy	Loudoun County	5.89 <b>11000</b>	<b>F</b> 93	% 1	% 19	6 1%	4%	0%	С	0.098	F		12000	F
<i>→</i>	To:	53-651 Gap Ro	d											
~~	From:	53-651												
15) James Monroe Hwy	Loudoun County	1.93 <b>11000</b>	<b>N</b> 93	% 1	% 19	6 1%	4%	0%	N	0.098	N		12000	1
~	Too From:	53-704 Church 1	Rd		1									
15 James Monroe Hwy	Loudoun County	1.25 <b>15000</b>	<b>F</b> 95	% 0	% 19	6 1%	3%	0%	С	0.089	F		16000	F
<del></del>	To:	SCL Leesburg	7											
15 King St	Town of Leesburg	1.09 <b>15000</b>	<b>F</b> 95	% 1	% 19	6 1%	3%	0%	С	0.085	F		16000	F
15)9 6.	rount of Eddeburg			,,,	,,	0 170	070	070	Ŭ	0.000	•		10000	
~~	From:	253-4209 Evergreen									_			
15 King St	Town of Leesburg	0.38 <b>27000</b>	<b>F</b> 95	% 1	% 19	6 1%	3%	0%	F	0.085	F		29000	F
~	To- From:	SR 7, Bus US	15											
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 <b>60000</b>	<b>F</b> 97	% 1	% 19	6 1%	1%	0%	С	0.078	Ν		63000	F
$\sim$ $\sim$	To:	SR 267 Dulles Gree	enway											
~~	From:	SR 267							_		_			
15 (7) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.63 <b>50000</b>	<b>F</b> 96	% 1	% 19	6 1%	1%	0%	С	0.078	F		53000	F
~ ~	To	Sycolin Rd												
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.53 <b>47000</b>	<b>F</b> 96	% 1	% 19	6 1%	1%	0%	F	0.078	Ν		50000	F
	To:	SR 7 Market Stree												

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	SR 7 M	Market Stree	et East			2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
15 Leesburg Bypass	Town of Leesburg	0.75	43000	F	96%	1%	1%	1%	2%	0%	F	NA			44000	F
<i></i>	To	253-420	8 Edwards I	Ferry Rd												
15 Leesburg Bypass	Town of Leesburg	1.18	29000	F	96%	1%	1%	1%	2%	0%	F	0.08	F		29000	F
	To. From:	N	CL Leesbur	g												
15 Leesburg Bypass	Loudoun County	0.59	23000	F	96%	1%	1%	1%	2%	0%	F	0.083	F		24000	F
~	To: From:	Bus US 1	5 North of	Leesburg												
15 James Monroe Hwy	Loudoun County	5.56	22000	Α	96%	1%	1%	1%	2%	0%	С	0.098	Α		23000	Α
~	To: From:	53-6	662 Lucketts	Rd												
15 James Monroe Hwy	Loudoun County	4.41	18000	F	96%	1%	1%	1%	2%	0%	F	NA			18000	F
~	To:	Maryland Sta			ver											
	From:		ROM & TO									0.007	_		0000	_
15 Ramp	Prince Edward County	0.21	<b>2200</b> 60 FROM R	F 2T 15								0.097	F		2200	F
	From:				A											
15 Ramp	Prince Edward County	0.25	us US 15 Far <b>2500</b>	F	u							0.104	F		2500	F
13)	To:	US 460, US			wy							0	•		2000	·
	From:	US 15 I-64-E1	136A FRON	1 & TO I	S 64											
15 Ramp	Louisa County	0.31	NA									NA			NA	
~	To	I-64-E FROM	RT 15SOU	ΓH & NC	RTH											
~~~	From:	US 15 I-64-W		M & TO I	S 64											
15 Ramp	Louisa County	0.31	NA									NA			NA	
~	10:	I-64-W FROM														
15 Ramp	Town of Haymarket (Maint: 7	US 15 I-66-E0 (6) 0.17	40A FROM NA	I & TO R	T 66							NA			NA	
15 Ramp	To:	I-66-E FROM R		IITH & N	JORTH							INA			INA	
	From:	US 15 I-66-W(_									_
15 Ramp	Prince William County	0.21	NA	Ta TO	(1 00							NA			NA	
19)	То:	I-66-W FROM R		UTH & N	NORTH											
outh	From:	1US 15-P US 46	50-E249A T	O & FRO	OM RT											
15) (15) Ramp	Prince Edward County	0.34	1400	F								0.092	F		1400	F
<i></i>	To:	US 460 I	FROM RT	15 South												
outh	From:		TO RT 460													
15 Ramp	Prince Edward County	0.17	1600	F								0.148	F		1600	F
	10.		FROM RT				1									
Pamp	Prince Edward County	1US 15-P US 46 0.34	60-E249A T	O & FRO		2110	15 for di	ractional	traffic	volume o	etimo	tes for thi	c coa	ment		
15 Ramp	Fillice Edward County		FROM RT 1	15 South	3	ee us	10 101 01	ı c uulidi	u ai ii C \	voluiTI C C	ouilid	100 101 111	o segi	HOIIL.		
Rue	From:		US 15, SR 7													
Bus 15 King St	Town of Leesburg	0.56	23000	F	98%	0%	1%	0%	0%	0%	С	0.097	F		24000	F
	To:		00 Catoctin								-					

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

		Primary and interstate	e Rou	ies											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	252 4200 G + + + + G	N: 1			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus 15) King St	Town of Leesburg	253-4200 Catoctin C 0.08 11000	F	99%	0%	0%	0%	0%	0%	F	0.101	F		11000	F
13)9	To:	Fairfax St	•				0,0	0,0	0,0	•	0	•			•
Bus 15) King St	From:		_							_					
(15) King St	Town of Leesburg	0.40 9100	F	99%	0%	0%	0%	0%	0%	F	0.099	F		9700	F
Bus	To: From:	253-4206 Loudoun	ı St												
Bus 15 King St	Town of Leesburg	0.23 8900	F	99%	0%	0%	0%	0%	0%	F	0.086	F		9400	F
~	To: From:	North St				\neg \vdash									
Bus 15 King St	Town of Leesburg	1.30 8400	F	99%	0%	0%	0%	0%	0%	F	0.094	F		9000	F
13)9 0.	To:			0070	070		0,0	070	070	•	0.00 1	•		0000	·
Bus	From:	NCL Leesburg								_					
15) James Monroe Highway	Loudoun County	0.32 5500 US 15 Leesburg Byr	F	99%	0%	0%	0%	0%	0%	С	0.159	В	0.508	5900	F
	From:			**											
Bus Bus Bus 15 (29) James Madison Hwy	Fauguier County	US 15, US 17, US 29 James N 0.55 10000	Madisoi A	98%	1%	1%	1%	1%	0%	С	0.099	Α		11000	Α
15 {17} {29} James Madison Hwy	Tail			3070	170	——i	170	170	070	Ü	0.000	,,		11000	,
Bus Bus Bus	From:	SCL Warrenton													
15 (17) (29) James Madison Hwy	Town of Warrenton	0.34 10000	N	98%	1%	1%	1%	1%	0%	N	0.099	N		11000	N
Bus	To: From:	US 17 Bus; Shirley	Ave												
Bus 15) Falmouth St	Town of Warrenton	0.89 3900	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.537	4200	G
~	To: From:	Mockingbird Lan	ne			\neg \vdash									
₁₅ Main St	Town of Warrenton	0.32 6000	G	99%	0%	1%	0%	0%	0%	С	0.103	F	0.552	6200	G
15) Main St	To:			0070	070		070	070	070	Ü	0.100	•	0.002	0200	Ü
Bus	From:	Culpeper St													
15) Main St	Town of Warrenton	0.05 7100	G								0.103	N	0.552	7200	G
Bus Bus	To: From:	US 211 Bus													
15) (211) Main St	Town of Warrenton	0.01 6000	N	99%	0%	1%	0%	0%	0%	Ν	0.103	Ν	0.552	6200	Ν
~~~ <u>~</u>	To:	Alexandria Pike	)												
Bus Bus 15) (211) Alexandria Pike	Town of Warrenton	Main St 0.24 <b>6600</b>	G	99%	1%	0%	0%	0%	0%	С	0.101	F	0.549	6700	G
15) (211) Alexandria Pike	Town of Warrenton			3370	170		070	070	070	O	0.101	•	0.545	0700	Č
Bus Bus	From:	King St													
15) (211) Alexandria St	Town of Warrenton	0.21 7000	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.563	7100	G
Bus Bus	rom:	Blackwell Rd Alexandria Pike													
15 (211) Blackwell Rd	Town of Warrenton	0.58 <b>7200</b>	G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.548	7300	G
~ <del>~</del>	To	US 29 Bus US 211; Le													
Bus Bus	Town of Warrenton	US 29 Bus US 211; Black			00/		00/	00/	00/	F	0.007	_	0.506	22000	_
15) (29) Lee Highway	Town of vvarrenton	0.59 <b>32000</b> NCL Warrenton	G	99%	0%	0%	0%	0%	0%	۲	0.087	F	0.526	33000	G
		INCL W and HOLL	1												

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

		Filliary and i					Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	NCL V	Warrenton												
15 29 Lee Highway	Fauquier County		1000 G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.553	32000	G
$\stackrel{\diamondsuit}{\smile}$	To:	US 15, US 29	9 Eastern Bypass	1											
Bus Bus	From:		South of Reming												
(15) (29) Remington Rd	Culpeper County		1800 F	97%	0%	1%	0%	1%	0%	С	0.096	F		1800	F
Bus Bus	From:		r County Line r County Line												
15) 29 James Madison St	Fauquier County		1700 G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.555	1700	G
	To:	SCI E	Remington												
Bus Bus	From:			070/	00/	40/	00/	407	00/		0.000		0.555	4700	
15) (29) James Madsion St	Town of Remington (Maint: 30)	0.13 <b>1</b>	1700 N	97%	0%	1%	0%	1%	0%	N	0.090	N	0.555	1700	N
Buş Buş	To- From:	30-65	51 Main St												
15 (29) James Madsion St	Town of Remington (Maint: 30)	0.30	2600 G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.614	2700	G
$\bigcirc$	To-	NCL I	Remington												
Bus Bus 15 (20) James Madsion St	Fauquier County		2600 N	97%	0%	1%	0%	1%	0%	N	0.096	N	0.614	2700	N
[15] [29] James Madsion St	Tauquier County		North of Reming		070	1/8	076	1 /0	0 /6	IN	0.090	IN	0.014	2700	IN
Bus	From:	·	ath of Culpeper	on											
15 Orange Rd	Culpeper County		7700 F	97%	1%	1%	0%	1%	0%	С	0.101	F		7900	F
19)	To	SCI	Culpeper												
Bus	From:								221						
15 Orange Rd	Town of Culpeper	1.32 <b>7</b>	7000 F	97%	1%	1%	0%	1%	0%	С	0.085	F		7400	F
Bus	To: From:	US 522 G	Germanna Hwy												
15) (522) Germanna Highway	Town of Culpeper	0.12 5	5100 F	97%	1%	1%	0%	1%	0%	С	0.090	F		5500	F
$\sim$	To:		n Street S												
Bus Bus	Town of Culpeper		nna Highway 2000 F	97%	1%	1%	0%	40/	0%	С	0.077	F		13000	F
15) (29) (522) Main St	Town of Culpeper			91%	170	170	0%	1%	0%	C	0.077	Г		13000	Г
Bus Bus	To: From:	204-365	1 Orange Rd												
15) (29) (522) Main St	Town of Culpeper	0.59 18	8000 F	97%	1%	1%	0%	1%	0%	F	0.074	F		19000	F
$\Leftrightarrow \Leftrightarrow \Leftrightarrow$	To	US 522 l	Evans Street			_									
Bus Bus (15) (29) Main St	Town of Culpeper	0.20 2	8000 F	97%	1%	1%	0%	1%	0%	С	0.072	F		29000	F
(15) (29) Main St	Town of Gulpeper			31 /0	1 70	1 /0	076	1 /0	070	C	0.072	'		29000	'
Bus Bus	From:	Begi	n SR 229												
15) (29) (229) Main St	Town of Culpeper		8000 F	97%	1%	1%	0%	1%	0%	С	0.072	F		29000	F
Bus Bus	To: From:		Madison Hwy 29, Main St												
15 29 Madison Highway	Town of Culpeper		2000 F	98%	0%	1%	0%	1%	0%	С	0.074	F		23000	F
13) (29)	Tol.						<b>3</b> / <b>0</b>	. 70	0,0	-	0.01 1	•		_5555	•
Bus Bus	From:	•	gham Street												
15) (29) Madison Highway	Town of Culpeper		3000 F	97%	1%	1%	0%	1%	0%	С	0.075	F		24000	F
~ ~	To:	NCL	. Culpeper												

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

		Filliary and interstate					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	NCL Culpeper				27 040	017040	TTTGII	Ziiaii		1 dotoi		1 40101		
15 29 Madison Highway	Culpeper County			96%	0%	1%	1%	2%	0%	С	0.091	Α		11000	Α
	To:	US 15, US 29, 23-7	762												
Bus	From:	US 15, US 460													
15 S Main St	Town of Farmville	0.52 <b>17000</b>	F	98%	0%	1%	0%	1%	0%	F	0.095	F		18000	F
<u> </u>	To:	Belmont Circle													
Bus Main Ct	From:			000/	00/	40/	00/	40/	00/	_	0.000	_		20000	_
15 Main St	Town of Farmville	0.62 <b>19000</b>	F	98%	0%	1%	0%	1%	0%	С	0.092	F		20000	F
Bus	To: From:	Milnwood Rd													
(15) Main St	Town of Farmville	0.13 <b>18000</b>	F	98%	0%	1%	0%	1%	0%	F	0.086	F		19000	F
$\overline{}$	To	Gilliam St													
Bus	From:		_	000/	201		00/	407	00/	_	0.000	_		47000	_
Main St	Town of Farmville	0.30 <b>16000</b>	F	98%	0%	1%	0%	1%	0%	F	0.089	F		17000	F
Bus	To- From:	Griffin Blvd													
15 Main St	Town of Farmville	0.16 <b>11000</b>	F	98%	0%	1%	0%	1%	0%	F	0.09	F		12000	F
19	To	Gross St													
Bus	From:														
(15) Main St	Town of Farmville	0.41 <b>11000</b>	F	98%	0%	1%	0%	1%	0%	F	0.089	F		12000	F
Bus	To: From:	Putney St													
15 Main St	Town of Farmville	0.21 <b>9500</b>	F	98%	0%	1%	0%	1%	0%	С	0.086	F		10000	F
(13)	To:	High Street	•	0070	070	Ť	0,0	.,,	0,0	Ū	0.000	•		.0000	•
Bus	From:	Main Street													
15 High St	Town of Farmville	0.07 <b>4500</b>	F	98%	0%	1%	0%	1%	0%	F	0.088	F		4800	F
	To	Venable Street													
Bus 15 High St	Town of Farmville	0.29 <b>5100</b>	F	97%	0%	1%	1%	1%	0%	F	0.086	F		5400	F
15 High St	To:	Oak Street		91 /0	076		1 /0	1 /0	076	-	0.000	-		3400	-
Bus	From:	High St													
15 Oak St	Town of Farmville	0.28 <b>5700</b>	F	97%	0%	1%	1%	1%	0%	F	0.1	F		6000	F
<u> </u>	To:	Third St													
Bus Bus	From:	Oak Street		070/	201		407	407	00/	_	0.000	_		40000	_
15 460 Third St	Town of Farmville	1.29 <b>9700</b>	F	97%	0%	1%	1%	1%	0%	С	0.092	F		10000	F
Bus Bus	To- From:	Industrial Park Ro	d												
15) (460) Third St	Town of Farmville	0.94 <b>6900</b>	F	97%	0%	1%	0%	1%	0%	F	0.090	F		7300	F
	To:	73-695, WCL Farmy	ville												
Bus Bus	From:														
[15] [460]	Prince Edward County	1.22 6500	A	97%	0%	1%	0%	1%	0%	С	0.102	Α		6900	Α
<del></del>	Tar	US 15 Sheppards F													
Bus Bus	From:	US 15 S of Keysvil			45:		46:								
(15) (360) Olds Kings Hwy	Charlotte County	2.93 <b>1200</b>	G	93%	1%	1%	1%	4%	0%	С	0.097	F	0.54	1300	G
~ ~	To:	CL Keysville													

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length .	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:		Keysville													
[15] [360]	Town of Keysville (Maint: 19)	0.73	1200	N	93%	1%	1%	1%	4%	0%	N	0.097	N	0.54	1300	N
Bus Bus	To- From:		S SR 40													
15 (360) (40) McDonald Rd	Town of Keysville (Maint: 19)	0.56	4700	G	93%	1%	1%	1%	4%	0%	F	0.101	F	0.565	5000	G
$\bigcirc$	To: From:	1	N SR 40				$\neg$									
Bus Bus 15 360 Four Locust Hwy	Town of Keysville (Maint: 19)	0.37	3900	G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.554	4200	G
[15] [360] Four Locust Hwy	Town of Registine (Maint: 19)				3370	170	170	1 70	770	070	•	0.000	•	0.554	4200	J
Bus Bus	From:		. Keysville													
(15)(360)	Charlotte County		3900	N	93%	1%	1%	1%	4%	0%	N	0.096	Ν	0.554	4200	N
~ ~	10:		N of Keysv													
16 Jefferson Hwy	From:		rolina State	e Line <b>F</b>	040/	0%	10/	40/	C0/	00/	_	0.000	F		1000	F
16 Jefferson Hwy	Grayson County	4.06	960 Troutdale I		91%	0%	1%	1%	6%	0%	С	0.092	Г		1000	Г
	From:		Nouth of W	_												
16) (58) Troutdale Hwy	Grayson County	3.99	1500	F	91%	0%	1%	1%	6%	0%	F	0.086	F		1500	F
	To:		58 Volney													
16 Troutdale Hwy	Grayson County		Highlands F	F	91%	0%	1%	1%	6%	0%	F	0.086	F		1100	F
16 Troutdale Hwy	orayson county				3170	070	170	1 70	070	070	•	0.000	•		1100	'
16) Troutdale Hwy	Town of Troutdale (Maint: 38)	2.26	L Troutdale 960	e F	91%	0%	1%	1%	6%	0%	F	0.105	F		990	F
16 Troutdale Hwy	rown or rroutdate (Maint. 30)				9170	070	1 70	1 /0	070	070	'	0.105	'		330	'
16) Troutdale Hwy	Crowcon County		L Troutdal 1100	.e <b>F</b>	91%	0%	1%	1%	6%	0%	F	0.088	F		1200	F
16 Troutdale Hwy	Grayson County		n County Li		9176	076	170	1 70	070	0%	Г	0.000	Г		1200	Г
	From:		n County I													
16 Sugar Grove Hwy	Smyth County		1100	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.691	1200	G
$\smile$	To: From:		uarter Bran Quarter Br													
16 Sugar Grove Hwy	Smyth County		1200	G	97%	0%	1%	0%	1%	0%	F	0.097	F	0.618	1300	G
10) - 19	To:								.,,		-		-			
16 Sugar Grove Hwy	Smyth County		1 Flatridge 2800	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.653	2900	G
16) Gagar Grote i iii)	To Tool				0170	070		070	170	070	•	0.000		0.000	2000	Ū
16 S Commerce St	Town of Marion		L Marion <b>4700</b>	G	97%	0%	1%	0%	1%	0%	С	0.087	F	0.56	5100	G
16) O Commerce Ct	Town of Marion	0.20			31 70	070	170	070	170	070	O	0.007	•	0.50	3100	O
16 S Commerce St	Town of Marion	0.05	I-81 <b>8400</b>	G	97%	0%	1%	0%	1%	0%	F	0.084	F	0.726	9000	G
16 S Commerce St	10WH of Marion				31 /0	070	1 70	070	1 /0	070	'	0.004	'	0.720	3000	G
16 S Commerce St	Town of Marion		217 State S <b>7500</b>	G G	97%	0%	10/	0%	1%	Λ0/.	F	0.079	F	0.568	8000	G
16 S Commerce St	i OWIT OF IVIATION				JI 70	U70	1%	U 70	1 70	0%	r	0.079	ı	0.300	8000	G
Moin St	Tours of Marion		11 Main S		000/	00/	10/	00/	007	00/		0.00		0.500	12000	
16 (11) Main St	Town of Marion		11000	G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.508	12000	G
	To- From:		st Main St						•							
(16) (11) Main St	Town of Marion		15000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.653	16000	G
~ ~	10*	Chatham	ı Hill Rd; L	ee St												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
¬ ~~	From:		Hill Rd; Lee St												
16) (11) Main St	Town of Marion	0.94 <b>1</b> 7	7000 G	99%	0%	1%	0%	0%	0%	С	0.091	F	0.54	18000	G
<u>~ ~ </u>	To: From:	US 11	1 Main St												
16) Park Blvd	Town of Marion	1.27 <b>5</b>	700 G	99%	0%	0%	0%	0%	0%	С	0.083	F	0.529	6100	G
<u> </u>	To	NCL	Marion												
16) Park Blvd	Smyth County	0.59 <b>1</b>	1400 G	98%	0%	1%	1%	0%	0%	С	0.094	F	0.588	1500	(
<u> </u>	Too	86-617 Mitchell V	/allev Rd N of N	larion .											
16) Park Blvd	Smyth County		1000 G	98%	0%	1%	1%	0%	0%	F	0.092	F	0.613	1100	(
10)	To														
16 Park Blvd	Smyth County		y Mother State 1	98%	0%	1%	0%	0%	0%	С	0.111	F	0.722	460	
16) Park Blvd	omyth county			3070	070	170	070	070	070	O	0.111	'	0.722	400	
DE Bushavar Have	To- From:		Bluegrass Trail	000/	00/		00/	00/	00/		0.000	_	0.505	500	_
16 42 BF Buchanan Hwy	Smyth County		d Wilderness Ro	98%	0%	1%	0%	0%	0%	F	0.090	F	0.585	500	
	From:		d Wilderness Ro			+									_
16) B F Buchanan Hwy	Smyth County		160 G	98%	0%	1%	0%	0%	0%	F	0.131	F	0.736	170	
,	То:	Tazewell	County Line												
	From:	•	County Line												
16) B F Buchanan Hwy	Tazewell County	3.66	190 F	94%	1%	1%	4%	0%	0%	F	0.164	F		200	
<u> </u>	To: From:	92-601 Frees	stone Valley Ro												
16) B F Buchanan Hwy	Tazewell County	4.95	450 F	94%	1%	1%	4%	0%	0%	С	0.122	F		470	
$\mathcal{L}$	To:	92-602 Pleasa	nt Hill Church I	Rd		$\neg$ $\vdash$									
16) B F Buchanan Hwy	Tazewell County		1300 F	94%	1%	1%	4%	0%	0%	F	0.091	F		1300	
.9	To	02 604 Than	npson Valley Ro	1											
16) B F Buchanan Hwy	Tazewell County		2300 F	94%	1%	1%	4%	0%	0%	F	0.105	F		2400	
16) Di Buonanan ini	To:		us US 460 Main		170	٠,٠̈ـ	170	070	070	•	0.100	•		2100	
Bus Bus	From:		S 19 BUS												
16) (19) (460)	Tazewell County	1.11 <b>2</b>	2600 F	98%	1%	1%	0%	0%	0%	F	0.085	F		2700	
	To:	WCL	Tazewell			$\neg$ $\vdash$									
Bus Bus	Torongal County			000/	40/	10/	00/	00/	00/	N.I	0.001	N.		2700	
16 (19) (460)	Tazewell County		2600 N SR 16	98%	1%	1%	0%	0%	0%	N	0.091	N		2700	
Bus Bus	From:		Tazewell												
16) (19) (460) Main St	Town of Tazewell		2600 F	98%	1%	1%	0%	0%	0%	С	0.091	F		2700	
	To:	ALT SR 16	Fairgrounds Rd												
Bus Bus	From:									_		_			
16) (19) (460) Main St	Town of Tazewell	0.81 <b>3</b>	3700 F	99%	0%	0%	0%	0%	0%	F	0.095	F		3800	
Bus Bus	To: From:	Chu	irch Ave												
16) (19) (460) Fincastle Trpk	Town of Tazewell	0.44 <b>4</b>	1300 F	99%	0%	0%	0%	0%	0%	F	0.095	F		4500	ı
10) (19) (400)	To:		0 BUS MAIN S							-		-			
	From:	Bus US 19, Bu	ıs US 460, Main												
16) Tazewell Ave	Town of Tazewell	0.83 <b>5</b>	5100 F	98%	0%	1%	0%	0%	0%	С	0.093	F		5300	F
$\smile$	To:	US 19	9, US 460												

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

Posts	leade distan	Laurenth AAST		47	D		Tru	ıck		00	K	01/	Dir	A A)A/DT	<u> </u>
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 19, US 46													
16 Tazewell Ave	Town of Tazewell (Maint: 92)	0.44 <b>3400</b>	F	98%	0%	1%	0%	0%	0%	С	0.091	F		3500	ı
	From:	SR 61 Riverside Tazewell Ave													
16) Riverside Dr	Town of Tazewell	1.30 <b>4800</b>	F	98%	0%	1%	0%	0%	0%	F	0.085	F		5000	
9	To:	ALT SR 16 Fairgrou	ınds Rd												
16) Riverside Dr	Town of Tazewell	0.54 <b>4700</b>	F	95%	1%	1%	1%	3%	0%	С	0.088	F		4900	
.9	To	NCL Tazewel	11												
16) Stoney Ridge Rd	Tazewell County	2.67 <b>3900</b>	F	95%	1%	1%	1%	3%	0%	F	0.092	F		4100	
10),g	To								-,-						
16 Stoney Ridge Rd	Tazewell County	92-636 Dry Fork 2.62 <b>3000</b>	F	94%	1%	1%	1%	4%	0%	С	0.085	F		3200	
Stoney Ridge Rd	razewen County			34 /0	1 70	1 /0	1 /0	470	070	C	0.003	'		3200	
Otana Bidan Bid	From:	92-644 Horsepen		050/	40/		40/	00/	00/		0.000	_		0000	_
16 Stoney Ridge Rd	Tazewell County	2.55 <b>2100</b> West Virginia State	F	95%	1%	1%	1%	3%	0%	F	0.089	F		2200	
															_
16) Ramp to I-81 N at Exit 45	Town of Marion (Maint: 86)	SR 16 S Commercial   0.24 <b>1000</b>	ce St G								0.098	F		1000	
Ramp to I-81 N at Exit 45	Town of Marion (Maint. 86)	0.24 1000 I-81 N	G								0.098	Г		1000	
	From		0.1600	225											_
16 Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	Ramps SR 16 N032B; SI 0.13 <b>NA</b>	R 16 S0	32B							NA			NA	
Ramp to I-81 S at Exit 45	To	I-81 S									INA			INA	
orth	From:	SR 16 N, S Comme	man Ct												_
16) Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.03 <b>NA</b>	erce St								NA			NA	
16) Ramp to For O at Exit 40	To:	Ramp SR 16 32	2B								100			14/1	
outh	From:	SR 16 S, S Comme													_
16) Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.04 <b>NA</b>	ice si								NA			NA	
10) 1141111 10 10 10 10 14 2/41 10	То:	Ramp SR 16 32	2B												
ALT	From:	US 19 Bus Main													_
16) Fairgrounds Rd	Town of Tazewell	0.73 <b>2600</b>	F	98%	0%	1%	0%	0%	0%	С	0.091	F		2700	
10)	To:	NCL Tazewell; US 19													
LT	From:	NCL Tazewel	11												
₁₆ ) Fairgrounds Rd	Town of Tazewell	0.15 <b>2900</b>	G	98%	0%	1%	0%	0%	0%	F	0.091	Ν		3100	
<u></u>	To: From:	US 19 Tazewe	:11			$\neg$									
<u>LT</u> 16) Fairgrounds Rd	Town of Tazewell	0.45 <b>3100</b>	F	95%	0%	1%	1%	4%	0%	С	0.086	F		3200	
Fairgrounds Rd	TOWITOI TAZEWEII			JJ /0	0 /0	1 /0	1 /0	7/0	0 /0	J	0.000	'		3200	
LT	To: From:	SCL Tazewel	1												_
16) Fairgrounds Rd	Town of Tazewell	0.28 <b>3300</b>	G	95%	0%	1%	1%	4%	0%	F	0.086	Ν		3400	
$\mathcal{L}$	To	SR 16 Riverside	Dr												
	From:	North Carolina Stat	e Line												_
17 George Washington Hwy	City of Chesapeake	3.58 <b>12000</b>	Α	94%	0%	0%	1%	5%	0%	С	0.098	Α		13000	
~	To:	131-8796 Ballahac	ck Rd												

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

Route	Jurisdictio	n Leno	th <b>AADT</b>	- QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	OW
	From:		1-8796 Ballal				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
George Washington Hwy	City of Chesar				94%	0%	0%	1%	5%	0%	F	0.089	F		14000	F
~~	To: From:		17 George Wa													
17 Dominion Blvd	City of Chesar	peake 3.80			96%	0%	1%	1%	2%	0%	F	0.079	F		12000	F
Dominion Blvd	From: City of Chesar	peake 0.94	SR 165 Ceda 29000		96%	0%	1%	1%	2%	0%	С	0.082	Α		31000	Α
<del>~</del>	To: From:		166 Bainbrio													
17 Dominion Blvd	City of Chesar	peake 1.60	<b>27000</b>	) F	96%	0%	1%	1%	2%	0%	F	0.066	F		28000	F
~~~	To: From:		190 Great Bri	_	200/	00/		40/		00/		0.074	_		40000	
17 Dominion Blvd	City of Chesap		3 39000 58 Oak Grove		96%	0%	1%	1%	2%	0%	F	0.074	F		40000	F
	From:	5R 10	US 17 (Rat		ЭГ											
17) (17) Ramp	City of Chesapeake	(Maint: 64) 0.30				See US	17 for d	irectional	traffic	volume e	estima	tes for thi	s seg	ment.		
	To:		I-464 (Ran													
~	From:		8 Oak Grove	Connecto												
17 (464)	City of Chesapeake	•						rectional					s segr	nent.		
~ ~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou) G	95%	0%	1%	1%	2%	0%	F	NA			69000	G
~~~-	To: From:	4	I-64													
17) (464) Ramp	City of Virginia Beach	,					54 for di	rectional	traffic v	olume es	stimat	es for this	s segr	nent.		
<del>*                                    </del>	10: From:	IS-00064-E(B)/IS	-00464-N001 I-464	IB(L)/FRC	JM RT 46	4 N										
17) (64)	City of Chesapeake	(Maint: 64) 4.3				See I-6	4 for dir	ectional t	raffic vo	olume es	timate	s for this	seam	nent.		
1) 09	Combined Traffic Estimates for 2 Paralle	•		) G	92%	0%	1%	1%	5%	0%	F	NA	J		82000	G
	To:		I-64													
	From	IS-00064-E(B)/IS		oA(R)/TO												
17) (64) Ramp	City of Chesapeake			0.51 (70) (77)			4 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
<del>-</del> -	From:	3US-00017-P(U)/	IS-00064-E29 I-64	96A(R)/FI	ROM RT 6	54 E										
George Washington Hwy	City of Chesar	peake 0.90		) F	96%	0%	1%	1%	2%	0%	F	0.077	F		25000	F
	To: From:	US 1	3; US 460 Mi	ilitary Hw	у											
(17) George Washington Hwy	City of Chesar	peake 1.00	14000	) F	96%	0%	1%	1%	2%	0%	С	0.084	F		15000	F
~	To: From:		SR 196 Cana	al Rd												
17 George Washington Hwy	City of Chesar	peake 0.6			96%	0%	1%	1%	2%	0%	F	0.095	F		25000	F
<u>~</u>	To		SCL Portsm													
Coorgo Wookington Lluc	City of Porton	oouth 0.1	NCL Chesap		060/	0%	10/	40/	20/	00/	F	0.006	F	0.607	27000	0
George Washington Hwy	City of Portsm				96%	U%	1%	1%	2%	0%	Г	0.096	r	0.687	27000	G
~~~	To: From:		R 239 Victor				]-			<u>.</u>						
George Washington Hwy	City of Portsm	nouth 0.42	2 22000) G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.618	23000	G
~	To: From:		Davis S	t												
17 George Washington Hwy	City of Portsm	nouth 0.52	2 5000) G	96%	0%	1%	1%	2%	0%	F	0.084	F	0.613	26000	G
\smile	To:	12-	1-8540 Green	wood Dr												

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

		Primary and Interstate Rou				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	124-8540 Greenwood Dr			27 000	017040	TTTU	ZIIGII		1 dotoi		1 40101		
17 George Washington Hwy	City of Portsmouth	0.31 27000 G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.623	28000	G
	To:	SR 141, Frederick Blvd												
~~~ = B	From:	SR 141 George Washington Hy	_	00/		407	007	00/	_	0.005	_	0.505	45000	_
17 Frederick Blvd	City of Portsmouth	0.70 <b>14000 G</b>	96%	0%	1%	1%	2%	0%	F	0.085	F	0.565	15000	G
~~~ - · · · · - · · ·	To: From:	SR 337 Portsmouth Blvd												
17 Frederick Blvd	City of Portsmouth	0.09 18000 G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.609	18000	G
~~	To: From:	124-8547 Deep Creek Blvd												
17) Frederick Blvd	City of Portsmouth	0.53 24000 G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.628	25000	G
~	To: From:	I-264												
17) Frederick Blvd	City of Portsmouth	0.35 41000 G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.538	43000	G
	To: From:	ALT SR 337 Turnpike Rd												
17 Frederick Blvd	City of Portsmouth	0.51 27000 G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.51	28000	G
~	To- From:	US 58 Airline Blvd												
17 Frederick Blvd	City of Portsmouth	0.16 18000 G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.528	19000	G
~	To:	124-8758 High St												
17 High St	City of Portsmouth	124-8758, Frederick Blvd 0.29 23000 G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.612	24000	G
17) Tiigit St	City of Fortsmouth		9970	070	070	078	070	070	'	0.00	'	0.012	24000	G
17 High St	City of Portsmouth	Rodman Ave 2.13 29000 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.590	31000	G
High St	City of Fortsmouth		9976	076	0 /6	0 /6	076	0 /6		0.004	-	0.590	31000	G
	To: From:	124-8525 Cedar Lane	000/	00/		00/	00/	00/	_	0.000		0.547	00000	_
High St	City of Portsmouth	0.93 25000 G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.547	26000	G
~~	To: From:	124-8528 Churchland Blvd									_			_
High St	City of Portsmouth	0.21 20000 G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.510	20000	G
~~	To: From:	124-8532 Tyre Neck Rd												_
(17) Western Branch Blvd	City of Portsmouth	0.22 22000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.503	23000	G
	From:	ECL Chesapeake WCL Portsmouth												
17 Western Branch Blvd	City of Chesapeake	0.69 19000 F	99%	0%	0%	0%	0%	0%	F	0.082	F		20000	F
<u> </u>	To	131-8524 Churchland Blvd												
17	City of Chesapeake	0.56 23000 A	99%	0%	0%	0%	0%	0%	С	0.097	Α		24000	Α
\Rightarrow	To:	ECL Suffolk												
~~	From:	WCL Chesapeake							_		_			_
17 Bridge Rd	City of Suffolk	0.66 21000 F	99%	0%	0%	0%	0%	0%	F	0.089	F		22000	F
~~~	To: From:	I-664; SR 164 Western Freewa			_									
17 Bridge Rd	City of Suffolk	1.81 <b>32000 F</b>	97%	0%	0%	1%	1%	0%	F	0.09	F		34000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	133-626 Knots Neck Road; Shoulders												
17) Bridge Rd	City of Suffolk	1.54 25000 F	97%	0%	0%	1%	1%	0%	F	0.091	F		27000	F
~	To: From:	133-627 Bennetts Pasture Rd												
17 Bridge Rd	City of Suffolk	2.47 18000 F	97%	0%	0%	1%	1%	0%	F	0.090	F		19000	F
~	To:	133-628 Crittenden Rd												

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	133-628 Crittenden	Rd											
17 Bridge Rd	City of Suffolk	1.17 15000	F 97%	0%	0%	1%	1%	0%	F	0.091	F		15000	F
\rightarrow	To:	Isle of Wight County	Line											
O amalta a Blad	From:	NCL Suffolk	F 070/	00/		40/	407	00/	_	0.000	_		40000	_
(17) Carrolton Blvd	Isle of Wight County	2.43 15000	F 97%	0%	0%	1%	1%	0%	F	0.092	F		16000	F
~~~	To: From:	US 258; SR 32 Bartl												
17 (258) (32) Carrolton Blvd	Isle of Wight County	2.17 <b>28000</b>	<b>A</b> 97%	0%	0%	1%	1%	0%	С	0.109	Α		29000	A
<del>+ + + + + + + + + + + + + + + + + + + </del>	To: From:	FR-807 Entrance Ragged	d Island											
17 (258) (32)	Isle of Wight County	4.64 <b>28000</b>	<b>G</b> 97%	0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	G
	To:	SCL Newport New												
~ Name Blad	From:	Isle of Wight County		00/		40/	407	00/	_	0.004	_	0.744	00000	_
17) (258) (32) Mercury Blvd	City of Newport News	0.22 <b>28000</b>	<b>G</b> 97%	0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	G
	To- From:	US 60 Warwick Blv												
17 (258 (32) Mercury Blvd	City of Newport News		<b>G</b> 97%	0%	0%	1%	1%	0%	F	0.095	F	0.563	40000	G
<del>~~~</del>	To	US 258, SR 143 Jefferso												
17 (143) Jefferson Ave	City of Nourport Nour	US 258 Mercury Bl	vd <b>G</b> 97%	0%	0%	1%	1%	0%	F	0.083	F	0.569	44000	(
17) (143) Jefferson Ave	City of Newport News	1.31 41000	<b>G</b> 9176	0%	U%	170	170	0%	Г	0.063	Г	0.569	44000	
~~~	To: From:	SR 152 Main St												
17) (143) Jefferson Ave	City of Newport News	1.69 44000	G 98%	1%	1%	0%	0%	0%	С	0.092	В	0.563	48000	(
~ 	To- From:	SR 306 Harpersville	Rd											
17 (143) Jefferson Ave	City of Newport News	1.12 47000	G 97%	0%	0%	1%	1%	0%	F	0.087	F	0.527	51000	(
\sim	То:	SR 312 J Clyde Morris												
L Charle Maurie Dharl	City of November Nove	SR 143 Jefferson A		00/		40/	40/	00/	_	0.074	F	0.500	20000	,
17 J Clyde Morris Blvd	City of Newport News	1.28 34000	G 97%	0%	0%	1%	1%	0%	F	0.074	г	0.593	36000	(
~~~	To- From:	I-64												
17 J Clyde Morris Blvd	City of Newport News	0.80 <b>39000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.078	F	0.569	42000	(
<del>~</del>	To- From:	121-7034 Harpersville	e Rd		$ \vdash$									
17 J Clyde Morris Blvd	City of Newport News	0.25 <b>35000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.083	F	0.564	38000	(
	To	NCL Newport New	VIC.											
17 George Washington Mem Hwy	York County		<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.077	F	0.562	38000	
17) George Transmigron mem runy				.,,		0,0	0,0	0,0	•	0.0	•	0.002	00000	
Commo Marchia estara Marca I lucci	Varia Causatu	SR 171 Victory Blv		40/		00/	00/	00/	_	0.070	F	0.507	44000	
George Washington Mem Hwy	York County	0.93 <b>38000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.078	г	0.567	41000	(
~	To- From:	SR 134 Hampton Hv												
17 George Washington Mem Hwy	York County	2.08 <b>50000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	С	0.088	Α	0.510	53000	F
~	To- From:	99-621 Dare Rd; Grafto	on Dr		<u> </u>									
17 George Washington Mem Hwy	York County	1.07 <b>36000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.079	F	0.503	38000	C
<i>~</i>	To:	SR 173 Denbigh Bl	vd											
17 George Washington Mem Hwy	York County		<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.08	F	0.549	38000	(
1)	T-1			. , 0					-		-			
Coorgo Washington Mam Llus	York County	SR 105 Fort Eustis B 0.59 <b>35000</b>		40/		00/	00/	00/	F	0.004	F	0.560	20000	_
17 George Washington Mem Hwy	York County	0.59 <b>35000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	г	0.081	Г	0.566	38000	G

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~~ <u>`</u>	From:		9-704 Cook R													
17 George Washington Mem Hwy	York County	2.38	28000	G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.669	30000	(
~	To- From:	SR	238 Goosley	Rd												
17 George Washington Mem Hwy	York County	0.28	28000	G	98%	1%	0%	0%	0%	0%	F	0.094	F	0.721	30000	
~	To	SR 90	003 Colonial	Pkwv												
17 George Washington Mem Hwy	York County	0.69	31000	G	98%	1%	0%	0%	0%	0%	F	0.094	F	0.736	33000	
	To	00	1001 Mathew	. C4												
George Washington Mem Hwy	York County	0.09	30000	G G	97%	0%	1%	1%	1%	0%	С	0.098	F	0.716	32000	
Coorge Washington Went Twy	Tork County		cester County		31 70	070	170	1 70	1 /0	070	O	0.000	•	0.710	32000	
	From:		ork County Li													
George Washington Mem Hwy	Gloucester County	1.47	30000	G	97%	0%	1%	1%	1%	0%	С	0.098	F	0.716	32000	
~	To:	36.	-1208 Roper I	Rd												
7 George Washington Mem Hwy	Gloucester County	1.49	32000	A	98%	0%	1%	1%	1%	0%	С	0.101	Α		33000	
	To	CD.		D 1												
7 George Washington Mem Hwy	Gloucester County	2.92	216 Guinea I 35000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.65	37000	
7 George Washington Went Twy	Gloucester County					070	1 /0	1 /0	1 /0	070	•	0.033	•	0.03	37000	
~	From:		rays Point Rd,					401	401		_		_			
7 George Washington Mem Hwy	Gloucester County	3.12	33000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.635	35000	
	To: From:	36-6	28 TC Walke	r Rd												
George Washington Mem Hwy	Gloucester County	3.01	29000	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.611	31000	
<i>~</i>	To:	Bus US 17 Mair	n St, South of	f Glouce	ster CH											
7 George Washington Mem Hwy	Gloucester County	1.68	19000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.6	20000	
J	To	Bus US 17 Mair	n St. North of	f Glouce	eter CH											
7 (14) George Washington Mem Hwy	Gloucester County	2.45	16000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.591	17000	
) (14) stars to the same of th	T-1								.,.	-,-	•		•			
Coorgo Weshington Mam Llux	From:	3 1.65	66-606 Ark Rd 13000	G G	98%	0%	10/	1%	40/	0%	F	0.088	F	0.525	14000	
7) (14) George Washington Mem Hwy	Gloucester County	1.00	13000	<u> </u>	90%	U70	1%	1 70	1%	0%	Г	0.000	Г	0.535	14000	
$\widetilde{a}$	To: From:		5-615 Willis R													
7) (14) George Washington Mem Hwy	Gloucester County	3.73	12000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.537	13000	
	To: From:	SI	R 14 Adner R	Rd												
7 George Washington Mem Hwy	Gloucester County	4.77	6400	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.518	6800	
<i>~</i>	To	SR 33.	SR 198 Glen	nns Rd												
7 (33) George Washington Mem Hwy	Gloucester County	1.55	12000	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.537	12000	
	To:	Midd	lesex County	Line												
~ _	From:		cester County													
7) (33) Tidewater Trail	Middlesex County	0.81	12000	G	98%	0%	1%	1%	1%	0%	F	0.086	F		12000	
~ ~	To: Erom:	Bus US 17, SR 33	Gloucester Re	d, South	of Saluda	ì	$\neg$ $\vdash$									
Tidewater Trail	Middlesex County	1.02	5800	G	98%	0%	1%	1%	1%	0%	F	0.090	F	0.586	6100	
ン <u></u>	To:	Davo	US 17 Schoo	1 <b>S</b> t												
7 Tidewater Trail	Middlesex County	2.79	6200	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.511	6500	
Tidewater Trail	To To	59-603 Warn				0 /0	1 /0	1 /0	1 /0	0 /0	•	0.000	'	0.511	0300	

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	59-603 Warner Road; Fa			00/	40/	407	407	00/	_	0.070	_	0.5	<b></b> 00	_
17 Tidewater Trail	Middlesex County	2.38 5400	G	98%	0%	1%	1%	1%	0%	F	0.079	F	0.5	5700	G
~~	To: From:	59-602 Old Virgir													_
17) Tidewater Trail	Middlesex County	7.46 5100	G	98%	0%	1%	1%	1%	0%	F	0.082	F	0.510	5300	C
~	rom:	Essex County Middlesex Coun													
17 Tidewater Trail	Essex County	4.67 5100	F	98%	0%	1%	1%	1%	0%	F	0.082	F		5400	F
	Too	28-684 Center													
17 Tidewater Trail	Essex County	5.64 5400	F	98%	0%	1%	1%	1%	0%	F	0.08	F		5700	
17) Hadward Hair	z Zoook Godiny			0070	070		170	170	070	•	0.00	·		0,00	
~	From:	28-609 Essex M		000/	00/	40/	40/	40/	00/	F	0.000	_		0400	
17) Tidewater Trail	Essex County	3.03 7700	F	98%	0%	1%	1%	1%	0%	г	0.080	F		8100	F
~~~	To: From:	US 360 Brays													
17) (360) Tappahannock Blvd	Essex County	0.20 <b>22000</b>	F	90%	1%	1%	1%	7%	0%	F	0.08	F		20000	F
~ ~~	To: From:	SCL Tappahar	nnock												
17 \ (360 \)	Town of Tappahannock (Maint: 28)	2.24 <b>22000</b>	N	90%	1%	1%	1%	7%	0%	Ν	0.08	Ν		20000	1
~~	To	US 360 Tappaha	annock												
17)	Town of Tappahannock (Maint: 28)	0.62 7400	Α	90%	1%	1%	1%	7%	0%	С	0.133	Α		6500	-
···)	To	NCL Tappahar	nnools												
17)	Essex County	2.53 <b>7400</b>	N	90%	1%	1%	1%	7%	0%	N	0.133	Ν		6500	ı
	z Zoook Godiny			0070	170		170	1 70	070	.,	0.100			0000	
17 Tidewater Trail	Essex County	28-703 Gwynnfi 3.71 <b>5900</b>	reld Rd	90%	1%	1%	1%	7%	0%	F	0.076	F		5200	F
17) Tidewater Trail	ESSEX Country	3.71 3900	Г	90%	170	1 70	170	170	0%	Г	0.076	Г		3200	
~	To: From:	28-624 Car								_					
17) Tidewater Trail	Essex County	9.35 <b>5500</b>	F	90%	1%	1%	1%	7%	0%	F	0.077	F		4800	F
~	To: From:	28-635 Rose Mo	ount Rd												
17 Tidewater Trail	Essex County	4.45 <b>4800</b>	F	90%	1%	1%	1%	7%	0%	F	0.078	F		4200	F
<del>~</del>	To:	Caroline Count	_												
17 Tidewater Trail	Caroline County	Essex County 5.89 <b>6500</b>	G	90%	1%	1%	1%	7%	0%	F	0.08	F	0.617	5800	(
17 Tidewater Trail	Caroline County			30 70	1 70	1 70	1 /0	1 70	076	'	0.00	'	0.017	3000	`
~~	From:	US 301 Port F		2221			401					_			
17)	Caroline County	9.66 <b>4900</b>	G	90%	1%	1%	1%	7%	0%	F	0.085	F	0.529	4400	(
~	To: From:	16-610 Pepmeier	Hill Rd												
17)	Caroline County	2.57 <b>5600</b>	G	90%	1%	1%	1%	7%	0%	F	0.086	F	0.534	5000	(
~	To:	Spotsylvania Cou													
17 Mills Dr	Spotsylvania County	Caroline Count 1.89 <b>5500</b>	y Line <b>F</b>	90%	1%	1%	1%	7%	0%	F	0.080	F		4900	F
17)	opotoyivariia oodi ity			0070	1 /0	1 /0	1 /0	1 /0	0 /0	'	0.000	•		4000	•
Milla Da	From:	SR 2; Bus US		0007	407		407	70/	007		0.000			F000	
17 Mills Dr	Spotsylvania County	1.23 <b>6000</b>	F	90%	1%	1%	1%	7%	0%	F	0.083	F		5300	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From L	88-609 Jim Morris Rd; The													
17 Mills Dr	Spotsylvania County	3.17 13000	F	96%	0%	1%	1%	2%	0%	С	0.097	F		11000	F
~	To:	88-771 Cosner Dr	; 88-1035												

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

Primary and Interstate Routes

			and microt					Tru	ıck			K	Dir		
Route	Jurisdictio	on Lengt	h AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
~	From:		1 Cosner Dr;												
(17) Mills Dr	Spotsylvania C	County 1.05		F	90%	1%	1%	1%	7%	0%	F	0.077	F	20000	F
	To:		Bus US 17												
17 Mills Dr	Spotsylvania C		us US 17 Mill 16000	F	90%	1%	1%	1%	7%	0%	F	0.088	F	14000	F
17) Willis Di	To:		Jefferson Day		30 /6	1 /0	1 /0	1 /0	1 /0	076	'	0.000	'	14000	'
	From:		5 17 Poor Hou												
17 Jefferson Davis Hwy	Spotsylvania C	County 1.18	52000	F	99%	0%	1%	0%	0%	0%	F	0.078	F	55000	F
	To:		I-95 N												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		US 1												
{17} { 1 } Ramp US 1, US 17 to	I-95 N at Exit 126 Spotsylvania C	County 0.12		F								0.09	F	19000	F
$\bigcirc$	To:		I-95 N												
$\sim$	From:		Jefferson Day	vis Hwy		0 10									
[17] [95]	Spotsylvania C	•											segment.		
~ 0	Combined Traffic Estimates for 2 Parallel	el Roadways on this Rout	e: <b>113000</b>	Α	86%	1%	1%	0%	12%	1%	F	0.086	Α	105000	Α
	To: From	S	CL Fredericks	burg			_								
(17) (95)	City of Fredericksbur	g (Maint: 88) 0.89				See I-95	for dir	ectional t	raffic vo	lume es	timate	s for this	segment.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rout	e: <b>113000</b>	Α	86%	1%	1%	0%	12%	1%	F	NA		105000	Α
	To		SR 3												
	City of Fredericksbur	T				Soo I-04	5 for dir	ectional t	raffic ve	duma ac	timate	e for this	segment.		
[17] [95]	Combined Traffic Estimates for 2 Parallel	,			060/			0%	12%			0.078	J	135000	٨
	Combined Trainic Estimates for 2 Paralle		afford County		86%	1%	1%	0%	12%	1%	Г	0.076	A	135000	Α
	From:	<del></del>	CL Fredericks												
(17) (95)	Stafford Co					See I-95	for dir	ectional t	raffic vo	lume es	timate	s for this	segment.		
· · · · · · · · · · · · · · · · · · ·	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rout	e: <b>141000</b>	Α	86%	1%	1%	0%	12%	1%	F	NA	Ü	135000	Α
	To		IS 17; BUS US		0070	.,,	Ť	0,0	,	.,,	•			.00000	•
	From:		I-95 NB, US												
17 95 Collector Rd	Stafford Co	unty 0.45				See I-95	for dir	ectional t	raffic vo	lume es	timate	s for this	segment.		
	To	Evit 122	A Ramp To B	ne IIC 1	7 \$										
17 95 Collector Rd	Stafford Co			us US I		See 1-94	5 for dir	ectional t	raffic ve	duma as	timate	e for this	segment.		
17 95 Collector Rd	Stariora Co.					000130	7 101 UII	Collonari	iiaiiio ve	nume es	umate	<i>.</i> 5 101 till5	ocginent.		
	To: From:		amp From US	17 S											
(17) (95) Collector Rd	Stafford Co					See I-95	for dir	ectional t	raffic vo	olume es	timate	s for this	segment.		
$\bigcirc$	To:		33 B Ramp To												
C Pomp LOE N to US 1	7 N Stofford Co.		xit 133 N Col	lector Ro		Coo I Of	for dir	ootional t	roffic v	مرسا	tim ata	a far thia	o o o o o o o o o o o o o o o o o o o		
17 95 Ramp, I-95 N to US 1	7 N Stafford Co	unty 0.16	Bus US 17			See 1-93	o for air	ectional	rame ve	nume es	umate	s for this	segment.		
	From		I-95, BUS US												
17 Warrenton Rd	Stafford Co			17 <b>G</b>	84%	1%	1%	1%	13%	1%	F	NA		39000	G
17) Walleria	Starrord Ool				O 170	170	. /0	. 70	.570	. 70	•	. 4/ 1		55000	9
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		655 Holly Con												
(17) Warrenton Rd	Stafford Co	unty 2.36	22000	G	84%	1%	1%	1%	13%	1%	F	NA		22000	G
~	To: From:		89-705 Hartwo	ood											
17 Warrenton Rd	Stafford Co.	unty 4.24	18000	G	84%	1%	1%	1%	13%	1%	F	NA		16000	G
\searrow	To	Fa	uquier County	Line											
-															

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	Stafford	l County Line												
₁₇ } Marsh Rd	Fauquier County	1.89 <b>1</b>	17000 G	84%	1%	1%	1%	13%	1%	F	0.074	F	0.500	16000	G
~	To:		Goldvein Rd												
~~	From:		5 Goldvein							_					_
17) Marsh Rd	Fauquier County	4.28 <b>1</b>	I5000 B	84%	1%	1%	1%	13%	1%	С	0.118	Α		14000	Е
~	To: From:	30-634	4 Morrisville												
Marsh Rd	Fauquier County	7.51 <b>1</b>	19000 G	84%	1%	1%	1%	13%	1%	F	0.076	F	0.532	17000	(
<i>~</i>	To:	SR 28	8 Catlett Rd			$\neg$ $\vdash$									
17 Marsh Rd	Fauquier County		19000 A	88%	1%	1%	1%	10%	1%	С	0.098	Α		19000	,
9	, T-1														
The second secon	From:	· · · · · · · · · · · · · · · · · · ·	, US 29 Opal	040/	40/	40/	40/	70/	00/		0.005	^		44000	
[7] [15] [29] James Madison Hw	y Fauquier County	2.28 <b>4</b>	11000 A	91%	1%	1%	1%	7%	0%	С	0.095	Α		41000	1
	To: From:	30-684 I	Lees Ridge Rd												
$17$ $\left\{15\right\}\left\{29\right\}$ James Madison Hw	y Fauquier County	2.43 <b>4</b>	13000 G	91%	1%	1%	1%	7%	0%	F	0.073	F	0.611	43000	(
$\rightarrow \bigcirc \bigcirc$	To:	BUS US 15 17 2	29 South of Warre	enton		$\neg$ $\sqsubseteq$									
17) (15) (29) Eastern Bypass	Fauquier County		10000 G	91%	1%	1%	1%	7%	0%	F	0.072	F	0.539	39000	(
7) (13) (23)					.,,		.,,	.,.		-		-			
~	From:		North of Warrent		40/	40/	40/	400/	40/	N.I.	0.074	N.I	0.500	4.4000	
7	Fauquier County	0.38 <b>1</b>	14000 N	87%	1%	1%	1%	10%	1%	N	0.071	N	0.503	14000	ı
	To: From:	SCL	Warrenton												
17	Town of Warrenton (Maint: 30)	1.52 <b>1</b>	14000 G	87%	1%	1%	1%	10%	1%	F	0.071	F	0.503	14000	(
	To:	NCL	Warrenton												
17)	Fauquier County		13000 G	87%	1%	1%	1%	10%	1%	F	0.071	Ν	0.503	14000	(
$\mathcal{D}$	To:	Bu	ıs US 17												
	From:	Urban Boundary	y; FR-1056 Moffe	et Dr											
James Madison Hwy	Fauquier County	1.59 <b>2</b>	22000 G	87%	1%	1%	1%	10%	1%	F	0.083	F	0.528	21000	(
J	To:	30-628	Blantyre Rd			$\neg$ L									
James Madison Hwy	Fauquier County		18000 A	87%	1%	1%	1%	10%	1%	С	0.107	Α		18000	,
)	. auquie. Journy			0.70	.,,		. , 0	.070	. , ,	•	0			.0000	
~	From:		Old Tavern Rd	070/	40/		40/	400/	407		0.004	_	0.505	40000	_
Winchester Rd	Fauquier County	0.64 <b>1</b>	18000 G	87%	1%	1%	1%	10%	1%	F	0.084	F	0.505	18000	(
~	To: From:	30-709	Belvoir Rd												
Winchester Rd	Fauquier County	1.38 <b>1</b>	18000 G	87%	1%	1%	1%	10%	1%	F	0.084	F	0.507	18000	(
	To:		BUS US 17												
~ ~~	From:		ıs US 17												
7 \	Fauquier County		NA								NA			NA	
<i>&gt;</i>	To: I.	-66-W FROM RT 17		ORTH & S	S										
$\neg =$	From:		BUS US 17		0 10										
7 66	Fauquier County	1.27									s for this	segn	nent.		
Co	ombined Traffic Estimates for 2 Parallel Roadways			92%	1%	1%	0%	6%	0%	F	NA			44000	(
	To	BUS U	JS 17, SR 55												

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

-							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
	From:	Gap	in US 17												
17 (66) (55)	Fauquier County	3.42			See I-66	for dire	ectional	raffic vo	olume es	timate	s for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: 4	4000 A	92%	1%	1%	0%	6%	0%	F	0.105	Α		42000	Α
	To:	-	I-66												
17 (66) Ramp	Fauguier County	0.25	100		See I-66	for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	To:	Į	US 17									J			
~ <u> </u>	Gay   Label   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   4400   A   27%   1%   1%   0%   0%   0%   0%   0%   0														
(17) (55) Winchester Rd	, ,			94%	1%	1%	1%	3%	0%	F		F			G
$\sim$ $\circ$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: 8	8700 G								0.084	F	0.59	NA	
	To: From:	SR 55 Sout	th of Delaplane												
17 Winchester Rd	Fauquier County	5.68 <b>7</b>	7500 G	94%	1%	1%	1%	3%	0%	F	0.084	F	0.575	7500	G
	To	30-71	10 Carr Rd												
17 Winchester Rd	Fauguier County			94%	1%	1%	1%	3%	0%	С	0.083	F	0.610	7500	G
	T-1														
(17) (50) John S Mochy Huny	Fauguier County (Maint: 52)			06%	10/	10/	10/	20/	Ω9/.		0.000			11000	
17 50 John S Mosby Hwy	Tauquiei County (Maint. 55)			90 /6	1 /0		1 /0	2/0	0 /6	C	0.099	-		11000	
	From:														
17 50 John S Mosby Hwy	Clarke County	3.44 <b>1</b> 2	2000 G	96%	1%	1%	1%	2%	0%	F	0.095	F	0.726	13000	G
	To:	21-723 Ea	ast of Millwood												
~ ~	From:														
17 50 Millwood Pike	Clarke County	1.97 <b>1</b>	1000 G	96%	1%	1%	1%	2%	0%	С	0.098	F	0.709	12000	G
<del>*</del> *	Tai From:	S	SR 255												
17 50 Millwood Pike	Clarke County	2.83 <b>1</b> °	1000 G	96%	1%	1%	1%	2%	0%	F	0.098	F	0.716	13000	G
$\bigcirc$	To:	US 340 S	South of Boyce												
17 50 Millwood Pike	Clarke County			96%	1%	1%	1%	2%	0%	F	0.097	F	0.687	11000	G
	To:	Frederick	k County Line												
<i>─ ─</i>	From:		•												
(17) (50) Millwood Pike	Frederick County	2.72 <b>1</b> °	1000 F	95%	1%	1%	1%	2%	0%	F	0.085	F		12000	F
<del></del>	To: From:	34-723 Car	rpers Valley Rd			$\neg$									
17 50 Millwood Pike	Frederick County	2.71 <b>1</b> 0	6000 F	95%	1%	1%	1%	2%	0%	С	0.093	F		17000	F
	To	IIS 522 Fr	ront Royal Pike												
17 50 522 Millwood Pike	Frederick County			95%	1%	1%	1%	2%	0%	F	0.08	F		41000	F
(17) (30) (322)	To:														
	From:		I-81												
17 50 522 Millwood Ave	City of Winchester	0.09 <b>2</b> 5	5000 N	98%	0%	1%	0%	1%	0%	Ν	0.088	Ν		27000	Ν
$\sim$ $\sim$	To:														
Market Feet Su				000/	007	10/	00/	40/	00/	_	0.000	_		07000	_
17 50 522 Jubal Early Dr	City of vvinchester			98%	υ%	1%	υ‰	1%	U%	C	0.088	г		27000	F
	From:														
17 50 522 Apple Blossom	Dr City of Winchester			98%	0%	1%	0%	1%	0%	F	0.089	F		11000	F
(17) (30) (322). 471.5 2.3506111	то:		r, Millwood Dr		-70	Ť	- / 0	. , 0	- / 0	-	2.300	-			•

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

		i iiiiaiy and iiiterstate routes	Truck K Dir
Route	Jurisdiction		QC QK QK AAWDT QW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	US 50 Par; Apple Blossom Dr	
[17] [50] [522] Millwood Ave	City of Winchester	0.75 12000 F 97% 1%	2% 0% 0% 0% F 0.085 F 13000 F
	105	US 11 Cameron St	
C Barrer	From:	US 17-S034A TO ROUTE	
(17) Ramp	City of Suffolk (Maint: 61)	0.13 13000 F I-664-E FROM ROUTE 17	0.091 F 13000 F
	T		1
17 Ramp	Fauquier County	US 17 Winchester Rd 0.15 1400 F	
(17) Ramp	rauquiei County	I-66 East	NA 1500 F
	From:	US 17 Winchester Rd	
17 Ramp	Fauquier County	0.13 NA	NA NA
(17) Kamp	To:	I-66 West	7
North	From:	US 17 TO I-64 WEST	<u> </u>
17 Ramp	City of Chesapeake (Maint: 64)	0.17 NA	NA NA
	То:	I-64-W FROM US 17 NORTH	
North	From:	US 17 I-64-E296B FROM IS 64 EAST	
17 Ramp	City of Chesapeake (Maint: 64)	0.17 NA	NA NA
	То:	I-64-E FROM US 17 NORTH	
North	From:	US 17 TO RT 168 SOUTH	
17 Ramp	City of Chesapeake (Maint: 64)	0.16 NA	NA NA
	To:	I-64-W291B FROM RT 17 NORTH	
North	From	US 17 TO RT 464 NORTH	
17 Ramp	City of Chesapeake (Maint: 64)	0.26 NA	NA NA
	To: SF	R 168-N015B FROM RT 17 NORTH TO 464 NOR	
North (17) Ramp	From:	US 17-N017D TO RT 64 WEST	
(17) Ramp	City of Chesapeake (Maint: 64)	0.10 NA	NA NA
North	To: From:	SR 168-N015A TO RT 64 WEST	
17 Ramp	City of Chesapeake (Maint: 64)	0.54 NA	NA NA
	То:	I-64-W I-64-W291X Gap	7
North	From:	US 17 Dominion Blvd	
Ramp	City of Chesapeake (Maint: 64)	0.30 2400 G 96% 0%	
	To:	I-464 North	
North	From:	US 17 TO ROUTE 264 EAST	
17 Ramp	City of Portsmouth (Maint: 64)	0.07 NA	NA NA
$\overline{}$	To: I-2	264-E FROM ROUTE 17 NORTH-FREDRICK BL	
North	From:	US 17 TO ROUTE 264 WEST	
(17) Ramp	City of Portsmouth (Maint: 64)	0.14 NA	NA NA
<u>~</u>		64-W FROM ROUTE 17 NORTH00- FREDERICK	
North	From:	US 17 TO ROUTE 664 EASTSOUTH	
(17) Ramp	City of Suffolk (Maint: 61)	0.03 4900 F	0.092 F 4900 F
	10:	US 17-S034A TO ROUTE	

			id interstate Rot				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	US 13	7 TO I-64 EAST			27 000	7 0171/40	TTTUI	ZITUII		1 40101		1 40101		
17 Ramp	City of Newport News (Ma		NA			•					NA			NA	
	To:		OM US 17 NORTI	Н											
North	From:	IIS 1	7 Warrenton Rd												
(17) Ramp	Stafford County		1800 G	84%	1%	1%	1%	13%	1%	F	NA			1800	G
11)	To:		I-95 South												
South	From:	LIS 17	TO I-64 WEST												
17 Ramp	City of Chesapeake (Mai		NA								NA			NA	
(17)	To:		ROM US 17 SOUT	Н											
South	From		US 17			1									
17 Ramp	City of Chesapeake (Mai	aint: 64) 0.29	1100 G	96%	0%	1%	1%	2%	0%	F	NA			1200	G
17) Kamp	To:	0.23	I-64 East	3070	070		170	270	070	•	INA			1200	O
Court	Econo	110.10													
South 717 Ramp	City of Portsmouth (Mai		TO ROUTE 264 NA								NA			NA	
17 Ramp	City of Portsmouth (Mai	I-264-E FROM ROU		EDEDICK	R	1					INA			INA	
					ע										
South	City of Dortomouth (Mai		TO ROUTE 264 W	/EST							NIA			NA	
17 Ramp	City of Portsmouth (Mai	int: 64) 0.14 I-264-W FROM ROU		DICK DI V	D	 i					NA			INA	
					ע	<u> </u>									
South	From:		UTE 664 EASTSC	UTH							0.000	_		7000	_
(17) Ramp	City of Suffolk (Maint:		7800 F	OT IEEE							0.092	F		7800	F
			US 17- 34A TO RO	JUIE											
South	From		7 TO I-64 EAST												
(17) Ramp	City of Newport News (Ma		NA								NA			NA	
	To:		OM US 17 SOUTE	1											
South	From:		TO I-64 WEST												
(₁₇) Ramp	City of Newport News (Ma		NA								NA			NA	
	10:	I-64-W FI	ROMUS 17 SOUTI	H											
South	From:		7 Warrenton Rd								•				
(17) Ramp	Stafford County	0.22	5800 G	84%	1%	1%	1%	13%	1%	F	NA			5800	G
<u>~</u>	To:	I-95	5 Collector Rd												
South	From:		7 Warrenton Rd												
17 Ramp	Stafford County	0.29	15000 G	84%	1%	1%	1%	13%	1%	F	NA			15000	G
<u> </u>	To:		I-95 South												
South	From:	2US 17-P US	17-S225B TO I- 66	EAS											
17 55 Ramp	Fauquier County	0.36	NA	_							NA			NA	
\smile	To:	I-66-E FRO	M RT US 17 SOU	ТН											
South	From:	2US 17-P US 1	7-S225A TO RT 6	6 EAS											
17 Ramp	Fauquier County		NA								NA			NA	
	To:	I-66-W FF	ROM RT 17 SOUT	Н											
ALT	From:	US	S 17 Mills Dr												
17 Latitude St	Spotsylvania Count		1700 F	92%	0%	1%	3%	3%	0%	F	0.096	F		1800	F
	To:		US 17 Mill Rd			TÍ.									
	l .		· · · · · · · · · · · · · · · · · · ·												

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

		T THITICAL Y CA	ia interstat	.0 1100	1100											
Route	Jurisdiction	Lenath	ΔΔΩΤ	ΩΔ	4Tire	Rus		Trι	ıck		OC	K	OK	Dir	AAWDT	. OV
routo	Candalotto	Longar	74751	Q,	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	70000	۷,
Sus	From:															
17 (1) Jefferson Davis Hwy	Stafford County			_	98%	0%	1%	0%	1%	0%	С	0.084	F	0.606	32000	(
V. V.	To: From:				112											
Bus 17 Warrenton Rd	Stafford County			-		0%	10/-	10/_	10/_	0%	C	0.080	F	0.607	33000	(
Walterton Ku	To:			-	30 /6	070	1 /0	1 70	1 /0	076	C	0.000	•	0.007	33000	`
	E															_
Bus				_	060/	00/	10/	40/	10/	00/	_	NΙΔ			E 7 00	,
Ramp	Stanord County				90%	0%	1%	170	170	0%	Г	INA			5700	,
Bus				_							_		_			
17 (2) Tidewater Trail	Spotsylvania County	3.56	6800	F	92%	0%	1%	3%	3%	0%	C	0.085	F		6900	
Vivo	To: From:	88-	1310 Church	St												
Bus 17 (2) Tidewater Trail	Snotsylvania County	0 97	21000	F	92%	0%	1%	3%	3%	0%	F	0.081	F		22000	-
17) 2 Hoewater Hair	Spotoyivaria Godiny				0Z /0	070	170	070	070	070	•	0.001	•		22000	
Bus	To: From:	ECI	. Fredericksbu	urg												
$\widetilde{17}$ 2 Dixon St	City of Fredericksburg	g 0.55	24000	F	94%	1%	1%	1%	3%	0%	С	0.086	F		25000	ı
	To	Damp fr	om Pto 2 Cor	nnaator												
Bus	From:	•														
17) 2 Dixon St	City of Fredericksburg	g 0.26	10000	F	99%	0%	0%	0%	0%	0%	С	0.097	F		11000	
>	To: From:		Charles St				_									
Bus Divon St	City of Frederickshure	a 0.06	5200	F	00%	0%	0%	0%	0%	0%	F	0 000	F		5600	
17 2 Dixon St	·	-											•			
	Combined Trainic Estimates for 2 Parallel Road	dways on this Route.	8100	G	96%	1%	1%	0%	0%	0%	Г	INA			8700	(
Bus	To: From:	Pr	incess Anne S	St												
\sim \sim	City of Fredericksburg	g 0.06	2800	F	99%	0%	0%	0%	0%	0%	F	0.081	F		2900	F
	, ,	0									F	NA				(
	To:	arrayo on amo rioato.	Caroline St		0.70	.,,	Ť	0,0	0,0	0,0	•				0.00	•
Bus	From:		Dixon Street													
17 (2) Caroline St	City of Fredericksburg	g 0.24	3300	F	97%	1%	2%	0%	0%	0%	С	0.086	F		3500	F
\rightarrow \bigcirc	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	6200	G	97%	1%	2%	0%	0%	0%	С	NA			6600	(
	Additional Author Author Bus Author Author Bus Author Author Bus Author Author															
\sim \sim	From:				000/	20/	40/	00/	001	00/	_				==00	,
17) (1) (2) Caroline St		•									-					
~ ~ ~	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	12000	G	98%	1%	1%	0%	0%	0%	F	NA			12000	(
Bus Bus	To- From:	Bus	SR 3 William	ı St												
March Long L																
17 (1) Caroline St	March Marc															
Note Provided Pr																
Bus Bus	From:															
~~ ~~	City of Fredericksburg	g 0.06		G	99%	0%	1%	0%	0%	0%	F	NA			4900	(
יין ביייינייי ליי	To:	•	Par Princess								•					

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

-		1 Tilliary ai	ia interstate	riodics			Т	al.			V		Dir		
Route	Jurisdiction	on Length	AADT	QA 4Tire	Bus					QC		QK		AAWDT	QW
Due Due	From	Direction	C 1 Don Hounds	C4		ZAXIE	3+Axie	TITAII	ZTrali		Factor		Factor		
	City of Frederic				0%	1%	0%	0%	0%	С	0.086	F		11000	F
(17) (1) Thiness 7 time St	To				070	Ti	070	070	070	Ü	0.000	•		11000	•
Bus	From														
17 1 Jefferson Davis Blvd	City of Frederic	cksburg 0.11	29000	N 98%	0%	1%	0%	1%	0%	Ν	0.084	Ν	0.606	32000	Ν
	То	NCL	Fredericksbu	rg											
Bus	From	ı I	Dixon Street												
(17) (2) Princess Anne St	City of Frederic	cksburg 0.26	2900	G 96%	1%	2%	0%	0%	0%	С	NA			3100	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	6200	G 97%	1%	2%	0%	0%	0%	С	NA			6600	G
Due Due	To From	Bus US 1, Bu	us US 17 Lafay	yette Blvd											
$\sim \sim \sim \sim$	St City of Frederic	eksburg 0.37	6600	F 97%	1%	1%	0%	0%	0%	F	0.089	F		7000	F
Princess Anne S	•	•								F		•			•
	To Tamber To Edithates for 2 Tarah				170		070	070	070	•	101			12000	Ü
Bus Bus	Deference Part Pa														
(17) (1) Princess Anne St	Main St Main														
	Section Companies Compan														
	То	Bus U	US 1 Herndon	St											
Bus	Second S														
(17) Winchester Rd	Second Sundaction Length AADT VALUE VALUE														
Dua .	To From														
Bus 17 55 John Marshal Hwy	Fauguier Co				0%	1%	1%	1%	0%	F	0.088	F	0.611	5400	G
(17) (35) com marchair my	r daquior 30				070		170	170	070	•	0.000	•	0.011	0.00	Ū
Bus	From	FR	-185 Grove Ln	1											
17 (55) Free State Rd	Fauquier Co	ounty 0.14	5300	N 97%	0%	1%	1%	1%	0%	Ν	0.088	Ν	0.611	5400	Ν
	Princess Anne St Clay of Fredericksburg 0.37 Months 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Bus	Fourtier Co			& TO RT 66							NΙΔ			NΙΔ	
17 55 55 Ramp	rauquiei Co			Γ & WEST							INA			INA	
	From				1										
Bus 17 (33) Gloucester Rd	Middlesov		~	•		10/	20/	20/	0%	C	0.005	F	0.500	6000	G
17) (33) Glodcester Ru	Second Parallel Roadways on this Route 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 12000 120														
Bus	From														
17 School Rd	Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 15														
	То	US 17 George Washi	ngton Mem Hy	wy West of Salı	ıda										
Bus	From	US 17 S	South of Glouc	ester											
17 Main St	Main St Main			G											
$\overline{}$	To														
Bus Nation C4	Author Companies Compani														
17 14 Main St	Gloucester C				υ%	1%	υ%	υ%	υ%	Ċ	0.099	F	0.511	11000	G
Bus	From	36-		3											
~~ ~	Gloucester C	county 0.56		G 98%	1%	1%	0%	0%	0%	С	0.094	F	0.503	7400	G

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus Bus	From:	US 15 US 1													
(17) (15) (29) James Madison Hwy	Fauquier County	0.55 1000	0 A	98%	1%	1%	1%	1%	0%	С	0.099	Α		11000	Α
Bus Bus Bus	To- From:	SCL Warr	enton												
17 (15) (29) James Madison Hwy	Town of Warrenton	0.34 1000	0 N	98%	1%	1%	1%	1%	0%	Ν	0.099	Ν		11000	Ν
\bigcirc	To:	Bus US													
Bus Bus	From:	Bus US 15 Fa								_		_			_
[17] [29] East Shirley Ave	Town of Warrenton	0.96 1400	0 G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.511	14000	G
Bus Bus	To: From:	Culpepe	r St												
(17) (29) West Shirley Ave	Town of Warrenton	0.80 1900	0 G	97%	1%	1%	0%	0%	0%	С	0.087	F	0.508	20000	G
Dua Bua	To: From:	Bus US 211 W	aterloo St			<u> </u>									
Bus Bus (17) (29) (211) Broadview Ave	Town of Warrenton	0.86 3500	0 G	98%	1%	1%	0%	1%	0%	С	0.078	F	0.565	36000	G
\bigcirc	To:	Bus US 29 I	ee Hwy												
Bus	From:			000/	40/	40/	00/	00/	00/	_	0.004	_	0.555	44000	_
Broadview Ave	Town of Warrenton	0.57 1100	0 G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.555	11000	G
Bus	To: From:	NCL Warı	renton												
17 Broadview Ave	Fauquier County	0.25 910 0) G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.529	9700	G
<u> </u>	To:	US 17 James M	adison Hwy	7											
Bus	From:	US 17 Domin	nion Blvd												
(17) George Washington Hwy	City of Chesapeake	4.07 430 0) F	94%	0%	0%	1%	5%	0%	F	0.109	F		4400	F
Bus	To: From:	SR 165 Ce	dar Rd												
17 George Washington Hwy	City of Chesapeake	1.19 2400	0 F	94%	0%	0%	1%	5%	0%	F	0.073	F		25000	F
17) Stalige tradimiglariting	To:	I-64		0.70	0,0		. , 0	0,0	0,0	-	0.0.0	•			•
Bus	From:	US 17 Mi	lls Dr			I									
Mill Rd	Spotsylvania County	0.30 1100									0.085	F		12000	F
\bigcirc	To:	US 1 Jefferson	Davis Hwy												
	From:	SR 311 Pair	nt Bank												
18 Potts Creek Rd	Craig County	5.12 230	F	92%	0%	0%	4%	4%	0%	F	0.126	F		240	F
$\overline{}$	To:	Alleghany Co													
18 Potts Creek Rd	Alleghany County	Craig Coun 0.43 210	•	92%	0%	0%	4%	4%	0%	С	0.089	F		210	F
18 Potts Creek Rd	Allegitariy County			JZ /0	070	076	470	470	0 70	C	0.003	'		210	'
18 Potts Creek Rd	Alleghany County	03-607 Pott 2.82 250		92%	0%	-00/	40/	40/	00/	F	0.100	F		260	F
Potts Creek Rd	Alleghany County	03-608 Wol		92%	0%	0%	4%	4%	0%	Г	0.109	Г		260	Г
	From:	03-608 Wo													
18) Potts Creek Rd	Alleghany County	7.93 120 0		96%	1%	1%	2%	1%	0%	F	0.091	F		1200	F
\sim	To: From:	03-614 Nea	ır Arritt												
18) Potts Creek Rd	Alleghany County	3.20 1400		96%	1%	1%	2%	1%	0%	С	0.1	F		1500	F
\smile	To	03-657 Pitzer F	Ridge Road												

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

						Tru	ıck			K		Dir		
Jurisdiction	Length	AADT QA	4Tire	Bus				2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:	03-657	7 Pitzer Ridge Rd												
Alleghany County	4.04	1800 F	96%	1%	1%	2%	1%	0%	F	0.098	F		1900	F
To: From:	SC	CL Covington												
City of Covington	0.37	3600 F	98%	1%	0%	1%	0%	0%	F	0.125	F		3800	F
To:	S	Pitzer Ridge												
City of Covington	0.44	5100 F	98%	1%	0%	1%	0%	0%	С	0.102	F		5400	F
To:														
From:				407					_		_			_
City of Covington			98%	1%	0%	1%	0%	0%	F	0.098	F		6100	F
To: From:														
City of Covington			96%	1%	1%	1%	2%	0%	С	0.092	F		4800	F
To:			0070	.,,		.,,	_,,	0,0		0.002	•		.000	•
From			ine		1									
City of Bristol				1%	1%	1%	3%	0%	F	0.086	F	0.551	17000	G
only of Briston				170		170	070	070	•	0.000	•	0.001	17000	Ŭ
City of Priotol				00/	10/	00/	20/	00/		0.007	_	0.522	20000	
City of Briston	0.16	19000 G	97%	U%	1%	0%	2%	0%	Г	0.067	Г	0.533	20000	G
To: From:														
City of Bristol			97%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	G
To: From:			***											
City of Bristol			ve							0.001	F	0.503	9000	G
City of Briston										0.001	•	0.000	3000	Ŭ
From										0.005	_	0.55	0700	
City of Bristol	0.56	6300 G								0.085	F	0.55	6700	G
To: From:		Moore St												
City of Bristol	0.48	13000 G								0.087	F	0.524	14000	G
To: From:		Valley Dr												
City of Bristol	1.29	13000 G								0.087	F	0.509	14000	G
To:		I-81												
From:			2001	00/		00/	407	00/	_	0.000	_	0.500	47000	_
City of Bristol	1.36	1/000 G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.508	17000	G
To: From:	1	Bonham Rd												
City of Bristol	0.51	17000 G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.54	18000	G
To	Ol	ld Airport Rd			\neg \vdash									
City of Bristol	0.68	•	98%	0%	0%	0%	1%	0%	F	0.122	Ν		17000	G
To		NCL Bristol												
Washinaton County			98%	0%	0%	0%	1%	0%	С	0.122	Α		9300	Α
Tree!				- / -				- / -	-		=			•
Washington County				00/	00/	00/	10/	09/	_	0.00F	_	0.6	9500	G
vvasnington County	0.60	02UU G	90%	U%	U%	U%	1 70	U%	г	0.095	г	0.0	0000	G
	Alleghany County To From City of Covington To From City of Bristol To From City of Bristol	Alleghany County	Alleghany County	Alleghany County	Alleghany County	City of Bristol City of Br	Length AADT QA 4Tire Bus 2Axle 3+Axle	Alleghany County	Alleghany County	City of Covington	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail CC Factor	City of Covington	Section Length AADT QA ATtire Bus 2Axle 34Axle 1Trail 2Trail CT QK Factor CT CT CT CT CT CT CT C	Length AADT CA ATTIFF Bus 2ANde 3+Axde 1Trail 2Trail CC Factor CR Factor

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

			d interstate Ro				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	95-	869 Astor Rd			2, 040	017040	TTTG	211411		1 40101		1 40101		
19 11 Lee Highway	Washington County	1.28	9600 G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.617	9900	G
	то.	95-	611 Diver Rd												
19 11 Lee Highway	Washington County	1.72	7500 G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.555	7700	G
	Tod						-,-			•		•			_
19 (11) Main St	Town of Abingdon	0.55	CL Abingdon G	98%	0%	0%	0%	1%	0%	F	0.096	F	0.604	9000	G
(19) (11) Main St	Town of Abiligatin			30 70	070	078	076	1 70	070	'	0.030	•	0.004	3000	G
~ ~ · · · · ·	From:		10 Jonesboro Rd	2001	00/		201	201	00/	_	0.000	_	0.504	07000	
19) (11) Main St	Town of Abingdon	0.43	25000 G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.534	27000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Colonial Rd												
19 (11) Main St	Town of Abingdon	0.47	23000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.509	24000	G
<b>~ ~</b>	To:		S 11 Main St												
19 Porterfield Hwy	Town of Abingdon	0.45	Main St; Lee Hwy  16000 G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.503	17000	G
19 Porterfield Hwy	Town of Abiligaon			94 /0	076	1 /0	1 /0	4/0	0 /0		0.009		0.505	17000	G
ALT	To: From:		Alt US 58												
19 58 Porterfield Rd	Town of Abingdon	0.21	21000 G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.525	23000	G
ALT	To: From:	NO	CL Abingdon												
19) (58) Porterfield Hwy	Washington County	3.79	18000 G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.503	20000	G
ALT	To: From:	95-700	Rich Valley Rd												
19) (58) Porterfield Hwy	Washington County	3.03	16000 G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.505	18000	G
ALT	To. From:	95-80	02 Mendota Rd												
19 (58) Porterfield Hwy	Washington County	3.25	16000 G	94%	0%	1%	1%	4%	0%	F	0.095	F		17000	G
19) (38) 1 orternoid 1111)	To:		ell County Line	0.170	070		170	170	070	•	0.000	•		17000	Ŭ
ALT	From:		gton County Line												
19 \ (58 \)	Russell County	1.98	15000 F	94%	0%	1%	1%	4%	0%	F	0.092	F		17000	F
<i>&gt;</i>	To:	Alt US	S 58 Hansonville			$\neg$ $\vdash$									
19)	Russell County	3.44	12000 F	94%	0%	1%	1%	4%	0%	F	0.092	F		13000	F
<del></del>	То		83-841												
19)	Russell County	2.19	13000 F	94%	0%	1%	1%	4%	0%	F	0.084	F		14000	F
19)				0.70			. , 0	.,0	0,0	•	0.00	•			-
~	From: (Mainte C2)		CL Lebanon	0.40/	00/	40/	40/	407	00/	N.	0.004	N.		4.4000	N.
19)	Town of Lebanon (Maint: 83)	0.15	13000 N	94%	0%	1%	1%	4%	0%	N	0.084	N		14000	N
	To: From:		lid CL Lebanon												
19)	Russell County	1.15	13000 F	94%	0%	1%	1%	4%	0%	F	0.087	F		14000	F
	To: From:	E Mi	id CL Lebanon												
19	Town of Lebanon (Maint: 83)	0.76	13000 N	94%	0%	1%	1%	4%	0%	Ν	0.087	Ν		14000	Ν
	To:	252-	654 Pittston Rd			$\neg$ $\vdash$									
19	Town of Lebanon (Maint: 83)	1.65	11000 F	94%	0%	1%	1%	4%	0%	F	0.081	F		12000	F
	To:	E	CL Lebanon												

							Truck-				K		Dir		
Route	Jurisdiction	Length AADT	QA 4	Tire E	li ic		+Axle 17			QC	Factor	QK	Factor	AAWDT	QW
~	From:	ECL Lebanor													
[19]	Russell County	4.76 <b>13000</b>	<b>F</b> 9	94% (	)%	1%	1% 4	% (	0%	F	0.082	F		14000	F
~~ ~	To: From:	SR 80 Hayters Ga													
(19) (80)	Russell County	2.57 <b>13000</b>	<b>F</b> 9	94% (	)%	1%	1% 4	% (	0%	F	0.083	F		14000	F
	To: From:	SR 80 Rosedal													
19	Russell County	8.11 <b>9500</b>		94% (	)%	1%	1% 4	% (	0%	С	0.099	Α		10000	Α
<u> </u>	To: From:	Tazewell County I Russell County I													
19	Tazewell County	2.38 <b>11000</b>		94% (	)%	1%	1% 4	% (	0%	F	0.083	F		12000	F
(19)	то!					- <i>,</i> ,,	.,,	,,,	• , •	•	0.000	•			•
	Tazewell County	92-609 Kents Ridge Rd; 3.04 <b>13000</b>			)%	1%	1% 4	% (	0%	F	0.085	F		14000	F
19	razeweii County			74 /0 C	770	1 /0	1/0 4	/0 (	0 70		0.005	-		14000	
$\sim$	To:	US 460 Claypool		240/	107		40/ 0	0/ /	00/	_	0.000	_		40000	
19 460	Tazewell County	5.73 <b>12000</b>	<b>F</b> 9	94% 1	1%	1%	1% 3	% (	0%	F	0.083	F		12000	F
	To: From:	92-639 Earls Brand													
(19) (460)	Tazewell County	5.13 <b>12000</b>	<b>F</b> 9	94% 1	<b>1</b> %	1%	1% 3	% (	0%	F	0.081	F		13000	F
<del></del>	Ta: From:	US 19, Bus US 4													
19 (460)	Tazewell County	1.72 <b>11000</b>	<b>F</b> 9	94% 1	l%	1%	1% 3	% (	0%	F	0.081	F		12000	F
	To	WCL Tazewel	11												
(19) (460)	Town of Tazewell (Maint: 92)	1.43 <b>10000</b>		94% 1	<b>l</b> %	1%	1% 3	% (	0%	F	0.079	F		11000	F
	To	SR 61 Riverside	Dr												
~~~	From:	SR 61		240/	101		40/	.,	001	_	0.004	_		0500	_
[19] [460]	Town of Tazewell (Maint: 92)	0.82 8000	F 9	94% 1	1%	1%	1% 3	% (0%	F	0.081	F		8500	F
~~~~	To: From:	ECL Tazewel				_									
{19}{460}	Tazewell County	1.93 <b>8000</b>	<b>N</b> 9	94% 1	<b>l</b> %	1%	1% 3	% (	0%	N	0.081	N		8500	N
<del>\$\frac{1}{2}</del>	To: From:	Bus US 460				⊒									
(19) (460)	Tazewell County	5.75 <b>11000</b>	<b>F</b> 9	94% 1	1%	1%	1% 3	% (	0%	F	0.082	F		12000	F
$\bigcirc$	To	92-680 E, Hurt 1	Rd												
(19) (460)	Tazewell County	4.86 <b>13000</b>	<b>A</b> 9	94% 1	<b>l</b> %	1%	1% 3	% (	0%	С	0.098	Α		14000	Α
	Ta	92-720 W, Heckma	n Pike												
(19) (460)	Tazewell County	0.10 <b>13000</b>		94% 1	1%	1%	1% 3	% (	0%	F	NA			14000	G
(13) (400)	To	US 460				_									
19 Trail of The Lonesome Pine	Tazewell County	1.56 <b>3500</b>	<b>F</b> 9	94% 1	1%	1%	1% 3	% (	0%	F	0.088	F		3700	F
119 Trail of The Edited Sine Tine	razewen odanty			7470	70		170	,	0 70	•	0.000	•		0100	•
	Town of Bluefield	WCL Bluefiel		)E9/ (	10/	10/	20/ 3	0/ (	00/		0.005	F		2700	F
19	I OWN OF Bluefield	1.16 <b>3400</b>	г S	95% (	)%	1%	2% 2	% (	0%	С	0.095	г		3700	г
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Montrose St							•••						
(19) Virginia Ave	Town of Bluefield	0.95 4100	F 9	97% ()%	1%	1% 1	% (0%	F	0.085	F		4400	F
~	From:	Walnut St Tazewell Ave	<u> </u>			+									
19 Walnut Ave	Town of Bluefield	0.05 980		97% ()%	1%	1% 1	% (0%	F	0.128	F		1000	F
13)	To:	SR 102 College				Ť	.,. '		- , 0	•	J. 120	•		. 500	•

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

_							Tru	ıck			K		Dir	
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK I	-actor AAW	DT Q
~~ <u>`</u>	From:	SR 102 Col												
19)	Town of Bluefield	0.80 500	-	97%	0%	1%	1%	1%	0%	С	0.09	F	530	0
~	To:	West Virginia	a State Line											
Bus	From:	US												
) Main St	Town of Lebanon	0.48 690		97%	0%	1%	1%	1%	0%	С	0.096	F	710	0
	To:	SR 71 Find												
us g Main St	Town of Lebanon	0.60 750		98%	0%	1%	0%	0%	0%	С	0.091	F	780	0
g) Wall St	Town of Ecbarion			3070	070	170	070	070	070	O	0.031	•	700	.0
us	To: From:	SR 82 Clev	eland Rd											
us g Main St	Town of Lebanon	0.42 100	00 F	99%	0%	0%	0%	0%	0%	F	0.084	F	1000	00
<i></i>	To	Fugate												
us 	From:	252-701 Ch		200/	201		00/	00/	00/	_	0.004	_	400	20
9) Main St	Town of Lebanon	1.07 110	00 F	99%	0%	0%	0%	0%	0%	С	0.091	F	1200	00
lle.	To: From:	W 252- 654	Haber Dr											
us 9) Main St	Town of Lebanon	0.51 790	00 F	98%	0%	0%	0%	1%	0%	F	0.091	F	820	0
9)	T-						-,-		-,-					
īž	From:	Gilmer												
Main St	Town of Lebanon	0.78 520	00 F	98%	0%	0%	0%	1%	0%	С	0.086	F	540	0
	To:	ECL Le	banon											
us o Main St	Russell County	0.17 450		98%	0%	1%	0%	1%	0%	С	0.085	F	470	0
9) Main St	Russell County	US 191		90%	070	170	0%	170	0%	C	0.065	г	470	iU
_	From													
us Bus 9 \ \ 460 \ Crab Orchard Rd	Tazewell County	US 19, U 1.58 170		97%	0%	1%	1%	1%	0%	F	0.095	F	170	0
9 (460) Crab Orchard Rd	razewell County			91 /0	076	1 /0	1 /0	1 /0	0 /6		0.095		170	0
us Bus	To: From:	SR 91 Whitter	n Valley Rd											
9) (460) Crab Orchard Rd	Tazewell County	0.27 160	00 F	97%	0%	1%	1%	1%	0%	С	0.096	F	170	0
	Ta	SR 16 BF Buc	chanan Hww											
us Bus	From:									_		_		_
9 (460) (16)	Tazewell County	1.11 26 0	00 F	98%	1%	1%	0%	0%	0%	F	0.085	F	270	0
us Bus	To: From:	92-633 Peery	Addition Rd											
9 (460) (16)	Tazewell County	0.44 260	00 N	98%	1%	1%	0%	0%	0%	Ν	0.091	N	270	0
9) (400) (10)	- alement of anny				.,,		0,0	0,0	0,0		0.00.			
us Bus	From:	WCL Ta	zewell											
9 (460) (16) Main St	Town of Tazewell	0.20 260	00 F	98%	1%	1%	0%	0%	0%	С	0.091	F	270	0
	To:	ALT SR 16 Fa	irgrounds Rd	<u> </u>		<u> </u>								
us Bus	From:				007		007	007	007	_	0.005	_	000	
9 460 16 Main St	Town of Tazewell	0.81 370		99%	0%	0%	0%	0%	0%	F	0.095	F	380	0
us Bus	From:	Church Churc												
Bus Bus (16) Fincastle Trpk	Town of Tazewell	0.44 430		99%	0%	0%	0%	0%	0%	F	0.095	F	450	0
19)(400)(10)	To:	Tazewe		0070	370	370	570	0 / 0	U /U	•	0.000	•	700	-

		Primary and Inters					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:	Tazewell	Ave			27 000	0171710	TTTUI	Ziiaii		1 40101		1 40101		
19 (460) Fincastle Trpk	Town of Tazewell	1.65 6000	F	99%	0%	0%	0%	0%	0%	С	0.093	F		6200	F
	To:	SR 61 Ben Bo	lt Blvd												
Bus Bus	From:									_		_			_
19 (460) Fincastle Trpk	Town of Tazewell	0.65 4900	F	99%	0%	0%	0%	0%	0%	F	0.096	F		5100	F
Bus Bus	To: From:	ECL Taze	vell												
19) (460)	Tazewell County	0.93 3800	F	99%	0%	0%	0%	0%	0%	F	0.101	F		3900	F
	To:	US 19, US	460												
ruck Truck Truck	From:	SR 381 Commony	vealth Ave												
19 (11) (11) Goode St	City of Bristol	0.21 1100	G	98%	0%	0%	0%	1%	0%	F	0.098	F	0.508	1200	G
\bigcirc	To	102-3305 Piedn	ont Ave			<u> </u>									
Truck Truck Complement Ct	From:			000/	00/	-00/	00/	40/	00/	_	0.400	_	0.500	2200	
19) (11) (11) Cumberland St	City of Bristol	0.34 3000 Truck US 11 R	G m doll St	98%	0%	0%	0%	1%	0%	С	0.102	F	0.568	3200	G
Fruck Truck	From:	State St	ilidali St												
19) (11) Randall St	City of Bristol	0.93 6100	G	98%	0%	0%	0%	0%	0%	С	0.095	F	0.532	6500	G
	To:	Cumberlan													
ruck Truck	From:	Oakview A								_		_			_
19 (113) (11) Moore St	City of Bristol	0.12 8300	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	8900	C
~ _ ~	10"	Euclid A													
Operationing Boots	From:	US 15 James Mac		0.40/	407	40/	407	00/	00/	_	0.000	F	0.504	0000	_
20 Constitution Route	Buckingham County	2.56 3600	G	94%	1%	1%	1%	3%	0%	F	0.092	F	0.521	3800	G
	To: From:	14-631 Buffa													
20 Constitution Route	Buckingham County	7.99 2600	G	94%	1%	1%	1%	3%	0%	С	0.091	F	0.542	2800	G
<u>~</u>	To: From:	14-655 Glenm	ore Rd												
(20) Constitution Route	Buckingham County	8.50 3700	G	94%	1%	1%	1%	3%	0%	F	0.092	F	0.642	3800	G
<u> </u>	To:	Albemarle Cou													
20) Valley St	Albemarle County	Buckingham Co 0.12 4300	inty Line G	94%	1%	1%	1%	3%	0%	F	0.094	F	0.838	4500	c
20) Valley St	Albernarie County			34 /0	1 70	1 70	1 /0	370	070	•	0.034	'	0.000	4300	•
Valley Ct	Town of Controlle (Maint CO)	SCL Scotts		0.40/	40/	40/	40/	20/	00/	N.I.	0.004	N.I	0.000	4500	
20) Valley St	Town of Scottsville (Maint: 02)	0.17 4300	N	94%	1%	1%	1%	3%	0%	N	0.094	N	0.838	4500	١
	To- From:	SR 6 S, Ma													
20) (6) Valley Rd	Town of Scottsville (Maint: 02)	0.30 6500	N	93%	2%	2%	2%	2%	0%	N	0.093	N	0.677	6900	١
	To- From:	CL Scottsv	ille												
₂₀) (₆) Valley Rd	Albemarle County	0.28 6500	G	93%	2%	2%	2%	2%	0%	F	0.093	F	0.677	6900	C
\smile	To-	SR 6 N, Iris	h Rd			<u> </u>									
20) Scottsville Rd	Albemarle County	5.51 5700	G	97%	1%	1%	0%	1%	0%	F	0.105	F	0.842	6000	C
\smile	To	02-712 Plank R	l. Keene												
20) Scottsville Rd	Albemarle County	4.06 7200	G	97%	1%	1%	0%	1%	0%	F	0.110	F	0.85	7500	
	To:	02-708 Red H													_
	Albemarle County	5.16 7700	G Rd	97%	1%	1%	0%	1%	0%	С	0.105	F	0.848	8000	(
20) Scottsville Rd															

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QI
	From:	02-742 A	von St												
Scottsville Rd	Albemarle County	2.16 590	0 G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.831	6200	G
<u> </u>	To:	SR 53 Thomas Jo	efferson Pkw	VV		\neg \vdash									
20) Scottsville Rd	Albemarle County	0.54 170		97%	1%	1%	0%	1%	0%	F	0.100	F	0.813	18000	(
5)	To	I-64	1												
Scottsville Rd	Albemarle County	0.24 170		98%	0%	1%	0%	1%	0%	F	0.103	F	0.609	18000	(
Scottsville Rd	Albernarie Gourty			3070	070	170	070	1 /0	070	·	0.103	•	0.005	10000	`
	From	SCL Charle					221			_		_			
20) Monticello Ave	City of Charlottesville	0.26 150	00 G	98%	0%	1%	0%	1%	0%	F	0.099	F	0.717	16000	(
	To- From:	Altavist	a Ave												
₂₀) Monticello Ave	City of Charlottesville	0.28 140 0	00 G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.64	15000	(
<i></i>	To:	Meridia	ı Ave			\neg \vdash									
Monticello Ave	City of Charlottesville	0.35 920		98%	0%	1%	0%	1%	0%	С	0.099	F	0.625	9900	
	To:	Avon	St												
	From:	Monticel													
20) Avon St	City of Charlottesville	0.41 150	00 G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.612	15000	
<i></i>	To:	Market													
Bus Oth Ct	City of Charlottesville	0.12 140		98%	0%	1%	0%	1%	0%	F	0.088	F	0.607	15000	
0 250 9th St	City of Chanottesville			90%	U70	170	0%	170	076	Г	0.000	Г	0.607	13000	
Bus	To- From:	US 250 H	ligh St												
20) (250) High St	City of Charlottesville	0.23 110	00 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.581	11000	(
	To	11th	er.												
Bus	From														
20) (250) High St	City of Charlottesville	0.21 100	00 G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.623	11000	(
D.::	To: From:	Gillespi	e Ave												
Bus 20) (250) High St	City of Charlottesville	0.45 200 0	00 G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.589	21000	(
20) (250) High St	City of Chanottesville			3370	070	070	070	070	070	'	0.003	'	0.503	21000	
¬~~.	To- From:	US 250 & BU													
20) (250) Long St	City of Charlottesville	0.06 380	00 N	98%	0%	1%	0%	0%	0%	N	0.081	Ν	0.506	42000	
	To- From:	ECL Charle	ottesville												
20) (250) Richmond Rd	Albemarle County	0.20 520	00 G			-					NA			52000	(
	To	US 250 Rich	mond Rd												
Stony Point Rd	Albemarle County	3.12 910		97%	1%	1%	0%	1%	0%	F	0.108	F	0.622	10000	
	To	111 D	1			_									
Stony Point Rd	Albemarle County	Urban Bo		97%	1%	1%	0%	1%	0%	F	0.115	F	0.615	7200	(
Stony Point Rd	Albertarie County			3170	1 70	1 70	U 70	1 70	U70	Г	0.113	Г	0.013	1200	,
	To: From:	02-649 Pr			-										
20) Stony Point Rd	Albemarle County	2.82 360	0 G	97%	1%	1%	0%	1%	0%	F	0.128	F	0.761	3800	(
<u> </u>	To: From:	02-600 Stony	Point Pass			_									
Stony Point Rd	Albemarle County	5.84 210		97%	1%	1%	0%	1%	0%	С	0.116	F	0.758	2200	(
	To	Orange Cou													

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

		Primary and interstate	7100100			Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Albemarle County L	ina		ZAXIE	3+Axie	IIIali	ZIIdli		racioi		racioi		
20 Constitution Hwy	Orange County	1.30 2300	F 97%	1%	1%	0%	1%	0%	F	0.107	F		2300	F
20 Constitution Hwy	To:	US 33 Spotswood T		170		070	1 70	070		0.107	•		2000	'
	From:	W US 33												
(20) (33) Spotswood Trail	Orange County	0.22 6500	F 93%	1%	1%	2%	3%	0%	F	0.098	F		6600	F
	To:	E US 33												
	From:	US 33 E, Spotswood												
$\binom{20}{20}$ Constitution Hwy	Orange County	5.63 2500	F 97%	1%	1%	1%	1%	0%	С	0.104	F		2500	F
$\overline{}$	To:	SR 231 Gordonsville	Tnke											
(20) Constitution Hwy	Orange County	5.76 3700	F 97%	0%	1%	1%	2%	0%	С	0.1	F		3800	F
(20)						.,.			_		-			-
O W Marin Or	From:	WCL Orange	F 070/	40/		40/	40/	00/		0.007	_		5400	_
20 W Main St	Town of Orange	0.47 5000	F 97%	1%	1%	1%	1%	0%	С	0.097	F		5100	F
_	To: From:	Bus SR 20												
(20) Caroline St	Town of Orange	0.15 4800	F 97%	0%	1%	1%	2%	0%	F	0.092	F		4900	F
0	To	US 15 N, S Madison Street; C	aroline Street											
	From:	W US 15												
(20) (15) Caroline St	Town of Orange	0.17 13000	F 92%	1%	1%	1%	5%	0%	F	0.088	F		13000	F
	To	E RT 15												
	From:	US 15 S, Caroline St							_		_			_
(20) Berry Hill Rd	Town of Orange	0.66 10000	F 96%	1%	1%	0%	2%	0%	F	0.085	F		10000	F
<u> </u>	To: From:	68-612 Monrovia F	Rd											
20 Berry Hill Rd	Town of Orange	0.08 12000	F 96%	1%	1%	0%	2%	0%	F	0.082	F		13000	F
	To:	ECL Orange												
20 Constitution Hwy	From: Orange County	2.24 12000	N 96%	1%	1%	0%	2%	0%	N	0.082	N		13000	N
20 Constitution Hwy	Grange County			1 70	1 70	0 70	270	0 70	IN	0.002	14		13000	IN
	To: From:	68-629 Lahore Ro												
(20) Constitution Hwy	Orange County	6.01 9000	F 96%	1%	1%	0%	2%	0%	F	0.077	F		9100	F
\smile	To:	US 522 East of Union	ville											
(20) Constitution Hwy	Orange County	2.28 8600	F 96%	1%	1%	0%	2%	0%	F	0.077	F		8400	F
20)				.,,		-,-								
Constitution Liver	From:	68-650 Independence		40/	40/	00/	20/	00/		0.075			7000	_
20 Constitution Hwy	Orange County	6.38 8000	F 96%	1%	1%	0%	2%	0%	F	0.075	F		7800	F
<u> </u>	To: From:	68-611 Gold Dale Rd; Z	Zoar Rd											
(20) Constitution Hwy	Orange County	4.73 11000	A 96%	1%	1%	0%	2%	0%	С	0.095	Α		10000	Α
	To:	SR 3 Germanna Hv	wy											
	From:	SR 20-S037A SR 20-N037A	FROM RT 2											
20 Ramp	Albemarle County	0.13 NA								NA			NA	
20)	То:	I-64-E FROM RT 20SOUTH	I & NORTH											
North	From:	SR 20 TO I-64 EAS			1									
North 20 Ramp	Albemarle County	0.06 NA	31							NA			NA	
20 Ramp	Albertatie County		DOM DT 2							INA			INA	
		SR 20-S037A SR 20- 37A F												
North	From:	SR 20 TO I-64 WE	ST							_			_	
(₂₀) Ramp	Albemarle County	0.10 NA								NA			NA	
\smile	To:	I-64-W FROM RT 20N	ORTH											

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

		Primary and Interstate					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
outh	From:	SR 20 TO I-64 EAS	ST												
20) Ramp	Albemarle County	0.05 NA									NA			NA	
\mathcal{I}	To:	SR 20- 37A SR 20-N037A F	FROM	RT 2											
outh	From:	SR 20 TO I-64 WE	EST												
20) Ramp	Albemarle County	0.19 NA									NA			NA	
<i></i>	To:	I-64-W FROM RT 20S	OUTH	Í											
Bus	From:	SR 20; W Main S	St												
20) Main St	Town of Orange	0.14 4600	F	96%	1%	2%	0%	0%	0%	С	0.093	F		4700	F
<u> </u>	To:	US 15 Madison St; S Ma	adison S	St											
Bus Main Ch	Town of Oren as				00/	40/	00/	007	00/	F	0.005	F		5400	-
Main St	Town of Orange	0.10 5000	F	99%	0%	1%	0%	0%	0%	г	0.085	г		5100	F
	From:	May Fray Ave; Byro Main St	a St												
20) Byrd St	Town of Orange	0.47 5500	F	99%	0%	1%	0%	0%	0%	С	0.082	F		5600	F
20)	To:	SR 20 Berry Hill R	Rd												
	From:	North Carolina State	Line												
21 (221 New River Pkwy	Grayson County	3.39 1700	F	94%	1%	1%	1%	4%	0%	С	0.101	F		1700	F
21) (221)	Tol														
	Town of Independence (Maint: 38)	SCL Independenc 0.47 1700	N N	94%	1%	1%	1%	4%	0%	N	0.101	N		1700	Ν
21) (221)	Town of macpendence (want. 50)			J+70	1 /0	1 70	1 70	770	070	14	0.101	14		1700	
~~	From:	US 58 Main St		000/	00/		40/	00/	00/		0.407	^		4000	_
21)	Town of Independence (Maint: 38)	1.64 1800	В	96%	0%	1%	1%	2%	0%	С	0.107	Α		1900	В
	To: From:	NCL Independenc													
21)	Grayson County	8.72 1800	N	96%	0%	1%	1%	2%	0%	N	0.107	Ν		1900	Ν
~	To- From	38-791 Country L	n												
21 Elk Creek Pkwy	Grayson County	1.45 1200	F	96%	0%	1%	1%	2%	0%	F	0.098	F		1300	F
<i></i>	Tax	38-805 Spring Valley	v Rd												
21 Elk Creek Pkwy	Grayson County	1.37 1100	F	96%	0%	1%	1%	2%	0%	F	0.09	F		1100	F
21) = 0.00,	То:	Wythe County Lin													
	From:	Grayson County Li	ine												
21 Grayson Tpke	Wythe County	5.32 1500	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.624	1600	G
~	To	98-684 Chaney Branc	ch Rd			\neg									
Grayson Tpke	Wythe County	3.67 1900	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.532	2100	G
	То:	98-690 Cripple Creel	k Rd												
~	From:	98-690 Cripple Creek Rd; C													
21 Grayson Tpke	Wythe County	6.18 3400	G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.637	3600	G
~	To- From:	SCL Wytheville	<u> </u>												
21 Grayson St	Town of Wytheville	0.93 4400	G	96%	0%	1%	2%	1%	0%	С	0.090	F	0.675	4900	G
~	То:	Main St													
~~	From:	Grayson St				[_		46:		_		_			_
Main St	Town of Wytheville	0.49 6600	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.643	7200	G
~	To:	US 11, W Lee Hwy; 12	2th St												

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

		Primary and inte					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	W Lee Hwy	12th St			27 000	017770	TTTGII	ZIIGII		1 40101		1 dotoi		
21 (11) Main St	Town of Wytheville	0.31 660		97%	1%	1%	1%	1%	0%	F	0.083	F	0.543	7200	G
	To:	4th Str	eet												
~~	From:	US 11 M													
(21) 4th St	Town of Wytheville	0.06 650) G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.582	7100	G
<u> </u>	To: From:	Monroe	St												
21 4th St	Town of Wytheville	0.47 1400	0 G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.512	15000	G
	To:	W Ridge	Rd			\neg \vdash									
21 4th St	Town of Wytheville	0.40 1500		98%	0%	1%	0%	1%	0%	С	0.089	F	0.503	17000	G
	To	Tazewe	1 C4												
21 4th St	From: Town of Wytheville	0.12 1500		98%	0%	1%	0%	1%	0%	F	0.089	F	0.536	16000	G
21) 411101	Town of wythevine	I-81; US		3070	070	170	070	1 /0	070	'	0.003	•	0.000	10000	O
	From:					_									
22 Louisa Rd	Albemarle County	US 250 Sh 2.44 730		96%	1%	1%	1%	2%	0%	F	0.099	F	0.648	7700	G
22 Louisa Rd	Albernance obunty			3070	1 70	170	1 70	270	070	'	0.000	•	0.040	7700	O
	From:	02-616 Black		200/	407		40/	00/	201	_	0.005	_	0.000	7000	_
(22) Louisa Rd	Albemarle County	2.91 690) G	96%	1%	1%	1%	2%	0%	С	0.095	F	0.626	7300	G
	To: From:	SR 231 Near	Cismont												
(22) Louisa Rd	Albemarle County	3.71 170		96%	1%	1%	1%	2%	0%	F	0.11	F	0.737	1800	G
<u> </u>	To:	Louisa Cour	-												
22 Louisa Rd	Louisa County	Albemarle Co 3.99 230	•	97%	1%	1%	1%	1%	0%	С	0.103	F	0.545	2400	G
22 Louisa Rd	Louisa County	3.99 230	,	9170	170	1 70	170	170	076	C	0.103	Г	0.545	2400	G
	To: From:	US 15 Boswe													
(22) Louisa Rd	Louisa County	6.23 170) G	97%	1%	1%	1%	1%	0%	F	0.103	F	0.622	1800	G
	To- From:	US 33 Tre	vilians												
22 (33) Louisa Rd	Louisa County	3.84 540) G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.513	5500	G
	To	WCL Lo	nisa			\neg \vdash									
22) (33) West Main St	Town of Louisa (Maint: 54)	1.08 680		95%	1%	1%	1%	2%	0%	F	0.092	F	0.532	6900	G
22 (33)	To:				.,.										
22) 33 208) West Main St	Town of Louisa (Maint: 54)	SR 208 LOU 0.40 1700		98%	1%	1%	0%	1%	0%	F	0.085	F	0.527	17000	G
22 (33) (208) West Main St	TOWITOI Louisa (Mairit. 34)			90 /0	1 /0	1 /0	0 /0	1 /0	076		0.005		0.527	17000	G
	To: From:	EUS										_			
22 208 Louisa Rd	Town of Louisa (Maint: 54)	0.33 1100	0 G	96%	1%	1%	0%	1%	0%	С	0.088	F	0.509	11000	G
<u> </u>	To- From:	ECL Lo	uisa												
22 208 Davis Hwy	Louisa County	4.73 1100	0 N	96%	1%	1%	0%	1%	0%	Ν	0.088	Ν	0.509	11000	Ν
$\overline{}$	To:	WCL Mi	neral			<u> </u>									
22 208 Davis Hwy	Town of Mineral (Maint: 54)	0.15 1100		96%	1%	1%	0%	1%	0%	Ν	0.088	Ν	0.509	11000	Ν
,	To:	US 52													
	From:	Tennessee S	ate Line			l									
23	Scott County	1.02 2200		93%	0%	1%	1%	6%	0%	F	0.085	F	0.564	22000	G
20)	To:	SCL Webs													-

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

								Tru	ıck			K	<u> </u>	Dir	=	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
\sim	From:		CL Weber Cit		000/	00/	40/	40/	C 0/	00/	_	0.000	_	0.000	02000	
(23)	Town of Weber City (Maint: 84)		22000		93%	0%	1%	1%	6%	0%	F	0.086	F	0.603	23000	G
(3)	Town of Weber City (Maint: 84)		22000 22000		93%	0%	1%	1%	6%	0%	F	0.083	F	0.517	22000	G
23	Town or Weber City (Waint: 04)				3370	070	1 70	1 /0	070	0 70	'	0.005	•	0.517	22000	J
23)	Town of Weber City (Maint: 84)		8 Shady Elm 22000		93%	0%	1%	1%	6%	0%	F	0.082	F	0.525	22000	G
(23)	To		US 421 Hilt													
(23) (58) (421)	Town of Weber City (Maint: 84)		27000		93%	0%	1%	1%	6%	0%	F	0.083	F	0.544	27000	G
	To-	EC	CL Weber Ci	ty			\neg \vdash									
(23) (58) (421)	Scott County	0.35	27000	G	93%	0%	1%	1%	6%	0%	F	0.083	F	0.544	27000	G
	To: From:	S	CL Gate City				\Box \vdash									
(23) (58) (421)	Town of Gate City (Maint: 84)	0.61	27000	N	93%	0%	1%	1%	6%	0%	Ν	0.083	Ν	0.544	27000	Ν
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	From:		23 East of Ga													
[23] [58] [421]	Town of Gate City (Maint: 84)	0.16	12000	Α	93%	0%	1%	1%	6%	0%	С	0.099	Α		12000	Α
\sim	From:		CL Gate City		000/	00/	40/	40/	C 0/	00/	N.I	0.000	N.I.		10000	N.I.
[23] [58] [421]	Scott County		12000		93%	0%	1%	1%	6%	0%	N	0.099	N		12000	N
	Town of Gate City (Maint: 84)	0.36	CL Gate City 12000		93%	0%	1%	1%	6%	0%	N	0.099	N		12000	N
[23] [58] [421]	Town of Gate City (Wallit. 04)				3370	070	1 70	1 /0	070	0 70	IN	0.033	IN		12000	IN
23 (58) (421)	Scott County	1.70	CL Gate City 12000		93%	0%	1%	1%	6%	0%	N	0.099	N		12000	N
(25) (35) (421)	To	Rue IIS	23 West of G													
23 \ \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \	Scott County	5.99	13000		93%	0%	1%	1%	6%	0%	F	0.084	F	0.559	14000	G
	To	84-870	Daniel Boon	e Trail			<u> </u>									
(23) (58) (421)	Scott County	3.56	13000		93%	0%	1%	1%	6%	0%	F	0.085	F	0.508	13000	G
	To- From:		SR 65													
(23) (58) (421)	Scott County	4.67	13000	G	93%	0%	1%	1%	6%	0%	F	0.083	F	0.502	13000	G
~	To: From:		, US 421 Du													
23	Scott County	0.03	10000	G	93%	0%	1%	1%	6%	0%	F	0.084	F	0.522	10000	G
	To: From:		CL Duffield													
23	Town of Duffield (Maint: 84)		10000		93%	0%	1%	1%	6%	0%	N	0.084	N	0.522	10000	N
	From:		ICL Duffield		020/	00/		40/	60/	00/	N.I.	0.004	NI.	0.500	10000	NI
23	Scott County	2.82 Le	10000 e County Lin		93%	0%	1%	1%	6%	0%	N	0.084	N	0.522	10000	N
~	From:	Sco	ott County Li	ne												
23	Lee County	4.08	9600		93%	0%	1%	0%	5%	0%	F	0.085	F	0.564	10000	G
	From:		se County Li e County Lin													
(23) Orby Cantrell Hwy	Wise County	2.06	9900		93%	0%	1%	0%	5%	0%	F	0.085	F	0.573	10000	G
<u> </u>	To:	97-84	44 S, Wildcat	t Rd												

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

Primary and Interstate Routes

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~	From:		44 S, Wildca								_		_			
23 Orby Cantrell Hwy	Wise County	1.84	10000	Α	93%	0%	1%	0%	5%	0%	С	0.102	Α		11000	Α
ALT	To: From:	BUS US 23	South of Big	g Stone C	Зар											
23 (58) Orby Cantrell Hwy	Wise County	1.31	13000	G	93%	0%	1%	0%	5%	0%	F	0.085	F	0.549	13000	G
\sim	To:		S, Powell Va													
ALT Orbon Constrall Library	Prom:		S Powell Val		000/	00/	40/	00/	5 0/	00/	_	0.000	_	0.570	4.4000	,
23) (58) Orby Cantrell Hwy	Wise County	5.30	14000	G	93%	0%	1%	0%	5%	0%	F	0.088	F	0.570	14000	(
ALT	To: From:	97-6101	N Powell Va	ılley Rd												_
23 58 Orby Cantrell Hwy	Wise County	0.86	14000	G	93%	0%	1%	0%	5%	0%	F	0.088	F	0.571	15000	(
	To:		WCL Norton	1												
~ ALT	From:										_				.=	
23) (58)	City of Norton (Maint: 97)	1.03	15000	G	93%	0%	1%	0%	5%	0%	F	0.088	N	0.571	15000	(
ALT	To: From:	11T1	h St; 12th St	Ext												_
23) (58) Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50	15000	G	93%	0%	1%	0%	5%	0%	F	0.088	F	0.600	15000	
	To	ALT US 58, SR	202 Norton	Coobur	ь Цууг											
Orby Cantrell Hwy	City of Norton (Maint: 97)	0.74	21000	G	93%	0%	1%	0%	5%	0%	F	0.089	F	0.505	21000	
23) 615) 641116111111	The state of the s				0070	070		070	070	070	•	0.000	•	0.000	21000	
	Wise County	0.88	NCL Norton 22000	G	95%	0%	1%	1%	4%	0%	F	NA			23000	(
23)	wise County				95 /0	076	1 /0	1 /0	4/0	076		INA			23000	,
	From:		23 North of						407		_					_
23	Wise County	0.46	22000	Α	95%	0%	1%	1%	4%	0%	С	0.101	Α		24000	
	To: From:		SCL Wise													
23	Town of Wise (Maint: 97)	0.42	22000	N	95%	0%	1%	1%	4%	0%	Ν	0.101	Ν		24000	ı
~	To:		S 23 South of		1											
23 Orby Cantrell Hwy	Town of Wise (Maint: 97)	1.44	3 S of Wise N 14000	G Norton K	95%	0%	1%	1%	4%	0%	F	0.089	F	0.554	14000	
Orby Cantrell Hwy	Town or vvise (main: 37)				3370	070	170	170	770	070		0.003	'	0.554	14000	
$\overline{}$	To: From:	0.52	NCL Wise 14000	N	050/	00/	10/	40/	40/	00/	N.	0.000	N.	0.554	4.4000	_
23)	Wise County		3 23 North of		95%	0%	1%	1%	4%	0%	N	0.089	N	0.554	14000	
<u>-</u>	From:		North of Wis		St		_									_
Orby Cantrell Hwy	Wise County	4.10	13000	G	95%	0%	1%	1%	4%	0%	F	0.085	F	0.567	14000	
	To:	07.6	34 Bean Gap	D.d												
23 Orby Cantrell Hwy	Wise County	3.56	13000	G	95%	0%	1%	1%	4%	0%	F	0.083	F	0.557	14000	(
23) 616) 6411161111119	T-				0070	070		170	170	070	•	0.000	•	0.007	1 1000	
Orber Constroll Liver	From		23 South of		050/	00/	40/	40/	407	00/	F	0.000	_	0.570	7000	
Orby Cantrell Hwy	Wise County	2.40	7400	G	95%	0%	1%	1%	4%	0%	F	0.096	F	0.579	7800	(
~	From:		WCL Pound													_
23	Town of Pound (Maint: 97)	0.13	7400	N	95%	0%	1%	1%	4%	0%	N	0.096	N	0.579	7800	ı
	To- From:	Bu	s US 23 Nor	rth			\Box									
23	Town of Pound (Maint: 97)	1.16	6700	G	95%	0%	1%	1%	4%	0%	F	0.082	Ν	0.556	NA	
~	То:]	NCL Pound													

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

Primary and Interstate Routes

		Primary and inter					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADI	. QA	4Tire	Bus	24vle	: 3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	NCL Pou	ınd			ZANIC	JTANE	IIIali	ZIIali		i actor		1 actor		
Orby Cantrell Hwy	Wise County	2.02 6600		95%	0%	1%	1%	4%	0%	F	0.082	F	0.556	6900	G
25)	To:	Kentucky Sta	te Line												
orth	From:	US 23				$\overline{}$									
	3, Alt US 58 City of Norton (Maint: 97)	0.21 1500 0									NA			NA	
25) ' ' ' ' ' '	To:	US 23; C	iap												
Bus Bus Bus	From:	US 23 South of	Gate City			\equiv									
23 \ (58) (421)	Town of Gate City (Maint: 84)	0.23 19000	-	99%	0%	0%	0%	0%	0%	F	0.091	F	0.562	20000	G
25) (30) (421)	To	84-836 Jon													
Bus Bus Bus	From:														
23 \ \ \ 58 \ \ \ 421 \ \	Town of Gate City (Maint: 84)	0.47 9700	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.547	10000	G
Due Due Due	To: From:	SR 71				\Box									
Bus Bus Bus 23 58 421 W Jackson St	Town of Gate City (Maint: 84)	0.12 7300	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.565	7800	G
23) (38) (421) 11 Gashoshi St	To:	84-665 Manville Rd					070	070	070	•	0.007	•	0.000	7000	Ŭ
Bus Bus Bus	From:	84-665 Manville R													
23) (58) (421) W Jackson St	Town of Gate City (Maint: 84)	0.15 5200	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.596	5500	G
	To	84-763 Fi	r St			\neg \vdash									
Bus Bus Bus Parial Bases Bd	From:			000/	-00/		00/	007	00/	_	0.007	_	0.50	2000	,
23) (58) (421) Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84 3600	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.56	3900	G
Bus Bus Bus	To: From:	84-762 Starr	nes St												
23 \ \(\sum_{58} \) \(\lambda_{421} \) Daniel Boone Rd	Town of Gate City (Maint: 84)	0.80 2900	G	98%	0%	1%	1%	1%	0%	С	0.09	F	0.548	3100	G
	To	WCL Gate	City												
Bus Bus Bus	From:														
23) (58) (421)	Scott County	0.04 2900		98%	0%	1%	1%	1%	0%	N	0.09	N	0.548	3100	Ν
* * *	To:	US 23 Bus V	/. INT												
3us 23	From:	US 23 South o													
23 }	Wise County	0.34 7400	G	95%	1%	1%	1%	3%	0%	С	0.087	F	0.567	7700	G
	To: From:	SCL Pou	nd			\Box \vdash									
Bus 23	Town of Pound (Maint: 97)	2.74 7400	N	95%	1%	1%	1%	3%	0%	Ν	0.087	Ν	0.567	7700	Ν
23)	To:	N US 23 & 9		3070	170		170	070	070		0.007		0.007	7700	
Due	From:	US 23 Orby Car				=									
Bus 23 Norton Rd	Town of Wise	0.21 1200 (98%	0%	1%	0%	1%	0%	С	0.09	F	0.521	12000	G
23) Notor Nd	Town or Wise				070	170	070	1 /0	070	O	0.00	'	0.521	12000	
Bus	To: From:	SCL Wise; 97-757 No.	ton Coebu	rn Rd											
Norton Rd	Town of Wise	0.43 1500 0) G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.504	16000	G
~ [_]	To:	E Cherry	St												
Bus	From:	•		000/	-00/		00/	007	00/	_	0.000	_	0.54.4	40000	_
Norton Rd	Town of Wise	0.57 1500 0		99%	0%	0%	0%	0%	0%	F	0.093	F	0.514	16000	G
Bus	10: From:	Main Stre Norton F				-+									
		TAOHOH F	···												
23 Main St	Town of Wise	0.36 7100	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.535	7600	G

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

		Fillialy al	ia ii itorote	210 1101				Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Hall Ave				2, 000	017 040	111411	Litan		1 dotoi		1 40101		
23 Main St	Town of Wise	0.42	4400	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.515	4600	G
Pue	To: From:	A	ddington Av	ve .												
Bus (23) Main St	Town of Wise	0.11	4500	G	99%	0%	0%	0%	0%	0%	F	0.107	F	0.610	4800	G
\bigcirc	To		NCL Wise													
Bus 23 West Main St	Wise County	0.65	5100	G	96%	1%	1%	1%	2%	0%	С	0.096	F	0.506	5300	G
23) 17 301 111 211	To:		23 North of V	_	0070	170		170	270	070		0.000	•	0.000	0000	
Bus ALT	From:		US 23													
(23) (58) Gilley Ave	Wise County	0.35	12000	G	97%	0%	1%	1%	2%	0%	F	0.088	F	0.56	12000	G
Bus ALT	To: From:	SCI	Big Stone	Gap												
23 58 Gilley Ave	Town of Big Stone Gap	0.93	11000	G	97%	0%	1%	1%	2%	0%	С	0.086	F	0.516	12000	G
\bigcirc	To:		E 5th St													
Bus ALT (23) (58) E 5th St	Town of Big Stone Gap	0.24	Gilley Ave 9800	G	97%	0%	1%	1%	2%	0%	F	0.087	F	0.527	10000	G
(23) (58) 2 311 31	Town or big otonic dap				31 70	070		170	270	070		0.007	'	0.527	10000	J
Bus 23 E 5th St	From:		US 58 Wood		070/	00/		407	201	00/	_	0.000	_	0.504	2000	
E 5th St	Town of Big Stone Gap	0.28	8000	G	97%	0%	1%	1%	2%	0%	F	0.086	F	0.591	8300	G
Bus	To: From:		Aviation Rd													
(23) E 5th St	Town of Big Stone Gap	0.47	7000	G								NA			7200	G
Bus	To: From:	NCI	L Big Stone	Gap												
Roaring Branch Rd	Wise County	1.49	7100	G	95%	0%	1%	1%	3%	0%	С	0.100	F	0.634	7400	G
\bigcirc	To: From:	SC	CL Appalach	nia												
Bus (23) Main St	Town of Appalachia (Maint: 97)	1.98	7000	N								NA			7200	N
	Tool		CL Appalach													
Bus 23 Kent Junction Rd	Wise County	7.83	7000	N								NA			7200	N
(23) Kent Junction Rd	wise County	1.03		IN								INA			7200	IN
Bus	To: From:		97-621													
(23) Kent Junction Rd	Wise County	0.13	5700	N	95%	0%	1%	1%	3%	0%	Ν	0.103	Ν	0.671	6000	N
Bus	To: From:	,	SCL Norton	1												
23 Park Ave	City of Norton	0.59	5700	G	95%	0%	1%	1%	3%	0%	F	0.103	F	0.671	6000	G
<u> </u>	To- From:		15th Street													
Bus 23 Park Ave	City of Norton	0.56	10000	G	95%	0%	1%	1%	3%	0%	F	0.090	F	0.612	11000	G
<u> </u>	To		11th St													
Bus 23 Park Ave	City of Norton	0.33			050/	00/	10/	10/	20/	00/	F	0.00	F	0.507	10000	C
23 Park Ave	City of Norton	0.33	9600 8th St	G	95%	0%	1%	1%	3%	0%	۲	0.09	Г	0.507	10000	G
	<u> </u>		om pt													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		8th St													
23 Park Ave	City of Norton	0.34	11000	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.532	11000	G
Due	To- From:	SR '	74 Coeburn	Rd												
Bus 23 Park Ave	City of Norton	0.26	13000	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.505	14000	G
23)	To:		23, SR 283;			0,0	Ť	. , 0	0,0	0,0	-	0.000	•	0.000		Ū
Bus	From:	BUS	US 23, SR													
23) Park Ave	City of Norton	1.46	5100	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.535	5300	G
Bus	Tac From:		12th St NE													
23 Park Ave	City of Norton	0.04	4900	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.523	5100	G
23) - 4	To				0070	0,0		. , 0	.,,	0,0	-	0.00	•	0.020	0.00	Ĭ
Bus	From:		NCL Norton													
23 Esserville Rd	Wise County	0.40	5000	G	98%	0%	1%	1%	1%	0%	С	0.093	F	0.53	5500	G
~	To:	US 23 N of N	orton Orby	Cantreli	Hwy											
	From:		16 Jefferso													
24 Elm Avenue	City of Roanoke	0.17	16000	G	97%	1%	1%	0%	1%	0%	F	0.078	F	0.505	18000	G
<u> </u>	To: From:		I-581													
24) Elm Avenue	City of Roanoke	0.25	27000	G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.567	29000	G
\smile	To	SR	24 Par, 6th	St			\neg \vdash									
24 Bullitt Avenue	City of Roanoke	0.68	12000	G	98%	0%	1%	0%	1%	0%	С	0.11	F		12000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.608	26000	G
	To:	SR	24 P, 13th	St												
24 Jamison Ave	City of Roanoke	0.19	13th St 27000	G	98%	0%	1%	0%	10/	0%	F	0.09	F	0.627	29000	G
24 Jamison Ave	To:		Dale Ave	G	90%	0%	170	076	1%	0%	Г	0.09	Г	0.627	29000	G
	From:		amison Ave	e												
24 Dale Ave	City of Roanoke	0.69	26000	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.63	28000	G
\smile	To:		CL Roanok													
N/inerinia A.va	Town of Markon		VCL Vintor		000/	00/	40/	00/	40/	00/	_	0.000	_	0.040	00000	_
24) Virginia Ave	Town of Vinton	0.51	26000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.619	28000	C
	Ta: From:		Pollard St										_			
24) Virginia Ave	Town of Vinton	0.80	23000	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.635	24000	G
<u> </u>	From:		Clearview S Hardy Rd	t												
By Pass Rd	Town of Vinton	0.39	15000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.592	16000	
24) =) + 555 + 15	To:		ashington A				Ť		.,,	-,-	-		-			
	From		Bypass Rd													
24) Washington Ave	Town of Vinton	0.53	24000	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.699	25000	C
\checkmark	To	I	ECL Vinton	1												
(24) Washington Ave	Roanoke County	1.25	21000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.649	23000	G
\smile	To:		ord County													
	From:		oke County		0001	001		001	407	001	_	0.00	_	0.007	40000	_
24 Stewartsville Rd	Bedford County	0.08	17000	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.697	18000	G
~	10:	80-65	1 East of V	ınton												

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

					_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	80-651 East of Vinton; M			407							_			
Stewartsville Rd	Bedford County	4.90 15000	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.746	16000	(
	To: From:	09-635 Lovers	Lane												
24) Stewartsville Rd	Bedford County	2.04 8900	G	97%	1%	1%	0%	1%	0%	С	0.100	F	0.744	9400	
<i></i>	To: From:	09-755 W, Morgan	ns Mill Rd			\Box \vdash									
Stewartsville Rd	Bedford County	2.15 8200	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.7	8600	
<i></i>	To:	09-746 Near Chan													
Stewartsville Rd	Bedford County	09-746 Chamblissburg, D 4.57 5100	G G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.514	5400	
Stewartsville Rd	Bedroid County			91 /0	1 /0	1 /0	076	1 /0	0 /6		0.101	•	0.514	3400	
	From:	09-801 Stony F		070/	407		201	407	00/	_	0.000	_	0.010	0700	
Stewartsville Rd	Bedford County	3.69 2600	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.610	2700	
	From:	SR 122 Mone SR 122 Mane													
(4) Shingle Block Rd	Bedford County	5.51 2100	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.648	2200	
	Too														
24) (43) Glenwood Dr	Bedford County	SR 43 W, Virgini 2.58 2700	G Byway	92%	1%	2%	1%	4%	0%	С	0.098	F	0.613	2800	
Glenwood Dr	Bedrord County			JZ /0	1 70	270	170	7/0	070	O	0.000	•	0.013	2000	
NAL SHE NACE.	From:	SR 43 E, Leesv		000/	40/	40/	40/	20/	00/		0.000	_	0.700	2000	
4) Wyatts Way	Bedford County	7.59 2500 Campbell Coun	G	96%	1%	1%	1%	2%	0%	С	0.099	F	0.766	2600	
	From:	Bedford Count													
24) Colonial Hwy	Campbell County	2.06 310	G	94%	0%	2%	2%	3%	0%	С	0.117	F	0.512	310	
	To:	15-811 Near Ev	zington												
Colonial Hwy	Campbell County	6.68 1200	G	94%	0%	2%	2%	3%	0%	F	0.107	F	0.543	1200	
	т.														
Colonial Hwy	Campbell County	4.32 3000	G	92%	2%	1%	1%	4%	0%	С	0.101	F	0.585	3100	
Colonial Hwy	Campbell County			32 /0	270	1 70	1 70	470	070	C	0.101	'	0.505	3100	
O a mark all I hour	Constant all County	US 501 SW of R		000/	00/	-00/	00/	40/	00/	F	0.000	F	0.570	44000	
Campbell Hwy	Campbell County	0.92 11000	G	98%	0%	0%	0%	1%	0%	г	0.089	г	0.579	11000	
	To: From:	US 501 SW of R										_			
24) Village Hwy	Campbell County	6.38 3500	G	92%	1%	1%	1%	4%	0%	F	0.095	F	0.52	3600	
	To- From:	15-656 Crews Shop Rd; l	Plum Brar	nch Rd											
24) Village Hwy	Campbell County	3.16 3200	G	92%	1%	1%	1%	4%	0%	С	0.1	F	0.518	3300	
	To: From:	W US 460	0			\neg \vdash									
24) (460) Lynchburg Hwy	Campbell County	0.11 18000		94%	0%	1%	1%	4%	0%	Ν	0.082	Ν		18000	
	То:	Appomattox Cou	_												
Distance III	From:	Campbell Coun	•	0.40/	00/		407	407	00/	_	0.000	_		40000	
4 (460) Richmond Hwy	Appomattox County	3.28 18000	F	94%	0%	1%	1%	4%	0%	F	0.082	F		18000	
	To: From:	06-689													
24) (460) Richmond Hwy	Appomattox County	4.09 17000	F	94%	0%	1%	1%	4%	0%	F	0.083	F		17000	
	To: From:	CL Appoma	ttox												
24) (460) Richmond Hwy	Town of Appomattox (Maint: 06)	0.42 17000	N	94%	0%	1%	1%	4%	0%	Ν	0.083	Ν		17000	
	То:	BUS US 4	60												

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

Douto								Tru	ıck			K		Dir		
Route	Jurisdictio	n	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:			US 460												
24 (460) Richmond Hwy	Town of Appomattox	(Maint: 06)		000 F	94%	0%	1%	1%	4%	0%	F	0.081	F		12000	F
<u> </u>	To: From:			T 460 chmond Hwy												
24) Old Courthouse Rd	Appomattox C	County		400 F	90%	1%	1%	1%	8%	0%	F	0.086	F		3500	-
24) Gla Goarmouse Na	протакох о	Journey				170		170	070	070	•	0.000	•		0000	
Old Ossethans a Rd	From		06-616 Wildway R			40/		40/	00/	00/	_	0.004	_		0000	
Old Courthouse Rd	Appomattox C	ounty		000 F	90%	1%	1%	1%	8%	0%	С	0.094	F		2000	
	From:			n County Line x County Line												
24)	Buckingham C	County	**	400 G	90%	1%	1%	1%	8%	0%	F	0.105	F	0.571	1400	
24)	To:			Mt Rush			T)	.,.	-,-	-,-	•		-			
	From:	1		M RT 581 S &												
24) Ramp	City of Roanoke (N	Maint: 80)		400 G								NA			7400	(
24)	To:		US 220 FROM RT		REET										7 100	
	From:	I		RT 581 N & F												
24) Ramp	City of Roanoke (N	Maint: 80)		1000 G								NA			14000	
24) Kamp	To:		I-581-N FROM RT		TREET							INA			14000	
	From:				TELET											
Jamison Ave	City of Roan	oko		th St 2000 G	98%	0%	1%	0%	1%	0%	С	0.102	F		13000	
Jamison Ave	,					0%		0%			С	0.102	F	0.000		
	Combined Traffic Estimates for 2 Paralle	Roadways on	SR 24 Jamison A		98%	0%	1%	U70	1%	0%	C	0.007	Г	0.608	26000	(
	From:			chmond Hwy	nue											
26 Oakville Rd	A				000/	0%	1%	1%	6%	00/	_	0.089	_		0500	
			5 (YZ - 2)/					1 /0							2500	
20) Galvillo Ita	Appomattox C			400 F	92%	070	. , ,		0,0	0%	С	0.009	F		2500	
$\frac{\mathcal{I}}{\mathcal{I}}$	To: From:		06-608 Piney Mount	tain Rd; Stone	wall Rd											
<u> </u>	Appomattox C Appomattox C Appomattox C		06-608 Piney Mount 7.80 1 4	tain Rd; Stone		0%	1%	1%	6%	0%	F	0.003	F		1400	
\subseteq	To: From:	county	06-608 Piney Mount 7.80 14 US 60 B	tain Rd; Stone 400 F Bent Creek	vall Rd 92%											
26) Oakville Rd	Appomattox C To:	County	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2	tain Rd; Stone 400 F Bent Creek 7-E001A FRO	vall Rd 92%							0.097			1400	
26) Oakville Rd	To: From:	County	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2	tain Rd; Stone 400 F Bent Creek	vall Rd 92%											
26) Oakville Rd	Appomattox C To:	county unty	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2	tain Rd; Stone 400 F Bent Creek 7-E001A FRO	wall Rd 92% M RT 2							0.097			1400	
Oakville Rd Ramp	Appomattox C To:	county L sunty unty	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2 0.13 N 00-6624 TO ARLING	tain Rd; Stone 400 F Bent Creek 7-E001A FRO	wall Rd 92% M RT 2							0.097			1400	
26) Oakville Rd 27) Ramp	Appomattox C From: Appomattox C To: From: Arlington Coi	county L sunty unty	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLING 0.22 N	tain Rd; Stone 400 F Bent Creek 7-E001A FRO NA GTON RIDGE	wall Rd 92% M RT 2							0.097 NA			1400 NA	
26) Oakville Rd 27) Ramp 27) Ramp	Appomattox C From: Appomattox C To: From: Arlington Coi	county L sunty unty	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLING 0.22 N	tain Rd; Stone 400 F 3ent Creek 7-E001A FRO NA GTON RIDGE NA ROM RT 27	wall Rd 92% M RT 2							0.097 NA			1400 NA	
26 Oakville Rd 27 Ramp 27 Ramp	Appomattox C From: Appomattox C To: From: Arlington Coi	county unty unty	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLING 0.22 N 1-395-S FI US 50 Arlingto	tain Rd; Stone 400 F 3ent Creek 7-E001A FRO NA GTON RIDGE NA ROM RT 27	wall Rd 92% M RT 2							0.097 NA			1400 NA	
26) Oakville Rd 27) Ramp 27) Ramp	Appomattox C To: From: Arlington Con Arlington Con Ta: From: Arlington Con To: From: From	county L sunty unty unty unty unty	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLING 0.22 N I-395-S FI US 50 Arlingto	tain Rd; Stone 400 F Sent Creek 7-E001A FRO NA GTON RIDGE NA ROM RT 27 on Blvd; 00-67	wall Rd 92% M RT 2	0%	1% 	1%	6%	0%		0.097 NA NA	F		1400 NA NA	
26) Oakville Rd 27) Ramp 27 Ramp	Appomattox C To: From: Arlington Coo To: Arlington Coo To: Arlington Coo To: From: Arlington Coo To: From: Arlington Coo	county L sunty unty unty unty unty	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLINO 0.22 N 1-395-S FI US 50 Arlingto 0.82 36 n this Route: 74	tain Rd; Stone 400 F Sent Creek 7-E001A FRO NA GTON RIDGE NA ROM RT 27 on Blvd; 00-67 6000 G 1000 G	wall Rd 92% M RT 2 ROAD	1%	1%	1%	6%	0%	F	0.097 NA NA 0.087	F		1400 NA NA 39000	
26 Oakville Rd 27 Ramp 27 Ramp Washington Blvd	Appomattox C To: From: Arlington Coo To: Arlington Coo To: Arlington Coo To: Arlington Coo To: From: Arlington Coo To: From: Arlington Coo To: From: Arlington Coo Combined Traffic Estimates for 2 Paralle	county Lunty unty unty Roadways on	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLING 0.22 N 1-395-S FI US 50 Arlingto 0.82 36 n this Route: 74	tain Rd; Stone 400 F 3ent Creek 7-E001A FRO NA GTON RIDGE NA ROM RT 27 on Blvd; 00-67 6000 G 4000 G	92% MRT 2 ROAD 98% 98%	1% 1%	1%	1% 0% 0%	6% 0% 0%	0% 0% 0%	F	0.097 NA NA 0.087 NA	F		1400 NA NA 39000 79000	
26 Oakville Rd 27 Ramp 27 Ramp Washington Blvd	Appomattox C To: Prom: Arlington Coo To: Arlington Coo To: Arlington Coo To: Arlington Coo To: Prom: Arlington Coo Arlington Coo Arlington Coo Combined Traffic Estimates for 2 Paralle	county Lunty Lunty Lunty Roadways on	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLING 0.22 N 1-395-S FI US 50 Arlingto 0.82 36 n this Route: 74 SR 244 Cc	tain Rd; Stone 400 F Sent Creek 7-E001A FRO NA GTON RIDGE NA ROM RT 27 on Blvd; 00-67 6000 G 60000 G 60000 G 600000 G 60000 G 60000 G	92% MRT 2 ROAD 98% 98%	1% 1%	1% 1% 0% 1%	1% 0% 0%	6% 0% 0%	0% 0% 0% 0%	F F	0.097 NA NA 0.087 NA 0.091	F		1400 NA NA 39000 79000	
26 Oakville Rd 27 Ramp 27 Ramp Washington Blvd	Appomattox C To: From: Arlington Coo To: Arlington Coo To: Arlington Coo To: Arlington Coo To: From: Arlington Coo To: From: Arlington Coo To: From: Arlington Coo Combined Traffic Estimates for 2 Paralle	county Lunty Lunty Lunty Roadways on	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLING 0.22 N 1-395-S FI US 50 Arlingto 0.82 36 n this Route: 74 SR 244 Cc	tain Rd; Stone 400 F Sent Creek 7-E001A FRO NA GTON RIDGE NA ROM RT 27 on Blvd; 00-67 6000 G 60000 G 60000 G 600000 G 60000 G 60000 G	92% MRT 2 ROAD 98% 98%	1% 1%	1%	1% 0% 0%	6% 0% 0%	0% 0% 0%	F	0.097 NA NA 0.087 NA	F		1400 NA NA 39000 79000	
26 Oakville Rd 27 Ramp 27 Ramp East 27 Washington Blvd East 27 Washington Blvd	Appomattox C To: Prom: Arlington Coo To: Arlington Coo To: Arlington Coo To: Arlington Coo To: Prom: Arlington Coo Arlington Coo Arlington Coo Combined Traffic Estimates for 2 Paralle	county Lunty Lunty Lunty Roadways on	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLINO 0.22 N 1-395-S FI US 50 Arlingto 0.82 36 n this Route: 74 SR 244 Co	tain Rd; Stone 400 F Sent Creek 7-E001A FRO NA GTON RIDGE NA ROM RT 27 on Blvd; 00-67 6000 G 60000 G 60000 G 600000 G 60000 G 60000 G	92% MRT 2 ROAD 98% 98%	1% 1%	1% 1% 0% 1%	1% 0% 0%	6% 0% 0%	0% 0% 0% 0%	F F	0.097 NA NA 0.087 NA 0.091	F		1400 NA NA 39000 79000	
26 Oakville Rd 27 Ramp 27 Ramp East 27 Washington Blvd East 27 Washington Blvd	Appomattox C Appomattox C To: From: Arlington Coo To: Arlington Coo To: Arlington Coo To: From: Arlington Coo Combined Traffic Estimates for 2 Parallel Arlington Coo Combined Traffic Estimates for 3 Parallel Tac From: Arlington Coo Combined Traffic Estimates for 3 Parallel	county unty Roadways on unty unty Roadways on	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLING 0.22 N 1-395-S FI US 50 Arlingto 0.82 36 n this Route: 74 SR 244 Co	tain Rd; Stone 400 F 3ent Creek 7-E001A FRO NA GTON RIDGE NA ROM RT 27 on Blvd; 00-67 6000 G 6000 G 60000 G 7000 G 7000 G 395	92% MRT 2 ROAD 98% 98% 98%	1% 1% 1%	1% 1% 0% 1% 1%	1% 0% 0% 0%	6% 0% 0% 0%	0% 0% 0% 0%	F	0.097 NA NA 0.087 NA 0.091 NA	F		1400 NA NA 39000 79000 53000 116000	
26 Oakville Rd 27 Ramp 27 Ramp East 27 Washington Blvd	Appomattox C To: Prom: Arlington Coo To: Arlington Coo To: Arlington Coo To: Arlington Coo To: Prom: Arlington Coo Arlington Coo Arlington Coo Combined Traffic Estimates for 2 Paralle	county unty Roadways on Roadways on Roadways on	06-608 Piney Mount 7.80 14 US 60 B SR 27-W001A SR 2' 0.13 N 00-6624 TO ARLING 0.22 N 1-395-S FI US 50 Arlingto 0.82 36 n this Route: 74 SR 244 Co 0.35 50 n this Route: 107	tain Rd; Stone 400 F 3ent Creek 7-E001A FRO NA GTON RIDGE NA ROM RT 27 on Blvd; 00-67 5000 G 10000 G	92% MRT 2 ROAD 98% 98%	1% 1%	1% 1% 0% 1%	1% 0% 0%	6% 0% 0%	0% 0% 0% 0%	F F	0.097 NA NA 0.087 NA 0.091	F	0.613	1400 NA NA 39000 79000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
ast	From:	SR	244; Pentag	on												
27) Washington Blvd	Arlington County	0.33	33000	G	98%	1%	0%	0%	0%	0%	F	0.126	F		35000	(
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	69000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.675	73000	C
ast	To: From:		SR 110													
27) Washington Blvd	Arlington County	0.52	23000	G	98%	1%	0%	0%	0%	0%	F	0.114	F		25000	(
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	46000	G	98%	1%	1%	0%	0%	0%	F	NA			49000	(
	To:	В	oundary Driv	ve												
ast	From:	SR 27-E TO RT 395		ARLIN	GTON RI	D										
27) Ramp	Arlington County	0.09	NA									NA			NA	
	Ter	SR 27-W001														
Bamp	From:	SR 27-E TO RT 395 0.19	NORTH &	ARMY	NAVY DI	RI						NA			NA	
Ramp	Arlington County											INA			INA	
ast	To: From:	I-395-N008D FROM	1 RT 395 NC	ORTH &	ARLING	Τ										
27) Ramp	Arlington County	0.19	NA									NA			NA	
<i></i>	To- From:	SR 27-E001C	ΓΟ ARMY N	NAVY I	ORIVE											
ast 27) Ramp	Arlington County	0.22	NA									NA			NA	
27)	To:	I-395-N FROM RT		ARLIN	GTON RI	D										
ast	From:	SR 27-E001B	ΓΟ ARMY N	NAVY I	DRIVE											
27) Ramp	Arlington County	0.14	NA									NA			NA	
<u> </u>	To:	I-395-N008	C FROM R	Г 27 ЕА	ST											
Rev	From:		Reversible I													
27) Washington Blvd	Arlington County	0.36	10000	G	99%	0%	0%	0%	0%	0%	C	0.112	F	0.992	13000	(
	Combined Traffic Estimates for 3 Parallel Road		107000 7 EB; SR 27	G	98%	1%	1%	0%	0%	0%	F	NA			116000	(
	From:				10											
(est (27) Washington Blvd	Arlington County	0.80	lington Blvd 38000	G	98%	0%	1%	1%	0%	0%	F	0.084	F		40000	(
27) Washington Biva	Combined Traffic Estimates for 2 Parallel Road			G	98%	1%	1%	0%	0%	0%	F	NA	·		79000	(
	To	<u> </u>	44 Columbia			.,,										
/est	From:				000/	00/	40/	407	201	00/	_	0.00	_		50000	
Washington Blvd	Arlington County	0.60	47000	G	98%	0%	1%	1%	0%	0%	С	0.08	F		50000	(
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:		G	98%	1%	1%	0%	0%	0%	F	NA			116000	(
<u>es</u> t	To: From:		I-395													
Washington Blvd	Arlington County	0.13	26000	G	98%	0%	1%	1%	0%	0%	F	0.101	F		27000	(
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	49000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.613	52000	(
/est	To: From:	SR 2-	44 Columbia	Pike												
27 Washington Blvd	Arlington County	0.62	36000	G	98%	0%	1%	1%	0%	0%	F	0.113	F		38000	(
2.)	Combined Traffic Estimates for 2 Parallel Road			G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.675	73000	(
	To:	,	SR 110	-												

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

		Fillialy al						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		SR 110				27 (///0	0171/10	TTTUI	ZITUII		1 40101		1 40101		
(27) Washington Blvd	Arlington County	0.33	23000	G	98%	0%	1%	1%	0%	0%	F	0.115	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	46000	G	98%	1%	1%	0%	0%	0%	F	NA			49000	G
	To:		oundary Dri	ive												
West	From:	SR 27-W TO RT 395	SOUTH 8	& ARLIN	IGTON RI	D										
(27) Ramp	Arlington County	0.08	NA									NA			NA	
$\overline{}$	Tot	SR 27-W00	IB TO RT	395 SOL	TH		_									
West 77 Ramp	Arlington County	0.05	NA									NA			NA	
27 Ramp	To:	SR 27- 1A SR		FROM	RT 2							INA			INA	
1A/ - /	Prome	SR 27-W001														
West 27 Ramp	Arlington County	0.11	NA	393 SUL	111							NA			NA	
27) Namp	Tay		ROM RT 2	27 WEST	Γ							100			14/1	
	From:		S 29 N of R													
28 Catlett Rd	Fauquier County	2.30	8700	G	95%	0%	1%	2%	2%	0%	F	0.089	F	0.671	8900	G
(20)	To.									-,-	•		-			
28 Catlett Rd	Fauquier County	2.70	North of Be 12000	G	95%	0%	1%	2%	2%	0%	F	0.095	F	0.727	13000	G
28 Catlett Rd	r adduct county				3070	070	170	270	270	070	•	0.000	•	0.121	10000	Ŭ
Cotlett Dd	To:	3.72	-610 Midla 13000	nd G	95%	0%	10/	2%	2%	0%	F	0.093	F	0.694	12000	G
28 Catlett Rd	Fauquier County	3.72	13000	G	95%	U70	1%	270	270	0%	Г	0.093	Г	0.094	13000	G
	To From:		616 Calver										_			
(28) Catlett Rd	Fauquier County	2.40	12000	G	95%	0%	1%	2%	2%	0%	F	0.090	F	0.730	12000	G
	To: From:		0-806 Catle													
(28) Catlett Rd	Fauquier County	2.57	14000	G	95%	0%	1%	2%	2%	0%	С	0.093	F	0.749	14000	G
	To: From:		Villiam Cou uier County													
28 Nokesville Rd	Prince William County	2.18	15000	G	95%	0%	1%	2%	2%	0%	F	0.091	F	0.739	15000	G
20) 1101100111101110	T. III.OO VVIIII.OO IV				0070	070		270	270	070	•	0.001	•	0.700	10000	Ū
Nokesville Rd	Prince William County	2.97	52 Fitzwate 14000	G G	95%	0%	1%	2%	2%	0%	F	0.083	F	0.722	14000	G
28 Nokesville Rd	Fillice William County				95 /6	076	1 /0	2/0	Z/0	076		0.003	-	0.722	14000	G
	From		215 Vint Hi		070/	201		40/	407	00/		0.004	_	0.704	05000	_
28 Nokesville Rd	Prince William County	0.12	25000	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.721	25000	G
$\overline{}$	To: From:		619 Bristow													
(28) Nokesville Rd	Prince William County	0.78	38000	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.686	39000	G
<u>~</u>	Ta: From:	76-	660 Piper L	ane												
(28) Nokesville Rd	Prince William County	0.62	38000	G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.637	38000	G
$\overline{}$	To	SR 234	4, WCL Ma	anassas			\neg \vdash									
(28) Nokesville Rd	City of Manassas	0.56	32000	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.643	35000	G
	Too	155	5-5 Godwin	Dr												
(28) Nokesville Rd	City of Manassas	1.22	18000	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.573	20000	G
20)	To:		/ellington F		0.75	.,,	Ť	.,.	.,,	0,0	•	0.000	•	3.0.0		•
	l															

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	w	ellington R	?d			2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
28 Center St	City of Manassas	0.80	23000	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.632	25000	G
	Too		Church St													
(28) Center St	City of Manassas	0.25	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	G
(20)	Combined Traffic Estimates for 2 Parallel Roadways of			G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.515	24000	G
	To		Bus SR 234					.,,								
(28) Center St	City of Manassas	0.37	13000	G	97%	1%	1%	1%	1%	0%	F	0.072	F		14000	G
28) Somer St	Combined Traffic Estimates for 2 Parallel Roadways of			G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.528	28000	G
	Tollinion Traine Estimates for 21 arailer readways to				01 70	170		170	170	070	•	0.070	•	0.020	20000	Ŭ
(28) Center St / Prescott Ave	City of Manassas	0.33	Zebedee St 4400	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.658	4900	G
28 Center St / Prescott Ave	City of Manassas	0.33	4400	<u> </u>	9176	170	1 76	1 70	170	0%	Г	0.069	Г	0.000	4900	G
	To- From:		P, Centrev								_		_			
28 Centreville Rd	City of Manassas	0.86	29000	G	97%	1%	1%	1%	1%	0%	F	0.07	F	0.553	32000	G
	From:		/illiam Cou CL Manass													
(28) Centreville Rd	Prince William County	0.26	29000	N	97%	1%	1%	1%	1%	0%	N	0.07	Ν	0.553	32000	Ν
28) 66:61:	To:		Manassas I		0.70	.,,	Ť	. , 0	.,0	0,0	•	0.07		0.000	02000	• •
	From:		/illiam Cou													
(28) Centreville Rd	City of Manassas Park	0.01	29000	N	97%	1%	1%	1%	1%	0%	Ν	0.07	Ν	0.553	32000	Ν
\smile	Tax		Liberia Ave	:			<u> </u>									
28 Centreville Rd	City of Manassas Park	0.31	45000	G	97%	1%	1%	1%	1%	0%	F	0.068	F	0.591	50000	G
	To:	EC	CL Manassa	as												
	From:		Manassas l													
(28) Centreville Rd	Prince William County	2.13	54000	G	97%	1%	1%	1%	1%	0%	F	0.07	F	0.578	60000	G
<u> </u>	To:		ax County l													
28 Centreville Rd	Fairfax County	1.83	/illiam Cou 63000	nty Line G	97%	1%	1%	1%	1%	0%	С	NA			70000	G
28 Centreville Rd	Fairtax County				9176	170	1 76	1 70	170	0%	C	INA			70000	G
	Ta- From:		v Braddock													
(28) Centreville Rd	Fairfax County	0.80	60000	G	97%	1%	1%	1%	1%	0%	С	NA			66000	G
<u>~</u>	To- From:	US	29 Centrev	ille												
(₂₈) Sully Rd	Fairfax County	0.54	77000	G	97%	1%	1%	1%	1%	0%	F	NA			86000	G
\smile	To:	I-66 No	orth of Cent	reville			<u> </u>									
28 Sully Rd	Fairfax County	2.07	97000	F	97%	1%	1%	1%	1%	0%	С	0.09	Α	0.741	109000	F
	To	20.66	Wastfald	o Dlvid												
28 Sully Rd	Fairfax County	1.88	Westfields NA	S DIVU								NA			NA	
28 Sully Rd	Talifax County											INA			INA	
	To: From:		0 Dulles Ai	-	0=01	401		461	461	001					10 1005	
28 Sully Rd	Fairfax County		111000	G	97%	1%	1%	1%	1%	0%	F	NA			124000	G
	To: From:		oun County ax County l													
28 Sully Rd	Loudoun County		111000	G	97%	1%	1%	1%	1%	0%	F	NA			124000	G
20) Guily 110	Loudour County		7 Dulles To		J1 /0	1 /0	1 /0	1 /0	1 /0	U /U	'	1 1/7			124000	J

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

			ina intersta					Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		267 Dulles To													
(28) Sully Rd	Loudoun Co	unty 1.00	125000	F	97%	1%	1%	1%	1%	0%	F	0.078	F		139000	F
<u>~</u>	To: From:	53	-606 Old Ox	Rd												
(28) Sully Rd	Loudoun Co	unty 0.62	119000	F	97%	1%	1%	1%	1%	0%	F	0.078	F		133000	F
<u> </u>	To: From:	54-	846 Sterling	Blvd			\Box \vdash									
(28) Sully Rd	Loudoun Co	unty 1.13	111000	F	97%	1%	1%	1%	1%	0%	F	0.078	F		124000	F
$\overline{}$	To:	53-	625 Waxpoo	ol Rd												
28 Sully Rd	Loudoun Co	unty 3.16	53000	F	97%	1%	1%	1%	1%	0%	F	0.08	F		59000	F
$\overline{}$	To	SR	7 Harry Byrd	Hwy												
	From:	SR 28-N030.	A SR 28-S03	0A TO 1	RT 66											
(₂₈) Ramp	Fairfax Cou		NA									NA			NA	
<u> </u>	To:	I-66-E FROM	RT 28 SOU	TH & N	ORTH											
	From:	SR 28 I-66-W		1 & TO	RT 66											
(28) Ramp	Fairfax Cou		NA	NEW Y 0 . C								NA			NA	
	10.	I-66-W FROM			SOUTH											
North	From:		8 RO RT 66	EAST								NA			NΙΔ	
(28) Ramp	Fairfax Cou		NA OA SR 28- 30	A TO R	T 66							INA			NA	
North	From:				1 00											
North (28) Ramp	Fairfax Cou		NA TO RT 66 V	WESI								NA			NA	
20) 113111	To:		-S030B FRO	M 28 S											107	
South	From:	SR 28 I-66-E	053B FROM	1 & TO	RT 66		i									
(28) Ramp	Fairfax Cou		NA									NA			NA	
	To:	SR 28-N030	OA SR 28- 30)A TO R	T 66											
South	From:	SR 28	8 TO RT 66 V	WEST												
(28) Ramp	Fairfax Cou	inty 0.07	NA									NA			NA	
$\overline{}$	То:	SR 28-N030	B SR 28- 30I	B FROM	I 28 S											
	From:	S	R 28 Center	St												
(28) Church St	City of Manas		11000	G	97%	1%	1%	1%	1%	0%	F	0.081	F		12000	G
•	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	22000	G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.515	24000	G
	Ta: From:		SR 234 Gran	t Ave												
(28) Church St	City of Manas	ssas 0.38	12000	G	97%	1%	1%	1%	1%	0%	F	0.085	F		13000	G
	Combined Traffic Estimates for 2 Paralle			G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.528	28000	G
	To:	SR	28 Centrevill	le Rd												
C C Danvilla Fu	From:	(Apinto 74)	US 58		000/	40/	40/	00/	4.40/	40/	_	0.070	_	0.540	10000	0
29 58 Danville Expwy	City of Danville (M	Maint: 71) 1.12	16000	G	82%	1%	1%	2%	14%	1%	F	0.076	F	0.513	16000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		Elizabeth St				_}									
29 58 Danville Expwy	City of Danville (M	Maint: 71) 2.63	15000	Α	82%	1%	1%	2%	14%	1%	С	0.098	Α		15000	Α
~~ ~~	To: From:		R 86, S Main													
29 (58) Danville Expwy	City of Danville (N	·	17000	G	82%	1%	1%	2%	14%	1%	F	0.073	F	0.506	17000	G
~ ~	To:	(	Goodyear Blv	vd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~-	From:		ear Blvd												
29 58 Danville Expwy	City of Danville (Maint: 71)	1.36 <b>19</b>	000 G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.548	19000	G
~	To- From:	US 58, US 360													
29 Danville Expwy	City of Danville (Maint: 71)	2.00 11	000 G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.605	10000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		Danville												
Danville Expwy	Pittsylvania County	0.32 11	000 G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.605	10000	G
~	To: From:		360												
Danville Expwy	Pittsylvania County	6.52 99	900 G	85%	1%	1%	1%	12%	1%	С	0.101	Α	0.504	9800	C
~	To: From:	BUS US 29 N	orth of Danvil	le											
29)	Pittsylvania County	0.76 19	000 G	85%	1%	1%	1%	12%	1%	F	0.082	F	0.524	18000	C
	Too From:	71-640 Spring	g Garden Road	l											
29)	Pittsylvania County	3.49 18	000 G	85%	1%	1%	1%	12%	1%	F	0.082	F	0.519	17000	C
	Too From:	71-718 Snakepath F	Road; Dry Forl	Road											
29)	Pittsylvania County	3.18 19	000 G	85%	1%	1%	1%	12%	1%	F	0.078	F	0.512	18000	G
	To- From:	SCL C	Chatham			\neg \vdash									
29)	Town of Chatham (Maint: 71)	0.03 19	000 N	85%	1%	1%	1%	12%	1%	Ν	0.078	Ν	0.512	18000	١
	Tac	Bus US 29 S	South Main St			<u> </u>									
29)	Town of Chatham (Maint: 71)	0.76 11	000 G	85%	1%	1%	1%	12%	1%	F	0.079	F	0.506	11000	G
	To:	NCL C	Chatham			\neg \vdash									
29)	Pittsylvania County		000 N	85%	1%	1%	1%	12%	1%	Ν	0.079	Ν	0.506	11000	١
	Tac	Bus US 29 No	orth of Chathar	n		<u> </u>									
29)	Pittsylvania County		000 G	85%	1%	1%	1%	12%	1%	F	0.080	F	0.511	12000	G
	To:	Bus US 29 S	outh of Gretna			<u> </u>									
29)	Pittsylvania County		100 A	85%	1%	1%	1%	12%	1%	С	0.110	Α		9100	Δ
	To	SR 40 Wes	st Gretna Rd												
29	Pittsylvania County		000 G	85%	1%	1%	1%	12%	1%	F	0.076	F	0.522	9800	G
	To	N US 29 Bu	s N of Gretna												
29	Pittsylvania County		000 G	85%	1%	1%	1%	12%	1%	F	0.075	F	0.501	12000	G
25)	To	71-6/3 1	Derby Rd												
29	Pittsylvania County		000 G	85%	1%	1%	1%	12%	1%	F	0.08	F	0.536	12000	G
20)	To	Bus US 29 Main													
29)	Pittsylvania County		000 G	85%	1%	1%	1%	12%	1%	F	0.076	F	0.559	11000	G
29)	To:		County Line	0070	.,,		. , ,	,0	.,,	-	0.0.0	•	0.000		
~~	From:		County Line												
29) Wards Rd	Campbell County	0.72 12	000 G	85%	1%	1%	1%	12%	1%	F	0.081	F	0.561	12000	G
~	To: From:	SR 43 Be	edford Ave												
29 Wards Rd	Campbell County		000 G	85%	1%	1%	1%	12%	1%	F	0.074	F	0.562	13000	G
~	To:	15-	-712												

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Б.,				4.7			Tru	ıck			K	014	Dir	A A \ A \ D T	
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~,	From:	15-712		050/	40/	101	407	100/	407		0.074		0.500	40000	
29) Wards Rd	Campbell County	0.24 13000		85%	1%	1%	1%	12%	1%	N	0.074	N	0.562	13000	N
Wanda Dal	From	BUS US 29 N of		0.40/	00/		40/	40/	00/		0.070		0.500	40000	
29) Wards Rd	Campbell County	4.24 19000		94%	0%	1%	1%	4%	0%	F	0.076	F	0.580	19000	G
~ Warda Dd	From	15-696 Marysv		0.40/	00/		40/	40/	00/	F	0.070		0.500	40000	
29) Wards Rd	Campbell County	4.99 1900 0		94%	0%	1%	1%	4%	0%	г	0.076	F	0.583	19000	G
~~	From:	SR 24 Colonia		0.407	00/		407	407	00/		0.070		0.500	04000	
29) Wards Rd	Campbell County	4.58 2000 0	G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.596	21000	G
~~	To: From:	15-738 English T													
29 Wards Rd	Campbell County	1.84 30000 US 460 Lynchburg Hy		94%	0%	1%	1%	4%	0%	С	0.094	Α		30000	Α
Bus	From:	X	wy; bus U	3 29		_									
29 (29 Ramp	Campbell County	0.47		See	Bus U	IS 29 for	direction	nal traff	c volume	e estir	nates for	this s	egment.		
	То:	X													
	Campbell County	US 460; Bus US 29		93%	0%	1%	1%	5%	0%	F	0.096	F	0.641	48000	G
29 [460] [29]	Campbell County			93%	0%	170	170	3%	0%	Г	0.096	г	0.041	46000	G
~~~	From:	SCL Lynch		000/	00/		40/	<b>50</b> /	00/		0.000		0.044	40000	
29 (460) (29)	City of Lynchburg (Maint: 15)	1.38 <b>4600</b> 0	G	93%	0%	1%	1%	5%	0%	F	0.096	F	0.641	48000	G
~~~	To: From:	Candler Moun		2221											
29] (460] (29)	City of Lynchburg (Maint: 15)	0.49 35000	G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.615	37000	G
	To: From:	US 501													
29 (460) (29) (501)	City of Lynchburg (Maint: 15)	1.91 36000		93%	0%	1%	1%	5%	0%	С	0.103	Α	0.503	37000	F
~ ~ ~ ~	To: From:	US 501 Campb Functional Class													
29 (460) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 35000		93%	0%	1%	1%	5%	0%	F	0.086	F	0.542	36000	G
25) (400)	To:	US 29													
~	From:	US 460 Lynchb													
29)	Campbell County	0.93 17000	G	89%	1%	1%	1%	9%	0%	F	0.084	F	0.513	17000	G
	To: From:	SCL Lynch													
29)	City of Lynchburg (Maint: 15)	0.33 17000	G	89%	1%	1%	1%	9%	0%	F	0.084	F	0.513	17000	G
	Ta: From:	NCL Lynch	burg												
29	Amherst County	1.09 17000	G	89%	1%	1%	1%	9%	0%	F	0.084	F	0.513	17000	G
	To: From:	SR 210	1			\neg \vdash									
29	Amherst County	3.77 17000	G	89%	1%	1%	1%	9%	0%	F	0.085	F	0.529	16000	G
	To:	SR 130				\neg \vdash									
29)	Amherst County	7.15 1500 0		89%	1%	1%	1%	9%	0%	F	0.090	F	0.542	15000	G
	To	SCL Amherst; B													
29	Town of Amherst (Maint: 05)	1.72 21000		89%	1%	1%	1%	9%	0%	F	0.075	F	0.501	21000	G
20)	To.														
200	Town of Amherst (Maint: 05)	US 60 Richmo 1.45 1700 0		89%	1%	1%	1%	9%	0%	F	0.074	F	0.501	17000	G
29	To:	BUS US 29 Near N			1 /0	1/0	1 /0	J /0	0 /0	'	0.074	'	0.501	17000	3

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .	1			4.77			Tru	ıck			K	014	Dir	4.41A/DT	014
Route	Jurisdiction	Length I	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷۱
~~	From:		Near NCL Amh												
29 N Amherst Hwy	Town of Amherst (Maint: 05)	0.64 1	18000 N	89%	1%	1%	1%	9%	0%	N	0.089	N	0.559	17000	N
~	To: From:	NCI	L Amherst												
29 N Amherst Hwy	Amherst County	1.35 1	18000 G	89%	1%	1%	1%	9%	0%	F	0.089	F	0.559	17000	G
<u> </u>	To	SR 151 N	Jorth of Amherst												
29 N Amherst Hwy	Amherst County		13000 G	89%	1%	1%	1%	9%	0%	F	0.074	F	0.567	13000	G
25)	To:	Nelson	County Line												
~~~	From:		st County Line												
29 Thomas Nelson Hwy	Nelson County	4.47	16000 F	89%	1%	1%	1%	9%	0%	F	0.076	F		15000	F
~	To:	SR 56	Near Colleen			<u> </u>									
29 (56) Thomas Nelson Hwy	Nelson County		16000 F	89%	1%	1%	1%	9%	0%	F	0.079	F		16000	F
23) (30)	7-		a 4 6v :												
29 Thomas Nelson Hwy	Nelson County		South of Lovings	89%	1%	1%	1%	9%	0%	F	0.079	F		14000	F
29 Thomas Nelson Hwy	Neison County	0.02	13000 F	0970	1 /0	1 /0	1 /0	970	0 /6	-	0.079	-		14000	
~~	To: From:		North of Lovings												
29 Thomas Nelson Hwy	Nelson County	6.51 1	14000 A	89%	1%	1%	1%	9%	0%	С	0.113	Α		13000	P
~	To: From:	SR (	6 River Rd			<u> </u>									
29 6 Thomas Nelson Hwy	Nelson County	3.94 1	12000 F	89%	1%	1%	1%	9%	0%	F	0.084	F		12000	F
<i>3</i>	To	ÇP	6 Irish Rd												
29 Thomas Nelson Hwy	Nelson County		13000 F	89%	1%	1%	1%	9%	0%	F	0.083	F		12000	F
29 Thomas Nelson Hwy	To:		rle County Line	0070	170		170	070	070	•	0.000	•		12000	•
	From:		County Line												
29 Monacan Trail Rd	Albemarle County	7.89 1	11000 A	89%	1%	1%	1%	9%	1%	С	0.111	Α		11000	P
<del></del>	To	02-69	92 Plank Rd												
29 Monacan Trail Rd	Albemarle County		15000 G	89%	1%	1%	1%	9%	0%	F	0.086	F	0.699	14000	
29)					.,,		.,,	0,0	0,0	-	0.000	•	0.000		
Marana Tarii Bal	From:		Red Hill Rd	000/	40/		40/	00/	00/	_	0.007	_	0.007	45000	
29 Monacan Trail Rd	Albemarle County	6.17 1	16000 G	89%	1%	1%	1%	9%	0%	F	0.087	F	0.697	15000	G
~~~	To: From:		I-64			_									
29 Monacan Trail Rd	Albemarle County	0.36	45000 G	89%	1%	1%	1%	9%	0%	F	NA			44000	G
~	To From	BUS US 29 Fontain	ne Ave S of Char	lottesville		\neg \vdash									
29 Monacan Trail Rd	Albemarle County		41000 G	89%	1%	1%	1%	9%	0%	F	0.101	F	0.608	40000	G
=======================================	To:	US 2	250 Ivy Rd												
~~ ~~	From:	Bus U	S 250 Ivy Rd												
29 (250) Monacan Trail Rd	Albemarle County	1.98	47000 G	97%	0%	1%	1%	2%	0%	F	NA			49000	(
~ ~	To:	WCL C	Charlottesville												
29) (250) Monacan Trail Rd	City of Charlottesville		37000 G	97%	0%	1%	1%	2%	0%	F	NA			39000	G
	To:	Ві	us US 29												
<u> </u>	From:		0, Bus US 29												
29 Emmet St	City of Charlottesville	0.37	51000 G	97%	0%	1%	1%	2%	0%	F	NA			53000	G
~	Tax	NCL C	Charlottesville			<u> </u>									
29 Seminole Trail	Albemarle County		55000 G	97%	0%	1%	1%	2%	0%	F	0.083	F	0.537	58000	G
23)	To:		531 Rio Rd	/5	2,0		. , •	_,,	- / 0	•	2.300	-			_

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

		Primary and Interstate F	104100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	02-631 Rio Rd			2,000	017 040	TTTGII	Ziiaii		1 40101		1 40101		
Seminole Trail	Albemarle County	3.11 47000 G	97%	0%	1%	1%	2%	0%	F	0.089	F	0.586	49000	(
	Tay	02-1520 Hollymeade R	¹ d											
29 \ Seminole Trail	Albemarle County	1.01 37000 N		0%	1%	1%	2%	0%	Ν	0.101	N		38000	1
29) 66/11/16/16 7/4/1	, abomano coanty			070		170	270	070		0.101			00000	•
Comingle Trail	Albamarla County	02-649 Airport Rd, Proffi		00/	10/	40/	20/	00/	С	0.404	۸		20000	-
29) Seminole Trail	Albemarle County	1.80 37000 E	3 97%	0%	1%	1%	2%	0%	C	0.101	Α		38000	
~	To- From:	02-1510 Camelot Dr												
29 Seminole Trail	Albemarle County	2.89 33000 G	97%	0%	1%	1%	2%	0%	F	0.088	F	0.659	35000	
~	To:	Greene County Line												
~~	From:	Albemarle County Lin		201	40/	407	001	00/	_	0.004	_		00000	
Seminole Trail	Greene County	3.21 28000 F	97%	0%	1%	1%	2%	0%	F	0.084	F		30000	
~	To: From:	US 33 Spotswood Trai	il											
29 Seminole Trail	Greene County	3.68 17000 F	93%	1%	1%	1%	4%	0%	F	0.077	F		15000	
~	To:	Madison County Line	;											
~~	From:	Greene County Line	2001	40/		407	407	00/	_	0.444			4.4000	
29 S Seminole Trail	Madison County	5.57 15000 E	93%	1%	1%	1%	4%	0%	С	0.111	Α		14000	
~	To: From:	SR 230 Wolftown-Hood	Rd											
29 (230) S Seminole Trail	Madison County	0.52 20000 F	93%	1%	1%	1%	4%	0%	F	0.08	F		18000	
	To:	SR 230, SR 231 Orange	Rd											
29 (231)S Seminole Trail	Madison County	1.34 19000 F		1%	1%	1%	4%	0%	F	0.079	F		18000	
29) (231) 6 66111616 11	- Industry			.,,		.,,	.,,	0,0	-	0.0.0	·		.0000	
~	From:	Bus US 29 South of Madi					40.				_		.=	
29) Seminole Trail	Madison County	2.02 17000 F	93%	1%	1%	1%	4%	0%	F	0.076	F		15000	
~	To- From:	Bus US 29 North of Madi	ison											
N Seminole Trail	Madison County	3.16 16000 F	93%	1%	1%	1%	4%	0%	F	0.079	F		15000	
~	To:	56-607 Ridgeview Rd; Lillards	Ford Rd											
N Seminole Trail	Madison County	4.03 15000 F		1%	1%	1%	4%	0%	F	0.079	F		14000	
3)	To:	Culpeper County Line			Ti.		.,.		-		-			
	From:	Madison County Line												
29 James Monroe Hwy	Culpeper County	2.79 20000 F	93%	1%	1%	1%	4%	0%	F	0.08	F		19000	
~	То	23-603 White Shop Ro	d											
29 James Monroe Hwy	Culpeper County	3.65 27000 F		1%	1%	1%	4%	0%	F	0.083	F		25000	
y duries weries rwy	Culpopel County			170	170	170	770	070	•	0.000	•		20000	
~	From:	Bus US 29 South of Culp												
29 James Monroe Hwy	Culpeper County	1.02 20000 F	93%	1%	1%	1%	4%	0%	F	0.081	F		18000	
~	To- From:	US 15 James Madison H	lwy											
29) (15) James Madison Hwy	Culpeper County	1.32 24000 F	93%	1%	1%	1%	4%	0%	F	0.081	F		22000	
\checkmark	To	US 522												
29) (15) James Madison Hwy	Culpeper County	3.88 25000 F	90%	1%	1%	1%	6%	0%	С	0.083	F		23000	
29) (13) 44:1100 11:1111	Calpopol County			170	. 70	. 70	3 70	J / 0	J	0.000	•		2000	
~~	To: From:	Bus US 15, Bus US 29 North of				461	701	001	_	0.657			05000	
29) (15) James Madison Hwy	Culpeper County	2.65 26000 F	91%	1%	1%	1%	7%	0%	F	0.081	F		25000	ı
~ ~	То:	23-663 Alanthus Rd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~~~	From:	23-663 Alanthu													
29 (15) James Madison Hwy	Culpeper County	4.31 <b>29000</b>	F	91%	1%	1%	1%	7%	0%	F	0.083	F		28000	F
~ ~	To- From:	Bus US 15, Bus US 29 Sou													
29 } { 15 } James Madison Hwy	Culpeper County	0.24 <b>27000</b>	F	91%	1%	1%	1%	7%	0%	F	0.083	F		27000	F
<del>~</del> ~	To: From:	Fauquier County Culpeper County				_									
29 15 James Madison Hwy	Fauguier County	2.17 <b>25000</b>	G	91%	1%	1%	1%	7%	0%	F	0.075	F	0.633	25000	
29 (15) James Madison Hwy	r addater county				170		170	1 /0	070	•	0.070	•	0.000	20000	•
og 1 15 James Madison Hwy	Fouguier County	Bus US 15, Bus US 29 Nor 0.30 <b>28000</b>	th of Ren	nington 91%	1%	1%	1%	7%	0%	F	0.078	F	0.668	28000	(
29) (15) James Madison Hwy	Fauquier County	0.30 20000	G	91%	170	1 70	170	170	076	Г	0.076	Г	0.000	20000	•
~ ~~	To: From:	SR 28 Catlett													
29 { 15 } James Madison Hwy	Fauquier County	4.00 <b>22000</b>	G	91%	1%	1%	1%	7%	0%	F	0.074	F	0.622	22000	(
~ ~ · · · · · · · · · · · · · · · · · ·	To- From:	US 17 Marsh	Rd												
29 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Fauquier County	2.28 <b>41000</b>	Α	91%	1%	1%	1%	7%	0%	С	0.095	Α		41000	-
$\sim$	Тос	30-684 Lees Rid	ge Rd			$\neg$ $\vdash$									
29) (15) (17) James Madison Hwy	Fauquier County	2.43 <b>43000</b>	G	91%	1%	1%	1%	7%	0%	F	0.073	F	0.611	43000	(
	To:	Bus US 15,17,29 South	of Worres	aton											
29) (15) (17) Eastern Bypass	From: Fauguier County	2.44 <b>4000</b>	G Wallel	91%	1%	1%	1%	7%	0%	F	0.072	F	0.539	39000	(
13) (17) Laston 2),page	то:	US 15, US 29 North of			.,,		. , 0	. , 0	0,0	•	0.0.2	-	0.000	00000	
	From:	US 17													
29) (15) Eastern Bypass	Fauquier County	0.36 <b>40000</b>	N	91%	1%	1%	1%	7%	0%	Ν	0.072	Ν	0.539	39000	
	To:	SCL Warrent	on			$\neg$ $\vdash$									
29) (15) Eastern Bypass	Town of Warrenton (Maint: 30)	0.26 <b>47000</b>	G	91%	1%	1%	1%	7%	0%	F	0.073	F	0.563	47000	(
	To	NCL Warrent	on												
29) (15) Eastern Bypass	From: Fauguier County	0.22 <b>47000</b>	N	91%	1%	1%	1%	7%	0%	N	0.073	Ν	0.563	47000	1
(13) Lastom 2)pass	r adquior county				1,70		170	. 70	070	.,	0.070	.,	0.000	17000	
	Fourtier County	Bus US 15, Bus US 29 Not 3.00 <b>46000</b>		renton 96%	0%	10/	10/	20/	00/	F	0.072	F	0.629	47000	(
29) (15) Lee Highway	Fauquier County	3.00 <b>46000</b>	G	96%	0%	1%	1%	2%	0%	Г	0.073	Г	0.629	47000	,
~ ~~	To: From:	30-693 Old Alexand	_												
29 \ (15 ) Lee Highway	Fauquier County	3.22 <b>45000</b>	Α	96%	0%	1%	1%	2%	0%	С	0.084	Α		46000	
<del>~</del> ~	To: From:	SR 215 Vint Hi	ll Rd												
29 (15) Lee Highway	Fauquier County	0.13 <b>49000</b>	G	96%	0%	1%	1%	2%	0%	F	0.073	Ν	0.609	50000	(
	To:	Prince William Cou	_												
	From:	Fauquier County		000/	007	40/	407	007	007	_	0.070	_	0.000	F0000	
29 (15) Lee Highway	Prince William County	0.82 <b>50000</b>	G	96%	0%	1%	1%	2%	0%	F	0.073	F	0.609	52000	(
~	To: From:	US 15 James Madis				<u></u> ⊢									
Lee Highway	Prince William County	3.31 <b>43000</b>	G	96%	0%	1%	1%	2%	0%	F	0.068	F	0.584	44000	(
~	To: From:	SR 55 John Marsh	all Hwy			$\Box$ $\vdash$									
29 Lee Highway	Prince William County	0.89 <b>60000</b>	G	96%	0%	1%	1%	2%	0%	F	0.071	F	0.612	62000	(
~	To:	I-66 East of Gain	esville												
29 Lee Highway	Prince William County	5.04 <b>12000</b>	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.933	13000	(
23)	To:	Fairfax County		/-	- , 0	Ξĩ	- / 0	- / 0	- / 0		200	-		. 5000	`

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

		Primary and Intersta	ale redu	100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	Prince William Cour	nty Line			27 (///	0171710	- I I I GII	211011		1 40101		1 40101		
29 Lee Highway	Fairfax County	3.15 <b>15000</b>	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.771	16000	G
<i></i>	To:	I-66 West of Centr	reville												
29 Lee Highway	Fairfax County	0.86 <b>43000</b>	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.523	46000	G
	To:	SR 28 Centrevi	ille												
29 Lee Highway	Fairfax County	3.15 <b>33000</b>	G	99%	0%	0%	0%	0%	0%	F	0.078	F	0.603	36000	(
	To:	29-7100 Fairfax Cour	ntv Pkwv												
29 Lee Highway	Fairfax County	2.24 <b>36000</b>	A	99%	0%	0%	0%	0%	0%	С	0.09	Α		38000	,
	To	WCL Fairfax	7												
) Lee Highway	City of Fairfax	0.16 <b>40000</b>	F	99%	0%	0%	0%	0%	0%	F	0.079	F		43000	
9)	To	Jermantown R	) d												
Lee Highway	City of Fairfax	0.44 <b>36000</b>	F	99%	0%	0%	0%	0%	0%	F	0.080	F		38000	
29) 200 / mg/a)	To-			0070	0,0		0,0	0,0	0,0	•	0.000	•		00000	
29) (50) Lee Highway	City of Fairfax	US 50; SR 236 M 0.96 <b>38000</b>	ain St F	99%	0%	0%	0%	0%	0%	F	0.071	F		41000	
(30) 230 / 119/11/29	ony or raintax			0070	070		0,0	070	070	•	0.07 1	•		11000	
og \ \( \sum_{50} \) Lee Highway	City of Fairfax	SR 123 Chain Brid 0.21 <b>36000</b>	ige Rd <b>F</b>	99%	0%	0%	0%	0%	0%	F	0.074	F		39000	
29 (50) Lee Highway	City of Fairfax			33 70	070	0 70	070	070	076	'	0.074	'		39000	'
29 \ \( \sum_{50} \) Lee Highway	City of Fairfax	University D: 0.59 <b>45000</b>	r <b>F</b>	99%	0%	0%	0%	0%	0%	F	0.077	F		49000	
29) (50) Lee Highway	City of Faillax			9970	0%	0%	076	070	0%	Г	0.077	г		49000	
~ ( ) Les Illes	From	Plantation Parky 0.68 <b>44000</b>	way <b>F</b>	000/	00/		00/	00/	00/	F	0.077	F		47000	
29 50 Lee Hwy	City of Fairfax			99%	0%	0%	0%	0%	0%	Г	0.077	Г		47000	
~ Control Pales	To: From:	Draper Drive		000/	00/		00/	00/	00/		0.00			44000	
(29) (50) Lee Highway	City of Fairfax	0.28 <b>41000</b>	F	99%	0%	0%	0%	0%	0%	F	0.08	F		44000	
~	To: From:	US 50													
Lee Highway	City of Fairfax	0.08 <b>41000</b>	N	99%	0%	0%	0%	0%	0%	N	0.08	Ν		44000	ı
~~~	To- From:	US 50 Fairfax C													
(237) Lee Highway	City of Fairfax	0.13 28000	N	98%	1%	1%	0%	0%	0%	N	0.085	N	0.529	31000	1
	To: From:	ECL Fairfax													
29) (237) Lee Highway	Fairfax County	0.80 28000	N	98%	1%	1%	0%	0%	0%	N	0.085	Ν	0.529	31000	1
	To- From:	SR 243 Nutley	St												
(237) Lee Highway	Fairfax County	1.90 28000	N	98%	1%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	ı
	To: From:	29-650 Gallows	Rd												
9 (237) Lee Highway	Fairfax County	1.93 28000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.529	31000	(
\sim	To	29-1720 Woodley Place;	Graham	Rd											
(237) Lee Highway	Fairfax County	0.42 28000	N	98%	1%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	ı
	To	29-1717 Marshall St; WCI	L Falls C	hurch											
(237) Washington St	City of Falls Church	0.29 25000	F	98%	1%	1%	0%	0%	0%	F	0.094	F		28000	F
	To:	29-1712 Cavalier	Trail												

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

							Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
From:	29-17	12 Cavalier T	rail			2, 0.0	017040	TTTGII	Ziiaii		1 40101		1 40101		
City of Falls Church	0.24	24000	F	98%	1%	1%	0%	0%	0%	F	0.089	F		27000	F
To:	SR 3:	38 Hillwood A	Ave												
City of Falls Church	0.28	14000	F	98%	1%	1%	0%	0%	0%	F	0.088	F		16000	F
То	9	R 7 Broad St													
City of Falls Church	0.18	26000	F	98%	1%	1%	0%	0%	0%	F	0.078	F		28000	F
Too		767 Creat Fall													
City of Falls Church				98%	1%	1%	0%	0%	0%	F	0.076	F		27000	F
Tro				3070	1 /0		070	070	070	•	0.070	'		21000	'
From:															
Arlington County	0.11	25000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.569	28000	G
To:	SD 237	7 Washington	Blvd												
Arlington County				98%	1%	1%	0%	0%	0%	N	0.101	N	0.514	25000	N
, unington county					170		070	070	070	.,	0.101	• • •	0.011	20000	.,
From:					407		00/	00/	00/	_	0.404	_	0.544	05000	
Arlington County	2.16	23000	F	98%	1%	1%	0%	0%	0%	C	0.101	В	0.514	25000	F
To: From:	SR	120 Glebe Ro													
Arlington County	0.15	20000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.591	22000	G
To:															
A alia atau Caustu			•	000/	40/	40/	00/	00/	00/	_	0.404	_	0.705	20000	_
Arlington County				98%	1%	1%	0%	0%	0%	F	0.101	F	0.705	36000	G
From:			_												
Arlington County			*	98%	1%	1%	0%	0%	0%	F	0.096	F	0.741	22000	G
, illington county					170		070	070	070	•	0.000	•	0.7 11	22000	Ŭ
From:		27.3			407		00/	00/	00/	_	0.404	_	0.770	20222	_
Arlington County	0.67	25000	G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.779	28000	G
To: From:	SR 12	24; Kirkwood	Rd												
Arlington County	0.57	22000	G	98%	1%	1%	0%	0%	0%	F	0.11	F	0.792	24000	G
To:	21s	t St; US 29 Pa	ar												
Arlington County	1.00	17000	G	98%	1%	1%	0%	0%	0%	F	0.112	F		18000	G
· · · · · · · · · · · · · · · · · · ·	vavs on this Route:	23000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.884	25000	G
То:	•														
From:		US 29				Ī									
Albemarle County	0.21	5600	G								NA			5600	G
To		I-64 West													-
From:	112 20		EST			i									
Prince William County			J.J.1								NA			NA	
- Initial Trimani County											, .			. •/ •	
From		1 US 2900- NO	ORTH			0 ("		(('	1	·· ·	- (1)		1		
Prince William County	0.26			,	see 1-6	b for dire	ectional t	raffic vo	oiume es	timate	s for this	segn	nent.		
	City of Falls Church Time City of Falls Church Time City of Falls Church Time City of Falls Church Tow From: City of Falls Church Tow From: Arlington County Arlington County Arlington County Time From: Arlington County	City of Falls Church 0.24	City of Falls Church 0.24 24000	City of Falls Church City of Falls Church	City of Falls Church D.24 24000 F 98%	City of Falls Church City of Falls Church	City of Falls Church Church City of Falls Church City of Fal	City of Falls Church 29.1712 Cavalier Trail 24000 F 98% 1% 19% 0%	City of Falls Church Church Church Church City of Falls Ch	29-1712 Cavalier Trail 29-1712 Cavalier Tr	29-1712 Cavaler Trail 27-and 27-a	SR 237 Part Washington Brid SR 2	Strict S	City of Falls Church	Section Carry Ca

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

Route	Jurisdiction	Longth AADT OA ATiro Bug	Truck QC K QK Dir	AAWDT QW
Noute		2	Axle 3+Axle 1Trail 2Trail QC Factor Factor	AAWDI QW
29 Ramp	Fairfax County	US 29-S226B US 29-N226B TO RT 66 0.08 NA	NA	NA
[29] Ramp	To:	I-66-E FROM RT 2900- NORTH & SOUTH		INA
	From:	US 29 TO RT 66 WEST	<u> </u>	
29 Ramp	Arlington County	0.12 6200 G	→ NA	6200 G
	To:	I-66-W FROM RT 29-LEE HIGHWAYSOUTH &	1	
North	From:	US 29 TO I-64 EAST		
(29) Ramp	Albemarle County	0.17 2600 A	0.120 A	2600 A
<u> </u>	To:	I-64-E FROM US 29 NORTH		
North	From	US 29 TO I-64 WEST		
29 Ramp	Albemarle County	0.05 NA	NA NA	NA
	10.	US 29-S133B US 29- 133B FROM RT 2		
North	Prince William County	US 29 US 29-S217A TO RT 66 EAST 0.51 NA		NA
29 Ramp	Prince William County	0.51 NA US 29 US 29-S217A TO RT 66 EAST	NA	INA
N. d	From:			
North Ramp	Fairfax County	US 29 I-66-W052A FROM & TO RT 66 0.16 NA	NA	NA
29 Ramp	To:	I-66-W FROM RT 29 NORTH	7	TWA
North	From:	US 29 I-66-E052A FROMCONNECTOR		
(29) Ramp	Fairfax County	0.07 NA	□ NA	NA
	To:	US 29-S226B US 29- 226B TO RT 66		
North	From	US 29; 00-6747 RO RT 66 EAST		
29 Ramp	Arlington County	0.12 NA	NA	NA
	To:	US 29; 00-6747 RO RT 66 EAST		
South (29) Ramp	From:	US 29 TO I-64 EAST		
[29] Ramp	Albemarle County	0.23 NA	NA NA	NA
	10:	I-64-E FROM US 29SOUTH		
South	From:	US 29 I-64-W118B FROM & TO IS 64		NIA
South (29) Ramp	Albemarle County	0.07 NA US 29-N133B US 29- 133B FROM RT 2	NA NA	NA
	From			
South (29) Ramp	Prince William County	US 29 US 29-N217A TO RT 66 EAST 0.18 NA	 NA	NA
29 Kamp	To:	I-66-E FROM RT 29 SOUTH	7	INA
South	From:	US 29 TO RT 66 WEST		
(29) Ramp	Fairfax County	0.26 NA	■ NA	NA
	To:	I-66-W FROM RT 29 SOUTH	1	
South	From:	US 29 TO RT 66 EAST		
(29) Ramp	Fairfax County	0.07 NA	NA NA	NA
\smile	To:	US 29- 226B US 29-N226B TO RT 66	7	

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

		Primary and						Tru	ıck			K		Dir		
Route	Jurisdiction	Length /	AADT C	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		29; 21st St													
(29) Lee Highway SB	Arlington County				98%	1%	1%	0%	0%	0%	F	0.150	F		6900	G
	Combined Traffic Estimates for 2 Parallel Roadways				98%	1%	1%	0%	0%	0%	F	0.092	F	0.884	25000	G
	100		nn St at DC I				_									
29 Ramp	Arlington County		TO RT 66 W	EST <b>G</b>								NA			7500	G
(29) Ramp	Annigion County		TO RT 66 W									INA			7300	G
	From:		RT 29 & 29													
(29) (460)	Campbell County	0.31			Se	e US 4	60 for	directiona	l traffic	volume e	estima	tes for th	is seg	gment.		
	To	C5US 29 FR														
m	Comphell County		5 29 Wards Ro		020/	0%	10/	40/	E0/	00/	F	0.006	_	0.644	40000	0
[29] [460] [29]	Campbell County			G :	93%	0%	1%	1%	5%	0%	Г	0.096	F	0.641	48000	G
<u></u>	From:		Lynchburg	_	000/	00/		40/	<b>5</b> 0/	00/	F	0.000	_	0.044	40000	
[29] [460] [29]	City of Lynchburg (Maint: 15)	1.38	46000 (	G :	93%	0%	1%	1%	5%	0%	۲	0.096	F	0.641	48000	G
mmm	To- From:		r Mountain Ro		200/	201		40/	<b>5</b> 0/	00/		0.000	_	0.045	07000	
(29) (460) (29)	City of Lynchburg (Maint: 15)	0.49	35000 (	G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.615	37000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		US 501													
[29] [460] [29] [501]	City of Lynchburg (Maint: 15)	1.91 3 Bus US 501; U			93%	0%	1%	1%	5%	0%	С	0.103	Α	0.503	37000	F
	From:		•		/e											
Bus 29 West Main St	North Carolina (Maint: 71)		Danville Expw 10000 I		98%	0%	1%	0%	1%	0%	N	0.079	N	0.510	11000	N
(29) West Main St	Notti Calonia (Mant. 71)				30 70	070	1 70	070	1 /0	078	IN	0.079	14	0.510	11000	14
Bus	for From:	SCI	L Danville													
(29) West Main St	City of Danville	0.87 1	10000	G :	98%	0%	1%	0%	1%	0%	F	0.079	F	0.510	11000	G
Bus	To: From:	W	ithers Rd													
(29) West Main St	City of Danville	0.91 1	11000	G :	98%	0%	1%	0%	1%	0%	F	0.083	F	0.537	12000	G
	To	Old Gr	reensboro Rd				\neg \sqsubseteq									
Bus West Main Ct	City of Danville				000/	00/	40/	00/	40/	00/	_	0.000	F	0.504	40000	_
(29) West Main St	To:		emorial Dr	G	98%	0%	1%	0%	1%	0%	С	0.083	Г	0.534	16000	G
Bus	From:		3 W Main St													
(29) Memorial Dr	City of Danville	0.73 1	12000	G :	98%	0%	1%	0%	1%	0%	F	0.085	F	0.534	13000	G
<u></u>	To- From:	В	Bishop St				_									
Bus 29 Memorial Dr	City of Danville	0.17 1	18000 (G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.61	20000	G
(29) World Di	Tree Tree				0070	070		070	170	0,0	Ū	0.000	•	0.01	20000	Ū
Bus	From:		ertson Bridge	_												
29 Memorial Dr	City of Danville	0.14 1	13000 (G :	98%	0%	1%	0%	1%	0%	F	0.093	F	0.641	14000	G
Bus	To: From:	P	Park Ave													
(29) Memorial Dr	City of Danville	0.71	9600	G :	98%	0%	1%	0%	1%	0%	F	0.091	F	0.556	10000	G
	To:	Pri	imrose Pl													

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

		Fillially all					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	ΓQV
Bus	From:	P	Primrose Pl												
29 Memorial Dr	City of Danville	0.85	9900 G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.655	11000	G
D.::	To: From:		66 Central Blvd												
Bus 29 Central Blvd	City of Danville	0.30	1emorial Dr 29000 G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.513	32000	G
29) 33	To:		S 58 Riverside Dr	0070	0,0		0,0	.,0	0,0	•	0.00	•	0.0.0	02000	Ū
Bus	From:														
29 Central Blvd	City of Danville	0.38	22000 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.563	24000	G
Bus	To- From:	P	riedmont Dr												
29 Central Blvd	City of Danville	0.59	29000 G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.520	32000	G
~	To:		ney Forest Rd												
Bus 29 Piney Forest Rd	City of Danville	0.52	29000 G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.537	32000	G
29 Piney Forest Rd	City of Dariville			90 /0	076	1 /0	0 /6	1 /0	0 /6		0.091		0.557	32000	
Bus	To: From:	A	Audubon Dr												
29 Piney Forest Rd	City of Danville	0.60	27000 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.614	29000	G
Bus	To- From:	Wei	ndell Scott Dr												
29 Piney Forest Rd	City of Danville	0.38	27000 G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.572	29000	G
23) 1 1110, 1 01001 110	To:				0,0		0,0	.,0	0,0		0.000	•	0.0.2		
Bus	From		arnette Blvd												
Piney Forest Rd	City of Danville	0.91	26000 G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.579	28000	G
Bus	To: From:	SR 41	l Franklin Tpke												
29 Piney Forest Rd	City of Danville	0.44	13000 G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.55	14000	G
~	To:		th Main Street												
Bus 29 North Main St	From:City of Danville		ney Forest Rd	98%	0%	1%	0%	1%	0%	С	0.086	F	0.503	17000	G
North Main St	City of Dariville			90%	0%	1 70	0%	170	076	C	0.000	г	0.303	17000	
Bus	To: From:	No	CL Danville												
29 North Main St	Pittsylvania County	4.88	12000 G	97%	0%	1%	0%	1%	0%	С	0.086	F	0.521	13000	G
~	То:	US 29	Danville Expwy												
Bus 29 S Main St	From:		South of Chatham												
29) S Main St	Town of Chatham (Maint: 71)	1.36	5800 G	97%	0%	1%	0%	1%	0%	С	0.085	F	0.518	6300	G
Bus	To: From:	SR-5	7 S, Halifax Rd												
29 57 S Main St	Town of Chatham (Maint: 71)	0.19	5800 N	97%	0%	1%	0%	1%	0%	Ν	0.085	Ν	0.518	6300	١
→ →	To: From:	SR-5	57 N, Depot St												
29 N Main St	Town of Chatham (Maint: 71)	0.90	4100 G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.54	4400	G
\rightarrow	Too	No	CL Chatham												
Bus 29	Pitto di cosio Countri			070/	00/	40/	00/	10/	00/	_	0.005	_	0 E47	2400	_
29)	Pittsylvania County	1.08	2900 G 9 N of Chatham	97%	0%	1%	0%	1%	0%	F	0.095	F	0.547	3100	G

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US 29 South													
Bus (29)	Pittsylvania County	1.64 25 0		98%	0%	1%	0%	1%	0%	F	0.094	F	0.613	2700	G
	To: From:	SCL C	Gretna												
Bus (29)	Town of Gretna (Maint: 71)	0.13 25 6	00 N	98%	0%	1%	0%	1%	0%	Ν	0.094	Ν	0.613	2700	Ν
	To: From:	SR 40 (Gretna												
Bus (29)	Town of Gretna (Maint: 71)	0.88 48	00 G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.506	5300	G
	To: From:	NCL (Gretna												
Bus 29	Pittsylvania County	1.47 48 0	00 N	98%	0%	1%	0%	1%	0%	Ν	0.088	N	0.506	5300	N
<u> </u>	To:	N US 29 Nor	th of Gretna												
Bus	From:	US 29 Sou													
Bus 29	Pittsylvania County	1.38 41 0	00 G	98%	0%	0%	0%	1%	0%	С	0.096	F	0.584	4400	G
	To: From:	WCL	Hurt												
Bus 29	Town of Hurt (Maint: 71)	1.17 41 0	00 N	98%	0%	0%	0%	1%	0%	Ν	0.096	Ν	0.584	4400	Ν
	To: From:	71-924 Pe	ocket Rd												
Bus 29	Town of Hurt (Maint: 71)	0.28 530	00 G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.538	5700	G
	To	Campbell C													
Bus 29 Main St	Town of Hurt (Maint: 15)	Pittsylvania 0.03 60		99%	0%	0%	0%	0%	0%	С	0.089	F	0.575	6100	G
29) Wall St	To:	SCL AI		0070	070		070	070	070		0.000		0.070	0.00	
Bus	From:	NCL		000/	00/	201	201	00/	00/		0.000		0.575	0400	
29 Main St	Town of Altavista (Maint: 15)	0.29 60		99%	0%	0%	0%	0%	0%	N	0.089	N	0.575	6100	N
Bus	To: From:	SR 43; Bee	dford Ave												
29 Main St	Town of Altavista (Maint: 15)	0.34 73 0	00 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.599	7400	G
Bus	To: From:	Pittsylva	nia Ave												
29 Main St	Town of Altavista (Maint: 15)	0.30 120	000 G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.568	12000	G
Pup	To- From:	Amher	st Ave												
Bus 29 Main St	Town of Altavista (Maint: 15)	0.49 120	000 G	97%	0%	0%	0%	1%	0%	F	0.085	F	0.537	12000	G
<u> </u>	Tot	Wood	Lane												
Bus 29 Main St	Town of Altavista (Maint: 15)	0.64 110		97%	0%	0%	0%	1%	0%	С	0.086	F	0.513	12000	G
29) Wall of	Town of Altavista (Waint: 10)			31 /0	070		070	170	070	O	0.000	'	0.515	12000	J
Bus	From:	Lynch N		070/	00/		00/	40/	00/	_	0.000	_	0.570	7000	
29 Main St	Town of Altavista (Maint: 15)	1.36 77		97%	0%	0%	0%	1%	0%	F	0.086	F	0.576	7900	G
Bus	To: From:	NCL A	ltavista												
Bus 29	Campbell County	0.17 77		97%	0%	0%	0%	1%	0%	F	0.086	F	0.576	7900	G
~	To	US 29,	15-712												

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus	From:	US 460 South of Lyn		2001	00/	10/	201	407	00/	_	0.00	_	0.045	22222	
29) Wards Rd	Campbell County	0.31 38000		98%	0%	1%	0%	1%	0%	F	0.08	F	0.645	39000	G
Bus	To: From:	SCL Lynchbur	g												
Wards Rd	City of Lynchburg	1.64 39000		98%	0%	1%	0%	1%	0%	С	0.079	F	0.548	40000	G
	From:	US 501; SR 163 Lynchburg US 501; SR 16		way											
29)	City of Lynchburg	0.12 NA									NA			NA	
	To- From:	SR 163 Wards F	Rd												
us 29 \ 501 \ Lynchburg Expressway	City of Lynchburg	0.33 39000	N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.530	40000	1
	то-	US 501, SR 12													
us 29 Cynchburg Expressway	City of Lynchburg	1.33 39000		98%	0%	1%	0%	1%	0%	F	0.091	F	0.530	40000	(
Lynchburg Expressway	City of Lynchburg			90 /0	076	1 /0	0 /6	1 /0	0 /0	-	0.091		0.550	40000	`
us	From:	Odd Fellows R													
Lynchburg Expressway	City of Lynchburg	1.46 37000	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.540	38000	(
us	To: From:	Kemper Street	t												
9 Lynchburg Expressway	City of Lynchburg	1.02 36000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.518	38000	(
us	To- From:	Main Street													
Lynchburg Expressway	City of Lynchburg	0.22 23000	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.589	24000	(
	To:	Amherst County I													
us 9	Amherst County	NCL Lynchbur 2.06 23000		98%	0%	1%	0%	1%	0%	F	0.082	F	0.589	24000	(
9)	Affilierst County			90 /0	076	1 /0	0 /6	1 /0	0 /0	-	0.002		0.369	24000	,
us	From:	SR 163 North of Lyn													
9 S Amherst Hwy	Amherst County	2.20 25000	G	96%	0%	1%	1%	2%	0%	F	0.076	F	0.524	24000	(
us	To: From:	SR 130 Elon R	ld												_
S Amherst Hwy	Amherst County	2.11 14000	G	96%	0%	1%	1%	2%	0%	С	0.081	F	0.534	13000	(
us	To: From:	05-657 Cedar Gate	e Rd												
S Amherst Hwy	Amherst County	0.89 12000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.502	12000	(
	To	05-671 Bruner F	Rd												
us 29 S Amherst Hwy	Amherst County	2.42 9500		96%	0%	1%	1%	2%	0%	F	0.080	F	0.529	9200	(
g 3 Amileist riwy	Annierst County			30 /0	070	1 70	1 /0	270	0 70	•	0.000	'	0.329	9200	`
us	From:	05-663													
S Amherst Hwy	Amherst County	2.64 11000 US 29 South of Am		96%	0%	1%	1%	2%	0%	F	0.082	F	0.514	10000	(
	From		merst												
^{Bus} 29 (29 Ramp	Campbell County	0.47 NA									NA			NA	
29) (29)	To	US 460 Lynchburg	Hwy												

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

		Primary and Intersta	ale Rou	ies				al.					D:-		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2 A vlo	3+Axle	ck	2Troil	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:	C5US 29 TO RT 460) WEST			ZAXIE	STAXIE	IIIali	ZIIali		racio		racioi		
29	Campbell County	0.30 NA	OWLDI								NA			NA	
<u></u>	To:	US 460 FROM RT	29 BUS												
Bus	From:	C5US 29 TO RT 46	0 EAST												
Bus (29)	Campbell County	0.30 NA									NA			NA	
<u> </u>	To:	US 460 FROM RT	29 BUS												
Bus 29	From:	C5US 29 TO RT 460	0 WEST												
[29]	Campbell County	0.34 NA									NA			NA	
	10:	US 460 FROM RT	29 BUS												
Bus	From:	US 29 South of Ar		000/	00/		00/	407	00/	_	0.004	_	0.045	0000	_
29	Amherst County	1.61 3800	G	98%	0%	0%	0%	1%	0%	С	0.084	F	0.615	3900	G
Bus	To: From:	SCL Amhers	t												
29 S Main St	Town of Amherst (Maint: 05)	0.86 3800	N	98%	0%	0%	0%	1%	0%	Ν	0.084	Ν	0.615	3900	Ν
\hookrightarrow	To:	US 60 Lexington	Toke												
Bus 29 N Main St	Town of Amherst (Maint: 05)	1.07 3100	G	98%	0%	0%	0%	1%	0%	F	0.096	F	0.582	3200	G
29 N Main St	Town of Affinerst (Maint. 05)			90%	0%	0%	0%	170	0%	Г	0.096	Г	0.362	3200	G
Bus	To- From:	NCL Amhers	st												
29	Amherst County	0.20 3100	N	98%	0%	0%	0%	1%	0%	Ν	0.096	Ν	0.582	3200	Ν
<u> </u>	To:	US 29 North of Ar	mherst												
Bus (29) (56)	From:	US 29 South of Lov													
(29) (56 <i>)</i>	Nelson County	0.30 3300	F	96%	1%	1%	0%	1%	0%	С	0.092	F		3300	F
Bus	To: From:	SR 56 James Rive	er Rd												
29	Nelson County	0.63 2800	F	96%	1%	1%	0%	1%	0%	F	0.102	F		2800	F
20)	To:	US 29 North of Lov	ingston												
Bus	From:	US 29													
29 Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37 14000	G	98%	0%	1%	1%	0%	0%	С	0.101	F	0.578	15000	G
~	To	SCL Charlottesy	ville												
Bus 29 Fontaine Ave	City of Charlottesville	0.42 13000	G	97%	0%	1%	1%	0%	0%	С	0.092	F	0.533	14000	G
[29] Fontaine Ave	To:	Jefferson Park A	_	91 /0	076	1 /0	1 /0	076	0 /6	C	0.092		0.555	14000	G
Bus	From:	Fontaine Ave													
29 Jefferson Park Ave	City of Charlottesville	0.69 14000	G	97%	0%	1%	1%	0%	0%	F	0.082	F	0.61	15000	G
P	To:	Emmet St Jefferson Park A	Avia												
Bus 29 Emmet St	City of Charlottesville	0.53 14000	G	97%	0%	1%	1%	0%	0%	F	0.076	F	0.510	15000	G
29) =	To.			0.70			1 /0	J / U	J /0	•	0.070	•	0.010	.0000	J
Bus	From:	Ivy Rd													
(29) Emmet St	City of Charlottesville	0.55 25000	G	98%	0%	1%	1%	0%	0%	С	0.073	F	0.551	27000	G
Bus	Ta: From:	Arlington Blv	ď												
29 Emmet St	City of Charlottesville	0.45 25000	G	98%	0%	1%	1%	0%	0%	F	0.074	F	0.564	26000	G
23)	То-	Barracks Rd		,0	- / 0	Ť	. , 0	- / 0	- / 0	•		•			_

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

-					_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Barracks I		000/	00/	40/	40/	00/	00/	-	0.070	_	0.554	0.4000	
29) Emmet St	City of Charlottesville	0.40 32000 US 250 By		98%	0%	1%	1%	0%	0%	F	0.078	F	0.554	34000	G
Bus	From:	US 29 South of													
29) (231) Main St	Madison County	0.33 3600	F	95%	0%	1%	3%	1%	0%	С	0.088	F		3600	F
\sim \sim	To:	SCL Madi	son												
Bus 29) (231) Main St	Town of Madison (Maint: 56)	0.91 3600	N	95%	0%	1%	3%	1%	0%	N	0.088	N		3600	N
29) (231) (Maii) St	Town of Madison (Maint. 99)				070		070	170	070	.,	0.000	.,		0000	.,
^g us 29 ∫ Main St	From:	SR 231, N Blue R				401		401	201	_					
Main St	Town of Madison (Maint: 56)	0.05 4000	G	95%	0%	1%	3%	1%	0%	F	NA			4300	G
Bus	To- From:	NCL Madi	son												
Main St	Madison County	0.75 4000	N	95%	0%	1%	3%	1%	0%	Ν	NA			4300	Ν
<u> </u>	To	US 29 North of	Madison												
Sus	From:	US 29		000/	40/	40/	00/	40/	00/	0	0.000	_		10000	_
Madison Rd	Culpeper County	0.28 16000		98%	1%	1%	0%	1%	0%	С	0.086	F		16000	F
us	To: From:	SCL Culpe													
Madison Rd	Town of Culpeper	1.27 15000) F	98%	0%	1%	0%	0%	0%	С	0.085	F		16000	F
us	To- From:	West Stre	eet												
Madison Rd	Town of Culpeper	0.12 1400 0) F	98%	1%	1%	0%	1%	0%	F	0.078	F		15000	F
\checkmark	To:	US 522, Bus US 15 Fre		rg Rd											
Bus Bus (522) Main St	Town of Culpeper	0.26 US 15 BU		97%	1%	1%	0%	1%	0%	С	0.077	F		13000	F
(15) (522) Wall St	Town of Gulpoper			37 70	1 /0	170	070	170	070	O	0.077	'		13000	'
Bus Bus	From:	204-3651 Ora													
29 (15) (522) Main St	Town of Culpeper	0.59 18000) F	97%	1%	1%	0%	1%	0%	F	0.074	F		19000	F
us Bus	To: From:	US 522 EVANS	STREET												
29 (15) Main St	Town of Culpeper	0.20 28000) F	97%	1%	1%	0%	1%	0%	С	0.072	F		29000	F
sus Bus	To- From:	Begin SR 2	229												
Bus Bus (15) (229) Main St	Town of Culpeper	0.06 28000) F	97%	1%	1%	0%	1%	0%	С	0.072	F		29000	F
13) (13) (229)	To:	SR 229, Madis													
us Bus	From:	SR 229, Ma		000/	00/	40/	00/	40/	00/	_	0.074	_		00000	_
Madison Highway	Town of Culpeper	0.22 22000		98%	0%	1%	0%	1%	0%	С	0.074	F		23000	F
sus Bus	To: From:	NOTTINGHAM	STREET												
29) (15) Madison Highway	Town of Culpeper	0.91 23000) F	97%	1%	1%	0%	1%	0%	С	0.075	F		24000	F
Sus Bus	To- From:	NCL CULPI	EPER			\Box									
29 15 Madison Highway	Culpeper County	2.07 11000) A	96%	0%	1%	1%	2%	0%	С	0.091	Α		11000	Α
	То:	US 15 US 29,													

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

		Primary and inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	US 15,US 29 South of	f Remington	n											
(29) (15) Remington Rd	Culpeper County	0.56 1800		97%	0%	1%	0%	1%	0%	С	0.096	F		1800	F
	To:	Fauquier Count	-												
Bus (29) (15) James Madison St	Fauquier County	Culpeper Coun 0.24 1700		97%	0%	1%	0%	1%	0%	F	0.090	F	0.555	1700	G
29) (15) dames iviacison of	r addict odding			51 70	070	170	070	170	070	'	0.000	'	0.555	1700	O
Bus Bus	lo: From:	SCL Remin	gton												
(29) (15) James Madsion St	Town of Remington (Maint: 30)	0.13 1700	N	97%	0%	1%	0%	1%	0%	Ν	0.090	Ν	0.555	1700	Ν
Dua Bua	To: From:	30-651													
Bus 29 15 James Madsion St	Town of Remington (Maint: 30)	0.30 2600	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.614	2700	G
(29) (15) dames Madelon et	rown or remington (want. 50)			01 /0	070	-170	070	170	070	•	0.000	•	0.014	2100	Ŭ
Bus Bus	From:	NCL Remin													
29 (15) James Madsion St	Fauquier County	1.48 2600		97%	0%	1%	0%	1%	0%	Ν	0.096	Ν	0.614	2700	Ν
	To:	US 15,US 29 North o	f Remington	n											
Bus Bus Bus	From:	US 15 US 17 I													
(29) (15) (17) James Madison Hwy	Fauquier County	0.55 10000	Α	98%	1%	1%	1%	1%	0%	С	0.099	Α		11000	Α
Bus Bus Bus	To: From:	SCL Warrer	iton												
29 (15) (17) James Madison Hwy	Town of Warrenton	0.34 10000	N	98%	1%	1%	1%	1%	0%	Ν	0.099	Ν		11000	N
29 (13) (17)	To	BUS US 17 Shir													
Bus Bus	From:	BUS US 1													
$\binom{29}{17}$ East Shirley Ave	Town of Warrenton	0.96 14000	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.511	14000	G
Bus Bus	To: From:	Culpeper	St												
29 (17) West Shirley Ave	Town of Warrenton	0.80 19000	G	97%	1%	1%	0%	0%	0%	С	0.087	F	0.508	20000	G
	To:	US 17, US 2													
Bus Bus	From:	·													
29 17 211 Broadview Ave	Town of Warrenton	0.86 35000	G	98%	1%	1%	0%	1%	0%	С	0.078	F	0.565	36000	G
Bus	To: From:	Bus US 17 Broad	view Ave												
29 \ 211 \Lee Highway	Town of Warrenton	0.55 29000	G	97%	1%	1%	0%	1%	0%	С	0.082	F	0.554	30000	G
23) (211)	To:	Bus US 15 Black	well Rd												
Bus Bus	From:	BUS US 1													
29 {15} Lee Highway	Town of Warrenton	0.59 32000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	33000	G
Bus Bus	To: From:	NCL Warren	nton												
29 (15) Lee Highway	Fauguier County	0.27 31000	G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.553	32000	G
	То:	US 15 US													
	From:	US 1 Washingto	on Hwy												
(30) Kings Dominion Boulevard	Hanover County	0.61 4500		85%	1%	2%	3%	9%	0%	С	0.113	F		4600	F
\smile	Tax	I-95													
30 Kings Dominion Boulevard	Hanover County	0.59 10000	F	87%	0%	1%	2%	10%	0%	F	0.095	F		11000	F
	Tac	42-688 Doswel				— <u>`</u>									
30 Kings Dominion Boulevard	Hanover County	1.00 6100		87%	0%	1%	2%	10%	0%	С	0.130	F		6200	F
30) Taligo Dominion Bodievald	To:	Caroline Count		J1 /0	0 /0	1 /0	Z /0	10 /0	0 /0	J	0.130	'		0200	'
		Caronnic Count	J LIIIC												

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

		Primary and Inter	otate i to	4100			Tri	ıck			K		Dir		
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus	OAvlo				QC		QK		AAWDT	QW
	Grond	** 0	. **			ZAXIE	3+Axle	TITAL	ZITali		Factor		Factor		
Davis Dhid	Caralina Caunty	Hanover Cou		070/	00/	40/	00/	400/	00/	_	0.004	F	0.00	E400	_
(30) Dawn Blvd	Caroline County	3.47 500 0	G	87%	0%	1%	2%	10%	0%	F	0.091	г	0.68	5100	G
<u> </u>	To: From:	US 301, SR 2 Rich	mond Trn	ok											
(₃₀) Dawn Blvd	Caroline County	3.18 400 0	G	78%	1%	1%	3%	17%	0%	F	0.092	F	0.711	4100	G
	To:	King William C	ounty Line												
	From:	Caroline Cou	nty Line												
$(_{30})$ King William Rd	King William County	7.75 330 0	G	78%	1%	1%	3%	17%	0%	С	0.092	F	0.619	3400	G
\smile	To:	50-608 Glo	be Rd			\neg \vdash									
(30) King William Rd	King William County	4.37 4600		78%	1%	1%	3%	17%	0%	F	0.089	F	0.53	4700	G
30)9	g				.,,	.,,	0,0	,0	0,0	•	0.000	•	0.00		•
	To- From:	US 360 Richmond Ta													
$\binom{30}{10}$ King William Rd	King William County	8.39 5300	G	87%	2%	1%	1%	9%	0%	С	0.111	F	0.549	5400	G
\smile	To:	50-633 Powha	tan Trail												
(30) King William Rd	King William County	8.34 270 0		87%	2%	1%	1%	9%	0%	F	0.084	F	0.53	2700	G
(30) 14119 11111111111	Tang William County					.,,	170	070	070	•	0.001	•	0.00	2,00	Ŭ
	To: From:	50-632 Mt Olive-													
(30) King William Rd	King William County	5.62 400 0	G	87%	2%	1%	1%	9%	0%	F	0.078	F	0.668	4100	G
\smile	To:	WCL West	Point			\neg \vdash									
(30) Main St	Town of West Point (Maint: 50)	2.19 390 0									0.078	Ν	0.668	3900	G
30)	To:	SR 33, 14									0.0.0		0.000	0000	•
	From:	SR 33 Ma													
(30) (33) 14th St	Town of West Point (Maint: 50)	0.25 1700		89%	1%	1%	2%	8%	0%	С	0.091	F	0.640	17000	G
(30) (33) ***** 51	To:	New Kent Cou				i i				_					_
	From:	King William C													
(30) (33)	New Kent County	4.65 1300		89%	1%	1%	2%	8%	0%	F	0.081	F		14000	F
30) 33)															
	From:	SR 33; SR 249 Ang													
(30) New Kent Hwy	New Kent County	3.43 370 0	F	87%	0%	2%	4%	7%	0%	С	0.085	F		3800	F
<u> </u>	To	SR 273 Farme	rs Drive			\neg \vdash									
30 New Kent Hwy	New Kent County	0.78 770 0	F	87%	0%	2%	4%	7%	0%	F	0.089	F		7900	F
30)	To:	James City Co													
	From:	New Kent Cor													
30 Old Stage Hwy	James City County	2.13 1000) G	87%	0%	2%	4%	7%	0%	F	0.095	F	0.694	10000	G
30) 3 ,															
	From:	I-64						401		_		_			_
(30) Barhamsville Rd	James City County	1.71 950 0	G	93%	1%	1%	1%	4%	0%	С	0.094	F	0.621	9700	G
<u> </u>	To	US 60 Richm	ond Rd			\neg \vdash									
30 Rochambeau Dr	James City County	2.95 7600		97%	1%	1%	0%	1%	0%	С	0.117	F	0.585	7700	G
	To:	47-607 Croaker Rd; 47-7								-					-
	From:	47-755 Rochambea													
30 Croaker Rd	James City County	0.46 1200) G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.570	12000	G
	То:	I-64													
	From:		ANDERG	M DT		_									
Roma	Llanavar Cavah	SR 30 I-95-N098B TO		IVI K I							0.000	F		2000	F
(30) Ramp	Hanover County	0.20 200 0									0.093	г		2000	г
~	10:	I-95-N FR	KT 30												

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

		Primary and interstate Routes										
Route	Jurisdiction	Length AADT QA 4Tire E	Rije	Tr			QC	K	QK	Dir	AAWDT	QW
	From	an an all a	2A	xle 3+Axle	11 rail	21 raii		Factor		Factor		
Roma	Iomas City County	SR 30 Old Stage Hwy						0.445	۸		1.400	۸
30 Ramp	James City County	0.19 1300 A		1				0.115	Α		1400	Α
	10.	I-64 West										
East	From:	SR 30 Kings Dominion Boulevard										
(30) Ramp	Hanover County	0.04 1300 F		_				0.124	F		1300	F
East	To- From:	Ramp from Kings Dominion Gate										
(₃₀) Ramp	Hanover County	0.13 NA						NA			NA	
	To	I-95 South										
East	From:	SR 30 TO I-64 EAST										
(30) Ramp	James City County	0.26 NA		l				NA			NA	
30)	To:	I-64-E FROM RT 30 EAST		1							1471	
F4	From			I								
East	James City County	SR 30 I-64-E231A FROM & TO IS 64 0.28 NA						NA			NA	
30 Ramp	James City County			1				INA			INA	
	10.	I-64-E FROM RT 30 EAST & 607 SOUTH										
East	From:	SR 30 TO I-64 WEST										
(₃₀) Ramp	James City County	0.23 NA		•				NA			NA	
<u> </u>	To:	I-64-W FROM RT 30 EAST & 607 SOUTH										
West	From:	SR 30 TO RT 95										
(30) Ramp	Hanover County	0.20 2700 F		='				0.105	F		2700	F
	To	I-95-S FR RT 30										
West	From:	SR 30 TO I-64 EAST										
(30) Ramp	James City County	0.26 NA						NA			NA	
	To:	I-64-E FROM RT 30 WEST										
West	From:	SR 30 TO I-64 EAST										
	James City County	0.22 NA		l				NA			NA	
(30) Ramp	James City County	I-64-E FROM RT 30 WEST & 607 SOUTH		1				INA			INA	
	r			<u> </u>								
West	James City County	SR 30; 47-607 I-64-W231B FRO 0.31 NA						NA			NA	
(30) Ramp	James City County			1				INA			INA	
		I-64-W FROM RT 30 WEST & RT 607 SOUTH										
	From:	US 460					_					_
(₃₁) Main St	Town of Wakefield (Maint: 91)	0.44 3100 F 97%	0% 1	% 0%	1%	0%	С	0.099	F		3100	F
	To: Fram:	NCL Wakefield										
31)	Sussex County		0% 1	% 0%	1%	0%	Ν	0.099	Ν		3100	Ν
	To:	Surry County Line										
	From:	Sussex County Line										
31 Rolfe Hwy	Surry County	1.93 1800 G 97%	0% 1	% 0%	1%	0%	F	0.107	F	0.578	1900	G
\smile	To	WCL Dendron]								
Rolfe Hwy	Town of Dendron (Maint: 90)		0% 1	% 0%	1%	0%	N	0.107	N	0.578	1900	N
31 Rolfe Hwy	1 GWIT OF DETICION (IVIAINIL. 90)		J/0 I	/U U/0	1 /0	U /0	11	0.101	IN	0.570	1300	111
	To: From:	90-643 James St										
(31) Rolfe Hwy	Town of Dendron (Maint: 90)		0% 1	% 0%	1%	0%	F	0.095	F	0.576	1600	G
\smile	To:	NCL Dendron		Ì								

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

-							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	ECL	Dendron				0.7.0.0				. 4616.				
31 Rolfe Hwy	Surry County		1500 N	97%	0%	1%	0%	1%	0%	Ν	0.095	Ν	0.576	1600	Ν
	To:	SR 10 S,	Colonial Trail												
	From:		SR 10												
(31) (10) Colonial Trail	Surry County	0.47 4	1400 G	93%	1%	1%	1%	5%	0%	F	0.089	F	0.559	4500	G
	To: From:	SCI	L Surry												
(31) (10) Colonial Trail	Town of Surry (Maint: 90)	0.57 4	1400 N	93%	1%	1%	1%	5%	0%	Ν	0.089	Ν	0.559	4500	Ν
\bigcirc	To:		SR 10												
	From:		Colonial Trail	070/	407		407	00/	001	_	0.405	_	0.040	0.400	_
(31) Rolfe Hwy	Town of Surry (Maint: 90)	0.41 2	2000 G	97%	1%	0%	1%	0%	0%	С	0.105	F	0.648	2100	G
	To- From:	NC	L Surry												
(31) Rolfe Hwy	Surry County	4.00 2	2000 N	97%	1%	0%	1%	0%	0%	Ν	0.105	Ν	0.648	2100	Ν
<u> </u>	To	Jamest	town Ferry												
(31) Jamestown Rd	James City County		6000 G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.59	16000	G
	To	47 601 C	Sandy Bay Rd												
(31) Jamestown Rd	James City County		3900 G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.642	9700	G
(31) Samestown No.	James Only Journey			3070	1 /0	170	070	070	070	O	0.037	'	0.042	3700	0
	To: From:		Villiamsburg	2001	407		201	00/	201	_	0.007	_	0.570	47000	_
31 Jamestown Rd	City of Williamsburg	0.04 10	6000 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.572	17000	G
<u>~</u>	To- From:	State Mainte	enance Boundary												
(₃₁) Jamestown Rd	City of Williamsburg (Maint: 47)	0.02 10	6000 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.572	17000	G
<u> </u>	To:	SR 5	5; SR 199												
	From:	North Caro	olina State Line												
(₃₂) Carolina Rd	City of Suffolk	2.89 3	3600 F	91%	0%	1%	1%	7%	0%	С	0.098	F		3700	F
\smile	To: From:	133-642 Ad	lams Swamp Rd			<u> </u>									
32 Carolina Rd	City of Suffolk		3800 F	91%	0%	1%	1%	7%	0%	F	0.09	F		4000	F
<u>62</u>)	To														
32 Carolina Rd	City of Suffolk		press Chapel Rd 4200 F	92%	1%	1%	1%	6%	0%	С	0.093	F		4400	F
32 Carolina Rd	City of Surfork			92 /0	1 /0	1 /0	1 /0	070	076	C	0.093	-		4400	
	From:		Babbtown Rd				401			_		_		.=	
(32) Carolina Rd	City of Suffolk	0.65 4	1500 F	92%	1%	1%	1%	6%	0%	F	0.093	F		4700	F
<u>~</u>	To: From:	133-647	Copeland Rd												
(32) Carolina Rd	City of Suffolk	2.45 4	1500 F	92%	1%	1%	1%	6%	0%	F	0.095	F		4700	F
\smile	To:		outh of Suffolk												
	From:		yville Blvd	200/	201		407	00/	001	_	0.000	_		40000	_
(32) (13) Carolina Rd	City of Suffolk	1.64 1 7	7000 F	90%	0%	1%	1%	8%	0%	F	0.086	F		16000	F
Bus	To- From:	61-73	31 Dill Rd			\Box									
<u> </u>	City of Suffolk	1.17 1 ′	1000 F	90%	0%	1%	1%	8%	0%	F	0.081	F		11000	F
(32) (13) Carolina Rd	- F			5576	370		. 70	270	270	•	3.301	•			•
Bus	To: From:	Old SC	CL Suffolk												
(32) (13) Carolina Rd	City of Suffolk	0.54 1 ′	1000 F	90%	0%	1%	1%	8%	0%	F	0.081	F		11000	F
\bigcirc	To:	Bus US 58	Constance Rd												

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Fayette St												
$\binom{32}{13}$ Main St	City of Suffolk	0.34 12000	G 99%	6 0%	1%	0%	0%	0%	С	NA			13000	G
<u> </u>	To: From:	SR 337 Washingtor	n St		_									
Bus Main St	City of Suffolk	0.68 19000	F 99%	6 0%	1%	0%	0%	0%	F	0.079	F		20000	F
(32) (13) (10) Main St	City of Surfork			0 070	1 70	0 /0	070	070	'	0.073	'		20000	'
Bus	To: From:	Bus US 58, Bus US	460											
(32) (460) (10) Main St	City of Suffolk	0.09 29000	F 99%	6 0%	1%	0%	0%	0%	F	0.087	F		30000	F
Bus	To: From:	Old NCL of Suffo	lk											
(32) (460) (10)	City of Suffolk	1.49 25000	A 99%	6 0%	0%	0%	0%	0%	С	0.099	Α		27000	Α
	To:	SR 10 Elephant Fo	ork											
	From:	Bus US 460	- 050	, ,,,		407	007	00/	_	0.004	_		00000	_
32 10 Godwin Blvd	City of Suffolk	0.54 19000	F 95%	6 1%	1%	1%	2%	0%	F	0.084	F		20000	F
<u> </u>	To: From:	US 58 Suffolk Byp	ass											
32 (10) Godwin Blvd	City of Suffolk	1.36 20000	F 95%	6 1%	1%	1%	2%	0%	F	0.089	F		22000	F
<u> </u>	To: From:	61-634 Kings Fork	Rd											
32 (10) Godwin Blvd	City of Suffolk	4.81 11000	F 95%	6 1%	1%	1%	2%	0%	С	0.088	F		12000	F
<u> </u>	To- From:	61-603 Everets R	d											
32 (10) Godwin Blvd	City of Suffolk	0.87 11000	F 95%	6 1%	1%	1%	2%	0%	F	0.088	F		12000	F
<u> </u>	To: From:	SR 125 Chuckatuo												
(32) (10)	City of Suffolk	1.31 9500	F 95%	6 1%	1%	1%	2%	0%	F	0.09	F		10000	F
\bigcirc	To:	Isle of Wight County	Line											
Deare Church Blad	In a f Minht Count	NCL Suffolk	F 000	/ 40/	40/	20/	20/	00/	_	0.404	_		40000	_
32 10 Benns Church Blvd	Isle of Wight County	4.15 12000 US 258 Brewers Neck	F 93%	6 1%	1%	3%	2%	0%	С	0.101	F		12000	F
	From:	SR 10 Benns Church												
32) (258) Brewers Neck Blvd	Isle of Wight County	2.85 25000	F 95%	6 1%	1%	2%	2%	0%	С	0.092	F		25000	F
32) (238)	To	US 17 Carrollton B		,,		_,,					-			-
32) (17) (258) Carrolton Blvd	Isle of Wight County	2.17 28000	A 97%	6 0%	0%	1%	1%	0%	С	0.109	Α		29000	Α
	To:	F-807												
20) (47) (250)	Isle of Wight County	4.64 28000	G 97%	6 0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	G
32 (17) (258)	To:	SCL Newport New		0 070	070	1 /0	1 /0	070	•	0.054	'	0.714	23000	O
	From:	Isle of Wight County												
32) (17) (258) Mercury Blvd	City of Newport News	0.22 28000	G 97%	6 0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	G
<u> </u>	To: From:	US 60 Warwick Bl	lvd											
32) (17) (258) Mercury Blvd	City of Newport News	0.56 38000	G 97%	6 0%	0%	1%	1%	0%	F	0.095	F	0.563	40000	G
	To:	US 258, SR 143 Jeffers	on Ave											
	From:	West Virginia State	Line		Ī									
Rawley Pike	Rockingham County	11.66 2300	G 94%	6 0%	1%	1%	4%	0%	F	0.090	F	0.702	2400	G
~	To- From:	82-840 Bridger R	d											
33 Rawley Pike	Rockingham County	2.80 3300	G 94%	6 0%	1%	1%	4%	0%	С	0.091	F	0.623	3500	G
\searrow	To	82-613 Whitmore Shop Rd; C	Clover Hill Rd											

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT C	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	82-613 Whitmore	Shop Rd; Clo	over Hill Rd											
33 Rawley Pike	Rockingham County	5.70	7600	G 94%	0%	1%	1%	4%	0%	F	0.085	F	0.62	8100	(
~	To- France	WCL	Harrisonburg	<u> </u>											
33 W Market St	City of Harrisonburg			G 95%	1%	1%	2%	2%	0%	F	0.096	F	0.627	11000	
<i></i>	To:	Wa	aterman Dr												
33 W Market St	City of Harrisonburg	0.61		G 95%	1%	1%	2%	2%	0%	С	0.09	F	0.638	9600	
<u></u>	To:	SD /	42 S High St												
33 W Market St	From: L City of Harrisonburg	0.16		G 95%	1%	1%	2%	2%	0%	F	0.097	F		5700	
33) W Market of	To:		s US 33 Par	0 0070	170	$\overrightarrow{1}$	270	270	070	•	0.007	•		0700	
	From:		US 11												
33 (11) Main St NB	City of Harrisonburg	0.02	6700	N 96%	1%	1%	1%	1%	0%	Ν	0.093	Ν	0.543	7200	
\sim	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	12000	N 96%	1%	1%	1%	1%	0%	Ν	NA			13000	
	To:		11 Main St												
	City of Housing on house		1 Main St NB		00/	40/	40/	40/	00/	F	0.004	F	0.500	0700	
33 E Market St	City of Harrisonburg	0.11	6400	G 96%	0%	1%	1%	1%	0%	г	0.084	г	0.536	6700	
<u></u>	To: From:		Mason St			 									
E Market St	City of Harrisonburg	0.87	11000	G 96%	0%	1%	1%	1%	0%	F	0.084	F	0.569	11000	
~	To: From:		Vine St			\neg \vdash									
33 E Market St	City of Harrisonburg	0.61	16000	G 96%	0%	1%	1%	1%	0%	С	0.082	F	0.541	18000	
~	To:		I-81												
33 E Market St	City of Harrisonburg	0.59		G 95%	1%	1%	1%	3%	0%	F	0.084	F	0.511	29000	
30)	To														
33 E Market St	City of Harrisonburg		versity Blvd	G 97%	0%	0%	0%	2%	0%	С	0.092	F	0.604	28000	
23) L Warker or	City of Flamsonburg			0 3170	070	<u> </u>	070	270	070	O	0.002	'	0.004	20000	
O	From:		Harrisonburg	050/	40/		40/	00/	00/		0.000		0.004	07000	
33 Spotswood Trail	Rockingham County	0.21	26000	G 95%	1%	1%	1%	3%	0%	F	0.092	Ν	0.604	27000	
	To: From:		04 Boyers Rd												
33 Spotswood Trail	Rockingham County	2.08	23000	G 95%	1%	1%	1%	3%	0%	F	0.089	F	0.584	25000	
~	To: From:	SR 276	Cross Keys F	Rd											
33 Spotswood Trail	Rockingham County	2.73	23000	G 95%	1%	1%	1%	3%	0%	С	0.091	F	0.597	25000	
	To:	82-84	2 Montevideo)											
33 Spotswood Trail	Rockingham County			G 95%	1%	1%	1%	3%	0%	F	0.088	F	0.586	21000	
33) - 1 - 1 - 1	To														
33 Spotswood Trail	Rockingham County		er Dr; Island F 20000	G 96%	1%	1%	1%	2%	0%	F	0.091	F	0.573	21000	
Spotswood Trail	Rockingham County				1 /0	1 /0	1 /0	Z/0	0 /6		0.091		0.575	21000	
~~~	To From:		East Point R		407								:		
33 Spotswood Trail	Rockingham County	3.12	12000	<b>G</b> 96%	1%	1%	1%	2%	0%	С	0.096	F	0.571	13000	
<u></u>	To: From:	US 33 Bu	us West of Ell	kton											
33 Spotswood Trail	Rockingham County	0.89	8500	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.087	F	0.512	8800	
<u> </u>	To:	W	CL Elkton												

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

Deside	Laste d'artes	Learnille AAR		47.	-		Tru	ıck		00	K	014	Dir	A A)A/DT	0,
Route	Jurisdiction	Length AAD	OI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~ - · · ·	From:	WCL E													
[33] Spotswood Trail	Town of Elkton (Maint: 82)	0.69 <b>850</b>	0 N	94%	1%	1%	1%	3%	0%	N	0.087	Ν	0.512	8800	١
~	To: From:	ECL E	lkton												
33 Spotswood Trail	Rockingham County	0.04 <b>850</b>	0 N	94%	1%	1%	1%	3%	0%	Ν	0.087	Ν	0.512	8800	ı
<u> </u>	To	US 3	40												
33 Spotswood Trail	Rockingham County	6.25 <b>570</b>	0 G	94%	1%	1%	1%	3%	0%	С	0.095	F	0.527	5900	
	To:	Greene Cou	ınty Line												
~~	From:	Rockingham (								_		_			
33) Spotswood Trail	Greene County	4.38 <b>440</b>	0 F	91%	1%	1%	3%	4%	0%	С	0.094	F		4500	
	To- From:	39-638 Turke	y Ridge Rd												
33 Spotswood Trail	Greene County	3.00 <b>500</b>	0 F	91%	1%	1%	3%	4%	0%	F	0.090	F		5100	
<del>~</del>	To	Bus US 33 Spo	tswood Trai	1											
33 Standardsville Bypass	Greene County	2.09 <b>660</b>		94%	1%	1%	2%	2%	0%	С	0.091	F		6700	
35)	Tol														
33 Spotswood Trail	Greene County	Bus US 33 Spo 0.50 <b>110</b> 0		96%	0%	1%	2%	1%	0%	С	0.084	F		12000	
33) Spotswood Trail	Greene County	0.50 110	υ г	90 /0	076	1 /0	2/0	1 /0	076	C	0.004	-		12000	
~~	To- From:	39-609 Freder										_			
33) Spotswood Trail	Greene County	2.15 <b>120</b>	00 F	96%	0%	1%	2%	1%	0%	F	0.084	F		13000	
<u> </u>	To- From:	39-633 An	nicus Rd												
33 Spotswood Trail	Greene County	2.09 <b>160</b>	00 F	96%	0%	1%	2%	1%	0%	F	0.083	F		17000	
~	To:	US 29 Semi	nole Trail												
33 Spotswood Trail	Greene County	2.24 <b>650</b>		94%	1%	1%	2%	3%	0%	F	0.090	F		6600	
3)	To:	Orange Cou	ınty Line												
~~~	From:	Greene Cou													
33 Spotswood Trail	Orange County	4.51 640	0 F	94%	1%	1%	2%	3%	0%	С	0.1	F		6500	
	To	SR 20 W, Cons	titution Hwy	/											
33 20 Spotswood Trail	Orange County	0.22 650	0 F	93%	1%	1%	2%	3%	0%	F	0.098	F		6600	
<i>9</i>	To	SR 20 E, Cons	titution Hwa	,											
33 Spotswood Trail	Orange County	5.44 530		93%	1%	1%	2%	3%	0%	С	0.101	F		5400	
33) Operation 11a.	z.ago ooa,			0070	.,,		_,,	0,0	0,0	Ū	0	•		0.00	
Constanting of Tabil	From: [Mainty CO]	WCL Gord		000/	40/	40/	20/	20/	00/	N.I.	0.404	N.		F 400	
33) Spotswood Trail	Town of Gordonsville (Maint: 68)	0.01 530	0 N	93%	1%	1%	2%	3%	0%	Ν	0.101	Ν		5400	
₩ ~	To: From:	SR 231 Blue l													
33 231 Spotswood Trail	Town of Gordonsville (Maint: 68)	0.15 660		94%	1%	1%	1%	3%	0%	С	0.096	F		6800	
	To:	US 15 James M		7											
33 \ 15 \ Martinsburg Ave	Town of Gordonsville (Maint: 68)	1.12 880		88%	1%	1%	1%	9%	0%	F	0.089	F		9000	
33) (15) Martinsburg Ave				0070	170	1 70	1 70	370	070	'	0.003	'		3000	
~~ · · · · · · · · · · · · · · · · · ·	To- From:	SCL Gord		0637	401		461	00.	051		0.655	_	0.50	0000	
33) (15) James Madison Hwy	Louisa County	0.45 880		88%	1%	1%	1%	9%	0%	F	0.088	F	0.58	9000	(
~	From	US 15 South of US 15 James M													
33 South Spotswood Trail	Louisa County	8.28 300		95%	1%	1%	1%	2%	0%	С	0.092	F	0.584	3100	
33 South Spotswood Trail	To:	SR 22 Tre		0070	1 / 0		1 /0	270	0 /0	•	0.002	•	3.00-7	0.00	

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

						Tru	ıck			K		Dir		
Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
From:														
Louisa County	3.84	5400 G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.513	5500	G
To: From:	WC													
Town of Louisa (Maint: 54)	1.08	6800 G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.532	6900	G
Ta: From:	SR 208 C	Courthouse Rd												
Town of Louisa (Maint: 54)	0.40 1	7000 G	98%	1%	1%	0%	1%	0%	F	0.085	F	0.527	17000	G
To:			CH											
Town of Louisa (Maint: 54)			08%	10/_	10/-	0%	10/_	0%	C	0.001	F	0.580	4800	(
Town of Louisa (Maint. 54)			30 70	1 70	1 70	076	1 /0	076	C	0.031	'	0.509	4000	
From:			2001	407		40/	407	201	_		_	0.070	0400	
Louisa County	5.59	3100 G	96%	1%	1%	1%	1%	0%	C	0.1	F	0.678	3100	(
To: From:														
Louisa County	0.66	6200 G	98%	1%	1%	0%	1%	0%	F	0.088	F	0.518	6300	(
To: From:	US 522 C	ross County Rd												
Louisa County	9.29	3100 G	98%	1%	1%	0%	1%	0%	F	0.095	F	0.573	3200	(
To:	54-655 Bet	thany Church Rd												
Louisa County			98%	1%	1%	0%	1%	0%	F	0.094	F	0.707	4200	(
To:	Hanover	r County Line												
From:			2221						_		_		.=	
Hanover County	3.95	4400 F	98%	0%	1%	1%	1%	0%	F	0.093	F		4500	ı
To: From:	42-715 Beaver D	am Rd; Clazemo	ont Rd											
Hanover County	1.94	9400 F	98%	0%	1%	1%	1%	0%	F	0.095	F		9600	ı
To: From:	SR 54 West	Patrick Henry D	r		\lnot									
Hanover County	4.20	6900 F	98%	0%	1%	1%	1%	0%	С	0.099	F		7000	ı
To	42-671 S	Scotchtown Rd												
Hanover County			98%	0%	1%	1%	1%	0%	F	0.105	F		9200	F
To:	42.670.1	Earrington Dd												
Hanover County			98%	0%	1%	1%	1%	0%	F	0.106	F		9900	F
To:			0070	070	Ť	. , 0	.,0	0,0	•	000	-		0000	
From:														
Henrico County	0.38 1	3000 G	98%	0%	1%	1%	1%	0%	F	0.100	F	0.639	14000	(
To: From:		I-295			<u> </u>									
Henrico County			99%	0%	1%	0%	0%	0%	F	0.104	F	0.527	23000	(
To	SR 157: Springf	ield Rd: Mounta	in Rd											
Henrico County				0%	1%	0%	0%	0%	F	0.1	F	0.578	20000	(
To:														
Henrico County			99%	0%	1%	0%	0%	0%	F	0.093	F	0 648	25000	(
- Tormoo County			0070	070		0 /0	070	0 /0	•	5.000	•	5.0-10	20000	
From			000/	007	10/	007	007	00/		0.405	^		20000	,
Henrico County	1.10 3	3000 A	99%	υ%	1%	υ%	υ%	υ%	C	0.105	Α		38000	Α
	Louisa County Tose From: Town of Louisa (Maint: 54) Louisa County Town From: Louisa County Town From: Louisa County Town From: Hanover County Town From: Henrico County	SR 2:	Courty County C	Name	SR 22 Trevilians	Length AADT QA 4Tire Bus 2Axle	Length AADT QA 4Tire Bus 2Axle 3+Axle	Length AADT QA 4Tire Bus 2Ayde 3+Axle 1Trail	SR 22 Trevilians	SR 22 Trevilians	Length AADT QA 4 Tire Bus 2Avde 37+Avde 17rail 2Trail QC Factor	Length AADT QA 4 Tire Bus 2Axie 3+Axie 1Trail 2Trail QC Factor ABDT ABDT	Second County Second County Second County Second S	Second S

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

							Tru	ck			K		Dir		
Jurisdiction	n Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
From:	I	Bremner Blv	'd												
Henrico Cour	nty 0.37	37000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.55	42000	G
To: From:	SR 356 Hilliar	d Rd; 43-753	36 Glens	ide Dr											
Henrico Cour	nty 1.01	34000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.551	38000	G
To-		I-64				_									
Henrico Cour	nty 1.32	18000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.528	20000	G
To-	W	CL Richmo	nd												
City of Richmo	ond 0.03	18000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.528	20000	G
To:															
From:				000/	40/	40/	00/	00/	00/	_	0.407	^		07000	٨
City of Richmo	ond 0.79	24000	А	98%	1%	1%	0%	0%	0%	C	0.107	А		27000	Α
To: From:				2001	407		00/	00/	00/					00000	
City of Richmo	ond 0.97	23000	G	98%	1%	1%	0%	0%	0%	F	NA			26000	G
To: From:															
City of Richmo	ond 0.38	22000	G	98%	1%	1%	0%	0%	0%	F	NA			24000	G
To- From:															
City of Richmo	ond 0.94	20000	G	98%	1%	1%	0%	0%	0%	F	NA			23000	G
To: From:		33 P, Harriso	on St												
City of Richmo	ond 0.08	23000	G	98%	1%	1%	0%	0%	0%	F	NA			25000	G
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	G	98%	1%	1%	0%	0%	0%	F	NA			36000	G
To: From:		S 250 Broad	St												
		710	G	98%		1%	0%	0%	0%	F	0.102	F	0.839	780	G
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.835	5300	G
To:															
From:			ket St												
City of Harrisonburg ((Maint: 82) 0.21										NA			NA	
City of Harrisophura			ket St								NΙΛ			NΙΛ	
City of Harrisonburg ((IVIAII11. 02) 0.13										INA			INA	
From:	IIC		205												
L Henrico Cour			293								NA			NA	
To:	•		RT 33								10.			1471	
From:															
Henrico Cour		NA NA									NA			NA	
To:	,		RT 33												
From:	US 3	3 Staples M	ill Rd												
Henrico Cour		1900	Α								0.127	Α		2200	Α
To:		I-64 West													
	Henrico Cour Henrico Cour Henrico Cour Henrico Cour Henrico Cour City of Richme From From Henrico Cour To From Henrico Cour From Henrico Cour From Henrico Cour	Henrico County	Henrico County	Henrico County 1.37 37000 G SR 356 Hilliard Rd; 437-7336 Glens SR 3500	Henrico County	Henrico County	AADT AADT	Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Richard Second Richa	Substitution	Note	Second S			Second Length Abd Cal File Second Second	Mayor Mayo

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

		Primary ar	nd Interstate I	Toutes											
Route	Jurisdictio	on Length	AADT Q	A 4Tire	e Bus	2Axl	True 3+Axle	uck 1Trail	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
East (33) Ramp	From: Henrico Cou To:		3 TO I-64 EAST NA 33-STAPLES M		EA						NA			NA	
West 33 Ramp to I-81 S at Exit 247	From: City of Harrisonburg	US 33	3 W, E Market S NA I-81 S								NA			NA	
West Ramp to I-81 N at Exit 247	From: City of Harrisonburg		3 W, E Market S NA I-81 N	t							NA			NA	
West (33) Ramp	From: Henrico Cou To:		049B TO AND 1 NA -W FROM RT 3.								NA			NA	
West (33) Ramp	From: Henrico Cou To:	unty 0.33	33 TO RT 295 NA -E FROM RT 33	3							NA			NA	
West (33) Ramp	From: Henrico Cou To:	US 33	NA	Γ	EST						NA			NA	
West (33) Ramp	From: Henrico Cou Ter	unty 0.16	3 TO I-64 EAST NA ROM RT 33WE								NA			NA	
(33) (11) Main St NB	City of Harrison Combined Traffic Estimates for 2 Paralle	-	US 11 6700 N 10000 N US 33			1% 1%		1% 1%	0% 0%	N N	0.093 NA	N	0.543	7200 11000	N N
Bus (33) Old Spotswood Trail	From: Rockingham C	County 1.00	Spotswood Tra	99%	0%	0%	0%	0%	0%	F	0.094	F	0.640	6100	G
Bus 33 Spottswood Ave	Town of Elkton (N	Maint: 82) 0.37	Elkton; River R		0%	0%	0%	0%	0%	С	0.084	F	0.596	6700	G
Spottswood Ave	Town of Elkton (N	Maint: 82) 0.27	3500 C Stuart Ave	99%	0%	0%	0%	0%	0%	F	0.084	F	0.5	3700	G
Bus 33 340 S Stuart Ave	From: Town of Elkton (N To:		9100 N US 33	l 93%	1%	1%	1%	4%	0%	N	0.097	N	0.533	9500	N
Bus 33 Spotswood Trail	Greene Cou	inty 0.75	2100 F		0%	1%	1%	2%	0%	С	0.089	F		2200	F
Bus 33 Main St	Town of Stanardsville	e (Maint: 39) 0.35	2100 N 230 Madison Rd	l 96%	0%	1%	1%	2%	0%	N	0.089	N		2200	N

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

_		Primary ar	iu iiileisia	ile ivoc	1100			Ten	ok			I/		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Δvla	3+Axle	ck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:	SR 2	230 Madison	Rd			ZANIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
33 Main St	Town of Stanardsville (Maint: 39)	0.11	4300	F	91%	1%	1%	3%	4%	0%	F	0.08	F		4400	F
\bigcirc	To	EC	L Stanardsvil	lle												
Bus Spetaward Trail	From:				040/	40/	10/	20/	40/	00/	N.	0.00	N.I		4400	NI
(33) Spotswood Trail	Greene County	1.31	4300 ardsville Bypa	N acc: 30	91%	1%	1%	3%	4%	0%	N	0.08	N		4400	N
	From:		33 Hancock		023											
33 Leigh St	City of Richmond	0.27	10000	G G	97%	1%	1%	0%	0%	0%	F	0.09	F	0.526	12000	G
33) 25/9/1 81	Tol.				0170	170		070	070	070	·	0.00	·	0.020	12000	Ū
33 Leigh St	City of Richmond	1.60	1 Belvidere 11000	St G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.717	12000	G
33 Leigh St	City of Richmond					1 /0	1 /0	076	076	076	C	0.094	-	0.717	12000	G
Marshar Ot	To:		uther King J			40/	10/	00/	00/	00/	_	0.405	_	0.040	44000	_
33) Mosby St	City of Richmond	0.30	9500 Fairmont Ave	G	97%	1%	1%	0%	0%	0%	F	0.105	F	0.643	11000	G
	From:	Г	Mosby St	;												
33 Fairmont Ave	City of Richmond	0.43	7300	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.571	8000	G
	To		25th St													
33 Nine Mile Rd	City of Richmond	0.90	9400	G	97%	1%	1%	0%	0%	0%	С	0.096	F	0.621	10000	G
	To	E/	CL Richmon	A												
Nine Mile Rd	From: L Henrico County	1.49	23000	G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.543	25000	G
33)						.,,		0,0	0,0	0,0	Ū	0.000	•	0.0.0	20000	
Nine Mile Rd	Henrico County	2.10	aburnum Ave 16000	e G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.546	17000	G
Nine Mile Rd	ricinico County				3070	170	170	070	070	070	•	0.003	•	0.540	17000	O
Nino Milo Dd	Too.		eauregard Av		97%	1%	20/	0%	00/	00/	С	0.005	F	0.506	12000	
33) Nine Mile Rd	Henrico County	1.27	12000	G	97%	170	2%	0%	0%	0%	C	0.085	Г	0.526	13000	G
	To: From:		156 Airport			407										
33) Nine Mile Rd	Henrico County	1.43	7000	G	97%	1%	2%	0%	0%	0%	F	0.091	F	0.566	7400	G
	To: From:		SR 33 Y													
(33) Nine Mile Rd	Henrico County	0.15	1800	G	97%	1%	2%	0%	0%	0%	F	0.086	F		1900	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	3800	G	96%	1%	2%	0%	0%	0%	F	0.1	F	0.587	4000	G
	To- From:	US 60	Williamsbu	rg Rd												
(33) (60) (156) Williamsburg Rd	Henrico County	1.40	12000	G	94%	1%	1%	1%	3%	0%	F	0.092	F	0.52	14000	G
	To- From		I-295				\neg \vdash									
33) (60) (156) Williamsburg Rd	Henrico County	2.24	13000	В	93%	1%	1%	1%	4%	0%	С	0.119	Α		14000	В
	To	SE	R 156 Elko R	d												
33) (60) Williamsburg Rd	Henrico County	1.85	8400	G	93%	1%	1%	1%	4%	0%	F	0.093	F	0.624	9200	G
	To:		Kent County													_
	From:		rico County I					_				_			_	
(33) (60) Pocahontas Trail	New Kent County	0.91	11000	F	93%	1%	1%	1%	4%	0%	F	0.087	F		12000	F
<u>~</u>	To- From:	US 60) Bottoms Bı	ridge												
(33) New Kent Hwy	New Kent County	0.22	14000	F	94%	1%	1%	1%	3%	0%	F	0.094	F		14000	F
\smile	То:		I-64													

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

New Kent Country New Kent Cou	unty unty I Roadways o	5.32 on this Route:	1400 T 33EAST 6 R 33, SR 24 60000 SR 106)16A TO F & RT 24	I-64) I-64 75%	2%	3 for di	irectional 5%	traffic v	olume e	stimat C	tes for this	s segr F	ment.	1400	F
New Kent Constitution of the Constitution of t	unty unty I Roadways o	SR 33-W016 SR 33-E016A 0.23 I-64-E FROM R SI 5.32 on this Route:	1400 T 33EAST 6 R 33, SR 24 60000 SR 106	016A TO F & RT 24	I-64) I-64 75%	2%									1400	
New Kent Considered Traffic Estimates for 2 Paralle Toole Person New Kent Countries for 2 Paralle Person New Kent Countries for 2 Paralle New Kent Countries for 2 Paralle New Kent Countries for 2 Paralle	unty I Roadways o	SR 33-E016A 0.23 I-64-E FROM R SI 5.32 on this Route:	1400 T 33EAST 6 R 33, SR 24 60000 SR 106	016A TO F & RT 24	75%		2%	5%	16%	0%	С	0.087	F		1400	
New Kent Considered Traffic Estimates for 2 Paralle Toole Person New Kent Countries for 2 Paralle Person New Kent Countries for 2 Paralle New Kent Countries for 2 Paralle New Kent Countries for 2 Paralle	unty I Roadways o	0.23 I-64-E FROM R' SI 5.32 on this Route:	1400 Γ 33EAST α R 33, SR 24 60000 SR 106	F & RT 24 19	75%		2%	5%	16%	0%	С	0.087	F		1400	_
New Kent Considered Traffic Estimates for 2 Paralle Toole Person New Kent Countries for 2 Paralle Person New Kent Countries for 2 Paralle New Kent Countries for 2 Paralle New Kent Countries for 2 Paralle	unty I Roadways o	5.32 on this Route:	60000 SR 106	19			\blacksquare									Г
nbined Traffic Estimates for 2 Paralle To: From New Kent Counbined Traffic Estimates for 2 Paralle New Kent Counbined Traffic Estimates for 2 Paralle	unty I Roadways o	5.32 on this Route:	60000 SR 106	19												
nbined Traffic Estimates for 2 Paralle To: From New Kent Counbined Traffic Estimates for 2 Paralle New Kent Counbined Traffic Estimates for 2 Paralle	I Roadways o	on this Route:	SR 106	В												
New Kent Countries of the Proof Proo	unty	US 60	SR 106	В		See I-64	for dir	ectional t	raffic vo	lume est	timate	es for this	segm	ient.		
New Kent Countries of the Proof Proo	unty	US 60	SR 106		91%	1%	1%	1%	7%	0%	С	0.104	A		53000	В
nbined Traffic Estimates for 2 Paralle From New Kent Cou	,				0.70	.,,	Ť	.,0	. , ,	0,0	•	01.0.			00000	_
nbined Traffic Estimates for 2 Paralle From New Kent Cou	,	3.47) Bottoms B	Bridge												
New Kent Col	l Roadways o					See I-64	for dir	ectional ti	raffic vo	lume est	timate	es for this	segm	ient.		
New Kent Col	·······································	on this Route:	61000	Α	91%	1%	1%	1%	7%	0%	F	0.104	A		54000	Α
					0.70	.,,		.,0	. , ,	0,0	•	01.0.			0.000	
			SR 155													
	•	5.69				See I-64	for dir	ectional t	raffic vo	lume est	timate	es for this	segm	ient.		
nbined Traffic Estimates for 2 Paralle	Roadways o	on this Route:	60000	В	91%	1%	1%	1%	7%	0%	F	0.105	Α		53000	В
To:			SR 33													
From			4-E TO RT	33												
New Kent Cou	unty	0.49				See I-64	for dir	ectional t	raffic vo	lume est	timate	es for this	segm	ient.		
To:		I-6	54 EAST IN	JТ												
New Kent Cou	untv	2.98	9800	F	85%	1%	1%	3%	10%	0%	С	0.088	F		10000	F
To:							$\overline{}$				_					
From:			,		RCH											
New Kent Co	unty	4.65	13000	F	89%	1%	1%	2%	8%	0%	F	0.081	F		14000	F
т. Г																
From:	(1.1.1.1.50)			_	000/	40/		00/	00/	00/	_	0.004		0.040	47000	
I own of West Point	(Maint: 50)	0.25	17000	G	89%	1%	1%	2%	8%	0%	C	0.091	F	0.640	17000	G
To: From:		SI	R 30 Main S	St												
Town of West Point	(Maint: 50)	0.48	16000	G	92%	0%	1%	2%	5%	0%	F	0.085	F	0.672	17000	G
To:	,	King &	Queen Cour	nty Line												
From:		King W	illiam Cour	nty Line												
King & Queen C	County	3.30	13000	G	92%	0%	1%	2%	5%	0%	С	0.089	F	0.646	13000	G
Ter	-	10.67	0.D: :													
From:	Sa				000/	00/	40/	20/	5 0/	00/		0.000		0.050	40000	$\overline{}$
King & Queen C	ounty					0%	1%	2%	5%	0%	г	0.086	Г	0.000	12000	G
From:					is Fork											
King & Outen C	`ounty				020/	10/	10/	10/	5 0/	00/	C	0.000	F	റ ഭാറ	0000	G
King & Queen C	Journey				9270	170	170	170	3%	076	C	0.000	Г	0.039	9900	G
From					le Fork		+									
King & Ousen C	County					Ω%	10/	20/-	50/-	0%	F	0.088	F	0.506	6300	G
King a Queen C	Journey				3∠70	U70	1 70	∠70	J/0	U /0	r	0.000	I.	0.590	0300	G
From				_			-									
	unt/		6300	G G												
Gloucostor Co	urity	2.92			92%	0%	1%	2%	5%	0%	F	0.085	F	0.65	6600	G
	New Kent Co From: Town of West Point Town of West Point Town of West Point Town of West Point King & Queen C To: From: King & Queen C To: From: King & Queen C To: From: King & Queen C	New Kent County To From: New Kent County Town of West Point (Maint: 50) King & Queen County Town Gloucester County	Tot	Tot	SR 30; SR 249 From: SR 249-30 ANGELVIEW CHUING	SR 30; SR 249 From: SR 249-30 ANGELVIEW CHURCH	SR 30; SR 249 SR 249-30 ANGELVIEW CHURCH	SR 30; SR 249 SR 249-30 ANGELVIEW CHURCH	SR 30; SR 249 SR 249-30 ANGELVIEW CHURCH New Kent County	SR 30; SR 249 SR 249-30 ANGELVIEW CHURCH New Kent County 4.65 13000 F 89% 1% 1% 2% 8%	SR 30; SR 249 SR 249-30 ANGELVIEW CHURCH SR 249-30 ANGELVIEW CHURCH SR 249-30 ANGELVIEW CHURCH SR 249-30 ANGELVIEW CHURCH SR 3000 F 89% 1% 1% 1% 2% 8% 0% SR 30 Main St SR 3	SR 30; SR 249 SR 249-30 ANGEL VIEW CHURCH	SR 30; SR 249 SR 249-30 ANGELVIEW CHURCH	SR 30; SR 249-30 ANGEL VIEW CHURCH New Kent County 4.65 13000 F 89% 1% 1% 2% 8% 0% F 0.081 F	SR 30; SR 249 SR 249-30 ANGELVIEW CHURCH SR 3000 F 89% 1% 1% 2% 8% 0% C 0.081 F	SR 30; SR 249 SR 249:30 ANGEL VIEW CHURCH

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Lewis Puller M												
(33) (17) George Washington Mem Hwy	Gloucester County	1.55 12000		0%	1%	1%	1%	0%	F	0.090	F	0.537	12000	G
<u> </u>	To: From:	Middlesex Cou Gloucester Cou	· ·											
(33) (17) Tidewater Trail	Middlesex County	0.81 1200 0		0%	1%	1%	1%	0%	F	0.086	F		12000	G
(33) (17) Tidewater Trail				070	1 70	1 70	1 /0	070	•	0.000	'		12000	J
Bus	To: From:	US 17 South of	Saluda											
(33) (17) Gloucester Rd	Middlesex County	0.80 5900	G 94%	1%	1%	2%	2%	0%	С	0.095	F	0.509	6000	G
	To:	Bus US 17 S												
	From:	Bus US 17 Glouceste												
(33) General Puller Hwy	Middlesex County	1.78 8300	G 94%	1%	1%	1%	2%	0%	С	0.092	F	0.531	8500	G
<u> </u>	To: From:	SR 227 Urbar	nna Rd											
(33) General Puller Hwy	Middlesex County	2.93 8100	G 94%	1%	1%	1%	2%	0%	F	0.099	F	0.546	8400	G
$\overline{}$	To	59-619 Heal	ve RA											
(33) General Puller Hwy	Middlesex County	2.18 8200	G 94%	1%	1%	1%	2%	0%	F	0.1	F	0.531	8400	G
(33)	To:	SR 3 Greys Po		.,,	Ti.									_
	From:	SR 3 Harmony												
(33) (3) General Puller Hwy	Middlesex County	3.45 5500	G 96%	1%	1%	1%	1%	0%	С	0.091	F	0.611	5800	G
\bigcirc	To:	SR 3 Near Ha												
	From:	SR 3 Greys Po		00/		407	407	00/	_	0.00	_	0.500	0000	_
(33) General Puller Hwy	Middlesex County	2.15 3800	G 97%	0%	1%	1%	1%	0%	F	0.09	F	0.583	3900	G
<u>~</u>	To: From:	59-628 Mill Cı												
(33) General Puller Hwy	Middlesex County	4.26 4700	G 97%	0%	1%	1%	1%	0%	С	0.093	F	0.531	4800	G
$\overline{}$	To	59-636 Timber	neck Rd											
(33) General Puller Hwy	Middlesex County	2.00 800	G 97%	0%	1%	1%	1%	0%	F	0.131	F	0.531	830	G
,	To:	Stingray Po	oint											
	From:	SR 33 TO I-6	4 East											
(33) Ramp	Henrico County	0.25 NA	Lust							NA			NA	
(33)	To:	I-64-E From RT 33EAST-1	NINE MILE ROAL)										
	From:	SR 33-E016A SR 33-V	V0164 TO L-64											
(33) Ramp	New Kent County	0.23 1400	F 75%	2%	2%	5%	16%	0%	С	0.087	F		1400	F
(33)	To:	I-64-E FROM RT 33EAS				0,0	.070	0,0		0.00.	•			•
Cont	From:	SR 33 TO I-64												
East (33) Ramp	Henrico County	0.12 NA	** £.0 1							NA			NA	
(33) Ramp	To:	I-64-W FROM RT 33EAST	NINE MILE ROA	D						14/1			14/1	
Foot	From	SR 33; 2SR 33-P I												
East (33) Ramp	New Kent County	0.08 1300	<u>-64-Е205В</u> F							0.085	F		1300	F
33 Ramp	To:	SR 33-W016A SR 33								0.000	'		1300	'
	From:													
West		SR 33 TO I-64	WEST							NIA			NIA	
(33) Ramp	Henrico County	0.23 NA	NINE MILE DO	D						NA			NA	
		I-64-W FROM RT 33WEST	-MINE MILE ROA	D.										

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	2SR 33-P I-64-			O RT											
(33) Ramp	New Kent Cour		410	F								0.121	F		410	F
$\overline{}$	To:	SR 33-E016	A SR 33- 10	6A TO I	-64											
West	From:	2SR 33-P	Gap TO I-6	64 WES	Ī											
(₃₃) Ramp	New Kent Cour	nty 0.54	760	F								0.104	F		760	F
$\overline{}$	То:	I-64-E F	ROM RT 33	3 WEST												
West	From:	2SR 33-P SR 33	3-W032A T	O RT 64	WES											
33 Ramp	New Kent Cour	nty 0.23	4600	F								0.109	F		4600	F
\smile	To:	I-64-W F	ROM RT 33	3 WEST	ı											
	From		Broad St													
(33) Harrison St	City of Richmo	ond 0.24	4000	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.834	4500	G
P)	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	4800	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.835	5300	G
	To:	•	Leigh St													
	From:		Harrison St								_					_
$\binom{33}{2}$ Leigh St	City of Richmon		9200	G	98%	1%	1%	0%	0%	0%	F	NA			10000	G
\smile	Combined Traffic Estimates for 2 Parallel I			G	98%	1%	1%	0%	0%	0%	F	NA			36000	G
	10:		Hancock St													
Wye	From:		SR 33													
(33)	Henrico Count	•	2000	G	96%	1%	2%	1%	1%	0%	С	0.112	F		2100	G
\smile	Combined Traffic Estimates for 2 Parallel I		3800	G	96%	1%	2%	0%	0%	0%	F	0.1	F	0.588	4000	G
	To:	US 60	Williamsbu	ırg Rd												
	From:		orth Main S													
(34) Hodges St	Town of South Bo		2000	G	98%	1%	1%	0%	0%	0%	С	NA			2200	G
<u> </u>	To	US 360 J	ohn Randol	ph Blvd												
	From:	North (Carolina Stat	te Line												
(35) Meherrin Rd	Southampton Co	ounty 1.40	1500	G	85%	0%	2%	1%	12%	0%	F	0.104	F	0.72	1600	G
<u> </u>	To	S	CL Boykins	S			\lnot \vdash									
35 Meherrin Rd	Town of Boykins (Ma	aint: 87) 1.24	1500	N	85%	0%	2%	1%	12%	0%	Ν	0.104	Ν	0.72	1600	Ν
	To:	CD :	86 Pittman	D.d												
35 Meherrin Rd	From:— Town of Boykins (Ma		3700	G	85%	0%	2%	1%	12%	0%	С	0.084	F	0.566	3900	G
35 Meherrin Rd	Town of Boykins (We				0070	070	270	1 70	12 /0	070	O	0.004	•	0.500	3300	O
	From:		CL Boykins			407		401			_		_			_
(35) Meherrin Rd	Southampton Co	ounty 4.93	1400	G	81%	1%	1%	1%	16%	0%	С	0.097	F	0.574	1400	G
<u>~</u>	To: From:	87-69	3 Garris Mi	ll Rd												
(35) Meherrin Rd	Southampton Co	ounty 5.15	1400	G	81%	1%	1%	1%	16%	0%	F	0.105	F	0.649	1400	G
\smile	To:	US 58 Southha		-	JS 58											
Bus Mahawia Bal	From:		West of Cou		0001	407		407	407	001	_	0.407	_	0.500	0000	^
35) (58) Meherrin Rd	Southampton Co	ounty 2.03	2900	G	93%	1%	1%	1%	4%	0%	F	0.127	F	0.506	2900	G
Bus	To: From:	C	L Courtland	d												
\bigcap \sim	Town of Courtland (M	Maint: 87) 0.14	2900	N	93%	1%	1%	1%	4%	0%	N	0.127	N	0.506	2900	Ν
(35) 58 Meherrin Rd																

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	Bus US 58; Meher													
Main St	Town of Courtland (Maint: 87)	0.59 4300	G	75%	1%	1%	3%	20%	0%	F	0.085	F	0.509	4300	(
	To: From:	NCL Courtlan													
₃₅) Main St	Southampton County	0.10 4300	N	75%	1%	1%	3%	20%	0%	Ν	0.085	Ν	0.509	4300	
<u></u>	To: From:	87-616 Ivor R	d												
Main St	Southampton County	2.75 2300	G	75%	1%	1%	3%	20%	0%	F	0.085	F	0.525	2400	
<i></i>	To:	87-628 Wakefiel	d Rd												
Plank Rd	Southampton County	3.43 2000		75%	1%	1%	3%	20%	0%	С	0.099	F	0.515	2000	
<i>9</i>	та:	87-653 Cary's Brid	lge Rd												
95) Plank Rd	Southampton County	3.94 1900		75%	1%	1%	3%	20%	0%	F	0.089	F	0.553	2000	
9)	To:	Sussex County I							-,-	-		-			
	From:	Southampton Coun	-												
35) Jeruselem Plank Rd	Sussex County	7.48 2000	F	80%	1%	1%	2%	16%	0%	С	0.1	F		2000	
<u> </u>	To: From:	SR 40 Sussex l	Dr			\neg —									
Jeruselem Plank Rd	Sussex County	5.81 1600	F	79%	1%	1%	1%	17%	0%	С	0.095	F		1600	
<i>)</i>	Ta	91-626 Neblett M	ill Rd												
5 Jeruselem Plank Rd	Sussex County	4.46 2200		79%	1%	1%	1%	17%	0%	F	0.089	F		2200	
9)	То:	Prince George Coun	nty Line												
	From:	Sussex County I													
(5) Courtland Rd	Prince George County	4.05 2400	F	86%	1%	1%	1%	12%	0%	С	0.085	F		2400	
<i></i>	To: From:	I-95; SR 156 Prince C	George Dr												
(301) Courtland Rd	Prince George County	0.72 930	F	86%	1%	1%	1%	12%	0%	F	0.098	F		950	
	To:	74-605 Spain I	Dr												
	From:	SR 35 TO RT	95												
Ramp	Prince George County	0.15 NA									NA			NA	
<i>)</i>	To:	I-95-N FROM R	T 35												
	From:	SR 35 Courtland	l Rd												
Ramp	Prince George County	0.29 390	F								NA			390	
<u> </u>	То:	I-95 South													
	From:	20-669 Church	Rd												
$_{6})$ River Rd	Chesterfield County	0.87 3600	G S	97%	1%	1%	1%	0%	0%	С	0.104	F	0.627	3700	
	To:	20-601 Little F	Rd			\neg —									
River Rd	Chesterfield County	1.13 4400	G 9	97%	1%	1%	1%	0%	0%	F	0.096	F	0.613	4700	
<i>y</i>	To	20-600 E, Pickett	Δve												
River Rd	Chesterfield County	3.05 7000		99%	0%	0%	0%	0%	0%	F	0.096	F	0.639	7200	
30)	ты						- / 0	- / 0	- / 0	•		-	2.300	00	
Chapterfield Ave	Chapterfield County	20-1121 Granger		009/	00/	00/	00/	00/	00/	С	0.000	F	0.527	7200	
Chesterfield Ave	Chesterfield County	0.81 7100		99%	0%	0%	0%	0%	0%	C	0.089	Г	0.537	7300	
	From:	WCL Petersbu				_]-				_					
36) Fleet St	City of Petersburg	0.12 8600	F :	99%	0%	0%	0%	0%	0%	С	0.095	F		8800	
<u> </u>	To:	Grove Ave													

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

				ate Rou				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Fleet St													
36) Grove Ave	City of Petersburg	0.54	3300	F	99%	0%	1%	0%	0%	0%	С	0.098	F		3600	F
\smile	То:	US	l Par, Marke	et St												
Navier O	From:	0.00	US 1		000/	40/	40/	00/	00/	00/	_	0.000	_		0000	_
36 A Market St	City of Petersburg	0.38	3100	F	98%	1%	1%	0%	0%	0%	С	0.093	F		3300	F
	To: From:	US 1 Par; BUS									_					
Market St	City of Petersburg	0.11	3100	F	99%	0%	0%	0%	0%	0%	F	0.094	F		3200	F
Bus	To: From:	US 1, B	us US 460 V	Vythe St												
36) 1 (460) Wythe St	City of Petersburg	0.20	9300	F	97%	1%	1%	1%	1%	0%	F	0.091	F		9900	F
30 (1) (40)	To		C 201 C													
ALT Bus	From:		S 301 Sycar													
(36) (1) (301) (460) Wythe St		0.20	13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	F
***	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	28000	F	97%	1%	1%	1%	1%	0%	F	NA			29000	F
Bus	To: From:]	Bus US 460)												
36) (460) Wythe St	City of Petersburg	0.20	15000	F	97%	1%	1%	1%	1%	0%	С	0.089	F		15000	F
30) (400) 11) 1110 11	Combined Traffic Estimates for 2 Parallel Roadway			F	96%	1%	1%	1%	2%	0%	F	NA	•		32000	F
	To:			•		.,,		.,0	_,,	0,0	-				02000	•
Bus	From:		I-85, I-95													
36) (460) Wythe St	City of Petersburg	0.30	11000	F	97%	1%	1%	1%	1%	0%	F	0.096	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadway			F	96%	1%	1%	1%	2%	0%	F	0.093	F		25000	F
	To:		outh Crater I Bus US 460		d											
36) Wythe St	City of Petersburg	0.43	9400	F	97%	0%	0%	0%	2%	0%	F	0.084	F		10000	F
38), 3.	Combined Traffic Estimates for 2 Parallel Roadway			F	97%	0%	0%	0%	2%	0%	F	0.095	F		22000	F
	To:	SR 36 Par, W				070		070	270	070	•	0.000	•		22000	•
	From:	SR 36 Par	; Wythe St;	Amelia	St											
36) Washington St	City of Petersburg	0.87	21000	F	97%	0%	0%	0%	2%	0%	F	0.095	F		23000	F
<u> </u>	To: From:	Pt	ıddledock R	Rd			_									
36) Washington St	City of Petersburg	0.58	16000	F	97%	0%	0%	0%	2%	0%	F	0.092	F		17000	F
<u> </u>	To:		George Cour													
Ooldown Blad	From:		CL Petersbu	_	070/	0%	00/	00/	20/	00/	_	0.005	_		40000	F
36) Oaklawn Blvd	Prince George County	0.76	15000	F	97%	0%	0%	0%	2%	0%	F	0.095	F		16000	Г
	To: From:		; Ft Lee Ma													
36) Oaklawn Blvd	Prince George County	1.25	17000	Α	97%	0%	0%	0%	2%	0%	С	0.095	Α		19000	Α
<u></u>	To: From:		SR 144													
36) Oaklawn Blvd	Prince George County	0.20	33000	N	96%	0%	0%	1%	2%	0%	Ν	0.081	Ν		37000	Ν
<u> </u>	To:	W	CL Hopewe	ell												
36) Oaklawn Blvd	City of Hopewell	0.52	33000	F	96%	0%	0%	1%	2%	0%	С	0.081	F		37000	F
<u> </u>	To	74 620	Jefferson P	ark Dd												
36) Oaklawn Blvd	City of Hopewell	0.65	28000	F	97%	0%	0%	0%	2%	0%	F	0.078	F		31000	F
30/ Januarii 2174	Oity of Fiopowoli		SR 36 Par		0.70	U / U	3 /0	J / U	_ /0	J /0	•	0.070	•		0.000	•

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

			na intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:		SR 36 Par				2, 540	017.040	TTTG	211011		1 40101		1 40101		
36) Oaklawn Blvd	City of Hopewell	0.43	10000	F	97%	0%	0%	0%	2%	0%	F	0.079	F		11000	F
3.0	Combined Traffic Estimates for 2 Parallel Roadwa		23000	G	97%	0%	0%	1%	2%	0%	F	NA			25000	G
	To:	SR 36 Par, We						.,.	_,,							
36 Winston Churchill Dr	City of Hopewell	0.60	19000	G	97%	0%	0%	0%	2%	0%	F	NA			21000	Ċ
36 Winston Churchill Dr	Only of Flopeweii	0.00			37 70	070	<u> </u>	070	270	070	•	14/3			21000	
	To: From:	0.00	Miles Ave		070/	00/		201	00/	00/	_	0.070	_		10000	_
36) Winston Churchill Dr	City of Hopewell	0.39	12000	F	97%	0%	0%	0%	2%	0%	F	0.079	F		13000	F
<u> </u>	To: From:	SR	156 High A	ve												
36) (156) Winston Churchill Dr	City of Hopewell	0.25	11000	F	97%	0%	0%	0%	2%	0%	F	0.081	F		12000	F
	To:		56; Arlingto													
	From:		Winston Chu			00/		00/	00/	00/	_	0.000	_		0000	
36) Arlington Rd	City of Hopewell	0.12	2000	F	97%	0%	0%	0%	2%	0%	F	0.090	F		2200	F
	From:		15th Ave Arlington Ro	ı												
36) 15th Avenue	City of Hopewell	0.77	5100	F	99%	0%	0%	0%	0%	0%	С	0.085	F		5400	F
36) 10					0070	0,0		0,0	0,0	0,0		0.000	•		0.00	•
45th A	From:		City Point Ro		000/	00/		00/	00/	00/		0.004			0000	-
36) 15th Avenue	City of Hopewell	0.22	2400	F	99%	0%	0%	0%	0%	0%	F	0.094	F		2600	F
<u> </u>	From:		Broadway St 15th Ave													
36) Broadway St	City of Hopewell	0.44	6900	F	99%	0%	0%	0%	0%	0%	F	0.089	F		7300	F
36) 2.000	To:	0.11	6th Ave	•	0070	070		070	070	070	•	0.000	•		7000	
	From:		Broadway St													
36) 6th Avenue	City of Hopewell	0.31	9000	F	99%	0%	0%	0%	0%	0%	F	0.091	F		9600	F
<u> </u>	To:	SR	10 Randolf	Rd												
East	From:	SR 3	36 Oaklawn	Blvd												
36 Ramp	City of Hopewell (Maint: 74)	0.24	190	F								NA			190	F
	To:		I-295 East													
iast	From:	SR 3	36 Oaklawn	Blvd												
36) Ramp	City of Hopewell (Maint: 74)	0.22	5300	F								NA			5300	F
	To:		I-295 West													
Vest	From:	SR 36 I-295-E	009A TO &	FROM	RT 29											
36) Ramp	City of Hopewell (Maint: 74)		NA									NA			NA	
	To:	I-295-E l	FROM RT 3	6 WES	Γ											
Vest	From:	SR 36 T	O RT 295 N	ORTHV	V											
36) Ramp	City of Hopewell (Maint: 74)		NA		•							NA			NA	
30)	To:		FROM RT 3	5 WES	Т											
	From:		R 36; Market													
36 1 Old St	City of Petersburg	0.13	4300	F	98%	1%	1%	0%	0%	0%	F	0.091	F		4500	F
36) (1) Old St	To:		Sycamore St	-	5576	. 70		270	0 / 0	- / 0	•	0.001	•		.500	
	From:		Old St													
36) () Sycamore St	City of Petersburg	0.04	3800	F	98%	1%	1%	0%	0%	0%	F	0.095	F		4000	F
	To:	В	ollingbrook	St												

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

							Tru	ıck			K		Dir		
Jurisdictio	on Lenç	gth AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:															
City of Peters				98%	1%	1%	0%	0%	0%	F	0.090	F		4300	F
From:															
rook St City of Peters	sbura 0.0			98%	0%	1%	0%	0%	0%	F	0.104	F		4800	F
To:						Ť	-,-	-,-	-,-	-		-			•
From:		3rd St													
City of Peters	burg 0.1	5 4300	F	98%	0%	1%	0%	0%	0%	F	0.108	F		4600	F
Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	ıte: 6900	F	97%	0%	1%	0%	0%	0%	F	NA			7300	F
To:		5th St				<u> </u>									
City of Peters	burg 0.2	3 3800	F	98%	0%	1%	0%	0%	0%	С	0.107	F		4100	F
Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	ite: 6600	F	97%	0%	1%	1%	0%	0%	С	NA			7000	F
To:	·	Crater Rd													
From										_		_			_
•	•									F		F			F
Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	ıte: 6800	G	97%	0%	1%	1%	1%	0%	F	NA			7200	G
To: From:		US 301 Par, Bar													
City of Peters	burg 0.1	8 3900	F	98%	1%	1%	0%	0%	0%	F	0.094	F		4100	F
To:	US 30	1. BUS US 460	Crater I	Rd											
City of Peters			F	97%	0%	0%	0%	2%	0%	F	0.113	F		12000	F
Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	ite: 20000	F	97%	0%	0%	0%	2%	0%	F	NA			22000	F
To	<u>, </u>														
From: City of Peters	hura 0.2		F	97%	0%	0%	0%	2%	0%	F	0 112	F		11000	F
•	9														· F
To:				91 /0	070	078	0 /6	Z/0	076	-	0.093			22000	-
From:						-									
City of Hope		or ou Oakiawii													
	۱۱۵۸ المس			97%	0%	0%	1%	1%	0%	C	NΔ			13000	G
· ·		1 12000	G	97%	0%	0% 0%	1% 1%	1%	0%	C	NA NA			13000	G
Combined Traffic Estimates for 2 Parallel		1 12000 ite: 23000		97% 97%	0% 0%	0% 0%	1% 1%	1% 2%	0% 0%	C F	NA NA			13000 25000	G G
Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	1 12000 ute: 23000 Surry Ave	G G	97%	0%	0%	1%	2%	0%	F	NA			25000	G
Combined Traffic Estimates for 2 Paralle City of Hope	el Roadways on this Rou well 0.3	1 12000 ite: 23000 Surry Ave 5 10000	G G F	97% 97%	0%	0% 1%	1% 0%	2%	0%		NA 0.078	F		25000 11000	G F
Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou well 0.3 el Roadways on this Rou	1 12000 Ite: 23000 Surry Ave 5 10000 Ite: 21000	G G F F	97% 97% 97%	0%	0%	1%	2%	0%	F	NA	F		25000	G
Combined Traffic Estimates for 2 Paralle City of Hope	el Roadways on this Rou well 0.3 el Roadways on this Rou SR 36 C	1 12000 Ite: 23000 Surry Ave 5 10000 Ite: 21000 aklawn Blvd; K	G G F F	97% 97% 97%	0%	0% 1%	1% 0%	2%	0%	F	NA 0.078	F		25000 11000	G F
Combined Traffic Estimates for 2 Paralle City of Hope Combined Traffic Estimates for 2 Paralle To- Prom:	el Roadways on this Rou well 0.3 el Roadways on this Rou SR 36 C	1 12000 tte: 23000 Surry Ave 5 10000 tte: 21000 aklawn Blvd; K	G G F F Cenwood	97% 97% 97% Ave	0% 0% 0%	0% 1% 1%	1% 0% 0%	2% 2% 2%	0% 0% 0%	F	0.078 NA			25000 11000 22000	G F F
Combined Traffic Estimates for 2 Paralle City of Hope	el Roadways on this Rou well 0.3 el Roadways on this Rou SR 36 C	1 12000 tte: 23000 Surry Ave 5 10000 tte: 21000 aklawn Blvd; K	G G F F	97% 97% 97%	0%	0% 1%	1% 0%	2%	0%	F	NA 0.078	F		25000 11000	G F
Combined Traffic Estimates for 2 Paralle City of Hope Combined Traffic Estimates for 2 Paralle To From: Frederick Co	el Roadways on this Rouwell 0.3 el Roadways on this Rou SR 36 C I-6 unty 2.9	1 12000 Ite: 23000 Surry Ave 5 10000 Ite: 21000 Idklawn Blvd; K I South of Win 1 21000 622 Cedar Cree	G G F F Cenwood chester F	97% 97% 97% Ave	0% 0% 0%	0% 1% 1% 1% 1%	1% 0% 0%	2% 2% 2% 4%	0% 0% 0%	F C F	0.078 NA			25000 11000 22000	G F F
Combined Traffic Estimates for 2 Paralle City of Hope Combined Traffic Estimates for 2 Paralle To- Prom:	el Roadways on this Rouwell 0.3 el Roadways on this Rou SR 36 C I-6 unty 2.9	1 12000 Ite: 23000 Surry Ave 5 10000 Ite: 21000 Idklawn Blvd; K I South of Win 1 21000 622 Cedar Cree	G G F F Cenwood	97% 97% 97% Ave	0% 0% 0%	0% 1% 1%	1% 0% 0%	2% 2% 2%	0% 0% 0%	F	0.078 NA			25000 11000 22000	G F F
Combined Traffic Estimates for 2 Paralle City of Hope Combined Traffic Estimates for 2 Paralle To From: Frederick Co	el Roadways on this Rouwell 0.3 el Roadways on this Rou SR 36 C L 1-1 unty 2.9 unty 2.3	1 12000 Ite: 23000 Surry Ave 5 10000 Ite: 21000 Idklawn Blvd; K I South of Win 1 21000 622 Cedar Cree	F F Cenwood schester F R B	97% 97% 97% Ave	0% 0% 0%	0% 1% 1% 1% 1%	1% 0% 0% 1%	2% 2% 2% 4%	0% 0% 0%	F C F	0.078 NA 0.092	F		25000 11000 22000 23000	G F F
Combined Traffic Estimates for 2 Paralle City of Hope Combined Traffic Estimates for 2 Paralle To From: Frederick Co	el Roadways on this Rouwell 0.3 el Roadways on this Rou SR 36 C I-t unty 2.9 unty 2.3 US	1 12000 Ite: 23000 Surry Ave 5 10000 Ite: 21000 Ite: 21	F F Cenwood schester F R B	97% 97% 97% Ave	0% 0% 0%	0% 1% 1% 1% 1%	1% 0% 0% 1%	2% 2% 2% 4%	0% 0% 0%	F C F	0.078 NA 0.092	F		25000 11000 22000 23000	G F F
Combined Traffic Estimates for 2 Paralle City of Hope Combined Traffic Estimates for 2 Paralle Tro From: Frederick Co Frederick Co	el Roadways on this Rou well 0.3 el Roadways on this Rou SR 36 C I-6 unty 2.9 unty 2.3 unty 1.6	1 12000 Ite: 23000 Surry Ave 5 10000 Ite: 21000 Ite: 21	F F F Cenwood chester F B nchester F	97% 97% 97% Ave 95%	0% 0% 0% 0%	0% 1% 1% 11% 1%	1% 0% 0% 1%	2% 2% 2% 4%	0% 0% 0% 0%	F C F	NA 0.078 NA 0.092 0.101	F		25000 11000 22000 23000 31000	G F F
Combined Traffic Estimates for 2 Paralle City of Hope Combined Traffic Estimates for 2 Paralle Tro From: Frederick Co Frederick Co	el Roadways on this Rouwell 0.3 well 0.3 el Roadways on this Rou SR 36 C I-6 unity 2.9 unity 2.3 unity 1.6 US	1 12000 Ite: 23000 Surry Ave 5 10000 Ite: 21000 Ite: 21000 Ite: 21000 Ite: 21000 Ite: 21000 Ite: 21000 Ite: 30000 Ite: 300000 Ite: 30000 Ite: 30000 Ite: 30000 Ite: 30000 Ite: 30000 Ite: 3	F F F Cenwood chester F B nchester F	97% 97% 97% Ave 95%	0% 0% 0% 0%	0% 1% 1% 11% 1%	1% 0% 0% 1%	2% 2% 2% 4%	0% 0% 0% 0%	F C F	NA 0.078 NA 0.092 0.101	F		25000 11000 22000 23000 31000	G F F
	City of Peters To: From: City of Peters To: From: City of Peters City of Peters Combined Traffic Estimates for 2 Paralle To: City of Peters Combined Traffic Estimates for 2 Paralle To: City of Peters Combined Traffic Estimates for 2 Paralle To: City of Peters Combined Traffic Estimates for 2 Paralle City of Peters Combined Traffic Estimates for 2 Paralle City of Peters Combined Traffic Estimates for 2 Paralle City of Peters Combined Traffic Estimates for 2 Paralle City of Peters Combined Traffic Estimates for 2 Paralle To: From: City of Peters Combined Traffic Estimates for 2 Paralle To: From: City of Peters	City of Petersburg 0.1 To From US Arrook St City of Petersburg 0.0 City of Petersburg 0.1 City of Petersburg 0.1 City of Petersburg 0.1 Combined Traffic Estimates for 2 Parallel Roadways on this Router of Petersburg 0.2 Combined Traffic Estimates for 2 Parallel Roadways on this Router of Petersburg 0.1 City of Petersburg 0.1 Combined Traffic Estimates for 2 Parallel Roadways on this Router of Petersburg 0.2 Combined Traffic Estimates for 2 Parallel Roadways on this Router of Petersburg 0.2 Combined Traffic Estimates for 2 Parallel Roadways on this Router of Petersburg 0.2 Combined Traffic Estimates for 2 Parallel Roadways on this Router of Petersburg 0.2	Sycamore St	City of Petersburg	City of Petersburg	City of Petersburg	Sycamore St	Sycamore St	Substitute	City of Petersburg 0.10 4100 F 98% 1% 1% 0% 0% 0% 0% 0% 0	Sycamore St	Second Second Petersburg Second Petersburg	Substitute Sub	Sycamore Sycamore	Summer St

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

		Primary and inters	iaio No	4100			-				1/		D:-		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:	SR 37													
Ramp to I-81 N at Exit 310	Frederick County	0.16 5100	F								0.087	F		5100	F
	To:	I-81 N													
	From:	Ramps SR 37 N000B;	SR 37 S0	00B											
37) Ramp to I-81 S at Exit 310	Frederick County	0.15 8700	F								0.104	F		8700	F
	To:	I-81 S													
orth	From:	SR 37 N													
Ramp toward I-81 S at Exit 310	Frederick County	0.03 8700	F								0.104	F		8700	F
7 reamp toward 1 or 0 at 2 xxt o 10	To:	Ramp SR 3									0.101	•		0,00	
db	From					<u></u>									
outh	Frederick County	0.05 NA									NA			NA	
Ramp toward I-81 S at Exit 310	To:	Ramp SR 3	7 D								INA			INA	
		•				_									
	From:	Bus US 360 Goodes			00/		407	00/	00/		0.447		0.050	0000	
Nirginia Ave	Amelia County	0.02 2700	N .	93%	2%	1%	1%	3%	0%	N	0.117	N	0.658	2800	1
<u> </u>	From:	04-1007 Cou 04-1009 Virgi:													
Ourt St	Amelia County	0.04 2700	na St N	93%	2%	1%	1%	3%	0%	N	0.117	N	0.658	2800	1
Court St	Amena County	04-1007; Washii		93 /0	2/0	1/0	1 /0	3/0	0 /6	IN	0.117	IN	0.050	2000	'
	From:	04-1007; Washii 04-1007 Cou	2												
(88) Washington St	Amelia County	0.09 2700	N	93%	2%	1%	1%	3%	0%	Ν	0.117	Ν	0.658	2800	1
6) · · · · · · · · · · · · · · · · · · ·	То:	04-1003 Church St					.,.				• • • • • • • • • • • • • • • • • • • •				-
	From:	04-1006 Washington													
Church St	Amelia County	0.05 2700	N	93%	2%	1%	1%	3%	0%	Ν	0.117	Ν	0.658	2800	1
	To:	04-1003; Five F	orks Rd												
	From:	04-1003 Chur													
38) Five Forks Rd	Amelia County	0.95 2700	G	93%	2%	1%	1%	3%	0%	F	0.117	F	0.658	2800	(
<u>~</u>	To:	04-614 Otterburn Rd; I													
Tive Federa Del	Arealia Causto	04-614 Dennisville Rd			20/	40/	40/	20/	00/	_	0.440	_	0.774	4000	,
Five Forks Rd	Amelia County	5.88 1200	G	93%	2%	1%	1%	3%	0%	С	0.119	F	0.774	1300	(
		SR 153 Milita													
	From:	West Virginia St													
39 Mountain Valley Rd	Bath County	4.59 290	G	96%	1%	1%	0%	3%	0%	F	0.150	F	0.561	310	(
<i></i>	To: From:	W 08-600)			_									
39) Mountain Valley Rd	Bath County	9.94 380	G	96%	1%	1%	0%	3%	0%	F	0.111	F	0.542	420	(
	To:	00 C07 W4 -F W-				_									
39) Mountain Valley Rd	Bath County	08-687 West of Wa 2.97 1100	rm Spring G	96%	1%	1%	0%	3%	0%	С	0.093	F	0.537	1200	(
Mountain Valley Rd	Batil County	2.97	<u> </u>	90 /6	1 /0	1 /0	0 /6	3/0	0 /6	C	0.093	-	0.557	1200	•
¬ ~~~	From:	US 220 Warm S													
39) (220) Ingalls Boulevard	Bath County	0.19 2100	G	91%	1%	1%	1%	6%	0%	F	0.09	F	0.609	2300	(
<i></i>	To	US 220 North of Wa	ırm Sprin	gs		\lnot \vdash									
39) Mountain Valley Rd	Bath County	4.38 1300	G	94%	0%	1%	1%	2%	0%	F	0.102	F	0.635	1400	(
<i>'</i>	Tol										-				
Mountain Valley Rd	From:	08-630 Stage Coa		0.40/	00/	10/	10/	20/	00/	F	0.007		0.670	1500	,
Mountain Valley Rd	Bath County	8.67 1400	G	94%	0%	1%	1%	2%	0%		0.097	F	0.679	1500	C
~	10.	SR 42 Millboro	oprings												

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

	Primary and Interstate Rol				Tru	ck			K		Dir		
Jurisdiction	Length AADT QA	4Tire	Bus	2Axle				QC		QK		AAWDT	Q
From:	SR 42 Millboro Springs			1	017.000				. 45151				
Bath County	5.73 1500 G	94%	0%	1%	1%	2%	0%	F	0.106	F	0.56	1600	(
To:	Rockbridge County Line												
From:	Bath County Line												
Town of Goshen (Maint: 81)	2.47 1600 G	94%	0%	1%	1%	2%	0%	С	0.091	F	0.534	1700	
To:	SR 42 Goshen												
Town of Goshen (Maint: 81)		92%	1%	1%	3%	3%	0%	С	0.094	F	0.582	1800	
To:					-,-		-,-	_					
From:		s Run											
Town of Goshen (Maint: 81)	0.07 850 G	92%	1%	1%	3%	3%	0%	F	0.105	F	0.609	890	
To	SCI Goshan												
Rockbridge County		92%	1%	1%	3%	3%	0%	N	0.105	N	0 609	890	
			170	1 70	370	J/0	070	11	0.100	14	0.003	030	
To: From:													
Rockbridge County	2.34 1100 G	94%	1%	2%	2%	0%	0%	С	0.097	F	0.598	1100	
To:	SR 252 Brownsburg Turnpik	e											
Rockbridge County	7.55 1300 G		1%	2%	2%	0%	0%	F	0.093	F	0.618	1400	
To:	US 11 North of Lexington												
From:	SP 42 Gochan												
Town of Goshen (Maint: 81)		80%	10/_	20/-	30/	50/-	0%	C	0.000	F	0.521	1100	
To:		0370	170		370	370	070	O	0.000	•	0.021	1100	
France													
Detrials County		000/	00/		40/	40/	00/	_	0.440	_		470	
Patrick County	3.06 460 F	98%	0%	0%	1%	1%	0%	г	0.113	г		470	
To: From:	70-708 Lee Elgin Rd												
Patrick County	3.17 260 F	98%	0%	0%	1%	1%	0%	F	0.127	F		270	
To:	70-622 Deer Run Road												
Patrick County		98%	0%	0%	1%	1%	0%	C	0 137	F		150	
To:		3070	070		170	170	070	O	0.107	•		100	
From:	Patrick County Line												
Franklin County	2.83 310 F	96%	1%	1%	1%	1%	0%	F	0.112	F		320	
To	22 705 1.1 P.1 P.1												
Fronklin County	, ,	069/	10/	10/	10/	10/	00/		0.004	Г		250	
Franklin County		90%	1%	1%	170	170	0%	Г	0.094	Г		350	
From:													
Franklin County		96%	1%	1%	1%	1%	0%	F	0.092	F		630	
- Taritan County		0070	170		170	170	070	•	0.002	•		000	
To: From:	33-605 Henry Rd												
Franklin County	4.06 1600 F	96%	1%	1%	1%	1%	0%	С	0.082	F		1700	
• • • • •													
To	33-602 Ferrum Mtn Rd												
To: From:	33-602 Ferrum Mtn Rd 8.79 4100 F	96%	1%	1%	1%	1%	0%	F	0.087	F		4200	
Franklin County	8.79 4100 F	96%	1%	1%	1%	1%	0%	F	0.087	F		4200	
To: From:		96%	1%	1% 1%	1% 0%	1% 1%	0%	F C	0.087	F		4200 9100	
	Bath County To: From: Town of Goshen (Maint: 81) From: Rockbridge County From: Rockbridge County To: From: Town of Goshen (Maint: 81) Town of Goshen (Maint: 81) From: Prom: Prom: Patrick County	SR 42 Millboro Springs	Bath County 5.73 1500 G 94%	Bath County 5.73 1500 G 94% 0%	SR 42 Millboro Springs Bath County 5.73 1500 G 94% 0% 1%	SR 42 Millboro Springs	Second S	SR 42 Millboro Springs	Section Content Cont	Company Comp	Second S	Section Control Cont	Second Content Seco

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	Floyd Ave	<u>;</u>				017.000								
40) Franklin St	Town of Rocky Mount	0.36 8700	F	98%	0%	1%	0%	1%	0%	F	0.087	F		9100	F
40)	Tec														
40) Franklin St	Town of Rocky Mount	Diamond A 0.18 11000	ve F	98%	0%	0%	0%	1%	0%	F	0.083	F		12000	F
Franklin St	Town of Rocky Mount			96%	0%	0%	0%	170	0%	Г	0.063	Г		12000	Г
Bus	From:	North Main S North Main													
40) (220)	Town of Rocky Mount	0.03 13000	G	98%	1%	1%	0%	1%	0%	F	0.088	Ν		13000	
40) (220)	To:	South Main		3070	170	170	070	170	070	•	0.000	.,		10000	
	From:	South Main S													
40) Pell Ave	Town of Rocky Mount	0.75 7600	F	98%	0%	0%	0%	1%	0%	С	0.083	F		7900	F
40)	T-1														
Dall Acce	From:	Tanyard Ro		000/	00/	-00/	00/	40/	00/	_	0.005	_		47000	
Pell Ave	Town of Rocky Mount	0.30 17000	F	98%	0%	0%	0%	1%	0%	F	0.085	F		17000	F
	To: From:	Old ECL Rocky	Mount												
40) Franklin St	Town of Rocky Mount	0.17 18000	G	98%	0%	0%	0%	1%	0%	F	0.085	Ν		19000	G
	To:	US 220													
	From:	US 220 Virgil H Go	oode Hwy	/											
40) Franklin St	Town of Rocky Mount	0.85 18000	F	93%	1%	1%	1%	4%	0%	F	0.08	F		19000	F
	To	SR 122 Baldknob; Booker T	Washin	gton Hwy											
	From:	SR 122 Baldk	nob												
₄₀) Franklin St	Town of Rocky Mount	0.17 9200	N	93%	1%	1%	1%	4%	0%	Ν	0.083	Ν		9600	١
\smile	Too	ECL Rocky M	ount												
40) Franklin St	Franklin County	2.56 9200	F	93%	1%	1%	1%	4%	0%	F	0.083	F		9600	F
40) 1 141114111 80	Training County			0070	170	.,,,	170	170	070	•	0.000	•		0000	•
	To: From:	33-655 Webste													
40) Franklin St	Franklin County	3.88 5200	F	93%	1%	1%	1%	4%	0%	С	0.087	F		5400	F
\smile	To:	33-718 Colonia													
	From:	33-718 Colonial	_							_		_			_
40) Franklin St	Franklin County	4.48 5100	F	93%	1%	1%	1%	4%	0%	F	0.086	F		5300	F
<u> </u>	To	33-945 Kemp Fo	ord Rd			— —									
40) Franklin St	Franklin County	4.01 3600	F	89%	1%	1%	1%	7%	0%	F	0.084	F		3700	F
-0)	To:	33-890 Near Pe	nhook												
	From:	33-890 Snow Cr													
40 Franklin St	Franklin County	0.63 2400	F	89%	1%	1%	1%	7%	0%	С	0.082	F		2500	F
40)	To:	Pittsylvania Cour	nty Line												
	From:	Franklin County													
40) W Gretna Rd	Pittsylvania County	8.52 2600	G	88%	1%	2%	1%	8%	0%	F	0.085	F	0.563	2800	(
	Too	71 700 CI:	- D.1												
DW Orestee Bul	From:	71-799 Clima		000/	40/		40/	00/	00/	_	0.004	_	0.504	0000	
W Gretna Rd	Pittsylvania County	5.01 2700	G	88%	1%	2%	1%	8%	0%	С	0.094	F	0.594	2900	G
	To- From:	US 29													
40)	Pittsylvania County	0.14 5900	G	88%	1%	2%	1%	8%	0%	F	0.092	F	0.638	6300	G
	To														
Volden Dr	From:	WCL Gretr		000/	40/	20/	40/	007	00/	N.I	0.000	N.I	0.000	6000	
40) Valden Dr	Town of Gretna (Maint: 71)	0.98 5900	N	88%	1%	2%	1%	8%	0%	N	0.092	Ν	0.638	6300	Ν
~	10:	Bus US 29 Ma	ın St												

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

_		_		_	_	_		Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QI
	From:	Bus	US 29 Main	St			1									
(40) E Gretna Rd	Town of Gretna (Maint: 71)	0.43	3000	G	88%	1%	2%	1%	8%	0%	F	0.089	F	0.605	3100	(
	To:		ECL Gretna													
40) E Gretna Rd	Pittsylvania County	1.44	3000	N	88%	1%	2%	1%	8%	0%	N	0.089	N	0.605	3100	
40) L Greina Nu	Tittsylvaria County				00 /0	1 70	270	1 /0	070	076	11	0.003	IN	0.003	3100	'
	To: From:		1-686 Zion Rd								_		_			
40) E Gretna Rd	Pittsylvania County	8.11	1400	G	88%	1%	2%	1%	8%	0%	F	0.096	F	0.607	1500	(
<u></u>	To: From:	71-640 R	enan Rd; Rice	eville Ro	i											
10) E Gretna Rd	Pittsylvania County	5.14	840	G	85%	2%	2%	2%	9%	0%	С	0.088	F	0.6	900	(
9	To:	Hali	fax County Li	ine												
	From:		vania County													
₄₀) Stage Coach Rd	Halifax County	4.16	730	G	85%	2%	2%	2%	9%	0%	F	NA			780	(
	To. From:	41-63	38 Bull Creek	Rd			<u> </u>									
) Stage Coach Rd	Halifax County	5.96	810	F	91%	1%	1%	1%	6%	0%	С	0.083	F		820	
	To:	US 50	1 North of Ha	alifax												
	From:	U	S 501 Halifax	ζ												
0) 501 L P Bailey Memorial Hwy	Halifax County	0.97	4700	F	90%	1%	1%	1%	8%	0%	С	0.081	F		4800	
<i></i>	To:		bell County I													
¬~~.	From:		fax County Li								_		_			
(501) Lusardi Dr	Campbell County	0.09	5000	G	90%	1%	1%	1%	8%	0%	F	0.081	F	0.551	5100	(
	To: From:	S	CL Brookneal	1												
10) (501) Lusardi Dr	Town of Brookneal (Maint: 15)	0.76	5000	N	90%	1%	1%	1%	8%	0%	Ν	0.081	Ν	0.551	5100	
	То:		US 501													
	From:		chburg Ave; l								_		_			
Wickliffe Ave	Town of Brookneal (Maint: 15)	0.87	2200	G	81%	1%	1%	2%	15%	0%	F	0.096	F	0.544	2300	(
<u> </u>	To: From:	Е	CL Brookneal	1												
Wickliffe Ave	Campbell County	1.97	2200	N	81%	1%	1%	2%	15%	0%	Ν	0.096	Ν	0.544	2300	1
<i>y</i>	To:	15 605	Swinging Brid	dae Dd												
Wickliffe Ave	Campbell County	2.15	1600	G	81%	1%	1%	2%	15%	0%	F	0.086	F	0.535	1700	(
Wickliffe Ave	To:		lotte County I		0170	1 /0	170	270	13 /0	070	'	0.000	'	0.555	1700	•
	From:		bell County I													
Patrick Henry Hwy	Charlotte County	6.74	1000	G	81%	1%	1%	2%	15%	0%	С	0.092	F	0.505	1100	(
	To:		VCI Di:-													
Phenix Main St	Town of Phenix (Maint: 19)	0.97	WCL Phenix 1000	N	81%	1%	1%	2%	15%	0%	N	0.092	N	0.505	1100	
Phenix Main St	Town of Frienk (Maint. 19)					1 /0	1 /0	∠ /0	10 /0	U /0	IN	0.032	IN	0.505	1100	
	To: From:	19-727 Washi					}									
(10) Patrick Henry Hwy	Town of Phenix (Maint: 19)	0.62	1900	G	81%	1%	1%	2%	15%	0%	F	0.102	F	0.512	2000	(
	To re-		ECL Phenix				_									
Patrick Henry Hwy	Charlotte County	0.78	1900	N	81%	1%	1%	2%	15%	0%	Ν	0.102	Ν	0.512	2000	ı
	Tac	10.7	ACE CPI													
Patrick Henry Hwy	Charlotte County		46 East of Phe		040/	1%	10/	20/	150/	007		0.400		0.744	2000	
	Charlotte County	4.38	1900	G	81%	1%	1%	2%	15%	0%	F	0.102	F	0.711	2000	(

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4T	ire Bu	s 2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
$\overline{}$	From:	WCL Charlot												
David Bruce Ave	Town of Charlotte C.H. (Maint: 19)	0.98 1900	N 81	1% 1%	1%	2%	15%	0%	Ν	0.102	N	0.711	2000	١
	To: From:	SR 47 Le Grar												
40 47 Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)	0.10 4700	G 81	1% 1%	1%	2%	15%	0%	F	0.102	F	0.529	4900	(
	To: From:	SR 47 Thomas Jef												
40) George Washington Hwy	Town of Charlotte C.H. (Maint: 19)	0.94 2100	G 81	1% 1%	1%	2%	15%	0%	F	0.109	F	0.547	2200	(
<u></u>	Ta- From:	ECL Charlott	e C.H.											
₁₀) George Washington Hwy	Charlotte County	7.58 2100	N 81	1% 1%	1%	2%	15%	0%	Ν	0.109	Ν	0.547	2200	
<i></i>	To: From:	WCL Keys	ville											
Church St	Town of Keysville (Maint: 19)	0.54 2100	N 81	1% 1%	1%	2%	15%	0%	Ν	0.109	Ν	0.547	2200	ı
<i></i>	To:	Bus US 15, Bus												
Bus Bus McDonold Rd	Town of Keysville (Maint: 19)	W US 15 E 0.56 4700		3% 1%	10/	1%	4%	00/	F	0.101	F	0.565	5000	
(15) (360) McDonald Rd	To: To:	E US 15 B		070 170	1%	170	470	0%	Г	0.101	Г	0.505	3000	
	From:	US 15, US 360; EC												
Lunenburg Hwy	Town of Keysville (Maint: 19)	0.40 2900	G 90)% 2%	1%	2%	5%	0%	F	0.085	F	0.553	3000	
<u>) </u>	To:	ECL Keys												
<u> </u>	From:	US 15, US 360; EC												
Dunenburg Hwy	Charlotte County	0.85 2900)% 2%	1%	2%	5%	0%	N	0.085	N	0.553	3000	
	From	Lunenburg Cou Charlotte Cour	-											
Lunenburg County Rd	Lunenburg County	12.70 1200		0% 2%	1%	2%	5%	0%	С	0.119	F	0.522	1200	
	To:	SR 49 Courtho	ouse Rd											
	From:	SR 49; Lunenburg												
$\binom{49}{60}$ Courthouse Rd	Lunenburg County	0.14 2500	G 94	1% 1%	1%	1%	3%	0%	F	0.099	F	0.542	2500	(
	To- From	55-675 Trinity Rd	; Hardy Rd											
49)	Lunenburg County	2.17 3200	G 94	1% 1%	1%	1%	3%	0%	С	0.099	F	0.548	3200	(
	To	WCL Vict	oria		<u> </u>									
49)	Town of Victoria (Maint: 55)	1.08 3200	N 94	1% 1%	1%	1%	3%	0%	Ν	0.099	Ν	0.548	3200	ı
<i>y</i>	To:	SR 49 Lunenburg (Court House											
Main St	Town of Victoria (Maint: 55)	0.81 5700		3% 2%	1%	1%	3%	0%	F	0.103	F	0.588	5800	
0)	To												-	
	Town of Victoria (Maint: 55)	55-1009 Twin Ce 0.02 4800		3% 2%	1%	1%	3%	0%	С	0.109	F	0.546	4900	
0)	1 OWIT OF VICTORIA (IVIAIRE 55)			,,u _/(, 170	1 /0	3 /0	0 /0	J	0.100	•	0.040	4300	
	To:	ECL Victo		3% 2%	40/	40/	20/	00/	A I	0.400	N.I	0.540	4000	
0)	Lunenburg County	3.74 4800	N 93	3% 2%	1%	1%	3%	0%	N	0.109	N	0.546	4900	
	To: From:	WCL Kenb		_										
10)	Town of Kenbridge (Maint: 55)	1.33 4800	N 93	3% 2%	1%	1%	3%	0%	Ν	0.109	Ν	0.546	4900	
	To: From:	55-697 Hicko	ory Rd											
Main St	Town of Kenbridge (Maint: 55)	0.89 5900	G 93	3% 2%	1%	1%	3%	0%	F	0.094	F	0.547	6100	(
\mathcal{L}	To:	SR 137, SR	138											

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

Deute	to according	Laweth AADT	OA 4T	. 5		Tru	ıck		00	K	01/	Dir	A A) A/DT	011
Route	Jurisdiction -	Length AADT	QA 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	SR 137, SR 13												
N. Broad St	Town of Kenbridge (Maint: 55)	0.66 3300	G 93%	2%	1%	1%	3%	0%	F	0.092	F	0.566	3400	G
	To: From:	ECL Kenbridg												
40)	Lunenburg County	4.00 3300	N 93%	5 2%	1%	1%	3%	0%	Ν	0.092	N	0.566	3400	1
<u> </u>	To: From:	Nottoway County Lunenburg County			-									
40) Kenbridge Rd	Nottoway County	4.80 3500	F 94%	5 0%	1%	1%	4%	0%	С	0.095	F		3600	
40) Honoridge Ha	riokonay county					170	170	070	Ŭ	0.000	•		0000	
40 South Main St	Town of Blackstone	SCL Blackstor 0.18 3900	F 94%	5 0%	1%	1%	4%	0%	F	0.093	F		4000	
South Main St	TOWIT OF BIACKSTOTIE	0.10 3900	Г 347	0 //0	1 /0	1 /0	4/0	0 /6		0.093	-		4000	
	To: From:	SR 46 Brunswick												
South Main St	Town of Blackstone	0.57 9800	G 96%	0%	1%	0%	3%	0%	С	NA			10000	(
<u> </u>	To- From:	Tenth St												
₄₀) South Main St	Town of Blackstone	0.21 11000	F 96%	0%	1%	0%	3%	0%	F	0.089	F		12000	
<u> </u>	To	West Entrance	Rd		\neg									
30 South Main St	Town of Blackstone	0.47 8600	F 95%	5 1%	1%	0%	3%	0%	С	0.089	F		9000	
	То:	Bus US 460 Chur	ch St											
Bus	From:	Church St												
40) (460) North Main St	Town of Blackstone	0.59 6800	F 92%	1%	2%	1%	3%	0%	С	0.082	F		7100	
	To:	Dinwiddie Av Bus US 460, North N												
40) Dinwiddie Ave	Town of Blackstone	0.53 2200	F 92%	5 0%	2%	1%	5%	0%	С	0.097	F		2300	
40) Biriwiddie Ave	Town of Blackstone			0 70	270	170	370	070	O	0.007	'		2300	
	From	ECL Blackstor		101		40/	400/	201	_	2 222	_		4500	
40 Darvills Rd	Nottoway County	5.76 1500	F 88%	1%	1%	1%	10%	0%	F	0.089	F		1500	
	From:	Dinwiddie County Nottoway County												
40) Darvills Rd	Dinwiddie County	4.90 1000	F 88%	1%	1%	1%	10%	0%	F	0.088	F		1000	
	Too	26 644 P.:II- P	1.1											
40 Old Cryors Rd	From: Dinwiddie County	26-644 Brills R 6.15 1000	A 88%	5 1%	1%	1%	10%	0%	С	0.107	Α		1000	
40 Old Cryors Rd	Diriwidale County			1 / 0	1 70	1 /0	10 /0	070	C	0.107	^		1000	
	From:	26-610 Old White O		101		40/	400/	201	_	0.400	_		4500	
McKenney Hwy	Dinwiddie County	2.46 1500	F 88%	1%	1%	1%	10%	0%	F	0.102	F		1500	
	To: From:	WCL McKenn												
₄₀) Doyle Blvd	Town of McKenney (Maint: 26)	0.34 1500	N 88%	1%	1%	1%	10%	0%	Ν	0.102	Ν		1500	
\sim	To	26-1002 Railroad	d St		$ \vdash$									
40) Doyle Blvd	Town of McKenney (Maint: 26)	0.57 2300	F 88%	1%	1%	1%	10%	0%	F	0.097	F		2400	
<u> </u>	To	US 1 Boydton Plan	nk Rd											
40) Doyle Blvd	Town of McKenney (Maint: 26)	0.43 2500	F 91%	5 1%	1%	1%	6%	0%	С	0.1	F		2600	
40) - 5).5 2.15				,0		. 70	-70	0,0	Ü	٠.,	•		_500	
McKoppov Hung	Pipuiddia County	ECL McKenne		10/	10/	10/	60/	Ω0/	N.I	0.1	N		2600	1
40) McKenney Hwy	Dinwiddie County	0.14 2500	N 91%	1%	1%	1%	6%	0%	N	0.1	IN		2600	ı
	To: From:	I-85												
40) McKenney Hwy	Dinwiddie County	0.56 1900	F 88%	1%	1%	1%	9%	0%	F	0.089	F		1900	F
\sim	To:	26-692 Spony Chur	rch Rd											

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

					Tru	ıck			K		Dir		
Jurisdiction	Length AADT	QA 4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
From:													
Dinwiddie County	5.15 980	A 88%	1%	1%	1%	9%	0%	С	0.110	Α		970	Α
To:	<u> </u>												
From:								_		_			_
Dinwiddie County	2.04 1100	F 88%	1%	1%	1%	9%	0%	F	0.095	F		1100	F
To:	26-619 Courthouse	Rd											
Dinwiddie County	5.19 1200	F 88%	1%	1%	1%	9%	0%	F	0.091	F		1200	F
To:	Sussex County Lir												
From:	Dinwiddie County I												
Sussex County	4.37 2200	F 87%	1%	1%	4%	7%	0%	С	0.087	F		2200	F
Tay	Pug SD 40 Log Ax	20											
			1%	1%	3%	6%	0%	F	0.083	F		2300	F
Gussex Gounty	1.04 2300	1 0570	170	1 70	370	070	070	'	0.000	•		2300	•
To: From:													
Sussex County	0.08 3300	F 89%	1%	1%	3%	6%	0%	С	0.083	F		3300	F
To	I-95												
Sussex County		F 86%	2%	1%	2%	9%	0%	C	0.095	F		2000	F
			270	170	270	370	070	Ü	0.000	•		2000	•
To: From:													
Sussex County	6.53 1400	F 82%	3%	2%	1%	11%	0%	С	0.106	F		1400	F
To:	SR 35 Jeruselem Plan	nk Rd											
Sussex County			2%	2%	4%	11%	0%	С	0.089	F		2000	F
From:													
Town of Waverly (Maint: 91)	0.76 2000	N 81%	2%	2%	4%	11%	0%	N	0.089	Ν		2000	Ν
To:	91-651 Lobbs Shop	Rd											
Town of Waverly (Maint: 91)			1%	1%	1%	6%	0%	С	0.088	F		3800	F
-	**********												
From:			00/	40/	40/	00/	00/	_	0.004	_		0000	_
rown or waverry (Maint: 91)	1.25 3000	F 95%	0%	1%	1%	3%	0%	C	0.091	F		3000	F
To: From:	ECL Waverly			_									
Sussex County	1.86 3000	N 95%	0%	1%	1%	3%	0%	Ν	0.091	Ν		3000	Ν
То:	Surry County Line	e											
From:	Sussex County Lir	ne											
Surry County	5.97 940	G 92%	1%	1%	2%	5%	0%	С	0.092	F	0.522	980	G
To:	00 611 Solichury E	0.4											
From:			10/	10/	20/	E0/	00/	_	0.002	_	0.572	990	G
			170	176	270	3%	076	Г	0.092	Г	0.572	000	G
From:													
Disseiddia County	0.21 350	F							0.132	F		350	F
McKenney Hwy Dinwiddle County S.15 980 A 88% 1% 1% 1% 9% 0% C 0.110 A 1 1 1 1 1 1 1 1 1													
Diriwidale County To:		40											
То:	I-85-S FROM RT												
To:	I-85-S FROM RT SR 40 I-85-N042A FROM &	& TO IS 85							0.133	F		760	F
	Dinwiddie County To: From: Dinwiddie County To: From: Dinwiddie County To: From: Sussex County To: From: Town of Waverly (Maint: 91) Sussex County Town From: Sussex County Town From: Sussex County Town From: Sussex County Town From: Sussex County Toy From: Sussex County	Dinwiddie County	Dinwiddie County 5.15 980 A 88%	Dinwiddie County 5.15 980 A 88% 1%	Durisdiction Length AADT QA 4Tire Bus 2Axle	Durisdiction	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC	Second State Seco	Durisdiction	Jurisdiction	Direction Length AADT QA 4Tire Bus CANUE 1Trail 2Trail 2Trail

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

Route	Jurisdiction	Length AADT C	A 4Ti	re Bus		Tru 3+Axle			QC	K	QK	Dir Factor	AAWDT	Q
	From:	SR 40 Sussex Dr			ZAXIE	3+AXIE	IIIali	ZIIali		Factor		racioi		
Ramp	Sussex County		F							NA			650	ı
	To:	I-95 South												
	From:	SR 40 Sussex Dr												
Ramp	Sussex County	0.21 890	Δ.							0.115	Α		880	
<i>y</i>	To:	I-95 North												
IS	From:	SR 40 Sussex Dr												
0 Lee Ave	Sussex County	0.37 220	F 97	% 2%	0%	0%	1%	0%	С	0.125	F		220	
<i></i>	Too	WCL Stony Creek												
<u>us</u>	From: (Otana Ora al (Mariat Od))	-		v 00/		00/	40/	00/		0.405			000	
0) Lee Ave	Town of Stony Creek (Maint: 91)		N 97'	% 2%	0%	0%	1%	0%	N	0.125	N		220	
S	From:	US 301 Blue Star Hw US 301 Stony Creek	_		-									
301	Town of Stony Creek (Maint: 91)	•	N 91	% 1%	1%	3%	4%	0%	Ν	0.081	Ν		2500	
	To	SCL Stony Creek												
<u>us</u>	From:	-												
0) (301) Blue Star Hwy	Sussex County		F 91	% 1%	1%	3%	4%	0%	С	0.081	F		2500	
	To:	SR 40												
	From:	Bus US 29; Piney Fores												
1) Franklin Tpke	City of Danville	0.70 15000	3 98°	% 0%	0%	1%	0%	0%	С	0.095	F	0.624	16000	
	To: From:	NCL Danville												
1)	Pittsylvania County	0.02 15000	3 98°	% 0%	0%	1%	0%	0%	F	0.095	Ν	0.624	16000	
	To-	71-743 Orphanage Ro	ad											
7) Franklin Turnpike	Pittsylvania County		3 99	% 0%	0%	0%	0%	0%	С	0.093	F	0.61	15000	
<i>y</i>	To	71-1535 Jeanette Driv	10											
1)	Pittsylvania County		V 99	% 0%	0%	0%	0%	0%	Ν	0.093	N	0.61	15000	
9	y						-,-							
Tranklin Turnpike	Pittsylvania County	71-744 Ridgecrest Dri 1.16 7900	ye 3 99	% 0%	0%	0%	0%	0%	F	0.098	F	0.614	8600	
1 Franklin Turnpike	Filtsylvania County			/6 0/6	0 /6	0 /6	076	0 /6		0.090	•	0.014	8000	
	To: From:	71-864 Hunting Hills R							_		_			
Franklin Turnpike	Pittsylvania County	2.10 4500 (3 99	% 0%	0%	0%	0%	0%	F	0.099	F	0.683	4900	
	To- From:	71-835 Pleasant Gap Di			\Box									
1) Franklin Turnpike	Pittsylvania County	3.05 3600	3 99	% 0%	0%	0%	0%	0%	F	0.097	F	0.689	3900	
<i></i>	To:	71-718 Dry Fork Roa	d											
1 Franklin Turnpike	Pittsylvania County		3 98	% 0%	1%	1%	1%	0%	F	0.095	F	0.685	3400	
<u> </u>	To	71-750 Whitmell School	Road											
1	Pittsylvania County		3 98	% 0%	1%	1%	1%	0%	С	0.083	F	0.603	2000	
11)						.,,	.,0	0,0	•	0.000	•	3.003		
Franklin Tank	Pitto di conic Courati	71-844 Mount Cross Re)/ OC/	10/	40/	40/	00/	F	0.005		0.547	1200	
₁₁) Franklin Tnpk	Pittsylvania County	6.09 1100 (3 98°	% 0%	1%	1%	1%	0%	г	0.095	F	0.547	1200	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 91 Bro	adford												
42) Bluegrass Trail	Smyth County	2.91 70 0	G	92%	3%	2%	1%	3%	0%	F	0.125	F	0.574	730	(
<u></u>	To- From:	86-630 Smit	n Hollow												
42) Bluegrass Trail	Smyth County	6.68 250	G	92%	3%	2%	1%	3%	0%	С	0.103	F	0.525	260	
<u> </u>	To-	SR 16 West In	ntersection												
42) (16) BF Buchanan Hwy	Smyth County	0.32 480) G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.585	500	
	To:	SR 16 East In	tersection												
42) Old Wilderness Rd	Smyth County	8.29 190		91%	2%	1%	3%	3%	0%	F	0.117	F	0.786	200	
5	To	Bland Cour	nty Line												
	From:	Smyth Cour													
42) West Blue Grass Hwy	Bland County	9.58 140	G	91%	2%	1%	3%	3%	0%	С	0.152	F	0.619	150	
<u> </u>	To: From:	10-622 Birchgrove R	d West of C	Ceres		-									
West Blue Grass Hwy	Bland County	5.39 450	G	91%	2%	1%	3%	3%	0%	F	0.096	F	0.591	460	
<u> </u>	To	US 52 West of Bla	nd Court Ho	use		$ \vdash$									
(52) South Scenic Hwy	Bland County	3.97 190		97%	0%	1%	0%	1%	0%	F	0.096	F	0.639	1900	
,	To:	I-77 West of Blan	d Court Hou	100											
52 South Scenic Hwy	Bland County	0.91 420		96%	1%	1%	1%	1%	0%	F	0.102	F	0.571	4300	
(52) Godin Godine (1111)	Biaria Goarity			3070	170	170	170	170	070	•	0.102	•	0.07 1	4000	
7-51	From:	US 52 Bland C		200/	40/		40/	40/	201	_	0.405	_	0.570	2500	
E Bluegrass Trl	Bland County	10.25 240	0 G	96%	1%	1%	1%	1%	0%	С	0.125	F	0.572	2500	
<u>~</u>	To: From:	10-738 Mech													
East Blue Grass Hwy	Bland County	3.08 650	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.611	670	
<u>~</u>	To: From:	10-606 Wilde	erness Rd												
East Blue Grass Hwy	Bland County	2.30 900	G								0.117	F	0.668	920	
<u> </u>	To:	Giles Coun	-												
	From:	Bland Cour	-	0.407	407		40/	00/	00/	_	0.407	_		4000	
Walkers Creek Valley Rd	Giles County	7.95 100	0 F	94%	1%	1%	1%	2%	0%	С	0.107	F		1000	
	To: From:	SR 100 Pop	olar Hill												
100 Pulaski Giles Tpke	Giles County	2.13 380	0 F	92%	1%	1%	1%	5%	0%	С	0.106	F		3900	
	To: From:	35-750 Cedar													
Visiting Asset		35-730		000/	40/	40/	40/	00/	00/	_	0.000	_		40000	
460 Virginia Ave	Giles County	2.35 1100	0 F	90%	1%	1%	1%	8%	0%	F	0.089	F		12000	
¬ ~~~	To: From:	35-70													
(460) Virginia Ave	Giles County	1.66 110 0	0 F	90%	1%	1%	1%	8%	0%	F	0.088	F		12000	
<i></i>	To	US 460 No	ewport			<u> </u>									
Blue Grass Trail	Giles County	0.99 200	0 F	96%	2%	1%	1%	0%	0%	F	0.104	F		2100	
<u>フ</u>	To:	35-601 North of Newpor	t, Clover H	ollow Rd											
	From:	35-601 North													
42) Blue Grass Trail	Giles County	3.11 150	0 F	96%	2%	1%	1%	0%	0%	F	0.101	F		1500	
<u> </u>	То:	Craig Coun	ty Line												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	Giles County I	ine												
2) Cumberland Gap Rd	Craig County	3.67 1100	F	96%	2%	1%	1%	0%	0%	F	0.100	F		1100	
<u></u>	Ta: From:	22-629 Lugar Hi	ll Rd												
42) Cumberland Gap Rd	Craig County	7.93 390	F	96%	2%	1%	1%	0%	0%	С	0.110	F		400	
<u> </u>	To: From:	22-626 Bethel Chu	ırch Rd												
Cumberland Gap Rd	Craig County	8.99 410	F	96%	2%	1%	1%	0%	0%	F	0.117	F		420	
<i></i>	To	22-645 Loony Sch	ool Rd												
Cumberland Gap Rd	Craig County	4.31 710	F	96%	2%	1%	1%	0%	0%	F	0.113	F		730	
<i></i>	Tar	SCL New Cas	stle												
Main St	Town of New Castle (Maint: 22)	0.43 710	N	96%	2%	1%	1%	0%	0%	Ν	0.113	Ν		730	
<i></i>	To:	SR 311; 22-6													
220 Botetourt Rd	Pototourt County	US 220; 11-6 1.32 5300		92%	0%	1%	40/	C0/	00/	F	0.001	F	0.555	5700	
Botetourt Rd	Botetourt County		G	92%	0%	1%	1%	6%	0%	Г	0.081	Г	0.555	5700	
¬~~-	To- From:	SR 43 North of Eag										_			_
Botetourt Rd	Botetourt County	9.95 5400	G	92%	0%	1%	1%	6%	0%	F	0.086	F	0.575	5800	
¬ ~~~	To: From:	Alleghany County													_
2) (220) Market Ave	Town of Iron Gate (Maint: 03)	0.88 6400	F	92%	0%	1%	1%	6%	0%	F	0.078	F		6900	
	To: From:	CL Iron Gate	e												
2)(220)	Alleghany County	0.66 6400	N	92%	0%	1%	1%	6%	0%	Ν	0.078	Ν		6900	
<i>y</i> 💝	Ta: From:	Bus US 220)												
2) (220) Market Ave	Alleghany County	0.61 6000	F	92%	0%	1%	1%	6%	0%	F	0.073	F		6400	
D	To: From:	Bus US 60, US	220												
Bus 12) 60 (220)	Alleghany County	0.47 8000	F	87%	1%	1%	1%	10%	0%	С	0.081	F		8300	
(12) (00) (220)	To:	03-670		0.70	.,,		. , 0	.070	0,0		0.00	•		0000	
	From:	I-64, US 60)												
2 ₂ (2 ₆₉)Longdale Furnace Rd	Alleghany County	0.18 1100	F	96%	1%	1%	1%	1%	0%	С	0.109	F		1200	
	To: From:	SR 269;I-64 SR 269; I-64													
Forty Two Rd	Alleghany County	0.11 1500	· N	93%	1%	1%	3%	3%	0%	Ν	0.096	N		1600	
12)	Tol					 i	-,-	-,-	-,-						
Forty Two Rd	Alleghany County	SR 269 4.89 1500	F	93%	1%	1%	3%	3%	0%	С	0.096	F		1600	
Forty Two Rd	To:	Bath County L		3370	1 70	170	370	370	070	O	0.000	'		1000	
	From:	Alleghany County													_
2 Cow Pasture River Rd	Bath County	6.03 640	G	91%	0%	1%	3%	6%	0%	С	0.096	F	0.578	690	
	To: Grown	08-632 Crizer's	Gap												
Cow Pasture River Rd	Bath County	5.54 700	G	91%	0%	1%	3%	6%	0%	F	0.095	F	0.516	760	
<i>J</i>	To:	SR 39 Millboro S	prings												
(39) Mountain Valley Rd	Bath County	5.73 1500	G	94%	0%	1%	1%	2%	0%	F	0.106	F	0.56	1600	
12) 65)	To	Rockbridge Count				i i				•					

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

	Annual Average					ection of	r Route									
								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
	From:	Ba	th County L	ine												
(42) (39) Maury River Rd	Town of Goshen (Maint: 81)	2.47	1600	G	94%	0%	1%	1%	2%	0%	С	0.091	F	0.534	1700	G
\bigcirc	To: From:	S	R 39 Goshe	n												
42 Virginia Avenue	Town of Goshen (Maint: 81)	0.06	1800	G	93%	1%	1%	1%	4%	0%	С	0.095	F	0.518	1900	G
	To: From:		ECL Gosher	n												
(42) Virginia Avenue	Rockbridge County	5.92	1800	N	93%	1%	1%	1%	4%	0%	Ν	0.095	Ν	0.518	1900	N
	То:															
	Prom:				000/	407	40/	407	407	00/		0.000		0.500	4000	
42 Little Call Pasture Hwy	Augusta County	0.38	1700	N	93%	1%	1%	1%	4%	0%	IN	0.088	N	0.532	1800	N
<u> </u>	To: From:	07-6	87 Railroad	Ave												
(42) Little Calf Pasture Hwy	Augusta County	1.91	1700	G	93%	1%	1%	1%	4%	0%	F	0.088	F	0.532	1800	G
<u> </u>	To: From:	S	CL Craigsvil	lle												
(42) Craig St	Town of Craigsville (Maint: 07)	0.58	1700	N	93%	1%	1%	1%	4%	0%	Ν	0.088	Ν	0.532	1800	N
	To: From:	07	7-1101 Hidy	St												
(42) Craig St	Town of Craigsville (Maint: 07)	1.12	2800	G	96%	0%	1%	1%	2%	0%	С	0.101	F	0.606	3000	G
	To: From:															
(42) Little Calf Pasture Hwy	Augusta County	3.06		N	96%	0%	1%	1%	2%	0%	N	0.101	Ν	0.606	3000	N
	From:	07.911		ringe Dd												
(42) Little Calf Pasture Hwy	Augusta County	7.37	2900	G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.658	3100	G
	To- From:	07-688 (Old Parkersb	urg Tpke	;											
42 Parkersburg Tpke	Augusta County	0.81	2900	N	96%	0%	1%	1%	2%	0%	Ν	0.096	Ν	0.658	3100	N
	To	SR 254	; Buffalo G	ap Hwy												
	From:															
$\binom{42}{42}$ Buffalo Gap Hwy	Augusta County	2.43	2100	G								NA			2200	G
	To	07-720 Morri	s Mill Rd; E	Dry Brand	h Rd		— —									
42 Buffalo Gap Hwy	Augusta County	2.82	3500	G								NA			3700	G
<u> </u>	To- From-	US	250 Church	ville			_									
42 (250)	Augusta County	0.47	5600	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.589	5800	G
	To: From:	US 250	North of Ch	urchville			\neg \vdash									
42 Scenic Hwy	Augusta County	8.06	1700	G	95%	1%	1%	1%	2%	0%	С	0.099	F	0.571	1800	G
	To: From:	07-607 Moun	t Solon Rd;	Moscow	Loop		\Box \vdash									
(42) Scenic Hwy	Augusta County	4.62	2200	G	95%	1%	1%	1%	2%	0%	F	0.091	F	0.738	2400	G
Agriculty Town of Goshen (Maint: 81) 2.47 1600 G 94% 0% 1% 1% 2% 0% C 0.091 F 0.534																
Inon Mode Del	A				050/	407		407	007	007	k 1	0.004		0.700	0.400	N.
42) Iron vvorks kd	Augusta County				95%	1%	1%	1%	2%	υ%	N	0.091	N	0.738	2400	N
	From:			-			-+									
Warm Springs Pike	Rockingham County				96%	0%	1%	1%	2%	0%	C	n nga	F	0 698	3700	G
42) Walli Spilligs File	To		L Bridgewa		0070	070	170	1 /0	2/0	0 /0	5	0.000	•	0.000	0700	5

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SCL Bridgew								_					
(42) S Main St	Town of Bridgewater	0.22 7800	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.715	7900	G
	To: From:	College Str													
12 N Main St	Town of Bridgewater	0.15 8900	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.615	9100	C
	To: From:	Dinkel Av													
42) (257) N Main St	Town of Bridgewater	0.30 11000	G	94%	1%	2%	1%	2%	0%	F	0.083	F	0.571	11000	C
	To: From:	Mt Crawford	Ave												
12) (257) N Main St	Town of Bridgewater	0.08 15000	G	94%	1%	2%	1%	2%	0%	С	0.088	F	0.512	15000	(
	To: From:	North River	Rd			\Box \vdash									
12) (257) N Main St	Town of Bridgewater	1.00 14000	G	94%	1%	2%	1%	2%	0%	F	0.086	F	0.55	14000	(
	To: From:	Old NCL Bridg	ewater												
42) (257) N Main St	Town of Bridgewater	0.30 14000	N	94%	1%	2%	1%	2%	0%	Ν	0.086	Ν	0.55	14000	ı
	To:	NCL Bridgev	vater			<u> </u>									
(257) John Wayland Hwy	Rockingham County	0.63 13000	G	94%	1%	2%	1%	2%	0%	F	0.089	F	0.500	14000	(
	To:	SCL Dayto	\n			—									
(257) John Wayland Hwy	Town of Dayton (Maint: 82)	0.42 13000	N	94%	1%	2%	1%	2%	0%	Ν	0.089	Ν	0.500	14000	ı
231) ************************************	To:														
12 John Wayland Hwy	Town of Dayton (Maint: 82)	0.45 BUS SR 4	. <u>2</u>	98%	0%	1%	1%	1%	0%	С	NA			17000	
John Wayland Hwy	rown or Bayton (Maint: 62)			3070	070		170	170	070	Ü	100			17000	
John Wayland Hwy	From	NCL Dayto 1.90 17000									NA			17000	(
John Wayland Hwy	Rockingham County	1.90 17000	G								INA			17000	,
	To: From:	SCL Harrison												.=	
S High St	City of Harrisonburg	0.13 16000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.538	17000	(
	To: From:	Erickson A	ve												
₄₂) S High St	City of Harrisonburg	1.27 19000	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.552	20000	(
<u></u>	Ta: From:	Sunrise Av	/e												
₄₂) S High St	City of Harrisonburg	0.40 20000	G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.525	21000	(
<u> </u>	To: From:	Grace Ave	2												
S High St	City of Harrisonburg	0.55 19000	G	98%	0%	1%	1%	1%	0%	F	0.083	F	0.556	21000	(
<i>)</i>	To:	Market S	t												
N High St	City of Harrisonburg	0.27 17000	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.539	18000	(
<i>5</i>	To			-											
2 Virginia Ave	City of Harrisonburg	Gay St 0.44 12000	G	98%	0%	1%	1%	1%	0%	F	0.089	F	0.547	13000	(
viigina Ave	- F			JU /0	070	1 /0	1 /0	1 /0	0 /0	'	0.009	'	5.547	13000	•
Virginio Avo	City of Harrison burn	5th St		060/	00/	10/	20/	10/	00/		0.002	F	0 F70	12000	
Virginia Ave	City of Harrisonburg	0.60 11000	G	96%	0%	1%	2%	1%	0%	С	0.092	г	0.578	12000	(
	To: From:	Mt Clinton F													
₄₂) Virginia Ave	City of Harrisonburg	0.83 13000	G	96%	0%	1%	2%	1%	0%	F	0.095	F	0.594	14000	(
\sim	To:	NCL Harrisor	burg												

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

Davida	1 1 1 1	1	- ^ <i>·</i>	47.	_		Trι	ıck			K	011	Dir	A A14/D=	<u> </u>
Route	Jurisdiction	Length AAD	I QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	NCL Harris													
42 Harpine Hwy	Rockingham County	5.12 910 0) G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.695	9900	G
	To: From:	82-753 N, Weng	ers Mill Rd	l											
42) Harpine Hwy	Rockingham County	4.60 790 0) G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.674	8400	(
\smile	To:	SCL Broa	dwav			\lnot \vdash									
42) S Main St	Town of Broadway (Maint: 82)	0.81 790 0		96%	0%	1%	1%	2%	0%	Ν	0.093	Ν	0.674	8400	1
<u> </u>	To	ALT SR 259 Bro	adway Ave												
ALT	From:											_			
42) (259) S Main Street	Town of Broadway (Maint: 82)	0.32 580 0) G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.647	6300	(
	To: From:	SR 259 W	Lee St			\neg \vdash									
42) (259) W Lee St	Town of Broadway (Maint: 82)	0.33 6600) G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.555	7000	(
9 😊	To	ECL Broa	dway												
42) (259) W Lee St	From:L Rockingham County	0.29 6600		96%	0%	1%	1%	2%	0%	N	0.085	Ν	0.555	7000	
42 259 W Lee St	resuming near resumy			0070	070		170	270	070		0.000	.,	0.000	7000	
Timb 10/4	From:	SR 259 Timl		000/	00/		40/	00/	00/		0.000		0.507	40000	
42) Timber Way	Rockingham County	1.21 980 0) G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.527	10000	(
	To: From:	SCL Timb													
42) Forestville Rd	Town of Timberville (Maint: 82)	0.18 980 0) N	96%	0%	1%	1%	2%	0%	N	0.088	Ν	0.527	10000	ı
\smile	To	SR 211 New N	Aarket Rd												
Forestville Rd	Town of Timberville (Maint: 82)	0.68 530 0		96%	0%	1%	2%	1%	0%	F	0.093	F	0.627	5600	(
	To	82-617 North	Church St												
	From:	82-617 N, CI	hurch St												
₄₂) Forestville Rd	Town of Timberville (Maint: 82)	0.41 220 0) G	96%	0%	1%	2%	1%	0%	С	0.092	F	0.55	2300	
<u> </u>	To:	NCL Timb	erville			\neg \vdash									
Forestville Rd	Rockingham County	2.56 1300		96%	0%	1%	2%	1%	0%	F	0.090	F	0.543	1400	(
	To:	Shenandoah Co	ounty Line												
	From:	Rockingham Co	ounty Line												
₄₂) Senedo Rd	Shenandoah County	2.91 110 0) F	88%	0%	2%	2%	8%	0%	F	0.096	F		1200	
\sim	To:	85-767 Fore	estville												
(42) Senedo Rd	Shenandoah County	5.78 640		88%	0%	2%	2%	8%	0%	С	0.124	F		660	
	To:	SD 262 O-1	C 1-												
Senedo Rd	Shenandoah County	SR 263 Orkno 2.21 550	•	91%	1%	1%	1%	7%	0%	F	0.115	F		570	
Senedo Rd	Shehanddan County	2.21 330	Г	9170	1 /0	1 /0	1 /0	1 /0	0 /6	-	0.113	-		370	
	To: From:	85-720 Crooke													
42) Senedo Rd	Shenandoah County	3.06 960	F	91%	1%	1%	1%	7%	0%	С	0.102	F		1000	
<u></u>	To	85-703 S, Con	icville Rd			\neg \vdash									
Senedo Rd	Shenandoah County	4.67 140 0) F	91%	1%	1%	1%	7%	0%	F	0.090	F		1500	
<u> </u>	To	85-675 Columb	ia Euroaa												
42 Senedo Rd	Shenandoah County	4.48 400 0		97%	0%	1%	0%	2%	0%	F	0.086	F		4200	
Senedo Rd	Grienandoan County			31 /0	0 /0	1 /0	0 /0	2/0	0 /0	'	0.000	'		4200	
	To: From:	85-605 Ca				}									
42) Senedo Rd	Shenandoah County	0.86 750 0		97%	0%	1%	0%	2%	0%	С	0.088	F		7800	F
<u> </u>	To:	WCL Woo	dstock												

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

		Primary and in					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		oodstock												
W Reservoir Rd	Town of Woodstock (Maint: 8	35) 0.44 78	800 F	97%	0%	1%	0%	2%	0%	F	0.084	F		8100	
	To- From:		81	070/	40/		40/	407	201		0.077			45000	
42 W Reservoir Rd	Town of Woodstock (Maint: 8	35) 0.41 15	000 F	97%	1%	1%	1%	1%	0%	С	0.077	F		15000	
M Pagariair Dd	Town of Woodstolk (Moint)		n Ave 000 F	070/	40/	10/	40/	40/	00/	F	0.000			16000	
42 W Reservoir Rd	Town of Woodstock (Maint: 8	,	000 F Street	97%	1%	1%	1%	1%	0%	г	0.082	F		16000	
	From	SR 42 SR 269 I		20											
42) Ramp	Alleghany County		90 F								0.138	F		90	
42)	To:	I-64-E FROM RTS 421	NORTH & RT	7 269SOU											
	From:	SR 42-N152B SR 42	2-S152B FRO	M RT 4											
42) Ramp	Alleghany County		00 F								0.121	F		1100	
\smile	To:	I-64-W FROM RT 4	2NORTH & S	SOUTH											
	From:		Reservoir Rd												
Ramp to I-81 S at Exit 283	Shenandoah County		1 00 A			_					0.108	Α		3100	
	From:														
42) Ramp to I-81 N at Exit 283	Shenandoah County		Reservoir Rd								0.085	F		3700	
42) Hamp to 1 0 1 11 at 231 200	To		1 N								0.000	•		0.00	
lorth	From	SR 42 I-64-W029A	FROM & TO	IS 64											
42) Ramp	Alleghany County	0.06 16	600 F								0.125	F		1600	
\mathcal{L}	To:	SR 42-S152B SR 42	2- 152B FROM	IRT 4											
outh	From:		I-64 WEST												
42 Ramp	Alleghany County		20 F								0.107	F		720	
	10:	SR 42-N152B SR 42		ART4											
Bus 42) Main St	Town of Dayton (Maint: 82)		ottobine Rd	96%	0%	1%	2%	1%	0%	F	0.105	F	0.591	2200	
42) Main St	To:		Huffman Dr	90%	0%	176	270	170	0%	г	0.105	Г	0.591	2200	
Bus	From:		Huffman Dr												
42) (290) Main St	Town of Dayton (Maint: 82)	0.07 32	200 G	96%	0%	1%	2%	1%	0%	F	0.099	F	0.578	3400	
Bus	To- From:	SR 290 N	College St												
Main St	Town of Dayton (Maint: 82)	0.60 12	200 G	96%	0%	1%	2%	1%	0%	С	0.109	F	0.601	1300	
·-)	To	NCI	Dayton												
Bus Moin St	Prom:			000/	00/	40/	20/	407	00/	N.I	0.400	N.I	0.604	1200	
42) Main St	Rockingham County		200 N R 42	96%	0%	1%	2%	1%	0%	N	0.109	N	0.601	1300	
	From:					<u> </u>									
43) Bedford Hwy	Town of Altavista (Maint: 15		Street G	97%	1%	0%	0%	0%	0%	F	0.103	F	0.597	5400	
43) = 30.010 1,	Tolling			0170	1 /0		J /0	070	3 / 0	•	0.100	•	0.007	0.400	
43 Bedford Hwy	Town of Altavista (Maint: 15		e Lane 700 G	97%	1%	0%	0%	0%	0%	F	0.105	F	0.709	4800	
43) Bedford Hwy	Town Of Allavisia (Maint. 13	0.50 47		JI /0	1 /0	0 /0	U /0	0 /0	U /0	r	0.103	Г	0.708	4000	

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

		Primary and inters					Tri	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Ayle	3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
	From:	Broad Str	eet			ZAXIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
43) Bedford Hwy	Town of Altavista (Maint: 15)	0.59 4300	G	97%	1%	0%	0%	0%	0%	С	0.112	F	0.625	4400	G
43) 230.0.0	Tul			0.70	.,,		0,0	0,0	0,0		0	•	0.020		_
43) Bedford Hwy	From Campbell County	WCL Altav 1.79 3000	rista G	95%	1%	10/	1%	2%	0%	С	0.091	F	0.71	3100	G
Bedford Hwy	Campbell County	1.79 3000	<u> </u>	95%	170	1%	1 70	270	0%	C	0.091	Г	0.71	3100	G
	To: From:	15-628 Bishop (_		_			
43) Bedford Hwy	Campbell County	4.69 830	G	95%	1%	1%	1%	2%	0%	F	0.093	F	0.558	850	C
<u> </u>	To: From:	15-682 Lees	ville												
43) Bedford Hwy	Campbell County	1.26 280	G	95%	1%	1%	1%	2%	0%	F	0.119	F	0.514	280	(
	То	Bedford Coun	-												
_	From:	Campbell Cour	_												
43) Dearing Ford Rd	Bedford County	5.13 270	G	95%	1%	1%	1%	2%	0%	F	0.133	F	0.582	290	(
<u> </u>	To- From:	09-626 Smith Mounta	ain Lake P	cwy		\neg \vdash									
43) Leesville Rd	Bedford County	2.49 2600	G	95%	1%	1%	1%	2%	0%	F	0.091	F	0.638	2700	(
	To:	SR 24 Gille	onio												
43) (24) Glenwood Dr	Bedford County	2.58 2700	Spic G	92%	1%	2%	1%	4%	0%	С	0.098	F	0.613	2800	(
43 Glenwood Dr	Bodiora Godiny			0270	170	270	170	470	070	Ü	0.000	•	0.010	2000	`
	From:	SR 24 West of		000/	407		201	00/	201	_	0.400	_	0.705	4700	_
43) Virginia Byway	Bedford County	8.32 1600	G	98%	1%	0%	0%	0%	0%	F	0.100	F	0.725	1700	(
<u> </u>	To- From:	SCL Bedf	ord												
43) South St	City of Bedford	0.96 1600	G	98%	1%	0%	0%	0%	0%	С	0.108	F	0.590	1800	(
<u> </u>	To	SR 43 P Talt													
	From:	South Str													
43) Talbot St	City of Bedford	0.05 700	G	97%	1%	1%	0%	0%	0%	F	0.100	F	0.583	740	(
	Combined Traffic Estimates for 2 Parallel Roadways		G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.670	1700	(
	To:	Otey Stre													
43) Otey St	City of Bedford	7albot S 0.14 980	G G	97%	1%	1%	0%	0%	0%	С	0.095	F	0.584	1100	(
Otey St	•									F		•			
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1700 Bus US 460 E	G Main St	97%	1%	1%	0%	0%	0%	г	0.095	F	0.813	1800	(
Bus	From:	Bus US 400 E				-									
43) (460) E Main St	City of Bedford	0.07 6700	G	98%	0%	1%	0%	0%	0%	F	NA			7300	(
40)	Tor	South S	t												
Bus	From:	Main S	t												
43) (460) E Main St	City of Bedford	0.08 6500	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.569	6900	(
	To	Bus US 460, U	IS 221												
Bus	From:	<u> </u>								_		_			
43) (221) (122) N Bridge St	City of Bedford	0.16 6000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.622	6400	(
Due Pue	To- From:	Bedford A	ve												
Bus 43) (221) (122) N Bridge St	City of Bedford	0.11 7800	G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.564	8300	(
43 221 122 N Bridge St	To:	US 221Peal		30 /0	1 /0	1 /0	0 /0	070	0 /0	C	0.000	'	0.504	0300	•
	From:	N Bridge				-+									
(43) Peaks St	City of Bedford	0.62 3000	G	99%	0%	1%	0%	0%	0%	F	0.111	F	0.601	3200	
10	To:	Laurel S				TÍ.									_

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

		Primary ar	ia intorote	201100				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:		Laurel St													
43) Peaks St	City of Bedford	0.94	2500	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.516	2600	C
$\overline{}$	Tai	N	NCL Bedford	1			\neg \vdash									
43) Peaks Rd	Bedford County	3.79	2200	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.611	2300	(
	To:	09-643 Near														
	From:	09-643 Jopl									_		_			
43 Peaks Rd	Bedford County	5.03	800	G	97%	1%	1%	1%	0%	0%	С	0.106	F	0.565	840	(
<u>~</u>	To: From:	Blue	Ridge Park													
43) Parkway Dr	Bedford County (Maint: 11)	0.11	360	G	97%	1%	1%	1%	0%	0%	F	0.097	F	0.6	370	(
<u> </u>	To:		ourt County													
43) Parkway Dr	Botetourt County	4.00	ord County 1	Line N	97%	1%	1%	1%	0%	0%	N	0.097	N	0.6	370	
43) Parkway Dr	Bolelouri County	4.00	300	IN	97%	1%	1%	170	U%	0%	IN	0.097	IN	0.6	3/0	
$\overline{}$	To: From:		CL Buchana													_
(43) Parkway Dr	Town of Buchanan (Maint: 11)	0.64	360	N	97%	1%	1%	1%	0%	0%	Ν	0.097	N	0.6	370	I
<u> </u>	To: From:	US	11 S, Main	St			\neg \vdash									
43) (11) Main St	Town of Buchanan (Maint: 11)	0.18	4600	G	95%	1%	1%	2%	2%	0%	F	0.091	F	0.531	4900	
	To	US	11 N, Main	St												
43) First St	Town of Buchanan (Maint: 11)	0.82	1800	G	89%	2%	2%	5%	2%	0%	F	0.115	F	0.631	1900	
40)	To		CL D 1													
13 Narrow Passage Rd	Botetourt County	2.95	CL Buchana 1800	n N	89%	2%	2%	5%	2%	0%	N	0.115	N	0.631	1900	
43 Narrow Passage Rd	Botelouri County	2.95	1000	14	0970	2/0	2 /0	370	270	070	IN	0.113	IN	0.051	1300	
_	To: From:		0 Springwood													
43 Narrow Passage Rd	Botetourt County	5.22	590	G	89%	2%	2%	5%	2%	0%	F	0.099	F	0.571	620	•
<u> </u>	To: From:	11-688 S	Salt Petre C	Cave Rd												
43) Narrow Passage Rd	Botetourt County	5.26	670	G	89%	2%	2%	5%	2%	0%	С	0.110	F	0.521	700	(
\smile	Ta	11-688 MI	ID Salt Petre	. Cave F	d											
43) Second St	Botetourt County	0.06	190	G	89%	2%	2%	5%	2%	0%	F	0.122	F	0.625	200	(
40)	To:	11-	742 Branch	Rd												
	From:	11-	742; Second	St												
43) Branch Rd	Botetourt County	0.07	270	G	89%	2%	2%	5%	2%	0%	F	0.103	F	0.552	290	(
<u> </u>	To:		88 N, Churc													
43 Church St	Botetourt County	0.47	88 N; Brancl 1200	h Rd G	89%	2%	2%	5%	2%	0%	F	0.095	F	0.657	1300	
43 Church St	Botelouri County	0.47	1200	G	69%	2%	2%	5%	2%	0%	Г	0.095	Г	0.657	1300	(
	To: From:		43 Y James													_
43) Narrow Passage Rd	Botetourt County	1.74	400	G	89%	2%	2%	5%	2%	0%	F	0.116	F	0.697	420	(
<u>~</u>	To:		220 Botetour													
	From:		43 P Talbott													
(43) South St	City of Bedford	0.14	910	G	98%	0%	1%	0%	1%	0%	С	0.124	F	0.713	970	(
\smile	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	1600	G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.670	1700	(
	То:	V	Vashington S	t												

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

			d Interstate R				Tr	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tir	е В	IS				QC		QK	Factor	AAWDT	QV
	From:	***	1:			ZAX	le 3+Axle	ппап	ZITali		Factor		racioi		
43 South St	City of Bedford	0.06	ashington St 680 G	98%	5 1°	% 0%	6 0%	0%	0%	F	0.124	F		720	G
43 South St	•											-	0.040		
	Combined Traffic Estimates for 2 Parallel Roadway		1700 G Main St	97%	o 1	<u>% 1%</u>	6 0%	0%	0%	F	0.095	F	0.813	1800	G
	From:		S 15; High Stree							_					
₄₅) Main St	Town of Farmville	0.10	8400 F	97%	5 1°	% 2%	6 0%	1%	0%	F	0.088	F		8900	F
<u> </u>	To	BUS U	JS 460; Third St			-									
45) Main St	Town of Farmville	0.40	9700 F	97%	5 1	% 2%	6 0%	1%	0%	С	0.089	F		10000	F
	To:	,	D: D.1												
Main St	Tours of Forms illo		7000 F	97%	· 1	20/	s 0%	40/	00/	F	0.000	F		7400	F
45) Main St	Town of Farmville	0.18	7000 F	91%	o I	% 2%	0%	1%	0%	Г	0.090	Г		7400	Г
<u> </u>	To: From:	0	Sborne Rd												
₄₅) Main St	Town of Farmville	0.73	5700 F	97%	6 0	% 1%	6 0%	1%	0%	С	0.09	F		6100	F
<u> </u>	To:	NC	L Farmville												
45) Cumberland Rd	Cumberland County	3.54	4500 F	96%	5 1	% 1%	s 1%	2%	0%	F	0.086	F		4700	F
45) Garrisonaria rta	Cumbonana County				'	,,		270	070	•	0.000	•		1100	
	To: From:		Raines Tavern												
₄₅) Cumberland Rd	Cumberland County	4.66	3500 F	96%	6 1°	% 1%	s 1%	2%	0%	F	0.085	F		3600	F
<u> </u>	To	24-634 S	Salem Church R	d		1									
45) Cumberland Rd	Cumberland County	5.82	3300 B		5 1°	% 1%	s 1%	2%	0%	С	0.104	Α		3500	
	,	***													
Andrew History	From:		of Cumberland		, 4	· · · · ·	40/	50 /	00/	_	0.000	_		0400	-
45) (60) Anderson Hwy	Cumberland County	2.42	6000 F		5 1	% 1%	5 1%	5%	0%	F	0.089	F		6100	F
~	From:		Cumberland C.F Cumberland CF												
45) 60 Anderson Hwy	Cumberland County	1.09	7000 F		: 1	% 1%	s 1%	4%	0%	С	0.086	F		7200	F
45 60 Anderson Hwy	Cumberialid County	1.09	7000 F	94 /) I	/0 1 /	0 1/0	4/0	0 /0	C	0.000			7200	'
<u> </u>	To: From:	SR 13 Ol	ld Buckingham I	Rd											
45) 60 Anderson Hwy	Cumberland County	1.34	5400 F	93%	o 1	<u>% 1%</u>	1%	4%	0%	С	0.086	F		5500	F
<i>y</i>	To:		of Cumberland												
	From:		ast of Cumberlan							_		_			_
45) Cartersville Rd	Cumberland County	4.85	1800 F	92%	2	% 1%	s 1%	3%	0%	F	0.101	F		1900	F
<u> </u>	To: From:	24-616	Deep Run Road	l		-									
45) Cartersville Rd	Cumberland County	6.60	1500 F	92%	<u> </u>	% 1%	ú 1%	3%	0%	С	0.104	F		1500	F
	To:	24 (00 N	Id £XXII-izii	11.											
Cartersville Rd	Cumborland County	24-690 N 2.20	orth of Whitevi		<u></u>	% 1%	s 1%	3%	0%	F	0.101	F	_	1200	F
Cartersville Rd	Cumberland County	2.20	1100 F	92%	0 2	/0 1%	D 170	370	U70	Г	0.101	Г		1200	Г
	To- From:		649 High St	•											
45) Cartersville Rd	Cumberland County	0.75	930 F	92%	₅ 2	% 1%	s 1%	3%	0%	F	0.099	F		950	F
\mathcal{I}	To:		and County Line		•										
	From:		land County Lin												
₄₅) Cartersville Rd	Goochland County	2.47	960 G	95%	₅ 1	% 1%	2%	1%	0%	F	0.111	F	0.623	1000	(
\smile	To:	37-70	7 Hackney Rd												
45) Cartersville Rd	Goochland County	2.57	1400 G	95%	, 1	% 1%	s 2%	1%	0%	С	0.094	F	0.648	1500	
45) 541.0101	To:		River Rd West	007	, ,	,,		1,0	0 / 0	_	3.00 T	•	3.0.0	.000	•

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	North Carolina	State Line												
6 Christanna Hwy	Brunswick County	6.59 110 0	G	78%	1%	1%	1%	20%	0%	С	0.093	F	0.532	1100	
	To	12-665 Ank	um Dd												
Christanna Hwy	From: Brunswick County	2.71 180 0		78%	1%	1%	1%	20%	0%	F	0.090	F	0.645	1800	
Christanna Hwy	Branswick County			7070	1 /0	170	1 70	20 /0	070	'	0.000	•	0.043	1000	
	From:	12-611 Bru		0.407	407		00/	100/	201	_	0.004	_	0.50	2000	
Christanna Hwy	Brunswick County	4.26 220 0	G	84%	1%	1%	3%	10%	0%	F	0.094	F	0.59	2300	
<u> </u>	To: From:	12-715 Whi	tby Rd			\Box \vdash									
46) Christanna Hwy	Brunswick County	2.87 250 0	G	84%	1%	1%	3%	10%	0%	С	0.094	F	0.637	2600	
9	To:	BUS US 58	SOUTH												
Bus	From:	S US 58 1													
46 <i>)</i> { 58 }	Brunswick County	0.20 670 0	G	98%	1%	1%	0%	1%	0%	С	0.09	F	0.57	6800	
	To	CL Lawren	ceville												
Bus	Town of Lowest and (Maint 40)			000/	40/	40/	00/	40/	00/	N.I	0.00	N.I.	0.57	0000	
46) [58]	Town of Lawrenceville (Maint: 12)	0.80 6700		98%	1%	1%	0%	1%	0%	N	0.09	N	0.57	6800	
	From:	N US 58 1 BUS US 58 1													
Windsor Ave	Town of Lawrenceville (Maint: 12)	0.64 280 0		78%	1%	1%	1%	20%	0%	F	0.098	F	0.556	2900	
16) Windoo! / Wo	Town of Lawrencevine (Maint. 12)			7070	170		170	2070	070	•	0.000	•	0.000	2000	
	To: From:	NCL Lawrer							221			_			
16) Christanna Hwy	Brunswick County	6.36 240 0	G	84%	1%	1%	3%	10%	0%	F	0.09	F	0.565	2500	
<u>~</u>	To: From:	US 1 Boydton	Plank Rd												
Christanna Hwy	Brunswick County	0.39 200 0	G			<u>.</u>					0.088	F	0.695	2000	
\mathcal{I}	То	I-85													
46) Christanna Hwy	Brunswick County	7.43 1600) G	87%	1%	1%	1%	9%	0%	С	0.091	F	0.606	1600	
46) Grinotarina i iliy	Branomon County			01.70	170		170	070	070	Ŭ	0.001	•	0.000	1000	
	From:	12-616 S, Lew										_			
Christanna Hwy	Brunswick County	4.71 140 0		87%	1%	1%	1%	9%	0%	F	0.093	F	0.598	1500	
<u>~</u>	To:	Nottoway Cor													
Brunswick Rd	Nottoway County	Brunswick Co 5.46 180 0	•	89%	0%	1%	4%	5%	0%	F	0.095	F		1900	
46) Brunswick Rd	Notioway County	5.40 1600	, г	0976	076	1 /0	4 /0	3/6	0 /6		0.093			1900	
$\overline{}$	To: From:	SCL Black													
₄₆) Brunswick Rd	Town of Blackstone	0.15 250 0		89%	0%	1%	4%	5%	0%	С	0.090	F		2600	
<u> </u>	To:	SR 40 South	Main St												
	From:	SR 46 Christa	nna Hwy												
46) Ramp	Brunswick County	0.25 NA									NA			NA	
<u> </u>	To:	I-85 So	ıth												
	From:	Mecklenbu	g Ave												
W Atlantic St	Town of South Hill	0.63 640 0		96%	0%	1%	1%	3%	0%	F	0.090	F	0.540	6500	
•							, -	- / -		٠					
) NA ANI-LUI OL	From	Thomas		0001	001		401	001	001		0.007		0.005	F 400	
W Atlantic St	Town of South Hill	0.23 530 0	G	96%	0%	1%	1%	3%	0%	С	0.094	F	0.605	5400	
<u></u>	To: From:	Opie R	d												
47) W Atlantic St	Town of South Hill	0.39 6000		96%	0%	1%	1%	3%	0%	F	0.095	F	0.622	6100	
<u></u>	To:	WCL Sout	L TE11												

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

			nd Interstate Ro				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QI
	From:	W	CL South Hill			2, 540	017040	TTTGII	Ziiaii		1 dotoi		1 40101		
47)	Mecklenburg County	7.70	3600 G	92%	0%	1%	1%	6%	0%	F	0.096	F	0.664	3700	G
<u> </u>	To:	50 6	64 Pettys Corner												
47	From: Mecklenburg County	5.28	2900 G	92%	0%	1%	1%	6%	0%	F	0.096	F	0.672	3000	(
47)	Wednerburg County			0Z /0	070		170	070	070	•	0.000	•	0.072	0000	`
47)	From:		660 Old Cox Rd	000/	00/	40/	40/	C0/	00/		0.4		0.000	2200	,
47)	Mecklenburg County	1.46	3100 G	92%	0%	1%	1%	6%	0%	С	0.1	F	0.622	3200	(
	To: From:	58-	600 Draper Rd												
47)	Mecklenburg County	5.20	4300 N	93%	1%	1%	1%	4%	0%	Ν	0.091	Ν	0.624	4400	
<u> </u>	To:	EC	CL Chase City			\neg \vdash									
E Second St	Town of Chase City (Maint: 58)	0.48	4300 G	93%	1%	1%	1%	4%	0%	С	0.091	F	0.624	4400	
	To:		D Ct												
47) E Second St	Town of Chase City (Maint: 58)	0.21	Drew St 6400 G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.561	6500	
47) E 0000110 0t	1 OWIT OF CHASE ONLY (Walth: 30)			3370	1 /0	170	1 /0	770	070	•	0.000	'	0.501	0000	
750 10	To: From:		5-5 Marshall St	000/	407		40/	407	001		0.005		0.504	0500	
E Second St	Town of Chase City (Maint: 58)	0.05	6400 N	93%	1%	1%	1%	4%	0%	N	0.095	Ν	0.561	6500	
<u> </u>	To: From:	S	SR 49, SR 92												
(49) N Main St	Town of Chase City (Maint: 58)	0.24	7800 G	95%	1%	1%	0%	3%	0%	F	0.086	F	0.570	7900	
	To:	1	E FIFTH ST												
47) (49) N Main St	Town of Chase City (Maint: 58)	1.02	7300 G	95%	1%	1%	1%	3%	0%	С	0.09	F	0.541	7500	
47) (43)	T														
	From: Prom:	5.54	, WCL Chase City	79%	1%	2%	7%	440/	0%	F	0.091	F	0.502	2100	
17)	Mecklenburg County		otte County Line	19%	170	270	1 70	11%	0%	Г	0.091	Г	0.503	2100	
	From:		enburg County Line			_									
Craftons Gate Hwy	Charlotte County	2.70	1500 G	79%	1%	2%	7%	11%	0%	F	0.086	F	0.507	1600	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	То:	US	15 Kings Hwy												
	From:		5-360 Kings Hwy												
₄₇) Graftons Gate Hwy	Charlotte County	6.55	1600 G	79%	1%	2%	7%	11%	0%	F	0.088	F	0.519	1700	
<u> </u>	To:	SCL	Drakes Branch												
47)	Town of Drakes Branch (Maint: 19		1600 N	79%	1%	2%	7%	11%	0%	Ν	0.088	Ν	0.519	1700	
	To:		SR 59												
47)	Town of Drakes Branch (Maint: 19	9) 0.25	2300 G	79%	1%	2%	7%	11%	0%	F	0.089	F	0.588	2400	
47)	Town of Drakes Branch (Maint. 18	<u> </u>		1370	1 70	270	1 /0	11/0	070	'	0.003	'	0.300	2400	
	To: From:		Drakes Branch												
47)	Charlotte County	3.03	2300 N	79%	1%	2%	7%	11%	0%	N	0.089	N	0.588	2400	
	To: From:	SCI	Charlotte C.H.												
17)	Town of Charlotte C.H. (Maint: 19	0.99	2300 N	79%	1%	2%	7%	11%	0%	Ν	0.089	Ν	0.588	2400	
	To:	SR 40 S Thomas Je	fferson Hwy; David	Bruce Av	e										
	From:	`	S SR 40	0	401		00.	4501	051	_	0.455	_	0.500	4000	
47 (40) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19	0.10	4700 G	81%	1%	1%	2%	15%	0%	F	0.102	F	0.529	4900	(
~ ~	To:	NI CI	N SR 40												
Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19		1600 G	79%	1%	2%	7%	11%	0%	F	0.092	F	0.643	1700	
	TOWITOL CHAHOUE C.M. UVIAINI. 18	u 0.96		1.770	1.70	Z70	1.70	1170	U70	Г	0.092		0.043	1700	,

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

. .						_		Tru	ıck			K	01:	Dir		۵.
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		Charlotte C.F													
47)	Charlotte County	3.47	1600	N	79%	1%	2%	7%	11%	0%	Ν	0.092	Ν	0.643	1700	ı
<u> </u>	To- From:	1	19-660													
47 Thomas Jefferson Hwy	Charlotte County	7.02	1300	G	79%	1%	2%	7%	11%	0%	С	0.084	F	0.534	1400	
\bigcirc	To	19-649	Madisonvil	lle												
47) Thomas Jefferson Hwy	Charlotte County				79%	1%	2%	7%	11%	0%	F	0.086	F	0.603	1600	
47)	To:		ward County		. 070	.,,		. , ,	,0	0,0	·	0.000	•	0.000	.000	
	From:		te County Li													
47) Thomas Jefferson Hwy	Charlotte County	1.59	1600	G	79%	1%	2%	7%	11%	0%	F	0.083	F	0.561	1700	
\mathcal{I}	To:		tox County I													
	From:		ward County								_		_			
Thomas Jefferson Hwy	Appomattox County	0.57	2100	F	79%	1%	2%	7%	11%	0%	F	0.084	F		2100	
<u> </u>	To- From:	SCL F	Pamplin City	y												
47) Thomas Jefferson Hwy	Town of Pamplin City (Maint: 06)	0.50	2100	N	79%	1%	2%	7%	11%	0%	Ν	0.084	Ν		2100	
\mathcal{L}	To	Bus	s US 460													
	From:	West Vir	ginia State I	Line												
48 55 Wardensville Pike	Frederick County		2300		93%	0%	1%	1%	5%	0%	С	0.139	Α		2000	
	To:	24.60	00 Pifer Rd													
48 55 Wardensville Pike	Frederick County		3400		93%	0%	1%	1%	5%	0%	F	0.084	F		3100	
48 55 Wardensville Pike	Todelick Sounty		oah County I		3370	070		1 /0	370	070	'	0.004	'		3100	
	From:		k County Li													
48 55 John Marshall Hwy	Shenandoah County	4.90	4400	F	93%	0%	1%	1%	5%	0%	F	0.088	F		3900	
	To:	05 620 I	ebanon Chu	amoda.												
48 (55) John Marshall Hwy	Shenandoah County		5900		93%	0%	1%	1%	5%	0%	F	0.088	F		5200	
48 55 John Marshall Hwy	To:	3.00	I-81	•	3370	070	170	1 /0	370	070	'	0.000	'		3200	
	E															
Divo Didgo Dorlavov	Crove on County (Mointy LIC)		rolina State l									NA			NIA	
Blue Ridge Parkway	Grayson County (Maint: US)	1.13	560	0								INA			NA	
	To: From:		SR 89													
48) Blue Ridge Parkway	Grayson County (Maint: US)	3.56	560	0								NA			NA	
<u> </u>	To:	Graysor	n County Li	ne												
48) Blue Ridge Parkway	Carroll County (Maint: US)			0								NA			NA	
	To:	1	US 52													
48) Blue Ridge Parkway	Carroll County (Maint: US)			0								NA			NA	
Blue Ridge Parkway	To:		County Lin	_			1					INA			INA	
	From:		County Lin													
48) Blue Ridge Parkway	Patrick County (Maint: US)			0								NA			NA	
	To:															
48 Blue Ridge Parkway	Patrick County (Maint: US)		US 58 1000	0								NIA			NIA	
Blue Ridge Parkway	Father County (Maint: US)		County Line				1					NA			NA	
	From:		County Line													
48) Blue Ridge Parkway	Floyd County (Maint: US)			0								NA			NA	
40)	To:		County Lin				1					•				

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4	4Tire Bus	Truck2Axle 3+Axle 1Trail	UU	K Factor	Dir Factor	AAWDT Q
	From:	Floyd County	I ina		ZAXIE STAXIE IIIali	ZIIdii	racioi	racioi	
48 Blue Ridge Parkway	Patrick County (Maint: US)	0.88 820	0				NA		NA
48 Blue Ridge Parkway	Fattick County (Maint. 03)						INA		INA
<u> </u>	From:	Floyd County Patrick County							
48 Blue Ridge Parkway	Floyd County (Maint: US)						NA		NA
48 Blue Ridge Parkway	Floyd County (Maint: 05)	5.23 820	0				INA		INA
	To: From:	SR 8							
48 Blue Ridge Parkway	Floyd County (Maint: US)	11.62 550	0				NA		NA
, , , , , , , , , , , , , , , , , , ,	To:	Franklin County	v Line						
	From:	Floyd County 1							
48) Blue Ridge Parkway	Franklin County (Maint: US)	1.51 550	0				NA		NA
40) = 100 1 100 100 100 100 100 100 100 100	To:	Floyd County							
	From:	Franklin County							
48) Blue Ridge Parkway	Floyd County (Maint: US)	16.05 510	0				NA		NA
46) Blackings Farmay	rioya coarry (Maint. cc)								101
	To: From:	US 221							
48) Blue Ridge Parkway	Floyd County (Maint: US)	0.03 510	0				NA		NA
	To:	Roanoke County	y Line						
	From:	Floyd County 1	Line						
48) Blue Ridge Parkway	Roanoke County (Maint: US)	14.69 510	0				NA		NA
	T-1	***							
	From:	US 220							
48) Blue Ridge Parkway	Roanoke County (Maint: US)	2.12 2400	0				NA		NA
<u> </u>	To	Urban Bound	larv						
48) Blue Ridge Parkway	Roanoke County (Maint: US)	6.67 2400	0				NA		NA
46) Blue range r anmay	reduced obtainly (Mainte ob)	0.07 2100							
	To: From:	SR 24							
48 Blue Ridge Parkway	Roanoke County (Maint: US)	3.64 2400	0				NA		NA
\smile	To:	Botetourt Count	y Line						
	From:	Roanoke County	y Line						
48) Blue Ridge Parkway	Botetourt County (Maint: US)	2.97 2400	0				NA		NA
	T-1	****							
	From:	US 221, US 4							
48) Blue Ridge Parkway	Botetourt County (Maint: US)	12.72 530	0				NA		NA
<u> </u>	To:	Bedford County							
	From:	Botetourt Count							
48) Blue Ridge Parkway	Bedford County (Maint: US)	2.18 530	0				NA		NA
\smile	To	SR 43							
Divo Didgo Borlavov	Bedford County (Maint: US)		0				NIA		NIA
48) Blue Ridge Parkway	bediord County (Maint. US)						NA		NA
<u>~</u>	From:	Botetourt Count							
Dive Didge Ded	Detate and Occupie (Marie 190)	Bedford County					NIA		NIA
48) Blue Ridge Parkway	Botetourt County (Maint: US)	3.11 840	0				NA		NA
~	To:	SR 43							
48) Blue Ridge Parkway	Botetourt County (Maint: US)	11.28 290	0				NA		NA
40)	To:	Bedford County					== =		
	From:	Botetourt County							
48) Blue Ridge Parkway	Bedford County (Maint: US)	10.61 290	O				NA		NA
Blue Ridge Parkway	Troi						11/7		13/7
-	10.	US 501							

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	Truc 2Axle 3+Axle	QC I	K Factor	QK	Dir Factor	AAWDT	QW
Pluo Pidao Parkurov	Bedford County (Maint: US)	0.19	US 501 520 O					NA			NA	
48 Blue Ridge Parkway	Bediord County (Maint. 03)		st County Line					INA			INA	
	From:		d County Line									
(48) Blue Ridge Parkway	Amherst County (Maint: US)	2.38	520 O					NA			NA	
48 Blue Ridge Parkway	Annoist oddrity (Maint. 00)							14/7			14/3	
	To: From:		SR 130									
(₄₈) Blue Ridge Parkway	Amherst County (Maint: US)	15.86	280 O					NA			NA	
\smile	To:		lge County Line									
	From:		st County Line						_			
(48) Blue Ridge Parkway	Rockbridge County (Maint: US)	0.15	280 O					0.162	F	0.637	NA	
<u> </u>	To		US 60									
48 Blue Ridge Parkway	Rockbridge County (Maint: US)	18.29	300 O					NA			NA	
40)	To:		County Line									
	From:		lge County Line									
48 Blue Ridge Parkway	Nelson County (Maint: US)	0.08	300 O					NA			NA	
,	7		~~									
	From:		SR 56									
(₄₈) Blue Ridge Parkway	Nelson County (Maint: US)	11.09	390 O					NA			NA	
<u> </u>	To:		a County Line									
Dhia Didaa Dadaaa	Avenueta Caveta (Maintalla)		County Line					NIA			NIA	
(48) Blue Ridge Parkway	Augusta County (Maint: US)	15.97	480 O					NA			NA	
	To: From:	Ţ	US 250									
48 Skyline Dr	Augusta County (Maint: US)	18.17	390 O					NA			NA	
	To:	Albemar	rle County Line									
	From:	August	a County Line									
(₄₈) Skyline Dr	Albemarle County (Maint: US)	3.65	390 O					NA			NA	
\smile	To:	Rockingh	am County Line									
	From:		rle County Line									
(₄₈) Skyline Dr	Rockingham County (Maint: US		390 O					NA			NA	
\smile	To:		County Line									
	From:		am County Line									
(₄₈) Skyline Dr	Greene County (Maint: US)	2.08	390 O					NA			NA	
\smile	To:		am County Line									
	From:		County Line									
(₄₈) Skyline Dr	Rockingham County (Maint: US		390 O					NA			NA	
<u> </u>	To:		e County Line									
Olatica Do	From:		am County Line					N.1.0			NIA	
(48) Skyline Dr	Greene County (Maint: US)	1.33	390 O					NA			NA	
<u> </u>	To:		am County Line									
Oladia a Da	Promi		County Line					N.1.0			NIA	
(48) Skyline Dr	Rockingham County (Maint: US		390 O					NA			NA	
<u> </u>	To:		County Line									
O 01 11 B	From:		am County Line									
(₄₈) Skyline Dr	Greene County (Maint: US)	1.01	390 O					NA			NA	
\sim	To:	Rockingh	am County Line									

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

Route	Jurisdiction	Length AADT	QA 4Tire	e Bus	Tru 2Axle 3+Axle		OC.	K Factor	Dir Factor	AAWDT Q\
	From:	Greene Count	y Line					. 4010.	. 4010.	
(48) Skyline Dr	Rockingham County (Maint: US)	0.10 390	0					NA		NA
$\overline{}$	To	US 33								
(48) Skyline Dr	Rockingham County (Maint: US)	2.69 800	0					NA		NA
48) 3.193	To:	Greene Count								
_	From:	Rockingham Cou								
(48) Skyline Dr	Greene County (Maint: US)	1.33 800	0					NA		NA
$\overline{}$	To:	Rockingham Cou								
	From:	Greene Count								
(48) Skyline Dr	Rockingham County (Maint: US)	2.53 800	0					NA		NA
<u> </u>	To:	Page County								
(48) Skyline Dr	Page County (Maint: US)	Rockingham Cou 7.77 800	O O					NA		NA
48 Skyline Dr	rage County (Maint. 03)	Madison Coun						INA		INA
	From:	Page County								
(48) Skyline Dr	Madison County (Maint: US)	14.77 800	0					NA		NA
48) 6.1910 2.1	To:	Rappahannock Co								
	From:	Madison Coun								
(48) Skyline Dr	Rappahannock County (Maint: US)	4.99 800	0					NA		NA
	To:	Page County	Line							
	From:	Rappahannock Co	unty Line							
(48) Skyline Dr	Page County (Maint: US)	0.06 800	0					NA		NA
\smile	To:	US 211								
(48) Skyline Dr	Page County (Maint: US)	3.01 650	0					NA		NA
,	To:	Rappahannock Co	untv Line							
	From:	Page County	-							
(48) Skyline Dr	Rappahannock County (Maint: US)	4.41 650	0					NA		NA
\bigcirc	То:	Page County	Line							
	From:	Rappahannock Co								
(48) Skyline Dr	Page County (Maint: US)	2.09 650	0					NA		NA
\smile	To:	Rappahannock Co								
Cladina Da	Department County (Mainty LIC)	Page County						NIA		NIA
(48) Skyline Dr	Rappahannock County (Maint: US)	5.92 650	0		 1			NA		NA
	From:	Warren Count Rappahannock Co								
(48) Skyline Dr	Warren County (Maint: US)	1.69 650	O O					NA		NA
48) Olymic Bi	To:	Rappahannock Co						1471		14/ (
	From:	Warren Count	-							
(48) Skyline Dr	Rappahannock County (Maint: US)	3.87 650	0					NA		NA
40)	To:	Warren Count	y Line							
	From:	Rappahannock Co								
(48) Skyline Dr	Warren County (Maint: US)	10.47 650	0		_			NA		NA
\smile	To:	US 340; Front	Royal							
	From:	North Carolina S	tate Line							
(49) (96) Florence Ave	Town of Virgilina (Maint: 41)	0.13 1600	F 91%	1%	1% 1%	6% 0%	6 F	0.095 F		1700 F
	To:	SR 96 Seven		-						

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR	96 Florence Ave												
49 Seventh St	Town of Virgilina (Maint: 41)	0.47	690 F	91%	1%	1%	1%	6%	0%	С	0.094	F		700	F
	Ta	F	CL Virgilina												
40	Halifax County	2.05	690 N	91%	1%	1%	1%	6%	0%	Ν	0.094	Ν		700	Ν
49)	То:		enburg County Lir		.,,	i	.,.	-,-	-,-						
	From:	Hali	fax County Line												
49)	Mecklenburg County	8.64	1200 G	91%	1%	1%	0%	7%	0%	С	0.094	F	0.508	1200	G
<u> </u>	To:		West Clarksville												
	Mecklenburg County	1.26	East of Clarksvill 7200 G	85%	1%	1%	1%	12%	0%	F	0.081	F	0.558	7300	G
49 (58)	Mecklenburg County	1.20	Bus US 58	65%	170	1%	170	12%	0%	Г	0.061	Г	0.556	7300	G
Bus	From:	U	JS 58; 58-815												
49) (58) Virginia Ave	Mecklenburg County	0.55	4000 G	99%	0%	0%	0%	1%	0%	F	0.092	Ν	0.514	4000	G
	To:	W	CL Clarksville												
Bus	From:														
49) (58) Virginia Ave	Town of Clarksville (Maint: 58	,	3800 G	99%	0%	0%	0%	1%	0%	С	0.092	F	0.514	3900	G
Pug	To: From:		US 15, US 58 15 W, College St												
Bus 49 \(\begin{align*} 15 \) \(\begin{align*} 58 \end{align*} \) Virginia Ave	Town of Clarksville (Maint: 58		6300 G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.512	6400	G
49 {15} {58} Virginia Ave	- Court of Glarkovine (Wark: Go	<u> </u>		0070	070		070	070	070	Ü	0.002	•	0.012	0400	
Bus	To: From:	No	CL Clarksville												
49) (15) (58)	Mecklenburg County	0.84	6300 N	99%	0%	0%	0%	0%	0%	Ν	0.092	Ν	0.512	6400	N
	To:	US 58 EAS	T OF CLARKSV	ILLE		<u> </u>									
49 (15)	Mecklenburg County	1.60	4600 G	90%	1%	1%	1%	7%	0%	F	0.096	F	0.643	4700	G
	To:	LIC 15 NE	AR DORTCH ST	ODE											
40	Mecklenburg County	2.06	2200 G	95%	1%	1%	0%	3%	0%	F	0.1	F	0.679	2300	G
49	Weeklenburg Gounty			3370	1 /0	170	070	370	070		0.1	'	0.075	2000	O
	From:		9 Trottinridge Rd	050/	40/		00/	00/	00/		0.404	F	0.000	0000	
49	Mecklenburg County	5.90	1900 G	95%	1%	1%	0%	3%	0%	F	0.104	г	0.686	2000	G
	To: From:		96 New Hope Rd												
49	Mecklenburg County	3.92	2000 G	95%	1%	1%	0%	3%	0%	F	0.103	F	0.625	2100	G
	To: From:	W	CL Chase City			\neg \vdash									
(49) W Second St	Town of Chase City (Maint: 58	8) 0.23	1800 G	95%	1%	1%	0%	3%	0%	С	0.101	F	0.559	1900	G
	To		SR 92												
(49) (92) W Second St	Town of Chase City (Maint: 58	8) 0.56	5300 G	95%	1%	1%	0%	2%	0%	С	0.094	F	0.554	5400	G
49) (92) 11 3333113 31	T-			0070	.,,		0,0	_,,	0,0	Ū	0.00	•	0.00	0.00	Ū
(49) (92) E Second St	Town of Chase City (Maint: 58	8) 0.19	Endly St 6200 G	95%	1%	1%	0%	3%	0%	F	0.09	F	0.540	6400	G
49 92 E Second St	Town or Chase City (Wallit. 50	0.19	N Main St	30%	170	170	U70	J/0	070	Г	0.09	Г	0.540	0400	G
	From:		E Second St												
(49) (47) N Main St	Town of Chase City (Maint: 58		7800 G	95%	1%	1%	0%	3%	0%	F	0.086	F	0.570	7900	G
	To	-	E Fifth St												
49) (47) N Main St	Town of Chase City (Maint: 58	8) 1.02	7300 G	95%	1%	1%	1%	3%	0%	С	0.09	F	0.541	7500	G
49 (47) N Main St	To:	1.02	SR 47	90/0	1 /0	1 /0	1 /0	370	0 /0	O	0.03	,	0.041	1 300	J

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 47													
49)	Mecklenburg County	3.95 1200	G	93%	1%	2%	2%	2%	0%	F	0.093	F	0.622	1200	G
\smile	To:	Lunenburg Cou													
	From:	Mecklenburg Co		2001	40/		00/	00/	00/	_	0.440	_	0.550	000	_
49) Courthouse Rd	Lunenburg County	11.28 910	G	93%	1%	2%	2%	2%	0%	С	0.112	F	0.552	930	G
	From:	SR 40 Lunenburg SR 40 S		1											
49) (40) Courthouse Rd	Lunenburg County	0.14 2500	G	94%	1%	1%	1%	3%	0%	F	0.099	F	0.542	2500	
49 (40) Courthouse Rd				0.70	.,,		.,0	0,0	0,0	•	0.000	•	0.0.2		
	From:	55-675		0.407	40/		407	00/	00/	_	0.000	_	0.540	2000	
49 (40)	Lunenburg County	2.17 3200	G	94%	1%	1%	1%	3%	0%	С	0.099	F	0.548	3200	(
<u> </u>	Ta: From:	CL Victo	ria												
49 (40)	Town of Victoria (Maint: 55)	1.08 3200	N	94%	1%	1%	1%	3%	0%	Ν	0.099	Ν	0.548	3200	١
	То:	SR 40 N	1												
	From:	SR 40; Eigh													
(49) Earl Davis Gregory Hwy	Town of Victoria (Maint: 55)	0.51 3800	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.534	3900	(
\smile	To:	55-1017 13	th St												
49) Nottoway Blvd	Town of Victoria (Maint: 55)	0.65 3200	G	95%	1%	1%	1%	2%	0%	С	0.096	F	0.523	3300	(
49)	- Total (Main 99)			0070	.,,	.,,	.,0	_,,	0,0	Ū	0.000	•	0.020	0000	
	From:	NCL Victo													
49) Earl Davis Gregory Hwy	Lunenburg County	4.88 3200	N	95%	1%	1%	1%	2%	0%	N	0.096	N	0.523	3300	1
<u> </u>	To: From:	Nottoway Cour	_												
49 The Falls Rd	Nottoway County	Lunenburg Cou 8.54 1300	nty Line F	95%	1%	1%	1%	2%	0%	F	0.095	F		1400	F
The Falls Rd	Nottoway County	8.54 1300	Г	95%	170	170	170	270	0%	Г	0.095	Г		1400	Г
	To: From:	67-633 Lone F	ine Rd												
49) The Falls Rd	Nottoway County	0.46 2400	F	95%	1%	1%	1%	2%	0%	F	0.086	F		2500	F
\smile	To	SCL Crev	ve.												
49 Earl Davis Gregory Hwy	Town of Crewe (Maint: 67)	0.15 2400	N	95%	1%	1%	1%	2%	0%	Ν	0.086	Ν		2500	Ν
49)	To:	US 460, East Vii		0070	.,,		.,0	_,,	0,0		0.000				
	From:	US 460 E													
49) (460) Virginia Ave	Town of Crewe (Maint: 67)	1.80 1100 0		88%	1%	1%	1%	9%	0%	F	0.082	F		11000	F
	To:	US 460 W	est												
_	From:	US 460, West Vi	rginia Ave	:											
(49) Watsons Wood Rd	Town of Crewe (Maint: 67)	0.34 1800	F	93%	1%	1%	1%	4%	0%	С	0.086	F		1900	F
\smile	To:	NCL Cre	N/A												
49) Watsons Wood Rd	Nottoway County	1.55 1800	N	93%	1%	1%	1%	4%	0%	Ν	0.086	N		1900	١
49) Watsons Wood Rd	To:	US 360 East of I		3370	170	170	1 /0	770	070	11	0.000	14		1300	•
	Farm														
~~~ Nauthanatan Bita	Franksiska Osasaka	West Virginia S		000/	00/	40/	40/	00/	00/	_	0.000	_		0000	
Northwestern Pike	Frederick County	4.35 <b>7900</b>	F	96%	0%	1%	1%	2%	0%	С	0.092	F		8200	F
	To: From:	34-751 E; Go	ore Rd												
50 Northwestern Pike	Frederick County	4.80 <b>12000</b>	F	96%	0%	1%	1%	2%	0%	F	0.088	F		12000	F
<u> </u>	To	34-614 Back Mo	untain D 4												
50 Northwestern Pike	Frederick County	2.45 <b>1800</b> 0		97%	0%	1%	0%	2%	0%	F	0.091	F	_	18000	F
Northwestern Pike	Frederick County				U70	170	U70	∠70	U70	Г	0.091	Г		10000	Г
	10:	34-803 Round Hi	II Rd West												

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

	1			4.7	_		Tru	ıck		-00	K	014	Dir	A A) A (D.T.	_
Route	Jurisdiction	Length AAD	I QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~	From:	34-803 Round H													
Northwestern Pike	Frederick County	2.59 <b>2000</b>	0 F	97%	0%	1%	0%	2%	0%	С	0.093	F		21000	
	To: From:	SR 37	'												
Northwestern Pike	Frederick County	0.14 <b>2100</b>	0 F	99%	0%	1%	0%	0%	0%	F	0.085	F		22000	
<i></i>	To: From:	WCL Wind	hester												
Amherst St	City of Winchester	0.64 <b>1900</b>	0 F	99%	0%	1%	0%	0%	0%	F	0.095	F		20000	
	То	Fox D	r												
Amherst St	City of Winchester	0.75 <b>1500</b>		99%	0%	1%	0%	0%	0%	С	0.09	F		16000	
00)	To:	Boscawe							-,-	_					
	From:	Amhers	St												
Boscawen St	City of Winchester	0.37 <b>1100</b>	0 F	99%	0%	1%	0%	0%	0%	F	0.089	F		12000	
ــــــــــــــــــــــــــــــــــــــ	Tor	Braddoc													
Duradda als Ct	City of Windhoots	0.53 <b>720</b> 0		97%	40/	2%	00/	00/	00/	_	0.007	F		7000	
50 (1,1) (50) (522) Braddock St	City of Winchester				1%		0%	0%	0%	С	0.087	Г		7600	
Com	nbined Traffic Estimates for 2 Parallel Roadways on	n this Route: 1300 Gerrard		97%	1%	1%	0%	0%	0%	С	NA			14000	
	From:	Braddoc													
50) (522) Gerrard St	City of Winchester	0.07 <b>680</b> 0		97%	1%	2%	0%	0%	0%	F	0.086	F		7200	
	Toc	V-11													
50) (11) (522) Gerrard St	City of Winchester	0.10 <b>840</b> 0		97%	0%	1%	0%	1%	0%	F	0.088	F		8900	
(11) (522) Contaid Ct	City of Williamston			31 70	070	170	070	170	070	•	0.000	•		0000	
Marilla and Assa	From:	US 11 Cam		070/	40/		00/	00/	00/		0.005			40000	
50 17 522 Millwood Ave	City of Winchester	0.75 <b>1200</b>		97%	1%	2%	0%	0%	0%	F	0.085	F		13000	
	From:	US 50 Par; Apple US 50 Par, Mi		Л											
50) (17) (522) Apple Blossom Dr	City of Winchester	0.05 1000		98%	0%	1%	0%	1%	0%	F	0.089	F		11000	
(322) 4710 = 1000 111	To:	Jubal Ear					-,-		-,-						
~ ~~	From:	Apple Bloss	om Dr												
50) (17) (522) Jubal Early Dr	City of Winchester	0.06 <b>2500</b>	0 F	98%	0%	1%	0%	1%	0%	С	0.088	F		27000	
	To:	US 50 Par, Mill													
A Allhoused Aus	City of Windhoots	US 50 Par; Juba		000/	00/	40/	00/	40/	00/	N.I	0.000	N.I.		07000	
50 17 522 Millwood Ave	City of Winchester	0.09 <b>2500</b> I-81	0 N	98%	0%	1%	0%	1%	0%	N	0.088	N		27000	
	From:	ECL Winc	hester												
50) (17) (522) Millwood Pike	Frederick County	0.16 3800		95%	1%	1%	1%	2%	0%	F	0.08	F		41000	
0 11 022	Tol														
Millwood Pike	Frederick County	US 522 Front I 2.71 <b>1600</b>	_	95%	1%	1%	1%	2%	0%	С	0.093	F		17000	
Millwood Pike	Frederick County			9070	170	1 70	I 70	∠70	U-70	C	0.093	Г		17000	
~ ~~	To: From:	34-723 Carpers										_			
Millwood Pike	Frederick County	2.72 1100		95%	1%	1%	1%	2%	0%	F	0.085	F		12000	
<del></del>	To: From:	Clarke Cour	•												
Millwood Pike	Clarke County	Frederick Cou		96%	1%	1%	1%	2%	0%	F	0.097	F	0.687	11000	
50 \ (17 ) Millwood Pike	Clarke County	1.07 1000	, G	3070	170	1 70	1 /0	∠ /0	070		0.097	Γ'	0.007	11000	

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

							Trι	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	US 340	South of Boyce												
(50) (17) Millwood Pike	Clarke County	2.83	11000 G	96%	1%	1%	1%	2%	0%	F	0.098	F	0.716	13000	G
	To	SR 255 B	Bishop Meade Rd												
50 17 Millwood Pike	Clarke County		11000 G	96%	1%	1%	1%	2%	0%	С	0.098	F	0.709	12000	G
	To		East of Millwood												
50 17 John S Mosby Hwy	Clarke County		12000 G	96%	1%	1%	1%	2%	0%	F	0.095	F	0.726	13000	G
50 (17) John S Mosby Hwy	To:		er County Line	3070	170	170	1 70	270	070	'	0.000	•	0.720	13000	O
	From:		e County Line												
50 17 John S Mosby Hwy	Fauquier County (Maint: 53)	1.11	11000 F	96%	1%	1%	1%	2%	0%	С	0.099	F		11000	F
	To	IIS 17 Wi	nchester Rd, Paris												
50 John S Mosby Hwy	Fauquier County (Maint: 53)	5.71	5800 F	97%	0%	1%	0%	1%	0%	F	0.105	F		5900	F
30)	To:		ın County Line	0.70	070		0,0	.,0	0,0	•	01.00	•		0000	·
	From:		er County Line												
50 John S Mosby Hwy	Loudoun County	0.08	6500 F	97%	0%	1%	0%	1%	0%	С	0.102	F		6600	F
<u> </u>	To	30-623	E, Rokeby Rd												
50 John S Mosby Hwy	Loudoun County		6500 F	97%	0%	1%	0%	1%	0%	F	0.1	F		6600	F
30)	To:		er County Line												
	From:		ın County Line												
50 John S Mosby Hwy	Fauquier County (Maint: 53)	2.10	7400 F	97%	1%	1%	0%	1%	0%	С	0.099	F		7500	F
<u> </u>	To:	53-611	Saint Louis Rd												
50 John S Mosby Hwy	Fauquier County (Maint: 53)	2.03	7500 F	97%	1%	1%	0%	1%	0%	F	0.098	F		7700	F
	To:	Loudou	ın County Line												
~~~	From:		er County Line												
50 John S Mosby Hwy	Loudoun County	0.63	8600 F	97%	1%	1%	0%	1%	0%	F	0.096	F		8800	F
~	To	WCL	Middleburg			\neg \vdash									
50 Washington St W	Town of Middleburg (Maint: 53)	0.61	8800 F	98%	0%	1%	0%	1%	0%	С	0.097	F		9000	F
<i>—</i>	To	W 53 62	6 The Plains Rd												
50 Washington St	Town of Middleburg (Maint: 53)	0.65	8900 F	98%	0%	1%	0%	1%	0%	F	0.093	F		9000	F
30) Washington St	- Town or Middle Star (Marite 35)			0070	070		070	170	070	•	0.000	•		0000	
Inha C Manhullius	From:		Middleburg F	070/	1%	40/	00/	40/	00/		0.000	F		0200	F
John S Mosby Hwy	Loudoun County	5.89	8100 F	97%	1%	1%	0%	1%	0%	С	0.096	г		8300	Г
~~~	To: From:		5 Near Aldie												
50 John S Mosby Hwy	Loudoun County	5.75	15000 F	96%	1%	1%	1%	1%	0%	С	0.091	F		15000	F
~	To	53-827	Pinebrook Rd			$\neg$ $\vdash$									
50 John S Mosby Hwy	Loudoun County	0.51	29000 F	96%	1%	1%	1%	1%	0%	F	0.087	F		30000	F
	To:	53 60	06 Old Ox Rd												
50 John S Mosby Hwy	Loudoun County		39000 F	96%	0%	1%	2%	1%	0%	С	NA			39000	F
30 33iii 3 Woody i iwy	To		x County Line	0070	J/0		2/0	1 /0	0 /0	J	14/7			00000	'
	From:		ın County Line												
50 Lee Jackson Hwy	Fairfax County		55000 G	95%	1%	2%	1%	1%	0%	С	NA			59000	G
· · · · · · · · · · · · · · · · · · ·	To:		Dulles Airport												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~	From:	SR 28 Dulle													
50) Lee Jackson Hwy	Fairfax County	3.18 <b>710</b> 0	00 A	98%	1%	1%	1%	0%	0%	С	0.083	Α		77000	A
~	To: From:	29-7100 Fairfax	County Pkw	у											
50 } Lee Jackson Hwy	Fairfax County	1.25 <b>690</b> 0	00 G	98%	1%	1%	1%	0%	0%	F	0.123	F	0.508	75000	(
~	To: From:	29-608 Wes	st Ox Rd			$\lnot$									
Lee Jackson Hwy	Fairfax County	1.14 <b>940</b> 0	00 G	98%	1%	1%	1%	0%	0%	F	NA			102000	(
<i>→</i>	To:	I-66	<u> </u>												
Ee Jackson Hwy	Fairfax County	0.82 <b>640</b> 0		98%	1%	1%	1%	0%	0%	F	0.119	F	0.553	69000	
· · · · · · · · · · · · · · · · · · ·	To:	WCL Fa													
Lee Jackson Hwy	City of Fairfax	0.57 3800		98%	1%	1%	1%	0%	0%	F	0.068	F		41000	
250 Gadison Tiwy	Oity of Fairfax			3070	170		170	070	070	•	0.000	•		41000	
~ Las Historia	From:	US 29 S, Lee		000/	00/		00/	00/	00/	F	0.074			44,000	
Lee Highway	City of Fairfax	0.96 <b>380</b> 0	00 F	99%	0%	0%	0%	0%	0%	Г	0.071	F		41000	
~ ~	To: From:	SR 123 Chain													—
(29) Lee Highway	City of Fairfax	0.21 <b>360</b> 0	00 F	99%	0%	0%	0%	0%	0%	F	0.074	F		39000	
<b>~</b>	To: From:	Universi	ty Dr												
29 Lee Highway	City of Fairfax	0.59 <b>450</b> 0	00 F	99%	0%	0%	0%	0%	0%	F	0.077	F		49000	
	To:	Plantation 1	Parkwav			$\lnot$ $\vdash$									
60 (29 Lee Hwy	City of Fairfax	0.68 <b>440</b> 0		99%	0%	0%	0%	0%	0%	F	0.077	F		47000	
	To:	Draper I	)riva												
60 29 Lee Highway	City of Fairfax	0.28 <b>410</b> 0		99%	0%	0%	0%	0%	0%	F	0.08	F		44000	
29 200 119.112,	Tol.							-,-		-		•			
237 Arlington Blvd	City of Fairfax	US 29 N, Lee 0.28 <b>340</b> 0		98%	1%	1%	1%	0%	0%	F	0.071	F		37000	
Arlington Blvd	City of Fairfax			90 /0	1 /0	1 /0	1 /0	076	076		0.07 1			37000	,
~	From:	SR 237 Pic			101		407			_					_
Arlington Blvd	City of Fairfax	0.03 <b>410</b> 0	00 G	98%	1%	1%	1%	0%	0%	F	NA			45000	(
~	To: From:	ECL Fa													_
Arlington Blvd	Fairfax County	2.77 <b>400</b> 0	00 G	98%	1%	1%	1%	0%	0%	F	NA			43000	(
~ <u></u>	To: From:	I-495 Capita	l Beltway			$\neg$ $\vdash$									
Arlington Blvd	Fairfax County	3.24 <b>530</b> 0	00 A	99%	0%	1%	0%	0%	0%	С	0.082	Α		57000	
$\checkmark$	To:	SR 7 Leesb	uro Pike												
60 Arlington Blvd	Fairfax County	1.30 4800		99%	0%	1%	0%	0%	0%	F	NA			52000	(
	To:	Arlington Co	unty Line												
~	From:	Fairfax Cou													
50 Arlington Blvd	Arlington County	2.03 <b>600</b> 0	00 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.722	64000	(
~	To: From:	SR 120 GI	ebe Rd												
Arlington Blvd	Arlington County	1.06 <b>620</b> 0	00 G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.608	67000	(
~	To:	SR 27 Washii	ngton Blvd			<u> </u>									
Arlington Blvd	Arlington County	1.93 <b>600</b> 0	_	99%	0%	1%	0%	0%	0%	F	0.098	F	0.625	65000	(
3	To:	District of Col													

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

Route	Jurisdiction		Truck K QC QK 2Axle 3+Axle 1Trail 2Trail Factor	Dir AAWDT QW
(50) Ramp to I-81 N at Exit 313	Frederick County	US 50 Millwood Pike 0.28 <b>14000 F</b>	0.092 F	14000 F
	To:	I-81 N		
(50) Ramp	Fairfax County	US 50-E069B US 50-W069B FROM RT 5 0.20 <b>NA</b>	NA NA	NA
East	To: From:	US 50-E069B US 50-W069B FROM RT 5 US 50 E, Millwood Ave; Jubal Early Dr		
50 Ramp to I-81 S at Exit 313	Frederick County	0.24 <b>6000 F</b>	0.107 F	6000 F
East	To:	I-81 S US 50 TO RT 66 WEST		
50 Ramp	Fairfax County	0.22 <b>NA</b>	NA NA	NA
<u> </u>	To:	I-66-W FROM RT 50 EAST US 50 TO RT 66 EAST		
$\overbrace{50}^{East} Ramp$	Fairfax County	0.31 <b>NA</b>	NA NA	NA
Foot	To:	US 50-W069B US 50- 69B FROM RT 5		
East 50 Ramp	Fairfax County	US 50 TO RT 495 SOUTH 0.23 NA	NA	NA
East	To: From:	29-650- 3A FROM RT 650 NORTH TO 495 SO	<u> </u>	
Samp	Fairfax County	0.23 <b>NA</b> I-495-S051X FROM RT 50 EAST-ARLINGTON B	NA NA	NA
East	From:	US 50 I-495-N051B TO & FROM RT 49		
Solution Ramp	Fairfax County	0.22 <b>NA</b> I-495-N From RT 50 East	NA NA	NA
Nest	From:	US 50 W, Millwood Ave		
Ramp to I-81 S at Exit 313	Frederick County	0.16 <b>NA</b> I-81 S	NA NA	NA
West	From:	US 50 TO RT 66		
(50) Ramp	Fairfax County	0.34 <b>NA</b> I-66-w From RT 50 West	NA	NA
Vest 50 Ramp	From:	US 50 W, Lee Jackson Hwy		
50 Ramp	Fairfax County	0.19 <b>5600 G</b> 98% 1% US 50 E Ramp to I-66 East	1% 1% 0% 0% F 0.083 F	6100 G
West Page 1	From:	US 50 TO RT 65000- GALLOWS ROAD		NA
50 Ramp	Fairfax County	0.15 <b>NA</b> I-495-S From RT 50 West	NA NA	NA
West	From:	US 50 TO RT 495	NIA	NIA
Somp Ramp	Fairfax County	0.15 <b>NA</b> US 50-W076C TO RT 495 NORTH	NA NA	NA
West 50 Ramp	Fairfax County	0.04 <b>NA</b>	 NA	NA
<u> </u>	To:	29-6928- C FROM FAIRVIEW PARK DRIVE69		

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

Route	lusio di atia	an Langth	AADT C	A dTire	Due		Trucl	(	Q(	K	QK	Dir	AAWDT	014/
	Jurisdictio			A 4Tire		2Axle	3+Axle 1	Trail 2T	ail	Factor	QN	Factor	AAWDI	QVV
West (50) Ramp	Fairfax Cou	29-6928- C FROM untv 0.42	NA	ARK DRIVE69	)					NA			NA	
(30) (43.11)	To:	I-495-S051X FROM		ARLINGTON	В									
West	From:	US 30-W07	6B TO RT 495	NORTH										
(50) Ramp	Fairfax Cou	unty 0.05	NA							NA			NA	
West	To: From:	29-6928- B FROM	I FAIRVIEW F	PARK DRIVE										
(50) Ramp	Fairfax Cou		NA							NA			NA	
~	To	I-495-N FROM RT 5		RLINGTON BI	LV									
Grandock	St City of Winch		Boscawen St 6000	<b>F</b> 97%	1%	1%	0%	1% 09	/. <b>-</b>	0.099	F		6300	_
50 52 11 522 Braddock	Combined Traffic Estimates for 2 Paralle			F 97%	1%	1%		1% 09			F		15000	F
	To:	·	Piccadilly St	9170	1 /0	170	070	170 0	0 1	0.037			13000	'
~~ ~~~ ···· ···	From:		Braddock St											_
50 7 522 Piccadilly St	City of Winch			F 99%	0%	0%		0% 09		0.091	F		8000	F
	Combined Traffic Estimates for 2 Paralle		9400 Cameron St	F 99%	0%	0%	0%	0% 09	6 F	0.088	F		10000	г
	From:		Piccadilly St											
(50) $(11)$ $(11)$ $(522)$ Cameron				<b>F</b> 97%	1%	1%		1% 09			F		8600	F
$\diamond$ $\diamond$ $\diamond$ $\diamond$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	14000	<b>F</b> 97%	1%	1%	0%	1% 09	6 F	0.097	F		15000	F
m m m m	To:		Boscawen St	<b>-</b> 070/	407		201	40/ 0/	, ,				2000	
(50) (11) (11) (522) Cameron	St City of Winch			F 97% F 97%	1%	1%		1% 09			F		6300	F
	Combined Traffic Estimates for 2 Paralle		0 Millwood Av		1%	1%	0%	0% 09	6 C	; NA			14000	г
	From:	•	Apple Blossom			1								
(50) Millwood Ave	City of Winch			<b>F</b> 99%	0%	1%	0%	0% 09	6 C	0.081	F		9600	F
(P)	To:	US 50	Jubal Early Dri	ve										
	From:		58; Riverside I											
(51)	Pittsylvania C	County 0.16	2800	N 99%	0%	1%	0%	0% 09	6 N	I 0.091	N	0.601	3000	N
	To:		VCL Danville											
(51) Westover Dr	City of Dan	ville 3.03	2800	<b>G</b> 99%	0%	1%	0%	0% 09	6 F	0.091	F	0.601	3000	G
	To:	il.	Lamberth Dr								_			
51 Westover Dr	City of Dan	ville 1.33	6600	<b>G</b> 99%	0%	1%	0%	0% 09	6 C	0.085	F	0.588	6900	G
N/a a taura Da	From	1	Blair Loop Rd	000/	00/	40/	00/	00/ 0/	, -			0.550	0000	
51 Westover Dr	City of Dan	ville 0.70		<b>G</b> 99%	0%	1%	0%	0% 09	6 F	0.086	F	0.550	9300	G
Mostovor Dr	To. From: City of Dan	ville 0.98	Park Ave <b>6900</b>	<b>G</b> 99%	0%	1%	0%	0% 09	6 C	0.089	F	0.518	7200	G
51 Westover Dr			58; Riverside I		U-/0	170	U70	U% U	。 C	0.069	Г	0.318	1200	G
	From		Carolina State L			1								
52 Fancy Gap Highway	Carroll Cou			<b>G</b> 97%	0%	1%	1%	2% 09	6 C	0.081	F	0.58	7300	G
	To:		691 Bear Trail											

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

Worded Daily	Traine ve	Julio Esti	mates by
Pri	mary and	Interstate	Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		691 Bear Ti													
[52] Fancy Gap Highway	Carroll County	5.01	3700	G	97%	0%	1%	1%	2%	0%	F	0.085	F	0.589	3900	G
	To- From:	SR 148	Chances Cr	reek Rd			\Box \vdash									
52 Fancy Gap Highway	Carroll County	0.09	3100	N	97%	0%	1%	1%	1%	0%	Ν	0.086	Ν	0.508	3300	Ν
<u> </u>	To:		9 MN SR 1		D 1											
52 Fancy Gap Highway	Carroll County	0.09 MN SR 4.72	3100	G Creek	97%	0%	1%	1%	1%	0%	С	0.086	F	0.508	3300	G
[52] Fancy Gap Highway	Carroll County				91 /0	076	1 /0	1 /0	1 /0	0 /6	C	0.000	-	0.506	3300	G
~~~ - · · · ·	To: From:		702 Stable													
Fancy Gap Highway	Carroll County	0.28	5100	N	97%	0%	1%	1%	1%	0%	N	0.09	Ν	0.564	5300	N
<del></del>	To: From:		CL Hillsvill	le												
52 Main St	Town of Hillsville (Maint: 1	17) 1.92	5100	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.564	5300	G
$\overline{}$	Ta	US 58	3 West Stua	nrt Dr												
52 Main St	Town of Hillsville (Maint: 1		3200	G	94%	0%	1%	4%	1%	0%	F	0.119	F	0.774	3300	G
(32)	To		OL ILII .II													
752 Poplar Camp Rd	From: Carroll County	1.17	CL Hillsvill <b>3200</b>	N	94%	0%	1%	4%	1%	0%	N	0.119	N	0.774	3300	N
[52] Poplar Camp Rd	Carroll County	1.17	3200	IN	94 /0	076	1 /0	4 /0	1 /0	0 /6	IN	0.119	IN	0.774	3300	IN
~~	To: From:		Coon Ridge										_			
52 Poplar Camp Rd	Carroll County	3.15	1600	G	94%	0%	1%	4%	1%	0%	F	0.093	F	0.605	1600	G
<u> </u>	To: From:	17-620 (	Coulson Ch	urch Rd												
52 Poplar Camp Rd	Carroll County	4.46	770	G	94%	0%	1%	4%	1%	0%	С	0.089	F	0.584	800	G
$\bigcirc$	To:		he County I													
~~~	From:		oll County I													
52 Fort Chiswell Rd	Wythe County	0.31	1800	G	94%	0%	1%	4%	1%	0%	F	0.092	F	0.553	2000	G
	From:		07 Poplar C 07 Castletor													
52 Fort Chiswell Rd	Wythe County	3.16	1500	G	94%	0%	1%	4%	1%	0%	F	0.091	F	0.529	1700	G
52 Fort Chiswell Rd	vv ythe oddrity				3470	070	170	770	1 /0	070	·	0.001	'	0.020	1700	J
Fort Obligated Brd	From		Major Grah		070/	00/		40/	40/	00/	_	0.005		0.570	0700	_
52 Fort Chiswell Rd	Wythe County	5.12	2500	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.570	2700	G
~~	To: From:	98-7	36 Apache	Run												
52 Fort Chiswell Rd	Wythe County	0.87	7300	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.584	7900	G
<u> </u>	To:	***	S I-81													
Page to L91 S at Evit S	Wytho County	US 52 0.16	Fort Chisw	ell Rd								NA			NA	
[52] Ramp to I-81 S at Exit 8	80 Wythe County	SR-00121(U)/IS-0003		D)/IIC OC	052 0261	D/						INA			INA	
	From:	SK-00121(U)/13-000	I-81	K)/US-00	032- 0301	D(
(52) (81) (77) (11)	Wythe County	2.31			(See I-8	1 for dire	ectional t	raffic vo	lume es	timate	s for this	seam	nent.		
	Combined Traffic Estimates for 2 Parallel Road		47000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Ū		45000	Α
	To:	.,	S I-81		, , ,	.,,										
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		US 11													
(52) (81) (77) (11)	Wythe County	2.37			,	See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	NA			46000	Α
	To:		F-43													

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

								Tr	uck.			K		Dir		
Route	Jurisdiction	on Leng	th <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
$\sim$	From:		US 11													
$\{52\}$ $\{81\}$ $\{77\}$ $\{11\}$	Town of Wytheville	,										es for this		nent.		
~ 0 0 ~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou			74%	1%	1%	1%	22%	2%	С	0.116	Α		46000	Α
	From		NCL Wythe US 11				-									
(52) (81) (77)	Town of Wytheville	(Maint: 98) 1.29				See I-8	1 for dire	ectional	traffic vo	olume es	timate	es for this	sean	nent.		
(32) (61) (77)	Combined Traffic Estimates for 2 Paralle	,		) A	74%	1%	1%	1%	22%	2%		0.118	_		41000	Α
	Combined Traine Edimates for 21 drain	er roadways on this roa			7 4 70	170		170	22 /0	270	•	0.110	,,		41000	,,
$\sim$ $=$	Town of Wytheville	(Maint: 00) 4.00	US 11			C I 0	4 for dia			-1	4:	f th:-				
[52] [81]	•	,			000/							es for this	Ū	ient.	07000	_
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou			80%	1%	1%	1%	16%	1%	F	0.100	Α		27000	В
	From		I-77 Wythe US 11													
(52) (81) Ramp I-81 S Exit 70	to US 21; US 58 Town of Wytheville	(Maint: 98) 0.27				See I-8	1 for dire	ectional	traffic vo	olume es	timate	es for this	sean	nent.		
(32) (81) Hamily 1 31 3 2 3 3 1 1 3	To:	IS-00081-S(B)/I		70A(R)/T0	) RTS 52.		1.0.	001.01.01					oog			
	From:		Maintenance		,											
52 4th St	Town of Wyth	neville 1.89	<b>2400</b>	G	98%	0%	0%	0%	1%	0%	С	0.102	F	0.585	2600	G
$\bigcirc$	To		WCL Wyth	eville												
52 Stoney Fork Rd	Wythe Cou	inty 2.6			97%	0%	1%	0%	1%	0%	С	0.092	F	0.672	1300	G
(32)	,									-,-	_					_
Ctonou Fork Dd	From		8-680 Black l 2 <b>780</b>	Lick Rd G	97%	0%	10/	0%	1%	0%	F	0.004	F	0.582	840	G
52 Stoney Fork Rd	Wythe Cou		Bland Count		97%	0%	1%	0%	170	0%	Г	0.091	Г	0.562	640	G
	From		Wythe Count	-												
South Scenic Hwy	Bland Cou			G	97%	0%	1%	0%	1%	0%	F	0.188	F	0.696	170	G
,	To		10 MV . CD	1 1011			_									
South Sconic Hway	From:		42 West of B		97%	0%	1%	0%	1%	0%	F	0.096	F	0.639	1900	G
52 42 South Scenic Hwy	Bland Cou	Tity 3.9	1900	G	9176	0%	1 70	0%	170	0%	Г	0.096	Г	0.039	1900	G
$\sim$	To. From:		7 West of Bl													
(52) (42) South Scenic Hwy	Bland Cou	nty 0.9	4200	G	96%	1%	1%	1%	1%	0%	F	0.102	F	0.571	4300	G
$\bigcirc$	To		SR 42 Bland	i C.H.			_									
52 North Scenic Hwy	Bland Cou	nty 4.58	3 <b>810</b>	G	96%	1%	1%	1%	1%	0%	F	0.118	F	0.519	830	G
	To:	1	0-615 S Ange	els Pass												
$\sim$	From:		0-615 S Angl													
52 North Scenic Hwy	Bland Cou	nty 2.05	5 <b>1400</b>	G	96%	1%	1%	1%	1%	0%	С	0.13	F	0.65	1400	G
<u></u>	To: From:	10-6	666 Indian Vi	illage Trail												
52 North Scenic Hwy	Bland Coul	nty 6.14	4 430	G	95%	1%	1%	2%	1%	0%	С	0.113	F	0.52	440	G
	To:	<del></del>	l Clear Fork		у											
$\sim$	From:		R 61 Wolf Cr													
[52] (61 <i>)</i>	Bland Cou	nty 0.06	6 <b>430</b>	N	95%	1%	1%	2%	1%	0%	N	0.113	N	0.52	440	N
~ ~	To: From		7 West of Ro	ocky Gap												
52 61 Clear Fork Creek Hw	vy Bland Coul				95%	2%	1%	2%	1%	0%	С	0.121	F	0.868	2200	G
	To	CE	R 61 Wolf Cr	aak Huw												
S2 North Scenic Hwy	From: Bland Cou			G G	95%	1%	1%	1%	1%	0%	С	0.114	F	0.548	840	G
OZ) North Coorne i iwy	To:	<u>,                                      </u>	I-77		5570	1 /0		1 /0	1 /0	0 /0	J	0.117	'	0.040	0+0	5
		ı	1-//													

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

Primary and Interstate Routes

			ind intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ ~	From:		2 North Scenic	e Hwy												
52 (598) Ramp From US 52; §	SR 595 to I-77 NB at Exit 66 Bland Coun	ty 0.10	870	G								NA			870	G
<u> </u>	To:		I-77 North													
	Bland Coun	ty 0.79	SR 598			See 1-77	for di	rectional	traffic v	oluma es	timata	s for this	caama	nt		
[52] <del>[77]</del> [52]	Combined Traffic Estimates for 2 Parallel	•	- 29000	G	78%	1%	1%	1%	19%		F	NA	segine	111.	25000	G
	Combined Trainic Estimates for 2 Farane				70%	170	1 70	170	1970	170	Г	INA			23000	G
$\neg = \neg$	From:		Virginia State	e Line		Cool 77	7 for di	raatianali	woffic . "	ماريسم مم	timata	s for this	00000	nt		
52 77 52	West Virginia (Ma			_									segme	erit.	05000	_
	Combined Traffic Estimates for 2 Parallel		Funnel, West	G Vincinio	78%	1%	1%	1%	19%	1%	F	NA			25000	G
					1											
Barres to LOAN at Fait 00	From:		US 52; SR 121	1								N.1.0			N.1.A	
Ramp to I-81 N at Exit 80	Wythe Coun ™-	nty 0.15	NA				_					NA			NA	
			I-81 N													
~~~	From:		US 52; SR 121	1												
Ramp to I-81 S at Exit 80	Wythe Coun	nty 0.16	NA				_					NA			NA	
	""		I-81 S													
~~	From:		US 21; US 58	3												
52 Ramp to I-81 N at Exit 70	Town of Wytheville (Maint: 98) 0.15	NA									NA			NA	
~	To		I-81 N													
~~~	From		US 21; US 58	3												
52 Ramp to I-81 S at Exit 70	Town of Wytheville (	Maint: 98) 0.16	NA									NA			NA	
<del>~</del>	To:		I-81 S													
~~~	From:		052A TO AN	D FRO	M RT											
52 Ramp	Bland Coun		NA									NA			NA	
~	To:	I-77-	S FROM RT 5	52; 42												
~~~	From:		052A TO AN	D FRO	M RT											
52 Ramp	Bland Coun		NA									NA			NA	
<del>~</del>	To:	I-77-1	N FROM RT 5	52; 42												
	From:	US 52 0	Clear Fork Cre	ek Hwy	7											
52 Ramp	Bland Coun	ty 0.18	540	G	95%	1%	1%	2%	1%	0%	F	NA			560	G
<u>~</u>	To:		I-77 South													
	From	US 52 0	Clear Fork Cre	ek Hwy	7											
Ramp	Bland Coun	ty 0.16	NA									NA			NA	
	To:		I-77 North													
	From:		I-77 South													
52 (77) Ramp	Bland Coun	ty 0.17				See I-77	for di	rectional t	traffic vo	olume es	timate	s for this	segme	nt.		
	To:	-	E River Mour	ntain Rd									_			
~ ~ ~	From:		SR 598													
[5 ₂ ] (77) (52)	Bland Coun	•										s for this	segme	nt.		
	Combined Traffic Estimates for 2 Parallel	•		G	78%	1%	1%	1%	19%	1%	F	NA			25000	G
	To:	West	Virginia State	Line												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	West Virginia St	ate Line												
[5 ₂] (77) (52)	West Virginia (Maint: 10)	0.50			See I-7		ectional t			timate	s for this	segm	ent.		
~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadways			78%	1%	1%	1%	19%	1%	F	NA			25000	G
	10.	End of Tunnel, We		a											
	From:	SR 20 Scottsvi			407					_		_			_
53 Thomas Jefferson Pkwy	Albemarle County	1.75 8900	G	96%	1%	0%	3%	0%	0%	F	0.108	F	0.64	9500	G
	To: From:	Monticell													
53) Thomas Jefferson Pkwy	Albemarle County	1.42 7800	G	96%	1%	0%	3%	0%	0%	F	0.121	F	0.902	8300	G
<u> </u>	To	02-795 James Mor	ıroe Pkwy	,		$ \vdash$									
53 Thomas Jefferson Pkwy	Albemarle County	2.56 4900	G	96%	1%	0%	3%	0%	0%	С	0.136	F	0.911	5200	G
\smile	To	02-729 Milto	n Rd												
53 Thomas Jefferson Pkwy	Albemarle County	3.78 7500	G	96%	1%	0%	3%	0%	0%	F	0.114	F	0.897	8000	G
9	To:	Fluvanna Coun	ty Line												
	From:	Albemarle Cour	•												
₅₃ Thomas Jefferson Parkway	Fluvanna County	5.49 6400	F	96%	1%	0%	3%	0%	0%	F	0.114	F		6600	F
\smile	To: From:	32-660 Ruritan l	Lake Rd												
53 Thomas Jefferson Parkway	Fluvanna County	3.32 4900	F	96%	1%	0%	3%	0%	0%	F	0.116	F		5000	F
\smile	To:	US 15													
	From:	US 33 Stanleys	Corner												
54) West Patrick Henry Rd	Hanover County	3.71 3900	F	98%	0%	1%	0%	1%	0%	F	0.101	F		4000	F
\smile	Toc	42-671 Scotchto	wn Road												
(54) West Patrick Henry Rd	Hanover County	5.01 4800	F	98%	0%	1%	0%	1%	0%	С	0.101	F		4900	F
•	To	42-687 Yankeeto	um Poad												
West Patrick Henry Rd	Hanover County	1.71 8200	F	98%	0%	1%	0%	1%	0%	F	0.111	F		8500	F
34)	Tallotte County			0070	0,0		0,0	.,0	0,0	•	0	•		0000	•
54) Thompson St	Town of Ashland	NCL Ashla 0.96 8800	ind F	97%	1%	1%	0%	1%	0%	С	0.110	F		9300	F
54 Thompson St	Town of Ashland	0.90 6600 Dewey S		9770	170	176	U70	170	0%	C	0.110	Г		9300	Г
	From:	Dewy Stre													
Thompson St	Town of Ashland	0.50 9600	F	97%	1%	1%	0%	1%	0%	F	0.099	F		10000	F
	To	Hanover A	ve.												
54) England St	Town of Ashland	0.56 15000		97%	1%	1%	0%	1%	0%	F	0.087	F		16000	F
34)	To		**												
54) England St	Town of Ashland	US 1 Washingto 0.59 23000	n Hwy F	90%	1%	1%	1%	7%	0%	С	0.085	F		25000	F
54 England St	TOWITOL ASIIIALIU		Г	<i>30 /</i> 0	1 /0	1 /0	1 /0	1 /0	U /0	U	0.000	-		23000	Г
	From:	I-95		0001	40.		401		061		0.65=	_		4.00	_
54 East Patrick Henry Rd	Town of Ashland	0.81 4100	F	90%	1%	1%	1%	7%	0%	F	0.097	F		4400	F
<u>~</u>	To: From:	ECL Ashla													
(54) East Patrick Henry Rd	Hanover County	4.82 3600	F	96%	0%	1%	1%	2%	0%	С	0.111	F		3800	F
\checkmark	To:	US 301 Hanover C	ourt House	e											

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction .	Length	AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
54 Ramp	From: Hanover County To:	0.11	7013A JB-42 FR 9500 F 6-S FR RT 54	0							0.096	F		9500	F
(54) Ramp	From: Hanover County	SR 54-W013B S 0.24		-42 FRO							0.097	F		4400	F
East	To:	SR :	-N FR RT 54 54 TO RT 95												
Ramp	Hanover County		8700 F /013A JB-42 FR	0							0.092	F		8700	F
East 54 Ramp	Hanover County To:	0.03	54 TO RT 95 3400 F SR 54- 13B JB	42 FRO							0.093	F		3400	F
West 54 Ramp	Hanover County	0.03	NO AND FROM R 870 F R 54-E013A JB-4								0.118	F		870	F
West 54 Ramp	Hanover County To:	SR : 0.02	54 TO RT 95 310 F R 54-E013B JB-4								0.126	F		310	F
55) (48) Wardensville Pike	From: From:		irginia State Line 2300 A		0%	1%	1%	5%	0%	С	0.139	Α		2000	Α
55 (48) Wardensville Pike	Frederick County	0.70	600 Pifer Rd 3400 F loah County Line	93%	0%	1%	1%	5%	0%	F	0.084	F		3100	F
55 (48) John Marshall Hwy	Shenandoah County	Freder 4.90	ick County Line 4400 F	93%	0%	1%	1%	5%	0%	F	0.088	F		3900	F
55 (48) John Marshall Hwy	Shenandoah County	85-628 3.80	Lebanon Church 5900 F	93%	0%	1%	1%	5%	0%	F	0.088	F		5200	F
55 John Marshall Hwy	Shenandoah County	1.02	I-81 4100 F	97%	1%	1%	0%	1%	0%	С	0.092	F		4200	F
55 John Marshall Hwy	Town of Strasburg (Maint: 8	35) 0.64	CL Strasburg 3400 F V, Massanutten S	97%	1%	1%	1%	1%	0%	С	0.091	F		3500	F
55 (11) N Massanutten St	Town of Strasburg (Maint: 8	35) 0.23	Massanutten St 13000 F Massanutten St	98%	0%	1%	0%	1%	0%	F	0.094	F		13000	F
55 King St	Town of Strasburg (Maint: 8	US 11 E	7100 F	97%	0%	1%	0%	2%	0%	С	0.092	F		7400	F
55) Front Royal Rd	Town of Strasburg (Maint: 8		Eberly St 3900 F	92%	1%	1%	2%	5%	0%	С	0.098	F		4000	F
55) Front Royal Rd	Shenandoah County	0.99	2L Strasburg 3600 F en County Line	98%	0%	1%	0%	1%	0%	С	0.096	F		3700	F

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

_								Trι	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From		ndoah Count													
55 Strasburg Rd	Warren Cou	unty 4.91	3600	N	98%	0%	1%	0%	1%	0%	N	0.096	N		3700	N
<u> </u>	To From	n:	626 Andrews													
55 Strasburg Rd	Warren Cou	unty 2.30	6000	F	98%	0%	1%	0%	1%	0%	F	0.096	F		6200	F
	To From	li.	CL Front Ro	_												
Strasburg Rd	Town of Front		8000	F	98%	1%	1%	0%	0%	0%	С	0.1	F		8500	F
	10 From	US 340, U	S 522 Shena US 522	ındoah <i>A</i>	Ave											
55) (522) (340) Shenandoah A	Ave Warren Co.	unty 0.45	31000	G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.505	31000	(
00 (022)(0.0)	To	- C	L Front Roy	ra1												
55) (522) (340) Shenandoah A	Ave Town of Front		29000	F	97%	1%	1%	1%	1%	0%	F	0.09	F		30000	ı
33) (322) (340)	To	n'	14 ST			.,,	TÎ.	.,.	.,,	-,-	-		-			-
¬~~~	From	·	nenandoah A													
55) (522)(340) 14th St	Town of Front		23000	F	97%	1%	1%	1%	1%	0%	F	0.089	F		24000	
	To From	No.	orth Royal A 14TH ST	ve												
55) (522) (340) North Royal A	ve Town of Front	t Royal 0.35	23000	F	97%	1%	1%	1%	1%	0%	С	0.088	F		24000	
05) (022) (340)	To					.,,		.,.	.,,	-,-	_		-			
North Royal Ave	From Town of Front		5 522 & US 3 12000	540 F	99%	1%	1%	0%	0%	0%	F	0.091	F		12000	
North Royal Ave	Town of Front	0.20		•	0070	170		070	070	070	•	0.001	•		12000	
North Royal Ave	Town of Front	t Royal 0.57	6th St 15000	F	99%	1%	1%	0%	0%	0%	С	0.088	F		16000	
North Royal Ave	Town or Front	t Royal 0.57			9976	1 /0	1 /0	0 /6	076	076	C	0.000	-		10000	
Courth Doubl Aug	To of Front	t Roval 0.40	E Main St	F	98%	40/		00/	00/	00/		0.007			4.4000	
South Royal Ave	Town of Front	Royal 0.40	13000 US 340		96%	1%	1%	0%	0%	0%	С	0.087	F		14000	
	From	us:	340, S Royal	Ave												
South St	Town of Front	t Royal 0.54	14000	F	98%	0%	1%	1%	0%	0%	С	0.087	F		15000	
<u> </u>	Ta	US 522	2, S Commer	rce Ave												
55) John Marshall Hwy	Town of Front		11000	F	98%	0%	1%	0%	1%	0%	С	0.095	F		12000	
	To	- E(CL Front Roy	val												
55) John Marshall Hwy	Warren Co	n:	11000	F	98%	1%	0%	0%	1%	0%	С	0.092	F		11000	
,	To			4-1- D.1												
55) John Marshall Hwy	From Warren Cou	II. P	Apple Moun 3900	F	98%	1%	0%	0%	1%	0%	F	0.101	F		4100	
55) CONTINUISHAILT IWY	To	. ,	quier County		3070	170		070	170	070	•	0.101	•		4100	
_	From		rren County I													
₅₅) John Marshall Hwy	Fauquier Co		820	G	98%	1%	0%	0%	1%	0%	F	0.137	F	0.850	840	(
<u> </u>	To		17 Wincheste													
55) (17) Winchester Rd	Fauquier Co		South of Del 8700	laplane G	94%	1%	1%	1%	3%	0%	F	0.084	F	0.59	8700	
55) 17 Winchester Rd	Combined Traffic Estimates for 2 Paralle			G	J-70	1 /0	1 /0	1 /0	070	070	•	0.084	F	0.59	NA	
	To	: Touchayo on this Route.	I-66									0.004	•	0.00	INA	
¬ ~~	From	2US 17-P US		ΓΟ I- 66	EAS											
55) (17) Ramp	Fauquier Co					See US	17 for d	irectional	traffic \	olume e	stimat	es for this	s segr	ment.		
\sim	To	I-66-E FR	OM RT US	17 SOŪ	TH	·										

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

-								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		US 17													
(55) (66) (17)	Fauquier Coun	ty 3.36				See I-66	for di	rectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:		Α	92%	1%	1%	0%	6%	0%	F	0.105	Α		42000	Α
	To:		SR 55													
	Favorian Cause	I-66-E TO RT	55 EAST &	& 721 SC		Caa L CC	\				·:			4		
55 (66) Ramp	Fauquier Count	,	7 Nd £	M111		See 1-66	for all	rectional t	rattic vo	olume es	timate	s for this	segn	ient.		
Bus	From		7 North of 17 West of													
(55) (17) Free State Rd	Fauquier Coun	· · · · · · · · · · · · · · · · · · ·	5300	N	97%	0%	1%	1%	1%	0%	Ν	0.088	Ν	0.611	5400	Ν
(a) (ii)	7	<u>* </u>														
Bus	From:		185 Grove I	Lane												
(55) (17) John Marshal Hwy	Fauquier Count	ty 0.71	5300	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.611	5400	G
	To:	Bus	US 17 Mar	shall			\neg \vdash									
(55) Main St East	Fauguier Count		4300	G	97%	0%	1%	1%	1%	0%	С	0.082	F	0.503	4400	G
000	Tod	20 700 P	-1 :- D.4-	711. D.1												
55 John Marshall Hwy	From:Fauquier Count		elvoir Rd;	G Cuita Ru	97%	0%	1%	1%	1%	0%	F	0.097	F	0.6	2000	G
55 John Marshall Hwy	i auquiei Couri	Lty 2.10	2000		31 /0	070	1 /0	1 /0	1 /0	070	'	0.031	'	0.0	2000	G
	To- From:		CL The Pla													
(55) Main St	Town of The Plains (N	Maint: 30) 0.32	2000	N	97%	0%	1%	1%	1%	0%	N	0.097	Ν	0.6	2000	N
<u> </u>	To: From:	SR 24	45 Fauquier	Ave												
(55) Main St	Town of The Plains (N	Maint: 30) 0.22	1400	G	96%	1%	2%	1%	1%	0%	С	0.112	F	0.627	1500	G
$\overline{}$	To	FC	CL The Plai	ns												
55 John Marshall Hwy	From: Fauquier Count		1400	N	96%	1%	2%	1%	1%	0%	Ν	0.112	Ν	0.627	1500	Ν
93)	To:	,	/illiam Cou													
_	From:		iier County													
(₅₅) John Marshall Hwy	Prince William Co	ounty 3.70	5500	G	96%	1%	2%	1%	1%	0%	F	0.111	F	0.755	5700	G
$\overline{}$	To	US 15 I	ames Madis	on Hwy			一									
55 John Marshall Hwy	Prince William Co		11000	N	98%	0%	1%	0%	0%	0%	Ν	0.086	Ν	0.525	11000	Ν
(33)	7															
Machineton St	Town of Hormonicat (M		CL Haymari 11000		000/	0%	10/	00/	00/	00/	F	0.006	F	0.505	11000	
(55) Washington St	Town of Haymarket (N	Maint: 76) 0.43	11000	G	98%	0%	1%	0%	0%	0%	Г	0.086	Г	0.525	11000	G
	To: From:		Old Carol													
(₅₅) Washington St	Town of Haymarket (N	Maint: 76) 0.41	9300	G	98%	0%	1%	0%	0%	0%	С	0.092	F	0.505	9500	G
<u> </u>	To- From:	EC	L Haymark	ret			\neg \vdash									
55 John Marshall Hwy	Prince William Co	ounty 1.48	9300	N	98%	0%	1%	0%	0%	0%	Ν	0.092	Ν	0.505	9500	Ν
	To:	US 2	29 Lee High	nway												
	From:	SR 55 I	ohn Marsh	all Hwv												
(55) Ramp to I-81 S at Exit 296	Shenandoah Cou		980	F								0.101	F		980	F
	To:	· · · · · · · · · · · · · · · · · · ·	I-81 S													
	From:	SR 55 I	ohn Marsh	all Hwv			i									
(55) Ramp to I-81 N at Exit 296	— Shenandoah Cou		2500	F								0.110	F		2500	F
35) . tamp 15 . 5 ! 11 dt 2/lt 250	To:	, U.L.	I-81 N	-			_					5.7.10	•		_500	•

		Primary and interstate				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT (QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 55; 30-721 I-66-E027	'A FRO											
55) Ramp	Fauquier County	0.17 NA								NA			NA	
<u> </u>	То:	I-66-E FROM RT 55 WEST &	721 SOUTH											
Bus	From:	SR 55 I-66-W027A FROM &	t TO RT 66											
(55) (17) (55) Ramp	Fauquier County	0.17 NA								NA			NA	
	То:	I-66-W FROM RT 55 EAST	Γ & WEST											
Bus	From:	I-66-W FROM RT 55 EAST	Γ & WEST											
55) (55) (17) Ramp	Fauquier County	0.17 NA								NA			NA	
	To:	SR 55 I-66-W027A FROM &	t TO RT 66											
	From:	US 11 Steeles Tave	rn											
56) Tye River Turnpike	Augusta County	0.17 1100	G 95%	1%	2%	2%	1%	0%	F	0.098	F	0.636	1200	G
	То:	Rockbridge County L	ine											
	From:	Augusta County Lin												
56) Tye River Turnpike	Rockbridge County	1.52 1000	G 95%	1%	2%	2%	1%	0%	С	0.089	F	0.623	1100	G
\smile	To: From:	81-608 Vesuvius			_									
56) Tye River Turnpike	Rockbridge County	3.74 400	G 96%	1%	1%	2%	0%	0%	С	0.112	F	0.56	420	G
<u> </u>	To:	Nelson County Lin												
	From:	Rockbridge County L									_			
56)	Nelson County	8.65 230	F 98%	1%	1%	1%	0%	0%	С	0.15	F		240	F
<u> </u>	To: From:	62-687 Nash												
56 Crabtree Falls Hwy	Nelson County	7.65 650	F 94%	1%	3%	1%	1%	0%	F	NA			660	F
<u> </u>	To:	62-680 Massies Mi	:11											
56) Crabtree Falls Hwy	Nelson County		F 94%	1%	3%	1%	1%	0%	С	0.126	F		1000	F
38) 31434.33 1 4113	- Telebir County			170		170	170	070	Ū	0.120	•		1000	•
Detriel Henry Hy	From:	SR 151 South of Rose		40/		20/	20/	00/		NIA			4000	F
56 151 Patrick Henry Hwy	Nelson County	2.56 1700	F 93%	1%	2%	3%	2%	0%	С	NA			1600	г
	To: From:	SR 151 North of Piney												
56) Ty Branch Hwy	Nelson County	0.20 370	F 92%	1%	2%	3%	2%	0%	F	0.123	F		380	F
<u> </u>	To:	SR 151 Y North of Piney	v River											
56	Nelson County		F 92%	1%	2%	3%	2%	0%	С	0.125	F		1300	F
30)	To:	US 29 Near Collee												
56) 29 Thomas Nelson Hwy	Nelson County		F 89%	1%	1%	1%	9%	0%	F	0.079	F		16000	F
56 (29) Thomas Nelson Hwy	recisor county			170	1 70	1 70	370	070	'	0.073	•		10000	
Bus	To: From:	US 29 South of Loving	gston											
56) (29)	Nelson County	0.30 3300	F 96%	1%	1%	0%	1%	0%	С	0.092	F		3300	F
	To:	DIIC IIC 20 Lovingo	ton											
50	Nelson County	BUS US 29 Lovingst 3.79 2200	F 97%	0%	1%	0%	2%	0%	С	0.106	F	_	2200	F
56)	Nelson County			U /0	1 /0	U /0	∠ /0	U /0	U	0.100	1		2200	Г
	To: From:	62-639 Shipman			_								_	
56	Nelson County	8.03 920	F 97%	0%	1%	0%	2%	0%	F	0.092	F		940	F
	To: From:	62-626 James River	Rd											
56	Nelson County		F 90%	0%	3%	1%	6%	0%	С	0.097	F		320	F
	To	Buckingham County I			1									

Parts	L 1 P 2	Levelle AADT CO	4.	_		Tru	ıck			K	011	Dir	A A) A (D =	· ^·
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	Nelson County Line												
₅₆) James River Hwy	Buckingham County	2.65 310 G	86%	0%	2%	3%	9%	0%	С	0.108	F	0.539	320	(
\smile	To	14-604 Meadow Creek Rd												
56) James River Hwy	Buckingham County	7.82 1400 G	86%	0%	2%	3%	9%	0%	F	0.093	F	0.552	1400	(
30)	To:	US 60 Dentons Corner												
	From:	SR 8 Woolwine Hwy												
57) Fairystone Park Hwy	Patrick County	7.88 1900 F	95%	1%	1%	1%	2%	0%	С	0.090	F		2000	
31),	To:	SR 346 Fairy Stone State Par			i				-					
_	From:	SR 346 Fairystone Lake Dr												
57) Fairystone Park Hwy	Patrick County	2.98 2500 F	95%	1%	1%	1%	2%	0%	F	0.097	F		2600	
\smile	То:	Henry County Line												
	From:	Patrick County Line									_			
57 Fairystone Park Hwy	Henry County	3.77 5500 G								0.098	F	0.643	5700	(
<u> </u>	To: From:	44-904 Krontz Dr												
57) Fairystone Park Hwy	Henry County	2.09 8400 G								NA			8700	
\smile	To:	Alt SR 57 Riverside Dr												
57) Fairystone Park Hwy	Henry County	2.83 7800 G	98%	0%	0%	0%	1%	0%	С	0.094	F	0.611	8100	
, ,	To													
57 Fairystone Park Hwy	Hoops Counts	44-903 Henry St; Riverside D 1.01 14000 G	98%	0%	0%	0%	1%	0%	F	0.097	F	0.501	14000	
57 Fairystone Park Hwy	Henry County	US 220 Virginia Ave	90 /6	076	0%	0 /0	1 /0	0 /6		0.097		0.501	14000	
	From:	US 220 Bassett Forks												
57) (220) William F Stone Hwy	Henry County	0.77 16000 G	84%	1%	1%	1%	12%	1%	F	0.081	F	0.537	15000	
31) (223)	To:	US 220 South of Bassett Fork	s											
	From:	US 220 William F Stone Hw												
57) Appalachian Dr	Henry County	1.68 3100 G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.610	3200	(
\smile	To:	44-609 Daniels Creek Rd												
57) Appalachian Dr	Henry County	2.00 7200 G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.583	7500	
3.7	To:	44-667 Koehler Rd												
57 Fayette St	City of Martinsville	1.34 3100 G	99%	1%	0%	0%	0%	0%	F	0.089	F	0.552	3300	
57 Fayette St	City of Martinovine		0070	170		070	070	070	•	0.000	•	0.002	0000	
	From:	Pine Hall Rd	2221	407				221			_		4000	
57) Fayette St	City of Martinsville	0.34 3700 G	99%	1%	0%	0%	0%	0%	С	0.088	F	0.531	4000	(
Bus	To: From:	US 220 Memorial Blvd												
	City of Martinsville	0.85 12000 G	97%	1%	1%	0%	2%	0%	С	0.083	F	0.534	13000	
57) 220 Memorial Blvd	- The state of the		0170	.,,		070	_,0	070	Ū	0.000	•	0.00 1	10000	
Bus	From:	Broad St												
57) (220) Memorial Blvd	City of Martinsville	0.25 15000 G	97%	1%	1%	0%	2%	0%	F	0.087	F	0.563	17000	(
	To	US 58; BUS US 220												
Bus	From:	·	0601	401	<u> </u>	001	461	001	_	0.655	_	0 == :	0=00	
57) (58) Starling Ave	City of Martinsville	0.85 9100 G	98%	1%	0%	0%	1%	0%	С	0.089	F	0.574	9700	(
Due Due	To- From:	Mulberry Rd												
Bus 57 58 Starling Ave	City of Martinsville	0.15 8100 G	98%	1%	0%	0%	1%	0%	F	0.095	F	0.554	8700	(
57) (58) Starling Ave	To:	Church St	JU /0	1 /0	J /0	0 /0	1 /0	0 /0	•	0.030	•	0.004	0700	•

		Primary and Inte	state Ro	utes											
Doute	lurio diotico	Langth AAD	T 04	4Tiro	Due		Tru	ıck		00	K	OK	Dir	4 AMDT	. 011
Route	Jurisdiction	Length AAD	I QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
Bus	From:	Starling .	Ave												
(57) (58) Church St	City of Martinsville	0.10 1200	0 G	98%	1%	0%	0%	0%	0%	С	0.088	F	0.592	13000	G
	To:	Church S	Ext			<u> </u>									
Bus	From:			200/	407	201	201	00/	00/	_	0.000	_	0.005	44000	_
57 (58) Church St	City of Martinsville	0.28 9900	G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.605	11000	G
Bus	To: From:	Fairy S	St												
57) 58 E Church Rd	City of Martinsville	0.26 9900	G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.621	11000	G
	To	Brookdal	o C4												
Bus	From:														
(57) (58) E Church Rd	City of Martinsville	0.13 1300	0 G	98%	1%	1%	0%	1%	0%	F	0.087	F	0.588	14000	G
<u> </u>	To: From:	Hooker	St			\neg \vdash									
Bus 57 58 E Church Rd	City of Martinsville	0.77 1600	0 G	98%	1%	1%	0%	1%	0%	С	0.085	F	0.62	17000	G
57 58 E Church Rd	City of Martinsville			30 70	1 70	1 70	070	1 /0	070	C	0.003	'	0.02	17000	J
Bus	To: From:	ECL Marti	nsville												
57) 58 A L Philpott Hwy	Henry County	0.54 1400	0 A	98%	0%	0%	0%	1%	0%	С	0.099	Α		15000	Α
	То:	US 5	3												
	From:	US 58 A L Phi										_			
(57) Chatham Rd	Henry County	9.82 300 0	G	96%	1%	1%	0%	3%	0%	С	0.101	F	0.643	3100	G
	To: From:	44-647 Mountai	n Valley Ro	l											
(₅₇) Chatham Rd	Henry County	2.98 180 0	G	96%	1%	1%	0%	3%	0%	F	0.093	F	0.537	1800	G
\smile	To:	Pittsylvania Co													
Collondo Dd	Dittouly ania County	Henry Coun	•	91%	1%	1%	1%	60/	00/	F	0.005	F	0.500	1500	G
(57) Callands Rd	Pittsylvania County	4.95 140 0	G	91%	170	1%	170	6%	0%	Г	0.095	Г	0.509	1500	G
	To: From:	SR 41 Frank	_												
(57) Callands Rd	Pittsylvania County	3.24 170 0	G	91%	1%	1%	1%	6%	0%	С	0.093	F	0.518	1800	G
<u> </u>	To: From:	71-750 Green Pond R	d; Strawber	ту Rd											
(57) Callands Rd	Pittsylvania County	3.97 140 0	G	91%	1%	1%	1%	6%	0%	F	0.091	F	0.591	1500	G
$\overline{}$	Too	71-799 Clir	nax Rd												
57 Callands Rd	Pittsylvania County	3.94 230 0		91%	1%	1%	1%	6%	0%	F	0.093	F	0.574	2500	G
(J)	Tool														
(57) Callands Rd	Pittsylvania County	71-1428 E, Mos 0.10 350 0		91%	1%	1%	1%	6%	0%	F	0.089	F	0.547	3700	G
57 Callands Rd	Filisylvania County	0.10 3300		9170	1 /0	1 /0	1 /0	076	0 /6		0.009		0.547	3700	G
	To: From:	WCL Cha													
(57) Depot St	Town of Chatham (Maint: 71)	0.52 350 0		91%	1%	1%	1%	6%	0%	Ν	0.089	Ν	0.547	3700	Ν
Bus	To: From:	Bus US 29 N, BUS US													
	Town of Chatham (Maint: 71)	0.19 580 0		97%	0%	1%	0%	1%	0%	Ν	0.085	Ν	0.518	6300	Ν
57) 29 S Main St	To:	BUS US		01/0	J/0	170	J /0	1 /0	0 /0	. 4	0.000	. •	0.010	0000	14
	From:	Bus US 29 S,													
(57) Halifax Rd	Town of Chatham (Maint: 71)	0.18 110 0		96%	0%	1%	0%	2%	0%	С	0.098	F	0.528	1200	G
	To:	ECL Cha	ham												
57) Halifax Rd	Pittsylvania County	0.63 110 0		96%	0%	1%	0%	2%	0%	С	0.098	F	0.528	1200	G
57) Hamarita	To:	US 29		0070	070		070	270	070	J	0.000	•	0.020	1200	J

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

		Primary and inters					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	US 29													
57) Halifax Rd	Pittsylvania County	3.56 1100	G	90%	1%	1%	1%	6%	0%	F	0.096	F	0.644	1200	G
	To: From:	71-649 W, Sh										_			_
57 Halifax Rd	Pittsylvania County	2.41 1100	G	90%	1%	1%	1%	6%	0%	С	0.097	F	0.634	1200	G
	To: From:	71-895 Coleman M													
57) Halifax Rd	Pittsylvania County	1.38 1100	G	90%	1%	1%	1%	6%	0%	F	0.093	F	0.672	1200	C
<u> </u>	To: From:	71-640 Java Rd; Spri	ng Garden	Rd											
57) Halifax Rd	Pittsylvania County	0.52 1300	G	90%	1%	1%	1%	6%	0%	F	0.086	F	0.641	1300	(
<u> </u>	To: From:	71-699 Brownville													
57) Halifax Rd	Pittsylvania County	2.19 940	G	90%	1%	1%	1%	6%	0%	F	0.09	F	0.549	1000	(
<u> </u>	To- From:	71-698 Stone Rd; He	enrys Mill												
₅₇) Halifax Rd	Pittsylvania County	2.01 720	G	90%	1%	1%	1%	6%	0%	F	0.105	F	0.508	760	(
<u> </u>	To: From:	71-729 W, Pick	away Rd												
57) Halifax Rd	Pittsylvania County	0.56 710	G	90%	1%	1%	1%	6%	0%	F	0.1	F	0.539	760	(
\smile	To:	71-697 Dabney I	House Rd			\neg \vdash									
57) Halifax Rd	Pittsylvania County	1.83 690	G	90%	1%	1%	1%	6%	0%	F	0.105	F	0.583	740	(
	To:	Halifax Count	y Line												
_	From:	Pittsylvania Cou													
57) Chatham Rd	Halifax County	3.53 660	F	89%	1%	1%	1%	8%	0%	F	0.087	F		680	
<u> </u>	To: From:	41-844 Tune	Trail			_									
57) Chatham Rd	Halifax County	1.64 950	F	89%	1%	1%	1%	8%	0%	С	0.085	F		970	- 1
\smile	Tax	41-845 Ed Mas	on Lane												
57) Chatham Rd	Halifax County	3.62 1300	F	89%	1%	1%	1%	8%	0%	F	0.086	F		1300	ı
\smile	To	41-676 Asbury C	hurch Rd												
57) Chatham Rd	Halifax County	4.06 1700	F	89%	1%	1%	1%	8%	0%	F	0.08	F		1700	
31)	To:	SR 360 Moun	tain Rd												
ALT	From:	SR 57 Bas	sett												
57) Riverside Dr	Henry County	2.87 5800	G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.554	6000	(
s.)	То:	44-903 Stanle	ytown												
<u>ALT</u>	From:	44-903 TB Stan	ley Hwy												
₅₇) N River Rd	Henry County	1.22 8000	G	97%	1%	1%	0%	1%	0%	F	0.107	F	0.678	8300	(
<u> </u>	To:	US 220	1												
	From:	Tennessee Sta	te Line												
58 Daniel Boone Trail	Lee County	1.76 6300	G	95%	0%	1%	1%	4%	0%	F	0.089	F	0.619	6400	(
~	To: From:	52-912 W, Station	Creek Ro												
58 Daniel Boone Trail	Lee County	4.33 7600	G	95%	0%	1%	1%	4%	0%	F	0.088	F	0.645	7600	(
~	To: From:	52-691 Old Qu	arry Rd			\Box \vdash									
58 Daniel Boone Trail	Lee County	3.13 3900	A	95%	0%	1%	1%	4%	0%	С	0.102	Α		3900	A
	To:	52-690 Caylor Rd; I	Ooc Hurst	Rd											

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

		Primary and I	interstate Not	1100			Tri	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	52-6901	Dochurst Rd				0.7.5.0				. 4616.				
58 Daniel Boone Trail	Lee County	3.09 4	4300 G	95%	0%	1%	1%	4%	0%	F	0.088	F	0.513	4300	G
<u> </u>	To:		l Norray Rd												
C Parisi Passa Trail	From:		dwell Station Rd	050/	00/	40/	40/	407	00/	_	0.004	_	0.504	0000	_
Daniel Boone Trail	Lee County	6.84 3	3800 G	95%	0%	1%	1%	4%	0%	F	0.091	F	0.524	3800	G
~~	To: From:		ld Nursery Rd												
(58) Daniel Boone Heritage Hwy	Lee County	8.94 3	3500 G	95%	0%	1%	1%	4%	0%	F	0.087	F	0.568	3500	G
~	To: From:	52-758 (Cony Hollow												
58 Daniel Boone Heritage Hwy	Lee County	4.32 5	5000 G	95%	0%	1%	1%	4%	0%	F	0.096	F	0.630	5000	G
~	To:	WCL	Jonesville												
58	Town of Jonesville (Maint: 52)		5000 N	95%	0%	1%	1%	4%	0%	Ν	0.096	Ν	0.630	5000	Ν
♡	To:	ΔΙΊ	T US 58												
58 Wilderness Rd	Town of Jonesville (Maint: 52)		4700 G	91%	1%	1%	1%	6%	0%	F	0.095	F	0.526	4900	G
30)	To					 i									
58 Daniel Boone Trail	Lee County		Jonesville 4700 N	91%	1%	1%	1%	6%	0%	N	0.095	N	0.526	4900	N
Daniel Boone Trail	Lee County			3170	1 /0	1 70	1 /0	070	070	IN	0.033	14	0.520	4300	11
Panial Bassa Trail	From		st of Jonesville	040/	40/	40/	40/	C0/	00/		0.005		0.540	2000	_
Daniel Boone Trail	Lee County	7.54 2	2800 G	91%	1%	1%	1%	6%	0%	F	0.095	F	0.542	2900	G
<u> </u>	To: From:		421 Dot												
58 \ (421 \)	Lee County		4500 G	91%	1%	1%	1%	6%	0%	С	0.096	F	0.527	4700	G
*	To: From:		County Line County Line												
58 (421 Duff Pat Hwy	Scott County		4100 G	91%	1%	1%	1%	6%	0%	F	0.083	F	0.613	4100	G
36) (421) 5 4111 41111)	To The second se			0170	170		1 70	070	070	•	0.000		0.010	1100	Ŭ
	Town of Duffield (Maint: 84)		L Duffield 4100 N	91%	1%	1%	1%	6%	0%	N	0.083	N	0.613	4100	N
58 (421)	Town of Dunield (Maint: 84)			9170	1 /0	1 /0	1 /0	070	0 /6	IN	0.003	IN	0.013	4100	IN
~~~	From:		US 23	2001	00/		407	00/	201		0.000		0.500	40000	_
58) (23) (421)	Scott County	4.67 <b>1</b> :	3000 G	93%	0%	1%	1%	6%	0%	F	0.083	F	0.502	13000	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	S	SR 65												
58 \ (23 \) (421 \)	Scott County	3.56 <b>1</b> 3	3000 G	93%	0%	1%	1%	6%	0%	F	0.085	F	0.508	13000	G
<del>~ ~ ~</del>	To: From:	8	34-870			<u> </u>									
58) (23) (421) Daniel Boone Heritage Hwy	Scott County	5.99 <b>1</b> 3	3000 G	93%	0%	1%	1%	6%	0%	F	0.084	F	0.559	14000	G
$\mathcal{C}$	To	Bus US 23 V	West of Gate City	7											
58 (23) (421)	Scott County		2000 N	93%	0%	1%	1%	6%	0%	Ν	0.099	Ν		12000	Ν
30 (20)	To		Gate City												
58 (23) (421)	Town of Gate City (Maint: 84)		2000 N	93%	0%	1%	1%	6%	0%	N	0.099	N		12000	N
[58] [23] [421]	- Care Ony (Want. 04)			0070	<b>5</b> 70	. 70	. 70	<b>3</b> 70	J /0	. •	0.000	. •		000	. •
	From:		Gate City	020/	00/	10/	10/	60/	00/	N.I	0.000	N		12000	h 1
58) (23) (421)	Scott County	0.45 <b>1</b> 2	2000 N	93%	0%	1%	1%	6%	0%	N	0.099	IN		12000	N
~~~	To: From:		Gate City												
(58) (23)(421)	Town of Gate City (Maint: 84)		2000 A	93%	0%	1%	1%	6%	0%	С	0.099	Α		12000	Α
~ ~ ~	To:	Bus US 23 I	East of Gate City												

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

Davida	lunia di atian	l an atla	AADT OA	4T:	Dura		Tru	ck		00	K	01/	Dir	A A)A/DT	OW/
Route	Jurisdiction	Length A		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
58) (23) (421)	Town of Gate City (Maint: 84)		East of Gate City 27000 N	93%	0%	1%	1%	6%	0%	N	0.083	N	0.544	27000	N
58 (23) (421)	Trac From: Scott County		Gate City 27000 G	93%	0%	1%	1%	6%	0%	F	0.083	F	0.544	27000	G
	To-	NCL.	Weber City												
58 23 421	Town of Weber City (Maint: 84)	0.08 2	27000 G	93%	0%	1%	1%	6%	0%	F	0.083	F	0.544	27000	G
58 \ 421 \ Hilton Rd	Town of Weber City (Maint: 84)		US 23 1 0000 G	98%	1%	1%	1%	1%	0%	F	NA			11000	G
	To- From:	SR 224 W	Vadlow Gap Rd			\neg \vdash									
58 421	Town of Weber City (Maint: 84)	0.06	3000 G	98%	1%	1%	1%	1%	0%	С	0.09	F	0.597	3300	G
~~~~	To: From:		Weber City												
[58] [421]	Scott County		3000 G	98%	1%	1%	1%	1%	0%	С	0.09	F	0.597	3300	G
58 (421 Bristol Hwy	Scott County		1000 G	98%	1%	1%	1%	1%	0%	F	0.101	F	0.505	1000	G
58 421 Bristol Hwy	Scott County		84-696	90 /0	1 /0		1 /0	1 /0	0 /6		0.101		0.303	1000	<u> </u>
58 (421) Bristol Hwy	Scott County		470 G	94%	1%	2%	1%	2%	0%	С	0.121	F	0.623	480	G
$\smile$	To		on County Line												
58) (421) Gate City Hwy	Washington County		County Line 1000 G	94%	1%	2%	1%	2%	0%	F	0.092	F	0.544	1000	G
<del>\ \ \ \</del>	To: From:	95-700 R	Rich Valley Rd												
58 421 Gate City Hwy	Washington County	3.59	4600 G	94%	1%	2%	1%	2%	0%	F	0.086	F	0.591	4800	G
~~~	To: From:		CL Bristol												
58 421 Gate City Hwy	City of Bristol (Maint: 95)		4900 G 1; US 421	98%	0%	0%	0%	1%	0%	С	0.086	F	0.575	5200	G
	From:		58; US 421												
58 (81)	City of Bristol (Maint: 95)	2.44			See I-8	1 for dire	ectional ti	raffic vo	olume es	timate	s for this	segm	nent.		
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 3	88000 B	77%	1%	1%	1%	19%	1%	F	0.091	Α		38000	В
	To: From:		I-381												
58 (81)	City of Bristol (Maint: 95)	1.39			See I-8	1 for dire	ectional ti	raffic vo	olume es	timate	s for this	segm	nent.		
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 4	18000 G	77%	1%	1%	1%	19%	1%	F	0.081	F	0.501	49000	G
~~~	To: From:		11, US 19						_						
58 81	City of Bristol (Maint: 95)	2.13									s for this	-	nent.	<b>50000</b>	
	Combined Traffic Estimates for 2 Parallel Roadways			77%	1%	1%	1%	19%	1%	F	0.09	Α		52000	Α
	City of Priotol (Mainty OF)	Old 2 0.93	Airport Rd		Soc Lo	1 for dire	notional t	roffic ve	dumo oo	timoto	c for this	0000	oont		
58 81	City of Bristol (Maint: 95) Combined Traffic Estimates for 2 Parallel Roadways		17000 A	77%	See 1-8°	1 for dire	ectional ti 1%	19%	nume es 1%		s for this 0.092	-	iei II.	48000	Α
	Combined Hairic Estimates for 2 Farallel Roadways	UIT IT IS TOULE. 4	+1 UUU A	1 1 70	170	170	1.70	1970	1.70	Г	UUM	-		40000	~

## 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

idai / Wordgo D	any mamo ve	name Loui	nates by
	Primary and	Interstate	Routes

		Tillialya	na miersi	ale Not	1100											
Route	Jurisdiction	n Lenath	AADT	ΔΩ	4Tire	Bus		Tr	uck		QC	K	QK	Dir	AAWDT	OW
TOULO	- Julianiciioi	Longui		<b>Վ</b> Λ	71110	Duo	2Axle	3+Axle	1Trail	2Trail	<b>Q</b> O	Factor	ωιι	Factor	, , , , , , , , , , , , , , , , , , ,	Q V V
$\sim$ $=$	From:		FR-310			0 104	<u> </u>									
58 81	Washington Co	•	.=	_								s for this		nent.		_
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	<b>45000</b> 95-611	В	81%	1%	1%	1%	16%	1%	F	0.090	А		46000	В
	From:		NCL Bristo	1												
(58) (81)	Washington Co					See I-81	for dire	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	47000	Α	77%	1%	1%	1%	19%	1%	F	NA	ŭ		48000	Α
	To:	,	FR-310													
$\sim$ $\sim$	From:		95-611													
(58) (81)	Washington Co	•				See I-81	for dire	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
~ 0	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	47000	G	81%	1%	1%	1%	16%	1%	F	0.082	F	0.529	48000	G
	To. From:		SR 140													
(58) (81)	Washington Co	ounty 1.93				See I-81	for dire	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	42000	Α	81%	1%	1%	1%	16%	1%	С	0.094	Α		43000	Α
	To	9	CL Abingdo	on												
(58) (81)	Town of Abingdon (		- CL 110111ga			See I-81	for dire	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
(3)	Combined Traffic Estimates for 2 Paralle		42000	Α	81%	1%	1%	1%	16%		С	NA	J		43000	Α
	To.				0.70	.,,		. , 0	.070	.,,					.0000	
	Town of Abingdon (	Maint: 95) 1.06	SR 75			Soo I 91	for dir	octional	troffic v	olumo oc	timata	s for this	coan	nont		
[58] [81]	Combined Traffic Estimates for 2 Paralle	,	41,000	c	81%	1%	1%	1%	16%	1%		0.081	F	0.501	42000	G
	Combined Trainic Estimates for 2 Paralle			G	0170	170	1 70	1 70	10 %	170	Г	0.061	Г	0.501	42000	G
~ =	From		ICL Abingd	on		0 104										
[58] [81]	Washington Co	,		_								s for this	segn	nent.		_
~ 0	Combined Traffic Estimates for 2 Paralle			G	81%	1%	1%	1%	16%	1%	F	NA			42000	G
	From:		US 11, US 5 I-81, US 11				-									
58 11 Lee Highway	ى Washington Co		16000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.533	17000	G
38) (11) 200 : "9								. , 0	.,0	0,0	·	0.00	•	0.000		
Company Library	From:		East of Ab		050/	00/		40/	20/	00/	_	0.007	_	0.004	0400	^
[58] Jeb Stuart Hwy	Washington Co	ounty 5.53	7700	G	95%	0%	1%	1%	3%	0%	г	0.087	F	0.621	8100	G
~~~	To: From:		5-708 Bethe				_									
(58) Jeb Stuart Hwy	Washington Co	ounty 3.57	4600	G	95%	0%	1%	1%	3%	0%	С	0.094	F	0.539	4800	G
<u> </u>	To:	W	/CL Damaso	cus			\neg \vdash									
58 Jeb Stuart Hwy	Town of Damascus		4600	N	95%	0%	1%	1%	3%	0%	Ν	0.094	Ν	0.539	4800	Ν
,	Tol	<u> </u>	W C	A												
58 91 Jeb Stuart Hwy	From: Town of Damascus		W, Greenw	ay Ave G	95%	0%	1%	1%	3%	0%	_	0.082	_	0.53	3400	G
[58] [91] Jeb Stuart Hwy	Town of Damascus	(Iviairit. 95) 0.45	3300		95 /6	076	1 /0	1 /0	3/0	0 /0	-	0.002	-	0.55	3400	G
~~~	To: From:		CL Damasc				┵									
(58) (91) Jeb Stuart Hwy	Washington Co	ounty 0.54	3300	N	95%	0%	1%	1%	3%	0%	N	0.082	N	0.53	3400	N
~ ~	To:	SR 91 I	E, Mountain	City Rd			$\Box$									
58 Jeb Stuart Hwy	Washington Co	ounty 9.63	620	G	95%	0%	1%	2%	1%	0%	F	0.124	F	0.508	650	G
	To:	95-	603 Rhyme	r Rd												

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

		Primary and intersta	210 1100				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	95-603 Rhymer	·Rd			2/\\\\	JTANE	TITAL	ZITAII		1 actor		1 actor		
58 Jeb Stuart Hwy	Washington County	5.80 <b>550</b>	G	95%	0%	1%	2%	1%	0%	С	0.114	F	0.515	570	G
,	To:	Grayson County									-				
~~~	From:	Washington Count	y Line												
(58) Highlands Pkwy; Jeb Stuart Hwy	Grayson County	9.57 650	F	95%	0%	1%	2%	1%	0%	F	0.103	F		670	F
<u> </u>	To: From:	SR 362 Grayson Highlan	ds State P	ark		—									
158 Highlands Pkwy	Grayson County	3.76 380	F	95%	0%	1%	2%	1%	0%	F	0.125	F		400	F
<u> </u>	To:	38-740 North of F	Rugby			— —									
(58) Highlands Pkwy	Grayson County	3.99 630	F	95%	0%	1%	2%	1%	0%	F	NA			650	F
	To:	SR 16 Troutdale	Hwy												
\sim \sim	From:	SR 16 Highlands													
(58) (16) Troutdale Hwy	Grayson County	3.99 1500	F	91%	0%	1%	1%	6%	0%	F	0.086	F		1500	F
\$\times\tau\tau\tau\tau\tau\tau\tau\tau\tau\tau	To- From:	SR 16 Jefferson	Hwy												
(58) Wilson Hwy	Grayson County	3.79 1600	F	92%	1%	1%	2%	4%	0%	F	0.095	F		1700	F
\bigcirc	To:	38-711 Fox Cree	k Rd												
58 Wilson Hwy	Grayson County	8.04 2300	F	92%	1%	1%	2%	4%	0%	С	0.097	F		2400	F
,	To	WCI Indonesia													
58 W Main St	Town of Independence (Maint: 38)	WCL Independe 0.86 2300	N N	92%	1%	1%	2%	4%	0%	N	0.097	N		2400	N
(58) W Main St	Town of independence (Maint. 30)			32 /0	1 70	1 70	270	470	070	IN	0.031	IN		2400	IN
CONTRACTOR OF	To From (MA-int CO)	US 21 Independen		050/	40/		40/	00/	00/	_	0.407	_		0700	
58 221 E Main St	Town of Independence (Maint: 38)	1.20 6400	F	95%	1%	1%	1%	2%	0%	F	0.107	F		6700	F
~~~~	To- From:	ECL Independe	ence												
(58) (221) Grayson Pkwy	Grayson County	1.55 <b>6400</b>	N	95%	1%	1%	1%	2%	0%	Ν	0.107	Ν		6700	Ν
<del></del>	To	SR 274 Riversid	le Dr			<u> </u>									
58 221 Grayson Pkwy	Grayson County	8.68 <b>4800</b>	F	95%	1%	1%	1%	2%	0%	С	0.098	F		5000	F
	To:	SR 94 Riverside	- Dr												
(58) (221) Grayson Pkwy	Grayson County	1.36 <b>7900</b>	F	95%	1%	1%	1%	2%	0%	F	0.097	F		8200	F
(36) (221) 513,54111111,	Tec		-				.,.			-		-			-
(58) (221) Reserve Blvd	City of Galax	WCL Galax 0.47 <b>7500</b>	G	96%	0%	1%	1%	2%	0%	С	0.092	F	0.568	8000	G
[58] [221] Reserve Blvd	City of Galax			90%	0%	170	170	<b>2</b> 70	0%	C	0.092	Г	0.506	8000	G
~~~	To- From:	Greenville Rd W St													
(58) (221) Reserve Blvd; W Stuart Dr	City of Galax	1.10 6800	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.596	7300	G
* *	To- From:	Fries Rd													
(58) (221) W Stuart Dr	City of Galax	0.20 10000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.562	11000	G
\bigcirc	To	SR 89 Main S	St												
(58) (221) E Stuart Dr	City of Galax	0.34 14000	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.540	15000	G
	To:														
(58) (221) E Stuart Dr	City of Galax	Meadow St 1.81 20000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.525	21000	G
58 221 E Stuart Dr	City of Galax		<u> </u>	JU /0	0 /0	1 /0	1 /0	∠ /0	0 /0	'	0.002	'	0.020	21000	J
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Haynes Rd													
58 221 E Stuart Dr	City of Galax	1.10 <b>16000</b>	G	96%	0%	1%	1%	2%	0%	С	0.083	F	0.543	17000	G
~ ~	To	ECL Galax													

		Primary and Interst					Tru	ıok			I/		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	- QV
	From:	ECL Color				ZAXIE	3+Axle	IIIali	ZITali		Factor		Factor		
58 221 Carrollton Pike	Carroll County	2.05 <b>ECL Galax</b>	G	96%	0%	1%	0%	3%	0%	F	0.080	F	0.523	16000	G
58 221 Carrollton Pike	Carroll County			30 70	070	1 70	070	370	070	'	0.000	'	0.525	10000	C
~~~	To: From:	17-722 Cranber	_												
58) (221) Carrollton Pike	Carroll County	1.28 16000	G	96%	0%	1%	0%	3%	0%	F	0.081	F	0.515	17000	G
	To: From:	17-872 Woodlaw 17-872 Woodlay													
58 221 Carrollton Pike	Carroll County	3.69 14000	A	96%	0%	1%	0%	3%	0%	С	0.096	Α		14000	Α
58 (221) Carrollton Pike	Carroll County		Α	90 /6	076	1 /0	0 /6	3/0	076	C	0.090	A		14000	_
~~~	To- From:	I-77													
58) (221) Carrollton Pike	Carroll County	0.72 <b>13000</b>	G	93%	0%	1%	2%	4%	0%	F	0.086	F	0.554	14000	C
<i></i>	To-	WCL Hillsvi	lle			<u> </u>									
58) (221) West Stuart Dr	Town of Hillsville (Maint: 17)	2.10 <b>13000</b>	N	93%	0%	1%	2%	4%	0%	Ν	0.086	Ν	0.554	14000	١
30 (22.1)	To	110 201 Ft 11	D'1												
58 East Stuart Dr	Town of Hillsville (Maint: 17)	US 221 Floyd 2.26 <b>4200</b>	G G	93%	0%	1%	2%	4%	0%	С	0.084	F	0.596	4400	C
East Stuart Dr	TOWIT OF HIRSVIIIE (Maint. 17)	2.20 4200	<u> </u>	93%	U70	1 70	270	470	0%	C	0.064	Г	0.596	4400	
~~	To: From:	ECL Hillsvil	le												
58 Danville Pike	Carroll County	5.94 <b>4200</b>	N	93%	0%	1%	2%	4%	0%	Ν	0.084	Ν	0.596	4400	١
~	To	17-680 Crooked (	Oak Rd												
Danville Pike	Carroll County	8.14 <b>2400</b>	G	93%	0%	1%	2%	4%	0%	F	0.087	F	0.518	2500	(
56) = 4	To:	Floyd County				<del>-</del> i	_,,		• , •	-		-			
	From:	Carroll County													
Danville Pike	Floyd County	1.57 <b>1800</b>	F	90%	1%	1%	1%	7%	0%	С	0.095	F		1900	F
<del></del>	To	Patrick County	Lina												
58 Danville Pike	Patrick County	1.38 <b>1800</b>	N N	90%	1%	1%	1%	7%	0%	N	0.095	N		1900	١
Danville Pike	Fattick County	1.30 1000	14	90 /6	1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.093	IN		1900	1
	To: From:	Bus US 58													
58 Danville Pike	Patrick County	1.90 <b>1200</b>	F	86%	1%	1%	1%	11%	0%	С	0.093	F		1300	F
<del>~</del>	To:	Bus US 58													
lab Chrond Llour	Potriols County	Bus US 58 E Blue		000/	40/	40/	40/	<b>5</b> 0/	00/	_	0.004	_		0000	
Jeb Stuart Hwy	Patrick County	1.44 <b>2100</b>	F	92%	1%	1%	1%	5%	0%	F	0.091	F		2200	F
	To- From:	70-764 Mountain V	View Rd												
Jeb Stuart Hwy	Patrick County	9.44 <b>1800</b>	F	91%	1%	1%	1%	6%	0%	С	0.097	F		1900	F
~	To:	N SR 8 Cruzes													
~~ ~	From:	N SR 8 Cruzes Store We													
₅₈ ( ₈ ) Jeb Stuart Hwy	Patrick County	2.01 <b>4600</b>	F	93%	1%	1%	1%	4%	0%	С	0.089	F		4700	F
<del>~                                    </del>	To	Bus US 58 W Blue	Ridge St			$\neg$ $\vdash$									
58 Jeb Stuart Hwy	Patrick County	0.86 <b>2800</b>	F	92%	1%	1%	1%	5%	0%	С	0.093	F		2900	F
39)	To	70 1005 I 1	G.												
Tab Obsert I bear	From:	70-1025 Johnso		000/	40/	40/	40/	<b>5</b> 0/	00/	_	0.000	_		0700	-
Jeb Stuart Hwy	Patrick County	0.69 <b>3600</b>	F	92%	1%	1%	1%	5%	0%	F	0.096	F		3700	F
-	To: From:	Bus US 58 E Blue													
58 Jeb Stuart Hwy	Patrick County	3.78 <b>7100</b>	F	91%	1%	1%	1%	6%	0%	F	0.089	F		7400	F
~	To:	70-680 South May	n Drive												
58 Jeb Stuart Hwy	Patrick County	3.63 <b>5600</b>	F	91%	1%	1%	1%	6%	0%	F	0.097	F		5800	F
5x ( JGJ Jluail i iwy	i attick county	J.UJ <b>JUUU</b>	Г	O/ ا ت	1 /0	I /0	1 /0	U /0	U /0		0.031			2000	Г

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

			naic routes			Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT	<b>QA</b> 4Tire	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QV
~	From:	70-626 South of Critz; A												
Jeb Stuart Hwy	Patrick County	6.59 <b>5000</b>	F 91%	1%	1%	1%	6%	0%	С	0.096	F		5200	F
~	To: From:	Henry County			$-\!\!+\!\!$									
A I Dhilpott I luce	Hoon, County	Patrick Count		5 0%	0%	40/	407	00/	F	0.002	F	0.555	6600	(
A L Philpott Hwy	Henry County	2.67 <b>6400</b>	<b>G</b> 94%	0%	0%	1%	4%	0%	Г	0.093	Г	0.555	6600	,
	To: From:	44-695 Spencer-P	reston Rd											
A L Philpott Hwy	Henry County	3.31 <b>7200</b>	<b>G</b> 94%	0%	0%	1%	4%	0%	F	0.088	F	0.57	7300	(
~	To: From:	44-687 E, Soaps	tone Rd	-										
A L Philpott Hwy	Henry County	2.46 <b>10000</b>	<b>G</b> 94%	6 0%	0%	1%	4%	0%	С	0.096	F	0.636	11000	(
٠	То:	US 220 William F Stone	Hwy; US 58 Bus											
~ ~~	From:	US 220 S W of M												
(8) (220) William F Stone Hwy	Henry County	3.49 <b>16000</b>	<b>G</b> 84%	1%	1%	1%	12%	1%	F	0.076	F	0.501	15000	(
	То:	US 220 BUS S of M												
<b>≈</b>	From:	US 220; Bus US 220 (												
William F Stone Hwy	Henry County	2.65 <b>11000</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.092	F	0.507	12000	(
	To:	44-650 Irisbu	rg Rd		$\neg$ $\vdash$									
8 William F Stone Hwy	Henry County	3.72 <b>8000</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.086	F	0.510	8100	(
9)	To:	Bus US 5			<u> </u>									
	From:	Bus US 58 William												
A L Philpott Hwy	Henry County	1.89 <b>14000</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.084	F	0.562	15000	
	To:	44 (20 0141 )	- ut Du											
A L Philpott Hwy	Honny County	44-620 Old Lib 2.11 <b>13000</b>		5 1%	1%	0%	5%	0%	F	0.085	F	0.541	13000	(
8 A L Philpott Hwy	Henry County	2.11 13000	<b>G</b> 93%	170	1 70	0%	3%	0%	Г	0.065	Г	0.541	13000	,
~	To: From:	44-610 Axto	n Rd											
A L Philpott Hwy	Henry County	1.38 <b>11000</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.085	F	0.515	11000	(
~	То:	Pittsylvania Cou												
~	From:	Henry County												
58)	Pittsylvania County	3.78 <b>10000</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.082	F	0.514	10000	(
~	To:	71-622 West of 1	Brosville		$ \vdash$									
58	Pittsylvania County	0.97 11000		5 1%	1%	0%	5%	0%	С	0.101	Α		11000	
90)						-,-			_					
~	From:	71-708 Long												
58	Pittsylvania County	4.30 <b>15000</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.085	F	0.554	15000	(
	To:	Bus US 5	8		$\neg$ $\vdash$									
8	Pittsylvania County	2.51 <b>6300</b>	<b>G</b> 93%	5 1%	1%	0%	5%	0%	F	0.078	F	0.567	6300	(
9														
~	From:	71-1260 Oakridge		401		00/		001		0.070		0.574	0500	
8	Pittsylvania County	4.31 <b>6500</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.079	F	0.571	6500	(
	To: Econol	WCL Dany	ille		$\neg$ $\vdash$									
58	City of Danville (Maint: 71)	0.44 <b>6500</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.079	F	0.571	6500	(
~ [_]	To	US 29 Danville E	vnreceway		—									
	From:		•											
Danville Expwy	City of Danville (Maint: 71)	1.12 <b>16000</b>	<b>G</b> 82%	1%	1%	2%	14%	1%	F	0.076	F	0.513	16000	(

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

		Primary and intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Elizabeth St	1												
58 29 Danville Expwy	City of Danville (Maint: 71)	2.63 <b>15000</b>	Α	82%	1%	1%	2%	14%	1%	С	0.098	Α		15000	Α
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>	To- From:	SR 86, S Main	St												
58 29 Danville Expwy	City of Danville (Maint: 71)	1.85 <b>17000</b>	G	82%	1%	1%	2%	14%	1%	F	0.073	F	0.506	17000	G
$\bigcirc$	To: From:	Goodyear Blv	⁄d			<u> </u>									
58 29 Danville Expwy	City of Danville (Maint: 71)	1.36 <b>19000</b>	G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.548	19000	G
	To:	US 29		170 50											
58 (360 South Boston Rd	City of Danville	US 29 Danville Expressw 0.90 <b>25000</b>	ay; Bus (	85%	1%	1%	1%	12%	0%	F	0.077	F	0.518	25000	G
South Boston Rd	City of Dariville			05 /6	1 /0	1 /0	1 /0	12 /0	0 /6		0.077		0.516	23000	G
	From:	Kentuck Rd		050/	407		40/	4007	00/		0.077		0.504	10000	
58 360 South Boston Rd	City of Danville	1.98 <b>19000</b>	G	85%	1%	1%	1%	12%	0%	F	0.077	F	0.501	19000	G
	To: From:	ECL Danvill													
58 (360) Philpott Rd	Pittsylvania County	2.37 <b>11000</b>	G	85%	1%	1%	1%	12%	0%	F	0.074	F	0.559	11000	G
<del></del>	To: From:	SR 62													
58 360 Philpott Rd	Pittsylvania County	3.32 <b>7600</b>	В	85%	1%	1%	1%	12%	0%	С	0.101	Α		7600	В
~~	To: From:	Halifax County													
58 360 Philpott Rd	Halifax County	Pittsylvania Count 3.48 <b>8700</b>	y Line <b>F</b>	85%	1%	1%	1%	12%	0%	F	0.071	F		8700	F
58 360 Philpott Rd	To:	SR 119 Delil		03%	170	170	1 70	1270	076	Г	0.071	Г		6700	Г
	From	SR 119 Calvary													
58 (360) Philpott Rd	Halifax County	6.58 <b>9100</b>	F	85%	1%	1%	1%	12%	0%	F	0.069	F		9000	F
	To:	41-658 Turbevill													
Dhille att Dd	From:	41-658 Turbeville Rd;			40/	40/	40/	400/	00/	_	0.000	^		0.400	٨
58 360 Philpott Rd	Halifax County	9.25 <b>8400</b>	Α	85%	1%	1%	1%	12%	0%	С	0.099	Α		8400	А
~~~~	To: From:	US 501 Huell Matthe													_
58 360 Bill Tuck Hwy	Town of South Boston	0.18 13000	F	85%	1%	1%	1%	12%	0%	F	0.082	F		13000	F
~ ~	To- From:	ECL South Bos	ston												
58 (360) Bill Tuck Hwy	Halifax County	0.52 13000	N	85%	1%	1%	1%	12%	0%	Ν	0.082	Ν		13000	N
	To: From:	US 360 John Randol	lph Blvd			\lnot									
58 Bill Tuck Hwy	Halifax County	5.00 7200	F	85%	1%	1%	1%	12%	0%	F	0.073	F		7200	F
~	To:	41-601 Rockchoo													
D'II Totale I bear	From:	41-601 Buckshoa		050/	40/		407	400/	00/	_	0.074	_		5500	_
58 Bill Tuck Hwy	Halifax County	5.57 5500	F	85%	1%	1%	1%	12%	0%	F	0.071	F		5500	F
	From:	Mecklenburg Coun Halifax County	_												
58	Mecklenburg County	2.96 5100	G	85%	1%	1%	1%	12%	0%	F	0.093	F	0.676	5200	G
	To	58-735 Hite I)r												
	Mecklenburg County	2.99 5800	G G	85%	1%	1%	1%	12%	0%	F	0.082	F	0.554	5900	G
58	- F			0070	1 /0	. 70	1 /0	12/0	0 /0	'	0.002	'	0.004	0000	0
\sim	From:	SR 49 West of Clar		050/	407		407	400/	007		0.004		0.550	7000	
[58] (49 <i>)</i>	Mecklenburg County	1.26 7200	G	85%	1%	1%	1%	12%	0%	F	0.081	F	0.558	7300	G
	10:	Bus US 58 Virgini	ıa Ave												

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

						Tru	ıck			K		Dir		
Jurisdiction	Length	AADT QA	4Tire	Bus					QC		QK		AAWDT	- QV
From:	Bus US	58 Virginia Ave												
Mecklenburg County	1.46	5000 G	85%	1%	1%	1%	12%	0%	F	0.091	F	0.623	5000	G
To: From:	US 1	5; Bus US 15			\Box \vdash									
Mecklenburg County	2.42	4600 G	86%	1%	1%	1%	12%	0%	F	0.082	F	0.622	4600	G
To- From:	US 15, E	Bus US 58, SR 49												
Mecklenburg County	8.40	4600 B	86%	1%	1%	1%	12%	0%	С	0.101	Α		4700	В
To- From:	Wo	CL Boydton			_									
Town of Boydton (Maint: 58)	0.60	4600 N	86%	1%	1%	1%	12%	0%	Ν	0.101	Ν		4700	١
To	NO	CL Boydton												
Mecklenburg County	0.20	4600 N	86%	1%	1%	1%	12%	0%	Ν	0.101	Ν		4700	١
To		SR 92												
Mecklenburg County	0.92	5200 G	86%	1%	1%	1%	12%	0%	F	0.084	F	0.663	5300	(
To: Si	R 386 Mecklenburg	Correctional Cent	er Access F	Rd										
Mecklenburg County	4.87	6000 G	86%	1%	1%	1%	12%	0%	F	NA			6100	
To:	CD 4 E	Dugge Island Dd												
Mecklenburg County			86%	1%	1%	1%	12%	0%	F	0.085	F	0.595	6100	(
To						.,.			•		-			
Mecklenhura County			96%	0%	1%	1%	2%	0%	F	0.100	F	0.582	9400	(
mooner burg county					.,,	1 70	270	070	·	0.100	•	0.002	0.00	`
Mocklophura County				10/	10/	10/	1/10/	10/	NI	0.001	NI	0.57	5900	١
To:	0.20		02 /0	1 /0	1 70	1 /0	14 /0	1 /0	IN	0.031	IN	0.57	3000	
From:	58-78													
Mecklenburg County	1.61	5900 G	82%	1%	1%	1%	14%	1%	F	0.091	F	0.57	5800	(
To: From:	58-903	Goodes Ferry Rd			\neg \vdash									
Mecklenburg County	0.98	5900 N	82%	1%	1%	1%	14%	1%	Ν	0.091	Ν	0.57	5800	١
To:	SCL Sout	h Hill: Maple Lan	e		\neg \vdash									
Town of South Hill (Maint: 58)	0.69	6100 G	82%	1%	1%	1%	14%	1%	F	0.085	F	0.619	6000	(
To	BUSUS	58: Country Lane												
Town of South Hill (Maint: 58)		20000 G	82%	1%	1%	1%	14%	1%	F	0.084	F	0.559	20000	
To:	ECL S	South Hill: I 85												
Mecklenburg County			82%	1%	1%	1%	14%	1%	F	0.077	F	0.547	13000	(
To:						.,,			-		-			
Town of LaCrosse (Maint: 58)			82%	1%	1%	1%	14%	1%	N	0.077	N	0 547	13000	١
			02/0	1 /0	1 /0	1 /0	i-r/0	1 /0	. 4	0.011	. •	0.047	10000	
Moddonburg Court			920/	10/	10/	10/	1.40/	10/	N.I	0.077	N.I	0.547	12000	
ivieckienburg County	U.61		82%	1%	1%	1%	14%	1%	IN	0.077	IN	0.547	13000	٨
To From:		58-644	0001	401		461	4 404	401		0.6=0	_	0.5==	46005	
Mecklenburg County	1.98	10000 G	82%	1%	1%	1%	14%	1%	F	0.078	F	0.555	10000	G
	Mecklenburg County Too From: Mecklenburg County Too From: Mecklenburg County Too From: Town of Boydton (Maint: 58) Town of Boydton (Maint: 58) Town of Boydton (Maint: 58) Mecklenburg County Too From: Mecklenburg County Too From: County	Mecklenburg County	Necklenburg County	New Bus US 58 Virginia Ave	Bits US 58 Vinginia Ave	Bus US 58 Virginia Ave Trail 2Trail	Bus US SN Vizionia Ave Bus US SN Vizionia	Bigs SS Virginis Ard Bigs SS Virginis Are Bigs Bigs	Best SS Viginita Ave Fee Fee	Bigs USS Vizzinia Ave Trail 2Trail 2Trail 2Trail 2Trail Factor Ave Factor Ave Av				

Deute	1	Langeth AADT C	A 4T	D		Tru	ıck		00	K	01/	Dir	A A)A/DT	
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~	From:	WCL Brodnax		401				407						
58)	Town of Brodnax (Maint: 58)	0.46 10000 N		1%	1%	1%	14%	1%	N	0.078	N	0.555	10000	ı
~	To:	Brunswick County Lin												
58 Piney Pond Rd	Town of Brodney (Maint: 12)	Mecklenburg County Li 0.72 9400 0		1%	1%	10/	14%	1%	F	0.073	F	0.543	9200	
Piney Pond Rd	Town of Brodnax (Maint: 12)	0.72 9400 G	02%	170	170	1%	14%	170	Г	0.073	Г	0.543	9200	
	To: From:	ECL Brodnax												
Governor Harrison Pkwy	Brunswick County	9.60 8200 E	82%	1%	1%	1%	14%	1%	С	0.108	Α		8100	
~	To:	12-694												
~	From:	12-694 Cattail Rd; Twin Por												
58 Governor Harrison Pkwy	Brunswick County	2.97 9300 G	82%	1%	1%	1%	14%	1%	F	0.069	F	0.524	9100	
~	To:	Bus US 58 EAST												
Governor Harrison Pkwy	Brunswick County	3.04 11000 G	82%	1%	1%	1%	14%	1%	F	0.072	F	0.516	11000	
Sovernor Harrison T KWy	Branowiok County	0.04	0270	170	170	170	1-70	1 70	•	0.072	•	0.010	11000	
~	To: From:	12-712 Edgerton												
68 Governor Harrison Pkwy	Brunswick County	6.92 9200 G	82%	1%	1%	1%	14%	1%	F	0.071	F	0.54	9000	
~	To:	Greensville County Lir												
~	From:	Brunswick County Lin												
58 Pleasant Shade Dr	Greensville County	6.34 9800 F	82%	1%	1%	1%	14%	1%	F	0.073	F		9600	
~	Ta:	WCL Emporia												
(8) West Atlantic St	City of Emporia (Maint: 40)	0.41 12000 F	82%	1%	1%	1%	14%	1%	F	0.073	F		12000	
50 11 5017 11111111110 51	0.0y 0. 2po.na (a 10)		0270	.,,		.,0	, 0	. 70	-	0.0.0	•		.2000	
~	To: From:	Purdy Rd												
(8) West Atlantic St	City of Emporia (Maint: 40)	0.13 20000 F	82%	1%	1%	1%	14%	1%	F	0.07	F		19000	
~	To:	I-95			_									
58	City of Emporia (Maint: 40)	0.92 15000 F	74%	1%	1%	1%	22%	1%	С	0.082	F		14000	
58			,.						_					
~	From:	US 301 Main St												
58	City of Emporia (Maint: 40)	0.64 13000 F	70%	1%	1%	1%	26%	1%	С	0.075	F		12000	
	To:	Reese St			<u> </u>									
58	City of Emporia (Maint: 40)	0.49 15000 F	87%	1%	1%	1%	11%	0%	F	0.072	F		14000	
90)								-,-						
~	From:	Davis St												
<u>58</u>	City of Emporia (Maint: 40)	0.65 14000 F	87%	1%	1%	1%	11%	0%	F	0.071	F		13000	
	To	East Atlantic St												
58	City of Emporia (Maint: 40)	0.40 15000 F	87%	1%	1%	1%	11%	0%	F	0.069	F		14000	
90)						.,.	, •	-,-	-		-			
~	From:	ECL Emporia												
58 Courtland Rd	Greensville County	1.50 14000 F		1%	1%	1%	11%	0%	F	0.07	F		14000	
<i></i>	To:	Southampton County Li												
~ - · ·	From:	Greensville County Lir									_			
8 Southampton Pkwy	Southampton County	5.44 13000 G	87%	1%	1%	1%	11%	0%	F	0.072	F	0.54	12000	
	To	87-615 W, Adams Grove Rd; Hi	cksford Rd		<u> </u>									
Southampton Pkwy	Southampton County	4.72 12000 C		1%	1%	1%	11%	0%	F	0.072	F	0.552	12000	
30)				.,,		.,0	, •	- / 0	•		-	5.5 0-	000	
~	To- From:	87-659 Drewry Rd; Pinop												
Southampton Pkwy	Southampton County	5.55 13000 G	87%	1%	1%	1%	11%	0%	F	0.072	F	0.544	12000	
~	To:	WCL Capron												

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

		Primary and Inter					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	WCL Cap	ron												
Southampton Pkwy	Town of Capron (Maint: 87)	0.14 1300 0	N	87%	1%	1%	1%	11%	0%	Ν	0.072	Ν	0.544	12000	1
~	To: From:	87-653 Caj	oron												
Southampton Pkwy	Town of Capron (Maint: 87)	0.15 1500 0	G	87%	1%	1%	1%	11%	0%	F	0.070	F	0.551	14000	(
	To: From:	ECL Cap	on												
Southampton Pkwy	Southampton County	5.56 1500 0	N	87%	1%	1%	1%	11%	0%	Ν	0.070	Ν	0.551	14000	
~	To: From:	SR 35 & 58 Bus W	of Courtla	nd											
58 Southampton Pkwy	Southampton County	3.46 1600 0	G	87%	1%	1%	1%	11%	0%	F	0.076	F	0.561	15000	
~	To: From:	Bus US 58 East O	f Courtlan	d											
58	Southampton County	2.34 2000 0) A	87%	1%	1%	1%	11%	0%	С	0.11	Α		19000	
~	To. From:	Bus US 58 West	of Franklir	ı											
58	Southampton County	0.16 1800 0	G	87%	1%	1%	1%	11%	0%	F	0.11	Ν		16000	
~ <i></i>	To. From:	US 58 Bus West	of Franklir												
Southampton Pkwy	Southampton County	3.74 1900 0	G	87%	1%	1%	1%	11%	0%	F	0.076	F	0.529	18000	
~	To- From:	US 258 South of	Franklin			_									
58 (258)	Southampton County	3.02 1800 0	G	87%	1%	1%	1%	11%	0%	F	0.071	F	0.559	17000	
	To	WCL Suff													
58 (258 Franklin Bypass	City of Suffolk	Southampton Co 1.27 1900 0		87%	1%	1%	1%	11%	0%	F	0.072	F		18000	
Franklin Bypass	oity of durink			07 70	170	170	1 70	1170	070	'	0.072	'		10000	
Franklin Bypass	City of Suffolk	US 258 0.18 1700 0		87%	1%	1%	1%	11%	0%	N	0.069	N		16000	
1 Tarikiir Bypass	oity of ourfolk			07 70	170	170	1 70	1170	070	11	0.003	1		10000	
(189) (189) Franklin Bypass	City of Suffolk	1.01 1700		87%	1%	1%	1%	11%	0%	F	0.069	F		16000	
169/169/17011111111111111111111111111111111111	Only of Garrone			07 70	170		170	1170	070	•	0.000	•		10000	
(189) (189) S Quay Rd	City of Suffolk	SR 272 South 0 4.23 2000 0	` _	87%	1%	1%	1%	11%	0%	F	0.072	F		19000	
58 (189 (189 S Quay Rd	Oity of Garron			07 70	170	170	1 70	1170	070	'	0.072	'		13000	
58 Holland Bypass	City of Suffolk	SR 189 S Qu 1.05 2000 0		87%	1%	1%	1%	11%	0%	F	0.072	F		19000	
Holland Bypass	City of Surfor			01 /0	1 /0	1 70	1 70	1170	070	'	0.072	'		13000	
58 Holland Rd	City of Suffolk	Bus US :		87%	1%	1%	1%	11%	0%	F	0.071	F		22000	
Holland Rd	City of Surfor			01 /0	1 /0	1 70	1 70	1170	078	'	0.07 1	'		22000	
	City of Suffolk	133-610 W, Buc 2.77 2400 0		87%	1%	1%	1%	11%	0%	F	0.071	F		23000	
(8)	City of Surfoik	133-647 E, Lur		01 /0	1 /0		1 /0	11/0	0 /6	-	0.07 1	-		23000	
	From:	133-647 Lum													
(8) Holland Rd	City of Suffolk	2.05 2500 0) F	87%	1%	1%	1%	11%	0%	F	0.073	F		24000	
~	To: From:	133-643 Manning	Bridge Ro	i											
Holland Rd	City of Suffolk	0.67 2600 0	F	87%	1%	1%	1%	11%	0%	F	0.076	F		25000	
~	To: From:	133-738 Keny	on Rd												
68 Holland Rd	City of Suffolk	0.38 3000 0		87%	1%	1%	1%	11%	0%	F	0.077	F		29000	
	To	Cove Point	Rd												

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

Route Jurisdiction Length AADT QA 4Tire Bus Truck CAVE 3+Avid 1Trail 2Trail QC K Factor QK Fac	29000 36000 36000 44000 55000 49000
Composition	36000 36000 44000 55000 49000
Same Suffolk Bypass City of Suffolk 1.41 38000 F 87% 1% 1% 1% 1% 0% F 0.084 F	36000 36000 44000 55000 49000
Bits US 58 13 Suffolk Bypass City of Suffolk 1.41 38000 F 87% 1% 1% 1% 1% 0% F 0.084 F	36000 44000 55000 49000 67000
Signature Sign	36000 44000 55000 49000 67000
133-604 Pritchkirthe Rd 1.88 35000 F 93% 0% 1% 1% 5% 0% F 0.087 F 1.58 13 460 Suffolk Bypass City of Suffolk 0.93 42000 F 93% 0% 1% 1% 5% 0% F 0.087 F 1.58 13 460 Suffolk Bypass City of Suffolk 0.93 42000 F 93% 0% 1% 1% 5% 0% F 0.087 F 1.58 13 460 Suffolk Bypass City of Suffolk 0.93 42000 F 93% 0% 1% 1% 5% 0% F 0.087 F 1.58 13 460 Suffolk Bypass City of Suffolk 0.23 47000 F 93% 0% 1% 1% 5% 0% F 0.087 F 1.58 13 460 Suffolk Bypass City of Suffolk 0.23 47000 F 93% 0% 1% 1% 5% 0% F 0.087 F 1.58 13 460 Suffolk Bypass City of Suffolk 0.23 47000 F 93% 0% 1% 1% 5% 0% F 0.083 F 18 13 18 18 18 18 18 18	36000 44000 55000 49000 67000
Start Star	44000 55000 49000 67000
Second Color Col	44000 55000 49000 67000
Signature Sign	55000 49000 67000
SR 10, SR 32 Godwin Blvd Suffolk Bypass Sit y of Suffolk 1.87 \$53000 F 93% 0% 1% 1% 5% 0% F 0.087 F	55000 49000 67000
City of Suffolk Bypass City of Suffolk 1.87 5300 F 93% 0% 1% 1% 5% 0% F 0.087 F	49000 67000
Second Suffolk Bypass City of Suffolk 1.87 5300 F 93% 0% 1% 1% 5% 0% F 0.087 F	49000 67000
133-642 Wilroy Rd 133-642 Wilroy Rd 134-60 Suffolk Bypass City of Suffolk 2.30 47000 F 93% 0% 1% 1% 5% 0% F NA	67000
Second Suppose City of Suffolk Suppose	67000
Bus US 13, Bus US 38 Military Hwy Bus US 58 Military Hw Bus US 58 Mili	67000
Bus US 58 Military Hwy Eastbound From Bus US 58 Military Hwy Eastbound From Str.	
Section Sect	
Sect	. 70000
City of Chesapeake (Maint: 64) 2.94 67000 F 93% 0% 1% 1% 5% 0% C 0.095 A 0.59 The column Free	- 70000
Table Tabl	
City of Chesapeake (Maint: 64) 0.11 11000 G 93% 0% 1% 1% 5% 0% F 0.090 F 0.51 ALT From SR 191 Jolliff Rd; US 13 Military Highway	6 70000
ALT SR 191 Jolliff Rd; US 13 Military Highway SR 191 Jolliff Rd; US 191 Jolliff	
ALT ALT ALT ALT ALT ALT ALT ALT	3 11000
City of Chesapeake 1.72 6400 F 96% 1% 1% 0% 1% 0% C 0.083 F	
Number N	6800
ALT From: ECL Chesapeake	0000
ALT Greenwood Dr 58 460 Airline Blvd City of Portsmouth 0.20 13000 G 96% 1% 1% 0% 1% 0% F 0.086 F 0.54	
ALT Greenwood Dr 58 460 Airline Blvd City of Portsmouth 0.20 13000 G 96% 1% 1% 0% 1% 0% F 0.086 F 0.54	2 13000
AL1	
To Finduret Lone	0 44000
To Elmhurst Lane	6 14000
Al I	
58) (460) Airline Blvd City of Portsmouth 1.30 10000 G 96% 1% 1% 0% 1% 0% F 0.087 F 0.55	9 11000
SR 239 Victory Blvd	
ALI	
58 (460) Airline Blvd City of Portsmouth 0.28 12000 G 96% 1% 1% 0% F 0.080 F 0.56	2 12000
To SR 337 Portsmouth Blvd	
Airline Blvd City of Portsmouth 1.40 15000 G 96% 1% 1% 0% 1% 0% F 0.084 F 0.60	4 16000
To US 17 Frederick Blvd	
68 Airline Blvd City of Portsmouth 0.19 19000 G 97% 0% 1% 1% 0% F 0.086 F 0.59	6 20000
<u></u>	
High St	
(58) London Blvd City of Portsmouth 0.72 20000 G 97% 0% 1% 1% 1% 0% C 0.088 F 0.65	6 04000
To: SR 141 London Blvd	6 21000

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA.	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 141 Londo	on Blvd												
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 2900 0) G	97%	0%	1%	1%	1%	0%	F	NA			34000	G
<u> </u>	To: From:	SR 164 Weste	rn Frwy			<u> </u>									
(58) Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 3600 0) A	96%	0%	0%	1%	2%	0%	С	0.089	Α		41000	Α
	To:	Elizabeth River Mic													
~~	From:	Martin Luther Kir								_					
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 3600 0) A	96%	0%	0%	1%	2%	0%	С	0.089	Α		41000	Α
~	To: From:	ECL Portsn	nouth												
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 3600 0) A	96%	0%	0%	1%	2%	0%	С	0.089	Α		41000	Α
~	To:	SR 337 Brambl													
Provided to Acco	From:	SR 337		070/	00/		40/	00/	00/	_	NIA			05000	_
337 Brambleton Ave	City of Norfolk	0.26 3100 0) G	97%	0%	0%	1%	2%	0%	F	NA			35000	G
	To: From:	Colley A	ve												
58 (337) Brambleton Ave	City of Norfolk	0.83 36000) G	97%	0%	0%	1%	2%	0%	F	0.075	F	0.612	43000	G
\sim	To	E SR 33													
~~ <u>-</u>	From:	E SR 337 Bramb													_
Duke St	City of Norfolk	0.17 1100 0) G	94%	2%	1%	1%	1%	0%	F	0.112	F	0.847	11000	G
~	To- From:	Olney R	d			\neg \vdash									
58 Virginia Beach Blvd	City of Norfolk	0.07 5600	G	94%	2%	1%	1%	1%	0%	F	0.098	F	0.673	6100	G
	To:	Dough Cte	an at												
58 Virginia Beach Blvd	City of Norfolk	0.24 5300		94%	2%	1%	1%	1%	0%	F	0.092	F	0.614	5600	G
58 Virginia Beach Blvd	City of Norton	US 460 Monticello Av			2/0	1 /0	1 /0	1 /0	076		0.092		0.014	3000	
	From:	Monticello		Divu											
58 Virginia Beach Blvd	City of Norfolk	0.70 1200 0		94%	2%	1%	1%	1%	0%	F	0.091	F	0.627	13000	G
30)	7-1														
Vincinia Danah Blad	From:	SR 168 Tidew		0.40/	20/		40/	40/	00/		0.000	_	0.500	45000	_
Virginia Beach Blvd	City of Norfolk	0.53 1300 0) G	94%	2%	1%	1%	1%	0%	С	0.089	F	0.538	15000	G
	To- From:	Park Av	re												
58 Virginia Beach Blvd	City of Norfolk	0.96 14000) G	94%	2%	2%	1%	1%	0%	С	0.089	F	0.533	15000	G
~	To	SR 405 Ballent	ine Blvd												
58 Virginia Beach Blvd	City of Norfolk	0.88 2500 0		94%	2%	2%	1%	1%	0%	F	0.081	F	0.525	28000	G
38)	-						.,,	.,.	-,-	•		-			
Waste's Decay Physic	From:	Azalea Gard		0.40/	00/		40/	40/	00/	_	NIA.			00000	
Virginia Beach Blvd	City of Norfolk	1.35 3000 0) G	94%	2%	2%	1%	1%	0%	F	NA			32000	C
~	To: From:	US 13 Milita	ry Hwy												
Virginia Beach Blvd	City of Norfolk	0.79 2400 0) G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.514	26000	C
	To	SR 165 Kemps	wille Pd												
58 Virginia Beach Blvd	City of Norfolk	0.93 3000		98%	1%	1%	0%	0%	0%	С	0.087	F	0.545	28000	C
58) Virginia Beach Blvd	To To To To To	WCL Va Beach; N			1 /0		0 /0	070	0 /0	U	0.007	'	0.545	20000	
	From:	ECL Norfolk; Ne													
58 Virginia Beach Blvd	City of Virginia Beach	1.33 36000		98%	1%	1%	0%	0%	0%	С	0.086	F	0.530	34000	G
30)	To:	SR 190 Witch		00,0	.,,		0,0	• , ,	0,0	•	0.000	•	5.555	0.000	J

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~	From:	SR 190 Wit													
Virginia Beach Blvd	City of Virginia Beach	1.11 430	000 G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.553	40000	G
~~ <u>`</u>	To: From:	SR 225 Indepe													
Virginia Beach Blvd	City of Virginia Beach	2.18 480	000 G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.506	46000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	Roseme													
Virginia Beach Blvd	City of Virginia Beach	0.41 <b>500</b>	000 G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.525	49000	G
~~	To: From:	Plaza Tra				$\Box$ $\vdash$									
Virginia Beach Blvd	City of Virginia Beach	1.37 <b>360</b>	000 G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.524	35000	G
	To: From:	Lynnhave													
58) Virginia Beach Blvd	City of Virginia Beach	1.06 <b>480</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.578	47000	G
	To- From:	SR 279 Gre	at Neck Rd												
58 Virginia Beach Blvd	City of Virginia Beach	0.14 <b>310</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.688	31000	C
<u> </u>	To: From:	Bus US 58; V	a Beach Blvd			$\neg$ $\vdash$									
58 Laskin Rd	City of Virginia Beach	1.47 <b>290</b>	000 A	99%	0%	0%	0%	0%	0%	С	0.096	Α		30000	A
~	To:	First Cole	onial Rd			<u> </u>									
58 Laskin Rd	City of Virginia Beach	1.53 <b>280</b>		99%	0%	0%	0%	0%	0%	С	0.078	F	0.523	29000	(
<del></del>	To:	Birdne	ck Rd												
58 Laskin Rd	City of Virginia Beach	0.97 <b>280</b>		99%	0%	0%	0%	0%	0%	F	0.082	F	0.51	29000	(
<del>"</del>	То:	US 60 Pa	cific Ave												
	From:	Ramps US 58 E 96	6A; US 58 W	96A											_
Ramp to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.24 <b>N</b>	A								NA			NA	
<u> </u>	To.	I-81	1 S												
	From:	Ramps US 58 E 96	B; US 421 W	66B											
Ramp to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.02 <b>27</b> 0	00 G								0.089	F		2700	(
~	То:	I-81 N	Vorth												
	From:	US 58 TO AN	D FROM RT												
Ramp	Carroll County	0.18 <b>N</b>									NA			NA	
~	To:	I-77-S FROM	RT 58 & 221												
~~ <u>`</u>	From:	US 58 TO AN													
58 Ramp	Carroll County	0.21 <b>N</b>									NA			NA	
~	То:	I-77-N FROM	RT 58 & 221												
<u>East</u>	From:	US 58 US 42													
58 Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.03 <b>N</b>									NA			NA	
~	To:	Ramp US	S 58 96A												
East	From:	US 58 US 42													
58 Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.14 <b>N</b>									NA			NA	
~	To:	Ramps US 58 96E	B; US 421 W	66B											
East	From:	US 58 E, E													
Ramp	Mecklenburg County	0.36 <b>10</b>		82%	1%	1%	1%	14%	1%	F	0.083	F		1000	(
~	То:	I-85 S	South			1									

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

		1 Tilliary a						т	ıalı			I/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
East	From:		US 58 East								_		_			_
(58) Ramp	Mecklenburg County	0.24	930	G	82%	1%	1%	1%	14%	1%	F	0.086	F		910	G
<u>~</u>	10:		I-85 North													
East	From:		-95-S011B T	O RT 95												
(58) Ramp	City of Emporia (Maint: 4	10) 0.18	2400	F								0.085	F		2400	F
	To:	I-95	S-S FROM R	T 58												
East	From:	US 58 I-95-N	011B TO AN	ND FRO	M 95											
(58) Ramp	City of Emporia (Maint: 4		1300	F								0.117	F		1300	F
(38)	To:		-N FROM R				1					0	•		.000	•
F .	Grow		5 58 TO RT 2													
East 58	Courth properties Court of			258								NIA			NΙΛ	
[58]	Southampton County		NA 250 HYS 25	-0 B								NA			NA	
	To:		258; 1US 25													
East	From:		58 TO RTE													
East (58) (258)	City of Suffolk	0.17	560	F								0.111	F		560	F
$\leftarrow$	To:	US 58-F451	IB TO RTE I	189 SOU	TH											
East	From:												_			_
(58) (258) Ramp	City of Suffolk	0.05	230	F								0.113	F		230	F
<del></del>	To:	1SR 189-F	FROM RTE	E 58 EAS	T											
East	From:	US 58-E451	IA TO RTE	189 SOU	TH											
East 58	City of Suffolk	0.03	240	F								0.138	F		240	F
	To:	1SR 189-F	FROM RTE	E 58 EAS	T											
East	From:	TOROU	TE 664 EAS	TSOUTH	1											
₹ Ramp	City of Chesapeake (Maint		NA	150011								NA			NA	
(58) Kamp	To:	I-664-E FROM		13 & 160	FAST		<del></del>					14/3			INA	
East (58) Ramp	From:	US 58 TO RO		ESTNO	RTH											
(58) Ramp	City of Chesapeake (Maint		NA									NA			NA	
<del>~</del>	To:	I-664-W FROM	1 ROUTE 58	3,13&460	EAST											
West	From:		US 421 Wes	stbound												
58 Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Maint: 95	5) 0.02	NA									NA			NA	
$\bigcirc$	To:	Ramps US	5 58 E 96A; U	US 58 96	A											
West	From:	US 5	8 W, E Atlan	ntic St												
West (58) Ramp	Mecklenburg County	0.03	NA	ille Bt								NA			NA	
(36) (4.11)	To:	0.00	I-85 South													
West	From:	Ga	p TO RT 85	SB												
(58) Ramp	Mecklenburg County	0.15	NA									NA			NA	
	To:		S-S FROM R	T 58												
West	From:		US 58													
West 58 Ramp	Mecklenburg County	0.29	1400	В								0.103	Α		1300	В
Ramp	wieckieriburg County	0.29	I-85 North	D								0.103	А		1300	D
	10.															
West	From:	US 58 I-95-S			M 95											
(58) Ramp	City of Emporia (Maint: 4		4400	F								0.082	F		4400	F
$\sim$	To:	I-95	S-S FROM R	T 58												

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 58 Ramp	City of Emporia (Ma	aint: 40) 0.18	US 58 <b>1200</b> I-95 North	F								NA			1200	F
West (58) (258)	From: Southampton Co	ounty 0.14	58 TO RTE <b>NA</b> C2US 258 U		PBU							NA			NA	
West 58	City of Suffoli	k 0.19	TO RTE 253	F	100							0.143	F		440	F
West [58] Ramp	City of Suffoli	k 0.03	51B TO RTE 110 JS 258 Gap T	F	189							0.169	F		110	F
West 58	City of Suffoli		51A TO RTI <b>320</b> -W013A TO	F								0.134	F		320	F
West (58) Ramp	City of Chesapeake (N	US 58 TO R	OUTE 664 E	EASTSC	UTH							NA			NA	
West (58) Ramp	City of Chesapeake (N	US 58 TO R	OUTE 664 V	VESTNO	ORTH							NA			NA	
ALT (58) Main St	Town of Jonesville (N	Maint: 52) 0.59	US 58 Jones 6200	St <b>G</b>	96%	1%	1%	0%	2%	0%	С	0.093	F	0.553	6500	G
ALT (58)	Lee County	3.51	7000 5 Clyde Pear	G	96%	1%	1%	0%	2%	0%	F	0.093	N	0.553	7000	G
ALT (58) W Morgan Ave	From:	2.58	645 VC Tec <b>8900</b> L Pennington	G	95%	1%	1%	2%	2%	0%	F	0.095	F	0.516	9400	G
ALT (58) Morgan Ave	Town of Pennington Gap	p (Maint: 52) 1.79	8900 21 W, Old Zi	N	95%	1%	1%	2%	2%	0%	N	0.095	N	0.516	9400	N
ALT (58) (421) E Morgan Ave	Town of Pennington Gap	o (Maint: 52) 0.40	<b>13000</b> 21 E, Woody	G	95%	1%	1%	2%	2%	0%	F	0.089	F	0.527	14000	G
ALT (58) Trail of the Lonesome Pine	Town of Pennington Gap	o (Maint: 52) 0.23	6500 L Pennington	G	95%	1%	1%	2%	2%	0%	С	0.086	F	0.517	6800	G
ALT (58) Trail of the Lonesome Pine	Lee County	4.60	6500 Chapman Ro	<b>N</b>	95%	1%	1%	2%	2%	0%	N	0.086	N	0.517	6800	N
ALT (58) Trail of the Lonesome Pine	Lee County	2.69	Chapman Roa 4300 2 Old Wood	G	95%	1%	1%	2%	2%	0%	F	0.084	F	0.562	4500	G

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

					_		Tru	ıck			K		Dir		_
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
ALT	From:	52-642 Old Woo													
Trail of the Lonesome Pine	Lee County	2.67 <b>3200</b>	G	95%	1%	1%	2%	2%	0%	F	0.094	F	0.655	3400	(
ALT	To: From:	52-982 S, Seminary	Church R	d											_
Trail of the Lonesome Pine	Lee County	2.22 <b>3200</b>	N	95%	1%	1%	2%	2%	0%	Ν	0.094	Ν	0.655	3400	
<u></u>	To:	52-982 N, Seminar	y Church F	Rd											
ALT 58 Trail of the Lonesome Pine	Lee County	1.32 <b>5400</b>	G								0.099	F	0.763	5400	
58) Trail of the Lonesome Fine	To:	Wise County									0.033	'	0.703	3400	
ALT	From:	Lee County													
58 Pennington Gap Hwy	Wise County	1.50 <b>5500</b>	G								0.09	F	0.686	5700	
ALT	To: From:	97-608 Williams	Hollow Rd												
58 Pennington Gap Hwy	Wise County	0.56 <b>5500</b>	N								0.09	N	0.686	5700	
~	To	WCL Big Sto													
ALT	From:														
Cumberland Ave; Wood Ave	Town of Big Stone Gap	1.15 <b>6000</b>	G								NA			6100	
ALT	To- From:	W 1st Str	eet												_
58 Wood Ave	Town of Big Stone Gap	0.13 <b>5800</b>	G								0.080	F	0.618	6000	
~	To	E 1st Stre	et												
ALT 58 ( Wood Ave	Town of Dig Stone Con	0.42 <b>5300</b>	G								0.070	F	0.586	5600	
Wood Ave	Town of Big Stone Gap	Bus US 23,									0.079	Г	0.566	5600	
ALT Bus	From:	US 23	our or												_
58) (23) E 5th St	Town of Big Stone Gap	0.24 <b>9800</b>	G	97%	0%	1%	1%	2%	0%	F	0.087	F	0.527	10000	
LT. But	To:	Gilley A													
LT Bus 58 23 Gilley Ave	Town of Big Stone Gap	E 5th S 0.93 <b>1100</b> 0		97%	0%	1%	1%	2%	0%	С	0.086	F	0.516	12000	
(23) 9, 1	To.			0.70	0,0		.,,	_,,	0,0	Ū	0.000	•	0.0.0	000	
ALT Bus	From:	SCL Big Stor	•												
58) (23) Gilley Ave	Wise County	0.35 <b>1200</b> 0	) G	97%	0%	1%	1%	2%	0%	F	0.088	F	0.56	12000	
ALT	To: From:	US 23; Bus V	JS 23												
58) (23) Orby Cantrell Hwy	Wise County	1.31 <b>1300</b> 0	) G	93%	0%	1%	0%	5%	0%	F	0.085	F	0.549	13000	
~ ~	To	S 97-61	0												
ALT Code Controll I I I	From:			000/	00/	40/	00/	<b>5</b> 0/	00/	_	0.000	F	0.570	4.4000	
58 23 Orby Cantrell Hwy	Wise County	5.30 <b>14000</b>	) G	93%	0%	1%	0%	5%	0%	F	0.088	F	0.570	14000	
ALT	To: From:	N 97-61	0												_
Orby Cantrell Hwy	Wise County	0.86 <b>1400</b> 0	) G	93%	0%	1%	0%	5%	0%	F	0.088	F	0.571	15000	
~ ~	To:	WCL Nor	ton												
ALT	City of Norton (Maint: 97)	1.03 <b>1500</b> 0		93%	0%	1%	0%	5%	0%	F	0.088	N	0.571	15000	
58 23	City of Norton (Maint. 97)			<i>93 /</i> 0	0 /0	1 /0	0 /0	J /0	U /0	Г	0.000	ıN	0.37 1	13000	
ALT ~~~	To- From:	11th St													
58 23 Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50 <b>1500</b> 0	) G	93%	0%	1%	0%	5%	0%	F	0.088	F	0.600	15000	
$\sim$	To:	US 23													

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

		Primary an	ia iritorote	210 1100				т	1 .			17		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q١
ALT.	From:		110.00				ZAXIE	3+Axle	TITAL	21 raii		Factor		Factor		
ALT 58 Norton Coeburn Rd	City of Norton (Maint: 97)	1.06	US 23 <b>12000</b>	G	94%	0%	1%	2%	3%	0%	F	0.085	F	0.585	13000	c
Norton Coepum Na	To:		se County L		34 /0	070	170	270	370	070	•	0.005	'	0.505	13000	`
ALT	From:		ECL Norton													
58 Norton Coeburn Rd	Wise County	2.04	12000	N	94%	0%	1%	2%	3%	0%	Ν	0.085	Ν	0.585	13000	
~	To:		97-762													
ALT	From:			_							_		_			
Norton Coeburn Rd	Wise County	2.30	12000	G	94%	0%	1%	2%	3%	0%	F	0.085	F	0.61	13000	
LT	To: From:	97-813 Old	d Norton Co	oeburn R	d											
58 Norton Coeburn Rd	Wise County	1.67	12000	G	94%	0%	1%	2%	3%	0%	F	0.085	F	0.588	13000	
30)	T-1							-/-	-,-		-		-			
ALT	From:	W	CL Coebur	n												
58 Norton Coeburn Rd	Town of Coeburn (Maint: 97)	0.94	12000	N	94%	0%	1%	2%	3%	0%	Ν	0.085	Ν	0.588	13000	
~ · · · · · · · · · · · · · · · · · · ·	To: From:	SR 1	58 W, Fron	nt St			$\neg$ $\vdash$									
ALT	Town of Coeburn (Maint: 97)	0.90	9000	G	94%	0%	1%	2%	3%	0%	F	0.081	F	0.615	9800	
Senator M M Long Hwy	Town of Coedum (Maint. 97)				9476	U76	1 70	270	3%	0%	Г	0.061	Г	0.015	9000	
ALT	Ta: From:	SR 72	2 Dunganno	n Rd												
Senator M M Long Hwy	Town of Coeburn (Maint: 97)	2.71	7900	G	94%	0%	1%	2%	3%	0%	F	0.087	F	0.552	8600	
$\checkmark$	То:	NCL Coebu	m; 97-893 E	Bull Run	Rd											
LT	From:		Coeburn; 97													
58) Bull Run Rd	Wise County	4.35	7600	G	94%	0%	1%	2%	3%	0%	F	0.088	F	0.552	8200	
ALT	To: From:	97-0	657 Carfax l	Rd												
58 Bull Run Rd	Wise County	2.27	7700	G	94%	0%	1%	2%	3%	0%	F	0.091	F	0.546	8300	
556) 2411 1441	Trice Scartly				0 170	070		270	070	070	•	0.001	•	0.010	0000	
ALT	From:	97-655	Russel Cre	ek Rd												
Bull Run Rd	Wise County	1.34	9400	G	94%	0%	1%	2%	3%	0%	F	0.093	F	0.655	10000	
~	To:	W	CL Saint Pa	ıul			$\neg$ $\vdash$									
ALT	Town of Coint Doul (Moint 07)			N	94%	00/	10/	2%	20/	0%	N	0.093	N	0.655	10000	
Bull Run Rd	Town of Saint Paul (Maint: 97)	0.30	9400	IN	94%	0%	1%	2%	3%	0%	IN	0.093	IN	0.655	10000	
LT	To: From:	SI	R 63 Wise S	St												_
Bull Run Rd	Town of Saint Paul (Maint: 97)	0.48	10000	G	94%	0%	1%	2%	3%	0%	F	0.092	F	0.623	11000	
30)	To:	Russ	ell County l	Line												
<u>LT</u>	From:		se County L													
58 Castlewood Rd	Castlewood (Maint: 83)	2.56	13000	Α	94%	0%	1%	2%	3%	0%	С	0.122	Α		14000	
LT	To:	CD (	SR 65	1 D.:												
Castlewood Rd	Castlewood (Maint: 83)	1.04	55 Memorial 11000	F	94%	0%	1%	2%	3%	0%	F	0.097	F		11000	
Sasilewood Nu	Castlewood (Maint. 63)				34 70	070	1 70	270	370	070	•	0.031	'		11000	
LT	To: From:	SC	L Castlewo	od												_
Trail of the Lonesome Pine	Russell County	3.10	11000	N	94%	0%	1%	2%	3%	0%	Ν	0.097	Ν		11000	
~	To:		SR 71 West													
ALT	From:										_		_	_		_
$58 \setminus (71)$ Trail of the Lonesome Pine	Russell County	1.46	9900	F	94%	0%	1%	2%	3%	0%	F	0.095	F		11000	

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

		Filliary an						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	SR 71 E, Trai		nesome l												
ALT (58)	Russell County	1.98	7300	F	94%	0%	1%	2%	3%	0%	F	0.092	F		7900	F
	To- From:		83-671													
ALT (58)	Russell County	4.73	7600	F	94%	0%	1%	2%	3%	0%	F	0.09	F		8200	F
	To- From:		US 19													
ALT (58) (19)	Russell County	1.98	15000	F	94%	0%	1%	1%	4%	0%	F	0.092	F		17000	F
ALT	To: From:		gton Counter	•			-									
(58) (19) Porterfield Hwy	Washington County	3.25	16000	G	94%	0%	1%	1%	4%	0%	F	0.095	F		17000	G
$\bigcirc$	то.	95-80	02 Mendot	a Rd												
ALT (58) (19) Porterfield Hwy	Washington County	3.03	16000	G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.505	18000	G
ALT	To- From:	95-700	Rich Vall	ey Rd												
(58) (19) Porterfield Hwy	Washington County	3.79	18000	G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.503	20000	G
ALT	To- From:	NO	CL Abingdo	on												
58 19 Porterfield Rd	Town of Abingdon	0.21	21000	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.525	23000	G
ALT	To: From:	US 19	Porterfield	l Hwy												
(58) Russell Rd	Town of Abingdon	1.01	8700	G	99%	0%	0%	0%	1%	0%	С	0.090	F	0.517	9300	G
ALT	10: From:		alley Stree Valley St	t												
(58) (11) Main St	Town of Abingdon	0.24	12000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.509	12000	G
$\bigcirc$	To:		Main St													
$ \begin{array}{c} ALT \\ \hline (58) \\ \hline (75) \end{array} $ Cummings St	Town of Abingdon	0.78	US 11 <b>17000</b>	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.541	18000	G
(38) (73) Sammings St	To:	00	I-81		0070	0,0		0,0	0,0	0,0		0.000	•	0.0	.0000	
ALT ~~~	From:	Bus US 23 S	outh of Big	g Stone C	Зар											
(58) (23) Orby Cantrell Hwy	Wise County	1.31	13000	G	93%	0%	1%	0%	5%	0%	F	0.085	F	0.549	13000	G
ALT	To: From:		, Powell V Powell V													
58 23 Orby Cantrell Hwy	Wise County	5.30	14000	G	93%	0%	1%	0%	5%	0%	F	0.088	F	0.570	14000	G
ALT	To: From:	97-610 N	Powell V	alley Rd												
Orby Cantrell Hwy	Wise County	0.86	14000	G	93%	0%	1%	0%	5%	0%	F	0.088	F	0.571	15000	G
ALT	Tro- From:	V	VCL Norto	n												
58     23	City of Norton (Maint: 97)	1.03	15000	G	93%	0%	1%	0%	5%	0%	F	0.088	Ν	0.571	15000	G
ALT	Tro- From:	11Th	St; 12th S	t Ext												
58 23 Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50	15000	G	93%	0%	1%	0%	5%	0%	F	0.088	F	0.600	15000	G
	10.	ALT US 58, SR	283 Norto	n-Coebu	n Hwy											

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

Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
ALT ALT	From:	SR 283 A1US 58-P TO RT	E 23 SOUTH		ZAXIE	STAXIE	IIIali	ZIIdii		racioi		racioi		
58 (58)	City of Norton (Maint: 97)	0.19	S	ee Alt US	58 for	direction	al traffic	volume	estim	ates for t	his se	gment.		
	To:	US 23 FROM ALT RT	E 58; 283											
ALT	From:	SR 283 A1US 58-P TO RT	E 23 SOUTH											
ALT 58	City of Norton (Maint: 97)	0.19 <b>NA</b>								NA			NA	
30)	To:	US 23 Orby Cantrel	1 Hwy											
Bus	From	US 58 South of Lawre			i									
~~ <u> </u>	Brunswick County	0.20 <b>6700</b>	<b>G</b> 98%	1%	1%	0%	1%	0%	С	0.09	F	0.57	6800	G
58) (46)	Brunswick County			1 70	1 /0	0 70	1 /0	070	C	0.03	•	0.57	0000	
Bus	To: From:	SCL Lawrencevi	ille											
58 (46)	Town of Lawrenceville (Maint: 12	2) 0.80 <b>6700</b>	N 98%	1%	1%	0%	1%	0%	Ν	0.09	Ν	0.57	6800	Ν
30) (40)	-	<u>,                                      </u>												
Bus	From:	SR 46, E Church	St											
58 Main St	Town of Lawrenceville (Maint: 12	2) 0.35 <b>6100</b>	<b>G</b> 98%	1%	1%	0%	1%	0%	F	0.098	F	0.575	6200	G
<del></del>	To:	ECL Lawrencevi	:11.0											
Bus	From:													
58 Lawrenceville Plank Rd	Brunswick County	1.25 <b>6100</b>	N 98%	1%	1%	0%	1%	0%	Ν	0.098	Ν	0.575	6200	Ν
~	To:	US 58 Governor Harris	son Pkwy											
Bus	From:	US 58 West of Boy	ydton											
Bus 58	Town of Boydton (Maint: 58)	0.48 <b>1500</b>	<b>G</b> 98%	1%	0%	1%	0%	0%	F	0.095	F	0.608	1500	C
	To:	CD 02												
Bus 58	From	SR 92												
58 }	Town of Boydton (Maint: 58)	0.55 <b>1300</b>	<b>G</b> 98%	1%	0%	1%	0%	0%	С	0.118	F	0.675	1300	G
	To:	NCL Boydton			$\neg$ $\vdash$									
Bus 58	From:	-												
58 }	Mecklenburg County	0.05 <b>1300</b>	N 98%	1%	0%	1%	0%	0%	Ν	0.118	N	0.675	1300	Ν
~	To:	US 58 East of Boy	dton											
Bus	From:	US 58 West Interse												
58 Market Dr	City of Emporia	0.21 <b>10000</b>	<b>F</b> 97%	0%	1%	0%	1%	0%	С	0.092	F		11000	F
~	To:	West Atlantic S	St											
<u>Bus</u>	From:	US 58 Connecto												
58 West Atlantic St	City of Emporia	0.44 <b>10000</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	С	0.086	F		11000	F
~	To	North Main Stre	eet		$\neg$ $\vdash$									
Bus Fact Atlantia Ot	City of Francois			40/	40/	00/	00/	00/	_	0.007	_		4000	_
East Atlantic St	City of Emporia	0.25 <b>3800</b>	<b>F</b> 90%	1%	1%	0%	8%	0%	F	0.087	F		4000	F
Bus	To- From:	Reese St												
~~~	City of Emporia	1.20 <b>1700</b>	<b>F</b> 90%	1%	1%	0%	8%	0%	С	0.100	F		1800	F
East Atlantic St	To:	US 58 East Interse		1 /0	1 /0	0 70	070	070	C	0.100	•		1000	'
	From:		CuOII											
Bus		US 58	A 0000	407	427	001	001	001	^	0.404	^		0000	
58 Clay St	Southampton County	2.32 2800	A 98%	1%	1%	0%	0%	0%	С	0.124	Α		3200	Α
~	To: From:	WCL Franklin	1		\neg \vdash									
Bus	City of Frontillin			40/	40/	00/	00/	00/	_	0.000	_	0.500	2400	
58 Clay St	City of Franklin	1.18 3000	G 98%	1%	1%	0%	0%	0%	F	0.098	F	0.502	3400	G
~	In:	Hunterdale Rd	l											

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

							Truck				K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
us	From:	Hunterd													
Clay St	City of Franklin	0.58 380	00 G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.553	4300	(
us	To: From:	Homeste	ead Rd												_
Clay St	City of Franklin	0.35 320	00 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.541	3700	(
~	To: From:	Lee	St			\neg \vdash									
Bus 58 Clay St	City of Franklin	0.16 210	00 G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.788	2400	
58 Clay St	Combined Traffic Estimates for 2 Parallel Roadways			98%	1%	1%	0%	0%	0%	F	0.088	F	0.546	4800	
	To	Gardno													
us (8) Clay St	City of Franklin	0.17 200		98%	1%	1%	0%	0%	0%	_	0.098	F	0.834	2300	
Clay St	City of Franklin Combined Traffic Estimates for 2 Parallel Roadways			98%	1%	1%	0%	0%	0%	F	0.096	F	0.574	3800	
	To Table 2 surfaces for 2 f arable readways			3070	170	170	070	070	070	•	0.007	•	0.574	3000	
us	From:	High													
8 4th Avenue	City of Franklin	0.26 140		98%	1%	1%	0%	0%	0%	F	0.097	F	0.506	1600	
us	From:	Mechar Fourth													
Mechanic St	City of Franklin	0.10 300	00 G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.607	3500	
	To:	Second													
us Bus 8 (258)	City of Franklin	0.19 840		98%	1%	1%	0%	0%	0%	F	0.092	F	0.599	9600	
(230)	To-	ECL Fr		0070	170		070	070	070	•	0.002	·	0.000	0000	
us Bus	From:														
8 (258)	Southampton County	0.03 840 Isle of Wight		98%	1%	1%	0%	0%	0%	F	0.092	F	0.599	9600	
us Bus	From:	Southampton													
Carrsville Hwy	Isle of Wight County	1.54 70 0	00 F	98%	1%	1%	0%	0%	0%	F	0.095	F		7100	
	To- From:	US 258 Wa	alters Hwy			\neg \vdash									
us 8 Carrsville Hwy	Isle of Wight County	5.11 29 0	00 F	98%	1%	0%	0%	1%	0%	С	0.101	F		2900	
9),	То:	WCLS						.,,				-			
ıs sı	From:	Isle of Wight			401										
Ruritan Blvd	City of Suffolk	2.65 220	00 F	97%	1%	1%	1%	0%	0%	С	0.089	F		2300	
us	To: From:	SR 1	189												
Holland Rd	City of Suffolk	0.26 260	00 F	97%	1%	1%	1%	0%	0%	F	0.091	F		2700	
<u>ر</u>	Ta	133-653 Dutch Rd;	Glen Haven D	Drive		\neg \vdash									
us 8 Holland Rd	City of Suffolk	0.46 330		97%	1%	1%	1%	0%	0%	С	0.093	F		3400	
0)	To:	US:		0.70	. 70		. 70			_	J.555				
us	From:	Bus 58 (Clay St												
Lee Street	City of Franklin	0.16 140	_	97%	1%	1%	0%	0%	0%	F	0.109	F	0.688	1500	
5)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 340	00 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.574	3800	(
	To:	High	n St												

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

		Primary and int						Tru			K		Dir			
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Lee Street				2/////	STANIC	TITAL	ZITAII		1 actor		i actor		
58 High St	City of Franklin	0.27	2200	G	97%	1%	1%	0%	0%	0%	С	0.097	F	0.568	2400	G
*	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	4300	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.546	4800	G
	To:		58 Fourth A	Ave												
Bus	From:	US 5	8 East of Ho													
58 Holland Rd	City of Suffolk	0.05	9900	F	97%	1%	1%	0%	1%	0%	F	0.092	F		11000	F
Bus	To. From:	133-172	22 Kilby Sho	ores Rd												
58 Holland Rd	City of Suffolk	1.79	9000	F	97%	1%	1%	0%	1%	0%	С	0.101	F		9600	F
36)	To:		37 Constanc										-			•
Bus	From:		337 Holland													
58 Constance Rd	City of Suffolk	0.29	8400	F	99%	0%	0%	0%	0%	0%	F	0.099	F		8900	F
Bus	To- From:	WCL Su	ffolk Pitchk	ettle Rd												
58 Constance Rd	City of Suffolk	0.86	9000	F	99%	0%	0%	0%	0%	0%	С	0.093	F		9600	F
<u></u>	To	C	R 32 Main S	24												
Bus Bus Bus	From:				070/	407	40/	407	407	00/	_	0.007	_		40000	_
58 (13) (460) Constance Rd	City of Suffolk	0.88	15000 Pinner Street	F	97%	1%	1%	1%	1%	0%	F	0.087	F		16000	F
Bus Bus Bus	From:		lighland Ave													
58) (13) (460) Portsmouth Blvd	City of Suffolk	1.60	15000	F	97%	1%	1%	1%	1%	0%	С	0.089	F		16000	F
$\rightarrow \bigcirc \bigcirc$	To	SR 33	37 Washingt	ton St												
Bus Bus Bus Portamouth Blad	City of Suffolk	1.22	21000	F	96%	1%	1%	10/	10/	0%	С	0.087	F		23000	F
58 (13) (460) Portsmouth Blvd	To:	1.22	US 58		90%	170	170	1%	1%	0%	C	0.067	Г		23000	г
Due	From:	110 50 0	Southamptor	n Dlava												
Bus (35) Meherrin Rd	Southampton County	2.03	2900	G	93%	1%	1%	1%	4%	0%	F	0.127	F	0.506	2900	G
38) (33)	To					.,.		.,,	.,.		-		-			
Bus	From:		CL Courtlar													
58 (35) Meherrin Rd	Town of Courtland (Maint: 87		2900	N	93%	1%	1%	1%	4%	0%	N	0.127	N	0.506	2900	N
Bus	From:		R 35 Main S 35; Meherrin													
58 Main St	Town of Courtland (Maint: 87		5900	G	93%	1%	1%	1%	4%	0%	С	0.09	F	0.504	6200	G
<u>se) </u>	To		CL Courtlan													
Bus	From:															
58 Jeruselem Rd	Southampton County	1.18	5900 Southampton	N Di-	93%	1%	1%	1%	4%	0%	N	0.09	N	0.504	6200	N
	Family 5		•													
Bus 58 Virginia Beach Blvd	City of Virginia Beach	1.40	33000 33000	Rd G	97%	1%	1%	0%	0%	0%	F	0.079	F	0.597	36000	G
58 Virginia Beach Blvd	City of Virginia Beach				31 /0	1 /0	1 /0	U /0	U /0	U /0	Г	0.019	Г	0.537	30000	G
Bus	From:	Fir	st Colonial l	Rd												
58) Virginia Beach Blvd	City of Virginia Beach	0.44	20000	G	97%	1%	1%	0%	0%	0%	F	0.078	F	0.576	19000	G
~~ D	To: From:		Oceana Blvd	i												
Bus 58 Virginia Beach Blvd	City of Virginia Beach	0.96	14000	G	97%	1%	1%	0%	0%	0%	F	0.076	F	0.568	13000	G
76 / VIIGIIIA DOAGII DIVA	City of Virginia Deach	0.50	1-000	3	01/0	1 /0	1 /0	U / U	0/0	U / U	1	0.070		0.000	13000	J

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

				nd Interstate					Tru	ıck			K		Dir		
	Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus	Virginia Beach Blvd	From:	1.17	Birdneck Rd 13000	G	97%	1%	1%	0%	0%	0%	С	0.075	F	0.507	13000	G
58	Vilginia beach bivu	City of Virginia Beach		Atlantic Ave	<u> </u>	9170	170	170	076	U70	0%	C	0.075	Г	0.507	13000	G
Bus		From:	C7US 58 T	O ROUTE 264	4 WE	ST											
58	Ramp	City of Virginia Beach (Maint: 75)	0.09	NA	~								NA			NA	
$\stackrel{\smile}{=}$		To: US	S 58-W503A TO R		S VA	BEACH E	BL										
3us 58 }	Bus Bus (23) (421)	Scott County	0.04	Bus Us 23 2900	N	98%	0%	1%	1%	1%	0%	N	0.09	N	0.548	3100	١
~	\sim	То		CL Gate City													
3us 58 \	Bus Bus (23) A21 Daniel Boone Rd	Town of Gate City (Maint: 84)	0.80	2900	G	98%	0%	1%	1%	1%	0%	С	0.09	F	0.548	3100	(
,	(23) (421) 20110 110	To-		84-762					.,0	.,,	0,0		0.00	•	0.0.0	0.00	
us	Bus Bus (23) A21 Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84	3600	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.56	3900	(
58}	23 421 Daniel Boone Rd	Town of Gate Oity (Maint. 04)	0.04			3370	070		070	070	070	ı	0.007	'	0.50	3300	
Bus	Bus Bus	From:	0.45	84-763 5200	G	000/	00/	-00/	0%	00/	00/	F	0.000	F	0.500	5500	(
58}	23 (421) W Jackson St	Town of Gate City (Maint: 84)	0.15		G	99%	0%	0%	0%	0%	0%	Г	0.088	Г	0.596	5500	,
Bus	Bus Bus	From:		84-665	_							_		_			
58}	23 421 W Jackson St	Town of Gate City (Maint: 84)	0.12		G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.565	7800	(
Bus	Bus Bus	To: From:		SR 71	_												
58	[23] [421]	Town of Gate City (Maint: 84)	0.47	9700	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.547	10000	(
Bus	Bus Bus	To: From:		84-836													
58	(23) (421)	Town of Gate City (Maint: 84)	0.23		G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.562	20000	(
~		IO.		South of Gate 20 William F S				<u> </u>									
3us 58 \	A L Philpott Hwy	Henry County	2.40	8600	G	98%	0%	0%	0%	1%	0%	С	0.101	F	0.670	8700	(
~		To	Bus US	220 Greensbor	ro Rd			— _									
3us 58 }	Bus 220 Memorial Blvd	Henry County	0.72		G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.602	19000	(
~		To:		CL Martinsville					.,,	.,,	0,70	•	0.000	•	0.002		
Bus	Bus 220 Memorial Blvd	City of Martinsville	0.71		G	97%	1%	1%	1%	1%	0%	С	0.079	F	0.513	22000	(
58}	(220) Wichional Biva	To:		7 Starling Aven		37 70	170	170	170	170	070		0.073	'	0.010	22000	
us	Charling Ave	From:		220 Memorial		98%	40/	0%	00/	40/	00/		0.000	F	0.574	0700	(
[8]	57 Starling Ave	City of Martinsville	0.85		G	96%	1%	0%	0%	1%	0%	С	0.089	Г	0.574	9700	,
us		From:		Mulberry Rd								_		_	:	0=06	
58}	57 Starling Ave	City of Martinsville	0.15	8100 Church St	G	98%	1%	0%	0%	1%	0%	F	0.095	F	0.554	8700	(
Bus		From		Starling Ave													
58	57 Church St	City of Martinsville	0.10		G	98%	1%	0%	0%	0%	0%	С	0.088	F	0.592	13000	(
~	~	10:	Oakda	le St; Starling	Ave												

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

-					_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
us OI - 1 OI	From:	Church S		000/	40/	201	00/	201	00/	_	0.000	_	0.005	44000	
58 (57) Church St	City of Martinsville	0.28 9900		98%	1%	0%	0%	0%	0%	F	0.088	F	0.605	11000	(
us	To: From:	Fairy	St												
(58) (57) E Church Rd	City of Martinsville	0.26 990) G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.621	11000	(
	To- From:	Brookda	le St												
(58) (57) E Church Rd	City of Martinsville	0.13 1300	0 G	98%	1%	1%	0%	1%	0%	F	0.087	F	0.588	14000	
	Tos	Hooker	·St												
us (8) (57) E Church Rd	City of Martinsville	0.77 1600		98%	1%	1%	0%	1%	0%	С	0.085	F	0.62	17000	
8) (57) L Gildici 110	Oity of Wartingvine			3070	170	170	070	170	070	O	0.000	•	0.02	17000	
JS C	From:	ECL Marti								_					
8 57 A L Philpott Hwy	Henry County	0.54 1400	0 A	98%	0%	0%	0%	1%	0%	С	0.099	Α		15000	
us	To: From:	SR 57 Chat	ham Rd												
S8 A L Philpott Hwy	Henry County	2.48 1200	0 G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.739	12000	
رر 	To- From:	44-930 Dogv	wood Dr												
us 8 A L Philpott Hwy	Henry County	0.51 1100	0 G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.544	11000	
	To:	US 58 William I													
us	From:	US 1 No	orth												_
us 8) 1 Danville St	Mecklenburg County	0.16 500		96%	0%	1%	1%	2%	0%	Ν	0.096	Ν	0.616	5400	
us	To: From:	SCL Sout													
8 1 Danville St	Town of South Hill	0.28 710		96%	0%	1%	1%	2%	0%	F	0.094	F	0.500	7600	
<i>-</i>	To:	Plank l													
us 8 1 Danville St	Town of South Hill	SCL Sout 1.89 500 0		96%	0%	 1%	1%	2%	0%	С	0.096	F	0.616	5400	
8) 1 Danville St	To:	Locust		90 /6	076	170	1 /0	2/0	076	C	0.090	-	0.010	3400	
us	From:	Plank l	Rd												
us 58 1 Danville St	Town of South Hill	0.09 780) G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.502	8300	
us	To: From:	Goodes Fer	ry Blvd												_
B Danville St	Town of South Hill	0.23 720) G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.508	7700	
	To:	Mecklenbu	_												
s (1) Mecklenburg Ave	Town of South Hill	Danville 0.16 810 0		97%	0%	1%	0%	1%	0%	F	0.091	F	0.5	8700	
Mecklenburg Ave	To:	US 1; SR 47 A		37 70	070	170	070	170	070	•	0.001	•	0.5	0700	
us 8 Atlantic St	From:	US 1; SI	R 47						_	_		_			
8 Atlantic St	Town of South Hill	0.48 960 0) G	97%	0%	1%	0%	2%	0%	С	0.083	F	0.571	10000	
us	To: From:	Windso	r St												_
us 58 Atlantic St	Town of South Hill	0.66 1200	0 G	97%	0%	1%	0%	1%	0%	С	0.086	F	0.51	13000	
~ <u></u>	To	US 58 E Atl	antic St												

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

		Primary and Inte					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Bus Dr. Theorem Wellion Dd	From:	US 58; 5		040/	40/	40/	40/	CO /	00/	_	0.400	_	0.505	4.400	,
Dr Thomas Walker Rd	Lee County	7.00 130 US 58 Daniel		91%	1%	1%	1%	6%	0%	F	0.126	F	0.565	1400	(
ius	From:	US 58 Jeb S	uart Hwy			i									
8	Patrick County	0.51 360	0 N	97%	1%	1%	0%	1%	0%	Ν	0.09	Ν		3700	
us	To: From:	WCL S	tuart			\Box									
8 West Blue Ridge St	Town of Stuart (Maint: 70)	1.00 360	0 F	97%	1%	1%	0%	1%	0%	С	0.09	F		3700	
	To	E SR 8 Stuart;	Patrick Ave												
us	From:	US 58; 5		000/	201		00/	407	00/		0.000		0.544	4000	
8 49 Virginia Ave	Mecklenburg County	0.55 400		99%	0%	0%	0%	1%	0%	F	0.092	N	0.514	4000	
8) (49) Virginia Ave	To: From:	WCL Cla								_					
8 (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.97 380	0 G	99%	0%	0%	0%	1%	0%	С	0.092	F	0.514	3900	
us	To: From:	US 15 W, C	ollege St												
us 8) (15) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.88 630	0 G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.512	6400	
s	To: From:	NCL Cla	ksville												
8) (15) (49)	Mecklenburg County	0.84 630	0 N	99%	0%	0%	0%	0%	0%	Ν	0.092	Ν	0.512	6400	
	To:	US 58 East of	Clarksville												
us g (Riverside Dr	Pittsylvania County	US 58, 1		93%	1%	1%	00/	5%	00/	N	0.101	N	0.607	12000	
8) Riverside Dr	Pilisylvaria County			93%	170	1%	0%	5%	0%	IN	0.101	IN	0.697	13000	
ıs	From	WCL Da													
Riverside Dr	City of Danville	4.97 130		93%	1%	1%	0%	5%	0%	F	0.101	F	0.697	13000	
IS .	To: From:	Bus US 29	Park Ave												
Riverside Dr	City of Danville	0.93 150	00 G	93%	1%	1%	0%	5%	0%	F	0.080	F	0.529	15000	
IS	To: From:	SR 51 Wes	tover Dr												
Riverside Dr	City of Danville	0.51 220	00 G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.509	22000	
us .	To: From:	Central	Blvd			\Box \vdash									
8 Riverside Dr	City of Danville	0.24 270	00 G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.522	27000	
J	To: From:	Piney Fo	est Rd												
us Riverside Dr	City of Danville	0.92 220	00 G	93%	1%	1%	0%	5%	0%	F	0.089	F	0.518	22000	
2	To	Arnette				<u> </u>									
s Riverside Dr	City of Danville	0.82 150		93%	1%	1%	0%	5%	0%	F	0.084	F	0.518	15000	
2)	Tol			JJ 70	1 /0		070	370	070		0.004		0.010	15000	
JS CONTROL CA	City of Donath	N Mai		000/	407	407	007	F 0.4	001	_	0.070	_	0.570	00000	
(360) River St	City of Danville	0.64 200	0 G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.579	20000	

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

		1 IIIIaiy ai	nd Interstate i	Toutes	,			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	A 47	Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Ol	ld Halifax Rd													
(58) (360) South Boston Rd	City of Danvil		19000		3%	1%	1%	0%	5%	0%	F	0.081	F	0.541	19000	G
~ ~	To:	US 29 D	Danville Expressy	way												
Bus	From:		8 Danville Pike			407	<u></u>				_		_			_
[58] Jeb Stuart Hwy	Patrick Count	ty 0.93	560 F	- 90	0%	1%	1%	1%	7%	0%	F	0.103	F		590	F
Bus	To: From:	Blue	Ridge Parkway													
58 Jeb Stuart Hwy	Patrick Count	ty 0.99	1300 F	= 90	0%	1%	1%	1%	7%	0%	F	0.108	F		1300	F
<u> </u>	To:	US 5	58 Danville Pike													
Bus	From:		Alt US 58													
58	Lee Count <u>y</u>		NA									NA			NA	
<u> </u>	To:		Alt US 58													
	From		orth of Drakes Br			407	<u></u>						_			
(59)	Town of Drakes Branch	n (Maint: 19) 0.55	1400	9	3%	1%	1%	1%	4%	0%	С	0.094	F	0.524	1500	G
	To: From:		Drakes Branch				<u> </u>									
59	Charlotte Cour	nty 6.77	1400 N	1 9:	3%	1%	1%	1%	4%	0%	N	0.094	N	0.524	1500	N
	To: From:		CL Keysville													
59	Town of Keysville (M	,	1400 N	1 9:	3%	1%	1%	1%	4%	0%	N	0.094	Ν	0.524	1500	N
<u> </u>	In'		R 40 Keysville													
	Alleghany Cou		Virginia State Lii	ne		200 64	for dire	ootional t	roffic ve	dumo oo	timoto	s for this	0000	ont		
[60] [64]	Combined Traffic Estimates for 2 Parallel	,	10000 F	= 70	'6%	1%	1%	1%	21%	ow 0%	ımale F	S IOI IIIIS NA	segn	ient.	9400	F
	Combined Trainic Estimates for 2 Faraner	Noadways of this Noute.		- /(0 /0	1 /0	1 /0	1 /0	21/0	076		INA			9400	-
(60) (64)	From: Alleghany Cou	inty 5.33	F-198		-	Soo I-64	for dire	octional t	raffic vo	duma ac	timate	s for this	coam	ont		
60 64	Combined Traffic Estimates for 2 Parallel	•	10000 F	7		1%	1%	1%	21%	0%	F	NA	Segii	iont.	9300	F
	To T	Trodaways on this rroute.	03-661		1 70	170		1 70	2170	070	'	INA			3300	•
60 (64)	From:Alleghany Cou	inty 2.85	03-001			See I-64	for dire	ectional t	raffic vo	lume es	timate	s for this	seam	nent		
(60) (64)	Combined Traffic Estimates for 2 Parallel		9600 F	= 70	6%	1%	1%	1%	21%	0%	F	NA	ocgii	iorit.	8900	F
	To:		S 60, SR 159		070	170		1 70	2170	070	•				0000	
~ ~ _	From:		CALLAGHAN													
60 (64) Ramp	Alleghany Cou	inty 0.22			S	See I-64	for dire	ectional t	raffic vo	lume es	timate	s for this	segm	nent.		
~~	To: From:		4 CALLAGHAN													
(60) Midland Trail Rd	Alleghany Cou	inty 0.40	2700 F	9	1%	1%	1%	1%	6%	0%	С	0.094	F		2800	F
~	To: From		I-64 East													
(60) Midland Trail Rd	Alleghany Cou	inty 4.29	2000 F	84	4%	1%	1%	2%	13%	0%	С	0.091	F		2100	F
~	To- From:	W	CL Covington													
60 N Monroe Avenue	City of Covingt	ton 0.09	3600 F	98	8%	0%	0%	1%	0%	0%	F	0.087	F		3900	F
$\overline{}$	To:	SR 15	4 W Riverside S	St			— —									
60 N Monroe Avenue	City of Covingt		3600 F		8%	0%	0%	1%	0%	0%	F	0.094	F		3800	F
	To:		Locust Street													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~~	From:		Locust Stree		200/	00/	201	407	007	201	_	0.000	_		5.400	_
60 S Monroe Avenue	City of Coving		5100	F	98%	0%	0%	1%	0%	0%	С	0.092	F		5400	F
~~ 0.14	To: From:		E Oak Street		000/	00/		40/	00/	00/		0.000			5700	
S Monroe Avenue	City of Coving		5300	F	98%	0%	0%	1%	0%	0%	F	0.086	F		5700	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		N Alleghan	•	000/	00/		40/	00/	00/		NIA.			4.4000	_
60 220 E Madison Avenue	City of Coving	ton 0.12	13000	G	98%	0%	0%	1%	0%	0%	F	NA			14000	G
~~~~~	To: From:		Highland Av				<u> </u>									
60 220 East Madison St	City of Coving	ton 0.26	14000	F	92%	1%	0%	1%	6%	0%	С	0.083	F		15000	F
~~~	To: From:		18 Carpenter													
60 (220) E Madison St	City of Coving	ton 0.46	12000	F	92%	0%	0%	1%	7%	0%	С	0.083	F		13000	F
~ ~~	To: From:	E	CL Covingto	n												
60 220 Madison St	Alleghany Cou	nty 0.62	13000	F	92%	0%	0%	1%	7%	0%	F	0.08	F		13000	F
~ <del>~</del>	To: From:		US 220				<b>—</b>									
60) (220)	Alleghany Cou	inty 0.10	13000	N	92%	0%	0%	1%	7%	0%	Ν	0.08	Ν		13000	١
	To: From:	I-64 I	East of Covin	ngton												
60) (60) (220) Ramp to I-64	E at Exit 16 Alleghany Cou		4800	F								0.084	F		4800	F
	To	I-64-E FROM RT			8SOUTH											
~ — ~	All and a second		S 60; US 220	0		010	4 ( 1' -				·	. (				
60 (64) (220)	Alleghany Cou	•	40000	_								s for this	segm	ent.	45000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	76%	1%	1%	1%	21%	0%	F	NA			15000	r
~ ~ ~	From:		03-696			0 10										
60 64 220	Alleghany Cou	-	40000	_								s for this	segm	ent.	45000	_
	Combined Traffic Estimates for 2 Parallel			F	76%	1%	1%	1%	21%	0%	F	NA			15000	F
	To: From:	BUS US 60 BUS	US 220 Wes	t of Cli												
60 64 220	Alleghany Cou	,										s for this	segm	ent.		_
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	76%	1%	1%	1%	21%	0%	F	NA			12000	C
~ ~~~	To: From:		L Clifton Fo	orge			ightharpoonup									
60 \ (64) (220)	Town of Clifton Forge	•										s for this	segm	ent.		
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	76%	1%	1%	1%	21%	0%	F	NA			12000	G
~ ~ ~	To: From:		L Clifton Fo	rge												
60 } (64) { 220 }	Alleghany Cou	•										s for this	segm	ent.		
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	76%	1%	1%	1%	21%	0%	F	NA			12000	G
~~~~	To- From:		220; BUS US	S 60												
60) (64)	Alleghany Cou	•										s for this	segm	ent.		
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9500	F	76%	1%	1%	1%	21%	0%	F	NA			8800	F
	To: From:		R 42, SR 269	9												
60 (64)	Alleghany Cou	nty 6.38				See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
\sim \sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7700	F	76%	1%	1%	1%	21%	0%	F	NA			7100	F
	To:		SR 269													

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

 Dulas			ا الم			Routes	
Prim	าลเง	and	ı ini	ersi	are	Routes	

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	Q۷
	From:		SR 269				27 040	017040	TITU	Ziran		1 40101		1 dotoi		
60 (64)	Alleghany Coun	ty 5.34				See I-6	4 for dire	ectional	traffic v	olume es	stimate	s for this	segm	ent.		
	ombined Traffic Estimates for 2 Paralle <u>l R</u>	·	7700	G	76%	1%	1%	1%	21%	0%	F	NA			7300	G
	To:		ridge Coun	-												
\rightarrow	Dookbridge Cour		nany Count	y Line		Coole	1 for dire	antion of	troffic v	ماريسم مم	tim at	o for this	0000	ont		
60 64	Rockbridge Cour	•	7700	_	700/							s for this		ent.	7000	,
C	ombined Traffic Estimates for 2 Parallel R	Roadways on this Route:	7700	G	76%	1%	1%	1%	21%	0%	F	0.076	F		7300	(
	To: From:		81-780													
60 \ (64)	Rockbridge Cour	nty 7.38				See I-6	4 for dire	ectional	traffic v	olume es	stimate	s for this	segm	ent.		
~ C	ombined Traffic Estimates for 2 Parallel R	Roadways on this Route:	8200	Α	76%	1%	<u>1</u> %	1%	21%	0%	С	0.13	Α		7600	
	To:		US 60													
~ = B===	Dealth idea Cour	I-64-E TO I	RT 60WES	ST & EA	ST	CaalC	4 6 5 5 15 5 1				.4:	- f th:-				
60 (64) Ramp	Rockbridge Cour	nty 0.18				See 1-6	4 for dire	ectional	trame v	oiume es	sumate	s for this	segm	ent.		
~	To: From:	I-64, 81- 623	NEAR KE	RRS CR												
60)	Rockbridge Cour	nty 0.43	1600	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.528	1600	(
	To:	81-63	31 Big Sprii	ng Dr												
60)	Rockbridge Cour		1800	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.614	1900	
99	Tool		XX . CX													
	Poolsbridge Cour		West of Le 3500	exington G	98%	1%	10/	0%	00/	0%	F	0.095	F	0.721	3700	
60)	Rockbridge Cour	nty 2.06	3500	G	96%	170	1%	0%	0%	0%	Г	0.095	Г	0.721	3700	
~	To: From:	W	CL Lexingt	ton												
60 Nelson St	City of Lexingto	n 0.25	4000	G	98%	0%	1%	1%	0%	0%	С	0.095	F	0.668	4300	
<u>~</u>	To:	V	Voods Cree	k			<u> </u>									
Nelson St	City of Lexingto		5500	G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.648	5800	
	To:	C	. G.													
Nelson St	City of Lexingto		lasgow Stre 5900	G G	98%	0%	1%	1%	0%	0%	F	0.096	F	0.564	6300	
Nelson St	City of Lexifigio	0.20	5900	G	90%	0%	1 70	1 70	0%	076	Г	0.096	Г	0.364	6300	
~~	To: From:		C2US 11-P													
₆₀ Nelson St	City of Lexingto	on 0.11	7800	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.555	8400	
~	Tax	Ra	ndolph Str	eet												
Nelson St	City of Lexingto		7600	G	98%	0%	1%	0%	0%	0%	С	0.095	F	0.576	8100	
30)	To:		. 17	`												
So Nelson St	City of Lexingto		potswood I 13000	G G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.564	14000	
Nelson St	City of Lexifigio	0.35	13000	G	96%	0%	1%	0%	0%	0%	C	0.097	Г	0.564	14000	
~	To: From:	ECL L	exington at													
₆₀ Midland Trail	Rockbridge Cour	nty 2.15	11000	G	97%	0%	1%	1%	1%	0%	С	0.087	F	0.536	12000	
	To:	I-81 F	East of Lexi	ington			\neg \sqsubseteq									
Midland Trail	Rockbridge Cour		13000	G	94%	0%	1%	1%	4%	0%	С	0.093	F	0.546	13000	
	- F				, ,			. , •	.,,	2,0	•	2.300	-	2.2.0		
Addison d Tooli Janes A. A. J.	From		W, Pathfir		0.40′	00/		40/	50 /	00/	_	0.000	_		44000	
Midland Trail, James A. Anders	on Memorial Hwy Rockbridge Cour	nty 0.90	10000	G	94%	0%	1%	1%	5%	0%	С	0.083	F		11000	
	To: From:	WC	L Buena V	ista												
60 Lexington Ave	City of Buena Vis	sta 0.08	11000	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.501	11000	(
	To:	A	lleghany A	ve												

8/27/2012 222

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

			miersiale Rou				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Alles	ghany Ave			27 0.10	017100	TTTUI	ZIII		1 40101		1 40101		
60 Lexington Ave	City of Buena Vista		10000 G	94%	0%	1%	1%	4%	0%	С	0.096	F	0.501	11000	G
00) =====	T-1									-					_
CONTRACT	From:		eech Ave	000/	00/	40/	20/	F 0/	00/		0.444		0.504	4000	
(60) 29th St	City of Buena Vista	1.31	4600 G	92%	0%	1%	2%	5%	0%	С	0.111	F	0.531	4900	G
~~	To: From:		Buena Vista												
(60)	Rockbridge County		1200 G	92%	0%	1%	2%	5%	0%	F	0.089	F	0.504	1300	G
<u> </u>	To:		t County Line												
Lavington Take	Ambarat County		ge County Line	700/	1%	10/	E0/	1E0/	00/	_	0.006	F	0.570	700	G
60 Lexington Tpke	Amherst County	9.42	780 G	78%	170	1%	5%	15%	0%	С	0.086	Г	0.579	790	G
~~~	To: From:	05-635 Fo	orks of Buffalo												
60 Lexington Tpke	Amherst County	6.92	1300 G	78%	1%	1%	5%	15%	0%	F	0.094	F	0.554	1300	G
<u> </u>	Ta	05-778 W	Vest of Amherst												
60 Lexington Tpke	Amherst County		2300 G	78%	1%	1%	5%	15%	0%	F	0.080	F	0.626	2400	G
(00)	-						-,-		• / •	-		•			_
Contractor Table	From:		L Amherst	700/	40/		<b>50</b> /	450/	00/		0.000		0.000	0.400	
60 Lexington Tpke	Town of Amherst (Maint: 05)	0.44	2300 N	78%	1%	1%	5%	15%	0%	N	0.080	N	0.626	2400	N
	To: From:	Bus US	S 29 Main St												
60 E. Lexington Ave	Town of Amherst (Maint: 05)	0.45	7100 G	78%	1%	1%	5%	15%	0%	F	0.082	F	0.575	7300	G
$\bigcirc$	To:	US 29 By-Pa	ss East of Amher	st											
Richmond Hwy	Town of Amherst (Maint: 05)		6000 G	90%	2%	1%	1%	6%	0%	С	0.094	F	0.529	6200	G
(00)	~														
C Disharas dilbas	From:		L Amherst	000/	2%	40/	40/	<b>C</b> 0/	00/	N.I	0.004	N.I	0.500	0000	- NI
[60] Richmond Hwy	Amherst County		6000 N	90%	2%	1%	1%	6%	0%	N	0.094	N	0.529	6200	N
	From:		Riverville Rd 05-600												
60 Richmond Hwy	Amherst County		1900 G	90%	2%	1%	1%	6%	0%	F	0.095	F	0.624	2000	G
(00)	To:		County Line	0070			.,0	0,0	0,0	-	0.000	•	0.02		
	From:		t County Line												
60 Richmond Hwy	Nelson County	6.33	1500 F	76%	1%	1%	5%	17%	0%	С	0.087	F		1500	F
	То:	Appomatt	tox County Line												
~~~	From:		County Line												
(60) Anderson Hwy	Appomattox County		780 F	76%	1%	1%	5%	17%	0%	F	0.092	F		800	F
<u> </u>	To:		am County Line												
Lomos Anderson Hua	Puokingham County		tox County Line 1000 G	000/	1%	1%	2%	8%	0%	F	0.095	F	0.751	1100	G
(60) James Anderson Hwy	Buckingham County	9.37	1000 G	88%	170	1 70	270	070	0%	Г	0.095	Г	0.751	1100	G
~~~	To- From:		Mount Rush												
60 James Anderson Hwy	Buckingham County	2.02	2300 G	88%	1%	1%	2%	8%	0%	С	0.09	F	0.554	2500	G
<u>~</u>	To	SR 56 D	entons Corner			<u> </u>									
60 James Anderson Hwy	Buckingham County		3200 G	88%	1%	1%	2%	8%	0%	F	0.084	F	0.57	3300	G
,	To:	14-633 B	Suckingham CH			1									
	From:	14-633	Oak Hill Rd												
60 James Anderson Hwy	Buckingham County	4.03	3900 G	88%	1%	1%	2%	8%	0%	F	0.086	F	0.586	4100	G
$\smile$	То:	US 15 Sp	prouses Corner												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US 15 Sprouses	Corner												
60 James Anderson Hwy	Buckingham County	8.38 <b>1900</b>	G	92%	1%	1%	1%	5%	0%	С	0.101	F	0.580	2000	(
	То:	Cumberland Cou	nty Line												
<b>~</b>	From:	Buckingham Cou													
60 Anderson Hwy	Cumberland County	4.06 <b>2400</b>	F	90%	1%	1%	2%	6%	0%	С	0.091	F		2400	
<del>~</del>	To: Fram:	SR 45 West of Cum	berland CF	I		_									
60 45 Anderson Hwy	Cumberland County	2.42 <b>6000</b>	F	92%	1%	1%	1%	5%	0%	F	0.089	F		6100	
$\sim$	To	24-600 Cumberl	and CH			<u> </u>									
60 (45) Anderson Hwy	Cumberland County	1.09 <b>7000</b>	F	94%	1%	1%	1%	4%	0%	С	0.086	F		7200	
	To:	SR 13 Old Buckir	gham Pd												
60 (45) Anderson Hwy	Cumberland County	1.34 <b>5400</b>	F	93%	1%	1%	1%	4%	0%	С	0.086	F		5500	
45) / 1.100100111111	- T				170		170	170	070	Ū	0.000	•		0000	
Sn Anderson Hwy	Cumberland County	SR 45 East of Cumb 6.05 <b>4400</b>	perland CH	95%	0%	1%	1%	4%	0%	С	0.105	Α		4400	
60) Anderson Hwy	To:	Powhatan Coun		95%	0%	1%	170	4%	0%	C	0.105	А		4400	
	From:	Cumberland Cou													
60}	Powhatan County	4.19 <b>5300</b>	F	95%	0%	1%	1%	4%	0%	F	0.088	F		5400	
	To:	72 620 Old Toylor Dd	Tuonholm												
60	Powhatan County	72-629 Old Tavern Rd 5.41 <b>7500</b>	F F	95%	0%	1%	1%	4%	0%	F	0.091	F		7600	
50)	1 Ownatan County			3370	070	1 70	1 /0	470	070	'	0.031	'		7000	
~	To: From:	US 522 Maide						407		_		_		.=	
30 James Anderson Hwy	Powhatan County	1.85 <b>17000</b>	F	96%	0%	1%	1%	1%	0%	F	0.093	F		17000	
~	To: From:	SR 300 Scottsv	ille Rd			$\Box\vdash$									
James Anderson Hwy	Powhatan County	5.01 <b>22000</b>	F	96%	0%	1%	1%	1%	0%	F	0.091	F		23000	
~	To:	72-622 Dorse	t Rd												
James Anderson Hwy	Powhatan County	2.88 <b>27000</b>	F	96%	0%	1%	1%	1%	0%	С	0.095	F		27000	
,	Tool	Ct:11.1	2.1												
60 James Anderson Hwy	Powhatan County	2.22 <b>31000</b>		96%	0%	1%	1%	1%	0%	F	0.094	F		32000	
James Anderson Hwy	To:	Chesterfield Cou		30 /0	070	170	1 /0	1 /0	070	'	0.034	'		32000	
	From:	Powhatan Coun													
60 Midlothian Tpke	Chesterfield County	1.36 30000	N	99%	0%	0%	0%	0%	0%	Ν	0.096	Ν	0.680	32000	
	To:	20-607 Huguenot S	D.1												
60 Midlothian Tpke	Chesterfield County	1.33 <b>30000</b>	G G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.680	32000	
Midlothian Tpke	Officatorficia Gourity			3370	070		070	070	070	•	0.000	'	0.000	32000	
~	To: From:	SR 288													
Midlothian Tpke	Chesterfield County	0.63 <b>29000</b>	G	99%	0%	0%	0%	0%	0%	F	0.096	Ν	0.680	32000	
~	To: From:	20-667 Otterda	ıle Rd			$\Box\vdash$									
Midlothian Tpke	Chesterfield County	1.46 <b>33000</b>	G	99%	0%	0%	0%	0%	0%	F	0.096	Ν	0.680	35000	(
~	To:	20-754 Coalfie	ld Rd			<u> </u>									
60 Midlothian Tpke	Chesterfield County	2.26 41000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.585	45000	
•••	To					<del></del> 1									
Midlothian Tpke	Chesterfield County	SR 147 Hugue 1.79 <b>52000</b>	not Rd	99%	0%	0%	0%	0%	0%	С	0.098	Α		55000	
CO CIVICIONIAN LUKE	Chesterneia County	1.79 <b>32000</b>	А	33%	U%	U%	U%	U%	U%	U	0.098	Α		55000	1

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

_								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	20-	675 Robius I	Rd												
Midlothian Tpke	Chesterfield County	1.12	63000	G	99%	0%	0%	0%	0%	0%	F	NA			68000	
~	To	SR 7	6 Powhite P	kwy												
60 Midlothian Tpke	Chesterfield County	0.95	51000	G	99%	0%	0%	0%	0%	0%	F	NA			55000	
	To:	20-67	8 Providence	e Rd												
60 Midlothian Tpke	Chesterfield County	1.30	54000	G	99%	0%	0%	0%	0%	0%	F	NA			58000	
00)	T-									-,-						
60 Midlothian Tpke	City of Richmond	SR 150 Chippen 0.38	41000	WCL Ri	99%	0%	0%	0%	0%	0%	F	NA			45000	
Midlothian Tpke	City of Richmond	0.36	41000	G	99%	0%	0%	0%	0%	0%	Г	INA			45000	
~~	To: From:		Carnation St													
Midlothian Tpke	City of Richmond	1.78	27000	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.604	29000	
~ <u></u>	To: From:	SR	161 Belt Bly	vd												
Midlothian Tpke	City of Richmond	0.62	19000	G	98%	1%	1%	0%	0%	0%	F	NA			21000	
~ <i>_</i>	То:		Roanoke St													
~	From:		dlothian Tpk													
Roanoke St	City of Richmond	0.45	9100	G	99%	1%	1%	0%	0%	0%	С	0.097	F	0.663	9700	
~	To: From:		orest Hill Av Roanoke St	e												
Forest Hill Ave	City of Richmond	0.22	24000	G	99%	1%	1%	0%	0%	0%	F	NA			26000	
Forest Hill Ave	To:		Semmes Ave		3370	1 /0	170	0 70	070	076	•	INA			20000	
	From:		orest Hill Av													
Semmes Ave	City of Richmond	1.13	22000	F	98%	1%	1%	0%	0%	0%	С	0.104	F		24000	
	To:	IIS 1 IIS	S 301 Cowar	din Ave												
Semmes Ave	From L City of Richmond	0.56	14000	G	98%	1%	1%	0%	0%	0%	F	NA			15000	
Son Common Ave	To:		nchester Brid		0070	170		070	070	070	•				10000	
	From:		Semmes Ave													
Manchester Bridge	City of Richmond	0.49	15000	G	98%	1%	1%	0%	0%	0%	F	NA			17000	
~ <i>_</i>	To:		9th St													
~~	From:		nchester Brid								_					
9th St	City of Richmond	0.25	8500	G	98%	1%	1%	0%	0%	0%	F	NA			9200	
	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	1%	1%	0%	0%	0%	F	NA			18000	
	From:		R 147 Cary S R 147; 9th S													
Cary St	City of Richmond	0.45	5900	G	98%	1%	1%	0%	0%	0%	F	NA			6300	
50) 041) 01	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	1%	1%	0%	0%	0%	F	NA			17000	
	To:		360 14th Str		90 /0	1 /0	1/0	0 /6	070	0 /6	-	INA			17000	
	From:		S 360 14th S													
360 (360) 14th St	City of Richmond	0.08	11000	N	97%	1%	1%	1%	0%	0%	Ν	0.100	Ν	0.673	12000	
	То:	RT 360	)/MAIN STI	REET												
~~~	From:		14th St													
60) (360) Main St	City of Richmond	0.30	15000	G	97%	1%	1%	1%	0%	0%	F	0.091	F	0.623	16000	
~ ~	To: From:	T T/	RT 360	24			_									
Main St	City of Biohmond	0.18	\$ 360, 18th S	G	98%	1%	1%	00/	00/	00/	F	NA			16000	
₆₀ } Main St	City of Richmond	0.18	15000	G	90%	170	170	0%	0%	0%	Г	INA			00000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	21	1st St												
60 Main St	City of Richmond	0.25 16	6000 G	98%	1%	1%	0%	0%	0%	F	NA			17000	G
	To:	25	5th St												
60 5 Main St	City of Richmond		6000 G	99%	0%	0%	0%	0%	0%	F	NA			18000	
60) (3) Main St	To:		msburg Rd	0070	070	70	070	070	070	•	100			10000	`
	From:		lain St												
60 Williamsburg Ave	City of Richmond	0.46 9	500 G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.644	10000	(
\$	To:	Stone	y Run Dr												
~~	From:	Willian	nsburg Ave												
60 Stoney Run Dr	City of Richmond	0.50 1	500 G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.616	1600	(
~	To:		nment Rd												
~~	From:		y Run Dr												
60 Government Rd	City of Richmond		300 G	97%	1%	1%	1%	1%	0%	F	NA			5600	(
~	To:		msburg Rd												
NAME But	O'the of D' de consert		nment Rd	070/	00/	40/	40/	407	00/	_	0.000	_	0.500	44000	
60) Williamsburg Rd	City of Richmond	0.39 10	0000 G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.560	11000	
<u>~</u>	To: From:	ECL I	Richmond												
Williamsburg Rd	Henrico County	0.57 1 5	5000 G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.519	17000	
~	To	Charla	es City Rd												
60 Williamsburg Rd	Henrico County		3000 G	97%	0%	1%	1%	1%	0%	С	0.086	F	0.505	14000	(
Williamsburg Rd	Tierinco County	1.54 1	3000 G	91 /0	076	1 /0	1 /0	1 /0	0 /6	C	0.000	-	0.303	14000	,
	To: From:		rnum Ave												
Williamsburg Rd	Henrico County	1.23 1 6	6000 G	94%	1%	1%	1%	3%	0%	С	0.087	F	0.553	17000	(
~	To:	SR 156	Airport Dr												
60 (156) Williamsburg Rd	Henrico County		2000 G	94%	1%	1%	1%	3%	0%	F	0.089	F	0.504	13000	(
00) (130) 1															
NACHE Louis B.d.	From:		ine Mile Rd	0.40/	40/	40/	40/	00/	00/		0.000	_	0.50	4.4000	
(33) (156) Williamsburg Rd	Henrico County	1.40 1 2	2000 G	94%	1%	1%	1%	3%	0%	F	0.092	F	0.52	14000	(
~ ~ ~	To: From:	I	-295												
(33) (156) Williamsburg Rd	Henrico County	2.24 1 3	3000 B	93%	1%	1%	1%	4%	0%	С	0.119	Α		14000	
$\mathcal{I} \mathcal{I} \mathcal{I} \mathcal{I} \mathcal{I} \mathcal{I} \mathcal{I} \mathcal{I} $	To:	SR 156	6; Elko Rd												
~ ~	From:		6 Elko Rd												
(33) Williamsburg Rd	Henrico County		400 G	93%	1%	1%	1%	4%	0%	F	0.093	F	0.624	9200	
\sim	To:		t County Line												
~~	From:		County Line							_		_			
60 (33) Pocahontas Trail	New Kent County	0.91 1 1	1000 F	93%	1%	1%	1%	4%	0%	F	0.087	F		12000	
~ ~	To: From:	SR 33 Bo	ottoms Bridge												
Pocahontas Trail	New Kent County	4.03 9	700 F	95%	0%	1%	1%	3%	0%	F	0.091	F		9900	
	To	CIT	D 106												
60 Pocahontas Trail	New Kent County		R 106 6 600 F	95%	0%	1%	1%	3%	0%	F	0.094	F		5700	
Pocahontas Trail	new Kent County	∠.o∠ 3	000 F	90%	U%	170	1 70	3%	U%	г	0.094	٦		5700	
·	To: From:	63-615 M	ountcastle Rd												
Pocahontas Trail	New Kent County	2.88 6	300 F	95%	0%	1%	1%	3%	0%	С	0.09	F		6400	F
~	To:	SR 155 Pro	ovidence Forge												

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

5 .				_		Tru	ıck			K	0	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~.	From:	SR 155 Providence For	<u> </u>											
60 Pocahontas Trail	New Kent County	8.58 4700 F	95%	0%	1%	1%	3%	0%	F	0.091	F		4800	
~	To:	James City County Lir												
~~	From:	New Kent County Lin							_		_			
60 Richmond Rd	James City County	5.05 6500 (97%	1%	1%	1%	0%	0%	F	0.089	F	0.645	6600	
~	To: From:	SR 30 North of Toans)											
Richmond Rd	James City County	3.12 15000 C	97%	1%	1%	1%	0%	0%	F	0.089	F	0.574	16000	
~~	To: From:	47-607 Croaker Rd												
Richmond Rd	James City County	2.85 20000 C	97%	1%	1%	1%	0%	0%	С	0.087	F	0.551	22000	
~ <i></i>	To: From:	47-614 Centerville Ro	i											
Richmond Rd	James City County	0.15 25000 C	97%	1%	1%	1%	0%	0%	F	0.085	F	0.54	27000	
~ [_]	To	SR 199												
Richmond Rd	James City County	1.81 14000 C	97%	1%	1%	1%	0%	0%	F	0.087	F	0.62	15000	
	To:	47-658 Olde Towne R	d											
Richmond Rd	James City County	0.43 22000 N		0%	1%	0%	0%	0%	N	0.079	Ν	0.523	24000	
00) 1 (10) 110	carnos ony county		- 0070	070		070	070	070	.,	0.070	.,	0.020	21000	
~ Diskussed Dd	From:	WCL Williamsburg	000/	00/	40/	00/	00/	0%	_	0.070	F	0.500	04000	
Richmond Rd	City of Williamsburg	1.37 22000 (98%	0%	1%	0%	0%	0%	F	0.079	г	0.523	24000	
~	To: From:	Ironbound Rd												
Richmond Rd	City of Williamsburg	0.30 24000 C	98%	0%	1%	0%	0%	0%	С	0.082	F	0.562	25000	
~	To	Bypass Rd												
~ D D. I	O'the of M'II' and because	Richmond Rd	2 000/	00/		00/	00/	00/	_	0.070	_	0.540	07000	
Bypass Rd	City of Williamsburg	0.11 25000 (99%	0%	0%	0%	0%	0%	С	0.076	F	0.548	27000	
~	To: From:	NCL Williamsburg												
Bypass Rd	York County	1.12 25000 N	99%	0%	0%	0%	0%	0%	N	0.076	N	0.548	27000	
~~ <u></u>	To- From-	NCL Williamsburg												
Bypass Rd	City of Williamsburg	0.50 15000 C	98%	0%	1%	0%	0%	0%	С	0.085	F	0.516	16000	
	To	Parkway Dr												
Bypass Rd	City of Williamsburg	0.16 12000 (98%	0%	1%	0%	0%	0%	F	0.084	F	0.511	13000	
50) = 7Face : 1a	2.i, c			0,0		0,0	0,0	0,0	•	0.00	-	0.0	.0000	
~	Ton:	SR 5 Capitol Landing I		40/		201	201	201	_	0.000	_	0.540	45000	
60 5 Page St	City of Williamsburg	0.31 14000 (98%	1%	1%	0%	0%	0%	F	0.083	F	0.519	15000	
	To: From:	Second Street												
60 (5) Page St	City of Williamsburg	0.25 15000 C	98%	1%	1%	0%	0%	0%	С	0.083	F	0.564	16000	
	To:	SR 5 Lafayette St; York												
~ Vest 0	From:	SR 5 Lafayette St; Page		407		00/	007	00/	_	0.00	_	0.500	40000	
York St	City of Williamsburg	0.60 13000 (97%	1%	1%	0%	0%	0%	С	0.08	F	0.508	13000	
~	To: From:	ECL Williamsburg												
Pocahontas Trail	James City County	1.34 7600 (97%	1%	1%	0%	0%	0%	F	0.092	F	0.53	8300	
~	To:	SR 199			<u> </u>									
Pocahontas Trail	James City County	0.04 18000 C	93%	2%	1%	1%	3%	0%	F	0.092	Ν	0.53	18000	
JO)	To.	York County Line		_,,		. , 0	- / 0	- / 0	•		• •			

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

_						_		Trι	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~~~	From:	James	City County l	Line												
60 Pocahontas Trail	York Count	y 0.31	7600	N	97%	1%	1%	0%	0%	0%	Ν	0.092	Ν	0.53	8300	ı
~	To: From:	Entranc	e to Busch Ga	ardens			$\neg$ $\vdash$									
60 Pocahontas Trail	York Count	ty 2.22	10000	G	93%	2%	1%	1%	3%	0%	F	0.086	F	0.538	11000	
~	To:		City County l													
Parakantan Tan'i	From:		rk County Lin		000/	00/	40/	40/	00/	00/	_	0.000	_	0.500	0.400	
60 Pocahontas Trail	James City Co ™-	•	8600	G	93%	2%	1%	1%	3%	0%	С	0.096	F	0.588	9400	
	From:		Newport Ne City County l													
60 Warwick Blvd	City of Newport		11000	G	93%	2%	1%	1%	3%	0%	F	0.088	F	0.538	11000	
<del>5</del>	To.		Yorktown Rd													
60 Warwick Blvd	From: City of Newport		15000	G	94%	0%	1%	3%	2%	0%	С	0.086	F	0.518	16000	
00) 11 01111011 2110	- F				0 . 70	0,0		0,0	_,0	0,0		0.000	•	0.0.0		
~~~	From:		05 Ft Eustis B		94%	0%	40/	20/	20/	0%	_	0.000	F	0.504	20000	
60 Warwick Blvd	City of Newport	News 1.68	26000	G	94%	0%	1%	3%	2%	0%	F	0.082	Г	0.561	28000	
~~ <u></u>	To: From:		Snidow Blvd													
60 Warwick Blvd	City of Newport	News 1.66	39000	G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.516	41000	
~	To: From:	Ι	Denbigh Blvd													
60 Warwick Blvd	City of Newport	News 0.78	34000	G	99%	1%	0%	0%	0%	0%	С	0.085	F	0.507	37000	
~	To:		Bland Blvd													
60 Warwick Blvd	City of Newport	News 1.45	31000	G	99%	1%	0%	0%	0%	0%	F	0.088	F	0.51	34000	
<u> </u>	7a-		yster Point Rd	1												
60 Warwick Blvd	From:L City of Newport		28000	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.541	29000	
60) Walwick Blvd	Only of Newport				3370	070	<u> </u>	070	070	070	O	0.005	•	0.541	23000	
- Manufals Blod	From:		ep Creek Roa 31000	G G	99%	0%	0%	0%	0%	0%	F	0.000	F	0.570	34000	
60 Warwick Blvd	City of Newport	News 0.89	31000	G	99%	0%	0%	0%	U%	0%	Г	0.088	Г	0.579	34000	
~~	To: From:		yde Morris Bl													
60 Warwick Blvd	City of Newport	News 1.07	25000	G	99%	1%	0%	0%	0%	0%	С	0.094	F	0.559	27000	
~	To- From:		arpersville Rd	l												
60 Warwick Blvd	City of Newport	News 1.49	25000	G	99%	1%	0%	0%	0%	0%	F	0.094	F	0.627	27000	
~	To:		Main Street				$ \vdash$									
60 Warwick Blvd	City of Newport		21000	G	98%	1%	0%	0%	0%	0%	С	0.107	F	0.696	23000	
<u> </u>	To		Mercury Blvd													
60 Warwick Blvd	From:L City of Newport		22000	G	99%	1%	0%	0%	0%	0%	С	0.129	F	0.854	23000	
60) Walwick Biva	To:		untington Ave	_	3370	170		070	070	070	Ü	0.120	•	0.004	20000	
	From:		Varwick Blvd													
60 Huntington Ave	City of Newport	News 1.24	9400	G	99%	1%	0%	0%	0%	0%	F	0.164	F		10000	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	98%	1%	0%	0%	0%	0%	F	0.131	F	0.874	23000	
	To:		50th St													
60 Huntington Ave	From: L City of Newport	News 0.55	11000	G	98%	0%	1%	0%	0%	0%	С	0.141	F		12000	
00)	Combined Traffic Estimates for 2 Parallel			G	99%	0%	1%	0%	0%	0%	F	0.129	F	0.669	23000	
	To:		39th St		5576	0 /0		570	J / 0	J / U	•	0.120	•	0.500	25000	

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

							Tru	ıck			K		Dir		
Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:		39th St								_					
· · · · · · · · · · · · · · · · · · ·										-		-			G
Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 14000	G	98%	0%	1%	0%	0%	0%	F	0.200	F	0.760	15000	G
To: From:		29th St				\Box \vdash									
, ,							0%			•	0.144	F		5500	G
Combined Traffic Estimates for 2 Paralle	el Roadways on this Route		G	99%	0%	1%	0%	0%	0%	F	NA			8900	G
To: From:	ĭ		VA												
City of Newport				92%	6%	1%	0%	1%	0%	С	0.128	F		1600	G
				0270	0,0		0,0	.,0	0,0		020	•		.000	
City of Nowport				02%	60/	10/	00/	10/	09/		0.006			2700	G
, ,										•		-			G
Combined Trainc Estimates for 2 Paralle	er Roadways on this Route			94%	4%	1%	0%	U%	0%	Г	INA			5000	G
From:	Name 0.54			000/	00/		00/	40/	00/		0.007		0.500	0000	
, ,										•		F	0.586		G
Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 3400	G	92%	6%	1%	0%	0%	0%	F	NA			3600	G
To: From:		26th St													
City of Newport				92%	6%	1%	0%	1%	0%	F	0.088	F	0.563	4500	G
To: From:															
City of Hamr				96%	3%	1%	0%	0%	0%	С	0.095	F	0.530	5500	G
T							-,-			_					_
City of Hamr				98%	1%	1%	0%	0%	0%	F	0.089	F	0 541	6400	G
City of Flamp	1.03			30 70	1 70	1 70	0 70	070	070	'	0.003	'	0.541	0400	J
From:	4.04			000/	40/		00/	00/	00/	_	0.000		0.550	0000	_
City of Hamp	oton 1.04	8100	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.552	8600	G
To: From:															
City of Hamp				98%	1%	1%	0%	0%	0%	F	0.087	F	0.522	11000	G
To:															
City of Hamr				97%	1%	1%	0%	0%	0%	C	0.094	F	0.528	16000	G
Oity of Flamp				37 70	1 /0	170	070	070	070	O	0.004	'	0.520	10000	O
From:				070/	40/		00/	00/	00/		0.005		0.555	4.4000	
City of Hamp	oton 0.46	13000	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.555	14000	G
To: From:		Eaton St													
City of Hamp	oton 0.67	17000	G	97%	1%	1%	0%	0%	0%	F	0.09	F	0.577	18000	G
To. From:		I-64													
City of Norfolk (M	aint: 64) 0.13	6700	G	95%	0%	1%	1%	3%	0%	F	NA			360	G
To:				RS LAND											
From:		50 SR 143 T	yler St												
Chrof Hometer /	Agint: 00\ 0.00					1 for 4:-			duma a-	timat-		00000	\ont		
vay City of Hampton (N Combined Traffic Estimates for 2 Paralle		. 07000	G	96%	See I-64 1%	4 for dire	ectional to 0%	raffic vo 2%	olume es 0%	timate F	s for this 0.067	·	nent. 0.541	89000	G
	City of Newport Combined Traffic Estimates for 2 Paralle City of Newport City of Newport Combined Traffic Estimates for 2 Paralle City of Newport City of Newport City of Newport Combined Traffic Estimates for 2 Paralle City of Newport Combined Traffic Estimates for 2 Paralle City of Newport City of Newport City of Newport City of Hamp	City of Newport News 0.50 Combined Traffic Estimates for 2 Parallel Roadways on this Route City of Newport News 0.28 Combined Traffic Estimates for 2 Parallel Roadways on this Route City of Newport News 0.42 City of Newport News 0.42 City of Newport News 0.82 Combined Traffic Estimates for 2 Parallel Roadways on this Route City of Newport News 0.51 City of Newport News 0.51 City of Newport News 0.51 City of Newport News 0.53 City of Newport News 0.53 City of Newport News 0.53 City of Hampton 1.18 City of Hampton 1.03 City of Hampton 1.04 City of Hampton 0.26 City of Hampton 0.26 City of Hampton 0.46 City of Hampton 0.46 City of Hampton 0.46 City of Hampton 0.67 City of Hampton 0.67	City of Newport News 0.50 11000	City of Newport News 0.50 11000 G	City of Newport News	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 14000 G 98% 0%	AADT Canal C	Length AADT QA 4Tire Bus 2Ayla 3+xle	Substitute Sub	City of Newport News 0.50 11000 G 98% 0% 1% 0% 0% 0% 0% 0% 0	Superscription	March Marc	Author City of Newport News 0.50 11000 City of Newport News 0.50 11000 City of Newport News 0.50 11000 City of Newport News 0.28 S100 City of Newport News 0.28 City	Second Composition Compo	Second Length Abril Second Se

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~	From:		169 Mallory	y St												
$\binom{60}{64}$ Hampton Roads Bridge						See I-64	4 for dire	ectional	raffic vo	olume es	timate	s for this	segm	ent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roa			Α	97%	1%	1%	0%	2%	0%	С	0.078	Α		89000	Α
	To:		CL Norfoll				_									
60 (64) Hampton Roads Bridge	Tunnel City of Norfolk (Maint: 6		CL Hampto	n		Soo I 6	1 for dire	octional :	roffic v	olumo oc	timata	s for this	coam	ont		
(00)			97000		070/							NA	segn	ient.	90000	^
,	Combined Traffic Estimates for 2 Parallel Roa	loways on this Route.	87000	Α	97%	1%	1%	0%	2%	0%	С	INA			89000	Α
~~ ~	To: From:		Bayville St													
60 $64$ Hampton Roads Beltway		,				See I-64	4 for dire	ectional	raffic vo	olume es	timate	s for this	segm	ent.		
	Combined Traffic Estimates for 2 Parallel Roa			G	96%	1%	1%	0%	2%	0%	F	NA			87000	G
	To:		th View St													
~	City of Norfolk (Maint: 6		TO 4TH VII	EW ST		C I C	4 60 0 01:00	4: 1			4:	- f th:-				
60 64 Ramp	City of Norrolk (Maint. 6	04) 0.17	I CAW			See 1-64	4 IOI GIFE	cuonai	rame vo	Diume es	umate	s for this	segn	ient.		
	From:		I-64 W I-64													
60 4th View St	City of Norfolk (Maint: 6	64) 0.25	11000	G	98%	0%	1%	0%	0%	0%	С	0.093	F	0.571	12000	G
00)	To:		View Ave		0070	0,0		0,0	0,0	0,0	•	0.000	-	0.0.	.2000	•
	From:		th View St													
60 Ocean View Ave East	City of Norfolk	0.95	14000	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.523	16000	G
<u> </u>	To:	US	460 Granby	St												
60 Ocean View Ave East	City of Norfolk	0.47	18000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.561	19000	G
~	To- From:	SR 194	Chesapeak	e Blvd												
60 Ocean View Ave East	City of Norfolk	1.41	14000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.539	15000	G
<del>~</del>	To:	122-861	8 Cape Vie	w Ave												
60 Ocean View Ave East	City of Norfolk	1.67	16000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.513	17000	G
\$	To		21st Street													
60 Shore Dr	City of Norfolk	0.88	22000	G	98%	1%	1%	0%	0%	0%	С	0.090	F	0.537	23000	G
60 Shore Dr	City of Nortoix				30 /6	1 /0	1 /0	078	070	070	C	0.030	'	0.557	23000	J
<del></del>	To- From:		O Little Cre										_			_
60 Shore Dr	City of Norfolk	0.97	32000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.556	34000	G
<u>~</u>	To: From:		Virginia B CL Norfolk													
60 Shore Dr	City of Virginia Beach		30000	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.522	31000	G
60 Shore Dr	City of Virginia Beach				3370	070	0 70	078	070	070	'	0.03	'	0.522	31000	J
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		Diamond Sp										_			
60 Shore Dr	City of Virginia Beach	h 1.81	25000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.515	26000	G
~	To: From:	SR 225 1	Independen	ce Blvd												
60 Shore Dr	City of Virginia Beach	h 1.05	17000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.581	18000	G
<u> </u>		110 127	Northampto	n Blud												
60 Shore Dr	From: City of Virginia Beach		37000	A A	99%	0%	0%	0%	0%	0%	С	0.1	Α		39000	Α
60 Shore Dr	Ony or virginia beach				JJ /0	070	<u> </u>	0 /0	070	0 /0	J	0.1	\overline{A}		33000	$^{\wedge}$
~~	To: From:		Bay Lake Ro										_			
60 Shore Dr	City of Virginia Beach		36000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.562	37000	G
~	To:	SR 27	9 Great Nec	ck Rd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		Great Neck													
(60) Shore Dr	City of Virginia Beach	1.18	14000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.554	15000	G
~	To: From:	Seashore S	State Park Er	ntrance												
60 Shore Dr	City of Virginia Beach		11000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.529	11000	G
<u> </u>	To: From:		tlantic Ave 83rd St													
60 Atlantic Ave	City of Virginia Beach		15000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.534	15000	G
(80) / 111411110 / 110	To Too				0070	070		070	070	070	·	0.002	•	0.001	10000	Ū
60 Atlantic Ave	City of Virginia Beach		50th St 19000	G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.584	20000	G
(60) Atlantic Ave	To:		acific Ave		3370	070		076	070	070	'	0.070	'	0.304	20000	O
	From:		tlantic Ave													
Pacific Ave	City of Virginia Beach	0.73	20000	G	99%	0%	0%	0%	0%	0%	F	0.075	F	0.584	20000	G
<u> </u>	To:	US 5	58 Laskin Ro	d			<u> </u>									
Pacific Ave	City of Virginia Beach		17000	G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.543	17000	G
	To:		22nd St													
60 Pacific Ave	City of Virginia Beach		18000	N	99%	0%	0%	0%	0%	0%	Ν	0.068	N	0.535	19000	N
(00)	To To							-,-	-,-							
60 Pacific Ave	City of Virginia Beach		21st St 18000	G	99%	0%	0%	0%	0%	0%	F	0.068	F	0.535	19000	G
60) I delle Ave	Only of Virginia Beach				3370	070	070	070	070	070	•	0.000	'	0.555	13000	J
Atlantia Aug	City of Virginia Panah		17th St 7700		98%	0%	10/	00/	0%	0%	F	0.00	F	0.530	8500	G
60 Atlantic Ave	City of Virginia Beach	1.15	5th St	G	96%	0%	1%	0%	0%	0%	Г	0.08	Г	0.530	8300	G
	- 1	***		~												
∫60 Ramp	Alleghany County	0.27	TO I-64 EA 980	F								NA			980	F
60 Ramp	Allegianty County	I-64-E FROM RT 6			AND RT							INA			900	Г
	From:		TO I-64 WE		HIND ICI											
(60) (60) Ramp	Alleghany County	0.11	470	F								0.15	F		470	F
(60) (60) Ramp	To:	I-64-W FROM R			RT 159							0.10	•		470	•
	From:		US 60													
Ramp to I-64 W at Exit 16	Alleghany County	0.08	1800	F								NA			1800	F
(60) . (61) . (61)	To:		I-64 W	-											.000	•
	From:		US 60 E													
60 (220) Ramp to I-64 E at Exit 16	Alleghany County		4800	F								0.084	F		4800	F
(00) (240)	To:		I-64 E													
	From:	7US 60-P; 8	81-623 I-64-	·W050	4											
(60) Ramp	Rockbridge County	0.20	NA									NA			NA	
<u> </u>	To:	I-64-W FROM RT 6		EAST	@ RT 62											
	From:		US 60 I-64-1													
Ramp	Rockbridge County	0.26	NA									NA			NA	
	To:	I-64-E FROM I	RT 60 WES	T & E	AST											

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

		i ililialy ali	a microtate											
Route	Jurisdiction	Length	AADT (QA 4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK F	Dir actor	AAWDT	QW
	From:	Ramps US 60	E060A; US 6	60 W060A										
Ramp to I-81 S at Exit 188	Rockbridge County	0.21	NA							NA			NA	
	To:		I-81 N											
	From:	Ramps US 60	E060B: US 6	50 W060B										
Ramp to I-81 N at Exit 188	Rockbridge County	0.16	NA	00 W 000D						NA			NA	
Ramp to I-81 N at Exit 188	To:	0.10	I-81 N			1				INA			INA	
~~~	From:		267A FROM 1	HUN										
{60} Ramp	City of Newport News (Mair		NA							NA			NA	
	To:	I-664-E FROM	23RD & 26TH	H STREETS										
	From:	4US 60-F	000B FROM	HUN										
Ramp	City of Newport News (Mair		NA							NA			NA	
(00)	To:	I-664-W FROM		HSTRFFTS										
	F					<u>-</u> -								
~~ <u>-</u>	Prom:		ettlers Landin		001		0/ 20/	061	_				000	_
(60) Ramp	City of Norfolk (Maint: 6			<b>G</b> 95%	0%	<u>1</u> % 1	% 3%	0%	F	NA			360	G
<u> </u>	To:		I-64 East											
	From:	SR 143; 2U	JS 60-P I-64-V	W267A										
(60) Ramp	City of Hampton (Maint:	99) 0.17	8300	G						0.084	F		8300	G
	To:	I-64-W FROM RT	60 & 143SET	TLERS LANDI	[									
	From													
C Barrel	O'the of Newfolk (NAS's LO	I-64-E273A U		2 TO IS 64						N.1.0			NIA	
(60) Ramp	City of Norfolk (Maint: 6		NA							NA			NA	
<u>~</u>	To	I-64-E FRON	44TH VIEW	STRT 60										
	From:	US 60 I-64-W2	273A FROM &	& TO IS 64										
(60) Ramp	City of Norfolk (Maint: 6	64) 0.18	NA							NA			NA	
	To:	I-64-W FROM 4	TH VIEW ST	REETRT 60										
Cost	From:		US 60 E											
East 60 Ramp toward I-81 S at Exit 188	Pockhridge County	0.04	NA							NA			NA	
Ramp toward I-81 S at Exit 188	Rockbridge County									INA			INA	
	200	Ran	np US 60 60 A	1										
East	From:		US 60 E											
$\{60\}$ Ramp toward I-81 N at Exit 188	Rockbridge County	0.05	NA							NA			NA	
$\bigcirc$	To:	Ran	np US 60 60 B	1										
East	From:	LIS 60.7	ΓO RT 295 E <i>A</i>	AST		1								
Ramp	Henrico County	0.42		G						NA			870	G
(60) (Kamp	To To									14/-1			070	O
	40.		K FROM RT 6											
East	From:		RTS 295 WES							_			· <u> </u>	
(60) Ramp	Henrico County	0.23	1200	G						NA			1200	G
<u> </u>	To:	I-295-W0282	X FROM RT 6	60 EAST										
East	From:	US 60 TO	ROUTE 664	EAST										
(60) Ramp	City of Newport News (Mair		NA	) I						NA			NA	
(00) 1.00.14	To:	US 60- 267A; 4U		FROM HIM						14/1			14/1	
	<u> </u>													
East	From:		ROUTE 664	WEST										
(60) Ramp	City of Newport News (Mair	,	NA							NA			NA	
<u> </u>	To:	4US 60-F	000B FROM	HUN										
·														

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

			iu miersia					Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
/est	From:	:	US 60 W													
60 Ramp toward I-81 S at E	Exit 188 Rockbridge C		NA									NA			NA	
~	To:	Ra	mp US 60 60	0 A												
Vest	From:		US 60 W													
$_{60})$ Ramp toward I-81 N at E	Exit 188 Rockbridge C		NA									NA			NA	
~	To:	Ra	mp US 60 6	0 B												
/est	From:		TO RT 295													
60 Ramp	Henrico Cou		2000	G								NA			2000	(
~	10:	I-295-E028														
/est	From		RTS 295 W		64											
60 Ramp	Henrico Cou		3400	G								NA			3400	(
~	10:	I-295-W028	X FROM R	T 60 WI	EST											
~	From:		nchester Bri								_					_
βρ) 8th St	City of Richm		8400	G	98%	1%	1%		0%	0%	F	NA			9100	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	17000	G	98%	1%	1%	0%	0%	0%	F	NA			18000	(
<del></del>	To: From:		Canal St													
60 8th St	City of Richm		8100	G	98%	1%	1%		0%	0%	F	NA			9200	(
<b>~</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		G	98%	1%	1%	0%	0%	0%	F	NA			18000	(
	To:		Main St 8th St													
⊙ 60 Main St	City of Richm	nond 0.37	9700	G	98%	1%	1%	0%	0%	0%	F	NA			11000	(
Main St	Combined Traffic Estimates for 2 Paralle			G	98%	1%	1%		0%	0%	F	NA			17000	(
	To:	i rtodaways on this rtodic.	14th St		3070	170		070	070	070	•	14/			17000	•
	From:	I-64-W FROM OCE	AN VIFW	AVF60	PARALLE	Œ.										
60 (60) Ramp	City of Norfolk (M		NA	ZIVEOU.	7 HO LEE	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>						NA			NA	
	Too		I 64 W													
60 Ocean View Ave	From: City of Norf	folk 1.96	I-64 W <b>6200</b>	G	98%	1%	1%	0%	0%	0%	С	0.120	F	0.661	6800	(
Ocean View Ave	To:		4th View St		30 70	1 /0	1 /0	0 70	070	070	C	0.120	'	0.001	0000	•
	From:	•			TEXT A											
Ramp	City of Norfolk (M		NA	EAIN V	EW A							NA			NA	
by ramp	To:	I-64-W FROM OCE		AVE60	PARALLE	EL						14/			1471	
	From:		US 60													
60 Warwick Blvd	City of Newport	t News 1.21	12000	G	98%	1%	1%	0%	0%	0%	С	0.204	F		13000	(
90)	Combined Traffic Estimates for 2 Paralle			G	98%	1%	0%		0%	0%	F	0.131	F	0.874	23000	(
	To:				0070	170		070	070	070	•	0.101	•	0.07 1	20000	
60 Warwick Blvd	City of Newport	t News 0.59	50Th St	G	99%	0%	0%	0%	0%	09/	F	0.173	F		12000	(
⊕ Warwick Blvd										0% 0%				0.660		
	Combined Traffic Estimates for 2 Paralle	ei Koadways on this Route:		G	99%	0%	1%	0%	0%	0%	F	0.129	F	0.669	23000	(
~~,,,,	To:	1	38Th St		0601	001		601	061	001		0.000	_		0.100	
60 Warwick Blvd	City of Newport		3200	G	99%	0%	0%		0%	0%	С	0.236	F -		3400	(
~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		G	98%	0%	1%	0%	0%	0%	F	0.200	F	0.760	15000	(
	To:	]	25Th St													

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ 004h C4	From:	Name 4.20	US 60		000/	20/	40/	00/	00/	00/	_	0.000	F		0.400	_
(60) 26th St	City of Newport		2200	G	96%	2%	1%	0%	0%	0%	С	0.089	Г		2400	G
	Combined Traffic Estimates for 2 Paralle			G	94%	4%	1%	0%	0%	0%	F	NA			5000	G
CONT. OI	To:		Chestnut Av		000/	00/		40/	00/	00/	_	0.070	_		4000	
(60) 26th St	City of Newport		1200	G	92%	6%	1%	1%	0%	0%	С	0.078	F		1300	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	25th St	G	92%	6%	1%	0%	0%	0%	F	NA			3600	G
	From:	4US 60-P	TO ROUTE	664 EA	ST											
(60) Ramp	City of Newport News		NA									NA			NA	
*	To:	US 60-I	E267A FROI	M HUNT	1											
	From:	4US 60-P	TO ROUTE	664 WE	ST											
(60) Ramp	City of Newport News	s (Maint: 99) 0.14	NA									NA			NA	
<u> </u>	To	US 60-E267B	US 60- 267E	3 FROM	HUNT											
	From:	I-64-W FROM	RT 60WES	T AND	RT 159											
(60) (60) Ramp	Alleghany Co		470	F								0.15	F		470	F
	To:	US	60 TO I-64 V	VEST												
Bus Bus	From:		I-64, SR 38-													
60) (220)	Alleghany Co	ounty 0.44	8700	F	98%	1%	1%	0%	0%	0%	С	0.085	F		9100	F
Bus Bus	To: From:	Wo	CL Clifton F	orge												
60 220 Ridgeway St	Town of Clifton	Forge 0.27	7800	F	98%	1%	0%	0%	0%	0%	F	0.089	F		8100	F
	Ta		6th St													
Bus Bus	From:	F			000/	40/		00/	00/	007	_	0.004	_		0000	_
60 220 Ridgeway St	Town of Clifton	Forge 0.61	8400	F	98%	1%	0%	0%	0%	0%	С	0.084	F		8800	F
Bus Bus	To: From:		Roxbury St													
60 220 Ridgeway St	Town of Clifton	Forge 0.14	4700	F	98%	1%	0%	0%	0%	0%	F	0.097	F		4800	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	8600	F	98%	0%	0%	0%	0%	0%	F	0.087	F		8900	F
	Ta	C	ommercial A	ve.												
Bus Bus	From:		4900									0.007	N.		4000	_
60 220 188 188 Ridgewa	ay St Town of Clifton	-		G								0.097	N		4900	G
	Combined Traffic Estimates for 2 Paralle		US 220 Ma	G in St								NA			9200	G
Bus Bus	From:		IS 220 Ridge													
60 220 Main St	Town of Clifton	Forge 0.26	7900	F	98%	0%	1%	0%	1%	0%	С	0.085	F		8200	F
$\sim$	To: From:		B St													
Bus Bus (60) (220) Main St	Town of Clifton	Forge 0.06	6600	F	98%	0%	1%	0%	1%	0%	F	0.085	F		6800	F
(00) (220)	To:	. 5.35 5.00	Bus US 220		5576	J / U		J /0	. 70	J /0	•	0.000	•		5500	•
Bus	From:		US 220 Bus													
(60)	Town of Clifton	Forge 0.87	5700	F	99%	0%	1%	0%	0%	0%	С	0.093	F		5900	F
	_ 1		T CILC E													
~	To: Erom:	EC	L Clifton Fo	orge												
Bus 60 Main St	From: Alleghany Co		5300	orge <b>F</b>	98%	0%	1%	0%	0%	0%	С	0.086	F		5500	F

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

		Pilitary ar						т	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2010		ıck		QC		QK	Factor	AAWDT	QW
Due	From:	TIC /	220 Market A	A			ZAXIE	3+Axle	IIIaii	ZITali		Factor		Factor		
Bus (60) (220) (42)	Alleghany Co		8000	F F	87%	1%	1%	1%	10%	0%	С	0.081	F		8300	F
(60)(220)(42)	Alleghany Co					1 /0	1 70	1 70	10 70	070	O	0.001	'		0300	•
Bus	To: From:	03-670 Lo	ongdale Furn	ace Roa	1											
60 220 Market Ave	Alleghany Co	ounty 0.19	7600	F	87%	1%	1%	1%	10%	0%	F	0.076	F		7900	F
	To:		I-64 US 60													
Bus	From:	SR 384 C1	US 60 I-64-	W024A	F											
(60) Ramp	Alleghany Co	ounty 0.14	3000	F								0.098	F		3000	F
	To:	I-64-W FROM BU	IS RT 60WE	EST AN	D RT 384											
Bus	From:	C1US 60 I-64	-E024A FRO	OM & T	ORT											
60 Ramp	Alleghany Co	ounty 0.20	430	F								0.136	F		430	F
	To:	I-64-E FROM BU	IS RT 60EA	ST ANI	RT 384											
Bus	From:	C1US 60-E003	A C1US 60-	W003A	FROM											-
60 Ramp	Alleghany Co		1000	F								0.106	F		1000	F
$\bigcirc$	То:	I-64-E FROM E	BUS RT 60V	VEST &	EAST											
Bus	From:		US 60 I-64-	W027A	F											
(60) (220) Ramp	Alleghany Co	ounty 0.22	3100	F								0.094	F		3100	F
	То:	I-64-W FROM B	US RT 60W	EST &	RT 629E											
Bus	From:	C1US 60	Gap TO I-6	4 EAST												
(60) Ramp	Alleghany Co		2000	F								0.108	F		2000	F
<u> </u>	To·	C1US 60-W00	)3A C1US 6	0- 3A F	ROM											
Bus Bus	From:		Ridgeway St													
(60) (220) Roxbury St	Town of Clifton	Forge 0.05	5200	F	98%	0%	0%	0%	1%	0%	F	0.083	F		5400	F
	To:		Kesswick St													
Bus Bus (Kesswick St	Town of Clifton		Roxbury St 4000	F	98%	0%	0%	00/	10/	00/	С	0.081	F		4100	F
(60) (220) Kesswick St		•		F				0%	1%	0%			F		4100	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	<b>8600</b> Main St		98%	0%	0%	0%	0%	0%	F	0.087	г		8900	г
Bus Bus	From:	1	Kesswick St													
(60) (220) (188) (188) Main St	Town of Clifton	Forge 0.07	4200	F	98%	0%	0%	0%	1%	0%	F	0.089	F		4400	F
(B) (770) (100) (180)	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	9100	G								NA			9200	G
	To:		dgeway Stre	et												
Bus	From:	C1US 60 I-64	-E027A FRO	OM & T	ORT											
Ramp	Alleghany Co		130	F			•					0.191	F		130	F
	To:	C1US 60-E00	3A C1US 60	0- 3A FI	ROM											
	From:	SR 1	6 Tazewell	Ave		-										
61 E Riverside Dr	Town of Taze		4000	F	98%	0%	1%	0%	1%	0%	С	0.099	F		4100	F
	Tax	YY	S 19, US 46	0												
<u></u>	From: Town of Taze		6700	G	97%	0%	1%	0%	1%	0%	F	0.096	N		6700	G
61	1 Own Of Taze				01 /0	0 / 0	- 70	0 /0	1 /0	J /0	•	0.000	. •		0700	5
E Discounide De	To: From:		CL Tazewel		070/	007		007	407	007		0.000			0500	
61 E Riverside Dr	Town of Taze		6300	G	97%	0%	1%	0%	1%	0%	F	0.096	N		6500	G
	10.	N	CL Tazewel	11												

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

			d interstate Ro				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	NC	CL Tazewell												
61 E Riverside Dr	Town of Tazewell	0.60	5900 F	97%	0%	1%	0%	1%	0%	С	0.096	F		6200	F
$\mathcal{L}$	To	US 19 BUS US	S 460 BUS Fincas	tle Tnke											
61) Ben Bolt Ave	Town of Tazewell	0.48	4500 F	98%	0%	1%	0%	1%	0%	F	0.112	F		4700	F
81) 26 26 7					0,0		0,0	.,,	0,0	•	0	•			
61 Clearfork Rd	From:	4.43	CL Tazewell F	98%	0%	10/	00/	40/	0%	_	0.007	F		3000	
61 Clearfork Rd	Tazewell County	4.43	2900 F	96%	0%	1%	0%	1%	0%	С	0.097	Г		3000	
	To: From:		Burkes Garden Ro												
₆₁ ) Clearfork Rd	Tazewell County	7.31	940 F	98%	0%	1%	0%	1%	0%	F	0.102	F		980	
<u> </u>	To:	92-66	62 Cove Creek			<u> </u>									
61 Clearfork Rd	Tazewell County	1.65	450 F	98%	0%	1%	0%	1%	0%	F	0.115	F		460	
<i>'</i>	To:	Blan	d County Line												
	From:	Tazew	vell County Line												
₆₁ ) Clear Fork Creek Hwy	Bland County	10.53	440 G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.563	450	(
	To: From:		North Scenic Hwy												
$\neg \sim$			ear Fork Creek Hy		40/	40/	00/	407	00/		0.440		0.50	440	
51) (52)	Bland County	0.06	430 N	95%	1%	1%	2%	1%	0%	N	0.113	N	0.52	440	ı
	To: From:	I-77 We	est of Rocky Gap												
51) (52) Clear Fork Creek Hwy	Bland County	0.40	2100 G	95%	2%	1%	2%	1%	0%	С	0.121	F	0.868	2200	(
	То:		Wolf Creek Hwy												
	From		ear Fork Creek Hy	•	407		407	007	001	_	0.405	_		700	
(S1) Wolf Creek Hwy	Bland County	7.42	690 G	97%	1%	0%	1%	0%	0%	С	0.105	F	0.639	720	(
	From:		s County Line												
Molf Creek Rd	Giles County	5.11	260 F	96%	1%	1%	2%	1%	0%	F	0.129	F		270	
VVoii Grock Nd	To:		el, Old Wolf Cree		170		270	170	070	•	0.120	•		210	
	From:		-724 Chapel	K Itu											
Molf Creek Rd	Giles County	4.60	530 F	96%	1%	1%	2%	1%	0%	С	0.123	F		540	
9	To:	35-724 Shuma	ate, Old Wolf Cre	ek Rd											
	From:		724 Shumate												
61 Wolf Creek Rd	Giles County	2.49	1200 F	96%	1%	1%	2%	1%	0%	F	0.102	F		1300	
<u> </u>	To- From:	We	CL Narrows			<u> </u>									
Park Dr	Town of Narrows (Maint: 35)	0.67	2500 F	98%	1%	1%	0%	0%	0%	F	0.095	F		2600	
	To:	N	Monroe St												
	From:		Park St												
61 Monroe St	Town of Narrows (Maint: 35)	0.17	4000 F	98%	1%	1%	0%	0%	0%	С	0.097	F		4200	
<i></i>	To: From:	Ki	imberling St												
Monroe St	Town of Narrows (Maint: 35)	0.13	4700 F	98%	1%	1%	0%	0%	0%	F	0.095	F		4900	-
	To	CD	100 Main St												
31) McArthur Ln	Town of Narrows (Maint: 35)	0.13	5600 F	99%	1%	1%	0%	0%	0%	С	0.094	F		5800	
61 McArthur Ln	TOWIT OF INATIONS (MAINT. 33)	0.13	J000 F	<i>98 /</i> 0	1 /0	1 /0	U /0	U /0	U /0	C	0.034	Г		3000	ı
	To: From:		st of New River												
₆₁ ) Fleshman St	Town of Narrows (Maint: 35)	0.43	4700 F	99%	1%	1%	0%	0%	0%	F	0.091	F		4800	ı
<u> </u>	To:	US 46	60 Virginia Ave												

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

		Filliary and interst					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	North Carolina Sta	te Line			2, 040	017.040	TTTGII	211011		1 dotoi		, dotoi		
62)	Pittsylvania County	4.01 <b>3500</b>	G	91%	0%	1%	2%	6%	0%	С	0.094	F	0.583	3800	G
	То:	US 58 East of Da	ınville												
	From:	ALT US 58	3												
(63) Wise St	Town of Saint Paul (Maint: 97)	1.46 <b>5500</b>	G	90%	0%	1%	1%	7%	0%	F	0.085	F	0.553	5700	G
$\overline{}$	To:	NCL Saint Pa	nul			_									
63	Wise County	0.14 <b>5500</b>	N	90%	0%	1%	1%	7%	0%	Ν	0.085	Ν	0.553	5700	Ν
	To	Russell County	Line												
(63) Wise St	Castlewood (Maint: 83)	1.50 <b>5300</b>	F	90%	0%	1%	1%	7%	0%	С	0.087	F		5500	F
<u> </u>	To:	NCL Castlewo	nod.												
(63) Dante Rd	Russell County	4.11 <b>2100</b>	F	86%	0%	1%	3%	9%	0%	F	0.088	F		2200	F
(63) Danie 110	reason seamy				070	.,,	070	070	070	•	0.000	•		2200	•
Double Dd	From	83-608 Dant	е <b>F</b>	000/	00/	40/	20/	00/	00/		0.000	_		4200	г
63) Dante Rd	Russell County	3.22 1300 Dickenson County Li		86%	0%	1%	3%	9%	0%	С	0.099	F		1300	F
	From:	Russell County Line													
(63) Dante Mountain Rd	Dickenson County	4.02 <b>1300</b>	G	86%	0%	1%	3%	9%	0%	F	0.092	F	0.648	1400	G
	To:	25-656 Roaring F	onle Del												
63 Dante Mountain Rd	Dickenson County	7.83 <b>1500</b>	G	86%	0%	1%	3%	9%	0%	F	0.086	F	0.561	1600	G
63) Barne Wourtain Na	Blokenson edding			0070	070		070	370	070	•	0.000	•	0.001	1000	Ŭ
Danta Mauratain Del	From:	25-714 N, Ritter		770/	0%	40/	20/	400/	00/		0.005		0.504	2000	
63 Dante Mountain Rd	Dickenson County	2.05 <b>2700</b>	G	77%	0%	1%	2%	19%	0%	С	0.085	F	0.504	2800	G
	To: From:	SR 83 Fremo													
(63) (83) Dickenson Hwy	Dickenson County	4.94 <b>4600</b>	G	91%	1%	2%	1%	6%	0%	F	0.090	F	0.551	4800	G
	To: From:	SR 83 CLINCE SR 83 Clince													
63 Big Ridge Rd	Dickenson County	3.51 <b>920</b>	G	97%	1%	2%	0%	0%	0%	F	0.089	F	0.588	960	G
63) Big ridge rid	- Floridation			57 70	170		070	070	070	•	0.000	•	0.000	300	Ŭ
	From:	25-616 The Lak		070/	407		201	00/	00/		0.4		0.540	470	
(63) Big Ridge Rd	Dickenson County	2.70 <b>460</b>	G	97%	1%	2%	0%	0%	0%	С	0.1	F	0.542	470	G
	From:	25-614 Flanngan I 25-614 Flannagan I													
63) Big Ridge Rd	Dickenson County	3.01 <b>1900</b>	G	97%	1%	2%	0%	0%	0%	F	0.1	F	0.504	1900	G
(65)	To										-				
	Town of Haysi (Maint: 25)	0.79 <b>WCL</b> Hays	N	97%	1%	2%	0%	0%	0%	N	0.1	N	0.504	1900	N
63)	To:	N SR 80 & SF		31 /0	1 /0		070	070	070	14	0.1	14	0.304	1300	IN
	From:			DT 6											
(64) Ramp	Augusta County	I-64-E099A I-64-W099A 0.08 <b>NA</b>	rkum.	0.17							NA			NA	
64) Karip	To:	US 250 FROM I-64 EA	ST & W	EST							INA			INA	
	From:														
(64) Ramp	Henrico County	I-64-E185B I-64-W185E 0.17 <b>NA</b>	rkum .	K1 0							NA			NA	
64) Kalip		US 33 RODNEY ROAD FR	OM I-64	FAST &							INA			INA	
		OD OD RODINET ROAD IN	O141 1-04	LINIX											

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

								Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	K Factor	AAWDT	QW
	From:	I-64 E243A	. I-64 W243	A To U	S 60										
(64) Ramp	York County	0.30	NA									NA		NA	
$\overline{}$	To		TO RT 60				_								
(64) Ramp	York County	0.12	NA									NA		NA	
	To	F	ROM RT 6	0											
(64) Ramp	York County	0.04	NA									NA		NA	
$\overline{}$	To:	99-	99025-N00	0A											
~	From:		E243B Gap 7	Termi											
(64) Ramp	York County	0.13	NA									NA		NA	
<u> </u>	10:		Gap FROM												
East	Alloghony County		√irginia Stat <b>5000</b>	te Line <b>F</b>	77%	1%	1%	1%	20%	00/	_	NA		4600	_
64 60	Alleghany County Combined Traffic Estimates for 2 Parallel Ro	•		F	77% 76%	1%	1%	1%	20%	0% 0%	F	NA NA		9400	
	Combined Trainic Estimates for 2 Faraller Ri				70%	170	170	170	2170	U70	г	INA		9400	г
East	From:		98 Jerrys Ru												
(64) (60)	Alleghany County		5300	F	77%	1%	1%	1%	20%	0%	F	NA		4900	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	10000	F	77%	1%	1%	1%	21%	0%	F	NA		9300	F
East	To: From:	03-661 Midla	nd Trail; Og	gles Cree	ek Rd										
64) (60)	Alleghany County	y 2.85	4700	F	77%	1%	1%	1%	20%	0%	F	NA		4300	F
	Combined Traffic Estimates for 2 Parallel Ro			F	76%	1%	1%	1%	21%	0%	F	NA		8900	F
	To:		59 Midland												
East 64	Alleghany County		R 159 Midl <b>5100</b>	and Trai	77%	1%	1%	1%	20%	0%	F	NA		4700	F
64	Combined Traffic Estimates for 2 Parallel Ro	•		F	76%	1%	1%	1%	21%	0%	· F	NA		9900	F
	Tol.	•	CL Covingt		7070	170		170	2170	070	•			0000	•
East 64	From:														
64	City of Covington (Main		5100	F	77%	1%	1%	1%	20%	0%	F	NA		4700	F
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	11000	F	76%	1%	1%	1%	21%	0%	F	NA		9900	F
East	To: From:	SR	154 Durant	Rd											
<del>64</del> )	City of Covington (Main	nt: 03) 1.19	6100	F	77%	1%	1%	1%	20%	0%	F	NA		5600	F
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	12000	F	76%	1%	1%	1%	21%	0%	F	NA		11000	F
Foot	To: From:	EG	CL Covingto	on											
East 64	Alleghany County	v 0.65	6100	F	77%	1%	1%	1%	20%	0%	F	NA		5600	F
<u> </u>	Combined Traffic Estimates for 2 Parallel Ro	•		F	76%	1%	1%	1%	21%	0%	F	NA		11000	F
	To:	•	S 60, US 22												
East	All as leave to a constitution				770/	40/	40/	40/	200/	00/	_	NIA		7000	_
64) 60 (220)	Alleghany County Combined Traffic Estimates for 2 Parallel Ro		7900	F F	77% 76%	1% 1%	1% 1%	1% 1%	20% 21%	0% 0%	F	NA NA		7200 15000	F
	Compined Traffic Estimates for 2 Parallel Ro	uauways on this Koute:	UUUUI	F	/n%	1%	1%	1%	/1%	U%	-	INA		15000	-

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	0	03-696							-						
64 60 220	Alleghany County	2.37	7800	F	77%	1%	1%	1%	20%	0%	F	NA			7200	F
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	6000	F	76%	1%	1%	1%	21%	0%	F	NA			15000	F
Fact	To: From:	Bus US 6	60, Bus U	S 220												
East (64) (60) (220)	Alleghany County	1.11	6500	G	77%	1%	1%	1%	20%	0%	F	NA			6100	G
04) (00) (220)	Combined Traffic Estimates for 2 Parallel Roadways			G	76%	1%	1%	1%	21%	0%	F	NA			12000	G
	Tou		Clifton Fo							***						
East ~~~	From:				770/	40/	40/	40/	200/	00/	_	NIA			0400	_
64 60 220	Town of Clifton Forge (Maint: 03)		6500	G	77%	1%	1%	1%	20%	0%	F	NA			6100	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	76%	1%	1%	1%	21%	0%	г	NA			12000	G
East	To: From:	ECL C	Clifton Fo	rge												
64) (60) (220)	Alleghany County	0.97 <b>6</b>	6500	G	77%	1%	1%	1%	20%	0%	F	NA			6100	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	3000	G	76%	1%	1%	1%	21%	0%	F	NA			12000	G
Fact	Ta: From:	US 220	), Bus US	60												
East 60 60	Alleghany County	1.78	4700	F	77%	1%	1%	1%	20%	0%	F	NA			4400	F
9	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	9500	F	76%	1%	1%	1%	21%	0%	F	NA			8800	F
	To:	SR 4:	12; SR 26													
East	All and any County		2, SR 269		770/	40/	40/	40/	200/	00/	_	NIA			2500	_
64 60	Alleghany County		3800	F	77%	1%	1%	1%	20%	0%	-	NA			3500	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	76%	1%	1%	1%	21%	0%	F	NA			7100	۲
East	To: From:	SR 269; 03-85	50, N Mo	untain R	.d											
64) (60)	Alleghany County	5.34	3900	G	77%	1%	1%	1%	20%	0%	F	0.083	F		3600	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways			G	76%	1%	1%	1%	21%	0%	F	NA			7300	G
East	To: From:	Rockbridg Alleghan		_												
64) (60)	Rockbridge County		3900	G	77%	1%	1%	1%	20%	0%	F	0.083	F		3600	G
04) (00)	Combined Traffic Estimates for 2 Parallel Roadways		7700	G	76%	1%	1%	1%	21%	0%	F	0.076	F		7300	G
	Toc		0 Scenic 1	Dr												
East	Poolshridge County				770/	40/	40/	40/	200/	00/	_	0.15	۸		2700	۸
64 (60)	Rockbridge County		4100	A	77%	1%	1%	1%	20%	0%	С	0.15	A		3700	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 81-623 Fre	8200 edericksb	A uro Rd	76%	1%	1%	1%	21%	0%	С	0.13	Α		7600	Α
East	From:	US 60; 81-623			Rd											
East 64	Rockbridge County	5.39	4500	G	77%	1%	1%	1%	20%	0%	F	0.077	F		4200	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 9	9100	G	76%	1%	1%	1%	21%	0%	F	0.073	F	0.510	8500	G
Foot	To: From:	US 11	1 Lee Hw	уу												
East 64	Rockbridge County	0.98	6100	G	77%	1%	1%	1%	20%	0%	F	0.088	F		5700	G
04)	Combined Traffic Estimates for 2 Parallel Roadways			G	76%	1%	1%	1%	21%	0%	F	0.079	F	0.553	11000	G
	To:	I-81 Sout			/ 0	.,0	<del></del> i	. , •	, 0	- / 0	-		•			•

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

									Trι	ıck			K		Dir		
Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
East		From:		I-64 East													
$\overline{64}$ Ramp from I-64 E Exit 56	to 81 N at Exit 191	Rockbridge County	0.57	3700	G	77%	1%	1%	1%	20%	0%	F	0.081	F		3400	(
$\smile$	Combined Traffic Estimate	es for 2 Parallel Roadway	s on this Route:	7200	G	76%	1%	1%	1%	21%	0%	F	0.074	F	0.545	6800	
		To:		I-81 North													
East North		Pookhridge County	3.30	West Interch	nange <b>A</b>	69%	1%	10/	1%	27%	20/	_	0.425	Α		19000	
64 81		Rockbridge County						1%			2%	F	0.125				
	Combined Traffic Estimate	es for 2 Parallel Roadway	s on this Route.		Α	69%	1%	1%	1%	27%	2%	Г	0.114	Α		38000	
East North		From:		US 11													
64) (81)		Rockbridge County	5.57	20000	Α	69%	1%	1%	1%	27%	2%	F	0.126	Α		18000	
	Combined Traffic Estimate	es for 2 Parallel Roadway	s on this Route:	40000	Α	69%	1%	1%	1%	27%	2%	F	0.115	Α		37000	
		To		81-710				<b>—</b> _									
East North		Dealderides Court	4.40			CO0/	40/	40/	40/	070/	00/	_	0.405	^		40000	
64 81		Rockbridge County	4.49	20000	A	69%	1%	1%	1%	27%	2%	-	0.125	A		19000	
	Combined Traffic Estimate	es for 2 Parallel Roadway	s on this Route:	40000	Α	69%	1%	1%	1%	27%	2%	F	0.116	Α		37000	
East North		To: From:		81-606													
64) (81)		Rockbridge County	0.59	21000	Α	69%	1%	1%	1%	27%	2%	С	0.127	Α		19000	
	Combined Traffic Estimate	es for 2 Parallel Roadway	s on this Route:	41000	F	69%	1%	1%	1%	27%	2%	С	0.064	Α		38000	
		To:		usta County													
East North		From:		oridge Count	<b>-</b>	2001	40/		40/	070/	00/	_	0.407			40000	
64 81		Augusta County	7.44	21000	Α_	69%	1%	1%	1%	27%	2%	С	0.127	Α		19000	
	Combined Traffic Estimate	es for 2 Parallel Roadway	s on this Route:	41000	F	69%	1%	1%	1%	27%	2%	С	NA			38000	
East North		To: From:		US 11													
64) (81)		Augusta County	4.74	22000	В	69%	1%	1%	1%	27%	2%	F	0.120	Α		21000	
	Combined Traffic Estimate	es for 2 Parallel Roadway	s on this Route:	43000	В	69%	1%	1%	1%	27%	2%	F	0.110	Α		40000	
		To		07-654													
East North		From:															
64) (81)		Augusta County	2.47	23000	Α	69%	1%	1%	1%	27%	2%	F	0.121	Α		22000	
	Combined Traffic Estimate	es for 2 Parallel Roadway	s on this Route:	45000	Α	69%	1%	1%	1%	27%	2%	F	0.109	Α		43000	
East North		To: From:		SR 262				$\Box$									
64 (81)		Augusta County	1.31	29000	G	69%	1%	1%	1%	27%	2%	F	0.086	F		27000	
04) (81)	Combined Traffic Estimate	•			G	69%	1%	1%	1%	27%	2%	F	0.081	F	0.504	53000	
	Combined Frame Louina	To:		East Interch		0070	.,,	Ť	.,,	, ,	_,,	•	0.00	•	0.00	00000	
ast		From:		I-81 North													
64) Ramp from I-81 N Exit 22		Augusta County	0.31	5100	Α	89%	1%	1%	1%	9%	0%	F	0.158	Α		5100	
$\smile$	Combined Traffic Estimate	es for 2 Parallel Roadway	s on this Route:		Α	89%	1%	1%	1%	9%	0%	F	0.054	Α		15000	
-oot		To: From:	T 01	I-64 East North Intercl	honos			_									
East 64)		Augusta County	3.83	12000	nange A	89%	1%	1%	1%	9%	0%	F	0.134	Α		12000	
04)	Combined Traffic Estimate	,			Ā	89%	1%	1%	1%	9%	0%	, E	0.134	Α		32000	
		to full a raialiti ruauway	อ บา แมอ Ruule.	31000	A	0370	170	170	1 70	370	U70	Г	0.112	Α.		J2000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
ast	From:	SR 285	Tinkling Sp	ring Rd			- 1	017.040	- I I I G	ZIIGII		1 dotoi		- 40101		
54)	Augusta County	3.11	18000	G	89%	1%	1%	1%	9%	0%	F	0.085	F		17000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	36000	G	89%	1%	1%	1%	9%	0%	F	0.083	F	0.517	35000	
	To		L Waynesb	oro												
ast	City of Waynesboro (Maint: 07)		18000	G	89%	1%	1%	1%	9%	0%	_	0.085	F		17000	
54	Combined Traffic Estimates for 2 Parallel Roadway			G	89%	1%	1%	1%	9% 9%	0%		0.065 NA	г		35000	
	Combined Traffic Estimates for 2 Parallel Roadway				0976	170	1 70	170	970	076	г	INA			33000	
ast	To: From:	US 340	Stuarts Dra	ıft Hwy												_
64)	City of Waynesboro (Maint: 07)		18000	Α	89%	1%	1%	1%	9%	0%	С	0.107	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	36000	Α	89%	1%	1%	1%	9%	0%	С	0.109	Α		35000	
not .	Ta: From:	Delphir	ne Ave, To	07-624												
ast 64)	City of Waynesboro (Maint: 07)	0.70	16000	Α	89%	1%	1%	1%	9%	0%	F	0.113	Α		15000	
04)	Combined Traffic Estimates for 2 Parallel Roadway			Α	89%	1%	1%	1%	9%	0%	F	NA			31000	
	To:		L Waynesbo			.,,		.,,	0,0	0,0	•				0.000	
ast 64)	From:										_					
64)	Augusta County	2.31	16000	Α	89%	1%	1%	1%	9%	0%	F _	0.113	Α		15000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	32000	Α	89%	1%	1%	1%	9%	0%	F	0.112	Α		31000	
ast	To: From:	US 250	Rockfish G	ap Tpke												_
54)	Augusta County	0.38	15000	F	89%	1%	1%	1%	9%	0%	F	0.101	В		15000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	30000	F	89%	1%	1%	1%	9%	0%	F	0.104	В		30000	
	To:		son County I													
ast 64	Nelson County (Maint: 02)	Augu 1.36	15000	Line <b>A</b>	89%	1%	1%	1%	9%	0%	_	0.110	Α		15000	
54)	Combined Traffic Estimates for 2 Parallel Roadway			A	89%	1%	1%	1%	9%	0%		0.110	A			
	To:		narle County		0976	170	170	170	970	076	Г	0.112	А		30000	
ast	From:		son County I													
64)	Albemarle County	5.90	15000	Α	89%	1%	1%	1%	9%	0%	F	0.111	Α		15000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	30000	Α	89%	1%	1%	1%	9%	0%	F	0.112	Α		30000	
act	To: From:	US 250	Rockfish G	ap Tpke												
ast 64)	Albemarle County	6.91	17000	G	89%	1%	1%	1%	9%	0%	F	NA			17000	
04)	Combined Traffic Estimates for 2 Parallel Roadway			G	89%	1%	1%	1%	9%	0%	F	NA			34000	
	To:		7 Dick Woo			.,,		.,,	0,0	0,0	•				0.000	
ast	From:															
54	Albemarle County	4.25	19000	Α	89%	1%	1%	1%	9%	0%	F	0.112	Α		19000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	37000	Α	89%	1%	1%	1%	9%	0%	F	0.108	Α		37000	
ast	To From:	US 29	Monacan Ti	rail Rd			$\Box$ $\vdash$									_
54)	Albemarle County	1.49	23000	Α	89%	1%	1%	1%	9%	0%	F	0.117	Α		23000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	46000	Α	89%	1%	1%	0%	9%	0%	F	0.111	Α		47000	
	To:		2-631 5th S	t												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. Q
ast	From:		2-631 5th St	t												
4)	Albemarle County	1.73	22000	Α	89%	1%	1%	1%	9%	0%	F	0.122	Α		23000	-
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	43000	Α	89%	1%	1%	0%	9%	0%	F	0.116	Α		45000	
st	To: From	SR 20	) Scottsville	e Rd												
4)	Albemarle County	0.55	21000	G	89%	1%	1%	1%	9%	0%	F	NA			19000	
7	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	41000	G	89%	1%	1%	0%	9%	0%	F	NA			39000	
	Tas	WCL	Charlottesy	ville												
st	City of Charlottesville (Maint: 02)		21000	G	89%	1%	10/	10/	9%	00/	_	NΙΔ			19000	
4	Combined Traffic Estimates for 2 Parallel Roadways or			G	89%	1%	1%	1% 0%	9% 9%	0% 0%	F	NA NA			39000	
	Combined Trainic Estimates for 2 Parallel Roadways of				69%	170	1%	0%	9%	0%	Г	NA			39000	
t	To: From:	ECL	Charlottesy	ville												
st L	Albemarle County	2.00	21000	G	89%	1%	1%	1%	9%	0%	F	NA			19000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	41000	G	89%	1%	1%	0%	9%	0%	F	NA			39000	
D#	To: From:	US 25	0 Richmon	d Rd												_
ast 4	Albemarle County	5.42	20000	G	89%	1%	1%	1%	9%	0%	F	NA			19000	
7	Combined Traffic Estimates for 2 Parallel Roadways or		39000	G	89%	1%	1%	0%	9%	0%	F	NA			38000	
	To:		6 Black Car													
<u>st</u>	From:				000/	407	401	407	00/	00/	_				40000	
4)	Albemarle County	1.42	17000	G	89%	1%	1%	1%	9%	0%	-	NA			16000	
	Combined Traffic Estimates for 2 Parallel Roadways or		nna County	G Line	89%	1%	1%	0%	9%	0%	۲	NA			31000	
St .	From:		arle County													_
<del>1</del> )	Fluvanna County (Maint: 54)	1.51	17000	G	89%	1%	1%	1%	9%	0%	F	NA			16000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	34000	G	89%	1%	<u>1%</u>	0%	9%	0%	F	NA			31000	
	To:		sa County L													
<u>st</u>	Louisa County		nna County 17000	G	89%	1%	1%	1%	9%	0%	F	NA			16000	
4)	Combined Traffic Estimates for 2 Parallel Roadways or			G	89%	1%	1%	0%	9%	0%	, E	NA			31000	
	To:				0070	170	170	070	370	070	•	14/			01000	
est	From		mes Madiso													
4	Louisa County		15000	Α	89%	1%	1%	1%	9%	0%	С	0.131	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	31000	Α	89%	1%	1%	0%	9%	0%	С	0.117	Α		28000	
st	To: From:	SR 208	8 Courthous	se Rd												
<u>st</u>	Louisa County	4.66	14000	Α	89%	1%	1%	1%	9%	0%	F	0.142	Α		12000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	27000	Α	89%	1%	1%	0%	9%	0%	F	NA			25000	
	To- From-	Mainte	enance Bour	ndary												
ast 64	Goochland County	1.11	14000	Ā	89%	1%	1%	1%	9%	0%	F	0.142	Α		12000	
04)	Combined Traffic Estimates for 2 Parallel Roadways or			Ā	89%	1%	1%	0%	9%	0%	, E	0.142	A		25000	
	To:		Shannon H		03/0	1 /0	1 /0	0 /0	370	0 70	'	0.121	^		25000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction L	_ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
st	From:	37-605	Shannon H	ill Rd												
4)	Goochland County	3.92	14000	Α	89%	1%	1%	1%	9%	0%	F	0.14	Α		12000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route:	28000	Α	89%	1%	1%	0%	9%	0%	F	0.121	Α		25000	
ot .	To: From:	37-629 Ol	d Frederick	sburg Ro	d											
st 4)	Goochland County	5.20	14000	Α	89%	1%	1%	1%	9%	0%	F	0.134	Α		13000	
•)	Combined Traffic Estimates for 2 Parallel Roadways on this I			Α	89%	1%	1%	0%	9%	0%	F	0.118	Α		26000	
	To:		sa County L													
st	From:		land County		000/	40/	40/	40/	00/	00/	_	0.404	^		42000	
<del>•</del>	, ,	1.49	14000	A	89%	1%	1%	1%	9%	0%	F	0.134	Α		13000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I			Α	89%	1%	1%	0%	9%	0%	г	NA			26000	
st	To: From:	US 522	Cross Cour	nty Rd												
4)	, ,	3.07	17000	G	89%	1%	1%	1%	9%	0%	F	NA			15000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I			G								NA			30000	
ot .	To: From:		land County sa County L													
ast 4	Goochland County	4.81	17000	G	89%	1%	1%	1%	9%	0%	F	NA			15000	
7	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route:	33000	G	89%	1%	1%	0%	9%	0%	F	NA			30000	
	та-		17 Oilville													
est	From:										_					
4	•	6.56	20000	A	89%	1%	1%	1%	9%	0%	F -	0.114	A		20000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I			Α	89%	1%	1%	0%	9%	0%	F	0.106	Α		39000	
st	To: From:	37-6	23 Ashland	Rd												
ast 4	Goochland County	1.19	24000	В	89%	1%	1%	1%	9%	0%	F	0.114	Α		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route:	48000	В	89%	1%	1%	0%	9%	0%	F	0.105	Α		48000	
	To: From:		SR 288													
ast 64)	Goochland County	0.64	32000	N	89%	1%	1%	1%	9%	0%	N	0.13	N		35000	
14)	Combined Traffic Estimates for 2 Parallel Roadways on this I			N	89%	1%	1%	0%	9%	0%	N	NA	.,		69000	
	To:		ico County I		0070	.,,		0,0	0,0	0,0					00000	
ast	From		land County													
4)	,	2.28	32000	В	89%	1%	1%	1%	9%	0%	F	0.13	A		35000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route:	63000	В	89%	1%	1%	0%	9%	0%	F	0.125	Α		69000	
st	To: From:		I-295													
4)	Henrico County	0.67	31000	В	97%	0%	0%	1%	1%	0%	F	0.128	Α		34000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route:	62000	В	97%	0%	0%	1%	1%	0%	F	0.127	Α		68000	
	To: From:	US 250	Near Short	Pump			_									
ast 4	Henrico County	1.43	36000	Α	97%	0%	0%	1%	1%	0%	F	0.116	Α		40000	
4)	Combined Traffic Estimates for 2 Parallel Roadways on this I			A	97%	0%	0%	1%	1%	0%	F	0.116	A		80000	
	Combined Trainic Estimates for 2 Faranter Roadways on this i	Noute.	13000	А	9170	U70	070	170	170	U70	Г	0.110	А		00000	

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

East 64  Combin  East 64  Combin  Combin  East 64  Combin  Combin  East 64  Combin	Jurisdiction From Henrico Counced Traffic Estimates for 2 Paralle From Henrico Counced Counced Traffic Estimates for 2 Paralle From Counced Traffic Estimates for 2 Paral	unty 1. el Roadways on this Ro unty 2. el Roadways on this Ro unty 2. el Roadways on this Ro unty 2.	39 <b>47</b> ( pute: <b>93</b> ( Parha 03 <b>50</b> ( pute: <b>99</b> ( US 250; G	kins Rd 7000 3000 ham Rd 0000	A A B B	97% 97% 97% 97%	0% 0% 0%	2Axle 0% 0%	3+Axle 1% 1%	17 1% 1% 1%	2Trail 0% 0%	QC C C	0.119 0.114	QK A A	Dir Factor	52000 103000	QW A A
Combination Combin	Henrico Couned Traffic Estimates for 2 Paralle	el Roadways on this Ro unty 2. el Roadways on this Ro unty 2. el Roadways on this Ro	39 <b>47</b> ( pute: <b>93</b> ( Parha 03 <b>50</b> ( pute: <b>99</b> ( US 250; G	7000 3000 ham Rd 0000	В	97% 97%	0%	0% 0%	1% 1%	1% 1%	0% 0%	С	0.119 0.114		T actor		
Combination Combin	Henrico Couned Traffic Estimates for 2 Paralle	el Roadways on this Ro unty 2. el Roadways on this Ro unty 2. el Roadways on this Ro	39 <b>47</b> ( pute: <b>93</b> ( Parha 03 <b>50</b> ( pute: <b>99</b> ( US 250; G	7000 3000 ham Rd 0000	В	97% 97%	0%	0%	1%	1%	0%	С	0.114				
Combination Combin	Henrico Couned Traffic Estimates for 2 Paralle	el Roadways on this Ro unty 2. el Roadways on this Ro unty 2. el Roadways on this Ro	Parha 03 500  US 250; G	3000 ham Rd 0000 9000	В	97% 97%	0%	0%	1%	1%	0%	С	0.114	A			A
East 64  Combin  East 64  Combin  Combin  East 64  Combin  Combin  East 64  Combin	Henrico Counted Traffic Estimates for 2 Paralle From Henrico Counted Traffic Estimates for 2 Paralle Henrico Counted Traffic Estimates for 2 Paralle From	unty 2. el Roadways on this Ro unty 2. el Roadways on this Ro	Parha 03 <b>500</b> oute: <b>990</b> US 250; G	0000 9000	В	97%											
Combination Combin	ned Traffic Estimates for 2 Paralle From Henrico Couned Traffic Estimates for 2 Paralle From:	el Roadways on this Ro unty 2. el Roadways on this Ro	03 <b>500</b> oute: <b>990</b> US 250; G	9000			0%	0%	1%	10/	00/	_					
Combination Combin	ned Traffic Estimates for 2 Paralle From Henrico Couned Traffic Estimates for 2 Paralle From:	el Roadways on this Ro unty 2. el Roadways on this Ro	oute: <b>990</b> US 250; G	9000			0%	0%	1%								_
East 64  Combin  East 64  Combin  Combin  East 64  Combin	Henrico Cou ned Traffic Estimates for 2 Parallo From:	unty 2.	US 250; G		В	97%					0%	F	0.118	Α		55000	В
Combination Combin	ned Traffic Estimates for 2 Paralle From:	el Roadways on this Ro	•	Glenside		01 70	0%	0%	1%	1%	0%	F	0.112	Α		110000	В
Combination Combin	ned Traffic Estimates for 2 Paralle From:	el Roadways on this Ro	03 <b>53</b> 0		Dr												
Combination Combin	To- From:			3000	Α	97%	0%	0%	1%	1%	0%	F	0.103	Α		58000	Α
Combination Combin	From: Henrico Col		oute: 109	9000	Α	97%	0%	0%	1%	1%	0%	F	0.108	Α		120000	Α
Combination Combin	Henrico Cou	1	US 33 Stap	aples Mill	l Rd												
Combination Combin	Herinico Coo			6000	Α	97%	0%	0%	1%	1%	0%	F	0.107	Α		73000	Α
East 64 I-64 E Ramp	ned Traffic Estimates for 2 Paralle	,			A	97%	0%	0%	1%	1%	0%	F	0.107	A		152000	A
East (64) I-64 E Ramp	Tied Hairic Estillates for 2 Faralle	ei Roadways on this Ro		Richmond		9170	070	0%	1 70	170	076	Г	0.103	А		132000	A
East (64) I-64 E Ramp	From:		Henrico C														
East (64) I-64 E Ramp	City of Richmond (	(Maint: 43) 0.	15 <b>66</b> 0	6000	Α	97%	0%	0%	1%	1%	0%	F	0.107	Α		73000	Α
(64) I-64 E Ramp	ned Traffic Estimates for 2 Paralle	el Roadways on this Ro			Α	97%	0%	0%	1%	1%	0%	F	NA			152000	Α
(64) I-64 E Ramp	To:			5; I-195 to I-195 S	2												
	City of Richmond (	(Maint: 43) 0.:		NA	,								NA			NA	
	bined Traffic Estimates for Paralle	,		NA									NA			NA	
	To:			To I-95 N	J												
East	From:	(14 : 4 40)	•		•												
64 I-64 E Ramp	City of Richmond (	,		NA									NA			NA	
Comb	bined Traffic Estimates for Paralle	el Roadways on this Ro	oute: <b>N</b>	NA									NA			NA	
East	To- From:		Ramp Fro	rom I-195	N												
(64) I-64 E Ramp	City of Richmond (	(Maint: 43) 0.	20 <b>N</b>	NA									NA			NA	
	bined Traffic Estimates for Paralle	el Roadways on this Ro	oute: N	NA									NA			NA	
	To:			-95 S													
East South	City of Richmond (	(Maint: 43) 0		5; I-195 <b>3000</b>	Α	93%	1%	1%	1%	5%	0%	F	0.089	Α		76000	Α
64) (95)	ned Traffic Estimates for 2 Paralle	,			A	93%	1%	1%	1%	5%	0%	, E	0.085	A		151000	A
lidifioo	ned Hamic Estimates for 2 Farant	ei Roadways on this Ro				9376	1 /0	1 /0	1 /0	3/0	0 /6	Г	0.003	^		131000	^
East South	From:		SR 161 E	Boulevar	rd												
(64) (95)	City of Richmond (	(Maint: 43) 2.	19 <b>68</b> 0	8000	Α	93%	1%	1%	1%	5%	0%	F	0.086	Α		71000	Α
Combin	ned Traffic Estimates for 2 Paralle	el Roadways on this Ro	oute: 134	4000	Α	93%	1%	1%	1%	5%	0%	F	0.084	Α		141000	Α
East South	To: From:		Leigh St,	t, Gilmer	St												
(64) (95)	City of Richmond (	(Maint: 43) 0.:	28 <b>59</b> (	9000	Α	93%	1%	1%	1%	5%	0%	F	0.086	Α		62000	Α
	ned Traffic Estimates for 2 Paralle				Α	93%	1%	1%	1%	5%	0%	F	0.085	Α		127000	٨
333.			S 1, US 301		-												Α

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

		Primary and int					Tru	ıck			K		Dir	
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	ΩK	AAWDT actor	Γ QV
East South	From:	US 1, US 301	Belvidere St											
64) (95)	City of Richmond (Maint: 43)	0.25 <b>700</b>		93%	1%	1%	1%	5%	0%	F	0.089	В	73000	В
$\circ$	Combined Traffic Estimates for 2 Parallel Roadway			93%	1%	1%	1%	5%	0%	F	0.085	Α	143000	) B
	To:	I-95 East Ir I-95												
East 64) I-64 E Ramp	City of Richmond (Maint: 43)	0.15 <b>N</b>									NA		NA	
64 1 04 E Ramp	Combined Traffic Estimates for Parallel Roadway										NA		NA	
	Combined Traine Estimates for Faraner Roadway										INA		INA	
ast	From	Ramp to	3rd St											
64) I-64 E Ramp	City of Richmond (Maint: 43)	0.38 <b>N</b>	A								NA		NA	
	Combined Traffic Estimates for Parallel Roadway										NA		NA	
	To:	Ramp from												
ast 64	City of Richmond (Maint: 43)	I-95 East Ir 1.14 <b>460</b>		96%	0%	1%	0%	3%	0%	F	0.106	Α	49000	,
64)	Combined Traffic Estimates for 2 Parallel Roadway			96%	1%	1%	0%	3%	0%	F	0.100	A	99000	Α
	Combined Trainic Estimates for 2 Parallel Roadway				170	170	0%	3%	0%	Г	0.066	А	99000	-
ast	To: From:	US 360 Mechai	nicsville Tpke	2										
ast (54)	City of Richmond (Maint: 43)	0.25 <b>360</b>	00 A	96%	0%	1%	0%	3%	0%	F	0.104	Α	38000	A
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 730	00 A	96%	1%	1%	0%	3%	0%	F	0.088	Α	77000	,
	Tay	MECL R	ichmond			_								
ast (54)	Henrico County	0.77 <b>360</b>		96%	0%	1%	0%	3%	0%	_	0.104	Α	38000	
54)	•									F		А		A
	Combined Traffic Estimates for 2 Parallel Roadway			96%	1%	1%	0%	3%	0%	F	NA		77000	ŀ
ast	To: From:	MWCL R	ichmond											
ast 64	City of Richmond (Maint: 43)	0.24 <b>360</b>	00 A	96%	0%	1%	0%	3%	0%	F	0.104	Α	38000	A
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 730	00 A	96%	1%	1%	0%	3%	0%	F	NA		77000	,
	Tac	ECL Ric	chmond											
ast	From:			000/	00/	40/	00/	00/	00/	_	0.404		00000	,
54	Henrico County	0.10 360		96%	0%	1%	0%	3%	0%	-	0.104	Α	38000	,
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 730	00 A	96%	1%	1%	0%	3%	0%	F	NA		77000	F
ast	To: From:	SR 33 Nine	e Mile Rd											
ast $64$	Henrico County	2.14 <b>290</b>	00 B	96%	0%	1%	0%	3%	0%	F	0.108	Α	31000	Е
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 590	00 B	96%	1%	1%	0%	3%	0%	F	0.09	Α	62000	Е
	To	Laburnu	m Ave											
ast (4)	From:													
54)	Henrico County	1.88 <b>230</b>		96%	0%	1%	0%	3%	0%	С	0.112	Α	24000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 460	00 A	96%	1%	1%	0%	3%	0%	С	0.091	Α	48000	ŀ
aet	To: From:	SR 156 A	irport Dr											
ast 64	Henrico County	4.07 <b>170</b>	00 A	96%	0%	1%	0%	3%	0%	F	0.115	Α	17000	A
UT)	Combined Traffic Estimates for 2 Parallel Roadway			96%	1%	1%	0%	3%	0%	F	0.093	Α	34000	-
•		S ON INIS ROUTE: AM	UU #	9n%	1%	1%	11%	.3%						Α

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	ΩK	actor	AAWDT	Q۷
East	From:		I-295													
64)	Henrico County	2.84	34000	G	91%	1%	1%	1%	7%	0%	F	NA			30000	G
	Combined Traffic Estimates for 2 Parallel Roadways		68000	G	91%	1%	1%	1%	7%	0%	F	NA			61000	G
ant	To:		co County	_												
east 64)	New Kent County		34000	G	91%	1%	1%	1%	7%	0%	F	NA			30000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways			G	91%	1%	1%	1%	7%	0%	F	NA			61000	G
	Tool				0170	170		170	1 70	070	•	14/1			01000	
ast	From:		33, SR 24										_			
<del>4</del> (33)	New Kent County		30000	В	91%	1%	1%	1%	7%	0%	С	0.112	Α		27000	Е
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	60000	В	91%	1%	1%	1%	7%	0%	С	0.104	Α		53000	Е
ast	To: From:		SR 106													
(33)	New Kent County	3.47	30000	Α	91%	1%	1%	1%	7%	0%	F	0.110	Α		27000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	61000	Α	91%	1%	1%	1%	7%	0%	F	0.104	Α		54000	A
	To		SR 155													
$\frac{1}{4}$ $\frac{1}{3}$	New Kent County	5.69	30000	Α	91%	1%	1%	1%	7%	0%	F	0.112	Α		26000	,
4 33	Combined Traffic Estimates for 2 Parallel Roadways			В	91%	1%	1%	1%	7%	0%	F	0.112	A		53000	, I
	Combined Trainic Estimates for 2 Parallel Roadways				9170	170	1 70	1 70	170	0%	Г	0.103	A		55000	
st	From	SR 3	33 Eltham	Rd												
ast 4	New Kent County	4.29	26000	Α	91%	1%	1%	1%	6%	0%	F	0.116	Α		23000	1
	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	7%	0%	F	NA			45000	
-4	To:		City Count Cent Count													
st 4	James City County	2.45	26000	A	91%	1%	1%	1%	6%	0%	F	0.116	Α		23000	
4)	Combined Traffic Estimates for 2 Parallel Roadways	_		A	91%	1%	1%	1%	7%	0%	F	0.111	A		45000	,
	Tool				3170	170		170	7 70	070	'	0.111	Λ		+3000	
ast 4	From:		Old Stage													
54)	James City County		29000	В	91%	1%	1%	1%	6%	0%	F	0.11	Α		26000	I
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	58000	В	91%	1%	1%	1%	7%	0%	F	0.103	Α		52000	
st	To: From:	47-60	07 Croaker	Rd												
ast 4	James City County	1.97	32000	Α	91%	1%	1%	1%	6%	0%	F	0.105	Α		29000	,
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	63000	Α	91%	1%	1%	1%	7%	0%	F	0.099	Α		58000	
	To:	York	k County L													
ast 4	From:		City Count	-	040/	40/		407	007	00/	_	0.405			00000	
4)	York County	0.87	32000	Α	91%	1%	1%	1%	6%	0%	F _	0.105	Α		29000	1
	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	7%	0%	F	NA			58000	,
est	To: From:	R 199 W, Humelsin	ne Pkwy; 9	9-646 N	ewman Rd	1	_⊢									_
ast $64$	York County	4.71	30000	Α	91%	1%	1%	1%	6%	0%	С	0.101	Α		28000	1
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	61000	Α	91%	1%	1%	1%	7%	0%	С	0.097	Α		56000	A
	To:		Camp Pea	ary Rd												

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

		Primary an						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
ast	From:	SR 14	3 Camp Pea	ry Rd												
64)	York County	3.44	33000	G	91%	1%	1%	1%	6%	0%	F	0.071	F		30000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	63000	G	91%	1%	1%	1%	7%	0%	F	0.077	F	0.53	61000	G
ast	To: From:	SR 199	E, Humelsin	ne Pkwy			$\Box$ $\vdash$									
54)	York County	1.62	42000	G	91%	1%	1%	1%	6%	0%	F	NA			39000	C
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	81000	G	93%	1%	1%	1%	5%	0%	F	0.074	F	0.528	78000	(
ast	To US (	60 Pocahontas	Trail; SR 14	43 Merr	imac Trail											
54)	York County	0.59	39000	G	95%	0%	1%	1%	3%	0%	F	0.073	F		40000	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	81000	G	95%	0%	1%	1%	3%	0%	F	NA			83000	(
	To:		City County													
ast 4	James City County (Maint: 99)	2.04	rk County Li <b>39000</b>	ine <b>G</b>	95%	0%	1%	1%	3%	0%	_	0.073	F		40000	
14)	Combined Traffic Estimates for 2 Parallel Roadways on			G	95%	0%	1%	1%	3%	0%	F	0.073	F	0.56	83000	
	Combined Trainic Estimates for 2 Farallel Roadways of the				95%	0%	170	170	3%	076	Г	0.074	г	0.56	03000	
ast	From:	SR 14	3 Merrimac	Trail												
ast 4	James City County (Maint: 99)	0.30	40000	G	95%	0%	1%	1%	3%	0%	F	0.073	F		42000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	81000	G	95%	0%	1%	1%	3%	0%	F	NA			83000	
st	To: From	WCI	Newport N	lews												_
ast 4	City of Newport News (Maint: 99)	1.32	40000	G	95%	0%	1%	1%	3%	0%	F	0.073	F		42000	
9	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	81000	G	95%	0%	1%	1%	3%	0%	F	0.071	F	0.527	83000	
	To	SR 2	38 Yorktown	n Rd												
ast 4	City of Newport News (Maint: 99)	2.04	44000	G	95%	0%	1%	1%	3%	0%	F	0.074	F		45000	
14)	Combined Traffic Estimates for 2 Parallel Roadways on the	-		G	95% 95%	0%	1%	1%	3%	0%		0.074	F	0.536	90000	
	Combined Trainic Estimates for 2 Farallel Roadways of the				95%	0%	170	170	3%	076	Г	0.069	г	0.556	90000	
ast	From:	SR 10	05 Ft Eustis	Blvd												
54)	City of Newport News (Maint: 99)	5.03	49000	G	95%	0%	1%	1%	3%	0%	F	0.076	F		50000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	96000	G	95%	0%	1%	1%	3%	0%	F	0.073	F	0.513	98000	
ast	To: From:	SR 14	43 Jefferson	Ave												_
<del>34</del> )	City of Newport News (Maint: 99)	1.41	59000	G	95%	0%	1%	1%	3%	0%	F	0.074	F		60000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	118000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.515	121000	
	To	SR 17	1 Oyster Poi	int Rd												
ast 4	City of Novement Nove (Mainty 00)		-		95%	0%	10/	40/	20/	00/	0	0.000	۸		69000	
4)	City of Newport News (Maint: 99)	1.81	66000	A			1%	1%	3%	0%	С	0.092	A		68000	
	Combined Traffic Estimates for 2 Parallel Roadways on			Α	95%	0%	1%	1%	3%	0%	С	0.086	Α		134000	
ast	To: From:	US 17 J	Clyde Morr	ris Blvd												_
ast 64	City of Newport News (Maint: 99)	1.06	78000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		80000	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	153000	G	95%	0%	1%	1%	3%	0%	F	NA			157000	(
	To:	W	/CL Hampto	n												

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

		Fillialy all						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Fact	From:	ECI	Newport Ne	NY/C			ZAXIE	STAXIE	IIIali	ZIIali		racioi		racioi		
East 64	City of Hampton (Main		78000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		80000	G
04)	Combined Traffic Estimates for 2 Parallel Ro	•		G	95%	0%	1%	1%	3%	0%	F	0.076	F	0.539	157000	
	To:					070		170	070	070	•	0.070	•	0.000	107000	Ū
East	From	•	Roads Center		-											
<del>64</del>	City of Hampton (Main	,	69000	G	95%	0%	1%	1%	3%	0%	F	0.073	F		71000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	136000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.547	140000	G
East	To: From:	SR 13	4 Magruder l	Blvd												
(64) (134)	City of Hampton (Main	nt: 99) 0.52	79000	G	95%	0%	1%	1%	3%	0%	F	0.087	В		83000	G
04) (134)	Combined Traffic Estimates for 2 Parallel Ro	,	159000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.553	164000	G
	To:		R 134 Merci					.,,	0,0	0,0	-	0.0.	•	0.000		
East 64)	From:	· · · · · · · · · · · · · · · · · · ·														
64)	City of Hampton (Main	,	76000	G	95%	0%	1%	1%	3%	0%	F	0.077	F		78000	G
	Combined Traffic Estimates for 2 Parallel Ro	,		G	95%	0%	1%	1%	3%	0%	F	0.073	F	0.577	155000	G
East	From:	I-664 Han	npton Roads I-664	Beltwa	У		-									
64) Hampton Roads Beltway	City of Hampton (Main	nt: 99) 0.77	56000	G	96%	1%	1%	0%	2%	0%	F	0.074	F		58000	G
34)	Combined Traffic Estimates for 2 Parallel Ro	,	112000	G	96%	1%	1%	0%	2%	0%	F	0.071	F	0.511	116000	G
	To		67 LaSalle A													
East	From															
64 Hampton Roads Beltway	City of Hampton (Main	,	41000	G	96%	1%	1%	0%	2%	0%	F	0.073	F		43000	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	89000	G	96%	1%	1%	0%	2%	0%	F	0.069	F	0.505	92000	G
East	To: From:	US 60, SR 1	43 Settlers L	anding	Rd											
60 Hampton Roads Beltw	yay City of Hampton (Main	nt: 99) 0.33	42000	G	96%	1%	1%	0%	2%	0%	F	0.074	F		43000	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	87000	G	96%	1%	1%	0%	2%	0%	F	0.067	F	0.541	89000	G
	To:		169 Mallory	St												
East	From:					40.	<u> </u>				_					
64 60 Hampton Roads Bridg		,	44000	Α	96%	1%	1%	0%	2%	0%	С	0.083	Α		46000	Α
	Combined Traffic Estimates for 2 Parallel Ro		7000 CL Norfolk	Α	97%	1%	1%	0%	2%	0%	С	0.078	Α		89000	Α
East	From:		CL Hampton													
64) 60 Hampton Roads Bridg	e Tunnel City of Norfolk (Maint:		44000	Α	96%	1%	1%	0%	2%	0%	С	0.083	Α		46000	Α
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	87000	Α	97%	1%	1%	0%	2%	0%	С	NA			89000	Α
	Tax	<u> </u>	Bayville St													
East Parks Parks Parks	From:		*	_	0001	401	46′	001	001	001	_	<b>N</b> .1.0			40000	_
64 60 Hampton Roads Beltw	,	,	42000	G	96%	1%	1%	0%	2%	0%	F	NA			43000	G
=	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	85000	G	96%	1%	1%	0%	2%	0%	F	NA			87000	G
East	To: From:		4th View St				$\Box$									
64)	City of Norfolk (Maint:	: 64) 1.30	38000	G	96%	1%	1%	0%	2%	0%	F	NA			39000	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	76000	G	96%	1%	1%	0%	2%	0%	F	NA			78000	G

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

		Filliary and						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	]	Bay Ave													
<del>64</del> )	City of Norfolk (Maint: 64)	1.09	43000	G	96%	1%	1%	0%	2%	0%	F	NA			44000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	85000	G	96%	1%	1%	0%	2%	0%	F	NA			87000	G
East	To: From:	Ne	w Gate Rd	l												
East 64	City of Norfolk (Maint: 64)	0.31	48000	G	96%	1%	1%	0%	2%	0%	F	NA			50000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	83000	G	96%	1%	1%	0%	2%	0%	F	NA			86000	G
Fast	To: From:	I-564, U	S 460 Gra	nby St												
East 64	City of Norfolk (Maint: 64)	1.38	48000	Α	97%	0%	1%	1%	2%	0%	F	0.115	Α		52000	Α
	Combined Traffic Estimates for 3 Parallel Roadways of	n this Route: 1	127000	G	98%	0%	0%	0%	1%	0%	F	0.06	Α		140000	G
Fret	Tre- From:	SR 168	8 Tidewate	r Dr												
East 64	City of Norfolk (Maint: 64)	1.04	58000	G	97%	0%	1%	1%	2%	0%	F	0.102	F		62000	G
	Combined Traffic Estimates for 3 Parallel Roadways of	n this Route: 1	137000	G	98%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	148000	G
	To: From	SR 194 (	Chesapeake	e Blvd			_									
East 64	City of Norfolk (Maint: 64)	1.00	63000	G	97%	0%	1%	1%	2%	0%	F	NA			63000	G
04)	Combined Traffic Estimates for 3 Parallel Roadways of			G	98%	0%	0%	0%	1%	0%	F	NA			157000	G
	Toc	SR 247	7 Norview	Ave												
East (64)	City of Norfolk (Maint: 64)		80000	G	97%	0%	1%	1%	2%	0%	F	NA			78000	G
64)	Combined Traffic Estimates for 3 Parallel Roadways of			G	97%	0%	0%	1%	1%	0%	F	NA			175000	G
1	То		5 Military I					.,,								
East 64	City of Norfolk (Maint: 64)		63000	G	97%	0%	1%	1%	2%	0%	_	NA			68000	G
64)	Combined Traffic Estimates for 3 Parallel Roadways of	_		G	97%	0%	0%	0%	2% 1%	0%	F	NA NA			165000	G
	To-	US 13, SR 16				070		070	170	070		101			100000	
East	Prom-					00/	40/	40/	00/	00/	_	NIA			05000	0
64	City of Norfolk (Maint: 64) Combined Traffic Estimates for 3 Parallel Roadways o		79000	G G	97% 97%	0% 0%	1% 0%	1% 0%	2% 1%	0% 0%	F F	NA NA			85000 195000	G G
	Telegraphic Light Control of the Con	ir triis Noute.			91 /0	076	076	0 /0	1 /0	0 /0	-	INA			193000	G
East 64	From:		I-264					407			_					
64)	City of Norfolk (Maint: 64)		69000	A	97%	0%	1%	1%	2%	0%	С	0.107	Α		75000	A
	Combined Traffic Estimates for 2 Parallel Roadways o		Virginia Be	A each	97%	0%	1%	1%	2%	0%	С	NA			147000	Α
East 64	From:	EC	CL Norfolk													
64	City of Virginia Beach (Maint: 64)		69000	Α	97%	0%	1%	1%	2%	0%	С	0.107	Α		75000	A
-	Combined Traffic Estimates for 2 Parallel Roadways o			Α	97%	0%	1%	1%	2%	0%	С	NA			147000	Α
East	To: From:	Indi	an River R	d												
East 64	City of Virginia Beach (Maint: 64)		60000	G	97%	0%	1%	1%	2%	0%	F	NA			60000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways o			G	97%	0%	0%	1%	2%	0%	F	NA			124000	G
-	lo:	ECL	. Chesapeal	ke												

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

						_		Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		L Virginia B													
64	City of Chesapeake	•	60000	G	97%	0%	1%	1%	2%	0%	F	NA			60000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	: 120000	G	97%	0%	0%	1%	2%	0%	F	NA			124000	G
East	To: From:	Gr	eenbrier Park	cway												
64)	City of Chesapeake	(Maint: 64) 2.13	45000	G	97%	0%	1%	1%	2%	0%	F	NA			49000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	97000	G	97%	0%	1%	1%	2%	0%	F	NA			106000	G
East	Ta: From:	SR 1	68 Battlefield	d Blvd			$\Box$ $\vdash$									
64)	City of Chesapeake	(Maint: 64) 0.58	58000	G	93%	1%	1%	1%	4%	0%	С	NA			62000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 111000	G	95%	0%	1%	1%	3%	0%	F	NA			119000	G
	Ta	,	I-464													
East	City of Chesapeake	(Maint: 64) 4.31	40000	G	92%	1%	1%	1%	5%	0%	_	NA			42000	G
64 [17]	Combined Traffic Estimates for 2 Paralle	,		G	92%	0%	1%	1%	5% 5%	0%	F	NA NA			82000	G
	Combined Traffic Estimates for 2 Parallel	<u> </u>				0%	170	170	3%	0%	Г	INA			02000	G
East 64)	From:		eorge Washii													
64)	City of Chesapeake	,	36000	G	92%	1%	1%	1%	5%	0%	F	NA			39000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	70000	G	92%	0%	1%	1%	5%	0%	F	NA			75000	G
East	To: From:	US 13, U	S 460 Milita	ry Highw	ay ay											
64)	City of Chesapeake	(Maint: 64) 2.31	36000	Α	92%	1%	1%	1%	5%	0%	С	0.103	Α		39000	Α
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	71000	Α	92%	0%	<u>1</u> %	1%	5%	0%	С	0.1	Α		75000	Α
	To:		I-264, I-664													
East	From:	I-64-E TO F-			OUTH											
Ramp	Alleghany Co		90	F	54 E							NA			90	F
	From:		-198- A FR &				_									_
East 64) Jerrys Run Welcome Center	Alleghany Co		st to Welcom	ne Center	r							NA			NA	
64) Garrya real Welderine Geriter	To:		come Center	Parking	Lot							100			14/ (	
ast	From:		ome Center	Parking I												
64) Jerrys Run Welcome Center	Alleghany Co	•	380	Α	96%	1%	1%	0%	2%	0%	С	0.201	Α		310	Α
<u> </u>	10:		from Welco													
Bamp	Alleghany Co	I-64-E TO R	T 661 EAST <b>NA</b>	' AND W	VEST							NA			NA	
Ramp	Allegnany Co		I FROM I-64	1 FAST								NA			NA	
·•	From:		4 CALLAGE				_									_
East 60 Ramp	Alleghany Co		4 CALLAGE 1100	F								NA			1100	F
04) (00) (01)	To:	0.22	W SR 159	-												
East	From:	I-64-E TO F			UTH		i									
Ramp	City of Covington (		NA									NA			NA	
	To:	· · · · · · · · · · · · · · · · · · ·	R 154; 107-36	505-N00	1A G											

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

		Primary and interstate Routes		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East	From:	I-64-E TO RTS 60WEST @ RT 648SOUTH		
(64) Ramp	Alleghany County	0.28 <b>1400 F</b>	NA NA	1400 F
64) Kamp	To:	US 60; 03-648 US 60- 17B FRO		1400 1
<u> </u>				
East (64) Ramp	From:	I-64-E TO RT 696 WEST & EAST		
(64) Ramp	Alleghany County	0.10 <b>NA</b>	NA	NA
	To:	03-696; 03-696- B FROM & TO I-64	3	
Ft	From:	I-64-E TO BUS RT 60EAST AND RT 384		
East			NA	NΙΛ
64) Ramp	Alleghany County	0.15 <b>NA</b>	NA NA	NA
<u> </u>	10:	C1US 60 C1US 60- B FROM & TO R		
East	From:	I-64-E TO BUS RT 60WEST & RT 629EAS		
(64) Ramp	Alleghany County	0.27 <b>2300 F</b>	NA	2300 F
(04)	To:	CIUS 60 CIUS 60-W003A FROM & TO R	¬	
East	From:	I-64-E TO RTS 42NORTH & RT 269SOUTH	_	
(64) Ramp	Alleghany County	0.24 <b>1100 F</b>	NA NA	1100 F
$\overline{}$	To:	SR 42 SR 269 SR 42- 152A FRO		
East	From:	I-64-E TO TRUCK REST AREA		
Edst	Alleghany County	0.04 <b>250 F</b>	NA NA	250 F
East 64	Allegrany County	0.04 <b>230 F</b>	IVA	230 F
	To: From:	TO TRUCK PARKING AREA	7	
East 64	All I O	0.00		
(64)	Alleghany County	0.08 <b>NA</b>	NA NA	NA
	To	Gap WEST END REST AREA		
East 64	From:	Gap EAST END REST AREA	_	
(64)	Alleghany County	0.18 <b>NA</b>	NA	NA
	To:	FROM TRUCK PARKING AREA	7	
East 64	From:	TROW TRUCK LARRING AREA	<u> </u>	
(64)	Alleghany County	0.03 <b>NA</b>	NA	NA
	To:	I-64-E FROM TRUCK REST AREA		
F .	From:	I-64-E TO RT 269WEST & EAST		
East (64) Ramp	All a sib area. Garante.		_l NA	20 Г
(64) Ramp	Alleghany County	0.23 <b>30 F</b>	NA NA	30 F
<u> </u>	To:	SR 269 RAMP FROM I-64 & 60 FROM RT 6		
East	From:	I-64-E TO RT 780SOUTH & NORTH		
(64) Ramp	Rockbridge County	0.20 <b>NA</b>	NA	NA
(04)	To:	81-780; 81-780- A FOREST ROAD	¬	
			1	
East	From:	I-64-E TO RT 60WEST & EAST		
East (64) (60) Ramp	Rockbridge County	0.18 <b>NA</b>	NA	NA
	To:	7US 60-P US 60 US 60- 51B		
Fact	From:	I-64-E TO US 11SOUTH & NORTH		
East (64) Ramp	Rockbridge County	0.19 <b>NA</b>	NA NA	NA
Ramp	Tockbridge County		INA	INA
	10.	US 11 US 11- 205A FROM & TO I-64	_1	
East	From:	I-64 East		
(64) Ramp from I-64 E Exit 56 to I-81 S at Exit 191	Rockbridge County	0.37 <b>2400 G</b> 77% 1%		2200 G
	To:	I-81 South		
		* ** ******	·	

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

		Filliary and inters	idio i toutoo			Truck				K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	I-64-E TO RT 608SOU	TH & NORTH											
(64) Ramp	Augusta County	0.24 <b>5800</b>	<b>G</b> 94%	0%	1%	1%	3%	1%	С	NA			5800	G
	To:	07-608; 07-608- 20A FR	OM & TO I-64											
East	From:	I-64-E TO RT 340SOU	TH & NORTH											
(64) Ramp	Augusta County	0.22 <b>NA</b>			<del>-</del>					NA			NA	
$\smile$	To	I-64-E094B FROM I	RT 64 EAST		-									
East (64) Ramp	Augusta County	0.03 <b>NA</b>								NA			NA	
Ramp	Augusta County	US 340 US 340-S012A FR	OM & TO RT 64							INA			INA	
Foot	From:	I-64-E094A FROM												
East (64) Ramp	Augusta County	0.04 <b>NA</b>	15 04 EAST							NA			NA	
64) Namp	To:	US 340 FROM I-	64 EAST							INA			INA	
Cont	From	I-64-E TO DELPHINE AVEN		DT										
East (64) Ramp	City of Waynesboro (Maint:		IUESOUTH & NC	JK I						NA			NA	
64) Kamp	To:	136-5118 FROM I	-64 EAST							100			14/1	
East	From:	I-64-E TO US 250WF												
(64) Ramp	Augusta County	0.32 <b>NA</b>	EST & EAST							NA			NA	
64) (41)	To:	I-64-W099A I-64- 99A	FROM RT 6											
Fast	From:	I-64 East												
East (64) Ramp	Nelson County (Maint: 02		•							NA			NA	
04)	To	West End of Parkin	ıg Lot; Gap											
East	From:	East End of Parkin	g Lot; Gap											
Ramp	Nelson County (Maint: 02									NA			NA	
<u> </u>	Tor	I-64-E FROM SCE	NIC VIEW											
East (64) Ramp	From:	I-64 East	t											
(64) Ramp	Albemarle County	0.07 <b>NA</b>								NA			NA	
Foot	To: From:	West End Parkir East End Parkir												
East (64) Ramp	Albemarle County	0.05 <b>NA</b>	ig Aica							NA			NA	
64)	To:	I-64-E FROM SCE	NIC VIEW											
East	From:	I-64 East to Re			i									
(64) Charlottesville Rest Area Ramp	Albemarle County	0.19 <b>740</b>	<b>G</b> 96%	1%	1%	0%	2%	0%	F	NA			740	G
	To:	Enter Rest Area Pa							-					-
East	From:	Exit Rest Area Pa												
64 Charlottesville Rest Area Ramp	Albemarle County	0.06 <b>740</b>	<b>G</b> 96%	1%	1%	0%	2%	0%	F	NA			740	G
<u> </u>	To:	I-64 East from R												
East	From:	I-64-E TO US 250WE	EST & EAST											
(64) Ramp	Albemarle County	0.14 <b>NA</b>								NA			NA	
<u> </u>	То:	US 250 US 250-W081A F	FROM & TO I-64											
East (64) Ramp	From:	I-64 East												
(64) Ramp	Albemarle County	0.17 <b>250</b>	G							NA			250	G
$\sim$	To:	02-637 Dick Wo	oods Rd											

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

		Primary and interstate Routes			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck		$\Lambda \Lambda \Lambda \Lambda \Pi T = \Omega \Lambda \Lambda$
	Front	Y CA F TO VIO ADDOVITY	2Axle 3+Axle 1Trail 2Tra	il Factor Fact	or
East	Albamarla County	I-64-E TO US 29SOUTH 0.21 <b>550 G</b>		NA	550 G
64 Ramp	Albemarle County	0.21 <b>550 G</b> US 29 FROM I-64 EAST		INA	550 G
East	From:	I-64-E TO US 29NORTH			
(64) Ramp	Albemarle County	0.19 <b>NA</b>		NA	NA
<u> </u>	То:	US 29 FROM I-64 EAST			
East	From:	I-64 East			
(64) Ramp	Albemarle County	0.16 <b>NA</b>	_	NA	NA
$\overline{}$	To:	5th Street Ext			
East	From:	I-64 East	T		
(64) Ramp	Albemarle County	0.20 <b>NA</b>		NA	NA
	То:	SR 20 Scottsville Rd			
East	From:	I-64-E TO RT 20NORTH			
(64) Ramp	Albemarle County	0.21 <b>NA</b>		NA	NA
(64) Kump	To:	SR 20 FROM I-64 EAST		1 10 (	1471
	From:				
East (64) Ramp		I-64-E TO US 250EAST & WEST  0.21 <b>3000 A</b>		0.171 A	2400 ^
64 Ramp	Albemarle County	0.21 <b>3000 A</b> US 250 US 250- 100B FROM & TO I-64		0.171 A	3400 A
East	From:	I-64 East			
(64) Ramp	Albemarle County	0.22 <b>NA</b>		NA	NA
<u> </u>	Tn·	02-616 Black Cat Rd			
East	From:	I-64 East			
East (64) Ramp	Louisa County	0.27 <b>NA</b>		NA	NA
	To:	US 15 James Madison Hwy			
East	From:	I-64-E TO RT 208SOUTH & NORTH			
(64) Ramp	Louisa County	0.31 <b>NA</b>		NA	NA
	To:	SR 208 SR 208- A FROM & TO I-64			
Fast	From:	I-64-E TO RT 605WEST & EAST			
East (64) Ramp	Goochland County	0.19 <b>NA</b>		NA	NA
	To:	37-605; 37-605- 7A FROM & TO I-64			-
East	From:	I-64-E TO RT 629WEST & EAST			
East (64) Ramp	Goochland County	0.18 <b>NA</b>		NA	NA
Ramp	To:	37-629; 37-629- 1A FROM & TO I-64		INA	INA
East	From:	I-64-E TO US 522SOUTH & NORTH		NIA	NIA.
Ramp	Goochland County	0.26 <b>NA</b>		NA	NA
	То:	US 522 US 522- 18A FROM & TO I-64			
East	From:	I-64-E TO RT 617SOUTH & NORTH			
(64) Ramp	Goochland County	0.13 <b>490 G</b>		NA	490 G
$\smile$	To:	37-617; 37-617- A FROM & TO I-64			
East	From:	I-64 East to Rest Area			
64 Goochland Rest Area Ramp	Goochland County	0.09 <b>NA</b>		NA	NA
	To:	Enter Rest Area Parking Lot			
	•		•		

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

							T	ruck			K		Dir		
Route	Jurisdiction	Length	AADT	<b>QA</b> 4Tir	e B	110	de 3+Axl			QC	Factor	QK	Factor	AAWDT	QW
East	From:	Exit Re	st Area Parkin	g Lot											
(64) Goochland Rest Area Ramp	Goochland County	0.13	1200	G							NA			1200	G
<u> </u>	To:	I-64 Ea	ast from Rest	Area											
East	From:	I-64-E TO RT	Г 623SOUTH	& NORTH											
(64) Ramp	Goochland County	0.21	1400	G							NA			1400	G
<u> </u>	To:	37-623; 37-62	23- 6A FROM	& TO I-64		l									
East	From:		I-64 East												
Ramp From I-64 E to SR 288	Goochland County	0.23	5700	В							0.109	Α		5700	В
<u> </u>	To:		SR 288												
East	From		I-64 East												
(64) Ramp from I-64 E Exit 178A to US 250	Henrico County	0.17	5400	<b>G</b> 98%	6 0	% 19	6 0%	0%	0%	F	0.107	F		5800	G
<u> </u>	To:	US	S 250 Broad St	1											
East	From:		I-64 East												_
(64) Ramp from I-64 E Exit 178B to US 250	Henrico County	0.21	3300	<b>G</b> 99%	6 0	% 0%	6 0%	0%	0%	F	0.195	F		3500	G
	To:		S 250 Broad St												
East	From:	I-64-E TO G		DSOUTH											
64 Ramp	Henrico County	0.31	NA								NA			NA	
	10:		FROM I-64 I												
East	From:	I-64-E TO GA		DNORTH											
64 Ramp	Henrico County	0.24	NA								NA			NA	
		43-7514	FROM I-64 I	EAST											
East	From:	0.40	I-64 East								NIA			NIA	
64 Ramp	Henrico County	0.19	NA Parham Rd								NA			NA	
East	From:	I-64-E183X TO GL		IVESOUTH	& N						NIA			NIA	
64 Ramp	Henrico County	0.18	NA FROM I-64 I	ZACT							NA			NA	
	From:				~										
East (64) Ramp	Henrico County	I-64-E183X TO US 0.17	NA 250-BROAL	) STREETE	AST						NA			NA	
64 Kamp	To:		FROM I-64 I	TAST							INA			INA	
-	From:				0 D										
East (64) Ramp	Henrico County	I-64-E COLLECTO			&Κ						0.156	Α		12000	В
64) Kamp	Tiernico County										0.130	^		12000	Ь
East	To: From:	I-64-E183A TO GL	ENSIDE DR	IVESOUTH (	& N										
(64) Ramp	Henrico County	0.13	NA								NA			NA	
	To:	43-7536-S001A FRC	M GLENSID	E DRIVESO	UTH	<del></del> 1									
East (64) Ramp	From:				J.111						N 1 A			N.A	
64 Ramp	Henrico County	0.19	NA								NA			NA	
East	To: From:	43-7536-N001A FRC	M GLENSID	E DRIVENO	ORTH										
(64) Ramp	Henrico County	0.16	NA								NA			NA	
<u>0</u>	To:	I-64-E183B TO RT		STREETEA	ST										
	·	_				-									

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

Route	Jurisdiction				4Tire Bus		Trucl de 3+Axle 1	QC F	K actor	QK	Dir Factor	AAWDT	QW
East 64 Ramp	Henrico County	I-64-E183B TO R 0.24 US 250-W159B FRO	NA						NA			NA	
East 64 Ramp	Henrico County To:	0.07 I-64-E COLLECT	NA						NA			NA	
East 64 Ramp	Henrico County To:	I-64-E TO DICK 0.11 43-7546	ENS ROAD  NA  FROM I-64		EAST				NA			NA	
East 64 Ramp from I-64 E Exit 185B to SR 33	From Henrico County	0.14	I-64 East 1700 3 Staples Mil	A				C	).185	Α		2100	A
East (64) Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Maint: 4	3) 0.16	I-64-E NA						NA			NA	<del></del>
East (64) Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Maint: 4		NA I-195 S	n Ave		<u>}</u>			NA			NA	
East 64 Ramp	City of Richmond (Maint: 4	3) 0.16	I-64-E186A <b>NA</b> 555 Laburnun						NA			NA	
East 64 Ramp	City of Richmond (Maint: 4		NTO RT 195 NA FROM I-64		RTH				NA			NA	
East 64 Ramp	City of Richmond (Maint: 4	I-64-E192X TO R	Γ 360WEST-	'-MECHAI					NA			NA	
East 64 Ramp	Henrico County	0.17	I-64-E192X  NA  Mechanicsvil						NA			NA	
East 64 Ramp	City of Richmond (Maint: 4	I-64-E BEG 3) 0.10	N COLLEC	TOR ROA					NA			NA	<del></del>
East 64 Ramp	City of Richmond (Maint: 4	•	NA						NA			NA	
East 64 Ramp	City of Richmond (Maint: 4		NA  ECL RICHN		CHANICS				NA			NA	
East 64 Ramp	Henrico County To:	0.05 I-64-E192B TO R	NA		NICSVI				NA			NA	

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

		T TITTAL Y ALTA	i interstate i	rtoutoo										
Route	Jurisdiction	Length .	AADT Q	A 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
East	From:	I-64-E192B TO RT	360EAST-ME	ECHANICSVI		ZANIC	JTANIC	IIIaii	ZITAII		i actor	1 actor		
(64) Ramp	Henrico County	0.08	NA								NA		NA	
$\smile$	To	US 360-E143A FROM	RT 360EAST	Γ-MECHANIC	S									
East	From:				-						NIA		NA	
64 Ramp	Henrico County	0.04 I-64-E END COL	NA LECTOP PO	AD PT 360							NA		INA	
Foot	From:													
$\frac{East}{64}$ Ramp	Henrico County	I-64-E TI RT 33W 0.10	NA	TILE ROAD							NA		NA	
64) TGMP	To:		ROM I-64 EAS	ST							14/1		14/1	
East	From:	I-64-E TO RT 33E												
(64) Ramp	Henrico County	0.18	NA	HEE ROLL							NA		NA	
<u> </u>	To:	SR 33 FF	ROM I-64 EAS	ST										
East	From:	I-64-E TO LABURNU	JM AVESOU	TH & NORTH				-						
(64) Ramp	Henrico County	0.23	NA								NA		NA	
	To:	43-7555; 43-7555	5- 5A FROM a	& TO I-64										
East	From:	I	-64 East											
(64) Ramp from I-64 E Exit 197A to SR 156 S	Henrico County	0.28	6500 C	<b>G</b> 95%	1%	1%	1%	2%	0%	С	NA		6500	G
$\smile$	To:	SR 156	S, Airport Dr	r										
East	From:	I	-64 East											
(64) Ramp from I-64 E Exit 197B to SR 156 N	Henrico County			<b>G</b> 97%	0%	1%	0%	1%	0%	С	NA		4200	G
<u> </u>	To:	SR 156	N, Airport D	r										
East	From:		-64 East											
(64) Ramp from I-64 E Exit 200A to I-295 E	Henrico County			<b>G</b> 79%	1%	1%	1%	18%	0%	F	NA		3300	G
	10:		295 East											
East	From:		-64 East	• • • • • • • • • • • • • • • • • • • •	407	40/	407	<b>7</b> 0./	00/	_			540	•
Ramp from I-64 E Exit 200B to I-295 W	Henrico County			<b>G</b> 91%	1%	1%	1%	7%	0%	F	NA		510	G
	10.		295 West											
East	Henrico County		-64 East <b>3900 (</b>	<b>G</b> 91%	1%	1%	10/	7%	00/	F	NA		3900	G
Ramp	Herifico County				170	170	1%	170	0%	Г	INA		3900	G
East	To: From:	I-64-E200A TO	O RT 295 EAS	ST & 60										
(64) Ramp	Henrico County	0.27	NA								NA		NA	
$\smile$	To	I-295-E028E FROM	I RT 295 EAS	TOLD LOOP										
East	Henrico County	0.23									NA		NA	
Ramp	nemico County		NA								INA		INA	
East	From:	I-64-E200B	TO RT 295 W	VEST										
(64) Ramp	Henrico County	0.23	NA								NA		NA	
$\smile$	To:	I-295-E028C I-29	95-W028C FR	ROM RT 2										
East	From:										NIA		N I A	
64 Ramp	Henrico County	0.33 I-64-E COLLECTOR	NA FROM	M DTC 205 P	5	_					NA		NA	
<del>-</del>	***	1-04-E CULLECTOR	KUAD FKUN	vi K i S 295 & (	)									

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

		Filliary and interstate Routes			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	I-64-E TO SCALES		2/\\	STANE	IIIali	ZIIali		1 actor		1 actor		
(64) Ramp	Henrico County	0.10 <b>NA</b>							NA			NA	
64) Namp	To:	Gap WEST END SCALE							14/1			1473	
East	From:	Gap EAST END SCALE											
East (64) Ramp	Henrico County	0.11 <b>NA</b>							NA			NA	
	To:	I-64-E FROM SCALES		1									
Foot	From:	I-64 East		i									
Ramp	New Kent County	0.25 <b>5900 F</b> 97%	6 0%	1%	0%	1%	0%	С	NA			5900	F
East 64 Ramp	New Rent County	0.23 <b>3300 1</b> 977	0 070	1 70	070	1 70	0 /0	C	INA			3300	'
	To- From:	Ramp Split											
East 64 Ramp	New Kent County	0.05 <b>NA</b>							NA			NA	
04)	To:	SR 33 @ Traffic Signal											
East	From:	Ramp Split											
East 64 Ramp	New Kent County	0.08 <b>2600 G</b> 96%	6 0%	1%	0%	2%	0%	С	NA			2600	G
64 Kamp	To:	SR 33 West	0 070	1 /0	076	2/0	0 /6	C	INA			2000	G
East (64) Ramp	From:	I-64 East										4000	_
(64) Ramp	New Kent County	0.19 <b>1000 F</b>							NA			1000	F
<u> </u>	То:	SR 106 Emmaus Church Rd											
East	From:	I-64 East to Rest Area											
(64) New Kent Welcome Center	New Kent County	0.09 <b>2300 A</b> 91%	6 1%	1%	1%	7%	0%	F	0.142	Α		1900	Α
$\overline{}$	To:	Enter Rest Area Parking Lot											
East	From:	Exit Rest Area Parking Lot											_
64) New Kent Welcome Center	New Kent County	0.18 <b>2500 G</b>							NA			2500	G
<u> </u>	10:	I-64 East from Rest Area											
East	From:	I-64 East											
(64) Ramp	New Kent County	0.22 <b>1900 F</b>							NA			1900	F
$\bigcirc$	To:	SR 155											
East	From:	I-64 East											
(64) $(33)$ Ramp	New Kent County	0.49 <b>4000</b> F							NA			4000	F
<u>.</u>	To:	SR 33											
Fact	From:	I-64-E TO RT 30		i									
East 64 Ramp	James City County	0.33 <b>NA</b>							NA			NA	
04)	Carnos Oity County								1 1/-1			1 1/-1	
East	To: From:	I-64-E227B TO RT 30 EAST											
East 64 Ramp	James City County	0.03 <b>NA</b>							NA			NA	
	То:	SR 30 FROM RT 64 EAST											
Fact	From:	I-64-E227A TO RT 30 EAST											
East 64 Ramp	James City County	0.04 <b>NA</b>							NA			NA	
04)	To:	SR 30 FROM I-64 EAST							1 1/-1			1 1/-1	
	From:												
East (64) Ramp		I-64-E TO RT 30 WEST & 607 SOUTH										A 1 A	
(64) Ramp	James City County	0.33 <b>NA</b>							NA			NA	
~	To	SR 30 SR 30-E061A FROM & TO I-64											

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

		i iiiiaiy and interstate Noutes	Truck	K [	Dir
Route	Jurisdiction	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail		ctor AAWDT QW
East	From:	I-64-E TO RT 30 EAST & 607 NORTH			
(64) Ramp	James City County	0.20 <b>NA</b>		NA	NA
	To:	SR 30 FROM I-64 EAST			
East	From:	I-64-E TO RT 646			
(64) Ramp	York County	0.19 <b>NA</b>		NA	NA
	To:	99-646; 99-646- 1A FROM & TO I-64			
East	From:	I-64-E TO RT 143			
(64) Ramp	York County	0.16 <b>NA</b>		NA	NA
(64) · tomp	To:	SR 143 FROM I-64 EAST			
East	From:	I-64-E TO RT 199 WEST	Ī		
East 64 Ramp	York County	0.31 <b>NA</b>		NA	NA
64) Rump	To:	SR 199 FROM I-64 EAST		100	14/1
Foot	From	I-64-E TO RT 199 EAST			
East (64) Ramp	York County	0.21 <b>NA</b>		NA	NA
64 Ramp	To:	SR 199 FROM I-64 EAST		INA	INA
East 64 Ramp	York County	I-64 East		0.407	2402
64 Ramp	YOR County	0.30 <b>2400 G</b> US 60		0.137 F	2400 G
	10.				
East	From:	I-64-E TO RT 143			
(64) Ramp	York County	0.11 <b>NA</b>		NA	NA
<u> </u>	To:	I-64-W243B I-64- 243B Gap Termi			
East (64) Ramp	From:	I-64 East			
(64) Ramp	James City County	0.25 <b>2400 G</b>		0.136 F	2400 G
-	To:	SR 143 Merrimac Trail			
East 64 Ramp	From:	I-64-E TO RT 105-FORT EUSTIS BOULEVARD			
(64) Ramp	City of Newport News (Maint: 9			NA	NA
$\overline{}$	To:	SR 105 FROM I-64 EAST			
East	From:	I-64-E TO RT 105-FORT EUSTIS BOULEVARD			
East 64 Ramp	City of Newport News (Maint: 9			NA	NA
	To:	SR 105 SR 105-W001A TO & FROM I-64			
East	From:	I-64-E TO RT 143 SOUTH-JEFFERSON AVENU			
East (64) Ramp	City of Newport News (Maint: 9		<del></del>	NA	NA
	To:	SR 143 FROM I-64 EAST			
East	From:	I-64-E TO RT 143 NORTH00- JEFFERSON AVE			
East (64) Ramp	City of Newport News (Maint: 9			NA	NA
	To:	SR 143 FROM I-64 EAST			
Fast	From:	I-64-E BEGIN COLLECTOR ROAD00- RT 143 J			
East (64) Ramp	City of Newport News (Maint: 9			NA	NA
04)	- F				1
East	Troil From:	I-64-E255A TO ROUTE 14300- JEFFERSON AV			
(64) Ramp	City of Newport News (Maint: 9			NA	NA
$\smile$	To:	SR 143-S018A FROM ROUTE 14300- JEFFERSON			

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	TruckQC	K QK Factor	Dir AAWDT QW
East 64 Ramp	City of Newport News (Maint: 99)	R 143-S018A FROM ROUTE 14300- JEFFERSON  0.21 NA  -64-E255B TO ROUTE 14300- JEFFERSON AV		NA	NA
East 64 Ramp	City of Newport News (Maint: 99)	0.07 <b>NA</b> R 143-N018A FROM ROUTE 14300- JEFFERSON		NA	NA
East 64 Ramp	City of Newport News (Maint: 99)	SR 143 ) 0.33 <b>19000 G</b> I-64 East		0.075 F	19000 G
East 64 Ramp	City of Newport News (Maint: 99)	-64-E TO RT 171 WEST-OYSTER POINT ROA  0.36 NA  SR 171 FROM I-64 EAST		NA	NA
East 64 Ramp	City of Newport News (Maint: 99)	-64-E TO RT 171 EAST-VICTORY BOULEVAR  0.25 NA  SR 171 SR 171-W001A FROM & TO I-64		NA	NA
East 64 Ramp	City of Newport News (Maint: 99)	I-64-E TO RT 17 SOUTH  0.30 NA  US 17 I-64-E258B TO & FROM I-64		NA	NA
East 64 Ramp	City of Newport News (Maint: 99)	I-64-E TO RT 17 NORTH  0.15 NA US 17 I-64-E258A TO & FROM I-64		NA	NA
East 64 Ramp	City of Hampton (Maint: 99)	4-E TO HAMPTON ROADS CENTER PARKWAY  0.21 NA  114-7026 FROM I-64 EAST		NA	NA
East 64 Ramp	City of Hampton (Maint: 99)	4-E TO HAMPTON ROADS CENTER PARKWAY  0.33 NA  114-7026 FROM I-64 EAST		NA	NA
East (64) (134) Ramp	City of Hampton (Maint: 99)	I-64-E TO RT 258 0.10 <b>NA</b>		NA	NA
East 64 Ramp	City of Hampton (Maint: 99)	I-64-E263B TO RT 258 WEST  0.13 NA  US 258 JB-99-27 FROM RTE 64 EAST		NA	NA
East 64 Ramp	City of Hampton (Maint: 99)	0.32 NA US 258 FROM I-64 EAST		NA	NA
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.24 <b>6700 G</b> 114-7035 Lasalle Ave		0.077 F	6700 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64-E Gap TO RIP RAP ROAD  0.11 NA  114-7037 Gap FROM I-64 EAST		NA	NA

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

		Primary and interstate Routes			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
East	From:	I-64 East			
64 Ramp	City of Hampton (Maint: 99)	0.07 <b>7600 G</b>	_	0.097 F	7600 G
	To:	US 60 Settlers Landing Rd			
East	From:	I-64 East			
(64) Ramp	City of Hampton (Maint: 99)	0.13 <b>4700 G</b>	_	0.12 F	4700 G
<u> </u>	To:	114-7057 Mallory St			
East	From:	I-64-E TO INSPECTION STATION			
(64) Ramp	City of Hampton (Maint: 99)	0.04 <b>NA</b>		NA	NA
East	To- From:	114-7057- T INSPECTION BOOTH AREA			
East (64) Ramp	City of Hampton (Maint: 99)	0.04 <b>NA</b>	•	NA	NA
64) 1.6.115	To:	114-7057- A TO RT 64 EAST	$\neg$	101	10.1
East	From:	I-64-E TO BAYVILLE STREET			
East (64) Ramp	City of Norfolk (Maint: 64)	0.03 <b>NA</b>		NA	NA
04)	To:	122-99001- A BAYVILLE STREET FROM &	$\neg$		1 10 1
Fast	From:	I-64-E TO 4TH VIEW ST			
East $60$ Ramp	City of Norfolk (Maint: 64)	0.17 <b>NA</b>	_	NA	NA
04) (00) 13	To:	US 60 US 60- 281A FROM & TO I-64			
East	From:	I-64-E TO US 460-GRANDBY ST & RT 564 N			
(64) Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>		NA	NA
	To:	L CA FATCH TO DT 4CO CD ANDDY CT	$\neg$		
East	From:	I-64-E276B TO RT 460 GRANDBY ST			
(64) Ramp	City of Norfolk (Maint: 64)	0.15 <b>NA</b>	_	NA	NA
<u> </u>	To:	I-564-N FROM RT 64 EAST			
East	From:	I-64-E276A TO US 460 GRANDBY ST			
(64) Ramp	City of Norfolk (Maint: 64)	0.06 <b>NA</b>	_	NA	NA
	10:	US 460 FROM I-64 EAST			
East (64) Ramp	From:	I-64-E TO H.O.V. LANE			
(64) Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b>	$\neg$	NA	NA
	101	I-64-R I-64-R000A FROM 64 EAST			
East (64) Ramp	From:	I-64-E RAMP TO RT 168 TO RT 16800- T		NIA	NIA
(64) Kamp	City of Norfolk (Maint: 64)	0.35 <b>NA</b>	$\neg$	NA	NA
		SR 168 FROM I-64 EAST			
East (64) Ramp		I-64-E TO RT 168 NORTH-TIDEWATER DRIVE		NIA	NIA
64 Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b>	$\neg$	NA	NA
	105	SR 168 FROM I-64 EAST			
East (64) Ramp		I-64-E TO RT 194 SOUTH-CHESAPEAKE BLVD		NIA	A I A
64 Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b> SR 194 FROM I-64 EAST	$\neg$	NA	NA
	105				
East	From:	I-64-E TO RT 247 EAST-NORVIEW AVENUE	40/ 00/ 40/ 00/	C NA	4400
Ramp	City of Norfolk (Maint: 64)	0.17 <b>4100 G</b> 98% 0%	1% 0% 1% 0%	C NA	4100 G
	10.	SR 247 FROM I-64 EAST			

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

		Timaly and interestal			Tru	ck	K	Dir	
Route	Jurisdiction	Length AADT	QA 4Tire E	2110		1Trail 2Trai	OC.	QK Factor	AAWDT QW
East	From:	I-64-E TO ROBIN HOO	D ROAD						
(64) Ramp	City of Norfolk (Maint: 64)	0.16 <b>NA</b>					NA		NA
	To:	122-8636 ALMEDA AVE FRO	OM RT 64 EAST						
East	From:	I-64-E TO RT 16500- MILITA	RY HIGHWAY						
(64) Ramp	City of Norfolk (Maint: 64)	0.17 <b>NA</b>		<u>-</u>			NA		NA
	To:	SR 165 FROM RT 64	EAST						
East	From:	I-64-E TO RT 13 NO	ORTH						
(64) Ramp	City of Norfolk (Maint: 64)	0.19 <b>NA</b>					NA		NA
	To:	US 13 FROM I-64 F	EAST						
East	From	I-64-E TO I-264	4						
(64) Ramp	City of Norfolk (Maint: 64)	0.16 <b>NA</b>					NA		NA
$\overline{}$	To:	I-64-E284C TO RT 264 EAS	T264 WESTP						
East	From		1204 WESTK						
64 Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>					NA		NA
	10:	I-264-W013X FROM RT							
East (64) Ramp	From:	I-64-E TO I-264 EA	ST44						
64 Ramp	City of Norfolk (Maint: 64)	0.17 <b>NA</b>					NA		NA
	10:	I-264-E013X FROM I-6							
East	From:	I-64-E284A TO RT 264 EAS	ST264 WEST						
64 Ramp	City of Norfolk (Maint: 64)	0.45 <b>NA</b>					NA		NA
	To	I-264-E From RT 64							
East (64) Ramp	From:	I-64-E TO RT 40	07						
(64) Ramp	City of Virginia Beach (Maint: 64						NA		NA
	To:	SR 407 FROM I-64 I	EAST						
East	From:	I-64-E TO RT 407 E	EAST						
East (64) Ramp	City of Virginia Beach (Maint: 64						NA		NA
	То:	SR 407 SR 407-W004A FRO	M & TO I-64						
East	From:	I-64-E289X TO GREENBRIE	ER PARKWAY						
East (64) Ramp	City of Chesapeake (Maint: 64)						NA		NA
<u> </u>	To:	131-8665 FROM RT 6	4 EAST						
East	From:	I-64-E289X TO GREENBRIE	ER PARKWAY						
East (64) Ramp	City of Chesapeake (Maint: 64)						NA		NA
	To:	131-8665 FROM RT 6	4 EAST						
East		I-64-E BEG. COLL ROAD TO G	REENBRIER PA						
East (64) Ramp	City of Chesapeake (Maint: 64)	0.14 <b>NA</b>					NA		NA
$\overline{}$	Ta	I-64-E289A TO GREENBRIE	ER PARKWAY						
East	From:						NIA		NIA
64 Ramp	City of Chesapeake (Maint: 64)						NA		NA
East	To: From: 131	1-8665-W001A FROM GREENBI	RIER PARKWAY V	W					
(64) Ramp	City of Chesapeake (Maint: 64)	0.23 <b>NA</b>					NA		NA
04)	To:	I-64-E289B TO GREENBRIE	ER PARKWAY						- <del></del> -
	l e e e e e e e e e e e e e e e e e e e								

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

Davida	Lucia di salas	Length AADT	OA ATina Dua		Truck		00	K	Dir	A A)A/DT	O)//
Route	Jurisdiction		QA 4Tire Bus	2Axle 3+	Axle 1Trail	2Trail	QC	Factor	QK Facto	AAWDT	QW
$\underbrace{64}^{East} Ramp$	City of Chesapeake (Maint: 64)	I-64-E289B TO GREENBRIE 0.13 <b>NA</b>	ER PARKWAY					NA		NA	
64) Kamp		1-8665-E001A FROM GREENBI	DIED DADVWAVEA					IVA		14/3	
East (64) Ramp	11046		KIEK PAKKWAT EA					NIA		NIA	
64 Ramp	City of Chesapeake (Maint: 64)							NA		NA	
East (64) Ramp	To- From:	SLIP RAMP TO EXIT 29	0 COLL RD								
64 Ramp	City of Chesapeake (Maint: 64)	) 0.40 <b>NA</b> I-64-E END COLL RD FROM G	DEENIDDIED DAD	<del></del> -				NA		NA	
Foot		I-64-E TO RT 168 NORTH-BA									
$\underbrace{64}^{\text{East}}$ Ramp	City of Chesapeake (Maint: 64)		G					NA		4200	G
	To:	SR 168 FROM I-64	EAST								
East (64) Ramp		I-64-E TO RT 168 SOUTH-BAT								:	
Ramp	City of Chesapeake (Maint: 64)	) 0.23 <b>10000</b> SR 168 FROM I-64	G EAST					NA		10000	G
East	From:	I-64 East	EAST								
64 I-64 E Exit 290	City of Chesapeake (Maint: 64)		G					NA		17000	G
	To: From:	I-64 E Exit 290	A								
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)	) 0.10 <b>NA</b>						NA		NA	
$\overline{}$	To:	Ramp From Bus SR 168 Batt	tlefield Blvd N								
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)							NA		NA	
$\smile$	To-	I-64 E Exit 290	D							100	
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)		Б					NA		NA	
64) 1-04 E EXIT 290	City of Chesapeake (Maint. 64)							INA		INA	
East	From:	Ramp From Bus SR 168 Bat	tlefield Blvd S								
64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	) 0.20 <b>NA</b> I-64 E						NA		NA	
Fast	From:	I-64-E TO RT 464 N	IORTH	+							
East (64) Ramp	City of Chesapeake (Maint: 64)	) 0.25 <b>NA</b>						NA		NA	
	To:	I-464-N FROM I-64									
East (64) Ramp	From:	I-64-E TO RT 104 VIA ) 0.23 <b>NA</b>	A RT 464					NA		NA	
64 Ramp	City of Chesapeake (Maint: 64)	) 0.23 <b>NA</b> I-464-S FROM I-64	EAST					INA		INA	
East	From:	I-64-E TO RT 17 NO		<u> </u>							
(64) (17) Ramp	City of Chesapeake (Maint: 64)	) 0.23 <b>NA</b>						NA		NA	
	To:	US 17 FROM I-64 I									
East (64) Ramp	City of Chesapeake (Maint: 64)	I-64-E TO RT 17 SO 0.21 <b>NA</b>	OUTH					NA		NA	
(b4) Kallip	To:	US 17 US 17-N014B FROM	M I-64 EAST					1 1/2/		INA	
	•			•							

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

	Primary and Interstate RoutesTruck	Dir		
Route	Jurisdiction Length <b>AADT QA</b> 4Tire BusTruck K QC Q 2Axle 3+Axle 1Trail 2Trail Factor	K Factor	AAWDT	QW
East	From: I-64-E TO RT 1300- MILITARY HIGHWAY	1 actor		
64) Ramp	City of Chesapeake (Maint: 64) 0.31 NA NA		NA	
• •	To: US 13; 131-8599 FROM I-64 EAST			
Rev	From: Begin Reversible Lane At I-564			
Rev 64	City of Norfolk (Maint: 64) 5.99 <b>22000 G</b> 100% 0% 0% 0% 0% 0% C 0.185 A		26000	G
	Combined Traffic Estimates for 3 Parallel Roadways on this Route: 170000 G 97% 0% 0% 1% 1% 0% F NA		175000	G
	Ramp To I-64 EB			
Rev	City of Norfolk (Maint: 64) 2.18 <b>25000 G</b> 100% 0% 0% 0% 0% 0% F NA		25000	G
64				G
	Combined Traffic Estimates for 3 Parallel Roadways on this Route: <b>184000 G</b> 97% 0% 0% 0% 1% 0% F NA  Temp End Reversible Lane		195000	G
D	From: I-64-E276C I-64-R FROM 64 EAST			
Rev 64) Ramp	City of Norfolk (Maint: 64) 0.24 <b>NA</b> NA		NA	
64) 110111	To: I-64-W FROM H.O.V. LANEPM		14/1	
Rev	From: I-64-R TO IS 64 EAST			
Ramp	City of Norfolk (Maint: 64) 0.02 <b>NA</b> NA		NA	
04)	To: I-64-E FROM HOV LANE			
Rev	From: I-64-R I-64-W285A TO & FROM RT			
Ramp	City of Norfolk (Maint: 64) 0.12 NA NA		NA	
•••	To: I-64-E FROM H.O.V.LANEMEDIAN			
Vest	From: West Virginia State Line			
64) (60)	Alleghany County 2.12 <b>5200 F</b> 76% 1% 1% 1% 21% 0% F NA		4800	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 10000 F 76% 1% 1% 1% 21% 0% F NA		9400	F
	FR-198 Jerrys Run Rd			
West (a)	Alleghany County 5.06 <b>4800 F</b> 76% 1% 1% 1% 21% 0% F NA		4400	_
64 (60)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>10000</b> F 77% 1% 1% 1% 21% 0% F NA		9300	F
			9300	Г
West	From: 03-661 Ogles Creek Rd; Midland Trail			
64) (60)	Alleghany County 3.23 <b>4900 F</b> 76% 1% 1% 1% 21% 0% F NA		4600	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9600 F 76% 1% 1% 1% 21% 0% F NA		8900	F
Mont	To         SR 159 Midland Trail           From:         US 60; SR 159 Midland Trail			
West 64	Alleghany County 4.27 <b>5500 F</b> 76% 1% 1% 1% 21% 0% <b>F</b> NA		5100	F
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>11000 F</b> 76% 1% 1% 1% 21% 0% F NA		9900	F
			0000	•
Vest	To: WCL Covington			
64)	City of Covington (Maint: 03) 0.28 <b>5500 F</b> 76% 1% 1% 1% 21% 0% F NA		5100	F
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>11000 F</b> 76% 1% 1% 1% 21% 0% F NA		9900	F
Nect	From: SR 154 Durant Rd			
West 64	City of Covington (Maint: 03) 1.08 <b>6200 F</b> 76% 1% 1% 1% 21% 0% F NA		5700	F
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>12000 F</b> 76% 1% 1% 1% 21% 0% F NA		11000	F
	ECL Covington			•

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

								Tru	ıck			K		Dir	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fa	AAWD	T C
est	From:	E	CL Covingto	on											
34)	Alleghany County	0.77	6200	F	76%	1%	1%	1%	21%	0%	F	NA		5700	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	12000	F	76%	1%	1%	1%	21%	0%	F	NA		11000	)
est	To- From	U	S 60, US 22	0.			$\Box$ $\vdash$								
(4) (60) (220)	Alleghany County	4.98	8600	F	76%	1%	1%	1%	21%	0%	F	NA		8000	
7 60 (20)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	16000	F	76%	1%	1%	1%	21%	0%	F	NA		15000	)
	To		03-696												
est El Con Conn	Alleghany County	2.34	8400	F	76%	1%	1%	1%	21%	0%	_	NA		7800	
4) [60] [220]	Combined Traffic Estimates for 2 Parallel Roadways on this	-		F	76%	1%	1%	1%	21%	0%	F	NA		15000	,
	Combined Trame Estimates for 21 arailer (Coadways of this				7070	1 70	1 70	1 70	2170	070	'	INA		13000	'
st ~~~	From:		S 60, Bus U												
ī) {60}{220}	Alleghany County	0.86	6400	F	76%	1%	1%	1%	21%	0%	F	NA		6000	
,	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	13000	G	76%	1%	1%	1%	21%	0%	F	NA		12000	)
st	To: From:	WC	L Clifton Fo	orge											
4) 60 (220)	Town of Clifton Forge (Maint: 03)	1.55	6400	F	76%	1%	1%	1%	21%	0%	F	NA		6000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	13000	G	76%	1%	1%	1%	21%	0%	F	NA		12000	)
	To:	EC	L Clifton Fo	rge			_								
est	Alleghany County	1.06	6400	F	76%	1%	1%	1%	21%	0%	F	NA		6000	
4 (60) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this			G	76%	1%	1%	1%	21%	0%	F	NA		12000	,
	To Tool		220, Bus US		7070	170		170	2170	070	•	101		12000	
st	From:		•												
1 (60)	Alleghany County	2.19	4800	F	76%	1%	1%	1%	21%	0%	F	NA		4500	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	9500	F	76%	1%	1%	1%	21%	0%	F	NA		8800	
est	To: From:	S	R 42, SR 26	9											
4) (60)	Alleghany County	6.52	3800	F	76%	1%	1%	1%	21%	0%	F	NA		3600	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	7700	F	76%	1%	1%	1%	21%	0%	F	NA		7100	
not .	To: From:	SR 269; 03	3-850, N Mo	ountain F	Rd										
est 4) (60)	Alleghany County	4.69	3800	G	76%	1%	1%	1%	21%	0%	F	0.071	F	3600	
4) (60)	Combined Traffic Estimates for 2 Parallel Roadways on this			G	76%	1%	1%	1%	21%	0%	F	NA	•	7300	
	To:		ridge County			.,,		.,,-			-				
st	From:		hany County										_		
[60]	Rockbridge County	2.42	3800	G	76%	1%	1%	1%	21%	0%	F	0.071	F -	3600	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	7700	G	76%	1%	1%	1%	21%	0%	F	0.076	F	7300	
est	To: From:	81-	-780 Scenic	Dr			$\Box$								
4) (60)	Rockbridge County	6.94	4200	Α	76%	1%	1%	1%	21%	0%	С	0.137	Α	3900	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	8200	Α	76%	1%	1%	1%	21%	0%	С	0.13	Α	7600	
	To:	81-623	Fredericksb	urg Rd											

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			Fillialy a						Trı	ıck			K		Dir		
Route		Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West		From:	US 60: 81:	-623 Frederi	cksburg F	Rd		27 000	0171710	TTTGII	211011		1 40101		1 40101		
64)	Ro	ockbridge Co		4600	G	76%	1%	1%	1%	21%	0%	F	0.072	F		4300	G
	Combined Traffic Estimates	for 2 Paralle	Roadways on this Route:	9100	G	76%	1%	1%	1%	21%	0%	F	0.073	F	0.510	8500	G
		To:	U	S 11 Lee Hy	vy			$\neg$ $\vdash$									
West	D,	ockbridge Co	ounty 0.61	6100	G	76%	1%	1%	1%	21%	0%	F	0.075	F		5700	G
64	Combined Traffic Estimates				G	76%	1%	1%	1%	21%	0%	F	0.073	F	0.553	11000	G
	Combined Trainic Estimates	To:		South Interc		1070	1 /0	170	1 /0	2170	070	'	0.073	'	0.555	11000	J
West		From:		I-64 West	G												
(64) Ramp from I-81 S Exit 191 t		ockbridge Co	•	3600	Α	76%	1%	1%	1%	21%	0%	F	0.137	Α		3400	Α
$\sim$	Combined Traffic Estimates	for 2 Paralle	Roadways on this Route:		G	76%	1%	1%	1%	21%	0%	F	NA			6800	G
Wast Coult		To:	I 01	I-81 South West Intercl													
West South (64) (81)	Ro	ckbridge Co		20000	nange A	68%	1%	1%	1%	28%	2%	F	0.121	Α		19000	Α
64) (81)	Combined Traffic Estimates	•	•		A	69%	1%	1%	1%	27%	2%	F	0.114	Α		38000	Α
	Combined Traine Estimates	101 2 1 αιαιιο Γ	Troduvays of this route.			0070	170	170	1 70	21 /0	270	•	0.114	^		30000	
West South		From:		US 11													
(64) (81)		ockbridge Co		20000	Α	68%	1%	1%	1%	28%	2%	F	0.127	Α		18000	Α
$\circ$	Combined Traffic Estimates	for 2 Paralle	Roadways on this Route:	40000	Α	69%	1%	1%	1%	27%	2%	F	0.115	Α		37000	Α
West South		To: From:		81-710													
64) (81)	Ro	ockbridge Co	ounty 4.41	20000	Α	68%	1%	1%	1%	28%	2%	F	0.127	Α		18000	Α
04) 01)	Combined Traffic Estimates	U	,	40000	Α	69%	1%	1%	1%	27%	2%	F	0.116	Α		37000	Α
		To:		81-606													
West South	_	From:						<u> </u>				_					_
64 81		ockbridge Co	•	20000	F	68%	1%	1%	1%	28%	2%	С	0.12	Α		19000	F
	Combined Traffic Estimates	for 2 Paralle		41000 usta County	<u>F</u>	69%	1%	1%	1%	27%	2%	С	NA			38000	F
West South		From:		usta County oridge Count													
(64) (81)	,	Augusta Cou		20000	F	68%	1%	1%	1%	28%	2%	С	0.12	Α		19000	F
	Combined Traffic Estimates	for 2 Paralle	Roadways on this Route:	41000	F	69%	1%	1%	1%	27%	2%	С	NA			38000	F
		To:	•	US 11													
West South		From: <b>L</b>	4.64			000/	40/	40/	40/	000/	00/	_	0.405	^		40000	ь.
64 81		Augusta Cou	•	21000	В	68%	1%	1%	1%	28%	2%	-	0.125	A		19000	В
	Combined Traffic Estimates	for 2 Paralle	Roadways on this Route:	43000	В	69%	1%	1%	1%	27%	2%	F	0.110	Α		40000	В
West South		From:		07-654													
		To: From: Augusta Cou	inty 2.56	07-654 <b>22000</b>	Α	68%	1%	1%	1%	28%	2%	F	0.118	Α		21000	Α
West South 64 81	Combined Traffic Estimates	0	,	22000	A A	68% 69%	1% 1%	1% 1%	1% 1%	28% 27%	2% 2%	F F	0.118 0.109	A A		21000 43000	A A
64 81		0	,	22000								F F					
West South	Combined Traffic Estimates	for 2 Paralle	I Roadways on this Route:	<b>22000 45000</b> SR 262	Α	69%	1%	1%	1%	27%	2%	F F	0.109			43000	A
64 81	Combined Traffic Estimates	for 2 Paralle  To: From: Augusta Cou	I Roadways on this Route:	22000 45000 SR 262 29000								F F			0.504		

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
/est	From:		I-81 South													
Ramp from I-64 W Ex	cit 87 to I-81 S at Exit 221 Augusta County	0.68	9700	Α	89%	1%	1%	1%	9%	0%	F	0.123	Α		9500	P
	Combined Traffic Estimates for 2 Parallel Roadway		15000	Α	89%	1%	1%	1%	9%	0%	F	NA			15000	1
est	From:		I-64 West orth Interch	nange			_									
34	Augusta County	4.18	19000	A	89%	1%	1%	1%	9%	0%	F	0.11	Α		20000	
	Combined Traffic Estimates for 2 Parallel Roadway	_		Α	89%	1%	1%	1%	9%	0%	F	0.112	Α		32000	
	- To	SR 285	Tinkling Sp	ring Rd			$\neg$ $\vdash$									
est 4	Augusta County	2.62	18000	G	89%	1%	1%	1%	9%	0%	F	0.084	F		18000	
4)	Combined Traffic Estimates for 2 Parallel Roadway			G	89%	1%	1%	1%	9%	0%	F	0.083	F	0.517	35000	
	To-		L Waynesb			170		170	070	070	•	0.000		0.017		
st A	City of Waynesboro (Maint: 07)		18000	G	89%	1%	1%	10/	00/	00/	_	0.084	F		18000	
1	City of Waynesboro (Maint. 07)  Combined Traffic Estimates for 2 Parallel Roadway			G	89%	1%	1%	1% 1%	9% 9%	0% 0%	F	0.064 NA	Г		35000	
	Combined Tramic Estimates for 2 Parallel Roadway				0970	170	170	170	970	0%	г	INA			33000	
est	From:	US 340	Stuarts Dra	ift Hwy												_
est 4	City of Waynesboro (Maint: 07)	2.15	18000	Α	89%	1%	1%	1%	9%	0%	С	0.117	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roadway	on this Route:	36000	Α	89%	1%	1%	1%	9%	0%	С	0.109	Α		35000	
est	To: From:	Delphii	ne Ave, To	07-624												
4)	City of Waynesboro (Maint: 07)	0.30	16000	Α	89%	1%	1%	1%	9%	0%	F	0.122	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	32000	Α	89%	1%	1%	1%	9%	0%	F	NA			31000	
	To: From:	EC	L Waynesbo	oro			$\Box$									
est 4	Augusta County	2.47	16000	Α	89%	1%	1%	1%	9%	0%	F	0.122	Α		16000	
4)	Combined Traffic Estimates for 2 Parallel Roadway			A	89%	1%	1%	1%	9%	0%	F	0.112	Α		31000	
	To-		Rockfish Ga			.,,		.,,	0,0	0,70	•					
est ¬	Augusta County				000/	40/	40/	40/	00/	00/	_	0.405	^		45000	
4	Augusta County	0.18	15000	A	89%	1%	1%	1%	9%	0%	F	0.125	Α		15000	
	Combined Traffic Estimates for 2 Parallel Roadway		on County I	F ine	89%	1%	1%	1%	9%	0%	F	NA			30000	
st	From:		sta County													_
4)	Nelson County (Maint: 02)	1.36	15000	Α	89%	1%	1%	1%	9%	0%	F	0.125	Α		15000	
	Combined Traffic Estimates for 2 Parallel Roadway			Α	89%	1%	1%	1%	9%	0%	F	NA			30000	
<u> </u>	To: From:		arle County on County I				_									
sst 1	Albemarle County	6.27	15000	A	89%	1%	1%	1%	9%	0%	F	0.125	Α		15000	
<del>'</del> )	Combined Traffic Estimates for 2 Parallel Roadway			A	89%	1%	1%	1%	9%	0%	F	0.112	Α		30000	
_	To		Rockfish Ga							- / -			-			
est	From:				0007	407	40/	407	007	001	_	N10			47000	
54	Albemarle County	7.01	17000	G	89%	1%	1%	1%	9%	0%	F	NA			17000	
	Combined Traffic Estimates for 2 Parallel Roadway		35000 Dick Woo	G	89%	1%	1%	1%	9%	0%	F	NA			34000	

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

						Tru	ck			K		Dir		
Route	Jurisdiction Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Vest	From: 02-637 Dick	Voods Rd			2////	JTANE	IIIaii	ZIIali		1 actor		i actor		
64)	Albemarle County 3.76 <b>180</b> 0		89%	1%	1%	1%	9%	0%	F	0.128	Α		18000	А
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3700	-	89%	1%	1%	1%	9%	0%	F	0.108	Α		37000	Α
			0070	170		170	070	070	•	0.100	,,		0,000	•
/est	To: US 29 Monace													
64)	Albemarle County 1.84 <b>230</b> 0	-	89%	1%	1%	0%	9%	0%	F	0.11	Α		24000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4600	0 A	89%	1%	1%	0%	9%	0%	F	0.111	Α		47000	ŀ
/est	To: From: 02-631 5	th St												
64)	Albemarle County 1.52 <b>210</b> 0	0 A	89%	1%	1%	0%	9%	0%	F	0.111	Α		22000	,
9	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4300	0 A	89%	1%	1%	0%	9%	0%	F	0.116	Α		45000	,
	SR 20 Scott					-,-			-					_
est	rion:													
64)	Albemarle County 0.41 <b>1900</b>	-	89%	1%	1%	0%	9%	0%	F	0.116	Α		20000	1
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4100	0 G	89%	1%	1%	0%	9%	0%	F	NA			39000	(
/est	Tro- From: WCL Charle	ottesville												
54)	City of Charlottesville (Maint: 02) 0.20 <b>190</b> 0	0 A	89%	1%	1%	0%	9%	0%	F	0.116	Α		20000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4100	0 G	89%	1%	1%	0%	9%	0%	F	NA			39000	(
	ECL Charle													
est	71111			407					_					
54)	Albemarle County 2.39 <b>190</b> 0	-	89%	1%	1%	0%	9%	0%	F	0.116	Α		20000	4
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4100	0 G	89%	1%	1%	0%	9%	0%	F	0.097	Α		39000	(
est	To- From: US 250 Rich	mond Rd												
<del>34</del> )	Albemarle County 5.37 <b>190</b> 0	0 A	89%	1%	1%	0%	9%	0%	F	0.126	Α		19000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3900	0 G	89%	1%	1%	0%	9%	0%	F	NA			38000	
	70 U2-616 Blac													
/est	Prom't			407					_				.=	
64	Albemarle County 1.08 <b>170</b> 0		89%	1%	1%	0%	9%	0%	F _	NA			15000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3400		89%	1%	1%	0%	9%	0%	F	NA			31000	(
/est	From: Albemarle Co													
64)	Fluvanna County (Maint: 54) 1.44 <b>170</b> 0	•	89%	1%	1%	0%	9%	0%	F	NA			15000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3400	0 G	89%	1%	1%	0%	9%	0%	F	NA			31000	(
	To: Louisa Cou													
est	From: Fluvanna Co		000/	40/	40/	00/	00/	00/	_	NIA			45000	
34)	Louisa County 4.64 <b>170</b> 0	-	89%	1%	1%	0%	9%	0%	F	NA			15000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3400		89%	1%	1%	0%	9%	0%	F	NA			31000	(
/est	To: US 15 James M	adison Hwy												
64)	Louisa County 6.32 <b>150</b> 0	0 A	89%	1%	1%	0%	9%	0%	С	0.129	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3100	0 A	89%	1%	1%	0%	9%	0%	С	0.117	Α		28000	,
	To: SR 208 Cour													

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

							Tru	ck			K		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
est		8 Courthouse	e Rd												
4	Louisa County 4.36	14000	Α	89%	1%	1%	0%	9%	0%	F	0.133	Α		13000	1
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	27000	Α	89%	1%	1%	0%	9%	0%	F	NA			25000	,
est	To: Mainte	enance Bound	dary												
4)	Goochland County 1.50	14000	Α	89%	1%	1%	0%	9%	0%	F	0.133	Α		13000	
9	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	27000	Α	89%	1%	1%	0%	9%	0%	F	0.121	Α		25000	
	37-605	Shannon Hil	ll Rd												
est	Goochland County 3.92	14000	Α	89%	1%	1%	0%	9%	0%	F	0.132	Α		13000	
4)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	89%	1%	1%	0%	9%	0%	F	0.132	A		25000	
					170	1 70	070	370	070	•	0.121	^		25000	
st	rioni:	d Fredericks													
est 4	Goochland County 4.75	14000	Α	89%	1%	1%	0%	9%	0%	F -	0.132	A		13000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	sa County Li	A	89%	1%	1%	0%	9%	0%	F	0.118	Α		26000	
st		land County 1													_
est 4	Louisa County (Maint: 37) 2.03	14000	Α	89%	1%	1%	0%	9%	0%	F	0.132	Α		13000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	29000	Α	89%	1%	1%	0%	9%	0%	F	NA			26000	
est	To: From: US 522	Cross Count	ty Rd												_
4)	Louisa County (Maint: 37) 2.61	16000	Α								0.129	Α		15000	
•)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G								0.111	Α		30000	
	To: Gooch	land County l													
est ⊃		sa County Li		2001	407		00/	00/	00/	_				45000	
4)	Goochland County 5.02	16000	G	89%	1%	1%	0%	9%	0%	F -	NA			15000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	89%	1%	1%	0%	9%	0%	F	NA			30000	
est	From: 37-6	17 Oilville R	Rd												_
4)	Goochland County 6.56	20000	Α	89%	1%	1%	0%	9%	0%	F	0.124	Α		19000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000	Α	89%	1%	1%	0%	9%	0%	F	0.106	Α		39000	
est	To: From: 37-6	23 Ashland F	Rd												_
4)	Goochland County 0.71	24000	В	89%	1%	1%	0%	9%	0%	F	0.120	Α		24000	
7	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	48000	В	89%	1%	1%	0%	9%	0%	F	0.105	Α		48000	
	To	SR 288													
est	Goochland County 0.74		ь	89%	1%	10/	00/	00/	00/	F	0.126	Α		25000	
4	•	32000	В			1%	0%	9%	0%		0.136	А		35000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	ico County L	N ine	89%	1%	1%	0%	9%	0%	N	NA			69000	
est		land County l													_
4	Henrico County 2.57	32000	В	89%	1%	1%	0%	9%	0%	F	0.136	Α		35000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		В	89%	1%	1%	0%	9%	0%	F	0.125	Α		69000	
	To:	I-295													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK F	actor	AAWDT	Q۷
est	From:		I-295													
54)	Henrico County	0.79	31000	В	97%	0%	0%	1%	1%	0%	F	0.142	Α		34000	В
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	62000	В	97%	0%	0%	1%	1%	0%	F	0.127	Α		68000	В
est	To: From:	US 250	Near Shor	t Pump			$\Box$ $\vdash$									
64)	Henrico County	1.67	37000	Α	97%	0%	0%	1%	1%	0%	F	0.128	Α		41000	А
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	73000	Α	97%	0%	0%	1%	1%	0%	F	0.116	Α		80000	Δ
	To		Gaskins Rd				$\neg$ $\vdash$									
(est <u>64</u> )	Henrico County	1.33	46000	Α	97%	0%	0%	1%	1%	0%	С	0.131	Α		51000	A
04)	Combined Traffic Estimates for 2 Parallel Roadway			A	97%	0%	0%	1%	1%	0%	С	0.114	A		103000	Á
	To:		Parham Rd		0170	070		170	170	070		0.111			100000	
est 64	From:															
34)	Henrico County	2.35	50000	В	97%	0%	0%	1%	1%	0%	F	0.13	A		55000	Ε.
	Combined Traffic Estimates for 2 Parallel Roadway			В	97%	0%	0%	1%	1%	0%	F	0.112	Α		110000	E
'est	To: From:	US 2:	50; Glensio	le Dr												
(est <u>64</u> )	Henrico County	1.53	56000	Α	97%	0%	0%	1%	1%	0%	F	0.114	Α		62000	/
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	109000	Α	97%	0%	0%	1%	1%	0%	F	0.108	Α		120000	1
est	To: From:	US 33	Staples M	ill Rd												
<del>631</del>	Henrico County	0.71	70000	Α	97%	0%	0%	1%	1%	0%	F	0.108	Α		78000	,
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	137000	Α	97%	0%	0%	1%	1%	0%	F	0.105	Α		152000	,
	To:		CL Richmo													
est	City of Biohmand (Maint: 42)	0.09	ico County <b>70000</b>	Line A	97%	0%	0%	1%	1%	00/	_	0.108	Α		78000	,
54	City of Richmond (Maint: 43) Combined Traffic Estimates for 2 Parallel Roadway				97% 97%	0%	0%	1%	1%	0% 0%	F	0.108 NA	А		152000	
	To:		I-95; I-195		91 /0	076	0 /8	1 /0	1 /0	0 /6		INA			132000	,
est	From:		p From I-19	95 N												
64) I-64 W Ramp	City of Richmond (Maint: 43)	0.18	NA									NA			NA	
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
/est	To: From:	Ram	np From I-9	95 S			$\Box$									_
64) I-64 W Ramp	City of Richmond (Maint: 43)	0.16	NA									NA			NA	
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
laat	To From:	Ramp From	SR 197 La	burnum A	Ave											
(est) 1-64 W Ramp	City of Richmond (Maint: 43)	0.04	NA				<u>.</u>					NA			NA	
34)	Combined Traffic Estimates for Parallel Roadway		NA									NA			NA	
	To		np To I-19	5 \$												
Vest	From:			<i>.</i> .								NIA			NIA	
64 I-64 W Ramp	City of Richmond (Maint: 43)	0.45	NA									NA NA			NA NA	
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	

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

		Primary and in	TICISIAIC TYO	100			Tru	ıck			K		Dir	
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	-actor AAWE	T QW
West North	From:	I-95;	; I-195											
(64) (95)	City of Richmond (Maint: 43)	0.78 <b>71</b>	000 A	93%	1%	1%	1%	5%	0%	F	0.092	Α	7400	O A
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 144	4000 A	93%	1%	1%	1%	5%	0%	F	0.085	Α	15100	0 A
West North	To: From:	SR 161 I	Boulevard			$\Box$ $\vdash$								
(64) (95)	City of Richmond (Maint: 43)	1.97 <b>66</b> 0	6000 A	93%	1%	1%	1%	5%	0%	С	0.087	Α	7000	0 A
<b>6 6</b>	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 134	4000 A	93%	1%	1%	1%	5%	0%	F	0.084	Α	14100	0 A
	Too	US 1, US 30	1 Belvidere St											
West North	City of Richmond (Maint: 43)	•	8000 A	93%	1%	1%	1%	5%	0%	F	0.088	Α	6500	) A
64 95	Combined Traffic Estimates for 2 Parallel Roadways			93%	1%	1%	1%	5%	0%	, E	0.085	A	12700	
	To.			3370	170	170	170	370	070		0.000	^	12700	, A
West North	From:		rlayne Ave							_		_		
64 95	City of Richmond (Maint: 43)		8000 B	93%	1%	1%	1%	5%	0%	F	0.086	В	7100	
	Combined Traffic Estimates for 2 Parallel Roadways		7000 B Interchange	93%	1%	1%	1%	5%	0%	F	0.085	Α	14300	00 B
West	From:		95 N											
(64) I-64 W Ramp	City of Richmond (Maint: 43)	0.23 <b>N</b>	AA								NA		NA	
$\circ$	Combined Traffic Estimates for Parallel Roadways	on this Route: N	AV								NA		NA	
West	To: From:	Ramp Fr	rom 4th St											
64 I-64 W Ramp	City of Richmond (Maint: 43)	0.03 N	NA								NA		NA	
	Combined Traffic Estimates for Parallel Roadways	on this Route: N	NA								NA		NA	
	To:		-95 S; 5th St											
West 64	City of Richmond (Maint: 43)		Interchange A	96%	1%	1%	0%	3%	0%	F	0.103	Α	4900	0 A
64)	Combined Traffic Estimates for 2 Parallel Roadways			96%	1%	1%	0%	3%	0%	F	0.103	A	9900	
	To Table 1 Table 23 mates 101 2 T arane 1 Todaways			3070	170		070	370	070		0.000	Α	3300	<i>3</i>
West	Prom:		Richmond											
( <del>64</del> )	Henrico County		7000 A	96%	1%	1%	0%	3%	0%	F	0.103	Α	4900	
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 93	8000 A	96%	1%	1%	0%	3%	0%	F	NA		9900	0 A
West	To: From:	US 360 Mech	nanicsville Tpke	)										
<del>64</del> )	Henrico County	0.71 <b>37</b> 0	7000 A	96%	1%	1%	0%	3%	0%	F	0.108	Α	3900	O A
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 73	8000 A	96%	1%	1%	0%	3%	0%	F	0.088	Α	7700	O A
Most	To: From:	MWCL !	Richmond											
West 64	City of Richmond (Maint: 43)	0.24 <b>37</b> 0	7000 A	96%	1%	1%	0%	3%	0%	F	0.108	Α	3900	O A
	Combined Traffic Estimates for 2 Parallel Roadways			96%	1%	1%	0%	3%	0%	F	NA	•	7700	
	To:		Richmond											
West	From:			060/	10/	10/	00/	20/	00/	_	0.400	۸	2000	n ^
64)	Henrico County		7000 A	96%	1%	1%	0%	3%	0%		0.108	Α	3900	
	Combined Traffic Estimates for 2 Parallel Roadways		3000 A	96%	1%	1%	0%	3%	0%	F	NA		7700	) A

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

Route  West 64  West 64  West 64  West 64  West 64  West 64	Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on t  Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on t  Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on t  Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on t  Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on t	2.18 this Route:  La 1.99 this Route:  SR 3.62 this Route:	30000 59000 aburnum Av 23000 46000 156 Airport 17000 33000	B B re A A	96% 96% 96% 96%	1% 1% 1% 1%		Tru 3+Axle 0% 0% 0% 0%			F F C	0.109 0.09	QK A A	Dir Factor	31000 62000 24000	- Q
Vest 64	Combined Traffic Estimates for 2 Parallel Roadways on the From Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on the Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on the Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on the Henrico County	2.18 this Route:  La 1.99 this Route:  SR 3.62 this Route:	30000 59000 aburnum Av 23000 46000 156 Airport 17000 33000	B B Ye A A	96%	1%	1% 	0%	3%	0%	_	0.09	A		62000	
rest 34 rest 3	Combined Traffic Estimates for 2 Parallel Roadways on the From Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on the Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on the Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on the Henrico County	this Route:  1.99 this Route:  SR 3.62 this Route:	59000 aburnum Av 23000 46000 156 Airport 17000 33000	<b>B A A D</b> r	96%	1%	1% 	0%	3%	0%	_	0.09	A		62000	
//est	Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on t  Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on t  Train  Henrico County  Henrico County	1.99 this Route: SR 3.62 this Route:	23000 46000 156 Airport 17000 33000	A A Dr	96%	1%	1%	0%	3%	0%	_	0.117				
/est	Combined Traffic Estimates for 2 Parallel Roadways on t  Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on t  Too  Prom  Henrico County	1.99 this Route: SR 3.62 this Route:	23000 46000 156 Airport 17000 33000	A A Dr							_		A		24000	
est 44 est 44 est 44	Combined Traffic Estimates for 2 Parallel Roadways on t  Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on t  Too  Prom  Henrico County	SR 3.62 this Route:	46000 156 Airport 17000 33000	<b>A</b> Dr							_		Α		24000	
lest 34 lest 34 lest 34 lest	Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on t	3.62 this Route:	156 Airport 17000 33000	Dr	96%	1%	1%	0%	3%	0%	_					
est 44 est 44	Combined Traffic Estimates for 2 Parallel Roadways on t	3.62 this Route:	17000 33000							U /0	С	0.091	Α		48000	
est 44 est 44	Combined Traffic Estimates for 2 Parallel Roadways on t	3.62 this Route:	17000 33000													
est 4	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	33000	A	96%	1%	1%	0%	3%	0%	_	0.118	Α		17000	
est 4	Henrico County			Α	96% 96%	1%	1%	0% 0%	3% 3%	0%		0.118	A		34000	
est 44	•			Α	90%	170	170	0%	370	0%	Г	0.093	A		34000	
est est	•		I-295													
est	Combined Traffic Estimates for 2 Parallel Roadways on t	1.02	34000	Α	91%	1%	1%	1%	7%	0%	F	0.099	Α		31000	
est		this Route:	68000	G	91%	1%	1%	1%	7%	0%	F	0.098	Α		61000	
est	To: From:	Ur	ban Bounda	ıry								-				_
est	Henrico County	1.69	35000	G	91%	1%	1%	1%	7%	0%	F	NA			31000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	68000	G	91%	1%	1%	1%	7%	0%	F	NA			61000	
	To:		Kent County													
	New Kent County	1.36	ico County l 35000	Line <b>G</b>	91%	1%	1%	1%	7%	0%	F	NA			31000	
54	Combined Traffic Estimates for 2 Parallel Roadways on t			G	91%	1%	1%	1%	7%	0%	, E	NA			61000	
	To:		R 33, SR 24		3170	170	170	1 70	1 /0	070	'	INA			01000	
est	From:															
33	New Kent County	5.79	30000	Α	91%	1%	1%	1%	7%	0%	С	0.108	Α		27000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	60000	В	91%	1%	1%	1%	7%	0%	С	0.104	Α		53000	
est	To: From:		SR 106													
<del>34</del> ) (33)	New Kent County	3.44	30000	Α	91%	1%	1%	1%	7%	0%	F	0.109	Α		27000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	61000	Α	91%	1%	1%	1%	7%	0%	F	0.104	Α		54000	
oot	To: From:		SR 155													
(est (33)	New Kent County	5.52	30000	В	91%	1%	1%	1%	7%	0%	F	0.11	Α		26000	
33)	Combined Traffic Estimates for 2 Parallel Roadways on t			В	91%	1%	1%	1%	7%	0%	F.	0.105	Α		53000	
	To		33 Eltham l			.,.		.,,		- / -						
est	From:					401					_					
4	New Kent County	4.06	26000	Α	90%	1%	1%	1%	7%	0%	F	0.118	Α		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on t		City County	A I ine	91%	1%	1%	1%	7%	0%	F	NA			45000	
est	From:		Kent County													_
54)	James City County	2.89	26000	Α	90%	1%	1%	1%	7%	0%	F	0.118	Α		22000	
$\mathcal{L}$	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	52000	Α	91%	1%	1%	1%	7%							

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
/est	From: S	R 30 Old Stag	ge Rd												
64)	James City County 4.35	29000	В	90%	1%	1%	1%	7%	0%	F	0.110	Α		26000	E
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>58000</b>	В	91%	1%	1%	1%	7%	0%	F	0.103	Α		52000	E
/est	To: From:	7-607 Croake	r Rd			$\Box$ $\vdash$									
64)	James City County 1.44	31000	Α	90%	1%	1%	1%	7%	0%	F	0.105	Α		28000	
3.9	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>63000</b>	Α	91%	1%	1%	1%	7%	0%	F	0.099	Α		58000	
		York County I													
<u>/est</u>	York County 1.43	nes City Count	ty Line <b>A</b>	90%	1%	 1%	1%	7%	0%	F	0.105	Α		28000	
54)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		A	91%	1%	1%	1%	7%	0%	· F	0.103 NA	^		58000	
						170	1 70	1 70	070	•	IVA			30000	
est	SR 199 W, Hum	•													
64	York County 4.80		Α	90%	1%	1%	1%	7%	0%	С	0.103	Α		28000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	э: <b>61000</b>	Α	91%	1%	1%	1%	7%	0%	С	0.097	Α		56000	
est	From: SR	143 Camp Pe	ary Rd												
(est 64)	York County 3.31	30000	G	90%	1%	1%	1%	7%	0%	F	0.077	F		31000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>63000</b>	G	91%	1%	1%	1%	7%	0%	F	0.077	F	0.53	61000	
ost	To: From: SR 1	99 E, Humelsi	ine Pkwy												
est 64	York County 1.41	38000	G	96%	0%	1%	1%	3%	0%	F	0.079	F		39000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>81000</b>	G	93%	1%	1%	1%	5%	0%	F	0.074	F	0.528	78000	
	US 60 Pocahon	as Trail: SR 1	143 Merr	imac Trail											
est	York County 0.34		G	96%	0%	1%	1%	3%	0%	F	0.079	F		43000	
54	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	95%	0%	1%	1%	3%	0%	F	NA	Г		83000	
		nes City Count		95/6	076	1 /0	1 /0	3/0	0 /6	-	INA			63000	
est		York County I													
64)	James City County (Maint: 99) 2.38		G	96%	0%	1%	1%	3%	0%	F	0.079	F		43000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>81000</b>	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.56	83000	
/est	To: From:	CL Newport 1	News												
64)	City of Newport News (Maint: 99) 0.06	42000	G	96%	0%	1%	1%	3%	0%	F	0.079	F		43000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>81000</b>	G	95%	0%	1%	1%	3%	0%	F	NA			83000	
	To: From:	R 143 Jefferson	n Ave			_									
	City of Novement News (Mainty 00) 4.00	40000	G	96%	0%	1%	1%	3%	0%	F	0.075	F		41000	
	City of Newbort News (Maint 99) 1.78	.0000	_			1%	1%	3%	0%	F	0.071	F	0.527	83000	
	City of Newport News (Maint: 99) 1.28 Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>81000</b>	G	95%	U%										
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G vn Rd	95%	0%	1 70	1 70								
/est	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	R 238 Yorktow	vn Rd												
/est 64 /est	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	238 Yorktow 44000		95% 96% 95%	0%	1% 1% 1%	1% 1% 1%	3%	0%	F F	0.073	F F	0.536	45000 90000	

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

			ina intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
est	From:	SR 10	05 Fort Eusti	s Blvd			2, 0.00	017.040	TTTGII	211011		1 40101		1 40101		
64)	City of Newport News		47000	G	96%	0%	1%	1%	3%	0%	F	0.072	F		48000	(
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	96000	G	95%	0%	1%	1%	3%	0%	F	0.073	F	0.513	98000	(
	To:	SR	143 Jefferson	Ave												
/est 64)	City of Newport News	s (Maint: 99) 1.55	59000	G	96%	0%	1%	1%	3%	0%	F	0.076	E		60000	(
54)	Combined Traffic Estimates for 2 Paralle	'		G	95%	0%	1%	1%	3%	0%	_	0.074	F	0.515	121000	
	Combined Trainic Estimates for 21 arane	<u> </u>			9576	070	1 70	1 /0	370	070	'	0.074	'	0.515	121000	
est	From:	SR 1	71 Oyster Po	int Rd												
54)	City of Newport News	'	65000	Α	96%	0%	1%	1%	3%	0%	С	0.095	Α		66000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	131000	Α	95%	0%	1%	1%	3%	0%	С	0.086	Α		134000	
est	To: From:	US 17	J Clyde Mon	ris Blvd												
(4)	City of Newport News	s (Maint: 99) 0.78	76000	G	96%	0%	1%	1%	3%	0%	F	0.082	F		78000	
	Combined Traffic Estimates for 2 Paralle	,	153000	G	95%	0%	1%	1%	3%	0%	F	NA			157000	
	To:	, T	WCL Hampto													
est	From:		L Newport N		000/	00/	40/	40/	00/	00/	_	0.000	_		70000	
4	City of Hampton (N	,	76000	G	96%	0%	1%	1%	3%	0%	-	0.082	F	0.500	78000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	153000	G	95%	0%	1%	1%	3%	0%	F	0.076	F	0.539	157000	
est	To: From:	Hampton	Roads Cente	r Parkw	ay											
4	City of Hampton (N	Maint: 99) 0.78	67000	G	96%	0%	1%	1%	3%	0%	F	0.083	F		69000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	136000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.547	140000	
	To- From:	SR 1	34 Magruder	Blvd			$\neg$									
est	City of Hampton (N	Maint: 99) 0.79	80000	G	96%	0%	1%	1%	3%	0%	F	0.085	F		82000	
134	Combined Traffic Estimates for 2 Paralle	,		G	95%	0%	1%	1%	3%	0%	F	0.003	F	0.553	164000	
	Tollow	<u> </u>				070	170	1 70	370	070		0.074	'	0.555	104000	
est	From:	,	SR 134 Mer													
54	City of Hampton (N	,	76000	G	96%	0%	1%	1%	3%	0%	F	0.089	F		77000	
	Combined Traffic Estimates for 2 Paralle			G	95%	0%	1%	1%	3%	0%	F	0.073	F	0.577	155000	
est	From:	I-664 Ha	mpton Roads I-664	s Beltwa	ıy											
Hampton Roads Beltway	د City of Hampton (N	Maint: 99) 1.05	57000	G	96%	0%	1%	1%	3%	0%	F	0.072	F		58000	
	Combined Traffic Estimates for 2 Paralle	<i>'</i>	112000	G	96%	1%	1%	0%	2%	0%	F	0.071	F	0.511	116000	
	To	SR	167 LaSalle	Ave												
est	From:				000/	00/	40/	40/	00/	00/	_	0.074	_		40000	
Hampton Roads Beltway	City of Hampton (N	,	48000	G	96%	0%	1%	1%	3%	0%	-	0.074	-	0.505	49000	
	Combined Traffic Estimates for 2 Paralle	•		G	96%	1%	1%	0%	2%	0%	F	0.069	F	0.505	92000	
est	To- From:	US 60, SR	143 Settlers	Landing	Rd		}									
60 Hampton Roads Belt	way City of Hampton (N	Maint: 99) 0.38	45000	G	96%	0%	1%	1%	3%	0%	F	0.072	F		46000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	87000	G	96%	1%	1%	0%	2%	0%	F	0.067	F	0.541	89000	(
	To:	SR	169 Mallory	St												

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

		Fillially al	ia intorota					Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From	SR	169 Mallory	St			ZANIC	JTANIC	IIIaii	ZIIali		1 actor		i actor		
64 60 Hampton Roads Bridg	ge Tunnel City of Hampton (		43000	A	97%	0%	1%	0%	2%	0%	С	0.078	Α		44000	Α
	Combined Traffic Estimates for 2 Parall	•	87000	Α	97%	1%	1%	0%	2%	0%	С	0.078	Α		89000	Α
	То	): V	VCL Norfolk													
West	From		CL Hamptor		070/	00/	40/	00/	00/	00/	_	0.070			4.4000	
64 (60) Hampton Roads Bridge	` `	,	43000	Α	97%	0%	1%	0%	2%	0%	С	0.078	Α		44000	A
	Combined Traffic Estimates for 2 Parall	el Roadways on this Route:	87000	Α	97%	1%	1%	0%	2%	0%	С	NA			89000	Α
West	To From	US 60	Ocean View	v Ave												
64 60 Hampton Roads Beltv	vay City of Norfolk (N	Maint: 64) 2.00	43000	G	96%	0%	1%	1%	3%	0%	F	NA			44000	G
$\circ$	Combined Traffic Estimates for 2 Parall	el Roadways on this Route:	85000	G	96%	1%	1%	0%	2%	0%	F	NA			87000	G
-	To		4th View St				$\neg$ $\vdash$									
West (64)	City of Norfolk (N	Maint: 64) 0.80	38000	G	96%	0%	1%	1%	3%	0%	F	NA			39000	G
64)	Combined Traffic Estimates for 2 Parall	,		G	96%	1%	1%	0%	2%	0%	, E	NA			78000	G
	Combined Hame Estimates for 2 Faran	ei Roadways on this Route.		<u> </u>	90 /6	1 /0	1 /0	076	2/0	076	-	INA			78000	G
West	From	n.	Bay Ave													
(64)	City of Norfolk (N		42000	G	96%	0%	1%	1%	3%	0%	F	NA			43000	G
	Combined Traffic Estimates for 2 Parall	el Roadways on this Route:	85000	G	96%	1%	1%	0%	2%	0%	F	NA			87000	G
West	To From	ı,	Vew Gate Rd													
(64)	City of Norfolk (N	Maint: 64) 1.26	35000	G	96%	0%	1%	1%	3%	0%	F	NA			36000	G
04)	Combined Traffic Estimates for 2 Parall	,		G	96%	1%	1%	0%	2%	0%	F	NA			86000	G
	To		US 460 Grar								-					
West	From	,														
64	City of Norfolk (N	,	58000	G	98%	0%	1%	0%	1%	0%	F	0.100	F		62000	G
	Combined Traffic Estimates for 3 Parall	lel Roadways on this Route:	127000	G	98%	0%	0%	0%	1%	0%	F	NA			140000	G
West	To From	SR 1	68 Tidewate	r Dr												
<del>64</del> )	City of Norfolk (N	Maint: 64) 0.98	57000	Α	98%	0%	1%	0%	1%	0%	С	0.103	Α		60000	Α
	Combined Traffic Estimates for 3 Parall	el Roadways on this Route:	137000	G	98%	0%	0%	0%	1%	0%	F	NA			148000	G
	То	SR 194	l Chesapeake	e Blvd												
West	City of Norfolk (N	"]	68000	G	98%	0%	1%	0%	40/	0%	_	NA			68000	G
64	,	,				0%	0%		1% 1%		F					_
	Combined Traffic Estimates for 3 Parall			G	98%	0%	0%	0%	170	0%	Г	NA			157000	G
West	To From	SR 2	47 Norview	Ave												
64)	City of Norfolk (N	Maint: 64) 1.24	68000	Α	97%	0%	1%	1%	1%	0%	F	0.09	Α		72000	Α
$\smile$	Combined Traffic Estimates for 3 Parall	el Roadways on this Route:	170000	G	97%	0%	0%	1%	1%	0%	F	NA			175000	G
Wast	To Fram	SR 1	65 Military I	Hwy												
West 64	City of Norfolk (N	Maint: 64) 1.07	68000	Α	97%	0%	1%	1%	1%	0%	F	0.094	Α		71000	Α
64)	Combined Traffic Estimates for 3 Parall	,		G	97%	0%	0%	0%	1%	0%	F	NA	$\Lambda$		165000	G
	To T		166 Northam			070	0 /0	0 /0	1 /0	0 /0	'	INA			103000	J
		05 15, 5K	100110111111	ipton Di	114											

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

		Fillidiya	TO ITTOTOTO	310 1100				Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Δvla	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	US 13. SR	166 Northa	mpton Bl	vd		27 000	017100	TTTUI	ZITUII		1 40101		1 dotoi		
(64)	City of Norfolk (M		80000	G	97%	0%	1%	1%	1%	0%	F	NA			85000	G
	Combined Traffic Estimates for 3 Paralle	el Roadways on this Route:	184000	G	97%	0%	0%	0%	1%	0%	F	NA			195000	G
10/	To		I-264				_									
West 64	City of Norfolk (M	laint: 64) 0.83	68000	Α	97%	0%	1%	1%	1%	0%	С	0.098	Α		72000	А
64	Combined Traffic Estimates for 2 Paralle	•		A	97%	0%	1%	1%	2%	0%	C	NA	, ,		147000	Α
	To:	,	L Virginia B		0170	070		1 70	270	070					111000	,,
West	From:		ECL Norfoll													
<del>64</del>	City of Virginia Beach	•	68000	Α	97%	0%	1%	1%	1%	0%	С	0.098	Α		72000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	137000	Α	97%	0%	1%	1%	2%	0%	С	NA			147000	Α
West	To: From:	Ir	dian River I	Rd												
64)	City of Virginia Beach	n (Maint: 64) 1.17	59000	В	97%	0%	0%	1%	1%	0%	С	0.096	Α		64000	В
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	120000	G	97%	0%	0%	1%	2%	0%	F	NA			124000	G
	To:	,	CL Chesapea	ıke												
West	From:		L Virginia B								_					_
<del>64</del>	City of Chesapeake	'	59000	В	97%	0%	0%	1%	1%	0%	С	0.096	Α		64000	В
$\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	120000	G	97%	0%	0%	1%	2%	0%	F	NA			124000	G
West	To: From:	Gre	enbrier Park	way												
64	City of Chesapeake	(Maint: 64) 2.10	52000	G	97%	0%	1%	1%	1%	0%	F	NA			57000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	97000	G	97%	0%	1%	1%	2%	0%	F	NA			106000	G
	To	SR 16	8 Battlefield	d Blvd												
West	From:				070/	00/	40/	40/	407	00/		N10			F7000	
64 168	City of Chesapeake	` '	53000	N	97%	0%	1%	1%	1%	0%	N	NA			57000	N
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	111000 US 17	N	95%	0%	1%	1%	3%	0%	N	NA			119000	N
West	From:	SR 16	i8 Battlefield	d Blvd												
<del>64</del> )	City of Chesapeake	(Maint: 64) 0.49	53000	G	97%	0%	1%	1%	1%	0%	F	NA			57000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	111000	G	95%	0%	1%	1%	3%	0%	F	NA			119000	G
	To:	<u> </u>														
			I-464													
West	City of Changensolve	(Mainte C4) 0.44	I-464		020/	00/	10/	40/	E0/	00/	_	NIA			27000	_
West 17	City of Chesapeake	'	34000	G	92%	0%	1%	1%	5%	0%	F	NA			37000	G
	City of Chesapeake Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	34000 74000	G	92% 92%	0% 0%	1% 1%	1% 1%	5% 5%	0% 0%	F F	NA NA			37000 79000	G G
	, ,	el Roadways on this Route:	34000	G							F F					
64 17	, ,	Roadways on this Route:	34000 74000	G							F F					
(64) (17) West	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:  SR 196  (Maint: 64) 3.86	34000 74000 Great Bridg 37000	<b>G</b> ge Blvd	92%	0%	1%	1%	5%	0%	F F F	NA			79000	G
West 17	Combined Traffic Estimates for 2 Paralle  Toe From:  City of Chesapeake	el Roadways on this Route:  SR 190  (Maint: 64) 3.86 el Roadways on this Route:	34000 74000 Great Bridg 37000	G ge Blvd G G	92% 92% 92%	0%	1% 	1% 1%	5% 5%	0%	F F F	NA NA			79000 39000	G G
West (17)  West (17)	Combined Traffic Estimates for 2 Paralle  Take Prom:  City of Chesapeake  Combined Traffic Estimates for 2 Paralle  Traffic From:	Roadways on this Route:  SR 190  (Maint: 64) 3.86  Roadways on this Route:  US 17 Ge	34000 74000 Great Bride 37000 76000 orge Washin	G ge Blvd G G ngton Hw	92% 92% 92%	0% 0% 0%	1% 1% 1%	1% 1% 1%	5% 5% 5%	0% 0% 0%	F F F	NA NA NA			79000 39000 82000	G G G
West 17	Combined Traffic Estimates for 2 Paralle  Toe From:  City of Chesapeake	El Roadways on this Route:  SR 190  (Maint: 64) 3.86  El Roadways on this Route:  US 17 Ge  (Maint: 64) 1.86	34000 74000 Great Bridg 37000 76000 orge Washir 33000	G ge Blvd G G	92% 92% 92%	0%	1% 	1% 1%	5% 5%	0%	F F F	NA NA			79000 39000	G G

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

								Tru	ıck			K		Dir		
Route	Jurisdiction		AADT		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		JS 460 Mili			00/	40/	40/	<b>5</b> 0/	00/	_	0.000			00000	^
64	City of Chesapeake (Maint	•	34000	Α	92%	0%	1%	1%	5%	0%	С	0.099	Α		36000	Α
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	<b>71000</b> I-264, I-664	<b>A</b>	92%	0%	1%	1%	5%	0%	С	0.1	Α		75000	Α
West	From:	I-64-W TO F-1			ОРТИ											
(64) Ramp	Alleghany County	0.15	90	F	OKIII							NA			90	F
64) rtamp	To:	FR-198 FR-			4 W											
West	From:	I-64-W TO RT 60	EAST & W	EST AN	D RT 159	1										
64) Ramp	Alleghany County	0.15	1100	F								NA			1100	F
$\smile$	To:	US 60	FROM I-64	WEST												
West	From:	I-64-W TO R	T 154NORT	ΓH & SO	UTH											
(64) Ramp	City of Covington (Maint:		2500	F								NA			2500	F
$\smile$	To:	SR 154 SR 1	54- B TO &	FROM	I-64											
West	From:	I-64-W TO RT 6			T RT 64											
64 Ramp	Alleghany County	0.05	3400	F								NA			3400	F
$\overline{}$	To:	US 60	FROM I-64	WEST												
West	From:	I-64-W TO R			1104											
64) (220) Ramp	Alleghany County	0.05	1100	F								NA			1100	F
<u> </u>	To		FROM RT													
West	From:	I-64-W TO			ST											_
64 Ramp	Alleghany County	0.12	1600	F	*							NA			1600	F
	10.	03-696; 03-6														
West	From:	I-64-W TO BUS			RT 384										400	_
64 Ramp	Alleghany County	0.18	420 CIUS 60 CI	F								NA			420	F
							_									
West 64) Ramp	Alleghany County	I-64-W TO BU 0.14	JS RT 60W 1000	EST & R <b>F</b>	T 629							NA			1000	F
Ramp	Alleghany County		1US 60 C1U		2							INA			1000	Г
M 4	From:	I-64-W TO RTS														
West 64 Ramp	Alleghany County	0.24	140	F	ООТП							NA			140	F
64) Rump	To:	SR 42 SR 42-			) I-64							14/			140	•
Most	From:	I-64-W TO MAINTI				ZD.										
West 64	Alleghany County	0.03	NA NA	IKLAAU	THORIZA	.D						NA			NA	
04)				-												
West	From:		AD UNUS	ED												
West 64	Alleghany County	0.18	NA									NA			NA	
	To:	Gap EAST														
West 64	Alleghany County	Gap WEST 0.14	END PARK <b>NA</b>	AING AR	EA							NA			NA	
04)	Allogramy County											14/7			INA	
	To: From:	RC	AD UNUS	ED												
West 64	Alleghany County	0.07	NA									NA			NA	
$\smile$	To:	I-64-W FROM MAIN	NTENANCI	E AREA	AUTHOR	IZ										

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

-		1 minary and intersta				Tarret			17		D:-		
Route	Jurisdiction	Length <b>AADT</b>		Bus		Truck Axle 1Trail		QC	K Factor	QK F	Dir actor	AAWDT	QW
West	From:	I-64-W TO RT 269WES	T & EAST										
Ramp	Alleghany County	0.25 <b>90</b>	F						NA			90	F
$\overline{}$	To:	SR 269 SR 269- 6B FRO	M & TO I-64										
West	From:	I-64-W TO RT 780SOUT	H & NORTH										
(64) Ramp	Rockbridge County	0.29 <b>NA</b>							NA			NA	
	To:	81-780; 81-780- B FROM	1 & TO I-64										
West	From:	I-64-W TO RT 60WEST & F	AST @ DT 623										
(64) Ramp	Rockbridge County	0.20 <b>NA</b>	2A31 @ K1 023						NA			NA	
64) Namp	To:	7US 60-P; 81-623 US	60. 51 A						INA			IVA	
West	From:	I-64-W TO US 11SOUTH	1 & NORTH										
64 Ramp	Rockbridge County	0.24 <b>NA</b>							NA			NA	
<u> </u>	To:	US 11 US 11- 205B FROI	M & TO I-64										
West	From:	I-64 West											
(64) Ramp from I-64 W Exit 87A to I-81 N	Augusta County	0.33 <b>9800</b>	<b>A</b> 89%	1%	1% 1	% 9%	0%	F	0.104	Α		10000	Α
$\overline{}$	To:	I-81 North											
West	From:	I-64 West											
Ramp from I-64 W Exit 91A to SR 285	Augusta County	0.23 <b>2900</b>	<b>G</b> 94%	0%	1% 1	% 3%	1%	С	0.090	F		3100	G
04)	To:	SR 285 Tinkling Sp.			T '	,,	.,.	_		-			-
West	From												
West 64 Ramp	Augusts County	I-64-W TO RT 340SOUT	H & NORTH						NΙΛ			NIA	
64 Ramp	Augusta County	0.18 <b>NA</b>	OM 0 TO 1 64		_				NA			NA	
	<u></u>	US 340 US 340-N012B FR											
West	From:	I-64-W TO DELPHINE AVENU	ESOUTH & NO	RT									
(64) Ramp	City of Waynesboro (Maint:								NA			NA	
	To:	136-5118; 136-5118- 1B FR	OM & TO RT										
West	From:	I-64-W TO US 250WES	T & EAST										
(64) Ramp	Augusta County	0.12 <b>NA</b>							NA			NA	
	To:	I-64-E099A I-64- 99A F	ROM RT 6										
West	From:	I-64-W TO US 250WES	T & FAST										
West (64) Ramp	Albemarle County	0.15 <b>NA</b>	or & Engr						NA			NA	
64) (64)	To:	US 250 US 250-E081B FRO	OM & TO I-64						1471			1471	
	Franci												
West	Alle and alle Courts	I-64 West to Rest	Area						NIA			NIA	
64 Charlottesville Rest Area Ramp	Albemarle County	0.12 <b>NA</b>							NA			NA	
	10:	Enter Rest Area Park											
West	From:	I-64-W TO RT 637WES	T & EAST				_		_				
(64) Ramp	Albemarle County	0.17 <b>NA</b>							NA			NA	
$\smile$	To:	02-637; 02-637- 15B FRO	M & TO I-64										
West	From:	I-64-W TO US 29S	OUTH										
(64) Ramp	Albemarle County	0.22 <b>NA</b>							NA			NA	
	To:	US 29 FROM I-64	WEST									-	
W	From				1								
West	Albamaria Causti	0.14 <b>8800</b>	^						0.476	۸		10000	۸
Ramp	Albemarle County		A		_				0.176	Α		10000	Α
	:0"	US 29 Monacan Tr	an Ka										

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Factor	AAWDT QW
West 64 Ramp	Albemarle County	I-64 West 0.10 NA 5th Street	<u></u>	NA	NA
West 64 Ramp	Albemarle County	I-64 West  0.15 NA  SR 20 Scottsville Rd		NA	NA
West 64 Ramp	Albemarle County	I-64 West  0.23 <b>5400 A</b> 98% 0%  US 250 Richmond Rd	1% 0% 0% 0%	F 0.176 A	5800 A
West 64 Ramp	Albemarle County	I-64 West  0.22 <b>350 G</b> 98% 1%  02-616 Black Cat Rd	0% 1% 0% 0%	F NA	360 G
West 64 Ramp	Louisa County	I-64-W TO RT 15SOUTH & NORTH  0.25 NA  US 15 US 15- 120B FROM & TO 1-64		NA	NA
West 64 Ramp	From: Louisa County To:	I-64-W TO RT 208SOUTH & NORTH  0.29 NA  SR 208 SR 208- B FROM & TO I-64		NA	NA
West 64 Ramp	Goochland County	I-64-W TO RT 605WEST & EAST  0.19 NA  37-605; 37-605- 7B FROM & TO I-64		NA	NA
West 64 Ramp	Goochland County	I-64-W TO RT 629WEST & EAST  0.17 <b>830 A</b> 37-629; 37-629- 1B FROM & TO I-64		0.166 A	860 A
West 64 Ramp	Goochland County	I-64-W TO US 522SOUTH & NORTH  0.24 3000 G  US 522 US 522- 18B FROM & TO I-64		NA	3000 G
West 64 Ramp	Goochland County	I-64-W TO RT 617SOUTH & NORTH  0.14 <b>5200 G</b> 37-617; 37-617- B FROM & TO I-64		NA	5200 G
West 64 Goochland Rest Area Ramp	Goochland County	I-64 West to Rest Area  0.05 NA  Enter Rest Area Parking Lot		NA	NA
West Goochland Rest Area Ramp	Goochland County	Exit Rest Area Parking Lot 0.08 1200 G I-64 West from Rest Area	_ 	NA	1200 G
West (64) Ramp from I-64 W Exit 173A to 37-623	Goochland County	I-64 West 0.18 <b>5100 G</b> 94% 0% 37-623 Ashland Rd	1% 3% 1% 0%	F NA	5100 G
West Ramp from I-64 W Exit 175A to SR 288	Goochland County	I-64 West  0.45 <b>13000 B</b> 96% 0%  SR 288 S		F 0.187 A	16000 B

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:		I-64 West				ZANIC	JTANIC	IIIali	ZIIali		i actor		i actor		
(64) Ramp from I-64 W Exit 177B to I-295 S (E)	Henrico County		13000	G	91%	1%	1%	1%	7%	0%	F	0.121	F		11000	G
$\overline{}$	To:	I-2	295 East Sout	th												
West	From:		I-64 West													
Ramp from I-64 W Exit 178A to US 250	Henrico County		12000	G	98%	0%	1%	0%	0%	0%	F	0.113	F		12000	G
	To:		S 250 Broad	St			_									
West (64) Ramp from I-64 W Exit 178B to US 250	Henrico County	0.14	I-64 West 4400	G	99%	0%	0%	0%	0%	0%	F	NA			4400	G
64) Kamp Hom 1-04 W Exit 176B to 03 230	To:		S 250 Broad :		99 /0	070	0 /0	0 /6	076	076	-	INA			4400	G
West	From:	I-64-W TO G			TH		$\pm$									
(64) Ramp	Henrico County	0.23	NA	<i>37</i> 1D3OC	7111							NA			NA	
04)	To:		FROM I-64	WEST												
West	From:	I-64-W TO G	ASKINS RO	DADNOI	RTH			-		-						-
(64) Ramp	Henrico County	0.46	NA									NA			NA	
$\overline{}$	To:	43-7514	FROM I-64	WEST												
West	From:	I-64-W TO P		DADSOU	TH											
(64) Ramp	Henrico County	0.16	NA									NA			NA	
<u> </u>	To:	43-7518	FROM I-64	WEST												
West	From:	I-64-W TO P		DADNOI	RTH											
64) Ramp	Henrico County	0.39	NA	NA O TO	NT 64							NA			NA	
	""	43-7518; 43-75					_									
West Pamp	Henrico County	I-64-W TO GI 0.19	LENSIDE DI <b>NA</b>	RIVESC	UTH							NA			NA	
Ramp	To:		FROM I-64	WEST								INA			INA	
West	From:	I-64-W TO US 2			FEAST		_									
(64) Ramp	Henrico County	0.17	NA	STREE	ILADI							NA			NA	
	To:		FROM I-64	WEST												
West	From:	I-64-W TO US 2	50-BROAD	STREE	TWEST											
(64) Ramp	Henrico County	0.32	NA									NA			NA	
$\overline{}$	To:	US 250	FROM I-64	WEST												
West	From:	I-64-W TO RT 33-	STAPLES M	AILL RE	WEST &											
Ramp	Henrico County	0.16	NA									NA			NA	
West	To: From:	I-64-W185B	TO RT 33 E.	AST WE	ST?		$\Box$									
West Ramp	Henrico County	0.10	NA				-					NA			NA	
	To:		ROM RT 64	WEST												
West	From:	I-64-W185A	TO RT 33 E	EAST WI	EST											
(64) Ramp	Henrico County	0.36	NA									NA			NA	
	To:	I-64-E185B	I-64- 185B F	ROM R	Γ6											
West	From:	I-64-W MED	IANTO RT	195 SOU	TH											
(64) Ramp	City of Richmond (Maint: 4	•	NA									NA			NA	
$\sim$	To:	I-195-S	FROM I-64	WEST												

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

		1 Tillial y a	na mitorott													
Davids	Lord and a Ca	1 - 4	440=					Truck-			, <u>k</u>	(	01/	Dir	A A \ A / E T	0)4′
Route	Jurisdiction	Length	AADT	QA 4T	ııre B	us 2A	xle 3+	Axle 1T	rail 2T	ail C	رن Fac	tor	QK F	actor	AAWDT	QW
West	From:	I-64-W MEDIA	NTO 5TH S	T & I-95 SO	DUT		1	00		<u> </u>						
Ramp	City of Richmond (Maint: 4			1. 6 1 75 50	<i>y</i> C1		1				N	Α			NA	
64) Kamp	Only of Montholia (Marit. =						_								14/1	
West	To: From:	127-45 DUVALI	STREET T	ORT 95 SO	UTH		<u> </u>									
(64) Ramp	City of Richmond (Maint: 4	3) 0.23	17000	В							0.0	94	Α		19000	В
04)	0.1) 0						-				0.0	٠.	•		.0000	_
West	To: From:	127-44-N00	1A FROM 7	TH STREET	1		<b>—</b>									
(64) Ramp	City of Richmond (Maint: 4	3) 0.09	20000	В							0.0	97	Α		22000	В
04)					FFT		1					•				_
	E						I									
West	F10III.			AST-MECH	IANIC											
64) Ramp	Henrico County						7				N.	A			NA	
<u> </u>	10:	US 360; 127	-7612 FRON	1 I-64 WEST												
West	From:	I-64-W TO RT 3	3WEST-NII	NE MILE RO	DAD											
Ramp	Henrico County	0.16	NA				="				N.	Α			NA	
	To:	SR 33	FROM I-64	WEST												
West	From	L64-W TO RT	R3FAST_NIN	NE MILE RO	)AD											
(64) Ramp	Henrico County			VE MILL RO	<i>7</i> 1112		1				N	Δ			NΔ	
64) Kamp				WEST			1				1 1	_			INA	
							<u> </u>									
West				SOUTH & N	ORTH		J									
(64) Ramp	Henrico County						-				N.	A			NA	
<u> </u>	To:	43-7555; 43-75	55-S005B FI	ROM & TO I	-64											
West	From:		I-64 West													
Ramp from I-64 W Exit 197A to SR 156 S	Henrico County	0.19	2200	<b>G</b> 89	9% 2	% 1	<u>-</u> % 1	% 7	% 09	6 (	C N	Α			2200	G
	To	SR	156 S, Airpo	rt Dr			1									
West	From:						1									
	Henrico County	0.26		<b>G</b> 03	20/_ 19	0/_ 10	』 % ∩	% 69	ρ ₄ Ω ⁰	4 (	C N	Δ			810	G
64 Kamp Hom 1-04 W Exit 197 B to 3K 190 K	To:				2/0 I	/0 I	70 U <b>1</b>	70 U	/0 U	0 1	C IV.	^			010	G
							1									
West	From:				)		]									_
(64) Ramp	Henrico County			Truck												
<u> </u>	To:	I-295-E02	8X FROM I	-64 WEST												
West	From:	I-64	W Collector	Road												
Ramp from I-64 W to I-295 W (Northbound)	Henrico County	Supplication   Length AADT   QA 4 Tire   Bus   2Axde 3+Axde 1Trail   2Trail   QC   Factor   QK   Factor   AAWDT   QW														
							1									
West	From:															
West (64) I-64 W Collector Rd		0.44		G			ı				N.I	٨			15000	C
64 I-64 W Collector Rd	Herrico County	0.41	15000	G							IN.	~			13000	G
West	To: From:															
West	Honrico Countr	Unisolicition														
64 I-64 W Collector Rd	Herrico County															
West																
(64) I-64 W Collector Rd	Second   S	N														
64) 1-04 W Collector Nu			Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   K   Factor   QK   Factor   AAWDT   QX   Axle   1Trail   2Trail   QC   K   QK   Dir   Factor   AAWDT   QX   Axle   1Trail   2Trail   QC   X   QK   Dir   Factor   Axle   Axle   Axle   Axle   1Trail   2Trail   QC   X   QK   Dir   Factor   Axle   Axle	IN												
	I	Kamp I	0 1-293 E SO	ишвоипа			<u> </u>									

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

					Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	Ramp To I-295 E Southbound		27 000	017100	111011	ZIIGII		1 dotoi		1 40101		
64 I-64 W Collector Rd	Henrico County	0.19 <b>15000 N</b>							NA			15000	Ν
04) 1 0 1 11 00 1100 110												.0000	• • •
West	From:	Ramp From I-295 E Southbound											
64 I-64 W Collector Rd	Henrico County	0.33 <b>15000 N</b>							NA			15000	Ν
$\smile$	То:	I-64 W											
West 64 Ramp	From:	I-64-W TO SCALES											
Ramp	Henrico County	0.10 <b>NA</b>							NA			NA	
04)	То:	Gap EAST END SCALES		<u> </u>									
West	From:	Gap WEST END SCALES											
West Ramp	Henrico County	0.11 <b>NA</b>		<u>_</u>					NA			NA	
	To	I-64-W FROM SCALES											
West	From:	I-64 West											
Ramp	New Kent County	0.24 <b>1200 F</b> 79%	2%	2%	4%	14%	0%	С	NA			1200	F
Ramp	To:	SR 249 New Kent Hwy	270	-j~	170	1170	070	Ŭ				1200	•
At	Draw:			_									
West Down	Now Kent County	0.19 <b>1800 F</b>							NA			1000	F
Ramp	New Kent County								INA			1800	Г
	100	SR 106 Emmaus Church Rd											
West	From:	I-64 West to Rest Area											
64 New Kent Rest Area Ramp	New Kent County	0.14 <b>2200 A</b> 91%	1%	1%	1%	7%	0%	F	0.169	Α		1900	Α
<u> </u>	To:	Enter Rest Area Parking Lot											
West	Prom:	Exit Rest Area Parking Lot											
64 New Kent Rest Area Ramp	New Kent County	0.11 <b>NA</b>							NA			NA	
<u> </u>	10.	I-64 West from Rest Area											
West	From:	I-64 West											
(64) Ramp	New Kent County	0.22 <b>1100 F</b>							NA			1100	F
$\smile$	То:	SR 155											
West Ramp	From:	I-64 West											
Ramp	New Kent County	0.24 <b>590 F</b>							NA			590	F
	То:	SR 33											
West	From:	I-64-W TO RT 30											
64) Ramp	James City County	0.29 <b>NA</b>							NA			NA	
Ramp	James Oily County								14/1			INA	
Vest	To: From:	I-64-W227B TO RT 30 WEST R											
Ramp	James City County	0.02 <b>NA</b>							NA			NA	
04)	To:	SR 30 FROM & TO RT 64		_									
N 4	From			$\pm$									
West Pamp	James City County	I-64-W227A TO RT 30 WEST 0.08 <b>NA</b>							NA			NA	
Ramp	James City County			_					INA			INA	
	10.	SR 30 FROM I-64 WEST											
West	From:	I-64-W TO RT 30 WEST & 607 SOUTH											
West (64) Ramp	James City County	0.21 <b>NA</b>							NA			NA	
$\smile$	To:	SR 30 FROM I-64 WEST											

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

Pouto	Jurisdiction	Length AADT QA 4Tire Bus	Truck	QC _ K QK _	Dir AAWDT QW
Route	Junsaiction	<b>G</b>	2Axle 3+Axle 1Trail 2Trail	Factor Factor Factor	actor
West	From:	I-64-W TO RT 30 EAST & 607 NORTH			
(64) Ramp	James City County	0.31 <b>NA</b>		NA	NA
	10.	SR 30; 47-607 SR 30-W061B FRO			
West	From:	I-64-W TO RT 646 SOUTHRT 199			
(64) Ramp	York County	0.20 <b>NA</b>		NA	NA
<u> </u>	To:	99-646 FROM I-64 WEST			
West	From:	I-64-W TO RT 646 NORTH			
(64) Ramp	York County	0.25 <b>NA</b>		NA	NA
	To:	99-646; 99-646-S001B FROM & TO I-64			
West 64 Ramp	From:	I-64-W TO RT 14300- CAMP PERRY ROAD			
(64) Ramp	York County	0.16 <b>NA</b>		NA	NA
	To:	I-64-W238B TO RT 143 SOUTH & CAMP P			
West 64 Ramp	Varia Carrett			NIA	NI A
64) Kamp	York County	0.11 <b>NA</b> SR 143 FROM RT 64 WEST		NA	NA
	100				
West (64) Ramp	From:	I-64-W238A TO RT 143 SOUTH & CAMP P		<b>.</b>	
(64) Ramp	York County	0.06 <b>NA</b>		NA	NA
	10.	SR 143 FROM I-64 WEST			
West Ramp	From:	I-64-W TO RT 199 WEST			
64 Ramp	York County	0.22 <b>NA</b>		NA	NA
	To	SR 199 FROM I-64 WEST			
West 64 Ramp	From:	I-64-W TO RT 199 EAST			
(64) Ramp	York County	0.39 <b>NA</b>		NA	NA
<u> </u>	To:	SR 199 FROM I-64 WEST			
West	From:	I-64-W RO RT 60 & BUSCH GARDENS			
Ramp	York County	0.82 <b>NA</b>	<u></u>	NA	NA
$\overline{}$	То:	I-64-E243A I-64- 243A TO RT 60			
West	From:	I-64-W TO RT 143			
(64) Ramp	York County	0.27 <b>NA</b>		NA	NA
$\overline{}$	То:	I-64-E243B Gap Termi			
West	From:	I-64-W TO RT 23800- YORKTOWN ROAD			
(64) Ramp	City of Newport News (Maint: 9	9) 0.14 <b>NA</b>	<del></del>	NA	NA
	То:	SR 238 FROM I-64 WEST			
West	From:	I-64-W TO RT 105-FORT EUSTIS BOULEVARD			
West 64 Ramp	City of Newport News (Maint: 9	9) 0.19 <b>NA</b>	<u> </u>	NA	NA
	To:	SR 105 SR 105-E001B TO & FROM I-64			
West	From:	I-64-W TO RT 143-JEFFERSON AVENUE		<u> </u>	
(64) Ramp	City of Newport News (Maint: 9		<del></del>	NA	NA
	To:	SR 143 FROM I-64 WEST			
West	From:	I-64-W TO RT 143 SOUTH-JEFFERSON AVENU			
(64) Ramp	City of Newport News (Maint: 9			NA	NA
• •	To:	SR 143 FROM I-64 WEST			
64 Kamp	City of Newport News (Maint: 9	,		INA	NA

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

		Filmary and inter	state Noutes									
Route	Jurisdiction	Length AAD1	QA 4Tire Bus		Truck e 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW
Most	From:	I-64-W TO RT 143 NORTH-	IEEEEDCON AVENIII	2/\/\	e state i	IIali ZIIali		1 actor		i actor		
West 64 Ramp	City of Newport News (Maint:		JEFFERSON AVENU					NA			NA	
64 Ramp	City of Newport News (Maint.	SR 143 FROM I-	CA WIEGE					INA			INA	
	AV											
West	From:	I-64 We										
(64) Ramp	City of Newport News (Maint:	99) 0.21 <b>2100</b> 0	) G					0.079	F		21000	G
$\overline{}$	То:	SR 143										
West	From:	I-64-W255B TO ROUTE 14:	300- JEFFERSON AV									
64 Ramp	City of Newport News (Maint:	99) 0.07 <b>NA</b>						NA			NA	
West	To: From:	SR 143-N018B FROM ROUT	E 14300- JEFFERSON									
West 64 Ramp	City of Newport News (Maint:	. 99) 0.17 <b>NA</b>						NA			NA	
64 Ramp	City of Newport News (Maint.	,						INA			INA	
West	To- From:	I-64-W255A TO ROUTE 14.	300- JEFFERSON AV									
West (64) Ramp	City of Newport News (Maint:	99) 0.08 <b>NA</b>						NA			NA	
$\smile$	To	SR 143-S018B FROM ROUT	E 1/200 TEEEDSON									
West (64) Ramp	From:		E 14300° JEITERSON									
(64) Ramp	City of Newport News (Maint:							NA			NA	
	To:	I-64-W END COLLECTOR	ROAD00- RTE 143 JE									
West	From:	I-64-W TO RT 171 WEST-C	YSTER POINT ROA									
(64) Ramp	City of Newport News (Maint:							NA			NA	
04)	To	SR 171 FROM I	-64 WEST									
West	From	I-64-W TO RT 171 EAST-VI										
(64) Ramp	City of Newport News (Maint:		CTORT BOOLEVIN					NA			NA	
(64) Kump	To:	SR 171 SR 171-W001B	FDOM & TO L64					14/1			147.	
West	Prom:	I-64-W TO RT 1	7 SOUTH									
64 Ramp	City of Newport News (Maint:							NA			NA	
<u> </u>	To:	US 17 I-64-W258B FR	OM I-64 WEST									
West	From:	I-64 We										
(64) Ramp	City of Newport News (Maint:	99) 0.30 <b>7800</b>	G					0.09	F		7800	G
$\bigcirc$	То:	US 17 N; J Clyde	Morris Blvd									
West	From:	I-64-W TO HAMPTON ROAD	S CENTER PARKWAY									
(64) Ramp	City of Hampton (Maint: 99							NA			NA	
OT I	To:	114-7026 FROM	I-64 WEST					-				
\M/4	From	I-64 W		$\overline{}$								
West	City of Hampton (Mainty Of							NA			NA	
Ramp	City of Hampton (Maint: 99	<i>'</i>	Dld					INA			INA	
	10:	US 258 Mecu	•									
West	From:	I-64 We										_
$\left(\frac{1}{64}\right)$ Ramp	City of Hampton (Maint: 99							0.091	F		6500	G
$\overline{}$	To:	US 258	3									
West	From:	I-64-W TO I-66	54 EAST									
(64) Ramp	City of Hampton (Maint: 99							NA			NA	
,	To	I-664-E FROM I	-64 WEST									

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

		i filliary and interst	ato Moutos									
Route	Jurisdiction	Length AADT	OA ATiro	Ruc	Tr			QC	K	QK _ Dir	AAWDT	0\4/
Noute	Junsuiction	Lengin AADI	WA 41116	2 <i>P</i>	Axle 3+Axle	1Trail	2Trail	QU	Factor	Facto	r	QVV
West	From:	I-64-W TO RT 134-ARMIST	EAD Ave & LASA									
(64) Ramp	City of Hampton (Maint: 99)	0.17 <b>NA</b>							NA		NA	
<u></u>	To- From:	SR 134 CONNECTOR FRO	OM RT 64 WEST		1							
West (64) Ramp	City of Hampton (Maint: 99)	0.09 <b>NA</b>							NA		NA	
64 Ramp	To:	114-7035 FROM RT	64 WEST		1				INA		INA	
	From											
West (64) Ramp	City of Hampton (Maint: 99)	I-64-W TO RT 134-ARMIS 0.19 <b>NA</b>	TEAD AVENUE		_				NA		NA	
64 Ramp	To:	SR 134 FROM I-6	4 WEST		1				INA		INA	
	From				1							
West	City of Hampton (Maint: 99)	0.11 <b>4800</b>	<b>G</b> 96%	0% 1	」 % 1%	3%	0%	F	0.095	F	5000	G
64 Ramp	To:	SR 143 Count		U% I	70 170 <b>1</b>	3%	0%	Г	0.093	Г	5000	G
			*		I I							
West	City of Hampton (Maint: 99)	I-64-W TO MALLOR 0.15 <b>NA</b>	Y STREET		J				NA		NA	
64 Ramp	City of Hampton (Maint: 99)	0.15 <b>NA</b> 114-7057; 114-7057- B SE	CAD STREET		1				NA		NA	
	p				!							
(64) Ramp	City of Norfolk (Maint: 64)	I-64-W TO OCEAN VIEW AV 0.03 NA	ENUE60 PARALLI	3	J				NA		NA	
64 Ramp	To:	2US 60-P; 2US 60-P004A	OCEAN VIEW		1				INA		INA	
<b></b>	France				<u> </u>							
West	City of Norfolk (Maint: 64)	I-64-W TO 4TH VIEW 5 0.18 <b>NA</b>	STREETRT 60						NA		NA	
64 Ramp	City of Nortoik (Maint. 64)	US 60 US 60- 281B FRO	OM & TO I 64		1				INA		INA	
	Econol				1							
West (64) Ramp	City of Norfolk (Maint: 64)	I-64-W TO BAY A	VENUE						NIA		NIA	
64 Ramp	To:	0.15 <b>NA</b> 122-8623 FROM I-	64 WEST		1				NA		NA	
	Front.											
West	City of Norfolk (Maint: 64)	I-64-W TO US 46000- C 0.11 <b>NA</b>	RANDBY ST		J				NA		NA	
Ramp	To:	US 460 FROM I-6	4 WEST		1				INA		INA	
	From				i i							
West (64) Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 <b>6100</b>	G		J				NA		6100	G
Ramp	To:	SR 165 Little Cr			1				INA		0100	G
···	From			7	1							
West (64) Ramp	City of Norfolk (Maint: 64)	0.11 <b>10000</b>	<b>F</b>	1	J				0.084	F	10000	F
64 Ramp	To:	SR 168 FROM I-6			1				0.004		10000	-
	From			7	I							
West (64) Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 168 NORTH-T 0.21 <b>7900</b>	F	5	J				0.089	F	7900	F
Ramp	To:	SR 168 FROM I-6			7				0.009	Г	7900	I.
	pl				I I							
West (64) Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 194 NORTH-CI 0.25 <b>10000</b>	F	)	J				0.085	F	10000	F
64 Ramp	To:	SR 194 FROM I-6			7				0.003	1'	10000	Г
	Frami				1							
West	City of Norfolk (Maint: 64)	I-64-W TO RT 247 WEST00 0.18 <b>4100</b>	)- NORVIEW Ave <b>G</b> 98%	0% 1	」 % 0%	0%	0%	С	NA		4100	G
64 Ramp	To:	0.18 <b>4100</b> SR 247 FROM I-6		U70 T	∕₀ U% <b>7</b>	U%	U%	C	INA		4100	G
-		3K 24/ FKUM I-0	+ WEDI		1							

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

		i ililiaiy and iliterstate			Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Ruc	de 3+Axle			QC	Factor	QK Facto	AAWDT	QW
West		I-64-W TO RT 247 WEST-NORV										
(64) Ramp	City of Norfolk (Maint: 64)	0.13 <b>4500</b>		0% 0%	6 0%	0%	0%	С	NA		4500	G
<u> </u>	To:	SR 247 FROM I-64 W										
West		I-64-W TO RT 165MILITARY I	HGWY VIA RO									
Ramp	City of Norfolk (Maint: 64)	0.20 <b>NA</b>	15						NA		NA	
	10.	ROBIN HOOD ROA										
West	From:	I-64-W TO RT 13	3									
Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>							NA		NA	
West	To: From:	I-64-W282B TO RT 13 S	SOUTH									
Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b>							NA		NA	
	To:	US 13 FROM RT 64 V	WEST									
West	From:	I-64-W282A TO RT 13 S	SOUTH									
(64) Ramp	City of Norfolk (Maint: 64)	0.03 <b>NA</b>	-						NA		NA	
	To:	WCL Virginia Bea	ch									
West	From:	I-64-W TO H.O.V. L.	ANE	-								
(64) Ramp	City of Norfolk (Maint: 64)	0.09 <b>NA</b>							NA		NA	
	To:	I-64-R FROM I-64 W	/EST									
West	From:	I-64-W TO I-264 WI	EST									
(64) Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b>							NA		NA	
$\overline{}$	To:	I-264-W013X FROM I-6	4 WEST									
West	From:	I-64-W TO I-264 EAS	ST44									
(64) Ramp	City of Norfolk (Maint: 64)	0.23 <b>NA</b>							NA		NA	
$\bigcirc$	To:	I-264-E013X FROM I-64	4 WEST									
West	From:	I-64-W TO H.O.V.LANE	MEDIAN									
(64) Ramp	City of Norfolk (Maint: 64)	0.12 <b>NA</b>							NA		NA	
	To:	I-64-R I-64-R008A TO & I	FROM RT									
West	From:	I-64-W TO RT 407 E	EAST									
(64) Ramp	City of Virginia Beach (Maint: 64)								NA		NA	
<u> </u>	To:	SR 407 FROM I-64 W	VEST									
West	From:	I-64-W TO RT 407 E	AST									
(64) Ramp	City of Virginia Beach (Maint: 64)								NA		NA	
<u> </u>	To:	SR 407 FROM I-64 W										
West		64-W289X TO GREENBRIER P										
Ramp	City of Chesapeake (Maint: 64)	0.28 <b>5400</b>	G						NA		5400	G
<u> </u>	To:	131-8665 FROM RT 64										
West		64-W289X TO GREENBRIER P	PARKWAY EAST			-						
Ramp	City of Chesapeake (Maint: 64)	0.25 NA	WEGE						NA		NA	
<u> </u>	To:	131-8665 FROM RT 64										
West		64-W END COLL ROAD TO GR	REENBRIER PAR			·						
Ramp	City of Chesapeake (Maint: 64)	0.66 <b>NA</b>							NA		NA	
~	10: I-0	64-W289B TO GREENBRIER P	'ARKWAY EAST									

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

		T Timaly and interstate	Noutes			
Route	Jurisdiction	Length AADT C	QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir AAWDT QW Factor
West 64 Ramp	City of Chesapeake (Maint: 64)	-W289B TO GREENBRIER PA 0.10 <b>NA</b>			NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)	0.23 <b>NA</b>			NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)	-W289A TO GREENBRIER PA 0.16 <b>NA</b>			NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)	0.14 NA -W END COLL ROAD FROM 0			NA	NA
West (64) (168) Ramp	City of Chesapeake (Maint: 64)	I-64 W	G GREENBRIER P		NA	2600 G
West	To: From: City of Chesapeake (Maint: 64)	Bus SR 168 N I-64 W 0.30 <b>7800</b>	G		NA	7800 G
Ramp From I-64 W to SR 168 S  West	To:	Bus SR 168 Battlefield B			IVA	7800 G
(64) (168) I-64 W Exit 290 West	City of Chesapeake (Maint: 64)	0.10 <b>15000</b> I-64 W Exit 290 B	G	_ 	NA	15000 G
64 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10 NA Ramp From Bus SR 168 Battle	field Blvd S	<b>—</b>	NA	NA
West 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20 <b>NA</b> I-64 W Exit 290 S		 	NA	NA
West 1-64 W Exit 290	City of Chesapeake (Maint: 64)	0.12 <b>NA</b>	S 1171 11V	<b>-</b>	NA	NA
West 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlet 0.35 NA		_	NA	NA
West 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp to I-64 E Exit 2  0.51 NA  I-64 W	89	_	NA	NA
West 64 Ramp Between SR 168 and I-464	City of Chesapeake (Maint: 64)	SR 168 Oak Grove Conn	G 96% 0%	1% 1% 2% 0%	F NA	2200 G
West 64 Ramp	City of Chesapeake (Maint: 64)	I-64-W TO RT 168 SOI 0.49 <b>NA</b>			NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)	US 17-N017A FROM RT 17  0.05 NA SR 168-P FROM RT 64 WEST			NA	NA
		- · · · <del>- · ·</del>		•		_

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

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   State   St	ΓQ\
Vest   City of Chesapeake (Maint: 64)   0.40   NA	
City of Chesapeake (Maint: 64)   0.40   NA	
SR   104   N0007A Gap Fr Rt 104   NA	
Nest   City of Chesapeake (Maint: 64)   0.20   NA	
City of Chesapeake (Maint: 64)   0.20   NA	
SR 190 FROM 1-64 WEST   SR 1	
Nat   Nat	
City of Chesapeake (Maint: 64)   0.24   5000   G   96%   0%   1%   1%   2%   0%   F   NA   5300	
Nest   City of Chesapeake (Maint: 64)   0.23   NA	
Nest   City of Chesapeake (Maint: 64)   0.23   NA	C
City of Chesapeake (Maint: 64)   0.23   NA	
Scott County   Scot	
Scott County   Scot	
Scott County   Scot	
Scott County   Scot	
Town of Clinchport (Maint: 84)   1.46   1300   N   96%   0%   2%   1%   1%   0%   N   0.121   N   0.584   1300	C
Town of Clinchport (Maint: 84) 1.46 1300 N 96% 0% 2% 1% 1% 0% N 0.121 N 0.584 1300      Clinch River Hwy	
Scott County   Scot	
Scott County   Scot	١
Set of the content	
Set of the content	١
65 Clinch River Hwy Scott County 2.28 470 G 96% 0% 2% 1% 1% 0% C 0.106 F 0.539 480  84-645 Manville Rd  65 Clinch River Hwy Scott County 8.03 300 G 96% 0% 2% 1% 1% 0% F 0.094 F 0.543 300	
Scott County   Second   Seco	_
65 Clinch River Hwy Scott County 8.03 <b>300 G</b> 96% 0% 2% 1% 1% 0% F 0.094 F 0.543 300	C
	C
From: SR /2 Veteralis Memorial rwy	
Scott County 7.79 <b>1200 G</b> 97% 0% 1% 0% 1 0% C 0.094 F 0.564 1200	(
65 72 Scott County 7.79 <b>1200 G</b> 97% 0% 1% 0% C 0.094 F 0.564 1200	
To: WCL Dungannon	
$_{\left(65 ight)}\left(72 ight)$ Town of Dungannon (Maint: 84) 0.32 <b>1200 N</b> 97% 0% 1% 0% 1% 0% N 0.094 N 0.564 1200	١
S4-1009 Jefferson St	
65) 72) Veterans Memorial Hwy Town of Dungannon (Maint: 84) 0.28 <b>1800 G</b> 97% 0% 1% 0% 1% 0% F 0.090 F 0.559 1800	C
SR 72 E, Hanging Rock Pkwy	
From: SR 72 E, Vetrans Mem Hay	
65 Sinking Creek Hwy Town of Dungannon (Maint: 84) 0.21 <b>1300 G</b> 94% 1% 1% 1% 3% 0% F 0.091 F 0.535 1300	C
ECL Dungannon	
FIORI.	١
84-774 Long Hollow Rd	_
(65) Sinking Creek Hwy Scott County 4.14 <b>510 G</b> 94% 1% 1% 3% 0% C 0.099 F 0.509 520	C
To: Russell County Line From South County Line	
Scott County Line	F
(00)	-
To: WCL Castlewood	

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

							Tru	ıck			K		Dir	
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK F	actor	T Q
$\overline{}$	From:		Castlewood											
5)	Castlewood (Maint: 83)		900 N	98%	1%	1%	1%	1%	0%	N	0.118	N	930	
	10.		Γ Banners Corn											
Ramp	Prince William County	I-66-E043A I-66- 0.13	5-W043A FROI <b>NA</b>	MRT 6							NA		NA	
6 Ramp	To:	US 29 FROM RT (		WEEST							INA		INA	
	From	I-66-E060A I-66				1								
Ramp	Fairfax County		<b>NA</b>	VIKIO							NA		NA	
6) · (G.) [P	To:	SR 123 FROM R		WEST										
st	From:		I-81 N											
1-66 E Ramp	Warren County		8700 F	83%	1%	1%	1%	14%	1%	F	0.119	N	8100	
	Combined Traffic Estimates for 2 Parallel Roady	vays on this Route: 1	17000 F	83%	1%	1%	1%	14%	1%	F	NA		15000	
	To:		from I-81 S											
st 5	Warren County		I-81 <b>15000 A</b>	83%	1%	1%	1%	14%	1%	F	0.119	Α	15000	
5)	Combined Traffic Estimates for 2 Parallel Roady			83%	1%	1%	1%	14%	1%	F	0.119	A	28000	
	Combined Trainic Estimates for 2 Farallel Noady				1 /0	1 /0	1 /0	14 /0	1 /0	-	0.103	^	28000	
st	From:	US 340, US 5	522 Winchester	·Rd										
5)	Warren County	6.49 <b>1</b>	15000 A	83%	1%	1%	1%	14%	1%	С	0.121	Α	14000	
	Combined Traffic Estimates for 2 Parallel Roadv	vays on this Route: 2	29000 A	83%	1%	1%	1%	14%	1%	С	0.106	Α	27000	
st	To: From		SR 79											
6	Warren County	1.56 <b>1</b>	18000 A	86%	1%	1%	1%	12%	1%	С	0.114	Α	17000	
	Combined Traffic Estimates for 2 Parallel Roady	vays on this Route: 3	35000 N	86%	1%	1%	1%	11%	1%	Ν	NA		34000	
	То:	Fauquier	er County Line											
st ¬	From:		County Line	000/	40/		407	400/	407	0	0.444		47000	
3	Fauquier County		18000 A	86%	1%	1%	1%	12%	1%	С	0.114	A	17000	
	Combined Traffic Estimates for 2 Parallel Roady			86%	1%	1%	1%	11%	1%	С	0.104	Α	34000	
st	To: From:	30-688 Le	eeds Manor Rd											
6	Fauquier County	5.21 <b>2</b>	20000 G	83%	1%	1%	1%	14%	1%	F	NA		19000	
	Combined Traffic Estimates for 2 Parallel Roady	vays on this Route: 3	38000 G	85%	1%	1%	1%	12%	1%	F	NA		36000	
a.t	To. From:	US 17 V	Winchester Rd											
ast (17) (55)	Fauguier County	3.36 <b>2</b>	22000 A	92%	1%	1%	0%	6%	0%	F	0.114	Α	21000	
0) (17) (35)	Combined Traffic Estimates for 2 Parallel Roady			92%	1%	1%	0%	6%	0%	F	0.105	Α	42000	
	To	*	SR 55											
st ~~	From:									_				
5 [17]	Fauquier County		23000 G	92%	1%	1%	0%	6%	0%	F	NA		23000	
	Combined Traffic Estimates for 2 Parallel Roadv	•		92%	1%	1%	0%	6%	0%	F	NA		44000	
st	To From:	US 17 W	Winchester Rd											
est 6	Fauquier County	3.02 <b>1</b>	18000 F	92%	1%	1%	0%	6%	0%	С	0.115	В	18000	
	Combined Traffic Estimates for 2 Parallel Roadv	vays on this Route: 3	36000 F	92%	1%	1%	0%	6%	0%	С	0.093	В (	).659 35000	
	To	S	SR 245											

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

								Tru	ıck			K		Dir		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. O
st	From:		SR 245													
)	Fauquier County	5.04	18000	Α	92%	1%	1%	0%	6%	0%	F	0.121	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roadway	<b>,</b>		Α	92%	1%	1%	0%	6%	0%	F	0.104	Α		36000	
	To:		William Cou	_												
:t	Prince William County	3.61	uier County 18000	A	92%	1%	1%	0%	6%	0%	F	0.121	Α		18000	
)	Combined Traffic Estimates for 2 Parallel Roadwa			A	92%	1%	1%	0%	6%	0%	' -	NA			36000	
	Combined Trainic Estimates for 2 Parallel Roadwa	75 OH this Route.			92 /0	1 /0	1 /0	0 /6	070	0 /6		INA			30000	
	From		US 15													
)	Prince William County	0.19	31000	G	92%	1%	1%	0%	6%	0%	F	0.101	F		31000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	60000	G	92%	1%	1%	0%	6%	0%	F	0.101	F		59000	
	To: From:	W	CL Haymar	ket			$\rightarrow$									
Ì	Town of Haymarket (Maint: 76	6) 0.84	31000	G	92%	1%	1%	0%	6%	0%	F	0.101	F		31000	
)	Combined Traffic Estimates for 2 Parallel Roadwa	,		G	92%	1%	1%	0%	6%	0%	E	NA	•		59000	
	Combined Traine Estimates for 21 arailer Noadwa	,			32 /0	1 /0	1 70	070	070	076	'	INA			33000	
	From:	EC	CL Haymarl	ket												
)	Prince William County	1.45	31000	G	92%	1%	1%	0%	6%	0%	F	0.101	F		31000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	60000	G	92%	1%	1%	0%	6%	0%	F	NA			59000	
	To: From:	US	29 Gainesv	ille			$\neg$ $\vdash$									
	Prince William County	2.17	58000	G	92%	1%	1%	0%	6%	0%	F	0.097	F		57000	
	Combined Traffic Estimates for 2 Parallel Roadwa			G	92%	1%	1%	0%	6%	0%	F	0.072	F	0.614	98000	
	Combined Traine Estimates for 21 drainer roadway	73 OH WIIS PROUCE.			32 /0	170	170	070	070	070	į	0.072	•	0.014	30000	
	From:		SR 234													
(234)	Prince William County	2.27	60000	G	92%	1%	1%	0%	6%	0%	F	0.101	F		59000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	113000	G	92%	1%	1%	0%	6%	0%	F	0.069	F		110000	
	To: From:	SR 2	234; Bus SR	234												_
	Prince William County	1.83	71000	G	92%	1%	1%	0%	6%	0%	F	NA			70000	
	Combined Traffic Estimates for 2 Parallel Roadwa				92%	1%	1%	0%	6%	0%	F	NA			129000	
	To:		fax County		0270	170	Ť	070	070	070	•	101			120000	
	From:	Prince V	William Cou	ınty Line												
)	Fairfax County	2.94	71000	G	92%	1%	1%	0%	6%	0%	F	NA			70000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	127000	G	92%	1%	1%	0%	6%	0%	F	NA			129000	
	To: From:	US 29	9 Near Cent	reville												_
i e	Fairfax County	1.25	64000	G	96%	1%	1%	1%	2%	0%	F	NA			67000	
)	Combined Traffic Estimates for 2 Parallel Roadway				96%	1%	1%	1%	2%	0%	F	NA			133000	,
	To:				0070	170		170	_,0	070	•	101			100000	
	From:		R 28 Sully I													
)	Fairfax County	1.86	71000	G	96%	1%	1%	1%	2%	0%	F	NA			74000	
•	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	144000	G	96%	1%	1%	1%	2%	0%	F	NA			151000	
	То:	29-7100 F	airfax Coun	ty Parkw	ay											

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

						_		Tru	ck			K		Dir		_
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
st	From:	29-7100 Fairf	fax County	Parkwa	ıy											_
6	Fairfax County	2.57 <b>6</b>	66000	G	96%	1%	1%	1%	2%	0%	F	NA			69000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	30000	G	96%	1%	1%	1%	2%	0%	F	NA			136000	
ast	To- From	1	US 50				$\Box$ $\vdash$									_
66	Fairfax County	1.85 <b>8</b>	89000	G	96%	1%	1%	1%	2%	0%	F	NA			95000	
9	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	76000	G	96%	1%	1%	1%	2%	0%	F	NA			187000	
	Tou	SR 123 C	Chain Bridg	e Rd												
ast	Fairfax County		92000	F	96%	1%	1%	1%	2%	0%	С	0.086	Α		98000	
56	Combined Traffic Estimates for 2 Parallel Roadways on			r F	96% 96%	1%	1%	1%	2% 2%	0% 0%	С	0.086	A	0.572	189000	
	Combined Trainic Estimates for 2 Parallel Roadways of				90%	170	170	1 70	270	0%	C	0.072	A	0.372	109000	
ast	From:		43 Nutley S	St												
<del>66</del> )	Fairfax County		77000	G	96%	1%	1%	1%	2%	0%	F	NA			80000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	62000	G	96%	1%	1%	1%	2%	0%	F	NA			169000	
ast	To- From:	WC	CL Vienna													_
ast 66	Town of Vienna (Maint: 29)	0.25 <b>7</b>	77000	G	96%	1%	1%	1%	2%	0%	F	NA			80000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	62000	G	96%	1%	1%	1%	2%	0%	F	NA			169000	
	To:	EC	CL Vienna				$\neg$									_
ast 66	Fairfax County	1.54 <b>7</b>	77000	G	96%	1%	1%	1%	2%	0%	F	NA			80000	
06)	Combined Traffic Estimates for 2 Parallel Roadways on			G	96%	1%	1%	1%	2%	0%	F	NA			169000	
	To.				3070	170		170	270	070	•	147 (			100000	
ast 6	From:		Capital Belt	Ť												
56)	Fairfax County		35000	G	99%	1%	0%	0%	0%	0%	F	NA			37000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 6	69000	G	99%	1%	0%	0%	0%	0%	F	NA			74000	
ast	To- From:	SR 7 L	Leesburg Pi	ke												_
<del>66</del> )	Fairfax County	0.82	33000	G	99%	1%	0%	0%	0%	0%	F	NA			35000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 6	69000	G	99%	1%	0%	0%	0%	0%	F	NA			73000	
not .	To- From:	SR 267 D	Oulles Acce	ss Rd												_
ast 66	Fairfax County	0.86 6	64000	G	99%	1%	0%	0%	0%	0%	F	NA			69000	
00)	Combined Traffic Estimates for 2 Parallel Roadways on			G	99%	1%	0%	0%	0%	0%	F	NA			135000	
	To:		on County I				Ĭ									
ast	From:		x County Li								_					
6	Arlington County		64000	G	99%	1%	0%	0%	0%	0%	F	NA			69000	
	Combined Traffic Estimates for 2 Parallel Roadways on			G	99%	1%	0%	0%	0%	0%	۲	NA			135000	
ast	To- From:	Westr	tmoreland S	St												_
<del>66</del> )	Arlington County	0.94 6	62000	G	99%	1%	0%	0%	0%	0%	F	0.069	F		68000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	13000	G	99%	1%	0%	0%	0%	0%	F	0.069	F		121000	
	To:	Syc	camore St													

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

-							Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		nore St												
East (66)	Arlington County		000 G	99%	1%	0%	0%	0%	0%	F	0.064	F		62000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 110	0000 G	99%	1%	0%	0%	0%	0%	F	0.064	F		118000	G
East	To: From:	SR 237 Fa	airfax Drive												
East (66)	Arlington County	0.56 430	000 G	99%	1%	0%	0%	0%	0%	F	0.071	F		47000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 820	000 G	99%	1%	0%	0%	0%	0%	F	0.068	F		88000	G
Foot	T _{ex} From:	SR 120 (	Glebe Rd												
East 66	Arlington County	0.97 <b>500</b>	000 A	99%	1%	0%	0%	0%	0%	С	0.074	Α		53000	Α
00)	Combined Traffic Estimates for 2 Parallel Roadways			99%	1%	0%	0%	0%	0%	С	0.073	Α		99000	В
	To	US 29 Lee Hy													
66 East	Arlington County		000 G	99%	1%	0%	0%	0%	0%	F	0.072	F		47000	G
(66)	Combined Traffic Estimates for 2 Parallel Roadways			99%	1%	0%	0%	0%	0%	F	0.072	F		90000	G
	To Tolline Traine Estimates for 21 arailer (Cadways C			9970	1 70	070	076	070	0 70	'	0.000	'		30000	O
East	From:	US 29 Nea													_
66 East	Arlington County		000 G	99%	1%	0%	0%	0%	0%	F	0.074	F		39000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: <b>690</b>	000 G	99%	1%	0%	0%	0%	0%	F	0.067	F		74000	G
East	To: From:	Lynn St	t Rosslyn												
East (66)	Arlington County	0.50 <b>510</b>	000 G	99%	1%	0%	0%	0%	0%	F	0.072	F		55000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways			99%	1%	0%	0%	0%	0%	F	0.071	F		93000	G
	To:	DC Line, Potomac Riv	·												
East (66) Ramp	Warren County	I-66-E TO RT 522; 3400	000- SOUTH & 6 <b>00 F</b>	NORTH							NΙΔ			E600	F
66 Ramp	warren County	0.16 <b>56</b> US 522 US 522- 120A		1 RT 66							NA			5600	Г
East	From:	I-66-E TO RT 79 S													
East (66) Ramp	Warren County		500 F	XIII							NA			1500	F
	To:	SR 79 FROM	I RT 66 EAST												
East	From:		East												
(66) Ramp	Fauquier County		IA								NA			NA	
	To:		ds Manor Rd												
East (66) Ramp	From:	I-66-E TO RT 73100-		NORTH											
66 Ramp	Fauquier County	0.12 <b>N</b> FR-184; 30-731 FR	IA	ACT		_					NA			NA	
	From	·													
East (66) (55) Ramp	Fauquier County	I-66-E TO RT 55 EA	AST & 721 SO <b>IA</b>	JUIH							NA			NA	
00 (55) ((01))	To:	SR 55; 30-721 S		RO							14/			14/1	
East	From:		East												
(66) Ramp	Fauquier County		IA								NA			NA	
$\smile$	To:	US 17 Wir	nchester Rd												

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

		1 IIIIaiy and interstate reduces		
Route	Jurisdiction	Longth AADT OA ATiro Duo	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	. AAWDT QW
East	From:	I-66-E TO RT 24500- SOUTH & NORTH		
(66) Ramp	Fauquier County	0.13 <b>NA</b>	 NA	NA
	To:	SR 245 SR 245- 2A FROM & TO RT 66		
Fast	From:	I-66-E TO RT 1500- SOUTH & NORTH		
East (66) Ramp	Prince William County	0.20 <b>NA</b>	<b>─</b> NA	NA
00)	To:	US 15 US 15- 195A FROM & TO RT 66	¬	
East	From:	I-66 East	İ	
Ramp	Prince William County	0.11 <b>NA</b>	NA	NA
66) Kamp	To:	I-66-W043A I-66- 43A FROM RT 6	<b>¬</b>	1471
Foot	From:	I-66-E TO RT 29 NORTH		
East 66 Ramp	Prince William County	0.23 <b>NA</b>	NA	NA
66) Kamp	To:	US 29 FROM RT 66 EAST		IVA
-	Erono		<u> </u>	
East (66) Ramp	Prince William County	I-66-E TO RT 234 SOUTH		NIA
Ramp	Prince William County	0.11 <b>NA</b> ISR 234-P FROM RT 66 EAST	NA NA	NA
East (66) (234) Ramp	From:	I-66-E TO RT 234-NORTH & RT 234 BUS SO	<b>-</b>	
(66) (234) Ramp	Prince William County	0.11 <b>NA</b>	NA	NA
East	To: From:	SR 234		
(66) Ramp	Prince William County	0.09 <b>NA</b>	NA	NA
(00) . ramp	To	I-66-E047B TO RT 23400- NORTH	¬	
East	From:	I-66-E047A TO RT 23400- NORTH		
East (66) (234) Ramp	Prince William County	0.03 <b>NA</b>	NA	NA
66) (234) North	To:	C1SR 234 SR 234 SR 234-S026A F		1471
	From:			
East (66) Manassas Rest Area	Prince William County	I-66 East to Rest Area 0.04 NA	NA	NA
66 Ividilassas Rest Alea	To:	Enter Rest Area Parking Lot		INA
East	From:	Exit Rest Area Parking Lot		
(66) Manassas Rest Area	Prince William County	0.03 <b>NA</b>	NA	NA
	To:	I-66 East from Rest Area		
East	From:	I-66-E TO RT 29 NORTH & SOUTH		
(66) Ramp	Fairfax County	0.24 <b>NA</b>	— NA	NA
	To:	I-66-E TO RT 29 NORTH & SOUTH		
Fast	From:	I-66-E TO RT 2800- NORTH & SOUTH		
East (66) Ramp	Fairfax County	0.17 <b>NA</b>	NA	NA
	ты.		$\neg$	
East	From:	I-66-E053B TO RT 29 NORTH & SOUTH		
(66) Ramp	Fairfax County	0.04 <b>NA</b>	NA	NA
$\overline{}$	To:	SR 28 FROM RT 66 EAST		
East	From:	I-66-E053A TO RT 29 NORTH & SOUTH		
East (66) Ramp	Fairfax County	0.03 <b>NA</b>	NA	NA
$\smile$	То:	SR 28 SR 28-S030A FROM & TO RT 66		
	·	·		·

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

		Primary and interstate Routes		
Route	Jurisdiction		Truck QC K QK Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East 66 Ramp	Fron: Fairfax County To:	I-66-E055X TO RT 7100 SOUTH FAIRFAX C 0.30 NA RT 7100FFX CO PKWY FROM RT 66 EAST	NA	NA
East 66 Ramp	Fairfax County	I-66-E055X TO RT 7100 NORTH FAIRFAX C  0.23 NA  RT 7100 FFX CO PKWY FROM RT 66 EAST	NA	NA
East 66 Ramp	Fairfax County	I-66-E COLLECTOR ROAD TO RT 7100 FAIR 0.22 NA	NA NA	NA
East 66 Ramp	Fairfax County	I-66-E055A TO RT 7100 SOUTH FAIRFAX C 0.15 NA	NA	NA
East 66 Ramp	Fairfax County	29-7100-S000B FROM RT 7100 SOUTH FAIRFAX  0.16 NA  1-66-E055B TO RT 7100 NORTH FAIRFAX C	NA	NA
East 66 Ramp	Fairfax County	0.12 <b>NA</b>	NA	NA
East 66 Ramp	Fairfax County	29-7100-N000B FROM RT 7100 NORTH FIARFAX  0.29 NA  1-66-E COLLECTOR ROAD FROM RT 7100FAI	NA T	NA
East 66 Ramp	From: Fairfax County	I-66-E TO RT 50 EAST 0.36 NA US 50 FROM RT 66 EAST	NA	NA
East 66 Ramp	Fairfax County To:	I-66-E TO RT 50 WEST 0.24 NA US 50 FROM RT 66 EAST	NA	NA
East 66 Ramp	From: From: To-	I-66-E060X TO RT 12300- SOUTH  0.33 NA  I-66-W060A I-66- 60A FROM RT 6	NA	NA
East 66 Ramp	From: From: To-	I-66-E060X TO RT 12300- NORTH  0.24 NA  SR 123 FROM RT 66 EAST	NA	NA
East 66 Ramp	From: From:	I-66-E COLLECTOR ROAD TO RT 123-CHAIN 0.04 NA	NA	NA
East 66 Ramp	Fairfax County	I-66-E060A TO RT 12300- SOUTH  0.39 NA  SR 123-S016A FROM RT 12300- SOUTH	NA	NA
East 66 Ramp	Fairfax County	0.08 <b>NA</b> I-66-E060B TO RT 12300- NORTH	NA	NA
East 66 Ramp	Fairfax County	0.32 <b>NA</b> SR 123-N016A FROM RT 12300- NORTH	NA	NA

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir Factor AAWDT QW
East 66 Ramp	From From Fairfax County	SR 123-N016A FROM RT 12300- NORTH  0.11 NA  1-66-E COLLECTOR ROAD FROM RT 123-CHAI		NA	NA
East 66 Ramp	Fairfax County	1-66-E062X TO RT 243 SOUTH & METRO COM 0.10 NA		NA	NA
East 66 Ramp	Fairfax County	I-66-E062B TO RT 243 SOUTH 0.06 NA	<del>]</del>	NA	NA
East 66 Ramp	From: Fairfax County	COMMUTER LOT  I-66-E COLLECTOR ROAD TO METRO LOT & R  0.18 NA		NA	NA
East 66 Ramp	Fairfax County	29-99022- P FROM METRO COMMUTER LOT  0.39 NA	]	NA	NA
East 666 Ramp	Fairfax County	I-66-E062A TO RT 243 SOUTH & METRO COM  0.07 NA	]	NA	NA
East 666 Ramp	Fairfax County	SR 243-S000A FROM RT 243 SOUTH  0.11 NA	]	NA	NA
East (66) Ramp	Fairfax County	I-66-E062C TO RT 243 NORTH  0.08 <b>NA</b>	]	NA	NA
East 666 Ramp	Fairfax County	SR 243-N000A FROM RT 243 NORTH  0.49 NA  1-66-E COLLECTOR ROAD FROM RT 243 & ME	<u>-</u>	NA	NA
East 66 Ramp	Fairfax County	I-66-E TO RT 495 SOUTH 0.26 NA		NA	NA
East 66 Ramp	From: Fairfax County	I-495-S FROM RT 66 EAST  I-66-E TO RT 495 NORTH  0.20 NA		NA	NA
East Ramp	From:  Fairfax County	I-66-E TO RT 495 NORTH  I-66-E To RT 7 East  0.15 <b>10000 G</b> 98% 1%		C 0.116 F	10000 G
East 66 Ramp	Fairfax County	I-66-E066B TO RT 7 WEST  0.08 NA		NA	NA
East 66 Ramp	To: From: Fairfax County	SR 7 FROM RT 66 EAST  I-66-E066A TO RT 7 WEST  0.04 NA		NA	NA
East	To: From Arlington County	SR 7 FROM RT 66 EAST  I-66 East  0.10 <b>4100 G</b> 99% 0%		C 0.080 F	4100 G
66 Ramp	Annigion County To:	Westmoreland St	70 0/0 0/0 0/0	O 0.000 F	4100 G

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QI
ast	From:		I-66 East				1	017040	TTTGII	211011		1 40101		1 40101		
Ramp	Arlington County	0.09	12000	G								0.079	F		12000	(
	To:		Fairfax Dr													
ast	From:		I-66 East													
Ramp	Arlington County	0.25	17000	G	99%	0%	0%	0%	0%	0%	С	0.076	F		17000	(
	To:		N Fairfax Dr													
ast	From:	I-66-E TO RT 29-L	FF HIGHW	AYSOI	ITH & NC	)										
Ramp	Arlington County	0.19	NA NA	711500	7111 6 110	,						NA			NA	
0)	To:		ROM RT 60	6 EAST												
ct	From	I 66 E	ΓΟ RT 29 N	ОРТИ												
nst 6 Ramp	Arlington County	0.12	NA	OKIII								NA			NA	
6)	To:		ROM RT 60	6 EAST												
st	From:	I-66-E TO RT 110			ле имлу											
26th St	Arlington County	0.13	-3001H3E	IT DA	/13 HW 1							NA			NA	
2011 01	To:		FROM RT 6	6 EAST								14/1			1471	
at .	From:		I-81 S													
st 3 I-66 W Ramp	Frederick County (Maint:	93) 0.42	7900	F	83%	1%	1%	1%	14%	1%	F	0.124	N		7200	
1-00 W Kamp	Combined Traffic Estimates for 2 Parallel Road	•		F	83%	1%	1%	1%	14%	1%		NA	IN		15000	
	To:		ren County I		03%	170	170	1 70	1470	1 70	Г	INA			13000	
st	From:		rick County													
(5) I-66 W Ramp	Warren County	0.04	7900	F	83%	1%	1%	1%	14%	1%	F	NA			7200	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	17000	F	83%	1%	1%	1%	14%	1%	F	NA			15000	
	To		amp to I-81	N												
st	From:		I-81													
est S	Warren County	6.62	15000	Α	83%	1%	1%	1%	14%	1%	F	0.124	Α		14000	
,	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	30000	Α	83%	1%	1%	1%	14%	1%	F	0.105	Α		28000	
-1	To: From:	US 340, U	S 522 Winc	hester R	d											
est	Warren County	6.55	15000	Α	83%	1%	1%	1%	14%	1%	С	0.129	Α		13000	
5	Combined Traffic Estimates for 2 Parallel Road			A	83%	1%	1%	1%	14%	1%	С	0.123	A		27000	
	Combined Trainic Estimates for 2 Parallel Road	aways on this Route.		A	03%	170	1 70	170	1470	1 70	C	0.106	А		27000	
est	To: From:		SR 79													
5	Warren County	1.20	17000	N	87%	1%	1%	0%	11%	1%	Ν	0.135	Ν		17000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	35000	N	86%	1%	1%	1%	11%	1%	Ν	NA			34000	
	To:		uier County	Line												
st	From:		ren County I													
7	Fauquier County	4.34	17000	F	87%	1%	1%	0%	11%	1%	С	0.135	Α		17000	
•	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	35000	F	86%	1%	1%	1%	11%	1%	С	0.104	Α		34000	
-4	To: Fram-	30-68	Leeds Mar	or Rd												
st S	Fauquier County	4.81	18000	В	87%	1%	1%	0%	11%	1%	_	0.133	Α		18000	
<i>(</i>											_		^			
	Combined Traffic Estimates for 2 Parallel Road	aways on this Route:	JOUUU	G	85%	1%	1%	1%	12%	1%	F	NA			36000	

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

	<u></u>						Tru	ck			K		Dir		
Route	Jurisdiction Length	h <b>AADT</b>	QA	4Tire	Bus	24vla	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	S 17 Winches	ter Rd			ZAKIC	JIANIC	TTTAII	ZIIdii		1 actor		1 40101		
(66) (17) (55)	Fauquier County 3.42		Α	92%	1%	1%	0%	6%	0%	F	0.131	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>44000</b>	Α	92%	1%	1%	0%	6%	0%	F	0.105	Α		42000	Α
West	To- Fram	US US 17, S	R 55												
(66) (17)	Fauguier County 1.27	22000	Α	92%	1%	1%	0%	6%	0%	F	0.129	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>45000</b>	G	92%	1%	1%	0%	6%	0%	F	NA			44000	G
Wost	To. From:	BUS US 1	7												
West 66	Fauguier County 3.40	18000	Α	92%	1%	1%	0%	6%	0%	С	0.137	Α		17000	Α
(60)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>36000</b>	F	92%	1%	1%	0%	6%	0%	С	NA			35000	F
\\\ +	Too From:	SR 245													
West 66	Fauguier County 7.41	18000	Α	92%	1%	1%	0%	6%	0%	F	0.137	Α		18000	Α
(00)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		Α	92%	1%	1%	0%	6%	0%	F	0.104	Α		36000	Α
	To	Urban Bound	lary												
West 66	Prince William County 1.30	18000	A	92%	1%	1%	0%	6%	0%	F	0.137	Α		18000	А
00	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		A	92%	1%	1%	0%	6%	0%	F	NA	,,		36000	Α
		WCL Haymai				$\overline{}$									
West (66)	Town of Haymarket (Maint: 76) 0.04		A	92%	1%	1%	0%	6%	0%	_	0.137	Α		18000	Α
(66)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		A	92%	1%	1%	0%	6%	0%	, F	NA	^		36000	A
	To-	US 15		0270	170		0,0	070	070					00000	
West	From:			000/	40/	40/	00/	00/	00/	_	0.404	_		00000	_
66	Town of Haymarket (Maint: 76) 0.80		G	92%	1%	1%	0%	6%	0%	F F	0.101	F		28000	G G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	92%	1%	1%	0%	6%	0%	Г	NA			59000	G
West	From	ECL Haymar													
66	Prince William County 2.00		G	92%	1%	1%	0%	6%	0%	F	0.101	F		28000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>60000</b>	G	92%	1%	1%	0%	6%	0%	F	NA			59000	G
West	To- From:	JS 29 Gaines	ville												
(66)	Prince William County 0.89		G	92%	1%	1%	0%	6%	0%	F	0.101	F		42000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>100000</b>	G	92%	1%	1%	0%	6%	0%	F	0.072	F	0.614	98000	G
West	To- From:	SR 234													
(66) (234)	Prince William County 2.76	52000	G	92%	1%	1%	0%	6%	0%	F	0.091	F		51000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>113000</b>	G	92%	1%	1%	0%	6%	0%	F	0.069	F		110000	G
West	To: From:	R 234; Bus SI	R 234			ightharpoons									
West 66	Prince William County 2.07	56000	G	92%	1%	1%	0%	6%	0%	F	NA			59000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>127000</b>	G	92%	1%	1%	0%	6%	0%	F	NA			129000	G
		airfax County													

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
/est	From:	Prince Willi	iam County Li	ne											
<del>56</del> )	Fairfax County	3.13 <b>5</b> 6	6000 G	92%	1%	1%	0%	6%	0%	F	NA			59000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 12	27000 G	92%	1%	1%	0%	6%	0%	F	NA			129000	
/est	To: From:	US 29 Ne	ear Centre ville												
66)	Fairfax County	0.83 <b>6</b> 3	3000 G	96%	1%	1%	1%	2%	0%	F	NA			67000	
39)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 12	27000 G	96%	1%	1%	1%	2%	0%	F	NA			133000	
	To- Prom-	SR 28	8 Sully Rd			$\neg$ $\vdash$									
est 66	Fairfax County	3.03 72	2000 G	96%	1%	1%	1%	2%	0%	F	NA			76000	
00)	Combined Traffic Estimates for 2 Parallel Roadways			96%	1%	1%	1%	2%	0%	F	NA			151000	
	Tre	29-7100 Fairfa													
est	Fairfax County		4000 G	96%	1%	40/	40/	2%	0%	_	NA			67000	
56	Combined Traffic Estimates for 2 Parallel Roadways				1%	1% 1%	1% 1%	2%	0%	F	NA NA			136000	
	Combined Hamic Estimates for 2 Faraller Roadways			90 /0	1 /0	1 /0	1 /0	2/0	0 /6	-	INA			130000	
est	From:		US 50												
56	Fairfax County		37000 G	96%	1%	1%	1%	2%	0%	F	NA			92000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 17	76000 G	96%	1%	1%	1%	2%	0%	F	NA			187000	
est	To: From:	SR 123 Ch	hain Bridge Ro	l											
<u>86</u> )	Fairfax County	1.41 <b>8</b> 6	6000 F	96%	1%	1%	1%	2%	0%	С	0.082	Α		91000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 17	78000 F	96%	1%	1%	1%	2%	0%	С	0.072	Α	0.572	189000	
est	To- From:	SR 243	3 Nutley St												
<del>56</del> )	Fairfax County	1.34 <b>8</b> 5	5000 G	96%	1%	1%	1%	2%	0%	F	NA			88000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 16	62000 G	96%	1%	1%	1%	2%	0%	F	NA			169000	
	To- Brown	WCI	L Vienna												
<u>/est</u>	Fairfax County	0.41 <b>8</b> 5	5000 G	96%	1%	1%	1%	2%	0%	F	NA			88000	
50)	Combined Traffic Estimates for 2 Parallel Roadways				1%	1%	1%	2%	0%	F	NA			169000	
	To:	ECL	L Vienna		.,,										
/est	From:		Rt 243 Nutley		40/	40/	40/	00/	00/	_	NIA			00000	
56	Fairfax County Combined Traffic Estimates for 2 Parallel Roadways			96% 96%	1% 1%	1% 1%	1% 1%	2% 2%	0% 0%	F	NA NA			88000	
	Combined Traffic Estimates for 2 Faraller Roadways			90%	170	170	170	270	076	Г	INA			169000	
est	From:		apital Beltway												
<del>66</del> )	Fairfax County		5000 G	99%	1%	0%	0%	0%	0%	F	NA			37000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 69	9000 G	99%	1%	0%	0%	0%	0%	F	NA			74000	
est	To: From:	SR 7 Le	eesburg Pike												
66)	Fairfax County	0.42 36	6000 G	99%	1%	0%	0%	0%	0%	F	NA			38000	
$\mathcal{L}$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 69	9000 G	99%	1%	0%	0%	0%	0%	F	NA			73000	
	To:	SR 267 Du	ulles Access R	i											

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

								Tru	ıck			K		Dir .		
Route	Jurisd	iction Lengtl	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK F	actor	AWDT	QW
West			67 Dulles Ac													
66	Fairfax	•		G	99%	1%	0%	0%	0%	0%	F	NA			66000	G
~	Combined Traffic Estimates for 2 Pa		e: <b>125000</b> ington Count		99%	1%	0%	0%	0%	0%	F	NA		1;	35000	G
Vest			ington Count irfax County	_												
66)	Arlington		62000	G	99%	1%	0%	0%	0%	0%	F	NA		6	66000	G
	Combined Traffic Estimates for 2 Pa	rallel Roadways on this Route	e: <b>125000</b>	G	99%	1%	0%	0%	0%	0%	F	NA		1:	35000	G
Vest		From: SR 237 Wash	ington Blvd;	US 29 L	ee Hwy											
66	Arlington	County 0.81	51000	G	99%	1%	0%	0%	0%	0%	F	NA		5	54000	G
9	Combined Traffic Estimates for 2 Pa	rallel Roadways on this Route	e: <b>113000</b>	G	99%	1%	0%	0%	0%	0%	F	NA		1:	21000	G
		To	Sycamore S	St												
/est	Arlington	County 1.70	•	G	99%	1%	0%	0%	0%	0%	F	0.067	F	5	56000	G
66	Combined Traffic Estimates for 2 Pa	•			99%	1%	0%	0%	0%	0%	' F	0.064	, F		18000	G
	Combined Trainic Estimates for 21 a	•			3370	1 /0	——————————————————————————————————————	076	070	0 70	•	0.004	'	'	10000	J
Vest			237 Fairfax													
66	Arlington	,		G	99%	1%	0%	0%	0%	0%	F	0.072	F -		41000	G
0	Combined Traffic Estimates for 2 Pa	<u> </u>		G	99%	1%	0%	0%	0%	0%	F	0.068	F	8	88000	G
/est		From:	SR 120 Glebe	Rd												
66)	Arlington	County 1.02	44000	В	99%	1%	0%	0%	0%	0%	С	0.077	Α	4	46000	В
$\smile$	Combined Traffic Estimates for 2 Page 1	rallel Roadways on this Route	e: <b>94000</b>	В	99%	1%	0%	0%	0%	0%	С	0.073	Α	9	99000	В
Vest		From: US 29	Lee Hwy Cl	nerrydale												
66)	Arlington	County 0.98	40000	G	99%	1%	0%	0%	0%	0%	F	0.068	F	4	42000	G
	Combined Traffic Estimates for 2 Pa	•	e: <b>84000</b>	G	99%	1%	0%	0%	0%	0%	F	0.066	F	9	90000	G
· · ·		To: U	S 29 Near 20	th Rd			<u> </u>									
Vest 66	Arlington	County 0.87	32000	G	99%	1%	0%	0%	0%	0%	F	0.076	F	9	34000	G
00)	Combined Traffic Estimates for 2 Pa	,		G	99%	1%	0%	0%	0%	0%	F	0.067	F		74000	G
	Combined Traine Edimates for ET e	<u> </u>	Lynn St Ross			.,,	—"∟	070	070	070	•	0.007		•	1000	Ŭ
Vest	Anthorator	erom.			000/	40/		00/	00/	00/	_	0.077	_		20000	_
66	Arlington	•		G	99%	1%	0%	0%	0%	0%	F	0.077	F		39000	G
	Combined Traffic Estimates for 2 Pa	To: DC Line, Pot		G Rooseveli	99% Bridge	1%	0%	0%	0%	0%	F	0.071	F	٤	93000	G
Vest		From:	I-81 N	10050 101	Dirage											=
66 Ramp I-66 W Exit 1	to 81 N Exit 300 Frederick	County 0.51	6500	F	83%	1%	1%	1%	14%	1%	F	NA		(	6000	F
00)		To:	I-66 W													
Vest		From: I-66-W TO RT	522; 34000- S	SOUTH &	k NORTH				-	-			-		-	
66 Ramp	Warren		4600	F								NA		•	4600	F
$\smile$		To: I-66-W TO RT	522; 34000- S	SOUTH &	k NORTH											
Vest		From: I-66-W TO F			ORTH											_
66 Ramp	Warren		5000	F			<del></del> -					NA			5000	F
<u>~</u>		To: FR-87	0 SR 79 SR 7	79- B TO												

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

		1 Illiary and interstate reduces		
Route	Jurisdiction		Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
West (66) Ramp	Fauquier County	I-66 West 0.11 <b>NA</b>	NA	NA
West (66) (17) Ramp	Four Four Fauquier County	30-688 Leeds Manor Rd  I-66-W TO RT 17 NORTH  0.25 NA	NA	NA
West	From: Fauquier County	US 17; 2US 17-P END OF PARALLEL  I-66-W TO RT 55 EAST  0.15 NA	 	NA
66 Ramp	rauquiei County	SR 55 SR 55-49B FROM & TO RT 66	INA	NA .
West 66 Ramp	Fauquier County  To:	I-66 West 0.25 <b>1500 F</b> US 17 Winchester Rd	NA NA	1800 F
West 66 Ramp	From: Fauquier County To:	I-66 West  0.15 NA  SR 245 Old Tavem Rd	NA NA	NA
West 66 Ramp	Town of Haymarket (Maint: 76)	I-66-W TO RT 1500- SOUTH & NORTH	NA	NA
West 66 Ramp	Prince William County	I-66-W TO RT 2900- SOUTH 0.02 NA	NA	NA
West 66 29 Ramp	Prince William County	US 29- 217B FROM RT 2900- NORTH & SOUTH  0.26 NA	NA	NA
West 66 Ramp	Prince William County	US 29- 217B TO RT 66 WESTRT 29 & TO R  0.26 NA  IS 66; SR 6	NA NA	NA
West (66) Ramp	From: Prince William County To:	I-66-W TO RT 234 SOUTH  0.42 NA  1SR 234-P SR 234-N023B TO & FROM RT	NA	NA
West 66 Ramp	Prince William County	I-66-W TO RT 234 SOUTH  0.19 NA  SR 234 FROM RT 66 WEST	NA	NA
West 66 Ramp	Prince William County	I-66-W TO RT 234 NORTH & SOUTH  0.20 NA  SR 234 FROM RT 66 WEST	NA NA	NA
West 66 Manassas Welcome Center	Prince William County	I-66 West to Welcome Center  0.04 NA  Enter Welcome Center Parking Lot	NA	NA
West 66 Manassas Welcome Center	Prince William County	Exit Welcome Center Parking Lot  0.03 <b>800 A</b> 82% 1%  I-66 West from Welcome Center	1% 2% 13% 0% C 0.121 A	770 A

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
West Ramp	Fairfax County  To:	I-66-W TO RT 2900- NORTH & SOUTH  0.31 NA  US 29 US 29-N226A FROM & TO RT 66	NA NA	NA
West 666 Ramp	Fairfax County	I-66-W TO RT 28 NORT & 620-BRADDOCK RO 0.11 NA	NA	NA
West 666 Ramp	Fairfax County	I-66-W053C TO BRADDOCK ROAD  0.10 NA  FROM RT 66 WEST	NA	NA
West 666 Ramp	Fairfax County	I-66-W TO RT 29 NORTH & SOUTH  0.24 NA  SR 28 FROM RT 66 WEST	NA NA	NA
West 66 Ramp	Fairfax County	I-66-W053A TO BRADDOCK ROAD  0.05 NA  SR 28; 620 RELOCATED FROIM R	NA NA	NA
West 666 Ramp	From: Fairfax County	I-66-W055X TO RT 7100 SOUTH FAIRFAX C  0.24 NA  RT 7100 FFX CO PKWY FROM RT 66 WEST	NA NA	NA
West 666 Ramp	Fairfax County	I-66-W055X TO RT 7100 NORTH FAIRFAX C  0.32 NA  RT 7100 FFX CO PKWY FROM RT 66 WEST	NA NA	NA
West 66 Ramp	Fairfax County	I-66-W COLLECTOR ROAD TO RT 7100 FAIR  0.28 NA	NA	NA
West 66 Ramp	Fairfax County	1-66-W055B TO RT 7100 NORTH FAIRFAX C  0.19 NA  29-7100-N000A FROM RT 7100 NORTH FAIRFAX	NA	NA
West 66 Ramp	Fairfax County	0.16 <b>NA</b> I-66-W055A TO RT 7100 SOUTH FAIRFAX C	NA	NA
West 66 Ramp	Fairfax County	0.14 <b>NA</b> 29-7100-S000A FROM RT 7100 SOUTH FAIRFAX	NA	NA
West 66 Ramp	Fairfax County	0.25 NA  I-66-W COLLECTOR ROAD FROM RT 7100	NA NA	NA
West 666 Ramp	Fairfax County  To:	I-66-W TO RT 50 EAST  0.14 NA  US 50 FROM RT 66 WEST	NA NA	NA
West 666 Ramp	Fairfax County	I-66-W TO RT 50 WEST  0.86 NA  I-66-W TO RT 50 WEST	NA NA	NA

8/27/2012 300

#### Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

#### Primary and Interstate Routes

Route	_	Length AADT QA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
West Ramp	Fom:Fairfax County	I-66-W TO RT 12300- NORTH & SOUTH  0.24 NA  I-66-W060B TO RT 12300- NORTH	NA NA	NA
West Ramp	Fairfax County	0.49 <b>NA</b> I-66-E060A I-66- 60A FROM RT 6	NA	NA
West 666 Ramp	From Fairfax County To:	I-66-W062X TO METRO COMMUTER LOT  0.13 NA  COMMUTER LOT	NA	NA
West 66 Ramp	Fairfax County	I-66-W062X TO RT 243 SOUTH  0.13 NA  SR 243 FROM RT 66 WEST	NA NA	NA
West 66 Ramp	Fairfax County	I-66-W062X TO RT 243 NORTH  0.22 NA  SR 243; 29-9784 FROM RT 66 WEST	NA NA	NA
West 66 Ramp	From: Fairfax County	I-66-W COLLECTOR ROAD TO RT 243 & METR 0.54 NA	NA	NA
West 66 Ramp	Fairfax County	I-66-W062C TO RT 243 NORTH  0.12 NA  SP 242 NOOD FROM RT 242 NORTH	NA	NA
West 666 Ramp	Fairfax County	SR 243-N000B FROM RT 243 NORTH  0.10 NA  I-66-W062B TO RT 243 SOUTH	NA NA	NA
West 666 Ramp	Form: Fairfax County	0.08 <b>NA</b> SR 243-S000B FROM RT 243 SOUTH & METRO C	NA	NA
West 66 Ramp	From: Fairfax County	0.42 NA  I-66-W062A TO METRO COMMUTER LOT	NA NA	NA
West 666 Ramp	Fairfax County  To:	0.07 NA  I-66-W COLLECTOR ROAD FROM RT 243 & ME	NA NA	NA
West 66 Ramp	From: Fairfax County To:	I-66-W TO RT 495 SOUTH 0.43 <b>NA</b> I-495-S I-495-S009A FROM & TO RT	NA NA	NA
West 66 Ramp	From: Fairfax County To:	I-66-W TO RT 7 EAST 0.13 NA SR 7 FROM RT 66 WEST	NA NA	NA
West 66 Ramp	Fairfax County	I-66-W TO RT 7 WEST  0.23 NA  SR 7 FROM RT 66 WEST	NA NA	NA

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

		1 milary and interes					Tru	ıck			K		Dir		—
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
est	From:	I-66-W TO SYCAMO	ORE STR	EET											
Ramp	Arlington County	0.23 <b>NA</b>									NA			NA	
<u>~</u>	To:	I-66-W TO SYCAMO	ORE STR	EET											
est	From:	I-66-W TO RT 120-GLEBE	ROADWI	EST & EA	S										
Ramp	Arlington County	0.12 <b>NA</b>									NA			NA	
<u> </u>	10:	SR 120 FROM RT				Ţ									
/est	From:	I-66-W TO RT 2	9 SOUTH	]											
15th Street N	Arlington County	0.14 <b>NA</b>		,							NA			NA	
	10.	I-66-W TO RT 2													_
est	From	3US 50-P JB-VA-DC RAMP	FROM R	T 66 WES	T										
Ramp	Arlington County	0.21 <b>NA</b>	MANAY ED	OM DE CO	MEGE						NA			NA	
	GEOI	RGE WASHINGTON MEM F		OM R1 60	WES1										_
Occupate Occupto But	From:	SR 80 Honnal		000/	40/	40/	407	00/	00/	_	0.007	_		4400	
Swords Creek Rd	Russell County	3.55 <b>4000</b>	F	92%	1%	1%	4%	2%	0%	F	0.087	F		4100	F
	To: From:	83-633 Clarks V													_
Swords Creek Rd	Russell County	2.85 <b>3700</b>	F	92%	1%	1%	4%	2%	0%	F	0.082	F		3800	I
	To: From:	83-617 Pumpki	n Center												_
Swords Creek Rd	Russell County	4.04 <b>3300</b>	F	92%	1%	1%	4%	2%	0%	С	0.089	F		3400	ı
<u> </u>	To:	Tazewell Cour													
- Payon Pd	Tozovell County	Russell Count 1.41 <b>5300</b>	y Line <b>F</b>	92%	1%	10/	40/	2%	00/	F	0.086	F		5600	
Raven Rd	Tazewell County	1.41 5300	Г	9270	170	1%	4%	270	0%	Г	0.000	Г		5600	ı
	To: From:	WCL Rich													_
57 <i>)</i>	Town of Richlands	0.20 <b>5300</b>	N	92%	1%	1%	4%	2%	0%	N	0.086	N		5600	ı
	To: From:	Bus US 460 F US 460 Ra													_
67) (460)	Town of Richlands (Maint: 92)			96%	0%	1%	1%	2%	0%	F	0.081	F		16000	
400	To:	CL Richla		0070	070		170		070	•	0.001	•		10000	
Bus	From:	US 460; BUS	US 460												
Front St	Town of Richlands	0.27 <b>1300</b> 0	F	98%	0%	0%	1%	1%	0%	С	0.083	F		14000	ı
<del></del>	Too	BUS US 460 P	, 2nd St			$\neg$ $\vdash$									
Bus Front St	Town of Richlands	0.58 <b>6500</b>	F	98%	0%	0%	10/	1%	09/	_	0.086	F		6800	
Front St	Combined Traffic Estimates for 2 Parallel Roadway			98% 98%	0% 0%	0% 0%	1% 0%	1%	0% 0%	F	0.086	F		14000	
	Combined Franc Estimates for 2 Parallel Roadway			96%	0%	0%	0%	1%	0%	Г	0.067	Г		14000	
Bus Bus	To: From:	SR 67 P Railro	ad Ave												_
7 (460)(460) Front St	Town of Richlands	0.04 <b>5600</b>	F	99%	0%	0%	0%	0%	0%	F	0.094	F		5800	-
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 9800	N	96%	0%	1%	2%	1%	0%	Ν	0.094	F		10000	1
	To:	BUS US 460 F	Front St												
Norfolk St	Town of Richlands	0.04 <b>1100</b>	F	93%	0%	2%	4%	2%	0%	F	0.100	F		1100	
·· <i>)</i>	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 1800	F	93%	0%	2%	4%	1%	0%	F	0.101	F		1900	F
	То:	2nd St	-			i i				·					

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
Bus	From:		Norfolk St		020/	00/	20/	40/	20/	00/	N.	0.004	N.I		4400	N.
67 460 2nd St	Town of Richland		4200	N	93%	0%	2%	4%	2%	0%	N	0.094	Ν		4400	N
•	Combined Traffic Estimates for 2 Parallel R		9800	N	96%	0%	1%	2%	1%	0%	N	NA			10000	Ν
	From:	SR 67 Par, Bu SR 67 Par, I														
Railroad St	Town of Richland		4200	Far; 2110	93%	0%	2%	4%	2%	0%	F	0.094	F		4400	F
67) Railroad St	Town of Nichian	us 0.41	4200	•	3370	070	2 /0	4 /0	270	070	'	0.034	'		4400	'
	To: From:		US 460				┷									
Railroad St	Town of Richland	ds 0.92	2500	F	94%	0%	1%	4%	1%	0%	С	0.088	F		2600	I
	To- From:		CL Richland													
₆₇ ) Jewell Ridge Rd	Tazewell Count	ty 6.62	1900	F	93%	0%	2%	4%	2%	0%	С	0.089	F		2000	
<i></i>	To:	92-6	16 Whites S	tore												
	From:	Bus U	US 460 Fron	nt St												
Railroad St	Town of Richland	ds 0.05	790	F	94%	0%	1%	4%	1%	0%	F	0.109	F		820	
<b>F</b> /	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	1800	F	93%	0%	2%	4%	1%	0%	F	0.101	F		1900	
	To:	•	67 Second				Ti.		.,.	• , •	-		-			
	From:	I ee Co	ounty Line; 5	52 606												
Exeter Rd	Wise County	6.13	1800	<b>G</b>	87%	0%	1%	1%	10%	0%	С	0.107	F	0.54	1800	
8) Excici Nu	To:		23 S of App		01 /0	070	170	1 70	10 /0	070	O	0.107	•	0.54	1000	
<u> </u>	From:		36 Store Hill						40.		_		_			
(9) Lead Mine Rd	Wythe County	1.78	930	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.567	1000	
<u></u>	To	Carro	oll County L	Line			$\neg$ $\vdash$									
Sead Mine Rd	Wythe County	0.25	930	N	94%	0%	1%	1%	4%	0%	Ν	0.090	Ν	0.567	1000	
	, , ,		11 G . Y													
Land Mina Dal	Prom:		oll County L		0.40/	00/	40/	40/	407	00/	_	0.000		0.000	4200	
Lead Mine Rd	Wythe County	1.26	1200	G	94%	0%	1%	1%	4%	0%	С	0.090	F	0.602	1300	(
	To: From:	I-77 We	est of Poplar	r Camp												
₆₉ ) Lead Mine Rd	Wythe County	0.30	1700	G	93%	1%	2%	3%	1%	0%	С	0.087	F	0.524	1800	(
	To:	US 5	52 Poplar Ca	amp												
	From:	SR 69 T	O AND FRO	OM RT												
Ramp	Wythe County		NA									NA			NA	
	To:		S FROM R	Т 69												
	From:		O AND FRO													
Romp	Wytho County		NA NA	OMKI								NA			NA	
Ramp	Wythe County		N FROM R	T (0								INA			INA	
	From:		essee State I								_					
ro)	Lee County	3.35	220	G	96%	1%	1%	1%	1%	0%	F	0.103	F	0.556	230	(
<i></i>	To:	52-60	4 Blackwate	er Rd			$\lnot$ $\vdash$									
Trail of the Lonesome Pine	Lee County	3.69	280	G	96%	1%	1%	1%	1%	0%	С	0.102	F	0.688	290	(
											-				= =	
	From:		12 Glasses S		0001	461		401	461	001		0.454	_	0.500	6:5	
70 Trail of the Lonesome Pine	Lee Count <u>y</u>	4.80	770	G	96%	1%	1%	1%	1%	0%	F	0.101	F	0.599	810	(
~	To:	SC	CL Jonesvill	le												

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SC	L Jonesville												
(70)	Town of Jonesville (Maint: 52)	0.04	770	N 96%	1%	1%	1%	1%	0%	Ν	0.101	Ν	0.599	810	١
$\smile$	To:		US 58												
	From:	E	Bus 23 Bus												
71 E Jackson St	Town of Gate City (Maint: 84)	0.55	4300	<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.109	F	0.517	4600	(
<u> </u>	To: From:	84-	904 Jones St			$\neg$ $\vdash$									
71) E Jackson St	Town of Gate City (Maint: 84)	0.85	7900	<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.091	F	0.568	8500	(
<u> </u>	To: From:	EC	CL Gate City			$\neg$									
71 Nicklesville Hwy	Scott County	1.86	4300	<b>G</b> 97%	0%	1%	1%	2%	0%	С	0.09	F	0.63	4500	(
$\mathcal{L}$	To:		Rattlers Haven												
	From:		Rattlers Haven							_		_			
71 Nicklesville Hwy	Scott County	3.02	4000	<b>G</b> 95%	0%	1%	0%	3%	0%	F	0.087	F	0.641	4100	(
	To- From:	84-6	71 Snowflake												
71) Nicklesville Hwy	Scott County	6.43	2800	<b>G</b> 95%	0%	1%	0%	3%	0%	С	0.091	F	0.586	2900	(
<u></u>	To: From:	WC	L Nickelsville												—
71	Town of Nickelsville (Maint: 84)	0.54	2800	<b>N</b> 95%	0%	1%	0%	3%	0%	Ν	0.091	Ν	0.586	2900	
	To		84-682 W			$\neg$ $\vdash$									
71 Nicklesville Rd	Town of Nickelsville (Maint: 84)	0.31		<b>G</b> 95%	0%	1%	0%	3%	0%	F	0.088	F	0.504	3600	
	To	ECI	_ Nickelsville												
71)	Scott County	3.86		N 95%	0%	1%	0%	3%	0%	N	0.088	N	0.504	3600	
	To:		ell County Line			i i		-,-							
	From:		t County Line												
71	Russell County	5.60	1600	<b>F</b> 95%	0%	1%	1%	3%	0%	F	0.111	F		1700	
	To:	83-60	2 Ridgeway Ro	d		$\neg$									
71	Russell County	2.59		<b>F</b> 95%	0%	1%	1%	3%	0%	С	0.115	F		2000	
<u> </u>	То	110 50	ALT Parsonas	10											
ALT - II (II )	From:		•							_		_			
71) (58) Trail of the Lonesome Pine	Russell County	1.46	9900	<b>F</b> 94%	0%	1%	2%	3%	0%	F	0.095	F		11000	
~ ~	To: From:		DICKENSON	VILLE											
71)	Russell County	7.35	3500	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.094	F		3600	
$\smile$	To:	We	CL Lebanon												
71 Fincastle Rd	Town of Lebanon	1.40		<b>F</b> 97%	0%	1%	1%	1%	0%	С	0.098	F		5200	
	To:	US 19	Bus Main Stre	et											
	From:		SR 71												
72) Veterans Memorial Hwy	Scott County	1.23	2000	<b>G</b> 98%	0%	0%	1%	0%	0%	С	0.088	F	0.625	2100	
·	To:														
72 Veterans Memorial Hwy	Scott County	9.55	Obeys Creek I	<b>G</b> 98%	0%	0%	1%	0%	0%	С	0.093	F	0.601	2000	
72 Veterans Memorial Hwy	To:		Clinch River H		370		1 /0	0 /0	0 /0	J	0.000	•	0.001	2000	
	From:		T BLACKMO												_
72 (65)	Scott County	7.79		<b>G</b> 97%	0%	1%	0%	1%	0%	С	0.094	F	0.564	1200	(
	То:	SCI	L Dungannon												

8/27/2012

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

		Primary and inte					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Dun	ngannon												
(72) (65)	Town of Dungannon (Maint: 84)	0.32 120	00 N	97%	0%	1%	0%	1%	0%	Ν	0.094	Ν	0.564	1200	Ν
$\bigcirc$	To:	84-10	009												
72 (65) Veterans Memorial Hwy	Town of Dungannon (Maint: 84)	0.28 180		97%	0%	1%	0%	1%	0%	F	0.090	F	0.559	1800	G
,	To:	SR 65 DUN													
		R 65 Sinking Creek Hwy;													
(72) Hanging Rock Pkwy	Town of Dungannon (Maint: 84)	0.29 <b>10</b> 0	00 G	97%	0%	1%	1%	0%	0%	С	0.091	F	0.53	1000	G
<u> </u>	To: From:	NCL Dur	ngannon												
72	Scott County	5.16 <b>10</b> 0	00 N	97%	0%	1%	1%	0%	0%	Ν	0.091	Ν	0.53	1000	Ν
$\overline{}$	To:	84-755 Flat	woods Rd			$ \vdash$									
72 Hanging Rock Pkwy	Scott County	0.32 89		97%	0%	1%	1%	0%	0%	F	0.098	F	0.635	920	G
12) 33 .	To:	Wise Cou	nty Line												
	From:	Scott Cou													
(72) Dungannon Rd	Wise County	5.30 <b>240</b>	00 G	97%	0%	1%	1%	0%	0%	F	0.094	F	0.588	2500	G
<u> </u>	To- From:	SCL Co	eburn												
72	Town of Coeburn (Maint: 97)	0.35 <b>240</b>	00 N	97%	0%	1%	1%	0%	0%	Ν	0.094	Ν	0.588	2500	Ν
	To:	Alt U	S 58												
72 Dungannon Rd	Town of Coeburn (Maint: 97)	0.19 230		57%	0%	1%	2%	40%	0%	F	0.086	F	0.744	2400	G
	To:	SR 1	150												
72) (158) Front St	Town of Coeburn (Maint: 97)	0.65 <b>59</b> 0		99%	1%	0%	0%	0%	0%	F	0.090	F	0.603	6100	G
72) (158) From St	round document (Mainte 67)				170		070	070	070	•	0.000	·	0.000	0.00	Ū
	From: (Mariat 07)	SR 158 SR 1		F70/	00/	40/	00/	400/	00/	_	0.000	_	0.500	0500	_
72 Laurel Ave	Town of Coeburn (Maint: 97)	1.36 <b>340</b>	00 G	57%	0%	1%	2%	40%	0%	F	0.099	F	0.588	3500	G
	To: From:	NCL Co													
(72)	Wise County	0.29 <b>340</b>	00 N	57%	0%	1%	2%	40%	0%	N	0.099	N	0.588	3500	Ν
<u>~</u>	To: From:	97-652 Dr Ralpl	h Stanley Hw	у											
(72) Cranes Nest Rd	Wise County	1.74 <b>210</b>	00 G	57%	0%	1%	2%	40%	0%	F	0.082	F	0.556	2200	G
<u> </u>	To: From:	97-649 Crane	ev Ridge Rd												
72 Cranes Nest Rd	Wise County	6.69 130	00 G	57%	0%	1%	2%	40%	0%	С	0.081	F	0.593	1400	G
	To:	Wise Cou	nty Line												
	From:	Dickenson C								_		_			_
(72) Coeburn Rd	Dickenson County	2.55 <b>280</b>		88%	0%	1%	0%	11%	0%	F	0.079	F	0.539	3000	G
	From:	25-6 25-665 Lick													
72 Coburn Rd	Dickenson County	5.13 <b>200</b>		88%	0%	1%	0%	11%	0%	С	0.085	F	0.683	2100	G
(12) 3333	To:	SR 83 Geor		0070	0,0	j~	0,0	,0	0,0		0.000	•	0.000	2.00	•
	From	US 1 Brook F													
73) Parham Rd	Henrico County	0.78 <b>350</b>		98%	0%	1%	0%	0%	0%	F	0.09	F	0.522	38000	G
13)	To:	I-95, 43		5570	3,0	$\overrightarrow{}$	570	0,0	270	•	0.00	•	3.3 <u>LL</u>	22000	•
Fact	From:	SR 73 TC				j									
East (73) Ramp	Henrico County	0.19 <b>N</b>									NA			NA	
(13) (13)	To:										14/1			1 1/-1	
	To:	I-95-S FRO	OM RT 73												

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

				_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	SR 73 Parham Rd												
73) Ramp	Henrico County	0.20 <b>NA</b>								NA			NA	
<u> </u>	То:	I-95 North												
Vest	From:	SR 73 I-95-S083A TO AND FRO	M RT											
₇₃ ) Ramp	Henrico County	0.09 <b>NA</b>								NA			NA	
$\smile$	To:	I-95-S FROM PARHAM ROA	AD.											
Vest	From:	SR 73 Parham Rd												
73) Ramp	Henrico County	0.28 <b>1400 B</b>								0.170	Α		1600	В
<u> </u>	To:	I-95 North												
	From	Park Ave												
74) Coeburn Ave	City of Norton	0.45 <b>2800 G</b>	96%	0%	1%	2%	1%	0%	С	0.083	F	0.606	2900	G
	To:	Kentucky Ave												
	From:	Coeburn Rd												
₇₄ ) Kentucky Ave	City of Norton	1.32 <b>1600 G</b>								0.091	F	0.559	1700	G
$\sim$	To:	12th St			$\neg$ $\vdash$									
74) Kentucky Ave	City of Norton	0.39 <b>1700 G</b>								NA			1800	G
,	Tod				_									
74 Kentucky Ave	Wise County	ECL Norton 0.26 <b>1800 G</b>	96%	1%	1%	0%	2%	0%	С	0.099	F	0.537	1900	G
74 Kentucky Ave	vvise County	Alt US 58	90%	170	170	0%	270	0%	C	0.099	Г	0.557	1900	G
	From:	Tennessee State Line	070/	201	40/	407	407	00/	_	0.4	_	0.540	4000	_
75) Green Spring Rd	Washington County	4.29 <b>1700 G</b>	97%	0%	1%	1%	1%	0%	F	0.1	F	0.543	1800	G
<u> </u>	To: From:	95-670 Green Springs Church	Rd											
75) Green Spring Rd	Washington County	4.46 <b>3900 G</b>	97%	0%	1%	1%	1%	0%	С	0.090	F	0.648	4100	G
$\smile$	To:	SCL Abingdon												
	From:	SCL Abingdon Country Clul							_					_
75) Green Spring Rd	Town of Abingdon	0.98 <b>7700 G</b>	97%	0%	1%	1%	1%	0%	С	0.084	F	0.602	8200	G
ALT.	To:	I-81 Commerce Dr												
ALT (58) Cummings St	Town of Abingdon	0.78 <b>17000 G</b>	98%	0%	1%	0%	0%	0%	С	0.086	F	0.541	18000	G
75) (58) Cummings St	Town of Abingdon	US 11 Lee Hwy	90 /0	076	1 /0	0 /6	076	0 /6	C	0.000	-	0.541	10000	G
	Francis				+									
Down to LO4 N at Evit 17	Woohington County	SR 75 0.14 <b>NA</b>								NA			NA	
75) Ramp to I-81 N at Exit 17	Washington County	0.14 <b>NA</b> I-81 N			_					INA			INA	
	From:	SR 75												
75) Ramp to I-81 S at Exit 17	Washington County	0.08 <b>NA</b>								NA			NA	
<u> </u>	To:	I-81 S			L									
$\overline{}$	From:	20-652 Old Hundred Rd	•	•		·		· · · · · ·						
76) Powhite Pkwy	Chesterfield County	1.29 <b>19000 G</b>	98%	0%	0%	0%	1%	0%	F	NA			22000	G
$\smile$	To:	SR 288												
76) Powhite Pkwy	Chesterfield County	2.00 <b>28000 G</b>	98%	0%	0%	0%	1%	0%	F	NA			32000	G
70)	To:	20-653 Courthouse Rd							-					-

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

		Fillidiya						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	20-6	53 Courthou	se Rd												
(76) Powhite Pkwy	Chesterfield County	3.07	33000	G	98%	0%	0%	0%	1%	0%	F	NA			37000	G
<u>~</u>	To: From:	US 60	) Midlothian	Trnpk												
(76) Powhite Pkwy	Chesterfield County	2.42	45000	Α	98%	0%	0%	0%	1%	0%	С	0.126	Α		51000	Α
<u>~</u>	To: From:	20	-686 Jahnke													
76) Powhite Pkwy	Chesterfield County	0.82	48000	G	98%	0%	0%	0%	1%	0%	F	0.183	F	0.660	55000	G
<u> </u>	To: From:	SR 150 Chippenham				ne										
76) Powhite Pkwy	City of Richmond (Maint: 20		71000	G	98%	0%	0%	0%	1%	0%	F	NA			81000	G
,	To	For	est Hill Ave	.muo												
76) Powhite Pkwy	City of Richmond (Maint: 20		85000	G	98%	0%	0%	0%	1%	0%	F	NA			98000	G
70)	Too	<u>′</u>	hite Pkwy B						.,,							
76) Powhite Pkwy	From:		85000	G	98%	0%	0%	0%	1%	0%	F	NA			98000	G
70)	Total								.,.		•					
76) Powhite Pkwy	From: City of Richmond (Maint: 43	3) 0.94	SR 146 <b>58000</b>	G	98%	0%	0%	0%	1%	0%	F	0.106	F	0.724	67000	G
70) - 5	To:	5, 0.0 :	I-195		00,0	0,0		0,0	.,0	0,0	•	01.00	•	0	0.000	
North	From:	North	Carolina Sta	te Line												
77)	Carroll County	0.94	16000	Α	71%	1%	1%	1%	25%	2%	F	0.148	Α		15000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadw			Α	72%	1%	1%	1%	24%	2%	F	0.137	Α		29000	Α
NI4L-	To:		S, Old Pipers Old Pipers		l											
North 77	Carroll County	7.63	17000	Gap Ku G	71%	1%	1%	1%	25%	2%	F	0.077	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadw			G	72%	1%	1%	1%	24%	2%	F	0.072	F	0.563	30000	G
	Tou		Chances Ci	reek Rd												
North	Correll County	6.28			71%	1%	1%	40/	250/	20/	_	0.076	_		16000	G
77	Carroll County Combined Traffic Estimates for 2 Parallel Roadw		17000	G G	71%	1%	1%	1% 1%	25% 24%	2% 2%		0.076 0.071	F	0.531	16000 31000	G
	Combined Trainic Estimates for 2 Farallel Roadw	ays on this Route.		-	12/0	1 /0	1 /0	1 /0	24 /0	2/0		0.07 1		0.551	31000	G
North	From:		US 58													
77)	Carroll County	4.18	18000	Α	71%	1%	1%	1%	25%	2%	С	0.138	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	36000	Α	72%	1%	1%	1%	24%	2%	С	0.13	Α		32000	Α
North	To: From:	17-620 N	I, Coulson C	hurch R	d											
77)	Carroll County	5.03	18000	G	71%	1%	1%	1%	25%	2%	F	0.077	F		16000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	37000	G	72%	1%	1%	1%	24%	2%	F	0.073	F	0.532	33000	G
NI4l-	To: Frame	SR	69 Lead Min	e Rd			⊒⊢									
North 77	Carroll County	0.23	18000	Α	71%	1%	1%	1%	25%	2%	F	0.132	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadw			A	72%	1%	1%	1%	24%	2%	F	NA	, ,		32000	A
	To:	•	the County I		/0	1 /0		. 70	- 170	-70	•	. 4/ 1			02000	, ,

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

			nd Interstat					Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	r QV
North	From:	Carr	roll County Li	ne				017.040	TTTGIII	Ziiaii		1 40101		1 40101		
77)	Wythe Coun		18000	Α	71%	1%	1%	1%	25%	2%	F	0.132	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	35000	Α	72%	1%	1%	1%	24%	2%	F	0.126	Α		32000	Α
	To:		1 Fort Chiswe	ell												
Vorth	From		I-77 N		740/	407		407	050/	001	_	0.400			0700	_
Ramp From I-77 N Exit 32	•	•	9900	G	71%	1%	1%	1%	25%	2%	F -	0.132	N		8700	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	72%	1%	1%	1%	24%	2%	F	NA			18000	(
orth South	From:	I-8	I-81 S 1 Fort Chiswe	ell												
77) (81) (11)	Wythe Coun		23000	F	75%	1%	1%	1%	21%	2%	F	0.112	Α		22000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	F	74%	1%	1%	1%	22%	2%	F	0.106	Α		44000	ı
	To		S 52; SR 121													
orth South	From:										_					
77) (81) (11) (52)	Wythe Coun	•	23000	Α	75%	1%	1%	1%	21%	2%	F	0.122	Α		22000	
0 0 4 4	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Α		45000	
orth South	To: From:		FR-43													
77) (81) (11) (52)	Wythe Coun	nty 2.37	24000	Α	75%	1%	1%	1%	21%	2%	С	0.120	Α		23000	
	Combined Traffic Estimates for 2 Parallel	Roadwavs on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	NA			46000	
	To		CL Wytheville	0												
orth South	From:		*													
77) (81) (11) (52)	Town of Wytheville (	,	24000	Α	75%	1%	1%	1%	21%	2%	С	0.120	Α		23000	
J J 4 4	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	0.116	Α		46000	
orth South	To: From:		US 11													
77) (81) (52)	Town of Wytheville (	Maint: 98) 1.29	22000	Α	75%	1%	1%	1%	21%	2%	F	0.127	Α		20000	
	Combined Traffic Estimates for 2 Parallel	Roadwavs on this Route:	44000	Α	74%	1%	1%	1%	22%	2%	F	0.118	Α		41000	
	To:		81 Wytheville	2												
orth	From:		I-81 S													
77) Ramp I-81 S Exit 72 to I-7	,	,	11000	G	77%	1%	1%	1%	19%	1%	F	0.149	N		9500	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	78%	1%	1%	1%	19%	1%	F	NA			18000	(
orth	From:	L	I-77 N 81 Wytheville				-									
77)	L Town of Wytheville (		13000	Α	77%	1%	1%	1%	19%	1%	F	0.149	Α		11000	
	Combined Traffic Estimates for 2 Parallel	•		Α	78%	1%	1%	1%	19%	1%	F	0.135	Α		23000	
	Ta-				. 0,0	.,,		. , ,	.070	. , 0	•	000	•			
orth	From:		ppers Ferry R					_						_	_	
77)	Town of Wytheville (	,	12000	G	77%	1%	1%	1%	19%	1%	F	0.099	F		11000	(
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	78%	1%	1%	1%	19%	1%	F	0.099	F		22000	(
orth	To- From:	NO	CL Wytheville	e												
orth	Wythe Coun	nty 4.57	13000	Α			•					0.145	Α		12000	,
11)	Combined Traffic Estimates for 2 Parallel	•		A								0.139	Α		23000	,

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

								Tru	ıok			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	West	he County I	ina			ZAXIE	3+Axle	IIIali	211111		ractor		Factor		
North 77	L Bland Coun		12000	G	77%	1%	1%	1%	19%	1%	F	0.099	F		11000	G
	Combined Traffic Estimates for 2 Parallel	•		G	78%	1%	1%	1%	19%	1%	F	NA	•		22000	G
	Combined Trainic Estimates for 2 Faraner	Noadways of this Noute.			1070	1 /0	1 /0	1 /0	19 /0	1 /0		INA			22000	G
North	From:		10-717													
(77)	Bland Coun	ty 5.45	14000	G	77%	1%	1%	1%	19%	1%	F	NA			12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	78%	1%	1%	1%	19%	1%	F	NA			24000	G
N. d	Tou	J	JS 52, SR 42	2												
North $(77)$	Bland Count	ty 6.11	13000	G	77%	1%	1%	1%	19%	1%	F	NA			11000	G
		•		G	78%	1%			19%			NA				G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route.		G	76%	1%	1%	1%	19%	1%	Г	INA			23000	G
North	To: From:		10-666													
$\overline{77}$	Bland Count	ty 3.94	13000	G	77%	1%	1%	1%	19%	1%	F	NA			11000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	78%	1%	1%	1%	19%	1%	F	NA			22000	G
	To:	-	10-606				<u> </u>									
North	From: L	4.07		_	770/	40/	40/	40/	400/	40/	_	NIA			40000	_
77	Bland Count	•	14000	G	77%	1%	1%	1%	19%	1%	F	NA			12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	78%	1%	1%	1%	19%	1%	F	NA			23000	G
North	To: From:	J	JS 52, SR 61	1												
(77)	Bland Coun	ty 2.24	13000	В	77%	1%	1%	1%	19%	1%	С	0.145	Α		12000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	В	78%	1%	1%	1%	19%	1%	С	0.137	Α		23000	В
	To:	<u> </u>	S 52; SR 59	ıQ												
North	From:		•													_
(77) (52) (5 <u>2</u> )	Bland Count	•	15000	G	77%	1%	1%	1%	19%	1%	F	NA			13000	G
$\bigcirc$ $\bigcirc$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	78%	1%	1%	1%	19%	1%	F	NA			25000	G
North	To: From:	West V	Virginia Stat	e Line												
(77) $(52)$ $(52)$	West Virginia (Ma	aint: 10) 0.50	15000	G	77%	1%	1%	1%	19%	1%	F	NA			13000	G
(1) (32) (¥)	Combined Traffic Estimates for 2 Parallel			G	78%	1%	1%	1%	19%	1%	F	NA			25000	G
	To:		unnel, West			170		1 70	1070	170	•				20000	Ū
North	From:	Exit Welco	me Center I	Parking I	ot											
(77) Lambsburg Welcome Center	Carroll Coun		1700	Α								0.186	Α		1500	Α
	To:	I-77 North	from Welco	me Cen	ter											
North	From:	I-77	-N TO RT (	620			1									
(77) Ramp	Carroll Coun		NA	-								NA			NA	
	To:	•	) AND FRO	M RT 7	7											
North	From:	I-77	-N TO RT	148												
Ramp	Carroll Coun		NA									NA			NA	
···	To:	SR 148 SR 14	8- B TO AN	ID FRO	M RT											
North	From:	I-77-N	TO RT 58	& 221											•	
	L														N.1.0	
(77) Ramp	Carroll Coun	ty 0.17	NA									NA			NA	

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

Route	Jurisdiction	Length AADT QA 4Tire	Duo	Truck xle 3+Axle 1Tra		QC	K Factor	QK Dir Factor	AAWDT	QW
North 777 Ramp	Carroll County	I-77-N TO RT 620 0.24 <b>NA</b> 17-620; 17-620- 22B TO AND FROM RT					NA		NA	
North 777 Ramp	Wythe County	I-77-N TO RT 69 0.42 <b>NA</b> SR 69 TO AND FROM RT					NA		NA	
North Ramp From I-77 N Exit 32 to I-81 N at Exit 81	Wythe County	I-77 N 0.34 <b>6500 G</b> 71% I-81 N	1% 19	% 1% 25%	2%	F	NA		5700	G
North 777 Ramp	Town of Wytheville (Maint: 98)	I-77-N TO PEPPERS FERRY Rd					NA		NA	
North 777 Ramp	Bland County	1-77-N TO RT 717 0.22 <b>NA</b> 10-717 TO RT 717 AND RT 601					NA		NA	
North 777 Ramp	Bland County	Gap VENT BUILDING  0.10 <b>NA</b> I-77-N VENT BUILDING ROAD					NA		NA	
North 777 Ramp	Bland County	I-77-N TO RT 52  0.23 NA  US 52 US 52- 66B TO AND FROM RT					NA		NA	
North 777 Ramp	Bland County	I-77-N TO SCALES 0.22 NA I-77-N FROM SCALES					NA		NA	
North 777 Ramp	From: Bland County To:	I-77-N TO RT 666 0.20 <b>NA</b> 10-666 TO AND FROM RT					NA		NA	
North Rocky Gap Rest Area Ramp	Bland County	I-77 North to Rest Area 0.13 <b>920 N</b> Enter Rest Area Parking Lot					NA		920	N
North Rocky Gap Rest Area Ramp	Bland County To:	Exit Rest Area Parking Lot 0.24 920 G 1-77 North from Rest Area					NA		920	G
North (77) Ramp	Bland County To:	I-77-N TO RT 606 0.21 NA 10-606 TO AND FROM RT					NA		NA	
North (77) Ramp	Bland County To:	I-77 North 0.20 <b>650 G</b> US 52 Clear Fork Creek Hwy					NA		670	G
North Ramp	Bland County To:	I-77-N TO RT 52 0.14 <b>NA</b> US 52 FROM RT 77					NA		NA	

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

			nd interstat					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
outh	From:	North (	Carolina State	Line				0 17 540								
77)	Carroll County	1.07	16000	Α	73%	1%	1%	1%	23%	2%	F	0.142	Α		14000	/
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	32000	Α	72%	1%	1%	1%	24%	2%	F	0.137	Α		29000	,
	To:	17-62	20 Lambsburg	Rd			_									
outh 77	Carroll County	7.92	16000	G	73%	1%	1%	1%	23%	2%	F	0.072	F		14000	
11)	Combined Traffic Estimates for 2 Parallel R			G	72%	1%	1%	1%	24%	2%	F	0.072	F	0.563	30000	
	Tool				1270	170		170	2170	270	·	0.072		0.000		
outh	From:		Chance Cree													
77)	Carroll County	6.23	18000	G	73%	1%	1%	1%	23%	2%	F	0.068	F		16000	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	35000	G	72%	1%	1%	1%	24%	2%	F	0.071	F	0.531	31000	
outh	To: From:		US 58													
77)	Carroll County	4.31	18000	Α	73%	1%	1%	1%	23%	2%	С	0.140	Α		16000	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	36000	Α	72%	1%	1%	1%	24%	2%	С	0.13	Α		32000	
	To:		17-620 N													
outh	Carroll County	4.76	19000	G	73%	1%	1%	1%	23%	2%	_	0.072	_		17000	
77	Combined Traffic Estimates for 2 Parallel R			G	73% 72%	1%				2% 2%	г г		г г	0.522		
	Combined Traffic Estimates for 2 Parallel R	•	the County Li		12%	1%	1%	1%	24%	2%	г	0.073	г	0.532	33000	
outh	From·		oll County Li													
77)	Wythe County		19000	G	73%	1%	1%	1%	23%	2%	F	0.072	F		17000	
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	37000	G	72%	1%	1%	1%	24%	2%	F	NA			33000	
41-	To: From:		SR 69													
outh	Wythe County	7.69	18000	Α	73%	1%	1%	1%	23%	2%	F	0.131	Α		16000	
	Combined Traffic Estimates for 2 Parallel R			A	72%	1%	1%	1%	24%	2%	F	0.126	Α		32000	
	To:	,	South Intercha		1270	170		170	2-170	270	•	0.120	,,		02000	
outh	From:		I-77 S													
77) Ramp I-81 N Exit 81 to			11000	G	73%	1%	1%	1%	23%	2%	F	0.131	Ν		9300	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:		G	72%	1%	1%	1%	24%	2%	F	NA			18000	
outh North	From:	1-8	I-81 N 1 Fort Chiswe	-11												
77) (81) (11)	Wythe County		24000	F	73%	1%	1%	1%	23%	2%	F	0.109	Α		23000	
	Combined Traffic Estimates for 2 Parallel R		48000	F	74%	1%	1%	1%	22%	2%	F	0.106	Α		44000	
	To:	<u> </u>	S 52; SR 121					.,,			-					
outh North	From:						<del></del>				_					
77 (81) [11] [52]	Wythe County	2.61	24000	Α	73%	1%	1%	1%	23%	2%	F	0.115	A		23000	
~ ~ ~	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	47000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Α		45000	
outh North	To: From:		F-42				$\Box$									
77) (81) (11) (52)	Wythe County	2.18	25000	Α	73%	1%	1%	1%	23%	2%	С	0.123	Α		23000	
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	NA			46000	
	То:		CL Wytheville								-					

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

-		Fillially al	ia ii itorote	210 1100				Tri	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2010	3+Axle			QC	Factor	QK		AAWDT	QW
Courtle North	From:	N	CL Wythevi	11.			ZAXIE	3+Axie	IIIaii	ZITAII		Factor		Factor		
South North $(77)$ $(81)$ $(11)$ $(52)$	Town of Wytheville		25000	A	73%	1%	1%	1%	23%	2%	С	0.123	Α		23000	Α
77 81 [11] [52]	Combined Traffic Estimates for 2 Paralle	` '		A	74%	1%	1%	1%	22%	2%	С	0.123	Α		46000	A
	Combined Trainic Estimates for 21 arang	of Noadways of this Noute.			7 4 70	1 70	1 70	1 /0	22 /0	270	C	0.110	^		40000	^
South North	IO From:		US 11													
(77) $(81)$ $(52)$	Town of Wytheville	(Maint: 98) 0.82	23000	Α	73%	1%	1%	1%	23%	2%	F	0.119	Α		21000	Α
$\circ \circ \circ$	Combined Traffic Estimates for 2 Paralle			Α	74%	1%	1%	1%	22%	2%	F	0.118	Α		41000	Α
	To:	I-	81 Wythevil	le												
South (77) Ramp I-77 S Exit 40 to 81 N	Exit 72 Town of Wytheville	(Maint: 98) 0.66	I-81 N <b>9600</b>	G	78%	1%	1%	1%	19%	1%	_	0.139	N		8500	G
77 Ramp I-77 S Exit 40 to 81 N	•	•									г -		IN			_
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	I-77 S	G	78%	1%	1%	1%	19%	1%	г	NA			18000	G
South	From:	I-	81 Wythevil	le												
(77)	Town of Wytheville		13000	Α	78%	1%	1%	1%	19%	1%	F	0.139	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	26000	Α	78%	1%	1%	1%	19%	1%	F	0.135	Α		23000	Α
	Ta	N	CL Wythevi	lle												
South	From:				700/	407		407	400/	407	_	0.400			40000	
77	Wythe Cou	,	13000	Α	78%	1%	1%	1%	19%	1%	F -	0.139	Α		12000	A
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	25000	G	78%	1%	1%	1%	19%	1%	F	NA			22000	G
South	To: From:	Pe	ppers Ferry l	Rd												
( <del>77</del> )	Wythe Cou	ntv 4.55	12000	Α	78%	1%	1%	1%	19%	1%	F	0.147	Α		11000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadwavs on this Route:	25000	Α								0.139	Α		23000	Α
	To:		nd County L													
South	From:		he County I													
(77)	Bland Cour	nty 0.87	12000	Α	78%	1%	1%	1%	19%	1%	F	0.147	Α		11000	Α
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	24000	G	78%	1%	1%	1%	19%	1%	F	NA			22000	G
South	To: From:		10-717													
South (77)	Bland Cour	ntv 5.70	14000	G	78%	1%	1%	1%	19%	1%	F	NA			12000	G
(n)	Combined Traffic Estimates for 2 Paralle	•		G	78%	1%	1%	1%	19%	1%	F	NA			24000	G
	Combined Trainic Estimates for 21 arang				1070	1 70	1 70	1 /0	13 /0	1 70	'	INA			24000	G
South	To: From:	Ţ	JS 52, SR 42	2												
$(\overline{77})$	Bland Cour	nty 6.05	13000	G	78%	1%	1%	1%	19%	1%	F	NA			11000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	26000	G	78%	1%	1%	1%	19%	1%	F	NA			23000	G
-	To:		10-666				$\neg$ $\vdash$									
South	Bland Cour	ntv 3.87	13000	G	78%	1%	10/	10/	100/	10/	_	NΙΔ			11000	G
77		,					1%	1%	19%	1%		NA			11000	_
	Combined Traffic Estimates for 2 Paralle	ei Roadways on this Route:		G	78%	1%	1%	1%	19%	1%	F	NA			22000	G
South	To: From:		10-606				┲									
( <del>77</del> )	Bland Cour	nty 2.12	13000	G	78%	1%	1%	1%	19%	1%	F	NA			12000	G
	Combined Traffic Estimates for 2 Paralle	•	27000	G	78%	1%	1%	1%	19%	1%	F	NA			23000	G
	To:		SR 61	-			ΤÏ			,-	•					-

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

		Primary a	ina interes	0.01.00				Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		= 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From	:	SR 61				ZAXIO	STANE	IIIaii	ZIIali		racio		racioi		
77	Bland Cou	ntv 1.79	13000	Α	78%	1%	1%	1%	19%	1%	С	0.148	Α		11000	Α
	Combined Traffic Estimates for 2 Paralle	•		В	78%	1%	1%	1%	19%	1%	C	0.137	Α		23000	В
	To		JS 52; SR 5		1070	1 /0	<del></del> 10	1 70	15 /0	1 70	O	0.107			25000	Ь
South	From		SR 598													
(77) $(52)$ $(52)$	Bland Cou	nty 0.79	14000	G	78%	1%	1%	1%	19%	1%	F	NA			12000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	28000	G	78%	1%	1%	1%	19%	1%	F	NA			25000	G
	To	West	Virginia Sta	te Line			$\neg$									
South	West Virginia (N		14000	G	78%	1%	1%	1%	19%	1%	F	NA			12000	G
(77) (52) (5 ₂ )	- ,	,														
	Combined Traffic Estimates for 2 Paralle		Tunnel, Wes	G t Wingini	78%	1%	1%	1%	19%	1%	F	NA			25000	G
					1		<u> </u>									
South	From		S TO REST	AREA								N 1 A			h 1 A	
Ramp	Carroll Cou		NA	DIA CT	TE LINE							NA			NA	
	10	JB-NC-VA NOR			ATE LINE											
South	From		7-S TO RT	620												
77 Ramp	Carroll Cou		NA									NA			NA	
<u> </u>	To	2	FROM RT													
South	From	I-77-S TO 7		CAPE RA	MP											
77 Ramp	Carroll Cou	inty 0.11	NA									NA			NA	
<u> </u>	To	•	Dead End													
South	From	I-77-S TO		CAPE RA	MP											
(77) Ramp	Carroll Cou	inty 0.12	NA									NA			NA	
<u> </u>	To		Dead End													
South	From		7-S TO RT	775												
South (77) Ramp	Carroll Cou		NA									NA			NA	
$\overline{}$	To	SR	148; 17-775	5 TO												
South	From	I-	77-S TO RT	` 58												
(77) Ramp	Carroll Cou	inty 0.17	NA				<del>-</del>					NA			NA	
$\bigcirc$	То	US 58	TO AND FI	ROM RT												
South	From		I-77 South													
(77) Ramp	Carroll Cou	inty 0.27	820	G								0.107	F		820	G
	То	17-620	Coulson Cl	nurch Rd												
South	From		77-S TO RT	69												
Ramp	Wythe Cou		NA									NA			NA	
· ·	То		TO AND FF	ROM RT												
South	From		I-77 S													
Ramp From I-77 S E	xit 40 to I-81 S at Exit 72 Town of Wytheville	(Maint: 98) 0.22	2400	G	78%	1%	1%	1%	19%	1%	F	NA			2100	G
	To		I-81 S				TĨ.				٠					-
South	From	177 STO	PEPPERS 1	EEDDV	SD		<u>-</u>									
Ramp	Town of Wytheville		NA	LINNI	Ω.							NA			NA	
// Kump	To To		041B FRON	1 RT 77								14/7			11/7	
		1-77-5	OTIDINON	11(1 //			1									

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

		Primary and interstate Ro	JUIGO											
Route	Jurisdiction	Length AADT QA	4Tire	Rus		Tru	uck		QC	K	QK	Dir	AAWDT	OW
Notic	duisdiction	Longin AADI KA	41110	Dus	2Axle	e 3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
South	From:	I-77-S041B FROM RT 77	1											
(77) Ramp	Town of Wytheville (Maint: 98									NA			NA	
$\overline{}$	To:	139-5258 FROM RT 77												
South	From:	I-77-S041A FROM RT 77	,											
South (77) Ramp	Town of Wytheville (Maint: 98									NA			NA	
	To:	139-5258 FROM RT 77												
Courth	From:	SR 336 Dead End TO RT 7	17											
South	Pland County		1 /							NA			NA	
Ramp	Bland County		D 77							INA			INA	
		10-717 TO RT 77 NBL FR R	1 //											
South	From:	VENT BUILDING												
(77) Ramp	Bland County	0.10 <b>NA</b>								NA			NA	
$\overline{}$	То:	I-77-S VENT BUILDING RO	)AD											
South	From:	I-77-S RAMP TO TRK WT SCALE	S TO SCA		1									
(77) Ramp	Bland County	0.22 <b>NA</b>								NA			NA	
	To:	I-77-S FROM SCALES												
0 4	From													
South	Dianal Country	I-77-S TO RT 52; 42								NIA			NIA	
Ramp	Bland County	0.22 <b>NA</b>	OM DE							NA			NA	
	10:	US 52 US 52- 66A TO AND FR	JM RT											
South	From:	I-77-S TO RT 666												
(77) Ramp	Bland County	0.19 <b>NA</b>								NA			NA	
$\overline{}$	To:	10-666 TO AND FROM R	T											
South	From:	I-77 South to Welcome Cen	ter											
Rocky Gap Welcome Center	Bland County	0.17 <b>1100 N</b>	72%	1%	1%	1%	24%	1%	Ν	0.154	Ν		1000	Ν
(1)	To:	Enter Welcome Center Parkin		.,.	$\overline{}$	.,,								
South	From:	Exit Welcome Center Parking												
Rocky Gap Welcome Center	Bland County	0.12 <b>1100 A</b>	72%	1%	1%	1%	24%	1%	С	0.154	Α		1000	Α
(1)	To:	I-77 South from Welcome Ce		.,.					_					
Courth	From	I-77-S TO RT 606	-		÷									
South	Pland County	0.15 <b>NA</b>								NIA			NIA	
Ramp	Bland County		TODT							NA			NA	
	107.	10-606; 10-606- A FROM AND	TORT											
South	From:	I-77-S TO RT 61					-	-						
(77) Ramp	Bland County	0.26 <b>NA</b>								NA			NA	
$\smile$	To:	US 52 US 52-80A FROM R	Γ 77											
South	From:	I-77 South												
(77) (52) Ramp	Bland County	0.17 <b>720 G</b>								NA			720	G
(A) (A)	То:	SR 598 E River Mountain I	Rd											-
	r													
Callahan Aus	Taum of Association (NA 1 1 2	Bus US 23, ALT US 58	0.407	407		007	2007	001	_	0.400	_	0.505	0400	_
(78) Callahan Ave	Town of Appalachia (Maint: 9	7) 1.39 <b>2900 G</b>	64%	1%	1%	2%	32%	0%	F	0.100	F	0.595	3100	G
	To	WCL Appalachia			<u> </u>									
78 Callahan Ave	Wise County	0.37 <b>2900 N</b>	64%	1%	1%	2%	32%	0%	Ν	0.100	Ν	0.595	3100	Ν
	To:	97-686 Derby Rd							-					
		71-000 Delby Ru												

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	levia di atia a	Lawarth AADT OA	4T:	D		Trι	ıck		00	K	ΟK	Dir	4 4 1 A D T	014
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
	From:	97-686 Derby Rd		407							_			_
78 Stonega Rd	Wise County	2.09 <b>1600 G</b>	64%	1%	1%	2%	32%	0%	С	0.108	F	0.698	1700	G
<u> </u>	10:	97-600 Near Stonega												
	From:	SR 55 West of Linden									_			
79) Apple Mountain Rd	Warren County	0.23 <b>12000 F</b>	97%	0%	1%	1%	1%	0%	С	0.085	F		12000	F
<u> </u>	10:	I-66												
	From:	SR 79 TO RT 66 EAST												
79 Ramp	Warren County	0.23 <b>5000 F</b>								0.160	F		5000	F
<u> </u>	10:	I-66-E FROM RT 7900- SOUTH & N	NORTH											
	From:	FR-870 SR 79 I-66-W013A TO	)											
(79) Ramp	Warren County	0.20 <b>1400 F</b>								0.094	F		1400	F
<u> </u>	To:	I-66-W FRO RT 7900- SOUTH & N	ORTH											
	From:	US 11 Lee Hwy												
(80) Glennbrook Ave	Washington County	1.06 <b>2300 G</b>	99%	0%	1%	0%	0%	0%	F	0.091	F	0.501	2400	G
<u> </u>	To	95-609 Hillman Hwy												
80 Lindell Rd	Washington County	2.19 <b>800 G</b>	99%	0%	1%	0%	0%	0%	F	0.099	F	0.561	840	G
<u> </u>	To:	95-740 N, Clynchburg Rd												
	From:	95-740 N, Robindale Rd												
80 Hayters Gap Rd	Washington County	6.00 <b>590 G</b>	99%	0%	1%	0%	0%	0%	С	0.097	F	0.667	620	G
$\smile$	To:	95-689 Brumley Gap Rd												
80 Hayters Gap Rd	Washington County	95-689 Blue Grass Trail 2.06 <b>420 G</b>	99%	0%	1%	0%	0%	0%	F	0.105	F	0.660	440	G
80 Hayters Gap Rd	washington County	2:00 <b>420 G</b>	9970	076	1 /0	0 /6	070	0 /6	-	0.103		0.000	440	G
	To- From:	95-613 Blue Grass Trail									_			
80 Hayters Gap Rd	Washington County	3.67 <b>240 G</b>	99%	0%	1%	0%	0%	0%	F	0.125	F	0.629	250	G
<u> </u>	To: From:	Russell County Line Washington County Line												
80 Hayters Gap Rd	Russell County	6.23 <b>500 F</b>	99%	0%	1%	0%	0%	0%	F	0.119	F		520	F
80 Hayters Gap Rd	To:	US 19 South	3370	070	170	070	070	070	'	0.115	'		320	'
	From:	US 19 Elway												
80) (19)	Russell County	2.57 <b>13000 F</b>	94%	0%	1%	1%	4%	0%	F	0.083	F		14000	F
	To:	US 19 Rosedale												
	From:	US 19 North									_			
80 Honnaker Rd	Russell County	4.50 <b>7300 F</b>	96%	0%	1%	1%	2%	0%	С	0.093	F		7600	F
<u> </u>	To: From:	SR 67 Swords Creek Rd												
80 Redbud Hwy	Russell County	1.17 <b>9500 F</b>	96%	0%	1%	1%	2%	0%	F	0.090	F		9800	F
$\smile$	To	83-645 New Garden Rd												
80 Big A Mountain Rd	Russell County	5.67 <b>2600</b> F	96%	0%	1%	1%	2%	0%	F	0.098	F		2700	F
00) 3	To:	Buchanan County Line							-		-			•
	From:	Russell County Line												
80 Red Bud Hwy	Buchanan County	9.92 <b>1700 G</b>	92%	2%	2%	3%	2%	0%	С	0.106	F	0.608	1800	G
$\smile$	To:	Dickenson County Line												
	From:	Buchanan County Line		407					_		_			_
(80) Helen Henderson Hwy	Dickenson County	3.49 <b>1300 G</b>	89%	1%	1%	3%	6%	0%	F	0.087	F	0.662	1300	G
$\sim$	To:	25-682												

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

		Primary an	nd Interstate	Routes											
							Tru	uck			K	211	Dir		
Route	Jurisdiction	n Length	AADT C	<b>QA</b> 4Ti	re Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷۱
	From:	25-68	32 Priest Fork R	d											
80 Helen Henderson Hwy	Dickenson Co			<b>G</b> 89	% 1%	1%	3%	6%	0%	С	0.094	F	0.567	1800	G
80)					.,,	.,,	0,0	0,0	0,0	•	0.00	•	0.00.	.000	·
<u></u>	From:		SCL Haysi												
(80) Helen Henderson Hwy	Town of Haysi (M	,		<b>G</b> 89	% 1%	1%	3%	6%	0%	F	0.107	F	0.579	3400	G
<u> </u>	To:	SR 83	S Dickenson H	wy											
		L	S SR 83	• • • • •	404		40/	00/	00/	_	0.004	_	0.500	4000	_
80 83 Dickenson Hwy	Town of Haysi (Ma	laint: 25) 0.34	4700	<b>G</b> 919	% 1%	2%	1%	6%	0%	F	0.091	F	0.583	4900	G
	To: From:		E SR 63			_									
80 (83) Dickenson Hwy	Town of Haysi (Maysi (M	laint: 25) 1.08	3800	<b>G</b> 91°	% 1%	2%	1%	6%	0%	F	0.082	F	0.547	3900	G
	то:Г		CL II :												
	From:	ountv 0.01	CL Haysi	<b>N</b> 91	% 1%	20/	40/	6%	00/	N.I.	0.000	N	0.547	2000	N.
80 83	Dickenson Co ترداً	Junty 0.01		N 91	/o 1%	2%	1%	0%	0%	N	0.082	IN	0.547	3900	N
	From:	CD 02	SR 83 N S, Dickenson H	337											
80 Breaks Park Rd	L Dickenson Co			wy <b>G</b> 82°	% 1%	1%	1%	15%	0%	С	0.107	F	0.597	1200	G
Breaks Park Rd	To T		anan County Lir		70 170	1 70	1 /0	13 /0	0 70	C	0.107	•	0.551	1200	G
	From:		nson County Li												
80 Breaks Park Rd	ــ Buchanan Co			<b>G</b> 829	% 1%	1%	1%	15%	0%	F	0.113	F	0.632	780	G
80) Broaks Funk Ka	To:		tucky State Line		70 170	170	170	10 /0	070	•	0.110	•	0.002	700	Ŭ
	-	Ken	•	,											
	rou.L		SR 80								0.400	_		500	_
80 Ramp to I-81 N at Exit 24	Washington Co	ounty 0.14		G							0.132	F		560	G
<u> </u>	To:	<u> </u>	I-81 N												
_	From		SR 80												
80 Ramp to I-81 S at Exit 24	Washington Co	ounty 0.16	NA								NA			NA	
$\bigcirc$	To:		I-81 S												
	From:	Ramps I-8	1N 243A; I-81 S	S 243A											
81) Lateral Ramp from I-81 to US 11	at Exit 243 Rockingham Co		NA								NA			NA	
81) ====================================	To:		outh of Harrison	huro											
	Tour														
			1N 251A; I-81 S	S 251A							NIA			N.1.0	
81 Lateral Ramp from I-81 to US 11	at Exit 251 Rockingham Co	,	NA								NA			NA	
<u> </u>	10:	US 11 N	orth of Harrison	iburg											
North	From:		essee State Lin	e											
( <del>81</del> )	Washington Co	ounty 0.65	18000	<b>B</b> 769	% 1%	1%	1%	21%	1%	С	0.092	Α		18000	В
Con	nbined Traffic Estimates for 2 Paralle	Roadways on this Route:	35000	B 779	% 1%	1%	1%	19%	1%	С	0.093	Α		35000	В
		<u> </u>	SCL Bristol												
North	From		OCT DUSION												
81)	City of Bristol (Ma	aint: 95) 0.61	18000	<b>B</b> 769	% 1%	1%	1%	21%	1%	С	0.092	Α		18000	В
	nbined Traffic Estimates for 2 Paralle	Roadways on this Route:	35000	B 779	% 1%	1%	1%	19%	1%	С	NA			35000	В
	Tool		S 421 Gate City												
North	From:	<i>'</i>	s 421 Gate City	пшу											
1 />	City of Bristol (Ma	aint: 95) 2.44	19000	<b>B</b> 769	% 1%	1%	1%	21%	1%	F	0.089	Α		19000	В
(81) \ 58 \	City of Diffstor (ivid	unit. 50) 2.77	.000		0 170	1 / 0	. , .								
81 (58) Con	nbined Traffic Estimates for 2 Paralle	,		B 779		1%	1%	19%	1%	F	0.091	Α		38000	В

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

		Fillially all	14 11 110101	210 1100				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		I-381				2////	JTANE	IIIaii	ZIIali		i actor		1 actor		
(81) (58)	City of Bristol (Maint: 95)	1.39	25000	G	76%	1%	1%	1%	21%	1%	F	0.079	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	48000	G	77%	1%	1%	1%	19%	1%	F	0.081	F	0.501	49000	G
	To		S 11, US 1	9												
North	City of Bristol (Maint: 95)	2.13	25000	Α	76%	1%	1%	1%	21%	1%	_	0.089	Α		26000	Α
81 (58)	Combined Traffic Estimates for 2 Parallel Roadways or			A	77%	1%	1%	1%	19%	1%	F	0.009	A		52000	A
	Tallic Estimates for 21 araile roduways or				1170	1 70	170	1 70	13 /0	1 /0	•	0.03	^		32000	^
North	From		ld Airport F													
(81) (58)	City of Bristol (Maint: 95)	0.93	23000	Α	76%	1%	1%	1%	21%	1%	F	0.089	Α		24000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	47000	Α	77%	1%	1%	1%	19%	1%	F	0.092	Α		48000	Α
North	To: From:	N	NCL Bristo	1												
(81) (58)	Washington County	3.84	23000	Α	76%	1%	1%	1%	21%	1%	F	0.089	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	47000	Α	77%	1%	1%	1%	19%	1%	F	NA			48000	Α
N. a	To- Econo		FR-310				_									
North (81) (58)	Washington County	0.99	23000	В	79%	1%	1%	1%	17%	1%	F	0.088	Α		23000	В
(81) (58)	Combined Traffic Estimates for 2 Parallel Roadways or			В	81%	1%	1%	1%	16%	1%	F	0.090	Α		46000	В
	To T				0170	170		170	1070	170	•	0.000	,,		40000	
North	From		Spring Cre													
81   58	Washington County	2.00	23000	G	79%	1%	1%	1%	17%	1%	F	0.082	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	47000	G	81%	1%	1%	1%	16%	1%	F	0.082	F	0.529	48000	G
North	To- From:	SR 14	40 Jonesboi	o Rd												
(81) (58)	Washington County	1.93	21000	Α	79%	1%	1%	1%	17%	1%	С	0.093	Α		21000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	42000	Α	81%	1%	1%	1%	16%	1%	С	0.094	Α		43000	Α
North	To- From	SC	CL Abingdo	on												
(81) (58)	Town of Abingdon (Maint: 95)	0.14	21000	Α	79%	1%	1%	1%	17%	1%	С	0.093	Α		21000	Α
(61) (36)	Combined Traffic Estimates for 2 Parallel Roadways or			Α	81%	1%	1%	1%	16%	1%	C	NA			43000	Α
	To		5 Cummin													
North	Town of Abianday (Maint OF)			*	700/	40/	40/	40/	470/	40/	_	0.000	_		00000	_
81 [58]	Town of Abingdon (Maint: 95)	1.06	21000	G	79%	1%	1%	1%	17%	1%	r	0.082		0.504	22000	G
	Combined Traffic Estimates for 2 Parallel Roadways or			G	81%	1%	1%	1%	16%	1%	F	0.081	F	0.501	42000	G
North	To: From:	NO	CL Abingdo	on												
81)     (58)	Washington County	1.43	21000	G	79%	1%	1%	1%	17%	1%	F	0.082	F		22000	G
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways or			G	81%	1%	1%	1%	16%	1%	F	NA			42000	G
North	To: From:		. US 58 Lea	_												
81)	Washington County	2.62	17000	A	79%	1%	1%	1%	17%	1%	F	0.096	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	35000	Α	81%	1%	1%	1%	16%	1%	F	0.094	Α		35000	Α
	To:		4 Enterpris	e Rd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
orth	From:	95-70	4 Enterprise	e Rd												
1)	Washington County	2.66	16000	G	79%	1%	1%	1%	17%	1%	F	NA			15000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	33000	G	81%	1%	1%	1%	16%	1%	F	NA			32000	
	To:	SR 80	) Glenbrook	Ave												
orth	Washington County	1.52	16000	G	79%	1%	1%	1%	17%	1%	F	0.081	F		16000	
31)	Combined Traffic Estimates for 2 Parallel Roadway			G	81%	1%	1%	1%	16%	1%	F	0.082	F	0.517	33000	
	Tol		737 College		0170	170		170	1070	170	•	0.002	•	0.017	00000	
orth	From:															
31)	Washington County	2.97	15000	G	79%	1%	1%	1%	17%	1%	F	0.08	F		15000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	31000	G	81%	1%	1%	1%	16%	1%	F	0.083	F	0.536	32000	
orth	Te: From:	SR	R 91 Maple S	St												
31)	Washington County	2.68	14000	G	79%	1%	1%	1%	17%	1%	F	0.073	F		14000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	28000	G	81%	1%	1%	1%	16%	1%	F	0.081	F	0.56	29000	
	To: From:	US 11 Lee Hwy	; 95 751 Kil	lmachro	nan Dr		_									
orth 31)	Washington County	2.31	14000	G	79%	1%	1%	1%	17%	1%	F	0.072	F		14000	
	Combined Traffic Estimates for 2 Parallel Roadway			G	81%	1%	1%	1%	16%	1%	F	0.083	F	0.571	29000	
	To:		th County L		0170	170		170	1070	170	•	0.000	·	0.07 1	20000	
orth	From:		ngton County													
31)	Smyth County	0.94	14000	G	79%	1%	1%	1%	17%	1%	F -	0.072	F		14000	
	Combined Traffic Estimates for 2 Parallel Roadway	/s on this Route:	28000	G	81%	1%	1%	1%	16%	1%	F	NA			29000	
orth	Te: From:	SC	CL Chilhowi	e												
31)	Town of Chilhowie (Maint: 86)	0.11	14000	G	79%	1%	1%	1%	17%	1%	F	0.072	F		14000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	28000	G	81%	1%	1%	1%	16%	1%	F	NA			29000	
	To: From:	SR 10	7 White Top	Ave												
orth 31	Town of Chilhowie (Maint: 86)	0.45	14000	G	79%	1%	1%	1%	17%	1%	F	0.071	F		15000	
51)	Combined Traffic Estimates for 2 Parallel Roadway			G	80%	1%	1%	1%	16%	1%	F	0.075	F	0.509	28000	
	To:		CL Chilhowi		0070	1,70		170	1070	170	•	0.070	·	0.000	20000	
orth	From					401	<u> </u>				_		_		.=	
31)	Smyth County	3.44	14000	G	79%	1%	1%	1%	17%	1%	F	0.071	F		15000	
	Combined Traffic Estimates for 2 Parallel Roadway	•		G	80%	1%	1%	1%	16%	1%	F	NA			28000	
orth	To: From:	US 11 Lee Hwy;	86-645 Che	estnut R	idge Rd											
1	Smyth County	4.07	15000	G	79%	1%	1%	1%	17%	1%	F	0.071	F		15000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	29000	G	81%	1%	1%	1%	16%	1%	F	0.077	F	0.537	30000	
	To- From	US	S 11 Lee Hw	y												
orth 31)	Smyth County	1.03	15000	G	79%	1%	1%	1%	17%	1%	F	0.070	F		15000	
01)	Combined Traffic Estimates for 2 Parallel Roadway			G	80%	1%	1%	1%	16%	1%	, E	0.076	F	0.524	30000	
	To:		) Washington		00 /0	1 /0	1 /0	1 /0	10 /0	1 /0	Г	0.070	-	0.324	50000	

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
orth	From:	86-730	) Washingtor	n Ave												
1	Smyth County	0.69	15000	В	79%	1%	1%	1%	17%	1%	F	0.1	Α		15000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	29000	В	81%	1%	1%	1%	16%	1%	F	0.096	Α		29000	
-4l-	To: From:	V	WCL Marion	l			$\Box$									
orth	Town of Marion (Maint: 86)	0.22	15000	В	79%	1%	1%	1%	17%	1%	F	0.1	Α		15000	
7	Combined Traffic Estimates for 2 Parallel Roadways or			В	81%	1%	1%	1%	16%	1%	F	NA	,,		29000	
	ты		ECL Marion							.,,						
orth	From:				700/	40/	40/	407	470/	407	_	0.4			45000	
31)	Smyth County	0.28	15000	В	79%	1%	1%	1%	17%	1%	-	0.1	Α		15000	
	Combined Traffic Estimates for 2 Parallel Roadways or			В	81%	1%	1%	1%	16%	1%	F	NA			29000	
rth	To: From:	S	SCL Marion													
31)	Town of Marion (Maint: 86)	0.27	15000	В	79%	1%	1%	1%	17%	1%	F	0.1	Α		15000	
)	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	29000	В	81%	1%	1%	1%	16%	1%	F	NA			29000	
with	To: From:	SR 1	16 Commerce	e St			⊒⊢									
orth 31	Town of Marion (Maint: 86)	0.68	13000	G	79%	1%	1%	1%	17%	1%	F	0.072	F		13000	
ייי	Combined Traffic Estimates for 2 Parallel Roadways or			G	81%	1%	1%	1%	16%	1%	F	0.076	F	0.526	26000	
	та:		NCL Marion							.,,						
orth	From:				700/	40/	40/	407	470/	407	_	0.070	_		40000	
11	Smyth County	1.41	13000	G	79%	1%	1%	1%	17%	1%	-	0.072	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadways or			G	81%	1%	1%	1%	16%	1%	۲	NA			26000	
rth	To: From:	FR-1	0 North Mai	n St												
31)	Smyth County	2.99	13000	G	79%	1%	1%	1%	17%	1%	F	0.074	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	26000	G	81%	1%	1%	1%	16%	1%	F	0.074	F		30000	
arth	To: From:	86-622	2 Nicks Cree	ek Rd			$\Box$ $\vdash$									
orth 31	Smyth County	3.98	13000	В	79%	1%	1%	1%	17%	1%	F	0.109	Α		13000	
	Combined Traffic Estimates for 2 Parallel Roadways or			В	81%	1%	1%	1%	16%	1%	F	0.104	Α		24000	
	To		683 Winsor I	Rd												
orth	Prom:				700/	40/	40/	407	470/	407	_	NIA			40000	
31)	Smyth County	2.80	12000	G	79%	1%	1%	1%	17%	1%	F	NA			13000	
	Combined Traffic Estimates for 2 Parallel Roadways or		the County L	G ine	80%	1%	1%	1%	16%	1%	г	NA			24000	
rth	From:		th County L													
1	Wythe County	3.07	12000	G	79%	1%	1%	1%	17%	1%	F	NA			13000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	23000	G	80%	1%	1%	1%	16%	1%	F	NA			24000	
arth	To: From:	SR 90; 98	8-680 Black	Lick Rd												
orth B1	Wythe County	7.09	13000	Α	79%	1%	1%	1%	17%	1%	F	0.111	Α		13000	
	Combined Traffic Estimates for 2 Parallel Roadways or			A	81%	1%	1%	1%	16%	1%	F	0.104	Α		25000	
	To:		11, W Lee H		0.70	. 70		. 70	.570	. 70	•	5.10-7	, ,		_0000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
orth	From:	US	11, W Lee Hy	wy												
31)	Wythe County	1.57	13000	G	79%	1%	1%	1%	17%	1%	F	NA			13000	(
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	24000	G	80%	1%	1%	1%	16%	1%	F	NA			25000	(
orth	To: From:	SC	L Wytheville	e												
1)	Town of Wytheville (Ma	aint: 98) 2.03	13000	G	79%	1%	1%	1%	17%	1%	F	NA			13000	
9	Combined Traffic Estimates for 2 Parallel Ro	,		G	80%	1%	1%	1%	16%	1%	F	NA			25000	
	To:		US 52, N Fou			.,,		.,,		.,,	-					
th	From:		21, N Fourth													
J) {52}	Town of Wytheville (Ma	,	15000	В	79%	1%	1%	1%	17%	1%	F	0.106	Α		15000	
~ ~	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	27000	В	80%	1%	1%	1%	16%	1%	F	0.100	Α		27000	
th North	To: From:	I-7	77 Wytheville	2												
77) (52)	Town of Wytheville (Ma	nint: 98) 0.82	23000	Α	73%	1%	1%	1%	23%	2%	F	0.119	Α		21000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	44000	Α	74%	1%	1%	1%	22%	2%	F	0.118	Α		41000	
	To:		11, E Main S	St												
th North	From:		E Main St	_	700/	40/		40/	000/	00/	0	0.400	^		00000	
77 [11] [52]	Town of Wytheville (Ma	,	25000	Α	73%	1%	1%	1%	23%	2%	C	0.123	A		23000	
0 + +	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	0.116	Α		46000	
th North	To: From:	NO	CL Wythevill	e												
77 (11) (52)	Wythe County	2.18	25000	Α	73%	1%	1%	1%	23%	2%	С	0.123	Α		23000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	NA			46000	
	To:	FR 326; FR 42 C	hapman Rd: I	FR 43 I	Lee Hwv		<u> </u>									
rth North	Wythe County				73%	1%	10/	10/	23%	20/	_	0.115	Α		23000	
1) 77 [11] [52]	, ,	2.61	24000	A			1%	1%		2%		0.115				
	Combined Traffic Estimates for 2 Parallel Ro	SR 121 Max Me		A ort Chis	74%	1%	1%	1%	22%	2%	г	0.114	Α		45000	
rth North	From:	US 52 Fort Chiswell				d										
$\overline{1}$ $\overline{77}$ $\overline{11}$	Wythe County	1.44	24000	F	73%	1%	1%	1%	23%	2%	F	0.109	Α		23000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	48000	F	74%	1%	1%	1%	22%	2%	F	0.106	Α		44000	
	To	I-77	7 Fort Chiswe	ell												
rth	Wythe County	2.31	18000	Α	73%	1%	1%	1%	23%	2%	F	0.105	Α		17000	
1) (11)	Combined Traffic Estimates for 2 Parallel Ro			A	74%	1%	1%	1%	22%	2%	-	0.103	A		35000	
	Combined Hamic Estimates for 2 Faraller Ro				7470	1 /0	1 /0	1 /0	ZZ /0	2/0		0.1	^		33000	
th	From:	98-619	Major Grahar	ns Rd												
1) (11)	Wythe County	1.99	17000	G	73%	1%	1%	1%	23%	2%	F	NA			17000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	32000	G	74%	1%	1%	1%	22%	2%	F	NA			32000	
-th	To: From:		98-618													
rth	Wythe County	1.44	18000	Α	73%	1%	1%	1%	23%	2%	F	0.106	Α		17000	
1) (11)	Combined Traffic Estimates for 2 Parallel Ro			A	74%	1%	1%	1%	22%	2%	F	NA	, ,		35000	
	Combined Traine Estimates for 21 dialier No	odawaya on this mode.	33000	~	1 7 70	1 /0	1 /0	1 /0	ZZ /0	<b>~</b> /0	1	1.4/			55000	

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

				ale Rot				Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Avlc	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	Wy	he County L	ine			ZAXIE	STAXIC	IIIali	ZIIali		ractor		racioi		
(81) (11)	Pulaski County	2.68	18000	A	73%	1%	1%	1%	23%	2%	F	0.106	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roa			Α	74%	1%	1%	1%	22%	2%	F	0.102	Α		35000	Α
	To:		ee Highway		7 4 70	170		170	22 /0	270	•	0.102	,,		00000	,,
North	From:	US 1	11 Lee High	way												
(81)	Pulaski County	0.14	19000	N	73%	1%	1%	1%	23%	2%	Ν	0.099	Ν		19000	Ν
$\circ$	Combined Traffic Estimates for 2 Parallel Roa			N	74%	1%	1%	1%	22%	2%	Ν	NA			37000	Ν
	To:	SR	100 Wysor	Rd												
North	Pulaski County	2.11	Wysor Rd 19000		73%	1%	1%	40/	220/	20/	_	0.000	۸		10000	۸
81 100	, ,			A				1%	23%	2%	г -	0.099	A		19000	A
	Combined Traffic Estimates for 2 Parallel Roa	idways on this Route:	37000	Α	74%	1%	1%	1%	22%	2%	F	0.099	Α		37000	Α
North	To: From:	FR 47; FR	327 Old Bal	ltimore I	Rd											
81 (100)	Pulaski County	1.67	19000	F	73%	1%	1%	1%	23%	2%	F	NA			19000	F
01) (100)	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	38000	F	74%	1%	1%	1%	22%	2%	F	NA			38000	F
	To							.,,		_,,	-					-
North	From:	SK 99	Count Pulas	ski Dr												
(81) (100 <i>)</i>	Pulaski County	4.35	19000	Α	73%	1%	1%	1%	23%	2%	F	0.100	Α		19000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	37000	Α	74%	1%	1%	1%	22%	2%	F	0.101	Α		37000	Α
	To	SR 10	0 Cleburne	Blvd			$ \vdash$									
North	Pulaski County	2.59	20000	F	73%	1%	1%	1%	23%	2%	_	NA			20000	F
81	Combined Traffic Estimates for 2 Parallel Roa															F
	Combined Trainic Estimates for 2 Parallel Roa			F	74%	1%	1%	1%	22%	2%	Г	NA			40000	Г
North	To: From:	77-60	60 State Parl	k Rd												
(81)	Pulaski County	4.00	20000	G	73%	1%	1%	1%	23%	2%	F	NA			20000	G
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	40000	G	74%	1%	1%	1%	22%	2%	F	NA			40000	G
	То:		omery Count	y Line												
North	From		ski County I													
81)	Montgomery County		20000	G	73%	1%	1%	1%	23%	2%	F	NA			20000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	39000	G	74%	1%	1%	1%	22%	2%	F	NA			39000	G
Navib	To: From:	SI	R 232 First S	St												
North 81	Montgomery County	3.81	19000	В	73%	1%	1%	1%	23%	2%	F	0.100	Α		19000	В
(81)	Combined Traffic Estimates for 2 Parallel Roa			В	74%	1%		1%	22%	2%	F	0.096	Α			В
	Combined Trainc Estimates for 2 Parallel Roa				7470	170	1%	1 70	22 70	<b>2</b> 70	Г	0.096	A		38000	Ь
North	To: From:	SR	177 Tyler F	Rd												
( <del>81</del> )	Montgomery County	5.12	21000	Α	73%	1%	1%	1%	23%	2%	С	0.100	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	41000	В	74%	1%	1%	1%	22%	2%	С	0.101	Α		41000	В
	To:	•	Riner Rd; M								-					
North	From:							·		·		·		· · · · · · · · · · · · · · · · · · ·		
81)	Montgomery County		23000	G	73%	1%	1%	1%	23%	2%	F	0.069	F		23000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	45000	G	74%	1%	1%	1%	22%	2%	F	NA			45000	G
	To:	SCL	. Christiansb	ourg												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Le	ength AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. C
th	From:	SCL Christ	ansburg												
7	Town of Christiansburg (Maint: 60)	3.90 <b>230</b>	0 G	73%	1%	1%	1%	23%	2%	F	0.069	F		23000	
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>450</b> 0	00 G	74%	1%	1%	1%	22%	2%	F	0.076	F		45000	
h	To: From	US 11, U	S 460												_
 -)	Town of Christiansburg (Maint: 60)	0.77 <b>230</b>	00 A	74%	1%	1%	1%	22%	2%	С	0.106	Α		23000	
/	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>470</b>	00 F	75%	1%	1%	1%	21%	2%	С	NA			46000	
	Tax	NCL Chris	iansburg			<u> </u>									
) <del>}</del>	Montgomery County	9.22 <b>230</b>		74%	1%	1%	1%	22%	2%	С	0.106	Α		23000	
)	Combined Traffic Estimates for 2 Parallel Roadways on this F			75%	1%	1%	1%	21%	2%	С	0.080	A		46000	
	To:	60-603 Nor		1070	170		170	2170	270		0.000	,,		40000	
	From:			700/	407	40/	407	2001	00/	_	0.405			00000	
	• , ,	2.22 <b>230</b>	-	73%	1%	1%	1%	23%	2%	-	0.105	A		23000	
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 4500 Roanoke Co		75%	1%	1%	1%	21%	2%	۲	0.071	Α		45000	
	From:	Montgomery C													_
)		2.06 <b>250</b>		74%	1%	1%	1%	22%	2%	F	NA			24000	
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>460</b>	00 G	76%	1%	1%	1%	21%	2%	F	NA			45000	
	Toc From:	80-647 Dow	Hollow Rd			$\Box$									_
	Roanoke County	2.11 <b>250</b>	00 A	74%	1%	1%	1%	22%	2%	F	0.104	Α		25000	
/	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>490</b>	0 F	76%	1%	1%	1%	20%	2%	F	NA			49000	
	To:	Urban Bo													
	Roanoke County	2.26 <b>250</b>	•	74%	1%	1%	1%	22%	2%	_	0.104	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this F		-	74% 76%	1%	1%	1%	20%	2%	F	0.104	A		49000	
	Tolloways of this r			7070	1 /0	1 /0	1 /0	20 /0	Z /0	-	0.093	^		49000	
1	From	SCL Sa													
)	, , ,	0.20 <b>250</b>		74%	1%	1%	1%	22%	2%	F	0.104	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>490</b>	00 F	76%	1%	1%	1%	20%	2%	F	NA			49000	
า	To: From:	SR 112 Wild	wood Rd												_
)	City of Salem (Maint: 80)	0.22 <b>290</b>	00 A	80%	1%	1%	1%	17%	1%	F	0.096	Α		29000	
,	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>570</b>	00 A	80%	1%	1%	1%	17%	1%	F	NA			57000	
	To- From:	NCL S	lem												_
) )	Roanoke County	2.71 <b>290</b>	00 A	80%	1%	1%	1%	17%	1%	F	0.096	Α		29000	
/	Combined Traffic Estimates for 2 Parallel Roadways on this F			80%	1%	1%	1%	17%	1%	F	0.096	Α		57000	
	<u></u>	311 Thompso				<u> </u>									
h A	rion.				10/	10/	10/	170/	10/	C	0.000	٨		21000	
)	Roanoke County  Combined Traffic Estimates for 2 Parallel Roadways on this F	1.64 <b>310</b>		80% 80%	1% 1%	1%	1% 1%	17% 16%	1% 1%	C	0.098 0.096	A A		31000	
	To To Table Trainic Estimates for 2 Parallel Roadways on this F	SR 419 Ele		<b>0</b> 0%	170	1%	170	10%	170	C	0.096	А		62000	

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
North	From:	SR 419 El	Electric Rd												
(81)	Roanoke County	2.48 <b>340</b>	000 B	81%	1%	1%	1%	16%	1%	С	0.096	Α		35000	В
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			81%	1%	1%	1%	15%	1%	С	0.096	Α		68000	В
North	To:	I-581, U													
North (220)	Roanoke County	2.34 <b>290</b>		79%	1%	1%	1%	17%	1%	С	0.104	Α		30000	Α
81) 220 5	Combined Traffic Estimates for 2 Parallel Roadways			80%	1%	1%	1%	17%	1%	С	0.10	Α		59000	, A
	Tool	SR 115 Pla			.,,		.,,	,	.,,		<b></b>				
North	From														
81) {220}	Roanoke County	0.84 <b>260</b>		79%	1%	1%	1%	17%	1%	F	NA			26000	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways			80%	1%	1%	1%	17%	1%	F	NA			54000	G
lorth	From:	Botetourt C Roanoke Co													
81) [220]	Botetourt County	3.27 <b>260</b>		79%	1%	1%	1%	17%	1%	F	NA			26000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 540	000 G	80%	1%	1%	1%	17%	1%	F	NA			54000	C
		US 220 Roanoke Rd; Alt		verdale Rd											
North 81	rioii:	•				40/	40/	200/	20/	_	0.075	_		17000	,
81)	Botetourt County	5.76 <b>190</b>		67%	1%	1%	1%	29%	2%	F	0.075	F	0.500	17000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 370	000 G	68%	1%	1%	1%	27%	2%	F	0.078	F	0.582	34000	(
orth	To: Prom:	11-640 Brug	ghs Mill Rd												
81)	Botetourt County	5.97 <b>180</b>	000 A	67%	1%	1%	1%	29%	2%	F	0.118	Α		17000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 360	000 A	68%	1%	1%	1%	27%	2%	F	0.108	Α		34000	,
	To: From:	US 11 Lee Hwy, S	South of Buch	anan											
orth 81	Botetourt County	5.76 <b>170</b>	000 A	67%	1%	1%	1%	29%	2%	С	0.125	Α		16000	,
01)	Combined Traffic Estimates for 2 Parallel Roadways			68%	1%	1%	1%	27%	2%	С	0.116	Α		32000	,
	To.				1 /0		170	21 /0	270	O	0.110	^		32000	,
lorth	Prom·	US 11 Lee Hwy, S													
81) {11}	Botetourt County	0.61 <b>180</b>		67%	1%	1%	1%	29%	2%	F	0.075	F		17000	(
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 350	000 G	68%	1%	1%	1%	27%	2%	F	0.074	F	0.522	32000	(
orth	To: From:	11-614 Ar	rcadia Rd												
81) [11]	Botetourt County	5.49 <b>170</b>	000 A	67%	1%	1%	1%	29%	2%	F	0.124	Α		16000	,
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 340	000 G	68%	1%	1%	1%	27%	2%	F	0.065	В	0.533	32000	(
	To:	Rockbridge (													
orth	From:	Botetourt C								_					
81) [11]	Rockbridge County	1.95 <b>170</b>		67%	1%	1%	1%	29%	2%	F	0.124	Α		16000	ŀ
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 340	000 A	68%	1%	1%	1%	27%	2%	F	NA			32000	F
orth	To: From:	US 11 Lee Hwy, Sou	uth of Natural	Bridge		$\Box$ $\vdash$									
lorth 81	Rockbridge County	4.46 <b>170</b>	000 G	67%	1%	1%	1%	29%	2%	F	0.067	F		15000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 340	000 G	68%	1%	1%	1%	27%	2%	F	0.070	F	0.536	32000	C
	To:	US 11 Lee Hwy, Nor													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	r Q'
orth	From: US	S 11 Lee Hwy	y, North of	Natural I	Bridge											
81)	Rockbridge County	8.36	16000	В	67%	1%	1%	1%	29%	2%	F	0.137	Α		15000	E
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	33000	В	68%	1%	1%	1%	27%	2%	F	0.117	Α		31000	I
orth	To: From:	US 6	0 Midland	Γrail												
81)	Rockbridge County	3.01	19000	В	67%	1%	1%	1%	29%	2%	F	0.117	Α		18000	
3.)	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	37000	В	68%	1%	1%	1%	27%	2%	F	0.111	Α		35000	
	Tax From:	I-64 S	outh Intercl	nange			$\neg$									
orth East 64	Rockbridge County	3.30	20000	Α	69%	1%	1%	1%	27%	2%	F	0.125	Α		19000	
04)	Combined Traffic Estimates for 2 Parallel Roadways on th			A	69%	1%	1%	1%	27%	2%	F	0.114	Α		38000	
		US 11 Lee H				.,,		.,,	2. 70	_,,	•	01111			00000	
rth East		US 11 Lee F														
31) (64)	Rockbridge County	5.57	20000	Α	69%	1%	1%	1%	27%	2%	F	0.126	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	40000	Α	69%	1%	1%	1%	27%	2%	F	0.115	Α		37000	
orth East	To: From:	81-	710 Sterret	Rd												
64	Rockbridge County	4.49	20000	Α	69%	1%	1%	1%	27%	2%	F	0.125	Α		19000	
9 69	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	40000	Α	69%	1%	1%	1%	27%	2%	F	0.116	Α		37000	
	Tac	81-6	606 Raphine	Rd												
orth East	Rockbridge County	0.59	21000	Α	69%	1%	1%	1%	27%	2%	С	0.127	Α		19000	
64	Combined Traffic Estimates for 2 Parallel Roadways on th			F	69%	1%	1%	1%	27%	2%	С	0.064	Α		38000	
	To:		ista County		0370	1 /0	1/0	1 /0	21 /0	270	C	0.004	^		30000	
orth East	From:	Rockb	ridge Count	y Line												
1) (64)	Augusta County	7.44	21000	Α	69%	1%	1%	1%	27%	2%	С	0.127	Α		19000	
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	41000	F	69%	1%	1%	1%	27%	2%	С	NA			38000	
orth East	To: From	US 11 Lee J	Jackson Mei	morial H	wy											
64	Augusta County	4.74	22000	В	69%	1%	1%	1%	27%	2%	F	0.120	Α		21000	
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	43000	В	69%	1%	1%	1%	27%	2%	F	0.110	Α		40000	
	To		54 White Hi	II Rd												
orth East	A constant				CO0/	40/	40/	40/	070/	20/	_	0.404	^		22222	
31 64	Augusta County	2.47	23000	A	69%	1%	1%	1%	27%	2%	-	0.121	A		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:		Α	69%	1%	1%	1%	27%	2%	F	0.109	Α		43000	
orth East	To: From:		SR 262													
( <del>1</del> ) <del>(64)</del>	Augusta County	1.31	29000	G	69%	1%	1%	1%	27%	2%	F	0.086	F		27000	
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	57000	G	69%	1%	1%	1%	27%	2%	F	0.081	F	0.504	53000	
urth	To: From:	I-64 N	North Intercl	nange												
orth 31	Augusta County	1.14	27000	Α	75%	1%	1%	1%	21%	2%	F	0.099	Α		27000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on th		53000	A	76%	1%	1%	1%	20%	2%	F	0.101	Α		53000	
	To:		50 Jefferson		10/0	1 /0	1 /0	1 /0	20 /0	<b>2</b> /0	1	0.101	^		55000	

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

	T Tilliary as		210 1100				Tri	ıck			K		Dir		
Jurisdiction	Length	AADT	QΑ	4Tire	Bus	20vlo				QC		QK		AAWDT	QW
From:	IIS 2	50 Jefferson	Hww			ZAXIE	STAXIE	IIIali	ZIIali		racioi		racioi		
Augusta County				75%	1%	1%	1%	21%	2%	F	0.100	Α		25000	В
,										F					В
To:					.,,		.,,	2070	_,,	•	000			0.000	
From				*											
•										F		, ,			Α
Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	39000	Α	76%	1%	1%	1%	20%	2%	F	0.132	Α		39000	Α
To: From:	07-6	12 Laurel Hi	11 Rd												
Augusta County	7.73	24000	Α	75%	1%	1%	1%	21%	2%	F	0.105	Α		23000	Α
Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	47000	Α	76%	1%	1%	1%	20%	2%	F	0.102	Α		46000	Α
Tac	SR 25	6 Wevers Ca	ave Rd												
Augusto County				750/	10/	10/	10/	24.0/	20/	_	0.1	۸		24000	Α
,	_										-	A			A
To:				70%	170	1%	170	20%	2%	Г	INA			46000	А
From:		<u> </u>	_												
Rockingham County	2.94	24000	Α	75%	1%	1%	1%	21%	2%	F	0.1	Α		24000	Α
Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	48000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α		48000	Α
To	SR 257	Friedends C	urch Rd			_									
Rockingham County	2 61	25000	G	75%	1%	1%	1%	21%	2%	F	NΔ			24000	G
,										F					G
To-				1070	170		170	2070	270	•				10000	Ū
From:															
,	,			75%	1%	1%	1%	21%	2%	F					G
Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	49000	G								NA			48000	G
To: From:	US 1	1, South Ma	in St			⊒⊢									
City of Harrisonburg (Maint:	82) 2.83	25000	Α	75%	1%	1%	1%	21%	2%	С	0.103	Α		25000	Α
, , , , , , , , , , , , , , , , , , , ,	,							20%		С	0.102	Α			Α
То:															
From:										_					_
City of Harrisonburg (Maint: 8	82) 1.51	25000	В		1%	1%	1%	21%	2%	F	0.103	Α		25000	В
	, <u>-</u>							200/	20/						
Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	50000	В	76%	1%	1%	1%	20%	2%	F	0.1	Α		49000	В
Combined Traffic Estimates for 2 Parallel Roadw		<b>50000</b> 33, E Marke		76%	1%	1%	1%	20 /6	2 /0	<u> </u>	0.1	А		49000	В
Combined Traffic Estimates for 2 Parallel Roadw	US			76% 75%	1%	1%	1%	21%	2%	 	0.11	A A		22000	В В
To. From:	US 1.60	33, E Marke	et St							F F					
City of Harrisonburg (Maint: 8	US 82) 1.60 vays on this Route:	33, E Marke 23000 45000	B B	75%	1%	1%	1%	21%	2%	F F	0.112	A		22000	В
City of Harrisonburg (Maint: 6 Combined Traffic Estimates for 2 Parallel Roadw	US 82) 1.60 yays on this Route:	33, E Marke 23000 45000 CL Harrisonb	B B	75% 76%	1% 1%	1% 1%	1% 1%	21% 20%	2% 2%	F F	0.112 0.104	A A		22000 44000	B B
City of Harrisonburg (Maint: 8	US 82) 1.60 yays on this Route: NC 2.48	33, E Marke 23000 45000 CL Harrisonb 23000	B B	75%	1%	1%	1%	21%	2%	F F	0.112	A		22000	В
	Augusta County Combined Traffic Estimates for 2 Parallel Roadw  Augusta County Combined Traffic Estimates for 2 Parallel Roadw  Augusta County Combined Traffic Estimates for 2 Parallel Roadw  From:  Augusta County Combined Traffic Estimates for 2 Parallel Roadw  Too From:  Rockingham County Combined Traffic Estimates for 2 Parallel Roadw  Too From:  Rockingham County Combined Traffic Estimates for 2 Parallel Roadw  Too From:  Combined Traffic Estimates for 2 Parallel Roadw  Too From:  City of Harrisonburg (Maint: Combined Traffic Estimates for 2 Parallel Roadw  Too City of Harrisonburg (Maint: Combined Traffic Estimates for 2 Parallel Roadw  Too From:  City of Harrisonburg (Maint: Combined Traffic Estimates for 2 Parallel Roadw  Too From:  City of Harrisonburg (Maint: Combined Traffic Estimates for 2 Parallel Roadw  Too From:  City of Harrisonburg (Maint: Combined Traffic Estimates for 2 Parallel Roadw  Too From:  City of Harrisonburg (Parallel Roadw  Too From:  Combined Traffic Estimates for 2 Parallel Roadw	Jurisdiction Length    Troom	Jurisdiction Length AADT    Prome   US 250 Jefferson     Augusta County   2.72   25000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000     Traffic Estimates for 2 Parallel Roadways on this Route: 39000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 47000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 47000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000     Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000     Combined Traffic Estimates for 2 Parallel Roadways on this Route	Jurisdiction Length AADT QA    Combined Traffic Estimates for 2 Parallel Roadways on this Route:   State	Durisdiction   Length   AADT   QA   4Tire	Substitute	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axle	Jurisdiction   Length   AADT   QA   4Tire   Bus   Cante   Ca	Jurisdiction   Length   AADT   QA   4Tire   Bus   Truck   Canal   Trail   Trail   Length   AADT   QA   4Tire   Bus   Truck   Canal   Trail   Canal   Trail   Canal   Trail   Canal   Trail   Canal   Trail   Canal   Canal	Jurisdiction   Length   AADT   QA   4Tire   Bus     Combined   Traffic Estimates for 2 Parallel Roadways on this Route:   S1000   B   75%   1%   1%   1%   21%   2%	Durisdiction   Length   AADT   QA   4Tire   Bus   Continued Traffic Estimates for 2 Parallel Roadways on this Route:   SR 262 Woodrow Wilson Plant	Length   AADT   QA   4Tire   Bus   Continue   Truck   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   SP00   Mark   SP00   Mark   SP00   Mark   Mark	Str. 225   Str. 225	Length   AADT   QA   4Tire   Bus   CANADA   CA	Second Parallel Roadways on this Route: 48000   A 76%   1% 1% 1% 21% 20%   F 0.102   A 20000   A 20000   A 200000   A 20000000000

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
rth	From:	US 1	1, N Valley	Pike												
1)	Rockingham County	6.51	22000	В	75%	1%	1%	1%	21%	2%	F	0.113	Α		21000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	45000	В	76%	1%	1%	1%	20%	2%	F	0.103	Α		43000	
rth	To: US 11	, Lee Jackson M	lemorial Hwy	y; SR 25	9 Mayland	l Rd	$\Box$									
i)	Rockingham County	6.12	19000	G	75%	1%	1%	1%	21%	2%	F	NA			19000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	38000	G	76%	1%	1%	1%	20%	2%	F	NA			37000	
	To:		ndoah Count													
rth	Shenandoah County	0.84	ngham Count	y Line <b>G</b>	75%	1%	1%	1%	21%	2%	_	NA			19000	
1)	Combined Traffic Estimates for 2 Parallel Roadways o				75% 76%	1%	1%	1%	20%	2% 2%		NA NA				
	Combined Traffic Estimates for 2 Parallel Roadways o			G	70%	170	1%	170	20%	2%	Г	INA			37000	
th	From:	US 2	211 Old Cros	s Rd												
1)	Shenandoah County	0.08	17000	F	75%	1%	1%	1%	21%	2%	F	NA			17000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	37000	F	76%	1%	1%	1%	20%	2%	F	NA			35000	
rth	To- From:	SC	L New Marl	ket												
1	Town of New Market (Maint: 85)	0.85	17000	F	75%	1%	1%	1%	21%	2%	F	NA			17000	
9	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	37000	F	76%	1%	1%	1%	20%	2%	F	NA			35000	
	To		CL New Mar	ket												
orth	Prom:				750/	40/	40/	40/	040/	00/	_	N.1.0			47000	
1	Shenandoah County	3.27	17000	F	75%	1%	1%	1%	21%	2%	-	NA			17000	
	Combined Traffic Estimates for 2 Parallel Roadways o			F	76%	1%	1%	1%	20%	2%	F	NA			35000	
rth	To: From:	85-	730 Caverns	Rd												
1	Shenandoah County	4.42	19000	В	75%	1%	1%	1%	21%	2%	F	0.120	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	39000	В	76%	1%	1%	1%	20%	2%	F	0.107	Α		37000	
urth	To: From:	SR 2	92 Conicvill	e Rd												
orth 31	Shenandoah County	3.93	22000	Α	75%	1%	1%	1%	21%	2%	F	0.112	Α		21000	
	Combined Traffic Estimates for 2 Parallel Roadways o			В	76%	1%	1%	1%	20%	2%	F	0.102	Α		40000	
	To		4 South Mide					.,,								
orth	From:					401	<u> </u>				_					
31)	Shenandoah County	1.72	18000	F	75%	1%	1%	1%	21%	2%	F	NA			18000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	36000	F	76%	1%	1%	1%	20%	2%	F	NA			35000	
rth	To- From:	SR 18	5 Stoney Cre	ek Rd												
1)	Shenandoah County	3.72	22000	G	75%	1%	1%	1%	21%	2%	F	NA			22000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	44000	G	76%	1%	1%	1%	20%	2%	F	NA			44000	
ud la	To From:	SC	CL Woodsto	ck												
orth 1	Town of Woodstock (Maint: 85)	0.38	22000	G	75%	1%	1%	1%	21%	2%	F	NA			22000	
	Combined Traffic Estimates for 2 Parallel Roadways o			G	76%	1%	1%	1%	20%	2%	F	NA			44000	
	To:		42 Reservoir	_	1070	1 /0	1 /0	1 /0	20 /0	2/0	'	INA			44000	

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

		Fillially al		210 1100				Т».	باد			V	Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	2010			OT roil	QC	K	OK	AAWDT	ΓQW
Novth	From:	CD	42 Reservoir	D.4			ZAXIE	3+Axle	IIIali	ZITAII		Factor	Factor		
North 81	Town of Woodstock (Maint: 85)	1.41	22000	G	75%	1%	1%	1%	21%	2%	F	NA		21000	G
(81)	Combined Traffic Estimates for 2 Parallel Roadways of			G	76%	1%	1%	1%	20%	2%	' F	NA		45000	G
	- Combined Traine Estimates for 21 arailer Roadways C				7070	1 /0	1 70	1 /0	20 /0	270	'	INA		45000	J
North	From:	N	CL Woodsto	ck											
(81)	Shenandoah County	6.68	22000	G	75%	1%	1%	1%	21%	2%	F	NA		21000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	45000	G	76%	1%	1%	1%	20%	2%	F	NA		45000	G
North	Tou From:	85-65	1 Mount Oli	ive Rd											
North 81	Shenandoah County	5.15	22000	Α	75%	1%	1%	1%	21%	2%	F	0.114	Α	21000	Α
(61)	Combined Traffic Estimates for 2 Parallel Roadways of			A	76%	1%	1%	1%	20%	2%	F	0.105	A	41000	Α
	Tolario Estimates for 2 f drains readways to				7070	170		170	2070	270	•	0.100	7.	41000	,,
North	From:	SK 35 .	John Marsha	ıli Hwy											
(81)	Shenandoah County	1.75	28000	Α	75%	1%	1%	1%	21%	2%	F	0.355	Α	25000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	47000	Α	76%	1%	1%	1%	20%	2%	F	0.225	Α	45000	Α
North	To- From:		US 11												
(81)	Shenandoah County	0.48	25000	G	75%	1%	1%	1%	21%	2%	F	NA		25000	G
(61)	Combined Traffic Estimates for 2 Parallel Roadways of			G	76%	1%	1%	1%	20%	2%	F	NA		51000	G
	To:	Frederick Co				170		170	2070	270	•			01000	Ū
North	From:	Shenandoah C													
(81)	Shenandoah County (Maint: 34)	0.43	25000	G	75%	1%	1%	1%	21%	2%	F	NA		25000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of			G	76%	1%	1%	1%	20%	2%	F	NA		51000	G
North	To: From:		ren County l ndoah Count												
81)	Warren County (Maint: 34)	1.29	25000	G	75%	1%	1%	1%	21%	2%	F	NA		25000	G
(61)	Combined Traffic Estimates for 2 Parallel Roadways of	-		G	76%	1%	1%	1%	20%	2%	F	NA		51000	G
	To:		ederick Cou			.,,	ΞÍ.	.,0	2070	_,~	•			0.000	
North	From:	I-66; V	Varren Coun	ty Line											
81	Frederick County	1.96	23000	Α	78%	1%	1%	1%	19%	1%	F	0.097	Α	23000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	46000	Α	78%	1%	1%	1%	18%	1%	F	0.096	Α	46000	Α
North	To- From:	34-6	527 Reliance	e Rd											
81)	Frederick County	4.54	22000	Α	78%	1%	1%	1%	19%	1%	F	0.104	Α	22000	Α
(61)	Combined Traffic Estimates for 2 Parallel Roadways	_		Α	78%	1%	1%	1%	18%	1%	F	0.102	Α	45000	Α
	Too		L Stephens (					.,,	,.	.,,					
North	From:		•	•											
81)	Town of Stephens City (Maint: 34)	0.10	22000	Α	78%	1%	1%	1%	19%	1%	F	0.104	Α	22000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	45000	Α	78%	1%	1%	1%	18%	1%	F	NA		45000	Α
North	To: From:	SR 277 Fairfa	R Pike; NCL	Stepher	ns City										
(81)	Frederick County	3.05	26000	Α	78%	1%	1%	1%	19%	1%	F	0.092	Α	26000	Α
(01)	Combined Traffic Estimates for 2 Parallel Roadways of			A	78%	1%	1%	1%	18%					53000	Α
•		on this Roule:	つといいい	~	70%	1%	1.70	1%	10.70	1%		0.094	Α	ວຸວເກເກ	A

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

		Filillaly al						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		SR 37				27 (XIC	0171710	TTTUI	Ziiuii		1 40101		1 40101		
81)	Frederick County	3.66	21000	В	78%	1%	1%	1%	19%	1%	F	0.107	Α		22000	В
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	42000	В	78%	1%	1%	1%	18%	1%	F	0.119	Α		44000	В
NI	To- From:	US 17, U	JS 50 Millv	vood Ave			$\Box$									
North 81	Frederick County	1.81	30000	Α	78%	1%	1%	1%	19%	1%	С	0.096	Α		30000	Α
(01)	Combined Traffic Estimates for 2 Parallel Roa			F	78%	1%	1%	1%	18%	1%	C	0.08	Α		60000	F
	Tou		L Winches	ter												
North	City of Winchester (Main		30000	A	78%	1%	1%	1%	19%	1%	С	0.096	Α		30000	Α
81	Combined Traffic Estimates for 2 Parallel Roa	,		F	78%	1%	1%	1%	18%	1%	С	0.096 NA	А		60000	F
	Combined Trainic Estimates for 2 Faraller No.				1070	1 /0	1 /0	1 /0	10 /0	1 /0	C	INA			00000	
North	From:		CL Winches													
(81)	Frederick County	0.09	30000	Α	78%	1%	1%	1%	19%	1%	С	0.096	Α		30000	Α
V	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	59000	F	78%	1%	1%	1%	18%	1%	С	NA			60000	F
North	To: From:	SR 7	Berryville	Pike												
(81)	Frederick County	2.07	28000	G	78%	1%	1%	1%	19%	1%	F	NA			29000	G
$\vee$	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	56000	G	78%	1%	1%	1%	18%	1%	F	NA			57000	G
North	To: From:	US 11	Martinsbu	rg Pike												
(81)	Frederick County	3.51	23000	F	73%	1%	1%	1%	23%	2%	F	0.101	Α		23000	F
01)	Combined Traffic Estimates for 2 Parallel Roa			F	74%	1%	1%	1%	22%	2%	F	0.093	Α	0.509	47000	F
	To:	34-6	72 Hopewe	ll Rd												
North	Frederick County	2.55	22000	F	73%	1%	1%	1%	23%	2%	С	0.102	Α		23000	F
81	Combined Traffic Estimates for 2 Parallel Roa			F	73 <i>%</i> 74%	1%	1%	1%	22%	2%	С	0.102	A	0.554	46000	F
	Ta-		9 Rest Chui		7 7 70	170		1 70	ZZ 70	270	0	0.054	^	0.554	40000	'
North	From															
81	Frederick County	0.50	21000	В	73%	1%	1%	1%	23%	2%	F	0.105	A		22000	В
	Combined Traffic Estimates for 2 Parallel Roa		43000 Virginia Sta	B te Line	74%	1%	1%	1%	22%	2%	F	0.197	Α		43000	В
North	From:		h to Welcon		•											
81 Bristol Welcome Center	Washington County		610	N	97%	1%	1%	0%	1%	0%	N	0.171	N		530	N
(01)	To:	Enter Welco				.,,			.,,							
North	From:	Exit Welco							407							
81 Bristol Welcome Center	Washington County	0.07 I-81 North	610	A Com	97%	1%	1%	0%	1%	0%	С	0.171	Α		530	Α
N. d	From	1-81 NORTh		ome Cen	.01											
North (81) Ramp I-81 N Exit 1	City of Bristol (Maint: 9	95) 0.24	I-81-N <b>NA</b>									NA			NA	
OI) Marily 101 14 Exit 1	Table (Wallet	<u> </u>										14/1			14/1	
North	From:		Ramp Split													
Ramp I-81 N Exit 1 to US	58 W City of Bristol (Maint: 9	,	NA	21 117								NA			NA	
<u></u>	10:	US 5	8 W, US 42	21 W												

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Tra		AAWDT Q\
North	From:	Ramp Split			
(81) Ramp I-81 N Exit 1 to US 58 E, US 421 E	City of Bristol (Maint: 95)	0.02 <b>NA</b>		NA	NA
$\smile$	To:	US 58 E, US 421 E			
North	From:	I-81 North			
81) Ramp I-81 N Exit 3 to I-381 S	City of Bristol (Maint: 95)	0.30 <b>650 G</b> 97% 0%		F 0.109 F	690
	To:	I-381 South			
North	From:	I-81 N			
81) Ramp I-81 N Exit 5 to US 11, US 19	City of Bristol (Maint: 95)	0.22 <b>NA</b>		NA	NA
81) Ramp For N Exit 3 to 66 F1, 66 F3	To:	US 11, US 19		I WA	IVA
North	From:	I-81 N			
81) Ramp I-81 N Exit 7 to Old Airport Rd	City of Bristol (Maint: 95)	0.21 <b>NA</b>		NA	NA
$\smile$	To:	Old Airport Rd			
North	From:	I-81 N			
81) Ramp I-81 N Exit 10 to F-310	Washington County	0.12 <b>NA</b>		NA	NA
	To:	FR-310			
North	From:	I-81 N			
81) Ramp I-81 N Exit 10 to 95-611	Washington County	0.16 <b>NA</b>		NA	NA
81) Kamp 1-81 N Exit 10 to 93-011	To:	95-611 Spring Creek Rd		IVA	INA
North	From:	I-81 North to Rest Area			
81) Abingdon Rest Area Ramp	Washington County	0.08 <b>NA</b>		NA	NA
$\smile$	To:	Enter Rest Area Parking Lot			
North	From:	Exit Rest Area Parking Lot			
81) Abingdon Rest Area Ramp	Washington County	0.09 <b>760 G</b>		NA	760 (
<u> </u>	To:	I-81 North from Rest Area			
North	From:	I-81 N			
81) Ramp I-81 N Exit 14 to SR-140; 95-647	Washington County	0.17 <b>NA</b>		NA	NA
	To:	95-647			
North	From:	I-81 N	i		
81) Ramp I-81 N Exit 17 to SR-75	Washington County	0.12 <b>NA</b>		NA	NA
81) Kamp 1-01 N Exit 17 to 3K-73	To:	SR 75		IVA	INA
North	From:	I-81 North		_	
81) Ramp I-81 N Exit 19 to US 11, US 58	Washington County	0.25 <b>5900 G</b>		0.097 F	5900
<u> </u>	To:	US 11, US 58			
North	From:	I-81 N			
81) Ramp I-81 N Exit 22 to 95-704	Washington County	0.32 <b>NA</b>	<u>-</u>	NA	NA
	To:	95-704 Enterprise Rd			
lorth	From:	I-81 N			
North 81 Ramp I-81 N Exit 24 to SR-80	Washington County	0.22 <b>NA</b>		NA	NA
87) Namp 1-01 N Exit 24 to 311-00	To:	SR 80		I N/C	13/7
	***				
North	From:	I-81 N			
81 Ramp I-81 N Exit 26 to 95-737	Washington County	0.12 <b>NA</b>		NA	NA
$\smile$	To:	95-737 College Dr	ĺ		

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North 81 Ramp I-81 N Exit 29 to SR 91	From: Washington County To-	I-81 N 0.14 <b>NA</b> SR 91	NA NA	NA
North Ramp I-81 N Exit 32 to US 11	Washington County	I-81 N 0.12 <b>NA</b> US 11 Lee Highway	NA NA	NA
North Ramp I-81 N Exit 35 to SR 107	Town of Chilhowie (Maint: 86)	I-81 N 0.11 <b>NA</b> SR 107; 86-762	NA	NA
North 81 Ramp I-81 N Exit 39 to US 11	Smyth County To:	I-81 North  0.12 <b>950 G</b> US 11 Lee Highway	0.095 F	950 G
North 81 Ramp I-81 N Exit 44 to US 11	Smyth County To:	I-81 N 0.32 <b>1500 G</b> US 11 Lee Highway	0.103 F	1500 G
North 81 Ramp I-81 N Exit 45 to SR 16	From: Town of Marion (Maint: 86)	I-81 N 0.15 NA SR 16 S Commerce St	NA NA	NA
North 81 Ramp I-81 N Exit 47 to FR-10	Smyth County	I-81 N 0.12 <b>NA</b> FR-10	NA	NA
North (81) Ramp I-81 N Exit 50 to 86-622	Smyth County	I-81 North 0.15 <b>1500 G</b> 86-622 Nicks Creek Rd	0.117 F	1500 G
North (81) Ramp I-81 N Exit 54 to 86-683	Smyth County	I-81 N 0.16 <b>NA</b> 86-683 Winsor Ave	NA NA	NA
North 81 Ramp I-81 N Exit 60 to SR 90	Wythe County	I-81 N 0.12 <b>NA</b> SR 90	NA NA	NA
North 81 Rural Retreat Rest Area Ramp	Wythe County	I-81 North to Rest Area  0.02 NA  Enter Rest Area Parking Lot	NA	NA
North Rural Retreat Rest Area Ramp	Wythe County To:	Exit Rest Area Parking Lot 0.02 900 G  I-81 North from Rest Area	NA	900 G
North Ramp I-81 N Exit 67 to US 11	Wythe County To:	I-81 N  0.11 NA  US 11 W Lee Highway	NA	NA
North   Ramp I-81 N Exit 70 to US 21; US 58	Town of Wytheville (Maint: 98)	I-81 N 0.19 <b>NA</b> US 21; US 58	NA	NA

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	I-81 I	J			ZAXIO	JULANO	TTTAII	ZITAII		1 actor		1 actor		
81) Ramp From I-81 N Exit 72 to I-77 N at Exit 40	Town of Wytheville (Maint: 98)	0.54 <b>250</b>		77%	1%	1%	1%	19%	1%	F	NA			2100	G
(61)	To:	I-77 I				T	.,,		.,.	-					_
North	From:	I-81 I	J			i									
(81) Ramp I-81 N Exit 73 to US 11	Town of Wytheville (Maint: 98)	0.11 <b>NA</b>									NA			NA	
(81) Italia i o i o o o i i	To:	US 1	<u> </u>								14/1			1471	
N. d	From	I-81 I													
North Ramp I-81 N Exit 77 to FR 42; FR 326	Wythe County	0.09 <b>NA</b>	N								NA			NA	
81 Ramp I-81 N Exit 77 to FR 42; FR 326	vv ytile County	FR 42 and	ED 326								INA			INA	
						_									
North	Prom.	I-81 I	1								N.1.0			NIA	
81 Ramp I-81 N Exit 80 to US-52; SR 121	Wythe County	0.12 <b>NA</b>	121			_					NA			NA	
<u> </u>	10:	US 52; SI													
North	From:	I-81 I	1												
(81) Ramp I-81 N Exit 84 to 98-619	Wythe County	0.14 <b>NA</b>									NA			NA	
<u> </u>	To:	98-619 Major C	rahams Rd												
North	From:	I-81 I	1												
(81) Ramp I-81 N Exit 86 to 98-618	Wythe County	0.11 <b>NA</b>									NA			NA	
$\smile$	To:	98-618 Reed	Creek Dr												
North	From:	I-81 I	1												
(81) Ramp I-81 N Exit 89A to SR 100 S	Pulaski County	0.21 <b>250</b>	F								NA			250	F
	To:	SR 10	0												
North	From:	I-81 I	1												
(81) (11) Ramp I-81 N Exit 89B to US 11 N	Pulaski County	0.15 <b>NA</b>									NA			NA	
	To:	US 11 Lee I	lighway												
North	From:	I-81 I	J												
81) Ramp I-81 N Exit 92 to FR 47; FR 327	Pulaski County	0.15 <b>NA</b>	`								NA			NA	
(81) 11.00 11 25.00 22 10 11 11 11 11 12 12	To:	FR 47; FI	327												
N. d	From	I-81 I				_									
North $(81)$ Ramp I-81 N Exit 94A to FR 47	Pulaski County	0.10 330									NA			330	F
(81) Kamp For N Exit 94A to 1 K 47	To:	FR 47 Kir									INA			330	'
	Farm					_									
North	Duladi Causti	I-81 I	N								NIA			NIA	
81) Ramp I-81 N Exit 94B to SR 99	Pulaski County	0.15 <b>NA</b>	1 1:15			_					NA			NA	
	10.	SR 99 Count I													
North COLUMN TO THE	From:	I-81 I												0000	_
81 100 Ramp I-81 N Exit 98 to SR 100 N	Pulaski County	0.21 330									NA			3300	F
	To:	SR 10	0												
North	From:	I-81 I		•					· · · · · ·		-				
(81) Ramp I-81 N Exit 101 to 77-660	Pulaski County	0.20 <b>150</b>									NA			1500	F
$\smile$	То:	77-660 State	Park Rd												
North	From:	I-81 North to	Rest Area												
(81) Radford Rest Area Ramp	Montgomery County	0.04 <b>NA</b>									NA			NA	
$\smile$	To:	Enter Rest Area	Parking Lo	t											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
North 81 Radford Rest Area Ramp	Montgomery County	Exit Rest Area Parking Lot  0.06 <b>1300 G</b> I-81 North from Rest Area		NA	1300 G
North Ramp I-81 N Exit 101 to SR 177	Montgomery County  To:	I-81 N 0.18 <b>NA</b> SR 177 Tyler Rd		NA	NA
North Ramp I-81 N Exit 101 to SR 8	Town of Christiansburg (Maint: 60)	I-81 N ) 0.10 <b>NA</b> SR 8 W Main St		NA	NA
North Ramp	Town of Christiansburg (Maint: 60)	I-81-N118X TO PARKWAY DRIVE  0.23 NA PARKWAY DRIVE FROM ROUTE 81 NORTH		NA	NA
North Ramp	Town of Christiansburg (Maint: 60)	-81-N118X TO RT 46000- PARKWAY DRIVE ) 0.18 <b>NA</b> US 460 FROM RT 81 NORTH		NA	NA
North 81 460 Ramp	Town of Christiansburg (Maint: 60)	I-81-N118X TO RT 11 0.29 <b>NA</b> US 11 FROM RT 81 NORTH		NA	NA
North 81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	I-81-N ) 0.33 <b>NA</b> I-81-N118A TO PARKWAY DRIVE		NA	NA
North 81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)		<u> </u>	NA	NA
North 460 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)			NA	NA
North North North	Town of Christiansburg (Maint: 60)	0.15 <b>NA</b> 60-99027-N000A FROM PARKWAY DRIVE		NA	NA
North North North	Town of Christiansburg (Maint: 60)	) 0.58 <b>NA</b> I-81-N118C		NA	NA
81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.12 <b>NA</b> US 11-N121B FROM RT 11	·	NA	NA
North 81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.28 <b>NA</b> US 11-S121B FROM RT 11		NA	NA
North 81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)			NA	NA
North (81) Ramp I-81 N Exit 128 to 60-603	Montgomery County	I-81 N 0.14 <b>NA</b> 60-603 N Fork Rd		NA	NA

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

		I fillially and interstate Notice		Truck	V D:	
Route	Jurisdiction	Length AADT QA 4	4Tire Bus	2Axle 3+Axle 1Trail 2Trail	QC K QK Di Factor Fac	AAWDT QW
North	From:	I-81 North to Rest Area				
(81) Ironto Rest Area Ramp	Montgomery County	0.03 <b>NA</b>		<u>—</u>	NA	NA
	To:	Enter Rest Area Parking Lot				
North	From:	Exit Rest Area Parking Lot				
(81) Ironto Rest Area Ramp	Montgomery County	0.03 <b>1300 G</b>			NA	1300 G
$\smile$	To:	I-81 North from Rest Area				
North	From:	I-81 N				
(81) Ramp I-81 N Exit 128 to 80-647	Roanoke County	0.17 <b>NA</b>			NA	NA
	To:	80-647				
North	From:	I-81 N				
81) Ramp I-81 N Exit 128 to SR 112	Roanoke County	0.23 <b>NA</b>			NA	NA
81) Hamp 1 81 11 2 XII 128 IS SIX 112	To:	SR 112			101	101
NItl-	Econol					
North	Poppels County	0.17 <b>NA</b>			NA	NA
81 Ramp I-81 N Exit 128 to SR 311	Roanoke County				INA	INA
	AV	SR 311				
North	From:	I-81 N				
(81) Ramp I-81 N Exit 128 to SR 419	Roanoke County	0.20 <b>NA</b>		<u></u>	NA	NA
$\smile$	To:	SR 419				
North	From:	I-81 N				
81) Ramp I-81 N Exit 128 to SR 115	Roanoke County	0.15 <b>6000 G</b> 9	93% 1%		C 0.111 F	6000 G
	To:	SR 115 Plantation Rd				
North	From:	I-81 N				
81) Scale Ramp	Botetourt County	0.46 <b>NA</b>			NA	NA
(81) Come : tamp	To:	I-81 N				
	Erony			T		
North 81 Ramp I-81 N Exit 150A to ALT SR 220	Botetourt County	0.14 <b>NA</b>			NA	NA
81) Ramp I-81 N Exit 150A to ALT SR 220	Bolelouri County				INA	INA
	40.	ALT SR 220				
North	From:	I-81 N				
81) (220) Ramp I-81 N Exit 150B to US 11	Botetourt County	0.18 <b>NA</b>			NA	NA
	To:	US 11				
North	From:	I-81 N				
(81) Ramp I-81 N Exit 156 to 11-640	Botetourt County	0.19 <b>NA</b>			NA	NA
$\smile$	To:	11-640				
North	From:	I-81 N				
81) Ramp I-81 N Exit 162 to US 11	Botetourt County	0.11 <b>NA</b>		<u></u>	NA	NA
	To:	US 11				
North	From:	I-81 N		•		
North 81 Ramp I-81 N Exit 168 to 11-614	Botetourt County	0.14 <b>NA</b>			NA	NA
81 Ramp I-81 N Exit 168 to 11-614	To:	0.14 <b>NA</b> 11-614			INA	INA
North	From:	I-81 N				
81) (11) Ramp I-81 N Exit 175 to US 11	Rockbridge County	0.14 <b>NA</b>			NA	NA
<u> </u>	To:	US 11 S Lee Highway				

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

		Primary and interstate RC				T				17		D:-		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Trι			QC	_ K	QK	Dir –	AAWDT	QW
	- 1				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
North	From:	I-81 N												
81 Ramp I-81 N Exit 180 to US 11	Rockbridge County	0.18 <b>NA</b>								NA			NA	
	10:	US 11 S Lee Highway												
North	From:	I-81 N												
(81) Ramp I-81 N Exit 188A to US 60 E	Rockbridge County	0.24 <b>NA</b>								NA			NA	
$\overline{}$	To:	US 60 E												
North	From:	I-81 N												
(81) Ramp I-81 N Exit 188B to US 60 W	Rockbridge County	0.21 <b>NA</b>								NA			NA	
	To:	US 60 W												
North	From:	I-81 North												
(81) Ramp From I-81 N Exit 191 to I-64 W at Exit 56	Rockbridge County	0.37 <b>2600 G</b>	76%	1%	1%	1%	21%	0%	F	0.086	F		2400	G
(81)	To:	I-64 West		.,.		.,,			-		-			_
North	From:	I-81 N			i i									
North (81) Ramp I-81 N Exit 195A to US 11 S	Rockbridge County	0.23 <b>NA</b>								NA			NA	
81) Kamp 1-01 N Exit 193A to 03 11 3	To:	US 11 N Lee Highway								INA			INA	
<u>.</u>														
North	From:	I-81 N												
81) Ramp I-81 N Exit 200 to 81-710	Rockbridge County	0.18 <b>NA</b>								NA			NA	
<u> </u>	10:	81-710												
North	From:	I-81 N												
(81) Ramp I-81 N Exit 205 to 81-606	Rockbridge County	0.13 <b>NA</b>								NA			NA	
$\overline{}$	To	81-606 Raphine Road												
North	From:	I-81 N												
(81) Ramp I-81 N Exit 213 to US 11	Augusta County	0.17 <b>NA</b>								NA			NA	
	To:	US 11 Lee Jackson Hwy												
North	From:	I-81 N												
(81) Ramp I-81 N Exit 217 to 07-654	Augusta County	0.22 <b>NA</b>								NA			NA	
	To:	07-654 White Hill Rd												
North	From:	I-81 N			i									
(81) Ramp I-81 N Exit 222 to US 250	Augusta County	0.18 <b>NA</b>								NA			NA	
01)	, agada dounty												. 4/ 1	
North	From:	I-81-N222B TO RT 250 WE	ST											
(81) Ramp I-81 N Exit 222 to US 250	Augusta County	0.04 <b>NA</b>								NA			NA	
	To:	US 250 FROM RT 81 NOR'	ГН											
North	From:	Ramp I-81 N222A												
(81) Ramp I-81 N Exit 222 to US 250 E	Augusta County	0.04 <b>NA</b>								NA			NA	
(61)	To:	US 250 E											1471	
N. d	Erom													
North (81) Ramp I-81 N Exit 225 to SR 275	Augusta County	0.28 <b>NA</b>								NΙΛ			NA	
81 Ramp I-81 N Exit 225 to SR 275	Augusta County	0.28 <b>NA</b> SR 275			_					NA			INA	
	10.													
North	From:	I-81 N												
(81) Ramp I-81 N Exit 227 to 07-612	Augusta County	0.18 <b>NA</b>								NA			NA	
$\sim$	To:	I-81-N227B TO RT 612 WE	ST											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck	AAWDT QW
North Ramp I-81 N Exit 227 to 07-612	Augusta County  To:	I-81-N227B TO RT 612 WEST 0.03 NA 07-612 FROM & TO RT 81	NA NA	NA
North Ramp I-81 N Exit 227 to 07-612	Augusta County To:	Ramp I-81 N227A  0.04 NA  07-612 E, Laurel Hill Rd	NA	NA
North  81 Mt. Sydney Rest Area Ramp	Augusta County	I-81 North to Rest Area  0.11 1900 G  Enter Rest Area Parking Lot	NA NA	1900 G
North 81 Mt. Sydney Rest Area Ramp	Augusta County To:	Exit Rest Area Parking Lot 0.16 NA  I-81 North from Rest Area	NA NA	NA
North Ramp I-81 N Exit 235 to SR 256	Augusta County  To:	I-81 N 0.17 <b>NA</b> SR 256 Weyers Cave Rd	NA	NA
North Ramp I-81 N Exit 240 to SR 257	Rockingham County	I-81 North 0.19 <b>3000 A</b> SR 257 Friedens Ch Rd	0.103 A	3300 A
North 81 Ramp I-81 N Exit 243	Rockingham County	I-81 N <b>0.57 NA</b> Ramps I-81 S243A; I-81 243A Ramp to US 11	NA NA	NA
North Ramp I-81 N Exit 245 to Port Republic Rd	City of Harrisonburg (Maint:	I-81 N  82) 0.12 <b>NA</b> Port Republic Rd	NA	NA
North 81 Ramp I-81 N Exit 247 to US 33 E	City of Harrisonburg (Maint:	I-81 N 82) 0.25 <b>NA</b> US 33 E, E Market St	NA NA	NA
North 81 Ramp I-81 N Exit 247 to US 33 W	City of Harrisonburg (Maint:	I-81 N 82) 0.12 <b>NA</b> US 33 W, E Market St	NA	NA
North 81 Ramp I-81 N Exit 251	Rockingham County	I-81 N <b>0.38 NA</b> Ramps I-81 S251A; I-81 251A Ramp to US 11	NA	NA
North 81 Ramp I-81 N Exit 257 to US 11	Rockingham County	I-81 N 0.21 <b>NA</b> US 11	NA	NA
North Rest Area Ramp	Rockingham County	I-81 North to Rest Area  0.06 NA  Enter Rest Area Parking Lot	NA NA	NA
North New Market Rest Area Ramp	Rockingham County	Exit Rest Area Parking Lot  0.06 NA  I-81 North from Rest Area	NA NA	NA

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North 81 Ramp I-81 N Exit 264 to US 211	Shenandoah County	I-81 N 0.21 <b>2100 F</b> US 211 W Old Cross Rd	NA	2100 F
North Ramp I-81 N Exit 269 to 85-730	Shenandoah County	I-81 N 0.13 <b>980 F</b> 85-730 Caverns Rd	NA NA	980 F
North 81 Ramp I-81 N Exit 273 to SR 292	Shenandoah County	I-81 N 0.21 <b>1800 F</b> SR 292 Conicville Rd	NA NA	1800 F
North (81) Ramp I-81 N Exit 277 to 85-614	Shenandoah County	I-81 N 0.18 <b>250 A</b> 85-614 South Middle Rd	0.183 A	290 A
North 81 Ramp I-81 N Exit 279 to SR 185	Shenandoah County	I-81 N 0.24 <b>910 F</b> SR 185 Stoney Creek Blvd	NA NA	910 F
North 81 Ramp I-81 N Exit 283 to SR 42	Shenandoah County	I-81 N 0.16 <b>3000 A</b> SR 42 W Reservoir Rd	0.123 A	3200 A
North Ramp I-81 N Exit 291 to 85-651	Shenandoah County	I-81 N 0.20 <b>2200 F</b> 85-651 Mount Olive Road	NA NA	2200 F
North Ramp I-81 N Exit 296 to SR 55	Shenandoah County	I-81 N 0.13 <b>930 F</b> SR 55 John Marshall Hwy	NA NA	930 F
North Ramp I-81 N Exit 298 to US 11	Shenandoah County	I-81 N 0.15 <b>1600 F</b> US 11 Old Valley Pike	NA NA	1600 F
North Ramp I-81 N Exit 302 to 34-627	Frederick County To:	I-81 N 0.12 <b>1700 F</b> 34-627 Reliance Rd	NA	1700 F
North Scale Ramp	Frederick County	I-81 N 0.56 <b>5600 F</b> I-81 N	NA NA	5600 F
North Ramp I-81 N Exit 307 to SR 277	Frederick County	I-81 N 0.24 <b>2900 F</b> SR 277 Fairfax Pike	NA NA	2900 F
North Ramp I-81 N Exit 310 to SR 37	Frederick County To:	I-81 N 0.17 <b>7900 F</b> SR 37 Winchester Bypass	NA NA	7900 F
North Ramp I-81 N Exit 313 to US 50	Frederick County	I-81 N 0.17 <b>5700 F</b> I-81-N313B TO RT 50 WEST	NA	5700 F

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۷
Jorth	From:	I-81-N313B TO RT	50 WES	Т											
Ramp I-81 N Exit 313 to US 50	Frederick County	0.04 <b>NA</b> US 50 US 50- 17	7B EDO								NA			NA	
outh	From:	Ramp I-81 N													
lorth 81) Ramp I-81 N Exit 313 to US 50 W	Frederick County	0.09 <b>NA</b>	313A								NA			NA	
	То:	US 50 W, Millwo	ood Pike												
lorth	From:	I-81 N													
81) Ramp I-81 N Exit 315 to SR 7	Frederick County	0.14 <b>9600</b>	F								NA			9600	F
lorth	To: From:	I-81-N315B TO R	Γ7 WES	Γ		$\Box$ $\vdash$									
81) Ramp I-81 N Exit 315 to SR 7	Frederick County	0.05 <b>NA</b>									NA			NA	
	То:	SR 7; 34-659 SR 07-	E001B F	RO											
orth	From:	I-81 N													
81) Ramp I-81 N Exit 315 to SR 7	Frederick County	0.08 <b>NA</b>									NA			NA	
	To:	SR 7 ?													
North	From:	I-81 N									NIA			0000	
81) Ramp I-81 N Exit 317 to US 11	Frederick County	0.16 <b>9800</b> US 11 Martinsbi	F ura Pike								NA			9800	
lorth	From:	I-81 N	ing i ike												
81) Ramp I-81 N Exit 321 to 34-672	Frederick County	0.20 <b>1300</b>	F								NA			1300	
01)	To:	34-672 Hopew	ell Rd												
North	From:	I-81 N													
81) Ramp I-81 N Exit 323 to 34-669	Frederick County	0.15 <b>3500</b>	F								NA			3500	I
<u> </u>	To:	34-669 Rest Ch	urch Rd												
outh	From:	Tennessee Stat		700/	40/	40/	40/	400/	40/	_	0.400	^		47000	
81)	Washington County	1.06 <b>17000</b>		78% 77%	1% 1%	1% 1%	1% 1%	18% 19%	1% 1%	C C	0.103 0.093	A A		17000	/
Combined Trainc	Estimates for 2 Parallel Roadways			11%	1%	1%	1%	19%	170	C	0.093	А		35000	E
outh	From:	SCL Bristo													
81)	City of Bristol (Maint: 95)	0.16 <b>17000</b>		78%	1%	1%	1%	18%	1%	С	0.103	Α		17000	1
Combined Traffic	Estimates for 2 Parallel Roadways	on this Route: 35000	В	77%	1%	1%	1%	19%	1%	С	NA			35000	I
South	To: From:	US 58, US 421 Gate	e City Hv	/y		_									
81) (58)	City of Bristol (Maint: 95)	3.58 <b>19000</b>	В	78%	1%	1%	1%	18%	1%	F	0.098	Α		19000	- 1
	Estimates for 2 Parallel Roadways	on this Route: 38000	В	77%	1%	1%	1%	19%	1%	F	0.091	Α		38000	ı
outh	To: From:	I-381													
81) (58)	City of Bristol (Maint: 95)	1.25 <b>23000</b>	G	78%	1%	1%	1%	18%	1%	F	0.083	F		24000	(
	Estimates for 2 Parallel Roadways			77%	1%	1%	1%	19%	1%	F	0.081	F	0.501	49000	(
	To: Erom:	US 11, US	19			$\neg$ $\vdash$									
South FD	City of Bristol (Maint: 95)	1.99 <b>25000</b>		78%	1%	1%	1%	18%	1%	F	0.096	Α		26000	,
81 (58) Combined Traffic	Estimates for 2 Parallel Roadways			77%	1%	1%	1%	19%	1%	F	0.090	A		52000	ļ
Combined Frame	To:	Old Airport		1170	1 /0	1 /0	1 /0	10 /0	1 /0	•	0.00	, ,		02000	

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

			nterstate Ro				Tru	ıck			K		Dir		
Route	Jurisdiction Le	ngth <b>A</b>	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
South	From:		irport Rd												
<del>81)</del> {58}	- ,		8000 A	78%	1%	1%	1%	18%	1%	F	0.1	Α		24000	Α
$\lor \lor$	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>47</b>	7000 A	77%	1%	1%	1%	19%	1%	F	0.092	Α		48000	Α
South	To: Prom:	NCL	Bristol												
81) (58)	Washington County 3	.79 <b>23</b>	8000 A	78%	1%	1%	1%	18%	1%	F	0.1	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 47	7000 A	77%	1%	1%	1%	19%	1%	F	NA			48000	Α
South	To. From:	FR	R-310												
81) (58)	Washington County 1	.29 <b>2</b> 3	3000 B	82%	1%	1%	1%	15%	1%	F	0.097	Α		23000	В
01) (00)	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>45</b>	5000 B	81%	1%	1%	1%	16%	1%	F	0.090	Α		46000	В
			ring Creek Rd												
outh	rom:	•	1000 G	82%	1%	1%	1%	15%	1%	F	0.085	F		24000	G
81 (58)	Combined Traffic Estimates for 2 Parallel Roadways on this R			81%	1%	1%	1%	16%	1%	F	0.082	F	0.529	48000	G
	Tollished Traine Estimates for 21 arailer roadways on this re			0170	1 /0	1 70	1 70	10 /0	1 /0	•	0.002	'	0.329	40000	J
outh	From:		onesboro Rd												
81) [58]	3,	-	1000 A	82%	1%	1%	1%	15%	1%	С	0.1	Α		21000	A
~	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>42</b>	2000 A	81%	1%	1%	1%	16%	1%	С	0.094	Α		43000	Α
outh	Ta: Frant	SCL A	Abingdon												
<del>81</del> ) (58)	Town of Abingdon (Maint: 95) 0	.69 <b>21</b>	000 A	82%	1%	1%	1%	15%	1%	С	0.1	Α		21000	P
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>42</b>	2000 A	81%	1%	1%	1%	16%	1%	С	NA			43000	P
outh	To: From:	SR 75 C	ummings St												
58)	Town of Abingdon (Maint: 95) 0	.79 <b>20</b>	0000 G	82%	1%	1%	1%	15%	1%	F	0.082	F		20000	
01) (30)	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>41</b>	000 G	81%	1%	1%	1%	16%	1%	F	0.081	F	0.501	42000	C
	Ta	NCL A	Abingdon												
outh (Table 1)	Washington County 1			82%	1%	1%	1%	15%	10/	F	0.082	F		20000	G
<u>81</u> (58)	Combined Traffic Estimates for 2 Parallel Roadways on this R			81%	1%	1%	1%	16%	1% 1%	F	0.062 NA	Г		42000	G
	To:		Lee Hwy	0170	1 /0	1/0	1 70	10 /0	1 /0	•	INA			42000	
outh			58 Lee Hwy												
81)	3		7000 A	82%	1%	1%	1%	15%	1%	F	0.1	Α		17000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 35	5000 A	81%	1%	1%	1%	16%	1%	F	0.094	Α		35000	F
outh	To: From:	95-704 E	nterprise Rd												
31)	Washington County 2	.56 17	7000 G	82%	1%	1%	1%	15%	1%	F	0.083	F		18000	C
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 33	3000 G	81%	1%	1%	1%	16%	1%	F	NA			32000	G
o sho	To: From:	SR 80 Gle	enbrook Ave												
outh 81	Washington County 1	.47 <b>16</b>	6000 G	82%	1%	1%	1%	15%	1%	F	0.084	F		17000	c
01)	Combined Traffic Estimates for 2 Parallel Roadways on this R		2000 G	81%	1%	1%	1%	16%	1%	F	0.082	F	0.517	33000	G
	Johnshida Franto Edifficación de la didilida No		College Dr	01/0	1 /0	1 /0	. 70	. 5 /0	. 70	•	0.002	•	0.017	55000	_

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	ΓQ
outh	From:		37 College	Dr												
31)	Washington County	2.94	16000	G	82%	1%	1%	1%	15%	1%	F	0.087	F		16000	(
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	31000	G	81%	1%	1%	1%	16%	1%	F	0.083	F	0.536	32000	
uth	To: From	SR	91 Maple S	St			$\Box$ $\vdash$									
31)	Washington County	2.88	15000	G	82%	1%	1%	1%	15%	1%	F	0.089	F		15000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	28000	G	81%	1%	1%	1%	16%	1%	F	0.081	F	0.56	29000	
uth	Too. From:	US 11 Lee I	Hwy; 95-75	1 Fleet l	Rd											
1)	Washington County	1.83	14000	G	82%	1%	1%	1%	15%	1%	F	0.093	F		15000	
9	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	28000	G	81%	1%	1%	1%	16%	1%	F	0.083	F	0.571	29000	
	To:		th County L													
th <del> </del>	Smyth County		gton County 14000	y Line <b>G</b>	82%	1%	1%	1%	15%	1%	F	0.093	F		15000	
Ð	Combined Traffic Estimates for 2 Parallel Roadways			G	81%	1%	1%	1%	16%	1%	F	NA	•		29000	
	To-		L Chilhowi		0170	170		170	1070	170	·				20000	
uth	Town of Chilhouis (Maint: 9C)				020/	40/	40/	40/	450/	40/	_	0.002	F		15000	
)	Town of Chilhowie (Maint: 86) Combined Traffic Estimates for 2 Parallel Roadways of		14000	G G	82% 81%	1% 1%	1% 1%	1% 1%	15% 16%	1% 1%	F	0.093 NA	Г		15000 29000	
	Combined Trainic Estimates for 2 Farallel Roadways (				0170	170	170	1 70	10 %	170	г	INA			29000	
th	From:		White Top													
ī)	Town of Chilhowie (Maint: 86)		13000	G	82%	1%	1%	1%	15%	1%	F -	0.080	F		14000	
	Combined Traffic Estimates for 2 Parallel Roadways of			G	80%	1%	1%	1%	16%	1%	F	0.075	F	0.509	28000	
th	To: From:	NC	L Chilhowi	ie												_
<del>ī</del> )	Smyth County	3.72	13000	G	82%	1%	1%	1%	15%	1%	F	0.080	F		14000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	27000	G	80%	1%	1%	1%	16%	1%	F	NA			28000	
th	To: From	US 11 Lee Hwy	y; 86-645 F	ox Valle	y Rd		$\Box$ $\vdash$									
n)	Smyth County	3.80	15000	G	82%	1%	1%	1%	15%	1%	F	0.087	F		15000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	29000	G	81%	1%	1%	1%	16%	1%	F	0.077	F	0.537	30000	
ıth.	To- From:	US	11 Lee Hw	y y												
uth	Smyth County	1.01	14000	G	82%	1%	1%	1%	15%	1%	F	0.088	F		14000	
)	Combined Traffic Estimates for 2 Parallel Roadways			G	80%	1%	1%	1%	16%	1%	F	0.076	F	0.524	30000	
	Too		Washington	n Ave												
uth	Smyth County		14000	В	82%	1%	1%	1%	15%	1%	F	0.109	Α		14000	
)	Combined Traffic Estimates for 2 Parallel Roadways of			В	81%	1%	1%	1%	16%	1%	F	0.109	A		29000	
	Tol		CL Marion		0170	1 /0		1 /0	10 /0	1 /0	'	0.000			20000	
ıth	From:				2001	407	40/	40/	4501	40/	_	0.405		-	4.4000	
1	Town of Marion (Maint: 86)	-	14000	В	82%	1%	1%	1%	15%	1%	-	0.109	Α		14000	
_	Combined Traffic Estimates for 2 Parallel Roadways of		CL Marion	В	81%	1%	1%	1%	16%	1%	F	NA			29000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
uth	From:	E	CL Marion													
1	Smyth County	0.05	14000	В	82%	1%	1%	1%	15%	1%	F	0.109	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	29000	В	81%	1%	1%	1%	16%	1%	F	NA			29000	
outh.	To: From:	St	CL Marion													
outh 81	Town of Marion (Maint: 86)	0.90	14000	В	82%	1%	1%	1%	15%	1%	F	0.109	Α		14000	
51)	Combined Traffic Estimates for 2 Parallel Roadways or			В	81%	1%	1%	1%	16%	1%	F	NA			29000	
	ты		6 Commerce													
outh	From (Marian (Marian CO)				000/	40/	40/	40/	450/	407	_	0.004	_		40000	
31)	Town of Marion (Maint: 86)		13000	G	82%	1%	1%	1%	15%	1%	-	0.081	F	0.500	13000	
	Combined Traffic Estimates for 2 Parallel Roadways or			G	81%	1%	1%	1%	16%	1%	F	0.076	F	0.526	26000	
uth	To: From:	N	ICL Marion													
31)	Smyth County	1.90	13000	G	82%	1%	1%	1%	15%	1%	F	0.081	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	26000	G	81%	1%	1%	1%	16%	1%	F	NA			26000	
outh.	To: From:	FR-10	) North Mair	ı St												
outh B1	Smyth County	2.64	13000	G	82%	1%	1%	1%	15%	1%	F	NA			17000	
	Combined Traffic Estimates for 2 Parallel Roadways or	_		G	81%	1%	1%	1%	16%	1%	F	NA			30000	
	To:		Nicks Creel					.,,			-					
outh	From:				2221	407			.=		_					
31)	Smyth County	4.22	12000	В	82%	1%	1%	1%	15%	1%	F	0.112	A		12000	
	Combined Traffic Estimates for 2 Parallel Roadways or			В	81%	1%	1%	1%	16%	1%	F	0.104	Α		24000	
uth	To: From:	86-6	83 Winsor R	Rd												
31)	Smyth County	2.30	11000	G	82%	1%	1%	1%	15%	1%	F	NA			11000	
	Combined Traffic Estimates for 2 Parallel Roadways or			G	80%	1%	<u>1</u> %	1%	16%	1%	F	NA			24000	
41-	To:		ne County Li th County Li													
outh 31	Wythe County		11000	G G	82%	1%	1%	1%	15%	1%	F	NA			11000	
51)	Combined Traffic Estimates for 2 Parallel Roadways or			G	80%	1%	1%	1%	16%	1%	F	NA			24000	
	To:		3-680 Black I			1,70		170	1070	1,70	•	101			21000	
outh	From:	,														
31)	Wythe County	6.54	13000	Α	82%	1%	1%	1%	15%	1%	F -	0.109	A		12000	
	Combined Traffic Estimates for 2 Parallel Roadways or	1 this Route:	26000	Α	81%	1%	1%	1%	16%	1%	F	0.104	Α		25000	
uth	Te: From:	US 1	1, W Lee Hy	wy												
31)	Wythe County	1.08	11000	G	82%	1%	1%	1%	15%	1%	F	NA			12000	
	Combined Traffic Estimates for 2 Parallel Roadways or	າ this Route:	24000	G	80%	1%	1%	1%	16%	1%	F	NA			25000	
	To:	SCI	L Wytheville	e												
outh 31	Town of Wytheville (Maint: 98)		11000	G	82%	1%	1%	1%	15%	1%	F	NA			12000	
81)	Combined Traffic Estimates for 2 Parallel Roadways or			G	80%	1%	1%	1%	16%	1%	F	NA			25000	
	Combined Hame Estimates for a ratallel Roadways of	i ii iio indule.	44UUU	G	0070	170	170	1 70	1070	1 70	Г	INA			20000	

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

			na intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	US	21, N Fourth	St												
(81) (52)	Town of Wytheville (Maint	,	12000	В	82%	1%	1%	1%	15%	1%	F	0.106	Α		12000	В
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	27000	В	80%	1%	1%	1%	16%	1%	F	0.100	Α		27000	В
South North	To: From	I-	77 Wythevill	e												
(81) (77) (52)	Town of Wytheville (Maint	: 98) 1.29	22000	Α	75%	1%	1%	1%	21%	2%	F	0.127	Α		20000	Α
(i) (i) (i2)	Combined Traffic Estimates for 2 Parallel Road	,	44000	Α	74%	1%	1%	1%	22%	2%	F	0.118	Α		41000	Α
	То:	•	11, E Main	St												
South North	From:	00) 0.00	E Main St		750/	40/	40/	407	040/	00/	_	0.400	^		00000	
81 77 [11] [52]	Town of Wytheville (Maint	,	24000	A	75%	1%	1%	1%	21%	2%	С	0.120	A		23000	A
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	0.116	Α		46000	Α
South North	To: From:	No	CL Wythevill	le												
(81) $(77)$ $(11)$ $(52)$	Wythe County	2.37	24000	Α	75%	1%	1%	1%	21%	2%	С	0.120	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	NA			46000	Α
	Tot	FR 326; FR 42 C	hapman Rd;	FR 43 I	Lee Hwy		<u> </u>									
South North	Wythe County	2.31	23000	Α	75%	1%	1%	1%	21%	2%	_	0.122	А		22000	Α
81 77 [11] [52]	Combined Traffic Estimates for 2 Parallel Road			A	75% 74%	1%	1%	1%	22%	2%	F	0.122	A		45000	
	To:	SR 121 Max Me				170	176	1 70	22 70	270	Г	0.114	А		43000	Α
South North	From:	US 52 Fort Chiswel				d										
(81) (77) (11)	Wythe County	0.93	23000	F	75%	1%	1%	1%	21%	2%	F	0.112	Α		22000	F
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	48000	F	74%	1%	1%	1%	22%	2%	F	0.106	Α		44000	F
Courth	To- From:	I-7	7 Fort Chiswe	ell			$\Box$ $\vdash$									
South (11)	Wythe County	3.20	18000	Α	75%	1%	1%	1%	21%	2%	F	0.107	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Road			A	74%	1%	1%	1%	22%	2%	F	0.1	Α		35000	Α
	To T				1470	170		170	22 70	270		0.1	,,		00000	
South	From:		Major Graha													
(81) {11}	Wythe County	1.96	15000	G	75%	1%	1%	1%	21%	2%	F	NA			15000	G
$\lor \lor$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	32000	G	74%	1%	1%	1%	22%	2%	F	NA			32000	G
South	To: From:		98-618				$\Box$ $\vdash$									
(81) (11)	Wythe County	1.21	18000	Α	75%	1%	1%	1%	21%	2%	F	0.106	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	35000	Α	74%	1%	1%	1%	22%	2%	F	NA			35000	Α
	То:		ski County L													
South	From:		the County L								_					
81) [11]	Pulaski County	2.58	18000	Α	75%	1%	1%	1%	21%	2%	F	0.106	Α		18000	Α
~	Combined Traffic Estimates for 2 Parallel Road			A	74%	1%	1%	1%	22%	2%	F	0.102	Α		35000	Α
South	From:		Wysor Rd; L e Highway; V		d											
(81) (100)	Pulaski County	2.90	18000	A	75%	1%	1%	1%	21%	2%	F	0.11	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	37000	Α	74%	1%	1%	1%	22%	2%	F	0.099	Α		37000	Α
	To:		327 Old Balt	timore l	Rd											

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

	Truck			K	Di		
Route	Jurisdiction Length <b>AADT QA</b> 4Tire Bus 2Axle 3+Axle 1Tra		QC	Factor	QK Fac	AAWD ⁻	T Q
outh	Fron: FR 47; FR 327 Old Baltimore Rd						
81)(100)	Pulaski County 1.91 <b>19000 F</b> 75% 1% 1% 1% 21%	2%	F	NA		19000	)
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 38000 F 74% 1% 1% 1% 22%	2%	F	NA		38000	)
outh	To SR 99 Count Pulaski Dr						
81) (100)	Pulaski County 4.39 <b>18000 A</b> 75% 1% 1% 1% 21%	2%	F	0.110	Α	18000	)
01) (100)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>37000 A</b> 74% 1% 1% 1% 22%		F	0.101	Α	37000	
	SR 100 Cleburne Blvd						
outh	F1001	20/	_	NIA		20000	
31)			F	NA		20000	
		2%	Г	NA		40000	,
uth	From: 77-660 State Park Rd						
<del>1</del> 31	Pulaski County 3.62 <b>20000 G</b> 75% 1% 1% 1% 21%	2%	F	NA		20000	)
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000 G 74% 1% 1% 1% 22%	2%	F	NA		40000	)
uth	To: Montgomery County Line From: Pulaski County Line						
outh 31	Montgomery County 0.61 <b>19000 A</b> 75% 1% 1% 1% 21%	2%	F	0.107	Α	19000	)
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>39000 G</b> 74% 1% 1% 1% 22%		F	0.096	Α	39000	
	SR 232 First St		-				
uth	Pfort L		_				
31)	Montgomery County 4.01 <b>19000 B</b> 75% 1% 1% 1% 21%		F _	0.104	A	19000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>38000 B</b> 74% 1% 1% 1% 22%	2%	F	0.096	Α	38000	)
uth	From: SR 177 Tyler Rd						
31)	Montgomery County 4.78 <b>20000 B</b> 75% 1% 1% 1% 21%	2%	С	0.109	Α	20000	)
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 41000 B 74% 1% 1% 1% 22%	2%	С	0.101	Α	41000	)
uth	Too SR 8 Riner Rd; Main St						
outh B1)	Montgomery County 0.03 <b>22000 G</b> 75% 1% 1% 1% 21%	2%	F	0.085	F	22000	)
31)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>45000 G</b> 74% 1% 1% 1% 22%		F	NA	•	45000	
	SCL Christiansburg						
outh	From:	00/	_	0.005	_	22222	
81	Town of Christiansburg (Maint: 60) 4.27 <b>22000 G</b> 75% 1% 1% 1% 21%		F	0.085	F	22000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>45000 G</b> 74% 1% 1% 1% 22%	2%	F	0.076	F	45000	)
outh	To: US 11, US 460						
31)	Town of Christiansburg (Maint: 60) 0.34 <b>23000 F</b> 76% 1% 1% 1% 20%	2%	С	0.111	Α	23000	)
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 47000 F 75% 1% 1% 1% 21%	2%	С	NA		46000	)
	To From: NCL Christiansburg						
outh 81	Montgomery County 9.39 <b>23000 F</b> 76% 1% 1% 1% 20%	2%	С	0.111	Α	23000	)
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 47000 F 75% 1% 1% 1% 21%		C	0.100	A 0.5		
	60-603 Northfork Rd	. 2/0	J	0.100	/ 0.0	5 70000	)

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

		Fillially al						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle			QC	Factor	QK	Factor	AAWDT	. QW
South	From:	60-6	03 Northfork	Rd			ZAXIC	, JIANIC	TTTAII	ZIIdii		1 actor		1 actor		
81)	Montgomery County	2.06	22000	A	78%	1%	1%	1%	19%	1%	С	0.116	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		Α	75%	1%	1%	1%	21%	2%	F	0.071	Α		45000	Α
	То:		oke County	Line												
South	From		omery Count	_	===:						_					
(81)	Roanoke County	2.03	22000	Α	78%	1%	1%	1%	19%	1%	C	0.116	Α		21000	A
0	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	46000	G	76%	1%	1%	1%	21%	2%	F	NA			45000	G
South	To: From:	80-64	7 Dow Hollo	w Rd												
81)	Roanoke County	4.40	24000	F	78%	1%	1%	1%	18%	1%	С	0.110	Α		24000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.628	49000	F
	To		SCL Salem													
South	From: L				700/	407	40/	407	4007	407	_	0.440			0.4000	_
81	City of Salem (Maint: 80)	0.28	24000	F	78%	1%	1%	1%	18%	1%	С	0.110	Α		24000	F
0	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	76%	1%	1%	1%	20%	2%	F	NA			49000	F
South	To: From:	SR 1	12 Wildwood	d Rd												
81)	City of Salem (Maint: 80)	0.14	28000	Α	80%	1%	1%	1%	16%	1%	С	0.104	Α		28000	Α
9.7	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	57000	Α	80%	1%	1%	1%	17%	1%	F	NA			57000	Α
	To		NCL Salem													
South	From															
81	Roanoke County	1.51	28000	Α	80%	1%	1%	1%	16%	1%	C	0.104	Α		28000	A
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	57000	Α	80%	1%	1%	1%	17%	1%	F	0.096	Α		57000	Α
South	To: From:		SCL Salem													
81)	City of Salem (Maint: 80)	0.90	28000	Α	80%	1%	1%	1%	16%	1%	С	0.104	Α		28000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	57000	Α	80%	1%	1%	1%	17%	1%	F	NA			57000	Α
	To		NCL Salem													
South	From:				2221						_					
81	Roanoke County	0.44	28000	Α	80%	1%	1%	1%	16%	1%	C	0.104	Α		28000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	57000	Α	80%	1%	1%	1%	17%	1%	F	NA			57000	Α
South	To: From:	SR 311 Ti	nompson Me	morial I	Or		<b></b>									
81)	Roanoke County	1.37	30000	Α	80%	1%	1%	1%	16%	1%	С	0.103	Α		30000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	61000	Α	80%	1%	1%	1%	16%	1%	С	0.096	Α		62000	Α
	To	SR	419 Electric	Rd												
outh	From:															_
81	Roanoke County	2.21	33000	Α -	82%	1%	1%	1%	14%	1%	С	0.102	Α		34000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways			<u>B</u>	81%	1%	1%	1%	15%	1%	С	0.096	Α		68000	В
South	From:	1	581, US 220 I-581	J												
81) (220)	Roanoke County	3.15	29000	Α	81%	1%	1%	1%	16%	1%	С	0.102	Α		29000	Α
0.7 (220)	Combined Traffic Estimates for 2 Parallel Roadways			Α	80%	1%	1%	1%	17%	1%	C	0.1	Α		59000	Α
	To:		15 Plantation								-		•			

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

	Primary and int					Tru	ıck			K		Dir		
Jurisdiction	Length <b>AA</b>	DT QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
From:	SR 115 Pla	antation Rd												
Roanoke County	0.39 <b>280</b>	000 G	81%	1%	1%	1%	16%	1%	F	NA			28000	G
Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 540	000 G	80%	1%	1%	1%	17%	1%	F	NA			54000	G
To:														
Botetourt County			Q1%	10/_	10/	10/	16%	10/	F	NΙΔ			28000	G
•														G
To:				1 /0	1 /0	1 /0	17 /0	1 /0	-	INA			34000	G
From·														
Botetourt County	6.19 <b>180</b>	000 G	69%	1%	1%	1%	26%	2%	F	0.082	F		17000	G
Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 370	000 G	68%	1%	1%	1%	27%	2%	F	NA			34000	G
To:	11-640 Brus	ghs Mill Rd												
Pototourt County			600/	40/	10/	40/	260/	20/	_	0.400	^		17000	٨
•									•	-				A
Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 360	000 A	68%	1%	1%	1%	27%	2%	F	0.108	А		34000	Α
Ta: From:	US 11 Lee Hwy, S	South of Bucha	anan											
Botetourt County	5.81 <b>170</b>	000 A	69%	1%	1%	1%	26%	2%	С	0.126	Α		16000	Α
Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 340	000 A	68%	1%	1%	1%	27%	2%	С	0.116	Α		32000	Α
Tax	US 11 Lee Hwy N	North of Bucha	anan											
From:	•			407	40/	40/	000/	00/	_	0.070	_		45000	_
	****								-		-			G
Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 350	000 G	68%	1%	1%	1%	27%	2%	F	0.074	F	0.522	32000	G
To: From:	11-614 Aı	rcadia Rd												
Botetourt County	5.20 <b>170</b>	000 A	69%	1%	1%	1%	26%	2%	F	0.126	Α		16000	Α
Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 340	000 A	68%	1%	1%	1%	27%	2%	F	NA			32000	Α
To:														
From:														
			69%	1%	1%	1%		2%	F	0.126	Α		16000	Α
Combined Traffic Estimates for 2 Parallel Roadways			68%	1%	1%	1%	27%	2%	F	NA			32000	Α
To: From:														
Rockbridge County				1%	1%	1%	26%	2%	F	0.073	F		16000	G
,									F		F	0.536		G
Combined Frame Estimates for 21 drailer readways				1 /0	1 70	1 70	21 /0	270	•	0.070	•	0.550	32000	Ü
From:	US 11 Lee Hwy, Nor	rth of Natural l	Bridge											
Rockbridge County	7.97 <b>170</b>	000 B	69%	1%	1%	1%	26%	2%	F	0.122	Α		16000	В
Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 330	000 B	68%	1%	1%	1%	27%	2%	F	0.117	Α		31000	В
To: From:	US 60 Mid	dland Trail												
Pockhridge County			60%	10/	10/	10/	26%	20/	_	0.12	^		19000	P
Rockbridge County  Combined Traffic Estimates for 2 Parallel Roadways	2.67 <b>190</b>	000 B	69% 68%	1% 1%	1% 1%	1% 1%	26% 27%	2% 2%	F	0.12 0.111	A A		18000 35000	B B
	Combined Traffic Estimates for 2 Parallel Roadways  Botetourt County Combined Traffic Estimates for 2 Parallel Roadways  Botetourt County Combined Traffic Estimates for 2 Parallel Roadways  Botetourt County Combined Traffic Estimates for 2 Parallel Roadways  Botetourt County Combined Traffic Estimates for 2 Parallel Roadways  Botetourt County Combined Traffic Estimates for 2 Parallel Roadways  Botetourt County Combined Traffic Estimates for 2 Parallel Roadways  Botetourt County Combined Traffic Estimates for 2 Parallel Roadways  Botetourt County Combined Traffic Estimates for 2 Parallel Roadways  Rockbridge County Combined Traffic Estimates for 2 Parallel Roadways  Too From Rockbridge County Combined Traffic Estimates for 2 Parallel Roadways  Too From Rockbridge County Combined Traffic Estimates for 2 Parallel Roadways	Roanoke County 0.39 28  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 54  Botetourt County 3.17 28  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 54  Botetourt County 3.17 28  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 54  Botetourt County 6.19 18  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 37  Botetourt County 5.49 18  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36  Botetourt County 5.81 17  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Botetourt County 5.81 17  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Botetourt County 0.88 17  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35  Botetourt County 5.20 17  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Botetourt County 5.20 17  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Botetourt County 5.20 17  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Botetourt County 5.20 17  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Botetourt County 5.20 17  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Botetourt County 5.20 17  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Botetourt County 5.24 18  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34  Botetourt County 5.24 18  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34	Roanoke County 0.39 28000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 54000 G Botetourt County Line Roanoke Rot Line Roanoke Rd; Alt US 220 Cloverd US 220 Roanoke Rd; Alt US 220 Cloverd US 220 Roanoke Rd; Alt US 220 Cloverd US 220 Roanoke Rd; Alt US 220 Cloverd Roanoke Rd; Alt US 220 Cloverd US 220 Roanoke Rd; Alt US 220 Cloverd Roanoke Rd; Alt US 220 Cloverd US 220 Roanoke Rd; Alt US 220 Cloverd US 220 Roanoke Rd; Alt US 220 Cloverd Roanoke Rd; Alt US 220 Cloverd US 20 Roanoke Rd; Alt US 220 Cloverd US 220 Roanoke Rd; Alt US 220 Cloverd Roanoke Rd; Alt US 220 Cloverd Roanoke Rd; Alt US 220	Roanoke County	Roanoke County	SR   15 Plantation Rd	SR 115 Plantation Rd	Strict   S	SR 115 Plantation Rd	SRI II.5 Plantation Rd   SRI II.5 Plantation Rd   SRI II.5 Plantation Rd   Roancke County   0.39   28000   G   81%   1%   1%   1%   16%   1%   F   Roancke County   Roancke County   Roancke County Line   Roancke Rd   Roancke Rd	State   Stat	SR 115 Plantation Rd	Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Section   Section	SR 115   Household Red   SR 115   Household Red   Roanoke County   0.39   28000   G   81%   1%   1%   1%   1%   16%   1%   F   NA   28000

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

	i iiiiaiy an	id interstate i	· · · · · · · · · · · · · · · · · · ·			Tru	ıck			K		Dir		
Route	Jurisdiction Length	AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South East	From: I-64 S	outh Interchange	<u> </u>		2, 040	017.040	TTTG	ZIIGII		- actor		1 40101		
81   64	Rockbridge County 3.66	20000 A		1%	1%	1%	28%	2%	F	0.121	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	41000 A	69%	1%	1%	1%	27%	2%	F	0.114	Α		38000	Α
South East	Tre From US 11 Lee H	Iwy, North of Le	xington											
(81) (64)	Rockbridge County 5.59	20000 A	68%	1%	1%	1%	28%	2%	F	0.127	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000 A	69%	1%	1%	1%	27%	2%	F	0.115	Α		37000	Α
South East	Too From: 81-	710 Sterret Rd												
(81) (64)	Rockbridge County 4.41	20000 A	68%	1%	1%	1%	28%	2%	F	0.127	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000 A	69%	1%	1%	1%	27%	2%	F	0.116	Α		37000	Α
0 " 5 .	To: 81-6	606 Raphine Rd			<u> </u>									
South East 64	Rockbridge County 0.33	20000 F	68%	1%	1%	1%	28%	2%	С	0.12	Α		19000	F
(61) (64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1%	1%	1%	27%	2%	С	NA	,,		38000	F
		sta County Line	0070	.,,		.,,	,,							
South East		ridge County Lin		40/	40/	40/	000/	00/	_	0.40			40000	_
81 64	Augusta County 7.96	20000 F		1%	1%	1%	28%	2%	C	0.12	Α		19000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1%	1%	1%	27%	2%	C	NA			38000	Г
South East	From:	ackson Memoria												
(81) (64)	Augusta County 4.64	21000 B		1%	1%	1%	28%	2%	F	0.125	Α		19000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	43000 B	69%	1%	1%	1%	27%	2%	F	0.110	Α		40000	В
South East	Tro 07-65	4 White Hill Rd												
(81) (64)	Augusta County 2.56	22000 A	68%	1%	1%	1%	28%	2%	F	0.118	Α		21000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	45000 A	69%	1%	1%	1%	27%	2%	F	0.109	Α		43000	Α
South East	To: From:	SR 262												
(81) (64)	Augusta County 0.65	29000 G	68%	1%	1%	1%	28%	2%	F	0.083	F		27000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	57000 G		1%	1%	1%	27%	2%	F	0.081	F	0.504	53000	G
		North Interchange	<u> </u>											
South	Augusta County 1.36	26000 A	77%	1%	1%	1%	19%	2%	F	0.108	Α		26000	Α
81	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1%	1%	1%	20%	2%	F	0.100	Α		53000	A
		50 Jefferson Hwy		170		170	2070	270	•	0.101			00000	
South	FIUII:	•							_					_
81	Augusta County 3.10	26000 B		1%	1%	1%	19%	2%	F	0.106	A		25000	В
-	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1%	1%	1%	20%	2%	F	0.100	Α		51000	В
South	Tru SR 262 W	oodrow Wilson I	Pkwy											
( <del>81</del> )	Augusta County 2.11	20000 A	77%	1%	1%	1%	19%	2%	F	0.142	Α		20000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1%	1%	1%	20%	2%	F	0.132	Α		39000	Α
	To: 07-61	2 Laurel Hill Rd		-										

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

		Primary and						Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT (	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
a ida	From:	07.612	Laurel Hill R	0.4			ZAXIE	3+Axie	IIIali	ZIIdli		racio		racioi		
outh B1	Augusta County			A	77%	1%	1%	1%	19%	2%	F	0.11	Α		23000	_
31)	Combined Traffic Estimates for 2 Parallel Roadways on			A	76%	1%	1%	1%	20%	2%	' F	0.102	Α		46000	,
	Combined Trainic Estimates for 2 Parallel Roadways of				7076	1 /0	1 /0	1 /0	20 /0	2/0		0.102	^		40000	,
outh	From:	SR 256 V	Weyers Cave	Rd												
81)	Augusta County	1.53	24000	Α	77%	1%	1%	1%	19%	2%	F	0.11	Α		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	48000	Α	76%	1%	1%	1%	20%	2%	F	NA			48000	
	To:		ham County L													
outh	Rockingham County		ta County Lin 24000	A A	77%	1%	1%	1%	19%	2%	_	0.11	Α		24000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on										F	-				
	Combined Traffic Estimates for 2 Parallel Roadways on			Α	76%	1%	1%	1%	20%	2%	г	0.099	Α		48000	
uth	To: From:	SR 257 Fri	riedends Curc	h Rd												
11)	Rockingham County	2.25	25000	G	77%	1%	1%	1%	19%	2%	F	NA			25000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	50000	G	76%	1%	1%	1%	20%	2%	F	NA			49000	
	To	SCL	Harrisonburg	,												
uth	City of Hawing on hours (Mainty CO)											0.400	۸		0.4000	
1)	City of Harrisonburg (Maint: 82)	-		A								0.108	A		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 4	49000	G								0.1	Α		48000	
uth	To: From:	US 11,	South Main S	St												
1)	City of Harrisonburg (Maint: 82)	2.63	25000	Α	77%	1%	1%	1%	19%	2%	С	0.108	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	51000	Α	76%	1%	1%	1%	20%	2%	С	0.102	Α		50000	
	To	SR 253 F	Port Republic	· Rd												
uth	From:										_					
1)	City of Harrisonburg (Maint: 82)			В	77%	1%	1%	1%	19%	2%	F	0.106	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	50000	В	76%	1%	1%	1%	20%	2%	F	0.1	Α		49000	
uth	To: From	US 33	3, E Market S	st												
1)	City of Harrisonburg (Maint: 82)	1.30	23000	В	77%	1%	1%	1%	19%	2%	F	0.107	Α		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on			В	76%	1%	1%	1%	20%	2%	F	0.104	Α		44000	
	To:		Harrisonburg					.,,		_,,						
outh	From															
31)	Rockingham County	-		В	77%	1%	1%	1%	19%	2%	F	0.107	Α		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 4	45000	В	76%	1%	1%	1%	20%	2%	F	NA			44000	
uth	To: From:	US 11,	, N Valley Pik	ke												
uth 1	Rockingham County	6.85	23000	В	77%	1%	1%	1%	19%	2%	F	0.107	Α		22000	
")	Combined Traffic Estimates for 2 Parallel Roadways on			В	76%	1%	1%	1%	20%	2%	F	0.107	Α		43000	
	<u></u>						1 /0	1 /0	20 /0	2/0	'	0.100			40000	
uth	1011.	ee Jackson Men	norial Hwy; S	SR 259	→ Mayland	Kd										
31)	Rockingham County			В	77%	1%	1%	1%	19%	2%	F	0.115	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	38000	G	76%	1%	1%	1%	20%	2%	F	NA			37000	(
	То:	Shenando	loah County L	Line												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
outh	From:	Rockin	gham County	Line			2, 0.10	017.040	TTTGII	Ziiaii		1 40101		1 40101		
31)	Shenandoah County	0.92	19000	В	77%	1%	1%	1%	19%	2%	F	0.115	Α		18000	
3.)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	38000	G	76%	1%	1%	1%	20%	2%	F	0.111	Α		37000	
	To:	SC	L New Marke	et												
outh	Town of New Market (Maint: 85)		19000	В	77%	1%	1%	1%	19%	2%	_	0.115	Α		18000	
81)	Combined Traffic Estimates for 2 Parallel Roadways	•		G	76%	1%	1%	1%	20%	2%	F	NA	^		37000	
	Combined Traine Estimates for 21 arailer roadways				7070	1 70	1 /0	1 /0	20 /0	270	'	INA			37000	
outh	From:		11 Old Cross	Rd												
31)	Town of New Market (Maint: 85)	,	19000	F	77%	1%	1%	1%	19%	2%	F	NA			18000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	37000	F	76%	1%	1%	1%	20%	2%	F	NA			35000	
outh	To- From:	NC	L New Marke	et												_
81)	Shenandoah County	3.51	19000	F	77%	1%	1%	1%	19%	2%	F	NA			18000	
9.1)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	37000	F	76%	1%	1%	1%	20%	2%	F	NA			35000	
	Too		730 Caverns R	Rd												
outh	From: L				770/	40/	40/	40/	400/	20/	_	0.440	^		40000	
81)	Shenandoah County	4.58	20000	В	77%	1%	1%	1%	19%	2%		0.113	A		19000	
	Combined Traffic Estimates for 2 Parallel Roadways			В	76%	1%	1%	1%	20%	2%	г	0.107	Α		37000	
outh	To: From:	SR 29	92 Conicville	Rd												_
81)	Shenandoah County	3.47	21000	В	77%	1%	1%	1%	19%	2%	F	0.112	Α		19000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	42000	В	76%	1%	1%	1%	20%	2%	F	0.102	Α		40000	
a th	To: From:	85-614	South Middl	e Rd												
outh 81	Shenandoah County	2.19	18000	F	77%	1%	1%	1%	19%	2%	F	NA			17000	
01)	Combined Traffic Estimates for 2 Parallel Roadways			F	76%	1%	1%	1%	20%	2%	F	NA			35000	
	To:		5 Stoney Cree		. 0 / 0	.,,		.,0	2070	_,,	•				00000	
outh	From:															
81)	Shenandoah County	3.31	22000	G	77%	1%	1%	1%	19%	2%	F	NA			22000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	44000	G	76%	1%	1%	1%	20%	2%	F	NA			44000	
outh	To: From:	SC	CL Woodstock	K												
81)	Town of Woodstock (Maint: 85)	0.69	22000	G	77%	1%	1%	1%	19%	2%	F	NA			22000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	44000	G	76%	1%	1%	1%	20%	2%	F	NA			44000	
	To:	SR 4	42 Reservoir I	Rd												
outh	Town of Woodstock (Maint: 85)	1.00	23000	G	77%	1%	1%	1%	19%	2%	_	NA			23000	
31)	Combined Traffic Estimates for 2 Parallel Roadways			G	76%	1%	1%	1%	20%	2%	_	NA			45000	
	Combined Trainic Estimates for 2 Farallel Roadways				7070	1 /0	1 /0	1 /0	20 /0	2/0		INA			43000	
outh	To: From:		CL Woodstock	k												_
81)	Shenandoah County	7.17	23000	G	77%	1%	1%	1%	19%	2%	F	NA			23000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			G	76%	1%	1%	1%	20%	2%	F	NA			45000	
	То:	85-651	1 Mount Olive	e Rd												

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

			<b></b>	47.	_		Tru	ıck			K	611	Dir		
Route	Jurisdiction Le	ngth <b>AA</b>	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	r Q
outh	From:	85-651 Mou	ınt Olive Rd												
81)	Shenandoah County 5	.29 <b>21</b> 0	000 A	77%	1%	1%	1%	19%	2%	F	0.116	Α		20000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>43</b> 0	000 A	76%	1%	1%	1%	20%	2%	F	0.105	Α		41000	
outh	To: From:	SR 55 John N	Marshall Hwy												
outh 81	Shenandoah County 1	.63 <b>20</b>	000 A	77%	1%	1%	1%	19%	2%	F	0.112	Α		20000	
01)	Combined Traffic Estimates for 2 Parallel Roadways on this R			76%	1%	1%	1%	20%	2%	F	0.104	Α	0.521	45000	
	Tou	US													
outh	Promy			770/	40/	40/	40/	400/	00/	_	NIA			05000	
81)		-	000 G	77%	1%	1%	1%	19%	2%	F	NA			25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R		Maintenance I	76%	1%	1%	1%	20%	2%	F	NA			51000	
uth			Maintenance												
<del>81</del> )	Shenandoah County (Maint: 34) 0	.43 <b>26</b> 0	000 G	77%	1%	1%	1%	19%	2%	F	NA			25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>51</b> 0	000 G	76%	1%	1%	1%	20%	2%	F	NA			51000	
	To:	Warren Co													
outh			County Line 000 G	77%	1%	1%	1%	19%	2%	F	NA			25000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on this R	-		76%	1%	1%	1%	20%	2%	' F	NA			51000	
	To:		County Line	7070	1 /0	1 /0	1 /0	20 /0	2/0		INA			31000	
outh	From		ounty Line												
31)	Frederick County 0	.26 <b>26</b>	000 G	77%	1%	1%	1%	19%	2%	F	NA			25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>51</b> 0	000 G	76%	1%	1%	1%	20%	2%	F	NA			51000	
	To. From:	I-	66												
outh 81	Frederick County 1	.95 <b>23</b> (	000 A	79%	1%	1%	1%	18%	1%	F	0.103	Α		23000	
51)	Combined Traffic Estimates for 2 Parallel Roadways on this R			78%	1%	1%	1%	18%	1%	F	0.096	Α		46000	
	Tol			1070	170	170	170	10 70	170	•	0.000	,,		40000	
outh	From		eliance Rd												
81)	Frederick County 4	.28 <b>23</b> 0	000 A	79%	1%	1%	1%	18%	1%	F	0.117	Α		23000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>45</b> 0	000 A	78%	1%	1%	1%	18%	1%	F	0.102	Α		45000	
outh	To: From:	SCL Step	hens City												
81)	Town of Stephens City (Maint: 34) 0	.10 230	000 A	79%	1%	1%	1%	18%	1%	F	0.117	Α		23000	
51)	Combined Traffic Estimates for 2 Parallel Roadways on this R			78%	1%	1%	1%	18%	1%	F	NA			45000	
	To		ohens City												
outh	From:									_					
31)			000 A	79%	1%	1%	1%	18%	1%	F	0.117	Α		23000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>45</b> 0	000 A	78%	1%	1%	1%	18%	1%	F	NA			45000	
outh	To- From:	SR 277 Fa	nirfax Pike												
81)	Frederick County 2	.95 <b>26</b> 0	000 A	79%	1%	1%	1%	18%	1%	F	0.102	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R			78%	1%	1%	1%	18%	1%	F	0.094	Α		53000	
	To:		.37	. 570	. 70		. 70	. 5 / 0	. 70	•	5.50 r			23000	

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

					ale Rol				Tru	ıck			K		Dir		
Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South		From:		SR 37													
( <del>81</del> )		Frederick County	3.50	21000	В	79%	1%	1%	1%	18%	1%	F	0.117	Α		22000	В
$\bigcirc$	Combined Traffic	Estimates for 2 Parallel Ro	padways on this Route:	42000	В	78%	1%	1%	1%	18%	1%	F	0.119	Α		44000	В
South		To: From:	US 17, U	JS 50 Milly	vood Ave	;											
(81)		Frederick County	1.65	29000	F	79%	1%	1%	1%	18%	1%	С	0.095	Α		30000	F
	Combined Traffic	c Estimates for 2 Parallel Ro	padways on this Route:	59000	F	78%	1%	1%	1%	18%	1%	С	0.095	Α	0.547	60000	F
		To	So	CL Winches	ster												
South 81		City of Winchester (Mai	int: 34) 0.07	29000	F	79%	1%	1%	1%	18%	1%	С	0.095	Α		30000	F
(81)	Combined Traffic	c Estimates for 2 Parallel Ro	•		F	78%	1%	1%	1%	18%	1%	C	NA			60000	F
		To:		CL Winches	ster												
South		Frederick County		29000	F	79%	1%	1%	1%	18%	1%	С	0.095	Α		30000	_
81	Combined Traffic	c Estimates for 2 Parallel Ro			F	78%	1%	1%	1%	18%	1%	С	0.093 NA	^		60000	F
	Combined Traini	To Taken To 2 1 drailer 110		7 Berryville		7070	170	170	170	10 70	1 70	0	14/3			00000	
South		From:				700/	40/	40/	40/	400/	40/	_	NIA			00000	
81	Combined Troffic	Frederick County		28000	F	79%	1%	1%	1%	18%	1%	F	NA NA			28000	ſ
	Combined Frame	c Estimates for 2 Parallel Ro			G	78%	1%	1%	1%	18%	1%	Г	NA			57000	(
South		From:		Martinsbu													
(81)		Frederick County		23000	F	75%	1%	1%	1%	21%	2%	F	0.093	Α		23000	I
<u> </u>	Combined Traffic	Estimates for 2 Parallel Ro			F	74%	1%	1%	1%	22%	2%	F	0.093	Α	0.509	47000	F
South		To: From:	34-6	72 Hopewe	ll Rd												
81)		Frederick County	2.41	23000	Α	75%	1%	1%	1%	21%	2%	С	0.095	Α		23000	1
$\smile$	Combined Traffic	c Estimates for 2 Parallel Ro	padways on this Route:	45000	F	74%	1%	1%	1%	22%	2%	С	NA			46000	F
South		To- From-	34-66	9 Rest Chu	rch Rd												
(81)		Frederick County	0.23	21000	В	75%	1%	1%	1%	21%	2%	F	0.398	Α		22000	E
$\bigcirc$	Combined Traffic	c Estimates for 2 Parallel Ro			В	74%	1%	1%	1%	22%	2%	F	0.197	Α		43000	E
		To:	West	Virginia Sta	te Line												
South	+= LIC TO LIC 404	From:	.05) 0.47	I-81 S <b>NA</b>									NIA			NIA	
Ramp I-81 S Exit 1A	10 05 58, 05 421	City of Bristol (Maint:	,	US 421 Ea	sthound								NA			NA	
Courth		From:	05 30	I-81 South													
South Ramp I-81 S Exit 1B	s to US 58, US 421	City of Bristol (Maint:	95) 0.33	1100	G								0.12	F		1100	(
<u>.</u>	,	To		US 421 We	stbound												
South		From:		I-81 S													
(81) Ramp I-81 S Exit 5 t	o US 11; US 19	City of Bristol (Maint:		NA									NA			NA	
$\overline{}$		То:	Ţ	JS 11, US 1	19												
South	o Olal Aima aut Dil	From:	.05) 0.40	I-81 S						_			0.444	^		F400	,
(81) Ramp I-81 S Exit 7 t	ο Ola Airport Ra	City of Bristol (Maint:	95) 0.19	5200	Α								0.111	Α		5100	P

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT OW
South Ramp I-81 S Exit 10 to F-310	City of Bristol (Maint: 95)	I-81 South 0.11 <b>1700 G</b> F-310	0.104 F	1700 G
South Ramp I-81 S Exit 13 to 95-611	Washington County	I-81 S 0.11 <b>1900 G</b> 95-611 Spring Creek Rd	0.090 F	1900 G
South Ramp I-81 S Exit 14 to SR-140; 95-647	Washington County	I-81 S 0.12 <b>NA</b> SR 140; 95-647	NA NA	NA
South Ramp I-81 S Exit 17 to SR-75	Washington County To:	I-81 S 0.10 <b>NA</b> SR 75	NA NA	NA
South Ramp I-81 S Exit 19 to US 11, US 58	From: Washington County To:	I-81 S 0.24 <b>NA</b> US 11, US 58	NA NA	NA
South Ramp I-81 S Exit 22 to 95-704	Washington County To:	I-81 S 0.18 <b>900 G</b> 95-704 Enterprise Rd	0.102 F	900 G
South Ramp I-81 S Exit 24 to SR-80	Washington County	I-81 South 0.09 <b>470 G</b> SR 80 Glennbrook Ave	0.178 F	470 G
South Ramp I-81 S Exit 26 to 95-737	Washington County To:	I-81 S 0.18 <b>580 G</b> 95-737 College Dr	0.09 F	580 G
South Ramp I-81 S Exit 17 to SR 91	Washington County To:	I-81 South  0.13 <b>2000 G</b> SR 91	0.082 F	2000 G
South Ramp I-81 S Exit 32 to US 11	Washington County	I-81 South 0.26 <b>570 G</b> US 11 Lee Highway	0.108 F	570 G
South Ramp I-81 S Exit 35 to SR 107	Town of Chilhowie (Maint: 86)	I-81 S 0.11 <b>NA</b> SR 107 White Top Ave	NA NA	NA
South Ramp I-81 S Exit 39 to US 11	Smyth County To:	I-81 South 0.11 <b>1700 G</b> US 11 Lee Highway	0.123 F	1700 G
South Ramp I-81 S Exit 44 to 86-730	From: Smyth County To:	I-81 S 0.13 <b>930 B</b> 86-730 Paxton Rd	0.130 A	1000 B
South Ramp I-81 S Exit 45 to SR 16	Town of Marion (Maint: 86)	I-81 South 0.20 <b>1100 G</b> I-81-S045B TO RT 16 NORTH	0.094 F	1100 G

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# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

South   Ramp I-81 S Exit 45 to SR 16   Town of N	Prom:  Prom:  Marion (Maint: 86  To:  Prom:  Marion (Maint: 86  To:  From:  Prom:  yth County  To:  Prom:   SR 16 TO & FR Ramp I-81	ROM RT 81 S045A mmerce St	e Bus	Truck- Axle 3+Axle 1T		QC K Factor NA NA	QK	Dir Factor	AAWDT NA NA	QW	
South   South   South   Ramp I-81 S Exit 45 to SR 16 NB   Town of M   South   Ramp I-81 S Exit 45 to SR 16 NB   Town of M   South   South   South   South   Ramp I-81 S Exit 47 to US 11   Sm   South   Ramp I-81 S Exit 50 to 86-622   Sm   South   South	To: From:  Marion (Maint: 86 To: From:  yth County To: From:	66) 0.02 NA SR 16 TO & FR  Ramp I-81 66) 0.03 NA SR 16 N, S Co  I-81 S 0.32 NA US 11 Lee F	SOM RT 81 SO45A mmerce St		] ] ] ]		NA				
Ramp I-81 S Exit 45 to SR 16 NB   Town of M	To:  From:  yth County  To:  From:	Ramp I-81  36) 0.03 <b>NA</b> SR 16 N, S Co  I-81 S  0.32 <b>NA</b> US 11 Lee F	S045A mmerce St		1 1 1		NA			NA	
Ramp I-81 S Exit 45 to SR 16 NB   Town of M	To:  From:  yth County  To:  From:	0.03 NA SR 16 N, S Co  I-81 S  0.32 NA US 11 Lee F	mmerce St		- 1 J		NA			NA	
81 Ramp I-81 S Exit 47 to US 11 Sm  South  Ramp I-81 S Exit 50 to 86-622 Sm	To:	0.32 <b>NA</b> US 11 Lee F									
81 Ramp I-81 S Exit 50 to 86-622 Sm	yth County		Highway				NA			NA	
	yth County		S		<u>]                                    </u>						
South		0.14 <b>750</b> 86-622 Nicks			1		0.081	F		750	G
	yth County To:	I-81 S 0.27 <b>NA</b> 86-683 Win			]		NA			NA	
South 81 Atkins Rest Area Ramp Sm	yth County To:	I-81 South to 3 0.07 NA Enter Rest Area			]		NA			NA	
South 81 Atkins Rest Area Ramp Sm	yth County	Exit Rest Area   0.09 NA I-81 South from			]		NA			NA	
South Ramp I-81 S Exit 60 to SR 90 Wy	the County	I-81 S 0.13 <b>NA</b> SR 90; 98			]		NA			NA	
South (81) (52) Ramp I-81 S Exit 70 to US 21; US 58 Town of W	ytheville (Maint:	98) 0.27 <b>NA</b> US 21; U			]		NA			NA	
South (81) Ramp I-81 S Exit 73 to US 11 Town of W	ytheville (Maint:	I-81 S	S		<del>]</del>		NA			NA	
South   Ramp I-81 S Exit 77 to FR 42; FR 326   Wy	the County	0.13 <b>NA</b> FR 42 and I			]		NA			NA	
South   Ramp I-81 S Exit 80 to US-52; SR 121   Wy	the County	0.11 <b>NA</b> US 52; SI			]		NA			NA	
South Ramp I-81 S Exit 81 to I-77 S at Exit 32 Wy	From:the County	I-81 S 0.69 <b>570</b> 0 I-77 S	S D G 73%	5 1%	]  % 1% 23 	3% 2%	F NA			5000	G
South   Ramp I-81 S Exit 84 to 98-619   Wy	the County	I-81 S 0.14 <b>NA</b> 98-619 Major G	S		<u>;</u>		NA			NA	

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

		1 filliary and interstate reduces		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South Ramp I-81 S Exit 86 to 98-618	Wythe County To:	I-81 S 0.11 <b>NA</b> 98-618 Reed Creek Dr	NA NA	NA
Ramp I-81 S Exit 89 to SR 100	Pulaski County  To:	I-81 S 0.18 <b>1200 F</b> SR 100 S	NA NA	1200 F
Ramp I-81 S Exit 89 to US 11	Pulaski County  To:	I-81 S 0.18 <b>200 F</b> US 11 N, Lee Highway	NA NA	200 F
South Ramp I-81 S Exit 92 to FR 47; FR 327	Pulaski County  To:	I-81 S 0.14 <b>570 F</b> FR 47; FR 327	NA NA	570 F
South Ramp I-81 S Exit 94 to SR 99	Pulaski County	I-81 S 0.16 <b>1400 F</b> SR 99 Count Pulaski Dr	NA NA	1400 F
Ramp I-81 S Exit 98 to SR 100 N	Pulaski County  To:	I-81 S 0.17 <b>4800 F</b> SR 100	NA NA	4800 F
South Ramp I-81 S Exit 101 to 77-660	Pulaski County	I-81 S 0.20 <b>1600 F</b> 77-660 State Park Rd	NA NA	1600 F
South Ramp I-81 S Exit 105 to SR 232	Montgomery County	I-81 S 0.26 <b>NA</b> SR 232	NA NA	NA
South Radford Rest Area Ramp	Montgomery County	I-81 South to Rest Area  0.04 NA  Enter Rest Area Parking Lot	NA NA	NA
South  Radford Rest Area Ramp	Montgomery County  To:	Exit Rest Area Parking Lot 0.05 <b>1500 G</b> I-81 South from Rest Area	NA NA	1500 G
South Ramp I-81 S Exit 101 to SR 177	Montgomery County	I-81 S 0.23 <b>NA</b> I-81-S109B TO RT 177 SOUTH	NA NA	NA
South  81 Ramp I-81 S Exit 101 to SR 177	Montgomery County  To:	0.06 <b>NA</b> SR 177 FROM RT 81 SOUTH	NA NA	NA
South  Ramp I-81 S Exit 101 to SR 177	Montgomery County  To:	I-81 S 0.04 <b>NA</b> SR 177 S, Tyler Rd	NA NA	NA
South Ramp I-81 S Exit 101 to SR 8	Town of Christiansburg (Maint: 60	I-81 S O.10 <b>NA</b> SR 8 W Main St	NA NA	NA

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

Route	Jurisdiction		4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
South Ramp	Town of Christiansburg (Maint: 60)	-81-S118X TO PARKWAY DRIVER  0.17 NA  US 460 FROM ROUTE 81 SOUT			NA	NA
South Ramp	Town of Christiansburg (Maint: 60)	I-81-S118X TO RT 460 & 11 0.09 <b>NA</b>			NA	NA
South Ramp	Town of Christiansburg (Maint: 60)	I-81-S118D TO RT 11  0.29 NA  US 460; 460 END OL RT 81 SOU	ТН		NA	NA
South Ramp	Town of Christiansburg (Maint: 60)	I-81-S118X TO RT 11  0.30 NA  US 11 FROM RT 81 SOUTH			NA	NA
South Ramp	Town of Christiansburg (Maint: 60)	I-81-S118B TO RT 11 0.23 <b>NA</b>			NA	NA
South Ramp	Town of Christiansburg (Maint: 60)	0.10 NA US 11 FROM RT 81 S	VE WEST		NA	NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	1-S BEGIN COLLECTOR RD00- RT 0.34 NA	CS 11 & 4		NA	NA
South   1-81 S Collector Rd	Town of Christiansburg (Maint: 60)	I-81-S118C TO RT 11  0.14 NA  US 11-S121A FROM ROUTE 11 SO	M TOTAL	_	NA	NA
South 81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.27 NA  US 11-S121A FROM ROUTE 11 SC  0.21 NA		_	NA	NA
South 81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.51 <b>NA</b> I-81-S118B TO RT 460 & 11		<b>→</b> ¬	NA	NA
South 81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.18 <b>NA</b> 460-W124B FROM PARKWAY DRI	VEWEST		NA	NA
South I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.14 <b>NA</b> -81-S118A TO PARKWAY DRIVEI		 	NA	NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.14 <b>NA</b> 11- 120A FROM RT 11 & 46000- PA		_ 	NA	NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.32 <b>NA</b> 1-S END COLLECTOR RD00- RTS		_ 	NA	NA
South Ramp I-81 S Exit 128 to SR 8	Montgomery County	I-81 S 0.10 <b>NA</b> 60-603 N Fork Rd			NA	NA

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

Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	Dir QK Fact	AAWDT	QW
South	From:	I-81												
(81) Ramp I-81 S Exit 128 to 80-647	Roanoke County	0.22 <b>NA</b>									NA		NA	
<u> </u>	To:	80-64	7											
South	From:	I-81												
81 Ramp I-81 S Exit 128 to SR 112	Roanoke County	0.18 <b>NA</b>									NA		NA	
<u> </u>	10:	SR 11												
South	From:	I-81												
81 Ramp I-81 S Exit 128 to SR 311	Roanoke County	0.11 <b>NA</b>									NA		NA	
<u> </u>	10.	SR 31												
South	From	I-81												
81 Ramp I-81 S Exit 128 to SR 419	Roanoke County	0.22 <b>NA</b>									NA		NA	
	400	SR 41				_								
South	From:	I-81		000/	40/	40/	40/	<b>5</b> 0/	00/	_	NIA		0000	_
81 (220) Ramp I-81 S Exit 143 to I-581 S at Exit 1	Roanoke County	0.32 <b>830</b> I-581		93%	1%	1%	1%	5%	0%	F	NA		9300	G
South  Romp   84 C Evit 138 to CR 115	Pagnaka County	I-81									NIA		NΙΛ	
81 Ramp I-81 S Exit 128 to SR 115	Roanoke County	0.31 <b>NA</b>				_					NA		NA	
	Parent.					_								
South Scale Roma	Pototourt County	I-81									NIA		NIA	
81 Scale Ramp	Botetourt County	0.61 <b>NA</b>				_					NA		NA	
	Parent.													
South Ramp I-81 S Exit 150A to ALT SR 220	Botetourt County	0.19 <b>NA</b>									NA		NA	
81 Ramp I-81 S Exit 150A to ALT SR 220	To:	ALT SR				_					INA		INA	
0 4	From:													
South $(81)$ Ramp I-81 S Exit 150A to ALT SR 220	Botetourt County	0.19 <b>NA</b>									NA		NA	
(81) Kamp 1-01 3 Exit 130A to AE1 31 220	To:	US 220									INA		INA	
0. 4	From:													
South 81) Ramp I-81 S Exit 156 to 11-640	Botetourt County	0.20 <b>NA</b>									NA		NA	
Ramp I-81 S Exit 156 to 11-640	To:	11-64				$\overline{}$					14/-3		IVA	
Carida	From:	I-81 South to												
South $(81)$ Troutville Rest Area Ramp	Botetourt County	0.05 <b>NA</b>	nesi Alea								NA		NA	
(81) Trouville Restrict Ramp	To:	Enter Rest Area	Parking Lo	t		$\overline{}$					14/1		14/	
South	From:	Exit Rest Area												
(81) Troutville Rest Area Ramp	Botetourt County	0.06 <b>150</b>	) A								0.124	Α	1500	Α
$\smile$	To:	I-81 South from	n Rest Area											
South	From:	I-81	S											
(81) Ramp I-81 S Exit 162 to US 11	Botetourt County	0.11 <b>NA</b>									NA		NA	
$\vee$	To:	US 1	1											
South	From:	I-81	S											
(81) Ramp I-81 S Exit 167 to US 11	Botetourt County	0.07 <b>NA</b>									NA		NA	
$\smile$	To:	US 1	1											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	. AAWDT QW
South (81) Ramp I-81 S Exit 168 to 11-614	Botetourt County	I-81 S 0.10 <b>NA</b> 11-614	NA NA	NA
South Ramp I-81 S Exit 175 to US 11	Rockbridge County	I-81 S 0.21 <b>800 G</b> US 11	0.083 F	800 G
South Ramp I-81 S Exit 175 to US 11 S	Rockbridge County	I-81 S 0.16 <b>NA</b> US 11 S	NA NA	NA
South Ramp I-81 S Exit 175 to US 11	Rockbridge County	I-81 S 0.10 <b>NA</b> US 11; FR 232	NA NA	NA
South Ramp I-81 S Exit 188 to US 60 E	Rockbridge County	I-81 S 0.19 <b>NA</b> US 60 E	NA NA	NA
South Ramp I-81 S Exit 188 to US 60 W	Rockbridge County	I-81 S 0.21 <b>NA</b> US 60 W	NA NA	NA
South Ramp I-81 S Exit 195 to US 11	Rockbridge County	I-81 S 0.19 <b>NA</b>	NA	NA
South Ramp I-81 S Exit 195 to US 11	Rockbridge County	I-81-S195B TO RT 11 NORTH  0.04 NA  US 11 FROM RT 81 SOUTH	NA NA	NA
South Ramp I-81 S Exit 195 to US 11 N	Rockbridge County	Ramp IS 81 S195A  0.02 NA  US 11 N, N Lee Highway	NA NA	NA
South Fairfield Rest Area Ramp	Rockbridge County	I-81 South to Rest Area  0.08 NA  Enter Rest Area Parking Lot	NA NA	NA
South 81 Fairfield Rest Area Ramp	Rockbridge County	Exit Rest Area Parking Lot  0.09 NA  I-81 South from Rest Area	NA NA	NA
South Ramp I-81 S Exit 200 to 81-710	Rockbridge County	I-81 S 0.20 <b>NA</b> 81-710 Sterrett Rd	NA NA	NA
South Ramp I-81 S Exit 205 to 81-606	Rockbridge County	I-81 S 0.15 <b>NA</b> 81-606 Raphine Road	NA	NA
South Ramp I-81 S Exit 213 to US 11 N	Augusta County	I-81 S  0.30 NA  US 11 N, Lee Jackson Hwy	NA NA	NA

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

Route	Jurisdiction .	Length AADT QA 4Tire	Rue	Truckle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
South Ramp I-81 S Exit 213 to US 11 S	Augusta County	I-81 S 0.23 NA US 11 S, Lee Jackson Hwy			NA	NA
South Ramp I-81 S Exit 217 to 07-654	Augusta County  To:	I-81 S <b>0.22 NA</b> 07-654 White Hill Rd			NA	NA
South Ramp I-81 S Exit 220 to SR 262	Augusta County To:	I-81 South 0.20 <b>6100 G</b> SR 262			0.124 F	6100 G
South Ramp	Augusta County To:	I-81 South  0.48 <b>6500 A</b> 89%  I-64 East	1% 1%	o 1% 9% 0%	F 0.132 A	6800 A
South Ramp I-81 S Exit 222 to US 250	Augusta County	I-81 S 0.15 <b>NA</b> I-81-S222B FROM RT 81 SOUTH			NA	NA
South Ramp I-81 S Exit 222 to US 250	Augusta County  To:	0.04 NA US 250 US 250-E060A TO & FROM RT 81			NA	NA
South (81) Ramp I-81 S Exit 222 to US 250 E	Augusta County	I-81 S 0.03 <b>NA</b> US 250 E			NA	NA
South Ramp I-81 S Exit 225 to SR 275	Augusta County	I-81 S 0.13 <b>NA</b> I-81-S225B TO RT 262 EAST			NA	NA
South Ramp I-81 S Exit 225 to SR 275	Augusta County To:	0.07 <b>NA</b> SR 262 FROM RT 81 SOUTH			NA	NA
South (81) Ramp I-81 S Exit 225 to SR 275	Augusta County	Ramp I-81 S225A 0.13 <b>NA</b> SR 275 E			NA	NA
South Ramp I-81 S Exit 227 to 07-612	Augusta County  To:	I-81 S 0.26 <b>NA</b> 07-612 Laurel Hill Rd			NA	NA
South 81 Mt. Sydney Rest Area Ramp	Augusta County To:	I-81 South to Rest Area  0.10 NA  Enter Rest Area Parking Lot			NA	NA
South Mt. Sydney Rest Area Ramp	Augusta County	Exit Rest Area Parking Lot 0.09 1500 G  I-81 South from Rest Area			NA	1500 G
South Ramp I-81 S Exit 235 to SR 256	Augusta County  To:	I-81 S 0.16 <b>NA</b> SR 256			NA	NA

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

Route	Jurisdiction	Length AADT		4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South (81) Ramp I-81 S Exit 240 to SR 257	Rockingham County	I-81 S 0.19 <b>2700</b>	G				e STAXIE	TITAII	ZITAII		NA		ractor	2700	G
South Ramp I-81 S Exit 243	From:  Rockingham County	SR 257 I-81 S 0.10 <b>NA</b> Ramps I-81 N 243A; I-81 2	43A Rami	o to US 11							NA			NA	
South Ramp I-81 S Exit 245 to Port Republic Rd	City of Harrisonburg (Maint:	I-81 Sou	h <b>B</b>	97%	0%	1%	1%	1%	0%	F	0.109	Α		3600	В
South Ramp I-81 S Exit 247 to US 33 E	City of Harrisonburg (Maint:	I-81 S									NA			NA	
South Ramp I-81 S Exit 247 to US 33 W	City of Harrisonburg (Maint:	I-81 S 82) 0.22 <b>NA</b> US 33 W, E M	arket St								NA			NA	
South Ramp I-81 S Exit 251	Rockingham County	I-81 S 0.11 NA Ramps I-81 N 251A; I-81 2	51A Ramp	to US 11							NA			NA	
South (81) Ramp I-81 S Exit 257 to SR 259	Rockingham County	I-81 S 0.17 <b>NA</b> SR 259									NA			NA	
South New Market Rest Area Ramp	Rockingham County	I-81 South to R 0.07 NA Enter Rest Area F	arking Lo								NA			NA	
South New Market Rest Area Ramp	Rockingham County	Exit Rest Area P 0.08 NA I-81 South from									NA			NA	
South (81) Ramp I-81 S Exit 264 to US 211	Shenandoah County	I-81 S 0.19 <b>2000</b> US 211	F								NA			2000	F
South Ramp I-81 S Exit 269 to 85-730	Shenandoah County To:	I-81 S 0.14 <b>760</b> 85-730 Cave	<b>F</b> ns Rd								NA			760	F
South Ramp I-81 S Exit 273 to SR 292	Shenandoah County	I-81 S 0.23 <b>2400</b> SR 292 Conic	<b>F</b> rille Rd								NA			2400	F
South Ramp I-81 S Exit 279 to SR 185	Shenandoah County	I-81 S 0.20 <b>1000</b> SR 185 Stoney C	<b>F</b> reek Blvd								NA			1000	F
South Ramp I-81 S Exit 283 to SR 42	Shenandoah County	I-81 S 0.18 <b>3600</b> SR 42 W Rese	<b>F</b> voir Rd								NA			3600	F

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

		I fillially and interstate No				Truck	·		K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+			O.C	Factor	QK	Factor	AAWDT	QW
South	From:	I-81 S											
(81) Ramp I-81 S Exit 291 to 85-651	Shenandoah County	0.22 <b>3700 F</b>							NA			3700	F
<u> </u>	To:	85-651 Mount Olive Rd											
South	From:	I-81 S											
(81) Ramp I-81 S Exit 296 to SR 55	Shenandoah County	0.27 <b>2000 F</b>							NA			2000	F
<u> </u>	To:	SR 55 John Marshall Hwy											
South	From:	I-81 S											
(81) Ramp I-81 S Exit 298 to US 11	Shenandoah County	0.17 <b>4000 A</b>							0.123	Α		4100	Α
$\smile$	To:	US 11 Old Valley Pike											
South	From:	I-81 S											
(81) Ramp I-81 S Exit 300 to I-66 E at Exit 1	Frederick County	0.40 <b>7400 F</b>	83%	1%	1% 1	1% 1	4% 1%	F	NA			6900	F
$\smile$	To:	I-66 E											
South	From:	I-81 S											
(81) Ramp I-81 S Exit 302 to 34-627	Frederick County	0.14 <b>3300 F</b>							NA			3300	F
$\vee$	To:	34-627 Reliance Rd											
South	From:	I-81 S											
81 Scale Ramp	Frederick County	0.48 <b>5900 F</b>							NA			5900	F
	To:	I-81 S											
South	From:	I-81 S											
81) Ramp I-81 S Exit 307 to SR 277	Frederick County	0.17 <b>4900 F</b>							NA			4900	F
	To:	SR 277											
South	From:	I-81 S											
(81) Ramp I-81 S Exit 310 to SR 37	Frederick County	0.14 <b>5200 F</b>							NA			5200	F
	To:	SR 37											
South	From:	I-81 S											
81) Ramp I-81 S Exit 313 to US 50 E	Frederick County	0.17 <b>7300 F</b>							NA			7300	F
	To:	US 50 E, Millwood Ave											
South	From:	I-81 S											
81 Ramp I-81 S Exit 313 to US 50 W	Frederick County	0.22 <b>4600 F</b>							NA			4600	F
	To:	US 50 W, Millwood Ave; Jubal E	arly Dr										
South	From:	I-81 S											
81) Ramp I-81 S Exit 315 to SR 7	Frederick County	0.31 <b>7600 F</b>							NA			7600	F
•••	To:	SR 7 Berryville Ave											
South	From:	I-81 S											
81) Ramp I-81 S Exit 317 to US 11	Frederick County	0.19 <b>5200 F</b>							NA			5200	F
	To:	US 11 Martinsburg Pike											
South	From:	I-81 South to Welcome Cent	er										
81) Winchester Welcome Center	Frederick County	0.06 <b>1200</b> F	75%	1%	 1% 1	1% 2	1% 2%	, F	0.143	Α		1200	F
01)	To:	Enter Welcome Center Parking		.,,	i i		/	•	20				•
South	From:	Exit Welcome Center Parking											
(81) Winchester Welcome Center	Frederick County	0.08 <b>NA</b>							NA			NA	
$\smile$	To:	I-81 South from Welcome Ce	nter										

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

		Primary and Interstate	, rtou				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT (	QΑ	4Tire	Bus	2 A vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
outh	From:	I-81 S				ZAXIE	STAXIC	IIIali	ZIIali		racioi		racioi		
81) Ramp I-81 S Exit 321 to 34-672	Frederick County		F								NA			700	F
81) Namp 1 01 0 Exit 321 to 34 072	To:	34-672 Hopewell R									INA			700	
	Francis		· ·												
South	From:	I-81 South	_								0.070	^		0500	
81) Ramp I-81 S Exit 323 to 34-669	Frederick County		В								0.976	Α		2500	I
~	10:	34-669 Rest Church	Rd												
	From:	US 19 Bus Main S	St												
₈₂ ) Cleveland Rd	Town of Lebanon	0.58 <b>4100</b>	F	98%	0%	1%	1%	1%	0%	С	0.093	F		4200	
<u> </u>	To:	NCL Lebanon				$\neg$ $\vdash$									
32 Cleveland St	Russell County		F	97%	0%	1%	1%	1%	0%	С	0.100	F		1700	
52) 5.575.4.1.4 51	- Naccon County		-	0. 70	0,0		. , 0	.,,	0,0	•	00	•			
	To: From:	SCL Cleveland													
32)	Town of Cleveland (Maint: 83)		N	97%	0%	1%	1%	1%	0%	N	0.100	Ν		1700	
<u> </u>	To:	83-600 Cleveland	i												
	From:	US 23 Bus Pound	i												
₃₃ ) Clintwood Hwy	Town of Pound (Maint: 97)	0.93 6600	G	91%	1%	2%	1%	6%	0%	F	0.086	F	0.532	6900	
	To:	ECL Pound													
	Wise County		N	91%	1%	2%	1%	6%	0%	N	0.086	N	0.532	6900	-
33)	To:	Dickenson County L		3170	1 /0		1 /0	070	076	IN	0.000	IN	0.552	0300	
	From:	Wise County Line													
B3) Dickenson Hwy	Dickenson County	•	G	91%	1%	2%	1%	6%	0%	F	0.091	F	0.769	6700	
33)									-,-						
	From:	SR 72 Georges For													
₃₃ ) W Main St	Dickenson County	0.69 <b>8700</b>	G								0.092	F	0.509	9000	(
<u> </u>	To: From:	WCL Clintwood				-									
33)	Town of Clintwood (Maint: 25)	1.78 <b>8700</b>	N								0.092	Ν	0.509	9000	
	To	ECL Clintwood													
83 Dickenson Hwy	Dickenson County		G	91%	1%	2%	1%	6%	0%	F	0.093	F	0.605	5300	(
Dickenson Hwy	Dickenson County	5.57 5100	G	91%	170	270	1 70	0%	0%	Г	0.093	Г	0.603	5500	
	To- From:	SR 63 Fremont													
33 (63) Dickenson Hwy	Dickenson County	4.94 <b>4600</b>	G	91%	1%	2%	1%	6%	0%	F	0.090	F	0.551	4800	(
	То:	SR 63 North of Clinc													
	From:	SR 63 North of Clinchco Beg										_			
Dickenson Hwy	Dickenson County	2.44 <b>3800</b>	G	91%	1%	2%	1%	6%	0%	F	0.089	F	0.616	4000	
<i></i>	To:	25-607													
B3) Dickenson Hwy	Dickenson County	3.23 <b>3600</b>	G	91%	1%	2%	1%	6%	0%	F	0.088	F	0.558	3700	(
,															
	From:	WCL Haysi		2101											
33)	Town of Haysi (Maint: 25)	0.56 <b>3600</b>	N	91%	1%	2%	1%	6%	0%	N	0.088	Ν	0.558	3700	I
<u>~</u>	To: From:	SR 80 Haysi													
33) (80) Dickenson Hwy	Town of Haysi (Maint: 25)		G	91%	1%	2%	1%	6%	0%	F	0.091	F	0.583	4900	
,	T-1														
Dielenson Herri	From of Lines (AA-in) (CC)	E SR 63	_	0407	407		407	CC/	007		0.000	_	0.547	2000	
$_{83})$ $\left(_{80}\right)$ Dickenson Hwy	Town of Haysi (Maint: 25)		G	91%	1%	2%	1%	6%	0%	F	0.082	F	0.547	3900	(
$\smile$	To:	NCL Haysi													

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	NCL H		040/	40/	20/	40/	<b>CO</b> /	00/	N	0.000	NI	0.547	2000	
83 80	Dickenson County	0.01 3800	_	91%	1%	2%	1%	6%	0%	N	0.082	N	0.547	3900	N
	From:	SR 80 Breaks		040/	407		407	201	00/	_	0.000	_	0.507	0000	
83 Dickenson Hwy	Dickenson County	0.04 <b>210</b> 0		91%	1%	2%	1%	6%	0%	С	0.088	F	0.507	2200	G
	From:	WCLH	•	0.40/	407		40/	00/	00/		0.000		0.507	0000	
83	Town of Haysi (Maint: 25)	0.04 <b>210</b> 0	0 N	91%	1%	2%	1%	6%	0%	Ν	0.088	N	0.507	2200	N
	To: From:	ECL Ha	•												
83	Dickenson County	3.38 <b>210</b>		91%	1%	2%	1%	6%	0%	Ν	0.088	Ν	0.507	2200	N
	To: From:	Buchanan Co Dickenson Co													
83	Buchanan County	2.47 <b>280</b>		96%	0%	1%	1%	1%	0%	F	0.089	F	0.610	2900	G
(65)	To:	13-604 Popla	r Gap Rd												
	From:	13-604 Sunse													
83	Buchanan County	5.96 3300	0 G	96%	0%	1%	1%	1%	0%	С	0.09	F	0.583	3500	G
	To: From:	13-619 Lee N													
83 Dickenson Hwy	Buchanan County	1.95 <b>520</b> 0	0 G	96%	0%	1%	1%	1%	0%	F	0.105	F	0.628	5400	G
	To: From:	US 46	50												
83) (460)	Buchanan County	1.99 <b>1100</b>	0 G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.532	12000	G
	To: From:	SCL Gr	ındy			$\neg$ $\vdash$									
83) (460)	Town of Grundy (Maint: 13)	1.96 <b>1100</b>	0 G	96%	0%	1%	1%	2%	0%	F	0.102	F	0.528	12000	G
	To:	US 460 W													
83 Edgewater Dr	Town of Grundy (Maint: 13)	1.49 <b>730</b> 0		95%	1%	1%	1%	2%	0%	F	0.106	F	0.505	7700	G
83 Edgewater Dr	Town of Grundy (Maint. 13)			95 /6	1 /0	1 /0	1 /0	Z /0	0 /6	-	0.100	-	0.303	7700	G
01-1- 0   D.1	From:	ECL Gr		050/	40/		40/	00/	00/		0.440		0.500	5000	
83 State Creek Rd	Buchanan County	2.93 <b>540</b> 0	0 G	95%	1%	1%	1%	2%	0%	F	0.112	F	0.583	5600	G
	To: From:	13-642 Elk								_		_			
83	Buchanan County	4.24 <b>290</b> 0	0 G	95%	1%	1%	1%	2%	0%	С	0.117	F	0.717	3100	G
	To: From:	13-643 S													
83	Buchanan County	2.47 <b>170</b> 0	0 G	95%	1%	1%	1%	2%	0%	F	0.101	F	0.65	1800	G
	To: From:	13-640 На	ıle Cr.												
(83)	Buchanan County	4.67 <b>810</b>		95%	1%	1%	1%	2%	0%	F	0.115	F	0.708	850	G
<u> </u>	To:	West Virginia	State Line												
	From:	West Virginia													
84) Mill Gap Rd	Highland County	5.87 <b>170</b>	G	93%	0%	2%	2%	3%	0%	F	0.164	F	0.692	180	G
	To: From:	45-60	00												
84) Mill Gap Rd	Highland County	6.64 <b>350</b>	G	93%	0%	2%	2%	3%	0%	С	0.112	F	0.568	380	G
$\sim$	To: From:	45-640 Meado	owdale Rd			_									
84 Mill Gap Rd	Highland County	2.43 <b>550</b>		93%	0%	2%	2%	3%	0%	F	0.094	F	0.62	590	G
	To:	US 220 Van	derpool												

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

<b>5</b> .			٠.		_		Tru	ıck			K	0	Dir		
Route	Jurisdiction Leng	th <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
orth	From: No	rth Carolina St	ate Line												
85)	Mecklenburg County 4.2	3 <b>11000</b>	Α	79%	1%	1%	1%	17%	2%	С	0.141	Α		9700	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>23000</b>	Α	79%	1%	1%	0%	17%	2%	С	0.136	Α		19000	
la wila	To- From-	58-903													
North 85	Mecklenburg County 8.1	11000	Α	79%	1%	1%	1%	17%	2%	F	0.138	Α		10000	
65)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		Α	79%	1%	1%	0%	17%	2%	F	0.13	Α		21000	
	7	SCL South I			.,,					-					
orth	From:									_					
85	Town of South Hill (Maint: 58) 0.2		A	79%	1%	1%	1%	17%	2%	F -	0.138	Α		10000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roa		Α	79%	1%	1%	0%	17%	2%	F	NA			21000	
lorth	To: From:	US 58													
85)	Town of South Hill (Maint: 58) 2.5	3 <b>10000</b>	В	79%	1%	1%	1%	17%	2%	F	0.135	Α		9100	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>21000</b>	В	79%	1%	1%	0%	17%	2%	F	0.124	Α		18000	
14h	To From	US 1													
North 85	Town of South Hill (Maint: 58) 0.5	3 10000	В	79%	1%	1%	1%	17%	2%	F	0.137	Α		8800	
00)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		В	79%	1%	1%	0%	17%	2%	F	NA	,,		18000	
	Tool	NCL South		7070	170		0,0	11 70	270	•				10000	
lorth	From														
85)	Mecklenburg County 3.8		В	79%	1%	1%	1%	17%	2%	F	0.137	Α		8800	
~	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: 20000 unswick Cour	B	79%	1%	1%	0%	17%	2%	F	NA			18000	
orth		cklenburg Cou	•												
<del>85</del> )	Brunswick County 4.7	10000	В	79%	1%	1%	1%	17%	2%	F	0.137	Α		8800	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>20000</b>	В	79%	1%	1%	0%	17%	2%	F	0.126	Α		18000	
	To:	12-644													
North 85	Brunswick County 3.0	1 10000	В	79%	1%	1%	1%	17%	2%	E	0.134	Α		8900	
85)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		В	79%	1%	1%	0%	17%	2%	F	0.134	Α		18000	
	To-			1370	170	170	070	17 70	270		0.123	^		10000	
lorth	From:	SR 46													
85)	Brunswick County 1.1		Α	79%	1%	1%	1%	17%	2%	F	0.141	Α		8200	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>16000</b>	В	79%	1%	1%	0%	17%	2%	F	0.123	Α		14000	
lorth	To: From:	US 1													
85)	Brunswick County 6.3	10000	Α	79%	1%	1%	1%	17%	2%	F	0.137	Α		8800	
30)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>20000</b>	В	79%	1%	1%	0%	17%	2%	F	0.124	Α		18000	
	To:	12-630													
lorth	Brunswick County 4.7		В	700/	10/	10/	10/	170/	20/	_	0.124	۸		0000	
85	•		В	79%	1%	1%	1%	17%	2%	F	0.134	A		9000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>20000</b>	В	79%	1%	1%	0%	17%	2%	F	0.125	Α		18000	

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

	· ···		iu iiileisia					Tri	ıck			K		Dir		
Route	Jurisdiction L	ength	AADT	QA	4Tire	Bus	2Ayle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	12-7	12 Old Stage	e Rd			27 000	01700	TTTGII	ZIIGII		1 40101		1 40101		
85	Brunswick County	0.76	11000	G	79%	1%	1%	1%	17%	2%	F	NA			9200	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	21000	G	79%	1%	1%	0%	17%	2%	F	NA			19000	G
	To:		ddie County													
North	Dinwiddie County	Bruns	wick County	Line G	79%	1%	1%	1%	17%	2%	_	NA			9200	G
85	Combined Traffic Estimates for 2 Parallel Roadways on this			G	79% 79%	1%	1%	0%	17%	2% 2%	F	NA NA			19000	G
	Combined Traine Estimates for 2 Farance Roadways of this	Noule.		-	1970	1 /0	1 /0	0 /0	17 /0	2/0		INA			19000	G
North	From L		SR 40													
85	Dinwiddie County	5.95	11000	В	83%	1%	1%	1%	14%	1%	F	0.129	Α		9900	В
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	22000	В	83%	1%	1%	1%	14%	1%	F	0.119	Α		20000	В
North	To- From:		26-650													
(85)	Dinwiddie County	4.88	11000	В	83%	1%	1%	1%	14%	1%	F	0.127	Α		10000	В
00)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	23000	В	83%	1%	1%	1%	14%	1%	F	0.117	Α		21000	В
	To:		26-703													
North	From:	0.50			000/	40/	40/	40/	4.407	40/	0	0.404			44000	_
85	,	8.52	13000	F	83%	1%	1%	1%	14%	1%	С	0.124	A	0.500	11000	-
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:		F	83%	1%	1%	1%	14%	1%	С	0.104	В	0.509	23000	F
North	To- From-		US 460													
(85) (460)	Dinwiddie County	1.77	18000	Α	83%	1%	1%	1%	14%	1%	F	0.105	Α		17000	Α
$\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	36000	Α	85%	1%	1%	1%	12%	1%	F	0.1	Α		35000	Α
N. d	To- Prom:		US 1				_									
North (85) (460)	Dinwiddie County	1.18	24000	Α	88%	1%	1%	1%	9%	1%	С	0.093	Α		24000	Α
(85) (460)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	87%	1%	1%	1%	10%	1%	С	NA	,,		47000	Α
	To-		CL Petersbur		01 70	170		170	1070	170		100			47000	,,
North	From:															
(85) {460}	,	1.01	24000	Α	88%	1%	1%	1%	9%	1%	С	0.093	Α		24000	Α
V	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	48000	Α	87%	1%	1%	1%	10%	1%	С	0.047	Α		47000	Α
North	To: Prom:	Squi	rrel Level R	load												
85) (460)	City of Petersburg (Maint: 26)	2.57	27000	Α	88%	1%	1%	1%	9%	1%	F	0.091	Α		27000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	52000	Α	87%	1%	1%	1%	10%	1%	F	0.093	Α		52000	Α
	To:	Ra	amp To I-95	S												
North	City of Determine (Mainty OC)		•		000/	40/	40/	40/	007	40/	_	NIA			04.000	_
85 I-85 N Ramp	3 ( 3 )	0.46	22000	F	88%	1%	1%	1%	9% 12%	1%	F	NA NA			21000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this			F	85%	1%	1%	1%	12%	1%	۲	NA			43000	F
North	To: Ra	mp to W	ashington St	t; Wythe	St											
(85) Ramp	City of Petersburg (Maint: 26)	0.11	19000	F	88%	1%	1%	1%	9%	1%	F	NA			18000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	39000	F	85%	1%	1%	1%	12%	1%	F	NA			37000	F
	To:		I-95 North													

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

Route	Jurisdiction					Tru	اماد			1/2		Dir		
North		Length <b>AADT</b>	QA 4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
	From:	I-85 North to Welcon												
85 Bracey Welcome Center	Mecklenburg County	0.08 <b>1100</b>	N 82%	1%	1%	1%	14%	1%	Ν	0.155	N		930	Ν
<u> </u>	To:	Enter Welcome Center												
North	From:	Exit Welcome Center F		40/		407	4.407	407	_	0.455			000	
85 Bracey Welcome Center	Mecklenburg County	0.09 1100	A 82%	1%	1%	1%	14%	1%	С	0.155	Α		930	Α
	10:	I-85 North from Welco	me Center											
North	From:	I-85 North												
85 Ramp	Mecklenburg County	0.18 <b>NA</b>								NA			NA	
<u> </u>	To:	58-903												
North	From:	I-85 North												
85 Ramp	Mecklenburg County	0.24 <b>2200</b>	<b>G</b> 82%	1%	1%	1%	14%	1%	F	0.072	F		2100	G
	To:	US 58 East												
North	From	I-85 North												
Ramp	Mecklenburg County	0.24 <b>1200</b>	<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.109	F		1200	G
83)	To:	US 58 West				.,.			-		•			_
NI 4L-	From:													
North 85) Ramp	Mecklenburg County	0.28 <b>990</b>	<b>G</b> 88%	1%	2%	1%	9%	0%	F	0.112	F		1000	G
Ramp	To:	US 1 Mecklenbur		170	270	170	970	076	Г	0.112	г		1000	G
			g Ave											
North	From:	I-85 North												
(85) Ramp	Brunswick County	0.19 <b>100</b>	<b>G</b> 86%	1%	1%	1%	11%	0%	F	0.097	F		100	G
<u> </u>	To:	12-644 Brunswic	k Dr											
North	From:	I-85 North												
85 Ramp	Brunswick County	0.18 <b>490</b>	G							0.105	F		500	G
$\smile$	To:	SR 46 Christanna	Hwy											
North	From:	I-85 North												
85) Ramp	Brunswick County	0.15 <b>280</b>	<b>G</b> 88%	1%	2%	1%	9%	0%	F	0.110	F		290	G
(65)	To:	US 1 Boydton Pla												
North	From:	I-85 North to Rest			<del></del>									
85) Alberta Rest Area Ramp	Brunswick County	0.11 <b>680</b>	A Area							0.143	Α		620	Α
03) Alborta Rost Arca Ramp	To:	Enter Rest Area Parl								0.140	А		020	^
North	From:	Exit Rest Area Park												
85) Alberta Rest Area Ramp	Brunswick County	0.12 <b>940</b>	G							NA			940	G
	To:	I-85 North from Re												-
NI	From:	I-85 North												
North Ramp	Brunswick County	0.21 <b>180</b>	<b>G</b> 94%	2%	1%	1%	2%	0%	F	0.153	F		180	G
85 Ramp	To:			Z70	170	1 70	∠70	U70	Г	0.103	Γ'		100	G
		12-630 Sturgeon	. Nu											
North	From:	I-85 North							_		_		- · ·	_
	Brunswick County	0.18 <b>600</b>	<b>G</b> 88%	1%	1%	2%	8%	0%	F	0.083	F		610	G
(85) Ramp		10.710.0110	D 1											
Ramp	To:	12-712 Old Stage	e Ra											
<u> </u>	To: From:	I2-/12 Old Stage												
Ramp	To: From: Dinwiddie County	-								NA			350	F

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

	Arında Aver	rage Daily Traffic Volume Estimates By Section of R Primary and Interstate Routes	Koule	
Route	Jurisdiction	Longth AADT OA ATiro Duo	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North 85 Ramp	Dinwiddie County	I-85-N TO RT 650 0.21 NA 26-650; 26-650-8B TO & FROM RT 85	NA NA	NA
North Ramp	Dinwiddie County	I-85 North  0.37 <b>250 F</b> 26-703 Carson Rd	NA NA	250 F
North 85 Dinwiddie Rest Area Ramp	Prom: Dinwiddie County	I-85 North to Rest Area 0.14 NA Enter Rest Area Parking Lot	NA	NA
North 85 Dinwiddie Rest Area Ramp	Dinwiddie County	Enter Rest Area Parking Lot  Exit Rest Area Parking Lot  0.19 510 F  I-85 North from Rest Area	NA NA	510 F
North Ramp	Dinwiddie County	I-85 North 0.20 <b>690 F</b> BUS US 460	NA	690 F
North Ramp	Dinwiddie County	I-85-N061B TO RT 460 & 460 BUS?  0.01 NA  CEUS 460 FROM RT 85 NB	NA NA	NA
North Ramp	From: Dinwiddie County	I-85-N061A TO US 460 & 460 BUS 0.02 <b>NA</b>	NA	NA
North (85) Ramp	From: Dinwiddie County	CEUS 460 FROM RT 85 NB  I-85 North  0.15 <b>600 F</b>	NA NA	600 F
North (85) Ramp	From: Dinwiddie County	US 1 Boydton Plank Rd  I-85 North  0.26 <b>620 F</b>	NA	620 F
North (85) Ramp	From: City of Petersburg (Maint: 26)	US 1 Boydton Plank Rd  I-85 North  0.11 1300 F	NA	1300 F
North (85) (460) Ramp	City of Petersburg (Maint: 26)		0.101 A	6000 A
North (85) Ramp	City of Petersburg (Maint: 26)		NA NA	2800 F
North 85 Ramp	City of Petersburg (Maint: 26)	I-95 North Exit 51A to Wythe St & Washington St	0.105 A	6400 A
North Ramp	City of Petersburg (Maint: 26)	I-85 North Exit 68C	0.102 A	4000 A

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK F		VDT	Q۷
North	From:	I-85 ]	North Exit 68	8B												
85 Ramp	City of Petersburg (Maint: 26)	0.07	2200	Α								0.127	Α	24	00	1
$\overline{}$	To:	CEUS	S 460 Wythe	St												
South	From:		Carolina State													
85	Mecklenburg County	4.59	12000	Α	79%	1%	1%	0%	18%	2%	С	0.136	Α		00	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	23000	Α	79%	1%	1%	0%	17%	2%	С	0.136	Α	190	000	
South	To- From:		58-903													_
85)	Mecklenburg County	7.78	12000	Α	79%	1%	1%	0%	18%	2%	F	0.129	Α	100	000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	24000	Α	79%	1%	1%	0%	17%	2%	F	0.13	Α	210	000	
	To		L South Hill													
South	From:				700/	40/	40/	00/	400/	20/	_	0.400	^	400	200	
85	Town of South Hill (Maint: 58)		12000	A	79%	1%	1%	0%	18%	2%	-	0.129	Α		000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		Α	79%	1%	1%	0%	17%	2%	۲	NA		210	000	
South	To- From:		US 58													_
85)	Town of South Hill (Maint: 58)	2.72	10000	В	79%	1%	1%	0%	18%	2%	F	0.127	Α	89	00	
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	21000	В	79%	1%	1%	0%	17%	2%	F	0.124	Α	180	000	
\ d	To- From:		US 1													
South	Town of South Hill (Maint: 58)	0.29	10000	Α	79%	1%	1%	0%	18%	2%	F	0.127	Α	88	00	
85	Combined Traffic Estimates for 2 Parallel Roadways			В	79%	1%	1%	0%	17%	2%	, E	NA	^		000	
	Tarile Estimates for 21 arailer readways				1070	170		070	17 70	270	•	INA		100	500	
South	From:		CL South Hill	l												
85)	Mecklenburg County	3.74	10000	Α	79%	1%	1%	0%	18%	2%	F	0.127	Α	88	00	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			В	79%	1%	1%	0%	17%	2%	F	NA		180	000	
South	From:		vick County l													_
85)	Brunswick County	5.21	10000	A	79%	1%	1%	0%	18%	2%	F	0.127	Α	88	00	
00)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	20000	В	79%	1%	1%	0%	17%	2%	F	0.126	Α	180	000	
	To		12-644													
South	Prom: L	0.54		_	700/	40/	40/	00/	400/	00/	_	0.405		0.4	00	
85	Brunswick County	2.54	10000	В	79%	1%	1%	0%	18%	2%		0.125	A	_	00	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		В	79%	1%	1%	0%	17%	2%	F	0.123	Α	180	000	
South	To: From:		SR 46													_
85)	Brunswick County	1.66	6600	В	79%	1%	1%	0%	18%	2%	F	0.104	Α	59	00	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	16000	В	79%	1%	1%	0%	17%	2%	F	0.123	Α	140	000	
	To:	-	US 1													
South	Brunswick County	6.26	10000	В	79%	1%	1%	0%	18%	2%	E	0.125	Α	00	00	
85	Combined Traffic Estimates for 2 Parallel Roadways			В	79% 79%	1%	1%	0% 0%	17%	2% 2%	L L	0.125	A		000	
	Combined Trainic Estimates for 2 Parallel Roadways	on this Route:	20000	D	19%	170	170	U%	17%	270	Г	0.124	А	180	JUU	

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

		and inters					Tru	ıck			K		Dir		
Route	Jurisdiction Length	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	12-630				- 1	017.040	TTTG	211411		1 dotoi		1 40101		
(85)	Brunswick County 4.86	10000	Α	79%	1%	1%	0%	18%	2%	F	0.128	Α		8800	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>20000</b>	В	79%	1%	1%	0%	17%	2%	F	0.125	Α		18000	В
South	To- From 12	-712 Old Sta	ge Rd												
85	Brunswick County 0.24	11000	Α	79%	1%	1%	0%	18%	2%	F	0.128	Α		9300	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>21000</b>	G	79%	1%	1%	0%	17%	2%	F	0.122	Α		19000	G
South	To Prom Bru	nswick Coun	ty Line												
(85)	Dinwiddie County 2.78	11000	G	79%	1%	1%	0%	18%	2%	F	NA			9600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>22000</b>	G	79%	1%	1%	0%	17%	2%	F	NA			19000	G
Oth-	To- From	SR 40													
South (85)	Dinwiddie County 5.95	11000	Α	83%	1%	1%	0%	14%	1%	F	0.123	Α		9900	Α
(00)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		В	83%	1%	1%	1%	14%	1%	F	0.119	Α		20000	В
	To	26-650													
South	Dinwiddie County 4.95	11000	Α	83%	1%	1%	0%	14%	1%	_	0.121	Α		10000	Α
85	Combined Traffic Estimates for 2 Parallel Roadways on this Route		В	83%	1%	1%	1%	14%	1%	F	0.121	A		21000	В
	To.	26-703		0570	1 /0	1 70	1 /0	14 /0	1 70	'	0.117	^		21000	
South	From				407					_		_			
85	Dinwiddie County 8.36	13000	F -	83%	1%	1%	0%	14%	1%	С	0.105	В	0.500	12000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		F	83%	1%	1%	1%	14%	1%	С	0.104	В	0.509	23000	F
South	To: From:	US 460													
(85) (460)	Dinwiddie County 1.83	18000	Α	87%	1%	1%	1%	10%	1%	F	0.109	Α		17000	Α
$\bigcirc$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>36000</b>	Α	85%	1%	1%	1%	12%	1%	F	0.1	Α		35000	Α
South	To: From	US 1													
85 460	Dinwiddie County 0.81	23000	Α	87%	1%	1%	1%	10%	1%	С	0.107	Α		23000	Α
$\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>48000</b>	Α	87%	1%	1%	1%	10%	1%	С	NA			47000	Α
South	To: From:	SCL Petersb	urg												
(85) (460)	City of Petersburg (Maint: 26) 1.25	23000	Α	87%	1%	1%	1%	10%	1%	С	0.107	Α		23000	Α
(03) (400)	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>48000</b>	Α	87%	1%	1%	1%	10%	1%	С	NA			47000	Α
	To: So	uirrel Level	Road												
South	City of Petersburg (Maint: 26) 2.23	25000	Α	87%	1%	1%	1%	10%	1%	F	0.106	Α		25000	Α
85 (460)	City of Petersburg (Maint. 26) 2.23 Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	87%	1%	1%	1%	10%	1%	F	0.100	A		52000	A
	<u></u>	amp From I-		01/0	1 /0		1 /0	10 70	1 /0	'	0.000			02000	
South	rioni:	•		000/	40/	40/	40/	4.40/	40/	_	0.400			00000	
85 I-85 S Ramp	City of Petersburg (Maint: 26) 0.33	24000	F	83%	1%	1%	1%	14%	1%	F	0.106	N		22000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	From Washin		85%	1%	1%	1%	12%	1%	F	NA			43000	F

## Virginia Department of Transportation Traffic Engineering Division 2011 PAGE Daily Traffic Volume Estimates By Section of Route

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

		Timar	and micro	100				T				1/		D:-		
Route	Jurisdictio	n Leng	th <b>AADT</b>	QA	4Tire	Bus					QC		QK		AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South	From:										_					_
(85) I-85 S Ramp															18000	F
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou			85%	1%	1%	1%	12%	1%	F	NA			37000	F
	To:		I-95 Sout	h												
South	From:		I-85 Sout	h												
85 Ramp	Mecklenburg C	County 0.18	3 <b>1600</b>	Α	97%	0%	1%	1%	1%	0%	F	0.128	Α		1500	Α
	To:		58-903													
South	From:		I-85 Sout	h												
	Mecklenburg C	County 0.29			82%	1%	1%	1%	14%	1%	F	0.086	F		880	G
(85) Turnp	To:				0270	170	- 70	170	1-70	1 70	•	0.000	•		000	Ŭ
		[														
South	From:															
(85) Ramp	Mecklenburg C	County 0.1	7 1600	В	97%	0%	1%	0%	1%	0%	F	0.12	Α		1400	В
<u> </u>	To:	I-85-	S012C TO R	Γ 58 BUS												
South	From:															
Ramp												NA			NA	
<u> </u>	To:	CAUS	58 FROM RT	` 85 SOUT	ГН											
South	From:	I-85	-S012B TO B	us US 58												
85 Ramp	Mecklenburg C	County 0.0	1 NA									NA			NA	
	To:	US	58 FROM R	T 85 SB												
South	From:		I-85 Sout	h												
	Mecklenburg (	County 0.3										NΔ			NA	
85) rump	To:			ura Ave								147 (			1471	
		0.														
South	From:										_		_			_
(85) Ramp	Brunswick Co				86%	1%	1%	1%	11%	0%	F	0.126	F		260	G
<u> </u>	To:	1	2-644 Brunsw	rick Dr												
South	From:		I-85 Sout	h												
(85) Ramp	Brunswick Co	ounty 0.13	NA									NA			NA	
	To:	US	1 Boydton P	lank Rd												
Courth	From:	T G	5 Couth to Do	oct Aron												
	Brunswick Co			est Aica								NΙΛ			NA	
85 Alberta Rest Area Ramp	To:			Doulring								INA			INA	
South	From:															
	Brunswick Co				79%	1%	1%	1%	17%	2%	F	0 139	Δ		510	В
85) Alberta Rest Area Ramp	To:				1370	170	170	170	17 70	270	'	0.100			310	
-	_ 1	1-65														
South	From:	,			0.424	601		401	001	001	_	0.4==			4.0.0	
(85) Kamp	Brunswick Co				94%	2%	1%	1%	2%	0%	F	0.158	Α		130	Α
Section   Sect																
South	From:		I-85 Sout	h												
	Brunswick Co	ounty 0.18	NA NA									NA			NA	
	To:	1	2-712 Old Sta	ige Rd												
South	From:						Ī									
	Dipuiddia Ca	Nunty 0.40										NΙΛ			690	F
85 Kallib	Diriwiddle Co To:				)							INA			090	Г
=	10.	1-85	outn Exit 421	D to SK 40	J											

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Factor	AAWDT QW
South Ramp	Dinwiddie County	I-85 South Exit 42B to SR 40  0.02 NA  SR 40 McKenney Hwy		NA	NA
South Ramp	Dinwiddie County	I-85-S042A TO RT 40 0.02 <b>NA</b> SR 40 FROM RT 85 SB		NA	NA
South Ramp	Prom: Dinwiddie County To:	I-85 South 0.21 <b>420 F</b> 26-650 Hamilton Arms Rd		NA	420 F
South Ramp	Dinwiddie County	I-85 South  0.26 <b>1800 F</b> 26-703 Carson Rd		NA	1800 F
South 85 Ramp	Dinwiddie County	I-85-S053A TO RT 703 0.10 <b>NA</b> 26-703 FROM RT 85 SB		NA	NA
South 85 Dinwiddie Rest Area Ramp	Dinwiddie County	I-85 South to Rest Area  0.15 NA  Enter Rest Area Parking Lot		NA	NA
South  85 Dinwiddie Rest Area Ramp	Dinwiddie County	Exit Rest Area Parking Lot 0.25 <b>910 F</b> I-85 South from Rest Area		NA	910 F
South Ramp	Dinwiddie County	I-85 South  0.18 <b>6600 F</b> I-85 South Exit 61B to US 460		NA	6600 F
South Ramp	Dinwiddie County	0.03 NA US 460 Airport St	<del></del>	NA	NA
South Ramp	Dinwiddie County	I-85-S061A TO US 460 0.05 <b>NA</b> US 460 US 460-E312A Gap TO		NA	NA
South Ramp	Dinwiddie County	I-85 South 0.19 <b>3500 F</b> US 1 Boydton Plank Rd		NA	3500 F
South Ramp	Dinwiddie County	I-85 South 0.21 <b>3600 F</b> US 1 Boydton Plank Rd		NA	3600 F
South Ramp	City of Petersburg (Maint: 26)	I-85-S TO SQUIRREL LEVEL ROAD  0.13 <b>3600 A</b> 123-9011; 123-9011- 1B TO & FROM RT		0.106 A	3800 A
86 South Main St	City of Danville	SCL Danville; NC State Line 1.11	0% 0% 1% 0%	C 0.091 F 0.567	12000 G

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

		Primary and intersta					T	1 .			17		D:-		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- QV
	- 1					2Axle	3+Axle	11 rail	21 rail		Factor		Factor		
County Marin Ct	City of Donoille	Lockett Dr		000/	007		00/	40/	00/	_	0.000	_	0.500	40000	0
86 South Main St	City of Danville	0.61 <b>11000</b>	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.532	12000	G
<u> </u>	To: From:	Broadnax St													
(86) South Main St	City of Danville	0.63 <b>17000</b>	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.57	19000	G
$\smile$	To:	Central Blvc													
86 Central Blvd	City of Danville	South Main S 0.38 <b>16000</b>	G	99%	0%	0%	00/	0%	0%	С	0.083	F	0.548	18000	G
86 Central Blvd	City of Dariville	0.36 16000	G	99%	0%	0%	0%	U70	0%	C	0.063	Г	0.546	16000	G
	To: From:	SR 293 West Ma													
86) Central Blvd	City of Danville	0.60 <b>21000</b>	G	99%	0%	0%	0%	0%	0%	С	0.083	F	0.576	23000	G
<u> </u>	To:	Bus US 29 & SR 413 N	Iemorial	Dr											
	From:	North Carolina Sta	te Line												
87) Morehead Rd	Henry County	3.27 <b>7900</b>	G	90%	0%	1%	1%	8%	1%	С	0.089	F	0.548	8200	G
$\smile$	To:	SCL Ridgewa	ıv			<u> </u>									
87) Morehead Ave	Town of Ridgeway (Maint: 44)	0.55 <b>12000</b>	G	90%	0%	1%	1%	8%	1%	F	0.084	F		13000	G
<u>.,</u>	Tai	D 110 220 Cl 1 0													
87 Morehead Ave	Town of Ridgeway (Maint: 44)	Bus US 220 Church S 0.28 <b>9400</b>	G G	90%	0%	1%	1%	8%	1%	F	0.086	F	0.508	9800	G
87) Morehead Ave	Town of Ridgeway (Maint: 44)	US 220 Greensbo		90 /6	076		1 /0	0 /0	1 /0		0.000		0.506	9000	G
	From														
89) Skyline Hwy	Grayson County	North Carolina Sta 4.89 <b>3500</b>	F Line	97%	0%	1%	10/	1%	0%	С	0.095	F		3700	F
89) Skyline Hwy	Grayson County	4.89 <b>3500</b>	Г	9770	070	1 70	1%	170	0%	C	0.095	Г		3700	Г
	To: From:	SCL Galax													
89) Main St	City of Galax	1.26 <b>5900</b>	G	98%	0%	1%	1%	1%	0%	С	0.09	F	0.557	6300	G
<u> </u>	To: From:	SR 97 Pipers Ga	p Rd												
89) Main St	City of Galax	0.90 <b>5800</b>	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.542	6200	G
$\mathcal{L}$	To:	Maroon Tide l	)r												
89) Main St	City of Galax	0.16 <b>4800</b>	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.555	5100	G
89)					0,0		0,0	0,0	0,0	·	000	•	0.000	0.00	Ū
Nation Of	From:	Oldtown St		000/	00/		00/	00/	00/	_	0.005	_	0.500	0.400	_
89 Main St	City of Galax	0.64 <b>3200</b>	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.506	3400	G
		US 58 Stuart I	Jr												
	From:	98-616								_		_			_
90) Main St	Town of Rural Retreat (Maint: 98)	0.60 <b>6100</b>	G	97%	1%	1%	1%	1%	0%	С	0.091	F	0.56	6700	G
<u> </u>	Ta- From:	NCL Rural Ret	reat												
90)	Wythe County	0.66 <b>6100</b>	N	97%	1%	1%	1%	1%	0%	Ν	0.091	Ν	0.56	6700	Ν
$\smile$	To:	US 11 Staleys Cros	s Roads												
90) Main St	Wythe County	0.47 <b>5700</b>	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.595	6200	G
30)	To:	I-81		3.75	.,,		.,0	.,,	0,0	•	J.JJL	•	0.000	0_00	J
	From:	SR 90				i									
90 Ramp to I-81 N at Exit 60	Wythe County	0.13 <b>NA</b>									NA			NA	
90 Ramp to I-81 N at Exit 60	vv yttle County	0.13 NA									INA			INA	

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

_							Trι	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	SR 90; 98-6	580												
90 Ramp to I-81 S at Exit 60	Wythe County	0.13 <b>NA</b>									NA			NA	
<u> </u>	To:	I-81 S													
	From:	Tennessee Stat													
91) Mountain City Rd	Washington County	1.62 <b>2600</b>	G	92%	0%	1%	2%	5%	0%	С	0.092	F	0.572	2700	
	To: From:	US 58 Douglas Dr; Je													
Jeb Stuart Hwy	Washington County	0.54 <b>3300</b>	N	95%	0%	1%	1%	3%	0%	N	0.082	N	0.53	3400	
7~~	To: From:	ECL Damas													
Jeb Stuart Hwy	Town of Damascus (Maint: 95)	0.45 3300	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.53	3400	
	From:	Damascus l US 58 Jeb Stua													
Damascus Dr	Town of Damascus (Maint: 95)	0.70 <b>1600</b>	G	95%	0%	1%	1%	2%	0%	С	0.093	F	0.509	1700	
<u> </u>	то	NCL Damas	ecue			—									
91)	Washington County	6.40 <b>1600</b>	N	95%	0%	1%	1%	2%	0%	Ν	0.093	Ν	0.509	1700	
	To	05 002 I ib	II-11 D 4												
91) Monroe Rd	Washington County	95-803 Liberty I 1.48 <b>1800</b>	G Hall Rd	95%	0%	1%	1%	2%	0%	F	0.091	F	0.535	1900	
Marioe Ka	vvasnington County			3370	070	170	1 70	270	070	'	0.001	•	0.555	1300	
Monroe Rd	Washington County	95-762 Loves N 3.51 <b>2200</b>	Mill Rd <b>G</b>	95%	0%	1%	1%	2%	0%	F	0.088	F	0.601	2300	
Monroe Rd	Washington County	US 11 Lee H		93 /6	076		1 /0	2/0	076		0.000	-	0.001	2300	
	From	US 11 Lee Hig													
91)	Washington County	0.51 <b>8000</b>	N	98%	0%	0%	0%	1%	0%	Ν	0.083	Ν	0.605	8400	
<u> </u>	To: From:	SCL Glade S	pring			$\neg$ $\vdash$									
Maple St	Town of Glade Spring (Maint: 95)	1.37 <b>8000</b>	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.605	8400	
<i></i>	To:	BUS SR 91 Gl													
Marka Vieta Ba	From:	BUS SR 91 Ma	•	000/	00/		00/	407	00/	_	0.000	_	0.004	4000	
Monte Vista Dr	Town of Glade Spring (Maint: 95)	0.77 <b>4100</b>	G	98%	0%	0%	0%	1%	0%	С	0.089	F	0.661	4300	
	To- From:	NCL Glade S										_			
91) Crescent Rd	Washington County	5.43 <b>2300</b>	G	98%	0%	0%	0%	1%	0%	F	0.094	F	0.672	2400	
	To: From:	WCL Saltv	ille			$\Box$ $\vdash$									
₉₁ ) S Main St	Town of Saltville (Maint: 95)	0.52 <b>2500</b>	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.504	2600	
<i></i>	To:	Smyth County													
Main St	Town of Saltville (Maint: 86)	Washington Cou 1.15 <b>2000</b>	nty Line <b>G</b>	97%	1%	1%	1%	1%	0%	С	0.094	F	0.612	2100	
Main St	Town of Saltville (Maint. 86)			9176	170	170	170	170	U70	C	0.094	г	0.012	2100	
Main Ct	Towns of Coltrillo (Maint OC)	Palmer Av		070/	40/		40/	40/	00/		0.007		0.500	7000	
Main St	Town of Saltville (Maint: 86)	0.26 <b>6900</b>	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.528	7300	
	To: From:	SR 107 Worth													
E Main St	Town of Saltville (Maint: 86)	1.96 <b>2500</b>	G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.559	2600	
<u>~</u>	To: From:	NCL Saltvi	ille												
91)	Smyth County	0.17 <b>2500</b>	N	97%	1%	1%	0%	0%	0%	Ν	0.094	Ν	0.559	2600	
$\smile$	To:	86-743 Clarl	k St												

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

				nes	_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	86-743 Upper	r Poor Valley R												
91) Saltville Hwy	Smyth County	4.66 <b>1</b>	300 G	97%	1%	1%	0%	0%	0%	F	0.104	F	0.527	1300	(
	To- From:		uegrass Trail												
91) Veterans Rd	Smyth County		510 G	97%	1%	1%	0%	0%	0%	F	0.099	F	0.570	540	
<u> </u>	To: From:		County Line												
91) Veterans Rd	Tazewell County		90 F	100%	0%	0%	0%	0%	0%	F	0.124	F		90	
<u></u>	To	92-607 Little T	umhling Creek	Rd											
91 ) Madien Springs Rd	Tazewell County		80 F	100%	0%	0%	0%	0%	0%	С	0.198	F		90	
31)	Tre	02 604 Thom	npson Valley Ro	<u> </u>											
91) Maiden Spring Rd	Tazewell County		110 F	100%	0%	0%	0%	0%	0%	F	0.152	F		120	
91)	To							-,-		•		•			
91) Whitten Valley Rd	Tazewell County		lege Estates Rd	100%	0%	0%	0%	0%	0%	F	0.123	F		110	
91)	To:		ocketts Store	.0070	0,0		0,0	0,0	0,0	•	020	•			
	From:		R 91												
91) Ramp to I-81 N at Exit 29	Washington County		200 G								0.082	F		2200	
<u> </u>	To:	I-81	North												
_	From:	S	R 91												
91) Ramp to I-81 S at Exit 29	Washington County		NA								NA			NA	
<u> </u>	To	I-	-81 S												
Bus	From		Glade Spring									_			
91) Glade St	Town of Glade Spring (Maint: 95		660 G	99%	0%	1%	0%	0%	0%	С	0.116	F	0.548	690	
	Essel	N SR 91 Glade		St		1									
00	Town of Boydton (Maint: 58)		58 Bus 100 G	96%	1%	1%	0%	2%	0%	С	0.111	F	0.732	1200	
92)	rown or Boydton (Waint: 30)			30 76	1 /0	1 /0	070	2.70	076	C	0.111	'	0.752	1200	
	Mookkenburg County		Boydton N	96%	1%	1%	0%	2%	0%	N	0.111	NI	0.732	1200	
92	Mecklenburg County			90%	170	170	0%	270	0%	IN	0.111	N	0.732	1200	
C Main Ct	Towns of Observation (Mainta 50)		Chase City	050/	40/	40/	40/	20/	00/		0.404		0.505	2400	
92) S Main St	Town of Chase City (Maint: 58)	•	300 G	95%	1%	1%	1%	2%	0%	С	0.101	F	0.565	3400	
	From:		B" ST												
92) S Main St	Town of Chase City (Maint: 58)	) 0.23 <b>3</b>	200 G	95%	1%	1%	1%	2%	0%	F	0.100	F		3200	
	From:		more St								2.125				
92) N Main St	Town of Chase City (Maint: 58)	<u> </u>	700 G	95%	1%	1%	1%	2%	0%	F	0.100	F	0.557	4800	
<del>-</del>	From:		econd St RT 49												
92) (49) E Second St	Town of Chase City (Maint: 58)		200 G	95%	1%	1%	0%	3%	0%	F	0.09	F	0.540	6400	
	Too	Fn	dly St												
92 (49) W Second St	Town of Chase City (Maint: 58)		300 G	95%	1%	1%	0%	2%	0%	С	0.094	F	0.554	5400	
	To		SR 49												
92)	Town of Chase City (Maint: 58)		200 G	95%	0%	1%	1%	3%	0%	С	0.103	F	0.572	3200	
92)	To:	<u> </u>	Chase City	- 2 . •		i				-		•			

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

					Tru	ıck			K		Dir		_
Jurisdiction	Length AADT (	QA 4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q
From:													
Mecklenburg County	3.42 <b>3200</b>	<b>N</b> 95%	0%	1%	1%	3%	0%	N	0.103	Ν	0.572	3200	
To: From:	58-609; 58-684												
Mecklenburg County	0.21 <b>3200</b>	<b>N</b> 95%	0%	1%	1%	3%	0%	Ν	0.103	Ν	0.572	3200	
To:	58-600 Airport Ro	1											
Mecklenburg County			0%	1%	1%	3%	0%	Ν	0.103	Ν	0.572	3200	
To:	Charlotte County Li	ine											
From:	Mecklenburg County												
Charlotte County	2.11 <b>1800</b>	<b>G</b> 95%	0%	1%	1%	3%	0%	F	0.085	F	0.56	2000	
To:	US 15 Barnes Juncti	ion		$\neg$ $\vdash$									
Charlotte County			0%	1%	1%	3%	0%	F	0.084	F	0.541	1700	
To:	HC 260 V: H												
Charlotte County			0%	1%	1%	30/	0%	F	NΙΔ			440	
Chanotte County			076	1/0	1 /0	3/0	076	-	INA			440	
From:													
Halifax County		<b>G</b> 95%	0%	1%	1%	3%	0%	F	NA			470	
To:	NCI Classes												
Clover (Maint: 41)		N 05%	0%	1%	1%	30/	0%	N	NΙΔ			470	
Olover (Ivialiti: 41)		14 5570	070	170	1 /0	370	070	14	14/-1			470	
From:													
Clover (Maint: 41)	0.33 <b>460</b>	N 95%	0%	1%	1%	3%	0%	N	NA			470	
To: From:	SCL Clover												
Halifax County	0.80 <b>460</b>	<b>N</b> 95%	0%	1%	1%	3%	0%	Ν	NA			470	
To·	US 360 South of Clo	over											
From:	North Carolina State !	Line											
Grayson County	0.92 <b>660</b>	<b>F</b> 94%	0%	2%	2%	2%	0%	С	0.090	F		680	
То:	US 58 Near Mouth Of V	Wilson											
From:	US 58 West of Gal	ax											
Grayson County	4.22 <b>1700</b>	<b>F</b> 96%	1%	1%	1%	1%	0%	С	0.100	F		1800	
To:	CD 274 Diverside I	)											
Grayson County			1%	1%	0%	1%	0%	F	0.09	F		2100	
Crayson County			170	170	070	1 /0	070	'	0.00	•		2100	
To: From:													
Grayson County	2.20 <b>1900</b>	F 96%	1%	1%	0%	1%	0%	С	0.091	F		2000	
To: From:	WCL Fries												
Town of Fries (Maint: 38)	0.48 <b>1900</b>	<b>N</b> 96%	1%	1%	0%	1%	0%	Ν	0.091	Ν		2000	
To:	38-1001 W Main 5	St											
Town of Fries (Maint: 38)	0.56 <b>2000</b>	F 96%	1%	1%	0%	1%	0%	F	0.092	F		2100	
		/-						•		•			
~													
Grayson County	NCL Fries 0.63 <b>2000</b>	N 96%	1%	1%	0%	1%	0%	N	0.092	N		2100	
	Mecklenburg County  To From:  Charlotte County  To From:  Halifax County  Clover (Maint: 41)  To From:  Clover (Maint: 41)  To From:  Grayson County  To From:  To n of Fries (Maint: 38)	Mecklenburg County   3.42   3200   58-699; 58-684   Mecklenburg County   0.21   3200   58-600 Airport Resident	Mecklenburg County   3.42   3200   N   95%	Mecklenburg County   3.42   3200   N   95%   0%	Mecklenburg County   3.42   3200   N   95%   0%   1%	Mecklenburg County   3.42   3200   N   95%   0%   1%   1%	Mecklenburg County   3.42   3200   N   95%   0%   1%   1%   3%	Mecklenburg County   3.42   3200   N   95%   0%   1%   1%   3%   0%	Mecklenburg County   3.42   3200   N   95%   0%   1%   1%   3%   0%   N	Mecklenburg County	Mecklenburg County	Mecklenburg County   3.42   3200   N   95%   0%   1%   1%   3%   0%   N   0.103   N   0.572	Mecklenburg County

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
$\overline{}$	From:		n County Line												
94 ) Ivanhoe Rd	Carroll County		1100 G	96%	1%	1%	0%	1%	0%	F	0.093	F	0.620	1100	G
<u> </u>	To:		County Line												
O Localista Bul	What is O south		County Line	000/	40/	40/	00/	407	00/	_	0.000	_	0.500	4000	_
(94) Ivanhoe Rd	Wythe County	0.85	1100 G	96%	1%	1%	0%	1%	0%	F	0.099	F	0.523	1200	G
<u> </u>	To: From:	98-639	Riverview Rd												
94) Ivanhoe Rd	Wythe County	2.64	2100 G	96%	1%	1%	0%	1%	0%	F	0.098	F	0.609	2200	G
$\bigcirc$	Too	Ol	ld SR 94			<u> </u>									
94 Ivanhoe Rd	Wythe County		2300 G	96%	1%	1%	0%	1%	0%	F	0.084	F	0.595	2500	G
94)	To:		Gap Rd; Rickey F												
	From:	98-634 Lots	Gap Rd Ricky R												
( ₉₄ ) Ivanhoe Rd	Wythe County	2.06	3500 G	96%	1%	1%	0%	1%	0%	F	0.093	F	0.653	3800	G
$\bigcirc$	To:	US 52 I	Farmers Store												
	From:	JB-40 I	FROM RT 95												
95 Ramp	Greensville County	0.13	NA								NA			NA	
	To:	US 301	Skippers Rd												
	From:	I-95-S054A I	B-20 FROM RT	95		Ī									
95 Ramp	City of Colonial Heights (Maint:		NA	)3							NA			NA	
95) 113.115	To:		FROM RT 95												
	Draw.														
95 Ramp	City of Richmond (Maint: 20		FROM RT 95								NA			NA	
95 Ramp	City of Richmond (Maint. 20		R 161- A Gap TO								INA			INA	
	Prom:		North 73A	0.407	407		407	70.	00/	_	0.404			44000	
95 Ramp	City of Richmond (Maint: 20	,	9900 A	91%	1%	1%	1%	7%	0%	F	0.104	Α		11000	Α
<u> </u>	10:		561 Maury St												
	From:	I-95-N074C I-95		ROUT											
95) Ramp	City of Richmond (Maint: 43	,	NA								NA			NA	
<u> </u>	To:	US 250 FR	ROM ROUTE 95												
	From:	I-95-N172	A FROM RT 95												
95) Ramp	Fairfax County	0.09	NA								NA			NA	
$\bigcirc$	To:	29-613; 29-613- 6	6A TO AND FRO	M RT											
	From:	I-95-S175	5B TO ROUTE												
(95) Ramp	Fairfax County	0.11	NA								NA			NA	
33)	To:		FROM RT 95												
=veNI	From:		ress Roadway NB			Ī									
(95) NB Express Lanes	City of Alexandria (Maint: 29		NA								NA			NA	
95) IND EXPICES FAILES	Combined Traffic Estimates for Parallel Roadwa		NA NA								NA			NA	
	Combined Trainic Estimates for Parallel Roadwa	•									INA			INA	
ExpN	To: From:	US 1 Patr	rick St; Mill Rd												
95) NB Express Lanes	City of Alexandria (Maint: 29	0.87	NA								NA			NA	
95) 112 2741000 241100	Combined Traffic Estimates for Parallel Roadwa		NA								NA			NA	
	To Thomse Trainic Estimates for Farallel Roadwa			. D:		<del></del>					INA			INA	
	10.	District of Columb	uia Line, Potoma	Kiver											

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ExpS	From:	End Expre	ess Lanes SB												
ExpS 95 SB Express Lanes	City of Alexandria (Maint: 29	) 0.80 I	NA								NA			NA	
$\circ$	Combined Traffic Estimates for Parallel Roadwa	ays on this Route: I	NA								NA			NA	
EvnS	To- From	US 1 Patrio	ck St; Mill Rd												
(95) SB Express Lanes	City of Alexandria (Maint: 29	) 0.95 <b>I</b>	NA								NA			NA	
93)	Combined Traffic Estimates for Parallel Roadwa	,	NA								NA			NA	
	To:	District of Columbi		River											
ExpS	From:	I-95 SB E	xpress Lanes												
ExpS (95) Ramp	City of Alexandria (Maint: 29	) 0.65 I	NA								NA			NA	
$\overline{}$	To:	M	ill Rd												
North	From:		lina State Line				_								
95	Greensville County		9000 A	82%	1%	1%	1%	15%	0%	С	0.147	Α		15000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 38	3000 A	82%	1%	1%	1%	15%	0%	С	0.137	Α		31000	Α
North	To- From:	40-629	Skippers												
North 95	Greensville County	4.12 <b>19</b>	9000 A	82%	1%	1%	1%	15%	0%	F	0.148	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 37	7000 A	82%	1%	1%	1%	15%	0%	F	0.074	Α		31000	Α
N. a	To	US 301 Sou	uth of Emporia			$\neg$ $\vdash$									
North	Greensville County	1.70 <b>1</b> 9	9000 B	82%	1%	1%	1%	15%	0%	F	0.142	Α		16000	В
95	Combined Traffic Estimates for 2 Parallel Roadwa			82%	1%	1%	1%	15%	0%	F	0.132	Α		33000	В
	To-		Emporia	0270	170		170	1070	070		0.102			00000	
North	From:		•												
95)	City of Emporia (Maint: 40)		9000 B	82%	1%	1%	1%	15%	0%	F	0.142	Α		16000	В
	Combined Traffic Estimates for 2 Parallel Roadwa	-		82%	1%	1%	1%	15%	0%	F	NA			33000	В
North	To- From:	U	IS 58												
95)	City of Emporia (Maint: 40)	0.62 17	7000 B	82%	1%	1%	1%	15%	0%	F	0.148	Α		14000	В
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 33	3000 B	85%	1%	1%	1%	12%	0%	F	NA			28000	В
N1	To. From:	NCL	Emporia			_									
North 95	Greensville County	1.37 <b>17</b>	7000 B	82%	1%	1%	1%	15%	0%	F	0.148	Α		14000	В
95)	Combined Traffic Estimates for 2 Parallel Roadwa			85%	1%	1%	1%	12%	0%	F	0.137	Α		28000	В
	To				.,,		.,,	,0	0,0	•	0			20000	
North	From:		rth of Emporia		407		407	.=		_				10005	
95	Greensville County		6000 B	82%	1%	1%	1%	15%	0%	F -	0.153	Α		13000	В -
~	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 32	2000 B	85%	1%	1%	1%	12%	0%	F	0.137	Α	0.61	27000	В
North	To: From:	40-614 (	Otterdam Rd												
95)	Greensville County	3.63 16	6000 A	82%	1%	1%	1%	15%	0%	F	0.154	Α		13000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 32	2000 A	85%	1%	1%	1%	12%	0%	F	0.139	Α		27000	Α
	To:	Sussex C	County Line												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	r Q
orth	From:	Green	ville County	Line			2, 0.10	017.040	- I I I G	211011		1 dotoi		- 40101		
95)	Sussex County	0.16	16000	Α	82%	1%	1%	1%	15%	0%	F	0.154	Α		13000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	32000	Α	85%	1%	1%	1%	12%	0%	F	NA			27000	
	To:		US 301													
orth	Sussex County	2.95	16000	Α	82%	1%	1%	1%	15%	0%	F	0.154	Α		13000	
95)	Combined Traffic Estimates for 2 Parallel Roa			A	85%	1%	1%	1%	12%	0%	F	0.134	A		27000	
	Combined Traine Estimates for 21 arailer No				0070	1 /0	1 /0	1 /0	12 /0	076	'	0.14	^		27000	
orth	From:	9	1-631 Jarratt													
95)	Sussex County	4.04	16000	Α	82%	1%	1%	1%	15%	0%	F	0.152	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	32000	Α	85%	1%	1%	1%	12%	0%	F	0.138	Α		28000	
orth	To: From:		91-645													
95)	Sussex County	6.63	16000	Α	82%	1%	1%	1%	15%	0%	F	0.153	Α		14000	
99)	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	32000	Α	85%	1%	1%	1%	12%	0%	F	0.139	Α		27000	
	To		40 Stony Cree													
orth	From:		*		0.40/	40/	40/	40/	4.40/	00/	_	0.450	۸		4.4000	
95)	Sussex County	0.22	16000	A	84%	1%	1%	1%	14%	0%	F	0.152	A		14000	
	Combined Traffic Estimates for 2 Parallel Roa			Α	86%	1%	1%	1%	11%	0%	г	0.136	Α		28000	
orth	To: From:	SC	L Stony Cree	k												
95)	Town of Stony Creek (Mai	nint: 91) 0.09	16000	Α	84%	1%	1%	1%	14%	0%	F	0.152	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	33000	Α	86%	1%	1%	1%	11%	0%	F	NA			28000	
o with	To. From:	NC	L Stony Cree	ek												
orth 95)	Sussex County	2.14	16000	Α	84%	1%	1%	1%	14%	0%	F	0.152	Α		14000	
93)	Combined Traffic Estimates for 2 Parallel Roa			Α	86%	1%	1%	1%	11%	0%	F	NA			28000	
	To		91-602					.,,			-					
orth	From						<u> </u>				_					
95)	Sussex County	1.37	17000	Α	83%	1%	1%	0%	15%	0%	C	0.148	A		14000	
	Combined Traffic Estimates for 2 Parallel Roa		33000 George Count	A v Line	86%	1%	1%	1%	12%	0%	F	0.076	Α		28000	
lorth	From:		sex County Li	_												
95)	Prince George Count	nty 2.41	17000	Α	83%	1%	1%	0%	15%	0%	С	0.148	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	33000	Α	86%	1%	1%	1%	12%	0%	F	NA			28000	
	To Promi	74	4-623 Carson													
orth 95)	Prince George Count	ntv 3.73	18000	G	83%	1%	1%	0%	15%	0%	F	0.14	Α		15000	
95)	Combined Traffic Estimates for 2 Parallel Roa			G	86%	1%	1%	1%	12%	0%	F	0.083	Α	0.539	29000	
	To.	•			0070	1 /0	170	1 /0	12/0	0 /0	'	0.000	73	0.000	2000	
	From:		01, SR 35, SR													
lorth																
lorth 95	Prince George Count Combined Traffic Estimates for 2 Parallel Roa	•	19000 40000	A A	84% 86%	1% 1%	1% 1%	1% 1%	14% 11%	0% 0%	C C	0.139 0.120	A A		17000 34000	

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

								Tru	ıck			K		Dir		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
rth	From:		US 301				- 1	017.040	- I I I G	211011		1 dotoi		1 40101		
5)	Prince George County	1.11	21000	В	84%	1%	1%	1%	14%	0%	F	0.132	Α		18000	
9	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	41000	В	86%	1%	1%	1%	11%	0%	F	0.118	Α		36000	
	To:		I-295 West													
orth	Prince George County	0.66	12000	В	84%	1%	1%	1%	14%	0%	F	0.128	Α		11000	
95)	Combined Traffic Estimates for 2 Parallel Roadway			N	87%	1%	1%	1%	11%	0%	N	0.060	Α		23000	
	Combined Traine Estimates for 21 arailer Roadway	3 OIT tills Route.		- ''	01 /0	1 /0	1 /0	1 70	1170	076	14	0.000	^		23000	
orth	From:		I-295 East													
95)	Prince George County	0.30	13000	Α	84%	1%	1%	1%	14%	0%	F	0.125	Α		12000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	27000	Α	86%	1%	1%	1%	11%	0%	F	0.112	Α		24000	
orth	To: From:		Rives Rd													_
95)	City of Petersburg (Maint: 74)	1.15	16000	В	84%	1%	1%	1%	14%	0%	F	0.113	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	32000	В	86%	1%	1%	1%	11%	0%	F	0.102	Α		29000	
	To:		Wagner Rd													
orth	Prom:				0.40/	40/	40/	40/	4.40/	00/	_	0.400	^		40000	
95)	City of Petersburg (Maint: 74)	2.79	19000	A	84%	1%	1%	1%	14%	0%	F	0.108	A		18000	
	Combined Traffic Estimates for 2 Parallel Roadway			Α	87%	1%	1%	1%	11%	0%	г	0.097	Α		40000	
orth	To: From:	U	S 460 West	St												_
95)	City of Petersburg (Maint: 74)	0.50	19000	N	84%	1%	1%	1%	14%	0%	Ν	0.108	Ν		18000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	41000	N	87%	1%	1%	1%	11%	0%	Ν	NA			40000	
s with	Ta: From:		I-85													
orth 95	City of Petersburg (Maint: 26)	0.44	43000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α		42000	
95)	Combined Traffic Estimates for 2 Parallel Roadway	_		A	91%	1%	1%	1%	7%	0%	F	0.092	Α		83000	
	To:	US 301, Bus				1,70		170	170	070		0.002	,,			
orth	From:															
95)	City of Petersburg (Maint: 26)	0.64	49000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α		49000	
	Combined Traffic Estimates for 2 Parallel Roadway		99000 Colonial He	A	91%	1%	1%	1%	7%	0%	F	NA			98000	
orth	From:		CL Petersbu													_
95)	City of Colonial Heights (Maint: 2	0.21	49000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α		49000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	99000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α		98000	
	To:	S	outhpark Bl	vd												
orth	City of Colonial Heights (Maint: 2		42000	Α	91%	1%	1%	1%	7%	0%	_	0.092	Α		42000	
95	Combined Traffic Estimates for 2 Parallel Roadway	•				1%					F	0.092	A			
	Gornollieu Trailic Estillates (of 2 Farallel Roadway			Α .	91%	170	1%	1%	7%	0%	Г	0.090	A		84000	
orth	To: From:		144 Temple	Ave												_
95)	City of Colonial Heights (Maint: 2	2.38	47000	В	91%	1%	1%	1%	7%	0%	С	0.091	Α		47000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	94000	В	91%	1%	1%	1%	7%	0%	С	NA			94000	
	To:	NCL	Colonial H	eights												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. Q
orth	From:	NCL	Colonial Heigh	hts												
95)	Chesterfield County	1.55	47000	В	91%	1%	1%	1%	7%	0%	С	0.091	Α		47000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	94000	В	91%	1%	1%	1%	7%	0%	С	0.09	Α		94000	
orth	To: From:	20-620	) Woods Edge 1	Rd												
95)	Chesterfield County	2.90	46000	F	91%	1%	1%	1%	7%	0%	F	0.089	Α		46000	
99	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	91000	F	91%	1%	1%	1%	7%	0%	F	0.088	Α	0.53	93000	
	Tou	SR 10	West Hundred	Rd												
orth	Chesterfield County	1.81		Α	91%	1%	1%	1%	7%	0%	_	0.097	Α		56000	
95	Combined Traffic Estimates for 2 Parallel Roadways	_		A	91%	1%	1%	1%	7%	0%	F	0.097	A		110000	,
	Tool	On this reduce.			3170	1 70	1 /0	1 /0	1 /0	076	'	0.032	^		110000	
orth	From:		SR 288													
95)	Chesterfield County	2.04		В	91%	1%	1%	1%	7%	0%	F	0.113	Α		49000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	94000	В	91%	1%	1%	1%	7%	0%	F	0.089	Α		97000	
orth	To: From:	20-	613 Willis Rd													
95)	Chesterfield County	2.77	48000	Α	91%	1%	1%	1%	7%	0%	F	0.11	Α		50000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	96000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α		100000	
o wt lo	To: From:	SR 150	Chippenham P	Pkwy												
orth 95)	Chesterfield County	0.80	44000	G	91%	1%	1%	1%	7%	0%	F	NA			46000	
93)	Combined Traffic Estimates for 2 Parallel Roadways			G	90%	1%	1%	1%	7%	0%	F	NA			89000	
	ты.		CL Richmond													
orth	City of Disharas d (Mainty 20)			_	040/	40/	40/	40/	70/	00/	F	NIA			40000	
95)	City of Richmond (Maint: 20)	1.12		G	91%	1%	1%	1%	7%	0%	Г	NA NA			46000	
	Combined Traffic Estimates for 2 Parallel Roadways			G								INA			94000	
orth	From:	SR	161 Bells Rd													
95)	City of Richmond (Maint: 20)	3.81		Α	91%	1%	1%	1%	7%	0%	С	0.119	Α		45000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	88000	Α	90%	1%	1%	1%	7%	0%	С	0.09	Α		92000	
orth	To: From:		Maury St													
95)	City of Richmond (Maint: 20)	0.45	50000	Α	91%	1%	1%	1%	7%	0%	F	0.104	Α		52000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	103000	Α	90%	1%	1%	1%	7%	0%	F	0.087	Α		107000	,
	To: From:	Jame	es River Bridge	e												
orth 95)	City of Richmond (Maint: 43)	0.40	50000	Α	91%	1%	1%	1%	7%	0%	F	0.104	Α		52000	
95)	Combined Traffic Estimates for 2 Parallel Roadways			A	90%	1%	1%	1%	7%	0%	F	NA	^		107000	,
	To:		owntown Expre			. 70		. 70	. 70		•					
orth	From:					401		407	70.1	001	_	0.000			F0000	
95)	City of Richmond (Maint: 43) Combined Traffic Estimates for 2 Parallel Roadways	0.62		B B	91% 90%	1% 1%	1% 1%	1% 1%	7% 7%	0% 0%	-	0.096 0.085	A A		58000 127000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
North	From:	US 250 Bro													
95)	City of Richmond (Maint: 43)	0.92 <b>5900</b> 0		91%	1%	1%	1%	7%	0%	F	0.088	Α		61000	В
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 12300	0 B	90%	1%	1%	1%	7%	0%	F	0.084	Α		128000	В
orth East	To: From	I-64 South Inte	erchange												
95) (64)	City of Richmond (Maint: 43)	0.30 68000	) В	93%	1%	1%	1%	5%	0%	F	0.086	В		71000	В
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: <b>1370</b> 0	0 B	93%	1%	1%	1%	5%	0%	F	0.085	Α		143000	В
orth East	Ta. From:	Chamberlayı	ne Ave												
95) (64)	City of Richmond (Maint: 43)	0.24 <b>6300</b>	) A	93%	1%	1%	1%	5%	0%	F	0.088	Α		65000	A
39 (4)	Combined Traffic Estimates for 2 Parallel Roadways o			93%	1%	1%	1%	5%	0%	F	0.085	Α		127000	A
	To:	US 1, US 301 Be	elvidere St												
orth East	City of Richmond (Maint: 43)	1.97 66000		93%	1%	1%	1%	5%	0%	С	0.087	Α		70000	A
95) (64)	Combined Traffic Estimates for 2 Parallel Roadways o			93%	1%	1%	1%	5%	0%	F	0.084	A		141000	
	To T			3370	170	170	1 70	370	070		0.004	^		141000	,
orth East	From:	SR 161 Bou						=0.	-0.1	_					
95) (64)	City of Richmond (Maint: 43)	0.78 <b>7100</b> 0		93%	1%	1%	1%	5%	0%	F	0.092	A		74000	/
	Combined Traffic Estimates for 2 Parallel Roadways o			93%	1%	1%	1%	5%	0%	F	0.085	Α		151000	1
orth	To: From:	I-64 North Interch	nange; I-19	5											
5	City of Richmond (Maint: 43)	1.07 <b>5500</b> 0	) A	91%	1%	1%	1%	6%	0%	F	0.093	Α		56000	1
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 11300	0 G	91%	1%	1%	1%	6%	0%	F	NA			116000	(
orth	To: From:	NCL Richmond	l, SR 161												
5)	Henrico County	0.91 <b>5100</b> 0	) А	91%	1%	1%	1%	6%	0%	F	0.095	Α		52000	,
9	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 10400	0 A	91%	1%	1%	1%	6%	0%	F	0.088	Α		107000	,
	To	US 1 Broo	k Rd												
orth 05	Henrico County	0.30 47000	) A	91%	1%	1%	1%	6%	0%	F	0.097	Α		48000	,
15)	Combined Traffic Estimates for 2 Parallel Roadways o			91%	1%	1%	1%	6%	0%	F	0.037	A		97000	,
	To-	US 301 Chamber			170		170	070	070		0.000	,,		0,000	
orth	From:				40/		407	00/	00/	_	0.000			47000	
95	Henrico County	1.82 46000		91%	1%	1%	1%	6%	0%	С	0.096	A		47000	,
	Combined Traffic Estimates for 2 Parallel Roadways o			91%	1%	1%	1%	6%	0%	С	0.089	Α		93000	ı
orth	To: From:	SR 73 Parha	ım Rd												
5	Henrico County	1.47 <b>4300</b> 0		91%	1%	1%	1%	6%	0%	F	0.1	Α		43000	I
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 86000	) B	91%	1%	1%	1%	6%	0%	F	0.088	Α		87000	E
orth	To: From:	I-295													
95)	Henrico County	1.94 <b>6400</b> 0	) В	87%	1%	1%	1%	10%	0%	F	0.093	Α		61000	E
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 12300	0 G	87%	1%	1%	1%	10%	0%	F	0.008	Α		120000	(
	To:	Hanover Cour	nty Line												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
orth	From:	Henr	rico County	Line												
95)	Hanover County	0.95	64000	В	87%	1%	1%	1%	10%	0%	F	0.093	Α		61000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	123000	G	87%	1%	1%	1%	10%	0%	F	NA			120000	
orth	To: From:	42-65	6 Sliding Hi	ll Rd												
95)	Hanover County	1.79	56000	Α	87%	1%	1%	1%	10%	0%	С	0.096	Α		51000	
93)	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	87%	1%	1%	1%	10%	0%	C	0.090	Α		102000	
	ты		2 Lewistow													
orth	From				070/	40/	40/	40/	400/	00/	_	<b>N</b> 10			50000	
95)	Hanover County	2.65	58000	G	87%	1%	1%	1%	10%	0%	-	NA			53000	
	Combined Traffic Estimates for 2 Parallel Roadways on this			G	87%	1%	1%	1%	10%	0%	F	NA			104000	
orth	To: From:	SI	R 54 Ashlan	d												
95)	Town of Ashland (Maint: 42)	1.72	47000	Α	87%	1%	1%	1%	10%	0%	F	0.109	Α		41000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	96000	Α	87%	1%	1%	1%	10%	0%	F	NA			84000	
	To. From:	N	ICL Ashland	1			_									
orth 95)	Hanover County	4.29	47000	Α	87%	1%	1%	1%	10%	0%	F	0.109	Α		41000	
95)	Combined Traffic Estimates for 2 Parallel Roadways on this	_		A	87%	1%	1%	1%	10%	0%	F	0.1	Α		84000	
	· · · · · · · · · · · · · · · · · · ·		s Dominion			170		170	1070	070	•	0.1	,,		0.000	
orth	From:		,													
95)	Hanover County	3.36	46000	Α	87%	1%	1%	1%	10%	0%	F	0.11	Α		40000	
	Combined Traffic Estimates for 2 Parallel Roadways on this		94000 line County	Α	87%	1%	1%	1%	10%	0%	F	NA			82000	
orth	From:		over County													
95)	Caroline County	3.07	46000	Α	87%	1%	1%	1%	10%	0%	F	0.11	Α		40000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	94000	Α	87%	1%	1%	1%	10%	0%	F	0.101	Α		82000	
	Tax	SR 207	Rogers Clar	rk Blvd			<u> </u>									
orth 95	Caroline County	6.12	43000	Α	85%	1%	1%	0%	12%	10/	_	0.107	Α		38000	
95)	Combined Traffic Estimates for 2 Parallel Roadways on this	-		A	86%	1%	1%	0%	12%	1% 1%		0.107	A		74000	
	Combined Trainic Estimates for 2 Faraner Roadways of this				00 /6	1 /0	1 /0	0 /6	12 /0	1 /0		0.1	^		74000	
orth	From	16-63	39 Ladysmit	h Rd												
95)	Caroline County	6.35	53000	G	85%	1%	1%	0%	12%	1%	F	NA			47000	
	Combined Traffic Estimates for 2 Parallel Roadways on this			G	85%	1%	1%	0%	12%	1%	F	NA			85000	
orth	10: From:		vania Count	•												
95)	Spotsylvania County	1.61	53000	G	85%	1%	1%	0%	12%	1%	F	NA			47000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	98000	G	86%	1%	1%	0%	12%	1%	F	NA			86000	
	To		Mudd Tave													
orth	From: L				0.50/	40/	10/	00/	100/	40/	_	0.404	۸		42000	
95	Spotsylvania County	7.58	47000	F	85%	1%	1%	0%	12%	1%	С	0.101	A	0.507	42000	
_	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	95000	F	86%	1%	1%	0%	12%	1%	С	0.095	Α	0.507	84000	

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

	Primary	and Intersta	ate Roi	Jtes											
Davida	ting profession and the	- AADT		4T'	Desir		Tru	ıck		00	K	01/	Dir	A A \ A \ D T	0\4
Route	Jurisdiction Length	h <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From: US 1, US	S 17 Jefferson	Davis H	wy											
95) (17)	Spotsylvania County 2.81	56000	Α	85%	1%	1%	0%	12%	1%	F	0.091	Α		52000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>113000</b>	Α	86%	1%	1%	0%	12%	1%	F	0.086	Α		105000	Α
	To: So	CL Fredericks	burg			$\neg$ $\vdash$									
North	•••••			85%	40/	40/	00/	100/	40/	F	0.001	۸		52000	^
95 (17)	City of Fredericksburg (Maint: 88) 0.89		A		1%	1%	0%	12%	1%	F	0.091	Α			A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	86%	1%	1% ——	0%	12%	1%	г	NA			105000	Α
North	To: From:	SR 3 Plank R	ld												
95) (17)	City of Fredericksburg (Maint: 88) 2.29	72000	Α	85%	1%	1%	0%	12%	1%	F	0.080	Α		70000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>141000</b>	Α	86%	1%	1%	0%	12%	1%	F	0.078	Α		135000	Α
		afford County													
North		CL Fredericks		050/	407		00/	4007	407	_	0.000			70000	
95 (17)	Stafford County 1.25		Α	85%	1%	1%	0%	12%	1%	F -	0.080	Α		70000	Α .
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>141000</b>	Α	86%	1%	1%	0%	12%	1%	F	NA			135000	Α
North	From: US 17; E	US US 17 W	arrenton	Rd											
95)	Stafford County 2.53	66000	Α	91%	1%	1%	0%	7%	0%	F	0.078	Α		65000	Α
(33)	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>131000</b>	Α	91%	1%	1%	0%	7%	0%	F	0.075	Α		128000	Α
	,	900 Centrepoi													
North	From E	*													
95)	Stafford County 4.22		Α	91%	1%	1%	0%	7%	0%	F	0.079	Α		67000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>134000</b>	Α	91%	1%	1%	0%	7%	0%	F	0.075	Α		130000	Α
North	To: From:	630 Courthou	se Rd												
95)	Stafford County 2.90	68000	Α	91%	1%	1%	0%	7%	0%	С	0.08	Α		67000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	91%	1%	1%	0%	7%	0%	C	0.073	Α		132000	Α
				0170	170		070	1 70	070	Ū	0.010	,,		102000	, ,
North	From: 89-0	510 Garrisonvi	ше ка												
95)	Stafford County 4.84	71000	Α	91%	1%	1%	0%	7%	0%	F	0.086	Α		70000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	91%	1%	1%	0%	7%	0%	F	NA			139000	Α
N1		William Cou		:											
North	Prince William County 0.08	afford County 71000	A	91%	1%	1%	0%	7%	0%	F	0.086	Α		70000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	91%	1%	1%	0%	7%	0%	F	0.072	Α		139000	A
	<u> </u>			91%	170	1 70	076	170	076	Г	0.072	А		139000	A
North	From:	ussell Rd Qua	ntico												
95)	Prince William County 2.32	72000	В	91%	1%	1%	0%	7%	0%	F	0.079	Α		72000	В
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>140000</b>	В	91%	1%	1%	0%	7%	0%	F	0.071	Α		140000	В
	To:	76-619 Joplin	Rd												
North	Hom.			0407	407	40/	001	707	007	_	0.070	_		74000	0
95	Prince William County 2.39		G	91%	1%	1%	0%	7%	0%	F -	0.073	F	0.50	71000	G
~	Combined Traffic Estimates for 3 Parallel Roadways on this Route		G	92%	1%	1%	0%	6%	0%	F	0.063	F	0.594	157000	G
	SF	R 234 Dumfrie	s Kd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QV
North	From:	SR 2	34 Dumfrie:	s Rd												
95)	Prince William County	3.55	70000	Α	92%	1%	1%	0%	6%	0%	С	0.075	Α		70000	Α
$\smile$	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	159000	G	93%	1%	1%	0%	6%	0%	F	0.065	F	0.649	160000	G
lorth	To: From:	76-	784 Dale Bl	lvd												
95)	Prince William County	2.22	75000	G	92%	1%	1%	0%	6%	0%	F	0.068	F		77000	G
30)	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	173000	G	93%	1%	1%	0%	6%	0%	F	0.064	F	0.515	179000	G
41-	To:	76-3000	Prince Willia	am Pkw	у		_									
orth 95)	Prince William County	, 1.92	83000	G	92%	1%	1%	0%	6%	0%	F	0.068	F		85000	G
93)	Combined Traffic Estimates for 3 Parallel Road			G	0270	170	170	0,0	070	0,0	•	0.065	F	0.553	193000	
	To:		23 Gordon I													
orth	Prince William Counts		89000	G	92%	1%	1%	0%	6%	0%	_	0.075	F		91000	c
95	Prince William County Combined Traffic Estimates for 3 Parallel Road			G	92%	1%	1%	0% 0%	6% 5%	0% 0%		0.075	F		209000	
	To:	Fairfax Cour		_		1 /0	1/0	0 /6	370	0 /6		0.061			209000	
orth	From:	Prince William C	County Line,		an River											
orth 95	Fairfax County	0.38	89000	G	92%	1%	1%	0%	6%	0%	F	0.075	F		91000	(
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	198000	G	93%	1%	1%	0%	5%	0%	F	NA			209000	(
orth	To: From:	US 1	Richmond	Hwy												
95)	Fairfax County	2.49	74000	G	92%	1%	1%	0%	6%	0%	F	0.08	F		71000	(
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	183000	G								0.069	F	0.628	180000	(
la vála	To: From:	29-	642 Lorton	Rd												
orth 95)	Fairfax County	1.90	84000	G	91%	1%	1%	0%	7%	0%	F	NA			82000	(
95)	Combined Traffic Estimates for 3 Parallel Road				0170	170	170	0,0	1 70	0,0	•	NA			199000	
	To		to Express 1													
orth	Form L	0.79			92%	1%	40/	0%	6%	00/	_	NIA			96000	G
95	Combined Traffic Estimates for 3 Parallel Road		88000	G G	92%	1%	1% 1%	0% 0%	6%	0% 0%		NA NA			86000 208000	
	Combined Trainic Estimates for 3 Farallel Road						1 /0	0 /6	076	076		INA			200000	
lorth	From:	29-617 Backlick Ro														
95)	Fairfax County		104000	G	92%	1%	1%	0%	6%	0%	F	NA			102000	
~	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	210000	G	92%	1%	1%	0%	6%	0%	F	NA			208000	(
orth	To: From:	Exp	ress Lane Ra	amp												
95)	Fairfax County	0.14	104000	N	92%	1%	1%	0%	6%	0%	Ν	NA			102000	١
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	232000	N	92%	1%	1%	0%	6%	0%	Ν	NA			235000	١
lorth	Ta: From:	I-395; 29-644 Fra	conia Rd; C	old Keen	e Mill Rd											
North 95	Fairfax County	1.96	118000	G	92%	1%	1%	0%	6%	0%	F	NA			119000	
33)	Combined Traffic Estimates for 2 Parallel Road			G	92%	1%	1%	0%	6%	0%	F	NA			213000	
	To:	•	Capital Bel		/-	. , 0	ΤĬ	- / 0	- / 0	- / 0						_

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:		I-495													
95) Capital Beltway	Fairfax Cour	nty 0.96	79000	Α	92%	1%	1%	0%	6%	0%	F	0.082	Α		84000	Α
$\smile$	Combined Traffic Estimates for 2 Paralle	•		Α	92%	1%	1%	0%	6%	0%	F	0.076	Α		169000	Α
		Capital Beltwa	ay is also	signed	as I-495	i										
	To:	29-	613 Van Do	rn St												
North  95 Capital Beltway	Fairfax Cour	ntv 1.54	65000	G	92%	1%	1%	0%	6%	0%	_	NA			67000	G
95 Capital Beltway		•		_		1%			6%		F	NA				G
	Combined Traffic Estimates for 2 Paralle	ei Roadways on this Route Capital Beltwa			92%		1%	0%	6%	0%	г	NA			152000	G
		<u> </u>			as 1-490	)										
North	To: From:	Eisenh	ower Ave C	onnector												
95) Capital Beltway	Fairfax Cour	nty 1.55	73000	G	92%	1%	1%	0%	6%	0%	F	NA			73000	G
,	Combined Traffic Estimates for 2 Paralle	•	154000	G	92%	1%	1%	0%	6%	0%	F	NA			153000	G
		Capital Beltwa					.,.		-,-		•					_
	To:		241 Telegrap													
North	From:		241 Telegrap	)II KU												
95) Capital Beltway	Fairfax Cour	nty 1.26	64000	G	95%	1%	1%	1%	2%	0%	F	NA			63000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	135000	G	93%	1%	1%	1%	5%	0%	F	NA			132000	G
	_	Capital Beltwa	ay is also :	signed	as I-495	i										
	To:		CL Alexano													
North	From:		rfax County		050/	407		407	00/	00/	_				00000	_
95 Capital Beltway	City of Alexandria (I		64000	G	95%	1%	1%	1%	2%	0%	F	NA			63000	G
	Combined Traffic Estimates for 4 Paralle	-				_						NA			NA	
		Capital Beltwa	ay is also :	signed	as I-495	i										
North	To: From:	US	1 Richmond	Hwy												
95) Capital Beltway	City of Alexandria (I	Maint: 29) 1.07	73000	G	92%	1%	1%	0%	6%	0%	F	NA			72000	G
95) Saphar Bertway	Combined Traffic Estimates for 4 Paralle	,			0 <b>2</b> 70	170	170	070	070	070	•	NA			NA	O
	Combined Traine Estimates for 41 arane	Capital Beltwa			as I-405							INA			INA	
	To:	District of Col					1									
	Econ															
North  95 Skippers Welcome Center	Greensville Co		th to Welcon	ne Cente	er							NA			NA	
95 Skippers Welcome Center	Greensville CC		come Center	Dorking	Lat		1					INA			INA	
North	From:		ome Center													
Skippers Welcome Center	Greensville Co		1600	Α	98%	0%	1%	0%	0%	0%	С	0.164	Α		1200	Α
33)	Tol		OM DADIZ	NC AD	F.4		<del>1</del>									
North	From:		OM PARK	ING AK	EA											
95 Skippers Welcome Center	Greensville Co	ounty 0.01	NA									NA			NA	
$\overline{}$	To:		I-95 North													
North	From:		I-95 North													
95 Ramp	Greensville Co	ounty 0.15	1300	F								NA			1300	F
$\smile$	To:	40-62	9 Moores Fe	erry Rd												

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

Route	Jurisdiction		Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North 95 Ramp	Greensville County	I-95 North 0.18	NA NA	1100 F
North 95 Ramp	City of Emporia (Maint: 40)	I-95 North  0.13 <b>3300 F</b> I-95 North Exit 11A Ramp split	NA NA	3300 F
North 95 Ramp	City of Emporia (Maint: 40)	I-95-N011C TO RT 58 BUS  0.04 NA  US 58 FROM RT 95 N	NA NA	NA
North 95 Ramp	City of Emporia (Maint: 40)	I-95 North 0.12 <b>1100 F</b> US 58	NA NA	1100 F
North 95 Ramp	City of Emporia (Maint: 40)	I-95-N011A TO Bus US 58 0.05 <b>NA</b>	NA	NA
North 95 Ramp	From: Greensville County	FROM RT 95 N  I-95 North  0.08 <b>480 B</b> US 301	0.155 A	570 B
North 95 Ramp	From: Greensville County	I-95 North  0.24 210 F  40-614 Otterdam Rd	NA NA	210 F
North 95 Ramp	From:  Sussex County	I-95 North  0.16 1000 F  US 301 Blue Star Hwy	NA NA	1000 F
North 95 Ramp	From: Sussex County	I-95 North 0.22 <b>310 F</b>	NA NA	310 F
North 95 Ramp	From: Sussex County To:	91-631 Jarratt Rd  I-95 North  0.21 <b>140 F</b> 91-645 Owen Rd	NA NA	140 F
North 95 Ramp	From: Sussex County To:	I-95 North  0.23 <b>610 F</b> SR 40 Sussex Dr	NA NA	610 F
North 95 Ramp	From: Sussex County To:	I-95 North 0.21 1000 F 91-602 Cabin Point Rd	NA NA	1000 F
North 95 Carson Rest Area Ramp	Prince George County	I-95 North to Rest Area 0.19 1200 F Enter Rest Area Parking Lot	NA	1200 F
North 95 Carson Rest Area Ramp	Prince George County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.20 NA I-95 North from Rest Area	NA NA	NA

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

Route	Jurisdiction		Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North 95 Ramp	Prince George County	I-95 North  0.25 <b>340 F</b> 74-623 Rowanty Rd	NA NA	340 F
North 95 Ramp	Prince George County	I-95 North to Weigh Station  0.36 <b>2200 F</b> I-95 North from Weigh Station	NA NA	2200 F
North 95 Ramp	Prince George County	I-95 North 0.23 <b>460 F</b> SR 35 Courtland Rd	NA NA	460 F
North 95 Ramp	Prince George County	I-95 North 0.80 <b>490 F</b> US 301 Crater Rd	NA NA	490 F
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North  0.17 <b>840 A</b> 123-9008 Rives Rd	0.114 A	820 A
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North  0.35 <b>280 B</b> 123-9010 Wagner Rd	0.121 A	300 B
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North  0.23 <b>690 F</b> 123-9010 Wagner Rd	NA NA	690 F
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North Collector Rd 0.11 <b>720 F</b> US 460 County Dr	NA	720 F
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.14 <b>500 F</b> BUS US 460 P	NA	500 F
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.16 <b>1900 F</b> US 301	NA	1900 F
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.04 NA	NA	NA
North 95 Ramp	City of Petersburg (Maint: 74)	Ramp to US 460 East  0.15 <b>2800 F</b> Ramp From US 460 West	NA NA	2800 F
North 95 Ramp	City of Petersburg (Maint: 74)	0.26 <b>10000 A</b> Ramp to US 301 North	0.137 A	12000 A
North 95 Ramp	City of Petersburg (Maint: 74)	0.22 NA Ramp to US 301 South	NA NA	NA

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## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

Route	Jurisdiction		AADT QA	4Tire Bus	Truck 2Axle 3+Axle 1		QC K Factor	QK	Dir Factor	AAWDT	QW
North 95 Ramp	City of Petersburg (Ma	aint: 74) 0.06	9700 F  p From US 301				NA			9700	F
North 95 Ramp	City of Petersburg (Ma	aint: 74) 0.14	15000 A				0.113	Α		16000	Α
North 95 Ramp	City of Petersburg (Ma	aint: 74) 0.01	he & Washington S  NA  I-95 North	treets			NA			NA	
North 95 Ramp	City of Petersburg (Ma		orth Collector Rd  3600 F  To Wythe St & W	ashington St			NA			3600	F
North 95 Ramp	City of Petersburg (Ma	aint: 26) 0.43	I-95 North <b>5400</b> F  I-85 South				NA			5400	F
North 95 Ramp	City of Petersburg (Ma	aint: 74) 0.19	30100- BANK ST <b>NA</b> FROM RT 95 NOR				NA			NA	
North 95 Ramp	City of Colonial Heights (	(Maint: 20) 0.21	I-95 North  10000 A  2 Southpark Blvd				0.106	Α		10000	Α
North 95 Ramp	City of Colonial Heights (	(Maint: 20) 0.31	I-95 North <b>5900 G</b> of from I-95 South	98% 0%	0% 0%	1% 0%	C NA			5900	G
North 95 Ramp	Chesterfield Cour	inty 0.29	NA 746 FR RT 95				NA			NA	
North 95 Ramp	From: Chesterfield Coul	inty 0.38	5-N TO RT 10 <b>NA</b> 0 FROM RT 95				NA			NA	
North 95 Ramp	From: Chesterfield Cour To:		5-N TO RT 10 <b>NA</b> SR 10				NA			NA	
North 95 Ramp	From: Chesterfield Cour	inty 0.09	I-95 North 3100 B 613 Willis Rd				0.128	Α		3500	В
North 95 Ramp	From: Chesterfield Cour To:	inty 0.70	I-95 North 2200 A SR 895 East				0.103	Α		2400	Α
North 95 Ramp	Chesterfield Cour	inty 0.48	NA 0-P FROM RT 95				NA			NA	

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

		Filmary and interstate Routes			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Factor	AAWDT QW
North	From:	I-95-N TO BELLS ROAD	ZANE STANE IIIali ZIIali	T ACIOI T ACIOI	
(95) Ramp	City of Richmond (Maint: 20)	0.30 <b>NA</b>		NA	NA
95) Kamp	To:	JB-20 FROM RT 95		IVA	INA
	E				
North	City of Richmond (Maint: 20)	I-95 North 0.50 <b>1700 A</b>		0.000	2000 4
95 Ramp	City of Richmond (Maint: 20)			0.226 A	2000 A
	10.	I-95 South Exit 73A			
North	From:	I-95 North			
95) Ramp	City of Richmond (Maint: 43)	0.26 <b>NA</b>		NA	NA
	To:	SR 195			
North	From:	I-95 North			
95 Ramp	City of Richmond (Maint: 43)	0.06 <b>NA</b>		NA	NA
	To	I-95-N074D TO BROAD ST VIA 17TH ST			
North	From:				
95) Ramp	City of Richmond (Maint: 43)	0.14 <b>NA</b>		NA	NA
	To:	I-95-S074C I-95- 74C FROM ROUT			
North	From:	I-95-N074C TO BROAD ST VIA 17TH ST			
(95) Ramp	City of Richmond (Maint: 43)	0.15 <b>NA</b>		NA	NA
	То:	1US 360-P; 127-7608 VENABLE ST			
North	From:	I-95 North			
95 Ramp	City of Richmond (Maint: 43)	0.14 <b>19000 B</b>		0.094 A	21000 B
$\sim$	To	Ramp to 7th Street			
North	From:	I-95-N075B TO RT 64 EAST & 7TH STREET			
(95) Ramp	City of Richmond (Maint: 43)	0.08 <b>NA</b>		NA	NA
<u> </u>	To:	127-44-N001C FROM 7TH STREET			
North	O'the of D'alcase at (Mariat, 40)			N I A	NIA
95 Ramp	City of Richmond (Maint: 43)	0.12 <b>NA</b> I-64-E FROM RT 95 NORTH & 7TH STREET		NA	NA
	105				
North	From:	I-95-N075A TO I-64 EAST & 7TH STREET			
(95) Ramp	City of Richmond (Maint: 43)	0.16 <b>NA</b>		NA	NA
	To:	FROM I-95 NORTH			
North	From:	I-95 North			
(95) Ramp	City of Richmond (Maint: 43)	0.10 <b>NA</b>		NA	NA
	To:	127-50 Chamberlayne Pkwy			
North	From:	I-95 North			
95) Ramp	City of Richmond (Maint: 43)	0.08 <b>NA</b>		NA	NA
	To	I-95-N078B Ramp	<b></b>		
North	From:				
95 Ramp	City of Richmond (Maint: 43)	0.04 <b>NA</b>	<u></u>	NA	NA
$\overline{}$	To:	127-7603 Hermitage Rd			
North	From:	I-95-N078A Ramp			
(95) Ramp	City of Richmond (Maint: 43)	0.02 <b>NA</b>	<del></del>	NA	NA
	Tor	127-7603 Hermitage Rd			

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

		Filliary and interstate Routes		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire B	LIS	e 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	I-95 North	27 (	0 017040	TTTUI	ZITUII		1 40101		1 40101		
(95) Ramp	City of Richmond (Maint: 43)		% 1%	0%	0%	0%	F	0.108	Α		5400	Α
	To:	127-7576 Westbrook Ave										
North	From:	I-95 North										
95 Ramp	Henrico County	0.13 <b>NA</b>						NA			NA	
	То:	Wilmer Ave										
North	From:	I-95 North										
95 Ramp	Henrico County	0.18 <b>5100 A</b>						0.125	Α		5700	Α
$\smile$	То:	US 301; 2US 301-P FROM R										
North	From:	I-95-N TO PARHAM ROAD										
95 Ramp	Henrico County	0.27 <b>NA</b>						NA			NA	
$\smile$	То:	SR 73 FROM RT 95										
North	From:	I-95-N TO RT 73										
95 Ramp	Henrico County	0.22 <b>NA</b>						NA			NA	
<u> </u>	То:	SR 73 FROM RT 95										
North	From:	I-95-N TO RT 295 SOUTHEAST										
95 Ramp	Henrico County	0.30 <b>NA</b>						NA			NA	
	To:	I-295-E043X FROM RT 95 NORTH										
North	From:	I-95-N TO RT 295 NORTHWEST										
95 Ramp	Henrico County	0.24 <b>NA</b>						NA			NA	
<u> </u>	To:	I-295-W043X FROM RT 95 NORTH										
North	From:	I-95 North										_
95 Ramp	Hanover County	0.40 <b>8800 F</b>						NA			8800	F
	10.	42-656 Sliding Hill Rd										
North	From:	I-95 North						N.1.0			0000	_
95 Ramp	Hanover County	0.24 <b>3300 F</b> 42-656 Sliding Hill Rd						NA			3300	F
	rl		<u> </u>									
North  (95) Collector Distributor Ramp	Hanover County	95-N BEGIN COLLECTOR ROAD00- RT 656 0.18 <b>13000 F</b>						NA			13000	F
95 Collector Distributor Ramp	Hallover County							INA			13000	Г
North	To: From:	I-95-N086A TO RT 656										
95 Collector Distributor Ramp	Hanover County	0.16 <b>NA</b>						NA			NA	
	To	42-656-E000B FROM RT 656 EAST										
North	From:							NIA			NIA	
95 Collector Distributor Ramp	Hanover County	0.19 <b>NA</b>						NA			NA	
North	To: From:	I-95-N086B TO RT 656 WEST										
95 Collector Distributor Ramp	Hanover County	0.18 <b>NA</b>						NA			NA	
	To	42-656-W000B FROM RT 656										
North	From:				-							
95 Collector Distributor Ramp	Hanover County	0.08 <b>NA</b>						NA			NA	
~	'In'	-95-N END COLLECTOR ROAD00- RT 656										

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

		1 Illinary and interstate reduces		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North	From:	I-95 North	2Axle 3+Axle 1Trail 2Trail Factor Factor	
95) Ramp	Hanover County	0.16 <b>6000 F</b>	NA	6000 F
95) Kamp	To:	42-802 Lewistown Rd	INA	0000 1
AL A	From			
North	Hanasan Casanti	I-95-N TO RT 54	NIA.	1400 F
95 Ramp	Hanover County	0.19 <b>1400 F</b>	NA NA	1400 F
<u>~</u>	10:	SR 54 FROM RT 95		
North	From:	I-95-N TO RT 54		
95) Ramp	Hanover County	0.24 <b>7400</b> F	NA NA	7400 F
<u> </u>	То:	SR 54 FROM RT 95		
lorth	From:	I-95-N TO RT 30		
95) Ramp	Hanover County	0.17 <b>2600 F</b>	NA NA	2600 F
$\checkmark$	To:	I-95-N098B JB-42 FROM RT 95	<u> </u>	
lorth	From:			
95) Ramp	Hanover County	0.04 <b>NA</b>	NA	NA
<u> </u>	To:	SR 30 FROM RT 95		
lorth	From:	I-95-N098A JB-42 FROM RT 95		
95) Ramp	Hanover County	0.03 <b>NA</b>	NA	NA
$\mathcal{L}$	To:	SR 30 SR 30- B TO AND FROM RT		
orth	From:	I-95-N TO RT 207		
95) Ramp	Caroline County	0.20 <b>8400 G</b>	NA NA	8400 G
lorth	To: From:	I-95-N104B FROM RT 95		
95) Ramp	Caroline County	0.09 <b>8100 G</b>	NA	8100 G
$\bigcup$	To	SR 207 FROM RT 95		
lorth	From:	I-95-N104A FROM RT 95		
95) Ramp	Caroline County	0.05 <b>NA</b>	NA	NA
33)	To:	SR 207 TO AND FROM RT		
lorth	From:	I-95 North to Rest Area		
95) Ladysmith Rest Area Ramp	Caroline County	0.17 <b>2600 G</b>	NA	2600 G
gs) Ladyoniiii rtoot / iiod rtamp	To:	Enter Rest Area Parking Lot		2000
lorth	From:	Exit Rest Area Parking Lot		
Dadysmith Rest Area Ramp	Caroline County	0.07 <b>2200 A</b>	0.124 A	2000 A
	To:	I-95 North from Rest Area		
orth	From:	I-95-N TO RT 639		
95) Ramp	Caroline County	0.15 <b>NA</b>	NA	NA
93)	To:	16-639; 16-639- 5B TO AND FROM RT		
la utla	From:	I-95-N TO RT 66	<u>'</u>	
lorth	Spotsylvania County	0.22 <b>2400 F</b>	NA	2400 F
95 Ramp	οροιογίναι πα County	88-606 FR RT 95 TO RT	IVA	2 <del>4</del> 00 F
North _	From:	I-95-N TO RT 1NB		
95) Ramp	Spotsylvania County	0.29 <b>4300 F</b>	NA	4300 F
$\checkmark$	То:	US 1 US 01- 142B FROM RT 95		

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

		Filliary and interstate Routes		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck K	QK Dir AAWDT QW
		2	Axle 3+Axle 1Trail 2Trail GC Factor	Factor AAWDT QW
North	From:	I-95-N TO RT 1	<b>」</b>	
95) Ramp	Spotsylvania County	0.08 <b>1700 F</b>	NA	1700 F
	To:	US 1 Gap FROM RT 95		
North	From:	I-95 North		
95) Ramp	Spotsylvania County	0.37 <b>3500 F</b>	NA	3500 F
<u> </u>	То:	SR 3 Plank Rd		
North	From:	I-95-N TO RT 3 WB		
95) Ramp	Spotsylvania County	0.18 <b>6000 F</b>	NA NA	6000 F
$\overline{}$	To:	SR 3 SR 03-E032B TO AND FROM RT		
North	From:	I-95 Collector Rd		
95 Ramp	Stafford County	0.29 <b>2000 G</b>	NA	2000 G
	To:	US 17 BUS		
North	From:	I-95 Collector Rd		
95) 17 Ramp, I-95 N to US 17 N	Stafford County	0.16 <b>15000 G</b>	NA	15000 G
93) (1)	To:	BUS US 17	$\neg$	
North	From:	I-95 North		
North (95) (17) Collector Rd	Stafford County	0.45 <b>17000 G</b>	NA	17000 G
95) (17) Goliector Na	Starrord Sourity			17000 3
North	To: From:	I-95-N133A TO RT 17 BUS		-
95) (17) Collector Rd	Stafford County	0.30 <b>NA</b>	NA	NA
	•	US 17-S180A FROM RT 17 SOUTH @ 17 BUS	_	
North				
95) (17) Collector Rd	Stafford County	0.20 <b>NA</b>	NA	NA
$\bigcirc$	To: From:	I-95-N133B RAMP TO RT 17		
North				
95 Collector Rd	Stafford County	0.18 <b>NA</b>	NA	NA
North	To: From:	C1US 17-N002A FROM RT 17 BUS NORTH		
95) Collector Rd	Stafford County	0.36 <b>11000 G</b> 96% 0%	1% 1% 1% 0% F NA	12000 G
95) Concettor Na	To:	I-95 North		12000
N. d	From:	I-95-N TO CENTERPORT PARKWAY		
North 95	Stafford County	0.37 <b>NA</b>	NA	NA
95)	Starroid County	89-8900 TO & FROM 95 NO		NA.
North	From:	I-95-N TO RT 630		NA
95 Ramp	Stafford County	0.19 <b>NA</b>	NA NA	NA
	To:	89-630; 89-630- 4B TO RT 95 FR RT		
North	From:	I-95 North		
95) Ramp	Stafford County	0.20 <b>4200 G</b>	NA	4200 G
<u> </u>	То:	US 1 Jefferson Davis Hwy		
North	From:	I-95 North		
(95) Ramp	Stafford County	0.25 <b>6900 G</b>	NA	6900 G
	To	89-610 Garrisonville Rd		

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck	OC OK	$\Delta\Delta MDT DM$
	-		2Axle 3+Axle 1Trail 2Trail	Factor Fac	ctor
North 95 Ramp	Prince William County	I-95-N TO GOVERNMENT RD  0.13 <b>4300 G</b>		0.206 F	4300 G
95 Ramp	To:	FROM RT 95	$\neg$	0.200 F	4300 G
N. d	From				
North	Prince William County	I-95 North 0.08 <b>2900 G</b> 98% 0%	 1% 0% 0% 0%	F NA	3600 G
95 Ramp	Filince William County		170 070 070 070	r INA	3000 G
North	To: From:	I-95-N150B FROM RT 95			
95) Ramp	Prince William County	0.08 <b>NA</b>		NA	NA
	To	76-619 TO AND FROM RT			
North	From:	I-95-N150A FROM RT 95			
(95) Ramp	Prince William County	0.14 <b>NA</b>	<u></u>	NA	NA
	To:	76-619 FR RT 95			
North	From:	I-95 North			
(95) Ramp	Prince William County	0.24 <b>3100 G</b>	<del></del>	0.128 F	3100 G
	To:	SR 234 Dumfries Rd			
North	From:	I-95-N152A FROM RT 95	<u> </u>		
(95) Ramp	Prince William County	0.22 <b>NA</b>		NA	NA
	To:	SR 234 FROM RT 95			
North	From:	I-95 North to Scales			
95 Dale City Rest Area Ramp	Prince William County	0.22 <b>4600 G</b>	<del></del>	NA	4600 G
	To	Enter Scales			
North	From:	Exit Rest Area Parking Lot			
95) Dale City Rest Area Ramp	Prince William County	0.45 <b>4800 G</b>	<u></u>	NA	4800 G
<u> </u>	To	I-95 North from Rest Area			
North	From:	I-95-N156X TO RT 784-DALE BLVD			
$\left(\frac{1}{95}\right)$ Ramp	Prince William County	0.29 <b>NA</b>		NA	NA
<u> </u>	To:	FROM RT 95			
North	From:	I-95-N156X TO RT 784-DALE BLVD			
(95) Ramp	Prince William County	0.24 <b>NA</b>		NA	NA
<u> </u>	To:	76-784 FR RT 95			
North	From:	I-95 North to Rest Area			
95) Dale City Rest Area Ramp	Prince William County	0.20 <b>NA</b>		NA	NA
Newsh	To: From:	Enter Rest Area Parking Lot			
North $95$ Dale City Rest Area Ramp	Prince William County	Exit Rest Area Parking Lot 0.23 1500 G		NA	1500 G
95) Daie Oity Nest Area Namp	To:	I-95 North from Rest Area	<del></del>	INA	1300
N. II	From:	I-95-N BEG COLL RD- RT 784-DALE BLVD			
North (95) Ramp	Prince William County	0.19 <b>NA</b>		NA	NA
A2) Izamb	i finde william County			I N/C/	I N/A
North	To: From:	I-95-N156A TO RT 784-DALE BLVD			
(95) Ramp	Prince William County	0.11 <b>NA</b>		NA	NA
	To:	76-784-E006B FROM RT 784-DALE BLVD			

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

-				
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Fact	$\Lambda \Lambda M \Lambda \Pi \Pi \Pi \Lambda M$
North	From:	76-784-E006B FROM RT 784-DALE BLVD		
95) Ramp	Prince William County	0.19 <b>NA</b>	NA NA	NA
	To- From:	I-95-N156B TO RT 784-DALE BLVD		
North				
95 Ramp	Prince William County	0.14 <b>NA</b>	NA	NA
	To: From:	76-784-W006B FROM RT 784-DALE BLVD		
North 95 Ramp	Prince William County	0.17 <b>NA</b>	NA	NA
(95) (Kamp	Trince William Goding		TWA	INA
North	To: From:	76-2000-E004A FROM RT 2000-OPITZ BLVD		
95 Ramp	Prince William County	0.27 <b>NA</b>	NA	NA
	To:	76-2000-W004A FROM RT 2000-OPITZ BLVD		
North	From:			
(95) Ramp	Prince William County	0.21 <b>NA</b>	NA	NA
	To:	I-95-N END COLL RD00- RTS 784 & 200000-		
North	From:	I-95-N158X TO RT 3000 EAST		
95 Ramp	Prince William County	0.26 <b>NA</b>	NA	NA
$\overline{}$	То:	76-3000 FROM RT 95 NORTH		
North	From:	I-95-N158X TO RT 3000 WEST		
95 Ramp	Prince William County	0.21 <b>NA</b>	NA NA	NA
	To:	76-3000; 76-3000-E014B TO & FROM ROUTE		
North	From	I-95-N BEG COLL RD00- RT 3000PR WM PKW		
95) Ramp	Prince William County	0.12 <b>NA</b>	NA NA	NA
$\sim$	To:	I-95-N158A TO RT 3000 EAST		
North (95) Ramp	Promit.			
95) Ramp	Prince William County	0.11 <b>NA</b>	NA	NA
North	To: From:	76-3000-E014B FROM RT 3000 EAST		
North Ramp	Prince William County	0.12 <b>NA</b>	NA	NA
95 Ramp	<u> </u>		11/1	INA
North	To: From:	I-95-N158B TO RT 3000 WEST		
95 Ramp	Prince William County	0.13 <b>NA</b>	NA	NA
	To- From:	76-3000-W014B FROM RT 3000 WEST		
North				
(95) Ramp	Prince William County	0.12 <b>NA</b>	NA	NA
	To:	I-95-N END COLLECTOR Rd END COLLEC		
North	From:	I-95-N TO RT 123		
(95) Ramp	Prince William County	0.32 <b>NA</b>	NA	NA
$\overline{}$	То:	SR 123 FROM RT 95 NORTH		
North	From:	I-95-N TO ROUTE 123 NORTH		
95 Ramp	Prince William County	0.13 <b>NA</b>	NA	NA
	To	COMMUTER PARKING LOT EXIT		
North	From:			
95 Ramp	Prince William County	0.14 NA	NA	NA
	'In'	COMMUTER PARKING LOT ENT		

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

		i iiiiaiy and iiid	ordialo ributos	•		Tru	uok			K	D	,	
Route	Jurisdiction	Length AAL	OT QA 4	Tire Bus	•	le 3+Axle			QC	Factor	QK Fac	$\Delta\Delta M/D$	T QW
North	From:	COMMUTER PAR	KING LOT ENT	,		017 040	TTTGII	211011		, dotoi			
95 Ramp	Prince William County	0.01 <b>NA</b>								NA		NA	
	To:	SR 123 FROM RO	UTE 95 NORTH										
North	From:	I-95 N	orth										
95) Exit 161 Ramp	Fairfax County	0.42 160		1% 1%	5 1%	6 0%	7%	0%	F	NA		16000	) G
	То:	US 1 Richm											
North	From:	I-95-N TO	RT 642										
95 Ramp	Fairfax County	0.23 <b>NA</b>								NA		NA	
95)	To:	29-642; 29-6											
North	From	I-95-N TO FAIRFAX CO		UTH									
95 Ramp	Fairfax County	0.22 <b>NA</b>		70 111						NA		NA	
93)	T.												
North	From:	I-95-N166C TO LOISDAL	LE ROAD @ FFX	COP									
North 95 Ramp	Fairfax County	0.04 <b>NA</b>								NA		NA	
	To:	FROM ROUTE	E 95 NORTH										
North	From:	I-95-N TO FAIRFAX CO	PARKWAY NO	ORTH									
(95) Ramp	Fairfax County	0.18 <b>NA</b>								NA		NA	
$\smile$	To: F	FAIRFAX CO PARKWAY F	ROM ROUTE 95	5 NORTH									
North	From:	I-95-N166A TO LOISDAI	E ROAD @ FFX	K CO P									
95 Ramp	Fairfax County	0.03 <b>NA</b>	\							NA		NA	
	To	FAIRFAX CO PAR	KWAY FIARFA	L									
North	From:	I-95-N RAMP TO RTS 78	89 & 64400- LOI	SDAL									
95	Fairfax County	0.45 <b>NA</b>								NA		NA	
	To:	29-789 Loi	sdale Rd										
North	From:	I-95-N169A TO RT 64400	)- OLD KEEN M	ILL R	1								
95	Fairfax County	0.59 <b>NA</b>								NA		NA	
<u></u>	То:	29-644 FROM	95 NORTH										
North	From:	I-95 N	orth		1								
(95) Ramp	Fairfax County	0.18 <b>110</b>								0.092	Α	12000	) A
	То:	29-613 Var											
North	From:	I-95-N TO EISENHO		N.									
95) Ramp	Fairfax County	0.10 <b>NA</b>								NA		NA	
(33)	To:	100-6579 FRON											
North	From:	I-95-N TO RT 241 T		)									
(95) Ramp	Fairfax County	0.37 <b>NA</b>		,						NA		NA	
95)	To:	SR 241; 29-4117											
North	From:	I-95-N TO RT 241 T		)	1								
North 95 Ramp	Fairfax County	0.50 <b>N</b>		,						NA		NA	
95) ((31))	To:	I-95-S175B T								14/7		INA	
North	From:												
North	City of Alexandria (Maint: 29)	I-95 ) 0.11 <b>NA</b>								NA		NA	
95 Exit 177 A B	To:	0.11 <b>NA</b> Exit 177 A; I								INA		INA	
		EXIT 1 / / A; I	DAIL I / / B										

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

			ina intersta					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		Exit 177 A E	3												
95) Exit 177 A	City of Alexandria (	,	NA									NA			NA	
$\overline{}$	То:	US 1	Richmond F	Iwy S												
North	From:		I-95 N													
95 Ramp	City of Alexandria (	· · · · · · · · · · · · · · · · · · ·	NA	· NY								NA			NA	
	10.		S 1 Patrick S													
Rev (95)	Prince William (	Start Reversible La County 2.72	16000	A 234 I	Oumfries R 99%	1%	0%	0%	0%	0%	С	0.121	Α		17000	Α
95)	Combined Traffic Estimates for 3 Paralle	•		Ğ	92%	1%	1%	0%	6%	0%	F	0.063	F	0.594	157000	G
	Combined Traine Estimates for 31 arane						1 70	070	070	076	'	0.003	'	0.554	137000	O
Rev	From:	Ramp Fr I-95 N Betv														
95)	Prince William (	•	16000	N	99%	1%	0%	0%	0%	0%	N	0.121	Ν		17000	N
V	Combined Traffic Estimates for 3 Paralle	el Roadways on this Route	: 153000	N	93%	1%	1%	0%	6%	0%	N	NA			153000	N
Rev	To: From:	Ramp to I-95 S Betw	een SR 234	and 76-7	84 Dale B	lvd										
Rev (95)	Prince William (	County 3.05	22000	G	99%	1%	0%	0%	0%	0%	F	0.096	F		24000	G
	Combined Traffic Estimates for 3 Paralle	el Roadways on this Route	159000	G	93%	1%	1%	0%	6%	0%	F	NA			160000	G
	To:	76	5-784 Dale B	lvd												
Rev (95)	Prince William (	County 0.95	18000	G	99%	1%	0%	0%	0%	0%	F	0.092	F		24000	G
95)	Combined Traffic Estimates for 3 Paralle	•		G	93%	1%	1%	0%	6%	0%	F	0.064	F	0.515	179000	G
	To:		Prince Willi			.,,		0,0	0,0	0,0	•	0.00	•	0.0.0		
Rev (95)	From:				у								_			
95	Prince William (	•	22000	G								0.107	F	0.550	28000	G
	Combined Traffic Estimates for 3 Paralle	el Roadways on this Route	186000	G								0.065	F	0.553	193000	G
Rev	To: From:	SR	123 Gordon	Blvd												
95)	Prince William (	County 0.29	32000	G	99%	1%	0%	0%	0%	0%	F	0.094	F		42000	G
$\circ$	Combined Traffic Estimates for 3 Paralle				93%	1%	1%	0%	5%	0%	F	0.081	F		209000	G
Pov	To: From:		nty Line, Occ William Cou													
95)	Fairfax Cou		32000	G	99%	1%	0%	0%	0%	0%	F	0.094	F		42000	G
93)	Combined Traffic Estimates for 3 Paralle	•		G	93%	1%	1%	0%	5%	0%	F	NA			209000	G
	Tav	•	1 Richmond													
Rev (95)	From:											0.404	_		42000	0
95)	Fairfax Cou	•	37000	G								0.101	F F	0.600	43000	G
	Combined Traffic Estimates for 3 Paralle	<u> </u>		G								0.069	Г	0.628	180000	G
Rev	To: From:	Frm I-95 NB	North of 29-	642 Lort	on Rd											
Rev (95)	Fairfax Cou	nty 0.41	37000	N								0.101	Ν		43000	Ν
$\smile$	Combined Traffic Estimates for 3 Paralle			N								NA			202000	Ν
	To:	To I-95 S	SB South of N	Vewingto	on											

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

		Fillially all						Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	ΓQW
Rev	From:	To I-95 SB	3 South of N	Newingto	n		27 000	017100	TTTGII	211011		1 40101	1 40101		
95)	Fairfax County	0.92	38000	G	96%	1%	1%	0%	2%	0%	F	NA		49000	G
30	Combined Traffic Estimates for 3 Parallel Roadways on	his Route:	201000	G	93%	1%	1%	0%	6%	0%	F	NA		208000	G
	Tax	To I-95 N	NB North of	29-7100	1										
Rev (95)	Fairfax County	0.71	32000	G	96%	1%	1%	0%	2%	0%	F	NA		32000	G
95)	Combined Traffic Estimates for 3 Parallel Roadways on			G	92%	1%	1%	0%	6%	0%	F	NA		208000	
		Frm I-95 SB O				1 /0	170	076	070	076	'	INA		200000	
Rev	From:	SB On Ra	amp South o	of 29-644	ļ										
95)	Fairfax County	0.78	24000	G	96%	1%	1%	0%	2%	0%	F	NA		31000	G
	Combined Traffic Estimates for 3 Parallel Roadways on	his Route:	232000	N	92%	1%	1%	0%	6%	0%	Ν	NA		235000	N
Rev	To: From: 29-790	00 Franconia-S ₁	pringfield F	Pkwy Poi	nting Sout	h									
95)	Fairfax County	0.38	24000	N	96%	1%	1%	0%	2%	0%	Ν	NA		31000	Ν
99	Combined Traffic Estimates for 3 Parallel Roadways on			N	92%	1%	1%	0%	6%	0%	Ν	NA		235000	N
		00 Franconia-S ₁			nting Nort	h									
Rev (95)	Fairfax County						40/	00/	20/	00/	NI	NIA		24000	N
95)	-	0.28	24000	N	96%	1%	1%	0%	2%	0%	N	NA		31000	
	Combined Traffic Estimates for 3 Parallel Roadways on	395 Rerversib		N outh of 2	92%	1%	1%	0%	6%	0%	N	NA		235000	N
Courth	From:		Carolina Stat		<i>7</i> -0 <del>11</del>		+								
South 95	Greensville County	4.39	19000	A	82%	1%	1%	1%	15%	0%	С	0.150	Α	15000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways on			A	82%	1%	1%	1%	15%	0%	С	0.137	A	31000	A
	Tool		-629 Skippe		0270	170		1 70	1070	070		0.101	,,	01000	•
South	From		**												
95)	Greensville County	3.83	18000	Α	82%	1%	1%	1%	15%	0%	F	0.151	Α	15000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	:his Route:	37000	Α	82%	1%	1%	1%	15%	0%	F	NA		31000	Α
South	To. From:	US 301	South of E	mporia											
95)	Greensville County	1.81	19000	В	82%	1%	1%	1%	15%	0%	F	0.145	Α	16000	В
	Combined Traffic Estimates for 2 Parallel Roadways on	his Route:	38000	В	82%	1%	1%	1%	15%	0%	F	0.132	Α	33000	В
	Tax	S	CL Emporia	a											
South	City of Emporia (Maint: 40)	1.24	19000	В	82%	1%	1%	1%	15%	0%	_	0.145	Α	16000	В
95	Combined Traffic Estimates for 2 Parallel Roadways on			В	82%	1%			15%	0%		0.145 NA	A	33000	В
	Combined Trainic Estimates for 2 Parallel Roadways of	IIIS Roule.			02%	170	1%	1%	1376	0%	Г	INA		33000	
South	From:		US 58												
South 95	City of Emporia (Maint: 40)	0.35	16000	В	89%	1%	1%	1%	9%	0%	F	0.151	Α	14000	В
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	his Route:	33000	В	85%	1%	1%	1%	12%	0%	F	NA		28000	В
South	To: From:	N [']	CL Empori	a											
South 95	Greensville County	1.92	16000	В	89%	1%	1%	1%	9%	0%	F	0.151	Α	14000	В
33)	Combined Traffic Estimates for 2 Parallel Roadways on			В	85%	1%	1%	1%	12%	0%	F	0.137	Α	28000	В
	Combined Traine Learnated for 21 draine Readways on		55500	_	00/0	1 /0	. /0	1 /0	/0	J / U		0.101		_5000	ی

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Le	ngth <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
outh	From:	40-614 Otterd	am Rd			ZAXIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
95)	Greensville County 3	.60 16000		89%	1%	1%	1%	9%	0%	F	0.155	Α		14000	A
33)	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 32000	Α	85%	1%	1%	1%	12%	0%	F	0.139	Α		27000	,
	To:	Sussex Count			.,,		.,.			-					
South		Greensville Cou	-							_					
95)	,	.58 <b>16000</b>		89%	1%	1%	1%	9%	0%	F	0.155	Α		14000	4
~	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: <b>32000</b>	Α	85%	1%	1%	1%	12%	0%	F	NA			27000	
South	Tou From:	US 301													
95)	Sussex County 3	.04 <b>16000</b>	Α	89%	1%	1%	1%	9%	0%	F	0.159	Α		13000	
30)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 31000	Α	85%	1%	1%	1%	12%	0%	F	0.14	Α		27000	
	To	91-631 Jar													
South	From:									_					
95	•	.92 <b>16000</b>		89%	1%	1%	1%	9%	0%	F	0.156	Α		14000	
•	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: <b>32000</b>	Α	85%	1%	1%	1%	12%	0%	F	0.138	Α		28000	
South	To: From:	91-645													
95)	Sussex County 6	.54 <b>16000</b>	Α	89%	1%	1%	1%	9%	0%	F	0.158	Α		14000	
30)	Combined Traffic Estimates for 2 Parallel Roadways on this Re	oute: <b>32000</b>	Α	85%	1%	1%	1%	12%	0%	F	0.139	Α		27000	
	To	SR 40 Stony	^reek												
South	Frant Country Country	•		000/	40/	40/	407	00/	00/	_	0.450			4.4000	
95)	<b>,</b>	.52 16000	Α	89%	1%	1%	1%	9%	0%	F	0.153	A		14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways on the Roadways of the Roadways on the Roadways on the Roadways of the Roadways on the Roadways of the Road		Α	86%	1%	1%	1%	11%	0%	F	0.136	Α		28000	
outh	To: From:	91-602													_
95)	Sussex County 0	.97 <b>16000</b>	Α	89%	1%	1%	1%	9%	0%	F	0.153	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways on the Roadways of the Roadways of the Roadways on the Roadways of the Roadwa	oute: <b>33000</b>	Α	86%	1%	1%	1%	12%	0%	F	NA			28000	
	To: P	rince George Co													
South	Prime County County	Sussex Count		000/	40/	40/	40/	00/	00/	_	0.450	^		4.4000	
95	, , , , , , , , , , , , , , , , , , ,	.91 <b>16000</b>		89%	1%	1%	1%	9%	0%	-	0.153	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways on the Roadways of Roadways on the Roadways on the Roadways on the Roadways on the Roadways of Roadways o			86%	1%	1%	1%	12%	0%	г	NA			28000	
South	To: From:	74-623 Car	son												_
95)	Prince George County 3	.42 <b>18000</b>	G	89%	1%	1%	1%	9%	0%	F	0.136	Α		15000	
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways on the Roadways of the Roadwa	oute: <b>36000</b>	G	86%	1%	1%	1%	12%	0%	F	0.083	Α	0.539	29000	
	Tay	US 301, SR 35,	SR 156												
outh	rioii:	.45 <b>21000</b>		89%	1%	1%	1%	9%	0%	С	0.129	٨		18000	
95	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			89% 86%	1%				0% 0%	-		A		34000	
	Combined Trainic Estimates for 2 Parallel Roadways on this Ri		A	00%	170	1%	1%	11%	U%	С	0.120	Α		34000	
outh	To: From:	US 301													_
95)	Prince George County 0	.16 <b>20000</b>	В	89%	1%	1%	1%	9%	0%	F	0.127	Α		18000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: <b>41000</b>	В	86%	1%	1%	1%	11%	0%	F	0.118	Α		36000	
	To:	I-295 Ea	st												

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

Route							Tru			K	Dir			
	Jurisdiction	Length A	AADT QA	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fact	AAWDT or	Q
outh	From:	I-2	295 East											
95)	Prince George County	0.42 1	14000 N	89%	1%	1%	1%	9%	0%	Ν	0.123	N	12000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 2	26000 N	87%	1%	1%	1%	11%	0%	Ν	NA		23000	
outh	To: From	I-29	295 West											
95)	Prince George County	0.42 <b>1</b> 4	14000 A	89%	1%	1%	1%	9%	0%	F	0.123	Α	12000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 2	27000 A	86%	1%	1%	1%	11%	0%	F	0.112	Α	24000	
	Tay	SCL!	Petersburg			$\neg$ $\vdash$								
South 95	City of Petersburg (Maint: 74)		14000 A	89%	1%	1%	1%	9%	0%	F	0.123	Α	12000	
95)	Combined Traffic Estimates for 2 Parallel Roadways of		27000 A	86%	1%	1%	1%	11%	0%	F	0.123 NA	^	24000	
	Trol		tives Rd	0070	170	170	170	1170	070	•	IVA		24000	
South	From:											_		
95	City of Petersburg (Maint: 74)		16000 B	89%	1%	1%	1%	9%	0%	F	0.111	Α	15000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 3	32000 B	86%	1%	1%	1%	11%	0%	F	0.102	Α	29000	
uth	To From:	Wa	agner Rd											_
95	City of Petersburg (Maint: 74)	2.29 <b>2</b>	22000 A	89%	1%	1%	1%	9%	0%	F	0.1	Α	22000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 4	41000 A	87%	1%	1%	1%	11%	0%	F	0.097	Α	40000	
	To. From:	US 460 County F	Rd; US 301 Cr	ater Rd		$\neg$ $\vdash$								
outh	City of Petersburg (Maint: 74)	0.53 <b>2</b> :	22000 N	89%	1%	1%	1%	9%	0%	N	0.1	N	22000	
95	Combined Traffic Estimates for 2 Parallel Roadways of				1%	1%	1%	11%	0%	N	NA	.,	40000	
	To		I-85		.,,		.,,							
uth	From:				401					_				
95	City of Petersburg (Maint: 26)		42000 A		1%	1%	1%	7%	0%	F	0.094	A	40000	
	Combined Traffic Estimates for 2 Parallel Roadways o			91%	1%	1%	1%	7%	0%	F	0.092	Α	83000	
outh	To- From:	US 301, Bus US	S 460 Washing	gton St										
95	City of Petersburg (Maint: 26)	0.48 <b>4</b> 9	49000 A	91%	1%	1%	1%	7%	0%	F	0.092	Α	49000	
	Combined Traffic Estimates for 2 Parallel Roadways of			91%	1%	1%	1%	7%	0%	F	NA		98000	
outh	10: From		lonial Heights Petersburg											
95	City of Colonial Heights (Maint: 20)		49000 A	91%	1%	1%	1%	7%	0%	F	0.092	Α	49000	
	Combined Traffic Estimates for 2 Parallel Roadways of		99000 A	91%	1%	1%	1%	7%	0%	F	0.091	Α	98000	
	To	South	hpark Blvd											
uth	City of Colonial Haighta (Maint: 20)			91%	1%	1%	10/	7%	0%	_	0.092	٨	42000	
15	City of Colonial Heights (Maint: 20)			91%	1%	1%	1% 1%	7% 7%	0% 0%	F	0.092	A A	84000	
	Combined Traffic Estimates for 2 Parallel Roadways o			9176	170	170	1 70	170	076	г	0.090	A	04000	
uth	To: From:		Temple Ave											_
	01: (0   1111111   0411   00)					407	407	70/	00/	_	0 000		47000	
95)	City of Colonial Heights (Maint: 20) Combined Traffic Estimates for 2 Parallel Roadways of		47000 B	91%	1% 1%	1%	1%	7% 7%	0%	C	0.092	Α	47000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. Q
outh	From:	NCL	Colonial Heigl	hts												
95)	Chesterfield County	1.60	47000	В	91%	1%	1%	1%	7%	0%	С	0.092	Α		47000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	94000	В	91%	1%	1%	1%	7%	0%	С	0.09	Α		94000	
outh	To: From:	20-620	0 Woods Edge	Rd												
95)	Chesterfield County	3.25	46000	F	91%	1%	1%	1%	7%	0%	F	0.091	Α		46000	
33)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	91000	F	91%	1%	1%	1%	7%	0%	F	0.088	Α	0.53	93000	
	Tw	SR 10	West Hundred	l Rd												
outh	Chesterfield County	1.46	53000	Α	91%	1%	1%	1%	7%	0%	_	0.095	Α		54000	
95	Combined Traffic Estimates for 2 Parallel Roadways	_		A	91%	1%	1%	1%	7%	0%	F	0.093	A		110000	,
	Tollined Traine Estimates for 21 arailer Roadways	Off trills froute.			3170	1 /0	1 70	1 70	1 70	078	'	0.032	^		110000	
outh	From:		SR 288													
95)	Chesterfield County	2.18	47000	В	91%	1%	1%	1%	7%	0%	F	0.105	Α		49000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	94000	В	91%	1%	1%	1%	7%	0%	F	0.089	Α		97000	
outh	Too. From:	20-	-613 Willis Rd	1												
95)	Chesterfield County	3.14	48000	Α	91%	1%	1%	1%	7%	0%	F	0.106	Α		50000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	96000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α		100000	
outh.	To: From:	SR 150	Chippenham I	Pkwy												
outh 95)	Chesterfield County	0.24	41000	G	90%	1%	1%	1%	7%	0%	F	NA			43000	
33)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		G	90%	1%	1%	1%	7%	0%	F	NA			89000	
	To	SC	CL Richmond													
outh	City of Richmond (Maint: 20)		46000	^								0.116	۸		40000	
95)	Combined Traffic Estimates for 2 Parallel Roadways	1.39		A G								0.116 0.091	A A		48000 94000	
	Tollibried Hame Estimates for 2 Farallel Roadways											0.091	^		94000	
outh	From:		R 161 Bells Rd													
95)	City of Richmond (Maint: 20)	3.86	45000	Α	90%	1%	1%	1%	7%	0%	С	0.11	Α		46000	
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	88000	Α	90%	1%	1%	1%	7%	0%	С	0.09	Α		92000	
outh	To: From:		Maury St													_
95)	City of Richmond (Maint: 20)	0.75	53000	Α	90%	1%	1%	1%	7%	0%	F	0.1	Α		55000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	103000	Α	90%	1%	1%	1%	7%	0%	F	0.087	Α		107000	,
	To- From:	SR 195	5 Downtown E	Expy												
outh 95)	City of Richmond (Maint: 43)	0.45	66000	В	90%	1%	1%	1%	7%	0%	F	0.093	Α		69000	
95)	Combined Traffic Estimates for 2 Parallel Roadways			В	90%	1%	1%	1%	7%	0%	F	0.085	Α		127000	,
	To To		S 250 Broad St			.,,		.,,			· .					
outh	From:				000/	40/	40′	40/	70/	00/		0.000			00000	
	City of Richmond (Maint: 43)	1.02	63000	В	90%	1%	1%	1%	7%	0%	F	0.086	Α		66000	
95)	Combined Traffic Estimates for 2 Parallel Roadways	41. 5	400000	В	90%	1%	1%	1%	7%	0%	_	0.084	Α		128000	

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

	Truck K Dir	
Route	Jurisdiction Length <b>AADT QA</b> 4Tire Bus	AAWDT QW
South East	From: I-64 South Interchange	
95 (64)	City of Richmond (Maint: 43) 0.25 <b>70000 B</b> 93% 1% 1% 1% 5% 0% F 0.089 B	73000 B
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 137000 B 93% 1% 1% 1% 5% 0% F 0.085 A	143000 B
South East	Tic US 1, US 301 Belvidere St	
95) (64)	City of Richmond (Maint: 43) 0.28 <b>59000 A</b> 93% 1% 1% 1% 5% 0% F 0.086 A	62000 A
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>122000 A</b> 93% 1% 1% 1% 5% 0% F 0.085 A	127000 A
South East	From: Leigh St; Gilmer St	
95) (64)	City of Richmond (Maint: 43) 2.19 <b>68000 A</b> 93% 1% 1% 1% 5% 0% F 0.086 A	71000 A
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 134000 A 93% 1% 1% 1% 5% 0% F 0.084 A	141000 A
South East	To: SR 161 Boulevard	
South East (95) (64)	City of Richmond (Maint: 43) 0.48 <b>73000 A</b> 93% 1% 1% 1% 5% 0% F 0.089 A	76000 A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 144000 A 93% 1% 1% 1% 5% 0% F 0.085 A	151000 A
	I-64 North Interchange, I-195	
South 95	City of Richmond (Maint: 43) 0.82 <b>59000 A</b> 91% 1% 1% 7% 0% F 0.097 A	62000 A
95)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>114000 A</b> 91% 1% 1% 6% 0% F NA	118000 A
	SR 161	
South	City of Richmond (Maint: 43) 0.19 <b>59000 G</b> 91% 1% 1% 7% 0% F 0.094 N	60000 G
95	City of Richmond (Maint. 43) 0.19 39000 G 91% 1% 1% 1% 0.094 N  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 113000 G 91% 1% 1% 1% 6% 0% F NA	116000 G
	NCL Richmond	110000 0
South	FUIL:	
95	Henrico County 0.76 <b>53000 A</b> 91% 1% 1% 1% 7% 0% F 0.094 A	55000 A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>104000 A</b> 91% 1% 1% 1% 6% 0% F 0.088 A	107000 A
South	To US 1 Brook Rd	
95)	Henrico County 1.06 <b>48000 A</b> 91% 1% 1% 1% 7% 0% F 0.099 A	49000 A
~	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 94000 A 91% 1% 1% 6% 0% F 0.088 A	97000 A
South	Tic US 301 Chamberlayne Ave	
95)	Henrico County 1.60 <b>46000 F</b> 91% 1% 1% 1% 7% 0% C 0.099 A	47000 F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 92000 F 91% 1% 1% 1% 6% 0% C 0.09 A 0.532	93000 F
South	From: SR 73 Parham Rd	
95)	Henrico County 2.04 <b>43000 B</b> 91% 1% 1% 1% 7% 0% F 0.098 A	43000 B
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>86000 B</b> 91% 1% 1% 1% 6% 0% F 0.088 A	87000 B
Counth	Tre From: I-295	
South 95	Henrico County 0.98 <b>59000 G</b> 87% 1% 1% 10% 0% F 0.089 A	59000 G
93)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>123000 G</b> 87% 1% 1% 1% 10% 0% F 0.079 A 0.520	120000 G
	To: Hanover County Line	
		·

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

							Tru	ıck			K		Dir	
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK F	AAWDT -actor	T Q
outh	From:	Henrico	County Line											
95)	Hanover County	0.63 <b>5</b> 9	9000 G	87%	1%	1%	1%	10%	0%	F	0.089	Α	59000	(
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 12	23000 G	87%	1%	1%	1%	10%	0%	F	NA		120000	)
outh	To: From:	42-656 SI	liding Hill Rd											
outh 95)	Hanover County	2.36 <b>5</b> 7	7000 A	87%	1%	1%	1%	10%	0%	С	0.091	Α	51000	
93)	Combined Traffic Estimates for 2 Parallel Roadways o			87%	1%	1%	1%	10%	0%	С	0.090	Α	102000	
	Tou		ewistown Rd											
outh	Prom:			070/	40/	40/	40/	400/	00/	_	<b>N</b> 10		54000	
95)	Hanover County		6000 G	87%	1%	1%	1%	10%	0%	-	NA		51000	
	Combined Traffic Estimates for 2 Parallel Roadways o			87%	1%	1%	1%	10%	0%	F	NA		104000	)
uth	To- From:	SCL	Ashland											
95)	Town of Ashland (Maint: 42)	0.87 <b>5</b> 3	3000 A	87%	1%	1%	1%	10%	0%	F	0.092	Α	48000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 11	11000 G	87%	1%	1%	1%	10%	0%	F	0.088	Α	101000	)
	To- From:	SR 54	England St											
outh 95)	Town of Ashland (Maint: 42)	1.38 <b>4</b> 9	9000 A	87%	1%	1%	1%	10%	0%	F	0.097	Α	43000	
95)	Combined Traffic Estimates for 2 Parallel Roadways o			87%	1%	1%	1%	10%	0%	F	NA	,,	84000	
	Ta-		Ashland	01 70	1,70		170	1070	070	·			0.000	
outh	From:													
95)	Hanover County		9000 A	87%	1%	1%	1%	10%	0%	F	0.097	Α	43000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 96	6000 A	87%	1%	1%	1%	10%	0%	F	0.1	Α	84000	
outh	To: From:	SR 30 Kings Do	Oominion Boulev	/ard										
95)	Hanover County	2.88 <b>4</b> 7	7000 A	87%	1%	1%	1%	10%	0%	F	0.103	Α	41000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 9/	4000 A	87%	1%	1%	1%	10%	0%	F	NA		82000	
	To:		County Line											
outh 95	Caroline County		r County Line 7000 A	87%	1%	1%	1%	10%	0%	_	0.103	Α	41000	
95)	Combined Traffic Estimates for 2 Parallel Roadways o			87%	1%	1%	1%	10%	0%	F	0.103	A	82000	
	Combined Trainic Estimates for 2 Faraller Roadways o			01 /0	1 /0	1 /0	1 /0	10 /6	0 /6		0.101	^	82000	
outh	ron:	SR 207 Ros	gers Clark Blvd											
95)	Caroline County	6.02 42	2000 A	86%	1%	1%	1%	11%	1%	F	0.102	Α	36000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 85	5000 A	86%	1%	1%	0%	12%	1%	F	0.1	Α	74000	
outh	To: From:	16-639 L	Ladysmith Rd											
95)	Caroline County	6.05 <b>43</b>	3000 G	86%	1%	1%	1%	11%	1%	F	NA		38000	
,5)	Combined Traffic Estimates for 2 Parallel Roadways o			85%	1%	1%	0%	12%	1%	F	NA		85000	
	To:		nia County Line											
outh	Prom:		County Line	000/	40/	40/	40/	440/	40/	_	0.4		00000	
<del></del>	Spotsylvania County	2.07 <b>4</b> 5	5000 B	86%	1%	1%	1%	11%	1%	F	0.1	Α	39000	
95)	Combined Traffic Estimates for 2 Parallel Roadways o		8000 G	86%	1%	1%	0%	12%	1%	_	0.091	Α	86000	

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South	From:	88-606	Mudd Taver	n Rd												
95)	Spotsylvania County	7.07	48000	Α	86%	1%	1%	1%	11%	1%	С	0.097	Α		41000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	95000	F	86%	1%	1%	0%	12%	1%	С	NA			84000	F
outh	To: Prom:	US 1, US 1	7 Jefferson D	avis H	ху		$\Box$ $\vdash$									
95) (17)	Spotsylvania County	3.10	57000	Α	86%	1%	1%	1%	11%	1%	F	0.086	Α		53000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	113000	Α	86%	1%	1%	0%	12%	1%	F	0.086	Α		105000	A
outh	Tou From	SCL	Fredericksbu	ırg												
95) (17)	City of Fredericksburg (Maint: 88)	1.61	57000	Α	86%	1%	1%	1%	11%	1%	F	0.086	Α		53000	,
39 (1)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	113000	Α	86%	1%	1%	0%	12%	1%	F	NA			105000	,
	To	SI	R 3 Plank Rd													
uth 15) (17)	City of Fredericksburg (Maint: 88)	1.76	69000	Α	86%	1%	1%	1%	11%	1%	F	0.083	Α		66000	
95) (17)	Combined Traffic Estimates for 2 Parallel Roadways			A	86%	1%	1%	0%	12%	1%	F	0.078	A		135000	
	To:		ord County L		0070	170		070	12 /0	170	•	0.070	, ,		100000	
outh	From:		Fredericksbu								_					
95) {17}	Stafford County	1.26	69000	Α	86%	1%	1%	1%	11%	1%	F	0.083	Α		66000	
<i>y</i> ~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	141000	Α	86%	1%	1%	0%	12%	1%	F	NA			135000	
uth	Tac From:	US 17; BUS	S US 17 Warı	renton ]	Rd											_
5	Stafford County	2.58	65000	Α	90%	1%	1%	0%	7%	0%	F	0.083	Α		63000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	131000	Α	91%	1%	1%	0%	7%	0%	F	0.075	Α		128000	
uth	Ta- From:	89-8900	0 Centreport 1	Pkwy			$\Box$ $\vdash$									_
5	Stafford County	4.11	65000	Α	90%	1%	1%	0%	7%	0%	F	0.084	Α		63000	
.9)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	134000	Α	91%	1%	1%	0%	7%	0%	F	0.075	Α		130000	
	Ta	89-63	0 Courthouse	Rd												
outh	Stafford County	3.53	67000	Α	90%	1%	1%	0%	7%	0%	С	0.084	Α		65000	
95	Combined Traffic Estimates for 2 Parallel Roadways			A	90%	1%	1%	0%	7% 7%	0%	С	0.064	A		132000	
	To Table Traine Estimates for 21 arailer Toadways of				3170	1 70	1 70	070	1 70	0 70	C	0.073	^		132000	
outh	From:		) Garrisonville													
95)	Stafford County	4.06	70000	Α	90%	1%	1%	0%	7%	0%	F	0.084	Α		69000	
	Combined Traffic Estimates for 2 Parallel Roadways			A	91%	1%	1%	0%	7%	0%	F	NA			139000	
uth	From:		Villiam Count ord County L	_			-									_
5	Prince William County	0.34	70000	Α	90%	1%	1%	0%	7%	0%	F	0.084	Α		69000	
9	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	141000	Α	91%	1%	1%	0%	7%	0%	F	0.072	Α		139000	
	To: From:	Russ	ell Rd Quanti	ico			_									
outh 95	Prince William County	2.37	69000	В	90%	1%	1%	0%	7%	0%	F	0.078	Α		68000	
95)	Combined Traffic Estimates for 2 Parallel Roadways			В	91%	1%	1%	0%	7%	0%	, F	0.070	A		140000	
	Combined Traine Estimates for 21 afailer Noadways	on and route.	1-10000	ט	3170	1 /0	1 /0	0 /0	1 /0	0 /0		0.07	$\overline{}$		1-10000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	QA ·	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	r Q\
South	From:	76-61	9 Joplin Rd													
95)	Prince William County	2.50 <b>6</b>	69000 (	G	90%	1%	1%	0%	7%	0%	F	0.078	F		68000	C
	Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route: 1	58000	G	92%	1%	1%	0%	6%	0%	F	0.063	F	0.594	157000	(
South	To: From:	SR 234	Dumfries Ro	d												
95)	Prince William County	4.23 <b>6</b>	67000 <i>i</i>	Α	91%	1%	1%	0%	7%	0%	С	0.077	Α		65000	,
33)	Combined Traffic Estimates for 3 Parallel Roadwa			G	93%	1%	1%	0%	6%	0%	F	0.065	F	0.649	160000	
	ты		4 Dale Blvd													
outh	France William Country				040/	40/	40/	00/	70/	00/	_	0.074	_		70000	
95)	Prince William County				91%	1%	1%	0%	7%	0%	F	0.071	F	0.545	79000	. '
	Combined Traffic Estimates for 3 Parallel Roadwa	<u>*                                      </u>			93%	1%	1%	0%	6%	0%	г	0.064	F	0.515	179000	(
outh	To: From:	SR 3000 Pri	nce William	Pkwy												
95)	Prince William County	1.91 8	31000 (	G	91%	1%	1%	0%	7%	0%	F	0.072	F		80000	(
	Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route: 1	86000	G								0.065	F	0.553	193000	
46	To- From:	SR 123	Gordon Blvd	d			$\Box$ $\vdash$									
95)	Prince William County	0.29 7	78000 (	G	91%	1%	1%	0%	7%	0%	F	0.075	F		77000	
95)	Combined Traffic Estimates for 3 Parallel Roadwa				93%	1%	1%	0%	5%	0%	F	NA	·		209000	
	To:	Fairfax County				.,0		0,0	0,0	0,0	•					
outh	From	Prince William Cou		_												
95)	Fairfax County				91%	1%	1%	0%	7%	0%	F	0.075	F		77000	
	Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route: 1	98000 (	G	93%	1%	1%	0%	5%	0%	F	NA			209000	
outh	To: From:	US 1 Ri	ichmond Hwy	у												
95)	Fairfax County	2.04 <b>7</b>	73000	G	91%	1%	1%	0%	7%	0%	F	0.078	F		67000	
	Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route: 1	83000	G								0.069	F	0.628	180000	1
	To:	29-64	2 Lorton Rd				<u> </u>									
outh	Fairfax County			G	91%	1%	1%	0%	7%	0%	_	NA			73000	
95	Combined Traffic Estimates for 3 Parallel Roadwa			G G	9170	170	170	0%	170	0%	Г	NA NA			199000	
	Combined Trainic Estimates for 3 Faraller Roadwa	<u>*                                      </u>										INA			199000	
outh	From:	Ramp Fron	m Express La	anes												
95)	Fairfax County				91%	1%	1%	0%	7%	0%	F	NA			73000	
	Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route: 2	01000	G	93%	1%	1%	0%	6%	0%	F	NA			208000	
outh	To: From:	29-617 Backlick Rd; 29	9-7100 Fairfa	ax Cou	nty Pkwy	7										
95)	Fairfax County	1.12 7	73000 (	G	91%	1%	1%	0%	7%	0%	F	NA			73000	
	Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route: 2	10000	G	92%	1%	1%	0%	6%	0%	F	NA			208000	
	_ To:		Express Land	es												
South	Fairfax County	1.13 1			91%	1%	1%	09/	7%	Ω0/.	_	NA			101000	
95	Combined Traffic Estimates for 3 Parallel Roadwa							0% 0%		0% 0%	r N					
	Combined Trainic Estimates for 3 Parallel Roadwa	ays on this Route: 29-644 Franconia			92%	1%	1%	0%	6%	0%	N	NA			235000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
outh	From:	29-644 Franco														
95	Fairfax Count	•	97000	G	91%	1%	1%	0%	7%	0%	F	NA			94000	G
~	Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	244000	G	93%	1%	1%	0%	6%	0%	F	NA			253000	G
outh	To: From:		I-395													
95)	Fairfax County	y 1.38	97000	N	91%	1%	1%	0%	7%	0%	Ν	NA			94000	Ν
	Combined Traffic Estimates for 2 Parallel I			N	92%	1%	1%	0%	6%	0%	Ν	NA			213000	Ν
	To:	I-495	Capital Be I-495	ltway												
outh 95) Capital Beltway	Fairfax Count	y 1.22	80000	Α	91%	1%	1%	0%	7%	0%	F	0.078	Α		85000	Α
95) Сарна Занна)	Combined Traffic Estimates for 2 Parallel I	•		Α	92%	1%	1%	0%	6%	0%	F	0.076	Α		169000	Α
		Capital Beltwa					.,0	0,0	0,0	0,0	•	0.0.0	, ,		.00000	
	То:	29-6	513 Van Do	rn St												
outh 05) Capital Beltway	Fairfax Count	y 1.20	82000	G	91%	1%	1%	0%	7%	0%	F	NA			85000	G
95 Capital Beltway	Combined Traffic Estimates for 2 Parallel I	•			91%	1%	1%	0%	6%	0%	F	NA			152000	G
	Combined Trainic Estimates for 2 Faraller i	Roadways on this Route. Capital Beltwa					170	076	070	076	Г	INA			132000	G
	То	·	ower Ave Co													
outh	From:															
OS) Capital Beltway	Fairfax Count	•	81000	G	91%	1%	1%	0%	7%	0%	F	NA			80000	G
~	Combined Traffic Estimates for 2 Parallel I	,			92%	1%	1%	0%	6%	0%	F	NA			153000	G
		Capital Beltwa	•		as 1-495	)										
outh	To: From:	SR 2	41 Telegrap	oh Rd												
95) Capital Beltway	Fairfax County	y 0.48	71000	G	91%	1%	1%	0%	7%	0%	F	NA			69000	G
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	135000	G	93%	1%	1%	1%	5%	0%	F	NA			132000	G
	. –	Capital Beltwa		_	as I-495	i										
outh	To:		CL Alexand fax County													
South 95 Capital Beltway	City of Alexandria (M		71000	G	91%	1%	1%	0%	7%	0%	F	NA			69000	G
99) **, ** **,	Combined Traffic Estimates for 4 Parallel I	,	135000									NA			NA	
		Capital Beltwa			as I-495	j										
	To:	U	S 1 Patrick	St												
South	City of Alayandria (MA				040/	40/	40/	00/	70/	00/	_	NA			77000	0
95 Capital Beltway	City of Alexandria (M Combined Traffic Estimates for 4 Parallel I	,	77000	G G	91%	1%	1%	0%	7%	0%	Г	NA NA			77000 NA	G
	Combined Trainic Estimates for 4 Paraller i	Roadways on this Route. Capital Beltwa		_	as I-495	;						INA			INA	
	То:	District of Col														
outh	From:		I-95 South													
95) Ramp	Greensville Cou	nty 0.14	1500	F								NA			1500	F
$\mathcal{L}$	To:	40-629	9 Moores Fe	erry Rd												
outh	From:		I-95 South													
95) Ramp from I-95 South	to Ramp to US 301 Greensville Cou	,	1100	F								NA			1100	F
	To:	Ramp from	n I-95 North	to US 3	01											

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

		I Tilliary and interstate routes		
Route	Jurisdiction	Longth AADT OA ATiro Bug	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South 95 Ramp	City of Emporia (Maint: 40)	I-95-S TO RT 58 0.13 NA US 58 US 58-W410A TO AND FROM 95	NA NA	NA
South 95 Ramp	City of Emporia (Maint: 40)	I-95 South 0.18	NA NA	1900 F
South 95 Ramp	Greensville County	I-95 South 0.16 <b>670 F</b> 40-614 Otterdam Rd	NA	670 F
South Ramp	Sussex County To:	I-95 South 0.15 <b>320 F</b> US 301 Blue Star Hwy	NA NA	320 F
South 95 Ramp	Sussex County To:	I-95 South 0.23 <b>690 A</b> 91-631 Jarratt Rd	0.116 A	700 A
South 95 Ramp	Sussex County To:	I-95 South 0.21 <b>160 A</b> 91-645 Owen Rd	0.147 A	160 A
South 95 Ramp	Sussex County	I-95 South 0.14 <b>810 A</b> SR 40 Sussex Dr	0.111 A	810 A
South 95 Ramp	Sussex County To:	I-95-S TO RT 602 0.21 <b>1100 A</b> 91-602; 91-602- 1A TO RT 95	0.122 A	990 A
South 95 Ramp	Prince George County  To:	I-95 South 0.20 <b>680 G</b> US 301 Crater Rd	0.147 A	680 G
South 95 Ramp	Prince George County	I-95 South to Weigh Station 0.23 <b>2200</b> F I-95 South from Weigh Station	NA NA	2200 F
South 95 Ramp	Prince George County	I-95 South 0.22 <b>2200 F</b> I-95 South Exit 41B	NA	2200 F
South 95 Ramp	Prince George County	0.04 NA SR 35 Courtland Rd	NA NA	NA
South 95 Ramp	Prince George County To:	I-95 South Exit 41A 0.04 NA SR 35 Courtland Rd	NA	NA
South 95 Ramp	Prince George County	I-95 South 0.12 <b>2000 B</b> US 301 Crater Rd	0.146 A	2000 B

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

## Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 95 Ramp	Prince George County  To:	0.36	I-95 South 1100 I-295 North	F	78%	0%	1%	1%	19%	0%	F	NA			1000	F
South 95 Ramp	City of Petersburg (Maint:		I-95 South <b>3500</b> -9008 Rives	<b>F</b> Rd								NA			3500	F
South 95 Ramp	City of Petersburg (Maint:		I-95 South <b>2400</b> 9010 Wagner	<b>F</b>								NA			2400	F
South 95 Ramp	City of Petersburg (Maint:		I-95 South <b>5100</b> 9010 Wagner	<b>A</b>								0.095	Α		5500	Α
South 95 Ramp	City of Petersburg (Maint:	I-95-S050X	TO GRAHA	AM ROA								NA			NA	
South 95 460 Ramp	City of Petersburg (Maint:	74) 0.06	I-95 South <b>9300</b>	Α								0.094	Α		10000	A
South 95 (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint:	74) 0.07	NA np from US 3									NA			NA	
South Bus Ramp from I-85 N to I-95 S	City of Petersburg (Maint:	74) 0.18	NA np from US 3									NA			NA	
South Bus   Ramp from I-85 N to I-95 S	City of Petersburg (Maint:	74) 0.27		Α								0.115	Α		12000	A
South 95 Ramp	City of Petersburg (Maint:	74) 0.22	<b>3500</b> I-95 South	F								NA			3500	F
South 95 Ramp	City of Petersburg (Maint:	I-95-S TO WAS 74) 0.12 I-95-S052B TO	NA									NA			NA	
South 95 Ramp	City of Petersburg (Maint:	74) 0.19	NA FROM RT 9									NA			NA	
South 95 Ramp	City of Colonial Heights (Mair	nt: 20) 0.06	NA 06 FROM R									NA			NA	
South 95 Ramp	City of Colonial Heights (Main		I-95 South 10000 of from I-95 N	<b>G</b> North	97%	0%	1%	1%	1%	0%	С	NA			10000	G

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

Route	Jurisdiction	Length AADT QA		•	Trι			QC	К	Dir	AAWDT	OW
	From:	-	11110 Bo	2Ax	e 3+Axle	1Trail	2Trail		Factor	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> </u>
South	Chesterfield County	I-95-S TO RT 620 0.17 <b>NA</b>							NA		NA	
95 Ramp	To:	20-746 FR RT 95							INA		INA	
	Erope		NT.									
South 95	Chesterfield County	I-95-S TO ROUTE 620 WES 0.26 <b>NA</b>	51						NA		NA	
95)	To:	20-620 FROM ROUTE 95 SOI	TH						INA		INA	
			0111									
South	Chesterfield County	I-95-S TO RT 10 0.17 <b>NA</b>							NA		NA	
95 Ramp	Chesterned County								INA		INA	
South	To: From:	I-95-S061C TO RT 10										
95) Ramp	Chesterfield County	0.07 <b>NA</b>							NA		NA	
	To:	SR 10 FROM RT 95										
South	From:	I-95-S TO RT 10										
95 Ramp	Chesterfield County	0.39 <b>NA</b>							NA		NA	
	To:	SR 10 I-95-S061C FROM RT	95									
South	From:	I-95-S061A TO RT 10		Ī								
95) Ramp	Chesterfield County	0.03 <b>NA</b>							NA		NA	
93)	To:	SR 10 I-95-S061B FROM RT	95									
South	From:	I-95 South										
95 Ramp	Chesterfield County	0.25 <b>5600 G</b>	95% 0%	6 1%	1%	2%	0%	F	NA		6200	G
95) (13.11)	To:	SR 288	0070 07	<u> </u>	,0	270	070	•	10.		0200	Ŭ
Courth	From:	I-95-S TO RT 613										
South (95) Ramp	Chesterfield County	0.08 <b>NA</b>							NA		NA	
95) Kump	To:	20-613; 20-613- A TO RT 9	15						14/1		1471	
0 "	From:	I-95-S TO BELLS ROAD										
South	City of Richmond (Maint: 20)	0.31 <b>NA</b>							NA		NA	
Ramp	To:	JB-20 FROM RT 95							INA		INA	
	From											
South	City of Richmond (Maint: 20)	I-95 South 0.22 <b>8200</b> A	87% 19	6 2%	3%	6%	0%	_	0.089	A	8900	۸
95 Ramp	To:	I-95 North Exit 73A	0770 17	0 270	3%	0%	0%	Г	0.069	٦.	0900	А
South (95) I-95 S Exit 74 B	City of Richmond (Maint: 43)	I-95-S 0.07 <b>NA</b>							NA		NA	
95 I-95 S Exit 74 B	City of Richmond (Maint. 43)								INA		INA	
		Franklin St										
South	City of Diah mand (Mariat, 40)	I-95-S RO ROUTE 250 WES	ST						NIA		NIA	
95 Ramp	City of Richmond (Maint: 43)	0.11 <b>NA</b>	OUT						NA		NA	
	10:	I-95-N074C I-95- 74C FROM R										
South	From:	I-95-S RO RT 1; 301 VIA LEIGH S	STREET									
95) Ramp	City of Richmond (Maint: 43)	0.08 <b>NA</b>	^						NA		NA	
	To:	SR 33 FROM ROUTE 95 S	0									
South	From:	I-95 South										
95) Ramp	City of Richmond (Maint: 43)	0.21 <b>9500 G</b>	96% 1%	<u>6 1%</u>	1%	2%	0%	С	NA		9500	G
$\sim$	To:	SR 161 Boulevard										

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

		1 Timary and interstate reduces			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail		$\Lambda \Lambda \Lambda \Lambda \Pi T = \Omega \Lambda \Lambda$
South	From:	I-95 South			
95 Ramp	Henrico County	0.22 <b>NA</b>		NA	NA
	To:	2US 301-P			
South	From:	I-95 South			
South 95 Ramp	Henrico County	0.09 <b>NA</b>	<u> </u>	NA	NA
	To:	SR 73 Parham Rd			
South	From:	I-95 South			
95 Ramp	Henrico County	0.19 <b>NA</b>	<u></u>	NA	NA
	To:	SR 73 Parham Rd			
South (95) Ramp	From:	I-95 South			
Ramp	Henrico County	1.42 <b>22000 G</b>		0.111 A	19000 G
95)	To:	I-295 East		-	
South	From:	I-95 South			
South 95 Ramp	Henrico County	0.19 <b>NA</b>		NA	NA
93) . tap	To:	I-295 West			
South	From:	I-95-S TO RT 656 EAST			
Ramp	Hanover County	0.21 <b>1000 F</b>		NA	1000 F
95) (41)	To:	FROM RT 95 SOUTH		101	1000
	From:	I-95-S TO RT 656 WEST			
South Ramp	Hanover County	0.17 <b>1300 F</b>		NA	1300 F
95 Ramp	To:	FROM RT 95 SOUTH		INA	1300 1
Court	From	I-95-S TO RT 802			
South Pamp	Hanover County	0.17 <b>1800 F</b>		NA	1800 F
95 Ramp	To:	42-802; 42-802- 1A TO RT 95		INA	1000 1
-	From		•		
South	Hanover County	I-95-S TO RT 54 0.16 <b>3400 F</b>		NA	3400 F
95 Ramp	Transver County			INA	3400 F
South	To: From:	I-95-S092B JB-42 FROM RT 95			
South 95 Ramp	Hanover County	0.02 <b>NA</b>		NA	NA
	To:	SR 54 TO AND FROM RT			
South	From:	I-95-S092A JB-42 FROM RT 95			
South 95 Ramp	Hanover County	0.04 <b>NA</b>		NA	NA
	To:	SR 54 FROM RT 95			
South	From:	I-95-S TO RT 30			
95 Ramp	Hanover County	0.24 <b>1400 F</b>		NA	1400 F
<u> </u>	To	I-95-S098B FROM RT 95 TO RT 30			
South 95 Ramp					
(95) Ramp	Hanover County	0.18 <b>NA</b>		NA	NA
	To: From:	FROM RT 725			
South	Hanover County	0.32 <b>NA</b>		NA	NA
95 Ramp	Harlover County	42-99007-N000A KINGS DOMINION GATE		INA	INA
		42-7700/-NUOVA KINOS DOMINION GATE			

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire B		True 3+Axle			QC	K Factor	(.)K	Dir actor	AAWDT	QW
South 95 Ramp	Hanover County	I-95-S098A JB-42 FROM RT 95 0.09 NA SR 30 FROM RT 95						NA			NA	
0. #	From:	I-95 South										
South 95 Ramp	Caroline County		% 1%	3%	46%	0%	С	NA			4900	G
South	To: From:	Ramp Split before SR 207										
South 95 Ramp	Caroline County	0.03 <b>1700 G</b> 48% 2 SR 207 S, Rogers Clark Blvd	2%	5%	43%	0%	С	NA			1700	G
South 95 Ramp	From: Caroline County	I-95-S104A FROM RT 95 0.03 <b>NA</b>						NA			NA	
	To:	SR 207 FROM RT 95										
South 95 Ladysmith Rest Area Ramp	Caroline County	I-95 South to Rest Area 0.13 NA Enter Rest Area Parking Lot						NA			NA	
South (95) Ladysmith Rest Area Ramp	Caroline County	Exit Rest Area Parking Lot 0.14 2800 G						NA			2800	G
South	From:	I-95 South from Rest Area I-95-S TO RT 639										
95 Ramp	Caroline County	0.15 <b>NA</b> 16-639 FR RT 95 TO RT						NA			NA	
South	From:	I-95-S TO RT 606										
95 Ramp	Spotsylvania County	0.24 <b>4100 F</b> 88-606 FR RT 95 TO RT						NA			4100	F
South	From:	I-95-S TO RT 1										
(95) Ramp	Spotsylvania County	0.32 <b>17000</b> F						NA			17000	F
	То:	US 1 TO AND FROM RT										
South	From:	I-95-S TO RT 3 EB										
95 Ramp	Spotsylvania County	0.20 <b>6900 F</b> SR 3 TO AND FROM RT	1					NA			6900	F
South	From:	I-95-S TO RT 3 WEST	1									
95) Ramp	Spotsylvania County	0.36 <b>19000</b> F						NA			19000	F
	To:	SR 3 FROM RT 95 SOUTH										
South	From:	I-95 South to Welcome Center										
95 Fredericksburg Welcome Center	Spotsylvania County	0.06 <b>NA</b>						NA			NA	
South	From:	Enter Welcome Center Parking Lot Exit Welcome Center Parking Lot										
95) Fredericksburg Welcome Center	Spotsylvania County		% 1%	1%	11%	1%	F	0.124	Α		1600	Α
$\smile$	To	I-95 South from Welcome Center										
South	From:	I-95 South										
95 Ramp	Stafford County	0.22 <b>6500 G</b>						NA			6500	G
~	То:	US 17 Warrenton Rd										

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

Route	Jurisdiction	Length AADT Q	<b>A</b> 4Tire Bu	Truck 3+Axle 1Trail		QC K Factor	QK	Dir Factor	AAWDT	QW
South	From:	I-95 South								
95) Ramp	Stafford County	0.31 <b>5800 G</b>				NA			5800	G
$\smile$	To:	US 17 Warrenton Rd								
South	From:	I-95-S TO CENTREPORT PA	RKWAY							
South 95	Stafford County	0.30 <b>NA</b>				NA			NA	
	To:		DADIZWAY							
South 95	From:	I-95-S136B TO CENTREPORT F	PARKWAI							
95)	Stafford County	0.03 <b>NA</b>				NA			NA	
$\smile$	To:	89-8900 TO & FROM 95	SO							
South	From:	I-95-S136A TO CENTREPORT F	PARKWAY							
95	Stafford County	0.10 <b>NA</b>				NA			NA	
89	To:	89-8900 FROM RT 95 SO	UTH							
South	From:	I-95-S TO RT 630								
95 Ramp	Stafford County	0.15 <b>NA</b>				NA			NA	
95)	To:	89-630 FR RT 95 TO R	Т							
24	From	I-95 South								
South 95) Ramp	Stafford County	0.22 <b>3800 G</b>	<u> </u>			NA			3800	G
95) Kamp	Stanoid County	89-610 Garrisonville Ro				INA			3000	G
			u							
South	From:	I-95 South							.=	
95) Ramp	Stafford County	0.24 <b>13000 A</b>				0.122	Α		15000	Α
<u> </u>	To:	89-610 Garrisonville Ro								
South	From:	I-95-S TO GOVERNMEN	T RD							
95) Ramp	Prince William County	0.26 <b>NA</b>				NA			NA	
<u> </u>	To:	FROM RT 95								
South	From:	I-95-S TO RT 619								
95) Ramp	Prince William County	0.28 <b>NA</b>				NA			NA	
	To:	FROM RT 95								
South	From:	I-95-S TO RT 619								
South 95) Ramp	Prince William County	0.17 <b>NA</b>				NA			NA	
33)	To:	FROM RT 95								
No. of the	From:	I-95 N								
South 95) Exit 152 A	Prince William County	0.21 <b>NA</b>				NA			NA	
95) EXIC 192 A	To:	SR 234 Dumfries Rd S	2			INA			INA	
			,							
South	Prior NATH and Occupation	I-95 S				<b>N</b> 10			NI A	
95) Exit 152 B	Prince William County	0.23 <b>NA</b>	*			NA			NA	
	10:	SR 234 Dumfries Rd N	<u> </u>							
South	From:	I-95 South to Scales	·		-					
Dale City Rest Area Ramp	Prince William County	0.21 <b>5500 G</b>	<b>3</b>			NA			5500	G
	To:	Enter Scales								
South	From	Exit Rest Area Parking L	_ot							
95 Dale City Rest Area Ramp	Prince William County	0.32 <b>NA</b>				NA			NA	
<u>~</u>	To:	I-95 South from Rest Ar	rea							

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

## Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Factor	AAWDT QW
South 95 Ramp	Prince William County To:	I-95-S156X TO RT 784-DALE BLVD 0.25 NA 76-784 TO AND FROM RT		NA	NA
South 95 Ramp	Prince William County	I-95-S156X TO RT 784-DALE BLVD 0.22 <b>NA</b>		NA	NA
South 95 Ramp	Prince William County	I-95-S156C TO RT 1780  0.30 NA  76-784 FR RT 95		NA	NA
South 95 Exit 156 C	Prince William County	I-95 Exit 156 B  0.18 NA  76-1780 Potomac Mills Rd		NA	NA
South 95 Dale City Rest Area Ramp	Prince William County	I-95 South to Rest Area 0.06 NA		NA	NA
South 95 Dale City Rest Area Ramp	Prince William County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.08 <b>1000 G</b> I-95 South from Rest Area		NA	1000 G
South (95) Ramp	Prince William County	1-95-S BEG COLL RD00-RT 784-DALE BLVD 0.20 NA		NA	NA
South 95 Ramp	Prince William County	I-95-S156B TO RT 784-DALE BLVD 0.40 <b>NA</b>		NA	NA
South 95 Ramp	Prince William County	76-784-W006A FROM RT 784-DALE BLVD 0.21 <b>NA</b>		NA	NA
South 95 Ramp	Prince William County	I-95-S156A TO RT 784-DALE BLVD 0.12 <b>NA</b>		NA	NA
South 95 Ramp	Prince William County	76-784-E006A FROM RT 784-DALE BLVD 0.39 NA		NA	NA
South 95 Ramp	Prince William County	I-95-S156R FR REST AREA  0.13 NA		NA	NA
South 95 Ramp	Prince William County	I-95-S156R TO REST AREA  0.10 NA  I-95-S END COLL RD-RT 784- BOLVE		NA	NA
South 95 Ramp	Prince William County	I-95-S TO RT 3000 0.19 <b>NA</b>		NA	NA
South (95) Ramp	Prince William County	76-3000 FROM RT 95 SOUTH  1-95-S TO RT 3000 WEST  0.22 NA		NA	NA

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

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   Truck   2Ade   3+Axle   1Trail   2Trail   QC   Factor   AAWD   COUNTY   COUNTY
Prince William County   0.23   NA
SK 1.25 FROW RT 95 SOUTH   SK 1.25 FROW RT 95 SOUTH
SK 1.25 FROW RT 95 SOUTH   SK 1.25 FROW RT 95 SOUTH
South   Fairfax County   South
South   Fairfax County   South
South   Fairfax County   South
South   Fairfax County   1-95-S TO RT 642   NA
South   Fairfax County   South   South   Fairfax County   South
South   Fairfax County   1.95-S TO RT 642   NA
South   Fairfax County   0.24   NA
South
South
Fairfax County
South   Fairfax COPARWAY FROM ROUTE 95 SOUTH
FAIRFAX CO PARKWAY FROM ROUTE 95 SOUTH
Turner County Fixty
Turnux County Fixty
Turnux County Fixty
South         From:         I-95-S TO RT 617           95         Ramp         Fairfax County         0.31         NA         NA         NA
(95) Ramp Fairfax County 0.31 <b>NA</b> NA NA NA
FROM RT 95
South From: I-95-S TO RT 613
South   From:   I-95-S TO RT 613
To: FROM RT 95
South From: I-95-S TO EISENHOWER Ave CONN
South         From:         I-95-S TO EISENHOWER Ave CONN           95         Ramp         Fairfax County         0.12         NA         NA         NA
To: 100-6579 FROM & TO ROU
South From I-95-S175X TO RT 241
95 Ramp Fairfax County 0.15 <b>NA</b> NA NA
Pamp         Fairfax County         0.15         NA         NA         NA           SR 241 FROM RT 95         SR 241 FROM RT 95         NA         NA <t< td=""></t<>
South         From:         I-95-S175X TO RT 241           (95)         Ramp         Fairfax County         0.13         NA         NA         NA
South         From:         I-95-SI75X TO RT 241           95         Ramp         Fairfax County         0.13         NA         NA         NA           1-95-N175B I-95- 175B TO ROUTE         I-95-N175B TO ROUTE         NA         NA
1-75-1175B 1-75-1175B 10 ROUTE
South I-95-S BEGIN COLL RD00- RT 241 TELEGRAP  95 Ramp Fairfax County 0.11 NA NA NA
Ramp Fairfax County 0.11 <b>NA</b> NA NA
South From: 1-95-S1/5B TO RT 241  95 Ramp Fairfax County 0.10 NA NA NA
(95) reality 0.10 MA
To: CD 241 N001D EDOM DT 241
South   Fairfax County   0.10   NA

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

		1 milary and interstate					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	I-95-S175A TO RT	241												
(95) Ramp	Fairfax County	0.10 <b>NA</b>									NA			NA	
South	To: From:	SR 241-S001B FROM	RT 241												
95) Ramp	Fairfax County	0.09 <b>NA</b>									NA			NA	
93)	To:	I-95-S END COLL RD00- RT 24	41 TEL	EGRAPH											
South	From:	I-95 S													
95) I-95 S Exit 177 A	City of Alexandria (Maint: 29)	0.17 <b>NA</b>									NA			NA	
	To:	US 1 Richmond Hw	vy S												
South	From:	I-95 S													
95) I-95 S Exit 177 B C	City of Alexandria (Maint: 29)	0.08 <b>NA</b>									NA			NA	
0.11	To:	I-95 S Exit 177 B; I-95 S I		7 C											
South (95) I-95 S Exit 177 B	City of Alexandria (Maint: 29)	I-95 S Exit 177 B 0.09 <b>NA</b>	C								NA			NA	
95) 1 30 3 2 2/1 1/1 1	To:	US 1 Patrick St N	N								14/7			INA	
South	From	I-95 S Exit 177 B													
95) I-95 S Exit 177 C	City of Alexandria (Maint: 29)	0.10 <b>NA</b>									NA			NA	
93)	To:	Church St													
	From:	US 501 S of Cluster S	prings												
96) Virgilina Rd	Halifax County	7.11 <b>1400</b>	F	84%	1%	1%	1%	13%	0%	С	0.092	F		1400	F
	To:	WCL Virgilina													
96)	Town of Virgilina (Maint: 41)	0.59 <b>1400</b>	N	84%	1%	1%	1%	13%	0%	Ν	0.092	Ν		1400	N
	Toc	N SR 49													
96 (49) Florence Ave	Town of Virgilina (Maint: 41)	0.13 <b>1600</b>	F	91%	1%	1%	1%	6%	0%	F	0.095	F		1700	F
30 43	To:	North Carolina State	Line												
	From:	SR 89 Main St													
97) Pipers Gap Rd	City of Galax	0.11 <b>2500</b>	G	98%	0%	1%	1%	1%	0%	С	0.092	F	0.609	2600	G
	To:	ECL Galax													
97) Pipers Gap Rd	Grayson County	0.78 <b>2300</b>	F	99%	0%	1%	0%	0%	0%	С	0.099	F		2400	F
	To:	Carroll County Lin	ne												
	From:	Grayson County Li						•••		_		_			_
(97) Pipers Gap Rd	Carroll County	3.76 <b>2100</b>	G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.595	2200	G
	To- From:	17-713 Pipers Ga	_			$\Box$ $\vdash$									
(97) Pipers Gap Rd	Carroll County	4.51 <b>1100</b>	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.504	1200	G
<u> </u>	To:	Blue Ridge Parkw													
	From:	US 52 S Scenic Hwy Bl			00.		401	00.1	00.1		0.4=0	_	0	0=0	
98) Main St	Bland County	0.50 <b>240</b>	G	97%	0%	1%	1%	0%	0%	С	0.158	F	0.55	250	G
	10	10-605 South of Blan	na CH												
Dandelph Ave	From:	NCL Pulaski	_	000/	00/	40/	40/	007	00/	_	0.400	_		1000	_
(99) Randolph Ave	Town of Pulaski	0.68 <b>1200</b> 9th St	F	98%	0%	1%	1%	0%	0%	F	0.103	F		1300	F
-	A.J.	9th St													

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

				ale Rol				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q/
	From:		9th St													
Randolph Ave	Town of Pulaski	0.47	2700	F	98%	0%	1%	1%	0%	0%	С	0.094	F		2900	F
<i></i>	To:		3rd St													
99) Randolph Ave	Town of Pulaski	0.08	2900	F	98%	0%	1%	1%	0%	0%	F	0.098	F		3100	
9	To:	M	ain St; 2nd	St												
<u></u>	From:		ph Ave; Va	_							_		_			
99) Main St	Town of Pulaski	0.20	1400	F	98%	1%	1%	0%	1%	0%	F	0.088	F		1500	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	2500	G	98%	1%	0%	0%	1%	0%	F	NA			2700	
	To: From:		ngton Ave;													
g) Main St	Town of Pulaski	0.32	3000	F	98%	1%	1%	0%	1%	0%	С	0.104	F		3200	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	5900	F	98%	1%	0%	0%	1%	0%	С	NA			6300	
	To: From:		3rd St													
9) Main St	Town of Pulaski	1.10	11000	F	98%	1%	0%	0%	0%	0%	С	0.085	F		12000	
<i></i>	To:	Bo	b White B	lvd												
9) Main St	Town of Pulaski	1.00	7400	G	98%	1%	0%	0%	0%	0%	F	NA			8000	
	To	1	ECL Pulask	.:												
9) Count Pulaski Dr	From: Pulaski County	1.35	7800	F	94%	1%	1%	1%	4%	0%	С	0.096	F		8100	
g) Count i diaoki Bi	To:		FR 47 Kirl		J-170	170	170	170	470	070	Ü	0.000	•		0100	
	From:		Count Pula													
Ramp to I-81 S at Exit 94	Pulaski County	0.18	1700	F								0.135	F		1700	
19)	To:		I-81 N													
ast	From:	SR 99 I	E, Count Pu	ılaski Dr												
9) Ramp to I-81 N at Exit 94	Pulaski County	0.24	1000	F								0.109	F		1000	
9	To:		I-81 N													
est	From:	SR 99 V	V, Count Pu	ılaski Dr												
Ramp to I-81 N at Exit 94	Pulaski County	0.22	160	F			<del></del>					0.122	F		160	
<i>y</i>	То:		I-81 N													
	From	R	andolph Av	ve												
g) 3rd St	Town of Pulaski	0.12	1100	G	99%	0%	0%	0%	0%	0%	F	NA			1200	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	2500	G	98%	1%	0%	0%	1%	0%	F	NA			2700	
	To:	J	efferson Av	ve .			$\neg$ $\vdash$									
9) 3rd St	Town of Pulaski	0.13	2100	F	99%	0%	0%	0%	0%	0%	F	0.104	F		2300	
ン	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	3500	F	98%	1%	0%	0%	1%	0%	F	NA			3700	
	To:	•	Washingto	n Ave												
g) 3rd St	From:L Town of Pulaski	0.34	2900	F	99%	0%	0%	0%	0%	0%	С	0.096	F		3100	
g) 3rd St	Combined Traffic Estimates for 2 Parallel Road		5900	F	98%	1%	0%	0%	1%	0%	С	NA	•		6300	
	To:		R 99 Main			. , , ,			. 70		_	, .				
	From:		221 Floyd l													
OO) Sylvatus Highway	Town of Hillsville (Maint:		3100	N	92%	0%	1%	5%	1%	0%	Ν	0.083	Ν	0.556	3300	
	To	,	CL Hillsvil													

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

Primary and Interstate Routes

		1 IIIIlary a	nu miersia	iic rtot	1103											
Route	Jurisdiction	n Lenath	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	QV
							2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
	From:		NCL Hillsville													
₁₀₀ )Sylvatus Highway	Carroll Coun	•	3100	G	92%	0%	1%	5%	1%	0%	С	0.083	F	0.556	3300	(
<u> </u>	To:		the County L													
),,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	N/s the Course		roll County L		0.40/	00/	40/	407	00/	00/	_	0.005	_	0.540	0000	
100) Wysor Hwy	Wythe Coun		3000	G	94%	0%	1%	4%	2%	0%	С	0.085	F	0.542	3300	(
<u> </u>	To:		aski County L													
Waren Del	Dulaali Cam		the County L	F F	0.40/	00/	40/	40/	20/	00/	_	0.000	_		4000	
100 Wysor Rd	Pulaski Cour	•	4000		94%	0%	1%	4%	2%	0%	Г	0.086	F		4200	
<u> </u>	From:		West of Dra		O DT 01 N	IOD	_									
100)(100)Ramp to I-81 N at Exit 8	Dulaski Cour	1SR-00100-P(U)/SR- ntv 0.22	00100-N018 <i>E</i>	A(K)/10			20 for	directions	l troffic	volumo o		too for th		mont		
100 Ramp to I-81 N at Exit 8	9 Pulaski Cour	,					JU TOF	directiona	i tramic	volume e	estima	tes for th	is seg	iment.		
	From:	IS-00081-N(B)/SR-00	0100-N018A( /EST OF DR		OM RT 10	0 N	_									
	L Pulaski Cour		EST OF DR	APEK		Coo I 01	for di	rectional t	roffic ve	مر مصراد	timoto	o for this	0000	oont		
100/(81)		•												ient.		
(	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α	74%	1%	1%	1%	22%	2%	F	0.099	Α		37000	
	To: From:	R	T F-47 S IN	Γ												
100 (81)	Pulaski Cour	nty 1.67				See I-81	for di	rectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	F	74%	1%	1%	1%	22%	2%	F	NA	•		38000	
	- F					.,,		.,0		_,,	•				00000	
	From		M INT & SE	R 99 IN		0 101	<u> </u>									
100/(81)	Pulaski Cour	•						rectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	74%	1%	1%	1%	22%	2%	F	0.101	Α		37000	-
	To:		FR 47													
	From:	IS-00081-N(B)/IS-0	0081-N098A	(L)/TO			<u>ب</u>									
100) (81) Ramp I-81 N Exit 98 to \$	SR 100 N Pulaski Cour	nty 0.21				See I-81	for di	rectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\smile$	To:		FR-47													
	From:		I-81								_					
100)	Pulaski Cour	nty 0.84	16000	Α	96%	0%	0%	1%	3%	0%	С	0.098	Α		17000	1
<u> </u>	To:	77-	682 Newbern	Rd			_									
100 Cleburne Blvd	Pulaski Cour		18000	F	96%	0%	0%	1%	3%	0%	F	0.084	F		19000	F
100)	- F	<u> </u>		-												
	From:		SCL Dublin													
100)	Town of Dublin (M	aint: 77) 0.51	18000	N	96%	0%	0%	1%	3%	0%	Ν	0.084	N		19000	1
<u> </u>	To:	1	US 11 Dublin	1			$\neg$									
100	Town of Dublin (M		5800	G	96%	0%	0%	1%	3%	0%	F	0.088	Ν		6200	(
100		,			0070			.,0	0,0	0,0	·	0.000			0200	
	To: From:		NCL Dublin													
Clebone Rd	Pulaski Cour	nty 4.16	5700	F	90%	1%	1%	3%	5%	0%	С	0.088	F		6000	ا
$\sim$	To:	77	627 Highland	Rd												
100 Celburne Blvd	From:L Pulaski Cour		5100	F	96%	0%	0%	1%	3%	0%	F	0.083	F		5300	
100) Scibarric Biva	To:T	7	les County Li		3070	070		1 /0	370	0 /0	•	0.000	•		5500	
	From:		aski County Li				-									
100) Pulaski Giles Tpke	L Giles Count		4300	F	92%	1%	1%	1%	5%	0%	F	0.098	F		4500	
100) I diaski Giles Thre	Giles Couri	•			JZ /0	1 /0	1 /0	1 /0	J/0	U /0	Г	0.030			4500	-
	10:	SF	R 42 Poplar H	111												

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	<b>QA</b> 4Ti	re Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	SR 42 Poplar Hill Walkers												
100 42 Pulaski Giles Tpke	Giles County	2.13 <b>3800</b>	<b>F</b> 92°	% 1%	1%	1%	5%	0%	С	0.106	F		3900	ı
	To- From	35-750 Cedar Cre												
100) Pulaski Giles Tpke	Giles County	0.72 <b>3800</b>	<b>F</b> 92°	% 1%	1%	1%	5%	0%	F	0.099	F		4000	
	To: From:	35-660 Post Offic	ce Rd		-									
100) Pulaski Giles Tpke	Giles County	0.45 <b>4100</b>	<b>F</b> 92'	% 1%	1%	1%	5%	0%	F	0.097	F		4300	
$\smile$	To	35-606 Meadow	s Rd		<u> </u>									
100 Pulaski Giles Tpke	Giles County	4.37 <b>4300</b>	<b>F</b> 92	% 1%	1%	1%	5%	0%	F	0.092	F		4400	
	To	35-665 Wilburn Va	alley Rd											
100) Pulaski Giles Tpke	Giles County	2.24 <b>5700</b>	<b>F</b> 92	% 1%	1%	1%	5%	0%	F	0.095	F		5900	
100)	To	SCL Pearisbu												
100) South Main St	Town of Pearisburg (Maint: 35)		F 94'	% 1%	1%	1%	3%	0%	С	0.089	F		6500	
100) 554411 1116411 51	Tolling (mainted)			.,,		.,0	0,0	0,0	Ū	0.000	•		0000	
Bus	From:	Bus US 460 Wenon												
100 (460 Main St	Town of Pearisburg (Maint: 35)	0.38 <b>9700</b>	<b>F</b> 95°	% 0%	1%	1%	2%	0%	С	0.089	F		10000	
	To: From:	Bus US 460 North	Main St											
100)Main St	Town of Pearisburg (Maint: 35)	0.21 <b>3400</b>	<b>F</b> 99	% 0%	1%	0%	0%	0%	С	0.091	F		3600	
<u> </u>	To-	WCL Pearisb	urg											
Narrows Rd	Giles County	3.86 <b>2000</b>	<b>F</b> 99	% 0%	1%	0%	0%	0%	С	0.101	F		2100	
	To:	ECL Narrow	/s											
100)Main St	Town of Narrows (Maint: 35)	0.65 <b>2200</b>	<b>F</b> 98	% 0%	1%	0%	0%	0%	С	0.101	F		2300	
1.00)	To:	SR 61 Main Mo	nroe											
	From:	SR 100												
Ramp to I-81 N at Exit 98	Pulaski County	0.26 <b>5300</b>	F							0.1	F		5300	
	To:	I-81 N												
	From:	SR 100												
100 Ramp to I-81 S at Exit 98	Pulaski County	0.39 3900	F							0.111	F		3900	
<u> </u>	To:	I-81 S												
lorth	From:	SR 100 Wysor	Rd											
Ramp to I-81 N at Exit 89	Pulaski County	0.22 <b>1500</b>	F							0.132	F		1500	
	To:	I-81 N												
	From:	SR 117 Peters Cre												
101)Hershberger Rd	City of Roanoke	1.34 <b>9100</b>	<b>G</b> 99	% 0%	1%	0%	0%	0%	С	0.094	F	0.502	9800	
	To- From	SR 116 Cove	Rd		<u> </u>									
101 Hershberger Rd	City of Roanoke	0.58 <b>24000</b>	<b>G</b> 96	% 1%	1%	1%	1%	0%	F	0.09	F	0.514	28000	
	To:	I-581												
	From	I-581 Valley View							_		_			_
101 Hershburger Rd	City of Roanoke	1.25 <b>36000</b>	<b>G</b> 96	% 1%	1%	1%	1%	0%	F	0.088	F	0.527	41000	
<u>~</u>	To:	US 11 Williamso	on Rd											

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

		Primary and interst					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	SR 101 TO RT 581	SOUTH												
101)Ramp	City of Roanoke (Maint: 80)	0.30 <b>NA</b>									NA			NA	
$\bigcirc$	To:	I-581-S FROM RT 101 EAST(	00- HERS	HBERGE	R										
East	From:	SR 101 I-581-N004B FRC	OM & TO	RT 58											
( ₁₀₁ )Ramp	City of Roanoke (Maint: 80)	0.18 <b>NA</b>				<del></del>					NA			NA	
	То:	I-581-N FROM RT 101 EAST(	00- HERS	HBERGE	R										
West	From:	SR 101 I-581-S004A FR	& TO RT	E 581											
(101) Ramp	City of Roanoke (Maint: 80)	0.18 <b>NA</b>									NA			NA	
$\smile$	То:	I-581-S FROM RT 101 WEST	00- HERS	HBERGE	R										
West	From:	SR 101 Hershbur	rger Rd												
(101) Ramp	City of Roanoke (Maint: 80)	0.27 <b>6000</b>	G	98%	0%	0%	0%	1%	0%	С	0.104	F		6000	G
	To:	I-581 North	h												
	From:	West Virginia Sta	ate Line												
(102)Stadium Dr	Town of Bluefield	0.39 <b>7500</b>	F	99%	0%	0%	0%	0%	0%	F	0.076	F		8000	F
	To:	College Av													
	From:	Stadium D										_			
(102)College Ave	Town of Bluefield	0.87 <b>12000</b>	F	99%	0%	0%	0%	0%	0%	С	0.088	F		13000	F
<u> </u>	Ta: From:	Valleydale :	St												
(102)College Ave	Town of Bluefield	0.80 <b>9800</b>	F	97%	0%	1%	0%	1%	0%	С	0.085	F		10000	F
$\overline{}$	To:	Rollins St													
(102) College Ave	Town of Bluefield	0.31 <b>8900</b>	F	97%	0%	1%	0%	1%	0%	F	0.084	F		9500	F
102)	Tod	T 11 A													
(102)College Ave	Town of Bluefield	0.07 <b>8300</b>	ve <b>F</b>	97%	0%	1%	0%	1%	0%	F	0.086	F		8800	F
102 College Ave	TOWIT OF Bluefield	0.07 6300	Г	91%	076	1 70	0%	170	0%	Г	0.000	Г		0000	Г
	To: From:	US 19; US 460 Vir		- 407								_			
102 College Ave	Town of Bluefield	0.58 <b>3800</b>	F	94%	1%	1%	1%	3%	0%	С	0.096	F		4100	F
<u> </u>	To: From:	NCL Bluefie	eld												
(102)	Tazewell County	4.13 <b>4000</b>	F	97%	0%	1%	1%	1%	0%	С	0.086	F		4200	F
$\smile$	Tat	West Virginia State	Line, Gar	)		<u> </u>									
102)Bramwell Rd	Tazewell County	0.20 <b>1300</b>	F	97%	0%	1%	1%	1%	0%	F	0.118	F		1300	F
102)	Tac	Wast Vincinia Chata	Line Con												
(102)Boissevain Rd	Tazewell County	West Virginia State 0.60 1500	F F	97%	0%	1%	1%	1%	0%	F	0.111	F		1600	F
102 Boissevaili Ru	razeweii County			91%	076	1 70	1 70	170	076	Г	0.111	Г		1000	Г
	To: From:	ECL Pocahor						401							
(102)	Town of Pocahontas (Maint: 92	,	N	97%	0%	1%	1%	1%	0%	N	0.111	N		1600	N
	102	92-1103 Cente													
	From:	North Carolina St					_			_		_			_
(103) Claudville Hwy	Patrick County	4.43 <b>2000</b>	F	92%	1%	1%	1%	5%	0%	F	0.085	F		2100	F
<u> </u>	To: From:	70-773 Near Cla 70-773 Near Claudville		XXX7											
103 Dry Pond Hwy	Patrick County	9.00 <b>2800</b>	F Ararat H	92%	1%	1%	1%	5%	0%	С	0.101	F		2900	F
103/DIY FORGITIWY	Failick County	SR 8 South of Stuart			1 /0	1 /0	1 /0	3/0	U /0	C	0.101			2500	Г

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

		T TITTICITY CIT	nd Intersta	alc I (O	1100											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		Ft Eustis										_			
105) Ft Eustis Blvd	City of Newport News	0.04	22000	G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.725	24000	G
<u> </u>	To- From:		US 60				$\neg$ $\vdash$									
105)Ft Eustis Blvd	City of Newport News	1.01	38000	G	96%	0%	1%	1%	2%	0%	С	0.087	F	0.698	42000	G
	To:		I-64													
105)Ft Eustis Blvd	City of Newport News	0.23	23000	G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.602	25000	G
105 Ft Edstis Biva	City of Newport News	0.23	23000	G	90 /0	070	1 /0	1 /0	2/0	076		0.093		0.002	23000	G
	To: From:	SR 14	43 Jefferson													
105 Ft Eustis Blvd	City of Newport News	1.26	15000	G	96%	0%	1%	1%	2%	0%	С	0.106	F	0.619	16000	G
<u> </u>	To:	NCL	Newport N	lews			<b>—</b> —									
105) Ft Eustis Blvd	York County	2.36	17000	G	96%	0%	1%	1%	2%	0%	F	NA			18000	G
100)	To:		US 17				Ti.									
East	From:	CD 10	5 TO I-64 E	ACT			i									
105 Ramp	City of Newport News (Maint: 99		NA	AJI								NA			NA	
105 Kamp		I-64-E FROM RT 10		PITZII	BOLIL EV	Δ						INA			INA	
_	-					1										
East	From:	SR 105 I-64-W		FROM	IS 64											
105 Ramp	City of Newport News (Maint: 99		NA				<del></del>					NA			NA	
<u> </u>	10:	I-64-W FROM RT 1	05-FORT E	USTIS	BOULEV.	A										
West	From:	SR 105 I-64-E		FROM	IS 64											
(105) Ramp	City of Newport News (Maint: 99	,	NA									NA			NA	
$\bigcirc$	To	I-64-E FROM RT 10	05-FORT E	USTIS	BOULEVA	4										
	From:	US -	460 County	Rd												
106 Courthouse Rd	City of Petersburg	0.10	7400	F	95%	2%	1%	1%	1%	0%	F	0.096	F		7800	F
	To:	EC	CL Petersbur	ra												
106)Courthouse Rd	Prince George County	2.39	9000	F	95%	2%	1%	1%	1%	0%	F	0.093	F		9500	F
106 Courtiouse Nu	- I lince George County	2.59	3000	•	33 /0	270	1 70	1 /0	1 /0	070	'	0.033	'		9300	•
	To: From:		-634 Allin R													
(106) Courthouse Rd	Prince George County	0.86	12000	F	95%	2%	1%	1%	1%	0%	С	0.102	F		12000	F
$\smile$	To:	74-616	Laurel Spri	ing Rd												
(106) Courthouse Rd	Prince George County	1.50	6300	F	95%	2%	1%	1%	1%	0%	F	0.095	F		6600	F
100)								.,,	.,.	-,-	-		-			•
Bypas	From:	BYPS	SR 156 Ruff	in Rd												
(106)(156)	Prince George County	1.09	6000	F	89%	1%	1%	1%	9%	0%	F	0.088	F		6300	F
	To		74-609													
Bypas	From:															
(106)(156)	Prince George County	3.47	3600	F	89%	1%	1%	1%	9%	0%	С	0.090	F		3800	F
$\smile$	To:	RT 15	6 BUS & R	T 10			$\lnot$ $\vdash$									
(106) (10) (156) James River Dr	Prince George County	0.73	9700	F	93%	0%	1%	1%	6%	0%	С	0.085	F		9900	F
100) 100 1000								, -	- / -		-		•			-
	To: From:		10 & RT 1:		0601	401		461	061	051		0.655	_		4=	_
(106)(156)	Prince George County	2.69	4700	F	88%	1%	1%	1%	9%	0%	С	0.092	F		4700	F
$\sim$	To:	Charles	City Count	y Line												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Prince	George Coun	ty Line												
(106)(156)	Charles City County	1.31	4000	F	88%	1%	1%	1%	9%	0%	F	0.085	F		4100	F
	To:	SR 5; SR 1	56 Tyler Mei	norial H	wy		$\neg$ $\vdash$									
106 Roxbury Rd	Charles City County	6.67	2300	F	78%	1%	2%	3%	17%	0%	С	0.085	F		2400	F
	To	18	656 Bradley	Dd												
106 Roxbury Rd	Charles City County	3.13	2800	F	74%	1%	2%	3%	20%	0%	С	0.094	F		2800	F
100)	To:		Kent County			.,,	i.	-,-		-,-	_		-			•
	From:		s City Count													
106) Roxbury Rd	New Kent County (Maint: 18		2800	N	74%	1%	2%	3%	20%	0%	N	0.094	Ν		2800	Ν
<u> </u>	To:		Kent County													
	New Kent County	Charle 0.91	s City Count	y Line <b>F</b>	78%	1%	2%	3%	17%	0%	F	0.088	F		5400	F
106	New Kerit County	0.91	5500	Г	70%	170	270	3%	17 70	0%	Г	0.000	Г		3400	Г
	To- From:		) Pocahontas										_			
(106)	New Kent County	3.04	2800	F	78%	1%	2%	4%	15%	0%	С	0.107	F		2800	F
<u> </u>	To: From:		I-64													
106)Emmaus Church Rd	New Kent County	1.68	2100	F	96%	1%	1%	1%	1%	0%	С	0.111	F		2100	F
$\smile$	То:	SR 24	19 New Kent	Hwy												
	From:	SR 106 I-64-I	E211A FROM	1 & TO	IS 64											
(106) Ramp	New Kent County	0.30	2400	F								0.097	F		2400	F
$\smile$	To	I-64-	E FROM RT	` 106												
	From:	SR 106 I-64-V	V211A FROM	M & TO	IS 64											
106)Ramp	New Kent County	0.31	1900	F								0.083	F		1900	F
$\smile$	To:	I-64-	W FROM RT	Γ 106												
	From:	86	6-762 Shop R	2d												
107) White Top Ave	Town of Chilhowie (Maint: 8	6) 0.32	12000	G	96%	1%	1%	1%	2%	0%	С	0.085	F	0.515	13000	G
$\smile$	To:		S 11 Lee Hw	-												
Mhita Tan Aug	From:		11 Lee High		95%	00/	40/	00/	20/	00/	_	0.004	_	0.577	F000	0
107 White Top Ave	Town of Chilhowie (Maint: 8	6) 0.79	4900	G	95%	0%	1%	2%	2%	0%	С	0.084	F	0.577	5200	G
	To: From:		CL Chilhowi													
107	Smyth County	4.62	4900	N	95%	0%	1%	2%	2%	0%	N	0.084	N	0.577	5200	N
	To: From:	,	SCL Saltville	;												
107) Worthy Blvd	Town of Saltville (Maint: 86	5) 2.66	3700	G	96%	1%	1%	0%	2%	0%	С	0.092	F	0.549	3900	G
	To:	SR 91	E Main St; M	Iain St												
	From:	S	R 107; 86-76	2												
107 Ramp to I-81 N at Exit 35	Town of Chilhowie (Maint: 8		NA									NA			NA	
	To:		I-81 N													
	From	SR 10	07 White Top	Ave											<u> </u>	
107) Ramp to I-81 S at Exit 35	Town of Chilhowie (Maint: 8		NA									NA			NA	
	To:		I-81 S													
	From:	SR 174	Kings Moun	tain Rd												
108) Figsboro Rd	Henry County	4.24	4300	G	98%	0%	1%	0%	1%	0%	С	0.099	F	0.671	4400	G
	To:		57 Old Quar													

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:		County Rd												
109 Hickory Hill Rd	City of Petersburg	0.88	8400 F	98%	0%	0%	1%	0%	0%	С	0.128	F		8900	F
<u> </u>	To: From:	ECL :	Petersburg												
109 Hickory Hill Rd	City of Petersburg		8400 N	98%	0%	0%	1%	0%	0%	Ν	0.128	Ν		8900	Ν
<u> </u>	To: Dea	nd End; Fort Lee Mili	itary Reservation	, Mahone A	4v										
	From:		on Ridge Rd		407					_		_			_
110 Jefferson Davis Hwy	Arlington County	1.29 <b>7</b>	3000 G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.58	77000	G
	To: From:		ashington Blvd												
110)Jefferson Davis Hwy	Arlington County		2000 G	98%	1%	1%	0%	0%	0%	С	0.075	F	0.631	65000	G
	10:	US 1; 4US 01-P S													
East	From:		RT 395 NORTH								N.1.0			NIA	
Ramp	Arlington County	0.05	NA								NA			NA	
=ast	To: From:	TO ARMY	NAVY DRIVE												
110)Ramp	Arlington County	0.05	NA								NA			NA	
	To:	I-395-N FRO	M RT 110 SOUT	Ή											
Vest	From:	SR 110 Jeff	erson Davis Hwy	,											
110) Ramp	Arlington County	0.15 <b>2</b>	2000 G	97%	1%	1%	0%	0%	0%	F	0.087	F		23000	(
	To:	I-6	66 West												
	From:		US 460												
111) Cambria St	Town of Christiansburg	0.79	6800 G	97%	0%	0%	1%	0%	0%	С	0.106	F	0.560	7300	G
<u></u>	To: From:	El	llett Rd												
111 Cambria St	Town of Christiansburg	0.39	6100 G	98%	0%	0%	0%	0%	0%	С	0.105	F	0.522	6500	G
<u> </u>	To:		epot St												
111)Depot St	Town of Christiansburg		mbria St 4600 G	97%	1%	1%	1%	1%	0%	F	0.098	F	0.534	4900	G
111) Bepor or	- Town or Officialisburg			31 /0	1 /0	170	170	170	070	•	0.000	•	0.554	4300	
111)Depot St	Town of Christiansburg		Park St 5400 G	97%	1%	1%	1%	1%	0%	С	0.101	F	0.562	5800	G
111 Depot St	Town of Chinstiansburg		Roanoke St	91 /0	1 /0	1/0	1 /0	1 /0	0 /6	C	0.101	-	0.302	3600	
	From:		S 460 Main St												
112)Wildwood Rd	City of Salem		8000 G	99%	1%	0%	0%	0%	0%	F	0.084	F	0.507	20000	G
112)	T-1							-,-	-,-	-		-			
112)Wildwood Rd	Roanoke County		L Salem <b>G</b>	99%	1%	0%	0%	0%	0%	F	0.084	N	0.507	23000	G
112)	- F			0070	1 /0	J/0	0 /0	070	O 70	•	0.004	. •	0.007	20000	
Wildwood Rd	Roanoke County		I-81 <b>2300 G</b>	99%	1%	0%	0%	0%	0%	F	0.089	N	0.603	2500	G
112 Wildwood Rd	Roanoke County		Skyview Rd	33%	170	U%	U%	U%	U%	r	0.069	IN	0.003	∠300	Ċ
	From:														
112)Ramp to I-81 N at Exit 128	Roanoke County		NA								NA			NA	
172/Namp to 1-o i in at Exit 120	Noahoke County	0.39	IVA								INA			INA	

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

		_						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		SR 112													
112) Ramp to I-81 S at Exit 128	Roanoke County	0.23	NA									NA			NA	
	To:		I-81 S													
	From:		Commonwe	alth Ave												
113 Cumberland St	City of Bristol	0.28	2300	G	98%	0%	0%	0%	1%	0%	С	0.096	F	0.565	2400	
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	3100	G	98%	0%	0%	0%	1%	0%	С	0.095	F	0.555	3300	(
	To:		21 Piedmon													
113)Piedmont Ave	City of Bristol	0.08	umberland \$ <b>3700</b>	G G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.505	3900	
113) I ledition Ave	Combined Traffic Estimates for 2 Parallel Road		4500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.510	4800	,
	To:		3 P, Sycam		90%	170	176	076	0%	0%	Г	0.095	Г	0.510	4000	
	From:		P, Sycamo													
113) Piedmont Ave	City of Bristol	0.25	3300	G	97%	1%	1%	0%	0%	0%	F	0.103	F	0.565	3600	(
	To:	(	Oakview Av	e												
	From:		iedmont Av													
113)Oakview Ave	City of Bristol	0.60	2500	G	97%	1%	1%	0%	0%	0%	С	0.101	F	0.578	2700	(
	To:		Moore St													
Truck Truck	City of Bristol	0.12	0akview Av 8300	e G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	8900	
113) (11) (19) Moore St	City of Bristor		Euclid Ave		9170	170	176	076	0%	0%	Г	0.090	Г	0.541	0900	
	Farm															
Cynomero Ct	City of Bristol	SR 381 0	780	alth Ave	99%	0%	0%	00/	0%	0%	С	0.402	F	0.540	830	
1 ₁₃ Sycamore St	City of Bristol							0%				0.103	F			
	Combined Traffic Estimates for 2 Parallel Road		3100 riedmont Av	G	98%	0%	0%	0%	1%	0%	С	0.095	г	0.555	3300	(
	- I						<u> </u>									
Dana ara Farra Blad	Puladi Causti		West of Ra		000/	00/	00/	00/	40/	00/	_	0.000	_		04.000	
114 Peppers Ferry Blvd	Pulaski County	0.37	19000	F	98%	0%	0%	0%	1%	0%	F	0.092	F		21000	
	To: From:		00 Belsprin	_												
114) Peppers Ferry Blvd	Pulaski County	1.90	15000	F	98%	0%	0%	0%	1%	0%	С	0.101	F		16000	l
$\smile$	To:		omery Coun													
114) Peppers Ferry Blvd	Montgomery County	1.02	ski County 1 15000	G	98%	0%	0%	1%	1%	0%	С	0.098	F	0.609	16000	(
114 Feppers Ferry Biva	To:	1.02	60-812		90 /0	076		1 /0	1 /0	076	C	0.090		0.009	10000	,
	From:	60-81	2 Centrevil	le Rd												
114) Peppers Ferry Blvd	Montgomery County	3.62	10000	G	98%	0%	0%	1%	1%	0%	F	0.095	F	0.506	11000	(
	To:	E 60 65	O Wielron Cu	uitala Dal												
114) Peppers Ferry Blvd	From: Montgomery County	1.34	9 Vicker Sv 11000	G	98%	0%	0%	1%	1%	0%	F	0.096	F	0.52	12000	
114)1 cppcis i city biva	Workgomery County				3070	070	070	1 70	170	070	•	0.000	'	0.02	12000	
	To: From:		L Christians		2221			401	407		_		_			
114 Peppers Ferry Rd	Town of Christiansburg	0.91	15000	G	98%	0%	0%	1%	1%	0%	F	0.104	F	0.53	16000	(
<u> </u>	Tas From:		Somerset St	t												
114) Peppers Ferry Rd	Town of Christiansburg	0.53	17000	G	98%	0%	0%	1%	1%	0%	С	0.102	F	0.586	18000	(
$\smile$	To:		Bus US 460	)												
114) Peppers Ferry Rd	Town of Christiansburg		14000	G	98%	0%	0%	0%	1%	0%	С	0.097	F	0.546	15000	(
114/1		3.00	US 460		00,0	0,0		0,0	.,,	0,0	-	0.001	•	3.0.0	.0000	`

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

				_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Orange Ave												
Hollins Rd	City of Roanoke	1.02 <b>7100 G</b>	95%	0%	1%	1%	2%	0%	С	0.091	F	0.597	7700	(
	To:	Liberty St												
	From:	Hollins Rd												
115)Liberty Rd	City of Roanoke	0.30 <b>4700 G</b>	95%	0%	1%	1%	2%	0%	F	0.098	F	0.618	5100	(
<u> </u>	То:	Plantation Rd												
	From:	Liberty Rd							_		_			
115) Plantation Rd	City of Roanoke	0.88 <b>8900 G</b>	97%	0%	1%	1%	1%	0%	С	0.087	F	0.569	9600	(
<u> </u>	To: From:	Hollins Rd			$\neg$ $\vdash$									
115) Plantation Rd	City of Roanoke	0.66 <b>15000 G</b>	97%	0%	1%	1%	1%	0%	С	0.087	F	0.539	17000	
	To													
115) Plantation Rd	Poonako County	NCL Roanoke 0.27 <b>15000 G</b>	070/	0%	10/	10/	10/	00/	F	0.094	F	O 551	16000	(
115) Plantation Ru	Roanoke County	0.27 <b>15000 G</b>	97%	0%	1%	1%	1%	0%	Г	0.094	Г	0.551	16000	,
	To- From:	80-625 Hershburger Rd												
115) Plantation Rd	Roanoke County	0.17 <b>11000 G</b>	97%	0%	1%	1%	1%	0%	С	0.098	F	0.502	12000	
<u> </u>	To:	80-1855 Vista Ave												
115) Plantation Rd	Roanoke County	1.16 <b>9500 G</b>	97%	0%	1%	1%	1%	0%	F	0.095	F	0.521	10000	-
115) Haritation red	Roalloke Goulty	1.10 3300 3	31 70	070	170	1 70	170	070	'	0.000	•	0.021	10000	
	To: From:	80-834 Crestland Dr												
115)Plantation Rd	Roanoke County	0.59 <b>9300 G</b>	97%	0%	1%	1%	1%	0%	F	0.1	F	0.621	9900	(
$\smile$	To:	US 11 Lee Highway			$\neg$									
115) Plantation Rd	Roanoke County	0.15 <b>16000 G</b>	96%	1%	1%	1%	1%	0%	F	0.120	F	0.5	19000	
113)	-			.,,			.,.	-,-	•		-	-		
	From:	80-1801 Indian Rd												
115) Plantation Rd	Roanoke County	0.80 <b>13000 G</b>	93%	1%	1%	1%	4%	0%	С	0.115	F	0.562	15000	(
<u> </u>	To	I-81												
	From:	SR 115 Plantation Road												
115) Ramp to I-81 N at Exit 128	Roanoke County	0.30 <b>2200 G</b>	97%	0%	1%	0%	2%	0%	С	0.132	F		2200	(
	To:	I-81 N												
	From:	SR 115 Plantation Road												
115) Ramp to I-81 S at Exit 128	Roanoke County	0.17 <b>NA</b>								NA			NA	
115) Kamp to 1 0 1 0 at 2xit 120	To:	I-81 S								100			1471	
	From:													
		SR 122 Booker T Washing							_		_			
116)Jubal Early Hwy	Franklin County	5.92 <b>3400 F</b>	99%	0%	1%	0%	0%	0%	F	0.102	F		3500	
<u> </u>	To: From:	33-678 Truman Hill Rd			$\neg$ $\vdash$									
116)Jubal Early Hwy	Franklin County	3.58 <b>4000</b> F	99%	0%	1%	0%	0%	0%	С	0.114	F		4200	
	To:	Roanoke County Line			$\neg$									
	From:	Franklin County Line												
116)Jae Valley Rd	Roanoke County	2.11 <b>6000 G</b>	99%	0%	1%	0%	0%	0%	F	0.124	F	0.898	6200	(
	To-	90 662 0: 11 751												
loo Valley Dd	Prom:	80-663 Sterling Rd	000/	00/	10/	00/	007	007	_	0.400		0.000	E 400	
116 Jae Valley Rd	Roanoke County	1.17 <b>5000 G</b>	99%	0%	1%	0%	0%	0%	F	0.129	F	0.900	5400	(
<u>~</u>	To- From:	SCL Roanoke												
116)Mt Pleasant Blvd	City of Roanoke	0.70 <b>8600 G</b>	98%	0%	1%	0%	0%	0%	F	0.104	F	0.847	8100	(
	To:	Riverland Rd												

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

		Primary and inte					Tru	ck			K		Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Mt Pleasa	nt Blvd			1									
116) Riverland Rd	City of Roanoke	0.62 <b>980</b>	0 G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.843	9200	G
	To	9th	St												
116) Riverland Rd	City of Roanoke	0.73 <b>800</b>		98%	0%	1%	0%	0%	0%	F	0.095	F	0.706	7500	G
110 / 110 / 110	To:	Piedmo		0070	070	Ť	070	070	070	•	0.000	•	0.700	7000	Ŭ
	From:	Riverla													
116) Piedmont St	City of Roanoke	0.07 380	0 G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.73	3600	G
$\smile$	To:	Walnut													
Malaut Aus	Prom:	Piedmo		000/	40/	40/	00/	00/	00/	_	0.400	_	0.004	5000	_
116) Walnut Ave	City of Roanoke	0.26 <b>520</b>		98%	1%	1%	0%	0%	0%	С	0.106	F	0.621	5600	G
	From:	Jefferse Walnut													
116)Jefferson St	City of Roanoke	0.42 100		98%	1%	1%	0%	0%	0%	F	0.093	F	0.55	9800	G
110)	To:	Elm A			.,,	T	-,-								_
	From:	US 221; 1US 221-P	; 128-8015 C												
116)(221) Franklin Rd / Williamson Rd	City of Roanoke	0.28 <b>310</b>		99%	0%	1%	0%	0%	0%	F	0.103	F	0.63	3400	G
	To:	US													
116) (11) (221) Williamson Rd	City of Roanoke	Campbe		000/	00/	10/	00/	00/	00/	F	0.000	F	0.507	25000	_
116) 11 ( 221 ( Williamson Rd	City of Roanoke	0.15 <b>220</b>	00 G	98%	0%	1%	0%	0%	0%	Г	0.089	Г	0.527	25000	G
	To: From:	Shenando													
116) (11) (221) Williamson Rd	City of Roanoke	0.15 <b>150</b>	00 G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.723	17000	G
	To- From:	I-58	31												
116) (11) (221) Williamson Rd	City of Roanoke	0.50 <b>120</b>	00 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.556	12000	G
	To:	US													
ALT ALT	From:	US 4								_		_			_
116 (460) (11) (220) Orange Ave	City of Roanoke	0.24 <b>370</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.081	F	0.633	40000	G
ALT	To: From:	I-581, US 220,	ALT SR 220	)											
116)(460)(11) Orange Ave	City of Roanoke	0.90 <b>180</b>	00 A	96%	1%	1%	1%	2%	0%	С	0.092	Α		19000	Α
110 (400) (11) 613.1967.116	any an insument				.,,		.,,	_,,	0,0	•	0.002				
ALT	From:	10th St, Gair	nsboro Rd												
116)(460)(11) Orange Ave	City of Roanoke	1.00 <b>130</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.501	15000	G
	To:	Salem Tu	ırnpike			$\neg$ $\vdash$									
ALT Malana Ana	Prom:		*	000/	40/	40/	40/	00/	00/	_	0.000	F	0.544	4.4000	_
116 (460) (11) Melrose Ave	City of Roanoke	0.41 <b>120</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.511	14000	G
	To- From:	Melrose													
116) Lafayette Blvd	City of Roanoke	0.73 <b>900</b>		98%	1%	1%	0%	0%	0%	С	0.082	F	0.592	8500	G
<u> </u>	To:	Cove													
116 Cove Rd	City of Roanoke	0.72 <b>L</b> afayette		98%	1%	1%	0%	0%	0%	F	0.083	F	0.555	14000	G
116/00VE Nu	To:	SR 101 Hersi		3070	170	170	070	U 70	070	Г	0.003	Г	0.555	14000	G
	From														
Detara Crook Dd Ext		US 11 Brar		000/	40/	10/	407	40/	00/	_	0.000	_	0.505	17000	_
Peters Creek Rd Ext	City of Roanoke	2.34 <b>150</b>		96%	1%	1%	1%	1%	0%	F	0.093	F	0.525	17000	G
<u>~</u>	10.	Aerial W	/ay Dr												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Determ Creek Dd	From:	Melrose A		000/	40/	40/	40/	40/	00/	_	0.000	_	0.507	24000	
117) Peters Creek Rd	City of Roanoke	0.46 <b>21000</b>		96%	1%	1%	1%	1%	0%	F	0.089	F	0.527	24000	G
Peters Creek Rd	City of Roanoke	Hershburge 0.87 <b>14000</b>		96%	1%	1%	1%	1%	0%	F	0.088	F	0.549	16000	G
117)1 eters creek Ru	Oity of Roalloke			3076	1 70	1 70	1 /0	1 70	0 70	•	0.000	'	0.549	10000	
117)Peters Creek Rd	City of Roanoke	1.37 Cove Ro		96%	1%	1%	1%	1%	0%	F	0.09	F	0.509	19000	(
117) r diala erask rid	Tel	I-581		0070	170		170	170	070	•	0.00	•	0.000	10000	•
Peters Creek Rd	City of Roanoke	0.82 <b>20000</b>	) A	96%	1%	1%	1%	1%	0%	С	0.106	Α		23000	F
TITY). GIGIG GIGGKING	To-	NCL Roan			.,,		.,0	.,0	0,0		000			20000	
Peters Creek Rd	From: Roanoke County	1.35 <b>20000</b>		96%	1%	1%	1%	1%	0%	F	0.091	F	0.512	23000	(
	To:	US 11 North of													
ast	From:	SR 117 TO RT 58	31 SOUTH	Ŧ											
Ramp	City of Roanoke (Maint: 80)	0.28 <b>NA</b>									NA			NA	
<u> </u>	To:	I-581-S FROM RT 117 EAS	Γ-PETER.	S CREEK I	R										
East	From:	SR 117 I-581-N005B FR	OM & TO	ORT 58											
17) Ramp	City of Roanoke (Maint: 80)	0.18 <b>NA</b>	T DETED	C CDEEK	D						NA			NA	
	T	I-581-N FROM RT 117 EAST			K	_									
<del>/est</del> 17)Ramp	City of Roanoke (Maint: 80)	SR 117 TO RT 58 0.18 <b>NA</b>	SI SOUTE	1							NA			NA	
117)114111		I-581-S FROM RT 117 WES	T-PETRS	CREEK R	0						14/			147.	
Vest	From:	SR 117 TO RT 58	31 NORTH	Ή											
117)Ramp	City of Roanoke (Maint: 80)	0.31 <b>NA</b>									NA			NA	
	To:	I-581-N FROM RT 117 WES	T-PETER	S CREEK	R										
	From:	US 11 William													
Airport Rd	City of Roanoke	0.63 <b>7400</b>	G	99%	1%	0%	0%	0%	0%	F	0.108	F	0.537	7900	(
	To: From:	Municipal													
Airport Rd	City of Roanoke	1.01 <b>11000</b>	) A	99%	1%	0%	0%	0%	0%	С	0.113	Α		12000	F
	To: From:	NCL Roan													
Airport Rd	Roanoke County	0.20 <b>12000</b>		99%	1%	0%	0%	0%	0%	F	0.092	F	0.504	13000	(
	From:	SR 117 Peters C													
119)Calvary Rd	Halifax County	North Carolina S 3.08 <b>680</b>	state Line F	88%	0%	1%	1%	11%	0%	С	0.125	F		690	F
119 Odivary Nu	To:	US 58 Philpo		0070	070		1 70	1170	070	O	0.125	•		030	'
	From:	SR 123 Chain B													
Glebe Rd	Arlington County	2.49 <b>14000</b>		97%	1%	1%	0%	0%	0%	F	0.103	F	0.599	14000	(
<u> </u>	To:	SR 309 Old Domi	nion Drive	e											
Glebe Rd	Arlington County	0.55 19000		97%	1%	1%	0%	0%	0%	F	0.085	F	0.528	20000	(
	- To-	US 29 Lee Hi	ghway												
120 Glebe Rd	Arlington County	0.93 <b>22000</b>		97%	1%	1%	0%	0%	0%	F	0.084	F	0.531	23000	C
	To:	SR 237 Washing													

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

		Primary and Intersta					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 237 Washington													
120)(237)Glebe Rd	Arlington County	0.25 <b>30000</b>	G	97%	1%	1%	0%	0%	0%	F	0.079	F	0.603	32000	G
	To: From:	SR 237 Fairfax	Dr			<u> </u>									
120)Glebe Rd	Arlington County	1.13 <b>31000</b>	Α	97%	1%	1%	0%	0%	0%	С	0.080	Α		33000	Δ
<u> </u>	To- From:	US 50													
120)Glebe Rd	Arlington County	0.86 <b>37000</b>	G	97%	1%	1%	1%	1%	0%	С	0.078	F	0.588	39000	G
$\smile$	To:	SR 244 Columbia	Pike												
120 Glebe Rd	Arlington County	1.24 <b>27000</b>		97%	1%	1%	0%	0%	0%	F	0.073	F	0.522	28000	(
	To	I-395													
120)Glebe Rd	Arlington County	0.92 <b>30000</b>	G	97%	1%	1%	0%	0%	0%	F	0.078	F	0.578	32000	
120	To	Arlington Ridge													
120)Glebe Rd	Arlington County	0.73 <b>26000</b>		97%	1%	1%	0%	0%	0%	F	0.075	F	0.769	27000	
120) 0.000 1.00	To:	US 1 Jefferson Dav		0.70	.,,	Ť	0,0	0,0	0,0	•	0.0.0	•	000	2.000	
	From:	SR 120 TO RT 66	EAST												
120 Ramp	Arlington County	0.12 <b>NA</b>	21.10.1								NA			NA	
	To:	SR 120 TO RT 66	EAST												
East	From:	SR 120 TO RT 395 S	SOUTH												
120 Ramp	Arlington County	0.13 <b>NA</b>									NA			NA	
	To	I-395-S007X FROM RT 120 EA	AST00- GI	LEBE RO	)										
East	From:	SR 120 TO RT 395 I	NORTH												
120)Ramp	Arlington County	0.15 <b>NA</b>									NA			NA	
<u> </u>	To:	I-395-N FROM RT 120 EAST	00- GLEB	E ROAD	)										
West	From:	SR 120 TO RT 395 NORT	TH & SOU	JTH											
120 Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
West	To- From:	SR 120-W007B TO RT 3	395 NORT	ГН											
(120) Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
120)	To:	I-395-S007X FROM RT 120 WI	EST00- G	LEBE R	0										
West	From:	SR 120-W007A TO RT 3	395 NORT	ГН		Ī									
120 Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
	To:	I-395-N FROM RT 120 WEST	00- GLEB	E ROAD	)										
	From:	I-81 Fort Chiswell I	Exit 80												
121) Max Meadows Rd	Wythe County	1.83 <b>3000</b>	G	97%	1%	0%	0%	1%	0%	С	0.116	F	0.553	3200	(
$\smile$	To:	98-1004 Ayers	St												
	From:	SR 40 Baldkno	ob												
122	Town of Rocky Mount	0.31 <b>4900</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.092	Ν		5100	١
	To	NCL Rocky Mo	unt												
122 Booker T Washington Hwy	Franklin County	5.68 <b>4900</b>		97%	0%	1%	1%	1%	0%	F	0.092	F		5100	F
	To:	33-697 Wirtz F	Rd												
122 Booker T Washington Hwy	Franklin County	1.15 <b>7700</b>		97%	0%	1%	1%	1%	0%	F	0.091	F		8000	F
122)	To:	SR 116 Jubal Early				<del>i</del> -									

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 116	Burnt Chimney												
122)	Franklin County	5.34	8800 A	97%	0%	1%	1%	1%	0%	С	0.103	Α		8900	A
	To- From:	33-63	6 Lost Mt Rd												
(122) Booker T Washington Hwy	Franklin County	1.31	9300 F	95%	1%	1%	1%	2%	0%	С	0.089	F		9700	F
$\smile$	To:	33-61	6 Scruggs Rd			<u> </u>									
122 Booker T Washington Hwy	Franklin County	3.61	8500 F	97%	0%	1%	1%	1%	0%	F	0.082	F		8800	ı
	To:		rd County Line												
	From:		in County Line							_		_			
122 Moneta Rd	Bedford County	3.77	7100 G	95%	1%	1%	1%	3%	0%	F	0.081	F	0.523	7500	(
<u> </u>	To: From:		608 Moneta eta, White House	Dal											
122)Moneta Rd	Bedford County	2.83	6600 G	95%	1%	1%	1%	3%	0%	F	0.082	F	0.513	6900	(
122) Worlda Na	Bodioid County			0070	170		170	070	070	•	0.002	•	0.010	0000	
	From:		Stony Fork Rd						221	_		_			
Moneta Rd	Bedford County	2.09	5200 G	95%	1%	1%	1%	3%	0%	F	0.083	F	0.572	5400	(
	To: From:		ille Rd Shingle Bl												
122)Moneta Rd	Bedford County	4.06	5500 G	95%	1%	1%	1%	3%	0%	F	0.085	F	0.554	5800	(
	To:	09-747	Joppa Mill Rd												
122) Moneta Rd	Bedford County	3.19	7300 G	95%	1%	1%	1%	3%	0%	С	0.089	F	0.591	7600	(
122	To:					<del></del>									
122 Burks Hill Rd	City of Bedford	0.54	2L Bedford 9700 G	96%	1%	1%	1%	2%	0%	С	0.087	F	0.635	10000	(
122 Baiks Fill Rd	Oity of Beatora			3070	170	170	1 70	270	070	O	0.007	'	0.000	10000	`
	To: From:		US 460												
122 <i>)</i> (460)	Bedford County	0.50	19000 G	89%	1%	1%	1%	8%	0%	F	0.080	F	0.514	20000	(
<u> </u>	To: From:	SC	L Bedford												
122)(460)	City of Bedford (Maint: 09)	0.94	19000 G	89%	1%	1%	1%	8%	0%	F	0.080	F	0.514	20000	(
	То:		US 460												
La descendence Blod	From:		460 E Main St	050/	40/		40/	00/	00/	_	0.000	_	0.504	44000	,
122 Independence Blvd	City of Bedford	1.02	10000 G	95%	1%	1%	1%	3%	0%	F	0.089	F	0.564	11000	(
	To: From:		Orange St												
122 Independence Blvd	City of Bedford	0.29	9900 G	95%	1%	1%	1%	3%	0%	С	0.091	F	0.578	11000	(
	To: From:	]	Dawn Dr			<u> </u>									
122 Independence Blvd	City of Bedford	0.50	9100 G	95%	1%	1%	1%	3%	0%	F	0.088	F	0.527	9800	(
	To:	Lor	ngwood Ave												
	From:	•	pendence Ave									_			
Longwood Ave	City of Bedford	0.65	5000 G	92%	2%	0%	0%	5%	0%	С	0.135	F	0.507	5400	(
<u> </u>	To: From:	NO	CL Bedford												
122)Big Island Hwy	Bedford County	8.08	3100 G	92%	2%	0%	0%	5%	0%	F	0.089	F	0.55	3200	(
$\smile$	Too	09-639 N	, Coltons Mill Rd												
122)Big Island Hwy	Bedford County	8.72	1800 G	92%	2%	0%	0%	5%	0%	F	0.092	F	0.522	1900	(
122) = 19 1010110 1 111)	To:		Lee Jackson Hwy	0 <u>-</u> /0	-/0		J /0	J /0	J /0	•	0.002	•	0. <i>0LL</i>	.500	`

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

					_		Tru	ıck			K		Dir	–	
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	U	JS 460												
122)Crenshaw St	City of Bedford	0.96 4	4400 G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.593	4700	G
$\smile$	To:	W	Main St			$\lnot$ $\vdash$									
Bus Bus	City of Dodford			000/	40/	40/	00/	40/	00/	F	0.000	F	0.544	6700	_
122 (221) (460) W Main St	City of Bedford		6300 G Bridge St	98%	1%	1%	0%	1%	0%	г	0.090	г	0.544	6700	G
Bus	From:		Main St			-									
122)(221)(43) N Bridge St	City of Bedford	0.16 <b>6</b>	6000 G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.622	6400	G
	Ta:	Bed	ford Ave												
Bus	From:			000/	407		00/	00/	001	_	0.000	_	0.504	2000	,
122 (221) (43) N Bridge St	City of Bedford	0.11 7	7800 G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.564	8300	C
Bus	To: From:	Pe	eaks St												
122) 221 Longwood Ave	City of Bedford	0.71 7	7200 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.527	7600	(
	To:	Oals	cwood St												
Bus	From:														
122 221 Longwood Ave	City of Bedford		9300 G	98%	1%	0%	0%	0%	0%	С	0.091	F	0.553	9900	(
<u> </u>	10:	Fo	rest Rd												
	From:		rson Davis Hwy									_			
Gordon Blvd	Prince William County	0.61 <b>2</b>	1000 G	95%	1%	1%	2%	1%	0%	С	0.099	F	0.651	23000	(
<u> </u>	To: From:		I-95												
123 Gordon Blvd	Prince William County	0.77 4	9000 G	98%	0%	0%	1%	1%	0%	F	0.081	F	0.673	53000	(
<u> </u>	To:	SCL	Occoquan												
123)Gordon Blvd	Town of Occoquan (Maint: 76)		9000 N	98%	0%	0%	1%	1%	0%	Ν	0.081	Ν	0.673	53000	١
<u> </u>	Tax	76-1203	Commerce St												
123)Gordon Blvd	Town of Occoquan (Maint: 76)		5000 G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.733	49000	
123)	To														
123)Gordon Blvd	Prince William County		Occoquan N	98%	0%	0%	1%	1%	0%	N	0.089	N	0.733	49000	1
123) GOIGON BIVG	To:		County Line	30 /6	070	078	1 /0	1 /0	070	14	0.003	11	0.755	43000	
	From:		iam County Line	e											
₁₂₃ )Ox Rd	Fairfax County	1.02 <b>4</b>	4000 G	98%	0%	0%	1%	1%	0%	F	0.091	F	0.715	48000	(
<u> </u>	To:	29-642	2 Lorton Rd			<b>—</b> —									
123)Ox Rd	Fairfax County		8000 G	98%	0%	0%	1%	1%	0%	F	0.085	F	0.628	41000	(
	To:	20 645 P	Burke Lake Rd												
123)Ox Rd	From: Fairfax County		4000 B	98%	0%	0%	1%	1%	0%	С	0.087	Α		37000	
123) 6 / 110	To:		rfax County Pfw		070		170	170	070	Ŭ	0.007	,,		0,000	•
	From:		rfax County Pkw												
₁₂₃ )Ox Rd	Fairfax County	1.02 <b>2</b>	5000 G	98%	0%	0%	1%	1%	0%	F	0.084	F	0.837	27000	(
$\smile$	To:	29-660 Fai	irfax Station Rd			<b>—</b> —									
123)Ox Rd	Fairfax County		5000 G	98%	0%	0%	1%	1%	0%	F	0.078	F	0.640	38000	(
	To:		Foirfor												
123) Chain Bridge Rd	City of Fairfax		L Fairfax 8000 F	98%	0%	0%	1%	1%	0%	F	0.071	F		30000	F
123) Chairi Bhuge Nu	Oily Oi Faillax	0.47 <b>Z</b>	OUUU F	30 /0	U /0	0 /0	1 /0	1 /0	U /0	Г	0.07	-		30000	Г

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

		Primary and intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Judicial Dr					0 17 11 10				. 4515.				
123) Chain Bridge Rd	City of Fairfax	0.26 <b>23000</b>	F	98%	0%	0%	1%	1%	0%	F	0.067	F		25000	F
	To	SR 236 Main S	St.												
123 Chain Bridge Rd	City of Fairfax	0.19 <b>21000</b>	F	98%	0%	0%	1%	1%	0%	F	0.067	F		23000	F
123) 6.16.11 2.11 2.11	Trol						.,,	.,0	0,0	•	0.00.	•		20000	•
123) Chain Bridge Rd	City of Fairfax	0.10 <b>20000</b>	F	98%	0%	0%	1%	1%	0%	F	0.073	F		22000	F
123 Chain Bhage Na	City of Fairfax		'	30 70	070	076	1 /0	1 /0	070	'	0.073	•		22000	'
	To: From:	Kenmore Dr								_		_			
123 Chain Bridge Rd	City of Fairfax	0.58 <b>24000</b>	F	98%	0%	0%	1%	1%	0%	F	0.068	F		26000	F
<u> </u>	To: From:	US 29; US 50 Lee	Hwy												
123 Chain Bridge Rd	City of Fairfax	0.35 <b>40000</b>	F	97%	0%	0%	1%	1%	0%	С	0.074	F		42000	F
	Too	I- 66 NCL Fairl	fax												
(123) Chain Bridge Rd	Fairfax County	3.09 <b>26000</b>	G	98%	0%	0%	1%	1%	0%	F	0.082	F	0.630	28000	G
	To:	SCL Vienna													
(123) Maple Ave	Town of Vienna	0.07 <b>30000</b>	G	98%	0%	0%	1%	1%	0%	F	0.08	F	0.644	33000	G
123)	T-1										-				_
123 Maple Ave	Town of Vienna	SR 243 Nutley 1.53 <b>36000</b>	G St	98%	0%	0%	1%	1%	0%	F	0.074	F	0.593	39000	G
123) Maple Ave	TOWITOT VIETINA		G	90 /0	076	0 /6	1 /0	1 /0	0 /6	-	0.074	-	0.595	39000	G
	To: From:	Follin Lane					401								
123 Maple Ave	Town of Vienna	0.50 <b>35000</b>	G	98%	0%	0%	1%	1%	0%	F	0.074	F	0.758	38000	G
	To: From:	NCL Vienna													
(123) Chain Bridge Rd	Fairfax County	0.82 <b>31000</b>	G	99%	0%	0%	0%	0%	0%	F	0.073	F	0.638	38000	G
<u> </u>	To- From:	SR 7 Leesburg F	Pike												
(123) Chain Bridge Rd	Fairfax County	0.87 <b>34000</b>	G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.781	42000	G
$\smile$	To	I-495 Capital Bel	tway												
123 Dolley Madison Blvd	Fairfax County	0.84 <b>57000</b>	G	99%	0%	0%	0%	0%	0%	F	0.088	N	0.501	71000	G
123) = 6.05,	To														_
123 Dolley Madison Blvd	Fairfax County	SR 267 Dulles Acc 1.20 <b>42000</b>	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.501	52000	G
123 Dolley Madison Bivd	I alliax county			3376	070	076	070	070	070	'	0.000	•	0.501	32000	G
	From	SR 309 Old Dominio		2001	201		00/	201	201	_	0.005	_	0.504	40000	_
123 Dolley Madison Blvd	Fairfax County	1.93 <b>37000</b>	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.524	46000	G
	To: From:	SR 193 Georgetow	n Pike												
123 Chain Bridge Rd	Fairfax County	1.85 <b>31000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.127	Α		39000	Α
$\sim$	To: From:	Arlington County				_									
(123) Chain Bridge Rd	Arlington County	Fairfax County I 0.40 <b>11000</b>	Ine G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.587	14000	G
123 Chair Bridge Nd	Annighor County	DC Line, Chain B	_	33 /0	U /0	0 /0	U /0	U /0	U /0	Г	0.030	Г	0.567	14000	G
N. d	F			Y Y		<u> </u>									
North	Prince William County	SR 123 TO ROUTE 95 0.37 NA	NORT	H							NΙΛ			NA	
123 Ramp	Prince William County	0.37 <b>NA</b> I-95-N FROM RT 123									NA			INA	

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

		Tilliary and interstate reduces			
Route	Jurisdiction		Truck2Axle 3+Axle 1Trail 2Trail		Dir Factor AAWDT QW
North 123 Ramp	Prince William County	SR 123 TO RT 95 SOUTH 0.19 NA 1-95-S FROM RT 123		NA	NA
North 123 Ramp	Fairfax County	SR 123 TO RT 66 EAST 0.46 NA SR 123 TO RT 66 EAST		NA	NA
North 123 Ramp	Fairfax County To:	SR 123 TO RT 66 WEST  0.23 NA  I-66-W FROM RT 12300- NORTH		NA	NA
North 123 Ramp	Fairfax County To:	SR 123 TO RT 495 SOUTH  0.21 NA  I-495-S From RT 123 North00- Dolley Madison		NA	NA
North 123 Ramp	Fairfax County	SR 123 TO RT 495 NORTH  0.24 NA  I-495-N From RT 123 North00- Dolley Madison		NA	NA
South 123 Ramp	Prince William County	SR 123 TO RT 95 NORTH  0.23 NA  I-95-N FROM ROUTE 123 SOUTH		NA	NA
South 123 Ramp	Prince William County	SR 123 TO RT 95 SOUTH  0.18 NA  I-95-S FROM RT 123 SOUTH		NA	NA
South 123 Ramp	Form From From To:	SR 123 TO RT 66 EAST  0.21 NA  I-66-E060X FROM RT 12300- SOUTH	<u>;                                    </u>	NA	NA
South 123 Ramp	Fairfax County To:	SR 123 TO RT 66 WEST  0.47 NA  I-66-W FROM RT 12300- SOUTH		NA	NA
Ramp	Fairfax County To:	SR 123 TO RT 495 SOUTH  0.25 NA  I-495-S From RT 123 South00- Dolley Madison		NA	NA
South 123 Ramp	Fairfax County	SR 123 TO RT 495 NORTH  0.15 NA  I-485-N From RT 123 South		NA	NA
124)Spout Run Pkwy	Arlington County  To:	US 29 Lee Hwy 0.17 <b>14000 G</b> 100% 0% Spout Run Parkway	0% 0% 0% 0%	C 0.09 F	0.611 15000 G
125 Kings Hwy	City of Suffolk	SR 10; SR 32 Godwin Blvd 0.69 <b>3100 F</b> 95% 1%	3% 1% 0% 0%	C 0.095 F	3300 F
125 Kings Hwy	City of Suffolk	133-628 Crittenden Rd  1.09	3% 1% 0% 0%	F 0.099 F	590 F

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

## Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		erry Point Rd												
125 Kings Hwy	City of Suffolk		800 F	95%	1%	3%	1%	0%	0%	F	0.125	F		320	F
<u> </u>	To: From:	Dead End @ N	nd End												
(125) Kings Hwy	City of Suffolk		600 F	95%	1%	3%	1%	0%	0%	F	0.118	F		640	F
125) Kings i Wy	City of Curron				1 /0	370	1 70	070	070	'	0.110	•		040	'
	To: From:		Sleepy Hole Rd							_		_			
125 Kings Hwy	City of Suffolk	1.22 <b>9</b>	000 F	95%	1%	3%	1%	0%	0%	F	0.104	F		950	F
<u> </u>	To: From:	133-627 Benr	netts Pasture Ro	1		_									
(125)Kings Hwy	City of Suffolk	0.48 <b>2</b> 9	900 F	95%	1%	3%	1%	0%	0%	F	0.102	F		3100	F
	То:	SR 337 Nanse	emond Parkway	y											
	From:	SR 179	Onancock												
126) Fairgrounds Rd	Town of Onancock (Maint: 01)		100 F	98%	0%	1%	1%	0%	0%	F	0.102	F		3200	F
120)	To														
Foirgroundo Bd	Accomposit County		Onancock F	98%	0%	10/	10/	0%	0%	С	0.098	F		3100	F
126 Fairgrounds Rd	Accomack County			90%	U70	1%	1%	U70	076	C	0.096	Г		3100	Г
			13; SR 316												
	From:		nia State Line									_			_
127 Bloomery Pike	Frederick County		100 F	93%	1%	1%	1%	3%	0%	С	0.091	F		4300	F
<u> </u>	To:	US 522 Fr	ederick Pike												
	From:	SR 163	Wards Rd												
128 Candler Mt Rd	City of Lynchburg		8000 G	89%	4%	2%	1%	3%	0%	F	0.092	F	0.544	19000	G
$\smile$	То:	Bus US 29, US 50		xpwy											
	Prom:		501 W	070/	00/	40/	407	407	00/	_	0.000	_	0.545	07000	_
128 501 Candler Mtn Rd	City of Lynchburg		000 G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.515	37000	G
<u> </u>	From:		501 E ndlers Mt Rd												
128 Mayflower Dr	City of Lynchburg		100 G	89%	4%	2%	1%	3%	0%	С	0.102	F	0.542	7600	G
128) Waynowci Di	Only of Lynchiburg			0070	770	270	1 70	370	070	O	0.102	•	0.042	7000	O
	To: From:		ellows Rd												
128 Mayflower Dr	City of Lynchburg		800 G	97%	1%	1%	1%	0%	0%	С	0.096	F	0.649	1900	G
<u> </u>	To:	Bus US 501	Campbell Ave												
	From:	US 501 P; Wilb	orn Ave; Main	St											
129 North Main St	Town of South Boston	0.09 29	900 F	97%	1%	1%	1%	1%	0%	F	0.096	F		3100	F
$\smile$	To	US 501	Broad St												
129 North Main St	Town of South Boston		500 F	97%	1%	1%	1%	1%	0%	С	0.092	F		4700	F
129	-				.,.		.,,			_		-			-
	From:		Hodges St	070/	407		407	407	201	_	0.000	_		5000	
North Main St	Town of South Boston	0.16 <b>5</b> 4	400 F	97%	1%	1%	1%	1%	0%	F	0.099	F		5800	F
	To: From:	Edmi	unds St												
129 North Main St	Town of South Boston	0.19 <b>6</b> 1	100 F	99%	1%	0%	0%	0%	0%	F	0.093	F		6500	F
$\smile$	To:	Call	lege St			<u> </u>									
North Main St	Town of South Boston		800 F	99%	1%	0%	0%	0%	0%	F	0.096	F		6100	F
129/140/11/19/11/01	To:	Hamil	1	JJ /0	1 /0	0 /0	0 /0	0 / 0	0 /0	•	5.050	•		0100	•

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

_							Trι	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		nilton Blvd												
129)North Main St	Town of South Boston	0.88	9900 F	99%	1%	0%	0%	0%	0%	С	0.096	F		11000	F
<u> </u>	To- From:	NCL S	South Boston			<u> </u>									
129)Old Halifax Rd	Halifax County	0.85 1	14000 F	99%	0%	0%	0%	0%	0%	С	0.086	F		14000	
	To:	US 50	1 Centerville												
	From:	US 11 S	Lee Highway												
130)Wert Faulkner Hwy	Rockbridge County		3400 G	94%	1%	1%	1%	3%	0%	F	0.092	F	0.512	3500	
	To	81-75	9 Valley Rd												
130)Wert Faulkner Hwy	Rockbridge County		3300 G	94%	1%	1%	1%	3%	0%	С	0.109	F	0.529	3400	
130) Weit'i daillioi i'wy	- Tookshage county			<b>3</b> +70	170	170	170	070	070	Ü	0.100	•	0.020	0400	
Daakhridaa Dd	Tourn of Classey (Maint, 91)		L Glasgow	0.40/	40/	10/	10/	20/	00/	NI	0.400	N.I.	0.520	2400	
Rockbridge Rd	Town of Glasgow (Maint: 81)	1.60	3300 N	94%	1%	1%	1%	3%	0%	N	0.109	N	0.529	3400	
	To: From:		L Glasgow												
130)Wert Faulkner Hwy	Rockbridge County	0.26	3500 G								0.109	N	0.529	3500	
<u> </u>	To	US 501	Glasgow Hwy												
130)(501)Glasgow Hwy	Rockbridge County		1600 G	88%	1%	2%	2%	8%	0%	F	0.093	F	0.584	1700	
	To:	Amhers	t County Line												
	From:		ge County Line												
130 <i>)</i> (501)	Amherst County	3.94	1900 G	88%	1%	2%	2%	8%	0%	С	0.102	F	0.511	1900	
	To: From:	US 501 l	Near Snowden												
130)Elon Rd	Amherst County	9.45	1600 G	91%	0%	1%	1%	6%	0%	F	0.089	F	0.521	1600	
$\mathcal{L}$	To:	05-635	Near Agricola												
130 Elon Rd	Amherst County		3200 G	91%	0%	1%	1%	6%	0%	С	0.09	F	0.739	3200	
130) = 1311 1 13	To									_					
Flor Bd	Ambarat County		652 Elon	040/	00/	10/	40/	C0/	00/	F	0.005	F	0.600	5000	
130 Elon Rd	Amherst County	3.86	5700 G	91%	0%	1%	1%	6%	0%	Г	0.095	Г	0.622	5800	
	To: From:		05-679												
130 Elon Rd	Amherst County	2.10	6800 G	91%	0%	1%	1%	6%	0%	F	0.095	F	0.619	6900	
<u> </u>	To: From:	Bu	ıs US 29												
130)Amelon Expressway	Amherst County	2.05	7800 G	95%	1%	1%	1%	4%	0%	С	0.089	F	0.579	8000	
$\smile$	Too	1	US 29												
130)Amelon Expressway	Amherst County		4100 G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.652	4200	
130)	To:		05-669			Ti.				_		•			
Vye	From:	US 501	Glasgow Hwy												
130)Wert Faulkner Hwy	Rockbridge County		2100 G	91%	0%	1%	1%	6%	0%	F	NA			2200	
130) Well't damaier rimy	To:		ert Faulkner Hwy	0170	070		170	070	070	•				2200	
	From:		Last Intersection			<u> </u>									
131)Old Courthouse Rd	Town of Appomattox (Maint: 06)		6900 F	98%	0%	1%	0%	0%	0%	С	0.087	F		7100	
131 Old Soutthouse Iva	To:		Confederate Blv		070	1 /0	0 /0	0 /0	0 /0	U	0.007	'		1100	
Bus	From:		S US 460	u											
131)(460) Pamplin Rd	Town of Appomattox (Maint: 06)		13000 N	98%	0%	1%	0%	1%	0%	Ν	0.095	Ν		13000	
		IS 460/JB-165/STF													

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	<b>QA</b> 47	Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bus US 460, NCL A	ppomattox			- 1	017040	TTTGII	211011		1 dotoi		1 40101		
Old Courthouse Rd	Appomattox County	0.52 3700		8%	0%	1%	0%	0%	0%	F	0.084	F		3800	F
	To:	SR 24 Northeast of A	ppomattox												
	From:	SR 199													
132 Henry St South	City of Williamsburg	1.77 <b>3600</b>	<b>G</b> 99	9%	0%	1%	0%	0%	0%	С	0.098	F	0.519	3900	(
$\mathcal{L}$	To:	Ireland Stre	et												
132 Henry St South	City of Williamsburg	0.08 <b>5400</b>		9%	0%	1%	0%	0%	0%	F	0.094	F	0.621	5800	(
	To:	SR 5 Henry St; Fr	ancis St												
	From:	SR 5													
132) (5) Henry St	City of Williamsburg	0.38 <b>5500</b>		9%	0%	0%	0%	0%	0%	F	0.093	F	0.531	5800	(
	From:	FRANCIS S Lafayette S													
Henry St North	City of Williamsburg	0.44 <b>6400</b>		6%	1%	2%	0%	0%	0%	С	0.089	F	0.596	6800	(
132) 5	2.i, c				.,,		0,0	0,0	0,0	Ū	0.000	•	0.000	0000	
N Honny St	City of Williamsburg	O.16 9400		6%	1%	2%	0%	0%	0%	F	0.088	F	0.640	10000	(
N.Henry St	City of Williamsburg	York County		1076	170	270	0%	070	0%	Г	0.000	Г	0.040	10000	,
	From:	NCL Williams													
132	York County	0.10 <b>15000</b>	<b>G</b> 90	6%	1%	2%	0%	0%	0%	F	0.088	Ν	0.640	16000	(
<del></del>	To:	US 60													
	From	US 60 Bypass								_		_			
132)	York County	1.16 9500		8%	1%	0%	0%	0%	0%	С	0.081	F	0.502	9900	(
	10:	SR 143 Merrima	c Trail												
<u>Vye</u>	From:	Colonial Park								_					
132)	City of Williamsburg	0.29 <b>5400</b>		8%	1%	0%	0%	0%	0%	F	NA			5800	(
	10:	SR 132 N.Hen													
	From:	73-692 W, Kings								_		_			
Kingsville Rd	Prince Edward County	1.04 <b>2600</b>	<b>F</b> 9	7%	0%	1%	1%	1%	0%	С	0.079	F		2600	
	To: From:	73-692 West of K													
133 Kingsville Rd	Prince Edward County	0.15 <b>5100</b>		7%	0%	1%	1%	1%	0%	F	0.08	F		5200	l
<u> </u>	To:	US 15 Kingsv	ille												
	From:	US 17 George Washington													
134 Hampton Hwy	York County	0.98 <b>19000</b>	<b>G</b> 98	8%	0%	0%	1%	0%	0%	F	0.092	F	0.629	21000	(
<u> </u>	To- From:	SR 171 Victory	Blvd			<u> </u>									
134 Hampton Hwy	York County	1.54 <b>26000</b>	<b>G</b> 98	8%	0%	0%	1%	0%	0%	С	0.092	F	0.579	28000	(
<u> </u>	To	99-600 Big Betl	nel Rd												
Hampton Hwy	York County	1.77 <b>25000</b>		8%	0%	0%	1%	0%	0%	F	0.094	F	0.686	27000	(
134)	To:	NCL Hampt													
	From	York County	Line												
134)Magruder Blvd	City of Hampton	0.28 <b>24000</b>	<b>G</b> 99	9%	0%	0%	0%	0%	0%	С	0.100	F	0.714	25000	(
<u> </u>	To:	Semple Farm	Rd												
134)Magruder Blvd	City of Hampton	0.83 <b>24000</b>		8%	0%	1%	0%	0%	0%	F	0.091	F	0.644	25000	(
	To:	SR 172 Cmdr Shep													

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

Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SR 172 0	Cmdr Shepa	ard Blvd				017.000				. 4616.				
134) Magruder Blvd	City of Hampton	1.46	32000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.512	33000	G
$\smile$	To:	Hampton	Roads Cen	iter Pkwy												
134) Magruder Blvd	City of Hampton	0.94	31000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.505	32000	G
104)	To:		I-64 WB													
	From:		I-64													
134)(134)Ramp	City of Hampton (Maint: 9	•				ee VA 1	34 for c	lirectiona	l traffic	volume e	estima	ites for th	is seg	gment.		
	To:		ROM RT 13													
	Prom:		4 Magrude	r Blvd		010	4 ( 1' -				·			1		
134 64	City of Hampton (Maint: 9	•	.=	_								s for this	-			_
	Combined Traffic Estimates for 2 Parallel Roads	•			95%	0%	1%	1%	3%	0%	F	0.074	F	0.553	164000	G
	To: From:	US 258, S	SR 134 Mer	cury Blvd	l											
134) (64) Ramp	City of Hampton (Maint: 9	99) 0.10				See I-6	4 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	To:		B TO RT 2			-										
	City of Hometon (Moints O	I-64-E TO RT 258 E	AST-MER	CURY B			4 fan alin				4:			1		
134 64 Ramp	City of Hampton (Maint: 9	,	EDOMA	4 E 4 CE		See 1-64	4 for air	ectional t	rame vo	nume es	timate	s for this	segn	nent.		
	From:	US 258	FROM I-64	4 EAST												
134) 258 Mercury Blvd	City of Hampton	0.36	51000	G	99%	0%	0%	0%	1%	0%	F	NA			51000	G
134)(236)								-,-	.,.		-					_
Moroum, Phys	City of Homotop		Coliseum D		99%	00/	00/	00/	40/	0%	F	NA			46000	_
134 258 Mercury Blvd	City of Hampton	0.42	46000	G	99%	0%	0%	0%	1%	0%	Г	INA			46000	G
	To: From:		2 Cunningh													
134)(258)Mercury Blvd	City of Hampton	0.24	48000	G	99%	0%	0%	0%	1%	0%	F	0.085	F	0.527	50000	G
	To: From:		3; Arminste													
134) Armistead Ave	City of Hampton	0.24	58 Mercury 19000	G	98%	1%	1%	0%	0%	0%	С	0.083	F	0.535	20000	G
134 Amistead Ave	City of Hampton	0.24	19000	G	96%	1%	1%	0%	0%	0%	C	0.063	Г	0.535	20000	G
	To: From:		ne Chapel I													
134) Armistead Ave	City of Hampton	0.89	20000	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.528	22000	G
<u> </u>	To:	I-64	4; Lasalle A	Ave												
134) Armistead Ave	City of Hampton	0.41	I-64 <b>16000</b>	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.705	17000	G
134 Amistead Ave	City of Hampton				96%	1%	1%	0%	0%	0%	Г	0.000	Г	0.705	17000	G
	To: From:		Rip Rap Rd													
134) Armistead Ave	City of Hampton	0.38	14000	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.61	14000	G
$\stackrel{\smile}{\smile}$	To:	SR 35	1 Pembrok	e Ave			$\neg$ $\vdash$									
134) Armistead Ave	City of Hampton	0.27	13000	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.58	14000	G
	Ta		Ouean Ct													
134 Armistead Ave	From: City of Hampton	0.10	Queen St 13000	N	98%	1%	1%	0%	0%	0%	N	0.095	N	0.58	14000	N
134 Armistead Ave			Settlers Lan		<i>30 /</i> 0	1 /0	1 /0	0 /0	U /0	U /0	IN	0.093	IN	0.56	14000	IN
	From			_												
Darra	11011.		4 Armistea									0.000	_		45000	_
134 Ramp	City of Hampton (Maint: 9	•	15000	G								0.086	F		15000	G
$\sim$	To:		I-64 West													

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

		. Innary	and interst	1 100				Tru	ıck			K		Dir		
Route	Jurisdictio	on Lengtl	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	SR 134 1	Ramp to Cunr	ningham I	Or		ZANIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
(134) Ramp	City of Hampton (I		11000	G	95%	0%	1%	1%	3%	0%	F	0.104	В		12000	G
	To:	,	I-64 East													
	From:	SR 134; Har	ly Cash Dr; E	Enterprize	Pkwy											
(134) Ramp from I 64 W to SR 134	W City of Hamp	pton 0.52	14000	G	98%	1%	0%	0%	0%	0%	F	0.096	F		14000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: <b>44000</b>	N	98%	0%	1%	0%	0%	0%	Ν	NA			46000	Ν
	To:		I-64 West													
	From:		JS 17 Bridge													
135 College Dr	City of Suff	olk 0.20	16000	F	98%	1%	0%	0%	0%	0%	F	0.087	F		17000	F
	To: From:		64 Western F													
(135) College Dr	City of Suff	folk 0.65	17000	F	98%	1%	0%	0%	0%	0%	С	0.093	F		18000	F
	To: From:	133-	658 Towne P	oint Rd			┰									
135 College Dr	City of Suff	olk 0.76	19000	F	99%	0%	0%	0%	0%	0%	С	0.089	F		20000	F
	To:		I-664				$\neg$									
(135)College Dr	City of Suff	olk 0.59	7300	F	93%	1%	1%	1%	5%	0%	С	0.093	F		7800	F
	To:	SR 367 Tid	ewater Comn	nunity Co	llege											
North	From:		SR 135 TO I-0	664												
(135) Ramp	City of Suffolk (M	faint: 61) 0.37	4200	F								0.096	F		4200	F
	To:	I-66	4-W FROM I	RT 135												
North	From:		SR 135 TO I-0													
(135) Ramp	City of Suffolk (M			F								0.131	F		3200	F
<u> </u>	To:	•	4-E FROM R													
South	From:		SR 135 TO I-0										_			_
(135)Ramp	City of Suffolk (M			F			_					0.108	F		1100	F
	10.		4-W FROM I													
South	City of Cyffolls (N		ROUTE 664 <b>1600</b>	EAST <b>F</b>								0.404	F		1600	F
135 Ramp	City of Suffolk (M		OM ROUTE		TH		_					0.124	Г		1600	Г
	From:	1-004-E1F			7111		_									
136 Second Ave	Town of Alberta (N	L	WCL Albert	G G	95%	1%	2%	0%	2%	0%	С	0.113	F	0.537	380	G
136) Occord Ave	Town of Alberta (I	Viaint. 12) 1.17	US 1 Albert		3370	170		070	270	070	O	0.113	'	0.557	300	O
	From:	SR 40	N. Broad St;				<u> </u>									
(137)(138)	Town of Kenbridge		3900	G	89%	1%	2%	3%	6%	0%	F	0.098	F	0.570	4000	G
100		-														
(127)(120)	Lunenburg Co		ECL Kenbrid 3900	ige N	89%	1%	2%	3%	6%	0%	N	0.098	N	0.570	4000	N
137 138	Editoributy Of				0070	1 /0		070	070	O /0	14	0.000	. 4	0.070	4000	. 4
(107)(100)	From:		1 Fletcher Ch 3500	napel Rd <b>G</b>	89%	1%	2%	20/	6%	0%	F	0.101	F	0 E20	3600	G
137 138	Lunenburg Co				0970	170	Z 70	3%	U70	U70	Г	0.101	Г	0.539	3600	G
	To: From:		138 Lafoons (		000/	407		00/	00/	201		0.445		0.500	200	
137 Dundas Rd	Lunenburg Co		860	G	89%	1%	2%	3%	6%	0%	С	0.110	F	0.583	880	G
	10:	Bru	nswick Count	y Line												

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

Deute	1	Laurette AABT 3		_		Tru	ıck		00	K	011	Dir	A A)A/D=	٥.
Route	Jurisdiction	Length <b>AADT</b> (	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Lunenburg County Li												
137)	Brunswick County		<b>G</b> 89%	1%	2%	3%	6%	0%	F	0.122	F	0.601	610	(
<u> </u>	To:	SR 46 Danieltown												
	From:	US 1 Mecklenburg A												
138 Union Mill Rd	Town of South Hill	0.38 <b>3200</b>	<b>G</b> 94%	0%	1%	1%	4%	0%	F	0.093	F	0.617	3300	(
<u> </u>	To: From:	NCL South Hill												
138)Union Mill Rd	Mecklenburg County	2.89 <b>2800</b>	<b>G</b> 94%	0%	1%	1%	4%	0%	С	0.103	F	0.579	2900	
$\mathcal{L}$	To:	Lunenburg County Li												
0.100	From:	Mecklenburg County I							_		_			
138 S Hill Rd	Lunenburg County	9.83 <b>2300</b>	<b>G</b> 90%	1%	1%	1%	6%	0%	С	0.105	F	0.585	2300	
<u> </u>	To: From:	SR 137 Lafoons Corr												
138)(137)	Lunenburg County	1.93 <b>3500</b>	<b>G</b> 89%	1%	2%	3%	6%	0%	F	0.101	F	0.539	3600	
	To:	55-601												
138)(137)	Lunenburg County		<b>N</b> 89%	1%	2%	3%	6%	0%	Ν	0.098	Ν	0.570	4000	
	Tac				—_L									
100 (107)	Town of Kenbridge (Maint: 55)	CL Kenbridge 1.13 <b>3900</b>	<b>G</b> 89%	1%	2%	3%	6%	0%	F	0.098	F	0.570	4000	
138 (137)	Town of Keribridge (Mairit. 55)	SR 40	<b>G</b> 09%	170	2%	3%	070	0%	Г	0.096	Г	0.570	4000	
	E													
Lawrett A	Town of lowett (Maint: 40)	40-610 CL Jarratt	<b>C</b> 040/	40/	40/	40/	<b>C</b> 0/	00/	_	0.000	_		4.400	
139 Jarratt Ave	Town of Jarratt (Maint: 40)	0.76 <b>1300</b> Sussex County Line	<b>F</b> 91%	1%	1%	1%	6%	0%	F	0.096	F		1400	
	From:	Greensville County Line												
139)Jarratt Ave	Town of Jarratt (Maint: 91)		<b>F</b> 91%	1%	1%	1%	6%	0%	С	0.087	F		2600	
100)	Total													
Lawrett A	From:	91-646	<b>C</b> 040/	40/	40/	40/	<b>C</b> 0/	00/		0.004			2222	
139 Jarratt Ave	Town of Jarratt (Maint: 91)	0.49 <b>2200</b> US 301 Jarratt	<b>F</b> 91%	1%	1%	1%	6%	0%	F	0.091	F		2200	
Larrack and But	From:	SCL Abingdon	0.50/	00/	40/	40/	407	00/	_	0.00	_	0.550	04000	
Jonesboro Rd	Town of Abingdon		<b>G</b> 95%	0%	1%	1%	4%	0%	С	0.09	F	0.553	21000	•
	10.	US 11 Main St												
	From:	US 17 Frederick Blv							_		_			
141)George Washington Hwy	City of Portsmouth	0.36 <b>18000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.105	F	0.750	19000	
<u> </u>	To: From:	SR 337 Elm Ave												
141)George Washington Hwy	City of Portsmouth	0.48 <b>17000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.091	F	0.719	18000	
$\smile$	To:	Portsmouth Blvd			<b>—</b> —									
141)Effingham St	City of Portsmouth		<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.095	F	0.697	30000	
141) =	T							-,-						
C#inghom Ct	From:	I-264	C 000/	00/	10/	00/	00/	00/		0.071	г	0.633	40000	
Effingham St	City of Portsmouth	0.18 <b>38000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.071	F	0.633	40000	(
	To: From:	South St												
141 Effingham St	City of Portsmouth	0.25 <b>26000</b>	<b>G</b> 98%	0%	0%	1%	1%	0%	F	0.071	F	0.522	28000	(
$\smile$	To:	High St												
141 Effingham St	City of Portsmouth		<b>G</b> 98%	0%	0%	1%	1%	0%	F	0.074	F	0.591	25000	(
	To:	London Blvd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Effingham					407			_		_			
London Blvd	City of Portsmouth	0.33 <b>24000</b>	G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.762	25000	G
L anden Dhul	City of Postomouth	Elm Ave		000/	00/		40/	40/	00/		0.000	F	0.772	20000	
London Blvd	City of Portsmouth	0.83 <b>27000</b> M L King Free	G	98%	0%	0%	1%	1%	0%	С	0.099	Г	0.773	29000	G
North	From:	SR 141 RO ROUTE		ST											
(141)Ramp	City of Portsmouth (Maint: 64)	0.30 <b>NA</b>	201 112	<u> </u>							NA			NA	
	To: I-	264-W FROM ROUTE 1410	0- EFFII	NGHAM S	T										
South	From:	SR 141 TO ROUTE	264 WE	ST											
(141) Ramp	City of Portsmouth (Maint: 64)	0.14 <b>NA</b>									NA			NA	
<u> </u>	To:	I-264-W FROM ROUTE 141	-EFFIN	GHAM ST											
( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	From:	US 1 Boydton Pl		070/	00/		407	007	00/	_	0.445	_		0000	_
142 Simpson Rd	Dinwiddie County	1.27 <b>3300</b>	F	97%	0%	0%	1%	2%	0%	С	0.115	F		3300	F
	To: From:	WCL Petersh				<b>-</b>				_					_
142 Boydton Plank Rd	City of Petersburg	0.16 <b>3300</b>	F	97%	0%	0%	1%	1%	0%	F	0.107	F		3500	F
	To- From:	Dupuy Rd													
142 Boydton Plank Rd	City of Petersburg	1.24 <b>3400</b>	F	97%	0%	0%	1%	1%	0%	С	0.103	F		3600	F
<u>~</u>	To- From:	Rt 604 Halifa													
(142) Halifax Rd	City of Petersburg	0.06 <b>5700</b>	F	97%	0%	0%	1%	1%	0%	F	0.096	F		6100	F
	10:	CSX RR													
Constants Dut	From:	US 258 Mercury		000/	00/		00/	007	007	0	0.405	_	0.045	5000	_
143 Ingalls Rd	City of Hampton (Maint: US )	0.28 <b>4600</b>	G	99%	0%	0%	0%	0%	0%	С	0.135	F	0.915	5000	G
	To: From:	Begin State Main													
143 Mellen St	City of Hampton	0.41 <b>4600</b>	G	99%	0%	0%	0%	0%	0%	С	0.135	F	0.915	5000	G
	To: From:	SR 169 Mallo	_												
(143) County St	City of Hampton	0.59 4400	G	98%	1%	1%	0%	0%	0%	С	0.119	F	0.670	4700	G
	From:	I-64 Tyler St													
(143) (60) Settlers Landing Rd	City of Hampton	0.67 <b>17000</b>	G	97%	1%	1%	0%	0%	0%	F	0.09	F	0.577	18000	G
	To	Eaton St													
143) 60 Settlers Landing Rd	City of Hampton	0.46 <b>13000</b>	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.555	14000	G
1437 (00) **********************************	To	SR 134 Armistea						-,-	- , -			-			
143) 60 Settlers Landing Rd	City of Hampton	0.13 <b>15000</b>	G Ave	97%	1%	1%	0%	0%	0%	С	0.094	F	0.528	16000	G
(143) (60) Semisis Larianing ita	To:	Kecoughtan		0.70	.,,		0,0	0,0	0,0		0.00	•	0.020	.0000	
	From:	Settlers Landin	_												
(143) (60) Kecoughtan Rd	City of Hampton	0.26 <b>10000</b>	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.522	11000	G
	To: From:	US 60 Kecough													
143) Victoria Blvd	City of Hampton	0.54 <b>3300</b>	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.566	3500	G
<u> </u>	To: From:	Lasalle Av	e												
143 Victoria Blvd	City of Hampton	1.25 <b>6400</b>	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.532	6800	G
$\smile$	To:	Powhatan Pk	wy												

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

_								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QV
	From:		owhatan Pkwy		000/	407		00/	007	00/	_	0.000	_	0.700	2000	_
43 Victoria Blvd	City of Hamp		6500	G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.769	6900	G
	From:		L Newport New VCL Hampton													
143)27th St	City of Newport		6300	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.528	6800	G
143/2711161	To:		143 Par, 28th		3070	170		070	070	070	•	0.070	•	0.020	0000	
	From:		143 Par, 27th													
143)28th St	City of Newport	News 0.48	2200	G	98%	0%	1%	0%	0%	0%	F	0.085	F		2300	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	4500	G	99%	0%	1%	0%	0%	0%	F	NA			4800	G
	To.	<u> </u>														
]28th St	City of Newport		2200	G	98%	0%	1%	0%	0%	0%	С	0.08	F		2300	G
143) 28th St	, ,													0.000		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	4400	G	99%	0%	1%	0%	0%	0%	С	0.079	F	0.630	4600	G
	To- From:	SR	143 Par, 27th	St												
143)Jefferson Ave	City of Newport	News 0.33	10000	G	96%	1%	2%	1%	0%	0%	С	0.078	F	0.504	11000	G
<u> </u>	то		I-664													
143)Jefferson Ave	City of Newport	News 0.61	22000	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.554	23000	G
143/00/10/00/11/110	- 1					0,0		0,0	0,0	0,0	•	0.000	•	0.00		
	To: From:		50th St										_			
Jefferson Ave	City of Newport		29000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.559	31000	C
<u> </u>	From:		258 Mercury B Mercury Blvd	lvd												
Jefferson Ave	City of Nowport		41000	G	97%	0%	0%	10/	1%	0%	F	0.083	F	0.569	44000	
143 [17] Jefferson Ave	City of Newport	News 1.31	41000	G	91%	U70	0%	1%	170	0%	Г	0.063	Г	0.369	44000	
	Too From:	Si	R 152 Main St													
143) (17) Jefferson Ave	City of Newport	News 1.69	44000	G	98%	1%	1%	0%	0%	0%	С	0.092	В	0.563	48000	C
	To:	SR30	6 Harpersville	e Rd			<b>—</b> —									
143) (17) Jefferson Ave	City of Newport		47000	G	97%	0%	0%	1%	1%	0%	F	0.087	F	0.527	51000	G
	To:		yde Morris Bl													
	From:	US 17;	J Clyde Morri	is Blvd												
143)Jefferson Ave	City of Newport	News 1.11	53000	G	97%	1%	1%	0%	0%	0%	С	0.089	F	0.553	56000	G
	To	Mid	dle Ground Bl	lvd												
143) Jefferson Ave	From: City of Newport		56000	G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.592	59000	G
143 0 611 613 611 7 1 1 6	Oity of Newport				3070	070		070	070	070	•	0.00	•	0.002	00000	
	To: From:		71 Oyster Poin										_			
143 Jefferson Ave	City of Newport	News 0.73	57000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.546	60000	G
<u> </u>	To.		I-64				$\neg$ $\vdash$									
143)Jefferson Ave	City of Newport	News 1.13	89000	G	98%	0%	1%	0%	1%	0%	С	0.078	F	0.540	93000	C
	Tol		D1 4 D14													
Lefferson Ave	From:	News 0.96	Bland Blvd 58000	_	070/	40/	10/	00/	40/	00/	С	0.084	F	0.550	60000	G
Jefferson Ave	City of Newport	News 0.86	56000	G	97%	1%	1%	0%	1%	0%	C	0.064	Г	0.559	60000	G
	To: From:		73 Denbigh B													
143)Jefferson Ave	City of Newport	News 0.84	32000	Α								0.111	Α		33000	P
$\sim$	To		Richneck Rd				<u> </u>									
143) Jefferson Ave	From: City of Newport		30000	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.547	31000	G
140/00	Sity of Nowport	SR 1			5576	U / U	. 70	5 / 0	570	5 / 0	•	5.555	•	5.5	3.000	_

8/27/2012

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 105 Ft Eust	is Blvd			27 010	0171/40	TTTGII	ZIII		1 dotoi		1 40101		
143) Jefferson Ave	City of Newport News	2.55 9100	G	98%	0%	1%	1%	0%	0%	С	0.126	F	0.540	9700	G
140	To:	Yorktown	D.1												
143 Jefferson Ave	City of Newport News	1.12 <b>15000</b>		98%	0%	1%	1%	0%	0%	F	0.118	F	0.535	16000	G
143 Jenerson Ave	City of Newport News	James City Cou		90 /0	070		1 /0	070	076	-	0.110	-	0.555	10000	G
	From:	NCL Newport													
143 Merrimac Trail	James City County	2.44 9300	G	98%	0%	1%	1%	0%	0%	F	0.134	F	0.513	10000	G
9	To:	York County	Line												
	From:	James City Cou	nty Line												
(143) Merrimac Trail	York County	2.50 <b>14000</b>	G	98%	0%	1%	1%	0%	0%	F	0.117	F	0.515	14000	G
$\bigcirc$	То:	James City Cou													
	From:	York County								_		_		.=	_
143 Merrimac Trail	James City County	1.12 15000		98%	0%	1%	1%	0%	0%	F	0.091	F	0.534	17000	G
	From:	York County James City Cou				_									
143 Merrimac Trail	York County	0.76 <b>7300</b>	G	98%	0%	1%	1%	0%	0%	F	0.086	F	0.505	7800	G
143 Werlinac Hall	Tork County			30 /0	070	1 70	1 /0	076	070	'	0.000	'	0.505	7000	G
	To: From:	ECL William													
143 Merrimac Trail	City of Williamsburg	0.90 <b>6700</b>	G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.539	7200	G
<u> </u>	To: From:	SR 5 Capital La	nding Rd												
143 Merrimac Trail	City of Williamsburg	0.37 8800	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.506	9400	G
	To:	York County	Line												
	From:	NCL Willian													
143 Merrimac Trail	York County	0.22 <b>8800</b>	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.519	9000	G
	To: From:	SR 132				-									
143 Merrimac Trail	York County	0.60 <b>18000</b>	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.514	19000	G
	To:	I-64													
143 Merrimac Trail	York County	0.24 <b>2600</b>	G	98%	0%	1%	0%	0%	0%	F	0.118	F	0.925	2600	G
143) Werning Train	To:	Camp Peary Ma		3070	070		070	070	070	•	0.110	•	0.020	2000	Ŭ
	From:			TD.											
Pamp	City of Newport News (Maint: 99	SR 143 TO ROUTE ) 0.09 <b>NA</b>	E 664 EAS	1							NA			NA	
143 Ramp	City of Newport News (Maint: 99	,									INA			INA	
	To: From:	SR 143- 9B TO 35T	'H STREE	T											
(143)Ramp	City of Newport News (Maint: 99	) 0.39 <b>NA</b>									NA			NA	
	To: From:	121-7006-E000B FROM	1 34TH ST	REET		$\neg$ $\vdash$									
(143) Ramp	City of Newport News (Maint: 99	) 0.34 <b>NA</b>									NA			NA	
	To:	I-664-E FROM JEFFERSO	N AVE &	34TH ST											
	From:	SR 143- 9A TO 35T	HSTREE	T											
(143)Ramp	City of Newport News (Maint: 99		111131								NA			NA	
,	To:	I-664-E005A FROM JEFF	ERSON A	VENUE											
	From:	SR 143 TO I-6				<u> </u>									
143 Ramp	City of Newport News (Maint: 99		T WUSL								NA			NA	
(143/1141)	To:	I-64-W FROM RT 143-JEF									1 1/-1			11/7	

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

		Fillialy all	u mersiale Ro	ules											
Route	Jurisdiction	n Length	AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
143 Ramp	City of Newport News	(Maint: 99) 0.22	NA R RT 143 FROM F	OT 14200			017 1110				NA			NA	
143 Ramp	Fron: City of Newport News	SR 14	3 TO I-64 EAST			<del> </del>					NA			NA	
143 Ramp	From: York Count To:	FR-137 SI ty 0.19	R 143 TO I-64 EAS <b>NA</b> E FROM RT 143								NA			NA	
North 143 Ramp	From: City of Newport News	SR 14	3 TO I-64 EAST	EEDSON A							NA			NA	
North 143 Ramp	From: City of Newport News	SR 14:	NA TO I-64 WEST								NA			NA	
North 143 Ramp	From: York Count To:	SR 14:	3 TO I-64 WEST  NA  OM RT 143 NOR								NA			NA	
South 143 Ramp	Prom: City of Newport News	SR 14	3 TO I-64 EAST		7						NA			NA	
South 143 Ramp	City of Newport News	SR 143	3 TO I-64 WEST								NA			NA	
South 143 Ramp	From: York Count To:	SR 14:	3 TO I-64 WEST								NA			NA	
	From:		143; 28th St	KT ROZID											
143)27th St	City of Newport Combined Traffic Estimates for 2 Paralle	News 0.48	2300 G	99% 99%	0% 0%	0% 1%	0% 0%	0% 0%	0% 0%	C F	0.084 NA	F	0.556	2500 4800	G G
143) 27th St	City of Newport  Combined Traffic Estimates for 2 Paralle	News 0.90 I Roadways on this Route:	2200 G 4400 G	99% 99%	0% 0%	0% 1%	0% 0%	0% 0%	0% 0%	C C	0.093 0.079	F F	0.630	2300 4600	G G
144 Temple Ave	Prince George C	County 2.58	SR 36 <b>33000 A</b> rfield County Line	98%	0%	0%	0%	1%	0%	С	0.097	Α		34000	Α
144 Temple Ave	From: Chesterfield Co	Prince C	George County Line 33000 A	98%	0%	0%	0%	1%	0%	С	0.097	Α		34000	Α
144 Temple Ave	Tau Front. City of Colonial F	Heights 0.93	Colonial Heights 29000 G Conduit Rd	98%	0%	0%	0%	1%	0%	F	NA			30000	G

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

		Primary and Inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
	From:	Conduit R	d												
144)Temple Ave	City of Colonial Heights	0.37 <b>35000</b>	G	98%	0%	0%	1%	1%	0%	С	NA			36000	G
<u> </u>	To- From:	I-95													
Temple Ave	City of Colonial Heights	0.50 <b>27000</b>	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.529	28000	G
$\bigcirc$	To: From:	US 1 Bouley	ard			<u> </u>									
144) (1) (301) Boulevard	City of Colonial Heights	0.74 <b>22000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			24000	G
	To:	Lakeview A	ve												
144) (1) (301) Boulevard	City of Colonial Heights	0.17 <b>21000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			22000	G
	To:	Ellerslie A	/e												
144) (1) (301) Boulevard	City of Colonial Heights	0.19 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			27000	G
	То	Sherwood A													
144) (1) (301) Boulevard	City of Colonial Heights	0.62 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			27000	Ċ
144) (1) (301)	To:							-,-	-,-	-					
144) (1) (301) Jefferson Davis Hwy	Chesterfield County	NCL Colonial I 0.22 <b>23000</b>	ieignts <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.090	F	0.515	25000	(
144) 1 301 Jefferson Davis Hwy	ancoternica county			0070	070		070	070	070	•	0.000	•	0.010	20000	`
Horrowanto Pd	Chesterfield County	US 1 Jefferson Da 1.44 <b>9100</b>	ivis Hwy <b>G</b>	98%	1%	1%	0%	0%	0%	С	0.094	F	0.548	9900	(
Harrowgate Rd	Chesterneid County			90%	170	170	0%	076	0%	C	0.094	г	0.546	9900	
	To: From:	20-1136 Nort		000/	40/		00/	00/	00/		0.007		0.500	0000	
Harrowgate Rd	Chesterfield County	2.24 <b>8700</b>	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.509	9600	C
	To: From:	20-619 Нарру I													
144) Harrowgate Rd	Chesterfield County	1.76 <b>11000</b>	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.577	12000	C
	To: From:	SR 10 West Inte													
144) (10) Hundred Rd	Chesterfield County	0.25 <b>33000</b>	G	97%	0%	1%	2%	0%	0%	F	0.086	F	0.554	36000	(
$\smile$	Ta: From:	SR 10 EAST INTER	SECTIO	N											
144)Chester Rd	Chesterfield County	1.77 <b>11000</b>	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.61	12000	C
$\smile$	То:	SR 145 Centra	ia Rd												
	From:	SR 144 Templ													
144)Ramp	City of Colonial Heights (Maint: 20)	0.15 <b>15000</b>	G	97%	0%	1%	1%	1%	0%	С	NA			15000	(
<u> </u>	To: From:	Ramp Spl	t			$\Box$ $\vdash$									
144)Ramp	City of Colonial Heights (Maint: 20)	0.27 <b>7100</b>	G	98%	0%	0%	1%	1%	0%	С	NA			7100	(
$\mathcal{L}$	То:	I-95 South	ì												
	From:	Ramp Spl	t												
Ramp	City of Colonial Heights (Maint: 20)	0.38 <b>5900</b>	G	97%	0%	1%	1%	1%	0%	С	NA			5900	(
<u> </u>	To:	I-95 Norti	1												
	From:	SR 10 Iron Brid	_							_		_			
Centralia Rd	Chesterfield County	2.81 <b>8500</b>	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.511	9300	(
<u> </u>	To: From:	SR 144 Cheste SR 144; Centra													
145)Chester Rd	Chesterfield County	2.37 <b>6000</b>	G	97%	0%	1%	1%	1%	0%	С	0.104	F	0.806	6600	(
140)	To:	US 1, US 301 Jefferso			- / 0	Ť	. , ,	. , •	- / 0	-		-		-000	Ť

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

						Tru	ıck			K		Dir		
Jurisdiction	Length	AADT QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۷
From:									_		_			
City of Richmond (Maint: 43)			98%	1%	0%	0%	0%	0%	С	0.119	F	0.779	32000	G
From														
Chesterfield County			99%	0%	0%	0%	0%	0%	F	0.085	F	0 531	38000	G
Chesterned County			3370	070	070	070	070	070		0.000	•	0.551	30000	
Chesterfield County			99%	0%	0%	0%	0%	0%	C	0.094	F	0.588	38000	
Theoternoid County			0070	070		070	070	070	Ü	0.004	•	0.000	00000	
Chesterfield County			99%	0%	0%	0%	0%	0%	F	0.095	F	0 596	37000	(
Chesterned County			3370	070	070	070	070	070		0.000	•	0.000	37000	
City of Richmond			99%	0%	0%	0%	0%	0%	N	0.095	N	0 596	37000	N
only of Monitoria			3370	070	070	070	070	070	11	0.000	14	0.000	37000	,
City of Pichmond			00%	00/	10/	00/	00/	00/		0.004		0.61	27000	(
City of Richinoria			99%	0%	176	0%	0%	076	C	0.094	г	0.61	27000	
Ch catafield County			000/	00/		00/	00/	00/		0.004	N.I.	0.04	24000	(
Chesterned County	0.38	29000 G	99%	0%	0%	0%	0%	0%	Г	0.094	IN	0.61	31000	(
To: From:				00/		00/	007	001	_	0.000		0.500	20222	
Henrico County	0.45	27000 G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.588	28000	(
Ta: From:			200/	00/		00/	00/	00/		0.004			07000	
Henrico County	0.02	25000 N	99%	0%	0%	0%	0%	0%	N	0.084	N		27000	Ν
To: From:														
City of Richmond	0.68	25000 F	99%	0%	0%	0%	0%	0%	С	0.084	F		27000	F
To: From:														
City of Richmond	0.16	24000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.571	23000	(
To- From:														
City of Richmond	1.10	18000 G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.546	17000	G
To: From:														
City of Richmond	0.83	16000 G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.687	16000	G
To: From:	Th	nompson St												
City of Richmond	0.77	11000 G	99%	0%	0%	0%	0%	0%	F	0.088	F		11000	C
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	22000 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.514	21000	(
To: From:	SR 1	61 Boulevard												
City of Richmond			96%	1%	1%	1%	0%	0%	С	0.091	F		11000	F
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	22000 F	97%	1%	1%	1%	0%	0%	С	0.09	F		24000	F
To: From:	US 1; US	S 301 Belvidere S												
City of Richmond	0.81	8500 G	99%	0%	0%	0%	0%	0%	F	0.119	F		8000	(
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	18000 G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.687	17000	C
	Combined Traffic Estimates for 2 Parallel Roadways  Ton From:  City of Richmond  Combined Traffic Estimates for 2 Parallel Roadways  Ton From:  City of Richmond	City of Richmond (Maint: 43)	City of Richmond (Maint: 43)	City of Richmond (Maint: 43)   0.86   26000   G   98%	SR 76 Powhite Pkwy	City of Richmond (Maint: 43)	City of Richmond (Maint: 43)	City of Richmond (Maint: 43)   0.86   26000   C   98%   1%   0%   0%   0%   0%   0%   0%   0	SR 75 Provibite Pickuy	Signature   Sign	Str.   Str.	SR 150 molecular   SR 250 mole	Str   Str	Str.   Str.

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

Deute	La re	1 0	AADT	04	4T:	D		Tru	ck		00	K	01/	Dir	A A) A / D =	- C'
Route	Jurisdiction	Length	AADT	QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 147 TO RT 19		ERON S	TREET											
147)Ramp	City of Richmond (M		NA									NA			NA	
<u> </u>	10:	I-19	95-S TO RT 1	47												
	From:		Cary St													
1설7)Thompson St	City of Richmo		16000	_	98%	1%	1%	0%	0%	0%	F	NA			18000	(
	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0%	0%	0%	0%	F	NA			29000	(
	To:		Ellwood Ave				_									
Ellwood Ave	City of Richmo		<u>Thompson St</u> <b>11000</b>	G	98%	1%	1%	0%	0%	0%	F	0.098	F		10000	(
Ellwood Ave	•						0%				F		F	0.514		(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	99%	0%	0%	0%	0%	0%	Г	0.088	Г	0.514	21000	(
	To: From:		161 Bouleva													
147) Main St	City of Richmo		12000		98%	1%	1%	0%	0%	0%	С	0.11	F		12000	F
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	F	97%	1%	1%	1%	0%	0%	С	0.09	F		24000	F
	To- From:	US 1 U	S 301 Belvid	ere St			$\neg$ $\vdash$									
147) Main St	City of Richmo	ond 0.81	9800	G	98%	1%	1%	0%	0%	0%	F	0.114	F	0.532	9300	(
· P·	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.687	17000	(
	To:		S 60 P, 8th St	t												
	From:		I-77													
148)Chances Creek Rd	Carroll Count	ty 0.87	3400	G	94%	0%	1%	1%	3%	0%	С	0.083	F	0.567	3500	(
140)	To	US 52 I	Fancy Gap Hig	ghway												
	From:	SR	148; 17-775 Т	го												
148)Ramp	Carroll Count		NA									NA			NA	
140)	To:	•	FROM RT 77	5; 148												
	From:	SR 148 I-77-N	008 A TO A N	D EDOM	1 DT		- i									
148)Ramp	Carroll Count		NA	DIKON	IKI							NA			NA	
146) 1 (311)	To:	•	N FROM RT	148											107	
	From		65; N Landing													
149)Princess Anne Rd	City of Virginia B		24000		98%	0%	1%	0%	0%	0%	С	0.078	F	0.539	27000	(
149) i iliicess Aillie iku	To:		ncess Anne R		30 /0	070	170	070	070	070	C	0.070	'	0.555	27000	•
	From															
Chinnonham Blass	Henrico Coun		7518 Parham I <b>35000</b>		98%	0%	1%	0%	1%	0%	F	0.100	F	0.503	38000	(
Chippenham Pkwy	Herinco Couri	ıty 1.25	33000	<u> </u>	90%	0%	176	0%	170	0%	Г	0.100	Г	0.303	30000	•
	To: From:		CL Richmond													
150) Willey Bridge	City of Richmo	ond 1.51	41000	G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.567	45000	(
<u> </u>	To	SR 1	47 Huguenot	Rd			$\neg$ $\vdash$									
150 Chippenham Pkwy	City of Richmo	ond 1.36	41000	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.527	44000	(
	To	177	orest Hill Ave				<u> </u>									
150)Chippenham Pkwy	City of Richmo		49000		98%	0%	1%	0%	1%	0%	F	NA			54000	(
150 Chippennam Pkwy	City of Richino	JIIU 0.46	49000	<u> </u>	JO 70	U70	1 70	U-70	170	U-70	Г	INA			34000	,
	To: From:		CL Richmond													
150 Chippenham Pkwy	Chesterfield Co	•	49000		98%	0%	1%	0%	1%	0%	F	NA			54000	(
$\sim$	To:	SR 7	76 Powhite Pk	wy												

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

_				_		Tru	ıck			K	[	Dir	
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	ctor AAWD	T Q'
	From:	SR 76 Powhite Pkwy											
Chippenham Pkwy	Chesterfield County	0.52 <b>53000 G</b>	98%	0%	1%	0%	1%	0%	F	NA		58000	) (
	To: From:	20-686 Jahnke Rd											
Chippenham Pkwy	Chesterfield County	1.07 <b>64000 G</b>	98%	0%	1%	0%	1%	0%	F	NA		70000	) (
<u> </u>	To: From:	US 60 Midlothian Trnpk											
Chippenham Pkwy	Chesterfield County	1.67 <b>71000 G</b>	98%	0%	1%	0%	1%	0%	F	NA		79000	) (
<u> </u>	Ta: From:	US 360 Hull Street Rd											
150 Chippenham Pkwy	Chesterfield County	2.59 <b>68000 G</b>	98%	0%	1%	0%	1%	0%	F	NA		74000	) (
<u> </u>	To: From:	SR 10 Iron Bridge Rd			<u> </u>								
Chippenham Pkwy	Chesterfield County	0.94 <b>68000 G</b>	98%	0%	1%	0%	1%	0%	F	NA		73000	) (
	To	20-637 Hopkins Rd											
Chippenham Pkwy	Chesterfield County	1.97 <b>57000 A</b>	98%	0%	1%	0%	1%	0%	С	0.103	Α	62000	)
<u> </u>	To:	US 1 Jefferson Davis Hw	v										
150)Chippenham Pkwy	Chesterfield County	1.35 <b>57000 G</b>	98%	0%	1%	0%	1%	0%	F	NA		62000	)
	To:	I-95											
ast	From:	SR 150 E, SR 895 E											
Ramp	Chesterfield County	0.21 <b>26000 G</b>			-					NA		26000	)
<u> </u>	To:	SR 895 W Exit A Ramp											
East 150)Ramp	Chesterfield County	0.02 <b>NA</b>								NA		NA	
150/Kamp	To:	I-95 South								INA		INA	
	From:	SR 150 W, SR 895 W			1								
150 Ramp	Chesterfield County	0.55 <b>25000 G</b>	98%	0%	1%	0%	1%	0%	F	NA		25000	)
180	To:	I-95 North Exit 67B Ram			Ť	-,-							
	From:	US 29 N Amherst Hwy											
151)Patrick Henry Hwy	Amherst County	6.34 <b>2000 G</b>	95%	0%	1%	4%	1%	0%	С	0.087	F 0.	572 1800	
	To:	Nelson County Line											
	From:	Amherst County Line	2001	40/		407	007	00/	_	0.004	_	0000	
151)	Nelson County	1.46 <b>2200 F</b>	92%	1%	1%	4%	2%	0%	С	0.094	F	2000	
	To: From:	SR 151 Y North of Piney Ri		407							_		
151	Nelson County	0.21 <b>2700 F</b>	93%	1%	2%	3%	2%	0%	F	0.1	F	2500	
<del></del>	To: From:	S SR 56											
(56) Patrick Henry Hwy	Nelson County	2.56 <b>1700 F</b>	93%	1%	2%	3%	2%	0%	С	NA		1600	
	To: From:	N SR 56											
Patrick Henry Hwy	Nelson County	2.30 <b>1700</b> F	97%	1%	1%	1%	1%	0%	F	0.1	F	1600	
<u></u>	To: From:	62-666 Woodson Rd											
Patrick Henry Hwy	Nelson County	8.09 <b>1200 F</b>	97%	1%	1%	1%	1%	0%	F	0.108	F	1100	
$\smile$	To:	62-664 Beach Grove Rd			<u> </u>								
151)Rockfish Valley Hwy	Nelson County	5.52 <b>4600 F</b>	97%	1%	1%	1%	1%	0%	С	0.096	F	4200	
	То:	SR 6 River Rd											

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

		Primary and interstat	ie Roc	1100			Tru	ıok			K		Dir		—
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 6 River Rd				ZAXIE	STAXIE	TITAII	ZIIdii		ractor		racioi		
151) (6)	Nelson County	6.22 <b>7200</b>	F	93%	1%	1%	1%	4%	0%	С	0.092	F		6700	F
131/ 6			•	0070	.,,		. , 0	.,,	0,0	Ū	0.002	•		0.00	·
	Nolon County	SR 6 Avon 1.41 <b>8200</b>	F	93%	40/	10/	40/	40/	0%	F	0.004	F		7600	F
151)	Nelson County	1.41 8200 Albemarle County		93%	1%	1%	1%	4%	0%	Г	0.094	Г		7600	ı
	From:	Nelson County Li													_
151)Critzers Shop Rd	Albemarle County (Maint: 62)	1.11 8500	F	93%	1%	1%	1%	4%	0%	F	0.098	F		7900	ı
	To:	US 250 Rockfish Ga	ap Rd												
Wye	From:	SR 151				I									
151)Tye Brook Hwy	Nelson County	0.23 <b>830</b>	F	93%	1%	2%	3%	2%	0%	С	0.119	F		850	F
131)	To:	SR 56	-			T)			-,-	_				-	
	From:	US 60 Warwick B	lvd												
Main St	City of Newport News	0.41 <b>11000</b>	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.502	11000	(
132)	z.				0,0		0,0	0,0	0,0	Ū	0.000	•	0.002		•
	From:	US 17, SR 143 Jeffers			007		00/	00/	00/		0.000	_	0.507	0.400	_
152 Main St	City of Newport News	0.56 <b>8800</b>	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.537	9400	(
	From:	WCL Hampton ECL Newport Ne													
152)Todds Lane	City of Hampton	1.21 <b>17000</b>	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.534	18000	(
132)	-							-,-	-,-	_		•			
152)Todds Lane	City of Hampton	Big Bethel Rd 1.03 <b>16000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.576	17000	(
152) Todds Larie	City of Hampton	1.03 16000	G	99%	0%	0%	0%	070	0%	Г	0.093	Г	0.576	17000	,
	To: From:	Aberdeen Rd										_			
152)Todds Lane	City of Hampton	0.61 <b>20000</b>	G	99%	1%	0%	0%	0%	0%	С	0.090	F	0.544	22000	(
<u> </u>	To: From:	Mag-Cunningham Cor	nnector												
152 Cunningham Dr	City of Hampton	0.59 <b>20000</b>	G	100%	0%	0%	0%	0%	0%	F	0.097	F	0.508	22000	(
	To:	Coliseum Dr													
(152) Cunningham Dr	City of Hampton	0.77 <b>9900</b>	G	100%	0%	0%	0%	0%	0%	С	0.095	F	0.552	11000	(
132) 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	To:	US 258, SR 134 Mercu			0,0		0,0	0,0	0,0	Ū	0.000	•	0.002		
	From:	US 460 Colonial T				i									_
153)Rocky Hill Rd	Nottoway County	6.52 <b>2300</b>	F	91%	1%	1%	1%	5%	0%	С	0.093	F		2400	F
153/110011/1111.	To:	Amelia County Li		0170	170	Ť	170	070	070	Ŭ	0.000	•		2100	•
	From:	Nottoway County I													_
153) Military Rd	Amelia County	4.70 <b>2600</b>	G	96%	1%	1%	1%	2%	0%	F	0.101	F	0.557	2700	(
	To:	04-708 Cralles R	Pd.												
153) Military Rd	Amelia County	3.01 <b>4200</b>	G	96%	1%	1%	1%	2%	0%	С	0.101	F	0.603	4500	(
153/11	7 arriona Gourny			0070	170	. 70	170	_,0	070	Ŭ	0.101	•	0.000	1000	•
Malitana Dal	From	SR 38 Five Forks		000/	407		407	007	001	_	0.400		0.000	4700	_
153 Military Rd	Amelia County	1.25 <b>4400</b>	G	96%	1%	1%	1%	2%	0%	F	0.102	F	0.628	4700	(
	To: From:	04-628 Butlers R	Rd												
153)Military Rd	Amelia County	1.67 <b>4100</b>	G	96%	1%	1%	1%	2%	0%	F	0.101	F	0.644	4300	(
$\smile$	To:	US 360 Patrick Henry	y Hwy												

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

						Tru	ıck			K		Dir		
Jurisdiction	Length AA	DT QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
From:			000/	00/	20/	407	007	00/	_	0.000	_		40000	_
City of Covington (Maint: 03)			98%	0%	<u>0</u> %	1%	0%	0%	C	0.098	F		12000	F
From:			000/	00/	-00/	00/	00/	00/		0.400	_			
City of Covington			99%	0%	0%	0%	0%	0%	C	0.102	F		5700	F
From:														
City of Covington	0.28 <b>31</b>	00 F	98%	0%	1%	1%	0%	0%	С	0.099	F		3300	F
To: From:	Monroe	Avenue			$\Box$									
City of Covington	0.24 <b>53</b>	00 F	84%	1%	1%	2%	13%	0%	С	0.096	F		5600	F
To: From:	Magazin	e Avenue												
City of Covington	0.09 <b>11</b>	00 F	84%	1%	1%	2%	13%	0%	F	0.102	F		1200	F
To:	Alleghan	y Avenue												
From:			ROM RT											
City of Covington (Maint: 03)										0.097	F		2900	F
10:				₹										
City of Covington (Mointy 02)			1 IS 64							0.400	_		1000	F
To:			SOUTH							0.128	Г		1000	Г
From:			500111											
City of Covington (Maint: 03)										0.107	F		1500	F
To:			OM RT							0	•		.000	•
From:	SR 5 John Tyle:	Memorial H	wy											
Charles City County			96%	1%	1%	1%	1%	0%	F	0.096	F		1700	F
To:	18-612 Rı	thville Rd												
Charles City County			96%	1%	1%	1%	1%	0%	С	0.099	F		1700	F
To	18-614 Store	eon Point Rd												
Charles City County			96%	1%	1%	1%	1%	0%	F	0.086	F		3300	F
To:	New Kent (	County Line												
From:														
New Kent County	1.09 <b>32</b>	00 N	96%	1%	1%	1%	1%	0%	N	0.086	N		3300	N
To: From:														
New Kent County	3.83 <b>30</b>	00 F	96%	1%	1%	1%	1%	0%	F	0.109	F		3000	F
To- From:														
New Kent County			96%	1%	1%	0%	2%	0%	С	0.122	F		2800	F
То:														
From:			) IS 64							0.4	_		4 : 2 2	_
New Kent County										0.115	F		1100	F
10:														
Now Kont Country			O IS 64							0.145	_		2000	_
New Kent County	U.∠b <b>20</b>	uu E								U.145	г		2000	F
	City of Covington  From  City of Covington  From  City of Covington (Maint: 03)  To  From  Charles City County	City of Covington (Maint: 03)   0.75   110	City of Covington (Maint: 03)   0.75   11000   F	City of Covington (Maint: 03)   0.75   11000   F   98%	City of Covington (Maint: 03)   0.75   11000   F   98%   0%	Length AADT QA 4 Tire Bus 2 Axle	Length AADT QA 4 Tire Bus   2Axle 3+Axle	Length AADT QA 4 Tire Bus 2 Adde 3+Axle 1Trail	City of Covington (Maint: 03)   0.75   11000   F   98%   0%   0%   0%   0%   0%   0%   0%	City of Covington   Covingto	City of Covington   Length AADT   QA 4Tire   Bus   2AAde 3+Axle   1Trail   2Trail   QC   Factor	City of Covington   Length AADT   QA 4 Tire   Bus   2Avide 34-Avide   1Trail   2Trail   QC   Factor   QK	City of Covington (Maint: 03)   O.75   11000   F   98%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   09%   0	City of Covington (Maint: 03)

8/27/2012

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

Route	Jurisdiction	Length AAD	T 04	4Tire	Puo		Tru	ıck		QC	K	QK	Dir	AAWDT	. 0
Roule	Julisalction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	Q۷
156)(301)Prince George Dr	Prince George County	SR 35 Cour 0.17 <b>190</b>		91%	3%	2%	1%	3%	0%	F	0.092	F		1900	F
Prince George Dr	1 lince George County			9170	370	270	1 /0	370	0 70	'	0.032	'		1900	'
56) Prince George Dr	Prince George County	US 301 Ci 4.09 <b>170</b>		91%	3%	2%	1%	3%	0%	С	0.125	F		1700	F
156)1 linee George Di	1 lince George County			9170	370	270	1 /0	370	076	C	0.125	'		1700	'
156) Prince George Dr	Prince George County	74-626 Ta 3.07 <b>210</b>		91%	3%	2%	1%	3%	0%	F	0.126	F		2200	
156)1 mice deolge Bi	- I mice dealing county				370		1 70	370	070	•	0.120	•		2200	,
156) Prince George Dr	Prince George County	US 460 West of 5.73 <b>470</b>		89%	5%	2%	0%	4%	0%	С	0.117	F		4800	
156 Fillice George Di	Finice George County				3%	<u> </u>	0%	470	0%	C	0.117	Г		4000	
Diama Oranga Da	From:	SR 106 Courthouse F			40/		40/	40/	00/	_	0.000	_		7000	
Prince George Dr	Prince George County	0.89 <b>710</b>	0 F	97%	1%	1%	1%	1%	0%	С	0.096	F		7600	
	From:	74-674 Mour										_			
Prince George Dr	Prince George County	2.24 <b>740</b>	0 F	97%	1%	1%	1%	1%	0%	F	0.092	F		7800	
	To: From:	SCL Hop													
Arlington Rd	City of Hopewell	0.56 <b>960</b>	0 F	97%	1%	1%	1%	1%	0%	F	0.087	F		10000	
	To: From:	Berry S	treet												
High Ave	City of Hopewell	0.38 <b>490</b>		97%	0%	0%	1%	1%	0%	С	0.089	F		5200	
<u> </u>	To- From-	Winston Chr													
156 36 Winston Churchill Dr	City of Hopewell	0.25 <b>110</b> 0		97%	0%	0%	0%	2%	0%	F	0.081	F		12000	
156 36 Winston Churchill Dr	Tro	N RT		31 70	070		070	270	070	•	0.001	•		12000	
	From:	Arlingto													
Winston Churchill Rd	City of Hopewell	0.55 <b>160</b> 0	00 F	98%	0%	0%	0%	1%	0%	F	0.081	F		17000	
<u> </u>	To: From:	South 6t	h Ave												
156)Winston Churchill Dr	City of Hopewell	0.80 <b>790</b>	0 F	98%	0%	0%	0%	1%	0%	F	0.082	F		8100	
<u> </u>	To:	SR 10; Ran													
156) (10) Randolph Rd	City of Hopewell	1.26 <b>970</b>		95%	0%	1%	1%	3%	0%	F	0.085	F		11000	
156 10 Randolph Rd	City of Flopeweii			9576	070	1 70	1 /0	370	076	'	0.005	'		11000	
156 10 James River Dr	Prince County	ECL Hop		95%	0%	10/	10/	3%	0%	F	0.090	F		10000	
156 10 James River Dr	Prince George County	1.17 <b>930</b>		95%	0%	1%	1%	3%	0%	Г	0.089	Г		10000	
	From:	W SR													
56 10 106 James River Dr	Prince George County	0.73 <b>970</b>	0 F	93%	0%	1%	1%	6%	0%	С	0.085	F		9900	
	To: From:	N SR													
156/106/	Prince George County	2.69 470		88%	1%	1%	1%	9%	0%	С	0.092	F		4700	
	To: From:	Charles City C													
156)(106)	Charles City County	1.31 <b>400</b>		88%	1%	1%	1%	9%	0%	F	0.085	F		4100	
1307 (1307	Tool														
156) 5 John Tyler Memorial Hwy	Charles City County	4.34 <b>140</b>		87%	0%	1%	7%	5%	0%	F	0.095	F		1400	
156 5 John Tyler Memorial Hwy	To:	Henrico Co		01 /0	070	1 /0	1 /0	J /0	0 /0	•	0.030	'		1-100	

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

						_		Tru	ıck			K	211	Dir		٥.
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		City Count													
156 5 New Market Rd	Henrico County	1.72	2300	G	87%	0%	1%	7%	5%	0%	F	0.096	F	0.698	2400	(
	To: From:		W SR 5													
156)Willis Church Rd	Henrico County	3.70	200	G	97%	0%	1%	2%	1%	0%	F	NA			220	
<u> </u>	To:		rles City R													
Charles City Dd	Henrico County	1.19	is Church I 1900	G G	97%	0%	1%	2%	40/	00/	F	0.108	F	0.694	2100	
Charles City Rd	To:		Elko Rd	G	91%	0%	1%	2%	1%	0%	Г	0.106	Г	0.694	2100	
	From:		rles City R	2d												
56) Elko Rd	Henrico County	4.40	1800	G	97%	0%	1%	2%	1%	0%	С	0.106	F	0.691	1900	
9	To	T211	ko Tract Ro	.1												
56)Elko Rd	Henrico County	0.54	4700	G	97%	0%	1%	2%	1%	0%	F	0.12	F	0.649	5100	
56) 2110 110	rieimos county				01 70	070		270	170	070	•	0.12	•	0.040	0100	
O Williams But	From:		E US 60		000/	40/		40/	40/	00/		0.440	^		4.4000	
56 60 33 Williamsburg Rd	Henrico County	2.24	13000	В	93%	1%	1%	1%	4%	0%	С	0.119	Α		14000	
	To- From:		I-295													
56) (60) (33) Williamsburg Rd	Henrico County	1.40	12000	G	94%	1%	1%	1%	3%	0%	F	0.092	F	0.52	14000	
	To	SR 33	Nine Mile	e Rd												
56) (60) Williamsburg Rd	Henrico County		12000	G	94%	1%	1%	1%	3%	0%	F	0.089	F	0.504	13000	
	To:		US 60													
	From:		Williamsbu													
56 Airport Dr	Henrico County	0.54	30000	G	95%	1%	1%	1%	3%	0%	С	0.081	F	0.519	33000	
<u> </u>	To- From:		I-64													
56)Airport Dr	Henrico County	0.76	21000	G	95%	1%	1%	1%	3%	0%	F	0.089	F	0.585	23000	
	To	SR 33	Nine Mile	· Rd												
56)Airport Dr	Henrico County		15000	G	95%	1%	1%	1%	3%	0%	С	0.097	F	0.574	16000	
30)	T-							.,,	-,-	-,-	_		-			
56) Airport Dr	Honrigo County	1.09	I-295 <b>4700</b>	G	97%	0%	1%	1%	1%	0%	F	0.113	F	0.717	5200	
56 All port DI	Henrico County		er County		9170	U70	176	1 70	170	0%	Г	0.113	Г	0.717	3200	
	From:		co County I													
56)Cold Harbor Rd	Hanover County	0.58	5300	F	97%	0%	1%	1%	1%	0%	С	0.106	F		5700	
33)	To:	12.61	30 Market	D.4												
56)Cold Harbor Rd	Hanover County	2.69	1500	F	97%	0%	1%	1%	1%	0%	F	0.105	F		1600	
56) Cold Flancor Rd	Transver County				01 70	070	1 70	170	170	070	•	0.100	•		1000	
	From:		Beulah Chu		2001	20/		201	00/	201		0.000	_		0.400	
56) Cold Harbor Rd	Hanover County	1.28	3200	F	99%	0%	1%	0%	0%	0%	С	0.096	F		3400	
	From:	42-718	Wyatt Hou	se Rd												
56 Cold Harbor Rd	Hanover County	1.67	4700	F	99%	0%	1%	0%	0%	0%	F	0.096	F		5000	
<u> </u>		42-615	5 Creightor	ı Rd												
56)Cold Harbor Rd	Hanover County	1.22	7000	F	99%	0%	1%	0%	0%	0%	F	0.1	F		7400	
<del>"</del>	To		3 Lee Davis	o D.d												
56)Cold Harbor Rd	Hanover County	0.85	9700	F F	99%	0%	0%	0%	0%	0%	С	0.106	F		10000	
100/0010110101110	i lanover county	0.00	31 00	•	JJ /0	0 /0	0 /0	0 /0	0 /0	0 /0	J	0.100	•		10000	

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

		Filliary and interst					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	I-295				ZAXIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
156)Cold Harbor Rd	Hanover County	1.48 <b>12000</b>	F	99%	0%	0%	0%	0%	0%	С	0.11	F		13000	F
100)	To:	US 360 Bus Mecha	nicsville												
Vorth	From:	SR 156 N, Airpo	ort Dr												
156)Ramp	Henrico County	0.37 <b>2600</b>	G	88%	2%	1%	1%	7%	0%	С	NA			2600	G
100)	To:	I-64 East													
lorth	From:	SR 156 N, Airpo	ort Dr												
Ramp	Henrico County	0.21 6700	G	96%	1%	1%	1%	2%	0%	С	NA			6700	C
	To:	I-64 West													
lorth	From	SR 156 TO ROUTE 295	EASTSO	OUTH											
Ramp	Henrico County	0.35 <b>NA</b>									NA			NA	
1		1-295-E FROM ROUTE 156 NO	ORTH-A	RPORT D	R										
lorth	From:	SR 156 TO ROUTE 295	WESTN	ORTH											
156)Ramp	Henrico County	0.22 <b>NA</b>	LDTI.								NA			NA	
130)		-295-W FROM ROUTE 156 No	ORTH-A	IRPORT I	)R										
outh	From:	SR 156 S, Airpo	rt Dr												
Ramp	Henrico County	0.20 <b>690</b>	G	89%	1%	1%	0%	9%	0%	С	NA			690	(
36)	To:	I-64 East		0070	.,,		0,0	0,0	0,0						
outh	From:	SR 156 S, Airpo	et De												
Ramp	Henrico County	0.29 <b>4500</b>	G	97%	1%	1%	0%	1%	0%	С	NA			4500	C
156) Kamp	To	I-64 West		31 70	1 70	170	070	1 /0	070	O	INA			4300	
	From:		CTCOL	TII											
outh	Henrico County	SR 156 TO RT 295 EA 0.20 <b>NA</b>	131300	111							NA			NA	
Ramp		I-295-E FROM ROUTE 156 SC	ITH-A	RPORT D	R						INA			INA	
4	From														
outh	Henrico County	SR 156 TO ROUTE 295 V 0.38 <b>NA</b>	WESTN	JRTH							NA			NA	
Ramp		-295-W FROM ROUTE 156 SC	MITH A	IDDODT F	)D						INA			INA	
	From:			IKI OKI L	/IX										
ypas	Prince George County	SR 106 & 15 1.09 <b>6000</b>	F	89%	1%	1%	1%	9%	0%	F	0.088	F		6300	F
56 106	Finice George County	1.09 6000	Г	0970	170	1 70	170	970	076	Г	0.000	Г		0300	ı
ypas	To- From:	74-609 Old Stag	ge Rd												
156)(106)	Prince George County	3.47 <b>3600</b>	F	89%	1%	1%	1%	9%	0%	С	0.090	F		3800	ı
39/139	To:	SR 10-156 East of I	Iopewell												
	From:	SR 6 Patterson A	venue												
Gaskins Rd	Henrico County	0.82 19000	G	100%	0%	0%	0%	0%	0%	F	0.098	F	0.581	20000	(
<u>.,</u>	Tol												-		
Quiococcio Rd	From:	Quioccasin F		1000/	0%	00/	00/	00/	00/	F	0.000		0.600	14000	,
Quioccasin Rd	Henrico County	0.63 <b>13000</b> Pemberton F	G	100%	U%	0%	0%	0%	0%	г	0.088	F	0.622	14000	(
	From:	Quioccasin F													
Pemberton Rd	Henrico County	1.47 <b>7700</b>	G	100%	0%	0%	0%	0%	0%	F	0.1	F	0.535	8200	(
101)	To	Three Chopt					0,0	0,0	0,0	•	•	•	3.000	0=00	`

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

		Primary and Inters	tate i to	atoo			Tru	ıck			K		Dir		—
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Three Chop	Rd												
Pemberton Rd	Henrico County	1.17 <b>10000</b>	G	100%	0%	0%	0%	0%	0%	С	0.102	F	0.588	11000	G
<u> </u>	To- From:	US 250 Broa	d St			_									
157)Springfield Rd	Henrico County	0.59 <b>17000</b>	G	100%	0%	0%	0%	0%	0%	F	0.095	F	0.533	18000	G
$\mathcal{L}$	Toc	Hungary F	ld												
157)Springfield Rd	Henrico County	0.97 17000	G	100%	0%	0%	0%	0%	0%	С	0.105	F	0.524	19000	G
	To	Nuckols R	d												
157)Springfield Rd	Henrico County	1.78 <b>5400</b>	G	100%	0%	0%	0%	0%	0%	F	0.118	F	0.535	5800	G
	To	Francistown	Rd												
57)Springfield Rd	Henrico County	0.28 <b>5400</b>	N N	100%	0%	0%	0%	0%	0%	N	0.118	Ν	0.535	5800	Ν
31)-1-3-1-3	To:	US 33 Staples I	Mill Rd												
	From:	SR 72 W I	nt												
158 72 Front St	Town of Coeburn (Maint: 97)	0.65 <b>5900</b>	G	99%	1%	0%	0%	0%	0%	F	0.090	F	0.603	6100	G
	To	SR 72 E I	nt												
Front St	Town of Coeburn (Maint: 97)	1.04 <b>1100</b>	G	99%	1%	0%	0%	0%	0%	С	0.092	F	0.574	1200	(
30)	To	ECL Coeb													
50)	Wise County	0.43 1100	N	99%	1%	0%	0%	0%	0%	N	0.092	N	0.574	1200	١
58)	Tol.				.,,		0,70	0,0	0,0	•	0.002		0.0	.200	·
[5]	Wise County	97-893 Bull R 0.07 <b>1100</b>	un Dr <b>N</b>	99%	1%	0%	0%	0%	0%	N	0.092	N	0.574	1200	١
158)	To:	ALT US 5		3370	170		070	070	070	14	0.032	11	0.574	1200	,
	From	ALT US 5													_
Front St	Town of Coeburn (Maint: 97)	0.33 <b>4000</b>	G	95%	0%	1%	2%	2%	0%	С	0.088	F	0.706	4300	
190)	To:	SR 72 Laurel								_					
	From:	SR 311 Kanawl	na Trail												
159) Dunlap Creek Rd	Alleghany County	8.52 <b>720</b>	F	91%	1%	1%	1%	7%	0%	С	0.093	F		750	F
	To:	03-665 Moss R	un Rd												
159) Dunlap Creek Rd	Alleghany County	2.81 1100	F	93%	0%	1%	1%	4%	0%	С	0.088	F		1100	F
39)	To:	I-64				Ti.	.,.	.,.		_		-			
	From:	Kentucky State	e Line			i									
Trail of the Lonesome Pine	Wise County	6.31 <b>740</b>	G	75%	1%	1%	3%	21%	0%	С	0.113	F	0.553	790	C
<i></i>	To	WCL Appala	chia												
60)	Town of Appalachia (Maint: 97)	1.71 <b>740</b>	N	75%	1%	1%	3%	21%	0%	N	0.113	Ν	0.553	790	١
00)	To:	SR 68				Ti.	-,-	,,							
-	From:	I-95		_			_		_		_		_		
61 Commerce Rd	City of Richmond	0.21 <b>18000</b>	G	88%	1%	1%	2%	8%	0%	F	0.086	F	0.644	20000	C
<u> </u>	То:	Bells Rd													
	From:	Commerce		_			_				_				
Bells Rd	City of Richmond	1.17 <b>8900</b>	G	88%	1%	1%	2%	8%	0%	С	0.091	F	0.589	9700	G
$\smile$	To:	US 1, US 301 Jefferso	n Davis I	Hwy											

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

			_				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US 1, US 301 Jefferso	on Davis Hwy	У											
161)Bells Rd	City of Richmond	0.49 <b>11000</b>	G 9	93%	1%	1%	1%	4%	0%	С	0.088	F	0.521	12000	C
$\smile$	To:	Belt Blvc													
	From:	Bells Rd						40.		_		_			
161) Belt Blvd	City of Richmond	0.84 <b>4600</b>	G 9	93%	1%	1%	1%	4%	0%	F	0.096	F	0.524	5000	(
<u> </u>	To: From:	Terminal A	ve												
161)Belt Blvd	City of Richmond	0.98 <b>6500</b>	G 9	93%	1%	1%	1%	4%	0%	F	0.088	F	0.533	7100	(
$\smile$	To:	SR 10 W; Broad													
	From:	SR 10 Broad Re								_		_		.=	
161 (10) Broad Rock Blvd	City of Richmond	0.43 16000		97%	1%	1%	1%	0%	0%	F	0.083	F	0.576	17000	(
<u> </u>	From:	N RT 10 SR 10 E, Broad I													
161)Belt Blvd	City of Richmond	0.30 <b>13000</b>		97%	1%	1%	0%	0%	0%	С	0.085	F	0.571	14000	(
161) Bolt Blvd	Only of Michiniona			J1 /0	1 /0	1 70	070	070	070	O	0.005	'	0.57 1	14000	
	From:	US 360 Hul								_		_			
161 Belt Blvd	City of Richmond	0.87 <b>18000</b>	G 9	97%	1%	1%	0%	0%	0%	F	0.083	F	0.521	20000	(
<u> </u>	To- From:	US 60 Midlothia	an Tpke												
161)Westover Hills Blvd	City of Richmond	0.92 <b>18000</b>	G 9	98%	1%	1%	0%	0%	0%	С	0.085	F	0.535	20000	
$\bigcirc$	To	Forest Hill A	Ave												
161)Westover Hills Blvd	City of Richmond	0.40 13000		98%	1%	1%	0%	0%	0%	F	0.112	F	0.689	14000	
101) 11 sectores 1 simo 2.114				0070	.,,		0,0	0,0	0,0	•	0	•	0.000		
West and I'lls Blad	From	Evelyn Byrd		000/	00/	-00/	00/	007	00/	_	0.000	_		4.4000	
161 Westover Hills Blvd	City of Richmond	0.21 <b>13000</b>	<b>F</b> 1	00%	0%	0%	0%	0%	0%	С	0.096	F		14000	
	To: From:	South End of I													
161) Nickel Bridge	City of Richmond (Maint: TOL)	0.38 <b>13000</b>	<b>F</b> 1	00%	0%	0%	0%	0%	0%	С	0.096	F		14000	
<u> </u>	To	North End of I	Bridge			<b>—</b>									
161)Park Dr	City of Richmond	0.31 13000		00%	0%	0%	0%	0%	0%	С	0.096	F		14000	
	Too	Chialan I a													
161)Park Dr	City of Richmond	Shirley La 0.43 <b>12000</b>		00%	0%	0%	0%	0%	0%	С	0.103	F	0.638	13000	(
161 / ak bi	City of Richinolia	0.43 12000	<u> </u>	00 /0	070	0 70	0 70	070	076	C	0.103	'	0.050	13000	•
	To: From:	Rugby Ro													
161 Blanton Ave	City of Richmond	0.22 <b>11000</b>	<b>G</b> 1	00%	0%	0%	0%	0%	0%	F	0.103	F	0.631	12000	(
<u> </u>	To- From:	Grant St													
161)Boulevard	City of Richmond	0.38 <b>9800</b>	<b>G</b> 1	00%	0%	0%	0%	0%	0%	С	0.1	F	0.575	11000	(
	To	SR 147 Car	, C+												
161 Boulevard	City of Richmond	0.84 <b>16000</b>		00%	0%	0%	0%	0%	0%	F	0.075	F	0.524	17000	
161) Bodicvard	Oity of Marinona			0070	070	<u> </u>	070	070	070	'	0.073	'	0.024	17000	`
	From:	US 33; US 250 I													
161 Boulevard	City of Richmond	1.05 <b>22000</b>	G 9	97%	1%	1%	0%	1%	0%	С	0.09	F	0.505	24000	(
<u> </u>	To- From:	I-95													
161)Boulevard	City of Richmond	0.12 <b>11000</b>	G 9	95%	1%	1%	1%	2%	0%	F	0.095	F	0.571	12000	(
$\smile$	To:	Westwood A	\ ve												
161)Hermitage Rd	City of Richmond	1.23 <b>8700</b>		98%	0%	1%	0%	0%	0%	С	0.112	F	0.686	9400	(
That / Hommago ING	Oity of Ixidifficial	1.20 0100	<b>.</b>	00/0	0/0	1 /0	U /U	0/0	U /U	$\overline{}$	0.112		0.000	J-100	,

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	I-95													
161)Hermitage Rd	City of Richmond	0.24 <b>1600</b>	) G	99%	0%	1%	0%	0%	0%	F	0.104	F	0.567	17000	G
<u></u>	To: From:	NCL Rich	nond												
161) Lakeside Ave	Henrico County	0.35 <b>1500</b>	) G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.538	16000	C
<u> </u>	To. From:	Dumbarto	n Rd			_									
161)Lakeside Ave	Henrico County	0.93 <b>1200</b>		99%	0%	1%	0%	0%	0%	С	0.101	F	0.62	13000	(
$\smile$	To:	SR 356 Hill													
161)Hilliard Rd	Henrico County	Lakeside 0.74 <b>7000</b>		97%	0%	1%	0%	1%	0%	С	0.104	F	0.660	7500	(
161) Tilliard Ru	To:	US 1; Broo		91 /0	076	1 /0	0 /6	1 /0	0 /6	C	0.104		0.000	7300	•
	From	SR 161 Com													
161)Ramp	City of Richmond (Maint: 20)	0.19 <b>460</b> 0									0.151	Α		5600	,
161) Kamp	To:	I-95 Soi									0.101			3000	,
	From:	SR 161- A JB-20 F		61		<del></del>									
161)Ramp	City of Richmond (Maint: 20)	0.50 <b>NA</b>	KOWI KI I	.01							NA			NA	
101)	To:	I-95-N FR BEL	LS ROAD												
	From:	SR 161 Bou	levard												
161 Ramp	City of Richmond (Maint: 43)	0.15 <b>NA</b>	icvaru								NA			NA	
101)	To	I-95 No	th												
	From:	SR 161 Herm	itage Rd												
161)Ramp	City of Richmond (Maint: 43)	0.11 <b>NA</b>	ingo Ita								NA			NA	
	To:	I-95 Soi	th												
	From:	ECL Willian	nsburg												
162) Second St	York County	0.17 <b>2000</b>	) G								0.090	Ν	0.545	22000	(
<u> </u>	To:	SR 143 Merrii	nac Trail												
	From:	Bus US 29, US 501 Lyn	hburg Exp	ressway											
163)Wards Rd	City of Lynchburg	0.44 <b>1600</b>	) G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.558	17000	(
$\mathcal{L}$	To:	SR 128 Candle	r Mtn Rd												
163)Wards Rd	City of Lynchburg	0.42 <b>2600</b>		99%	0%	1%	0%	0%	0%	F	0.081	F	0.504	28000	(
	To:	Bus US 460 Fo	t Avenue												
Bus	From:	Wards l										_			
163 (460) Fort Ave	City of Lynchburg	1.19 <b>2200</b>		99%	0%	1%	0%	0%	0%	С	0.083	F	0.546	24000	(
<u> </u>	From:	Memorial Fort A													
163) Memorial Ave	City of Lynchburg	0.60 1100		99%	0%	0%	0%	0%	0%	С	0.08	F	0.540	12000	(
100)	ты														_ `
163) Memorial Ave	City of Lynchburg	Oakley A 0.47 <b>1300</b>		99%	0%	0%	0%	0%	0%	F	0.085	F	0.503	14000	(
163) Wellional Ave	City of Lyrichburg			3370	U70	U 70	U-70	U70	U 70	Г	0.065	r	0.303	14000	
	To: From:	Park A													
163 Memorial Ave	City of Lynchburg	0.33 <b>1200</b>	) G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.536	13000	(
<u>~</u>	To: From:	Langhorn	e Rd												
163)5th St	City of Lynchburg	0.17 <b>1400</b>	) G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.531	15000	(
$\smile$	To:	Pollard	St												

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

		Primary an	ia intorote					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Pollard St					0.7.00				. 4515.		. 40101		
(163)5th St	City of Lynchburg	0.26	13000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.57	14000	G
	To:		Pierce St				<u> </u>									
(163)5th St	City of Lynchburg	0.27	12000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.569	13000	G
	To:		Park Ave													
(163)5th St	City of Lynchburg	0.38	13000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.579	13000	G
(103) - 111									.,,	-,-	-		-			_
Eth St	City of Lynchburg	0.57	Clay St 14000	G	98%	0%	0%	0%	1%	0%	С	0.102	F	0.632	14000	G
163 5th St	City of Eyrichburg		erst County		90%	070	0%	U70	170	0%	C	0.102	Г	0.032	14000	G
	From:		CL Lynchbu													
163 Amherst Hwy	Amherst County	1.64	10000	G	99%	0%	0%	0%	0%	0%	С	0.084	F	0.606	11000	G
	To:	]	Bus US 29													
North	From:	SR	163 Wards	Rd												
163 Ramp	City of Lynchburg	0.09	NA									NA			NA	
	To:	US 5	501; Bus US	29												
	From:	US 1	17 Bridge R	oad												
164 Western Freeway	City of Suffolk (Maint: 61)	0.84	19000	G	96%	0%	0%	1%	3%	0%	F	NA			21000	G
	To:		I-664													
164)Western Freeway	City of Suffolk (Maint: 61)	0.64	35000	F	96%	0%	0%	1%	3%	0%	F	0.091	F		39000	F
,	Tod	CD 1	125 (2.1)	Ъ												
164) Western Freeway	City of Suffolk (Maint: 61)	0.02	135 College 44000	Dr B	96%	0%	0%	1%	3%	0%	С	0.101	Α		50000	В
164) Western Teeway	To To		L Portsmou		30 /0	070		1 /0	370	076	C	0.101	^		30000	Ь
	From:		CL Suffolk													
(164) Western Freeway	City of Portsmouth (Maint: 64)	0.88	44000	В	96%	0%	0%	1%	3%	0%	С	0.101	Α		50000	В
$\overline{}$	To	To	wne Point R	2d												
(164) Western Freeway	City of Portsmouth (Maint: 64)		48000	G	96%	0%	0%	1%	3%	0%	F	0.085	F	0.624	54000	G
,	Tod															
164) Western Freeway	City of Portsmouth (Maint: 64)		Cedar Lane <b>44000</b>	G	96%	0%	0%	1%	3%	0%	F	0.085	F	0.593	50000	G
164) Western Teeway	Oity of Fortsmouth (Maint. 04)				3070	070		1 70	370	070	•	0.003	'	0.555	30000	O
	To: From:		st Norfolk I		000/	201		40/	00/	00/	_	0.004	_	0.004	50000	_
Western Freeway	City of Portsmouth (Maint: 64)	1.81 US 58, SR 337	47000	G	96%	0%	0%	1%	3%	0%	F	0.084	F	0.601	53000	G
East	From:	SR 164 TO RO			ORTH							0.470	_		4000	_
164 Ramp	City of Suffolk (Maint: 61)	0.20	1900	F	A CITE							0.172	F		1900	F
	105	I-664-W FRO														
West	From:	SR 164 TO RO			UTH							0.000	_		7400	_
(164) Ramp	City of Suffolk (Maint: 61)	0.22	7400	F	COT							0.092	F		7400	F
	105	I-664-E FRO														
West	From:	SR 164 TO RO			ORTH							0.40=	_		0000	_
164 Ramp	City of Suffolk (Maint: 61)	0.35	8200	F	ECT.		1					0.107	F		8200	F
	To:	I-664-W FRO	OM ROUTE	164 W	EST											

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

Davida	lunia di atiana	Largeth AADT OA	4T:	D		Truc	ck		00	K	OK	Dir	4 4 1 4 D T	- 0
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	Bus US 17 George Washington I							_		_			
65 Moses Grandy Trail	City of Chesapeake	2.70 <b>12000 F</b>	99%	0%	0%	0%	0%	0%	С	0.099	F		13000	
	To: From:	US 17 Dominion Blvd												
65)Cedar Rd	City of Chesapeake	0.28 <b>24000 F</b>	99%	0%	0%	0%	0%	0%	С	0.082	F		26000	
<u> </u>	To	Bells Mill Rd West			$\neg$ $\vdash$									
65)Cedar Rd	City of Chesapeake	2.01 <b>27000 F</b>	99%	0%	0%	0%	0%	0%	F	0.089	F		28000	
<i>-</i>	То	131-8798 Bells Mill Rd East												
65 Cedar Rd	City of Chesapeake	1.73 <b>23000 F</b>	99%	0%	0%	0%	0%	0%	F	0.084	F		24000	
63) 5554 110	City of Chocapeano		0070	070		070	070	070	•	0.001	•		21000	
Bus	To- From:	Bus SR 168 Battlefield Blvd												
65) (168) Battlefield Blvd	City of Chesapeake	0.26 <b>30000 F</b>	98%	1%	1%	0%	0%	0%	С	0.078	F		32000	
	Tos	BUS SR 168 Battlefield Blvd	l											
65)Mt Pleasant Rd	City of Chesapeake	0.75 <b>18000</b> F	98%	0%	1%	0%	0%	0%	F	0.104	F		19000	
30)	To	CD 160 C												
65) Mt Pleasant Rd	City of Chesapeake	SR 168 Great Bridge Bypass 2.57 <b>15000 F</b>	98%	0%	1%	0%	0%	0%	С	0.097	F		16000	
65 With leasant Nu	City of Chesapeake		30 /0	070	1 /0	070	070	070	C	0.031	'		10000	
	From:	131-866 Centerville Tpke				401			_		_			
Mt Pleasant Rd	City of Chesapeake	4.53 <b>8300 F</b>	98%	0%	1%	1%	0%	0%	С	0.111	F		8800	
<u> </u>	Ta- From:	131-8667 Fentress Airfield Re	1											
65) Mt Pleasant Rd	City of Chesapeake	0.91 <b>7900 F</b>	98%	0%	1%	1%	0%	0%	F	0.114	F		8400	
	To:	WCL Virginia Beach												
North London Dd	O'the of A'theria's Decade	ECL Chesapeake	000/	40/	40/	00/	007	00/	_	0.444	_	0.000	44000	
65 North Landing Rd	City of Virginia Beach	1.49 <b>12000 G</b>	98%	1%	1%	0%	0%	0%	F	0.111	F	0.623	11000	
	To: From:	134-8667 Salem Rd												
65) North Landing Rd	City of Virginia Beach	2.64 <b>14000 G</b>	98%	1%	1%	0%	0%	0%	С	0.103	F	0.665	13000	
	To:	SR 149 Princess Anne Rd												
65) Princess Anne Rd	City of Virginia Beach	North Landing Rd 2.68 <b>26000 G</b>	98%	1%	1%	0%	0%	0%	F	0.081	F	0.57	27000	
65 Time Nu	City of Virginia Beach		30 /0	1 70	1 /0	070	070	070	'	0.001	'	0.57	27000	
	To- From:	Dam Neck Rd			<u> </u>				_		_			
Princess Anne Rd	City of Virginia Beach	1.46 <b>44000 G</b>	99%	0%	0%	0%	0%	0%	F	0.076	F	0.545	47000	
	From:	Independence Blvd South Independence Blvd Blvd			-									
165) Princess Anne Rd	City of Virginia Beach	0.48 <b>43000 G</b>	99%	0%	0%	0%	0%	0%	F	0.083	F	0.500	45000	
65)	- Total		0070	070		070	070	070	•	0.000	•	0.000	10000	
Dringers Anna D-1	From:	Lynnhaven Pkwy	000/	007		00/	007	007		0.070	F	0.50	64000	
65 Princess Anne Rd	City of Virginia Beach	0.40 <b>58000 G</b>	99%	0%	0%	0%	0%	0%	F	0.079	г	0.53	61000	
	To: From:	Ferrell Pkwy												
65) Princess Anne Rd	City of Virginia Beach	0.69 <b>36000 G</b>	99%	0%	0%	0%	0%	0%	С	0.09	F	0.627	38000	
	To:	134-8640 Providence Rd			<u> </u>									
65) Princess Anne Rd	City of Virginia Beach	1.07 <b>27000 G</b>	99%	0%	0%	0%	0%	0%	F	0.089	F	0.618	28000	
	то	134-7837 Edwin Dr												
65) Princess Anne Rd	City of Virginia Beach	1.19 <b>35000 G</b>	99%	0%	0%	0%	0%	0%	F	0.09	F	0.64	36000	
65/1 1110633 ATTHE INC	Oity of Virginia Deach	1.19 <b>33000 G</b>	JJ /0	U /0	0 /0	U /0	U /0	U /0	Г	0.08	-	0.04	30000	

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

-							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Cempsville Rd												
165) Princess Anne Rd	City of Virginia Beach	1.62 <b>2</b> 6	6000 G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.633	27000	G
	To: From:		Cheyenne Rd												
165 Princess Anne Rd	City of Virginia Beach		9000 G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.698	29000	G
<u> </u>	From:	ECL Norfol WCL Virginia Beac	k; Newtown Rd	own Rd											
(165)Kempsville Rd	City of Norfolk		1000 G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.689	23000	G
	To	US 58 Virgi	inia Beach Blvd												
165 Kempsville Rd	City of Norfolk		2000 G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.557	13000	G
	To:		thampton Blvd												
Namb anata Blad	From:	•	osville Rd	070/	40/	40/	00/	40/	00/	_	0.000	F	0.550	22000	0
165 13 166 Northampton Blvd	City of Norfolk		<b>1000 G</b> 66, US13	97%	1%	1%	0%	1%	0%	F	0.089	Г	0.556	33000	G
	From: [	JS 13 Northampton Blv		ess Anne R	Rd										
(165) Military Hwy North	City of Norfolk	0.62 <b>4</b> 3	3000 G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.513	46000	G
	To		I-64												
(165) Military Hwy North	City of Norfolk		4000 G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.560	27000	G
	To	SR 192 Aza	alea Garden Rd												
165 Military Hwy North	City of Norfolk		4000 G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.525	26000	G
	Tay	SR 247 N	Norview Ave												
165 Military Hwy North	City of Norfolk		7000 G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.534	25000	G
	To	SD 170 L	ittle Creek Rd												
165)Little Creek Rd	City of Norfolk		5000 G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.518	39000	G
(100)	To:		esapeake Blvd												
165)Little Creek Rd	City of Norfolk		6000 G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.546	28000	G
163) Zittle Greek Hu	Only of Norton				170	170	170	170	070	•	0.070	•	0.040	20000	Ü
165)Little Creek Rd	City of Norfolk		Sewells Point R	97%	1%	1%	1%	1%	0%	F	0.084	F	0.629	26000	G
165 Little Creek No	To:		S Change	31 /6	1 70	170	1 /0	1 /0	070	'	0.004	'	0.029	20000	G
	From:		I-64												
( ₁₆₅ )Little Creek Rd	City of Norfolk	0.36 <b>2</b> 4	4000 G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.519	27000	G
	To: From:	US 460	) Granby St			<u> </u>									
(165) Little Creek Rd	City of Norfolk	1.19 <b>2</b> 3	3000 G	99%	1%	1%	0%	0%	0%	С	0.086	F	0.586	21000	G
$\underline{\smile}$	To- From:	Di	ven St			<u> </u>									
(165) Little Creek Rd	City of Norfolk		4000 G	99%	1%	1%	0%	0%	0%	F	0.086	F	0.628	15000	G
	To:	SR 337 H	Iampton Blvd												
	From:	SR 165 I-564-S000.	A FROM RT 50	54 SOU											
(165) Ramp	City of Norfolk (Maint: 64)		NA								NA			NA	
$\smile$	To:	I-64-E FROM RT 1	65 NORTH &	SOUTH											
North	From:	SR 165 T	O I-64 WEST												
(165)Ramp	City of Norfolk (Maint: 64)		NA								NA			NA	
$\smile$	To:	122-99026- A RROM	A ROBIN HOO	D ROAD											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
lorth	From:	122-99026- A RROM ROBI	IN HOOD	ROAD											
₁₆₅ )Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>									NA			NA	
	To:	I-64-W FROM RT 16500- MIL	JTARY H	IIGHWA`	Y										
	From:	US 17 Dominion	n Blvd												
Bainbridge Blvd	City of Chesapeake	2.05 <b>4100</b>	F	91%	1%	2%	3%	3%	0%	F	0.123	F		4600	ı
<u> </u>	To: From:	SR 190 Great Brid	lge Blvd												
66 Bainbridge Blvd	City of Chesapeake	0.69 <b>8300</b>	F	91%	1%	2%	3%	3%	0%	С	0.096	F		9500	
	To: From:	US 13 Military	Hwy												
66 (460) Bainbridge Blvd	City of Chesapeake	0.74 <b>12000</b>	F	97%	1%	1%	1%	1%	0%	F	0.105	F		13000	
	To: From:	Freeman Av	ve												
66) (460) Bainbridge Blvd	City of Chesapeake	1.25 <b>9400</b>	F	97%	1%	1%	1%	1%	0%	F	0.090	F		10000	
<i></i>	To: From:	Chesapeake	Dr			_									
66)(460)Bainbridge Blvd	City of Chesapeake	0.81 <b>8400</b>	G	97%	1%	1%	1%	1%	0%	С	NA			9100	(
	To	SR 337 Poindex													
	From:	Bainbridge B													
Poindexter St	City of Chesapeake	0.56 <b>8200</b>	G	96%	1%	1%	1%	1%	0%	С	NA			9000	•
<b>&gt;</b>	To: From:	Liberty St										_			
66 460 22nd St	City of Chesapeake	0.39 <b>5300</b>	F	96%	1%	1%	1%	1%	0%	F	0.117	F		5700	
	From	SCL Norfol NCL Chesape													
66)(460) Wilson Rd	City of Norfolk	0.65 <b>7900</b>	G	96%	1%	1%	1%	1%	0%	F	0.101	F	0.686	8700	(
00/(400)***********************************	To:	Campostella A		0070	.,,		.,,	.,0	0,0	-	0	•	0.000	0.00	
	From:	Wilson Rd													
66)(460)(168)Campostella Rd	City of Norfolk	0.73 <b>32000</b>	G			-					0.109	F	0.737	35000	(
	To:	Kimball Te	rr												
66)(460)(168)Brambleton Ave	City of Norfolk	0.30 <b>43000</b>	G								NA			46000	(
00/400/100/270000000000000000000000000000000														.0000	
David Acce	From:	US 460 Bramblet		000/	00/		00/	40/	00/	_	0.000	_	0.000	40000	
66 Park Ave	City of Norfolk	0.45 <b>14000</b>	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.639	16000	(
	To: From:	US 58 Va Beach	ı Blvd												
66) Park Ave	City of Norfolk	0.14 <b>13000</b>	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.526	14000	(
<u> </u>	To:	Princess Anne	e Rd												
	From:	Park Ave								_		_			
Princess Anne Rd	City of Norfolk	0.65 <b>17000</b>	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.519	19000	(
	To: From:	Merrimac A				}									
66) Princess Anne Rd	City of Norfolk	0.30 <b>18000</b>	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.532	20000	(
_	To: From:	Ballentine Bl	lvd												
66 Princess Anne Rd	City of Norfolk	0.95 <b>20000</b>	F	97%	1%	1%	1%	1%	0%	С	0.1	Α	0.519	22000	ı
<u> </u>	To:	Azalea Garder	ı Rd			$\overline{}$									
66) Princess Anne Rd	City of Norfolk	1.46 <b>22000</b>	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.563	25000	(
<i>9</i>	To:	US 13 Military	Hwv												

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

			and Inters					Т	بماد			V		Dir		
Route	Jurisdiction	on Leng	th <b>AADT</b>	QA	4Tire	Bus	2010		ıck		QC	K	QK	Dir	AAWDT	QW
	From		IG 12 M:1:	**			ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
166) (13) (165) Northampton E	Slvd City of Nort	,	JS 13 Military 31000	G G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.556	33000	G
166 13 165 Northampton E	To		165 Princess A		91 /0	1 /0	1/0	0 /6	1 /0	076	-	0.009		0.550	33000	G
	From		R 165 Militar													
166) (13) Northampton Blvd	City of Nort			G	97%	0%	1%	0%	2%	0%	F	0.094	F	0.599	35000	G
	To		I-64													
166 13 Northampton Blvd	From City of Nort	folk 0.20		G	97%	0%	1%	0%	2%	0%	F	NA			74000	G
166 (13) Northampton Blvd	City of Nori				91 /0	076	1 /0	0 /6	2/0	076	-	INA			74000	G
	To From		CL Virginia B													
166) (13) Northampton Blvd	City of Virginia			G	97%	0%	1%	0%	2%	0%	F	0.072	F	0.546	64000	G
	To		3; Diamond S		l											
Diamand Crainsa Dd	City of Vincinia		13 Northampt		070/	00/	40/	40/	40/	00/	_	0.00	_	0.500	00000	0
166 Diamond Springs Rd	City of Virginia	Beach 1.32		G	97%	0%	1%	1%	1%	0%	С	0.08	F	0.598	26000	G
	10	<u> </u>	US 60 Shore	Dr												
	From		rth Carolina St													
168 Battlefield Blvd	City of Chesa	peake 1.79	23000	Α	97%	0%	0%	1%	1%	0%	С	0.171	Α		22000	Α
$\smile$	To	Bus SR 168	Battlefield B	vd: Gallb	ush Rd		_									
168 Chesapeake Expressway	City of Chesapeake			F	97%	0%	0%	1%	1%	0%	F	0.086	F		8500	F
100)	To	,	1 5 1151 13	· · ·	G 1 D											
Chananalla Furranza	From	Bus SR 168 Batt						40/	40/	00/	F	0.000	F		0500	F
168 Chesapeake Expressway	City of Chesapeake	(Maint: TOL) 2.94	9300	F	97%	0%	0%	1%	1%	0%	г	0.086	г		8500	г
	To From		Hillcrest Pk	wy												
168) Chesapeake Expressway	City of Chesapeake	(Maint: TOL) 0.25	<b>33000</b>	F	97%	0%	0%	1%	1%	0%	F	0.09	F		31000	F
$\smile$	To		End Toll Ro	ad												
168 Great Bridge Bypass	City of Chesa	peake 1.76		F	97%	0%	0%	1%	1%	0%	F	0.09	F		31000	F
100)																
One of Bridge Brown	From		SR 168 Battlet			007		40/	40/	00/	_	0.004	_		00000	_
168 Great Bridge Bypass	City of Chesa	peake 0.20	<b>32000</b>	F	97%	0%	0%	1%	1%	0%	F	0.084	F		29000	F
<u> </u>	To. From		Hanbury R	d												
168) Great Bridge Bypass	City of Chesa	peake 1.50	42000	F	97%	0%	0%	1%	1%	0%	F	0.09	F		39000	F
	To	. CI	R 165 Mt Pleas	ant Pd												
168) Great Bridge Bypass	City of Chesa			F	97%	0%	0%	1%	1%	0%	F	0.096	F		64000	F
168 Great Bridge Bypass	Oily of Officea					070		170	170	070	•	0.000	•		04000	
	To From		SR 168 Battlet										_			
168 Oak Grove Connector	City of Chesa	peake 1.82	2 <b>69000</b>	F	97%	0%	0%	1%	1%	0%	F	0.091	F		64000	F
<u> </u>	To		I-64				$ \vdash$									
168 (64)	City of Chesapeake	(Maint: 64) 0.50	)			See I-6	4 for dir	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
	Combined Traffic Estimates for 2 Paralle	,	te: <b>111000</b>	N	95%	0%	1%	1%	3%	0%	Ν	NA	-		119000	Ν
	То		I-64; US 1			- / -										
	From		SR 168 CD	Rd												
168 64 I-64 W Exit 290	City of Chesapeake	(Maint: 64) 0.10	_			See I-6	4 for dir	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
$\smile$	To	D.	amp to Bus SR	168 \$												
168) (64) I-64 W Exit 290	City of Chesapeake			100 3		See I-6	4 for dir	ectional t	raffic ve	olume es	timate	s for this	seam	nent		
		, (ividii it. 0 <del>1</del> )	,			JUG 1-0	→ 101 UII	octional t	i cui i i C V C	,, ui i i C C C C	ווווומנל	~ 101 HIIO	JUGIT	IOI IL.		

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	From				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp From SR 168 S 0.20		See I-64	for dire	ectional tr	raffic volu	ıme es	timate	s for this	seam	ent		
168 (64) I-64 W Exit 290	To:	Ramp to SR 168, Bus SR 16		000104	TOI GIIV	conorial ti	iamo voic	JIIIC C3	umaic	.3 101 11113	Segin	iont.		
	From:	Ramp to Bus SR 168												
168) (64) Ramp	City of Chesapeake (Maint: 64)	0.18		See I-64	for dire	ectional tr	raffic volu	ıme es	timate	s for this	segm	ent.		
$\bigcirc$	To:	Bus SR 168												
Bus	From:		2001	40/	401	00/	00/	00/		0.000			04000	
168 168 Battlefield Blvd	City of Chesapeake	0.35 <b>58000 N</b>	98%	1%	1%	0%	0%	0%	Ν	0.082	N		61000	
	From:	End Bus SR 168 I-64; US 17												
168)Battlefield Blvd	City of Chesapeake	0.54 <b>32000</b> F	97%	1%	1%	1%	1%	0%	F	NA			34000	
108/200000000000000000000000000000000000	any en emecapeante			.,,		.,0	.,,	0,0	-				0.000	
Dawletiald Dhad	From	US 13 Military Hwy	97%	40/	40/	40/	40/	00/	F	0.004	_		22222	
Battlefield Blvd	City of Chesapeake	0.47 <b>20000 F</b>	97%	1%	1%	1%	1%	0%	г	0.081	F		22000	
	To: From:	Campostella Rd												
168) Atlantic Ave	City of Chesapeake	0.42 <b>14000 F</b>	97%	1%	1%	1%	1%	0%	F	0.090	F		14000	
<u> </u>	To: From:	Providence Rd			$\neg$ $\vdash$									
168) Atlantic Ave	City of Chesapeake	1.16 <b>16000 A</b>	97%	1%	1%	1%	1%	0%	С	0.118	Α		17000	
	To	Old Atlantic Avenue												
168) Atlantic Ave	City of Chesapeake	0.39 <b>8400 F</b>	97%	1%	1%	1%	1%	0%	F	0.101	F		9000	
168// (161/160 / 170	Only of Officoapeane		0170	170		170	170	0 70	•	0.101	•		3000	
	To- From:	SR 246 Liberty Rd	070/	40/		40/	407	00/		0.004			40000	
Campostella Rd	City of Chesapeake	0.35 <b>15000 F</b>	97%	1%	1%	1%	1%	0%	F	0.091	F		16000	
	To- From:	SCL Norfolk												
168 Campostella Rd	City of Norfolk	0.52 <b>23000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			24000	(
$\smile$	To:	SR 407 Indian River Rd			$\neg$ $\blacksquare$									
168) Campostella Rd	City of Norfolk	0.26 <b>22000 G</b>	97%	1%	1%	1%	1%	0%	F	0.097	F	0.719	24000	(
100)	To:	US 460 Wilson Rd		.,,	Π									
	From:	Wilson Rd												
168)(460)(166) Campostella Rd	City of Norfolk	0.73 <b>32000 G</b>								0.109	F	0.737	35000	(
	To:	Kimball Terr			$\neg$ $\vdash$									
168)(460)(166) Brambleton Ave	City of Norfolk	0.30 <b>43000 G</b>			-					NA			46000	(
100 (100)	To	Park Ave			_									
168)(460)Brambleton Ave	City of Norfolk	0.40 <b>29000 G</b>								0.079	F	0.589	32000	(
168 (460) Brambleton Ave	City of Nortoix	0.40 23000 0								0.075	•	0.505	32000	
	From:	Brambleton Ave			ᆜᅳ									
Tidewater Dr	City of Norfolk	0.31 <b>31000 G</b>	98%	0%	1%	0%	1%	0%	F	0.077	F	0.510	33000	(
<u> </u>	Ta: From:	US 58 Va Beach Blvd			$\Box$									
168 Tidewater Dr	City of Norfolk	0.89 <b>30000 G</b>	98%	0%	1%	0%	1%	0%	F	0.076	F	0.508	32000	(
$\smile$	To:	Lindenwood Ave												
168)Tidewater Dr	City of Norfolk	0.81 <b>29000 G</b>	98%	0%	1%	0%	1%	0%	F	0.076	F	0.522	31000	
100)	2.1., 0. 110.10.11				- / 0	370	. , 0	5,0	•	5.57.5	•	J.J	3.000	
Tidowatas Da	Tay From:	Cromwell Dr	000/	001		007	40/	001		0.000	^		20222	
168 Tidewater Dr	City of Norfolk	1.03 <b>36000 A</b>	98%	0%	1%	0%	1%	0%	С	0.092	Α		39000	,
~	10:	Norview Ave												

8/27/2012

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

		Primary and Inters	tate Ro	utes											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
-	From:	Norview A	U/A			27/16	OTANE	ıııalı	LIIali		i actor		i actor		
168 Tidewater Dr	City of Norfolk	1.11 <b>36000</b>	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.516	39000	G
	To: From:	I-64													
168 Tidewater Dr	City of Norfolk	0.60 <b>28000</b>	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.61	30000	G
	From:	SR 165 Little Cr										_			
168 Tidewater Dr	City of Norfolk	1.29 18000	G	99%	0%	1%	0%	0%	0%	С	0.1	F	0.679	19000	G
T: toward and Do	From:	Bay View B		000/	007	40/	00/	007	00/	_	0.400	_	0.004	40000	
168 Tidewater Dr	City of Norfolk	1.01 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.601	13000	G
Tidowatan Da	From:	US 460 Grant	y St <b>G</b>	000/	007		00/	00/	00/	F	0.400	F	0.505	0500	G
168 Tidewater Dr	City of Norfolk	0.75 <b>6000</b> US 60 Ocean Vio		99%	0%	1%	0%	0%	0%	F	0.102	F	0.585	6500	G
North	From:	SR 168; 1SR 168-P SF	2 168-NO	15R											
(168) Ramp	City of Chesapeake (Maint: 64)	0.21 <b>NA</b>	100 110	1313							NA			NA	
100)	To:	US 17-N017C TO R	Γ 64 WE	ST											
North	From:	SR 168; 1SR 168-P SF													
168 Ramp	City of Chesapeake (Maint: 64)	0.28 <b>NA</b>	C 100-110	IJA							NA			NA	
North	To: From:	SR 168-N015C TO RT 17	SOUTH	& 190											
168 Ramp	City of Chesapeake (Maint: 64)	0.05 <b>NA</b>				-					NA			NA	
North	To: From:	S 17-N017B FROM RT 17 N	ORTH T	O 464 NO	R										
(168)Ramp	City of Chesapeake (Maint: 64)	0.07 <b>NA</b>									NA			NA	
	To:	I-64-W291A US	17-N017												
North	From:	SR 168-N015B TO RT 17	SOUTH	& 190											
(168)Ramp	City of Chesapeake (Maint: 64)	0.38 <b>NA</b>									NA			NA	
	To:	SR 168-S015A TO RT 17	SOUTH	& 190											
North	From:	SR 168 TO I-64	WEST			Ī									
(168) Ramp	City of Norfolk (Maint: 64)	0.27 <b>NA</b>	WEST.								NA			NA	
1.00		54-W FROM RT 168 NORT	H-TIDEV	VATER DI	RI										
North	From:	SR 168; 122-8626 TO I-64	FAST @	THOI											
(168) Ramp	City of Norfolk (Maint: 64)	0.20 <b>NA</b>	LASI	THOL							NA			NA	
168) ((3.11)		64-E FROMRT 168 NORTH	TIDEW	ATER DRI	V										
Court	From:	1SR 168-P TO I													
South (168) Ramp	City of Chesapeake (Maint: 64)	0.13 <b>NA</b>	(1 190								NA			NA	
	To	SR 168-N015C TO RT 17	SOUTH	& 100											
South	From:		SOUTH	X 170											
168 Ramp	City of Chesapeake (Maint: 64)	0.29 <b>NA</b> US 17 SR 190 FROM & 7	ΓΟ RT 46	54 64 &		1					NA			NA	
0 1	F			71,07 CC											
South	City of North Marint CAN	SR 168 TO I-64	EAST								NI A			N I A	
168 Ramp	City of Norfolk (Maint: 64)	0.17 <b>NA</b>	LTIDEN	ATED DE	ıτ						NA			NA	
	10. <u> </u>	64-E FROM RT 168 SOUTH	1-TIDEW	ALEK DR	.1										

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

							Tru	ıck			K		Dir	
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	OK	AAWDT	ΓQ\
South	From:		ΓΟ I-64 WEST											
168 Ramp	City of Norfolk (Maint: 64)	0.13	NA								NA		NA	
<u> </u>		4-W FROM RT 168												
Bus 168 Battlefield Blvd	City of Chesapeake	R 168 Chesapeake E 2.70 1	Expressway; Battl  14000 F	efield Blvd 97%	0%	0%	1%	1%	0%	F	0.084	F	15000	
168 Battierield Bivd	City of Criesapeake			9170	U76	0%	170	170	0%	Г	0.064	Г	15000	
Bus	From:	India	n Creek Rd											
168 Battlefield Blvd	City of Chesapeake	1.55 1	18000 F	97%	0%	0%	1%	1%	0%	F	0.092	F	19000	
Bus	To: From:	Cente	erville Tpke											
168 Battlefield Blvd	City of Chesapeake	3.78	20000 F	97%	0%	0%	1%	1%	0%	F	0.096	F	22000	
$\smile$	To	SR 168 Gre	eat Bridge Bypass	:										
Bus 168)Battlefield Blvd	City of Chesapeake		7200 F	98%	1%	1%	0%	0%	0%	F	0.086	F	7600	
168) Battierield Bivd	only of official care			3070	170	170	070	070	070	'	0.000	•	7000	
Bus	From:		)2 Hanbury Rd											
168 Battlefield Blvd	City of Chesapeake	1.70 1	13000 F	98%	1%	1%	0%	0%	0%	F	0.087	F	14000	
Bus	To: From:	SR 165 S, Mount P	leasant Rd, Johns	town Rd										
168) (165) Battlefield Blvd	City of Chesapeake	0.26	30000 F	98%	1%	1%	0%	0%	0%	С	0.078	F	32000	
$\bigcirc$	Too	SR 165 No	orth; Cedar Road											
Bus 168 Battlefield Blvd	City of Chesapeake		33000 F	98%	1%	1%	0%	0%	0%	F	0.088	F	35000	
168) Sautionola Biva	To:				170		0,0	070	070	•	0.000	•	00000	
Bus	From:		reat Bridge Blvd							_				
168 Battlefield Blvd	City of Chesapeake	0.17	34000 G	98%	1%	1%	0%	0%	0%	F	NA		37000	
Bus	To- From:	SR 168 Gre	eat Bridge Bypass	3										
168 Battlefield Blvd	City of Chesapeake	1.39	42000 F	98%	1%	1%	0%	0%	0%	F	0.083	F	44000	
	To: From:	Hollywood I	Rd; Oak Grove R	d										
Bus 168 Battlefield Blvd	City of Chesapeake	0.68	47000 F	98%	1%	1%	0%	0%	0%	F	0.088	F	50000	
100/ =	To		lvo Pkwy							-		-		
Bus	From:		•	200/	40/	401	00/	00/	201	_	0.000	_	04000	
168 Battlefield Blvd	City of Chesapeake	0.58	58000 F	98%	1%	1%	0%	0%	0%	F	0.082	F	61000	
Bus	To- From:		I-64											
168 168 Battlefield Blvd	City of Chesapeake		58000 N	98%	1%	1%	0%	0%	0%	Ν	0.082	N	61000	
	To:		Battlefield Blvd											
Bus From Pice SP 450 NR to 1 54 W.P.	From:		SR 168 NB								NIA		40000	
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)		10000 G -64- WB								NA		10000	(
Pue	From:		SR 168 NB			I								_
Bus 168 Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)		8200 G								NA		8200	
100	To:		-64- EB											

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:		Battlefield I												_	
168 Ramp	City of Chesapeake (Maint: 64)		3000	G								NA			3000	G
<u> </u>	To:		I-64 W													
Bus	From:	Bus SR 168			S											
( ₁₆₈ )Ramp	City of Chesapeake (Maint: 64)	0.35	2900	G								NA			2900	G
<u> </u>	To:		I-64 E													
	From:		43 Mellen													
169 Mallory St	City of Hampton	0.07	8600	N	98%	1%	1%	0%	0%	0%	Ν	0.083	N	0.754	9100	N
	To: From:	SR 14	43 County	St												
169 Mallory St	City of Hampton	0.15	8600	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.754	9100	G
	To	US 258	Mercury I	Blvd			<b>—</b> —									
(169) Mallory St	City of Hampton	1.95	6400	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.628	6800	G
	To:	SR 351 F	E, Pembrok	ο Δνο												
(169)(351) Pembroke Ave	City of Hampton	0.60	4400	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.591	4700	G
(109) (331)	Ter							-,-								_
169)Old Buckroe Rd	City of Hampton	1.37	V, Pembrok <b>6300</b>	G Ave	99%	1%	0%	0%	0%	0%	С	0.091	F	0.59	6700	G
Old Buckroe Rd	To:		ox Hill Rd		3370	1 /0		076	076	070	C	0.031	'	0.55	0700	J
	From:		Buckroe R	d												
(169) Fox Hill Rd	City of Hampton	1.08	14000	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.588	15000	G
	To	We	oodland Rd	l												
169 Fox Hill Rd	City of Hampton		20000	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.584	22000	G
105	To															
169)Fox Hill Rd	City of Hampton		nwood Pkw <b>25000</b>	G G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.61	27000	G
169 1 00 1 1111 1 1 1	To:		; Mercury		3070	170		070	070	070		0.000	•	0.01	27000	O
	From:		N Military													
170 Little Creek Rd	City of Norfolk		26000	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.534	28000	G
170) Entire Greek No	any of Profitance				3070	070		070	170	070	•	0.002	•	0.004	20000	Ŭ
Limbs Creek Dd	City of Newfolls		lprin Drive		000/	00/	40/	00/	40/	00/	F	0.000		0.540	07000	
170 Little Creek Rd	City of Norfolk	0.48	25000	G	98%	0%	1%	0%	1%	0%	Г	0.086	F	0.512	27000	G
	To- From:		zalea Gard													
170 Little Creek Rd	City of Norfolk		23000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.502	24000	G
	10:		Shore Dri													
	From:		Jefferson .		0001	00.1		001	001	001	_	0.000	_	0.500	46000	_
171 Oyster Point Rd	City of Newport News	0.70	44000	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.502	46000	G
	To: From:		2 Canon Bl													
(171) Oyster Point Rd	City of Newport News	0.17	49000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.567	52000	G
	To:		I-64				<b>—</b>									
(171) Victory Blvd	City of Newport News	0.74	47000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.627	51000	G
	То:	York	County Li	ne												
	From:		Newport N							_						
(171) Victory Blvd	York County		49000	G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.537	52000	G
$\smile$	То:	US 17 George V	Washington	n Mem l	Hwy											

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

		Primary and Interst	ate Rol	ites											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	
Roule	Julisaiction	Lengin AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
	From:	US 17 George Washingt	on Mem	Hwy											
(171) Victory Blvd	York County	0.35 <b>31000</b>	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.523	33000	G
	To		. 11			<del></del> 1									
Viator Dlvd	York County	SR 134 Hamptor 1.02 <b>19000</b>	G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.500	20000	G
171 Victory Blvd	York County	1.02 19000	G	99%	0%	0%	0%	0%	0%	Г	0.060	Г	0.592	20000	G
	To- From:	99-600 Big Beth													
171 Victory Blvd	York County	1.48 <b>20000</b>	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.548	21000	G
$\smile$	To:	WCL Poquos													
	From:	York County I										_			_
171 Victory Blvd	City of Poquoson	0.79 <b>13000</b>	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.553	13000	G
$\smile$	To:	SR 172 Wythe Cr	eek Rd												
171)Little Florida Rd	City of Poquoson	1.00 11000	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.657	12000	G
171)=										-		=			_
	From:	Far Street													_
171 Little Florida Rd	City of Poquoson	0.44 <b>7900</b>	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.644	8500	G
<u> </u>	To- From:	Poquoson A	ve												
171 Poquoson Ave	City of Poquoson	0.50 6700	G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.634	7100	G
	T-1														
Degueses Ave	From:	0.91 <b>3600</b>	G	99%	0%	1%	0%	0%	00/	F	0.088	F	0.507	2000	G
171 Poquoson Ave	City of Poquoson	0.91 3000	G	99%	0%	170	0%	0%	0%	Г	0.000	Г	0.597	3800	G
<u> </u>	To: From:	147-7050 Ridg	e Rd												
171 Poquoson Ave	City of Poquoson	1.00 <b>2600</b>	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.676	2800	G
	To:	Messick Ro	1												
	From:	Poquoson A	ve												
171 Messick Rd	City of Poquoson	1.27 <b>1300</b>	G	99%	0%	1%	0%	0%	0%	F	0.104	F	0.560	1400	G
$\smile$	To	Messick Pt	t												
East	From:	SR 171 RAMP TO I-64	ГО І-64 І	EAST											
171)Ramp	City of Newport News (Maint: 9	9) 0.33 <b>NA</b>				4					NA			NA	
	To:	I-64-E FROM RT 171 EAST-	OYSTER	R POINT F											
Foot	From:	SR 171 TO I-64	WEST												
East 171 Ramp	City of Newport News (Maint: 9		WEST								NA			NA	
1/1 (Kamp	To:	I-64-W FROM RT 171 EAST-	OVETE	DOINT I	)						INA			INA	
					(										
West	From:	SR 171 I-64-E256B FRO	M & TO	IS 64											
₁₇₁ )Ramp	City of Newport News (Maint: 9										NA			NA	
$\smile$	To:	I-64-E FROM RT 171 WEST-	OYSTE	R POINT I	₹										
West	From:	SR 171 I-64-W256B FRC	OM & TO	IS 64											
₁₇₁ )Ramp	City of Newport News (Maint: 9	9) 0.36 <b>NA</b>									NA			NA	
	To:	I-64-W FROM RT 171-VICTO	ORY BOU	JLEVARI	)										
<u> </u>	From:	SR 134 Magrude													
(172) Cmdr Shepard Blvd	City of Hampton	0.61 <b>7000</b>	G	98%	1%	0%	0%	0%	0%	F	NA			7600	G
1/2 Girial Shepara biva	City of Hampton	0.01 7000		30 /0	1 /0	U /0	U /0	U /0	U /0	Г	INA			1000	G
	To- From:	Armistead A	ve												
172 Cmdr Shepard Blvd	City of Hampton	0.42 <b>20000</b>	G	98%	1%	0%	0%	0%	0%	С	0.102	F	0.594	22000	G
$\smile$	To:	NASA Main C	Gate												

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

5 .	1 - 1 - 2		4.7	_		Tru	ıck		00	K	011	Dir	4 4 1 4 / 5 -	٥.
Route	Jurisdiction	Length AADT QA	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	NASA Main Gate												
172) Armistead Ave	City of Hampton	0.85 <b>18000 G</b>	98%	0%	0%	0%	0%	0%	С	0.101	F	0.727	19000	(
	To: From:	Semple Farm Rd			$\neg$ $\vdash$									
172) Wythe Creek Rd	City of Hampton	1.03 <b>16000 G</b>	98%	0%	0%	0%	0%	0%	F	0.100	F	0.74	17000	(
	To:	SCL Poquoson												
	From:	NCL Hampton												
Wythe Creek Rd	City of Poquoson	1.08 <b>13000 G</b>	98%	0%	1%	1%	0%	0%	С	0.094	F	0.672	13000	
<u> </u>	To	SR 171 Little Florida Rd; Victo	ory Blvd		$\neg$ $\vdash$									
172)Wythe Creek Rd	City of Poquoson	0.24 <b>12000 G</b>	98%	0%	1%	1%	0%	0%	F	0.09	F	0.598	13000	
	To:	Hudgins Rd												
172)Wythe Creek Rd	City of Poquoson	0.62 <b>8000 G</b>	98%	0%	1%	1%	0%	0%	F	0.092	F	0.618	8500	
172) Wyllie Creek Ru	Tr.	Poquoson Ave	90 /0	076	1/0	1 /0	076	0 /6	-	0.092	-	0.010	0300	
					<u> </u>									
Dankinh Dhad	Prom:	Moyer Drive	000/	407	40/	001	007	001	^	0.000	_	0.000	4000	
173 Denbigh Blvd	City of Newport News	0.53 <b>3900 G</b>	98%	1%	1%	0%	0%	0%	С	0.088	F	0.602	4200	
<u> </u>	From:	Catalina Drive Catalina Dr												
173) Denbigh Blvd	City of Newport News	0.74 <b>8900 G</b>	98%	1%	1%	0%	0%	0%	F	0.09	F	0.584	9500	
173 Denbigh bive	Oity of Newport News		3070	170	1 70	070	070	070		0.00	'	0.504	3300	
	To: From:	Lucas Creek Rd												
173 Denbigh Blvd	City of Newport News	0.55 <b>18000 G</b>	98%	1%	1%	0%	0%	0%	F	0.090	F	0.621	19000	
<u> </u>	To	US 60 Warwick Blvd			_									
173) Denbigh Blvd	City of Newport News	1.14 <b>28000 G</b>	98%	0%	1%	0%	0%	0%	С	0.081	F	0.524	29000	
	To	CD 142 I-ff A												
Donbigh Plyd	City of Newport News	SR 143 Jefferson Ave 1.32 <b>28000 G</b>	99%	0%	0%	0%	0%	0%	F	0.094	F	0.603	29000	
Denbigh Blvd	City of Newport News		9970	0%	0%	0%	0%	076	Г	0.094	Г	0.003	29000	
	From:	York County Line NCL Newport News												
173 Denbigh Blvd	York County	2.18 <b>15000 A</b>	99%	0%	0%	0%	0%	0%	С	0.102	Α		16000	
173) 201121911 2110	Tolk Coarty			070		070	070	070	Ŭ	0.102			10000	
	From:	US 17 GW Mem Hwy						221	_					
Goodwin Neck Rd	York County	1.05 <b>8500 G</b>	95%	0%	1%	1%	3%	0%	С	0.088	F	0.565	9000	(
<u> </u>	To: From:	99-630 Wolf Trap Rd			_									
173)Goodwin Neck Rd	York County	1.10 <b>3500 G</b>	95%	0%	1%	1%	3%	0%	F	0.084	F	0.659	3700	(
<u> </u>	To:	99-718 Back Creek Rd												
173)Goodwin Neck Rd	York County	2.23 <b>2100 G</b>		0%	1%	1%	3%	0%	F	0.072	F	0.605	2200	
173) Coodwiii Neek Na	To:	99-629 East of Tampico Stillwa		070		1 70	370	070		0.072	'	0.003	2200	
	Promi	•												
Win on Manustain Bul	From:	Bus US 220 Virginia Av		00/		00/	00/	00/	_	0.005	_	0.047	4.4000	
174 Kings Mountain Rd	Henry County	1.45 <b>13000 G</b>	97%	0%	0%	0%	2%	0%	С	0.095	F	0.647	14000	(
<u> </u>	To- From:	44-1172 Kings Manor D									—			
174)Kings Mountain Rd	Henry County	1.12 <b>13000 G</b>	97%	0%	0%	0%	2%	0%	F	0.092	F	0.606	13000	(
<u> </u>	To	SR 108 Figsboro Rd												
	F	SK 100 FIgs00f0 Kd												
174)Kings Mountain Rd	Henry County	1.72 <b>14000 G</b>	97%	0%	0%	0%	2%	0%	F	0.09	F	0.607	14000	(

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

		· ····································	miersiale Roi				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	NCL	Martinsville												
174)Liberty St	City of Martinsville	0.49	13000 G	97%	1%	0%	0%	2%	0%	F	0.095	F	0.548	14000	G
	To: From:	Iı	nman St												
(174)Liberty St	City of Martinsville	0.20	13000 G	97%	1%	0%	0%	2%	0%	F	0.096	F	0.545	14000	G
	To: From:	Cle	earview Dr												
(174)Liberty St	City of Martinsville	0.60	8900 G	97%	1%	0%	0%	2%	0%	С	0.086	F	0.623	9900	G
	To:	Commo	onwealth Blvd												
	From		Lankford Hwy												
175 Chincoteague Rd	Accomack County	1.65	7700 A	97%	1%	1%	1%	1%	0%	С	0.117	Α		7800	Α
	To: From:		Coardtown Rd												
(175) Chincoteague Rd	Accomack County	1.87	7600 G	97%	1%	1%	1%	1%	0%	F	NA			7700	G
	To: From:		Mill Dam Rd												
(175) Chincoteague Rd	Accomack County	4.86	6500 G	97%	1%	1%	1%	1%	0%	F	NA			6600	G
<u> </u>	To: From:	WCL	Chincoteague												
(175) Chincoteague Rd	Town of Chincoteague (Maint: 01)		7400 F	97%	1%	1%	1%	1%	0%	F	0.086	F		7600	F
<u> </u>	To:		Main St												
	From:		Chincoteague Rd												
175	Town of Chincoteague (Maint: 01)	0.52	th Main St			_					NA			NA	
	From														
176 Bennett St	Town of Parksley (Maint: 01)		6 Cossatt Ave 3100 G	96%	0%	1%	0%	2%	0%	С	NA			3300	G
178) 20111011 01	Town of 1 danted (mainted of)			0070	070		070	270	070	Ü				0000	Ū
176) Parksley Rd	Accomack County		L Parksley <b>F</b>	96%	0%	1%	0%	2%	0%	F	0.096	F		3300	F
176) Tarioloy Ta	To:		Lankford Hwy	3070	070		070	270	070	•	0.000	•		0000	•
	From:	60-600	0 S, Tyler Rd												
(177)Tyler Rd	Montgomery County		10000 G	97%	0%	0%	1%	1%	0%	С	0.099	F	0.529	11000	G
$\bigcirc$	To	SCL Rac	dford; Rock Rd												
(177) Tyler Ave	City of Radford		7700 G	97%	0%	0%	1%	1%	0%	F	0.090	F	0.54	8200	G
	To	Au	ıburn Ave												
177 Tyler Ave	City of Radford		11000 G	97%	0%	0%	1%	1%	0%	F	0.092	F	0.533	11000	G
	To-	A	Adams St												
177 Tyler Ave	City of Radford		9700 G	99%	0%	0%	0%	1%	0%	С	0.085	F	0.546	10000	G
	To:	US 1	1 E Main St												
	From:	SR 1	77 Tyler Rd												
(177) Ramp to I-81 N at Exit 109	Montgomery County	0.20	NA								NA			NA	
	To:		I-81 N												
	From:		N000B; SR177 S	000B											
Ramp to I-81 S at Exit 109	Montgomery County	0.12	NA Loug								NA			NA	
<u> </u>	10.		I-81 S												

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

-						Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT C	A 4Tir	e Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
lorth	From:	SR 177 N, Tyler Rd												
Ramp toward I-81 S at Exit 109	Montgomery County	0.03 <b>NA</b>								NA			NA	
<u> </u>	To:	Ramp SR 177 B												
outh	From:	SR 177 S, Tyler Rd												
Ramp toward I-81 S at Exit 109	Montgomery County	0.06 <b>NA</b>								NA			NA	
	То:	Ramp SR 177 B												
	From:	Bus US 13, Lincoln S	St											
178) Main St	Town of Exmore (Maint: 65)	·	<b>G</b> 97%	1%	1%	0%	1%	0%	С	0.101	F	0.545	2300	(
	Tool	110 101 10 111												
178)Belle Haven Rd	Town of Exmore (Maint: 65)	US 13 Lankford Hwy 0.15 NA	y							NA			NA	
178 Belle Haveri Ku	Town of Exmore (Maint. 63)	SCL Belle Haven								INA			INA	
	From:	NCL Exmore												
178)Belle Haven Rd	Town of Belle Haven (Maint: 65)	0.35 <b>NA</b>								NA			NA	
110)	7													
Della Haver Dd	From: Pollo House (Mainty O4)	Accomack County Lir		40/	40/	00/	00/	00/	F	0.00	F		2200	F
Belle Haven Rd	Town of Belle Haven (Maint: 01)	0.48 <b>3200</b>	<b>F</b> 97%	5 1%	1%	0%	0%	0%	Г	0.09	Г		3200	Г
	To: From:	SR 181 King St; Main												
178)Shields Bridge Rd	Town of Belle Haven (Maint: 01)	1.24 <b>1800</b>	<b>F</b> 97%	5 1%	1%	0%	0%	0%	F	0.093	F		1900	F
<u> </u>	To	WCL Belle Haven												
178)Shields Bridge Rd	Accomack County		N 97%	5 1%	1%	0%	0%	0%	Ν	0.093	Ν		1900	Ν
	Tool	01.615.0 1.1.31.1	\ 1		1									
178 Boston Rd	Accomack County	01-615 Cradockville F 3.95 <b>1100</b>	ka <b>F</b> 97%	5 1%	1%	0%	0%	0%	С	0.102	F		1100	F
178 Boston Ku	Accordance County	3.93 1100	F 91/	0 1/0	1 /0	0 /6	076	0 /6	C	0.102			1100	
	To: From:	01-609 S, Big Pine R												
178 Bobtown Rd	Accomack County	0.38 <b>900</b> l	<b>F</b> 97%	1%	1%	0%	0%	0%	F	0.114	F		910	F
<u> </u>	To	SR 180 S, Harborton I	Rd											
178) 180 Bobtown Rd	Accomack County		F 97%	1%	1%	0%	0%	0%	F	0.103	F		2100	F
170 100	Too	CD 100 N. D	D.I											
178 Bobtown Rd	Accomack County	SR 180 N, Pungoteague 1.90 <b>1700</b>	F 97%	5 1%	1%	0%	0%	0%	F	0.103	F		1800	F
178 Boblowii Ku	Accordance County	01-620 Wharehouse R		0 1/0	1 /0	0 /6	076	0 /6		0.103			1000	
Manket Ct	Town of Opensoel (Mainty 04)	01-1023 King Street		00/	40/	00/	00/	00/	_	NIA			0000	_
Market St	Town of Onancock (Maint: 01)	0.36 <b>2400</b> (	<b>G</b> 98%	0%	1%	0%	0%	0%	F	NA			2600	G
	To- From:	W 01-658 North Stree												
179) Market St	Town of Onancock (Maint: 01)	1.16 <b>5400</b> (	<b>G</b> 98%	6 0%	1%	0%	0%	0%	С	NA			5700	G
<u> </u>	To:	SR 126 Fairgrounds R	Rd											
179)Market St	Town of Onancock (Maint: 01)		<b>G</b> 98%	5 0%	1%	0%	0%	0%	F	NA			7400	G
110)	T.								-					-
	Accessed County	ECL Onancock	M 000	5 0%		00/	00/	00/	N.I.	NIA.			7400	
179	Accomack County	0.69 <b>7000 I</b>	<b>N</b> 98%	o U%	1%	0%	0%	0%	N	NA			7400	Ν
<u>~</u>	To: From:	WCL Onley												
179)Main St	Town of Onley (Maint: 01)	0.64 <b>7000</b> I	N 98%	6 0%	1%	0%	0%	0%	Ν	NA			7400	Ν
$\smile$	To:	US 13 Bus												

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

		Primary and intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Dead End				2, 040	017 040	TTTGII	211011		1 40101		1 40101		
180)Shore Dr	Accomack County	0.18 <b>110</b>	F	96%	2%	1%	1%	0%	0%	F	0.215	F		110	F
100)	To:	Harborton Ro	d												
	From:	Shore Dr													
180 Harborton Rd	Accomack County	0.85 <b>360</b>	F	96%	2%	1%	1%	0%	0%	F	0.114	F		380	F
$\smile$	To:	01-631 Hacksnec	k Rd			$\neg$ $\sqsubseteq$									
180)Harborton Rd	Accomack County	2.03 <b>740</b>	F	96%	2%	1%	1%	0%	0%	F	0.11	F		760	F
100)	To:	SR 178 S, Bobtov				Ti.	.,.			•	••••	-			-
	From:	S SR 178													
180 (178) Bobtown Rd	Accomack County	0.03 <b>2000</b>	F	97%	1%	1%	0%	0%	0%	F	0.103	F		2100	F
	To:	N SR 178													
	From:	SR 178 N, , Bobto													
180 Pungoteauge Rd	Accomack County	2.89 <b>750</b>	F	96%	2%	1%	1%	0%	0%	С	0.117	F		790	F
<u> </u>	To:	WCL Keller				$\neg$ $\vdash$									
180	Town of Keller (Maint: 01)	0.46 <b>750</b>	N	96%	2%	1%	1%	0%	0%	Ν	0.117	Ν		790	Ν
180	To:	US 13 S, Lankford				Ti.					•				
	From:	S US 13													
180) (13) Lankford Hwy	Town of Keller (Maint: 01)	0.45 <b>18000</b>	F	92%	1%	1%	1%	6%	0%	F	0.076	F		17000	F
	To	CT IV 11													
	From:	CL Keller	N	92%	1%	40/	40/	<b>C</b> 0/	00/	N.I.	0.070	N.I.		47000	- NI
180) (13) Lankford Hwy	Accomack County	0.01 <b>18000</b>		92%	170	1%	1%	6%	0%	N	0.076	Ν		17000	Ν
	From	US 13 NORT US 13 N, Lankford				-									
(180) Wachapreague Rd	Accomack County	4.07 <b>1100</b>	F	96%	2%	1%	1%	0%	0%	F	0.089	F		1100	F
180) Washapi cagaci Ka	7 tooontaak oodinty			3070	270	170	170	070	070	•	0.000	•		1100	•
	To- From:	WCL Wachapre	_												
180 Main St	Town of Wachapreague (Maint: 01)	0.28 <b>1100</b>	N	96%	2%	1%	1%	0%	0%	N	0.089	Ν		1100	N
<u> </u>	To:	01-1701 Atlantic	Ave												
Wye	From:	SR 180 Main	St												
180 Brooklyn St	Town of Wachapreague (Maint: 01)	0.42 <b>120</b>	F	98%	1%	0%	0%	0%	0%	С	0.159	F		130	F
	To:	01-1712 Richardso	on Ave												
<u>Wye</u>	From:	01-1712; Brookly													
180 Richardson Ave	Town of Wachapreague (Maint: 01)	0.13 <b>120</b>	N	98%	1%	0%	0%	0%	0%	Ν	0.159	Ν		130	Ν
	То:	01-1706 Church St; WCL	Wachap	reague											
	From:	01-609 Main S	St												
181)Main St	Town of Belle Haven (Maint: 01)	0.25 <b>1900</b>	F	97%	1%	1%	1%	1%	0%	F	0.096	F		2000	F
101)	To:	SR 178 Shields Bri	dge Rd												
	From:	SR 178 Belle Hav	en Rd												
181)King St	Town of Belle Haven (Maint: 01)	0.32 <b>910</b>	F	97%	1%	1%	1%	1%	0%	С	0.113	F		930	F
$\smile$	To	ECL Belle Hav	7AD												
Ving St	Accomack County	0.38 <b>910</b>	ven N	97%	1%	1%	1%	1%	0%	N	0.113	N		930	N
181 King St	Accomack County	US 13 Lankford		91%	170	170	170	170	U%	IN	0.113	IN		930	IN
	From:	US 13 Lankford													
182) Mappsburg Rd	Town of Painter (Maint: 01)	0.65 <b>1300</b>	F	96%	0%	2%	0%	1%	0%	F	0.096	F		1300	F
$\smile$	To:	ECL Painter	r												

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	ECL Painter	2001				407	201			_			
182 Quinby Bridge Rd	Accomack County	3.06 <b>910 F</b>	96%	0%	2%	0%	1%	0%	С	0.099	F		920	F
	10.	01-605 Quinby												
	From:	65-613 Near Silver Beac		00/		407	00/	00/	_	0.400	_	0.505	4000	,
183 Occohannock Neck Rd	Northampton County	6.94 <b>1800 G</b>	96%	0%	1%	1%	2%	0%	С	0.108	F	0.505	1800	(
	To: From:	WCL Exmore												
183)Occohannock Neck Rd	Town of Exmore (Maint: 65)	0.51 <b>1500 G</b>	96%	0%	1%	1%	2%	0%	F	0.14	F	0.57	1500	(
<u> </u>	To:	Bus US 13												
	From:	65-1101 Pine St; 65-1106 Washin												
184)Bay Ave;Mason Ave	Town of Cape Charles (Maint: 65)	1.21 <b>1600 G</b>	97%	1%	1%	1%	1%	0%	F	0.117	F	0.542	1600	G
<u> </u>	To- From:	65-1105 Fig St; 65-1112 Rando	lph Ave		$\neg$ $\vdash$									
184)Stone Rd	Town of Cape Charles (Maint: 65)	0.21 <b>1600 N</b>	97%	1%	1%	1%	1%	0%	Ν	0.117	Ν	0.542	1600	Ν
$\smile$	To	Heritage Acres Ct												
184)Stone Rd	Town of Cape Charles (Maint: 65)	0.06 <b>3700</b> G	97%	1%	1%	1%	1%	0%	С	0.104	F	0.524	3800	G
104)	Tol.								_					
Stone Rd	Northampton County	ECL Cape Charles 1.72 <b>3700 N</b>	97%	1%	1%	1%	1%	0%	N	0.104	N	0.524	3800	Ν
184 Storie Ru	To:	US 13 South of Bayviey		1 70	170	1 70	1 70	070	IN	0.104	IN	0.524	3000	,
	France	-	v		_									
Stoney Crook Plyd	Shenandoah County	85-686 South Ox Rd 0.08 <b>4300 F</b>	96%	0%	1%	1%	3%	0%	С	0.095	F		4400	F
Stoney Creek Blvd	Shehalidoan County	0.00 <b>4300 F</b>	90%	0%	170	1 70	370	0%	C	0.093	Г		4400	Г
	To: From:	I-81												-
185 Stoney Creek Blvd	Shenandoah County	0.26 <b>4000 N</b>	96%	0%	1%	1%	3%	0%	Ν	0.090	Ν		4100	١
<u> </u>	To: From:	WCL Edinburg												
185)Stoney Creek Blvd	Town of Edinburg (Maint: 85)	0.66 <b>4000</b> F	96%	0%	1%	1%	3%	0%	F	0.090	F		4100	F
$\smile$	То:	US 11 Main St												
	From:	SR 185 Stoney Creek Blv	/d											
185) Ramp to I-81 S at Exit 279	Shenandoah County	0.21 <b>1000 F</b>								0.12	F		1000	F
	To:	I-81 S												
	From:	SR 185 Stoney Creek Blv	/d											
185 Ramp to I-81 N at Exit 279	Shenandoah County	0.26 <b>1300</b> F								0.116	F		1300	F
	To:	I-81 N												
	From:	North Carolina State Lin	e											
186) Hugo Rd	Southampton County	2.98 <b>1000 G</b>	76%	1%	2%	2%	20%	0%	С	0.095	F	0.563	1100	C
	To	WCL Branchville												
196	Town of Branchville (Maint: 87)	0.62 <b>1000 N</b>	76%	1%	2%	2%	20%	0%	N	0.095	N	0.563	1100	N
186	Talloritino (Maint. 07)		. 0 / 0	. 70		_/0	_5,0	0,0		0.500	••	0.500	. 100	
Dittmon Dd	From:	ECL Branchville	700/	40/		207	200/	007		0.005		0.540	1.400	
186 Pittman Rd	Southampton County	2.35 <b>1400 G</b>	76%	1%	2%	2%	20%	0%	F	0.095	F	0.540	1400	G
	To: From:	WCL Boykins												
186) Pittman Rd	Town of Boykins (Maint: 87)	0.26 <b>2000 G</b>	76%	1%	2%	2%	20%	0%	F	0.098	F	0.541	2000	G
	To	SR 35 Meherrin Rd												

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

Devite	landa di di an	Lanath	AADT		4	6		Tru	ıck		00	K	01/	Dir	A A)A/DT	- 0
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	01-658 W	interville Re	d; Big R	d											
187)Guilford Rd	Accomack County	1.06	490	F	96%	2%	1%	0%	1%	0%	F	0.114	F		510	F
	To: From:	V	VCL Bloxon	n			_									
187)Shoremain Dr	Town of Bloxom (Maint: 01	) 0.45	490	N	96%	2%	1%	0%	1%	0%	Ν	0.114	Ν		510	١
$\smile$	To	SR	316 Bayside	Dr												
187)Shoremain Dr	Town of Bloxom (Maint: 01		1300	F	96%	2%	1%	0%	1%	0%	F	0.101	F		1400	F
107	To	,	ECL Bloxon													
187) Nelsonia Rd	Accomack County	1.60	1500	F	96%	2%	1%	0%	1%	0%	С	0.096	F		1600	F
187 Neisonia Ku	Accomack County				90 /6	2/0	1 /0	076	1 /0	076	C	0.090	•		1000	'
	To: From:		3 Lankford								_		_			
Nelsonia Rd	Accomack County	1.73	740	F	96%	2%	1%	0%	1%	0%	F	0.117	F		770	F
	10:	01-67	9 Metompk	in Rd												
Bus Bus	From:		Ridgeway St										_			
188) (60) (220) (188) Main St	Town of Clifton Forge	0.07	4200	F	98%	0%	0%	0%	1%	0%	F	0.089	F		4400	F
$\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:		G								NA			9200	(
	To:	TIC C	Keswick St 0 Par, Keswi	-1- C4												
188) Main St	Town of Clifton Forge	0.05	270	F F	98%	1%	1%	0%	0%	0%	F	0.133	F		290	
188 Wall St	Combined Traffic Estimates for 2 Parallel Roadwa		_	F	98%	1%	1%	0%	0%	0%	F	0.133	F		2300	
	To Tollied Trainic Estimates for 2 Parallel Roadwa		Cormick Bl		90%	170	176	0%	070	0%	Г	0.093	Г		2300	
	From:	1710	Main St	vu												_
188 McCormick Blvd	Town of Clifton Forge	0.07	250	F	98%	1%	1%	0%	0%	0%	F	0.113	F		270	ı
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	1700	F	98%	1%	1%	0%	0%	0%	F	0.095	F		1700	F
	To		88 Par, Chur	oh Ct												
188 McCormick Blvd	From: Town of Clifton Forge	0.23	700	F	98%	1%	1%	0%	0%	0%	С	0.105	F		740	F
188 Milocomillok Biva	To:		Lafayette St		3070	170		070	070	070	•	0.100	•		7-10	
	From:		Cormick Bl	vd												
188)Lafayette St	Town of Clifton Forge	0.07	260	F	98%	1%	1%	0%	0%	0%	F	0.101	F		270	F
<u> </u>	To:		Rose Ave													
	From:		Lafayette St										_			
Rose Ave	Town of Clifton Forge	0.22	500	F	97%	1%	1%	0%	0%	0%	С	0.105	F		530	F
<u> </u>	To:		Tremont St													
188 Tremont St	Town of Clifton Forge	0.03	Rose Ave	F	97%	1%	1%	0%	0%	0%	С	0.105	F		530	
188) Tremont St	To:	0.03	Sioux Ave		31 /0	1 /0	170	070	070	076	C	0.103	'		330	
	From:		Tremont St													
Sioux Ave	Town of Clifton Forge	0.17	500	F	97%	1%	1%	0%	0%	0%	С	0.105	F		530	F
100)	To:	105-	3551 Sioux	Ave												
Bus Bus	From:		Main St													
188) (60) (220) (188) Ridgeway	y St Town of Clifton Forge	0.07	4900	G								0.097	Ν		4900	(
190/ (00) (220) (100) (100)	Combined Traffic Estimates for 2 Parallel Roadwa			G								NA			9200	(
	To:		60 Commer									14/1			0200	`

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bus US 60, F	Bus US 220,	E Ridgw												
(88) Commercial Ave	Town of Clifton	Forge 0.05	1100	F	98%	1%	0%	0%	0%	0%	F	0.092	F		1200	F
<u>~</u>	To: From:	Bus US 60 Par,	Bus US 220	Par, Ma	in Street											
Commercial Ave	Town of Clifton	•	1900	F	98%	1%	0%	0%	0%	0%	F	0.092	F		2100	F
	Combined Traffic Estimates for 2 Paralle			F	98%	1%	1%	0%	0%	0%	F	0.093	F		2300	F
	10: From:		Church Stree ommercial A				_									
Church St	Town of Clifton		1400	F	98%	1%	0%	0%	0%	0%	С	0.093	F		1500	F
. \$0	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	1700	F	98%	1%	1%	0%	0%	0%	F	0.095	F		1700	ı
	To:	SR 18	8 McCormic	k Blvd												
	From:	US 25	88 Smiths Fe	erry Rd												
South Quay Rd	Southampton C	County 2.20	1800	G	86%	0%	1%	1%	12%	0%	F	0.105	F	0.648	1900	(
<u> </u>	To: From:	87-	714 Pretlow	Rd												
189)South Quay Rd	Southampton C	County 0.22	2300	G	86%	0%	1%	1%	12%	0%	F	0.101	F	0.593	2400	
<u> </u>	To:		SCL Suffoll													
189)S Quay Rd	City of Suff	<u> </u>	ampton Cou 1900	G Cine	86%	0%	1%	1%	12%	0%	С	NA			2000	
189) 6 444, 114	city of Cult					070		170	1270	0,0	Ŭ	101			2000	
189 Great Mill Rd	City of Suff		3-666 Gates <b>3400</b>	G	86%	0%	1%	1%	12%	0%	F	NA			3700	
189) Great Willi Ac	City of Curi				0070	070	- 170	170	12 /0	070	•	100			0700	
189)Great Mill Hwy	City of Suff		72 South Qu <b>2500</b>	ay Rd G	86%	0%	1%	1%	12%	0%	F	NA			2600	
189 Great Willi Tiwy	To-	OIK 0.55	US 58		0076	070	170	1 /0	12 /0	070	'	INA			2000	
	From:		amp To US	58												
189)(189)	City of Suff				S	ee VA 1	89 for d	lirectiona	l traffic	volume e	estima	tes for th	is seg	gment.		
	To: From:		amp to US													
189)(189)	City of Suff		np From SR 600	F								0.122	F		600	
189 (189)	city of Cult	GIR 0.20										0.122	•		000	
189 (58) (189) Franklin Bypass	City of Suff	l olk 1.01	US 58 17000	F	87%	1%	1%	1%	11%	0%	F	0.069	F		16000	
189 58 189 Franklin Bypass	City of Curi	OIK 1.01			01 /0	170	170	1 70	1170	070	'	0.003	•		10000	
189) (58) (189) S Quay Rd	City of Suff		SR 272 <b>20000</b>	F	87%	1%	1%	1%	11%	0%	F	0.072	F		19000	
189 58 189 S Quay Rd	To:		. 189 S Quay		0170	170	170	170	1170	076	Г	0.072	г		19000	
	From:		8 Holland B													
89)S Quay Rd	City of Suff	olk 0.37	720	F	87%	1%	2%	9%	2%	0%	С	0.091	F		730	
	To: From:	Cı	ımberland L	ane			⊒⊢									
189)S Quay Rd	City of Suff	olk 0.12	1100	G	87%	1%	2%	9%	2%	0%	F	NA			1200	(
$\overline{}$	To:		Bus US 58													
	From	SK 109	-S005A TO													
189)	City of Suff		600	F								0.122	F		600	I
$\smile$	To:	US 58	8 FROM RT	E 189												

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

-				_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AADT QA	41 ire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
North	From:	SR 189; 1SR 189-P TO RT 58 EAS	ST											
189 <i>)</i>	City of Suffolk	0.08 <b>320 F</b>								0.141	F		320	F
<u> </u>	To:	SR 189-S005A TO RTE 58												
South	From:	1SR 189-P TO RTE 58 EAST												
189 <i>)</i>	City of Suffolk	0.05 <b>280 F</b>								0.111	F		280	- 1
<u> </u>	To:	SR 189-N005A SR 189- 5A TO RTI	E 58											
	From:	US 58-W451B TO RTE 258 & 18												
189 (58) Ramp	City of Suffolk	0.03	S	ee US 5	8 for dire	ectional	traffic \	volume e	estima	tes for thi	s seg	ment.		
	To:	US 258 Gap TO												
Franklin Burnan	City of Cytholic	SR 189 1.01 <b>17000 F</b>	070/	10/	10/	40/	440/	00/	_	0.000	F		16000	
189 58 189 Franklin Bypass	City of Suffolk	1.01 <b>17000 F</b>	87%	1%	1%	1%	11%	0%	F	0.069	г		16000	
<u></u>	To: From:	SR 272 South Quay Rd												
189 (58) (189) S Quay Rd	City of Suffolk		87%	1%	1%	1%	11%	0%	F	0.072	F		19000	ı
	To	SR 189												
	From:	SR 166 Bainbridge Blvd												
190)Great Bridge Blvd	City of Chesapeake	0.83 <b>4200 F</b>	89%	2%	2%	4%	3%	0%	С	0.087	F		4500	
<u> </u>	To:	131-8763 Campostella Rd			<b>—</b>									
190)Great Bridge Blvd	City of Chesapeake		89%	2%	2%	4%	3%	0%	F	0.095	F		10000	
3	To:	I-64												
190)Great Bridge Blvd	City of Chesapeake		97%	1%	1%	0%	0%	0%	F	0.085	F		13000	
190) Great Bridge Biva	Oity of Officsapeake		51 70	170	170	070	070	070	•	0.000	'		10000	
	To: From:	US 17 Dominion Blvd							_		_			
Great Bridge Blvd	City of Chesapeake	2.34 <b>13000 F</b>	97%	1%	1%	0%	0%	0%	С	0.103	F		13000	l
_	To: From:	Bus SR 168 Battlefield Blvd												
190)Kempsville Rd	City of Chesapeake	0.48 <b>28000 F</b>	98%	0%	1%	1%	0%	0%	F	0.096	F		29000	ı
<u> </u>	To:	Clearfield Ave												
190 Kempsville Rd	City of Chesapeake		98%	0%	1%	1%	0%	0%	С	0.096	F		30000	ı
100)	To:													
190)Kempsville Rd	City of Chesapeake	Greenbrier Pkwy 1.81 <b>21000 F</b>	99%	0%	0%	0%	0%	0%	F	0.098	F		22000	
190) Kompovino Ka	- Only of Official Control			070		070	070	070	•	0.000	•		22000	
	To: From:	Volvo Pkwy									_			
190) Kempsville Rd	City of Chesapeake		99%	0%	0%	0%	0%	0%	F	0.1	F		25000	
<u> </u>	From:	WCL Virginia Beach ECL Chesapeake												
190)Kempsville Rd	City of Virginia Beach		99%	0%	0%	0%	0%	0%	F	0.095	F	0.506	30000	
1907161116211167116	ony or virginia Boadin			070		070	070	070	•	0.000	•	0.000	00000	
Normal No. Del	Too:	Centerville Tpke	000/	00/		00/	00/	00/		0.004	_	0.50	0.4000	
190 Kempsville Rd	City of Virginia Beach	1.52 <b>36000 G</b>	99%	0%	0%	0%	0%	0%	С	0.084	F	0.52	34000	(
	To: From:	Indian River Rd			$\Box$									
190 Kempsville Rd	City of Virginia Beach	1.29 <b>30000 G</b>	99%	0%	0%	0%	0%	0%	F	0.085	F	0.558	29000	(
	To:	Providence Rd			<b>—</b> —									
190) Kempsville Rd	City of Virginia Beach	0.98 <b>32000 G</b>	99%	0%	0%	0%	0%	0%	С	0.081	F	0.513	30000	(
100)	To:	SR 165 Princess Anne Rd		-		-			-					

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

_				_			Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 165 Princess A					407	407		_		_			
190 Witchduck Rd	City of Virginia Beach	0.72 <b>28000</b>	G	97%	1%	1%	1%	1%	0%	F	0.071	F	0.512	26000	G
190)Witchduck Rd	City of Virginia Beach	0.60 <b>37000</b>	G	97%	1%	1%	1%	1%	0%	С	0.084	F	0.582	38000	G
1907 Witeriadek ika	To:			31 70	170		170	170	070	0	0.004	'	0.502	30000	
190)Witchduck Rd	City of Virginia Beach	US 58 Virginia Be 1.29 <b>18000</b>	G G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.583	17000	G
130)	To:	134-8740 Jericl													
190) Pembroke Blvd	City of Virginia Beach	0.71 <b>11000</b>	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.535	11000	G
	To	SR 225 Independe	nce Blvd												
	From:	SR 190-N013A FRO	OM WIT	С											
190 Ramp	City of Virginia Beach (Maint: 7										NA			NA	
	100	I-264-E FROM I													
190)Ramp	City of Virginia Beach (Maint: 7	SR 190 TO I- 5) 0.21 <b>NA</b>	264								NA			NA	
190/Kamp	To:	I-264-W FROM	RT 190								INA			INA	
lorth	From:	SR 190 TO I-													
Ramp	City of Virginia Beach (Maint: 7		20.								NA			NA	
	To:	SR 190-S013A SR 190- 13	A FROM	1 WITC											
outh	From:	SR 190 TO I-	264												
190 Ramp	City of Virginia Beach (Maint: 7	,									NA			NA	
<u> </u>	To:	SR 190-N013A FRO		C											
	City of Chesapeake	SR 191, S Milita 0.18 <b>6500</b>	ry Hwy <b>F</b>	91%	1%	2%	2%	3%	0%	F	0.112	F		6900	F
[91] [13] [460]	City of Chesapeake	AIRLINE BL		91%	170	270	270	370	076	г	0.112	Г		0900	Г
	From:	US 58 Airline	Blvd												
191 Jolliff Rd	City of Chesapeake	2.22 <b>2800</b>	F	98%	1%	1%	0%	0%	0%	С	0.114	F		2900	F
	To: From:	Dock Landing													
191)Jolliff Rd	City of Chesapeake	0.91 3300	F	99%	0%	1%	0%	0%	0%	С	0.096	F		3600	F
	10:	SR 337 Portsmou													
192) Azalea Garden Rd	City of Norfolk	SR 165 Military 2.02 <b>12000</b>	Hwy <b>G</b>	97%	1%	1%	1%	1%	0%	F	0.095	F	0.542	13000	C
192 Azalea Garderi Ru	City of Nortolk	SR 170 Little (		9176	170	176	1 70	170	076	г	0.095	Г	0.342	13000	
	From:	SR 7 Leesburg													
193 Georgetown Pike	Fairfax County	3.98 <b>21000</b>	G	98%	1%	1%	0%	0%	0%	С	0.083	F	0.642	20000	(
	To	W 29-683 Leigh	Mill Dd			—									
193) Georgetown Pike	Fairfax County	2.36 <b>20000</b>	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.744	18000	C
····	To:	29-676 Towlsto													
193)Georgetown Pike	Fairfax County	1.55 <b>17000</b>	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.676	16000	
	То	Urban Bound													
193) Georgetown Pike	Form: From: Fairfax County	1.39 <b>25000</b>	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.552	23000	Ċ
1937	To:	I-495 Capital Bo			. , •	Ť	- / 0	- / 0	- / 0	•	500	-		_5000	_

8/27/2012

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

			nu mersia					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	I-49:	5 Capital Bel	ltway												
93)Georgetown Pike	Fairfax Coul	nty 2.01	13000	G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.709	12000	G
<u> </u>	To: From:	29-350	63 Chain Brio	dge Rd												
193)Georgetown Pike	Fairfax Cou	nty 0.50	9700	G	98%	1%	1%	0%	0%	0%	F	0.117	F	0.843	9200	G
$\overline{}$	To:	SR 123	Dolley Madis	son Blv	1											
	From:	SR 19	3 Georgetow	n Pike												
193) Ramp	Fairfax Cou	nty 0.16	NA									NA			NA	
$\smile$	To:		I-495 North													
	From:	SR 193 I-495-9		FROM	RT 49											
193) Ramp	Fairfax Cou	,	NA									NA			NA	
<u> </u>	To:	I-49:	5-S From RT	193												
	From:		6 Princess Ar													
194) Sewells Point Rd	City of Norfo		13000	G	97%	1%	1%	0%	0%	0%	С	0.091	F	0.531	14000	(
<u> </u>	To:		nesapeake Bl													
194)Chesapeake Blvd	City of Norfe		Norview Ave 18000	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.510	20000	(
194 Chesapeake Bivu	City of North	OIK 0.07			31 70	1 70	1 70	070	070	070	'	0.007	•	0.510	20000	`
	To: From:	"	I-64								_		_			
Chesapeake Blvd	City of Norfo	olk 0.85	25000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.581	27000	(
<u> </u>	To: From:		65 Little Cree	ek Rd												
194) Chesapeake Blvd	City of Norfo	olk 1.31	23000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.598	24000	(
<u> </u>	To:	В	Bay View Blv	/d												
194) Chesapeake Blvd	City of Norfo	olk 0.61	13000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.595	14000	(
	To:	(	Chesapeake S	Žt.												
194) Chesapeake Blvd	From: City of Norfo		5200	G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.592	5500	(
194) 01.0004 00.10 2.10	To:		Ocean Viev		0070	0,0		0,0	0,0	0,0		0.000	•	0.002	0000	
lorth	From:	SR 10	94 TO I-64 W	VEST			i									
194)Ramp	City of Norfolk (M		NA	TLUI								NA			NA	
1947	To:	I-64-W FROM RT 1		-CHESA	APEAKE E	BL										
outh	From:		94 TO I-64 E				i									
194)Ramp	City of Norfolk (M		NA	27 10 1								NA			NA	
1947	To:	I-64-E FROM RT 1		CHESA	PEAKE B	L										
Jorth	From:	SR 195	5 Downtown	Fynwy			i									
North 195	City of Richmond (I		14000	A	98%	0%	0%	0%	1%	0%	F	0.213	Α		17000	,
1937	Combined Traffic Estimates for 2 Paralle	•		G	98%	0%	0%	0%	1%	0%	F	NA			29000	
	Taille Taille Learning 1912 I draine				2370	0,0		2,0	. 70	- / 0	•				_5555	`
North	From:		76 Powhite P	KWY												
195)	City of Richmond (	· · · · · · · · · · · · · · · · · · ·	34000	Α	98%	0%	0%	0%	1%	0%	С	0.141	Α		39000	/
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	69000	Α	98%	0%	0%	0%	1%	0%	С	0.132	Α		79000	A
	To:		Thompson St	t												

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

									Tru	ck			K		Dir		
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		-	Thompson St	t			ZANIC	JIANIC	TITAL	ZITAII		1 actor		1 actor		
195)	City of Richmond (I	Maint: 43)	0.41	36000	G	98%	0%	0%	0%	1%	0%	F	NA			41000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on thi	s Route:	71000	G	98%	0%	0%	0%	1%	0%	F	NA			82000	G
	To:	-	US 33	, US 250 Bro	oad St												
North (195)	City of Richmond (I	Maint: 43)	0.45	39000	G	98%	0%	0%	0%	1%	0%	F	NA			45000	G
(195)	Combined Traffic Estimates for 2 Paralle	•			G	98%	0%	0%	0%	1%	0%	, E	NA			98000	G
	Tallo Estimates for 2 f draine	Trodawayo on the				3070	070		070	170	070	•	147 (			00000	
North	From			CL Richmon								_					
195	Henrico Cou	,	0.37	39000	G	98%	0%	0%	0%	1%	0%	F	NA			45000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on thi	s Route:	85000	G	98%	0%	0%	0%	1%	0%	F	NA			98000	G
North	To: From:		S	CL Richmon	ıd												
195)	City of Richmond (I	Maint: 43)	0.12	39000	G	98%	0%	0%	0%	1%	0%	F	NA			45000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on thi	s Route:	85000	G	98%	0%	0%	0%	1%	0%	F	NA			98000	G
· · ·	To		SR 19	97 Laburnum	ı Ave			<u> </u>									
North (195)	City of Richmond (I	Maint: 43)	0.15	37000	В	98%	0%	0%	0%	1%	0%	F	0.118	Α		42000	В
(195)	Combined Traffic Estimates for 2 Paralle	,			В	98%	0%	0%	0%	1%	0%	F	0.115	Α		83000	В
	To:	Trodawayo on the	o reduce.	I-64; I-95		3070	070		070	170	070	•	0.110	,,		00000	
North	From			amp to I-64 V	W												
195 I-195 N Ramp	City of Richmond (I		0.09	NA									NA			NA	
	Combined Traffic Estimates for Paralle	el Roadways on thi	s Route:	NA									NA			NA	
North	To: From:		Ramp	to I-64 E, I-	-95 S												
195 I-195 N Ramp	City of Richmond (I	Maint: 43)	0.16	NA									NA			NA	
	Combined Traffic Estimates for Paralle	el Roadways on thi	s Route:	NA									NA			NA	
N. d	To-		Rar	np From I-64	4 E			_									
North (195) I-195 N Ramp	City of Richmond (I	Maint: 43)	0.48	24000	Α	98%	0%	0%	0%	1%	0%	F	0.097	Α		26000	Α
195) 1-193 W Kamp	Combined Traffic Estimates for 2 Paralle	,			Ā	30 /6	070	076	070	1 70	076	'	0.097	A		20000 NA	^
	To:	Troadways on the	3 Route.	I-95 N				1					0.037	^		14/3	
North	From:		I-19	5-N TO RT	147												
(195)Ramp	City of Richmond (I	Maint: 43)	0.27	NA									NA			NA	
$\bigcirc$	Too		F	ROM RT 19	5												
North	City of Diahmand (	Mainte 42)											NIA			NIA	
195 Ramp	City of Richmond (I		0.18	<b>NA</b>	OVD A	VENITE							NA			NA	
North	From:			OMPSON S													
North 195 Ramp	City of Richmond (I		0.11	NA NA	or & CF	16 1 M							NA			NA	
193)	To:			95 TO HAN	OVER	AVENUE											
North	From:			5-N TO RT				i									
195 Ramp	City of Richmond (I	Maint: 43)	0.11	NA									NA			NA	
	To:	,	FR	OM CLAY	ST												

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

		Primary a	ind Interst	ate Ro	utes											
Devile	to the art of		AADT		4	-		Tru	ıck		00	K	01/	Dir	A A \ A \ D T	014
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	I-195-N TO	LABURNU	JM AVE	NUE											
(195) Ramp	City of Richmond (	Maint: 43) 0.10	NA									NA			NA	
	To:	127-7555	FROM RT 1	195 NOR	TH											
North	From:	I-195-N N	IEDIANTO	I-64 WE	ST											
(195) Ramp	City of Richmond (	Maint: 43) 0.43	NA									NA			NA	
	To:	I-64-W MEDI	ANFROM I	RT 195 N	ORTH											
North	From:		I-195 North	n												
(195)Ramp	City of Richmond (	Maint: 43) 0.13	3100	G								NA			3100	G
133)	To:	,	I-64 East													
South	From	SR 19	5 Downtown	ı Exnwy												
195)	City of Richmond (		11000	G	98%	0%	1%	0%	1%	0%	F	NA			13000	G
1937	Combined Traffic Estimates for 2 Paralle	•		G	98%	0%	0%	0%	1%	0%	F	NA			29000	G
	Combined Traine Estimates for 21 draine				3070	070	070	070	1 /0	070	·	INA			23000	J
South	From:	SR	76 Powhite	Pkwy												
195)	City of Richmond (	Maint: 43) 0.22	35000	Α	98%	0%	1%	0%	1%	0%	С	0.150	Α		40000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	69000	Α	98%	0%	0%	0%	1%	0%	С	0.132	Α		79000	Α
	To:		Grove Ave	`												
South	From:	14.1.10									_					_
195	City of Richmond (	•	35000	G	98%	0%	1%	0%	1%	0%	F	NA			41000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	71000	G	98%	0%	0%	0%	1%	0%	F	NA			82000	G
South	To: From:	US 3	3 US 250 B	road St												
195)	City of Richmond (	Maint: 43) 0.65	46000	G	98%	0%	1%	0%	1%	0%	F	NA			53000	G
190	Combined Traffic Estimates for 2 Paralle	•		G	98%	0%	0%	0%	1%	0%	F	NA			98000	G
	- I				0070	070		070	170	070	•				00000	Ū
South	From:	1	ICL Richmo	ond												
(195)	City of Richmond (	Maint: 43) 0.37	46000	G	98%	0%	1%	0%	1%	0%	F	NA			53000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	85000	G	98%	0%	0%	0%	1%	0%	F	NA			98000	G
	To:		SCL Richmo	nd												
South	O'the of D'alcase at I				000/	00/	40/	00/	407	00/	_	N.1.0			50000	_
195	City of Richmond (	•	46000	G	98%	0%	1%	0%	1%	0%	_	NA			53000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	85000	G	98%	0%	0%	0%	1%	0%	F	NA			98000	G
South	To: From:	SR	97 Laburnu	m Ave												
195)	City of Richmond (	Maint: 43) 0.24	37000	В	98%	0%	1%	0%	1%	0%	F	0.124	Α		41000	В
193)	Combined Traffic Estimates for 2 Paralle	•		В	98%	0%	0%	0%	1%	0%	F	0.115	Α		83000	В
	To:		I-64; I-95		0070	U/U		370	. 70	J /0	•	0.710	, ,		55000	5
South	From:	Ra	mp From I-	64 E												
195 I-195 S Ramp	City of Richmond (	Maint: 43) 0.16	NA									NA			NA	
$\smile$	Combined Traffic Estimates for Paralle	el Roadways on this Route	. NA									NA			NA	
	_ To:	Ramn	From I-64W	, I-95 N												
South C D D D	From:			, . ,								N.1.0			N.1.A	
195 I-195 S Ramp	City of Richmond (	•	NA									NA			NA	
~	Combined Traffic Estimates for Paralle											NA			NA	
	To·	R	amp To I-64	ŀ W												

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
South	From:	Rai	mp To I-64	W			ZAXIE	3+Axle	11 raii	21 raii		Factor		Factor		
195 I-195 S Ramp	City of Richmond (M	Maint: 43) 0.43	NA									NA			NA	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		I-95-S													
South	From:	I-195-S TO R		D AVE	NUE											
195 Ramp	City of Richmond (M	,	NA	\~								NA			NA	
			ROM RT 19													
South 195 Ramp	City of Richmond (M		TO FLOY	D AVE								NA			NA	
195 Kamp	City of Kichimona (M		M FLOYD	AVF								INA			INA	
Courth	From:	I-195-S TO			ET		1									
South (195) Ramp	L City of Richmond (M		NA	NSIKE	E1							NA			NA	
(195) Kamp	To:	,	631 FR RT	195								1471			14/1	
South	From:		-195 South													
195 Ramp	City of Richmond (M		NA									NA			NA	
133	To:		I-64 West													
North	From:		I-95 S													
195 Downtown Expressway	City of Richmond (M	Maint: 43) 1.02	13000	G	99%	0%	0%	0%	0%	0%	F	0.150	F		16000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	G	99%	0%	0%	0%	0%	0%	F	0.125	F	0.71	27000	G
	To:	Ramp to Canal S	Street near	3rd St O	verpass											
North 195 Downtown Expressway	City of Richmond (M	•	20000	Α	99%	0%	0%	0%	0%	0%	С	0.23	Α		24000	Α
Downtown Expressway	City of Richmond (M Combined Traffic Estimates for 2 Parallel	,		A	99%	0%	0%	0%	0%	0%	С	0.23	A		47000	A
	Combined Trainic Estimates for 2 Parallel	Roadways on this Route.		Α	99%	U70	0%	0%	U70	076	C	0.132	A		47000	А
North	To- From:		SR 146													
(195) Downtown Expressway	City of Richmond (M	•	14000	G	99%	0%	0%	0%	0%	0%	F	0.164	F		17000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	99%	0%	0%	0%	0%	0%	F	0.13	F	0.794	27000	G
	To:		I-195 N													
South	From:		I-95 N													
195 Downtown Expressway	City of Richmond (M	•	10000	G	99%	0%	0%	0%	0%	0%	F	0.101	F		11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	G	99%	0%	0%	0%	0%	0%	F	0.125	F	0.71	27000	G
South	To- From:	Ramp from Byrd	Street near	3rd St C	Overpass											
195 Downtown Expressway	City of Richmond (M	Maint: 43) 2.15	19000	Α	99%	0%	0%	0%	0%	0%	С	0.245	Α		23000	Α
, ,	Combined Traffic Estimates for 2 Parallel			Α	99%	0%	0%	0%	0%	0%	С	0.152	Α		47000	Α
	То	,	SR 146													
South	From:	A-i-( 40) 0.01		_	0001	001		001	001	001	_	0.000	^		44000	
Downtown Expressway	City of Richmond (M		8400	A	99%	0%	0%	0%	0%	0%	۲	0.293	Α		11000	A
_	Combined Traffic Estimates for 2 Parallel	Koadways on this Route:	<b>22000</b> I-195 S	G	99%	0%	0%	0%	0%	0%	F	NA			27000	G
0 4	From	en en		ı.												
South 195 Ramp	City of Richmond (M		R 195 Sout	n								NA			NA	
195/Marrip	To:	,	I-95 South									1 1/7			INA	
			1 /3 50am				ı									

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

_					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 13 Milit	ary Hwy												
196) Canal Dr	City of Chesapeake	0.96 <b>130</b> 0	0 F	98%	0%	1%	0%	0%	0%	С	0.116	F		14000	F
$\bigcirc$	То:	US 17 George Wa	shington Hv	<i>y</i>											
	From:	Cary St	reet												
197) Malvern Ave	City of Richmond	1.22 <b>560</b>	) G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.511	5900	G
	To	ECL Rich	mond												
(197) Westwood Ave	Henrico County	0.52 <b>110</b> 0		99%	0%	0%	0%	0%	0%	F	0.099	F	0.678	12000	G
137)	Too	WCL Rich				<del></del> i									
197) Westwood Ave	City of Richmond	0.11 <b>120</b> 0		99%	0%	0%	0%	0%	0%	F	0.106	F	0.725	12000	G
197) Westwood Ave	City of Richmond			9970	076	<u> </u>	0 /6	070	076		0.100	-	0.723	12000	G
	To: From:	Saunders								_		_			_
197 Saunders Ave	City of Richmond	0.42 <b>650</b>		99%	0%	0%	0%	0%	0%	F	0.11	F	0.71	6900	G
	From:	Laburnun Saunders													
197 Laburnum Ave	City of Richmond	0.14 <b>1600</b>		98%	1%	1%	0%	0%	0%	F	0.117	F	0.806	16000	G
197) = 33 3 11 11 11					.,,		0,0	0,0	0,0	·	0	•	0.000		Ū
Laboration Acre	From:	Rosedale		000/	40/	40/	00/	00/	00/	_	0.400	_	0.000	40000	
197 Laburnum Ave	City of Richmond	0.35 <b>190</b> 0	0 G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.669	19000	G
	To: From:	Hermitag													
197) Laburnum Ave	City of Richmond	0.62 <b>170</b> 0	0 G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.627	17000	G
$\overline{}$	To	Brook F	oad			<u> </u>									
(197) Laburnum Ave	City of Richmond	0.22 1600	0 G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.642	16000	G
$\bigcirc$	То:	Chamberlay	ne Ave												
	From:	SR 197 Labur	num Ave												
(197) Ramp	City of Richmond (Maint: 43)	0.41 <b>NA</b>									NA			NA	
	То:	I-64 W	est												
	From:	US 17, SR 33 George W	ashington M	em Hwy											
(198)Glenns Rd	Gloucester County	4.45 <b>170</b>	) G	96%	1%	1%	1%	1%	0%	F	0.099	F	0.661	1800	G
	To:	36-601 Par	ana P.d												
198 Dutton Rd	Gloucester County	2.92 <b>200</b>	•	96%	1%	1%	1%	1%	0%	F	0.095	F	0.607	2000	G
198) 2 41011 114	- F			0070	170		170	170	070	•	0.000	•	0.007	2000	Ŭ
	From:	36-606 Har		000/	40/		40/	40/	00/	_	0.400		0.544	0000	_
198 Dutton Rd	Gloucester County	4.10 <b>210</b>		96%	1%	1%	1%	1%	0%	С	0.102	F	0.544	2200	G
	From:	Mathews Co Gloucester Co	_												
198 Dutton Rd	Mathews County	0.44 <b>240</b>	_	96%	1%	1%	1%	1%	0%	F	0.111	F	0.658	2400	G
196)	To:	SR 3 W, Wi					.,.	.,,		•	•	•			_
	From:	SR 3 W, Wi	ndsor Rd												
(198)(3)	Mathews County	1.55 <b>820</b>	) G	97%	1%	1%	1%	1%	0%	F	0.094	F	0.550	7600	G
$\smile$	To:	SR 3	E												
198)	Mathews County	6.24 <b>410</b>		95%	1%	1%	1%	1%	0%	С	0.096	F	0.534	4200	G
198	Trail									-					
198	Mothers County	SR 223 Crick 0.93 <b>610</b>		050/	10/	10/	10/	10/	00/	F	0.086	F	O E40	6000	
109 /	Mathews County	∪.⊎3 <b>७10</b>	) G	95%	1%	1%	1%	1%	0%	г	0.086	г	0.512	6200	G

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QW
	From:	SR 14 North In	tersection												
(198) (14)	Mathews County	1.69 <b>690</b> 0	) G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.514	7000	G
	To:	SR 14 South In													
	From:	SR 14 Ma								_					_
198 Buckley Hall Rd	Mathews County	1.01 1400		95%	1%	1%	1%	1%	0%	F	0.114	F	0.562	1400	G
<u> </u>	10:	57-642 Buckle	y Hall Rd												
	From:	I-64													_
199	York County	0.71 <b>2400</b>	0 G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.506	26000	G
	Ta: From:	99-603 Moore	town Rd												
199	York County	1.08 <b>2200</b>	0 G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.522	24000	G
$\bigcirc$	To:	US 60 Richn	nond Rd												
199	James City County	2.48 <b>2300</b>		97%	0%	1%	1%	1%	0%	F	0.086	F	0.51	25000	G
199	To														
	James City County	47-612 Long 1.83 <b>2800</b>		98%	1%	1%	0%	0%	0%	С	0.092	F	0.549	31000	G
199)	James City County	1.03 2000	0	90 /6	1 /0	1 /0	0 /0	0 /0	0 /0	C	0.092	-	0.549	31000	G
	To: From:	SR 321 Monti													
199	James City County	1.45 <b>2700</b>	0 G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.584	30000	G
	To: From:	SR 5, 47-616, 137-7073 Jo	ohn Tyler M	Iem Hwy											
199 5	James City County	0.22 <b>3500</b>	0 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.575	38000	G
$\bigcirc$	Та	WCL Willia	mshuro												
199 (5)	City of Williamsburg (Maint: 47)	0.24 <b>3500</b>		97%	0%	1%	1%	1%	0%	F	0.086	F	0.575	38000	G
199) (5)	To														
100	City of Williamsburg (Maint: 47)	SR 5; SR 31 Jan 0.07 <b>3600</b>		97%	0%	1%	1%	1%	0%	F	0.089	F	0.555	39000	G
199	City of Williamsburg (Waint: 47)	James City Co		91 /0	076	1 /0	1 /0	1 /0	0 /0	-	0.009	-	0.555	39000	G
	From:	ECL Willian	_												
199	James City County	0.07 <b>3600</b>		97%	0%	1%	1%	1%	0%	Ν	0.089	Ν	0.555	39000	Ν
	To:	WCL Willia	msburg												
	From:	James City Co													
199	City of Williamsburg (Maint: 47)	0.09 <b>3600</b>	0 N	97%	0%	1%	1%	1%	0%	N	0.089	N	0.555	39000	N
<u> </u>	To: From:	ECL William	msburg												
199)	James City County	0.11 <b>3600</b>	0 G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.555	39000	G
	То	47-700 Brook	wood Dr												
199	James City County	1.44 <b>3300</b>		97%	1%	1%	1%	0%	0%	С	0.096	F	0.575	36000	G
199)	-									_					_
	From:	SR 132 Henry St, Co			00/	10/	40/	40/	00/	F	0.004	F	0.555	26000	
199/	James City County	1.11 3300		97%	0%	1%	1%	1%	0%	г	0.094	г	0.555	36000	G
	To: From:	Mounts Bay Rd, Q													
199	James City County	1.19 <b>3100</b>		97%	0%	1%	1%	1%	0%	F	0.094	F	0.571	34000	G
$\sim$	To:	York County Line, US 6		as Trail											
	Vork County	US 60 Pocaho 0.09 <b>2800</b>		97%	0%	10/	10/	10/	00/	F	0.094	N	0 F71	30000	_
199	York County	0.09 <b>2800</b> SR 143 Merrin		9170	U%	1%	1%	1%	0%	Г	0.094	IN	0.571	30000	G

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

D /				•	4.77	_		Trι	uck			K	014	Dir	4.414/DT	- 014
Route	Jurisdiction 	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		3 Merrimac													
199	York County	0.86	28000	Α	97%	0%	1%	1%	1%	0%	С	0.095	Α		30000	Α
	To: From:		I-64													
199	York County	0.47	16000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.592	17000	G
	To: From:	99-640 V	Vater Coun	ıtry Pkwy			$\Box$ $\vdash$									
199	York County	0.62	7900	G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.574	8500	G
$\bigcirc$	To:	99-64	41 Pennima	an Rd												
East	From:	SR 19	9 TO I-64 I	EAST												
199 Ramp	York County	0.32	NA									NA			NA	
	То:	I-64-E FI	ROM RT 19	99 EAST	,											
East	From:	SR 19	9 TO I-64 V	WEST												
199) Ramp	York County	0.22	NA									NA			NA	
	To:	I-64-W F	ROM RT 1	199 EAST	Γ											
West	From:	SR 19	9 TO I-64 I	EAST												
199 Ramp	York County	0.21	NA									NA			NA	
	To:	I-64-E FF	ROM RT 19	99 WEST	7											
West	From:	SR 19	9 TO I-64 V	WEST												
(199) Ramp	York County	0.27	NA									NA			NA	
	Tor	I-64-W F	ROM RT 1	99 WEST	Γ											
	From:	SR 3 1	Rappahanno	ock Dr												
200 Irvington Rd	Town of White Stone (Maint: 51)		6300	N	97%	0%	0%	2%	0%	0%	Ν	0.089	Ν		6500	١
	To	WC	L White St	tono												
200 Irvington Rd	Lancaster County	0.82	6300	N	97%	0%	0%	2%	0%	0%	N	0.089	N		6500	١
200)	zarioadidi dearity				01 70	070		270	070	070		0.000			0000	•
la instance But	From:		CL Irvingto		070/	00/	-00/	00/	00/	00/		0.000	N.		0500	
200 Irvington Rd	Town of Irvington (Maint: 51)	1.68	6300	N	97%	0%	0%	2%	0%	0%	Ν	0.089	N		6500	١
	To: From:		CL Irvingto													
200 Irvington Rd	Lancaster County	2.77	6300	F	97%	0%	0%	2%	0%	0%	С	0.089	F		6500	F
<u> </u>	To	SC	L Kilmarno	ock			$\neg$ $\vdash$									
200 Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82	6300	N	97%	0%	0%	2%	0%	0%	Ν	0.089	Ν		6500	١
	To:	SR	3 S, N Maii	in St												
	From:		S SR 3								_		_			
200 3 S Main St	Town of Kilmarnock (Maint: 51)	0.09	13000	F	96%	0%	1%	1%	2%	0%	F	0.081	F		14000	F
<u> </u>	From:	CD :	N SR 3 3 N, N Mai	in Ct												
200) East Church St	Town of Kilmarnock (Maint: 51)	1.10	6600	F	97%	1%	1%	1%	1%	0%	F	0.082	F		6700	F
2007 East Gridion St	Town of runnamook (want. 01)				01 70	170	170	170	170	070	•	0.002	•		0700	•
	From:		L Kilmarno		070/	407		40/	407	201		0.000			0700	
200 East Church St	Lancaster County	1.43	6600	N	97%	1%	1%	1%	1%	0%	Ν	0.082	N		6700	1
	From:		berland County		;		-									
200 Jesse DuPont Memorial Hwy	Northumberland County	5.09	5200	F	97%	1%	1%	1%	1%	0%	F	0.093	F		5400	F
200) 23000 241 311 111011101141 11119	Tional amboliana County	66-609 Rem				1 /0	. /0	. 70	. 70	J /0	•	0.000	•		3 100	•

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

#### Primary and Interstate Routes

					_		Tru	ıck			K	0::	Dir		
Route	Jurisdiction	Length AA	DT QA 4	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	66-609 Remo Rd;													
200) Jesse DuPont Memorial Hwy	Northumberland County	5.09 <b>52</b>		97%	1%	1%	1%	1%	0%	С	0.090	F		5400	
<u> </u>	To:	US 360 B	ırgess P O												
	From:	SR 354 WI													
White Chapel Rd	Lancaster County	3.22 <b>21</b>	00 F	97%	0%	1%	1%	1%	0%	F	0.090	F		2100	
<u>~</u>	To- From:	SR 31	Lively												
201) White Chapel Rd	Lancaster County	2.74 <b>5</b> 4	10 F	97%	0%	1%	1%	1%	0%	С	0.117	F		550	
<u> </u>	To:	SR 2	01 Y												
201 Court House Rd	Lancaster County	3.29 <b>9</b> 0		97%	0%	1%	1%	1%	0%	F	0.088	F		920	
	To:	Northumberlar	d County Line												
	From:	Lancaster C													
Courthouse Rd	Northumberland County	6.92 <b>18</b>		97%	0%	1%	1%	1%	0%	F	NA			1900	
<u> </u>	To:	US 360 Northu	mberland Hwy												
Nye	From:	SR 201 Whi													
201 Courthouse Rd	Lancaster County	0.11 <b>4</b> 3		97%	1%	1%	1%	1%	0%	F	0.119	F		430	
<u> </u>	To:	51-600 Cou	rthouse Rd												
	From:	SR 3 Ki	ngs Hwy												
₂₀₂ )Cople Hwy	Westmoreland County	0.33 44	00 G	93%	1%	1%	2%	3%	0%	С	0.088	F	0.563	4500	
<u>~</u>	To	96-	767												
Cople Hwy	Westmoreland County	5.39 <b>41</b>	00 G	93%	1%	1%	2%	3%	0%	F	0.085	F	0.649	4200	
	To:	96-6261													
	From:	96-626 W													
Cople Hwy	Westmoreland County	4.22 <b>37</b>	00 G	93%	1%	1%	1%	3%	0%	С	0.084	F	0.579	3800	
<u></u>	To- From:	96-611 Zior	Church Rd												
Cople Hwy	Westmoreland County	2.64 <b>41</b>	00 G	93%	1%	1%	1%	3%	0%	F	0.084	F	0.517	4200	
$\mathcal{I}$	To:	SR 203 W,	Oldhams Rd			$\neg$ $\vdash$									
202)(203)Cople Hwy	Westmoreland County	0.60 41		93%	1%	1%	1%	3%	0%	F	0.082	F	0.627	4200	
102/2007	To:	SR 203 Gr													
	From:	SR 203 Grey													
Cople Hwy	Westmoreland County	1.21 <b>30</b>		91%	1%	1%	3%	5%	0%	F	0.083	F	0.567	3100	
<u> </u>	To:	Northumberlar													
Llomaton Hell Dd	Northumberland County	Westmoreland		91%	1%	10/	20/	E0/	00/	С	0.007	_		2000	
Hampton Hall Rd	Northumberland County	3.52 <b>28</b> US 360		9170	170	1%	3%	5%	0%	C	0.097	F		2800	
Oldberg D.I	From:	SR 3 Histor		700/	00/		00/	400/	00/	_	0.000	_	0.040	0000	
Oldhams Rd	Richmond County	0.40 22		79%	0%	1%	2%	18%	0%	F	0.083	F	0.618	2300	
	From	Westmoreland Richmond													
203)Oldhams Rd	Westmoreland County	5.82 <b>21</b>		79%	0%	1%	2%	18%	0%	F	0.087	F	0.604	2200	
200) - 200					-,-		_,,	, 0	- / 0			-			
	Westmoreland County	96-604 San 1.21 <b>9</b> 3	•	79%	0%	1%	2%	18%	0%	С	0.094	F	0.522	950	
₂₀₃ )Oldhams Rd															

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

		Primary and Intersta	ate Ro	utes											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	- OV
Noute	Julisaiction	Lengin AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	Qν
	From:	W SR 202													
203) 202) Cople Hwy	Westmoreland County	0.60 <b>4100</b>	G	93%	1%	1%	1%	3%	0%	F	0.082	F	0.627	4200	G
$\bigcirc$	То:	E SR 202													
	From:	SR 202 E, Cople								_		_			_
203 Kinsale Rd	Westmoreland County	1.73 <b>810</b>	G	79%	0%	1%	2%	18%	0%	F	0.093	F	0.547	830	G
<u> </u>	To:	96-608 Kinsa	le												
	From:	SR 3 North of Poton	nac Mill												
204) Popes Creek Rd	Westmoreland County	1.73 <b>200</b>	G	98%	1%	1%	0%	0%	0%	С	0.131	F	0.517	210	G
$\smile$	То:	Dead End													
	From:	SR 3 Purkins Co	rner												
205) Ridge Rd	King George County	1.26 <b>8200</b>	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.555	8400	G
	To	US 301 Edge I	J;11												
Ridge Rd	King George County	2.81 <b>4400</b>	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.641	4500	G
205 / Klage Ka	Tring George County	2.01 4400		37 70	1 /0	1 70	070	170	070	•	0.000	•	0.041	4300	O
	To- From:	48-617 Carruthers													
205) Ridge Rd	King George County	3.36 <b>3700</b>	G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.644	3800	G
<u> </u>	To:	Westmoreland Cour	_												
Pidgo Pd	Westmoreland County	King George Coun 3.56 <b>4900</b>	G Line	96%	1%	2%	1%	1%	0%	С	0.092	F	0.689	5000	G
Ridge Rd	Westmoreland County	3.30 4900	G	90%	170	270	170	170	076	C	0.092	Г	0.009	3000	G
	To: From:	NWCL Colonial													
205)	Town of Colonial Beach (Maint: 96)	1.77 <b>4900</b>	N	96%	1%	2%	1%	1%	0%	Ν	0.092	Ν	0.689	5000	N
<u> </u>	To	Y SR 205				<u> </u>									
205) James Monroe Hwy	Town of Colonial Beach (Maint: 96)	0.29 <b>5200</b>	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.603	5300	G
	Tod	001 C 1 : 1D	-												
	Most moreland County	SCL Colonial B 3.34 <b>5200</b>	eacn N	98%	0%	0%	0%	1%	0%	N	0.091	N	0.603	5300	N
205)	Westmoreland County	3.34 3200	IN	90%	U70	0%	0%	170	076	IN	0.091	IN	0.003	5500	IN
	To: From:	96-628 S, Stoney Knoll;													
205) James Monroe Hwy	Westmoreland County	2.08 <b>5600</b>	G	98%	0%	0%	0%	1%	0%	С	0.088	F	0.655	5700	G
$\smile$	To:	SR 3 Oak Gro	ve												
Wye	From:	SR 205 James Mon	oe Hwy												
205)Colonial Ave	Westmoreland County	0.02 <b>6600</b>	G	98%	1%	1%	0%	0%	0%	С	0.077	F	0.523	6700	G
<u> </u>	To	WCL Colonial B	each												
Wye	From:														
₂₀₅ Colonial Ave	Town of Colonial Beach (Maint: 96)	0.69 <b>6600</b>	N	98%	1%	1%	0%	0%	0%	Ν	0.077	Ν	0.523	6700	N
<u> </u>	To:	End State Maintenand	e SR 20	)5											
	From:	SR 3 Arnolds Co	orner												
206)Dahlgren Rd	King George County	2.18 <b>9600</b>	G	98%	1%	0%	0%	1%	0%	F	0.11	F	0.705	9800	G
$\smile$	To:	48-610 Indiantow	m Rd												
206 Dahlgren Rd	From: King George County	4.26 <b>9100</b>	G	98%	1%	0%	0%	1%	0%	С	0.109	F	0.767	9300	G
200) Sanigron Na	Tang George County			JU /0	1 /0	J /0	U /0	1 /0	0 /0	J	0.103	'	0.707	5500	3
	To: From:	SR 218 Berthay					_	_	_		_				
206 218 Dahlgren Rd	King George County	2.19 <b>12000</b>	G	98%	1%	0%	0%	1%	0%	F	0.114	F	0.806	12000	G
$\smile$	To:	SR 218 Ower	ıs												

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

		Primary and Interstate	Route	55											
Route	Jurisdiction	Length AADT C	QA .	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Doblaron Rd	King Coorge County	SR 218 Owens	_	000/	40/	00/	00/	40/	00/	_	0.110	F	0.000	11000	_
206 Dahlgren Rd	King George County	0.62 11000	G	98%	1%	0%	0%	1%	0%	F	0.110	г	0.808	11000	G
	To: From:	US 301 East of Ower													
206 Dahlgren Rd	King George County		G	98%	1%	0%	0%	1%	0%	F	0.107	F	0.836	11000	G
<u> </u>	To:	48-604 Twelfth St													
	From:	US 1 Jefferson Davis H													
207 Rogers Clark Blvd	Caroline County	0.53 <b>5800</b>	G	67%	1%	2%	2%	28%	0%	С	0.075	F	0.522	5600	G
<u> </u>	To: From:	I-95													
207) Rogers Clark Blvd	Caroline County	5.07 <b>8900</b>	Α	90%	1%	1%	1%	7%	0%	С	0.111	Α		8400	A
$\smile$	To	16-601 S, Penola Ro	d												
207) Rogers Clark Blvd	Caroline County			90%	1%	1%	1%	7%	0%	F	0.079	F	0.567	10000	C
201)	7-1														
Dogger Clark Dhid	From:	16-722 Milford		90%	1%	1%	10/	7%	0%	F	0.08	F	0.573	11000	(
Rogers Clark Blvd	Caroline County	0.57 <b>11000</b> (	G	90%	1%	1%	1%	1%	0%	Г	0.06	Г	0.573	11000	
	Tro: From:	Bus SR 207													
207)	Caroline County			90%	1%	1%	1%	7%	0%	F	0.078	F	0.623	7700	C
<u> </u>	To:	US 301 Richmond Tp	ke												
	From:	SR 207-E000B FROM I	RT 2												
207) Ramp	Caroline County		G								NA			5600	(
<u> </u>	To:	I-95-N FR RT 207													
East	From:	SR 207 N, Rogers Clark													
207) Ramp	Caroline County	0.32 <b>2400</b>	G	67%	1%	1%	1%	29%	0%	С	0.097	F		2300	(
$\smile$	To:	I-95 South													
East	From:	SR 207 TO AND FROM	ИRT												
₂₀₇ )Ramp	Caroline County	0.05 <b>NA</b>									NA			NA	
$\smile$	To:	SR 207- B SR 207-W000B FR	ROM R	T 2											
Vest	From:	SR 207 S, Rogers Clark	Blvd												
₂₀₇ )Ramp	Caroline County	0.18 <b>4900</b>	G	74%	1%	1%	3%	21%	1%	С	0.074	F		4700	C
<u> </u>	To:	I-95 South													
West	From:	SR 207 TO RT 95													
207)Ramp	Caroline County	0.07 <b>NA</b>									NA			NA	
	To:	SR 207-E000B FROM I	RT 2												
Bus	From:	SR 207 Rogers Clark B	Blvd												
Rogers Clark Blvd	Caroline County			97%	1%	1%	0%	1%	0%	С	0.092	F	0.503	3500	(
<del></del>	To:	WCI Davilina Com													
Bus	From:	WCL Bowling Green													
207) W Broaddus Ave	Town of Bowling Green (Maint: 16)			98%	1%	1%	0%	1%	0%	С	0.088	F	0.55	4800	G
$\sim$	To:	Bus US 301, SR 2 Mair	n St												
	From:	US 250 Ferncliff													
208)Courthouse Rd	Louisa County	0.38 <b>3300</b>	G	94%	1%	1%	1%	3%	0%	F	0.095	F	0.534	3400	G
$\smile$	То:	I-64 North of Ferncli	iff												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	I-64 North	of Ferncliff				0.7.5.0				. 45151				
208 Courthouse Rd	Louisa County	8.31 <b>57</b>		94%	1%	1%	1%	3%	0%	С	0.097	F	0.518	5800	G
	To:	54-630 Harr	ris Creek Rd												
208 Courthouse Rd	From: Louisa County	0.64 <b>57</b>		94%	1%	1%	1%	3%	0%	N	0.097	Ν	0.518	5800	Ν
208) Coarmodo Na	To:	US 33 We		0 170	170	Ť	170	070	070	.,	0.001	.,	0.010	0000	
	From:		3 Louisa C H												
$\binom{208}{33}\binom{22}{22}$ West Main St	Town of Louisa (Maint: 54)	0.40 170	000 G	98%	1%	1%	0%	1%	0%	F	0.085	F	0.527	17000	G
	To: From:	US 33 EAST O	F LOUISA C	Н											
$\binom{208}{22}$ Louisa Rd	Town of Louisa (Maint: 54)	0.33 110	000 G	96%	1%	1%	0%	1%	0%	С	0.088	F	0.509	11000	G
	Too	CLL	ouisa			$\neg$ $\vdash$									
(208) (22) Davis Hwy	Louisa County	4.73 110	000 N	96%	1%	1%	0%	1%	0%	Ν	0.088	Ν	0.509	11000	Ν
	To:	CL M	finaral												
208) 22 Davis Hwy	Town of Mineral (Maint: 54)	0.15 <b>11</b> 0		96%	1%	1%	0%	1%	0%	N	0.088	N	0.509	11000	N
206) (22) Datie 1111)	Town of Numeral (Mainte 61)	*****			170		070	170	070	.,	0.000	.,	0.000	11000	
Cara Lavina Ava	From: [10]	US 522 & SR 0.39 <b>37</b>		0.40/	2%	10/	1%	2%	00/	F	0.088	F	0.557	2000	G
208 522 Louisa Ave	Town of Mineral (Maint: 54)		'00 G	94%	2%	1%	1%	2%	0%	Г	0.066	Г	0.557	3800	G
	To: From:		Iineral												
208 522 Zachary Taylor Hwy	Louisa County		700 N	94%	2%	1%	1%	2%	0%	N	0.088	Ν	0.557	3800	N
<u> </u>	From:	US 522 WARES US 522 Zacha		OS											
208 New Bridge Rd	Louisa County	3.62 <b>51</b>		94%	1%	1%	1%	3%	0%	F	0.102	F	0.563	5200	G
208 Non Bridge Na	To:		County Line	0 170	170		170	070	070	•	0.102	•	0.000	0200	Ŭ
	From:		ounty Line												
(208) Courthouse Rd	Spotsylvania County	3.64 <b>46</b>	600 F	96%	0%	1%	2%	1%	0%	F	0.095	F		4700	F
$\bigcirc$	To:	88-601 Le	ewiston Rd			$\neg$ $\vdash$									
(208) Courthouse Rd	Spotsylvania County		00 F	96%	0%	1%	2%	1%	0%	F	0.087	F		6200	F
200)	To:		ck House Rd			Ti.	_,,	.,.		•		-			-
	From:		Courthouse Rd												
(208) Block House Rd	Spotsylvania County	3.03 <b>79</b>	000 F	96%	0%	1%	2%	1%	0%	С	0.087	F		8100	F
	To: From:	88-608 S, Ro	bert E Lee Dr			$\neg$ $\vdash$									
208	Spotsylvania County	0.98 <b>99</b>	000 F	96%	0%	1%	2%	1%	0%	F	0.085	F		10000	F
	To:	99 613 F	Brock Rd												
200	From: Spotsylvania County		000 F	97%	0%	0%	2%	0%	0%	С	0.087	F		13000	F
208	To:		Courthouse Rd	01 70	070		270	070	070	Ü	0.007	•		10000	•
	From:		SR 208												
(208) Courthouse Rd	Spotsylvania County	2.25 <b>20</b> 0	000 F	97%	0%	0%	2%	0%	0%	F	0.081	F		21000	F
$\smile$	Too	88-628 Smit	th Station Rd												
(208) Courthouse Rd	Spotsylvania County		000 F	97%	0%	0%	2%	0%	0%	F	0.084	F		39000	F
200	To:		on Davis Hwy			<u> </u>					"				
	From	SR 208 I-64-E143A		IS 64		<u> </u>									
208 Ramp	Louisa County		IA	10 04							NA			NA	
200)	To:	I-64-E FROM RT 20		ODTH							. 4/ \			. 17 1	

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

lurisdiction	Longth AADT	- 04	4Tiro	Buc		Trι	ıck		00	K	OK	Dir	Λ Λ\Λ/DT	OW
Junsuiction				Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QW
From:		OM & TO	IS 64							NIA			NIA	
Louisa County		IITH & N	JOPTH		_					INA			NA	
From														
Spoto dvonio County				00/	10/	10/	20/	00/	C	0.003	_		2500	F
Spoisylvania County				076	1 /0	1 /0	2/0	0 /6	C	0.093	-		3300	
To: From:	88-606 Morris Rd; 88-7	/38 Parlov	v Rd											
Spotsylvania County	3.41 <b>3100</b>	F	95%	0%	1%	1%	2%	0%	F	0.086	F		3100	F
To:	88-608 Massaponax	Church R	d											
Spotovlyopia County	•			00/	10/	10/	20/	00/	_	0.077	_		7000	F
Spoisylvania County			95%	0%	1 70	170	270	0%	Г	0.077	Г		7900	Г
To: From:	88-613 Brock	c Rd												
Spotsylvania County	0.71 <b>NA</b>									NA			NA	
To:	SR 208 Courtho	use Rd												
From:	SR 208													
Louisa County	0.07 <b>1700</b>	N	94%	1%	1%	1%	3%	0%	Ν	0.099	Ν	0.677	1700	Ν
To:	SCL Louis	sa												
Town of Louisa (Maint: 54)	0.40 <b>1700</b>	G	94%	1%	1%	1%	3%	0%	F	0.099	F	0.677	1700	G
To	SR 22, US 33 Lo	uisa C H	·											
From:	SR 28 Sully	Rd												
Loudoun County	0.88 <b>1500</b>	F	98%	0%	0%	0%	0%	0%	С	0.135	F		1600	F
То:	Entrance to C	.I.T.												
From·	SR 163 Amhers	st Hwy												
Amherst County	0.54 <b>4300</b>	G	96%	0%	1%	1%	2%	0%	С	0.098	F	0.626	4600	G
To:	Bus US 29 Lynch	burg Hwy			$\lnot$ $\vdash$									
Amherst County	0.19 <b>11000</b>	Ğ	96%	0%	1%	1%	2%	0%	С	0.089	F	0.546	12000	G
To	05 622 CVT	' Pd												
Amherst County		Ku								NA			NA	
To:	US 29													
From:	I-81 West of Nev	v Market												
Town of New Market (Maint: 85			92%	1%	1%	1%	5%	0%	F	0.080	F		12000	F
To:	US 11 New Market	t South Int	t											
From:														
Town of New Market (Maint: 85	/			0%	1%	1%	2%	0%	F	0.078	F		7200	F
From:					-									
Town of New Market (Maint: 85				1%	1%	1%	5%	0%	С	0.09	F		6100	F
Toll Table 1	,			. , •		. , 0	- / 0	- / 0	•		•		00	•
Shanandash Causti			029/	10/	10/	10/	<b>5</b> 0/	00/	N.I	0.00	NI		6100	N
Shehandoan County			92%	170	170	1 70	5%	U%	IN	0.09	IN		0100	IN
From:			0607	401		461	Ec.	00.	_	0.000	_		5000	_
Shenandoah County	3.14 <b>5600</b>	F	92%	1%	1%	1%	5%	0%	F	0.088	F		5800	F
	Spotsylvania County  To- From:  Spotsylvania County  To- From:  Louisa County  To- From:  Louisa (Maint: 54)  To- From:  Loudoun County  To- From:  Amherst County  Amherst County  To- From:  Amherst County  To- From:  To- From:  Town of New Market (Maint: 85 To- From: Town of New Market (Maint: 85 To- From: Town of New Market (Maint: 85	SR 208   64-W   143A FREE     Louisa County   0.23   NA     Tro	SR 208 L64-W143A FROM & TO	SR 208 I-64-W143A FROM & TO IS 64	SR 208 1-64-W143A FROM & TO IS 64	Second	SR 208   S	SR 208	SR 208 L64-W143A FROM 8 TO 15 64   SA Avail 1 Trail 2 Trail	SR 2018   SA 2	Section	Second	Second   S	Section   Length AAU   A 11 fe   Sub   2

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

		Primary and i					Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Shenandoa	ah County Line												
211 Lee Highway	Page County	2.92 <b>5</b>	5200 G	92%	1%	1%	1%	5%	0%	F	0.091	F	0.514	5700	G
<u> </u>	To From	U	JS 340												
211 340 Lee Highway	Page County	5.46 <b>7</b>	7000 G	95%	0%	1%	1%	2%	0%	С	0.089	F	0.546	7600	G
	Tax	WC	CL Luray			$\neg$ $\vdash$									
211 (340 Lee Highway	Town of Luray (Maint: 69)		2000 G	95%	0%	1%	1%	2%	0%	F	0.088	F	0.522	14000	G
	To	Rus	S US 211												
211 (340) Lee Highway	Town of Luray (Maint: 69)		5800 G	95%	1%	1%	1%	2%	0%	С	0.099	F	0.553	6300	G
211)(640)	To	EC	L Luray												
211 340 Lee Highway	Page County		5800 N	95%	1%	1%	1%	2%	0%	N	0.099	Ν	0.553	6300	Ν
211)(340)	Tod														
211 (340 Lee Highway	Town of Luray (Maint: 69)		EL Luray <b>N</b>	95%	1%	1%	1%	2%	0%	N	0.099	N	0.553	6300	N
211)(340) 230 r ligillidy	Tol			0070	170		170		070	.,	0.000		0.000	0000	
211 Lee Highway	Town of Luray (Maint: 69)		JS 340 <b>3800 N</b>	95%	0%	1%	1%	2%	0%	N	0.102	N	0.506	4100	N
211 200 1 119111114)	Town of Editaly (Maint: 00)			3070	070		170	270	070	.,	0.102		0.000	4100	
211 Lee Highway	Page County		L Luray 3800 G	95%	0%	1%	1%	2%	0%	С	0.102	F	0.506	4100	G
211 Lee Flighway	rage County				076	1 /0	1 /0	2/0	0 /6	C	0.102	-	0.500	4100	G
l as Historia	Town of Lynny (Mainty CO)	WCL Luray; 69-6			40/		20/	20/	00/	N.	0.407	N.	0.045	2500	
Lee Highway	Town of Luray (Maint: 69)	0.28 2	2300 N	95%	1%	1%	2%	2%	0%	N	0.107	N	0.615	2500	N
~~	From:		L Luray									_			
211 Lee Highway	Page County	0.46 2	2300 G	95%	1%	1%	2%	2%	0%	С	0.107	F	0.615	2500	G
<u></u>	To- From:		1 East of Luray												
211 Lee Highway	Page County		2300 G	96%	1%	1%	1%	2%	0%	С	0.109	F	0.752	2500	G
	From:	Rappahannock Cou	inty Line; Skylin Line; Skyline Dr			-									
211 Lee Highway	Rappahannock County		2200 G	96%	1%	1%	1%	2%	0%	F	0.103	F	0.502	2200	G
2,11)	To	110 522	2 Sperryville												
211 522 Lee Highway	Rappahannock County		4700 G	96%	1%	1%	1%	2%	0%	F	0.098	F	0.535	4800	G
211)(322)=55 (119.11.5)	Tod				.,.		.,.	_,,	-,-	-		•			_
211 522 Lee Highway	Rappahannock County		outh of Washing 5300 G	96%	1%	1%	1%	2%	0%	F	0.099	F	0.514	5400	G
211)(522)250 r ligillidy	rapparamoek county				170		170		070	·	0.000	·	0.011	0.00	Ŭ
211 522 Lee Highway	Town of Washington (Maint: 78)		Washington N	96%	1%	1%	1%	2%	0%	N	0.099	N	0.514	5400	N
211 S22 Lee Highway	Town of Washington (Waint. 70)			3070	170	170	1 /0	270	070	14	0.000	14	0.514	3400	11
out (500) Lee Highway	Rappahannock County		Washington  5300 N	96%	1%	1%	1%	2%	0%	N	0.099	N	0.514	5400	N
211 522 Lee Highway	Rappanamock County				170	1 70	170	∠70	U70	IN	0.099	IN	0.514	3400	IN
	From		East of Washingt		40/		40/	00/	00/		0.005		0.500	5000	
211 522 Lee Highway	Rappahannock County	2.38 5	5800 G	96%	1%	1%	1%	2%	0%	F	0.095	F	0.503	5900	G
~~	To: From:		chary Taylor Ave											_	
211 Lee Highway	Rappahannock County		6000 G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.564	6100	G
	10:	Culpeper	r County Line												

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Rappahannock County Lin												
211 Lee Highway	Culpeper County (Maint: 78)	2.95 <b>7700 G</b>	97%	1%	1%	1%	1%	0%	С	0.09	F	0.654	7900	G
<del>~</del>	To:	SR 229 Rixeyville Rd			<u> </u>									
211 Lee Highway	Culpeper County (Maint: 78)	0.95 <b>14000 G</b>	98%	1%	1%	0%	0%	0%	F	0.094	F	0.765	15000	G
2,7	To:	Fauquier County Line												
	From:	Culpeper County Line												
211 Lee Highway	Fauquier County	5.33 <b>16000 G</b>	98%	1%	1%	0%	0%	0%	F	0.093	F	0.743	16000	G
~	To	WCL Warrenton			$\neg$ $\vdash$									
Frost Ave	Town of Warrenton	0.48 <b>22000 G</b>	98%	1%	1%	0%	0%	0%	С	0.095	F	0.675	23000	C
	To:	Bus US 17; Bus US 29												
Bus Bus	From:	Shirley Ave; Bus US 17												
211 (17) (29) Broadview Ave	Town of Warrenton	0.86 <b>35000 G</b>	98%	1%	1%	0%	1%	0%	С	0.078	F	0.565	36000	C
~~~	To:	Bus US 17 Broadview Av	e.		<u> </u>									
Bus	From:			40/	40/	00/	407	001	_	0.000	_	0.554	00000	_
211 (29) Lee Highway	Town of Warrenton	0.55 29000 G	97%	1%	1%	0%	1%	0%	С	0.082	F	0.554	30000	(
* *	10:	Bus US 15 Blackwell Rd												
~~	From:	US 211												
Ramp to I-81 S at Exit 264	Shenandoah County	0.19 2500 F								0.102	F		2500	ı
~	To:	I-81 S												
	From:	US 211 W Old Cross Rd												
Ramp to I-81 N at Exit 264	Shenandoah County	0.15 2100 F			<u>_</u>					0.113	F		2100	F
~ <i>)</i>	To:	I-81 N												
Bus	From:	Broadview Ave												
211 Waterloo St	Town of Warrenton	0.62 6800 G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.597	6900	(
	To				 i									
Bus	From:	Diagonal St												
Waterloo St	Town of Warrenton	0.10 6000 G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.518	6100	(
~ <u></u>	To:	US 15 Bus			-									
Bus Bus	From:	Bus US 15												
211 (15) Main St	Town of Warrenton	0.01 6000 N	99%	0%	1%	0%	0%	0%	N	0.103	N	0.552	6200	1
~ ~	To:	Alexandria Pike												
Bus Bus	Taura of Warrantee	Main St	000/	40/		00/	007	00/	С	0.404	F	0.540	0700	,
211 (15) Alexandria Pike	Town of Warrenton	0.24 6600 G	99%	1%	0%	0%	0%	0%	C	0.101	Г	0.549	6700	(
Bus Bus	To- From:	King St												
211 (15) Alexandria St	Town of Warrenton	0.21 7000 G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.563	7100	(
(13) / 115/41/41/41 81	To:	Blackwell Rd	0070	070		070	070	070	•	0.000	•	0.000	7 100	•
Bus Bus	From:	Alexandria Pike												
211 (15) Blackwell Rd	Town of Warrenton	0.58 7200 G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.548	7300	(
	To:	US 29 BUS US 211 Lee Hy	wy											
Bus Bus	From:	US 211 South of Wahingto	n			•		•		•				
211 (522) Main St	Rappahannock County	0.72 1000 G	98%	1%	1%	0%	0%	0%	С	0.111	F	0.537	1000	C
211)(322)	To:	SCL Washington	5070	. 70	. 70	J /0	J /0	J /0	_	0.111	•	0.507	. 500	_

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

Primary and Interstate Routes

							Tru	ck			K	011	Dir		
Route	Jurisdiction	Length A	AADT QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:		Washington	000/	40/	40/	00/	00/	00/		0.444		0.507	4000	
211 522 Main St	Town of Washington (Maint: 78)		1000 N 8 Middle St	98%	1%	1%	0%	0%	0%	N	0.111	N	0.537	1000	N
Bus Bus	From:		28 Main St												
211 522 Warren St	Town of Washington (Maint: 78)	0.26	1000 N	98%	1%	1%	0%	0%	0%	Ν	0.111	Ν	0.537	1000	Ν
Bus Bus	To: From:	ECL '	Washington												
211 522	Rappahannock County	0.15	1000 N	98%	1%	1%	0%	0%	0%	Ν	0.111	Ν	0.537	1000	N
	То:	US 211 Ea	st of Washington	n											
Bus	From:	US 211	Lee Highway												
211 West Main St	Town of Luray	0.15	6600 G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.610	7300	G
Rus	Ta: From:	Leal	ksville Rd												
Bus 211 West Main St	Town of Luray	0.85	7300 G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.530	8000	G
211)	To:		Lee St												
Bus	From:			000/	00/	40/	00/	00/	00/	_	0.007	_	0.540	0500	0
211 West Main St	Town of Luray		8700 G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.513	9500	G
Bus	To: From:	Ţ	JS 340												
211 East Main St	Town of Luray	0.98 1	10000 G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.510	11000	G
~	To	Rese	ervoir Ave												
Bus 211 East Main St	Town of Luray	0.14	7600 G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.524	8300	G
211)	Tool		ollins Rd												
Bus	From:														
211 East Main St	Town of Luray	0.72	5300 G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.550	5800	G
Bus	To: From:	EC	CL Luray												
211 East Main St	Page County	0.93	1600 G	98%	0%	1%	0%	1%	0%	С	0.101	F	0.538	1800	G
<i></i>	To:	US 211	East of Luray												
	From:		th of Timbervill												
211) New Market Rd	Town of Timberville (Maint: 82)	0.69	3200 G	91%	1%	2%	1%	5%	0%	С	0.088	F	0.527	3300	G
<u> </u>	To: From:	ECL '	Timberville												
211 New Market Rd	Rockingham County		3800 G	94%	1%	1%	1%	4%	0%	F	0.084	F	0.504	3900	G
	To:		oah County Line												
211)W Old Cross Rd	Shenandoah County		am County Line 6100 F	94%	1%	1%	1%	4%	0%	С	0.081	F		6300	F
ZII) W Gld Gloss Nd	one handour county			3470	170		170	470	070	Ü	0.001	•		0000	•
211)W Old Cross Rd	Town of New Market (Maint: 85)		New Market 6100 N	94%	1%	1%	1%	4%	0%	N	0.081	N		6300	N
211) 3.4 3.653	To:		of New Market		1,73		170	1,0	0,0		3.001			0000	. •
	From:		st of Frederickb												
212 Chatham Heights Rd	Stafford County		9600 G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.61	10000	G
	To	SR 21	8 Butler Rd												

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

5 /					_		Trι	ıck		-	K	<u> </u>	Dir	A A1275-	_
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	WCL Manassas													
213) Manassas Dr	City of Manassas Park	0.04 910	00 G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.525	9700	(
$\stackrel{\smile}{-}$	To: From:	Bake	r St			\neg \vdash									
213) Manassas Dr	City of Manassas Park	1.16 720	00 G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.549	7700	
	To:	152-4402 C	abbal Dr												
213)Manassas Dr	City of Manassas Park	0.69 980		98%	1%	1%	0%	0%	0%	F	0.088	F	0.550	10000	
213) Wallassas Bi	To:	SR 28 Cent		3070	170		070	070	070	•	0.000	•	0.000	10000	
	E														
Ctratford Llall Dd	Westmarsland County	2.48 99		98%	0%	1%	1%	0%	0%	С	0.113	F	0.625	1000	
Stratford Hall Rd	Westmoreland County	96-609 Stratf		96%	0%	1%	170	0%	0%	C	0.113	Г	0.625	1000	
	From:	US 29 Le								_		_			
Vint Hill Rd	Fauquier County	2.13 840	-	98%	0%	1%	1%	1%	0%	С	0.086	F	0.531	8600	
<u> </u>	To: From:	Prince William		e		_									
215) Vint Hill Rd	Prince William County	Fauquier Co 3.68 820		98%	0%	1%	0%	0%	0%	С	0.109	F	0.695	8400	
215 VIIICTIII Ku	Fince William County	3.00 620	<i>.</i> 0 G	90 /0	076	1 /0	0 /6	076	0 /6	C	0.109		0.093	0400	
$\overline{}$	To: From:	76-658 Owl													
Vint Hill Rd	Prince William County	3.45 82 0		98%	0%	1%	0%	0%	0%	F	0.098	F	0.689	8400	
<u> </u>	To:	SR 28 Nea	r Bristow												
	From:	US 17 I	Hayes												
216)Guinea Rd	Gloucester County	3.61 79 0	00 G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.672	8500	
\smile	To:	36-649 A	Achilles												
	From:	Bagley	Circle												
State St	Town of Marion (Maint: 86)	2.20 130	00 G	98%	1%	0%	0%	1%	0%	С	0.137	F	0.852	1400	
	To:	SR 16 S Com	merce Street												
	From:	US 1 Fai	lmouth												
218)Butler Rd	Stafford County	1.13 180		95%	1%	1%	1%	2%	0%	С	0.077	F	0.502	19000	
10)	To:	SR 212 Whi	ite Oak Rd												
	From:	SR 218 B	utler Rd												
218)White Oak Rd	Stafford County	0.63 150	00 G	98%	0%	1%	0%	0%	0%	F	0.097	Ν	0.588	15000	
\smile	To:	89-1158 Bar	on Park Rd			\neg \vdash									
218)White Oak Rd	Stafford County	1.82 840		98%	0%	1%	0%	0%	0%	С	0.097	F	0.588	8900	
210)	-									_		•			
White Ook Dd	Ctofford County	89-606 F		000/	00/		00/	00/	00/		0.000		0.540	0100	
White Oak Rd	Stafford County	2.05 75 0	00 G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.546	8100	
	To: From:	89-603 Ca	isson Rd												
White Oak Rd	Stafford County	2.09 450	00 G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.531	4800	
\smile	To:	King George													
	From:	Stafford Co								_		_			
Caledon Rd	King George County	5.93 340	00 G	98%	1%	1%	0%	0%	0%	F	0.128	F	0.696	3500	
<u> </u>	To: From:	48-696 Fai	rview Dr			\lnot \vdash									
218)Caledon Rd	King George County	1.05 29 0		98%	1%	1%	0%	0%	0%	С	0.132	F	0.766	3000	
- 19	To:	48-609 Cas								-	-				

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	48-609 Cash C	Corner												
218) Caledon Rd	King George County	6.81 2800	G	98%	1%	1%	0%	0%	0%	F	0.129	F	0.815	2800	G
<u> </u>	To: From:	SR 206 Berth	aville			\Box									
218 206 Dahlgren Rd	King George County	2.19 12000	G	98%	1%	0%	0%	1%	0%	F	0.114	F	0.806	12000	G
	To: From:	SR 206 Ow	ens			\neg \vdash									
218)Windsor Dr	King George County	0.28 1200	G	98%	0%	0%	0%	1%	0%	F	0.121	F	0.576	1200	(
\smile	To	US 301 South of	f Owens			\neg \vdash									
218)Windsor Dr	King George County	6.02 5300	G	98%	0%	0%	0%	1%	0%	С	0.107	F	0.822	5400	(
<u> </u>	To	SR 205 East of	Γetotum												
	From:	US 460 Virgin	ia Ave												
219 Federal St	Town of Rich Creek (Maint: 35)	0.57 9000	F	97%	0%	1%	1%	1%	0%	С	0.091	F		9400	I
~ <i></i>	To:	ECL Rich C	reek			\neg \vdash									
219	Giles County	1.16 9000	N	97%	0%	1%	1%	1%	0%	Ν	0.091	Ν		9400	1
	To	West Virginia St	tate Line												
	From:	North Carolina S	tate Line												
Greensboro Rd	Henry County	3.05 9800	Α	84%	1%	1%	1%	12%	1%	С	0.101	Α		9500	
~	To: From:	Bus US 220 S, C	hurch St												
Greensboro Rd	Henry County	0.34 10000	G	84%	1%	1%	1%	12%	1%	F	0.08	F	0.530	9600	(
~	To	SCL Ridge	wav			$ \vdash$									
220 Greensboro Rd	Town of Ridgeway (Maint: 44)	0.36 10000		84%	1%	1%	1%	12%	1%	Ν	0.08	Ν	0.530	9600	ı
<i></i>	To:	SR 87 Morehe	ad Ave												
220 Greensboro Rd	Town of Ridgeway (Maint: 44)	0.58 19000		84%	1%	1%	1%	12%	1%	F	0.079	F	0.521	18000	(
	To:	NCL Ridge	wav			—									
Greensboro Rd	Henry County	0.03 19000	_	84%	1%	1%	1%	12%	1%	N	0.079	Ν	0.521	18000	1
220)	To						.,,	,.	.,.						
220 Greensboro Rd	Henry County	Bus US 220 N, 2.40 19000		84%	1%	1%	1%	12%	1%	F	0.079	F	0.524	18000	(
220) 61661135616114	Tionly County				170		170	12 /0	170	•	0.070	•	0.02-	10000	
220 \ 58 \ William F Stone Hwy	Henry County	Bus US 220 S, Green 3.49 16000		a 84%	1%	1%	1%	12%	1%	F	0.076	F	0.501	15000	(
220 58 William F Stone Hwy	Herry County				1 /0	1 /0	1 /0	12 /0	1 /0		0.076		0.501	13000	,
NACHE F Otana I base	From:	US 58; Bus US 58 A I			40/		40/	400/	40/	_	0.004	_	0.505	45000	
William F Stone Hwy	Henry County	4.00 16000	G	84%	1%	1%	1%	12%	1%	F	0.081	F	0.505	15000	(
~~	To: From:	44-609 Dillons				<u> </u>									
William F Stone Hwy	Henry County	3.22 14000	G	84%	1%	1%	1%	12%	1%	F	0.079	F	0.608	13000	(
~	To: From:	SR 57 Appalaci													
220 57 William F Stone Hwy	Henry County	0.77 16000	G	84%	1%	1%	1%	12%	1%	F	0.081	F	0.537	15000	(
~ ~	From: SR	57 Fairystone Pkwy; Bus	US 220 V	irginia Av	e										
220 Virginia Ave	Henry County	1.98 16000	G	87%	1%	1%	1%	10%	1%	F	0.081	F	0.504	17000	(
~	To	44-669 Murry H	ill Lane			<u> </u>									
220 Virginia Ave	Henry County	3.84 14000		87%	1%	1%	1%	10%	1%	F	0.079	F	0.505	15000	(
	То:	Franklin Count	y Line												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Henry Co	ounty Line												
220 Virgil H Goode Hwy	Franklin County	1.90 14 0	000 F	87%	1%	1%	1%	10%	1%	F	0.076	F		14000	F
<u> </u>	To	33-605 I	Henry Rd			\neg									
(220) Virgil H Goode Hwy	Franklin County	3.96 14	000 F	87%	1%	1%	1%	10%	1%	F	0.076	F		14000	F
<u> </u>	To:	33-718 Mcl	Neil Mill Rd			\neg \vdash									
220 Virgil H Goode Hwy	Franklin County		000 F	87%	1%	1%	1%	10%	1%	F	0.075	F		14000	F
	To:	BUS US 220 S	of Rocky Mou	nt											
220	Franklin County		000 A	87%	1%	1%	1%	10%	1%	С	0.097	Α		17000	Α
	To:	SCI Roc	cky Mount												
(220)	Town of Rocky Mount (Maint: 33)		000 A	87%	1%	1%	1%	10%	1%	С	0.097	Α		17000	Α
220)	To:		R 40												
~~~	From:		ranklin St												
(220) Virgil H Goode Hwy	Town of Rocky Mount (Maint: 33)		000 F	87%	1%	1%	1%	10%	1%	F	0.077	F		20000	F
~	From:	BUS US 220 N Main BUS US 220 N				-									
220	Town of Rocky Mount (Maint: 33)		000 F	87%	1%	1%	1%	10%	1%	F	0.082	F		24000	F
	To:	NCL Roc	cky Mount												
~~~	From:	NCL Rocky M								_		_			_
Virgil H Goode Hwy	Franklin County	3.43 24 0	000 F	87%	1%	1%	1%	10%	1%	F	0.082	F		24000	F
~~~	To: From:		Wirtz Rd												
(220) Virgil H Goode Hwy	Franklin County	3.97 <b>23</b> 0	000 F	87%	1%	1%	1%	10%	1%	F	0.087	F		24000	F
~~	To: From:	SCL Boo	ones Mill												
220 Virgil H Goode Hwy	Town of Boones Mill (Maint: 33)	1.32 <b>24</b> 0	000 F	87%	1%	1%	1%	10%	1%	F	0.08	F		25000	F
	Ta: From:	NCL Bo	ones Mill												
220 Virgil H Goode Hwy	Franklin County	1.17 <b>25</b> 0	000 F	87%	1%	1%	1%	10%	1%	F	0.085	F		25000	F
<u> </u>	To: From:	33-613	Naff Rd												
220 Franklin Rd; Virgil H Goode Hwy	Franklin County	0.37 <b>24</b>	000 F	87%	1%	1%	1%	10%	1%	F	0.084	F		24000	F
<u> </u>	To:		County Line												
220 Franklin Rd	Pooneke County		County Line  000 G	87%	1%	1%	1%	10%	1%	F	0.086	F	0.689	29000	G
220   Tankiii Ku	Roanoke County			01 /6	1 /0	1 /0	1 /0	10 /6	1 /0		0.000		0.009	29000	G
Carallia Dal	To: From:		ge Parkway	070/	407		40/	400/	40/	_	0.000	_	0.004	00000	
Franklin Rd	Roanoke County	0.39 <b>29</b>	000 G	87%	1%	1%	1%	10%	1%	F	0.088	F	0.691	30000	G
~~	To: From:		Roanoke			<u> </u>									
Franklin Rd	City of Roanoke (Maint: 80)	1.64 <b>38</b> 6	000 G	87%	1%	1%	1%	10%	1%	F	0.077	F	0.59	39000	G
~~~	To: From:	BUS US 220; SI													
(220) Roy Webber Expwy	City of Roanoke (Maint: 80)	1.66 42 0	000 G	87%	1%	1%	1%	10%	1%	F	NA			43000	G
~	To: From:	Wor	nju St												
220 Roy Webber Expwy	City of Roanoke (Maint: 80)	1.71 56 0	000 G	87%	1%	1%	1%	10%	1%	F	NA			58000	G
<u></u>	То:	SR 24 Elm	n Ave; I-581												

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

Davida	lt	- P - C	Lavado	AADT		4T'	D		Tru	ıck		-00	K	01/	Dir	A A)A/DT	014
Route	Juns	sdiction				4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
200 (504)	City of Roan	noke (Maint: 8		4 Elm Ave; I-	-581	٥	oo I-581	for dire	actional	traffic v	olume es	etimat	e for thi	e eaan	ment		
220 (581)	Combined Traffic Estimates for 2 F	`	,	75000	G	94%	1%	1%	1%	4%	01ume es		NA	s segn	ient.	84000	G
	Combined Traine Estimates for 21	Tar				34 70	1 /0	1 /0	1 /0	470	076	'	INA			04000	G
000 504	City of Roan	oke (Maint: 8		1 Williamson	ı Rd	9	oo I-581	for dire	actional	traffic v	olume es	timat	e for thi	e eann	nent		
220 (581)	Combined Traffic Estimates for 2 F	•	,	79000	G	94%	1%	1%	1%	4%	0%	F	NA	3 3cgii	icit.	89000	G
	Combined Traine Estimates for 21	Taraner Moad				34 70	1 /0	1 /0	1 /0	470	076	'	INA			09000	G
2000 (504)	City of Roan	oke (Maint: 8		460 Orange A	ve	9	oo I-581	for dire	actional	traffic v	olume es	timat	e for thi	e eann	nent		
220 (581)	Combined Traffic Estimates for 2 F	`	,	70000	Α		1%	1%	1%	4%	0%		0.101	_	iciii.	85000	Δ
	Combined Traine Estimates for 21	Taraner Moad				34 70	1 /0	1 /0	1 /0	470	076	'	0.101			03000	^
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	City of Poon	oke (Maint: 8		lley View Bly	vd	9	oo I-581	for dire	actional	traffic v	olume es	etimate	e for thi	e eaan	nent		
220 (581)	Combined Traffic Estimates for 2 F	`	,	62000	Α	94%	1%	1%	1%	4%	0%	С	0.106	_	icit.	69000	Α
	Combined Traine Estimates for 21	- arallel redact				J+70	170	170	1 /0	7/0	070	O	0.100			03000	
	City of Roan	noke (Maint: 8		01 Hershberge	er Rd	9	oo I-581	for dire	actional	traffic v	olume es	etimate	e for thi	e eaan	ment		
220 (581)	Combined Traffic Estimates for 2 F	`	,	55000	Α	94%	1%	1%	1%	4%	0%		0.105	U	ient.	59000	Α
	Combined Trainic Estimates for 2 i	- arallel Noau				34 /0	1 /0	1 /0	1 /0	4/0	0 /6	-	0.103	^		39000	^
	Popula	ke County	SR 11 0.84	7 Peters Cree	k Rd	9	00   591	for dire	octional	troffic v	olume es	ctimat	oc for thi	c coan	mont		
220 (581)	Combined Traffic Estimates for 2 F	,		46000	G	94%	1%	1%	1%	4%	0%	F	S IOI IIII NA	s segn	ient.	52000	G
	Combined Trainic Estimates for 2 P	Tarallel Koau	ways on this Route.	I-81	G	94%	170	170	170	470	0%	Г	INA			32000	G
		From:	IS-00581-N(R)/IS-00		L)/TO R7	Γ 81 NOR	Т										
220 (581) Ramp from I-581	N Exit 1 to I-81 N at Exit 143 Roanol	ke County	0.29			S	ee I-581	for dire	ectional	traffic v	olume es	stimate	es for thi	s segn	nent.		
~~ <u>~</u>		т					3 Y										
		10. E	IS-00081-N(B)/IS-00		R)/FROM	1 RT 581	N	_									
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Poanol	From:		1-581 I-581	R)/FROM			for dire	ctional t	raffic vo	olume es	timate	e for this	com	ent		
220 81		ke County	2.34	I-581		S	See I-81				olume es			•	nent.	59000	Δ
220 81	Roanol Combined Traffic Estimates for 2 F	,	2.34 ways on this Route:	I-581 58000	A			for dire		raffic vo		timate C	s for this	s segm A	ient.	59000	A
220 (81)	Combined Traffic Estimates for 2 F	Parallel Road	2.34 ways on this Route:	I-581	A	80%	See I-81 1%	1%	1%	17%	1%	С	0.1	Ā		59000	Α
220 81	Combined Traffic Estimates for 2 Roanol	Parallel Roads From: ke County	2.34 ways on this Route: SR I 0.84	I-581 58000 15 Plantation	A Rd	80% 80%	See I-81 1% See I-81	1% for dire	1% ectional t	17% raffic vo	1% olume es	С	0.1	Ā			
220 81	Combined Traffic Estimates for 2 F	Parallel Roads From: ke County	2.34 ways on this Route: SR I 0.84 ways on this Route:	I-581 58000 15 Plantation 54000	A Rd	80%	See I-81 1%	1% for dire	1%	17%	1%	С	0.1	Ā		59000 54000	A
220 81	Combined Traffic Estimates for 2 Roanol	Parallel Roads From: ke County	2.34 ways on this Route: SR I 0.84 ways on this Route: Bote	I-581 58000 15 Plantation	A Rd G	80% 80%	See I-81 1% See I-81	1% for dire	1% ectional t	17% raffic vo	1% olume es	С	0.1	Ā			
	Combined Traffic Estimates for 2 F Roanol Combined Traffic Estimates for 2 F	Parallel Roads From: ke County	2.34 ways on this Route: SR I 0.84 ways on this Route: Bote	I-581 58000 15 Plantation 54000 tourt County I	A Rd G	80% 80%	See I-81 1% See I-81 1%	1% for dire	1% ectional t 1%	17% raffic vo	1% olume es	C timate F	0.1 s for this NA	A segm	nent.		
	Combined Traffic Estimates for 2 F Roanol Combined Traffic Estimates for 2 F	Parallel Roads Too Reads Too From: Language Too From: Language Lang	2.34 ways on this Route: SR I 0.84 ways on this Route: Bote Roar 3.27 ways on this Route:	I-581 58000 115 Plantation 54000 tourt County I 100ke County I	A Rd G Line Line	80% 80%	See I-81 1% See I-81 1%	1% for dire	1% ectional t 1%	17% raffic vo	1% olume es 1%	C timate F	0.1 s for this NA	A segm	nent.		G
	Combined Traffic Estimates for 2 F Roanol Combined Traffic Estimates for 2 F Botetou	Parallel Roads Too Reads Too From: Language Too From: Language Lang	2.34 ways on this Route: SR I 0.84 ways on this Route: Bote Roar 3.27 ways on this Route:	I-581 58000 15 Plantation 54000 tourt County I noke County I 54000 it 150; ALT S	A Rd G Line Line	80% 80%	See I-81 1% See I-81 1%	1% for dire 1% for dire	1% ectional t 1% ectional t	17% raffic vo	1% olume es 1% olume es	timate	0.1 s for this NA s for this	A segm	nent.	54000	G
20 81	Combined Traffic Estimates for 2 F Roanol Combined Traffic Estimates for 2 F Boteto Combined Traffic Estimates for 2 F	Parallel Roads Tool From: Parallel Roads Tool From: urt County Parallel Roads Tro From: From: From: From: From:	2.34 ways on this Route: SR I 0.84 ways on this Route: Bote Roar 3.27 ways on this Route: I-81 Ex	I-581 58000 115 Plantation 54000 tourt County I 100ke County I	A Rd G Line Line	80% \$80%	See I-81 1% See I-81 1%	1% for dire	1% ectional 1 1% ectional 1 1%	17% raffic vo 17% raffic vo	1% olume es 1% olume es 1%	timate F timate	0.1 s for this NA s for this	A segm	nent.	54000	G
	Combined Traffic Estimates for 2 F Roanol Combined Traffic Estimates for 2 F Boteto Combined Traffic Estimates for 2 F	Parallel Roads Too Reads Too From: Language Too From: Language Lang	2.34 ways on this Route: SR I 0.84 ways on this Route: Bote Roar 3.27 ways on this Route: I-81 Ex 0.18	I-581 58000 115 Plantation 54000 tourt County I noke County I 54000 it 150; ALT S I-81 N	A G Line Line G G GR 220	80% \$80%	See I-81 1% See I-81 1%	1% for dire	1% ectional 1 1% ectional 1 1%	17% raffic vo 17% raffic vo	1% olume es 1% olume es	timate F timate	0.1 s for this NA s for this	A segm	nent.	54000	G
220 81	Combined Traffic Estimates for 2 F Roanol Combined Traffic Estimates for 2 F Boteto Combined Traffic Estimates for 2 F	Parallel Roads Tool From: Parallel Roads Tool From: urt County Parallel Roads Tro From: From: From: From: From:	2.34 ways on this Route: SR I 0.84 ways on this Route: Bote Roar 3.27 ways on this Route: I-81 Ex 0.18 US	I-581 58000 15 Plantation 54000 tourt County I noke County I 54000 it 150; ALT S	A GLine ine GR 220	\$ 80% \$ 80% \$ 80%	See I-81 1% See I-81 1%	1% for dire	1% ectional 1 1% ectional 1 1%	17% raffic vo 17% raffic vo	1% olume es 1% olume es 1%	timate F timate	0.1 s for this NA s for this	A segm	nent.	54000	G
220 81	Combined Traffic Estimates for 2 F Roanol Combined Traffic Estimates for 2 F Botetou Combined Traffic Estimates for 2 F	Parallel Roads Tool From: Parallel Roads Tool From: urt County Parallel Roads Tro From: From: From: From: From:	2.34 ways on this Route: SR I 0.84 ways on this Route: Bote Roar 3.27 ways on this Route: I-81 Ex 0.18 US	I-581 58000 15 Plantation 54000 tourt County I noke County I 54000 it 150; ALT S I-81 N	A GLine ine GR 220	\$ 80% \$ 80% \$ 80%	See I-81 1% See I-81 1%	1% for dire	1% ectional 1 1% ectional 1 1%	17% raffic vo 17% raffic vo	1% olume es 1% olume es 1%	timate F timate	0.1 s for this NA s for this	A segm	nent.	54000	G
220 81 220 81 Ramp I-81 N Exit 220 11 Lee Highway	Combined Traffic Estimates for 2 F Roanol Combined Traffic Estimates for 2 F Botetou Combined Traffic Estimates for 2 F	Parallel Roads Too From: White County Parallel Roads Too From: Urt County Parallel Roads Too From: Urt County From: Urt County From: From: Urt County From: From: Urt County	2.34 ways on this Route: SR I 0.84 ways on this Route: Bote Roar 3.27 ways on this Route: I-81 Ex 0.18 US Ramp Fron 0.25 ALT SI	I-581 58000 15 Plantation 54000 tourt County I noke County I 54000 it 150; ALT S I-81 N 11 Lee Highw n I-81 NB at F 6700 R 220 Clovered	A G Line ine G SR 220 vay Exit 150 1 N lale Rd	\$ 80% \$ 80% \$ 80% \$ \$	See I-81 1% See I-81 1% See I-81	1% for dire 1% for dire 1% for dire	1% ctional 1 1% ctional 1 1% ctional 1	17% rraffic vc 17% rraffic vc 17%	1% olume es 1% olume es 1% olume es 1% olume es	timate F timate F	0.1 s for this NA s for this NA s for this	A segm	nent.	54000 54000	G
	Combined Traffic Estimates for 2 F Roanol Combined Traffic Estimates for 2 F Botetou Combined Traffic Estimates for 2 F 150B to US 11 Botetou Botetou	Parallel Roads Too From: White County Parallel Roads Too From: Urt County Parallel Roads Too From: Urt County From: Urt County From: From: Urt County From: From: Urt County	2.34 ways on this Route: SR I 0.84 ways on this Route: Bote Roar 3.27 ways on this Route: I-81 Ex 0.18 US Ramp Fron 0.25 ALT SI	I-581 58000 15 Plantation 54000 tourt County I noke County I 54000 it 150; ALT S I-81 N 11 Lee Highw n I-81 NB at H 6700	A G Line Line SR 220 vay Exit 150 1 N lale Rd vay	\$ 80% \$ 80% \$ 80% \$ \$	See I-81 1% See I-81 1% See I-81	1% for dire 1% for dire 1% for dire	1% ctional 1 1% ctional 1 1% ctional 1	17% rraffic vc 17% rraffic vc 17%	1% olume es 1% olume es 1% olume es 1% olume es	timate F timate F	0.1 s for this NA s for this NA s for this	A segm	nent.	54000 54000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length I			4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
Roanoke Rd	Botetourt County		ALT SR 22 26000	20 G	95%	1%	1%	1%	3%	0%	С	0.089	F	0.576	28000	
220 Roanoke Ru	Botelouri County				95%	170	170	170	3%	0%	C	0.069	Г	0.576	20000	•
Roanoke Rd	Botetourt County		Catawba 1 14000	G	92%	0%	1%	1%	6%	0%	F	0.084	F	0.559	15000	
20) realione rea	To-		0 Trinity R		0270	070		170	070	070	•	0.001	·	0.000	10000	
Roanoke Rd	Botetourt County		11000	A	92%	0%	1%	1%	6%	0%	С	0.098	Α		12000	
-20)	Tol	SCI	L Fincastle													
Botetourt Rd	Town of Fincastle (Maint: 11)		11000	N	92%	0%	1%	1%	6%	0%	Ν	0.098	Ν		12000	
- 9	Tot	11-6	30 Main S	t												
Botetourt Rd	Town of Fincastle (Maint: 11)		8900	G	92%	0%	1%	1%	6%	0%	F	0.082	F	0.57	9500	
<i>~</i>	Tot	NCI	L Fincastle	;			\neg \vdash									
Botetourt Rd	Botetourt County	4.49	8900	N	92%	0%	1%	1%	6%	0%	Ν	0.082	Ν	0.57	9500	
<i>~</i>	To: From:	11-635 Timbe	r Ridge; W	Wind R	Rd		\neg \vdash									
Botetourt Rd	Botetourt County	6.79	6400	G	92%	0%	1%	1%	6%	0%	F	0.084	F	0.513	6800	
~	To: From:	SR 43	3 Y James	St			\Box									
Botetourt Rd	Botetourt County	0.83	5400	G	92%	0%	1%	1%	6%	0%	F	0.084	F	0.535	5800	
~	To: From:	11-615 (Craig Creel	k Rd												
220 (42) Botetourt Rd	Botetourt County	1.32	5300	G	92%	0%	1%	1%	6%	0%	F	0.081	F	0.555	5700	
~	To: From:		rrow Passa	_												
220 42 Botetourt Rd	Botetourt County	9.95	5400	G	92%	0%	1%	1%	6%	0%	F	0.086	F	0.575	5800	
~ ~	To: From:		ny County													
220 42 Market Ave	Town of Iron Gate (Maint: 03)	0.88	6400	F	92%	0%	1%	1%	6%	0%	F	0.078	F		6900	
~	To: From:		L Iron Gate													
220 42	Alleghany County	0.66	6400	N	92%	0%	1%	1%	6%	0%	N	0.078	N		6900	
~~ Nambert Acco	To: From:		US US 220	_	000/	00/		40/	00/	00/		0.070	_		0.400	
Market Ave	Alleghany County		6000	F	92%	0%	1%	1%	6%	0%	F	0.073	F		6400	
Bus	To: From:	BU	JS US 60													
220 (60) (42)	Alleghany County	0.47	8000	F	87%	1%	1%	1%	10%	0%	С	0.081	F		8300	
Bus	To: From:	I	03-670													
220 60 Market Ave	Alleghany County	0.19	7600	F	87%	1%	1%	1%	10%	0%	F	0.076	F		7900	
\sim	To	I-64 EAST OF	F CLIFTO	N FORG	Æ											
Bus Pamp	Alleghany County		3100	F								0.094	F		3100	
220 60 Ramp	• · · · · · · · · · · · · · · · · · · ·	-64-W FROM BUS			RT 629E							0.034	Г		3100	
~~~	From:	US 220	); BUS US													
220 (64) (60)	Alleghany County	1.06										s for this	segm	nent.		
~ ~	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 1	13000	G	76%	1%	1%	1%	21%	0%	F	NA			12000	(

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

#### Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~~	From:		L Clifton Fo	orge												
{220}(64) {60}	Town of Clifton Forge (Ma	aint: 03) 1.55				See I-6	4 for dir	ectional	traffic v	olume es	stimate	s for this	segm	ent.		
\hookrightarrow	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	13000	G	76%	1%	1%	1%	21%	0%	F	NA			12000	G
	To: From:	WC	L Clifton F	orge												
(220) (64) (60)	Alleghany County	0.86				See I-6	4 for dir	ectional	traffic v	olume es	stimate	s for this	segm	ent.		
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	13000	G	76%	1%	1%	1%	21%	0%	F	NA			12000	G
	To: From:	BUS U	S 60 BUS	US 220			⊒⊢									
220 (64) (60)	Alleghany County	2.34				See I-6	4 for dir	ectional	traffic vo	olume es	stimate	s for this	segm	ent.		
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	16000	F	76%	1%	1%	1%	21%	0%	F	NA			15000	F
	To: From:		03-696				_									
220 (64) (60)	Alleghany County	4.98				See I-6	4 for dir	ectional	traffic v	olume es	stimate	s for this	segm	ent.		
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	16000	F	76%	1%	1%	1%	21%	0%	F	NA	_		15000	F
	To:		US 60													
~~~	From:	I-64-W TO RT	Γ 60 WEST	VIA RT	1104											
220 (64) Ramp	Alleghany County					See I-6	4 for dir	ectional	traffic v	olume es	stimate	s for this	segm	ent.		
$\bigcirc$	To:	03-1104 F	FROM RT	64 WES	Γ											
~~~~	From:		I-64								_		_			_
220 60 Madison St	Alleghany County	0.62	13000	F	92%	0%	0%	1%	7%	0%	F	0.08	F		13000	F
	To: From:	EC	CL Covingto	on												
(220) (60) E Madison St	City of Covington	0.46	12000	F	92%	0%	0%	1%	7%	0%	С	0.083	F		13000	F
	To: From:	SR	18 Carpente	er St												
220 60 East Madison St	City of Covington	0.26	14000	F	92%	1%	0%	1%	6%	0%	С	0.083	F		15000	F
	To: From:	S H	ighland Ave	enue			_									
220 60 E Madison Avenue	City of Covington	0.12	13000	G	98%	0%	0%	1%	0%	0%	F	NA			14000	G
	To	SN	Ionroe Ave	nue												
220 N Alleghany Ave	City of Covington	0.93	9100	F	97%	0%	1%	1%	1%	0%	F	0.083	F		9700	F
<u></u>	To:	- E	Locust Stre	et												
N Alleghany Ave	City of Covington	0.62	9000	F	97%	0%	1%	1%	1%	0%	F	0.082	F		9500	F
	To	NM	agazine Av	anua												
220 N Alleghany Ave	From: City of Covington	0.66	5900	F	97%	0%	1%	1%	1%	0%	С	0.096	F		6300	F
220)	To		CL Covingt	00												
220 Hot Springs Rd	From: Alleghany County		4900	on F	97%	0%	1%	1%	1%	0%	С	0.093	F		5100	F
220 Tiot Spiritgs Rd	Alleghany County				31 /0	076	1 70	1 /0	1 /0	070	C	0.033	'		3100	'
Llot Caringa Dd	All only and an arrangement		687 Clearw		070/	00/	10/	40/	40/	00/		0.107			1400	
Hot Springs Rd	Alleghany County		1300	F	97%	0%	1%	1%	1%	0%	F	0.107	F		1400	F
•	From:		th County L hany County				-+									
220 Ingalls Boulevard	Bath County	7.49	2200	y Line G	95%	0%	1%	1%	3%	0%	С	0.091	F	0.534	2400	G
220) 94 5 5 5 5 6 7 6 7 6	Dan Goding				5570	370	- , , ,	. 70	3/0	570	Ü	0.001	•	0.00	_ 100	_
~~~	To: From:		558 Hot Spr					407					_		2225	
220 Ingalls Boulevard	Bath County	5.43	3000	G	95%	0%	1%	1%	3%	0%	F	0.092	F	0.501	3200	G
	To:	SR 3	9 Warm Sp	rings												

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

-					_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SR 39 Warm S													
(220) (39) Ingalls Boulevard	Bath County	0.19 2100	G	91%	1%	1%	1%	6%	0%	F	0.09	F	0.609	2300	G
~ ~	To: From:	SR 39 North of Wa	ırm Springs												
220 Ingalls Boulevard	Bath County	4.17 910	G	91%	1%	1%	1%	6%	0%	С	0.089	F	0.587	990	G
<u> </u>	To:	08-614 Muddy	Run Rd			\neg \vdash									
220 Stuart Hwy	Bath County	5.56 550	G	91%	1%	1%	1%	6%	0%	F	0.114	F	0.653	600	G
,	To:	08-623 Poor Far	ma Dood												
Stuart Hwy	Bath County	4.11 520	G	91%	1%	1%	1%	6%	0%	F	0.118	F	0.556	560	G
220 Stuart Twy	To:	Highland Coun		3170	1 /0	1 70	1 /0	070	070	'	0.110	'	0.550	300	O
	From:	Bath County													
220 Jackson River Rd	Highland County	8.62 420	G	91%	1%	1%	1%	6%	0%	F	0.1	F	0.523	460	G
	To	45-607 N	Ţ												
220 Jackson River Rd	Highland County	3.47 510	G	91%	1%	1%	1%	6%	0%	F	0.106	F	0.512	550	G
220) 000/05/17(176) 170	riigiliana odanty			0170	170		170	070	070	•	0.100	•	0.012	000	Ŭ
/ Jackson Biran Bd	From	SR 84 Vande	•	000/	40/	20/	40/	20/	00/		0.407		0.507	4200	
Jackson River Rd	Highland County	3.54 1200	G	93%	1%	2%	1%	2%	0%	F	0.107	F	0.567	1300	G
~~~	To: From:	SCL Monte													
220	Town of Monterey (Maint: 45)	0.35 <b>1200</b>	N	93%	1%	2%	1%	2%	0%	N	0.107	Ν	0.567	1300	N
<u> </u>	To:	US 250				$\neg$ $\vdash$									
220 Jackson River Rd	Town of Monterey (Maint: 45)	0.19 <b>1200</b>	G	93%	1%	2%	1%	2%	0%	С	0.109	F	0.654	1400	G
	To	NCL Monte	neov.												
220	Highland County	6.30 <b>1200</b>	N	93%	1%	2%	1%	2%	0%	N	0.109	Ν	0.654	1400	N
(220)	I ligitidade County			0070	170		170		070	.,	0.100	•••	0.001	1 100	.,
Potential Pitter Put	From	45-642 Near Blu		000/	40/	-00/	40/	00/	00/		0.440		0.505	000	$\overline{}$
Potomac River Rd	Highland County	1.12 <b>620</b> West Virginia St	G	93%	1%	2%	1%	2%	0%	F	0.113	F	0.565	680	G
•			tate Line			_									
P to 1 04 N of F :: 400	From:	SR 115									N.1.0			NIA	
220 Ramp to I-81 N at Exit 128	Botetourt County	0.36 <b>NA</b>									NA			NA	
	- 1	I-81 N													
North	Oite of Departure (Maint 200)	US 220 TO RT 2400- I		EET							N.1.0			7000	_
(220) Ramp	City of Roanoke (Maint: 80)	0.10 <b>7300</b>	G								NA			7300	G
	10.	SR 24 TO RT 58													
North	From:	ALT SR 22	0 N												
(220) Ramp to I-81 S at Exit 128	Botetourt County	0.11 <b>NA</b>									NA			NA	
<del></del>	10:	I-81 S													
South	From:	US 220 S	S				·								·
(220) Ramp to I-81 S at Exit 128	Botetourt County	0.42 <b>NA</b>									NA			NA	
<u> </u>	To:	I-81 S													
~~~	-	I-64-E FROM RT 60EAST		SOUTH	-										
(220) (60) (60) Ramp to I-64 E at Exit 16	Alleghany County	0.28 4800	F								0.084	F		4800	F
\sim \sim	To:	US 60; 03-648 I-64-1	E016A FR	Ο.											

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

		1 milary ar	nd Interstate	rtouto				Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA 4	Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	I-64 EAS	T OF COVING	GTON				017.000				. 40101				
(220) (60)	Alleghany Col	unty 0.10	13000	N S	92%	0%	0%	1%	7%	0%	Ν	0.08	Ν		13000	Ν
	To:		US 220													
Bus	From:		Near Clifton F													
Verge Street	Alleghany Co	unty 0.80	1900	F 9	97%	0%	1%	0%	1%	0%	С	0.085	F		2000	F
Bus	To- From:	SCI	L Clifton Forge	e												
220 Verge Street	Town of Clifton	Forge 0.70	2000	F 9	97%	1%	1%	0%	2%	0%	С	0.085	F		2100	F
	To.		Bus US 60													
Bus Bus Main St	Town of Clifton		6600	F 9	98%	0%	1%	0%	1%	0%	F	0.085	F		6800	F
220 60 Main St	TOWIT OF CHIROIT	roige 0.06		Г	90%	0%	170	0%	170	0%	Г	0.065	Г		0000	Г
Bus Bus	To: From:		B ST													
220 (60) Main St	Town of Clifton	Forge 0.26	7900	F 9	98%	0%	1%	0%	1%	0%	С	0.085	F		8200	F
Bus Bus	To- From:	I	Ridgeway St													
220 60 188 188 Main St	Town of Clifton	Forge 0.07	4200	F 9	98%	0%	0%	0%	1%	0%	F	0.089	F		4400	F
220 (4) (100 (190)	Combined Traffic Estimates for 2 Paralle	•	9100	G								NA			9200	G
	To:		Keswick St													
Bus Bus	From:	F 0.44	Main St	- /	200/	00/	-00/	00/	407	00/	_	0.004	_		4400	_
220 (60) Kesswick St	Town of Clifton	•	4000		98%	0%	0%	0%	1%	0%	С	0.081	F F		4100	F F
	Combined Traffic Estimates for 2 Paralle	•	8600 Roxbury St	Г :	98%	0%	0%	0%	0%	0%	F	0.087	Г		8900	Г
Bus Bus	From:		Keswick St													
220 60 Roxbury St	Town of Clifton	Forge 0.05	5200	F 9	98%	0%	0%	0%	1%	0%	F	0.083	F		5400	F
· · · · · · · · · · · · · · · · · · ·	To:		Ridgeway St													
Bus Bus 220 60 Ridgeway St	Town of Clifton		Roxbury St 8400	F 9	98%	1%	0%	0%	0%	0%	С	0.084	F		8800	F
220) (60)	To.			•		.,,		0,0	070	0,0		0.00	•		0000	•
Bus Bus	From:		6th St													
220 60 Ridgeway St	Town of Clifton	Forge 0.27	7800	F 9	98%	1%	0%	0%	0%	0%	F	0.089	F		8100	F
Bus Bus	To: From:	WC	L Clifton Forg	ge												
220 (60)	Alleghany Co	unty 0.44	8700	F 9	98%	1%	1%	0%	0%	0%	С	0.085	F		9100	F
	To:]	I-64 SR 384													
Bus	From:	US 220; SR	419 South of	Roanoke												
220 Franklin Rd	City of Roanoke (N	Maint: 80) 0.27	21000	G 9	98%	0%	1%	0%	0%	0%	С	0.082	F	0.512	23000	G
	To- From:	P	enarth Road				\neg									
Bus 220 Franklin Rd	City of Roand	oke 1.26	18000	G 9	98%	0%	1%	0%	0%	0%	F	0.091	F	0.518	17000	G
220) 1 121111111111111	ony or roam				JO 70	070	170	070	070	070	'	0.001	•	0.510	17000	O
Bus	From:		28-3 Wonju St													
(220) Franklin Rd	City of Roand	oke 0.38	11000	G 9	98%	0%	1%	0%	0%	0%	F	0.098	F	0.514	11000	G
Bus	To- From:	128-80	03 McClanaha	ın St												
220 Franklin Rd	City of Roand	oke 0.41	9900	G 9	98%	0%	1%	0%	0%	0%	F	0.094	F	0.517	9400	G
(220)	To:		5; I-581 Unde			0	Ť	- / 0	- / 0	- / 0	•		•			_

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
us	From:	US 220 South of													
S Main St	Franklin County	1.76 510	0 F	97%	0%	1%	0%	1%	0%	С	0.085	F		5300	
us	To: From:	SCL Rocky	Mount												
20)	Town of Rocky Mount	0.10 640	0 G	97%	0%	1%	0%	1%	0%	F	0.085	Ν		6600	
us	To: From:	Scuffling I	Hill Rd												
South Main St	Town of Rocky Mount	0.81 550	0 F	98%	1%	1%	0%	1%	0%	С	0.088	F		5700	
ــــــــــــــــــــــــــــــــــــــ	To: From:	Floyd A	Ave												
us 20 South Main St	Town of Rocky Mount	0.24 660	0 F	98%	1%	1%	0%	1%	0%	F	0.086	F		6900	
	To:	Tanyard			.,,		0,0	.,,	0,0	•	0.000				
s 0 South Main St	Town of Rocky Mount			98%	1%	1%	0%	1%	0%	F	0.097	F		4800	
20 South Main St	Town of Rocky Mount			90%	170	170	076	170	076	Г	0.097	Г		4000	
ıs	From:	Claiborne													
North Main St	Town of Rocky Mount	0.15 350	0 F	98%	1%	1%	0%	1%	0%	F	0.089	F		3700	
JS	To From:	Pell A	ve												
(40)	Town of Rocky Mount	0.03 130 0	00 G	98%	1%	1%	0%	1%	0%	F	0.088	Ν		13000	
us .	To: From	Frankli	n St			\Box \vdash									_
North Main St	Town of Rocky Mount	0.54 950	0 F	97%	0%	1%	1%	2%	0%	С	0.088	F		9800	
<u>ے ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔</u>	To:	North Int C													
us 20 North Main St	Town of Rocky Mount	North Int C 1.05 900		97%	0%	1%	1%	2%	0%	F	0.088	F		9400	
.0)	To:	NCL Rocky		0.70			.,0		0,0	•	0.000	•		0.00	
IS NI Main Ct	From:	-		070/	00/	40/	40/	20/	00/	F	0.004	_		42000	
N Main St	Franklin County	0.57 1200 US 220 N of Ro	-	97%	0%	1%	1%	2%	0%	F	0.091	F		13000	
ıs,	From:	US 220 William F Stone	•	shoro Rd		<u> </u>									_
Greensboro Rd	Henry County	3.21 1300		96%	0%	0%	1%	3%	0%	С	0.088	F	0.546	14000	
<i></i>	To: From:	Bus US 58, A L													
Bus 0 58 Memorial Blvd	Henry County	US 58 SOUTH OF M 0.72 1800		97%	1%	1%	1%	1%	0%	F	0.085	F	0.602	19000	
(38) Wornerial Diva	To:	SCL MARTI		0170	170		170	170	070	•	0.000		0.002	10000	
is Bus	From:			070/	407	40/	407	40/	00/		0.070	_	0.540	20222	
0 58 Memorial Blvd	City of Martinsville	0.71 200 0		97%	1%	1%	1%	1%	0%	С	0.079	F	0.513	22000	
s	To: From:	STARLIN	G AVE												_
0 57 Memorial Blvd	City of Martinsville	0.25 150 0	00 G	97%	1%	1%	0%	2%	0%	F	0.087	F	0.563	17000	
is	To- From:	Broad S	treet												
20 (57) Memorial Blvd	City of Martinsville	0.85 120 0	00 G	97%	1%	1%	0%	2%	0%	С	0.083	F	0.534	13000	
\sim	To:	Fayette	St												

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

-					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAL	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
Bus	From:	Fayett	e St												
Memorial Blvd	City of Martinsville	0.65 140 0	00 G	98%	0%	0%	0%	1%	0%	С	0.082	F	0.506	15000	(
Bus	To- From:	NCL Mart	insville												
220 Virginia Ave	Henry County	2.29 200	00 G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.524	20000	
220)	To:	44-609 Danie						.,.							
Bus	From:														
Virginia Ave	Henry County	2.02 200		96%	1%	0%	0%	2%	0%	С	0.093	F	0.559	22000	
~	10.	US 220; SR 57 Fa	•	wy		_									_
us 20 Church St	Henry County	US 220 South of 0.30 150									0.099	F	0.607	1600	
20 Church St	Henry County										0.099	Г	0.697	1600	
us	To: From:	SCL Rid	geway												_
Church St	Town of Ridgeway (Maint: 44)	0.53 150	0 N								0.099	Ν	0.697	1600	
~ <i></i>	To	SR 87 More	head Ave			\neg									
₂₀ Main St	Town of Ridgeway (Maint: 44)	0.81 460	0 G								NA			4700	
20) Wall St	- Town or reageway (waite: 44)										IVA			4700	
us	From:	NCL Rid													
Main St	Henry County	0.04 460									NA			4700	
~	To	US 220 North	of Ridgeway												
LT ALT	From:	I-581, US 220,			407	40/	407	00/	00/	_	0.004	_	0.000	40000	
20 460 11 116 Orange Ave	City of Roanoke	0.24 370	00 G	96%	1%	1%	1%	2%	0%	F	0.081	F	0.633	40000	
LT	To: From:	US 11 Willi	amson Rd												
20)(460)(221) Orange Ave	City of Roanoke	0.49 430	00 G	96%	1%	1%	1%	2%	0%	F	0.078	F	0.564	47000	
	To:	SR 115 Ho	llins Rd												
LT Oranga Ava	City of Roanoke	1.14 410		94%	0%	1%	1%	4%	0%	F	0.076	F	0.56	42000	
20 460 221 Orange Ave	City of Roalloke			94%	076	170	170	470	076	г	0.076	г	0.56	42000	
LT	To- From:	24th	St												
20)(460)(221) Orange Ave	City of Roanoke	1.17 310	00 G	94%	0%	1%	1%	4%	0%	F	0.074	F	0.504	32000	
<i>y</i>	To- From:	128-8055	King St			\Box \vdash									
LT 20)(460)(221) Orange Ave	City of Roanoke	0.38 390	00 G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.546	41000	
20/(460)(221) Starige / We	To:	Roanoke Co		3470	070		170	470	070	•	0.00	•	0.040	41000	
LT ~~~	From:	ECL Ro													
20)(460)(221) Challenger Ave	Roanoke County	1.63 340		94%	0%	1%	1%	4%	0%	С	0.093	Α		36000	
LT	To: From:	US 460 BO US 221, U													_
Cloverdale Rd	Roanoke County	0.50 250		90%	1%	1%	1%	8%	0%	F	0.087	F	0.574	26000	
20)	То:	Botetourt Co													
LT	From:	Roanoke Co													
Cloverdale Rd	Botetourt County	4.54 180		90%	1%	1%	1%	8%	0%	С	0.098	Α		19000	
<u> </u>	To:	US 11 Lee	Highway												

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

Jurisdiction From: Botetourt County To From: Grayson County From: Way of Independence (Maint: 38) From: Grayson County To From: Grayson County Grayson County To From: Grayson County	US 11 Lee Hig 0.07 37000 I-81; US 22 North Carolina St 3.39 1700 CL Independe 0.47 1700 US 58 INDEPEN 1.20 6400 CL Independe 1.55 6400	chway G 20 ate Line F ence N DENCE F	90% 94% 94%	1% 1%		1%			QC F	0.082	QK F	Dir Factor 0.685	39000 1700	Q\
Botetourt County To: From Grayson County From Warn of Independence (Maint: 38) From From Grayson County To: From Grayson County To: From Grayson County	US 11 Lee Hig 0.07 37000 I-81; US 22 North Carolina St 3.39 1700 CL Independe 0.47 1700 US 58 INDEPEN 1.20 6400 CL Independe 1.55 6400	chway G 20 ate Line F ence N DENCE F	90%	1%	1% 11% 11%	1%	8%	0%	F	0.082	F		39000	C
Grayson County To: Grayson County From Warn of Independence (Maint: 38) From From Grayson County Grayson County	0.07 37000 I-81; US 22 North Carolina St 3.39 1700 CL Independe 0.47 1700 US 58 INDEPEN 1.20 6400 CL Independe 1.55 6400	G 20 rate Line F ence N DENCE F	94%	1%	1%							0.685		
Grayson County To: Grayson County From Warn of Independence (Maint: 38) From From Grayson County Grayson County	I-81; US 2: North Carolina St 3.39 1700 CL Independe 0.47 1700 US 58 INDEPEN 1.20 6400 CL Independe 1.55 6400	rate Line F ence N DENCE F	94%	1%	1%							0.685		
Grayson County Trom From Warn of Independence (Maint: 38) Warn of Independence (Maint: 38) Trom From Grayson County Trom From From From	North Carolina St 3.39 1700 CL Independe 0.47 1700 US 58 INDEPEN 1.20 6400 CL Independe 1.55 6400	F ence N DENCE	94%			1%	4%	0%	С	0.101	F		1700	=
Grayson County Trom From Warn of Independence (Maint: 38) Warn of Independence (Maint: 38) Trom From Grayson County Trom From From From	3.39 1700 CL Independe 0.47 1700 US 58 INDEPEN 1.20 6400 CL Independe 1.55 6400	F N DENCE	94%			1%	4%	0%	С	0.101	F		1700	
wn of Independence (Maint: 38) To From: wn of Independence (Maint: 38) wn of Independence (Maint: 38) From: Grayson County To From:	CL Independe 0.47 1700 US 58 INDEPEN 1.20 6400 CL Independe 1.55 6400	N DENCE	94%			1%	4%	0%	С	0.101	F		1700	
wn of Independence (Maint: 38) To From Grayson County	0.47 1700 US 58 INDEPEN 1.20 6400 CL Independe 1.55 6400	N DENCE F		1%	1%									
wn of Independence (Maint: 38) To From Grayson County	US 58 INDEPEN 1.20 6400 CL Independe 1.55 6400	DENCE F		1%	10/-									
Grayson County	1.20 6400 CL Independe 1.55 6400	F	050/		1 /0	1%	4%	0%	Ν	0.101	Ν		1700	
Grayson County	1.20 6400 CL Independe 1.55 6400	F	050/											
Grayson County	CL Independe 1.55 6400		95%	1%	1%	1%	2%	0%	F	0.107	F		6700	
To: From:	1.55 6400	ence		.,,		.,,	_,,	0,0	•	01.01	•		0.00	
To: From:			050/	40/	40/	40/	20/	00/	N.I	0.407	- NI		6700	
Grayson County		N	95%	1%	1%	1%	2%	0%	N	0.107	N		6700	
Grayson County	SR 274 East of Inde	ependence)											
	8.68 4800	F	95%	1%	1%	1%	2%	0%	С	0.098	F		5000	
To:	SR 94 WEST OF	GALAX			\lnot $lacktriangle$									
Grayson County	1.36 7900	F	95%	1%	1%	1%	2%	0%	F	0.097	F		8200	
T-1														
City of Coloy	WCL Gala 0.47 7500	x G	96%	0%	1%	1%	2%	0%	С	0.092	F	0.568	8000	
City of Galax	0.47 7300	<u> </u>	90%	0%	1 70	1 70	270	076	C	0.092	Г	0.300	8000	
To: From:	Oldtown R													
City of Galax	1.10 6800	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.596	7300	
To: From:	Fries Rd													
City of Galax	0.20 10000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.562	11000	
To	SD 80 MAIN	TST												
City of Galax			96%	0%	1%	1%	2%	0%	F	0.087	F	0.540	15000	
Only of Calax			0070	070	170	170	270	070	•	0.007	•	0.040	10000	
From:			200/	00/		407	00/	201	_			0.505	04000	_
City of Galax	1.81 20000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.525	21000	
To: From:	Haynes Ro	1												_
City of Galax	1.10 16000	G	96%	0%	1%	1%	2%	0%	С	0.083	F	0.543	17000	
To:	FCL Galar	v												
Carroll County			96%	0%	1%	0%	3%	0%	F	0.080	F	0.523	16000	
- T			0070	070		070	070	070	•	0.000	•	0.020	10000	
From:			000/	007	40/	00/	20/	00/	_	0.004		0.545	47000	
Carroll County	1.28 16000	G	96%	0%	1%	0%	3%	0%	г	0.081	г	0.515	17000	
To: From:	17-872													_
Carroll County	3.69 14000	Α	96%	0%	1%	0%	3%	0%	С	0.096	Α		14000	
To:	I-77				_									
Carroll County		G	93%	0%	1%	2%	4%	0%	F	0.086	F	0.554	14000	
то					_							'		
Town of Hills ills (NATION 47)														
LOWN OF HILLSVILLE (Maint: 17)	2.10 13000	N	93%	0%	1%	2%	4%	0%	N	0.086	N	0.554	14000	
	City of Galax City of Galax City of Galax To From	City of Galax Carroll County Ca	City of Galax Table From: Fries Rd	City of Galax 1.10 6800 G 96% Fries Rd City of Galax 0.20 10000 G 96% SR 89 MAIN ST City of Galax 0.34 14000 G 96% Meadow St City of Galax 1.81 20000 G 96% Tool Haynes Rd City of Galax 1.10 16000 G 96% City of Galax 1.10 16000 G 96% Tool ECL Galax Carroll County 2.05 15000 G 96% Carroll County 1.28 16000 G 96% Tool Tool Tool Tool Tool Tool Tool Too	City of Galax 1.10 6800 G 96% 0% Fries Rd City of Galax 0.20 10000 G 96% 0% SR 89 MAIN ST City of Galax 0.34 14000 G 96% 0% Meadow St City of Galax 1.81 20000 G 96% 0% To Haynes Rd City of Galax 1.10 16000 G 96% 0% From ECL Galax Carroll County 2.05 15000 G 96% 0% From 17-887 Carroll County 1.28 16000 G 96% 0% From 17-872 Carroll County 3.69 14000 A 96% 0% To T	City of Galax 1.10 6800 G 96% 0% 1% Fries Rd City of Galax 0.20 10000 G 96% 0% 1% SR 89 MAIN ST City of Galax 0.34 14000 G 96% 0% 1% Meadow St City of Galax 1.81 20000 G 96% 0% 1% Tool Meadow St City of Galax 1.81 20000 G 96% 0% 1% City of Galax 1.81 20000 G 96% 0% 1% From Haynes Rd City of Galax 1.10 16000 G 96% 0% 1% Carroll County 2.05 15000 G 96% 0% 1% Carroll County 17-887 Carroll County 1.28 16000 G 96% 0% 1% Tool Tool Tool Tool Tool Tool Tool Too	City of Galax 1.10 6800 G 96% 0% 1% 1% Fries Rd City of Galax 0.20 10000 G 96% 0% 1% 1% SR 89 MAIN ST City of Galax 0.34 14000 G 96% 0% 1% 1% Meadow St City of Galax 1.81 20000 G 96% 0% 1% 1% Tool Haynes Rd City of Galax 1.10 16000 G 96% 0% 1% 1% Carroll County 2.05 15000 G 96% 0% 1% 0% Tool Tool Tool Tool Tool Tool Tool Too	City of Galax 1.10 6800 G 96% 0% 1% 1% 2% Fries Rd City of Galax 0.20 10000 G 96% 0% 1% 1% 2% SR 89 MAIN ST City of Galax 0.34 14000 G 96% 0% 1% 1% 2% Meadow St City of Galax 1.81 20000 G 96% 0% 1% 1% 2% Tool Haynes Rd City of Galax 1.10 16000 G 96% 0% 1% 1% 2% ECL Galax Carroll County 2.05 15000 G 96% 0% 1% 0% 3% Tool Front Table City of Galax 1.10 6800 G 96% 0% 1% 1% 2% 0% Fries Rd City of Galax 0.20 10000 G 96% 0% 1% 1% 2% 0% SR 89 MAIN ST City of Galax 0.34 14000 G 96% 0% 1% 1% 2% 0% Meadow St City of Galax 1.81 20000 G 96% 0% 1% 1% 2% 0% To Haynes Rd City of Galax 1.10 16000 G 96% 0% 1% 1% 2% 0% ECL Galax Carroll County 2.05 15000 G 96% 0% 1% 0% 3% 0% To From 17-887 Carroll County 1.28 16000 G 96% 0% 1% 0% 3% 0% To The Transport The Trans	City of Galax 1.10 6800 G 96% 0% 1% 1% 2% 0% F Fries Rd	City of Galax 1.10 6800 G 96% 0% 1% 1% 2% 0% F 0.089 Fries Rd	City of Galax 1.10 6800 G 96% 0% 1% 1% 2% 0% F 0.089 F Fries Rd	City of Galax 1.10 6800 G 96% 0% 1% 1% 2% 0% F 0.089 F 0.596 Fries Rd	City of Galax 1.10 6800 G 96% 0% 1% 1% 2% 0% F 0.089 F 0.596 7300 Fries Rd	

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

_			_	_			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 58 Stu	ıart Dr												
221 Floyd Pike	Town of Hillsville (Maint: 17)	1.42 680	0 G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.512	7100	G
<u> </u>	To: From:	ECL Hill	sville												
221 Floyd Pike	Carroll County	0.02 680	0 N	96%	1%	1%	1%	1%	0%	Ν	0.092	Ν	0.512	7100	N
<u> </u>	To	SR 100 East o	f Hillsville			$ \vdash$									
221 Floyd Pike	Carroll County	6.77 240		96%	1%	1%	1%	1%	0%	F	0.092	F	0.619	2600	G
	To	17-638 D	nocour												
221 Floyd Pike	From: Carroll County	3.37 180		96%	1%	1%	1%	1%	0%	F	0.090	F	0.531	1800	G
221 1 loyd 1 like	To:	Floyd Cour		30 /0	1 /0	1 70	1 70	1 /0	070	'	0.030	'	0.551	1000	
	From:	Carroll Cou													
221 Floyd Highway South	Floyd County	4.50 190	0 F	96%	1%	1%	1%	1%	0%	F	0.085	F		1900	F
	To	31-787 Near Willis I		ge Rd											
~~~	From:	31-787 Nea													
221 Floyd Highway South	Floyd County	2.91 <b>260</b>	0 A	96%	1%	1%	1%	1%	0%	С	0.115	Α		2600	Α
<del></del>	To- Fram:	31-750 Alum	Ridge Rd			$\neg$ $\vdash$									
221 Floyd Highway South	Floyd County	8.26 <b>330</b>	0 F	96%	1%	1%	1%	1%	0%	F	0.092	F		3400	F
<i></i>	To	WCL F	lovd												
221 East Main St	Town of Floyd (Maint: 31)	0.33 330	_	96%	1%	1%	1%	1%	0%	N	0.092	N		3400	١
ZZZI Zast Mairi St	Town of Floyd (Marit. 61)			0070	170		170	170	070		0.002			0100	
221 West Main St	Town of Floyd (Maint: 31)	SR 8 Floy 0.61 <b>750</b>		97%	0%	1%	10/	1%	0%	F	0.083	F		7800	F
221 West Main St	Town of Floyd (Maint. 31)	0.01 750	0 г	9176	U70	1 70	1%	170	076	Г	0.063	Г		7000	Г
~~~	To: From:	ECL F	_												
221 Floyd Highway North	Floyd County	2.04 750		97%	0%	1%	1%	1%	0%	Ν	0.083	Ν		7800	Ν
<u> </u>	To	31-860 Northeast													
Claud Highway North		-860 Northeast of Floyd				40/	40/	40/	00/	F	0.000	F		0000	F
Floyd Highway North	Floyd County	6.97 250	U F	97%	0%	1%	1%	1%	0%	г	0.096	г		2600	
~~~	To: From:	31-661 Booth Creek I													
221 Floyd Highway North	Floyd County	3.79 <b>200</b>	0 F	97%	0%	1%	1%	1%	0%	С	0.095	F		2100	F
<del>~</del>	To	31-642 Meado	ow Run Rd			$\neg$ $\vdash$									
221 Floyd Highway North	Floyd County	7.20 <b>270</b>	0 F	97%	0%	1%	1%	1%	0%	F	0.103	F		2800	F
=======================================	То:	Roanoke Co	unty Line												
~~~	From:	Floyd Cour													
221 Bent Mountain Rd	Roanoke County	2.40 310	0 G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.738	3400	C
~	To	80-708 Ivy I	Ridge Rd			\neg \vdash									
221 Bent Mountain Rd	Roanoke County	1.46 340	0 G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.825	3700	G
	To:	80-711 A	irnoint												
221 Bent Mountain Rd	Roanoke County	7.31 660		98%	0%	1%	1%	1%	0%	С	0.1	F	0.832	7300	C
ZZI JOSH WOUNGH NU	To Too	80-688 Cotto		JU /0	J /0	1 /6	1 /0	1 /0	0 /0	J	0.1	'	0.002	7 300	
	From:	80-897 Crystal Cre		646											
221 Brambleton Rd	Roanoke County	0.22 1400		99%	0%	1%	0%	0%	0%	С	0.101	F	0.833	16000	G
 .)	To:	80-1683 Arling								-	-				_

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

		Primary and in					Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~	From:		rlington Hills												
Brambleton Rd	Roanoke County	1.36 23	8000 G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.633	25000	(
~	To: From:		Electric Rd									_			
Brambleton Ave	Roanoke County	1.14 17	7000 G	99%	0%	0%	0%	0%	0%	С	0.108	F	0.567	18000	(
~	To: From:		Roanoke												
Brambleton Ave	City of Roanoke	1.39 15	6000 G	99%	0%	1%	0%	0%	0%	С	0.107	F	0.606	14000	(
~	To: From:		and Road												
Brambleton Ave	City of Roanoke	0.52 81	100 G	99%	0%	1%	0%	0%	0%	F	0.111	F	0.636	7700	(
~	To: From:		don Ave												
Main St	City of Roanoke	1.19 9 4	400 G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.620	8900	(
~	To: From:		th St												
Elm Ave	City of Roanoke	0.46 12	2000 G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.666	11000	
~	To: From:		Franklin Rd												
Elm Ave	City of Roanoke		000 G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.52	10000	
Cor	mbined Traffic Estimates for 2 Parallel Roadway			99%	0%	1%	0%	0%	0%	F	0.092	F	0.566	19000	
	From:		, SR 116 S 221 Bus P												
21 (116) Franklin Rd / Williamson R	d City of Roanoke		100 G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.63	3400	
	To:		mpbell Ave												
221 (11) (116) Williamson Rd	City of Roanoke		m Ave	98%	0%	1%	0%	0%	0%	F	0.089	F	0.527	25000	
21) (11) (116) Williamson Rd	City of Roalloke			90 /0	076	1 /0	0 /6	076	0 /6		0.009		0.521	23000	•
Milliana Dd	City of Doors also		doah Ave	000/	00/	40/	00/	00/	00/	F	0.000	F	0.700	47000	(
21 (11) (116) Williamson Rd	City of Roanoke		6000 G	98%	0%	1%	0%	0%	0%	г	0.099	Г	0.723	17000	
~~~	From:		581	2001	00/		00/	00/	001	_	0.000	_	0.550	40000	
221 11 116 Williamson Rd	City of Roanoke	0.50 <b>12</b>	2000 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.556	12000	•
ALT	To: From:	US	460 S												
221 (460) (220) Orange Ave	City of Roanoke	0.49 <b>43</b>	000 G	96%	1%	1%	1%	2%	0%	F	0.078	F	0.564	47000	
$\rightarrow \leftarrow \bigcirc$	To: From:	SR 115 I	Hollins Rd			<u> </u>									
ALT (221) (460) (220) Orange Ave	City of Roanoke	1.14 <b>41</b>	000 G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.56	42000	(
221 460 220 Orange Ave	City of Roalioke			J+70	070		1 70	770	070	•	0.070	'	0.50	42000	
ALT	From:		th St												
21)(460)(220) Orange Ave	City of Roanoke	1.17 <b>31</b>	000 G	94%	0%	1%	1%	4%	0%	F	0.074	F	0.504	32000	(
ALT	To: From:	128-805	55 King St												
21)(460)(220) Orange Ave	City of Roanoke	0.38 <b>39</b>	0000 G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.546	41000	(
21)(-30)(220)	To		Roanoke												
ALT	From:			0.407	00.		467	46.1	2001		0.000			00000	
221 460 220 Challenger Ave	Roanoke County	1.63 <b>34</b>	1000 A	94%	0%	1%	1%	4%	0%	С	0.093	Α		36000	,
~~~	To: From:		Cloverdale Rd												
221 (460) Challenger Ave	Roanoke County		0000 G	89%	1%	1%	1%	8%	0%	F	0.084	F	0.620	31000	(
~ ~	To:	Botetourt (County Line												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
	From:	Roanoke Coun	ty Line												
221 (460 Blue Ridge Blvd	Botetourt County	2.55 26000	G	89%	1%	1%	1%	8%	0%	F	80.0	F	0.578	28000	G
~~~	To:	Blue Ridge Pa	ırkwav												
221 (460) Blue Ridge Blvd	Botetourt County	2.94 <b>20000</b>		89%	1%	1%	1%	8%	0%	С	0.098	Α		21000	A
	To:	Bedford Coun													
	From:	Botetourt Cour	•		407					_		_			
221 460 W Lynchburg Salem Tpke	Bedford County	4.18 <b>1800</b> 0	G	89%	1%	1%	1%	8%	0%	F	0.078	F	0.566	18000	(
~~~	To: From:	09-695 Goose Cree													
21 (460) W Lynchburg Salem Tpke	Bedford County	7.69 15000	G	89%	1%	1%	1%	8%	0%	F	0.082	F	0.509	16000	(
~~~~	To- From:	09-831 Thaxton S	School Rd												
21 (460 W Lynchburg Salem Tpke	Bedford County	2.75 16000	G	89%	1%	1%	1%	8%	0%	F	0.082	F	0.501	17000	
	To:	WCL Bedf	ord												
21 (460)	City of Bedford (Maint: 09)	0.67 19000		89%	1%	1%	1%	8%	0%	F	0.082	F	0.513	20000	
	To:	US 460 OLD TI	NPK RD												
Bus	From:	US 460 Old Tur	•												
21 ] (460 ]	City of Bedford (Maint: 09)	0.33 <b>6800</b>	N	98%	1%	1%	0%	1%	0%	N	0.093	N	0.509	7200	
Bus	To: From:	Oakcrest	St												
21 (460) Blue Ridge Ave	City of Bedford	0.68 <b>6800</b>	G	98%	1%	1%	0%	1%	0%	С	0.093	F	0.509	7200	
21)(400)	To														
Bus	From:	4th St													
21)(460)W Main St	City of Bedford	0.07 <b>5300</b>	G	98%	1%	1%	0%	1%	0%	F	0.095	F	0.512	5600	(
Bus Bus	To: From:	Crenshaw	St												
21 (460 (122) W Main St	City of Bedford	0.19 <b>6300</b>	G	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6700	
21)(400)(122) 11 1116111 91	To:	Bus US 460, SR 43;			.,,		0,0	.,,	0,0	•	0.000	•	0.0	0.00	
Bus	From:	Bus US 460, SR 4													
21) (43) (122) N Bridge St	City of Bedford	0.16 <b>6000</b>	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.622	6400	
Dura Pour	To: From:	Bedford A	ve			_									
Bus 21) (43) (122) N Bridge St	City of Bedford	0.11 <b>7800</b>	G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.564	8300	
21 43 122 N Bridge St	To:	Peaks S		3070	1 /0	1/0	070	070	070	O	0.000	'	0.504	0300	
Bus	From:	SR 43 Peak													
21 122 Longwood Ave	City of Bedford	0.71 <b>7200</b>	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.527	7600	
	To:	Oakwood	St												
Bus	City of Bedford	0.47 9300		98%	1%	0%	0%	0%	0%	С	0.091	F	0.552	9900	
21 122 Longwood Ave	City of Bedfold	Forest Ro		90%	170	0%	076	076	0%	C	0.091	Г	0.553	9900	
	From:	Longwood													
Forest Rd	City of Bedford	0.68 <b>6200</b>	G	96%	1%	1%	0%	2%	0%	С	0.095	F	0.507	6600	
~	To:	ECL Bedf	ord												
21 Forest Rd	Bedford County	2.22 <b>5200</b>		96%	1%	1%	0%	2%	0%	F	0.101	F	0.531	5400	
21)	ты									=		-			
Forget Rd	Bedford County	9.23 <b>7100</b>	rille Rd <b>G</b>	96%	1%	1%	0%	2%	0%	F	0.093	F	0.648	7500	-
Forest Rd	Bearora County	9.23 <b>7100</b> 09-663 Perrow		<b>30%</b>	170	170	U%	∠70	U%	Г	0.093	г	0.046	7500	(

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

		Primary and Inter					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	09-663 Perrow	ville Rd												
(221) Forest Rd	Bedford County	3.05 2100 0		99%	0%	0%	0%	1%	0%	F	0.093	F	0.609	22000	G
<u> </u>	To:	09-1415; 09-1427 I													
~~~ F1 B-1	Parkand Operation	09-1415 Enterprise Dr; 09-			00/	-00/	00/	407	00/	_	0.004	_	0.570	00000	_
Forest Rd	Bedford County	2.04 <b>2700</b> 0	) G	99%	0%	0%	0%	1%	0%	С	0.094	F	0.573	29000	G
~~~	To: From:	WCL Lyncl				┷									
221 Lakeside Dr	City of Lynchburg	0.53 2700 0) G	99%	0%	0%	0%	1%	0%	С	0.093	F	0.568	28000	G
<u> </u>	To. From:	Lynchburg Exp	ressway			\neg \vdash									
221 Lakeside Dr	City of Lynchburg	0.94 1600 0) G	99%	0%	0%	0%	1%	0%	F	0.086	F	0.576	17000	G
	То	Forest Broo	l Dd												
221 Lakeside Dr	City of Lynchburg	1.52 1300 0		99%	0%	0%	0%	1%	0%	F	0.086	F	0.554	14000	G
Lakeside Dr	City of Eyrionburg			0070	070	<u> </u>	070	170	070	•	0.000	•	0.004	14000	O
~~~.	From:	Old Forest								_				.=	_
221 Lakeside Dr	City of Lynchburg	0.15 16000		99%	0%	0%	0%	1%	0%	F	0.085	F	0.547	17000	G
	From:	Oakley A Lakeside													
221 Oakley Ave	City of Lynchburg	0.57 <b>8700</b>		99%	0%	0%	0%	1%	0%	F	0.088	F	0.509	9300	G
ZZI Galley / We	To:	Bus US 29 Men		0070	070		070	170	070	•	0.000	•	0.000	0000	O
	From:	Memorial .													
221 Oakley Ave	City of Lynchburg	0.24 <b>7400</b>	G	99%	0%	0%	0%	1%	0%	F	0.089	F	0.505	7900	G
$\bigcirc$	To:	Bus US 460 F	ort Ave												
Bus	From:	Bus US 460 Oa													
(221)(460) Fort Ave	City of Lynchburg	0.42 <b>9400</b>	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.543	10000	G
D.::	To- From:	118-6029 Fo	rt Ave			$\neg$									
Bus (221) 460 12th St	City of Lynchburg	0.25 <b>8200</b>	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8800	G
(221) (460) 12th St	City of Lynchburg			31 /0	1 70	1 /0	076	1 /0	076	•	0.031	'	0.555	0000	J
Bus Bus	To: From:	Bus US 501 Carr	pbell Ave												
221 460 501 12th St	City of Lynchburg	0.18 <b>8400</b>	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9000	G
	To:	Kemper	St												
Bus Bus	From:	12th Stre	et												
(221) (460) (501) Kemper St	City of Lynchburg	0.41 <b>1100</b> 0	) G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	G
<b>***</b>	To:	US 29 Lynchburg	Expresswa	y											
~~~	From:	US 221 Eln	ı Ave												
(221) Franklin Rd	City of Roanoke	0.40 8600	G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.651	8100	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 20000) G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.566	19000	G
	То:	US 221, SR 116 J	efferson St	t											
	From:	Dead Er	ıd												
222)Weems Rd	Lancaster County	4.17 1600	F	96%	0%	1%	2%	1%	0%	С	0.095	F		1600	F
\bigcirc	To:	SR 200 Irving	ton Rd												
	From:	SR 198 Hu	lgins				-				-		-		
223 Cricket Hill Rd	Mathews County	2.07 2100	G	97%	0%	1%	1%	1%	0%	С	0.097	F	0.544	2100	G

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Tennessee State Lin												
224) Wadlow Gap Rd	Scott County	1.65 8100	G 97%	0%	1%	0%	2%	0%	F	0.093	F	0.564	8700	G
	To: From:	84-907 Cliffview Ro												
224) Wadlow Gap Rd	Scott County		G 97%	0%	1%	0%	2%	0%	С	0.091	F	0.579	8500	G
	10:	US 58												
Independence Divid	City of Virginia Pageb	South Blvd 0.07 76000	N 99%	0%	0%	00/	00/	00/	N	0.00	N.	0.545	0.4000	N.
225 Independence Blvd	City of Virginia Beach		N 99%	0%	0%	0%	0%	0%	IN	0.08	N	0.545	84000	N
In deal on deal on Dhild	City of Viscinia Book	I-264	000/	00/		00/	00/	00/		0.00		0.545	0.4000	
225 Independence Blvd	City of Virginia Beach		G 99%	0%	0%	0%	0%	0%	F	0.08	F	0.545	84000	G
	To: From:	US 58 Virginia Beach I		00/		00/	00/	00/		0.005	^		F 4000	^
225 Independence Blvd	City of Virginia Beach	1.35 50000	A 99%	0%	0%	0%	0%	0%	С	0.095	Α		54000	Α
	To: From:	Pembroke Blvd												
225 Independence Blvd	City of Virginia Beach	0.91 50000	G 99%	0%	0%	0%	0%	0%	F	0.082	F	0.526	54000	G
	To: From:	Haygood Rd												
225 Independence Blvd	City of Virginia Beach	1.81 44000	G 99%	0%	0%	0%	0%	0%	F	0.085	F	0.538	48000	G
	To: From:	US 13 Northampton B												
225 Independence Blvd	City of Virginia Beach		G 99%	0%	0%	0%	0%	0%	F	0.086	F	0.623	24000	G
		US 60 Shore Dr												
North	City of Virginia Beach (Maint: 75)	SR 225; 134-11; 134-8736; 0.25 NA	134-87							NA			NA	
225 Ramp	To:	I-264-E FROM HOLLAN	D RD							INA			INA	
North	From:	SR 225 TO AND FROM												
225 Ramp	City of Virginia Beach (Maint: 75)	0.19 NA	11(1							NA			NA	
	To:	I-264-W FROM HOLLANI	ROAD											
South	From:	SR 225 TO RT 264												
(225) Ramp	City of Virginia Beach (Maint: 75)	0.17 NA								NA			NA	
	То:	I-264-E FROM RT 2	25											
South	From:	SR 225 TO RT 264												
225 Ramp	City of Virginia Beach (Maint: 75)	0.24 NA	25							NA			NA	
	10.	I-264-W FROM RT 2	25											
Cov Pd	Dinwiddie County	US 460 Cox Rd 3.38 10000	F 97%	1%	1%	1%	1%	0%	С	0.096	F		11000	F
226 Cox Rd	To:	US 1 West of Petersbi		1 /0	1 /0	1 /0	1 /0	U /0	C	0.090	Г		11000	Г
	From:	SR 33 Cooks Corner												
227) Urbanna Rd	Middlesex County		G 98%	1%	1%	0%	1%	0%	С	0.094	F	0.563	3000	G
221)	Tod													
227)	Town of Urbanna (Maint: 59)	ECL Urbanna 0.63 3000	N 98%	1%	1%	0%	1%	0%	N	0.094	N	0.563	3000	N
\ZZ1 <i>)</i>	1 OWIT OF OTDAITIA (WAITE, 39)	0.00	30/0	1 /0	1 /0	0 /0	1 /0	0 / 0	1.4	0.004	1.4	0.000	3000	1.4

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Herndon, 29-6.	57 Centrevi	le Rd											
228 Elden St	Town of Herndon	0.24 380	00 G	99%	0%	1%	0%	0%	0%	F	NA			42000	G
\smile	To:	Herndon	Pkwv			— —									
(228) Elden St	Town of Herndon	0.16 220	•	99%	0%	1%	0%	0%	0%	F	0.084	F		23000	F
	To:	Alaban	ıa Dr												
(228) Elden St	Town of Herndon	0.25 190		99%	0%	1%	0%	0%	0%	F	0.084	F		20000	F
228) = 13511 51	T						0,0	0,0	0,0	•	0.00	•		20000	•
Eldon St	Town of Herndon	0.42 Sterlin		99%	0%	10/	0%	0%	0%	С	0.075	F		18000	F
228 Elden St	Town or Herndon	0.42 170	Л О Г	99%	0%	1%	0%	076	076	C	0.075	Г		10000	Г
	To: From:	Cente								_					
228 Elden St	Town of Herndon	0.09 180	00 F	99%	0%	1%	0%	0%	0%	F	0.074	F		19000	F
<u> </u>	To: From:	Spring													
228 Elden St	Town of Herndon	0.12 180	00 F	99%	0%	1%	0%	0%	0%	F	0.075	F		19000	F
	To:	235-6656 N													
Manage Ct	Taxon of Llawadae	235-6656 1		000/	00/	40/	00/	007	00/	_	0.000	_		0000	_
228 Monroe St	Town of Herndon	0.08 630	0 F	99%	0%	1%	0%	0%	0%	F	0.088	F		6600	F
	To: From:	Pine													
228 Monroe St	Town of Herndon	0.26 540	0 F	99%	0%	1%	0%	0%	0%	С	0.095	F		5700	F
<u> </u>	To:	Park A													
228 Park Ave	Town of Herndon	0.19 M onro		99%	0%	1%	0%	0%	0%	F	0.102	F		6000	F
228)1 alk Ave	Town of Fichidan			3370	070	170	070	070	070	·	0.102	•		0000	•
	From:	Grant								_					
228 Park Ave	Town of Herndon	0.14 600		99%	0%	1%	0%	0%	0%	F	0.103	F		6400	F
	From:	Dranesvi Park													
228 Dranesville Rd	Town of Herndon	0.08 680		99%	0%	1%	0%	0%	0%	Ν	0.102	N		7200	Ν
220) = 1	Total						-,-	-,-			*****				
228 Dranesville Rd	Town of Herndon	0.26 680		99%	0%	1%	0%	0%	0%	С	0.102	F		7200	F
228 Dianesville Ru	Town or Herndon	0.20 000	U F	9970	076	1 /0	0 /6	076	076	C	0.102	-		7200	-
	To: From:	Herndon													
228 Dranesville Rd	Town of Herndon	0.23 130	00 F	99%	0%	1%	0%	0%	0%	F	0.102	F		14000	F
<u>~</u>	To: From:	NCL He	rndon												
228 Dranesville Rd	Fairfax County	2.01 200	00 G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.502	19000	G
\smile	To:	SR 7 Leest	urg Pike												
Bus Bus	From:	Begin S	R 229												
229) (15) (29) Main St	Town of Culpeper	0.06 280	00 F	97%	1%	1%	0%	1%	0%	С	0.072	F		29000	F
	To-	US 15	Bus			<u> </u>									
(229) Main St	Town of Culpeper	0.93 890		95%	2%	1%	1%	0%	0%	С	0.095	F		9500	F
	To					 1									
229 Rixeyville Rd	Culpapar County	NCL Cu 1.21 990		98%	1%	1%	0%	0%	0%	С	0.095	F		10000	F
229 RiveAville La	Culpeper County	23-685 Chestnut F			170	1 70	U70	U70	U70	C	0.095	Г		10000	r

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	lunia di atian	Law odly AADT	^	4T:	D		Tru	ıck		00	K	OK	Dir	^ ^\^/DT	014
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVI
	From:	23-685 Chestnut Fork Ro													
229) Rixeyville Rd	Culpeper County	4.92 7200	F	97%	1%	1%	1%	1%	0%	С	0.103	F		7300	F
<u> </u>	To: From:	23-640 Monumental Mills R	Rd; Rixe	yville											
229) Rixeyville Rd	Culpeper County	5.45 6900	F	97%	1%	1%	1%	1%	0%	F	0.097	F		7000	F
<u> </u>	To	23-621 Jefferson I	Rd			<u> </u>									
229) Rixeyville Rd	Culpeper County	2.15 6800	F	97%	1%	1%	1%	1%	0%	F	0.097	F		6900	F
	To:	US 211 Lee Highv	way												
	From:	Bus US 33 Main	St												
230) Madison Rd	Town of Stanardsville (Maint: 39)	0.50 4400	F	97%	0%	1%	0%	2%	0%	F	0.087	F		4500	F
<u> </u>	To:	NCL Stanardsvill	le												
230) Madison Rd	Greene County	2.91 4400	N	97%	0%	1%	0%	2%	0%	Ν	0.087	Ν		4500	Ν
230)	To:	Madison County L	ine												
	From:	Greene County Li													
230) Wolftown-Hood Rd	Madison County	7.46 3000	F	97%	0%	1%	0%	2%	0%	С	0.092	F		3000	F
<u> </u>	To: From:	US 29 S Seminole	Trail			\neg \vdash									
230) (29) S Seminole Trail	Madison County	0.52 20000	F	93%	1%	1%	1%	4%	0%	F	0.08	F		18000	F
	To	US 29, SR 231 S Semin	nole Tra	il											
	From:	US 29, SR 231, S Semin													
₂₃₀)(₂₃₁)Orange Rd	Madison County	0.64 3300	F	97%	0%	1%	1%	1%	0%	С	0.090	F		3300	F
	To: From:	SR 231, S Blue Ridge	e Tpke												
230)Orange Rd	Madison County	2.53 3100	F	96%	0%	1%	1%	2%	0%	С	0.095	F		3200	F
\bigcirc	To:	56-607 Elly Rd	1												
230)Orange Rd	Madison County	2.86 2800	F	96%	0%	1%	1%	2%	0%	F	0.089	F		2800	F
200)	To		:11 D.1												
230) Orange Rd	Madison County	56-705 Twymans Mi 3.16 2900	F	96%	0%	1%	1%	2%	0%	F	0.092	F		2900	F
230) Crange red	To:	US 15 James Madison		3070	070	170	1 70	270	070	'	0.032	•		2300	•
	From	SR 22 Louisa Ro													
231 Gordonsville Rd	Albemarle County	8.11 4500	G G	94%	1%	1%	1%	3%	0%	С	0.095	F	0.512	4700	G
231 Gordonsville Nd	To:	Louisa County Li		3470	1 /0		1 70	370	070	O	0.000	•	0.512	4700	
	From:	Albemarle County I													
231)Gordon Ave	Louisa County	0.27 4500	G	94%	1%	1%	1%	3%	0%	С	0.095	F	0.512	4700	G
	To:	Orange County Li													
	From:	Louisa County Li								_		_			_
231 Gordon Ave	Orange County	0.58 5300	F	94%	1%	1%	1%	3%	0%	F	0.085	F		5400	F
<u> </u>	To: From:	SCL Gordonsvill	le												
231)Gordon Ave	Town of Gordonsville (Maint: 68)	0.58 5300	N	94%	1%	1%	1%	3%	0%	Ν	0.085	Ν		5400	Ν
\smile	To:	US 15, US 33 Gordonsvi		ele											
Constant Total	From:	US 15 Gordonsville C		0.407	407		407	201	001	_	0.000	_		0000	_
231 33 Spotswood Trail	Town of Gordonsville (Maint: 68)	0.15 6600	F	94%	1%	1%	1%	3%	0%	С	0.096	F		6800	F
	From:	Blue Ridge Turnpi US 33 Spottswood													
231)Blue Ridge Tpke	Town of Gordonsville (Maint: 68)	0.02 980	F	96%	1%	2%	0%	1%	0%	С	0.105	F		1000	F
231) =	To:	NCL Gordonsvil		0070	. 70		5 / 0	. 70	2 / 0	_	0.700	•		. 500	•

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	NCL Gordonsv													
Blue Ridge Tpke	Orange County	6.09 980	N	96%	1%	2%	0%	1%	0%	N	0.105	N		1000	Ν
	To: From:	SR 20 Constitutio	<u> </u>												
Blue Ridge Tpke	Orange County	0.58 1300		97%	0%	1%	1%	1%	0%	F	0.110	F		1300	ı
<u> </u>	To: From:	Madison County Orange County													
S Blue Ridge Tpke	Madison County	9.36 1200		97%	0%	1%	1%	1%	0%	С	0.095	F		1200	
31) e Bide Mage Tpilo	Waaloon Coarky				070		170	170	070	Ū	0.000	•		1200	
Orango Pd	Madia on County	SR 230 Orange Rd; 56-686 0.64 3300			0%	10/	1%	1%	0%	С	0.090	F		3300	
31 230 Orange Rd	Madison County	0.64 3300 US 29 S Seminol		97%	076	1%	170	170	0%	C	0.090	Г		3300	
	From:	SR 230 Orange													
31) (29) S Seminole Trail	Madison County	1.34 19000		93%	1%	1%	1%	4%	0%	F	0.079	F		18000	
3) (29)	To:	Bus US 29 Mai	in St												
Bus	From:	US 29 S Seminol													
31) (29) Main St	Madison County	0.33 3600	F	95%	0%	1%	3%	1%	0%	С	0.088	F		3600	
	To	SCL Madiso	on			<u> </u>									
Bus Main St	Town of Madison (Maint: 56)	0.91 3600	N	95%	0%	1%	3%	1%	0%	N	0.088	N		3600	
31) (29) Main St	Town of Mauison (Maint. 50)	N Blue Ridge Tu		90 /0	070	1 /0	3/0	1 /0	0 /6	IN	0.000	IN		3000	
	From:	Bus US 29 Mai													
31)N Blue Ridge Tpke	Town of Madison (Maint: 56)	0.04 3200		90%	1%	1%	7%	2%	0%	F	0.087	Ν		3300	
	To	NCL Madiso													
31)N Blue Ridge Tpke	Madison County	5.44 3800		97%	0%	1%	1%	1%	0%	F	0.087	F		3900	
31) It Blue Hage Tplie	Madicol County			01 70	070		170	170	070	•	0.007	•		0000	
O contle E T V clless D d	To- From:	56-670 Old Blue Rio		000/	40/		70/	00/	00/	_	0.000	_		4000	
South F T Valley Rd	Madison County	7.19 1600		90%	1%	1%	7%	2%	0%	С	0.082	F		1600	
	From:	Rappahannock Cou Madison County	•												
31)F T Valley Rd	Rappahannock County	8.19 1500		90%	1%	1%	7%	2%	0%	F	0.099	F	0.561	1500	
31)	To:	US 522 Sperryvill													
	From:	Ramp split at I-8													
32)W Main St	Montgomery County	0.48 5200		97%	0%	1%	0%	1%	0%	F	0.094	F	0.579	5400	
32)	T.						-,-		-,-						
W Main St	City of Radford	SCL Radfor 2.71 5700		97%	0%	1%	0%	1%	0%	С	0.107	F	0.572	6100	
32) W Main St	City of Radioid	2.71 3700	G	9170	076	1 70	0%	170	0%	C	0.107	Г	0.372	6100	
	To: From:	Bolling Stree													
First St	City of Radford	0.63 8600	G	97%	0%	1%	0%	1%	0%	F	0.104	F	0.503	9100	
<u></u>	To: From:	Wadsworth S	St			\neg									
32) First St	City of Radford	0.31 10000	G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.513	11000	
	To:	Arlington S	t												
32) First St	City of Radford	0.20 13000		97%	0%	1%	0%	1%	0%	F	0.094	F	0.501	14000	
52)	To:	US 11 Norwoo		3.70	0,0		270	. 70	2 / 0	•	0.00 .	•	0.001	000	
	From:	SR 232				j									
Ramp to I-81 S at Exit 105	Montgomery County	0.19 NA									NA			NA	
132/ Manip to 1 0 1 0 at Exit 100	To:	I-81 S									1 1/7			: 1/7	

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

Primary and Interstate Routes

Route	Jurisdiction	Ler	ngth A A	DT QA	A 4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. OA
	From:						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
233)	Arlington Coun			on Davis Hw	-	1%	1%	0%	0%	0%	С	0.073	F	0.603	26000	G
233)	To:			ional Airpor		.,,		0,0	0,0	0,0		0.0.0	•	0.000		
	From:	US 1 Jo	efferson Da	ıvis Hwy, Dı	ımfries											
Dumfries Rd	Prince William Co	ounty 0.	55 34	000 G	93%	1%	1%	2%	3%	0%	F	0.077	F	0.555	36000	G
<u> </u>	To:		I-	.95												
Dumfries Rd	Prince William Co	ounty 1.		000 G	93%	1%	1%	2%	3%	0%	F	0.08	F	0.51	48000	(
<i></i>	To	7	6-1450 Co	untry Club D	r											
Dumfries Rd	Prince William Co			000 G		1%	1%	2%	3%	0%	F	0.078	F	0.505	40000	C
	To	-	76-643 S	priggs Rd												
Dumfries Rd	Prince William Co	ounty 2.		000 G	93%	1%	1%	2%	3%	0%	F	0.078	F	0.539	26000	G
	To		76-640 Mi	nnieville Rd												
Dumfries Rd	Prince William Co			000 A	93%	1%	1%	2%	3%	0%	С	0.091	Α		25000	A
	To	OSI	P 234 Inde	pendent Hill	Da											
Dumfries Rd	From: Prince William Co			000 G		1%	1%	2%	3%	0%	F	0.078	F	0.602	32000	(
	To			Canova Dr												
Dumfries Rd	Prince William Co	ounty 1.		000 G	93%	1%	1%	2%	3%	0%	F	0.08	F	0.594	43000	(
.54) = 4	To				0070	.,,		_,,	0,0	0,0	•	0.00	•	0.00	.0000	
Dumfries Rd	Prince William Co	ounty 1.		olympic Dr 000 G	93%	1%	1%	2%	3%	0%	F	0.076	F	0.601	42000	(
234) 2 411111100 110	To					.,,		_,,	0,0	0,0	•	0.0.0	•	0.00.	000	
Prince William Pkwy	From: Prince William Co			Dumfries R 000 G		1%	1%	2%	3%	0%	F	0.081	F	0.564	39000	(
34) i ililee william i kwy	Timee William Co	ounty 5.			3370	170	1 70	270	370	070		0.001	'	0.504	33000	
234) Prince William Pkwy	Prince William Co	ounty 2		kesville Rd	93%	1%	1%	2%	3%	0%	F	0.085	F	0.532	42000	
234 IT TITICE WIIIIaiTT T KWy	Trince William Co				9376	1 /0	1 70	270	370	076	'	0.005	'	0.332	42000	
234) Prince William Pkwy	Prince William Co			ellington Rd	93%	1%	1%	2%	3%	0%	С	0.083	F	0.521	38000	(
234 Fillice William Fkwy	Fillice William Co	ounty 2.			9376	1 /0	1 /0	2/0	3/0	0 /6	C	0.003	-	0.521	36000	
Drings William Dlave	From:			ills Ford Rd	000/	40/	40/	20/	20/	00/	F	0.070		0.50	40000	,
Prince William Pkwy	Prince William Co	ounty 0.		000 G	93%	1%	1%	2%	3%	0%	Г	0.078	F	0.52	46000	(
	To: From:			-66				r <i>e</i> 1								
234 234 Ramp	Prince William Co	•	31 E EDOM I	RT 234 NOI		ee va 2	234 for c	lirectional	tramc	volume 6	estima	ites for th	ıs seg	gment.		
	From:	1-00		234	XIII											
34) (66)	Prince William Co	ounty 2.	27			See I-6	6 for dir	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Ro			92%	1%	<u>1</u> %	0%	6%	0%	F	0.069	F		110000	(
	To:	I CC E TO D		US SR 234	24 Puig go		_									
34 66 Ramp	Prince William Co	I-66-E TO R	T 234-NOI 11	KIH & RT	254 BUS SO		6 for dir	ectional t	raffic v	oluma es	timate	s for this	Seam	nent		
234 66 Ramp	To:	Junty U.		234		JEE 1-0	o ioi dii	c clional l	anic V	Julie 65	umalt	53 IUI IIIIS	segn	ici It.		
	From:	I-66-E		T 23400- N	ORTH											
234) (66) Ramp	Prince William Co	ounty 0.	03			See I-6	6 for dir	ectional t	raffic vo	olume es	timate	s for this	seam	nent.		

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	FR 335 V	Vandor Lane												
234)Sudley Rd	Prince William County	1.10 1 4	4000 G	95%	0%	1%	3%	1%	0%	С	0.083	F	0.502	15000	G
	To:	US 29 L	ee Highway			\neg \vdash									
234)Sudley Rd	Prince William County		1000 G	94%	0%	1%	3%	1%	0%	С	0.082	F	0.537	12000	G
	To:	76-659 Gr	um Spring Rd												
234)Sudley Rd	Prince William County		0000 G	95%	0%	1%	3%	0%	0%	С	0.101	F	0.854	11000	G
,	To:		s Madison Hwy												
	From:	SR 234-S000A	A FROM RT 23	4											
234)Ramp	Prince William County		NA								NA			NA	
	To:	I-95-N FR	ROM RT 234												
	From:	SR 234-N000I	B FROM RT 23	34											
234) Ramp	Prince William County		1000 G								NA			11000	G
\smile	To:	I-95	5 South												
	From:	C1SR 234-N006A S	SR 234-S026A T	ORT 6											
(₂₃₄)Ramp	Prince William County		NA								NA			NA	
\smile	То:	I-66-E FR	ROM RT 234												
	From:	FR-335 SR 234		ST											
234 Ramp	Prince William County		NA								NA			NA	
	To-	I-66-W FROM RT 23-		SOUTH											
North	From:		TO RT 95												
234) Ramp	Prince William County		NA								NA			NA	
<u> </u>	10:		M RT 234												
North	From:		-738 TO RT 95												
(234) Ramp	Prince William County		NA								NA			NA	
	10.		FROM RT 234												
North	From:	SR 234; 1SR 234		AST							N.1.0			NIA	
Ramp	Prince William County		NA I RT 234 NORT	11							NA			NA	
	Francis														
North	Prince William County	1SR 234-P I-66-W0 0.49	044A TO & FRO NA	OM RT							NA			NA	
Ramp	To:		1 RT 234 NORT	'n							INA			INA	
0 11	From														
South (234) Ramp From SR 234 S to I-95 N	Prince William County		nmfries Rd SB								NA			NA	
234 / Namp 1 10111 011 204 0 10 1 00 11	To:		95 NB								INA			INA	
South	From:		umfries Rd SB			<u> </u>									
234 Ramp From SR 234 S to I-95 S	Prince William County		NA								NA			NA	
204) 13	To:		95 SB											. */ `	
South	From:		234 I-66-E047E	F											
234 Ramp	Prince William County		NA	1							NA			NA	
204)	To	C1SR 234-N006A		ORT 6											

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

_					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	SR 234; 76-64													
Dumfries Rd	Prince William County	0.90 8600	G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.571	8800	G
Bus	To: From:	SCL Manassa	ıs												
234) Dumfries Rd	City of Manassas	0.46 10000	G	97%	1%	1%	0%	1%	0%	F	0.084	F	0.633	11000	C
<u> </u>	Too	155-6 Hastings	Dr												
Bus 234 Dumfries Rd	City of Manassas	0.55 14000	G	97%	1%	1%	0%	1%	0%	F	0.081	F	0.639	15000	(
234 Dunines Ru	City of Ividiassas			91 /0	1 /0	1 /0	076	1 /0	0 /0	-	0.001	-	0.039	13000	,
Bus	To: From:	155-4352 Wellingt	ton Rd												
Grant Ave	City of Manassas	0.63 16000	G	98%	0%	1%	0%	0%	0%	F	0.077	F	0.651	17000	(
Bus	Ta: From:	Prince William	St												
Grant Ave	City of Manassas	0.12 20000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.618	21000	(
	то	SR 28 Church													
Bus	From:			000/	00/	40/	201	007	201	_	0.004	_	0.574	2222	
Grant Ave	City of Manassas	0.44 9300	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.571	9900	(
Bus	Ta: From:	Beauregard Av	ve												
Grant Ave	City of Manassas	0.32 9300	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.574	9900	(
\smile	To:	Sudley Rd													
Bus ₂₃₄)Sudley Rd	City of Manassas	1.18 29000	G	98%	0%	1%	0%	0%	0%	С	0.083	F	0.538	31000	(
234)	Te	NCL Manassa					-,-		-,-			-			
Bus	From:														
Sudley Rd	Prince William County	1.60 45000	G	98%	1%	1%	0%	0%	0%	С	0.08	F	0.508	48000	(
Bus	To: From:	76-1566 Sudley Ma	anor Dr												
Sudley Rd	Prince William County	0.30 58000	G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.550	62000	(
<u> </u>	To:	76-1500 Roseman	-												
Bus ₂₃₄)Sudley Rd	Prince William County	Functional Class C 0.45 56000	hange G	98%	1%	1%	0%	0%	0%	F	0.076	F	0.594	60000	(
234) Gualey 11a	To:	I-66, SR 234		3070	170		070	070	070	•	0.070	•	0.004	00000	•
Bus	From:	C1SR 234 TO RT 66	6 EAST												
234)Ramp	Prince William County	0.04 NA									NA			NA	
	To:	SR 234-S026A SR 234- 26	6A TO F	RT 66											
	From:	Dead End													
Rosita Ct	Prince William County	0.57 50	G	98%	0%	1%	0%	1%	0%	F	0.207	F	0.522	60	(
<u> </u>	To: From:	Bristow Rd Rosita Ct													
234 Bristow Rd	Prince William County	0.34 6500	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.587	7000	(
204)	To	76-646 Aden F													
234)Bristow Rd	Prince William County	0.58 7400	G	98%	0%	1%	0%	1%	0%	С	0.111	F	0.575	7900	(
234) Blistow Ita	To-	76-619; Independent			070	1/0	0 /0	1 /0	070	O	0.111	•	0.010	1 300	•

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

		1 IIIIIaiy ai	nd Interstate	Toules											
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus	0.4.4.		ıck		QC	K	QK	Dir	AAWDT	Q١
	Prom:	76.	(10 D.:-+ D.1			ZAXIE	3+Axle	11rall	21 raii		Factor		Factor		
234) Independent Hill Rd	Prince William Cou		519 Bristow Rd 5900 (98%	0%	1%	0%	1%	0%	F	0.115	F	0.645	6300	(
234) Independent i iii i i i	To:	•	234 Dumfries	30 70	070	170	0 /0	1 /0	070	•	0.113	'	0.043	0300	`
	From:		nond Hwy, Woo	dlorem											
235 Mount Vernon Memorial Hwy	Fairfax County		12000 (2%	1%	0%	0%	0%	С	0.096	F	0.54	12000	(
235) Would vernor Wernorial Twy	Tamax County				270	170	070	070	070	O	0.000	'	0.04	12000	
	From:		l Mt Vernon Rd						221	_		_			
235 Mount Vernon Memorial Hwy	Fairfax County	0.57	10000	97%	2%	1%	0%	0%	0%	F	0.11	F	0.612	11000	(
<u> </u>	To: From:	George Washi	ington Memorial	Parkway											
235) Mount Vernon Hwy	Fairfax County	1.54	3000	97%	2%	1%	0%	0%	0%	F	0.113	F	0.82	3200	
\smile	To:	29-623 Old N	Mount Vernon R	d North											
(235) Mount Vernon Hwy	Fairfax County		10000		2%	1%	0%	0%	0%	F	0.08	F	0.650	11000	(
,	То:		nd Highway, Gur	n Springs											
	From:	US 29 Lee Highw	vav: US 50 Lee	ackson Hwy											
236) Main St	City of Fairfax	0.94	,	99%	0%	0%	0%	0%	0%	F	0.072	F		46000	
230)					0,0		0,0	0,0	0,0	•	0.0.2	•		.0000	
NASia Ct	City of Fairface	0.04	West St	99%	00/		00/	00/	00/	_	0.074	_		40000	
236 Main St	City of Fairfax	0.21			0%	0%	0%	0%	0%	F	0.071	F		12000	
	Combined Traffic Estimates for 2 Parallel R		North St E	99%	0%	1%	0%	0%	0%	F	0.074	F		36000	
	From:		Old Lee Hwy												
236 Main St	City of Fairfax	1.31	40000 I	99%	0%	0%	0%	0%	0%	С	0.078	F		43000	
230)							-,-			-					
Little Diver Take	City of Foirfox		Whitacre Rd	000/	00/	10/	00/	40/	00/	г	0.001	г		25000	
236 Little River Tpke	City of Fairfax	0.57	33000 I	98%	0%	1%	0%	1%	0%	F	0.081	F		35000	
$\overline{}$	To: From:		ECL Fairfax												
₂₃₆)Little River Tpke	Fairfax County	1.94	41000	98%	0%	1%	0%	1%	0%	С	0.082	F	0.571	44000	(
<u> </u>	To- From:	SR 376 NV	CC Annandale C	ampus		<u> </u>									
236) Little River Tpke	Fairfax County	0.89	47000	98%	0%	1%	0%	1%	0%	F	80.0	F	0.633	51000	(
	To		I-495												
236 Little River Tpke	Fairfax County	1.78	44000 (99%	1%	0%	0%	0%	0%	F	0.068	F	0.547	47000	(
236) 211110 1 11101 1 1110	- Tamax county			0070	170		070	070	070	•	0.000	•	0.017	11 000	
Limb Discon Table	From		730 Carrico Dr	000/	40/		00/	00/	00/	_	0.070	_	0.505	00000	
236 Little River Tpke	Fairfax County	1.40	33000	98%	1%	1%	0%	0%	0%	С	0.076	F	0.525	36000	
	To: From:	29-6	20 Braddock Rd												
₂₃₆)Little River Tpke	Fairfax County		36000 A	99%	1%	0%	0%	0%	0%	С	0.083	Α		39000	
\smile	To:		CL Alexandria												
	City of Alassa dia (AA)		fax County Line	. 000/	40/		00/	007	00/		0.000			00000	
236 Duke St	City of Alexandria (Mai	int: 29) 0.06	36000	99%	1%	0%	0%	0%	0%	N	0.083	N		39000	
	To: From:		CL Alexandria												
236) Duke St	City of Alexandria (Mai	int: 29) 0.34	52000	99%	1%	0%	0%	0%	0%	F	NA			56000	
\smile	To:		I-395												
236 Duke St	City of Alexandria	a 0.32	68000	98%	1%	1%	0%	0%	0%	F	0.073	F	0.510	75000	(
230) - 2	To:		01 Van Dorn St	. 50,0	.,3		- / 0	- / 0	- / 0	-	2.3.3	-		. 2000	

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Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	`	Longth	AADT	ΟΛ	4Tiro	Buc		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
Noute	Julisaiction	ı				41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
236) Duke St	City of Alexand	dria	SR 4 0.36	01 Van Do 40000	rn St G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.508	44000	G
236) Dane Ot	To:	una		N Pickett St		3070	170		070	070	070	'	0.073	'	0.500	44000	0
236 Duke St	City of Alexand	dria	2.66	34000	G	98%	1%	1%	0%	0%	0%	С	0.077	F	0.558	38000	G
230)	To			41 Telegrap													
236 Duke St	City of Alexand	dria	1.26	23000	G	98%	1%	1%	0%	0%	0%	С	0.079	F	0.601	26000	G
	To:		US	1 SB Henr	v St												
236 Duke St	City of Alexand	dria	0.24	12000	G	97%	1%	1%	0%	0%	0%	С	0.070	F	0.574	14000	G
	To		SR 40	00 Washing	ton St												
	From:		SR 236-E0		36-W010	В											
Ramp from Ramps from SR 236 EB and WB	to I-3 93tyN63 Alexandria (M	Maint: 29)	0.14	NA									NA			NA	
-	From		GD 2255	I-395 N	COLUMN												
East 236 Ramp	Fairfax Coun	ntv	0.23	TO RT 495 NA	SOUTH								NA			NA	
236) ((amp	To:	•	5-S053X FROM		AST00- I	OUKE ST	R						14/1			1471	
East	From:		SR 236 T	ΓO RT 495	NORTH												
236) Ramp	Fairfax Coun	nty	0.13	NA									NA			NA	
	To:		I-49	5 From RT	236												
East	From:	4 :		236 Duke	St												
Ramp From SR 236 EB to I-395 NB and SB	City of Alexandria (N	viaint: 29)	0.05	NA									NA			NA	
East	To: From:		SI	R 236 E010)B												
236 Ramp From SR 236 to I-395 SB	City of Alexandria (M	Maint: 29)	0.23	NA									NA			NA	
<u> </u>	To:			I-395-S													
East	City of Alexandria (N		236-E010A TO 0.28	NA NA	ORTH &	SOUTH							NA			NA	
Ramp	To:		236-E010A TC		ORTH &	z SOUTH							INA			INA	
West	From:	~		ΓO RT 495													
236) Ramp	Fairfax Coun	nty	0.16	NA	500111								NA			NA	
	To:		I-495-S	From RT 2	36 West												
West	From:		SR 236 T	TO RT 495	NORTH												
236) Ramp	Fairfax Coun	nty	0.22	NA									NA			NA	
	10:			From RT 2													
<u>West</u> 236)Ramp	City of Alexandria (M	//aint: 20)	SR 236 T 0.13	TO RT 395 NA	SOUTH								NA			NA	
230/10/119	To:	viali (t. 23)		TO RT 395	SOUTH			1					14/7			INA	
West	From:	S	SR 236 JB-29-10														
(236) Ramp	City of Alexandria (M		0.14	NA									NA			NA	
	To:	S	SR 236 JB-29-10	00 MAINT	BREAK	RT 395											

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
North Or	From:		236 W, Mai		000/	00/	40/	00/	00/	00/	_	0.000			0.4000	
North St	City of Fairfax	0.30	23000	F	99%	0%	1%	0%	0%	0%	C	0.083	F		24000	F
	Combined Traffic Estimates for 2 Parallel Road		34000 236 E, Mair	F	99%	0%	1%	0%	0%	0%	F	0.074	F		36000	F
	Francis						_									
Pickett Rd	City of Fairfax	0.49	R 236 Main :	F F	96%	0%	1%	1%	2%	0%	F	0.08	F		32000	F
Pickett Rd	City of Fairfax				90%	U76	170	170	270	0%	Г	0.06	Г		32000	Г
Distant Dat	From:		Colonial Ave		000/	00/		40/	00/	00/	_	0.004	_		04000	
Pickett Rd	City of Fairfax	1.17	30000	F	96%	0%	1%	1%	2%	0%	С	0.081	F		31000	F
<u> </u>	To: From:		0 Arlington													
37) (50) Arlington Blvd	City of Fairfax	0.28	34000	F	98%	1%	1%	1%	0%	0%	F	0.071	F		37000	F
	To: From:	US	29 Lee High	iway			<u> </u>									
237) (29) Lee Highway	City of Fairfax	0.13	28000	N	98%	1%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	1
	To:		ECL Fairfax	[
	From:	2.22	X		000/	407		00/	007	00/		0.005		0.500	04000	
237) (29) Lee Highway	Fairfax County	0.80	28000	N	98%	1%	1%	0%	0%	0%	N	0.085	N	0.529	31000	1
<u> </u>	To: From:		X													
(237) $\{29\}$ Lee Highway	Fairfax County	1.90	28000	N	98%	1%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	ı
	To:		X													
237 29 Lee Highway	Fairfax County	1.93	ECL Fairfax 28000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.529	31000	(
237 29 Lee Highway	To:	29-1717 Mars				1 70		070	070	070	'	0.005	•	0.020	31000	`
	From:	29 1717 174419	х	or uno	, maren											
237) 29 Lee Highway	Fairfax County	0.42	28000	N	98%	1%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	1
	To:		X													
	From:	29-1717 Mars				40/	40/	00/	00/	00/	_	0.004	_		00000	
237 (29) Washington St	City of Falls Church	0.29	25000	F	98%	1%	1%	0%	0%	0%	F	0.094	F		28000	ı
	To: From:		12 Cavalier													
237) (29) Washington St	City of Falls Church	0.24	24000	F	98%	1%	1%	0%	0%	0%	F	0.089	F		27000	I
	To- Fram-	SR 3	38 Hillwood	l Ave			\neg \vdash									
237) (29) Washington St	City of Falls Church	0.28	14000	F	98%	1%	1%	0%	0%	0%	F	0.088	F		16000	ı
	To		R 7 Broad S	St												
237) (29) Washington St	City of Falls Church	0.18	26000	F	98%	1%	1%	0%	0%	0%	F	0.078	F		28000	1
23)	To .		5.55 C . T													
237) (29) Washington St	City of Falls Church	0.32	767 Great Fa 25000	alls St_	98%	1%	1%	0%	0%	0%	F	0.076	F		27000	
Washington St	To:		gton County		90 /0	1 /0	1/0	0 /6	070	0 /6		0.070			27000	,
	From:		L Falls Chu													
237) (29) Lee Highway	Arlington County	0.11	25000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.569	28000	(
	To	II	S 29 Lee Hv	WW												
Washington Blvd	Arlington County	0.23	13000	G	99%	1%	0%	0%	0%	0%	С	0.09	F		14000	(
231)	Combined Traffic Estimates for 2 Parallel Road			G	99%	1%	0%	0%	0%	0%	C	0.085	F	0.512	29000	(
	To:		P, Washingt			170		0 / 0	070	070	0	5.000	•	5.012	20000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction .			A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
Machinetes Dhyd	From:		SR 237-P	000/	1%	40/	00/	00/	00/	•	0.44	_	0.574	45000	_
Washington Blvd	Arlington County			98%	1%	1%	0%	0%	0%	С	0.11	F	0.574	15000	(
237)(120)Glebe Rd	Arlington County		20 Glebe Rd 30000 (97%	1%	1%	0%	0%	0%	F	0.079	F	0.603	32000	(
237 120 Glebe Rd	Annigion Godiny				170	170	070	070	070	•	0.075	'	0.003	32000	`
237) Fairfax Dr	Arlington County		lebe Rd, Balls		1%	1%	0%	0%	0%	F	0.081	F	0.554	21000	(
237)	To:		10th St		.,,					-		-			
1011-01	From:		airfax Dr	2000/	40/		00/	007	00/	_	0.007	_	0.540	45000	
10th St	Arlington County		Arlington Blvo	99%	1%	1%	0%	0%	0%	С	0.097	F	0.543	15000	(
	From:		SR 237	1											
237 (29) Lee Highway	Arlington County		23000 N	N 98%	1%	1%	0%	0%	0%	Ν	0.101	Ν	0.514	25000	
97/20	To:	TIC 3	29 Lee Hwy												
Washington Blvd	Arlington County		_	99%	1%	0%	0%	0%	0%	С	0.093	F		15000	
9.	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: 2	28000 (99%	1%	0%	0%	0%	0%	С	0.085	F	0.512	29000	
	To	SR 237 V	Washington Bl	vd											
	From:		Warwick Blvd												
Yorktown Rd	City of Newport News	0.94	4900	92%	1%	1%	4%	2%	0%	С	0.091	F	0.579	5200	
	To. From:		I-64				401								_
Yorktown Rd	City of Newport News	0.18	10000	97%	1%	1%	1%	1%	0%	F	0.090	F	0.510	11000	
	From		Jefferson Ave		40/		40/	407	001		0.005		0.570	10000	_
Yorktown Rd	City of Newport News		County Line	97%	1%	1%	1%	1%	0%	F	0.095	F	0.573	12000	(
	From:		Newport News												_
Old Williamsburg Rd	York County	1.35	9900 A	A 97%	1%	1%	1%	1%	0%	С	0.114	Α		11000	
<u> </u>	To: From:	99-66	60 Baptist Rd												
Old Williamsburg Rd	York County		8900 (1%	1%	1%	1%	0%	F	0.094	F	0.766	9500	(
	To: From:		0; Goosley Rd d Williamsbur												
Goosley Rd	York County		6300 C		1%	1%	1%	1%	0%	F	0.110	F	0.802	6700	(
	To:	US 17 George V	Washington M	em Hwv											
Goosley Rd	York County		1600 C		1%	1%	1%	1%	0%	F	0.144	F	0.781	1700	
<u> </u>	To: From:		04 Cook Rd												
238 Cook Rd	York County		4; Goosley Rd 5700 (1%	1%	1%	1%	0%	F	0.124	N	0.912	6200	
238) 000K 1KU	To:		Moore House		170		1 70	170	070		0.124	11	0.512	0200	•
	From:		20; Cook Rd												
Moore House Rd	York County		3000 C	97%	1%	1%	1%	1%	0%	F	0.124	F	0.912	3200	(
	From:		76; Ballard St Moore House F	Rd											
238)Ballard St	York County		2200 (1%	1%	1%	1%	0%	F	0.151	F	0.941	2400	
\smile	To:	Main Gate	Naval Mine D	epot											

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

		Primary and Interstate					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT C	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 238 TO I-64 Eas	st												
Ramp	City of Newport News (Maint: 99)	0.20 NA	TOUR	10010							NA			NA	
	100 I	-64-E FROM RT 23800- YORKT		N KUAD											
Vistor - Dhad	City of Dortonovith	SR 337 Portsmouth Bl		070/	40/	40/	40/	40/	00/	F	0.00	F	0.504	0000	,
Victory Blvd	City of Portsmouth		G	97%	1%	1%	1%	1%	0%	г	0.09	Г	0.564	8300	(
	From	US 58 Airline Blvd		070/	407	40/	40/	407	201		0.000		0.500	00000	
Victory Blvd	City of Portsmouth	0.33 28000	G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.528	30000	(
	To- From:	I-264													
Victory Blvd	City of Portsmouth	0.59 21000	G	97%	1%	1%	1%	1%	0%	С	0.081	F	0.502	23000	C
	To: From:	Greenwood Dr													
Victory Blvd	City of Portsmouth	1.08 15000	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.588	16000	(
<u> </u>	To: From:	Deep Creek Blvd													
Victory Blvd	City of Portsmouth	0.44 16000	G	96%	1%	1%	1%	1%	0%	F	0.097	F	0.658	17000	(
\smile	To	US 17 George Washington	n Hwy	7											
Victory Blvd	City of Portsmouth		G	96%	1%	1%	1%	1%	0%	С	0.137	F	0.857	9900	(
	To:	Frailey Pl													
Victory Blvd	City of Portsmouth		G	96%	1%	1%	1%	1%	0%	F	0.201	F	0.925	4800	(
33)	Tod														
239 Victory Blvd	City of Portsmouth	Afton Pkwy 0.55 4400	G	96%	1%	1%	1%	1%	0%	F	0.212	F	0.933	4700	(
239) VISION BIVE	To:	SR 337 Elm Ave		3070	170		170	170	070	•	0.212	•	0.000	4700	•
	From	SR 239 I-264-W003A TO AND) ED()	мрт											
239)Ramp	City of Portsmouth (Maint: 64)	0.11 NA	TRO	IVI IX I							NA			NA	
239)	To		TE												
239)Ramp	City of Portsmouth (Maint: 64)	BELMONT AVENU 0.11 NA	JE								NA			NA	
239 (Kamp	To:	I-264-W FROM RT 2	239								INA			INA	
	From:	CAVALIER BLVD TO RT		СТ											
239)Ramp	City of Portsmouth (Maint: 64)	0.13 NA	U+ LA								NA			NA	
239)	To:	I-264-E FROM RT 2	239												
	From:	US 250 Rockfish Gap T	rnnk												
Crozet Ave	Albemarle County		G	98%	1%	1%	0%	0%	0%	С	0.104	F	0.545	6100	(
	To:	02-810; Three Notchd	l Rd												
	From:	02-810 Crozet Ave													
Three Notchd Rd	Albemarle County	2.40 5300	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.648	5600	(
<u>~</u>	To: From:	02-802 Old Three Notch	nd Rd												
Three Notchd Rd	Albemarle County		G	98%	0%	1%	0%	1%	0%	С	0.107	F	0.662	5800	(
<u> </u>	То:	US 250 Ivy Rd													
	From:	US 1													
241)Kings Hwy North	Fairfax County	1.14 23000	G	98%	1%	0%	0%	0%	0%	С	0.084	F	0.652	25000	(
\smile	To:	29-611 Telegraph Ro	d												

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

				4			Tru	ıck			K	01/	Dir	4 4 VA/D.T.	0144
Route	Jurisdiction			411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
241)Telegraph Rd	Fairfay County			98%	1%	0%	0%	0%	0%	F	NA			59000	G
241) Telegraph Ku	To:			30 76	1 70	078	076	070	0 70	'	INA			39000	J
	From:														
241 Telegraph Rd	City of Alexandria (Maint: 2	29) 0.39 5400	00 N	98%	1%	0%	0%	0%	0%	N	NA			59000	N
	To: From:														
241 Telegraph Rd	City of Alexandria			98%	1%	0%	0%	0%	0%	F	NA			55000	G
NI- will	From														
North 241 Ramp	Fairfax County										NA			NA	
241)	To:			PH RD											
North	From:	SR 241 TO	RT 95												
241) Ramp	Fairfax County										NA			NA	
<u> </u>	То:	I-95-S175X FR	OM RT 241												
South	From:														
241 Ramp	Fairfax County			DU DI							NA			NA	
Courth	SCL Alexandria Frair Fairfax County Line Fairfax County SR 2400														
South 241 Ramp	Fairfax County										NA			NA	
241)	To														
	From:	US 1 Richmo	ond Hwy												
242 Gunston Rd	Fairfax County	0.71 430	0 G	97%	1%	1%	1%	0%	0%	С	0.087	F	0.536	4600	G
<u> </u>	To: From:	29-611 Old Co	lchester Rd												
242 Gunston Rd	Fairfax County			97%	1%	1%	1%	0%	0%	F	0.088	F	0.517	3400	G
<u> </u>	To:														
Nutlov St	Foirfox County			000/	00/	10/	00/	10/	0%	F	0.082	N	0.573	48000	G
Nutley St	Faillax County			90%	U70	170	0%	170	0%	Г	0.062	IN	0.573	40000	G
a to Nutlay St	Fairfay County			09%	Ω9/:	10/	00/	10/	0%	С	0.082	F	0.573	31000	G
Nutley St	ramax County			90 /6	076	1 /0	076	1 /0	0 /0	C	0.002		0.573	31000	G
243 Nutley St	Town of Vienna			08%	0%	10/-	0%	10/_	0%	F	0.086	F	0.568	29000	G
243) Nutley St	Town of Vienna			30 76	070	1 70	076	1 /0	0 70	'	0.000	'	0.500	29000	G
243 Nutley St	Town of Vienna			08%	0%	10/-	0%	10/_	0%	F	0.083	F	0.591	28000	G
243) Nutiey St				30 /0	070	1 70	0 70	1 /0	0 70	'	0.003	•	0.551	20000	O
North	From:	·													
(243) Ramp	Fairfax County	0.15 NA	1								NA			NA	
\smile	To:	I-66-E062X FROM	RT 243 NO	RTH											
North				EST											
243 Ramp											NA			NA	
<u> </u>	To:	I-66-W062X FROM	KT 243 NO	KTH											

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

		T IIIIaly and interstate No				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 243 TO RT 66 EAST												
₂₄₃)Ramp	Fairfax County	0.13 NA								NA			NA	
	То:	I-66-E062X FROM RT 243 SC	UTH											
South	From:	SR 243 TO RT 66 WEST	•											
243 Ramp	Fairfax County	0.11 NA								NA			NA	
South	To: From:	29-99021- P FROM COMMUTE	ER LOT											
243 Ramp	Fairfax County	0.07 NA								NA			NA	
		66-W062X FROM RT 243 SOUTH	& METRO	C										
	From:	SR 236 Little River Tpke												
Columbia Pike	Fairfax County	0.61 28000 G	99%	1%	0%	0%	0%	0%	F	0.089	F	0.578	31000	G
244)	7-1								-		-			_
Calumbia Dilea	From:	29-711 Gallows Rd	000/	40/		00/	00/	00/	_	0.000	_	0.000	22000	
244 Columbia Pike	Fairfax County	0.85 30000 G	99%	1%	0%	0%	0%	0%	F	0.086	F	0.639	32000	G
	To- From:	29-613 Sleepy Hollow Rd												
244)Columbia Pike	Fairfax County	0.76 30000 G	99%	1%	0%	0%	0%	0%	С	0.089	F	0.605	32000	G
	To:	29-613 Lincolnia Rd												
244)Columbia Pike	Fairfax County	0.39 25000 G	99%	1%	0%	0%	0%	0%	F	0.09	F	0.627	28000	G
244)	To													
244 Columbia Pike	Fairfax County	29-620 Braddock Rd 1.45 35000 G	98%	1%	0%	0%	0%	0%	С	0.081	F	0.633	38000	G
244 Columbia Fike	rainax County	1.45 33000 3	90 /0	1 /0	0 /6	0 /6	076	0 /6	C	0.001		0.033	30000	G
	To: From:	SR 7 Leesburg Pike												
244) Columbia Pike	Fairfax County	0.52 32000 G	97%	1%	1%	0%	0%	0%	F	0.081	F	0.643	34000	G
	To:	Fairfax County Line												
Calumbia Biles	A ulin at an Country	State Maintenance Boundar	ry							NIA			NIA	
244 Columbia Pike	Arlington County	0.37 NA								NA			NA	
	10.	SR 27; Pentagon Rd												
	From:	US 17 Old Tavern							_					_
(₂₄₅)Old Tavern Rd	Fauquier County	2.05 2300 G	92%	0%	1%	6%	0%	0%	С	0.104	F	0.732	2400	G
<u> </u>	To: From:	I-66												
245 Old Tavern Rd	Fauquier County	0.95 2700 G	92%	0%	1%	6%	0%	0%	F	0.095	F	0.610	2800	G
	To-	SCL The Plains												
245) Fauquier Ave	Town of The Plains (Maint: 30)	0.27 2700 N	92%	0%	1%	6%	0%	0%	Ν	0.095	Ν	0.610	2800	Ν
245)1 daquiei 7100	To:	SR 55 The Plains	0270	070		070	070	070	.,	0.000		0.010	2000	.,
	From		D. D.T. 66		<u>.</u>									
Pomp	Fauquier County	SR 245 I-66-E031A FROM & TO 0.16 NA	J K I 66							NA			NA	
245 Ramp	rauquiei County	I-66-E FROM RT 24500- SOUTH 8	P- NODTH	r						INA			INA	
			X NOK1 II		<u> </u>									
	From:	SR 245 Old Tavern Rd								NIA			N.I.A	
245 Ramp	Fauquier County	0.19 NA								NA			NA	
	10:	I-66 West												
	From	US 460 Poindexter St				_								
246 Liberty St	City of Chesapeake	0.39 6600 F	97%	1%	1%	0%	0%	0%	С	0.086	F		7000	F
\smile	To:	Latham Street												

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Latham S													
246)Liberty St	City of Chesapeake	0.37 4400		97%	1%	1%	0%	0%	0%	F	0.084	F		4600	F
<u> </u>	To:	SR 168 Camp	ostella Rd												
	From:	SR 337 Hamp													
247) 26th St	City of Norfolk	0.63 380		97%	1%	1%	1%	1%	0%	F	NA			4100	(
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 1300	0 G	95%	1%	1%	1%	1%	0%	F	NA			14000	(
	To- From:	Colonial	Ave												
247)26th St	City of Norfolk	0.10 740) G	97%	1%	1%	1%	1%	0%	F	NA			8000	(
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 1700	0 G	96%	1%	1%	1%	1%	0%	F	NA			18000	(
	To:	Llewellyr	ı Ave			\neg \vdash									
247)26th St	City of Norfolk	0.17 840) G	97%	1%	1%	1%	1%	0%	F	0.114	F		9000	(
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 1800	0 G	96%	1%	1%	1%	1%	0%	F	0.090	F	0.613	19000	(
	To:	Monticell	οΔve												
247)26th St	City of Norfolk	0.23 800		97%	1%	1%	1%	1%	0%	С	NA			8600	(
241)======	Combined Traffic Estimates for 2 Parallel Roadw			96%	1%	1%	1%	1%	0%	F	NA			19000	
	To	<u> </u>			.,,		.,,	.,0	0,0	•					
247 26th St	City of Norfolk	0.21 890		97%	1%	1%	1%	1%	0%	F	0.11	F		9600	(
247 26th St	Combined Traffic Estimates for 2 Parallel Roadw			96%	1%	1%	1%	1%	0%	F	0.088	F	0.603	20000	,
	Combined Trainic Estimates for 2 Farallel Roadw			90 /6	1 /0	1 /0	1 /0	1 /0	0 /6		0.000		0.003	20000	,
L afacourus Dhod	To:	27th 5		070/	40/		40/	40/	00/		0.000	_	0.004	47000	
Lafayette Blvd	City of Norfolk	1.07 1600	0 G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.601	17000	(
	To: From:	SR 168 Tide													
Lafayette Blvd	City of Norfolk	0.66 2000		98%	1%	1%	0%	0%	0%	С	0.082	F	0.543	19000	(
<u> </u>	To:	Chesapeak													
Chesapeake Blvd	City of Norfolk	Lafayette 1.34 1800		98%	1%	1%	0%	0%	0%	F	0.089	F	0.532	19000	(
Chesapeake Blvd	To:	SR 194 Sewell		90 /0	1 /0	1 /0	0 /6	0 /0	0 /6		0.009		0.552	19000	,
	From:	Chesapeak													
Norview Ave	City of Norfolk	0.29 2100	0 G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.530	23000	(
\smile	To	I-64													
Norview Ave	City of Norfolk	0.61 2500		99%	0%	0%	0%	0%	0%	С	0.079	F	0.535	27000	(
241)	To:	SR 165 Milit					-,-	-,-		_		•			
East	From:	SR 247 TO I-	64 EAST												
247)Ramp	City of Norfolk (Maint: 64)	0.20 550 0		99%	1%	0%	0%	0%	0%	С	NA			5500	(
341)	To:	I-64-E FROM RT 247 EAST			JE										
Vest	From:	SR 247 TO I-	64 EAST												
247)Ramp	City of Norfolk (Maint: 64)	0.16 780		99%	0%	0%	0%	0%	0%	С	NA			7800	(
	To:	I-64-E FROM RT 247 WEST								-					
Vest	From:	SR 247 JOHNS STREI				l									
247)Ramp	City of Norfolk (Maint: 64)	0.21 510		99%	0%	1%	0%	0%	0%	С	NA			5100	(
241)	To:	I-64-W FROM RT 247 WES				$\overrightarrow{1}$	0,0	0,0	0,0	•				0.00	`

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	Landa disebasa	Lawrett	AADT		4	D		Tru	ck		-00	K	014	Dir	A A)A/DT	- 0144
Route	Jurisdiction .	Length	AADI	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
07/4- 04	Prom:		37 Hampton		050/	00/	-00/	40/	40/	00/	_	N 10			0000	0
247 27th St	City of Norfolk	0.79	9200	G	95%	2%	2%	1%	1%	0%	C F	NA			9900	G
	Combined Traffic Estimates for 2 Parallel Roa			G	95%	1%	1%	1%	1%	0%	г	NA			14000	G
27th St	City of Norfolk	0.77	lewellyn Av	e G	95%	2%	2%	1%	1%	0%	F	0.099	F		10000	G
247) 27th St	Combined Traffic Estimates for 2 Parallel Roa		18000	G	96%	1%	2 <i>%</i> 1%	1%	1%	0%	F	0.099	F	0.613	19000	G
	To:		R 247 26Th S		30 /0	1 /0	1 70	1 /0	1 /0	0 70	'	0.030	'	0.013	19000	J
	From:		I-64													
(249) New Kent Hwy	New Kent County	0.50	12000	F	99%	0%	1%	0%	0%	0%	F	0.108	F		13000	F
	To	63-6	513 Dispatch	Rd												
249 New Kent Hwy	New Kent County	3.81	4800	F	99%	0%	1%	0%	0%	0%	С	0.107	F		4900	F
	To:	63-612 Tu	ınstall Rd; A	irport R	d		<u> </u>									
New Kent Hwy	New Kent County	2.30	2100	F	99%	0%	1%	0%	0%	0%	F	0.115	F		2200	F
	To	SR	106 Talleysv	ille												
249 New Kent Hwy	New Kent County	3.78	1800	F	96%	0%	0%	0%	3%	0%	С	0.116	F		1800	F
	To	SR 1	55 Carys Co	mer												
249 New Kent Hwy	New Kent County	5.04	1900	F	96%	0%	0%	0%	3%	0%	F	0.103	F		2000	F
	Tou	63.	-626 Paige R	Pd.												
249 New Kent Hwy	New Kent County	3.00	1400	F	96%	0%	0%	0%	3%	0%	F	0.095	F		1400	F
	To:	SR 30 & 3	3 Angel Vie	w Churc	h											
West	From:	SR 24	49 TO I-64 V	West												
(249) Ramp	New Kent County	0.21	3200	F	98%	1%	1%	0%	1%	0%	С	0.172	F		3200	F
<u> </u>	To:	I-64-V	V From 249	West												
~~~ <u>-</u>	From:		Virginia State													
Highland Turnpike	Highland County	8.02	300	G	91%	1%	2%	2%	3%	0%	F	0.125	F	0.505	330	G
~~~	To- From:	45-640 Blue Grass					<u> </u>									
250 Highland Turnpike	Highland County	5.34	360	G	91%	1%	2%	2%	3%	0%	F	0.110	F	0.546	390	G
~~~	To: From:		CL Montere	_												
250	Town of Monterey (Main	t: 45) 0.40	360	N	91%	1%	2%	2%	3%	0%	N	0.110	N	0.546	390	N
	To- From:	US	220 Monter	ey			$\Box$ $\vdash$									
250	Town of Monterey (Main	t: 45) 0.18	1100	N	91%	1%	2%	2%	3%	0%	Ν	0.108	Ν	0.696	1200	N
	To- From:	Б	CL Montere	у												
250 Highland Turnpike	Highland County	9.56	1100	G	91%	1%	2%	2%	3%	0%	С	0.108	F	0.696	1200	G
~	To- From:	45-67	78 E, McDo	well												
Highland Turnpike	Highland County	8.95	1000	G	91%	1%	2%	2%	3%	0%	F	0.097	F	0.522	1100	G
<u> </u>	To:		ısta County I													
250 Hankey Mountain Hwy	Augusta County	Highl 6.50	and County 890	Line <b>G</b>	92%	1%	2%	2%	3%	0%	С	0.102	F	0.581	930	G
250 I larikey Wouldain Hwy	Augusta County		29 Deerfield		JZ /0	1 /0	Z /0	∠ /0	J/0	U /0	U	0.102	1	0.301	930	G

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

			iu interstat					Trı	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	07-6	29 Deerfield	Rd			2, 540	017000	TTTGII	211011		1 40101		1 40101		
250 Hankey Mountain Hwy	Augusta Cou		2100	G	96%	1%	1%	1%	1%	0%	F	0.106	F	0.651	2200	G
	To:		5 Jennings Ga	n Pd												
250 Hankey Mountain Hwy	From:L Augusta Cou		2600	G	96%	1%	1%	1%	1%	0%	С	0.103	F	0.587	2700	G
230)	To:	,	42 Scenic Hw	_	0070	170		170	170	070	Ū	0.100	•	0.007	2.00	Ŭ
	From:		2 W, Scenic H	-												
250 (42)	Augusta Cou	nty 0.47	5600	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.589	5800	G
~	To:	SR 42 E	E, Buffalo Gar	) Hwy												
250 Churchville Ave	Augusta Cou	nty 3.45	6800	G	96%	1%	1%	1%	1%	0%	С	0.097	F	0.681	7100	G
	To:	07.73	2 Franks Mill	D.d												
250 Churchville Ave	From:L Augusta Cou		6500	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.707	6800	G
250) 6.16.16.11	ragada ed					.,,		.,,	.,0	0,0	•	0.002	•	0	0000	Ū
250 Churchville Ave	From: City of Staunt		CL Staunton	N	96%	1%	1%	1%	1%	0%	N	0.092	N	0.707	6800	N
250 Churchville Ave	City of Stauri	1011 0.04	6500	IN	90%	170	1%	170	1%	0%	IN	0.092	IN	0.707	6600	IN
	To: From:		oodrow Wilso													
250 Churchville Ave	City of Staum	ton 0.79	4200	G	97%	1%	1%	0%	0%	0%	F	0.093	F		4500	G
~	To- From:	Englewoo	d Dr Near He	vener S	t											
Churchville Ave	City of Staun		7400	G	97%	1%	1%	0%	0%	0%	С	0.090	F	0.533	7900	G
~ <i></i>	To	(	Grubert Ave				<u> </u>									
Churchville Ave	City of Staun		7300	G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.597	7800	G
230)	та-Г		1													
Churchville Ave	From:L City of Stauni		hornrose Ave 7400	G	98%	0%	1%	0%	0%	0%	С	0.092	F	0.631	7900	G
250 Charchville Ave	To:		Augusta St		30 /0	070	170	070	070	070	C	0.032	'	0.051	7 300	J
Bus	From:		nurchville Ave	2												
250 11 Augusta St	City of Staun	ton 0.02	7400	N	98%	0%	1%	0%	0%	0%	Ν	0.092	Ν	0.631	7900	Ν
<del></del>	To:		New St; Sun	_	St											
Bus	From:		) Par; Sunnysi								_		_			_
250) (11) Augusta St	City of Stauni		4800	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.631	5100	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5800	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.524	6200	G
Bus	To: From:	SR	254 Beverly S	St												
250 (11) Augusta St	City of Staun	ton 0.07	5200	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.735	5500	G
230) (11)	Combined Traffic Estimates for 2 Parallel		6700	G	99%	0%	1%	0%	0%	0%	F	NA			7100	G
	To:	-	Johnson St		0070	070		070	070	070	•				7.00	Ŭ
Bus	From:		Augusta St													
(11) Johnson St	City of Staun		5200	N	99%	0%	0%	0%	0%	0%	Ν	0.086	Ν	0.735	5500	N
~ ~	To: From:		250 Par, New													
Bus Johnson St	<u>L</u>		3 250 P New 3	St G	000/	00/	0%	00/	00/	00/	F	0.005	F	0 F76	12000	_
250 (11) Johnson St	City of Staunt		11000 S 11, SR 254	G	99%	0%	0%	0%	0%	0%	г	0.085	Г	0.576	12000	G
<u> </u>	From:		S 11, SR 254 SR 254 NEV	V ST												
250 11 Greenville Ave	L City of Staun		16000	G	99%	1%	0%	0%	0%	0%	F	0.087	F	0.518	17000	G
200 (11)	To:		REENVILLE	_												-

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 11 Greenvi	lle Ave												
250 Richmond Rd	City of Staunton	0.75 <b>11000</b>	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.501	11000	G
<del>~</del>	To: From:	Statler Blv	vd			$\neg$ $\vdash$									
250 Richmond Rd	City of Staunton	0.96 <b>22000</b>	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.506	24000	G
<del></del>	To:	Frontier I													
~~~	From:	Frontier R		070/	00/		40/	407	00/	_	0.000	_	0.500	07000	,
Richmond Rd	City of Staunton	0.44 26000	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.522	27000	(
	To: From:	ECL Staun				<u></u>									
250 Jefferson Hwy	Augusta County	0.07 34000	G	99%	0%	0%	0%	0%	0%	F	0.088	N	0.522	34000	(
~	To- From	I-81													
250 Jefferson Hwy	Augusta County	2.51 16000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.568	17000	(
~	To:	07-1316 Idlewo	od Blvd												
250 Jefferson Hwy	Augusta County	2.01 13000		99%	0%	0%	0%	0%	0%	F	0.088	F	0.532	14000	(
,	To														
250 Jefferson Hwy	Augusta County	SR 285 Tinkling S 2.17 18000		99%	0%	0%	0%	0%	0%	С	0.102	Α		20000	,
250 Ocherson Tiwy	Adgusta Goding			3370	070	<u> </u>	070	070	070	O	0.102			20000	,
Maria Or	From	WCL Wayne		000/	00/		00/	00/	00/		0.007	_	0.544	00000	
Main St	City of Waynesboro	0.84 18000	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.541	20000	(
~~	To: From:	Carman A													
Main St	City of Waynesboro	0.30 18000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.502	20000	(
~	To	Hopeman P	kwy			\neg \vdash									
Main St	City of Waynesboro	0.67 12000	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.504	13000	(
~	To:	US 340 Rosse	r Ave												
Broad St	City of Waynesboro	0.25 11000		98%	0%	1%	0%	1%	0%	С	0.083	F	0.534	12000	(
250)	To														
250 Broad St	City of Waynesboro	Poplar Av 0.50 11000		98%	0%	1%	0%	1%	0%	С	0.085	F	0.543	12000	(
250) Bload St	City of Waynesboro			3070	070	170	070	170	070	O	0.000	'	0.040	12000	`
~~	From:	Wayne Av							221	_		_			
Broad St	City of Waynesboro	0.12 9500	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.555	10000	(
~~	To: From:	Arch Ave													
Broad St	City of Waynesboro	0.44 9600	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.529	10000	(
~	To:	US 340 Mai													
Main St	City of Waynesboro	US 340 Broa 0.19 11000		97%	1%	1%	0%	1%	0%	С	0.087	F	0.526	12000	
250 (340) Main St	City of Waynesbold			91 /0	1 /0	1 /0	0 /6	1 /0	076	C	0.007	-	0.520	12000	,
~~	To- From:	US 340 Delphi						407				_			
Main St	City of Waynesboro	1.00 7200	G	97%	0%	1%	0%	1%	0%	С	0.097	F	0.621	7700	(
~~	To- From:	Hunter S	t												
Main St	City of Waynesboro	0.44 6600	G	97%	0%	1%	0%	1%	0%	С	0.097	F	0.634	7100	(
~	To-	ECL Waynes	sboro			\lnot \vdash									
250	Augusta County	1.76 6200	G	97%	0%	1%	0%	1%	0%	F	0.082	F	0.584	6500	(
====	To:	I-64 Afton Mo	ountain												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	I-64 Afton	Mountain			1	0.7.0.0				. 45151				
250	Augusta County	0.23 84	00 G	95%	1%	1%	1%	3%	0%	С	0.108	F	0.681	8800	G
**	То:	Nelson Co	ounty Line												
	From:	Augusta C													
Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.27 84	00 N	95%	1%	1%	1%	3%	0%	N	0.108	N	0.681	8800	N
~~	To: From:	SR 6 Afton I	Mountain Rd												
Rockfish Gap Trnpk	Nelson County (Maint: 02)	0.13 57	00 G	94%	0%	1%	1%	4%	0%	С	0.089	F	0.501	6000	G
~	To: Grow	Albemarl	e Co Line			\neg \vdash									
Rockfish Gap Trnpk	Albemarle County	0.32 57	00 N	94%	0%	1%	1%	4%	0%	Ν	0.089	Ν	0.501	6000	Ν
	To:	FR-172 Littl	a Dock I ana												
Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.45 57		94%	0%	1%	1%	4%	0%	N	0.089	Ν	0.501	6000	Ν
250) 1100111011 004 1111111	- Figure 1			0 170	070		170	170	070	.,	0.000		0.001	0000	·
Daalfick Con Treals	From: From: Nale on County (Majot, CO)	SR 151 Critz		000/	40/	40/	00/	40/	00/		0.004	F	0.004	5500	_
Rockfish Gap Trnpk	Nelson County (Maint: 02)	4.00 52	00 G	98%	1%	1%	0%	1%	0%	С	0.094	г	0.691	5500	G
~~	To: From:	FR-852 Blu													
Rockfish Gap Trnpk	Albemarle County	0.56 81	00 G	98%	1%	1%	0%	1%	0%	С	0.095	F	0.676	7000	(
~	To: From:	I-64 Near Y	ancey Mills												
Rockfish Gap Trnpk	Albemarle County	1.69 10 0	000 G	97%	1%	1%	1%	0%	0%	F	0.1	F	0.509	11000	(
~ <i>_</i>	Tax	SR 240 Crozet Ave; 02	-635 Miller S	chool Rd											
Rockfish Gap Trnpk	Albemarle County	2.97 66		97%	1%	1%	1%	0%	0%	F	0.099	F	0.53	6900	
230)	Tol														
250 Vy Rd	Albemarle County	SR 240 Thre 3.29 110		97%	1%	1%	1%	0%	0%	С	0.092	F	0.645	11000	(
250 Jivy Ku	Albertiatie County			91 /0	1 /0	1 /0	1 /0	076	076	C	0.092		0.043	11000	
~	To: From:	02-637 W								_		_			
lvy Rd	Albemarle County	3.84 140	000 G	97%	1%	1%	1%	0%	0%	F	0.094	F	0.646	15000	C
	To: From:	US 29; Bus U													
250 29 Monacan Trail Rd	Albemarle County	1.98 470	000 G	97%	0%	1%	1%	2%	0%	F	NA			49000	(
\sim	To:	WCL Char	rlottesville												
250 29 Monacan Trail Rd	City of Charlottesville	0.35 370		97%	0%	1%	1%	2%	0%	F	NA			39000	(
	To	US 29, E													
250	City of Charlottesville	0.32 23 (98%	0%	1%	0%	0%	0%	F	0.105	F	0.531	26000	(
250	Oity of Orianottosvino			3070	070	170	070	070	070	•	0.100	•	0.001	20000	
	To: From:	104-3431 H		000/	00/		00/	00/	00/	_	0.005		0.500	40000	
250	City of Charlottesville	0.42 430	000 G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.522	48000	(
	To: From:	Dair													
250	City of Charlottesville	0.60 410	000 F	98%	0%	1%	0%	0%	0%	С	0.097	В	0.52	46000	F
	To:	Rugby A	ve E Int			\neg \vdash									
250	City of Charlottesville	0.33 410		98%	0%	1%	0%	0%	0%	F	0.086	F	0.518	46000	C
	Too														
250	City of Charlottesville	0.27 360		98%	0%	1%	0%	0%	0%	F	0.083	F	0.545	41000	(
250)	oity of Chanottesville	0.27 360		JU /0	U /0	1 /0	U /0	U /0	U /0	1	0.003	-	0.040	71000	

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

-								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Park St				2, 040	017040	TTTG	Ziidii		1 40101		1 40101		
250	City of Charlottesville	0.26	40000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.531	44000	G
	To		Locust Ave													
250 Long St	City of Charlottesville	0.49	38000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.506	42000	G
(250) 2519 51	and the street of the street o					070		070	070	070	•	0.001	•	0.000	12000	Ū
	City of Charletten ille		US 250 Hig		000/	00/	40/	00/	007	00/	N.	0.004	N.I.	0.500	40000	
250 (20) Long St	City of Charlottesville	0.06	38000	N	98%	0%	1%	0%	0%	0%	N	0.081	N	0.506	42000	N
~~~	To: From:		L Charlottes													
250 (20) Richmond Rd	Albemarle County	0.20	52000	G								NA			52000	G
$\bigcirc$	To	SR 2	O Stony Poi	nt Rd												
(250) Richmond Rd	Albemarle County	1.79	36000	G	98%	0%	1%	0%	0%	0%	F	NA			41000	G
	To:	I 64 Fo	st of Charlo	tto orvillo												
250 Richmond Rd	Albemarle County	2.01	22000	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.661	24000	G
250 Richmond Rd	Albertarie County				31 70	070	1 70	1 70	1 /0	070	C	0.033	•	0.001	24000	O
	From:		R 22 Louisa								_		_			
(250) Richmond Rd	Albemarle County	4.40	5000	G	94%	0%	1%	3%	2%	0%	F	0.106	F	0.749	5200	G
<u>~</u>	From:		anna County narle Count													
250 Richmond Rd	Fluvanna County (Maint: 54)	6.00	3400	G	94%	0%	1%	3%	2%	0%	С	0.105	F	0.63	3400	G
250) Niorimona Na	ridvarina Godiny (Marit: 64)				0470	070	170	070	270	070	Ü	0.100	•	0.00	0100	Ü
	To: From:		Zion Cross					407			_		_			
Three Notch Rd	Louisa County	2.72	2500	G	94%	1%	1%	1%	4%	0%	F	0.094	F	0.678	2500	G
	To: From:	54-7	759 Rollins	Lane												
Three Notch Rd	Louisa County	3.81	2500	G	94%	1%	1%	1%	4%	0%	С	0.102	F	0.661	2500	G
<u> </u>	Tat	54-659	9; SR 208 F	erncliff												
Three Notch Rd	Louisa County	2.43	1200	G	94%	1%	1%	1%	4%	0%	F	0.086	F	0.766	1200	G
	To:	Fluv	anna County	Line												
~~~	From:		isa County													
(250) Richmond Rd	Fluvanna County (Maint: 54)	0.71	1000	G	94%	1%	1%	1%	4%	0%	F	0.092	F	0.526	1100	G
<u> </u>	To:		hland Count	-												
Drood Ct Dd	Fluxonno County (Mointy F4)		anna County	Line G	070/	10/	10/	40/	40/	00/	F	0.007	F	0.572	1100	_
250 Broad St Rd	Fluvanna County (Maint: 54)	0.13	1100 hland Count		97%	1%	1%	1%	1%	0%	Г	0.087	Г	0.573	1100	G
	From:		anna County	_												
250 Broad Street Rd	Goochland County (Maint: 54)	2.05	1100	N	97%	1%	1%	1%	1%	0%	Ν	0.087	Ν	0.573	1100	Ν
(250) = 1000 = 1000 = 1000	T-															
Drood Street Dd	Goochland County (Maint: 54)		5 Shannon I 1400	G Rd	97%	1%	10/	40/	40/	0%	F	0.105		0.506	1500	G
Broad Street Rd	Goodhland County (Maint. 54)	0.29	1400	G	97%	170	1%	1%	1%	0%	Г	0.105	F	0.506	1500	G
~~~	To: From:		Maintenanc													
(250) Broad Street Rd	Goochland County	3.23	1500	G	97%	1%	1%	1%	1%	0%	С	0.107	F	0.581	1600	G
~	To:	37-606 Three Ch	nopt Rd; Ha	densville	-Fife Rd											
250 Broad Street Rd	Goochland County	6.80	1200	G	97%	1%	1%	1%	1%	0%	F	0.109	F	0.668	1300	G
200	To:		isa County													

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

						Tru	uck		0.5	K	011	Dir		٠.
Route	Jurisdiction	Length <b>AADT</b>	<b>QA</b> 47	Γire B	us 2Axl	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~~	From:	Goochland County												
250 Broad Street Rd	Louisa County (Maint: 37)	0.48 2400			<u>% 1%</u>	1%	1%	0%	F	0.097	F	0.758	2600	G
~	To:	US 522 Cross County Rd; S		Rd										
~~	From:	US 522 Cross Cour	_						_		_			
250 Broad Street Rd	Louisa County (Maint: 37)	1.63 1600		5% 1	<u>% 1%</u>	1%	2%	0%	С	0.107	F	0.638	1700	(
~	To:	Goochland County												
	Prom:	Louisa County L		70/ 0	2/ 10/	407	407	00/	_	0.400	_	0.704	0700	
Broad Street Rd	Goochland County	6.72 2600	G 97	7% C	% 1%	1%	1%	0%	С	0.103	F	0.791	2700	(
~	To- From:	37-670 Cardwell	Rd		-									
250 Broad Street Rd	Goochland County	5.56 5700	G 97	7% C	% 1%	1%	1%	0%	F	0.104	F	0.702	6100	(
250)	- ·													
	From:	37-621 Manakin		70/ 0		40/	407	00/	_	0.005	_	0.054	40000	
Broad Street Rd	Goochland County	0.49 11000	G 97	7% C	% 1%	1%	1%	0%	F	0.095	F	0.651	12000	(
~	To:	37-623 W, Hocket	t Rd											
250 Broad Street Rd	Goochland County	1.47 11000		7% C	% 1%	1%	1%	0%	С	0.1	F	0.522	12000	(
250)				,,,				- , -	_					
~~	To: From:	SR 288												
250 Broad Street Rd	Goochland County	0.28 24000	G 98	3% C	<u>% 1%</u>	0%	0%	0%	F	NA			26000	(
~	To:	Henrico County I												
~~	From:	Goochland County							_		_			
Broad St	Henrico County	1.60 24000	G 98	3% C	% 1%	0%	0%	0%	F	0.109	F	0.575	26000	
~	To:	Lauderdale Driv	ve											
250 Broad St	Henrico County	0.54 33000		3% C	% 1%	0%	0%	0%	С	0.087	F	0.539	35000	(
230)														
~	From:	SR 271 Pouncy Tra												
Broad St	Henrico County	0.84 52000	G 98	3% C	% 1%	0%	0%	0%	F	0.084	F	0.593	55000	(
~	To:	I-64												
250 Broad St	Henrico County	0.75 38000	G 99	9% C	% 0%	0%	0%	0%	С	0.091	F	0.528	40000	(
250)=1544 51				0,00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0,0	0,0	0,0	·	0.00	•	0.020	.0000	
~~	To: From:	Cox Rd												
Broad St	Henrico County	0.81 38000	G 99	9% 0	% 0%	0%	0%	0%	F	0.093	F	0.535	41000	(
~	To:	Gaskins Rd												
250 Broad St	Henrico County	0.50 33000	G 99	9% 0	% 1%	0%	0%	0%	F	0.094	F	0.535	35000	(
250) 21000 01						0,0	0,0	0,0	·	0.00	•	0.000	00000	
~~~ - · · -	From:	SR 157 Pemberton Rd; Sp												
Broad St	Henrico County	1.57 <b>45000</b>	<b>G</b> 99	9% 0	% 1%	0%	0%	0%	С	0.091	F	0.579	48000	(
~	Tax	Parham Rd												
250 Broad St	Henrico County	0.72 <b>31000</b>	<b>G</b> 98	3% 1	% 1%	0%	0%	0%	F	0.090	F	0.56	34000	(
250) Broad St	Tioring County			370 1	70 170	070	070	070	•	0.000	•	0.00	04000	`
~~	To: From:	Hungary Springs			_									
250 Broad St	Henrico County	1.15 <b>37000</b>	<b>G</b> 98	3% 1	% 1%	0%	0%	0%	F	0.092	F	0.544	42000	(
~	To	I-64												
250 Broad St	From: L Henrico County	0.90 <b>36000</b>	<b>G</b> 98	3% 1	% 1%	0%	0%	0%	F	NA			41000	(
250) Bload St	i letifico Courty	0.90 30000		J /0 I	/U 170	U /0	0 /0	0 /0		14/4			71000	,
-	To: From:	Horsepen Rd			_									
250 Broad St	Henrico County	1.32 <b>27000</b>	<b>G</b> 98	3% 1	% 1%	0%	0%	0%	F	0.097	F	0.514	30000	(
===-)	То:	WCL Richmon	d											

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

		Filliary at						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	W	CL Richmor	nd				0.7.5.0				. 4616.				
250 Broad St	City of Richmond	0.04	27000	G	98%	1%	1%	0%	0%	0%	F	NA			30000	G
<u> </u>	To:	US 33	3 Staples Mi	ill Rd			<b>—</b> —									
250 33 Broad St	City of Richmond	0.79	24000	Α	98%	1%	1%	0%	0%	0%	С	0.107	Α		27000	Α
	To:	1	Malvern Ave				—									
250 33 Broad St	City of Richmond	0.97	23000	G	98%	1%	1%	0%	0%	0%	F	NA			26000	G
230 (3)	To:															
(250) (33) Broad St	City of Richmond	0.38	Sheppard St 22000	G	98%	1%	1%	0%	0%	0%	F	NA			24000	G
(250) (33) Erodd St	- City of Monitoria				3070	170	170	070	070	070	•	14/			24000	Ü
(Prood St	City of Richmond	0.94	9 Terminal 20000	Place <b>G</b>	98%	1%	1%	0%	0%	0%	F	NA			23000	G
250 (33) Broad St	City of Richinoria				90%	170	170	0%	076	0%	Г	INA			23000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To From:		3 Par Harriso		000/	407		201	00/	00/	_				05000	
(250) (33) Broad St	City of Richmond	0.08	23000	G	98%	1%	1%	0%	0%	0%	F	NA			25000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	32000	G	98%	1%	1%	0%	0%	0%	F	NA			36000	G
~~~	To: From:		33 Hancock													
(250) Broad St	City of Richmond	0.76	15000	G	98%	1%	1%	0%	0%	0%	F	NA			17000	G
	Ta: From:		2nd St													
250 Broad St	City of Richmond	0.38	15000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.580	17000	G
$\hookrightarrow$	To:		8th St													
250 Broad St	City of Richmond	0.38	17000	G	98%	1%	1%	0%	0%	0%	F	NA			19000	G
230)	To		14th St													
250 Broad St	City of Richmond	0.29	22000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.829	25000	G
(230) 2.500 51	and a result of the second					170		070	070	070	•	0.001	•	0.020	20000	Ū
Prood St	City of Richmond	0.20	S 360 18th S 12000		98%	1%	1%	0%	0%	0%	F	0.089	F	0.724	14000	G
250 Broad St	City of Richmond			G	96%	170	1%	0%	0%	0%	Г	0.069	Г	0.734	14000	G
~~~- ·-	To: From:		JS 60, 21st S													
250 Broad St	City of Richmond	0.13	6600	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.53	7200	G
	10.		23rd St													
P 1-1 04 0 -1 F-11 000		Ramps US 250		S 250 W	060A							N.1.0			NIA	
Ramp to I-81 S at Exit 222	Augusta County	0.06	NA Loug									NA			NA	
	10.		I-81 S													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	0.04	US 250													
Ramp to I-81 N at Exit 222	Augusta County	0.34	NA									NA			NA	
	.0.		I-81 N													
CONTRACTOR DE LA CONTRA	From:		) I-64 WEST	Γ & EAS	ST							N. A			h ! A	
250 Ramp	Augusta County	0.13	NA									NA			NA	
~~~	110m.	US 250- 73B T		EST &	EAST											
(250) Ramp	Augusta County	0.12	NA									NA			NA	
<u> </u>	To:	I-64-W FROM	A RT 250WE	EST & I	EAST											

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

Jurisdiction	Length AAD?	r QA 4Tire	Ruc		QC K Factor	OK	AAWDT	QW
From:	US 250- 73A TO I-64	WEST & EAST						
Augusta County	0.24 NA			_	NA		NA	
To:	I-64-E FROM US 250	WEST & EAST		٦				
From:	LIS 250 E081A LIS 250 V	WOSLA EDOM DT 2						
Albemarle County		7001711 KOM KT 2		_	NΔ		NΔ	
		WEST & EAST		7	14/-1		IVA	
From:		V081B FROM RT 2						
Albemarle County				=	NA		NA	
To:	I-64-W FROM US 250	WEST & EAST						
From:	US 250 Richn	nond Rd						
Albemarle County	0.16 6600) A		_	0.139	Α	7300	Α
To:	I-64 We	est		7				
From:	IIS 250 L-64-E 124 A FE	20M & TO IS 64						
Albemarle County				_	O 134	Δ	3800	Α
To:				٦	0.104	, ,	3000	~
Form				<u>- </u>				
From:				_		_		
Henrico County				_	0.085	F	18000	G
10:								
From:		ROM ROUT						
City of Richmond (Maint: 4	13) 0.04 NA				NA		NA	
To:	LIC 250, 166D TO DO	LITE OF COLUMN						
City of Pichmond (Maint: /		01E 93 3001H		_	NΙΛ		NΙΛ	
City of Richmond (Maint. 4		OUTE 250		7	INA		INA	
From:		UTE 95 SOUTH		_				
City of Richmond (Maint: 4					NA		NA	
To:	I-95-N FROM ROUTE 25	0-BROAD STREET		1				
From:	US 250	E		1				
Augusta County				_	NA		NA	
To:				٦				
From:				T				
Albamarla Causty		94 EA31		_	NΙΛ		NIA	
Albernarie County		OLA EDOM DE 2		٦	INA		INA	
From:		ROM & TO IS 64						
Albemarle County					NA		NA	
To:	US 250- 81B US 250-W	081B FROM RT 2						
From:	US 250 TO I-	-64 East						
Hanrian County				_	0.091	F	14000	G
Henrico County								
Henrico County				7				
Henrico County	US 250-W154A US 250-	154A FROM RT 2		<u></u>				
To:	US 250-W154A US 250- US 250 TO I-	- 154A FROM RT 2 -64 West		<u>]</u>				
Henrico County To: From Henrico County To:	US 250-W154A US 250-	64 West G		<u>]</u>	NA		5100	G
	Augusta County To: Prom:	Augusta County	Augusta County	Second	Name	Section	Augusta County	Length AADT QA 4 Tire Bus 2Avis 1Trail 2Trail QC Factor AAVIDT Company Company

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

Route	Jurisdictio	n -	· ·	AADT		4Tire	Bus		Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 250 Ramp	From: City of Richmond (To:	Maint: 43)	0.13	0 TO ROUT NA /166A FROI		Γ							NA			NA	
West 250 Ramp toward I-81 S at Exit 2	Prom: P22 Augusta Cot To:	unty	0.03	US 250 W NA I-81 S									NA			NA	
West 250 Ramp	From: Albemarle Co To:	ounty	US 250 I-64-E 0.03 JS 250-E081A	NA									NA			NA	
West 250 Ramp	Albemarle Co To:	,	US 25 0.04 US 250- 81B U	0 TO I-64 W NA S 250-E081		1 RT 2							NA			NA	
West 250 Ramp	From: Henrico Cou To:		US 2 0.17 S 250-E154A	3400 US 250- 154	G	M RT 2							0.158	F		3400	G
West 250 Ramp	From: Henrico Cou To:	unty	0.22	50 TO I-64 V 5000 FROM US 2	G								0.188	F		5000	G
West 250 Ramp	From: Henrico Cou		US 25 0.23 W FROM US	0 TO I-64 W NA 250-BROAI		ETWEST							NA			NA	
West 250 Ramp	Henrico Cou Ta:	•	US 25 0.16 E183X FROM	0 TO I-64 E NA US 250-BR		TREETWE	3						NA			NA	
West 250 Ramp	From: City of Richmond (US 25 0.04 S 250-E166A U	0 TO ROUT NA JS 250- 166		I ROUT							NA			NA	
250 Sus New St	City of Staur Combined Traffic Estimates for 2 Paralle		0.36 this Route:		G G	99% 99%	1% 0%	1% 1%	0% 0%	0% 0%	0% 0%	C C	0.104 0.088	F F	0.524	1100 6200	G G
Bus New St	City of Staur Combined Traffic Estimates for 2 Paralle		0.17 this Route:	1500 6700 Johnson St	G G	99% 99%	1% 0%	1% 1%	0% 0%	0% 0%	0% 0%	F F	NA NA			1600 7100	G G
Bus 250 lvy Rd	Albemarle Co	ounty	0.61	S 29, US 25 15000	G	98%	0%	1%	0%	0%	0%	С	0.102	F	0.571	16000	G
Bus 250 Ivy Rd	Tas From! City of Charlott To:	esville	0.50	L Charlottesy 13000 US 29 Emme	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.524	14000	G

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

		and mers					Tru	ıck			K		Dir		
Route	Jurisdiction Leng	h AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From: B	us US 29 Em	nmet St												
250 University Ave	City of Charlottesville 0.28	14000) G	96%	1%	3%	0%	0%	0%	F	0.071	F	0.513	15000	G
\hookrightarrow	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: 2000 0	G	96%	1%	2%	0%	0%	0%	F	0.075	F	0.516	21000	G
Bus	To: Bus	1 US 250P, 1	Rugby Rd												
250 University Ave	City of Charlottesville 0.12	14000) G	96%	1%	3%	0%	0%	0%	F	0.074	F	0.517	15000	G
,	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: 1900 0) G	96%	1%	2%	0%	0%	0%	F	0.077	F	0.556	21000	G
	To	Chancello	r St												
Bus I Injurgraity Ave	City of Charlettopyilla 0.44			060/	40/	20/	00/	00/	00/	_	0.074	_	0.501	15000	0
University Ave	City of Charlottesville 0.19 Combined Traffic Estimates for 2 Parallel Roadways on this Rou		_	96% 96%	1% 1%	3% 2%	0% 0%	0% 0%	0%	F	0.074	F	0.501	15000	G G
	<u></u>		_	90%	170	2%	0%	0%	0%	Г	0.076	Г	0.543	20000	G
Bus	To- From:	C&O RR Cro	ossing												
250 Main St	City of Charlottesville 0.09			99%	0%	0%	0%	0%	0%	F	0.069	F	0.507	15000	G
\hookrightarrow	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: 20000) G	99%	0%	1%	0%	0%	0%	F	0.074	F	0.504	21000	G
Bus	To: From:	efferson Par	k Ave												
250 Main St	City of Charlottesville 0.73	14000) G	96%	1%	3%	0%	0%	0%	С	0.074	F	0.574	15000	G
200	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: 35000) G	97%	1%	2%	0%	0%	0%	С	0.083	F	0.551	37000	G
	To:	McIntire 1													
Bus Malatira Dd	City of Charlottesville 0.22	Main St		99%	00/	00/	00/	0%	00/	_	NΙΔ			25000	0
McIntire Rd	City of Charlottesville 0.22 Combined Traffic Estimates for 2 Parallel Roadways on this Rou		_	99%	0% 0%	0%	0% 0%	0% 0%	0% 0%	F	NA NA			31000	G G
	<u></u>			99%	0%	1%	0%	076	076	Г	INA			31000	G
Bus	From: 104	3405, Bus U	S 250 Par												
(250) McIntire Rd	City of Charlottesville 0.03	23000) N	99%	0%	0%	0%	0%	0%	Ν	NA			25000	Ν
Bus	To: From:	Preston A	ve												
Bus 250 Market St	City of Charlottesville 0.53	9900	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.567	11000	G
230)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			99%	0%	1%	0%	0%	0%	F	0.087	F	0.575	18000	G
		20 9th St; A								-					
Bus	From:	Market S								_		_		.=	
250 20 9th St	City of Charlottesville 0.12	14000 High St		98%	0%	1%	0%	1%	0%	F	0.088	F	0.607	15000	G
Bus	From:	SR 20 9th													
250 (20) High St	City of Charlottesville 0.23			99%	0%	0%	0%	0%	0%	F	0.088	F	0.581	11000	G
	To	11th St													
Bus High St	City of Charlettee ille			000/	00/	00/	00/	00/	00/	_	0.000	_	0 600	11000	C
250 20 High St	City of Charlottesville 0.2			99%	0%	0%	0%	0%	0%	С	0.088	F	0.623	11000	G
Bus	Ta- From:	Gillespie A	Ave												
(250) (20) High St	City of Charlottesville 0.45	20000) G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.589	21000	G
$\overline{}$	To:	Long St	t												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus	From:		niversity Ave		000/	00/	40/	00/	00/	201	_				0000	
Rugby Rd	City of Charlotte		5600	G	98%	0%	1%	0%	0%	0%	-	NA			6000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	Grady Ave	G	99%	0%	1%	0%	0%	0%	F	NA			31000	G
Bus	From:		Rugby Rd													
Grady Ave	City of Charlotte	esville 0.57	5300	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.504	5700	C
(Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	G	96%	1%	2%	0%	0%	0%	F	0.076	F	0.543	20000	(
	То:		Preston Ave													
US Decetor Aug	City of Charlette	ill- 0.54	Grady Ave		000/	00/	40/	00/	00/	00/	_	0.000	_	0.505	00000	,
Preston Ave	City of Charlotte		21000	G	98%	0%	1%	0%	0%	0%	С	0.086	-	0.525	23000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	35000	G	97%	1%	2%	0%	0%	0%	С	0.083	F	0.551	37000	(
us Bus	To: From:		Market St													
50 250 McIntire Rd	City of Charlotte	esville 0.03	23000	N	99%	0%	0%	0%	0%	0%	Ν	NA			25000	1
us	Tai From:		Preston Ave													
High St	City of Charlotte	esville 0.54	6700	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.585	7200	(
80) 0	Combined Traffic Estimates for 2 Parallel	Roadwavs on this Route:	17000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.575	18000	(
	To:		9th St													
	From:	81-77	70 Turnpike R	Road												
51)	Rockbridge Co	ounty 4.43	780	G	96%	0%	1%	1%	2%	0%	F	0.133	F	0.751	820	(
	To		31-675 Murat													
51)	From:L Rockbridge Co		1600	G	96%	0%	1%	1%	2%	0%	С	0.114	F	0.807	1700	(
9.9	To:	91 76A	South of Lex	ington												
51)	From:L Rockbridge Co		3000	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.750	3100	(
31)	- F					070		170	270	070	•	0.1	•	0.700	0.00	
51)Thornhill Rd	City of Lexing		CL Lexington 4600	n G	98%	0%	1%	0%	1%	0%	С	0.103	F	0.662	4900	(
51) Moniniii Ru	City of Lexing	1011 0.36	Link Rd	G	90%	0%	176	0%	170	0%	C	0.103	Г	0.002	4900	,
	From:		Thornhill Rd													
51)Link Rd	City of Lexing	ton 0.24	4000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.659	4300	(
	To:		Main St													
	From:	SR 39	Maury River	Road												
52)Brownsburg Turnpike	Rockbridge Co	ounty 6.03	470	G	98%	1%	1%	0%	1%	0%	F	0.101	F	0.698	490	(
<i></i>	Tox	81-	722 Rocky La	ne			— —									
52 Brownsburg Turnpike	Rockbridge Co		260	G	98%	1%	1%	0%	1%	0%	С	0.165	F	0.51	280	(
-	To:	Aug	usta County L	ine												
	From:		ridge County								_		_			
Middlebrook Rd	Augusta Coul	nty 0.69	120	G	97%	0%	1%	1%	1%	0%	F	0.154	F	0.775	130	(
<u> </u>	To: From:		0 N, Newpor													
Middlebrook Rd	Augusta Coul	nty 2.54	310	G	97%	0%	1%	1%	1%	0%	F	0.13	F	0.584	320	(
<u> </u>	To:	07-6	82 McKinley	Rd			\neg \vdash									
Middlebrook Rd	Augusta Coul		450	G	97%	0%	1%	1%	1%	0%	С	0.106	F	0.643	470	(
	To:	07-670	Cherry Grov	ve Rd												

8/27/2012

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	07-670	Cherry Grove Ro	1											
Middlebrook Rd	Augusta County	7.52	1300 G	98%	0%	0%	1%	0%	0%	С	0.108	F	0.625	1300	(
<u> </u>	To:	07-693 N	, Stingy Hallow	Rd											
252) Middlebrook Rd	Augusta County	1.62	2700 G		0%	0%	1%	0%	0%	F	0.11	F	0.608	2800	
	To		SR 262												
252) Middlebrook Ave	From:Augusta County	0.15	2900 G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.543	3000	
252) Wild ald brook 7 (10	, tagasta sounty				070		070	070	070	Ü	0.000	·	0.010	0000	
Middlebrook Ave	City of Stounton		CL Staunton	000/	00/	10/	00/	00/	00/		0.000	F	0.542	2000	
Middlebrook Ave	City of Staunton	1.08	2900 G	98%	0%	1%	0%	0%	0%	С	0.099	г	0.543	3000	
	To- From:		Bridge St												
Middlebrook Ave	City of Staunton	0.60	2500 G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.578	2700	
	To: From:		ewis Street Lewis St												
252 254 Beverly St	City of Staunton	0.11	4200 G	99%	0%	1%	0%	0%	0%	F	0.091	F		4400	
252 Beverly St	Combined Traffic Estimates for 2 Parallel Roadw	_	8100 G		0%	1%	0%	0%	0%	F	0.088	· F	0.530	8600	
	To:		igusta St; Johnso		076	1/0	0 /6	076	076		0.000	-	0.550	0000	
	From:		11 S Main St												
Port Republic Rd	City of Harrisonburg	0.48	23000 G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.524	25000	
53 / Or republic red	only of Fight Burg	0.40		01 70	070		170	170	070	Ü	0.000	•	0.024	20000	
Dark Danishlia Dd	City of Housing on by una	0.05	I-81	070/	00/	40/	40/	40/	00/		0.004	F	0.500	20000	
Port Republic Rd	City of Harrisonburg	0.85	26000 G	97%	0%	1%	1%	1%	0%	F	0.094	Г	0.520	26000	
	To: From:		ch Grove Ave												
Port Republic Rd	City of Harrisonburg	0.48	7800 G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.536	7900	
	To: From:	ECL	. Harrisonburg												
253)Port Republic Rd	Rockingham County	0.59	9400 G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.611	9800	
\mathcal{L}	To	82-710 Reset	rvoir St; Greenda	ile Rd											
Port Republic Rd	Rockingham County	1.43	12000 G		0%	1%	1%	1%	0%	F	0.100	F	0.682	12000	
200)	Tod	W1 D 1													
Port Republic Rd	Rockingham County	0.89	ry; 82-689 Shen 5700 G		0%	1%	1%	1%	0%	F	0.099	F	0.705	5900	
253)1 Ort Republic Ru	Nockingham County			31 70	076	1 /0	1 /0	1 /0	070	'	0.033	'	0.703	3300	
	To: From:		0 Oak Ridge Rd				401			_		_		=	
Port Republic Rd	Rockingham County	0.96	5200 G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.723	5400	
	To- From:	SR 276	6 Cross Keys Rd												
Port Republic Rd	Rockingham County	0.33	5300 G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.72	5500	
<u> </u>	To	82-708	8 Goods Mill Rd												
Port Republic Rd	Rockingham County	4.28	5000 G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.7	5200	
	To		SR 331												
Port Republic Rd	From: Rockingham County	0.22	4900 G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.697	5100	
203/1 011 110 010 110	Nookingham County			51 /0	J / U	. 70	1 /0	1 /0	0 /0	•	0.000	•	0.007	0100	
	To:	82-6	555 Lawyer Rd			<u> </u>									
Port Republic Rd	Rockingham County	0.76	5000 G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.687	5200	(

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT (QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	82-1	1603 Lower Rd												
253) Port Republic Rd	Rockingham County	0.91		G 97%	0%	1%	1%	1%	0%	F	0.098	F	0.644	2800	G
\smile	To:	US 34	10 East Side Hy	vy											
	From:	SR 42	Buffalo Gap H	_											
254 Parkersburg Turnpike	Augusta County	2.66	3500	G 93%	1%	1%	3%	2%	0%	F	0.091	F	0.584	3700	G
<u>~</u>	To: From:	07-8	376 Swoope Rd	l											
254) Parkersburg Turnpike	Augusta County	4.37	4500	G 93%	1%	1%	3%	2%	0%	С	0.092	F	0.662	4700	G
<u> </u>	To: From:		SR 262												
254)Beverly St	City of Staunton	0.97	8600	G 99%	0%	1%	0%	0%	0%	С	0.095	F	0.525	9100	G
$\overline{}$	To:		Grubert St												
254)Beverly St	City of Staunton	0.69		G 99%	0%	1%	0%	0%	0%	F	0.088	F	0.557	9800	G
	To:	Ti	hornrose Ave												
254) Beverly St	City of Staunton	0.25		G 99%	0%	1%	0%	0%	0%	F	0.085	F	0.508	8300	G
234/2010) 01	T-						0,0	070	0,0	-	0.000	•	0.000	0000	
254)Beverly St	City of Staunton	0.25	Frederick St 6400	G 99%	0%	1%	0%	0%	0%	F	0.079	F	0.684	6800	G
254 Beverly St	City of Stauriton				076	1 /0	0 /6	0 /6	0 /6		0.079		0.004	0000	G
	Ta: From:		54 P Jefferson S									_			
254 Beverly St	City of Staunton	0.23		G 99%			0%	0%	0%	F	0.089	F		5600	G
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	8300	G 99%	0%	1%	0%	0%	0%	F	0.091	F	0.599	8900	G
	To: From:		Lewis St												
254 252 Beverly St	City of Staunton	0.11		G 99%		1%	0%	0%	0%	F	0.091	F		4400	G
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	8100	G 99%	0%	1%	0%	0%	0%	F	0.088	F	0.530	8600	G
	To: From:	US	250 Augusta St												
254) Beverly St	City of Staunton	0.06	4200	N 99%	0%	1%	0%	0%	0%	Ν	0.091	Ν		4400	Ν
\smile	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	7300	N 99%	0%	1%	0%	0%	0%	Ν	NA			7800	Ν
	To: From:	US	250 P New St												
254 Beverly St	City of Staunton	0.16	3000	G 99%	0%	1%	0%	0%	0%	F	0.106	F		3200	G
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	6200	G 99%	0%	1%	0%	0%	0%	F	0.096	F	0.544	6600	G
	To:		Coalter St	~											
Cooltor St	City of Staunton	SR 25 0.16	4 P, E Beverly 5900	St 99%	0%	1%	00/	0%	00/	F	0.095	F	0.65	6200	G
254 Coalter St	City of Stauffor		S 250 Comme		076	176	0%	070	0%	Г	0.095	Г	0.05	6300	G
	From:		S 250 Commer												
254) (11) Commerce Rd	City of Staunton	0.68		G 96%	0%	1%	1%	1%	0%	С	0.092	F	0.555	2700	G
	To:	IIS 1	1 Commerce R	d											
New Hope Rd	City of Staunton	2.45		G 98%	0%	1%	1%	0%	0%	С	0.101	F	0.508	1200	G
204)	T.			_ 0070	0,0	. , , ,	. 70	0,0	0 / 0	Ŭ	0.101	•	0.000	00	Ŭ
254 New Hope Rd	Augusta County	E 1.59	CL Staunton	G 97%	0%	1%	1%	0%	0%	С	0.125	F	0.589	1500	G
254 New Hope Ru	Augusta County				U-76	1 70	1 70	U70	U70	C	0.123	ı	0.569	1300	G
	To: From:		oodrow Wilson	<u> </u>								_			
254 Hermitage Rd	Augusta County	3.92		G 96%	0%	1%	1%	1%	0%	F	0.098	F	0.565	5300	G
\sim	To:	07-608	Long Meadow	Rd											

8/27/2012

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

		Primary an						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	07-608	Long Meadov	w Rd												
Hermitage Rd	Augusta Coun	ity 3.45	4400	G	96%	0%	1%	1%	1%	0%	С	0.099	F	0.515	4600	G
<u> </u>	To:	07-640 C	old White Brid	dge Rd			<u> </u>									
254)Hermitage Rd	Augusta Coun	ty 0.93	4200	G	96%	0%	1%	1%	1%	0%	F	0.097	F	0.509	4400	G
<u> </u>	To	WC	L Waynesbor	·0												
1vy St	City of Waynesh		5500	G	97%	0%	1%	1%	1%	0%	С	0.103	F	0.511	5900	G
	Tax	Ho	opeman Pkwy	,												
lvy St	City of Waynesh		5800	G	98%	0%	1%	0%	0%	0%	С	0.098	F		6200	(
,	To:		King Ave													
Poplar Ave	From: L City of Waynesh	ooro 0.30	11000	G	98%	0%	1%	0%	0%	0%	С	0.090	F	0.528	11000	
234)	To										_					
254)Poplar Ave	City of Waynesh	ooro 0.07	Broad St 3400	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.584	3600	G
254)1 opiai 7100	To:	0.07	Main St	<u> </u>	3070	070		070	070	070	•	0.114	•	0.004	0000	
	From:	SR ²	254 Beverly S	St												_
Jefferson St	City of Staunto		1600	G	96%	1%	1%	1%	1%	0%	С	0.105	F	0.741	1700	(
	To:		Frederick St													
	From:		Jefferson St													
Frederick St	City of Staunto		3100	G	99%	0%	0%	0%	0%	0%	C	0.104	F		3300	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	8300	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.599	8900	C
	From:		Central St										_			
Frederick St	City of Staunto		3900	G	99%	0%	0%	0%	0%	0%	F	0.096	F		4200	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	8100	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.530	8600	C
	To: From:	US 250, Bus														_
Frederick St	City of Staunto		3100	G	99%	0%	0%	0%	0%	0%	F	0.097	F		3300	(
	Combined Traffic Estimates for 2 Parallel I		6200 Coalter St	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.544	6600	(
	From:		Frederick St													
Coalter St	City of Staunto		5900	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.752	6200	(
	То:	SR 25	54, E Beverly	St												
_	From:	US 50	0 Millwood P	ike												
Bishop Meade Rd	Clarke County	y 0.79	1200	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.611	1300	(
	To- From:	21-723	N, Millwood	l Rd												
Bishop Meade Highway	Clarke County	y 3.05	1500	G	98%	1%	1%	0%	0%	0%	С	0.101	F	0.575	1700	(
<u> </u>	То:	US 340	Lord Fairfax	Hwy												
	From:		11 Lee Highw													-
Weyers Cave Rd	Augusta Coun	ty 0.14	7000	G	91%	1%	1%	2%	4%	1%	С	0.102	F	0.522	7300	C
	To- From		I-81													
Weyers Cave Rd	Augusta Coun	ity 1.22	9000	G	93%	0%	1%	1%	4%	0%	С	0.098	F	0.584	9800	C
	To:	SR 276	Keezletown	Road												

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

Davida	1		445-		4.T.	_		Tru	ıck			K	017	Dir	A A) A (D =	<u> </u>
Route	Jurisdiction	Length	AADT	ŲА	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		SR 276								_					
Weyers Cave Rd	Augusta County	4.50	5600	Α	95%	0%	1%	1%	3%	0%	С	0.108	Α		6100	F
$\overline{}$	To: From:		gham Coun	•												
256)3rd St	Town of Grottoes (Maint: 82)	0.42	4500	G	93%	1%	1%	1%	4%	0%	С	0.097	F	0.614	4900	(
	To- From:		ogwood Av													
256) 3rd St	Town of Grottoes (Maint: 82)	0.37	4800	G	95%	0%	1%	1%	3%	0%	F	0.094	F	0.507	5300	(
	To: From:		Aspen Ave													
256)3rd St	Town of Grottoes (Maint: 82)	0.13	4100	G	95%	0%	1%	1%	3%	0%	F	0.09	F	0.582	4400	(
<u> </u>	To-	US 34	40 East Side	Hwy												
	From:		SR 256													
Ramp to I-81 S at Exit 235	Augusta County	0.18	NA									NA			NA	
	10.		I-81 S													
Down to I 94 N at Evit 225	From:	0.20	SR 256									NA			NA	
Ramp to I-81 N at Exit 235	Augusta County	0.20	I-81 N									INA			INA	
	From	92.024		l. D.1												_
Briery Branch Rd	Rockingham County	2.89	Briery Brai	G Ra	96%	0%	1%	1%	1%	0%	F	0.111	F	0.643	780	
57) Bliefy Branch Ru	recking lain county					070		1 70	170	070	•	0.111	'	0.043	700	
257)Briery Branch Rd	Pooleinghom County	82-731 C 2.43	ommunity (2000	Center Re G	96%	0%	1%	1%	1%	0%	С	0.100	F	0.647	2100	(
257 Bilery Branch Ru	Rockingham County				90%	0%	176	1 70	170	0%	C	0.100	Г	0.047	2100	,
Out-bis - Dd	From		W, Clover		000/	00/		40/	40/	00/		NIA			0400	_
Ottobine Rd	Rockingham County	4.29	3000	G	96%	0%	1%	1%	1%	0%	F	NA			3100	•
$\overline{}$	To: From:		8 W Dry Riv													
Ottobine Rd	Rockingham County	1.86	3900	G	96%	0%	1%	1%	1%	0%	F	0.104	F	0.644	4300	(
<u> </u>	To- From:	Ţ	WCL Daytor	n												
Ottobine Rd	Town of Dayton (Maint: 82)	0.42	3900	N	96%	0%	1%	1%	1%	0%	Ν	0.104	Ν	0.644	4300	ı
<u> </u>	To:		V SR 42 Bu													
257) (42) John Wayland Hwy	Town of Dayton (Maint: 82)	0.42	13000	N N	94%	1%	2%	1%	2%	0%	N	0.089	N	0.500	14000	ı
257) (42) 55111 (14)(3114 1111)	rown or Dayton (maint: 62)			•••	0 170	1,70		170	_,0	070	.,	0.000		0.000	1 1000	
257) (42) John Wayland Hwy	Rockingham County	0.63	CL Dayton 13000	G	94%	1%	2%	1%	2%	0%	F	0.089	F	0.500	14000	(
257 42 John Wayland Hwy	Rockingham County				94 /0	1 /0	2 /0	1 /0	2/0	0 /6		0.009	-	0.300	14000	
NI Maria Ct	From:		L Bridgewat		0.40/	40/		40/	20/	00/	N.	0.000	N.	0.55	4.4000	_
257) (42) N Main St	Town of Bridgewater	0.30	14000	N	94%	1%	2%	1%	2%	0%	N	0.086	N	0.55	14000	l
	To- From:		BRIDGEWA										_			
257 42 N Main St	Town of Bridgewater	1.00	14000	G	94%	1%	2%	1%	2%	0%	F	0.086	F	0.55	14000	(
	To- From:		RTH RIVER													
257) (42) N Main St	Town of Bridgewater	0.08	15000	G	94%	1%	2%	1%	2%	0%	С	0.088	F	0.512	15000	(
	To- From:	MT C	RAWFORD	AVE												
257) (42) N Main St	Town of Bridgewater	0.30	11000	G	94%	1%	2%	1%	2%	0%	F	0.083	F	0.571	11000	(
\smile	To:	SR	42 MAIN	ST												

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

	Primary and					Tri	ıck			K		Dir		
Jurisdiction	Length A	AADT QA	4Tire	Bus					QC		QK		AAWDT	QW
From:	SR 4	42 Main St			27 000	0171710	TTTGII	ZITUII		1 40101		1 40101		
Town of Bridgewater			95%	0%	1%	1%	3%	0%	С	0.088	F	0.542	10000	G
To:	ECI I	Dridovyotor												
Rockingham County			95%	0%	1%	1%	3%	0%	F	0 080	F	0.512	11000	G
rtookingham oodiny			3070	070	170	170	070	070	•	0.000	•	0.012	11000	Ü
To:			050/	00/	40/	40/	20/	00/		0.000		0.500	44000	
Rockingnam County			95%	0%	1%	1%	3%	0%	г	0.088	г	0.536	11000	G
					L									
From:										0.400			0000	^
Rockingnam County										0.122	А		3000	Α
Rockingham County	0.03	NA								NA			NA	
To: From:	82-682-W000A		TH											
Rockingham County	0.16	NA								NA			NA	
То:	I-81-N FRO	M RTS 257 & 68	2											
From:	North Car	rolina State Line												
Southampton County	5.28	5300 G	92%	1%	1%	0%	6%	0%	F	0.086	F	0.590	5600	G
To:	SR 189 S	South Quay Rd			_									
Southampton County			92%	1%	1%	0%	6%	0%	С	0.087	F	0.561	3700	G
To:	97 694 Do													
Southampton County			92%	1%	1%	0%	6%	0%	F	0.083	F	0.569	4400	G
To:						070	070	070	•	0.000	•	0.000	1100	Ŭ
From:		X												
Southampton County	0.20	NA								NA			NA	
To:		X												
From:						407	4407	00/	_	0.074	_	0.550	47000	_
Southampton County			87%	1%	1%	1%	11%	0%	F	0.071	F	0.559	17000	G
From:														
City of Suffolk			87%	1%	1%	1%	11%	0%	F	0.072	F		18000	F
To:			0.70	.,0	Ť	.,,	,0	0,0	•	0.0.2	•		.0000	•
From:		х												
City of Suffolk	0.17		S	ee US	58 for di	rectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
To:		X												
		TO RTE 189 SOU			50.6									
City of Suffolk		OM DEE CO E A		ee US	og tor di	rectional	traffic v	olume e	stimat	es for thi	s seg	ment.		
From:														
City of Suffolk		3400 G	55%	0%	1%	4%	40%	0%	С	NA			3600	G
, o. o	0.0.		7 7 0	- / 0	. , •	.,0		- / 0	-					•
- T														
Isle of Wight County		L Suffolk 1500 F	88%	0%	1%	1%	10%	0%	С	0.088	F		1500	F
	Town of Bridgewater Town of Bridgewater Rockingham County From: Rockingham County To: From: Rockingham County To: From: Rockingham County To: From: Rockingham County To: From: Southampton County To: From: Southampton County To: From: Southampton County To: From: Southampton County To: From: City of Suffolk Jurisdiction Length From SR Town of Bridgewater 1.76 Town ECL Rockingham County 0.80 Town SR 257 Rockingham County 0.20 Town SR 257 Rockingham County 0.03 Town SR 257 Rockingham County 0.03 Town S2-682-W000,	Surface Surf	Jurisdiction	Town of Bridgewater	Surfaction	Surfaction Length AAOT QA 4Tire Bus 2Axle 3+Axle 1.76 10000 G 95% 0% 1% 1% 1% 1.76 10000 G 95% 0% 1% 1% 1% 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	SR 42 Main St	Section Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail CC	Second County C	See See	Jurisdiction	Substitution	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	46-656 Union (Camp Dr												
258 Camp Family Hwy	Isle of Wight County	1.43 920	F	88%	0%	1%	1%	10%	0%	F	0.092	F		940	F
~	To:	US 258, C41	US 58												
~	From:	Bus US 58 Carrs										_			
258 Walters Hwy	Isle of Wight County	6.79 3200	F	94%	1%	1%	1%	3%	0%	F	0.098	F		3300	ı
~	To	46-614 W, River	Run Trail			_									
258 Walters Hwy	Isle of Wight County	5.85 5200	F	94%	1%	1%	1%	3%	0%	С	0.099	F		5300	
***	To:	WCL Win	door												
Prince Blvd S	Town of Windsor (Maint: 46)	0.19 5100		94%	1%	1%	1%	3%	0%	F	0.092	F		5200	
258	Town or Windsor (Waint: 40)	0.10 3100	•	J+70	170	1 70	1 70	370	070	'	0.032	'		3200	
~~	To: From:	US 460 Winds													
Prince Blvd N	Town of Windsor (Maint: 46)	0.25 5500	F	94%	1%	1%	1%	3%	0%	F	0.086	F		5600	
~	To:	NCL Wine	dsor												
258 Courthouse Hwy	Isle of Wight County	7.49 4500		94%	1%	1%	1%	3%	0%	F	0.103	F		4600	
230)	,														
0	From:	46-637 Orb		0.40/	40/		40/	00/	00/	_	0.000	_		5000	
Courthouse Hwy	Isle of Wight County	5.68 5100	F	94%	1%	1%	1%	3%	0%	С	0.090	F		5200	
~	To: From:	WCL Smithfield; 46-70	9 Waterwor	ks Rd											
Main St	Town of Smithfield (Maint: 46)	0.27 9400	F	95%	1%	1%	1%	3%	0%	С	0.092	F		9600	
~ <i>_</i>	To:	Old WCL Sm	ithfield												
258 Main St	Town of Smithfield (Maint: 46)	0.76 1300 0		96%	1%	1%	1%	2%	0%	С	0.095	F		13000	
258) Wall of	To.	SR 10		0070	170	- 70	170	270	070	J	0.000			10000	
	From:	Main S													
258 (10)	Town of Smithfield (Maint: 46)	2.30 19000		96%	1%	1%	1%	2%	0%	С	0.087	F		20000	
230) (10)	T-														
Daniel Blad	Towns of Operity (Table (NAsis) 40)	Bus US 2		050/	40/	40/	00/	00/	00/	_	0.000	_		00000	
258 (10) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.31 2800 0) F	95%	1%	1%	2%	2%	0%	F	0.089	F		29000	
	To: From:	Old SCL Smi	ithfield												
258 (10) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.65 2400 0) F	95%	1%	1%	2%	2%	0%	F	0.085	F		24000	
\sim	To:	SCL Smithfield; 46-	644 Turner	Dr											
258 10 Benns Church Blvd	Isle of Wight County	1.00 2600 0		95%	1%	1%	2%	2%	0%	F	0.091	F		26000	
258 10 Benns Church Blvd	To:	SR 32 Brewers N		0070	170	170	270	270	070	•	0.001			20000	
	From:	SR 10 Benns Ch													
258 32 Brewers Neck Blvd	Isle of Wight County	2.85 2500 0		95%	1%	1%	2%	2%	0%	С	0.092	F		25000	
30) (32)	To:	US 17 Carrollt													
	From:	US 17, SR 32	Bartlett												
258 (17) (32) Carrolton Blvd	Isle of Wight County	2.17 2800 0) A	97%	0%	0%	1%	1%	0%	С	0.109	Α		29000	
300	To:	FR-807	7												
	Isle of Wight County	4.64 2800		97%	0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	(
258 (17) (32)	To Table Of Wright County	4.64 2600 0 SCL Newpor		3170	U70	0%	1 70	1 70	U70	Г	0.094	r	0.714	25000	,
	From:	Isle of Wight Co				-									
258 17 32 Mercury Blvd	City of Newport News	0.22 2800 0		97%	0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	(
200)(11) (32) 11010019 5140	only of Howport Hows	US 60 Warwi		0.70	U / U	370	. 70	. /0	J / U	•	0.007	•	J., 14	_5555	`

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

Deute	lunia di atia a	Length AADT	0.4	4Tire	D		Tru	ıck		00	K	QK	Dir	AAWDT	. 0
Route	Jurisdiction		QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	Qν
~ Manage Blad	From:	US 60 Warwick I		070/	00/		40/	407	00/	_	0.005	_	0.500	40000	
258 (17) (32) Mercury Blvd	City of Newport News	0.56 38000	G	97%	0%	0%	1%	1%	0%	F	0.095	F	0.563	40000	G
~~~	To: From:	Jefferson Ave		000/	00/		00/	407	201		0.007		0.540	44000	
258 Mercury Blvd	City of Newport News	0.29 <b>40000</b> WCL Hampto	G	99%	0%	0%	0%	1%	0%	F	0.087	F	0.542	41000	C
	From:	ECL Newport N													
258 Mercury Blvd	City of Hampton	0.74 <b>49000</b>	G	99%	0%	0%	0%	1%	0%	F	NA			50000	(
~~	To- From:	114-7019 Chestnu	ıt Ave			<u> </u>									
258 Mercury Blvd	City of Hampton	0.52 <b>49000</b>	F	99%	0%	0%	0%	1%	0%	С	0.094	В	0.518	50000	F
<del></del>	Toc	114-7021 Big Beth	hel Rd												
258 Mercury Blvd	City of Hampton	0.80 <b>56000</b>	G	99%	0%	0%	0%	1%	0%	F	NA			57000	(
200)	Too	Aberdeen Rd	1												
258 Mercury Blvd	City of Hampton	0.43 <b>57000</b>	G	99%	0%	0%	0%	1%	0%	F	NA			58000	(
230)	To						-,-								
258 (Mercury Blvd	City of Hampton	SR 415 Power Plant 0.39 <b>64000</b>	G G	99%	0%	0%	0%	1%	0%	F	NA			65000	(
Z58 Morodry Biva	city of Flampton			0070	070		070	170	070	•	100			00000	`
258 (134) Mercury Blvd	City of Hampton	0.36 <b>51000</b>	G	99%	0%	0%	0%	1%	0%	F	NA			51000	(
258 (134) Welculy Blvd	City of Flampton			3370	070	<u> </u>	076	1 /0	070	'	INA			31000	`
Maraum Dhud	City of Llegenters	Coliseum Dr		000/	00/		00/	40/	00/		NIA			40000	
258 134 Mercury Blvd	City of Hampton	0.42 <b>46000</b>	G	99%	0%	0%	0%	1%	0%	F	NA			46000	(
~~~	From:	SR 152 Cunningha				<u> </u>									
258 134 Mercury Blvd	City of Hampton	0.24 48000	G	99%	0%	0%	0%	1%	0%	F	0.085	F	0.527	50000	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	SR 134 Armistead													
258 Mercury Blvd	City of Hampton	0.63 <b>53000</b>	G								NA			57000	(
	To: From:	Lasalle Ave													
258 Mercury Blvd	City of Hampton	0.89 <b>58000</b>	G								0.084	F	0.518	61000	(
<i></i>	To: From:	SR 278 King S	St			$\neg$ $\vdash$									
258 Mercury Blvd	City of Hampton	1.12 <b>29000</b>	G	99%	1%	0%	0%	0%	0%	С	0.091	F	0.584	31000	(
~	To:	Andrews Blvo	d			<b>—</b> —									
258 Mercury Blvd	City of Hampton	0.55 <b>18000</b>	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.52	19000	(
<del></del>	To:	SR 351 Pembroke	Ave												
258 Mercury Blvd	City of Hampton	0.94 <b>12000</b>	G	98%	1%	1%	0%	0%	0%	С	0.122	F	0.73	12000	(
,	Too	SR 169 Mallory													
258 Mercury Blvd	City of Hampton	0.80 <b>4000</b>	G	98%	1%	1%	0%	0%	0%	F	0.193	F	0.92	4300	(
250)	To:	SR 143 Ingalls		3070	1,0	j~	0,0	0,0	0,0	•	5.100	•	0.02	1000	•
	From:	US 258; 1US 25				ĺ									
258)	Southampton County	0.20 <b>NA</b>	, o ·1								NA			NA	
230)	To:	US 58 FROM RTI	E 258			$\overline{}$									

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck QC K QK Dir	AAWDT QW
- Troute	From		2Axle 3+Axle 1Trail 2Trail Factor Factor	
(250)	Southampton County	1US 258-P C2US 258 US 58-W447AU 0.22 NA	NA	NA
[258]	To:	US 58 FROM RTE 258 & 258 BUS	TVA	INA
	From:	US 258-W013A TO RTE 58		
(258)(258)	City of Suffolk	0.19 <b>350</b> F	0.123 F	350 F
230)250)	To:	US 58 FROM RTE 258 & 189		
	From:	US 258 W063B		
(258) Ramp	City of Hampton (Maint: 99)	0.03 <b>NA</b>	NA NA	NA
<u> </u>	То:	I-64-W		
East	From	US 258 Gap TO		
258	City of Suffolk	0.04 <b>310 F</b>	0.116 F	310 F
	To:	US 258-W013A TO RTE 58		
East	From:	US 258 TO RTE 64		
East (258)	City of Hampton (Maint: 99)	0.05 <b>NA</b>	NA	NA
	To: From:	US 258-E063B TO RTE 64 WEST		
East (258)	City of Hampton (Maint: 99)	0.14 <b>NA</b>	NA	NA
(236)	To:	I-64-E FROM RTE 258 EAST	¬ ···	
East	From:	US 258 TO I-64 WEST		
258 Ramp	City of Hampton (Maint: 99)	0.56 <b>NA</b>	NA	NA
		64-W FROM RT 258 EAST-MERCURY BOULEV		
West	From:	US 258 US 58-W451B TO & FROM RTE 5		
(258)(258)	City of Suffolk	0.07 <b>320 F</b>	0.134 F	320 F
	То:	US 258-E013A US 258- 13A TO RTE 58		
West	From:	US 258 TO I-64 EAST		
258 Ramp	City of Hampton (Maint: 99)	0.18 <b>NA</b>	NA	NA
<u> </u>	To: I-	64-E FROM RT 258 WEST-MERCURY BOULEV		
West	From:	US 258 TO I-64 WESTRT 134 P ENDS 64 OV		
(258)Ramp	City of Hampton (Maint: 99)	0.26 <b>NA</b>	NA	NA
<u> </u>	To: I-6	64-W FROM RT 258 WEST-MERCURY BOULEV		
~~~ ~~	From:	US 58 TO RTE 258		
[258][58]	Southampton County		8 for directional traffic volume estimates for this segment.	
\$\frac{\pi}{\pi}	To: From:	1US 258-P C2US 258 US 258- 9BU US 258-W013A TO RTE 58		
250 (250)	City of Suffolk	0.19 350 F	─	350 F
258 258	To:	US 58 FROM RTE 258 & 189	0.120	000 1
~~~	From:	US 258 US 58-W451B TO & FROM RTE 5		
(258)(258)	City of Suffolk		8 for directional traffic volume estimates for this segment.	
<u></u>	To	US 258-E013A US 258- 13A TO RTE 58		
Bus	From:	SR 10 Bypass		
(258) Main St	Town of Smithfield (Maint: 46)	0.20 <b>8900 F</b> 99% 0%	<u>0</u> % 0% 0% 0% F 0.105 F	9100 F
<u> </u>	То:	Grace Street		

8/27/2012 532

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

Desta	Line de de la companya de la company	Laurenth AADT		4 <b>.</b> T	D		Tru	ıck			K	01/	Dir	A A)A/DT	
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus Main St	Town of Smithfield (Maint: 46)	O.10 Grace Stre	et <b>F</b>	99%	0%	0%	0%	0%	0%	F	0.115	F		6000	F
Main St	Town of Smittilled (Maint. 46)			99%	0%	0%	0%	U%	0%	Г	0.115	Г		6000	Г
lus	From:	Cary Stree													
Main St	Town of Smithfield (Maint: 46)	0.34 4100	F	99%	0%	0%	0%	0%	0%	F	0.123	F		4200	F
us Bus	From:	Church Stre Main Stre				+									
58 (10) Church St	Town of Smithfield (Maint: 46)	0.79 <b>13000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			14000	(
Sur Burn	To- From:	Red Point D	rive												
Sus Bus South Church St	Town of Smithfield (Maint: 46)	0.79 11000	F	99%	0%	0%	0%	0%	0%	С	0.121	F		11000	ı
38) (10) GOULLI GITAITOR GE	Ta-	Battery Park			0,0		0,0	0,0	0,0		01.12.				
us Bus	From:	•								_		_			
58 10 South Church St	Town of Smithfield (Maint: 46)	0.85 <b>14000</b> SR 10 Byps	F	99%	0%	0%	0%	0%	0%	F	0.108	F		14000	
	From	US 258 Smith Fe				<u> </u>									_
us 58 South St	Southampton County	0.01 <b>5000</b>	G Road	98%	1%	0%	0%	0%	0%	F	0.087	F	0.537	5400	(
36)	To	SCL Frank						• • • • • • • • • • • • • • • • • • • •		-		-			
us O control	From:			000/	40/	00/	00/	00/	00/	_	0.00	_	0.500	0000	
South St	City of Franklin	0.28 <b>5800</b>	G	98%	1%	0%	0%	0%	0%	С	0.09	F	0.526	6200	(
us 	To: From:	College Dr	ive												
South St	City of Franklin	0.25 <b>9000</b>	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.511	9600	(
us_	To- From:	Bank Stre	et												
South St	City of Franklin	0.35 <b>8200</b>	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.521	8800	(
<del></del>	To	Roosevelt St	reet												
US Courth Ct	City of Franklin			000/	1%	0%	00/	00/	00/	F	0.000	F	0.520	9700	(
South St	City of Franklin	0.15 <b>8100</b>	G	98%	1%	0%	0%	0%	0%	Г	0.090	Г	0.539	8700	,
us 	To- From:	Oak Stree	t												
South St	City of Franklin	0.16 <b>7100</b>	G	98%	1%	0%	0%	0%	0%	F	0.094	F	0.538	7700	(
<u>us</u>	To: From:	Pretlow Str	eet												
58 South St	City of Franklin	0.21 <b>5900</b>	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.505	6300	(
~ <u></u>		High Stree	et												
US Courth St	City of Franklin	0.16 <b>3500</b>	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.535	3700	(
South St	City of Franklin	Main Stre		90%	0%	170	1 70	170	076	Г	0.000	Г	0.555	3700	,
ıs	From:	South Stre													
Main St	City of Franklin	0.29 <b>2900</b>	G	98%	0%	1%	1%	1%	0%	С	0.086	F	0.538	3100	(
us .	To: From:	Second Ave Main Stre													
58 Second Avenue	City of Franklin	0.12 <b>5500</b>	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.579	5900	(
30)	To	Bus US 58 Mecha				Ti.		.,.		-		-			

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	US 258													
[258] [58]	City of Franklin	0.19 <b>8400</b>	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.599	9600	G
Bus Bus	To- From:	ECL Frankl	in												
(258) (58)	Southampton County	0.03 <b>8400</b>	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.599	9600	G
$\hookrightarrow$	To:	Isle of Wight Cou	_												
Bus Bus	From:	Southampton Cou	_	000/	40/		00/	00/	00/	_	0.005	_		7400	_
258 58 Carrsville Hwy	Isle of Wight County	1.54 <b>7000</b> US 258 Walters	F	98%	1%	1%	0%	0%	0%	F	0.095	F		7100	F
=	Power land		s nwy												
ALT Grace St	Town of Smithfield (Maint: 46)	0.14 <b>3500</b>	F	98%	1%	1%	0%	0%	0%	С	0.091	F		3600	F
258 Grace St	rown or Smittined (Maint. 46)		Г	90%	170	176	0%	U70	0%	C	0.091	г		3000	Г
ALT	To: From:	Cary St													
258 Grace St	Town of Smithfield (Maint: 46)	0.34 <b>2800</b>	F	99%	1%	1%	0%	0%	0%	С	0.111	F		2800	F
$\smile$	To	North Church	n St												
	From:	US 11 Valley	Pike												
259 Mayland Rd	Rockingham County	2.34 <b>6600</b>	G	93%	0%	1%	1%	5%	0%	F	0.089	F	0.664	7100	G
$\smile$	To- From	82-619 Wampler Rd; Ph	illips Sto	re Rd											
259) Mayland Rd	Rockingham County	1.61 <b>6700</b>	G	93%	0%	1%	1%	5%	0%	С	0.093	F	0.627	7200	G
	To	ECL Broady	vav												
259) Mayland Rd	Town of Broadway (Maint: 82)	0.45 <b>6700</b>	N N	93%	0%	1%	1%	5%	0%	Ν	0.093	N	0.627	7200	Ν
200)	To														
259) (42) W Lee St	Rockingham County	SR 42 East of Br 0.29 <b>6600</b>	oadway N	96%	0%	1%	1%	2%	0%	N	0.085	N	0.555	7000	N
259 42 W Lee St	- Tookingham Journy			3070	070	170	1 70	270	070	14	0.000	11	0.555	7000	14
W Loo St	Town of Droodway (Maint, 92)	0.33 <b>6600</b>	_	060/	00/	10/	1%	2%	00/	F	0.085	F	0.555	7000	G
259 42 W Lee St	Town of Broadway (Maint: 82)		G	96%	0%	1%	1%	2%	0%	Г	0.065	Г	0.555	7000	G
	Ta- From:	SR 42 BROAD										_			
259 Brocks Gap Rd	Town of Broadway (Maint: 82)	0.36 <b>8300</b>	G	93%	0%	1%	1%	5%	0%	F	0.086	F	0.659	8900	G
	To: From:	WCL Broads													
259 Brocks Gap Rd	Rockingham County	2.92 <b>8300</b>	N	93%	0%	1%	1%	5%	0%	N	0.086	N	0.659	8900	N
<u></u>	To- From:	82-613 E, Turleyt	town Rd												
259 Brocks Gap Rd	Rockingham County	3.75 <b>5800</b>	G	87%	1%	1%	2%	9%	0%	F	0.095	F	0.776	6300	G
$\smile$	To:	82-612 Hopkins	Gap Rd			<u> </u>									
259 Brocks Gap Rd	Rockingham County	7.35 <b>2800</b>	G	87%	1%	1%	2%	9%	0%	С	0.092	F	0.660	2900	G
	To	82-820 Fitzw	ater												
259) Brocks Gap Rd	Rockingham County	2.41 <b>1900</b>	G	87%	1%	1%	2%	9%	0%	F	0.089	F	0.614	1900	G
233) - 133113 334 113				0.70	. 70		_,0	0,0	0 / 0	•	0.000	•	0.011	. 500	J
259 Carpers Pike	Frederick County	West Virginia Sta 4.99 <b>2700</b>	ate Line <b>F</b>	94%	0%	1%	1%	4%	0%	С	0.097	F		2800	F
259 Carpers I Inc	To:	US 50 Northwest		J4 /0	070	1 /0	1 /0	7/0	0 /0	C	0.037	•		2000	
ALT	From					<u> </u>									
ALT 259 42 S Main Street	Town of Broadway (Maint: 82)	SR 259 SOU 0.32 <b>5800</b>	TH G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.647	6300	G
₍₂₅₉ ) ( ₄₂ ) S Main Street	Town of Dioduway (Maill. 02)	SR 42		JU /0	0 /0	1 /0	1 /0	<b>2</b> /0	0 /0	J	0.000	•	0.047	0300	J

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
ALT	From:	SR 42 Timbe	r Wav			2, 040	017000	TTTGII	Ziran		1 dotoi		1 dotoi		
Broadway Ave	Town of Broadway (Maint: 82)	0.72 <b>1500</b>	G	93%	0%	1%	1%	5%	0%	F	0.095	F	0.609	1500	G
,	To:	SR 259 Mayla	and Rd												
	From:	Old Greenvil	le Rd												
Statler Blvd	City of Staunton	0.84 9100	G	98%	0%	0%	0%	1%	0%	С	0.098	F	0.535	9700	G
	To:	Richmond	D _d												
261)Statler Blvd	City of Staunton	0.78 13000		98%	0%	0%	1%	0%	0%	С	0.093	F	0.518	14000	G
2017 0 101101 2110	any er ataumen			0070	0,0		.,,	0,0	0,0		0.000	•	0.0.0		
261)Statler Blvd	City of Staunton	0.14 <b>14000</b>		98%	0%	0%	1%	0%	0%	F	0.086	F	0.534	15000	G
261 Statier Bivu	City of Staufitor	0.14 14000	· G	90%	076	0%	170	U%	0%	Г	0.000	Г	0.554	15000	Ċ
	From:	Commerce		2221											_
Statler Blvd	City of Staunton	0.25 <b>10000</b>	G	98%	0%	0%	1%	0%	0%	F	0.085	F	0.532	11000	C
	To: From:	Beverly S	St												
Statler Blvd	City of Staunton	0.20 <b>9800</b>	G	98%	0%	0%	1%	0%	0%	F	0.088	F	0.548	10000	C
<u> </u>	To	Coalter S	St												
	From:	I-81													
262)	Augusta County	1.07 <b>15000</b>	G	96%	1%	1%	1%	2%	0%	С	0.093	F	0.605	15000	C
	To:	US 11 Greenvi	lle Ave			<u> </u>									
262	Augusta County	0.94 13000	G	96%	1%	1%	1%	2%	0%	F	0.094	F	0.654	14000	(
<del></del>	To	07-613 Old Gree	nville Pd												
262	Augusta County	1.13 <b>14000</b>		96%	1%	1%	1%	2%	0%	F	0.097	F	0.667	15000	G
262)									-,-	•		-			
	Augusta County	SR 252 1.87 <b>11000</b>		97%	0%	1%	1%	1%	0%	С	0.098	F	0.676	12000	G
262	Augusta County			9176	076	176	170	170	0%	C	0.096	Г	0.676	12000	Ċ
	To- From:	SR 254										_			
262)	Augusta County	1.83 <b>7800</b>	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.551	8300	G
	To: From:	WCL Staur	nton												
262)	City of Staunton (Maint: 07)	0.58 <b>7800</b>	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.551	8300	G
<u> </u>	To	US 250 Churchy	ville Ave												
Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	2.22 <b>7900</b>	G	94%	0%	1%	3%	1%	0%	С	0.092	F	0.618	8400	C
	To	07-613 Spring	Hill DA												
262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.74 <b>9700</b>	G	95%	0%	1%	3%	1%	0%	С	0.093	F	0.648	10000	
202) 11 0001011 11 1100111 11111	To Table 1				0,0		0,0	.,0	0,0		0.000	•	0.0.0	.0000	
Woodrow Wilson Plans	City of Stounton (Maint: 07)	US 11 Commo 1.34 <b>11000</b>		95%	0%	10/	20/	1%	0%	F	0.095	F	0.521	12000	
Woodrow Wilson Pkwy	City of Staunton (Maint: 07)			90%	U-70	1%	3%	170	U-70	Г	0.095	Г	0.521	12000	C
	To: From:	ECL Staur													
262 Woodrow Wilson Pkwy	Augusta County	0.05 <b>13000</b>	G	95%	0%	1%	3%	1%	0%	F	0.095	Ν	0.521	15000	G
	To: From:	I-81				$\Box$ $\vdash$									
262 Woodrow Wilson Pkwy	Augusta County	0.93 <b>4800</b>	G	96%	1%	1%	1%	2%	0%	С	0.098	F	0.569	5000	G
$\smile$	To:	SR 254 Hermitage Rd;	New Hop	e Rd											

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

Route	Jurisdiction	Length AADT (	QA 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:	Ramps SR 275 E005A; SR 27	75 W005A											
Ramp to I-81 S at Exit 225	Augusta County	0.21 <b>NA</b> I-81 S			_					NA			NA	
	From:	Ramps SR 262 E013B; SR 26	62 W013B											_
Ramp to I-81 N at Exit 225	Augusta County	0.23 <b>NA</b>								NA			NA	
<u></u>	To:	I-81 N												
ast 62)Ramp to I-81 S at Exit 220	From: Augusta County	SR 262 0.18 <b>NA</b>								NA			NA	
62 Kamp to 1-01 3 at Exit 220	Augusta County	I-81 S								INA			INA	
ast	From:	SR 275 E												_
62)Ramp toward I-81 S at Exit 225 E	Augusta County	0.06 <b>NA</b>								NA			NA	
	To:	Ramp SR 275 5A												
ast	From:	SR 262 Woodrow Wilson	n Pkwy							NA			NA	
Ramp toward I-81 N at Exit 225 E	Augusta County	0.02 <b>NA</b> Ramp SR 262 13B	3		_					INA			NA	
est	From:	SR 262 W, Woodrow Wils												_
62)Ramp toward I-81 S at Exit 225 W	Augusta County	0.03 <b>NA</b>	,on I kii j							NA			NA	
	То:	Ramp SR 262 13A	1											
est	From:	SR 262 Woodrow Wilson	n Pkwy											
Ramp toward I-81 N at Exit 225 W	Augusta County	0.03 <b>NA</b> Ramp SR 262 13B	2		_					NA			NA	
	From	85-659 Shrine Mont Ci												_
63)Orkney Grade	Shenandoah County		<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.13	F		660	ı
	To:	85-717 Alum Springs	Rd											
Orkney Grade	Shenandoah County		<b>F</b> 97%	1%	1%	1%	1%	0%	С	0.107	F		1600	ı
	To: From:	W SR 42 E SR 42												
63)	Shenandoah County		<b>A</b> 98%	0%	1%	1%	1%	0%	С	0.115	Α		1800	,
<u> </u>	То	85-716 Graveltown Ro	oad											
63)Orkney Grade	Shenandoah County		<b>F</b> 98%	0%	1%	1%	1%	0%	F	0.09	F		2900	ı
	To	WCL Mt. Jackson	<u> </u>											
63)	Town of Mount Jackson (Maint: 85)	0.52 <b>3200</b>	<b>N</b> 98%	0%	1%	1%	1%	0%	Ν	0.09	Ν		2900	ı
	То:	US 11												
	From:	I-264-E014A I-264-W014A	A TO I-64							NIA			NI A	
Ramp	City of Norfolk (Maint: 64)	0.12 <b>NA</b> I-64-E FROM I-264 EAST	& WEST		_					NA			NA	
	From:	I-264-E014C I-264-W014C			i									_
Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>	. 101-04							NA			NA	
	To:	I-64-W FROM I-264 EAST &	& WEST44											

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. QI
ast	From:		I-64; I-664													
264)	City of Chesapeake	(Maint: 64) 1.10	26000	G	96%	0%	1%	1%	2%	0%	F	NA			28000	(
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	53000	G	96%	0%	0%	1%	2%	0%	F	NA			56000	(
East	To: From:	W	CL Portsmou	ıth												
264)	City of Portsmouth	(Maint: 64) 0.23	26000	G	96%	0%	1%	1%	2%	0%	F	NA			28000	(
.04)	Combined Traffic Estimates for 2 Paralle	,	53000	G	96%	0%	0%	1%	2%	0%	F	NA			56000	(
	Tax	Gr	eenwood Dri	ve												
ast	From:				000/	00/	40/	40/	20/	00/	_	NIA			07000	,
64)	City of Portsmouth	'	25000	G	96%	0%	1%	1%	2% 2%	0%	F	NA NA			27000	(
	Combined Traffic Estimates for 2 Paralle			G	96%	0%	0%	1%	2%	0%	Г	NA			55000	(
ast_	To: From:	SR 2	239 Victory E	Blvd												
64)	City of Portsmouth	(Maint: 64) 1.16	30000	В	96%	0%	1%	1%	2%	0%	С	0.113	Α		32000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	58000	В	96%	0%	0%	1%	2%	0%	С	0.09	Α		63000	
oot ALT	Ta: From:	SR 33	7 Portsmouth	n Blvd												
ast ALT 64) 460	City of Portsmouth	(Maint: 64) 0.50	31000	G	96%	0%	1%	1%	2%	0%	F	NA			33000	
34/(400)	Combined Traffic Estimates for 2 Parallel	'		G	96%	0%	0%	1%	2%	0%	F	NA			66000	
	Tav	-	7 Frederick													
ast ALT	From:				000/	00/	40/	407	00/	00/	_				40000	
64) 460 (	City of Portsmouth	,	37000	G	96%	0%	1%	1%	2%	0%	F _	NA			40000	
	Combined Traffic Estimates for 2 Paralle			G	96%	0%	0%	1%	2%	0%	F	NA			77000	
ast ALT	To: From:	De	ep Creek Bl	vd												
64) (460)	City of Portsmouth	(Maint: 64) 0.67	34000	G	96%	0%	1%	1%	2%	0%	F	NA			36000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	67000	G	96%	0%	0%	1%	2%	0%	F	NA			71000	
ast ALT	Ta: From:	SR	41 Effinghai	m St												
64) 460 Elizabeth River Down	town Tunnel City of Portsmouth	(Maint: 64) 0.87	44000	В	96%	0%	1%	1%	2%	0%	F	0.078	Α		48000	
04/(400)===================================	Combined Traffic Estimates for 2 Paralle	` '		В	96%	0%	0%	1%	2%	0%	F	0.075	Α		98000	
	Tac		VCL Norfolk													
ast ALT	From:				000/	00/	40/	407	00/	00/	_	0.070	•		40000	
Elizabeth River Down	,	•	44000	В	96%	0%	1%	1%	2%	0%	F	0.078	Α		48000	
	Combined Traffic Estimates for 2 Paralle	<u> </u>		В	96%	0%	0%	1%	2%	0%	Г	NA			98000	
ast ALT	Ta- From:	I	-464, SR 337	7												
337 Berkley Bridge	City of Norfolk (M	laint: 64) 0.41	55000	F	98%	0%	1%	1%	1%	0%	F	0.103	Α		60000	
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	101000	F	97%	0%	1%	1%	1%	0%	F	0.086	Α		109000	
not.	To: From:		ALT US 460	1												
ast (337)	City of Norfolk (M	laint: 64) 0.26	51000	N	98%	0%	1%	1%	1%	0%	N	NA			56000	
.04/ .331/	Combined Traffic Estimates for 2 Paralle	•		N	97%	0%	1%	1%	1%	0%	N	NA			107000	
	To:		37 Tidewate		J. 70	J / U		. 70	. 70	J /0	. •	. 4/ 1			107000	

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

			iu intersta					Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East ALT	From:	SD 3	37 Tidewate	r Dr			ZAXIE	3+AXIE	IIIali	ZIIdli		Factor		racioi		
264) 460 (337)	City of Norfolk (M		51000	G	98%	0%	1%	1%	1%	0%	F	NA			56000	G
(204) (400) (331)	Combined Traffic Estimates for 2 Paralle	,		G	97%	0%	1%	1%	1%	0%	F	NA			105000	G
	To-		0 Brambleto					.,.	.,,		-					
East	From:						<u> </u>				_					_
264	City of Norfolk (M	,	60000	G	96%	0%	1%	1%	2%	0%	F _	NA			66000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	122000	G	96%	0%	1%	1%	2%	0%	F	NA			133000	G
East	To: From:	SR 40	5 Ballentine	Blvd												
264)	City of Norfolk (M	aint: 64) 2.34	59000	G	98%	0%	1%	1%	1%	0%	С	0.111	В		64000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	121000	G	97%	0%	1%	1%	1%	0%	С	0.055	В		126000	G
_	To:	US	13 Military F	łwy												
East (264)	City of Norfolk (M		39000	G	98%	0%	1%	1%	1%	0%	_	0.117	В		43000	G
264	Combined Traffic Estimates for 3 Paralle	,		G		0%	1%	1%	1%	0%	F	NA	Ь			G
	Combined Trainic Estimates for 3 Paralle				97%	0%	170	1%	170	0%	Г	INA			102000	G
East	To- From:	I-64 Han	pton Roads	Beltway	у											
(264) Virginia Beach Norfolk Expw	y City of Norfolk (M	aint: 75) 0.74	92000	N	98%	0%	1%	1%	1%	0%	Ν	NA			98000	Ν
	Combined Traffic Estimates for 2 Paralle	-		N	98%	0%	1%	1%	1%	0%	Ν	NA			199000	Ν
F	To:		Virginia Be													
East Virginia Beach Norfolk Expw	y City of Virginia Beach		ECL Norfolk 92000	G	98%	0%	1%	1%	1%	0%	F	NA			98000	G
264) Virginia Beach Norrolk Expw	Combined Traffic Estimates for 2 Paralle	` '		G	98%	0%	1%	1%	1%	0%	F	NA			199000	G
	Toll				3070	070		1 70	170	070	•	14/			100000	Ŭ
East	From:		90 Witchduc	кка												
264 Virginia Beach Norfolk Expw	y City of Virginia Beach	n (Maint: 75) 1.28	93000	Α	98%	0%	1%	1%	1%	0%	F	0.099	Α		99000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	186000	Α	98%	0%	1%	1%	1%	0%	F	0.086	Α		200000	Α
East	To- From:	SR 225	Independen	ce Blvd												
264 Virginia Beach Norfolk Expw	y City of Virginia Beach	n (Maint: 75) 2.34	75000	G	96%	0%	1%	1%	2%	0%	F	NA			81000	G
204)	Combined Traffic Estimates for 2 Paralle	,	146000	G	97%	0%	1%	1%	1%	0%	F	NA			157000	G
	To-		Rosemont Ro	1												
East	From:						<u> </u>				_					_
Virginia Beach Norfolk Expw		'	64000	G	98%	0%	1%	1%	1%	0%	F -	0.094	Α		67000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	130000	G	98%	0%	1%	1%	1%	0%	F	0.090	Α	0.513	137000	G
East	To: From:	Ly	nnhaven Pkv	vy												
Virginia Beach Norfolk Expw	y City of Virginia Beach	n (Maint: 75) 1.17	55000	G	98%	0%	1%	1%	1%	0%	F	NA			58000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	106000	G	98%	0%	1%	1%	1%	0%	F	NA			113000	G
	To:	<u> </u>	/irginia Bead	ch Blyd												
East	From:				000/	00/	40/	40/	40/	00/	_	NIA			0.4000	0
Virginia Beach Norfolk Expw		'	32000	G	98%	0%	1%	1%	1%	0%	F	NA			34000	G
	Combined Traffic Estimates for 2 Paralle			G	98%	0%	1%	1%	1%	0%	۲	NA			74000	G
	10:	Fir	st Colonial I	<b>K</b> d												

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

Route	Jurisdiction	n	Longth	AADT	ΟΛ	4Tire	Ruc		Trι	ıck		QC	K	QK	Dir	AAWDT	- 0\/
Noule	Junsuiction					41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QIN	Factor	AAWDI	QW
East	City of Virginia Beach	(Mainte 75)		st Colonial		000/	0%	10/	40/	40/	00/	F	NIA			20000	_
Virginia Beach Norfolk Expwy		. ,	1.36	26000	G	98%		1%	1%	1%	0%		NA			28000	G
	Combined Traffic Estimates for 2 Paralle	ei Roadways d			G	98%	0%	1%	1%	1%	0%	F	NA			57000	G
East	To- From			Birdneck R	.d												
Virginia Beach Norfolk Expwy	City of Virginia Beach	n (Maint: 75)	0.64	14000	G	98%	0%	1%	1%	1%	0%	F	NA			15000	G
	Combined Traffic Estimates for 2 Paralle	l Roadways o	on this Route:		G	98%	0%	1%	1%	1%	0%	F	NA			28000	G
	То:			Parks Ave													
ast	From:		I-264-E TO		OOD DR	IVE											
Ramp	City of Portsmouth	(Maint: 64)	0.32	NA									NA			NA	
	'Io'			FROM TO													
East	From:	(Maint C4)	I-264-E T		WOOD D	R							NIA			NIA	
Ramp	City of Portsmouth (	(Maint: 64)	0.10	NA 40 FROM	DT 264								NA			NA	
- ,	Front																
East 264) Ramp	City of Portsmouth (	(Maint: 64)	0.14	4-E TO RT NA	1239								NA			NA	
264 Kamp	To:	(IVIAITIL 04)	124-8599 RA		1 RT 64 F	AST		1					INA			INA	
East	From:			4-E TO RT													
264) Ramp	City of Portsmouth (	(Maint: 64)	0.14	NA	337								NA			NA	
1	To:	,	SR 33	7 FROM R	RT 264												
East	From:	I-	264-E TO ROUT	E 1700- FI	REDERI	CK BLVD	1										
264) Ramp	City of Portsmouth (		0.25	NA				-					NA			NA	
$\mathcal{L}$	To:	I-26	54-E005B TO RC	UTE 17 N	ORTH-F	REDERIC	:K										
East	City of Portsmouth (		0.03	NA									NA			NA	
Ramp	City of Portsinoutin	(Mairit. 04)	US 17 FR		F 264 F A	ST							INA			INA	
	From:	1.24	54-E005A TO RC				TV.										
<u>East</u> 264) Ramp	City of Portsmouth (		0.02	NA	OK111-F	KEDEKIC	. К						NA			NA	
204)	To:	(1110411111 0 1)	US 17 FRO		E 264 EA	ST											
ast	From:		I-264-E T														
264) Ramp	City of Portsmouth (	(Maint: 64)	0.14	NA									NA			NA	
	To:		124-85	59 FROM	RT 264												
East_	From:		I-264-E TO RO	UTE 141-E	FFINGH	AM ST											
264) Ramp	City of Portsmouth (	(Maint: 64)	0.20	NA									NA			NA	
<u> </u>	To:		SR 141 FR	OM ROUT	E 264 EA	ST											
ast	From:		4-E TO ROUTE		ΓH-EFFII	NGHAM S	ST										
Ramp	City of Portsmouth (	(Maint: 64)	0.10	NA									NA			NA	
East	To- From:		I-264-E007C T	O CRAWFO	ORD STI	REET S											
East 264) Ramp	City of Portsmouth (	(Maint: 64)	0.13	NA									NA			NA	
207)	To:		SR 141 FR		E 264 F.A	ST											

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

		i ililiary and interstate is	100100			
Route	Jurisdiction	Length AADT Q	A 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2T		Dir AAWDT QW
F4	From	I-264-E007B TO CRAWFORD S	CTREET C	ZAXIE STAXIE IIIAII ZI	Tall Factor F	actor
East	City of Portsmouth (Maint: 64		STREET S		NIA	NIA
(264) Ramp	City of Portsmouth (Maint: 64				NA	NA
<u> </u>	10:	CRAWFORD STREET	S			
East	From:	I-264-E TO ROUTE 460 WEST00- B	BRAMBLETON			
Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>		<b>_</b>	NA	NA
204)	To:	US 460 RAMP FROM RT 264 FRO	M ROUTE 26			
	. 1					
East	From:	I-264-E TO ROUTE 405 MERRIM.	AC AVENUE			
(264) Ramp	City of Norfolk (Maint: 64)	0.10 <b>NA</b>			NA	NA
$\bigcirc$	То:	SR 405; 122-8637 Ga				
East	From:	I-264-E013X TO RT 13 SOUTH-MI	II ITARY HIG			
	City of Norfolk (Maint: 64)	0.14 <b>NA</b>	ILITAKT IIIO		NA	NA
Ramp	City of Nortok (Maint. 64)		COLL DD		NA.	INA
	10.	US 13 FROM ROUTE 264 EAST	COLL RD			
East	From:	I-264-E013X TO RT 13 NORTH-MI	ILITARY HIG			
(264) Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>			NA	NA
	To:	US 13 FROM ROUTE 364 EAST	COLL RD			
	Erony					
East	riom.	I-264-E BEGIN COLL RD T0 RTS	13, 64 & 403			
(264) Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>			NA	NA
<u> </u>	To:	I-264-E013A TO RT 13 SOUTH-MII	I ITARY HWY	<del>-</del>		
East	From:		EITTHET IIV I			
(264) Ramp	City of Norfolk (Maint: 64)	0.07 <b>NA</b>			NA	NA
$\bigcirc$	To: I	JS 13-S047A FROM RT 13 SOUTH-M	AII ITADV INVV			
East		35 13-504/A FROM RT 13 SOUTH-W	AILII AK I TIW I			
(264) Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>			NA	NA
	T	VACA FIGURE TO DE 12 MODELLA II		<del></del>		
East	From:	I-264-E013B TO RT 13 NORTH-MII	LIIAKY HWY			
(264) Ramp	City of Norfolk (Maint: 64)	0.09 <b>NA</b>			NA	NA
204)		JS 13-N047A FROM RT 13 NORTH-N	MILITARY HWY			
East	From:	US 13 Military Hwy				
(264) Collector Road at I-64	City of Norfolk (Maint: 64)	0.42 <b>27000 G</b>	98% 0%		% F 0.095 B	29000 G
204) Semester House at 1 5 1	To:	I-64 Hampton Roads Belt		70 1,0 1,0 0		20000
East	From:	I-264-E014A TO RT 64 E.				
Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>	1101		NA	NA
264 Kamp	City of Nortoik (Maint. 04)	0.16 NA			NA.	INA
F	To: From:	I-64-E284B FROM RT 64 I	EAST			
East	O'the of Newfolk (Mariet Od)	0.04		<u></u>	NIA	NIA
(264) Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>			NA	NA
	To:	I-264-E014B TO RT 64 W	EST			
East	From:			-		
(264) Ramp	City of Norfolk (Maint: 64)	0.09 <b>24000 G</b>	i		NA	24000 G
<u> </u>	To	I-64-W284B FROM RT 64 V	WEST			
East	From:					
(264) Ramp	City of Norfolk (Maint: 64)	0.23 <b>51000 G</b>	<b>;</b>		NA	51000 G
$\smile$	Tec	1 264 E015 A TO DT 402 COUTELL AT	EWTOWN DD			
East	From:	I-264-E015A TO RT 403 SOUTH-NI	EW I OWN KD			
(264) Ramp	City of Norfolk (Maint: 64)	0.15 <b>NA</b>			NA	NA
201)		R 403-S000A FROM RT 403 SOUTH-	-NEWTOWN RD			
		1. 100 DOUGHT KOMIKI 400 DOUTIF	1.2.110.111110	1		

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

		Primary and interst	iaic routes							
Route	Jurisdiction	Length AADT	QA 4Tire Bu	IC .	Truck e 3+Axle 1Trail	$\cap$	K Factor	Dir Factor	AAWDT	QW
East	From: SR 4	403-S000A FROM RT 403 SC	OUTH-NEWTOWN RD	2, 000	5 617 Bill 111 Cil	ZIIGII	, doto.	1 40101		
264) Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>	70 111 11 11 11 11 11 11 11 11 11 11 11 1				NA		NA	
204) ( (204)	<u> </u>									
East	From:	264-E015B TO RT 403 NOR	TH-NEWTOWN RD							
264) Ramp	City of Norfolk (Maint: 64)	0.17 <b>37000</b>	G				NA		77000	G
		-264-E END COLL RD FROI	M RTS 13, 64 & 403							
East	From:	I-264-E013X TO I-								
Ramp	City of Norfolk (Maint: 64)	0.16 <b>NA</b>	O+ L/ L/				NA		NA	
264) ( (264)	To:	I-264-W014A I-264- 1	14A TO I-64	1						
	From									
East	City of Norfolk (Maint: 64)	I-264-E013X TO I- 0.12 <b>NA</b>	64 WEST				NA		NA	
Ramp	City of Nortoik (Maint. 64)		CA E A CE	<del></del> 1			INA		INA	
	10.	I-64-W FROM I-20								
East	From:	I-264-E TO I-64	WEST							
264)Ramp	City of Norfolk (Maint: 64)	0.25 <b>NA</b>					NA		NA	
	To:	I-264-W014C I-264- 1	14C TO I-64							
East	From:	I-264-E013X I-264-E01	14B TO RT 64							
East 264 Ramp	City of Virginia Beach (Maint: 75)						NA		NA	
	То:	SR 403 FROM F	RT 264							
East	From: I-7	264-E013X TO RT 403 NORT	ΓH-NEWTOWN ROA							
Ramp	City of Virginia Beach (Maint: 75)		III I I I I I I I I I I I I I I I I I				NA		NA	
204)	To:	SR 403 FROM F	RT 264							
Foot	From:									
East	City of Virginia Beach (Maint: 75)	I-264-E015A FROM 0.03 <b>NA</b>	VI K I 204				NA		NA	
Ramp	City or Virginia Beach (Maint. 75)	SR 403 FROM F	DT 264				INA		INA	
East	From:	I-264-E TO RT	Γ 190							
(264) Ramp	City of Virginia Beach (Maint: 75)						NA		NA	
<u> </u>	To:	SR 190 FROM	I-264							
East	From:	TO INDEPENDENCE BLV	D-HOLLAND RD							
(264) Ramp	City of Virginia Beach (Maint: 75)	) 0.46 <b>NA</b>					NA		NA	
	То:	HOLLAND RO	OAD							
East	From:	I-264-E TO RT	Γ 225							
Ramp	City of Virginia Beach (Maint: 75)	) 0.16 <b>NA</b>					NA		NA	
	To:	SR 225 FROM F	RT 264							
Fast	From:	I-264-E017A TO ALI	CIA DRIVE							
East (264) Ramp	L City of Virginia Beach (Maint: 75)		CILIDICITE				NA		NA	
204) (3.1.)	To:	134-8700	1	1					. 4/ 1	
	Fa			<u> </u>						
East	City of Virginia Doop (Mainte 75)	TO ROSEMONT  0.24 NA	KUAD				NIA		NA	
Ramp	City of Virginia Beach (Maint: 75)	0.24 <b>NA</b> 134-13 FROM ROUT	E 254 EAST				NA		NA	
	10:			<u>_</u>						
East	From:	I-264-E TO LYNNHAVE	EN PARKWAY							
Ramp	City of Virginia Beach (Maint: 75)						NA		NA	
$\smile$	To:	134-14; 134-14-S003A FR	OM & TO ROU							

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

		- I IIIIai v a	and microi	ale No	1100											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	I-264-E TO L	YNNHAVE	N PARK	WAY											
Ramp	City of Virginia Beach (	(Maint: 75) 0.22	NA									NA			NA	
	To:	134-14 FR	OM ROUTE	E 264 EA	ST											
East	From:	I-264-E T	O ROUTE 5	8 & 58 B	US											
Ramp	City of Virginia Beach (		NA									NA			NA	
	To:	I-264-E020B TO R	OUTE 50 D	TIC VA	DE ACH DI	r										
East	From:			OD VII	DL/ICIT DI											
Ramp	City of Virginia Beach (	,	NA									NA			NA	
	To	US 58 FRO	OM ROUTE	264 WE	ST											
East	From:	I-264-E020A TO R	ROUTE 58 B	US VA	BEACH BI	L										
Ramp	City of Virginia Beach (I	,	NA									NA			NA	
<u> </u>	To:	C7US 58 F	ROM ROUT	E 264 E	AST											
ast	From:	I-264-E TO	1ST COLO	NIAL RO	)AD											
Ramp	City of Virginia Beach (	(Maint: 75) 0.20	NA									NA			NA	
	To:	134-9 I-264-E	E021B FRON	M & TO	ROUT											
East	From:	I-264-E TO 1ST (	COLONIAL	ROAD00	)- NORTH	[										
Ramp	City of Virginia Beach (		NA									NA			NA	
	To:	134-9 I-264-E	E021A FRON	M & TO	ROUT											
ast	From:	I-264-E 7	O BIRDNE	CK ROA	D											
Ramp	City of Virginia Beach (		NA									NA			NA	
204)	To	,	ROM ROUT	TE 264 E	AST		1									
Rev	From:	I-264-R I-264	-W013C RA	MPS TO	& FR		I									
264	City of Norfolk (Mair		NA									NA			NA	
-04)	To:	I-264-E FROM	I-64 REVE	RSIBLE	N MED											
Voct	From:		I-64; I-664													
Vest 264)	City of Chesapeake (N	Maint: 64) 1.17	26000	G	96%	0%	0%	1%	2%	0%	F	NA			28000	G
204)	Combined Traffic Estimates for 2 Parallel F	,		G	96%	0%	0%	1%	2%	0%	F	NA			56000	G
	Combined France Estimates for 21 drailer				3070	070	070	1 70	270	070		INA			30000	O
/est	From:	W	VCL Portsmo	outh												
264)	City of Portsmouth (M	Maint: 64) 0.61	26000	G	96%	0%	0%	1%	2%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	: 53000	G	96%	0%	0%	1%	2%	0%	F	NA			56000	G
	To:	G	reenwood Di	rive			$\neg$ $\vdash$									
Vest	O'the of Devilence outle (M				000/	00/	00/	407	00/	00/	_	N10			00000	_
264)	City of Portsmouth (M		26000	G	96%	0%	0%	1%	2%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	: 52000	G	96%	0%	0%	1%	2%	0%	F	NA			55000	G
/est	To: From:	SR	239 Victory	Blvd												
264)	City of Portsmouth (M	Maint: 64) 0.75	29000	Α	96%	0%	0%	1%	2%	0%	С	0.12	Α		31000	Α
204)	Combined Traffic Estimates for 2 Parallel F			В	96%	0%	0%	1%	2%	0%	C	0.09	Α		63000	В
		·			JU /0	0 /0	U /0	1 /0	∠ /0	0 /0	0	0.03	^		00000	ט
Vest_ALT_	To: From:	SR 33	37 Portsmout	th Blvd												
264) (460)	City of Portsmouth (M	Maint: 64) 0.84	31000	G	96%	0%	0%	1%	2%	0%	F	NA			33000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	: 62000	G	96%	0%	0%	1%	2%	0%	F	NA			66000	G
	To:		17 Frederick	Blvd												

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

		Primary ar	iu intersta	ale Rol	utes			т	-1-			16		D:-		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From			D1 1			2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
West ALT	City of Portsmouth		7 Frederick 1 36000	G BIVG	96%	0%	0%	1%	2%	0%	F	NA			38000	G
264 460	Combined Traffic Estimates for 2 Parallel	'		G	96%	0%	0%	1%	2%	0%	, E	NA			77000	G
	To				3070	070	<u> </u>	1 70	270	070	· ·	IVA			77000	J
West ALT	From	1	ep Creek Bl													
<del>(264)</del> {460}	City of Portsmouth	` '	33000	G	96%	0%	0%	1%	2%	0%	F	NA			35000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	67000	G	96%	0%	0%	1%	2%	0%	F	NA			71000	G
West ALT	Tour From:	SR 1	41 Effinghar	m St												
264) 460 Elizabeth River Downt	own Tunnel City of Portsmouth	(Maint: 64) 0.45	47000	В	96%	0%	0%	1%	2%	0%	F	0.077	Α		50000	В
207 (400)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	91000	В	96%	0%	0%	1%	2%	0%	F	0.075	Α		98000	В
	To:		VCL Norfolk	7												
West ALT	From:				000/	00/		40/	00/	00/	_	0.077			50000	_
264 460 Elizabeth River Downt		,	47000	В	96%	0%	0%	1%	2%	0%	-	0.077	Α		50000	В
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	91000	В	96%	0%	0%	1%	2%	0%	F	NA			98000	В
West ALT	To: From:	I	-464, SR 337	7												
264) 460 (337) Berkley Bridge	City of Norfolk (N	Maint: 64) 0.78	46000	F	97%	0%	1%	1%	1%	0%	F	0.081	Α		49000	F
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	101000	F	97%	0%	1%	1%	1%	0%	F	0.086	Α		109000	F
14/	To:	Ti	dewater Driv	ve			$\neg$ $\vdash$									
West	City of Norfolk (N	Maint: 64) 0.84	47000	G	97%	0%	1%	1%	1%	0%	F	NA			51000	G
264 337	Combined Traffic Estimates for 2 Parallel	,		N	97%	0%	1%	1%	1%	0%	N	NA			107000	N
	To					070		170	170	070	.,	1471			107000	.,
West	From:	US 460, SR 16														
264)	City of Norfolk (N	,	62000	G	97%	0%	1%	1%	1%	0%	F	NA			67000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	122000	G	96%	0%	1%	1%	2%	0%	F	NA			133000	G
West	To: From:	SR 40	5 Ballentine	Blvd			$\Box$ $\vdash$									
264)	City of Norfolk (M	Maint: 64) 2.01	61000	G	97%	0%	1%	1%	1%	0%	С	NA			61000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	121000	G	97%	0%	1%	1%	1%	0%	С	NA			126000	G
	To:	-	13 Military F	łwv												
West	From:	1			070/	00/	40/	40/	40/	00/	_	NIA			24000	_
264	City of Norfolk (N	•	27000	G	97%	0%	1%	1%	1%	0%	-	NA			31000	G
_	Combined Traffic Estimates for 3 Paralle	el Roadways on this Route:	93000	G	97%	0%	1%	1%	1%	0%	F	NA			102000	G
West	To: From:	I-64 Han	npton Roads	Beltway	y											
264) Virginia Beach Norfolk Expw	y City of Norfolk (N	Maint: 75) 0.30	94000	N	98%	0%	1%	0%	1%	0%	Ν	NA			101000	Ν
	Combined Traffic Estimates for 2 Parallel	el Roadwavs on this Route:	186000	N	98%	0%	1%	1%	1%	0%	Ν	NA			199000	Ν
	Combined Trainic Estimates for 2 Farant															
	To:	WCI	L Virginia Be													
West	To:	WCI	ECL Norfolk		ΩΩ0/.	00/	10/	N9/:	10/	00/.		NΙΛ			101000	G
West 264 Virginia Beach Norfolk Expw	To:	WCI 1 h (Maint: 75) 1.63	ECL Norfolk 94000		98% 98%	0% 0%	1% 1%	0% 1%	1% 1%	0% 0%	F F	NA NA			101000 199000	G G

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

									Tru	ck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		SR 1	90 Witchdud	ck Rd			27 000	0171/10	TTTGII	ZIIGII		1 40101		1 40101		
264 Virginia Beach Norfolk Expwy	City of Virginia Beach	n (Maint: 75)	1.21	94000	Α	98%	0%	1%	0%	1%	0%	С	0.1	Α		100000	Α
	Combined Traffic Estimates for 2 Parallel	el Roadways on ti	nis Route:	186000	Α	98%	0%	1%	1%	1%	0%	F	0.086	Α		200000	Α
NA	To:		SR 225	Independen	ce Blvd												
West  (264) Virginia Beach Norfolk Expwy	City of Virginia Beach	(Maint: 75)	2.74	71000	G	98%	0%	1%	0%	1%	0%	F	NA			76000	G
264) Virginia Baden Herrein Expris	Combined Traffic Estimates for 2 Parallel	,			G	97%	0%	1%	1%	1%	0%	F	NA			157000	_
	Tail			Rosemont Ro						.,,		-					
West	From:	(84-1-1-75)				000/	00/	40/	00/	407	00/	_	0.004	^		70000	
Virginia Beach Norfolk Expwy	, ,	` ,	1.59	66000	A	98%	0%	1%	0%	1%	0%	F	0.091	A	0.540	70000	A
	Combined Traffic Estimates for 2 Parallel	er Roadways on ti			G	98%	0%	1%	1%	1%	0%	Г	0.090	Α	0.513	137000	G
West	To: From:		Ly	nnhaven Pk	wy												
264 Virginia Beach Norfolk Expwy		` ,	1.35	51000	G	98%	0%	1%	0%	1%	0%	F	NA			55000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on ti	nis Route:	106000	G	98%	0%	1%	1%	1%	0%	F	NA			113000	G
West	To: From:		US 58 V	Virginia Bea	ch Blvd												
Virginia Beach Norfolk Expwy	City of Virginia Beach	n (Maint: 75)	1.19	37000	G	98%	0%	1%	0%	1%	0%	F	NA			39000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on ti	nis Route:	69000	G	98%	0%	1%	1%	1%	0%	F	NA			74000	G
	To		Fir	rst Colonial	Rd												
West (264) Virginia Beach Norfolk Expwy	City of Virginia Beach	(Maint: 75)	1.52	28000	G	98%	0%	1%	0%	1%	0%	F	NA			29000	G
264) Virginia Beach Norroik Expwy	Combined Traffic Estimates for 2 Paralle	` ,			G	98%	0%	1%	1%	1%	0%	, E	NA			57000	G
	To:	Trodaways on a		Birdneck Rd		3070	070		170	170	070	•	14/1			07000	
West	From:																
Virginia Beach Norfolk Expwy		,	0.66	12000	G	98%	0%	1%	0%	1%	0%	F _	NA			13000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on ti	nis Route:	Parks Ave	G	98%	0%	1%	1%	1%	0%	F	NA			28000	G
Most	From:		1 264 1	W TO I-664	WEST												
West (264) Ramp	City of Chesapeake	(Maint: 64)	0.42	NA	WEST								NA			NA	
204)	To:	( 2 )	I-664-W	FROM I-26	4 WEST	Γ											
West	From:		I-264-W TO	GREENWO	OOD DR	IVE											
(264) Ramp	City of Portsmouth	(Maint: 64)	0.17	NA									NA			NA	
	To:		124-85	540 FROM F	RT 264												
West	From:		I-264-W TO		OOD DR	RIVE											
Ramp	City of Portsmouth	(Maint: 64)	0.27	NA									NA			NA	
<u> </u>	lo:			540 FROM F													
West	City of Portsmouth	(Maint: 64)	0.20	4-W TO RT NA	239								NA			NA	
Ramp	City of Portsmouth	, ,	0.20 R 239 SR 23		ID FRO	M RT							INA			NA	
Wast ALT	From:	3		4-W TO RT		.,, 1/1											
West ALT (264) (460) Ramp	City of Portsmouth	(Maint: 64)	0.37	NA NA	331								NA			NA	
204/(480)	To:			37 FROM R	T 264								, .				

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

		1 minary and interstate reduces		
Route	Jurisdiction -		Truck QC $\stackrel{K}{\text{QK}}$ $\stackrel{Dir}{\text{CAxle}}$ 3+Axle 1Trail 2Trail Factor	AAWDT QW
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W TO ROUTE 1700- FREDERICK BLVD ) 0.25 <b>NA</b> US 17 FROM ROUTE 264 WEST	NA NA	NA
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W005A TO ROUTE 17 SOUTH00- FREDRIC ) 0.04 NA US 17 FROM ROUTE 264 WEST	NA NA	NA
West 264 Ramp	City of Portsmouth (Maint: 64)		NA	NA
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W007B TO COURT ST  0.07 NA  CRAWFORD STREET N	NA NA	NA
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W007A TO COURT ST  0.18 <b>NA</b> 124-8761	NA NA	NA
West 264 Ramp From I-264 WB to City Hall Ave	City of Norfolk (Maint: 64)	I-264 WB 0.19 NA City Hall Ave WB	NA NA	NA
West Ramp	City of Norfolk (Maint: 64)	-264-W TO ROUTE 460 WEST-BRAMBLETON AV 0.06 NA	NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	1-264-W011C TO CLAIBORNE AVENUE  0.09 NA  US 460 FROM ROUTE 264 WEST	NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	1-264-W TO ROUTE 460 EAST-BRAMBLETON AV 0.12 NA US 460 FROM ROUTE 264 WEST	NA NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011A TO CLAIBORNE AVENUE  0.07 NA  CLAIBORNE AVENUE	NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W TO ROUTE 405-MERRIMAC AVENUE  0.15 NA  SR 405 TO & FROM ROUTE	NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W013X TO RT 13 SOUTH-MILITARY HIG  0.12 NA  US 13 FROM ROUTE 264 WEST COLL RD	NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W013X O ROUTE 13 NORTH00- MILITARY  0.15 NA  US 13 FROM ROUTE 264 WEST COLL RD	NA	NA
West	City of Norfolk (Maint: 64)	I-264-W RAMPS TO & FROM 64 H.O.V.IN ME  0.06 NA  I-264-R I-264-R000A RAMPS TO & FR	NA NA	NA

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK F	actor	AAWDT	QW
West	From:	I-264 West													
Ramp	City of Norfolk (Maint: 64)	0.09 49000	G	98%	0%	1%	0%	1%	0%	F	NA			53000	G
West	From:	SR 403 N000 I-64-W284A FROM R		ST											
(264) Ramp	City of Norfolk (Maint: 64)	0.27 <b>NA</b>		-							NA			NA	
	To: SR 40	03-S000B FROM RT 403 S0	DUTH-NE	EWTOWN	R										
West 264 Ramp	City of Norfolk (Maint: 64)	0.45 <b>67000</b>	G								NA			67000	G
264 Kamp	City of Norrolk (Marit. 64)										INA			07000	G
West	From:	I-264-W014C TO RT	64 WES	Γ											
264 Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>									NA			NA	
West	Ta: From:	I-64-W284A FROM R	T 64 WES	ST											
(264) Ramp	City of Norfolk (Maint: 64)	0.17 <b>NA</b>									NA			NA	
$\sim$	To	I-264-W014B TO RT	64 E A ST	r											
West	From:		04 LAS								<b>N</b> 10			NIA	
Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b>									NA			NA	
West	Ta: From:	I-64-E284A FROM R	Τ 64 EAS	Т		┵									
(264) Ramp	City of Norfolk (Maint: 64)	0.42 <b>NA</b>									NA			NA	
West	To From: I-26	4-W013B O ROUTE 13 NC	RTH00- !	MILITARY	Y	$\neg$									
West 264 Ramp	City of Norfolk (Maint: 64)	0.08 <b>NA</b>									NA			NA	
204)		3-N047B FROM ROUTE 1	2 NODTI	IOO MILE	т	_									
West			3 NOK11	HOO- MILI	1										
Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>									NA			NA	
West	To: I-2	64-W013A TO RT 13 SOUT	H-MILIT	ARY HIG		┵									
264 Ramp	City of Norfolk (Maint: 64)	0.09 <b>NA</b>									NA			NA	
$\circ$	To: US	13-S047B FROM ROUTE 1	3 SOUTH	HOO- MILIT	Γ	$\neg$ —									
West (264) Ramp	City of Norfolk (Maint: 64)	0.16 <b>NA</b>									NA			NA	
204) ( ( )		264-W END COLL RD FRO	OM RTS 4	403, 64 &											
West	From:	I-264-W TO I-64													
West (264) Ramp	City of Norfolk (Maint: 64)	0.24 <b>NA</b>									NA			NA	
$\bigcirc$	То:	I-264-E014A I-264- 1	4A TO I-6	54											
West	From:	I-264-W013X TO I-	64 EAST												
(264) Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>				_					NA			NA	
	10:	I-64-E FROM I-264													
West (264) Ramp	City of Norfolk (Maint: 64)	I-264-W013X TO I- 0.08 <b>NA</b>	64 WEST								NA			NA	
264 Namp	To:	I-264-E014C I-264- 1-	4C TO 1-6	<u></u>		$\neg$					INA			INA	
West	From:	I-264 Collector		•		<del>-  </del> -									
(264) Ramp	City of Virginia Beach (Maint: 75)	0.22 <b>7300</b>	G	98%	0%	1%	0%	1%	0%	F	NA			320	G
	To:	SR 403 Newtow													

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

		i iiiiai y aira iiitorotat								
Route	Jurisdiction	Length AADT	QA 4Tire B	us	Truck 3+Axle 1Trail	(.)(.)	K Factor	EK Dir Factor	AAWDT	QW
West	From:	I-264-W TO RT 1	190							
Ramp	City of Virginia Beach (Maint:	75) 0.13 <b>NA</b>					NA		NA	
	To:	SR 190 FROM I-2	264							
West	From:	I-264-W TO HOLLANI	D ROAD							
Ramp	City of Virginia Beach (Maint:						NA		NA	
204)	To:	SR 225 TO AND FRO	OM RT							
West	From:	I-264-W TO RT 2	225							
Ramp	City of Virginia Beach (Maint:		223				NA		NA	
204) ( Camp	To:	C7US 58 TO RT	44	1			1471			
M 4	From									
West 264)Ramp	City of Virginia Beach (Maint:	75) I-264-W TO ROSEMON	NI KUAD				NA		NA	
264 Kamp	To:	134-13; 134-8738 @ BON	NIE POAD	1			INA		INA	
	Francisco	,								
West	City of Viscinia Decel (Maint	I-264-W TO LYNNHAVEN	PARKWAY				NIA		NIA	
Ramp	City of Virginia Beach (Maint:	75) 0.16 <b>NA</b> FROM ROUTE 264	WECT				NA		NA	
West	From:	I-264-W TO LYNNHAVEN	V PARKWAY							
Ramp	City of Virginia Beach (Maint:						NA		NA	
<u> </u>	To:	134-14 Gap FROM	M R							
West	From:	I-264-W TO 1ST COLON	TAL ROAD							
Ramp	City of Virginia Beach (Maint:	•					NA		NA	
$\overline{}$	Tn·	134-9 FROM & TO	ROU							
East	From:	US 15 Leesburg By	/pass							
267 Dulles Greenway	Town of Leesburg (Maint: TO	OL) 0.39 <b>14000</b>	F				NA		15000	F
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 27000	F				NA		29000	F
	To:	SCL Leesburg	,							
East	Laudaua Causta (Maist TO						NIA		45000	_
267 Dulles Greenway	Loudoun County (Maint: TO	•	F				NA		15000	-
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 27000	F				NA		29000	F
East	To: From:	Battlefield Pkw	У							
267 Dulles Greenway	Loudoun County (Maint: TO	L) 2.08 <b>15000</b>	F				NA		16000	F
267) 2 a lieu Green la	Combined Traffic Estimates for 2 Parallel Roadw	,	F				NA		31000	F
	- Tanic Estimates for 21 drailer roadw	•					INA		31000	'
East	To: From	53-653 Shreve Mil	l Rd							
267 Dulles Greenway	Loudoun County (Maint: TO	L) 2.26 <b>15000</b>	F				NA		16000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 31000	F				NA		33000	F
	To	53-659 Belmont Rid	loe Rd							
East	From:								_	
267 Dulles Greenway	Loudoun County (Maint: TO		F				NA		18000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw		F				NA		36000	F
	To:	53-901 Claiborne P	Pkwy							

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tı le 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	Q۷
East	From:		1 Claiborne												
Dulles Greenway	Loudoun County (Mai	•	17000	F							NA			21000	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	34000	F							NA			41000	F
ast	To: From:	53-772 A	shburn Vill	lage Blvc			}								
Dulles Greenway	Loudoun County (Mai	int: TOL) 1.40	19000	F							0.211	F		23000	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	F							0.115	F		46000	F
	To.	53-1950 L	oudoun Co	unty Pkw	/y		_								
ast 67) Dulles Greenway	Loudoun County (Mai	int: TOL) 1.08	22000	F							0.213	F		26000	F
67 Builes Greenway	Combined Traffic Estimates for 2 Parallel F	•		F							0.117	F		51000	i
	To:	•	606 Old Ox								0.111	•		01000	
ast	From:											_			
67 Dulles Greenway	Loudoun County (Mai	,	21000	F							0.202	F		25000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	42000	F							0.151	F		49000	I
ast	To: From:	SF	R 28 Sully F	Rd			_								
67) Dulles Toll Rd	Loudoun County (Ma	aint: 29) 1.23	44000	G							NA			53000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	90000	G							NA			107000	
	To:		fax County				_								
ast 67) Dulles Toll Rd	Fairfax County		oun County 44000	Line G							NA			53000	
Balles Toll Na	Combined Traffic Estimates for 2 Parallel F	,		G							NA			107000	
	To:						_				14/1			107000	
ast	From:		7 Centrevil												
67 Dulles Toll Rd	Fairfax County	,	51000	G							NA			60000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	104000	G							NA			124000	(
ast	To: From:	W	/CL Herndo	on			_								
67 Dulles Toll Rd	Town of Herndon (Ma	aint: 29) 0.37	51000	G							NA			60000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	104000	G							NA			124000	(
not.	To: From:	29-7100 Fairfax (	County Pkw	y; ECL	Herndon										
ast 67 Dulles Toll Rd	Fairfax County	y 0.97	53000	G							NA			63000	(
67) 541100 7011714	Combined Traffic Estimates for 2 Parallel F	,		_							NA			131000	
	To:		02 Reston F											.0.000	
ast	From:								 			-		00000	
67 Dulles Toll Rd	Fairfax County	•	58000	G							NA			69000	(
	Combined Traffic Estimates for 2 Parallel F										NA			143000	(
ast	To: From:	29-8	328 Wiehle	Ave			╝								_
Dulles Toll Rd	Fairfax County	y 1.88	62000	G							NA			73000	(
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	126000	G							NA			150000	(
	To:	29-67	4 Hunter M	ill Rd					 						

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT Q	<b>QA</b> 4	Ire	Bus					QC	Factor	QK	Factor	AAWDI	Q
	From:				2007	40/	40/	00/	40/	00/	_	NIA			00000	,
67 Dulles Toll Rd	· · · · · · · · · · · · · · · · · · ·	•			98%	1%	1%	0%	1%	0%	F					(
	Combined Traffic Estimates for 2 Parallel I											NA			120000	
	To: From:	SR '	7 Leesburg Pike	:												
₂₆₇ )Dulles Toll Rd	Fairfax Count	y 0.63	63000	G								NA			75000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	124000	G								NA			147000	
act	To: From:	29-684	International Dr	rive												
	Fairfax Count	v 1.60	59000 (	G								NA			70000	
.01)	•	•		_												
	та			V												
	From:														00000	
267 Dulles Toll Rd Connector	·	•														
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	64000 (	G								NA			76000	
ast	To: From:	SR 12:	3 Chain Bridge F	Rd												
67 Dulles Toll Rd Connector	Fairfax Count	y 2.46	31000	<b>G</b> 9	98%	1%	0%	0%	0%	0%	С	0.077	F		37000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	63000	G								NA			75000	
	To:		I-66													
	From:			L BELT	ΓWAY											
Ramp	Fairfax County	,										NA			NA	
	10.															
	Foirfox Count			00- CAF	PITAL B							NΙΔ			NΙΔ	
67 Kamp	Famax County	,		Fact								INA			INA	
. ,	From:				TION DI	Y										
	<u> </u>			лын	HON-BU	J						NΑ			NΔ	
207) ((311)	To:	•		ORT 2	.67							101			107	
lest	From:															
	Town of Leesburg (Ma											NA			14000	
			27000 F	F								NA			29000	
Part																
	From:			-								NΙΔ			14000	
267 Dulles Greenway																
	Combined Trainic Estimates for 2 Parallel F	•		Г								INA			29000	
	To: From:		attlefield Pkwy													
267) Dulles Greenway	· · · · · · · · · · · · · · · · · · ·	•		F								NA			16000	
	Combined Traffic Estimates for 2 Parallel I			-								NA			31000	
	То:	53-65	3 Shreve Mill R	Rd												

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

		Filliary and	interstate	Noutes	3											
Route	Jurisdiction	Length A	AADT 0	<b>QA</b> 4	Tire	Bus	20vl	Tı e 3+Axle	uck		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	53-653 \$	Shreve Mill F	ld.			2/\/\	C JIANIC	, IIIaii	ZITAII		1 actor		1 40101		
267 Dulles Greenway	Loudoun County (Maint: TOL)			F								NA			16000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	31000	F								NA			33000	F
\M4	To	53-659 Be	elmont Ridge	Rd			$\Box$									
West (267) Dulles Greenway	Loudoun County (Maint: TOL)	0.87	15000	F			-					NA			18000	F
207) 2 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Combined Traffic Estimates for 2 Parallel Roadways			F								NA			36000	F
-	ты.		Claiborne Pky	UV/												
West	From:											NIA			00000	_
267 Dulles Greenway	Loudoun County (Maint: TOL)			F F								NA NA			20000	F F
	Combined Traffic Estimates for 2 Parallel Roadways											NA			41000	г
West	To: From:	53-772 Ash	hburn Village	Blvd												
267 Dulles Greenway	Loudoun County (Maint: TOL)	1.32	19000	F								0.2	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 3	39000	F								0.115	F		46000	F
West	To: From:	53-1950 Lou	udoun County	Pkwy												
267 Dulles Greenway	Loudoun County (Maint: TOL)	1.24	21000	F								0.204	F		25000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 4	43000	F								0.117	F		51000	F
	Tay	53-60	06 Old Ox Rd				$\neg$									
West (267) Dulles Greenway	Loudoun County (Maint: TOL)	1.75	21000	F								NA			25000	F
267 Dulies Orcenway	Combined Traffic Estimates for 2 Parallel Roadways	_		F								NA			49000	F
	To To		28 Sully Rd	•								101			10000	•
West	From:			_												
267 Dulles Toll Rd	Loudoun County (Maint: 29)			G								NA			55000	G
	Combined Traffic Estimates for 2 Parallel Roadways		90000 x County Line	G								NA			107000	G
West	From:		an County Lin													
(267) Dulles Toll Rd	Fairfax County	1.29	46000	G								NA			55000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 9	90000	G								NA			107000	G
West	To: From:	29-657	Centreville R	d			$\Box$ $\vdash$									
(267) Dulles Toll Rd	Fairfax County	1.44	53000	G								NA			63000	G
201	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	104000	G								NA			124000	G
	Tav		CL Herndon				$\neg$									
West (267) Dulles Toll Rd	Town of Herndon (Maint: 29)			G								NA			63000	G
267 Dulles Toll Ru	Combined Traffic Estimates for 2 Parallel Roadways			G G								NA			124000	G
	Tollionieu Hailic Estillates IOI 2 Faidhei Roduways											INA			124000	G
West	From:		L Herndon													
267 Dulles Toll Rd	Fairfax County			G								NA			63000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			G			<del></del> 1					NA			124000	G
	10:	29-7100 Fai	irfax County	Pkwy												

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		T Timary ar														
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	29-71001	Fairfax Cour	nty Pkwy			2,7,7,10	, OTANIC	iiiaii	LIIGH		1 40101		. 40101		
267) Dulles Toll Rd	Fairfax Count	y 0.62	57000	G								NA			68000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	110000	G								NA			131000	G
West	To: From:	29-6	02 Reston P	kwy												
Dulles Toll Rd	Fairfax County	y 1.03	62000	G								NA			74000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	120000	G								NA			143000	G
West	Tas From	29-8	328 Wiehle	Ave			$\Box$ $\vdash$									
267 Dulles Toll Rd	Fairfax County	y 1.84	64000	G								NA			77000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	126000	G								NA			150000	G
West	To: From:	29-67-	4 Hunter Mi	ill Rd												
Dulles Toll Rd	Fairfax County	y 3.47	60000	G								NA			61000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	119000	G								NA			120000	G
West	To: From:	SR 7	7 Leesburg F	Pike			$\Box$ $\vdash$									
267 Dulles Toll Rd	Fairfax Count	y 1.11	61000	G								NA			72000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	124000	G								NA			147000	G
M 4	To	29-684	Internationa	al Drive			$\neg$									
Nest 267 Dulles Toll Rd	Fairfax Count	v 1.16	68000	G								NA			81000	G
201)	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	127000	G								NA			151000	G
M	To: From:	I-495	Capital Bel	Itway												
West 267 Dulles Toll Rd Connector	Fairfax Count	v 0.21	31000	G								NA			37000	G
201)	Combined Traffic Estimates for 2 Parallel I	•	64000	G								NA			76000	G
Noot	To: From:	SR 123	3 Chain Brid	ige Rd												
West 267 Dulles Toll Rd Connector	Fairfax Count	v 2.40	32000	G			-					NA			39000	G
201)	Combined Traffic Estimates for 2 Parallel I	•		G								NA			75000	G
	To:	•	I-66													
West	From:	SR 267-W TO RT 495		)- CAPITA	AL BLTV	VY										
267 Ramp	Fairfax Count	•	NA From RT 26	67 West								NA			NA	
	From:		, US 60; SR													
269 (42) Longdale Furnace Rd	Alleghany Cour		1100	F	96%	1%	1%	1%	1%	0%	С	0.109	F		1200	F
	To·		ongdale Fur													
269 Longdale Furnace Rd	From: Alleghany Cour		Golf Course 510	e View <b>F</b>	96%	1%	1%	1%	1%	0%	F	0.113	F		530	F
269 Loriguale Fulfiace IVu	Allegitatiy Coul		I-64, US 60		JU /0	1 /0		1 /0	1 /0	0 /0	'	0.113	'		330	
	From:		9 TO I-64 E				Ť									
269)Ramp	Alleghany Cour		90	F								0.211	F		90	F
$\smile$	То:	I-64-E FROM	RT 269WE	EST & EA	AST											

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

_			_	_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4T	Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 269 I-64-W035A FROM & TO IS 6	54											
₂₆₉ )Ramp	Alleghany County	0.32 <b>100 F</b>								NA			100	F
	To:	I-64-W FROM RT 269 WEST & EAST	T											
	From:	US 58 Bus												
270 Bull Run Rd	Town of Saint Paul (Maint: 97)	0.26 <b>4200 G</b> 99	9%	0%	1%	0%	0%	0%	С	0.091	F	0.541	4600	(
$\smile$	To:	SR 63												
	From:	US 250 Broad Street Rd												
(271) Pouncey Tract Rd	Henrico County	2.51 <b>13000 G</b> 98	8%	0%	1%	0%	0%	0%	С	0.100	F	0.572	14000	(
$\smile$	To	Nuckols Rd			$\neg$									
271 Pouncey Tract Rd	Henrico County		6%	0%	1%	2%	0%	0%	F	0.103	F	0.518	5300	
	To	Goochland County Line												
	From:	Henrico County Line												
₂₇₁ )Pouncey Tract Rd	Goochland County		6%	0%	1%	2%	0%	0%	С	0.094	F	0.564	5300	(
<u> </u>	To: From:	Hanover County Line Goochland County Line			_									
Pouncey Tract Rd	Hanover County		6%	0%	1%	2%	0%	0%	F	0.101	F		1700	F
271 Pouncey Fract Rd	To:	42-622 Rockville Rd; Hill Dr	0 70	070		270	070	070	'	0.101	'		1700	'
	From:													
South Quay Rd	City of Suffolk	SR 189 1.24 <b>1400 G</b> 95	5%	1%	1%	0%	3%	0%	С	NA			1500	(
2/2) Sodin Qday Nd	To-	US 58 South Quay Rd	J 70	1 /0		0 70	370	070	C	INA			1300	•
	Brown													
Formoro Dr	New Kent County	SR 30 New Kent Hwy 5.33 <b>4500 F</b> 99	9%	0%	0%	0%	0%	0%	С	0.096	F		4600	F
273 Farmers Dr	To:	SR 33	9 /0	070	0%	0 /6	076	0 /6	C	0.090	-		4000	
	Econy				-									
Riverside Dr	Grayson County	US 58 Grayson Pkwy 7.36 <b>810 F</b> 96	6%	1%	2%	0%	1%	0%	С	0.117	F		840	F
274 Riverside Di	Grayson County	SR 94 Scenic Rd; Riverside Dr	070	170	270	0%	170	076	C	0.117	Г		040	Г
	E				_									
(276) Keezletown Rd	Augusta County	SR 256 Weyers Cave Rd 1.77 <b>3300 G</b> 97	7%	0%	1%	0%	1%	0%	С	0.098	F	0.539	3500	(
276 Reezietowii Ru	Augusta County	Rockingham County Line	1 70	070	170	0%	170	0%	C	0.096	Г	0.559	3300	
	From:	Augusta County Line			+									
(276) Cross Keys Rd	Rockingham County		6%	1%	1%	1%	1%	0%	С	0.102	F	0.536	3800	C
,	To													
276) Cross Keys Rd	Rockingham County	82-682 Friedens Ch Rd 2.42 <b>4700 G</b> 96	6%	0%	1%	1%	1%	0%	С	0.099	F	0.502	4900	(
276) Closs Reys Ru	Nockingham county		0 70	070	1 70	1 /0	1 /0	070	C	0.033	'	0.302	4300	
	To: From:	SR 253 Port Republic Rd					401							
276 Cross Keys Rd	Rockingham County	1.36 <b>5600 G</b> 96	6%	0%	1%	1%	1%	0%	F	0.096	F	0.511	5900	C
<u></u>	To- From:	82-689 Shen Lake Dr												
276 Cross Keys Rd	Rockingham County	0.84 <b>5600 N</b> 96	6%	0%	1%	1%	1%	0%	Ν	0.096	Ν	0.511	5900	١
$\smile$	To:	US 33 Spotswood Trail												
	From:	US 11 Main Street												
277 Fairfax Pike	Town of Stephens City (Maint: 34)	0.15 <b>9300 F</b> 97	7%	0%	0%	0%	2%	0%	F	0.085	F		9600	F
$\smile$	To:	ECL Stephens City												

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

		Filliary and						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	ECL S	Stephens City	ty												
277) Fairfax Pike	Frederick County	0.08	9300	N	97%	0%	0%	0%	2%	0%	Ν	0.085	Ν		9600	Ν
	To. From:		I-81													
(277) Fairfax Pike	Frederick County	1.76	14000	F	94%	1%	1%	1%	3%	0%	С	0.093	F		14000	F
<u> </u>	To- From:	34-726 I	Lakeview Cir	rcle												
277) Fairfax Pike	Frederick County		8300	F	91%	1%	1%	2%	5%	0%	С	0.091	F		8600	F
<u> </u>	To:	US 522 F	Front Royal I	Pike												
	From		SR 277													
Ramp to I-81 S at Exit 307	Frederick County		3200	F								0.086	F		3200	F
			I-81 S													
277) Ramp to I-81 N at Exit 307	Frederick County		SR 277 <b>5700</b>	F								0.101	F		5700	F
277) Kamp to For Wat Exit 307	To:		I-81 N	•								0.101	•		3700	
	From:		Mercury Bl	lvd												
278 King Street North	City of Hampton			G	100%	0%	0%	0%	0%	0%	F	0.094	F	0.605	26000	G
	To:	114-7047	Old Fox Hil	11 Rd												
(278)King St	City of Hampton			G	100%	0%	0%	0%	0%	0%	F	0.088	F	0.552	19000	G
	To.	Lan	mington Rd													
(278) King St	City of Hampton			G	100%	0%	0%	0%	0%	0%	С	0.089	F	0.689	7900	G
	To:	Langley	Air Force B	ase												
	From:	US 58	Va Beach Bl	lvd												
(279) Great Neck Rd	City of Virginia Beach	2.35	43000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.522	40000	G
<u> </u>	To: From:	First	Colonial Rd	l												
(279) Great Neck Rd	City of Virginia Beach	0.99	43000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.533	40000	G
<u> </u>	To- From:	Sho	rehaven Dr													
(279) Great Neck Rd	City of Virginia Beach	1.42	38000	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.508	36000	G
<u></u>	To- From:	Adan	n Keeling Rd	i												
(279)N Great Neck Rd	City of Virginia Beach	0.79	30000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.503	29000	G
	To:		60 Shore Dr													
	From:		Sus US 23		2221								_		.=	
Trail of the Lonesome Pine	City of Norton (Maint: 97)		<b>14000</b> JS 58; US 23	G	98%	0%	0%	0%	0%	0%	С	0.08	F	0.537	15000	G
	Econo															
(285) Tinkling Spring Rd	Augusta County		935 Expo Rd 15000	G	98%	0%	0%	0%	1%	0%	С	0.082	F	0.562	15000	G
205)	To:		Jefferson Hy		3070	0,0		0,0	1,0	0,0	Ü	3.002	•	0.002	10000	Ŭ
	From:	I-64-E091A			4		ì									
(285) Ramp	Augusta County	0.25		G	94%	0%	1%	1%	3%	1%	С	NA			3000	G
	To:	I-64-E FROM RT	Γ 608SOUTH	H & N	ORTH											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4	Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q)
	From:	I-64-W09	1A FROM & 7	ΓΟ IS 64												
Ramp	Augusta Coun		5200		94%	0%	1%	1%	3%	1%	С	NA			5200	(
	To:	I-64-W FROM	RT 608SOUT	H & NOR	TH											
	From:		Bus SR 7													
287) Berlin Tpke	Town of Purcellville (N	Maint: 53) 0.55	5200	<b>N</b> 9	95%	2%	2%	0%	1%	0%	Ν	0.094	Ν		5300	
	To:	, N	CL Purcellville													
287)Berlin Tpke	From: <b>∟</b> Loudoun Coun		5200		95%	2%	2%	0%	1%	0%	С	0.094	F		5300	
287 Bariiri Tpika	Eddddin Gddin	,			70 70	270		070	170	070	Ü	0.004	•		0000	
	From:		Charles Town		70/	407		201	407	201	_	0.000	_		0000	
Berlin Tpke	Loudoun Coun	ty 2.37	7800	<b>F</b> 9	97%	1%	1%	0%	1%	0%	F	0.082	F		8000	
<u> </u>	To: From:	53-693 Morris	onville Rd; As	sh George I	Rd											
287)Berlin Tpke	Loudoun Coun	ty 3.37	6600	<b>F</b> 9	95%	2%	2%	1%	1%	0%	С	0.081	F		6800	
<u> </u>	To:	SC	CL Lovettsville	e			$\neg$ $\vdash$									
287)Berlin Tpke	Town of Lovettsville (N		6600		95%	2%	2%	1%	1%	0%	N	0.081	Ν		6800	
201)	T	,														
₂₈₇ )Berlin Tpke	Town of Lovettsville (N		Par; Town Cei 6600		95%	2%	2%	1%	1%	0%	N	0.081	N		6800	
287 Deniir i pke	•	*			1370	270	270	170	170	0%	IN		IN			
	Combined Traffic Estimates for 2 Parallel I		6600 673 S, Broad W	N Joy								NA			NA	
	From:		S, Town Cent	_												
287)Berlin Tpke	Town of Lovettsville (N		6600		95%	2%	2%	1%	1%	0%	Ν	0.081	Ν		6800	
	Combined Traffic Estimates for 2 Parallel I	Roadwavs on this Route:	6600	N								NA			NA	
	To	•														
287)Berlin Tpke	From: Town of Lovettsville (M		r; 53-673 N, Bi		97%	1%	1%	0%	1%	0%	N	0.097	N		4500	
287 beriii i pke	Town of Lovettsville (N	·			70	170	1 70	0%	170	0%	IN	0.097	IN		4300	
_	Ta: From:		CL Lovettsvill													
Berlin Tpke	Loudoun Coun		4400		7%	1%	1%	0%	1%	0%	С	0.097	F		4500	
	To:	Mai	ryland State Li	ne												
	From:		1388 S, Town	Center Dr	ſ											
Berlin Tpke	Town of Lovettsville (N	Maint: 53) 0.05	NA									NA			NA	
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	To: From:	53-1388	N, Town Cer	nter Dr												
Berlin Tpke	Town of Lovettsville (N	Maint: 53) 0.06	NA									NA			NA	
P)	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	To:	SR 287 I	N; 53-673 Bro	ad Way												
	From:		I-95 North													
288 SR 288 N Ramp	Chesterfield Cou	unty 0.63	12000	<b>A</b> 9	1%	1%	1%	1%	7%	0%	F	0.143	Α		13000	
1	Combined Traffic Estimates for 2 Parallel I	•	18000		2%	1%	1%	1%	5%	0%	F	NA			20000	
	То:		p from I-95 So				i i		-,-							
	From:		I-95													
288)	Chesterfield Cou	unty 0.48	38000	<b>G</b> 9	95%	0%	1%	1%	2%	0%	F	NA			43000	
$\sim$	To:	US 1 I	efferson Davis	Hwv												
288)	From: L Chesterfield Cou		42000		95%	0%	1%	1%	2%	0%	F	NA			47000	
200)	Tar.	,	145 Chester R		3,3	270		. 70	_/0	5 / 0	•				000	

8/27/2012

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

_						Tru	ıck			K		Dir		<u>.</u> .
Route	Jurisdiction	Length <b>AADT</b>	QA 4T	ire Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 145 Chester R	Rd											
288	Chesterfield County	3.88 <b>43000</b>	<b>G</b> 95	5% 0%	1%	1%	2%	0%	F	NA			48000	G
	To	SR 10 Iron Bridge	Rd											
288	Chesterfield County	2.95 <b>47000</b>		5% 0%	1%	1%	2%	0%	С	0.114	Α	0.605	51000	F
288	To							-,-	_	• • • • • • • • • • • • • • • • • • • •				
200	Chesterfield County	20-604 Courthouse 4.09 <b>43000</b>	<b>G</b> 95	5% 0%	1%	1%	2%	0%	F	NA			48000	G
288	Chesterned County			770 070	1 70	1 /0	2/0	070	'	INA			40000	
	To: From:	US 360 Hull Street												
288	Chesterfield County	2.79 58000		5% 0%	1%	1%	2%	0%	F	NA			64000	C
<u> </u>	From:	SR 76 Powhite Park 20-720 Lucks Lar												
200	Chesterfield County	2.12 <b>42000</b>		l% 0%	1%	1%	3%	0%	F	0.133	N		47000	(
288	-			70 070		.,,	0,0	0,0	•	000	• •		000	
	From:	20-668 Woolridge 1.77 <b>40000</b>		l% 0%	10/	40/	20/	00/	С	0.133	N		40000	(
288	Chesterfield County	1.77 <b>40000</b>	<b>G</b> 94	l% 0%	1%	1%	3%	0%	C	0.133	IN		40000	
	To: From:	US 60 Midlothian T	pke											
288	Chesterfield County	1.59 <b>NA</b>								NA			NA	
<u> </u>	To: From:	Powhatan County I Chesterfield County												
200	Powhatan County	1.87 NA	Line							NA			NA	
288	1 Owner County									14/3			INA	
	To: From:	72-711 Huguenot T		20/ 00/		40/	00/	00/	_	0.400	_		50000	
288	Powhatan County	1.54 <b>45000</b>		5% 0%	0%	1%	2%	0%	С	0.133	Α		50000	1
	From:	Goochland County I Powhatan County I												
288	Goochland County	1.57 <b>45000</b>	<b>A</b> 96	5% 0%	0%	1%	2%	0%	С	0.133	Α		50000	1
200)	To:	CD CD												
	Goochland County	SR 6 Patterson Av 0.64 <b>35000</b>		5% 0%	1%	1%	2%	0%	F	NA			41000	(
288	Good liand County			070 070	1 70	170	270	0%	Г	INA			41000	
	To: From:	West Creek Parkw	•											
288	Goochland County	1.68 <b>37000</b>	<b>G</b> 96	5% 0%	1%	1%	2%	0%	F	0.153	N		43000	(
	To: From:	Tuckahoe Creek Parl												
288	Goochland County	1.79 <b>45000</b>	<b>A</b> 96	6% 0%	1%	1%	2%	0%	С	0.153	Α		52000	1
$\smile$	To:	US 250 Broad S	t											
288	Goochland County	0.85 <b>38000</b>		6% 0%	1%	1%	3%	0%	С	0.152	Α		44000	,
	To:	I-64												
Vorth	From:	SR 288 N												
288)Ramp	Goochland County	0.35 13000	F		<u> </u>					0.173	Α		16000	F
	To:	I-64 E												
lorth	From:	SR 288 N												
288)Ramp	Goochland County	0.37 <b>6200</b>	В		1					0.123	Α		6300	Е
<u> </u>	To:	I-64 W												
South	From:	SR 288 SR 288 N R	amp											
288) Ramp	Chesterfield County	0.21 <b>13000</b>	<b>G</b> 95	5% 0%	1%	1%	2%	0%	F	NA			15000	G
	To:	I-95 South		- / -										

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	Ra	mp to I-95 S	S				017.040				. 4616.		. 40101		
288 SR 288 S Ramp	Chesterfield County	0.47	6000	G	95%	0%	1%	1%	2%	0%	F	NA			6700	G
P	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	18000	G	92%	1%	1%	1%	5%	0%	F	NA			20000	G
	To:		I-95 N													
	From:	E	CL Dayton													
290) Pike Church Rd; College St	Town of Dayton (Maint: 82)	0.15	8200	G	95%	2%	1%	1%	1%	0%	F	0.095	F	0.503	8700	(
$\smile$	Too	SR 42 J	ohn Wayland	d Hwy			_									
290) Huffman Dr	Town of Dayton (Maint: 82)	0.06	2400	G	95%	2%	1%	1%	1%	0%	F	0.113	F	0.733	2500	(
	To	9	SR 42 Bus													
Bus	From															
290) (42) Main St	Town of Dayton (Maint: 82)	0.07	3200	G	96%	0%	1%	2%	1%	0%	F	0.099	F	0.578	3400	(
<u> </u>	To: From:	N	SR 42 BUS													
290)College St	Town of Dayton (Maint: 82)	0.33	2500	G	95%	2%	1%	1%	1%	0%	С	0.133	F	0.699	2500	(
$\bigcirc$	To:	N	ICL Dayton													
	From:	8	5-703; I-81													
292)Conicville Rd	Shenandoah County	0.16	8700	N	71%	1%	1%	1%	25%	2%	Ν	0.08	Ν		9000	-
	To:	WC	L Mt Jackso	on												
292 Conicville Rd	Town of Mount Jackson (Maint: 85)	0.23	8700	F	71%	1%	1%	1%	25%	2%	С	0.08	F		9000	
232)	To:	US	S 11 Main S	t												
	From:	SR 29	2 Conicville	e Rd												
292) Ramp to I-81 S at Exit 273	Shenandoah County	0.19	2600	F								0.105	F		2600	1
	To:		I-81 S													
	From:	Ramps SR 292	E000B: SR	292 W	000B											
292) Ramp to I-81 N at Exit 273	Shenandoah County	0.16	3800	F								0.08	F		3800	F
	To:		I-81 N													
East	From:		SR 292 E													
292) Ramp toward I-81 N at Exit 27	3 Shenandoah County	0.03	3900	F								0.08	F		3900	F
	To:	Ra	mp SR 292 I	В												
Vest	From:		SR 292 W													
292) Ramp toward I-81 N at Exit 27	3 Shenandoah County	0.05	NA									NA			NA	
232)	To:		mp SR 292 I	В												
	From:	Bus US	29; Memor	ial Dr												
293)West Main St	City of Danville	0.54	5400	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.541	5900	
293)	Tol															
293)West Main St	City of Danville	0.49	Bishop Rd 4900	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.504	5300	
293) VV EST IVIAITI ST	City of Dariville	0.49		9	JU 70	U70	1 70	U70	U /0	0%	r	0.090	ı-	0.304	5500	(
	To- From:		Park Ave													
West Main St	City of Danville	0.96	7600	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.546	8300	(
<u> </u>	To: From:		Randolph St anterbury St													
293) West Main St	City of Danville	0.37	8200	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.523	9000	(
793 / VV COL IVIAITI OL	City of Dariville	0.57	3200	9	30 /0	0 / 0	1 /0	0 /0	0 /0	0 /0		0.003		0.023	3000	

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

_								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		86 Central Bl		222						_		_			
93) West Main St	City of Dany	ille 0.16	9100	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.561	9700	(
	Ta: From:		South Main St		000/	00/	40/	00/	00/	201		0.000		0.557	40000	_
93) Main St	City of Danv	rille 0.04	11000	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.557	12000	(
Nation Of	Ta: From:		Holbrook Ave		000/	00/	40/	00/	00/	00/		0.000		0.505	0.400	_
93 Main St	City of Danv	rille 0.27	7700	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.505	8400	•
	To: From:		Jefferson Ave										_			
93 Main St	City of Dany	ille 0.28	7600	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.527	8300	
	From:	9	Patton St South Ridge St	t												_
93) Patton St	City of Dany		5800	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.603	6300	
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	8000	G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.657	8800	
	To:	Bridge S	St; SR 293 P I	Main St												
Main St Bridge	City of Danv	ille 0.22	13000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.6	14000	
93 Main St Bridge	City of Dany	/ille 0.22	13000	G	90%	0%	1%	0%	0%	0%	Г	0.086	Г	0.6	14000	
	To: From:		US 360 River			00/		00/	00/	201		0.004	_	0.550	40000	_
93 360 North Main St	City of Danv	ille 0.37	11000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.550	12000	
	To: From:		Worsham St													_
93 360 North Main St	City of Danv	ille 0.33	13000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.547	14000	
	To: From:	SR 30	60 Richmond													
North Main St	City of Dany	rille 0.81	11000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.518	12000	
<u> </u>	To- From:		Third Ave													
93)North Main St	City of Dany	ille 0.98	12000	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.541	13000	
	To-	1	Franklin Tpke	;			$\neg$ $\vdash$									
93) North Main St	City of Danv	rille 0.91	5300	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.520	5600	
<u> </u>	To:	Bus US	29, Piney Fo	rest Rd												
	From:		R 293 Ridge S	St												_
93) Main St	City of Danv		2300	G	96%	1%	3%	0%	0%	0%	С	0.119	F		2500	
	Combined Traffic Estimates for 2 Paralle			G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.657	8800	
	To	SR 293	Patton St; Br	idge St												_
ast	From:		I-64 E		2001	407	40/	407	00/	00/	_	0.400			45000	
95 Ramp From I-64 E to I-295 E		•	14000	F	89%	1%	1%	1%	9%	0%	-	0.136	A		15000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	IS 295 E	F	92%	1%	1%	1%	6%	0%	F	0.134	Α		29000	
ast	From:		I-64													_
295)	Henrico Cou	inty 1.04	27000	В	95%	1%	1%	1%	3%	0%	F	0.133	Α		29000	
$\mathcal{L}$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	52000	В	95%	1%	1%	1%	3%	0%	F	0.13	Α		57000	
		East I-295 is	s signed as	South	ı I-295											
	То:		Nuckols Rd													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
ast	From:		Nuckols Rd													
95)	Henrico County	2.43	27000	Α	95%	1%	1%	1%	3%	0%	F	0.143	Α		30000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	55000	Α	95%	1%	1%	1%	3%	0%	F	0.125	Α		59000	Α
		East I-295 is	signed as	South	ı I-295											
	To:	US 3	3 Staples Mi	ll Rd												
ast 95)	Henrico County	3.42	28000	Α	95%	1%	1%	1%	3%	0%	С	0.133	Α		31000	A
95)	Combined Traffic Estimates for 2 Parallel Roadway			A	95%	1%	1%	1%	3%	0%	С	0.133	A		61000	Α
	Combined Hamic Estimates for 2 Farallel Roadway.	East I-295 is				1 /0	1 /0	1 /0	3/0	0 /6	C	0.123	^		01000	
	To				77200											
ast	From:		Woodman Ro	1												
95)	Henrico County	1.34	31000	G	95%	1%	1%	1%	3%	0%	F	NA			34000	(
	Combined Traffic Estimates for 2 Parallel Roadway			G	95%	1%	1%	1%	3%	0%	F	NA			67000	C
		East I-295 is	signed as	South	ı I-295											
204	To: From:	U	IS 1 Brook R	.d												
95)	Henrico County	1.88	16000	Α	95%	1%	1%	1%	3%	0%	F	0.15	Α		18000	A
93)	Combined Traffic Estimates for 4 Parallel Roadway			В	0070	170	170	170	070	070	•	0.117	Α		75000	·
	Combined Traine Edithates for 41 drailer Readway.	East I-295 is			ı I-295							0.117	,,		70000	
	To:		I-95													
ast	From:	0.17			0.40/	407	401	407	70/	00/	_	0.444			40000	
95)	Henrico County	0.17	48000	В	91%	1%	1%	1%	7%	0%	-	0.114	Α		48000	E
	Combined Traffic Estimates for 2 Parallel Roadway			В	91%	1%	1%	1%	7%	0%	F	NA			95000	E
	To:	East I-295 is	over County		1 1-295											
ast	From:		rico County l													
95)	Hanover County	0.75	48000	В	91%	1%	1%	1%	7%	0%	F	0.114	Α		48000	E
9	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	96000	В	91%	1%	1%	1%	7%	0%	F	0.103	Α		95000	Е
		East I-295 is	signed as	South	ı I-295											
	To:	US 301, S	SR 2 Chambe	rlayne F	2d											
ast 195)	Hanover County					40/	10/	40/	70/	00/	_	0.116	۸		40000	
95)	· · · · · · · · · · · · · · · · · · ·	2.73	50000	В	91%	1%	1%	1%	7%	0%	г -	0.116	A		49000	E
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: East I-295 is		B	91%	1%	1%	1%	7%	0%	F	0.102	Α		99000	E
	_															
ast	To: From	42-627 Meado	wbridge Rd;	Pole Gr	een Rd											
95)	Hanover County	1.63	48000	Α	91%	1%	1%	1%	7%	0%	С	0.111	Α		47000	A
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	95000	Α	91%	1%	1%	1%	7%	0%	С	0.101	Α		93000	P
	·	East I-295 is		South	ı I-295											
	To:		Mechanicsvi													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
ast	From:	US 360	Mechanicsv	ille Tpke												
95)	Hanover County	2.60	40000	Α	91%	1%	1%	1%	7%	0%	F	0.109	Α		38000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	81000	В	91%	1%	1%	1%	7%	0%	F	0.101	Α		78000	В
		East I-295 is	signed a	s South	ı <i>1</i> -295											
	To:	42-6	15 Creighto	n Rd												
ast 95)	Hanover County	2.53	39000	G	91%	1%	1%	1%	7%	0%	F	NA			39000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways			G	91%	1%	1%	1%	7%	0%		NA			76000	G
	Combined Trainic Estimates for 21 arailer Roadways	East I-295 is				1 /0	1 /0	1 /0	1 70	076	'	INA			70000	
	To:		rico County		11200											
ast	From:	Han	over County	Line												
est 95)	Henrico County	0.75	38000	Α	91%	1%	1%	1%	7%	0%	F	0.106	Α		36000	P
	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	7%	0%	F	0.104	Α		71000	P
		East I-295 is	signed a	s South	ı <i>1-</i> 295											
1	To: From:	SR 156	Airport Driv	ve North												
95)	Henrico County	1.34	31000	Α	91%	1%	1%	1%	7%	0%	F	0.111	Α		28000	,
95)	Combined Traffic Estimates for 2 Parallel Roadways	_		Ā	91%	1%	1%	1%	7%	0%		0.111	A		56000	,
	Combined Trainic Estimates for 21 arailer Noadways	East I-295 is				1 /0	1 /0	1 /0	1 70	076	'	0.100	^		30000	,
	To:		60 Collector				_									
ast	From:															
95)	Henrico County	2.49	11000	Α	79%	1%	1%	1%	18%	0%	F	0.117	Α		10000	F
	Combined Traffic Estimates for 2 Parallel Roadways			Α	79%	1%	1%	1%	18%	0%	F	0.114	Α		22000	1
		East I-295 is	signed a	s South	ı <i>1-</i> 295											
ast	To: From:	I-64; US	60 Collecto	or Rd Enc												
95)	Henrico County	2.23	18000	Α	79%	1%	1%	1%	18%	0%	F	0.103	Α		18000	A
.33)	Combined Traffic Estimates for 2 Parallel Roadways			Α	79%	1%	1%	1%	18%	0%	F	0.106	Α		36000	A
		East I-295 is														
	To:	SR 89	5 Pocahonta	s Pkwy												
east 195	From:						<del></del>				_					_
95	Henrico County	2.91	16000	В	79%	1%	1%	1%	18%	0%	F	0.102	Α		15000	Е
	Combined Traffic Estimates for 2 Parallel Roadways			В	79%	1%	1%	1%	18%	0%	F	0.104	Α		31000	E
		East I-295 is	signed a	s South	1 1-295											
ast	To:	SR 5	New Mark	et Rd			ᆜ									
295)	Henrico County	4.45	16000	В	79%	1%	1%	1%	18%	0%	F	0.101	Α		16000	Е
30)	Combined Traffic Estimates for 2 Parallel Roadways	_		В	79%	1%	1%	1%	18%	0%	F	0.105	Α		33000	E
		East I-295 is									-					
	То:		erfield Coun													

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

-						_		Tru	ıck			K	211	Dir		- 01
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
ast	From:		rico County l		=/	407		407								
95)	Chesterfield County	, ,	16000	В	79%	1%	1%	1%	18%	0%	F	0.101	Α		16000	E
	Combined Traffic Estimates for 2 Paralle			В . Сан	79%	1%	1%	1%	18%	0%	F	NA			33000	E
		East I-295 is			n I-295											
ast	To: From:	SR 10	Hundred Ro	d East												
95)	Chesterfield C	County 2.11	15000	Α	79%	1%	1%	1%	18%	0%	F	0.102	Α		15000	1
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	31000	Α	79%	1%	1%	1%	18%	0%	F	NA			31000	1
		East I-295 is	signed as	s South	h I-295											
	To:	N	CL Hopewe	:11												
ast	City of Hopewell (	Maint: 74) 3.30	15000	Α	79%	1%	1%	1%	18%	0%	_	0.102	Α		15000	
95	, ,	,		A	79% 79%	1%	1%	1%	18%	0%			A		31000	,
	Combined Traffic Estimates for 2 Paralle	ei Roadways on this Route. East I-295 is				170	170	170	10%	0%	Г	0.104	А		31000	,
	_															
ast	From:	SR 36 Oakla	wn Blvd; SC	CL Hope	well											
ast 95	Prince George	County 6.54	11000	G	79%	1%	1%	1%	18%	0%	F	0.123	Α		9700	(
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	22000	G	79%	1%	1%	1%	18%	0%	F	0.079	Α	0.518	20000	(
		East I-295 is	signed as	s South	h I-295											
	To:	US	460 County	Dr												
ast 95)	Prince George	County 2.57	8700	Α	79%	1%	1%	1%	18%	0%	С	0.133	Α		7600	
95)	Combined Traffic Estimates for 2 Parallel	•		A	79%	1%	1%	1%	18%	0%	С	0.120	Α		16000	,
	Combined Traine Estimates for 21 arang	East I-295 is				170	1 /0	1 70	10 /0	070	O	0.120	^		10000	,
	To:				77200											
ast	From:		1A to I-95 N	NORTH												
95)	Prince George	County 0.46	8700	N	79%	1%	1%	1%	18%	0%	Ν	0.133	N		7600	1
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		N	79%	1%	1%	1%	18%	0%	Ν	NA			15000	ı
	To:		I-95 South													
ast	From:		I-295 S								_					
Ramp From I-295 S (E) to I-	95 N Prince George	County 0.28	1000	F	79%	1%	1%	1%	18%	0%	F	NA			890	
	10.		I-95 N													
ast	From:	0 1 005	I-295 East												0000	
Ramp	Prince George		2000	F								NA			2000	
•	100	US	460 County	Dr												
ast Pamp	Prince Correct	County 0.52	I-295 East <b>1000</b>	G								0.122	۸		1200	,
95 Ramp	Prince George		460 County									0.122	Α		1200	(
		I 02		ועו												
ast 95) Ramp	City of Hopewell (I	Maint: 74) 0.17	I-295 East <b>1600</b>	F								NA			1600	
rus inaliid	City of Hopewell (I	viaii it. 741 U.17	143(11)									IVA			IOUU	- 1

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

		1 minary and interstate						
Route	Jurisdiction	Length AADT C	QA 4Tire	Ruc	Trucl xle 3+Axle 1	QC K QK Factor	Dir Factor AAWDT	QW
East	From:	I-295 East						
(295) Ramp	City of Hopewell (Maint: 74)	0.31 <b>5000</b>	F			NA	5000	F
$\smile$	To:	SR 36 Oaklawn Blvo	d					
East	From:	I-295-E TO RT 10						
(295) Ramp	Chesterfield County	0.29 <b>NA</b>			•	NA	NA	
250	To:	SR 10 FROM RT 29	5		]			
East	From:	I-295-E TO RT 10			<u> </u>			
(295) Ramp	Chesterfield County	0.33 <b>NA</b>			1	NA	NA	
293)******	To:	SR 10 FR RT I-295			1			
East	From:	I-295-E TO RT 5						
East (295) Ramp	Henrico County	0.17 <b>NA</b>			j	NA	NA	
(295) (Camp	To:	SR 5 FROM RT 295	<u> </u>		1	IVA	11/3	
	Erom		,		<u>.                                    </u>			
East	Henrico County	I-295-E TO RT 5			ı	NΙΔ	NA	
295 Ramp	To:	0.31 <b>NA</b> SR 5 SR 05-E008A TO AND	EDOM DT		1	NA	INA	
East	From:	I-295-E028X TO RT 60 I			ļ			_
(295) Ramp	Henrico County		G		7	NA	4600	G
<u> </u>	10:	US 60 FROM RTS 295 EAS	ST & 64					
East	From:	I-295-E028X TO RT 60 V						
(295) Ramp	Henrico County		G		-	NA	1300	G
<u> </u>	To	US 60 FROM RTS 295 EAS	ST & 64		<u> </u>			
East	From:	I-295 E SB						
(295) Ramp (New Flyover) From I-295 E (SB) to I-64 EB	Henrico County	0.77 <b>11000</b>	G		_	NA	11000	G
$\smile$	To:	I-64 E			1			
East	From:	I-295-E028X TO I-64 W	EST					
(295) Ramp	Henrico County	0.33 440	G		=	NA	440	G
	To:	I-64-W200X FROM RT 29	5 EAST		]			
East	From:	I-295-E028X TO I-64 E	AST					
Ramp (Old Loop) From I-295 E (SB) CD to I-64 EB	Henrico County		G		4	NA	100	G
233) 1 ( ) /	To:	I-64-E200X FROM RT 295			1			
East	From:	I-295-E COLLECTOR ROAD T						
East (295) Ramp	Henrico County		G		1	NA	4200	G
295)	Tiermee Ceanty				•	10.	1200	Ŭ
East	From:	I-295-E028D TO RT 64 V	WEST		J			
(295) Ramp	Henrico County	0.23 <b>NA</b>				NA	NA	
<u> </u>	To:	I-64-W200A FROM RT 64	WEST		1			
East	From:		11 E D I		1			
(295) Ramp	Henrico County	0.19 <b>NA</b>				NA	NA	
	To: From:	I-295-E028E TO RT 64 I	EAST		<b>1</b> ———			
East	Honrico County				-	NΙΔ	NA	
295 Ramp	Henrico County	0.20 <b>NA</b>	EACT		1	NA	NA	
	10.	I-64-E200A FROM RT 64	EASI		<u> </u>			

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

		Timodif and interestate results		
Route	Jurisdiction	Length AADT QA 4Tire Bus		AAWDT QW
East 295) Ramp	From: Henrico County	I-64 0.27 <b>9700 A</b>	0.117 A	10000 A
East	To: From:	US 60 I-295-E028B TO RT 60 WEST		
Ramp	Henrico County	0.17 <b>NA</b> US 60-W200A FROM RT 60 WEST	NA NA	NA
East 295 Ramp	Henrico County	0.17 <b>NA</b>	NA NA	NA
East	To: From:	I-295-E028A TO RT 60 EAST		
Ramp		0.22 <b>NA</b>	NA	NA
East 295) Ramp	Henrico County	US 60-E200A FROM RT 60 EAST  0.28 NA	NA	NA
295) (Karip	To:	I-295-E COLLECTOR ROAD FROM RTS 60 & 64		TVA
East 295 Ramp	From: Henrico County	I-295-E TO ROUTE 156 NORTH-AIRPORT DRIV  0.23 NA	NA NA	NA
East	To: From:	SR 156 FROM ROUTE 295 EASTSOUTH  I-295-E TO ROUTE 156 SOUTH-AIRPORT DRIV		
295 Ramp	Henrico County	0.28 NA SR 156 FROM ROUTE 295 EASTSOUTH	NA	NA
East	From	I-295 East		
Ramp	Hanover County To:	0.21 <b>1900 F</b> 42-615 Creighton Rd	NA	1900 F
East	From: Hanover County	I-295 East 0.26 <b>3400 F</b>	NA	3400 F
295 Ramp	To:	0.26 <b>3400 F</b> 42-615 Creighton Rd	NA	3400 F
East 295)Ramp	From: Hanover County	I-295 East 0.25 <b>8900 F</b>	NA	8900 F
	То:	US 360 Mechanicsville Tpke		
East 295 Ramp	Hanover County	I-295 East 0.31 <b>4600 F</b>	NA	4600 F
East_	To: From:	US 360 Mechanicsville Tpke  I-295 East	1	
Ramp	Hanover County	0.18 <b>5300 F</b> 42-627 Meadowbridge Rd	NA NA	5300 F
East	From:	I-295 East		
Ramp	Hanover County To:	0.19 <b>3400 F</b> 42-627 Meadowbridge Rd	NA NA	3400 F
East 295 Ramp	From: Hanover County	I-295 East 0.27 <b>5300 F</b>	NA	5300 F
293)	Tr	US 301 Chamberlayne Rd		

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

		T	I/ D:-	
Jurisdiction	Length AADT QA 4Tire Bus		OC OK	AAWDT OW
From:	I-295 East	Zivic orivic irraii Ziraii	T dotor T dot	<u></u>
Hanover County	0.46 <b>1600 F</b>	<del></del>	NA	1600 F
To:	US 301 Chamberlayne Rd			
From:	I-295 E CD			
			NA	NA
To:				
From:			NIA	NIA
Herinco County		<del></del> 1	INA	NA
From:				
Henrico County			NA	NA
То:	US 1 N, Brook Rd			
From:	I-295 E CD			
Henrico County	0.30 <b>1500 B</b>		0.157 A	1700 B
То:	US 1 S, Brook Rd			
From:	I-295 E			
Henrico County	0.16 <b>15000 B</b>		0.120 A	16000 B
To: From:	I-295 E043D, To US 1 S, Brook Rd			
Henrico County	0.14 <b>14000 B</b>		0.117 A	15000 B
To:	US 1 S, Ramp from US 1 S, Brook Rd			
Henrico County	0.13 <b>NA</b>		NA	NA
To:				
From:				
Henrico County	0.10 <b>NA</b>		NA	NA
To: From:	US 1 N, Ramp from US 1 N, Brook Rd			
Henrico County	0.25 <b>19000 B</b>		0.106 A	20000 B
To: From:	I-295 E043B To I-95 S			
Henrico County	0.18 <b>NA</b>		NA	NA
To:				
From:			NIA	NIA
			NA	NA
To: From:	I-95 N084A From I-95 N			
Henrico County	0.26 <b>NA</b>		NA	NA
To:				
From:	I-295-E TO WOODMAN RD		NIA	NIA
Henrico County			NA	NA
Erom	·			
Henrico County			NA	NA
To:	43-7663 FROM RT 295		1 1/1	14/1
	Hanover County To:  From: Henrico County   Hanover County	L295 East	Length   AADT   QA   4Tire   Bus   2Avide   3+Avide   1Trail   2Trail   QC   Factor   QK   Factor   County   Q.46   1600   F	

8/27/2012

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

		FIIIIdiy di	ia iritorott	ato i to	1100											
Route	Jurisdiction	n Lenath	AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	QW
		8					2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
East	From:		95-E TO RT	33												
Ramp	Henrico Cour	,	NA									NA			NA	
<u> </u>	10:	US 3	3 FROM R	Γ 295												
East	From:		95-E TO RT	33												
295)Ramp	Henrico Cou <u>r</u>	,	NA									NA			NA	
<u> </u>	To:	US 3	3 FROM R	Γ 295												
ast	From:	I-295-E	TO NUCK	OLS RD	١											
Ramp	Henrico Cour	nty 0.22	NA									NA			NA	
	To:	43-770	06 FROM R	T 295												
ast	From:	I-295-E TO N	UCKOLS I	ROAD E	EAST											
Ramp	Henrico Cour		2800	G								NA			2800	G
	То:	43-7706 FROM	ROUTE 29	5 EAST	SOUTH											
/est	From:		I-64 W													
Ramp From I-295 N (W) to I	L Henrico Cour	ntv 0.43	14000	В	95%	1%	1%	1%	3%	0%	F	0.132	Α		15000	В
95) (47) 10111 200 14 (47) 101	Combined Traffic Estimates for 2 Parallel	,		F	92%	1%	1%	1%	6%	0%		NA	^		29000	F
	To:	Troduways on this route.	I-295 N		92 /0	1 /0	1 /0	1 /0	076	0 /6		INA			29000	-
/est	From:		I-64													
295)	Henrico Cour	nty 1.79	26000	В	95%	1%	1%	1%	3%	0%	F	0.128	Α		28000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	В	95%	1%	1%	1%	3%	0%	F	0.13	Α		57000	В
		West I-295 is		s Nort	h I-295											
	то:		Nuckols Rd													
Vest	From:		Nuckois Ku													
295)	Henrico Cour	nty 2.31	27000	Α	95%	1%	1%	1%	3%	0%	F	0.134	Α		29000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	Α	95%	1%	1%	1%	3%	0%	F	0.125	Α		59000	Α
		West I-295 is	signed a	s Nort	h I-295											
	To:	LIS 3	3 Staples M	ill Rd												
Vest	From:			III Itu												
295)	Henrico Cour	nty 3.22	28000	Α	95%	1%	1%	1%	3%	0%	С	0.123	Α		30000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	56000	Α	95%	1%	1%	1%	3%	0%	С	0.123	Α		61000	Α
		West I-295 is	signed a	s Nort	h I-295											
	To:	V	Voodman R	d												
Vest	From:					407					_					
295)	Henrico Cour	•	31000	Α	95%	1%	1%	1%	3%	0%	F	0.121	Α		33000	Α
	Combined Traffic Estimates for 2 Parallel	•		G	95%	1%	1%	1%	3%	0%	F	NA			67000	G
		West I-295 is	signed a	s Nort	h I-295											
	To:	U	S 1 Brook F	Rd			$\neg$ $\vdash$									
Vest (295)	Honrica Carri	nt. 100	17000	Р	OF9/	40/	40/	10/	20/	00/	г	0 1 1 7	٨		10000	ר
295)	Henrico Cour	,	17000	В	95%	1%	1%	1%	3%	0%	F	0.147	A		18000	В
	Combined Traffic Estimates for 4 Parallel			В								0.117	Α		75000	В
		West I-295 is		s Nort	h I-295											
	To:		I-95													

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
est	From:		I-95													
95)	Henrico County	0.29	48000	Α	91%	1%	1%	1%	7%	0%	F	0.101	Α		47000	ŀ
	Combined Traffic Estimates for 2 Parallel Roadwa	•		В	91%	1%	1%	1%	7%	0%	F	NA			95000	Е
	_	West I-295 is			h I-295											
	To:		over County													
est 05)	Hanover County	1.55	rico County 48000	Line	91%	1%	1%	1%	7%	0%	_	0.101	Α		47000	
5)	•															
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: West I-295 is		<b>B</b> as Norti	91% h I-295	1%	1%	1%	7%	0%	F	0.103	Α		95000	
nt .	To: From:	US 301, S	R 2 Chamb	erlayne F	Rd											
st 5	Hanover County	2.46	50000	В	91%	1%	1%	1%	7%	0%	F	0.108	Α		50000	
<i>'</i> )	Combined Traffic Estimates for 2 Parallel Roadwa	vs on this Route	100000	В	91%	1%	1%	1%	7%	0%	F	0.102	Α		99000	
	Combined Traine Estimates for 2 T draine Readwa	West I-295 is				170	170	170	7 70	070	•	0.102	, ,		33000	
	To:	42-627 Pole G	reen Rd; Me	eadowbri	dge Rd											
st 5	Hanover County	1.72	47000	Α	91%	1%	1%	1%	7%	0%	С	0.103	Α		46000	
	,										_					
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: West I-295 is		<b>A</b> as Norti	91% h I-295	1%	1%	1%	7%	0%	С	0.101	Α		93000	
t	To: From:	US 360	Mechanicsv	ille Tpke	<b>)</b>											
st 5	Hanover County	2.52	41000	В	91%	1%	1%	1%	7%	0%	F	0.101	Α		39000	
/	Combined Traffic Estimates for 2 Parallel Roadwa	vs on this Route:	81000	В	91%	1%	1%	1%	7%	0%	F	0.101	Α		78000	
		West I-295 is					.,.	.,,	. , .		•					
	To:		15 Creighto													
st ¬	From:				0.40/	407	40/	407	<b>7</b> 0./	00/	_				00000	
7	Hanover County	1.99	38000	G	91%	1%	1%	1%	7%	0%	F	NA			38000	
	Combined Traffic Estimates for 2 Parallel Roadwa	•		G	91%	1%	1%	1%	7%	0%	F	NA			76000	
	Tol	West I-295 is			h I-295		_									
•+	From:		rico County over County				_									
st 5	Henrico County	1.30	38000	A	91%	1%	1%	1%	7%	0%	F	0.108	Α		35000	
9)	Combined Traffic Estimates for 2 Parallel Roadwa			G	91%	1%	1%	1%	7%	0%	F	NA	,,		74000	
	Combined Trainic Estimates for 21 arailer Noadwa	West I-295 is				1 70	1 70	1 /0	7 70	070	'	INA			74000	
	To:	SR 156	Airport Dri	ve North												
st 5	Henrico County	1.10	31000	Α	91%	1%	1%	1%	7%	0%	F	0.116	Α		29000	
2)	,					1%			7%		ı E				56000	
	Combined Traffic Estimates for 2 Parallel Roadwa	•		A Nowt	91%	170	1%	1%	170	0%	г	0.108	Α		50000	
		West I-295 is	s sianed a	as ivorti	7 1-295											

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

Route	Jurisdiction	Longth	AADT	04	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	- OW
	Julisuiction					Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QW
West	From: Henrico County	I-64; US 60 Willi 2.18	amsburg Ro 12000		or Rd End 78%	0%	1%	1%	19%	0%	_	0.138	Α		11000	Α
295	,	_		A	78% 79%	0% 1%					F					
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: West I-295 is		A as Nort		170	1%	1%	18%	0%	Г	0.114	Α		22000	Α
	To		-													
West	ec. From:	I-64; US 60 Willia		Collecto												
295)	Henrico County	2.21	18000	Α	78%	0%	1%	1%	19%	0%	F	0.116	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: West I-295 is		<b>A</b> as Norti	79% h I-295	1%	1%	1%	18%	0%	F	0.106	Α		36000	Α
A/ 4	To:	SR 895	Pocahontas	Parkway												
West 295)	Henrico County	3.49	16000	В	78%	0%	1%	1%	19%	0%	F	0.12	Α		16000	В
293)	Combined Traffic Estimates for 2 Parallel Roadwa			В	79%	1%	1%	1%	18%	0%	F	0.104	Α		31000	В
		West I-295 is				.,,	. , 0	. , ,	.070	0,0	•	0			0.000	_
	To:		New Mark													
West	From:				700/	201		407	4007	00/	_	0.447			47000	_
295	Henrico County	3.89	17000	В	78%	0%	1%	1%	19%	0%	-	0.117	A		17000	В
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: West I-295 is		B No Mort	79%	1%	1%	1%	18%	0%	F	0.105	Α		33000	В
	To:		rfield Coun		111-295											
West	From:	Hen	rico County													
295)	Chesterfield County (Maint: 43	3) 2.64	17000	В	78%	0%	1%	1%	19%	0%	F	0.117	Α		17000	В
	Combined Traffic Estimates for 2 Parallel Roadwa	•		В	79%	1%	1%	1%	18%	0%	F	NA			33000	В
		West I-295 is	signed a	as Nort	h I-295											
Vest	To: From:	SR 10	Hundred Ro	ad East												
295)	Chesterfield County	2.11	16000	Α	78%	0%	1%	1%	19%	0%	F	0.119	Α		16000	Α
230)	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	31000	Α	79%	1%	1%	1%	18%	0%	F	NA			31000	Α
		West I-295 is	signed a	as Nort	h I-295											
	To:	N	CL Hopewo	ell			$ \vdash$									
West 295	City of Hopewell (Maint: 74)	3.30	16000	Α	78%	0%	1%	1%	19%	0%	_	0.119	Α		16000	Α
295)	Combined Traffic Estimates for 2 Parallel Roadwa			A	79%	1%	1%	1%	18%	0%		0.119	A		31000	A
	Combined Trainic Estimates for 2 Faraller Roadwa	ys on this Route. West I-295 is				170	170	1 70	10 70	0%	г	0.104	A		31000	A
	To:	SR 36 Oakla														
West	From		-	сь норе												
295	Prince George County	7.38	11000	G	78%	0%	1%	1%	19%	0%	F	0.13	Α		10000	G
$\sim$	Combined Traffic Estimates for 2 Parallel Roadwa	-		G	79%	1%	1%	1%	18%	0%	F	0.079	Α	0.518	20000	G
	-	West I-295 is			h I-295											
	То:	US	460 County	y Dr												

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# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	ΟΛ	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	- 0\\
Noute	Junsuiciion				41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
West	From:		460 County								_					
295	Prince George Cour	•	9300	Α	78%	0%	1%	1%	19%	0%	С	0.149	Α		8500	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Ro			Α	79%	1%	1%	1%	18%	0%	С	0.120	Α		16000	Α
		West I-295 is	signed a	s Norti	n I-295											
West	To: From:	Ramp from	n I-95 South	Exit 46	A											
295)	Prince George Cour	nty 0.57	8200	В	78%	0%	1%	1%	19%	0%	F	0.139	Α		7400	В
293)	Combined Traffic Estimates for 2 Parallel Ro	•		N	79%	1%	1%	1%	18%	0%	Ν	NA			15000	N
	To:	dawayo on the reduct.	I-95 North		1070	170	Ť	170	1070	070	.,				10000	.,
West	From:		I-295 West													
295 Ramp	Prince George Cour		800	F								NA			800	F
293)	To	•	460 County													•
West	From:		I-295 West													
Ramp	Prince George Cour		350	F								NA			350	F
293) *****	To:		460 County													•
West	From:		I-295 West													
Ramp	City of Hopewell (Maint		1500	F								NA			1500	F
293) . top	To:		6 Oaklawn l												.000	•
West	From:		I-295 West													
295 Ramp	City of Hopewell (Maint		NA									NA			NA	
293) . top	To:	· · · · · · · · · · · · · · · · · · ·	6 Oaklawn l	Blvd												
West	From:	1_20	5-W TO RT	` 10												
Ramp	Chesterfield Count		NA	10								NA			NA	
293)	To:	•	FROM RT	295												
West	From:		5-W TO RT													
295)Ramp	Chesterfield Count		NA	10								NA			NA	
293)	To:	•	FROM RT	295												
West	From	I-20	95-W TO R	Г 5												
295)Ramp	Henrico County	0.33	NA	1 5								NA			NA	
293)	To:	SR 5 SR 05-W		ND FRO	M RT											
West	From:		95-W TO R													
(295) Ramp	Henrico County	0.22	NA	1 5								NA			NA	
293)	To:		05-E008B T	O RT 29	5											
West	From:		28X TO RT				Ī									
295 Ramp	Henrico County	0.44	2100	G	91%	1%	1%	1%	7%	0%	F	NA			2100	G
293)	To:		ROM RT 29			.,,		. , ,	. , ,	0,0	•				2.00	•
Most	From:		28X TO RT													
West 295 Ramp	Henrico County	0.23	810	G	91%	1%	1%	1%	7%	0%	F	NA			810	G
290)	To:		ROM RT 29			. 70		. 70	. 70	0,0	•	. •/ •			3.0	J
West	Prom:		)28X TO I-6		•											
West 295 Ramp	Henrico County	0.38	3400	G EAS1	91%	1%	1%	1%	7%	0%	F	NA			3400	G
(295/11/01/14	Tionico County	I-64-E200X FR				1 /0	1 /0	1 /0	1 /0	0 /0	•	14/7			J+00	0

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

		Primary and						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	<b>QA</b> 47	Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	I-295-W02	28X TO I-6	4 WEST				017.000				. 45151		· doto.		
(295) Ramp	Henrico County	0.24	3400	<b>G</b> 9	1%	1%	1%	1%	7%	0%	F	NA			3400	G
	To:	I-64-W200X FR	OM RTS 29	95 WEST &	60											
West	From:	I-295-W COLLECT	OR ROAD	TO RTS 60	& 295											
295 Ramp	Henrico County	0.33	7700	<b>G</b> 9	1%	1%	1%	1%	7%	0%	F	NA			7700	G
West	To- From:	I-295-W02	8A TO RT	60 EAST												
295 Ramp	Henrico County	0.22	NA									NA			NA	
<u> </u>	To- From:	US 60-E200I	B FROM R	T 60 EAST			$\neg$									
West 295 Ramp	Henrico County	0.16	NA									NA			NA	
(293)	<u> </u>			CO WEST												
West	Tree From:	I-295-W02		60 WEST												
295 Ramp	Henrico County	0.17	NA									NA			NA	
	To: From:	US 60-W2001		T 60 WEST	,											
West (295) Ramp	Henrico County	0.27	US 60 <b>10000</b>	R								0.125	Δ		11000	В
295)	To:	0.27	I-64									0.120	,,		11000	_
West	From:	I-295-W02	8C TO RT	64 EAST												
(295) Ramp	Henrico County	0.16	NA									NA			NA	
West	To- From:	I-64-E200B	FROM RT	64 EAST												
(295) Ramp	Henrico County	0.21	NA									NA			NA	
$\smile$	To- From:	I-295-W02	8D TO RT	64 WEST												
West (295) Ramp	Henrico County	0.27	NA									NA			NA	
295) Kamp												INA			INA	
West	Ta: From:	I-64-W200B		64 WEST												
(295) Ramp	Henrico County	0.46										NA			NA	
<u> </u>	To:	I-295-W COLLECTO														
West	From:	I-295-W TO ROUTE		H-AIRPOR	T DRIV	V										
(295) Ramp	Henrico County	0.32	NA	W. T. C. T. L. C. D.								NA			NA	
	To:	SR 156 FROM R														
West	From:	I-295-W TO ROUTE		H-AIRPOR	T DRIV	V						NA			NIA	
Ramp	Henrico County	0.26 SR 156 FROM R	NA OUTE 205	WESTNOD	тп		_					NA			NA	
	From:				ΝП											
West 295 Ramp	Hanover County		-295 West	F								NA			2000	_
295 Kamp	To:		5 Creighton									INA			2000	Г
Wast	From		-295 West	ind												
West 295 Ramp	Hanover County	0.20		F								NA			460	F
Z32) 1.01.1b	To:		5 Creighton									14/7			700	'
West	From:		-295 West	-												
West (295) Ramp	Hanover County	0.37	4900	F								NA			4900	F
(230)	To:	US 360 M													.500	•

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

		Filliary and interstate Routes		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC	ir . AAWDT QW
Noute	Julistiction		S 2Axle 3+Axle 1Trail 2Trail QC Factor Fac	ctor
West	From:	I-295 West		
(295) Ramp	Hanover County	0.24 <b>1800 F</b>	NA	1800 F
$\overline{}$	To:	US 360 Mechanicsville Tpke		
West	From:	I-295 West		
295 Ramp	Hanover County	0.27 <b>1300 F</b>	NA NA	1300 F
	To:	42-627 Pole Green Rd		
West	From:	I-295 West		
295 Ramp	Hanover County	0.28 <b>3300 F</b>	NA	3300 F
	To:	42-627 Meadowbridge Rd		
West	From:	I-295 West		
295 Ramp	Hanover County	0.38 <b>4500</b> F	NA	4500 F
293)	To:	US 301 Chamberlayne Rd		
West	From:	I-295 West	i	
West 295 Ramp	Hanover County	0.23 <b>5300</b> F	NA	5300 F
293) ( (3.11)	To:	US 301 Chamberlayne Rd		0000
10/	From:	I-295 West		
West	Henrico County	1.53 <b>23000 B</b>	<b>_</b> 0.115 A	20000 B
West 295 Ramp	To:	I-95 North	0.115 A	20000 В
West	Hanria County	I-295-W043X TO RT 95 SOUTH		NIA
295 Ramp	Henrico County	0.17 <b>NA</b> I-95-S FROM RT 295 NORTHWEST	NA NA	NA
West 295 Ramp	From	I-295 W CD		
295 Ramp	Henrico County	0.22 <b>NA</b>	NA	NA
	To:	US 1 N, Brook Rd		
West	From:	I-295 W CD		
295 Ramp	Henrico County	0.18 <b>NA</b>	NA	NA
<u> </u>	To:	US 1 S, Brook Rd		
West	From:	I-295-W BEGIN COLLECTOR ROAD		
West 295 Ramp	Henrico County	0.10 <b>NA</b>	NA	NA
	To	I-95-N084B FROM RT 95 NORTH		
West 295 Ramp	Honrica Country		NA.	NIA
295 Ramp	Henrico County	0.15 <b>NA</b>	NA	NA
West	To: From:	I-295-W043B TO RT 95 SOUTH		
West 295 Ramp	Henrico County	0.11 <b>NA</b>	NA	NA
200	•			
West	To: From:	I-95-S084B FROM RT 95 SOUTH		
West 295 Ramp	Henrico County	0.20 <b>19000 B</b>	0.116 A	20000 B
<u> </u>	To:	I-295-W043C TO RT 1 NORTH		
West 295 Ramp	From:			
295 Ramp	Henrico County	0.11 <b>NA</b>	NA	NA
<u> </u>	To:	US 01-N101B FROM RT 1 NORTH		

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

		1 minary a	iu intersta	iic rtoui	<del></del>											
Route	Jurisdiction	Length	AADT	ΩΔ	∕/Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
	ounsaiction	•				Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
West	From:	US 01-N10		Γ1 NOR	ГΗ											
295 Ramp	Henrico County	0.11	NA									NA			NA	
West	To: From:	I-295-W0	43D TO RT	1 SOUTH	I											
(295) Ramp	Henrico County	0.13	NA									NA			NA	
	To:		B FROM R		Ή											
West	From:		from US 1 S												.=	
(295) Ramp	Henrico County	0.23	14000	Α			_					0.129	Α		15000	Α
	10.		I-295 West													
West	From:		O WOODM	AN ROA	D											
295 Ramp	Henrico County		NA CO EDOM D	T 205								NA			NA	
	10.		63 FROM R													
West	From:		O WOODM.	AN ROA	D											
(295) Ramp	Henrico County		NA CONTRACTOR	T 205			_					NA			NA	
	107		63 FROM R													
West	From:		95-W TO RT	33												
295 Ramp	Henrico County		NA 156 TO DT	205			_					NA			NA	
	10.		156 TO RT													
West	From:		95-W TO RT	33												
295 Ramp	Henrico County		NA	NID EDO	MDT		_					NA			NA	
	10.	US 33 US 33-V														
West	From:	I-295-W TO			EST										5000	_
295 Ramp	Henrico County		5000	G	ODTH		_					NA			5000	G
		43-7706 FROM														
West	From:		O NUCKOI	LS ROAL	)							NIA			NIA	
295 Ramp	Henrico County		NA OCEDOM B	T 205			_					NA			NA	
	107	43-77	06 FROM R	1 295												
West	From:	0.47	I-295 NB		050/	407		407	201	00/	_	0.407	_		4.4000	_
295 Ramp From I-295 N (W) to I-64 E	Henrico County	0.47	13000	G	95%	1%	1%	1%	3%	0%	F	0.107	F		14000	G
	107		I-64 EB													
C Kistor Or	From:		SR 30, SR 33		070/	40/	40/	00/	40/	00/	_	0.444	_	0.000	000	_
296 Kirby St	Town of West Point (Ma	,	670	G	97%	1%	1%	0%	1%	0%	С	0.114	F	0.638	680	G
	From:		7; 50-1126, 17 7 Kirby St; 5													
(296) 10th St	Town of West Point (Ma	laint: 50) 0.17	240		97%	1%	1%	0%	1%	0%	F	0.141	F	0.632	240	G
230)	To:		R 298 Lee S													
	From:		Dead End				İ									
(298)5th St	Town of West Point (Ma	aint: 50) 0.24	80	G	98%	1%	1%	0%	0%	0%	F	0.258	F	0.544	80	G
230)	To		09 Lee St; 50		/ 0	. , ,	Ť	- / 0	-,0	- / 0	,		-		30	-
	From:		09; 50-1128,													
(298) Lee St	Town of West Point (Ma	aint: 50) 0.29	1200	G	98%	1%	1%	0%	0%	0%	С	0.101	F	0.6	1200	G
$\sim$	To:	S	R 296, 10th S	St												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	SR 296 10th		2221	407					_		_			
298)Lee St	Town of West Point (Maint: 50)		G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.573	1500	(
	105	SR 33 14th													
Madfa an Dal	From:	US 15 James Mad		000/	00/		407	407	00/	_	0.000	_		4000	
299 Madison Rd	Culpeper County	0.79 <b>4200</b> US 29; Bus US 29 Sou	F	98%	0%	1%	1%	1%	0%	С	0.092	F		4300	
				eper											
Courthouse Toylorn Long	Powhatan County	SR 13 Old Buckir 0.08 <b>530</b>	ngham Rd <b>F</b>	99%	0%	0%	0%	0%	0%	F	0.444	F		540	
Courthouse Tavern Lane	Pownatan County	72-1004 Tilma		99%	0%	0%	0%	0%	0%	Г	0.111	Г		540	
	From:	72-1004 Tillia 72-1004; Courthouse		ine											
300)Tilman Rd	Powhatan County	0.02 910	N	99%	0%	0%	0%	0%	0%	Ν	0.108	Ν		920	
	To:	SR 13 Wye; Scott													
	From:	SR 13 Wye, Tili								_		_			
Scottsville Rd	Powhatan County	0.54 910	F	99%	0%	0%	0%	0%	0%	С	0.108	F		920	
	To:	US 60 James And													
Vye	From	72-1001 Marion Ha								_		_			
Tilman Rd	Powhatan County	0.04 430	F	99%	1%	0%	0%	0%	0%	С	0.113	F		430	
	To:	SR 300 Scottsv	ille Rd												
~	From:	North Carolina S								_		_			
Skippers Rd	Greensville County	4.74 <b>1600</b>	F	90%	1%	1%	0%	7%	0%	F	0.087	F		1700	
~	To: From:	40-629 Skip													
Skippers Rd	Greensville County	3.97 <b>2200</b>	F	90%	1%	1%	0%	7%	0%	С	0.092	F		2200	
~	To- From:	40-689 South of	Emporia												
Skippers Rd	Greensville County	0.39 <b>5300</b>	F	90%	1%	1%	0%	7%	0%	F	0.083	F		5400	
~	To:	SCL Empo	ria			$\lnot$ $\vdash$									
301 South Main St	City of Emporia	0.45 <b>5700</b>	F	96%	1%	1%	0%	2%	0%	С	0.09	F		6000	
\$0.1)	To	Low Ground	I D 4												
South Main St	City of Emporia	0.24 <b>8900</b>	F	96%	1%	1%	0%	2%	0%	F	0.089	F		9400	
301 Godin Walin Gr	Only of Emporia			3070	1 70	170	070	270	070		0.005	•		3400	
Occasilis Maria Or	From:	Jefferson S		000/	40/		00/	00/	00/		0.005	_		44000	
South Main St	City of Emporia	0.36 <b>9900</b>	F	96%	1%	1%	0%	2%	0%	F	0.085	F		11000	
~~	To: From:	Brunswick A				<u></u>									
South Main St	City of Emporia	0.49 <b>14000</b>	F	97%	1%	1%	0%	1%	0%	С	0.09	F		15000	
~	To: From:	Valley S	t												
South Main St	City of Emporia	0.20 <b>13000</b>	F	97%	1%	1%	0%	1%	0%	F	0.087	F		14000	
~	To:	Atlantic A	ve			$\lnot$ $\vdash$									
North Main St	City of Emporia	0.74 <b>8700</b>	F	97%	1%	1%	0%	1%	0%	F	0.095	F		9300	
	То	US 58													
North Main St	City of Emporia	0.34 9000	F	97%	0%	1%	0%	2%	0%	F	0.099	F		9600	
	- F			0.70	J / U	. 70	J /0	_/0	J /0	•	0.000	•		5500	
Morth Main Ct	City of Emporie	Halifax S		070/	00/	10/	00/	20/	00/		0.000			10000	
North Main St	City of Emporia	0.16 <b>9500</b>	F	97%	0%	1%	0%	2%	0%	F	0.099	F		10000	

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

		Primary an	ia iritoroto													
Route	Jurisdiction	Length	ΔΔΩΤ	ΩΔ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	· Ο\
Notic	Jungalotton	Longin	7701	Q,A	41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q
~~	From:	N	CL Emporia	a												
301	Greensville County	1.53	6200	F	97%	0%	1%	0%	2%	0%	С	0.094	F		6400	I
<i>~</i>	To:		40-614													
301	Greensville County	2.77	4100	F	97%	0%	1%	0%	2%	0%	F	0.097	F		4200	
301)	To:		ex County L		31 /0	070	170	070	270	070	'	0.007	'		4200	
	From:		ville County													
Blue Star Hwy	Sussex County	3.69	3900	F	97%	0%	1%	0%	2%	0%	F	0.097	F		4000	
501)	-							-,-		-,-						
Plus Observations	From:		R 139 Jarrat		000/	00/		00/	<b>5</b> 0/	00/	_	0.400	_		4000	
Blue Star Hwy	Sussex County	4.00	1200	F	89%	3%	1%	2%	5%	0%	С	0.103	F		1200	
<del>~~</del>	To: From:		91-645													
Blue Star Hwy	Sussex County	3.93	890	F	89%	3%	1%	2%	5%	0%	F	0.091	F		910	
,	·		01.704													
Photo Otros I have	From:	0.77	91-734		000/	00/		00/	<b>5</b> 0/	00/	_	0.007	_		4400	
Blue Star Hwy	Sussex County	2.77	1000	F	89%	3%	1%	2%	5%	0%	F	0.087	F		1100	
- Dura	To: From:		SR 40				_									
Bus 301 (40) Blue Star Hwy	Sussex County	0.02	2400	F	91%	1%	1%	3%	4%	0%	С	0.081	F		2500	
301 40 Blue Star Hwy	Sussex County	0.02	2400	г	91%	170	1%	3%	4%	0%	C	0.061	Г		2500	
Puo	To: From:	SC	L Stony Cre	ek												
Bus	Town of Stony Creek (Maint: 91)	0.22	2400	N	91%	1%	1%	3%	4%	0%	Ν	0.081	N		2500	
301 (40)	Town of Storry Creek (Maint: 91)	0.22	2400	14	3170	1 70	1 70	370	470	0 70	IN	0.001	IN		2300	
~~	To- From:	)	BUS SR 40													
801 Blue Star Hwy	Sussex County	3.52	1900	F	92%	2%	1%	0%	5%	0%	F	0.090	F		2000	
<del>~</del>	To:		George Coun													
~~	From		ex County L													
Crater Rd	Prince George County	2.69	850	F	92%	2%	1%	0%	5%	0%	С	0.110	F		870	
~	To:	74-604: ′	74-623 Row	anty Rd			$\neg$ _									
Rd Crater Rd	Prince George County	3.86	1300	F	92%	2%	1%	0%	5%	0%	F	0.091	F		1300	
01) Prater 110	To:		5 Courtland		0270	_,,	Τĩ	0,0	0,0	0,0	•	0.00.	•		.000	
	From:		valid Overla													
301 (35) Courtland Rd	Prince George County	0.72	930	F	86%	1%	1%	1%	12%	0%	F	0.098	F		950	
33)	To:	<< In	valid Overla	ıp >>												
	From:		5 Courtland													
Rince George Dr	Prince George County	0.17	1900	F	91%	3%	2%	1%	3%	0%	F	0.092	F		1900	
	To	ap 156	. D G	-												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		Prince Geo		070/	00/	40/	00/	407	00/	_	0.400	_		4700	
Crater Rd	Prince George County	4.24	1700	F	97%	0%	1%	0%	1%	0%	С	0.103	F		1700	
<u>~</u>	To: From:		I-95				\Box									
Onater Rd	Prince George County	2.25	6100	F	99%	0%	0%	0%	0%	0%	С	0.101	F		6200	
	To:	00	T Datamal													
	City of Petersburg	0.21	CL Petersbur	_	000/	00/	00/	00/	00/	00/	F	0.000	F		0200	
Crotor Dd		0.21	8700	F	99%	0%	0%	0%	0%	0%	г	0.098	г		9200	
Crater Rd	City of Fetersburg	0.2.														
~	City of Federaburg		Rives Rd													
Crater Rd	City of Petersburg City of Petersburg	0.90		F	99%	0%	0%	0%	0%	0%	С	0.097	F		11000	F

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		Wagner Rd													
Crater Rd	City of Petersh	ourg 0.43	23000	F	99%	0%	0%	0%	0%	0%	F	0.09	F		24000	F
~~	To: From:		Flank Rd													
Crater Rd	City of Petersh	ourg 0.87	22000	F	99%	0%	0%	0%	0%	0%	F	0.087	F		24000	F
~	To: From:		S 301 Sycan													
Crater Rd	City of Petersh	ourg 0.26	16000	F	99%	0%	0%	0%	0%	0%	С	0.087	F		17000	F
~	To: From:		South Blvd													
Crater Rd	City of Petersh	ourg 0.73	21000	F	99%	0%	0%	0%	0%	0%	F	0.087	F		23000	F
Bus	To: From:	I-9	5, Bus US 4	-60												
301 (460) Crater Rd	City of Petersburg (I	Maint: 26) 0.09	11000	N	98%	1%	1%	0%	0%	0%	Ν	0.087	N		11000	N
	To	· · · · · · · · · · · · · · · · · · ·	S 460 Par, V	Vinfield	Rd											
Bus	From:		ce Jurisdicti								_		_			_
301 460 Crater Rd	City of Petersb	ourg 0.98	11000	F	98%	1%	1%	0%	0%	0%	С	0.087	F		11000	F
Bus	To: From:	SR 36, B	us US 460 V	Wythe S	t											
G01 460 Crater Rd	City of Petersb		7500	F	98%	1%	1%	0%	0%	0%	F	0.09	F		7900	F
~ Creston Del	To- From:	SR 36 Par, Bus			_	40/	40/	00/	00/	00/	F	0.004	_		4400	_
36 Crater Rd	City of Petersb		3900	F	98%	1%	1%	0%	0%	0%	Г	0.094	F		4100	F
~	To		301 Par, Ban		000/	00/		00/	201	201		0.447			2222	_
36 Crater Rd	City of Petersb	0	2800	F	98%	0%	1%	0%	0%	0%	F _	0.117	F		3000	F
•	Combined Traffic Estimates for 2 Parallel		6800 ollingbrook S	G	97%	0%	1%	1%	1%	0%	F	NA			7200	G
	From:	Ъ	Crater Rd	31												
301 (36) Bollingbrook St	City of Petersb	ourg 0.23	3800	F	98%	0%	1%	0%	0%	0%	С	0.107	F		4100	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6600	F	97%	0%	1%	1%	0%	0%	С	NA			7000	F
	To:		5th St				— —									
Bollingbrook St	City of Petersb	ourg 0.15	4300	F	98%	0%	1%	0%	0%	0%	F	0.108	F		4600	F
	Combined Traffic Estimates for 2 Parallel	•	6900	F	97%	0%	1%	0%	0%	0%	F	NA			7300	F
	To:	•	3rd St													
ALT DATE	From:		ALT US 301		000/	00/	40/	00/	007	00/	F	0.404	_		4000	_
301 (1) (301) (36) Bolling	brook St City of Petersb	_ •	4500 S 1 Par, 2nd	F	98%	0%	1%	0%	0%	0%	F	0.104	F		4800	F
	From:	U	N RT 1	St												—
301 1 2nd St	City of Petersb	ourg 0.35	12000	F	99%	0%	0%	0%	0%	0%	F	0.091	F		13000	F
	To:	SCL	Colonial He	ights												
~~~.	From:		CL Petersbur	-							_					
301 1 Boulevard	City of Colonial H	Heights 0.53	12000	G	99%	0%	0%	0%	0%	0%	F	NA			13000	G
~ ~	To- From:		Dupuy Ave													
301 ( 1 ) Boulevard	City of Colonial <u>F</u>		25000	G	99%	0%	0%	0%	0%	0%	F	NA			26000	G
<del></del>	То:	L	ynchburg Av	/e												

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

		Primary and interst					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Westover Av	ve .												
301 1 Boulevard	City of Colonial Heights	0.33 <b>24000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.1	Α		25000	Α
~ ~ ~	To: From:	Branders Bridge	e Rd												
301 (1) Boulevard	City of Colonial Heights	0.26 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			26000	G
<del></del>	To- From:	Temple Ave	e												
301) (1) (144) Boulevard	City of Colonial Heights	0.74 <b>22000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			24000	G
<del></del>	To- From:	Lakeview Av	ve												
301 1 144 Boulevard	City of Colonial Heights	0.17 <b>21000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			22000	G
<del></del>	To- From:	Ellerslie Av	e												
301) (1) (144) Boulevard	City of Colonial Heights	0.19 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			27000	G
~ ~ ~	To: From:	Sherwood Av	ve												
301) (1) (144) Boulevard	City of Colonial Heights	0.62 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			27000	G
<del></del>	To- From:	NCL Colonial H	eights												
301) (1) (144) Jefferson Davis Hwy	Chesterfield County	0.22 <b>23000</b>	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.515	25000	G
<del></del>	To- From:	SR 144 Harrowga	ate Rd												
301) (1) Jefferson Davis Hwy	Chesterfield County	1.32 <b>17000</b>	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.566	19000	G
<del>~</del> <del>~</del> <del>~</del> <del>~</del>	To- From	20-620 Woods Ed	lge Rd												
301) (1) Jefferson Davis Hwy	Chesterfield County	0.14 <b>16000</b>	G	98%	0%	1%	0%	0%	0%	F	NA			17000	G
~ ~ ~	To- From:	20-619 Нарру Н													
301 (1) Jefferson Davis Hwy	Chesterfield County	2.44 <b>15000</b>	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.563	17000	G
~ ~	To- From:	20-618 Old Bermuda I	Hundred	Rd											
301) (1) Jefferson Davis Hwy	Chesterfield County	0.90 <b>20000</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.535	22000	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To- From:	SR 10 West Hund	lred Rd												
301) (1) Jefferson Davis Hwy	Chesterfield County	1.65 <b>22000</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.615	25000	G
~ ~	To: From:	SR 288													
301) (1) Jefferson Davis Hwy	Chesterfield County	2.26 <b>17000</b>	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.583	19000	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To- From:	SR 145 Chester													
301) (1) Jefferson Davis Hwy	Chesterfield County	2.41 <b>21000</b>	G	96%	1%	1%	1%	1%	0%	С	0.088	F	0.646	24000	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To- From:	SR 150 Chippenha													
301) (1) Jefferson Davis Hwy	Chesterfield County	1.17 <b>18000</b>	G	95%	1%	1%	1%	2%	0%	F	0.084	F	0.599	19000	G
~ ~	To: From:	SCL Richmon				$\Box$ $\vdash$									
301 1 Jefferson Davis Hwy	City of Richmond	2.13 <b>17000</b>	G	95%	1%	1%	1%	2%	0%	F	0.083	F	0.606	18000	G
~~~	To: From:	Bellmeade R													
301) (1) Jefferson Davis Hwy	City of Richmond	0.86 13000	Α	95%	1%	1%	1%	2%	0%	С	0.098	Α		13000	Α
~ ~	To: From:	Hopkins Ro													
301) (1) Jefferson Davis Hwy	City of Richmond	1.01 17000	G	95%	1%	1%	1%	2%	0%	F	0.081	F	0.523	18000	G
~ ~	To:	US 360 Hull	St												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~~	From:		60 Hull St												
OO1 Cowardin Ave	City of Richmond	0.39 <b>1</b>	8000 G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.606	19000	G
~~	To: From:		nmes Ave		407										_
1 Lee Bridge	City of Richmond	0.76 <b>3</b>	32000 G	95%	1%	2%	1%	1%	0%	F	0.094	F	0.591	37000	C
~ Dalvidana Ct	To: From:		2nd St	050/	40/		40/	40/	00/		0.007	_	0.500	20000	
Belvidere St	City of Richmond		26000 G	95%	1%	2%	1%	1%	0%	F	0.087	F	0.568	30000	(
~~~	To: From:		anklin St	050/	407		407	407	201	_	0.004	_	0.505	20222	_
Belvidere St	City of Richmond	0.15 3	2000 G	95%	1%	2%	1%	1%	0%	F	0.081	F	0.525	36000	(
~~~~	To: From:		50 Broad St		101	<u> </u>									
Belvidere St	City of Richmond		9000 G	95%	1%	2%	1%	1%	0%	F	0.087	F	0.605	33000	(
-	From:		videre St												
301 1 Chamberlayne Ave	City of Richmond		2000 G	95%	1%	2%	1%	1%	0%	С	0.082	F	0.628	25000	(
~ <i></i>	To	Edg	e Hill Rd			<u> </u>									
301 (1) Chamberlayne Ave	City of Richmond		1000 G	97%	1%	1%	0%	1%	0%	С	0.084	F	0.624	24000	(
~ <i>~</i>	To:	Brookla	and Park Blvd			<u> </u>									
301 1 Chamberlayne Ave	City of Richmond		6000 G	96%	1%	1%	0%	1%	0%	С	0.086	F	0.638	18000	(
	To:	Labu	ırnum Ave												
301 (1) Chamberlayne Ave	City of Richmond		4000 G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.657	16000	(
	To	Clare	emont Ave												
301 1 Chamberlayne Ave	City of Richmond		5000 G	97%	1%	1%	0%	1%	0%	С	0.087	F	0.586	17000	(
	То	A7:	alea Ave												
301 2 Chamberlayne Ave	City of Richmond		4000 G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.525	16000	(
	To	NCI	Richmond												
On Chamberlayne Ave	Henrico County		4000 G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.552	15000	(
,	Та:		I-95												
301 2 Chamberlayne Ave NB	Henrico County		7000 G	98%	0%	1%	0%	1%	0%	F	0.111	N	0.663	19000	(
2)	Combined Traffic Estimates for 2 Parallel Roadways			98%	0%	1%	0%	1%	0%	F	NA			27000	(
	To		oham Dr			— <u>`</u>									
Onamberlayne Ave	Henrico County		6000 G	98%	0%	1%	0%	1%	0%	С	0.111	F	0.663	17000	(
,	Та:	Par	rham Rd												
01 2 Chamberlayne Ave	From: L Henrico County		26000 G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.65	28000	(
01) (2)	To:		r County Line				-,-	.,.		-		-			
~	From:		County Line						_	_		_			
2 Chamberlayne Rd	Hanover County	0.40 <b>2</b>	29000 F	98%	0%	1%	0%	1%	0%	F	0.095	F		30000	ı
~~~	To: From:		I-295												
301 2 Chamberlayne Rd	Hanover County		8000 G	97%	1%	1%	1%	1%	0%	С	NA			30000	(
~ ~	То:	42-640 SI	hady Grove Rd												

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

5 /				_		Tru	ıck			K	6	Dir		٥
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	42-640 Shady Grov												
301 ( 2 ) Chamberlayne Rd	Hanover County	1.30 <b>15000</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.104	F		16000	F
<del>~</del> ~ ~	To:	42-643 Ashcake I												
~~	From:	42-643 New Ashcak		407					_		_			_
301 2 Chamberlayne Rd	Hanover County	1.27 <b>8900</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.088	F		9100	F
<del>~ `</del>	To: From:	42-653 Whippoorwi	ll Rd											
301 2 Hanover Courthouse Rd	Hanover County	2.58 <b>7700</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.086	F		7800	F
$\sim$ $\sim$	Tat	42-651 Georgetown	n Rd											
301 2 Hanover Courthouse Rd	Hanover County	2.94 <b>8000</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	С	0.097	F		8200	F
	To	SR 54 Patrick Henr	v DA											
301 2 Hanover Courthouse Rd	Hanover County	1.64 <b>5100</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.097	F		5300	F
301 2 Hanover Courthouse Rd	Transver County	Caroline County L		070	170	1 /0	1 70	070	'	0.031	'		3300	'
	From:	Hanover County L												
Richmond Tpke	Caroline County	3.16 <b>4500</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.098	F	0.633	4600	
301) (2)	Tol													
Dishmand Take	From:	SR 30 Dawn Boule		40/	10/	20/	E0/	00/		0.002		0.526	2400	(
301 2 Richmond Tpke	Caroline County	4.44 <b>3400</b>	<b>G</b> 90%	1%	1%	2%	5%	0%	F	0.093	F	0.536	3400	Ċ
	To: From:	16-647 Doggetts For	rk Rd											
301 ( 2 ) Richmond Tpke	Caroline County	7.50 <b>2800</b>	<b>G</b> 90%	1%	1%	2%	5%	0%	С	0.093	F	0.502	2900	(
$\sim$	To	16-721 Near De Jan	nette		$\neg$ $\vdash$									
301 2 Richmond Tpke	Caroline County	2.46 <b>5700</b>	<b>G</b> 90%	1%	1%	2%	5%	0%	F	0.088	F	0.587	5800	(
	To:	CCI Develine Con												
Richmond Tpke	Town of Bowling Green (Maint: 16)	SCL Bowling Gre 0.11 <b>5700</b>	N 90%	1%	1%	20/	5%	0%	N	0.088	N	0.507	5800	١
2 Richmond Tpke	Town of Bowling Green (Maint. 16)	0.11 3700	N 90 /6	1 /0	1 /0	2%	3/6	076	IN	0.000	IN	0.587	3000	1
~	To: From:	Bus US 301 Main												
Richmond Tpke	Town of Bowling Green (Maint: 16)	0.23 <b>5700</b>	N 90%	1%	1%	2%	5%	0%	Ν	0.088	N	0.587	5800	١
<del>~</del>	To:	SR 207			_									
Richmond Tpke	Town of Bowling Green (Maint: 16)	1.03 <b>9800</b>	<b>G</b> 92%	0%	1%	1%	5%	0%	F	0.085	F	0.562	9400	C
		Bus US 301, Bus SR 207 B	11 4											
301 A P Hill Blvd	Town of Bowling Green (Maint: 16)	0.98 <b>11000</b>	<b>G</b> 92%	0%	1%	1%	5%	0%	F	0.09	F	0.597	10000	(
301 A F Till Blvd		ICL Bowling Green; 16-608		076	1 /0	1 /0	3/6	076		0.09		0.597	10000	
	From:	16-608 Lakewood			-									
301 A P Hill Blvd	Caroline County	9.90 <b>8500</b>	<b>G</b> 92%	0%	1%	1%	5%	0%	F	0.082	F	0.548	8100	(
301)///	-			0,0		. , 0	0,0	0,0	•	0.002	•	0.0.0	0.00	
~	From:	US 17 Tidewater T					==:				_			
301 A P Hill Blvd	Caroline County	0.39 <b>12000</b>	<b>G</b> 92%	0%	1%	1%	5%	0%	F	0.091	F	0.582	12000	(
~	To: From:	SCL Port Roya	1											
A P Hill Blvd	Town of Port Royal (Maint: 16)	0.47 <b>12000</b>	N 92%	0%	1%	1%	5%	0%	Ν	0.091	Ν	0.582	12000	١
	To	NCL Port Roya	1											
301 A P Hill Blvd	Caroline County	0.29 <b>12000</b>	N 92%	0%	1%	1%	5%	0%	N	0.091	N	0.582	12000	١
301)/// / //// Віча	To:	King George County		070		1 /0	J/0	070	14	0.001	1 4	0.002	12000	
	From:	Caroline County L												
301 James Madison Pkwy	King George County	3.05 <b>12000</b>	<b>G</b> 92%	0%	1%	1%	5%	0%	F	0.094	F	0.651	11000	
301)	Tanig Coorgo County	48-623 Jersey R		J / U	. , ,	. 70	0,0	0 / 0	•	0.004	•	3.001		•

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~	From:	48-623 Jers		222/			407	=0.	201	_		_			
James Madison Pkwy	King George County	2.05 <b>1100</b>	0 G	92%	0%	1%	1%	5%	0%	F	0.091	F	0.643	10000	G
~~	To- From:	SR 3 King		2001	201		407	<b>5</b> 0/	00/		0.00		0.057	11000	
301 James Madison Pkwy	King George County	1.91 <b>1200</b>		92%	0%	1%	1%	5%	0%	F	0.09	F	0.657	11000	G
301 James Madison Pkwy	King George County	SR 205 Ric 5.91 <b>1500</b>		92%	0%	10/	10/	5%	0%	С	0.125	Α		14000	Α
301 James Madison Fkwy	King George County			9270	076	1%	1%	3%	070	C	0.125	A		14000	А
301 James Madison Pkwy	King Coorgo County	SR 218 Win 0.56 <b>1900</b>		92%	0%	10/	10/	5%	0%	F	0.097	F	0.721	18000	G
301 James Madison Pkwy	King George County			92%	0%	1%	1%	5%	0%	Г	0.097	Г	0.721	18000	G
301 James Madison Pkwy	King Coorgo County	SR 206 Dahl 3.58 <b>2400</b>	_	92%	0%	10/	10/	E0/	00/	F	0.09	F	0.720	23000	G
301 James Madison Pkwy	King George County	3.58 <b>2400</b> Maryland St		92%	0%	1%	1%	5%	0%	Г	0.09	Г	0.730	23000	G
	From:	US 301; 40-689 FROM		ORT 95		1									
301 Ramp	Greensville County	0.23 1900		3 KT 73							0.095	F		1900	F
301)	To:	I-95-N FROM	1 RT 301												
	From:	JB-40 FROM	RT 301												
301 Ramp	Greensville County	0.53 <b>100</b> 0									0.099	F		1000	F
<del>~</del>	То:	I-95-S FROM	1 RT 301												
~~~	From:	US 301 Blue													
301 Ramp	Sussex County	0.23 570									NA			570	F
-	In.	I-95 No													
301 Ramp	Sussex County	US 301 I-95-S017A TO 0.25 490		OM 95							0.147	F		490	F
301 Kamp	To:	I-95-S FROM									0.147	-		490	-
	From:	US 301 Cra													
301 Ramp	Prince George County	0.14 490									NA			490	F
30.7	To:	I-95 So	uth												
	From:	US 301 TO	RT 95												
301 Ramp	Prince George County	0.17 200 0									0.146	F		2000	F
~	To:	I-95-N FROM													
~~~	From:	US 301 TO									0.000	_		000	_
301 Ramp	Prince George County	0.15 <b>660</b> I-95-S FR F									0.098	F		660	F
	From														
301 Ramp	City of Petersburg (Maint: 7	US 30 4) 0.19 <b>690</b> 0									0.077	F		6900	F
301 (Kamp	To:	I-95 Collec									0.077	•		0300	
North	From:	US 301; 123-9012 GRAH.		RO RT 95											
Ramp	City of Petersburg (Maint: 7-										0.081	F		1800	F
<del>=====================================</del>	To	I-95-S050X FROM RO		NORTH											
North	From:	US 301 Chambe	erlayne Ave	<u> </u>											
301 Ramp	Henrico County	0.03 <b>NA</b>									NA			NA	
<u> </u>	То:	I-95 No	rth												

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

-		Primary ar	ia interste	10 1 10	1100											
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru : 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	US 301 TO RT 9	5 SOUTH V	/IA 301	SOUTH		2, 540	017.000	- TTTQIII	211011		1 dotoi		1 40101		
(301) Ramp	Henrico Cou		NA									NA			NA	
	To:	2US 301-P I	FROM RT 3	01 NOR	RTH											
North	From:	US 301	Chamberla	yne Rd												
(301) Ramp	Hanover Cou	unty 0.44	5600	F			-					NA			5600	F
	To:		I-295 East													
North	From:	US	301 TO RT :	295												
(301) Ramp	Hanover Cou	unty 0.25	NA									NA			NA	
	To:	I-295-W	FR RT 301	& 20L												
South Bus	From:	US	301 Crater	Rd												
301 (460) Ramp US 301 S to I-9	5 S at Exit ??? City of Petersburg (	(Maint: 74) 0.20	680	F	97%	1%	1%	1%	1%	0%	F	0.114	F		720	F
	To:		I-95, US 460	)												
South	From:	US	301 TO RT	295												
301 Ramp	Hanover Cou	unty 0.26	3800	F								0.095	F		3800	F
<u> </u>	To:	I-295-E	FROM RT	301 & 2												
South	From:	US	301 TO RT	295												
(301) Ramp	Hanover Cou	unty 0.40	NA									NA			NA	
	To:	I-295-W	FR RT 301	& 20L												
	From:	US	301 Crater	St												
(301) (36) Bank St	City of Peters	burg 0.24	2800	F	97%	0%	1%	1%	1%	0%	С	0.100	F		2900	F
CP P	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	6600	F	97%	0%	1%	1%	0%	0%	С	NA			7000	F
	To:		5th St													
(301) (36) Bank St	City of Peters	burg 0.15	2500	F	97%	0%	1%	1%	1%	0%	F	0.096	F		2700	F
(4) (4)	Combined Traffic Estimates for 2 Parallel	•	6900	F	97%	0%	1%	0%	0%	0%	F	NA			7300	F
	Tax	<u> </u>	3rd St													
ALT	From:										_		_			_
(301) $(1)$ $(301)$ $(36)$ Bank St	City of Peters		2500	F	97%	0%	1%	1%	1%	0%	F	0.093	F		2600	F
~ ~ ~ 0	Combined Traffic Estimates for 2 Paralle			F	97%	0%	1%	0%	0%	0%	F	NA			7400	F
	10.		JS 301 Par, 2													
~~~	From:		from I-95 N								_		_			_
(301) (2) Chamberlayne Ave SB		•	8400	G	98%	0%	1%	0%	1%	0%	F	0.132	F		8900	G
~ 0	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:		G	98%	0%	1%	0%	1%	0%	F	NA			27000	G
	10.		Upham Dr													
	From:		2US 301-P													
(301) Ramp	Henrico Cou		NA Y 0 5 G 1									NA			NA	
	10:		I-95 South													
Paris Paris	From:		P TO RT 95	NORT	Н											
(301) Ramp	Henrico Cou		NA OM DT 201	LOCIE	**							NA			NA	
	10:		OM RT 301		Н											
ALT	From:		301 Crater		0627	001		001	0 0.7	001	_	0.65-	_		0000	_
301 Sycamore St	City of Peters		7800	F	99%	0%	0%	0%	0%	0%	F	0.095	F		8300	F
	10:		South Blvd													

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		uth Blvd												
301 Sycamore St	City of Petersburg	0.95	6300 F	99%	0%	0%	0%	0%	0%	С	0.094	F		6600	F
ALT	To: From:	No	orth Blvd												
301 Sycamore St	City of Petersburg	0.42	9400 F	99%	0%	0%	0%	0%	0%	F	0.090	F		10000	F
	Toc	Gra	aham Rd												
ALT Commons Ct	From:			000/	00/	-00/	00/	00/	00/	_	0.004	_		44000	_
Sycamore St	City of Petersburg		10000 F	99%	0%	0%	0%	0%	0%	F	0.091	F		11000	F
ALT Bus	From:		US 1												
301 \(1 \) \(\) \(\) \(\) \(\) \(\) Wythe St	City of Petersburg	0.20 1	13000 F	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	F
	raffic Estimates for 2 Parallel Roadways		28000 F	97%	1%	<u>1%</u>	1%	1%	0%	F	NA			29000	F
	To:		160 Jefferson St												
ALT 301 7 1 Jefferson St	City of Petersburg		460 Wythe St 3100 F	97%	1%	1%	1%	1%	0%	F	0.129	F		3300	F
301) (1) Jefferson St	- Television				170	170	1 70	170	070	•	0.125	•		3300	
ALT	From:	Bus US 460 I	Par, Washington	St											
301 (1) Jefferson St	City of Petersburg	0.26	1000 F	97%	1%	1%	1%	1%	0%	F	0.119	F		1100	F
ALT.	To- From:	Н	Ienry St			\Box \vdash									
ALT 301 1 3rd St	City of Petersburg	0.05	340 F	97%	1%	1%	1%	1%	0%	F	0.104	F		360	F
ALT	To: From:	US 301	Par, Bank St												
301 1 3rd St	City of Petersburg	0.05	430 F	97%	1%	1%	1%	1%	0%	F	0.107	F		450	F
~~~	To:		Bollingbrook St												
ALT Delling where als C4	From:		T US 301 3rd St	000/	00/	40/	00/	00/	00/	_	0.404	_		4000	_
301 301 1 36 Bollingbrook St	City of Petersburg		<b>4500</b> F US 301	98%	0%	1%	0%	0%	0%	F	0.104	F		4800	F
ALT.	From		1 Wythe St			I									
ALT 301 Sycamore St	City of Petersburg		7200 F	98%	0%	1%	0%	0%	0%	F	0.158	F		7600	F
301) 0)00111010 01	To:		0 Washington St		070		070	070	070	•	0.100	•		7000	·
ALT Bus Bus	From:		US 460 Par												
301 (460) (460) (36) Washington St	City of Petersburg	0.09 <b>1</b>	15000 F	97%	1%	1%	1%	1%	0%	F	0.083	F		16000	F
Combined T	raffic Estimates for 2 Parallel Roadways	on this Route: 2	28000 F	97%	1%	1%	1%	1%	0%	F	NA			29000	F
ALT	To: From:	Bus US 46	60 Washington St												
ALT 3β1 Adams St	City of Petersburg	0.06 <b>1</b>	10000 F	98%	0%	1%	0%	0%	0%	F	0.087	F		11000	F
381)	Ter					<del></del> i				•		-			-
ALT	From:		anklin St												
Adams St	City of Petersburg		8800 F	98%	0%	1%	0%	0%	0%	С	0.088	F		9300	F
<del></del>	To:	Н	Ienry St												
Bus	From:		US 301		401										_
301 2 Main St	Caroline County	0.22	5100 G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.56	5300	G
Bus	To- From:	SCL Bo	owling Green												
301 2 Main St	Town of Bowling Green (Maint: 16)	0.74	5000 G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.559	5100	G
331) 2	To:		s SR 207			i i	- / -			-					-

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	<b>QA</b> 4Ti	re Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	SR 2 Main St												
301)	Town of Bowling Green (Maint: 16)	0.27 <b>3100</b>	<b>G</b> 979	% 1%	1%	0%	1%	0%	F	0.098	F	0.646	3200	C
	To: From:	ECL Bowling Gro	een											
Bus 301	Caroline County	0.27 <b>2300</b>	<b>G</b> 969	% 1%	1%	0%	1%	0%	С	0.101	F	0.686	2400	
301)	To:	US 301 North of Bowli		.,,		0,0	.,0	0,0		01.01	•	0.000		
	From:	US 501 P; Main	St											
304) Seymour Dr	Town of South Boston	0.08 <b>2500</b>	<b>G</b> 979	% 1%	1%	1%	1%	0%	F	NA			2700	(
	To	US 501 Broad S	St											
304)Seymour Dr	Town of South Boston	0.38 <b>3000</b>	<b>F</b> 979	% 1%	1%	1%	1%	0%	С	0.091	F		3200	F
304)	To:													
304)Seymour Dr	Town of South Boston	Marshall St 0.25 <b>2600</b>	<b>G</b> 979	% 1%	1%	1%	1%	0%	F	NA			2800	(
304) Coymour 21	To:	US 360 John Randolr		70 170		170	170	070	•	100			2000	•
	From:	SR 211 W Old Cros												
305)George Collins Parkway	Town of New Market (Maint: 85)	1.79 <b>190</b>	<b>F</b> 989	% 0%	0%	2%	0%	0%	С	0.188	F		200	
000)	То:	Battlefield Park Ent			Ť				_					
	From:	US 60 Warwick B	Blvd											
Harpersville Rd	City of Newport News	0.88 9000	<b>G</b> 999	% 0%	0%	0%	0%	0%	С	0.095	F	0.558	9600	(
	To	US 17, SR 143 Jeffers	son Ave											
	From:	US 460												
307)	Prince Edward County	2.83 <b>5300</b>	<b>A</b> 919	% 1%	1%	1%	6%	1%	С	0.115	Α		5100	
<u> </u>	То:	Nottoway County												
	From:	Prince Edward Count		404		407	00/	40/	_				5000	
Holly Farm Rd	Nottoway County	5.42 <b>5500</b> Amelia County L	<b>G</b> 919	% 1%	1%	1%	6%	1%	F	NA			5300	(
	From:	Nottoway County L												
Holly Farms Rd	Amelia County	1.07 <b>5700</b>	<b>G</b> 919	% 1%	1%	1%	6%	1%	F	0.081	F	0.506	5500	(
	То:	US 360 Patrick Henr	ry Hwy											
	From:	US 58 Southampton	Pkwy											
308 Southhampton Correctional Center	Southampton County	3.65 <b>430</b>	<b>G</b> 949	% 1%	1%	1%	2%	0%	С	0.132	F	0.565	440	(
<u> </u>	To:	87-612 Rivers Mil	ll Rd											
	From:	SR 123 Dolley Madis	on Blvd											
Old Dominion Dr	Fairfax County	2.81 <b>19000</b>	<b>G</b> 989	% 1%	1%	0%	0%	0%	F	0.096	F	0.547	21000	(
<u> </u>	To:	Arlington County												
Old Dominion Dr	Adjustes County	Fairfax County L		% 1%	10/	00/	0%	00/	F	0.404	_	0.506	10000	(
09 Old Dominion Dr	Arlington County	1.18 <b>17000</b>		o 170	1%	0%	U70	0%	Г	0.104	F	0.506	18000	•
Old Beneficies Br	To- From:	SR 120 Glebe R				001	001	001		0.446		0.670	4.4000	
Old Dominion Dr	Arlington County	0.59 <b>13000</b>	<b>G</b> 989	% 1%	1%	0%	0%	0%	С	0.118	F	0.673	14000	(
	To: From:	US 29 Lee Hw	•											
309) (29) Old Dominion Dr	Arlington County	0.05 <b>32000</b>	<b>G</b> 989	% 1%	1%	0%	0%	0%	F	0.101	F	0.705	36000	(
$\smile \smile$	To:	US 29 Old Dominion Dr, V	Wakefield St											

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

		Primary and						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT (	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QV
	From:	US 29 Old Doi	minion Dr, Wa	akefield :	St											
309)Lee Highway	Arlington County	0.70	6900	G 9	98%	1%	1%	0%	0%	0%	F	0.115	F	0.718	7300	G
$\smile$	To:	US 29 Le	ee Hwy, Quino	cy St												
	From:	C	College Ave													
311)Thompson Memorial Dr	City of Salem	0.17	6900	G 9	98%	0%	1%	0%	1%	0%	F	0.109	F	0.581	7600	C
$\smile$	To		Main St													
311)Thompson Memorial Dr	City of Salem	0.94		G 9	98%	0%	1%	0%	1%	0%	С	0.104	F	0.613	13000	(
3	Too		Rose Ln													
311)Thompson Memorial Dr	City of Salem	0.55		G 9	98%	0%	1%	0%	1%	0%	F	0.104	F	0.566	12000	(
311) Memberi Memorial Bi	ony or outain				0070	070		070	170	070	•	0.104	•	0.000	12000	
Theorem Memorial Dr	From		NCL Salem		000/	00/	40/	00/	40/	00/		0.000		0.507	5000	,
Thompson Memorial Dr	Roanoke County	1.27	5800	<b>G</b> 9	98%	0%	1%	0%	1%	0%	F	0.098	F	0.537	5900	C
	To: From:	SR 4	19 Electric Ro	f												
311)Catawba Valley Dr	Roanoke County	6.70	10000	G 9	98%	0%	1%	0%	1%	0%	С	0.106	F	0.827	11000	(
<u> </u>	To	80-779 (	Catawba Creek	c Rd												
311)Catawba Valley Dr	Roanoke County	0.52	4900	G 9	97%	0%	1%	1%	1%	0%	С	0.107	F	0.875	5100	(
	To:	90.795	5 Blacksburg R	D.A												
311)Catawba Valley Dr	Roanoke County	2.54			97%	0%	1%	1%	1%	0%	F	0.105	F	0.871	4800	(
311) Galamba Valloy Di	To:		g County Line		01 70	070	$\overline{}$	170	170	070	•	0.100	•	0.07 1	1000	Ì
	From:		oke County Lir	ne												
Graig Valley Dr	Craig County	9.38	3700	<b>F</b> 9	97%	0%	1%	1%	1%	0%	F	0.092	F		3800	F
$\smile$	To:	SCI	L New Castle				$\neg$									
311)Salem Ave	Town of New Castle (Maint: 22)	0.18		N S	97%	0%	1%	1%	1%	0%	Ν	0.092	Ν		3800	١
	To	CD 4	12 New Castle													
311)Salem Ave	Town of New Castle (Maint: 22)	0.18			95%	1%	1%	1%	2%	0%	F	0.086	F		1700	F
311) Galetti Ave	Town of New Castic (Maint. 22)				JJ 70	1 /0	1 /0	170	270	070	•	0.000	'		1700	'
	From:		L New Castle	N C	050/	40/		40/	00/	00/		0.000			4700	
311)	Craig County	5.02			95%	1%	1%	1%	2%	0%	N	0.086	N		1700	١
	From:		Near Craig Spr Johns Creek l													
311)Paint Bank Rd	Craig County	7.40			95%	1%	1%	1%	2%	0%	F	0.104	F		320	F
311)	To															
311) Paint Bank Rd	Craig County	3.66	Back Valley I		95%	1%	1%	1%	2%	0%	С	0.131	F		350	F
311) I allit Balik Nu	Chaig County				9J /0	1 /0	1 /0	1 /0	270	070	C	0.131	'		330	'
	To- From:		Paint Bank R		0501	461		401	00.1	001	_					_
Potts Creek Rd	Craig County	3.39	250	<b>F</b> 9	95%	1%	1%	1%	2%	0%	F	0.114	F		260	F
<u>~</u>	To- From:	West V	irginia State L	ine												
₃₁₁ )Kanawha Trail	Alleghany County	6.62	650	<b>F</b> 8	88%	1%	1%	1%	8%	0%	С	0.104	F		680	F
$\smile$	To:	SR 159	Dunlap Creek	Rd												
311)Kanawha Trail	Alleghany County	5.87	_		95%	2%	2%	1%	0%	0%	С	0.122	F		540	F
311)	To:		irginia State L								-	_				

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 311													
Ramp to I-81 N at Exit 128	Roanoke County	0.14 <b>NA</b>									NA			NA	
<u> </u>	10:	I-81 N													
	From:	SR 311													
Ramp to I-81 S at Exit 128	Roanoke County	0.15 <b>NA</b>									NA			NA	
<u> </u>	10:	I-81 S													
	From:	US 60 Warwich													_
312)J Clyde Morris Blvd	City of Newport News	1.11 33000	G	99%	0%	0%	0%	0%	0%	С	0.084	F	0.508	35000	G
<u> </u>	10:	US 17; SR1	143												
	From	US 460													
314 Southgate Dr	Town of Blacksburg (Maint: 60)	0.15 <b>9300</b>	G	99%	0%	1%	0%	0%	0%	С	NA			10000	G
<u> </u>	To:	0.15 Mile E U	S 460												
	From:	SR 126 Fairgrou													
316) Greenbush Rd	Accomack County	2.58 <b>4000</b>	F	97%	1%	1%	1%	1%	0%	F	0.100	F		4200	F
$\smile$	To:	01-764 Parson	s Rd			-									
316)Greenbush Rd	Accomack County	3.16 <b>3800</b>	F	97%	1%	1%	1%	1%	0%	С	0.096	F		3900	F
	To:	SCL Parksl	071												
316 Cossatt Ave	Town of Parksley (Maint: 01)	0.07 <b>3800</b>	N N	97%	1%	1%	1%	1%	0%	N	0.096	N		3900	N
316) 55554117115	Town or raincing (Mariti 01)			01 70	170		170	170	070	.,	0.000			0000	
0	From:	SR 176 Parkesl	_	070/	40/		40/	40/	00/		0.400			0000	_
316 Cossatt Ave	Town of Parksley (Maint: 01)	0.61 <b>2800</b>	F	97%	1%	1%	1%	1%	0%	F	0.102	F		2900	F
	To: From:	NCL Parksl													
316) Hopeton Rd	Accomack County	2.68 <b>2800</b>	N	97%	1%	1%	1%	1%	0%	Ν	0.102	Ν		2900	Ν
$\smile$	Tax	SCL Bloxo	m			<u> </u>									
316)Bayside Dr	Town of Bloxom (Maint: 01)	0.39 <b>2800</b>	N	97%	1%	1%	1%	1%	0%	Ν	0.102	Ν		2900	Ν
	To:	SR 187 Shorem	ain Dr												
	From:	US 11 Greenvil	le Ave			<del>- i</del> -									
317) Staunton Correctional Facility	City of Staunton (Maint: 07)	0.26 <b>NA</b>									NA			NA	
	To:	Dead End	l												
	From:	80-779 Catawba (	reek Rd												
320 Catawba Hospital Dr	Roanoke County	1.75 <b>250</b>	G	97%	0%	0%	2%	1%	0%	С	0.123	F	0.844	260	G
,	To:	80-698 Keffe	r Rd												
	From:	SR 199													
321)Monticello Ave	James City County	0.92 <b>24000</b>	G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.591	24000	G
321) Monuscone / We	carries city county			0070	070		070	070	070	Ū	0.001	•	0.001	21000	Ŭ
Marticelle Ave	From:	47-615 Ironbou		000/	00/		00/	00/	00/		0.000	_	0.500	40000	
Monticello Ave	City of Williamsburg (Maint: 47)	0.77 18000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.568	19000	G
	···	Compton I													
	From:	Bus US 58 Const		0601	401		001	oc :	001	_	0.000	_		0.455	_
Washington St	City of Suffolk	0.34 7700	F	98%	1%	1%	0%	0%	0%	F	0.089	F		8100	F
~	To:	Broad St													

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

							Tru	ıck			K		Dir		
Route	Jurisdiction -	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Broad St													
337 Washington St	City of Suffolk	0.59 <b>9200</b>	G	98%	1%	1%	0%	0%	0%	С	NA			10000	G
	To: From:	SR 32 Main St													
337)Washington St	City of Suffolk	0.20 <b>9600</b>	G	98%	1%	1%	0%	0%	0%	С	NA			10000	(
$\smile$	Toe From:	Pinner St													
337) Washington St	City of Suffolk	0.49 <b>12000</b>	F	98%	1%	1%	0%	0%	0%	F	0.081	F		13000	ı
$\smile$	To:	Old ECL Suffol	k			$\neg$ $\vdash$									
337)Washington St	City of Suffolk	2.38 <b>12000</b>	F	98%	1%	1%	0%	0%	0%	F	0.086	F		12000	
	To:	Bus US 58 Portsmout	th Blvd												
337)Nansemond Parkway	City of Suffolk	3.03 <b>4300</b>	F	96%	2%	1%	1%	0%	0%	С	0.093	F		4500	
337)	T-						.,.	-,-	-,-	_		•			
Nansemond Parkway	City of Suffolk	133-642 Wilroy I 1.40 <b>11000</b>	F F	96%	2%	1%	1%	0%	0%	F	0.109	F		12000	
337 Nansemond Farkway	City of Surfork		Г	90 /6	2/0	1 /0	1 /0	076	076		0.109			12000	
Nana and Barbara	From	Whitley Lane		000/	00/		40/	00/	00/		NIA			0000	
Nansemond Parkway	City of Suffolk	2.01 <b>7900</b>	G	96%	2%	1%	1%	0%	0%	F	NA			8600	
	To: From:	SR 125 Kings Hv	wy												
Nansemond Parkway	City of Suffolk	2.52 <b>12000</b>	G	93%	1%	1%	4%	1%	0%	С	NA			13000	
<u> </u>	To:	WCL Chesapeal	ke												
Portsmouth Blvd	City of Chesapeake	ECL Suffolk 0.72 <b>13000</b>	F	95%	0%	1%	1%	2%	0%	С	0.083	F		14000	
337)1 013110411 2114	Oity of Officsapeare			3370	070		1 70	270	070	O	0.000	•		14000	
Double are existed Divid	From:	SR 191 Joliff R		050/	00/	40/	40/	20/	00/		0.000			04.000	
Portsmouth Blvd	City of Chesapeake	0.68 <b>20000</b>	F	95%	0%	1%	1%	2%	0%	F	0.083	F		21000	
	To: From:	I-664													
Portsmouth Blvd	City of Chesapeake	0.60 <b>32000</b>	F	98%	0%	0%	0%	1%	0%	F	0.087	F		34000	
<u> </u>	To: From:	Capri Circle We	st												
9337 Portsmouth Blvd	City of Chesapeake	0.67 <b>22000</b>	F	98%	0%	0%	0%	1%	0%	С	0.085	F		23000	
<u> </u>	To	Taylor Rd				$\neg$ $\vdash$									
9337 Portsmouth Blvd	City of Chesapeake	0.24 <b>26000</b>	F	98%	0%	0%	0%	1%	0%	F	0.09	F		28000	
	Toe	Dock Landing R	2d												
337)Portsmouth Blvd	City of Chesapeake	0.49 <b>28000</b>	F	98%	0%	0%	0%	1%	0%	F	0.096	F		29000	
331)	To:	WCL Portsmout	th												
	From:	ECL Chesapeak													
Portsmouth Blvd	City of Portsmouth	0.34 <b>27000</b>	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.524	29000	
<u> </u>	To: From:	Hodges Ferry R	d												
Portsmouth Blvd	City of Portsmouth	0.60 <b>23000</b>	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.588	24000	(
$\smile$	To:	Elmhurst Lane	;			<u> </u>									
337) Portsmouth Blvd	City of Portsmouth	1.17 <b>21000</b>	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.617	22000	(
	To:	SR 239 Victory B	lvd.												
337)Portsmouth Blvd	City of Portsmouth	0.23 <b>15000</b>	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.606	16000	(
33/ 1 Stallouti Diva	To To	US 58, ALT US 460 Air			070		0 /0	070	070	•	0.001	•	0.000	10000	,

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

<b>.</b>						Tru	ıck			K	A : -	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
ALT	From:	US 58, ALT US 460 Air	line Blvd											
337)(460) Portsmouth Blvd	City of Portsmouth	0.10 <b>16000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.083	F	0.515	17000	
	Tax	ALT SR 337 Turnpil	ke Rd											
ALT	From:	•							_		_			
337 460 Portsmouth Blvd	City of Portsmouth	0.16 <b>12000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.087	F	0.656	12000	
ALT.	To:	Ramp to I-264 F												
ALT 337) 460 Portsmouth Blvd	City of Portsmouth	Ramp to I-264 E; Functional 0.29 <b>12000</b>	N 99%	0%	0%	0%	0%	0%	N	0.087	N	0.656	12000	
337 460 Portsmouth Blvd	City of Portsmouth			0%	0%	0%	0%	0%	IN	0.067	IN	0.050	12000	
	To: From:	Ramp From I-264 E, U												
Portsmouth Blvd	City of Portsmouth	0.98 <b>10000</b>	<b>G</b> 97%	1%	0%	1%	1%	0%	F	0.106	F	0.534	11000	
$\smile$	To:	Deep Creek Blv	d											
9337)Portsmouth Blvd	City of Portsmouth	0.17 <b>6700</b>	<b>G</b> 97%	1%	0%	1%	1%	0%	F	0.102	F	0.63	7100	
337)														
	From:	ALT US 17 Frederick							_		_			
Portsmouth Blvd	City of Portsmouth	0.79 9800	<b>G</b> 97%	1%	0%	1%	1%	0%	С	0.129	F	0.773	10000	
<u> </u>	To:	US 17 Elm Ave												
Flor Acce	City of Dorton outle	US 17 Portsmouth I		40/		40/	40/	00/	_	0.400	F	0.000	2000	
Elm Ave	City of Portsmouth	0.32 3400		1%	0%	1%	1%	0%	F	0.123	г	0.633	3600	
	From:	US 17 George Washington I US 17 George Washington I	· ·											
Elm Ave	City of Portsmouth	0.72 <b>4800</b>	<b>G</b> 97%	1%	0%	1%	1%	0%	F	0.133	F	0.855	5100	
337 LIIII AVE	City of Fortsinodili	0.72 4000	G 91/0	1 /0	0 /6	1 /0	1 /0	0 /6		0.133		0.055	3100	
	To: From:	SR 239 Victory Bl												
Elm Ave	City of Portsmouth	0.23 <b>9600</b>	<b>G</b> 97%	1%	0%	1%	1%	0%	F	NA			10000	
$\mathcal{L}$	Ta	Burtons Point Re	d											
Elm Ave	City of Portsmouth	0.32 6800	<b>G</b> 97%	1%	0%	1%	1%	0%	F	NA			7300	
337/2=117/00	To:	WCL Chesapeak		170		1 70	170	070	•	14/1			7000	
	From:	ECL Portsmoutl												
337)Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39 <b>6800</b>	<b>N</b> 97%	1%	0%	1%	1%	0%	Ν	NA			7300	
557)				.,,,		.,.	.,.	-,-						
	From:	Toll Authority Bour												
Poindexter St	City of Chesapeake	0.11 <b>6800</b>	<b>G</b> 97%	1%	0%	1%	1%	0%	F	NA			7300	
<u> </u>	To: From:	I-464			<u> </u>									
Poindexter St	City of Chesapeake	0.56 <b>9900</b>	<b>F</b> 97%	1%	0%	1%	1%	0%	F	0.079	F		11000	
337)	To:	US 460 Bainbridge		.,,				-,-						
	From:	US 460; Poindexte												
337)Bainbridge Blvd	City of Chesapeake	0.74 <b>1600</b>	<b>F</b> 97%	1%	0%	1%	1%	0%	F	0.104	F		1700	
301)	To:	SCL Norfolk												
	From:	NCL Chesapeak	e											
Bainbridge Blvd	City of Norfolk	0.28 <b>1400</b>	<b>G</b> 93%	1%	2%	2%	2%	0%	С	0.152	F	0.894	1500	
	To:	Main St												
	From:	Bainbridge Blvo	d											
Main St	City of Norfolk	0.21 <b>4800</b>	<b>G</b> 93%	1%	2%	2%	2%	0%	F	0.116	F	0.818	5100	
	To	Liberty St												
	From:	Main St												
337) Liberty St	City of Norfolk	0.11 <b>3800</b>	<b>G</b> 93%	1%	2%	2%	2%	0%	F	0.135	F	0.838	4000	
· · · · · · · · · · · · · · · · · · ·	Tot	State St												

8/27/2012

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

# Primary and Interstate Routes

Route	Jurisdiction	Longth	AADT	ΟΛ	4Tire	Buc		Tru	ıck		QC	K	OK	Dir	AAWDT	0\\\
Noute	Junsuiciion	Lengur		QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
337)State St	City of Norfolk	0.05	Liberty St 3800	N	93%	1%	2%	2%	2%	0%	N	0.135	N	0.838	4000	N
337) Canto Ci	то-		Berkley Ave							0,0	.,	000		0.000		
337)State St	City of Norfolk	0.07	14000	N	96%	1%	2%	0%	0%	0%	Ν	0.075	Ν	0.510	15000	Ν
<u> </u>	To:		I-464													
(337)(337)Ramp From SR 337 S	Prom:		R 337 State S	St								NA			NΙΔ	
337 Ramp From SR 337 S	State St to I-464 NB City of Norfolk (Maint: 64	1) 0.12	I-464 NB									INA			NA	
	From:		State St													
(337)(464)	City of Norfolk (Maint: 64				;	See I-46	4 for di	rectional	traffic v	olume es	stimat	es for this	segr	nent.		
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:		N	95%	0%	1%	1%	2%	0%	Ν	NA			50000	Ν
ALT	From:		I-264 I-464				_									
337 264 460 Berkley Bridge	City of Norfolk (Maint: 64	0.41			;	See I-26	4 for di	rectional	traffic v	olume es	stimat	es for this	segr	nent.		
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	101000	F	97%	0%	1%	1%	1%	0%	F	0.086	Α		109000	F
	To:		EndLabel													
ALT	City of Norfolk (Maint: 64	1) 0.65	State St			See 1-26.	1 for di	rectional	traffic v	oluma as	etimat	es for this	e coar	ment		
337 264 460	Combined Traffic Estimates for 2 Parallel Road		97000	G	97%	0%	1%	1%	1%	0%	F	NA	, segi	nent.	105000	G
	To:		S 460 St Pau		01 70	070		170	170	070	•	1471			100000	Ŭ
ALT	From:		I-264													
(337)(460)	City of Norfolk (Maint: 64	,	29000	N			_					0.089	N	0.791	31000	N
	From:		Fidewater Dr S 460 St Pau													
(337)(264)	City of Norfolk (Maint: 64				;	See I-26	4 for di	rectional	traffic v	olume es	stimat	es for this	segr	nent.		
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	98000	N	97%	0%	1%	1%	1%	0%	Ν	NA	_		107000	Ν
	To:		Fidewater Di													
Tidoustor Dr	City of Norfolk	ALT U 0.81	S 460 St Pau <b>22000</b>	ıls Blvd <b>G</b>	97%	00/	00/	40/	20/	00/	F	0.072	F	0.510	25000	G
337 Tidewater Dr	City of Norioik	US 460 Brai				0%	0%	1%	2%	0%	Г	0.073	Г	0.512	25000	G
	From:		Brambleton		100											
(337) (460) Brambleton Ave	City of Norfolk	0.10	29000	G								0.08	F	0.585	28000	G
	To: From:		Church St													
337) 460 Brambleton Ave	City of Norfolk	0.31	20000	G								0.079	F	0.533	19000	G
	To		S 460 St Pau				_									
(337) Brambleton Ave	City of Norfolk	0.20	0 Saint Paul: 26000	s Blvd <b>G</b>	97%	0%	0%	1%	2%	0%	F	0.073	F	0.543	31000	G
337 Brambicton Ave	City of Norroix	0.20			31 70	070	070	1 70	270	070		0.073	'	0.545	31000	O
Dramblatan Ava	From:	0.07	Boush St	NI NI	070/	00/	00/	10/	20/	00/	NI	0.075	NI.	0.610	42000	NI
337 Brambleton Ave	City of Norfolk	0.07	36000	N	97%	0%	0%	1%	2%	0%	N	0.075	N	0.612	43000	N
Dramblatan Acco	To:		337 Par Duk		070/	00/		40/	20/	00/		0.075		0.040	42000	
337 58 Brambleton Ave	City of Norfolk	0.83	36000	G	97%	0%	0%	1%	2%	0%	F	0.075	F	0.612	43000	G
	To: From:		Colley Ave													_
337 58 Brambleton Ave	City of Norfolk	0.26	31000	G	97%	0%	0%	1%	2%	0%	F	NA			35000	G
	10:		US 58													

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		US 58 .													
(337) Brambleton Ave	City of Norfolk	0.22	31000	N	97%	0%	0%	1%	2%	0%	N	NA			35000	N
Co	mbined Traffic Estimates for 2 Parallel Ro	·		N								NA			NA	
	To:		ampton Blvd													
C Usanatan Blad	O'the of New Yells		Brambleton		070/	007		40/	00/	00/	_	0.070	_	0.074	00000	0
337 Hampton Blvd	City of Norfolk	0.90	28000	G	97%	0%	0%	1%	2%	0%	F	0.078	F	0.674	33000	G
(337) Hampton Blvd	City of Norfolk	0.22	21st Street 33000	G	97%	0%	0%	1%	2%	0%	F	0.075	F	0.533	39000	G
(337)			R 247, 26th S													
(337) Hampton Blvd	City of Norfolk	0.71	34000	G	97%	0%	0%	1%	2%	0%	F	0.075	F	0.573	40000	G
	To	49th St. Old	l Dominion I	Univers	itv											
(337) Hampton Blvd	City of Norfolk	2.07	36000	Α	97%	0%	0%	1%	2%	0%	С	0.096	Α		41000	Α
$\overline{}$	To: From:	SR 16	5 Little Cree	k Rd			⊐⊢									
(337) Hampton Blvd	City of Norfolk	0.18	30000	G	97%	0%	0%	1%	2%	0%	F	0.083	F	0.611	35000	G
$\stackrel{\smile}{=}$	To- From:	SR 406 Inter														
(337) Hampton Blvd	City of Norfolk	1.94	25000	G	97%	0%	0%	1%	2%	0%	F	0.089	F	0.663	29000	G
	To:		ral Taussig E		_		_									
(337) Admiral Taussig Blvd	City of Norfolk	0.91	Blvd; Maryl: <b>24000</b>	G And Ave	97%	0%	0%	1%	2%	0%	F	0.100	F	0.870	28000	G
337 Admirai Taussig Bivu	To:	0.91	I-564		91 /0	076	0/8	1 /0	2/0	0 /0		0.100		0.070	20000	G
	From:	SF	R 337 State S	St												
(337) Ramp From SR 337 State St to I	-464 NB City of Norfolk (Maint	t: 64) 0.12	NA									NA			NA	
	To:		I-464 NB													
East	From:	SR	337 TO I-66	54												
(337) Ramp	City of Chesapeake (Ma	aint: 64) 0.29	NA									NA			NA	
	To:	-	E FROM RT	Г 337												
East	From:	SR 337 I-664-V	V011A TO I-	-664 AN	ND FR											
(337) Ramp	City of Chesapeake (Ma	aint: 64) 0.28	NA									NA			NA	
	То:	I-664-	W FROM RT	Г 337												
East ALT	From:	SR 3	337 TO RT 2	264												
(337) (460) Ramp	City of Portsmouth (Mai	nint: 64) 0.57	NA									NA			NA	
337 (400)	То:		E FROM RT	Г 337												
East	From:	SR 337 TRUXTON			TE 464 SC	)	Ī									
(337) Ramp	City of Chesapeake (Ma		NA	21.00	-2 .0150							NA			NA	
337	To:	I-464-S004X FROM		ST00- I	POINDEX	T										
East	From:		337 TO RT 4				$\pm$									
(337) Ramp	City of Chesapeake (Ma		NA	107								NA			NA	
337	To:	-	N FROM RT	Γ 337											1471	
Wast	From:				MI6		_									
West Ramp	City of Chesapeake (Ma	SR 337 I-664-E aint: 64) 0.24	<b>NA</b>	אט דאנ	JIVI I-O							NA			NA	
Ramp	To:	,	E FROM RT	г 337								14/4			14/4	
		1-004-	L PROM KI	1 33/												

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

Route	Jurisdictio		n <b>AADT</b>		4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 337 Ramp	City of Chesapeake To:	(Maint: 64) 0.24	SR 337 TO I- <b>NA</b> 4-W FROM I									NA			NA	
West 337 Ramp	City of Portsmouth		R 337 TO RT NA FROM RT 3		M RT 337							NA			NA	
Vest 337 Ramp	City of Chesapeake		7 TO RT 464 <b>NA</b> M ROUTE 3:			D						NA			NA	
Vest 337 Ramp	City of Chesapeake		O ROUTE 4  NA  UTE 337 WI			ГЕ						NA			NA	
Ramp From Tidewater Dr to I-2	From: City of Norf		I-264 W  NA  Tidewater I									NA			NA	
337 Tidewater Dr	From: City of Norf To:	olk 0.12	Ramp to I-264 NA ast City Hall									NA			NA	
ALT 337) Turnpike Rd	City of Portsn	nouth 1.05	37 Portsmou	G	87%	1%	1%	3%	8%	0%	F	0.1	F	0.507	4700	G
ALT 337 Turnpike Rd	City of Portsn		17 Frederick 11000 Howard St	G	87%	1%	1%	3%	8%	0%	F	0.082	F	0.561	12000	G
ALT 3337 Turnpike Rd	From: City of Portsn	nouth 0.54	9300 Harbor Dr	G	87%	1%	1%	3%	8%	0%	С	0.083	F	0.651	9900	G
ALT 337 Harbor Dr	City of Portsm	nouth 0.05	Cassell Ave 3900 County St	G	87%	1%	1%	3%	8%	0%	F	0.092	F	0.54	4200	G
ALT 337) Harbor Dr	City of Portsn	nouth 0.11	4800 High St	G	87%	1%	1%	3%	8%	0%	F	0.093	F	0.502	5200	G
ALT 337) Harbor Dr	City of Portsm		12000 US 58	G	87%	1%	1%	3%	8%	0%	F	0.097	F	0.585	13000	G
ALT 337) Waterside Dr/Boush St	City of Norf Combined Traffic Estimates for 2 Paralle	olk 0.72		G G	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.101 0.094	F F	0.639 0.58	32000 34000	G G
ALT 337) Waterside Dr/Boush St	Tion: From: City of Norf Combined Traffic Estimates for 2 Paralle		26000 e: 28000	G G	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.089 0.089	F F	0.51 0.521	28000 30000	G G
	To:		337 Bramble			-										

			<u> </u>		_		Tru	ıck			K	a : -	Dir		_
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:	US 29 Washington													
Hillwood Ave	City of Falls Church	0.10 <b>10000</b>	F	98%	0%	1%	0%	0%	0%	F	0.09	F		11000	
<u> </u>	To- From:	110-6609 Annandal	e Rd												
Hillwood Ave	City of Falls Church	0.36 <b>10000</b>	F	98%	0%	1%	0%	0%	0%	С	0.101	F		11000	
<u> </u>	To- From:	110-6799 Cherry	St												
Hillwood Ave	City of Falls Church	0.45 <b>9200</b>	F	98%	0%	1%	0%	0%	0%	F	0.102	F		9800	
<u> </u>	To	110-6792 South	St												
Hillwood Ave	City of Falls Church	0.11 <b>12000</b>		98%	0%	1%	0%	0%	0%	F	0.101	F		12000	
330)	To	ECL Falls Churc	-la												
Hillwood Ave	Fairfax County	0.06 <b>12000</b>	G	98%	0%	1%	0%	0%	0%	F	0.11	F	0.635	12000	
338)1 IIIWood 7 (VC	To:	SR 7 Leesburg Pi		3070	070		070	070	070	•	0.11	•	0.000	12000	
	From:	US 11 Lee Jackson													
Stuarts Draft Hwy	Augusta County	5.84 <b>5400</b>		96%	0%	1%	1%	2%	0%	С	0.084	F	0.574	5600	
340)	To							_,,	-,-	_		-			
Stuarts Draft Hwy	Augusta County	07-654 White Hill 0.85 <b>13000</b>		97%	0%	0%	0%	1%	0%	F	0.089	F	0.527	13000	
340 Stuarts Diarring	Augusta County				070	078	070	1 /0	076	'	0.003	'	0.521	13000	
Ottober Destriction	From:	07-608 Tinkling Spring R			007		00/	407	00/		0.000	_	0.500	4.4000	
Stuarts Draft Hwy	Augusta County	3.47 <b>14000</b>	G	97%	0%	0%	0%	1%	0%	С	0.086	F	0.529	14000	
~~	To: From:	07-632 Shalom Ro													
Stuarts Draft Hwy	Augusta County	1.64 <b>14000</b>	G	96%	0%	0%	0%	2%	0%	С	0.09	F	0.570	14000	
· · ·	To- From:	WCL Waynesbo	ro												
Rosser Ave	City of Waynesboro	0.34 <b>18000</b>	G	97%	0%	0%	0%	2%	0%	С	0.090	F	0.570	19000	
<u>~</u>	To	I-64													
Rosser Ave	City of Waynesboro	0.56 <b>29000</b>	G	98%	0%	0%	0%	1%	0%	С	0.092	F	0.535	31000	
<del>~</del>	To	Lew Dewitt Blv	rd.												
Rosser Ave	City of Waynesboro	0.71 <b>16000</b>		99%	0%	1%	0%	0%	0%	С	0.089	F	0.519	18000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To	NT A													
Rosser Ave	City of Waynesboro	Northgate Ave 0.61 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.509	13000	
340 1.100001 7.110	any of Waynessore			0070	070		070	070	070	Ŭ	0.000	•	0.000	10000	
Page Aug	From:	Forrest Dr		000/	00/	40/	00/	00/	00/	F	0.00	_	0.540	42000	
Rosser Ave	City of Waynesboro	0.56 <b>12000</b> US 250 Main S		99%	0%	1%	0%	0%	0%	Г	0.09	F	0.512	13000	
	From:	Rosser Ave	ι												
Main St	City of Waynesboro	0.38 <b>8500</b>	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.55	9100	
<del>~</del>	To:	New Hope Rd													
Main St	City of Waynesboro	0.35 <b>6600</b>	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.537	7000	
540)	To														
Main St	City of Waynesboro	0.14 <b>Wayne Ave</b>	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.518	4700	
340)	and a state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the			JU /U	1 /0	1 /0	0 /0	070	O /0	5	0.000	•	0.010	4700	
Main St	To: From:	Arch Ave		070/	40/	20/	00/	007	00/		0.000		0.500	6000	
Main St	City of Waynesboro	0.39 <b>5900</b> US 250 Broad S	G	97%	1%	2%	0%	0%	0%	С	0.093	F	0.509	6300	

		1 minary an	d Interstate F												
Route	Jurisdiction	Length	AADT Q	<b>4</b> 4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	. O
						2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		
~~~	From:		250 Broad St							_					
340)(250) Main St	City of Waynesboro	0.19	11000 G	97%	1%	1%	0%	1%	0%	С	0.087	F	0.526	12000	
	To: From:		Main St												
340 Delphine Ave	City of Waynesboro	0.25	10000 G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.557	11000	
~	To:		7th St												
Oelphine Ave	City of Waynesboro	0.60	10000 G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.565	11000	
540)	To:		C1 C4												
Dolphino Avo	City of Waynesboro	0.81	8300 G	93%	1%	3%	1%	2%	0%	С	0.095	F	0.6	8900	
Delphine Ave	City of Waynesboro	0.61	0300 G	9370	1 /0	3/6	1 /0	2/0	0 /6	C	0.095	-	0.0	0900	
~	To: From:		peman Pkwy												
Delphine Ave	City of Waynesboro	0.25	10000 G	96%	0%	1%	1%	2%	0%	С	0.097	F	0.654	11000	
	To: From:	NCI	L Waynesboro												
340 East Side Hwy	Augusta County	4.69	7700 G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.639	8100	
~	To	07-612 Crimo	ra Mine Rd; Cri	nora Rd											
East Side Hwy	Augusta County	4.66	4500 G		0%	1%	1%	3%	0%	С	0.093	F	0.527	4700	
,	7														
Foot Side Llung	From:	07-778 N 2.69	I, Patterson Mill		0%	1%	1%	3%	0%	F	0.092	F	0.536	5400	
East Side Hwy	Augusta County	2.09	5200 G	95%	0%	1%	170	3%	0%	Г	0.092	Г	0.536	5400	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		CL Grottoes												
East Side Hwy	Town of Grottoes (Maint: 07)	0.05	5200 N		0%	1%	1%	3%	0%	N	0.092	Ν	0.536	5400	
<del>~</del>	To:		gham County Li	ne											
340 East Side Hwy	Town of Grottoes (Maint: 82)	0.46	sta County Line 5100 G	94%	1%	1%	1%	4%	0%	С	0.098	F	0.529	5400	
2340 Last Glde Tiwy	rown or crottoes (maint: 02)	0.40		3470	170	170	1 70	7/0	070	O	0.000	'	0.525	3400	
~~_	To: From:		Cary St		407		401	40.1		_		_			
East Side Hwy	Town of Grottoes (Maint: 82)	0.47	5300 G	94%	1%	1%	1%	4%	0%	F	0.093	F	0.503	5500	
	From:		CL Grottoes ICL Grottes												
East Side Hwy	Rockingham County	1.39	4700 G	93%	1%	1%	1%	4%	0%	С	0.096	F	0.511	4900	
340) = act clas :,	- Toolwing name of the state of				.,,		. , 0	.,0	0,0	Ū	0.000	•	0.0	.000	
Foot Side Llung	Poolinghom County		Port Republic R		10/	10/	40/	40/	00/	F	0.000	F	0.51	2200	
East Side Hwy	Rockingham County	8.27	3100 G	93%	1%	1%	1%	4%	0%	Г	0.092	Г	0.51	3200	
<u>~</u>	To: From:		Ford Rd; Berryt												
East Side Hwy	Rockingham County	2.97	3500 G	93%	1%	1%	1%	4%	0%	F	0.098	F	0.588	3700	
~	To- From:	82-754	South Branch R	d		$\neg$ $\vdash$									
340 East Side Hwy	Rockingham County	2.36	4800 G	93%	1%	1%	1%	4%	0%	F	0.102	F	0.587	5000	
	To	82 634	Sapling Ridge R	d											
East Side Hwy	From: Rockingham County	0.52	5700 G		1%	1%	1%	4%	0%	F	0.114	F	0.524	5900	
940) = 301 0.00 ,	- F			3070	. 70	. , ,	. 70	. 70	0 / 0	•	J	•	J.J <u>L</u> 1	2000	
C Church Ave	Tours of Ellipse (Mainte CO)		SCL Elkton	000/	40/	10/	40/	407	00/		0.007		0.500	0500	
S Stuart Ave	Town of Elkton (Maint: 82)	0.03	9100 G	93%	1%	1%	1%	4%	0%	F	0.097	F	0.533	9500	
Bus	To: From:		US 33			$\Box$ $\vdash$									
340 (33) S Stuart Ave	Town of Elkton (Maint: 82)	0.08	9100 N	93%	1%	1%	1%	4%	0%	Ν	0.097	Ν	0.533	9500	
340)(33) = = ==============================			Bus US 33		.,5	.,,	. , .	.,0	0,0	• •	5.551		3.000	0000	

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- Q\
NI Quanti Aust	From:	Bus US 3		000/	40/	40/	40/	40/	00/		0.005		0.004	0400	
N Stuart Ave	Town of Elkton (Maint: 82)	0.19 <b>8600</b>	N	96%	1%	1%	1%	1%	0%	N	0.095	N	0.634	9100	١
~~~	From:	Spottswood .		000/	407		407	40/	201	_	0.005	_	0.004	0400	
N Stuart Ave	Town of Elkton (Maint: 82)	0.59 8600	G	96%	1%	1%	1%	1%	0%	С	0.095	F	0.634	9100	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	NCL Elkton, 82-1706 Si										_			
Stuart Ave	Rockingham County	3.30 <b>5800</b>	G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.559	6000	(
<del>-</del>	From:	Page County Rockingham Cou				-									
Third St	Page County	1.02 <b>5700</b>	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.502	6100	
340)	To:														
340)	Town of Shenandoah (Maint: 69)	SCL Shenand 1.22 <b>5700</b>	ioah N	96%	1%	1%	1%	1%	0%	N	0.091	N	0.502	6100	
340)				30 /6	1 70	1 70	1 /0	1 /0	070	IN	0.031	14	0.502	0100	
True or	Towns of Observations (Mariet CO)	69-706 Junior		050/	40/		40/	00/	00/	_	0.000	_	0.504	0500	
Fifth St	Town of Shenandoah (Maint: 69)	0.65 <b>6000</b>	G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.521	6500	
	To: From:	NCL Shenan													
340)	Page County	2.57 <b>6000</b>	N	95%	1%	1%	1%	2%	0%	N	0.089	N	0.521	6500	
	Ta: From:	69-650 River	Road												
340)	Page County	4.32 <b>5200</b>	G	95%	1%	1%	1%	2%	0%	С	0.093	F	0.582	5600	
~	To:	Bus US 34	10			$\lnot$ $\vdash$									
340)	Page County	3.16 <b>4200</b>	G	95%	1%	1%	1%	2%	0%	F	0.084	F	0.618	4500	
5.10)	To	US 211 Lee Hi	ghway												
~~~	From:	US 211													
340)(211)Lee Highway	Page County	5.46 7000	G	95%	0%	1%	1%	2%	0%	С	0.089	F	0.546	7600	
~ ~	To: From:	WCL Lura	ıy												
340 211 Lee Highway	Town of Luray (Maint: 69)	0.36 12000	G	95%	0%	1%	1%	2%	0%	F	0.088	F	0.522	14000	
~~~	To:	BUS US 2	11												
340 (211) Lee Highway	Town of Luray (Maint: 69)	0.69 <b>5800</b>	G	95%	1%	1%	1%	2%	0%	С	0.099	F	0.553	6300	
	To:	CL Luray	,												
340 (211 Lee Highway	Page County	0.53 <b>5800</b>	N	95%	1%	1%	1%	2%	0%	Ν	0.099	Ν	0.553	6300	
340)(211)=====	To To						.,,								
340 (211 Lee Highway	Town of Luray (Maint: 69)	O.56 <b>5800</b>	N	95%	1%	1%	1%	2%	0%	N	0.099	N	0.553	6300	
211 Lee Highway	To:	S RT 211		95 /6	1 /0	1 /0	1 /0	2/0	0 /6	IN	0.099	IN	0.555	0300	
	From:	US 211													
N Broad St	Town of Luray	0.30 <b>5000</b>	G	95%	1%	1%	1%	2%	0%	С	0.087	F	0.581	5400	
	To:	NCL Lura	v												
Stonewall Jackson Memorial Hwy	Page County	0.21 <b>5000</b>	G	95%	1%	1%	1%	2%	0%	F	0.084	F	0.604	5500	
5-0)	To						, -		- / -						
340 Stonewall Jackson Memorial Hwy	Page County	69-731 Collin 1.03 <b>5400</b>	s Rd <b>G</b>	95%	1%	1%	1%	2%	0%	F	0.089	F	0.599	5800	(
340 Cionewan Sackson Memorial Liwy	age County			<i>33 /</i> 0	1 /0	1 /0	1 /0	∠ /0	U /0	r	0.008	-	0.555	5000	
~~~~	To: From:	69-648 Sandy Ho		0501	401		461	001	001		0.000	_	0.67:	4000	
340 Stonewall Jackson Memorial Hwy	Page County	5.93 4400	G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.654	4800	(

						Tru	ck			K		Dir		
Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle				QC	Factor	QK	Factor	AAWDT	Q)
From:	69-662 R	Rileyville Rd												
Page County	3.96 3	700 G	95%	1%	1%	1%	2%	0%	F	0.090	F	0.739	4100	(
To:														
Manage County		_	000/	40/	40/	40/	40/	00/	_	0.000	_		4400	
warren County	2.46 4	000 F	96%	1%	1%	1%	1%	0%	C	0.092	г		4100	
To: From:														
Warren County	5.30 6	000 F	96%	1%	1%	2%	1%	0%	С	0.088	F		6300	
To: From:	93-607 I	Rocky Lane												
Warren County	2.78 7	500 F	96%	1%	1%	1%	1%	0%	F	0.087	F		7800	
To:	93-619 R	ivermont Dr												
Warren County			96%	1%	1%	1%	1%	0%	F	0.087	F		13000	
To	SCI E	ront Povol												
Town of Front Royal			96%	1%	1%	1%	1%	0%	F	0.091	F		15000	
			0070	170		170	170	070	•	0.001	•		10000	
Tours of Front Boyel			000/	10/	10/	00/	00/	00/		0.007			14000	
TOWIT OF FIORIT ROYAL	0.40 13	5000 г	90%	170	170	0%	U70	0%	C	0.067	Г		14000	
To: From:											_			
Town of Front Royal	0.57 15	5000 F	99%	1%	1%	0%	0%	0%	С	0.088	F		16000	
To: From:	61	th St												
Town of Front Royal	0.25 12	2000 F	99%	1%	1%	0%	0%	0%	F	0.091	F		12000	
To:	US 52	22, 8th St												
Town of Front Royal	0.35 2 3	3000 F	97%	1%	1%	1%	1%	0%	С	0.088	F		24000	
To:	14	4th St												
From:		_												
Town of Front Royal			97%	1%	1%	1%	1%	0%	F	0.089	F		24000	
From:														
Town of Front Royal			97%	1%	1%	1%	1%	0%	F	0.09	F		30000	
T-1				.,,		.,.		-,-	•		-			
Worren County			069/	10/	10/	10/	10/	00/		0.005		0.505	21000	
Warren County			90%	170	170	170	170	0%	C	0.065	Г	0.505	31000	
To: From:														
Warren County	0.22 29	9000 F	97%	0%	1%	1%	1%	0%	F	0.086	F		30000	
To: From:	Old NCL	Front Royal												
Warren County	0.83 29	9000 F	97%	0%	1%	1%	1%	0%	С	0.087	F		30000	
To	I	I-66												
Warren County	1.28 22	2000 F	86%	1%	1%	2%	10%	0%	С	0.08	F		23000	
To	93_627 E	Reliance Rd												
Warren County			85%	1%	1%	2%	11%	0%	С	0.080	F	_	17000	
				. 70	. , ,	_,0	, 0	370	-	0.000	•			
Warren County		7 000 F	85%	1%	1%	2%	12%	0%	С	0.081	F		17000	
							1 / 2/2	112/2		UUXI	-		17(000)	
	Warren County Warren County Warren County Warren County Warren County Tom From: Warren County Town of Front Royal Warren County Warren County Warren County Warren County Warren County Warren County Tow Tow Warren County	Page County 3.96 3 1 1 1 1 1 1 1 1 1	Profession G9-662 Rileyville Rd	Page County 3.96 3700 G 95%	Page County 3.96 3700 G 95% 1%	Page County 3.96 3700 G 95% 1% 1%	Durisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle	Durisdiction	Page County 3.96 3700 G 95% 1% 1% 1% 2% 0%	Durisdiction Length AADT QA 4 Tire Bus 2 Axis 3+Axis 1 Trail 2 Trail Page County 3.96 3700 G 95% 1% 1% 1% 2% 0% F Warren County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Line Page County Page Cou	Durisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor	Second County C	Second County Second County Second County Second County Second County Second S	Second County Second S

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Warren County	Line												
340 522 Winchester Rd	Frederick County (Maint: 93)	0.53 17000	F	85%	1%	1%	2%	12%	0%	С	0.081	F		17000	F
	To:	Warren County	Line												
~~~	From:	Frederick Count													
340 (522) Winchester Rd	Warren County	0.39 <b>17000</b>	F	85%	1%	1%	2%	12%	0%	С	0.081	F		17000	F
<del>~~~</del>	To:	Frederick Count	~												
Winchester Rd	Fraderick County (Maint: 03)	Warren County	Line <b>F</b>	85%	1%	1%	2%	12%	0%	С	0.001	F		17000	F
Winchester Rd	Frederick County (Maint: 93)	0.30 <b>17000</b> Warren County		65%	170	1%	2%	12%	0%	C	0.081	Г		17000	ı
	From:	Frederick County													
340 (522) Winchester Rd	Warren County	0.16 <b>17000</b>	F	85%	1%	1%	2%	12%	0%	С	0.081	F		17000	F
322	To:	Clarke County								-					
	From:	Warren County	Line												
340 522 Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79 <b>17000</b>	F	85%	1%	1%	2%	12%	0%	С	0.081	F		17000	1
<del></del>	To:	US 522 Double T	oll Gate			-L									
340 Lord Fairfax Hwy	Clarke County	2.09 <b>6600</b>	G	92%	1%	1%	1%	5%	0%	С	0.098	F	0.671	7200	(
340)	-						.,,			_		-			
~	From:	21-658 White 1.83 <b>6900</b>		92%	1%	40/	40/	<b>F</b> 0/	00/	F	0.004	F	0.700	7500	(
Lord Fairfax Hwy	Clarke County	1.03 0900	G	92%	170	1%	1%	5%	0%	Г	0.094	Г	0.728	7500	
~	To: From:	US 50 South of													
Lord Fairfax Hwy	Clarke County	1.19 <b>7200</b>	G	92%	1%	1%	1%	5%	0%	С	0.088	F	0.604	7800	(
~	Tax	SCL Boyce													
340 Lord Fairfax Hwy	Town of Boyce (Maint: 21)	0.81 <b>7200</b>	N	92%	1%	1%	1%	5%	0%	Ν	0.088	Ν	0.604	7800	1
,	To	NCL D													
S40 Lord Fairfax Hwy	Clarke County	NCL Boyo 2.27 <b>7200</b>	N	92%	1%	1%	1%	5%	0%	N	0.088	N	0.604	7800	١
2340 Lord Faillax Flwy	Clarke County			32 /0	1 /0	1 70	1 70	370	070	14	0.000	14	0.004	7000	'
~	To: From:	SR 255 Old Ch	_												
Lord Fairfax Hwy	Clarke County	2.99 <b>9000</b>	G	92%	1%	1%	1%	5%	0%	F	0.096	F	0.63	9600	(
~	To: From:	SCL Berryvi	lle												
S Buckmarsh St	Town of Berryville (Maint: 21)	0.51 <b>9000</b>	N	92%	1%	1%	1%	5%	0%	Ν	0.096	Ν	0.63	9600	١
	To:	Bus SR 7 Mai	n St												
N Buckmarsh St	Town of Berryville (Maint: 21)	0.45 <b>8400</b>	G	92%	1%	1%	1%	5%	0%	F	0.086	F	0.549	9100	(
540				0270	.,,		. , ,	0,0	0,0	•	0.000	•	0.0.0	0.00	
~	From:	NCL Berryvi		000/	407		407	<b>50</b> /	00/		0.000		0.540	2400	
Lord Fairfax Highway	Clarke County	0.24 <b>8400</b>	N	92%	1%	1%	1%	5%	0%	N	0.086	Ν	0.549	9100	1
	To- From:	SR 7													
Lord Fairfax Hwy	Clarke County	1.29 <b>15000</b>	G	91%	1%	1%	1%	8%	0%	F	0.082	F	0.508	14000	(
~	To: From:	21-611 Summit P	oint Rd			<b>—</b> —									
340 Lord Fairfax Highway	Clarke County	2.82 11000	A	91%	1%	1%	1%	8%	0%	С	0.099	Α		11000	A
,	To	West Virginia Sta			.,,					-					•
	From:	Maryland State													
Jefferson Pike	Loudoun County	0.57 <b>26000</b>	F	91%	1%	1%	1%	8%	0%	F	0.083	F		25000	F
~	To:	West Virginia Sta	te Line												

		Primary and I	nterstate F	coutes											
Route	Jurisdiction	Length A	ADT Q	A 4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	US 340-N012A US 3	340-S012A F	ROM RT 3		ZAXIE	3+Axle	11 rail	21 raii		Factor		Factor		
340 Ramp	Augusta County		NA	KOM KT 3							NA			NA	
	To:	I-64-E FROM RT 3	340SOUTH &	NORTH											
	From:	US 340-S012B US 3	340-N012B F	ROM RT 3											
(340) Ramp	Augusta County		600 G								0.090	F		5600	G
<u> </u>	To:	I-64-W FROM RT	340SOUTH &	k NORTH											
North	From:		O I-64 EAST	1											
340 Ramp	Augusta County		NA								NA			NA	
~	105	US 340-S012A US													
North	Augusta County	US 340 I-64-W094 0.04	IA FROM &  NA	TOIS 64							NA			NΙΛ	
340 Ramp	Augusta County	US 340-S012B US		OM RT 3		_					INA			NA	
Pouth	From:	US 340 I-64-E094				$\pm$									
South 340 Ramp	Augusta County		NA	101504							NA			NA	
340). (3.1.)	To:	US 340-N012A US		OM RT 3											
South	From:	US 340 T	O I-64 WEST	1											
Ramp	Augusta County		NA								NA			NA	
~ <i>_</i>	To:	US 340-N012B US	340- 12B FR	OM RT 3											
Bus	From:		S 340												
Bus 340	Page County		400 N	94%	1%	1%	1%	2%	0%	N	0.087	N	0.53	4700	N
Bus	To: From:		9-615 Riverbend Rd												
340 Stonewall Jackson Memorial Highway	Page County		400 G	94%	1%	1%	1%	2%	0%	С	0.087	F	0.53	4700	G
<i></i>	То	SCI	Stanley												
Bus	From:			0.40/	40/	40/	407	00/	00/		0.007		0.50	4700	
340)	Town of Stanley (Maint: 69)		400 N	94%	1%	1%	1%	2%	0%	N	0.087	N	0.53	4700	N
Bus	To: From:	NCL	Stanley												
Bus 340	Page County	1.99 <b>4</b>	400 N	94%	1%	1%	1%	2%	0%	Ν	0.087	Ν	0.53	4700	Ν
	To: From:	69-63	32 Stanley												
Bus 340 Stonewall Jackson Memorial Highway	Page County	3.73 <b>5</b>	600 G	98%	0%	1%	0%	1%	0%	С	0.093	F	0.535	6000	G
340)	Ta-			0070			0,0	.,0	0,0		0.000	•	0.000	0000	
Bus	From:		L Luray												
Virginia Ave	Town of Luray	0.09 <b>5</b>	700 G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.551	6100	G
Bus	To- From:	Line	den Ave												
		0.52 <b>4</b>	600 G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.562	5000	G
340 Virginia Ave	Town of Luray														
<i></i>	Tool	Rue	US 211			$\neg$ L									
Bus	To: From:		US 211	070/	40/	40/	40/	40/	007		0.004		0.500	4000	
Bus	Tool	0.54 <b>4</b>	500 G	97%	1%	1%	1%	1%	0%	С	0.094	F	0.588	4900	G
Bus	To: From:	0.54 <b>4</b>	1 <b>500 G</b> S 211	97%	1%	1%	1%	1%	0%	С	0.094	F	0.588	4900	G
340 Virginia Ave  Bus 340 Broad St  344 Scottsburg Rd	To: From:	0.54 <b>4</b> U	500 G		1%	1% ————————————————————————————————————	1%	1%	0%	C	0.094	F	0.588	4900	G

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

Davida	1 2 9 0		44DT -	4	-		Tru	ıck		~~	K	017	Dir	A A14/D=	
Route	Jurisdiction	Length	AADT Q	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		L Scottsburg												
344)	Town of Scottsburg (Maint: 41)	0.75	1100 N	91%	0%	1%	2%	6%	0%	Ν	0.084	N		1100	Ν
<u> </u>	To: From:	41-720	Green Level Ro												
344)McDonald Rd	Town of Scottsburg (Maint: 41)	0.42	710 F	91%	0%	1%	2%	6%	0%	С	0.090	F		730	F
$\smile$	To	EC	L Scottsburg												
344	Halifax County	7.35	710 N	91%	0%	1%	2%	6%	0%	Ν	0.090	Ν		730	1
	To:	Stauntor	n River State Par	k		—									
344)McDonald Rd	Halifax County	2.18	200 F		0%	1%	2%	6%	0%	F	0.125	F		210	-
344) 11105 Grida (14	To		nd of Route	0170	070		270	070	070	•	0.120	•		210	
	From:		60 Mountain Rd												
349 Edmunds Blvd	Town of Halifax (Maint: 41)	0.12	690 F	96%	2%	1%	0%	0%	0%	С	0.135	F		710	F
349) = 3.11.31.30 = 11.3	To:		501 Main St	0070	_,,	Ť	0,0	0,70	0,0	Ū	01.00	•			
	From:		Huntington Ave												
351)39th St	City of Newport News	0.64	6800 N	97%	1%	1%	1%	0%	0%	Ν	0.119	N	0.752	7200	1
331)	Tol.								-,-				*****		
351)39th St	City of Newport News	м 0.87	Iarshall Ave 6800 G	97%	1%	1%	1%	0%	0%	С	0.119	F	0.752	7200	(
351/3311/31	To:		CL Hampton	31 /0	1 /0	170	1 /0	070	076	C	0.119	•	0.732	7200	`
	From:		Newport News												
351) Pembroke Ave	City of Hampton	1.53	9200 G	97%	1%	1%	1%	0%	0%	F	0.096	F	0.573	9800	(
$\bigcup$	Too	Pov	whatan Pkwy												
351) Pembroke Ave	City of Hampton		11000 G	96%	1%	1%	1%	1%	0%	С	0.094	F	0.641	11000	(
331)	Tol														
351) Pembroke Ave	City of Hampton		ers Landing Rd 11000 G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.645	12000	(
351) I GIIDIONE AVE	City of Hampton			30 70	1 /0	1 70	1 /0	1 /0	070	'	0.005	•	0.043	12000	`
Dansharder Acce	From:		asalle Ave	000/	40/		40/	00/	00/		0.000	_	0.050	40000	
Pembroke Ave	City of Hampton	0.73	11000 G	96%	1%	1%	1%	0%	0%	С	0.098	F	0.656	12000	(
	To: From:		4 Armistead Ave												
351 Pembroke Ave	City of Hampton	1.41	9900 G	97%	1%	1%	0%	0%	0%	С	0.092	F	0.687	11000	(
<u> </u>	To: From:	US 25	8 Mercury Blvd												
351) Pembroke Ave	City of Hampton	0.20	12000 G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.658	13000	(
$\smile$	To:	W	oodland Rd			$\lnot$ $\vdash$									
351)Pembroke Ave	City of Hampton		11000 G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.6	12000	(
	To	SD 160 V	W, Old Buckroe	24											
351) (169) Pembroke Ave	City of Hampton	0.60	4400 G		1%	1%	0%	0%	0%	F	0.093	F	0.591	4700	(
351) (169). Simpleme / 110	any or manipuor			0070	170		070	070	070	•	0.000	•	0.001	., 00	•
Dombroko Avo	City of Llownton		9 E, Mallory St	000/	10/	10/	00/	00/	00/	N.I	0.003	N.I	0.504	4700	
Pembroke Ave	City of Hampton	0.07	4400 N Second St	98%	1%	1%	0%	0%	0%	N	0.093	N	0.591	4700	1
	<u> </u>	,													
352 St Charles Rd	From	0.40	US 421	050/	00/	10/	40/	207	007	_	0.000	_	0.600	1000	,
352 / St Charles Rd	Lee County	2.13	1800 G	95%	0%	1%	1%	3%	0%	С	0.089	F	0.609	1900	(

						Tru	ıck			K	<u> </u>	Dir		<u> </u>
Route	Jurisdiction	Length AADT	<b>QA</b> 4Tir	e Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SCL Saint Charl	es											
352)	Town of St. Charles (Maint: 52)	0.27 <b>1800</b>	N 95%	6 0%	1%	1%	3%	0%	Ν	0.089	Ν	0.609	1900	N
<u> </u>	То:	52-634 Bunny Blu	e Rd											
	From:	End of Route												
River Rd	Lancaster County	3.64 <b>410</b>	<b>G</b> 98%	6 0%	1%	1%	1%	0%	F	NA			440	C
<u></u>	To- From:	51-604 Ottoman Ferr	y Road											
River Rd	Lancaster County	3.62 <b>1800</b>	<b>F</b> 98%	6 0%	1%	1%	1%	0%	F	0.084	F		1900	F
$\smile$	To	SR 201 White Chap	el Rd		_									
River Rd	Lancaster County	4.10 <b>820</b>	<b>F</b> 98%	6 0%	1%	1%	1%	0%	С	0.103	F		840	F
	To	51-622 Morattico	Pd		——L									
354)River Rd	Lancaster County	2.17 <b>770</b>	<b>F</b> 98%	6 0%	1%	1%	1%	0%	F	0.096	F		780	F
334)	To:	SR 3 Historyland		0,0		.,0	.,0	0,0	•	0.000	•			·
	From	US 33; Staples Mi												
356)Hilliard Rd	Henrico County	0.67 <b>16000</b>	<b>G</b> 98%	6 0%	1%	0%	1%	0%	F	0.097	F	0.59	17000	C
356)	. Termies seamy			0,0		070	170	070	•	0.007	•	0.00	17000	`
Hilliard Dd	Llengiae County	Thornrose Ave		6 0%	10/	00/	1%	00/		0.005	F	0.507	16000	
Hilliard Rd	Henrico County	0.60 <b>15000</b>	<b>G</b> 98%	0%	1%	0%	170	0%	С	0.095	Г	0.587	16000	(
	To: From:	Hermitage Rd			_									
Hilliard Rd	Henrico County	0.16 <b>19000</b>	<b>G</b> 98%	6 0%	1%	0%	1%	0%	F	0.094	F	0.532	20000	(
<u> </u>	To	SR 161; Lakeside	Ave											
	From:	Colonial Pkwy												
359 Jamestown Festival Parkway	James City County	0.34 <b>2200</b>	<b>G</b> 99%	6 0%	0%	0%	0%	0%	С	0.127	F	0.755	2300	(
<u> </u>	To:	SR 31 Jamestown	Rd											
Bus	From:	N Main St												
360 (58) River St	City of Danville	0.64 <b>20000</b>	<b>G</b> 93%	5 1%	1%	0%	5%	0%	F	0.079	F	0.579	20000	G
	To: From:	Old Halifax Ro	i											
Bus 360 (58) South Boston Rd	City of Danville	1.24 <b>19000</b>	<b>G</b> 93%	s 1%	1%	0%	5%	0%	F	0.081	F	0.541	19000	G
360) (58) Codin Boston Nd	only of Barryine			170		070	070	070	•	0.001	•	0.041	10000	
Courth Donton Dd	From	US 29 Danville Expr		5 1%		40/	400/	00/	F	0.077	F	0.540	25000	_
360) (58) South Boston Rd	City of Danville	0.90 <b>25000</b>	<b>G</b> 85%	0 170	1%	1%	12%	0%	Г	0.077	Г	0.518	25000	G
	To: From:	Kentuck Rd												
360 (58 South Boston Rd	City of Danville	1.98 <b>19000</b>	<b>G</b> 85%	5 1%	1%	1%	12%	0%	F	0.077	F	0.501	19000	C
<del>~</del> ~	To- From:	ECL Danville	:											
360 58 Philpott Rd	Pittsylvania County	2.37 <b>11000</b>	<b>G</b> 85%	s 1%	1%	1%	12%	0%	F	0.074	F	0.559	11000	(
	To	SR 62												
360 (58) Philpott Rd	Pittsylvania County	3.32 <b>7600</b>	<b>B</b> 85%	5 1%	1%	1%	12%	0%	С	0.101	Α		7600	Е
30)	To:	Halifax County L		,0		.,0	,,	- / 0	-				. 555	_
	From:	Pittsylvania County												
360 58 Philpott Rd	Halifax County	3.48 <b>8700</b>	<b>F</b> 85%	s 1%	1%	1%	12%	0%	F	0.071	F		8700	F
~ ~	To:	SR 119 Delila	<u> </u>											
360 58 Philpott Rd	Halifax County	6.58 <b>9100</b>	<b>F</b> 85%	i 1%	1%	1%	12%	0%	F	0.069	F		9000	F
	To:	41-658 Turbeville Rd; I												

					_		Tru	ıck			K	<u> </u>	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA ·	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:	41-658													
360 58 Philpott Rd	Halifax County	9.25 8400		85%	1%	1%	1%	12%	0%	С	0.099	Α		8400	Α
~ ~	To: From:	US 501 Huell Mathev US 501 Riverda													
360 58 Bill Tuck Hwy	Town of South Boston	0.18 13000		85%	1%	1%	1%	12%	0%	F	0.082	F		13000	F
300) (38) 2 1 30111,	T.			0070	.,,		.,0	,0	0,0	•	0.002	•			•
360 58 Bill Tuck Hwy	Halifax County	CL South Bosto 0.52 13000		85%	1%	1%	1%	12%	0%	N	0.082	N		13000	N
360 58 Bill Tuck Hwy	Halliax County	E US 58	IN	00%	170	176	170	1270	0%	IN	0.062	IN		13000	IN
	From:	US 58 E, Bill Tuck	Hwy												
360 ∫John Randolph Blvd	Halifax County	0.45 11000		86%	1%	1%	2%	11%	0%	F	0.082	F		10000	F
	To	SCL South Bosto	on												
360 John Randolph Blvd	Town of South Boston (Maint: 41)	0.16 11000		86%	1%	1%	2%	11%	0%	F	0.082	F		10000	F
360) s a t aas.p.: 2a				0070	.,,		_,,	,0	0,0	•	0.002	•			•
Jaka Dandalah Dhid	From:	SR 304 Seymour		000/	40/	40/	20/	440/	00/	_	0.004	_		40000	_
360 John Randolph Blvd	Town of South Boston	0.52 11000	F	86%	1%	1%	2%	11%	0%	F	0.081	F		10000	F
	To: From:	SR 34 Hodges S													
360 John Randolph Blvd	Town of South Boston	0.44 12000	F	86%	1%	1%	2%	11%	0%	F	0.08	F		12000	F
~	To: From:	Hamilton Blvd	l												
360 John Randolph Blvd	Town of South Boston (Maint: 41)	0.09 8400	F	86%	1%	1%	2%	11%	0%	F	0.082	F		8100	F
	Toe	ECL South Bosto	on												
360 James D Hagood Hwy	Halifax County	1.43 7600		86%	1%	1%	2%	11%	0%	F	0.079	F		7400	F
300)	Tol														
Variation Dillegard Liver	From:	41-716 W Pan River Cl		000/	40/		20/	440/	00/	_	NΙΔ			5000	
James D Hagood Hwy	Halifax County	5.28 6000	G	86%	1%	1%	2%	11%	0%	F	NA			5800	G
~~~	To: From:	SR 360 Bethel R													
360 James D Hagood Hwy	Halifax County	2.40 <b>7900</b>	F	86%	1%	1%	2%	11%	0%	F	0.078	F		7700	F
<del>~</del>	To: From:	41-607 Rodgers Chape	el Road												
360 James D Hagood Hwy	Halifax County	2.79 <b>6100</b>	F	86%	1%	1%	2%	11%	0%	F	0.08	F		6000	F
<i></i>	To:	SR 92 South of Clo													
~	From:	SR 92 South of Clover C			407		00/	440/	001	_	0.070	_		5000	_
James D Hagood Hwy	Halifax County	2.73 <b>5500</b>		86%	1%	1%	2%	11%	0%	F	0.078	F		5300	F
	From:	Charlotte County I Halifax County L													
Kings Hwy	Charlotte County	1.73 <b>5100</b>		86%	1%	1%	2%	11%	0%	F	0.082	F	0.541	4900	G
360)9	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s			0070	.,,		_,,	,0	0,0	•	0.002	•	0.0	.000	Ū
Wings Huss	Charlette County	SR 92 JEB Stuart I	_	060/	40/	10/	20/	110/	00/		0.000	F	0.510	2600	G
Kings Hwy	Charlotte County	4.64 <b>3700</b>	G	86%	1%	1%	2%	11%	0%	F	0.082	Г	0.519	3600	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	W US 15													
360) (15) Kings Hwy	Charlotte County	3.88 4500	G	81%	1%	1%	1%	14%	2%	F	0.080	F	0.539	4700	G
~~	To: From:	SR 47 Krafton Ga	ate												
360 (15) Kings Hwy	Charlotte County	6.60 4000	G	81%	1%	1%	1%	14%	2%	F	0.076	F	0.537	4300	G
	To	S US 15 BUS													
360 (15) Kings Hwy	From: Charlotte County	3.36 3800		81%	1%	1%	1%	14%	2%	С	0.082	F	0.571	4000	G
300) (13)95	To:	SR 40 Keysville		3.70	. 70		. 70	/ 0	_,,	-	3.302	•	0.01	.500	_

						_		Tru	ıck			K	0	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR	40 Keysvil	lle												
360 15 Kings Hwy	Charlotte County	2.10	5100	G	86%	1%	1%	2%	11%	0%	F	NA			5200	G
~~	To:		E US 15													
360 Kings Hwy	Charlotte County	1.69	5100	G	86%	1%	1%	2%	11%	0%	F	0.074	F	0.534	5000	G
***	To:		dward Cou	_												
~	From:		otte County								_		_			_
360 Kings Hwy	Prince Edward County	2.23	5200	F	86%	1%	1%	2%	11%	0%	F	0.072	F		5000	F
~~~	To: From:		55-701													
Kings Hwy	Prince Edward County	3.13	5100	F	86%	1%	1%	2%	11%	0%	F	0.071	F		4900	F
~	To: From:	73-728 N	Moores Ordi	inary Rd												
360 Kings Hwy	Prince Edward County	0.26	4800	F	86%	1%	1%	2%	11%	0%	F	0.072	F		4700	F
<del>~</del>	To	73-63	30 Free Stat	e Rd												
360 Kings Hwy	Prince Edward County	3.09	4900	F	86%	1%	1%	2%	11%	0%	F	0.076	F		4800	F
	To	72.60	)6 Cuan Da	v. D.d												
360	Prince Edward County	5.56	6 Green Ba	ıy Ka	86%	1%	1%	2%	11%	0%	С	0.107	Α		4300	Α
360)	To:		way County		0070	1 /0	170	270	1170	070	O	0.107			4300	
	From:		dward Cou													
360	Nottoway County	1.12	5100	F	86%	1%	1%	2%	11%	0%	F	0.085	F		5000	F
	To:	67-621	Burkes Tav	ern Rd												
360)	Nottoway County	0.39	4900	F	86%	1%	1%	2%	11%	0%	F	0.075	F		4700	F
555)	To:		US 460													
260 (460)	Nottoway County	0.19	11000	F	84%	1%	1%	2%	12%	1%	С	0.085	F		11000	F
360 (460)	Notioway County				0470	1 /0	170	270	12 /0	1 70	O	0.003	'		11000	•
	Town of Durkoville (Moint, 67)		CL Burkevi		0.40/	40/	10/	20/	120/	10/	NI	0.005	NI		11000	N
360 (460)	Town of Burkeville (Maint: 67)	1.06	11000	N	84%	1%	1%	2%	12%	1%	N	0.085	N		11000	N
~~~	To: From:		Bus US 460													
360) (460)	Town of Burkeville (Maint: 67)	0.08	13000	F	86%	1%	1%	2%	11%	0%	F	0.083	F		13000	F
~ ~	To: From:	EC	CL Burkevil	lle												
360 (460)	Nottoway County	0.35	13000	N	86%	1%	1%	2%	11%	0%	Ν	0.083	Ν		13000	Ν
~~ <u> </u>	To:	US 460 Ea	st Colonial	Trail Hv	/у											
360 East Patrick Henry Hwy	Nottoway County	0.23	4900	F	93%	1%	1%	1%	5%	0%	F	0.084	F		4900	F
	To:	67 723 1	Lewiston Pl	lank Dd												
360 East Patrick Henry Hwy	Nottoway County	2.46	5200	F	93%	1%	1%	1%	5%	0%	F	0.083	F		5200	F
360) = 361 / 311.011 / 1011.	. Tottomay Course,					.,,		. , 0	0,0	0,0	•	0.000	•		0200	•
Fast Detriek Henry Lhur	From:	4.17	Watsons Wo 7000	ood Rd F	93%	40/	10/	40/	E0/	00/	F	0.001	F		6000	F
East Patrick Henry Hwy	Nottoway County		lia County		93%	1%	1%	1%	5%	0%	Г	0.081	Г		6900	Г
	From:		way County													
360 Patrick Henry Hwy	Amelia County	0.49	6600	G	93%	1%	1%	1%	5%	0%	F	0.077	F	0.511	6600	G
	To	CD 200	7 Holly Fari													
360 Patrick Henry Hwy	Amelia County	8.55	7 Holly Fari	ms Ra	93%	1%	1%	1%	5%	0%	F	0.08	F	0.556	14000	G
360) allow Helliy Hwy	Amena County		31 Pridesvill		3370	1 /0	1 /0	1 /0	370	0 /0	'	0.00	'	0.550	14000	G

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	04-681	Pridesville Rd			2, 540	017040	TTTGII	Ziiaii		1 dotoi		1 40101		
360 Patrick Henry Hwy	Amelia County		15000 A	93%	1%	1%	1%	5%	0%	С	0.103	Α		15000	Α
	To	Rue IIS 360	0 Goodes Bridg	a Dd											
360 Patrick Henry Hwy	Amelia County		17000 G		1%	1%	1%	5%	0%	F	0.082	F	0.563	17000	G
360). americany my	, anona county				170		170	070	070	•	0.002	·	0.000	17000	Ŭ
360 Patrick Henry Hwy	Amalia County		504 Chula Rd	93%	1%	1%	1%	5%	0%	F	0.080	F	0.612	18000	G
360 Patrick Herry Hwy	Amelia County	Chesterfield Coun			1%	1%	170	5%	0%	Г	0.060	Г	0.612	18000	G
	From:	Amelia County				-									
360 Hull Street Rd	Chesterfield County		17000 G		1%	1%	1%	5%	0%	F	0.081	F	0.61	17000	(
550)	To	20, 602 1	V, Skinguarter l	1.1											
Hull Street Rd	From: Chesterfield County		18000 G		1%	1%	1%	5%	0%	F	NA			18000	(
360) 1 1411 Otreet 114	Onesterned oddrity				1 /0	170	1 70	370	070		INA			10000	
~~	From:		Baldwin Creek I		407		40/	50 /	201					4.4000	
Hull Street Rd	Chesterfield County	1.31	44000 N	93%	1%	1%	1%	5%	0%	N	NA			44000	٨
	Ta- From:	20-66	7 Otterdale Rd												
360 Hull Street Rd	Chesterfield County	1.48	27000 F	93%	1%	1%	1%	5%	0%	F	0.077	F		27000	F
~ <u></u>	To:		oodlake Village												
~~	From:		odlake Village	•						_					
Hull Street Rd	Chesterfield County	0.99	44000	93%	1%	1%	1%	5%	0%	F	NA			44000	(
<u> </u>	To- From:	20-70	02 Spring Run												
Hull Street Rd	Chesterfield County	2.19	65000	93%	1%	1%	1%	5%	0%	F	NA			65000	(
~	To		SR 288												
360 Hull Street Rd	Chesterfield County		39000	97%	0%	1%	1%	1%	0%	С	0.087	F	0.519	39000	
500)	T-1														
360 Hull Street Rd	Chesterfield County		42000 C		1%	1%	1%	5%	0%	F	NA			42000	(
360 Hull Street Ru	Chesterned County	2.21	42000	93%	170	1 70	170	5%	0%	Г	INA			42000	
~~	To: From:		Walmsley Blv												
Hull Street Rd	Chesterfield County	2.25	38000	93%	1%	1%	1%	5%	0%	F	NA			38000	(
~	To: From:	SR 150 Chippenh	am Pkwy; WCI	Richmond		\neg									
Hull Street Rd	City of Richmond	0.61	23000	97%	1%	1%	1%	0%	0%	F	NA			23000	(
<u> </u>	To		Hey Rd												
360 Hull Street Rd	City of Richmond		21000 G	97%	1%	1%	1%	0%	0%	F	NA			21000	(
360 Trail Street Na	City of Nichillona			31 /0	1 70	1 70	1 /0	070	070	'	INA			21000	•
~~	To- From:		161 Belt Blvd		407					_				.=	
Hull St	City of Richmond	0.18	17000	i 97%	1%	1%	1%	0%	0%	F	NA			17000	(
<u> </u>	Ta- From:	M	IcGuire Dr												
Hull St	City of Richmond	1.05	14000	97%	1%	1%	1%	0%	0%	F	NA			15000	G
~	To:	Mid	llothian Tpke			<u> </u>									
360 Hull St	City of Richmond		21000 A	97%	1%	1%	1%	0%	0%	С	0.088	Α		22000	P
000)	T						, -		- , -	-		-			
~	O'the of Pinker		ferson Davis H		40/		40/	00/	00/		0.070		0.54	44000	_
Hull St	City of Richmond		11000	97%	1%	1%	1%	0%	0%	F	0.079	F	0.54	11000	G
~	To:	Co	mmerce Rd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. QV
~~ <u></u>	From:		Commerce R													
360 Hull St	City of Richmond	0.37	16000	G	97%	1%	1%	1%	0%	0%	F	NA			16000	G
<u></u>	To: From:		1st St													
360 Mayo Bridge	City of Richmond	0.51	21000	G	97%	1%	1%	1%	0%	0%	F	NA			21000	G
~~	To: From:		Dock St				\Box									
360 14th St	City of Richmond	0.08	11000	G	97%	1%	1%	1%	0%	0%	F	0.100	F	0.673	12000	C
<u></u>	To- From:		JS 60 Cary S													
360 \ (60) 14th St	City of Richmond	0.08	11000	N	97%	1%	1%	1%	0%	0%	N	0.100	N	0.673	12000	1
~ ~	To: From:	US	60 Par, Maii 14th St	n St												
360 60 Main St	City of Richmond	0.30	15000	G	97%	1%	1%	1%	0%	0%	F	0.091	F	0.623	16000	(
300)(00)	To:		18th St													
~~	From:		S 60 Main S													
360 18th St	City of Richmond	0.14	7700	G	97%	1%	1%	1%	0%	0%	F	0.095	F	0.726	8000	(
<u></u>	To: From:		Grace St												-	
360 18th St	City of Richmond	0.06	6400	G	97%	1%	1%	1%	0%	0%	F	0.095	N	0.726	6600	(
~	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	9200	G	97%	1%	1%	1%	0%	0%	F	NA			9500	(
<u>~~</u>	To- From:		S 250 Broad													
360 18th St	City of Richmond	0.19	5700	F	97%	1%	1%	0%	0%	0%	С	0.105	F		6100	ı
	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	17000	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.762	18000	(
<u>~</u>	To: From:		Venable St				\Box									
360)18th St	City of Richmond	0.50	3500	G	97%	1%	1%	1%	0%	0%	F	0.111	F		3600	(
~	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:		G	97%	1%	1%	1%	0%	0%	F	0.097	F	0.677	8100	(
	From:		Balding St 18th St													
360 Balding St	City of Richmond	0.03	3500	N	97%	1%	1%	1%	0%	0%	Ν	0.111	Ν		3600	ı
300)	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	7900	N	97%	1%	1%	1%	0%	0%	Ν	NA			8100	ı
	To:		17th St													
360 17th St	City of Richmond	0.19	Balding St 7200	G	97%	1%	1%	1%	0%	0%	F	0.101	F	0.709	7400	(
360) 1711131	Tre-		Fairfield Way		31 /0	1 /0	170	1 /0	070	070	'	0.101	•	0.703	7400	`
	From:	•	17th St	,												
360 Fairfield Way	City of Richmond	0.54	6100	G	97%	1%	1%	1%	0%	0%	F	0.148	F	0.878	6300	(
~	To-		hanicsville T													
360 Mechanicsville Tpke	City of Richmond	0.44	Fairfield Way	y G	97%	1%	1%	1%	0%	0%	F	0.095	F	0.666	11000	(
300 Moorial ilosville i pice	ony of Montholia	0.77			01/0	1 /0	- 70	1 /0	070	0 /0	•	0.000	•	0.000	11000	`
Machanian illa Trica	City of Piohmand	0.25	I-64 35000	G	98%	0%	10/	00/	10/	0%	F	NA			27000	
Mechanicsville Tpke	City of Richmond				90%	υ%	1%	0%	1%	υ‰	г	NA			37000	(
360 Mechanicsville Tpke	To: From:		CL Richmor		0001	001		001	401	001		0.007	_	0.000	05000	
aco (Mechanicsville Toke	Henrico County	1.53	33000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.632	35000	

Davida	Lorder Markers	Leavelle AART C.	4T'			Truck		00	K	014	Dir	A A)A/DT	
Route	Jurisdiction -	Length AADT QA 4	4 I ire	Bus 2	2Axle 3	-Axle 1Tr	ail 2Trail	QC	Factor	QK	Factor	AAWDT	Q' _
~	From:	Laburnum Ave						_		_			
Mechanicsville Tpke	Henrico County		98%	0%	1%	0% 1%	0%	F	0.084	F	0.603	34000	
~	To:	Hanover County Line											
~~	From:	Henrico County Line					•••	_		_			
Mechanicsville Tpke	Hanover County	0.47 32000 F 9	98%	0%	1%	0% 1%	0%	F	0.09	F		35000	
~	To: From:	Bus US 360, Mechanicsville Tpke	;		\exists —								
360 Mechanicsville Bypass	Hanover County	0.60 25000 A 9	98%	0%	1%	0% 1%	0%	С	0.101	Α		26000	
	To:	SR 156 Cold Harbor Rd			_								
360 Mechanicsville Bypass	Hanover County		98%	0%	1%	0% 19	0%	N	0.101	N		26000	
360 INJectial licsville Bypass	Transver County	0.13 23000 N	90 /0	076	1 /0	J/0 I/	0 70	IN	0.101	IN		20000	
	To- From:	Bus US 360, Mechanicsville Tpke											
Mechanicsville Tpke	Hanover County	0.33 25000 N 9	98%	0%	1%	0% 1%	0%	Ν	0.101	Ν		26000	
	To:	I-295			_								
Mechanicsville Tpke	Hanover County		96%	0%	1%	1% 2%	0%	С	0.088	F		42000	
360 INJectianicsville Tpke	Harlover County	1.30 40000 F §	90%	0%	170	170 27	0 70	C	0.000	Г		42000	
	To- From:	42-643 Lee Davis Road											
Mechanicsville Tpke	Hanover County	1.19 32000 F 9	98%	0%	1%	0% 1%	0%	F	0.091	F		34000	
	To	42 1015 Carichton Plans											
Mechanicsville Tpke	Hanover County	42-1015 Creighton Pkwy 1.37 22000 F	98%	0%	1%	0% 1%	0%	F	0.085	F		23000	
1860 Wechanicsville Tpke	Tianover County	1:37 22000 F 8	90 /0	076	1 /0	J/0 I/	0 70		0.003			23000	
	To- From:	42-615 Walnut Grove Rd											
Mechanicsville Tpke	Hanover County	3.23 22000 F 9	98%	0%	1%	0% 1%	0%	F	0.089	F		23000	
~ <i>)</i>	To	42-606 Old Church Rd; Studley Rd	1										
Mochanicsvilla Taka	Hanover County			0%	1%	0% 1%	0%	F	0.092	F		19000	
Mechanicsville Tpke	Transver County		90 /0	076	1 /0	J/0 I/	0 70		0.092	-		19000	
	From:	King William County Line Hanover County Line			-								
Richmond Tappahannock Hwy	King William County		95%	0%	1%	1% 3%	0%	F	0.095	F	0.7	19000	
360 recimona rappanamioek riwy	Tring William County	2.32 10000 3	JJ 70	070	1 70	170 37	0 70	'	0.000	'	0.7	13000	
~~	To: From:	50-605 Old Newcastle Rd											
Richmond Tappahannock Hwy	King William County	2.77 17000 G 9	95%	0%	1%	1% 3%	0%	С	0.098	F	0.684	17000	
~	To	SR 30 King William Rd			—								
Richmond Tappahannock Hwy	From: L King William County	9	95%	0%	1%	1% 3%	0%	F	0.086	F	0.618	12000	
360 recimona rappanamioek riwy	To:	King & Queen County Line	3370	070	- 170	170 37	0 70	'	0.000	'	0.010	12000	
	From:	King William County Line											
Richmond Hwy	King & Queen County	• •	95%	0%	1%	1% 3%	0%	F	0.090	F	0.627	10000	
500)				0 ,0		.,,	. 0,0	•	0.000	•	0.02.	.0000	
~~	To- From:	SR 14 The Trail			┵								
Richmond Hwy	King & Queen County		91%	1%	1%	2% 5%	0%	С	0.093	F	0.567	8100	
~	To:	Essex County Line											
~	From:	King & Queen County Line											
Richmond Hwy	Essex County	0.45 9500 F 9	91%	1%	1%	2% 5%	0%	F	0.083	F		9700	
~		28-620 Dunbrooke Rd; Powcan Rd	i		—								
Richmond Hwy	Essex County			1%	1%	2% 5%	0%	F	0.082	F		8900	
300)			, 0	.,,		5 07	. 0,0	•	0.002	•		0000	
	To: From:	W US 17			_								—
360 (17) Tappahannock Blvd	Essex County		90%	1%	1%	1% 7%	0%	F	0.08	F		20000	
~~~	To:	CL Tappahannock											

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	CL Tappaha	nnock												
360 \ (17)	Town of Tappahannock (Maint: 28)	2.24 <b>22000</b>	N	90%	1%	1%	1%	7%	0%	Ν	80.0	Ν		20000	Ν
	To	E US 17	,			<b>—</b> —									
360 Queen St	Town of Tappahannock (Maint: 28)	0.25 <b>12000</b>		95%	0%	1%	1%	3%	0%	F	0.079	F		13000	F
	То:	Richmond Cou	nty Line												
~~~	From:	Essex County										_			_
(360) Richmond Rd	Richmond County	3.98 14000		95%	0%	1%	1%	3%	0%	F	0.082	F	0.578	15000	G
<u>~</u>	From:	79-624 W; New 79-624 W, New													
360 Richmond Rd	Richmond County	0.40 13000		95%	0%	1%	1%	3%	0%	С	0.098	Α		14000	В
380) Monimoria Ma	T.			0070	070		170	070	070	Ū	0.000	,,		1 1000	
360 Richmond Rd	Town of Warsaw (Maint: 79)	2.02 13000		95%	0%	1%	1%	3%	0%	N	0.098	N		14000	N
360 Kichinona Ka	TOWITOI Walsaw (Maint. 19)			95 /6	076	1 /0	1 /0	3/0	076	IN	0.090	IN		14000	IN
Bus	To- From:	W SR 3 B	us												
(360) (3) Richmond Rd	Town of Warsaw (Maint: 79)	0.78 12000	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.642	13000	G
	To	E SR 3 Bus,	SD 3												
(360) Richmond Rd	Town of Warsaw (Maint: 79)	0.37 7800	G G	95%	0%	1%	1%	3%	0%	F	0.086	F	0.634	8000	G
(360)	Tomic of transaction (maintain 19)				0,0		.,,	0,0	0,0	•	0.000	•	0.00	0000	
Pighmond Pd	Richmond County	4.59 7800	aw N	95%	0%	1%	1%	3%	0%	N	0.086	N	0.634	8000	N
Richmond Rd	Richmond County			95 /6	076	1 /0	1 /0	3/0	076	IN	0.000	IN	0.034	8000	IN
~~~	To: From:	79-661 Totuskey													
Richmond Rd	Richmond County	2.97 6100	G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.653	6300	G
~	From:	Northumberland C Richmond Cou		2											
Richmond Rd	Northumberland County	3.19 <b>5600</b>	G	95%	0%	1%	1%	3%	0%	F	NA			5900	G
(300)	To					<del></del> i									
360 Northumberland Hwy	From: Northumberland County	SR 202 Hampton 0.39 <b>8400</b>	Hall Rd	95%	1%	1%	2%	2%	0%	F	0.085	F		8600	F
360 Northamberiand Twy	Northamberiand County			33 /6	1 /0	1 70	270	270	070	'	0.003	•		0000	•
~~	From:	66-750 Suppl			407				221						
Northumberland Hwy	Northumberland County	6.74 <b>7400</b>	F	95%	1%	1%	2%	2%	0%	F	0.087	F		7500	F
~~~	To- From:	SR 201 Courth													
(360) Northumberland Hwy	Northumberland County	7.91 5400	F	95%	1%	1%	2%	2%	0%	С	0.083	F		5600	F
<u> </u>	To	SR 200 Jesse DuPont	Memorial	Hwy		<u> </u>									
Northumberland Hwy	Northumberland County	3.05 4700	F	95%	1%	1%	2%	2%	0%	F	0.085	F		4900	F
	Toc	66-646 E, Fair	nort Rd												
Northumberland Hwy	Northumberland County	2.14 2700	F	95%	1%	1%	2%	2%	0%	F	0.082	F		2800	F
	Tol														
Occ. Main St	Northumberland County	66-657 Fleete 0.45 840	on Rd F	95%	1%	1%	2%	2%	Ω0/	F	0.13	F		870	F
360 Main St	Northumberland County	66-644 Reed Ave;			170	1%	∠70	2 70	0%	г	0.13	г		0/0	г
	r	·													
(360) Ramp	City of Richmond (Maint: 43)	0.11 NA	143B FRC	OM RT 3							NIA			NA	
/ 360 (Kaliip	City of Richmond (waint: 43)	0.11 NA									NA			INA	

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

Route	Jurisdiction	Length	AADT			Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 360 Ramp	From City of Richmond (N	Maint: 43) 0.15 I-64-E192X FROM	US 360 NA RT 360F A	ST-MF(THANICS							NA			NA	
East 360 Ramp	From City of Richmond (N	US 36) TO I-64 V NA	WEST								NA			NA	
East 360 Ramp	From: Hanover Cou To:	US 360 TO RO nty 0.43 I-295-E FROM ROU	1900	F		VI						0.115	F		1900	F
East 360 Ramp	From L Hanover Cour To:	nty 0.23	660 TO RT 4100 W FROM R	F								0.135	F		4100	F
West 360 Ramp	From Henrico Cour		0 TO I-64 I NA RT 360WE		CHANICS							NA			NA	
West 360 Ramp	From City of Richmond (N		NA JS 360- 143		M RT 3							NA			NA	
West 360 Ramp	From Hanover Coul	nty 0.20	660 TO RT 4100 E FROM R	F								0.091	F		4100	F
West 360 Ramp	From L Hanover Coul To:		037A TO <i>A</i> 9200 W FROM R	F	OM RT							0.119	F		9200	F
360 Grace St	From City of Richmo		360; 18th 2500 17th St	St G	97%	1%	1%	1%	0%	0%	F	0.088	F	0.926	2600	G
360 17th St	City of Richmo Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G G	97% 97%	1% 1%	1% 1%	1% 1%	0% 0%	0% 0%	F F	NA NA			2800 9500	G G
360 17th St	City of Richmo Combined Traffic Estimates for 2 Parallel	ond 0.18 Roadways on this Route:		G G	97% 97%	1% 1%	1% 1%	1% 0%	0% 0%	0% 0%	F F	0.106 0.095	F F	0.762	11000 18000	G G
360 17th St	City of Richmo Combined Traffic Estimates for 2 Parallel	ond 0.50 Roadways on this Route:	om I-95; Ve 4400 7900 Balding St	G G	97% 97%	1% 1%	1% 1%	1% 1%	0% 0%	0% 0%	F F	0.117 0.097	F F	0.677	4500 8100	G G
Bus 360 Mechanicsville Tpke	From: Hanover Coul To:	nty 0.49	est of Mech 6800 156 Atlee	F	97%	1%	1%	0%	0%	0%	С	0.094	F		7200	F

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

							Trι	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus	From:		6 Atlee Rd												
Mechanicsville Tpke	Hanover County		5200 F	97%	1%	1%	0%	0%	0%	F	0.088	F		6600	F
~	To:	US 360 East	of Mechanicsvill	e											
Bus	From:		Vest of Amelia												
Goodes Bridge Rd	Amelia County		5200 G	98%	0%	1%	0%	1%	0%	С	0.090	F	0.547	5600	(
~	To:	US 360 E	East of Amelia												
Bus Bus	From:		S 460												
60 } (460 }	Nottoway County	0.18	880 G	95%	0%	2%	1%	2%	0%	С	NA			940	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	WCL	Burkeville			-									
Bus Bus	Town of Burkeville (Maint: 67)	0.30	880 N	95%	0%	2%	1%	2%	0%	N	NA			940	ı
60 (460)	Town of Burkeville (Maint. 07)	0.30	000 14	9370	070		1 70	2/0	076	14	INA			340	
Sus Bus	To: From:	67-724 Ha	arris Spring Rd												
60 (460)	Town of Burkeville (Maint: 67)	0.21 1	1900 F	95%	0%	2%	1%	2%	0%	F	0.103	F		2000	
<i></i>	To:	67-628	3 Agnew St												
Bus Bus	From:			050/	201		407	00/	00/	_		_		0000	
60 }{ 460 }	Town of Burkeville (Maint: 67)		1900 F	95%	0%	2%	1%	2%	0%	F	0.096	F		2000	
<b>* *</b>	10:		st of Burkeville												
Bus Bus	From:		F KEYSVILLE												
60) (15) Olds Kings Hwy	Charlotte County	2.93 1	1200 G	93%	1%	1%	1%	4%	0%	С	0.097	F	0.54	1300	(
Sus Bus	To: From:	CL I	Keysville												
60 \ 15	Town of Keysville (Maint: 19)	0.73 1	1200 N	93%	1%	1%	1%	4%	0%	Ν	0.097	Ν	0.54	1300	ı
00) (13)					.,,		. , ,	.,0	0,0	• •	0.00.		0.0.	.000	
us Bus	From:	S	SR 40												
60 15 40 McDonald Rd	Town of Keysville (Maint: 19)	0.56	1700 G	93%	1%	1%	1%	4%	0%	F	0.101	F	0.565	5000	(
<b></b>	To:	N	SR 40												
Bus Bus	Town of Keysville (Maint: 19)		3900 G	93%	1%	1%	40/	40/	0%	F	0.096	F	0.554	4200	,
Four Locust Hwy	Town of Keysville (Maint. 19)	0.37	900 G	93%	170	1%	1%	4%	0%	Г	0.096	Г	0.554	4200	(
Bus Bus	To: From:	CL I	Keysville												
660 (15)	Charlotte County	1.34	3900 N	93%	1%	1%	1%	4%	0%	Ν	0.096	Ν	0.554	4200	1
	To:	US 15 N O	F KEYSVILLE												
	From:	Rive	erside Dr			Ī									
(293) North Main St	City of Danville		1000 G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.550	12000	(
30) 230)	To	W													
60)(293)North Main St	City of Danville		rsham St 3000 G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.547	14000	(
60 293 North Main St	To:		n Main St	30 /0	070		070	070	076	'	0.002	'	0.547	14000	`
	From:		North Main St												
Richmond Blvd	City of Danville		1500 G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.573	4900	(
	To:	ECI	Danville												
Old Richmond Rd	Pittsylvania County		1700 N	99%	0%	0%	0%	0%	0%	N	0.09	N	0.668	1800	1
000) 0.3 1.1011110113 1.3	To:		JS 29	0070	J /0	J /0	J /0	0 /0	0 /0		0.00	. •	0.000	1000	'

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

		Primary ar	ia interst	alc Not	1100											
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus			ıck		QC	_ K	QK	Dir	AAWDT	- QV
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		US 29								_		_			_
Old Richmond Rd	Pittsylvania Co	unty 5.79	1700	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.668	1800	G
	To: From:	71-726 Malmaison									_		_			
360 Old Richmond Rd	Pittsylvania Co	unty 3.66	440	G	99%	0%	0%	0%	0%	0%	F	0.107	F	0.543	480	G
	To: From:		16 Keeling l	Drive												
360)Old Richmond Rd	Pittsylvania Co	unty 7.32	1000	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.609	1100	G
	То:		fax County													
	From:		vania Coun	_							_		_			_
360 Mountain Rd	Halifax Coun	nty 5.11	1000	F	95%	1%	1%	1%	3%	0%	С	0.096	F		1000	F
<u> </u>	To: From:	41-68	3 Oak Level	l Road												
360) Mountain Rd	Halifax Coun	nty 5.65	2000	F	95%	1%	1%	1%	3%	0%	F	0.088	F		2100	F
<u> </u>	Ta-	41-681	Union Chur	ch Road												
360) Mountain Rd	From:∟ Halifax Coun		5100	F	95%	1%	1%	1%	3%	0%	F	0.084	F		5200	F
300)	- F															
Manustain Bul	From:		-654 Singi		0.40/	00/		40/	407	00/		0.007			0400	
360 Mountain Rd	Halifax Coun	nty 0.30	2000	N	94%	0%	1%	1%	4%	0%	N	0.087	N		2100	N
_	To: From:	Ţ	WCL Halifa	X												
360 Mountain Rd	Town of Halifax (M	laint: 41) 1.72	2000	F	94%	0%	1%	1%	4%	0%	С	0.087	F		2100	F
$\mathcal{L}$	То:	J	JS 501 Sout	th												
	From:		US 501 S													_
360)(501) Main St	Town of Halifax (M	laint: 41) 0.78	8600	F	97%	0%	0%	0%	2%	0%	F	0.082	F		8800	F
	To:	**** *** *	US 501 N		**											
360)Bethel Rd	Town of Halifax (M	US 501 N, L laint: 41) 0.26	4100	G	_{Нwy} 92%	0%	1%	1%	6%	0%	С	NA			4400	G
360 Betrier Ru	TOWITOF Halliax (IVI	iaini. 41) 0.20	4100	<u> </u>	92%	U70	170	1 70	0%	076	C	INA			4400	G
	To: From:		ECL Halifa													
360)Bethel Rd	Halifax Coun	,	2600	F	89%	0%	1%	2%	7%	0%	С	0.083	F		2600	F
$\smile$	То:	US 360 J	ames D Haş	good Hw	y											
lorth	From:	SR 381 (	Commonwe	alth Ave	;											
381)	City of Bristol (Ma	aint: 95) 1.14	8100	F	97%	0%	1%	0%	2%	0%	С	0.109	Α		8600	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	97%	0%	1%	0%	2%	0%	С	0.104	Α	0.909	17000	F
	To:	,	I-81													
North	From:		amp to I-81	S												
381)I-381 N Ramp	City of Bristol (Ma	aint: 95) 0.25	7100	G	97%	0%	1%	0%	2%	0%	F	0.092	F		7500	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	97%	0%	1%	0%	2%	0%	F	NA			15000	G
	То:		I-81 N													
lorth	From:		I-381 N													
381) Ramp I-381 N to I-81 S	City of Bristol (Ma	aint: 95) 0.31	730	G	97%	0%	1%	0%	2%	0%	F	0.133	F		770	G
<u> </u>	To:		I-81 S													
Courth	From:	SB 381 (	Commonwe	alth Ava			Ī									
South 381)	L City of Bristol (Ma		7700	F	97%	0%	1%	0%	2%	0%	С	0.11	Α		8200	F
	Only of Dilator (Ivid	1.00		•	01/0	0 / 0	1 /0	0 / 0	2/0	0 / 0	_	0.11	, ,		0200	-
301)	Combined Traffic Estimates for 2 Parallel	Doodways on this Pouts:	16000	F	97%	0%	1%	0%	2%	0%	С	0.104	Α	0.909	17000	F

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

	-							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
outh	From:		From I-81 N													
81) I-381 S Ramp	City of Bristol (Mair	nt: 95) 0.61	6800	G	97%	0%	1%	0%	2%	0%	F	0.091	F		7200	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:		G	97%	0%	1%	0%	2%	0%	F	NA			15000	(
	To:		I-81 South													
¬~~-	From:	,	Tennessee S								_		_			
(81) $(19)$ $(421)$ Commonwealth	Ave City of Bristol	I 0.23	16000	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.551	17000	
	To: From:	SR 11	3 Cumberla	nd St												
(31) $(19)$ $(421)$ Commonwealth	Ave City of Bristol	I 0.16	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	
	To	SR 133	Par; Sycam	ore St												
31) (19) (421) Commonwealth	Ave City of Bristol	I 0.19	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	
	To:	211	11 Euclid A	ve												
Commonwealth Ave	From: City of Bristol		18000	G	97%	0%	1%	0%	2%	0%	F	0.089	F	0.548	19000	
3)	To:		leys St; I-381						_,,		-		•			
_	From:		5001B TO R													
95)	Fairfax Count		NA	1 1/3								NA			NA	
93)	To:	,	FROM 395	N & S												
pΝ	From:	Reve	rsible Lane	Split												
Northbound Express Lane	Arlington Coun		22000	G	98%	1%	0%	0%	0%	0%	F	0.091	F		29000	
39)	Combined Traffic Estimates for 4 Parallel I	•		G	98%	1%	0%	1%	1%	0%	F	NA			172000	
	То:	,	of Columbi	_		.,,		.,.	.,,							
φΝ	From:	I-395-1 TO PENTAG	GON & EAD	OS ST-B	USES ON	L										
Ramp	Arlington Coun		NA									NA			NA	
	To:	00-6723; 00-672	23- 1A FRO	M & TC	RT 39											
φS_	From:	Reve	rsible Lane	Split			Ī									
Southbound Express Lane	Arlington Coun	nty 1.21	30000	G	98%	1%	0%	0%	0%	0%	F	0.100	F		39000	
	Combined Traffic Estimates for 4 Parallel I	Roadways on this Route:	151000	G	98%	1%	0%	1%	1%	0%	F	NA			172000	
	To:	Distric	t of Columbi	ia Line												
xpS_	From:	1 205 27	ΓO RT 395 S	HTLIOS												
	11011.	1-395-3	IU KI 393 S	500111												
95)Ramp	Arlington Coun		<b>NA</b>	300111								NA			NA	
95 Ramp	Arlington Cour		NA		RESS							NA			NA	
95 Ramp xpS	Arlington Coun	nty 0.03	<b>NA</b> M RT 395 S	O EXPF		L						NA	_		NA ———	
95 Ramp φS	To:	ty 0.03 I-395-S FROI I-395-3 TO PENTAG	<b>NA</b> M RT 395 S	O EXPF		L						NA NA	=		NA NA	
Ramp pS	To:	ty 0.03 I-395-S FROI I-395-3 TO PENTAG	NA M RT 395 S GON & EAD NA	O EXPR OS ST-B	USES ON								<u> </u>			
Ramp  pS Ramp  orth	To:	1-395-3 TO PENTAC 1-395-3 TO 2012	NA M RT 395 SO GON & EAD NA ROTARY R	O EXPR OS ST-B ROADW	USES ON											
Ramp  pS Ramp  orth	To:	nty 0.03 I-395-S FROI I-395-3 TO PENTAC nty 0.12 00-6723 PENTAGON I-95; 29-644	NA M RT 395 SO GON & EAD NA ROTARY R	O EXPR OS ST-B ROADW	USES ON	1%	1%	1%	1%	0%	N		<u> </u>			
Ramp	To: From: Arlington Coun To: From:	1-395-S FROI 1-395-S TO PENTAG 1-395-3 TO PENTAG 1-395-3 TO PENTAGON 00-6723 PENTAGON 1-95; 29-644 y 0.67	NA M RT 395 St GON & EAD NA ROTARY R Franconia Sp 77000	O EXPROS ST-B	USES ON 'AY FROM d Rd	ИR	1% 1%	1% 1%	1% 1%	0% 0%	N N	NA	<u> </u>		NA	
Ramp  PS Ramp  Ramp  Orth  95	To: From: Arlington Coun To: From: From: From: Fairfax Count	1-395-S FROM  1-395-S FROM  1-395-3 TO PENTAGE  1-395-3 TO PENTAGE  1-95: 29-644  2	NA M RT 395 St GON & EAD NA ROTARY R Franconia Sp 77000	O EXPR OS ST-B ROADW pringfiel N	USES ON AY FROM d Rd 97%	1%						NA NA	<u> </u>		NA 80000	
Ramp  xpS 1995 Ramp  orth 1995	Arlington Count  From:  Arlington Count  For:  Fairfax Count  Combined Traffic Estimates for 3 Parallel I	1-395-3 TO PENTAC 1-395-3 TO PENTAC 1-395-3 TO PENTAC 1-395-3 TO PENTAC 01-6723 PENTAGON 1-95; 29-644 1-95; 29-644 1-95; 29-644 1-95; 29-644 1-95; 29-644 1-95; 29-644	NA M RT 395 SG GON & EAC NA ROTARY R Franconia Sp 77000 184000 Capital Bel	O EXPROS ST-B  ROADW  pringfiel  N  N	USES ON AY FROM d Rd 97% 98%	1 R 1% 1%	1%	1%	1%	0%		NA NA NA	<u>=</u>		NA 80000 199000	
Ramp  Onth  395  Oorth  395  Oorth  395	To: From: Arlington Coun To: From: From: From: Fairfax Count	1-395-3 TO PENTAGON  1-395-3 TO PENTAGON  1-395-3 TO PENTAGON  1-95; 29-644  y 0.67  Roadways on this Route:  1-495  y 1.11	NA M RT 395 St GON & EAD NA ROTARY R Franconia Sp 77000 184000 Capital Bel 77000	O EXPR OS ST-B ROADW pringfiel N	USES ON AY FROM d Rd 97%	1%						NA NA	<u> </u>		NA 80000	

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

						_		Tru	ıck			K	a · ·	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q١
lorth	From:	29	-648 Edsall I	Rd												
395)	Fairfax County	0.91	78000	G	97%	1%	1%	1%	1%	0%	F	NA			80000	(
	Combined Traffic Estimates for 3 Parallel Road	ways on this Route:	176000	G	98%	1%	1%	1%	1%	0%	F	NA			191000	
lorth	To: From:	Turkeycock	Reversible I	Lane Ra	mps											
395)	Fairfax County	0.51	75000	Α	97%	1%	1%	1%	1%	0%	С	0.077	Α		77000	
193)	Combined Traffic Estimates for 3 Parallel Road	ways on this Route:		Α	98%	1%	1%	1%	1%	0%	С	0.082	Α		194000	
	To:	W	CL Alexand													
orth	From		fax County I			401										
395	City of Alexandria (Maint: 2	,	75000	Α	97%	1%	1%	1%	1%	0%	С	0.077	Α		77000	
	Combined Traffic Estimates for 3 Parallel Road	ways on this Route:	181000	Α	98%	1%	1%	1%	1%	0%	С	NA			194000	
orth	Ta: From:	Sl	R 236 Duke	St												_
395)	City of Alexandria (Maint: 2	29) 1.64	79000	G	97%	1%	1%	1%	1%	0%	F	NA			81000	
	Combined Traffic Estimates for 3 Parallel Road	ways on this Route:	190000	G	98%	1%	1%	1%	1%	0%	F	NA			205000	
	To		Seminary Rd	i												
lorth 395	City of Alexandria (Maint:	29) 1.11	79000	G	97%	1%	1%	1%	1%	0%	F	NA			81000	
395	Combined Traffic Estimates for 3 Parallel Road	,		G	98%	1%	1%	1%	1%	0%	F	NA			201000	
	Table Littlines for a railer road					170	170	1 70	170	070	·	INA			201000	
lorth	From	SR 7 King S	,													
395)	Arlington County	0.77	90000	G	97%	1%	1%	1%	1%	0%	F	0.078	F		95000	
	Combined Traffic Estimates for 3 Parallel Road	•		G	98%	1%	1%	1%	1%	0%	F	0.071	F		225000	
orth	To: From:		ane, WCL A													_
395)	City of Alexandria (Maint: 0		90000	G	97%	1%	1%	1%	1%	0%	F	0.078	F		95000	
999)	Combined Traffic Estimates for 3 Parallel Road	•		G	98%	1%	1%	1%	1%	0%	F	NA			229000	
	То:		gton County	Line												
lorth	From		CL Alexand								_		_			
395	Arlington County	0.15	90000	G	97%	1%	1%	1%	1%	0%	F	0.078	F		95000	
	Combined Traffic Estimates for 3 Parallel Road	ways on this Route:	211000	G	98%	1%	1%	1%	1%	0%	F	NA			229000	
lorth	To: From:	SF	R 120 Glebe l	Rd												
395)	Arlington County	1.20	84000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		88000	
	Combined Traffic Estimates for 3 Parallel Road	ways on this Route:	199000	G	98%	1%	1%	1%	1%	0%	F	0.072	F	0.733	217000	
d.	To: From:	SR 27 W	/ashington B	oulevaro	1		_									
orth 395	Arlington County	1.42	48000	G	97%	1%	1%	1%	1%	0%	F	0.082	F		50000	
395	Combined Traffic Estimates for 4 Parallel Road			G	98%	1%	0%	1%	1%	0%	, E	NA	'		172000	
	To Table 1 Table 1 Still ales 101 4 Table 1 Node	•			3070	170	070	1 70	170	070	·	INA			172000	
North	From:		efferson Dav													
395 (1)	Arlington County	0.55	54000	G	97%	1%	1%	1%	1%	0%	F	0.071	F		57000	
$\smile \smile$	Combined Traffic Estimates for 4 Parallel Road	ways on this Route:	172000	G	98%	1%	1%	1%	1%	0%	F	NA			194000	
	To:	George '	Washington 1	Parkway	7											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
North	From:		Washington			40/		407	407	201		0.074			F7000	
395 1	Arlington County		54000	N	97%	1%	1%	1%	1%	0%	N	0.071	N		57000	N
	Combined Traffic Estimates for 4 Parallel Ro		172000 t of Columb		98%	1%	1%	1%	1%	0%	N	NA			194000	Ν
NI = -stl-	From:															_
North	Fairfax County	0.10	N TO 495 N <b>NA</b>	OKTH								NA			NA	
395	r arrax county			~~~								INA			INA	
North	From:	29-789-N003A FROM	RT 78900-	COMM	ERCE ROA	AD										
North 395	Fairfax County	0.09	NA									NA			NA	
	To: From:	29-644-W006	C FROM R	T 644 W	/EST		_									
North 395	Fairfax County	0.60	NA									NA			NA	
395)	To:		S001B TO F	RT 495				N							107.	
North	From:	I-395-N TO RT 64			I POAD											_
Ramp	Fairfax County	0.16	NA	- EDSAL	L KOAD							NA			NA	
395)	To	I-395-N TO RT 64		- EDSAI	L ROAD											
North	From:	I-395-N TO RT 64														_
395 Ramp	Fairfax County	0.12	NA	LDDIN	EE ROAD							NA			NA	
393) - 101	To:	29-648 BREN MAI		ROM RT	Γ 395 NOR											
North	From:	I-395-N TO	REVERSI	BLE LA	NE											
395 Ramp	Fairfax County	0.24	NA									NA			NA	
	Tor	I-395-R FI	ROM RT 39	5 NORT	Ή											
North	From:	I-395-N TO R	Γ 236 EAST	700- DUI	KE ST											
(395) Ramp	City of Alexandria (Mair	nt: 29) 0.20	NA									NA			NA	
	To:	I-395-N TO R	Γ 236 EAST	100- DUI	KE ST											
North	From:	I-395-N TO RT	T 236 WEST	Γ00- DU	KE ST											
395)Ramp	City of Alexandria (Mai	nt: 29) 0.13	NA									NA			NA	
$\overline{}$	To:	I-395-N TO RT	T 236 WEST	Γ00- DU	KE ST											
North	From:	I-395-N TO RT	42000- SEM	⁄INARY	ROAD											
395 Ramp	City of Alexandria (Mair	nt: 29) 0.18	NA									NA			NA	
<u> </u>	To Econo	SR 420-E000X RT	395 N & R	T 420 E	AST COLL		$\neg$									
North 395 Ramp	City of Alexandria (Mair		NA									NA			NA	
395 (Kamp	City of Alexandria (Mail	<u> </u>										INA			INA	
North	To- From:	SR 420-W000X RT	395 N & R'	T 420 W	EST COLL											
395 Ramp	City of Alexandria (Mair		NA									NA			NA	
$\overline{}$	To:	I-395-N FROM R	Γ 42000- SE	EMINAR	RY ROAD											
North	From:	I-395-N TO RT 7	EAST & W	EST00-	KING ST											
395 Ramp	City of Alexandria (Mair		NA									NA			NA	
$\overline{}$	To	I-395-N005B TO R	ΓEAST & V	WEST00	- KING ST											
North	From:	I-395-N005A TO R		WEST00	)- KING ST	Γ										
(395) Ramp	City of Alexandria (Mair		NA									NA			NA	
$\smile$	To:	I-395-N005A TO R	TEAST & V	WEST00	)- KING ST	Γ										

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

		Fillialyal	iu irileislale r	Toules									
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Tire Bus		Tru e 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	I-395-N TO RT 402 I	NORTH & SOU	TH00- OUAKE	1								
395 Ramp	City of Alexandria (Mai		NA	IIIoo QUIIII					NA			NA	
(393)		•											
North	To: From:	I-395-N006B TO RT	402 NORTH00	- QUAKER LA									
(395) Ramp	City of Alexandria (Mai	nt: 00) 0.14	NA						NA			NA	
	To:	SR 402; 1SR 402	2-P FROM RT 3	95 NORTH									
North	From:	I-395-N006A TO RT			1								
	L City of Alexandria (Mai		NA	QUAKEK Laile					NA			NA	
Ramp	To:	SR 402 JB100 BU		EDOM DEV. I					INA			INA	
North	From:		T 12000- GLEB	E ROAD									
(395) Ramp	Arlington County		NA						NA			NA	
	To:	SR 120; 27TH STR	EET FROM RT	T 395 NORTH									
North	From	I-395-N TO RT 12	20 WEST00- GL	EBE ROAD									
(395) Ramp	Arlington County		NA						NA			NA	
	To:		OM RT 395 NC	ORTH									
North	From:	I-395-N TO RT 27 W			-								
	Arlington County		NA	NAVIDRIVE					NA			NA	
395 Ramp	Annigion County								INA			INA	
North	To: From:	00-6624-N000A FRO	M ARLINGTON	N RIDGE ROAD									
Ramp	Arlington County	0.12	NA						NA			NA	
(393)	,g.c 20a,												
North	To: From:	I-395-N008D T	O ARMY NAV	Y DRIVE									
395) Ramp	Arlington County	0.17	NA						NA			NA	
	To:	SR 27-W FROM RT		ARLINGTON R									
N. d	From:		OLFE STREET										
North	Arlington County		NA						NA			NA	
395 Ramp	Annigton County		ROM RT 395 NO	ODTH					INA			INA	
	AV			URTH									
North 395 Ramp	From:		I-395 North										
(395) Ramp	Arlington County	0.14	9300	3					0.098	F		9300	G
	To:	SR 27-E001	C FROM RT 27	EAST									
North	Prom:												
Ramp	Arlington County		NA						NA			NA	
	To:		6606; 00-6605-2										
North	From:	I-395-N008A T	O ARMY NAV	Y DRIVE									
(395) Ramp	Arlington County		NA		·				NA			NA	
$\overline{}$	To:	SR 27-E001B FROM	I RT 395 NORT	H & ARLINGT									
North	From:	I-395-N TO	RT 395 NO EX	PRESS			 						
(395) Ramp	Arlington County		NA	12.12					NA			NA	
000	To:		OM RT 395 NC	ORTH								== =	
N. d	From:				$\overline{}$								
North		I-395-N TO BNDY CI		IM PKW Y & BU					NΙΔ			NIA	
Ramp	Arlington County		NA	DICADED					NA			NA	
-	10*	I-395-N010D B	US KAMPBARI	KICADED									

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

									1			1/		D'-	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK F	Dir AAWDT	T QV
North	From:	I-395-N010D B	US RAMPI	BARRIC	CADED										
Ramp	Arlington Cour	nty 0.01	NA									NA		NA	
Vorth	To- From:	I-395-N010B TO GEO	RGE WAS	HNGTN	MEM PK	WY									
395)Ramp	Arlington Cour	nty 0.09	NA									NA		NA	
3337	To:	BOUNDARY CHANNEL		UNDAI	RY CHAN	NEL CR									
Vorth	From:	I-395-N010A TO GEO	RGE WAS	HNGTN	MEM PK	WY									
Ramp	Arlington Cour	nty 0.11	NA									NA		NA	
	To:	GEO WASH MEM I	PKWY FRO	OM RT 3	395 NORT	Ή									
lorth	From:	I-395-N TO GEO V		M PKW	Y NORTH										
Ramp	Arlington Cour	•	NA									NA		NA	
<u> </u>	To:	GEO WASH MEM I	PKWY FRO	OM RT	395 NORT	Ή									
orth	From	I-395-N010A B		BARRIC	CADED										
Ramp	Arlington Cour		NA	201600								NA		NA	
	10.	I-395-N; 00-99016			OWASH										
Rev 395)	From: Fairfax Count		Reversible I	Lanes <b>G</b>	96%	1%	10/	00/	2%	00/	_	NA		31000	G
95)	Combined Traffic Estimates for 3 Parallel	•			90%	1%	1% 1%	0% 0%	2% 6%	0% 0%	r N	NA NA		235000	
	Combined Trainic Estimates for 3 Faraller					170	170	0%	070	0%	IN	INA		233000	יו ל
Rev	From:	29-644 Fra	nconia Spri	ingfield I											
95)	Fairfax Count	•	30000	G	98%	1%	0%	0%	0%	0%	F	NA		39000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	184000	G	98%	1%	1%	1%	1%	0%	F	NA		199000	) G
Rev	To- From:	Ramp to	395 at Tur	keycock											
95)	Fairfax Count	ty 0.16	30000	Α	98%	1%	0%	0%	0%	0%	С	0.116	Α	39000	Α
	Combined Traffic Estimates for 3 Parallel	•	181000	Α	98%	1%	1%	1%	1%	0%	С	0.082	Α	194000	) A
	To:		CL Alexand												
Rev	From:		fax County		000/	40/	00/	00/	00/	00/	0	0.440	^	20000	
395	City of Alexandria (M Combined Traffic Estimates for 3 Parallel	•	30000	A	98%	1% 1%	0%	0%	0%	0%	С	0.116	Α	39000	
	Combined Trainic Estimates for 3 Parallel				98%	170	1%	1%	1%	0%	С	NA		194000	) <i>F</i>
Rev	To: From:		Seminary Ro	d											
95)	City of Alexandria (M	laint: 29) 0.71	29000	G	98%	1%	0%	0%	0%	0%	F	NA		38000	G
	Combined Traffic Estimates for 3 Parallel				98%	1%	1%	1%	1%	0%	F	NA		201000	) (3
lov	To: From:		lington Cou ECL Alexa	_	2										
95)	L Arlington Cour		29000	G	98%	1%	0%	0%	0%	0%	F	NA		38000	G
93)	Combined Traffic Estimates for 3 Parallel	•			98%	1%	1%	1%	1%	0%	F	NA		225000	
	To:		ne; WCL A			.,,		.,,	.,,		-				
Rev	From:	Quaker Lane													
395	City of Alexandria (M	•	33000	G	98%	1%	0%	0%	0%	0%	F -	0.088	F	43000	
~	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	211000	G	98%	1%	1%	1%	1%	0%	F	NA		229000	) G

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

						_		Tru	ıck			K		Dir		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK I	Factor	AAWDT	Q۷
Rev	From:	No	CL Alexandria	a												
95)	Arlington Coun	nty 2.13	33000	G	98%	1%	0%	0%	0%	0%	F	0.088	F		43000	(
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	211000	G	98%	1%	1%	1%	1%	0%	F	NA			229000	(
	To:	Reversible Lane S		Washin	gton Blvd											
Rev	From:	I-395-R	TO RT 395 S	OUTH	[											
Ramp	Fairfax Count	y 0.45	NA									NA			NA	
<u> </u>	To:	I-395-S FROM	A REVERSIE	BLE LA	ANES											
outh	From:	I-95; 29-644	Franconia Sp	ringfiel	ld Rd											
395)	Fairfax Count	y 0.72	76000	N	98%	1%	1%	1%	1%	0%	Ν	NA			80000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	184000	N	98%	1%	1%	1%	1%	0%	Ν	NA			199000	
	To:	I-495	Capital Belty	wav												
uth	Fairfax Count		76000	G	98%	40/	10/	40/	40/	0%	F	NA			80000	
95		•				1%	1%	1%	1%		F					
	Combined Traffic Estimates for 3 Parallel			G	98%	1%	1%	1%	1%	0%	г	NA			199000	
uth	To- From:	29-	-648 Edsall R	d												
95)	Fairfax Count	y 0.69	68000	G	98%	1%	1%	1%	1%	0%	F	NA			71000	
9	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	176000	G	98%	1%	1%	1%	1%	0%	F	NA			191000	
	To	Turkevcock	Reversible La	ane Rai	mns											
outh	From:	•			•	40/	40/	40/	40/	00/	_	0.004			70000	
95)	Fairfax Count	,	76000	Α	98%	1%	1%	1%	1%	0%	С	0.084	A		78000	
	Combined Traffic Estimates for 3 Parallel		181000 CL Alexandri	Α_	98%	1%	1%	1%	1%	0%	С	0.082	Α		194000	
uth	From:		fax County Li													_
95)	City of Alexandria (M		76000	Α	98%	1%	1%	1%	1%	0%	С	0.084	Α		78000	
99)	Combined Traffic Estimates for 3 Parallel	,	181000	Α	98%	1%	1%	1%	1%	0%	С	NA			194000	
	To	,	R 236 Duke S													
outh	From:										_					
95)	City of Alexandria (M	,	81000	G	98%	1%	1%	1%	1%	0%	F	NA			85000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	190000	G	98%	1%	1%	1%	1%	0%	F	NA			205000	
outh	To- From:	(	Seminary Rd													
outh 195	City of Alexandria (M	aint: 29) 0.75	78000	G	98%	1%	1%	1%	1%	0%	F	NA			82000	
193)	Combined Traffic Estimates for 3 Parallel	,		G	98%	1%	1%	1%	1%	0%	F	NA			201000	
	To:	SR 7 King S				170	Ť	170	170	070	•				201000	
uth	From:	SR 7 King	St, WCL Ale	exandri	ia											_
95)	Arlington Coun	nty 0.77	87000	G	98%	1%	1%	1%	1%	0%	F	0.077	F		92000	
	Combined Traffic Estimates for 3 Parallel			G	98%	1%	1%	1%	1%	0%	F	0.071	F		225000	
	To:	`	ane, WCL Ale													
outh	City of Alexandria (M		e, Arlington C <b>87000</b>	ounty I	_ine 98%	1%	1%	1%	1%	0%	_	0.077	F		92000	
395											F		Г			
	Combined Traffic Estimates for 3 Parallel		gton County I	G	98%	1%	1%	1%	1%	0%	۲	NA			229000	

		Plimary ar						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	NO	CL Alexandri	ia			2/3/10	JITANG	iiiaii	LITAN		1 40101		1 40101		
395)	Arlington County	0.52	87000	G	98%	1%	1%	1%	1%	0%	F	0.077	F		92000	G
$\bigcirc$	Combined Traffic Estimates for 3 Parallel Roadw	ays on this Route:	211000	G	98%	1%	1%	1%	1%	0%	F	NA			229000	G
South	To- Fram:	SR	120 Glebe F	Rd												
395	Arlington County	0.74	82000	G	98%	1%	1%	1%	1%	0%	F	0.079	F		86000	G
(393)	Combined Traffic Estimates for 3 Parallel Roadw			G	98%	1%	1%	1%	1%	0%	F	0.072	F	0.733	217000	_
	Та	•	Washington	Blvd												
South	Arlington County	1.56	51000	G	98%	1%	1%	1%	1%	00/	_	0.077	F		54000	G
395	Combined Traffic Estimates for 4 Parallel Roadw			G	98%	1%	0%	1%	1%	0% 0%	F	NA	г		172000	_
	Complied Traine Estimates for 4 Farance Noadw	ays on this Route.			90 /0	1 /0	078	1 /0	1 /0	0 /0		INA			172000	G
South	From:		SR 110													
395 [1]	Arlington County	0.52	66000	G	98%	1%	1%	1%	1%	0%	F	0.065	F		69000	G
<b>~</b>	Combined Traffic Estimates for 4 Parallel Roadw		<b>172000</b> t of Columbi	G	98%	1%	1%	1%	1%	0%	F	NA			194000	G
0 1	From		S RAMP TO													
South	Fairfax County	0.15	NA NA	J 644								NA			NA	
395	Tel			ODTI	of COLUMN	,									107	
South	From:	I-495-N058A FRO		ORTHS	5 SOUTH	1										
395	Fairfax County	0.21	NA									NA			NA	
South	To: From:	I-495-S058C	FROM RT 4	495 SOI	JTH											
395	Fairfax County	0.05	NA									NA			NA	
~	To: From:	I-495-S058D FRO	M 495 SOUT	THTO	644 EAST											
South	Fairfax County	0.54	NA									NA			NA	
395	Tall ax County			100 OX	D VZERAVA							147 (			14/ (	
South	From:	I-395-S001D TO RT		00- OL	D KEEN N	VI.										
395	Fairfax County	0.17	NA									NA			NA	
South	To: From:	RAMP STUB	BEGIN LOC	OP SEC	TION											
395)	Fairfax County	0.10	NA									NA			NA	
	То:	29-644 FROM	RTS 95; 395	5; 495 S	OUTH											
South	From:		RT 95 & 49	95 NOR	ГН											
Ramp	Fairfax County	0.19	NA									NA			NA	
South	Tac From:	I-395-S001	C TO RT 95	5 NORT	Ή											
(395) Ramp	Fairfax County	0.48	NA									NA			NA	
	To	I-395-N0011	B I-395- 1B	TO RT	495											
South	From:	I-395-S001	B TO RT 95	5 NORT	Ή											
395 Ramp	Fairfax County	0.74	NA	_		· <u> </u>						NA			NA	
Courth	To. From:	29-644-W00	6B TO RT	95 <u>NO</u> R	TH											
South (395) Ramp	Fairfax County	0.16	NA									NA			NA	
3337	To:	I-495-S FROM R		ГН & 64	4 WEST										. •, •	

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

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   Call   South   South   Fairfax County   0.16   NA   From:   1-395-S001A TO RT 644 WEST00-OLD KEEN W   South   To:   29-617; 29-644   South   From:   1-395-S TO RT 648 EAST00-EDSALL ROAD   From:   1-395-S TO RT 648 EAST00-EDSALL ROAD   To:   29-648 FROM RT 395 SOUTH   NA   NA   NA   NA   NA   NA   NA   N	Dir Factor AAWDT QW NA
Fairfax County   0.16   NA   NA	NA
Ramp Fairfax County 0.12 NA NA	
	NA
South         I-395-S TO RT 648 WEST00- EDSALL ROAD           Ramp         Fairfax County         0.26 NA           To:         29-648 FROM RT 395 SOUTH	NA
South         I-395-S TO REVERSIBLE LANES           395         Ramp         Fairfax County         0.05         NA         NA           Too         I-395-R FROM RT 395 SOUTH         NA         NA	NA
South         I-395-S TO RT 236 EAST00- DUKE ST           395         City of Alexandria (Maint: 29)         0.11         NA         NA           Too         I-395-S TO RT 236 EAST00- DUKE ST         NA	NA
South         I-395-S TO RT 236 WEST00- DUKE ST           395         City of Alexandria (Maint: 29)         0.44         NA           1-395-S TO RT 236 WEST00- DUKE ST         NA	NA
South   I-395-S TO RT 42000- SEMINARY ROAD	NA
South         I-395-S TO RT 7 EAST & WEST-KING ST           Arlington County         0.12 NA           VA         NA	NA
South         From:         Arlington County Line           395         Ramp         City of Alexandria (Maint: 00)         0.29         NA         NA           To:         I-395-S005B JB-100 TO RT 07-WEST&EAST-KI	NA
South   I-395-S005A JB-100 TO RT 07-WEST&EAST-KI	NA
South   I-395-S007X TO SHIRLINGTON CIRCLE00- SOU	NA
South   I-395-S007X TO SHIRLINGTON CIRCLE00- NOR	NA
South         I-395-S007X TO RT 120 NORTH00- GLEBE ROA           Arlington County         0.10 NA           NA         NA	NA
South     I-395-S BEGIN COLLECTOR ROAD	NA

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

		i ililialy aliu i	morotate re	.catoo									
Route	Jurisdiction	lenath <b>∆</b>	ADT 04	A 4Tire Bus	T			QC	K	OK	Dir A	AWDT	OW
- Noute					2Axle 3+Axl	e 1Trail	2Trail	QU	Factor	Ğ'` Fa	actor ^	0 (VVD1	W V V
South	From:	I-395-S007A TO RT 120		GLEBE ROA									
395 Ramp	Arlington County	0.06	NA						NA			NA	
South	To: From:	SR 120-W007A FROM R	T 120 WEST	00- GLEBE RO									
South (395) Ramp	Arlington County	0.13	NA						NA			NA	
3937144111													
South	To- From:	SR 120-E007A FROM R	T 120 EAST(	00- GLEBE RO									
395)Ramp	Arlington County	0.23	NA						NA			NA	
	To: From:	JB100 WCL	. ALEXANDI	RIA									
South	City of Alexandria (Maint: 00		NA						NA			NA	
395 Ramp	<u> </u>	,							INA			INA	
South	To: From:	I-395-S006B TO SHIRL	INGTON CII	RCLE00- NOR									
(395) Ramp	City of Alexandria (Maint: 0	0.09	NA						NA			NA	
	To-	I-395-S006A TO SHIRL	INGTON CIT	RCLE00- SOLI									
South	From:			RCEEGO BOC									
Ramp	City of Alexandria (Maint: 00	0) 0.01 I-395-S END COLL RO	NA EDOM D	T 120 CLUDY					NA			NA	
				CI 120 SHIKL									
South	From:		5 South						0.004	_		24000	_
Ramp	Arlington County		1000 G						0.091	F	7	21000	G
South	To: From:	I-395-S008D TO PEN	TAGON ROT	ARY ROAD									
(395) Ramp	Arlington County	0.18	NA						NA			NA	
	To:	00-6605- 2B FROM ARM	AV NAUV DI	DIVE & HAVE									
South				RIVE & HATE									
Ramp	Arlington County		NA						NA			NA	
	To:	SR 27-W FROI											
South	From:	I-395-S TO I		TH									
Ramp	Arlington County		NA 1 DT 205 GOV	T TOTAL					NA			NA	
	To:	SR 110 FROM		UIH									
	From:		95-SB	000/ 40/	40/ 00/	00/	00/	_	0.07	_		04000	_
395 1 Ramp	Arlington County	0.29 20	10, US 1	98% 1%	1% 0%	0%	0%	F	0.07	F	-	21000	G
	From:		•		1								
South (395) Ramp		I-395-S008A TO PENT 0.11	<u>ragon rot</u> <b>NA</b>	CARY ROAD					NA			NIA	
395 Ramp	Arlington County	PENTAGON ROTARY R		DT 205 COLITH					INA			NA	
	From:												
South (395) Ramp	Arlington County	I-395-S TO CLARK S 0.08	T VIA BNDY <b>NA</b>	Y CHAN DR					NA			NA	
395/Namp		0.06 BOUNDARY CHANNEL I		M RT 305 SOUTH					INA			INA	
	From:				<u> </u>								
South	Arlington County	I-395-S I-395-S010 0.08	NA	1 CHAN					NA			NA	
395 Ramp		0.06 BOUNDARY CHANNEL I		M RT 395 SOUTH					INA			INA	
	From:												
South	Arlington County	I-395-S TO GEO WAS		WY SOUTH					NIA			NΙΛ	
395 Ramp	Ariington County	0.08 GEO WASH MEM PKV	NA VV EDOM D'	T 305 SOUTH	<del></del> 1				NA			NA	
	l	GEO WASH MEM PAY	1 I I KUW K	1 333 300111									

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

-							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	I-395-S JB-DC TO GEO WASH	H MEM P	KWY @ D	С										
395 Ramp	Arlington County	0.10 <b>NA</b>	OM DE	os courr	Y						NA			NA	
-	10.	GEO WASH MEM PKWY FR			1	_									
South	Arlington County	I-395-S I-395-S010A TO 0.03 <b>NA</b>	BNDY (	CHAN							NA			NA	
395 Ramp	Annigion County	I-395-S; 00-99015-N000A R	AMP HO	V-3 Lane							INA			INA	
	From:	George Washington Memorial Pa			rio.	+									
(400)(90005) Washington St	City of Alexandria	0.91 <b>29000</b>		98%	1%	0%	0%	0%	0%	С	0.108	F	0.803	31000	G
400/90003/17 85111191511 51	To:			00,0	.,,		0,0	0,0	0,70		000	•	0.000	0.000	
(400)(90005) Washington St	City of Alexandria	SR 236 Duke 0.32 <b>28000</b>	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.705	31000	G
(400) (90005) Washington Ct	Oity of Alexandria			3070	170	- 0 / 0 	070	070	070		0.000	'	0.703	31000	O
(400)(90005) Washington St	City of Alexandria	O.39 <b>Queen St</b>		98%	1%	0%	0%	0%	0%	F	NA			35000	G
400 (90005) Washington St	City of Alexandria			90 /0	1 /0	0 /6	0 /6	076	076		INA			33000	G
Mankington Ct	City of Alexandria	Madison S		000/	40/		00/	00/	00/		NIA			25000	
400 90005 Washington St	City of Alexandria	0.17 <b>32000</b> 1st Street; George Washington	G n Momori	98%	1%	0%	0%	0%	0%	F	NA			35000	G
	From			ai Faikway											
(401) Van Dorn St	City of Alexandria	0.62 <b>SCL</b> Alexand	dria G	98%	0%	1%	1%	0%	0%	F	0.076	F	0.558	54000	G
(401) Vali Boili Gt	Oity of Alexandria			3070	070	1 70	1 70	070	070	ı	0.070	· ·	0.000	34000	O
Von Dorn St	City of Alexandria	0.43 <b>38000</b>	G	98%	0%	1%	1%	0%	0%	С	0.079	F	0.553	37000	G
Van Dorn St	City of Alexandria			90%	U70	1 70	170	076	0%	C	0.079	Г	0.555	37000	G
Van Dama Ct	City of Alexanderic	SR 236 Duke	St G	000/	40/		00/	00/	00/		0.000	F	0.774	20000	
Van Dorn St	City of Alexandria	1.56 <b>24000</b> Seminary A		99%	1%	0%	0%	0%	0%	С	0.098	Г	0.774	26000	G
	From	-													
(402) Quaker Lane	City of Alexandria	SR 420 Semina 0.69 <b>21000</b>	_	98%	1%	1%	0%	0%	0%	F	0.083	F	0.610	22000	G
402) Quanti Lane	Oity of Alexandria			3070	170	1 70	070	070	070		0.005	'	0.010	22000	O
(402) Quaker Lane	City of Alexandria	SR 7 King 0.96 <b>20000</b>	St <b>G</b>	98%	1%	1%	0%	0%	0%	С	0.086	F	0.562	21000	G
402 Quaker Larie	City of Alexandria	0.96 <b>2000</b>	G	90%	170	176	0%	076	0%	C	0.000	Г	0.362	21000	G
	From:	SR 402 TO RT 395	NODTU												
(402)Ramp	City of Alexandria (Maint: 0		NORTH								NA			NA	
402)	To:	I-395-N FROM RT 402 NORTH	H00- QUA	KER LAN	E										
	From:	1SR 402-P TO RT 3	95 SOUT	Н											
(402) Ramp	City of Alexandria (Maint: 0		, , , , , , ,								NA			NA	
	To:	I-395-S FROM RT 402 NORT	H & SOU	TH00- SH	[										
North	From:	SR 402; 00-6714 TO SHIRL	INGTON	CIRCLE			<u> </u>	<u> </u>			<u></u>		<u></u>		
Ramp	City of Alexandria (Maint: 0										NA			NA	
	To	00-1250 FROM SHIRLINGTO	ON CIRCI	LE NORTH	I										
	From:	1SR 402-P Gap CONNEC	CTOR TO	SHIR											
492 Ramp	City of Alexandria (Maint: 0										NA			NA	
$\overline{}$	To:	SR 402 Gap FROM SHIR	LINGTO	N CIR											

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		65 Kempsvill		2001						_		_			_
Newtown Rd	City of Norfolk	0.31	30000	G	98%	0%	1%	0%	0%	0%	С	0.083	F	0.577	31000	G
	Tac From:		Beach Norfol													
Newtown Rd	City of Norfolk	0.71	34000 58 Va Beach I	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.515	37000	G
1. 4	From:															
lorth 403 Ramp	City of Virginia Beach (M		403 TO RT 2	204								NA			NA	
+03)	To:	I-264-W013X FROM		RTH-N	EWTOWN	l R										
lorth	From:	SR	403 TO RT 2	264												
403)Ramp	City of Virginia Beach (M		NA									NA			NA	
<u> </u>	To:	SR 403-S000a	A FROM NE	WTOW	N RD											
outh	From:		403 TO RT 2	264												
403 Ramp	City of Virginia Beach (M	Maint: 75) 0.04	NA									NA			NA	
outh	To: From:	SR 403-N000	C FROM NE	WTOW	'N RD											
Ramp	City of Virginia Beach (M	Maint: 75) 0.14	NA									NA			NA	
	To:	I-264-E013X FROM	RT 403 SOU	UTH-NE	EWTOWN	R										
outh	From:		403 TO RT 2	264												
Ramp	City of Virginia Beach (M		NA									NA			NA	
<u> </u>	10'	I-264-W013X FROM			EWTOWN	I R										
Princess Anne Rd	City of Norfolk		168; Tidewate 21000	er Dr <b>G</b>	99%	1%	1%	0%	0%	0%	F	0.087	F	0.507	23000	
404 Fillicess Affile Ru	To:		R 166 Park Av		9970	1 /0	1 /0	0 /6	0 /0	0 /6	Г	0.007	-	0.307	23000	
	From:		I-264													
405)Ballentine Blvd	City of Norfolk	0.64	24000	G	92%	1%	2%	4%	2%	0%	С	0.081	F	0.593	26000	G
	To:	U	S 58; 122-857	73												
	From:		405; 122-8637	7 Ga												
Ramp	City of Norfolk (Maint		NA									NA			NA	
	To:	I-264-E FROM ROU				JE										
	From:		TO & FROM  NA	ROUTI	3							NIA			NA	
Ramp	City of Norfolk (Maint	I-264-W FROM ROU		RRIMA	C AVENI	TIF.						NA			NA	
	From:		37 Hampton		ie my Em	O.E.										
106 International Blvd	City of Norfolk		28000	В	95%	0%	0%	1%	4%	0%	С	0.089	Α		31000	Е
100)	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	28000	В								0.089	Α		NA	
	To	•	Ruthven Rd													
406) International Blvd	City of Norfolk (Maint	t: 64) 0.28	28000	N	95%	0%	0%	1%	4%	0%	Ν	0.089	Ν		31000	١
$\smile$	To:		I-564													
East	From:	SR 406 I-564-		406 EA	ST &											
406 Ramp	City of Norfolk (Maint	•	NA									NA			NA	
$\smile$	To:	I-564-S	000B FROM	RT 406												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 168 Campostel	la Rd												
407) Indian River Rd	City of Norfolk	0.71 <b>19000</b>	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.565	20000	G
	То:	WCL Chesapea	ike												
	From:	ECL Norfolk													
407 Indian River Rd	City of Chesapeake	0.71 <b>20000</b>	F	98%	0%	1%	0%	0%	0%	F	0.092	F		21000	F
<u> </u>	To: From:	Oaklette Ave	;												
407) Indian River Rd	City of Chesapeake	0.90 <b>26000</b>	F	98%	0%	1%	0%	0%	0%	С	0.091	F		28000	F
$\smile$	To:	WCL Virginia Be	each												
	From:	US 460													
412) Prices Fork Rd	Town of Blacksburg	1.07 <b>27000</b>	G	97%	2%	0%	0%	0%	0%	С	0.085	F	0.547	29000	G
	To	Toms Creek R	d												
412) Prices Fork Rd	From: Town of Blacksburg	0.28 <b>17000</b>	G	97%	2%	0%	0%	0%	0%	F	0.084	F	0.501	18000	G
412)1 11000 1 011/110	To:	Main St		51 70	270		070	070	070	•	0.004	•	0.001	10000	
	From:	Bus US 29 Central	D11												
413) Memorial Dr	City of Danville	0.10 <b>11000</b>	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.523	12000	G
413) Welloria Di	City of Dariville			30 /0	1 70	1 70	0 /0	070	070	'	0.1	'	0.525	12000	
	To: From:	Cahill Court; Good				<u></u>						_			
413 Memorial Dr	City of Danville	0.64 <b>11000</b>	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.589	12000	C
<u> </u>	Ta: From:	Poplar St				-									
413 Memorial Dr	City of Danville	0.26 <b>8700</b>	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.532	9400	C
$\smile$	To:	High St				<u> </u>									
(413) Craghead St	City of Danville	0.23 <b>7200</b>	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.652	7900	G
413)	To:	SR 293 P; N Mai													
	From:	SR 293 P; Main	St												
413 Craghead St	City of Danville	0.06 <b>6500</b>	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.544	7000	G
$\smile$	To:	SR 293 Patton S	St												
	From:	US 258 Mercury I	Blvd												
415)Power Plant Pkwy	City of Hampton	0.72 <b>16000</b>	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.544	17000	G
$\smile$	To:	Pine Chapel Ro	d												
415) Power Plant Pkwy	City of Hampton	0.47 <b>20000</b>	G	99%	0%	1%	0%	0%	0%	С	0.085	F	0.531	21000	G
4197 61167 16117 18119	any or manipuor				070		070	070	070	Ŭ	0.000	•	0.001	21000	
Ouron St	From: City of Homotop	Briarfield Rd 0.84 <b>11000</b>		97%	2%	1%	0%	0%	0%	С	0.088	F	0.507	12000	G
415 Queen St	City of Hampton	0.64 11000	G	97%	2%	170	0%	U%	0%	C	0.000	Г	0.507	12000	
	To: From:	Michigan Dr													
415)Settlers Landing Rd	City of Hampton	0.56 <b>9900</b>	G	97%	2%	1%	0%	0%	0%	F	0.084	F	0.526	11000	C
<u> </u>	To:	SR 351 Pembroke	Ave												
	From:	US 220; Bus US 220 Fr	ranklin I	Rd											
419) Electric Rd	City of Roanoke (Maint: 80)	0.07 <b>38000</b>	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.545	42000	G
$\smile$	To:	Roanoke County													
	From:	WCL Roanok		000/	00/		00/	00/	00/		0.000		0.545	10000	
419 Electric Rd	Roanoke County	0.77 <b>38000</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.083	Ν	0.545	42000	Ν

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

		iu interstate R				Tru	ck			K		Dir		
Jurisdiction	Length	AADT QA	4Tire	Bus					QC		QK		AAWDT	QW
From:	80-9	904 Starkev Rd			27 0.10	OTTINIC	TTTGII	Ziiaii		1 40101		1 40101		
Roanoke County	1.44		99%	0%	0%	0%	0%	0%	С	0.093	Α		29000	Α
To:	US 221	1 Brambleton Ave	2											
Roanoke County	3.16			0%	0%	0%	0%	0%	F	0.089	F	0.524	26000	G
To:		SCL Salem												
City of Salem	0.69		99%	0%	0%	0%	0%	0%	F	0.089	F	0.518	26000	G
To	LIS 1	11 Apperson Dr												
City of Salem	0.58		99%	0%	0%	0%	0%	0%	F	0.092	F	0.511	23000	G
To	Post	noka Roulavard												
City of Salem			97%	0%	1%	1%	2%	0%	С	0.094	F	0.62	17000	G
To:						.,,	_,,	-,-			•			_
From:									_					_
City of Salem	0.53	20000 G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.594	21000	G
To: From:														
City of Salem	0.88	16000 G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.609	18000	G
To: From:	1													
Roanoke County	0.95	13000 A	96%	0%	1%	1%	2%	0%	С	0.111	Α		15000	Α
To: From:		I-81												
Roanoke County	0.58			0%	1%	1%	2%	0%	F	0.099	F	0.662	11000	G
To	SR 311 (	Catawba Valley I	Or											
From:		SR 419												
Roanoke County	0.23									NA			NA	
10.														
	0.24									NΙΔ			NΙΛ	
To:	0.24									INA			INA	
From:	I 305 Shi		706											
City of Alexandria				1%	1%	0%	0%	0%	С	0.098	F	0.609	17000	G
To:														
City of Alexandria		_	98%	1%	1%	0%	0%	0%	F	0.137	F	0.628	6900	G
To:			0070	.,,		0,0	0,0	0,0	•	00.	•	0.020	0000	
From: S!	R 420-W000X TO &	& FROM REVE	RSIBLE LAI	NE	i									
City of Alexandria (Maint: 29)	0.17	NA								NA			NA	
To: I.	395-R TO & FROM	M SEMINARY F	ROAD-RT 42	20										
From:	SR 420; 100-6	5706 SR 420-W0	00X CO											
City of Alexandria (Maint: 29)	0.12	NA								NA			NA	
To:	I-395-S004X RT 3	95 S & RT 420 F	EAST COLL											
From:		75 5 CC ICT 420 I	MIDI COLL											
City of Alexandria (Maint: 29)	0.06	NA	ZIBT COLL	•						NA			NA	
	Roanoke County  To From:  Roanoke County  To From:  City of Salem  From:  City of Salem  From:  City of Salem  Roanoke County  To From:  Roanoke County  To From:  Roanoke County  To From:  City of Alexandria  To From:  City of Alexandria (Maint: 29)  To I From:  City of Alexandria (Maint: 29)  To I From:  From:  City of Alexandria (Maint: 29)  To I From:  From:  City of Alexandria (Maint: 29)  To I From:  From:  City of Alexandria (Maint: 29)  To I I	Roanoke County	Roanoke County	Roanoke County	Roanoke County	Substitution   Length AADT QA   ATire   Bus   2Axle	Length AADT QA 4Tire Bus   2Axle 3+Axle   80-904 Starkey Rd   Roanoke County   1.44   27000   A 99%   0%   0%   0%   0%   0%   0%   0%	Second Starkey Rd   Substitute	Roanoke County	Survival Color	Section   Company   Comp	Second   Continue   Section   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   2T	Second Context	

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

		Primary	and Interst	ale Rol	nes											
Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus			ıck		QC	_ K	QK	Dir	AAWDT	QW
	Farm						2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
East	City of Alexandria (Maii	I-395-N004X R7	1395 N & RT NA	Γ 420 EA	ST COLL							NA			NA	
(420) Ramp	City of Alexandria (Mail	SR 420 SR 420-		LECTO	DOVDE							INA			INA	
	Ta															
West	City of Alexandria (Main	SR 420 SR 420- nt: 29) 0.08	NA NA	LECTOR	ROADS							NA			NΙΔ	
420 Ramp	City of Alexandria (Mail											INA			NA	
West	To: From:	I-395-N004X RT	395 N & RT	Γ 420 WI	EST COLL	,										
(420) Ramp	City of Alexandria (Mair	nt: 29) 0.03	NA									NA			NA	
1.	To:	SR 420- A TO &	EDOM DEX	(/EDCID)	ELANE											
West	From:			VEKSID	LE LAINE											
420 Ramp	City of Alexandria (Mai	nt: 29) 0.03	NA									NA			NA	
	To: Fram:	I-395-S004X RT	395 S & RT	420 WE	ST COLL		_									
West	City of Alexandria (Maii	nt: 29) 0.11	NA									NA			NA	
420 Ramp	City of Alexandria (Mail	,	0-6706 SR 42	0 E0002	7.CO							INA			INA	
	Tanani.	·			CO											
~~~ <u>`</u>	L oo County	4.55	ntucky State		0.40/	00/	10/	40/	20/	00/	F	0.00	F	0.550	1700	_
421	Lee County		1600 352 St Charl	G	94%	0%	1%	1%	3%	0%	Г	0.08	Г	0.558	1700	G
-	From:		352 St Charl													
(421)	Lee County	2.18	4200	G	94%	0%	1%	1%	3%	0%	С	0.089	F	0.543	4400	G
421	Too) / (
	Town of Pennington Gap (L Pennington 4200	n Gap N	94%	0%	1%	1%	3%	0%	N	0.089	N	0.543	4400	N
421	Town or Fermington Gap (,			94 /0	076	1 /0	1 /0	3/0	0 /6	IN	0.009	IN	0.545	4400	IN
ALT	To: From:		ALT US 58	W												
421 58 E Morgan Ave	Town of Pennington Gap (Maint: 52) 0.40	13000	G	95%	1%	1%	2%	2%	0%	F	0.089	F	0.527	14000	G
421) (60)	To:	,	ALT US 58													
~~~	From:	ALT US 58 I	E Trail of the	Loneson	ne Pine											
421	Town of Pennington Gap (	Maint: 52) 0.18	5100	G	94%	0%	1%	2%	2%	0%	F	0.089	F	0.501	5400	G
	To	SC	L Penningtor	ı Gap			<u> </u>									
421	Lee County	2.64	5100	Ň	94%	0%	1%	2%	2%	0%	Ν	0.089	Ν	0.501	5400	Ν
	To:		52-642													
~~~	From:		12 Old Wood													
421	Lee County	2.39	3500	G	94%	0%	1%	2%	2%	0%	С	0.098	F	0.587	3700	G
<u> </u>	To: From:	US 5	B Daniel Boo	ne Trail												
	Lee County	6.00	US 58 4500	G	91%	1%	1%	1%	6%	0%	С	0.096	F	0.527	4700	G
421 (58)	Lee County		cott County I		9170	1 /0	1/0	1 /0	076	0 /6	C	0.090	•	0.527	4700	G
	From:		ee County L													
421 58 Duff Pat Hwy	Scott County	4.55	4100	G	91%	1%	1%	1%	6%	0%	F	0.083	F	0.613	4100	G
	Town of Duffield (Mair	nt: 84) 0.20	CL Duffield	N N	91%	1%	1%	1%	6%	0%	N	0.083	N	0.613	4100	N
(421) (58)	Town or Dunleid (Mair	n. 04) 0.20			J 1 70	1 70	1 70	1 70	U70	U70	IN	0.003	IN	0.013	4100	IN
~~~	To: From:		US 23, US 5				_}									
(421)(23) (58)	Scott County	4.67	13000	G	93%	0%	1%	1%	6%	0%	F	0.083	F	0.502	13000	G
~ ~ ~	To:		SR 65													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction .	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QV
$\sim$	From:	2.50	SR 65		000/	00/	40/	40/	<b>C</b> 0/	00/	_	0.005	_	0.500	42000	
421 [23] [58]	Scott County	3.56	13000	G	93%	0%	1%	1%	6%	0%	F	0.085	F	0.508	13000	G
421 \ 23 \ 58 \ Daniel Boone Heritage Hwy	Scott County	5.99	84-870 <b>13000</b>	G	93%	0%	1%	1%	6%	0%	F	0.084	F	0.559	14000	G
	To:	BUS US 23	Bus West	of Gate (	City											
421) (23) (58)	Scott County	1.70	12000	N	93%	0%	1%	1%	6%	0%	Ν	0.099	Ν		12000	Ν
~ ~ ~ ~ ~ ~	To: From:		CL Gate Ci													
421 (23) (58)	Town of Gate City (Maint: 84)	0.36	12000	N	93%	0%	1%	1%	6%	0%	N	0.099	N		12000	N
~~~	To: From:		CL Gate Ci		200/	201		407	201	00/		0.000			10000	
421) (23) (58)	Scott County	0.45	12000	N	93%	0%	1%	1%	6%	0%	N	0.099	N		12000	N
$\neg \neg \neg$	To:		CL Gate Ci		000/	007	40/	40/	C 0/	00/		0.000	Λ		40000	^
421) (23) (58)	Town of Gate City (Maint: 84)	0.16	12000	Α	93%	0%	1%	1%	6%	0%	С	0.099	Α		12000	Α
	Town of Gate City (Maint: 84)	Bus US : 0.61	23 East of C 27000	Gate City N	93%	0%	1%	1%	6%	0%	N	0.083	N	0.544	27000	N
421) (23) (58)	Town of Gate City (Maint. 64)				3370	070	1 70	1 /0	070	0 70	IN	0.003	14	0.544	27000	IN
424 (22) (59)	Scott County	0.35	CL Gate Ci 27000	G G	93%	0%	1%	1%	6%	0%	F	0.083	F	0.544	27000	G
421] [23] [58]	To:				0070	070		170	070	070	•	0.000	•	0.011	2,000	Ŭ
421 \(23 \) \(58 \)	Town of Weber City (Maint: 84		27000	G	93%	0%	1%	1%	6%	0%	F	0.083	F	0.544	27000	G
421) (23) (30)	To	,	X													
421 \(\) \(\) Hilton Rd	Town of Weber City (Maint: 84) 0.26	10000	G	98%	1%	1%	1%	1%	0%	F	NA			11000	G
	To		X													
421 \ (58)	Town of Weber City (Maint: 84	0.06	3000	G	98%	1%	1%	1%	1%	0%	С	0.09	F	0.597	3300	G
	То:		X													
	Scott County	4.80	SR 224 3000	G	98%	1%	 1%	1%	1%	0%	С	0.09	F	0.597	3300	G
421) (58)	Scott County	4.00			30 /0	1 70	1 70	1 /0	1 70	0 70	C	0.03	'	0.557	3300	
421 \ \(58 \) Bristol Hwy	Scott County	3.27	84-709 1000	G	98%	1%	1%	1%	1%	0%	F	0.101	F	0.505	1000	G
421 58 Bristol Hwy	To Too	0.21			3070	1 /0	170	1 70	170	070	•	0.101		0.505	1000	Č
421 \ \(58 \) Bristol Hwy	Scott County	9.35	84-696 470	G	94%	1%	2%	1%	2%	0%	С	0.121	F	0.623	480	G
421 58 Bristol Hwy	To:		ngton Coun		J+70	170	270	1 70	270	070	O	0.121		0.020	400	
~~~~~	From:		ott County L													
421 58 Gate City Hwy	Washington County	2.65	1000	G	94%	1%	2%	1%	2%	0%	F	0.092	F	0.544	1000	G
~~~	To: From:		95-700		2.101					201			_			
Gate City Hwy	Washington County	3.59	4600	G	94%	1%	2%	1%	2%	0%	F	0.086	F	0.591	4800	G
Coto City Hug	City of Priotol (Moint: 05)		WCL Bristo		000/	00/	00/	00/	10/	00/		0.006		0 F7F	E200	
421) (58) Gate City Hwy	City of Bristol (Maint: 95)	0.50	4900 US 58; I-81	G	98%	0%	0%	0%	1%	0%	С	0.086	F	0.575	5200	G
	From:		58; I-81 Ex													
Gate City Hwy	City of Bristol (Maint: 95)	0.21	8400	G	98%	0%	0%	0%	1%	0%	С	0.091	F	0.611	8900	G
	To:	-	Island Rd													

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	nd Intersta	ate Rou	ıtes											
						_		Trι	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From	n:	Island Rd				1	0.7.0.00				. 4515.				
Gate City Hwy	City of Bris	stol 0.80	8100	G	98%	0%	0%	0%	1%	0%	F	0.100	F	0.576	8600	G
421)	To	W US 11 N	Euclid Ave:		e St											
	From	n:	W US 11													
421 11 Euclid Ave	City of Bris	stol 0.75	13000	G								0.090	F	0.531	14000	G
	To	2.	Vance St													
(421) (11) Euclid Ave	City of Bris	stol 0.19	14000	G								0.09	F	0.535	15000	G
(421) (11) = 40.147.110	J., J. J.											0.00		0.000	.0000	•
Company Francisco	From	l.,	Morrison B									0.000	_	0.507	40000	0
421 (11) Euclid Ave	City of Bris	stol 0.18	15000	G								0.093	F	0.587	16000	G
	To From	12	E RT 11													
(421)(381)(19) Commonwealth	Ave City of Bris	stol 0.19	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	G
\bigcirc	Te	SR 13	3 Par Sycam	ore St												
(421)(381) (19) Commonwealth	Ave City of Bris		19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	G
(421) (381) (19)					0.70			0,0	_,,	0,0	•	0.00.		0.000		•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To From		3 Cumberlan		050/	407		407	001	201		0.000		0.554	47000	_
(421) (381) (19) Commonwealth	Ave City of Bris		16000	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.551	17000	G
	10	*[ US	421 Goode	St												
West	From	n:	US 421 W													
(421) Ramp US 421 W I-81 N at E	xit 1 City of Bristol (M	,	NA									NA			NA	
	To	Ramps US	58 E 96B; U	US 58 96	5B											
Bus Bus Bus	Fron		South of Ga	te City												
{421}{23}{58}	Town of Gate City	(Maint: 84) 0.23	19000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.562	20000	G
$\hookrightarrow$ $\hookrightarrow$		2*	84-836				$\neg$ $\vdash$									
Bus Bus Bus	T	(14-1-1-04)		_	000/	007		00/	00/	00/	_	0.000	_	0.547	40000	0
[421] [23] [58]	Town of Gate City	(Maint: 84) 0.47	9700	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.547	10000	G
Bus Bus Bus	To From	12	SR 71													
	Town of Gate City	(Maint: 84) 0.12	7300	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.565	7800	G
421 23 58 W Jackson St	round date day	(Maint: 01) 0.12			0070	070		070	070	070	•	0.007	•	0.000	7000	Ū
Bus Bus Bus	To From	n:	84-665													
(421) (23) (58) W Jackson St	Town of Gate City	(Maint: 84) 0.15	5200	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.596	5500	G
	To		84-763													
Bus Bus Bus	Fron	n:														
{421}(23) {58} Daniel Boone Ro	d Town of Gate City	(Maint: 84) 0.84	3600	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.56	3900	G
<del></del>	To	2	84-762													
Bus Bus Bus Popiel Rooms Bo	Town of Cata City	(Mainti 04)	2000		000/	00/	10/	40/	40/	00/	_	0.00	_	0.540	2400	0
421 23 58 Daniel Boone Ro	d Town of Gate City	(Maint: 84) 0.80	2900	G	98%	0%	1%	1%	1%	0%	С	0.09	F	0.548	3100	G
Bus Bus Bus	<u>т</u> е Fron		CL Gate City	у	•											
(421) (23) (58)	Scott Cou	ntv 0.04	2900	N	98%	0%	1%	1%	1%	0%	N	0.09	Ν	0.548	3100	N
(421) (23) (30)	Tr.		Bus US 23 W		00,0	0,0	Ť	.,.	.,.	0,0	• •	0.00		0.0.0	0.00	
	Fron	SR 57 BUS			llvd											
(457) Church St	City of Martir		5300	G monai E	98%	1%	0%	0%	1%	0%	F	0.086	F	0.507	5900	G
457 311011131	Combined Traffic Estimates for 2 Parall		9700	G	99%	0%	0%	0%	0%	0%	' E	0.084	F	0.528	10000	G
	Combined Traffic Estimates for 2 Parall		Moss St	J	99%	U%	0%	U%	U%	U%	г	0.064	Г	0.328	10000	G
	10	<u> </u>	IVIOSS St													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:		Fayette St													
Market St	City of Martinsville	0.20		G	98%	1%	0%	0%	1%	0%	F	0.088	F	0.526	11000	(
<u> </u>	To: From:		monwealth Bly Market St	vd												
457)Commonwealth Blvd	City of Martinsville	0.56		G	98%	1%	0%	0%	1%	0%	F	0.09	F	0.515	16000	
457 COMMONWOOM BIVO	- The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the				3070	170		070	170	070	•	0.00	•	0.010	10000	
O altila Bland	To:		Northside Dr		000/	40/		00/	407	00/	_	0.000	_	0.504	00000	
Commonwealth Blvd	City of Martinsville	0.36	19000	G	98%	1%	0%	0%	1%	0%	С	0.089	F	0.521	20000	
	To: From:		Fairy St													
Commonwealth Blvd	City of Martinsville	0.48	5700	G	98%	1%	0%	0%	1%	0%	F	0.089	F	0.503	6200	
<u> </u>	To:		Chatham Rd													
Chatham Rd	City of Mortingville	0.99	monwealth Bly		000/	0%	00/	0%	00/	00/	_	0.089	F	0.507	F200	
57 Chamain Ru	City of Martinsville	0.99	4000	G	98%	070	0%	0%	0%	0%	С	0.069	Г	0.587	5300	
	To: From:		L Martinsville													
Old Chatham Rd	Henry County	2.62		G	98%	1%	0%	1%	0%	0%	С	0.101	F	0.65	3700	
<u> </u>	To:		SR 57													
_	From:	US 220	0 Memorial B	lvd												
Fayette St	City of Martinsville	0.61	4300	G	100%	0%	0%	0%	0%	0%	С	0.084	F	0.504	4100	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	9700	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.528	10000	
	To:	SR 4	457 Market St	t												
	From:	SR 457 C	Commonwealth	h Blvd												
Fairy St	City of Martinsville	0.29	7700	G	98%	1%	0%	0%	1%	0%	С	0.092	F	0.573	8500	
<u> </u>	To:	Bus U	JS 58 Church	St												
	From:	Kenti	ucky State Lin	ne												
460	Buchanan County	2.61	3300	G	96%	0%	1%	1%	2%	0%	F	0.107	F	0.603	3600	
	To:		13-645													
160)	Buchanan County	2.09	3500	G	96%	0%	1%	1%	2%	0%	F	0.103	F	0.623	3800	
	To	12 700	Th M4	D.1												
$\widetilde{a}$	Buchanan County	2.36	Thomas Mtn 4300	G	96%	0%	1%	1%	2%	0%	F	0.098	F	0.514	4600	
60	To:		509 Ball Creek		90 /6	076		1 /0	2/0	076	-	0.090		0.514	4000	
	From		9 Bull Creek I													
460	Buchanan County	2.59			96%	0%	1%	1%	2%	0%	F	0.108	F	0.558	6500	
	To	12 656	6 Looneys Cre	nole.												
160	_{ष्टिला} Buchanan County	1.56	6100	G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.553	6600	
160	_ F				3070	J / 0	. 70	. 70	_/0	370	•	0.000	•	0.000	5500	
	Tool From (AA :		VCL Grundy		000/	007	40/	407	007	001	, i	0.000	N:	0.550	0000	
60	Town of Grundy (Maint: 13)	1.62	6100 ar; 13-1006 No	N	96%	0%	1%	1%	2%	0%	N	0.096	N	0.553	6600	
•	From:		ar; 13-1006 No Par; 13-1006 S													
(83)	Town of Grundy (Maint: 13)				96%	0%	1%	1%	2%	0%	F	0.102	F	0.528	12000	
100) (03)	- Country (Maint: 10)				3070	J / 0	- 70	. 70	_/0	370	•	0.702	•	0.020	000	
~~	Buchanan County	1.99	11000	G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.532	12000	
460 \ (83 )																

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

						Tru	ıck			K		Dir		
Route	Jurisdiction .	Length <b>AADT</b> (	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~~	From:	SR 83 South Intersect		00/	40/	40/	20/	00/	_	0.004	_	0.540	44000	_
460	Buchanan County		G 96%	0%	1%	1%	2%	0%	F	0.091	F	0.510	11000	G
	To- From:	13-638 Dismal River		00/		40/	201	00/		0.004		0.500	0700	_
460	Buchanan County		G 96%	0%	1%	1%	2%	0%	F	0.081	F	0.538	8700	G
	From:	13-1101 Keen Mtn Ca 13-1101 Keen Mtn. Ca												
460	Buchanan County		G 96%	0%	1%	1%	2%	0%	F	0.087	F	0.549	8200	G
	To	13-680												
460	Buchanan County		G 96%	0%	1%	1%	2%	0%	F	0.087	F	0.618	8500	G
460)	To:	Tazewell County Lir		0,0		. , ,	_,0	0,0	•	0.00.	•	0.0.0	0000	
	From:	Buchanan County Lin												
460	Tazewell County	3.99 8600	F 96%	0%	1%	1%	2%	0%	F	0.085	F		9300	F
	To	92-804 Red Ash Camp	Road											
460	Tazewell County	•	F 96%	0%	1%	1%	2%	0%	F	0.082	F		10000	F
	To	WCL Richlands												
460	Town of Richlands (Maint: 92)		N 96%	0%	1%	1%	2%	0%	Ν	0.082	Ν		10000	Ν
460)	- Town of Mornando (Marit. 02)			0,0		170		070	.,	0.002			10000	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Town of Diobloods (Moint, 02)	SR 67	<b>F</b> 96%	00/	10/	40/	20/	00/		0.001			16000	
460 67	Town of Richlands (Maint: 92)	1.38 <b>15000</b>	<b>F</b> 96%	0%	1%	1%	2%	0%	F	0.081	F		16000	F
	To: From:	Bus US 460												
460	Town of Richlands (Maint: 92)	1.32 <b>12000</b>	<b>F</b> 96%	0%	1%	1%	2%	0%	F	0.081	F		13000	F
	To- From:	SR 67												
460	Town of Richlands (Maint: 92)	0.38 <b>15000</b>	<b>A</b> 96%	0%	1%	1%	2%	0%	С	0.096	Α		16000	P
	To	ECL Richlands												
460	Tazewell County		<b>N</b> 96%	0%	1%	1%	2%	0%	Ν	0.096	N		16000	١
400)	To	WCL C. I., Dl. ff												
100	Town of Cedar Bluff (Maint: 92)	WCL Cedar Bluff 0.44 <b>15000</b>	N 96%	0%	1%	1%	2%	0%	N	0.096	N		16000	N
460	Town of Occar Blair (Maint: 32)			070	1 70	1 70	270	070	14	0.050	14		10000	
	To:	Bus US 460 Near WCL Ce		001		40/	00/	00/		0.000	_		40000	_
460	Town of Cedar Bluff (Maint: 92)	1.18 <b>18000</b>	<b>F</b> 96%	0%	1%	1%	2%	0%	F	0.080	F		19000	F
	To: From:	Bus US 460 Near ECL Ced	dar Bluff											
460	Town of Cedar Bluff (Maint: 92)	0.09 <b>21000</b>	<b>F</b> 96%	0%	1%	1%	2%	0%	F	0.081	F		23000	F
	To:	ECL Cedar Bluff												
460	Tazewell County	1.16 <b>21000</b>	N 96%	0%	1%	1%	2%	0%	Ν	0.081	Ν		23000	١
	To:	US 19 West Intersecti	ion											
460 (19)	Tazewell County		<b>F</b> 94%	1%	1%	1%	3%	0%	F	0.083	F		12000	F
400) (19)				.,,		.,.	0,0	0,0	•	0.000	•			•
$\sim$	From	92-639 Earls Branch		40/	10/	40/	207	007		0.004	Г		12000	
460 (19)	Tazewell County	5.13 <b>12000</b>	<b>F</b> 94%	1%	1%	1%	3%	0%	F	0.081	F		13000	F
	To- From:	US 19, Bus US 460												
460 \ (19 \)	Tazewell County	1.72 <b>11000</b>	<b>F</b> 94%	1%	1%	1%	3%	0%	F	0.081	F		12000	F
~~ <u>~</u>	To:	WCL Tazewell	· · · · · · · · · · · · · · · · · · ·											

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

		Primary and inters					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	WCL Tazew	vell												
(460) (19)	Town of Tazewell (Maint: 92)	1.43 <b>10000</b>	F	94%	1%	1%	1%	3%	0%	F	0.079	F		11000	F
$\stackrel{\smile}{\smile}$	To- From:	SR 61													
(460) (19)	Town of Tazewell (Maint: 92)	0.82 <b>8000</b>	F	94%	1%	1%	1%	3%	0%	F	0.081	F		8500	F
$\bigcirc$	To- From:	ECL Tazew	ell												
(460) (19)	Tazewell County	1.93 <b>8000</b>	N	94%	1%	1%	1%	3%	0%	Ν	0.081	Ν		8500	Ν
$\bigcirc$	To-	Bus US 46	60			_									
(460)(19)	Tazewell County	5.75 <b>11000</b>	F	94%	1%	1%	1%	3%	0%	F	0.082	F		12000	F
$\bigcirc$	To:	92-680				<b>—</b> —									
(460) (19)	Tazewell County	4.86 <b>13000</b>	Α	94%	1%	1%	1%	3%	0%	С	0.098	Α		14000	Α
$\bigcirc$	To:	92-720 W	7			$\neg$ $\vdash$									
(460) (19)	Tazewell County	0.10 <b>13000</b>	G	94%	1%	1%	1%	3%	0%	F	NA			14000	G
	To:	US 19 East Inter	section			<b>—</b> —									
<u>460</u>	Tazewell County	1.91 <b>NA</b>									NA			NA	
	Too	WCL Bluefi	eld												
(460)	Town of Bluefield (Maint: 92)	1.86 11000	F	91%	1%	1%	1%	6%	0%	С	0.09	F		12000	F
	To:	92-720 Hockman Pike;	Fincastle	Tnpk											
$\sim$	Town of Divisited (Maint, O2)	92-720		060/	0%	10/	40/	20/	00/	F	0.087	F		10000	F
460	Town of Bluefield (Maint: 92)	1.26 <b>17000</b>	F	96%	0%	1%	1%	2%	0%	Г	0.087	Г		19000	Г
	To-	FR-868		0.40/	00/		40/	407	00/		0.000			40000	
460	Town of Bluefield (Maint: 92)	0.09 18000	F	94%	0%	1%	1%	4%	0%	С	0.092	F		19000	F
~ A.	To- From:	West Virginia Sta		000/	40/		40/	00/	00/		0.070			0000	
Virginia Ave	Town of Glen Lyn (Maint: 35)	0.81 9300	F	90%	1%	1%	1%	8%	0%	F	0.078	F		9800	F
~~	To: From:	35-1308 Housto													
Virginia Ave	Town of Glen Lyn (Maint: 35)	0.59 <b>9700</b>	F	90%	1%	1%	1%	8%	0%	F	0.089	F		10000	F
~~~	To: From:	WCL Glen I													
(460)	Giles County	1.24 9700	N	90%	1%	1%	1%	8%	0%	Ν	0.089	N		10000	Ν
	To- From:	WCL Rich Co													
(460)	Town of Rich Creek (Maint: 35)	0.65 9700	N	90%	1%	1%	1%	8%	0%	N	0.089	N		10000	Ν
~	From:	US 219 Rich C US 219 Rich Creek		lt .											
(460) Virginia Ave	Town of Rich Creek (Maint: 35)	0.73 11000	,	90%	1%	1%	1%	8%	0%	F	0.091	F		11000	F
400	To	35-712 Riversi	do Dr												
(460)	Town of Rich Creek (Maint: 35)	0.18 11000		90%	1%	1%	1%	8%	0%	N	0.096	N		12000	N
	To-	ECL Rich Cr										-			
(460)	Giles County	2.01 11000		90%	1%	1%	1%	8%	0%	N	0.096	N		12000	N
(400)	To				.,,										
460 Virginia Ave	Town of Narrows (Maint: 35)	NCL Narrov 0.76 11000	ws F	90%	1%	1%	1%	8%	0%	F	0.096	F		12000	F
40U) VII gii iia Ave	To:	SR 61 Fleshm		JU /0	1 /0	1 /0	1 /0	0 /0	U /0	Г	0.090	Г		12000	Г
		SK 01 Fieshill	աւ Ծւ												

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

				_		Tru	ıck			K	0	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SR 61 Fleshman St												
460 Virginia Ave	Town of Narrows (Maint: 35)	0.60 <b>13000</b> I	<b>F</b> 90%	1%	1%	1%	8%	0%	F	0.084	F		13000	F
	To: From:	ECL Narrows												
460 Virginia Ave	Giles County	3.00 <b>13000</b> I	<b>F</b> 90%	1%	1%	1%	8%	0%	F	0.085	F		14000	F
<i></i>	To	WCL Pearisburg												
460 Virginia Ave	Town of Pearisburg (Maint: 35)		F 90%	1%	1%	1%	8%	0%	F	0.081	F		9400	F
440)	To													
100	Giles County	ECL Pearisburg 0.73 12000	N 90%	1%	1%	1%	8%	0%	N	0.088	N		13000	N
460	Glies County		3070	1 /0	1 70	1 /0	070	070	IN	0.000	11		13000	14
~~	To- From:	WCL Pearisburg		407										
460	Town of Pearisburg (Maint: 35)	0.12 <b>12000 I</b>	<b>N</b> 90%	1%	1%	1%	8%	0%	N	0.088	N		13000	N
	Ta- From:	ECL Pearisburg												
460 Virginia Ave	Giles County	5.01 <b>12000</b> I	<b>F</b> 90%	1%	1%	1%	8%	0%	F	0.088	F		13000	F
<u> </u>	To:	WCL Pembroke												
460 W Main St	Town of Pembroke (Maint: 35)		F 90%	1%	1%	1%	8%	0%	F	0.085	F		12000	F
	To	35-626 Castle Ave												
4000	Town of Pembroke (Maint: 35)		F 90%	1%	1%	1%	8%	0%	F	0.086	F		12000	F
460	Town of Temploke (Wallt. 55)		3070	1 /0	170	1 70	070	070		0.000	'		12000	•
~~~~	From	ECL Pembroke	- 000/	407		40/	00/	201	_	0.000	_		10000	
460 Virginia Ave	Giles County	1.27 11000 l	F 90%	1%	1%	1%	8%	0%	F	0.089	F		12000	F
	To- From:	35-613 Doe Creek Ro												
460	Giles County	2.82 10000	A 90%	1%	1%	1%	8%	0%	С	0.104	Α		11000	Α
<u> </u>	To:	35-730												
460 (42) Virginia Ave	Giles County		F 90%	1%	1%	1%	8%	0%	F	0.089	F		12000	F
	To	35-700 Mountain Lake	Dd											
460 (42) Virginia Ave	Giles County		F 90%	1%	1%	1%	8%	0%	F	0.088	F		12000	F
460 Virginia Ave	Olics County			170	170	1 70	070	070	'	0.000	'		12000	'
~~~	From:	SR 42 Blue Grass trai		40/		40/	00/	201	_	0.004	_		10000	_
Virginia Ave	Giles County		F 90%	1%	1%	1%	8%	0%	F	0.091	F		13000	F
	From:	Montgomery County Line Giles County Line	ine											
Pandapas Pond Rd	Montgomery County		<b>G</b> 90%	1%	1%	1%	8%	0%	F	0.094	F	0.701	13000	G
400)							-,-							_
~~~	From:  From:  A placks by the (Mainty CO)	NCL Blacksburg	<b>G</b> 90%	1%	1%	1%	8%	00/	F	0.094	F	0.701	12000	G
460	Town of Blacksburg (Maint: 60)	0.40 12000 (Bus US 460	G 90%	170	1%	1%	0%	0%	Г	0.094	Г	0.701	13000	G
	From:	Bus US 460, N Main S	St											
460	Town of Blacksburg (Maint: 60)	·	G 93%	0%	1%	1%	5%	0%	С	0.093	F	0.694	16000	G
+40)	To													
100	Town of Blacksburg (Maint: 60)	SR 412 Prices Fork R 2.97 34000 (G 95%	0%	1%	1%	3%	0%	С	0.095	F	0.564	36000	G
460	To:	Southgate Dr	90/0	U /0	1/0	1 /0	J/0	U /0	C	0.033	1	0.304	30000	G
	From:	BUS US 460												
460)	Town of Blacksburg (Maint: 60)		G 95%	0%	1%	1%	3%	0%	F	0.097	F	0.634	40000	G
	To:	SCL Blacksburg												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SC	L Blacksbur	g				017.000								
460)	Montgomery County	1.76	37000	G	95%	0%	1%	1%	3%	0%	F	0.097	F	0.634	40000	G
460}	To:	1.70	SR 114	<u> </u>	0070	070		1 70	070	070	•	0.007	•	0.004	40000	Ŭ
	From:	SP 114	Peppers Fer	my Dd												
	Montgomony County	0.95	24000	G	95%	0%	1%	1%	3%	0%	F	0.097	_	0.634	25000	G
460}	Montgomery County				95%	076	170	170	3%	076	Г	0.097	Г	0.034	25000	G
~	IO:		460 N Frank	klın St												
<u></u>			Bus US 460		0.407	40/	40/	407	407	00/	_	0.400	_	0.000	05000	_
460 }	Montgomery County	2.53	33000	G	94%	1%	1%	1%	4%	0%	С	0.102	F	0.603	35000	G
~	To:		11 Roanoke													
~~~	From:	US 460 PARKWAY	Y DRIVE T	O RT 81												
460 \ 460 \ Ramp toward I-81 N (to CD	Road) at Exit Toom of Christiansburg (Maint:	: 60) 0.14			Se	ee US 4	60 for	directiona	l traffic	volume e	estima	tes for th	is seg	gment.		
<b>~</b>	То:	I-81-N118X FROM F	RT 46000- P	ARKW	AY DRIV	Æ										
	From:	US 460-E124B FROM	RT 46000-	PARKV	AY DRI	VE										
460 (81) I-81 N Collector Rd	Town of Christiansburg (Maint:	: 60) 0.14			;	See I-8'	1 for di	rectional t	raffic vo	lume es	timate	s for this	segm	nent.		
	To:	I-81-N	1118C TO R	T 11									_			
	From:	I-81-N118B TO RT			Y DRIVE											
460 (81) I-81 N Collector Rd	Town of Christiansburg (Maint:	: 60) 0.15				See I-81	1 for di	rectional t	raffic vo	lume es	timate	s for this	seam	nent.		
460) (81) 1 01 11 00 1100 101 110						00010	. 101 a.	ootional t	ramo ve	101110 00	innaco	0 101 1110	oog	iorit.		
	To: From:	60-99027-N000A I	FROM PAR	KWAY	DRIVE											
460 (81) I-81 N Collector Rd	Town of Christiansburg (Maint:	: 60) 0.58			;	See I-8'	1 for di	rectional t	raffic vo	lume es	timate	s for this	segm	nent.		
	To:	I	-81-N118C										_			
	From:	I-81-N	118X TO R	T 11												
460 (81) Ramp	Town of Christiansburg (Maint:	: 60) 0.29				See I-8	1 for di	rectional t	raffic vo	lume es	timate	s for this	seam	nent.		
400) (81) *******	To:	,	OM RT 81 I	NORTH									9			
	From:	CSTITIO	I-81s	WORTH												
460 (11) Roanoke St	Town of Christiansburg (Maint:	: 60) 0.09	8000	N	96%	1%	1%	1%	1%	0%	N	0.096	Ν	0.552	8600	Ν
460 (11) Roanoke St	Town or Ormstansburg (Maint.	00) 0.03	0000	.,	3070	1 70	1 70	1 70	1 /0	070	14	0.000	14	0.552	0000	1.4
	To: From:	Tower	Rd, Hampto	n Rd			_									
460 11 Roanoke St	Town of Christiansburg	2.01	8000	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.552	8600	G
400 (1)																
	From:		Christiansb	- 13												
460 \ \ 11 \ Roanoke Rd	Montgomery County	5.11	7000	G	96%	1%	1%	2%	2%	0%	F	0.096	F	0.532	7300	G
$\rightarrow$	To	CO 75	3 Old Town	D.1			_									
~ Parada Bd	From:				000/	40/	40/	00/	00/	00/	_	0.000	_	0.500	7700	
460 (11) Roanoke Rd	Montgomery County	3.21	7300	G	96%	1%	1%	2%	2%	0%	F	0.098	F	0.566	7700	G
~ ~	To:	60-6	631 Brake R	ld												
~~~	From:		60-631													
460 (11) Roanoke Rd	Montgomery County	2.43	7800	G	96%	1%	1%	2%	2%	0%	С	0.101	F	0.649	8200	G
\rightarrow \bigcirc	To:	Roanc	oke County I	Line												
	From:	80-639	9 West Rive	r Rd												
460 (11) West Main St	Roanoke County	1.26	8500	G	96%	1%	1%	2%	2%	0%	F	0.1	F	0.602	9200	G
	To:	80-647	Dow Hollo	w Rd												
	From:		mery County													
460 (11) West Main St	Roanoke County	0.60	8500	N	96%	1%	1%	2%	2%	0%	Ν	0.1	Ν	0.602	9200	Ν
460 11 West Main St	To:		9 West Rive		0070	1 /0	$\overline{}$	-/0	_/0	J /0	. •	0.1	. •	0.002	0200	
	From:		Dow Hollo				-+									
West Main St	Pooneke County			G Ka	060/	10/	10/	20/	20/	00/	_	0.007	_	0.520	11000	
460)(11) West Main St	Roanoke County	2.93	10000	G	96%	1%	1%	2%	2%	0%	Г	0.087	Г	0.530	11000	G
~ ~	To:		80-643													

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

_								Trι	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~	From:		80-643								_					
(11) West Main St	Roanoke County	0.39	14000	G	95%	1%	1%	1%	3%	0%	С	0.088	F	0.549	14000	(
~~~	To- From:		80-642		2221	407							_			
460 (11) West Main St	Roanoke County	0.64	17000	G	96%	1%	1%	2%	2%	0%	F	0.085	F	0.514	18000	
Wast Main Ct	City of Colores		VCL Salem		000/	40/	40/	20/	20/	00/		0.000	_	0.540	24.000	
460 (11) West Main St	City of Salem	1.12	18000	G	96%	1%	1%	2%	2%	0%	F	0.080	F	0.518	21000	
Wast Main Ct	From	4.04	SR 112		000/	00/		00/	00/	00/		0.004	_	0.504	24.000	
460 (11) West Main St	City of Salem	1.31	27000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.524	31000	
160 (11) West Main St	City of Salem		US 460, 41		98%	0%	1%	00/	0%	0%	F	0.000	F	0.51	17000	
160 (11) West Main St	City of Salem	0.60	15000	G	90%	0%	170	0%	U%	0%	Г	0.082	Г	0.51	17000	
160 (11) West Main St	City of Salem	0.35	Academy St 13000	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.517	15000	
160 (11) West Main St	City of Salem				90%	0%	170	070	U%	0%	Г	0.060	Г	0.517	13000	
Main St	City of Salem	US 1 0.11	1 College .	Ave <b>G</b>	96%	1%	1%	1%	2%	0%	F	0.082	F	0.537	13000	
Main St	City of Salem					1 /0	1 /0	1 /0	2/0	0 /0	-	0.002		0.557	13000	
460 E Main St	City of Salem	SR 311 The 0.29	ompson Me 13000	emorial I	96%	1%	1%	1%	2%	0%	F	0.086	F	0.547	14000	
160 L Main St	City of Salem				90 /0	1 /0	1 /0	1 /0	2/0	0 /0		0.000		0.547	14000	
460 E Main St	City of Salem	0.93	nchburg Tp 12000	ke <b>G</b>	96%	1%	1%	1%	2%	0%	F	0.084	F	0.554	13000	
460) L Wall St	City of Galeri				30 70	1 /0	1 /0	1 /0	270	0 70	'	0.004	'	0.354	13000	
460 (E Main St	City of Salem	0.24	ssler Mill I 13000	Rd G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.545	15000	
460) L Wall St	Trol				3070	170	170	1 70	270	070	'	0.000	'	0.040	13000	
ALT	From:		119 Electric													
(11) E Main St	City of Salem	0.44	15000	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.511	17000	
ALT	From:		CL Roanol ECL Salem													
460 (11) Melrose Ave	City of Roanoke	0.65	16000	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.517	18000	
$\sim$	To:	SR 117	Peters Cre	ek Rd			_									
ALT 460 \ 11 Melrose Ave	City of Roanoke	1.75	13000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.507	14000	
460 11 Melrose Ave	only of Roalione	1.75			3070	170	170	1 70	270	070	'	0.000	'	0.507	14000	
ALT	From:		24th St													
160 (11) (116) Melrose Ave	City of Roanoke	0.41	12000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.511	14000	
ALT	To: From:	S	Salem Tpke	;												
160) (11) (116) Orange Ave	City of Roanoke	1.00	13000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.501	15000	
$\sim$	. To:	10th S	St, Gainsbor	ro Rd												
ALT 460 (11) (116) Orange Ave	City of Roanoke	0.90	18000	Α	96%	1%	1%	1%	2%	0%	С	0.092	Α		19000	
160 (11) (116) Orange Ave	City of itolatione				30 /0	1 /0	1 /0	1 /0	2/0	0 /0	C	0.032	^		19000	
ALT ALT	To: From:		S 220, ALT													
460)(11)(116)(220)Orange Ave	City of Roanoke	0.24	37000	G	96%	1%	1%	1%	2%	0%	F	0.081	F	0.633	40000	
$\sim$ $\sim$ $\sim$	To:	US 11	Williamso	on Rd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ALT	From:		Williamson Rd												
(221) (220) Orange Ave	City of Roanoke	0.49	43000 G	96%	1%	1%	1%	2%	0%	F	0.078	F	0.564	47000	G
ALT	To: From:	SR 1	15 Hollins Rd												
460 (221) (220) Orange Ave	City of Roanoke	1.14	41000 G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.56	42000	G
<del></del>	To:		24th St												
ALT 160 (221 (220) Orange Ave	City of Roanoke	1.17	31000 G	94%	0%	1%	1%	4%	0%	F	0.074	F	0.504	32000	G
(60) (221) (220) Orange Ave	City of Roalioke			94 /0	076	1 /0	1 /0	4/0	0 /6		0.074		0.304	32000	٠
ALT	To: From:	128-	-8055 King St												
60 (221) (220) Orange Ave	City of Roanoke	0.38	39000 G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.546	41000	G
ALT.	To: From:		oke County Line												
60 (221 (220) Challenger Ave	Roanoke County		34000 A	94%	0%	1%	1%	4%	0%	С	0.093	Α		36000	Α
60 221 220 Challenger Ave	Roanoic County			J+70	070	170	170	770	070	O	0.000	^		30000	,
Obelles see Aug	From		220 Cloverdale Rd	000/	40/	40/	40/	00/	00/	F	0.004	F	0.000	24000	(
60 221 Challenger Ave	Roanoke County	0.34	29000 G ourt County Line	89%	1%	1%	1%	8%	0%	г	0.084	Г	0.620	31000	(
	From:		oke County Line												
60 (221 Blue Ridge Blvd	Botetourt County		26000 G	89%	1%	1%	1%	8%	0%	F	0.08	F	0.578	28000	C
<i></i>	Tos	Blue l	Ridge Parkway												
60 (221) Blue Ridge Blvd	Botetourt County		20000 A	89%	1%	1%	1%	8%	0%	С	0.098	Α		21000	A
00)(221)	To:	Bedfo	ord County Line												
~~ ~~~	From:		ourt County Line												
60)(221)W Lynchburg Salem Tpke	Bedford County	4.18	18000 G	89%	1%	1%	1%	8%	0%	F	0.078	F	0.566	18000	C
	To- From:	09-695 God	ose Creek Valley I	Rd											
60 (221) W Lynchburg Salem Tpke	Bedford County	7.69	15000 G	89%	1%	1%	1%	8%	0%	F	0.082	F	0.509	16000	(
<i></i>	To	09-831 T	haxton School Rd												
60 221 W Lynchburg Salem Tpke	Bedford County	2.75	16000 G	89%	1%	1%	1%	8%	0%	F	0.082	F	0.501	17000	G
	To:	We	CL Bedford												
60 (221)	City of Bedford (Maint: 09)		19000 G	89%	1%	1%	1%	8%	0%	F	0.082	F	0.513	20000	
00)(221)	To		US 221												
(non)	City of Bedford (Maint: 09)	0.18	15000 G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.503	15000	
60)	and the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control			0070	170	170	170	070	070	•	0.070	•	0.000	10000	
$\sim$	From:		15000 G	000/	1%		40/	00/	00/	F	0.070	F	0.500	45000	,
60	Bedford County			89%	170	1%	1%	8%	0%	Г	0.079	Г	0.503	15000	(
	To: From:		CL Bedford							_		_			
60)	City of Bedford (Maint: 09)	0.90	15000 G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.503	15000	(
	To: From:		CL Bedford												
60)	Bedford County	0.06	15000 G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.503	15000	C
	To: From:	SR	R 122 Ramp												
60 (122)	Bedford County		19000 G	89%	1%	1%	1%	8%	0%	F	0.080	F	0.514	20000	G
	To:	SC	CL Bedford												

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

					_		Tru	ıck			K	a	Dir		
Route	Jurisdiction	Length	AADT (	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		CL Bedford												
460 (122)	City of Bedford (Maint: 09)	0.94	19000	G 89%	1%	1%	1%	8%	0%	F	0.080	F	0.514	20000	G
	To: From:	SR 122, U	S 221, Bus U	S 460											
460	City of Bedford (Maint: 09)	0.28	19000	G 89%	1%	1%	1%	8%	0%	F	0.082	Ν	0.521	20000	G
	To: From:	EC	CL Bedford												
460 E Lynchburg Salem Tpke	Bedford County	4.40	15000	G 89%	1%	1%	1%	8%	0%	F	0.082	F	0.521	16000	G
<u> </u>	To	09-803 7	Γimber Ridge	Rd		\neg \vdash									
460 E Lynchburg Salem Tpke	Bedford County	7.88	17000	G 89%	1%	1%	1%	8%	0%	F	0.081	F	0.586	18000	G
<u> </u>	To:		ell County Li												
l a b b l b	From:		rd County Lin		40/	40/	40/	00/	00/	F	0.000	F	0.044	20000	_
Lynchburg Hwy	Campbell County	1.37	29000	G 89%	1%	1%	1%	8%	0%	Г	0.092	г	0.611	30000	G
~	To: From:		us US 460		407										_
460 Lynchburg Hwy	Campbell County	3.91	22000	G 89%	1%	1%	1%	8%	0%	F	0.098	F	0.640	23000	G
~~~	To: From:		78 Airport Rd												
460 Lynchburg Hwy	Campbell County			<b>G</b> 89%	1%	1%	1%	8%	0%	F	0.096	F	0.610	41000	G
<del>~</del>	To: From:		s US 29 Wards R			_									
460 (29) (29)	Campbell County			<b>G</b> 93%	0%	1%	1%	5%	0%	F	0.096	F	0.641	48000	G
460 [29] [29]	To-			0070	0,0		. , 0	0,0	0,0	•	0.000	•	0.0	.0000	Ū
(m) (m) (m)	City of Lynchburg (Maint: 15)		L Lynchburg 46000	<b>G</b> 93%	0%	1%	1%	5%	0%	F	0.096	F	0.641	48000	G
460 (29) (29)	only of Lynonburg (Waint: 10)				070		170	070	070	•	0.000	•	0.041	10000	Ū
$\neg \neg \neg \neg$	From: (Mainta 45)		er Mountain R		00/	40/	40/	<b>50</b> /	00/	_	0.000	F	0.045	27000	
460 (29) (29)	City of Lynchburg (Maint: 15)			<b>G</b> 93%	0%	1%	1%	5%	0%	F	0.092	г	0.615	37000	G
~~~	To: From:		US 501					=0.							_
460 (29) (29) (501)	City of Lynchburg (Maint: 15)			F 93%	0%	1%	1%	5%	0%	С	0.103	Α	0.503	37000	F
	From:	Bus US 501; I	nal Class Cha												
460 (29) Richmond Hwy	City of Lynchburg (Maint: 15)			G 93%	0%	1%	1%	5%	0%	F	0.086	F	0.542	36000	G
100) 200	To:		US 29												
Richmond Hwy	City of Lynchburg (Maint: 15)	0.11		N 94%	0%	1%	1%	4%	0%	N	0.087	N	0.573	27000	N
400)	To.						.,.	.,•							
Richmond Hwy	Campbell County		L Lynchburg 26000	G 94%	0%	1%	1%	4%	0%	F	0.087	F	0.573	27000	G
460 Richmond Twy	Campbell County				070	1 70	1 /0	470	070	'	0.007	'	0.575	27000	O
~~	To- From:		Mount Athos		00/		40/	407	00/		0.000		0.057	00000	_
Ricmond Hwy	Campbell County	2.88	21000	G 94%	0%	1%	1%	4%	0%	F	0.089	F	0.657	22000	G
~	From:		017 Circle Dr												
Ricmond Hwy	Campbell County	1.21	18000	N 94%	0%	1%	1%	4%	0%	Ν	0.083	N	0.621	19000	N
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		Crews Shop l												
460 Ricmond Hwy	Campbell County	1.42	18000	<b>G</b> 94%	0%	1%	1%	4%	0%	F	0.083	F	0.621	19000	G
	To: From:	SR 24	4 Village Hwy	/		$\Box$									
460 24 Lynchburg Hwy	Campbell County	0.11	18000	<b>N</b> 94%	0%	1%	1%	4%	0%	Ν	0.082	Ν		18000	Ν
$\sim$	То:	Appoma	ttox County I	ine											

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

		Primary and inte					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Campbell Co	ounty Line				0.7.0.0				. 40101				
460 (24) Richmond Hwy	Appomattox County	3.28 180		94%	0%	1%	1%	4%	0%	F	0.082	F		18000	F
	To:	06-689 Spout	Spring Rd			—									
460 (24) Richmond Hwy	Appomattox County	4.09 <b>170</b>		94%	0%	1%	1%	4%	0%	F	0.083	F		17000	F
400) (24) ************************************	Tel						.,,	.,.		•		-			-
460 (24) Richmond Hwy	Town of Appomattox (Maint: 06)	WCL App 0.42 <b>170</b>		94%	0%	1%	1%	4%	0%	N	0.083	N		17000	N
460 24 Richmond Hwy	TOWIT OF Apportation (Maint. 00)			94 /0	076	1 /0	1 /0	4/0	0 /6	IN	0.003	IN		17000	IN
~~~	From:	Bus US													
460 (24) Richmond Hwy	Town of Appomattox (Maint: 06)	0.72 110	• •	94%	0%	1%	1%	4%	0%	F	0.081	F		12000	F
~~~	To: From:	SR 24, SR 131 Old SR 24, S		Rd											
Richmond Hwy	Town of Appomattox (Maint: 06)	· · · · · · · · · · · · · · · · · · ·		94%	0%	1%	1%	4%	0%	F	0.077	F		9400	F
460	rown or reportation (waint: 00)			0470	070		170	470	070	•	0.077	•		0400	•
Piakas and I have	From: (Mainty OC)	Bus US		0.40/	00/	40/	40/	407	00/		0.077	N.I.		40000	
Richmond Hwy	Town of Appomattox (Maint: 06)	0.26 1300	00 G	94%	0%	1%	1%	4%	0%	F	0.077	N		13000	G
~~~	To- From:	ECL Appo													
(460) Richmond Hwy	Appomattox County	0.27 <b>920</b>	0 N	94%	0%	1%	1%	4%	0%	N	0.077	N		9400	N
<u> </u>	To- From:	06-707 Pe	each St												
Richmond Hwy	Appomattox County	2.88 100	00 F	88%	1%	1%	1%	9%	0%	F	0.077	F		10000	F
<i></i>	To	06-630 Old Ev	veroreen Rd												
Richmond Hwy	Appomattox County	5.28 <b>840</b>		87%	1%	1%	1%	10%	1%	С	0.111	Α		8100	Α
400)	To:	Bus US 460 F													
~~~	From:	Bus US 460 P	amplijn Rd												
460 Richmond Hwy	Appomattox County	0.99 660		88%	1%	1%	1%	9%	0%	F	0.077	F		6600	F
<u> </u>	To	Prince Edward													
460 Prince Edward Hwy	Brings Edward County	Appomattox 0		88%	1%	10/	10/	9%	00/	F	0.076	F		6900	F
2460 Prince Edward Hwy	Prince Edward County	Bus US 460 F		00%	170	1%	1%	9%	0%	Г	0.076	Г		6800	Г
	From:	Bus US	_												
460 Prince Edward Hwy	Prince Edward County	5.83 780	0 F	88%	1%	1%	1%	9%	0%	F	0.074	F		7800	F
	To	73-626 Pe	ake Rd												
460 Prince Edward Hwy	Prince Edward County	5.73 920		88%	1%	1%	1%	9%	0%	F	0.074	F		9200	F
460)	To:	US 15 Shep		0070	.,,		. , ,	0,0	0,0	•	0.07	•		0200	•
	From:	US 15 West of	•												
460 15 Prince Edward Hwy	Prince Edward County	4.18 920	0 A	88%	1%	1%	1%	9%	1%	С	0.111	Α		8800	Α
\sim	To:	US 15 South o													
Prince Edward I have	Prince February County	USI		000/	40/	40/	40/	00/	00/	_	0.074	_		0700	_
Prince Edward Hwy	Prince Edward County	2.98 860	00 F	88%	1%	1%	1%	9%	0%	F	0.074	F		8700	F
~~~	To: From:	Bus US 460 Eas													
(460) Prince Edward Hwy	Prince Edward County	4.28 <b>140</b> 0	00 F	88%	1%	1%	1%	9%	0%	F	0.083	F		14000	F
<u> </u>	To	SR 307 Holly	Farms Rd			$\neg$ $\vdash$									
460 Prince Edward Hwy	Prince Edward County	4.44 <b>700</b>		88%	1%	1%	1%	9%	0%	F	0.085	F		7000	F
	To:	Nottoway Co	ounty Line												

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

		Primary and Interst	ato i tout	.00			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Prince Edward Cou	ınty Line			ZAXIE	STAXIE	IIIali	ZIIali		racio		ractor		
460 W Colonial Trail Hwy	Nottoway County	3.05 <b>6800</b>	F	88%	1%	1%	1%	9%	0%	F	0.082	F		6800	F
460 W Goldman Ham Hwy	To:	US 360 Patrick He		0070	170	Ti	170	070	070	•	0.002	•		0000	•
	From:	US 360													
460 ( 360 )	Nottoway County	0.19 <b>11000</b>	F	84%	1%	1%	2%	12%	1%	С	0.085	F		11000	F
	To:	CL Burkevil	lle												
460 (360)	Town of Burkeville (Maint: 67)	1.06 <b>11000</b>	N	84%	1%	1%	2%	12%	1%	Ν	0.085	Ν		11000	Ν
400)(300)	. c e. zamenie (maini e.)			0.70	.,,		_,,	,0	. , ,	•	0.000				
	From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From:	Bus US 46	0 <b>F</b>	060/	1%	10/	20/	110/	00/	F	0.000	F		12000	F
460 } (360 }	Town of Burkeville (Maint: 67)	0.08 <b>13000</b>	г	86%	1%	1%	2%	11%	0%	г	0.083	г		13000	г
~~~	To: From:	CL Burkevi	lle												
460 } (360 }	Nottoway County	0.35 13000	N	86%	1%	1%	2%	11%	0%	Ν	0.083	Ν		13000	Ν
~~	To:	Bus US 36													
Out of Tarithme	Notice and Constitution	US 360 Patrick He		000/	40/	40/	40/	00/	00/	_	0.005	_		0000	_
Colonial Trail Hwy	Nottoway County	0.19 8800	F	88%	1%	1%	1%	9%	0%	F	0.085	F		8800	F
	To: From:	67-723 Lewiston F	Plank Rd												
460 Colonial Trail Hwy	Nottoway County	1.29 8900	F	88%	1%	1%	1%	9%	0%	F	0.083	F		8900	F
~~	To	WCL Crew	re .												
460 Virginia Ave	Town of Crewe (Maint: 67)	0.76 8900	N	88%	1%	1%	1%	9%	0%	N	0.083	Ν		8900	N
400)	Ter														
460 (49) Virginia Ave	Town of Crewe (Maint: 67)	SR 49 Watsons W 1.80 11000	ood Rd	88%	1%	1%	1%	9%	0%	F	0.082	F		11000	F
460 (49) Virginia Ave	Town of Crewe (Maint. 67)	1.00 11000	Г	00%	170	1 70	170	970	0%	Г	0.062	Г		11000	Г
~~	To: From:	SR 49 Earl Davis Gr	egory Hwy												
460 Virginia Ave	Town of Crewe (Maint: 67)	0.70 9900	F	88%	1%	1%	1%	9%	0%	F	0.085	F		10000	F
	To:	ECL Crew	e												
460 Colonial Trail Hwy	Nottoway County	1.35 9900	N	88%	1%	1%	1%	9%	0%	Ν	0.085	Ν		10000	Ν
	To	67-1006 CCC	n.i												
Colonial Trail Hwy	Nottoway County	1.35 8900	F F	88%	1%	1%	1%	9%	0%	F	0.086	F		9000	F
460 Colonial Trail Twy	Notioway County			00 /0	1 70	1 70	1 /0	370	070	'	0.000	'		3000	'
~~	To: From:	Bus US 460 Old No										_			_
460)	Nottoway County	5.30 5400	F	88%	1%	1%	1%	9%	0%	F	0.079	F		5400	F
	To: From:	67-606 Cottag													
Colonial Trail Hwy	Nottoway County	<u>Lunenburg Coun</u> 2.23 4800	F F	88%	1%	1%	1%	9%	0%	F	0.073	F		4800	F
460 Coloniai Trail Hwy	Nottoway County	2.23 4000	Г	00%	170	1 70	170	970	0%	Г	0.073	Г		4000	Г
~~	To: From:	67-609 Yellowb													
460	Nottoway County	3.71 8400	F	88%	1%	1%	1%	9%	0%	F	0.081	F		8400	F
~	To:	Dinwiddie Coun	-												
~~	Diamiddia County	Nottoway Count		000/	40/	40/	40/	00/	00/	_	0.004	_		E000	F
460)	Dinwiddie County	6.80 5800	F	88%	1%	1%	1%	9%	0%	F	0.081	F		5800	Г
	To- From:	26-625 Wells													
460	Dinwiddie County	2.99 6100	F	88%	1%	1%	1%	9%	0%	F	0.081	F		6100	F
	To:	26-622 Baltimo	re Rd			\neg \vdash									
460	Dinwiddie County	2.32 6400	A	88%	1%	1%	1%	9%	0%	С	0.104	Α		6400	Α
400)	To:	26-611 Trinity Ch		/ 0	.,,		. , •	- / 0	- / 0	-		• •			

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		1 Trinity Chu													
460)	Dinwiddie Cou	unty 3.29	7200	F	88%	1%	1%	1%	9%	0%	F	0.081	F		7200	F
~~~	To: From:		527 Courthou													
460 New Cox Rd	Dinwiddie Cou	unty 2.36	7500	F	88%	1%	1%	1%	9%	0%	F	0.083	F		7600	F
~~~	To- From:		28 Tranquility													
460 Cox Rd	Dinwiddie Cou	unty 2.12	9600	F	88%	1%	1%	1%	9%	0%	F	0.087	F		9600	F
~	To- From:		631 Claiborn													
460 Cox Rd	Dinwiddie Cou	unty 0.25	13000	F	88%	1%	1%	1%	9%	0%	F	0.089	F		13000	F
~~	To- From:	2	26-743 Hart F	Rd			\Box \vdash									
460 Cox Rd	Dinwiddie Cou	unty 2.00	12000	F	88%	1%	1%	1%	9%	0%	F	0.087	F		12000	F
	To. From:	W	26-632 Olger	s Rd												
460 Cox Rd	Dinwiddie Cou	unty 0.61	16000	F	88%	1%	1%	1%	9%	0%	F	0.088	F		16000	F
~	To. From:	E 26-	-632 Buttewo	ood Rd												
Cox Rd	Dinwiddie Co	unty 0.18	16000	F	88%	1%	1%	1%	9%	0%	F	0.089	F		16000	F
~	To: From:	2	SR 226 Cox F	Rd			\neg \vdash									
Airport St	Dinwiddie Co	unty 1.21	16000	F	88%	1%	1%	1%	9%	0%	F	0.085	F		16000	F
~	To	I-	85; Bus US 4	460												
Bus	Dinwiddie Co	untv 0.19	Х		See	Rue H	3.460 fo	r directio	nal traff	ic volum	a acti	mates for	thic co	ament		
460 460 Ramp	To:	unty 0.10	X			, Das 00	7-00-10	i directio	ilai tiali	io voidin	ic com	nates for	1110 00	giriorit.		
~~~	From:		I 85 N													
460 (85)	Dinwiddie Cou	•										s for this	_	ent.		
~ ~	Combined Traffic Estimates for 2 Paralle	I Roadways on this Route	36000	Α	85%	1%	1%	1%	12%	1%	F	0.1	Α		35000	Α
~~~	To: From:		US 1							_	_					
460 85	Dinwiddie Cou	•		_								s for this	segme	ent.		
v	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	: 48000	Α	87%	1%	1%	1%	10%	1%	С	NA			47000	Α
~~	To From:		SCL Petersbu	ırg												
460 85	City of Petersburg (,	40000									s for this	Ū	ent.	47000	^
	Combined Traffic Estimates for 2 Paralle			Α	87%	1%	1%	1%	10%	1%	С	0.047	А		47000	Α
~~	City of Dotorolouse (uirrel Level F	Road		Coo I O	E for dir	antional t	roffic ve		tim ata	o for this	00000			
460 85	City of Petersburg (l Combined Traffic Estimates for 2 Paralle	,	. 52000	Α	87%	1%	1%	1%	10%	1%		s for this 0.093		arit.	52000	Α
		i Roadways on this Route			01 /0	1 /0	1 /0	1 /0	10 /6	1 /0		0.093	^		32000	^
Pomp	City of Potoroburg (Maint: 26) 0.10	I-85 S			Coo I 0	5 for dir	ootional t	roffic ve	olumo oo	timoto	o for this	ooama	nt		
460 85 Ramp	City of Petersburg (ا تمر	iviaii ii. 20) 0.10	I-95 SB			3 00 1-0	o ioi alli	c ulundi l	ianic VC	Julie es	umale	s for this	segille	71 IL.		
	From:		I-85													
460 (95) Ramp	City of Petersburg (Maint: 74) 0.06		-		See I-9	5 for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
\sim	To: From:		Graham Rd													
460 95 Ramp from I-85	N to I-95 S City of Petersburg (Maint: 74) 0.07				See I-9	5 for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
\sim	To:	I-95	SB Collector	Ramp												

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

			utes			Trı	ıck			K	Dir		
Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle				QC	Factor	OK	AAWDT	QW
From:	Ramp :	from US 301South											
City of Petersburg (Main	int: 74) 0.18			See I-95	for dire	ectional t	traffic vo	olume es	timate	s for this	segment.		
To:													
From:		np from US 301			<u></u>								
City of Petersburg (Mai	int: 74) 0.27			See I-95	for dire	ectional t	traffic vo	olume es	timate	s for this	segment.		
To:													
City of Determination	~ 0.60		020/	00/	10/	40/	60/	00/	_	0.000	NI	10000	G
City of Petersburg	J 0.60	18000 G	92%	0%	1%	170	0%	0%	C	0.099	IN	19000	G
To: From:		•											
City of Petersburg	g 2.16	9100 A	90%	0%	1%	1%	8%	0%	С	0.099	Α	9600	Α
To:	SR 10	06 Courthouse Rd			\neg —								
City of Petersburg		13000 F	90%	0%	1%	1%	8%	0%	F	0.083	F	13000	F
To:	E	CL Petersburg											
From:	Dinwi	ddie County Line											
Prince George Cour	inty 0.40	13000 F	90%	0%	1%	1%	8%	0%	F	0.083	F	13000	F
To		1 205											
Prince George Cour	inty 0.74		83%	1%	1%	1%	14%	0%	N	0.077	N	13000	N
Thilloc Goorge Goal	nty 0.74		0070	170		1 70	1-70	070	.,	0.011		10000	.,
From:	74-629 Ri		Rd										
Prince George Cour		14000 F		1%	1%	1%	14%	0%	F	0.077	F	13000	F
T-1		. D C D											
Prom.			020/	40/	40/	40/	4.40/	00/		0.074	_	40000	
Prince George Cour	•		83%	1%	1%	1%	14%	0%	г	0.074	Г	12000	F
From:													
Sussey County			83%	1%	1%	1%	14%	0%	F	0.075	F	10000	F
Gussex Gounty			0070	170	1 70	1 /0	1770	070	'	0.073	•	10000	
To: From:													
Town of Waverly (Main	nt: 91) 0.66	11000 N	83%	1%	1%	1%	14%	0%	N	0.075	N	10000	Ν
To	SR	40 W Main St			\neg \vdash								
Town of Waverly (Main		11000 N	83%	1%	1%	1%	14%	0%	Ν	NA		11000	Ν
To	· ·	CI WI											
From:			000/	40/	40/	40/	4.40/	00/	N.	NIA		44000	N.
Sussex County	6.28	11000 N	83%	1%	1%	1%	14%	0%	IN	INA		11000	N
To: From:	W	CL Wakefield											
Town of Wakefield (Mai	aint: 91) 1.06	11000 N	83%	1%	1%	1%	14%	0%	Ν	NA		11000	Ν
To	F	T. Wakefield											
Sussex County			83%	1%	1%	1%	14%	0%	F	NA		11000	F
To:			55,0	.,,	Τĺ	.,.	, 0	0,0	•				•
From:													
Southampton Coun		9300 A	83%	1%	1%	1%	14%	0%	С	0.13	Α	8700	Α
To	-				_								
From:			83%	1%							N	8700	
Town of Ivor (Maint:	87) 0.65	9300 N			1%	1%	14%	0%	Ν	0.13			Ν
	City of Petersburg (Mai To From City of Petersburg (Mai To From City of Petersburg City of Petersburg City of Petersburg City of Petersburg To From Prince George Cou To From Prince George Cou To From Prince George Cou To From To Sussex County To Town of Waverly (Main Sussex County Town of Wakefield (Ma Sussex County Town of Wakefield (Ma Sussex County To From Sussex County Town of Wakefield (Ma Sussex County To From Sussex County Town of Wakefield (Ma Sussex County To From Sussex County	City of Petersburg (Maint: 74) 0.18 To Ramp! Ram City of Petersburg (Maint: 74) 0.27 To Prom: City of Petersburg (Maint: 74) 0.27 City of Petersburg 0.60 City of Petersburg 2.16 City of Petersburg 0.34 City of Petersburg 0.34 City of Petersburg 0.34 To Expension 0.34 To Expension 0.34 Prince George County 0.40 Prince George County 0.40 Prince George County 0.74 From: Prince George County 0.74 To Sussan 0.30 Prince George County 0.74 To Sussan 0.30 Town of Waverly (Maint: 91) 0.66 Town of Waverly (Maint: 91) 0.72 Town of Waverly (Maint: 91) 1.06 Sussan 0.30 Town of Wakefield (Maint: 91) 1.06	City of Petersburg (Maint: 74) 0.18	Ramp from US 301South City of Petersburg (Maint: 74) 0.18 Ramp from US 301North Ramp from US 301North Ramp from US 301 City of Petersburg (Maint: 74) 0.27 US 460 I-95	Ramp from US 301South See I-95	City of Petersburg (Maint: 74) 0.18 See I-95 for dire	City of Petersburg (Maint: 74) O.18 See I-95 for directional	City of Petersburg (Maint: 74) O.18 See I-95 for directional traffic volume Ramp from US 301North Ramp from US 301 See I-95 for directional traffic volume Ramp from US 301 See I-95 for directional traffic volume Ramp from US 301 See I-95 for directional traffic volume Ramp from US 301 See I-95 for directional traffic volume See I-95 for d	City of Petersburg (Maint: 74) 0.18 See I-95 for directional traffic volume es	Durisdiction Length AADT QA 4 ATIF Bus 2 2 2 2 2 2 2 2 2	City of Petersburg Maint: 74 O.18 See I-95 for directional traffic volume estimates for this	City of Petersburg (Maint: 74) 0.18 See -95 for directional traffic volume estimates for this segment.	City of Petersburg (Maint: 74) O.18 See -95 for directional traffic volume estimates for this segment.

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	87-616 N	Main St			1	0.7.5.0								
(460) General Mahone Blvd	Town of Ivor (Maint: 87)	0.64 910		83%	1%	1%	1%	14%	0%	F	0.077	F	0.525	8400	G
440	To:	ECL	Y												
460 General Mahone Blvd	Southampton County	3.59 91 0		83%	1%	1%	1%	14%	0%	N	0.077	N	0.525	8400	N
460 General Marione Bivo	To:	Isle of Wight		0370	1 /0	170	1 /0	14 /0	070	14	0.077	IN	0.323	0400	IN
	From:	Southampton													
460	Isle of Wight County	6.10 110		83%	1%	1%	1%	14%	0%	F	0.077	F		10000	F
460	To:	WCL W	lindsor												
(400)	Town of Windsor (Maint: 46)	0.07 110		83%	1%	1%	1%	14%	0%	F	0.077	F		10000	F
460	Town or Windsor (Maint. 40)	0.07	1	0070	170	1 70	1 70	1-70	070	'	0.077	•		10000	
	To: From:	US 258 Prince Blvo													
460	Town of Windsor (Maint: 46)	0.45 160		83%	1%	1%	1%	14%	0%	F	0.082	F		15000	F
	To:	46-610 Court Street		Street											
	Town of Windsor (Maint: 46)	46-610 C 0.74 170		83%	1%	1%	1%	14%	0%	N	0.082	N		16000	N
460	Town of Windsor (Maint. 46)	0.74 170	IUU IN	03%	170	1 70	170	14 70	076	IN	0.062	IN		10000	IN
	To: From:	ECL W													
460 Windsor Blvd	Isle of Wight County	2.59 170		83%	1%	1%	1%	14%	0%	F	0.082	F		16000	F
<u> </u>	To:	WCL S													
Provides Block	O'the of Ootfolks	Isle of Wight		000/	40/	40/	40/	4.407	00/	_	0.070	_		45000	_
460 Pruden Blvd	City of Suffolk	3.08 160	000 F	83%	1%	1%	1%	14%	0%	F	0.079	F		15000	F
~~~	To: From:	133-604 Lake Prince	Dr; Provider												
(460) Pruden Blvd	City of Suffolk	0.54 <b>190</b>	000 F	83%	1%	1%	1%	14%	0%	F	0.096	F		17000	F
<u> </u>	To:	133-634 Kin	gs Fork Rd												
7460 Pruden Blvd	City of Suffolk	1.47 190	_	83%	1%	1%	1%	14%	0%	F	0.090	F		17000	F
400	To:	US 58, BUS US 46	60; Suffolk By	pass		1									
	From:	US 58, BUS US 4	460, Purden B												
460 58 13 Suffolk Bypass	City of Suffolk	0.93 <b>420</b>	000 F	93%	0%	1%	1%	5%	0%	F	0.096	F		44000	F
$\bigcirc$	To:	SR 10 SR 32 0	Godwin Blvd			<u> </u>									
(460) (58) (13) Suffolk Bypass	City of Suffolk	1.87 <b>530</b>		93%	0%	1%	1%	5%	0%	F	0.087	F		55000	F
400 (30) (13) ************************************							.,,	-,-		•		•			-
Cuffelly Dyman	From: City of Cytholls	61-642 W		93%	00/	10/	10/	E0/	00/		NIA			40000	
460 58 13 Suffolk Bypass	City of Suffolk	2.30 <b>470</b>			0%	1%	1%	5%	0%	F	NA			49000	F
	From:	Bus US 13,Bus US XXX Bus US 13,Bus													
460 58 13 Military Highway	City of Suffolk	3.46 <b>640</b>		93%	0%	1%	1%	5%	0%	F	0.083	F		67000	F
460 (38) (13)	To:	WCL Che		0070	0,0	$\stackrel{\cdot}{=}$	. , 0	0,0	0,0	·	0.000	•		0.000	•
	From:	ECL S													
460 58 13 Military Highway	City of Chesapeake (Maint: 64)	2.94 <b>670</b>	000 F	93%	0%	1%	1%	5%	0%	С	0.095	Α	0.596	70000	F
$\smile \smile \smile$	To	I-60	64			<u> </u>									
460 (50) (43)	City of Chesapeake (Maint: 64)	0.11 110		93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	G
(460) (58) (13)	only of onesapeane (Maint. 04)			5570	0 /0	. /0	1 /0	J /0	0 /0	'	0.000	•	0.010	11000	J
~~~	To: From:	US 58; \$			407					_	- · · · -				_
{460}{13}\191 <i>)</i>	City of Chesapeake	0.18 65 0		91%	1%	2%	2%	3%	0%	F	0.112	F		6900	F
~ ~ ~	To:	SR 191, S M	lilitary Hwy												

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

_								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 19	1, S Military	y Hwy				017.040				. 45151				
460 13 Military Highway	City of Chesapeake	0.45	5100	F	91%	1%	2%	2%	3%	0%	F	0.141	F		5500	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		F								0.141	F		NA	
	То		Military Hw									• • • • • • • • • • • • • • • • • • • •	-			
460 (13) Military Highway	City of Chesapeake	2.44	7100	F	91%	1%	2%	2%	3%	0%	С	0.149	F		7500	F
460 (13) Military Highway	City of Chesapeake	2.44		•	3170	1 70	270	270	370	070	C	0.143	•		7300	'
~~~	To: From:		I-64										_			_
460 (13) Military Highway	City of Chesapeake	1.37	15000	F	98%	0%	1%	1%	1%	0%	F	0.1	F		16000	F
<del></del>	To- From:	US 17 Ge	orge Washin	gton Hv	vy		-									
460 (13) Military Highway	City of Chesapeake	1.01	13000	F	98%	0%	1%	1%	1%	0%	F	0.103	F		14000	F
	To	CD	196 Canal I	D _r												
460 13 Military Highway	City of Chesapeake	2.20	22000	<b>A</b>	98%	0%	1%	1%	1%	0%	С	0.115	Α		24000	Α
460 (13) Military Highway	To:		Military Hwy		0070	070		170	170	070	Ŭ	0.110	,,		21000	,,
	From:		13 Military I													
460 166 Bainbridge Blvd	City of Chesapeake	0.74	12000	F	97%	1%	1%	1%	1%	0%	F	0.105	F		13000	F
	To:	т	reeman Ave													
460 (166) Bainbridge Blvd	City of Chesapeake	1.25	9400	F	97%	1%	1%	1%	1%	0%	F	0.090	F		10000	F
460   166   Bainbridge Blvd	Oity of Officsapeare				31 70	1 70	170	170	1 /0	070	'	0.000	'		10000	•
~~~~	To- From:		iesapeake A													
460 166 Bainbridge Blvd	City of Chesapeake	0.81	8400	G	97%	1%	1%	1%	1%	0%	С	NA			9100	G
$\stackrel{\smile}{\smile}$	To:		37 Poindext													
460 (166) Poindexter St	City of Chesapeake	0.56	inbridge Blv 8200	G	96%	1%	1%	1%	1%	0%	С	NA			9000	G
460 Poindexter St	City of Chesapeake	0.50	0200		30 70	1 70	1 70	1 70	1 /0	070	C	INA			3000	G
~~~~	To: From:		Liberty St													
460 (166) 22nd St	City of Chesapeake	0.39	5300	F	96%	1%	1%	1%	1%	0%	F	0.117	F		5700	F
$\sim$ $\sim$	To:		SCL Norfolk													
Wilson Dd	City of November		CL Chesapea		000/	40/	40/	40/	40/	00/	_	0.404	_	0.000	0700	_
460 166 Wilson Rd	City of Norfolk	0.65	7900	G	96%	1%	1%	1%	1%	0%	F	0.101	F	0.686	8700	G
	From:	Ca	mpostella A Wilson Rd	ve												
460 (166) (168) Campostella Rd	City of Norfolk	0.73	32000	G								0.109	F	0.737	35000	G
460 166 168 Campostella Ro	- I											0.100	•	0.707	00000	Ŭ
	From:		Kimball Terr												40000	_
460 166 168 Brambleton Ave	e City of Norfolk	0.30	43000	G								NA			46000	G
	To: From:		Park Ave													
460 (168) Brambleton Ave	City of Norfolk	0.40	29000	G								0.079	F	0.589	32000	G
$\sim$	To	7	Tidewater Dr	r			<b>—</b> —									
460 337 Brambleton Ave	City of Norfolk	0.10	29000	G								0.08	F	0.585	28000	G
400 337 2.3	- F	0.10										0.00	•	0.500	_5555	Ŭ
	To: From:	0.5.	Church St									0.076	_	0.500	40000	-
460 337 Brambleton Ave	City of Norfolk	0.31	20000	G								0.079	F	0.533	19000	G
~ ~	10:	ALT U	S 460 St Pau	us Blvd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		460, Brambl													
460 (460) (460) St Pauls Blvd	City of Norfo		21000	G	96%	2%	1%	1%	1%	0%	F	0.079	Ν	0.533	23000	G
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G								NA			28000	G
~	To: From:		60 Par; Mon													
St Pauls Blvd	City of Norfo	lk 0.07	25000	G	96%	2%	1%	1%	1%	0%	F	0.074	F	0.568	26000	G
~	To: From:		√irginia Bea													
Monticello Ave	City of Norfo	lk 0.66	16000	G	96%	2%	1%	1%	1%	0%	С	0.075	F	0.623	18000	G
AA - C - H- A	To: From:	II. 0.40	21st St	_	000/	00/	10/	40/	407	00/		0.077		0.500	40000	
Monticello Ave	City of Norfo	ılk 0.49	16000	G	96%	2%	1%	1%	1%	0%	F	0.077	F	0.523	18000	G
Caraba Ct	To: From:	II. 0.04	Church St		000/	40/	40/	00/	00/	00/		0.004		0.040	20000	
Granby St	City of Norfo	lk 0.81	24000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.613	26000	G
~	To: From:		lewellyn Av								_		_			
Granby St	City of Norfo	lk 0.45	37000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.561	39000	G
~~	To: From:		illow Wood													
Granby St	City of Norfo	lk 1.30	35000	G	98%	1%	1% 	0%	0%	0%	С	0.086	F	0.512	38000	G
Cronby Ct	To: From: City of Norfo	ılk 0.37	Thole St <b>29000</b>	G	98%	1%	1%	0%	0%	0%	F	NA			31000	G
Granby St	City of Norio				90%	170	170	0%	0%	0%	Г	INA			31000	G
Granby St	From L City of Norfo		55 Little Cre- 25000	ek Rd <b>G</b>	98%	1%	1%	0%	0%	0%	F	0.091	F	0.524	27000	G
460) Statisty St	тГ	0.11			0070	170		070	070	070	·	0.001	•	0.02	2,000	Ū
460 Granby St	From L City of Norfo	ılk 0.99	I-64; I-564 <b>24000</b>	G	98%	1%	1%	0%	0%	0%	F	0.11	F	0.861	26000	G
460	To:				3070	170		070	070	070	•	0.11	•	0.001	20000	Ŭ
Cranby St	City of Norfo		ay View Blv		000/	1%	10/	00/	00/	00/	С	0.447	F	0.665	14000	G
Granby St	City of Norfo		14000	G	98%	170	1%	0%	0%	0%	C	0.117	Г	0.665	14000	G
Granby St	City of Norfo		68 Tidewate 11000	er Dr <b>G</b>	98%	1%	1%	0%	0%	0%	F	0.106	F	0.664	12000	G
460	To:		Ocean Viev		3070	170		070	070	070	•	0.100	•	0.004	12000	Ŭ
	From:	US 460-E312A	US 460-W3	312A Gap	Termi											
460 Ramp	Dinwiddie Cou		940	F								0.088	F		940	F
	To:	I-85-S (	Gap FROM	US 460												
	From:		50 TO I-64 V	WEST												
460 Ramp	City of Norfolk (Ma	· · · · · · · · · · · · · · · · · · ·	NA									NA			NA	
<del>~</del>	To:	I-64-W FROM U	JS 460-GR	ANBY S	FREET											
ast 460 Ramp	From:		TO RT 81 S	SOUTH								N/A			<b>.</b>	
460 Kamp	Montgomery Co ۳۰۰۲	US 11- 120A FROM	NA RT 11 AND	DARKI	NAY DDI	V						NA			NA	
East	From:		50; Parkway		MAI DKI	. •	<u> </u>									
East 460 Ramp toward I-81 N (to CD	Road) at Exit 118 Town of Christiansburg		NA	DIIVE								NA			NA	
400	To:	I-81-N118X		ietributor	· Rd											

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

		I IIIIaly and interstate	0 1 100100			
Route	Jurisdiction	Length AADT	QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2T	OC OK	AAWDT OW
East	From:	US 460 TO RT 581 S0				
(460) Ramp	City of Roanoke (Maint: 80)	0.14 <b>9100</b>	G		NA	9100 G
<u> </u>	То:	-581-S FROM RT 460 EAST00- (	ORANGE AVENU			
East	From:	US 460 TO RT 581 No	ORTH			
(460)Ramp	City of Roanoke (Maint: 80)	0.11 <b>11000</b>	G		NA	11000 G
400		-581-N FROM RT 460 EAST00- 0	ORANGE AVENU			
East	From:	US 460 TO RT 29 SC	MITH			
East	Campbell County	0.33 <b>NA</b>	JU 111		NA	NA
(460)	To:	US 29 FROM RT 460	FAST		177	1471
	From:					
East (460)		US 460 TO RTE 29	BUS		NA	NIA
(460)	Campbell County	0.39 <b>NA</b>			NA	NA
<u>~</u>	To:	C5US 29 FROM RT 46	0 EAST			
East Bus	From:	US 460 TO RT 15 N				
(460)(460)Ramp	Prince Edward County	0.35 <b>1800</b>	F		0.143 F	1800 F
<u> </u>	To:	US 15-S064A TO & FR	OM RT			
East	From:	US 15 US 460 TO RT	ΓE 15			
(460)Ramp	Prince Edward County	0.19 <b>2200</b>	F		0.116 F	2200 F
400	To:	US 15 FROM & TO I	RTE 4			
Foot	From:	US 460 I-85-S061B G				
East	 Dinwiddie County	0.03 <b>450</b>	ар 10 <b>F</b>		0.094 F	450 F
(460) Ramp	To:	US 460- 312A US 460-W312	-		0.094	430
			•			
East	From	US 460 TO RT 295 SO				
(460) Ramp	Prince George County	0.50 <b>520</b>	F		0.133 F	520 F
<u> </u>	To:	I-295-E FROM RT 460	) EAST			
East	From:	US 460 I-295-W003B FROM	RT 295 NOR			
(460) Ramp	Prince George County	0.33 <b>1100</b>	F		0.114 F	1100 F
<u> </u>	To:	I-295-W FROM RT 460	) EAST			
East	From:	US 460 TO ROUTE 26	4 EAST			
(460) Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>			NA	NA
400		-264-E FROM ROUTE 460 EAST	Γ-BRAMBLETON			
Cont	From:	US 460 TO RT 564 N				
East Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b>	OKIII		NA	NA
(460) Ramp	To:	I-564-N I-564-R000A FROI	MHOVI		IVA	INA
West	From:	US 460 TO RT 1	1		A 1 A	N 1 A
(460) Ramp	Town of Christiansburg (Maint: 6				NA	NA
	To:	I-81-S118D FROM PARKWAY	DRIVE WEST			
West	From:	US 460 TO RT 81 SC	OUTH			
(460) Ramp	Town of Christiansburg (Maint: 6				NA	NA
<u> </u>	To:	I-81-S118X FROM PARKWAY	/ DRIVEWEST			
West	From:	US 460 TO RT 581 S0	OUTH			
(460) Ramp	City of Roanoke (Maint: 80)	0.09 3900	G		NA	3900 G
400)	• • • • • • • • • • • • • • • • • • • •	-581-S FROM RT 460 WEST00- 0			. W 1	2200
	r	201 2 1 KOM KI 400 W EST00-V	0.1.1.10E /11E110			

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus		Truck 3+Axle 1			K Factor	QK	Dir Factor	AAWDT	QW
West 460 Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 NORTH 0.14 3100 G -581-N FROM RT 460 WEST00- ORANGE AVENU					NA			3100	G
West (460) (29)	Campbell County	US 460 TO RT 29 & 29 BUS 0.31 NA C5US 29 FROM RT 460 WEST					NA			NA	
West 460	Campbell County  To:	US 460 TO RT 29 BUS 0.41 NA C5US 29 FROM RT 460 WEST					NA			NA	
West (460) (15) Ramp	Prince Edward County  To:	US 15, US 460 Prince Edward Hwy 0.17 1600 F US 15 Sheppards Rd					0.103	F		1600	F
West 460 Ramp	Prince Edward County  To:	US 460 TO RT 15 & 15 BUS 0.23 <b>1900 F</b> US 15 C5US 15 J					0.095	F		1900	F
West 460 Ramp	Prom: Dinwiddie County To:	US 460 I-85-S061A Gap TO 0.02 NA US 460- 312A US 460-E312A Gap Termi					NA			NA	
West 460 Ramp	Prince George County	US 460 I-295-E003A TO & FROM RTE 2 0.36 <b>800 F</b> I-295-E FROM RT 460 WEST					0.097	F		800	F
West 460 Ramp	Prince George County  To:	US 460 TO RT 295 NORTHW  0.51 <b>1900 G</b> I-295-W FROM RT 460 WEST					0.108	Α		2100	G
West 460 Ramp	City of Norfolk (Maint: 64)  To: I-	US 460 TO ROUTE 264 EAST  0.19 NA  264-E FROM ROUTE 460 WEST00- BRAMBLETO					NA			NA	
ALT 460 (58) Airline Blvd	City of Chesapeake	Joliff Rd  1.72 <b>6400 F</b> 96% 1%  WCL Portsmouth	1%	0%	1% 0%	С	0.083	F		6800	F
ALT 460 (58) Airline Blvd	City of Portsmouth	ECL Chesapeake 0.29 <b>12000 G</b> 96% 1%	1%	0%	1% 0%	F	0.089	F	0.532	13000	G
ALT 460 (58) Airline Blvd	City of Portsmouth	Greenwood Dr  0.20 <b>13000 G</b> 96% 1%  Elmhurst Lane	1%	0%	1% 0%	F	0.086	F	0.546	14000	G
ALT (460) (58) Airline Blvd	City of Portsmouth	1.30 <b>10000 G</b> 96% 1%  VICTORY BLVD	1%	0%	1% 0%	F	0.087	F	0.559	11000	G
ALT (460) (58) Airline Blvd	City of Portsmouth	0.28 <b>12000 G</b> 96% 1% US 58, SR 337	1%	0%	1% 0%	F	0.080	F	0.562	12000	G

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Longth	AADT	QA	4Tire	Puo		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
	Jungalenon				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
ALT (460) (337) Portsmouth Blvd	City of Portsmouth	0.10	S 58, SR 33 <b>16000</b>	37 <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.083	F	0.515	17000	G
Portsmouth Blvd	To Tall		R 337 Turn		3370	070		070	070	070		0.000		0.010	17000	0
ALT	From										_		_			
Portsmouth Blvd	City of Portsmouth	0.16	12000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.656	12000	G
ALT	To: From:		I-264													
(460)(337) Portsmouth Blvd	City of Portsmouth	0.29	12000	N	99%	0%	0%	0%	0%	0%	Ν	0.087	Ν	0.656	12000	Ν
ALT	To: From:		Γ 337 & I-2 337 TO RT													
(460)(337)Ramp	City of Portsmouth (Maint: 64)	0.57	33/ TO KI	204	S	ee VA 3	337 for d	irectiona	l traffic	volume e	estima	tes for th	is seq	ment.		
1	То:		E FROM R													
ALT	City of Portsmouth (Maint: 64)	0.50	Γ 337 & I-2	64		0100	24.6====1:=				_4:4					
460 264	City of Portsmouth (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways or		62000	G	96%	0%	0%	ectional 1%	2%	olume es	sumau F	es for this NA	segn	nent.	66000	G
	To Table Traine Estimates for 2 Farallel Roadways of				90 /0	076	076	1 /0	2/0	0 /6	-	INA			00000	G
ALT	From:		7 Frederick	Biva												
460 264	City of Portsmouth (Maint: 64)	0.99	70000	•							stimat	es for this	segn	nent.	77000	0
	Combined Traffic Estimates for 2 Parallel Roadways or			G	96%	0%	0%	1%	2%	0%	F	NA			77000	G
ALT	To- From:	De	ep Creek B	lvd												
(460)(264)	City of Portsmouth (Maint: 64)	0.67										es for this	segn	nent.		
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	67000	G	96%	0%	0%	1%	2%	0%	F	NA			71000	G
ALT	To- From:	SR 1	41 Effingha	ım St												
(460)(264) Elizabeth River Down	town Tunnel City of Portsmouth (Maint: 64)	0.87			9	See I-26	64 for dir	ectional	traffic v	olume es	stimat	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	91000	В	96%	0%	0%	1%	2%	0%	F	0.075	Α		98000	В
ALT	To- From:	V	VCL Norfol	k												
460 264 Elizabeth River Down	town Tunnel City of Norfolk (Maint: 64)	0.55			5	See I-26	64 for dir	ectional	traffic v	olume es	stimate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	91000	В	96%	0%	0%	1%	2%	0%	F	NA			98000	В
ALT	To- From:		I-464													
460 264 337 Berkley Bridge	City of Norfolk (Maint: 64)	0.41			9	See I-26	64 for dir	ectional	traffic v	olume es	stimate	es for this	segn	nent.		
400 (204) (007)	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	101000	F	97%	0%	1%	1%	1%	0%	F		Α		109000	F
	To	SR	337 Main S	treet												
ALT (460 (264) (337)	City of Norfolk (Maint: 64)	0.65			(	See I-26	S4 for dir	ectional	traffic v	olume es	stimate	es for this	sean	nent		
460 (264) (337)	Combined Traffic Estimates for 2 Parallel Roadways or		97000	G	97%	0%	1%	1%	1%	0%	F	NA	, oogii		105000	G
	To To	1 (0010.	I-264		01,70				.,,		·				100000	
ALT	City of Norfall (Mainte CA)	0.22		NI.								0.000	NI -	0.701	24,000	N
460 (337)	City of Norfolk (Maint: 64)	0.22 SR 33	<b>29000</b> 7 Tidewater	N Drive								0.089	N	0.791	31000	N
		51( 33	, i iuc watei	Dire												

# Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

#### al Average Daily Framic Volume Estimates B Primary and Interstate Routes

Route	Jurisdictio		AADT	QA	4Tire	Bus		Tr e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT (460)	City of Norfolk (M		37 Tidewater I 29000	Orive <b>G</b>								0.089	F	0.791	31000	G
400	Combined Traffic Estimates for 3 Paralle	,	29000	G			_					0.089	F	0.791	NA	
ALT	To:		St Pauls Blvd													
ALT 460 St Pauls Blvd	City of Norfolk (M		Fenchurch St 44000	G								NA			42000	G
460 Str dale 2114	Combined Traffic Estimates for 2 Paralle	•		G								NA			48000	G
	Tou		50 Brambleton													
ALT 460 \ 460 \ 460 \ 460 \ St Pauls Blvd	City of Norfe		21000	G	96%	2%	1%	1%	1%	0%	_	0.079	N	0.533	23000	G
460 460 460 St Pauls Blvd	Combined Traffic Estimates for 2 Paralle			G	90%	270	170	170	170	0%	Г	NA	IN	0.555	28000	G
	To:		60 Par; Monti		ve							INA			20000	O
ALT	From:	A1US-00460(B)	/TO CITY H	ALL A	VENUE		1									
(460)	City of Norfolk (M	laint: 64) 0.17	NA									NA			NA	
<u> </u>	To:	IS-00264-W010B(B)/I	FROM RTE 2	64 EA	ST VIA AI	LT 4										
ALT	From:		54-W TO RT 3	337												
460 264 Ramp	City of Portsmouth	` ,			S	See I-26	4 for d	lirectional	traffic v	olume e	stimate	es for this	segn	nent.		
ALT	From:		37 FROM RT 37 Portsmouth													
460 264	City of Portsmouth				S	See I-26	4 for d	lirectional	traffic v	olume e	stimate	es for this	segn	nent.		
P. C.	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	62000	G	96%	0%	0%	1%	2%	0%	F	NA			66000	G
ALT	To: From:	US	17 Frederick B	lvd			⊒⊢									
ALT (460)(264)	City of Portsmouth	(Maint: 64) 0.55			S	See I-26	4 for d	lirectional	traffic v	olume e	stimate	es for this	sean	nent.		
490 (204)	Combined Traffic Estimates for 2 Paralle	•	73000	G	96%	0%	0%	1%	2%	0%	F	NA	9.		77000	G
	Tac	•	eep Creek Blv	d			<b>—</b>									
ALT	City of Dortomouth		cep creek Bi	<u>.</u>		200   20	4 for a	liraatiaaal	troffic .	م مصریات	atim at	a far thia		nant		
460 264	City of Portsmouth Combined Traffic Estimates for 2 Paralle	,	67000	G	96%	0%	4 101 0 0%	lirectional 1%	2%	olume e 0%	sumau F	NA	segn	nent.	71000	G
	Combined Traine Estimates for 2 Farane				90 /6	070	U/6	1 /0	2/0	0 /6	-	INA			7 1000	G
ALT	From:		141 Effingham	ı St												
(4 _β 0) 264 Elizabeth River Down		•						lirectional					•	nent.		_
~ <b>~</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	91000	В	96%	0%	0%	1%	2%	0%	F	0.075	Α		98000	В
ALT	To: From:	,	WCL Norfolk													
(460) (264) Elizabeth River Down		,			S	See I-26	4 for d	lirectional	traffic v	olume e	stimate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Paralle			В	96%	0%	0%	1%	2%	0%	F	NA			98000	В
	To-		I-464, SR 337													
ALT ALT	From:		Iain St US 11;		070/	007	40/	40/	40/	00/	_	0.004	_	0.550	10000	_
(460) (11) 4th St	City of Sale	em 0.40	16000	G	97%	0%	1%	1%	1%	0%	F	0.084	۲	0.558	18000	G
ALT ALT	To: From:		Elm St													
(460) (11) 4th St	City of Sale	em 0.37	18000	G	97%	0%	1%	1%	1%	0%	С	0.084	F	0.507	19000	G
$\sim$	To:		Union St													

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
ALT ALT	From:		on St				407	407		_		_		.=	
160 (11) 4th St	City of Salem	0.29 16	000 G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.517	17000	G
LT_ ALT	To: From:	Color	ado St												
(60) (11) 4th St	City of Salem	0.28 <b>91</b>	00 G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.523	9700	C
LT ALT	To: From:	Roano	ke Blvd												—
60 \ 11 \ Texas St	City of Salem	0.31 <b>10</b>	000 G	98%	0%	1%	1%	1%	0%	С	0.091	F	0.592	12000	(
	To	Idal	no St												
LT ALT 60 (11) Texas St	City of Salem		600 G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.602	5900	(
[11] Texas St	City of Salem			91 /0	076	1 /0	1 /0	1 /0	0 /6	C	0.094		0.002	3900	`
I ALT	From:	*	urg Tpke												
60) (11) Texas St	City of Salem		600 G	97%	0%	1%	1%	1%	0%	F	NA			2700	(
T ALT	From:		ric Rd as St												
60) (11) (419) Electric Rd	City of Salem	0.53 <b>20</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.594	21000	
	To:	EM	ain St												
s Bus	From:		US 460												
0 19 Crab Orchard Rd	Tazewell County	1.58 <b>17</b>	'00 F	97%	0%	1%	1%	1%	0%	F	0.095	F		1700	
is Bus	To: From:	SR	91												
(19) Crab Orchard Rd	Tazewell County	0.27 <b>16</b>	600 F	97%	0%	1%	1%	1%	0%	С	0.096	F		1700	
- But	To- From:	SR	116												
us Bus 50) (19) (16)	Tazewell County	1.11 26	600 F	98%	1%	1%	0%	0%	0%	F	0.085	F		2700	
0 0 0	To-		Tazewell							-					
s Bus	110111.			000/	407	40/	00/	00/	00/		0.004			0700	
50 (19) (16)	Tazewell County		116 N	98%	1%	1%	0%	0%	0%	N	0.091	N		2700	
s Bus	From:		azewell												
(19) (16) Main St	Town of Tazewell	0.20 <b>26</b>	600 F	98%	1%	1%	0%	0%	0%	С	0.091	F		2700	
is Bus	To: From:	ALT SR 16 F	airgrounds Rd	l											
50 (19) (16) Main St	Town of Tazewell	0.81 <b>37</b>	'00 F	99%	0%	0%	0%	0%	0%	F	0.095	F		3800	
	To:	Churc	ch Ave												
Bus 10 19 16 Fincastle Trpk	Town of Tazewell		800 F	99%	0%	0%	0%	0%	0%	F	0.095	F		4500	
0) (19) (18) 1 modelic 11pk	Tol			0070	070		070	070	070	•	0.000	•		4000	
s Bus	From:		ell Ave									_			
0 19 Fincastle Trpk	Town of Tazewell		000 F	99%	0%	0%	0%	0%	0%	С	0.093	F		6200	
us Bus	To: From:	SR 61 Ber	n Bolt Blvd												
60 (19) Fincastle Trpk	Town of Tazewell		000 F	99%	0%	0%	0%	0%	0%	F	0.096	F		5100	
~ ~	To	ECL T	'azewell												

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

-							Tru	ıck			K		Dir	
Route	Jurisdiction	Length	AADT C	A 4Tire	Bus		3+Axle			QC	Factor	ΩK	actor AAWD	T QW
Bus Bus	From:		CL Tazewell											
(460)(19)	Tazewell County	0.93		99%	0%	0%	0%	0%	0%	F	0.101	F	3900	F
<del></del>	10:		19 & US 460											
Bus	From:		Colonial Trail F	-	407		407	00/	00/	_	0.400	_	4000	_
Old Nottoway Rd	Nottoway County	1.39	4000 I	94%	1%	1%	1%	3%	0%	F	0.120	F	4200	F
Bus	To- From:	67-9457 No	ottoway High S	chool										
460 Old Nottoway Rd	Nottoway County	4.10	3600 I	94%	1%	1%	1%	3%	0%	С	0.101	F	3700	F
Pour	To: From:	WC	L Blackstone											
Bus 460 Church St	Town of Blackstone	0.44	4200	94%	1%	1%	2%	2%	0%	F	0.092	F	4400	F
400)	To		melia Ave		.,.			_,,		-				
Bus	From:											_		
Church St	Town of Blackstone	0.74	5500 I	94%	1%	1%	2%	2%	0%	С	0.089	F	5800	F
Bus	From:	SK 40	Elm St											
460 (40) North Main St	Town of Blackstone	0.59	6800 I	92%	1%	2%	1%	3%	0%	С	0.082	F	7100	F
$\smile$	To:		nwiddie Ave											
Bus 460 North Main St	Town of Blackstone	0.14	Dinwiddie St 5300	92%	1%	2%	1%	3%	0%	F	NA		5700	G
1460 North Main St	TOWIT OF BIACKSTOTIE			92/0	1 /0	270	1 /0	370	078	'	INA		3700	G
Bus	To- From:	Ι	Division St											
(460) North Main St	Town of Blackstone	0.37	6800 I	92%	1%	2%	1%	3%	0%	F	0.083	F	7100	F
Bus	To- From:		Barco Rd											
460 North Main St	Town of Blackstone	0.56	4400 I	92%	1%	2%	1%	3%	0%	F	0.09	F	4600	F
400)	To:	FC	L Blackstone											
Bus	From:			- 000/	407		407	00/	00/	_	0.000	_	0700	_
(460) Cox Rd	Nottoway County	2.10	3600 I	92%	1%	2%	1%	3%	0%	F	0.089	F	3700	F
D D	From:	03 400 1	US 460	ліс		<u> </u>								
Bus Bus 460 ( 360 )	Nottoway County	0.18		95%	0%	2%	1%	2%	0%	С	NA		940	G
460 (360)	Tel			- 0070	0,0		.,0	_,,	0,0	•			0.0	
Bus Bus	From:		Burkeville	_										
(460)(360)	Town of Burkeville (Maint: 67)	0.30	880 1	95%	0%	2%	1%	2%	0%	Ν	NA		940	N
Bus Bus	To: From:		67-T724											
460 ( 360 )	Town of Burkeville (Maint: 67)	0.21	1900 I	95%	0%	2%	1%	2%	0%	F	0.103	F	2000	F
$\hookrightarrow$	To-		67-628											
Bus Bus	Town of Burkeville (Maint: 67)	0.44		95%	0%	2%	1%	2%	0%	F	0.096	F	2000	F
(460)(360)	Town of Durkevine (Maint. 67)		East of Burkey		U%	270	170	∠70	U70	F	0.096	F	2000	F
Pue	From		5 58, US 460											
Bus 460	City of Suffolk	1.11		99%	0%	0%	0%	0%	0%	F	0.088	F	10000	F
400	To:		R 10, SR 32	2270		i i				-		•		-

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

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QV
Bus	From:		10, SR 32												
460 (10) (32)	City of Suffolk		25000 A	99%	0%	0%	0%	0%	0%	С	0.099	Α		27000	Α
Bus	To: From:	Old I	NCL Suffolk												
460) (32) (10) Main St	City of Suffolk	0.09	29000 F	99%	0%	1%	0%	0%	0%	F	0.087	F		30000	F
Bus Bus Bus	To: From:	US 13,B	US US 58,SR 32												
460 (58) (13) Constance Rd	City of Suffolk	0.88	15000 F	97%	1%	1%	1%	1%	0%	F	0.087	F		16000	F
Bus Bus Bus	To- From:	I	Pinner St												
Bus Bus Bus 160 (58) (13) Portsmouth Blvd	City of Suffolk	1.60	15000 F	97%	1%	1%	1%	1%	0%	С	0.089	F		16000	F
$\sim$ $\sim$	То	SR 337	Washington St												
Bus Bus Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus	City of Suffolk		21000 F	96%	1%	1%	1%	1%	0%	С	0.087	F		23000	F
(13) 1 Gramour 2Nd	To:		US 58	3070	170		170	170	070	Ü	0.007	•		20000	
Sus_	From:	US 460 W	Vest of Pearisburg												
160	Giles County	0.34	7900 G	95%	0%	1%	1%	3%	0%	F	0.082	Ν		8100	C
Bus	To- From:	NCI	L Pearisburg			⊒⊢									
60 Main St	Town of Pearisburg (Maint: 35)	0.26	6600 F	95%	0%	1%	1%	3%	0%	С	0.082	F		6800	F
~	To:		100 North												
8us 60)(100)Main St	Town of Pearisburg (Maint: 35)	0.38	9700 F	95%	0%	1%	1%	2%	0%	С	0.089	F		10000	F
$\sim$	та:		South Main Street				.,,								
Bus Wananah Ava	Town of Pearisburg (Maint: 35)		8100 F	98%	1%	0%	0%	0%	0%	F	0.087	F		8400	F
Wenonah Ave	Town of Fearisburg (Maint. 55)			90%	170	0%	0%	0%	0%	Г	0.067	Г		0400	Г
Bus	From:		L Pearisburg												
Wenonah Ave	Town of Pearisburg (Maint: 35)	1.39	<b>7800 F</b> East of Pearisburg	98%	1%	0%	0%	0%	0%	С	0.092	F		8100	F
	From:		O Old Tnpk Rd			<u>_</u>									
8us 60 (221)	City of Bedford (Maint: 09)		6800 N	98%	1%	1%	0%	1%	0%	Ν	0.093	Ν	0.509	7200	١
<b></b>	То	0	akcrest St												
Bus 160 √221 Blue Ridge Ave	City of Bedford	0.68	6800 G	98%	1%	1%	0%	1%	0%	С	0.093	F	0.509	7200	G
60 221 Blue Ridge Ave	To.	0.00		3070	170	170	070	170	070	O	0.000	'	0.505	7200	
Bus	From:		4th St									_			
60 221 W Main St	City of Bedford	0.07	5300 G	98%	1%	1%	0%	1%	0%	F	0.095	F	0.512	5600	C
us Bus	To: From:	Cr	enshaw St												
60)(221)(122)W Main St	City of Bedford	0.19	6300 G	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6700	C
Bus	To: From:	N	Bridge St			$\Box$ $\vdash$									
160 (43) E Main St	City of Bedford	0.08	6500 G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.569	6900	G
	To:		South St												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		South St													
460 43 E Main St	City of Bedford	0.07	6700	G	98%	0%	1%	0%	0%	0%	F	NA			7300	G
Bus	Ta: From:	SR	43 Otey St	t												
460 E Main St	City of Bedford	1.11	6600	G	98%	0%	1%	0%	0%	0%	С	0.095	F	0.558	7000	G
<del></del>	To:		460, SR 12													
Bus Moin St	Town of Blacksburg		SCL Black 17000	sburg N	98%	0%	0%	0%	0%	0%	N	0.091	N	0.576	18000	N
Main St	TOWITOI Blacksburg				90%	0%	U%	0%	0%	0%	IN	0.091	IN	0.576	10000	IN
Bus	From:		Blacksbur													
Main St	Montgomery County	0.76	17000	G	98%	0%	0%	0%	0%	0%	F	0.091	F	0.576	18000	G
Bus	To- From:	NCL (	Christiansb	urg												
460 N Franklin St	Town of Christiansburg (Maint: 60)	0.97	21000	G	98%	0%	0%	0%	0%	0%	С	0.098	F	0.634	21000	G
~ <u> </u>	To: From:	SR 114 F	Peppers Fer	rry Rd			$\Box$ $\vdash$									
Bus 460 N Franklin St	Town of Christiansburg (Maint: 60)	0.65	24000	G	98%	0%	0%	0%	0%	0%	С	0.091	F	0.546	26000	G
~	To:		US 460													
Bus 460 N Franklin St	Town of Christiansburg (Maint: 60)		33000	G	98%	0%	0%	0%	0%	0%	F	0.089	F	0.544	36000	G
460	Town of Christiansburg (Maint. 60)				90 /0	076	078	0 /6	076	0 /6	-	0.009		0.344	30000	G
Bus	From		11 Cambria													
N Franklin St	Town of Christiansburg	1.38	27000	G	98%	0%	0%	0%	0%	0%	С	0.086	F	0.516	29000	G
Bus	To: From:	I	Depot St													
460 N Franklin St	Town of Christiansburg		11000	G	98%	0%	0%	0%	0%	0%	F	0.085	F	0.512	12000	G
Bus	To: From:		, SR 8 Maii 11 Main S													
460 (11) E Main St	Town of Christiansburg		7500	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.542	8100	G
~~ <u>~</u>	To:		oanoke St													
Bus 460 (11) Roanoke St	Town of Christiansburg		Main St 11000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.539	12000	G
460 (11) Roanoke St	Town or Christiansburg				30 70	070	1 70	076	070	0 70	•	0.093	'	0.559	12000	O
Bus	From:		Craig St													
460 11 Roanoke St	Town of Christiansburg	0.98	13000	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.558	13000	G
Bus	To- From:	SR 1	11 Depot S	St												
460 (11) Roanoke St	Town of Christiansburg		17000	G	98%	0%	1%	1%	1%	0%	С	0.103	F	0.588	18000	G
~ ~	To:		US 460													
Bus Main St	From: Town of Blacksburg		US 460 <b>4700</b>	G	98%	1%	0%	0%	0%	0%	F	0.101	F	0.701	5000	G
Main St	TOWITOL BIACKSDUIG				90%	170	U%	U%	U%	U%	г	0.101	г	0.701	5000	G
Bus	To: From:		ınt Tabor R													
Main St	Town of Blacksburg	0.87	7200	G	98%	1%	0%	0%	0%	0%	С	0.101	F	0.663	7700	G
	10:	Patri	ck Henry D	)r												

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

Davida	Louis altaCon	l an ath	ADT CA	4T:n-	D		Tru	ıck		00	K	01/	Dir	A A \ A \ \ F T	- 0
Route	Jurisdiction	Length A	ADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:		Henry Dr	200/	40/	201	201	00/	201	_	0.000	_	0.500	4.4000	
Main St	Town of Blacksburg		3000 G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.563	14000	(
us	To: From:	Bro	oce Dr												
60 Main St	Town of Blacksburg	0.26 14	4000 G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.545	15000	
us	To: From:	Prog	gress St												
Main St	Town of Blacksburg	0.17 <b>1</b> 8	8000 G	98%	1%	0%	0%	0%	0%	F	0.090	F	0.577	19000	
~ <u> </u>	Ta- Fron:	Prices	s Fork Rd			<u> </u>									
^{Bus} 60 ∖Main St	Town of Blacksburg	0.53 18	8000 G	98%	1%	0%	0%	0%	0%	F	0.080	F	0.574	20000	
30)	To-		noke St		.,,		0,0	0,0	0,70	•	0.000	•	0.0.	20000	
JS Main Ct	From:			000/	1%	40/	00/	00/	00/	F	0.075	F	0.545	40000	
Main St	Town of Blacksburg		8000 G	98%	1%	1%	0%	0%	0%	г	0.075	г	0.515	19000	
us ~~	To- From:		lay St												
Main St	Town of Blacksburg	0.53 19	9000 G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.539	20000	
us	To- From:	Upl	land Rd												
Main St	Town of Blacksburg	1.00 <b>2</b> °	1000 G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.509	22000	
~ <i></i>	To. From:	Ell	lett Rd			<u> </u>									
us 60 Main St	Town of Blacksburg	1.43 <b>2</b> ′	1000 G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.542	23000	
90)	To:	US 460; S	CL Blackburg												
us	From:	U	S 460												
60 67 Front St	Town of Richlands	0.27 13	3000 F	98%	0%	0%	1%	1%	0%	С	0.083	F		14000	
us	To: From:	Bus US 4	460 P, 2nd St												
60 (67) Front St	Town of Richlands	0.58 <b>6</b>	500 F	98%	0%	0%	1%	1%	0%	F	0.086	F		6800	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 13	3000 F	98%	0%	0%	0%	1%	0%	F	0.087	F		14000	
us	Ta: From:	SR 67 P l	Railroad Ave												
60 67 Front St	Town of Richlands	0.04 5	600 F	99%	0%	0%	0%	0%	0%	F	0.094	F		5800	
30) (1)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 9	800 N	96%	0%	1%	2%	1%	0%	Ν	0.094	F		10000	
	To- Prom:	SR 67	Norfolk St												
us 60 Front St	Town of Richlands	0.18 <b>3</b>	3700 F	99%	0%	0%	0%	0%	0%	F	0.096	F		3900	
00)	Combined Traffic Estimates for 2 Parallel Roadways		7000 F	99%	0%	0%	0%	0%	0%	F	0.090	F		7300	
	To:		460 P 2nd St												
us 60 Front St	Town of Richlands		5500 F	99%	0%	0%	0%	0%	0%	С	0.091	F		6800	
.60)1 10111 31	To:		Cedar Bluff	JJ /0	0 /0	078	0 /0	070	0 /0	C	0.031	'		0000	
Bus	From:	ECL I	Richlands		0%		0%								
60 E Cedar Valley Rd	Town of Cedar Bluff (Maint: 92)	2.25 <b>4</b>		99%		0%		0%	0%	F	0.086	F		4700	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q/
Bus	From:		US 460 Fro													
60 (67) 2nd St	Town of Richlands	0.57	6900	F	99%	0%	1%	0%	0%	0%	F	0.092	F		7100	F
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	13000	F	98%	0%	0%	0%	1%	0%	F	0.087	F		14000	
JS	To: From:	SR	67 Railroad	Ave												
67) (67) 2nd St	Town of Richlands	0.05	4200	N	93%	0%	2%	4%	2%	0%	Ν	0.094	Ν		4400	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	9800	N	96%	0%	1%	2%	1%	0%	Ν	NA			10000	
IS .	To. From	SR	67 Norfolk	St			$\Box$									_
30)2nd St	Town of Richlands	0.25	3300	F	99%	0%	1%	0%	0%	0%	С	0.089	F		3400	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	7000	F	99%	0%	0%	0%	0%	0%	F	0.090	F		7300	
	To:		US 460 Fro	nt St												
S_	From:		0 West of Pa													
Pamplin Rd	Appomattox County	0.42	2200	F	90%	0%	2%	1%	7%	0%	С	0.087	F		2200	
ıs	To- From:	WC	L Pamplin (	City												
Pamplin Rd	Town of Pamplin City (Mair	nt: 06) 0.46	2200	N	90%	0%	2%	1%	7%	0%	Ν	0.087	Ν		2200	
	To- From	SR 47 Th	nomas Jeffer	rson Hwy	,		_									
us 60 Pamplin Rd	Town of Pamplin City (Mair	nt: 06) 0.25	1500	F	90%	0%	2%	1%	7%	0%	F	0.096	F		1600	
30)	To:		Edward Cour		0070	0,0		.,,	. , 0	0,0	•	0.000	•		.000	
us	From		nattox Count	•	2221								_			
Pamplin Rd	Town of Pamplin City (Main	nt: 73) 0.21	1400	F	93%	0%	2%	1%	3%	0%	С	0.103	F		1500	
us 	To: From:	EC	L Pamplin C	City												_
60)	Prince Edward County	y 1.43	1400	N	93%	0%	2%	1%	3%	0%	Ν	0.103	Ν		1500	
	To:	US 46	0 East of Pa	amplin												
us	From:		West of Ly								_					
Timberlake Rd	Campbell County	1.94	15000	Α	98%	0%	0%	0%	1%	0%	С	0.099	Α		15000	
ūs	To: From:	15-6	22 Waterlic	k Rd												
Timberlake Rd	Campbell County	1.24	26000	G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.533	28000	
~	To- From:	15-73	39 Greenvie	w Dr			$\Box$ $\vdash$									
Bus 60 Timberlake Rd	Campbell County	0.14	31000	G	98%	0%	0%	0%	1%	0%	F	0.086	N	0.555	32000	
60) · ·····s oriante · · · ·	To-		1520 Laxton		0070	0,0		0,0	.,,	0,0	•	0.000		0.000	02000	
us	From:															
Timberlake Rd	Campbell County	0.04	29000	N	98%	0%	0%	0%	1%	0%	N	0.086	N	0.555	31000	
us	To: From:	W	CL Lynchbu	ırg												_
Timberlake Rd	City of Lynchburg	0.62	29000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.555	31000	
~ <i></i>	To: From-	Old	Graves Mil	l Rd												
Bus 160 Timberlake Rd	City of Lynchburg	1.14	25000	G	98%	0%	0%	0%	1%	0%	F	0.081	F	0.517	26000	
- Timbonano ria	To:		Leesville Ro		0070	J / U	Ť	J /0	. 70	J / 0	•	0.001	•	0.017	_5000	

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

Б. /				4			Tru	ıck			K	014	Dir	A ANA/DT	
Route	Jurisdiction -	Length AAD	DI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	Leesvill		200/	00/		00/	407	00/	_	0.000	_	0.505		
Timberlake Rd	City of Lynchburg	0.37 <b>320</b> 0	00 G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.565	33000	
S ₋	To: From:	US 501 Lynchbur	rg Expresswa	ay											
Fort Ave	City of Lynchburg	1.15 <b>170</b> 0	00 G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.540	18000	
	To:	Bus US 29 V													
s 0 (163) Fort Ave	City of Lynchburg	1.19 <b>Wards</b>		99%	0%	1%	0%	0%	0%	С	0.083	F	0.546	24000	
163)1 GIT AVE	To:	Memoria		3370	070		070	070	070	O	0.003	•	0.540	24000	
s,	From:	Bus US 29 Me													_
Fort Ave	City of Lynchburg	0.57 <b>840</b>	0 G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.506	8800	
	To. From:	US 221 Oal	kley Ave			$\Box$									
s 0 \ 221 \ Fort Ave	City of Lynchburg	0.42 940	0 G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.543	10000	
0)(221). 5.17.115	To.			0.70	.,,		0,0	.,,	0,0	•	0.000	•	0.0.0	.0000	
JS ,	From:	118-6029 F													
(221) 12th St	City of Lynchburg	0.25 <b>820</b>	0 G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8800	
us Bus	To: From:	Bus US 501 Ca	ampbell Ave												
50)(221)(501)12th St	City of Lynchburg	0.18 <b>840</b>	0 G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9000	
	To:	Kempe													
us Bus	From:	12th St													
60 221 501 Kemper St	City of Lynchburg	0.41 1100		97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	
us Bus	From:	Bus US 29 Lynchb US 29 Lynchbur													
50 (501 Kemper St	City of Lynchburg	0.34 <b>960</b>		97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	
	To:	Campbel	ll Ave												
us Bus	From:	Kempe		070/	40/		00/	40/	00/	0	0.000	_	0.004	40000	
Campbell Ave	City of Lynchburg	0.88 1700	00 G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.664	18000	
us Bus	To: From:	Mayflow	ver Dr												_
60 (501) Campbell Ave	City of Lynchburg	0.48 <b>150</b> 0	00 G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	17000	
	Tat	Florida	Ave												
us Bus 60 ( 501 Campbell Ave	City of Lynchburg	0.14 1700		97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	18000	
Campbell Ave	To:	US 460, US 501 F			1 /0	1 70	070	1 /0	076	'	0.030	'	0.070	10000	
JS	From:	Bus US		,											_
50)(501)Campbell Ave	City of Lynchburg	0.15 <b>120</b> 0		98%	0%	0%	0%	1%	0%	Ν	0.098	Ν	0.68	14000	
	To:	US 29, U	JS 460												
15,	From:	US 460 Prince l	Edward Hwy												
60 460 Ramp	Prince Edward County	0.35		S	ee US 4	160 for c	lirectiona	l traffic	volume	estima	ates for th	is se	gment.		
ie .	lo: From:	US 15 x													
us 60 (15) Sheppards Rd	Prince Edward County	0.14 <b>600</b>		88%	1%	1%	1%	9%	1%	F	0.089	F		6100	
00) (13) 2.10	To:	X		0070	.,,	ΤĨ	.,.	0,0	.,.	•	0.000	•		0.00	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:		; Bus US 15												
160 (15)	Prince Edward County		6500 A	97%	0%	1%	0%	1%	0%	С	0.102	Α		6900	Α
Bus Bus	From:		73-695 VCL Farmville												
160 (15) Third St	Town of Farmville		6900 F	97%	0%	1%	0%	1%	0%	F	0.090	F		7300	F
Bus Bus	To- From:	Industr	rial Park Rd												
60 \ 15 Third St	Town of Farmville	1.29	9700 F	97%	0%	1%	1%	1%	0%	С	0.092	F		10000	F
	To:		15 BUS												
US Third Or	From:		S 15; Oak St	070/	40/	40/	00/	40/	00/	_	0.004	_		7000	
60 Third St	Town of Farmville	0.67	7300 F	97%	1%	1%	0%	1%	0%	F	0.084	F		7800	I
us	To: From:	SR 4:	5; Main St												
us 60 3rd St	Town of Farmville	0.17 <b>1</b>	0000 F	96%	1%	2%	1%	1%	0%	С	0.085	F		11000	ı
~~	To- From:	Viı	rginia St			$\Box$ $\vdash$									
us 60 3rd St	Town of Farmville	1.22	8800 F	96%	1%	2%	1%	1%	0%	F	0.088	F		9300	
~	To: From	Milr	nwood Rd												
us 60 3rd St	Town of Farmville		7000 F	97%	0%	1%	1%	1%	0%	F	0.097	F		7400	
us	To: From:	ECL	Farmville												
05 60 E 3rd St	Prince Edward County	0.49	7100 F	97%	0%	1%	1%	1%	0%	С	0.114	F		7300	
	To:	U	JS 460												
us_	From:	I-85	5; US 460												
us 60 Airport St	Dinwiddie County		7000 F	98%	0%	1%	1%	1%	0%	F	0.083	F		7400	
~	To: From:		ydton Plank Rd Plank Rd												
us 60 ( 1 ) Boydton Plank Rd	Dinwiddie County	1.69 <b>1</b>		97%	1%	1%	1%	1%	0%	F	0.093	F		11000	
	To		of Petersburg												
Sus Paratter Black Bd	From:			000/	00/	40/	407	40/	00/	_	0.000	_		45000	
60 1 Boydton Plank Rd	Dinwiddie County		5000 F	98%	0%	1%	1%	1%	0%	F	0.096	F		15000	l
sus	To: From:	SR 22	26 Cox Rd												
60 (1)	Dinwiddie County	0.45 <b>1</b>	2000 A	98%	0%	1%	1%	1%	0%	С	0.104	Α		13000	
us	To- From:	WCL	Petersburg												
Washington St	City of Petersburg	0.40 <b>1</b>	3000 F	98%	0%	1%	1%	1%	0%	F	0.095	F		13000	
us	To: From:	Su	mmit St												
(60) (1) Washington St	City of Petersburg	0.18 <b>1</b>	3000 F	98%	0%	1%	1%	1%	0%	F	0.096	F		14000	ı
$\sim$	To- From:	E	Elm St												
Bus 160	City of Petersburg	0.57 <b>1</b>	4000 F	97%	1%	1%	1%	1%	0%	F	0.093	F		15000	ı
1	To:		ar; Wythe St	J. 70	. 70	—í"	. 70	. 70	0,0	•	0.000	•		.0000	

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

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From	US 1 Par, Was	shington St;	Battersea												
460 1 Wythe St	City of Peters	•	7400	F	97%	1%	1%	1%	1%	0%	С	0.091	F		7800	F
~~	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.09	F		17000	F
Bus	To From		Perry St													
460 1 Wythe St	City of Peters	sburg 0.15	8800	F	97%	1%	1%	1%	1%	0%	F	0.099	F		9300	F
	Combined Traffic Estimates for 2 Paralle	•	18000	F	97%	1%	1%	1%	1%	0%	F	NA			19000	F
	Ta	SI	R 36 Market	St												
36) Wythe St	City of Peters	•	9300	F	97%	1%	1%	1%	1%	0%	F	0.091	F		9900	F
(60) (1) (36) Wythe St	City of Feters				91 /0	1 /0	1 /0	1 /0	1 /0	076	-	0.091	Г		9900	-
Bus ALT	To From	•	JS 301 Sycar	more St												
(36) $(1)$ $(301)$ $(36)$ Wythe St	-	•	13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	F
+ $+$ $+$ $+$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	28000	F	97%	1%	1%	1%	1%	0%	F	NA			29000	F
Bus	To. From	US	S 1 Jefferson	ı St												
460 (36) Wythe St	City of Peters	sburg 0.20	15000	F	97%	1%	1%	1%	1%	0%	С	0.089	F		15000	F
	Combined Traffic Estimates for 2 Paralle	-	30000	F	96%	1%	1%	1%	2%	0%	F	NA			32000	F
	To		I-85, I-95													
Bus 160 (36) Wythe St	City of Peters	sburg 0.30	11000	F	97%	1%	1%	1%	1%	0%	_	0.096	F		11000	F
160 36 Wythe St	Combined Traffic Estimates for 2 Parallel	•		F	96%	1%	1%	1%	2%	0%	F	0.093	F		25000	F
	To		; US 301 Cra		3070	170	170	170	270	070	•	0.000	· ·		23000	'
Bus ~~~	From		; US 301 W	ythe St												
GO 301 Crater Rd	City of Peters		11000	F	98%	1%	1%	0%	0%	0%	С	0.087	F		11000	F
Pug.	To From	Maintenar I-95; BUS U	ice Jurisdicti													
Bus 160 (301 Crater Rd	City of Petersburg		11000	N	98%	1%	1%	0%	0%	0%	N	0.087	N		11000	N
00)(301) 614161 114	To	<u></u>	S 301 Crater		3373	.,,		0,0	0,0	0,0	•	0.00.	••			•
Bus	From		US 301													
(301) Ramp US 301 S to I-9	5 S at Exit ??? City of Petersburg				Se	e US 3	01 for 0	directional	l traffic	volume e	estima	tes for th	is segr	nent.		
Bus	From		-95 CD Roa from US 30													
160 (95) (460) Ramp from I-85	N to I-95 S City of Petersburg		110111 03 30	1500011		See I-9	5 for dir	ectional t	raffic vo	olume es	timate	s for this	seame	ent.		
400)	To		from US 30	1 Mouth									3			
Bus	From	•	110111 U.S 30	IINOIUI												
(460) (95) (460) Ramp from I-85	N to I-95 S City of Petersburg	<u> </u>	D. 110 400			See I-9	5 for dir	ectional to	raffic vo	olume es	timate	s for this	segme	ent.		
. •	10		Bus US 460													
Bus	City of Petersburg		US 460 Exit <b>7800</b>	t 6A <b>F</b>								NA			7900	F
Ramp	City of Petersburg											INA			7800	
Bus	To From	CE	US 460 Exit	t 6C												
Ramp	City of Petersburg	(Maint: 26) 0.27	4400	F								NA			4400	F
~ <i>~</i>	To		I-95 South													

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

Jurisdiction From: City of Petersburg ( From: City of Petersburg ( To:  City of Petersburg ( To:  Prom: Dinwiddie Cot To:  From: City of Petersburg ( To:  Prom: Dinwiddie Cot To:	CEUS - Maint: 74) I-95-N FR Maint: 26)	OM RT 460 I  CEUS 4  0.08 3  I-8:  CEUS 460  0.19 7	CEUS 460-E 8600 BUS00- WA 460 Exit 6A 3300 85 South	E006B FI F (ASHING A F	ROM	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	O.112	QK F	Factor	8600	<u>ــــــــــــــــــــــــــــــــــــ</u>
To: From: City of Petersburg ( To: Dinwiddie Co To: From:	Maint: 74) I-95-N FR Maint: 26)	O.11 8 OM RT 460 1 CEUS 4 0.08 3 I-8: CEUS 460 0.19 7	8600 BUS00- WA 460 Exit 6A 3300 85 South	F 'ASHING A F		τ	 						F			
To: From: City of Petersburg ( To: Dinwiddie Co To: From:	I-95-N FR Maint: 26)	OM RT 460 I  CEUS 4  0.08 3  I-8:  CEUS 460  0.19 7	BUS00- WA 460 Exit 6A 3300 35 South	ASHING A F	GTON &	ζ										
To:  From:  Dinwiddie Co:  To:  From:	Maint: 26)	CEUS 460 0.19 7	460 Exit 6A 3300 35 South	A F	310114							NΔ				
To:  From:  Dinwiddie Co:  To:  From:	,	0.08 3 I-8: CEUS 460 0.19 7	3300 85 South O TO RT 85	F								NΔ				
To:  From:  Dinwiddie Co:  To:  From:	,	CEUS 460 0.19 <b>7</b>	35 South O TO RT 85												3300	
To:	unty	0.19 <b>7</b>		MD											0000	
To:	unty	0.19 <b>7</b>					Ī									_
To:	•		1100	F								0.096	F		7700	
From:		I-85-N FI	ROM US 4	160												
Oite of Data and Issue of	CEUS 4	460 TO RTS 8	85 & 95 SO	OUTHBO	DUND											_
City of Petersburg (				F								0.094	F		3500	
To:	CEUS 460-1	P002A TO R	TS 85 & 95	5 SOUTH	HBOUN	D										
From:	1	CEUS 460 TO	O RT 95 NO	ORTH												_
City of Petersburg (	Maint: 74)	0.20 12	2000	F								0.097	F		12000	
To:	CEUS	S 460-P002B	CEUS 460-	)- 6B FR(	OM											
From:		US 1 Wythe	St Battersea	a Lane												
•	•			<b>F</b> 9	97%	1%	1%	1%	1%	0%	F	0.096	F		9000	
nbined Traffic Estimates for 2 Paralle	l Roadways on this	Route: 1	6000	<b>F</b> 9	97%	1%	1%	1%	1%	0%	F	0.09	F		17000	
To- From:		123-90	025 West St	t												_
City of Petersh	oura	0.40 8	8900	F 9	97%	1%	1%	1%	1%	0%	F	0.091	F		9400	
-	-										F					
Tarifo	Trodawayo on the				01 70	170		170	170	070	•	100			17000	
From:																
•	J							1%	1%	0%	С	0.091	F		10000	
nbined Traffic Estimates for 2 Paralle	l Roadways on this	Route: 18	8000	<b>F</b> 9	97%	1%	1%	1%	1%	0%	F	NA			19000	
To: From:		Guar	arantee St													_
City of Petersk	oura	0.24	9700	<b>F</b> 9	97%	1%	1%	1%	1%	0%	F	0.092	F		10000	
•	•										F					
To:																
From:													_			
-	-												F			
nbined Traffic Estimates for 2 Paralle	l Roadways on this	Route: 2	20000	<b>F</b> 9	97%	1%	1%	1%	1%	0%	F	NA			22000	
To: From:		ALT US 301	Par, Sycam	nore St												_
City of Petersh	ourg	0.09 1	5000	<b>F</b> 9	97%	1%	1%	1%	1%	0%	F	0.083	F		16000	
•	•		28000	<b>F</b> 9	97%	1%	1%	1%	1%	0%	F	NA			29000	
To:	•															
From:			•		070/	407		40/	40/	001	_	0.000	_		40000	
•	•										F		F			
nbined Traffic Estimates for 2 Paralle	l Roadways on this				97%	1%	1%	1%	1%	0%	F	NA			29000	
ייי	City of Petersburg (  City of Petersburg (  City of Petersburg (  City of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Peters of Pe	City of Petersburg (Maint: 74)  To: CEU  City of Petersburg (Maint: 74)  To: CEU  From: City of Petersburg  Inbined Traffic Estimates for 2 Parallel Roadways on this Prom: City of Petersburg  Inbined Traffic Estimates for 2 Parallel Roadways on this Prom: City of Petersburg  Inbined Traffic Estimates for 2 Parallel Roadways on this Prom: City of Petersburg  Inbined Traffic Estimates for 2 Parallel Roadways on this Prom: City of Petersburg  Inbined Traffic Estimates for 2 Parallel Roadways on this Prom: City of Petersburg  Inbined Traffic Estimates for 2 Parallel Roadways on this Prom: City of Petersburg  Inbined Traffic Estimates for 2 Parallel Roadways on this Prom: City of Petersburg  Inbined Traffic Estimates for 2 Parallel Roadways on this Prom: City of Petersburg  Inbined Traffic Estimates for 2 Parallel Roadways on this Prom: City of Petersburg  Inbined Traffic Estimates for 2 Parallel Roadways on this Prom: City of Petersburg	City of Petersburg (Maint: 74) 0.20 1  City of Petersburg (Maint: 74) 0.20 1  CEUS 460-P002E  From: US 1 Wythe  City of Petersburg 0.31 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 1  City of Petersburg 0.40 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 1  City of Petersburg 0.40 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 1  City of Petersburg 0.27 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 1  City of Petersburg 0.24 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 1  City of Petersburg 0.24 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 1  City of Petersburg 0.19 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 2  To North Petersburg 0.19 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 2  To ALT US 30  City of Petersburg 0.09 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 2  To ALT US 30  City of Petersburg 0.10 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 2  To ALT US 30  City of Petersburg 0.10 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 2  To ALT US 30  City of Petersburg 0.10 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 2  To ALT US 30  City of Petersburg 0.10 1  Inbined Traffic Estimates for 2 Parallel Roadways on this Route: 2  To ALT US 30  City of Petersburg 0.10 1	CEUS 460-P002A TO RTS 85 & 9.   From	CEUS 460-P002A TO RTS 85 & 95 SOUTH   From   CEUS 460 TO RT 95 NORTH   City of Petersburg (Maint: 74)   0.20   12000   F	CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUN	CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND	CEUS 460 P002A TO RTS 85 & 95 SOUTHBOUND	CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND	CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND	CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND	CEUS 460 P002A TO RTS 85 & 95 SOUTHBOUND	CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND   CEUS 460-P002A TO RT 9 S NORTH   CEUS 460-P002A TO RT 9 S NORTH   CEUS 460-P002B CEUS 460-000   F   CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-P002B CEUS 460-	CEUS 460-P002A TO RTS 8S & 95 SOUTHBOUND   F   CEUS 460-P002B   CEUS 460	CEUS 460 P002A TO RTS 85 & 95 SOUTHBOUND   CEUS 460 TO RT9 S NORTH   CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US	1 Jefferson	St			1									
460 (36) Washington St	City of Petersburg	0.24	16000	F	95%	1%	1%	1%	2%	0%	F	0.088	F		17000	F
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	30000	F	96%	1%	1%	1%	2%	0%	F	NA			32000	F
	To		I-95													
Bus 460 (36) Washington St	City of Petersburg	0.24	13000	F	95%	1%	1%	1%	2%	0%	С	0.105	F		14000	F
460 (36) Washington St	Combined Traffic Estimates for 2 Parallel Roads			F	96%	1%	1%	1%	2%	0%	F	0.093	F		25000	F
	Combined Traine Estimates for 21 draine Roads				3070	1 /0	170	1 70	270	070		0.000			25000	'
Bus	From:		301 Crater F													
460 (301) Crater Rd	City of Petersburg	0.10	7500	F	98%	1%	1%	0%	0%	0%	F	0.09	F		7900	F
Oue.	To From:	SR 36, B	US US 460 V	Vythe S	t		-									
Bus 460 (301) Crater Rd	City of Petersburg	0.98	11000	F	98%	1%	1%	0%	0%	0%	С	0.087	F		11000	F
100 (301)	To:		ce Jurisdictio			.,,	Ť	-,-	-,-	-,-	_		-			
Bus	From:		301 Crater F													
¥β0 Winfield Rd	City of Petersburg	0.43	1400	F	96%	2%	1%	1%	0%	0%	С	0.096	F		1500	F
~	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	2100	F	96%	1%	1%	1%	1%	0%	F	NA			2200	F
Bus	To: From:	State Ma	aintenance Bo	oundary												
Winfield Rd	City of Petersburg (Maint: 2	26) 0.09	1400	F	96%	2%	1%	1%	0%	0%	С	0.096	F		1500	F
.80)	Combined Traffic Estimates for 2 Parallel Roads	vays on this Route:	2100	F	96%	1%	1%	1%	1%	0%	F	NA			2200	F
	To:		460 County l	Rd												
Bus	From:	CEUS 460-P TO F	RTS 85 & 95	SOUTI	BOUND											
Ramp	City of Petersburg (Maint: 2	26) 0.26	4400	F								0.094	F		4400	F
<del>-</del>	To:	CEUS 460-E006A TO	O RTS 85 &	95 SOL	THBOUN	1D										
Bus	From:		CEUS 460													
Ramp	City of Petersburg (Maint:	,	NA									NA			NA	
÷-	To:	CEUS 460-E00	6B CEUS 46	60- 6B l	FROM											
Bus	From:		M Bus 460										_			
Ramp	Dinwiddie County	0.27	1500	F								0.132	F		1500	F
~	10.		I-85													
Bus Confoderate Blod	An in a section County		42000			00/	40/	00/	40/	00/	_	0.005	_		40000	_
Confederate Blvd	Appomattox County	0.25	13000	F	98%	0%	1%	0%	1%	0%	С	0.095	F		13000	F
Bus	To- From:	WO	CL Appomatt	OX												
Pamplin Rd	Town of Appomattox (Maint:	06) 0.03	13000	N	98%	0%	1%	0%	1%	0%	Ν	0.095	Ν		13000	N
<del></del>	To		ppomattox, S	R 131												
Bus	From:		•		000/	00/	40/	00/	407	00/		0.005			40000	
131 Pamplin Rd	Town of Appomattox (Maint:	0.07	13000	N	98%	0%	1%	0%	1%	0%	N	0.095	N		13000	Ν
Bus	To- From:	SR	131; 06-101	2,												
Confederate Blvd	Town of Appomattox (Maint:	06) 0.71	7900	F	96%	0%	2%	0%	1%	0%	F	0.093	F		8400	F
100	To:		Old Courtho	usa Dd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Old Courtho													
Confederate Blvd	Town of Appomattox (Maint: 0	6) 0.47	3900	F	96%	0%	2%	0%	1%	0%	С	0.097	F		4200	F
Bus	To: From:	EC	CL Appomatt	tox												
460 Pamplin Rd	Appomattox County	0.58	3900	N	96%	0%	2%	0%	1%	0%	Ν	0.097	Ν		4200	Ν
<del></del>	To:	US 46	60 Richmond	l Hwy												
North	From:		JS 17; SR 16		050/	00/	40/	407	00/	00/	_	NIA			00000	_
464 [17]	City of Chesapeake (Maint: 64 Combined Traffic Estimates for 2 Parallel Roadwa	•	26000	G G	95% 95%	0% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F F	NA			30000 69000	G G
	Combined Trainic Estimates for 2 Parallel Roadwa	ys on this Route.		G	95%	0%	1%	1%	2%	0%	Г	NA			69000	G
North	From:	-	I-64	_												
464)	City of Chesapeake (Maint: 64		28000	G	95%	0%	1%	1%	2%	0%	F	NA			32000	G
•	Combined Traffic Estimates for 2 Parallel Roadwa			G	95%	0%	1%	1%	2%	0%	F	NA			60000	G
North	To: From:		13 Military I	Hwy												
464)	City of Chesapeake (Maint: 64	•	24000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	G
$\circ$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	45000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
North	To: From:	]	Freeman Ave	e												
464)	City of Chesapeake (Maint: 64	1.89	23000	Α	95%	0%	1%	1%	2%	0%	С	0.146	Α		27000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	44000	Α	95%	0%	1%	1%	2%	0%	С	0.100	Α		50000	Α
North	To: From:	SR 3	37 Poindext	er St												
464)	City of Chesapeake (Maint: 64	1) 0.76	25000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			53000	G
Novih	To: From:	;	SCL Norfolk	ζ.			$\Box$									
North 464)	City of Norfolk (Maint: 64)	0.41	25000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
404)	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			53000	G
	To:		Main Street													
North 464	City of Norfolk (Maint: 64)	0.60	24000	G	95%	0%	1%	1%	2%	0%	F	NA			27000	G
464	Combined Traffic Estimates for 2 Parallel Roadwa			G	95%	0%	1%	1%	2%	0%	F	NA			50000	G
	то.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SR 337		0070	0,0		.,,		0,0	•					
North	City of Norfolk (Maint: 64)	0.16	24000	N	95%	0%	1%	1%	2%	0%	N	NA			27000	N
464 337	Combined Traffic Estimates for 2 Parallel Roadwa			N	95%	0%	1%	1%	2%	0%	N	NA			50000	N
	To:	ys on this reduce.	I-264	14	9070	070		1 70	270	070	11	INA			30000	11
North	From:	I-464	-N TO I-64 I	EAST					_							
464) (17) Ramp	City of Virginia Beach (Maint: 6	,	NA									NA			NA	
	To	I-64-E FF	ROM RT 464	4 NORT	I											
North	From:		64-N TO RT	13								N.1.4			N.1.0	
(464) Ramp	City of Chesapeake (Maint: 64	1) 0.18	NA									NA			NA	

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

Douts	Last affects a	1 minary ar	AADT	04 4	<b>T</b> '	D		Tru	ıck		00	K	01/	Dir	T 0)4/
Route	Jurisdiction		AADT		Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fa	actor AAWD	I QW
North	From:		FREEMAN A	AVENUE								NIA		NI A	
Ramp	City of Chesapeake (Main	t: 64) 0.10	NA 2508 D EDON	A AND T	) D							NA		NA	
N. a	From				J K										
North	City of Chesapeake (Main		4-N TO RT 33 <b>NA</b>	37								NA		NA	
Ramp	To:		7 FROM RT	464								INA		INA	
North	From:		4-N TO RT 3												
(464) Ramp	City of Chesapeake (Main		+-N 10 K1 3:	31								NA		NA	
464) ((311)	To:		337 TO RT 46	54								14/1		107	
North	From		I-464 North												
(464) Ramp	City of Norfolk (Maint: 6		1100	G								NA		1200	G
404)	To:	,	SR 337												_
North	From:	I-464-N TO ROUTE	E 264 WEST	& BERKI	EY ST		i								
(464) Ramp	City of Norfolk (Maint: 6		NA									NA		NA	
	To:	SR 337-N025A	STATE ST @	ROUTE	337										
North	From:	I-464-N006A	TO ROUTE	264 WES	Γ										
(464) Ramp	City of Norfolk (Maint: 6	64) 0.04	NA									NA		NA	
North	Tro From:	SR 337-N02	25A FROM S	TATE ST											
464 Ramp	City of Norfolk (Maint: 6	64) 0.08	NA									NA		NA	
North	To From-	I-464-N006T INSI	PECTION ST	TATION R	OAD										
(464) Ramp	City of Norfolk (Maint: 6		NA									NA		NA	
$\overline{}$	To	I-264-W FRO	M ROUTE 4	64 NORT	Н										
North	From:	I-464-N006B INS	PECTION ST	TATION F	OAD										
(464)Ramp	City of Norfolk (Maint: 6		NA									NA		NA	
$\overline{}$	To:	ST.	ATE STREE	Γ											
South	From:		S 17; SR 168												
(464) (17)	City of Chesapeake (Main		35000			0%	1%	1%	2%	0%	F	NA		40000	
$\circ$	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	61000	<b>G</b> 9	5%	0%	1%	1%	2%	0%	F	NA		69000	G
South	To: From:		I-64												
South 464	City of Chesapeake (Main	t: 64) 0.98	25000	<b>G</b> 9	5%	0%	1%	1%	2%	0%	F	NA		28000	G
404)	Combined Traffic Estimates for 2 Parallel Roa	•				0%	1%	1%	2%	0%	F	NA		60000	
	Tre					0,0		. , 0	_,,	0,0	-			3333	
South	From:		13 Military Hy									_	_		
464)	City of Chesapeake (Main	•	21000	-		0%	1%	1%	2%	0%	F	NA		25000	_
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	45000	<b>G</b> 9	5%	0%	1%	1%	2%	0%	F	NA		52000	G
South	To: From:	Fre	eeman Avenue	9											
464	City of Chesapeake (Main	t: 64) 2.01	21000	<b>A</b> 9	5%	0%	1%	1%	2%	0%	С	0.133	Α	23000	Α
404	Combined Traffic Estimates for 2 Parallel Roa	,				0%	1%	1%	2%	0%	C	0.100	Α	50000	
	To:		ollector Road		- /-	3,0		1 / 0	-/0	0,0	•	3.100		55000	, ,

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	1	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:			Collector Roa													
464)	City of Chesapeake (	• ,	0.43	21000	G	95%	0%	1%	1%	2%	0%	F	NA			24000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			53000	G
outh	To: From:		i	SCL Norfoll	k												
464)	City of Norfolk (Ma	aint: 64)	0.36	21000	G	95%	0%	1%	1%	2%	0%	F	NA			24000	G
•••	Combined Traffic Estimates for 2 Parallel	•	his Route:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			53000	G
	Tou			Main Street													
outh	From: L	-:				050/	00/	40/	407	00/	00/	_	NIA			00000	_
164	City of Norfolk (Ma	,	0.87	20000	G	95%	0%	1%	1%	2%	0%	-	NA			23000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	44000 I-264	G	95%	0%	1%	1%	2%	0%	F	NA			50000	G
outh	From:		SR 10	)4 TO I-64 V	WEST			Ť									
Ramp	City of Chesapeake (	(Maint: 64)	0.22	NA									NA			NA	
	To:		I-64-W291X	FROM RT	464 SO	UTH											
outh	From:		I-464	-S TO I-64 l	EAST												
Ramp	City of Chesapeake (	(Maint: 64)	0.36	NA									NA			NA	
<u> </u>	To:		I-64-E FI	ROM RT 46	4 SOUT	H											
outh	From:			64-S TO RT	Г 13												
64 Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
<u> </u>	To		US 13 TC	AND FRO	M RT 4	54											
outh	From:			TO FREEM	IAN Ave	,											
Ramp	City of Chesapeake		0.13	NA									NA			NA	
	10:		31-8598; 131-														
Danne	From:		S004X TO R		100- POI	NDEXTE	R						NIA			NIA	
Ramp	City of Chesapeake (		0.11 SR 337 FRC	NA M POUTE	464 SOI	TTH							NA			NA	
	From:						<b>X</b> 7										
outh 164) Ramp	City of Chesapeake (		BEG COLL 0.16	NA NA	)-K1 33/	POINDE	X						NA			NA	
164 Kamp	ony or one sapeake (												INA			14/3	
outh	To: From:	SR 337-V	W023A FRO	M ROUTE :	337 WES	ST00- POI	ND										
Ramp	City of Chesapeake (	(Maint: 64)	0.14	NA									NA			NA	
outh	To: From:	I-464-5	S004A TO R	Γ 337 EAST	700- POI	NDEXTE	R										
Ramp	City of Chesapeake (	(Maint: 64)	0.09	NA									NA			NA	
'	To		E023A FRO		ACTOO	DOINDEX	VT.										
outh	From:				AS100-	POINDE	<u> </u>										
Ramp	City of Chesapeake (		0.14	NA EGEOD DE	200 25	225 5 5 5	<u> </u>	<del></del> 1					NA			NA	
	10:		END COLL				ט										
	From:		-495-N051C		C TO FA	IRVI							NIA			<b>.</b>	
Ramp	Fairfax Coun	ity	0.08	NA									NA			NA	
	Tro- From:		51D TO FA		ARK DR	IVE SOUT	Γ										
Ramp	Fairfax Coun	•	0.04	NA									NA			NA	
<u> </u>	To:	29-6928	8-N000B FA	IRVIEW PA	ARK DR	IVE FRO	M										

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	I-495- 51C TO FA		ARK DR	IVE SOUT	1										
495 Ramp	Fairfax County	y 0.06 FAIRVIEW PARK	NA	TO 50 F	A CT EDO	M						NA			NA	
	From				ASI FRO	VI										
495)Ramp	Fairfax Count		N058B Gap <b>NA</b>	1 ermi								NA			NA	
493)	То:	I-395-N Ga		T 495 &	RT											
lorth	From:		I-95, I-395													
Capital Beltway	Fairfax County	y 3.34	95000	G	96%	1%	1%	1%	2%	0%	С	0.070	F		102000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	192000	G	95%	1%	1%	1%	2%	0%	С	0.070	F	0.512	207000	(
orth	To: From:	29-6	20 Braddoc	k Rd												
Capital Beltway	Fairfax County	y 1.83	85000	G	96%	1%	1%	1%	2%	0%	F	NA			91000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	171000	G	95%	1%	1%	1%	2%	0%	F	NA			184000	(
	To	SR 23	Little Rive	er Tpke			_									
orth 195 Capital Beltway	Fairfax County	v 1.35	80000	G	96%	1%	1%	1%	2%	0%	F	NA			85000	(
195) Capital Boltmay	Combined Traffic Estimates for 2 Parallel I	•			95%	1%	1%	1%	2%	0%	F	NA			190000	(
	Too		550 Gallow													
Orth	Fairfax Count		75000	G	96%	1%	1%	1%	2%	0%	_	NA			80000	(
Capital Beltway	Combined Traffic Estimates for 2 Parallel I	•		_	96% 95%	1%	1%	1%	2% 2%	0%	F	NA NA			191000	,
	Tonibined Traine Estimates for 21 drailer				9576	1 70	1 70	1 /0	270	0 70	'	INA			191000	•
orth	From:		0 Arlington													
Capital Beltway	Fairfax County	•	110000	_	96%	1%	1%	1%	2%	0%	F -	NA			117000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	206000	G	95%	1%	1%	1%	2%	0%	F	NA			220000	(
orth	To: From:		I-66													
Capital Beltway	Fairfax County	y 2.33	85000	G	96%	1%	1%	0%	2%	0%	F	NA			91000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	180000	G	96%	1%	1%	0%	3%	0%	F	NA			193000	(
orth	To: From:	SR	7 Leesburg	Pike												
Capital Beltway	Fairfax County	y 0.42	86000	G	96%	1%	1%	0%	2%	0%	F	NA			92000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	175000	G	96%	1%	1%	0%	3%	0%	F	NA			187000	(
	To: From:	SR 12	3 Chain Bri	dge Rd			<u> </u>									
orth 195 Capital Beltway	Fairfax County	v 0.92	77000	G	96%	1%	1%	0%	2%	0%	F	NA			82000	(
,93)	Combined Traffic Estimates for 2 Parallel I	•			96%	1%	1%	0%	3%	0%	F	NA			177000	(
	To:	Dulles Access			Foll Rd											
Conital Poltway	From:					10/	10/	00/	20/	00/	_	0.096	۸		96000	
Capital Beltway	Fairfax County Combined Traffic Estimates for 2 Parallel I	,	93000	A G	96% 96%	1% 1%	1% 1%	0% 0%	2% 3%	0% 0%	C	0.086 0.041	A A		202000	(
	Combined France Estimates for 2 Paraller Fig.	•	Georgetov		90%	1 70	1%	υ%	3%	U%	C	0.041	А		202000	(

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
North	From:	SR 193	Georgetow	n Pike												
Capital Beltway	Fairfax County	0.98	94000	G	96%	1%	1%	0%	2%	0%	F	NA			97000	G
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	176000	G	96%	1%	1%	0%	3%	0%	F	NA			184000	G
lorth	To: From:	George Wash	ington Mem	orial Par	kway											
Capital Beltway	Fairfax County	0.49	109000	G	96%	1%	1%	0%	2%	0%	F	NA			112000	(
,	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	224000	G	96%	1%	1%	0%	3%	0%	F	NA			233000	(
	To:	Maryland St	ate Line, Po	tomac R	iver											
orth	From:		I-495 North	Į												
Ramp	Fairfax County	0.21	NA									NA			NA	
<u> </u>	To:	George Was	_													
lorth	From:	I-495-N TO RT 19		GETOW.	VN PKWY	•										
Ramp	Fairfax County	0.20	NA	FDOM	DT 40							NA			NA	
	100	SR 193 SR 193				_										
lorth Pamp	Fairfax County	I-495-N TO RT 267 0.23	NA NA	DULLE	S ACCES	S						NA			NA	
Ramp	Taillax County	SR 267-W FROM RT		THOO. C	ΔΡΙΤΔΙ Β	IТ						INA			INA	
orth	From:	I-495-N TO RT 123														
Ramp	Fairfax County	0.34	NA	DOLLE	I MADIS							NA			NA	
193)	To		OM RT 49.	5 NORT	Ή											
lorth	From:	I-495-N TO RT 123	SOUTH00-	DOLLE	Y MADIS	SO										
195) Ramp	Fairfax County	0.11	NA									NA			NA	
	To:	SR 123 FF	OM RT 49	5 NORT	Ή											
lorth	From:	I-495 Capital	Beltway In	ner Loop	NB											
Ramp From I-495 N to SR 7		0.11	NA									NA			NA	
<u> </u>	То:		Leesburg Pil													
lorth	From:	I-495 Capital		ner Loop	NB											
Ramp From I-495 N to SR 7	W Fairfax County	0.16	NA	****								NA			NA	
	10:	SR 7 I	.eesburg Pik	ke WB												
lorth 495) I-495 N Exit 48	From:	0.12	I-495 N <b>NA</b>									NA			NΙΔ	
195 1-495 IN EXIL 46	Fairfax County											INA			NA	
lorth	To: From:	I-495 N	Exit 48 A to	SR 7 E												
495)I-495 N Exit 48	Fairfax County	0.06	NA									NA			NA	
$\mathcal{L}$	Too	Ran	np From SR	7 E												
lorth 495) I-495 N Exit 48	Fairfax County	0.17	NA									NA			NA	
193). 100 11 2/11 10	Tall doubly			CD 7 T	7											
lorth	From:		Exit 48 B to	SR7W	'											
495 I-495 N Exit 48	Fairfax County	0.08	NA									NA			NA	
Jorth	Ta: From:	Ram	p From SR	7 W												
1-495 N Exit 48	Fairfax County	0.17	NA	-			_					NA			NA	
	To:	····	I-495 N				Ī									

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

		Filliary and interstate Routes		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus 2	Truck QC K Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North 495 Ramp	Fairfax County  To:	I-495-N TO RT 66 WEST 0.48 NA I-495-N TO RT 66 WEST	NA NA	NA
North 495 Ramp	Fairfax County	I-495-N TO RT 66 EAST  0.24 NA  I-66-E FROM RT 495 NORTH	NA	NA
North 495 Ramp	Fairfax County To:	I-495-N TO RT 66 WEST  0.24 NA  I-66-W FROM RT 495 NORTH	NA	NA
North 495 Ramp	From: Fairfax County	I-495 To US 50 EB  0.16 NA  I-495-N051C TO FAIRVIEW PARK DRIVE	NA	NA
North (495) Ramp	Fairfax County	0.40 <b>NA</b>	NA NA	NA
North (495) Ramp	Fairfax County To:	FROM FAIRVIEW PARK DRIVE  0.07 NA  US 50 FROM RT 495 NORTH	NA	NA
North 495 Ramp	From: Fairfax County To:	I-495-N051X TO RT 50 WEST00- ARLINGTON B 0.19 NA US 50 US 50-E076C TO & FROM RT 49	NA	NA
North 495 Ramp	From: Fairfax County Tr-	I-495-N051A TO FAIRVIEW PARK DRIVE 0.11 <b>NA</b> I-495-S051C I-495- 51C TO FAIRVI	NA	NA
North 495 Ramp	From: Fairfax County	I-495-N BEGIN COLL RD TO RT 50-ARLINGTO 0.01 NA 29-650- 2A FROM RT 65000- GALLOWS ROAD	NA NA	NA
North 495 Ramp	Fairfax County	0.50 <b>NA</b> I-495-N051A TO RT 50 EAST00- ARLINGTON B	NA	NA
North 495 Ramp	Fairfax County	0.13 <b>NA</b> US 50-E076C FROM RT 50 EAST00- ARLINGTON	NA NA	NA
North 495 Ramp	From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From:	0.14 NA  I-495-N051B TO RT 50 WEST00- ARLINGTON B	NA	NA
North 495 Ramp	Fairfax County To:	0.04 NA  I-495-N END COLL RD FROM RT 5000- ARLING	NA	NA
North (495) Ramp	Fairfax County	I-495-N TO RT 65000- GALLOWS ROAD  0.19 NA  29-650; 29-650- 2A FROM & TO RT 49	NA NA	NA

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

		Timidi y di la mitorotato i todito			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
North	From:	I-495-N053X TO RT 236 EAST00- DUKE STREE			
(495) Ramp	Fairfax County	0.21 <b>NA</b>		NA	NA
$\bigcirc$	To:	SR 236 FROM RT 495 NORTH			
North	From:	I-495-N053X TO RT 236 WEST00- DUKE STREE			
(495) Ramp	Fairfax County	0.19 <b>NA</b>	•	NA	NA
$\bigcirc$	To:	SR 236 FROM RT 495 NORTH			
North	From:	I-495-N BEGIN COLL ROAD TO RT 236			
Ramp	Fairfax County	0.05 <b>NA</b>		NA	NA
North	To: From:	I-495-N053A TO RT 236 EAST00- DUKE STREE			
Ramp	Fairfax County	0.10 <b>NA</b>		NA	NA
493)	· ·				
North	To: From:	SR 236-E006B FROM RT 236 EAST00- DUKE STR			
Ramp	Fairfax County	0.10 <b>NA</b>		NA	NA
	To	I-495-N053B TO RT 236 WEST00- DUKE STREE			
North 495) Ramp	Fairfax County	0.07 <b>NA</b>		NA	NA
495 (Kamp	Taillax County			INA	INA
North	To- From:	SR 236-W006B FROM RT 236 WEST00- DUKE STR			
Ramp	Fairfax County	0.07 <b>NA</b>		NA	NA
	To:	I-495-N END COLL ROAD FROM RT 236			
North	From	I-495-N055X TO RT 620 EAST00- BRADDOCK R			
Ramp	Fairfax County	0.19 <b>NA</b>		NA	NA
	To:	29-620 FROM RT 495 NORTH			
North	From:	I-495-N055X TO RT 620 WEST00- BRADDOCK R			
495)Ramp	Fairfax County	0.23 <b>NA</b>		NA	NA
	To:	29-620 FROM RT 495 NORTH			
North	From:	I-495-N BEGIN COLL ROAD TO RT 620			
North 495 Ramp	Fairfax County	0.19 <b>NA</b>		NA	NA
	To: From:	I-495-N055A TO RT 620 EAST00- BRADDOCK R			
North 495 Ramp	Fairfax County	0.08 <b>NA</b>		NA	NA
	Ta- From-	29-620-E017B FROM RT 620 EAST00- BRADDOCK			
North	11000				
Ramp	Fairfax County	0.14 <b>NA</b>		NA	NA
North	To- From:	I-495-N055B TO RT 620 WEST00- BRADDOCK R			
Ramp	Fairfax County	0.08 <b>NA</b>		NA	NA
<u> </u>	To. From:	29-620-W017B FROM RT 620 WEST			
North 495) Ramp	· · · · · · · · · · · · · · · · · · ·	0.11 <b>NA</b>	-	NA	NA
	To:	I-495-N FROM COLL ROAD RT 620			
North	From:	I-495-N TO RT 644			
(495) Ramp	Fairfax County	0.08 <b>NA</b>		NA	NA
	To:	I-395-S001A FROM RT 495 NORTH95 SOUTH			

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
North	From:	I-495-N Ga		95 NOR	ГН											
495 Ramp	Fairfax County	0.24	NA									NA			NA	
<u> </u>	10:	I-495-S0581			rmi											
South	From:	1.40	I-95, I-395		050/	40/	40/	407	00/	00/	0	0.070			404000	_
Capital Beltway	Fairfax County	4.19	97000	F	95%	1%	1%	1%	2%	0%	С	0.078	Α		104000	F
	Combined Traffic Estimates for 2 Parallel Road				95%	1%	1%	1%	2%	0%	С	NA			207000	C
outh	To: From:	29-6	520 Braddoc	k Rd												
Capital Beltway	Fairfax County	1.49	87000	G	95%	1%	1%	1%	2%	0%	F	NA			94000	(
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	171000	G	95%	1%	1%	1%	2%	0%	F	NA			184000	(
outh	To: From:	SR 230	5 Little Rive	er Tpke												
Capital Beltway	Fairfax County	1.30	98000	G	95%	1%	1%	1%	2%	0%	F	NA			105000	(
,	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	178000	G	95%	1%	1%	1%	2%	0%	F	NA			190000	(
	Toc		650 Gallow	s Rd												
South 495 Capital Beltway	Fairfax County	0.90	103000	G	95%	1%	1%	1%	2%	0%	_	NA			111000	(
195 Capital Beltway	Combined Traffic Estimates for 2 Parallel Road			G	95% 95%	1%	1%	1%	2% 2%	0% 0%	F	NA NA			191000	
	Combined Trainic Estimates for 2 Parallel Road				90%	170	170	1 70	270	076	Г	INA			191000	,
outh	From:	US 5	0 Arlington	Blvd												
Capital Beltway	Fairfax County	1.24	96000	G	95%	1%	1%	1%	2%	0%	F	NA			103000	(
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	206000	G	95%	1%	1%	1%	2%	0%	F	NA			220000	(
outh	To: From:		I-66													
Capital Beltway	Fairfax County	1.95	95000	G	96%	1%	1%	0%	3%	0%	F	NA			102000	(
,	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	180000	G	96%	1%	1%	0%	3%	0%	F	NA			193000	
	Toc		7 Leesburg													
Conital Baltura	Fairfax County				96%	1%	40/	00/	20/	00/	_	NIA			06000	,
Capital Beltway	Combined Traffic Estimates for 2 Parallel Road	0.65	90000	G	96%	1%	1% 1%	0% 0%	3% 3%	0% 0%	F	NA NA			96000 187000	(
	Combined Trainic Estimates for 2 Parallel Road			G	90%	170	170	0%	3%	0%	Г	INA			187000	,
outh	To- From:	SR 12	3 Chain Bri	dge Rd												
Capital Beltway	Fairfax County	0.71	89000	G	96%	1%	1%	0%	3%	0%	F	NA			95000	(
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	165000	G	96%	1%	1%	0%	3%	0%	F	NA			177000	(
outh	To: From:	Dulles Access	Rd; SR 267	Dulles T	oll Rd											
Capital Beltway	Fairfax County	1.95	101000	G	96%	1%	1%	0%	3%	0%	С	0.083	Α		106000	
193)	Combined Traffic Estimates for 2 Parallel Road			_	96%	1%	1%	0%	3%	0%	C	0.081	Α	0.533	202000	
	To		3 Georgetov								_					
outh One it al. Bult	From:				0001	407	407	001	001	001	_	<b>.</b>			00000	
Capital Beltway	Fairfax County	0.61	82000	G	96%	1%	1%	0%	3%	0%	F	NA			86000	(
_	Combined Traffic Estimates for 2 Parallel Road	aways on this Route:	176000	G	96%	1%	1%	0%	3%	0%	F	NA			184000	(

## Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
South	From:	George Wash	ington Mem	orial Par	kwav		ZAXIE	3+Axle	TTrail	ZTrall		Factor		Factor		
(495) Capital Beltway	Fairfax County		115000	G	96%	1%	1%	0%	3%	0%	F	NA			121000	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	224000	G	96%	1%	1%	0%	3%	0%	F	NA			233000	G
	To:	Maryland St	ate Line, Po	tomac Ri	ver											
South	From:	I-495-S043X TO GEC	RGE WASI	HINGTO	N MEMO	ORI										
(495) Ramp	Fairfax County	0.42	NA									NA			NA	
$\overline{}$	To:	I-495-N043A GEORG	E WASHIN	GTON I	MEM PKV	VY										
South	From:	I-495-S BEGIN COL		W MEM	PKWY &	: 1										
Ramp	Fairfax County	0.22	NA									NA			NA	
$\overline{}$	To: From:	I-495-S043A TO GEC	RGE WASI	HINGTO	N MEMO	ORI										
South (495) Ramp	Fairfax County	0.13	NA									NA			NA	
495) 1 1 1 1	r amax ooding				vom.o.v.							101			100	
South	From:	29-99018-N000B FROM		WASHIN	IGTON M	IEMO										
(495) Ramp	Fairfax County	0.42	NA									NA			NA	
2 "	To: From:	I-495-S044A TO RT	19300- GEC	RGETO	WN PKW	/Y										
South (495) Ramp	Fairfax County	0.01	NA									NA			NA	
495 Marip	To:	I-495-S END COLL		ASHING	TON ME	M						INA			INA	
South	From:		I-495 South	19111110	7101(1/12											
(495) Ramp	Fairfax County	0.19	<b>NA</b>									NA			NA	
493)	To:		Georgetow	n Pike												
South	From:	I-495-S YO RT 267	EAST00- I	MILES	ACCESS	\										
495 Ramp	Fairfax County	0.24	NA	CLLL	TICCLES	,						NA			NA	
493)	To:	SR 267-E FROM RT		H00- CA	PITAL BI	LT										
South	From:	I-495-S TO RT 267	WEST00- I	DULLES	ACCESS	S										
(495) Ramp	Fairfax County	0.19	NA									NA			NA	
	To:	SR 267-W FROM RT	495 SOUT	H00- CA	PITAL B	LT										
South	From:	I-495-S TO RT 123 I	NORTH00-	DOLLE	Y MADIS	0										
(495)Ramp	Fairfax County	0.17	NA									NA			NA	
	To:	SR 123 FF	ROM RT 49:	5 SOUT	Н											
South	From:	I-495-S TO RT 123	SOUTH00-1	DOLLE'	Y MADIS	0										
(495)Ramp	Fairfax County	0.34	NA									NA			NA	
$\overline{}$	To:	SR 123 FF	ROM RT 49:	SOUT	Н											
South	From:	I-495-S048X TO R	Γ 7 EAST00	- LEESI	BURG PIK	ζ										
(495) Ramp	Fairfax County	0.20	NA									NA			NA	
$\overline{}$	To	SR 7	Fr Rt 495 S	outh												
South	From:	I-495-S048X TO R		)- LEES	BURG PII	Κ										
(495) Ramp	Fairfax County	0.18	NA									NA			NA	
$\overline{}$	To:	SR 7	Fr Rt 495 S	outh												
South	From:	I-495-S BEGIN COI		T 07-LE	ESBURG	P										
(495) Ramp	Fairfax County	0.06	NA									NA			NA	
$\overline{}$	To:	I-495-S048B TO R7	7 WESTO	)- LEES	BURG PII	ζ										

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

		1 minary and interestate reduce			
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail		Dir Factor AAWDT QW
South 495 Ramp	Form: Fairfax County	I-495-S048B TO RT 7 WEST00- LEESBURG PIK 0.10 NA		NA	NA
South	To: From:	SR 07-W060A FROM RT 7 WEST00- LEESBURG P			
Ramp	Fairfax County	0.15 <b>NA</b>		NA	NA
	To: From:	I-495-S048A TO RT 7 EAST00- LEESBURG PIK			
South 495 Ramp	Fairfax County	0.12 <b>NA</b>		NA	NA
South	To: From:	SR 07-E060A FROM RT 7 EAST00- LEESBURG P			
495) Ramp	Fairfax County	0.02 <b>NA</b>		NA	NA
433)	To:	I-495-S END COLL RD00- RT 07-LEESBURG PIK			
South	From:	I-495-S I-66-W064A FROM & TO RT			
495 Ramp	Fairfax County	0.19 <b>NA</b>		NA	NA
	To:	I-66-W FROM RT 495 SOUTH			
South	From:	I-495-S051X TO RT 50 EAST00- ARLINGTON B			
Ramp	Fairfax County	0.41 <b>NA</b>		NA	NA
South	To: From:	I-495-S051C TO RT FAIRVIEW PK DR6928			
495) Ramp	Fairfax County	0.07 <b>NA</b>		NA	NA
1	To:	US 50 FROM RT 495 SOUTH			
South	From:	I-495-S051X TO TR 50 WEST00- ARLINGTON B			
Ramp	Fairfax County	0.28 <b>NA</b>		NA	NA
	To	I-495-S051F TO RT 65000- GALLOWS ROAD			
South				NIA	NIA
Ramp	Fairfax County	0.02 <b>NA</b> US 50 FROM GALLOWS RD		NA	NA
	From:				
outh	Fairfax County	I-495-S051A TO RT FAIRVIEW PK DR6928		NA	NIA
Ramp	rainax County	0.07 <b>NA</b> I-495-N051C I-495- 51C TO FAIRVI		INA	NA
	From:				
Ramp	Fairfax County	I-495-S051B TO RT 65000- GALLOWS ROAD 0.03 <b>NA</b>		NA	NA
	To- From	US 50-W076A FROM RT 50 WEST			
South 495 Ramp	From: Fairfax County	0.12 <b>NA</b>		NA	NA
1	•	LAGS COSTC TO DT 650 NODTHOG CALLOWS D			
South	To: From:	I-495-S051G TO RT 650 NORTH00- GALLOWS R			
Ramp	Fairfax County	0.02 <b>NA</b>		NA	NA
<u> </u>	To:	29-650 TO RT 50 WEST TO & FROM RT 50			
South	From:	I-495-S051F TO RT 650 NORTH00- GALLOWS R			
Ramp	Fairfax County	0.02 <b>NA</b>		NA	NA
<u> </u>	To:	29-650 TO RT 50 WEST FROM 495 SOOUTH			
South	From:	I-495-S BEGIN COLL RD TO RT 5000- ARLING			
Ramp	Fairfax County	0.07 <b>NA</b>		NA	NA
$\sim$	To:	I-495-S051B TO TR 50 WEST00- ARLINGTON B			

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

		Timidi y dina mitorotato i todico			
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire But	s 2Axle 3+Axle 1Trail 2Trail		Dir Factor AAWDT QW
South (495) Ramp	Fairfax County	I-495-S051B TO TR 50 WEST00- ARLINGTON B 0.13 NA		NA	NA
Courth	To: From:	US 50-W076B FROM RT 50 WEST-ARLINGTON B			
South 495 Ramp	Fairfax County	0.14 <b>NA</b>		NA	NA
South	To: From:	I-495-S051A TO RT 50 EAST00- ARLINGTON B			
Ramp	Fairfax County	0.14 <b>NA</b>		NA	NA
South	To- From:	US 50-E076B FROM RT 50 EAST-ARLINGTON B			
495) Ramp	Fairfax County	0.11 <b>NA</b>		NA	NA
	To:	I-495-S END COLL RD FROM RT 5000- ARLING			
South	From:	I-495-S TO RT 650 NORTH00- GALLOWS ROAD			
South Ramp	Fairfax County	0.18 <b>NA</b>	<u> </u>	NA	NA
South	To: From:	I-495-S052B TO RT 650 SOUTH00- GALLOWS R			
(495) Ramp	Fairfax County	0.09 <b>NA</b>		NA	NA
	To	29-650 FROM RT 495 SOUTH			
South	From:	I-495-S052A TO RT 650 SOUTH00- GALLOWS R			
(495) Ramp	Fairfax County	0.03 <b>NA</b>		NA	NA
	To	29-650; 29-709 FROM RT 495 SOUTH			
South	From:	I-495-S053X TO RT 236 EAST00- DUKE STREE			
(495) Ramp	Fairfax County	0.22 <b>NA</b>		NA	NA
$\smile$	To:	SR 236 FROM RT 495 SOUTH			
South	From:	I-495-S053X TO RT 236 WEST00- DUKE STREE			
South 495) Ramp	Fairfax County	0.21 <b>NA</b>		NA	NA
$\overline{}$	То:	SR 236 FROM RT 495 SOUTH			
South	From:	I-495-S BEGIN COLL ROAD TO RT 236			
Ramp	Fairfax County	0.04 <b>NA</b>		NA	NA
Court	To: From:	I-495-S053B TO RT 236 WEST00- DUKE STREE			
South 495 Ramp	Fairfax County	0.11 <b>NA</b>		NA	NA
South	To: From:	SR 236-W006A FROM RT 236 WEST00- DUKE STR			
495 Ramp	Fairfax County	0.14 <b>NA</b>		NA	NA
South	To: From:	I-495-S053A TO RT 236 EAST00- DUKE STREE			
A95 Ramp	Fairfax County	0.09 <b>NA</b>		NA	NA
South	To: From:	SR 236-E006A FROM RT 236 EAST00- DUKE STR			
495 Ramp	Fairfax County	0.03 <b>NA</b>		NA	NA
		I-495-S END COLL ROAD FROM RT 236			
South		I-495-S055X TO RT 620 EAST00- BRADDOCK R			
495) Ramp	Fairfax County	0.19 <b>NA</b>		NA	NA
	To:	29-620 FROM RT 495 SOUTH			

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

		Timaly and interstate routes	
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus  2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South	From:	I-495-S055X TO RT 620 WEST00- BRADDOCK R	
495) Ramp	Fairfax County	0.21 <b>NA</b> NA	NA
$\mathcal{L}$	To:	29-620 FROM RT 495 SOUTH	
South	From:	I-495-S BEGIN COLL ROAD TO RT 620	
495) Ramp	Fairfax County	0.24 <b>NA</b> NA	NA
~	To: From:	I-495-S055B TO RT 620 WEST00- BRADDOCK R	
outh 195 Ramp	Fairfax County	0.09 <b>NA</b> NA	NA
	To: From:	29-620-W017A FROM RT 620 WEST00- BRADDOCK	
outh 195 Ramp	Fairfax County	0.09 <b>NA</b> NA	NA
	To:	I-495-S055A TO RT 620 EAST00- BRADDOCK R	
outh 195 Ramp	Fairfax County	0.07 <b>NA</b> NA	NA
	To:	29-620-E017A FROM RT 620 EAST00- BRADDOCK	
outh 195 Ramp	Fairfax County	0.19 <b>NA</b> NA	NA
195 Kamp	Tainax County	I-495-S END COLL ROAD FROM RT 620	INA
outh	From:	I-495-S RAMPS TO 95 SOUTH & 644	
195 Ramp	Fairfax County	0.47 <b>NA</b> NA	NA
outh	To: From:	I-495-S058C TO RT 644 WEST	
195 Ramp	Fairfax County	0.24 <b>NA</b> NA	NA
<u> </u>	To: From:	I-495-S058D TO RT 644 EAST	
puth 195 Ramp	Fairfax County	0.19 <b>NA</b> NA	NA
100)	To:	I-395-S RAMP FROM 495 SOUTH	
outh	From:	I-495-S TO RT 395 NORTH	
Ramp	Fairfax County	0.55 <b>NA</b> NA	NA
outh 195 Ramp	To:	I-95-S170B FROM RT 495 SOUTH	107
outh_	From:	I-495-S058A TO RT 644 WEST	
Ramp	Fairfax County	0.32 <b>NA</b> NA	NA
Ramp	To:	I-395-S001A FROM RT 495 SOUTH	IVA
	From:	I-495-S058A TO RT 644 EAST	
outh 195) Ramp	Fairfax County	0.17 <b>NA</b> NA	NA
195 / Kamp	To:	I-395-S001A FROM 495 SOUTH TO 644 EAST	INA
	From:		
601 Huell Matthews Hwy		North Carolina State Line 2.46 <b>3000 F</b> 89% 0% 1% 1% 10% 0% F 0.083 F	3100 F
001 Tuell Maillews Hwy	Halifax County	2.46 <b>3000 F</b> 89% 0% 1% 1% 10% 0% F 0.083 F	3100 F
~~~	To- From:	SR 96 Virgilina Rd	
Huell Matthews Hwy	Halifax County	3.84 4100 F 89% 0% 1% 1% 10% 0% C 0.089 F	4200 F
	To- From:	41-658 Cluster Springs Rd	
Huell Matthews Hwy	Halifax County	4.64 5400 F 89% 0% 1% 1% 10% 0% F 0.082 F	5600 F
~	To:	US 58, US 360; SCL South Boston	

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

			iu interstati					Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	US 58, US	360; SCL Sou	ıth Bost	on											
501 Main St	Town of South		18000	F	97%	0%	0%	0%	2%	0%	С	0.088	F		18000	F
<u> </u>	То		501 P; Broad													
	From		501 P Main S		070/	00/		201	00/	00/	_	0.005	_		0000	_
501 Broad St	Town of South		8300	F	97%	0%	0%	0%	2%	0%	F _	0.095	F		8800	F _
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	15000	F	97%	0%	0%	0%	2%	0%	F	0.089	F		16000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To From		304 Seymour l		070/	00/		201	201	00/		0.000			0500	
501 Broad St	Town of South		8000	F	97%	0%	0%	0%	2%	0%	С	0.096	F		8500	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	16000	F	97%	0%	0%	0%	2%	0%	С	NA			16000	F
~	To From		29 North Mair													
501 Broad St	Town of South		6100	F	97%	0%	0%	0%	2%	0%	F	0.089	F		6500	F
~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	13000	F	97%	0%	0%	0%	2%	0%	F	NA			14000	F
	To From		Third St													
501 Broad Street	Town of South	Boston 0.18	5900	F	97%	0%	0%	0%	2%	0%	С	0.09	F		6200	F
~	To. From		Edmunds St													
501 Broad Street	Town of South	Boston 0.41	6000	F	97%	0%	0%	0%	2%	0%	F	0.089	F		6400	F
~	Combined Traffic Estimates for 2 Paralle			F	97%	0%	<u>1%</u>	0%	2%	0%	F	0.086	F		15000	F
	To		01 P Wilborn													
501 Wilborn Ave	Town of South		501 P; Broad   14000	G St	97%	0%	0%	0%	2%	0%	F	NA			16000	G
501) William 7 We	Town or Count				01 70	070		070	270	070	•	100			10000	Ŭ
Halifay Pd	Tours of South		Iamilton Blvd 16000	F	97%	0%	0%	0%	2%	00/	F	0.085	F		17000	F
501 Halifax Rd	Town of South	0.09	16000	Г	97%	0%	0%	0%	2%	0%	Г	0.065	Г		17000	Г
~~	To From		ICL South Bos								_		_			
501 Halifax Rd	Town of South	Boston 0.79	17000	F	97%	0%	0%	0%	2%	0%	F	0.091	F		18000	F
~	To From	SR 129	N, Old Halifa	ax Rd												
501 Halifax Rd	Town of South	Boston 0.38	22000	F	97%	0%	0%	0%	2%	0%	F	0.094	F		22000	F
<del>~</del>	To From	NC	L South Bosto	on			$\neg$ $\vdash$									
501 Halifax Rd	Halifax Cou	inty 0.36	12000	F	96%	0%	1%	1%	2%	0%	С	0.080	F		12000	F
~	To		SCL Halifax				$\neg$ $\vdash$									
501 Main St	Town of Halifax (I		11000	F	96%	0%	1%	1%	3%	0%	С	0.081	F		11000	F
	To	CD 36	0 S, Mountair	n Dd												
501 (360) Main St	Town of Halifax (I		8600	F	97%	0%	0%	0%	2%	0%	F	0.082	F		8800	F
301)(30)					0.70			0,70	_,0	0,0	•	0.002	•		0000	•
501 L P Bailey Memorial Hwy	From Town of Halifax (I		5000 5000	F F	87%	1%	2%	1%	9%	0%	F	0.086	F		5100	F
501 L F Balley Memorial Tiwy	Town of Halliax (I				01 /0	1 /0	2 /0	1 /0	970	0 /6		0.000			3100	-
O D Dellau Marra estatut	To From	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	ECL Halifax	_	070/	407		407	001	007		0.075	_		4000	
501 L P Bailey Memorial Hwy	Halifax Cou	inty 6.56	4500	F	87%	1%	2%	1%	9%	0%	F	0.075	F		4600	F
<u></u>	To From		eadville Rd, Li													
501 L P Bailey Memorial Hwy	Halifax Cou		3400	F	87%	1%	2%	1%	9%	0%	С	0.078	F		3500	F
~	To	41	-603 Cody Rd	1												

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

						Trι	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	<b>QA</b> 47	Γire Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
D Deiley Marraviel I have	From:	41-603 Volens 1		70/ 40/	20/	40/	00/	00/	_	0.004	_		2000	_
501 L P Bailey Memorial Hwy	Halifax County	2.57 <b>2800</b>		7% 1%	2%	1%	9%	0%	F	0.081	F		2900	F
~~	From:	41-645 State Shed		70/ 40/		40/	00/	00/		0.075	_		0000	_
501 L P Bailey Memorial Hwy	Halifax County	4.90 <b>3100</b>	F 87	7% 1%	2%	1%	9%	0%	F	0.075	F		3200	F
~~~	From:	SR 40 Stage Coac												_
501 40 L P Bailey Memorial Hwy	Halifax County	0.97 4700		0% 1%	1%	1%	8%	0%	С	0.081	F		4800	F
	From:	Campbell County Halifax County I												
501 (40) Lusardi Dr	Campbell County	0.09 5000		0% 1%	1%	1%	8%	0%	F	0.081	F	0.551	5100	G
	To:	SCL Brooknea	al											
501 40 Lusardi Dr	Town of Brookneal (Maint: 15)	0.76 5000		0% 1%	1%	1%	8%	0%	Ν	0.081	Ν	0.551	5100	Ν
	To	SR 40 Wickliffe	Δνε											
501 Lynchburg Ave	Town of Brookneal (Maint: 15)	1.52 6500		0% 1%	1%	1%	7%	0%	С	0.086	F	0.543	6700	G
3	To	NCL Brookne												
501 Brookneal Hwy	Campbell County	1.40 6500		0% 1%	1%	1%	7%	0%	N	0.086	N	0.543	6700	N
301	To			170		170	1 70	070	.,	0.000	.,	0.010	0.00	
501 Brookneal Hwy	Campbell County	15-633 Phelps Cree 3.48 4400		0% 1%	1%	1%	7%	0%	F	0.087	F	0.541	4500	G
501 Brookhear Twy	Campbell County			370 170	170	1 /0	1 70	070	•	0.007	'	0.541	4300	
Proglement I have	From L	15-917 Railview 4.79 5700		0% 1%	40/	40/	70/	00/	F	0.000	F	0.500	5000	_
501 Brookneal Hwy	Campbell County	4.79 5700	G 90	J% 1%	1%	1%	7%	0%	г	0.086	г	0.582	5800	G
~~	To: From:	15-761 Long Islan												
501 Brookneal Hwy	Campbell County	8.33 6300	G 90	0% 1%	1%	1%	7%	0%	F	0.085	F	0.619	6500	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	SR 24 W, Colonial												
501 24 Campbell Hwy	Campbell County	0.92 <b>11000</b>	<b>G</b> 98	8% 0%	0%	0%	1%	0%	F	0.089	F	0.579	11000	G
<u></u>	To: From:	SR 24 E, Village	Hwy											
501 Campbell Hwy	Campbell County	4.15 <b>8500</b>	<b>F</b> 98	8% 0%	0%	0%	1%	0%	С	0.111	Α	0.702	9500	F
<u> </u>	To: From:	15-670 Sunnymead	de Rd											
501 Campbell Hwy	Campbell County	2.82 <b>9800</b>	<b>G</b> 98	8% 0%	0%	0%	1%	0%	F	0.098	F	0.676	11000	G
<u> </u>	To-	SCL Lynchbur	rg											
501 Campbell Ave	City of Lynchburg	0.93 <b>12000</b>	<b>G</b> 98	3% 0%	0%	0%	1%	0%	F	0.098	F	0.68	14000	G
<u> </u>	To:	Bus US 460												
Bus 501 (460 Campbell Ave	City of Lynchburg	0.15 <b>12000</b>	<b>N</b> 98	3% 0%	0%	0%	1%	0%	N	0.098	N	0.68	14000	N
501 Campbell Ave	City of Lynchburg	US 29, US 460 Richm		5% 0%	0%	0%	1%	0%	IN	0.096	IN	0.08	14000	N
	From:	US 29, US 46												
501 (460) (29) (29)	City of Lynchburg (Maint: 15)	1.91 <b>36000</b>	<b>F</b> 93	3% 0%	1%	1%	5%	0%	С	0.103	Α	0.503	37000	F
	To:	US 29, US 460 Richm	ond Hwy		<u> </u>									
501	City of Lynchburg	0.50 <b>15000</b>		7% 0%	1%	1%	1%	0%	F	0.094	F	0.513	16000	G
	To:	SR 128 Mayflowe	er Dr											
501 (128) Candler Mtn Rd	City of Lynchburg	0.43 <b>35000</b>		7% 0%	1%	1%	1%	0%	F	0.083	F	0.515	37000	G
301) 120) 124 12	To:	Bus US 29 Lynchburg E						- / -	-					_

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

				_		Tru	ıck			K		Dir	–	
Route	Jurisdiction	Length AADT QA	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus	From:	US 29 Lynchburg Express	-											
501 29 Lynchburg Expressway	City of Lynchburg	0.33 <b>39000 N</b>	98%	0%	1%	0%	1%	0%	Ν	0.091	Ν	0.530	40000	Ν
~ ~	To:	Wards Rd Exit												
~~ <u>-</u>	From:	Wards Rd							_		_			_
501 Lynchburg Expressway	City of Lynchburg	1.37 <b>42000 G</b>	97%	0%	1%	1%	1%	0%	F	0.087	F	0.521	44000	G
<del></del>	To: From:	Timberlake Rd												
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>43000 G</b>	97%	0%	1%	1%	1%	0%	F	0.089	F	0.544	46000	G
<del>=====================================</del>	To:	Graves Mill Rd												
501 Lynchburg Expressway	City of Lynchburg	1.24 <b>31000 G</b>	97%	0%	1%	1%	1%	0%	F	0.088	F	0.518	33000	G
501 Eyrichburg Expressway	City of Lyrichburg	1.24 31000 3	91 /0	076	1 /0	1 /0	1 /0	0 /6		0.000		0.516	33000	٠
~~	To: From:	Lakeside Dr												
501 Lynchburg Expressway	City of Lynchburg	0.31 <b>32000 G</b>	97%	0%	1%	1%	1%	0%	С	0.083	F	0.538	35000	G
~ <i>_</i>	Too	118-6044 Old Forest Ro	1											
501 Lynchburg Expressway	City of Lynchburg	1.23 <b>14000 G</b>		0%	1%	1%	1%	0%	F	0.088	F	0.542	15000	G
301 Explosional	Only of Lyttorisary		0170	070		170	170	070	•	0.000	•	0.012	10000	Ŭ
~~ <u>-</u>	From:	Wiggington Rd												
501 Lynchburg Expressway	City of Lynchburg	1.86 <b>13000 G</b>	97%	0%	1%	1%	1%	0%	F	0.09	F	0.571	14000	G
<del>~</del>	To:	Boonsboro Rd												
Doonahara Dd	City of Lymphoura	Lynchburg Expressway		00/	10/	00/	20/	00/	_	0.004	F	0.645	0400	
Boonsboro Rd	City of Lynchburg	1.80 <b>8800 G</b>	96%	0%	1%	0%	2%	0%	С	0.094	г	0.645	9400	G
	To- From:	WCL Lynchburg												
501 Lee Jackson Hwy	Bedford County	3.64 <b>2500 G</b>	96%	0%	1%	0%	2%	0%	F	0.095	F	0.558	2700	G
<i></i>	Too	09-651 Short Cut Rd												
501 Lee Jackson Hwy	Bedford County	6.32 <b>2300 G</b>	96%	0%	1%	0%	2%	0%	F	0.088	F	0.532	2400	G
501) Lee dackson Twy	Dealord County			070	1 70	070	270	070	'	0.000	'	0.002	2400	
~~~	To: From:	SR 122 Big Island Hwy												
501 Lee Jackson Hwy	Bedford County	4.33 1800 G	83%	1%	2%	2%	12%	0%	С	0.102	F	0.505	1900	G
~	To:	Amherst County Line												
~~~	A code a code (	Bedford County Line	000/	40/		00/	400/	00/	_	0.000	_	0.540	4.400	_
501)	Amherst County	0.14 <b>1400 G</b>	83%	1%	2%	2%	12%	0%	F	0.086	F	0.546	1400	G
<del>~</del>	To: From:	SR 130 Elon Rd												
501 (130)	Amherst County	3.94 <b>1900 G</b>	88%	1%	2%	2%	8%	0%	С	0.102	F	0.511	1900	G
	То:	Rockbridge County Line	e											
~~~	From:	Amherst County Line												
501 (130) Glasgow Hwy	Rockbridge County	2.43 1600 G	88%	1%	2%	2%	8%	0%	F	0.093	F	0.584	1700	G
\sim	Too	SR 130 Wert Faulkner H	1777											
501 Glasgow Hwy	Rockbridge County	6.34 3100 G		1%	1%	2%	4%	0%	С	0.113	F	0.622	3300	G
501 Claugu 1111y	reconstrage county		0270	170	170	270	470	070	J	0.110	•	0.022	0000	Ŭ
~~	From:	SCL Buena Vista												
501 Magnolia Ave	City of Buena Vista	0.97 3600 G	92%	1%	1%	2%	4%	0%	С	0.1	F	0.618	3900	G
~		2nd St			\neg \vdash									
501 Magnolia Ave	City of Buena Vista	1.09 7400 G	96%	0%	1%	1%	2%	0%	С	0.101	F	0.518	7900	G
301)			20,0	- / 0		. , ,	_,,	- / 0	•		-	2.3.0	. 500	_
~~	From:	15th St				•	•	•			_			_
Magnolia Ave	City of Buena Vista	0.71 3300 G	99%	1%	1%	0%	0%	0%	С	0.112	F	0.565	3500	G
	To:	25th St												

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

				ate Roi				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:		25th St				27 (7.10	0171710	TTTGII	211011		1 40101		1 dotoi		
501 Park Ave	City of Buena Vista	a 0.28	4000	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.608	4300	G
301). «	To:		Beech Ave		0070	0,0		0,0	0,0	0,0	Ū	0.000	•	0.000	.000	·
	From:		Park Ave													
501 Beech Ave	City of Buena Vista	ta 0.12	11000	G	95%	1%	1%	1%	3%	0%	С	0.096	F	0.529	12000	G
	To:		29th St													
	From:	US	501 Broad	St												
Main St	Town of South Bost		7100	F	97%	0%	1%	0%	2%	0%	F	0.089	F		7500	F
381)	Combined Traffic Estimates for 2 Parallel Ro		15000	F	97%	0%	0%	0%	2%	0%	F	0.089	F		16000	F
		<u> </u>			0.70	0,0		0,0	_,,	0,0	•	0.000	•		.0000	·
Main St	Town of South Bost		7500 7500	r Dr F	97%	0%	10/	00/	20/	00/	С	0.000	F		9000	F
Main St							1%	0%	2%	0%		0.088	Г		8000	-
~	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	16000	F	97%	0%	0%	0%	2%	0%	С	NA			16000	F
	To- From:	SR 12	9 North Ma	in St												
ω _{5β1} Wilborne Ave	Town of South Bost	ton 0.26	7300	F	97%	0%	1%	0%	2%	0%	F	0.088	F		7800	F
<u>-</u> P	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	13000	F	97%	0%	0%	0%	2%	0%	F	NA			14000	F
	To		Third St													
ω Wilborne Ave	From: Town of South Bost	ton 0.57	8500	F	97%	0%	1%	0%	2%	0%	F	0.083	F		9000	F
SOT WILDONIE / WE	To:		01 Broad St		0170	070		070	270	070	•	0.000	•		3000	
		053		icci												
	City of Lynabla year (Mai	-t- 45\ 4 04	US 501	_	000/	00/	40/	40/	5 0/	00/	_	0.400	۸	0.500	27000	_
591 (460) (29) (29)	City of Lynchburg (Mair	,	36000	F . "	93%	0%	1%	1%	5%	0%	С	0.103	Α	0.503	37000	F
	From:	Bus US 501;	US 301 Ca	mpbell .	Ave											
501	City of Lynchburg	0.62	NA									NA			NA	
501)	To:	,	28 Mayflowe	er Dr			1					INA			INA	
	From:		Bus US 29	JI DI												
591	City of Lynchburg		NA				-					NA			NA	
\$1.)	To:		ynchburg Ex	presswa	ıy											
ALT	From:		Park Ave													
Beech Ave	City of Buena Vista	a 0.37	7500	G	95%	1%	1%	1%	3%	0%	С	0.092	F	0.527	8000	G
SUT Becom Ave	Only of Bucha viola	0.07			0070	170	170	170	070	070	Ü	0.002	•	0.027	0000	
ALT	To- From:		22nd St													
Sycamore Ave	City of Buena Vista	ta 0.38	6300	G	95%	0%	1%	1%	3%	0%	С	0.090	F	0.534	6800	G
~	Tool		104- 04													
ALT	From:		18th St													
Sycamore Ave	City of Buena Vista	ta 0.03	6000	G	95%	0%	1%	1%	3%	0%	F	0.09	F	0.532	6400	G
~	To:		16th St													
Bus Bus	From:		US 460													
501 (460 Campbell Ave	City of Lynchburg	0.14	17000	G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	18000	G
,		,														
Bus Bus	From:		Florida Ave													
501 (460 Campbell Ave	City of Lynchburg	0.48	15000	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	17000	G
~	To:	V	layflower D	r												

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

Dest	Loren Parties	Leastle AADT		4	D		Tru	ıck		00	K	01/	Dir	A A)A(D.T.	- 014
Route	Jurisdiction .	Length AADT	QA ·	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus Bus	From:	Mayflower D													
501 460 Campbell Ave	City of Lynchburg	0.88 17000	G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.664	18000	G
Bus Bus	From:	Kemper St Campbell Avo	e												
501 \ 460 \ Kemper St	City of Lynchburg	0.34 9600		97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	G
301)(400)	To:	Lynchburg Expres		0.70	.,,	Ť	0,0	.,,	0,0	•	0.000	•	0.0.0	.0000	Ū
Bus Bus	From:	US 221	,												
501 (221 (460 Kemper St	City of Lynchburg	0.41 11000	G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	G
~~~	To:	12th St													
Bus Bus	City of Lynchhyra	118-6027; 118-6 0.18 <b>8400</b>		97%	1%	1%	00/	1%	0%	F	0.00	F	0.564	9000	
501 (221) (460) 12th St	City of Lynchburg	0.16 <b>6400</b>	G	97%	170	1%	0%	170	0%	Г	0.09	Г	0.564	9000	G
Bus	To- From:	Fort Ave													
Campbell Ave	City of Lynchburg	0.23 <b>8200</b>	G	99%	0%	1%	0%	0%	0%	F	0.116	F	0.761	8700	G
	To:	Park Ave													
Bus	From:														
501 Langhorne Rd	City of Lynchburg	0.27 <b>9800</b>	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.561	10000	G
Bus	To: From:	Memorial Av	е												
Langhorne Rd	City of Lynchburg	0.29 <b>17000</b>	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.522	18000	G
Sol Jack Strome 143	City of Lyndriburg			0070	070		070	070	070	•	0.002	•	0.022	10000	Ŭ
Bus	To: From:	Murrell Rd													
Con Langhorne Rd	City of Lynchburg	1.06 <b>13000</b>	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.654	14000	G
~	To	Hill St													
Bus 501 Langhorne Rd	City of Lynchburg	0.47 <b>11000</b>	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.573	12000	G
Langilonie Ku	City of Lyrichburg			9970	076	1 /0	0 /6	076	0 /6		0.004	-	0.575	12000	G
Bus	To: From:	Cranehill Dr													
Contraction (Langhorne Rd	City of Lynchburg	1.37 <b>8000</b>	G	99%	0%	0%	0%	0%	0%	С	0.080	F	0.531	8500	G
~ [_]	To:	Rivermont Terr													
Bus	From:	Langhorne Ro		2001	00/		00/	007	00/	_	0.000	_	0.570	5000	_
Rivermont Terrace	City of Lynchburg	0.25 5500		99%	0%	0%	0%	0%	0%	F	0.096	F	0.579	5900	G
Bus	From:	Rivermont Av Rivermont Terr													
Rivermont Ave	City of Lynchburg	0.44 <b>14000</b>		99%	0%	0%	0%	0%	0%	F	0.085	F	0.593	15000	G
001)	z., z				0,0		0,0	0,0	0,0	•	0.000	•	0.000	.0000	Ĭ
Bus	From:	Link Rd													
Boonsboro Rd	City of Lynchburg	0.76 <b>13000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.602	14000	G
~	Tai	Trents Ferry R	Rd												
Bus Decembers Dd	City of Lynchhyra	*		000/	0%	00/	00/	00/	00/	_	0.000	F	0.520	14000	G
Boonsboro Rd	City of Lynchburg	1.75 <b>13000</b>		99%	0%	0%	0%	0%	0%	С	0.092	Г	0.530	14000	G
	- 1	Lynchburg Expres				<u> </u>									
Maidana Dd	Powhaton County	US 60 James Anders		0.40/	10/	10/	40/	20/	00/	_	0.400	_		4600	_
Maidens Rd	Powhatan County	4.82 <b>4500</b>	F	94%	1%	1%	1%	2%	0%	С	0.102	F		4600	F
·	To: From:	72-711 Huguenot													
522 Maidens Rd	Powhatan County	4.00 <b>4200</b>	F	94%	1%	1%	1%	2%	0%	F	0.104	F		4300	F
<del>~</del>	To:	Goochland County	y Line												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Powhatan County	y Line												
522 Maidens Rd	Goochland County	0.38 4000	G	94%	1%	1%	1%	2%	0%	F	0.11	F	0.589	4300	G
<u> </u>	To:	S SR 6 River Roa	d West												
~~~ ~	From:	S SR 6; Maiden													
(522) (6) River Road West	Goochland County	1.74 7400	G	96%	1%	1%	0%	2%	0%	F	0.101	F	0.581	7900	G
* 0	To:	N SR 6; Sandy Ho													
Condullada Dd	Casabland Causti	N SR 6 River Roa		000/	40/	40/	00/	00/	00/	_	0.400	_	0.700	4000	_
522 Sandy Hook Rd	Goochland County	6.24 4300	G	96%	1%	1%	0%	2%	0%	С	0.102	F	0.769	4600	G
	From:	Louisa County Goochland Count				-									
522 Cross County Rd	Louisa County (Maint: 37)	0.35 4100	G	94%	1%	1%	1%	2%	0%	F	0.098	F	0.665	4400	G
522) Grood Godiny Ma	Louisa Courty (Marti: 07)			0470	170	170	170	270	070	•	0.000	•	0.000	1100	·
	From:	US 250 Broad Str													
522 Cross County Rd	Louisa County	0.52 5300	G	96%	1%	1%	0%	2%	0%	С	0.095	F	0.759	5400	G
<u> </u>	To- France	I-64				\neg \vdash									
(522) Cross County Rd	Louisa County	8.52 3400	G	92%	1%	1%	2%	4%	0%	F	0.103	F	0.628	3400	G
	To:	54 640 C 1	D 1			_									
522 Cross County Rd	Louisa County	54-648 Gardner 6.32 2500	G Ra	92%	1%	1%	2%	4%	0%	С	0.103	F	0.59	2500	G
522 Closs County Ru	Louisa County	0.32 2300	G	92%	170	170	270	470	076	C	0.103	Г	0.59	2300	G
~~~ ~~	To- From:	US 33 Jefferson	_												
522 \ 33 \ Jefferson Hwy	Louisa County	0.66 <b>6200</b>	G	98%	1%	1%	0%	1%	0%	F	0.088	F	0.518	6300	G
$\hookrightarrow$	To:	US 33 Jefferson	Hwv			$\neg$ $\sqsubseteq$									
522 Pendelton Rd	Louisa County	3.19 <b>5300</b>	Ğ	94%	2%	1%	1%	2%	0%	С	0.094	F	0.598	5500	G
022	To	CCV VC													
Min and A. a	From:	SCL Minera		0.40/	207	40/	40/	201/	00/	N.I.	0.004	N.I.	0.500	5500	N.
522 Mineral Ave	Town of Mineral (Maint: 54)	0.66 <b>5300</b>	N	94%	2%	1%	1%	2%	0%	N	0.094	Ν	0.598	5500	N
	To: From:	SR 22, SR 20	)8												
522 208 Louisa Ave	Town of Mineral (Maint: 54)	0.39 <b>3700</b>	G	94%	2%	1%	1%	2%	0%	F	0.088	F	0.557	3800	G
$\smile$	Too	NCL Minera	al .												
522 208 Zachary Taylor Hwy	Louisa County	5.04 <b>3700</b>	N N	94%	2%	1%	1%	2%	0%	Ν	0.088	Ν	0.557	3800	Ν
322) 208) = 300 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				0.70	_,,		.,0	_,,	0,0		0.000	•	0.00.	0000	• •
~~~~	From:	SR 208 New Brid		0.407	00/		40/	001	00/		0.005	_	0.557	0000	_
(522) Zachary Taylor Hwy	Louisa County	3.72 2800	G	94%	2%	1%	1%	2%	0%	F	0.095	F	0.557	2800	G
~	From:	Spotsylvania Cour													
522 Zachary Taylor Hwy	Spotsylvania County	Louisa County 1.01 2700	F F	92%	1%	1%	2%	5%	0%	С	0.102	F		2800	F
2522 Zacriary Laylor Llwy	Spoisylvania County	1.01 2700		92 /0	1 /0	1 /0	2/0	3/0	0 /0	C	0.102			2000	-
~~~	To: From:	88-612 Monrov													
22 Zachary Taylor Hwy	Spotsylvania County	0.94 <b>2600</b>	F	92%	1%	1%	2%	5%	0%	F	0.099	F		2700	F
<del>~</del>	To:	Orange County													
~~~	From:	Spotsylvania Cour	_	0001	401		001	40.	001	_	0.65=	_		0	_
(522) Zachary Taylor Hwy	Orange County	8.87 2400	F	92%	1%	1%	2%	4%	0%	С	0.097	F		2400	F
~	To:	SR 20 Constitution	n Hwy			\neg \vdash									
522 Zachary Taylor Hwy	Orange County	6.84 5200	F	92%	1%	1%	2%	4%	0%	F	0.091	F		5300	F
022	To:	Culpeper County				i.						•			•

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	lurio di otion	Longth AADT OA	4T:ro	Duo		Tru	ıck		00	K	OK	Dir	^	0144
Route	Jurisdiction	Length AADT QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv
~~~	From:	Orange County Line												
(522) Zachary Taylor Hwy	Culpeper County	6.36 <b>5000 F</b>	92%	0%	1%	3%	4%	0%	F	0.09	F		5100	F
	To: From:	23-652 Mitchell Rd												
522 Zachary Taylor Hwy	Culpeper County	0.92 <b>6800 F</b>	92%	0%	1%	3%	4%	0%	С	0.091	F		7000	F
<u> </u>	То:	SR 3 Germanna Hwy												
~~~ C	From:	SR 3; Zachary Taylor Hwy		40/	40/	00/	<b>5</b> 0/	00/		0.004			4.4000	
522 3 Germanna Hwy	Culpeper County	0.32 14000 N	91%	1%	1%	2%	5%	0%	Ν	0.084	N		14000	N
~~~	To- From:	US 15, US 29												
522 ( 3 ) Germanna Hwy	Culpeper County	0.34 <b>14000</b> F	91%	1%	1%	2%	5%	0%	С	0.084	F		14000	F
$\sim$ $\sim$	To:	ECL Culpeper			<u> </u>									
522 Germanna Hwy	Town of Culpeper	0.96 <b>8200 F</b>	91%	1%	1%	2%	5%	0%	F	0.087	F		8700	F
322) (3)	To:	US 15 Bus Orange Road												
Bus	From:	RT 15 BUS												
522 (15) Germanna Highway	Town of Culpeper	0.12 <b>5100 F</b>	97%	1%	1%	0%	1%	0%	С	0.090	F		5500	F
	To	MAIN STREET S												
Bus Bus	From:	Germanna Hwy							_		_			_
522) (15) (29) Main St	Town of Culpeper	0.26 <b>12000 F</b>	97%	1%	1%	0%	1%	0%	С	0.077	F		13000	F
Pue Pue	To: From:	204-3651 Orange Rd			$\Box$ $\vdash$									
Bus Bus 522 (15) 29 Main St	Town of Culpeper	0.59 <b>18000 F</b>	97%	1%	1%	0%	1%	0%	F	0.074	F		19000	F
522 (15) (29) Main St	Town or Culpopol	Evans St	31 70	170		070	170	070	•	0.074	•		10000	•
	From:	Bus US 15, Bus US 29 Main	St											
522 Evans St	Town of Culpeper	0.08 <b>15000</b> F	97%	1%	1%	0%	1%	0%	F	0.08	F		16000	F
<u></u>	Tor	N West St												
~~~	From:	N West Street												
522 Evans St	Town of Culpeper	1.44 11000 F	97%	1%	1%	0%	1%	0%	С	0.087	F		11000	F
<u> </u>	To-	WCL Culpeper												
522 Sperryville Pike	Culpeper County	7.34 5300 F	96%	1%	1%	1%	1%	0%	С	0.083	F		5500	F
(3)	To:	23-707 Slate Mills Rd												
522 Sperryville Pike	Culpeper County	0.93 2400 F	96%	1%	1%	1%	1%	0%	F	0.089	F		2500	F
1522 Opertyville i like	To:	Rappahannock County Lin		170		1 70	1 70	070	•	0.000	•		2300	'
	From:	Culpeper County Line												
522 Zachary Taylor Ave	Rappahannock County	4.67 2200 G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.510	2200	G
	Tod													
522 Zachary Taylor Ave	Rappahannock County	78-618 Hawlin Rd 4.02 2000 G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.509	2100	G
1522 Zachary Taylor Ave	Rappanal mock County		90 /6	1 /0	1 /0	1 /0	1 /0	0 /6	-	0.091	-	0.509	2100	G
~~~	To: From:	SR 231 F T Valley Rd												
522 Sperryville Pike	Rappahannock County	0.66 <b>3800 G</b>	95%	0%	1%	1%	2%	0%	С	0.091	F	0.522	3900	G
~	To:	Berryville Pike												
Porpadilo Diko	Pannahannak Count	Sperryville Pike	060/	40/	10/	10/	10/	00/	_	0.002	_	0.504	2400	_
Berryville Pike	Rappahannock County	0.11 <b>3300 G</b> US 211 S, Lee Hwy	96%	1%	1%	1%	1%	0%	F	0.093	F	0.501	3400	G
-	From:	S US 211 S, Lee Hwy												
522 (211 )Lee Highway	Rappahannock County	4.62 <b>4700 G</b>	96%	1%	1%	1%	2%	0%	F	0.098	F	0.535	4800	G
( DZZ )( Z     _OO   "9" Wdy	rapparamon county	US 211 BUS SOUTH OF WASHI	5070	1 /0	1 /0	1 /0	2/0	0 /0	•	0.000	•	0.000	-500	0

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:	US 211 BUS SO													
522 211 Lee Highway	Rappahannock Count	nty 0.68	5300	G 96%	1%	1%	1%	2%	0%	F	0.099	F	0.514	5400	G
~~~~	From:		Washington												
522 211 Lee Highway	Town of Washington (Main	int: 78) 0.02	5300 I	N 96%	1%	1%	1%	2%	0%	N	0.099	N	0.514	5400	Ν
~~~~·	To: From:		Washington			<u> </u>									
522 211 Lee Highway	Rappahannock Count	nty 0.39	5300 I	N 96%	1%	1%	1%	2%	0%	N	0.099	N	0.514	5400	N
~~~	To: From:		1 East of Wash									_			
522 211 Lee Highway	Rappahannock Count			<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.095	F	0.503	5900	G
<del></del>	To: From:		S 211 Lee Hwy 111 N, Lee Hwy												
S22 Zachary Taylor Ave	Rappahannock Count			<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.093	F	0.509	3700	G
(022)	To:		N, Fodderstack												
522 Zachary Taylor Ave	From: Rappahannock Count			<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.090	F	0.531	4100	G
(322) 246/14/15/14/16/14/16	To:	•	en County Line		170		170	170	070	Ū	0.000	•	0.001	1100	Ū
	From:		nnock County I												
522	Warren County	3.77	7800	F 97%	0%	1%	1%	1%	0%	С	0.085	F		8100	F
	To: From:	SC	L Front Royal			<u> </u>									
522 Chester Gap Rd	Town of Front Royal	0.60	7400	F 97%	1%	1%	1%	1%	0%	С	0.093	F		7700	F
<u> </u>	To:		Criser Rd												
(522) Chester Gap Rd	Town of Front Royal	0.35		F 97%	1%	1%	1%	1%	0%	F	0.089	F		11000	F
<u> </u>	To	SE	R 55 South St												
522 Commerce Ave	Town of Front Royal			F 97%	1%	1%	0%	1%	0%	С	0.093	F		22000	F
	To:		Main St												
522 Commerce Ave	Town of Front Royal	0.74		F 97%	0%	1%	1%	1%	0%	С	0.09	F		20000	F
	To	Цо	ppy Creek Rd												
522 Commerce Ave	From: Town of Front Royal			F 97%	0%	1%	1%	1%	0%	F	0.089	F		14000	F
(522) COMMO TWO	To:		North Royal A		070		170	170	070	•	0.000	•		14000	•
	From:		ommerce Ave												
522 340 55 North Royal Ave	Town of Front Royal	0.35	23000	F 97%	1%	1%	1%	1%	0%	С	0.088	F		24000	F
	To:		14th St												
~~~~	From:		rth Royal Ave												
522 (340) (55) 14th St	Town of Front Royal			F 97%	1%	1%	1%	1%	0%	F	0.089	F		24000	F
$\Leftrightarrow \circ$	To: From:	She	enandoah Ave												
Chanandash Ava	Town of Front Royal	0.34	14th St 29000	F 97%	1%	1%	1%	1%	0%	F	0.00	F		20000	_
522 340 55 Shenandoah Ave	Town or Front Royal	u 0.34	29000	F 97%	170	1%	170	170	0%	Г	0.09	Г		30000	F
~~~~	To: From:		L Front Royal												
(522)(340) (55) Shenandoah Ave	Warren County	0.45	31000	<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.085	F	0.505	31000	G
<del></del>	To- From:	SR 55	W, Strasburg R	ld											
(522)(340) Shenandoah Ave	Warren County	0.22		F 97%	0%	1%	1%	1%	0%	F	0.086	F		30000	F
	To:	Old N	ICL Front Roya	1											

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

<b>.</b> .						_		Tru	ıck			K	O., Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Facto	AAWDT or	Q۷
~~~	From:		NCL Front I												
522)(340)Winchester Rd	Warren County	0.83	29000	F	97%	0%	1%	1%	1%	0%	С	0.087	F	30000	F
	To:		I-66				<u> </u>								
522 340 Winchester Rd	Warren County	1.28	22000	F	86%	1%	1%	2%	10%	0%	С	0.08	F	23000	ı
	To:	93-6	527 Reliance	e Rd											
522 340 Winchester Rd	Warren County	2.81	16000	F	85%	1%	1%	2%	11%	0%	С	0.080	F	17000	F
322)(340) ************************************	-					.,0		_,,	,0	0,0	Ū	0.000	•		
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		2 Zion Chur		050/	40/		00/	400/	00/		0.004	_	47000	_
522 340 Winchester Rd	Warren County	0.30	17000	F	85%	1%	1%	2%	12%	0%	С	0.081	F	17000	١
<del></del>	From:		rick County ren County												
522 (340) Winchester Rd	Frederick County (Maint: 93)		17000	F	85%	1%	1%	2%	12%	0%	С	0.081	F	17000	
522 340 Winchester Rd	To:		ren County			170	<del></del> 170	270	12 /0	070	O	0.001	•	17000	
	From:		rick County												
522 340 Winchester Rd	Warren County	0.39	17000	F	85%	1%	1%	2%	12%	0%	С	0.081	F	17000	- 1
	To	Frede	rick County	y Line											
~~~	From:		ren County												
522 (340) Winchester Rd	Frederick County (Maint: 93)	0.30	17000	F	85%	1%	1%	2%	12%	0%	С	0.081	F	17000	
~~ <u></u>	To-		ren County												
W. ask asked D.d.	Prom:		erick County		050/	40/		00/	400/	00/	_	0.004	_	47000	
340 Winchester Rd	Warren County	0.16	17000	F	85%	1%	1%	2%	12%	0%	С	0.081	F	17000	
	From:		ke County I ren County												
522 (340) Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79	17000	F	85%	1%	1%	2%	12%	0%	С	0.081	F	17000	
522 340 Stonewall Jackson Hwy	ciano coany (Maria 60)					170		270	1270	070	Ŭ	0.001	•	17000	
~~	From:	US 340; SR											_		_
Stonewall Jackson Hwy	Clarke County (Maint: 34)	0.32	14000	F	87%	1%	1%	1%	11%	0%	F	0.086	F	14000	
~	From:		erick County												
522 Front Royal Pike	Frederick County	2.28	ke County I	F F	87%	1%	1%	1%	11%	0%	С	0.091	F	14000	
522 From Royal Fike	Tredefick County	2.20	14000		01 /6	1 /0	1 /0	1 /0	11/0	076	C	0.091	Г	14000	
~~~	To: From:		Macedonia												
Front Royal Pike	Frederick County	2.41	15000	F	87%	1%	1%	1%	11%	0%	F	0.087	F	16000	I
<del>~</del>	To:	34-644	4 N, Paperm	nill Rd											
522 Front Royal Pike	Frederick County	2.43	14000	F	87%	1%	1%	1%	11%	0%	F	0.084	F	15000	ı
,	То:	US 50	0 Millwood	l Pike			1								
	From:	US 17, U	JS 50 Millw	vood Pike	3										
522 (50) (17) Millwood Pike	Frederick County	0.16	38000	F	95%	1%	1%	1%	2%	0%	F	0.08	F	41000	
$\sim$	То:	EC	CL Winches	ster											
~~~~	From:		I-81												
522 (50 (17 Millwood Ave	City of Winchester	0.09	25000	N	98%	0%	1%	0%	1%	0%	Ν	0.088	N	27000	1
~ ~ ~	To:		Par; Jubal E												
Jubal Farly Dr	City of Windhoston	0.06	Par, Millwo 25000	ood Ave F	000/	00/	10/	00/	10/	00/	_	0.000	_	27000	ı
522 50 17 Jubal Early Dr	City of Winchester				98%	0%	1%	0%	1%	0%	С	0.088	F	27000	-
	From:		ole Blossom ubal Early D				_								
			ioai naity L												
522 (50) (17) Apple Blossom Dr	City of Winchester	0.05	10000	F	98%	0%	1%	0%	1%	0%	F	0.089	F	11000	F

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

		T Timary ar	iu interstate	rtout				Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT (QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 50 Pa	ır; Apple Blosso	om Dr			2, 540	017 040	TTTGII	Ziran		1 40101		1 40101		
522 50 17 Millwood Ave	City of Winch				97%	1%	2%	0%	0%	0%	F	0.085	F		13000	F
	To:	US	11 Cameron St	t												
~~~~	From:		fillwood Ave													
(522)(11)(11)(50) Cameron S	-				97%	1%	1%	0%	1%	0%	С	0.089	F		6300	F
$\Rightarrow \Rightarrow \Rightarrow$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	13000	F	97%	1%	1%	0%	0%	0%	С	NA			14000	F
	Ta: Fram'		Boscawen St													
(522) (11) (1,1) (50) Cameron S	•				97%	1%	1%	0%	1%	0%	F	0.096	F		8600	F
	Combined Traffic Estimates for 2 Paralle				97%	1%	1%	0%	1%	0%	F	0.097	F		15000	F
	To:		7 Piccadilly St													
522 7 50 Piccadilly St	City of Winch		11 Cameron St		99%	0%	0%	0%	0%	0%	_	0.091	F		8000	F
(022)(6)(90)	Combined Traffic Estimates for 2 Paralle					0%	0%		0%	0%	г -		F			F
	Combined Trainc Estimates for 2 Paralle	-			99%	0%	U%	0%	U%	0%	Г	0.088	Г		10000	Г
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		SR 7 Braddock						407				_			
522 Piccadilly St	City of Winch			F	97%	0%	1%	0%	1%	0%	F	0.096	F		5500	F
	From:		Piccadilly St				+									
522 Fairmont Ave	City of Winch			F	97%	0%	1%	0%	1%	0%	F	0.102	F		5500	F
(322)	Tol						_									
522 Fairmont Ave	City of Winch		ommercial St	F	97%	0%	1%	0%	1%	0%	С	0.101	F		11000	F
522 Fairmont Ave	City of Willer	estei 0.55	11000		91 /0	076	1 /0	0 /6	1 /0	0 /6	C	0.101	-		11000	
~~~	To: From:		CL Winchester						407							
(522) Maple St	Frederick Co	ounty 1.70	11000	F	97%	0%	1%	0%	1%	0%	С	0.103	F		11000	F
	To: From:		SR 37													
(522) Frederick Pike North	Frederick Co	unty 2.81	21000	F	86%	1%	1%	1%	11%	0%	F	0.087	F		20000	F
<u></u>	To	34-654	4 Cedar Grove	Rd			$\neg$									
522 Frederick Pike North	Frederick Co	unty 4.24	18000	F	86%	1%	1%	1%	11%	0%	F	0.087	F		17000	F
	To:	3/	I-600 Siler Rd													
522 Frederick Pike North	Frederick Co			F	86%	1%	1%	1%	11%	0%	F	0.085	F		15000	F
(322). (322).	T-1	-			0070	.,,		. , 0	,0	0,0	•	0.000	•		.0000	•
Fraderick Dike North	From: Frederick Co		27 Bloomery Pi		86%	1%	10/	40/	110/	00/	С	0.110	۸		7000	^
522 Frederick Pike North	Frederick Co	ounty 3.26	8300	Α	00%	1%	1%	1%	11%	0%	C	0.118	Α		7800	Α
	To: From:		Cumberland Tra				ᅪ				_		_		_	_
522 Frederick Pike North	Frederick Co				86%	1%	1%	1%	11%	0%	F	0.078	F		7400	F
	To:		Virginia State L													
	From:		159A FROM &	& TO IS	S 64											
(522) Ramp	Goochland Co		NA									NA			NA	
	To:	I-64-E FRO U	S 522SOUTH	& NOR	TH											
~~~-	From:	US 522 I-64-W		& TOI	S 64											
(522) Ramp	Goochland Co		NA									NA			NA	
<u>~</u>	To	I-64-W FROM I	US 522SOUTE	H & NO	RTH											

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

								Trı	ck			K		Dir		
Jurisdictio	on L	ength	AADT	QA	4Tire	Bus					QC		QK		AAWDT	Q۷
From:	US 52	2 I-66-E0	006A TO &	FROM	RT 66											
Warren Cou	unty	0.15	5500	F								0.076	F		5500	F
To:	I-66-E FRO	OM RT 5	22; 34000-	SOUTH	& NORTI	Н										
From:		US 522	TORT 66	WEST												
Warren Cou	ınty	0.19	3500	F			•					0.103	F		3500	ı
To:	I-66-V	W FROM	I RT 522; 3	4000- NO	ORTH											
From:		US 522	TORT 66	WEST												
Warren Cou	unty	0.15	2700	F								0.087	F		2700	ı
To:		W FROM	I RT 522; 3	4000- SC	OUTH											
From		LIS 522	US 11 Can	neron St												
City of Winch	ester				97%	0%	1%	0%	1%	0%	F	0.088	F		8900	
								-,-		-,-	-		•			
City of Minob	L cotor				070/	10/	20/	00/	00/	00/	Е	0.096			7200	
City of Winch	lester				97%	170	2%	0%	0%	0%	Г	0.066	Г		7200	
From:				t												
St City of Winch	ester		7200	F	97%	1%	2%	0%	0%	0%	С	0.087	F		7600	
,			13000	F	97%						C	NA			14000	
					0.70	.,,		0,0	0,0	0,0						
From	L				070/	10/	10/	00/	40/	00/		0.000			6200	
St City of Winch											_					
Combined Traffic Estimates for 2 Paralle	el Roadways on this				97%	1%	1%	0%	1%	0%	F	0.097	F		15000	
				•												
From:											_		_			
Rappahannock	County	0.72	1000	G	98%	1%	1%	0%	0%	0%	C	0.111	F	0.537	1000	(
To: From:		WC	CL Washing	ton												
Town of Washington	n (Maint: 78)	0.37	1000	N	08%	10/	10/	0%	0%	0%	N	0 111	N	0.537	1000	ı
To:						170	170	070	070	070	14	0.111	14	0.557	1000	
From:					•											
Town of Washingtor	n (Maint: 78)	0.26	1000	N	98%	1%	1%	0%	0%	0%	Ν	0.111	Ν	0.537	1000	
To:		FC	T Washing	ton												
From:																
Rappahannock	County				98%	1%	1%	0%	0%	0%	Ν	0.111	N	0.537	1000	
To:		US 2	11 Lee Hig	hway												
From			I-64													
					97%	0%	0%	0%	2%	0%	F	NA			36000	
Combined Traffic Estimates for 2 Parallel				G	98%	0%	0%	0%	1%	0%	F	NA			63000	(
To:																
From:						007		007	007	001	_	0.000			00000	
City of Norfolk (M	riaint: 64)			Α	9/%	υ%	υ%	υ%	2%	υ%	Ċ	0.209	Α		20000	
Combined Traffic Estimates for 2 Parallel	1 D 1	D .	05000	Α	98%	0%	0%	0%	1%	0%	С	0.136	Α		43000	
	Warren Cot Warren Cot Warren Cot Warren Cot From Warren Cot City of Winch City of Winch City of Winch To St City of Winch Combined Traffic Estimates for 2 Parall To Rappahannock Rappahannock Town of Washingtor Warren County Tip: I-66-E FR0 From: Warren County Tip: I-66-E FR0 Warren County Tip: I-66-T From: I-66-T	Name	Warren County	Warren County	Warren County	Varren County	Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second S	Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second S	Section County Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Variety Vari	March Country O.15 S500 F	Section Company Comp	Section County Married Length AADT QA	Section Length AADT AA ATTICLE SUBJECT STATE S			

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

		Primary ar	id interst	ale Not	1100											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Day	From:	I-564-S000D	1 564 D ET	OMIC	5611		2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
Rev 564 Ramp	L City of Norfolk (Mai		NA NA	COM 15.	304A							NA			NA	
(304) Trainp	To:	I-564-N US 46		ROM H.	O.V. L							101			1471	
South	From:		I-64													
564)	City of Norfolk (Mai	int: 64) 0.80	22000	G	98%	0%	0%	0%	1%	0%	F	NA			27000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	52000	G	98%	0%	0%	0%	1%	0%	F	NA			63000	G
Counth	To- From:	SR 406 Inter	national Te	rminial I	Blvd		<u> </u>									
South (564)	City of Norfolk (Mai	int: 64) 1.84	18000	Α	98%	0%	0%	0%	1%	0%	С	0.225	Α		22000	Α
304)	Combined Traffic Estimates for 2 Parallel I	,		Α	98%	0%	0%	0%	1%	0%	С	0.136	Α		43000	Α
	To		dmiral Tau						.,,							
South	From:	I-564-S TO RT 1	65-LITTLE	E CREEI	K ROAD											
(564) Ramp	City of Norfolk (Mai		NA									NA			NA	
$\overline{}$	To:	SR 165 RAMP T	O I-64 EAS	T FRON	A RT 564											
South	From	I-564-S TO I-64		60-GRA	NBY ST											
(564) Ramp	City of Norfolk (Mai	int: 64) 0.35	NA									NA			NA	
South	To: From:	SR 406-E	001A FRO	M RT 40)6											
(564) Ramp	City of Norfolk (Mai	int: 64) 0.12	NA									NA			NA	
•	To:		OC TO RT	64 WES	т											
South	From:			OT WES	1							NIA			NIA	
Ramp	City of Norfolk (Mai ™.	int: 64) 0.13 US 460 Gar	NA FROM P	Γ 564 & .	106							NA			NA	
0	From	-	00B TO I-6				1									
South (564) Ramp	City of Norfolk (Mai		NA	4 WESI								NA			NA	
304)	To:	,	ROM RT 56	54 SOUT	Ή											
South	From:	I-564-S	TO H.O.V	. LANE												
(564) Ramp	City of Norfolk (Mai		NA									NA			NA	
	To:	I-564-R I-56	4-R000A F	ROM I-5	64A											
North	From:	SR 24 Elm A														
(581)(220)	City of Roanoke (Ma	,	36000	G	94%	1%	1%	1%	4%	0%	F	NA			41000	G
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	75000	G	94%	1%	1%	1%	4%	0%	F	NA			84000	G
North	To: From:	US 1	1 Williams	on Rd												
581) 220	City of Roanoke (Ma	aint: 80) 0.31	39000	G	94%	1%	1%	1%	4%	0%	F	NA			44000	G
00.7(220)	Combined Traffic Estimates for 2 Parallel I		79000	G	94%	1%	1%	1%	4%	0%	F	NA			89000	G
	To:	•	460 Orange	Ave			<u> </u>									
North	City of Roanoke (Ma		40000	A	94%	1%	1%	1%	4%	0%	_	0.102	Α		43000	Α
581 220	City of Roanoke (Ma Combined Traffic Estimates for 2 Parallel I			A	94% 94%	1%	1%	1%	4% 4%	0% 0%	_ _	0.102	A		43000 85000	A
			ley View B		34 /0	1 /0	1 /0	1 /0	4/0	U /0	Г	0.101	^		00000	^

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		lley View Blv													
581 220	City of Roanoke (Ma	,	31000	Α	94%	1%	1%	1%	4%	0%	С	0.105	A		34000	A
	Combined Traffic Estimates for 2 Parallel			Α	94%	1%	1%	1%	4%	0%	С	0.106	Α		69000	Α
North	To: From:	SR 10	1 Hershberger	r Rd												
581) 220	City of Roanoke (Ma	aint: 80) 1.75	27000	Α	94%	1%	1%	1%	4%	0%	F	0.11	Α		30000	Α
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	Α	94%	1%	1%	1%	4%	0%	F	0.105	Α		59000	Α
North	To: From:	SR 11	7 Peters Creel	k Rd												
581)(220)	Roanoke Cour	nty 0.84	23000	G	94%	1%	1%	1%	4%	0%	F	NA			25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	94%	1%	1%	1%	4%	0%	F	NA			52000	G
	To:	R	amp to I-81 N	Ī			\neg									
North 581 Section 1581 N Ramp	Roanoke Cour		14000	G	94%	1%	1%	1%	4%	0%	F	NA			15000	G
581) 1 301 W Kamp	Combined Traffic Estimates for 2 Parallel	•		G	94%	1%	1%	1%	4%	0%	F	NA			31000	G
	To:	rtoadways on this rtoute.	I-81 S		J 7 70	170	170	170	770	070	•	IVA			31000	J
North	From:	I-581-N TO RT 46-	EAST00- OR	ANGE	AVENUE	3										
S81 Ramp	City of Roanoke (Ma	aint: 80) 0.18	10000	G								NA			10000	G
	To:	US 460 FI	ROM RT 581	NORT	Н											
North	From:	I-581-N TO RT 460			E AVENU	Е										
581 Ramp	City of Roanoke (Ma		3200	G								NA			3200	G
<u> </u>	10*		ROM RT 581	NORT	Н		_									
North (581) Ramp to Valley View Blvd	City of Roanoke (Ma		I-581 North 8300	G	99%	0%	0%	0%	0%	0%	С	0.097	F		8300	G
581 Ramp to valley view blvd	City of Roanoke (Ma		lley View Blv		99%	0%	0%	0%	0%	0%	C	0.097	Г		6300	G
North	From:	I-581-N TO RT 101	*		RGER R	0										
(581) Ramp	City of Roanoke (Ma		NA	71011101	ERGER R							NA			NA	
	To:	SR 101 RAMP FR	OM RT 581 F	FROM	RT 581 N											
North	From:	I-581-N TO RT 101	WEST00- HE	ERSHB	ERGER R	О.										
(581) Ramp	City of Roanoke (Ma	aint: 80) 0.19	NA									NA			NA	
	To:	SR 101 SR 101-	E001B FROM	1 & TC	RT 58											
North	From:	I-581-N TO RT 117		ERS CR	EEK ROA	A										
581 Ramp	City of Roanoke (Ma	,	NA	MODE	.,		_					NA			NA	
	10.		ROM RT 581 1				_									
North (581) Ramp	City of Roanoke (Ma	I-581-N TO RT 117 aint: 80) 0.21	WESTOO- PE	EΓERS	CREEK I	Κ.						NA			NA	
28.1 Lyamb	City of Roanoke (Ma	SR 117 SR 117-		1 & TC	RT 58							INA			INA	
North	From	SK 117 SK 117-	I-581		-11 00		<u> </u>									
(581) (220) Ramp from I-581 N E	— xit 1 to I-81 N at Exit 143 Roanoke Cour	nty 0.29	9300	G	94%	1%	1%	1%	4%	0%	F	NA			10000	G
	To:	•	I-81 N													

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

		Primary a						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 24 Elm A	ve; US 220	Webber	Ехру											
581)(220)	City of Roanoke (Maint: 80)	0.77	39000	G	93%	1%	1%	1%	5%	0%	F	NA			43000	G
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	75000	G	94%	1%	1%	1%	4%	0%	F	NA			84000	G
South	To: From:	US 1	1 Williamso	on Rd												
581) 220	City of Roanoke (Maint: 80)	0.45	39000	G	93%	1%	1%	1%	5%	0%	F	NA			44000	G
001/220	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	79000	G	94%	1%	1%	1%	4%	0%	F	NA			89000	G
	To	US	460 Orange	Ave												
South (581) (220)	City of Roanoke (Maint: 80)	1.41	39000	Α	93%	1%	1%	1%	5%	0%	F	0.1	Α		42000	Α
(361)(220)	Combined Traffic Estimates for 2 Parallel Roadway			A	94%	1%	1%	1%	4%	0%	F	0.101	Α		85000	Α
	To:	'	lley View B		0.70	.,,		.,,	.,,	0,0	•	00.			00000	
South	From:		•		000/	40/	40/	40/	5 0/	00/	_	0.407			0.4000	
581 220	City of Roanoke (Maint: 80)	1.49	31000	A	93%	1% 1%	1%	1% 1%	5% 4%	0%	С	0.107	A A		34000	A
	Combined Traffic Estimates for 2 Parallel Roadway	'		Α	94%	170	1%	1%	4%	0%	С	0.106	А		69000	Α
South	From:)1 Hershberg													
581 220	City of Roanoke (Maint: 80)	1.33	27000	Α	93%	1%	1%	1%	5%	0%	F	0.105	Α		30000	Α
\circ	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	55000	Α	94%	1%	1%	1%	4%	0%	F	0.105	Α		59000	Α
South	Ta: From:	N	NCL Roanok	te												
581) 220	Roanoke County	0.14	27000	Α	93%	1%	1%	1%	5%	0%	F	0.105	Α		30000	Α
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	55000	Α	94%	1%	1%	1%	4%	0%	F	NA			59000	Α
South	Ta: From:	SR 11	7 Peters Cre	ek Rd												
581) 220	Roanoke County	0.72	23000	G	93%	1%	1%	1%	5%	0%	F	NA			26000	G
00.7(220)	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	46000	G	94%	1%	1%	1%	4%	0%	F	NA			52000	G
	To:		I-81													
South (581) I-581 S Ramp	Roanoke County	0.26	mp from I-8 14000	1 S G	93%	1%	1%	1%	5%	0%	F	NA			15000	G
581) 1 301 0 Italip	Combined Traffic Estimates for 2 Parallel Roadway			G	94%	1%	1%	1%	4%	0%	F	NA			31000	G
	To:	yo on the reduct.	I-81 N		0 170	170		170	170	070					01000	
South	From:	I-581-S TO RC	UTE 2400-	ELM ST	TREET											
(581) Ramp	City of Roanoke (Maint: 80)	0.09	12000	G								NA			12000	G
	To:	SR 24	FROM RT 5	581 S &												
South	From:	I-581-S TO RT 1		IAMSO	N ROAD											
S81 Ramp	City of Roanoke (Maint: 80)	0.14	NA DOM DT 50	1 COUT	T							NA			NA	
Oth-	From		ROM RT 58			D.	<u> </u>									
South (581) Ramp	City of Roanoke (Maint: 80)	I-581-S TO RT 460 0.13	8800	<u>G</u>	AVENU.	E						NA			8800	G
301)	To:		ROM RT 58		Ή							. 4/ 1			2300	0
South	From:	I-581-S TO RT 460				E	i									
(581) Ramp	City of Roanoke (Maint: 80)	0.13	2900	G								NA			2900	G
\smile	To:	US 460 F	ROM RT 58	1 SOUT	Ή											

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

Doute	luvia diation	Longth)a		Tru	ck		00	K	OK	Dir	4 4 14 / D.T.	0\\
Route	Jurisdiction	Length	AADT	QA	41Ire i	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South 581 Ramp	City of Roanoke (M	laint: 80) 0.20	I-581 South									NA			NA	
361) reamp	To:		01 Hershburge	er Rd								1.0.				
South	From:	I-581-S TO RT 101		ERSHBI	ERGER RO											
Ramp	City of Roanoke (M		NA	COLUMN			_					NA			NA	
	Touri		ROM RT 581				<u> </u>									
South 581 Ramp	City of Roanoke (M	I-581-S TO RT 117 laint: 80) 0.19	NA NA	ERS CR	EEK ROA							NA			NA	
561) ramp	To:		ROM RT 581	SOUTI	H							100				
South	From:	I-581-S TO RT 117	WEST-PET	ERS CR	EEK ROA											
Ramp	City of Roanoke (M		NA									NA			NA	
<u> </u>	To:		ROM RT 581		H											
598) E River Mountain Rd	From:_ Bland Count		Virginia State 120	Line G	92%	4%	0%	0%	3%	0%	С	0.16	F	0.6	130	G
598 E River Mountain Ru	Diana Count	.,	52 North Sce			+70	0%	076	3%	076	C	0.10	Г	0.6	130	G
	From:		E River Mour				l									
598) Ramp From US 52; SR 59	5 to I-77 SB at Exit 66 Bland Count		NA									NA			NA	
\smile	To:		I-77 SB													
	From:		North Scenic												070	_
598 52 Ramp From US 52;	SR 595 to I-77 NB at Exit 66 Bland Count	ty 0.10	870 I-77 NB	G								NA			870	G
	From:	FR and V	VB I-664 Exit	5 ramps	3		l l									
664) I-664 Exit 5 Ramp (from be	oth directions merged) City of Newport News		NA	o rump.	,							NA			NA	
	To:		S 60 WB Wa	rwick A	ve		П									
664) I-664 Exit 5 Ramp (from be	oth directions merged) City of Newport News		NA									NA			NA	
	To:		35th St													
Down	From:		O WARWICK	K AVEN	IUE							NΙΔ			NIA	
Ramp	City of Newport News	,	NA P FROM ROU	JTE 664	<u> </u>							NA			NA	
	From:		W009B TO R													
Ramp	City of Suffolk (Ma		NA									NA			NA	
<u> </u>	To:	SR 164	FROM ROU	TE 664												
East	From:	1	I-64		0.407	201		407	407	00/	_	0.000	_		44000	_
Hampton Roads Beltway	City of Hampton (M	,	38000	G		0% no/	1%	1%	4%	0% 0%	F	0.096	F	0 600	41000	G
	Combined Traffic Estimates for 2 Parallel	i Roadways on this Route: <i>East I-664 i</i> s		G South		0%	1%	1%	4%	0%	г	0.084	Г	0.608	82000	G
	To:		whatan Parkw													
East	From:				0.407	201		40/	407	00/	_	0.4	_		00000	
Hampton Roads Beltway	City of Hampton (M		36000	G G		0% no/	1%	1%	4% 4%	0% 0%	F	0.1	F F	0 622	39000	G G
	Combined Traffic Estimates for 2 Parallel	i Roadways on this Route: <i>East I-664 i</i> s				0%	1%	1%	4%	0%	г	0.087	г	0.632	82000	G
		Last 1-004 is	, Jigi i c u do	Journ	, 00-7											

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	n Longth	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. 0//
Noute	Julisticuo				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QVV
East	From:		Aberdeen Ro		0.40/	00/	40/	40/	407	00/	_	0.000	F		27000	0
Hampton Roads Beltway	City of Hampton (I	•	34000	G	94%	0%	1%	1%	4%	0%	F	0.099	•		37000	G
	Combined Traffic Estimates for 2 Paralle	,		G	94%	0%	1%	1%	4%	0%	F	0.099	F		75000	G
	To:	East I-664 is	S <i>Signea &</i> L Newport		n I-664											
East	From		SCL Hampt													
Hampton Roads Beltway	City of Newport News		34000	G	94%	0%	1%	1%	4%	0%	F	0.099	F		37000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	69000	G	94%	0%	1%	1%	4%	0%	F	NA			75000	G
		East I-664 is		as Sout	h I-664											
	То:	Roanc	ke Ave; Ch	estnut St												
East 664 Hampton Roads Beltway	City of Newport News	s (Maint: 99) 1.02	32000	G	94%	0%	1%	1%	4%	0%	_	0.101	_		34000	G
664 Hampton Roads Beitway		` '		G		0%							F	0.000		_
	Combined Traffic Estimates for 2 Paralle	ei Roadways on this Route East I-664 is			94%	0%	1%	1%	4%	0%	г	0.088	Г	0.620	68000	G
East	To: From:	SR 143	Jefferson Av	ve; 35th S	St											
664 Hampton Roads Beltway	City of Newport News	s (Maint: 99) 1.64	24000	G	94%	0%	1%	1%	4%	0%	F	0.084	F		26000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	57000	G	94%	0%	1%	1%	4%	0%	F	0.084	F	0.616	62000	G
		East I-664 is	s signed a	as Sout	h I-664											
F4	To: From:		Terminal A	ve												
East 664 Monitor Merrimac Memorial	Bridge Tunnel City of Newport News	s (Maint: 99) 2.84	29000	Α	94%	0%	1%	1%	4%	0%	F	0.123	Α		31000	Α
664) Meriller Merillinge Merileria	Combined Traffic Estimates for 2 Parallel	, ,		A	94%	0%	1%	1%	4%	0%	F	NA	,,		63000	Α
	Combined Frame Loumated for 2 Farance	East I-664 is				070	170	170	170	070	•				00000	,,
	To:	<u> </u>	WCL Suffo		77.007											
ast	From:	EC	L Newport	News												
664) Monitor Merrimac Memorial	Bridge Tunnel City of Suffolk (M	laint: 61) 3.05	29000	Α	94%	0%	1%	1%	4%	0%	F	0.123	Α		31000	Α
	Combined Traffic Estimates for 2 Paralle	-		Α	94%	0%	1%	1%	4%	0%	F	0.106	Α		63000	Α
		East I-664 is	s signed a	as Sout	h I-664											
	To: From:	SF	135 Colleg	ge Dr												
East 664 Hampton Roads Beltway	City of Suffolk (M	laint: 61) 1.38	28000	Α	94%	0%	1%	1%	4%	0%	С	0.129	Α		30000	Α
004 Transfor Roads Bellway	Combined Traffic Estimates for 2 Paralle	•		Ğ	94%	0%	1%	1%	4%	0%	С	0.123	Α	0.559	65000	G
	Combined Trainic Estimates for 2 Farance	East I-664 is				076	1 /0	1 /0	4 /0	0 /6	C	0.103	^	0.559	03000	G
	To:															
East	From		4 Western l													
Hampton Roads Beltway	City of Suffolk (M	•	26000	F	94%	0%	1%	1%	4%	0%	F	NA			28000	F
\smile	Combined Traffic Estimates for 2 Parallel	•		F	94%	0%	1%	1%	4%	0%	F	NA			59000	F
		East I-664 is			h I-664											
	To:	U	S 17 Bridge	Rd												

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		US	S 17 Bridge	Rd												
664 Hampton Roads Beltway	City of Suffolk (N	laint: 61)	0.62	37000	F	94%	0%	1%	1%	4%	0%	F	NA			40000	F
\bigcirc	Combined Traffic Estimates for 2 Paralle	el Roadways	on this Route:	77000	F	94%	0%	1%	1%	4%	0%	F	NA			82000	F
			East I-664 is			h I-664											
	To:			CL Chesape													
East	Git at Change also	(NA=:=+: C4)		WCL Suffo		0.40/	00/	40/	40/	407	00/	_	NIA			40000	_
664 Hampton Roads Beltway	City of Chesapeake	` ,	0.16	37000	F	94%	0%	1%	1%	4%	0%	F	NA			40000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways			F	94%	0%	1%	1%	4%	0%	F	NA			82000	F
			East I-664 is	signea a	s Sout	n I-664											
East	To: From:		64-65	59 Pughsvi	le Rd												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.02	40000	G	94%	0%	1%	1%	4%	0%	F	NA			43000	G
,	Combined Traffic Estimates for 2 Paralle	` ,	on this Route:	88000	G	94%	0%	1%	1%	4%	0%	F	NA			94000	G
			East I-664 is														_
	To:			7 Portsmou													
East	From:		SK 33	/ FOITSIIIOU	ui bivu												
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.10	41000	G	94%	0%	1%	1%	4%	0%	F	NA			44000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways			G	94%	0%	1%	1%	4%	0%	F	NA			91000	G
			East I-664 is	signed a	s Sout	h I-664											
	To: From:		64-663	Dock Land	ing Road												
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.18	36000	G	94%	0%	1%	1%	4%	0%	F	NA			38000	G
664) Hampton Roads Beitway	Combined Traffic Estimates for 2 Parallel	` ,	_		G	94%	0%	1%	1%	4%	0%	F	NA			93000	G
	Combined Traine Estimates for 21 arang	51 Noauways	East I-664 is				070	1 /0	1 /0	470	070	'	INA			33000	O
	_																
East	To:		US 13, US 58,	US 460 M	ılıatry Hı	ghway											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.13	59000	G	94%	0%	1%	1%	4%	0%	F	NA			64000	G
\bigcirc	Combined Traffic Estimates for 2 Paralle	el Roadways	on this Route:	121000	G	94%	0%	1%	1%	4%	0%	F	NA			131000	G
			East I-664 is	signed a	s Sout	h I-664											
	To:		US 13, US 46	0 Military l	Highway	South		\neg \vdash									
East 664 Hampton Roads Beltway	City of Changanaka	(Maintr C4)	0.73	EE000		94%	0%	10/	40/	407	00/	_	NA			59000	G
664 Hampton Roads Beitway	City of Chesapeake	` ,		55000	G			1%	1%	4%	0%						
	Combined Traffic Estimates for 2 Paralle	ei Roadways	on this Route: East I-664 is			94%	0%	1%	1%	4%	0%	F	NA			126000	G
	To:			I-64; I-264		11-004											
	From the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of	<u> </u>				****											
East	City of Hampton (I	Maint: 00)	I-664-E TO 0.16	NA	'AN PK	N Y							NA			NA	
664 Ramp	To:	viairit. 33)	114-7059; 114		TO RT 6	64 FR							INA			INA	
F4	From	I	114 7000, 114	I-664 East		V111											
East 664 Ramp	City of Hampton (I	Maint: 99)	0.14	1-664 East	G								0.084	F		5900	G
004	To:	viairit. 33)		025 Aberde				_					0.004	•		3300	J
F	From	! 	114-7														
East 664 Ramp	City of Newport New	s (Maint: 00)	0.15	I-664 East 4600	G								0.103	F		4600	G
664 Kamp	City of Newport New			019 Chestn									0.103	Г		4000	G
			121-7	019 CHESHI	ui Ave												

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route

Primary and Interstate Routes

Route	Jurisdiction -	Length AADT QA 4Tire Bus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	$\Delta \Delta M/DT = \Omega M$
East 664 Ramp	City of Newport News (Maint: 99)	1-664-E TO 35TH STREET 0.32 NA 1-664-W005A I-664- 5A TO 35TH S	NA NA	NA
East 664 Ramp	City of Newport News (Maint: 99)	I-664-E TO INSPECTION STATION 0.21 NA I-664-E FROM INSPECTION STATION	NA NA	NA
East 664 Ramp	City of Newport News (Maint: 99)	I-664-E TO 26TH & 27TH STREETS 0.15 NA	NA	NA
East Ramp	City of Newport News (Maint: 99)	I-664-E006B TO 27TH STREET 0.10 NA 4US 60-P	NA NA	NA
East 664 Ramp	City of Newport News (Maint: 99)	I-664-E006A TO 27TH STREET 0.16 NA 121-3 FROM ROUTE 664 EAST	NA NA	NA
East 664 Ramp	City of Newport News (Maint: 99)	I-664-E TO TERMINAL AVENUE 0.17 NA INAL AVENUE FROM ROUTE 664 EASTSOUTH	NA	NA
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E TO RT 135 0.26 NA SR 135 FROM I-664	NA NA	NA
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E TO RT 135 0.21 4100 F SR 135 FROM I-664	NA NA	4100 F
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E TO ROUTE 164 0.23 9800 F I-664-E009B TO ROUTE 164 EAST	NA NA	9800 F
East 664 Ramp	City of Suffolk (Maint: 61)	0.18 NA SR 164 FROM ROUTE 66	NA NA	NA
East 664 Ramp	From: City of Suffolk (Maint: 61) To:	I-664-E009A TO ROUTE 164 EAST 0.46 NA I-664-W009B TO ROUTE	NA NA	NA
East 664 Ramp	City of Chesapeake (Maint: 64)	I-664-E TO PUGHSVILLE ROAD 0.35 NA	NA	NA
East Ramp	City of Chesapeake (Maint: 64)	0.08 NA 131-8529 FROM ROUTE 664 EASTSOUTH	NA NA	NA
East 664 Ramp	City of Chesapeake (Maint: 64)	664-E010A TO PUGHSVILLE ROAD NORTH 0.03 NA 131-8529 TO & FROM ROU	NA NA	NA

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

		i iiiiaiy an	a mitorotati	o i toutt							17		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire B	IS	T xle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:		4-E TO RT 33	37											
664 Ramp	City of Chesapeake (Mai		NA				•				NA			NA	
	To:	SR 33	37 FROM I-6	64											
East	From:		4-E TO RT 33	37											
(664) Ramp	City of Chesapeake (Mai		NA				•				NA			NA	
$\overline{}$	To:	SR 337 SR 337-V	V014A TO A	ND FRC	M I-6										
East	From:	I-664-E TO D		NG RO	AD										
664 Ramp	City of Chesapeake (Mai	int: 64) 0.06	NA								NA			NA	
	To	I-664-E012B TO DOC	K LANDING	G ROAD	00- NORT										
East	City of Chesapeake (Mai		NA				<u>.</u> II				NA			NA	
664 Ramp	To:	131-8527 FROM		FACTO	OUTH						INA			INA	
_															
East	City of Change and Alle	I-664-E012A TO DOC	K LANDING NA	ROAD ن	000- NORT						NIA			NA	
Ramp	City of Chesapeake (Mai		TO & FROM	4 DOLL		1	1				NA			INA	
East	O'the of Oh a see selection (Mari	I-664-E TO RO		2460 WE	EST						NIA			NIA	
664 Ramp	City of Chesapeake (Mai	int: 64) 0.47 US 58 FROM R	NA OUTE 664 E	ACTCO	UTU		İ				NA			NA	
East	From:	I-664-E TO RO		&460 EA	ST										
Ramp	City of Chesapeake (Mai	int: 64) 0.25 US 58 FROM R	NA OUTE COAR	ACTCO	UTU	1	1				NA			NA	
				AS150	UIH										
East	From:		I-664 East												
Ramp	City of Chesapeake (Mai	•	NA	D.O.		1	Ī				NA			NA	
	10.		; 1US 13-P F												
East	From:		E TO I-264 E	AST											
(664) Ramp	City of Chesapeake (Mai		NA				1				NA			NA	
<u> </u>	To:	I-264-E I	FROM I-664	EAST											
West	From:		I-64												
664 Hampton Roads Beltway	City of Hampton (Maint	•	38000		94% 0			4%	0%	F	0.102	F		41000	G
	Combined Traffic Estimates for 2 Parallel Ro	•			94% 0	% 19	% 1%	4%	0%	F	0.084	F	0.608	82000	G
		West I-664 is	signed as	North	l-664										
101	To: From:	Pow	hatan Parkwa	ıy											
West 664 Hampton Roads Beltway	City of Hampton (Maint	t: 99) 1.27	40000	G	94% 0	% 19	% 1%	4%	0%	F	0.105	F		43000	G
664 Hampton Roads Bellway	Combined Traffic Estimates for 2 Parallel Ro	•			94% 0			4% 4%	0%		0.103	F	0.632	82000	G
	Complied Traine Estimates for 2 Farallel RO	West I-664 is				/0 I	/U 1 70	470	U70	Г	0.007	ı-	0.032	02000	G
	-				1-004		Ī								
West	To: From:	Alt	erdeen Road												
(664) Hampton Roads Beltway	City of Hampton (Maint	t: 99) 0.28	35000	G	94% 0	% 19	% 1%	4%	0%	F	0.110	F		37000	G
	Combined Traffic Estimates for 2 Parallel Ro	•	69000	G	94% 0	% 19	% 1%	4%	0%	F	NA			75000	G
		West I-664 is													
	To:		Newport Nev												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Lengt	h AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Vest	From:		SCL Hampte													
Hampton Roads Beltway	City of Newport News	,		G	94%	0%	1%	1%	4%	0%	F	0.110	F		37000	G
	Combined Traffic Estimates for 2 Paralle	,		G	94%	0%	1%	1%	4%	0%	F	NA			75000	G
		West I-664														
	To:		ke Avenue; C		t											
/est	From		oke Ave; Che		0.40/	00/		407	407	00/	_	0.44	_		0.4000	_
Hampton Roads Beltway	City of Newport News	,		G	94%	0%	1%	1%	4%	0%	F	0.11	F		34000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rout West I-664		G as Norti	94% h I-664	0%	1%	1%	4%	0%	F	0.088	F	0.620	68000	G
est	To: From:	SR 143	Jefferson Av	ve; 35th S	t											
Hampton Roads Beltway	City of Newport News	s (Maint: 99) 1.41	33000	G	94%	0%	1%	1%	4%	0%	F	0.09	F		36000	G
	Combined Traffic Estimates for 2 Paralle	el Roadwavs on this Rout	e: 57000	G	94%	0%	1%	1%	4%	0%	F	0.084	F	0.616	62000	G
		West I-664		as Nort	h I-664											
	To:		Terminal A	ve												
/est 664) Monitor Merrimac Memorial	Bridge Tunnel City of Newport News	s (Maint: 99) 2.93	30000	Α	94%	0%	1%	1%	4%	0%	F	0.111	Α		32000	Δ
64 Worldon Werninac Wernonar	Combined Traffic Estimates for 2 Paralle	,			94%	0%	1%	1%	4%	0%		NA	^			ļ
	Combined Trainc Estimates for 2 Paralle	West I-664		A as Nort		0%	1%	1%	4%	0%	Г	INA			63000	,
	To:	770017007	WCL Suffo		77 00 7		1									
Vest	From:	Е	CL Newport 1													
Monitor Merrimac Memorial	Bridge Tunnel City of Suffolk (M			Α	94%	0%	1%	1%	4%	0%	F	0.111	Α		32000	Δ
104)	Combined Traffic Estimates for 2 Paralle	•		Α	94%	0%	1%	1%	4%	0%	F	0.106	Α		63000	Δ
		West I-664														
	To:		R 135 Colleg													
/est	City of Cuffolk (MA				0.40/	00/	10/	40/	407	00/	_	0.116	А		24000	_
Hampton Roads Beltway	City of Suffolk (M	,		G	94%	0%	1%	1%	4%	0%	C	0.116	,,		34000	G
	Combined Traffic Estimates for 2 Paralle	-		G	94%	0%	1%	1%	4%	0%	С	0.105	Α	0.559	65000	G
		West I-664			n I-664											
/est	To: From:	SR	64 Western I	Freeway												
Hampton Roads Beltway	City of Suffolk (M	aint: 61) 0.40	28000	F	94%	0%	1%	1%	4%	0%	F	0.116	Ν		31000	F
	Combined Traffic Estimates for 2 Paralle	•	e: 55000	F	94%	0%	1%	1%	4%	0%	F	NA			59000	F
		West I-664	is signed a	as Nort	h I-664											
/est	To: From:		US 17 Bridge	Rd												
Vest 664 Hampton Roads Beltway	City of Suffolk (M	aint: 61) 0.57	39000	F	94%	0%	1%	1%	4%	0%	F	NA			42000	F
	Combined Traffic Estimates for 2 Paralle	•		F	94%	0%	1%	1%	4%	0%	F	NA			82000	F
	Common ramo Edimato for El alano			•	0 170	0 /0	1 /0	. 70	. /0	J /0	•	. 4/ \			02000	•
		West I-664	is signed :	as Nort	h I-664											

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

			Primary ar						Tru	ck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		V	VCL Suffoll	ζ.												
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.62	39000	F	94%	0%	1%	1%	4%	0%	F	NA			42000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on t	this Route:	77000	F	94%	0%	1%	1%	4%	0%	F	NA			82000	F
		W	'est I-664 is	signed a	s Norti	ı I-664											
	To:		64-65	9 Pughsville	Road												
West	City of Changes Iva	(Mainte 64)				94%	0%	40/	40/	40/	00/	F	NΙΔ			E1000	G
Hampton Roads Beltway	City of Chesapeake	,	2.10	48000	G		0% 0%	1%	1%	4%	0%	F	NA			51000	
	Combined Traffic Estimates for 2 Paralle		inis Route: 'es <i>t l-664 i</i> s		G	94% 1-664	0%	1%	1%	4%	0%	г	NA			94000	G
	T					11-004											
West	From:	<u> </u>	SR 33	7 Portsmout	h Blvd												
664 Hampton Roads Beltway	City of Chesapeake	` '	1.03	44000	G	94%	0%	1%	1%	4%	0%	F	NA			47000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on t	this Route:	85000	G	94%	0%	1%	1%	4%	0%	F	NA			91000	G
		W	'est I-664 is	signed a	s Norti	ı I-664											
West	To: From:		Doc	k Landing R	load												
West (664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.48	51000	G	94%	0%	1%	1%	4%	0%	F	NA			55000	G
664) Hampton Reads Beiling	Combined Traffic Estimates for 2 Parallel	,	_		G	94%	0%	1%	1%	4%	0%	F	NA			93000	G
	Combined Traine Learnage for 2 Tarans	•	'est I-664 is				070	1,70	170	170	070	•				00000	Ū
	To:		JS 13, US 58,	_													
West	From:					•											_
664 Hampton Roads Beltway	City of Chesapeake	` '	1.21	62000	G	94%	0%	1%	1%	4%	0%	F	NA			67000	G
	Combined Traffic Estimates for 2 Paralle	•			G	94%	0%	1%	1%	4%	0%	F	NA			131000	G
	To	<i>W</i>	'est I-664 is		s Norti	า I-664											
	10-			I-64; I-264													
West	From:	4 : 4 20)		W TO I-64												40000	_
Ramp	City of Hampton (I	viaint: 99)	0.22	12000 FROM I-664	G								NA			12000	G
	From	<u> </u>						<u> </u>									
West	City of Hampton (I		-664-W TO P 0.13	NA NA	N PARK	WAY							NA			NA	
664 Ramp	City of Fiampion (i		114-7059; 114		R RT 66	4 TO							INA			INA	
Woot	From:	<u> </u>	I-664-W T					<u> </u>									
West (664) Ramp	City of Hampton (I	L Maint: 99)	0.16	NA NA	EN KUF	ΔD							NA			NA	
664) (664)	To:		4-7025; 114-7		OM & T	O ROU											
West	From:			I-664 West				l									
(664) Ramp	City of Newport New	s (Maint: 99)	0.13	990	G								0.096	F		990	G
004)	To:		121-7	017 Roanok	e Ave												
West	From:		I-664-W TO	JEFFERSO	N & 6TI	ł ST											
(664) Ramp	City of Newport New		0.20	NA									NA			NA	
$\overline{}$	To:		I-664-I	E005A TO 3	5TH S												
West	From:		I-664-W005A	A TO JEFFE	ERSON A	AVE											
(664) Ramp	City of Newport New	s (Maint: 99)	0.10	NA									NA			NA	
\smile	To		SR 143 FR	OM ROUTI	E 664 W	ES											

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

		Primary and interstate	: Monres				
Route	Jurisdiction	Length AADT	QA 4Tire Bu	8	Truck 3+Axle 1Trail 2Tra	OC OK	Dir Factor AAWDT QW
West 6664 Ramp	City of Newport News (Maint: 99)	I-664-W TO 25TH & 26TH 0.13 NA				NA	NA
West 664 Ramp	City of Newport News (Maint: 99)	I-664-W006B TO 25TH S 0.13 NA 4US 60-P FROM ROUTE 6				NA	NA
West 664 Ramp	City of Newport News (Maint: 99)	I-664-W006A TO 25TH S 0.10 NA US 60 FROM ROUTE 66				NA	NA
West 664 I-664 WB (NB) Exit 7 Ramp	City of Newport News (Maint: 99)	I-664 WB NB 0.26 NA Terminal Ave				NA	NA
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO RT 13 0.16 1500 SR 135 RAMP FR I-664 FR	F			NA	1500 F
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO RT 13 0.26 3500 SR 135 FROM RTE	F			NA	3500 F
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSPECTION 0.26 360 I-664-W FROM INSPECTIO	F			NA	360 F
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO ROUTE 0.24 7300 SR 164 FROM ROUTE 664 W	F			NA	7300 F
West 664 Ramp	City of Suffolk (Maint: 61)	-664-W TO ROUTES 17 SOUT 0.11 12000 I-664-W009C TO ROUTE 1	F			NA	12000 F
West 664 Ramp	City of Suffolk (Maint: 61)	0.17 NA I-664-E009B I-664- 9B TC				NA	NA
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009B TO ROUTE I 0.11 NA US 17 FROM ROUTE 664 W				NA	NA
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W TO PUGHS VILL 0.19 NA I-664-W010B TO PUGHS VII				NA	NA
West Ramp	City of Chesapeake (Maint: 64)	0.10 NA 131-8529 Pughsville				NA	NA
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W010A TO PUGHSVII 0.05 NA 131-8529 FROM ROUTE 664 V				NA	NA

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

Route	Jurisdiction		h AADT		a Rus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
	Garrie	3.				2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QIV.	Factor	700001	Q
West	City of Chesapeake		564-W TO RT 33 NA	5 /							NA			NA	
664 Ramp	To:	,	37-E014B TO I-6	664 AND FR							INA			INA	
\\/ t	Prom:		564-W TO RT 33												
West 664 Ramp	City of Chesapeake			0 /							NA			NA	
664 / Kamp	To:		R 337 FROM I-66	54							INA			INA	
\\\+	From		DOCK LANDI												
West 664 Ramp	L City of Chesapeake			NG KOAD							NA			NA	
664 Marip	ony or orresupeance										14/1			1471	
West	To- From:	I-664-W012B TO	DOCK LANDIN	G ROAD-SC	OUTH										
(664) Ramp	City of Chesapeake	(Maint: 64) 0.10	NA								NA			NA	
\bigcirc	To:	131-8527 FRO	M ROUTE 664 V	VESTNORT	Ή										
West	From:	I-664-W012A TO	DOCK LANDIN	G ROAD-SO	OUTH										
(664) Ramp	City of Chesapeake	(Maint: 64) 0.07	NA								NA			NA	
$\overline{}$	To:	131-85	27 TO & FROM	DOC											
West	From:	I-664-W TC	ROUTE 58,13&	460 WEST											
(664) Ramp	City of Chesapeake	(Maint: 64) 0.06	NA								NA			NA	
\smile	To:	I-664-W0	13B TO 58,13&4	60 EAST											
West	City of Change and a										NIA			NIA	
664 Ramp	City of Chesapeake		NA 3 TO ROUTE 66	4 E A							NA			NA	
	Francis														
West	City of Channelle		13A TO 58,13&4 NA	60 EAST							NA			NA	
664 Ramp	City of Chesapeake	()	I ROUTE 664 W	ECTNODTE	ī						INA			INA	
	Francis				1										
East December 198	Chapterfield C		2 150 Chippenhar	n Pkwy G 93%	6 1%	10/	20/	20/	00/	С	0.400	F		7900	_
895 Pocahontas Pkwy	Chesterfield Co					1%	2%	3%	0%	_	0.102	Г			G
	Combined Traffic Estimates for 2 Paralle		enrico County Li	G 92%	<u>6 1%</u>	1%	2%	3%	0%	С	NA			16000	G
East	From:		sterfield County Li												
895) Pocahontas Pkwy	Henrico Cou			G 93%	6 1%	1%	2%	3%	0%	С	0.102	F		7900	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	e: 16000	G 92%	6 1%	1%	2%	3%	0%	С	0.109	F	0.533	16000	G
	To		Laburnum Ave												
East	From:														
895 Pocahontas Pkwy	Henrico Cou	•		G 93%		1%	2%	3%	0%	F	0.115	F		2800	G
\smile	Combined Traffic Estimates for 2 Paralle	Roadways on this Route		G 92%	6 1%	1%	2%	3%	0%	F	0.124	F		5500	G
F	To: From:		I-295 SR 895 East												
East 895 Ramp	ا Henrico Cou	nty 0.72		A 93%	6 1%	1%	2%	3%	0%	F	0.129	Α		2800	Α
895/Marib	Combined Traffic Estimates for 2 Paralle	•		A 92%		1%	2%	3%	0%	· -	0.129	A		5500	A
	To:	i Noauways Un Inis Roul	I-295 North	A 927	υ I ⁻ /0	1 70	∠ 70	J ⁷ /0	070	Г	0.110	Α.		5500	А
Most	Fram	T OF. OF		n Dlave											
West	Chesterfield Co		7800 7800	п Ркwy G 92%	6 1%	2%	2%	4%	0%	С	0.115	F		7800	G
OOF IPOCADONIAS PRIMI			1000	u 527	υ Ι/0	∠ /0	∠ /0	-1 /0	U /0	U	0.110			1000	J
895 Pocahontas Pkwy	Combined Traffic Estimates for 2 Paralle	•		G 92%		1%	2%	3%	0%	С	NA			16000	G

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

									_							
Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:		sterfield Cou	_												
Pocahontas Pkwy	Henrico Cou	,		G	92%	1%	2%	2%	4%	0%	С	0.115	F		7800	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	e: 16000	G	92%	1%	1%	2%	3%	0%	С	0.109	F	0.533	16000	G
Vest	To: From:		Laburnum A	ve												
995)Pocahontas Pkwy	Henrico Cou	•		G	92%	1%	2%	2%	4%	0%	F	0.144	F		2700	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou		G	92%	1%	1%	2%	3%	0%	F	0.124	F		5500	G
	To:		I-295	,												
Vest Pomp	Henrico Cou	unty 0.43	SR 895 We	est A	92%	1%	2%	2%	4%	00/	_	0.12	Α		2600	,
Ramp		,								0%						F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	te: 5500 I-295 Sour	A h	92%	1%	1%	2%	3%	0%	F	0.116	Α		5500	P
	- From:	an oos			veny v		<u> </u>									
/est	Chesterfield C		W TO ROUT NA	E 95 SOL	TH							NA			NA	
Ramp	To:	SR 150-E01		MITE 805	WEST		1					INA			INA	
	From:	•														
Vest Pomp	Chesterfield C		V TO ROUT NA	E 95 NOF	CTH							NA			NA	
95 Ramp	To:		ROM ROUT	E 905 W/I	CCT		1					INA				
	E				201											
Colonial Parkway	James City County (estown Visito	or Center O								NA			NA	
1003/Colonial Parkway	James City County (msburg Corp		it							INA			INA	
	From:		nes City Cou													
0003)Colonial Parkway	City of Williamsburg								NA					NA		
	To:		York County	Line												
	From		msburg Corp		it											
Colonial Parkway	York County (Ma	int: US) 10.7	7 6000	0								NA			NA	
	To: From:		US 17										—			
0003 Colonial Parkway	York County (Ma			0								NA			NA	
<u> </u>	To:	99-1020, Moore	House Rd; Yo	rktown V	isitor Cent	er										
	From:		n Dulles Inter	national A	Airport											
₀₀₀₄ Dulles Access Rd	Loudoun County (N											NA			NA	
<u> </u>	To:		airfax County													
Dulles Access Rd	Fairfax County (M		oudoun Count 4 NA	y Line								NA			NA	
0004 Dulles Access Ru	Fairrax County (M		Dulles Toll R	and Mal	000		1					INA			INA	
	E															
Coorgo Washington Marra	in Dorlandy Fairfox County (AA		ount Vernon		Hwy							NIA			NA	
George Washington Memori	ial Parkway Fairfax County (M	ann. US) 8.44	10000	0								NA			NA	
	To: From:		SCL Alexan													
0005 400 Washington St	City of Alexar	ndria 0.9 ²	29000	G	98%	1%	0%	0%	0%	0%	С	0.108	F	0.803	31000	(
	T ₀ .		SR 236 Duk	e St_			┰									
0005 (400) Washington St	City of Alexar	ndria 0.32	28000	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.705	31000	(

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:		Queen St								_					_
(90005) (400) Washington St	City of Alexandria	0.39	33000	G	98%	1%	0%	0%	0%	0%	F	NA			35000	G
<u> </u>	To: From:		Madison St													
(90005) (400) Washington St	City of Alexandria	0.17	32000	G	98%	1%	0%	0%	0%	0%	F	NA			35000	G
	To: From:		1st Street													
90005 George Washington Memorial Parkway	City of Alexandria (Maint: US)	1.81	49000	0								NA			NA	
<u> </u>	To: From:	N	CL Alexand	ria												
90005 George Washington Memorial Parkway	Arlington County (Maint: US)	5.56	91000	G								NA			91000	G
	To: From:	00-6741	Spout Run	Parkway												
(90005) George Washington Memorial Parkway	Arlington County (Maint: US)	3.10	77000	G								NA			77000	G
	To:		fax County l													
	From:	Armigion County Line														
(90005) George Washington Memorial Parkway	Fairfax County (Maint: US)	4.62	53000	0								NA			NA	
<u> </u>	To:	I-495	Capital Bel	ltway												
	From:		I-64 E													
Ramp From I-64 E to Third St	City of Richmond		3600	F	•							0.401	В		4300	F
	To:		3rd St													