COMMONWEALTH of VIRGINIA DEPARTMENT of TRANSPORTATION



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



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2010

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

				_		Truc	ck			K	211	Dir		٥.,
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~	From:	North Carolina State Line	222/								_			
[1]	Mecklenburg County	1.99 1000 F	93%	0%	1%	1%	6%	0%	С	0.084	F	0.575	1000	F
	From:	58-712 Paschall Rd; Palmer Spring 58-712 Palmer Springs Rd	s Rd											
1	Mecklenburg County	6.98 1700 F	94%	0%	1%	1%	4%	0%	С	0.082	F	0.571	1800	F
\downarrow	To							-,-	_					
	Mooklooburg County	US 58 Big Fork 3.15 9000 F	96%	0%	10/	1%	2%	0%	F	0.100	F	0.582	9600	F
1) (58)	Mecklenburg County		90%	0%	1%	1 70	270	0%	Г	0.100	Г	0.362	9000	Г
~~~	From:	US 58 Near SWCL South Hill		407			.=				<u> </u>			
1 } (58)	Mecklenburg County	0.28 <b>6200 N</b>	81%	1%	1%	1%	15%	0%	N	0.091	N	0.57	6100	1
Pure	To: From:	58-780 Bus US 58												
Bus 1 (58) Danville St	Mecklenburg County	0.16 <b>5100 N</b>	96%	0%	1%	1%	2%	0%	N	0.096	N	0.616	5400	1
1 58 Danville St	Weekleriburg Sourity		0070	070		170	270	070	.,	0.000	.,	0.010	0400	
Bus	From:	SCL South Hill												
1 \ (58 ) Danville St	Town of South Hill	1.89 <b>5100 F</b>	96%	0%	1%	1%	2%	0%	С	0.096	F	0.616	5400	F
<u> </u>	To- From:	Locust St			$\Box$ $\vdash$									
Bus 1 \ \( \frac{58}{58} \) Danville St	Town of South Hill	0.28 <b>7200 F</b>	96%	0%	1%	1%	2%	0%	F	0.094	F	0.500	7700	F
1 58 Danville St	Town of Godarrini		0070	070		170	270	070	•	0.004	•	0.000	7700	
Bus	To: From:	Plank Rd												
1 58 Danville St	Town of South Hill	0.09 <b>7900 F</b>	96%	1%	1%	1%	1%	0%	С	0.089	F	0.502	8400	F
$\rightarrow$	To:	Goodes Ferry Blvd												
Bus Ct	Town of Courts I III	-	050/	40/	20/	40/	40/	00/	_	0.000	F	0.500	7000	
1) (58) Danville St	Town of South Hill	0.23 <b>7300 F</b>	95%	1%	2%	1%	1%	0%	С	0.092	г	0.508	7800	F
Bus	From:	Mecklenburg Ave Danville St												
1 58 Mecklenburg Ave	Town of South Hill	0.16 <b>8300</b> F	96%	1%	1%	1%	2%	0%	С	0.091	F	0.5	8800	F
1) (30)	To:													
1 Mecklenburg Ave	Town of South Hill	US 58 BUS; SR 47 Atlantic St 0.08 <b>7000 F</b>	96%	1%	1%	0%	2%	0%	С	0.1	F	0.547	7500	F
1 Mecklenburg Ave	Town of South Hill		90%	170	1 70	076	270	0%	C	0.1	Г	0.547	7300	,
~~	To: From:	Windsor St									_			
1 Mecklenburg Ave	Town of South Hill	0.58 <b>9100 F</b>	97%	1%	1%	0%	1%	0%	С	0.092	F	0.521	9700	F
~	To: From:	E Ferrell St												
1 Mecklenburg Ave	Town of South Hill	2.26 <b>6100 F</b>	97%	0%	1%	0%	1%	0%	С	0.094	F	0.517	6500	F
~	Tox	NCL South Hill			<b>—</b> —									
1	Mecklenburg County	3.54 <b>1800</b> F	97%	0%	1%	0%	1%	0%	F	0.108	F	0.717	1900	-
÷)	To:	Brunswick County Line												
~~	From:	Mecklenburg County Line												
1 Boydton Plank Rd	Brunswick County	0.57 <b>1700 F</b>	97%	0%	1%	0%	1%	0%	F	0.1	F	0.575	1800	F
~	To	12-657 Tanner Town Rd			<u> </u>									
1 Boydton Plank Rd	Brunswick County	4.32 <b>1400 F</b>	88%	1%	2%	1%	9%	0%	С	0.11	F	0.514	1400	F
·) ·	To:													
1 Boydton Plank Rd	Brunswick County	12-644 Grandy Rd; Brunswick I 3.23 <b>1600 F</b>	88%	1%	2%	1%	9%	0%	F	0.105	F	0.527	1700	F
1   Boydton Plank Rd	Brunswick County	SR 46 Cochran	00 /0	I /0	Z /0	1 /0	3/0	U /0		0.103		0.027	1700	Г

#### 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 I	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		R 46 Cochran													
1 Boydton Plank Rd	Brunswick County	1.25	3000	F 88	8%	1%	2%	1%	9%	0%	F	0.094	F	0.527	3000	F
~~	To: From:		South of Albe													
1 Boydton Plank Rd	Brunswick County	0.46	2400	<b>F</b> 90	0%	2%	1%	0%	7%	0%	F	0.096	F	0.539	2400	F
~~	To: From:		SCL Alberta													
Boydton Plank Rd	Town of Alberta (Maint: 12)	1.55	1400	<b>F</b> 90	0%	2%	1%	0%	7%	0%	F	0.098	F	0.554	1400	F
~	To: From:	1	NCL Alberta													
1 Boydton Plank Rd	Brunswick County	4.07	1600	<b>F</b> 90	0%	2%	1%	0%	7%	0%	С	0.109	F	0.515	1600	F
~	To: From:		0 S, Sturgeon													
1 Boydton Plank Rd	Brunswick County	5.39	830		0%	2%	1%	0%	7%	0%	F	0.1	F	0.508	850	F
	To: From:		iddie County I wick County I													
1 Boydton Plank Rd	Dinwiddie County	2.46	1400		6%	1%	1%	1%	1%	0%	F	NA			1500	G
	To	SC	CL McKenney	7												
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23	1400		6%	1%	1%	1%	1%	0%	Ν	NA			1500	Ν
	то.		40 Doyle Blv													
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33	2000		6%	1%	1%	1%	1%	0%	F	0.093	F		2200	G
	To	N/	CL McKenney													
1 Boydton Plank Rd	Dinwiddie County	4.05	2000		6%	1%	1%	1%	1%	0%	Ν	0.093	Ν		2200	Ν
	To		9 Snap Lodge													
1 Boydton Plank Rd	Prom: Dinwiddie County	5.65	2300		6%	1%	1%	1%	1%	0%	F	0.098	F	0.689	2400	G
	To:	26.60	27 Courthouse													
1 Boydton Plank Rd	Prom: Dinwiddie County	2.48	4000		6%	1%	1%	1%	1%	0%	С	0.099	F		4200	G
	Top		0 Turkey Egg													
1 Boydton Plank Rd	Dinwiddie County	3.61	5500		6%	1%	1%	1%	1%	0%	F	0.101	F		5800	G
<u></u>	To		13 Dabney Mi					.,,	.,,		-		-			
1 Boydton Plank Rd	Dinwiddie County	3.09	7900		6%	1%	1%	1%	1%	0%	F	0.093	F		8600	G
	Tod					.,,		.,0	.,0	0,0	-	0.000	•		0000	
Bus	From:		JS 460 Airpor													
1 460 Boydton Plank Rd	Dinwiddie County	1.69	12000	<b>G</b> 96	6%	1%	1%	1%	1%	0%	F	0.090	F		13000	G
Bus	To- From:	I-85 S	SW of Petersb	ourg												
1 \ \( \) \( \) \( \) \( \) Boydton Plank Rd	Dinwiddie County	1.23	14000	<b>G</b> 97	7%	0%	1%	1%	1%	0%	С	0.098	F		15000	G
		SI	R 226 Cox Rd	Į.												
Bus	PromiL				00/	00/	10/	10/	10/	00/	C	0.106	۸	0.510	12000	۸
1 460	Dinwiddie County	0.45	12000		8%	0%	1%	1%	1%	0%	С	0.106	Α	0.518	13000	Α
Bus	To: From:	W	CL Petersburg	g												
1)(460)Washington St	City of Petersburg	0.40	13000	<b>G</b> 98	8%	0%	1%	1%	1%	0%	F	NA			13000	G
$\sim$	To:		Summit St													

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

#### Primary and Interstate Routes

		Primary ar	ia intersta	ale Rol	nes											
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	QW
	-						2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor	, , , , , , ,	~
Bus	From:		Summit St													
1 (460) Washington St	City of Petersh	ourg 0.18	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	G
<u> </u>	To: From:		Elm St				$\neg$ $\vdash$									
Bus Washington Ct	City of Determine	0.57	44000		000/	40/	40/	40/	40/	00/	F	0.005	F		45000	0
1 460 Washington St	City of Petersb	0	14000	G	96%	1%	1%	1%	1%	0%	г	0.085	г		15000	G
Pue	From:	US 1 Par, Was	1 Par; Wyth		a I ana											
Bus (1) (460) Wythe St	L City of Petersb		7600	G	96%	1%	1%	1%	1%	0%	С	0.082	F		8300	G
1 460 Wythe St	Combined Traffic Estimates for 2 Parallel	· ·		G	96%	1%	1%	1%	1%	0%	F	NA	'		17000	G
	Combined Trainic Estimates for 2 Parallel	i Roadways on this Route.	16000	G	90%	170	1%	1%	170	0%	Г	INA			17000	G
Bus	To: From:		Perry St													
1 \( 460 \) Wythe St	City of Petersh	oura 0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA			10000	G
1)(400)	Combined Traffic Estimates for 2 Parallel	-	19000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
					0070	170	170	170	170	070	•	1471			20000	O
Bus	To: From:	SR	36 Market	St												
1 (460) (36) Wythe St	City of Petersh	ourg 0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
	та:Г	ALTERIA	G 201 G	G.			<del></del> 1									
ALT Bus	From:	ALT U	S 301 Sycar	nore St												
1 301 460 36 Wythe St	City of Petersh	ourg 0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
	To:	Bus U	S 460 Jeffer	son St												
ALT	From:		JS 460 Wyt													
1 301 Jefferson St	City of Petersh	ourg 0.09	3900	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4200	G
$\bigcirc$	Tax	Bus US 4	50 Par, Wasl	nington S	St		<u> </u>									
ALT Lafface of Ot	O'the of Data and					40/	40/	40/	407	00/	_	0.000	_	0.074	000	_
1 301 Jefferson St	City of Petersh	ourg 0.26	790	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	G
ALT.	To: From:		Henry St													
ALT (1) (301) 3rd St	City of Petersb	ourg 0.05	320	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	G
1 301 3rd St	City of Feters.	oury 0.05	320	<u> </u>	90 /6	1 /0	1 /0	1 /0	1 /0	0 /6		0.115		0.575	330	G
ALT	To: From:	US 3	301 Par, Ban	k St												
1 301 3rd St	City of Petersh	oura 0.05	400	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	G
(1) (301) and at	To:	•	1 Bollingbro		0070	.,,		.,0	.,,	0,0	-	• • • • • • • • • • • • • • • • • • • •	•	0.00	.00	•
ALT	From:		1; 3RD STI													
(1) $(301)$ $(301)$ $(36)$ Bollingbro	ook St City of Petersh	ourg 0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	G
	To	TIG 1 D TIG	201 D D													
( ) ( ) 2nd St	City of Petersb	US 1 Par; US ourg 0.35	301 Par; Bo	ollingbro <b>G</b>	ok St 99%	0%	0%	0%	0%	0%	F	NA			14000	G
1 (301) 2nd St	City of Peterst				99%	U%	0%	U%	U%	U%	Г	INA			14000	G
	From:		Colonial He CL Petersbu													
1 301 Boulevard	L City of Colonial H		12000	G	99%	0%	0%	0%	0%	0%	F	NA			13000	G
(1) (301) Bodicvard	City of Colonial I				5576	0 /0		J /0	0 /0	0 /0	•	14/7			10000	5
~~~-	To: From:		Dupuy Ave													
1 301 Boulevard	City of Colonial H	Heights 0.40	25000	G	99%	0%	0%	0%	0%	0%	F	NA			26000	G
	_ To:	V	Vestover Av	e			\lnot \vdash									
1 301 Boulevard	City of Colonial H		23000	Α	99%	0%	0%	0%	0%	0%	С	0.101	Α	0.506	25000	Α
(1)(301)	To:		nders Bridge	Rd							-					
		Bitti														

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	QV
~~-	From:	Branders B													
1 301 Boulevard	City of Colonial Heights	0.26 250 0	00 G	99%	0%	0%	0%	0%	0%	F	NA			26000	G
~~~	To: From:	Temple		2001	201		201	201	00/					0.4000	
1 301 144 Boulevard	City of Colonial Heights	0.74 <b>230</b> 0	00 G	99%	0%	0%	0%	0%	0%	F	NA			24000	G
	From:	Lakeviev		000/	00/		00/	00/	00/		NIA			00000	
1 301 144 Boulevard	City of Colonial Heights	0.17 <b>210</b> 0	00 G	99%	0%	0%	0%	0%	0%	F	NA			23000	G
~~~	To: From:	Ellerslie													
1 (301) (144) Boulevard	City of Colonial Heights	0.19 260 0	00 G	99%	0%	0%	0%	0%	0%	F	NA			27000	G
	To: From:	Sherwoo													
1) (301) (144) Boulevard	City of Colonial Heights	0.62 260 0	00 G	99%	0%	0%	0%	0%	0%	F	NA			28000	C
	To- From:	NCL Coloni													
1) (301) (144) Jefferson Davis Hwy	Chesterfield County	0.22 230 0	00 G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.515	25000	G
~ ~ 0	To: From:	SR 144 Harro													
1)(301)Jefferson Davis Hwy	Chesterfield County	1.32 180 0	00 G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.566	19000	G
~ ~	To- From:	20-620 Wood	s Edge Rd												
1)(301)Jefferson Davis Hwy	Chesterfield County	0.14 160 0	00 G	98%	0%	1%	0%	0%	0%	F	NA			18000	C
	To: From:	20-619 Нарг	y Hill Rd			\Box \vdash									
1) (301) Jefferson Davis Hwy	Chesterfield County	2.44 160 0	00 G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.563	17000	(
~~ <u></u>	To- From:	20-618 Old Bermu	da Hundred	Rd		\neg \vdash									
1 (301) Jefferson Davis Hwy	Chesterfield County	0.90 210 0	00 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.535	23000	C
<i></i>	To From	SR 10 West H	fundred Rd			\neg \vdash									
1 (301) Jefferson Davis Hwy	Chesterfield County	1.65 230 0	00 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.615	25000	(
	To:	SR 2	38			\neg \vdash									
1 (301) Jefferson Davis Hwy	Chesterfield County	2.26 1800	00 G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.583	19000	(
	To:	SR 145 Ch	ester Rd			<u> </u>									
1 (301) Jefferson Davis Hwy	Chesterfield County	2.41 220 0		96%	1%	1%	1%	1%	0%	С	0.088	F	0.646	24000	(
	To	SR 150 Chippe	nham Pkwy	,											
1) (301) Jefferson Davis Hwy	Chesterfield County	1.17 210 0		96%	1%	1%	1%	2%	0%	F	0.084	F	0.599	22000	(
	To	SCL Rich	mond												
1) (301) Jefferson Davis Hwy	City of Richmond	2.13 1900		96%	1%	1%	1%	2%	0%	F	0.083	F	0.606	21000	(
,	To	Bellmea	la Pd												
1 (301) Jefferson Davis Hwy	City of Richmond	0.86 140 0		96%	1%	1%	1%	2%	0%	С	0.099	Α	0.517	15000	,
, , , , , , , , , , , , , , , , , , ,	To:	Hopkin							- / -			•			·
1 (301) Jefferson Davis Hwy	City of Richmond	1.01 190		96%	1%	1%	1%	2%	0%	F	0.081	F	0.523	20000	
1)(301)	то				.,,		.,,								_ `
1)(301)Cowardin Ave	City of Richmond	US 360 F 0.39 200 0		96%	1%	1%	1%	2%	0%	F	0.089	F	0.606	22000	
1 1/ 301 (OOWGIGHT) 1VO	Oity of Montholia	0.00 200		00/0	1/0	1 /0	1 /0	<u>~</u> /U	0 / 0		0.000		0.000		_

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	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Semme	s Ave												
1 301 Lee Bridge	City of Richmond	0.76 330	00 G	95%	1%	2%	1%	1%	0%	F	0.094	F	0.591	37000	G
\bigcirc	To:	2nd	St			\neg \vdash									
1 301 Belvidere St	City of Richmond	0.92 270		95%	1%	2%	1%	1%	0%	F	0.087	F	0.568	30000	G
	Tay	Frankli	n St												
1 301 Belvidere St	City of Richmond	0.15 320		95%	1%	2%	1%	1%	0%	F	0.081	F	0.525	37000	G
	To														
1 301 Belvidere St	City of Richmond	US 250 B 0.40 300		95%	1%	2%	1%	1%	0%	F	0.087	F	0.605	34000	G
1 301 Belvidere St	City of Kicimond	Chamberla		93 /0	1 /0		1 /0	1 /0	0 /6		0.007		0.003	34000	G
	From:	Belvide													
1) (301) Chamberlayne Ave	City of Richmond	1.02 230		95%	1%	2%	1%	1%	0%	С	0.082	F	0.628	26000	G
	Ta	Edge H	ill Rd												
1) (301) Chamberlayne Ave	City of Richmond	0.31 210		97%	1%	1%	0%	1%	0%	С	0.084	F	0.624	24000	G
,	To														
1 301 Chamberlayne Ave	City of Richmond	Brookland I 0.86 160		96%	1%	1%	0%	1%	0%	С	0.086	F	0.638	18000	G
1 301 Chamberlayne Ave	ony of Montholia			3070	170		070	170	070	Ü	0.000	•	0.000	10000	Ŭ
Chambarlaina Aira	City of Dishmond	Laburnui		070/	1%	10/	00/	1%	0%	F	0.00	F	0.657	16000	G
1 301 Chamberlayne Ave	City of Richmond	0.26 140	00 G	97%	1%	1%	0%	170	0%	Г	0.09	Г	0.657	16000	G
~~~~	To: From:	Claremo													
1 (301) Chamberlayne Ave	City of Richmond	0.94 <b>160</b>		97%	1%	1%	0%	1%	0%	С	0.087	F	0.586	18000	G
<del>* *</del>	To: From:	Azalea Chamberla													
1 Azalea Ave	City of Richmond	0.26 <b>180</b>		97%	1%	1%	0%	1%	0%	F	0.089	F	0.542	20000	G
1)/123337773	T			0.70	.,,		0,0	.,0	0,0	•	0.000	•	0.0.2		
1 Brook Rd	Henrico County	0.30 <b>190</b>		97%	1%	1%	0%	1%	0%	F	0.087	F	0.573	20000	F
1 Brook Rd	Tierinco County			31 /0	1 /0	1 70	070	1 /0	070	'	0.007	'	0.575	20000	'
~~ 5 . 1.51	To: From:	I-9:		000/	201		201	407	201	_	0.000	_	0.500	05000	
1 Brook Rd	Henrico County	0.83 <b>230</b>	00 F	98%	0%	1%	0%	1%	0%	С	0.092	F	0.509	25000	F
~~~	To: From:	Hillian													
1 Brook Rd	Henrico County	0.72 190	00 F	98%	0%	1%	0%	1%	0%	F	0.095	F	0.576	20000	F
~	To: From:	Wilkins	on Rd												
1 Brook Rd	Henrico County	0.48 220	00 F	98%	0%	1%	0%	1%	0%	С	0.092	F	0.507	23000	F
<u> </u>	Ta	SR 73 Par	ham Rd												
1 Brook Rd	Henrico County	1.42 220		98%	0%	1%	0%	1%	0%	С	0.089	F	0.542	23000	F
\odot	To:	I-29	5												
1 Brook Rd	Henrico County	0.73 390		98%	0%	1%	0%	1%	0%	F	0.095	F	0.514	42000	F
1 Brook Rd	- F			3070	070		070	1 /0	070	•	0.000	•	0.01-4	72000	•
Proof Dd	From:	Virginia Cent		000/	00/	10/	00/	40/	00/		0.00		0.500	24000	
1 Brook Rd	Henrico County	0.38 290	00 F	98%	0%	1%	0%	1%	0%	F	0.09	F	0.503	31000	F
·	To: From:	J.E.B. Stuar													
1 Brook Rd	Henrico County	0.60 240		98%	0%	1%	0%	1%	0%	F	0.089	F	0.525	25000	F
~	To:	Hanover Co	unty Line												

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

		Primary and Intersta	ate Rou	ites											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	O\/
Toulo	· ·	Longin AADI	α Λ	71110	Dus	2Axle	3+Axle	1Trail	2Trail	Q O	Factor	ωιτ	Factor	, U (VV D I	٩v
~~	From:	Henrico County I													
1 Washington Hwy	Hanover County	0.47 24000	N	98%	0%	1%	0%	1%	0%	N	0.089	N	0.525	25000	N
~~	To: From:	42-656 Sliding Hi				<u> </u>									
1 Washington Hwy	Hanover County	1.94 14000	G	98%	0%	1%	0%	1%	0%	F	NA			15000	G
~~	To: From:	42-802 Lewistow													
1 Washington Hwy	Hanover County	0.79 16000	G	98%	0%	1%	0%	1%	0%	F	NA			17000	G
	To: From:	SCL Ashland	i												
1 Washington Hwy	Town of Ashland	1.41 15000	G	96%	1%	1%	1%	2%	0%	F	NA			16000	G
~	To: From:	Ashcake Rd				\Box									
1 Washington Hwy	Town of Ashland	0.85 16000	G	96%	1%	1%	1%	2%	0%	С	0.092	F		18000	G
~	To- From:	SR 54 England	St			\neg \vdash									
1 Washington Hwy	Town of Ashland	0.23 15000	G	93%	1%	1%	1%	4%	0%	F	NA			17000	G
~	To	Randolph Circ	·le												
1 Washington Hwy	Town of Ashland	1.94 8000	G	93%	1%	1%	1%	4%	0%	С	NA			8700	C
\Rightarrow	To	NCL Ashland	1												
1 Washington Hwy	Hanover County	2.17 8200	G								NA			8900	
T) Washington My	Transver Searry													0000	Ì
Washington Llung	Honovor County	42-738 Gum Tr 1.89 5700	ree G	93%	1%	1%	1%	4%	0%	F	NA			6100	(
Washington Hwy	Hanover County	1.09 3700	<u> </u>	93%	170	1 70	1 70	470	0%	Г	INA			6100	
~	To: From:	SR 30 Kings Dominion													
1 Washington Hwy	Hanover County	3.04 3900	G	86%	1%	1%	3%	9%	0%	С	0.089	F		4200	(
~	From:	Caroline County I				-									
1 Jefferson Davis Hwy	Caroline County	2.99 3900	F	86%	1%	1%	3%	9%	0%	F	0.091	F	0.542	4000	F
•)	Tod	SR 207 Carmel Cl	11.												
1 Jefferson Davis Hwy	Caroline County	6.29 4600	F	96%	0%	1%	1%	1%	0%	F	0.095	F	0.621	4700	F
1 Jefferson Davis Hwy				3070	070		170	170	070	•	0.000	•	0.021	4700	
Loffers on Device Liver	Corolina County	16-639 Ladysmit	h Rd F	060/	0%	10/	40/	40/	00/	F	0.005	F	0.570	5000	F
1 Jefferson Davis Hwy	Caroline County	3.06 5800		96%	0%	1%	1%	1%	0%	Г	0.095	Г	0.572	5900	Г
~	To: From:	16-632 Cedon Rd; Qu													_
1 Jefferson Davis Hwy	Caroline County	2.53 5300	F	96%	0%	1%	1%	1%	0%	С	0.094	F	0.617	5400	F
~	From:	Spotsylvania Count Caroline County	-												
1 Jefferson Davis Hwy	Spotsylvania County	2.61 9200	G	96%	0%	1%	1%	1%	0%	F	NA			9800	(
9	To														
1 Jefferson Davis Hwy	Spotsylvania County	4.25 13000	urg G	96%	0%	1%	1%	1%	0%	F	0.096	F		14000	(
1 Jefferson Davis Hwy	Spotsylvania County				070	1 70	1 70	1 /0	070	•	0.030	'		14000	
	From:	88-608 Massaponax C			40/		40/	00/	00/	_	0.000			00000	
1 Jefferson Davis Hwy	Spotsylvania County	2.27 18000	G	95%	1%	1%	1%	2%	0%	С	0.089	F		20000	G
	To: From:	US 17 Poor Hous													
1 (17) Jefferson Davis Hwy	Spotsylvania County	1.18 55000	G	98%	0%	1%	0%	0%	0%	F	0.081	F		55000	G
\sim	To:	I-95													

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

						Tru	ck			K		Dir		
Route	Jurisdiction		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Leffers on Davin Llaur	From:	I-95	000/	00/	40/	00/	00/	00/	F	0.070	_		00000	_
1 Jefferson Davis Hwy	Spotsylvania County	0.96 24000 G Bus US 1; SR 208 Four Mile l	98%	0%	1%	0%	0%	0%	F	0.078	F		26000	G
	From:	US 1 Bus; SR 208 Four Mile												
1 Jefferson Davis Hwy	Spotsylvania County	1.30 24000 G	98%	0%	1%	0%	0%	0%	F	0.082	F		26000	G
	To	SCL Fredericksburg												
1 Jefferson Davis Blvd	City of Fredericksburg	1.48 30000 A	98%	0%	1%	0%	0%	0%	С	0.1	Α	0.613	33000	Α
1 Jefferson Davis Blvd	any or i readmends any			070		070	070	070	Ŭ	0.1	,,	0.010	00000	, ,
Lofferson Davis Plyd	City of Fradericks burg	SR 3 0.90 30000 G	000/	00/	10/	00/	00/	00/	F	0.007	F		22000	G
1 Jefferson Davis Blvd	City of Fredericksburg	0.90 30000 G	98%	0%	1%	0%	0%	0%	Г	0.087	Г		32000	G
~	To: From:	College Ave												
1 Jefferson Davis Blvd	City of Fredericksburg	0.59 29000 G	98%	0%	1%	0%	0%	0%	F	0.082	F		32000	G
~	To: From:	Fall Hill Ave												
1 Jefferson Davis Blvd	City of Fredericksburg	0.29 22000 G	98%	0%	1%	0%	0%	0%	F	NA			24000	C
~	Tos	Bus US 1 Princess Anne Av	/e											
Bus David Blad	From:			00/	40/	00/	407	00/		0.004		0.000	00000	
1) (17) Jefferson Davis Blvd	City of Fredericksburg	0.11 30000 N	98%	0%	1%	0%	1%	0%	N	0.084	N	0.606	32000	Ν
Bus	To: From:	NCL Fredericksburg												
1 Jefferson Davis Hwy	Stafford County	0.35 30000 G	98%	0%	1%	0%	1%	0%	С	0.084	F	0.606	32000	C
~	To: From:	Bus US 17, SR 218 Falmou												
1 Jefferson Davis Hwy	Stafford County	2.72 20000 G	96%	1%	1%	1%	1%	0%	С	NA			21000	C
~	To. From:	89-676 Cranes Corner Rd												
1 Jefferson Davis Hwy	Stafford County	2.84 13000 G	98%	0%	1%	1%	0%	0%	F	NA			14000	(
~	Ta	89-628 Eskimo Hill Rd; Ramoth C	hurch Rd											
1 Jefferson Davis Hwy	Stafford County	2.45 14000 G	98%	0%	1%	1%	0%	0%	F	NA			15000	(
•	To	89-687 Hope Rd												
1 Jefferson Davis Hwy	Stafford County	1.50 17000 G	98%	0%	1%	1%	0%	0%	F	NA			18000	(
1 Jefferson Davis Hwy	Starrera Searry			070		170	070	070	•	101			10000	Ì
A Letters on Devia Lluce	To: From:	89-631 Coal Landing Rd; Bells I		00/	40/	40/	00/	00/	N.I.	NIA			40000	١
1 Jefferson Davis Hwy	Stafford County	1.32 17000 N	98%	0%	1%	1%	0%	0%	N	NA			18000	١
~	From:	89-610 Garrisonville Rd												
1 Jefferson Davis Hwy	Stafford County	1.46 26000 B	98%	0%	1%	1%	0%	0%	С	0.118	Α	0.668	28000	ı
~~	To	89-639 Woodstock Lane			<u> </u>									
1 Jefferson Davis Hwy	Stafford County	0.94 26000 N	98%	0%	1%	1%	0%	0%	Ν	0.118	Ν	0.668	28000	1
~	To:	89-638 Little Forest Church	Rd											
1 Jefferson Davis Hwy	Stafford County	2.33 22000 G	98%	0%	1%	1%	0%	0%	F	NA			23000	(
) · · · · · · · · · · · · · · · · · · ·	To	Prince William County Lin			Ti.				٠					
~	From:	Stafford County Line												
1 Jefferson Davis Hwy	Prince William County	2.15 17000 F	98%	0%	1%	1%	0%	0%	F	0.121	F	0.709	19000	I
~	To:	76-619 Fuller Rd			<u> </u>									
1 Jefferson Davis Hwy	Prince William County	0.51 19000 F	98%	0%	1%	1%	0%	0%	F	0.108	F	0.702	21000	F
·)	To:	US 1 Par Main St												

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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~	From:		1 Par Mair													
1 Fraley Blvd	Prince William Count	,	9600	G	98%	0%	1%	1%	0%	0%	F	NA			10000	G
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	21000	G	97%	0%	1%	1%	1%	0%	F	NA			22000	G
<u></u>	To: From:		CL Dumfri													
1 Fraley Blvd	Town of Dumfries (Maint	,	13000	F	97%	0%	1%	1%	1%	0%	F	0.078	F		14000	F
~	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	31000	F	97%	0%	1%	1%	1%	0%	F	NA			32000	F
	Ta: From:	US 1 Par	near Possur	m Point R	Rd											
1 Jefferson Davis Hwy	Town of Dumfries (Maint	:: 76) 0.38	32000	F	97%	0%	1%	1%	1%	0%	С	0.087	F	0.617	33000	F
~	To: From:	N	CL Dumfri	ies												
1 Jefferson Davis Hwy	Prince William Count	y 0.02	32000	N	97%	0%	1%	1%	1%	0%	Ν	0.087	Ν	0.617	33000	١
<i>></i>	To	SR 2	34 Dumfrie	es Rd												
1 Jefferson Davis Hwy	Prince William Count		37000	F	97%	0%	1%	1%	1%	0%	С	0.086	F	0.623	37000	F
,	To			2 6 11												
1 Jefferson Davis Hwy	Prince William Count		North of C 33000	F	97%	0%	1%	1%	1%	0%	F	0.076	F	0.632	35000	F
1 Julies of Davis Tiwy	Timee William Count					070	170	170	170	070		0.070	'	0.002	33000	
~ Jefferson David Uliver	Trans		Reddy Dr; C	•		40/	40/	40/	20/	00/		0.007		0.000	20000	-
1 Jefferson Davis Hwy	Prince William Count	•	37000 fax County	F	96%	1%	1%	1%	2%	0%	С	0.087	F	0.862	39000	F
	From:		Villiam Cou		:											
Richmond Hwy	Fairfax County	0.81	42000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.751	44000	(
~	To:	I-95 No	orth of Woo	odbridge												
1 Richmond Hwy	Fairfax County	1.44	44000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.612	46000	C
, , , , , , , , , , , , , , , , , , ,	To	CD /	242 Gunsto	D.d												
1 Richmond Hwy	Fairfax County	1.14	44000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.618	46000	(
- Tuorimona riny	r amax county					170		070	070	070	•	0.00	·	0.010	10000	•
Dishmond Llung	Foirfox County		642 Lorton		000/	1%	10/	00/	00/	00/	F	0.007	F	0.707	53000	(
1 Richmond Hwy	Fairfax County		50000	G	98%	170	1%	0%	0%	0%	Г	0.087	Г	0.797	53000	(
<u></u>	To: From:		11 Telegrap										_			
1 Richmond Hwy	Fairfax County	1.61	38000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.822	40000	C
~	To: From:	29-7100	Fairfax Cou		y											
1 Richmond Hwy	Fairfax County	1.36	45000	G	98%	1%	1%	0%	0%	0%	F	0.074	F	0.508	47000	(
~	To	29-61	18 Woodlav	wn Rd												
1 Richmond Hwy	Fairfax County	0.49	44000	G	98%	1%	1%	0%	0%	0%	F	0.074	F	0.51	46000	C
~ <i></i>	Tou	SR 235 S, Mou	ınt Vernon	Memoria	al Hwv											
Richmond Hwy	Fairfax County	2.84	34000	A	98%	1%	1%	0%	0%	0%	С	0.078	Α	0.575	37000	A
<u> </u>	T															
Pichmond Huar	Foirfox County	SR 235 N 3.19	, Mount Ve 58000	ernon Hw G	^{/y} 98%	1%	1%	0%	0%	0%	F	0.07	F	0.674	61000	
1 Richmond Hwy	Fairfax County				30%	1 70	1 70	U 70	U 70	U 70	Г	0.07	r	0.074	01000	
~	To: From:		Kings Hw			101										
1 Richmond Hwy	Fairfax County	1.31	48000	G	98%	1%	1%	0%	0%	0%	F	0.069	F	0.684	51000	G
~	To:	SCL Ale	exandria, I-9	95, I-495												

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

	1				4			Tru	ck			K	01/	Dir	A AVA/DT	0144
Route	Jurisdictio	n Lengt	h AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
1 Patrick St	From: City of Alexandria (Alexandria, I- 78000	95, I-495 F	98%	1%	1%	0%	0%	0%	F	0.08	F	0.688	83000	F
1 Patrick St	City of Alexandria ((Maint: 00) 0.51			96%	170	170	0%	0%	0%	Г	0.08	Г	0.000	63000	Г
1 Patrick St	To:	ndria 0.15	Franklin S 78000	t N	98%	1%	1%	0%	0%	0%	N	0.08	N	0.688	83000	N
1 Fallick St	City of Alexa				90 /0	1 /0	1 /0	076	076	0 /6	IN	0.00	IN	0.000	63000	IN
1 Patrick St	City of Alexar		Vilkes St, US 27000	1 Par G	98%	1%	1%	0%	0%	0%	F	NA			28000	G
1 Tallick of	Combined Traffic Estimates for 2 Paralle			G	98%	1%	1%	0%	0%	0%	F	NA			53000	G
	To.	I	King St		0070	170		070	070	070					00000	
1 Patrick St	From: City of Alexar	ndria 0.72		G	98%	1%	1%	0%	0%	0%	F	0.088	F		24000	G
	Combined Traffic Estimates for 2 Paralle			G	98%	1%	1%	0%	0%	0%	F	0.070	F	0.621	48000	G
	Tax	•	1st St													
1 Patrick St	City of Alexar	ndria 0.42		G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.567	49000	G
\bigcirc	Tax		Monroe Av	/e												
1 Jefferson Davis Hwy	City of Alexar	ndria 1.27		G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.566	44000	G
	Ta		NCL Alexano	dria												
1 Jefferson Davis Hwy	Arlington Cou			F	98%	1%	1%	0%	0%	0%	F	0.071	F	0.595	52000	F
	Ta		SR 120 Glebe	e Rd												
1 Jefferson Davis Hwy	Arlington Cou			F	98%	1%	1%	0%	0%	0%	F	0.070	F	0.656	47000	F
\bigcirc	To:	SR 233 Reaga	ın Washingtor	n Nationa	l Airport											
1 Jefferson Davis Hwy	Arlington Cou			F	98%	1%	1%	0%	0%	0%	F	0.078	F	0.506	55000	F
\bigcirc	To		I-395													
1 (395)	Arlington Cou	unty 0.55			(See I-39	95 for di	rectional	traffic v	olume es	stimat	es for this	segr	nent.		
	Combined Traffic Estimates for 4 Paralle	el Roadways on this Rout	e: 172000	F	98%	1%	0%	1%	1%	0%	F	NA			193000	F
	Tac From:	Georg	e Washingtor	n Parkway	7											
1 395	Arlington Cou	•			,	See I-39	95 for di	rectional	traffic v	olume es	stimat	es for this	segr	nent.		
\bigcirc	Combined Traffic Estimates for 4 Paralle				98%	1%	0%	1%	1%	0%	N	NA			193000	Ν
	10.		istrict of Colu													
1 Ramp	Mecklenburg C		Exit N018A	& S018A								NA			NA	
1 Kamp	To:	Journey 0.11	I-85 South	1								INA			INA	
	From:	US 1	Exit N018B													
1 Ramp	Mecklenburg C			F	97%	0%	1%	0%	1%	0%	F	0.089	F		550	F
<u>.</u>	To:	•	I-85 North	1												
	From:	US	1 Boydton Pl	ank Rd												
(1) Ramp	Brunswick Co	ounty 0.29										NA			NA	
<u> </u>	To:		I-85 North	1												
~~~ <u>-</u>	From: _		1 Boydton Pl	ank Rd												
1 Ramp	Brunswick Co	ounty 0.26										NA			NA	
	10:		I-85 South	1												

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route   Jurisd   Ju			Primary and in	ici state Noutes	,										
Ramp	Route	Jurisdiction	Length AA	DT QA 41	Tire Bu					QC		QK		AAWDT	QW
Ramp   Dinwiddle County   0.28   NA		From:	US 01-N066A US 0	1-S066A TO RT 8	35										
Ramp   Dinwiddle County   0.28   NA	1 Ramp	Dinwiddie Count	ity 0.28 <b>N</b>	A							NA			NA	
Ramp		To:		OM RT 1											
Ramp		From:	US 01-8066B US 0	1-N066B TO RT 8	25										
SSS FROM RT	Ramp	Dinwiddie Count									NA			NA	
Ramp	(T) reamp	To:												1471	
Ramp		F													
1-95-S FROM RT 01-BEL VIDERE STREET		O'the of D'alconomial (Ma									N.1.0			NIA	
1 Ramp	1 Kamp	City of Richmond (Ivia									NA			NA	
Ramp	~	10:	1-95-S FROM RT 01-E	BELVIDERE STRI	EET										
1   Ramp   Spotsylvania County   0.12   NA	~~~	From:													
1   Ramp	1 Ramp	Henrico County	y 0.11 <b>N</b>	Α							NA N				
Ramp US 1, US 17 to 1-95 N at Exit 126	$\bigcirc$	To:	I-95 S	South											
Ramp US 1, US 17 to 1-95 N at Exit 126		From:	US 1 TO AN	D FROM RT		i									
1   1-7     1-95-S FROM RT	Ramp	Spotsylvania Cou									NA			NA	
1   17   Ramp US 1, US 17 to 1-95 N at Exit 126   Spotsylvania County   0.12   NA   1-95 N     1   Ramp   Stafford County   0.14   4900   F   98%   0%   1%   0%   1%   0%   C   0.124   A   5200   F     1   Ramp From US N,S to 1-95 3 at Exit 177   City of Alexandria (Maint: 29)   0.18   NA   NA     1   Ramp   Stafford County   City of Alexandria (Maint: 29)   0.18   NA   NA     1   Ramp From US N,S to 1-95 3 at Exit 177   City of Alexandria (Maint: 29)   0.19   NA   NA     1   Ramp   Stafford County   City of Alexandria (Maint: 29)   0.19   NA   NA     1   Stafford County   City of Alexandria (Maint: 29)   0.19   NA   NA     1   Ramp   Stafford County   City of Alexandria (Maint: 29)   0.19   NA   NA     1   Stafford County   City of Alexandria (Maint: 29)   0.19   NA   NA     1   Ramp   Stafford County   City of Alexandria (Maint: 29)   0.19   NA   NA     1   Stafford County   City of Alexandria (Maint: 29)   0.19   NA   NA     1   Ramp   Stafford County   City of Alexandria (Maint: 29)   0.19   NA   NA     1   Stafford County   City of Alexandria (Maint: 29)   O.19   NA   NA   NA     1   Ramp   Stafford County   City of Alexandria (Maint: 43)   O.04   NA   NA   NA     1   Ramp   City of Richmond (Maint: 43)   O.04   NA   NA   NA   NA     1   Ramp   City of Richmond (Maint: 43)   O.04   NA   NA   NA   NA   NA   NA   NA   N	1)	To:													
1   177   Ramp US 1, US 17 to 1-95 N at Exit 126   Spotsylvania County   0.12   NA   US   1-95 N orth   US   1-95 N orth		Frame													
1	P 110 4 110 47 to 1 05 N of 5 3 400	011									N.I.A			NI A	
1   Ramp   Stafford County   0.14   4900   F   98%   0%   1%   0%   1%   0%   C   0.124   A   5200   F   1.95   North   1.95   Synorth   1.9	1 ) (17) Ramp US 1, US 17 to 1-95 N at Exit 126	Spotsylvania Coul									NA			NA	
Stafford County	~ ~	10:	1-9:	5 N											
1   Ramp From US N,S to I-95 3 at Exit 177		From:													
Ramp From US N,S to I-95 3 at Exit 177	1 Ramp	Stafford County	y 0.14 <b>49</b>	<b>00 F</b> 98	8% 0	% 19	6 0%	1%	0%	С	0.124	Α		5200	F
Ramp From US N,S to I-95 3 at Exit 177	$\bigcirc$	To:	I-95 I	North											
Ramp From US N,S to I-95 3 at Exit 177		From:	Ramps from US 1	NB and US 1 SB											
To   L95 Express Lanes SB     L95 Express Lanes SB     L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes SB   L95 Express Lanes La	Ramp From US N.S to I-95 3 at Exit 177	City of Alexandria (Ma									NA			NA	
VS 01-S191C TORT 241	Trainprion de N,e to 1 de d'al Exit 111	To:												1471	
City of Alexandria (Maint: 29)   0.19   NA						I									
North	~														
North	[1]	City of Alexandria (Ma									NA			NA	
Ramp	~	To:													
North	North	From:	US 1 TO	RT 85 NB											
North	1 Ramp	Dinwiddie Count	ity 0.06 <b>N</b>	Α							NA			NA	
Ramp   Dinwiddie County   0.03   NA   NA   NA   NA	$\bigcirc$	To:	US 01-S066A US	01- 66A TO RT 85	5										
Ramp   Dinwiddie County   0.03   NA   NA   NA   NA	North	From:	US 1 TO	RT 85 SB											
VIS 01-66B US 01-5066B TO RT 85     VIS 1 Belvidere St	~~~	Dinwiddie Count									NA			NA	
Vorth	(1)	To:			i										
Ramp   City of Richmond (Maint: 43)   0.04   NA	N. d	E													
To: 127-99006 A  North From: 127-99006- A		Oit and Disharan I (M.)									NIA			NIA	
North From: 127-99006- A	1 Kamp	City of Richmond (Ma	•								NA			NA	
~~~ B	NI- oth	To:													
/ 1 \ Namp City of Normania (Maint. 45) 0.00 NA NA NA		City of Dichmond (Ma									NΙΛ			NΙΛ	
To Tue of coop.	1 Namp	City of Kichimona (Ma	,								INA			INA	
US 01-S093A	-	10.													
	North	From:			t			-	-		-		-	<u>-</u>	
T Ramp City of Richmond (Maint: 43) 0.12 7700 A 0.127 A 8400 A	{ 1 } Ramp	City of Richmond (Ma									0.127	Α		8400	Α
Tr) I-95 North		-	1.053												

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

		1 Illiary and interstate reduces			
Route	Jurisdiction	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
North	From:	US 1 Brook Rd			
1 Ramp	Henrico County	0.21 NA		NA	NA
\bigcirc	To:	I-295 East			
North	From:	US 1 TO RT 295 NORTHWEST			
1 Ramp	Henrico County	0.15 NA		NA	NA
	To:	I-295-W043X FROM RT 1 NORTH			
North	Prom:	US 1 TO RT 95			
1 Ramp	Fairfax County	0.84 NA		NA	NA
	To:	I-95-N FROM RT 1	 1		
North	From:	US 1 Richmond Hwy NB	Ī		
Ramp	City of Alexandria (Maint: 29)			NA	NA
() ramp	Only of Allohama (Warm, 20)				101
North	From:	US 01-N191B TO RT 95 SOUTH			
1 Ramp	City of Alexandria (Maint: 29)	0.16 NA		NA	NA
\bigcirc	To:	I-95-N FROM RT 1 NORTH			
North	From:	US 1 Richmond Hwy NB			
1 Ramp	City of Alexandria (Maint: 29)		<u></u>	NA	NA
\smile	To:	US 01-N191C TO RT 241; 95 SOUTH			
North	From:				
1 Ramp	City of Alexandria (Maint: 29)			NA	NA
<u> </u>	To:	US 01- 191B US 01-S191B FROM RT 1			
North	From:	US 01-N191B TO RT 241; 95 SOUTH			
{1}	City of Alexandria (Maint: 29)			NA	NA
<u> </u>	To:	US 01-S191C TO RT 241			
South	From	US 1 I-85-S015A FROM & TO IS 85			
1 Ramp	Mecklenburg County	0.04 NA		NA	NA
\bigcirc	To:	US 01-N018A US 01- 18A TO RT 85			
South	From:	US 1 I-85-N015A TO & FROM IS 85			
1 Ramp	Mecklenburg County	0.02 NA		NA	NA
	То:	US 01-N018B US 01- 18B FROM US 1			
South	From:	US 1 TO RT 85 NB			
Ramp	Dinwiddie County	0.03 NA		NA	NA
	To:	US 01-N066A US 01- 66A TO RT 85			
South	From:	US 1 TO RT 85 SB	1		
1 Ramp	Dinwiddie County	0.06 NA		NA	NA
	To:	US 01- 66B US 01-N066B TO RT 85			
Couldb	From	US 1 S, Belvidere St	<u> </u>		
South Ramp	City of Richmond (Maint: 43)			0.11 A	3900 A
1 Ramp	To:	US 1 N Exit 93A to I-95 South		0.11 A	3300 A
			<u>I</u>		
South	From:	US 1 I-295-E043C TO RT 295 SOUTH		NIA	AIA
1 Ramp	Henrico County	0.23 NA		NA	NA
	10:	I-295-E043X FROM RT 1 SOUTH			

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K	QK	Dir Factor	AAWDT	QW
South	From:	US 1 TO R	T 295 NOR	THWE	ST		ZAXIE	3+Axie	IIIali	ZITAII		Factor		Factor		
1 Ramp	Henrico County	0.23	NA									NA			NA	
$\overline{}$	To:	I-295-W043	X FROM R	T 1 SOU	JTH											
South	From:		US 1													
(1) Ramp	Fairfax County	0.68	15000	F	90%	1%	1%	1%	7%	0%	F	0.123	F		15000	F
	10:		I-95 South													
South	O'the of Alexander's (AAsist OC		1 Patrick St	SB								NIA			N1A	
1 Ramp	City of Alexandria (Maint: 29	9) 0.11	NA									NA			NA	
South	To- From:	US 01-S191	IC TO 241;	95 SOU	TH											
1 Ramp	City of Alexandria (Maint: 29	0.09	NA									NA			NA	
	To	US 01-S	191B TO 95	SOUTH	I		_									
South	City of Alexandria (Maint: 29		NA									NA			NA	
1 Ramp	Oity of Alexandria (Marit. 20											INA			11/7	
South	From:	US 01-S191D		THEXI	PRESS											
(1) Ramp	City of Alexandria (Maint: 29	,	NA									NA			NA	
<u> </u>	To:	I-95-N F	ROM RT 1	SOUTH												
South	From:		1 Patrick St	SB												
1 Ramp	City of Alexandria (Maint: 29	,	NA 11.05.5	D								NA			NA	
	From		oward I-95 S		TY Y											
South	City of Alexandria (Maint: 29		IA TO 241; ! NA	95 SOU	IH							NA			NA	
(1)	To:	US 01-N191C		C TO R	T 241							INA			INA	
South	From:	US 01-S191A														
South 1	City of Alexandria (Maint: 29		NA	111 L/XI	KLSS							NA			NA	
\odot	To:	I-95-1 FROM	M MILL RO	AD & F	RT 1											
	From		Wilkes St													
1 Henry St	City of Alexandria	0.36	23000	G	98%	1%	1%	0%	0%	0%	F	NA			24000	G
P	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	50000	G	98%	1%	1%	0%	0%	0%	F	NA			53000	G
	To		SR 7 King St	t			_									
1 Henry St	City of Alexandria	0.72	22000	G	98%	1%	1%	0%	0%	0%	F	0.079	F		23000	G
P	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	45000	G	98%	1%	1%	0%	0%	0%	F	0.070	F	0.621	48000	G
	To:		1st Street													
~~	From:	US 1 Fraley														
(1) Main St	Prince William County	0.18	11000	F	97%	1%	1%	1%	1%	0%	С	0.124	F		12000	F
~	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	21000	G	97%	0%	1%	1%	1%	0%	F	NA			22000	G
~~~	To: From:		CL Dumfrie													
Main St	Town of Dumfries (Maint: 76	,	17000	F	97%	0%	1%	1%	1%	0%	С	0.095	F	0.939	19000	F
~	Combined Traffic Estimates for 2 Parallel Roadwa	•		F	97%	0%	1%	1%	1%	0%	F	NA			32000	F
	To:	US 1 Fraley	Blvd North	Intersec	tion											

#### 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
Bus	From:		the St Batte													
(1) (460) Washington St	City of Petersbu	urg 0.31	8500	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9200	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			17000	G
Bus	To: From:	123	3-9025 Wes	t St												
(1) (460) Washington St	City of Petersbu	urg 0.40	9100	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9900	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
Pue	From:	123	-9029 Sout	h St			$\neg$ $\vdash$									
Bus 1 460 Washington St	City of Petersbu	urg 0.27	9400	G	97%	1%	1%	1%	1%	0%	С	0.087	F		10000	G
(1) (400) · · · · · · · · · · · · · · · · · ·	Combined Traffic Estimates for 2 Parallel F	-		G	96%	1%	1%	1%	1%	0%	F	NA	•		20000	G
	To	<u> </u>	Guarantee S					.,,								
Bus	From:				070/	40/	40/	40/	40/	00/	F	0.000	_		40000	0
Washington St	City of Petersbu	· ·	9500	G G	97% 96%	1% 1%	1% 1%	1% 1%	1%	0%	F	0.088	F		10000	G G
	Combined Traffic Estimates for 2 Parallel F	BUS US 46				1%	1%	1%	1%	0%	Г	NA			20000	G
	From:	SR 36; Bus U														
(36) Market St	City of Petersbu	urg 0.38	3300	G	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	G
$\stackrel{\diamondsuit}{\smile}$	To:		36 Grove A													
1 36 Old St	City of Petersbu		36; Marke	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	G
[] (36) Old St	To:		Sycamore S		01 70	170		070	070	070	•	0.001	•		0000	Ü
$\sim$	From:		Old St													
$\begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 36 \end{pmatrix}$ Sycamore St	City of Petersbu	0	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3600	G
<del>~</del> ~	10: From:		ollingbrook Sycamore S													
(1) (36) Bollingbrook St	City of Petersbu		3500	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	G
	To:	0	, US 301 2	nd St												
	From:	S	R 110, US	1												
(1) (395) Ramp	Arlington Count	ity 0.29	20000	F	98%	1%	1%	0%	0%	0%	F	0.07	F		22000	F
	To:		I-395 South	1												
Bus	From:	U	JS 1, SR 20	)8												
1 LaFayette Blvd	Spotsylvania Cou	unty 1.52	22000	G	96%	1%	1%	1%	1%	0%	С	0.085	F		24000	G
Bus	To- From:	SCL	Fredericks	burg												
1 LaFayette Blvd	City of FredericksI	burg 1.42	22000	G	96%	1%	1%	1%	1%	0%	F	0.085	F		24000	G
<u> </u>	To		ue and Grey				<u> </u>									
Bus	From:		•			40/	40/	40/	40/	00/	_	0.000	_		44000	0
1 LaFayette Blvd	City of Fredericksl	3	10000	G	96%	1%	1%	1%	1%	0%	F	0.086	F		11000	G
Bus	To: From:	111-3	3957 Sunke	n Rd												
1 LaFayette Blvd	City of Fredericks	burg 0.56	11000	G	96%	1%	1%	1%	1%	0%	F	0.086	F		12000	G
Pug	To: From:	111-39	961 Kenmo	re Ave			⊐⊢									
Bus 1 LaFayette Blvd	City of Fredericksl	burg 0.10	5400	N	97%	1%	2%	0%	0%	0%	N	0.095	N		5900	N
	To:	Bus US 1 Par, B				.,,										
	•	<u> </u>					•									

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

			iu interstat					Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	<b>QA</b> 4Ti	ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From	Bus US 1 Par, I	Bus 17 Par Pri	ncess Anne S	St			0.7.5.0		211611		. 4010.				
1 LaFayette Blvd	City of Frederic	ksburg 0.06	5400	<b>G</b> 97	%	1%	2%	0%	0%	0%	F	0.095	F		5900	G
	To	Bus U	JS 17 Carolin	e St												
Bus Bus	From		17, Lafayette													
1 (17) (2) Caroline St	City of Frederic	cksburg 0.38	5300	<b>G</b> 97	%	1%	2%	0%	0%	0%	F	0.085	F		5700	G
$\sim$ $\sim$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	12000	<b>G</b> 98	%	1%	1%	0%	0%	0%	F	NA			13000	G
Bus Bus	To From	Bus	SR 3 William	St												
1 Caroline St	City of Frederic	ksburg 0.51	6200	<b>G</b> 97	%	1%	2%	0%	0%	0%	С	0.086	F		6700	G
	Combined Traffic Estimates for 2 Paralle		14000	<b>G</b> 98	%	1%	1%	0%	0%	0%	С	NA			15000	G
	To	:	Herndon St													
Bus Bus	From		Caroline St													
1 } {17} Herndon St	City of Frederic		4700	<b>G</b> 97	%	1%	2%	0%	0%	0%	F	0.082	F		5100	G
<u> </u>	To		Par Princess													
Bus Bus  1 17 Princess Anne St	City of Frederic	·	10000 10000	on St <b>G</b> 98'	0/	0%	1%	0%	0%	0%	С	0.094	F		11000	G
1) (17) Princess Anne St	City of Frederic		erson Davis H		70	070	176	0%	070	0%	C	0.094	Г		11000	G
Bus Bus	Ct. of Fraderic		us US 17 Lafa <b>6500</b>	•	0/	40/	40/	00/	00/	00/	_	0.000	F		7100	_
Princess Anne	•	3		<b>G</b> 98'		1%	1%	0%	0%	0%	-	0.088	г			G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	12000	<b>G</b> 98	%	1%	1%	0%	0%	0%	F	NA			13000	G
Bus Bus	To From	Bus	SR 3 William	St												
1 Princess Anne St	City of Frederic	cksburg 0.52	7400	<b>G</b> 989	%	1%	1%	0%	0%	0%	С	0.109	F		8100	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	14000	<b>G</b> 98	%	1%	1%	0%	0%	0%	С	NA			15000	G
	To	Bus	US 1 Herndon	St												
	From		Azalea Ave													
2 301 Chamberlayne Ave	City of Richr	nond 0.04	14000	<b>G</b> 98	%	0%	1%	0%	1%	0%	F	0.093	F	0.525	16000	G
	To	N	CL Richmond	ı												
2 (301) Chamberlayne Ave	Henrico Col		14000	<b>F</b> 98'	%	0%	1%	0%	1%	0%	С	0.095	F	0.552	15000	F
2 (301)	7-	,						-,-		-,-	_					
2) (301) Chamberlayne Ave NE	From Henrico Co	untv 0.90	I-95 <b>17000</b>	<b>G</b> 98	0/	0%	10/	0%	1%	0%	F	0.117	F		18000	G
2 301 Chamberlayne Ave NE		•					1%				F	-	Г			_
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	25000	<b>G</b> 98	%	0%	1%	0%	1%	0%	г	NA			27000	G
	To From		Upham Dr										_			
2 (301) Chamberlayne Ave	Henrico Co	unty 1.57	16000	<b>F</b> 98	%	0%	1%	0%	1%	0%	С	0.111	F	0.663	17000	F
	To From		Parham Rd													
2 301 Chamberlayne Ave	Henrico Co	unty 0.17	26000	<b>F</b> 98	%	0%	1%	0%	1%	0%	F	0.101	F	0.65	28000	F
$\smile \smile$	То		over County L													
	From		rico County Li								_		_			_
2 301 Chamberlayne Rd	Hanover Co	unty 0.40	29000	<b>G</b> 98	%	0%	1%	0%	1%	0%	F	0.111	F		31000	G
	To. From		I-295													
2 301 Chamberlayne Rd	Hanover Co	unty 1.87	28000	<b>G</b> 97	%	1%	1%	1%	1%	0%	С	NA			30000	G
$\sim$	To		42-640													

#### 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	QW
2)(301)Chamberlayne Rd	From: Hanover County	1.30	42-640 <b>15000</b>	G	97%	1%	1%	1%	1%	0%	F	0.11	F		16000	G
2) (301) Griamboridyne rid	Transver Searry				0170	170		170	170	070	•	0.11	•		10000	Ü
2)(301)Chamberlayne Rd	From	1.27	Pearsons C 9400	Corner G	97%	1%	10/	1%	1%	0%	F	0.112	F		10000	G
2 301 Chamberlayne Rd	Hanover County				97%	170	1%	170	170	0%	Г	0.113	Г		10000	G
	To: From:		Whippoorv					401					_			
2 (301) Hanover Courthouse Rd	Hanover County	2.58	7100	G	97%	0%	1%	1%	1%	0%	F	0.106	F		7600	G
	To: From:		42-651													
2 301 Hanover Courthouse Rd	Hanover County	2.94	7300	G	97%	0%	1%	1%	1%	0%	С	0.097	F		7800	G
	To:	42-100	02 Hanover	r CH			<u> </u>									
2)(301) Hanover Courthouse Rd	Hanover County	1.64	4500	G	97%	0%	1%	1%	1%	0%	F	0.1	F		4800	G
2)(301)	To	Caroli	ne County	Line												
_ ~~~	From:		ver County	Line												
2)(301)Richmond Tpke	Caroline County	3.16	4500	F	97%	0%	1%	1%	1%	0%	F	0.098	F	0.633	4600	F
	To: From:	Sl	R 30 Dawn	ı			<u> </u>									
2) (301) Richmond Tpke	Caroline County	4.44	3400	F	90%	1%	1%	2%	5%	0%	F	0.093	F	0.536	3500	F
	To		16-647													
2)(301)Richmond Tpke	Caroline County	7.50	2800	F	90%	1%	1%	2%	5%	0%	С	0.093	F	0.502	2900	F
2 301 Richmond Tpke	Caronic County				3070	1 70	170	270	370	070	O	0.000	'	0.002	2300	•
	To: From:		Near de Ja								_					_
2 (301) Richmond Tpke	Caroline County	2.46	5800	F	90%	1%	1%	2%	5%	0%	F	0.088	F	0.587	5900	F
<u> </u>	To: From:		Bus US 301 Bowling Gr													
2)(301)Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11	5800	N	90%	1%	1%	2%	5%	0%	N	0.088	N	0.587	5900	Ν
2 301 Richmond Tpke	To:		Bus US 301	- 14	30 70	1 70		270	370	070	14	0.000	IN	0.307	3300	11
Bus	From:		US 301													
2)(301)Main St	Caroline County	0.22	5200	F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.56	5300	F
	To:	SCL	Bowling Gr	reen												
Bus	From:										_		_			_
2 (301) Main St	Town of Bowling Green (Maint: 16)	0.74	5000	F	97%	1%	1%	0%	1%	0%	С	0.093	F	0.559	5100	F
<u> </u>	From:		301, Bus S													
2 Main St	Town of Bowling Green (Maint: 16)	0.39	5800	F	96%	0%	1%	1%	2%	0%	F	0.094	F	0.525	6200	F
2 Main St	Town or bowning creen (Maint: 10)				3070	070	170	1 70	270	070	'	0.004	'	0.020	0200	'
	To: From:		Bowling G					401			_					_
2 Fredericksburg Tpke	Caroline County	7.73	4900	G	96%	0%	1%	1%	2%	0%	F	0.094	Ν	0.525	5000	G
<u> </u>	To: From:	16 606 \$4	16-606 onewall Jac	decon De												
2 Fredericksburg Tpke	Caroline County	3.71	5000	F	96%	0%	1%	1%	2%	0%	С	0.092	F	0.610	5100	F
2 Fredericksburg Tpke	Ta:		vania Count		3070	070		1 70	270	070	O	0.002	'	0.010	3100	•
	From:		ne County													
2 Sandy Lane Dr	Spotsylvania County	1.36	5200	G	96%	0%	1%	1%	2%	0%	F	0.091	F		5500	G
	Tor	US	17 Mills D	)r												
Bus	From:		Bus US 17													
2) (17) Tidewater Trail	Spotsylvania County	3.56	6900	G	93%	1%	1%	2%	3%	0%	С	0.086	F		7400	G
$\sim$	To		88-1301													

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

		T IIIIaiy and interste					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	From:	88-1301		222	407					_		_			
2 17 Tidewater Trail	Spotsylvania County	0.97 <b>22000</b>	G	93%	1%	1%	2%	3%	0%	F	0.081	F		24000	G
Bus	To: From:	ECL Fredericks	burg												
2) (17) Dixon St	City of Fredericksburg	0.55 <b>23000</b>	G	94%	1%	1%	2%	3%	0%	С	0.088	F		25000	G
Bus	To: From:	Ramp from SR 3 Co	onnector												
2) (17) Dixon St	City of Fredericksburg	0.26 <b>10000</b>	G	98%	1%	1%	0%	0%	0%	С	0.097	F		11000	G
	Ta- From	Charles St				_									
Bus 2) 17 Dixon St	City of Fredericksburg	0.06 <b>5000</b>	G	98%	1%	1%	0%	0%	0%	F	0.101	F		5400	G
2) 17 Dixon St	Combined Traffic Estimates for 2 Parallel Roadways		G	97%	1%	1%	0%	0%	0%	F	NA	•		8700	G
	To:	Princess Anne		0.70	.,,		0,0	0,0	0,0	•				0.00	
Bus Princess Anna St	City of Francisco Dura	0.26 Dixon St		060/	40/	20/	00/	00/	00/	_	0.110	F		2200	_
2) (17) Princess Anne St	City of Fredericksburg Combined Traffic Estimates for 2 Parallel Roadways		G G	96% 96%	1% 1%	2% 2%	0% 0%	0% 0%	0% 0%	C C	0.112 NA	Г		3300 6100	G G
	Combined Trainic Estimates for 2 Faranter Roadways		<u> </u>	90 /6	1 /0	2 /0	076	076	076	C	INA			0100	G
Bus Bus	From:	Bus US 1													
2) (17) Princess Anne S	,	0.37 <b>6500</b>	G	98%	1%	1%	0%	0%	0%	F	0.088	F		7100	G
~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 12000 Bus SR 3 William	G m St	98%	1%	1%	0%	0%	0%	F	NA			13000	G
	From	BUS US 15 Orange													
3) (522) Germanna Hwy	Town of Culpeper	0.96 <b>8300</b>	G	93%	1%	1%	1%	4%	0%	F	0.086	F		9100	G
3) (322) ***********************************	To	ECL Culpepe					.,,	.,,				-			
3 522 Germanna Hwy	Culpeper County	0.34 <b>14000</b>	G	93%	1%	1%	1%	4%	0%	С	0.081	F		15000	G
3) (322)	To	US 15, US 29													
3 522 Germanna Hwy	From: Culpeper County	0.32 14000	N	93%	1%	1%	1%	4%	0%	N	0.081	Ν		15000	N
,	To	US 522 Zachary Tay		,											
3 Germanna Hwy	Culpeper County	4.63 <b>7200</b>	G	90%	1%	1%	3%	5%	0%	С	0.079	F	0.53	8000	G
	Tor	23-663 Batna I	Rd												
3 Germanna Hwy	Culpeper County	3.73 <b>7700</b>	G	91%	1%	1%	2%	5%	0%	С	0.082	F	0.564	8500	G
	To:	23-750 Ellis R	Rd												
3 Germanna Hwy	Culpeper County	4.37 <b>9500</b>	G	92%	1%	1%	2%	4%	0%	С	0.087	F	0.66	11000	G
	To	Orange County I													
Germanna Hwy	Orange County	Culpeper County 4.89 <b>13000</b>	Line <b>G</b>	92%	1%	1%	2%	4%	0%	F	0.08	F		14000	G
3 Germanna Hwy	Orange County			5∠70	170	1 70	∠70	470	U70	Г	0.06	ı		14000	G
3 Germanna Hwy	Orange County	SR 20 Wildern 0.12 <b>24000</b>	ess <b>G</b>	96%	0%	1%	1%	3%	0%	F	0.08	F		26000	G
3 Germanna Hwy	To:	Spotsylvania Count		JU /0	0 /0	1 /0	1 /0	J/0	U /0	r	0.00	ı		20000	G
	From:	Orange County I	Line												
3 Plank Rd	Spotsylvania County	5.27 <b>22000</b>	G	96%	0%	1%	1%	3%	0%	F	0.078	F		24000	G
$\smile$	To:	88-610 Elys Ford	d Rd												

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

Doute	luriadiation	Longth AADT OA	4Tiro I		Tr	uck		QC	K	OK	Dir	AAWDT	
Route	Jurisdiction .	Length AADT QA	4Tire I	Bus 2/	Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From:	88-610 Elys Ford Rd											
3 Plank Rd	Spotsylvania County	2.99 <b>31000 G</b>	96%	0% 1	1% 1%	3%	0%	С	0.076	F		31000	
	To- From:	88-626 Andora Dr											
3 Plank Rd	Spotsylvania County	1.33 <b>39000 G</b>	96%	0% 1	1% 1%	3%	0%	F	0.078	F		39000	
<i></i>	To	88-627 Gordon Rd			1								
3 Plank Rd	Spotsylvania County		96%	0% 1	- 1% 1%	3%	0%	F	0.076	F		57000	
	Tol				7								
- Dlonk Pd	Spotoulyopia County	88-639 Salem Church Rd 1.09 <b>75000 G</b>	069/	0% 1	1% 1%	20/	00/	F	NA			81000	
Plank Rd	Spotsylvania County	1.09 <b>75000 G</b>	96%	U%	1% 1% _	3%	0%	Г	INA			81000	
	To- From:	WCL Fredericksburg											
3 ∫ Plank Rd	City of Fredericksburg	0.34 <b>86000 G</b>	96%	0% 1	1% 1%	3%	0%	F	0.077	F	0.509	81000	
	To: From:	I-95			1								
Plank Rd	City of Fredericksburg	0.61 <b>57000 G</b>	94%	0% 1	1% 1%	3%	0%	F	NA			57000	
	Total	Oakwood St											
Plank Rd	City of Fredericksburg		94%	0% 1	1% 1%	3%	0%	F	0.076	F		46000	
B) Plank Rd	Only of 1 reachersburg		J+70	070	-	370	070	•	0.070	•		40000	
	From:	US 1 Jefferson Davis Hwy			<u></u>					_			
3) William St	City of Fredericksburg		94%	0% 1	1% 1%	3%	0%	F	0.078	F		44000	
	To: Prom:	Bus SR 3; Blue and Gray Pkwy Bus SR 3 William St											
Blue and Grey Parkway	City of Fredericksburg		94%	0% 1		3%	0%	С	0.082	F		34000	
Blue and Grey Parkway	Only of 1 reachersburg		J+70	070	-	370	070	O	0.002	•		34000	
	From:	Bus US 1 LaFayette Blvd						_		_			
Blue and Grey Parkway	City of Fredericksburg	1.00 <b>37000 G</b>	94%	0% 1	1% 1%	3%	0%	F	0.082	F		40000	
	To- From:	Bus US 17 SR 2 Dixon St											
Blue and Grey Parkway	City of Fredericksburg	0.36 <b>33000 G</b>	94%	0% 1	1% 1%	3%	0%	F	0.088	F		36000	
<i></i>	Tou	ECL Fredericksburg			1								
Blue and Grey Parkway	Stafford County		94%	0% 1	 1% 1%	3%	0%	F	0.088	F		36000	
3)	To:	Bus SR 3 Kings Highway			1	-,-	-,-	-		•			
_	From:	Bus SR 3											
₃ ) Kings Hwy	Stafford County	0.82 <b>32000 G</b>	96%	1% 1	1% 1%	1%	0%	F	NA			35000	
<i></i>	To:	89-680 Leonard Rd, Federal Dr			1								
3 Kings Hwy	Stafford County		93%	0% 1		4%	0%	Ν	0.093	N	0.509	22000	
3)							-,-						
- Kingo Huar	Stafford County	89-744 Rumford Rd 5.38 <b>20000 G</b>	93%	0% 1	1% 2%	4%	0%	С	0.093	F	0.500	22000	
Kings Hwy	Starrord County	5.38 <b>20000 G</b>	93%	U70	1% 2%	470	0%	C	0.093	Г	0.509	22000	
	To: From:	89-601 East Int											
,) Kings Hwy	Stafford County	0.40 <b>25000 G</b>	96%	1% 1	<u>1</u> % 1%	1%	0%	F	NA			25000	
/	To:	King George County Line											
Kinga I hay	King Coores County	Stafford County Line	060/	40/ 4	10/ 40/	40/	00/	_	0.000	_	0.504	04000	
Kings Hwy	King George County	3.68 <b>21000 F</b>	96%	1% 1	1% 1%	1%	0%	F	0.093	F	0.504	21000	
	To: From:	48-605 Bloomsbury Rd; LaGrange L	ane										
3 Kings Hwy	King George County	4.79 <b>20000 F</b>	96%	1% 1	1% 1%	1%	0%	С	0.099	F	0.517	20000	
$\mathcal{L}$	To:	SR 206 Arnolds Corner			7								

#### 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 4Tir	e Bus	24vle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 206 Arnolds Cor	rner		ZANIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
Kings Hwy	King George County	2.58 <b>16000</b>	<b>F</b> 96%	6 1%	1%	1%	1%	0%	F	0.089	F	0.54	16000	F
3- 7	To-	SR 205 Purkins Cor												
Kings Hwy	King George County	1.56 <b>7500</b>	F 96%	6 1%	1%	1%	1%	0%	F	0.083	F	0.593	7700	F
Kings riwy	King George County			0 170	1 70	1 70	1 /0	070	'	0.003	•	0.555	7700	'
	To- From:	US 301 Office Ha		, 40,		40/	407	201	_	0.070	_	0.744	5400	_
Kings Hwy	King George County	7.18 <b>5000</b>	<b>F</b> 93%	6 1%	1%	1%	4%	0%	С	0.079	F	0.714	5100	F
	From:	Westmoreland County King George County			-									
Kings Hwy	Westmoreland County	2.84 <b>4600</b>	<b>F</b> 93%	6 1%	1%	1%	4%	0%	F	0.083	F	0.638	4700	F
92 ,	T-1			.,,		.,,	.,,	-,-	•		-			-
Ciana I him	From:	SR 205 Oak Grov		/ 40/	40/	40/	407	00/	_	0.000	F	0.000	0000	F
Kings Hwy	Westmoreland County	2.83 <b>6100</b>	<b>F</b> 93%	6 1%	1%	1%	4%	0%	F	0.088	г	0.666	6200	ı
	To: From:	SR 204 N Of Potomac												
Kings Hwy	Westmoreland County	2.05 <b>6000</b>	<b>F</b> 93%	6 1%	1%	1%	4%	0%	F	0.089	F	0.656	6200	F
	To- From:	96-624 West												
Kings Hwy	Westmoreland County	2.83 <b>5500</b>	<b>F</b> 93%	6 1%	1%	1%	4%	0%	F	0.091	F	0.645	5700	ı
	То	SR 347 Westmoreland State	a Dark Doad											
Kings Hwy	Westmoreland County	0.68 <b>5600</b>	<b>F</b> 95%	6 1%	1%	1%	3%	0%	С	0.091	F	0.636	5800	-
95)			. 007	.,,		. , 0	0,0	0,0		0.00	•	0.000	0000	
Constitution	From	SR 214 Lerty	<b>F</b> 050	/ 40/		40/	00/	00/	_	0.000	_	0.040	5000	
Kings Hwy	Westmoreland County	3.57 <b>5100</b>	<b>F</b> 95%	6 1%	1%	1%	3%	0%	F	0.089	F	0.642	5200	I
	To- From:	WCL Montross												
Kings Hwy	Town of Montross (Maint: 96)	0.95 <b>5100</b>	N 95%	6 1%	1%	1%	3%	0%	Ν	0.089	Ν	0.642	5200	1
	To:	96-622 Peach Grove	e St		_									
Kings Hwy	Town of Montross (Maint: 96)	1.49 <b>7900</b>	<b>F</b> 96%	6 0%	1%	1%	2%	0%	С	0.094	F	0.633	8000	-
•	To	ECL Montross												
Kings Hwy	From: Westmoreland County	1.89 <b>7900</b>	N 96%	6 0%	1%	1%	2%	0%	N	0.094	N	0.633	8000	1
Kings riwy	vv ostmordiana Godinty			0 0/0		170	270	070	.,	0.004	.,	0.000	0000	
	From	SR 202 Cople Hw		, ,,,		40/	00/	201		0.004		0.544	4000	
Kings Hwy	Westmoreland County	5.89 <b>4200</b>	<b>F</b> 96%	6 0%	1%	1%	2%	0%	F	0.084	F	0.544	4300	I
	From:	Richmond County L Westmoreland County												
Kings Hwy	Richmond County	0.15 <b>4700</b>	<b>F</b> 94%	6 0%	1%	1%	4%	0%	F	0.09	F	0.502	4800	
95)	- inclination desiring					. , 0	.,0	0,0	·	0.00	•	0.002	.000	
liotondond I have	Pichmond County	SR 203 Oldhams F 1.46 <b>6100</b>	<b>F</b> 949	6 0%	10/	40/	4%	00/	С	0.004	F	0.506	6200	
Historyland Hwy	Richmond County	1.40 6100	F 94%	% U%	1%	1%	4%	0%	C	0.084	Г	0.526	6200	
	To: From:	79-653 Sanfords La												
Historyland Hwy	Richmond County	0.79 <b>6100</b>	N 94%	6 0%	1%	1%	4%	0%	N	0.084	N	0.526	6200	ı
	To. From:	NCL Warsaw			<u> </u>									
Historyland Hwy	Town of Warsaw (Maint: 79)	0.20 <b>6100</b>	N 94%	6 0%	1%	1%	4%	0%	Ν	0.084	Ν	0.526	6200	1
	To:	Bus SR 3 Main S	St											
	From:	SR 3 Bus				·				·				
Historyland Hwy	Richmond County			6 0%	1%	1%	4%	0%	F	0.089	F	0.640	2200	F
Historyland Hwy	Richmond County		<b>F</b> 94%	% 0%	1%	1%	4%	0%	F	0.089	F	0.640		2200

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

		Primary and ini	norotato rec				Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Ayle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 360, SR 3 Bu	Bus Richmond F	?d		27 000	01700	TTTGII	211011		1 40101		1 40101		
3 Historyland Hwy	Town of Warsaw (Maint: 79)		600 F	94%	1%	1%	1%	3%	0%	F	0.09	F	0.592	6700	F
	To:	SCL W	Warcaw												
(3) Historyland Hwy	Richmond County		600 N	94%	1%	1%	1%	3%	0%	Ν	0.09	Ν	0.592	6700	Ν
<u></u>	To		Sharps Rd												
(3) Historyland Hwy	From: Richmond County		300 F	94%	1%	1%	1%	3%	0%	F	0.087	F	0.565	3400	F
3)	T				.,,		.,,	0,0	0,0	-	0.00.	•	0.000	0.00	•
3 Historyland Hwy	Richmond County		ham Church Ro	94%	1%	1%	1%	3%	0%	F	0.085	F	0.605	3200	F
3 Historyland Hwy	Noninona County			34 70	1 70	1 70	1 /0	370	070	'	0.003	'	0.003	3200	'
C UP-1	From:		ham Creek Rd	0.40/	40/		40/	00/	00/	_	0.004	_	0.540	0000	_
3 Historyland Hwy	Richmond County	2.70 <b>32</b> Lancaster C	200 F	94%	1%	1%	1%	3%	0%	F	0.094	F	0.518	3200	F
	From:		County Line												
3 Historyland Hwy	Lancaster County	5.30 <b>22</b>	200 G	94%	1%	1%	1%	3%	0%	С	0.093	F	0.526	2300	G
	To	SR 201 Whit	ite Chapel Rd												
(3) Historyland Hwy	Lancaster County		100 G	94%	1%	1%	1%	3%	0%	F	0.088	F	0.645	5400	G
<u> </u>	Tool														
3 Historyland Hwy	From: Lancaster County		04 West 100 G	94%	1%	1%	1%	3%	0%	F	0.09	F	0.580	7900	G
3 Historyland Hwy	Zanoaster Gearty			0 170	170		170	070	070	•	0.00	•	0.000	7000	Ū
3 Historyland Hwy	Lancaster County		oodluck Rd  000 G	94%	1%	1%	1%	3%	0%	F	0.097	F		11000	G
3 Historyland Hwy	Lancaster County			94 /0	1 /0	1 /0	1 /0	3/0	0 /6		0.097	•		11000	G
NIME: O	From:		lmarnock	0.40/	40/		40/	00/	00/		0.007			44000	
3 N Main St	Town of Kilmarnock (Maint: 51)	1.63 <b>110</b>	000 N	94%	1%	1%	1%	3%	0%	N	0.097	N		11000	N
	To: From:		0 W Int			_									
3 200 S Main St	Town of Kilmarnock (Maint: 51)	0.09 130	000 G	95%	1%	1%	1%	1%	0%	F	0.079	F		13000	G
	To: From:		0 M Int												
(3) S Main St	Town of Kilmarnock (Maint: 51)	0.62 <b>99</b>	900 G	95%	1%	1%	1%	1%	0%	F	0.076	F		11000	G
	To: From:	SCL Kil	lmarnock												
(3) Historyland Hwy	Lancaster County	1.82 <b>99</b>	900 N	95%	1%	1%	1%	1%	0%	Ν	0.076	Ν		11000	Ν
<u> </u>	To- From	51-647 C	Chases Rd			<b>—</b> —									
3 Historyland Hwy	Lancaster County	1.67 <b>92</b>	200 G	95%	1%	1%	1%	1%	0%	F	0.086	F		9800	G
	Toc	NCL Wh	hite Stone												
3 Rappahannock Dr	Town of White Stone (Maint: 51)		200 N	95%	1%	1%	1%	1%	0%	Ν	0.086	Ν		9800	Ν
<u> </u>	Tool	SD 200	00 E Int												
3 Rappahannock Dr	Town of White Stone (Maint: 51)		700 G	95%	1%	1%	1%	1%	0%	С	0.088	F		9300	G
3	To To			/-	.,,										
3 Historyland Hwy	Lancaster County		rite Stone N	95%	1%	1%	1%	1%	0%	N	0.088	N		9300	N
3 Historyland Hwy		Middlesex Couny Line			170	170	1 70	1 70	U%	IN	0.000	IN		9300	IN
		Lancaster County Line													
3 Greys Point Rd	Middlesex County	5.84 <b>64</b>	100 G	95%	1%	1%	1%	2%	0%	С	0.087	F	0.556	6700	G
$\smile$	То:	SR 33 W, I	Puller Hwy												

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

_						Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4	Tire		2Axle				QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 33 W; Greys Point Rd												
$\begin{pmatrix} 3 \end{pmatrix} \begin{pmatrix} 33 \end{pmatrix}$ General Puller Hwy	Middlesex County		6%	1%	1%	1%	1%	0%	С	0.091	F	0.611	5900	G
$\smile$	To:	SR 33 E; Twiggs Ferry Rd												
Triang Samuel	NAC della a con O constant	SR 33 E Puller Hwy	-00/	40/	40/	40/	407	00/	_	0.000	_		0000	_
3 Twiggs Ferry Rd	Middlesex County		6%	1%	1%	1%	1%	0%	F	0.086	F		6300	G
	From:	Mathews County Line Middlesex County Line												
Twiggs Ferry Rd	Mathews County		7%	1%	1%	1%	1%	0%	F	0.09	F	0.524	6000	F
3) Twiggs Ferry Rd	Matricws County		7.0	170	170	1 70	170	070	'	0.00	•	0.02-	0000	•
	To: From:	SR 198 East												
(3)(198)	Mathews County	1.55 <b>8200 F</b> 9	7%	1%	1%	1%	1%	0%	F	0.094	F	0.550	7700	F
	To: From:	SR 198 W, Dutton Rd												
3 Windsor Rd	Mathews County	2.07 <b>5700 F</b> 9	7%	1%	1%	1%	1%	0%	С	0.093	F	0.603	5800	F
	То:	SR 14 John Clayton Memorial Hwy												
	From:	SR 14; Windor Rd, Fort Nonsense												
( ₃ ) ( ₁₄ ) John Clayton Mem Hwy	Mathews County	0.11 <b>11000 F</b> 9	7%	1%	1%	1%	1%	0%	F	0.090	F	0.649	11000	F
$\cup$	То:	Gloucester County Line												
	From:	Mathews County Line												
3 (14) John Clayton Memorial Hwy	Gloucester County	4.07 <b>12000 G</b> 9	7%	1%	1%	1%	1%	0%	С	0.092	F	0.603	13000	G
	To: From:	36-623 Ware Neck Rd												
$\begin{pmatrix} 3 \end{pmatrix} \begin{pmatrix} 14 \end{pmatrix}$ John Clayton Memorial Hwy	Gloucester County		7%	1%	1%	1%	1%	0%	F	0.096	F	0.644	18000	G
$\circ$	То:	US 17 Bus Main St, Gloucester CH												
East	From	SR 3 Plank Rd												
3 Ramp	Spotsylvania County	0.28 <b>8000 G</b> 9	6%	0%	1%	1%	3%	0%	F	0.086	F		7200	G
	То:	I-95 South												
East	From:	SR 3 I-95-N130B TO AND FROM R'	Т											
Ramp	Spotsylvania County	0.28 <b>NA</b>								NA			NA	
3)	To:	I-95-N FROM RT 3 EB												
N 4	From:	SR 3 TO AND FROM RT												
West Ramp	Spotsylvania County	0.27 <b>NA</b>								NA			NA	
3 Ramp	Spoisylvania County	I-95-S FROM RT 3			_					INA			INA	
<u>Wes</u> t	From:	SR 3 Plank Rd									_			_
(3) Ramp	Spotsylvania County	0.26 <b>9200 G</b>								0.094	F		9200	G
$\smile$	To:	I-95 North												
Bus	From:	SR 3 Blue and Grey Parkway												
3 William St	City of Fredericksburg	0.14 <b>14000 G</b> 9	8%	0%	1%	0%	0%	0%	F	0.086	F		15000	G
	To:	111 2050 17 64			_									
Bus	From:	111-3958 Hanover St					•							
3 William St	City of Fredericksburg	0.30 <b>10000 G</b> 9	8%	0%	1%	0%	0%	0%	С	0.085	F		11000	G
$\smile$	To:	111-3955 College Ave												
Bus	From:													
(3) William St	City of Fredericksburg		8%	0%	1%	0%	0%	0%	С	0.085	F		13000	G
$\checkmark$	To:	SR 3 Par, Washington Ave												

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

				ale Rol				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:	SR 3 Pa	r, Washingt	ton Ave												
3 William St	City of Fredericks	sburg 0.37	5800	G	98%	0%	1%	0%	0%	0%	С	0.09	F		6300	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	G	97%	1%	1%	0%	0%	0%	F	NA			12000	
	To:	Bus	US 1 Caroli	ne St												
Bus William Ct	From:				000/	00/	40/	00/	00/	00/	_	0.400	_		7500	
3 William St	City of Fredericks	J	6900	G	98%	0%	1%	0%	0%	0%	F	0.108	F		7500	
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	97%	1%	1%	0%	0%	0%	F	NA			14000	
Bus	To: From:	Bus S	R 3 Par, Sop	ohia St												
3) William St	City of Fredericks	sburg 0.03	19000	G	98%	0%	1%	0%	0%	0%	F	NA			21000	
9)	To:	9	VCL Staffor													
Bus	From:	ECI	Fredericks	burg												
3 Kings Hwy	Stafford Coun	nty 0.30	18000	G	97%	0%	1%	1%	1%	0%	F	NA			19000	
<i></i>	Tax	SR 212	Chatham He	ights Rd												
Bus Kinna Lluni	Ctafford Cours				070/	00/	40/	40/	40/	00/	0	0.000	_	0.500	20000	
3 Kings Hwy	Stafford Coun	,	27000 ne and Grey	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.522	29000	
					<u>'</u>											
Bus NA Is in out A	From:		SR 3 Willia		000/	00/	40/	00/	40/	00/	_	0.007	_		5500	
Washington Ave	City of Fredericks	0	5100	G	96%	2%	1%	0%	1%	0%	F _	0.087	F		5500	
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	F	NA			12000	
Bus	From:		3963 Amel													
3 Amelia St	City of Fredericks		4400	G	96%	2%	1%	0%	1%	0%	С	0.094	F		4700	
8)	Combined Traffic Estimates for 2 Parallel	•	10000	G	97%	1%	1%	0%	0%	0%	С	NA			11000	
	To:		-3973 Sophi		0.70	.,,	Ť	0,0	0,0	0,0						
Bus	From:	111-	3973, Amel	ia St												
3 Sophia St	City of Fredericks	sburg 0.07	5800	G	96%	2%	1%	0%	1%	0%	F	0.095	F		6300	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	97%	1%	1%	0%	0%	0%	F	NA			14000	
	To:	Bus	SR 3 Willia	m St												
Bus	From:	SR 3	Historyland	Hwy												
3 ) Main St	Town of Warsaw (Marsaw	laint: 79) 0.77	12000	N	95%	0%	1%	1%	3%	0%	Ν	0.082	Ν	0.642	13000	
<i></i>	To:		60 Richmor													
Bus Company	From:		360; Main		050/	201		407	00/	00/	_	0.000	_	0.040	40000	
3 360 Richmond Rd	Town of Warsaw (M		12000 Historyland	F	95%	0%	1%	1%	3%	0%	F	0.082	F	0.642	13000	
	100		· ·													
	From:		Carolina Sta		050/	407		407	00/	00/	_	0.407	_	0.500	540	
4 ) Buggs Island Rd	Mecklenburg Co	ounty 4.53	500	F	95%	1%	1%	1%	2%	0%	F	0.107	F	0.533	510	
	To: From:	South End	Of John H.	Kerr Da	m											
4 ) Buggs Island Rd	Mecklenburg County (N	Maint: US) 0.53	840	N	95%	1%	1%	1%	2%	0%	Ν	0.112	Ν	0.594	850	
<i></i>	To	North Enc	of John H.	Kerr Da	m											
4 Buggs Island Rd	Mecklenburg Co		840	F	95%	1%	1%	1%	2%	0%	С	0.112	F	0.594	850	
J 1337 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Tn	58-707 China		-				, -			-					
	From:		7 Castle He													
4 Buggs Island Rd	Mecklenburg Co	ounty 4.50	960	F	95%	1%	1%	1%	2%	0%	F	0.096	F	0.52	980	
$\smile$	To		US 58 Gills													

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

							Tru	ıck			K	211	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SSS													
5) (60) Main St	City of Richmond	0.30 <b>16000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			18000	G
<u> </u>	To:	SSS													
Main Ct	City of Dish mand	Williamsburg		000/	00/		00/	007	00/	0	0.440	_	0.777	7000	0
5 Main St	City of Richmond	0.40 <b>6900</b>	G	99%	0%	0%	0%	0%	0%	С	0.116	F	0.777	7900	G
<u> </u>	To: From:	Nicholson S	t												
(5) Main St	City of Richmond	0.26 <b>11000</b>	G	99%	0%	0%	0%	0%	0%	F	0.11	F	0.845	13000	G
<u>~</u>	To: From:	ECL Richmon													
5 ) Osborne Tpke	Henrico County	1.99 <b>9100</b>	F	98%	0%	1%	1%	0%	0%	С	0.125	F	0.798	9900	F
$\smile$	To:	New Market I													
	From:	Osborne Tpk								_		_			_
5 New Market Rd	Henrico County	2.13 <b>7500</b>	F	97%	1%	1%	1%	1%	0%	С	0.125	F	0.738	8200	F
<u> </u>	To- From:	Laburnum Av	/e												
5 New Market Rd	Henrico County	3.27 <b>8300</b>	F	97%	1%	1%	1%	1%	0%	F	0.108	F	0.652	9000	F
$\smile$	To: From:	I-295				$ \vdash$									
5 New Market Rd	Henrico County	4.70 <b>2200</b>	F	87%	0%	1%	7%	5%	0%	С	0.098	F	0.622	2400	F
	To:	Willis Church	D.4												
5 (156) New Market Rd	From: Henrico County	1.72 <b>2400</b>	F	87%	0%	1%	7%	5%	0%	F	0.096	F	0.698	2400	F
5 156 New Market Rd	Tierinico Courity	Charles City Coun		01 /0	070	170	1 /0	370	0 70	'	0.030	'	0.030	2400	'
	From	Henrico County	-												
5 (156) John Tyler Memorial Hwy	Charles City County	4.34 1400	G	87%	0%	1%	7%	5%	0%	F	0.092	F	0.614	1500	G
, ,	T-1														
loba Tular Mamarial Llus	Charles City County	SR 156 E In		040/	00/	10/	20/	E0/	00/	F	0.005	F	0.600	2000	
5 John Tyler Memorial Hwy	Charles City County	3.69 <b>2700</b>	G	91%	0%	1%	3%	5%	0%	Г	0.085	Г	0.608	2800	G
	To: From:	18-609 Barnetts	s Rd												
5 John Tyler Memorial Hwy	Charles City County	5.68 <b>2300</b>	G	91%	0%	1%	3%	5%	0%	С	0.089	F	0.665	2500	G
$\smile$	To	SR 155 Charles C	ity CH			$\neg$ $\vdash$									
5 John Tyler Memorial Hwy	Charles City County	3.81 <b>2200</b>	G	91%	0%	1%	2%	5%	0%	С	0.098	F	0.511	2300	G
3) ************************************	To:	18-632 Tyler's M				Ti.				_					_
	From:	18-632 Tylers M													
5 John Tyler Memorial Hwy	Charles City County	9.47 <b>2700</b>	G	91%	0%	1%	2%	5%	0%	F	0.08	F	0.502	2800	G
	To	James City County Line, Chic	ckahomi	ny Bridge											
		Charles City County Line, Chi		iny Bridge											
5 John Tyler Memorial Hwy	James City County	4.35 <b>3000</b>	F	97%	1%	1%	1%	0%	0%	F	0.087	F	0.577	3100	F
<u> </u>	To	47-614 Centervil	le Rd			$\neg$ $\vdash$									
5 John Tyler Memorial Hwy	James City County	2.04 <b>8400</b>	F	97%	1%	1%	1%	0%	0%	F	0.087	F	0.534	8600	F
,	To	47 C15 I. 1	101												
5 John Tyler Memorial Hwy	James City County	47-615 Ironboun 1.51 <b>9900</b>	a Ra F	97%	1%	1%	1%	0%	0%	С	0.089	F	0.545	11000	F
5 John Tyler Memorial Hwy	James City County	1.51 9900		91%	170	170	1 70	U%	υ%	C	0.069	г	0.545	11000	г
-	To: From:	47-652 Stanley	Dr			$\Box$ $-$									
5 John Tyler Memorial Hwy	James City County	0.29 <b>16000</b>	F	97%	1%	1%	1%	0%	0%	F	0.088	F	0.578	18000	F
$\smile$	To:	SR 199, 46-6	16												

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

		Primary and interstate RC				Trι	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 199, 46-616			2////	STANE	IIIaii	ZITAII		i actor		i actor		
(5)(199)	James City County	0.22 <b>35000</b> F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.575	38000	F
5 (199)	dames only county		01 70	070	170	170	170	070	•	0.000	•	0.070	00000	•
	From:	WCL Williamsburg				407					_			
5 (199)	City of Williamsburg (Maint: 47)	0.24 <b>35000 F</b>	97%	0%	1%	1%	1%	0%	F	0.086	F	0.575	38000	F
	From:	SR 31, SR 199 SR 31 Jamestown Rd; SR 19	10											
5 Jamestown Rd	City of Williamsburg	0.27 <b>11000</b> F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.594	12000	F
5 Jamestown Rd	Only of Williamsburg			070	070	070	070	070	'	0.001	•	0.554	12000	'
	From:	137-7073 John Tyler Memorial												
5 Jamestown Rd	City of Williamsburg	1.50 <b>13000 F</b>	99%	0%	0%	0%	0%	0%	С	0.088	F	0.586	14000	F
<u> </u>	To:	137-7075 Boundary St												
5 Boundary St	City of Williamsburg	Jamestown Rd 0.07 <b>12000 F</b>	99%	0%	0%	0%	0%	0%	F	0.084	F	0.605	12000	F
5 Boundary St	City of Williamsburg	Francis St	99%	0%	0%	076	0%	0%	Г	0.064	Г	0.605	12000	Г
	From:	Boundary St												
5 Francis St	City of Williamsburg	0.09 <b>8200</b> F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.593	8800	F
3)	To:	SR 132 Henry St	0070	0,0		0,0	0,0	0,0	•	0.00	·	0.000	0000	·
	From:	Francis St												
(5) (132) Henry St	City of Williamsburg	0.38 <b>5500</b> F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.531	5800	F
	To:	SR 162 Lafayette St												
_	From:	SR 132 Henry St												
( ₅ ) Lafayette St	City of Williamsburg	0.33 <b>9300 F</b>	97%	1%	2%	0%	0%	0%	F	0.095	F	0.504	10000	F
$\overline{}$	To	Capital Landing Rd												
5 Lafayette St	City of Williamsburg	0.73 <b>7800 F</b>	97%	1%	2%	0%	0%	0%	С	0.086	F	0.603	8300	F
5 Zarayono or	- City of Williamobally		01 70	170		070	070	070	Ŭ	0.000	•	0.000	0000	·
	To: From:	US 60 Page St												
5 (60) Page St	City of Williamsburg	0.25 <b>15000 F</b>	98%	1%	1%	0%	0%	0%	С	0.083	F	0.564	16000	F
<u> </u>	To- From:	Second St												
5 60 Page St	City of Williamsburg	0.31 <b>14000</b> F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.519	15000	F
	To	LIC 60 Dage Ct												
5 Capitol Landing Rd	From: City of Williamsburg	US 60 Page St 0.62 <b>6900 G</b>	97%	1%	1%	0%	0%	0%	С	NA			7500	G
5 Capitol Landing Rd	City of Williamsburg	SR 143 Merrimac St	91 /0	1 /0	1 /0	0 /0	076	076	C	INA			7300	G
East	From:	SR 5 I-295-E022B TO AND FRO	OM RT											
(5) Ramp	Henrico County	0.25 <b>NA</b>								NA			NA	
	10:	I-295-E FROM RT 5												
East	From:	SR 5 I-295-W022B TO RT 2	95											
( ₅ ) Ramp	Henrico County	0.22 <b>NA</b>								NA			NA	
$\overline{}$	To	I-295-W FROM RT 5												
West	From:	SR 5 TO ROUTE 295												
(5) Ramp	Henrico County	0.18 <b>NA</b>								NA			NA	
	To:	I-295-E FROM RT 5												
West	From	SR 5 I-295-W027A TO AND FRO	ом рт		<u> </u>									
West S Ramp	Henrico County	0.31 <b>NA</b>	ואו ואוכ							NA			NA	
5 Ramp	To:	I-295-W FROM RT 5								14/4			INA	
		1-293-W FKUM K1 3												

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

Jurisdiction  From:  Nelson County  To:  From:		ADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	- QV
From:	US 250 Rock		41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷۱
Nelson County To: From:		kfish Gap Trnpk												
Nelson County To: From:												-		
To: From:		770 G	98%	1%	1%	0%	0%	0%	С	0.117	F	0.6	820	G
From:	SR 151 Crit	itzers Shop Rd	0070	.,,	$\overline{}$	0,0	0,0	0,0	·	0	•	0.0	0_0	·
		51 Avon												
Nelson County		7500 G	91%	1%	1%	1%	6%	0%	С	0.087	F		7000	G
To		Martins Store		.,,	Ti.			-,-	_					_
From:		cfish Valley Hwy												
Nelson County	5.79 <b>3</b>	700 G	87%	2%	2%	1%	9%	0%	С	0.089	F		4000	G
-														
From:														
Nelson County	3.94 <b>13</b>	3000 G	89%	1%	1%	1%	8%	1%	F	0.079	F		13000	G
To	US 29 E. Thot	mas Nelson Hwy	7		$\neg$ $\vdash$									
Nelson County		· · · · · · · · · · · · · · · · · · ·		2%	2%	2%	2%	0%	F	0.103	F	0.841	1700	G
То:					ΞÏ.			-,-						_
From:														
Albemarle County			93%	2%	2%	2%	2%	0%	С	0.098	F	0.683	990	G
7 1150.116.115 556.119						_,,	_,,	0,0	·	0.000	•	0.000		·
To: From:														
Albemarle County	5.68 12	200 G	93%	2%	2%	2%	2%	0%	F	0.096	F	0.519	1300	G
To:	SR 20 W 5	Scottsville Rd												
Albemarle County			03%	20/-	20/-	20/	20/-	0%	F	0.003	F	0.677	6000	G
Albertaile County	0.20	500 0	3370	270	270	270	270	070		0.000	•	0.011	0300	O
To: From:	WCL S	Scottsville												
Town of Scottsville (Maint: 02)	0.30 65	500 N	93%	2%	2%	2%	2%	0%	Ν	0.093	Ν	0.677	6900	Ν
To:	SR 20 F	E; Main St												
From:														
Town of Scottsville (Maint: 02)	0.28 <b>3</b> 0	8000 G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.562	3100	G
To:	Fluvanna	County Line												
From:	Albemarle	e County Line												
Town of Scottsville (Maint: 32)	0.24 <b>2</b> 8	800 G	97%	0%	1%	1%	1%	0%	С	0.103	F	0.578	3000	G
Top	22 675	5 Conol St												
Town of Scottovilla (Maint: 22)			070/	00/	10/	10/	10/	00/	NI	0.402	NI	0.570	2000	N
Town of Scottsville (Maint. 32)	0.00 20	.000 14	91 /0	076	1 /0	1 /0	1 /0	0 /6	IN	0.103	IN	0.576	3000	IN
To: From:	ECL S	Scottsville												
Fluvanna County	7.98 <b>28</b>	800 N	97%	0%	1%	1%	1%	0%	Ν	0.103	Ν	0.578	3000	Ν
To	22 (20 P. III	r D 10 1												
From:			070/	00/	40/	40/	40/			0.005		0.000	0500	_
Fluvanna County	5.30 22	400 G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.699	2500	G
To: Econol	32-612 W	Vinnsville Dr												
Fluvanna County			97%	0%	1%	1%	1%	0%	F	0.091	F	0.508	1300	G
To:														-
From:														
Fluvanna County			94%	0%	1%	1%	4%	0%	F	0.078	F	0.575	5200	G
То:					−i ¯			- / -						_
From:														
			0.407	401										_
Fluvanna County	4.28 <b>19</b>	900 G	94%	1%	1%	1%	3%	0%	F	0.097	F	0.5	2100	G
	Fluvanna County	Nelson County   3.94   1:	US 29 W, Thomas Nelson Hw   Nelson County   3.94   13000   G	Nelson County   3.94   13000   G   89%	Nelson County   3.94   13000   G   89%   1%	Nelson County   3.94   13000   G   89%   1%   1%	Nelson County   3.94   13000   G   89%   1%   1%   1%	Nelson County   3.94   13000   G   89%   1%   1%   1%   8%	Nelson County   3.94   13000   G   89%   1%   1%   1%   8%   1%	Nelson County   3.94   13000   G   89%   1%   1%   1%   8%   1%   F	Nelson County   3.94   13000   G   89%   1%   1%   1%   8%   1%   F   0.079	Nelson County   3.94   13000   G   89%   1%   1%   1%   8%   1%   F   0.079   F	Nelson County   3.94   13000   G   89%   1%   1%   1%   8%   1%   F   0.079   F	Nelson County   3.94   13000   G   89%   1%   1%   1%   8%   1%   F   0.079   F   13000

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

		I control AART OA 4Tito DueTruckTruck						Dir	Dir						
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV	
	From:	WCL Columbia													
6 Saint James St	Town of Columbia (Maint: 32)		N 94%	1%	1%	1%	3%	0%	N	0.097	Ν	0.5	2100	N	
<u> </u>	To:	Goochland County Line, ECL										0.625 0.698 0.805 0.581 0.572 0.555 0.587 0.548 0.548 0.63 0.594 0.528			
River Rd West	Goochland County	Fluvanna County Line, ECL 6.01 <b>1600</b>	G 94%	1%	1%	1%	3%	0%	С	0.107	F	0.625	1700	G	
6 River Rd West	Good Harid County			1 /0	1 /0	1 /0	3/0	0 /6	C	0.107		0.023	1700	G	
	To: From:	SR 45 Georges Taver													
6 River Rd West	Goochland County	6.47 <b>3800</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.091	F	0.698	4100	G	
<u> </u>	To: From:	37-600 Rock Castle R	Rd												
6 River Rd West	Goochland County	3.41 <b>5300</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.107	F	0.805	5700	(	
<u> </u>	To:	US 522 W, Sandy Hook	c Rd												
	From:	W US 522									_			_	
6)(522)River Road West	Goochland County		<b>G</b> 96%	1%	1%	0%	2%	0%	F	0.101	F	0.581	7800	C	
<del></del>	To:	E US 522	1.1												
6 River Rd West	Goochland County	US 522 E, Maidens R 4.95 <b>4200</b>	G 99%	0%	0%	1%	0%	0%	F	0.109	F	0.572	4500	(	
6 River Rd West	Goodhland County	4.95 4200	99%	0%	0%	170	070	0%	Г	0.109	Г	0.572	4500		
	To: From:	37-628 Lee Rd													
6 River Rd West	Goochland County	6.62 <b>5700</b>	<b>G</b> 99%	0%	0%	1%	0%	0%	F	0.106	F	0.555	6100	(	
$\smile$	Tax	37-621 Manakin Rd			<b>—</b> —										
6 Patterson Ave	Goochland County		<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.097	F	0.587	9500	(	
9	To														
6 Patterson Ave	Goochland County	SR 288 2.36 <b>18000</b>	<b>G</b> 99%	0%	0%	1%	0%	0%	С	0.111	F	0.549	19000	(	
6 Patterson Ave	To:	Henrico County Line		076	0/8	1 /0	076	0 /6	C	0.111	-	0.546	19000		
	From:	Goochland County Lin													
6 Patterson Ave	Henrico County		<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.103	F	0.548	24000	F	
	To														
6 Patterson Ave	Henrico County	Pump Rd 0.69 <b>25000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.101	F	0.62	28000	F	
6 Patterson Ave	Herrico County	0.69 <b>25000</b>	F 99%	0%	0%	0%	0%	076	Г	0.101	Г	0.03	20000	,	
	To: From:	Gaskins Rd													
6 ) Patterson Ave	Henrico County	1.04 <b>23000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.099	F	0.594	26000	F	
$\smile$	Too	Gayton Rd													
6 Patterson Ave	Henrico County		<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.096	F	0.528	26000	F	
	To	D 1 D1													
6 Patterson Ave	Henrico County	Parham Rd 0.97 <b>2000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.102	F	0.644	23000	F	
6 Patterson Ave	Herrico County	0.97 20000	F 99%	0%	0%	0%	070	076	Г	0.102	Г	0.041	23000	,	
	To: From:	Forest Ave													
6 Patterson Ave	Henrico County	0.94 <b>18000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.114	В		18000	(	
<u> </u>	To:	WCL Richmond													
6 Patterson Ave	City of Richmond		<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.098	F	0.562	16000	(	
	Tool														
6 Patterson Ave	City of Richmond	Libbie Ave 1.67 <b>11000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.101	F	0.528	12000	(	
6 Patterson Ave	City of Richinoria	1.07 11000	99%	U70	U-70	070	U70	U70	Γ	0.101	ı	0.320	12000		
	To: From:	Malvern Ave													
6 Patterson Ave	City of Richmond	0.38 <b>7800</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.102	F	0.605	8900	G	
$\smile$	To:	Thompson St													

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

					_	Truck					K		Dir		- 014
Route	Jurisdiction	Length	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		iompson St												
6 Kensington Ave	City of Richmond	0.71	2300 G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.62	2600	(
<u> </u>	10:	В	Boulevard												
<u> Vye</u>	From:		6 River Rd												
6 Tidbit Trail	Nelson County	0.20	530 R								NA			NA	
$\smile$	To:	US 29 The	omas Nelson Hwy	/											
	From:	US 50, US 5	522 Par, Braddock	St											
7) (50) (522) Boscawen St	City of Winchester	0.18	2000 G	97%	1%	2%	0%	0%	0%	С	0.094	F		2200	
	Combined Traffic Estimates for 2 Parallel Roadw	avs on this Route:	11000 G	97%	1%	2%	0%	0%	0%	F	NA			12000	
	To:		1 Cameron St												
	From:	Во	oscawen St												
7) $(11)$ $(11)$ $(50)$ Cameron	St City of Winchester	0.17	7500 G	96%	1%	2%	0%	1%	0%	F	NA			8200	
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	14000 G	96%	1%	2%	0%	1%	0%	F	NA			15000	
	To:		ccadilly St												
	From:	US 11	1 Cameron St												
7 Piccaddilly St	City of Winchester	0.18	9400 G	97%	1%	1%	0%	1%	0%	F	0.087	F		10000	
	To:	E	East Lane												
	From:	Pic	ccadilly St												
7 ) East Lane	City of Winchester	0.02	8600 G	97%	1%	1%	0%	1%	0%	F	0.085	F		9400	
$\smile$	To:		nirfax Lane												
	From:		ghland Ave												
7 ) National Ave	City of Winchester	0.32	8900 G	97%	1%	1%	0%	1%	0%	F	0.092	F		9700	
$\smile$	To:	138-5213 I	Pleasant Valley Ro	d											
7 Berryville Ave	City of Winchester		22000 G	97%	1%	1%	0%	1%	0%	С	0.084	F		24000	
	From:		Ross St	070/	40/		00/	407	00/	_	0.007			07000	
7 ) Berryville Ave	City of Winchester (Maint: 3	4) 0.16	25000 G	97%	1%	1%	0%	1%	0%	F	0.087	F		27000	
<u> </u>	To: From:	I-81; E	CL Winchester			-									
7 Berryville Pike	Frederick County	3.69	28000 G	95%	0%	1%	0%	3%	0%	F	0.078	F		30000	
	To:	Clarke	e County Line												
	From:	Frederic	ck County Line												
₇ ) Harry Flood Byrd Hwy	Clarke County	3.80	25000 A	95%	0%	1%	0%	3%	0%	С	0.098	Α	0.635	27000	
$\bigcirc$	To	Pue CD 7	West of Berryville	`											
7 Harry Flood Byrd Hwy	From: L Clarke County		26000 G	95%	0%	1%	0%	3%	0%	F	0.085	F	0.723	28000	
7 Harry Flood Byrd Hwy	Clarke County			9370	076	1 70	0 70	370	070	'	0.005	•	0.723	20000	
	To: From:		North of Berryville	:											
7 Harry Flood Byrd Hwy	Clarke County	1.65	23000 G	95%	0%	1%	0%	3%	0%	F	0.095	F	0.842	24000	
$\smile$	To:	Bus SR 7	East of Berryville												
7 Harry Flood Byrd Hwy	Clarke County		24000 G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.775	27000	
7),	James Southy			0.70	.,,		0,0	.,,	0,0	•	5.55.	•	33		
	From:		606 River Rd												
7 Harry Flood Byrd Hwy	Clarke County		25000 G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.875	28000	
$\smile$	To:		un County Line												
	From:		e County Line							_		_			
7 Harry Flood Byrd Hwy	Loudoun County		26000 G	97%	1%	1%	0%	1%	0%	F	0.111	F		29000	
$\checkmark$	To:	53-760	Near Bluemont												

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

		Primary and Inters	itate red	1100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
	From:	52.760 N D1				ZAXIE	3+Axle	IIIali	ZITAII		Factor		Factor		
7 Harry Flood Byrd Hwy	Loudoun County	53-760 Near B1 3.02 <b>24000</b>		97%	1%	1%	0%	1%	0%	С	0.116	Α	0.778	27000	В
7 Harry Flood Byrd Hwy	Loudouri County				170	1 70	0%	170	U70	C	0.116	А	0.776	27000	Ь
	Ta: From:	Bus SR 7 West of													
7 Harry Flood Byrd Hwy	Loudoun County	1.07 <b>26000</b>	G	97%	1%	1%	0%	1%	0%	F	0.098	F		30000	G
<u> </u>	Ta: From:	Bus SR 7 West of	Purcellvill	e											
7 Harry Flood Byrd Hwy	Loudoun County	2.07 <b>27000</b>	G	97%	1%	1%	0%	1%	0%	F	0.094	F		31000	G
$\bigcirc$	To:	WCL Purcel	ville												
7 Harry Flood Byrd Hwy	Town of Purcellville (Maint: 53)	0.94 <b>27000</b>		97%	1%	1%	0%	1%	0%	F	0.094	F		31000	G
7 Harry Flood Byrd Hwy	Town of Furocitating (Maint: 50)			01 70	170	170	070	170	070	•	0.004	•		01000	Ŭ
	To: From:	ECL Purcell								_		_			
7 Harry Flood Byrd Hwy	Loudoun County	1.04 <b>27000</b>	G	97%	1%	1%	0%	1%	0%	F	0.094	F		31000	G
<u> </u>	To: From:	SR 287 North of P	urcellville	:		_									
7 Harry Flood Byrd Hwy	Loudoun County	2.07 <b>41000</b>	G	97%	1%	1%	0%	1%	0%	F	0.089	F		46000	G
$\bigcirc$	To	53-704 Hamilton	Station Dd												
7 Harry Flood Byrd Hwy	From: Loudoun County	2.37 <b>42000</b>		97%	1%	1%	0%	1%	0%	F	0.091	F		48000	G
7 Harry Flood Byrd Hwy	Loudour County	2.51 42000		31 /0	1 /0	1 70	070	1 /0	070	•	0.001	•		40000	O
$\overline{}$	To: From:	SR 9, Bus SR 7 C													
7 Harry Flood Byrd Hwy	Loudoun County	2.38 <b>59000</b>	F	98%	1%	1%	0%	1%	0%	С	0.085	F	0.75	65000	F
<u> </u>	To:	Bus SR 7; WCL	Leesburg			$\neg$ $\vdash$									
7 Market St West	Town of Leesburg (Maint: 53)	1.85 <b>56000</b>	G	98%	1%	1%	0%	1%	0%	F	0.082	F		62000	G
$\cdot$	To:	US 15 Kins													
7) 15 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 <b>63000</b>		97%	1%	1%	1%	1%	0%	С	0.082	F		69000	G
7) 15 Leesburg Bypass	rown or Leesburg (Maint. 33)	0.44 03000		31 /0	1 /0	1 /0	1 /0	1 70	070	C	0.002	•		03000	G
¬ ~~	From:	SR 267								_					
7 ) (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.63 <b>53000</b>	G	96%	1%	1%	1%	2%	0%	С	0.073	F		58000	G
$\smile \smile$	To	Sycolin R	d			$\neg$ $\vdash$									
7) (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.53 60000	G	95%	1%	1%	1%	2%	0%	С	0.076	F		65000	G
	To:	US 15, BUS SR 7	Modrat Ct												
7 Market St East	Town of Leesburg (Maint: 53)	1.83 <b>63000</b>		98%	1%	1%	0%	1%	0%	F	NA			67000	G
7 Market St East	Town or Leesburg (Maint. 33)	1.03 03000		30 70	1 /0	1 /0	070	1 70	070	'	INA			07000	J
	To: From:	ECL Leesb													
7 Harry Flood Byrd Hwy	Loudoun County	2.38 <b>72000</b>	G	98%	1%	1%	0%	1%	0%	F	NA			77000	G
<u> </u>		3-901 Claiborne Pkwy; 53-2	400 Lands	owne Blvo	i										
7 Harry Flood Byrd Hwy	Loudoun County	2.99 <b>84000</b>		98%	1%	1%	0%	1%	0%	F	NA			90000	G
	To:	CD 20 C 11	D 1												
_ Llarmy Flood Dyred Llary	From:	SR 28 Sully		000/	40/	10/	00/	40/	00/	F	NΙΔ			70000	
7 Harry Flood Byrd Hwy	Loudoun County	4.07 <b>73000</b>		98%	1%	1%	0%	1%	0%	г	NA			79000	G
	From:	Fairfax Count Loudoun Coun													
7 Leesburg Pike	Fairfax County	1.69 <b>59000</b>	_	98%	1%	1%	0%	1%	0%	С	0.078	F	0.653	63000	G
1) Loodburg I mo	1 dillax Oddity			5570	1 /0	1 /0	0 /0	1 /0	0 /0	J	0.070	•	0.000	55000	J
	To: From:	SR 193 Georgeto													
7 Leesburg Pike	Fairfax County	7.26 <b>54000</b>		98%	1%	1%	0%	1%	0%	F	0.076	F	0.652	57000	G
$\smile$	To:	SR 267 Dulles	Toll Rd												

#### 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	- QV
	From:	SR 267 D	ılles Toll Rd												
7 Leesburg Pike	Fairfax County	1.15 <b>6</b> 1	000 G	98%	1%	1%	0%	1%	0%	F	NA			64000	G
$\sim$	To	SR 123 T	ysons Corner												
7 Leesburg Pike	Fairfax County	0.91 <b>58</b>	000 A	98%	1%	1%	0%	1%	0%	F	0.077	Α	0.637	62000	Α
	To:	I-495 Can	tital Beltway												
7 Leesburg Pike	Fairfax County		000 G	98%	1%	1%	0%	1%	0%	F	0.08	F	0.595	48000	G
	Total														
7 Broad St	Fairfax County		-66 -000 N	98%	1%	1%	0%	1%	0%	NI	0.079	N		36000	1
7 Broad St	Fairfax County			90 /6	1 /0	1 /0	076	1 /0	076	IN	0.079	IN		30000	'
	Ta: From:		alls Church							_		_			
7 Broad St	City of Falls Church	0.38 <b>3</b> 4	000 G	98%	1%	1%	0%	1%	0%	F	0.079	F		36000	(
	Ta: From:	110-674	9 West St												
7 ) Broad St	City of Falls Church	0.93 <b>2</b> 9	000 G	98%	1%	1%	0%	1%	0%	F	0.077	F		31000	
<u> </u>	Toi	US 29 W	ashington St			<b>—</b> —									
7 Broad St	City of Falls Church		000 G	98%	1%	1%	0%	1%	0%	F	NA			23000	(
9	To:	110.670	9 Cherry St												
7 Broad St	City of Falls Church		2000 G	98%	1%	1%	0%	1%	0%	F	NA			24000	(
7 Broad St	Oity of Fails Official			3070	1 70	1 70	070	1 /0	070	•	INA			24000	•
	From:		lls Church	000/	407		201	407	201	_	0.070	_	0.017	00000	
7 Leesburg Pike	Fairfax County	0.23 <b>22</b>	2000 G	98%	1%	1%	0%	1%	0%	F	0.072	F	0.617	23000	(
	To: From:		lington Blvd												
7 ) Leesburg Pike	Fairfax County	0.50 <b>43</b>	000 G	98%	1%	1%	0%	1%	0%	F	0.069	F	0.516	46000	(
<u></u>	Ta: From:	29-2327	Henry Dr												
7 Leesburg Pike	Fairfax County	1.57 <b>4</b> 1	000 G	98%	1%	1%	0%	1%	0%	F	NA			44000	(
<u> </u>	Ta:	SR 244 Baile	ys Cross Roads			<u> </u>									
7 Leesburg Pike	Fairfax County		000 G	98%	1%	1%	0%	1%	0%	F	NA			42000	(
	To:		Jefferson St												
7 Leesburg Pike	Fairfax County		6000 G	98%	1%	1%	0%	1%	0%	F	NA			48000	
7 Leesburg Pike	Talliax Oddiny			3070	1 70	1 70	070	1 /0	070	•	INA			40000	•
	From:		Mexandria	000/	407		201	407	201	_	0.077	_	0.500	50000	
7) King St	City of Alexandria	1.09 49	0000 G	98%	1%	1%	0%	1%	0%	F	0.077	F	0.593	53000	(
	To. From:		395												
₇ ) King St	City of Alexandria	0.65 <b>22</b>	000 G	98%	1%	1%	0%	1%	0%	F	0.082	F	0.582	24000	(
	To: From:	Brade	lock Rd			$\neg$ $\vdash$									
7 King St	City of Alexandria	1.91 <b>1</b> 3	000 G	98%	1%	1%	0%	1%	0%	F	0.09	F	0.578	14000	(
$\mathcal{L}$	To:	Due	sell Rd			<u> </u>									
7 King St	City of Alexandria		'000 G	98%	1%	1%	0%	1%	0%	F	0.089	F	0.653	18000	
	2.ty 017 (10) and 10				. 70	. , ,	2,0	. 70	270	•	0.000	•	0.500	. 5000	
Ving St	From:		est St	000/	40/	10/	00/	407	007		0.070		0.500	0700	,
7 ) King St	City of Alexandria	0.48 <b>8</b>	100 G	98%	1%	1%	0%	1%	0%	F	0.076	F	0.532	8700	G

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

Route	Jurisdiction	Longth AADT OA ATiro Duo		Dir AAWDT QW
7 Ramp to I-81 S at Exit 315	Frederick County	Ramps SR 7 N001B; SR 7 S001B 0.20 <b>NA</b>	NA	NA
	To: From:	I-81 S SR 7		
7 Ramp to I-81 N at Exit 315	Frederick County	0.20 <b>NA</b> I-81 N	NA NA	NA
7 Ramp	Fairfax County	SR 07-E062B SR 07-W062B From Rt 7 0.15 <b>NA</b>	NA	NA
7 Ramp	Fairfax County	SR 07- 62C To Commuter Lot 0.14 <b>8300</b> F	0.079 F	8300 F
	To:	I-66 East SR 07- 62B To Commuter Lot		
7   Ramp	Fairfax County	0.13 NA From SR 7 East & West	NA NA	NA
Ramp toward I-81 S at Exit 315	Frederick County To:	SR 7 E 0.04 <b>NA</b> Ramp SR 7 1A	NA	NA
East 7 Ramp toward I-81 N at Exit 315	Frederick County	SR 7 E 0.05 <b>NA</b> Ramp SR 7 1B	NA	NA
East 7 Ramp	From: Fairfax County To:	SR 7 SR 07-W060A To Rt 495 South  0.28 NA  I-495-S048X From Rt 7 East00- Leesburg Pike	NA	NA
East 7 Ramp From SR 7 EB to I-495 NB	Fairfax County	SR 7 Leesburg Pike EB  0.10 NA  I-495 Capital Beltway Inner Loop NB	NA	NA
East 7 Ramp	Fairfax County	SR 7 To Rt 66 East & West  0.08 NA	NA	NA
East 7 Ramp	Fairfax County	SR 07-E062B TO RT 66 EAST  0.14 <b>NA</b> I-66-W FROM RT 7 EAST	NA NA	NA
East 7 Ramp	From: Fairfax County	SR 07-E062A To Rt 66 East  0.35	1% 0% 1% 0% F 0.088 F	11000 G
East 7 Ramp	City of Alexandria (Maint: 00)	SR 7; 30th St. To Rt 395 0.11 <b>NA</b>	NA	NA
East 7 Ramp	City of Alexandria (Maint: 00)	SR 07-E069B TO RT 395 NORTH & SOUTH  0.13 NA  I-395-S FROM RT 7 EAST00- KING ST	NA NA	NA

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

Route	Jurisdictio	on Le	ngth <b>AAD</b>	T QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Ramp	From: City of Alexandria (	(Maint: 00) 0	069A To Rt 3 23 NA N From Rt 7	ı								NA			NA	
West 7 Ramp toward I-81 S at Exit 3	15 Frederick Co	Dunty 0	SR 7 06 <b>NA</b> Ramp SR	ı								NA			NA	
West 7 Ramp toward I-81 N at Exit 3	.15 Frederick Co	ounty 0	SR 7 06 <b>NA</b> Ramp SR	ı								NA			NA	
West 7 Ramp	From: Fairfax Cou To:	inty 0	R 07-E060A 7 19 NA K From Rt 7 W	ı								NA			NA	
West 7 Ramp From SR 7 WB to I-49	95 NB Fairfax Cou	inty 0	SR 7 Leesburg 22 NA apital Beltwa		op NB							NA			NA	
West 7 Ramp	From: Fairfax Cou To:		SR 7 TO RT 15 <b>NA</b> 66-W FROM F	ı	Γ							NA			NA	
West 7 Ramp	From: Fairfax Cou To:	inty 0	Γ 66 EAST & 13 NA 062B SR 07-	ı								NA			NA	
West 7 Ramp	From: Arlington Co	unty 0	O RT 395 NO 25 NA O RT 395 NO	ı								NA			NA	
West 7 Ramp	From: Arlington Co	unty 0	9A TO RT 393 19 <b>NA</b> 9A TO RT 393	ı								NA			NA	
7 (522) (1,1) (50) Braddock	St City of Winch Combined Traffic Estimates for 2 Paralle To:		US 50 Bosco 17 <b>6600</b> oute: <b>1400</b> Piccadill	0 G 00 G	96% 96%	1% 1%	2% 2%	0% 0%	1% 1%	0% 0%	F F	0.086 NA	F		7200 15000	G G
7 50 522 Piccadilly St	City of Winch Combined Traffic Estimates for 2 Paralle To		Braddoc 18 <b>8900</b> oute: <b>1100</b> SR 7 Came	0 G 00 G	97% 97%	1% 1%	2% 2%	0% 0%	0% 0%	0% 0%	F F	0.089 NA	F		9600 12000	G G
Bus 7 West Main St	Clarke Cou		SR 7 West of 3	0 G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.519	5800	G
Bus 7 West Main St	Town of Berryville (	1(Maint: 21) 0	WCL Ben 86 <b>540</b> 0 US 340 Ben	0 N	98%	1%	1%	0%	0%	0%	N	0.102	N	0.519	5800	N

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

		1 milary and m					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Berryville	2221								_			
7 East Main St	Town of Berryville (Maint: 21)	1.12 <b>40</b>	000 G	96%	0%	1%	0%	2%	0%	С	0.102	F	0.65	4200	G
Bus	To: From:	ECL Be	erryville												
(7) East Main St	Clarke County		000 N	96%	0%	1%	0%	2%	0%	Ν	0.102	Ν	0.65	4200	Ν
<u> </u>	Ter		of Berryville												
Bus 7 Market St	Loudoun County		of Leesburg  000 G	98%	1%	1%	0%	0%	0%	F	0.098	F		15000	G
(7) Mariot St	To:		Leesburg	0070	170		070	070	070	•	0.000			10000	
Bus Market Ct	From:			000/	40/	40/	00/	00/	00/	_	0.000	_		45000	0
7 Market St	Town of Leesburg		000 G	98%	1%	1%	0%	0%	0%	F	0.098	F		15000	G
Bus	To- From:		iew St												
7 Market St	Town of Leesburg	0.25 <b>12</b> 0	000 G	98%	1%	1%	0%	0%	0%	С	0.096	F		13000	G
Bus	To From:	253-42061	Loudoun St												
7 Market St	Town of Leesburg	0.27 <b>89</b>	000 G	98%	1%	1%	0%	0%	0%	F	0.098	F		9600	G
Bus	To- From:	253-420	)5 Ayr St												
7 Market St	Town of Leesburg	0.36 <b>98</b>	800 G	98%	1%	1%	0%	0%	0%	F	0.091	F		11000	G
$\smile$	To:	Bus U	US 15			<u> </u>									
Bus 7 Market St	Town of Leesburg		000 G	99%	0%	1%	0%	0%	0%	F	0.081	F		13000	G
			rch St				0,0	0,0	0,0	•	0.00	•			
Bus Market Ct	From:			000/	00/	40/	00/	00/	00/	_	0.000	_		44000	0
7 Market St	Town of Leesburg		800 G	99%	0%	1%	0%	0%	0%	С	0.088	F		11000	G
Bus	To- From:	253-42061	Loudoun St												
7 Market St	Town of Leesburg	0.27 <b>20</b> 0	000 G	99%	0%	1%	0%	0%	0%	F	NA			22000	G
Bus	To- From:	253-4200 Ca	atoctin Circle												
7 Market St	Town of Leesburg		000 G	99%	0%	1%	0%	0%	0%	F	0.077	F		38000	G
<u> </u>	To:		; SR 7												
Bus Loudoun Street West	From: Loudoun County		of Round Hill	96%	2%	1%	1%	0%	0%	F	0.234	F	0.729	2000	G
Coudoun Street West	Education County			90 /0	2/0	1 /0	1 /0	076	0 /0	-	0.234		0.729	2000	G
Bus	From:		ound Hill												
7 Loudoun St	Town of Round Hill (Maint: 53)	0.32 19	000 N	96%	2%	1%	1%	0%	0%	N	0.234	N	0.729	2000	N
Bus	To: From	53-719	Main St			$\Box$									
7 Loudoun St	Town of Round Hill (Maint: 53)	0.25 <b>54</b>	00 G	96%	2%	1%	1%	0%	0%	F	0.092	F		5800	G
Bus	To- From	ECL Ro	ound Hill												
7 Loudoun Street East	Loudoun County	0.24 <b>54</b>	100 N	96%	2%	1%	1%	0%	0%	N	0.092	N		5800	Ν
$\smile$	То:	SR 7 Between Round	d Hill and Purc	ellville											

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

		Primary and interstat	.00			Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	SR 7 Between Round Hill ar												
7 Loudoun Street East	Loudoun County	1.66 <b>9600</b>	<b>G</b> 96%	2%	1%	1%	0%	0%	С	0.094	F		10000	C
Bus	To: From:	WCL Purcellvil	le											
7 Main St	Town of Purcellville (Maint: 53)	2.06 <b>9600</b>	<b>N</b> 96%	2%	1%	1%	0%	0%	Ν	0.094	Ν		10000	ı
<u> </u>	To- From:	SR 287 Berlin Tp	oke											
Bus 7 Colonial Highway	Town of Purcellville (Maint: 53)	0.07 9000	N 96%	2%	1%	1%	0%	0%	N	0.127	N		9600	ı
) comments	То-	ECL Purcellvill				.,.		*,*						
Galacial Highway	From:			20/	40/	40/	00/	00/	_	0.407	_		0000	
7 Colonial Highway	Loudoun County	1.00 9000	<b>G</b> 96%	2%	1%	1%	0%	0%	F	0.127	F		9600	
Bus	To- From:	WCL Hamilton	n											
7 ) West Colonial Hwy	Town of Hamilton (Maint: 53)	0.96 <b>9000</b>	<b>N</b> 96%	2%	1%	1%	0%	0%	Ν	0.127	Ν		9600	
Bus	Ta- From:	ECL Hamilton	1											
7) Colonial Highway	Loudoun County	2.41 <b>9000</b>	<b>N</b> 96%	2%	1%	1%	0%	0%	Ν	0.127	Ν		9600	
<u> </u>	To	SR 7, SR 9 Clarkes	Gap											
	From:	North Carolina State												
8 Salem Hwy	Patrick County	5.08 <b>1500</b>	<b>G</b> 94%	0%	1%	1%	3%	0%	С	0.091	F	0.565	1600	
<u> </u>	From:	SR 103 Dry Pond Hwy Sou SR 103 South Of Stuart Dr												_
8 Salem Hwy	Patrick County	3.42 <b>4400</b>	<b>G</b> 94%	0%	1%	1%	3%	0%	F	0.088	F	0.647	4600	
$\mathcal{I}$	To- From:	SCL Stuart												
8 Patrick Ave	Town of Stuart (Maint: 70)	0.75 <b>4400</b>	<b>N</b> 94%	0%	1%	1%	3%	0%	Ν	0.088	Ν	0.647	4600	
Due	To: From:	Bus US 58												
Bus 8 58 West Blue Ridge St	Town of Stuart (Maint: 70)	1.00 <b>2700</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	С	0.094	F		2800	
9 (8)	To:	WCL Stuart												
Bus	Patrick County		<b>N</b> 94%	10/	10/	10/	20/	0%	N	0.094	N		2800	
8) (58)	Patrick County	0.51 <b>2700</b>	N 9470	1%	1%	1%	3%	0%	IN	0.094	IN		2000	
8) (58) Jeb Stuart Hwy	Patrick County	Bus US 58 2.01 <b>4600</b>	<b>G</b> 91%	1%	1%	1%	5%	0%	С	0.094	F		4800	
8 58 Jeb Stuart Hwy	To:	US 58 North	3170	170		170	370	070	O	0.004	'		4000	
	From:	US 58 N, Jeb Stuart												
8 Woolwine Hwy	Patrick County	3.89 <b>2700</b>	<b>G</b> 91%	1%	1%	2%	5%	0%	F	0.095	F	0.711	2900	
	From:	SR 57 Fairystone Par		407							_			_
8 Woolwine Hwy	Patrick County	6.22 <b>1900</b>	<b>G</b> 91%	1%	1%	2%	5%	0%	С	0.094	F	0.537	2000	
Washing there	Tac From:	SR 40 Woolwin		407		001	FC'	001		0.005		0.507	000	_
8 Woolwine Hwy	Patrick County	6.14 930 Floyd County Lin	<b>G</b> 91%	1%	1%	2%	5%	0%	F	0.095	F	0.537	980	
	From:	Patrick County Li												_
8 Parkway Lane South	Floyd County	0.34 <b>1000</b>	<b>G</b> 91%	1%	1%	2%	5%	0%	F	0.083	F	0.544	1100	(
$\smile$	To:	Blue Ridge Parkv	vay											

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and Intersta	ale Nou	100			Tru	ok			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC		QK	Factor	AAWDT	Q۷
	From:	Blue Ridge Park	*****			ZAXIE	3+Axie	ППап	ZITali		Factor		Factor		
8 Parkway Lane South	Floyd County	5.69 <b>1800</b>	.way G	91%	1%	1%	2%	5%	0%	F	0.091	F	0.552	1900	G
8) I dirway Edile Codiii	- Toya County			0170	170	170	270	070	070	•	0.001	•	0.002	1000	
Occurry Or	From:	SCL Floyd		040/	40/	40/	00/	<b>5</b> 0/	00/		0.004		0.550	4000	
8 South Locust St	Town of Floyd (Maint: 31)	0.27 <b>1800</b>	N	91%	1%	1%	2%	5%	0%	N	0.091	N	0.552	1900	Ν
	To- From:	US 221 Main													
8 North Locust St	Town of Floyd (Maint: 31)	0.30 <b>6800</b>	G	97%	0%	1%	1%	1%	0%	F	0.093	F		7100	G
<u> </u>	To- From-	NCL Floyd				$\neg$ $\vdash$									
8 Webbs Mill Rd	Floyd County	4.07 <b>6800</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.093	Ν		7100	١
9	To	31-730 Ridge Vie	ny DA												
8 Webbs Mill Rd	Floyd County	5.95 <b>4700</b>	A	97%	0%	1%	1%	1%	0%	С	0.116	Α	0.615	4900	A
8) Webbs Willi Nd	To:	Montgomery Count		01 70	070		170	170	070	Ū	0.110	,,	0.010	4000	,
	From:	Floyd County L													
8 Riner Rd	Montgomery County	5.99 <b>8800</b>	F	96%	1%	1%	1%	2%	0%	С	0.099	F	0.619	9200	F
<u> </u>	To	60-658 N of Riner; Mead	ow Craal	Pd											
8 Riner Rd	Montgomery County	3.26 <b>9600</b>	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.669	10000	-
8) 141161 143	Meritgemery County			01.70	070		170	170	070	•	0.000	•	0.000	10000	•
IV/ Marin Ct	From: (Majati CO)	SCL Christiansburg r		070/	40/	40/	00/	40/	00/		0.000	_	0.54	20000	
8 W Main St	Town of Christiansburg (Maint: 60)	0.22 <b>19000</b>	F	97%	1%	1%	0%	1%	0%	F	0.092	F	0.54	20000	ı
<u>~</u>	To: From:	Old SCL Christian	sburg												
8 ) W Main St	Town of Christiansburg	0.77 <b>13000</b>	F	97%	1%	1%	0%	1%	0%	С	0.097	F	0.592	13000	ı
<u> </u>	To:	US 11; Radford	l St												
	From:	SR 8 W Main	St												
8 Ramp to I-81 N at Exit 101	Town of Christiansburg (Maint: 60)	0.20 <b>NA</b>									NA			NA	
<u> </u>	То:	I-81 N													
	From:	SR 8 W Main	St												
8 Ramp to I-81 S at Exit 101	Town of Christiansburg (Maint: 60)	0.12 <b>NA</b>									NA			NA	
<u> </u>	To:	I-81 S													
	From:	West Virginia Stat	e Line												
9 Charles Town Pike	Loudoun County	3.10 <b>11000</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F		12000	(
9	To:	53-671 Harpers Fe	en Dd												
Q Charles Town Pike	From: Loudoun County	1.80 <b>15000</b>	G	98%	0%	1%	0%	1%	0%	С	0.089	F		16000	(
9 Charles Town Pike	Loudouri County			30 /0	070	1 /0	0 70	1 /0	076	C	0.003	'		10000	`
	From:	WCL Hillsbor													
9 Charles Town Pike	Town of Hillsboro (Maint: 53)	0.41 <b>15000</b>	N	98%	0%	1%	0%	1%	0%	N	0.089	N		16000	١
<u> </u>	Ta: From:	ECL Hillsbor	О												
9 Charles Town Pike	Loudoun County	0.27 <b>15000</b>	N	98%	0%	1%	0%	1%	0%	Ν	0.089	Ν		16000	1
$\smile$	To	53-690 Hillsboro	n Rd												
9 Charles Town Pike	From: Loudoun County	2.19 <b>13000</b>	G	98%	0%	1%	0%	0%	0%	С	0.083	F		14000	(
9)				30,0	0,0		0,0	0,0	0,0	•	5.000	•			
Observe B"	To: From:	SR 287 Berlin T		0001	001		001	001	001	_	0.000	_		47000	
9 Charles Town Pike	Loudoun County	3.10 16000	G	98%	0%	1%	0%	0%	0%	F	0.080	F		17000	(
<u> </u>	To:	53-704 Hamilton Sta	ation 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	Q۷
_	From:	53-704 Hamilton Station Rd												
g ) Charles Town Pike	Loudoun County	2.21 <b>20000 G</b>	98%	0%	1%	0%	0%	0%	F	0.084	F		21000	G
$\smile$	То:	SR 7 Clarkes Gap												
_	From:	US 360 Hull St												
10) Broad Rock Rd	City of Richmond	0.81 <b>9300 G</b>	97%	1%	1%	1%	0%	0%	С	0.091	F	0.535	10000	G
$\smile$	To	N Belt Blvd												
10) (161) Broad Rock Blvd	City of Richmond	0.43 <b>16000 G</b>	97%	1%	1%	1%	0%	0%	F	0.083	F	0.576	18000	(
	To	S Belt Blvd												
10) Broad Rock Blvd	City of Richmond	2.10 <b>19000 G</b>	99%	0%	0%	0%	0%	0%	С	0.09	F	0.642	21000	(
10) 27000 710011 2110	- T		0070	0,0		0,0	0,0	0,0	Ū	0.00	•	0.0.2		
10) Iron Bridge Rd	City of Richmond	W. Belmont Rd 0.56 <b>12000 G</b>	99%	0%	0%	0%	0%	0%	F	0.089	F	0.588	13000	(
10 Iron Bridge Rd	City of Richmond	0.30 <b>12000 G</b>	9970	076	0 /6	0 /6	076	0 /6		0.009	-	0.566	13000	•
	To- From:	SCL Richmond												
10) Iron Bridge Rd	Chesterfield County	0.60 <b>12000 G</b>	99%	0%	0%	0%	0%	0%	F	0.089	F	0.576	14000	(
<u> </u>	To- From:	SR 150 Chippenham Pkwy												
10) Iron Bridge Rd	Chesterfield County	1.21 <b>33000 G</b>	97%	0%	1%	1%	1%	0%	F	0.091	F	0.631	37000	(
$\smile$	To:	20-638 Cogbill Rd												
10) Iron Bridge Rd	Chesterfield County	3.19 <b>27000 G</b>	97%	0%	1%	1%	1%	0%	F	0.090	F	0.575	30000	(
	To	SR 288												
10) Iron Bridge Rd	Chesterfield County	1.47 <b>36000</b> G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.562	40000	(
10) Hori Bridge Ma	- Total order in the country		01 70	070		170	170	070	Ū	0.002	•	0.002	10000	Ì
Jane Belder Bel	From	20-655 Beach Rd	070/	00/	40/	40/	40/	00/	_	0.007	_	0.545	04000	
10) Iron Bridge Rd	Chesterfield County	4.03 <b>28000 G</b>	97%	0%	1%	1%	1%	0%	F	0.087	F	0.545	31000	(
	To: From:	20-749 Womack Rd												
10) Iron Bridge Rd	Chesterfield County	0.67 <b>23000 G</b>	97%	0%	1%	1%	1%	0%	F	0.082	F	0.502	25000	(
$\smile$	To- From:	SR 144 W, Harrowgate Rd												
10 (144) Hundred Rd	Chesterfield County	0.25 <b>33000 G</b>	97%	0%	1%	2%	0%	0%	F	0.086	F	0.554	36000	(
$\cup$	Tax	SR 144 E, Chester Rd												
10) Hundred Rd	Chesterfield County	1.68 <b>32000 G</b>	97%	0%	1%	2%	0%	0%	С	0.087	F	0.586	35000	(
	To	US 1, US 301 Jefferson Davis Hy												
10) West Hundred Rd	Chesterfield County	0.44 <b>37000 G</b>	97%	0%	1%	2%	0%	0%	F	0.083	F	0.567	41000	(
10 West Hundred Rd	Chesterned Country		31 /0	070	1 /0	270	070	076	'	0.003	'	0.507	41000	`
	To: From:	I-95	050/	00/		40/	201	00/	_	2 222	_	0.500	45000	
10) West Hundred Rd	Chesterfield County	2.47 <b>40000 G</b>	95%	0%	1%	1%	3%	0%	F	0.086	F	0.503	45000	(
	To- From:	20-618 Old Bermuda Hundred R												
10) Hundred Rd East	Chesterfield County	1.46 <b>35000 G</b>	95%	0%	1%	1%	3%	0%	F	0.087	F	0.510	39000	(
$\smile$	To: From:	I-295												
10 Hundred Rd East	Chesterfield County	0.90 <b>26000 A</b>	95%	0%	1%	1%	3%	0%	С	0.103	Α	0.526	29000	A
$\smile$	To:	20-746 Enon Church Rd												
10) Hundred Rd East	Chesterfield County	2.07 <b>21000 G</b>	95%	0%	1%	1%	3%	0%	F	0.088	F	0.504	24000	(
10)ariaraa ria East	To:	Prince George County Line	3070	070		. 70	<b>3</b> /0	J /0	•	0.000	•	0.50-	000	

## 2010 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:	Chesterfield Cour													_
10) Randolph Rd	Prince George County	0.32 19000	G	95%	0%	1%	1%	3%	0%	F	0.088	N	0.504	21000	G
Devideds Did	To- From:	WCL Hopew		050/	00/		40/	00/	00/		0.000			04.000	
10) Randolph Rd	City of Hopewell (Maint: 74)	0.10 <b>19000</b>	N	95%	0%	1% ——	1%	3%	0%	N	0.089	N		21000	N
10 Randolph Rd	City of Hopewell	Maintenance Bo 0.12 <b>19000</b>	undary <b>G</b>	95%	0%	1%	1%	3%	0%	F	0.089	F		21000	G
Randolph Rd	City of Flopeweii			93 /0	076	1 /0	1 /0	3/0	076	-	0.009			21000	
10 Randolph Rd	City of Hopewell	North 6th A 0.40 <b>12000</b>	ve <b>G</b>	95%	0%	1%	1%	3%	0%	F	0.084	F		13000	Ć
Randolph Rd	City of Flopeweii			33 /0	070	1 70	1 /0	370	076	'	0.004	'		13000	
10 Randolph Rd	City of Hopewell	0.74 Main St	G	95%	0%	1%	1%	3%	0%	F	0.085	F		12000	(
Randolph Rd	Tro-				070		170	070	070	•	0.000	•		12000	`
10)(156)Randolph Rd	City of Hopewell	SR 156; Winston Ch 1.26 <b>9800</b>	G	95%	0%	1%	1%	3%	0%	F	0.084	F		11000	(
10) (130) (1310)	To To			0070			.,,	0,0	0,0	•	0.00	•			
10 (156) James River Dr	Prince George County	ECL Hopew 1.17 <b>9500</b>	G	95%	0%	1%	1%	3%	0%	F	0.089	F		11000	
10) (130)	To	SR 156 W, Winston C													
10) (106) (156) James River Dr	Prince George County	0.73 <b>9600</b>	G	93%	0%	1%	1%	5%	0%	С	0.085	F		10000	(
10) (100) (130)	To	SR 156 E,													
10) James River Dr	Prince George County	2.24 <b>4400</b>	G	93%	0%	1%	1%	5%	0%	F	0.088	F	0.64	4800	(
	To	74-641 Moody													
10) James River Dr	Prince George County	2.54 <b>3200</b>	G	93%	0%	1%	1%	5%	0%	F	0.088	F	0.624	3400	C
9	Tou	74-609 Garysy	ille												
10 James River Dr	Prince George County	5.93 <b>2800</b>	G	90%	1%	1%	2%	6%	0%	С	0.107	F		2800	C
$\mathcal{I}$	Tac	74-1201 Morning	Star Rd			$\neg$ $\vdash$									
10) James River Dr	Prince George County	2.00 <b>2400</b>	G	93%	0%	1%	1%	5%	0%	F	0.093	F	0.549	2400	C
$\mathcal{L}$	To:	Surry County													
10 Colonial Trail	Surry County	Prince George Cou 5.45 <b>2200</b>	G Cinty Line	93%	0%	1%	1%	5%	0%	F	0.087	F	0.508	2200	c
10) Colornal Train	Tol.	SR 40 Spring C		0070	070		170	070	070	•	0.007	•	0.000	2200	
10) Colonial Trail	Surry County	7.90 <b>2500</b>	A	93%	0%	1%	1%	5%	0%	С	0.112	Α	0.558	2400	A
10)	Too	SR 31 S, Rolfe													
10 (31) Colonial Trail	Surry County	0.47 <b>4300</b>	G	93%	0%	1%	1%	5%	0%	F	0.089	F	0.559	4500	
10) (01)	To	SCL Surry	,												
10) (31) Colonial Trail	Town of Surry (Maint: 90)	0.57 <b>4300</b>	N	93%	0%	1%	1%	5%	0%	N	0.089	Ν	0.559	4500	١
	To-	N SR 31													
10) Colonial Trail	Town of Surry (Maint: 90)	0.72 <b>4800</b>	G	93%	0%	1%	1%	5%	0%	F	0.093	F	0.503	5100	
	To:	ECL Surry													
10) Colonial Trail	Surry County	6.02 <b>4800</b>	N	93%	0%	1%	1%	5%	0%	Ν	0.093	Ν	0.503	5100	١
. <u></u>	To:	90-617 Bacons (													

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

<b>.</b>	1		4			Tru	ıck		0.0	K	011	Dir	A A1A/E=	
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	90-617 Bacons Castle												
10 Colonial Trail	Surry County	3.14 <b>3700 G</b>	93%	0%	1%	1%	5%	0%	F	0.097	F	0.54	3900	G
$\smile$	To:	Isle of Wight County Lin	e											
	From:	Surry County Line							_		_			_
10 Old Stage Hwy	Isle of Wight County	4.12 <b>6700 G</b>	93%	0%	1%	1%	5%	0%	F	0.112	F	0.511	7100	C
<u>~</u>	To: From:	Bus SR 10 West Of Smithf	eld											
10	Isle of Wight County	2.96 <b>6600 G</b>	95%	1%	1%	1%	2%	0%	С	0.109	F		7100	C
	Tay	NCL Smithfield			$\neg$ $\vdash$									
10	Town of Smithfield (Maint: 46)	0.78 <b>10000 G</b>	95%	1%	1%	1%	2%	0%	F	0.096	F	0.524	11000	(
	То:	US 258 Main St West												
_ ~~~	From:	Main St West												
10) { 258 }	Town of Smithfield (Maint: 46)	2.30 <b>17000 G</b>	94%	1%	1%	1%	3%	0%	С	0.093	F		18000	(
$\bigcirc \bigcirc \bigcirc$	To- From:	Bus US 258, Bus SR 10 Church	St South		$\neg$ $\vdash$									
10) (258) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.31 <b>28000 G</b>	94%	1%	1%	3%	2%	0%	F	0.092	F		30000	(
	To:	Old ECL Smithfield												
10) (258) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.65 <b>24000 G</b>	94%	1%	1%	3%	2%	0%	F	0.09	F		25000	(
10) (238) 261.110 6114.611 2114	- (		0.70	.,,		0,0	_,,	0,0	·	0.00	•			
Dance Church Dhid	From:	SCL Smithfield	0.40/	40/	40/	20/	20/	00/		0.000	_		20000	
10 258 Benns Church Blvd	Isle of Wight County	1.00 <b>25000 G</b> SR 32 Brewers Neck Blv	94%	1%	1%	3%	2%	0%	F	0.090	F		26000	(
	From:	US 258 S, Brewers Neck B												
10 (32) Benns Church Blvd	Isle of Wight County	4.15 <b>11000 G</b>	94%	1%	1%	2%	2%	0%	С	0.094	F		12000	(
10) (2)	To:	NCL Suffolk												
	From:	Isle of Wight County Lin	e											
10) (32)	City of Suffolk	1.31 <b>10000 G</b>	95%	0%	1%	1%	2%	0%	F	0.096	F		11000	(
$\bigcirc$	To	SR 125 Chuckatuck			$\neg$ $\vdash$									
10) (32) Godwin Blvd	City of Suffolk	0.87 <b>12000 G</b>	95%	0%	1%	1%	2%	0%	F	0.093	F		13000	(
	To	133-603 Everets Rd												
10 (32) Godwin Blvd	City of Suffolk	4.81 <b>12000 G</b>	95%	0%	1%	1%	2%	0%	С	0.095	F		13000	(
10 32 Godwin Blvd	Oity of outlook		3370	070	170	170	270	070	O	0.000	•		13000	`
On their Bland	From:	133-634 Kings Fork Rd	050/	00/		40/	00/	00/		0.007			00000	,
10 (32) Godwin Blvd	City of Suffolk	1.36 <b>21000 G</b>	95%	0%	1%	1%	2%	0%	F	0.087	F		23000	(
	To: From:	US 58 Suffolk Bypass												
$\binom{10}{32}$ Godwin Blvd	City of Suffolk	0.54 <b>19000 G</b>	95%	0%	1%	1%	2%	0%	F	NA			21000	(
<u> </u>	To:	Pruden Blvd US 460												
Bus		Bus US 460 Elephant For		00/		00/	007	00/	_	0.007	ь	0.505	07000	
10 (460) (32)	City of Suffolk	1.49 <b>26000 F</b>	99%	0%	0%	0%	0%	0%	С	0.097	В	0.525	27000	ı
Bus	From:	Bus US 460, Bus US 58 Bus US 460												
10) (32) (460) Main St	City of Suffolk	0.09 <b>30000 G</b>	99%	0%	1%	0%	0%	0%	F	NA			33000	(
10 02 400	To:	Bus US 58			i.				·					
Bus	From:	Bus US 58, Bus US 460												
10) (32) (13) Main St	City of Suffolk	0.68 <b>22000 G</b>	99%	0%	1%	0%	0%	0%	F	NA			24000	(
$\circ \circ \circ$	То:	SR 337 Washington St												

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		Filliary and interstate RC				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	SR 10 TO RT 95			- 1	017040	TTTGII	Ziran		1 40101		1 40101		
(10) Ramp	Chesterfield County	0.40 <b>NA</b>								NA			NA	
	To:	I-95-S FROM RT 10												
East	From:	SR 10 TO RT 95												
(10) Ramp	Chesterfield County	0.13 <b>NA</b>								NA			NA	
	To:	I-95-N FROM RT 10												
East	From:	SR 10 TO RT 295												
(10) Ramp	Chesterfield County	0.39 <b>NA</b>								NA			NA	
$\overline{}$	To:	I-295-E FROM RT 10												
East	From:	SR 10 TO RT 295												
( ₁₀ ) Ramp	Chesterfield County	0.26 <b>NA</b>								NA			NA	
$\smile$	To:	I-295-W FROM RT 10												
West	From:	SR 10 TO RT 95												
( ₁₀ ) Ramp	Chesterfield County	0.31 <b>NA</b>								NA			NA	
<u> </u>	To:	I-95-S FROM RT 10												
West	From:	SR 10 TO RT 95												
(10) Ramp	Chesterfield County	0.25 <b>NA</b>								NA			NA	
<u> </u>	10:	I-95-N FROM RT 10												
West	From:	SR 10 TO RT 295												
(10) Ramp	Chesterfield County	0.23 NA								NA			NA	
	***	FROM RT 10												
West	Chesterfield County	SR 10 TO RT 295 0.45 <b>NA</b>								NIA			NIA	
(10) Ramp	Chesterried County	0.45 <b>NA</b> I-295-W FROM RT 10			_					NA			NA	
	From				_									
Bus South Church St	Town of Smithfield (Maint: 46)	SR 10 0.85 <b>15000 G</b>	99%	0%	0%	0%	0%	0%	F	NA			16000	G
10 258 South Church St	Town of Smittined (Maint. 40)		9970	076	0 /6	0 /6	070	0 /6		INA			10000	G
Bus Bus	To: From:	Battery Park Rd												
(10) (258) South Church St	Town of Smithfield (Maint: 46)	0.79 <b>14000 G</b>	99%	0%	0%	0%	0%	0%	С	0.097	F		15000	G
$\bigcirc\bigcirc\bigcirc$	To	Red Point Dr												
Bus Bus Church St	Town of Smithfield (Maint: 46)	0.79 <b>14000 G</b>	99%	0%	0%	0%	0%	0%	F	0.1	F		15000	G
10 258 Church St	Town of Smitmed (Mant. 46)	Bus SR 258 Smithfield	99%	0%	0%	0%	0%	0%	Г	0.1	Г		15000	G
Bus	From:	Bus US 258 Main St												
(10) North Church St	Town of Smithfield (Maint: 46)	0.85 <b>8000 G</b>	99%	0%	0%	0%	0%	0%	С	0.112	F		8600	G
	Tax	Berry Hill Rd												
Bus North Observe Co.	From:	•	0001	001		001	001	001	_	0.007	_	0.644	4000	_
North Church St	Town of Smithfield (Maint: 46)	0.43 <b>4500 G</b>	99%	0%	0%	0%	0%	0%	F	0.097	F	0.614	4800	G
Bus	To: From:	NCL Smithfield												
(10) West Main St	Isle of Wight County	0.76 <b>3900 G</b>	98%	1%	0%	0%	0%	0%	F	0.101	F	0.501	4200	G
	To	46-674 Blounts Corner Rd												

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-				_		Tru	ck			K		Dir		-
Route	Jurisdiction	Length AADT QA	A 41 ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
us	From:	46-674 Blounts Corner F												
0) West Main St	Isle of Wight County	2.16 <b>1700 G</b>		1%	0%	0%	0%	0%	С	0.119	F	0.702	1800	(
/	To:	SR 10 West of Smithfiel	d											
~ ~~~	From:	State St												
1) (421) Euclid Ave	City of Bristol	0.75 <b>13000 F</b>	99%	0%	1%	0%	0%	0%	F	0.090	F	0.531	14000	
<i></i>	To	Vance St												
1) (421) Euclid Ave	City of Bristol	0.19 <b>14000 F</b>	99%	0%	1%	0%	0%	0%	F	0.09	F	0.535	15000	
	Top	Bob Morrison Blvd												
1 (421) Euclid Ave	City of Bristol	0.18 <b>15000</b> F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.587	16000	
1)(-21)	·													
1 (19) Euclid Ave	City of Bristol	SR 381 Commonwealth A 0.48 <b>8600 F</b>		0%	1%	0%	0%	0%	F	0.091	F	0.503	9100	
1) (19) Euclid Ave	City of Bristor	0.40 <b>0000</b> F	9970	076	1 /0	0 /6	076	0 /6		0.091	-	0.505	9100	
~ <i>~</i> ~~	To: From:	Piedmont Ave												
1) (19) Euclid Ave	City of Bristol	0.56 <b>6300 F</b>	99%	0%	1%	0%	0%	0%	С	0.085	F	0.55	6800	
<del></del>	To- From:	Moore St												
1) (19) Lee Highway	City of Bristol	0.48 <b>13000 F</b>	99%	0%	1%	0%	0%	0%	F	0.087	F	0.524	14000	
	Toc	Valley Dr			$\neg$ L									
1 19 Lee Highway	City of Bristol	1.26 <b>14000</b> F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.509	15000	
(19)	To:	I-81												
	From:	End State Maintenance	:											
19 Lee Highway	City of Bristol	1.36 <b>16000 F</b>	98%	0%	0%	1%	1%	0%	F	0.086	F	0.508	17000	
	To:	Bonham Rd												
19 Lee Highway	City of Bristol	0.51 <b>17000</b> F	98%	0%	0%	1%	1%	0%	F	0.086	F	0.54	17000	
	To:	Old Airport Rd												
19 Lee Highway	City of Bristol	0.68 <b>15000 G</b>	98%	0%	0%	1%	1%	0%	F	0.127	N	0.6	17000	
1) (19) Lee Highway	City of Briston		90 /0	076	0 /6	1 /0	1 /0	0 /6	-	0.127	IN	0.0	17000	
~ <i>~</i> ~	To- From:	NCL Bristol												
1) (19) Lee Highway	Washington County	2.83 <b>9000 A</b>	98%	0%	0%	1%	1%	0%	С	0.127	Α	0.6	9300	
<u> </u>	To: From:	95-1717 Wash Co Ind Park	Rd											
1) (19) Lee Highway	Washington County	0.80 <b>8000 F</b>	98%	0%	0%	1%	1%	0%	F	0.095	F	0.6	8300	
	Tou	95-869 Astor Rd												
∫ ∫19 Lee Highway	Washington County	1.28 <b>9400</b> F	98%	0%	0%	1%	1%	0%	F	0.09	F	0.617	9700	
	To:	95-611 Diver Rd												
	From:	95-611 Spring Creek Ro	i											
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Washington County	1.72 <b>7300 F</b>	98%	0%	0%	1%	1%	0%	F	0.09	F	0.555	7600	
	To	WCL Abingdon												
∫ ∫19 Main St	Town of Abingdon	0.55 <b>8600 F</b>	98%	0%	0%	1%	1%	0%	F	0.096	F	0.604	8900	
	To	CD 140 Ionachar - D 1												
1 19 Main St	Town of Abingdon	SR 140 Jonesboro Rd 0.43 <b>25000</b> F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.534	27000	
1) (19) Main St			JO 70	070	1 /0	0 /0	0 /0	0 /0	'	0.030	'	0.004	21000	
~ ~~	To: From:	Colonial Rd									_			
1) (19) Main St	Town of Abingdon	0.47 <b>23000 F</b>		0%	1%	0%	0%	0%	F	0.089	F	0.509	25000	
<i>-</i> ~	To:	US 19 Porterfield Hwy												

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Deste	1. 1. 10.20	, ,	4457	٠.	4.T.	_		Tru	ıck			K	011	Dir	A A) A ( D =	٥
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QΝ
~	From:		Porterfield													
11 Main St/Lee Hwy	Town of Abingdon	0.47	15000	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.527	16000	F
<u>~</u>	Ta: From:	]	Palmer St													
11 Main St	Town of Abingdon	0.35	15000	F	98%	0%	1%	0%	0%	0%	С	0.089	F	0.516	16000	F
<del>~</del>	То:		T 58, Russ													
ALT	From:		T 58, Russ								_		_			_
11) (58) Main St	Town of Abingdon	0.24	12000	F	98%	0%	1%	0%	0%	0%	F	0.081	F	0.509	12000	F
	To: From:	US Alt 58,	SR 75, Cui	mmings												
11 Main St/Lee Hwy	Town of Abingdon	0.66	11000	F	98%	0%	1%	0%	1%	0%	F	0.084	F	0.576	12000	F
~	To:	,	Tanner St													
11 Main St/Lee Hwy	Town of Abingdon		14000	F	98%	0%	1%	0%	1%	0%	F	0.081	F	0.502	15000	F
1)								-,-								
Main St/Lea Lhur	Town of Abingdon		nompson D		000/	00/	10/	00/	40/	00/	F	0.000	F	0.600	24000	
11) Main St/Lee Hwy	I own or Abingdon	0.13	19000	F	98%	0%	1%	0%	1%	0%	г	0.088	г	0.602	21000	F
~~~	To: From:	Hi	illman Hwy													
11 Main St/Lee Hwy	Town of Abingdon	0.74	16000	F	98%	0%	1%	0%	1%	0%	С	0.088	F	0.600	17000	F
~	To:	EC	CL Abingdo	on			<u> </u>									
11 Lee Highway	Washington County		16000	N	98%	0%	1%	0%	1%	0%	Ν	0.088	Ν	0.600	17000	Ν
	To:	I-	-81, US 58													
	From:	I-81,	US 58 Exi	t 19												
11 58 Lee Highway	Washington County	0.30	17000	F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.533	18000	F
\longrightarrow	To:	US 58 F	East of Abi	ngdon			<u> </u>									
11 Lee Highway	Washington County	2.58	4500	F	98%	0%	1%	1%	1%	0%	F	0.086	F	0.552	4700	F
	To:	05.70	4 Entomolio	a D.d												
11 Lee Highway	From: Washington County	2.09	4 Enterpris 4100	F Ka	98%	0%	1%	1%	1%	0%	F	0.089	F	0.639	4300	F
11) Lee Highway	To:		80 Cedarvi		90 /0	070	1 /0	1 /0	1 /0	0 /6		0.009	-	0.039	4300	
	From:	SR 80 Ceda			ve											
11 Lee Highway	Washington County	4.46	3100	F	98%	0%	1%	1%	1%	0%	С	0.086	F	0.628	3200	F
	To	CD.	0137 1	C.												
11 Lee Highway	Washington County	2.81	91 Maple 1	F	98%	0%	1%	1%	1%	0%	F	0.112	F	0.58	1300	F
11) Lee Highway	To:	I-81 West o				070	170	1 /0	1 /0	070	'	0.112	'	0.50	1300	'
	From:		est of Chll		12											
11 Lee Highway	Washington County	2.21	2400	G	98%	0%	1%	1%	1%	0%	F	NA			2600	G
	To:	Smyt	th County I	Line												
	From:	Washing	gton Count	-												
11 Lee Highway	Smyth County	0.04	2400	F	96%	2%	1%	1%	1%	0%	F	0.118	F	0.588	2500	F
~	To:	WC	CL Chilhow	vie			<u> </u>									
11 Lee Highway	Town of Chilhowie (Maint: 86)	1.13	2400	N	96%	2%	1%	1%	1%	0%	Ν	0.118	Ν	0.588	2500	N
\Rightarrow	To:		07 Whitetop													
	From	SR 107	7 Whitetop	Ave												
11 Lee Highway	Town of Chilhowie (Maint: 86)	1.51	6400	F	96%	2%	1%	1%	1%	0%	С	0.108	F	0.508	6700	F
\smile	To:	EC	L Chilhow	rie												

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

		Primary and Inte	State Ru	utes			т	1 .			14		D:-		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	0.4.1		ıck		QC	K	QK	Dir	AAWDT	QW
	From	TOT OF IT				2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
Loo Highway	Smyth County	ECL Chill 2.80 640 0		96%	2%	10/	10/	10/	00/	NI	0.100	N	0.500	6700	NI
(11) Lee Highway	Smyth County	2.80 640 0	, N	90%	2%	1%	1%	1%	0%	N	0.108	IN	0.508	6700	N
~~	To: From:	86-64													
11 Lee Highway	Smyth County	4.32 290 0) F	96%	2%	1%	1%	1%	0%	F	0.088	F	0.643	3000	F
~	To: From:	FR 7 Trilliu	m Lane			_									
11 Lee Highway	Smyth County	0.66 930 0) F	96%	2%	1%	1%	1%	0%	F	0.09	F	0.642	9700	F
\checkmark	To:	WCL Marion; 86-730	Washingto	n Ave											
11 S Main St	Town of Marion	0.52 870 0		99%	0%	0%	0%	0%	0%	С	0.092	F	0.608	9300	F
11) S Main St	1 OWIT OF IVIDITION			0070	070	070	070	070	070	Ü	0.002	•	0.000	3000	•
~~	From:	Greenway			201										
11) S Main St	Town of Marion	0.40 870 0) F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.588	9300	F
~	To: From:	College	St												
11 Main St	Town of Marion	0.41 910 0) F	99%	0%	0%	0%	0%	0%	F	0.080	F	0.543	9700	F
<u> </u>	Tou	SR 16 S Comm	erce Street												
11 (16) Main St	Town of Marion	0.08 1200		99%	0%	1%	0%	0%	0%	F	0.08	F	0.508	12000	F
11) (10)	-						-,-								
~ Ou: 0:	From:	East Mai		200/	20/		00/	201	00/	_	0.000		0.050	47000	_
11 (16) Main St	Town of Marion	0.17 1600	0 F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.653	17000	F
	To: From:	119-4453 Chatham	Hill Rd; Le	e St											
11 (16) Main St	Town of Marion	0.94 1700	0 F	99%	0%	1%	0%	0%	0%	С	0.091	F	0.54	18000	F
\bigcirc	To:	SR 16 Park	Blvd												
11 N Main St	Town of Marion	0.20 1100		97%	0%	1%	0%	1%	0%	F	0.09	F	0.543	12000	F
	Too	110 4450 W													
11 N Main St	From: Town of Marion	119-4459 Kei 0.65 1100		97%	0%	1%	0%	1%	0%	С	NA			11000	G
11) IN IVIAITI St	1 OWIT OF IVIATION	0.05 1100	0 G	9176	076	1 70	0%	170	0%	C	INA			11000	G
~~~	To: From:	ECL Ma													
11 Lee Highway	Smyth County	0.23 <b>1100</b>	0 N	97%	0%	1%	0%	1%	0%	N	NA			11000	N
<del>~</del>	To	FR-10; I-81	Exit 45			<u> </u>									
11 Lee Highway	Smyth County	2.20 <b>530</b> 0	) F	97%	0%	1%	1%	1%	0%	F	0.093	F	0.532	5500	F
	To	86-622 W, Bear	r Crook Pd												
11 Lee Highway	From: Smyth County	4.72 <b>290</b> 0		97%	0%	1%	1%	1%	0%	F	0.098	F	0.578	3000	F
11 Lee Flighway	Omyth County			37 70	070	1 70	1 70	1 /0	070	'	0.000	•	0.570	3000	'
~	From:	86-683 Wins													
(11) Lee Highway	Smyth County	2.65 <b>260</b> 0		97%	0%	1%	1%	1%	0%	С	0.088	F	0.607	2700	F
<del>~</del>	To:	Wythe Cour													
11 W Lee Highway	Wythe County	Smyth Coun 3.07 <b>220</b> 0		97%	1%	1%	1%	1%	0%	F	0.089	F	0.563	2400	G
11 W Lee Highway	vv ytile County	SR 90 Blacklick R			1 /0	1 /0	1 /0	1 /0	0 /0	-	0.009		0.505	2400	G
	Prom:	SR 90 Black Lick I													
11 W Lee Highway	Wythe County	5.73 <b>270</b> 0		97%	1%	1%	1%	1%	0%	F	0.100	F	0.501	2900	G
··)	To														-
NA Las Historia	Promi	98-663 East Bisho			407		407	407	007		0.005		0.500	0.400	
11) W Lee Highway	Wythe County	2.68 <b>320</b> 0		97%	1%	1%	1%	1%	0%	F	0.095	F	0.529	3400	G
~	To:	WCL Wyth	neville												

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

									Tru	ıck			K		Dir		
Route	Jurisdictio	on Lo	ength.	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~	From:			CL Wythevi													
11) W Lee Hwy	Town of Wyth	neville	0.29	4200	G	97%	1%	1%	1%	1%	0%	С	0.093	F	0.534	4600	G
<u>~</u>	To: From:			24th St													
11 W Lee Hwy	Town of Wyth	neville :	2.03	6100	G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.512	6700	G
<del>~</del>	To: From:		US	S 21 Main S 12th St	St			-									
11 21 Main St	Town of Wyth	Leville (	0.31	6700	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.543	7300	
11) (21) 61	To:		0.01	4th St		01 70	170		170	170	070	•	0.000	·	0.010	7000	`
~~~	From:		U	IS 21, 4th S	it												
11 Main St	Town of Wyth	neville (0.33	8300	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.518	9100	(
~	To: From:			5th St				\vdash									
11 Main St	Town of Wyth	neville	0.20	8400	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.593	9200	(
~	To:			11th St													
11 E Main St	Town of Wyth	neville	0.50	12000	G	98%	0%	1%	1%	1%	0%	С	0.089	F	0.508	13000	(
<u></u>	To:			Liberty St													
11 E Main St	From: Town of Wyth	neville (0.78	9400	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.557	10000	(
11) 2	. om or wya					0070	070		170	170	070	•	0.000	·	0.001	10000	
			139	9-3 Lithia R	₹d												
E Main St	From: Town of Wythovillo	(Maint: 09)	U U8	0400		0.00/	00/	10/	10/	10/	∩0/.	N	0.000	N	0.557	1()()()()	
11) E Main St	Town of Wytheville	(Maint: 98)	80.0	9400 I-81	N	98%	0%	1%	1%	1%	0%	N	0.088	N	0.557	10000	N
11) E Main St	Town of Wytheville To: From:	(Maint: 98) 4US-00011-P(I-81	N			1%	1%	1%	0%	N	0.088	N	0.557	10000	
E Main St T1 Ramp to I-81 N at	To: From:	4US-00011-P(I-81	N	O RT 81 N	IOR						0.088 es for thi			10000	
	To: From:	4US-00011-P((U)/US-0 0.27	I-81 0011-N072 00011-N072	N 2A(R)/T	O RT 81 N	IOR See US									10000	
11) (11) Ramp to I-81 N at	t Exit 73 Town of Wytheville To: From:	4US-00011-P((Maint: 98) (IS-00081-N((U)/US-00 0.27 (R)/US-00	I-81 0011-N072	N 2A(R)/T	O RT 81 N S ROM RT 1	IOR See US	11 for di	rectional	traffic v	volume e	stimat	es for thi	s seg	ment.	10000	
	t Exit 73 Town of Wytheville To: From: Town of Wytheville	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98)	(U)/US-00 0.27 (R)/US-00 0.96	I-81 0011-N072 00011-N072 I-81	N 2A(R)/T0 2A(R)/F1	O RT 81 N S ROM RT 1	See US	11 for di	rectional	traffic v	volume e	stimat	es for thi	s seg	ment.		
11) (11) Ramp to I-81 N at	t Exit 73 Town of Wytheville To: From:	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98)	(U)/US-00 0.27 (R)/US-00 0.96 Route:	I-81 00011-N072 00011-N072 I-81 50000	N 2A(R)/T0 2A(R)/F1	O RT 81 N S ROM RT 1	IOR See US	11 for di	rectional	traffic v	volume e	stimat	es for thi	s seg	ment.	47000	
11) (11) Ramp to I-81 N at 11) (81) (77) (52)	t Exit 73 Town of Wytheville Tore Town of Wytheville Combined Traffic Estimates for 2 Paralle From:	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) (Maint: 98) Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route:	I-81 0011-N072 00011-N072 I-81	N 2A(R)/T0 2A(R)/F1	O RT 81 N S ROM RT 1	See US See US 11 See I-8 1%	11 for di	rectional ectional t 1%	traffic voor	volume e olume es 2%	stimat timate C	es for this s for this 0.112	s seg segn A	ment.		
11) (11) Ramp to I-81 N at	t Exit 73 Town of Wytheville To: From: Town of Wytheville Combined Traffic Estimates for 2 Paralle From: Wythe Cou	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) (Maint: 98) Place Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route:	I-81 00011-N072 00011-N072 I-81 50000 CL Wythevi	N 2A(R)/T0 2A(R)/F1 A	O RT 81 N S ROM RT 1 74%	See I-8	11 for dir 1 for dir 1%	rectional tectional technique tectional technique tectional tectio	traffic vo	volume es 2% blume es	stimate C timate	es for this 0.112 s for this	s seg segn A	ment.	47000	,
11) (11) Ramp to I-81 N at 11) (81) (77) (52)	t Exit 73 Town of Wytheville Tore Town of Wytheville Combined Traffic Estimates for 2 Paralle From:	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) (Maint: 98) Place Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route:	I-81 00011-N072 00011-N072 I-81 50000 CL Wythevi	N 2A(R)/T0 2A(R)/F1	O RT 81 N S ROM RT 1	See US See US 11 See I-8 1%	11 for di	rectional ectional t 1%	traffic vo	volume es 2% blume es	stimat timate C	es for this s for this 0.112	s seg segn A	ment.		
11) (11) Ramp to I-81 N at 11) (81) (77) (52) 11) (81) (77) (52)	To. From: It Exit 73 Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle From: Town of Wytheville T	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route:	I-81 00011-N072 00011-N072 I-81 50000 CL Wythevi	N 2A(R)/T0 2A(R)/F1 A	ORT 81 N S ROM RT 1 74%	See I-8 1%	11 for di 1 for dir 1% 1 for dir 1 for dir 1%	rectional tectional technique tectional tectio	traffic von 22% craffic von 22% craffic von 22%	volume es 2%	stimate C timate C	es for this s for this 0.112 s for this NA	s segn	ment. 0.506 nent.	47000	,
11) (11) Ramp to I-81 N at 11) (81) (77) (52)	Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Wythe Cou Wythe Cou	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) (Maint: 98) el Roadways on this F nty el Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route:	I-81 00011-N072 00011-N072 I-81 50000 CL Wythevi 50000 FR-42	N 2A(R)/T0 A A Ille	74%	See I-8 1% See I-8	11 for dir 1 for dir 1% 1 for dir 1%	rectional t 1% ectional t 1% ectional t	traffic vo	volume es 2% blume es 2% blume es 2%	stimate C timate C	es for this s for this 0.112 s for this NA s for this	s segn A segn	ment. 0.506 nent.	47000 47000	,
11) (11) Ramp to I-81 N at 11) (81) (77) (52) 11) (81) (77) (52)	To. From: It Exit 73 Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle From: Town of Wytheville T	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) (Maint: 98) el Roadways on this F nty el Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route:	I-81 00011-N072 00011-N072 I-81 50000 CL Wythevi 50000 FR-42	N 2A(R)/T0 2A(R)/F1 A	ORT 81 N S ROM RT 1 74%	See I-8 1%	11 for di 1 for dir 1% 1 for dir 1 for dir 1%	rectional tectional technique tectional tectio	traffic von 22% craffic von 22% craffic von 22%	volume es 2%	stimate C timate C	es for this s for this 0.112 s for this NA	s segn A segn	ment. 0.506 nent.	47000	,
11) (11) Ramp to I-81 N at 11) (81) (77) (52) 11) (81) (77) (52)	Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle From: Wythe Cou Combined Traffic Estimates for 2 Paralle	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) Roadways on this F nty Roadways on this F nty Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route:	I-81 00011-N072 00011-N072 I-81 50000 CL Wythevi 50000 FR-42	N 2A(R)/T0 2A(R)/F1 A Ille A	74%	See I-8 1%	11 for din 1% 1% 1 for din 1% 1% 1 for din 1%	rectional tectional t	traffic vo	volume es 2% Dlume es 2% Dlume es 2%	stimate C timate C timate F	es for this 0.112 s for this NA s for this 0.099	s segn A segn segn B	ment. 0.506 nent. 0.553	47000 47000	,
11) (11) Ramp to I-81 N at 11) (81) (77) (52) 11) (81) (77) (52)	Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Wythe Cou Wythe Cou	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) Plant: 98) Roadways on this F Inty Roadways on this F Inty Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route: 2.61 Route:	I-81 00011-N072 I-81 50000 EL Wythevi 50000 FR-42 50000 S 52; SR 12	N 2A(R)/T0 2A(R)/F1 A Ille A	74%	See I-8 1%	11 for din 1% 1% 1 for din 1% 1% 1 for din 1%	rectional tectional t	traffic vo	volume es 2% Dlume es 2% Dlume es 2%	stimate C timate C timate F	es for this s for this 0.112 s for this NA s for this	s segn A segn segn B	ment. 0.506 nent. 0.553	47000 47000	,
11) (11) Ramp to I-81 N at (11) (81) (77) (52) (11) (81) (77) (52) (11) (81) (77) (52)	Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle From: Wythe Cou Combined Traffic Estimates for 2 Paralle	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) Plant: 98) Roadways on this F Inty Roadways on this F Inty Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route: 2.61 Route:	I-81 00011-N072 I-81 50000 EL Wythevi 50000 FR-42 50000 S 52; SR 12	N 2A(R)/T0 2A(R)/F1 A Ille A	74% 74%	See I-8 1%	11 for din 1% 1% 1 for din 1% 1% 1 for din 1%	rectional tectional t	traffic vo	volume es 2% Dlume es 2% Dlume es 2%	stimate C C timate F	es for this 0.112 s for this NA s for this 0.099	s segn A segn segn B	ment. 0.506 nent. 0.553	47000 47000	,
11) (11) Ramp to I-81 N at 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) (52)	Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Wythe Cou Wythe Cou	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) Plant: 98) Roadways on this F Inty Roadways on this F Inty Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route: 2.61 Route: US 1.44 Route:	I-81 00011-N072 I-81 50000 EL Wythevi 50000 FR-42 50000 S 52; SR 12	N 2A(R)/T0 2A(R)/F1 A Ille A F	74% 74%	See I-8 1% See I-8 1% See I-8	11 for dir 1% 1 for dir 1% 1 for dir 1%	rectional tectional	traffic von 22% craffic von 22	volume es 2% blume es	stimate C C timate F	es for this 0.112 s for this NA s for this 0.099 s for this	s segn A segn segn B	ment. 0.506 nent. 0.553 nent.	47000 47000 46000	,
11) (11) Ramp to I-81 N at 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) (52)	Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Wythe Cou Wythe Cou	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route: 2.61 Route: US 1.44 Route:	1-81 00011-N072 1-81 50000 EL Wythevi 50000 FR-42 49000	N 2A(R)/T0 2A(R)/F1 A Ille A F	74% 74% 74%	See I-8 1% See I-8 1% See I-8 1% See I-8	11 for din 1% 1 for din 1% 1 for din 1% 1 for din 1% 1 for din 1%	rectional t 1% ectional t 1% ectional t 1% ectional t 1%	traffic von 22% raffic von 22% raffic von 22% raffic von 22% raffic von 22%	volume es 2% Dolume es 2% Dolume es 2% Dolume es 2% Dolume es 2%	stimate C C timate F	es for this 0.112 s for this NA s for this 0.099 s for this	s segn A segn B segn B	ment. 0.506 nent. 0.553 nent. 0.592	47000 47000 46000	, , , , , , , , , , , , , , , , , , ,
11) (11) Ramp to I-81 N at 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) (52)	Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route: 2.61 Route: US 1.44 Route:	I-81 00011-N072 I-81 50000 IL Wythevi 50000 FR-42 50000 S 52; SR 12 49000	N 2A(R)/T0 2A(R)/F1 A Ille A F	74% 74% 74%	See I-8 1% See I-8 1% See I-8 1% See I-8	11 for din 1% 1 for din 1% 1 for din 1% 1 for din 1% 1 for din 1%	rectional t 1% ectional t 1% ectional t 1% ectional t 1%	traffic von 22% raffic von 22% raffic von 22% raffic von 22% raffic von 22%	volume es 2% Dlume es 2% Dlume es 2% Dlume es 2% Dlume es 2%	stimate C C timate F timate F	es for this 0.112 s for this NA s for this 0.099 s for this 0.103	s segn A segn B segn B segn	ment. 0.506 nent. 0.553 nent. 0.592	47000 47000 46000	F
11) (11) Ramp to I-81 N at 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) (52)	Town of Wytheville Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route: 2.61 Route: US 1.44 Route:	I-81 00011-N072 I-81 50000 IL Wythevi 50000 FR-42 50000 S 52; SR 12 49000	N 2A(R)/T0 A Ille A F Ell F vell	74% 74%	See I-8 1% See I-8 1% See I-8 1% See I-8	11 for dir 1% 1 for dir 1% 1 for dir 1% 1 for dir 1%	rectional tectional tectio	traffic vo	volume es 2% Dlume es 2% Dlume es 2% Dlume es 2% Dlume es 2%	stimate C C timate F timate F	es for this 0.112 s for this NA s for this 0.099 s for this 0.103 s for this	s segn A segn B segn B segn	ment. 0.506 nent. 0.553 nent. 0.592	47000 47000 46000 45000	, , , , , , , , , , , , , , , , , , ,
11) (11) Ramp to I-81 N at 11) (11) Ramp to I-81 N at 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) 11) (81) (77)	Town of Wytheville Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) Roadways on this F Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route: 2.61 Route: US 1.44 Route:	1-81 00011-N072 1-81 50000 CL Wythevi 50000 FR-42 50000 S 52; SR 12 49000 Fort Chisw	N 2A(R)/T0 A Ille A F Ell F vell	74% 74% 74% 75%	See I-8 1% See I-8 1% See I-8 1% See I-8 1%	11 for dir 1% 1 for dir 1% 1 for dir 1% 1 for dir 1% 1 for dir 1%	rectional tectional tectio	traffic von 22% craffic von 21%	volume es 2% olume es 2%	stimate C C timate F timate F	es for this 0.112 s for this NA s for this 0.099 s for this 0.103 s for this 0.098	s segn A segn B segn B segn B	ment. 0.506 nent. 0.553 nent. 0.592 nent. 0.536	47000 47000 46000 45000	, , , , , , , , , , , , , , , , , , ,
11) (11) Ramp to I-81 N at 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) (52) 11) (81) (77) (52)	Town of Wytheville Town of Wytheville Town of Wytheville Combined Traffic Estimates for 2 Paralle Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou Combined Traffic Estimates for 2 Paralle Town Wythe Cou	4US-00011-P((Maint: 98) IS-00081-N((Maint: 98) Roadways on this F Roadways on this F	(U)/US-00 0.27 (R)/US-00 0.96 Route: NC 2.18 Route: 2.61 Route: US 1.44 Route: I-77 2.31 Route:	1-81 00011-N072 I-81 50000 CL Wythevi 50000 FR-42 50000 FS 52; SR 12 49000 Fort Chisw 37000 98-619	N 2A(R)/T0 A Ille A F Ell F vell	74% 74% 74% 75%	See I-8 1% See I-8 1% See I-8 1% See I-8 1%	11 for dir 1% 1 for dir 1% 1 for dir 1% 1 for dir 1% 1 for dir 1%	rectional tectional tectio	traffic von 22% craffic von 21%	volume es 2% olume es 2%	stimate C C timate F timate F	es for this 0.112 s for this NA s for this 0.099 s for this 0.103 s for this	s segn A segn B segn B segn B	ment. 0.506 nent. 0.553 nent. 0.592 nent. 0.536	47000 47000 46000 45000	F F

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

		1 milary a	ina interst	alo No	4100			T	u ole			1/		D:-		
Route	Jurisdict	ion Length	AADT	QA	4Tire	Bus			uck 1Trail	2Troil	QC	K	QK	Dir	AAWDT	QW
	Fro	m:	98-618				2AXIE	3+AXI6	e 11rall	21 raii		Factor		Factor		
(11) (81)	Wythe Co	untv 1.44	96-016			See I-8	1 for dir	ectional	traffic vo	olume es	timate	s for this	sean	nent		
	Combined Traffic Estimates for 2 Para		36000	Α	75%	1%	1%	1%	21%	2%	F	NA	oogii	10111.	35000	Α
	Combined Traine Estimates for 21 ara		aski County		1370	170	1/0	1 70	2170	270		14/3			33000	
	Fro		the County													
(11) (81)	Pulaski Co	ounty 2.68				See I-8	1 for dir	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
\bigcirc	Combined Traffic Estimates for 2 Para	llel Roadways on this Route	36000	Α	75%	1%	1%	1%	21%	2%	F	0.103	Α		35000	Α
		Го:	SR 100													
CO CO DO LOS NIE III O	Pol-1-10 44 N	m:	I-81 NB			010-					·	. (()		1		
(11) (81) Ramp I-81 N Exit 8	9B to US 11 N Pulaski Co					See I-8	1 for dir	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
* •	Fro		11 Lee High				-									
11 Lee Highway	Pulaski Co		2100	G	98%	0%	1%	1%	1%	0%	С	0.103	F	0.591	2200	G
(11) Lee riigiiway	T didoki oc				3070	070	170	170	170	070	Ü	0.100	•	0.001	2200	·
/~~	Fro		SCL Pulask													
(11) Washington Ave	Town of Pu	ulaski 0.71	3700	G	99%	0%	0%	0%	0%	0%	F	0.094	F		4000	G
	Ero	Fo: m·	2nd St													
11 Washington St	Town of Pu	ulaski 0.30	4800	G	99%	0%	0%	0%	0%	0%	С	0.095	F		5200	G
\bigcirc	-	To:	Main St SR	99												
~~~	Fro	m:	Main St										_			_
(11) Washington Ave	Town of Pu	ulaski 0.22	4700	G	98%	1%	1%	0%	0%	0%	F	0.09	F		5100	G
<u> </u>	Ero	To:	5th St	<b>A</b>												
11 5th St	Town of Pu		Vashington A	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.534	7000	G
11 5th St	TOWN OF T		Lee Highwa		3070	170		070	070	070	•	0.000	•	0.004	7000	O
	Fro	om:	5th St	ıy												
11 Lee Highway	Town of Pu	ulaski 0.84	9300	G	98%	1%	1%	0%	0%	0%	С	NA			10000	G
		To:	dum Spring	D.4												
11 Lee Highway	Town of Pu	III.	10000	G	98%	1%	1%	0%	0%	0%	F	0.089	F		11000	G
11 Lee Highway	TOWITOFIT				30 /0	1 /0	1 70	070	070	076	'	0.003	•		11000	J
~~	Fro	To: m:	ECL Pulask													
(11) Lee Highway	Pulaski Co	ounty 2.49	13000	G	98%	1%	1%	0%	0%	0%	F	0.096	F		13000	G
<u>~</u>	Fro	77-64	43 Cougar T	rail Rd												
11 Lee Highway	Pulaski Co		13000	G	98%	1%	1%	0%	0%	0%	F	0.106	F		13000	G
		To-	WCL Dubli	in												
11 Broad St	Town of Dublin (		13000	N	98%	1%	1%	0%	0%	0%	N	0.106	N	_	13000	N
Diodd St	10WIT OF DUDINT	· ·			5570	1 /0	1 /0	J /0	370	0 /0	. 4	0.100	. •		10000	14
~~ p	Fro	m:	100 Oakwoo		0001	001		001	407	001		0.00=	_		45000	
11 Broad St	Town of Dublin (	(Maint: 77) 0.97	14000	G	98%	0%	0%	0%	1%	0%	F	0.087	F		15000	G
	Fro	To: m:	ECL Dubli	n												
11 Lee Highway	Pulaski Co	ounty 1.19	14000	N	98%	0%	0%	0%	1%	0%	Ν	0.087	Ν		15000	Ν
$\hookrightarrow$		To: 77_	1085 Wright	t Ave												
11 Lee Highway	Pulaski Co		12000	A	98%	0%	0%	0%	1%	0%	С	0.11	Α	0.569	14000	Α
11) Loc I lightway			747 Old Rou		5570	070		370	1 /0	0 /0	J	0.11	^	0.000	1-1000	^
		//-	/+/ Olu KOU	11C 11												

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~	From:	77-747 Old R		000/	00/	-00/	201	40/	00/	_	0.004	_		47000	
11 Lee Highway	Pulaski County	1.99 <b>1500</b> 0	) G	98%	0%	0%	0%	1%	0%	F	0.091	F		17000	G
~	Ta: From:	SR 114 Peppers		0001	00/		201	40/	001					22222	
11 Lee Highway	Pulaski County	0.29 <b>2600</b>		98%	0%	0%	0%	1%	0%	F	NA			28000	G
~~\	To: From:	77-600 Belsp		000/	00/	-00/	00/	40/	00/	F	NIA			00000	
11 Lee Highway	Pulaski County	0.46 <b>2700</b> 0 Montgomery Co		98%	0%	0%	0%	1%	0%	۲	NA			28000	G
	From:	Pulaski Coun													
11)	Montgomery County	0.15 <b>2700</b> 0	) F	98%	0%	0%	0%	1%	0%	F	0.088	F	0.537	28000	F
~	To: From:	WCL Rad	ford			_									
11 Lee Hwy	City of Radford (Maint: 60)	0.21 <b>2700</b> 0	) F	98%	0%	0%	0%	1%	0%	F	0.088	F	0.537	28000	F
~	To	SR 232, Fi	rst St			<b>—</b> —									
11 Norwood St	City of Radford	0.26 1900	) F	98%	0%	1%	0%	1%	0%	F	0.09	F	0.549	21000	F
$\rightarrow$	To:	Grove A	ve												
11 E Main St	City of Radford	0.77 1300		98%	0%	1%	0%	1%	0%	С	0.084	F	0.547	14000	F
$\checkmark$	Tai	SR 177 Tyle	er Ave												
11 E Main St	City of Radford	0.93 1100		98%	0%	1%	0%	1%	0%	F	0.096	F	0.503	12000	ı
<u> </u>	To:	Whitehal	l St												
11 E Main St	City of Radford	1.46 <b>5200</b>		99%	0%	0%	0%	0%	0%	С	0.097	F	0.598	5500	F
<u> </u>	To:	ECL Rad	Ford			<u> </u>									
11 Radford Rd	Montgomery County	1.47 <b>8500</b>		98%	0%	1%	1%	0%	0%	F	0.105	F	0.564	9000	F
:)	To:	60-663 Wali	on Pd												
11 Radford Rd	Montgomery County	2.32 <b>8000</b>	F	98%	0%	1%	1%	0%	0%	С	0.105	F	0.538	8400	F
	To	60-662 Harn													
11 Radford St	Montgomery County	0.65 <b>8600</b>		98%	0%	1%	1%	0%	0%	F	0.099	F	0.545	9000	F
11) Hadisia St	To				0,0		. , 0	0,0	0,0	•	0.000	•	0.0.0	0000	
11 Radford St	Town of Christiansburg	WCL Christi: 1.40 <b>1000</b>		98%	0%	1%	0%	0%	0%	С	0.102	F	0.501	11000	F
11) Itadioid of	To:	SR 8 W Ma		3070	070	170	070	070	070	O	0.102	•	0.501	11000	'
~~~.	From:	SR 8, Radfo	ord St												
11 W Main St	Town of Christiansburg	0.30 6000	F	98%	0%	1%	0%	0%	0%	F	0.1	F	0.512	6400	F
Bus	To: From:	Bus US 460 S F	ranklin St												
11) (460) E Main St	Town of Christiansburg	0.12 7600	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.542	8100	F
11)(400)	To:	Roanoke													
Bus	From:	E Main													
11 460 Roanoke St	Town of Christiansburg	0.11 1100 0) F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.539	12000	F
Bus	To: From:	Craig S	t												
11) (460) Roanoke St	Town of Christiansburg	0.98 1300) F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.558	14000	F
	To:	SR 111 De													

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

		Primary ar						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	SF	R 111 Depot	St												
11) (460) Roanoke St	Town of Christiansburg	0.86	17000	F	98%	0%	1%	1%	1%	0%	С	0.103	F	0.588	18000	F
	To: From:		US 460				\Box \vdash									
11 Roanoke St	Town of Christiansburg (Maint: 60)	1.15	18000	F	96%	1%	1%	1%	1%	0%	С	0.092	F	0.506	19000	F
<u> </u>	To		I-81				\neg \vdash									
11) (460) Roanoke St	Town of Christiansburg (Maint: 60)	0.09	8100	N	96%	1%	1%	1%	1%	0%	Ν	0.096	Ν	0.552	8600	N
	To	Towe	r Rd, Hampto	on Rd												
11) (460) Roanoke St	Town of Christiansburg	2.01	8100	F	96%	1%	1%	1%	1%	0%	F	0.096	F	0.552	8600	F
1)(+00)	Tool		L Christiansh													
11) (460) Roanoke Rd	Montgomery County	5.11	7000	F	96%	1%	1%	2%	2%	0%	F	0.096	F	0.532	7400	F
11) (460) (166.1616) (16	e.nge.ne.y eeu.ny					.,,		_,,	_,,	0,0	•	0.000	•	0.002	00	•
11 \ 460 Roanoke Rd	Montgomery County	3.21	53 Old Town 7400	r Rd F	96%	1%	1%	2%	2%	0%	F	0.098	F	0.566	7700	F
11 \ 460 \ Roanoke Rd	Workgomery County				3070	1 /0	170	270	270	070	•	0.000	•	0.500	7700	
11 \ 460 \ Roanoke Rd	Montgomery County	2.43	-631 Brake I 7900	Rd F	96%	1%	1%	2%	2%	0%	С	0.101	F	0.649	8300	
11 460 Roanoke Rd	Montgomery County		noke County		90%	170	170	270	270	0%	C	0.101	Г	0.049	0300	
	From:		omery Count													
11) (460) West Main St	Roanoke County	1.26	7900	G	96%	1%	1%	2%	2%	0%	F	0.1	F	0.602	8600	(
	To:	80-63	39 West Rive	er Rd			\neg \vdash									
11) (460) West Main St	Roanoke County	0.60	7900	N	96%	1%	1%	2%	2%	0%	Ν	0.1	Ν	0.602	8600	ı
	Too	80-64	7 Dow Hollo	w Rd			—									
11) (460) West Main St	Roanoke County	2.93	11000	G	96%	1%	1%	2%	2%	0%	F	0.087	F	0.530	11000	(
11) (400)	To		43 Daughert													
11 (460) West Main St	Roanoke County	0.39	43 Daugnerr	y Ka G	95%	1%	1%	1%	3%	0%	С	0.088	F	0.549	15000	(
11) (460) 11 301 11/01/10	reduction deality				0070	170		1 70	070	070	Ū	0.000	·	0.010	10000	
11 (460) West Main St	Roanoke County	0.64	42 Alleghan 18000	y Dr G	96%	1%	1%	2%	2%	0%	F	0.085	F	0.514	19000	(
11) 460 West Main St	Roalloke Coulty				90 /6	1 /0	1 /0	2/0	Z/0	076	-	0.003	-	0.514	19000	,
	To- From-		WCL Salem		000/	40/		00/	00/	00/		0.000		0.540	04000	
11 (460) West Main St	City of Salem	1.12	19000	G	96%	1%	1%	2%	2%	0%	F	0.080	F	0.518	21000	(
~~~~	To: From:		12 Wildwoo													
11) (460) West Main St	City of Salem	1.31	27000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.524	31000	(
~ ~	To: From:	ALT	ΓUS 460, 4ti	h St												
11) (460) West Main St	City of Salem	0.60	14000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.51	16000	(
<del>~</del> ~	To From:		Academy St													
11) (460) West Main St	City of Salem	0.35	13000	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.517	15000	(
~~ <u></u>	To:		College Ave	~												
11 College Ave	City of Salem	0.09	\$ 460, Main <b>2400</b>	St G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.581	2800	(
College Ave	City of Salem					U-70	I 70	U-70	U70	U-70	Г	0.103	Г	0.001	2000	(
~~~	To: From:		hompson Me							<b>a</b> c:						
11 College Ave	City of Salem	0.72	5600	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.532	6400	G
~	To:		8th St													

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

		Primary and	Interstate Ro	utes											
Route	Jurisdiction	Length A	ADT OA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OV
Noute	Julisalction	Lengur F	AADI QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	Q۷
	From:		8th St												
11 Colorado St	City of Salem	0.58 1	17000 G	98%	0%	1%	0%	0%	0%	F	NA			19000	G
$\overline{}$	To:	Арр	person Dr												
~~~	From:	Col	lorado St												
11 Apperson Dr	City of Salem	0.98 <b>1</b>	9000 G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.507	22000	G
<u> </u>	To:	SR 419	Electric Rd			<u> </u>									
11 Apperson Dr	City of Salem		3000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.52	15000	G
	To:	WCI	L Roanoke												
	From:	EC	L Salem												
11 Brandon Ave	City of Roanoke	1.35 <b>1</b>	9000 G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.621	22000	C
~	То	Edgawood	St; Mud Lick Ro	1											
11 Brandon Ave	City of Roanoke		12000 G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.571	14000	C
Brandon Ave	To:		andin Rd	30 70	070	170	070	070	070	'	0.004	•	0.57 1	14000	
	From:		ndon Ave												
11 Grandin Rd	City of Roanoke		7400 G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.620	8400	C
11)	To:		orial Avenue			Ti.	-,-		•						
	From:		andin Rd												
11 Memorial Avenue	City of Roanoke	0.84 <b>1</b>	1000 A	98%	0%	1%	0%	0%	0%	С	0.117	Α	0.609	13000	A
	To:	Cam	npbell Ave												
	From:	1	13th St												
11 Campbell Ave	City of Roanoke	0.53	4300 G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.597	4900	C
$\rightarrow$	To:		7th St												
11 Campbell Ave	City of Roanoke		5500 G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.542	6200	c
11) Gampbell / We	Only of Routoke			0070	070	170	070	070	070		0.000	•	0.012	0200	•
~	To- From:		3rd St												
11 Campbell Ave	City of Roanoke	0.28	6800 G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.738	7700	C
<u> </u>	To:	US 221	l Jefferson St			$\neg$ $\vdash$									
11 Campbell Ave	City of Roanoke	0.16	6800 N	98%	0%	1%	0%	0%	0%	Ν	0.08	Ν	0.738	7700	Ν
.)	To:	Willi	iamson Rd												
	From:	Cam	pbell Ave												
11 (221) 116) Williamson Rd	City of Roanoke	0.15 <b>2</b>	22000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.527	25000	(
$\sim$	To	Chang	andoah Ave												
11) (221) (116) Williamson Rd	City of Roanoke		5000 G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.723	17000	(
11 221 (116) Williamson Rd	Only of Roanore			3070	070	170	070	070	070	'	0.000	'	0.725	17000	•
~~~	To: From:		I-581												
11) (221) (116) Williamson Rd	City of Roanoke	0.50 1	2000 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.556	12000	(
\$\$ 0	To:	US 460	Orange Ave			<u> </u>									
11 Williamson Rd	City of Roanoke		4000 G	99%	0%	0%	0%	0%	0%	F	0.079	F	0.502	15000	(
							- / -		- * =	·		·			
~~	From:		berty Rd	200/	00/		00/	00/	201	_	0.00	_	0.506	40000	
11 Williamson Rd	City of Roanoke	0.51 1	6000 G	99%	0%	0%	0%	0%	0%	F	80.0	F	0.508	16000	C
~	To: From:	1	10th St			<u> </u>									
11 Williamson Rd	City of Roanoke	1.27 1	8000 G	99%	0%	0%	0%	0%	0%	F	0.077	F	0.501	18000	G
•••	To:	SR 101 F	Hershberger Rd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT (QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 10	1 Hershberger	Rd				0.7.00		2116		. 4515.				
11 Williamson Rd	City of Roanoke	0.11		G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.514	19000	G
	To:	CD	118 Airport Ro	a												
11 Williamson Rd	City of Roanoke	0.39		G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.51	18000	G
11 Williamson Rd	City of Roanoke				3370	070	070	070	070	076	'	0.004	'	0.51	10000	J
~~	To: From:		ICL Roanoke	_	2221						_					
(11) Lee Highway	Roanoke County	3.19		Α	99%	0%	0%	0%	0%	0%	С	0.109	Α	0.511	13000	Α
~	From:		ourt County Li													
11 Lee Highway	Botetourt County	0.10		F	93%	1%	1%	1%	4%	0%	С	0.095	F	0.627	19000	F
Lee Highway	Bototourt Courty				0070	170		170	170	070	Ū	0.000	•	0.021	10000	•
/~~	From:		501 Shadwell D		2221								_			
(11) Lee Highway	Botetourt County	2.73	12000	F	90%	1%	1%	2%	6%	0%	С	0.087	F	0.575	13000	F
~	To- From:	ALT SR	R 220 Cloverdal	ıle Rd												
(11) (220) Lee Highway	Botetourt County	0.25	6900	N	99%	0%	0%	0%	0%	0%	Ν	0.107	Ν	0.637	7100	Ν
\bigcirc	To	Ramp From	n I-81 NB at Ex	xit 150	R											
11 Lee Highway	Botetourt County	1.09		F	99%	0%	0%	0%	0%	0%	F	0.107	F	0.637	7100	F
11 Lee Highway	Town of Troutville (Maint: 11)	1.85	CL Troutville 6900	N	99%	0%	0%	0%	0%	0%	N	0.107	N	0.637	7100	N
(11) Lee Highway	Town of Troutville (Maint. 11)	1.00	0900	IN	99%	076	0%	076	070	0%	IN	0.107	IN	0.037	7100	IN
~~~	To: From:		CL Troutville													
(11) Lee Highway	Botetourt County	2.98	4800	F	95%	1%	1%	1%	2%	0%	С	0.096	F	0.638	5100	F
<u> </u>	To:	11-64	0 Brughs Mill	Rd												
11 Lee Highway	Botetourt County	5.86	3100	F	95%	1%	1%	1%	2%	0%	F	0.100	F	0.647	3200	F
	To	T 01 C	outh of Buchar	non												
11 Lee Highway	Botetourt County	2.23		F	95%	1%	1%	2%	2%	0%	F	0.094	F	0.565	4100	F
11) Loc I lightway	Bolelouri Gourny			•	3070	170	170	270	270	070	•	0.004	•	0.000	4100	•
~~~ u · · · · ·	From:		CL Buchanan		050/	407		00/	00/	201		0.004		0.505	4400	
11 Main St	Town of Buchanan (Maint: 11)			N .	95%	1%	1%	2%	2%	0%	N	0.094	N	0.565	4100	N
	From:		625 Mt Joy Rd 625 Mt Jay Rd													
11 Main St	Town of Buchanan (Maint: 11)			F	95%	1%	1%	2%	2%	0%	С	0.093	F	0.559	4400	F
(1) Wall St	Town of Buomanan (Maint. 11)				0070	170	170	270	_,0	070	Ŭ	0.000	•	0.000	1100	•
~ <u> </u>	From:		43 Parkway Di								_		_			
(11) (43) Main St	Town of Buchanan (Maint: 11)	0.18	4700	F	95%	1%	1%	2%	2%	0%	F	0.091	F	0.531	4900	F
-	To: From:		R 43 First St													
Main St	Town of Buchanan (Maint: 11)	0.78	2900	F	95%	1%	1%	2%	2%	0%	F	0.087	F	0.598	3000	F
\sim	To:	N	CL Buchanan													
11 Lee Highway	Botetourt County	0.35		N	95%	1%	1%	2%	2%	0%	Ν	0.087	Ν	0.598	3000	Ν
	To:		North of Buchar													
		US-00011-P(U)/US-			RT 81 NO	OR										
11 Ramp to I-81 N at Exit 167	Botetourt County	0.13	NA									NA			NA	
\smile	To:	IS-00081-N(B)/US-	00011- 180A(I	R)/FR0	OM RT 11	1										

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

		1 IIIIlai y airc	i iliterstate Roi	atoo											
Route	Jurisdiction	Longth	AADT QA	/Tiro	Ruc		Tr	uck		QC	K	QK	Dir	AAWDT	OW/
Roule	Junsaiction	Length	AADI QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
	From:	I-81 No	rth of Buchanan												
(11) (81)	Botetourt County	0.61			See I-81	for dire	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route	35000 F	67%	1%	1%	1%	28%	2%	F	0.074	F	0.522	33000	F
	Combined Traine Estimates for ET drainer read			01 70	1,70		170	2070	_,0	•	0.07 1	•	0.022	00000	•
	From:		4 Arcadia Rd		0 104										
(11) (81)	Botetourt County	5.49									s for this				
\sim \circ	Combined Traffic Estimates for 2 Parallel Road			67%	1%	1%	1%	28%	2%	F	0.065	В	0.533	32000	F
	To:		dge County Line												
\sim \sim	P. III i		urt County Line		0 104										
{11} (81)	Rockbridge County	1.95									s for this	segn	nent.		
\sim \circ	Combined Traffic Estimates for 2 Parallel Road			67%	1%	1%	1%	28%	2%	F	NA			33000	Α
	To:		n of Natural Bridge												
~~ ~~ · · · · · · · · · · · · · · · · ·	From:	IS-00081-N(B)/IS-00	0081-N175A(L)/T	O RT 11											
(11) (81) Ramp I-81 N Exit 175	5 to US 11 Rockbridge County	0.14				for dire	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
\bigcirc	To:	5US-00011-P(U)/IS-000			81 N										
~~~	From:		of Natural Bridge		401					_		_			_
(11) S Lee Highway	Rockbridge County	1.73	1700 F	94%	1%	1%	1%	3%	0%	С	0.098	F	0.505	1800	F
<u> </u>	To	SR 130	Natural Bridge			_									
11 S Lee Highway	Rockbridge County	3.47	2600 F	94%	1%	1%	1%	3%	0%	F	0.093	F	0.524	2800	F
(11)															
~~~	To: From:		of Natural Bridge												
11 S Lee Highway	Rockbridge County	8.45	3100 F	98%	0%	1%	1%	1%	0%	F	0.169	F	0.787	3300	F
<u> </u>	To:	BUSI	US 11 Main St												
11 S Lee Highway	Rockbridge County	1.02	6500 F	98%	0%	1%	1%	1%	0%	С	0.091	F	0.582	6900	F
(11) 6 Tooga)	- toonsnage coanty			0070	0,0		.,0	. , 0	0,0	•	0.00	•	0.002	0000	-
~~	To: From:		60 Nelson St												
11 S Lee Highway	Rockbridge County	0.32	6500 N	98%	0%	1%	1%	1%	0%	Ν	0.091	Ν	0.582	6900	Ν
\bigcirc	Tes	SCI	L Lexington			\neg									
11 S Lee Highway	City of Lexington	0.59	9700 F	97%	0%	1%	1%	1%	0%	С	0.098	F	0.526	10000	F
11 S Lee Highway	City of Example 1	0.00	3700 1	01 70	070	170	170	170	070	Ü	0.000	•	0.020	10000	•
~~~	To: From:		Main St												
11 N Lee Highway	City of Lexington	0.04	10000 F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.523	11000	F
$\overline{}$	To	D	Bus US 11												
11 N Lee Highway	From: City of Lexington		17000 G	98%	0%	1%	0%	0%	0%	С	0.081	N	0.531	18000	G
11) IN Lee Flighway	City of Lexifigion	0.00	1,000 G	30 /0	0 /0	1 /0	0 /0	0 /0	U /0	C	0.001	1 N	0.551	10000	G
~~~	To- From:	NC	L Lexington												
11 N Lee Highway	Rockbridge County	0.88	18000 F	98%	0%	1%	0%	1%	0%	С	0.081	F	0.531	19000	F
\bigcirc	To	T CAN-	rth of Lexington												
N.I. oo Highway	Poolshridge County		6900 F	020/	0%	10/	10/	/0/	00/	С	0.425	F	0.697	7200	F
N Lee Highway	Rockbridge County	3.89	0900 F	93%	U%	1%	1%	4%	0%	C	0.135	Г	0.097	7200	Г
	To: From:	I-81 No	rth of Lexington												
11 N Lee Highway	Rockbridge County	5.66	4400 F	95%	0%	1%	1%	2%	0%	С	0.136	F	0.533	4600	F
	7 .	A: =:	10.0			 1									
ALL collect	From:		10 Sterrett Rd	0501	001		407	001	001		0.007		0.545	0400	
(11) N Lee Highway	Rockbridge County	5.40	3000 F	95%	0%	1%	1%	2%	0%	F	0.094	F	0.545	3100	F
~	To:	Augus	ta County Line												

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

Davida	landa di adan	Lavanth	AADT O	4T'	D		Tru	ıck		-00	K	01/	Dir	A A)A/DT	- 0
Route	Jurisdiction	Length	AADI Q	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
The lesters Here	From:		dge County Lin		00/	40/	40/	00/	00/	_	0.004		0.545	0000	,
11 Lee Jackson Hwy	Augusta County	0.04	3600 G	95%	0%	1%	1%	2%	0%	F	0.094	N	0.545	3600	(
~	To: From:		Steeles Tavern					407				_			
11 Lee Jackson Hwy	Augusta County	5.24	3900 F	94%	0%	1%	1%	4%	0%	С	0.103	F	0.626	4100	ı
~	To: From:		road Head Scho									_			
11 Lee Jackson Hwy	Augusta County	2.59	6600 F	94%	0%	1%	1%	4%	0%	F	0.099	F	0.657	6900	
~	To: From:	I-81 Nor	rth of Greenvill												
Lee Jackson Hwy	Augusta County	4.45	3100 F	98%	0%	1%	1%	1%	0%	F	0.107	F	0.629	3300	
<i>~</i>	To: From:	07-654	White Hill Rd												
Greenville Ave	Augusta County	3.47	5200 F	98%	0%	1%	1%	1%	0%	С	0.092	F	0.632	5400	
~	Tax		SR 262												
11 Greenville Ave	Augusta County	0.65	14000 N	99%	1%	0%	0%	0%	0%	Ν	0.093	Ν	0.504	15000	
<i>✓</i>	To	SC	L Staunton												
11 Greenville Ave	City of Staunton		14000 F	99%	1%	0%	0%	0%	0%	F	0.093	F	0.504	15000	
	To:	SD 26	1 Statler Blvd												
Greenville Ave	City of Staunton		13000 F	99%	1%	0%	0%	0%	0%	С	0.092	F	0.533	14000	
) 6.66	Tall				.,,		0,0	0,0	0,0	Ū	0.002	•	0.000		
1 Greenville Ave	City of Staunton		ampton St 11000 F	99%	1%	0%	0%	0%	0%	F	0.086	F	0.506	12000	
Greenville Ave	City of Stauritori			3370	1 /0	078	070	070	070	'	0.000	'	0.500	12000	
~ Constant Harden	From		Richmond Rd	000/	40/		00/	00/	00/	_	0.007	_	0.540	40000	
1 250 Greenville Ave	City of Staunton	0.07	15000 F	99%	1%	0%	0%	0%	0%	F	0.087	F	0.518	16000	
~	From:		250, SR 254												
1) 254 Commerce Rd	City of Staunton	0.68	2500 F	96%	0%	1%	1%	1%	0%	С	0.092	F	0.555	2700	
~ · · · · · · · · · · · · · · · · · · ·	To: From:	SR 254	New Hope Rd												
11 Commerce Rd	City of Staunton	0.15	2600 F	96%	0%	1%	1%	1%	0%	F	0.094	F	0.532	2800	
~~ <u></u>	To: From:	SR 26	1 Statler Blvd												
Commerce Rd	City of Staunton	1.25	5600 F	97%	0%	1%	1%	1%	0%	F	0.099	F	0.515	6000	
~	To:	В	ells Lane												
Commerce Rd	City of Staunton	0.67	5200 F	97%	0%	1%	1%	1%	0%	С	0.097	F	0.579	5500	
<i>J</i>	То	R	us US 11												
1 Commerce Rd	City of Staunton		12000 F	97%	0%	1%	1%	1%	0%	С	0.094	F	0.510	13000	
<i>'</i>	To:	CD 262 Was	odrow Wilson F												
Commerce Rd	City of Staunton		15000 F		0%	1%	1%	1%	0%	F	0.094	F	0.606	15000	
T) commerce na	only of oldaritori			0170	070		170	170	070	•	0.004	•	0.000	10000	
1 Lee Highway	Augusta County	0.47	L Staunton NA								NA			NA	
Lee Highway	Augusta County										INA			INA	
~	To: From:		al Class Chang		40/		40/	40/	00/					10000	
11 Lee Highway	Augusta County	0.62	13000 N	96%	1%	1%	1%	1%	0%	Ν	NA			13000	

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'
~~ <u>`</u>	From:	07-612 Laurel														
11 Lee Highway	Augusta County	5.17	6500	F	96%	1%	1%	1%	1%	0%	F	0.097	F	0.525	6800	F
~	To: From:	07-750	Keezletowi				\Box \vdash									
11 Lee Highway	Augusta County	2.12	4600	F	96%	1%	1%	1%	1%	0%	F	0.098	F	0.609	4900	
~	To- From:	SR 256 S	South of Bu	ırketown												
11 Lee Highway	Augusta County	1.90	5200	F	96%	1%	1%	1%	1%	0%	F	0.109	F	0.544	5400	
~	To:		gham Coun	_												
Lee Highway	Rockingham County	2.46	sta County 5100	G	96%	0%	1%	1%	2%	0%	С	0.098	F	0.683	5200	
11 Lee Highway	- Tooking named outly				3070	070	170	1 70	270	070	O	0.000	'	0.000	3200	
~ Las Historia	Town of Mount Cross food (Moint CO)		L Mt Crawf		000/	00/	40/	40/	20/	00/	N.	0.000	N.	0.000	5000	
Lee Highway	Town of Mount Crawford (Maint: 82)	0.92	5100	N	96%	0%	1%	1%	2%	0%	N	0.098	N	0.683	5200	
~	To- From:		9 Parsons C		2001								_			
Lee Highway	Town of Mount Crawford (Maint: 82)	0.20	6300	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.626	6400	
~	To: From:	NC	L Mt Crawf													
11 Lee Highway	Rockingham County	0.03	6300	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.626	6400	
~	To: From:	SR 257 Fried														
11 Lee Highway	Rockingham County	1.12	10000	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.613	10000	
~	To	82-704	Cecil Wam	pler Rd			\neg \vdash									
11 Lee Highway	Rockingham County	1.18	9900	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.570	10000	
<i>→</i>	Tac	SCI	L Harrisonb	ourg			— —									
11 Main St	City of Harrisonburg	0.91	13000	Ğ	96%	0%	1%	1%	2%	0%	F	0.088	F	0.54	13000	
~	To		I-81													
11 Main St	City of Harrisonburg	1.77	18000	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.523	19000	
	To	DI	easant Hill I	DA												
11 S Main St	City of Harrisonburg	0.87	21000	G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.557	22000	
	To															
11 S Main St	City of Harrisonburg	0.65	t Republic 21000	G	96%	1%	1%	1%	1%	0%	F	0.077	F	0.514	23000	
O Wain or	only of Hamsonburg				3070	1 /0	170	1 /0	170	070	•	0.077		0.514	25000	
11 Main St NB	City of Harrisonburg	0.47	S Liberty St 6700	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.543	7200	
Main St NB	City of Harrisonburg Combined Traffic Estimates for 2 Parallel Roadways of				96% 97%	0%					F	0.093	F	0.543		
	Combined Trainic Estimates for 2 Faraller Roadways of	II tills Route.		G	9170	0%	1%	1%	1%	0%	Г	0.065	Г	0.716	14000	
Main CAND	To: From:	0.00	US 33	NI NI	000/	40/	40/	40/	40/	00/	N.I.	0.000	N.	0.540	7000	
11 (33) Main St NB	City of Harrisonburg	0.02	6700	N	96%	1%	1%	1%	1%	0%	N	0.093	N	0.543	7200	
	Combined Traffic Estimates for 2 Parallel Roadways or			N	96%	1%	1%	1%	1%	0%	N	NA			13000	
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To		E Market		0001	407		407	401	001		0.000		0.540	7000	
11 (33) Main St NB	City of Harrisonburg	0.03	6700	N	96%	1%	1%	1%	1%	0%	N	0.093	N	0.543	7200	
	Combined Traffic Estimates for 2 Parallel Roadways or			N	96%	0%	1%	1%	1%	0%	N	NA			11000	
<u></u>	To: From:		US 33 Par				Ţ									
₁₁ Main St NB	City of Harrisonburg	0.34	6700	N	96%	1%	1%	1%	1%	0%	Ν	0.093	N	0.543	7200	

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

Doute	livela di edia e	Lawreth AADT	04	4T:	D		Tru	ck		00	K	OK	Dir	AAWDT	
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
11 N Main St	City of Harrisonburg	0.68 9000	e G	96%	0%	1%	0%	2%	0%	С	0.09	F	0.593	9500	G
11 N Main St	City of Harrisonburg		G	90%	0%	176	0%	270	0%	C	0.09	Г	0.595	9500	G
11 N Main St	City of Harrisonburg	Charles St 0.44 7400	G	96%	0%	1%	0%	2%	0%	F	0.091	F	0.616	7800	G
11 N Wall St	City of Hamsonburg			30 /0	070	1 /0	076	270	0 70	'	0.031	'	0.010	7000	J
11 Valley Pike	Rockingham County	NCL Harrisonb 3.16 8600	ourg G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.578	9300	G
(II) valley i like	Tol.			0070			170	070	070	•	0.007	•	0.070	0000	Ū
11 Valley Pike	Rockingham County	82-765 Gravels 4.14 5400	G Ra	95%	0%	1%	1%	3%	0%	F	0.095	F	0.65	5800	G
(11) valley i like	Tooking nam county			0070	070		1 70	070	070	•	0.000	•	0.00	0000	Ü
11 Valley Pike	Rockingham County	82-806 Lacy Spri 1.88 3600	ing Rd G	95%	0%	1%	1%	3%	0%	С	0.090	F	0.593	3900	G
(11) valley i like	Tooking nam county			0070	070	170	1 70	070	070	Ü	0.000	•	0.000	0000	Ü
11 Valley Pike	Rockingham County	I-81 Mauzy 6.04 3000	G	96%	0%	1%	0%	2%	0%	F	0.099	F	0.619	3200	G
(11) Valley I like	Tooking nam county			3070	070	170	070	270	070	•	0.000	•	0.010	0200	Ü
11 South Congress St	Town of New Market (Maint: 85)	Shenandoah Coun 1.16 4500	G Line	96%	0%	1%	0%	2%	0%	С	0.088	F		4700	G
(11) Seam Selligises St	To-				0,0		0,0	_,,	0,0		0.000	•			
11 211 Congress St	Town of New Market (Maint: 85)	US 211 South Int Ne 0.27 7400	w Marke	96%	0%	1%	0%	2%	0%	F	0.079	F		7700	G
211 Congress St	Toll						070	270	070	•	0.070	•		7700	Ū
11 North Congress St	Town of New Market (Maint: 85)	US 211 North Int Ne 0.36 5300	w Marke	97%	0%	1%	1%	1%	0%	F	0.084	F		5600	G
(11) Horar Congress St	Toll			01 70	070		170	170	070	•	0.001	•		0000	Ū
11 Old Valley Pike	Shenandoah County	NCL New Mar 1.83 5300	rket N	97%	0%	1%	1%	1%	0%	N	0.084	N		5600	N
(II) ora rama, r mo	To.	85-767 North of Nev			0,0		.,0	.,,	0,0		0.00			0000	
11 Old Valley Pike	From: Shenandoah County	2.17 4800	W Market	97%	0%	1%	1%	1%	0%	F	0.091	F		5000	G
(11)	Tol			0.70	0,0		.,0	.,,	0,0	•	0.00	•		0000	
11 Old Valley Pike	Shenandoah County	85-730 Caverns 1.52 4700	s Ka G	97%	0%	1%	1%	1%	0%	С	0.092	F		5000	G
(II) Old Valley I like	To To			01 70	070		170	170	070	Ū	0.002	•		0000	Ū
11 Main St	Town of Mount Jackson (Maint: 85)	SCL Mt. Jacks 0.72 4700	N N	97%	0%	1%	1%	1%	0%	N	0.092	N		5000	N
(1)	Tod	SR 263 Orkney C					.,.	.,,	***						
11 Main St	Town of Mount Jackson (Maint: 85)	1.85 3800	Grade	97%	0%	1%	1%	1%	0%	F	0.097	F		4000	G
(i)	Tod	NCL Mt. Jacks					.,.	.,,	***	-		-			
11 Old Valley Pike	From: Shenandoah County	5.07 3800	N N	97%	0%	1%	1%	1%	0%	N	0.097	Ν		4000	N
	Too	SCL Edinbu													
11 Main St	Town of Edinburg (Maint: 85)	0.28 3800	N N	97%	0%	1%	1%	1%	0%	Ν	0.097	Ν		4000	Ν
(1)	To:	SR 185 Stoney Cre					.,.	.,,							
~~~	From:	SR 185 Stoney Cre													
11 Main St	Town of Edinburg (Maint: 85)	0.79 <b>6800</b>	G	97%	0%	1%	1%	0%	0%	С	0.09	F		7100	G
~~~ <u></u>	To: From:	NCL Edinbu													
(11) Old Valley Pike	Shenandoah County	1.28 6800	N	97%	0%	1%	1%	0%	0%	Ν	0.09	Ν		7100	N
~	Tn	85-837 Schuller	Drive												

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

		1 milary a	nd Interstate Ro	4100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	85-8	37 Schuller Drive			2, 040	017040	TTTGII	211011		1 40101		1 40101		
11 Old Valley Pike	Shenandoah County	1.69	7600 G	98%	0%	1%	1%	0%	0%	С	0.09	F		7900	G
	Tax	So	CL Woodstock												
11 Main St	Town of Woodstock (Maint: 85		8600 G	98%	0%	1%	1%	0%	0%	F	0.088	F		9000	G
	To		Lakeview Dr												
11 Main St	Town of Woodstock (Maint: 85		9400 G	98%	0%	1%	1%	0%	0%	F	0.084	F		9900	G
(11)	Town of Woodelook (Wants of				070		1 70	070	070	•	0.001	·		0000	Ū
11 Main St	Town of Woodstock (Maint: 85		2, W Reservoir Rd	98%	0%	0%	0%	0%	0%	С	0.082	F		14000	G
(11) Main St	Town of Woodstock (Waint. 85	0.65	13000 G	96%	0%	0%	0%	U%	0%	C	0.062	Г		14000	G
~~ · · · · ·	To: From:		dian Spring Rd												
(11) Main St	Town of Woodstock (Maint: 85	0.85	12000 G	98%	0%	0%	0%	0%	0%	F	0.085	F		12000	G
~	To- From:		W North St												
11 Main St	Town of Woodstock (Maint: 85	0.53	8100 N	98%	0%	1%	1%	1%	0%	Ν	0.086	Ν		8400	Ν
<u> </u>	To- From:	N	CL Woodstock			_									
11 Old Valley Pike	Shenandoah County	3.22	8100 G	98%	0%	1%	1%	1%	0%	F	0.086	F		8400	G
	To	85 65/	Zion Church Road												
11 Old Valley Pike	Shenandoah County	1.42	7000 G	98%	0%	1%	1%	1%	0%	F	0.094	F		7400	G
(11) Sid valley i line							. , 0	.,0	0,0	•	0.00	•			
11 Main St	Town of Toms Brook (Maint: 85		7000 N	98%	0%	1%	1%	1%	0%	N	0.094	N		7400	N
(11) Main St	TOWITOF TOTALS BLOOK (Wallit. 85	0.73	7000 N	90%	0%	170	170	170	0%	IN	0.094	IN		7400	IN
~~~ -····	To- From:		L Toms Brook												
(11) Old Valley Pike	Shenandoah County	0.41	7000 N	98%	0%	1%	1%	1%	0%	Ν	0.094	N		7400	N
~	To: From:	85-651	Mount Olive Road												
Old Valley Pike	Shenandoah County	4.03	5900 G	98%	0%	1%	1%	1%	0%	С	0.094	F		6200	G
<u> </u>	To	S	CL Strasburg			$\neg$ $\vdash$									
11 Stover Ave	Town of Strasburg (Maint: 85)	0.38	7300 G	98%	1%	1%	1%	0%	0%	С	0.09	F		7700	G
$\bigcirc$	To:		King St												
~~~ · · · · · · · · · · · · · · · · · ·	From:		Stover Ave							_		_			_
(11) King St	Town of Strasburg (Maint: 85)	0.24	7500 G	97%	1%	1%	0%	0%	0%	С	0.09	F		7500	G
~~~	To- From:		Holliday St												
(11) King St	Town of Strasburg (Maint: 85)		7900 G	98%	0%	1%	0%	0%	0%	С	0.096	F		8300	G
<u> </u>	To:		5 Massanutten St			_									
11 55 N Massanutten St	Town of Strasburg (Maint: 85)		13000 G	97%	0%	1%	1%	2%	0%	F	0.085	F		14000	G
N Massanutten St	rown or otrasburg (maint. 00)				070	1 /0	1 /0	<b>2</b> /0	0 /0	'	0.000	'		1-7000	5
NI Managaryttan Ct	Tours of Charles and (Maint CC)		, John Marshall Hw		007	10/	40/	207	00/		0.000			12000	
N Massanutten St	Town of Strasburg (Maint: 85)	0.70	13000 G	97%	0%	1%	1%	2%	0%	С	0.093	F		13000	G
~~	To. From:		ICL Strasburg												
(11) Old Valley Pike	Shenandoah County	0.91	12000 G	97%	0%	1%	1%	2%	0%	F	0.088	F		13000	G
~	To: From:	I-81 I	North of Strasburg												
11 Old Valley Pike	Shenandoah County	1.11	4000 G	91%	0%	1%	4%	3%	0%	С	0.091	F		4200	G
$\rightarrow$	To:	War	ren 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	QW
	From:	Shenand	oah County Line												
11 Old Valley Pike	Warren County	0.19	4000 G	91%	0%	1%	4%	3%	0%	С	0.091	F		4200	G
<u> </u>	To:		ck County Line												
~~	From:		n County Line							_		_			_
11 Valley Pike	Frederick County	1.98	3500 G	91%	0%	1%	4%	3%	0%	F	0.096	F		3700	G
~	To: From:	SCL	Middletown												
11 Main St	Town of Middletown (Maint: 34)	0.89	4000 G	94%	1%	1%	2%	2%	0%	F	0.100	F		4200	G
<u> </u>	To:	NCL	Middletown												
11 Valley Pike	Frederick County	4.19	5000 G	94%	1%	1%	2%	2%	0%	С	0.102	F		5300	G
	To	CCL	Stephens City												
11 Main St	Town of Stephens City (Maint: 34)	0.32	5000 N	94%	1%	1%	2%	2%	0%	N	0.102	Ν		5300	N
11) Wall of	Town of dephons only (Maint. 54)			J+70	170	170	270	270	070	14	0.102	11		3300	
~~~	From:		7 Fairfax Pike	050/	407		00/	407	001	_	0.000	_		2000	
11 Main St	Town of Stephens City (Maint: 34)	0.71	8800 G	95%	1%	1%	2%	1%	0%	С	0.088	F		9300	G
~~~	To: From:	NCL	Stephens City												
11 Valley Pike	Frederick County	2.45	8800 N	95%	1%	1%	2%	1%	0%	Ν	0.088	Ν		9300	Ν
<u> </u>	To:	SR 37 Soi	uth of Winchester												
11 Valley Pike	Frederick County		17000 A	97%	0%	0%	0%	2%	0%	С	0.1	Α	0.515	18000	P
	To	SCI	Winchester												
11 Valley Ave	City of Winchester		14000 G	97%	0%	1%	0%	1%	0%	С	0.086	F		15000	G
11 valley / tve	Only of Williamster			01 70	070		070	170	070	Ü	0.000	•		10000	
Valley Ave	To- From		Middle Rd	070/	00/		00/	007	00/		NIA			04000	
11 Valley Ave	City of Winchester	0.12	19000 G	97%	0%	0%	0%	2%	0%	F	NA			21000	G
~~	To- From:	We	eems Lane												
11 Valley Ave	City of Winchester	0.67	17000 G	97%	0%	0%	0%	2%	0%	F	NA			19000	G
<u> </u>	To	Jub	al Early Dr			<u> </u>									
11 Valley Ave	City of Winchester		11000 G	98%	0%	1%	0%	0%	0%	С	0.093	F		12000	G
<u></u>	To	TIC 11 T	Par Braddock St												
11 Valley Ave	City of Winchester	0.09	3000 G	96%	1%	1%	1%	1%	0%	F	0.093	F		3200	C
,	Combined Traffic Estimates for 2 Parallel Roadways on			93%	2%	3%	1%	1%	0%	F	NA	'		13000	
	To Tank Estimates for 2 Parallel Roadways of		Gerrard St	93%	Z70	3%	170	170	0%	Г	INA			13000	
	From:		alley Ave												
11) 50 522 Gerrard St	City of Winchester	0.10	10000 G	96%	1%	1%	1%	1%	0%	F	0.087	F		11000	(
	To:		ameron St												
~~~~	From:		60 Gerrard St		407							_			_
(11) (11) (50) (522) Cameron :		0.53	5200 G	96%	1%	2%	0%	1%	0%	С	0.080	F		5700	C
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	12000 G	97%	1%	1%	0%	1%	0%	С	NA			13000	C
	To: From:	Во	scawen St												
(11) (11) (50) (522) Cameron	St City of Winchester	0.17	7500 G	96%	1%	2%	0%	1%	0%	F	NA			8200	C
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	14000 G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	To:	Pie	ccadilly St												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		iccadilly St													
11 Cameron St	City of Winchester	0.83	4900	G	96%	1%	1%	1%	1%	0%	С	0.105	F		5300	G
~	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	9500	G	96%	1%	1%	1%	1%	0%	С	NA			10000	G
~~	To: From:		Par, Loudou													
11) Martinsburg Pike	City of Winchester	0.31	10000	G	96%	1%	1%	1%	1%	0%	F	0.086	F		11000	G
~	To: From:		L Winchest				\Box									
11) Martinsburg Pike	Frederick County	1.04	13000	G	96%	1%	1%	1%	1%	0%	F	0.086	F		14000	G
~	10: From:	SR 37 V	SR 37 Vinchester F	Bypass												
11 Martinsburg Pike	Frederick County	0.48	36000	F	92%	1%	1%	1%	5%	0%	С	0.090	F	0.52	39000	F
	To	I-81 No	orth of Winci	hester												
11 Martinsburg Pike	Frederick County	1.57	11000	G	90%	1%	1%	6%	2%	0%	F	0.090	F		12000	
<u></u>	To	34.761.OI	d Charles T	own Pd			—									
11 Martinsburg Pike	Frederick County	1.06	7300	G	90%	1%	1%	6%	2%	0%	F	0.091	F		7600	
<u></u>	To	34 836 1	Walters Mil	1 I ana												
11 Martinsburg Pike	Frederick County	1.56	7000	G	90%	1%	1%	6%	2%	0%	С	0.093	F		7300	(
	To		1 Cedar Hill													
11 Martinsburg Pike	Frederick County	2.21	4500	G	90%	1%	1%	6%	2%	0%	F	0.096	F		4800	(
11)	To:		irginia State					-,-			-		-			
	From:	U	S 11, US 19)												
11 Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)	0.15	NA									NA			NA	
	To:		I-81 N													
~~	From:		S 11, US 19)												
11 Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	0.18	NA									NA			NA	
	To:		I-81 S													
Down to LO4 N at Evit 22	Machington County	0.14	US 11									NA			NA	
Ramp to I-81 N at Exit 32	Washington County	0.14	I-81 N									INA			INA	
	From:		US 11				_									
11 Ramp to I-81 S at Exit 32	Washington County	0.13	NA									NA			NA	
11)	To:		I-81 S													
	From:		US 11								-					
11 Ramp to I-81 S at Exit 39	Smyth County	0.13	860	F								0.129	F		860	F
<u>~</u>	To:		I-81 S	•												
~~	From:		US 11													
11 Ramp to I-81 N at Exit 39	Smyth County	0.13	1700	F								0.091	F		1700	F
~	Ta·		I-81 N													
Parento 04 0 = Feb. 44	From:	Ramps US 11			12A							0.440	_		4500	-
11 Ramp to I-81 S at Exit 44	Smyth County	0.15	1500 [-81 South	F								0.116	F		1500	F

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 2T		Dir AAWDT QW
Ramp to I-81 S at Exit 67	Wythe County To:	0.47 NA I-81 S			NA NA	NA
11 Ramp	Town of Christiansburg (Maint: 60	<u> </u>			NA	NA
11 Ramp	Town of Christiansburg (Maint: 60				NA	NA
(11) Ramp	Town of Christiansburg (Maint: 60	. 460-E124A FROM RT 11 AN D) 0.15 NA I-81-S118X FROM RT 11 & 4			NA	NA
11 Ramp	Town of Christiansburg (Maint: 60	US 11- 120A TO PARK 0) 0.13 NA US 460 FROM I			NA	NA
Ramp to I-81 S at Exit 162	Botetourt County To:	US 11 0.11 NA I-81 S			NA	NA
(11) Ramp to I-81 N at Exit 162	Botetourt County	US 11 0.19 NA I-81 N			NA	NA
Ramp to I-81 N at Exit 167	Botetourt County To:	US 11 0.13 NA I-81 N			NA	NA
Ramp to I-81 S at Exit 175	Rockbridge County	0.19 NA I-81 S			NA	NA
(11) Ramp to I-81 N at Exit 175	Rockbridge County To:	US 11 0.21 310 I-81 N	F		0.075 F	310 F
(11)	Rockbridge County To:	US 11-S194A FROI 0.09 NA I-81-N FROM RT 11			NA	NA
(11) Ramp	Rockbridge County To:	US 11 I-64-E055A FROM 0.23 NA I-64-E FROM US 11SOU			NA	NA
(11) Ramp	Rockbridge County	US 11 I-64-W055A FRO 0.21 NA I-64-W FROM US 11SOU			NA	NA
Ramp to I-81 S at Exit 195	Rockbridge County	US 11 N 0.14 NA I-81 N			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		Tru 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT QW
	From:	Ramps US 11 S209B; US	11 N209B			0.7.0.0	 2110		. 4516.			
Ramp to I-81 N at Exit 195	Rockbridge County	0.16 NA							NA			NA
	To:	I-81 N										
	From:	Ramps US 11 N227A; US	11 S227A									
Ramp to I-81 N at Exit 213	Augusta County	0.28 NA							NA			NA
	To:	I-81 N										
	Prom:	Ramps US 11 N227B; US	11 S227B									
Ramp to I-81 S at Exit 213	Augusta County	0.34 NA							NA			NA
	То:	I-81 S										
	From:	US 11										
11 Ramp US 11 to I-81 at Exit 243	Rockingham County	0.15 NA							NA			NA
	Tool		GD.									
11 Ramp US 11 to I-81 S at Exit 251	Rockingham County	Ramp Split NB and 0.24 NA	SB						NA			NA
11 Ramp US 11 to I-81 S at Exit 251	To:	I-81 S							INA			INA
	Francis		an.									
11 Ramp US 11 to I-81 N at Exit 251	Rockingham County	Ramp Split NB and 0.35 NA	SB						NA			NA
(11) Ramp US 11 to I-81 N at Exit 251	Rockingnam County	0.35 NA I-81 N							INA			NA
	- 1				_							
Dame IIC 44 to I 04 of Fuit 054	Pooling horse County	0.23 NA							NIA			NIA
11 Ramp US 11 to I-81 at Exit 251	Rockingham County	0.23 NA							NA			NA
~~~	To: From:	Ramp Split NB and	SB									
11 Ramp US 11 to I-81 S at Exit 251	Rockingham County	0.12 <b>NA</b>							NA			NA
<u> </u>	To:	I-81 S										
~~~	From:	Ramp Split NB and	SB									
(11) Ramp US 11 to I-81 N at Exit 251	Rockingham County	0.49 NA							NA			NA
<u> </u>	To:	I-81 N										
~~~	From:	US 11, SR 259										
Ramp to I-81 S at Exit 257	Rockingham County	0.17 <b>NA</b>							NA			NA
<u> </u>	To:	I-81 S										
	From:	US 11										
Amp to I-81 N at Exit 257	Rockingham County	0.14 <b>NA</b>							NA			NA
<u> </u>	To:	I-81 N										
	From:	US 11 Old Valley P	ike									
Amp to I-81 N at Exit 298	Shenandoah County	0.20 <b>NA</b>							NA			NA
	То:	I-81 N										
-	From:	US 11 Old Valley P	ike									
Ramp to I-81 S at Exit 298	Shenandoah County	0.19 <b>NA</b>							NA			NA
$\bigcirc$	To:	I-81 S					 					
	From:	US 11			T							
Ramp to I-81 S at Exit 317	Frederick County	0.16 <b>NA</b>							NA			NA
	To:	I-81 S										
	•				•							

#### 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		Dir AAWDT QW
Ramp to I-81 N at Exit 317	Frederick County	US 11 0.20 <b>NA</b> 1-81 N	NA	NA
North 11 Ramp to I-81 S at Exit 19	Washington County	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	US 11 N, US 58 E 0.20 NA 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 (11) 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 Ramp to I-81 S at Exit 89	Pulaski County	SR 100 N 0.17 <b>NA</b> I-81 N	NA NA	NA
North (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO ROUTE RT 81 SOUTH  0.15 NA  I-81-S118X FROM RT 11 NORTH	NA NA	NA
North (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 NORTH 0.22 NA 1-81-N118X FROM RT 11	NA NA	NA
North (11) Ramp	City of Roanoke (Maint: 80)	US 11 TO RT 581 NORTH 0.13 NA 81-N FROM RT 1100- WILLIAMSON ROAD	NA NA	NA
North 11 Ramp to I-81 N at Exit 180	Rockbridge County	US 11, S Lee Highway 0.04 NA 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
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	NA

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

Route	Jurisdiction	Length AADT QA 4Tire Bu	sTruck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Facto	AAWDT QW
North  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	NA
South Ramp to I-81 S at Exit 19	Washington County  To:	US 11 S, US 58 W 0.19 NA I-81 S	NA NA	NA
South Ramp to I-81 N at Exit 19	Washington County  To:	US 11 S, US 58 W 0.14 NA I-81 S	NA NA	NA
South 11 Ramp toward I-81 S at Exit 44	Smyth County To:	US 11 S 0.05 <b>NA</b> I-81 S	NA NA	NA
South (11) Ramp to I-81 N at Exit 89	Pulaski County  To:	US 11 S 0.17 NA I-81 N	NA NA	NA
South Ramp to I-81 S at Exit 89	Pulaski County  To:	US 11 S, Lee Highway 0.24 NA I-81 N	NA NA	NA
South (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 SOUTH  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  I-81-N118X FROM RT 11	NA NA	NA
South (11) Ramp to I-81 N at Exit 180	Rockbridge County	US 11 S 0.01 <b>NA</b> I-81 N	NA NA	NA
South (11) Ramp to I-81 S at Exit 180	Rockbridge County To:	US 11 S 0.11 NA I-81 S	NA NA	NA
South (11) Ramp to I-81 N at Exit 195	Rockbridge County To:	US 11 S 0.03 NA Ramp US 11 S209B	NA 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	NA
South (11) Ramp toward I-81 S at Exit 213	Augusta County	US 11 S 0.11 <b>NA</b> Ramp US 11 227B	NA NA	NA

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

			ı mterstate					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	US 1	1 Valley Ave	e												
11 Braddock St	City of Winchester	0.09	9200	G	92%	2%	4%	1%	1%	0%	F	0.096	F		10000	G
•	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	12000	G	93%	2%	3%	1%	1%	0%	F	NA			13000	G
	To	(	Gerrard St													
(50) $(50)$ $(52)$ Braddock	St City of Winchester	0.53	6500	G	97%	1%	1%	0%	1%	0%	С	0.096	F		7100	G
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	12000	G	97%	1%	1%	0%	1%	0%	С	NA			13000	G
	To	Во	oscawen St													
11 $52$ $50$ $52$ Braddock	St City of Winchester	0.17	6600	G	96%	1%	2%	0%	1%	0%	F	0.086	F		7200	G
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	14000	G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	To:	Pi	iccadilly St													
11 Braddock St	City of Winchester	0.36	2700	G	92%	2%	4%	1%	1%	0%	С	0.09	F		2900	G
(1)	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	7600	G	95%	1%	2%	1%	1%	0%	С	NA			8200	G
	To:		North Ave													
North Ava	City of Winchester	0.03	raddock St	G	060/	40/	10/	40/	00/	00/	С	0.400	F	0.600	E70	G
North Ave	City of Winchester		.oudoun St	G	96%	1%	1%	1%	0%	0%	C	0.102	г	0.692	570	G
	From:		North Ave													
11 Loudoun St	City of Winchester	0.30	3600	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.695	3900	G
(p)	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	8500	G	97%	1%	1%	0%	1%	0%	С	NA			9200	G
	Too		Wyck St													
(11) Loudoun St	City of Winchester	0.24		G	95%	1%	1%	1%	1%	0%	С	0.092	F		5000	G
(b)	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	9500	G	96%	1%	1%	1%	1%	0%	С	NA			10000	G
	To:		1 Cameron S	St												
	From:	S	S Main St													
Liberty St	City of Harrisonburg	0.47	6700	G	97%	0%	1%	1%	1%	0%	С	0.083	F		7200	G
	Combined Traffic Estimates for 3 Parallel Roadwa	ys on this Route:	20000	N	96%	0%	1%	1%	1%	0%	Ν	0.085	F	0.716	22000	Ν
	To- From:	US 33, '	W Market Str	reet												
11 33 Liberty St	City of Harrisonburg	0.23	5000	G	96%	1%	1%	1%	1%	0%	С	0.082	F		5300	G
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	12000	N	96%	1%	1%	1%	1%	0%	Ν	NA			13000	Ν
	To:		Rock St				<u> </u>									
(11) (33) Noll Dr	City of Harrisonburg	0.14		G	97%	0%	1%	1%	1%	0%	F	0.085	F		3600	G
(b) (b)	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	10000	N	96%	0%	1%	1%	1%	0%	Ν	NA			11000	Ν
	To:	K	ratzer Ave													
ALT ALT	From:	V	V Main St													
11 460 4th St	City of Salem	0.40	17000	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.558	18000	G
	Tex		Elm St				<u> </u>									
ALT ALT	City of Colors			6	070/	00/	10/	10/	10/	00/	_	0.004	_	0.507	20000	_
(11) (460) 4th St	City of Salem			G	97%	0%	1%	1%	1%	0%	С	0.084	F	0.507	20000	G
ALT ALT	To: From:	1	Union St													
11 460 4th St	City of Salem	0.29	16000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.517	17000	G
	To:	C	olorado St													

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

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   2Axie   34Axie   1Trail   2Trail   QC   Factor   QK			i ililialy al				_		Tru	ıck			K		Dir		
11   460   4fh St   City of Salem   0.28   940   0   0   99%   0%   1%   1%   1%   0%   F   0.088   F   0.523   10000   G	Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC		QK	Factor	AAWDT	QW
ALT		From:															
Cly of Salem 0.31 11000 G 99% 0% 1% 1% 1% 0% C 0.091 F 0.592 1200 G 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11 \ 460 \ 4th St	City of Sale	em 0.28	9400	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.523	10000	G
March   Marc	ALT ALT	Ta: From:	R	oanoke Blvo	d												
City of Safers   City	(11) (460) Texas St	City of Sale	em 0.31	11000	G	98%	0%	1%	1%	1%	0%	С	0.091	F	0.592	12000	G
11   460   Teass St	ALT. ALT.	To: From:		Idaho St													
City of Salem   D.24   2600   G   PN   PN   PN   PN   PN   PN   PN	11 460 Texas St	City of Sale	em 0.61	5700	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.602	6100	G
City of Salem   0.24   2600   G   97%   0%   1%   1%   1%   1%   0%   F   NA   2800   G   SALT   S	$\bigcirc$	To: From:	Ly	nchburg Tnp	ok												
Big color   Big		City of Sale	em 0.24	2600	G	97%	0%	1%	1%	1%	0%	F	NA			2800	G
City of Salem   0.53   2000   G   97%   97%   1%   1%   1%   1%   1%   0%   F   0.093   F   0.594   22000   G   F   0.094   2000   G	$\bigcirc$	To:															
F. Main St	ALT ALT Floatric Rd	City of Solo	0.53		-	070/	00/	10/	10/	10/	00/	_	0.003	_	0.504	22000	0
SR 419 Elevier RI	(11) (460) (419) Electric Rd	City of Sale	0.03		G	91%	0%	1%	1%	170	0%	Г	0.093	Г	0.594	22000	G
ALT   110   460   Melrose Ave   City of Roanoke   0.65   16000   G   96%   1%   1%   1%   2%   0%   F   0.086   F   0.507   18000   G	ALT	From:		419 Electric	Rd												
ALT	(11) (460) E Main St	City of Sale			_	96%	1%	1%	1%	2%	0%	F	0.087	F	0.511	17000	G
11   460   Melrose Ave   City of Roanoke   0.65   16000   C   96%   1%   1%   1%   2%   0%   F   0.088   F   0.517   18000   C	ALT	To: From:			e												
SR 117   Peters Creek   Red   SR 117   Red   SR 117   Peters Creek   Red   SR 118	11 460 Melrose Ave	City of Roan			G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.517	18000	G
City of Roanoke   1.75   13000   C   96%   1%   1%   1%   2%   0%   F   0.086   F   0.507   14000   C	$\bigcirc$	To:	SR 11'	7 Peters Cre	ek Rd			$\neg$ $\vdash$									
11   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120   120	11 460 Melrose Ave	City of Roan	oke 1.75	13000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.507	14000	G
11	ALT	To: From:		24th St													
ALT   ALT   ALT   I-581, US 220, ALT SR 220   ALT   I-100	(11) (460) (116) Melrose Ave	City of Roan	oke 0.41	12000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.511	13000	G
City of Roanoke 1.00 1300 G 96% 1% 1% 1% 2% 0% F 0.082 F 0.501 14000 G    ALT	ALT	Ta: From:	Sa	lem Turnpik	ке												
ALT	11 (460) (116) Orange Ave	City of Roan	oke 1.00	13000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.501	14000	G
City of Roanoke 0.90 17000 A 96% 1% 1% 1% 2% 0% C 0.092 A 0.552 19000 A    ALT	$\bigcirc$	To: From:	10TH	ST, Gainsbo	oro Rd			_									
ALT	11 (460) (116) Orange Ave	City of Roan	oke 0.90	17000	Α	96%	1%	1%	1%	2%	0%	С	0.092	Α	0.552	19000	Α
ALT	$\bigcirc$	Tax	I-581. U	S 220, ALT	SR 220												
Sustrain	ALT ALT Orange A	Ave City of Roan		-		96%	1%	1%	1%	2%	0%	F	0.081	F	0.633	40000	G
City of Staunton   0.18   11000   F   99%   0%   0%   0%   0%   0%   0%   0	(11) (400) (116) (220) Change P	To:					1 /0	. 70	. 70				0.001		0.000		
City of Staunton   0.18   11000   F   99%   0%   0%   0%   0%   0%   0%   0	Bus	From:	US	11; Coalter	St												
New St   Stands   New St   Stands   New St   Stands   S	11 250 Johnson St	City of Staur	nton 0.18		F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.576	12000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 6600 G 99% 1% 1% 0% 0% 0% F NA 1600 G OMB Traffic Estimates for 2 Parallel Roadways on this Route: 6600 G 99% 0% 1% 0% 0% 0% F NA 7100 G OMB Traffic Estimates for 2 Parallel Roadways on this Route: 5800 F 99% 1% 1% 0% 0% 0% C 0.104 F 1100 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 5800 F 99% 0% 1% 0% 0% 0% 0% C 0.088 F 0.524 6100 F	$\bigcirc$	To:															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 6600 G 99% 0% 1% 0% 0% 0% F NA 7100 G    Bus   Frederick St   Frederick St	11 250 New St	City of Staur			G	99%	1%	 1%	0%	0%	0%	F	NA			1600	G
Bus   Frederick St	(1) (230).1311 01	,			_							•					
Bus (1250) New St (1300) Combined Traffic Estimates for 2 Parallel Roadways on this Route: 5800 F 99% 0% 1% 0% 0% 0% C 0.104 F 1100 F 1100 F		To:															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>5800</b> F 99% 0% 1% 0% 0% 0% C 0.088 F 0.524 6100 F	Bus New St	City of Stour				90%	10/-	10/-	0%	0%	0%	C	0.104	F		1100	F
	(11) (250) New St	,													0 524		-
		To:				3370	070		0 /0	070	0 /0	J	0.000	•	0.024	0100	'

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

		Primary and In	norotato i tot				Trı	ıck			K		Dir		—
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Bus	From:	Churchy	ville Ave			27 000	01700	TTTGII	ZIIGII		1 40101		1 40101		
11 250 Augusta St	City of Staunton		300 N	98%	0%	1%	0%	0%	0%	Ν	0.092	Ν	0.631	7800	١
	То:	Sunny	yside St												
Bus	From:		ville Ave							_		_			
Augusta St	City of Staunton	0.41 <b>66</b>	600 F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.637	7000	
Bus	To: From:	Edgew	vood Rd												
Augusta St	City of Staunton	0.28 <b>91</b>	100 F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.542	9700	
~ <i></i>	То	Lamb	bert St												
US Augusto Ct	City of Chaupton			000/	00/	10/	00/	00/	00/	_	0.1	F	0.510	F200	
Augusta St	City of Staunton	1.14 <b>50</b>	000 F	99%	0%	1%	0%	0%	0%	С	0.1	г	0.512	5300	
us	To: From:	Coal	lter St												
1 Augusta St	City of Staunton	0.71 <b>67</b>	700 F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.53	7100	
<i>ر</i> ــــــــــــــــــــــــــــــــــــ	To:	US 11 Cor	ommerce Rd												
us 	From:	US	S 11												
us 1	Rockbridge County	0.03 <b>63</b>	300 G	97%	1%	2%	0%	0%	0%	F	0.097	Ν	0.527	6400	
	To:	SCL Le	exington												
us 1	City of Lexington	0.39 <b>26</b>	600 F	97%	1%	2%	0%	0%	0%	С	0.097	F	0.527	2800	
) Main Gr	a r			0170	170		070	070	070	Ū	0.007	•	0.027	2000	
us	From:		nhill Rd												
1) Main St	City of Lexington	0.16 <b>44</b>	400 F	97%	1%	2%	0%	0%	0%	F	0.093	F	0.618	4700	
<u></u>	To- From:	Walla	lace St												
us 1 ∖ Main St	City of Lexington	0.31 44	400 F	99%	0%	0%	0%	0%	0%	С	0.090	F	0.608	4700	
J)a G.	7						0,0	070	0,0	Ū	0.000	•	0.000		
us ~	From:		ite St												
1) Main St	City of Lexington		200 F	99%	0%	1%	0%	0%	0%	F	0.105	F		3400	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 52	200 F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.522	5500	
us	To: From:	Nels	son St												_
1 Main St	City of Lexington	0.24 <b>63</b>	300 F	96%	1%	1%	2%	0%	0%	С	0.085	F		6700	
.)	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 100	000 F	97%	1%	1%	1%	0%	0%	С	NA			11000	
	To	Jeffer	rson St												
US Main Ct	City of Loying the c			000/	00/	10/	00/	00/	00/	_	0.000	_	0.570	10000	
1) Main St	City of Lexington	0.37 <b>94</b>	400 F	99%	0%	1%	0%	0%	0%	г	0.088	F	0.572	10000	
S	To: From:	Letch	cher St												
1 Main St	City of Lexington		500 F	99%	0%	1%	0%	0%	0%	С	0.091	F	0.547	10000	
ر_	To:	US 11 N Lee Highv	way; S Lee Hig	hway											
us	From:	Bus US 1	11 Main St												_
Jefferson St	City of Lexington		000 F	98%	1%	1%	0%	0%	0%	F	0.118	F		2100	
<b>5</b>	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 52	200 F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.522	5500	
	То:	US 60 N	Nelson St												

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

-		1 mmary ar	nd Interstat	ie Noc	1165			т				1/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	11 rail	21 rail		Factor		Factor		
Bus	From:		S 60 Nelson S		000/	407	40/	00/	00/	201	_	0.004	_		4400	_
Jefferson St	City of Lexington	0.24	3900	F	98%	1%	1%	0%	0%	0%	С	0.091	F		4100	F
~	Combined Traffic Estimates for 2 Parallel Roadwa	,	10000	F	97%	1%	1%	1%	0%	0%	С	NA			11000	F
	10:	Bus	US 11 Main	St												
Truck Truck	From:	SR 381 (	Commonweal	lth Ave												
11 \ (421 \ (19 \) Goode St	City of Bristol	0.21	1200	F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.508	1200	F
$\bigcirc$	To-	102-33	305 Piedmont	Ave												
Truck Truck	From:				000/	00/		00/	407	201	_	0.400	_	0.500	0000	_
(11) (421) (19) Cumberland St	City of Bristol	0.34	3000	F	98%	0%	0%	0%	1%	0%	С	0.102	F	0.568	3200	F
<del></del>	To:	TIC 42	State St	104												
Truck Truck  11 19 Randall St	City of Bristol	0.93	21 Cumberlan 6200	F	98%	0%	0%	0%	0%	0%	С	0.095	F	0.532	6600	F
[11] [19] Randall St	City of Bristor		oore St; Oaky			076	0%	0 /0	076	0 /6	C	0.093	Г	0.552	0000	Г
Truck Truck	From:		umberland St		/e											
11 (113) (19) Moore St	City of Bristol	0.12	8400	F	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	9000	F
(1) (13) (19)sers st	To:		Euclid Ave		0.70	.,,		0,0	0,0	0,0	-	0.000	•	0.0	0000	•
	From:															
M/h al ava álla Dhad			Carolina State		000/	007	40/	40/	00/	00/	0	0.4	۸	0.004	4000	٨
(13) Whaleyville Blvd	City of Suffolk	5.37	4900	Α	89%	0%	1%	1%	9%	0%	С	0.1	Α	0.631	4800	Α
	To: From:	133-616	Mineral Spr	ing Rd												
13 Whaleyville Blvd	City of Suffolk	1.28	6200	G	89%	0%	1%	1%	9%	0%	F	0.077	F	0.725	6000	G
$\bigcirc$	To:	133.6	77 Great Forl	∠ <b>D</b> .d												
(13) Whaleyville Blvd	City of Suffolk	0.82	8100	G	89%	0%	1%	1%	9%	0%	F	0.078	F	0.763	7900	G
13) Whaleyville Biva	Only of Curron				0070	070		170	070	070	•	0.070	•	0.700	7000	Ŭ
~~~	To: From:		Cypress Cha													
(13) Whaleyville Blvd	City of Suffolk	2.22	7800	G	89%	0%	1%	1%	9%	0%	F	0.079	F		7600	G
<u> </u>	To: From:	133-759 S, I	Liberty Sprin	g Rd W	est		<u> </u>									
13 Whaleyville Blvd	City of Suffolk	1.06	9100	G	89%	0%	1%	1%	9%	0%	F	0.080	F		8800	G
,	, T.,															
Miles I and Miles Division	From:		9 N, Babbtov		000/	00/	40/	40/	00/	00/		0.004			0000	
(13) Whaleyville Blvd	City of Suffolk	2.56	9700	G	89%	0%	1%	1%	9%	0%	F	0.084	F		9300	G
	From:		32 Carolina F Whaleyville													
(13) (32) Carolina Rd	City of Suffolk	1.64	17000	G	89%	0%	1%	1%	9%	0%	F	0.083	F		16000	G
(13) (32) Carolina Rd	City of Surfoik		Bus US 13	G	0976	076	1/0	1 /0	970	0 /6		0.003	-		10000	G
	From:		3, SR 32 Care	olina Ra	1											
13 Southwest Suffolk Bypass	City of Suffolk	2.80	10000	G	84%	1%	2%	2%	11%	0%	С	0.087	F		9900	G
(13) Codiminant Contain Dypass	To:		58 Holland F		0170	170		270	1170	070	Ŭ	0.007	•		0000	Ŭ
	From:		Bus US 58													
13 58 Suffolk Bypass	City of Suffolk	1.41	38000	G	86%	1%	1%	1%	12%	0%	F	0.079	F		36000	G
	Tol		04.0% 11.5%													
Cuffells Disease	City of Cytfoll		04 Pitchkittle		020/	007	40/	40/	E0/	00/	F	0.00	_		40000	^
13 58 Suffolk Bypass	City of Suffolk	1.88	41000	G	93%	0%	1%	1%	5%	0%	٢	0.08	F		42000	G
	To: From:	US 4	160 Pruden B	lvd												
13 58 460 Suffolk Bypass	City of Suffolk	0.93	49000	G	93%	0%	1%	1%	5%	0%	F	0.077	F		51000	G
	To:	SR 10 S	SR 32 Godwir	n Blvd												

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:		SR 32 Godwin													
(13) (58) (460) Suffolk Bypass	City of Suffo	olk 1.87	60000	G	93%	0%	1%	1%	5%	0%	F	0.080	F		62000	G
~ ~ ~	To: From:		642 Wilroy Ro	d												
(13) (58) (460) Suffolk Bypass	City of Suffo	olk 2.30	52000	G	93%	0%	1%	1%	5%	0%	F	0.077	F		54000	G
\$ \$ \$ \$	Ta: From:		Bus US 58 Mil	litary H	wy											
13) (58) (460) Military Highway	City of Suffo	olk 3.46	73000	G	93%	0%	1%	1%	5%	0%	F	0.079	F		76000	G
\bigcirc \bigcirc \bigcirc	To:		Bus US 13 ECL Suffolk													
13) (58) (460) Military Highway	City of Chesapeake (67000	Α	93%	0%	1%	1%	5%	0%	С	0.095	Α	0.596	70000	Α
(13) (38) (460)	Turk of Oriodapound ((((((((((((((((((((((((((((((((((((((((0070	070		170	070	070	Ū	0.000	, ,	0.000	70000	, ,
	City of Chesapeake ((Maint: 64) 0.11	I-664 11000	G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	G
13) (58) (460)	To:		Bus US 13	-	9370	070	1/0	1 /0	370	076	'	0.030	'	0.515	11000	G
	From:		S 58; SR 191													
13 (460)(191)	City of Chesap	eake 0.18	6900	G	97%	0%	1%	1%	1%	0%	F	NA			7500	G
	To:	SR 19	1, S Military F	Hwy												
13) (460) Military Highway	City of Chesap	eake 0.45	5700	Ğ	97%	0%	1%	1%	1%	0%	F	0.116	F		6200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5700	G								NA			NA	
	To:	Ramp fro	m I-664; Shaef	fer Ave	<u> </u>		— —									
13 (460 Military Highway	City of Chesap		9000	G	97%	0%	1%	1%	1%	0%	F	NA			9800	G
	То		I-64													
13 (460 Military Highway	City of Chesap	eake 1.37	18000	G	97%	0%	1%	1%	1%	0%	F	0.098	F		20000	G
	To:		orge Washingto	on Usu												
13 (460 Military Highway	From L City of Chesapo		17000	G	97%	0%	1%	1%	1%	0%	F	0.102	F		19000	G
13) 400)	To:								.,,	-,-	-					
13 (460 Military Highway	From:L City of Chesapo		196 Canal Dr 23000	F	97%	0%	1%	1%	1%	0%	С	0.109	В	0.526	26000	F
13 (460) Military Highway	any or official				51 70	070		170	170	070	O	0.100		0.020	20000	•
13 Military Highway	City of Chesap		6 Bainbridge B 27000		97%	0%	10/	10/	1%	0%	F	0.096	F		31000	G
13 Military Highway	City of Chesapi	eake 0.31		G	9770	076	1%	1%	170	0%	Г	0.096	Г		31000	G
~~~	To: From:		I-464	_				401								
13 Military Highway	City of Chesap	eake 0.78	28000	G	97%	0%	1%	1%	1%	0%	F	0.092	F		31000	G
~~	To: From:		ampostella Rd													
13 Military Highway	City of Chesapo	eake 0.65	29000	G	97%	0%	1%	1%	1%	0%	F	0.103	F		31000	G
<u>~</u>	To: From:		8 Battlefield B	Blvd												
13 Military Highway	City of Chesap	eake 0.72	30000	G	97%	1%	1%	1%	1%	0%	F	NA			33000	G
~	To: From:		Allison Dr				$ \vdash$									
13 Military Highway	City of Chesape	eake 0.41	30000	G	97%	1%	1%	1%	1%	0%	С	NA			33000	G
$\rightarrow$	To:	Gr	eenbrier Pkwy	7												
13 Military Highway	From:L City of Chesapo		32000	G	98%	1%	1%	0%	1%	0%	F	0.093	F		35000	G

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	luvia di ation	Langth	AADT	ΟΛ.	4Tiro	Due		Tru	ck		- 00	K	OK	Dir	4 4 M D T	014/
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		L Chesapeak								_		_			
13 Military Hwy	City of Virginia Beach	0.67	29000	G	98%	1%	1%	0%	1%	0%	С	0.102	F	0.590	30000	G
~~~	To: From:	Ind	lian River Ro	d												
13 Military Hwy	City of Virginia Beach	1.02	46000	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.648	48000	G
<u> </u>	To:		CL Norfolk	1-												
13 (Military Highway	City of Norfolk	0.85	Virginia Be 46000	G	98%	0%	1%	0%	0%	0%	С	0.1	F	0.638	50000	G
13) Military Highway	Oity of Horioix	0.00			3070	070		070	070	070	Ü	0.1	•	0.000	00000	Ŭ
Military Highway	City of Norfalk	0.05	I-264	6	070/	10/	10/	0%	10/	00/	F	0.083	F	0.601	E1000	
13) Military Highway	City of Norfolk	0.95	47000	G	97%	1%	1%	0%	1%	0%	Г	0.063	Г	0.601	51000	G
~~~	To: From:		irginia Beac													
13 Military Highway	City of Norfolk	1.23	46000	G	97%	1%	1%	0%	1%	0%	С	0.076	F	0.536	49000	G
~	To: From:	SR 165, SR	166 Princess 165; SR 166		Rd											
13 (165)(166) Northampton Blvd	City of Norfolk	0.26	32000	G G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.556	35000	G
13 165 Northampton Blvd	Oity of Norroik				31 /0	170	170	070	1 /0	070	•	0.003		0.550	33000	J
North country Dhad	To: To:		5 Kempsville		070/	00/	40/	00/	20/	00/		0.004		0.500	25000	
13 166 Northampton Blvd	City of Norfolk	0.62	34000	G	97%	0%	1%	0%	2%	0%	F	0.094	F	0.599	35000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		I-64													
13 (166) Northampton Blvd	City of Norfolk	0.20	72000	G	97%	0%	1%	0%	2%	0%	F	NA			75000	G
$\stackrel{\smile}{\smile}$	To:		Virginia Be CL Norfolk	ach												
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	G
13) (166) Normanipton Biva	only of Virginia Boach				0.70	070		070		070	•	0.072	•	0.010	01000	Ŭ
Northamaton Dhad	City of Virginia Booch		iamond Spri 37000		97%	00/	10/	0%	20/	0%	С	0.005	۸	0.650	20000	Α
Northampton Blvd	City of Virginia Beach	2.14	37000	Α	91%	0%	1%	0%	2%	0%	C	0.095	Α	0.652	39000	А
~	To: From:		ndependenc										_			
13) Northampton Blvd	City of Virginia Beach	1.19	25000	G	97%	0%	1%	0%	2%	0%	F	0.071	F	0.524	26000	G
	To: From:	US	60 Shore D	r												
13 Northampton Blvd	City of Virginia Beach	0.78	11000	G	97%	0%	1%	0%	2%	0%	F	0.076	F	0.511	11000	G
<u> </u>	To:	NCL	Virginia Be	ach			_									
13 Chesapeake Bay Bridge Tunnel	Northampton County (Maint: TOL)	19.14	8800	F	93%	1%	1%	1%	5%	0%	F	0.077	F	0.508	8300	F
**	Too	65-6	00 Seaside I	Rd												
13 Lankford Hwy	Northampton County	4.78	9400	F	93%	1%	1%	1%	5%	0%	F	0.072	F	0.507	8900	F
13)	Tol							.,.	-,-		-	****	-			-
13 Lankford Hwy	Northampton County	4.56	24 Capeville 11000	Dr F	93%	1%	1%	1%	5%	0%	F	0.074	F	0.515	11000	F
13) Lankford Hwy	Northampton County				93%	170	1 70	170	3%	0%	Г	0.074	Г	0.515	11000	Г
~~	From:		13 S of Che			407			=0.				_			_
13 Lankford Hwy	Northampton County	1.28	13000	F	93%	1%	1%	1%	5%	0%	F	0.076	F	0.532	12000	F
-	To- From:	SW	CL Cheritor				\Box \vdash									
(13) Lankford Hwy	Town of Cheriton (Maint: 65)	0.07	13000	N	93%	1%	1%	1%	5%	0%	Ν	0.076	Ν	0.532	12000	Ν
~	To- Erom	S Mi	id CL Cherit	ton			<u> </u>									
13 Lankford Hwy	Northampton County	0.29	13000	N	93%	1%	1%	1%	5%	0%	Ν	0.076	Ν	0.532	12000	Ν
	To:	N Mi	id CL Cherit	ton												

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2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	Jurisdiction	Length AA	DT OA	4Tiro	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	- 0
Route	Junsaiction			4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	Ų۷
	From:	N Mid CI		000/	40/	40/	40/	5 0/	00/	N.	0.070	N.	0.500	40000	N.
13 Lankford Hwy	Town of Cheriton (Maint: 65)		000 N	93%	1%	1% ——	1%	5%	0%	N	0.076	N	0.532	12000	N
~~\	Town of Observing (Mariet OS)	Bus US 13 N		000/	40/		40/	50 /	00/		0.077		0.500	40000	
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.48 140	000 F	93%	1%	1%	1%	5%	0%	F	0.077	F	0.502	13000	F
~~	To: From:	NCL C													
13 Lankford Hwy	Northampton County	2.73 140	000 N	93%	1%	1%	1%	5%	0%	N	0.077	N	0.502	13000	N
~~	To: From:	Bus US 13 S													
13 Lankford Hwy	Northampton County	1.06 13 0	000 F	93%	1%	1%	1%	5%	0%	F	0.076	F	0.513	12000	F
~	To: From:	SCL E	astville												
13 Lankford Hwy	Town of Eastville (Maint: 65)	0.24 130	000 N	93%	1%	1%	1%	5%	0%	Ν	0.076	Ν	0.513	12000	Ν
<u> </u>	To: From:	NCLE	astville												
13 Lankford Hwy	Northampton County	1.03 13 0	000 N	93%	1%	1%	1%	5%	0%	Ν	0.076	Ν	0.513	12000	١
\bigcirc	To:	Bus US 13 N	N of Eastville												
13 Lankford Hwy	Northampton County		000 F	93%	1%	1%	1%	5%	0%	F	0.088	F	0.503	13000	F
	Tax	65-628 Iam	es Allen Dr												
13 Lankford Hwy	Northampton County		000 F	93%	1%	1%	1%	5%	0%	F	0.08	F	0.524	13000	F
,	To:		rdsnest Dr												
13 Lankford Hwy	Northampton County	2.41 14 (93%	1%	1%	1%	5%	0%	F	0.08	F	0.51	13000	F
(13) 24	Troitinampton equity			0070	170		1,0	070	070	•	0.00		0.01	10000	
13 Lankford Hwy	Town of Nassawadox (Maint: 65)	SCL Nas 0.85 140	ssawadox 000 N	93%	1%	1%	1%	5%	0%	N	0.08	N	0.51	13000	١
13 Lankford Hwy	TOWIT OF TRASSAWAUGA (IVIAITIE. 05)			9370	1 /0	1 70	1 70	J /0	070	14	0.00	14	0.51	13000	
C Landford Llow	Town of News day (Mainte CC)		Pine Ave	020/	40/	40/	40/	50 /	00/	F	0.070		0.540	45000	
13 Lankford Hwy	Town of Nassawadox (Maint: 65)	0.13 160	000 F	93%	1%	1%	1%	5%	0%	г	0.079	F	0.542	15000	F
~	To: From:		ssawadox												
13 Lankford Hwy	Northampton County	2.63 160	000 N	93%	1%	1%	1%	5%	0%	N	0.079	Ν	0.542	15000	١
	To: From:		S of Exmore												
(13) Lankford Hwy	Northampton County	1.25 17 0	000 F	93%	1%	1%	1%	5%	0%	F	0.079	F	0.558	16000	F
<u> </u>	Ta: From:	SCL E	Exmore												
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.15 17 0	000 N	93%	1%	1%	1%	5%	0%	Ν	0.079	Ν	0.558	16000	١
<u> </u>	To:	SR 183	Exmore			<u> </u>									
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.52 180	000 F	93%	1%	1%	1%	5%	0%	F	0.080	F	0.531	17000	ı
	To:	SR 178 Bell	le Haven Rd			<u> </u>									
13 Lankford Hwy	Town of Exmore (Maint: 65)		000 F	93%	1%	1%	1%	5%	0%	F	0.079	F	0.51	15000	F
· · · · · · · · · · · · · · · · · · ·	Tay	NCL E	Exmore												
13 Lankford Hwy	From: Northampton County	0.14 16 0		93%	1%	1%	1%	5%	0%	N	0.079	Ν	0.51	15000	١
(13),	To	Bus US 13 Ex			. , ,	Ť	. , •	-,0	- / 0	. •		. •		. 5000	•
~~~	From:	US 13 Bus Ex	xmore; 65-687												
13 Lankford Hwy	Accomack County (Maint: 65)	0.19 <b>180</b>	000 F	93%	1%	1%	1%	5%	0%	F	0.079	F	0.512	17000	F
$\sim$	To:	Accomack (	County Line												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	Northhamptor	County Line												
13 Lankford Hwy	Accomack County	2.94 <b>170</b>	000 G	93%	1%	1%	1%	5%	0%	F	0.077	F		16000	(
~	To: From:	SCL P	ainter												
Lankford Hwy	Town of Painter (Maint: 01)	0.43 170		93%	1%	1%	1%	5%	0%	Ν	0.077	Ν		16000	
<u>~</u>	To: From:	01-614 Hi 01-614 W				_									
13 Lankford Hwy	Town of Painter (Maint: 01)	0.46 <b>170</b>	•	93%	1%	1%	1%	5%	0%	F	0.075	F		16000	
,	To	NCL F													
13 Lankford Hwy	Accomack County	1.84 <b>170</b>		93%	1%	1%	1%	5%	0%	Ν	0.075	Ν		16000	
,	To	SCL I	Zalla#												
Lankford Hwy	Town of Keller (Maint: 01)	0.38 170		93%	1%	1%	1%	5%	0%	N	0.075	Ν		16000	
(3)	Tec	S SR			.,.		.,.	-,-	-,-						
13) (180) Lankford Hwy	Town of Keller (Maint: 01)	0.45 <b>170</b>		93%	1%	1%	1%	5%	0%	F	0.077	F		16000	
13) (180) Zarimora (111)	Terror (Maint: 01)			0070	170	- 70	1 70	070	070	·	0.077	•		10000	
13 (180) Lankford Hwy	Accomack County	0.01 <b>170</b>		93%	1%	1%	1%	5%	0%	N	0.077	N		16000	
13) (180) Edilliold (1111)	7.000maok Godiny			3070	170		1 70	070	070	.,	0.077	.,		10000	
13 Lankford Hwy	Accomack County	0.53 <b>170</b>		93%	1%	1%	1%	5%	0%	С	0.096	В	0.509	17000	
23) Lainkida Tiwy	Accomack Coding			3370	170	1 70	1 70	370	070	O	0.000		0.505	17000	
13 Lankford Hwy	Accomack County	01-734 Gospe 1.01 <b>180</b>		93%	1%	1%	1%	5%	0%	F	0.077	F		17000	
Lankford Hwy	Accordack County			9376	1 /0	1 /0	1 /0	3/0	076		0.077	-		17000	
\	From:	SCL 1		020/	40/		40/	<b>50</b> /	00/		NIA			47000	
Lankford Hwy	Town of Melfa (Maint: 01)	0.37 <b>170</b>		93%	1%	1%	1%	5%	0%	F	NA			17000	
~~\	From:	01-T		000/	40/		40/	<b>5</b> 0/	00/		0.077			40000	
Lankford Hwy	Town of Melfa (Maint: 01)	0.50 190	000 G	93%	1%	1%	1%	5%	0%	F	0.077	F		18000	
~, ,, ,,,	From:	NCL I		2001	407		407	<b>5</b> 0/	201		0.005			40000	
13 Lankford Hwy	Accomack County	2.16 <b>190</b>	000 G	93%	1%	1%	1%	5%	0%	F	0.085	F		18000	
~	To- From:	SCL (													
13) Lankford Hwy	Town of Onley (Maint: 01)	1.00 <b>190</b>		93%	1%	1%	1%	5%	0%	F	0.08	F		18000	
<u> </u>	From:	SR 179													
13 Lankford Hwy	Town of Onley (Maint: 01)	0.17 <b>210</b>		93%	1%	1%	1%	5%	0%	F	0.081	F		20000	
	To	NCL (	Onley												
13 Lankford Hwy	Accomack County	2.97 <b>200</b>		93%	1%	1%	1%	5%	0%	F	0.082	F		19000	
	To:	SCL A	ccomac												
Lankford Hwy	Town of Accomac (Maint: 01)	0.15 <b>180</b>		93%	1%	1%	1%	5%	0%	F	0.085	F		17000	
· <u> </u>	To	NCL A													
13 Lankford Hwy	Accomack County	1.39 <b>190</b>		93%	1%	1%	1%	5%	0%	F	0.084	F		18000	
13),	Tol				. , 0		. 70	270	270	•	0.50 /	•		. 3000	
13 Lankford Hwy	Accomack County	US 13 Bus N 4.48 <b>190</b>		93%	1%	1%	1%	5%	0%	F	0.08	F		18000	
13 Lankford Hwy	ACCOMACK COUNTY	4.46 190 01-676 Mut		3370	1 70	170	1 70	J/0	U 70	r	0.06	r		10000	'

## Virginia Department of Transportation Traffic Engineering Division 2010 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
<u></u>	From:		Muttonhun		2001	40/					_		_		10000	
(13) Lankford Hwy	Accomack County		19000	G	93%	1%	1%	1%	5%	0%	F	0.078	F		18000	G
13 Lankford Hwy	Accomack County	01-695 Tempe 3.69	18000	G Saxis	93%	1%	1%	1%	5%	0%	F	0.079	F		17000	G
	Ta-	SR 17:	5 Nashs Co	orner			<u> </u>									
(13) Lankford Hwy	Accomack County		19000	F	92%	1%	1%	1%	6%	0%	С	0.139	В	0.57	17000	F
	10:	-	land State L													
13 Ramp	City of Chesapeake (Maint: 64		TO I-64 W	EST								NA			NA	
	To:	I-64-W FROM RT 1:	300- MILIT	ΓARY H	IGHWAY	Y										
/~~_	From:		TO I-64 E	AST												
(13) Ramp	City of Chesapeake (Maint: 64	) 0.41 I-64-E FROM RT 13	<b>NA</b>	'ARV HI	GHWAY	7						NA			NA	
	From:	US 13 TO A														
13 Ramp	City of Chesapeake (Maint: 64	) 0.29	NA		•							NA			NA	
$\bigcirc$	To:		S FROM R													
Pomp	City of Chesapeake (Maint: 64	US 13 I-464-N00	02A TO AN	ND FROI	M RT							NA			NA	
(13) Ramp	Tri	,	N FROM R	T 13								INA			INA	
	From:	US 13-N045A U	JS 13-S045 <i>A</i>	A FROM	RT 1											
(13) Ramp	City of Norfolk (Maint: 64)	0.12	NA									NA			NA	
~	To:		E FROM RT													
North (13) Ramp	City of Norfolk (Maint: 64)	0.22	TO I-64 W	EST								NA			NA	
(13)	To	US 13-S045A U		FROM I	RT 1											
North	From:	US 13 TO ROU		ST COL	L RD											
Ramp	City of Norfolk (Maint: 64)	0.19 I-264-E013X FROM	NA DT 12 NOD	OTH MI	ITADV	11						NA			NA	
North	From:	US 13 TO ROUT				п										
13 Ramp	City of Norfolk (Maint: 64)	0.10	NA	DI COL	LKD							NA			NA	
<u> </u>	To:	I-264-W013X FROM	ROUTE 13	NORTH	HOO- MIL	IT										
South	From:		S 13 TO I-64	4								NIA			NIA	
13 Ramp	City of Norfolk (Maint: 64)	0.08	NA									NA			NA	
South	To:	US 13-S045B TO		AST & W	EST?											
13 Ramp	City of Norfolk (Maint: 64)	0.35 US 13-N045A U	NA US 13- 45A	FROM	RT 1							NA			NA	
South	From:	US 13-S045A T														
(13) Ramp	City of Norfolk (Maint: 64)	0.19	NA									NA			NA	
<u> </u>	To	I-64-W FR	OM RT 13	SOUTH												

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

Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
South	From:	US 13 TO ROUTE 26	64 EAST CO	LLRD		2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
13 Ramp	City of Norfolk (Maint: 64)	0.11 <b>N</b> A									NA			NA	
	To: I-26	64-E013X FROM RT 13	3 SOUTH-M	ILITARY	Н										
South	From:	US 13 TO ROUTE 26		LL RD											
Ramp	City of Norfolk (Maint: 64)	0.19 <b>NA</b>		WY00 1 MY	·						NA			NA	
	1-26	4-W013X FROM ROU		H00- MIL	II.										
Bus 13 Coastal Blvd	Town of Onley (Maint: 01)	US 13 S o		98%	0%	0%	1%	0%	0%	F	0.098	F	0.533	3700	G
13) Oddstal Divu	Town of Office (Waint. 01)			3070	070	——————————————————————————————————————	1 70	070	070	•	0.000	'	0.000	3700	J
Bus	From:	NCL C	-												
13 Coastal Blvd	Accomack County	0.37 <b>350</b>	00 N	98%	0%	0%	1%	0%	0%	N	0.098	Ν	0.533	3700	N
Bus	To- From:	US	13												
13 Front St	Accomack County	0.42 <b>280</b>	00 N	98%	0%	0%	1%	0%	0%	Ν	0.093	Ν	0.525	3000	Ν
	To- From:	SR 126;	SR 316												
Bus 13 Front St	Accomack County	1.01 280	00 G	98%	0%	0%	1%	0%	0%	F	0.093	F	0.525	3000	G
19)	To	01-659 Wh													
Bus Ct	From:			000/	00/		40/	007	00/	_	0.400	_	0.500	0500	_
Front St	Accomack County	0.79 <b>240</b>		98%	0%	0%	1%	0%	0%	С	0.102	F	0.538	2500	G
Bus	To: From:	SCL Ac	comac												
13) Front St	Town of Accomac (Maint: 01)	0.31 <b>240</b>	00 N	98%	0%	0%	1%	0%	0%	Ν	0.102	Ν	0.538	2500	Ν
Bus	To- From:	01-764 Court	thouse Ave			$\Box$									
13) Front St	Town of Accomac (Maint: 01)	0.89 <b>240</b>	00 G	98%	0%	0%	1%	0%	0%	F	0.096	F	0.5	2500	G
$\checkmark$	To	NCL Ac	ecomac												
Bus 13 Front St	Accomack County	0.96 <b>240</b>		98%	0%	0%	1%	0%	0%	N	0.096	N	0.5	2500	N
13) FIGHT ST	Accomack County	US 13 N of		90 /0	076	0 /8	1 /0	076	0 /6	IN	0.090	IN	0.5	2300	IN
Bus	From:	US 13 S of													
13 Main St	Northampton County	0.40 <b>240</b>		97%	1%	1%	0%	0%	0%	С	0.100	F	0.508	2500	F
~	To	SCL Ex	xmore												
Bus 13 Main St	Town of Exmore (Maint: 65)	1.10 <b>240</b>		97%	1%	1%	0%	0%	0%	N	0.100	N	0.508	2500	N
13) Wall St	rown or Exmore (Maint. 65)			31 70	1 70	1 70	078	070	0 70	IN	0.100	11	0.500	2500	IN
Bus	From:	SR 178 Belle													
13 Lincoln Ave	Town of Exmore (Maint: 65)	0.47 <b>240</b>	00 N	97%	1%	1%	0%	0%	0%	N	0.100	N	0.508	2500	N
Bus	To: From:	NCL Ex	xmore												
13 Lincoln Ave	Northampton County	0.17 <b>240</b>	00 N	97%	1%	1%	0%	0%	0%	Ν	0.100	Ν	0.508	2500	Ν
<del>*</del>	To:	US 13 N of	f Exmore												
Bus	From:	US 13 S of													
13 Courthouse Rd	Northampton County	1.17 <b>140</b>		96%	2%	1%	0%	1%	0%	С	0.112	F	0.609	1400	F
~	To	SCL Eas	stville												

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

		Primary and Inters	lale Ku	iles							14		- D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	- 1	<del>-</del>	_			2Axle	3+Axle	11 rail	21 rail		Factor		Factor		
Bus Courthouse Pd	Town of Footyillo (Moint: 65)	SCL Eastvi 0.17 <b>1400</b>	lle <b>N</b>	96%	2%	1%	00/	10/	00/	NI	0.112	N	0.609	1400	NI
Courthouse Rd	Town of Eastville (Maint: 65)	0.17 1400	N	90%	2%	1%	0%	1%	0%	N	0.112	IN	0.609	1400	N
Bus	To: From:	65-631 Easty	ille												
(13) Courthouse Rd	Town of Eastville (Maint: 65)	0.19 <b>1700</b>	F	96%	2%	1%	0%	1%	0%	F	0.131	F	0.542	1700	F
<u> </u>	To:	NCL Eastvi	lle												
Bus (13) Courthouse Rd	From:			000/	00/	40/	00/	407	00/		0.404		0.540	4700	
(13) Courthouse Rd	Northampton County	1.18 <b>1700</b>	N	96%	2%	1%	0%	1%	0%	N	0.131	N	0.542	1700	Ν
	""	US 13 N of Ea													
Bus	From:	US 13 S of Ch								_		_			_
(13) Bayside Dr	Northampton County	0.80 <b>2100</b>	F	97%	1%	1%	1%	1%	0%	С	0.102	F	0.591	2100	F
Bus	To: From:	SCL Cherit	on												
13 Bayside Dr	Town of Cheriton (Maint: 65)	0.79 <b>2100</b>	N	97%	1%	1%	1%	1%	0%	Ν	0.102	Ν	0.591	2100	Ν
(13) 24)646 21	то:	US 13 Cheri		0.70	.,,		. , 0	.,,	0,0	•	002		0.00		
Bus	From	US 13 Southwest Sut		nee											
(13) (32) Carolina Rd	City of Suffolk	1.17 <b>12000</b>	G	89%	0%	1%	1%	9%	0%	F	NA			11000	G
(13) (32) 64: 61:14	Tolling of Carrotte				0,0		. , 0	070	0,0	•					
Bus	From:	Old SCL Suf	folk												
13 (32) Carolina Rd	City of Suffolk	0.54 <b>12000</b>	G	89%	0%	1%	1%	9%	0%	F	NA			12000	G
<del>-</del>	To:	Fayette S													
Bus Main St	City of Cuffolls	US 13; SR 32 Fa	•	000/	0%	10/	00/	00/	0%	С	0.070	F		12000	G
13 32 Main St	City of Suffolk	0.34 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	C	0.078	Г		13000	G
Bus	To: From:	Begin SR 1	.0												
(13) (32) (10) Main St	City of Suffolk	0.68 <b>22000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			24000	G
	To:	US 58; Bus U	S 460												
Bus Bus Bus	From:	SR 32 Main													
(13) (58) (460) Constance Rd	City of Suffolk	0.88 <b>16000</b>	G	97%	0%	1%	1%	2%	0%	F	0.086	F		18000	G
Dua Bua Bua	To: From:	Pinner St													
Bus Bus Bus (13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>17000</b>	G	97%	0%	1%	1%	2%	0%	С	0.092	F		18000	G
(13) (58) (460) Portsmouth Blvd	Oity of Guiroik			31 70	070	170	1 70	270	070	O	0.032	'		10000	O
Bus Bus Bus	To: From:	SR 337 Washin	gton St												
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>23000</b>	G	96%	1%	1%	1%	1%	0%	С	0.087	F		25000	G
	To:	US 13, US 58, U	JS 460												
	From:	US 60 Anderso	n Hwy												
13 Old Buckingham Rd	Cumberland County	7.19 <b>720</b>	Ğ	89%	2%	1%	2%	6%	0%	С	0.092	F	0.573	770	G
	To:	Powhatan Coun	ty Line												
	From:	Cumberland Cou													
(13) Old Buckingham Rd	Powhatan County	4.07 <b>1300</b>	G	89%	2%	1%	2%	6%	0%	F	0.100	F	0.852	1400	G
<u> </u>	To: From:	72-638 Gills I													
13 Old Buckingham Rd	Powhatan County	72-638 Gills 6.51 <b>1800</b>	G	89%	2%	1%	2%	6%	0%	F	0.106	F	0.898	1900	G
0ld Buckingham Rd	To:	72-609 Giles Bri		00/0	Z /0		<b>2</b> /0	0 /0	0 /0	'	0.100	'	0.030	1300	9
		12-009 GHES BT	uge Ku												

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

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	DI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	72-609 Giles								_					
13 Old Buckingham Rd	Powhatan County	2.22 <b>60</b>	00 G	95%	1%	1%	1%	3%	0%	С	0.102	F		6400	C
<u>~</u>	To: From:	72-1002 Emmar	nual Church Ro	i											
(13) Old Buckingham Rd	Powhatan County	1.44 <b>27</b> 0	'00 G	95%	1%	1%	1%	3%	0%	F	0.111	F	0.728	2900	(
<u> </u>	To- From:	72-1005 S	Skaggs Rd												
13) Old Buckingham Rd	Powhatan County	0.28 <b>23</b>	00 G	95%	1%	1%	1%	3%	0%	F	0.104	F	0.501	2500	(
	To	SR 300 Courthou	use Tavern I ar	ıe.											
13) Old Buckingham Rd	Powhatan County	2.37 <b>23</b>		95%	1%	1%	1%	3%	0%	F	0.094	F	0.630	2400	
13) 514 2451411914	To:	US 60 James A		0070	.,,		. , 0	0,0	0,0	•	0.00	•	0.000		
	From	US 360; St Ste	· ·												_
14) The Trail	King & Queen County	6.14 <b>46</b>		89%	0%	3%	2%	6%	0%	F	0.119	F	0.518	470	
14) 1110 11411	rung a quoon county			0070	070		270	070	070	•	0.110	•	0.010		
The Trail	King & Queen County	49-629 Wa		900/	0%	20/	20/	60/	00/	F	0.110		0.500	E00	
14 The Trail	King & Queen County	1.81 <b>57</b>	70 G	89%	0%	3%	2%	6%	0%	Г	0.112	F	0.599	580	
	To- From:	49-620 W, D													_
14) The Trail	King & Queen County	9.74 <b>31</b>	10 G	89%	0%	3%	2%	6%	0%	С	0.107	F	0.556	310	
<u> </u>	To- From:	49-617 Carleto	ons Corner Rd												
14) The Trail	King & Queen County	5.63 <b>85</b>	50 G	89%	0%	3%	2%	6%	0%	F	0.103	F	0.531	870	
$\smile$	Total	49-614 Cli	ifton Lane												
14) The Trail	King & Queen County	6.81 22		89%	0%	3%	2%	6%	0%	F	0.099	F	0.562	2300	
	Tecl	GD 22 GI	11.6.1												
14 33 Lewis Puller Mem. Hwy	King & Queen County	SR 33 Sha 1.66 <b>97</b> 0		92%	1%	1%	1%	5%	0%	С	0.088	F	0.639	10000	
14 33 Lewis Puller Mem. Hwy	To:	SR 33 Shack		92 /0	1 /0	1 /0	1 /0	3/0	0 /6	C	0.000		0.039	10000	
	From:	SR 33 Lewis Pu		/											
14) Buena Vista Rd	King & Queen County	4.95 <b>36</b> 0		93%	1%	1%	1%	4%	0%	С	0.091	F	0.613	3600	
	To:	Gloucester C	County Line												
	From:	King & Queer													
14) Adner Rd	Gloucester County	1.04 <b>40</b>		93%	1%	1%	1%	4%	0%	F	0.102	F	0.625	4200	
<u>~</u>	From:	US 17 W, George Wa W US 17		ı Hwy											
14) (17) George Washington Mem Hwy	Gloucester County	3.73 <b>120</b>		97%	0%	1%	1%	1%	0%	F	0.091	F	0.537	13000	
14) (17) George Washington Mem Hwy	Glodeester County			31 /0	070	1 70	1 70	1 /0	070	'	0.031	•	0.557	13000	
O Westington Many Harry	From:	36-6		070/	00/		40/	40/	00/		0.000	_	0.505	4.4000	
14) (17) George Washington Mem Hwy	Gloucester County	1.65 <b>140</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.535	14000	
	To- From:	36-600													
14) (17) George Washington Mem Hwy	Gloucester County	2.45 <b>160</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.591	17000	
Dura Prince	To: Erom	US 17; Bu	Sus US 17			<u> </u>									
Bus	Gloucester County	0.56 72		98%	1%	1%	0%	0%	0%	С	0.094	F	0.503	7600	
14) (17) Main St	Gloucester County	0.56 72	.00 G	3070	170	1 70	U70	U70	U70	C	0.094	Г	0.503	7000	
Bus	To: From:	36-1	1007												
14) (17) Main St	Gloucester County	0.71 <b>110</b>	000 G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.511	11000	
	To:	SR					-			-					

## Virginia Department of Transportation Traffic Engineering Division 2010 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:		Bus US 17													
14 3 John Clayton Memorial Hwy	Gloucester County	2.18	17000	G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.644	18000	G
$\overline{}$	To- From:		36-623													
14) (3) John Clayton Memorial Hwy	Gloucester County	4.07	12000	G	97%	1%	1%	1%	1%	0%	С	0.092	F	0.603	13000	C
<u> </u>	To:		ews County													
Labor Clayton Mars I hour	Mathaus Causty		ester County		070/	40/	40/	40/	40/	00/	_	0.000	_	0.040	44000	
14) (3) John Clayton Mem Hwy	Mathews County	0.11	11000 Fort Nonse	F	97%	1%	1%	1%	1%	0%	F	0.090	F	0.649	11000	ı
	From:		3 Windsor													
14) John Clayton Mem Hwy	Mathews County	2.75	6300	F	97%	1%	1%	0%	1%	0%	F	0.088	F	0.659	6400	
14)																
John Clayton Mam Llyar	From:		7 North Riv	er Rd <b>F</b>	97%	40/	10/	00/	40/	00/	F	0.001	F	0.622	F200	
14 John Clayton Mem Hwy	Mathews County	1.38	5200	Г	91%	1%	1%	0%	1%	0%	Г	0.091	Г	0.633	5300	
	To: From:		60 Philpotts													
14) John Clayton Mem Hwy	Mathews County	3.15	6000	F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.586	6100	I
$\checkmark$	To:	SI	R 198 WES	T												
14) (198)	Mathews County	1.69	6900	F	97%	1%	1%	0%	1%	0%	С	0.093	F	0.514	7000	
14) (130)	Too		E D 11	TT 11 D 1												
14 Main St	Mathews County	0.62	E, Buckley <b>5000</b>	Hall Rd F	98%	1%	1%	0%	0%	0%	С	0.089	F	0.579	5100	
14) Main St	Matriews County	0.62	3000	Г	90%	170	1 70	0%	U70	076	C	0.069	Г	0.579	3100	
	Too From:		1 Tabernaci													
14) John Clayton Mem Hwy	Mathews County	4.65	2900	F	98%	1%	1%	0%	0%	0%	F	0.107	F	0.528	3000	ı
<u> </u>	To: From:	57-6	604 Antioch	Rd			<u> </u>									
14) John Clayton Mem Hwy	Mathews County	1.88	1000	F	98%	1%	1%	1%	0%	0%	С	0.100	F	0.563	1100	-
	To	57.60	2 Sand Ban	dr D.d												
14 John Clayton Mem Hwy	Mathews County	1.74	360	F	98%	1%	1%	1%	0%	0%	F	0.135	F	0.721	370	
14 John Clayton Mem Hwy	To:		ayside Wha		30 70	1 /0	170	1 /0	070	070	'	0.133	'	0.721	370	
	From:		*													
~~~			Carolina Sta		020/	40/	10/	40/	E0/	00/	_	0.000	_	O 571	2500	
15)	Mecklenburg County	4.76	2400	F	93%	1%	1%	1%	5%	0%	С	0.092	F	0.571	2500	l
	To: From:		Noblin Fa													
15)	Mecklenburg County	0.59	2800	F	93%	1%	1%	1%	5%	0%	F	0.097	F	0.52	2900	I
~	To:	SC	L Clarksvil	lle												
15 College St	Town of Clarksville (Maint: 58)	0.73	2800	N	93%	1%	1%	1%	5%	0%	Ν	0.097	Ν	0.52	2900	1
	To:	US 5	58 Virginia	Ave												
Bus	From:	US	58, College	St												
15 \ \(58 \) \(49 \) Virginia Ave	Town of Clarksville (Maint: 58)	0.88	6400	F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.512	6600	I
\sim	To:	NO	L Clarksvi	lle			<u> </u>									
Bus	Prom:				000/	007	001	007	007	001	. .	0.000		0.540	0000	
15) (58) (49)	Mecklenburg County	0.84	6400	N	99%	0%	0%	0%	0%	0%	Ν	0.092	N	0.512	6600	1
	To- From:	US 58	East of Clar	ksville												
15) (49)	Mecklenburg County	1.60	4700	F	90%	1%	1%	1%	7%	0%	F	0.096	F	0.643	4800	F
\sim	To:	SR 49	Near Dortch	1 Store												

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Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	luviadiation	Lanath	AADT	O 4	4Tiro	Due		Tru	ıck		QC	K	OK	Dir	AAWDT	014/
Route	Jurisdiction	Length	AADI	QA	4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
~	From:		lear Dortch													
[15]	Mecklenburg County	6.83	1300	F	90%	1%	1%	1%	7%	0%	С	0.095	F	0.611	1300	F
<u> </u>	To:		tte County I													
Pornocyillo Llung	Charletta Caunty	7.39	burg County	_	90%	1%	1%	1%	7%	0%	F	0.09	F	0.532	1300	G
Barnesville Hwy	Charlotte County		1200	G	90%	170	1 70	170	170	076	Г	0.09	Г	0.552	1300	G
~~~	To: From:		Barnes Junc													
(15) Barnesville Hwy	Charlotte County	3.24	1700	G	90%	1%	1%	1%	7%	0%	F	0.093	F	0.509	1800	G
<u> </u>	To	US 360 I	Near Wyllie	esburg			<b>—</b> —									
(15) (360) Kings Hwy	Charlotte County	3.88	4500	G	81%	1%	1%	1%	14%	2%	F	0.080	F	0.539	4800	G
	To	CD 42	7 VG C	-4-												
(15) (360) Kings Hwy	Charlotte County	6.60	7 Krafton G 4100	G G	81%	1%	1%	1%	14%	2%	F	0.076	F	0.537	4400	G
(15) (360) Kings Hwy	Chanotte County	0.00	4100	G	0170	170	1 70	170	14 70	270	Г	0.076	Г	0.557	4400	G
~~~	To: From:	BUS US 15														
(15) (360) Kings Hwy	Charlotte County	3.36	3800	G	81%	1%	1%	1%	14%	2%	С	0.082	F	0.571	4100	G
\bigcirc	To:	SR ·	40 Keysvill	e												
15 360 Kings Hwy	Charlotte County	2.04	5300	G	85%	1%	1%	1%	11%	1%	F	NA			5500	G
(13) (300) 31 ,	-															
Formille Llung	From:	US 360, BUS U 1.66	3300 3300	of Keys G	ville 90%	1%	10/	2%	6%	0%	F	0.084	F	0.62	3500	G
Farmville Hwy	Charlotte County				90%	170	1%	2%	0%	0%	Г	0.064	Г	0.62	3500	G
~	From		lward Count tte County I	_												
15 Farmville Rd	Prince Edward County	4.49	3300	G	90%	1%	1%	2%	6%	0%	С	0.096	F		3500	G
(13) - 4	- Inner Zamara Geamy				0070	.,,		_,,	0,0	0,0	Ū	0.000	•		0000	Ū
~~	From		Mt Pleasan								_					
(15) Farmville Rd	Prince Edward County	7.65	4600	G	90%	1%	1%	2%	6%	0%	F	0.091	F	0.719	4900	G
~	To: From:	SR 133	3 Kingsville	e Rd												
Farmville Rd	Prince Edward County	2.94	9200	G	95%	1%	1%	1%	2%	0%	С	0.096	F		9900	G
\bigcirc	To	US 460 Prince I		_	S 15											
~ ~	From:		15 Farmvill	le Rd												
(15) (15) Ramp	Prince Edward County	0.25	NA									NA			NA	
	To	US 15, US 46			-											
15 460 Prince Edward Hwy	Brings Edward County	US 460, BUS 4.18	9400	B B	88%	1%	1%	10/	9%	1%	С	0.109	۸	0.506	0000	В
15 460 Prince Edward Hwy	Prince Edward County); Sheppards		00%	170	176	1%	970	170	C	0.109	Α	0.506	9000	Ь
	From:		e Edward H													
(15) (460) Ramp	Prince Edward County	0.17	2 Edward II	,	Se	ee US 4	60 for d	irectiona	al traffic	volume e	estima	ates for th	is sec	ment.		
(13) (400)	To:		eppards Rd				1							,		
Bus	From:		rince Edwar													
15 460 Sheppards Rd	Prince Edward County	0.14	5300	G	88%	1%	1%	1%	9%	1%	F	0.089	F		5700	G
	To:	Bus US 15, I	Sue HC 160	W 2-1	St											
15 Sheppards Rd	Prince Edward County	1.77	4400	G Sra	92%	0%	1%	1%	5%	0%	С	0.099	F		4700	G
(15) Sheppards Rd	Trince Edward County		ham County		JZ 70	U70	1 70	1 70	J/0	U70	C	0.099	r		4700	G
	From:		nam County Iward Count													
<u>[15]</u>	Buckingham County		4100	G	93%	1%	1%	1%	4%	0%	С	0.089	F	0.547	4300	G
(13)	To:		500 Plank R		5570	1 /0		. 70	. 70	J / U	3	0.000	•	0.5-1	.500	_
		14-0	oo i iank K	u												

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

			Interstate Ro				Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:	14-60	0 Plank Rd												
15 James Madison Hwy	Buckingham County	5.46	4000 G	93%	1%	1%	1%	4%	0%	F	0.090	F	0.534	4200	(
~	To	US 60 Sr	orouses Corner												
15 James Madison Hwy	Buckingham County	1.45	9300 G	91%	1%	1%	1%	6%	0%	F	0.087	F	0.528	9700	
	To	SR 20: 14	4-1003 Main St												
15 James Madison Hwy	Buckingham County		8700 G	91%	1%	1%	1%	6%	0%	F	0.091	F	0.506	9100	
,	To	WCI Dillaram.	14-1010 Goldmii	. C4											
Oak St	From: Town of Dillwyn (Maint: 14)		8700 N	91%	1%	1%	1%	6%	0%	Ν	0.091	Ν	0.506	9100	
15) Gair Gr	- Town of Billwyn (Maint: 14)			0170	170	170	170	070	070	.,	0.001		0.000	3100	
Main St	Town of Dilly m (Moint, 14)		3 E, Main St	040/	40/	10/	10/	60/	00/	NI	0.001	NI.	0.506	0100	
5) Main St	Town of Dillwyn (Maint: 14)		8700 N llwyn; 14-650	91%	1%	1%	1%	6%	0%	N	0.091	N	0.506	9100	
	From:		n; 14-650 Bell R	d											
) James Madison Hwy	Buckingham County		4900 G	91%	1%	1%	1%	6%	0%	F	0.088	F	0.504	5100	
2)	To:	14 622 T	Γrents Mill Rd												
James Madison Hwy	Buckingham County		3600 G	91%	1%	1%	1%	6%	0%	С	0.088	F	0.543	3800	
3) 5455				0.70	.,,		.,0	0,0	0,0	Ū	0.000	•	0.0.0	0000	
5) James Madison Hwy	Buckingham County		dircle Drive Rd	91%	1%	1%	1%	6%	0%	F	0.077	F	0.597	4200	
5 James Madison Hwy	To:		a County Line	9170	1 /0	1/0	1 /0	070	0 /6		0.077	-	0.591	4200	
	From		am County Line												
5 James Madison Hwy	Fluvanna County	4.54	4300 G	91%	1%	1%	1%	6%	0%	F	0.081	F	0.504	4600	
<u>ت</u>	Toc	SR 6 West Ri	ver Rd; Fork Uni	on											
5) 6 James Madison Hwy	Fluvanna County		4900 G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.575	5200	
9) (0),	To								-,-						
5 James Madison Hwy	Fluvanna County		River Rd; Dixie	94%	0%	1%	1%	4%	0%	F	0.097	F	0.549	5400	
5 James Madison Hwy	riavarina county			3 +70	070	170	170	470	070	•	0.007	•	0.040	0400	
\ lamas Madisas I live	To:		entral Plains Rd	94%	00/	40/	40/	407	00/		0.400	F		0000	
5 James Madison Hwy	Fluvanna County	2.05	5800 G	94%	0%	1%	1%	4%	0%	С	0.108	F		6200	
~	To: From:		s Jefferson Parkv							_					
5 James Madison Hwy	Fluvanna County	0.46	6300 G	88%	1%	1%	1%	9%	0%	F	0.085	F		6700	
~	To: From:	32-1002 Palmyra V	Way; 32-1005 Ch	urch St											
5 James Madison Hwy	Fluvanna County	8.23	6400 G	88%	1%	1%	1%	9%	0%	F	0.081	F	0.698	6900	
<i></i>	To:	Louisa County Line	·												
15 \ James Madison Hwy	Louisa County	Fluvanna County Lin	e; US 250 Three I5000 F	Notch Rd 88%	1%	1%	1%	9%	0%	F	0.083	F	0.608	15000	
5 James Madison Hwy	Louisa County	0.45 I		0070	170	1 70	1 70	3/0	U 70	r	0.003	Г	0.000	13000	
~ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	To- From:	0.50	I-64	0001	407		401	001	001		0.000		0.510	0000	
James Madison Hwy	Louisa County	2.52	6600 N	88%	1%	1%	1%	9%	0%	N	0.092	N	0.512	6800	
~	To: From:		Green Springs R												
James Madison Hwy	Louisa County	4.43	6600 F	88%	1%	1%	1%	9%	0%	С	0.092	F	0.512	6800	
~	To- Erom.	SR 22	2 Louisa Rd			<u> </u>									
15) James Madison Hwy	Louisa County	3.61	6300 F	88%	1%	1%	1%	9%	0%	С	0.097	F	0.555	6400	
	To:	US 33 South	h Spotswood Trai	1											

				_		Tru	ıck			K		Dir		_
Route	Jurisdiction	Length AADT Q/	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~ C	From:	US 33 South Spotswood T		40/	40/	407	00/	00/	_	0.000	_	0.50	0000	
5) (33) James Madison Hwy	Louisa County	0.45 8800 F	88%	1%	1%	1%	9%	0%	F	0.088	F	0.58	9000	
~~	To: From:	SCL Gordonsville		407							_			
5) (33) Martinsburg Ave	Town of Gordonsville (Maint: 68)	1.12 8900 G		1%	1%	1%	9%	0%	F	0.086	F		9600	
	From:	SR 231 S, Gordonsville Ci US 33 Spotswood Trail												
5 James Madison Hwy	Town of Gordonsville (Maint: 68)	0.18 11000 N		1%	1%	1%	5%	0%	Ν	0.085	Ν		11000	
	То	NCL Gordonsville												
James Madison Hwy	Orange County	4.51 11000 G	91%	1%	1%	1%	5%	0%	F	0.085	F		11000	
,	To	68-639 Chicken Mountain												
James Madison Hwy	Orange County	2.25 10000 G		1%	1%	1%	5%	0%	С	0.089	F		11000	
o dance waasen nwy	- F		3170	170		170	070	070	Ü	0.000	•		11000	
James Madison Hwy	Town of Orange	SCL Orange 1.13 12000 G	92%	1%	1%	1%	5%	0%	С	0.087	F		13000	
5 James Madison Hwy	Town of Orange			170	170	1 70	3%	076	C	0.067	г		13000	
~	To: From:	Old Gordonsville Road		407		40/	407	00/					40000	
Caroline St	Town of Orange	0.28 15000 G	93%	1%	1%	1%	4%	0%	С	NA			16000	
~ _	To: From:	SR 20 S, Berryhill Rd			<u></u>									
(20) Caroline St	Town of Orange	0.17 13000 G		1%	1%	1%	5%	0%	F	0.086	F		14000	
	To: From:	SR 20 N; S Madison Ro SR 20 Caroline Street	1											
5 S Madison St	Town of Orange	0.24 8900 G	94%	1%	1%	1%	3%	0%	С	NA			9500	
9)	Tod													
Madison St	Town of Orange	Main Street 0.61 16000 G	96%	0%	1%	1%	2%	0%	С	0.088	F		17000	
S Wadison St	Town of Grange		30 /0	070	1 70	1 70	2/0	070	C	0.000	'		17000	
James Madison Lhur	Town of Orongo	<u>Lafayette Street</u> 1.10 14000 G	060/	00/		0%	20/	00/	С	0.00	F		15000	
5 James Madison Hwy	Town of Orange		96%	0%	1%	0%	2%	0%	C	0.09	Г		15000	
~	To: From:	68-721 NCL Orange					40.1							
James Madison Hwy	Orange County	1.32 7500 G	93%	0%	1%	1%	4%	0%	F	0.09	F		8100	
	From:	Madison County Line Orange County Line												
5 James Madison Hwy	Madison County	0.39 7400 G	93%	0%	1%	1%	4%	0%	F	0.085	F		8000	
· · · · · · · · · · · · · · · · · · ·	To	SR 230 Orange Rd												
James Madison Hwy	Madison County	4.92 5500 G	93%	0%	1%	1%	4%	0%	С	0.089	F		5900	
,	То:	Culpeper County Line												
~	From:	Madison County Line												
5) James Madison Hwy	Culpeper County	5.10 5000 G	93%	0%	1%	1%	4%	0%	F	0.087	F		5400	
_	To- From	23-649 Cedar Mountain l	Or		\Box \vdash									
James Madison Hwy	Culpeper County	2.75 6200 G	93%	0%	1%	1%	4%	0%	F	0.088	F		6700	
~	From	SR 299 Madison Rd												
5 James Madison Hwy	Culpeper County	0.82 5700 G	93%	0%	1%	1%	4%	0%	F	0.091	F		6100	
<i></i>	Tot	US 29 South Of Culpepe	er											
5) (29) James Madison Hwy	Culpeper County	1.32 23000 G		1%	1%	0%	4%	0%	F	0.08	F		21000	
	To:	US 522												

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:	US 522													_
15 { 29 } James Madison Hwy	Culpeper County	3.88 <b>25000</b>	G	90%	1%	1%	1%	6%	0%	С	0.088	F	0.627	23000	G
<del></del>	To:	BUS US 15,BUS US 29 N		• •											
/ James Madiaga Huu	Cultana an Causatu	BUS US 15,29 North			1%	40/	40/	70/	00/	_	0.00	_		00000	_
15) (29) James Madison Hwy	Culpeper County	2.65 <b>26000</b>	G	91%	1%	1%	1%	7%	0%	F	0.08	F		26000	G
~~ ~~	To: From:	23-663 Alanth													
15 \ {29 } James Madison Hwy	Culpeper County	4.31 <b>29000</b>	G	91%	1%	1%	1%	7%	0%	F	0.080	F		29000	G
<del>~ ~</del>	To:	Bus US 15, Bus US 29 So	uth of Ren	nington		<del>-</del>									
15) (29) James Madison Hwy	Culpeper County	0.24 <b>27000</b>	G	91%	1%	1%	1%	7%	0%	F	0.079	F		27000	G
13) (23)	То:	Fauguier Count	v Line												
	From:	Culpeper Coun													
15 (29) James Madison Hwy	Fauquier County	2.17 <b>25000</b>	F	91%	1%	1%	1%	7%	0%	F	0.075	F	0.633	25000	F
	To:	BUS US 15, BUS US 29 N	orth of Da	minaton											
15 ) 29 James Madison Hwy	Fauquier County	0.30 <b>28000</b>	F	91%	1%	1%	1%	7%	0%	F	0.078	F	0.668	28000	F
15) (29) James Madison Hwy	- adduct County		•	3170	170	1 70	1 70	1 70	070	'	0.070	•	0.000	20000	'
~~ <i>~</i> ~	To: From:	SR 28 Catlet													
15 } { 29 } James Madison Hwy	Fauquier County	4.00 <b>22000</b>	F	91%	1%	1%	1%	7%	0%	F	0.074	F	0.622	22000	F
~	To:	US 17 Marsh	n Rd			<b>—</b>									
15) (17) (29) James Madison Hwy	Fauquier County	2.28 <b>42000</b>	Α	91%	1%	1%	1%	7%	0%	С	0.096	Α	0.516	41000	Α
	To	30 COAT D:	1 D1												
15 \ 17 \ 29 \ James Madison Hwy	Fauquier County	30-684 Lees Ri 2.43 <b>43000</b>	age Ka <b>F</b>	91%	1%	1%	1%	7%	0%	F	0.073	F	0.611	43000	F
15) (17) (29) James Madison Hwy	auquiei County	2.43 43000		9170	1 70	1 70	1 /0	1 /0	070	'	0.073	•	0.011	43000	'
	To: From:	Bus US 15,17,29 South	of Warrer	nton											
15 \ { 17 \ { 29 } Eastern Bypass	Fauquier County	2.44 <b>40000</b>	F	91%	1%	1%	1%	7%	0%	F	0.072	F	0.539	39000	F
~	To:	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	Ν
19 (29)	7	COL W													
Castern Dimese	From:  A contract Mainty 20)	SCL Warrer 0.26 <b>47000</b>		040/	10/	10/	10/	7%	00/		0.072		0.562	47000	F
15) (29) Eastern Bypass	Town of Warrenton (Maint: 30)	0.26 <b>47000</b>	F	91%	1%	1%	1%	1%	0%	F	0.073	F	0.563	47000	Г
	To: From:	NCL Warrer	nton												
15 (29) Eastern Bypass	Fauquier County	0.22 <b>47000</b>	N	91%	1%	1%	1%	7%	0%	Ν	0.073	Ν	0.563	47000	Ν
~	To:	BUS US 15, BUS US 29 N	orth of Wa	arrenton											
15) (29) Lee Highway	Fauquier County	3.00 46000	F	96%	0%	1%	1%	2%	0%	F	0.073	F	0.629	47000	F
13) (29) 200 1 119111114)	r daquior ecurity		-	0070	070	- 170	170	270	070	•	0.070	•	0.020	17 000	•
~~	To: From:	30-693 Old Alexa								_					
15) (29) Lee Highway	Fauquier County	3.22 <b>45000</b>	Α	96%	0%	1%	1%	2%	0%	С	0.086	Α	0.592	46000	Α
~ ~	To: From:	SR 215 Vint H	lill Rd												
15 29 Lee Highway	Fauquier County	0.13 <b>53000</b>	G	96%	0%	1%	1%	2%	0%	F	0.073	Ν	0.609	54000	G
~ · ·	To:	Prince William Co	unty Line												
~ ~	From:	Fauquier Count	_												
15 \ (29 ) Lee Highway	Prince William County	0.82 <b>50000</b>	F	96%	0%	1%	1%	2%	0%	F	0.073	F	0.609	52000	F
~ ~	To:	US 29 Lee H	łwy												
15) James Madison Hwy	Prince William County	2.77 <b>15000</b>	<i>,</i> F	93%	1%	1%	2%	4%	0%	С	0.085	F	0.608	15000	F
			=							-					-

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

			te Routes			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	SR 55 John Marsha	ll Hwy					-						
15 James Madison Hwy	Prince William County	0.06 <b>29000</b>	<b>F</b> 95%	1%	1%	1%	2%	0%	С	0.079	F	0.601	30000	F
~	To- From:	WCL Haymark	et		<u> </u>									
15 James Madison Hwy	Town of Haymarket (Maint: 76)	0.10 <b>29000</b>	N 95%	1%	1%	1%	2%	0%	Ν	0.079	Ν	0.601	30000	1
<del>~</del>	To:	I-66												
15 James Madison Hwy	Town of Haymarket (Maint: 76)	0.21 <b>29000</b>	<b>F</b> 95%	1%	1%	1%	2%	0%	С	0.079	F	0.507	30000	ı
<del>~</del>	To:	NCL Haymark	et		<u> </u>									
15) James Madison Hwy	Prince William County	3.68 <b>29000</b>	N 95%	1%	1%	1%	2%	0%	Ν	0.079	Ν	0.507	30000	
<u></u>	Tay	SR 234 Sudley	Rd											
15 James Madison Hwy	Prince William County	2.08 <b>15000</b>	<b>A</b> 95%	1%	1%	1%	2%	0%	С	0.11	Α	0.612	16000	
,	To:	76-701 Logmill	Dd											
James Madison Hwy	Prince William County	2.17 <b>14000</b>	<b>F</b> 95%	1%	1%	1%	2%	0%	F	0.093	F	0.674	14000	
15)	То:	Loudoun County		.,,		.,.	_,,	-,-	-		•			
~~	From:	Prince William Cour	•											
15 James Monroe Hwy	Loudoun County	2.58 <b>14000</b>	<b>G</b> 92%	1%	2%	1%	4%	0%	С	0.091	F		15000	
~	To: From:	US 50 John Mosby	/ Hwy											
James Monroe Hwy	Loudoun County	7.82 <b>12000</b>	<b>G</b> 91%	1%	2%	2%	4%	0%	С	0.084	F		12000	
~	To- From-	53-704 Church	Rd		<u> </u>									
James Monroe Hwy	Loudoun County	1.25 <b>16000</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	С	0.086	F		16000	
~	To:	SCL Leesburg	<u> </u>											
King St	Town of Leesburg	1.09 17000	<b>G</b> 94%	1%	1%	1%	3%	0%	С	0.082	F		18000	
<del></del>	Ta	253-4209 Evergreen	Mill Rd											
King St	Town of Leesburg	0.38 <b>30000</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.087	F		33000	
	То.	SR 7, Bus US	15											
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 <b>63000</b>	<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.082	F		69000	
13) (7) ==================================	To:	SR 267 Dulles Gre		.,,		.,.	.,.	-,-			•			
	From:	SR 267												
15) (7) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.63 <b>53000</b>	<b>G</b> 96%	1%	1%	1%	2%	0%	С	0.073	F		58000	
~ _	To: From:	Sycolin Rd												
15 (7) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.53 <b>60000</b>	<b>G</b> 95%	1%	1%	1%	2%	0%	С	0.076	F		65000	
$\sim$	To: From:	SR 7 Market Stree	t East											
Leesburg Bypass	Town of Leesburg	0.75 <b>53000</b>	<b>G</b> 96%	1%	1%	1%	2%	0%	F	NA			54000	
~)	To:	253-4208 Edwards F	erry Rd											
15 Leesburg Bypass	Town of Leesburg	1.18 <b>32000</b>	<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.071	F		33000	
<del></del>	To	NCL Leesbur	σ											
15 Leesburg Bypass	From: Loudoun County	0.59 <b>24000</b>	G 96%	1%	1%	1%	2%	0%	F	0.085	F		25000	
15)	Tol													
15 James Monroe Hwy	Loudoun County	Bus US 15 North of I 5.56 <b>22000</b>	Leesburg A 96%	1%	1%	1%	2%	0%	С	0.1	Α	0.581	22000	
15 James Monroe Hwy	Loudouri County	53-662 Lucketts		170	1 70	1 70	∠70	U 70	C	0.1	~	0.501	22000	1

### 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 C	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:	53-662 Lucketts Ro												
(15) James Monroe Hwy	Loudoun County		<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.087	F	0.668	18000	G
~	10:	Maryland State Line, Poton												
$\sim$	From:	US 15 FROM & TO R	TE 4							NIA			NIA	
(15)	Prince Edward County	0.21 <b>NA</b> US 460 FROM RT 1	15							NA			NA	
	From:													
15 Ramp	Prince Edward County	US 15 ; Bus US 15 Farmy 0.25 <b>NA</b>	ille Ku							NA			NA	
(13) . (21)	To:	US 460, US 15 Prince Edw	ard Hwy										107	
	From:	US 15 I-64-E136A FROM &												
15 Ramp	Louisa County	0.31 <b>NA</b>								NA			NA	
	To:	I-64-E FROM RT 15SOUTH	& NORTH											
~~~	From:	US 15 I-64-W136A FROM &	t TO IS 64											
(15) Ramp	Louisa County	0.31 NA								NA			NA	
<u> </u>	To:	I-64-W FROM RT 15SOUTH	& NORTH											
~~~ <u>-</u>	From:	US 15 I-66-E040A FROM &	TO RT 66											
(15) Ramp	Town of Haymarket (Maint: 76)	0.17 <b>NA</b>	II 0 NODTII							NA			NA	
	10.	I-66-E FROM RT 1500- SOUT												
15 Ramp	Prince William County	US 15 I-66-W040A FROM & 0.21 <b>NA</b>	: TO RT 66							NA			NA	
15 Ramp	Filince William County	I-66-W FROM RT 1500- SOUT	H & NORTH							INA			INA	
South	From:	1US 15-P US 460-E249A TO &												
15	Prince Edward County	0.34 <b>NA</b>	CT KOM KI							NA			NA	
(19)	To:	US 460 FROM RT 15 SO	OUTH											
South	From:	US 15 TO RT 460 W	ET											
South 15	Prince Edward County	0.17 <b>NA</b>								NA			NA	
$\bigcirc$	To	US 460 FROM RT 15 SO	HTUC											
Bus	From:	US 15, SR 7												
Bus (15) King St	Town of Leesburg	0.56 <b>30000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.1	F		33000	G
Pus	Ta- From:	253-4200 Catoctin Cir	rcle											
Bus (15) King St	Town of Leesburg	0.08 <b>14000</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	F	NA			16000	G
(19)	To	Fairfax St												
Bus	From:		:			00.	00.	001	_	0.65	_		44005	
15 King St	Town of Leesburg	0.40 <b>10000</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.084	F		11000	G
Bus	To: From:	253-4206 Loudoun S	St											
Bus (15) King St	Town of Leesburg	0.23 <b>8900</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.077	F		9900	G
$\bigcirc$	Tax	North St												
Bus (15) King St	Town of Loophyse		<b>G</b> 97%	10/	10/	00/	00/	00/	F	0.094	F		0700	C
(15) King St	Town of Leesburg	1.30 <b>8700</b> NCL Leesburg	<b>G</b> 97%	1%	1%	0%	0%	0%	г	0.084	Г		9700	G

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

-						Tru	ıck			K		Dir		0111
Route	Jurisdiction	Length AADT	QA 41 ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	NCL Leesburg												
(15) James Monroe Highway	Loudoun County		<b>G</b> 97%	1%	1%	0%	0%	0%	С	0.159	В	0.508	5400	G
~	10:	US 15 Leesburg Byp												
Bus Bus Bus		US 15, US 17, US 29 James M		407		00/	407	00/	_	0.405		0.000	44000	
15 (17) (29) James Madison Hwy	Fauquier County	0.55 <b>11000</b>	<b>A</b> 98%	1%	1%	0%	1%	0%	С	0.105	Α	0.688	11000	Α
Bus Bus Bus	To: From:	SCL Warrenton												
15 17 29 James Madison Hwy	Town of Warrenton	0.34 <b>11000</b>	<b>N</b> 98%	1%	1%	0%	1%	0%	Ν	0.105	Ν	0.688	11000	Ν
$\sim \sim \sim$	To- From:	US 17 Bus; Shirley A	Ave											
Bus 15 Falmouth St	Town of Warrenton	0.89 3900	F 98%	1%	1%	0%	0%	0%	С	0.091	F	0.537	4200	F
$\rightarrow$	Tre	Mockingbird Lane	a_											
Bus 15 Main St	Town of Warrenton	0.32 <b>6000</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	С	0.103	F	0.552	6200	F
15) Mail 1 St	Town or Walterion		F 99%	U70	170	076	U70	0%	C	0.103	Г	0.552	6200	Г
Bus	From:	Culpeper St												
15) Main St	Town of Warrenton	0.05 <b>7700</b>	G							0.103	Ν	0.552	7900	G
Bus Bus	To: From:	US 211 Bus												
15) (211) Main St	Town of Warrenton	0.01 <b>6000</b>	<b>N</b> 99%	0%	1%	0%	0%	0%	Ν	0.103	Ν	0.552	6200	Ν
	To:	Alexandria Pike												
Bus Bus	From	Main St	<b>F</b> 99%	40/		00/	007	00/	_	0.404	F	0.540	0700	_
15 211 Alexandria Pike	Town of Warrenton	0.24 <b>6600</b>	F 99%	1%	0%	0%	0%	0%	С	0.101	Г	0.549	6700	F
Bus Bus	To: From:	King St												
15 (211) Alexandria St	Town of Warrenton	0.21 <b>7000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.098	F	0.563	7100	F
-	To:	Blackwell Rd												
Bus Bus 15 (211)Blackwell Rd	Town of Warrenton	Alexandria Pike 0.58 <b>7200</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	С	0.099	F	0.548	7300	F
15) (211) Blackwell Rd	To:	US 29 Bus US 211; Lee		076		0 /6	0 /0	0 /6	C	0.099		0.546	7300	
Bus Bus	From:	US 29 Bus US 211; Black												
15) (29) Lee Highway	Town of Warrenton	0.59 <b>32000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	33000	F
Bus Bus	To: From:	NCL Warrenton												
15 (29) Lee Highway	Fauquier County	0.27 <b>31000</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	С	0.086	F	0.553	32000	F
19) 23) 44 9 17	То:	US 15, US 29 Eastern F												
Bus Bus	From:	US 15, US 29 South of Re	emington											
15) (29) Remington Rd	Culpeper County	0.56 <b>1700</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	С	0.099	F	0.612	1800	G
$\sim$	To:	Fauquier County Li												
Bus Bus 15 (20 ) James Madison St	Fauquier County	Culpeper County Li 0.24 <b>1700</b>	F 98%	0%	1%	0%	1%	0%	F	0.090	F	0.555	1700	F
15 (29) James Madison St	auquiei County			U /0	1 /0	U /0	1 /0	U /0	r	0.030		0.555	1700	Г
Bus Bus	To: From:	SCL Remington												
(15) (29) James Madsion St	Town of Remington (Maint: 30)	0.13 <b>1700</b>	<b>N</b> 98%	0%	1%	0%	1%	0%	Ν	0.090	Ν	0.555	1700	N
~ ~	To:	30-651 Main St												

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

		Timaly and interste					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	30-651 Main S													
(15) (29) James Madsion St	Town of Remington (Maint: 30)	0.30 <b>2600</b>	F	98%	0%	1%	0%	1%	0%	F	0.096	F	0.614	2700	F
Bus Bus	To- From:	NCL Remingt	on												
(15) (29) James Madsion St	Fauquier County	1.48 <b>2600</b>	N	98%	0%	1%	0%	1%	0%	Ν	0.096	Ν	0.614	2700	Ν
	To:	US 15, US 29 North of	Remington	n											
Bus	From:	US 15 South of Cu													
Bus (15) Orange Rd	Culpeper County	0.07 <b>6200</b>	G	98%	0%	1%	1%	1%	0%	С	0.092	F		6700	G
Bus	To: From:	SCL Culpepe	er												
Bus (15) Orange Rd	Town of Culpeper	1.32 6600	G	98%	0%	1%	1%	1%	0%	С	0.088	F		7200	G
<u></u>	To- From:	US 522 Germanna	ı Hwy			$\Box$									
Bus 15 \ 522 Germanna Highway	Town of Culpeper	0.12 <b>5700</b>	G	97%	1%	1%	0%	1%	0%	С	0.084	F		6200	G
13 (322)	To:	Main Street S	-		.,,			.,,	- , -						
Bus Bus	From:	Germanna High										_			
15 (29) (522) Main St	Town of Culpeper	0.26 <b>14000</b>	G	96%	1%	2%	0%	1%	0%	С	0.075	F		15000	G
Bus Bus	To- From:	204-3651 Orange	e Rd												
15) (29) (522) Main St	Town of Culpeper	0.59 <b>19000</b>	G	96%	1%	2%	0%	1%	0%	F	0.072	F		21000	G
Bus Bus	To- From:	US 522 Evans S	treet												
(15) (29) Main St	Town of Culpeper	0.20 <b>29000</b>	G	97%	1%	1%	0%	1%	0%	С	NA			30000	G
Bus Bus	To: From:	Begin SR 229	9												
(15) (29) (229) Main St	Town of Culpeper	0.06 <b>29000</b>	G	97%	1%	1%	0%	1%	0%	С	NA			30000	G
$\bigcirc$	To:	SR 229, Madison													
Bus Bus	From:	SR 229, Main		000/	007	40/	00/	40/	00/	_	0.070	_	0.507	0.4000	0
15 (29) Madison Highway	Town of Culpeper	0.22 <b>23000</b>		98%	0%	1%	0%	1%	0%	С	0.079	F	0.507	24000	G
Bus Bus	To- From:	Nottingham Str	reet												
(15) (29) Madison Highway	Town of Culpeper	0.91 <b>25000</b>	G	98%	0%	1%	0%	1%	0%	С	0.073	F		26000	G
Bus Bus	To: From:	NCL Culpepe	er												
15 29 Madison Highway	Culpeper County	2.07 <b>11000</b>	Α	96%	0%	1%	1%	2%	0%	С	0.092	Α	0.593	11000	Α
19 23 44 3	То:	US 15, US 29, 23													
Bus	From:	US 15, US 46	50												
Bus (15) S Main St	Town of Farmville	0.52 <b>19000</b>	G	98%	0%	1%	1%	1%	0%	F	0.09	F		21000	G
Rus	To: From:	Belmont Circ	le												
Bus (15) Main St	Town of Farmville	0.62 <b>21000</b>	G	98%	0%	1%	1%	1%	0%	С	NA			23000	G
<u> </u>	To- From:	Milnwood Ro	d												
Bus (15) Main St	Town of Farmville	0.13 <b>18000</b>		97%	0%	1%	1%	1%	0%	F	NA			20000	G
(13) /// (13)	To:	Gilliam St		J. 70	<b>0</b> / 0		. 70	. 70	J / U	•				20000	<u> </u>

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

							Tru	ıck			K	<u> </u>	Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
From:															
Town of Farmville	0.30	17000	G	97%	0%	1%	1%	1%	0%	F	NA			19000	G
To: From:	•	Griffin Blvd													
Town of Farmville	0.16	12000	G	97%	0%	1%	1%	1%	0%	F	NA			13000	G
To: From:		Gross St													
Town of Farmville	0.41	11000	G	97%	0%	1%	1%	1%	0%	F	NA			12000	G
To- From:		Putney St													
Town of Farmville	0.21	9100	G	97%	0%	1%	1%	1%	0%	С	0.083	F		9900	G
To-															
Town of Farmville			G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.573	5400	G
Town of Family like				31 /0	070		1 /0	170	070	•	0.000	•	0.575	3400	J
From:				070/	00/	40/	00/	40/	00/	_	0.000	_	0.504	7000	-
I own of Farmville			G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.504	7800	G
From:		High St													
Town of Farmville	0.28	6300	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.575	6900	G
From:															
Town of Farmville	1.29	9200	G	97%	0%	1%	0%	1%	0%	С	NA			9700	G
To: From:	Ind	ustrial Park	Rd												
Town of Farmville	0.94	7200	G	97%	0%	1%	0%	1%	0%	F	0.084	F	0.558	7700	G
Toc	73-695	5, WCL Farr	nville												
Prince Edward County				97%	0%	1%	0%	1%	0%	С	0.105	Α	0.596	7000	Α
To				0.70	0,0		0,70	.,,	0,0		01.00		0.000		
From:	US 1	5 S of Keys	ville												
Charlotte County	2.93	1200	G	93%	1%	1%	1%	4%	0%	С	0.097	F	0.54	1300	G
To: From:	(	CL Keysville	)												
Town of Keysville (Maint: 19)	0.73	1200	N	93%	1%	1%	1%	4%	0%	Ν	0.097	N	0.54	1300	Ν
To- Fram-		S SR 40													
Town of Kevsville (Maint: 19)	0.56	4800	G	93%	1%	1%	1%	4%	0%	F	0.101	F	0.565	5100	G
то-									- / -						
Town of Keyeville (Maint: 10)	0.37		G	03%	10/	10/	10/_	10/	0%	F	0.006	F	0.554	4200	G
Town of Reysville (Maint. 19)				JJ /0	1 /0	1 /0	1 /0	→ /0	U /0	Ĺ	0.030	Ι.	0.554	7200	G
From:	(	L Keysville	<del>)</del>												
Charlotte County	1.34	4000	N	93%	1%	1%	1%	4%	0%	Ν	0.096	Ν	0.554	4200	Ν
	Town of Farmville  From:  Town of Farmville  Town o	Town of Farmville	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axle	Length AADT   QA   4Tire   Bus   2Axle   3+Axle   Town of Farmville   0.30   17000   G   97%   0%   1%   1%	Length AADT QA 4 Tire Bus	Substitute	Cititian St	Surset	Autor   Californ   C	Collinary   Coll	Carried Color   Carried   Carried				

6/30/2011

		Primary and Inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	North Carolina S	tate Line			1	017.000				. 45151				
16 Jefferson Hwy	Grayson County	4.06 <b>1100</b>	G	89%	1%	1%	1%	8%	0%	С	0.099	F	0.556	1200	G
	To:	US 58 Troutda	le Hwy												
<b>—</b> ~	From:	US 58 Mouth of													
16) (58) Troutdale Hwy	Grayson County	3.99 <b>1600</b>	G	89%	1%	1%	1%	8%	0%	F	0.093	F	0.515	1700	G
	To:	US 58 Vol	_												
16 Troutdale Hwy	Grayson County	US 58 Highland 5.66 <b>1100</b>	is Pkwy G	89%	1%	1%	1%	8%	0%	F	0.098	F	0.522	1200	G
16 Troutdale Hwy	Grayson County			0970	1 70	1 70	1 70	070	070	'	0.030	•	0.322	1200	O
	From:	ECL Troute			407		401			_		_			
16 Troutdale Hwy	Town of Troutdale (Maint: 38)	2.26 <b>1100</b>	G	89%	1%	1%	1%	8%	0%	F	0.101	F	0.540	1200	G
<u> </u>	Ta: From:	WCL Trout	dale												
16) Troutdale Hwy	Grayson County	0.82 <b>1100</b>	G	89%	1%	1%	1%	8%	0%	F	0.102	F	0.818	1100	G
<u> </u>	To:	Smyth County													
0	From:	Grayson Count	•	070/	00/		00/	407	00/	_	0.000	_	0.004	4000	_
16 Sugar Grove Hwy	Smyth County	4.48 1100	F	97%	0%	1%	0%	1%	0%	F	0.096	F	0.691	1200	F
	From:	86-676 Quarter B 86-676 Quarter				-									
16 Sugar Grove Hwy	Smyth County	1.38 1200	F	97%	0%	1%	0%	1%	0%	F	0.097	F	0.618	1300	F
10) 0.33 0.0.0,								.,,	-,-	-		•			-
Commer Commer Library	From:	86-601 Flatrid		070/	00/	40/	00/	40/	00/	_	0.000	_	0.050	2000	
16) Sugar Grove Hwy	Smyth County	9.25 <b>2800</b>	F	97%	0%	1%	0%	1%	0%	F	0.088	F	0.653	3000	F
	To: From:	SCL Mari													
16) S Commerce St	Town of Marion	0.25 <b>4800</b>	F	97%	0%	1%	0%	1%	0%	С	0.087	F	0.56	5100	F
<u> </u>	To- From	I-81				$\neg$ $\vdash$									
16 S Commerce St	Town of Marion	0.05 <b>8500</b>	F	97%	0%	1%	0%	1%	0%	F	0.084	F	0.726	9100	F
	Tou	SR 217 Stat	o St												
16 S Commerce St	Town of Marion	0.68 <b>7600</b>	F	97%	0%	1%	0%	1%	0%	F	0.079	F	0.568	8100	F
16) 8 88111110108 81	- Town or Marien			01 70	070		070	170	070	•	0.070	•	0.000	0100	•
The Maria Di	T	US 11 Mair		000/	00/	40/	00/	00/	00/	_	0.00	_	0.500	40000	
16 (11) Main St	Town of Marion	0.08 <b>12000</b>	F	99%	0%	1%	0%	0%	0%	F	0.08	F	0.508	12000	F
	To: From:	East Main													
16) (11) Main St	Town of Marion	0.17 <b>16000</b>	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.653	17000	F
$\bigcirc$	To- From:	Chatham Hill Ro	l; Lee St			$\neg$ $\vdash$									
16) (11) Main St	Town of Marion	0.94 <b>17000</b>		99%	0%	1%	0%	0%	0%	С	0.091	F	0.54	18000	F
	Too	US 11 Mair	2 St												
16) Park Blvd	From: L	1.27 <b>5800</b>	F	99%	0%	0%	0%	0%	0%	С	0.083	F	0.529	6200	F
16) Tark Blvd	1 GWIT OF IVIATION			3370	070	<u> </u>	070	070	070	O	0.000	•	0.020	0200	
	To: From:	NCL Mari						ac:	• • • •	_					
16 Park Blvd	Smyth County	0.59 <b>1500</b>	F	98%	0%	1%	1%	0%	0%	С	0.094	F	0.588	1600	F
	To: From:	86-617 Mitchell Valley	Rd N of M	larion											
16) Park Blvd	Smyth County	1.93 <b>1000</b>	F	98%	0%	1%	1%	0%	0%	F	0.092	F	0.613	1100	F
$\smile$	To	SR 348 Hungry Mot	her State I	rk											
16) Park Blvd	Smyth County	9.43 <b>450</b>	F	98%	0%	1%	0%	0%	0%	С	0.111	F	0.722	470	F
10) 1 22	To:	SR 42 S, Bluegr		5576	- 70		5 / 0	270	570	Ū	J	•	J		•

		Primary and Intersta	ate reduces											
Route	Jurisdiction	Length AADT	<b>QA</b> 4Ti	e Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	0
routo	Gariodion	Longin 70121	<b>4</b> 2.	o Bao	2Axle	3+Axle	1Trail	2Trail	Q.O	Factor	٠.٠	Factor	70.000	•
	From:	SR 42 S, Bluegrass												
16) (42) BF Buchanan Hwy	Smyth County	0.32 <b>490</b>	<b>F</b> 989	6 0%	1%	0%	0%	0%	F	0.090	F	0.585	510	l
$\mathcal{I}$	To:	SR 42 N, Old Wilder												
	From:	N SR 42 Old Wilden												
₁₆ ) B F Buchanan Hwy	Smyth County	2.96 <b>160</b>	<b>F</b> 989	6 0%	1%	0%	0%	0%	F	0.131	F	0.736	170	
$\smile$	To:	Tazewell County												
	From:	Smyth County L												
₁₆ ) B F Buchanan Hwy	Tazewell County	3.66 <b>210</b>	<b>G</b> 979	6 1%	1%	1%	1%	0%	F	0.131	F	0.516	220	
<u> </u>	To:	92-601 Freestone Va	allev Rd											
16) B F Buchanan Hwy	Tazewell County	4.95 <b>480</b>	<b>G</b> 979	6 1%	1%	1%	1%	0%	С	0.101	F	0.628	500	
16) ET Bushanari III)	razowon county			0 170	. 70	170	170	070	·	0.101	•	0.020	000	
_	From:	92-602 Pleasant Hill C												
6 B F Buchanan Hwy	Tazewell County	2.77 <b>1300</b>	<b>G</b> 979	6 1%	1%	1%	1%	0%	F	0.094	F	0.659	1400	
<i></i>	To	92-604 Thompson Va	allev Rd											
6) B F Buchanan Hwy	Tazewell County	1.68 <b>2600</b>	<b>G</b> 979	6 1%	1%	1%	1%	0%	F	0.095	F	0.679	2700	
B F Buchanan Hwy	Tazewell County	Bus US 19, Bus US 46		0 170	1 70	1 /0	1 70	070	'	0.033	'	0.073	2100	
Bus Bus	From:	S US 19 BUS												
	Tazewell County	1.11 <b>2800</b>	<b>G</b> 989	6 1%	1%	0%	0%	0%	F	0.093	F	0.631	2900	
6 [19] [460]	razewen County	1.11 2000	<b>G</b> 90,	0 1/0	1 /0	0 /6	076	0 /6		0.093		0.031	2900	
Puo Puo	To: From:	WCL Tazewel	11											
Bus Bus	Tazewell County	0.44 <b>2600</b>	N 989	6 1%	1%	0%	0%	0%	N	0.099	N	0.723	2700	
6) [19] [460]	Tazewell County	SR 16	N 90	0 1/0	1 /0	0 /6	076	0 /6	IN	0.099	IN	0.723	2700	
Bus Bus	From:	WCL Tazewel	11											
	Town of Tazewell	0.20 <b>2600</b>	<b>G</b> 989	6 1%	1%	0%	0%	0%	С	0.099	F	0.723	2700	
6) (19) (460) Main St	Town of Tazewell	0.20 <b>2000</b>	<b>G</b> 30,	0 170	1 70	070	070	070	C	0.033	'	0.723	2100	
Bus Bus	To- From:	ALT SR 16 Fairgrou	ınds Rd											
$\neg \sim \sim$	Town of Tazewell	0.81 <b>3800</b>	<b>G</b> 999	6 0%	0%	0%	0%	0%	F	0.097	F	0.703	3900	
16) [19] [460] Main St	10WIT OF TAZEWOR	0.01 3000	<b>O</b> 55,	0 070	070	070	070	070	'	0.007	•	0.703	3300	
Bus Bus	To: From:	Church Ave												
¬ ~~~	Town of Tazewell	0.44 <b>4700</b>	<b>G</b> 999	6 0%	0%	0%	0%	0%	F	0.098	F	0.555	4900	
6) 19 460 Fincastle Trpk	To:	N US 19; 460 BUS M		0 070		070	070	070	•	0.000	•	0.000	4000	
	From:	Bus US 19, 400 BUS 18												
Tazewell Ave	Town of Tazewell	0.83 <b>5500</b>	<b>G</b> 999	6 0%	0%	0%	0%	0%	С	0.094	F		5800	
6) Tazewell Ave	10WIT OF TAZEWOR			0 070	070	070	070	070	O	0.004	•		3000	
	To: From:	US 19, US 46												
16) Tazewell Ave	Town of Tazewell (Maint: 92)	0.44 <b>3800</b>	<b>G</b> 989	6 0%	1%	0%	1%	0%	С	0.097	F		4000	
<i>)</i>	To:	SR 61 Riverside	Dr											
_	From:	Tazewell Ave	e											
6 Riverside Dr	Town of Tazewell	1.30 <b>4800</b>	<b>G</b> 989	6 0%	1%	0%	1%	0%	F	0.095	F	0.648	5000	
/	To:	ALT SR 16 Fairgrou	ando Dd											
6) Riverside Dr	Town of Tazewell	0.54 <b>5000</b>	<b>G</b> 969	6 1%	1%	1%	1%	0%	С	0.097	F		5300	
6 Riverside Dr	TOWITOT TAZEWEIT	0.54 5000	<b>G</b> 90%	o 170	170	1 70	170	U70	C	0.097	Г		5500	
	To: From:	NCL Tazewel	11											
16) Stoney Ridge Rd	Tazewell County	2.67 <b>4600</b>	<b>G</b> 969	6 1%	1%	1%	1%	0%	F	0.088	F	0.536	4800	
	To	02 (25 ) = 1	D 1											
	From	92-636 Dry Fork		,		401	oc:	001	_	0.000	_		0	
16) Stoney Ridge Rd	Tazewell County	2.62 <b>3300</b>	<b>G</b> 959	6 1%	1%	1%	2%	0%	С	0.088	F		3500	
$\checkmark$	To:	92-644 Horsepen	ı Rd											

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. QV
	From:	92-644 Horsepen	Rd.			2Axie	e 3+Axle	1 I rail	21 rail		Factor		Factor		
16) Stoney Ridge Rd	Tazewell County	2.55 <b>2500</b>	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.617	2700	G
10)	То:	West Virginia State													
	From:	SR 16 S Commer	ce St												
16) Ramp to I-81 N at Exit 45	Town of Marion (Maint: 86)	0.24 1000	F			-					0.098	F		1000	F
	To:	I-81 N													
	From:	Ramps SR 16 N032B; SI	R 16 S03	32B											
16) Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.13 <b>NA</b>									NA			NA	
.9	To:	I-81 S													
orth	From:	SR 16 N, S Comme	erce St												
Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.03 <b>NA</b>									NA			NA	
9	To:	Ramp SR 16 32	2B												
outh	From:	SR 16 S, S Comme	erce St												
16) Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.04 <b>NA</b>									NA			NA	
<u> </u>	To:	Ramp SR 16 32	2B												
ALT	From:	US 19 Bus Mair	ı St												
16) Fairgrounds Rd	Town of Tazewell	0.73 <b>2800</b>	G	97%	0%	1%	1%	0%	0%	С	0.097	F	0.529	2900	(
$\mathcal{L}$	To:	NCL Tazewel	11												
ALT	From:									_					
16) Fairgrounds Rd	Town of Tazewell	0.15 <b>3000</b>	G	97%	0%	1%	1%	0%	0%	F	0.097	Ν	0.529	3200	(
ALT	To- From:	US 19 Tazewe	ell												
16) Fairgrounds Rd	Town of Tazewell	0.45 <b>3400</b>	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.571	3500	(
10)	To	CCI T1	1			_									
ALT	From:	SCL Tazewel	1												
₁₆ ) Fairgrounds Rd	Town of Tazewell	0.28 <b>3400</b>	G	97%	0%	1%	1%	1%	0%	F	0.088	Ν	0.571	3500	(
<u> </u>	То:	SR 16 Riverside	Dr												
<b>~</b> ~	From	North Carolina Stat													
George Washington Hwy	City of Chesapeake	3.58 <b>12000</b>	Α	94%	0%	1%	0%	4%	0%	С	0.1	Α	0.653	13000	ŀ
<del>~</del>	To: From:	131-8796 Ballahac	ck Rd			⊒⊢									
17 George Washington Hwy	City of Chesapeake	6.71 <b>13000</b>	G	94%	0%	1%	0%	4%	0%	F	0.083	F		13000	(
~	To:	Bus US 17 George Wash	ington F	Hwv		$\neg$ $\vdash$									
17 Dominion Blvd	City of Chesapeake	3.86 10000	G	96%	0%	1%	1%	2%	0%	F	0.078	F		11000	(
::)	To					_									
17 Dominion Blvd	City of Chesapeake	SR 165 Cedar I 0.94 <b>29000</b>	A A	96%	0%	1%	1%	2%	0%	С	0.084	Α	0.695	31000	/
2) Bollinion Biva	Oity of Officsapeake			3070	070	1 70	170	270	070	O	0.004	^	0.000	31000	,
~~	From	SR 166 Bainbridge		000/	00/		40/	20/	00/	_	0.075	_		22222	
Dominion Blvd	City of Chesapeake	1.60 <b>26000</b>	G	96%	0%	1%	1%	2%	0%	F	0.075	F		28000	(
<u>-</u>	To: From:	SR 190 Great Bridg	ge Blvd												
Dominion Blvd	City of Chesapeake	0.28 <b>40000</b>	G	96%	0%	1%	1%	2%	0%	F	0.078	F		42000	(
~	To:	SR 168 Oak Grove Co		r											
	City of Change and Change (Maria 200)	US 17 (Ramp	)		- 110	476	llas stress st			_4!	for 11 '				
₁₇	City of Chesapeake (Maint: 64)	0.30		Se	e US	1 / for c	directional	traffic v	volume e	estima	es for thi	s seg	ment.		

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	n L	-ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- Q\
~~~	From:	5	SR 168 C	Oak Grove C	onnecto	r											
17 \ 464	City of Chesapeake	(Maint: 64)	0.15			5	See I-464	4 for di	rectional	traffic v	olume es	stimat	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Paralle	Roadways on this I	Route:	59000	G	95%	0%	1%	1%	2%	0%	F	NA			67000	G
~~ 	Trace From:	(Mainte CA)	0.00	I-64			2 I 40	1 6 2 2 4 5		4		-4:	f tl-:-		1		
17) (464) Ramp	City of Virginia Beach	,	0.20	161 NOO1D	(I) (ED 0			4 for al	rectional	traffic v	olume es	stimat	es for this	segn	nent.		
~	10: From:	IS-00064-E(I	B)/IS-004	464-N001B(I-464	(L)/FRO	M RT 464	ł N										
(T)	City of Chesapeake	(Maint: 64)	4.31	1-404			See I-64	for dir	ectional t	raffic vo	olume es	timate	s for this	seam	ent		
17) 64	Combined Traffic Estimates for 2 Paralle	` ,		77000	G	92%	0%	1%	1%	5%	0%	F	NA	ocgii	iorit.	83000	(
	To:	i Noadways on this i	Noule.	I-64		92 /0	076	1 /0	1 /0	3/6	0 /0		INA			03000	,
	From:	IS-00064-E(I	B)/IS-00		R)/TO I	RT 17 NO	RT										
17 (64) Ramp	City of Chesapeake		0.23					for dir	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
	To:	3US-00017-P	P(U)/IS-0	00064-E296	A(R)/FR									J			
	From:			I-64													
17 George Washington Hwy	City of Chesap	eake	0.90	24000	G	96%	0%	1%	1%	1%	0%	F	0.078	F		24000	(
~	To	,	IIS 13· I	JS 460 Milit	arv Hwy	,											
George Washington Hwy	City of Chesap		1.00	15000	G	96%	0%	1%	1%	1%	0%	С	0.082	F		15000	(
2 coolige vi deriii igicii i iiij	ony or or or occup	, oano				0070	070		170	170	070	Ŭ	0.002	•		10000	•
~	To: From:			196 Canal 1													
[7] George Washington Hwy	City of Chesap	eake	0.63	28000	G	96%	0%	1%	1%	1%	0%	F	NA			28000	(
~	To:			L Portsmou													
George Washington Hwy	City of Portsm	outh	0.15	L Chesapea 25000	F	96%	0%	1%	1%	1%	0%	F	0.096	F	0.687	26000	F
George Washington Hwy	City of Portsin	loutri	0.15	25000	Г	90%	0%	170	170	170	076	Г	0.096	Г	0.007	20000	
	To: From:		SR 2	39 Victory l	Blvd												
17 George Washington Hwy	City of Portsm	outh	0.42	22000	F	96%	0%	1%	1%	1%	0%	F	0.089	F	0.618	23000	F
~	Tou			Davis St													
George Washington Hwy	City of Portsm	outh	0.52	24000	F	96%	0%	1%	1%	1%	0%	F	0.084	F	0.613	25000	1
17) Goolge Washington Tilly	City of 1 often					0070	070		170	170	070	•	0.001	•	0.010	20000	
~~~	From:			540 Greenwo										_			
17 George Washington Hwy	City of Portsm	outh	0.31	26000	F	96%	0%	1%	1%	1%	0%	F	0.085	F	0.623	27000	F
<del>~</del>	10: From:	CT		1, Frederick orge Washi													
17 Frederick Blvd	City of Portsm		0.70	14000	rgton H	96%	0%	1%	1%	1%	0%	F	0.085	F	0.565	14000	
Frederick Blvd	City of Fortsin	loutii	0.70	14000	Г	90 /6	076	1 /0	1 /0	1 /0	0 /0		0.003		0.303	14000	
	To: From:			7 Portsmoutl													
17 Frederick Blvd	City of Portsm	outh	0.09	17000	F	96%	0%	1%	1%	1%	0%	F	0.096	F	0.609	18000	l
~	To:		124-854	7 Deep Cre	ek Blvd			$\neg$									
Frederick Blvd	City of Portsm	outh	0.53	23000	F	96%	0%	1%	1%	1%	0%	F	0.089	F	0.628	24000	
~	From:			I-264										_			
7 Frederick Blvd	City of Portsm	outh	0.35	41000	F	99%	0%	0%	0%	0%	0%	F	0.08	F	0.538	42000	l
~	To: From:		ALT S	R 337 Turnp	ike Rd												
17 Frederick Blvd	City of Portsm	outh	0.51	27000	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.51	28000	ı
<u>~</u>	To		He	58 Airline B	llvd												
17 Frederick Blvd	From: City of Portsm	outh	0.16	18000	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.528	18000	F
17 Frederick Blvd	City of Portsin	iou ii i	0.10	10000	г	JJ /0	0 /0	U /0	U /0	0 /0	0 /0	Г	0.003	1	0.020	10000	Г

### 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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	124-8758,	, Frederick Blvd												
17 High St	City of Portsmouth	0.29	23000 F	99%	0%	0%	0%	0%	0%	F	80.0	F	0.612	24000	F
$\bigcirc$	To:	Roc	dman Ave												
17 High St	City of Portsmouth		29000 F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.590	30000	F
(i) 3	To														
17 High St	City of Portsmouth		25 Cedar Lane <b>25000 F</b>	99%	0%	0%	0%	0%	0%	F	0.089	F	0.547	26000	F
High St	City of Fortsmouth	0.93	23000 F	9970	076	0 /6	0 /0	0 /0	0 /6	-	0.009		0.547	20000	
~~	To: From:		Churchland Blvd												
(17) High St	City of Portsmouth	0.21 1	19000 F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.510	20000	F
<u> </u>	To:	124-8532	2 Tyre Neck Rd			$\neg$									
17 Western Branch Blvd	City of Portsmouth	0.22	21000 F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.503	22000	F
$\odot$	To	ECL (	Chesapeake												
~~~	From:		Portsmouth												
(17) Western Branch Blvd	City of Chesapeake	0.69 1	19000 G	99%	0%	0%	0%	0%	0%	F	0.092	F		20000	G
<u> </u>	To:	131-8524	Churchland Blvd			\neg \vdash									
(17)	City of Chesapeake	0.56 2	22000 A	99%	0%	0%	0%	0%	0%	С	0.101	Α	0.541	23000	Α
\bigcirc	To:	EC	L Suffolk												
~~~	From:		Chesapeake												
(17) Bridge Rd	City of Suffolk	0.66 1	19000 G	99%	0%	0%	0%	0%	0%	F	0.084	F		20000	G
<u> </u>	To.	I-664; SR 16	4 Western Freewa	ay		$\neg$ $\vdash$									
17 Bridge Rd	City of Suffolk	1.81 3	32000 G	98%	0%	0%	1%	1%	0%	F	0.092	F		33000	G
$\bigcirc$	To	133-626 Knots Necl	le Dood: Chouldon	LISH DA											
17 Bridge Rd	City of Suffolk		25000 G	98%	0%	0%	1%	1%	0%	F	0.091	F		27000	G
17) Bridge Nd	Only of Curron				070	<u> </u>	1 70	1 /0	070	'	0.001	'		27000	O
~~~ a	From:		ennetts Pasture Rd				401					_			
(17) Carrolton Blvd	City of Suffolk	2.47 1	19000 G	98%	0%	0%	1%	1%	0%	F	0.091	F		20000	G
~	To: From:	133-628	Crittenden Rd												
(17)	City of Suffolk	1.17 1	15000 G	98%	0%	0%	1%	1%	0%	F	0.096	F		16000	G
\bigcirc	To:		ight County Line												
~~~ a	From:		L Suffolk	2221						_		_		.=	_
(17) Carrolton Blvd	Isle of Wight County	2.43 1	15000 G	98%	0%	0%	1%	1%	0%	F	0.094	F		15000	G
~	To. From:	US 258;	SR 32 Bartlett			_									
(17) (258) (32) Carrolton Blvd	Isle of Wight County	2.17 2	28000 A	98%	0%	0%	1%	1%	0%	С	0.114	Α	0.709	29000	Α
$\bigcirc$	To	FR-807 Entr	ance Ragged Islan	ıd											
(17)(258)(32)	Isle of Wight County		27000 F	98%	0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	F
[17] [258] [32]	To:		lewport News	0070	0,0		. 70	1,0	0,0	•	3.00 1	•	J., , ,	20000	•
	From:		ight County Line												
17 258 32 Mercury Blvd	City of Newport News		27000 F	98%	0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	F
	To:	110 601	Warwick Blvd												
(17)(258)(32) Mercury Blvd	City of Newport News		37000 F	98%	0%	0%	1%	1%	0%	F	0.095	F	0.563	40000	F
17 \ 258 \ 32 \ Mercury Blvd	City of Newport News	US 258, SR			070	0 /0	1 /0	1 /0	0 /0	'	0.033	•	0.505	40000	1

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	OT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~~	From:	US 258 Mer	cury Blvd												
17 (143) Jefferson Ave	City of Newport News	1.31 400 0	00 F	98%	0%	0%	1%	1%	0%	F	0.083	F	0.569	43000	F
\sim	To:	SR 152 M	Iain St												
17 (143) Jefferson Ave	City of Newport News	1.69 450 0		98%	1%	1%	0%	0%	0%	С	0.092	В	0.563	49000	(
	To	SR 306 Harpe	amarvilla D.d												
17 (143) Jefferson Ave	City of Newport News	1.12 470 0		98%	0%	0%	1%	1%	0%	F	0.087	F	0.527	50000	
17 (143) Jefferson Ave	To:	SR 312 J Clyde			070	070	1 70	1 /0	070	'	0.007	•	0.021	30000	
	From:	SR 143 Jeffe													
17 J Clyde Morris Blvd	City of Newport News	1.28 330 0	00 F	98%	0%	0%	1%	1%	0%	F	0.074	F	0.593	35000	
	To	I-64	4												
J Clyde Morris Blvd	City of Newport News	0.80 390 0		98%	1%	0%	0%	0%	0%	F	0.078	F	0.569	42000	
77 0 Olyac Morns Biva	Oity of Newport News			3070	1 70	070	070	070	070	'	0.070	•	0.505	72000	
~	From:	121-7034 Harp		2001	407		201	201	201		0.000		0.501	20222	
J Clyde Morris Blvd	City of Newport News	0.25 350 0	00 F	98%	1%	0%	0%	0%	0%	F	0.083	F	0.564	38000	
**	To- From:	NCL Newpo	ort News												
George Washington Mem Hwy	York County	1.20 3500	00 F	98%	1%	0%	0%	0%	0%	F	0.077	F	0.562	37000	
~	Tax	SR 171 Vict	tory Blvd			<u> </u>									
George Washington Mem Hwy	York County	0.93 3800		98%	1%	0%	0%	0%	0%	F	0.078	F	0.567	41000	
	To														
Coorgo Weshington Mam Llun	From: Vorte County	SR 134 Ham		000/	1%	00/	00/	00/	00/	С	0.000	۸	0.510	E4000	
George Washington Mem Hwy	York County	2.08 510 0	00 B	98%	1%	0%	0%	0%	0%	C	0.088	Α	0.510	54000	
~	To: From:	99-621 Dare Rd	-												
17 George Washington Mem Hwy	York County	1.07 350 0	00 F	98%	1%	0%	0%	0%	0%	F	0.079	F	0.503	38000	
~	To	SR 173 Denl	bigh Blvd			_									
George Washington Mem Hwy	York County	1.39 350 0	00 F	98%	1%	0%	0%	0%	0%	F	0.08	F	0.549	38000	
~ [_]	Top	SR 105 Fort E	Enetic Blvd												
George Washington Mem Hwy	York County	0.59 350 0		98%	1%	0%	0%	0%	0%	F	0.081	F	0.566	38000	
17 George Washington Mem Hwy	Tork County			0070	170	- O 70	070	070	070	•	0.001	•	0.000	00000	
~~	From	99-704 Co			407				201	_		_			
George Washington Mem Hwy	York County	2.38 270 0	00 F	98%	1%	0%	0%	0%	0%	F	0.091	F	0.669	29000	
~	To: From:	SR 238 Goo	osley Rd												
George Washington Mem Hwy	York County	0.28 280 0	00 F	98%	1%	0%	0%	0%	0%	F	0.094	F	0.721	30000	
~	To:	SR 90003 Col-	onial Pkwv												
17 George Washington Mem Hwy	York County	0.69 3100		98%	1%	0%	0%	0%	0%	F	0.094	F	0.736	33000	
												٠			
Coorgo Woohington Mam Lhur	York County	99-1001 Ma		070/	00/	10/	10/	40/	00/		0.000	г	0.716	22000	
George Washington Mem Hwy	York County	0.09 3000		97%	0%	1%	1%	1%	0%	С	0.098	F	0.716	32000	(
-	From	Gloucester Co York Cour													
George Washington Mem Hwy	Gloucester County	1.47 300 0		97%	0%	1%	1%	1%	0%	С	0.098	F	0.716	32000	
(1)					2,0		. , ,	.,,	- / 0	-	2.303	•			
Occurs Westigness 11	From:	36-1208 Ro		0701	001		401	401	001		0.404		0.655	0.4000	
17 George Washington Mem Hwy	Gloucester County	1.49 320 0		97%	0%	1%	1%	1%	0%	С	0.101	Α	0.655	34000	
~	To:	SR 216 Gu	ıınea Rd												

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

		1 milary ai	nd Interstate	, itoutes							17				
Route	Jurisdiction	Length	AADT	QA 4Tire	e Bus			ıck		QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~~ a	From:		216 Guinea Ro							_		_			_
(17) George Washington Mem Hwy	Gloucester County	2.92	36000	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.093	F	0.65	38000	G
~~~	To- From:	36-636 Br	ays Point Rd, C	Ordinary											
17 George Washington Mem Hwy	Gloucester County	3.12	33000	G 97%	0%	1%	1%	1%	0%	F	0.093	F	0.635	35000	G
<u> </u>	To:	36-62	28 TC Walker I	Rd											
17 George Washington Mem Hwy	Gloucester County	3.01		G 97%	0%	1%	1%	1%	0%	F	0.095	F	0.611	31000	G
	To:	Bus US 17 Mair	Ct Couth of C	lawaaatan CII											
17 George Washington Mem Hwy	Gloucester County	1.68		G 97%		1%	1%	1%	0%	F	0.091	F	0.6	21000	G
George Washington Mem Hwy	Glodcester County					1 /0	1 /0	1 /0	070	'	0.031	•	0.0	21000	J
\sim	To: From:	Bus US 17 Mair	,												
(17) (14) George Washington Mem Hwy	Gloucester County	2.45	16000	G 97%	0%	1%	1%	1%	0%	F	0.093	F	0.591	17000	G
* *	To- From:	3	6-606 Ark Rd												
17 (14) George Washington Mem Hwy	Gloucester County	1.65	14000	G 97%	0%	1%	1%	1%	0%	F	0.088	F	0.535	14000	G
	To	26	-615 Willis Rd												
17 (14) George Washington Mem Hwy	Gloucester County	3.73		G 97%	0%	1%	1%	1%	0%	F	0.091	F	0.537	13000	G
George Washington Mem Hwy	Cloudester County			0 0770	070	170	170	170	070	•	0.001	•	0.007	10000	Ü
~~~	From:		R 14 Adner Rd							_		_			
(17) George Washington Mem Hwy	Gloucester County	4.77	6500	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.086	F	0.518	6900	G
<u>~</u>	To- From:	SR 33,	SR 198 Glenns	s Rd											
(17) (33) George Washington Mem Hwy	Gloucester County	1.55	12000	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.090	F	0.537	12000	G
$\bigcirc$	To:	Midd	lesex County L	ine											
$\approx$	From:		ester County L												
(17) (33) Tidewater Trail	Middlesex County	0.81	12000	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.086	F		12000	G
<del>~</del> ~	To- Grown	Bus US 17, SR 33	Gloucester Rd,	South of Salu	ıda										
17 Tidewater Trail	Middlesex County	1.02	5900	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.090	F	0.586	6200	G
<i>ټ</i>	To	Duc	US 17 School S	C+											
17 Tidewater Trail	Middlesex County	2.79		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.088	F	0.511	6600	G
17 Tidewater Trail	Wildalesex County				070	1 70	1 70	1 /0	070	'	0.000	•	0.511	0000	O
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		er Road; Farley												
17 Tidewater Trail	Middlesex County	2.38	5500	G 97%	0%	1%	1%	1%	0%	F	0.079	F	0.5	5800	G
~	To- From:	59-602	Old Virginia S	treet											
17 Tidewater Trail	Middlesex County	7.46	5100	G 97%	0%	1%	1%	1%	0%	F	0.082	F	0.510	5400	G
\searrow	To:	Ess	ex County Line	2											
~~~~ ·	From:		lesex County L							_					_
17 Tidewater Trail	Essex County	4.67	5200	<b>G</b> 97%	0%	1%	1%	1%	0%	F	NA			5500	G
<del>~</del>	To- Grown	28-6	84 Center Cros	SS											
17 Tidewater Trail	Essex County	5.64		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.082	F		5900	G
$\checkmark$	Tai	20 6	09 Essex Mill F	24											
17 Tidewater Trail	Essex County	3.03		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.078	F		8400	G
17 Tidewater Trail	Losex County	3.03	0000	3 91%	0 70	1 70	1 70	170	U70	Г	0.076	Г		0400	G
~~~	To: From:		360 Brays Forl												
17) (360) Tappahannock Blvd	Essex County	0.20		G 90%	1%	1%	1%	7%	0%	F	0.079	F		21000	G
~ ~ ·	To:	SCI	_ Tappahannoc	k											

_							Tru	ıck			K		Dir		_
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~ ~~	From:	SCL Tappah													
17 } { 360 }	Town of Tappahannock (Maint: 28) 2.24 2300	0 N	90%	1%	1%	1%	7%	0%	Ν	0.079	Ν		21000	I
<i></i>	To:	US 360 Tappa	ahannock												
7	Town of Tappahannock (Maint: 28			90%	1%	1%	1%	7%	0%	С	0.137	Α	0.654	6600	
	To:	NCL Tappal	sommo olir												
17)	Essex County	2.53 740 0		90%	1%	1%	1%	7%	0%	N	0.137	N	0.654	6600	
\mathcal{G}	Losex County			30 /0	1 70	1 70	1 /0	1 70	070	14	0.137	14	0.004	0000	
~	To: From:	28-703 Gwyni													
7 Tidewater Trail	Essex County	3.71 670 0) G	90%	1%	1%	1%	7%	0%	F	0.077	F		6000	
~ <i></i>	To:	28-624 C	aret												
7 Tidewater Trail	Essex County	9.35 600 0		90%	1%	1%	1%	7%	0%	F	0.070	F		5400	
9															
Tidoweter Trail	From:	28-635 Rose N		000/	40/	40/	40/	70/	00/	_	0.070	_		F000	
7) Tidewater Trail	Essex County	4.45 5600		90%	1%	1%	1%	7%	0%	F	0.076	F		5000	
	From:	Caroline Cou Essex Coun													
7 Tidewater Trail	Caroline County	5.89 650 0		90%	1%	1%	1%	7%	0%	F	0.08	F	0.617	5800	
7) Hocward Hair				3070	170	1 70	1 70	1 70	070	'	0.00	'	0.017	3000	
~	From:	US 301 Por													
7	Caroline County	9.66 490 0) F	90%	1%	1%	1%	7%	0%	F	0.085	F	0.529	4300	
	To:	16-610 Pepmei	er Hill Rd												
7	Caroline County	2.57 560 0		90%	1%	1%	1%	7%	0%	F	0.086	F	0.534	5000	
	To:	Spotsylvania C	ounty Line												
_	From:	Caroline Cou	nty Line												
7 Mills Dr	Spotsylvania County	1.89 620 0) G	90%	1%	1%	1%	7%	0%	F	0.080	F		5600	
<i></i>	To:	SR 2; Bus	IIS 17												
7 Mills Dr	Spotsylvania County	1.23 700 0		90%	1%	1%	1%	7%	0%	F	0.077	F		6300	
7)	opolojivania odanij				170	170	170	. 70	070	•	0.077	•		0000	
~	From:	88-609 Jim Morris Rd; T								_					
7 Mills Dr	Spotsylvania County	3.17 1300	0 G	93%	0%	1%	2%	4%	0%	С	0.091	F		12000	
	To: From:	88-771 Cosner I	Dr; 88-1035												
Mills Dr	Spotsylvania County	1.05 2700	0 G	90%	1%	1%	1%	7%	0%	F	0.077	F		24000	
	To:	Bus US 17; Poo	r House Rd												
_	From	Bus US 17 N	Mills Dr												
Poor House Rd	Spotsylvania County	0.27 NA									NA			NA	
J	To:	US 1 Jefferson													
~ ~ · · · · · · · · · · · · · · · · · ·	From	US 17 Poor H								_		_			
7 (1) Jefferson Davis Hwy	Spotsylvania County	1.18 5500		98%	0%	1%	0%	0%	0%	F	0.081	F		55000	
	To:	I-95 N													
Ramp US 1, US 17 to I-95 N at Exit	126 Spotovlyppia County	0.12 NA									NA			NA	
Ramp US 1, US 17 to I-95 N at Exit	126 Spotsylvania County	0.12 NA I-95 N	Ţ			 1					INA			INA	
-	From:	US 1 Jefferson													
7) (95)	Spotsylvania County	2.81	- u 110 11W y		See I-9	5 for dire	ectional t	raffic vo	lume es	timate	s for this	seam	nent.		
	raffic Estimates for 2 Parallel Roadways		00 A	86%	1%	1%	1%	12%	1%	F	0.085	_	0.502	107000	

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

Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		TrTrı 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:		SCI	_ Fredericks	burg												
17 (95)	City of Fredericksburg	g (Maint: 88)	0.89				See I-95	for dire	ectional	traffic vo	olume es	timate	s for this	segm	nent.		
	Combined Traffic Estimates for 2 Parallel	el Roadways on t	this Route:	115000	Α	86%	1%	1%	1%	12%	1%	F	NA			107000	Α
~~~	To: From:			SR 3													
17 (95)	City of Fredericksburg	,	2.29				See I-95	for dire	ectional	traffic vo	olume es	timate	s for this	segm	nent.		
$\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel	l Roadways on t	this Route:	143000	Α	86%	1%	1%	1%	12%	1%	F	0.077	Α	0.505	137000	Α
	To:			ford County													
~ ~~	From:			L Fredericks	burg												
17 \ (95)	Stafford Cou	•	0.74				See I-95	for dire	ectional	traffic vo	olume es	timate	s for this	segm	nent.		
$\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel	l Roadways on t	this Route:	143000	Α	86%	1%	1%	1%	12%	1%	F	NA			137000	Α
	To:			17; BUS US													
~ ~	From:			95 NB, US	17												
17 (95) Collector Rd	Stafford Cou	ınty	0.45				See I-95	for dire	ectional	traffic vo	olume es	timate	s for this	segm	nent.		
$\sim$ $\sim$	To:		Exit 133 A	Ramp To B	us US 1	7 S		<u> </u>									
17 (95) Collector Rd	Stafford Cou	intv	0.30				See I-95	for dire	ectional	traffic vo	olume es	timate	s for this	seam	nent.		
1) (3)	- F	,												3			
~ ~	To: From:			p From US	17 S												
17) (95) Collector Rd	Stafford Cou	inty	0.20				See I-95	for dire	ectional	traffic vo	olume es	timate	s for this	segm	nent.		
<del>~                                    </del>	To:			B Ramp To													
~ = Dama   05 N to 110 4:	T N			t 133 N Coll	lector Ro		C I 05	· fan alina				4:	- f 4l-:-				
(95) Ramp, I-95 N to US 1	7 N Stafford Cou	inty	0.16	D 110 15			See 1-95	o for dire	ectional	trame ve	nume es	timate	s for this	segn	ient.		
~ ~	From:		Τ.(	Bus US 17 95, BUS US													
17 Warrenton Rd	L Stafford Cou	intv	3.54	39000	G	84%	1%	1%	1%	13%	1%	F	NA			39000	G
17) Walterlief Rd		ii ity	0.01			0+70	170	170	170	1070	170	•	100			00000	_
<u> </u>	To: From:			5 Holly Con													
17 Warrenton Rd	Stafford Cou	ınty	2.36	22000	G	84%	1%	1%	1%	13%	1%	F	NA			22000	G
~	To:		89	-705 Hartwo	ood			$\neg$ $\vdash$									
17 Warrenton Rd	Stafford Cou	intv	4.24	18000	G	84%	1%	1%	1%	13%	1%	F	NA			16000	G
	To:	,		uier County	Line												
	From:			ford County													
17 Marsh Rd	Fauquier Cou	unty	1.89	18000	F	84%	1%	1%	1%	13%	1%	F	0.074	F	0.500	17000	F
:-)	To:		30-6	515 Goldveii	n Rd												
	From:		30	-615 Goldve	ein												
17 Marsh Rd	Fauquier Cou	unty	4.28	15000	Α	84%	1%	1%	1%	13%	1%	С	0.116	Α	0.554	14000	Α
<del>~</del>	To:		30	634 Morrisy	zilla												
17 Marsh Rd	_{From:} L Fauquier Cou	inty	7.51	20000	F	84%	1%	1%	1%	13%	1%	F	0.076	F	0.532	18000	F
17) Warsh Ru	r adquici God	arity	7.01	20000	•	0470	170	1 /0	1 /0	13 /0	1 /0	'	0.070	'	0.552	10000	'
	To: From:			R 28 Catlett 1	Rd												
₁₇ Marsh Rd	Fauquier Cou	unty	3.24	20000	Α	88%	1%	1%	1%	9%	1%	С	0.099	Α	0.53	19000	Α
~	To:		110	15, US 29 C	Onal			<u> </u>									
17 15 29 James Madison	From:L Hwy Fauquier Cou	ıntv	2.28	42000	A	91%	1%	1%	1%	7%	0%	С	0.096	Α	0.516	41000	Α
17) (15) (29) James Madison	- Tauquiei Oou	y				0170	1 /0	. /0	1 /0	, 70	0 /0	J	0.000	77	0.010	71000	^
	To: From:			84 Lees Ridg													
17 15 29 James Madison	Hwy Fauquier Cou	unty	2.43	43000	F	91%	1%	1%	1%	7%	0%	F	0.073	F	0.611	43000	F

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

		Fillidiy di	nd Interstate	Noute				<b>-</b>				12		D'-		
Route	Jurisdiction	n Length	AADT (	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir -	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~~-	From:		17,29 South of V								_		_			_
[17] [15] [29] Eastern Bypass	Fauquier Cou	unty 2.44	40000	F	91%	1%	1%	1%	7%	0%	F	0.072	F	0.539	39000	F
~~~	To- From:	US 15, US	29 North of Wa													
17)	Fauquier Cou	unty 0.38	14000	N	87%	1%	1%	1%	10%	1%	N	0.071	N	0.503	14000	N
	To: From:	So	CL Warrenton													
17)	Town of Warrenton	(Maint: 30) 1.52	14000	F	87%	1%	1%	1%	10%	1%	F	0.071	F	0.503	14000	F
	To- From:	N	CL Warrenton				<u> </u>									
17)	Fauquier Cou	unty 0.32	16000	G	87%	1%	1%	1%	10%	1%	F	0.071	Ν	0.503	16000	G
:)	To:	•	Bus US 17													
~~~	From:	Urban Bound	dary; FR-1056 N	Moffet l	Dr											
17 James Madison Hwy	Fauquier Cou	unty 1.59	22000	F	87%	1%	1%	1%	10%	1%	F	0.083	F	0.528	21000	F
~	To- From	30-0	528 Blantyre Ro	d												
17 James Madison Hwy	Fauquier Cou	unty 5.52	18000	Α	87%	1%	1%	1%	10%	1%	С	0.109	Α	0.524	18000	Α
	To-	SD 2	45 Old Tavern I	Dd												
17 Winchester Rd	From: Fauquier Cou				87%	1%	1%	1%	10%	1%	F	0.084	F	0.505	18000	F
Villeriester Rd	r adquier coc					170		170	10 /0	1 70	•	0.004	•	0.000	10000	•
~~	From:		709 Belvoir Rd		070/	407		40/	400/	407	_	0.004	_	0.507	40000	
17) Winchester Rd	Fauquier Cou				87%	1%	1%	1%	10%	1%	F	0.084	F	0.507	18000	F
~	From:	I-6	6; BUS US 17 Bus US 17													
17 (17) Ramp	L Fauquier Cou	unty 0.13	NA									NA			NA	
17) (17) Ramp	To:	I-66-W FROM RT		0- NOE	2 % HTS							14/1			1471	
	From:		17; BUS US 17		till & B											
17 (66)	Fauquier Cou	unty 1.27				See I-60	6 for dire	ectional t	raffic vo	olume est	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Paralle		45000	G	91%	1%	1%	0%	7%	0%	F	NA	Ū		44000	G
	To:		S US 17, SR 55			.,,	i i			-,-						_
	From:	(Gap in US 17													
17 (66) (55)	Fauquier Cou	•			5	See I-66	6 for dire	ectional t	raffic vo	olume est	timate	s for this	segn	nent.		
\supset \bigcirc \bigcirc	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	45000	В	91%	1%	1%	0%	7%	0%	F	0.099	Α	0.656	43000	В
	То		I-66													
17 (66) Ramp	From: L Fauguier Cou	unty 0.25	100			See I-60	6 for dire	ectional t	raffic vo	olume est	timate	s for this	sean	nent.		
17) (60)	To:	,	US 17										9			
	From:		I-66													
17 55 Winchester Rd	Fauquier Cou	unty 0.64	8700	F	94%	1%	1%	1%	3%	0%	F	0.084	F	0.59	8700	F
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	8700	F								0.084	F	0.59	NA	
	To	CD 55	South of Delapl	lono												
17 Winchester Rd	Front: Fauquier Cou				94%	1%	1%	1%	3%	0%	F	0.084	F	0.575	7500	F
Winchester Rd	i auquiei Cou			•	J-70	1 /0	1 /0	1 /0	J/0	0 /0	'	0.004	'	0.010	7 300	
~~~  - ·	To: From:		0-710 Carr Rd													
(17) Winchester Rd	Fauquier Cou	unty 1.48	7500	F	94%	1%	1%	1%	3%	0%	С	0.083	F	0.610	7500	F
~	To. Econ.		US 50 Paris				<u> </u>									
17 50 John S Mosby Hwy	Fauquier County (N	Maint: 53) 1.11	12000	G	96%	1%	1%	1%	2%	0%	С	0.098	F		12000	G
, 17 \ / 50 \ Goill G \ III G				_	JU /U	1 /0	1 /0	1 /0	2/0	0 / 0	0	0.000	•		12000	_

			id iritersta					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA ·	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~ ~~~	From:	Fauqu	iier County I	Line												
17 (50) John S Mosby Hwy	Clarke County	3.44	11000		96%	1%	1%	1%	2%	0%	F	0.095	F	0.726	12000	G
\bigcirc	To:		East of Mill													
Million of Billion	Olarila Osarata		East of Mill		000/	40/	40/	40/	00/	00/	_	0.000	_	0.700	44000	_
[17] [50] Millwood Pike	Clarke County	1.97	11000	G	96%	1%	1%	1%	2%	0%	С	0.098	F	0.709	11000	G
~~ ~~	To: From:		SR 255													
[17] [50] Millwood Pike	Clarke County	2.83	11000	G	96%	1%	1%	1%	2%	0%	F	0.098	F	0.716	12000	G
~~	To. From:	US 34	0 South of B	oyce												
17 50 Millwood Pike	Clarke County	1.67	9600	G	96%	1%	1%	1%	2%	0%	F	0.097	F	0.687	10000	G
	То:		rick County l													
~~~ <del>.</del>	From:		ke County Li								_		_			_
(17) (50) Millwood Pike	Frederick County	2.72	12000	G	95%	0%	1%	2%	2%	0%	F	0.089	F		12000	G
<del>*</del> *	To: From:	34-723	Carpers Vall	ey Rd												
17 50 Millwood Pike	Frederick County	2.71	19000	G	95%	0%	1%	2%	2%	0%	С	0.087	F		20000	G
	To	LIS 522	Front Royal	l Pike												
17 50 522 Millwood Pike	Frederick County	0.16	37000		95%	0%	1%	2%	2%	0%	F	0.082	F		40000	G
17) (30) (322)	To:		L Wincheste		0070	0,0		_,,	_,,	0,0	•	0.002	•			•
	From:		I-81													
(17) (50) (522) Millwood Ave	City of Winchester	0.09	25000	N	97%	0%	1%	1%	1%	0%	Ν	0.091	Ν		27000	Ν
	To:		ıbal Early Dr													
~~~~	From		Par, Millwoo		070/	00/		407	407	001	_	0.004	_		07000	_
17 50 522 Jubal Early Dr	City of Winchester		25000		97%	0%	1%	1%	1%	0%	С	0.091	F		27000	G
~ ~ ~	From:		le Blossom l bal Early Dr													
17 50 522 Apple Blossom Dr	City of Winchester		10000		97%	0%	1%	1%	1%	0%	F	0.084	N		11000	G
(17) (30) (322), Apple Discosin 2.	To:		Par, Millwoo		0.70			. , 0	.,0	0,0	•	0.00				•
	From:		r; Apple Blo													
17 50 522 Millwood Ave	City of Winchester		13000		97%	1%	1%	0%	1%	0%	F	0.084	F		14000	G
	To-	US	11 Cameron	St												
	From:	US 17-S	034A TO R	OUTE			Ī									
17 Ramp	City of Suffolk (Maint: 6	61) 0.13	NA									NA			NA	
	To:	I-664-E	FROM ROU	JTE 17												
	From:	US 17 I-66-E0	28A FROM	& TO RT	T 66											
Ramp	Fauquier County	0.15	NA									NA			NA	
	To:	I-66-E FROM F	RT 17 NORT	TH & SOU	UTH											
	From:	US 17 C3I	JS 17 I-66-V	V028A T												
17 Ramp	Fauquier County	0.13	NA	1020111								NA			NA	
(1)	To:	I-66-W FROM RT		S00- NOR	RTH & S											
North	From:		' TO I-64 W				<u> </u>									
17 Ramp	City of Chesapeake (Main		NA	LN I								NA			NA	
(1)	To:		ROM US 17	NORTH			1					14/1			14/1	
N. d	From:				CT		! 									
North 17 Ramp	City of Chesapeake (Main	US 17 I-64-E2 nt: 64) 0.17	96B FROM NA	15 64 EA	107							NA			NA	
(17) Ramp	City of Chesapeake (Wain		OM US 17 I	ипрти			 1					INA			INA	
	10.	1-04-E FK	OWI US 171	NUKIH												

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

Route	Jurisdiction	Longth AADT OA Aliro Rue	Truck	QC K QK	_ DirAAWDT_QW
	From	US 17 TO RT 168 SOUTH	Axle 3+Axle 1Trail 2Trail	Factor	Factor
North 17 Ramp	City of Chesapeake (Maint: 64)	0.16 NA		NA	NA
(I) Manp	To:	I-64-W291B FROM RT 17 NORTH		10.	10.1
North	From:	US 17 TO RT 464 NORTH			
17 Ramp	City of Chesapeake (Maint: 64)	0.26 NA	<u> </u>	NA	NA
	To: SR	168-N015B FROM RT 17 NORTH TO 464 NOR			
North	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			
North	From:	US 17 Dominion Blvd			
(17) Ramp	City of Chesapeake (Maint: 64)		1% 1% 2% 0%	F NA	2600 G
<u> </u>	To:	I-464 North			
North	From:	US 17 TO ROUTE 264 EAST		NIA	NIA
[17] Ramp	City of Portsmouth (Maint: 64)	0.07 NA 64-E FROM ROUTE 17 NORTH-FREDRICK BL	7	NA	NA
	I-Z				
North	City of Portsmouth (Maint: 64)	US 17 TO ROUTE 264 WEST 0.14 NA		NA	NA
[17] Ramp	· <u>· · · · · · · · · · · · · · · · · · </u>	54-W FROM ROUTE 17 NORTH00- FREDERICK		IVA	IVA
North	From:	US 17 TO ROUTE 664 EASTSOUTH			
Ramp	City of Suffolk (Maint: 61)	0.03 NA		NA	NA
	To:	US 17-S034A TO ROUTE			
North	From:	US 17 TO I-64 EAST			
17 Ramp	City of Newport News (Maint: 99)	0.16 NA		NA	NA
<u> </u>	То:	I-64-E FROM US 17 NORTH			
North	From:	US 17 Warrenton Rd			
(17) Ramp	Stafford County		2% 1% 3% 0%	C NA	1800 G
	The	I-95 South	<u> </u>		
South 17 Ramp	City of Chesapeake (Maint: 64)	US 17 TO I-64 WEST 0.19 NA		NA	NA
Ramp	City of Chesapeake (Maint: 64)	I-64-W FROM US 17 SOUTH	7	NA	NA
Carrette	From	US 17			
South 17 Ramp	City of Chesapeake (Maint: 64)		_ _ 1% 1% 2% 0%	F NA	1200 G
(1)	To:	I-64 East	7		.200
South	From:	US 17 TO ROUTE 264			
Ramp	City of Portsmouth (Maint: 64)	0.33 NA	<u></u>	NA	NA
		64-E FROM ROUTE 17 SOUTH-FREDERICK B	1		
South	From:	US 17-S027A TO ROUTE 264 WEST			
17 Ramp	City of Portsmouth (Maint: 64)	0.14 NA		NA	NA
\smile	To: I-2	64-W FROM ROUTE 1700- FREDERICK BLVD			

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

Route	Jurisdiction	Length AADT QA 4Tire	Duc.	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South (17) Ramp	City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 EASTSOUTH 0.05 NA US 17-N034A US 17- 34A TO ROUTE						NA			NA	
South (17) Ramp	City of Newport News (Maint: 99)	US 17 TO I-64 EAST 0.26 NA I-64-E FROM US 17 SOUTH						NA			NA	
South (17) Ramp	City of Newport News (Maint: 99)	US 17 TO I-64 WEST 0.16 NA I-64-W FROMUS 17 SOUTH						NA			NA	
South (17) Ramp	Stafford County To:	US 17 Warrenton Rd 0.22 5800 G 90% I-95 Collector Rd	1%	2% 2%	5%	0%	С	NA			5800	G
South (17) Ramp	Stafford County	US 17 Warrenton Rd 0.29 14000 G 85% I-95 South	1%	1% 1%	11%	0%	С	NA			14000	G
South (17) (55) Ramp	Fauquier County To:	2US 17-P US 17-S225B TO I- 66 EAS 0.36 NA I-66-E FROM RT US 17 SOUTH						NA			NA	
South (17) Ramp	Fauquier County	2US 17-P US 17-S225A TO RT 66 EAS 0.13 NA I-66-W FROM RT 17 SOUTH						NA			NA	
ALT 17	Spotsylvania County To:	US 17 Poor House Rd 0.09 NA Bus US 17 Mills Dr						NA			NA	
Bus 17 1 Jefferson Davis Hwy	Stafford County	NCL Fredericksburg 0.35 30000 G 98% US 1 SR 212 Falmouth	0%	1% 0%	1%	0%	С	0.084	F	0.606	32000	G
Bus (17) Warrenton Rd	Stafford County	US 1 Jefferson Davis Hwy; SR 212 1.65 31000 G 96% I-95, US 17	0%	1% 1%	1%	0%	С	0.080	F	0.607	34000	G
Bus 17 Ramp	Stafford County To:	BUS US 17 0.28 6200 G 95% I-95 Collector Rd	1%	1% 1%	2%	0%	С	NA			6200	G
Bus (17) 2 Tidewater Trail	Spotsylvania County	US 17 Mills Dr; SR 2 Sandy Lane Dr 3.56 6900 G 93% 88-1310	1%	1% 2%	3%	0%	С	0.086	F		7400	G
Bus 2 Tidewater Trail	Spotsylvania County	0.97 22000 G 93% ECL Fredericksburg	1%	1% 2%	3%	0%	F	0.081	F		24000	G
Bus 17 2 Dixon St	City of Fredericksburg	0.55 23000 G 94% Ramp from Rte. 3 Connector	1%	1% 2%	3%	0%	С	0.088	F		25000	G

6/30/2011

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

		Primary and inters	alo rioc				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Avlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Puo	From:	Ramp from Rte. 3 C	Connactor			ZAXIE	3+Axie	IIIali	ZIIdli		racioi		racioi		
Bus 17 2 Dixon St	City of Fredericksburg	0.26 10000	G	98%	1%	1%	0%	0%	0%	С	0.097	F		11000	G
17) 2 Binor or	Only of Fredericksburg			3070	170	170	070	070	070	Ü	0.007	•		11000	Ü
Bus	From:	Charles St													-
17 2 Dixon St	City of Fredericksburg	0.06 5000	G	98%	1%	1%	0%	0%	0%	F	0.101	F		5400	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 8000	G	97%	1%	1%	0%	0%	0%	F	NA			8700	G
	To:	Princess Anno	e St												
Bus 17 2 Dixon St	From:			000/	40/	40/	00/	00/	00/	F	NIA			0700	0
17 2 Dixon St	City of Fredericksburg	0.06 2500	G	98%	1%	1%	0%	0%	0%	-	NA			2700	G
	Combined Traffic Estimates for 2 Parallel Roadways		G	97%	1%	2%	0%	0%	0%	F	NA			5900	G
Bus	From:	Caroline S Dixon Stree													
(17) (2) Caroline St	City of Fredericksburg	0.24 2600	G	97%	0%	2%	1%	0%	0%	С	0.086	F		2800	G
	Combined Traffic Estimates for 2 Parallel Roadways		G	96%	1%	2%	0%	0%	0%	С	NA			6100	G
	To-			0070	. , 0		0,0	0,0	0,0					0.00	•
Bus Bus	From:	Layfayette B	Iva												
17 1 Caroline St	City of Fredericksburg	0.38 5300	G	97%	1%	2%	0%	0%	0%	F	0.085	F		5700	G
\bigcirc \bigcirc \bigcirc	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 12000	G	98%	1%	1%	0%	0%	0%	F	NA			13000	G
	To:	Bus SR 3 Willi	am St												
Bus Bus Corolina St	City of Fraderickshure	0.51 6200	G	97%	1%	20/	00/	00/	00/	С	0.006	F		6700	G
17 (1) Caroline St	City of Fredericksburg					2%	0%	0%	0%		0.086	Г		6700	
	Combined Traffic Estimates for 2 Parallel Roadways	S ON TRIS ROUTE: 14000 Herndon S	G	98%	1%	1%	0%	0%	0%	С	NA			15000	G
Bus Bus	From:	Caroline S													
17 1 Herndon St	City of Fredericksburg	0.06 4700	G	97%	1%	2%	0%	0%	0%	F	0.082	F		5100	G
	To:	BUS US 1 Par Prince	ss Anne S	St											
Bus Bus	From:	BUS US 1 Par He													
17 1 Princess Anne St	City of Fredericksburg	0.70 10000	G	98%	0%	1%	0%	0%	0%	С	0.094	F		11000	G
	To:	US 1 Jefferson Davi													
Bus Jefferson David Blad	City of Fundamialachyme	BUS US 1 Princess			007	40/	00/	40/	00/	N.	0.004	N.I	0.000	22222	N
17 1 Jefferson Davis Blvd	City of Fredericksburg	0.11 30000 NCL Frederick	N	98%	0%	1%	0%	1%	0%	N	0.084	N	0.606	32000	N
						J									
Bus	From:	Dixon Stree		000/	407		00/	007	00/	_	0.440	_		0000	•
Princess Anne St	City of Fredericksburg	0.26 3000	G	96%	1%	2%	0%	0%	0%	С	0.112	F		3300	G
ů,	Combined Traffic Estimates for 2 Parallel Roadways		G	96%	1%	2%	0%	0%	0%	С	NA			6100	G
	10.	Bus US 1, Bus US 17 L		Blvd											
Bus	From:	I-66, US 1		0001	001		001	407	001	_	0.00	_	0.547	0000	_
(17) Winchester Rd	Fauquier County	0.71 6600	F	98%	0%	1%	0%	1%	0%	С	0.09	F	0.517	6800	F
Bus	10: From:	SR 55 Main St, N 30-710; Winches													
17 (55) John Marshal Hwy	Fauquier County	0.71 5300	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.611	5400	F
(17) (55) (55.111 Walastial 1 Wy	i auquici County			01/0	J / U	1 /0	1 /0	1 /0	0 /0	'	0.000	•	0.011	0-100	•
Bus	To: From:	FR-185 Grove	Ln												
17 55 Free State Rd	Fauquier County	0.14 5300	N	97%	0%	1%	1%	1%	0%	Ν	0.088	Ν	0.611	5400	Ν
	To:	I-66, US 17 North o	f Marshal	l											
•															_

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

		Primary and Inters	siale Rou	ico											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	ΟW
						2Axle	3+Axle	1Trail	2Trail		Factor	~.`	Factor		~
Bus	From:	SR 55 I-66-W027A FRO	OM & TO R	RT 66											
17) (55) (55) Ramp	Fauquier County	0.17 NA									NA			NA	
\bigcirc	To:	I-66-W FROM RT 55 I	EAST & W	EST											
Bus	From:	US 17 George Washington Me	m Hwy Sou	th of Salu	ıda										
17 (33) Gloucester Rd	Middlesex County	0.80 6000	G	94%	1%	1%	2%	2%	0%	С	0.095	F	0.509	6200	G
.,,	To:	SR 33 Puller Hw	y, Saluda												
Bus	From:	SR 33 Puller	Hwy												
17 School Rd	Middlesex County	0.83 3900	G	94%	1%	1%	2%	2%	0%	F	0.119	F	0.588	4000	G
\	To:	US 17 George Washington Me	m Hwy We	st of Salu	da										
Bus	From:	US 17 South of C	Houcester												
17 Main St	Gloucester County	1.20 21000		98%	0%	0%	0%	0%	0%	С	0.092	F	0.62	22000	G
<u></u>	To:	SR 3, SR 14 John Clay													
Bus	From:	SR 3 John Clayton													
17 (14) Main St	Gloucester County	0.71 1100 0	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.511	11000	G
<i>5</i> 6	To:	36-1007 Car	y Ave												
Bus	From:	36-1007													
17 (14) Main St	Gloucester County	0.56 7200	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.503	7600	G
	To:	US 17 North of Glo	oucester CH	[
Bus Bus Bus	From:	US 15 US 17	US 29												
17) (15) (29) James Madison Hwy	Fauquier County	0.55 11000) A	98%	1%	1%	0%	1%	0%	С	0.105	Α	0.688	11000	Α
1) (3) (2)		227													
Bus Bus Bus	From:	SCL Warre	nton												
17 (15) (29) James Madison Hwy	Town of Warrenton	0.34 11000	N	98%	1%	1%	0%	1%	0%	Ν	0.105	Ν	0.688	11000	Ν
	To:	Bus US 1													
Bus Bus	From:	Bus US 15 Falr													
17 29 East Shirley Ave	Town of Warrenton	0.96 14000) F	98%	1%	1%	0%	0%	0%	С	0.087	F	0.511	14000	F
<i>~ ~</i>	To:	Culpeper	St												
Bus Bus	From:	• •		070/	407	40/	00/	001	00/	_	0.007	_	0.500	00000	_
17) (29) West Shirley Ave	Town of Warrenton	0.80 19000	F	97%	1%	1%	0%	0%	0%	С	0.087	F	0.508	20000	F
	To: From:	Bus US 211 Wa	terloo St			_									
Bus Bus 17 29 211 Broadview Ave	Town of Warrenton	0.86 3500 0) F	98%	1%	1%	0%	1%	0%	С	0.078	F	0.565	36000	F
17) (29) (211) Broadview Ave	TOWIT OF WAITERION	0.00 33000	, г	90%	170	170	0%	170	076	C	0.076	Г	0.565	30000	г
Bus	From:	Bus US 29 Le	e Hwy												
17 Broadview Ave	Town of Warrenton	0.57 1100 0) F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.555	11000	F
17) Bloadview / We	10WII OI W GITCHOIT			0070	170	170	070	070	070	O	0.004	•	0.000	11000	
Bus	From:	NCL Warre	nton												
17 Broadview Ave	Fauguier County	0.25 9100	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.529	9700	F
	То:	US 17 James Mad													
Due	From:	US 17 Dominio				-									
Bus 17 George Washington Hwy	City of Chesapeake	4.07 4500	G BIVG	94%	0%	1%	0%	4%	0%	F	0.092	F		4600	G
George Washington Hwy	City of Criesapeake	4.07 4300	<u> </u>	3470	U70	1 70	U-70	470	070	Г	0.092	Г		4000	G
Rue	To: From:	SR 165 Ced	ar Rd												
Bus 17 George Washington Hwy	City of Chesapeake	1.19 2500 0) G	94%	0%	1%	0%	4%	0%	F	0.074	F		26000	G
17 Scorge Washington Tiwy	To.	I-64		J-7/0	0 /0	1 /0	U /0	7/0	0 /0	'	0.074	'		20000	9
		1-64													

Virginia Department of Transportation Traffic Engineering Division 2010 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	Q'
Bus	From:	US 17 Poor Ho	use Rd				017.040		2						
17 Mills Dr	Spotsylvania County	0.30 NA									NA			NA	
~	To:	US 1 Jefferson Da	avis Hwy												
	From:	SR 311 Paint	Bank												
8) Potts Creek Rd	Craig County	5.12 150	G	88%	0%	0%	6%	6%	0%	F	0.098	F	0.629	160	
9) . 6110 6.10511.110	To:	Alleghany Coun		0070	0,0		0,0	0,0	0,0	•	0.000	•	0.020	.00	
	From:	Craig County	•												
8) Potts Creek Rd	Alleghany County	0.43 220	G	88%	0%	0%	6%	6%	0%	С	0.135	F	0.6	230	
	To: From:	03-607 Potts 0	Creek												
Potts Creek Rd	Alleghany County	2.82 260	G	88%	0%	0%	6%	6%	0%	F	0.109	F	0.5	270	
/	To:	03-608 Wolfe													
	From:	03-608 Wolfe													
Potts Creek Rd	Alleghany County	7.93 1300	G	96%	1%	0%	1%	1%	0%	F	0.097	F	0.655	1300	
/	To:	03-614 Near A	Arritt												
8) Potts Creek Rd	Alleghany County	3.20 1500	G	96%	1%	0%	1%	1%	0%	С	0.094	F	0.593	1600	
) r olio orook rid	To:	03-657 Pitzer Rid		0070	170		170	170	070	Ŭ	0.001	•	0.000	1000	
	From:	03-657 Pitzer Ri													
Potts Creek Rd	Alleghany County	4.04 1900	G	96%	1%	0%	1%	1%	0%	F	0.094	F	0.653	2000	
<u> </u>	To	SCL Coving	ton			-									
ndian Valley	City of Covington	0.37 3000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.598	3300	
	To: From:	S Pitzer Rid	lge			_									
S Carpenter Dr	City of Covington	0.44 4800	G	97%	1%	1%	1%	1%	0%	С	0.09	F		5200	
	To:	Gordon Stre	eet												
	From:	East Gordon S	Street												
S Carpenter Dr	City of Covington	0.31 5500	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.637	5900	
	To:	Edgemont D	rive												
_	From:	Duyant Road	Ext												
B Carpenter Dr	City of Covington	1.20 4500	G	95%	1%	1%	1%	2%	0%	С	0.092	F		4900	
	To:	US 220 Madis	on St												
	From:	State St; Tennessee	State L in	e											
9 (381) (421) Commonwealth Ave	City of Bristol	0.23 16000	F	93%	1%	1%	1%	4%	0%	F	0.086	F	0.551	17000	
301/421					.,.		.,.		- 7.5	-		-			
`````	From	SR 113 Cumberla													
(381) (421) Commonwealth Ave	City of Bristol	0.16 <b>19000</b>	F	96%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	
	To:	SR 133 Par Syca	more St												
9 (381)(421) Commonwealth Ave	City of Bristol	0.19 <b>19000</b>	F	96%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	
301)(421)	To	US 11 Euclid				$\overline{}$		_,,	- 7.5	-		-			
	From:	SR 381 Commonw		;											
Euclid Ave	City of Bristol	0.48 <b>8600</b>	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.503	9100	
~ ~~	From:	Piedmont A					•			_		_			
9) (11) Euclid Ave	City of Bristol	0.56 <b>6300</b>	F	99%	0%	1%	0%	0%	0%	С	0.085	F	0.55	6800	
	To	Moore St	t			<u> </u>									
9\ (11) Lee Highway	City of Bristol	0.48 13000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.524	14000	
J 1 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2	- ,		-							-					

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~~	From:	Valley Dr		2221	201							_		.=	
19) (11) Lee Highway	City of Bristol	1.26 <b>14000</b>	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.509	15000	F
	From:	I-81 End State Mainte	enance												
19 (11) Lee Highway	City of Bristol	1.36 16000	F	98%	0%	0%	1%	1%	0%	F	0.086	F	0.508	17000	F
	To	Bonham Ro	4												
19 (11) Lee Highway	City of Bristol	0.51 <b>17000</b>	F	98%	0%	0%	1%	1%	0%	F	0.086	F	0.54	17000	F
19) (11) Lee riighway	Oity of Briston			3070	070	070	1 /0	1 /0	070	•	0.000	'	0.04	17000	
~ Las Historia	From:	Old Airport		000/	00/		40/	40/	00/	F	0.407	N	0.0	47000	(
19) (11) Lee Highway	City of Bristol	0.68 <b>15000</b>	G	98%	0%	0%	1%	1%	0%	Г	0.127	IN	0.6	17000	(
~ ~~	To: From:	NCL Bristo													—
19) (11) Lee Highway	Washington County	2.83 <b>9000</b>	Α	98%	0%	0%	1%	1%	0%	С	0.127	Α	0.6	9300	1
<b>~ ~</b>	To: From:	95-1717 Wash Co Ir	nd Park R	d											
19 (11) Lee Highway	Washington County	0.80 <b>8000</b>	F	98%	0%	0%	1%	1%	0%	F	0.095	F	0.6	8300	ı
~ ~	Ta:	95-869 Astor	Rd												
19 (11) Lee Highway	Washington County	1.28 <b>9400</b>	F	98%	0%	0%	1%	1%	0%	F	0.09	F	0.617	9700	ı
	Tol	05 CH Di	D.1												
19 (11) Lee Highway	Washington County	95-611 Diver 1.72 <b>7300</b>	F	98%	0%	0%	1%	1%	0%	F	0.09	F	0.555	7600	
19) (11) Lee Highway	Washington County			3070	070		170	170	070	•	0.00	•	0.000	7000	'
~~~~	From	WCL Abingo		000/	201		407	407	00/		0.000		0.004	2222	
19) (11) Main St	Town of Abingdon	0.55 <b>8600</b>	F	98%	0%	0%	1%	1%	0%	F	0.096	F	0.604	8900	F
<u> </u>	To: From:	SR 140 Jonesbo													
$_{19}$ $\left\{ _{11}\right\}$ Main St	Town of Abingdon	0.43 <b>25000</b>	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.534	27000	F
<del></del>	To: From:	Colonial R	d												
19 \ 11 \ Main St	Town of Abingdon	0.47 <b>23000</b>	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.509	25000	F
<i></i>	To:	US 11 Main													
Destant ald Harri	From:	US 11 Main St; L		0.40/	00/		40/	00/	00/	_	0.000	_	0.500	47000	
19 Porterfield Hwy	Town of Abingdon	0.45 <b>16000</b>	F	94%	0%	1%	1%	3%	0%	F	0.089	F	0.503	17000	F
ALT	To: From:	Alt US 58	}												
19 58 Porterfield Rd	Town of Abingdon	0.21 <b>21000</b>	F	94%	0%	1%	1%	3%	0%	F	0.092	F	0.525	23000	F
.5 65	Too	NCL Abingd	lon.												
ALT	From:	-													
19) (58) Porterfield Hwy	Washington County	3.79 <b>18000</b>	F	94%	0%	1%	1%	3%	0%	F	0.093	F	0.503	20000	F
ALT	To: From:	95-700 Rich Val	ley Rd												
19 (58) Porterfield Hwy	Washington County	3.03 <b>17000</b>	F	94%	0%	1%	1%	3%	0%	F	0.093	F	0.505	18000	F
19 (36) . Gramoia ,				0.70	0,0		.,0	0,0	0,0	•	0.000	•	0.000	.0000	
ALT	From:	95-802 Mendo													
19 58 Porterfield Hwy	Washington County	3.25 <b>16000</b>	F	94%	0%	1%	1%	3%	0%	F	0.095	F		17000	F
~ ~	To:	Russell County													
→ ALT	From:	Washington Cour	_	0.407	00/	10/	40/	207	00/	_	0.000	_		10000	,
19) (58)	Russell County	1.98 14000	G	94%	0%	1%	1%	3%	0%	F	0.092	F		16000	C
~ ~	To:	Alt US 58 Hanso	onville												

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

		Primary and In	.orotato rto				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	ALT US 58	Hansonville			27 000	OTTINIC	TTTGII	ZIII		1 dotoi		1 40101		
10	Russell County	3.44 110		94%	0%	1%	1%	3%	0%	F	0.092	F		12000	G
19)	Ter	83-				<del></del> i									
	Russell County	2.19 <b>11</b> (		94%	0%	1%	1%	3%	0%	F	0.091	F		12000	G
19	Russell County			34 /0	070	1 70	1 70	370	070	'	0.031	'		12000	J
~	To room (A a long of A long of A long of A long of A long of A long of A a long of A long	WCL L		0.407	00/		40/	00/	00/		0.004			40000	
19)	Town of Lebanon (Maint: 83)	0.15 <b>110</b>	000 N	94%	0%	1%	1%	3%	0%	N	0.091	N		12000	N
	To- From:	W Mid CI	Lebanon												
19	Russell County	1.15 <b>12</b> 0	000 G	94%	0%	1%	1%	3%	0%	F	NA			13000	G
	To-	E Mid CL	Lebanon												
19	Town of Lebanon (Maint: 83)	0.76 120		94%	0%	1%	1%	3%	0%	Ν	NA			13000	Ν
	To-	252- 654 F	Sittatan Dd												
10	Town of Lebanon (Maint: 83)	1.65 <b>11</b> (		94%	0%	1%	1%	3%	0%	F	NA			12000	G
19	Town of Education (Maint: 00)			0470	070		170	070	070	•	14/			12000	Ŭ
	From	ECL L		0.40/	00/	40/	40/	20/	00/	F	NIA			42000	
19)	Russell County	4.76 <b>120</b>	000 G	94%	0%	1%	1%	3%	0%	г	NA			13000	G
	To: From:	SR 80 Hayt													
19 80	Russell County	2.57 <b>13</b> 0	000 G	94%	0%	1%	1%	3%	0%	F	NA			14000	G
	To	SR 80 R	osedale			<u> </u>									
19	Russell County	8.11 <b>96</b>	00 A	94%	0%	1%	1%	3%	0%	С	0.103	Α	0.501	10000	Α
	To	Tazewell C													
~~~	From:	Russell Co								_					_
19)	Tazewell County	2.38 <b>12</b> 0	000 G	94%	0%	1%	1%	3%	0%	F	NA			13000	G
	Ta- From:	92-609 Kents Ridg	ge Rd; Warde	l Rd											
19)	Tazewell County	3.04 <b>120</b>	000 G	94%	0%	1%	1%	3%	0%	F	NA			13000	G
<u> </u>	Tay	US 460 Cla	avpool Hill												
19 (460)	Tazewell County	5.73 <b>12</b> 0	•	95%	0%	1%	1%	3%	0%	F	NA			12000	G
	To:	92-639 Earl:	Branch Pd												
19 (460)	Tazewell County	5.13 <b>12</b> 0		95%	0%	1%	1%	3%	0%	F	NA			13000	G
19 (460)	Tazeweii Gourty			0070	070		170	070	070	•	14/1			10000	Ŭ
~~	From	US 19, Bu		050/	00/		40/	00/	00/		NIA			40000	
19 (460)	Tazewell County	1.72 <b>11</b> 0	000 G	95%	0%	1%	1%	3%	0%	F	NA			12000	G
~~~	To- From:	WCL T													
19 } { 460 }	Town of Tazewell (Maint: 92)	1.43 <b>11</b> 0		95%	0%	1%	1%	3%	0%	F	NA			12000	G
<del></del>	To:	SR 61 Riv													
~~~	Town of Torough (Moint, O2)	SR 0.92		050/	00/	10/	40/	20/	00/	F	NIA			9700	_
19 (460)	Town of Tazewell (Maint: 92)	0.82 <b>81</b>		95%	0%	1%	1%	3%	0%		NA			8700	G
~~~	From:	ECL T													
(19)(460)	Tazewell County	1.93 <b>81</b>	00 N	95%	0%	1%	1%	3%	0%	N	NA			8700	N
~ ~	To:	Bus U	S 460												
19 (460)	Tazewell County	5.75 <b>110</b>		95%	0%	1%	1%	3%	0%	F	NA			12000	G
	To:	92-680 E	, Hurt Rd												

### 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 4	Tire Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	92-680 E, Hurt	Rd											
(19) (460)	Tazewell County	4.86 <b>13000</b>	<b>B</b> 9	5% 0%	1%	1%	3%	0%	С	0.103	Α	0.524	14000	В
~ ~~	To- From:	92-720 W, Heckma												
(19) (460)	Tazewell County	0.10 <b>13000</b>	<b>G</b> 9	5% 0%	1%	1%	3%	0%	F	0.082	F		14000	G
~	To- From:	US 460												
19 Trail of The Lonesome Pine	Tazewell County	1.56 <b>3500</b>	<b>G</b> 9	5% 0%	1%	1%	3%	0%	F	NA			3700	G
<del>~</del>	To- From:	WCL Bluefiel	ld											
19}	Town of Bluefield	1.16 <b>3900</b>	<b>G</b> 9	4% 1%	1%	2%	2%	0%	С	0.103	F		4200	(
	To- From:	Montrose St												
19 Virginia Ave	Town of Bluefield	0.95 <b>4100</b>	<b>G</b> 9	6% 0%	1%	2%	1%	0%	F	0.089	F	0.506	4500	(
~	To: From:	Walnut St Virginia Ave												
19 Walnut Ave	Town of Bluefield	0.05 <b>960</b>		6% 0%	1%	2%	1%	0%	F	0.122	F	0.837	1000	(
19)	To	SR 102 College				_,-,-	.,,	***						
19}	Town of Bluefield	0.80 <b>5400</b>		6% 0%	1%	2%	1%	0%	С	0.083	F		5800	(
19)	To:	West Virginia Stat		0,0		_,,	.,,	0,0		0.000	•		0000	
Bus	From:	US 19												
19) Main St	Town of Lebanon	0.48 <b>8800</b>	G		4					NA			9000	(
<u> </u>	To	SR 71 Fincastle	Rd											
Bus Nacio Ct	From:	SR 71	•	00/ 00/	00/	00/	40/	00/	_	0.000	_		0000	,
19) Main St	Town of Lebanon	0.60 <b>8400</b>		8% 0%	0%	0%	1%	0%	С	0.092	F		8800	(
Bus	To: From:	SR 82 Cleveland	l Rd											
19 Main St	Town of Lebanon	0.42 <b>11000</b>	<b>G</b> 9	9% 0%	0%	0%	0%	0%	F	0.085	F	0.518	12000	(
~	To-	Fugate Ave												
Bus 19 Main St	Town of Lebanon	252-701 Church 1.07 <b>13000</b>		9% 0%	0%	0%	0%	0%	С	0.095	F		14000	(
19)	Te					0,0	0,0	0,70		0.000	•			•
Bus	From	W 252- 654 Habe												
19) Main St	Town of Lebanon	0.51 <b>8600</b>	<b>G</b> 98	8% 0%	0%	0%	1%	0%	F	0.091	F		9100	(
Bus	To- From:	Gilmer Ave												
19) Main St	Town of Lebanon	0.78 <b>5700</b>	<b>G</b> 98	8% 0%	0%	0%	1%	0%	С	0.084	F		5900	(
$\rightarrow$	To-	ECL Lebanor	n											
Bus Main St	Russell County	0.17 <b>4600</b>		7% 0%	1%	1%	1%	0%	С	0.000	F		4000	(
19) Main St	Russell County	US 19 North		7% 0%	1%	1%	170	0%	C	0.089	Г		4800	(
Due Due	From:	US 19. US 46												
Bus Bus 19 (460 Crab Orchard Rd	Tazewell County	1.58 <b>1800</b>		6% 1%	1%	1%	1%	0%	F	0.097	F	0.640	1900	(
15) (400)	To				— <u> </u>			- / -						`
Bus Bus	From:	SR 91 Whitten Val	•										,	
(19) (460) Crab Orchard Rd	Tazewell County	0.27 1700		6% 1%	1%	1%	1%	0%	С	0.085	F	0.563	1800	G
~ ~	To:	SR 16 BF Buchana	n Hwy											

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

Б.,				4.77			Truc	ck			K	014	Dir	4.414/DT	01
Route	Jurisdiction	Length AA	ADI QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:		uchanan Hwy	222/	404					_		_			
(19) (460) (16)	Tazewell County		300 G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.631	2900	G
Bus Bus	To: From:	92-633 Peer	y Addition Rd												
19 (460) (16)	Tazewell County	0.44 <b>26</b>	600 N	98%	1%	1%	0%	0%	0%	Ν	0.099	Ν	0.723	2700	Ν
Rue Rue	To: From:	WCL 7	Γazewell												
Bus Bus 19 (460) (16) Main St	Town of Tazewell	0.20 <b>26</b>	600 G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.723	2700	C
$\sim$	To- From:	ALT SR 16 F	Fairgrounds Ro												
Bus Bus (16) Main St	Town of Tazewell	0.81 38	300 G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.703	3900	(
~~~	To	Churc	ch Ave												
Bus Bus 19 (460) (16) Fincastle Trpk	Town of Tazewell		700 G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.555	4900	(
19) (460) (16) Tillodolle Tipik	Town of Tazeweii			0070	070		070	070	070	•	0.000	•	0.000	4000	•
Bus Bus	From:		vell Ave												
19) (460) Fincastle Trpk	Town of Tazewell	1.65 <b>66</b>	600 G	99%	0%	0%	0%	0%	0%	С	0.094	F		7000	(
Bus Bus	To: From:	SR 61 Bei	n Bolt Blvd												
19) (460) Fincastle Trpk	Town of Tazewell	0.65 <b>53</b>	300 G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.541	5600	(
Bus Bus	To: From:	ECL T	Tazewell												
19 \ \( \( \) 460 \\	Tazewell County	0.93 <b>4</b> 4	400 G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.588	4600	(
~~~ <u></u>	To	US 19,	US 460												
ruck Truck	From:	SR 381 Comr	nonwealth Av												
19) (421) (11) Goode St	City of Bristol	0.21 <b>12</b>	200 F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.508	1200	
ruck Truck	To: From:	102-3305 P	iedmont Ave												
19) (421) (11) Cumberland St	City of Bristol	0.34 <b>30</b>	000 F	98%	0%	0%	0%	1%	0%	С	0.102	F	0.568	3200	
$\sim$	To:		11 Randall St												
ruck Truck	City of Driotal		te St 200 F	000/	00/		00/	00/	00/	_	0.005	F	0.522	6600	
Randall St	City of Bristol		erland St	98%	0%	0%	0%	0%	0%	С	0.095	Г	0.532	6600	
ruck Truck	From:		ew Ave												
19 (113) (11) Moore St	City of Bristol		100 F	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	9000	
<del></del>	To:	Eucli	id Ave												
	Fram		Madison Hwy		407		407	00/	201	_	2 222	_	0.504	2222	
Constitution Route	Buckingham County		700 G	94%	1%	1%	1%	3%	0%	F	0.092	F	0.521	3800	(
Occasionica Banka	From		Buffalo Rd	0.40/	40/		40/	00/	00/		0.004	_	0.540	0000	
Constitution Route	Buckingham County		700 G	94%	1%	1%	1%	3%	0%	С	0.091	F	0.542	2800	(
Constitution Route	From From Count :		lenmore Rd	0.40/	40/	10/	10/	20/	00/		0.000	F	0.640	2000	
20 Constitution Route	Buckingham County		County Line	94%	1%	1%	1%	3%	0%	F	0.092	Г	0.642	3900	(
	From:		County Line  County Line												
20 Valley St	Albemarle County		300 G	94%	1%	1%	1%	3%	0%	F	0.094	F	0.838	4500	(
	To	SCL Sc	cottsville												

6/30/2011

### 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	Q۷
	From:	SCL Scottsville												
20) Valley St	Town of Scottsville (Maint: 02)	0.17 <b>4300</b>	<b>N</b> 94%	1%	1%	1%	3%	0%	Ν	0.094	Ν	0.838	4500	N
<u>~</u>	To: From:	SR 6 S, Main S												
(20) (6) Valley Rd	Town of Scottsville (Maint: 02)	0.30 <b>6500</b>	N 93%	2%	2%	2%	2%	0%	Ν	0.093	Ν	0.677	6900	N
	To: From:	CL Scottsville												
(20) ( 6 ) Valley Rd	Albemarle County	0.28 <b>6500</b>	<b>G</b> 93%	2%	2%	2%	2%	0%	F	0.093	F	0.677	6900	G
	To: From:	SR 6 N, Irish Ro	d											
20) Scottsville Rd	Albemarle County	5.51 <b>5700</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.105	F	0.842	6000	G
<u> </u>	To: From:	02-712 Plank Rd, K	eene											
20 Scottsville Rd	Albemarle County	4.06 <b>7300</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.110	F	0.85	7600	(
<u> </u>	To	02-708 Red Hill I	Rd											
20 Scottsville Rd	Albemarle County	5.16 <b>7800</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	С	0.105	F	0.848	8100	(
$\smile$	Tau	02-742 Avon St	t		<u> </u>									
20) Scottsville Rd	Albemarle County	2.16 <b>6000</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.102	F	0.831	6300	(
	To:	SR 53 Thomas Jefferso	n Pkwy											
Scottsville Rd	Albemarle County	0.54 <b>17000</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.100	F	0.813	18000	(
<u> </u>	To:	I-64												
20 Scottsville Rd	Albemarle County	0.24 <b>17000</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.103	F	0.609	18000	(
20)	To	SCL Charlottesvi												
20 Monticello Ave	Erom: City of Charlottesville	0.26 <b>15000</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.099	F	0.717	16000	
20)	Tay					-,-	.,,	-,-			-			
20) Monticello Ave	Erom: City of Charlottesville	Altavista Ave 0.28 <b>14000</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.098	F	0.64	15000	(
20)	To:		- 00,0	0,0		0,0	.,,	0,0	•	0.000	•	0.0.	.0000	
20) Monticello Ave	City of Charlottesville	Meridian Ave 0.35 <b>9400</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	С	0.099	F	0.625	10000	(
20 Monticello Ave	To:	Avon St	3070	070		070	170	070	O	0.000	'	0.023	10000	`
	From:	Monticello Ave	)											
20) Avon St	City of Charlottesville	0.41 <b>15000</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.095	F	0.612	16000	(
Bus	To: From:	Market Street Market St												
20) (250) 9th St	City of Charlottesville	0.12 <b>14000</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.088	F	0.607	15000	(
20) (230)	To	US 250 High St												
Bus	From:								_		_			
20) (250) High St	City of Charlottesville	0.23 <b>11000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.088	F	0.581	12000	(
Bus	To: From:	11th ST												
20) (250) High St	City of Charlottesville	0.21 <b>10000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.088	F	0.623	11000	G
$\bigcirc\bigcirc\bigcirc$	Toc	Gillespie Ave												
Bus Occal High St	City of Charlettonvilla		G 000/	00/	00/	09/	00/	Ω0/	F	0.085	F	0 500	22000	,
20 250 High St	City of Charlottesville	0.45 <b>20000</b> US 250 & BUS US	<b>G</b> 99%	0%	0%	0%	0%	0%	г	0.085	Г	0.589	22000	G

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 250 & BUS U	S 250												
20) (250) Long St	City of Charlottesville	0.06 37000	N	98%	0%	1%	0%	0%	0%	Ν	0.081	Ν	0.506	42000	Ν
	To:	ECL Charlottesy	ville			<u> </u>									
20) (250) Richmond Rd	Albemarle County	0.20 <b>52000</b>	G								NA			52000	G
	To:	US 250 Richmon	A DA												
20) Stony Point Rd	From: Albemarle County	3.12 <b>9200</b>	G	97%	1%	1%	0%	1%	0%	F	0.108	F	0.622	10000	
20 Stony Point Rd	Alberhane County			01 70	170		070	170	070	•	0.100	•	0.022	10000	•
Oten Beint Bil	From	Urban Bounda		070/	40/		00/	40/	00/		0.445		0.045	7000	
20) Stony Point Rd	Albemarle County	1.77 <b>6900</b>	G	97%	1%	1%	0%	1%	0%	F	0.115	F	0.615	7200	(
	To- From:	02-649 Proffit I													
20) Stony Point Rd	Albemarle County	2.82 <b>3600</b>	G	97%	1%	1%	0%	1%	0%	F	0.128	F	0.761	3800	(
<u> </u>	To	02-600 Stony Poin	t Pass			<u> </u>									
20) Stony Point Rd	Albemarle County	5.84 <b>2100</b>	G	97%	1%	1%	0%	1%	0%	С	0.116	F	0.758	2200	(
	To:	Orange County I													
	From:	Albemarle County								_		_			
20) Constitution Hwy	Orange County	1.30 <b>2100</b>	G	97%	1%	1%	0%	1%	0%	F	0.113	F	0.613	2200	(
	To: From:	US 33 Spotswood W US 33	Trail												
20) (33) Spotswood Trail	Orange County	0.22 <b>6500</b>	G	92%	1%	1%	3%	4%	0%	F	0.095	F		6900	(
20 (33) Spotswood Trail	To:	E US 33	-	JZ /0	1 /0		370	770	070	·	0.000	'		0300	`
	From:	US 33 E, Spotswoo	d Trail												_
20 Constitution Hwy	Orange County	5.63 <b>2700</b>	G	96%	1%	1%	1%	1%	0%	С	0.096	F	0.540	2900	(
$\mathcal{L}$	Tax	SR 231 Gordonsvill	e Toke			<u> </u>									
20) Constitution Hwy	Orange County	5.76 <b>3900</b>		96%	1%	1%	1%	1%	0%	С	0.096	F	0.516	4200	(
20)	Tec														
20 W Main St	Town of Orongo	WCL Orange		96%	10/	10/	10/	10/	0%	С	0.1	F		F200	(
20 W Main St	Town of Orange	0.47 <b>4800</b>	G	90%	1%	1%	1%	1%	0%	C	0.1	Г		5200	,
	To- From:	Bus SR 20										_			
20) Caroline St	Town of Orange	0.15 <b>4300</b>		96%	1%	1%	1%	1%	0%	F	0.097	F		4700	(
<u> </u>	From:	US 15 N, S Madison Street; W US 15	Caroline	Street											
20) (15) Caroline St	Town of Orange	0.17 <b>13000</b>	G	91%	1%	1%	1%	5%	0%	F	0.086	F		14000	(
20) (15) Caroline St	To:	E RT 15		0170	170	Ť	170	070	070	•	0.000	•		11000	
	From:	US 15 S, Caroline	Street												
20) Berry Hill Rd	Town of Orange	0.66 <b>10000</b>	G	96%	1%	1%	0%	2%	0%	F	0.091	F		11000	(
$\mathcal{L}$	To:	68-612 Monrovia	a Rd												
20) Berry Hill Rd	Town of Orange	0.08 <b>12000</b>		96%	1%	1%	0%	2%	0%	F	0.083	F		12000	(
20)				• •				,-	- , -	٠					
Constitution Huar	From:	ECL Orange 2.24 <b>12000</b>	N!	96%	1%	10/	00/	20/	09/	NI	0.003	N		12000	
20 Constitution Hwy	Orange County	2.24 <b>12000</b>	N	90%	170	1%	0%	2%	0%	N	0.083	IN		12000	1
$\overline{}$	To: From:	68-629 Lahore													
(20) Constitution Hwy	Orange County	6.01 <b>8900</b>	G	96%	1%	1%	0%	2%	0%	F	0.087	F		9500	(
$\smile$	To:	US 522 East of Uni	onville												

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

		Primary and interst					Trι	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 522 East of Ur													
20 Constitution Hwy	Orange County	2.28 <b>9200</b>	G	96%	1%	1%	0%	2%	0%	F	0.087	F		9000	G
<u> </u>	To: From:	68-650 Independe	ence Rd												
(20) Constitution Hwy	Orange County	6.38 <b>9000</b>	G	96%	1%	1%	0%	2%	0%	F	0.087	F		8800	G
<u>~</u>	To: From:	68-611 Gold Dale R	d; Zoar R	d											
(20) Constitution Hwy	Orange County	4.73 <b>11000</b>	Α	96%	1%	1%	0%	2%	0%	С	0.097	Α	0.554	10000	Α
$\smile$	To:	SR 3 Germanna	Hwy												
	From:	SR 20-S037A SR 20-N03	7A FROM	ART 2											
( ₂₀ ) Ramp	Albemarle County	0.13 <b>NA</b>									NA			NA	
<u> </u>	To:	I-64-E FROM RT 20SOU	JTH & N	ORTH											
North	From:	SR 20 TO I-64 I	EAST												
(20) Ramp	Albemarle County	0.06 <b>NA</b>									NA			NA	
<u> </u>	10:	SR 20-S037A SR 20- 37.		RT 2											
North _	From:	SR 20 TO I-64 V	WEST												
20 Ramp	Albemarle County	0.10 <b>NA</b>	NON TORING								NA			NA	
	10:	I-64-W FROM RT 2		H											
South	From:	SR 20 TO I-64 I	EAST												
20 Ramp	Albemarle County	0.05 <b>NA</b>	4 EDOL	DT 2							NA			NA	
		SR 20- 37A SR 20-N037		IRI 2											
South	From:	SR 20 TO I-64 V	WEST								NIA			NIA	
20 Ramp	Albemarle County	0.19 <b>NA</b> I-64-W FROM RT 2	OCCULT	п		1					NA			NA	
	Erony			1											
Bus 20 Main St	Town of Orange	SR 20; W Mai 0.14 <b>4900</b>	ın St <b>G</b>	95%	1%	2%	1%	1%	0%	С	0.095	F		5200	G
20) Main St	Town of Orange				1 /0		1 /0	1 /0	0 /6	C	0.095	•		3200	G
Bus	To: From:	US 15 Madison St; S	Madison	St											
20 Main St	Town of Orange	0.10 <b>5100</b>	G	98%	0%	1%	0%	0%	0%	F	0.095	F		5400	G
$\smile$	To	May Fray Ave; F	Byrd St												
Bus Durd St	From:	Main St	G	000/	00/	10/	00/	00/	00/	_	0.007	F		6000	_
20 Byrd St	Town of Orange	0.47 <b>6300</b> SR 20 Berry Hi		98%	0%	1%	0%	0%	0%	С	0.087	Г		6800	G
	Francis	•													
21 \ 221 \ New River Pkwy	Crayon County	North Carolina St. 3.39 <b>1900</b>	G G	92%	0%	1%	0%	6%	0%	С	0.096	F		2000	G
21 New River Pkwy	Grayson County			92%	0%	1 70	0%	070	0%	C	0.096	Г		2000	G
~~~	To- From:	SCL Independ		000/	00/	40/	201	00/	201		2 222			2000	
(21) (221)	Town of Independence (Maint: 38)	0.47 <b>1900</b>	N	92%	0%	1%	0%	6%	0%	Ν	0.096	N		2000	N
~	To- From:	US 58 Main													
21	Town of Independence (Maint: 38)	1.64 <b>1900</b>	Α	97%	0%	1%	1%	1%	0%	С	0.118	Α	0.581	2000	Α
	To: From:	NCL Independ	lence												
21)	Grayson County	8.72 <b>1900</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.118	Ν	0.581	2000	Ν
<u> </u>	To:	38-791 Countr	v Ln												
21 Elk Creek Pkwy	Grayson County	1.45 <b>1600</b>	G G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.509	1600	G
21)	To:	38-805 Spring Va		/-	- / 0	—i"	. , •	. , 0	- / 0	•	2.300	-	2.300	. 500	_

## Virginia Department of Transportation Traffic Engineering Division 2010 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	Q١
	From:	38-805 Spring Va	allev Rd			2, 0.00	017040	TTTGII	Ziiaii		1 40101		1 40101		—
21 Elk Creek Pkwy	Grayson County	1.37 1400	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.561	1500	G
	To:	Wythe County	Line												
~~	From:	Grayson County	y Line												
21 Grayson Tpke	Wythe County	5.32 <b>1500</b>	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.624	1600	(
~	To:	98-684 Chaney Bi	anch Rd												
Grayson Tpke	Wythe County	3.67 <b>2000</b>	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.532	2200	
	To:	98-690 Cripple C													
	From:	98-690 Cripple Creek R		t Rd											
Grayson Tpke	Wythe County	6.18 <b>3400</b>	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.637	3700	
~	To	SCL Wythev	rillo												
o1 Grayson St	Town of Wytheville	0.93 <b>4500</b>	G	96%	0%	1%	2%	1%	0%	С	0.090	F	0.675	4900	
Grayson St	To:	Main St		30 70	070	170	270	1 70	070	C	0.030	•	0.073	4300	
	From:	Grayson S	t												—
21) Main St	Town of Wytheville	0.49 <b>6700</b>	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.643	7300	
21)	To:	US 11, W Lee Hw													
	From:	W Lee Hwy; 12													
21 \ 11 \ Main St	Town of Wytheville	0.31 6700	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.543	7300	
	To:	4th Street	t												
	From:	US 11 Main	St												
21 4th St	Town of Wytheville	0.06 <b>6600</b>	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.582	7200	
~ <i>/</i>	To:	Monroe S	t												
21 4th St	Town of Wytheville	0.47 <b>14000</b>	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.512	15000	
21) 4(113)	- Town of Wythevine			30 70	070	1 70	0 70	1 70	070	'	0.034	•	0.512	13000	
~~	To: From:	W Ridge R													—
21 4th St	Town of Wytheville	0.40 <b>15000</b>	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.503	17000	
~	To:	Tazewell S	St												
21 4th St	Town of Wytheville	0.12 <b>15000</b>	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.536	16000	
	To:	I-81; US 5													
	From	US 250 Shad				<del>-</del>									_
22 Louisa Rd	Albemarle County	2.44 <b>7300</b>	G	96%	1%	1%	1%	2%	0%	F	0.099	F	0.648	7700	
22 Louisa Rd	Albertarie County	2.44 7300	<u> </u>	90 /6	1 /0	1 /0	1 /0	2/0	0 /6		0.099		0.040	7700	
	To: From:	02-616 Black C													
22) Louisa Rd	Albemarle County	2.91 <b>6900</b>	G	96%	1%	1%	1%	2%	0%	С	0.095	F	0.626	7300	
<u> </u>	Tou	SR 231 Near Ci	smont												
22) Louisa Rd	Albemarle County	3.71 <b>1700</b>	G	96%	1%	1%	1%	2%	0%	F	0.11	F	0.737	1800	
2) 200 110	To:	Louisa County		0070	. 70	í	. 70	_/0	J / 0	•	J. 1 1	•		.000	
	From:	Albemarle Coun													_
22) Louisa Rd	Louisa County	3.99 <b>2300</b>	F	97%	1%	1%	1%	1%	0%	С	0.103	F	0.545	2400	
$\rightarrow$	Tol														
Diam'r a Ri	From	US 15 Boswells		0707	407		401	407	001	_	0.400	_	0.000	4000	
22 Louisa Rd	Louisa County	6.23 <b>1700</b>	F	97%	1%	1%	1%	1%	0%	F	0.103	F	0.622	1800	
<u> </u>	To: Fram:	US 33 Trevil	ians												
22) (33) Louisa Rd	Louisa County	3.84 <b>5400</b>	F	95%	1%	1%	1%	2%	0%	F	0.092	F	0.513	5500	
	To:	WCL Louis	sa												

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

_			u miersiale Ro				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
$\sim$	From:		/CL Louisa												
22 33 West Main St	Town of Louisa (Maint: 54)	1.08	6800 F	95%	1%	1%	1%	2%	0%	F	0.092	F	0.532	7000	F
	To: From:		8 LOUISA C H												
22 33 208 West Main St	Town of Louisa (Maint: 54)	0.40	17000 F	98%	1%	1%	0%	1%	0%	F	0.085	F	0.527	17000	F
	To: From:		E US 33	000/	40/	40/	00/	40/	00/		0.000		0.500	40000	
22 208 Louisa Rd	Town of Louisa (Maint: 54)		11000 F	96%	1%	1%	0%	1%	0%	С	0.088	F	0.509	12000	F
Devie Henry	From		CL Louisa	000/	40/	40/	00/	40/	00/	N.	0.000	N.	0.500	40000	N.
22 208 Davis Hwy	Louisa County		11000 N	96%	1%	1%	0%	1%	0%	N	0.088	N	0.509	12000	N
Dovin Huss	Town of Minoral (Moint 54)		CL Mineral	060/	40/	10/	00/	40/	00/	N.I.	0.000	N.I.	0.500	12000	N.I
22 208 Davis Hwy	Town of Mineral (Maint: 54)		11000 N US 522	96%	1%	1%	0%	1%	0%	N	0.088	N	0.509	12000	N
	From:		essee State Line			<u> </u>									
23	Scott County		22000 G	92%	0%	1%	0%	6%	0%	F	0.085	F	0.564	22000	G
20)	To	SCI	L Weber City												
23)	Town of Weber City (Maint: 84)		22000 G	92%	0%	1%	0%	6%	0%	F	0.086	F	0.603	23000	G
	To	84-61	14 N Yuma Rd												
23	Town of Weber City (Maint: 84)		22000 G	92%	0%	1%	0%	6%	0%	F	0.083	F	0.517	22000	G
	Tot	84-808	Shady Elm Lane												
23)	Town of Weber City (Maint: 84)		22000 G	92%	0%	1%	0%	6%	0%	F	0.082	F	0.525	22000	G
<i></i>	To	US 58, U	US 421 Hilton Rd												
23) (58) (421)	Town of Weber City (Maint: 84)		27000 G	92%	0%	1%	0%	6%	0%	F	0.083	F	0.544	28000	G
	To- From:	ECI	L Weber City			_									
23) (58) (421)	Scott County	0.35	27000 G	92%	0%	1%	0%	6%	0%	F	0.083	F	0.544	28000	G
<b>\$</b>	To: From:	SC	L Gate City												
23 (58) (421)	Town of Gate City (Maint: 84)	0.61	27000 N	92%	0%	1%	0%	6%	0%	Ν	0.083	Ν	0.544	28000	Ν
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>	To. From:	Bus US 2	3 East of Gate City	/											
23) (58) (421)	Town of Gate City (Maint: 84)	0.16	12000 A	92%	0%	1%	0%	6%	0%	С	0.102	Α	0.542	13000	Α
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>	To: From:	NC	CL Gate City												
23) (58) (421)	Scott County	0.45	12000 N	92%	0%	1%	0%	6%	0%	Ν	0.102	Ν	0.542	13000	١
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>	To- From:	SC	L Gate City												
23) (58) (421)	Town of Gate City (Maint: 84)	0.36	12000 N	92%	0%	1%	0%	6%	0%	Ν	0.102	Ν	0.542	13000	١
~ ~ ~	To: From:		CL Gate City												
23) (58) (421)	Scott County	1.70	12000 N	92%	0%	1%	0%	6%	0%	Ν	0.102	Ν	0.542	13000	١
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:		3 West of Gate Cit												
23) (58) (421) Daniel Boone Heritage Hwy	Scott County	5.99	14000 G	92%	0%	1%	0%	6%	0%	F	0.084	F	0.559	14000	C
<del></del>	To: From:		Daniel Boone Trail												
(23) (58) (421)	Scott County	3.56	13000 G	92%	0%	1%	0%	6%	0%	F	0.085	F	0.508	13000	G
~ ~ ~	To:		SR 65												

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

		Primary and In	terstate Ro	utes											
5 .					_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	SR	1 65												
23) (58) (421)	Scott County		000 G	92%	0%	1%	0%	6%	0%	F	0.083	F	0.502	13000	
(3) (36) (421)	Cook County			0270	070	170	070	070	070	•	0.000	•	0.002	10000	
~	To: From:		421 Duffield												
23	Scott County	0.03 <b>10</b>	000 G	92%	0%	1%	0%	6%	0%	F	0.084	F	0.522	10000	
	To:	SCL D	Ouffield												
23	Town of Duffield (Maint: 84)		000 N	92%	0%	1%	0%	6%	0%	Ν	0.084	Ν	0.522	10000	
3	,		- 201 4.4												
~	From:		Duffield	000/	00/	40/	00/	00/	00/		0.004		0.500	40000	
3	Scott County		000 N	92%	0%	1%	0%	6%	0%	N	0.084	Ν	0.522	10000	
	To:		inty Line												
~	Loo County		unty Line 700 F	020/	00/	10/	00/	60/	00/	F	0.005	F	0.564	10000	
3)	Lee County			93%	0%	1%	0%	6%	0%	Г	0.085	Г	0.564	10000	
	From:		unty Line inty Line												
3 Orby Cantrell Hwy	Wise County		000 G	93%	0%	1%	0%	6%	0%	F	0.085	F	0.573	10000	
Orby Cantrell Hwy	Wise Sounty			3070	070	170	070	070	070	•	0.000	•	0.070	10000	
~	To: From:		Wildcat Rd												
Orby Cantrell Hwy	Wise County	1.84 <b>10</b> 0	000 A	93%	0%	1%	0%	6%	0%	С	0.105	Α	0.513	11000	
<del></del>	To:	BUS US 23 South	n of Big Stone	Gan											
ALT OL OLUM	Prom:			•	201	40/	00/	00/	00/	_	0.005	_	0.540	40000	
3) (58) Orby Cantrell Hwy	Wise County		000 G	93%	0%	1%	0%	6%	0%	F	0.085	F	0.549	13000	
ALT.	From:	97- 610 S, Por	well Valley Rd vell Valley Rd												
ALT  S (58) Orby Cantrell Hwy	Wise County		000 G	93%	0%	1%	0%	6%	0%	F	0.088	F	0.570	15000	
3) (58) Orby Cantrell Hwy	Wise County				076	1 70	070	070	070	'	0.000	'	0.570	13000	
ALT	To: From:	97-610 N Pov	vell Valley Rd												
3) (58) Orby Cantrell Hwy	Wise County	0.86 14	000 G	93%	0%	1%	0%	6%	0%	F	0.088	F	0.571	15000	
3) (38),							• , •		• , •						
ALT	From:	WCL	Norton												
3) (58)	City of Norton (Maint: 97)	1.03 <b>15</b> 0	000 G	93%	0%	1%	0%	6%	0%	F	NA			15000	
	To:	1177. 04. 1	124 Ct E-t												
ALT	From:	111n St; 1	12th St Ext												
3 58 Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50 <b>15</b> 0	000 G	93%	0%	1%	0%	6%	0%	F	0.088	F	0.600	15000	
	To:	ALT US 58, SR 283	Norton-Coebu	rn Hwy											
GOOD Orby Cantrell Hwy	City of Norton (Maint: 97)	,	000 G	93%	0%	1%	0%	6%	0%	F	0.089	F	0.505	21000	
3) 010) 041110111111	Only of Horton (Maint: 67)			0070	070	.,,,	070	070	070	•	0.000	•	0.000	21000	
~	From:		Norton												
3	Wise County	0.88 <b>23</b> 0	000 G	95%	0%	1%	1%	4%	0%	F	NA			24000	
	To	Bus US 23 N	orth of Norton			<b>—</b> —									
3	Wise County	0.46 <b>23</b>	000 A	95%	0%	1%	1%	4%	0%	С	0.103	Α	0.513	24000	
$\sim$	T									-					
~	Town of Micro (Mair 1972)		Wise	050/	007	40/	40/	407	00/	N.I.	0.400	N.I.	0.540	04000	
3	Town of Wise (Maint: 97)		000 N	95%	0%	1%	1%	4%	0%	N	0.103	N	0.513	24000	
	To:	Bus US 23 S Bus US 23 S of	South of Wise	24											
3 Orby Cantrell Hwy	Town of Wise (Maint: 97)		000 G	95%	0%	1%	10/	4%	0%	F	0.089	F	0.554	15000	
Orby Cantrell Hwy	Town or Wise (Maint: 97)			90%	U%	170	1%	470	U%	Г	0.069	г	0.004	13000	
	'lor	NCL	Wise												

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

		Fillialy a	nu miersia	ile Roc	ites											
Route Jurisdiction Length ADD" QA 4TIVE BUS 25 STATE S	QW															
				-			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~	From:															
(23)	Wise County				95%	0%	1%	1%	4%	0%	N	0.089	N	0.554	15000	N
<del>~</del>	To:				C4											
Orby Cantroll Huay	Wise County					09/	10/	10/	10/	00/	_	0.095	_	0.567	14000	G
23 Orby Cariffel Flwy	Wise County	4.10	13000	G	95 /6	076	1 /0	1 /0	470	076		0.003	-	0.307	14000	G
~~~	To: From:		•													
23 Orby Cantrell Hwy	Wise County	3.56	13000	G	95%	0%	1%	1%	4%	0%	F	0.083	F	0.557	14000	G
<del></del>	To	Bus US	S 23 South of	Pound			<b>—</b> —									
Orby Cantrell Hwy	Wise County	2.40	7500	G	95%	0%	1%	1%	4%	0%	F	0.096	F	0.579	7800	G
	Too		WCL D. 1													
	Town of Dound (Moint: 07)			NI	059/	00/	10/	10/	40/	00/	NI	0.006	NI	0.570	7000	N
23)	Town of Pound (Maint. 97)	0.13	7300	IN	95%	0%	1 70	1 70	470	0%	IN	0.096	IN	0.579	7000	IN
	To: From:															
23	Town of Pound (Maint: 97)	1.16	6800	G	95%	0%	1%	1%	4%	0%	F	0.082	Ν	0.556	NA	
<u> </u>	To:		NCL Pound													
Orby Cantrell Hwy	Wise County	2.02		G	95%	0%	1%	1%	4%	0%	F	0.082	F	0.556	7000	G
23),	To:							.,.	.,.	-,-	-		-			
Mouth	From:															
~~~	Alt LIS 58 City of Norton (Maint: 97)	0.21		G								NΔ			NΔ	
(Overlap) to SK 283,	Tar.	0.21										INA			INA	
			•													
~~ ~~ ~~	Taxas of Oaks Oiks (Maist Oak				000/	007		00/	00/	00/	_	0.004	_	0.500	04000	_
23 (58) (421)	I own of Gate City (Maint: 84	0.23	19000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.562	21000	G
Rue Rue Rue	To- From:	8-	4-836 Jones S	St												
~~ ~~	Town of Gate City (Maint: 84	) 0.47	9800	G	99%	0%	0%	0%	0%	0%	C	0.089	F	0 547	10000	G
23) (36) (421)	Town of Cate City (Maint: 0-)	) 0.41			0070	070		070	070	070	•	0.000	•	0.047	10000	•
Bus Bus Bus	To: From:		SR 71													
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
	To:	84-665 Ma	nville Rd; M	uncipal	Rd											
Bus Bus Bus	From:	84-665 N	Ianville Rd; N	Muncipa	ıl											
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	5600	G
$\sim \sim \sim$	To		84-763 Fir St				<u> </u>									
	From:										_		_			_
23 \ 58 \ 421 \ Daniel Boone Rd	I own of Gate City (Maint: 84	) 0.84	3700	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.56	3900	G
Due Due Due	To: From:	84	-762 Starnes	St												
Dus Dus Bus On Fo And Daniel Boons Pd	Town of Gata City (Maint: 94	) 0.90	3000	G	080/	00/	10/	10/	10/.	00/	C	0.00	F	0.549	3200	G
(23) (58) (421) Daniel Bootle Ru	Town or Gate City (Maint. 84				3070	U70	1 70	1 70	1 70	070	C	0.09	r	0.540	3200	G
Bus Bus Bus	To: From:	V	VCL Gate Cit	y												
~~ ~~	Scott County	0.04	3000	N	98%	0%	1%	1%	1%	0%	Ν	0.09	Ν	0.548	3200	Ν
20 (00) (721)	To:				, -		TÎ.	, -			-		-			-
Puo	From						1									
Dus					95%	1%	1%	1%	3%	0%	C	0.087	F	0 567	7000	G
(23)		0.54			3370	1 /0		1 /0	J/0	070	J	0.001	'	0.007	7 300	J
			SCL FOUIIG													

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

		Primary and Inte	isiale Ru	utes											
Route	Jurisdiction	Length AAI	 T Q4	4Tire	Rus		Tru			QC	K	QK	Dir	AAWDT	O۱۸
					240	2Axle	3+Axle	1Trail	2Trail	۷0	Factor	٠,١	Factor	, , , , , , , ,	3,1
Bus	From:	SCL Po		050/	40/	40/	407	00/	00/		0.007		0.507	7000	
23)	Town of Pound (Maint: 97)	2.74 <b>750</b> N US 23 &		95%	1%	1%	1%	3%	0%	N	0.087	N	0.567	7900	N
	From														
Bus 23 Norton Rd	Town of Wise	US 23 Orby C 0.21 <b>120</b>		98%	0%	1%	0%	1%	0%	С	0.09	F	0.521	13000	G
23) Notion Nu	Town of Wide				070		070	170	070	Ü	0.00	•	0.021	10000	`
Bus	From:	SCL Wise; 97-757 N													
Norton Rd	Town of Wise	0.43 <b>150</b> 0	00 G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.504	16000	(
Bus	To: From:	E Cher	ry St												
23 Norton Rd	Town of Wise	0.57 <b>150</b>	00 G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.514	16000	(
~	То:	Main S	treet												
Bus 23 Main St	From:	Nortor								_		_			
23) Main St	Town of Wise	0.36 <b>730</b>	0 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.535	7800	(
Sus Sus	To- From:	Hall A	Ave												
23 Main St	Town of Wise	0.42 <b>450</b>	0 G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.515	4700	(
~	To	Addingto	n Ave												
Bus 23 Main St	Town of Wise	0.11 <b>460</b>		99%	0%	0%	0%	0%	0%	F	0.107	F	0.610	4900	(
23 Main St	Town or Wise			9976	076	U //o	076	076	0 /6	-	0.107	-	0.010	4900	`
Bus	To- From:	NCL V	Vise												
23 West Main St	Wise County	0.65 <b>520</b>		96%	1%	1%	1%	2%	0%	С	0.096	F	0.506	5400	(
<del>~</del>	To:	US 23 North	n of Wise												
Bus ALT	From:	US 2													
23) (58) Gilley Ave	Wise County	0.35 <b>120</b>	00 G	97%	0%	1%	1%	2%	0%	F	0.088	F	0.56	13000	(
Bus ALT	To: From:	SCL Big St	one Gap												
23 (58) Gilley Ave	Town of Big Stone Gap	0.93 110	00 G	97%	0%	1%	1%	2%	0%	С	0.086	F	0.516	12000	(
$\sim$	To:	E 5th													
Bus ALT	Town of Dig Stone Con	0.24 <b>100</b>		97%	0%	10/	40/	20/	00/	F	0.007	F	0.507	10000	
23) (58) E 5th St	Town of Big Stone Gap			97%	0%	1%	1%	2%	0%	Г	0.087	г	0.527	10000	(
Bus	To: From:	ALT US 58	Wood Ave												
E 5th St	Town of Big Stone Gap	0.28 <b>810</b>	0 G	97%	0%	1%	1%	2%	0%	F	0.086	F	0.591	8500	(
~	To:	Aviatio	n Rd												
Bus 23) E 5th St	Town of Big Stone Gap	0.47 710									NA			7300	(
23) 2 301 30	F										14/7			7 300	,
Bus	Too Fram:	NCL Big S													
23 Roaring Branch Rd	Wise County	1.49 <b>720</b>	0 G	95%	0%	1%	1%	3%	0%	С	0.100	F	0.634	7600	(
Bus	To: From:	SCL App	alachia												
23 Main St	Town of Appalachia (Maint: 97)	1.98 <b>710</b>	0 N		-	-					NA			7300	1
23)	To:	NCL App												. 500	•

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

<b>-</b>						_		Tru	ck			K	011	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:		CL Appalaci													
23 Kent Junction Rd	Wise County	7.83	7100	N								NA			7300	1
Bus	To: From:		97-621													
23 Kent Junction Rd	Wise County	0.13	5900	N	95%	0%	1%	1%	3%	0%	Ν	0.103	Ν	0.671	6100	1
~	To: From:		SCL Norton	1												
Bus 23 Park Ave	City of Norton	0.59	5900	G	95%	0%	1%	1%	3%	0%	F	0.103	F	0.671	6100	
~	Tax		15th Street													
₀₃ Park Ave	City of Norton	0.56	10000	G	95%	0%	1%	1%	3%	0%	F	0.090	F	0.612	11000	
23) 1 and 100	Tro				0070	070		170	070	070	•	0.000	•	0.012	11000	
us 23 Park Ave	From:	0.00	11th St	_	050/	201	40/	407	00/	00/	_	0.00	_	0.507	11000	
Park Ave	City of Norton	0.33	9800	G	95%	0%	1%	1%	3%	0%	F	0.09	F	0.507	11000	
us	To: From:		8th St													
Park Ave	City of Norton	0.34	11000	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.532	11000	
us	To: From:	SR	74 Coeburn	n Rd												
3 Park Ave	City of Norton	0.26	14000	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.505	15000	
~	To		23, SR 283;		'e											
us 23 Park Ave	City of Norton	1.46	S US 23, SR <b>5200</b>	C 283	98%	0%	1%	1%	1%	0%	F	0.095	F	0.535	5400	
3) 1 411/1/0	Tree Tree	1.40			0070	070		170	170	070	•	0.000	•	0.000	0400	
us	From:		12th St NE					407			_		_			
3 Park Ave	City of Norton	0.04	5000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.523	5200	
JS	To: From:		NCL Nortor	n												
3 Esserville Rd	Wise County	0.40	5100	G	98%	0%	1%	1%	1%	0%	С	0.093	F	0.53	5600	
	To:	US 23 N of 1	·		Hwy											
Elm Avenue	From: City of Roanoke	SR 0.17	116 Jefferso 17000		98%	1%	1%	0%	1%	0%	С	0.078	F	0.505	18000	
4) Elm Avenue	City of Roanoke	0.17		G	90%	170	176	076	170	0%	C	0.076	Г	0.505	16000	
Elm Avenue	City of Roanoke	0.25	I-581 <b>28000</b>	G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.567	30000	
4) Lim Avende	only of recurrence				31 /0	170	170	070	170	070	O	0.000	'	0.507	30000	
4) Bullitt Avenue	City of Roanoke	0.68	R 24 Par, 6th 12000	G	98%	0%	1%	0%	1%	0%	С	0.11	F		13000	
4) Damit / Worldo	Combined Traffic Estimates for 2 Parallel Roadw			G	98%	0%	1%	0%	1%	0%	C	0.087	F	0.608	27000	
	To:		R 24 P, 13th													
4 Jamison Ave	From: City of Roanoke	0.19	13th St 28000	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.627	30000	
Jamison Ave	To:	0.19	Dale Ave	G	30 /0	U /0	1 /0	U /0	1 /0	U /0	Г	0.08	Г	0.027	30000	
	From:		Jamison Ave													
24 ) Dale Ave	City of Roanoke	0.69	27000	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.63	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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	WCL Vinton												
24) Virginia Ave	Town of Vinton	0.51 <b>27000 G</b>	98%	0%	1%	0%	1%	0%	F	0.089	F	0.619	29000	
3 4 4	7													
Nonetain Aug	From:	Pollard St	000/	00/	40/	00/	40/	00/	_	0.007	_	0.005	05000	
24) Virginia Ave	Town of Vinton	0.80 <b>24000 G</b>	98%	0%	1%	0%	1%	0%	С	0.087	F	0.635	25000	
<u> </u>	From:	Clearview St Hardy Rd												
24 By Pass Rd	Tourn of Vinton		98%	0%	1%	00/	40/	00/	F	0.092	F	0.500	16000	
By Pass Rd	Town of Vinton	0.39 <b>15000 G</b> Washington Ave	90%	0%	170	0%	1%	0%	Г	0.092	Г	0.592	16000	
	From:	Bypass Rd												
Washington Ave	Town of Vinton	0.53 <b>25000 G</b>	98%	0%	1%	0%	1%	0%	F	0.09	F	0.699	26000	
Washington Ave	Town or Vinton	0.55 25000 3	3070	070	1 70	070	170	070	'	0.03	•	0.000	20000	
	To. From:	ECL Vinton												
24) Washington Ave	Roanoke County	1.25 <b>22000 G</b>	98%	0%	1%	0%	1%	0%	F	0.095	F	0.649	24000	
<i></i>	To:	Bedford County Line												
_	From:	Roanoke County Line												
24 ) Stewartsville Rd	Bedford County	0.08 <b>17000</b> F	98%	0%	1%	0%	1%	0%	F	0.09	F	0.697	18000	
<i>)</i>	To:	80-651 East of Vinton												
_	From:	80-651 East of Vinton; Mountain Vi												
(4) Stewartsville Rd	Bedford County	4.90 <b>15000</b> F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.746	16000	
<i></i>	To	09-635 Lovers Lane												
Stewartsville Rd	Bedford County	2.04 <b>9000</b> F	97%	1%	1%	0%	1%	0%	С	0.100	F	0.744	9500	
Stewartsville Rd	Bedroid Godiny	2.04 3000 1	31 /0	170	1 70	070	170	070	O	0.100	•	0.744	3300	
	To: From:	09-755 W, Morgans Mill Rd												
24 ) Stewartsville Rd	Bedford County	2.15 <b>8300 F</b>	97%	1%	1%	0%	1%	0%	F	0.096	F	0.7	8700	
<i>)</i>	To	09-746 Near Chamblissburg												
	From:	09-746 Chamblissburg, Dickerson M												
24 ) Stewartsville Rd	Bedford County	4.57 <b>5200 F</b>	97%	1%	1%	0%	1%	0%	F	0.101	F	0.514	5400	
<i>)</i>	To:	09-801 Stony Fork Rd												
Stewartsville Rd	Bedford County	3.69 <b>2600</b> F	97%	1%	1%	0%	1%	0%	F	0.093	F	0.610	2800	
4) Stewartsville Rd	To:	SR 122 Moneta Rd	31 /0	170	170	070	170	070	'	0.000	•	0.010	2000	
	From:	SR 122 Moneta Rd												
Shingle Block Rd	Bedford County	5.51 <b>2100</b> F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.648	2200	
-4) Griingio Biccik i ka	Board's County		01 70	170		070	170	070	•	0.000	•	0.010	2200	
	To: From:	SR 43 W, Virginia Byway												
(4) (43) Glenwood Dr	Bedford County	2.58 <b>2700 F</b>	92%	1%	2%	1%	4%	0%	С	0.098	F	0.613	2800	
	To	SR 43 E, Leesville Rd												
Wyatts Way	Bedford County	7.59 <b>2500</b> F	96%	1%	1%	1%	2%	0%	С	0.099	F	0.766	2700	
Wyatts Way	To.	Campbell County Line	<i>3</i> 0 /0	1 /0	1 /0	1 /0	∠ /0	U /0	C	0.039	Г	0.700	2100	
	From:	Bedford County Line												
4) Colonial Hwy	Campbell County	2.06 <b>310 F</b>	94%	0%	2%	2%	3%	0%	С	0.117	F	0.512	320	
Colonial Hwy	Campbell County	2.00 310 F	34 /0	070	Z /0	2 /0	370	0 /0	C	0.117	'	0.012	320	
	To: From:	15-811 Near Evington			$\Box$									
24) Colonial Hwy	Campbell County	6.68 <b>1200 F</b>	94%	0%	2%	2%	3%	0%	F	0.107	F	0.543	1200	
<i></i>	To:	US 29												
O4 Colonial Hwy	Campbell County	4.32 <b>3100 F</b>	92%	2%	10/	10/	/0/	09/	С	0.101	F	O 505	3100	
Colonial Hwy			92%	۷%	1%	1%	4%	0%	C	0.101	г	0.585	3100	
<u>~</u>	To:	US 501 SW of Rustburg												

## Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

#### Primary and Interstate Routes

				late Roi				Tru	ck			K		Dir		
Route	Jurisdiction	n Leng	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	r Q
	From:	US	501 SW of R	ustburg			1	0 17 1110				. 4515.				
4) (501) Campbell Hwy	Campbell Cou			F	98%	0%	0%	0%	1%	0%	F	0.089	F	0.579	11000	
, (61)	та		501 CW of D	nothme.												
4 Village Hwy	From: Campbell Cou		3600 3600	ustburg	92%	1%	1%	1%	4%	0%	F	0.095	F	0.52	3700	
4 Village Hwy	Campbell Col	JIII.Y 6.30	3000		92%	170	1 70	170	470	0%	Г	0.095	Г	0.52	3700	
	To: From:		ws Shop Rd; F													
₄ ) Village Hwy	Campbell Cou	unty 3.16	<b>3300</b>	F	92%	1%	1%	1%	4%	0%	С	0.1	F	0.518	3400	
<i></i>	To:		W US 460	)												
4) (460) Lynchburg Hwy	Campbell Cou	untv 0.1		N	94%	0%	1%	1%	4%	0%	Ν	0.086	Ν		19000	
400)=,	To:	•	omattox Cour		.,,,			.,.		-,-						
	From:		ampbell Count	_												
4) (460) Richmond Hwy	Appomattox Co	ounty 3.28	3 <b>18000</b>	G	94%	0%	1%	1%	4%	0%	F	0.086	F		19000	
, (186)	то.Г		06-689				<del></del> 1									
A) (460) Richmond Hwy	From:	ounty 4.09		G	94%	0%	1%	1%	4%	0%	F	0.083	F		18000	
4) 460 Richmond Hwy	Appomattox Co	Julity 4.08	17000	<u> </u>	94%	0%	1 70	170	470	0%	Г	0.063	Г		16000	
	To- From:		CL Appomat	ttox												
4) (460) Richmond Hwy	Town of Appomattox	(Maint: 06) 0.42	2 <b>17000</b>	N	94%	0%	1%	1%	4%	0%	Ν	0.083	Ν		18000	
	To		BUS US 46	60												
A) (460) Richmond Hwy	From: L Town of Appomattox	(Maint: 06) 0.72		G	94%	0%	1%	1%	4%	0%	F	0.079	F		12000	
460 Triorimona ( Wy	To:	(17141111. 00) 0.172	E RT 460		0+70	070	<del></del> /0	170	470	070	•	0.070	•		12000	
	From:	U	5 460 Richmor													
Old Courthouse Rd	Appomattox Co	ounty 5.23	3 <b>300</b>	Ğ	90%	0%	1%	1%	8%	0%	F	0.094	F	0.658	3500	
•)	···															
	From		ldway Rd; Old								_		_			
Old Courthouse Rd	Appomattox Co	•		G	90%	0%	1%	1%	8%	0%	С	0.087	F	0.521	1900	
	To:		kingham Cou													
	Dualin ah ara C		omattox Cour	nty Line <b>G</b>	000/	00/	40/	40/	00/	00/	F	0.405	F	0.574	4.400	
4)	Buckingham C	ounty 6.7	US 60 Mt Rt		90%	0%	1%	1%	8%	0%	Г	0.105	Г	0.571	1400	
$\overline{}$	From:		24 FROM RT													
₄ ) Ramp	City of Roanoke (N			G								NA			7400	
	To:	US 220 FR	OM RT 2400-	ELM ST	REET											
	From:	SR	24 TO RT 58	1 N & F												
ARamp	City of Roanoke (N	Maint: 80) 0.08	3 <b>14000</b>	G			<u>.</u>					NA			14000	
/	To:	I-581-N FR	OM RT 2400-	- ELM ST	TREET											
	From:		6th St													
Jamison Ave	City of Roans	oke 0.68		G	98%	0%	1%	0%	1%	0%	С	0.102	F		14000	
7	Combined Traffic Estimates for 2 Paralle			G	98%	0%	1%	0%	1%	0%	C	0.087	F	0.608	27000	
	To:	,	mison Ave; B			070	1/0	0 70	1 /0	070	C	0.007	•	0.000	27000	
	-				nuc											
Octobile Del	From:		460 Richmor		000/	007	40/	407	70/	007	_	0.000	_		0.400	
6) Oakville Rd	Appomattox Co	ounty 5.03	<b>2300</b>	G	92%	0%	1%	1%	7%	0%	С	0.096	F		2400	
	To: From:	06-608 Pine	y Mountain R	d; Stonev	wall Rd											
	Tion.		_								_		_		4000	
6) Oakville Rd	Appomattox Co	ounty 7.80	) <b>1500</b>	G	92%	0%	1%	1%	7%	0%	F	0.097	F	0.513	1600	

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

Deute	lunia di atian	المعادمة المحادثة الم	AADT	04	4T:==	D		Tru	ck		- 00	K	OK	Dir	A A)A/DT	01/
Route	Jurisdiction		AADT			Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Domn	A dia aton County	SR 27-W001A S	SR 27-E001 NA	IA FROM	ART 2							NA			NIA	
27) Ramp	Arlington County											INA			NA	
Down	Adjustes County	00-6624 TO AR 0.22	LINGTON NA	RIDGE	ROAD							NA			NA	
27 Ramp	Arlington County To:		-S FROM F	RT 27								INA			INA	
ast	From:		ington Blvo		0											
27) Washington Blvd	Arlington County		36000	F	98%	1%	0%	0%	0%	0%	F	0.087	F		38000	ı
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	73000	F	98%	1%	1%	0%	0%	0%	F	NA			78000	ı
	To	SR 24	4 Columbia	a Pike												
ast 27) Washington Blvd	Arlington County	0.35	49000	F	98%	1%	0%	0%	0%	0%	F	0.091	F		52000	
27) Washington Biva	Combined Traffic Estimates for 3 Parallel Ro			F	98%	1%	1%	0%	0%	0%	F	NA	·		114000	i
	та.		I-395			.,,										
ast	From:	0.50			000/	40/		00/	00/	00/	0	0.440	_		05000	F
27) Washington Blvd	Arlington County	0.52	23000	F F	98%	1%	0%	0%	0%	0%	С	0.112	F F	0.642	25000	
	Combined Traffic Estimates for 2 Parallel Ro				98%	1%	1%	0%	0%	0%	Г	0.086	Г	0.613	52000	l
ast	From:	SR	244; Penta	_												
27) Washington Blvd	Arlington County	0.33	32000	F	98%	1%	0%	0%	0%	0%	F	0.126	F		34000	ا
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	68000	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.675	72000	
ast	To: From:		SR 110													
27) Washington Blvd	Arlington County	0.52	23000	F	98%	1%	0%	0%	0%	0%	F	0.114	F		24000	- 1
	Combined Traffic Estimates for 2 Parallel Ro			F	98%	1%	1%	0%	0%	0%	F	NA			48000	١
	To:		oundary Dri													
East	From:	SR 27-E TO RT 395		ARLIN	GTON RII	D										
27) Ramp	Arlington County	0.09 SR 27-W001A	NA SD 27 14	EDOM	DT 2		1					NA			NA	
•	From:	SR 27-E TO RT 395				D.T.										
<u>East</u> 27) Ramp	Arlington County		NA NA	AKMY	NAVYDI	KI						NA			NA	
21)	To	I-395-N008D FROM		ODTH	A DI INC	т										
ast	From:			OKIHA	AKLING	1										
27 Ramp	Arlington County	0.19	NA									NA			NA	
ast	To: From:	SR 27-E001C T	O ARMY	NAVY I	ORIVE											
27) Ramp	Arlington County	0.22	NA									NA			NA	
<u> </u>	То:	I-395-N FROM RT	27 EAST &	ARLIN	GTON RII	D										
ast	From:	SR 27-E001B T		NAVY I	ORIVE											
27) Ramp	Arlington County	0.14	NA	T 07 T 1	om.							NA			NA	
	10:	I-395-N008			ST											
Rev 27) Washington Blvd	Arlington County		Reversible 10000	Lanes F	99%	0%	0%	0%	0%	0%	С	0.112	F	0.992	13000	
27) Washington Blvd	Combined Traffic Estimates for 3 Parallel Ro			F	99% 98%	0% 1%	1%	0%	0%	0% 0%	F	0.112 NA	T.	0.332	114000	
	To:	•	7 EB; SR 27		<i>30 /</i> 0	1 /0	1 /0	U /0	U /0	U /0	F	INA			114000	

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and Inter	state Rou	ites											
Douto	lo de allasta de	Longth AAD	- ^^	4T:	D.:-		Tru	ck		00	K	01/	Dir	A A)A/DT	0147
Route	Jurisdiction	Length AAD	I QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
West	From:	US 50 Arlington B	lvd; 00-670	0											
(27) Washington Blvd	Arlington County	0.80 3700	) F	98%	0%	1%	1%	0%	0%	F	0.084	F		40000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: <b>7300</b> °	) F	98%	1%	1%	0%	0%	0%	F	NA			78000	F
	To:	SR 244 Colum													
West	From: L									_		_			_
(27) Washington Blvd	Arlington County	0.60 <b>4600</b>		98%	0%	1%	1%	0%	0%	С	80.0	F		49000	F
	Combined Traffic Estimates for 3 Parallel Roadways of	on this Route: 10500	0 F	98%	1%	1%	0%	0%	0%	F	NA			114000	F
West	To: From:	I-395													
(27) Washington Blvd	Arlington County	0.13 <b>2500</b>	) F	98%	0%	1%	1%	0%	0%	F	0.101	F		27000	F
21)	Combined Traffic Estimates for 2 Parallel Roadways of			98%	1%	1%	0%	0%	0%	F	0.086	F	0.613	52000	F
	To:			0070	170		070	070	070	·	0.000	•	0.010	02000	•
West	From:	SR 244 Colum													
(27) Washington Blvd	Arlington County	0.62 <b>3500</b>	) F	98%	0%	1%	1%	0%	0%	F	0.113	F		38000	F
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 6800	) F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.675	72000	F
144	To: From:	SR 110	)												
West  27 Washington Blvd	Arlington County	0.33 <b>2200</b>	) F	98%	0%	1%	1%	0%	0%	F	0.115	F		24000	F
27 Washington Blvd	Combined Traffic Estimates for 2 Parallel Roadways of			98%	1%	1%	0%	0%	0%	, E	NA	'		48000	, E
	To:	Boundary I		90 /0	1 /0	1/0	0 /6	070	0 /6	-	INA			40000	
Most	From: CD	27-W TO RT 395 SOUTH		CTON DI	D	<del></del>									
West 27 Ramp	Arlington County	0.08 <b>NA</b>	1 & AKLIN	GION KI	.D						NA			NA	
27) Namp	- Tunington County										1471			147.	
West	To: From:	SR 27-W001B TO R	T 395 SOU	TH											
(27) Ramp	Arlington County	0.05 <b>NA</b>									NA			NA	
$\bigcirc$	To	SR 27- 1A SR 27-E00	1A FROM	RT 2											
West	From:	SR 27-W001A TO R	T 395 SOU	TH											
(27) Ramp	Arlington County	0.11 <b>NA</b>				-					NA			NA	
$\cup$	To:	I-395-S FROM R	T 27 WEST	,											
	From:	US 15, US 29 N o	f Remington	n											
(28) Catlett Rd	Fauquier County	2.30 <b>8700</b>	F	95%	0%	1%	2%	2%	0%	F	0.089	F	0.671	8900	F
$\bigcirc$	То	US 17 North of	Realeton												
28 Catlett Rd	Fauquier County	2.70 <b>1200</b>		95%	0%	1%	2%	2%	0%	F	0.095	F	0.727	13000	F
20)	T						_,,			-		-	***-		-
28 Catlett Rd	Fauguier County	30-610 Mid 3.72 <b>1300</b>		95%	0%	1%	2%	2%	0%	F	0.093	F	0.694	13000	F
28 Catlett Rd	rauquiei County			95%	U70	176	270	270	0%	Г	0.093	Г	0.094	13000	Г
	To: From:	30-616 Calv													
(28) Catlett Rd	Fauquier County	2.40 <b>1200</b>	) F	95%	0%	1%	2%	2%	0%	F	0.090	F	0.730	12000	F
<u>~</u>	Tai From:	30-806 Ca	tlett												
(28) Catlett Rd	Fauquier County	2.57 <b>1400</b>	) F	95%	0%	1%	2%	2%	0%	С	0.093	F	0.749	14000	F
$\smile$	То:	Prince William C													
	From:	Fauquier Cou		050/	201		00/	007	00/	_	0 00 <i>i</i>	_	0.706	45000	_
(28) Nokesville Rd	Prince William County	2.18 1500		95%	0%	1%	2%	2%	0%	F	0.091	F	0.739	15000	F
	10:	76-652 Fitzw	ater Dr												

#### 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	Q۷
	From:	76-652	Fitzwater Dr												
Nokesville Rd	Prince William County	2.97 <b>1</b>	14000 F	95%	0%	1%	2%	2%	0%	F	0.083	F	0.722	14000	ı
<u> </u>	Ta	SR 215	Vint Hill Rd												
28) Nokesville Rd	Prince William County		25000 F	97%	0%	1%	1%	1%	0%	F	0.084	F	0.721	25000	
20)	T-1						.,.	.,,		-		•	***		
28 Nokesville Rd	Prince William County		Bristow Rd	97%	0%	1%	1%	1%	0%	С	0.088	F	0.686	38000	
Nokesville Rd	Finite William County	0.76	50000 г	91 /0	076	1 /0	1 /0	1 /0	076	C	0.000	-	0.000	30000	
	To: From:		0 Piper Lane												
28 Nokesville Rd	Prince William County	0.62 <b>3</b>	37000 F	97%	0%	1%	1%	1%	0%	F	0.080	F	0.637	38000	
<u> </u>	Ta: From:	SR 234, V	WCL Manassas												
₂₈ ) Nokesville Rd	City of Manassas	0.56 <b>2</b>	29000 F	97%	1%	1%	1%	1%	0%	F	0.086	F	0.643	33000	
<u> </u>	To:	155-5	Godwin Dr												
28) Nokesville Rd	City of Manassas		17000 F	97%	1%	1%	1%	1%	0%	F	0.086	F	0.573	19000	
	Tay	W-11	Lusten D.I												
28) Center St	City of Manassas		lington Rd 21000 F	97%	1%	1%	1%	1%	0%	F	0.084	F	0.632	24000	
28) Geriler Gt	Oity of Managado			0170	170	170	170	170	070	•	0.004	•	0.002	24000	
	From:		hurch St	070/	407		40/	407	201	_	0.070	_		11000	_
28 Center St	City of Manassas		10000 F	97%	1%	1%	1%	1%	0%	F	0.079	F		11000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 2	20000 F	97%	1%	1%	1%	1%	0%	F	0.079	F	0.515	23000	
	To: From:		s SR 234												
28) Center St	City of Manassas		12000 F	97%	1%	1%	1%	1%	0%	F	0.072	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 2	23000 F	97%	1%	1%	1%	1%	0%	F	0.078	F	0.528	26000	
	To. From:	Zel	bedee St			<b>—</b> —									
28 Center St / Prescott Ave	City of Manassas	0.49	4100 F	97%	1%	1%	1%	1%	0%	F	0.089	F	0.658	4600	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 2	22000 F	97%	1%	1%	1%	1%	0%	F	0.08	F	0.534	24000	
	Tau	1SR 28 P	, Centreville Rd												
28) Centreville Rd	City of Manassas		27000 F	97%	1%	1%	1%	1%	0%	F	0.07	F	0.553	30000	
20)	To:	Prince Will	liam County Line	2											
	From:		Manassas												
28) Centreville Rd	Prince William County		27000 N	97%	1%	1%	1%	1%	0%	Ν	0.07	N	0.553	30000	
<u> </u>	To:		Ianassas Park												
Centreville Rd	City of Manassas Park		liam County Line 27000 N	97%	1%	1%	1%	1%	0%	N	0.07	N	0.553	30000	
Centreville Rd	Oity of Manassas Fark			31 /0	1 70	1 /0	1 /0	1 /0	070	IN	0.07	IN	0.555	30000	
	To: From:		peria Ave				401	407		_		_		.=	_
Centreville Rd	City of Manassas Park		12000 F	97%	1%	1%	1%	1%	0%	F	0.068	F	0.591	47000	
~	10: From:		Manassas Janassas Park												
Centreville Rd	Prince William County		50000 F	97%	1%	1%	1%	1%	0%	F	0.07	F	0.578	56000	
Centreville Rd	To:		County Line	07.70	1 /0		. 70	. 70	J / 0	•	0.07	•	0.070	55000	
	From:		liam County Line	2											_
28 Centreville Rd	Fairfax County	1.83 <b>5</b>	59000 G	97%	1%	1%	1%	1%	0%	С	0.072	F		65000	
<del>-</del>	To:	New B	Braddock Rd												

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

		1 minary and microtate it				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	New Braddock Rd												
(28) Centreville Rd	Fairfax County	0.80 <b>56000 G</b>	97%	1%	1%	1%	1%	0%	С	0.071	F		62000	G
	To: From:	US 29 Centreville												
28 Sully Rd	Fairfax County	0.54 <b>73000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			81000	G
	To: From:	I-66 North of Centreville		401					_					_
28 Sully Rd	Fairfax County	3.95 <b>94000 B</b>	97%	1%	1%	1%	1%	0%	С	0.09	А	0.741	105000	В
	From	US 50 Dulles Airport	0701	407		407	407	201					440000	
28 Sully Rd	Fairfax County	4.12 <b>104000 G</b> Loudoun County Line	97%	1%	1%	1%	1%	0%	F	NA			116000	G
	From:	Fairfax County Line												
28 Sully Rd	Loudoun County	0.66 <b>104000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			116000	G
$\overline{}$	Ta: From:	SR 267 Dulles Toll Rd												
28) Sully Rd	Loudoun County	1.00 <b>126000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			140000	G
<u> </u>	To: From:	53-606 Old Ox Rd			_									
28) Sully Rd	Loudoun County	0.62 <b>123000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			137000	G
	To: From:	54-846 Sterling Blvd			_									
(28) Sully Rd	Loudoun County	1.13 <b>116000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			129000	G
	To- From:	53-625 Waxpool Rd												
28 Sully Rd	Loudoun County	3.16 <b>79000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			88000	G
<u> </u>	To:	SR 7 Harry Byrd Hwy												
	From:	SR 28-N030A SR 28-S030A TO	O RT 66											
(28) Ramp	Fairfax County	0.18 <b>NA</b> I-66-E FROM RT 28 SOUTH &	NODTU							NA			NA	
	From:	SR 28 I-66-W053B FROM & T												
(28) Ramp	Fairfax County	0.17 <b>NA</b>	O K1 00							NA			NA	
20)	То:	I-66-W FROM RT 28 NORTH &	SOUTH											
North	From:	SR 28 RO RT 66 EAST	1											
North 28 Ramp	Fairfax County	0.12 <b>NA</b>								NA			NA	
<u> </u>	To:	SR 28-S030A SR 28- 30A TO												
North	From:	SR 28 TO RT 66 WEST												
North (28) Ramp	Fairfax County	0.04 <b>NA</b> SR 28-S030B FROM 28	c							NA			NA	
	From:	SR 28 I-66-E053B FROM & TO												
South (28) Ramp	Fairfax County	0.07 <b>NA</b>	JKI 00							NA			NA	
20)	To:	SR 28-N030A SR 28- 30A TO	RT 66											
South	From:	SR 28 TO RT 66 WEST												
(28) Ramp	Fairfax County	0.07 <b>NA</b>								NA			NA	
$\smile$	To:	SR 28-N030B SR 28- 30B FRC	OM 28 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	Q
	From:		R 28 Center													
Church St	City of Manassas	0.29	10000	F	97%	1%	1%	1%	1%	0%	F	0.081	F		12000	
	Combined Traffic Estimates for 2 Parallel Roadways			F	97%	1%	1%	1%	1%	0%	F	0.079	F	0.515	23000	
Ob 01	To- From:		Bus SR 234		070/	40/	40/	40/	40/	00/		0.005			40000	
Church St	City of Manassas	0.35	11000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.500	13000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		F	97%	1%	1%	1%	1%	0%	F	0.078	F	0.528	26000	
Centerville Rd	City of Manassas	0.47	Quarry Rd 18000	F	97%	1%	1%	1%	1%	0%	F	0.077	F	0.589	20000	
8 Centerville Rd	•			F	97%	1%	1%		1%	0%	г г	0.077	F	0.534	24000	
	Combined Traffic Estimates for 2 Parallel Roadways		28 Prescott A		91%	1%	1%	1%	1%	0%	Г	0.08	Г	0.534	24000	
	From:		US 58													
9 (58) Danville Expwy	City of Danville (Maint: 71)	1.12	16000	G	82%	1%	1%	2%	14%	1%	F	0.076	F	0.513	15000	
	To		Elizabeth St													
9 58 Danville Expwy	City of Danville (Maint: 71)	2.63	14000	Α	82%	1%	1%	2%	14%	1%	С	0.102	Α	0.507	15000	
	To:	SR	86, S Main	St												
9 58 Danville Expwy	City of Danville (Maint: 71)	1.85	17000	G	82%	1%	1%	2%	14%	1%	F	0.073	F	0.506	16000	
	To	6	loodyear Blv	rd.												
9 (58) Danville Expwy	City of Danville (Maint: 71)	1.36	19000	G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.548	19000	
	Tou	US 58 US	360 South 1	Boston F	2d											
9 Danville Expwy	City of Danville (Maint: 71)	2.00	10000	G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.605	10000	
	Too	N	NCL Danville	e.												
g Danville Expwy	Pittsylvania County	0.32	10000	G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.605	10000	
	To		SR 360													
Danville Expwy	Pittsylvania County	6.52	9700	F	85%	1%	1%	1%	12%	1%	С	0.101	Α	0.504	9600	
	To	RUSUS	29 North of	Danville	<u>,</u>											
9	Pittsylvania County	0.76	19000	G	85%	1%	1%	1%	12%	1%	F	0.082	F	0.524	18000	
	To	71-640	Spring Garde	en Road												
9	Pittsylvania County	3.49	18000	G	85%	1%	1%	1%	12%	1%	F	0.082	F	0.519	17000	
وح	Too	71-718 Snake	nath Road: F	Dry Fork	Road											
29	Pittsylvania County	3.18	18000	G	85%	1%	1%	1%	12%	1%	F	0.078	F	0.512	17000	
	To:	S	CL Chathan	n												
29	Town of Chatham (Maint: 71)	0.03	18000	N	85%	1%	1%	1%	12%	1%	Ν	0.078	Ν	0.512	17000	
	To	Rue II	S 29 South M	Agin St												
9	Town of Chatham (Maint: 71)	0.76	11000	G	85%	1%	1%	1%	12%	1%	F	0.079	F	0.506	11000	
	To		ICL Chathan													
29	Pittsylvania County	2.75	11000	N N	85%	1%	1%	1%	12%	1%	N	0.079	N	0.506	11000	
	Тас		29 North of 0				— <u> </u>									
29	Pittsylvania County	6.12	12000	Chatham <b>G</b>	85%	1%	1%	1%	12%	1%	F	0.080	F	0.511	12000	
29)	To:		29 South of		30 / 0	170		. 70	12/0	1 /0	•	5.555	•	3.011	12000	

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

		· ·····ar, and interestate				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q1
~~~	From:	Bus US 29 South of C												
29)	Pittsylvania County	1.83 <b>9400</b>	<b>A</b> 85%	1%	1%	1%	12%	1%	С	0.112	Α	0.545	9100	P
	To- From:	SR 40 West Gretna	Rd	-	$\neg$ $\vdash$									
29)	Pittsylvania County	2.48 <b>10000</b>	<b>G</b> 85%	1%	1%	1%	12%	1%	F	0.076	F	0.522	9600	(
	To	N US 29 Bus N of G	bratna											
29 29)	Pittsylvania County	3.08 <b>12000</b>	<b>G</b> 85%	1%	1%	1%	12%	1%	F	0.075	F	0.501	11000	(
29)	1 Resylvania County					170	12 /0	170	•	0.070	•	0.001	11000	•
~~	From:	71-643 Derby Ro		40/		407	400/	40/		0.00		0.500	40000	
29 }	Pittsylvania County	4.08 <b>12000</b>	<b>G</b> 85%	1%	1%	1%	12%	1%	F	0.08	F	0.536	12000	(
~	To: From:	Bus US 29 Main St South	h of Hurt											
29)	Pittsylvania County	3.15 <b>11000</b>	<b>G</b> 85%	1%	1%	1%	12%	1%	F	0.076	F	0.559	11000	
~	To:	Campbell County L												
~	From:	Pittsylvania County							_		_			
9 Wards Rd	Campbell County	0.72 <b>12000</b>	<b>F</b> 85%	1%	1%	1%	12%	1%	F	0.081	F	0.561	12000	
	To: From:	SR 43 Bedford Av	ve		<u> </u>									
g Wards Rd	Campbell County	3.40 <b>13000</b>	<b>F</b> 85%	1%	1%	1%	12%	1%	F	0.074	F	0.562	13000	
<del>ا</del>	To	15-712												
9 Wards Rd	Campbell County	0.24 <b>13000</b>	N 85%	1%	1%	1%	12%	1%	Ν	0.074	Ν	0.562	13000	
gy Warab Na	Campson Coanty			.,,	.,,	170	1270	170	• • •	0.07	••	0.002	10000	
~ <u>-</u> .	To: From:	BUS US 29 N of Alta												
9) Wards Rd	Campbell County	4.24 <b>19000</b>	<b>F</b> 94%	0%	1%	1%	4%	0%	F	0.076	F	0.580	19000	
	To: From:	15-696 Marysville	Rd											
9 Wards Rd	Campbell County	4.99 <b>19000</b>	<b>F</b> 94%	0%	1%	1%	4%	0%	F	0.076	F	0.583	19000	
<u>ک</u>	To	SR 24 Colonial Hy	1777											
g Wards Rd	Campbell County	4.58 <b>20000</b>	F 94%	0%	1%	1%	4%	0%	F	0.076	F	0.596	21000	
gy Wards Nd	Campson County					170	470	070	•	0.070	•	0.000	21000	
~	From:	15-738 English Taver												
9 Wards Rd	Campbell County	1.84 <b>30000</b>	<b>A</b> 94%	0%	1%	1%	4%	0%	С	0.094	Α	0.562	31000	
D.:-	To: From:	US 460 Lynchburg Hwy; F	Bus US 29											
Bus Q 70 Ramp	Campbell County	0.47	90	o Buc I	IS 20 for	direction	al traffi	c volum	o octin	nates for	thic c	oamont		
9) (29) Ramp	To:	V.47		e Dus O	3 23 101	ullection	iai traiii	c volume	o Cour	iales ioi	11113 31	egineni.		
	From:	US 460; Bus US 29 Wa	ards Rd											
9) (460)	Campbell County	0.03 44000	<b>F</b> 93%	0%	1%	1%	4%	0%	F	0.096	F	0.641	46000	
9 (400)	Tod	CCL Ilab												
	City of Lynchburg (Maint: 15)	SCL Lynchburg 1.38 <b>44000</b>	<b>F</b> 93%	0%	1%	1%	4%	0%	F	0.096	F	0.641	46000	
9) (460)	City of Lynchburg (Maint. 15)	1.30 44000	F 93%	0%	1 70	170	470	076	Г	0.096	Г	0.641	46000	
¬ ~~~	To: From:	Candler Mountain												
9 } { 460 }	City of Lynchburg (Maint: 15)	0.49 <b>34000</b>	<b>F</b> 93%	0%	1%	1%	4%	0%	F	0.092	F	0.615	35000	
	To:	US 501			<u> </u>									
9 (460)(501)	City of Lynchburg (Maint: 15)	1.91 36000	<b>A</b> 93%	0%	1%	1%	4%	0%	С	0.103	Α	0.503	38000	
	To:	US 501 Campbell A											_	
	From:	Functional Class Cha	ange											
29) (460) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 <b>33000</b>	<b>F</b> 93%	0%	1%	1%	4%	0%	F	0.086	F	0.542	35000	
	To:	US 29												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 460 Lynch	burg Hwy												
29)	Campbell County	0.93 <b>180</b> 0	0 F	89%	1%	1%	1%	8%	1%	F	0.084	F	0.513	17000	F
	To- From:	SCL Lync	hburg												
29)	City of Lynchburg (Maint: 15)	0.33 1800	0 F	89%	1%	1%	1%	8%	1%	F	0.084	F	0.513	17000	-
	To	NCL Lyne	hhuro												
29)	Amherst County	1.09 <b>180</b> 0		89%	1%	1%	1%	8%	1%	F	0.084	F	0.513	17000	
<del>=</del>	To	SR 2	0												
29)	Amherst County	3.77 1700		89%	1%	1%	1%	8%	1%	F	0.085	F	0.529	16000	
29)	, unificial deality				170		170	070	170	·	0.000	•	0.020	10000	
	Amherst County	7.15 <b>150</b> 0		89%	1%	1%	1%	8%	1%	F	0.090	F	0.542	15000	
29)	Affilierst County			0970	170	170	170	070	1 70	Г	0.090	г	0.342	13000	
	From:	SCL Amherst;		000/	407		40/	00/	40/		0.075		0.504	04000	
29)	Town of Amherst (Maint: 05)	1.72 <b>220</b> 0	0 F	89%	1%	1%	1%	8%	1%	F	0.075	F	0.501	21000	
	To: From:	US 60 Richn													
29)	Town of Amherst (Maint: 05)	1.45 <b>180</b> 0	0 F	89%	1%	1%	1%	8%	1%	F	0.074	F	0.501	17000	
<del>~</del>	To: From:	BUS US 29 Near	NCL Amhe	rst											
N Amherst Hwy	Town of Amherst (Maint: 05)	0.64 <b>180</b> 0	0 N	89%	1%	1%	1%	8%	1%	Ν	0.089	Ν	0.559	18000	
~	Tat	NCL An	herst												
N Amherst Hwy	Amherst County	1.35 1800		89%	1%	1%	1%	8%	1%	F	0.089	F	0.559	18000	
	To	SR 151 North	of Amherst												
N Amherst Hwy	Amherst County	4.10 1300		89%	1%	1%	1%	8%	1%	F	0.074	F	0.567	13000	
	To:	Nelson Cou													
~~	From:	Amherst Co	•												
29) Thomas Nelson Hwy	Nelson County	4.47 <b>140</b> 0	0 G	89%	1%	1%	1%	8%	1%	F	0.076	F		14000	
~	To: From:	SR 56 Near	Colleen												
29 (56) Thomas Nelson Hwy	Nelson County	4.28 <b>160</b> 0	0 G	89%	1%	1%	1%	8%	1%	F	0.076	F		16000	
$\sim$	To	BUS US 29 South	of Lovings	ton		$\neg$ $\vdash$									
Thomas Nelson Hwy	Nelson County	0.82 <b>150</b> 0	0 G	89%	1%	1%	1%	8%	1%	F	80.0	F		15000	(
<i>~</i>	To	BUS US 29 North	of Lovines	ton											
79 Thomas Nelson Hwy	Nelson County	6.51 <b>140</b> 0		89%	1%	1%	1%	8%	1%	С	0.109	В	0.566	14000	
	To	SR 6 Riv	ar Dd												
29 6 Thomas Nelson Hwy	Nelson County	3.94 <b>130</b> 0		89%	1%	1%	1%	8%	1%	F	0.079	F		13000	
29) (0)	T						.,.		.,,	-		•			
og Thomas Nelson Hwy	Nelson County	SR 6 Iris		89%	1%	1%	1%	8%	1%	F	0.084	F		12000	
Thomas Nelson Hwy	To:	Albemarle Co		0370	1 70	1 70	1 /0	070	1 70	'	0.004	•		12000	
	From:	Nelson Cou	_												
Monacan Trail Rd	Albemarle County	7.89 <b>110</b> 0	0 A	89%	1%	1%	1%	8%	1%	С	0.112	Α	0.601	11000	
~	To:	02-692 Pla	nk Rd												
29 Monacan Trail Rd	Albemarle County	2.69 <b>150</b> 0		89%	1%	1%	1%	8%	1%	F	0.086	F	0.699	15000	(
20)	То:	02-708 Red				Ti.									

#### 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:	02-708 Red	Hill Rd												
(29) Monacan Trail Rd	Albemarle County	6.17 <b>1600</b>	00 G	89%	1%	1%	1%	8%	1%	F	0.087	F	0.697	16000	G
<u> </u>	To: From:	I-64													
29 Monacan Trail Rd	Albemarle County	0.36 <b>460</b> 0	00 G	89%	1%	1%	1%	8%	1%	F	NA			45000	G
<u> </u>	To:	BUS US 29 Fontaine Av	e S of Charl	lottesville											
29) Monacan Trail Rd	Albemarle County	1.52 <b>420</b> 0		89%	1%	1%	1%	8%	1%	F	0.101	F	0.608	41000	G
<del>=</del>	To:	US 250 I	7												
~~	From:	Bus US 250								_					_
29) (250) Monacan Trail Rd	Albemarle County	1.98 <b>480</b> 0	00 G	97%	0%	1%	1%	2%	0%	F	NA			50000	G
~ ~	To: From:	WCL Charle	ottesville												
29 \ 250 \ Monacan Trail Rd	City of Charlottesville	0.35 <b>3800</b>	00 G	97%	0%	1%	1%	2%	0%	F	NA			40000	G
~ · · · · · · · · · · · · · · · · · · ·	To:	Bus US													
~~~ F	City of Classication illa	US 250, Bu		070/	00/	40/	40/	00/	00/	_	NIA			E4000	_
29) Emmet St	City of Charlottesville	0.37 <b>520</b> 0	00 G	97%	0%	1%	1%	2%	0%	F	NA			54000	G
~~~	To: From:	NCL Charlo													
29 Seminole Trail	Albemarle County	1.70 <b>570</b> 0	00 G	97%	0%	1%	1%	2%	0%	F	0.083	F	0.537	59000	G
<del>~</del>	To:	02-631 R	io Rd												
29 Seminole Trail	Albemarle County	3.11 <b>4800</b>		97%	0%	1%	1%	2%	0%	F	0.089	F	0.586	50000	G
<i>⇒</i>	то	02-1520 Holly	maada Dd												
29 Seminole Trail	Albemarle County	1.01 <b>370</b> 0		97%	0%	1%	1%	2%	0%	N	0.103	Ν	0.548	39000	Ν
29) 56	, iiis siinans e e e iii,				0,0		. , 0	_,0	0,0	• •	01.00		0.0.0	00000	
Occasional Turnil	From:	02-649 Airport R			00/	40/	40/	00/	00/	_	0.400	^	0.540	00000	^
29 Seminole Trail	Albemarle County	1.80 <b>370</b> 0	00 A	97%	0%	1%	1%	2%	0%	С	0.103	Α	0.548	39000	Α
	To: From:	02-1510 Car													
29 Seminole Trail	Albemarle County	2.89 <b>3400</b>		97%	0%	1%	1%	2%	0%	F	0.088	F	0.659	36000	G
~	To: From:	Greene Cou	_												
29 Seminole Trail	Greene County	Albemarle Co 3.21 <b>2900</b>		97%	0%	1%	1%	2%	0%	F	0.081	F		31000	G
29 Seminole Trail	Greene County			31 /0	070	1 70	1 /0	2/0	070	'	0.001	'		31000	G
~~	To- From:	US 33 Spotsv										_			
29 Seminole Trail	Greene County	3.68 1600		93%	1%	1%	0%	4%	0%	F	0.079	F		15000	G
~	From:	Madison Cou Greene Cou													
29 S Seminole Trail	Madison County	5.57 <b>150</b> 0		93%	1%	1%	0%	4%	0%	С	0.113	Α	0.517	14000	В
29 G CONTINUE TTAIN	Madison County				170	170	070	470	070	O	0.110	,,	0.017	14000	٦
	To:	SR 230 Wolfton			40/		00/	407	00/		0.070			40000	
29 230 S Seminole Trail	Madison County	0.52 <b>210</b> 0	00 G	93%	1%	1%	0%	4%	0%	F	0.076	F		19000	G
<u> </u>	To- From:	SR 230, SR 231	Orange Rd												
29 (231)S Seminole Trail	Madison County	1.34 <b>200</b> 0	00 G	93%	1%	1%	0%	4%	0%	F	0.075	F		19000	G
~	To:	Bus US 29 South	h of Madiso	n											
29 Seminole Trail	Madison County	2.02 1700		93%	1%	1%	0%	4%	0%	F	0.075	F		16000	G
<del></del>	To:	Bus US 29 Nortl	of Madic-	n											
29 N Seminole Trail	Madison County	3.16 <b>1700</b>		93%	1%	1%	0%	4%	0%	F	0.072	F		15000	G
29 N Seminole Trail	To:	56-607 Ridgeview Rd			1 /0	1 /0	U /0	→ /0	U /0	Г	0.012	-		13000	G

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~	From:	56-607 Ridgeview Rd; Lil												
29 N Seminole Trail	Madison County	4.03 <b>16000</b>	<b>G</b> 93%	1%	1%	0%	4%	0%	F	0.074	F		15000	G
<del>~</del>	To:	Culpeper County												
lomes Manrae Llus	Culpaper County	Madison County 2.79 <b>21000</b>	G 93%	1%	1%	00/	4%	0%	F	0.079	F		19000	G
29 James Monroe Hwy	Culpeper County	2.79 <b>21000</b>	<b>G</b> 95%	170	1 70	0%	470	0%	Г	0.079	Г		19000	G
~~	To: From:	23-603 White Sho	•											
29 } James Monroe Hwy	Culpeper County	3.65 <b>27000</b>	<b>G</b> 93%	1%	1%	0%	4%	0%	F	0.082	F		25000	G
~	To. From:	Bus US 29 South of	Culpeper											
29) James Monroe Hwy	Culpeper County	1.02 <b>19000</b>	<b>G</b> 93%	1%	1%	0%	4%	0%	F	0.079	F		18000	G
	To	US 15 James Madis	on Here											
29 \ 15 \ James Madison Hwy	Erom: Culpeper County	1.32 <b>23000</b>	<b>G</b> 93%	1%	1%	0%	4%	0%	F	0.08	F		21000	G
29) (15) James Madison Hwy	Culpeper County		<b>G</b> 9578	1 70	1 70	070	470	070	'	0.00	'		21000	
~ ~	To: From:	US 522												
29 \ { 15 } James Madison Hwy	Culpeper County	3.88 <b>25000</b>	<b>G</b> 90%	1%	1%	1%	6%	0%	С	0.088	F	0.627	23000	G
~ ~	To- From:	Bus US 15, Bus US 29 Nor	rth of Culpeper		$\neg$ $\vdash$									
29) (15) James Madison Hwy	Culpeper County	2.65 <b>26000</b>	<b>G</b> 91%	1%	1%	1%	7%	0%	F	0.08	F		26000	G
	To													
29 ( 15 ) James Madison Hwy	Culpeper County	23-663 Alanthus 4.31 <b>29000</b>	G 91%	1%	1%	1%	7%	0%	F	0.080	F		29000	(
29) [15] James Madison Hwy	Culpeper County	4.31 29000	<b>G</b> 9176	1 /0	1 /0	1 /0	1 /0	0 /6	-	0.000			29000	
	To: From:	Bus US 15, Bus US 29 Sout	th of Remington											
29 \ { 15 } James Madison Hwy	Culpeper County	0.24 <b>27000</b>	<b>G</b> 91%	1%	1%	1%	7%	0%	F	0.079	F		27000	G
~ ~	To:	Fauquier County												
~	From:	Culpeper County		401					_		_			_
29 (15) James Madison Hwy	Fauquier County	2.17 <b>25000</b>	<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.075	F	0.633	25000	F
~ ~	To: From:	Bus US 15, Bus US 29 Nort	th of Remington											
29 (15) James Madison Hwy	Fauquier County	0.30 <b>28000</b>	<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.078	F	0.668	28000	F
$\sim$	To	SR 28 Catlett 1	Rd											
29) (15) James Madison Hwy	Fauquier County	4.00 <b>22000</b>	<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.074	F	0.622	22000	F
29) (13) sames maass	- auquiei county			.,,		.,,	. , 0	070	-	0.0.	-	0.022		·
~~~~	From:	US 17 Marsh 1		40/		407	70/	201	_	0.000	•	0.540	44000	
29) (15) (17) James Madison Hwy	Fauquier County	2.28 <b>42000</b>	<b>A</b> 91%	1%	1%	1%	7%	0%	С	0.096	Α	0.516	41000	Δ
~ ~ ~	To: From:	30-684 Lees Ridg	ge Rd											
29 (15) (17) James Madison Hwy	Fauquier County	2.43 <b>43000</b>	<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.073	F	0.611	43000	F
	To	Bus US 15,17,29 South of	of Warranton											
29 (15) (17) Eastern Bypass	Fauquier County	2.44 <b>40000</b>	<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.072	F	0.539	39000	F
29) (15) (17) Eastern Bypass	To Tool	US 15, US 29 North of		170		1 70	1 /0	070	•	0.072	•	0.555	33000	•
	From:	US 17	waremon											
29) (15) Eastern Bypass	Fauguier County	0.36 40000	<b>N</b> 91%	1%	1%	1%	7%	0%	Ν	0.072	Ν	0.539	39000	١
<del></del>	ты													
Egetern Pungas	Town of Morroston (Maint 20)	SCL Warrento 0.26 <b>47000</b>		40/	10/	10/	70/	00/	F	0.072	г	0.562	47000	_
29 15 Eastern Bypass	Town of Warrenton (Maint: 30)	0.26 <b>47000</b>	<b>F</b> 91%	1%	1%	1%	7%	0%	Г	0.073	F	0.563	47000	F
	To: From:	NCL Warrente	on											
29 (15) Eastern Bypass	Fauquier County	0.22 <b>47000</b>	<b>N</b> 91%	1%	1%	1%	7%	0%	Ν	0.073	Ν	0.563	47000	Ν
$\sim$	To:	Bus US 15, Bus US 29 Nor	th of Warrenton											

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

		Primary and Interst	ato rtout				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	Bus US 15, Bus US 29 Nor	rth of Warr	enton		27 000	01700	TTTUI	211011		1 40101		1 40101		
29 (15) Lee Highway	Fauquier County	3.00 <b>46000</b>		96%	0%	1%	1%	2%	0%	F	0.073	F	0.629	47000	
	To	30-693 Old Alexand	lria Tnke												
29 (15) Lee Highway	Fauquier County	3.22 <b>45000</b>		96%	0%	1%	1%	2%	0%	С	0.086	Α	0.592	46000	
29) (13) === 1.11	To						.,.			_					
29 \ \ 15 \ Lee Highway	Fauguier County	SR 215 Vint Hi 0.13 <b>53000</b>	G G	96%	0%	1%	1%	2%	0%	F	0.073	N	0.609	54000	
29) (15) Lee Highway	To:	Prince William Cou		30 /0	070	170	1 /0	270	070	'	0.073	14	0.003	34000	
	From:	Fauquier County													
29 (15) Lee Highway	Prince William County	0.82 <b>50000</b>	F	96%	0%	1%	1%	2%	0%	F	0.073	F	0.609	52000	
	To	US 15 James Madis	son Hwv												
29 Lee Highway	Prince William County	3.31 <b>43000</b>		96%	0%	1%	1%	2%	0%	F	0.068	F	0.584	44000	
25)	To	CD 55 I-lan Manda													
29 Lee Highway	Prince William County	SR 55 John Marsh: 0.89 <b>60000</b>	F F	96%	0%	1%	1%	2%	0%	F	0.071	F	0.612	62000	
Lee Highway	1 Times William Gounty			3070	070		1 /0	270	070	•	0.07 1	•	0.012	02000	
	From:	I-66 East of Gain		000/	00/		00/	00/	00/	_	0.400		0.000	40000	
Lee Highway	Prince William County	5.04 <b>12000</b> Fairfax County		99%	0%	0%	0%	0%	0%	F	0.106	F	0.933	12000	
	From:	Prince William Cou				-									
29 Lee Highway	Fairfax County	3.15 <b>16000</b>		99%	0%	0%	0%	0%	0%	F	0.091	F	0.771	17000	
	To	I-66 West of Cent	travilla												
29 Lee Highway	Fairfax County	0.86 <b>44000</b>		99%	0%	0%	0%	0%	0%	F	0.084	F	0.523	47000	
29) === :	- amax county			0070	0,0		0,0	0,0	0,0	•	0.00	•	0.020		
1 and Himboon	From:	SR 28 Centrey		000/	007		00/	00/	00/	F	0.070	F	0.000	20000	
Lee Highway	Fairfax County	3.15 <b>34000</b>		99%	0%	0%	0%	0%	0%	Г	0.078	Г	0.603	36000	
~	To: From:	29-7100 Fairfax Cou													
Lee Highway	Fairfax County	2.24 <b>36000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.091	Α	0.622	38000	
~	To- From:	WCL Fairfa	X												
Lee Highway	City of Fairfax	0.16 <b>41000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			44000	
<del>~</del>	To	Jermantown I	Rd			$\neg$ $\vdash$									
29 Lee Highway	City of Fairfax	0.44 <b>38000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			40000	
<del>-</del>	To:	US 50; SR 236 M	lain St												
29 50 Lee Highway	City of Fairfax	0.96 <b>39000</b>		99%	0%	0%	0%	0%	0%	F	0.076	F		42000	
29) (30) =00 :	7			0070	0,0		0,0	0,0	0,0	•	0.0.0	•		000	
29) (50) Lee Highway	City of Fairfax	SR 123 Chain Bri 0.21 <b>37000</b>		99%	0%	0%	0%	0%	0%	F	0.076	F		39000	
29) (50) Lee Highway	City of Famax	0.21 37000	<u> </u>	9970	076	<u> </u>	0 /6	070	0 /6	-	0.076			39000	
~~	Ta: From:	University D		200/	00/		00/	00/	201					40000	
29) (50) Lee Highway	City of Fairfax	0.59 <b>43000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			46000	
	To: From:	Plantation Park													
29 (50) Lee Hwy	City of Fairfax	0.68 <b>42000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			44000	
~ ~	To	Draper Driv	e												
29 50 Lee Highway	City of Fairfax	0.28 41000	G	99%	0%	0%	0%	0%	0%	F	NA			44000	
	To:	US 50													

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

Devite	to metal although a co	Lawrett AAB		4T'	D		Tru	ıck			K	01/	Dir	A A14/DT	. ^
Route	Jurisdiction	Length AAD	I QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
~	From:	US 50													
g Lee Highway	City of Fairfax	0.08 <b>4100</b>	D N	99%	0%	0%	0%	0%	0%	Ν	NA			44000	
~	To: From:	US 50 Fairfa	c Circle												
29) (237) Lee Highway	City of Fairfax	0.13 <b>2800</b>	) N	98%	0%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	
	To	ECL Fai	fax			$ \vdash$									
29 (237) Lee Highway	Fairfax County	0.80 <b>2800</b>		98%	0%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	
	To	SR 243 Nu	lov Ct												
29 (237) Lee Highway	Fairfax County	1.90 <b>2800</b>		98%	0%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	
29) (237) 200 : "9")	. amax sounty						0,0	0,70	0,0		0.000		0.020	0.000	
Loo Highway	Foirfox County	29-650 Gallo 1.93 <b>2800</b>		000/	00/	10/	00/	00/	00/	F	0.085	F	0.520	21000	
29 (237) Lee Highway	Fairfax County	1.93 <b>2800</b>	) G	98%	0%	1%	0%	0%	0%	Г	0.065	Г	0.529	31000	
~	To: From:	29-1720 Woodley Pl													
29 237 Lee Highway	Fairfax County	0.42 <b>2800</b>	D N	98%	0%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	
~ _	To: From:	29-1717 Marshall St; V													
(237) Washington St	City of Falls Church	0.29 <b>2500</b>	) G	98%	0%	1%	0%	0%	0%	F	0.094	F		28000	
<del></del>	To	29-1712 Cava	lier Trail			$\neg$ $\vdash$									
(237) Washington St	City of Falls Church	0.24 <b>2300</b>		98%	0%	1%	0%	0%	0%	F	NA			25000	
	To:	SR 338 Hillw	ood Ave			—									
(237) Washington St	City of Falls Church	0.28 1800		98%	0%	1%	0%	0%	0%	F	0.089	F		20000	
29) (237) 1. asimigion St				0070			0,0	0,70	0,0	•	0.000	•			
29 (237) Washington St	City of Falls Church	SR 7 Broa 0.18 <b>2500</b>		98%	0%	1%	0%	0%	0%	F	0.081	F		28000	
29 (237) Washington St	City of Fails Church			90%	076	1 70	0%	070	0%	Г	0.061	Г		20000	
~	From:	110-6767 Grea													
237) Washington St	City of Falls Church	0.32 <b>2400</b>		98%	0%	1%	0%	0%	0%	F	0.083	F		26000	
	From:	Arlington Cou ECL Falls (	_			-									
29 (237) Lee Highway	Arlington County	0.11 <b>2500</b>		98%	0%	1%	0%	0%	0%	F	0.084	F	0.569	28000	
231) === 1.19.1.13,	To								-,-						
oo loo Highway	Arlington County	SR 237 Washin 0.07 <b>2300</b>		98%	0%	1%	0%	0%	0%	N	0.101	N	0.514	25000	
29 237 Lee Highway	Anington County				076	1 /0	0 /6	070	076	IN	0.101	IN	0.514	25000	
~ I as I Palacean	From:	SR 237 Par, Wash			00/		00/	00/	00/	_	0.404	_	0.54.4	05000	
Lee Highway	Arlington County	2.16 <b>2300</b>	) F	98%	0%	1%	0%	0%	0%	С	0.101	В	0.514	25000	
~	To: From:	SR 120 Gle													
29 Lee Highway	Arlington County	0.15 <b>2000</b>		98%	0%	1%	0%	0%	0%	F	0.085	F	0.591	22000	
~ <u></u>	To:	S SR 309 Old D													
29 (309) Old Dominion Dr	Arlington County	S SR 309; L 0.05 <b>3200</b>		98%	0%	1%	0%	0%	0%	F	0.101	F	0.705	36000	
Old Dominion Dr	To:	M SR 309 L		30 /0	070	170	070	070	070	'	0.101	'	0.703	30000	
	From:	M SR 309 L													
Old Dominion Dr	Arlington County	0.67 <b>2000</b>	) F	98%	0%	1%	0%	0%	0%	F	0.096	F	0.741	22000	
$\checkmark$	Toc	N SR 309 Lee Hw	v. Onincy	St											
29 Lee Highway	Arlington County	0.67 <b>2500</b>		98%	0%	1%	0%	0%	0%	F	0.104	F	0.779	28000	
29)	To:	SR 124; Kirk				Ť	- / 0	- / 0	- / 0	•		-		_5000	

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

		Pilitary ar	ia interste	101100	100			Tru	ok			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
	From	an i	24 77: 1	10.1			ZAXIE	3+Axle	11 raii	21 raii		Factor		Factor		
29 Lee Highway	Arlington County	0.57	24; Kirkwoo <b>22000</b>	F F	98%	0%	 1%	0%	0%	0%	F	0.11	F	0.792	24000	F
[29] Lee Highway	Anington County				90%	070	1 70	0%	070	0%	Г	0.11	Г	0.792	24000	Г
~~	To: From:		t St; US 29 1										_			
29 Lee Highway NB	Arlington County	1.00	17000	F	98%	0%	1%	0%	0%	0%	F	0.112	F		18000	F
~	Combined Traffic Estimates for 2 Parallel Road			F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.884	25000	F
	10:	Distric	t of Columbi	ia Line												
~~~_	From:	US 29-N133B			1 RT 2											_
(29) Ramp	Albemarle County	0.21	5600	G								NA			5600	G
<u>~</u>	10:	I-64-W FROM	US 29NOR	TH & S	OUTH											
~~~_	From:		TO I- 66 W	VEST												
(29) Ramp	Prince William County	0.13	NA									NA			NA	
	To: From:	I-66-W043A FROM	I US 2900- N	NORTH	& SOUTI	I										
29 (66) Ramp	Prince William County	0.26			;	See I-6	6 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	To:	I-66-W043A TO	RT 66 WES	TRT 29	& TOR											
	From:	US 29-S226B	US 29-N22	6В ТО Б	T 66											
29 Ramp	Fairfax County	0.08	NA									NA			NA	
	To	I-66-E FROM R	T 2900- NO	RTH &	SOUTH											
	From:	US 29	TO RT 66 V	WEST												
29 Ramp	Arlington County	0.12	6200	G								0.104	F		6200	G
	To:	I-66-W FROM RT	29-LEE HIC	SHWAY	SOUTH &	ĭ										
North	From:	US 2	9 TO I-64 E	AST												
29 Ramp	Albemarle County	0.17	2600	В								0.119	Α		2600	В
	To:	I-64-E FI	ROM US 29	NORTH	I											
North	From:	US 2	9 TO I-64 W	EST												
29 Ramp	Albemarle County	0.05	NA									NA			NA	
	To:	US 29-S133B	US 29- 133E	3 FROM	RT 2											
North	From:	US 29 US 29	-S217A TO	RT 66 E	AST											
29 Ramp	Prince William County	0.51	NA									NA			NA	
9	To:	US 29 US 29	-S217A TO	RT 66 E	AST											
North	From:	US 29 I-66-W	052A FROM	1 & TO	RT 66			·								
29 Ramp	Fairfax County	0.16	NA									NA			NA	
	To:	I-66-W F	ROM RT 29	NORTI	I											
North	From:	US 29 I-66-E0	52A FROMO	CONNE	CTOR											
29 Ramp	Fairfax County	0.07	NA									NA			NA	
<u> </u>	To:	US 29-S226E	US 29- 226	B TO R	T 66											
North	From:		6747 RO RT												·	
29 Ramp	Arlington County	0.12	NA									NA			NA	
-	To	US 29; 00-	6747 RO RT	66 EAS	ST											
South	From:		9 TO I-64 E													
29 Ramp	Albemarle County	0.23	NA									NA			NA	
(23)	To:		ROM US 29	SOUTH	[											

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

Route	Jurisdiction	Length AADT			Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
South 29 Ramp	Albemarle County  To:	US 29 I-64-W118B FROI 0.07 NA US 29-N133B US 29- 133									NA			NA	
South 29 Ramp	Prince William County  To:	US 29 US 29-N217A TO 0.18 <b>NA</b> I-66-E FROM RT 29									NA			NA	
South 29 Ramp	Fairfax County  To:	US 29 TO RT 66 0.26 <b>NA</b> I-66-W FROM RT 2		H							NA			NA	
South 29 Ramp	Fairfax County To:	US 29 TO RT 66 0.07 NA US 29- 226B US 29-N22		T 66							NA			NA	
29 Lee Highway SB	Arlington County  Combined Traffic Estimates for 2 Parallel Roadways	US 29; 21st 3 0.90 <b>6300</b> s on this Route: <b>23000</b> US 29; Lynn St at 1	F F	98% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.150 0.092	F F	0.884	6900 25000	F F
29) Ramp	Arlington County	1US 29-P TO RT 6 0.15 <b>7500</b> 1US 29-P TO RT 6	6 WEST								0.074	F		7500	G
Bus 29 West Main St	North Carolina (Maint: 71)	US 29 Danville E 0.18 <b>11000</b>	N	98%	0%	1%	0%	1%	0%	N	0.079	N	0.510	12000	N
Bus 29) West Main St	City of Danville	SCL Danvill 0.87 11000	G	98%	0%	1%	0%	1%	0%	F	0.079	F	0.510	12000	G
Bus 29 West Main St	City of Danville	0.91 <b>12000</b>	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.537	13000	G
Bus 29 West Main St	City of Danville	Old Greensbord  0.65 <b>15000</b> Memorial D	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.534	17000	G
Bus 29 Memorial Dr	City of Danville	SR 293 W Mai 0.73 <b>12000</b>	n St <b>G</b>	98%	0%	1%	0%	1%	0%	F	0.085	F	0.534	13000	G
Bus 29 Memorial Dr	City of Danville	0.17 <b>19000</b>	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.61	21000	G
Bus 29 Memorial Dr	City of Danville	0.14 <b>14000</b>	G G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.641	15000	G
Bus 29 Memorial Dr	City of Danville	0.71 <b>10000</b> Primrose Pl	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.556	11000	G

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

	· ·····a.y and into	2.2.3 1 (0.				Tru	ıck			K		Dir		
Jurisdiction	Length AAD	T QA	4Tire	Bus					QC		QK		AAWDT	QW
From:	Primrose	e Pl			2, 040	017.000	TTTQII	Littan		1 40101		1 40101		
City of Danville	0.85 1000	0 G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.655	11000	G
To:														
Prom:			000/	00/	40/	00/	40/	00/	_	0.00	_	0.540	0.4000	_
City of Danville	0.30 <b>3100</b>	0 G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.513	34000	G
To: From:	Bus US 58 Riv	erside Dr												
City of Danville	0.38 <b>2300</b>	0 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.563	25000	G
Too	Piedmon	t Dr												
City of Donaille			000/	00/	40/	00/	40/	00/	_	0.000	_	0.500	22000	_
City of Danville			98%	0%	1%	0%	1%	0%	г	0.088	г	0.520	33000	G
From:														
City of Danville	0.52 <b>3100</b>	0 G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.537	33000	G
To:	Audubor	Dr												
From:			2001	201	401	00/	407	00/	_	0.007	_	0.044	04000	_
City of Danville	0.60 <b>2800</b>	0 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.614	31000	G
To: From:	Wendell So	cott Dr												
City of Danville	0.38 <b>2900</b>	0 G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.572	31000	G
To	Arnatta F	Rlvd			—									
From:			2001	201	401	00/	407	00/	_	0.000	_	0.570	00000	_
City of Danville	0.91 <b>2700</b>	0 G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.579	29000	G
To: From:	SR 41 Frankl	in Tpke												
City of Danville	0.44 <b>1400</b>	0 G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.55	15000	G
To														
From:									_		_			_
City of Danville	0.13 <b>1700</b>	0 G	98%	0%	1%	0%	1%	0%	C	0.086	F	0.503	18000	G
To- From:	NCL Dan	ville												
Pittsylvania County	4.88 <b>1200</b>	0 G	97%	0%	1%	0%	1%	0%	С	0.086	F	0.521	13000	G
To	US 29 Danvill	le Expwy												
From:	US 29 South of	f Chatham			1									
Town of Chatham (Maint: 71)			97%	0%	1%	0%	1%	0%	С	0.085	F	0.518	6400	G
To	SD 57 S Hai	lifov Pd												
From:				_										
Town of Chatham (Maint: 71)	0.19 <b>590</b> 0	N	97%	0%	1%	0%	1%	0%	Ν	0.085	N	0.518	6400	N
To: From:	SR-57 N, D	epot St												
Town of Chatham (Maint: 71)	0.90 4100	) G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.54	4500	G
T			0.75	0,0		0,0	.,.	• , ,		0.007	•		.000	•
From:	NCL Cha	tnam												
Pittsylvania County			97%	0%	1%	0%	1%	0%	F	0.095	F	0.547	3100	G
То:	US 29 N of C	Chatham	-											
	City of Danville  Tot From:  City of Danville  City of Danville  Tot From:  Town of Chatham (Maint: 71)  Town of Chatham (Maint: 71)	Durisdiction   Length   AAD	Durisdiction   Length   AADT   QA	City of Danville   0.85   1000   G   98%	Durisdiction   Length   AADT   QA   4Tire   Bus	Jurisdiction	Durisdiction   Length   AADT   QA   4Tire   Bus   Bus   Canal Shade   Shade	Durisdiction	Durisdiction	Durisdiction	Durisdiction	Jurisdiction	Jurisdiction	Unisdiction   Length   AADT   CA   4Tire   Bus   Substitute   Substi

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

		Filliary and i					Tru	ıck			K	<b>.</b>	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		outh of Gretna							_		_			
Bus (29)	Pittsylvania County		2500 G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.613	2700	G
	To: From:	SCI	L Gretna												
Bus (29)	Town of Gretna (Maint: 71)	0.13 2	2500 N	98%	0%	1%	0%	1%	0%	Ν	0.094	Ν	0.613	2700	N
	To: From:	SR 4	40 Gretna												
Bus (29)	Town of Gretna (Maint: 71)	0.88 4	1900 G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.506	5300	G
	To: From:	NCI	L Gretna												
Bus (29)	Pittsylvania County	1.47 4	1900 N	98%	0%	1%	0%	1%	0%	Ν	0.088	Ν	0.506	5300	Ν
	To	N US 29 N	North of Gretna												
Bus 29	From:		South of Hurt	000/	00/	-00/	00/	40/	00/	_	0.000	- ا	0.504	4500	
29	Pittsylvania County		4100 G	98%	0%	0%	0%	1%	0%	С	0.096	F	0.584	4500	G
Bus	To: From:		CL Hurt												
Bus (29)	Town of Hurt (Maint: 71)	1.17 4	4100 N	98%	0%	0%	0%	1%	0%	N	0.096	N	0.584	4500	N
	To: From:	71-924	Pocket Rd												
Bus (29)	Town of Hurt (Maint: 71)		5400 G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.538	5800	G
Bus	To: From:		1 County Line ia County Line												
29 Main St	Town of Hurt (Maint: 15)		6100 F	99%	0%	0%	0%	0%	0%	С	0.089	F	0.575	6200	F
<u> </u>	To: From:		Altavista CL Hurt												
Bus 29 Main St	Town of Altavista (Maint: 15)		6100 N	99%	0%	0%	0%	0%	0%	N	0.089	N	0.575	6200	N
<u> </u>	To	SR 43; I	Bedford Ave												
Bus 29 Main St	Town of Altavista (Maint: 15)		7400 F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.599	7600	F
29) Wall St	To:		Ivania Ave	0070	070		070	070	070	•	0.000	•	0.000	7000	
Bus Main St	From:			99%	0%	0%	00/	00/	00/	F	0.004	F	0.500	12000	_
29 Main St	Town of Altavista (Maint: 15)			99%	0%	0%	0%	0%	0%	Г	0.081	Г	0.568	12000	F
Bus	From:		nerst Ave												
Main St	Town of Altavista (Maint: 15)	0.49 <b>1</b> 2	2000 F	97%	0%	0%	0%	1%	0%	F	0.085	F	0.537	12000	F
Bus	Ta: From:	Wo	ood Lane												
29 Main St	Town of Altavista (Maint: 15)	0.64 <b>1</b> 2	2000 F	97%	0%	0%	0%	1%	0%	С	0.086	F	0.513	12000	F
Bus	To: From:	Lynch	h Mill Rd												
29 Main St	Town of Altavista (Maint: 15)	1.36 <b>7</b>	7900 F	97%	0%	0%	0%	1%	0%	F	0.086	F	0.576	8100	F
$\rightarrow$	To- From:	NCL	Altavista												
Bus (29)	Campbell County	0.17 <b>7</b>	7900 F	97%	0%	0%	0%	1%	0%	F	0.086	F	0.576	8100	F
<u> </u>	To:		9, 15-712												

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

					_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AAD	r QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus Words Dd	From:	US 460 South of		_	00/	40/	00/	40/	00/	_	0.00	_	0.045	20000	
29) Wards Rd	Campbell County	0.31 <b>3800</b>		98%	0%	1%	0%	1%	0%	F	0.08	F	0.645	39000	F
Bus	From:	SCL Lync													
Wards Rd	City of Lynchburg	1.64 <b>4000</b>		98%	0%	1%	0%	1%	0%	С	0.079	F	0.548	41000	F
us	From:	US 501; SR 163 Lynch US 501; S		essway											
29)	City of Lynchburg	0.12 <b>NA</b>									NA			NA	
	To: From:	SR 163 Wa	rds Rd												
us 29 \ 501 \ Lynchburg Expressway	City of Lynchburg	0.33 <b>3900</b>	0 N	98%	0%	1%	0%	1%	0%	Ν	0.091	Ν	0.530	41000	1
	Ta- From-	US 501, S	R 128												
us 29 ( Lynchburg Expressway	City of Lynchburg	1.33 <b>3900</b>	0 F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.530	41000	F
3) -,	To-	Odd Fellov						.,,				-			
US	City of Lynchburg			98%	0%	40/	00/	1%	0%	F	0.086	F	0.540	20000	
Lynchburg Expressway	City of Lynchburg			96%	0%	1%	0%	170	0%	Г	0.066	Г	0.540	38000	!
us	To: From:	Kemper S													
9 Lynchburg Expressway	City of Lynchburg	1.02 <b>3700</b>	0 F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.518	38000	
us	To: From:	Main Str	eet												
(g) Lynchburg Expressway	City of Lynchburg	0.22 <b>2300</b>		98%	0%	1%	0%	1%	0%	F	0.082	F	0.589	24000	
	To: From:	Amherst Cou NCL Lync	•												
us 29	Amherst County	2.06 <b>2300</b>		98%	0%	1%	0%	1%	0%	F	0.082	F	0.589	24000	
	To	SR 163 North of	Lynchburg	7											
us 29 S Amherst Hwy	Amherst County	2.20 <b>2500</b>	0 F	96%	0%	1%	1%	2%	0%	F	0.076	F	0.524	25000	
9	To	SR 130 El													
us og ( S Amherst Hwy	Amherst County	2.11 <b>1400</b>		96%	0%	1%	1%	2%	0%	С	0.081	F	0.534	13000	
S Amherst Hwy	Affinerst County			90 /0	076	1 /0	1 /0	2/0	0 /0	C	0.061		0.554	13000	
us	From:	05-657 Cedar													
S Amherst Hwy	Amherst County	0.89 <b>1300</b>	0 F	96%	0%	1%	1%	2%	0%	F	0.085	F	0.502	12000	I
us	To: From:	05-671 Bru	ner Rd												
S Amherst Hwy	Amherst County	2.42 <b>970</b> 0	F	96%	0%	1%	1%	2%	0%	F	0.080	F	0.529	9400	ı
us	To: From:	05-66	3												
S Amherst Hwy	Amherst County	2.64 <b>1100</b>	0 F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.514	10000	F
~	To	US 29 South o	Amherst												
us 29) (29) Ramp	From:	Bus US	29												
29 (29) Ramp	Campbell County	0.47 <b>NA</b> US 460 Lynch	**			i					NA			NA	

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

		Primary and int	J. 31010 1 100				Tru	rck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	C5US 29 TO R	T 460 WEST			ZANIC	JTANE	TITAL	ZITAII		1 actor		1 actor		
29	Campbell County	0.30 <b>N</b> /									NA			NA	
(23)	To:	US 460 FROM	1 RT 29 BUS												
Bus	From:	C5US 29 TO F	RT 460 EAST												
Bus (29)	Campbell County	0.30 <b>N</b>									NA			NA	
	To:	US 460 FROM	I RT 29 BUS												
Bus	From	C5US 29 TO R	T 460 WEST												
Bus 29	Campbell County	0.34 <b>N</b>	Ą								NA			NA	
	To:	US 460 FROM	1 RT 29 BUS												
Bus	From:	US 29 South	of Amherst												
Bus 29	Amherst County	1.61 <b>39</b> 0	00 F	98%	0%	0%	0%	1%	0%	С	0.084	F	0.615	4000	F
	Tou	SCL Aı	nherst												
Bus	From:			000/	00/	00/	00/	40/	00/		0.004		0.045	4000	
S Main St	Town of Amherst (Maint: 05)	0.86 <b>39</b> 0	00 N	98%	0%	0%	0%	1%	0%	N	0.084	N	0.615	4000	N
Bus	To: From:	US 60 Lexii	ngton Tpke												
N Main St	Town of Amherst (Maint: 05)	1.07 320	00 F	98%	0%	0%	0%	1%	0%	F	0.096	F	0.582	3300	F
$\hookrightarrow$	Too	NCL A	mharet												
Bus (29)	From:														
[29]	Amherst County	0.20 320		98%	0%	0%	0%	1%	0%	N	0.096	Ν	0.582	3300	Ν
	IV.	US 29 North													
Bus	From:	US 29 South o		070/	00/		00/	407	00/	_	0.004	_		0500	_
29 56	Nelson County	0.30 330	00 G	97%	0%	1%	0%	1%	0%	С	0.094	F		3500	G
	To: From:	SR 56 Jame	s River Rd												
Bus (29)	Nelson County	0.63 290	00 G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.589	3100	G
	Tn:	US 29 North o	of Lovingston												
Bus	From:	US	29												
Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37 140		98%	0%	1%	1%	0%	0%	С	0.101	F	0.578	15000	G
	To	SCL Charl	ottacvilla												
Bus	From:									_		_			_
29 Fontaine Ave	City of Charlottesville	0.42 130		97%	0%	1%	1%	0%	0%	С	0.092	F	0.533	14000	G
Bus	From:	Jefferson l Fontain				-									
29 Jefferson Park Ave	City of Charlottesville	0.69 140		97%	0%	1%	1%	0%	0%	F	0.082	F	0.61	15000	G
23)	То:	Emm													
Bus	From:	Jefferson l													
(29) Emmet St	City of Charlottesville	0.53 <b>140</b>	00 G	97%	0%	1%	1%	0%	0%	F	0.076	F	0.510	15000	G
Pure	To: From:	Ivy	Rd			⊒⊢									
Bus 29 Emmet St	City of Charlottesville	0.55 <b>250</b>	00 G	98%	0%	1%	1%	0%	0%	С	0.073	F	0.551	27000	G
(29) 2.111101 01	only of Orlandicoville			JU /0	070	1 /0	1 /0	070	070	O	0.070	'	0.001	21000	J
Bus	To: From:	Arlingto	n Blvd												
29 Emmet St	City of Charlottesville	0.45 <b>250</b>	00 G	98%	0%	1%	1%	0%	0%	F	0.074	F	0.564	27000	G
$\smile$	To:	Barraci	ks Rd												

#### 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	QV
Bus	From:	Barracks Rd												
(29) Emmet St	City of Charlottesville	0.40 <b>33000 6</b>	98%	0%	1%	1%	0%	0%	F	0.078	F	0.554	35000	G
~	To:	US 250 Bypass												
Bus	From:	US 29 South of Madiso		00/	40/	40/	407	00/	0	0.000	_		4400	_
29 231 Main St	Madison County	0.33 <b>3800 G</b>	98%	0%	1%	1%	1%	0%	С	0.099	F		4100	G
Bus	To- From:	SCL Madison												
Bus 29 231 Main St	Town of Madison (Maint: 56)	0.91 <b>3800 N</b>	98%	0%	1%	1%	1%	0%	Ν	0.099	Ν		4100	N
$\sim$ $\sim$	To: From:	SR 231, N Blue Ridge T	oke											
Bus 29 Main St	Town of Madison (Maint: 56)	0.05 <b>4000 G</b>	98%	0%	1%	1%	1%	0%	F	0.106	F		4300	G
29)	To-		- 00,0			.,0	.,,	0,0	•	000	•		.000	
Bus 29 Main St	From:	NCL Madison	_											
29 Main St	Madison County	0.75 <b>4000 N</b>		0%	1%	1%	1%	0%	Ν	0.106	N		4300	Ν
~	10.	US 29 North of Madiso	n											
Bus 20 Madison Rd	Culpeper County	US 29 0.28 <b>16000</b> G	98%	0%	1%	0%	1%	0%	С	0.09	F		17000	(
29 Madison Rd	Culpeper County		90%	0%	1 70	0%	170	0%	C	0.09	г		17000	
Bus	To: From:	SCL Culpeper												
29 Madison Rd	Town of Culpeper	1.27 <b>16000 G</b>	98%	0%	1%	0%	1%	0%	С	0.085	F		18000	(
Bus	To: From:	West Street												
29 Madison Rd	Town of Culpeper	0.12 <b>15000 0</b>	98%	0%	1%	0%	1%	0%	F	0.078	F		17000	c
23)	To:	US 522, Bus US 15 Fredericks												
Bus Bus	From	US 15 BUS												
29) (15) (522) Main St	Town of Culpeper	0.26 <b>14000 G</b>	96%	1%	2%	0%	1%	0%	С	0.075	F		15000	(
Bus Bus	To: From:	204-3651 Orange Rd												
29) (15) (522) Main St	Town of Culpeper	0.59 <b>19000 G</b>	96%	1%	2%	0%	1%	0%	F	0.072	F		21000	(
~ · · · · · · · · · · · · · · · · · · ·	Too	US 522 EVANS STREI	ET											
Bus Bus 29 15 Main St	Town of Culpeper	0.20 <b>29000 0</b>		1%	1%	0%	1%	0%	С	NA			30000	(
29) (15) Main St	Town of Culpeper		97%	170	1%	0%	170	0%	C	INA			30000	(
Bus Bus	To- From:	Begin SR 229												
29) (15) (229) Main St	Town of Culpeper	0.06 <b>29000 G</b>	97%	1%	1%	0%	1%	0%	С	NA			30000	(
$\sim$ $\sim$	To:	SR 229, Madison Hwy	1											
Bus Bus 29 15 Madison Highway	Town of Culpeper	SR 229, Main St 0.22 <b>23000</b> G	98%	0%	1%	0%	1%	0%	С	0.079	F	0.507	24000	
29) (15) Madison Fighway	Town of Galpopei			070	170	070	170	070	Ü	0.070	•	0.007	24000	•
Bus Bus	From:	NOTTINGHAM STRE												
29) (15) Madison Highway	Town of Culpeper	0.91 <b>25000 G</b>	98%	0%	1%	0%	1%	0%	С	0.073	F		26000	G
Bus Bus	To: From:	NCL CULPEPER												
29 (15) Madison Highway	Culpeper County	2.07 <b>11000</b> A	96%	0%	1%	1%	2%	0%	С	0.092	Α	0.593	11000	Δ
25) (15)	To:	US 15 US 29, 23-762							-					

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus Bus	From:	US 15,US 29 South of			00/	40/	00/	407	201	_	0.000	_	0.040	1000	_
29 (15) Remington Rd	Culpeper County	0.56 <b>1700</b> Fauquier County		98%	0%	1%	0%	1%	0%	С	0.099	F	0.612	1800	G
Bus Bus	From:	Culpeper County													
29) (15) James Madison St	Fauguier County	0.24 <b>1700</b>		98%	0%	1%	0%	1%	0%	F	0.090	F	0.555	1700	F
25) (15)	To:	SCL Reming													
Bus Bus	From:	SCL Reming													
₂₉ ( ₁₅ ) James Madsion St	Town of Remington (Maint: 30)	0.13 <b>1700</b>	N S	98%	0%	1%	0%	1%	0%	N	0.090	N	0.555	1700	١
~ ~ ~	To: From:	30-651													
Bus 29 (15) James Madsion St	Town of Remington (Maint: 30)	0.30 <b>2600</b>	F 9	98%	0%	1%	0%	1%	0%	F	0.096	F	0.614	2700	F
(15) Varios Madision of	To:			3070	070	- 170 	070	170	070	•	0.000	'	0.014	2100	
us Bus	From:	NCL Reming													
29 \ (15 ) James Madsion St	Fauquier County	1.48 <b>2600</b>		98%	0%	1%	0%	1%	0%	N	0.096	N	0.614	2700	ı
<del>~ ~</del>	To	US 15,US 29 North of	Remington	1											
Bus Bus Bus	From:	US 15 US 17 U													
29 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Fauquier County	0.55 <b>11000</b>	Α :	98%	1%	1%	0%	1%	0%	С	0.105	Α	0.688	11000	-
us Bus Bus	To: From:	SCL Warrent	on												
29 (15) (17) James Madison Hwy	Town of Warrenton	0.34 <b>11000</b>	N s	98%	1%	1%	0%	1%	0%	N	0.105	Ν	0.688	11000	1
9) (13) (17) sames mades 11 my	To:	BUS US 17 Shirle		0070	170		070	170	070	.,	0.100		0.000	11000	
us Bus	From:	BUS US 15	-												
29) (17) East Shirley Ave	Town of Warrenton	0.96 <b>14000</b>	F s	98%	1%	1%	0%	0%	0%	С	0.087	F	0.511	14000	
$\rightarrow$	To:	Culpeper S	t			<b>—</b> —									
us Bus	Taxas of Managartas			070/	40/	40/	00/	00/	00/	_	0.007	_	0.500	20000	
29) (17) West Shirley Ave	Town of Warrenton	0.80 <b>19000</b>	F :	97%	1%	1%	0%	0%	0%	С	0.087	F	0.508	20000	l
Bus Bus	To: From:	US 17, US 2	11												
29) (17) (211) Broadview Ave	Town of Warrenton	0.86 <b>35000</b>	F s	98%	1%	1%	0%	1%	0%	С	0.078	F	0.565	36000	ı
<del></del>	To	Bus US 17 Broady	iew Ave			$\neg$									
us 29 (211 Lee Highway	Town of Warrenton	0.55 <b>29000</b>	F 9	97%	1%	1%	0%	1%	0%	С	0.082	F	0.554	30000	
29) (211) Lee Highway	To:	Bus US 15 Blacky		31 /0	1 /0	1/0	070	1 /0	076	C	0.002	'	0.554	30000	'
us Bus	From:	BUS US 15													
29 (15) Lee Highway	Town of Warrenton	0.59 <b>32000</b>	F :	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	33000	- 1
	To	NCL Warrent	on												
Bus Bus	From:									_		_			
29 (15) Lee Highway	Fauquier County	0.27 31000		98%	0%	1%	0%	1%	0%	С	0.086	F	0.553	32000	
	10.	US 15 US 2													
	Fram	US 1 Washington		700/	407		00/	100/	00/	_	0.00	_		4700	
(80) Kings Dominion Boulevard	Hanover County	0.61 <b>4400</b>	G	79%	1%	1%	9%	10%	0%	С	0.09	F		4700	(
	To: From:	I-95													
$_{ m BO})$ Kings Dominion Boulevard	Hanover County	0.59 <b>11000</b>	G 8	82%	0%	1%	5%	11%	0%	F	NA			12000	(
<u> </u>	To:	42-688 Doswell	Road												
(30) Kings Dominion Boulevard	Hanover County	1.00 <b>6000</b>		82%	0%	1%	5%	11%	0%	С	0.092	F		6500	(
3() / Taligo Bollillion Boalovara															

#### 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:	Hanover Count	y Line												
30 Dawn Blvd	Caroline County	3.47 <b>5100</b>	F	77%	2%	1%	5%	16%	0%	С	0.091	F	0.68	5200	F
	To	US 301, SR 2 Richr	nond Tene	1 _r											
(30) Dawn Blvd	Caroline County	3.18 <b>4100</b>	F	73%	2%	2%	5%	19%	0%	С	0.092	F	0.711	4100	F
(30) Baill Biva	To:	King William Co		1070	270		070	10 /0	070	O	0.002	•	0.711	4100	
	From:	Caroline Count													
(30) King William Rd	King William County	7.75 <b>3300</b>	F	78%	1%	1%	3%	17%	0%	С	0.092	F	0.619	3400	F
$\bigcirc$	Tou	50-608 Glob	e Rd												
30 King William Rd	King William County	4.37 4600	F	79%	2%	1%	5%	14%	0%	С	0.089	F	0.53	4700	F
30)	T-1														
Via a William Dd	From	US 360 Richmond Tapp			20/	40/	40/	00/	00/		0.444	F	0.540	5500	F
(30) King William Rd	King William County	8.39 <b>5400</b>	F	87%	2%	1%	1%	9%	0%	С	0.111	г	0.549	5500	г
	To- From:	50-633 Powhata													
$(_{30})$ King William Rd	King William County	8.34 <b>2700</b>	F	75%	1%	1%	3%	19%	0%	С	0.084	F	0.53	2800	F
$\smile$	To:	50-632 Mt Olive-0	Cohoke Ro												
(30) King William Rd	King William County	5.62 <b>4100</b>	F	87%	2%	1%	1%	9%	0%	F	0.078	F	0.668	4200	F
000	7	WO W													
30 Main St	Town of West Point (Maint: 50)	WCL West I 2.19 <b>3900</b>	oint G	77%	1%	1%	4%	17%	0%	С	0.078	N	0.668	3900	G
30 Main St	To: To:	SR 33, 14th		11 /0	1 /0	1 /0	4 /0	17 /0	0 /0	C	0.076	IN	0.000	3900	G
	From:	SR 33 Mair													
(30) (33) 14th St	Town of West Point (Maint: 50)	0.25 17000		89%	1%	1%	2%	8%	0%	С	0.091	F	0.640	17000	F
	To:	New Kent Cour	ty Line												
	From:	King William Co	unty Line												
(30) (33)	New Kent County	4.65 <b>12000</b>	G	89%	1%	1%	2%	8%	0%	F	0.081	F		12000	G
	To:	SR 33; SR 249 Angel	view Chu	rch											
30 New Kent Hwy	New Kent County	3.43 <b>3200</b>	G	87%	1%	2%	4%	6%	0%	С	0.094	F	0.576	3400	G
,	Tol	GD 272 F	ъ.												
(30) New Kent Hwy	New Kent County	SR 273 Farmer 0.78 <b>8400</b>	G	87%	1%	2%	4%	6%	0%	F	0.086	F		9000	G
New Kent Hwy	New Kent County	James City Cour		0176	170	2%	470	070	0%	Г	0.000	Г		9000	G
	From:	New Kent Cour	~												
30 Old Stage Hwy	James City County	2.13 10000		87%	1%	2%	4%	6%	0%	F	0.095	F	0.694	10000	F
30)	7	Y													
30 Barhamsville Rd	James City County	1.71 <b>9400</b>	F	93%	1%	1%	1%	4%	0%	С	0.094	F	0.621	9600	F
30 Barhamsville Rd	James City County	1.71 9400	Г	93%	1%	170	170	4%	0%	C	0.094	Г	0.621	9600	Г
	To: From:	US 60 Richmo													
(30) Rochambeau Dr	James City County	2.95 <b>7500</b>	F	97%	1%	1%	0%	1%	0%	С	0.117	F	0.585	7700	F
<u> </u>	To:	47-607 Croaker Rd; 47-75													
Crooker Pd	lomos City County	47-755 Rochambeau			10/	10/	00/	10/	00/	F	0.006	F	0.570	12000	F
(30) Croaker Rd	James City County	0.46 <b>12000</b> I-64		97%	1%	1%	0%	1%	0%	г	0.096	г	0.570	12000	Г
	From:	SR 30 I-95-N098B TO A	AND FRO	M RT											
(30) Ramp	Hanover County	0.20 <b>NA</b>									NA			NA	
$\smile$	To:	I-95-N FR R	Т 30												

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

Route	Jurisdiction		Length AA			Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
30 Ramp	From James City Co	ounty	SR 30 Old 0.19 <b>14</b> I-64									0.119	Α		1400	Α
East 30 Ramp	From L Hanover Coul		0.04 <b>N</b>									NA			NA	
East 30 Ramp	Hanover Coul		0.13 N I-95-S F	A	INION GATI	3	<del>_</del>					NA			NA	
East 30 Ramp	From James City Co	unty	SR 30 TO . 0.26 <b>N</b> I-64-E FROM	I-64 EAST	Т							NA			NA	
East 30 Ramp	From: James City Co	unty	0.28 N FROM RT 30	Α								NA			NA	
East 30 Ramp	From:  James City Co		SR 30 TO 3 0.23 <b>N</b> FROM RT 30		7 SOUTH							NA			NA	
West 30 Ramp	From Hanover Cou	nty	SR 30 T 0.20 <b>N</b> I-95-S F									NA			NA	
West 30 Ramp	From James City Co	unty	SR 30 TO	Α	ST							NA			NA	
West 30 Ramp	From:  James City Co		SR 30 TO . 0.22 <b>N</b> FROM RT 30 '	Α	7 SOUTH							NA			NA	
West 30 Ramp	From: James City Co	unty	R 30; 47-607 I- 0.31 <b>N</b> ROM RT 30 W	Α								NA			NA	
31 Main St	Town of Wakefield (	Maint: 91)	0.44 <b>31</b>	00 G	96%	1%	1%	1%	1%	0%	С	0.103	F		3300	G
31)	Sussex Cour	nty	3.22 <b>31</b> Surry Co	00 N unty Line	96%	1%	1%	1%	1%	0%	N	0.103	N		3300	N
31 Rolfe Hwy	Surry Count	ty	Sussex Co 1.93 <b>18</b> WCL D	00 G	96%	1%	1%	1%	1%	0%	F	0.107	F	0.578	1800	G
31 Rolfe Hwy	From L Town of Dendron (N	Maint: 90)	0.70 18	00 N	96%	1%	1%	1%	1%	0%	N	0.107	N	0.578	1800	N
31 Rolfe Hwy	From L Town of Dendron (N To:	Maint: 90)	0.89 <b>15</b>	00 G	96%	1%	1%	1%	1%	0%	F	0.095	F	0.576	1500	G

#### 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	Q۷
	From:	ECL	Dendron												
31) Rolfe Hwy	Surry County	7.47 1	1500 N	96%	1%	1%	1%	1%	0%	Ν	0.095	Ν	0.576	1500	Ν
$\smile$	To:		Colonial Trail												
	From:		SR 10							_		_			_
31 (10) Colonial Trail	Surry County	0.47	4300 G	93%	0%	1%	1%	5%	0%	F	0.089	F	0.559	4500	(
	To: From:	SC	CL Surry												
31) (10) Colonial Trail	Town of Surry (Maint: 90)	0.57	4300 N	93%	0%	1%	1%	5%	0%	Ν	0.089	Ν	0.559	4500	1
$\bigcirc$	To:		SR 10												
Delfa Harr	Towns of Owen (Mariet 200)		Colonial Trail	070/	40/		40/	007	00/	_	0.405	_	0.040	0400	
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	(
	To: From:	NC	CL Surry												
(31) Rolfe Hwy	Surry County	4.00	2000 N	97%	1%	0%	1%	0%	0%	Ν	0.105	Ν	0.648	2100	1
$\smile$	Ta	James	stown Ferry			$\neg$ $\vdash$									
31 Jamestown Rd	James City County		6000 F	98%	1%	1%	0%	0%	0%	F	0.102	F	0.59	16000	1
<u>01)</u>	To	47 (01 (	2 1 2 21			_									
31 Jamestown Rd	James City County		Sandy Bay Rd 8900 F	98%	1%	1%	0%	0%	0%	С	0.097	F	0.642	9700	
31 Jamestown Rd	James City County	2.30	6900 F	90 /6	1 /0	1 /0	0 /6	076	076	C	0.091		0.042	9700	,
	To- From:		Williamsburg									_			_
(31) Jamestown Rd	City of Williamsburg	0.04 <b>1</b>	6000 F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.572	17000	
$\smile$	Tou	State Mainte	enance Boundary			$\neg$ $\vdash$									
31 Jamestown Rd	City of Williamsburg (Maint: 47)	0.02 <b>1</b>	6000 F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.572	17000	
	To:	SR 5	5; SR 199												
	From:	North Card	olina State Line												
32 Carolina Rd	City of Suffolk	2.89	3700 G	93%	1%	1%	1%	5%	0%	С	0.098	F		4000	(
<del></del>	To	122 642 A	dams Swamp Rd												
32) Carolina Rd	City of Suffolk		4000 G	93%	1%	1%	1%	5%	0%	F	0.097	F		4300	(
32 Carolina Rd	City of Surfork			9370	1 /0	1 70	1 /0	370	070	'	0.031	'		4300	`
	To: From:		press Chapel Rd												
32) Carolina Rd	City of Suffolk	1.40	4300 G	94%	1%	1%	1%	5%	0%	С	0.091	F		4600	(
<u> </u>	To- From:	133-759	Babbtown Rd												
32) Carolina Rd	City of Suffolk	0.65	4800 G	94%	1%	1%	1%	5%	0%	F	0.096	F		5200	(
$\smile$	To	133-647	Copeland Rd												
(32) Carolina Rd	City of Suffolk		5000 G	94%	1%	1%	1%	5%	0%	F	0.094	F	0.761	5300	(
32) Gardinia i ta	To:		outh of Suffolk	0.70	.,,	$\overline{}$	. , 0	0,0	0,0	•	0.00	•	0	0000	
	From:		eyville Blvd												
32) (13) Carolina Rd	City of Suffolk	1.64 <b>1</b>	7000 G	89%	0%	1%	1%	9%	0%	F	0.083	F		16000	(
	Tou	61-73	31 Dill Rd												
Bus	From:									_					
32) (13) Carolina Rd	City of Suffolk	1.17 <b>1</b>	2000 G	89%	0%	1%	1%	9%	0%	F	NA			11000	(
Due Due	To: From:	Old Se	CL Suffolk			$\Box$ $\vdash$									
Bus  (32) 13 Carolina Rd	City of Suffolk	0.54 1	2000 G	89%	0%	1%	1%	9%	0%	F	NA			12000	(
32) (13) Carolina Rd	To:		8 Constance Rd	UJ /0	U /0	1 /0	1 /0	J/0	U /0		14/4			12000	

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

_				_		Tru	ck			K		Dir		
Route	Jurisdiction .	Length <b>AADT</b>	<b>QA</b> 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Fayette St												
(32) (13) Main St	City of Suffolk	0.34 <b>12000</b>	<b>G</b> 99%	6 0%	1%	0%	0%	0%	С	0.078	F		13000	G
<u> </u>	To	SR 337 Washington	ı St											
Bus Moin St	City of Suffolk	0.60 22000	<b>c</b> 000	/ 00/	10/	00/	00/	00/	F	NA			24000	_
(32) (13) (10) Main St	City of Suffolk	0.68 <b>22000</b>	<b>G</b> 99%	6 0%	1%	0%	0%	0%	Г	INA			24000	G
Bus	To: From:	Bus US 58, Bus US	460											
(32) (460) (10) Main St	City of Suffolk	0.09 <b>30000</b>	<b>G</b> 99%	6 0%	1%	0%	0%	0%	F	NA			33000	G
D.::	To: From:	Old NCL of Suffo	lk											
Bus	City of Suffolk	1.49 <b>26000</b>	<b>F</b> 99%	6 0%	0%	0%	0%	0%	С	0.097	В	0.525	27000	F
32 460 10	Tro-	SR 10 Elephant Fo		0 070	078	070	070	070	C	0.031	Ь	0.525	27000	'
	From:	Bus US 460	лк											
32 10 Godwin Blvd	City of Suffolk	0.54 <b>19000</b>	<b>G</b> 95%	6 0%	1%	1%	2%	0%	F	NA			21000	G
	To	LIC 50 CC-11- D												
(32) (10) Godwin Blvd	City of Suffolk	US 58 Suffolk Byp. 1.36 <b>21000</b>	G 95%	6 0%	1%	1%	2%	0%	F	0.087	F		23000	G
32 10 Godwin Blvd	City of Surfok	1.30 21000	<b>G</b> 957	0 070	1 /0	1 /0	Z/0	0 /0		0.007	-		23000	G
	From:	61-634 Kings Fork												
(32) (10) Godwin Blvd	City of Suffolk	4.81 <b>12000</b>	<b>G</b> 95%	6 0%	1%	1%	2%	0%	С	0.095	F		13000	G
	To: From:	61-603 Everets R	d											
32 10 Godwin Blvd	City of Suffolk	0.87 <b>12000</b>	<b>G</b> 95%	6 0%	1%	1%	2%	0%	F	0.093	F		13000	G
02) (10)	,													
	City of Suffolk	SR 125 Chuckatud 1.31 <b>10000</b>	G 95%	6 0%	10/	40/	2%	0%	F	0.096	F		11000	G
32 10	City of Surfork	Isle of Wight County		0 070	1%	1%	<b>2</b> 70	076	Г	0.096	Г		11000	G
	From:	NCL Suffolk	Line											
(32) (10) Benns Church Blvd	Isle of Wight County	4.15 <b>11000</b>	<b>G</b> 94%	6 1%	1%	2%	2%	0%	С	0.094	F		12000	G
(32) (10) 2511115 61141511 2114	To:	US 258 Brewers Neck		.,,		_,,	_,,	0,0		0.00	•		.2000	•
	From:	SR 10 Benns Church												
32 258 Brewers Neck Blvd	Isle of Wight County	2.85 <b>24000</b>	<b>G</b> 94%	6 1%	1%	3%	2%	0%	С	0.088	F		25000	G
(3) (20)	To	UC 17 C11 D												
(32) (17) (258) Carrolton Blvd	Isle of Wight County	US 17 Carrollton B 2.17 <b>28000</b>	<b>A</b> 98%	6 0%	0%	1%	1%	0%	С	0.114	Α	0.709	29000	Α
32 (17) (258) Carrolton Blvd	isle of Wight County		A 307	0 070	070	1 /0	1 /0	070	C	0.114	^	0.703	23000	^
	From:	F-807												
(32) (17) (258)	Isle of Wight County	4.64 <b>27000</b>	<b>F</b> 98%	6 0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	F
	To:	SCL Newport Nev												
	Prom:	Isle of Wight County		, 00,		40/	407	00/	_	0.004	_	0.744	00000	_
32) (17) (258) Mercury Blvd	City of Newport News	0.22 <b>27000</b>	<b>F</b> 98%	6 0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	F
	To: From:	US 60 Warwick Bl	vd											
32) (17) (258) Mercury Blvd	City of Newport News	0.56 <b>37000</b>	<b>F</b> 98%	6 0%	0%	1%	1%	0%	F	0.095	F	0.563	40000	F
	To:	US 258, SR 143 Jeffers	on Ave											
	From	West Virginia State	Line											
(33) Rawley Pike	Rockingham County	11.66 <b>2200</b>	<b>G</b> 94%	6 0%	1%	1%	4%	0%	F	0.090	F	0.702	2300	G
	Tu	92 940 D.: 1 D	A											
•		82-840 Bridger K	u											
Rawley Pike	Rockingham County	82-840 Bridger R 2.80 <b>3200</b>	G 94%	6 0%	1%	1%	4%	0%	С	0.091	F	0.623	3400	G

# Virginia Department of Transportation Traffic Engineering Division 2010 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	Q
	From:	82-613 Whitmore Shop Rd	· Clayar	LISH DA		2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Rawley Pike	Rockingham County	5.70 <b>7600</b>	G G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.62	8100	(
39)	To:	WCL Harrison													
33 W Market St	From: City of Harrisonburg	1.11 <b>10000</b>	G	95%	1%	1%	2%	2%	0%	F	0.096	F	0.627	11000	
35)	Too	Waterman I								-		-			
33 W Market St	City of Harrisonburg	0.61 <b>9200</b>	G	95%	1%	1%	2%	2%	0%	С	0.09	F	0.638	9700	
33) W Market St	The state of the s				170		270	270	0,0	Ū	0.00	•	0.000	0.00	
33 W Market St	City of Harrisonburg	SR 42 S High 0.16 <b>5300</b>	G	95%	1%	1%	2%	2%	0%	F	0.097	F		5700	
W Market St	City of Harrisonburg	Bus US 33 P		95 /6	1 /0	1 /0	2/0	2/0	0 /6		0.091			3700	
	From:	US 11	·u												
33) (11) Main St NB	City of Harrisonburg	0.02 <b>6700</b>	N	96%	1%	1%	1%	1%	0%	Ν	0.093	Ν	0.543	7200	
	Combined Traffic Estimates for 2 Parallel Roadways of		N	96%	1%	<u>1%</u>	1%	1%	0%	Ν	NA			13000	
	To:	US 11 Main													
E Market St	City of Harrisonburg	US 11 Main St 0.11 <b>6400</b>	G NB	96%	0%	1%	1%	1%	0%	F	0.084	F	0.536	6700	
B3 E Market St	Oity of Harrisonburg			3070	070	170	1 /0	170	070	į	0.004	· ·	0.550	0700	
~ E Maulant Ct	Tom:	Mason St		000/	00/	40/	40/	40/	00/		0.004		0.500	40000	
E Market St	City of Harrisonburg	0.87 <b>11000</b>	G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.569	12000	
~	To: From:	Vine St										_			
E Market St	City of Harrisonburg	0.61 <b>16000</b>	G	96%	0%	1%	1%	1%	0%	С	0.082	F	0.541	18000	
~	To: From:	I-81													
E Market St	City of Harrisonburg	0.59 <b>28000</b>	G	95%	1%	1%	1%	3%	0%	F	0.084	F	0.511	29000	
<del>~</del>	To- From:	University Bl	vd			$\neg$ $\vdash$									
33 E Market St	City of Harrisonburg	1.07 <b>27000</b>	G	97%	0%	0%	0%	2%	0%	С	0.092	F	0.604	28000	
~ <u></u>	Too	ECL Harrison	ourg			<u> </u>									
Spotswood Trail	Rockingham County	0.21 <b>27000</b>	G	95%	1%	1%	1%	3%	0%	F	0.092	Ν	0.604	27000	
	To:	82-704 Boyers	Rd												
Spotswood Trail	Rockingham County	2.08 <b>23000</b>	G	95%	1%	1%	1%	3%	0%	F	0.089	F	0.584	25000	
39) - 1	The	SR 276 Cross Ke													
Spotswood Trail	From: Rockingham County	2.73 <b>22000</b>	G G	95%	1%	1%	1%	3%	0%	С	0.091	F	0.597	24000	
S3) Opolowood Trail	* Tooking idin ooding			3070	170		170	070	070	O	0.001	•	0.007	24000	
Cnotowood Troil	Poolinghom County	82-842 Montey 2.53 <b>20000</b>	rideo <b>G</b>	95%	1%	10/	10/	20/	0%	F	0.088	F	0.586	21000	
Spotswood Trail	Rockingham County	2.53 <b>20000</b>	G	95%	170	1%	1%	3%	0%	Г	0.066	Г	0.566	21000	
~~	To: From:	82-649 Stover Dr; Isla				<u>_</u>									
Spotswood Trail	Rockingham County	1.83 <b>19000</b>	G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.573	20000	
~	To: From:	82-602 East Poi													
33 Spotswood Trail	Rockingham County	3.12 <b>12000</b>	G	96%	1%	1%	1%	2%	0%	С	0.096	F	0.571	12000	
~	To- From:	US 33 Bus West o	f Elkton												
33 Spotswood Trail	Rockingham County	0.89 <b>8100</b>	G	94%	1%	1%	1%	3%	0%	F	0.087	F	0.512	8500	
~	To:	WCL Elkto	n												
33 Spotswood Trail	Town of Elkton (Maint: 82)	0.69 <b>8100</b>	N	94%	1%	1%	1%	3%	0%	Ν	0.087	Ν	0.512	8500	
<i>⇒</i> .	To:	ECL Elktor													

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

_		Primary and						Tru	uck			K	_	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	E	CL Elkton	1				0.7.5.00						. 40101		
33 Spotswood Trail	Rockingham County	0.04	8100	N	94%	1%	1%	1%	3%	0%	Ν	0.087	Ν	0.512	8500	Ν
	To:		US 340													
33 Spotswood Trail	Rockingham County	6.25	5400	G	94%	1%	1%	1%	3%	0%	С	0.095	F	0.527	5700	G
33) Spellomodd 114	To:		e County		0 170	170	—i"	170	0,0	070	Ŭ	0.000	•	0.027	0,00	Ŭ
	From:		ham Coun													
33 Spotswood Trail	Greene County	4.38	4600	G	92%	1%	1%	1%	4%	0%	С	0.093	F		4900	G
$\sim$	Tai	39-638	Turkey Ric	dge Rd												
33 Spotswood Trail	Greene County	3.00	5100	G	92%	1%	1%	1%	4%	0%	F	0.091	F	0.609	5400	G
30) .	Toi	D 110.0	2.0	170 11												
Standardavilla Punasa	Croops County	Bus US 3 2.09	3 Spotswo 6500	G Trail	95%	1%	1%	1%	2%	0%	С	0.089	F		6900	G
33) Standardsville Bypass	Greene County	2.09	6500	G	95%	170	1 70	170	270	0%	C	0.069	Г		6900	G
~~	To: From:	Bus US 3	_													
33 Spotswood Trail	Greene County	0.50	12000	G	96%	1%	1%	1%	2%	0%	С	0.087	F		12000	G
<del></del>	To: From:	39-609 F	redericksb	ourg Rd			<u> </u>									
33 Spotswood Trail	Greene County	2.15	13000	G	96%	1%	1%	1%	2%	0%	F	0.083	F		13000	G
	Tau	30.63	33 Amicus	D.d												
33 Spotswood Trail	Greene County		17000	G	96%	1%	1%	1%	2%	0%	F	0.093	F		18000	G
33) Operations 11am	-					.,,		.,,	_,,	0,0	·	0.000	•		.0000	·
~~~	From		Seminole		2001	407		201	001	201	_	0.005	_	0.540	0000	_
33 Spotswood Trail	Greene County	2.24	6200	G	92%	1%	1%	2%	3%	0%	F	0.085	F	0.548	6600	G
~	From:		ge County l													
33   Spotswood Trail	Orange County	4.51	6400	G	92%	1%	1%	2%	3%	0%	С	0.098	F		6800	G
33 Opolswood Trail	Grange County				JZ 70	1 /0	170	270	370	070	O	0.030	•		0000	O
~~ ( )	From:	SR 20 W,			2001	407		00/	407	001	_	0.005	_		0000	_
33) 20) Spotswood Trail	Orange County	0.22	6500	G	92%	1%	1%	3%	4%	0%	F	0.095	F		6900	G
~ ~	To: From:	SR 20 E,	Constituti	on Hwy												
33 Spotswood Trail	Orange County	5.44	5300	G	92%	1%	1%	3%	4%	0%	С	0.102	F		5600	G
<u> </u>	Tot	WCL	Gordonsv	ville			$\neg$ $\vdash$									
33 Spotswood Trail	Town of Gordonsville (Maint: 68)	0.01	5300	N	92%	1%	1%	3%	4%	0%	Ν	0.102	Ν		5600	Ν
30 .	To:	CD 221	Blue Ridge	. T1												
33 231 Spotswood Trail	Town of Gordonsville (Maint: 68)	0.15	6700	<u>е грке</u> <b>G</b>	92%	1%	1%	3%	4%	0%	С	0.102	F		7100	G
33 Spotswood Trail	Town of Gordonsville (Maint. 66)		nes Madis		9276	170	170	3%	470	0%	C	0.102	Г		7 100	G
	From:		S SR 231	on nwy												
33 (15) Martinsburg Ave	Town of Gordonsville (Maint: 68)	1.12	8900	G	88%	1%	1%	1%	9%	0%	F	0.086	F		9600	G
	To:															
33 \ \( \int 15 \) James Madison Hwy	Louisa County	0.45	Gordonsv 8800	F	88%	1%	1%	1%	9%	0%	F	0.088	F	0.58	9000	F
33) (15) James Madison Hwy	Louisa County	US 15 Sou				1 /0	1 /0	1 /0	<i>3</i> /0	U /0	ŗ	0.000	1	0.50	3000	1-
	From:	US 15 300														
33 South Spotswood Trail	Louisa County	8.28	3000	F	95%	1%	1%	1%	2%	0%	С	0.092	F	0.584	3100	F
,	Tol										-			-		
( ) Louiso Pd	From:		22 Trevilia	nns <b>F</b>	050/	10/	10/	10/	20/	00/	_	0.000	F	0.542	EEOO	F
(33) (22) Louisa Rd	Louisa County	3.84	5400		95%	1%	1%	1%	2%	0%	F	0.092	г	0.513	5500	F
<del>-</del> -	10:	W	CL Louisa	a												

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

		Primary and Int	Cistate Not	1100			Tri	ıok			V		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	04.45	Tru			QC	K	QK		AAWDT	QW
	From	WCI I				ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
(33) (22) West Main St	Town of Louisa (Maint: 54)	1.08 <b>68</b> 0		95%	1%	1%	1%	2%	00/	F	0.092	F	0.532	7000	F
(33) (22) West Main St	Town of Louisa (Maint. 54)	1.00	00 г	95%	170	1 70	170	270	0%	Г	0.092	Г	0.552	7000	Г
~	To- From:	SR 208 Cou													
(33) (22) (208) West Main St	Town of Louisa (Maint: 54)	0.40 <b>170</b>		98%	1%	1%	0%	1%	0%	F	0.085	F	0.527	17000	F
<del>~ ~ ~</del>	To: From:	SR 22; SR 208 Ea SR 22; SR 2		CH											
33 Jefferson Hwy	Town of Louisa (Maint: 54)	0.97 <b>47</b> 0		98%	1%	1%	0%	1%	0%	С	0.091	F	0.589	4800	F
33 Selfersoff Tiwy				30 /6	1 70	1 70	070	1 /0	070	C	0.031	•	0.303	4000	'
~~ · " · · · ·	From:	ECL L			407			407		_		_			
(33) Jefferson Hwy	Louisa County	5.59 <b>31</b> 0	00 F	96%	1%	1%	1%	1%	0%	С	0.1	F	0.678	3100	F
<u>~</u>	To- From:	US 522 Per	ndleton Rd												
(33) (522) Jefferson Hwy	Louisa County	0.66 <b>62</b> 0	00 F	98%	1%	1%	0%	1%	0%	F	0.088	F	0.518	6300	F
	To:	US 522 Cross	c County Rd												
33 Jefferson Hwy	Louisa County	9.29 310	_	98%	1%	1%	0%	1%	0%	F	0.095	F	0.573	3200	F
(33) 561.51561.1111,	250.50 550,				.,,		0,0	.,0	0,0	•	0.000	•	0.0.0	0200	•
/ Letters on Lluci	From:	54-655 Bethan	•	000/	40/	40/	00/	40/	00/		0.004	_	0.707	4000	
33 Jefferson Hwy	Louisa County	2.71 410		98%	1%	1%	0%	1%	0%	F	0.094	F	0.707	4200	F
	From:	Hanover Co Louisa Co	-												
33 Mountain Rd	Hanover County	3.95 490		96%	0%	1%	1%	1%	0%	F	0.093	F		5200	G
(33)	-						.,.			-		-			_
Mountain Dd	From	42-715 Beaver Dam			0%	10/	40/	40/	00/	F	0.000	F		11000	
(33) Mountain Rd	Hanover County	1.94 <b>99</b> 0	00 G	96%	0%	1%	1%	1%	0%	Г	0.092	Г		11000	G
~~	To: From:	SR 54 West Pat	trick Henry D	r											
33 Mountain Rd	Hanover County	4.20 <b>730</b>	00 G	96%	0%	1%	1%	1%	0%	С	0.106	F		7800	G
<u> </u>	To:	42-671 Scot	chtown Rd			$\neg$ $\vdash$									
33 Mountain Rd	Hanover County	1.72 <b>91</b> 0	00 G	96%	0%	1%	1%	1%	0%	F	0.105	F		9700	G
	To	42-670 Fari	nimatan Dd												
33 Mountain Rd	From: Hanover County	5.50 <b>110</b>	_	96%	0%	1%	1%	1%	0%	F	0.102	F		11000	G
Wodinam Nd	To:	Henrico Co		30 /6	070	170	1 /0	1 /0	070	'	0.102	•		11000	J
	From:	Hanover Co													
33 Staples Mill Rd	Henrico County	0.38 130	00 F	96%	0%	1%	1%	1%	0%	F	0.100	F	0.639	14000	F
	Tax	I-29	05												
33 Staples Mill Rd	From: Henrico County	0.61 <b>220</b>		99%	0%	1%	0%	0%	0%	F	0.104	F	0.527	23000	F
(33) Staples Mill Rd	Tierinco County	0.01 220	00 г	9970	076	1 /0	0 /6	076	0 /0		0.104	-	0.527	23000	
~~	To: From:	SR 157; Springfield													
(33) Staples Mill Rd	Henrico County	2.18 <b>180</b>	00 F	99%	0%	1%	0%	0%	0%	F	0.1	F	0.578	20000	F
<del>~</del>	To: From:	43-7526 Hu	ungary Rd			_									
33 Staples Mill Rd	Henrico County	1.05 <b>220</b>	00 F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.648	25000	F
$\smile$	To:	Parhar	m Rd												
33 Staples Mill Rd	From: Henrico County	1.10 <b>330</b>		99%	0%	1%	0%	0%	0%	С	0.108	Α	0.544	38000	Α
(33) Ctapies Willi No	Tiernico County			JJ 70	0 /0	1 /0	0 /0	0 /0	0 /0	J	0.100	^	0.544	55000	^
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Bremne								_					
(33) Staples Mill Rd	Henrico County	0.37 <b>370</b>		99%	0%	1%	0%	0%	0%	F	0.087	F	0.55	42000	F
~	To:	SR 356 Hilliard Rd; 4	13-7536 Glens	side Dr											

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# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

-		Pilitary a	na mitorot	ato rtot	1100			Ten	ıok			V		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
$\sim$	From:	SR 356 Hilliar														
33 Staples Mill Rd	Henrico Cou	nty 1.01	34000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.551	38000	F
~	To: From:		I-64													
(33) Staples Mill Rd	Henrico Cou	nty 1.32	18000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.528	20000	F
	To- From:		CL Richmo				$\Box$									
(33) Staples Mill Rd	City of Richm		18000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.528	20000	F
	10: From:		S 250 Broad 0; Staples N													
33 250 Broad St	City of Richm		24000	A	98%	1%	1%	0%	0%	0%	С	0.112	Α	0.529	28000	Α
	То		Malvern Av	Δ												
33 250 Broad St	From:L City of Richm		24000	G	98%	1%	1%	0%	0%	0%	F	NA			27000	G
(33) (230)	то															
(33) (250) Broad St	From:L City of Richm		Sheppard S 23000	G	98%	1%	1%	0%	0%	0%	F	NA			26000	G
(33) (230) = 1000 01	Ta-F				00,0	.,,		0,0	0,0	0,0	•				20000	·
(33) (250) Broad St	From: City of Richm		99 Terminal <b>22000</b>	G	98%	1%	1%	0%	0%	0%	F	NA			24000	G
(33) (230) Broad St	- F				3070	170		070	070	070	•	14/			24000	Ü
(33) (250) Broad St	From: City of Richme		33 P, Harris	on St G	98%	1%	1%	0%	0%	0%	F	NA			27000	G
33 250 Broad St	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	NA			37000	G
	To F	<u> </u>			3070	170		070	070	070	•	14/			07000	Ü
33 Hancock Rd	From: City of Richmo		S 250 Broad <b>720</b>	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.839	800	G
33) Harloock rkd	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.835	5400	G
	To:	ricadinayo on tino ricato.	Leigh St		0070	170	Ť	070	070	070	·	0.002	·	0.000	0.00	Ū
East	From:	US 3	3 E, E Mari	ket St												
Ramp to I-81 S at Exit 247	City of Harrisonburg		NA									NA			NA	
	To:		I-81 S													
East	From:	US 3	3 E, E Mari	ket St												
Ramp to I-81 N at Exit 247	City of Harrisonburg	(Maint: 82) 0.13	NA									NA			NA	
$\stackrel{\smile}{\smile}$	To:		I-81 N													
East	From:		33 TO RT	295												
(33) Ramp	Henrico Cou	,	NA									NA			NA	
<u> </u>	To:	I-295	-W FROM	RT 33												
East	From:		33 TO RT	295												
Ramp	Henrico Cou To: T	•	NA									NA			NA	
~	10:		5-E FROM I													
East	From:		3 Staples M									0.470	٨		0.400	^
(33) Ramp	Henrico Cou To:F	nty 0.34	<b>2100</b> I-64 West	Α								0.178	Α		2400	Α
				1.00			<u> </u>									
East (33) Ramp	Henrico Cou		3 TO I-64 I <b>NA</b>	EAST								NA			NA	
Ramp	Henrico Coui ™:	I-64-E FROM RT		S MILL	ROADEA							INA			INA	
		1-04-E FROWLKT	JJ-SIAFLE	N IVIILL	KOADEA	<u> </u>										

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

		Pilila	ry and Interst	ale Rol	utes											
Pouto	lugio di oti on		oth AADT	04	4Tiro	Buo		Trι	ıck		00	K	OK	Dir	ΛΛ\Λ/DT	0\4/
Route	Jurisdiction	Len	gth <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
West	From:	7	US 33 W, E Mai	rket St												
33 Ramp to I-81 S at Exit 247	City of Harrisonburg (	(Maint: 82) 0.1	13 <b>NA</b>									NA			NA	
	To:	,	I-81 S													
West	From:	1	US 33 W, E Mai	rkat St												
Ramp to I-81 N at Exit 247	L City of Harrisonburg (			.KCl St								NA			NA	
(33) Namp to 1 01 14 at Exit 247	To:	(Maint. 02) 0.2	I-81 N									INA			INA	
West	From:		95-W049B TO A	AND FRO	OM RT											
(33) Ramp	Henrico Cour	,										NA			NA	
<u> </u>	To:	I	-295-W FROM	RT 33												
West	From:		US 33 TO RT	295												
33 Ramp	Henrico Cour	nty 0.3	33 <b>NA</b>									NA			NA	
$\bigcirc$	To:		I-295-E FROM 1	RT 33												
West	From:	<del></del>	US 33 TO I-64 V	WEST			i				·					
(33) Ramp	Henrico Cour											NA			NA	
(33)	To:	•	RT 33-STAPLI	ES MILI	RDWES'	Т										
144	From:															
West	Henrico Cour		US 33 TO I-64 I 16 <b>NA</b>	±AS1								NA			NA	
(33) Ramp	To:		4-E FROM RT 3	22WEST			<u>_</u>					INA			INA	
	***	1-0		33WE31												
~~~~	From:		US 11													
(33) (11) Main St NB	City of Harrison	-		N	96%	1%	1%	1%	1%	0%	N	0.093	Ν	0.543	7200	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: 10000	N	96%	0%	1%	1%	1%	0%	Ν	NA			11000	Ν
	To:		US 33													
Bus	From:		JS 33 Spotswood	d Trail												
33 Old Spotswood Trail	Rockingham Co	ounty 1.0	00 5600	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.640	5900	G
	,r		VOLUM DI													
Bus	From:		WCL Elkton; Ri	ver Rd												
33 Spottswood Ave	Town of Elkton (Ma	aint: 82) 0.3	<b>6200</b>	G	99%	0%	0%	0%	0%	0%	С	0.084	F	0.596	6400	G
	To:		Spottswood T	Corr												
Bus	From:		Spottswood 1	CII												
33 Spottswood Ave	Town of Elkton (Ma	aint: 82) 0.2	27 <b>3400</b>	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.5	3500	G
$\bigcirc$	To:		Stuart Ave													
Bus	From:															
33 340 S Stuart Ave	Town of Elkton (Ma	aint: 82) 0.0		N	93%	1%	1%	1%	4%	0%	Ν	0.097	Ν	0.533	9100	Ν
$\Rightarrow \Rightarrow$	To:		US 33													
Bus	From:	US	33 Stanardsville	e Bypass												
33 Spotswood Trail	Greene Coun	nty 0.7	75 <b>2300</b>	G	96%	1%	1%	1%	2%	0%	С	0.098	F	0.559	2500	G
	Tool		WCI Ctore 1	i11.												
Bus	From:		WCL Stanards	ville												
(33) Main St	Town of Stanardsville	(Maint: 39) 0.3	35 <b>2300</b>	N	96%	1%	1%	1%	2%	0%	Ν	0.098	Ν	0.559	2500	Ν
<u> </u>	To:		SR 230 Madiso	n Pd												
Bus	From:		SK 250 Wiadiso													
(33) Main St	Town of Stanardsville	(Maint: 39) 0.1	11 <b>4700</b>	G	92%	1%	1%	1%	4%	0%	F	0.086	F	0.606	5100	G

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

								1 .			1/		D:-		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus	From:		L Stanardsville	000/	40/		407	407	00/		0.000		0.000	<b>5</b> 400	
33 Spotswood Trail	Greene County	1.31	4700 N	92%	1%	1%	1%	4%	0%	Ν	0.086	Ν	0.606	5100	N
	11/.		rdsville Bypass; 3	9-623											
	From:		33 Hancock St												
33) Leigh St	City of Richmond	0.27	11000 G	97%	1%	1%	0%	0%	0%	F	0.09	F	0.526	12000	G
$\smile$	To: From:	US	1 Belvidere St												
33) Leigh St	City of Richmond	1.60	11000 G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.717	12000	G
	To	Martin I 1	uther King Jr Brid	re .											
33) Mosby St	City of Richmond	0.30	9700 G	97%	1%	1%	0%	0%	0%	F	0.105	F	0.643	11000	G
33) Modely Gr	To:		airmont Ave	01 70	170	<del>- 1</del> 70	070	070	070	•	0.100	•	0.010	11000	·
	From:		Mosby St												
33) Fairmont Ave	City of Richmond	0.43	7400 G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.571	8200	G
9	то		25th St												
Nine Mile Rd	City of Richmond	0.90	9600 G	97%	1%	1%	0%	0%	0%	С	0.096	F	0.621	11000	G
Nine Mile Rd	Only of Monitoria			31 /0	170	170	070	070	070	O	0.000	'	0.021	11000	O
	To: From:		CL Richmond									_			
33) Nine Mile Rd	Henrico County	1.49	24000 F	98%	1%	1%	0%	0%	0%	С	0.086	F	0.543	25000	F
<u> </u>	To: From:	La	aburnum Ave			$\neg$ $\vdash$									
Nine Mile Rd	Henrico County	2.10	16000 F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.546	17000	F
	то-	Do	auregard Ave												
33) Nine Mile Rd	Henrico County	1.27	12000 F	97%	1%	2%	0%	0%	0%	С	0.085	F	0.526	13000	F
33) Wille Wille Rd	Tiermee County			31 70	170	270	070	070	070	O	0.005	'	0.520	13000	•
	From:		156 Airport Dr		407					_		_			_
33) Nine Mile Rd	Henrico County	1.43	7000 F	97%	1%	2%	0%	0%	0%	F	0.091	F	0.566	7500	F
<u> </u>	To: From:		SR 33 Y												
33) Nine Mile Rd	Henrico County	0.15	1800 F	97%	1%	2%	0%	0%	0%	F	0.086	F		1900	F
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	3800 F	96%	1%	2%	0%	0%	0%	F	0.1	F	0.587	4100	F
	To		Williamsburg Rd												
33) (60) (156) Williamsburg Rd	Henrico County	1.40	13000 F	94%	1%	1%	1%	3%	0%	F	0.092	F	0.52	14000	F
33) $\{60\}$ $\{156\}$ Williamsburg Rd	Tioring County	1.40		J-170	170		170	070	070	•	0.002	•	0.02	14000	•
	From:		I-295							_					
33) (60) (156) Williamsburg Rd	Henrico County	2.24	13000 A	93%	1%	1%	1%	4%	0%	С	0.120	Α	0.552	14000	Α
	To: From:	SR	156 Elko Rd												
33) 60 Williamsburg Rd	Henrico County	1.85	8600 F	93%	1%	1%	1%	4%	0%	F	0.093	F	0.624	9400	F
	To:	New k	Kent County Line												
¬ ~	From:		ico County Line												
33) (60) Pocahontas Trail	New Kent County	0.91	13000 G	93%	1%	1%	1%	4%	0%	F	0.081	F		14000	G
<u> </u>	To	US 60	Bottoms Bridge												
33) New Kent Hwy	New Kent County	0.22	13000 G	94%	1%	1%	1%	3%	0%	F	0.090	F		14000	G
,	Tel														
Domn	From:	0.08	I-64		200 \/^	22 for =	irootion -l	troffic :	oluma -	atimat	oo for th:		mont		
₃₃ ) ( ₃₃ ) Ramp	New Kent County	0.08		5	bee vA	33 TOF 0	irectional	mamic /	voiume e	sumat	es for thi	s seg	ment.		

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

				ia interste			-		Tru	rck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		SR 33-E016A														
(33) (33) Ramp	New Kent Co		0.23	1400	G	75%	2%	2%	5%	16%	0%	С	0.096	F		1400	G
$\overline{}$	To:		I-64-E FROM R			9WEST											
	Navy Kaat Ca	L		R 33, SR 24	.9		C I C4	L fan alin				·:					
(33) (64)	New Kent Co	•	5.32						ectional t					-			
0 0	Combined Traffic Estimates for 2 Paralle	el Roadways o	on this Route:		Α	91%	1%	1%	1%	7%	0%	С	0.105	Α	0.560	54000	Α
	To:		TIC (	SR 106 ) Bottoms B													
	New Kent Co		3.47	) DOLIOIIIS D	mage		See 1-64	for dir	ectional t	raffic ve	duma ac	timate	e for this	coam	ent		
33 64		•		C4 000										·		FF000	^
	Combined Traffic Estimates for 2 Paralle	ei Roadways d	on this Route:	61000	Α	91%	1%	1%	1%	7%	0%	F	0.104	А	0.502	55000	Α
	To: From:			SR 155													
(33) (64)	New Kent Co	ounty	5.69				See I-64	for dir	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
	Combined Traffic Estimates for 2 Paralle		on this Route:	60000	Α	91%	1%	1%	1%	7%	0%	F	0.106	Α	0.538	53000	Α
	To:	:		SR 33													
	From:	:	I-64	4-E TO RT	33												
(33) (64) Ramp	New Kent Co	ounty	0.49				See I-64	for dir	ectional t	raffic vo	lume es	timate	s for this	segm	ent.		
	To:		T /	A FACT IN	T/T									•			
	From:	ounts.	2.98	9000 9000	G	83%	1%	1%	2%	13%	0%	С	0.082	F		9700	G
(33)	New Kent Co	Julity				03%	170	170	270	13%	0%	C	0.062	Г		9700	G
	From:		SR 249-30 A	R 30; SR 24		CH		-									
	New Kent Co		4.65	12000	G	89%	1%	1%	2%	8%	0%	F	0.081	F		12000	G
(33) (30)	New Nem Co	Julity	4.05	12000	•	0370	1 70	1 /0	2 /0	070	0 70	'	0.001	•		12000	O
	To: From:		King W	illiam Coun													
(33) (30) 14th St	Town of West Point	t (Maint: 50)	0.25	17000	F	89%	1%	1%	2%	8%	0%	С	0.091	F	0.640	17000	F
$\bigcirc$	To:		SI	R 30 Main S	S+												
(33) 14th St	Town of West Point	t (Maint: 50)	0.48	16000	F	92%	0%	1%	2%	5%	0%	F	0.085	F	0.672	17000	F
33 14th St	Town or vv cat i onto	(Mairit. 30)		Queen Cour		JZ /0	070		270	370	070	'	0.000	•	0.012	17000	'
	From:			illiam Coun				-									
(33) Lewis Puller Mem Hwy	King & Queen (	County	3.30	13000	G	92%	0%	1%	2%	5%	0%	С	0.089	F	0.646	14000	G
33) Lewis Fuller Men Tilly	Tang & &doon		0.00	10000		0270	070		270	070	070	•	0.000	•	0.010	14000	•
	To: From:			8 Riverview													
(33) Lewis Puller Mem Hwy	King & Queen (	County	0.14	12000	G	92%	0%	1%	2%	5%	0%	F	0.086	F	0.656	13000	G
$\smile$	To:		SR 14 Buena V			s Fork											
	From:			14 Shackelfo													_
(33) (14) Lewis Puller Mem. Hy	wy King & Queen (	County	1.66	9700	G	92%	1%	1%	1%	5%	0%	С	0.088	F	0.639	10000	G
$\bigcirc$	To:			Shackelford													
	From:	<u></u>	SR 14 Buena V									_		_			_
$\binom{33}{1}$ Lewis Puller Mem Hwy	King & Queen (	County	2.61	6200	G	92%	0%	1%	2%	5%	0%	F	0.088	F	0.596	6500	G
<u> </u>	To:			ester County													
	From:	<u> </u>		Queen Cour		200/	00/		00/	<b>5</b> 07	00/	_	0.005	_	0.05	0706	_
(33) Lewis Puller Mem Hwy	Gloucester Co		2.92	6400	G	92%	0%	1%	2%	5%	0%	F	0.085	F	0.65	6700	G
	To:	Ţ	US 17 George Wa			, Glenns											
	From:			Puller Men		070/	00/		40/	407	00/	_	0.000	_	0.507	40000	_
(33) (17) George Washington I	Mem Hwy Gloucester Co	ounty	1.55	12000	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.537	12000	G
$\sim$	To:		Middle	esex County	y Line												

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

		Filliary and interstate K				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Gloucester County Line	:			0 17 11 10						. 4010.		
33) (17) Tidewater Trail	Middlesex County	0.81 <b>12000 G</b>		0%	1%	1%	1%	0%	F	0.086	F		12000	G
	To:	US 17 South of Saluda												
Bus	From:		0.40/	40/	40/	00/	00/	00/	_	0.005	_	0.500	0000	_
33 (17) Gloucester Rd	Middlesex County	0.80 <b>6000 G</b> Bus US 17 Saluda	94%	1%	1%	2%	2%	0%	С	0.095	F	0.509	6200	G
	From:	Bus US 17 Gloucester Rd, S	aluda											
33 General Puller Hwy	Middlesex County	1.78 <b>8500 G</b>		1%	1%	1%	2%	0%	С	0.092	F	0.531	8700	G
	To	SR 227 Urbanna Rd												
(33) General Puller Hwy	Middlesex County	2.93 <b>8400 G</b>	94%	1%	1%	1%	2%	0%	F	0.099	F	0.546	8600	G
(33)	Та													
33 General Puller Hwy	Middlesex County	59-619 Healys Rd 2.18 <b>8400 G</b>	94%	1%	1%	1%	2%	0%	F	0.1	F	0.531	8600	G
General Puller Hwy	To:	SR 3 Greys Point Rd	34 /0	1 70	170	1 /0	2/0	070	'	0.1	•	0.551	0000	J
	From:	SR 3 Harmony Village												
(33) (3) General Puller Hwy	Middlesex County	3.45 <b>5600 G</b>	96%	1%	1%	1%	1%	0%	С	0.091	F	0.611	5900	G
$\bigcirc$	To:	SR 3 Near Hartfield												
	From:	SR 3 Greys Point Rd							_		_			_
(33) General Puller Hwy	Middlesex County	2.15 <b>3900 G</b>	97%	0%	1%	1%	1%	0%	F	0.09	F	0.583	4000	G
	To: From:	59-628 Mill Creek Rd												
(33) General Puller Hwy	Middlesex County	4.26 <b>4800 G</b>	97%	0%	1%	1%	1%	0%	С	0.093	F	0.531	4900	G
<u> </u>	To	59-636 Timberneck Rd												
33 General Puller Hwy	Middlesex County	2.00 <b>820 G</b>	97%	0%	1%	1%	1%	0%	F	0.131	F	0.531	850	G
	Tn·	Stingray Point												
	From:	SR 33 TO I-64 East												
(33) Ramp	Henrico County	0.25 <b>NA</b>								NA			NA	
	To:	I-64-E From RT 33EAST-NINE M	ILE ROAD											
-	From:	SR 33-E016A SR 33-W016A	O I-64											
(33) Ramp	New Kent County	0.23 <b>1400 G</b>	75%	2%	2%	5%	16%	0%	С	0.096	F		1400	G
$\bigcirc$	To:	I-64-E FROM RT 33EAST & RT	249WEST											
East	From:	SR 33 TO I-64 WEST												
(33) Ramp	Henrico County	0.12 <b>NA</b>			<u></u>					NA			NA	
	To:	I-64-W FROM RT 33EAST-NINE	MILE ROAI	D										
East	From:	SR 33; 2SR 33-P I-64-E20	5B											
(33) Ramp	New Kent County	0.08 <b>NA</b>								NA			NA	
$\overline{}$	To	SR 33-W016A SR 33- 16A T	O I-64											
West	From:	SR 33 TO I-64 WEST												
(33) Ramp	Henrico County	0.23 <b>NA</b>								NA			NA	
<u> </u>	To:	I-64-W FROM RT 33WEST-NINE	MILE ROAL	D										
West	From:	2SR 33-P I-64-E205A FROM &	TORT											
$\binom{33}{8}$ Ramp	New Kent County	0.05 <b>NA</b>								NA			NA	
$\smile$	To:	SR 33-E016A SR 33- 16A TO	) I-64											

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

NA NA 4600 5400	0
NA NA 4600 5400	0
NA 4600 5400	0
4600 5400	0
5400	
5400	
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10000	00
37000	00
2200	0
4100	0
2300	0
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1600	0
1000	J
3900	0
1400	0
1400	0
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2800	0
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2800	0
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4000	0
	1400 2800

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

Deute		Leady AART C	. 4T	-		Tru	ıck			K	011	Dir	A A14/D=	· ^·
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	NCL Courtland												
₃₅ ) Main St	Southampton County	0.10 <b>4200 N</b>	75%	1%	1%	3%	20%	0%	N	0.085	Ν	0.509	4300	ı
<u> </u>	To: From:	87-616 Ivor Rd			$\neg$ $\vdash$									
Main St	Southampton County	2.75 <b>2300 G</b>	75%	1%	1%	3%	20%	0%	F	0.085	F	0.525	2400	
<u> </u>	Tai	87-628 Wakefield Rd												
35) Plank Rd	Southampton County	3.43 <b>1900 G</b>	75%	1%	1%	3%	20%	0%	С	0.099	F	0.515	2000	
35)	To													
R5 Plank Rd	Southampton County	87-653 Cary's Bridge Ro 3.94 <b>1900 G</b>		1%	1%	3%	20%	0%	F	0.089	F	0.553	2000	
Plank Rd	Southampton County To:	Sussex County Line	75%	170	1%	3%	20%	0%	Г	0.069	Г	0.553	2000	
	From:	Southampton County Line	ne											
35) Jeruselem Plank Rd	Sussex County	7.48 <b>1900 G</b>		1%	1%	2%	20%	0%	С	0.085	F		2000	
9	Tod	GD 40 G D												
Jeruselem Plank Rd	Sussex County	SR 40 Sussex Dr 5.81 <b>1500 G</b>	76%	2%	1%	1%	19%	0%	С	0.090	F	0.638	1600	
Jeruselem Plank Rd	Sussex County			2/0	1 /0	1 /0	19 /0	0 /6	C	0.090	-	0.030	1000	
	To: From:	91-626 Neblett Mill Rd							_					
35) Jeruselem Plank Rd	Sussex County	4.46 <b>2000 G</b>		2%	1%	1%	19%	0%	F	0.087	F	0.505	2200	
	From:	Prince George County Line Sussex County Line	ne											
S5) Courtland Rd	Prince George County	4.05 <b>2500 G</b>	80%	1%	1%	2%	17%	0%	С	0.079	F	0.57	2700	
5) Courtiand Nu	- I fince deorge county			1 70	1 /0	270	17 70	076	C	0.073	'	0.57	2100	
	From	I-95; SR 156 Prince George					.=		_		_			
5) (301) Courtland Rd	Prince George County	0.72 <b>870 G</b>	80%	1%	1%	2%	17%	0%	F	0.077	F	0.577	930	
<del></del>	10:	74-605 Spain Dr												
	From:	SR 35 TO RT 95												
Ramp	Prince George County	0.15 <b>NA</b>								NA			NA	
<i></i>	To:	I-95-N FROM RT 35												
	From:	SR 35 I-95-S041A TO AND FF	ROM RT											
₈₅ ) Ramp	Prince George County	0.29 <b>NA</b>								NA			NA	
<i></i>	Tn	I-95-S FROM RT 35 & 3	01											
_	From:	20-669 Church Rd												
₃₆ ) River Rd	Chesterfield County	0.87 <b>3600 G</b>	97%	1%	1%	1%	0%	0%	С	0.104	F	0.627	3800	
<i></i>	To:	20-601 Little Rd			<u> </u>									
River Rd	Chesterfield County	1.13 <b>4500 G</b>	97%	1%	1%	1%	0%	0%	F	0.096	F	0.613	4800	
	Tod	20 COOF P: 1 A												
River Rd	Chesterfield County	20-600 E, Pickett Ave 3.05 <b>7100 G</b>	99%	0%	0%	0%	0%	0%	F	0.096	F	0.639	7400	
River Rd	Chesterned County		JJ /0	U /0	U /0	U /0	U /0	U /0	r	0.030		0.058	1400	
	From:	20-1121 Granger Rd					<b>a</b> c:							
Chesterfield Ave	Chesterfield County	0.81 <b>7200 G</b>	99%	0%	0%	0%	0%	0%	С	0.089	F	0.537	7500	
	To: From:	WCL Petersburg												
Ref St	City of Petersburg	0.12 <b>7800 G</b>	99%	0%	0%	0%	0%	0%	С	0.088	F		8400	
<i>)</i>	То:	Grove Ave												
	From:	Fleet St				_		_		_		_	·	
Grove Ave	City of Petersburg	0.54 <b>3000 G</b>	97%	0%	1%	1%	0%	0%	С	0.101	F	0.609	3200	
	To:	US 1 Par, Market St												

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

		Primary ar	ia intorot	410 1100				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		US 1					0.7.0.0				. 4515.		. 4010.		
(36) (1) Market St	City of Petersburg	0.38	3300	G	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	G
	To-	US 1 Par; BUS	US 460 Par	. Washin	gton St											
(36) Market St	City of Petersburg	0.11	5700	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.769	6000	G
	Tot	US 1 B	us US 460 V	Wythe St												
Bus	From:	·		•	000/	40/	40/	40/	407	00/	_	NIA			44000	_
36 1 460 Wythe St	City of Petersburg	0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
ALT Bus	To. From:	ALT U	S 301 Syca	more St												
(36) (1) (301) (460) Wythe St	City of Petersburg	0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
	To-		Bus US 460	)												
36) Sus Wythe St	City of Petersburg	0.20	15000	G	97%	1%	1%	1%	1%	0%	С	0.087	F		17000	G
36 \ 460 \ Wythe St	Combined Traffic Estimates for 2 Parallel Roadw			G	95%	1%	1%	1%	2%	0%	F	NA	'		34000	G
	To Tax	ayo on this reduc.			0070	170	170	170	270	070	•	100			04000	·
Bus	From		I-85, I-95													
(36) (460) Wythe St	City of Petersburg	0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadw			G	95%	1%	1%	1%	2%	0%	F	NA			25000	G
	From:		outh Crater Sus US 460		d											
(36) Wythe St	City of Petersburg	0.43	9800	G	97%	0%	1%	1%	2%	0%	F	NA			11000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	21000	G	97%	0%	1%	1%	2%	0%	F	NA			22000	G
	To:	SR 36 Par, V	Vashington													
Westington O	From:		; Wythe St;			00/	40/	40/	00/	00/	_	0.004	_		00000	_
(36) Washington St	City of Petersburg	0.87	20000	G	97%	0%	1%	1%	2%	0%	F	0.081	F		22000	G
	To- From:		uddledock I													_
(36) Washington St	City of Petersburg	0.58	16000	G	97%	0%	1%	1%	2%	0%	F	0.079	F		17000	G
	From:		George Cou CL Petersbu	_												
(36) Oaklawn Blvd	Prince George County	0.76	16000	G	97%	0%	1%	1%	2%	0%	F	0.081	F		17000	G
	To	Hill Dr	; Ft Lee Ma	in Gate												
(36) Oaklawn Blvd	Prince George County	1.25	17000	A	97%	0%	1%	1%	2%	0%	С	0.097	Α	0.502	19000	Α
(30)	To						<del></del> 1		_,,		_					
(36) Oaklawn Blvd	Prince George County	0.20	SR 144 <b>28000</b>	N	96%	0%	0%	1%	2%	0%	N	0.081	N		30000	N
36 Oaklawn Blvd	- I mice dealing				3070	070		170	270	070	.,	0.001			00000	
36 Oaklawn Blvd	City of Hopewell	0.52	CL Hopew 28000	ell G	96%	0%	0%	1%	2%	0%	С	0.081	F		30000	G
36 Oaklawn Blvd	City of Hopeweii				90%	070	0%	1 70	270	0%	C	0.061	Г		30000	G
Coldown Divid	Tool From:		Jefferson I		070/	007	40/	40/	207	00/		NIA.			20000	
36 Oaklawn Blvd	City of Hopewell	0.65	27000	G	97%	0%	1%	1%	2%	0%	F	NA			29000	G
	From:		SR 36 Par								_					
(36) Oaklawn Blvd	City of Hopewell	0.43	9700	G	97%	0%	1%	1%	2%	0%	F	NA			10000	G
	Combined Traffic Estimates for 2 Parallel Roadw	,		G	97%	0%	1%	1%	2%	0%	F	NA			24000	G
	To	SR 36 Par, Wo	odlawn St;	Kenwoo	d Ave											

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							Tru	uck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 36 Par, Woodlawn S													
(36) Winston Churchill Dr	City of Hopewell	0.60 <b>19000</b>	G	97%	0%	1%	1%	2%	0%	F	NA			21000	G
	To: From:	Miles Av													
(36) Winston Churchill Dr	City of Hopewell	0.39 <b>12000</b>	G	97%	0%	1%	1%	2%	0%	F	0.082	F		13000	G
	To: From:	SR 156 High													
(36) (156) Winston Churchill Dr	City of Hopewell	0.25 <b>11000</b>		97%	0%	1%	1%	2%	0%	F	0.081	F		12000	G
	To: From:	SR 156; Arling SR 156 Winston C		<u> </u>											
(36) Arlington Rd	City of Hopewell	0.12 <b>2000</b>	G	97%	0%	1%	1%	2%	0%	F	0.094	F	0.553	2100	G
36) /g.c / to	To:	15th Ave		0170	070		170	270	070	·	0.001	•	0.000	2.00	Ŭ
	From:	Arlington	Rd												
(36) 15th Avenue	City of Hopewell	0.77 <b>4900</b>	G	99%	0%	0%	0%	0%	0%	С	0.089	F		5300	G
<u> </u>	To: From:	City Point	Rd			$\lnot$									
36) 15th Avenue	City of Hopewell	0.22 <b>2300</b>	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.544	2500	G
	To:	Broadway													
Draw days 01	From:	15th Ave		000/	00/		00/	007	00/	_	0.004	_		7400	_
36) Broadway St	City of Hopewell	0.44 <b>6800</b>	G	99%	0%	0%	0%	0%	0%	F	0.091	F		7400	G
	From:	6th Ave Broadway													
36) 6th Avenue	City of Hopewell	0.31 <b>8800</b>	G	99%	0%	0%	0%	0%	0%	F	NA			9500	G
30	To:	SR 10 Rando	lf Rd												
East	From	SR 36 TO RT 295	SOUTH	3											
36) Ramp	City of Hopewell (Maint: 74)	0.24 <b>NA</b>									NA			NA	
<u> </u>	To:	I-295-E FROM R	Γ 36 EAS	Γ											
East	From:	SR 36 I-295-W009B TO	& FROM	RT 29											
36) Ramp	City of Hopewell (Maint: 74)	0.22 <b>NA</b>									NA			NA	
	To:	I-295-W FROM R	Γ 36 EAS	Т											
<u>Ves</u> t	From:	SR 36 I-295-E009A TO	& FROM	RT 29											
36) Ramp	City of Hopewell (Maint: 74)	0.21 <b>NA</b>									NA			NA	
$\smile$	To:	I-295-E FROM RT	36 WES	Т											
<u>Ves</u> t	From:	SR 36 TO RT 295	NORTHV	V											
(36) Ramp	City of Hopewell (Maint: 74)	0.34 <b>NA</b>									NA			NA	
<u> </u>	To:	I-295-W FROM R	Γ 35 WES	T											
	From	SR 36; Mark	et St												
36 Dold St	City of Petersburg	0.13 <b>3500</b>	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	G
	To:	Sycamore	St												
36) 1 Sycamore St	City of Petersburg	Old St 0.04 <b>3400</b>	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3600	G
36 1 Sycamore St	To:	Bollingbroo		31 /0	1 /0	1 /0	0 /0	070	0 70	'	0.034	'		3000	G
	From:	Sycamore				<del> </del>									
36 Bollingbrook St	City of Petersburg	0.10 <b>3500</b>	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	G
	То:	US 1, US 301	2nd St												

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

		1 milary ai	nd Interstat	.01100	100			Tru	ماد			I/		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2010	3+Axle		2Troil	QC	K Factor	QK	Factor	AAWDT	QW
ALT	From:	YT	C 1 Don 2nd C				ZAXIE	3+Axie	IIIali	ZITAII		Factor		Factor		
(36) (301) (1) (301) Bollingbr	rook St City of Peters		S 1 Par, 2nd S 4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	G
36 301 1 301 Bollingbr	To:	0	ALT US 301 3	_	90 /0	070	1 /0	0 /6	0 /0	0 /6		0.122	-	0.05	3000	G
	From:	05 1, 1	3rd St	JIG St												
36 301 Bollingbrook St	City of Peters	burg 0.15	4400	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	G
30 (301)	Combined Traffic Estimates for 2 Paralle	· ·	6100	G	98%	0%	1%	0%	1%	0%	F	NA			6700	G
								0,0	.,0	0,0	•				0.00	•
Pollingbrook St	From: City of Peters	bura 0.23	5th St 4200	G	98%	0%	10/	0%	0%	0%	С	0.116	F		4600	G
36 301 Bollingbrook St	•	0					1%					0.116	Г			_
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		G	98%	0%	1%	0%	1%	0%	С	NA			6800	G
	From	R	Crater Rd ollingbrook St	t												
(36) (301) Crater Rd	City of Peters		3700	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	G
36 (301) Grater Na	Combined Traffic Estimates for 2 Paralle	· ·		G	97%	1%	1%	1%	1%	0%	F	NA	•	0.000	8300	G
	Combined Trainic Estimates for 2 Paralle	el Roadways on this Route.	7700	<u> </u>	91%	170	1 70	1 70	170	076	Г	INA			6300	G
$\overline{\bigcirc}$	To: From:		301 Par, Bank													
(36) (301) Crater Rd	City of Peters	burg 0.18	3900	G	97%	1%	1%	0%	0%	0%	F	NA			4200	G
<del>***</del>	To	US 301, E	SUS US 460 C	Crater R	d		$\neg$ $\vdash$									
(36) Washington St	City of Peters		11000	G	97%	0%	1%	1%	2%	0%	F	0.09	F		11000	G
4	Combined Traffic Estimates for 2 Paralle	el Roadwavs on this Route:	20000	G	97%	0%	1%	1%	2%	0%	F	NA			22000	G
	7															_
N/achinatan Ct	City of Peters	h 0.05	Burch St	_	070/	00/	40/	40/	20/	00/	F	0.004	F		40000	_
(36) Washington St			11000	G	97%	0%	1%	1%	2%	0%	_	0.091	г		12000	G
	Combined Traffic Estimates for 2 Paralle	·		G	97%	0%	1%	1%	2%	0%	F	NA			22000	G
	10.	SR 36 V	Wythe St; Am	elia St												
	From:		6 Oaklawn B													
(36) Woodlawn St	City of Hope	well 0.61	12000	G	97%	0%	0%	1%	1%	0%	С	0.08	F		13000	G
$\odot$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	22000	G	97%	0%	1%	1%	2%	0%	F	NA			24000	G
	To		Surry Ave													
(36) Woodlawn St	City of Hope	well 0.35	9400	G	97%	0%	0%	1%	2%	0%	С	0.083	F		10000	G
4	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	19000	G	97%	0%	1%	1%	2%	0%	F	NA			21000	G
	To:		ıwn Blvd; Kei			070	<del>- i</del> í	170	_,0	070	•				21000	Ŭ
	From:		outh of Winch													
(37) Winchester Bypass	ا Frederick Co		22000	G	95%	0%	1%	1%	3%	0%	F	0.087	F		24000	G
Winchester Bypass	Trederick Co.	unty 2.91	22000	-	90 /0	070	1 70	1 70	370	070	•	0.007	'		24000	O
	To: From:		Cedar Creek	Grade												
(37) Winchester Bypass	Frederick Co	unty 2.32	28000	Α	95%	0%	1%	1%	3%	0%	С	0.099	Α	0.515	31000	Α
<u> </u>	To	US 50	West of Winc	hester												
(37) Winchester Bypass	Frederick Co		28000	G	95%	0%	1%	1%	3%	0%	F	0.082	F		30000	G
<u> </u>	[															-
Winshester Dimess	From:		NW of Winc		050/	00/	10/	40/	20/	00/	F	0.004	F		20000	
(37) Winchester Bypass	Frederick Co	,	28000	G	95%	0%	1%	1%	3%	0%	۲	0.084	۲		30000	G
	In	US 11 I	North of Winc	nester												
	From:	<u> </u>	SR 37		· · · · · ·			·		· · · · · ·		·				
$\begin{pmatrix} 37 \end{pmatrix}$ Ramp to I-81 N at Exit 310	Frederick Co	unty 0.16	NA									NA			NA	
$\sim$	To:		I-81 N													

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

					Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Ramps SR 37 N000B; SR 37 S000B											
37) Ramp to I-81 S at Exit 310	Frederick County	0.15 <b>NA</b>							NA			NA	
$\mathcal{O}$	To:	I-81 S											
lorth	From:	SR 37 N											
37) Ramp toward I-81 S at Exit 310	Frederick County	0.03 <b>NA</b>							NA			NA	
31)	To:	Ramp SR 37 B											
outh	From:	SR 37 S											
Ramp toward I-81 S at Exit 310	Frederick County	0.05 <b>NA</b>							NA			NA	
37 Ramp toward 1-01 3 at Exit 310	To:	Ramp SR 37 B							INA			INA	
	From:	Bus US 360 Goodes Bridge Rd											
38) Virginia Ave	Amelia County	0.02 <b>2600 N</b> 93%	6 2%	1%	1%	3%	0%	N	0.117	N	0.658	2800	1
<u> </u>	To:	04-1007 Court St											
Count Ot	A maralia Country	04-1009 Virginia St	/ 00/	40/	40/	20/	00/	N.I	0.447	N.I	0.050	2000	
Ourt St	Amelia County	0.04 <b>2600 N</b> 93%	6 2%	1%	1%	3%	0%	N	0.117	N	0.658	2800	ı
<u> </u>	From:	04-1007; Washington St 04-1007 Court St											
38) Washington St	Amelia County	0.09 <b>2600 N</b> 93%	6 2%	1%	1%	3%	0%	N	0.117	N	0.658	2800	
Washington St	To:	04-1003 Church St; 04-1006	0 2/0	1 /0	1 /0	3/0	0 /6	IN	0.117	IN	0.000	2000	
	From:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003											
38) Church St	Amelia County	0.05 <b>2600 N</b> 93%	6 2%	1%	1%	3%	0%	Ν	0.117	Ν	0.658	2800	
56) 51141511 51	To:	04-1003; Five Forks Rd	0 270		170	070	070		0.111		0.000	2000	
	From:	04-1003 Church St											
38) Five Forks Rd	Amelia County	0.95 <b>2600 G</b> 93%	6 2%	1%	1%	3%	0%	F	0.117	F	0.658	2800	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:	04-614 Otterburn Rd; Dennisville Rd											
	From:	04-614 Dennisville Rd; Otterburn Rd											
38) Five Forks Rd	Amelia County	5.88 <b>1200 G</b> 93%	6 2%	1%	1%	3%	0%	С	0.119	F	0.774	1300	
	To:	SR 153 Military Rd											
	From:	West Virginia State Line											
39) Mountain Valley Rd	Bath County	4.59 <b>280 G</b> 96%	6 1%	1%	0%	3%	0%	F	0.150	F	0.561	300	(
Mountain Valley Rd	Datif County	4.39 <b>200 G</b> 907	0 170	1 70	070	370	070	'	0.130	•	0.501	300	
	To: From:	W 08-600											
₃₉ ) Mountain Valley Rd	Bath County	9.94 <b>360 G</b> 96%	6 1%	1%	0%	3%	0%	F	0.111	F	0.542	400	
<u> </u>	Tax	08-687 West of Warm Springs		<u> </u>									
39) Mountain Valley Rd	Bath County	2.97 <b>1100 G</b> 96%	6 1%	1%	0%	3%	0%	С	0.093	F	0.537	1200	
39)	-		.,,	.,,	0,0	0,0	0,0	•	0.000	•	0.00.	00	
¬~~	From:	US 220 Warm Springs											
39) (220) Ingalls Boulevard	Bath County	0.19 <b>2100 G</b> 91%	6 1%	1%	1%	6%	0%	F	0.09	F	0.609	2200	(
<del></del>	To	US 220 North of Warm Springs		-									
39) Mountain Valley Rd	Bath County	4.38 <b>1300 G</b> 94%	6 0%	1%	1%	2%	0%	F	0.102	F	0.635	1400	(
3.0					, -			·					
	From:	08-630 Stage Coach Drive			401			_		_		.===	
₃₉ ) Mountain Valley Rd	Bath County	8.67 <b>1400 G</b> 94%	6 0%	1%	1%	2%	0%	F	0.097	F	0.679	1500	(
<u>~</u>	To:	SR 42 Millboro Springs											
(42) Mountain Valley Rd	Bath County	5.73 <b>1500 G</b> 94%	6 0%	1%	1%	2%	0%	F	0.106	F	0.56	1600	(
JJ / \+_ /	To:	2.1.2 .2.2.2 • 0.7						-		-			

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			outes			Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bath County Line			2/////	STANE	TITAL	ZITAII		i actor		i actor		
39) (42) Maury River Rd	Town of Goshen (Maint: 81)	2.47 <b>1700 F</b>	94%	0%	1%	1%	2%	0%	С	0.091	F	0.534	1700	F
39 (42) Maury River Rd	rown or Coshen (Maint: 61)		J-170	070	170	170	270	070	Ü	0.001	•	0.004	1700	•
	From:	SR 42 Goshen	000/	40/		00/	00/	201		0.004	_	0.500	1000	
39) Maury River Rd	Town of Goshen (Maint: 81)	1.34 <b>1700 F</b>		1%	1%	3%	3%	0%	С	0.094	F	0.582	1800	F
<u> </u>	From:	81-780 South of Gosher 81-780 South of Gosher; Bratto												
39) Maury River Rd	Town of Goshen (Maint: 81)	0.07 <b>860</b> F		1%	1%	3%	3%	0%	F	0.105	F	0.609	910	F
39) Macry Tivol Tid	romrer decirer (main: 61)		0270	170		070	070	070	•	0.100	•	0.000	0.10	•
Marrie Birri Bil	From	SCL Goshen	000/	40/		00/	00/	00/		0.405		0.000	040	
39) Maury River Rd	Rockbridge County	8.62 <b>860 N</b>	92%	1%	1%	3%	3%	0%	N	0.105	N	0.609	910	١
<u> </u>	Ta- From:	81-602 E, Walkers Creek	Rd											
₃₉ ) Maury River Rd	Rockbridge County	2.34 <b>1100 F</b>	94%	1%	2%	2%	0%	0%	С	0.097	F	0.598	1200	F
$\mathcal{I}$	To:	SR 252 Brownsburg Turng	ike											
39) Maury River Rd	Rockbridge County	7.55 <b>1300 F</b>		1%	2%	2%	0%	0%	F	0.093	F	0.618	1400	F
39)	To:	US 11 North of Lexingto		.,,		_,,	0,0	0,0	•	0.000	•	0.0.0		•
ALT.	From	SR 42 Goshen	-											
ALT 39) Main St	Town of Goshen (Maint: 81)	0.35 <b>1100 F</b>	89%	1%	2%	3%	5%	0%	С	0.099	F	0.521	1100	F
39) Wall St	To:	SR 39 Maury River Rd		1 /0		370	J/0	070	C	0.033	•	0.521	1100	'
		•												
Ob asitu Harri	Prom:	SR 8 Woolwine Hwy	000/	00/		40/	40/	00/	_	0.4	_	0.000	400	,
Charity Hwy	Patrick County	3.06 <b>460 G</b>	96%	0%	2%	1%	1%	0%	F	0.1	F	0.692	480	(
<u> </u>	To: From:	70-708 Lee Elgin Rd												
40) Charity Hwy	Patrick County	3.17 <b>270 G</b>	96%	0%	2%	1%	1%	0%	F	0.096	F	0.509	280	(
<u> </u>	To	70-622 Deer Run Road												
40 Charity Hwy	Patrick County	3.62 <b>130 G</b>	96%	0%	2%	1%	1%	0%	С	0.128	F	0.556	140	
40)	To	Franklin County Line						-,-	_	****				
	From:	Patrick County Line												
40) Franklin St	Franklin County	2.83 <b>310 G</b>	96%	1%	1%	1%	2%	0%	F	0.123	F	0.575	320	(
$\mathcal{I}$	To:	33-785 Johnnys Ridge R	d											
Franklin St	Franklin County	0.75 <b>340 G</b>		1%	1%	1%	2%	0%	F	0.126	F	0.617	360	(
40)	To:	33-622 Near Endicott	00,0	.,,		.,,	_,,	0,0	•	01.20	•	0.0	000	•
	From:	33-622 St. Johns Ln												
40 Franklin St	Franklin County	4.76 <b>630 G</b>	96%	1%	1%	1%	2%	0%	F	0.108	F	0.64	660	(
	To	33-605 Henry Rd												
40) Franklin St	Franklin County	4.06 <b>1500 G</b>	96%	1%	1%	1%	2%	0%	С	0.093	F	0.667	1600	(
40 Franklin St	Trankin Oddity			170	1 70	1 /0	270	070	O	0.000	•	0.007	1000	
	To: From:	33-602 Ferrum Mtn Rd												
40) Franklin St	Franklin County	8.79 <b>4400 G</b>	96%	1%	1%	1%	2%	0%	F	0.094	F	0.549	4600	C
<u> </u>	To: From:	WCL Rocky Mount												
40) Franklin St	Town of Rocky Mount	0.80 <b>8900 G</b>	97%	0%	1%	1%	1%	0%	С	0.091	F		9300	(
	To:	Eland Ara												
40) Franklin St	Town of Rocky Mount	Floyd Ave 0.36 <b>8600 G</b>	97%	0%	1%	1%	1%	0%	F	0.086	F		9000	
AN I FIGURIII OL	LOWIT OF ROCKY MOUTE	U.30 <b>0000 G</b>	9170	U70	170	170	170	U70	Г	0.000	Г		9000	Ċ.

#### 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	QW
	From:	Diamond Ave												
40) Franklin St	Town of Rocky Mount	0.18 <b>11000</b> (	<b>G</b> 96%	1%	2%	0%	1%	0%	F	0.097	F		11000	G
$\smile$	То:	North Main Street												
Bus	From:	North Main St	• •••	201		00/	407	00/	_				40000	_
40/ [220]	Town of Rocky Mount		<b>G</b> 98%	0%	0%	0%	1%	0%	F	NA			13000	G
	From:	South Main St South Main Street												
Pell Ave	Town of Rocky Mount		<b>G</b> 96%	1%	2%	0%	1%	0%	С	0.093	F		8000	(
40)	7			.,,					_					
Dell Ave	From:	Tanyard Rd	060/	1%	20/	00/	40/	0%	F	NA			10000	(
40) Pell Ave	Town of Rocky Mount	0.30 <b>18000</b> (	<b>G</b> 96%	1%	2%	0%	1%	0%	Г	INA			19000	
	To: From:	Old ECL Rocky Mour												
40 Franklin St	Town of Rocky Mount	0.17 <b>18000 (</b>	<b>G</b> 96%	1%	2%	0%	1%	0%	F	NA			18000	(
<u> </u>	To- From:	US 220			$\neg$ $\vdash$									
740 Franklin St	Town of Rocky Mount	0.85 <b>19000</b> (	<b>G</b> 92%	1%	1%	2%	4%	0%	F	NA			20000	
	To	SR 122 Baldknob												
40) Franklin St	Town of Rocky Mount		N 92%	1%	1%	2%	4%	0%	N	0.083	N		9500	١
40) 1 1411111111111111111111111111111111	Town of Rocky Would		32/0	170	170	270	470	070	14	0.003	14		3300	'
	To- From:	ECL Rocky Mount									_			
40) Franklin St	Franklin County	2.56 <b>9100 (</b>	<b>G</b> 92%	1%	1%	2%	4%	0%	F	0.083	F		9500	(
<u>~</u>	To: From:	33-655 Websters Rd	l											
40) Franklin St	Franklin County	3.88 <b>5400</b> (	<b>G</b> 92%	1%	1%	2%	4%	0%	С	0.086	F		5600	(
$\mathcal{I}$	То:	33-718 Colonial Tk												
	From:	33-718 Colonial Tpke					40.		_		_			
40) Franklin St	Franklin County	4.48 <b>5200 0</b>	<b>G</b> 92%	1%	1%	2%	4%	0%	F	0.093	F		5500	(
<u>~</u>	To- From:	33-945 Kemp Ford R	d											
40) Franklin St	Franklin County	4.01 <b>3400 0</b>	<b>G</b> 85%	1%	1%	4%	9%	0%	F	0.089	F	0.567	3500	(
<u> </u>	To:	33-890 Near Penhool												
	From:	33-890 Snow Creek R							_		_			
40) Franklin St	Franklin County		<b>G</b> 85%	1%	1%	4%	9%	0%	С	0.09	F	0.6	2300	(
~	From:	Pittsylvania County Lis Franklin County Line												
40) W Gretna Rd	Pittsylvania County	•	G 88%	1%	2%	1%	8%	0%	F	0.085	F	0.563	2800	(
W Gretna Rd	1 Ittoyivania oddinty		0070	170		170	070	070	•	0.000	•	0.000	2000	`
	From:	71-799 Climax Rd	• •••	40/		40/	00/	00/	_	0.004	_	0.504	0000	
W Gretna Rd	Pittsylvania County	5.01 <b>2800 C</b>	<b>G</b> 88%	1%	2%	1%	8%	0%	С	0.094	F	0.594	2900	(
<u> </u>	To: From:	US 29												
40)	Pittsylvania County	0.14 <b>6000 (</b>	<b>G</b> 88%	1%	2%	1%	8%	0%	F	0.092	F	0.638	6400	(
$\checkmark$	Tax	WCL Gretna												
Valden Dr	Town of Gretna (Maint: 71)		N 88%	1%	2%	1%	8%	0%	Ν	0.092	Ν	0.638	6400	Ν
40)				.,,		. , 0	- / 0	- / 0		<b></b>	•	2.300	00	•
T O Table a Did	Tana at O ( (A. ) ( Ta)		2 2221	401		407	001	001	_	0.000		0.005	0000	
40) E Gretna Rd	I own of Gretna (Maint: 71)		88% ق	1%	2%	1%	8%	0%	F	0.089	F	0.605	3200	G
(40) Valden Dr (40) E Gretna Rd	Town of Gretna (Maint: 71)  Town of Gretna (Maint: 71)  Town of Gretna (Maint: 71)	Bus US 29 Main St	N 88%  G 88%	1%	2%	1%	8%	0%	N F	0.092	N F		0.638	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	I	ECL Gretna												
40) E Gretna Rd	Pittsylvania County	1.44	3000 N	88%	1%	2%	1%	8%	0%	Ν	0.089	Ν	0.605	3200	Ν
	To	71	-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	G
40) L Greina Nu	1 ittsylvaria county				170	270	1 70	070	070	•	0.000	'	0.007	1300	
	From:		enan Rd; Riceville							_		_			
40) E Gretna Rd	Pittsylvania County	5.14	850 G	85%	2%	2%	2%	9%	0%	С	0.088	F	0.6	910	(
<u> </u>	To:		fax County Line vania County Lin												
40) Stage Coach Rd	Halifax County	4.16	730 G		2%	2%	2%	9%	0%	F	0.098	F	0.534	780	(
3 Stage Coach Rd	Tialitax County	4.10	730 G	05 /6	2/0	2 /0	2/0	970	076		0.090		0.554	700	,
	To: From:	41-63	88 Bull Creek Rd												
$_{40})$ Stage Coach Rd	Halifax County	5.96	820 G	88%	0%	2%	1%	9%	0%	С	0.096	F	0.643	870	(
<u> </u>	To:		1 North of Halifa	(											
	From:		S 501 Halifax	000/	00/		00/	00/	00/	_	0.004	_		5000	
40) (501) L P Bailey Memorial Hwy	Halifax County	0.97	5000 G	92%	0%	1%	0%	6%	0%	С	0.084	F		5300	
<del></del>	To:		bell County Line												
40) (501) Lusardi Dr	Campbell County	0.09	fax County Line 5100 F	92%	0%	1%	0%	6%	0%	F	0.081	F	O 551	5200	
40 501 Lusardi Dr	Campbell County	0.09	3100 F	92%	0%	1 70	076	0%	0%	Г	0.061	Г	0.551	3200	
_ ~~	To: From:	SC	CL Brookneal												
40) (501) Lusardi Dr	Town of Brookneal (Maint: 15)	0.76	5100 N	92%	0%	1%	0%	6%	0%	Ν	0.081	Ν	0.551	5200	
	To:		US 501												
	From		chburg Ave; Lusa							_		_			
40) Wickliffe Ave	Town of Brookneal (Maint: 15)	0.87	2200 F	81%	1%	1%	2%	15%	0%	F	0.096	F	0.544	2300	
<u> </u>	To: From:	EC	CL Brookneal			<u> </u>									
Wickliffe Ave	Campbell County	1.97	2200 N	81%	1%	1%	2%	15%	0%	Ν	0.096	Ν	0.544	2300	
	To	15 605 9	Swinging Bridge	0.4											
Wickliffe Ave	From: Campbell County	2.15	1700 F		1%	1%	2%	15%	0%	F	0.086	F	0.535	1700	
Wickliffe Ave	To:		otte County Line	0170	1 /0		2 /0	13 /0	070	'	0.000	•	0.555	1700	
	From:		bell County Line												
Patrick Henry Hwy	Charlotte County	6.74	1100 G	81%	1%	1%	2%	15%	0%	С	0.092	F	0.505	1100	
40)	T-	-													
	From		WCL Phenix	0.407	407		00/	450/	00/		0.000		0.505	4400	
40) Phenix Main St	Town of Phenix (Maint: 19)	0.97	1100 N	81%	1%	1%	2%	15%	0%	N	0.092	N	0.505	1100	
<u>~</u>	To- From:	19-727 Washir	ngton Ave; Red F	ouse Rd		$\Box$ $\vdash$									
40) 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	
9	To:	1	ECL Phenix												
Patrick Henry Hwy	Charlotte County	0.78	1900 N	81%	1%	1%	2%	15%	0%	N	0.102	N	0.512	2000	
Patrick Henry Hwy	Chanotte County	0.70	1900 14	0170	1 70	1 70	2 /0	13 /0	070	14	0.102	14	0.512	2000	
	From:		6 East of Phenix												
40) Patrick Henry Hwy	Charlotte County	4.38	2000 G	81%	1%	1%	2%	15%	0%	F	0.102	F	0.711	2000	(
$\checkmark$	To:	WCI	L Charlotte C.H.												
40) David Bruce Ave	Town of Charlotte C.H. (Maint: 19)	0.98	2000 N	81%	1%	1%	2%	15%	0%	N	0.102	N	0.711	2000	ı
40) 23 21.0007.110	To:		7 Le Grande Ave	0.70	1,3		_ /0	10 /0	0 / 0	. •	5.152		3	2000	•

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

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	SR 47 Le Gran	de Ave			2, 0.00	017 040	TTTG	211011		1 dotoi		1 dotoi		
40 (47) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)	0.10 <b>4800</b>	G	81%	1%	1%	2%	15%	0%	F	0.102	F	0.529	5000	G
	To	SR 47 Thomas Jeff	farcon Huzz												
40) George Washington Hwy	Town of Charlotte C.H. (Maint: 19)	0.94 <b>2100</b>	G	81%	1%	1%	2%	15%	0%	F	0.109	F	0.547	2200	G
40) Goorgo Washinigton Timy	- [Wanta 10]			0170	170		270	1070	070	•	0.100	•	0.017	2200	Ŭ
Caarra Washington Lluci	From	ECL Charlotte		040/	40/	40/	20/	450/	00/	N.I.	0.400	N.I.	0.547	2222	
George Washington Hwy	Charlotte County	7.58 <b>2100</b>	N	81%	1%	1%	2%	15%	0%	N	0.109	N	0.547	2200	N
	To: From:	WCL Keys													
40) Church St	Town of Keysville (Maint: 19)	0.54 <b>2100</b>	N	81%	1%	1%	2%	15%	0%	Ν	0.109	Ν	0.547	2200	N
<u> </u>	To:	Bus US 15, Bus													
Bus Bus	Towns of Konsoille (Maint 40)	W US 15 B		000/	40/	40/	40/	407	00/	_	0.404	_	0.505	5400	
40 (15) (360) McDonald Rd	Town of Keysville (Maint: 19)	0.56 <b>4800</b>	G	93%	1%	1%	1%	4%	0%	F	0.101	F	0.565	5100	G
	From:	E US 15 B US 15, US 360; EC													
40) Lunenburg Hwy	Town of Keysville (Maint: 19)	0.40 <b>2900</b>	G	90%	2%	1%	2%	5%	0%	F	0.085	F	0.553	3000	G
10) ========	To:	ECL Keysv				Ti.			• , •	-		•			
	From:	US 15, US 360; EC													
Lunenburg Hwy	Charlotte County	0.85 <b>2900</b>	N	90%	2%	1%	2%	5%	0%	Ν	0.085	Ν	0.553	3000	١
<i>J</i>	To:	Lunenburg Cou	nty Line												
	From:	Charlotte Coun	-												
₄₀ ) Lunenburg County Rd	Lunenburg County	12.70 <b>1200</b>	F	90%	2%	1%	2%	5%	0%	С	0.119	F	0.522	1300	F
<u> </u>	To: From:	SR 49 Courtho													
40 (49) Courthouse Rd	Lunenburg County	SR 49; Lunenburg 0.14 <b>2500</b>	F	94%	1%	1%	1%	3%	0%	F	0.099	F	0.542	2600	F
40 (49) Courthouse Rd	Eurichburg County	0.14 2300		J+70	170	170	1 /0	370	070	'	0.000	'	0.042	2000	
	To- From:	55-675 Trinity Rd													
40) (49)	Lunenburg County	2.17 <b>3200</b>	F	94%	1%	1%	1%	3%	0%	С	0.099	F	0.548	3300	F
<u> </u>	To: From:	WCL Victo	oria												
40) (49)	Town of Victoria (Maint: 55)	1.08 <b>3200</b>	N	94%	1%	1%	1%	3%	0%	Ν	0.099	Ν	0.548	3300	Ν
$\mathcal{I}$	Tou	SR 49 Lunenburg C	ourt House			$\neg$ $\vdash$									
40) Main St	Town of Victoria (Maint: 55)	0.81 <b>5800</b>	F	93%	2%	1%	1%	3%	0%	F	0.103	F	0.588	5900	F
40)							.,.	-,-	• , •	-		•			-
	From:	55-1009 Twin Cer		000/	00/	40/	40/	00/	00/	_	0.400		0.540	5000	
40)	Town of Victoria (Maint: 55)	0.02 <b>4900</b>	F	93%	2%	1%	1%	3%	0%	С	0.109	F	0.546	5000	F
	To- From:	ECL Victo	oria												
40)	Lunenburg County	3.74 <b>4900</b>	N	93%	2%	1%	1%	3%	0%	Ν	0.109	Ν	0.546	5000	١
<u> </u>	To:	WCL Kenbi	ridge			$\neg$ $\vdash$									
40)	Town of Kenbridge (Maint: 55)	1.33 <b>4900</b>	N	93%	2%	1%	1%	3%	0%	Ν	0.109	Ν	0.546	5000	١
10)	To														·
Main St	Town of Konbridge (Maint: 55)	55-697 Hicko 0.89 <b>6100</b>	ry Rd <b>F</b>	030/	2%	10/	10/	20/	00/	F	0.004	F	0 E47	6200	F
40) Main St	Town of Kenbridge (Maint: 55)	0.89 <b>6100</b>		93%	∠%	1%	1%	3%	0%	г	0.094	г	0.547	6200	Г
	To: From:	SR 137, SR	138												
40) N. Broad St	Town of Kenbridge (Maint: 55)	0.66 <b>3400</b>	F	93%	2%	1%	1%	3%	0%	F	0.092	F	0.566	3400	F
$\smile$	To:	ECL Kenbr	idge												

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

_				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	<b>QA</b> 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:	ECL Kenbridg												
10)	Lunenburg County	4.00 <b>3400</b>	N 93%	6 2%	1%	1%	3%	0%	Ν	0.092	N	0.566	3400	
<u> </u>	To:	Nottoway County												
Kanbridge Dd	Nettoway County	Lunenburg County		/ 10/	10/	40/	40/	00/	_	0.004	F		2400	
(40) Kenbridge Rd	Nottoway County	4.80 <b>3200</b>	<b>G</b> 93%	6 1%	1%	1%	4%	0%	С	0.094	Г		3400	
	To: From:	SCL Blackstor									_			
South Main St	Town of Blackstone	0.18 <b>3500</b>	<b>G</b> 94%	6 1%	1%	1%	3%	0%	С	0.095	F	0.659	3700	
	To: From:	SR 46 Brunswick												
$_{40})$ South Main St	Town of Blackstone	0.57 <b>10000</b>	<b>G</b> 96%	6 0%	1%	0%	3%	0%	С	0.100	F		11000	
<i></i>	To: From:	Tenth St			<u> </u>									
O South Main St	Town of Blackstone	0.21 <b>9800</b>	<b>G</b> 96%	6 0%	1%	0%	3%	0%	С	0.099	F		10000	
<u> </u>	Tax	West Entrance	Rd											
O South Main St	Town of Blackstone	0.47 <b>7900</b>	<b>G</b> 95%	6 1%	1%	1%	3%	0%	С	0.095	F		8500	
	To	Bus US 460 Chur												
Bus	From:	Church St												
0) (460 North Main St	Town of Blackstone	0.59 <b>6400</b>	<b>G</b> 93%	6 1%	2%	1%	3%	0%	С	0.089	F		6900	
	To:	Dinwiddie Av												
Dipuiddia Aug	Tourn of Blockstone	Bus US 460, North 1		′ 00/	10/	20/	40/	00/	С	0.115	F	0.572	2000	
O Dinwiddie Ave	Town of Blackstone	0.53 1900	<b>G</b> 92%	6 0%	1%	3%	4%	0%	C	0.115	Г	0.573	2000	
	To: From:	ECL Blackstor												
Darvills Rd	Nottoway County	5.76 <b>1400</b>	<b>G</b> 88%	6 1%	1%	1%	9%	0%	F	0.083	F	0.544	1400	
	To: From:	Dinwiddie County												
0 Darvills Rd	Dinwiddie County	Nottoway County 4.90 <b>1000</b>	<b>G</b> 88%	6 1%	1%	1%	9%	0%	F	0.102	F	0.640	1000	
0) Barvins Na	Diffwidale County			0 170	170	170	370	070		0.102	•	0.040	1000	
	From:	26-644 Brills F						221						
0 Old Cryors Rd	Dinwiddie County	6.15 <b>1000</b>	<b>A</b> 88%	6 1%	1%	1%	9%	0%	С	0.108	Α	0.577	1000	
	To- From:	26-610 Old White (	Oak Rd											
_{.0} ) McKenney Hwy	Dinwiddie County	2.46 <b>1600</b>	<b>G</b> 88%	6 1%	1%	1%	9%	0%	F	0.089	F	0.552	1600	
<i></i>	To: From:	WCL McKenn	ev		$\neg$ $\vdash$									
Doyle Blvd	Town of McKenney (Maint: 26)	0.34 <b>1600</b>	N 88%	6 1%	1%	1%	9%	0%	Ν	0.089	Ν	0.552	1600	
9	To	26-1002 Railroa	d C+											
0 Doyle Blvd	Town of McKenney (Maint: 26)	0.57 <b>2600</b>	<b>G</b> 88%	6 1%	1%	1%	9%	0%	F	0.097	F	0.543	2600	
0) Boyle Biva	rown or workeriney (waint: 20)			0 170		170	070	070	•	0.007	•	0.040	2000	
Dodo Plud	Tours of Moleonous (Mainte CC)	US 1 Boydton Plan		′ 10′	10/	10/	00/	00/		0.1		0.500	2000	
0 Doyle Blvd	Town of McKenney (Maint: 26)	0.43 <b>2800</b>	<b>G</b> 88%	6 1%	1%	1%	9%	0%	F	0.1	F	0.523	3000	
	To: From:	ECL McKenne			$\Box$									
O) McKenney Hwy	Dinwiddie County	0.14 <b>2800</b>	<b>N</b> 88%	6 1%	1%	1%	9%	0%	Ν	0.1	Ν	0.523	3000	
	To: From:	I-85												
McKenney Hwy	Dinwiddie County	0.56 <b>2000</b>	<b>G</b> 88%	6 1%	1%	1%	9%	0%	F	0.093	F	0.613	2000	
<u> </u>	Tax	26-692 Spony Chui	rch Rd											
McKenney Hwy	Prom: L Dinwiddie County	5.15 <b>990</b>	<b>A</b> 88%	6 1%	1%	1%	9%	0%	С	0.112	Α	0.505	990	
10)	To:	26-609 Old Stage		- 1/0		. 70	270	0,0	Ū	J		5.500	300	

#### 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					QC	Factor	QK	Factor	AAWDT	QW
	From:													
40 McKenney Hwy	Dinwiddie County	2.04 <b>1100 G</b>	88%	1%	1%	1%	9%	0%	F	0.083	F	0.502	1100	G
	To- From:													
(40) McKenney Hwy	Dinwiddie County		88%	1%	1%	1%	9%	0%	F	0.101	F	0.658	1100	G
	From:		e											
40 Sussex Dr	Sussex County			1%	1%	5%	6%	0%	С	0.087	F	0.621	2300	G
<u> </u>	To.	Bus SR 40 Lee Ave												
40 Sussex Dr	Sussex County	1.04 <b>2200 0</b>	91%	1%	1%	1%	5%	0%	F	0.085	F		2400	G
$\smile$	To- From	US 301 Blue Star Hwy	/		_									
40 Sussex Dr	Sussex County	0.08 <b>3000</b>	91%	1%	1%	1%	5%	0%	С	0.089	F		3200	G
$\smile$	To: From:	I-95			<u> </u>									
40 Sussex Dr	Sussex County	6.72 <b>2100 C</b>	85%	2%	1%	1%	10%	0%	С	0.096	F		2200	G
$\smile$	To: From:	91-735 Courthouse Ro	l		$\neg$ $\vdash$									
40 Sussex Dr	Sussex County	6.53 <b>1400 6</b>	82%	4%	1%	2%	11%	0%	С	0.109	F	0.632	1500	G
$\smile$	Tox	SR 35 Jeruselem Plank	Rd		<u> </u>									
30 Sussex Dr	Sussex County			3%	1%	2%	13%	0%	С	0.096	F	0.622	1900	G
$\smile$	To:	WCL Waverly			<u> </u>									
(40) W Main St	Town of Waverly (Maint: 91)		<b>I</b> 80%	3%	1%	2%	13%	0%	Ν	0.096	Ν	0.622	1900	Ν
$\bigcirc$	To:	91-651 Lobbs Shop Re	i		<u> </u>									
40 W Main St	Town of Waverly (Maint: 91)			1%	1%	1%	7%	0%	С	0.089	F		4300	G
	Tax	US 460 General Mahone	Hwv											
40 W Main St	Town of Waverly (Maint: 91)			1%	1%	2%	2%	0%	С	0.097	F		3100	G
	To	ECL Waverly												
(40) Sussex Dr	Sussex County		95%	1%	1%	2%	2%	0%	Ν	0.097	Ν		3100	Ν
	To:	Surry County Line												
	From:		2001	407		00/	<b>5</b> 07	001	_	0.000	_	0.500	070	_
Martin Luther King Hwy	Surry County	5.97 <b>930 G</b>	92%	1%	1%	2%	5%	0%	C	0.092	F	0.522	970	G
	To: From:	90-611 Salisbury Rd												
40 Martin Luther King Hwy	Surry County		92%	1%	1%	2%	5%	0%	F	0.092	F	0.572	870	G
(40) Ramp	Dipwiddie County		M IS 85							NΔ			NA	
40) Ramp	To:				_					INA			INA	
	From:		TO 10 95											
(40) Ramp	L Dinwiddie Countv	0.21 <b>NA</b>	101000							NA			NA	
40														
	Subsect County   Subsect Subsect County   Subsect Subsect Subsect Subsect   Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Subsect Su													
40 Ramp	Sussex County	0.21 <b>NA</b>								NA			NA	
	To	I-95-S FROM RT 40												

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

Route	Jurisdiction	Length AADT	OA 4T	Tiro '	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	C
Roule	Junsaiction	Lengin AADI	QA 4T	ille i	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From:	SR 40 Sussex I													
A0 Ramp	Sussex County	0.21 <b>930</b>	Α								0.106	Α		920	
<u> </u>	To:	I-95 North													
<u>Bus</u>	From:	SR 40 Sussex I													
40) Lee Ave	Sussex County	0.37 <b>250</b>	<b>G</b> 96	5%	1%	1%	1%	1%	0%	С	0.119	F	0.742	270	
Bus	To: From:	WCL Stony Cre	eek												
Lee Ave	Town of Stony Creek (Maint: 91)	0.74 <b>250</b>	<b>N</b> 96	5%	1%	1%	1%	1%	0%	Ν	0.119	Ν	0.742	270	
.9	To:	US 301 Blue Star	Hwy												
Sus	From:	US 301 Stony Cr													
40){301}	Town of Stony Creek (Maint: 91)	0.22 <b>2300</b>	<b>N</b> 93	3%	0%	2%	4%	2%	0%	N	0.083	N		2500	
Bus	To- From:	SCL Stony Cre	ek												
301 Blue Star Hwy	Sussex County	0.02 <b>2300</b>	<b>G</b> 93	3%	0%	2%	4%	2%	0%	С	0.083	F		2500	
(301)=	To:	SR 40				٦̈́			-,-	_					
	From:	Bus US 29; Piney Fo	orest Rd												
Franklin Tpke	City of Danville	0.70 <b>16000</b>		3%	0%	0%	1%	0%	0%	С	0.095	F	0.624	17000	
	To:	NCL Danville													
44	Pittsylvania County	0.02 <b>17000</b>		3%	0%	0%	1%	0%	0%	F	0.095	N	0.624	19000	
11)	1 integritating country			J 70	070		170	070	070	•	0.000	.,	0.02-	10000	
Franklin Turnpike	Pittsylvania County	71-743 Orphanage		20/	00/	00/	00/	00/	00/		0.002	F	0.64	16000	
Franklin Turnpike	Filtsylvania County	1.55 <b>14000</b>	<b>G</b> 99	9%	0%	0%	0%	0%	0%	С	0.093	Г	0.61	16000	
	To: From:	71-1535 Jeanette l				├_									
41)	Pittsylvania County	0.20 <b>14000</b>	<b>N</b> 99	9%	0%	0%	0%	0%	0%	N	0.093	Ν	0.61	16000	
	To: From:	71-744 Ridgecrest	Drive												
₄₁ ) Franklin Turnpike	Pittsylvania County	1.16 <b>8400</b>	<b>G</b> 99	9%	0%	0%	0%	0%	0%	F	0.098	F	0.614	9100	
	To	71-864 Hunting Hill	ls Road			$\neg$									
Franklin Turnpike	Pittsylvania County	2.10 <b>4800</b>	<b>G</b> 99	9%	0%	0%	0%	0%	0%	F	0.099	F	0.683	5200	
	То	71-835 Pleasant Gap	n Drive												
41) Franklin Turnpike	Pittsylvania County	3.05 <b>3700</b>		9%	0%	0%	0%	0%	0%	F	0.097	F	0.689	3900	
***	Tol					_									
41) Franklin Turnpike	Pittsylvania County	71-718 Dry Fork 3.19 <b>3200</b>		3%	0%	1%	1%	1%	0%	F	0.095	F	0.685	3400	
11) Trankiin Tumpike	Tittsylvaria County			J 70	070	1 /0	1 70	1 /0	076	'	0.033	'	0.003	3400	
	From:	71-750 Whitmell Sch		207	00/		40/	40/	00/	_	0.000	_	0.000	0000	
41)	Pittsylvania County	2.16 <b>1900</b>	<b>G</b> 98	3%	0%	1%	1%	1%	0%	С	0.083	F	0.603	2000	
	To: From:	71-844 Mount Cros													
₁₁ ) Franklin Tnpk	Pittsylvania County	6.09 <b>1100</b>		3%	0%	1%	1%	1%	0%	F	0.095	F	0.547	1200	
	То:	SR 57 Calland	ls												
	From:	SR 91 Broadfo													
₄₂ ) Bluegrass Trail	Smyth County	2.91 <b>710</b>	<b>F</b> 92	2%	3%	2%	1%	3%	0%	F	0.125	F	0.574	750	
<u> </u>	To- From:	86-630 Smith Ho	llow			$\neg$									
Bluegrass Trail	Smyth County	6.68 <b>250</b>	<b>F</b> 92	2%	3%	2%	1%	3%	0%	С	0.103	F	0.525	260	
$\mathcal{L}$	To:	SR 16 West Interse	ection												

#### 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 16 West Intersection	l											
(42) (16) BF Buchanan Hwy	Smyth County	0.32 <b>490 F</b>	98%	0%	1%	0%	0%	0%	F	0.090	F	0.585	510	F
$\bigcirc$	To:	SR 16 East Intersection												
42 Old Wilderness Rd	Smyth County	8.29 <b>190</b> F	91%	2%	1%	3%	3%	0%	F	0.117	F	0.786	200	F
42) 614 11 1146 1156 114	To:	Bland County Line	0.70			0,0	0,0	0,0	•	0	•	000		•
	From:	Smyth County Line												
(42) West Blue Grass Hwy	Bland County	9.58 <b>150 G</b>	91%	2%	1%	3%	3%	0%	С	0.152	F	0.619	150	G
$\smile$	To:	10-622 Birchgrove Rd West of	Ceres		<u> </u>									
(42) West Blue Grass Hwy	Bland County	5.39 <b>460 G</b>		2%	1%	3%	3%	0%	F	0.096	F	0.591	470	G
,	To	YIG SOWY - CDI - LG - Y	•											
42) (52) South Scenic Hwy	Bland County	US 52 West of Bland Court F 3.97 <b>1900 G</b>		0%	1%	0%	1%	0%	F	0.096	F	0.639	2000	G
42 52 South Scenic Hwy	Bland County	3.97 1 <b>900 G</b>	91%	0%	1 76	0%	170	0%	Г	0.096	Г	0.039	2000	G
$\overline{\frown}$	To: From:	I-77 West of Bland Court He												
42 52 South Scenic Hwy	Bland County	0.91 <b>4300 G</b>	96%	1%	1%	1%	1%	0%	F	0.102	F	0.571	4400	G
<u> </u>	To:	US 52 Bland Court Hous	e		$\neg$ $\vdash$									
42 E Bluegrass Trl	Bland County	10.25 <b>2500 G</b>	96%	1%	1%	1%	1%	0%	С	0.125	F	0.572	2500	G
	To	10-738 Mechanicsburg												
42 East Blue Grass Hwy	Bland County	3.08 <b>660 G</b>	96%	1%	1%	1%	1%	0%	F	0.115	F	0.611	680	G
42) 2001 2100 21000 1 1119	Diana County		0070	170		170	170	070	•	0.110	•	0.011	000	Ŭ
Foot Blood Ocean House	From	10-606 Wilderness Rd	000/	40/		40/	407	00/	_	0.447	_	0.000	0.40	
42 East Blue Grass Hwy	Bland County	2.30 <b>920 G</b>	96%	1%	1%	1%	1%	0%	F	0.117	F	0.668	940	G
<u> </u>	From:	Giles County Line Bland County Line												
42 Walkers Creek Valley Rd	Giles County	7.95 <b>1000 G</b>	94%	1%	1%	1%	3%	0%	С	0.105	F	0.644	1100	G
42) Wallord Grook Valley Na	Chee County		0 170	170	- 70	170	070	070	Ŭ	0.100	•	0.011	1100	Ŭ
Dulanti O'lea Talea	To: From:	SR 100 Poplar Hill	000/	407		40/	<b>5</b> 0/	00/	_	0.000			0000	$\overline{}$
42 100 Pulaski Giles Tpke	Giles County	2.13 <b>3800 G</b>	92%	1%	1%	1%	5%	0%	С	0.099	F		3900	G
	From:	35-750 Cedar Crest Rd 35-730 N												
42) (460) Virginia Ave	Giles County	2.35 <b>10000 G</b>	91%	0%	1%	1%	7%	0%	F	0.087	F		11000	G
42 460 Virginia Ave	Circo County		0170	070	170	170	1 70	070	•	0.007	•		11000	Ŭ
	From:	35-700				401			_		_			
42) (460) Virginia Ave	Giles County	1.66 <b>10000 G</b>	91%	0%	1%	1%	7%	0%	F	0.093	F		11000	G
<u>~</u>	To: From:	US 460 Newport												
42 Blue Grass Trail	Giles County	0.99 <b>1700 G</b>	96%	1%	1%	2%	1%	0%	F	0.118	F	0.745	1800	G
$\smile$	To:	35-601 North of Newport, Clover	Hollow Rd											
	From	35-601 North of Newpor												_
42 Blue Grass Trail	Giles County	3.11 <b>1300 G</b>	96%	1%	1%	2%	1%	0%	F	0.114	F	0.712	1300	G
<u> </u>	To:	Craig County Line												
42 Cumberland Gap Rd	Craig County	Giles County Line 3.67 <b>900 G</b>	96%	1%	1%	2%	1%	0%	F	0.107	F	0.774	940	G
42 Cumberland Gap Rd	Graig County	3.07 <b>900 G</b>	90%	170	1 70	∠70	1 70	U70	Г	0.107	Г	0.774	340	G
	To: From:	22-629 Lugar Hill Rd												
( ₄₂ ) Cumberland Gap Rd	Craig County	7.93 <b>370 G</b>		1%	1%	2%	1%	0%	С	0.119	F	0.575	390	G
$\sim$	To:	22-626 Bethel Church Ro	d											

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length .	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	22-626 B	ethel Church Rd												
42) Cumberland Gap Rd	Craig County	8.99	410 G	96%	1%	1%	2%	1%	0%	F	0.105	F	0.625	430	(
$\smile$	To: From:	22-645 L	oony School Rd			$\Box$ $\vdash$									
42) Cumberland Gap Rd	Craig County	4.31	700 G	96%	1%	1%	2%	1%	0%	F	0.100	F	0.671	730	
$\smile$	To:	SCL	New Castle			$\neg$ $\vdash$									
42) Main St	Town of New Castle (Maint: 22)	0.43	700 N	96%	1%	1%	2%	1%	0%	Ν	0.100	Ν	0.671	730	
·- <u>-</u>	To:	SR 3	311; 22-615												
	From:		220; 11-615												
42) (220) Botetourt Rd	Botetourt County	1.32	5400 F	93%	1%	1%	1%	6%	0%	F	0.081	F	0.555	5700	
	To- From:	SR 43 No	rth of Eagle Rock												
42) (220) Botetourt Rd	Botetourt County	9.95	5400 F	93%	1%	1%	1%	6%	0%	F	0.086	F	0.575	5800	
	To:	Allegha	ny County Line												
42) (220) Market Ave	Town of Iron Gate (Maint: 03)		6500 G	93%	1%	1%	1%	6%	0%	F	0.079	F		6900	
	To	CI	Iron Gate												
42)(220)	Alleghany County		6500 N	93%	1%	1%	1%	6%	0%	N	0.079	Ν		6900	
42) (220)	7 mogriciny County			3070	170		170	070	070		0.070			0000	
Market Ave	Alleghany County		as US 220 <b>6000 G</b>	93%	1%	10/	10/	60/	00/	F	0.000	F		6400	
Market Ave	Alleghany County	0.61	6000 G	93%	1%	1%	1%	6%	0%	Г	0.080	Г		6400	
Bus	To: From:	Bus U	S 60, US 220												
42) (60) (220)	Alleghany County	0.47	8300 G	87%	1%	1%	1%	10%	0%	С	0.087	F		8700	
9 60 60	To:		03-670												
	From:		64, US 60												
42) (269) Longdale Furnace Rd	Alleghany County		1200 G	95%	1%	2%	1%	1%	0%	С	0.112	F		1200	
<u> </u>	To: From:		R 269;I-64 SR 269												
Forty Two Rd	Alleghany County		1500 G	95%	1%	1%	2%	2%	0%	С	0.106	F	0.651	1500	
Forty Two Rd	To:		County Line	3070	170	170	270	270	070	Ü	0.100	•	0.001	1000	
	From:		ny County Line												
(42) Cow Pasture River Rd	Bath County	6.03	610 G	91%	0%	1%	3%	6%	0%	С	0.096	F	0.578	660	
<u> </u>	To:	08-632	2 Crizer's Gap												
Cow Pasture River Rd	Bath County	5.54	670 G	91%	0%	1%	3%	6%	0%	F	0.095	F	0.516	730	
<del></del>	To	SD 30 M	Iillboro Springs												
(39) Mountain Valley Rd	Bath County		1500 G	94%	0%	1%	1%	2%	0%	F	0.106	F	0.56	1600	
(39)	To		dge County Line				.,.	_,,		-		-			
	From:	Bath	County Line												
$\left( _{39}\right) \left( _{39}\right)$ Maury River Rd	Town of Goshen (Maint: 81)	2.47	1700 F	94%	0%	1%	1%	2%	0%	С	0.091	F	0.534	1700	
	To	SR	39 Goshen			_									
42) Virginia Avenue	Town of Goshen (Maint: 81)		1800 F	93%	1%	1%	1%	4%	0%	С	0.095	F	0.518	1900	
<u> </u>	To	EC.	L Goshen												
Virginia Avenue	Rockbridge County	5.92	1800 N	93%	1%	1%	1%	4%	0%	N	0.095	N	0.518	1900	
Virginia Avenue	To:		a County Line	0070	1 /0	1 /0	1 /0	7/0	J /0	. •	0.000	. •	0.010	1000	

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

<b>.</b>				4	_		Tru	ck			K	014	Dir	4.414/DT	٥.
Route	Jurisdiction	Length AADT		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QI
Little Oalf Bastone Lland	From:	Rockbridge Cou		000/	40/	40/	40/	407	00/		0.000		0.500	4000	
42 Little Calf Pasture Hwy	Augusta County	0.38 1700	N	93%	1%	1%	1%	4%	0%	N	0.088	N	0.532	1800	١
	To: From:	07-687 Railro										_			
Little Calf Pasture Hwy	Augusta County	1.91 <b>1700</b>	F	93%	1%	1%	1%	4%	0%	F	0.088	F	0.532	1800	
	To: From:	SCL Craigs													
42) Craig St	Town of Craigsville (Maint: 07)	0.58 <b>1700</b>	N	93%	1%	1%	1%	4%	0%	Ν	0.088	N	0.532	1800	
<u> </u>	To: From:	07-1101 His	dy St												
(42) Craig St	Town of Craigsville (Maint: 07)	1.12 <b>2900</b>	F	96%	0%	1%	1%	2%	0%	С	0.101	F	0.606	3000	
<u> </u>	To:	NCL Craigs	ville			$ \vdash$									
Little Calf Pasture Hwy	Augusta County	3.06 <b>2900</b>		96%	0%	1%	1%	2%	0%	Ν	0.101	Ν	0.606	3000	
	To:	07-811													
	From:	07-811 Augusta S		2221						_		_			
Little Calf Pasture Hwy	Augusta County	7.37 <b>2900</b>	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.658	3100	
	To: From:	07-688 Old Parker													
Parkersburg Tpke	Augusta County	0.81 <b>2900</b>		96%	0%	1%	1%	2%	0%	Ν	0.096	N	0.658	3100	
	To: From:	SR 254; Buffalo SR 254 Parkersh													
Buffalo Gap Hwy	Augusta County	2.43 <b>1900</b>		93%	2%	2%	1%	1%	0%	С	NA			2000	
2 Danialo Sap i III)	, laguota oounty						170	170	070	Ū	101			2000	
Buffalo Gap Hwy	Augusto County	07-720 Morris Mill Rd 2.82 <b>3200</b>		93%	2%	2%	1%	1%	0%	F	NA			3300	
Buffalo Gap Hwy	Augusta County	2.02 3200	<u> </u>	93%	270	270	170	170	076	Г	INA			3300	
¬~~	To: From:	US 250 Churc													
12) [250]	Augusta County	0.47 <b>5700</b>	F	96%	1%	1%	1%	1%	0%	F	0.092	F	0.589	5900	
	To: From:	US 250 North of C													
₄₂ ) Scenic Hwy	Augusta County	8.06 <b>1700</b>	F	95%	1%	1%	1%	2%	0%	С	0.099	F	0.571	1800	
<u></u>	To: From:	07-607 Mount Solon Ro	i; Moscow L	оор		$\neg$ $\vdash$									
Scenic Hwy	Augusta County	4.62 <b>2300</b>	F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.738	2400	
<u> </u>	То:	07-809 Iron W													
Juan Wada Dd	From:	07-809; Sceni		050/	40/	40/	40/	20/	00/	N.	0.004	N.	0.700	0.400	
Iron Works Rd	Augusta County	0.79 <b>2300</b> Rockingham Co		95%	1%	1%	1%	2%	0%	N	0.091	N	0.738	2400	
	From:	Augusta Coun													
42) Warm Springs Pike	Rockingham County	2.50 <b>3300</b>	G	96%	0%	1%	1%	2%	0%	С	0.099	F	0.698	3600	
	Tol	SCL Bridge	water												
S Main St	Town of Bridgewater	0.22 <b>7800</b>		97%	0%	1%	1%	1%	0%	С	0.088	F	0.715	7900	
12)	To:									_					
N Main St	Town of Bridgewater	College St 0.15 <b>8900</b>		97%	0%	1%	1%	1%	0%	F	0.085	F	0.615	9100	
N Main St	Town or Bridgewater			31 /0	U /0	1 /0	1 /0	1 /0	U /0	Г	0.005		0.013	9100	
	To:	Dinkel A		0.40/	40/		40/	00/	00/		0.000		0.574	44000	
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	(
	To: From:	Mt Crawford													
42) (257) N Main St	Town of Bridgewater	0.08 <b>1500</b> 0		94%	1%	2%	1%	2%	0%	С	0.088	F	0.512	15000	(
	To:	North Rive	r Rd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	r c
	From:	N	orth River Rd												
2)( ₂₅₇ )N Main St	Town of Bridgewater	1.00	14000	94%	1%	2%	1%	2%	0%	F	0.086	F	0.55	14000	
	To- From:	Old l	NCL Bridgewate			$\Box$									
(257) N Main St	Town of Bridgewater	0.30	14000 N	94%	1%	2%	1%	2%	0%	Ν	0.086	Ν	0.55	14000	
	To- From:	NO	CL Bridgewater			$\vdash$									
₁₂ ( ₂₅₇ )John Wayland Hwy	Rockingham County	0.63	13000 (	94%	1%	2%	1%	2%	0%	F	0.089	F	0.500	14000	
	Toc		SCL Dayton			<u> </u>									
₍₂₎ ( 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	
<del>9                                    </del>	Too		BUS SR 42												
John Wayland Hwy	Town of Dayton (Maint: 82)	0.45	17000	98%	0%	1%	1%	1%	0%	С	0.105	Α		18000	
<u> </u>	To	1	NCL Dayton			—									
12) John Wayland Hwy	Rockingham County	1.90	17000 C	;							0.105	Ν		17000	
	то:		L Harrisonburg												
S High St	City of Harrisonburg	0.13	15000 (	98%	0%	1%	1%	1%	0%	F	0.085	F	0.538	17000	
	Tool														
12 S High St	City of Harrisonburg	1.27	Erickson Ave 18000 (	97%	0%	1%	1%	1%	0%	С	0.092	F	0.552	20000	
(2) 3 mg/1 30	only of Figure 2			017	, 070 ———————————————————————————————————		170	170	070	Ü	0.002	•	0.002	20000	
S High St	City of Harrisonburg	0.40	Sunrise Ave 19000 (	98%	0%	1%	1%	1%	0%	F	0.084	F	0.525	21000	
S High St	City of Harrisonburg	0.40		907	0 70	1 /0	1 /0	1 /0	0 /6		0.004	-	0.525	21000	
C I limb Ct	From:	0.55	Grace Ave		00/		40/	40/	00/		0.000		0.550	20000	
(12) S High St	City of Harrisonburg	0.55	19000 (	98%	0%	1%	1%	1%	0%	F	0.083	F	0.556	20000	
	From:		Market St					407							
12 N High St	City of Harrisonburg	0.27	16000	98%	0%	1%	1%	1%	0%	F	0.086	F	0.539	18000	
	To: From:		Gay St												
12 Virginia Ave	City of Harrisonburg	0.44	12000	98%	0%	1%	1%	1%	0%	F	0.089	F	0.547	13000	
	To: From:		5th St												
₄₂ ) Virginia Ave	City of Harrisonburg	0.60	11000	96%	0%	1%	2%	1%	0%	С	0.092	F	0.578	12000	
	To: From:	M	t Clinton Pike												
₁₂ ) Virginia Ave	City of Harrisonburg	0.83	13000	96%	0%	1%	2%	1%	0%	F	0.095	F	0.594	14000	
<u></u>	Too From:	NC	L Harrisonburg												
Harpine Hwy	Rockingham County	5.12	8700 (	96%	0%	1%	1%	2%	0%	F	0.093	F	0.695	9500	
	To	82-753	N, Wengers Mill	Rd											
2 Harpine Hwy	Rockingham County	4.60	7600 C	96%	0%	1%	1%	2%	0%	F	0.093	F	0.674	8100	
<u> </u>	Too	S	CL Broadway												
S Main St	Town of Broadway (Maint: 82)	0.81	7600 N	96%	0%	1%	1%	2%	0%	N	0.093	Ν	0.674	8100	
<u> </u>	To		259 Broadway												
ALT	From:														
(259) S Main Street	Town of Broadway (Maint: 82)	0.32	5600 C	96%	0%	1%	1%	2%	0%	С	0.086	F	0.647	6000	

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

					_		Tru	ck			K	011	Dir		
Route	Jurisdiction	Length AADI	QA	41ire	Bus					QC	Factor	QK	Factor	AAWDT	QW
	From:			000/	00/	40/	40/	00/	00/	_	0.005	_	0.555	0700	_
42 259 W Lee St	l own of Broadway (Maint: 82)			96%	0%	1%	1%	2%	0%	F	0.085	F	0.555	6700	G
	From:			000/	00/		40/	201	201		0.005		0.555	0700	
42 259 W Lee St	Rockingham County			96%	0%	1%	1%	2%	0%	N	0.085	N	0.555	6700	N
Timber Way	Pockingham County		_	06%	00/	10/	10/	20/	Ω9/:	_	0.088	_	0.527	10000	G
42) Timber Way	Rockingham County			90%	0%	170	1%	2%	0%	Г	0.066	Г	0.527	10000	G
Forostvillo Pd	Town of Timbonillo (Maint: 92)			06%	Ω9/:	10/	10/	20/	Ω0/.	NI	0.000	NI	0.527	10000	N
42) Forestville Ru	Town of Timberville (Maint. 82)			90%	0%	170	170	270	076	IN	0.000	IN	0.527	10000	IN
Forostvillo Pd	Town of Timbonillo (Maint: 92)			06%	Ω0/:	10/	20/	10/	Ω0/.		0.003	_	0.627	5400	G
42) Forestville Rd	Town of Timberville (Maint. 82)			90%	0%	170	270	170	076	Г	0.093	Г	0.627	3400	G
_	From:														
(42) Forestville Rd	Town of Timberville (Maint: 82)	0.41 <b>2100</b>	G	96%	0%	1%	2%	1%	0%	С	0.092	F	0.55	2200	G
<u> </u>	Ta- From:	NCL Timbe	rville												
42) Forestville Rd	Rockingham County	2.56 <b>1200</b>	G	96%	0%	1%	2%	1%	0%	F	0.090	F	0.543	1300	G
<u> </u>	To: From:														
42 Senedo Rd	Shenandoah County			83%	0%	2%	12%	3%	0%	F	0.097	F	0.659	1100	G
42)	To														
3 Senedo Rd	Shenandoah County			83%	0%	2%	12%	3%	0%	С	0.095	F	0.541	630	G
42)	To														
A2 Senedo Rd	Shenandoah County			96%	0%	1%	1%	1%	0%	F	0.125	F	0.698	530	G
42) 331.333 1.3	To			0070	0,0		.,,	.,,	0,0	•	01.120	•	0.000	000	
A2 Senedo Rd	Shenandoah County			96%	0%	1%	1%	1%	0%	С	0.086	F	0.596	1200	G
42) 0011000 110	Te			0070	0,0		.,,	.,,	0,0	Ū	0.000	-	0.000	00	·
A2 Senedo Rd	Shenandoah County			96%	0%	1%	1%	1%	0%	F	0.087	F	0.620	1600	G
42) 05/1000 110	Tai			0070	0,0		.,,	.,,	0,0	•	0.00.	•	0.020		
Senedo Rd	Shenandoah County			96%	0%	1%	1%	2%	0%	F	0.087	F		4300	G
42) 0011000 110	Tol						.,,	_,0	0,0	-	0.00.	-		.000	Ū
A2 Sepedo Rd	Shenandoah County			96%	0%	1%	1%	2%	0%	C	0.085	F		8100	G
42) Seriedo Nu	Shehandoan Goding			30 70	070	1 70	1 /0	270	0 70	C	0.005	'		0100	O
W Reservoir Pd	Town of Woodstock (Maint: 85)			06%	0%	10/-	1%	20/-	0%	F	U U83	F		8400	G
42) W Reservoir Ru	Town of Woodstock (Waint. 83)			90 /0	076	1 /0	1 /0	2/0	0 /6	Г	0.003	-		0400	G
W Poson oir Pd	Town of Woodstook (Moist: 95)			079/	10/	10/	10/	10/	Ω0/		0.004	F		15000	G
42) W Reservoir Ru	Town of Woodstock (Waint. 85)	0.41 14000	, G	91%	1%	170	1%	170	0%	C	0.061	Г		15000	G
W December D.1	Town of Marin Carl			070/	407		407	407	001	_	N10			45000	
42) vv Reservoir Rd	I own of Woodstock (Maint: 85)			9/%	1%	1%	1%	1%	υ%	F	NA			15000	G
Carried Note   Carried Nation   Carrie															
Pamp	Allochony County		E029A FR	U							NIA			NΙΛ	
42 / Kamp	Allegnany County										NA			NA	

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

		Primary and Interstate I	Toules											
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	. QV
	From:	SR 42-N152B SR 42-S152B FF	ROM RT 4		ZANIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
Ramp	Alleghany County	0.19 <b>NA</b>								NA			NA	
12)	To:	I-64-W FROM RT 42NORTH	& SOUTH											
	From:	SR 42 W Reservoir R	4											
Ramp to I-81 S at Exit 283	Shenandoah County	0.17 <b>3000</b> A								0.111	Α		3000	Δ
Ramp to I-81 S at Exit 283	To:	I-81 S	•							0.111	,,		0000	,
	- 1													
Danier to L 04 N of Feb 000	Oh an an da da O aventu	SR 42 W Reservoir R	d							N.1.0			NIA	
Ramp to I-81 N at Exit 283	Shenandoah County	0.17 NA								NA			NA	
~	107	I-81 N												
orth	From:	SR 42 I-64-W029A FROM &	TO IS 64											
₄₂ ) Ramp	Alleghany County	0.06 <b>NA</b>								NA			NA	
<u> </u>	To:	SR 42-S152B SR 42- 152B FR	OM RT 4											
puth	From:	SR 42 TO I-64 WEST												
Ramp	Alleghany County	0.09 <b>NA</b>								NA			NA	
	To:	SR 42-N152B SR 42- 152B FR	OM RT 4											
Bus	From:	SR 257 Ottobine Rd												
Main St	Town of Dayton (Maint: 82)	0.12 <b>2100 0</b>	96%	0%	1%	2%	1%	0%	F	0.105	F	0.591	2200	(
12) Iviairi Ot	To:	S SR 290 Huffman D		070	170	270	170	070	'	0.103	'	0.001	2200	`
us	From:	SR 290 S Huffman D												
(290) Main St	Town of Dayton (Maint: 82)	0.07 <b>3200 C</b>		0%	1%	2%	1%	0%	F	0.099	F	0.578	3400	(
42) (250)	T-1													
Bus_	From	SR 290 N College St												
₄₂ ) Main St	Town of Dayton (Maint: 82)	0.60 <b>1300 C</b>	96%	0%	1%	2%	1%	0%	С	0.109	F	0.601	1300	C
$\mathcal{L}$	Too	NCL Dayton			<u> </u>									
Bus	From:	•												
42) Main St	Rockingham County	0.03 <b>1300 N</b>	<b>l</b> 96%	0%	1%	2%	1%	0%	Ν	0.109	Ν	0.601	1300	N
<del>~</del>	To:	N SR 42												
_	From:	Main Street												
43) Bedford Hwy	Town of Altavista (Maint: 15)	0.49 <b>5300</b> F	97%	1%	0%	0%	0%	0%	F	0.103	F	0.597	5500	F
<i></i>	To:	Myrtle Lane												
3 Bedford Hwy	Town of Altavista (Maint: 15)	0.50 <b>4800</b> F	97%	1%	0%	0%	0%	0%	F	0.105	F	0.709	4900	F
Bedford Hwy	Town of Altavista (Maint: 19)	0.50 <del>4000</del> 1	31 70	170	<u> </u>	070	070	070	'	0.103	'	0.703	4300	•
	To: From:	Broad Street												
₄₃ ) Bedford Hwy	Town of Altavista (Maint: 15)	0.59 <b>4300 F</b>	97%	1%	0%	0%	0%	0%	С	0.112	F	0.625	4400	F
<u> </u>	To:	WCL Altavista												
3 Bedford Hwy	Campbell County	1.79 <b>3100 F</b>	95%	1%	1%	1%	2%	0%	С	0.091	F	0.71	3200	F
,	, ,													
Double and I have	From:	15-628 Bishop Creek F		40/	40/	40/	20/	00/		0.000	_	0.550	000	-
Bedford Hwy	Campbell County	4.69 <b>840 F</b>	95%	1%	1%	1%	2%	0%	F	0.093	F	0.558	860	F
<u> </u>	To: From:	15-682 Leesville												
Bedford Hwy	Campbell County	1.26 <b>280 F</b>	95%	1%	1%	1%	2%	0%	F	0.119	F	0.514	290	F
<u> </u>	To:	Bedford County Line												
	From:	Campbell County Line												
43) Dearing Ford Rd	Bedford County	5.13 <b>280 F</b>	95%	1%	1%	1%	2%	0%	F	0.133	F	0.582	290	F
$\checkmark$	To:	09-626 Smith Mountain Lak	e Pkwv											

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

						_		Tru	ck			K	01:	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:	09-626 Smit														
43) Leesville Rd	Bedford County	2.49	2600	F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.638	2700	F
<u>~</u>	To: From:	SF	R 24 Gillesp	ie												
43) (24) Glenwood Dr	Bedford County	2.58	2700	F	92%	1%	2%	1%	4%	0%	С	0.098	F	0.613	2800	
	To	SR 24	West of Gil	llespie												
43) Virginia Byway	Bedford County	8.32	1700	F	98%	1%	0%	0%	0%	0%	F	0.100	F	0.725	1700	
	To	S	CL Bedford	1												
South St	City of Bedford	0.96	1700	F	98%	1%	0%	0%	0%	0%	С	0.108	F	0.590	1800	
	To:		43 P Talbot	t St												
	From:		South Street													
₄₃ ) Talbot St	City of Bedford	0.05	700	F	97%	1%	1%	0%	0%	0%	F	0.100	F	0.583	750	
	Combined Traffic Estimates for 2 Parallel Ro		1600	F	98%	1%	1%	0%	0%	0%	F	0.111	F	0.670	1700	
	To: From:		Otey Street Talbot St													
Otey St	City of Bedford	0.14	990	F	97%	1%	1%	0%	0%	0%	С	0.095	F	0.584	1100	
13) 5.5, 5.	Combined Traffic Estimates for 2 Parallel Ro		1700	F	97%	1%	1%	0%	0%	0%	F	0.095	F	0.813	1800	
	To:		S 460 E Ma	_	0170	170		070	070	070	•	0.000	•	0.010	1000	
Bus	From:		Bus US 460	)												
43) (460) E Main St	City of Bedford	0.07	7100	G	98%	0%	1%	0%	0%	0%	F	NA			7700	
<u> </u>	To:		South St													
Bus 43) (460) E Main St	City of Bedford	0.08	Main St 6500	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.569	6900	
13) (460) 2 1114111 31	only of Boardia					070		070	070	070	•	0.001	•	0.000	0000	
Bus	From:	Bus	US 460, US	221												
13) (221) (122) N Bridge St	City of Bedford	0.16	6100	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.622	6500	
	To	F	Bedford Ave	·												
Bus (122) N Bridge St	City of Bedford	0.11	7900	F	98%	1%	1%	0%	0%	0%	С	0.086	F	0.564	8400	
13 221 122 N Bridge St	City of Bearona		221Peaks		90 /6	1 /0		0 /6	076	076	C	0.000	•	0.304	0400	
	From:		N Bridge St													
43) Peaks St	City of Bedford	0.62	3000	F	99%	0%	1%	0%	0%	0%	F	0.111	F	0.601	3300	
<u> </u>	Tax		Laurel St													
43) Peaks St	City of Bedford	0.94	2500	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.516	2700	
	Too	<u> </u>	ICL Bedford	A												
43) Peaks Rd	From: Bedford County	3.79	2200	F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.611	2300	
13) 1 30110 110	To:	09-643 Near				070		070	070	070	•	0.002	•	0.011	2000	
	From:	09-643 Jopli														
$_{13})$ Peaks Rd	Bedford County	5.03	810	F	97%	1%	1%	1%	0%	0%	С	0.106	F	0.565	850	
<u> </u>	To:	Blue	Ridge Park	way												
43) Parkway Dr	Bedford County (Maint		360	F	97%	1%	1%	1%	0%	0%	F	0.097	F	0.6	380	
$\smile$	To:		ourt County													
	From:		ord County			4.5.				•						
43 Parkway Dr	Botetourt County	4.00	360	N	97%	1%	1%	1%	0%	0%	Ν	0.097	Ν	0.6	380	

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SCL	Buchanan												
43) Parkway Dr	Town of Buchanan (Maint: 11)	0.64	360 N	97%	1%	1%	1%	0%	0%	Ν	0.097	Ν	0.6	380	١
<u> </u>	Tos	US 11	S, Main St			$\neg$ $\vdash$									
43) (11) Main St	Town of Buchanan (Maint: 11)	0.18 <b>4</b>	4700 F	95%	1%	1%	2%	2%	0%	F	0.091	F	0.531	4900	F
	To:	US 11	N, Main St			<u> </u>									
43) First St	Town of Buchanan (Maint: 11)		1900 F	89%	2%	2%	5%	2%	0%	F	0.115	F	0.631	2000	F
<del>19</del>	To	NCI	Buchanan												
43 Narrow Passage Rd	Botetourt County		1900 N	89%	2%	2%	5%	2%	0%	Ν	0.115	N	0.631	2000	
43) Harrow F adodgo Ha	2 Soldier County						070		070	.,	0.110	.,	0.001	2000	
Narrow Passage Rd	Botetourt County		pringwood Rd 590 F	89%	2%	2%	5%	2%	0%	F	0.099	F	0.571	620	
Narrow Passage Rd	Bolelourt County				270	270	370	2/0	076	'	0.033	'	0.57 1	020	
Name Deserve Del	To- From:		alt Petre Cave Rd		20/	20/	5%	20/	00/		0.440	F	0.504	740	
43) Narrow Passage Rd	Botetourt County	5.26	6/U F	89%	2%	2%	5%	2%	0%	С	0.110	г	0.521	710	I
	To From:		Salt Petre Cave F							_		_			
43 Second St	Botetourt County		190 F	89%	2%	2%	5%	2%	0%	F	0.122	F	0.625	200	
	From:		Branch Rd Second St												
43) Branch Rd	Botetourt County		280 F	89%	2%	2%	5%	2%	0%	F	0.103	F	0.552	290	
9	To:		N, Church St												
Observato Ot	From:		N; Branch Rd	000/	00/		<b>5</b> 0/	00/	00/	_	0.005	_	0.057	4000	
43 Church St	Botetourt County	0.47 <b>1</b>	1200 F	89%	2%	2%	5%	2%	0%	F	0.095	F	0.657	1300	
	To: From:		Y James St												
43 Narrow Passage Rd	Botetourt County		400 F	89%	2%	2%	5%	2%	0%	F	0.116	F	0.697	420	
<u> </u>	10.		Botetourt Rd												
Cauth Ct	City of Bedford		P Talbott St	98%	0%	1%	00/	40/	0%	С	0.404	F	0.740	000	
43 South St	City of Bedford  Combined Traffic Estimates for 2 Parallel Roadways	-	920 F 1600 F	98% 98%	0% 1%	1%	0% 0%	1% 0%	0%	F	0.124 0.111	F	0.713 0.670	980 1700	
	Combined Trainic Estimates for 2 Parallel Roadways			96%	1%	1%	0%	0%	0%	Г	0.111	Г	0.670	1700	
Cauth Ct	From:		hington St	000/	40/	-00/	00/	00/	00/		0.404			700	
43 South St	City of Bedford		680 F 1700 F	98%	1%	0%	0%	0%	0%	F	0.124	F F	0.040	730	
	Combined Traffic Estimates for 2 Parallel Roadways		1700 F Iain St	97%	1%	1%	0%	0%	0%	F	0.095	F	0.813	1800	
	From:		15; High Street												
45) Main St	Town of Farmville		15; High Street <b>G</b>	97%	1%	1%	1%	1%	0%	F	0.084	F		8800	
45) Main Gt	7 0001 011 01110			0170	170		170	170	070	•	0.00 1	•		0000	
45) Main St	Town of Farmville		460; Third St	97%	1%	1%	1%	1%	0%	С	0.094	F		11000	
45) Main St	Town or rannyme			JI /0	1 /0	1 /0	1 /0	1 /0	U /0	O	0.034	r		11000	,
Main Ct	From:		iver Rd	070/	40/	10/	10/	40/	00/		0.000			0.400	
45) Main St	Town of Farmville	0.18 <b>7</b>	7700 G	97%	1%	1%	1%	1%	0%	F	0.082	F		8400	(
	To: From:		orne Rd												
₍₄₅ ) Main St	Town of Farmville		6400 G	96%	0%	1%	1%	1%	0%	С	0.094	F		7000	(
$\stackrel{\smile}{}$	То:	NCL.	Farmville												

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

				4	_		Tru	ıck		00	K	014	Dir	4 414/DT	- ^
Route	Jurisdiction	Length AAD	Γ QA 4	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
<b>7</b>	From:	NCL Farm										_			
5) Cumberland Rd	Cumberland County	3.54 <b>4700</b>	G	96%	1%	1%	1%	2%	0%	F	0.095	F		4900	
	To- From:	24-636 Raines	Tavern												
₄₅ ) Cumberland Rd	Cumberland County	4.66 <b>3600</b>	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.524	3800	
	To:	24-634 Salem C	hurch Rd												
Cumberland Rd	Cumberland County	5.82 <b>3400</b>	Α	96%	1%	1%	1%	2%	0%	С	0.106	Α	0.572	3600	
	To	US 60 West of Cum	abarland C U												
5) 60 Anderson Hwy	From: Cumberland County	2.42 <b>6200</b>		92%	1%	1%	1%	5%	0%	F	NA			6600	
Anderson Hwy	To:	24-600 Cumber		<i>32 /</i> 0	1 /0	170	1 /0	370	070	'	INA			0000	
	From:	24-600 Cumbe													
45) 60 Anderson Hwy	Cumberland County	1.09 7000		92%	1%	1%	1%	4%	0%	С	0.083	F		7500	
,	To:	CD 12 Old Dl-													
45) (60) Anderson Hwy	From: Cumberland County	SR 13 Old Buck 1.34 <b>5500</b>		92%	1%	1%	2%	5%	0%	С	0.081	F		5800	
45) 60 Anderson Hwy	To To	US 60 East of Cum		<i>32 /</i> 0	1 /0	170	270	370	070	C	0.001	•		3000	
	From:	US 60 East of C													
(45) Cartersville Rd	Cumberland County	4.85 <b>1400</b>		93%	2%	1%	1%	3%	0%	F	0.093	F	0.508	1500	
	To	24 616 D													
Cartorovillo Bd	From:	24-616 Deep F		93%	2%	10/	10/	3%	0%	С	0.101	F	0.511	1300	
5 Cartersville Rd	Cumberland County	6.60 <b>1200</b>	G	93%	2%	1%	1%	3%	0%	C	0.101	Г	0.511	1300	
	To: From:	24-690 North of													
₄₅ ) Cartersville Rd	Cumberland County	2.20 <b>1600</b>	G	93%	2%	1%	1%	3%	0%	F	0.102	F	0.584	1800	
<u></u>	To	24-649 His	gh St			$\neg$ $\vdash$									
Cartersville Rd	Cumberland County	0.75 <b>900</b>	G	93%	2%	1%	1%	3%	0%	F	0.107	F	0.546	960	
.9	To:	Goochland Cor	ınty Line												
_	From:	Cumberland Co	unty Line												
₄₅ ) Cartersville Rd	Goochland County	2.47 <b>950</b>	G	95%	1%	1%	2%	1%	0%	F	0.111	F	0.623	1000	
<i>)</i>	To:	37-707 Hack	nev Rd			$\neg$ $\vdash$									
Cartersville Rd	Goochland County	2.57 1400		95%	1%	1%	2%	1%	0%	С	0.094	F	0.648	1500	
13)	To	SR 6 River R	d West												
	From:	North Carolina	State Line			i									
(46) Christanna Hwy	Brunswick County	6.59 <b>1100</b>		78%	1%	1%	1%	20%	0%	С	0.093	F	0.532	1100	
16) 6161	Dranewick County			1070	170	.,,	1,70	2070	070	Ŭ	0.000	•	0.002	1100	
	To- From:	12-665 Ank			407		401			_		_			
Christanna Hwy	Brunswick County	2.71 <b>1800</b>	F	78%	1%	1%	1%	20%	0%	F	0.090	F	0.645	1900	
	To- From:	12-611 Brur	nswick												
Christanna Hwy	Brunswick County	4.26 <b>2300</b>	F	84%	1%	1%	3%	10%	0%	F	0.094	F	0.59	2300	
J	Toj	12-715 Whi	thy Rd			<u> </u>									
Christanna Hwy	Brunswick County	2.87 <b>2600</b>	•	84%	1%	1%	3%	10%	0%	С	0.094	F	0.637	2600	
10) 3.113.61116.11.11.1	To:	BUS US 58 S		J → /U	1 /0	- 70	J /0	10 /0	0 /0	5	0.004	•	0.001	2000	
Bus	From	S US 58 I													
16) (58)	Brunswick County	0.20 <b>6900</b>		98%	1%	1%	0%	1%	0%	С	0.09	F	0.57	7000	
5) (3)	To:	CL Lawrence		-						-			-		

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

		Primary and Inte					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAL	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus	From:	CL Lawre	ceville			2/\\\	STANIC	IIIali	ZIIali		1 actor		i actor		
46) (58)	Town of Lawrenceville (Maint: 12)	0.80 <b>690</b>		98%	1%	1%	0%	1%	0%	Ν	0.09	Ν	0.57	7000	Ν
40) (38)	To:	N US 58		0070	.,,		0,0	.,0	0,0	•	0.00		0.0.		·
	From:	BUS US 58													
46) Windsor Ave	Town of Lawrenceville (Maint: 12)	0.64 <b>290</b>	0 F	78%	1%	1%	1%	20%	0%	F	0.098	F	0.556	3000	F
<u> </u>	To:	NCL Lawre	nceville												
Christanna Hwy	Brunswick County	6.36 <b>250</b>		84%	1%	1%	3%	10%	0%	F	0.09	F	0.565	2500	F
40)	- Tame man dealing			0.70	.,,		0,0	.0,0	0,0	-	0.00	•	0.000		
Chairtean Lluis	Ton:	US 1 Boydton									0.000	_	0.005	0400	
Christanna Hwy	Brunswick County	0.39 <b>200</b>	0 F								0.088	F	0.695	2100	F
<u> </u>	To- From:	I-8:	i												
₄₆ ) Christanna Hwy	Brunswick County	7.43 <b>160</b>	0 F	87%	1%	1%	1%	9%	0%	С	0.091	F	0.606	1600	F
<i></i>	To:	12-616 S, Lev	Iones Rd												
Christanna Hwy	Brunswick County	4.71 <b>150</b>		87%	1%	1%	1%	9%	0%	F	0.093	F	0.598	1500	F
46) 3111131311131 11119	To:	Nottoway Co		01 70	170		170	070	070	•	0.000	•	0.000	1000	
	From:	Brunswick C													
Brunswick Rd	Nottoway County	5.46 <b>170</b>	0 G	91%	1%	1%	1%	6%	0%	F	0.099	F	0.554	1900	(
	To	SCL Blac	Irotomo												
Brunswick Rd	Town of Blackstone	0.15 <b>210</b>		91%	1%	1%	1%	6%	0%	С	0.089	F	0.585	2200	(
Brunswick Rd	Town of Blackstone	SR 40 South		3170	1 /0	170	1 /0	070	070	C	0.003	'	0.303	2200	`
	From:														
		SR 46 Christ									N.1.0			NIA	
Ramp	Brunswick County	0.25 <b>NA</b>									NA			NA	
		I-85 Se													
	From:	Mecklenb								_		_			
47) W Atlantic St	Town of South Hill	0.63 <b>650</b>	0 F	93%	1%	1%	1%	4%	0%	С	0.090	F	0.540	6700	F
<u> </u>	To: From:	Thoma	s St			$\Box$ $\vdash$									
47) W Atlantic St	Town of South Hill	0.23 <b>540</b>	0 F	96%	0%	1%	1%	3%	0%	С	0.094	F	0.605	5600	F
	To	Omio	D.4												
W Atlantic St	Town of South Hill	Opie 0.39 <b>610</b>		93%	1%	1%	1%	4%	0%	С	0.095	F	0.622	6200	F
W Atlantic St	- Town or Count in			3370	1 70	1 70	1 70	770	070	O	0.000	'	0.022	0200	
	From:	WCL Sou										_			
47)	Mecklenburg County	7.70 <b>370</b>	0 F	92%	0%	1%	1%	6%	0%	F	0.096	F	0.664	3800	F
	To	58-664 Pett	s Corner			<u> </u>									
47)	Mecklenburg County	5.28 <b>300</b>	0 F	92%	0%	1%	1%	6%	0%	F	0.096	F	0.672	3100	F
	To	58-660 Old	Cov Pd												
47	Mecklenburg County	1.46 <b>320</b>		92%	0%	1%	1%	6%	0%	С	0.1	F	0.622	3200	F
47)	Wischief Burg County			JZ /0	070	1 /0	1 /0	0 /0	U /U	J	0.1	'	0.022	5200	
	To: From:	58-600 Dr	•												
47)	Mecklenburg County	5.20 <b>440</b>	0 N	93%	1%	1%	1%	4%	0%	N	0.091	Ν	0.624	4500	1
<u>~</u>	To	ECL Cha	se City												
E Second St	Town of Chase City (Maint: 58)	0.48 440		93%	1%	1%	1%	4%	0%	С	0.091	F	0.624	4500	F
TI /	<u>,</u>													_	

#### 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:		Drew St												
47) E Second St	Town of Chase City (Maint: 58)	0.21	6600 F	94%	1%	1%	1%	4%	0%	С	0.095	F	0.561	6700	F
<u> </u>	To	186-	5 Marshall St												
47) E Second St	Town of Chase City (Maint: 58)	0.05	6600 N	94%	1%	1%	1%	4%	0%	Ν	0.095	Ν	0.561	6700	Ν
$\smile$	To:	SR	R 49, SR 92												
(47) (49) N Main St	Town of Chase City (Maint: 58)		8000 F	94%	1%	1%	1%	3%	0%	С	0.086	F	0.570	8100	F
***	To		FIFTH ST												
47) (49) N Main St	Town of Chase City (Maint: 58)		7500 F	95%	1%	1%	1%	3%	0%	С	0.09	F	0.541	7700	F
49 N Main St	Town of Gridge City (Warnt: 60)			3070	170	170	170	070	070	Ü	0.00	•	0.041	7700	
$\overline{}$	Modeldonburg County		WCL Chase City 2100 F	87%	40/	20/	10/	100/	0%		0.001	F	0.502	2100	-
47)	Mecklenburg County	5.54	2100 F tte County Line	87%	1%	2%	1%	10%	0%	С	0.091	Г	0.503	2100	F
	From:		burg County Line	:											
47) Craftons Gate Hwy	Charlotte County	2.70	1600 G	79%	1%	2%	7%	11%	0%	F	0.086	F	0.507	1600	(
	To:	US 1	5 Kings Hwy												
	From:		-360 Kings Hwy												
47) Graftons Gate Hwy	Charlotte County	6.55	1700 G	79%	1%	2%	7%	11%	0%	F	0.088	F	0.519	1700	(
	To- From:	SCL I	Drakes Branch												
47)	Town of Drakes Branch (Maint: 1	9) 2.09	1700 N	79%	1%	2%	7%	11%	0%	Ν	0.088	Ν	0.519	1700	1
$\smile$	To:		SR 59												
47)	Town of Drakes Branch (Maint: 1	9) 0.25	2400 G	79%	1%	2%	7%	11%	0%	F	0.089	F	0.588	2500	(
	To	, NCL	Dualraa Duanah												
47	Charlotte County	3.03	Drakes Branch 2400 N	79%	1%	2%	7%	11%	0%	N	0.089	N	0.588	2500	1
47)	Chanotte County			1370	1 70	270	7 70	1170	070	14	0.003	IN	0.300	2300	'
	From:		Charlotte C.H.	700/	407		70/	4407	201		0.000		0.500	0500	
47)	Town of Charlotte C.H. (Maint: 1	,	2400 N	79%	1%	2%	7%	11%	0%	N	0.089	Ν	0.588	2500	1
<u> </u>	From:	SR 40 S Thomas Jeff	S SR 40	d Bruce Av	/e										
47) (40) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 1		4800 G	81%	1%	1%	2%	15%	0%	F	0.102	F	0.529	5000	(
41) 40)	To:	,	N SR 40		.,,		_,,		-,-	•		-			
_	From:	N SR	40 G. W. Hwy												
47) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 1	9) 0.98	1600 G	79%	1%	2%	7%	11%	0%	F	0.092	F	0.643	1700	(
$\smile$	To	NCL	Charlotte C.H.												
47)	Charlotte County	3.47	1600 N	79%	1%	2%	7%	11%	0%	Ν	0.092	Ν	0.643	1700	1
<u> </u>	Tor		19-660												
147 Thomas Jefferson Hwy	Charlotte County	7.02	1300 G	79%	1%	2%	7%	11%	0%	С	0.084	F	0.534	1400	(
41)	T. I			. 0 / 0	.,,		. 70	, 0	270	J	5.50 r	•	0.50	. 100	•
Thomas lefferson liver	Charlette County		9 Madisonville	700/	40/	20/	70/	440/	00/		0.000	_	0.602	1600	
Thomas Jefferson Hwy	Charlotte County	2.82	1600 G Iward County Lin	79%	1%	2%	7%	11%	0%	F	0.086	F	0.603	1600	C
	From:		tte County Line	C .											
47) Thomas Jefferson Hwy	Charlotte County	1.59	1600 G	79%	1%	2%	7%	11%	0%	F	0.083	F	0.561	1700	C
,	To:		ttox County Line			Ti.									

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

Pouto	Jurisdiction	Length AADT	04	4Tiro	Bus		Tru	ıck		QC	K	OK	Dir	AAWDT	O
Route	Junsuiciion			41116	DuS	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWUI	Ų۷
	From:	Prince Edward Cou		700/	407		<b>7</b> 0.	4407	00/	_	0.000	_	0.00	4000	_
Thomas Jefferson Hwy	Appomattox County	0.57 <b>1700</b>	G	79%	1%	2%	7%	11%	0%	F	0.082	F	0.69	1900	(
	From:	SCL Pamplin 0													
Thomas Jefferson Hwy	Town of Pamplin City (Maint: 06)	0.50 <b>1700</b>		79%	1%	2%	7%	11%	0%	N	0.082	N	0.69	1900	
	100	Bus US 460													
Wandana illa Dila	From:	West Virginia Sta		000/	007	40/	40/	<b>C</b> 0/	00/	_	0.400	^	0.750	2000	
48 (55) Wardensville Pike	Frederick County	4.83 <b>2300</b>		92%	0%	1%	1%	6%	0%	С	0.136	Α	0.759	2000	
~~	Ta: From:	34-600 Pifer								_		_			
48 (55) Wardensville Pike	Frederick County	0.70 3300		92%	0%	1%	1%	6%	0%	F	0.078	F	0.672	3000	
<del>-</del> •	From:	Shenandoah Coun Frederick Count	_												
48 (55) John Marshall Hwy	Shenandoah County	4.90 <b>4500</b>		92%	0%	1%	1%	6%	0%	F	0.086	F		4100	
40) (30)	To														
48 (55) John Marshall Hwy	Shenandoah County	85-628 Lebanon ( 3.80 <b>5700</b>		92%	0%	1%	1%	6%	0%	F	0.084	F		5300	
48 (55) John Marshall Hwy	To:	I-81		<i>32</i> /0	070	1 70	1 /0	070	070	'	0.004	'		3300	
	From:	North Carolina Sta	4 - Y 1												
48) Blue Ridge Parkway	Grayson County (Maint: US )	1.13 <b>560</b>	O								NA			NA	
248) Blue Ridge Fantway	Grayson county (Maint: 66)										14/1			14/1	
Pluo Pidgo Porkuov	Cravaca County (Moint: LIS.)	3.56 <b>560</b>	0								NA			NA	
Blue Ridge Parkway	Grayson County (Maint: US )	3.30 300	0								INA			INA	
	Ta: From:	Grayson County													
8 Blue Ridge Parkway	Carroll County (Maint: US)	12.75 <b>660</b>	0								NA			NA	
<u> </u>	To: From:	US 52													
48) Blue Ridge Parkway	Carroll County (Maint: US)	15.59 <b>890</b>	0								NA			NA	
<u> </u>	To:	Patrick County													
48) Blue Ridge Parkway	Patrick County (Maint: US )	Carroll County 6.33 <b>690</b>	O								NA			NA	
48 Blue Ridge Parkway	r atrick county (Maint. 00)										INA			INA	
	To: From:	US 58												<b></b>	
48 Blue Ridge Parkway	Patrick County (Maint: US)	0.42 <b>1000</b>	0								NA			NA	
	From:	Floyd County I Patrick County													
48 Blue Ridge Parkway	Floyd County (Maint: US )	5.92 <b>1000</b>	0								NA			NA	
	To:	Patrick County	Line												
	From:	Floyd County I													
48 Blue Ridge Parkway	Patrick County (Maint: US)	0.88 <b>820</b>	0								NA			NA	
<u> </u>	From:	Floyd County I Patrick County													
48) Blue Ridge Parkway	Floyd County (Maint: US )	5.23 <b>820</b>	O								NA			NA	
40) 2.20	- 10,0 000my (Maint 00)													1 17 1	
Pluo Pidgo Porlovov	Floud County (Mointy U.C.)	SR 8 11.62 <b>550</b>									NIA			NΙΛ	
Blue Ridge Parkway	Floyd County (Maint: US )	11.62 <b>550</b> Franklin County	O Lina			<del>1</del>					NA			NA	
	Prom:	Franklin County Floyd County I				-									
48) Blue Ridge Parkway	Franklin County (Maint: US )	1.51 <b>550</b>	0								NA			NA	
	To:	Floyd County I													

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire Bu	S	Truck xle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	- QW
	From:	Frank	din County	Line							
(48) Blue Ridge Parkway	Floyd County (Maint: US)	16.05	510	0				NA		NA	
$\bigcirc$	Ta		US 221				1				
48 Blue Ridge Parkway	Floyd County (Maint: US)	0.03	510	0			1	NA		NA	
40)	To:	Roan	oke County	Line			1				
	From:	Floy	yd County L	Line							
(48) Blue Ridge Parkway	Roanoke County (Maint: US)	14.69	510	0				NA		NA	
$\overline{}$	Tos		US 220								
48 Blue Ridge Parkway	Roanoke County (Maint: US )	2.12	2400	0			J	NA		NA	
46) 2.00	- (maining et al. in)						1				
	From		ban Bounda								
( ₄₈ ) Blue Ridge Parkway	Roanoke County (Maint: US)	6.67	2400	0				NA		NA	
<u> </u>	To: From:		SR 24				]				
48 Blue Ridge Parkway	Roanoke County (Maint: US)	3.64	2400	0			•	NA		NA	
	To	Botete	ourt County	/ Line							
	From:	Roan	oke County	Line							
( ₄₈ ) Blue Ridge Parkway	Botetourt County (Maint: US)	2.97	2400	0				NA		NA	
$\overline{}$	To	US	S 221, US 4	60			1				
48 Blue Ridge Parkway	Botetourt County (Maint: US)	12.72	530	0			J	NA		NA	
46) 2.00 :go :	To:		ord County				1				
	From:		ourt County								
48 Blue Ridge Parkway	Bedford County (Maint: US)	2.18	530	0			-	NA		NA	
	Too		GD 42				1				
48 Blue Ridge Parkway	Bedford County (Maint: US)	1.80	SR 43 <b>840</b>	0			ı	NA		NA	
48 Blue Ridge Parkway	Bediord County (Maint. 03)		ourt County				1	INA		INA	
	From		ourt County ord County								
48 Blue Ridge Parkway	Botetourt County (Maint: US)	3.11	840	0			1	NA		NA	
46) Black Hage Farthay	Dototourt County (Maint: CC)						-				
	From		SR 43								
(48) Blue Ridge Parkway	Botetourt County (Maint: US)	11.28	290	0			-	NA		NA	
<u> </u>	To:		ord County								
Dhua Bidaa Badanan	Dedford County (Moint LIC)		ourt County				J	NIA		NIA	
48 Blue Ridge Parkway	Bedford County (Maint: US)	10.61	290	0				NA		NA	
	To- From:		US 501								
( ₄₈ ) Blue Ridge Parkway	Bedford County (Maint: US)	0.19	520	0			_	NA		NA	
$\smile$	To:		erst County								
	From:		ord County				]				
( ₄₈ ) Blue Ridge Parkway	Amherst County (Maint: US)	2.38	520	0				NA		NA	
~	To-		SR 130				]				
48 Blue Ridge Parkway	Amherst County (Maint: US)	15.86	280	0			•	NA		NA	
	To:	Rockb	ridge Count	ty Line			1				
	From:		erst County								
48 Blue Ridge Parkway	Rockbridge County (Maint: US)	0.15	240	F				0.162	F 0.637	220	F
$\smile$	То:		US 60				1				

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT C	<b>A</b> 4Tii	re Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K C	NK Dir Factor	AAWDT QW
	From:		US 60						
(48) Blue Ridge Parkway	Rockbridge County (Maint: US)	18.29		)			NA		NA
$\smile$	To:		son County Line						
	From:		ridge County Li						
(48) Blue Ridge Parkway	Nelson County (Maint: US)	0.08	300	)			NA		NA
	To: From:		SR 56						
(48) Blue Ridge Parkway	Nelson County (Maint: US)	11.09	390	)			NA		NA
$\bigcirc$	To:		ısta County Line						
	From:		son County Line						
(48) Blue Ridge Parkway	Augusta County (Maint: US)	15.97	480	)			NA		NA
$\smile$	To:		US 250			¬			
(48) Skyline Dr	Augusta County (Maint: US)	18.17		)			NA		NA
40	To:		narle County Li	ie		$\neg$			
	From:		usta County Line						
(48) Skyline Dr	Albemarle County (Maint: US)	3.65	390	)			NA		NA
	To:	Rockin	gham County L	ne					
	From:	Alben	narle County Li	ie					
(48) Skyline Dr	Rockingham County (Maint: US)	8.44	390	)			NA		NA
$\bigcirc$	To:	Gree	ene County Line						
	From:		gham County L	ne					
(48) Skyline Dr	Greene County (Maint: US)	2.08	390	)			NA		NA
$\bigcirc$	To:		gham County L						
O	From		ene County Line						
(48) Skyline Dr	Rockingham County (Maint: US)	3.26		)			NA		NA
<u> </u>	To:		ene County Line						
Cladina Da	Greene County (Maint: US )		gham County L				NA		NIA
(48) Skyline Dr	Greene County (Maint: US )	1.33		)		<del></del>	NA		NA
	From		gham County L ene County Line						
(48) Skyline Dr	Rockingham County (Maint: US )	1.93		)			NA		NA
48 Skyline Dr	To:		ene County Line				IVA		IVA
	From:		gham County Line						
(48) Skyline Dr	Greene County (Maint: US )	1.01		)			NA		NA
48)	То:		gham County L						
	From		ene County Line						
(48) Skyline Dr	Rockingham County (Maint: US)	0.10		)		<u> </u>	NA		NA
40)	Tool		****						
Cladina Dr	Poolingham County (Maint 110)	0.00	US 33				NIA		NΙΔ
(48) Skyline Dr	Rockingham County (Maint: US)	2.69		)			NA		NA
	From:		ene County Line gham County L						
(48) Skyline Dr	Greene County (Maint: US)	1.33		)			NA		NA
48) Skyline Dr	Tro-		gham County L			$\neg$	INA		INA
	From:		ene County Line			+			
(48) Skyline Dr	Rockingham County (Maint: US )	2.53		)			NA		NA
(40) Skymio Bi	(waitt. 00 )		ge County Line	•			1 1/71		1 17 1

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

		Timaly and interestate reacted									
Route	Jurisdiction	Length AADT QA 4Tire Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW
_	From:	Rockingham County Line									
48) Skyline Dr	Page County (Maint: US)	7.77 <b>800 O</b>					NA			NA	
$\smile$	To:	Madison County Line									
	From:	Page County Line									
48) Skyline Dr	Madison County (Maint: US)	14.77 <b>800 O</b>					NA			NA	
	To	Rappahannock County Line									
	From:	Madison County Line									
48 Skyline Dr	Rappahannock County (Maint: US)	4.99 <b>800 O</b>					NA			NA	
,	To	Page County Line									
	From:	Rappahannock County Line									
48) Skyline Dr	Page County (Maint: US)	0.06 <b>800 O</b>					NA			NA	
40)											
	To- From:	US 211									
48) Skyline Dr	Page County (Maint: US)	3.01 <b>650 O</b>					NA			NA	
$\smile$	To:	Rappahannock County Line									
	From:	Page County Line									
48) Skyline Dr	Rappahannock County (Maint: US)	4.41 <b>650 O</b>					NA			NA	
	To:	Page County Line									
	From:	Rappahannock County Line									
48 Skyline Dr	Page County (Maint: US)	2.09 <b>650 O</b>					NA			NA	
	To:	Rappahannock County Line									
	From:	Page County Line									
48 Skyline Dr	Rappahannock County (Maint: US)	5.92 <b>650 O</b>					NA			NA	
40)	To:	Warren County Line									
	From:	Rappahannock County Line									
48 Skyline Dr	Warren County (Maint: US)	1.69 <b>650 O</b>					NA			NA	
46) Silyiinis 21	To:	Rappahannock County Line									
	From:	Warren County Line									
48 Skyline Dr	Rappahannock County (Maint: US)	3.87 <b>650 O</b>					NA			NA	
48) Gryinic Di	To:	Warren County Line	<del></del>				14/3			INA	
	From:	Rappahannock County Line									
48 Skyline Dr	Warren County (Maint: US )	10.47 <b>650 O</b>					NA			NA	
48 Skyline Dr	waiten County (Maint. 03 )						INA			INA	
<u> </u>	10.	US 340; Front Royal									
	From:	North Carolina State Line									
49 (96) Florence Ave	Town of Virgilina (Maint: 41)	0.13 <b>1400 G</b> 84% 1%	 1% 1%	13%	0%	F	0.096	F	0.631	1600	G
	From:	SR 96 Seventh St				_					
49) Seventh St	Town of Virgilina (Maint: 41)	0.47 <b>720 G</b> 84% 1%	1% 1%	13%	0%	С	0.103	F	0.533	770	G
$\smile$	Tou	ECL Virgilina									
40	Halifax County	2.05 <b>720 N</b> 84% 1%	1% 1%	13%	0%	N	0.103	N	0.533	770	N
49)	Taillax County		170 170	13 /0	U /0	IN	0.103	IN	0.555	110	IN
-	From	Mecklenburg County Line Halifax County Line									
	Mooklonburg Count:		10/ 00/	70/	00/	0	0.004	_	0.500	1000	F
49)	Mecklenburg County	8.64 <b>1200 F</b> 91% 1%	1% 0%	7%	0%	С	0.094	F	0.508	1200	۲
<u> </u>	10:	US 58 West Clarksville									
$\neg \sim$	From	US 58 East of Clarksville		,		_		_			_
(49) {58}	Mecklenburg County	1.26 <b>7400 F</b> 85% 1%	<u>1%</u> 1%	12%	1%	F	0.081	F	0.558	7400	F
$\sim$	To:	Bus US 58									

### 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		8; 58-815												
49 (58) Virginia Ave	Mecklenburg County	0.55	000 G	99%	0%	0%	0%	1%	0%	F	0.091	F		4100	G
Bus	To: From:	WCL C	Clarksville												
(49) (58) Virginia Ave	Town of Clarksville (Maint: 58)	0.97 <b>3</b> 9	900 F	99%	0%	0%	0%	1%	0%	С	0.092	F	0.514	3900	F
49 (30)	To		5, US 58			Ť	-,-	.,.		_		-			-
Bus	From:	US 15 W	, College St												
Bus 49) (15) (58) Virginia Ave	Town of Clarksville (Maint: 58)	0.88 <b>6</b> 4	400 F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.512	6600	F
	To: From:	NCL C	Clarksville			_									
Bus	Mecklenburg County	0.84 6	400 N	99%	0%	0%	0%	0%	0%	N	0.092	N	0.512	6600	N
49) (15) (58)	Weckleriburg County				076	U%	0%	U70	076	IN	0.092	IN	0.512	0000	IN
¬ ~~	To: From:	US 58 EAST O													
49) (15)	Mecklenburg County	1.60 <b>4</b>	700 F	90%	1%	1%	1%	7%	0%	F	0.096	F	0.643	4800	F
<u> </u>	Ta: From:	US 15 NEAR I	DORTCH STO	RE											
49)	Mecklenburg County	2.06 <b>2</b> :	300 F	95%	1%	1%	0%	3%	0%	F	0.1	F	0.679	2300	F
$\smile$	Tax	58-609 Tr	rottinridge Rd												
49	Mecklenburg County		000 F	95%	1%	1%	0%	3%	0%	F	0.104	F	0.686	2000	F
43)	T-1														
	Mecklenburg County		100 F	95%	1%	1%	0%	3%	0%	F	0.103	F	0.625	2100	F
49	Weckleriburg County			93 /6	1 /0	1 /0	076	3/0	0 /6		0.103		0.023	2100	
	To: From:		Chase City									_			
W Second St	Town of Chase City (Maint: 58)	0.23 19	900 F	95%	1%	1%	0%	3%	0%	С	0.101	F	0.559	1900	F
<u> </u>	To: From:	SI	R 92												
49) (92) W Second St	Town of Chase City (Maint: 58)	0.56 <b>5</b> 5	500 F	95%	1%	1%	0%	2%	0%	С	0.094	F	0.554	5600	F
	To:	En	ıdly St												
49 (92) E Second St	Town of Chase City (Maint: 58)		400 F	95%	0%	1%	1%	3%	0%	С	0.09	F	0.540	6500	F
49) 62)	To:		Main St												
	From:		econd St												
49) (47) N Main St	Town of Chase City (Maint: 58)	0.24 <b>8</b> 6	000 F	94%	1%	1%	1%	3%	0%	С	0.086	F	0.570	8100	F
$\smile$	To: Group	EF	Fifth St			$\neg$ $\vdash$									
49) (47) N Main St	Town of Chase City (Maint: 58)	1.02 <b>7</b> 9	'500 F	95%	1%	1%	1%	3%	0%	С	0.09	F	0.541	7700	F
	To:	SI	R 47												
49)	Mecklenburg County		200 F	93%	1%	2%	2%	2%	0%	F	0.093	F	0.622	1200	F
49)	To:		g County Line	0070	.,,	$\overline{}$	_,,	_,0	0,0	-	0.000	•	0.022	00	•
	From:		rg County Line												
(49) Courthouse Rd	Lunenburg County	11.28 <b>9</b>	940 F	93%	1%	2%	2%	2%	0%	С	0.112	F	0.552	960	F
$\smile$	То:		burg County Ro	d											
Occurttance 5.1	From:		R 40 S	0.407	401		401	001	001	_	0.000	_	0.540	0000	_
49) (40) Courthouse Rd	Lunenburg County	0.14 <b>2</b> 5	500 F	94%	1%	1%	1%	3%	0%	F	0.099	F	0.542	2600	F
<u> </u>	To: From:		5-675												
49 (40)	Lunenburg County	2.17 <b>3</b> 2	200 F	94%	1%	1%	1%	3%	0%	С	0.099	F	0.548	3300	F
$\smile$	To:	CL V	Victoria												

#### 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	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	CL Victor	ia												
(49) (40)	Town of Victoria (Maint: 55)	1.08 <b>3200</b>	N	94%	1%	1%	1%	3%	0%	Ν	0.099	Ν	0.548	3300	Ν
$\bigcirc$	To:	SR 40 N													
49) Earl Davis Gregory Hwy	Town of Victoria (Maint: 55)	SR 40; Eight 0.51 <b>3900</b>	n St F	95%	1%	1%	1%	2%	0%	F	0.099	F	0.534	4000	F
Earl Davis Gregory Hwy	Town of Victoria (Maint: 55)			9376	1 /0	1 /0	1 /0	2/0	0 /6		0.099	-	0.554	4000	ı
	To: From:	55-1017 13t										_			_
49 Nottoway Blvd	Town of Victoria (Maint: 55)	0.65 <b>3300</b>	F	95%	1%	1%	1%	2%	0%	С	0.096	F	0.523	3400	F
<u>~</u>	To: From:	NCL Victo	ria												
49) Earl Davis Gregory Hwy	Lunenburg County	4.88 <b>3300</b>	N	95%	1%	1%	1%	2%	0%	Ν	0.096	Ν	0.523	3400	١
<u> </u>	To:	Nottoway Coun	_												
The Falls Rd	Nottowov County	Lunenburg Cour 8.54 <b>1300</b>	nty Line <b>G</b>	95%	1%	1%	1%	2%	00/	F	0.100	F	0.57	1400	
49) The Falls Rd	Nottoway County	0.34 1300	<u> </u>	95%	170	1 70	170	270	0%	Г	0.100	Г	0.57	1400	
$\overline{}$	To: From:	67-633 Lone P													
49) The Falls Rd	Nottoway County	0.46 <b>2500</b>	G	95%	1%	1%	1%	2%	0%	F	0.091	F	0.503	2700	(
<u> </u>	To: From:	SCL Crev	/e			_									
49) Earl Davis Gregory Hwy	Town of Crewe (Maint: 67)	0.15 <b>2500</b>	N	95%	1%	1%	1%	2%	0%	Ν	0.091	Ν	0.503	2700	1
<u> </u>	To:	US 460, East Vir													
	From:	US 460 Ea		2001	40/		40/	400/	00/	_	0.004	_		44000	
49 (460) Virginia Ave	Town of Crewe (Maint: 67)	1.80 11000		88%	1%	1%	1%	10%	0%	F	0.084	F		11000	(
	From:	US 460 W US 460, West Vir													
49) Watsons Wood Rd	Town of Crewe (Maint: 67)	0.34 <b>1600</b>	G	93%	1%	1%	1%	4%	0%	С	0.096	F	0.565	1700	(
49)	T-									_					
49 Watsons Wood Rd	From:	NCL Crev 1.55 <b>1600</b>	ve N	93%	1%	10/	1%	4%	0%	N	0.096	N	0.565	1700	١
Watsons Wood Rd	Nottoway County	US 360 East of B		93%	170	1%	170	470	0%	IN	0.096	IN	0.565	1700	,
	From:					1									_
50 Northwestern Pike	Frederick County	West Virginia St 4.35 <b>8400</b>	ate Line G	96%	1%	1%	1%	2%	0%	С	0.096	F		8800	C
50 Northwestern Pike	Frederick County	4.33 <b>0400</b>	<u> </u>	90%	170	1 70	170	270	0%	C	0.096	Г		0000	
~	To: From:	34-751 E; Go													
50 Northwestern Pike	Frederick County	4.80 <b>12000</b>	G	96%	1%	1%	1%	2%	0%	F	0.087	F		13000	(
<del></del>	To: From:	34-614 Back Mou	ıntain Rd												
50 Northwestern Pike	Frederick County	2.45 <b>18000</b>	G	96%	0%	1%	1%	2%	0%	F	0.088	F		19000	(
$\checkmark$	To:	34-803 Round Hil	Rd West												
50 Northwestern Pike	Frederick County	2.59 <b>20000</b>		96%	0%	1%	1%	2%	0%	С	0.089	F		21000	(
30)	Tol														
50 Northwestern Pike	Frederick County	SR 37 0.14 <b>21000</b>	G	99%	1%	0%	0%	0%	0%	F	0.087	F		22000	(
50 Northwestern Pike	Tredefick Country			33/0	1 /0	U /0	U /0	U /0	U /0	Г	0.007	r		22000	•
~~	To: From:	WCL Winch													
50 Amherst St	City of Winchester	0.64 <b>18000</b>	G	99%	1%	0%	0%	0%	0%	F	0.09	F		20000	(
~	To- From:	Fox Dr													
50 Amherst St	City of Winchester	0.75 <b>15000</b>	G	99%	1%	0%	0%	0%	0%	С	0.086	F		17000	(
$\searrow$	To:	Boscawen	St												

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

				4.77			Tru	ıck			K	014	Dir	A A1A/DT	0144
Route	Jurisdiction	Length	AADI QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
B Ct	From:		Amherst St	000/	40/		00/	00/	00/	_	0.005	_		40000	_
Boscawen St	City of Winchester		11000 G	99%	1%	0%	0%	0%	0%	F	0.085	F		12000	G
	From:		oscawen St												
50 (11) (50) (522) Braddock St	City of Winchester	0.53	6500 G	97%	1%	1%	0%	1%	0%	С	0.096	F		7100	G
C	ombined Traffic Estimates for 2 Parallel Roady			97%	1%	1%	0%	1%	0%	С	NA			13000	G
	To: From:		Gerrard St raddock St												
50 522 Gerrard St	City of Winchester	0.07	8300 G	97%	1%	1%	0%	1%	0%	F	0.087	F		9000	G
(30) (322) 001111111111111111111111111111111111	To-				.,.		-,-	.,,		-		•			
(50) (11) (522) Gerrard St	City of Winchester		7alley Ave 10000 G	96%	1%	1%	1%	1%	0%	F	0.087	F		11000	G
50 11 522 Gerrard St	city of Willomotol				170		1 70	170	070	•	0.007	•		11000	Ū
(50) (17) (522) Millwood Ave	City of Winchester		1 Cameron St 13000 G	97%	1%	1%	0%	1%	0%	F	0.084	F		14000	G
50 17 522 Millwood Ave	To:		Apple Blossom I		1 /0	170	076	1 /0	076	'	0.004	'		14000	G
	From:		Par, Millwood Dr												
(50) (17) (522) Apple Blossom Dr	City of Winchester	0.05	10000 G	97%	0%	1%	1%	1%	0%	F	0.084	Ν		11000	G
$\bigcirc$	To: From:		oal Early Dr												
50 17 522 Jubal Early Dr	City of Winchester	11	e Blossom Dr <b>25000 G</b>	97%	0%	1%	1%	1%	0%	С	0.091	F		27000	G
[50] [17] [522] Jubal Early Dr	To:		ar, Millwood Ave	01 70	070		170	170	070	Ü	0.001	•		27000	Ŭ
~~~~	From:		ar; Jubal Early Dr												
(50) (17) (522) Millwood Ave	City of Winchester	0.09	25000 N	97%	0%	1%	1%	1%	0%	N	0.091	N		27000	Ν
<del>*</del> * * *	To: From:	FCI	I-81 L Winchester												
(50) (17) (522) Millwood Pike	Frederick County		37000 G	95%	0%	1%	2%	2%	0%	F	0.082	F		40000	G
30 (1) (322)	To		Front Royal Pike												
50 17 Millwood Pike	Frederick County		19000 G	95%	0%	1%	2%	2%	0%	С	0.087	F		20000	G
(30) (17)	Todollok Godiny				070	.,,	270	270	070	Ü	0.007	•		20000	Ū
50 (17) Millwood Pike	Frederick County		12000 G	95%	0%	1%	2%	2%	0%	F	0.089	F		12000	G
(50) (17) Millwood Pike	To:		e County Line	33 /0	070	170	270	2.70	076	'	0.003	'		12000	J
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		ick County Line												
(50) (17) Millwood Pike	Clarke County	1.67	9600 G	96%	1%	1%	1%	2%	0%	F	0.097	F	0.687	10000	G
<u> </u>	To: 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	12000	G
$\bigcirc$	To: From:	SR 255 H	Bishop Meade Rd												
(50) (17) Millwood Pike	Clarke County		11000 G	96%	1%	1%	1%	2%	0%	С	0.098	F	0.709	11000	G
$\smile$	To:	21-723 F	East of Millwood			<u> </u>									
50 (17) John S Mosby Hwy	From: Clarke County		11000 G	96%	1%	1%	1%	2%	0%	F	0.095	F	0.726	12000	G
	To:		ier County Line												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		e County Line	0001	40/		40/	00/	00/		0.005	_		40000	
50 17 John S Mosby Hwy	Fauquier County (Maint: 5		12000 G	96%	1%	1%	1%	2%	0%	С	0.098	F		12000	G
	10:	US 17 W1	inchester Rd, Paris	S											

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

				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	US 17 Winchester Ro	l, Paris											
50 John S Mosby Hwy	Fauquier County (Maint: 53)	5.71 <b>6200</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.102	F		6600	G
~	To:	Loudoun County I												
John C. Maahaallaas	rom:	Fauquier County I		00/	40/	40/	40/	00/	_	0.4	_		7500	_
50 John S Mosby Hwy	Loudoun County	0.08 <b>7000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.1	F		7500	C
~~~	To: From:	30-623 E, Rokeby												
50 John S Mosby Hwy	Loudoun County	0.52 <b>7000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.097	F		7500	(
~	To:	Fauquier County I												
50 John S Mosby Hwy	Fauquier County (Maint: 53)	Loudoun County I		0%	1%	1%	1%	0%	С	0.100	F		8700	(
50 John S Mosby Hwy	Fauquiei County (Maint. 55)	2.10 <b>8100</b>	<b>G</b> 97%	0%	1 70	170	170	0%	C	0.100	Г		6700	,
~~	From:	53-611 Saint Louis												
50 John S Mosby Hwy	Fauquier County (Maint: 53)	2.03 <b>8700</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.101	F		9300	(
<del>~</del>	To:	Loudoun County I												
50 John S Mosby Hwy	Loudoun County	Fauquier County I 0.63 <b>10000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.1	F		11000	(
50 John S Mosby Hwy	Edddodi'i Gddirky	0.03 1000	3 97 76	070	1 70	1 /0	1 /0	076	•	0.1	'		11000	`
~~ <u> </u>	To- From:	WCL Middlebu												
) Washington St W	Town of Middleburg (Maint: 53)	0.61 <b>10000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.1	F		11000	(
~	To: From:	W 53-626 The Plain	ns Rd		$\neg$ $\vdash$									
00 Washington St	Town of Middleburg (Maint: 53)	0.65 <b>9800</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.098	F		11000	(
<del></del>	To:	ECL Middlebur	rα											
50 John S Mosby Hwy	Loudoun County	5.89 <b>8900</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.096	F		9500	(
30) ************************************				.,,		.,,	.,,	0,0	·	0.000	•		0000	
Jaha C Mashullus	Too.	US 15 Near Ald		40/	40/	40/	40/	00/	^	0.004	_		47000	,
50 John S Mosby Hwy	Loudoun County	5.75 <b>16000</b>	<b>G</b> 95%	1%	1%	1%	1%	0%	С	0.094	F		17000	(
<u> </u>	To: From:	53-827 Pinebrook	Rd											
50 John S Mosby Hwy	Loudoun County	0.51 <b>28000</b>	<b>G</b> 95%	1%	1%	1%	1%	0%	F	0.087	F		30000	(
~	To:	53-606 Old Ox I	Rd											
50 John S Mosby Hwy	Loudoun County	2.75 <b>42000</b>	<b>G</b> 96%	0%	1%	2%	1%	0%	С	NA			45000	(
	To	Fairfax County L	ine											
	From:	Loudoun County I												
₅₀ Lee Jackson Hwy	Fairfax County	2.06 <b>54000</b>	<b>G</b> 95%	1%	2%	1%	1%	0%	С	NA			59000	(
~	To:	SR 28 Dulles Air	oort		$\neg$									
50 Lee Jackson Hwy	Fairfax County	3.18 <b>70000</b>	<b>A</b> 98%	1%	1%	1%	0%	0%	С	0.085	Α	0.505	77000	,
	To	29-7100 Fairfax Coun	try Dlaren											
50 Lee Jackson Hwy	Fairfax County	1.25 <b>69000</b>	<b>G</b> 98%	1%	1%	1%	0%	0%	F	0.123	F	0.508	75000	(
50) Lee dackson rwy	Talliax Oddiny			1 /0	170	1 70	070	070	•	0.123	'	0.500	73000	`
~~	To: From:	29-608 West Ox												
50 Lee Jackson Hwy	Fairfax County	1.14 <b>94000</b>	<b>G</b> 98%	1%	1%	1%	0%	0%	F	NA			102000	(
~	To- From:	I-66			$\Box$ $\vdash$									
50 Lee Jackson Hwy	Fairfax County	0.82 <b>63000</b>	<b>G</b> 98%	1%	1%	1%	0%	0%	F	0.119	F	0.553	69000	(
	To	WCL Fairfax												
50 Lee Jackson Hwy	City of Fairfax	0.57 <b>38000</b>	<b>G</b> 98%	1%	1%	1%	0%	0%	F	0.076	F		41000	
			<b>-</b> 30/0	1 /0	1 /0	1 /0	U / U	U / 0	1	0.070			71000	

## 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
~~~	From:	US 29 S, Lee I	Highway												
(50) (29) Lee Highway	City of Fairfax	0.96 <b>3900</b> 0	G	99%	0%	0%	0%	0%	0%	F	0.076	F		42000	G
<del>\</del>	To: From:	SR 123 Chain B	ridge Rd												
(50) (29) Lee Highway	City of Fairfax	0.21 <b>37000</b>	G	99%	0%	0%	0%	0%	0%	F	0.076	F		39000	G
<del>\$\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{</del>	To: From:	University	Dr												
(50) (29) Lee Highway	City of Fairfax	0.59 <b>4300</b> 0	G	99%	0%	0%	0%	0%	0%	F	NA			46000	G
<u> </u>	To: From:	Plantation Pa	rkway			$\neg$ $\vdash$									
(50) (29) Lee Hwy	City of Fairfax	0.68 <b>4200</b> 0	G	99%	0%	0%	0%	0%	0%	F	NA			44000	G
$\bigcirc$	To	Draper Dr	ive			<u> </u>									
(50) (29) Lee Highway	City of Fairfax	0.28 41000		99%	0%	0%	0%	0%	0%	F	NA			44000	G
	To	US 29 N, Lee I	Hiohway												
(50) (237) Arlington Blvd	City of Fairfax	0.28 33000		98%	1%	1%	1%	0%	0%	F	0.08	F		36000	G
	то.	SR 237 Picke	ett Rd												
750 Arlington Blvd	City of Fairfax	0.03 <b>4900</b> 0		98%	1%	1%	1%	0%	0%	F	NA			54000	G
	To:	ECL Fair	Pov												
50 Arlington Blvd	Fairfax County	2.77 <b>4000</b> 0		98%	1%	1%	1%	0%	0%	F	NA			43000	G
(30)	To							-,-		•					_
50 Arlington Blvd	Fairfax County	I-495 Capital I 3.24 <b>5200</b> 0		99%	0%	1%	0%	0%	0%	С	0.084	Α	0.51	56000	Α
(50) / Willington Elva	r amax obunty			0070	070		070	070	070	Ü	0.004	,,	0.01	00000	,,
50 Arlington Blvd	Fairfax County	SR 7 Leesbur 1.30 <b>4700</b> 0	_	99%	0%	1%	0%	0%	0%	F	NA			50000	G
Anington Biva	To:	Arlington Cou		3370	070	170	070	070	070	'	INA			30000	O
	From:	Fairfax Count	_												
(50) Arlington Blvd	Arlington County	2.03 <b>5900</b> 0	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.722	64000	F
<u> </u>	To.	SR 120 Gleb	e Rd			<u> </u>									
(50) Arlington Blvd	Arlington County	1.06 <b>6200</b> 0	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.608	66000	F
$\bigcirc$	To:	SR 27 Washing	ton Blvd			$\neg$									
750 Arlington Blvd	Arlington County	1.93 60000		99%	0%	1%	0%	0%	0%	F	0.098	F	0.625	64000	F
	To:	District of Colur	nbia Line												
	From:	US 50 Millwo	od Pike												
(50) Ramp to I-81 N at Exit 313	Frederick County	0.28 <b>1200</b> 0	G								NA			12000	G
<u> </u>	To:	I-81 N													
~~ <u>-</u>	From:	US 50-E069B US 50-W0	69B FRO	M RT 5											
(50) Ramp	Fairfax County	0.20 <b>NA</b>	con en c	1 1 DT 5							NA			NA	
	10:	US 50-E069B US 50-W0													
East	Frod original Country	US 50 E, Millwood Av	e; Jubal Ea	arly Dr							NA			NIA	
(50) Ramp to I-81 S at Exit 313	Frederick County	0.24 <b>NA</b> I-81 S									NA			NA	
5.4	From:		C WEST			<u> </u>									
East 50 Ramp	Fairfax County	US 50 TO RT 6	o WEST								NA			NA	
(50) Ramp	Taillax Coully	I-66-W FROM R	Γ 50 F A S 1	Γ							INA			INA	
	<u> </u>	1-00-W 1 KOW K	OU DAN												

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

		Primary and intersta	ale Rol	iles											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	US 50 TO RT 66	FAST				3 0171040	111411	Ziian		1 40101		1 40101		
(50) Ramp	Fairfax County	0.31 <b>NA</b>	L. 10 1								NA			NA	
(30)	To:	US 50-W069B US 50- 69I	3 FROM	RT 5											
East	From:	US 50 TO RT 495 S													
East (50) Ramp	Fairfax County	0.23 <b>NA</b>	остп								NA			NA	
(50) Kamp	Tamax Gounty										IVA			INA	
East	To: From:	29-650- 3A FROM RT 650 NO	ORTH T	O 495 SO											
East (50) Ramp	Fairfax County	0.23 <b>NA</b>									NA			NA	
	To:	I-495-S051X FROM RT 50 EAS	ST-ARL	INGTON I	3										
East	From	US 50 I-495-N051B TO &													
(50) Ramp	Fairfax County	0.22 <b>NA</b>	TROM	KI 47							NA			NA	
(50) (41)	To:	I-495-N From RT :	50 East												
NAC 4	From					_									
West $\overbrace{50}$ Ramp to I-81 S at Exit 313	Frederick County	US 50 W, Millwoo 0.16 <b>NA</b>	od Ave								NA			NA	
Ramp to I-81 S at Exit 313	To:	I-81 S									INA			INA	
West	From:	US 50 TO RT	66												
(50) Ramp	Fairfax County	0.34 <b>NA</b>									NA			NA	
	To:	I-66-w From RT 5	) West												
West	From:	US 50 W, Lee Jacks	on Hwy												
∑ Ramp	Fairfax County	0.19 <b>5600</b>	G	98%	1%	1%	1%	0%	0%	F	0.083	F		6100	G
	To	US 50 E Ramp to I-	66 East												
West	From	US 50 TO RT 65000- GAL	LOWS	ROAD											
(50) Ramp	Fairfax County	0.15 <b>NA</b>									NA			NA	
	To:	I-495-S From RT 5	0 West												
West	From:	US 50 TO RT	195												
(50) Ramp	Fairfax County	0.15 <b>NA</b>	.,,,								NA			NA	
(30)	-														
West	From:	US 50-W076C TO RT 4	95 NOR	ТН											
West 50 Ramp	Fairfax County	0.04 <b>NA</b>									NA			NA	
	To	29-6928- C FROM FAIRVIEW	DADV	DDIVE60											
West	From:		PARK	DKI VE09											
(50) Ramp	Fairfax County	0.42 <b>NA</b>									NA			NA	
<u> </u>	To:	I-495-S051X FROM RT 50 WE	ST-ARL	INGTON I	3										
West	From:	US 50-W076B TO RT 4	95 NOR	TH											
50 Ramp	Fairfax County	0.05 <b>NA</b>									NA			NA	
	To	29-6928- B FROM FAIRVIE	W DADI	Z DDIVE											
West	From:		W PARI	NDRIVE											
(50) Ramp	Fairfax County	0.27 <b>NA</b>									NA			NA	
<u>~</u>	To	I-495-N FROM RT 50 WEST00-	ARLIN	GTON BL	V										
	From:	Boscawen S													
50 522 11 522 Braddock St	City of Winchester	0.17 <b>6600</b>	G	96%	1%	2%	0%	1%	0%	F	0.086	F		7200	G
	ombined Traffic Estimates for 2 Parallel Roadv	vays on this Route: 14000	G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	То:	Piccadilly St													

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

		Primary ar	id intersta	iic rtot	1100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	20vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Braddock St				ZAXIE	STAXIE	IIIaii	ZIIali		ractor		racioi		
(50) (7) (522) Piccadilly St	City of Winches		8900	G	97%	1%	2%	0%	0%	0%	F	0.089	F		9600	G
50 7 522 Piccadilly St	Combined Traffic Estimates for 2 Parallel F			G	97%	1%	2%	0%	0%	0%	F	NA	•		12000	G
	To:		Cameron St		31 70	1 /0		070	070	070	•	INA			12000	O
	From:		Piccadilly St													
(50) $(11)$ $(11)$ $(522)$ Cameron	St City of Winches	ster 0.17	7500	G	96%	1%	2%	0%	1%	0%	F	NA			8200	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	14000	G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	Too	I	Boscawen St													
(50) $(11)$ $(11)$ $(522)$ Cameron	St City of Winches		5200	G	96%	1%	2%	0%	1%	0%	С	0.080	F		5700	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	12000	G	97%	1%	1%	0%	1%	0%	С	NA			13000	G
	To:		0 Millwood		0.70	.,,		0,0	.,,	0,0	·				.0000	Ū
	From:	US 50	Apple Bloss	om Dr			i									
(50) Millwood Ave	City of Winches		9100	G	98%	0%	1%	0%	1%	0%	С	0.084	F		9900	G
(4)	To:		Jubal Early	_	0070	0,0		0,0	.,,	0,0	·	0.00	•		0000	Ū
	From:		58; Riversio				i									
<b>[</b>	L Pittsylvania Coui		3000	N	99%	0%	1%	0%	0%	0%	N	0.091	N	0.601	3200	N
51	r ittoyivaria codi	•			0070	070	170	070	070	070	.,	0.001		0.001	0200	.,
	To: From:		/CL Danville		200/	201		00/	00/	201	_	0.004	_	0.004	2000	_
(51) Westover Dr	City of Danville	e 3.03	3000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.601	3200	G
<u>~</u>	To: From:	I	Lamberth Dr													
( ₅₁ ) Westover Dr	City of Danville	e 1.33	7000	G	99%	0%	1%	0%	0%	0%	С	0.085	F	0.588	7300	G
$\overline{}$	Tai	В	Blair Loop Ro	1												
51 Westover Dr	City of Danville		9300	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.550	9800	G
	To:		Park Ave													
(51) Westover Dr	City of Danville	e 0.98	7300	G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.518	7700	G
51 Westover Dr	To:		58; Riversid		3370	070	170	070	070	070	C	0.003	•	0.510	7700	G
	Fa		,				! 									
Fancy Gap Highway	Carroll County		Carolina State 7000	e Line <b>F</b>	97%	0%	1%	1%	2%	0%	С	0.081	F	0.58	7300	F
Fancy Gap Highway	Carroll County	y 4.41	7000	Г	9170	076	1 70	170	270	0%	C	0.061	Г	0.56	7300	Г
~~	To: From:		691 Bear Tr													
( ₅₂ ) Fancy Gap Highway	Carroll County	y 5.01	3800	F	97%	0%	1%	1%	2%	0%	F	0.085	F	0.589	4000	F
<u> </u>	To: From:	SR 148	Chances Cre	eek Rd			<u> </u>									
52 Fancy Gap Highway	Carroll County	y 0.09	3100	N	97%	0%	1%	1%	1%	0%	Ν	0.086	Ν	0.508	3300	Ν
	To		9 MN SR 14													
	From:	0.09 MN SR														
( ₅₂ ) Fancy Gap Highway	Carroll County	y 4.72	3100	F	97%	0%	1%	1%	1%	0%	С	0.086	F	0.508	3300	F
<u> </u>	To: From:	17-	-702 Stable F	Rd			_									
52 Fancy Gap Highway	Carroll County	y 0.28	5100	N	97%	0%	1%	1%	1%	0%	Ν	0.09	Ν	0.564	5400	Ν
$\smile$	To	9	CL Hillsville	Δ.												
52 Main St	From: Town of Hillsville (Ma		5100	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.564	5400	F
(32)		<u> </u>			J. 70	2,0	. , , ,	. 70	. 70	0,0	•	0.00	•	0.50 1	0.100	•
Maia Or	To		8 West Stuar		0.407	001		407	401	001	_	0.410	_	0 == 1	0000	_
( ₅₂ ) Main St	Town of Hillsville (Ma	,	3200	F	94%	0%	1%	4%	1%	0%	F	0.119	F	0.774	3300	F
~	To:	N	CL Hillsvill	e												

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

		Primary ar						Tru	ıck			K		Dir		
Route	Jurisdictior -	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		CL Hillsvill		0.407	00/	40/	407	407	00/		0.440		0 774	0000	
[52] Poplar Camp Rd	Carroll Cour	nty 1.17	3200	N	94%	0%	1%	4%	1%	0%	N	0.119	N	0.774	3300	N
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		Coon Ridge		0.407	00/		407	407	001				0.005	4700	
52 Poplar Camp Rd	Carroll Cour	nty 3.15	1600	F	94%	0%	1%	4%	1%	0%	F	0.093	F	0.605	1700	F
~~~ D. I. O. D.I.	To- From:		Coulson Chu		0.407	00/		407	407	00/				0.504		
52 Poplar Camp Rd	Carroll Cour ™.	•	770 the County L	F	94%	0%	1%	4%	1%	0%	С	0.089	F	0.584	810	F
	From:		roll County L													
52 Fort Chiswell Rd	Wythe Cour	nty 0.31	1900	G	94%	0%	1%	4%	1%	0%	F	0.092	F	0.553	2000	G
	To:		07 Poplar C													
Eart Chiawall Bd	Mytho Cour		07 Castleton 1600		94%	0%	1%	4%	1%	00/	F	0.001	F	0.520	1700	C
[52] Fort Chiswell Rd	Wythe Cour	nty 3.16	1600	G	94%	0%	1%	4%	170	0%	Г	0.091	Г	0.529	1700	G
~~~ =	To- From:		Major Graha													
52 Fort Chiswell Rd	Wythe Cour	nty 5.12	2600	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.570	2800	G
~~	To: From:		36 Apache I													
52 Fort Chiswell Rd	Wythe Cour	nty 0.87	7500	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.584	8100	G
~	To: From:	LIS 52	S I-81 Fort Chiswe	ell Rd												
52 Sat Exit	80 Wythe Cour		NA	CII Ku								NA			NA	
(32) (32)	To	SR-00121(U)/IS-000	081-S080A(F	R)/US-0	0052- 036I	B(										
~~~	From		I-81													
[52] <del>[81]</del> <del>[77]</del> [11]	Wythe Cour			_								s for this	•			_
~ 0 0 ~	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	<b>50000</b> S I-81	F	74%	1%	1%	1%	22%	2%	F	0.099	В	0.553	46000	F
	From:		US 11				-									
(52) $(81)$ $(77)$ $(11)$	Wythe Cour	nty 2.37			;	See I-81	l for dire	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	С	NA	_		47000	Α
	To:	•	F-43													
	Town of Wytheville (	(Maint: 98) 0.93	US 11			Soo I 91	l for dir	octional t	roffic ve	olumo oc	timata	s for this	coan	nont		
[52] <del>81</del> <del>77</del> <del>11</del>	Combined Traffic Estimates for 2 Paralle	` ,	50000	Α	74%	1%	1%	1%	22%	2%		0.112	_	0.506	47000	Α
	To:		CL Wythevil		7470	1 /0	170	1 70	22 /0	270	C	0.112	^	0.500	47000	^
~~~	From:		US 11													
(52) (81) (77)	Town of Wytheville (	(Maint: 98) 1.29			;	See I-81	for dire	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
$\bigcirc$ $\bigcirc$ $\bigcirc$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	46000	F	74%	1%	1%	1%	22%	2%	F	0.105	В	0.571	43000	F
~~~	To- From:		US 11													
(52) (81)	Town of Wytheville (	'			;	See I-81	I for dire	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
$\sim$ $\sim$	Combined Traffic Estimates for 2 Paralle			F	78%	1%	1%	1%	18%	1%	F	0.1	В	0.603	27000	F
	To: From:	I-	77 Wythevil US 11	le			_									
		(1.1	0511													
52 (81) Ramp I-81 S Exit 70 to	US 21; US 58 Town of Wytheville (	(Maint: 98) 0.27				See I-81	1 for dire	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

		Primary ar	nd Interstate	Routes											
Route	Jurisdiction	Longth	AADT (	OA 4T	ire Bus		Tru	uck		00	K	OK	Dir	AAWDT	$\circ$
Roule	Junsuiction	ı Lengin	AADI (	<b>QA</b> 411	ile bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
	From:	Mai	ntenance Break	ζ.		1									
52 4th St	Town of Wythe			<b>G</b> 98	% 0%	0%	0%	1%	0%	С	0.102	F	0.585	2600	G
(32) 51	- F									_					-
~~~ <u> </u>	To: From:		CL Wytheville	_								_			
52 Stoney Fork Rd	Wythe Coun	ty 2.67	1200	<b>G</b> 97	% 0%	1%	0%	1%	0%	С	0.092	F	0.672	1400	G
<u> </u>	To:	98-68	0 Black Lick R	Rd											
52 Stoney Fork Rd	Wythe Coun			<b>G</b> 97	% 0%	1%	0%	1%	0%	F	0.091	F	0.582	860	G
32) 616.1.5) 1 611.1.10	To:	7	nd County Line		70 070		0,0	.,0	0,0	·	0.00	·	0.002	000	•
	From:		he County Line												
52 South Scenic Hwy	Bland Count			<b>G</b> 97	% 0%	1%	0%	1%	0%	F	0.188	F	0.696	180	G
52) Godin Godino Tiwy	Biana Goan	4.10	170	<b>O</b> 07	70 070	170	070	170	070	•	0.100	•	0.000	100	•
	To: From:	SR 42 V	West of Bland C	C.H.											
$\binom{52}{42}$ South Scenic Hwy	Bland Count	ty 3.97	1900	<b>G</b> 97	% 0%	1%	0%	1%	0%	F	0.096	F	0.639	2000	G
	To:	1 77 X	7 f.Dl 1.C	111											
Courth Coords I have	From:		est of Bland C		0/ 40/	40/	40/	40/	00/		0.400	_	0.574	4400	^
$\binom{52}{42}$ South Scenic Hwy	Bland Count	ty 0.91	4300	<b>G</b> 96	% 1%	1%	1%	1%	0%	F	0.102	F	0.571	4400	G
<del>*</del> *	To:	SR	42 Bland C.H.												
52 North Scenic Hwy	Bland Count	tv 4.58	830	<b>G</b> 96	% 1%	1%	1%	1%	0%	F	0.118	F	0.519	850	G
32)	To:	·	15 S Angels Pas		,,			.,.		-		-			_
	From:		5 S Angles Pas												
52 North Scenic Hwy	Bland Count			<b>G</b> 96	% 1%	1%	1%	1%	0%	С	0.13	F	0.65	1400	G
(32) Horar Godine (1111)	Biaria Goari	<u> </u>			70 170		170	170	070	·	0.10	•	0.00	1 100	Ŭ
~~~	To: From:		Indian Village												
52 North Scenic Hwy	Bland Count	ty 6.14	440	<b>G</b> 95	% 1%	1%	2%	1%	0%	С	0.113	F	0.52	450	G
$\searrow$	To:	SR 61 CI	ear Fork Creek	. Hwy											
~~ <i>_</i>	From:		Wolf Creek Hy	wy											
{52} (61)	Bland Count	ty 0.06	440	N 95	% 1%	1%	2%	1%	0%	Ν	0.113	Ν	0.52	450	Ν
$\bigcirc$	To:	1 77 W	est of Rocky C	7											
Class Fasts Crasts Live	From:				0/ 00/	40/	20/	40/	00/	0	0.404	_	0.000	2222	^
52 61 Clear Fork Creek Hwy	y Bland Count	ty 0.40	2100	<b>G</b> 95	% 2%	1%	2%	1%	0%	С	0.121	F	0.868	2200	G
<del>~</del> ~	To:	SR 61	Wolf Creek Hy	wy		_									
52 North Scenic Hwy	Bland Count	ty 2.19	830	<b>G</b> 95	% 1%	1%	1%	1%	0%	С	0.114	F	0.548	850	G
,	To:	•	I-77												
	From:		US 11												
52 (77)	Bland Count	tv 0.70			See I-	77 for di	ectional 1	traffic vo	olume es	timate	s for this	sean	nent.		
32) (11)	Combined Traffic Estimates for 2 Parallel	•	20000	<b>G</b> 79			0%	18%	1%	F	NA	9		25000	G
	To:To	Roadways on this Route.	I-77	<b>G</b> 19	/0 1/0	1/0	0 /6	10 /0	1 /0		INA			23000	G
~~~	From:		S 52; SR 121												
52 Ramp to I-81 N at Exit 80	Wythe Coun	ty 0.15	NA								NA			NA	
$\rightarrow$	To:		I-81 N												
	From:	11	S 52; SR 121			<u> </u>		-							
52 Ramp to I-81 S at Exit 80	L Wythe Coun		NA								NA			NA	
Ramp to I-81 S at Exit 80	vv ythe Coun	uy 0.10				i					INA			INA	
	10.		I-81 S												
	From:	U	IS 21; US 58												
752 Ramp to I-81 N at Exit 70	Town of Wytheville (	Maint: 98) 0.15	NA								NA			NA	
	To:	· · · · · · · · · · · · · · · · · · ·	I-81 N												

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

		I filliary and interstate				Truck	(		K		Dir		
Route	Jurisdiction	Length AADT C	QA 4Tire	Bus			Trail 2Tra	()('	Factor	QK	Factor	AAWDT	QW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	US 21; US 58											
(52) Ramp to I-81 S at Exit 70	Town of Wytheville (Maint: 98)	0.16 <b>NA</b>			_				NA			NA	
<u>~</u>	10:	I-81 S											
~~ <u>-</u>	From:	US 52 I-77-S052A TO AND 1	FROM RT										
(52) Ramp	Bland County To:	0.24 <b>NA</b>	40						NA			NA	
		I-77-S FROM RT 52;											
Paris Paris	From:	US 52 I-77-N052A TO AND	FROM RT						NIA			NIA	
(52) Ramp	Bland County	0.24 <b>NA</b> I-77-N FROM RT 52;	42						NA			NA	
Parent Parent	From:	US 52 Clear Fork Creek		40/	40/	20/	40/ 00/	_	NIA			F70	_
52 Ramp	Bland County		<b>G</b> 95%	1%	1%	2%	1% 0%	F	NA			570	G
		I-77 South			_					_			
Parra	Pland County	US 52 I-77-N064A TO AND	FROM RT						NIA			NIA	
(52) Ramp	Bland County	0.16 <b>NA</b> I-77-N FROM RT 52;	61		_				NA			NA	
Therese leffereses Dlane	Alle accorde Country	SR 20 Scottsville R		40/		20/	00/ 00/	_	0.400	_	0.04	0500	_
Thomas Jefferson Pkwy	Albemarle County	1.75 <b>8900</b>	<b>G</b> 96%	1%	0%	3%	0% 0%	F	0.108	F	0.64	9500	G
	To: From:	Monticello			$\Box$ $\vdash$								
(53) Thomas Jefferson Pkwy	Albemarle County	1.42 <b>7800</b>	<b>G</b> 96%	1%	0%	3%	0% 0%	F	0.121	F	0.902	8300	G
<u> </u>	To: From:	02-795 James Monroe F	kwy							—			
53 Thomas Jefferson Pkwy	Albemarle County	2.56 <b>4900</b>	<b>G</b> 96%	1%	0%	3%	0% 0%	С	0.136	F	0.911	5200	G
$\smile$	Tau	02-729 Milton Rd			$\neg$ $\vdash$								
53 Thomas Jefferson Pkwy	Albemarle County		<b>G</b> 96%	1%	0%	3%	0% 0%	F	0.114	F	0.897	8000	G
,	To:	Fluvanna County Lin											
	From	Albemarle County Li											
53 Thomas Jefferson Parkway	Fluvanna County	5.49 <b>6700</b>	<b>G</b> 96%	1%	0%	3%	0% 0%	F	0.107	F	0.664	7100	G
<u> </u>	To: From:	32-660 Ruritan Lake l	Rd							—			
53 Thomas Jefferson Parkway	Fluvanna County	3.32 <b>4200</b>	<b>G</b> 96%	1%	0%	3%	0% 0%	F	0.110	F	0.596	4500	G
	To:	US 15											
	From:	US 33 Stanleys Corn	er										
54) West Patrick Henry Rd	Hanover County	3.71 <b>4000</b>	<b>G</b> 97%	0%	1%	0%	1% 0%	F	0.091	F		4200	G
	To	42-671 Scotchtown Ro	nad.										
54) West Patrick Henry Rd	Hanover County		<b>G</b> 97%	0%	1%	0%	1% 0%	С	0.096	F		5100	G
54) West Famor Field Pro	rianovar oddrity			070		070	170 070	Ü	0.000	•		0100	Ŭ
Wast Patrial Harm Dd	To: From:	42-687 Yankeetown R		00/	40/	00/	40/ 00/		0.000			0400	_
West Patrick Henry Rd	Hanover County	1.71 <b>7600</b>	<b>G</b> 97%	0%	1%	0%	1% 0%	F	0.099	F		8100	G
	To: From:	NCL Ashland											
(54) Thompson St	Town of Ashland		<b>G</b> 98%	0%	1%	0%	1% 0%	С	0.099	F		8400	G
$\sim$	To:	Dewey St			_								
54 Thompson St	Town of Ashland	Dewy Street 0.50 <b>9000</b>	<b>G</b> 98%	0%	1%	0%	1% 0%	F	0.004	F		9800	G
Thompson St	Town or Ashiand		90%	U%	1 %	U-70	1/0 U%	г	0.091	r		9000	G
	10.	Hanover Ave											

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

B		Primary and interstate Routes		T	uck			K	0	Dir		61.
Route	Jurisdiction -	Length <b>AADT QA</b> 4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Hanover Ave										
54 England St	Town of Ashland	0.56 <b>15000 G</b> 98%	0%	1% 0%	1%	0%	F	0.085	F		16000	G
	To: From:	US 1 Washington Hwy										
54) England St	Town of Ashland	0.59 <b>24000 G</b> 90%	1%	1% 1%	7%	0%	С	NA			26000	G
<u> </u>	To: From:	I-95										
₅₄ ) East Patrick Henry Rd	Town of Ashland	0.81 <b>4300 G</b> 90%	1%	1% 1%	7%	0%	F	0.097	F	0.601	4600	G
<u> </u>	To: From:	ECL Ashland										
54) East Patrick Henry Rd	Hanover County	4.82 <b>3700 G</b> 97%	0%	1% 1%	1%	0%	С	0.103	F	0.596	4000	(
$\mathcal{L}$	То:	US 301 Hanover Court House										
	From	SR 54-W013A JB-42 FRO										
54) Ramp	Hanover County	0.11 <b>NA</b>						NA			NA	
$\smile$	To:	I-95-S FR RT 54										
	From:	SR 54-W013B SR 54-E013B JB-42 FRO										
54) Ramp	Hanover County	0.24 <b>NA</b>						NA			NA	
$\smile$	To:	I-95-N FR RT 54										
East	From:	SR 54 TO RT 95										
54) Ramp	Hanover County	0.05 <b>NA</b>						NA			NA	
<u> </u>	To:	SR 54-W013A JB-42 FRO										
ast	From:	SR 54 TO RT 95										
₅₄ ) Ramp	Hanover County	0.03 <b>NA</b>						NA			NA	
<u> </u>	То:	SR 54-W013B SR 54- 13B JB-42 FRO										
Vest	From:	SR 54 TO AND FROM RT										
54) Ramp	Hanover County	0.03 <b>NA</b>						NA			NA	
<u> </u>	To:	SR 54- 13A SR 54-E013A JB-42 FRO										
Vest	From:	SR 54 TO RT 95										
54) Ramp	Hanover County	0.02 <b>NA</b>						NA			NA	
<u> </u>	10:	SR 54- 13B SR 54-E013B JB-42 FRO										
	From:	West Virginia State Line					_					_
55) (48) Wardensville Pike	Frederick County	4.83 <b>2300 B</b> 92%	0%	1% 1%	6%	0%	С	0.136	Α	0.759	2000	E
	To: From:	34-600 Pifer Rd										
55) (48) Wardensville Pike	Frederick County	0.70 <b>3300 G</b> 92%	0%	<u>1</u> % 1%	6%	0%	F	0.078	F	0.672	3000	(
	To:	Shenandoah County Line										
55) (48) John Marshall Hwy	Shenandoah County	Frederick County Line 4.90 <b>4500 G</b> 92%	0%	1% 1%	6%	0%	F	0.086	F		4100	(
55) (48) John Marshall Hwy	Shehandoan County		070	170 170 ——	070	076	'	0.000	'		4100	`
John Marshall Live	From	85-628 Lebanon Church	007	40/ 40/	007	007		0.004	_		F000	
55 48 John Marshall Hwy	Shenandoah County	3.80 <b>5700 G</b> 92%	0%	1% 1%	6%	0%	F	0.084	F		5300	(
	To: From:	I-81										
55) John Marshall Hwy	Shenandoah County	1.02 <b>4200 G</b> 97%	1%	1% 0%	1%	0%	С	0.093	F		4400	(
$\smile$	To: From:	WCL Strasburg		$\neg$ —								
55) John Marshall Hwy	Town of Strasburg (Maint: 85)	0.64 <b>3700 G</b> 95%	1%	1% 1%	2%	0%	С	0.081	F	0.579	3800	(
	To	US 11 W, Massanutten St										

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

В. /						Tru	ck			K	0::	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US 11 Massanutten S												
55) (11) N Massanutten St	Town of Strasburg (Maint: 85)	0.23 <b>13000 C</b>	97%	0%	1%	1%	2%	0%	F	0.085	F		14000	(
$\smile \smile$	To:	US 11 Massanutten S												
Ving St	Town of Strasburg (Maint: 85)	US 11 E, Massanutten 0.60 <b>7700 0</b>		1%	1%	1%	3%	0%	С	0.095	F		8000	
55) King St	Town of Strasburg (Maint. 65)	0.60 7700 0	94%	170	1 70	1 70	3%	0%	C	0.095	Г		8000	
	To: From:	Eberly St												
55) Front Royal Rd	Town of Strasburg (Maint: 85)	0.58 <b>4200 C</b>	92%	1%	1%	2%	5%	0%	С	0.102	F		4400	
<u> </u>	To: From:	ECL Strasburg												
₅₅ ) Front Royal Rd	Shenandoah County	0.99 <b>3700 C</b>	96%	0%	1%	1%	1%	0%	С	0.1	F	0.535	3800	
<u> </u>	To:	Warren County Line												
Ctrook Dd	Prom:	Shenandoah County Lin		00/	40/	40/	40/	00/	N.I	0.4	N.I	0.505	2000	
Strasburg Rd	Warren County	4.91 <b>3700 N</b>	96%	0%	1%	1%	1%	0%	Ν	0.1	Ν	0.535	3800	
	To: From:	93-626 Andrews Rd												
₅₅ ) Strasburg Rd	Warren County	2.30 <b>6500 0</b>	96%	0%	1%	1%	1%	0%	F	0.092	F		6800	
<u> </u>	To	WCL Front Royal												
Strasburg Rd	Town of Front Royal	0.90 <b>8700 C</b>	98%	0%	1%	1%	0%	0%	С	0.087	F	0.6	9300	
	To	US 340, US 522 Shenandoa	h Ave											
	From:	US 522												
55) (522)(340) Shenandoah Ave	Warren County	0.45 <b>31000 C</b>	96%	1%	1%	1%	1%	0%	С	0.085	F	0.505	31000	
<u> </u>	To: From:	CL Front Royal												
55) (522)(340) Shenandoah Ave	Town of Front Royal	0.34 <b>27000 C</b>	96%	1%	1%	1%	1%	0%	F	NA			29000	
	To:	14 ST												
	From:	Shenandoah Ave							_					
55) (522) (340) 14th St	Town of Front Royal	0.24 22000 0	96%	1%	1%	1%	1%	0%	F	NA			23000	
<b>*</b> * *	From:	North Royal Ave 14TH ST												
55) (522) (340) North Royal Ave	Town of Front Royal	0.35 <b>24000 C</b>	96%	1%	1%	1%	1%	0%	С	NA			26000	
33) (322) (340)				.,,		.,,	.,.	-,-	_					
North David Ava	Town of Front Royal	US 522 & US 340 0.25 <b>13000 C</b>	97%	1%	1%	1%	1%	0%	F	0.090	F		14000	
North Royal Ave	Town or Front Royal	0.25 13000 0	9/%	1%	1%	170	170	0%	Г	0.090	Г		14000	
¬ ~~~	To: From:	6th St												
55) (340) North Royal Ave	Town of Front Royal	0.57 <b>17000 C</b>	97%	1%	1%	1%	1%	0%	С	0.086	F		19000	
<del>&gt;                                    </del>	To	E Main St			$\neg$ $\vdash$									
South Royal Ave	Town of Front Royal	0.40 <b>14000 C</b>	96%	1%	1%	1%	1%	0%	С	0.087	F		15000	
	Tn:	US 340												
	From:	US 340, S Royal Ave		407									.=	
South St	Town of Front Royal	0.54 <b>14000 (</b>	98%	1%	1%	0%	0%	0%	С	NA			15000	
<u>~</u>	To: From:	US 522, S Commerce A												
55) John Marshall Hwy	Town of Front Royal	1.72 <b>14000 (</b>	98%	1%	1%	0%	1%	0%	С	0.087	F		16000	
<u> </u>	To:	ECL Front Royal			<u> </u>									
55) John Marshall Hwy	Warren County	2.98 <b>11000 C</b>	98%	0%	1%	0%	1%	0%	С	0.093	F		11000	
33)	To:	SR 79 Apple Mountain		3,0	—i"	- / 0	.,0	- / 0	_	2.300	-			

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

		T Timary ar	id interstate i				Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT Q	A 4Tire	Bus	20vlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SP 70 /	Apple Mountain	D.d.		ZAXIE	STAXIE	IIIali	ZIIali		racioi		racioi		
55 John Marshall Hwy	Warren Cou		4200 G		0%	1%	0%	1%	0%	F	0.105	F	0.586	4400	G
(35) Seriii Mareriaii (1117)	To:	,	uier County Line		070	—ii	070	170	070	•	0.100	•	0.000	1100	Ŭ
	From:		ren County Line												
55 John Marshall Hwy	Fauquier Cou	unty 8.91	820 F	98%	0%	1%	0%	1%	0%	F	0.137	F	0.850	840	F
	To:		7 Winchester Rd												
	From:		South of Delapla							_					
(55) (17) Winchester Rd	Fauquier Cou	•	8700 F		1%	1%	1%	3%	0%	F	0.084	F	0.59	8700	F
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	8700 F								0.084	F	0.59	NA	
	To:	0110 17 D 110	I-66 17-S225B TO I-	CCEAG											
(55) (17) Ramp	Fauquier Cou		17-S225B 1O1-		200 110	17 for d	irootional	troffic	rolumo o	otimo	tes for thi	0 000	mont		
55 [17] Ramp	rauquiei Cot	. ,	OM RT US 17 SO		366 03	17 101 u	nectional	traine v	/olullie e	Suma	ies ioi iiii	s seg	ment.		
	From:	1-00-E FKC	US 17	ЛП											
(55) (66) (17)	Fauguier Cou	unty 3.36			See I-6	6 for dir	ectional t	raffic vo	olume es	timate	es for this	seam	nent.		
33 60 (1)	Combined Traffic Estimates for 2 Paralle	•	45000 E	91%	1%	1%	0%	7%	0%	F	0.099	•	0.656	43000	В
	To:	ritodawayo on uno ritodio.	SR 55	0170	170	Ť	070	. 70	070	•	0.000	٠.	0.000	10000	_
	From:	I-66-E TO RT	55 EAST & 721	SOUTH											
(55) (66) Ramp	Fauquier Co	unty 0.17			See I-6	6 for dir	ectional t	raffic vo	olume es	timate	es for this	segn	nent.		
$\bigcirc$	To:		17 North of Mars												
Bus	From:	,	17 West of Man												
55) (17) Free State Rd	Fauquier Cou	unty 0.27	5300 N	<b>l</b> 97%	0%	1%	1%	1%	0%	N	0.088	N	0.611	5400	Ν
Dura.	Ta: Fram:	FR	185 Grove Lane												
Bus  55 17 John Marshal Hwy	Fauquier Cou	unty 0.71	5300 F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.611	5400	F
55 John Marshal Hwy	i auquiei Col			31 /0	070	1 70	1 /0	1 70	070	'	0.000	'	0.011	3400	'
	To: From:		US 17 Marshall												
(55) Main St East	Fauquier Cou	unty 2.04	4300 F	97%	0%	1%	1%	1%	0%	С	0.082	F	0.503	4400	F
	To- Fram:	30-709 E	Belvoir Rd; Zulla	Rd											
55 John Marshall Hwy	Fauquier Cou	unty 2.15	2000 F	97%	0%	1%	1%	1%	0%	F	0.097	F	0.6	2000	F
	To:	W	CL The Plains												
55 Main St	From: Town of The Plains		2000 N	97%	0%	1%	1%	1%	0%	N	0.097	Ν	0.6	2000	N
55) Widin 6t	10WH of The Flams	,			070		170	170	070	.,	0.007		0.0	2000	
	To: From:		45 Fauquier Ave									_			
(55) Main St	Town of The Plains	(Maint: 30) 0.22	1400 F	96%	1%	2%	1%	1%	0%	С	0.112	F	0.627	1500	F
	Tac Fram:	EG	CL The Plains												
55 John Marshall Hwy	Fauquier Cou	unty 4.47	1400 N	96%	1%	2%	1%	1%	0%	Ν	0.112	Ν	0.627	1500	Ν
	To:	Prince V	Villiam County L	ine											
	From:	•	uier County Line												
(55) John Marshall Hwy	Prince William (	County 3.70	5500 F	96%	1%	2%	1%	1%	0%	F	0.111	F	0.755	5600	F
$\sim$	To	US 15 J	ames Madison H	wy											
55 John Marshall Hwy	Prince William (		11000 N	•	0%	1%	0%	0%	0%	Ν	0.086	Ν	0.525	11000	Ν
<u> </u>	Tool														
(55) Washington St	Town of Hormarket		CL Haymarket 11000 F	000/	0%	10/	00/	00/	00/	F	0.006	F	0 E2E	11000	F
55 Washington St	Town of Haymarket	<u>'</u>			U%	1%	0%	0%	0%	Г	0.086	г	0.525	11000	Г
-	1117	76-62	5 Old Carolina R	а											

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

5 .				_		Tru	ıck			K	011	Dir		٥.
Route	Jurisdiction	Length <b>AADT</b> C	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	76-625 Old Carolina I												
55 Washington St	Town of Haymarket (Maint: 76)	0.41 <b>9100</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	С	0.092	F	0.505	9300	
	To: From:	ECL Haymarket												
55) John Marshall Hwy	Prince William County		N 98%	0%	1%	0%	0%	0%	N	0.092	Ν	0.505	9300	
<u> </u>	10:	US 29 Lee Highway												
	From:	SR 55 John Marshall H	łwy											
Ramp to I-81 S at Exit 296	Shenandoah County	0.20 <b>NA</b>								NA			NA	
	10.	I-81 S												
	From:	SR 55 John Marshall H	łwy											
Ramp to I-81 N at Exit 296	Shenandoah County	0.24 <b>NA</b>								NA			NA	
~	10.	I-81 N												
	From	SR 55; 30-721 I-66-E027	A FRO											
Ramp	Fauquier County	0.17 <b>NA</b>								NA			NA	
	10:	I-66-E FROM RT 55 WEST &												
Bus	From:	SR 55 I-66-W027A FROM &	TO RT 66											
55) (17) (55) Ramp	Fauquier County	0.17 <b>NA</b>								NA			NA	
<u> </u>	10:	I-66-W FROM RT 55 EAST												
Bus	From:	I-66-W FROM RT 55 EAST	& WEST											
55 (55) (17) Ramp	Fauquier County	0.17 <b>NA</b>	TO DT 66							NA			NA	
	""	SR 55 I-66-W027A FROM &												
	From:	US 11 Steeles Taver							_		_			
56) Tye River Turnpike	Augusta County		<b>F</b> 95%	1%	2%	2%	1%	0%	F	0.098	F	0.636	1200	
~	From:	Rockbridge County Line Augusta County Line												
56) Tye River Turnpike	Rockbridge County		<b>F</b> 95%	1%	2%	2%	1%	0%	С	0.089	F	0.623	1100	
30) 170 mme 1 ampine	. toonsmage Coamy		. 0070	.,,		_,,	.,,	0,0	·	0.000	•	0.020		
56) Tye River Turnpike	Rockbridge County	81-608 Vesuvius 3.74 <b>400</b>	<b>F</b> 96%	1%	1%	2%	0%	0%	С	0.112	F	0.56	420	
56) Tye River Turnpike	To:	Nelson County Line		170	170	270	0%	0%	C	0.112	Г	0.56	420	
	From:	Rockbridge County Li												
56	Nelson County		<b>G</b> 97%	1%	1%	1%	0%	0%	С	0.118	F	0.649	320	
30)	To	62-687 Nash												
56) Crabtree Falls Hwy	Nelson County		<b>G</b> 94%	2%	1%	2%	1%	0%	F	0.111	F	0.582	730	
56) Grasii 66 i alii 6 i iii)	- Tologn County					270	170	070	•	0.111	•	0.002	700	
Crahtras Falls I has	From:	62-680 Massies Mil		20/	10/	20/	40/	00/		0.400	F	0.604	960	
Crabtree Falls Hwy	Nelson County	1.96 <b>800</b>	<b>G</b> 94%	2%	1%	2%	1%	0%	С	0.102	Г	0.621	860	
	To: From:	SR 151 South of Rosel												
56) (151) Patrick Henry Hwy	Nelson County	2.56 <b>1800</b>	<b>G</b> 93%	1%	1%	3%	2%	0%	С	0.094	F	0.5	1700	
	To: From:	SR 151 North of Piney F	River											
56) Ty Branch Hwy	Nelson County		<b>G</b> 92%	2%	2%	2%	2%	0%	F	0.109	F	0.552	390	
<u> </u>	To:	SR 151 Y North of Piney	River											
	Nelson County		<b>G</b> 92%	2%	2%	2%	2%	0%	С	0.101	F	0.620	1300	
56)	14013011 Odditty	US 29 Near Colleer		<b>-</b> /0	2/0	2/0	2/0	0 /0	9	0.101	•	0.020	1000	,

## 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:	115 29	Near Colleen			ZANIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
56) (29) Thomas Nelson Hwy	Nelson County		16000 G	89%	1%	1%	1%	8%	1%	F	0.076	F		16000	(
29 Mondo Noison My	rediction county			0070	170		170	070	170	•	0.070	•		10000	`
Bus	From:	US 29 Soi	uth of Lovingston												
56) (29)	Nelson County	0.30	3300 G	97%	0%	1%	0%	1%	0%	С	0.094	F		3500	(
9 9	To:	BIIGIIG	S 29 Lovingston												
50	Nelson County		2000 G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.713	2100	(
56)	Neison County			31 70	070	1 70	1 70	1 /0	076	C	0.000	'	0.713	2100	•
	To: From:		39 Shipman												
56)	Nelson County	8.03	810 G	97%	0%	1%	1%	1%	0%	F	0.109	F	0.61	870	(
<i></i>	To:	62-626 J	James River Rd												
56)	Nelson County	2.72	270 G	92%	1%	2%	0%	5%	0%	С	0.118	F	0.576	290	(
90	To:		nam County Line												
	From:	Nelson	n County Line												
₅₆ ) James River Hwy	Buckingham County	2.65	310 G	86%	0%	2%	3%	9%	0%	С	0.108	F	0.539	330	(
9	To:	14 604 M	Ieadow Creek Rd												
56) James River Hwy	Buckingham County		1400 G	86%	0%	2%	3%	9%	0%	F	0.093	F	0.552	1400	
James River Hwy	Ducking lam County		Dentons Corner	0070	070	270	370	370	070	'	0.033	'	0.552	1400	
	-														
<b></b>	From:		Voolwine Hwy							_		_			
Fairystone Park Hwy	Patrick County		2100 G	92%	1%	1%	1%	5%	0%	С	0.093	F	0.5	2200	•
	To: From:		ry Stone State Par	k											
Fair ratone Park Huss	Datrick County		airystone Lake Dr 2700 G	020/	40/	10/	40/	E0/	00/	F	0.00	F	0.577	2000	
Fairystone Park Hwy	Patrick County			92%	1%	1%	1%	5%	0%	г	0.09	г	0.577	2800	(
	From:		County Line k County Line												
Fairystone Park Hwy	Henry County		5100 G								0.098	F	0.643	5200	(
Fairystone Park Hwy	Tierry County										0.030	'	0.043	3200	,
$\overline{}$	To: From:		04 Krontz Dr												
57 ) Fairystone Park Hwy	Henry County	2.09	8700 G								NA			8900	(
	To:	Alt SR 5	57 Riverside Dr			<b>—</b>									
Fairystone Park Hwy	Henry County		7300 G	98%	0%	0%	0%	1%	0%	С	0.094	F	0.611	7500	(
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, ,														
Fair at one Best House	From:		ry St; Riverside D		00/		00/	40/	00/		0.007		0.504	40000	
Fairystone Park Hwy	Henry County		13000 G	98%	0%	0%	0%	1%	0%	F	0.097	F	0.501	13000	
	From		O Virginia Ave												
(220) William F Stone Hwy	Henry County		Bassett Forks 16000 G	84%	1%	1%	1%	12%	1%	F	0.081	F	0.537	15000	
7 220 (William F Stone Hwy	Tierriy County		th of Bassett Fork		1 /0	1 /0	1 /0	12 /0	1 /0	-	0.061	-	0.557	13000	,
-	From		lliam F Stone Hw												
Appalachian Dr	Henry County		2900 G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.610	3000	
7. 7.	. ising County			2370	370		0,0	0 / 0	270	•	0.000	٠	0.010	2000	
	To: From:		Daniels Creek Rd												
57 ) Appalachian Dr	Henry County	2.00	6700 G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.583	6900	(
<u> </u>	To:	44-66	7 Koehler Rd			$\neg$ $\vdash$									
Fayette St	City of Martinsville		3200 G	99%	1%	0%	0%	0%	0%	F	0.089	F	0.552	3400	(
11 1 :,	0.1, 0			00,0	.,,	0,0	0,0	0,0	0,0	•	3.000	•	J. J. J	0.00	•

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

		Primary and interstate Ro				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Pine Hall Rd												
(57) Fayette St	City of Martinsville	0.34 <b>3900 G</b>	99%	1%	0%	0%	0%	0%	С	0.088	F	0.531	4200	G
Bus	To: From:	US 220 Memorial Blvd												
(57) (220) Memorial Blvd	City of Martinsville	0.85 <b>12000 G</b>	97%	1%	1%	0%	2%	0%	С	0.083	F	0.534	13000	G
	To:	Broad St												
Bus (57) 220 Memorial Blvd	City of Martinsville	0.25 <b>16000 G</b>	97%	1%	1%	0%	2%	0%	F	0.087	F	0.563	17000	G
57 220 Memorial Blvd	To:		01 70	170		070	270	070	•	0.007	•	0.000	17000	Ŭ
Bus	From:	US 58; BUS US 220												
57) (58) Starling Ave	City of Martinsville	0.85 <b>9400 G</b>	98%	1%	0%	0%	1%	0%	С	0.089	F	0.574	10000	G
Bus	To: From:	Mulberry Rd												
57) (58) Starling Ave	City of Martinsville	0.15 <b>8400 G</b>	98%	1%	0%	0%	1%	0%	F	0.095	F	0.554	9000	G
	To: From:	Church St												
Bus (57) (58) Church St	City of Martinsville	Starling Ave 0.10 <b>12000 G</b>	98%	1%	0%	0%	0%	0%	С	0.088	F	0.592	13000	G
3,7 (3,6) 3.1	To	Church St Ext						***						
Bus	From:		000/	40/	00/	00/	00/	00/	_	0.000	_	0.005	44000	0
57 (58) Church St	City of Martinsville	0.28 <b>10000 G</b>	98%	1%	0%	0%	0%	0%	F	0.088	F	0.605	11000	G
Bus	To: From:	Fairy St												
57) (58) E Church Rd	City of Martinsville	0.26 <b>10000 G</b>	98%	1%	0%	0%	0%	0%	F	0.091	F	0.621	11000	G
Bus	To- From:	Brookdale St												
57) 58 E Church Rd	City of Martinsville	0.13 <b>13000 G</b>	98%	1%	1%	0%	1%	0%	F	0.087	F	0.588	14000	G
$\bigcirc$	To	Hooker St												
Bus 57 58 E Church Rd	City of Martinsville	0.77 <b>16000 G</b>	98%	1%	1%	0%	1%	0%	С	0.085	F	0.62	18000	G
57 (58) E Church Rd	City of Martinsville		90 /6	1 /0	1 /0	076	1 /0	0 /0	C	0.005		0.02	10000	G
Bus	From:	ECL Martinsville												
57) 58 A L Philpott Hwy	Henry County	0.54 <b>14000 A</b>	98%	0%	0%	0%	1%	0%	С	0.101	Α	0.621	15000	Α
	From:	US 58 US 58 A L Phillpott Hwy	7		_									
57) Chatham Rd	Henry County	9.82 <b>2800 G</b>	96%	1%	1%	0%	3%	0%	С	0.101	F	0.643	2900	G
$\smile$	To	44-647 Mountain Valley R	ld.		$\neg$ $\vdash$									
57) Chatham Rd	Henry County	2.98 <b>1700 G</b>	96%	1%	1%	0%	3%	0%	F	0.093	F	0.537	1700	G
$\smile$	To:	Pittsylvania County Line												
57) Callands Rd	Pittsylvania County	Henry County Line 4.95 <b>1500 G</b>	91%	1%	1%	1%	6%	0%	F	0.095	F	0.509	1600	G
31)	To To	SR 41 Franklin Tpke	0.70	.,,		.,,			•	0.000	•	2.000		
57) Callands Rd	Pittsylvania County	3.24 <b>1700 G</b>	91%	1%	1%	1%	6%	0%	С	0.093	F	0.518	1900	G
<u></u>	To:	71-750 Green Pond Rd; Strawbo		.,,		. , ,								
57) Callands Rd	Pittsylvania County	3.97 <b>1500 G</b>	91%	1%	1%	1%	6%	0%	F	0.091	F	0.591	1500	G
37) 33	To:	71-799 Climax Rd	0.70	1,73		1 /0	0,0	0,0	•	0.001	•	3.001	1000	J

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

		Primary and Interstat	.c r toutos			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	<b>QA</b> 4Ti	ire Bus	3	3+Axle			QC	Factor	QK	Factor	AAWDT	· QI
	From:	71-799 Climax R	?d		ZAXIE	STAXIE	ıılall	ZIIdil		raciol		racior		
57) Callands Rd	Pittsylvania County	3.94 <b>2300</b>	<b>G</b> 91	% 1%	1%	1%	6%	0%	F	0.093	F	0.574	2500	(
37)	Too	71-1428 E, Moses M				.,.	-,-		•		-			
Callands Rd	Pittsylvania County	0.10 <b>3500</b>	<b>G</b> 91	% 1%	1%	1%	6%	0%	F	0.089	F	0.547	3700	(
Callands Rd	i itisyivania county			70 170	1 /0	1 /0	070	070	'	0.003	'	0.547	3700	`
Daniel Of	From: From: [Adding 74]	WCL Chatham		0/ 40/		40/	00/	00/		0.000		0.547	0700	
Depot St	Town of Chatham (Maint: 71)	0.52 <b>3500</b>	<b>N</b> 91	% 1%	1%	1%	6%	0%	N	0.089	Ν	0.547	3700	
Bus	From:	Bus US 29 N, S Ma BUS US 29	ın St											
57) (29) S Main St	Town of Chatham (Maint: 71)	0.19 <b>5900</b>	N 97	% 0%	1%	0%	1%	0%	Ν	0.085	Ν	0.518	6400	
29)	To:	BUS US 29		,,	Ti-	-,-								
	From:	Bus US 29 S, S Ma	in St											
₅₇ ) Halifax Rd	Town of Chatham (Maint: 71)	0.18 <b>1100</b>	<b>G</b> 969	% 0%	1%	0%	2%	0%	С	0.098	F	0.528	1200	
<u> </u>	To:	ECL Chatham												
Halifax Rd	Pittsylvania County	0.63 <b>1100</b>	<b>G</b> 96	% 0%	1%	0%	2%	0%	С	0.098	F	0.528	1200	
31)	T-1													
57) Halifax Rd	Pittsylvania County	US 29 3.56 <b>1100</b>	<b>G</b> 90°	% 1%	1%	1%	6%	0%	F	0.096	F	0.644	1200	(
Halifax Rd	Filisylvariia County			70 170	170	170	070	070	Г	0.096	Г	0.044	1200	
	To: From:	71-649 W, Sheva												
57) Halifax Rd	Pittsylvania County	2.41 <b>1100</b>	<b>G</b> 90°	% 1%	1%	1%	6%	0%	С	0.097	F	0.634	1200	(
<u> </u>	To.	71-895 Coleman Moun	ntain Rd		_									
Halifax Rd	Pittsylvania County	1.38 <b>1100</b>	<b>G</b> 90°	% 1%	1%	1%	6%	0%	F	0.093	F	0.672	1200	
	Та	71-640 Java Rd; Spring C	Garden Dd											
Halifax Rd	Pittsylvania County	0.52 <b>1300</b>	<b>G</b> 90'	% 1%	1%	1%	6%	0%	F	0.086	F	0.641	1400	
7 Halliak Na	1 mayivaria county			70 170	170	170	070	070	•	0.000	•	0.0+1	1400	
	From	71-699 Brownville Hei		0/ 40/	40/	40/	00/	00/	F	0.00	_	0.540	4000	
Halifax Rd	Pittsylvania County	2.19 <b>950</b>	<b>G</b> 90°	% 1%	1%	1%	6%	0%	F	0.09	F	0.549	1000	(
	To- From:	71-698 Stone Rd; Henry												
₅₇ ) Halifax Rd	Pittsylvania County	2.01 <b>730</b>	<b>G</b> 90°	% 1%	1%	1%	6%	0%	F	0.105	F	0.508	770	
	Tox	71-729 W, Pickawa	y Rd											
Halifax Rd	Pittsylvania County	0.56 <b>720</b>	<b>G</b> 90	% 1%	1%	1%	6%	0%	F	0.1	F	0.539	760	
	To	71-697 Dabney Hous	oo Dd											
Halifax Rd	Pittsylvania County	1.83 <b>700</b>	<b>G</b> 90'	% 1%	1%	1%	6%	0%	F	0.105	F	0.583	750	
1 Halliax Itu	To:	Halifax County Li		70 170	170	1 /0	070	070	'	0.103	•	0.000	750	
	From:	Pittsylvania County												
Chatham Rd	Halifax County	3.53 <b>690</b>	<b>G</b> 85°	% 2%	1%	1%	12%	0%	F	0.100	F	0.533	730	
<i>)</i>	To:	41-844 Tune Tra	nil											
Chatham Rd	Halifax County	1.64 <b>990</b>	G 85	% 2%	1%	1%	12%	0%	С	0.093	F	0.629	1100	
51)	- Tamax County			.5 =/(	- 1,3	. 70	,5	- 70	J	0.000	•	0.020	. 100	
Chathan Dd	From	41-845 Ed Mason I		0/ 00/		407	400/	001		0.444		0.50	4500	
Chatham Rd	Halifax County	3.62 <b>1400</b>	<b>G</b> 85°	% 2%	1%	1%	12%	0%	F	0.114	F	0.53	1500	(
~	To: From:	41-676 Asbury Churc	ch Rd											
57) Chatham Rd	Halifax County	4.06 <b>1600</b>	<b>G</b> 85°	% 2%	1%	1%	12%	0%	F	0.090	F	0.719	1700	(
$\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}}}}}}}}}}$	То:	SR 360 Mountain	Rd											

## 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				QC	Factor	QK	Factor	AAWDT	Q۷
<u>ALT</u>	From:	SR 57	Bassett												
57) Riverside Dr	Henry County			97%	1%	1%	0%	1%	0%	С	0.085	F	0.554	5500	G
ALT.	To: From:														
ALT 57) N River Rd	Henry County			07%	10/_	10/-	0%	10/	0%	F	0.107	F	0.678	7700	c
57) N River Rd	To:			31 70	170	170	070	1 /0	070		0.107	'	0.070	7700	
	From:														
58 Daniel Boone Trail	L ee County			94%	0%	1%	1%	4%	0%	F	0.089	F	0.619	6500	F
58) Dariioi Doorio Traii	250 County			0 170	070		170	170	070	•	0.000	•	0.010	0000	
58 Daniel Boone Trail	From:			0.49/	Ω9/.	10/	10/	/10/	09/	_	0.000	_	0.645	7800	F
Daniel Boone Trail	Lee County	4.33 11	00 г	94%	076	1 70	170	470	0%	Г	0.000	Г	0.043	7000	ſ
~~	To: From:														
58 Daniel Boone Trail	Lee County				0%	1%	1%	4%	0%	С	0.104	Α	0.548	4000	/
	From:			Rd											
58 Daniel Boone Trail	Lee County			94%	0%	1%	1%	4%	0%	F	0.088	F	0.513	4400	F
38) 2011101 200110 110111	To:			0.70	070		.,,	.,0	0,0	•	0.000	•	0.0.0		
	SR 57   Baser   SR 57   Base														
58 Daniel Boone Trail	Lee County	6.84 <b>39</b>	00 F	94%	0%	1%	1%	4%	0%	F	0.091	F	0.524	3900	ı
<del>~</del>	To	52-667 Old	Nursary Rd												
58 Daniel Boone Heritage Hwy	Lee County			94%	0%	1%	1%	4%	0%	F	0.087	F	0.568	3600	ı
<del>***</del>	To:	52-758 Co	ny Hollow												
58 Daniel Boone Heritage Hwy	Lee County			94%	0%	1%	1%	4%	0%	F	0.096	F	0.630	5200	F
30)	Tol														
	Town of Jonesville (Maint: 52)			94%	0%	1%	1%	4%	0%	N	0.096	N	0.630	5200	1
58)	rown or somesvine (maint. 32)			3470	070	1 70	1 /0	470	076	IN	0.030	IN	0.050	3200	'
~~ Wilders on Bil	To:			040/	40/	40/	40/	00/	00/		0.005	_	0.500	5000	
58) Wilderness Rd	I own of Jonesville (Maint: 52)	0.74 48	00 F	91%	1%	1%	1%	6%	0%	F	0.095	F	0.526	5000	F
~~~	To: From:														
58 Daniel Boone Trail	Lee County	0.87 <b>48</b>	00 N	91%	1%	1%	1%	6%	0%	N	0.095	Ν	0.526	5000	١
~	Ta: From:	52-641 East	of Jonesville												
58 Daniel Boone Trail	Lee County	7.54 <b>28</b>	00 F	91%	1%	1%	1%	6%	0%	F	0.095	F	0.542	3000	F
~	To:	US 42	21 Dot												
58 (421)	Lee County			91%	1%	1%	1%	6%	0%	С	0.096	F	0.527	4800	F
	To:	Scott Co	unty Line												
~~~	From:														
58) (421) Duff Pat Hwy	Scott County	4.55 <b>42</b>	00 G	91%	1%	1%	1%	6%	0%	F	0.083	F	0.613	4200	(
~ ~	To- From:	WCL I	Ouffield												
58 (421)	Town of Duffield (Maint: 84)	0.20 42	00 N	91%	1%	1%	1%	6%	0%	Ν	0.083	Ν	0.613	4200	١
~~	Ta:	US	23												
58) (23) (421)	Scott County			92%	0%	1%	0%	6%	0%	F	0.083	F	0.502	13000	C
30) (20) (721)															

## 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
(58) (23) (421)	From: L Scott Count	ty 3.56	SR 65 <b>13000</b>	G	92%	0%	1%	0%	6%	0%	F	0.085	F	0.508	13000	G
(58) (23) (421) Daniel Boone H	Heritage Hwy Scott Count	ty 5.99	84-870 <b>14000</b>	G	92%	0%	1%	0%	6%	0%	F	0.084	F	0.559	14000	G
58 (23) (421) Daniel Boone H	To:		23 West of 0		JZ 70	070		070	070	070		0.004	'	0.555	14000	
58 23 421	From: L Scott Count		12000	N	92%	0%	1%	0%	6%	0%	N	0.102	Ν	0.542	13000	N
(58) (23) (421)	Town of Gate City (M		CL Gate Ci <b>12000</b>	ity <b>N</b>	92%	0%	1%	0%	6%	0%	N	0.102	N	0.542	13000	N
	To: From:	S	CL Gate Ci	tv												
(58) (23) (421)	Scott Count		12000	N	92%	0%	1%	0%	6%	0%	Ν	0.102	Ν	0.542	13000	Ν
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:		CL Gate Ci	_												
[58] [23] [421]	Town of Gate City (M	Maint: 84) 0.16	12000	Α	92%	0%	1%	0%	6%	0%	С	0.102	Α	0.542	13000	Α
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	From:		23 East of C		200/	00/		201	00/	00/		0.000		0.544	00000	
[58] [23] [421]	Town of Gate City (M	<u> </u>	27000 CL Gate Ci	N	92%	0%	1%	0%	6%	0%	N	0.083	N	0.544	28000	N
(58) (23) (421)	From:L Scott Count		27000	G	92%	0%	1%	0%	6%	0%	F	0.083	F	0.544	28000	G
~ ~ ~	Tours of Make of City		CL Weber C	_	000/	00/	40/	00/	C0/	00/	_	0.000		0.544	20000	
[58] [23] [421]	Town of Weber City (	(Maint: 84) 0.08	27000	G	92%	0%	1%	0%	6%	0%	F	0.083	F	0.544	28000	G
(58) (421) Hilton Rd	Town of Weber City (	(Maint: 84) 0.26	US 23 11000	G	98%	1%	1%	1%	1%	0%	F	NA			12000	G
~ ~	T _{oo} From:	SR 22	4 Wadlow C	Gap Rd												
(58) (421)	Town of Weber City (	(Maint: 84) 0.06	3100	G	98%	1%	1%	1%	1%	0%	С	0.09	F	0.597	3300	G
~~~	To: From:		CL Weber C													
[58] [421]	Scott Count	ty 4.80	3100	G	98%	1%	1%	1%	1%	0%	С	0.09	F	0.597	3300	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		9 A P Carte													
58 421 Bristol Hwy	Scott Count	ty 3.27	1000	G	98%	1%	1%	1%	1%	0%	F	0.101	F	0.505	1100	G
58 421 Bristol Hwy	From: Scott Count	ty 9.35	84-696 <b>480</b>	G	94%	1%	2%	1%	2%	0%	С	0.121	F	0.623	490	G
3 (421)	To:	Washi	ngton Coun	_												
(58) (421) Gate City Hwy	From: Washington Co		ott County L 1000	ine <b>F</b>	94%	1%	2%	1%	2%	0%	F	0.092	F	0.544	1100	F
30 (421)			0 Rich Vall													
(58) (421) Gate City Hwy	From: Washington Co		4700	F	94%	1%	2%	1%	2%	0%	F	0.086	F	0.591	4900	F
~~~	To: From:		WCL Bristo		0001	001		00.1	401	00.1		0.000		0.535	5000	
58 421 Gate City Hwy	City of Bristol (Ma		<b>5000</b> -81; US 42		98%	0%	0%	0%	1%	0%	С	0.086	F	0.575	5300	F
	From:		S 58; US 42	21		00010	1 for -!:-				tinn -4 -	o for th'-				
58 81	City of Bristol (Ma Combined Traffic Estimates for 2 Parallel	,	36000	F	76%	See 1-8 1%	1 for dire	ectional t 1%	raffic vo 20%	olume est 1%	timate F	s for this 0.079	segm F	nent. 0.535	37000	F
	To:	•	I-381													

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

		T Tilliary and in	iloistato	Noute	~											
Route	Jurisdiction	Length AA	ADT Q	<b>QA</b> 4	4Tire	Bus					QC	_ K	QK	Dir	AAWDT	QW
	From:		-381				2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
(58) (81)	City of Bristol (Maint: 95)	1.39	-361			See I-81	for dire	ectional t	raffic vo	olume es	timate	s for this	seam	ent.		
30 (01)	Combined Traffic Estimates for 2 Parallel Roadway		9000	F 7		1%	1%	1%	20%	1%	F	0.081	Ū	0.501	50000	F
	To-		1, US 19		. 0 / 0	.,,		.,0	2070	. , 0	•	0.00.	•	0.00		•
(58) (81)	City of Bristol (Maint: 95)	2.13	1, 03 19			See I-81	for dire	ectional t	raffic vo	olume es	timate	s for this	seam	ent.		
30) (01)	Combined Traffic Estimates for 2 Parallel Roadway		1000	A 7				1%		1%		0.091	-		53000	Α
	To-		irport Rd		. 0 / 0	.,,		.,0	2070	. , 0	•	0.00.		0.00.		
(58) (81)	City of Bristol (Maint: 95)	0.93	проп ка			See I-81	for dire	ectional t	raffic vo	olume es	timate	s for this	seam	ent.		
(30) (01)	Combined Traffic Estimates for 2 Parallel Roadway		7000	A 7	76% `	1%	1%	1%	20%	1%		0.092			49000	Α
	To:				1070	170		1 70	2070	170	•	0.002	,,	0.000	10000	,,
(F) (F)	Washington County	3.84	Bristol		9	See I-81	for dire	ectional t	raffic vo	olume es	timate	s for this	seam	ent		
[58] [81]	Combined Traffic Estimates for 2 Parallel Roadway		7000	A 7		1%	1%	1%	20%	1%	F	NA	ocgii	iorit.	49000	Α
	Tame Estimates for 21 arailer readway				1070	170	170	1 70	20 /0	1 70		INA			43000	
	Washington County	0.99	R-310			Soo I 91	for dire	octional t	roffic vo	dumo oc	timata	s for this	coam	ont		
58 81	Combined Traffic Estimates for 2 Parallel Roadway		2000	F 7		1%	1%	1%	18%	1%		0.083	_	0.533	47000	_
	Combined Trainic Estimates for 2 Parallel Roadway	<u> </u>		Г /	1070	170	170	1 70	10 70	170	Г	0.063	Г	0.555	47000	Г
$\bigcirc$	Washington County		5-611			Coo L 01	for dire	antional t	roffic ve	duma aa	timata	a far thia	00000	ont		
58 81	Washington County	2.00	7000									s for this	J		40000	_
	Combined Traffic Estimates for 2 Parallel Roadway			F 7	78%	1%	1%	1%	18%	1%	F	0.082	Г	0.529	49000	F
$\sim$	To: From:		R 140			2 101	<u>,                                     </u>									
[58] [81]	Washington County	1.93										s for this	J		40000	
	Combined Traffic Estimates for 2 Parallel Roadway	/s on this Route: 42	2000 /	A 7	78%	1%	1%	1%	18%	1%	С	0.096	А	0.524	43000	Α
~~~	To: From:		Abingdon				⊒⊢									
[58] [81]	Town of Abingdon (Maint: 95)											s for this	segm	ent.		
~ 0	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 42	2000	A 7	78%	1%	1%	1%	18%	1%	С	NA			43000	Α
~~~	To: From:		R 75													
(58) (81)	Town of Abingdon (Maint: 95)	1.06			(	See I-81	for dire	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 41	1 <b>000</b> I	F 7	78%	1%	1%	1%	18%	1%	F	0.081	F	0.501	42000	F
	Ta: From:	NCL A	Abingdon													
(58) (81)	Washington County	1.43			5	See I-81	for dire	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway			F 7	78%	1%	1%	1%	18%	1%	F	NA			42000	F
	To:		1, US 58													
58 11 Lee Highway	Washington County	,	, US 11 <b>7000</b>	F 9	98%	0%	 1%	1%	1%	0%	F	0.091	F	0.533	18000	_
58 11 Lee Highway	washington County				90%	0%	170	170	170	0%	Г	0.091	Г	0.533	18000	Г
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	US 11 East			050/	001		40/	201		_	0.00=	_	0.004	0005	-
58 Jeb Stuart Hwy	Washington County	5.53 <b>79</b>	900	F 9	95%	0%	1%	1%	3%	0%	F	0.087	F	0.621	8300	F
~	Ta- From:		8 Bethel Rd													
58 Jeb Stuart Hwy	Washington County	3.57 <b>47</b>	700 l	F 9	050/	00/	40/	40/	00/	00/	_	0.004	F	0.539	4900	F
{ ₅₈ } Jeb Stuart Hwy	vvasilington odunty	3.37 41	700	Г :	95%	0%	1%	1%	3%	0%	С	0.094	Г	0.559	4900	Г

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

		Primary and In	THOISTAIC TOO	1100			<b>T</b>	-1-			17		D:-		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus			ck		QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~	From:		Damascus												
58 Jeb Stuart Hwy	Town of Damascus (Maint: 95)	1.38 <b>47</b>	700 N	95%	0%	1%	1%	3%	0%	N	0.094	Ν	0.539	4900	N
	To: From:	SR 91 W, C	Greenway Ave												
58 (91) Jeb Stuart Hwy	Town of Damascus (Maint: 95)	0.45 <b>3</b> 4	400 F	92%	0%	1%	2%	5%	0%	С	0.082	F	0.53	3500	F
$\smile$	To:	FCL F	Damascus												
58 (91) Jeb Stuart Hwy	Washington County		400 N	92%	0%	1%	2%	5%	0%	Ν	0.082	N	0.53	3500	Ν
36) (91) 555 51551111,	- Table Sealing			0270	070		_,,	0,0	0,0	• •	0.002		0.00	0000	
	From:		ountain City Rd									_			_
Jeb Stuart Hwy	Washington County	9.63 <b>6</b>	640 F	95%	0%	1%	2%	1%	0%	F	0.124	F	0.508	670	F
<del>~</del>	To- From:	95-603 F	Rhymer Rd												
Jeb Stuart Hwy	Washington County	5.80 <b>5</b>	560 F	95%	0%	1%	2%	1%	0%	С	0.114	F	0.515	590	F
	To	Grayson (	County Line												
~~	From:	Washington	n County Line												
58 Highlands Pkwy; Jeb Stuart Hwy	Grayson County	9.57 <b>6</b>	670 G	95%	0%	1%	2%	1%	0%	F	0.101	F	0.511	700	G
<del>~</del>	To	SR 362 Grayson F	Highlands State	Park											
58 Highlands Pkwy	Grayson County		180 G	95%	0%	1%	2%	1%	0%	F	0.13	F	0.516	500	G
30)	-						_,,	.,.	-,-	-		-			_
~~ I Fable and Blass	From:		orth of Rugby	050/	00/		00/	40/	00/	_	0.400	_	0.000	740	
58) Highlands Pkwy	Grayson County		710 G	95%	0%	1%	2%	1%	0%	F	0.100	F	0.696	740	G
~	From:		outdale Hwy ghlands Pkwy												
58 (16) Troutdale Hwy	Grayson County		600 G	89%	1%	1%	1%	8%	0%	F	0.093	F	0.515	1700	G
58 (16) Troutdale Hwy		<u> </u>		0070	1 /0	1 70	1 70	070	070	'	0.000	'	0.515	1700	O
~~	To- From-		fferson Hwy												
58 Wilson Hwy	Grayson County	3.79 <b>19</b>	900 G	90%	1%	2%	3%	5%	0%	F	0.090	F	0.556	2000	G
~	To-	38-711 Fc	ox Creek Rd			<u> </u>									
58 Wilson Hwy	Grayson County	8.04 <b>2</b> 5	500 G	90%	1%	2%	3%	5%	0%	С	0.094	F	0.704	2700	G
30)	T	WYCK Y													
58 W Main St	Town of Independence (Maint: 38)		dependence 500 N	90%	1%	2%	3%	5%	0%	N	0.094	N	0.704	2700	N
58 W Main St	Town of independence (Maint. 36)	0.00 2	300 N	90%	170	270	3%	3%	0%	IN	0.094	IN	0.704	2700	IN
· · · · · · · · · · · · · · · · · · ·	To. From:	US 21 Inde	pendence Ave												
58 (221) E Main St	Town of Independence (Maint: 38)	1.20 <b>7</b> 3	300 G	92%	1%	1%	1%	4%	0%	F	0.11	F	0.63	7700	G
~ · · · · · · · · · · · · · · · · · · ·	To:	ECL Ind	dependence			<u> </u>									
58 (221) Grayson Pkwy	Grayson County		300 N	92%	1%	1%	1%	4%	0%	Ν	0.11	Ν	0.63	7700	Ν
38) (221) 6.4,56				0270	.,,		. , 0	.,,	0,0	• •	0		0.00		
~~~~ Bl	From:		Riverside Dr	000/	40/		40/	407	00/	_	N10			5000	
Grayson Pkwy	Grayson County	8.68 <b>5</b> 4	400 G	92%	1%	1%	1%	4%	0%	С	NA			5600	G
<u> </u>	To- From:	SR 94 Ri	iverside Dr												
Grayson Pkwy	Grayson County	1.36 <b>87</b>	700 G	92%	1%	1%	1%	4%	0%	F	0.094	F		9100	G
~ · · · · · · · · · · · · · · · · · · ·	To:	WCI	L Galax												
58 (221) Reserve Blvd	City of Galax		600 F	96%	0%	1%	1%	2%	0%	С	0.092	F	0.568	8100	F
58 (221) Reserve Blvd	City of Galax			5070	070	170	1 /0	270	070	J	3.002	•	3.000	0100	•
~~-	To: From:		Rd W Stuart Dr												
58 (221) Reserve Blvd; W Stuart Dr	City of Galax	1.10 <b>6</b> 9	900 F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.596	7300	F
~ ~ <u> </u>	То:	Frie	ies 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	Q'
~~~~~	From:	Fries Rd	_	000/	00/		407	00/	201	_	2 222	_	0.500	44000	
W Stuart Dr	City of Galax	0.20 <b>10000</b>	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.562	11000	F
~~~-	To: From:	SR 89 Main St		2001											_
E Stuart Dr	City of Galax	0.34 <b>15000</b>	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.540	16000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Meadow St										_			_
E Stuart Dr	City of Galax	1.81 <b>20000</b>	F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.525	21000	
~ ~~~	To: From:	Haynes Rd													_
58) (221) E Stuart Dr	City of Galax	1.10 <b>16000</b>	F	96%	0%	1%	1%	2%	0%	С	0.083	F	0.543	18000	
~ ~~	To: From:	ECL Galax													_
(221) Carrollton Pike	Carroll County	2.05 <b>15000</b>	F	96%	0%	1%	1%	3%	0%	F	0.080	F	0.523	16000	
	To: From:	17-722 Cranberry	Rd			$\Box$ $\vdash$									
(221 Carrollton Pike	Carroll County	1.28 <b>16000</b>	F	96%	0%	1%	1%	3%	0%	F	0.081	F	0.515	17000	
<i></i>	To:	17-872 Woodlawn F													
58 (221 Carrollton Pike	Carroll County	17-872 Woodlawn 3.69 <b>14000</b>	В	96%	0%	1%	1%	3%	0%	С	0.100	Α	0.534	15000	
Carrollton Pike	Carron County			30 70	070	1 70	1 70	370	070	C	0.100	^	0.554	13000	
58 (221 Carrollton Pike	Carroll County	0.72 <b>14000</b>	F	93%	0%	1%	2%	4%	0%	F	0.086	F	0.554	14000	
Carrollton Pike	Carroll County			95/0	076	1 /0	2/0	4/0	076	-	0.000		0.554	14000	
~~~~	From:	WCL Hillsville		000/	00/		00/	407	201		2 222		0.554	4.4000	_
West Stuart Dr	Town of Hillsville (Maint: 17)	2.10 <b>14000</b>	N	93%	0%	1%	2%	4%	0%	N	0.086	N	0.554	14000	
~	To: From:	US 221 Floyd Pil				<u> </u>						_			
East Stuart Dr	Town of Hillsville (Maint: 17)	2.26 <b>4200</b>	F	93%	0%	1%	2%	4%	0%	С	0.084	F	0.596	4400	
~	To: From:	ECL Hillsville													
Banville Pike	Carroll County	5.94 <b>4200</b>	N	93%	0%	1%	2%	4%	0%	Ν	0.084	Ν	0.596	4400	
-	To: From:	17-680 Crooked Oal	k Rd												_
Danville Pike	Carroll County	8.14 <b>2400</b>	F	93%	0%	1%	2%	4%	0%	F	0.087	F	0.518	2500	
<i>ــــــــــــــــــــــــــــــــــــ</i>	To:	Floyd County Lir													
Danville Pike	Floyd County	Carroll County Li 1.57 <b>2000</b>	G	90%	1%	1%	2%	6%	0%	С	0.109	F	0.563	2100	
56) 24.7767 1.10	Toya County			0070	170		270	070	070	Ū	0.100		0.000	2100	
58 Danville Pike	Patrick County	Patrick County Li 1.38 <b>2000</b>	ne N	90%	1%	10/	2%	6%	0%	N	0.109	N	0.563	2100	
Danville Pike	Failick County		IN	90%	170	1%	270	0%	0%	IN	0.109	IN	0.565	2100	
Paradila Dila	From	Bus US 58		000/	40/	40/	20/	400/	00/		0.000			4500	_
Danville Pike	Patrick County	1.90 <b>1400</b> Bus US 58	G	86%	1%	1%	2%	10%	0%	С	0.099	F		1500	
	From:	Bus US 58 E Blue Ri	idge St												_
3 Jeb Stuart Hwy	Patrick County	1.44 <b>2200</b>	G	90%	1%	1%	2%	6%	0%	F	0.090	F	0.580	2400	
<i>"</i>	Ta	70-764 Mountain Vie	ew Rd												
58 Jeb Stuart Hwy	Patrick County	9.44 <b>1900</b>	G	89%	1%	2%	1%	7%	0%	С	0.104	F	0.552	1900	
· · · · · · · · · · · · · · · · · · ·	To:	N SR 8 Cruzes Sto													
~	From:	N SR 8 Cruzes Store Wool										_		1005	
58) (8) Jeb Stuart Hwy	Patrick County	2.01 <b>4600</b>	G	91%	1%	1%	1%	5%	0%	С	0.094	F		4800	
<del>~</del> ~	To:	Bus US 58 W Blue Ri	ıdge St												

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

5 .					_		Tru	ıck			K	0	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bus US 58 W B	lue Ridge St												
58 Jeb Stuart Hwy	Patrick County	0.86 <b>280</b> 0	) G	90%	1%	1%	2%	6%	0%	С	0.098	F		2900	G
~	To	70-1025 Joh	nson St												
58 Jeb Stuart Hwy	Patrick County	0.69 <b>340</b> 0		90%	1%	1%	2%	6%	0%	F	0.1	F		3600	(
	To	Bus US 58 E Bl													
58 Jeb Stuart Hwy	Patrick County	3.78 <b>690</b> 0		90%	1%	1%	2%	6%	0%	F	0.089	F		7200	(
Se des didari i wy	r allow County			0070	170		270	070	070	•	0.000	•		7200	`
~~	From:	70-680 South N							221	_		_			
58 Jeb Stuart Hwy	Patrick County	3.63 <b>490</b> 0	) G	90%	1%	1%	2%	6%	0%	F	0.099	F		5200	(
<del>~</del>	To: From:	70-626 South of Critz;	Abram Penn	Hwy											
Jeb Stuart Hwy	Patrick County	6.59 <b>470</b> 0	) G	90%	1%	1%	2%	6%	0%	С	0.098	F		5000	(
	To:	Henry Coun	ty Line												
~~	From:	Patrick Cour													
A L Philpott Hwy	Henry County	2.67 <b>600</b> 0	) G	94%	0%	0%	1%	4%	0%	F	0.093	F	0.555	6100	(
~	To:	44-695 Spencer-	Preston Rd												
68 A L Philpott Hwy	Henry County	3.31 6700		94%	0%	0%	1%	4%	0%	F	0.088	F	0.57	6800	(
	T.,														
^ A L Dhilpott Llung	From:	44-687 E, Soa 2.46 <b>970</b> 0		0.40/	00/	00/	10/	407	00/		0.006	F	0.636	0000	(
A L Philpott Hwy	Henry County			94%	0%	0%	1%	4%	0%	С	0.096	Г	0.636	9900	,
<b>*</b>	From:	US 220 William F Ston US 220 S W of I		8 Bus											
68 (220) William F Stone Hwy	Henry County	3.49 <b>1600</b>		84%	1%	1%	1%	12%	1%	F	0.076	F	0.501	15000	(
William F Stone Hwy	To:	US 220 BUS S of			170		170	12 /0	170	•	0.070	•	0.001	10000	
	From:	US 220; Bus US 220													
S8 William F Stone Hwy	Henry County	2.65 <b>1100</b>	0 G	93%	1%	1%	0%	5%	0%	F	0.092	F	0.507	11000	(
	To:	44-650 Irist	D.1												
58 William F Stone Hwy	Henry County	3.92 <b>800</b>		93%	1%	1%	0%	5%	0%	F	0.086	F	0.510	8100	(
William F Stone Hwy	Herrity County	3.92 8000	,	93%	170	1 70	0%	370	0%	Г	0.000	Г	0.510	0100	,
~~	To: From:	Bus US 58 Willian													
A L Philpott Hwy	Henry County	1.89 <b>1400</b>	0 G	93%	1%	1%	0%	5%	0%	F	0.084	F	0.562	14000	(
<del>~</del>	To:	44-620 Old L	iberty Dr												
A L Philpott Hwy	Henry County	2.11 <b>1300</b>	0 G	93%	1%	1%	0%	5%	0%	F	0.085	F	0.541	13000	(
	Tax	44 C10 A	D.1												
A L Philpott Hwy	Henry County	44-610 Axi		93%	1%	1%	0%	5%	0%	F	0.085	F	0.515	11000	(
A L Philpott Hwy	Tierrity County	Pittsylvania Co		93 /0	1 /0	1 /0	0 /6	3/0	0 /6		0.005	•	0.515	11000	•
	From:	Henry Coun	_												
58	Pittsylvania County	3.78 <b>1000</b>		93%	1%	1%	0%	5%	0%	F	0.082	F	0.514	10000	(
00)	T-1														
~	From	71-622 West o		2001	407		00/	<b>5</b> 0/	00/	_	0.404		0.500	40000	
58	Pittsylvania County	0.97 <b>1200</b>	0 A	93%	1%	1%	0%	5%	0%	С	0.101	Α	0.522	12000	/
	To- From:	71-708 Long	g Circle			<u> </u>									
58	Pittsylvania County	4.30 <b>1500</b>	0 G	93%	1%	1%	0%	5%	0%	F	0.085	F	0.554	15000	(
	Too	Bus US	58												
58	Pittsylvania County	2.51 <b>630</b> 0		93%	1%	1%	0%	5%	0%	F	0.078	F	0.567	6300	(
00 )	To:	71-1260 Oakrids	, ,	JU /0	1 /0	1 /0	0 /0	0 /0	0 /0	•	0.070	•	0.007	0000	•

## 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	Q۱
~~~	From:	71-1260 Oakridge F													
58	Pittsylvania County	4.31 <b>6500</b>	G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.571	6500	C
~	To: From:	WCL Danvil	le												
58	City of Danville (Maint: 71)	0.44 <b>6500</b>	G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.571	6500	(
<del>~</del>	To	US 29 Danville Exp	oressway			<u> </u>									
58 29 Danville Expwy	City of Danville (Maint: 71)	1.12 <b>16000</b>	G	82%	1%	1%	2%	14%	1%	F	0.076	F	0.513	15000	(
$\sim$	To	Elizabeth S	f												
58 29 Danville Expwy	City of Danville (Maint: 71)	2.63 14000	Α	82%	1%	1%	2%	14%	1%	С	0.102	Α	0.507	15000	
30) (23)	Tool														
58 29 Danville Expwy	City of Danville (Maint: 71)	SR 86, S Main 1.85 <b>17000</b>	G	82%	1%	1%	2%	14%	1%	F	0.073	F	0.506	16000	
58 (29) Danville Expwy	City of Bartville (Marit. 71)			0270	1 /0	170	270	1-70	1 70	·	0.073	•	0.500	10000	
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	From:	Goodyear Bly		000/	40/		00/	4.40/	40/		0.070	_	0.540	40000	
58 (29) Danville Expwy	City of Danville (Maint: 71)	1.36 <b>19000</b> US 29	G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.548	19000	
	From:	US 29 Danville Expressw	av: Bus U	JS 58		+									
58 360 South Boston Rd	City of Danville	0.90 <b>26000</b>	G	85%	1%	1%	1%	12%	1%	F	0.077	F	0.518	26000	
	Total	Kentuck Rd	1												
58 (360 South Boston Rd	City of Danville	1.98 <b>20000</b>	G	85%	1%	1%	1%	12%	1%	F	0.077	F	0.501	20000	
380 (360)	7. July 6. 24				.,,		. 70	,0	. , ,	•	0.0	•	0.00.		
58 (360) Philpott Rd	Pitto du conic Country	ECL Danvill 2.37 <b>11000</b>	G G	85%	1%	1%	1%	12%	1%	F	0.074	F	0.559	11000	
58 360 Philpott Rd	Pittsylvania County	2.37 11000	G	05%	170	170	170	1270	1 70	Г	0.074	Г	0.559	11000	
~~~-	To- From:	SR 62													
58 360 Philpott Rd	Pittsylvania County	3.32 7700	Α	85%	1%	1%	1%	12%	1%	С	0.099	Α	0.514	7700	
~ ~	From:	Halifax County Pittsylvania County				-									
58) (360) Philpott Rd	Halifax County	3.48 <b>8500</b>	G	85%	1%	1%	1%	12%	1%	F	0.073	F		8500	
300)	To:	SR 119 Delii													
~~ ~~~	From:	SR 119 Calvary													
58) (360) Philpott Rd	Halifax County	6.58 <b>7900</b>	G	85%	1%	1%	1%	12%	1%	F	0.072	F		7900	
<del></del>	To: From:	41-658 Turbevill		.1											
58 (360) Philpott Rd	Halifax County	41-658 Turbeville Rd; 9.25 <b>8600</b>	A A	a 85%	1%	1%	1%	12%	1%	С	0.098	Α	0.526	8700	
58 (360) Philpott Rd	Trainax County			0070	170		170	12 /0	170	Ü	0.000	,,	0.020	0700	
DIII Turk I I I	To From:	US 501 Huell Matth		050/	40/		40/	400/	40/		0.077	_		40000	
Bill Tuck Hwy	Town of South Boston	0.18 <b>13000</b>	G	85%	1%	1%	1%	12%	1%	F	0.077	F		13000	
~ ~~~	To: From:	ECL South Bos													
(360) Bill Tuck Hwy	Halifax County	0.52 <b>13000</b>	N	85%	1%	1%	1%	12%	1%	N	0.077	Ν		13000	
~ ~	To- From:	US 360 John Rando	lph Blvd												
58 Bill Tuck Hwy	Halifax County	5.00 <b>6500</b>	G	85%	1%	1%	1%	12%	1%	F	0.079	F		6600	
~	To:	41-601 Rockcho	al Rd												
~~	From:	41-601							_		_	_	_	_	_
58 Bill Tuck Hwy	Halifax County	5.57 <b>5500</b>	G	85%	1%	1%	1%	12%	1%	F	80.0	F		5500	
<u>~</u>	То:	Mecklenburg Cour	nty Line												

## 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	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Halifax Count	y Line												
58	Mecklenburg County	2.96 <b>5200</b>	F	85%	1%	1%	1%	12%	1%	F	0.093	F	0.676	5300	F
	To- Frame	58-735 Hite	Dr			$\neg$ $\vdash$									
58	Mecklenburg County	2.99 <b>6000</b>	F	85%	1%	1%	1%	12%	1%	F	0.082	F	0.554	6000	F
$\bigcirc$	To:	SR 49 West of C	larksville			$\neg$ $\vdash$									
(58) (49)	Mecklenburg County	1.26 <b>7400</b>	F	85%	1%	1%	1%	12%	1%	F	0.081	F	0.558	7400	F
<del>\$</del> <del>\$</del>	To: From:	Bus US 58 Virg	inia Ave												
58	Mecklenburg County	1.46 <b>5100</b>	F	85%	1%	1%	1%	12%	1%	F	0.091	F	0.623	5100	F
	To: From:	US 15; Bus U	JS 15			$\Box$ $\vdash$									
(58)	Mecklenburg County	2.42 <b>4700</b>	F	85%	1%	1%	1%	13%	0%	F	0.082	F	0.622	4700	F
	To: From:	US 15, Bus US 5	8, SR 49												
58	Mecklenburg County	8.40 <b>4500</b>	F	85%	1%	1%	1%	13%	0%	С	0.100	Α	0.588	4500	F
	To: From:	WCL Boyd	ton												
58	Town of Boydton (Maint: 58)	0.60 <b>4500</b>	N	85%	1%	1%	1%	13%	0%	Ν	0.100	N	0.588	4500	Ν
	To: From:	NCL Boyd	ton												
58	Mecklenburg County	0.20 <b>4500</b>	N	85%	1%	1%	1%	13%	0%	N	0.100	N	0.588	4500	Ν
	To: From:	SR 92													
58	Mecklenburg County	0.92 <b>5400</b>	F	85%	1%	1%	1%	13%	0%	F	0.084	F	0.663	5400	F
	To: From: SR 3	886 Mecklenburg Correction	onal Cente												
58	Mecklenburg County	4.87 <b>6400</b>	G	85%	1%	1%	1%	13%	0%	F	NA			6500	G
	To: From:	SR 4 Buggs Isl	and Rd												
58	Mecklenburg County	4.23 <b>6200</b>	F	85%	1%	1%	1%	13%	0%	F	0.085	F	0.595	6300	F
<u> </u>	To: From:	US 1 Big F	ork												
58) (1)	Mecklenburg County	3.15 <b>9000</b>	F	96%	0%	1%	1%	2%	0%	F	0.100	F	0.582	9600	F
<del>*</del> *	To: From:	US 1 Near SWCL	South Hill			$\Box$ $\vdash$									
58 (1)	Mecklenburg County	0.28 <b>6200</b>	N	81%	1%	1%	1%	15%	0%	Ν	0.091	Ν	0.57	6100	Ν
<del></del>	To:		D.1												
(50)	Mecklenburg County			81%	1%	1%	1%	15%	0%	C	0.091	F	0.57	6100	F
58	Halifax County   Line		•												
58	Mecklenburg County			81%	1%	1%	1%	15%	0%	N	0.091	N	0.57	6100	N
36)	Tol.				170	.,,	170	1070	070	.,	0.001		0.07	0100	.,
<u></u>	Town of South Hill (Maint: 58)		_		1%	1%	2%	16%	0%	C	0.085	F	0.619	6200	F
58	Town or South Film (Wallit. 50)			0070	170		270	10 /0	0 / 0	J	3.000	•	3.013	0200	•
58 E Atlantic St	Town of South Hill (Maint: 59)			020/	10/	10/	10/	1/10/	10/	F	0.094	F	0.550	21000	F
E Atlantic St	TOWITOL SOUTH TILL (Maint: 58)			03%	170	170	I 70	14%	1 70		0.064	г	0.559	∠1000	Г
$\sim$	From			000/	407		001	450/	001		0.077		0.547	4.4000	
(58)	iviecklenburg County			80%	1%	1%	2%	15%	υ%	Ċ	0.077	۲	0.547	14000	F

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

			d Interstate R				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q١
	From:	W	CL LaCrosse				017.000				. 45151				
58	Town of LaCrosse (Maint: 58)		14000 N	80%	1%	1%	2%	15%	0%	Ν	0.077	Ν	0.547	14000	١
<del>***</del>	To	E.C	CL LaCrosse												
58	Mecklenburg County	0.61	14000 N	80%	1%	1%	2%	15%	0%	Ν	0.077	Ν	0.547	14000	
36)	Tool		58-644												
58	Mecklenburg County	1.98	11000 F	83%	1%	1%	1%	14%	1%	F	0.078	F	0.555	11000	
56)	Modification of County				170		170	1170	170	•	0.070	·	0.000	11000	
~	From:		CL Brodnax	83%	1%	10/	40/	1.40/	10/	NI	0.070	N.I.	0.555	11000	
58	Town of Brodnax (Maint: 58)		11000 N wick County Line		1%	1%	1%	14%	1%	N	0.078	N	0.555	11000	
	From:		nburg County Line												
58 Piney Pond Rd	Town of Brodnax (Maint: 12)	0.72	9800 F		1%	1%	1%	14%	1%	F	0.073	F	0.543	9700	
<u></u>	To	F	CL Brodnax												
68 Governor Harrison Pkwy	Brunswick County	9.60	8600 A	83%	1%	1%	1%	14%	1%	С	0.112	Α	0.593	8400	
30)	To		12-694		.,,					_	•				
~~	From:		ail Rd; Twin Pon												
58 Governor Harrison Pkwy	Brunswick County	2.97	9700 F	83%	1%	1%	1%	14%	1%	F	0.069	F	0.524	9500	
<del>~</del>	To- From:	Bus	US 58 EAST												
Governor Harrison Pkwy	Brunswick County	3.04	12000 F	83%	1%	1%	1%	14%	1%	F	0.072	F	0.516	11000	
~	To:	12-	712 Edgerton												
Governor Harrison Pkwy	Brunswick County	6.92	9600 F	83%	1%	1%	1%	14%	1%	F	0.071	F	0.54	9400	
<del></del>	То:	Greens	ville County Line	<b>)</b>											
~~	From:		vick County Line							_		_			
Pleasant Shade Dr	Greensville County	6.34	12000 G	83%	1%	1%	1%	14%	1%	F	0.070	F		11000	
~	To: From:	W	CL Emporia												
58 West Atlantic St	City of Emporia (Maint: 40)	0.41	14000 G	83%	1%	1%	1%	14%	1%	F	0.073	F		13000	
~	To- From:		Purdy Rd												
West Atlantic St	City of Emporia (Maint: 40)	0.13	22000 G	83%	1%	1%	1%	14%	1%	F	0.083	F		21000	
<del></del>	Ta		I-95												
58	City of Emporia (Maint: 40)	0.92	17000 G	76%	1%	1%	1%	21%	1%	С	0.077	F		16000	
<del>2</del>	Tou	HC	301 Main St												
58	City of Emporia (Maint: 40)	0.64	15000 G	71%	1%	1%	2%	25%	1%	С	0.078	F		14000	
000)	any or Emporia (Marin: 10)			1170	170		270	2070	170	Ŭ	0.070	•		1 1000	
	From:  City of Emperie (Mainty 40)		Reese St <b>17000 G</b>	060/	40/	10/	40/	100/	00/	F	0.072	F		16000	
58)	City of Emporia (Maint: 40)	0.49	17000 G	86%	1%	1%	1%	12%	0%	Г	0.072	Г		16000	
~	To: From:		Davis St							_					
58	City of Emporia (Maint: 40)	0.65	16000 G	86%	1%	1%	1%	12%	0%	F	0.073	F		15000	(
	To: From:	Eas	st Atlantic St												
58)	City of Emporia (Maint: 40)	0.40	16000 G	86%	1%	1%	1%	12%	0%	F	0.071	F		15000	(
~	To	E	CL Emporia			<u> </u>									
58 Courtland Rd	Greensville County	1.50	16000 G	86%	1%	1%	1%	12%	0%	F	0.073	F		15000	(
<del></del>	To:	Southan	npton County Lir	e											

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

		Primary ai	TG ITTOFOL	210 1100				Tri	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	2 A vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Graan	sville Count	v I ino			ZAXIE	STAXIE	IIIali	ZIIali		racioi		racioi		
Southampton Pkwy	Southampton County	5.44	13000	G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.54	13000	G
(38) Communition 1 km	Tolar County					170		170	1270	070	•	0.072	·	0.01	10000	Ū
Courthampton Digues	From:	87-615 W, Ada 4.72	13000	d; Hicks	ord Rd 86%	1%	1%	1%	12%	0%	F	0.072	F	0.552	12000	G
(58) Southampton Pkwy	Southampton County	4.72	13000	G	80%	170	1%	1%	12%	0%	Г	0.072	Г	0.552	12000	G
~~~ - ·	To- From:		Drewry Rd; I	_									_			
Southampton Pkwy	Southampton County	5.55	13000	G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.544	12000	G
<u> </u>	To: From:	,	WCL Caproi	n												
58 Southampton Pkwy	Town of Capron (Maint: 87)	0.14	13000	N	86%	1%	1%	1%	12%	0%	Ν	0.072	Ν	0.544	12000	Ν
$\bigcirc$	To:	8	7-653 Capro	n												
58 Southampton Pkwy	Town of Capron (Maint: 87)		16000	G	86%	1%	1%	1%	12%	0%	F	0.070	F	0.551	15000	G
(30)	T-1															
Southampton Pkwy	Southampton County	5.56	ECL Capror <b>16000</b>	N N	86%	1%	1%	1%	12%	0%	N	0.070	N	0.551	15000	N
Southampton Pkwy	Southampton County	5.50	10000	IN	00 /6	1 /0	1 /0	1 /0	12 /0	0 /6	IN	0.070	IN	0.551	13000	IN
~~~ - ·	From:		8 Bus W of								_					
(58) Southampton Pkwy	Southampton County	3.46	17000	G	86%	1%	1%	1%	12%	0%	F	0.076	F	0.561	16000	G
<u> </u>	To: From:	Bus US	58 East Of C	Courtland												
58	Southampton County	2.34	20000	В	86%	1%	1%	1%	12%	0%	С	0.108	Α	0.515	19000	В
<u> </u>	To	Bus US	58 West of	Franklin												
58	Southampton County	0.16	20000	G	86%	1%	1%	1%	12%	0%	F	0.108	Ν	0.515	19000	G
33)	To															
Southampton Pkwy	Southampton County	3.74	20000	G G	86%	1%	1%	1%	12%	0%	F	0.076	F	0.529	19000	G
58 Godfiampion i kwy	Southampton County				0070	1 70	1 70	1 /0	12 /0	076	'	0.070	'	0.525	13000	G
~~~	From:		8 South of F						4001		_		_			_
[58] [258]	Southampton County	3.02	19000	G	86%	1%	1%	1%	12%	0%	F	0.071	F	0.559	18000	G
<del>*</del> *	From:		WCL Suffoll mpton Coun													
58 258 Franklin Bypass	City of Suffolk	1.27	20000	G	86%	1%	1%	1%	12%	0%	F	0.07	F		19000	G
(36) (236). Tallinini 2) page	any ar carrent					.,,		.,0	,0	0,0	·	0.0.	•			
C Franklin Branco	From	0.40	US 258		000/	40/	40/	40/	400/	00/	N.	0.070			40000	
58 Franklin Bypass	City of Suffolk	0.18	20000	N	86%	1%	1%	1%	12%	0%	N	0.070	N		19000	N
~~~	To: From:		SR 189													
(58) (189) Franklin Bypass	City of Suffolk	1.01	20000	G	86%	1%	1%	1%	12%	0%	F	0.070	F		19000	G
<del></del>	To: From:	SR 27	72 South Qu	ay Rd			_									
(58) (189)	City of Suffolk	4.17	21000	G	86%	1%	1%	1%	12%	0%	F	0.07	F		20000	G
	To:		SR 189													
(58) Holland Bypass	City of Suffolk	1.11	20000	G	86%	1%	1%	1%	12%	0%	F	0.071	F		19000	G
30)	To.										٠		٠			-
( Lolland Dd	City of Cuffells	1.00	Bus US 58		060/	40/	10/	10/	120/	00/		0.074	_		24000	
(58) Holland Rd	City of Suffolk	1.32	25000	G	86%	1%	1%	1%	12%	0%	F	0.071	F		24000	G
~~	To- From:		0 W, Buckh		•											
(58)	City of Suffolk	2.77	24000	G	86%	1%	1%	1%	12%	0%	F	0.073	F		23000	G
~	To:	133-6	47 E, Lumn	nis 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	Q'
	From:	133-	647 Lummis Rd												
68 Holland Rd	City of Suffolk	2.05	25000 G	86%	1%	1%	1%	12%	0%	F	0.072	F		24000	(
~)	To	133-643	Manning Bridge R	d											
68 Holland Rd	City of Suffolk	0.67	27000 G	86%	1%	1%	1%	12%	0%	F	0.075	F		26000	
99	Tod	122	-738 Kenyon Rd												
Holland Rd	City of Suffolk	0.38	30000 G	86%	1%	1%	1%	12%	0%	F	0.075	F		29000	
1 richard red	Oity of Guiloik			0070	170		170	12 /0	070	•	0.070	•		20000	
~ Halland Dd	To: From:		Cove Point Rd	000/	40/		40/	400/	00/		0.070			04000	
Holland Rd	City of Suffolk	1.15	32000 G	86%	1%	1%	1%	12%	0%	F	0.073	F		31000	
	From:	US 13 Sou	thwest Suffolk By Bus US 58	bass											
Sa (13) Suffolk Bypass	City of Suffolk	1.41	38000 G	86%	1%	1%	1%	12%	0%	F	0.079	F		36000	
9 (9)	Tod	122.7													
(8) (13) Suffolk Bypass	City of Suffolk	1.88	41000 G	93%	0%	1%	1%	5%	0%	F	0.08	F		42000	
SB) (13) Suffolk Bypass	Oity of Guilloik			3370	070		1 /0	370	070		0.00	'		72000	
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:		460 Pruden Blvd	000/	00/		40/	<b>50</b> /	00/	_	0.077	_		F4000	
8 (13) (460) Suffolk Bypass	City of Suffolk	0.93	49000 G	93%	0%	1%	1%	5%	0%	F	0.077	F		51000	
~ ~~	To: From:		SR 32 Godwin Blv												
8) (13) (460) Suffolk Bypass	City of Suffolk	1.87	60000 G	93%	0%	1%	1%	5%	0%	F	0.080	F		62000	
<del></del>	To: From:	133	-642 Wilroy Rd												
8 (13) (460) Suffolk Bypass	City of Suffolk	2.30	52000 G	93%	0%	1%	1%	5%	0%	F	0.077	F		54000	
	To:		Bus US 58 Military												
~ ~ ~ ~	From:		Military Hwy Eastb							_		_			
8 (13) (460) Military Highway	City of Suffolk	3.46	73000 G	93%	0%	1%	1%	5%	0%	F	0.079	F		76000	
	From:		CL Chesapeake ECL Suffolk												
8 (13) (460 Military Highway	City of Chesapeake (Maint: 64)	2.94	67000 A	93%	0%	1%	1%	5%	0%	С	0.095	Α	0.596	70000	
(13) (400)	ты						.,.		-,-	_					
	City of Chesapeake (Maint: 64)	0.11	I-664 <b>11000</b> G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	
8 (13) (460)	City of Chesapeake (Maint. 64)				076	1 /0	1 /0	3/0	076		0.090	-	0.515	11000	
ALT	To: From:	SR 191 Jolliff R	Rd; US 13 Military	Highway											
8 (460) Airline Blvd	City of Chesapeake	1.72	7600 G	95%	2%	1%	0%	1%	0%	С	0.100	F		8200	
	To		CL Portsmouth												
ALT	From:		CL Chesapeake							_		_			
8 460 Airline Blvd	City of Portsmouth	0.29	12000 F	95%	2%	1%	0%	1%	0%	F	0.089	F	0.532	13000	
ALT	To: From:	G	reenwood Dr												
Airline Blvd	City of Portsmouth	0.20	13000 F	95%	2%	1%	0%	1%	0%	F	0.086	F	0.546	14000	
400)	T-						-,-		-,-						
ALT	From:	Е	Imhurst Lane												
8) (460) Airline Blvd	City of Portsmouth	1.30	10000 F	95%	2%	1%	0%	1%	0%	F	0.087	F	0.559	11000	
	. To:	SR 2	239 Victory Blvd			$\neg$ $\vdash$									
ALT (8) (460) Airline Blvd	City of Portsmouth	0.28	12000 F	95%	2%	1%	0%	1%	0%	F	0.080	F	0.562	12000	
									117/0		UUOU		U.SBZ	1/000	

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

Deute	Landa de altra de la	Lawrett AADT		47	Р		Trι	ıck		00	K	01/	Dir	A A) A/DT	_
Route	Jurisdiction	Length AADT	' QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
~~ <u>`</u>	From:	SR 337 Portsmo													
58 Airline Blvd	City of Portsmouth	1.40 <b>15000</b>	) F	95%	2%	1%	0%	1%	0%	F	0.084	F	0.604	16000	
<del>~</del>	To: From:	US 17 Frederic	ck Blvd			_									
Airline Blvd	City of Portsmouth	0.19 <b>1900</b> 0	) F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.596	20000	
<del>~</del>	To	High St													
58 London Blvd	City of Portsmouth	0.72 19000		97%	0%	1%	1%	1%	0%	С	0.088	F	0.656	21000	
30)	To	SR 141 Londo	D11												
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>3100</b> 0		97%	0%	1%	1%	1%	0%	F	NA			35000	
Martin Luther King Freeway	City of Fortsmouth (Maint. 64)			91 /0	076	1 /0	1 /0	1 /0	076		INA			33000	
~	To: From:	SR 164 Wester													
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 <b>3500</b> 0		96%	0%	0%	1%	2%	0%	С	0.091	Α	0.518	41000	
<u>~</u>	To: From:	Elizabeth River Mic Martin Luther Kir													
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 <b>3500</b> 0		96%	0%	0%	1%	2%	0%	С	0.091	Α	0.518	41000	
2 Elizabeti Titvei Wilatewii Tariilei	Only of Fortsmooth (Walnt: 04)			3070	070	070	170	270	070	Ü	0.001	,,	0.010	41000	
~~	From:	ECL Portsn		200/	00/		40/	00/	001	_	0.004		0.540	44000	
Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 <b>35000</b>		96%	0%	0%	1%	2%	0%	С	0.091	Α	0.518	41000	
	From:	SR 337 Bramble SR 337	eton Ave												
58 (337)Brambleton Ave	City of Norfolk	0.26 30000	) G	97%	0%	0%	1%	2%	0%	F	NA			35000	
337) = 13.11.21.01.01.71.10	any an itematik			0.70	0,0		. , ,	_,,	0,0	•				00000	
Dramblatan Ava	From:  City of Norfolls	O.83 <b>3600</b> 0		070/	00/	0%	1%	20/	0%	F	0.075	F	0.612	42000	
Brambleton Ave	City of Norfolk	0.83 <b>36000</b> E SR 33		97%	0%	0%	170	2%	0%	Г	0.075	Г	0.612	42000	
	From	E SR 337 Bramb													
58 Duke St	City of Norfolk	0.17 <b>1100</b> 0		94%	2%	1%	1%	1%	0%	F	0.112	F	0.847	12000	
***	To	Ol P	4												
58 ( Virginia Beach Blvd	City of Norfolk	Olney R 0.07 <b>5800</b>	G G	94%	2%	1%	1%	1%	0%	F	0.098	F	0.673	6300	
58 Virginia Beach Blvd	City of Nortoik			94%	270	1 70	1 70	170	0%	Г	0.096	Г	0.673	6300	
~	To: From:	Boush Str								_		_			
58 Virginia Beach Blvd	City of Norfolk	0.24 <b>5500</b>	G	94%	2%	1%	1%	1%	0%	F	0.092	F	0.614	5800	
~	From:	US 460 Monticello Av Monticello		Blvd											
58 Virginia Beach Blvd	City of Norfolk	0.70 <b>1200</b> 0		94%	2%	1%	1%	1%	0%	F	0.091	F	0.627	13000	
58) Vilginia Beach Biva	City of Norton			0470	270	170	170	170	070	•	0.001	•	0.027	10000	
Visite Beach Blad	To:	SR 168 Tidew		0.407	00/		40/	40/	00/	_	0.000	_	0.500	45000	
Virginia Beach Blvd	City of Norfolk	0.53 <b>1400</b> 0	) G	94%	2%	1%	1%	1%	0%	С	0.089	F	0.538	15000	
~~	To: From:	Park Av		•											
58 Virginia Beach Blvd	City of Norfolk	0.96 <b>1400</b> 0	) G	94%	2%	2%	1%	1%	0%	С	0.089	F	0.533	16000	
~	To	SR 405 Ballent	ine Blvd												
58 Virginia Beach Blvd	City of Norfolk	0.88 <b>26000</b>		94%	2%	2%	1%	1%	0%	F	0.081	F	0.525	29000	
	To	Azalea Gard	an Pd												
58 Virginia Beach Blvd	City of Norfolk	1.35 <b>3400</b> 0		94%	2%	2%	1%	1%	0%	F	NA			36000	
Virginia Beach Blvd	Oity of Norton			J-70	270		1 /0	170	0 /0	•	14/1			00000	
~	From:	US 13 Militar		0607	401		001	00.1	05:		0.00-		0.5::	07	
58) Virginia Beach Blvd	City of Norfolk	0.79 <b>25000</b>		98%	1%	1%	0%	0%	0%	F	0.087	F	0.514	27000	
~	То:	SR 165 Kemps	ville Rd												

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

		Filliary and intersta				Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 165 Kempsville	e Rd		27 000	0171710	TTTGII	ZIIGII		1 40101		1 40101		
58 Virginia Beach Blvd	City of Norfolk	0.93 <b>31000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.087	F	0.545	29000	G
(a)	To:	WCL Va Beach; New	town Rd											
~~	From:	ECL Norfolk; Newto												
(58) Virginia Beach Blvd	City of Virginia Beach	1.33 <b>37000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.086	F	0.530	35000	G
<u> </u>	To:	SR 190 Witchduck	Rd											
58 Virginia Beach Blvd	City of Virginia Beach	1.11 <b>43000</b>	F 98%	1%	1%	0%	0%	0%	F	0.104	F	0.553	40000	F
	To	SR 225 Independenc	e Rlvd											
√58 Virginia Beach Blvd	City of Virginia Beach	2.18 <b>49000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.084	F	0.506	48000	G
(38)	2.i, 2. 1.ig.i.ia 22aa.i			.,,		0,0	0,0	0,0	-	0.00	•	0.000	.0000	
Winainia Basah Bhud	From:	Rosemont Rd	• 000/	0%	40/	00/	00/	00/	_	0.004	_	0.505	E4000	
Virginia Beach Blvd	City of Virginia Beach	0.41 <b>52000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.084	F	0.525	51000	G
~~~	To: From:	Plaza Trail Nort												
(58) Virginia Beach Blvd	City of Virginia Beach	1.37 <b>37000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.085	F	0.524	36000	G
<u> </u>	To	Lynnhaven Pkw	/y		-									
Virginia Beach Blvd	City of Virginia Beach	1.06 <b>50000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.083	F	0.578	49000	G
	то	SR 279 Great Necl	, D.d											
(58) Virginia Beach Blvd	City of Virginia Beach	0.14 <b>32000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.091	F	0.688	32000	G
58) Virginia Boadri Biva	Only of Virginia Bodon			070		070	070	070	•	0.001	•	0.000	02000	Ū
~~	To- From:	Bus US 58; Va Beac		00/		00/	00/	00/	_	0.007	_	0.000	04000	
58 Laskin Rd	City of Virginia Beach	1.47 <b>29000</b>	<b>A</b> 99%	0%	0%	0%	0%	0%	С	0.097	Α	0.602	31000	Α
~~~	To- From:	First Colonial R												
58 Laskin Rd	City of Virginia Beach	1.53 <b>28000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.078	F	0.523	29000	G
<u> </u>	To	Birdneck Rd												
58 Laskin Rd	City of Virginia Beach	0.97 <b>28000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.082	F	0.51	29000	G
	To:	US 60 Pacific A	ve											
	From:	Ramps US 58 E 96A; US	58 W 96A											
Ramp to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.24 <b>NA</b>								NA			NA	
	To	I-81 S												
	From:	Ramps US 58 E 96B; US	421 W 66B											
Ramp to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.02 <b>2700</b>	F							0.089	F		2700	F
	To:	I-81 North												
	From·	US 58 TO AND FRO	)M RT											
Famp	Carroll County	0.18 <b>NA</b>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							NA			NA	
(36)	To:	I-77-S FROM RT 58	& 221											
	From:	US 58 TO AND FRO			<u> </u>									
758 Ramp	Carroll County	0.21 <b>NA</b>	71V1 IX I							NA			NA	
(30)	To:	I-77-N FROM RT 58	& 221							. 4/ 1			. 4/ 1	
	From:				<u> </u>									
East (58) Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Maint: 95)	US 58 US 421 Eastl 0.03 NA	ouna							NA			NA	
(58) Ramp US 58 W US 421 E to I-81 S at Exit 1	To-	0.03 NA Ramp US 58 96	Δ							INA			INA	
		Kamp US 38 90	А											

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

			Phinary ar						Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		US 58	US 421 East	tbound				3		21.100						
58 Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Ma	aint: 95)	0.14	NA									NA			NA	
	To:		Ramps US 5	58 96B; US	421 W 6	6B											
East	From:		US 58	BE, E Atlan	tic St												
8 Ramp	Mecklenburg C	County	0.36	1100	F	83%	1%	1%	1%	14%	1%	F	0.083	F		1000	F
<u> </u>	To:			I-85 South													
East	From:			US 58 East													
8 Ramp	Mecklenburg C	County	0.24	970	F	83%	1%	1%	1%	14%	1%	F	0.086	F		950	F
<u> </u>	To:			I-85 North													
East	From:		US 58 I-9	95-S011B T	O RT 95												
Ramp	City of Emporia (N	Maint: 40)	0.18	NA									NA			NA	
<u> </u>	To:		I-95-	S FROM R	Γ 58												
East	From:		US 58 I-95-NO		ND FRO	M 95											
8 Ramp	City of Emporia (N	Maint: 40)	0.13	NA									NA			NA	
<u> </u>	To:		I-95-	N FROM R	Т 58												
East	From:			58 TO RT 2	258												
East (58)	Southampton C	County	0.23	NA									NA			NA	
<u> </u>	To:		US	258; 1US 25	8-P												
East	From:			58 TO RTE	189												
(58)(258)	City of Suffe	olk	0.17	NA									NA			NA	
Foot	To: From:		US 58-E451	B TO RTE 1	189 SOU	TH		⊒⊢									
East (58) (258)	City of Suffe	olk	0.05	NA				<del></del>					NA			NA	
[58] [258]	To:			FROM RTE	E 58 EAS	T							100			14/1	
Foot	From:		US 58-E451.														
East (58)	City of Suffe	olk	0.03	NA	109 500	111							NA			NA	
(36)	To:			FROM RTE	E 58 EAS	ST											
East	From:			E 664 EAS				Ė									
(58) Ramp	City of Chesapeake	(Maint: 64)	0.77	NA	150011	•							NA			NA	
30)	To:	( 22 2 )	I-664-E FROM		13,&460	EAST											
East	From:		US 58 TO RO	UTE 664 W	ESTNO	RTH		i									
758 Ramp	City of Chesapeake	(Maint: 64)	0.17	NA	LOTITO								NA			NA	
	To:	,	I-664-W FROM	ROUTE 58	,13&460	EAST											
West	From:		US 58 I	US 421 Wes	tbound												
58 Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Ma	aint: 95)	0.02	NA									NA			NA	
	To:			58 E 96A; U	JS 5 <u>8 9</u> 6	A											
West	From:			W, E Atlan													
Ramp	Mecklenburg C	County	0.03	NA									NA			NA	
	To:			I-85 South													
West	From:			TO RT 85	SB				_								
(58) Ramp	Mecklenburg C	County	0.15	NA									NA			NA	
~	To:		I-85-	S FROM R	Γ 58												

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

_		1 milary and interstate				Truc	·k			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle '			QC	Factor	QK	Factor	AAWDT	QW
West	From:	US 58			1	017.000		Ziran		1 40101		1 40101		
(58) Ramp	Mecklenburg County	0.29 <b>1300</b>	Α							0.107	Α		1300	Α
	To:	I-85 North												
West	From:	US 58 I-95-S011A TO AN	D FROM 95											
(58) Ramp	City of Emporia (Maint: 40)	0.14 <b>NA</b>			<b>-</b>					NA			NA	
	To:	I-95-S FROM RT	58											
West	From:	US 58 TO RT 95	N											
(58) Ramp	City of Emporia (Maint: 40)	0.18 <b>NA</b>								NA			NA	
$\bigcirc$	То:	I-95-N FROM RT	58											
West	From:	US 58 TO RTE 2	58											
58	Southampton County	0.14 <b>NA</b>								NA			NA	
	То:	1US 258-P C2US 258 US	258- 9BU											
West	From:	US 58 TO RTE 258	& 189											
58	City of Suffolk	0.19 <b>NA</b>								NA			NA	
	To: Grow	US 58-W451B TO RTE	258 & 189		$\neg$ $\vdash$									
West	City of Suffolk	0.03 <b>NA</b>								NA			NA	
58	City of Surfok	US 258 Gap TC	)							INA			INA	
West	From:	US 58-W451A TO RTE 2												
Vest	City of Suffolk	0.06 <b>NA</b>	236 & 169							NA			NA	
58	To:	US 258 US 258-W013A TO &	FROM RTE 5										1471	
West	From:	US 58 TO ROUTE 664 EA			1									
8 Ramp	City of Chesapeake (Maint: 64)		151500111							NA			NA	
(30)	To:	I-664-E FROM ROUTE 58,1	3&460 WEST											
West	From:	US 58 TO ROUTE 664 WE	ESTNORTH											
(58) Ramp	City of Chesapeake (Maint: 64)									NA			NA	
	To:	I-664-W FROM ROUTE 58,1	3&460 WEST											
ALT	From:	US 58 Jones St												
(58) Main St	Town of Jonesville (Maint: 52)	0.59 6300	<b>F</b> 96%	1%	1%	0%	2%	0%	С	0.093	F	0.553	6600	F
~	To:	NCL Jonesville	<u> </u>		$\neg$ _									
ALT	From:			407	40′	00/	00/	001	_	0.000	Α.	0.550	7400	_
ALT (58)	Lee County	3.51 <b>7400</b> 52-645 Clyde Pearso	<b>G</b> 96%	1%	1%	0%	2%	0%	F	0.093	N	0.553	7400	G
ALT	From:	52-645 Clyde Pearso 52-645 VC Tech			-									
(58) W Morgan Ave	Lee County	2.58 <b>9200</b>	<b>F</b> 95%	1%	1%	2%	2%	0%	F	0.095	F	0.516	9600	F
	To	WCL Pennington 0	Gan											
ALT	From:			461										
58 Morgan Ave	Town of Pennington Gap (Maint: 5	52) 1.79 <b>9200</b>	<b>N</b> 95%	1%	1%	2%	2%	0%	N	0.095	N	0.516	9600	N
ALT	To: From:	US 421 W, Old Zio	n Rd											
58 421 E Morgan Ave	Town of Pennington Gap (Maint: 5	52) 0.40 <b>13000</b>	<b>F</b> 95%	1%	1%	2%	2%	0%	F	0.089	F	0.527	14000	F
(30) (421) =93	To:	US 421 E, Woodwa		.,,	ΤĨ			0	-		-	<b></b> -		-
			•											

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

		Primary and					Tru	ıck			K		Dir		
Route	Jurisdiction	Length 1	AADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q)
ALT	From:	US 421 I	E, Woodway Rd												
Trail of the Lonesome Pine	Town of Pennington Gap (Maint: 52)	0.23	6600 F	95%	1%	1%	2%	2%	0%	С	0.086	F	0.517	7000	F
ALT	To: From:	ECL Pe	ennington Gap												
58 Trail of the Lonesome Pine	Lee County	4.60	6600 N	95%	1%	1%	2%	2%	0%	N	0.086	N	0.517	7000	-
~	To		apman Rd												
ALT	From:		pman Road	050/	40/	40/	20/	20/	00/	_	0.004	F	0.500	4000	
Trail of the Lonesome Pine	Lee County		4400 F	95%	1%	1%	2%	2%	0%	F	0.084	г	0.562	4600	
ALT	To: From:	52-642 O	ld Woodway Ro												
Trail of the Lonesome Pine	Lee County	2.67	3300 F	95%	1%	1%	2%	2%	0%	F	0.094	F	0.655	3500	
<u></u>	To- From:	52-982 S, Se	eminary Church	Rd		⊒⊢									
58 Trail of the Lonesome Pine	Lee County	2.22	3300 N	95%	1%	1%	2%	2%	0%	N	0.094	Ν	0.655	3500	
30)	To		eminary Church	DA											
ALT	From:			Ku							0.000	_	0.700	5500	
Trail of the Lonesome Pine	Lee County		County Line								0.099	F	0.763	5500	
ALT	From:		County Line County Line												
Pennington Gap Hwy	Wise County	1.50	5600 G								0.09	F	0.686	5800	
~	To	97-608 Wi	lliams Hollow F	d		$\neg$ $\vdash$									
ALT 58 Pennington Gap Hwy	Wise County		5600 N								0.09	N	0.686	5800	
58) 1 3	Tree										0.00		0.000	0000	
ALT	From:		Big Stone Gap												
Cumberland Ave; Wood Ave	Town of Big Stone Gap	1.15	6100 G								NA			6300	
LT	To: From:	W	1st Street												
58 Wood Ave	Town of Big Stone Gap	0.13	5900 G								0.080	F	0.618	6200	
~	To:	Е	1st Street												
NLT 58 Wood Ave	Town of Big Stone Gap		5400 G								0.079	F	0.586	5700	
58) WOOD AVE	Town or big otone dap		JS 23, 5th St								0.075	'	0.500	3700	
ALT Bus	From:		US 23												
₅₈ ) ( ₂₃ ) E 5th St	Town of Big Stone Gap		10000 G	97%	0%	1%	1%	2%	0%	F	0.087	F	0.527	10000	
LT Dua	To: From:		illey Ave E 5th St												
LT Bus 58 (23) Gilley Ave	Town of Big Stone Gap		11000 G	97%	0%	1%	1%	2%	0%	С	0.086	F	0.516	12000	
30) (23) * * *,	To		Big Stone Gap												
LT Bus	From:		•												
Gilley Ave	Wise County	0.35	12000 G	97%	0%	1%	1%	2%	0%	F	0.088	F	0.56	13000	
<del>&gt;                                    </del>	To: From:	US 23	3; Bus US 23												
58 23 Orby Cantrell Hwy	Wise County	1.31	13000 G	93%	0%	1%	0%	6%	0%	F	0.085	F	0.549	13000	
$\rightarrow$	Tac	S	5 97-610												
ALT	Wice County			020/	00/	10/	00/	60/	00/	F	0.000	_	0.570	15000	
58) (23) Orby Cantrell Hwy	Wise County		14000 G N 97-610	93%	0%	1%	0%	6%	0%	۲	0.088	F	0.570	15000	

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

						_		Tru	ıck			K	<b></b>	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ALT Control Ulivo	From:		N 97-610		000/	00/	40/	00/	<b>C</b> 0/	00/	F	0.000	F	0.574	45000	0
58 (23) Orby Cantrell Hwy	Wise County	0.86	14000	G	93%	0%	1%	0%	6%	0%	Г	0.088	г	0.571	15000	G
ALT	To: From:	W	VCL Norton	l												
58) (23)	City of Norton (Maint: 97)	1.03	15000	G	93%	0%	1%	0%	6%	0%	F	NA			15000	G
ALT	To: From:		11th St													
58 23 Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50	15000	G	93%	0%	1%	0%	6%	0%	F	0.088	F	0.600	15000	G
$\sim$	To: From:		US 23				_									
ALT 58 Norton Coeburn Rd	City of Norton (Maint: 97)	0.85	12000	G	95%	0%	1%	2%	3%	0%	F	0.085	F	0.585	13000	G
<u> </u>	To		e County Li													
ALT 58 Norton Coeburn Rd	City of Norton (Maint: 97)	2.25	12000	N	95%	0%	1%	2%	3%	0%	N	0.085	N	0.585	13000	Ν
Norton Coeburn Rd	City of Notion (Maint. 97)	2.20		IN	93 /6	076	1 /0	2/0	3/0	0 /6	IN	0.005	IN	0.363	13000	11
ALT	From:		97-762													
Norton Coeburn Rd	Wise County	2.30	11000	G	95%	0%	1%	2%	3%	0%	F	0.085	F	0.61	12000	G
ALT	To: From:	97-813 Old	l Norton Co	eburn R	d											
Norton Coeburn Rd	Wise County	1.67	12000	G	95%	0%	1%	2%	3%	0%	F	0.085	F	0.588	13000	G
ALT	To: From:	W	CL Coeburi	n												
Norton Coeburn Rd	Town of Coeburn (Maint: 97)	0.94	12000	N	95%	0%	1%	2%	3%	0%	Ν	0.085	Ν	0.588	13000	١
ALT	To: From:	SR 1	58 W, Fron	t St												
58 Senator M M Long Hwy	Town of Coeburn (Maint: 97)	0.90	8700	G	95%	0%	1%	2%	3%	0%	F	0.081	F	0.615	9400	C
~	To: From:	SR 72	2 Dungannoi	n Rd			_									
ALT 58 Senator M M Long Hwy	Town of Coeburn (Maint: 97)	2.71	7600	G	95%	0%	1%	2%	3%	0%	F	0.087	F	0.552	8200	G
<del>~</del>	To	NCL Coebur														
ALT 58 Bull Run Rd	Wise County	NCL 0 4.35	Coeburn; 97 <b>7300</b>	'-893 <b>G</b>	95%	0%	1%	2%	3%	0%	F	0.088	F	0.552	7900	(
58 Bull Run Rd	wise County				93 /6	076	1 /0	2/0	3/0	0 /6		0.000		0.552	7900	
ALT	From:		657 Carfax I													
Bull Run Rd	Wise County	2.27	7400	G	95%	0%	1%	2%	3%	0%	F	0.091	F	0.546	8000	(
ALT	To: From:	97-655	Russel Cree	ek Rd												
58 Bull Run Rd	Wise County	1.34	9000	G	95%	0%	1%	2%	3%	0%	F	0.093	F	0.655	9800	C
ALT	To: From:	WC	CL Saint Par	ul												
58 Bull Run Rd	Town of Saint Paul (Maint: 97)	0.30	9000	N	95%	0%	1%	2%	3%	0%	N	0.093	N	0.655	9800	١
<del>~</del>	To	SR	R 63 Wise S	t												
ALT 58 Bull Run Rd	Town of Saint Paul (Maint: 97)	0.48	9800	G	95%	0%	1%	2%	3%	0%	F	0.092	F	0.623	11000	G
38) 24 141114	Town or Carre Fact (Maint. 97)		ell County I		JJ /0	070		2/0	370	0 /0	'	0.002	'	0.020	11000	
ALT 58 Castlewood Rd	From:	Wise	e County Li	ine					<b>a</b> c:	95:	_		,			
58 Castlewood Rd	Castlewood (Maint: 83)	2.56	13000	Α	95%	0%	1%	2%	3%	0%	С	0.132	Α	0.721	14000	Α

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ALT	From:		emorial Dr												
Castlewood Rd	Castlewood (Maint: 83)	1.04 <b>92</b>	200 G	95%	0%	1%	2%	3%	0%	F	0.088	F		9900	G
ALT	To- From:	SCL Ca	stlewood												
Trail of the Lonesome Pine	Russell County	3.10 <b>92</b>	200 N	95%	0%	1%	2%	3%	0%	Ν	0.088	Ν		9900	N
ALT	To- From:	SR 71	l West												
58 71 Trail of the Lonesome Pine	Russell County	1.46 <b>91</b>	00 G	95%	0%	1%	2%	3%	0%	F	0.091	F		9700	G
$\sim$ $\sim$	To: From:	SR 71 E, Trail of t	the Lonesome	Pine											
ALT 58	Russell County	1.98 <b>61</b>	00 G	95%	0%	1%	2%	3%	0%	F	0.094	F		6600	
	To	83-	671												
ALT 58	Russell County		100 G	95%	0%	1%	2%	3%	0%	F	0.092	F		6800	(
	To-		5 19				_,0	0,0	0,70	•	0.002	•			
ALT	Russell County		000 G	94%	0%	1%	1%	3%	0%	F	0.092	F		16000	(
58) (19)	To:		County Line	94%	0%	170	170	3%	0%	Г	0.092	Г		10000	•
ALT	From:	Russell C	ounty Line			<u> </u>									
58 19 Porterfield Hwy	Washington County	3.25 160	000 F	94%	0%	1%	1%	3%	0%	F	0.095	F		17000	I
ALT	To: From:	95-802 M	lendota Rd												
58) (19) Porterfield Hwy	Washington County	3.03 170	000 F	94%	0%	1%	1%	3%	0%	F	0.093	F	0.505	18000	I
ALT	To- From:	95-700 Ric	h Valley Rd												
58 (19) Porterfield Hwy	Washington County	3.79 <b>18</b> 0	000 F	94%	0%	1%	1%	3%	0%	F	0.093	F	0.503	20000	F
ALT	Tac From:	NCL A	bingdon			$\Box$ $\vdash$									
58 19 Porterfield Rd	Town of Abingdon	0.21 <b>21</b> 0	000 F	94%	0%	1%	1%	3%	0%	F	0.092	F	0.525	23000	F
$\rightarrow$ $\bigcirc$	To	US 19 Port	erfield Hwy												
ALT 58 Russell Rd	Town of Abingdon	1.01 89	000 F	99%	0%	0%	0%	1%	0%	С	0.090	F	0.517	9500	F
<del>5)</del>	To:	Valley	Street					.,.				-			
ALT 58 (11) Main St	Town of Abingdon	0.24 <b>12</b> 0	ey St <b>000 F</b>	98%	0%	1%	0%	0%	0%	F	0.081	F	0.509	12000	F
58) (11) Main St	Town of Abinguon		in St	90 /0	076	170	0 /0	076	0 /6		0.001	-	0.509	12000	'
ALT	From:		S 11												
58 75 Cummings St	Town of Abingdon		000 F 81	98%	0%	1%	0%	0%	0%	С	0.086	F	0.541	18000	F
I T	From:	SR 283 A1US 58-P		OUTH											
ALT 58	City of Norton (Maint: 97)		IA	J J 111							NA			NA	
<del>~</del>	To:	US 23 FROM A	LT RTE 58; 2	283											
Bus 58) (46)	From	US 58 South of			407	101	001	40/	201	_	0.00	_	0.57	7005	
58) (46)	Brunswick County	0.20 <b>69</b> SCL Law	000 F	98%	1%	1%	0%	1%	0%	С	0.09	F	0.57	7000	F

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:	SCL	Lawrencev	ille												
58 (46)	Town of Lawrenceville (Maint: 12)	0.80	6900	N	98%	1%	1%	0%	1%	0%	Ν	0.09	Ν	0.57	7000	1
	To: From:	SR 4	6, E Church	h St												
Bus 58 Main St	Town of Lawrenceville (Maint: 12)	0.35	6200	F	98%	1%	1%	0%	1%	0%	F	0.098	F	0.575	6300	
30)	To		Lawrencev	zillo.												
Bus	From:								407							
Lawrenceville Plank Rd	Brunswick County	1.25 US 58 Gov	6200	N	98%	1%	1%	0%	1%	0%	Ν	0.098	N	0.575	6300	
	France				У											_
us 58	Town of Boydton (Maint: 58)	0.48	West of Bo 1500	ydton <b>F</b>	98%	1%	0%	1%	0%	0%	F	0.095	F	0.608	1500	
98)	Town of Boydion (Maint: 30)	0.40		•	3070	170	———	1 70	070	070		0.055	'	0.000	1300	
us.	From:		SR 92													
us 58	Town of Boydton (Maint: 58)	0.55	1400	F	98%	1%	0%	1%	0%	0%	С	0.118	F	0.675	1400	
	To: From:	N	CL Boydton	n												
Bus 58	Mecklenburg County	0.05	1400	N	98%	1%	0%	1%	0%	0%	Ν	0.118	Ν	0.675	1400	
<u> </u>	To:	US 58	East of Bo	ydton												
us	From	US 58	West Inters	section												
Market Dr	City of Emporia	0.21	10000	G	98%	0%	1%	0%	1%	0%	С	NA			11000	
~ <i></i>	To- From:		est Atlantic													
us (8) West Atlantic St	City of Emporia	0.44	58 Connec	G	98%	0%	1%	0%	1%	0%	С	0.081	F		11000	
90	Tac	N.	th Main Str													
Bus	From:															
East Atlantic St	City of Emporia	0.25	3900	G	92%	1%	1%	0%	7%	0%	F	0.102	F	0.523	4200	
us	To: From:		Reese St													
East Atlantic St	City of Emporia	1.20	1700	G	92%	1%	1%	0%	7%	0%	С	0.1	F		1900	
<u>ــــــــــــــــــــــــــــــــــــ</u>	То:	US 58	East Interse	ection												
us	From:		US 58													
Clay St	Southampton County	2.32	2700	F	98%	1%	0%	0%	0%	0%	С	0.131	F	0.608	3100	
us	To: From:	W	CL Frankli	n												
GS Clay St	City of Franklin	1.18	3000	G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.502	3400	
9,	Too	ш	ınterdale R	d												
us	From:										_		_			
Clay St	City of Franklin	0.58	3900	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.553	4400	
JS	To: From:	Н	omestead R	d												
Clay St	City of Franklin	0.35	3300	G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.541	3800	
~	Toc		Lee St													
Sus 58 Clay St	City of Franklin	0.16	2200	G	98%	1%	0%	0%	0%	0%	F	0.09	F	0.788	2500	
Clay St	City of Franklin  Combined Traffic Estimates for 2 Parallel Roadways on		4500	G	98% 98%	1%	0% 1%	0% 0%	0% 0%	0% 0%	F	0.09	F	0.788	4900	
	To Thomse Traine Estimates for 2 Parallel Roadways on		Gardner St	J	90%	170	170	U%	U%	U%	Г	0.000	г	0.540	4900	

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

		Primary and II	microtate	, IXOU	100			Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT (	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Due	From	Con	rdner St				ZAXIE	3+Axie	IIIali	ZITAII		Factor		ractor		
Bus 58 Clay St	City of Franklin			G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.834	2300	G
58) Clay St	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	1%	1%	0%	0%	0%		0.030	F	0.574	3900	G
	Combined Tranic Estimates for 2 Parallel Roadways			<u> </u>	90%	170	1 70	0%	070	0%	Г	0.067	Г	0.574	3900	G
Bus	To: From:	Hi	ligh St													
58 4th Avenue	City of Franklin	0.26 <b>1</b>	1500	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.506	1700	G
	То:		chanic St													
Bus	From:		urth Ave								_		_			_
58 Mechanic St	City of Franklin		3000	F	98%	1%	0%	0%	0%	0%	F	0.102	F	0.607	3500	F
V. D.	To: From:		ond Ave JS 258													
Bus Bus	City of Franklin			G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.599	9800	G
58 (258)	Oity of Franklin				30 /0	1 /0	0 70	070	070	070	•	0.032	'	0.555	3000	
Bus Bus	To: From:	ECL	Franklin													
58 (258)	Southampton County	0.03	3600	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.599	9800	G
	To:	Isle of Wigh	ght County l	Line												
Bus Bus	From:	Southampto														
Carrsville Hwy	Isle of Wight County	1.54 <b>7</b> 9	7600	G	98%	1%	0%	0%	0%	0%	F	0.082	F	0.504	8200	G
~ ~ ·	To:	US 258 V	Walters Hw	λV			$\neg$ $\vdash$									
Bus 58 Carrsville Hwy	Isle of Wight County			G	95%	1%	2%	1%	2%	0%	С	0.092	F	0.522	3000	_
Carrsville Hwy	To:		L Suffolk	G	95%	170	270	1 70	270	0%	C	0.092	Г	0.322	3000	G
Bus	From:	Isle of Wigh		Line												
58	City of Suffolk			G	96%	1%	1%	1%	1%	0%	С	0.098	F		2500	G
<del>\$</del>	To:	CI	R 189													
<u>Bus</u>	From:															
58	City of Suffolk	0.26 <b>2</b>	2600	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.547	2800	G
Oue.	To- From:	133-653 Dutch Ro	Rd; Glen Ha	aven D	rive											
Bus 58)	City of Suffolk	0.46 <b>3</b>	3300	G	97%	1%	1%	1%	1%	0%	С	0.102	F		3500	G
28)	To:		JS 58		31 /0	1 /0		170	1 /0	070	O	0.102	'		3300	
	From:		58 Clay St													
Bus 58 Lee Street	City of Franklin			G	97%	1%	1%	0%	0%	0%	F	0.109	F	0.688	1600	G
Lee Street	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	1%	1%	0%	0%	0%	, E	0.103	F	0.574	3900	9
	Combined Trainic Estimates for 2 Parallel Roadways		ligh St	G	96%	170	1%	0%	0%	0%	Г	0.067	Г	0.574	3900	Ċ
Bus	From:		e Street													
High St	City of Franklin			G	97%	1%	1%	0%	0%	0%	С	0.097	F	0.568	2500	C
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 4	4500	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.546	4900	G
	То:		Fourth Ave			.,,	Ť		-,-		•		-			
us	From		ast of Holla													
58 Holland Rd	City of Suffolk			G	97%	1%	1%	0%	1%	0%	F	NA			12000	G
30) / 101121111	- F				0.70	. 70	. ,,	0,0	. 70	0,0	•	, .			000	
Bus	To: From:	133-1722 K	Kilby Shore	s Rd												
58 Holland Rd	City of Suffolk	1.79 <b>10</b>	0000	G	97%	1%	1%	0%	1%	0%	С	0.099	F		11000	G
$\Rightarrow$	To:	SR 337 C	Constance F	Rd												

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

		Primary and Inte	istate No	1165			Т.,,	بماد			- V		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. QV
	From	OD 227 H 1	1 101			ZAXIE	3+Axle	11 raii	21 raii		Factor		Factor		
Bus 58 Constance Rd	City of Suffolk	SR 337 Holl 0.29 <b>860</b> 0		98%	0%	1%	0%	0%	0%	F	0.093	F		9400	G
58) Constance Nu	Oity of Surfoix				070	1 70	0 /0	070	070	'	0.033	'		3400	O
Bus	Tron:	WCL Suffolk Pi	tchkettle Ro												
58 Constance Rd	City of Suffolk	0.86 <b>1100</b>	0 G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.559	12000	G
~	To: From:	SR 32 Ma	ain St												
Bus Bus Bus 58 (13 ) 460 Constance Rd	City of Suffolk	0.88 <b>1600</b>	0 G	97%	0%	1%	1%	2%	0%	F	0.086	F		18000	G
58) (13) (460) Constante Na	To:	Pinner St		01 70	070		170	270	070	•	0.000	•		10000	Ŭ
Bus Bus Bus	From:	Highland													
58 (13) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>1700</b>	0 G	97%	0%	1%	1%	2%	0%	С	0.092	F		18000	G
	To: From:	SR 337 Wash	ington St												
Bus Bus Bus 58 (13) 460 Portsmouth Blvd	City of Suffolk	1.22 <b>2300</b>	0 G	96%	1%	1%	1%	1%	0%	С	0.087	F		25000	G
58 (13) (460) Portsmouth Blvd	To:	US 58		3070	170		170	170	070	Ü	0.007	•		20000	Ŭ
Bus	From:	US 58 Southam													
58 35 Meherrin Rd	Southampton County	2.03 <b>280</b> 0	1	93%	1%	1%	1%	4%	0%	F	0.127	F	0.506	2800	G
35) (35)	To:	WCL Cou													
Bus	From:														
58) (35) Meherrin Rd	Town of Courtland (Maint: 87)	0.14 2800		93%	1%	1%	1%	4%	0%	N	0.127	Ν	0.506	2800	N
Sus	10: From:	SR 35 Ma SR 35; Meho													
58 Main St	Town of Courtland (Maint: 87)	1.10 <b>590</b> 0		93%	1%	1%	1%	4%	0%	С	0.09	F	0.504	6100	G
	To	ECL Cour	rtland												
Bus	From:														
Jeruselem Rd	Southampton County	1.18 <b>590</b> 0		93%	1%	1%	1%	4%	0%	N	0.09	Ν	0.504	6100	N
	10.	US 58 Southam													
Bus Virginia Basah Blud	City of Virginia Booch	US 58 Lasl		97%	1%	1%	0%	0%	0%	F	0.079	F	0.597	37000	G
Virginia Beach Blvd	City of Virginia Beach			97%	170	1%	0%	0%	0%	Г	0.079	Г	0.597	37000	G
Bus	To: From:	First Colon	nial Rd												
58 Virginia Beach Blvd	City of Virginia Beach	0.44 <b>2000</b>	0 G	97%	1%	1%	0%	0%	0%	F	0.078	F	0.576	20000	G
~	To:	Oceana I	Blvd			——————————————————————————————————————									
Bus 58 Virginia Beach Blvd	City of Virginia Beach	0.96 1400		97%	1%	1%	0%	0%	0%	F	0.076	F	0.568	14000	G
Virginia Beach Blvd	City of Virginia Beach			9176	170	170	0%	070	076	Г	0.076	Г	0.306	14000	G
Bus	To: From:	Birdneck	c Rd												
58 Virginia Beach Blvd	City of Virginia Beach	1.17 <b>1300</b>	0 G	97%	1%	1%	0%	0%	0%	С	0.075	F	0.507	13000	G
~	To:	Atlantic .	Ave												
Bus	From:	C7US 58 TO ROU		ST											
Ramp	City of Virginia Beach (Maint: 75)										NA			NA	
<del>~</del>	•	S 58-W503A TO ROUTE 5	58 BUS VA	BEACH I	3L										
Bus Bus Bus	From:	Bus Us													
58) (23) (421)	Scott County	0.04 <b>300</b> 0		98%	0%	1%	1%	1%	0%	Ν	0.09	Ν	0.548	3200	Ν
~ ~ ~	To	CL Gate	City												

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

Deute	le min ali adi no	Lawarth AAD	- 04	4T:==	D		Tru	ck		- 00	K	01/	Dir	A A)A/DT	01/
Route	Jurisdiction	Length AAD	QA.	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus Bus Daniel Bases Bd	From:	CL Gate C		000/	00/	40/	40/	40/	00/	0	0.00	F	0.540	2200	_
58 23 421 Daniel Boone Rd	Town of Gate City (Maint: 84)	0.80 <b>3000</b>		98%	0%	1%	1%	1%	0%	С	0.09	г	0.548	3200	G
Bus Bus Bus	From:	84-762													
58 23 421 Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84 <b>3700</b>	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.56	3900	G
Bus Bus Bus	To- From:	84-763	3												
58) (23) (421) W Jackson St	Town of Gate City (Maint: 84)	0.15 <b>5200</b>	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.596	5600	G
Bus Bus Bus	Ta- From:	84-665	5												
58) (23) (421) W Jackson St	Town of Gate City (Maint: 84)	0.12 <b>7300</b>	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.565	7800	G
$\sim \sim$	To- From:	SR 71													
Bus Bus Bus 58 (23) (421)	Town of Gate City (Maint: 84)	0.47 9800	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.547	10000	(
00) (23) (421)	To	84-836													
Bus Bus Bus	Town of Gate City (Maint: 84)	0.23 1900		99%	0%	0%	0%	0%	0%	F	0.091	F	0.562	21000	(
58 (23) (421)	Town of Gate City (Maint. 64)	US 23 South of		99%	0%	0%	076	0%	0%	Г	0.091	Г	0.362	21000	
Bus	From:	US 58; US 220 Willia	·	Hwv											
A L Philpott Hwy	Henry County	2.40 <b>8000</b>		98%	0%	0%	0%	1%	0%	С	0.101	F	0.670	8000	(
~	To	Bus US 220 Gree	ensboro Ro			_									
Bus Bus 58 220 Memorial Blvd	Henry County	0.72 <b>1700</b> 0	) G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.602	17000	(
Bus Bus	To- From:	SCL Martin	sville												
58 220 Memorial Blvd	City of Martinsville	0.71 <b>2100</b> 0		97%	1%	1%	1%	1%	0%	С	0.079	F	0.513	23000	(
Bus	To: From:	SR 57 Starling Bus US 220 Men		1											
58 57 Starling Ave	City of Martinsville	0.85 <b>9400</b>		98%	1%	0%	0%	1%	0%	С	0.089	F	0.574	10000	(
$\sim$	To-	Mulberry	Rd												
Bus 58 57 Starling Ave	City of Martinsville	0.15 <b>8400</b>		98%	1%	0%	0%	1%	0%	F	0.095	F	0.554	9000	(
$\sim$ $\circ$	To:	Church		3070	170	070	070	170	070	•	0.000		0.004	5000	
Bus	From:	Starling A		000/	40/	20/	00/	007	201		0.000	-	0.500	10000	
58 57 Church St	City of Martinsville	0.10 <b>1200</b> 0 Oakdale St; Sta		98%	1%	0%	0%	0%	0%	С	0.088	F	0.592	13000	(
Bus	From:	Church St													
58 57 Church St	City of Martinsville	0.28 1000	) G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.605	11000	(
Bus	To: From:	Fairy S	t												
58 57 E Church Rd	City of Martinsville	0.26 1000	) G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.621	11000	(
$\sim$	To: From:	Brookdale	e St												
Bus 58 57 E Church Rd	City of Martinsville	0.13 <b>1300</b>	) G	98%	1%	1%	0%	1%	0%	F	0.087	F	0.588	14000	(
$\sim$	To:	Hooker													
Bus 58 (57) E Church Rd	City of Martinsville	0.77 <b>1600</b>		98%	1%	1%	0%	1%	0%	С	0.085	F	0.62	18000	(
36) (3/) L GIIGIGII ING	To:	ECL Martin		JU /0	1 /0	1 /6	0 /0	1 /0	0 /0	J	0.000	'	0.02	10000	

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

		1 minary and 1	Interstate Rou	1100											
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- OV
						2Axle	3+Axle	1Trail	2Trail		Factor	٠.,	Factor		
Bus	From:	ECL M	Martinsville												
58 57 A L Philpott Hwy	Henry County	0.54 <b>1</b> 4	4000 A	98%	0%	0%	0%	1%	0%	С	0.101	Α	0.621	15000	Α
$\sim$ $\sim$	To:	SR 57 (	Chatham Rd			<b>—</b> L									
Bus	From:											_			_
58 A L Philpott Hwy	Henry County	2.48 <b>1</b> 2	2000 G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.739	13000	G
~	To: From:	44-930 I	Dogwood Dr												
Bus 58 ( A L Philpott Hwy	Henry County	0.57 <b>1</b> °	1000 G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.544	12000	G
58) A L Fillipott Tiwy	Tierry County		iam F Stone Hwy		076	0 /0	0 /6	1 /0	0 /6	-	0.000		0.544	12000	
Bus	From:		1 North												
$\left(\begin{array}{c}1\end{array}\right)$ Danville St	Mecklenburg County	0.16 <b>5</b>	5100 N	96%	0%	1%	1%	2%	0%	N	0.096	N	0.616	5400	١
<i>&gt; &gt;</i>	To: From:	SCL S	South Hill			_									
Bus Popuille St	Town of South Hill	1.00 <b>F</b>	5100 F	96%	0%	10/	40/	20/	00/	С	0.006	F	0.646	5400	F
58) (1) Danville St	Town of South Hill	1.89 5	5100 F	90%	U%	1%	1%	2%	0%	C	0.096	Г	0.616	5400	Г
Que	To: From:	Lo	ocust St												
Bus 58 1 Danville St	Town of South Hill	0.28 <b>7</b>	7200 F	96%	0%	1%	1%	2%	0%	F	0.094	F	0.500	7700	F
58) (1) Burring of				3070	070	170	1 70	270	070	•	0.004	•	0.000	7700	•
Bus	To: From:	Pla	ank Rd												
58) 1 Danville St	Town of South Hill	0.09 7	7900 F	96%	1%	1%	1%	1%	0%	С	0.089	F	0.502	8400	F
	- T														
Bus	From:	Goodes	s Ferry Blvd												
58 1 Danville St	Town of South Hill	0.23 <b>7</b>	7300 F	95%	1%	2%	1%	1%	0%	С	0.092	F	0.508	7800	F
	То:	Meckle	enburg Ave												
Bus	From:	Dar	nville St												
58 \ \ 1 \ \ Mecklenburg Ave	Town of South Hill		3300 F	96%	1%	1%	1%	2%	0%	С	0.091	F	0.5	8800	F
~ ~	To:		47 Atlantic St												
Bus	From:		1; SR 47							_		_			_
Atlantic St	Town of South Hill	0.48	9700 F	97%	0%	1%	0%	2%	0%	С	0.083	F	0.571	10000	F
~	To: From:	Wii	ndsor St												
Bus 58 Atlantic St	Town of South Hill	0.66 1	2000 F	97%	0%	1%	0%	1%	0%	С	0.086	F	0.51	13000	F
Allamic St	Town of South Hill		E Atlantic St	9170	0%	170	076	170	076	C	0.000	Г	0.51	13000	Г
-															
Bus	From		8; 52-687									_			
58 Dr Thomas Walker Rd	Lee Count <u>y</u>		1300 F	91%	1%	1%	1%	6%	0%	F	0.126	F	0.565	1400	F
~~ <u> </u>	To:	US 58 Dan	niel Boone Trail												
Bus	From:	US 58 Je	eb Stuart Hwy												
8us 58) 8	Patrick County	0.51 2	2700 N	94%	1%	1%	1%	3%	0%	Ν	0.094	Ν		2800	١
$\sim$ $\sim$	To	WC	L Stuart												
Bus	From:								-						
58 8 West Blue Ridge St	Town of Stuart (Maint: 70)		2700 G	94%	1%	1%	1%	3%	0%	С	0.094	F		2800	G
$\sim$	To:	E SR 8 Stu	art; Patrick Ave												
Bus	From:	US 5	58; 58-815												
Bus 58 (49) Virginia Ave	Mecklenburg County		4000 G	99%	0%	0%	0%	1%	0%	F	0.091	F		4100	G
	To:		Clarksville	-										_	

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

		i ililialy al	nd Interstate Ro	Jules			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QW
Bus	From:	W	CL Clarksville			ZAXIE	3+AXIE	IIIali	ZIIdii		racioi		Facioi		
(58) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.97	3900 F	99%	0%	0%	0%	1%	0%	С	0.092	F	0.514	3900	F
$\bigcirc$	To	US 1	5 W, College St												
Bus (58) (15) (49) Virginia Ave	Town of Cloring illa (Maint, 50)			000/	00/		00/	00/	00/	_	0.000	_	0.540	0000	_
(58) (15) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.88	6400 F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.512	6600	F
Bus	To: From:	NO	CL Clarksville												
(58) (15) (49)	Mecklenburg County	0.84	6400 N	99%	0%	0%	0%	0%	0%	Ν	0.092	Ν	0.512	6600	Ν
$\bigcirc$ $\bigcirc$ $\bigcirc$	To-	US 58	East of Clarksville												
Bus	From:		IS 58, US 29												
(58) Riverside Dr	Pittsylvania County	1.31	13000 N	93%	1%	1%	0%	5%	0%	N	0.101	Ν	0.697	13000	N
Bus	To: From:	W	CL Danville												
58 Riverside Dr	City of Danville	4.97	13000 G	93%	1%	1%	0%	5%	0%	F	0.101	F	0.697	13000	G
<u> </u>	To	Ruc	US 29 Park Ave												
Bus Bi and to Bu	From:			000/	40/	40/	00/	<b>5</b> 0/	00/	F	0.000	_	0.500	45000	_
8 Riverside Dr	City of Danville	0.93	15000 G	93%	1%	1%	0%	5%	0%	г	0.080	F	0.529	15000	G
Bus	To: From:	SR 5	51 Westover Dr												
758 Riverside Dr	City of Danville	0.51	22000 G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.509	22000	G
<u> </u>	To:	(	Central Blvd												
Bus 58 Riverside Dr	City of Danville	0.24	27000 G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.522	27000	G
(58) Riverside Di	City of Barryine			3370	170	170	070	370	070	•	0.000	•	0.022	27000	O
Bus	To- From:	Pi	ney Forest Rd												
58 Riverside Dr	City of Danville	0.92	22000 G	93%	1%	1%	0%	5%	0%	F	0.089	F	0.518	22000	G
Bus	To- From:	I	Arnette Blvd												
58 Riverside Dr	City of Danville	0.82	15000 G	93%	1%	1%	0%	5%	0%	F	0.084	F	0.518	15000	G
30)	To:		N Main St												
Bus	From:														
(58) (360) River St	City of Danville	0.64	20000 G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.579	20000	G
Bus	To: From:	0	ld Halifax Rd												
58 360 South Boston Rd	City of Danville	1.24	19000 G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.541	19000	G
	To:	US 29 D	anville Expresswa	у											
Bus	Prom:	US 5	8 Danville Pike												
58 Jeb Stuart Hwy	Patrick County	0.93	660 G	90%	1%	1%	2%	6%	0%	F	0.115	F	0.643	690	G
Pug	To- From:	Blue	Ridge Parkway												
Bus 58 Jeb Stuart Hwy	Patrick County	0.99	1300 G	90%	1%	1%	2%	6%	0%	F	0.089	F	0.530	1400	G
(30)	To:		8 Danville Pike												
Bus	From:		Alt US 58												
Bus (58)	Lee County	1.72	NA								NA			NA	
	To:		Alt US 58												

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

			id interstate					Trı	ıck			K		Dir		
Route	Jurisdiction -	Length	AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		orth of Drakes 1		000/	407	40/	407	407	201	_	0.004	_	0.504	4500	_
59	Town of Drakes Branch (Ma	aint: 19) 0.55	1400	G 9	93%	1%	1%	1%	4%	0%	С	0.094	F	0.524	1500	G
	To- From:		Drakes Branc			407			40.1						.===	
59	Charlotte County	6.77	1400	N S	93%	1%	1%	1%	4%	0%	N	0.094	N	0.524	1500	N
	To: From:		CL Keysville													
(59)	Town of Keysville (Maint:	,			93%	1%	1%	1%	4%	0%	N	0.094	Ν	0.524	1500	N
	10:		R 40 Keysville													
$\sim$	From:		Virginia State I	Line		C I C4	f = 11 = 11 = 1	4: 1 4			4:	- f tl-:-				
(60) (64)	Alleghany County	1.83	0000									s for this	segn	ient.	0500	_
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:		G 7	77%	1%	1%	1%	20%	0%	F	NA			8500	G
$\sim$	To: From:	5.00	F-198			01-04	( l'				·	- ( d-'-		1		
(60) (64)	Alleghany County	5.33	0400								timate	s for this	segn	ient.	0500	_
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:		G 7	77%	1%	1%	1%	20%	0%	۲	NA			8500	G
$\sim$	To- From:	2.05	03-661			0 104	<u>,                                     </u>									
60 64	Alleghany County	2.85										s for this	segm	nent.	2000	_
	Combined Traffic Estimates for 2 Parallel Road		<b>8900</b> (S 60, SR 159	G 7	77%	1%	1%	1%	20%	0%	F	NA			8300	G
	From:		CALLAGHA	N												
(60) (64) Ramp	Alleghany County	0.22			,	See I-64	for dire	ectional t	raffic vo	lume es	timate	s for this	segm	nent.		
	To	W I-6	54 CALLAGHA	AN												
60 Midland Trail Rd	Alleghany County	0.40			90%	0%	1%	1%	7%	0%	С	0.087	F		3000	G
(60)	To						_									
60 Midland Trail Rd	Alleghany County	4.29	I-64 East	<b>G</b> 8	82%	0%	1%	2%	16%	0%	С	0.086	F	0.725	2300	G
(80) Midiana Train Ka	/ mognary county				0270	070		270	10 /0	070	Ü	0.000	•	0.720	2000	Č
N Monroe Avenue	City of Covington	0.09	CL Covington 3600		98%	0%	1%	0%	0%	0%	F	0.085	F	0.611	3900	G
N Monroe Avenue	City of Covingion				90%	0%	170	0%	076	0%	Г	0.065	Г	0.611	3900	G
~~	To- From:		54 W Riverside													_
N Monroe Avenue	City of Covington	0.14	3600	G 9	98%	0%	1%	0%	0%	0%	F	0.098	F	0.521	3900	G
~	To- From:		Locust Street													
(60) S Monroe Avenue	City of Covington	0.43	5500	G S	98%	0%	1%	0%	0%	0%	С	0.096	F		6000	G
<u> </u>	To: From:	I	E Oak Street													
60 S Monroe Avenue	City of Covington	0.40	5900	G 9	98%	0%	1%	0%	0%	0%	F	0.095	F		6400	G
$\smile$	Tou	US 220	N Alleghany	Ave.												
60 220 E Madison Avenue	City of Covington	0.12			98%	0%	1%	0%	0%	0%	F	0.081	F		14000	G
	To		Highland Ave													
60 220 East Madison St	City of Covington	0.26		G 9	93%	1%	1%	1%	5%	0%	С	0.082	F		16000	G
60 220 East Madison St	_ <del></del>				5576	170		1 /0	070	070	J	3.002	•		10000	_
C Madiana Ct	Ton: From:		18 Carpenter S		040/	40/	10/	40/	CO/	00/		0.007			14000	
60 220 E Madison St	City of Covington	0.46		G 9	91%	1%	1%	1%	6%	0%	С	0.087	F		14000	G
	10.	EC	CL Covington													

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

		Fillially al	id interste	alc i tot	1100			Tru				1/		D:-		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1 I raıl	21 rail		Factor		Factor		
Madian Ct	All and any Car		CL Covingto		040/	40/	40/	40/	<b>CO</b> /	00/	_	NIA			42000	0
60 220 Madison St	Alleghany Cou	unty 0.62	13000	G	91%	1%	1%	1%	6%	0%	г	NA			13000	G
~~~	To: From:		US 220													
{60}{2 <b>2</b> 0}	Alleghany Cou	unty 0.10	13000	N	91%	1%	1%	1%	6%	0%	N	NA			13000	N
	To: Fron:	I-64 I	East of Covir	ngton												
(60) (60) (220) Ramp to I-64	4 E at Exit 16 Alleghany Cou		NA									NA			NA	
	То:	I-64-E FROM RT			8SOUTH											
~ - ~	From:		S 60; US 22	.0		0 10										
(60) (64) (220)	Alleghany Cou	•										s for this	segme	ent.		_
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	G	77%	1%	1%	1%	20%	0%	F	NA			18000	G
	To: From:		03-696				$\Box$ $\vdash$									
(60) (64) (220)	Alleghany Cou	unty 2.37				See I-64	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	G	77%	1%	1%	1%	20%	0%	F	NA			17000	G
-	To:	BUS US 60 BUS	US 220 Wes	st of Clif	fton Forge		<b>—</b> —									
60 64 220	From:∟ Alleghany Cou						4 for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
(3) (4) (23)	Combined Traffic Estimates for 2 Parallel	•	13000	G	77%	1%	1%	1%	20%	0%	F	NA	J		12000	G
	To:	•	L Clifton Fo					.,.			•					
	From:L Town of Clifton Forge		L Clitton Fo	orge		S00   6/	1 for dir	octional t	roffic ve	dumo oc	timata	s for this	coama	ont		
60 64 220			12000	_									segine	51 IL.	12000	0
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	77%	1%	1%	1%	20%	0%	F	NA			12000	G
	To: From:		L Clifton Fo	rge						_						
(60) (64) (220)	Alleghany Cou	•				See I-64	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
$\Rightarrow \circ \Rightarrow$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	77%	1%	1%	1%	20%	0%	F	NA			12000	G
	To: From:	US 2	220; BUS US	S 60												
(60) (64)	Alleghany Cou	unty 1.78				See I-64	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	10000	G	77%	1%	1%	1%	20%	0%	F	NA			9400	G
	To:	· · ·	R 42, SR 269	0												
60 (64)	From: <b>∟</b> Alleghany Cou		K 42, 5K 20.			See I-64	4 for dire	ectional t	raffic vo	olume es	timate	s for this	seame	ent.		
(60) (64)	Combined Traffic Estimates for 2 Parallel	,	7900	G		1%	1%	1%	20%	0%	F	NA	oogiiik	J. 14.	7400	G
	- F	Troduvays of this route.			1170	170	170	1 /0	20 /0	070	•	INA			7400	O
$\bigcirc$	From:	5.04	SR 269			010	4 ( - 1 - 1 -				·	- ( d-'-				
60 64	Alleghany Cou	•		_								s for this	segme	ent.		_
	Combined Traffic Estimates for 2 Parallel			F	77%	1%	1%	1%	20%	0%	F	NA			7400	F
	From:		ridge County hany County													
60 (64)	Rockbridge Co		y County	Line		See I-64	4 for dire	ectional t	raffic vo	olume es	timate	s for this	seame	ent.		
00) 04)	Combined Traffic Estimates for 2 Parallel		7900	F	77%	1%	1%	1%	20%	0%	F	0.076	U	-	7400	F
	- F			-	, , ,	. 70	. 70	. 70	2070	J /0	•	0.070	•		. 100	•
$\bigcirc$	From	7.00	81-780			010	1 6 0 0 0 0 0				41-a	- f th'-		4		
60 64	Rockbridge Co	•		_								s for this	-		7000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	77%	1%	1%	1%	20%	0%	С	0.134	Α	0.534	7800	Α
	10:		US 60													

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

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT C	A 4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~ = -	From:		T 60WEST &	EAST	0 10										
(60) (64) Ramp	Rockbridge County	0.18			See I-6	34 for dire	ectional t	raffic vo	olume es	imate	s for this	segn	nent.		
~~	From:	I-64, 81- 623 N			201		40/	201	201		0.005		0.500	4700	
(60)	Rockbridge County	0.43		F 95%	0%	2%	1%	2%	0%	С	0.095	F	0.528	1700	F
~~	Poolshridge County		Big Spring D		40/	10/	00/	00/	00/		0.000	F	0.614	1000	F
60)	Rockbridge County	3.09		F 98%	1%	1%	0%	0%	0%	С	0.098	г	0.614	1900	F
~~	From:		Vest of Lexing		407		201	201	201	_	2 225	_	0.704	0000	
60)	Rockbridge County	2.08	3600	F 98%	1%	1%	0%	0%	0%	F	0.095	F	0.721	3800	F
~~~	From:		L Lexington												_
60) Nelson St	City of Lexington	0.25	4000	F 98%	0%	1%	1%	0%	0%	С	0.095	F	0.668	4200	F
~~	To: From:		oods Creek												_
Nelson St	City of Lexington	0.33	5400	F 98%	0%	1%	0%	0%	0%	С	0.097	F	0.648	5800	F
~~~	From:		sgow Street												
60 Nelson St	City of Lexington	0.20	5900	F 98%	0%	1%	1%	0%	0%	F	0.096	F	0.564	6300	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	C	2US 11-P			$\Box$ $\vdash$									
Nelson St	City of Lexington	0.11	7800	F 98%	0%	1%	0%	0%	0%	F	0.087	F	0.555	8300	F
~ ~	To: From:	Ran	dolph Street												
Nelson St	City of Lexington	0.21	7500	F 98%	0%	1%	0%	0%	0%	С	0.095	F	0.576	8000	F
<u>~</u>	To: From:	Spo	otswood Dr												
60 Nelson St	City of Lexington	0.35	13000	F 98%	0%	1%	0%	0%	0%	С	0.097	F	0.564	14000	F
~	To: From:	ECL Lex	xington at US	11											
60 Midland Trail	Rockbridge County	2.15	11000	F 97%	0%	1%	1%	1%	0%	С	0.087	F	0.536	12000	F
<del>~</del>	To: From:	I-81 Ea	st of Lexingto	n		$\Box$ $\vdash$									
60 Midland Trail	Rockbridge County	2.17	13000	F 94%	0%	1%	1%	4%	0%	С	0.093	F	0.546	14000	F
<del></del>	To: From:	81-608 V	W, Pathfinder	Dr		<u> </u>									
60 Midland Trail, James A. Anderson Memorial Hwy	Rockbridge County	0.90	11000	F 94%	0%	1%	1%	5%	0%	С	0.083	F		11000	F
<del></del>	To: From:	WCL	Buena Vista			<u> </u>									
60 Lexington Ave	City of Buena Vista	80.0	10000	F 94%	0%	1%	1%	4%	0%	F	0.094	F	0.501	11000	F
<del>~</del>	Tar	Alle	eghany Ave												
60 Lexington Ave	City of Buena Vista	0.53	10000	F 94%	0%	1%	1%	4%	0%	С	0.096	F	0.501	11000	F
~	To:	В	eech Ave			<u> </u>									
60 29th St	City of Buena Vista	1.31		F 92%	0%	1%	2%	5%	0%	С	0.111	F	0.531	4800	F
~	To:	ECL.	Buena Vista												
60)	Rockbridge County	3.12		F 92%	0%	1%	2%	5%	0%	F	0.089	F	0.504	1300	F
$\overline{\varphi}$	To:		st County Line												
~~. · · · - ·	From:		dge County Li				=0.	4501	001		0.000	_	0.5=0		_
60 Lexington Tpke	Amherst County	9.42	<b>790</b>	F 78%	1%	1%	5%	15%	0%	С	0.086	F	0.579	810	F

# 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	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	05-635 Forks of Buffa	alo											
60 Lexington Tpke	Amherst County	6.92 <b>1300</b>	<b>F</b> 78%	1%	1%	5%	15%	0%	F	0.094	F	0.554	1300	F
<u> </u>	To:	05-778 West of Amhe	erst		$\neg$ $\vdash$									
(60) Lexington Tpke	Amherst County	5.30 <b>2400</b>	<b>F</b> 78%	1%	1%	5%	15%	0%	F	0.080	F	0.626	2400	F
	To	WCL Amherst			—									
(60) Lexington Tpke	Town of Amherst (Maint: 05)		N 78%	1%	1%	5%	15%	0%	Ν	0.080	N	0.626	2400	Ν
(00)	To													
60 E. Lexington Ave	Town of Amherst (Maint: 05)	Bus US 29 Main St 0.45 <b>7200</b>	F 78%	1%	1%	5%	15%	0%	F	0.082	F	0.575	7400	F
60 E. Lexington Ave	Town of Affilierst (Maint: 05)	0.45 7200	F /0%	170	170	3%	1376	076	Г	0.062	Г	0.575	7400	Г
~~~	To: From:	US 29 By-Pass East of A									_			_
60 Richmond Hwy	Town of Amherst (Maint: 05)	0.18 <b>6200</b>	<b>F</b> 90%	2%	1%	1%	6%	0%	С	0.094	F	0.529	6300	F
~	To: From:	ECL Amherst												
(60) Richmond Hwy	Amherst County	4.04 <b>6200</b>	<b>N</b> 90%	2%	1%	1%	6%	0%	Ν	0.094	Ν	0.529	6300	Ν
<u> </u>	To: From:	05-600 Riverville R	Rd											
Pichmand I lung	Amherst County	4.05 <b>2000</b>	<b>F</b> 90%	2%	10/	40/	60/	0%	F	0.005	F	0.624	2000	F
60 Richmond Hwy	Affilierst County	Nelson County Line		270	1%	1%	6%	0%	Г	0.095	Г	0.024	2000	Г
	From:	Amherst County Lin												
60 Richmond Hwy	Nelson County		<b>G</b> 76%	1%	1%	1%	20%	0%	С	0.086	F	0.524	1600	G
	To:	Appomattox County L	Line											
~~	From:	Nelson County Line							_		_			
(60) Anderson Hwy	Appomattox County		<b>G</b> 76%	1%	1%	1%	20%	0%	F	0.097	F	0.520	1000	G
~	From:	Buckingham County I Appomattox County I												
60 James Anderson Hwy	Buckingham County		<b>G</b> 88%	1%	1%	2%	8%	0%	F	0.095	F	0.751	1100	G
60) sames / masicon / my				170		270	070	070	•	0.000	•	0.701	1100	Ū
Lomas Anderson Llus	Puelinghom County	SR 24 Mount Rush		40/	10/	20/	00/	00/		0.00	F	0.554	2500	
[60] James Anderson Hwy	Buckingham County	2.02 <b>2300</b>	<b>G</b> 88%	1%	1%	2%	8%	0%	С	0.09	Г	0.554	2500	G
~~~ <u></u>	To: From:	SR 56 Dentons Corn												
(60) James Anderson Hwy	Buckingham County		<b>G</b> 88%	1%	1%	2%	8%	0%	F	0.084	F	0.57	3400	G
<u> </u>	To: From:	14-633 Buckingham ( 14-633 Oak Hill Ro												
∫60 James Anderson Hwy	Buckingham County		G 88%	1%	1%	2%	8%	0%	F	0.086	F	0.586	4100	G
60) dames / macrosm / my	Buokingham Gounty			170	170	270	070	070	•	0.000	•	0.000	4100	Ŭ
Company Andrews House	Prodein also as County	US 15 Sprouses Corr		40/	40/	40/	<b>F</b> 0/	00/		0.404	F	0.500	2000	
[60] James Anderson Hwy	Buckingham County	8.38 1900 Cumberland County L	<b>G</b> 92%	1%	1%	1%	5%	0%	С	0.101	г	0.580	2000	G
	From:	Buckingham County I												
60 Anderson Hwy	Cumberland County		<b>G</b> 88%	1%	2%	2%	7%	0%	С	0.085	F	0.557	2600	G
,	Tax													
60 45 Anderson Hwy	Cumberland County	2.42 <b>6200</b>	<b>G</b> 92%	1%	1%	1%	5%	0%	F	NA			6600	G
60 45 Anderson Hwy	Cumberiana County			1 /0	1 /0	1 /0	J/0	0 /0	'	INA			0000	J
~ C	To: From:	24-600 Cumberland C												
(60) (45) Anderson Hwy	Cumberland County		<b>G</b> 92%	1%	1%	1%	4%	0%	С	0.083	F		7500	G
~ ~	10:	SR 13 Old Buckinghan	n Rd											

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

		Primary and Intersta	io i toutoo			Tri	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 13 Old Buckingh	am Rd		2, 040	017040	TTTG	211011		1 40101		1 40101		
60 45 Anderson Hwy	Cumberland County	1.34 <b>5500</b>	<b>G</b> 92%	1%	1%	2%	5%	0%	С	0.081	F		5800	G
$\bigcirc$	To	SR 45 East of Cumber	land CH											
60 Anderson Hwy	Cumberland County	6.05 <b>4400</b>	<b>A</b> 94%	0%	1%	1%	4%	0%	С	0.105	Α	0.543	4400	Α
,	To:	Powhatan County	Line											
~~~ <u>`</u>	From:	Cumberland County							_					_
(60)	Powhatan County	4.19 <b>5500</b>	<b>G</b> 94%	0%	1%	1%	4%	0%	F	0.094	F	0.656	5800	G
~~~	To: From:	72-629 Old Tavern Rd; Ta												
60}	Powhatan County	5.41 <b>7200</b>	<b>G</b> 94%	0%	1%	1%	4%	0%	F	0.092	F		7700	G
<u> </u>	To- From:	US 522 Maidens	Rd		$\Box$ $\vdash$									
60 James Anderson Hwy	Powhatan County	1.85 <b>16000</b>	<b>G</b> 95%	0%	1%	2%	2%	0%	F	0.09	F		17000	G
<del>\</del>	To	SR 300 Scottsville	e Rd											
60 James Anderson Hwy	Powhatan County	5.01 <b>22000</b>	<b>G</b> 95%	0%	1%	2%	2%	0%	F	0.091	F		24000	G
,	To	72-622 Dorset R	0.4											
60 James Anderson Hwy	Powhatan County	2.88 <b>25000</b>	<b>G</b> 95%	0%	1%	2%	2%	0%	С	0.099	F		27000	G
ouries / indersor i iwy	- Committee			070		270	270	070	Ü	0.000	•		27000	Ü
Jomes Anderson Huar	Powhatan County	72-676 Urbine F 2.22 <b>28000</b>	G 95%	0%	1%	2%	2%	0%	F	0.097	F		30000	G
60 James Anderson Hwy	Fownatan County	Chesterfield County		U70	170	270	270	0%	Г	0.097	Г		30000	G
	From:	Powhatan County												
60 Midlothian Tpke	Chesterfield County	1.36 29000	N 99%	0%	0%	0%	0%	0%	Ν	0.096	Ν	0.680	31000	Ν
	To	20-607 Huguenot Spr	rings Rd											
60 Midlothian Tpke	Chesterfield County	1.33 <b>29000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.096	F	0.680	31000	G
00)	то.													_
60 Midlothian Tpke	Chesterfield County	SR 288 0.63 <b>29000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.096	N	0.680	31000	G
Midlothian Tpke	Offication Goding			070	<u> </u>	070	070	070	·	0.000	14	0.000	31000	O
Midlathian Tales	From:	20-667 Otterdale		00/	-00/	00/	00/	00/		0.000	N.I	0.000	24000	
Midlothian Tpke	Chesterfield County	1.46 <b>32000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.096	N	0.680	34000	G
~~	To: From:	20-754 Coalfield												
60 Midlothian Tpke	Chesterfield County	2.26 <b>40000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.087	F	0.585	43000	G
<del>~</del>	To- From:	SR 147 Huguenot	t Rd											
60 Midlothian Tpke	Chesterfield County	1.79 <b>51000</b>	<b>A</b> 99%	0%	0%	0%	0%	0%	С	0.101	Α	0.514	54000	Α
<u> </u>	To:	20-675 Robius F	Rd		$\neg$ $\vdash$									
60 Midlothian Tpke	Chesterfield County	1.12 61000	<b>G</b> 99%	0%	0%	0%	0%	0%	F	NA			66000	G
	To	SR 76 Powhite Pl	bun											
60 Midlothian Tpke	Chesterfield County	0.95 <b>50000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	NA			54000	G
	T. Solomoid County			3,0		2,0	0,0	- 70	•				3.000	•
Midlethian Toke	Chesterfield County	20-678 Providence 1.30 <b>52000</b>	e Rd <b>G</b> 99%	0%	0%	0%	0%	0%	F	NA			56000	G
Midlothian Tpke	Chesternela County			U70	U 70	U70	U70	U70	Г	INA			30000	G
~~ <u>-</u>	To: From:	SR 150 Chippenham Pkwy; V			_}			_						
60 Midlothian Tpke	City of Richmond	0.38 42000	<b>G</b> 99%	0%	0%	0%	0%	0%	F	NA			45000	G
~	To:	Carnation St												

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

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:	Carnation S													
60 Midlothian Tpke	City of Richmond	1.78 <b>27000</b>	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.604	29000	G
~	To: From:	SR 161 Belt I				$\Box$									
60 Midlothian Tpke	City of Richmond	0.62 <b>20000</b>	G	98%	1%	1%	0%	0%	0%	F	NA			21000	G
~	To: From:	Roanoke S Midlothian T													
60 Roanoke St	City of Richmond	0.45 <b>9200</b>	рке <b>G</b>	99%	1%	1%	0%	0%	0%	С	0.097	F	0.663	9900	G
60 Roanoke St	To:	Forest Hill A		3370	1 /0	170	076	070	070	C	0.031	•	0.003	3300	J
	From:	Roanoke S													
60 Forest Hill Ave	City of Richmond	0.22 <b>24000</b>	G	99%	1%	1%	0%	0%	0%	F	NA			27000	G
~ <i>/</i>	To:	Semmes Av													
~~ .	From:	Forest Hill A								_		_			_
60 Semmes Ave	City of Richmond	1.13 <b>24000</b>	G	99%	0%	1%	0%	0%	0%	С	0.099	F	0.665	26000	G
~	Tou From:	US 1, US 301 Cow	ardin Av												
60 Semmes Ave	City of Richmond	0.56 <b>15000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			16000	G
~	To:	Manchester Bi													
Manahastar Pridas	City of Richmond	0.49 Semmes Av	G G	99%	0%	1%	0%	0%	0%	F	NA			17000	G
Manchester Bridge	City of Richmond	9th St	<u> </u>	99%	0%	1%	0%	0%	0%	Г	INA			17000	G
	From:	Manchester Bi	ridge			-									
60 9th St	City of Richmond	0.25 <b>8700</b>	G	99%	0%	1%	0%	0%	0%	F	NA			9400	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 17000	G	99%	0%	1%	0%	0%	0%	F	NA			19000	G
	To:	SR 147 Cary	St												
<b>~</b> ~	From:	SR 147; 9th													
60 Cary St	City of Richmond	0.45 <b>6000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			6500	G
~	Combined Traffic Estimates for 2 Parallel Roadways		G	99%	0%	1%	0%	0%	0%	F	NA			18000	G
	To:	US 360 14th S US 360 14th													
60 (360) 14th St	City of Richmond	0.08 13000	N N	98%	1%	1%	0%	0%	0%	N	0.100	N	0.673	13000	N
60 ( 360 ) 14th St	To:	RT 360/MAIN S'		3070	170		070	070	070	11	0.100	14	0.073	13000	
	From:	14th St													
60 360 Main St	City of Richmond	0.30 <b>17000</b>	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.623	18000	G
~~	To:	RT 360													
~~	From:	US 360, 18th								_				.=	_
60) Main St	City of Richmond	0.18 <b>16000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			17000	G
<u> </u>	To: From:	21st St													
60 Main St	City of Richmond	0.25 <b>16000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			17000	G
<del>~</del>	To. From:	25th St													
60 5 Main St	City of Richmond	0.30 16000	G	99%	0%	0%	0%	0%	0%	F	NA			18000	G
	To:	Williamsburg	Rd												
~~	From:	Main St													
60 Williamsburg Ave	City of Richmond	0.46 <b>9700</b>	G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.644	10000	G
<u> </u>	To:	Stoney Run	Dr												

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	Williamsburg	Ave												
60 Stoney Run Dr	City of Richmond	0.50 <b>1500</b>	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.616	1600	G
~	To:	Government l	Rd												
~~	From:	Stoney Run I													
60 Government Rd	City of Richmond	0.73 <b>5400</b>	G	97%	1%	1%	1%	1%	0%	F	0.095	F		5700	(
<del>~</del>	To:	Williamsburg													
\\\\!IIiaaaha Dd	Oit of Dishapped	Government I		070/	00/	40/	40/	40/	00/	F	0.000	_	0.500	44000	(
Williamsburg Rd	City of Richmond	0.39 <b>10000</b>	G	97%	0%	1%	1%	1%	0%	г	0.089	F	0.560	11000	
~	To: From:	ECL Richmo	nd												
60 Williamsburg Rd	Henrico County	0.57 <b>16000</b>	F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.519	17000	
~	To	Charles City l	Rd.												
60 Williamsburg Rd	Henrico County	1.54 <b>13000</b>	F	97%	0%	1%	1%	1%	0%	С	0.086	F	0.505	14000	
50 Ya	-			0.70	0,0		. , 0	.,,	0,0	•	0.000	•	0.000		
~	From:	Laburnum Av													
(So) Williamsburg Rd	Henrico County	1.23 <b>16000</b>	F	94%	1%	1%	1%	3%	0%	С	0.087	F	0.553	18000	
~~	To: From:	SR 156 Airpor	Dr			<u> </u>									
(156) Williamsburg Rd	Henrico County	1.48 <b>12000</b>	F	94%	1%	1%	1%	3%	0%	F	0.089	F	0.504	14000	
	To	SR 33 Nine Mil	- D.1												
(33) (156) Williamsburg Rd	From: Henrico County	1.40 <b>13000</b>	F F	94%	1%	1%	1%	3%	0%	F	0.092	F	0.52	14000	
0 33 156 Williamsburg Rd	Tierinco County	1.40 13000	Г	94 /0	1 /0	1 /0	1 /0	3/0	0 /6		0.092		0.52	14000	
~	To: From:	I-295													
(33) (156) Williamsburg Rd	Henrico County	2.24 <b>13000</b>	Α	93%	1%	1%	1%	4%	0%	С	0.120	Α	0.552	14000	
	To:	SR 156; Elko													
~	From:	SR 156 Elko		2001	40/		407	407	00/	_	0.000	_	0.004	0.400	
(33) Williamsburg Rd	Henrico County	1.85 <b>8600</b>	F	93%	1%	1%	1%	4%	0%	F	0.093	F	0.624	9400	
~	From:	New Kent Count													
Pocahontas Trail	New Kent County	Henrico County 0.91 <b>13000</b>	G	93%	1%	1%	1%	4%	0%	F	0.081	F		14000	
O 33 Pocahontas Trail	New Rent County	0.91 13000	<u> </u>	9376	1 /0	1 /0	1 /0	4/0	0 /6		0.001			14000	
~~	To: From:	SR 33 Bottoms I	Bridge												
60 Pocahontas Trail	New Kent County	4.03 <b>9400</b>	G	95%	0%	1%	1%	2%	0%	F	0.09	F		10000	
~	To:	SR 106													
Pocahontas Trail	New Kent County	2.62 <b>5700</b>	G	95%	0%	1%	1%	2%	0%	F	0.094	F		6100	
00)															
~~	From:	63-615 Mountcas		050/	20/		407	201	00/	_	0.000			7000	
Pocahontas Trail	New Kent County	2.88 <b>6500</b>	G	95%	0%	1%	1%	2%	0%	С	0.096	F		7000	
~	To: From:	SR 155 Providence	e Forge			-									
Pocahontas Trail	New Kent County	8.58 <b>4900</b>	G	95%	0%	1%	1%	2%	0%	F	0.093	F		5200	
ン	To:	James City Count	y Line												
~	From	New Kent Count	y Line												
Richmond Rd	James City County	5.05 <b>6400</b>	F	97%	1%	1%	1%	0%	0%	F	0.089	F	0.645	6500	
~	To:	SR 30 North of 7	- Coance												
Richmond Rd	James City County	3.12 <b>15000</b>	F	97%	1%	1%	1%	0%	0%	F	0.089	F	0.574	15000	
Richmond Rd	James City County	47-607 Croaker		J1 /0	1 /0	1 /0	1 /0	0 /0	0 /0	1	0.003	1	0.574	13000	,

# 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:	47-60	7 Croaker Rd												
60 Richmond Rd	James City County	2.85	20000 F	97%	1%	1%	1%	0%	0%	С	0.087	F	0.551	22000	F
<del>~</del>	To	47-614	Centerville Rd												
60 Richmond Rd	James City County	0.15	25000 F	97%	1%	1%	1%	0%	0%	F	0.085	F	0.54	27000	F
<u> </u>	Too		SR 199												
60 Richmond Rd	James City County		14000 F	97%	1%	1%	1%	0%	0%	F	0.087	F	0.62	15000	F
35)	To		Olde Towne Rd												
Richmond Rd	James City County		22000 N	98%	0%	1%	0%	0%	0%	Ν	0.079	Ν	0.523	24000	N
60)	ournes only essenty				070		070	070	070	.,	0.070		0.020	21000	
Richmond Rd	City of Williamsburg		Williamsburg F	98%	0%	1%	0%	0%	0%	F	0.079	F	0.523	24000	F
60 Richmond Rd	City of Williamsburg			90%	0%	170	0%	076	0%	Г	0.079	Г	0.525	24000	Г
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		onbound Rd							_		_			_
Richmond Rd	City of Williamsburg		24000 F	98%	0%	1%	0%	0%	0%	С	0.082	F	0.562	25000	F
	From:		Bypass Rd chmond Rd												
60 Bypass Rd	City of Williamsburg		25000 F	99%	0%	0%	0%	0%	0%	С	0.076	F	0.548	27000	F
<del>55)</del>	то-	NCI	Williamsburg												
60 Bypass Rd	York County		25000 N	99%	0%	0%	0%	0%	0%	N	0.076	Ν	0.548	27000	Ν
90) 2)200 110	. o.n. Jeanny				0,0		0,0	0,0	0,0		0.0.0		0.0.0	2.000	•
60 Bypass Rd	City of Williamsburg		Williamsburg  15000 F	98%	0%	1%	0%	0%	0%	С	0.085	F	0.516	16000	F
60 Bypass Rd	City of Williamsburg			90 /0	076	1 /0	0 /6	070	0 /6	C	0.003	-	0.510	10000	
~~	To: From:		arkway Dr	000/	00/		00/	00/	201		0.004		0.544	10000	
60 Bypass Rd	City of Williamsburg	0.16	12000 F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.511	13000	F
~	To: From:		pitol Landing Rd												
60 (5) Page St	City of Williamsburg	0.31	14000 F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.519	15000	F
<del>*</del>	To: From:	Sec	cond Street												
60 (5) Page St	City of Williamsburg	0.25	15000 F	98%	1%	1%	0%	0%	0%	С	0.083	F	0.564	16000	F
$\sim$	To:		ayette St; York St												
60 York St	City of Williamsburg		ayette St; Page St	97%	1%	1%	0%	0%	0%	С	0.08	F	0.508	13000	F
60 York St	City of Williamsburg			31 /0	1 /0	1 70	0 70	070	070	C	0.00	'	0.500	13000	'
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From		Williamsburg	070/	40/		00/	007	201	_	0.000	_	0.50	2000	_
Pocahontas Trail	James City County	1.34	7600 F	97%	1%	1%	0%	0%	0%	F	0.092	F	0.53	8300	F
<u> </u>	To: From:		SR 199												
60 Pocahontas Trail	James City County		21000 G	93%	2%	1%	1%	3%	0%	F	0.092	N	0.53	20000	G
~	From:		County Line												
60 Pocahontas Trail	York County	0.31	7600 N	97%	1%	1%	0%	0%	0%	Ν	0.092	N	0.53	8300	Ν
00) - 303.10.1130	- Tork County				. 70	- ,,,	0 / 0	570	J /0	•	0.502	••	0.00	2300	.,
Possbontas Trail	York County		to Busch Gardens	93%	2%	1%	1%	3%	0%	F	0.086	F	0.538	11000	F
Pocahontas Trail	TOIR County		City County Line	9370	∠70	1 70	I 70	370	U70	Г	0.000	Г	0.556	11000	٦
	From:		County Line												
60 Pocahontas Trail	James City County	3.10	8600 F	93%	2%	1%	1%	3%	0%	С	0.096	F	0.588	9400	F
<del></del>	To:	NCL 1	Newport News												

6/30/2011

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

			nd Intersta					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	James	City County	Line												
60 Warwick Blvd	City of Newport News	1.70	10000	F	93%	2%	1%	1%	3%	0%	F	0.088	F	0.538	11000	F
~	To: From:	•	Yorktown Rd				$\Box$ $\vdash$									
60 Warwick Blvd	City of Newport News	1.61	15000	F	94%	0%	1%	3%	2%	0%	С	0.086	F	0.518	16000	F
<del></del>	To	SR 1	05 Ft Eustis 1	Blvd												
60 Warwick Blvd	City of Newport News	1.68	26000	F	94%	0%	1%	3%	2%	0%	F	0.082	F	0.561	28000	ı
<del>~</del>	To:		Snidow Blvd				$\neg$ $\vdash$									
60 Warwick Blvd	City of Newport News	1.66	39000	F	99%	0%	1%	0%	0%	0%	С	0.084	F	0.516	41000	-
<i>⇒</i>	To	Т	Denbigh Blvd													
60 Warwick Blvd	City of Newport News	0.78	34000	F	99%	1%	0%	0%	0%	0%	С	0.085	F	0.507	37000	-
9)	To:		Bland Blvd				—									
60 Warwick Blvd	City of Newport News	1.45	31000	F	99%	1%	0%	0%	0%	0%	F	0.088	F	0.51	33000	
<u></u>	To	0	yster Point R	A												
60 Warwick Blvd	City of Newport News	2.39	28000	F	99%	0%	0%	0%	0%	0%	С	0.089	F	0.541	29000	
00)	To	D	C1- D	- 1												
60 Warwick Blvd	City of Newport News	0.89	ep Creek Ro 31000	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.579	34000	
60) Walwick Biva	- The work is the same of the			-	0070	070	- O70	070	070	070	•	0.000	•	0.070	04000	
60 Warwick Blvd	City of Newport News	1.07	yde Morris B 25000	Ivd <b>F</b>	99%	1%	0%	0%	0%	0%	С	0.094	F	0.559	27000	
60 Warwick Blvd	City of Newport News				3370	1 70	078	0 70	070	076	C	0.034	'	0.559	21000	
60 Warwick Blvd	City of Newport News	н 1.49	arpersville R 25000	d F	99%	1%	0%	0%	0%	0%	F	0.094	F	0.627	27000	
60 Warwick Blvd	City of Newport News			Г	9970	170	0%	0%	U76	0%	Г	0.094	г	0.627	27000	
~~	To: From:		Main Street	_	000/	40/	00/	00/	00/	00/		0.407	_	0.000	22200	
60 Warwick Blvd	City of Newport News	1.08	21000	F	98%	1%	0%	0%	0%	0%	С	0.107	F	0.696	23000	l
~~	To- From:		Mercury Blvd													
60 Warwick Blvd	City of Newport News	0.61	22000	F	99%	1%	0%	0%	0%	0%	С	0.129	F	0.854	23000	
	From:		untington Av Varwick Blvc													
60 Huntington Ave	City of Newport News	1.24	9400	F	99%	1%	0%	0%	0%	0%	F	0.164	F		10000	
3	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	21000	F	98%	1%	0%	0%	0%	0%	F	0.131	F	0.874	23000	
	To:		50th St													
60 Huntington Ave	City of Newport News	0.55	11000	F	98%	0%	1%	0%	0%	0%	С	0.141	F		12000	
30)	Combined Traffic Estimates for 2 Parallel Roadway			F	99%	0%	1%	0%	0%	0%	F	0.129	F	0.669	23000	
	To		39th St				<u> </u>									
60 Huntington Ave	From: City of Newport News	0.50	11000	F	98%	0%	1%	0%	0%	0%	F	0.199	F		12000	
00)	Combined Traffic Estimates for 2 Parallel Roadway			F	98%	0%	1%	0%	0%	0%	F	0.200	F	0.760	15000	
	To:		29th St	-		- / 0		- , •	- / 0	- / 0			•		. 5000	
60 Huntington Ave	City of Newport News	0.28	5100	F	98%	0%	1%	0%	0%	0%	F	0.144	F		5500	
00) 1 1311111910117110	Combined Traffic Estimates for 2 Parallel Roadway			F	99%	0%	1%	0%	0%	0%	F	NA	•		8900	
	To:	o on this route.	25th St	•	3370	070	170	0 /0	0 / 0	070		14/-1			0300	'

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

-		Filliary a						Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	H	Huntington Av	/e			27 040	017000	TTTGII	211011		1 40101		1 40101		
60 25th St	City of Newport		1500	F	92%	6%	1%	0%	1%	0%	С	0.128	F		1600	F
	Tai		Jefferson Ave													
(60) 25th St	City of Newport		2500	F	92%	6%	1%	0%	1%	0%	F	0.096	F		2700	F
(80) 25 51	Combined Traffic Estimates for 2 Paralle			F	94%	4%	1%	0%	0%	0%	F	NA	•		5000	F
	To:				0.70	.,,		0,0	0,0	0,0	•				0000	•
60 25th St	From: City of Newport		Roanoke Ave 2200	F	92%	6%	1%	0%	1%	0%	F	0.087	F	0.586	2300	F
(60) 2511 51	Combined Traffic Estimates for 2 Paralle			F	92%	6%	1%	0%	0%	0%	F	NA	'	0.500	3600	F
	Combined Traine Estimates for 21 arange	ei Moduways off this Modie.			92 /0	070	1 70	076	070	070	'	INA			3000	'
(60) 25th St	City of Newport	t News 0.53	26th St <b>4200</b>	F	92%	6%	1%	0%	1%	0%	F	0.088	F	0.563	4500	F
(60) 25th St	City of Newport		WCL Hampton		9270	070	170	0%	170	0%	Г	0.000	Г	0.505	4300	Г
	From:		L Newport N													
60 Kecoughtan Rd	City of Hamp	oton 1.18	5200	F	96%	3%	1%	0%	0%	0%	С	0.095	F	0.530	5500	F
	Ta	p	owhatan Pkw	737												
60 Kecoughtan Rd	City of Hamp		6000	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.541	6400	F
	Tech															
60 Kecoughtan Rd	From: City of Hamp	1 oton 1.04	Lasalle Ave	F	98%	1%	1%	0%	0%	0%	С	0.092	F	0.552	8600	F
(60) Kecoughtan Rd	Oity of Flamp				3070	1 /0	170	070	070	070	O	0.032	'	0.552	0000	'
C Kanada Ri	From		143 Victoria I		000/	40/		00/	00/	00/		0.007	_	0.500	44000	F
60 143 Kecoughtan Rd	City of Hamp		tlers Landing	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.522	11000	F
	From:		tiers Landing Kecoughtan R													
60 (143) Settlers Landing Rd	City of Hamp		15000	F	97%	1%	1%	0%	0%	0%	С	0.094	F	0.528	16000	F
	To:	QD 1	34 Armistead	1 Ανα												
60 143 Settlers Landing Rd	From: City of Hamp		13000	F	97%	1%	1%	0%	0%	0%	F	0.095	F	0.555	14000	F
60) (143) Semiore Earnaming Fita					0.70	.,,		0,0	0,0	0,0	•	0.000	•	0.000		•
60 (143) Settlers Landing Rd	City of Hamp	ton 0.67	Eaton St 17000	F	97%	1%	1%	0%	0%	0%	F	0.09	F	0.577	18000	F
Settlers Landing Rd	City of Flamp	0.07			91 /0	1 /0	1 /0	0 /6	076	0 /6		0.09	-	0.577	10000	-
~~-	To: From:		I-64													
(60) (60) Ramp	City of Norfolk (M		7100	G	96%	0%	1%	1%	3%	0%	F	NA			390	G
	From:	I-64-E FROM RT	S 60 & 143S 50 SR 143 Tvl		RS LAND											
60 (64) Hampton Roads Beltw	vay City of Hampton (N		00 SIC 143 1 yr	ici St		See I-6	4 for dire	ectional to	raffic vo	olume es	timate	s for this	seam	nent.		
00) (04)	Combined Traffic Estimates for 2 Paralle	,	87000	F	96%	1%	1%	0%	2%	0%	F	0.067	•	0.541	89000	F
	To:		169 Mallory	· C4				-,-			-					-
60 (64) Hampton Roads Bridg	ge Tunnel City of Hampton (N		109 Manory	St		See I-6	4 for dire	ectional to	raffic vo	olume es	timate	s for this	seam	nent		
60 64 Hampton Roads Bridg	Combined Traffic Estimates for 2 Paralle		85000	Α	97%	1%	1%	0%	2%	0%	С	0.079	A	0.513	88000	Α
	To:		WCL Norfolk		31 /0	1 /0	170	070	2/0	070	C	0.073	^	0.515	00000	^
	From:		ECL Hamptor													
60 (64) Hampton Roads Bridg	ge Tunnel City of Norfolk (M	Maint: 64) 0.09				See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
$\sim$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	85000	Α	97%	1%	1%	0%	2%	0%	С	NA			88000	Α
	To-		Bayville St													

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

Douto	luvia di ati an	Pilitary ar				Due		Tru	ıck		00	K	OK	Dir	AAWDT	014
Route	Jurisdiction		AADT	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVI
Hampton Boods Boltway	City of Norfalk (Mai		Bayville St			Soo   64	1 for d	irootional t	roffic ve	dumo oo	timata	o for this	0000	oont		
60 Hampton Roads Beltway	City of Norfolk (Mai combined Traffic Estimates for 2 Parallel I	,	96000	G	96%	1%	101 di 1%	irectional t 0%	2%	onume es 0%	umate F	S for this NA	segn	ient.	88000	G
C	To:	,	4th View St	_	90%	170	170	0%	270	0%	Г	INA			00000	G
	From:		TO 4TH VII													
60 (64) Ramp	City of Norfolk (Mai	nt: 64) 0.17				See I-64	1 for di	irectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\sim$ $\sim$	To:		I-64 W				_									
60 4th View St	City of Norfolk (Mai	int: 64) 0.25	I-64 <b>12000</b>	G	98%	0%	1%	0%	0%	0%	С	0.093	F	0.571	13000	G
50) 411 VIEW St	To:		n View Ave	_	3070	070	170	070	070	070	O	0.000	'	0.57 1	13000	
	From:		4th View St													
60 Ocean View Ave East	City of Norfolk	k 0.95	15000	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.523	16000	G
<del>~</del>	To	US	460 Granby	St			┰									
60 Ocean View Ave East	City of Norfolk	k 0.47	18000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.561	20000	G
<del>***</del>	To	SR 194	1 Chesapeak	e Blvd												
60 Ocean View Ave East	City of Norfolk		15000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.539	16000	G
	To		18 Cape Vie	A												
Ocean View Ave East	From: City of Norfolk		17000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.513	18000	(
50)	5, c					.,,		0,0	0,0	0,0	•	0.000	•	0.0.0	.0000	
60 Shore Dr	City of Norfolk		21st Street 23000	G	98%	1%	1%	0%	0%	0%	С	0.090	F	0.537	24000	(
Shore Dr	City of Norton				90%	170	170	0%	U70	0%	C	0.090	Г	0.557	24000	
~	To: From:		O Little Cree								_		_			
Shore Dr	City of Norfolk		33000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.556	34000	(
~	10: From:		L Virginia Be ECL Norfolk				-+									
60 Shore Dr	City of Virginia Be		30000	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.522	31000	
00)	To-								-,-		•		-			
60 Shore Dr	From:  City of Virginia Be		Diamond Sp. <b>25000</b>	rings Ro	99%	0%	0%	0%	0%	0%	F	0.092	F	0.515	26000	(
Shore Dr	City of Virginia Be				3370	070	0 70	0 70	070	070	'	0.032	'	0.515	20000	
Ol B.:	From:		Independen		000/	00/		00/	00/	00/		0.000		0.504	40000	_
Shore Dr	City of Virginia Be	each 1.05	17000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.581	18000	G
~	To: From:		Northampto													
60 Shore Dr	City of Virginia Be	each 0.66	38000	Α	99%	0%	0%	0%	0%	0%	С	0.102	Α	0.616	39000	P
~	To: From:	]	Bay Lake Rd	i												
60 Shore Dr	City of Virginia Be	each 2.60	36000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.562	38000	C
~	To	SR 27	79 Great Nec	ck Rd			_									
Shore Dr	City of Virginia Be		15000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.554	15000	C
	Tax		State Park l	Entrance												
60 Shore Dr	From:— City of Virginia Be		11000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.529	12000	G
00)	To:		Atlantic Ave					-,3			-		-			
~~~	From:		83rd St													
60 Atlantic Ave	City of Virginia Be	each 2.07	15000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.534	15000	G
~	To:		50th St													

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

		Primary and inte		4.50			Tru	ıck-			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	50th S	it			ZAXIE	3+AXIE	TITAL	ZITall		racior		racior		
60 Atlantic Ave	City of Virginia Beach	0.59 <b>2000</b>		99%	0%	0%	0%	0%	0%	F	0.076	F	0.584	20000	G
(00)	To:	Pacific A				Ť	-,-	-,-		-		-			_
~~	From:	Atlantic													
(60) Pacific Ave	City of Virginia Beach	0.73 <b>2000</b>	0 G	99%	0%	0%	0%	0%	0%	F	0.075	F	0.584	21000	G
<u> </u>	To: From:	US 58 Las	kin Rd												
60 Pacific Ave	City of Virginia Beach	0.65 <b>1700</b>	0 G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.543	17000	G
$\stackrel{\smile}{\smile}$	To:	22nd :	St			$\neg$ $\vdash$									
Pacific Ave	City of Virginia Beach	0.07 <b>1800</b>		99%	0%	0%	0%	0%	0%	Ν	0.068	Ν	0.535	19000	Ν
	To:	21st S	t												
60 Pacific Ave	City of Virginia Beach	0.27 <b>1800</b>		99%	0%	0%	0%	0%	0%	F	0.068	F	0.535	19000	G
(80) . acms / 110	5y 6. 7ga 26a6						0,0	0,0	0,0	•	0.000	•	0.000	.0000	•
60 Atlantic Ave	City of Virginia Beach	17th S 1.15 <b>800</b> 0		98%	0%	1%	0%	0%	0%	F	0.08	F	0.530	8900	G
60 Atlantic Ave	To-	5th S		30 /0	070	170	0 /0	070	070	•	0.00	•	0.550	0300	G
	From	US 60 TO I-0													
Ramp	Alleghany County	0.27 <b>NA</b>	4 EA31								NA			NA	
(60) Ramp	To:	I-64-E FROM RT 60WES	T & EAST	AND RT							1471			14/1	
	From	US 60 TO I-6													
(60) (60) Ramp	Alleghany County	0.11 <b>NA</b>	H WEST								NA			NA	
(00) (dp)	To:	I-64-W FROM RT 60W	EST AND	RT 159											
	From:	US 6	)			i									
Ramp to I-64 W at Exit 16	Alleghany County	0.08 <b>NA</b>									NA			NA	
(60)	To:	I-64 V													
	From:	US 60	E			ì									
(60) (220) Ramp to I-64 E at Exit 16	Alleghany County	0.28 <b>NA</b>									NA			NA	
	To	I-64 I	Ξ												
	From:	7US 60-P; 81-623	I-64-W050	)A											
Ramp	Rockbridge County	0.20 <b>NA</b>				•					NA			NA	
	To:	I-64-W FROM RT 60WE	ST & EAST	Г @ RT 62											
	From	7US 60-P US 60	I-64-E050	4											
Ramp	Rockbridge County	0.26 <b>NA</b>									NA			NA	
$\bigcirc$	To:	I-64-E FROM RT 60	WEST & 1	EAST											
-	From:	Ramps US 60 E060A	; US 60 W	060A											
Ramp to I-81 S at Exit 188	Rockbridge County	0.21 <b>NA</b>									NA			NA	
<u>~</u>	To:	I-81 ľ	1												
~~	From:	Ramps US 60 E060E	; US 60 W	060B											
Ramp to I-81 N at Exit 188	Rockbridge County	0.16 <b>NA</b>									NA			NA	
<u> </u>	To	I-81 I													
~~	From:	US 60-E267A F													
(60) Ramp	City of Newport News (Maint: 9	<u>,                                      </u>									NA			NA	
<u> </u>	To:	I-664-E FROM 23RD 8	26TH ST	REETS											

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

		Primary and Interstate Route	25											
Route	Jurisdiction	Length AADT QA 4	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
(60) Ramp	City of Newport News (Maint: 99	4US 60-P000B FROM HUN 0) 0.18 <b>NA</b> 1-664-W FROM 23RD & 26TH STRE	ETS							NA			NA	
60 Ramp	City of Norfolk (Maint: 64)	US 60 Settlers Landing Rd 0.13 <b>7100 G</b> I-64 East	96%	0%	1%	1%	3%	0%	F	NA			390	G
60 Ramp	City of Hampton (Maint: 99)	SR 143; 2US 60-P I-64-W267A 0.17 <b>8300 F</b> I-64-W FROM RT 60 & 143SETTLERS	LANDI							0.084	F		8300	F
60 Ramp	City of Norfolk (Maint: 64)	I-64-E273A US 60 FROM & TO IS  0.17 NA  I-64-E FROM 4TH VIEW STRT 6								NA			NA	
60 Ramp	City of Norfolk (Maint: 64)	US 60 I-64-W273A FROM & TO IS  0.18 NA  I-64-W FROM 4TH VIEW STREETR								NA			NA	
East 60 Ramp toward I-81 S at Exit 188	Rockbridge County	US 60 E 0.04 <b>NA</b> Ramp US 60 60 A								NA			NA	
East 60 Ramp toward I-81 N at Exit 188	Rockbridge County	US 60 E 0.05 <b>NA</b> Ramp US 60 60 B								NA			NA	
East 60 Ramp	From: Henrico County To:	US 60 TO RT 295 EAST 0.42 <b>870 G</b> I-295-E028X FROM RT 60 EAST								NA			870	G
East 60 Ramp	Henrico County	US 60 TO RTS 295 WEST & 64 0.23 <b>1200 G</b> I-295-W028X FROM RT 60 EAST	Γ							NA			1200	G
East 60 Ramp	City of Newport News (Maint: 99	US 60 TO ROUTE 664 EAST								NA			NA	
East 60 Ramp	City of Newport News (Maint: 99	US 60 TO ROUTE 664 WEST  0) 0.22 NA  4US 60-P000B FROM HUN								NA			NA	
West 60 Ramp toward I-81 S at Exit 188	Rockbridge County	US 60 W 0.03 <b>NA</b> Ramp US 60 60 A								NA			NA	
West 60 Ramp toward I-81 N at Exit 188	Rockbridge County	US 60 W 0.07 <b>NA</b> Ramp US 60 60 B								NA			NA	
West 60 Ramp	Henrico County	US 60 TO RT 295 EAST 0.23 <b>2000 G</b> 1-295-E028X FROM RT 60 WEST	r							NA			2000	G

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

_		1 Illiary ar						Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Vest	From:		RTS 295 W		64							NIA			0.400	_
60 Ramp	Henrico Cou	unty 0.39 I-295-W028	3400 Y EDOM D	<b>G</b>	FST							NA			3400	G
	From:		nchester Bri		LOT											
60 8th St	City of Richm		8600	G	99%	0%	1%	0%	0%	0%	F	NA			9300	G
90)	Combined Traffic Estimates for 2 Paralle			G	99%	0%	1%	0%	0%	0%	F	NA			19000	(
	To		Canal St													
βρ 8th St	City of Richn	nond 0.15	8400	G	99%	0%	1%	0%	0%	0%	F	NA			9500	G
\$*)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	17000	G	99%	0%	1%	0%	0%	0%	F	NA			19000	C
	To:		Main St													
60 Main St	City of Richm	nond 0.37	8th St 9900	G	99%	0%	1%	0%	0%	0%	F	NA			11000	(
60 Main St	Combined Traffic Estimates for 2 Paralle			G	99%	0%	1%	0%	0%	0%	F	NA			18000	(
	To:	Troadways off tills route.	14th St		3370	070	170	070	070	070	•	INA			10000	
	From:	I-64-W FROM OCE.	AN VIEW	AVE60	PARALLE	EL										
60 (60) Ramp	City of Norfolk (M	Maint: 64) 0.03	NA				_					NA			NA	
	To:		I-64 W				<u> </u>									
60 Ocean View Ave	City of Norf	olk 1.96	6400	G	98%	1%	1%	0%	0%	0%	С	0.120	F	0.661	7100	(
<b>P</b> )	To		4th View St													
~~~	From:	2US 60-P I-64-		EAN V	IEW A											
₆₀ Ramp	City of Norfolk (M		NA									NA			NA	
~	To:	I-64-W FROM OCE.		AVE60	PARALLE	EL										
/ Namerials Diver	From:	t Name 4 04	US 60		000/	40/	40/	00/	007	00/	_	0.004	_		42000	
60 Warwick Blvd	City of Newport		12000	F	98%	1%	1%	0%	0%	0%	C F	0.204	F F	0.074	13000	
	Combined Traffic Estimates for 2 Paralle	a Roadways on this Route.		F	98%	1%	0%	0%	0%	0%	Г	0.131	Г	0.874	23000	-
Warniels Blud	From:	t News 0.59	50Th St	F	99%	0%	00/	00/	0%	00/	F	0.173	F		12000	F
60 Warwick Blvd	City of Newport Combined Traffic Estimates for 2 Paralle			F		0%	0%	0% 0%	0% 0%	0%		0.173	F	0.669	12000 23000	r F
	Combined Traffic Estimates for 2 Parallel	FI ROAGWAYS OF THIS ROUTE.		Г	99%	0%	1%	0%	076	0%	г	0.129	Г	0.009	23000	r
~	From:		38Th St	F	99%	0%	0%	0%	0%	0%	С	0.236	F		3400	F
} Monujak Dlvd	City of Novemore	· Nous		Г	9970	0%	1%	0%	0%	0%	_	0.230	F	0.760	15000	ı
60 Warwick Blvd	City of Newport			_	0.00/				U /0	U /0		0.200		0.700	13000	
60 Warwick Blvd	City of Newport Combined Traffic Estimates for 2 Paralle			F	98%	076		070								
60 Warwick Blvd			<b>14000</b> 25Th St	F	98%	U76										
<del></del>		el Roadways on this Route:	14000	F	98%	2%	1%	0%	0%	0%	С	0.089	F		2400	F
<del></del>	Combined Traffic Estimates for 2 Paralle To: From:	el Roadways on this Route:  t News 1.39	14000 25Th St US 60 2200						0% 0%		C F	0.089 NA	F		2400 5000	
<del>*</del>	Combined Traffic Estimates for 2 Paralle To From: City of Newport	el Roadways on this Route:  L t News 1.39 el Roadways on this Route:	14000 25Th St US 60 2200 4700	F F	96%	2%	1%	0%		0%			F			
(6p) 26th St	Combined Traffic Estimates for 2 Paralle To From: City of Newport	el Roadways on this Route:  t News 1.39 el Roadways on this Route:	14000 25Th St US 60 2200	F F	96%	2%	1%	0%		0%			F			ı
(6p) 26th St	Combined Traffic Estimates for 2 Paralle  To:  From:  City of Newport  Combined Traffic Estimates for 2 Paralle  Too  From:  Fro	el Roadways on this Route:  t News 1.39 el Roadways on this Route:  t News 0.49	14000 25Th St US 60 2200 4700 Chestnut Av 1200	F F	96% 94%	2% 4%	1% 1%	0% 0%	0%	0% 0%	F	NA			5000	F 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		4US 60-P T		664 EAS	T											
(60) Ramp	City of Newport News	s (Maint: 99)	0.29	NA									NA			NA	
~	10:		US 60-E2														
C D	From:	(14-1-1-00)	4US 60-P TO		664 WE	ST							N.1.0			N10	
Ramp	City of Newport News	, ,	0.14 S 60-E267B U	NA 8 60, 267B	FDOM	HINT							NA			NA	
-	From																
60 60 Ramp	Alleghany Co		64-W FROM R 0.11	NA NA	I AND I	(1 159							NA			NA	
(60) (60) Ramp	To:	arity		TO I-64 W	VEST								1471			1471	
Bus Bus	From:			64, SR 384													
60 220	Alleghany Co	unty	0.44	8300	G	98%	1%	1%	0%	1%	0%	С	0.089	F		8700	G
(60) (220)	Tou		WCI	Clifton Fo													
Bus Bus	From:	_				000/	201	40/	201	201	00/	_	0.007	_		0700	_
60 220 Ridgeway St	Town of Clifton	Forge	0.27	8300	G	98%	0%	1%	0%	0%	0%	F	0.087	F		8700	G
Bus Bus	To: From:			6th St													
60 220 Ridgeway St	Town of Clifton	Forge	0.61	9100	G	98%	0%	1%	0%	0%	0%	С	0.087	F		9500	G
	_ Tou		F	Roxbury St				_									
Bus Bus 60 220 Ridgeway St	Town of Clifton	Forgo	0.14	5000	G	98%	0%	1%	0%	0%	0%	_	0.097	F		5200	G
Ridgeway St	Combined Traffic Estimates for 2 Paralle	•		9100	G	98%	0%	1%	0%	1%	0%	F	NA	-		9600	G
	Table Traine Estimates for 21 arane	i Noadways oi i				30 /0	070	1 70	070	1 70	076	'	INA			3000	G
Bus Bus	From:			nmercial A													
(60) (220) (188) (188) Ridgeway	St Town of Clifton	-	0.07	4900	G	97%	1%	2%	0%	1%	0%	С	0.097	N		4900	G
\$ \$ 0 0	Combined Traffic Estimates for 2 Paralle	el Roadways on t		9000	G	97%	1%	1%	0%	1%	0%	С	NA			9200	G
Bus Bus	From:			JS 220 Ma 220 Ridge													
(60) (220) Main St	Town of Clifton	Forge	0.26	8000	G	97%	1%	1%	0%	1%	0%	С	0.089	F		8400	G
	To			B St													
Bus Bus	From: L		0.00		_	000/	40/		00/	40/	00/	0	0.000	_		7000	_
60 (220) Main St	Town of Clifton	Forge	0.06	6700 us US 220	G	96%	1%	2%	0%	1%	0%	С	0.090	F		7000	G
Bus	From:			IS 220 Bus													
Bus (60)	Town of Clifton	Forge	0.87	5900	G	99%	0%	1%	0%	0%	0%	С	0.095	F		6200	G
	_ To:		ECL	Clifton Fo	orge			<u> </u>									
Bus 60 Main St	Alleghany Co	untv	0.34	5100	G	98%	0%	1%	0%	1%	0%	С	0.096	F		5400	G
Main St	Allegrany Co	runty				<b>3</b> 070	U70	1 70	U-70	1 70	U70	C	0.090	r-		5400	G
Bus	To- From:		US 2:	20 Market	Ave												
(60) (220) (42)	Alleghany Co	unty	0.47	8300	G	87%	1%	1%	1%	10%	0%	С	0.087	F		8700	G
$\bigcirc$	To: From:		03-670 Lor	ngdale Furr	nace Roa	i											
Bus 60 220 Market Ave	Alleghany Co	untv	0.19	7900	G	87%	1%	1%	1%	10%	0%	F	0.084	F		8300	G
60 220 Market Ave	To:	- Liv		-64 US 60		01/0	1 /0	170	1 /0	10 /0	O /0	•	0.004	•		0000	

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

Route  Bus 60 Ramp  Bus 60 Ramp	Jurisdiction From: Alleghany Cor	SR 384 C	AADT	QA -	4Tire	Bus		Tru 3+Axle			QC	K	QK	Dir -	AAWDT	QW
60 Ramp	From: Alleghany Cot To:		***					O I / I/IIC	HHAII	211ali		Factor		Factor		
	10:		NA									NA			NA	
(60) Kamp	From: Alleghany Cou	I-64-W FROM BU  C1US 60 I-64  unty 0.20										NA			NA	
Bus	To:	I-64-E FROM BU C1US 60-E003.	JS RT 60EAS									INA				
60 Ramp	Alleghany Co		NA									NA			NA	
Bus 60 220 Ramp	From: Alleghany Cou		US 60 I-64-V <b>NA</b> US RT 60WE									NA			NA	
Bus 60 Ramp	From: Alleghany Cot To:		Gap TO I-64 <b>NA</b> 3A CIUS 60		OM							NA			NA	
Bus Bus (60) (220) Roxbury St	From: Town of Clifton	Forge 0.05	Ridgeway St  5700  Kesswick St		98%	1%	1%	0%	1%	0%	С	0.085	F		6000	G
Bus Bus (60) (220) Kesswick St	Town of Clifton	Forge 0.14	Roxbury St 4100		98%	0%	0%	0%	1%	0%	С	0.089	F		4300	G
Bus Bus	Combined Traffic Estimates for 2 Paralle  To  From:		9100 Main St Kesswick St		98%	0%	1%	0%	1%	0%	F	NA			9600	G
60 220 188 188 Main St	Town of Clifton Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	4200 9000 dgeway Stree	G	98% 97%	0% 1%	1% 1%	0% 0%	1% 1%	0% 0%	C	0.086 NA	F		4400 9200	G G
Bus 60 Ramp	From: Alleghany Col To:	C1US 60 I-64	-E027A FRO <b>NA</b>	M & TO								NA			NA	
61 E Riverside Dr	Town of Taze	ewell 0.86	6 Tazewell <i>A</i> <b>4500</b>	G	98%	0%	1%	1%	1%	0%	С	0.091	F		4700	G
61	Town of Taze	ewell 0.06	S 19, US 460 <b>6600</b>	G	98%	0%	0%	0%	1%	0%	F	0.11	N		6600	G
61 E Riverside Dr	Town of Taze	ewell 0.63	CL Tazewell 6400	G	98%	0%	0%	0%	1%	0%	F	0.11	N		6600	G
61 E Riverside Dr	Town of Taze	ewell 0.60	6100	G	98%	0%	0%	0%	1%	0%	С	0.11	F		6400	G
61	Town of Taze		5100 CL Tazewell	G	98%	0%	1%	1%	1%	0%	F	0.115	F	0.505	5400	G
61 Clearfork Rd	From Tazewell Cou	unty 4.43	3500 Burkes Garde	G	98%	0%	1%	1%	1%	0%	С	0.104	F		3700	G

6/30/2011

# 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:	92-623	Burkes Ga	rden Rd												
61) Clearfork Rd	Tazewell County	7.31	1200	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.656	1300	G
$\smile$	Top	92-	662 Cove C	reek												
61) Clearfork Rd	Tazewell County	1.65	610	G	98%	0%	1%	1%	1%	0%	F	0.107	F	0.648	640	G
01) 5.54.75	To:		nd County		0070	0,0		.,0	.,,	0,0	•	0	•	0.0.0	0.0	Ĭ
	From:		well County													
61 Clear Fork Creek Hwy	Bland County	10.53	450	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.563	460	G
$\smile$	To:		North Scen													
¬ ~~	From:		lear Fork C													
61 <i>)</i> {52}	Bland County	0.06	440	N	95%	1%	1%	2%	1%	0%	N	0.113	N	0.52	450	Ν
$\smile \smile$	To.	I-77 V	Vest of Roc	ky Gap			$\neg$ $\vdash$									
61) (52) Clear Fork Creek Hwy	Bland County	0.40	2100	G	95%	2%	1%	2%	1%	0%	С	0.121	F	0.868	2200	G
	To:	SR 61	Wolf Cree	k Hwy												
	From:	US 52 C	lear Fork C	reek Hwy	r											
61 Wolf Creek Hwy	Bland County	7.42	710	G	97%	1%	0%	1%	0%	0%	С	0.105	F	0.639	730	G
$\smile$	To:		es County I													
	From:		nd County								_		_			
61) Wolf Creek Rd	Giles County	5.11	280	G	96%	1%	1%	1%	1%	0%	F	0.130	F	0.682	290	C
<u> </u>	To:	35-724 Cha			Rd											
61 Wolf Creek Rd	Giles County	4.60	5-724 Chap <b>540</b>	G G	96%	1%	1%	1%	1%	0%	С	0.107	F	0.621	560	c
61) Wolf Creek Rd	Giles County	35-724 Shur				170	176	170	170	0%	C	0.107	Г	0.021	360	
	From		nate, Old W 5-724 Shum		. Ra											
61) Wolf Creek Rd	Giles County	2.49	1200	G	96%	1%	1%	1%	1%	0%	F	0.098	F	0.585	1300	C
81) 176	2				0070	.,,	. , ,	.,,	.,,	0,0	-	0.000	•	0.000		
	From		VCL Narrov													
61) Park Dr	Town of Narrows (Maint: 3	5) 0.67	2400	G	98%	1%	0%	0%	0%	0%	F	0.106	F	0.63	2500	G
<u> </u>	To:		Monroe St													
61 Monroe St	Town of Narrows (Maint: 3	E) 0.17	Park St 3900	G	98%	1%	0%	0%	0%	0%	С	0.090	F		4100	c
61) Monroe St	TOWIT OF INATIONS (IVIAITIL. 3	5) 0.17	3900	G	90%	170	0%	0%	076	0%	C	0.090	Г		4100	
	To: From:		Kimberling :													
61 ) Monroe St	Town of Narrows (Maint: 3	5) 0.13	4600	G	98%	1%	0%	0%	0%	0%	F	0.095	F	0.528	4800	(
$\sim$	To:	S	R 100 Main	St												
61 McArthur Ln	Town of Narrows (Maint: 3		5300	G	98%	1%	0%	0%	0%	0%	С	0.093	F		5600	C
01)		<u> </u>														
Floritor Of	From		ast of New I		000/	40/		00/	00/	00/	_	0.007	_	0.540	4000	,
61) Fleshman St	Town of Narrows (Maint: 3	•	4400	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.548	4600	(
	10:		460 Virginia													
	From:		Carolina Sta													
62)	Pittsylvania County	4.01	3600	G	91%	0%	1%	2%	6%	0%	С	0.094	F	0.583	3800	G
$\sim$	То:	US 5	8 East of Da	nville												
	From:		ALT US 58	3												
63) Wise St	Town of Saint Paul (Maint: 9	97) 1.46	5600	G	92%	0%	1%	5%	2%	0%	F	0.085	F	0.553	5800	G
	To	N	CL Saint Pa	aul												

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

		T THITICITY CITIC TITLE	otato i to				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus					QC		QK		AAWDT	Q۷
	From:	NCI Sain	t Paul			2////	JTANE	IIIali	ZITAII		i actor		i actor		
63)	Wise County			92%	0%	1%	5%	2%	0%	N	0.085	N	0.553	5800	Ν
03)	T-1			0270	0,0		0,0	_,0	0,0	•	0.000	•	0.000	0000	
- Wing St	Cootlewed (Maint, 92)		-								0.006			7600	G
63 Wise St	Castlewood (Maint. 83)										0.000	Г		7600	G
	To: From:									_		_			
63) Dante Rd	Russell County	4.11 <b>220</b>	) G	92%	0%	1%	5%	2%	0%	F	0.087	F		2300	G
<u> </u>	To: From:	83-608 Г	ante												
63 Dante Rd	Russell County	3.22 <b>120</b>	) G	92%	0%	1%	5%	2%	0%	С	0.089	F		1300	G
<u> </u>	To:														
	From:									_		_			_
63 Dante Mountain Rd	Dickenson County	4.02 <b>140</b>	) G	92%	0%	1%	5%	2%	0%	F	0.092	F	0.648	1400	G
<u> </u>	To: From:	25-656 Roarin	g Fork Rd												
63 Dante Mountain Rd	Dickenson County	7.83 <b>160</b>	) G	92%	0%	1%	5%	2%	0%	F	0.086	F	0.561	1600	G
$\smile$	To:	25-714 N Rit	ter Circle												
63) Dante Mountain Rd	Dickenson County			77%	0%	1%	2%	19%	0%	С	0.085	F	0.504	2800	G
03)									-,-	_					_
Diekongen Huar	Piokopon County			010/	10/	20/	10/	60/	00/		0.000		O 551	4000	G
63 83 Dickenson Hwy	Dickenson County			9176	170	270	170	070	0%	Г	0.090	Г	0.551	4900	G
	From:														
63) Big Ridge Rd	Dickenson County			97%	1%	2%	0%	0%	0%	F	0.089	F	0.588	980	G
3 3	To	25.61.677	1 51												
Pig Pidgo Pd	Diakanan County			079/	10/	20/	00/	00/	00/		0.1	_	0.542	490	G
63) Big Ridge Rd	Dickenson County			9170	170	2%	076	070	0%	C	0.1	Г	0.342	400	Ċ
	From:														
63 Big Ridge Rd	Dickenson County			97%	1%	2%	0%	0%	0%	F	0.1	F	0.504	2000	G
	To	WCLU	av.c.i												
<u></u>	Town of Havsi (Maint: 25)		•	97%	1%	2%	0%	0%	0%	N	0.1	N	0 504	2000	Ν
63)	To:			01 70	170		070	070	070	.,	0.1		0.004	2000	
	From			DT 6											
Ramp	Augusta County		99A FRUM	KI 0							NΔ			NΔ	
64) Kamp	Augusta Sounty		FAST & W	EST		1					INA			IVA	
	From					1									
Romp	Honrigo County		SSB FROM	KI b							NΙΛ			NΙΛ	
Ramp			FPOM I 64	FAST &							INA			INA	
Romp	Vorte County			S 60							NΙΛ			NIA	
Ramp	YOR County	U.3U NA									INA			INA	
	To: From:		60												
Ramp	Note Section   Note   Note														
$\sim$	To:	FROM R	T 60			<u> </u>									
(64) Ramp	York County										NA			NA	
	To:	99-99025-1	N000A												

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

		IV and in					Tru	ıck			K	Dir		
Route	Jurisdiction Ler	gth <b>AAI</b>	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
		-64-E243B												
64 Ramp	, , , , , , , , , , , , , , , , , , ,	13 <b>N</b>									NA		NA	
		•	ROM RT 64											
East		Vest Virgini B3 <b>44</b> 0		77%	1%	1%	1%	20%	1%	_	NA		4100	G
64 60	Alleghany County 1. Combined Traffic Estimates for 2 Parallel Roadways on this Ro			77%	1%	1%	1%	20%	0%	F	NA		8500	G
				11/0	1 /0	1 /0	1 /0	20 /0	0 /0	-	INA		0300	G
East	rion:	FR-198 Jerr												
(64) (60)	Alleghany County 5.			77%	1%	1%	1%	20%	1%	F	NA		4100	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 910	0 G	77%	1%	1%	1%	20%	0%	F	NA		8500	G
East	To: 03-661	Midland Tra	il; Ogles Cre	ek Rd										
64) (60)	Alleghany County 2.	B5 <b>44</b> 0	0 G	77%	1%	1%	1%	20%	1%	F	NA		4100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: <b>89</b> 0	0 G	77%	1%	1%	1%	20%	0%	F	NA		8300	G
		SR 159 Mic												
64)	l	60; SR 159 62 <b>49</b> 0	Midland Tra	il 77%	1%	1%	1%	20%	1%	F	NA		4600	G
64	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		-	77%	1%	1%	1%	20%	0%	, E	NA		9600	G
	- Tanic Estimates for 21 drainer roadways on this re-			1170	170	170	170	20 /0	070	į	IVA		3000	J
East (64)	From:	WCL Co												
(64)	City of Covington (Maint: 03) 0.		-	77%	1%	1%	1%	20%	1%	F	NA		4600	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 100	00 G	77%	1%	1%	1%	20%	0%	F	NA		9600	G
Fast	To: From:	SR 154 D	ırant Rd											
East (64)	City of Covington (Maint: 03) 1.	19 <b>64</b> 0	0 G	77%	1%	1%	1%	20%	1%	F	NA		6000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 130	00 G	77%	1%	1%	1%	20%	0%	F	NA		13000	G
	To	ECL Co	ington											
East 64	Alleghany County 0.			77%	1%	1%	1%	20%	1%	_	NA		6000	G
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			77%	1%	1%	1%	20%	0%		NA		13000	G
	- Combined Traine Estimates for 2 Farallel Roadways of this Re			11/0	1 /0	1 /0	1 /0	20 /0	0 /6	-	INA		13000	G
East	From:	US 60, I												
(64) $(60)$ $(220)$	Alleghany County 4.			77%	1%	1%	1%	20%	1%	F	NA		9000	G
$\lor \lor \lor$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 190	00 G	77%	1%	1%	1%	20%	0%	F	NA		18000	G
East	To: From:	03-6	96											
64 60 220	Alleghany County 2.	37 <b>89</b> 0	0 G	77%	1%	1%	1%	20%	1%	F	NA		8400	G
G. G. C. C.	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 180	00 G	77%	1%	1%	1%	20%	0%	F	NA		17000	G
	<u></u>	Bus US 60, I	Bus US 220											
East	******			770/	10/	40/	10/	200/	40/	_	NIA		5900	0
64) 60 (220)	Alleghany County 1.			77%	1%	1%	1%	20%	1%	F	NA NA			G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 130	00 G	77%	1%	1%	1%	20%	0%	F	NA		12000	G

# 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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	WC	L Clifton Fo	orge			2, 040	017040	TTTG	211011		1 40101				
64) 60 (220)	Town of Clifton Forge (M		6300	G	77%	1%	1%	1%	20%	1%	F	NA			5900	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	13000	G	77%	1%	1%	1%	20%	0%	F	NA			12000	G
	To:	FC!	L Clifton Fo	)rge												
East	All and a resure Country				770/	40/	40/	40/	2007	40/	_	NIA			5000	_
64 60 220	Alleghany County		6300	G	77%	1%	1%	1%	20%	1%	F	NA			5900	G
	Combined Traffic Estimates for 2 Parallel Ro			G	77%	1%	1%	1%	20%	0%	F	NA			12000	G
East	To: From:	US	220, Bus US	3 60												
(64) (60)	Alleghany County	/ 1.78	4900	G	77%	1%	1%	1%	20%	1%	F	NA			4600	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	10000	G	77%	1%	1%	1%	20%	0%	F	NA			9400	G
	To:		R 42; SR 26													
East ~	Alleghany County		R 42, SR 269 <b>3700</b>	69 <b>G</b>	77%	1%	 1%	1%	20%	40/	_	NA			3500	G
64 (60)	, , , , , , , , , , , , , , , , , , ,									1%						
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	7900	G	77%	1%	1%	1%	20%	0%	г	NA			7400	G
East	To: From:	SR 269; 03	3-850, N Mo	ountain P	Rd											
64) (60)	Alleghany County	5.34	4000	F	77%	1%	1%	1%	20%	1%	F	0.083	F		3700	F
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	7900	F	77%	1%	1%	1%	20%	0%	F	NA			7400	F
	To:		ridge County	-												
East	From:		hany County		770/	40/	40/	40/	000/	407	_	0.000	_		0700	_
64 60	Rockbridge Count	,	4000	F	77%	1%	1%	1%	20%	1%	F _	0.083	-		3700	F -
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	7900	F	77%	1%	1%	1%	20%	0%	F	0.076	F		7400	۲
East	To: From:	81-	-780 Scenic	Dr												
64) (60)	Rockbridge Count	ty 7.38	4100	Α	77%	1%	1%	1%	20%	1%	С	0.158	Α		3800	А
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	8300	Α	77%	1%	1%	1%	20%	0%	С	0.134	Α	0.534	7800	Δ
	To:		Fredericksb	ourg Rd												
East	From		623 Frederic								_		_			_
64)	Rockbridge Count	•	4600	F	77%	1%	1%	1%	20%	1%	F	0.077	F		4300	F
~	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	9200	F	77%	1%	1%	1%	20%	0%	F	0.073	F	0.510	8700	F
East	To: From:	US	S 11 Lee Hw	vy												
64)	Rockbridge Count	ty 0.98	6200	F	77%	1%	1%	1%	20%	1%	F	0.088	F		5700	F
94)	Combined Traffic Estimates for 2 Parallel Ro		12000	F	77%	1%	1%	1%	20%	0%	F	0.079	F	0.553	12000	F
	То:		South Interch	hange												
East	From:		I-64 East													
64) Ramp from I-64 E Exit 50	•	,	3700	F	77%	1%	1%	1%	20%	1%	F	0.081	F		3500	F
~	Combined Traffic Estimates for 2 Parallel Ro			F	77%	1%	1%	1%	20%	0%	F	0.074	F	0.545	6900	F
Fast North	To: From:		I-81 North West Interch													
East North  (64) (81)	Rockbridge Count		22000	F	64%	1%	1%	1%	31%	2%	F	0.119	В		20000	F
	r toottoriage obtain	., 5.00		•	01/0	. , ,	1 / 0	1 /0	3.70	- / 0		0.1.0			_0000	•
04) (81)	Combined Traffic Estimates for 2 Parallel Ro	nadways on this Route:	43000	F	66%	1%	1%	1%	29%	2%	F	0.11	В	0.506	39000	F

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

			Primary ar	iu ii ilei sia	ale Not	1165											
	Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
								2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
East	North	From:		US 11		0.40/	407		407	040/	00/	_	0.400			40000	
64	81	Rockbridge Co	•	20000	Α	64%	1%	1%	1%	31%	2%	F	0.126	Α		19000	Α
		Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	41000	Α	66%	1%	1%	1%	29%	2%	F	0.114	Α	0.526	38000	Α
Fast	North	To: From:		81-710													
(64)	(81)	Rockbridge Co	ounty 4.49	22000	F	64%	1%	1%	1%	31%	2%	F	0.119	В		20000	F
(04)	01)	Combined Traffic Estimates for 2 Paralle	•	42000	F	66%	1%	1%	1%	29%	2%	F	0.111	В	0.573	39000	F
		To		81-606									_				
East		From:															
(64)	(81)	Rockbridge Co	•	22000	F	64%	1%	1%	1%	31%	2%	С	0.071	F		20000	F
		Combined Traffic Estimates for 2 Paralle	•		F	66%	1%	1%	1%	29%	2%	С	0.071	F		39000	F
	NI	To:	<u> </u>	sta County				_									
(64)	North 81	Augusta Cou		ridge Count 22000	ry Line <b>F</b>	64%	1%	1%	1%	31%	2%	С	0.071	F		20000	F
64	81)	Combined Traffic Estimates for 2 Paralle	•		F	66%	1%	1%	1%	29%	2%	С	NA	'		39000	, E
		Combined Trainic Estimates for 2 Paralle	i Koduways on this Route.		F	00%	170	1 70	1 70	2970	270	C	INA			39000	Г
East	North	To- From:		US 11													
$(\overline{64})$	( <del>81</del> )	Augusta Cou	inty 4.74	23000	F	64%	1%	1%	1%	31%	2%	F	0.12	В		21000	F
$\bigcirc$	$\bigcirc$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	44000	F	66%	1%	1%	1%	30%	2%	F	0.109	В	0.532	41000	F
		To		07-654				$\neg$ $\vdash$									
	North	From:	0.47			0.40/	407	40/	407	040/	00/	_	0.400	^		00000	•
64	81	Augusta Cou	,	23000	Α	64%	1%	1%	1%	31%	2%	F _	0.123	A		22000	A
		Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	46000	Α	66%	1%	1%	1%	29%	2%	F	0.109	Α	0.527	44000	Α
East	North	To: From:		SR 262				<u></u>									
64	81)	Augusta Cou	inty 1.31	28000	F	64%	1%	1%	1%	31%	2%	F	0.086	F		26000	F
04)	01)	Combined Traffic Estimates for 2 Paralle	•		F	66%	1%	1%	1%	29%	2%	F	0.081	F	0.504	52000	F
		To:		East Interch		3370	.,,	Ξĺ	. , 0	2070	_,,	-	0.00		0.00	02000	
East		From		I-81 North													
(64)	Ramp from I-81 N Exit 221	3	•	5900	Α	89%	1%	1%	1%	9%	0%	F	0.158	Α		6000	Α
$\smile$		Combined Traffic Estimates for 2 Paralle	Roadways on this Route:		Α	89%	1%	1%	1%	9%	0%	F	0.059	Α		16000	Α
		To:	I 01 N	I-64 East	1												
East 64		Augusta Cou		North Interc	nange A	89%	1%	1%	1%	9%	0%	F	0.133	Α		14000	Α
(64)		Combined Traffic Estimates for 2 Paralle	•		F	89%	1%	1%	1%	9%	0%	F	0.133	Α	0.717	34000	F
		Combined Trainic Estimates for 2 Paralle	<u> </u>			0970	170	1 70	1 70	970	0%	Г	0.114	A	0.717	34000	Г
East		To: From: L	SR 285	Tinkling Sp	oring Rd												
(64)		Augusta Cou	inty 3.11	18000	F	89%	1%	1%	1%	9%	0%	F	0.085	F		17000	F
		Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	35000	F	89%	1%	1%	1%	9%	0%	F	0.083	F	0.517	35000	F
		To		L Waynesb	oro												
East 64		From:				0001	461		461	061	051	_	0.65-	_		47000	_
(64)		City of Waynesboro	` ,	18000	F	89%	1%	1%	1%	9%	0%	F	0.085	F		17000	F 
		Combined Traffic Estimates for 2 Paralle	•		F	89%	1%	1%	1%	9%	0%	F	NA			35000	F
		To:	US 340	Stuarts Dra	aft Hwy												

# 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	Q\
East	From:	US 340	Stuarts Dra	aft Hwy			1									
<del>64</del> )	City of Waynesboro (	(Maint: 07) 1.95	18000	Α	89%	1%	1%	1%	9%	0%	С	0.109	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	89%	1%	1%	1%	9%	0%	С	0.11	Α	0.532	36000	P
	To	Delphi	ne Ave, To	07-624			_									
East 64)	City of Waynesboro (	(Maint: 07) 0.70	16000	F	89%	1%	1%	1%	9%	0%	F	0.111	В		16000	F
64)	Combined Traffic Estimates for 2 Parallel	,		F	89%	1%	1%	1%	9%	0%	F	NA			32000	
	To.	•		-	0070	170		170	370	070	•	1471			02000	
east 64)	From:		L Waynesbo													
64)	Augusta Coul	•	16000	F	89%	1%	1%	1%	9%	0%	F	0.111	В		16000	
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	F	89%	1%	1%	1%	9%	0%	F	0.11	В	0.594	32000	
ast	To: From:	US 250	Rockfish Ga	ap Tpke												
64)	Augusta Coul	nty 0.38	15000	F	89%	1%	1%	1%	9%	0%	F	0.107	В		15000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	F	89%	1%	1%	1%	9%	0%	F	0.109	В	0.593	30000	
	То:		on County I													
east 64)	From:L Nelson County (Ma		sta County 1 14000	Line <b>F</b>	89%	1%	10/	10/	00/	00/	_	0.117	В		14000	
64)	Combined Traffic Estimates for 2 Parallel	,		F			1%	1%	9% 9%	0%	F	0.117	В		14000	
	Combined Trainic Estimates for 2 Paraller	-	narle County		89%	1%	1%	1%	9%	0%	Г	0.114	Б		29000	
ast	From:		on County I													
<del>\$\frac{1}{64}</del> \$	Albemarle Cou	unty 5.90	15000	F	89%	1%	1%	1%	9%	0%	F	0.108	В		15000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	F	89%	1%	1%	1%	9%	0%	F	0.109	В		30000	
	To: From:	US 250	Rockfish Ga	ap Tpke			<u> </u>									
ast 64)	Albemarle Cou	untv 6.91	18000	G	89%	1%	1%	1%	9%	0%	F	NA			17000	
04)	Combined Traffic Estimates for 2 Parallel	. ,		G	89%	1%	1%	1%	9%	0%	F	NA			34000	
	To:	<u> </u>	7 Dick Woo		0070	170	170	170	370	070	•	100			01000	
ast	From:															
64)	Albemarle Cou	•	18000	F	89%	1%	1%	1%	9%	0%	F	0.111	Α		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	89%	1%	1%	1%	9%	0%	F	0.109	Α	0.590	37000	
ast	To: From:	US 29	Monacan Tı	rail Rd												
64)	Albemarle Cou	unty 1.49	23000	В	89%	1%	1%	0%	9%	0%	F	0.113	Α		23000	
3.)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	В	89%	1%	1%	0%	9%	0%	F	0.109	Α	0.513	46000	
	Ta		2-631 5th S	t												
ast	Alle are and a Cou				000/	40/	40/	00/	00/	00/	_	0.440	Б		22222	
54	Albemarle Cou	,	22000	F	89%	1%	1%	0%	9%	0%	-	0.118	В	0.540	22000	
	Combined Traffic Estimates for 2 Parallel	<u> </u>		F	89%	1%	1%	0%	9%	0%	F	0.109	В	0.518	43000	
ast	To: From:	SR 2	O Scottsville	e Rd												
East 64)	Albemarle Cou	unty 0.55	21000	G	89%	1%	1%	0%	9%	0%	F	NA			19000	
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	41000	G	89%	1%	1%	0%	9%	0%	F	NA			39000	
	To:	WCI	_ Charlottes	ville												

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

		Primary ar	TO ITTO TOTAL		100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK ,	Factor	AAWDT	. QV
East	From:	WC	L Charlottes	villa			ZAXIE	STAXIE	IIIali	ZIIali		racio	<u>'</u>	actor		
East 64	City of Charlottesville (Maint: 02)	0.17	21000	G	89%	1%	1%	0%	9%	0%	F	NA			19000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways or	-		G	89%	1%	1%	0%	9%	0%	F	NA			39000	G
	To.				0070	170	170	070	070	070	•	14/1			00000	
East	From:		_ Charlottesy													
64)	Albemarle County	2.00	21000	G	89%	1%	1%	0%	9%	0%	F	NA			19000	(
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	41000	G	89%	1%	1%	0%	9%	0%	F	NA			39000	(
Fact	To: From:	US 2	50 Richmon	d Rd												
East 64)	Albemarle County	5.42	20000	G	89%	1%	1%	0%	9%	0%	F	NA			18000	(
04)	Combined Traffic Estimates for 2 Parallel Roadways or			G	89%	1%	1%	0%	9%	0%	F	NA			37000	(
	та:		16 Black Ca			.,,		0,0	070	0,0	•				0.000	
East 64)	From:															
64)	Albemarle County	1.42	17000	G	89%	1%	1%	0%	9%	0%	F	NA			15000	(
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways or			G	89%	1%	1%	0%	9%	0%	F	NA			31000	(
act	To: From:		anna County narle County													
East 64)	Fluvanna County (Maint: 54)	1.51	17000	G	89%	1%	1%	0%	9%	0%	F	NA			15000	
04)	Combined Traffic Estimates for 2 Parallel Roadways or			G	89%	1%	1%	0%	9%	0%	F	NA			31000	
	To:		isa County I		0070	170		0,0	070	070	•	101			0.000	
ast	From:		anna County													
64)	Louisa County	4.06	17000	G	89%	1%	1%	0%	9%	0%	F	NA			15000	(
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	33000	G	89%	1%	1%	0%	9%	0%	F	NA			31000	(
ast	To- From:	US 15 J	ames Madis	on Hwy												
64)	Louisa County	6.32	15000	Α	89%	1%	1%	0%	9%	0%	С	0.130	Α		14000	
04)	Combined Traffic Estimates for 2 Parallel Roadways or			A	89%	1%	1%	0%	9%	0%	C	0.117		0.531	28000	
	To To		08 Courthous		0070	170		070	070	070		0.117	,,	0.001	20000	
East	From		08 Courtnous	se Ka												
64)	Louisa County	4.66	14000	Α	89%	1%	1%	0%	9%	0%	F	0.137	Α		12000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	28000	Α	89%	1%	1%	0%	9%	0%	F	NA			25000	
East	To: From:	Main	tenance Bou	ndary												
64)	Goochland County	1.11	14000	Α	89%	1%	1%	0%	9%	0%	F	0.137	Α		12000	
04)	Combined Traffic Estimates for 2 Parallel Roadways or			Α	89%	1%	1%	0%	9%	0%	F	0.119	Α		25000	
	та:		5 Shannon H			.,,		0,0	070	0,0	•	01110			20000	
ast	From			III Ka												
64)	Goochland County	3.92	14000	Α	89%	1%	1%	0%	9%	0%	F	0.135	Α		13000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	28000	Α	89%	1%	1%	0%	9%	0%	F	0.118	Α	0.555	26000	
act	To: From:	37-629 O	ld Frederick	sburg Ro	1											
East 64	Goochland County	5.20	15000	В	89%	1%	1%	0%	9%	0%	F	0.128	Α		13000	
04)	Combined Traffic Estimates for 2 Parallel Roadways or			В	89%	1%	1%	0%	9%	0%	F	0.114		0.584	27000	
	To:		isa County I		3070	1 /0	- 70	0 / 0	570	0 /0	•	J. 1 1-T	, ,	0.50∓	2,000	

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

	ПППИУ	and intersi	ato i to				Tru	rck			K		Dir		
Route	Jurisdiction Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
East	From: GiOt	ochland Coun	ty Line			27 0.10	017100	TTTGII	ZIIdii		1 40101		1 40101		
64)	Louisa County (Maint: 37) 1.49		В	89%	1%	1%	0%	9%	0%	F	0.128	Α		13000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>29000</b>	В	89%	1%	1%	0%	9%	0%	F	NA			27000	Е
Foot	To US:	522 Cross Co	unty Rd			<u> </u>									
East 64)	Louisa County (Maint: 37) 3.07	16000	G	89%	1%	1%	0%	9%	0%	F	NA			15000	(
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	0070	.,,	. , 0	0,0	0,0	0,0	•	NA			31000	(
		ochland Coun												0.000	
East 64)		ouisa County													
64)	Goochland County 4.81	16000	G	89%	1%	1%	0%	9%	0%	F	NA			15000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>33000</b>	G	89%	1%	1%	0%	9%	0%	F	NA			30000	(
ast	Troit From:	7-617 Oilvill	e Rd												
East 64)	Goochland County 6.56	21000	В	89%	1%	1%	0%	9%	0%	F	0.11	Α		20000	
9)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>41000</b>	В	89%	1%	1%	0%	9%	0%	F	0.107	Α	0.577	40000	
		7-623 Ashlan	d Rd												
East 64)	Goochland County 1.19		А	89%	1%	1%	0%	9%	0%	_	0.114	Α		24000	
64)	•			89%	1%	1%	0%	9% 9%	0%	Г	-	A	0.573	48000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		Α	69%	170	170	0%	9%	0%	Г	0.107	А	0.573	46000	
ast	Too: From:	SR 288													
64)	Goochland County 0.64	31000	N	89%	1%	1%	0%	9%	0%	Ν	0.122	Ν		32000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		N	89%	1%	1%	0%	9%	0%	Ν	NA			65000	
		enrico County ochland Coun													
East 64)	Henrico County 2.28		F F	89%	1%	1%	0%	9%	0%	F	0.122	Α		32000	
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		F	89%	1%	1%	0%	9%	0%	F	0.122	Α		65000	
	To Tool	I-295		0070	170		070	070	070	<u>'</u>	0.110	٠,٠		00000	
East	Prom-														
64	Henrico County 0.67		F	97%	0%	0%	1%	1%	0%	F	0.113	F		33000	
~	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>59000</b>	F	97%	0%	0%	1%	1%	0%	F	0.11	F	0.575	66000	
East	To: From: US 2	250 Near Sho	rt Pump												
64)	Henrico County 1.43	35000	Α	97%	0%	0%	1%	1%	0%	F	0.119	Α		39000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>71000</b>	Α	97%	0%	0%	1%	1%	0%	F	0.116	Α	0.573	79000	
	To Comment	Gaskins Ro	<u>1</u>												
ast 64)	Henrico County 1.39	46000	Α	97%	0%	0%	1%	1%	0%	С	0.130	Α		51000	
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout			97%	0%	0%	1%	1%	0%	С	0.130	A	0.605	101000	
	Combined Trainc Estimates for 2 Parallel Roadways of this Road		Α	9176	076	0%	170	170	0%	C	0.114	A	0.605	101000	
East	Front	Parham Ro													
64)	Henrico County 2.03		В	97%	0%	0%	1%	1%	0%	F	0.118	Α		54000	I
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>9900</b> 0	В	97%	0%	0%	1%	1%	0%	F	0.11	Α	0.59	109000	
	To: U;	S 250; Glensi	de Dr												

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

		Filliary ar						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:	US 2	50; Glenside	e Dr												
<del>64</del>	Henrico County	2.03	52000	Α	97%	0%	0%	1%	1%	0%	F	0.101	Α		58000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	107000	Α	97%	0%	0%	1%	1%	0%	F	0.107	Α	0.551	120000	Α
Fast	To- From:	US 33	Staples Mil	ll Rd												
64)	Henrico County	1.19	65000	Α	97%	0%	0%	1%	1%	0%	F	0.106	Α		73000	Α
64	Combined Traffic Estimates for 2 Parallel Ro			A	97%	0%	0%	1%	1%	0%	F	0.105	Α	0.51	151000	Α
	To:		CL Richmon		01 70	070		170	170	070	•	0.100	,,	0.01	101000	, ,
East	From:		ico County I	Line												
East 64	City of Richmond (Mair	,	65000	Α	97%	0%	0%	1%	1%	0%	F	0.106	Α		73000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Ro			Α	97%	0%	0%	1%	1%	0%	F	NA			151000	Α
Foot	To: From:		I-95; I-195 mp to I-195	C												
East (64) I-64 E Ramp	City of Richmond (Mair		<b>NA</b>	3								NA			NA	
(64) · 5 · 2 · tamp	Combined Traffic Estimates for Parallel Ro	,	NA									NA			NA	
	To-	<u> </u>		N.Y								100			147.	
East	From:		mp To I-95 I	N												
(64) I-64 E Ramp	City of Richmond (Mair	•	NA									NA			NA	
$\sim$	Combined Traffic Estimates for Parallel Ro	padways on this Route:	NA									NA			NA	
East	To: From:	Ram	p From I-19:	5 N												
64 I-64 E Ramp	City of Richmond (Mair	nt: 43) 0.20	NA									NA			NA	
04) 1 3 1 2 1 1 1 1 1 1	Combined Traffic Estimates for Parallel Ro	•	NA									NA			NA	
	To:	saawayo on this reduce.	I-95 S									101			10.	
East South	From:		I-95; I-195													
(64) (95)	City of Richmond (Mair	,	76000	Α	92%	1%	1%	1%	5%	0%	F	0.088	Α		80000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	150000	Α	92%	1%	1%	1%	5%	0%	F	0.083	Α	0.538	158000	Α
East South	To- From:	SR	161 Bouleva	ard												
(64) (95)	City of Richmond (Mair	nt: 43) 2.19	72000	Α	92%	1%	1%	1%	5%	0%	F	0.09	Α		77000	Α
04) (93)	Combined Traffic Estimates for 2 Parallel Ro	,		Α	92%	1%	1%	1%	5%	0%	F	NA			151000	Α
	To		th St, Gilmer					.,.								
East South	From:															
(64) (95)	City of Richmond (Mair	•	63000	Α	92%	1%	1%	1%	5%	0%	F	0.084	Α		66000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	131000	Α	92%	1%	1%	1%	5%	0%	F	0.082	Α	0.512	137000	Α
East South	To: From:	US 1, U	S 301 Belvio	dere St												
East South 95	City of Richmond (Mair	nt: 43) 0.25	71000	Α	92%	1%	1%	1%	5%	0%	F	0.084	Α		74000	Α
04) (95)	Combined Traffic Estimates for 2 Parallel Ro			A	92%	1%	1%	1%	5%	0%	F	0.083	Α	0.521	148000	A
	To:		East Intercha		JZ /0	1 /0		1 /0	370	070	'	0.000	$\overline{}$	0.021	170000	^
East	From		I-95 S													
(64) I-64 E Ramp	City of Richmond (Mair	•	NA									NA			NA	
$\smile$	Combined Traffic Estimates for Parallel Ro	padways on this Route:	NA									NA			NA	
	То:	R	amp to 3rd S	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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
ast	From:	R	amp to 3rd S	St												
64) I-64 E Ramp	City of Richmond (N	Maint: 43) 0.38	NA									NA			NA	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		np from I-95													
ast	From:		East Interch								_					
64)	City of Richmond (N	,	47000	Α	95%	0%	1%	1%	3%	0%	F	0.106	Α		51000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	95000	Α	96%	1%	1%	0%	3%	0%	F	0.088	Α	0.594	102000	
ast	To: From:	US 360 N	Mechanicsvi	ille Tpke	)											
ast 4	City of Richmond (M	Maint: 43) 0.25	37000	Α	95%	0%	1%	1%	3%	0%	F	0.104	Α		39000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	75000	Α	96%	1%	1%	0%	3%	0%	F	0.088	Α	0.556	79000	
	To:	MF	ECL Richmo	ond												
ast 4	Henrico Cou	intv 0.77	37000	Α	95%	0%	1%	1%	3%	0%	_	0.104	Α		39000	
14)					96%	1%	1%	0%	3%	0%		NA	^		79000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route.	75000	Α	90%	170	170	0%	3%	0%	Г	INA			79000	
ast	To- From:	MV	VCL Richmo	ond												
ast 4	City of Richmond (M	Maint: 43) 0.24	37000	Α	95%	0%	1%	1%	3%	0%	F	0.104	Α		39000	
	Combined Traffic Estimates for 2 Parallel		75000	Α	96%	1%	1%	0%	3%	0%	F	NA			79000	
	Too	F(	CL Richmor	nd												
ast	From: L				050/	00/	40/	40/	20/	00/	_	0.404	^		20000	
54	Henrico Coul	,	37000	Α	95%	0%	1%	1%	3%	0%	-	0.104	Α		39000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	75000	Α	96%	1%	1%	0%	3%	0%	F	NA			79000	
ıst	To: From:	SR 3	33 Nine Mile	e Rd												
<del>1</del>	Henrico Coul	inty 2.14	30000	Α	95%	0%	1%	1%	3%	0%	F	0.108	Α		31000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	Α	96%	1%	1%	0%	3%	0%	F	0.090	Α	0.577	63000	
	To:	•	aburnum Av	ve.												
ast	Honrica Cou				050/	00/	10/	40/	20/	00/	_	0.446	۸		24000	
54	Henrico Cour	•	23000	В	95%	0%	1%	1%	3%	0%	С	0.116	A	0.040	24000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	В	96%	1%	1%	0%	3%	0%	С	0.093	Α	0.616	49000	
ast	To: From:	SR	156 Airport	Dr												
54)	Henrico Coul	inty 4.07	17000	Α	95%	0%	1%	1%	3%	0%	F	0.115	Α		17000	
	Combined Traffic Estimates for 2 Parallel	Roadwavs on this Route:	34000	Α	96%	1%	1%	0%	3%	0%	F	0.093	Α	0.620	35000	
	To		I-295													
ast	From:															
4	Henrico Coul	,	34000	G	91%	1%	1%	1%	7%	0%	F	NA			30000	
	Combined Traffic Estimates for 2 Parallel			G	91%	1%	1%	1%	7%	0%	F	NA			61000	
	To:		Kent County	_												
ast 4	New Kent Co.		rico County 1 34000	Line <b>G</b>	91%	1%	1%	10/	7%	0%	E	NA			30000	
2.4 1	New Kent Cot	unty 1.30	34000	G	9170	170	1 70	1%	170	U70	Г	INA			30000	
94)	Combined Traffic Estimates for 2 Parallel	I Describeration of the Description	00000	G	91%	1%	1%	1%	7%	0%	F	NA			61000	

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

		ary and me					Tru	ıck			K		Dir		
Route	Jurisdiction Le	ngth AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
East	From:	SR 33, S	R 249				0 17 11 10				. 45151				
( <del>64</del> ) ( <del>33</del> )	New Kent County 5	.32 <b>300</b> 0	0 A	91%	1%	1%	1%	7%	0%	С	0.114	Α		27000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 6100	0 A	91%	1%	1%	1%	7%	0%	С	0.105	Α	0.560	54000	Α
		SR 10	)6			_									
64) (33)	New Kent County 3	.47 3100	0 A	91%	1%	1%	1%	7%	0%	F	0.112	Α		27000	Α
64/ (33)	Combined Traffic Estimates for 2 Parallel Roadways on this R		-	91%	1%	1%	1%	7%	0%	F	0.104	Α	0.502	55000	A
	To	SR 15													
East	Prom:			0.407	407	40/	407	70/	00/	_	0.440			07000	
64 (33)	,	.69 <b>300</b> 0	-	91%	1%	1%	1%	7%	0%	F	0.112	A	0.500	27000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this R			91%	1%	1%	1%	7%	0%	F	0.106	Α	0.538	53000	Α
East	To: From:	SR 33 Eltl	am Rd												
East 64)	New Kent County 4	.29 <b>270</b> 0	0 A	91%	1%	1%	1%	6%	0%	F	0.118	Α		23000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this R			92%	1%	1%	1%	6%	0%	F	NA			46000	Α
Foot	To: From:	James City Co	_												
East 64	James City County 2	.45 <b>2700</b>		91%	1%	1%	1%	6%	0%	F	0.118	Α		23000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on this R		-	92%	1%	1%	1%	6%	0%	F	0.111	Α	0.522	46000	А
	To	SR 30 Old S				<u>—</u> `									
East	From:			040/	40/	40/	407	00/	00/	_	0.444			00000	
64	· · · · · · · · · · · · · · · · · · ·	.28 <b>290</b> 0	-	91%	1%	1%	1%	6%	0%	F	0.111	A	0.554	26000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this R			92%	1%	1%	1%	6%	0%	F	0.106	Α	0.551	52000	А
East	To: From:	47-607 Cro	aker Rd												
64)	James City County 1	.97 <b>320</b> 0	0 A	91%	1%	1%	1%	6%	0%	F	0.106	Α		29000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this R			92%	1%	1%	1%	6%	0%	F	0.100	Α	0.527	58000	Α
Fact	To: From:	York Cour James City Co													
East 64	York County C	.87 <b>320</b> 0		91%	1%	1%	1%	6%	0%	F	0.106	Α		29000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>6400</b>		92%	1%	1%	1%	6%	0%	F	NA			58000	Α
		Humelsine Pkv				<u> </u>									
East	FIOII:		*			40/	40/	<b>C</b> 0/	00/	0	0.404	Б		20000	_
64		.71 <b>310</b> 0	-	91%	1%	1%	1%	6% 6%	0%	C	0.104	В	0.500	29000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this R			92%	1%	1%	1%	6%	0%	С	0.099	Α	0.500	57000	
East	To: Prom:	SR 143 Camp	Peary Rd												
East 64	York County 3	.44 <b>330</b> 0	0 F	91%	1%	1%	1%	6%	0%	F	0.071	F		30000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>6300</b>	0 F	92%	1%	1%	1%	6%	0%	F	0.077	F	0.53	61000	F
East	To: From:	R 199 E, Hum	elsine Pkwy	7											
East 64	York County 1	.62 <b>420</b> 0	0 F	91%	1%	1%	1%	6%	0%	F	NA			39000	F
U4)	Combined Traffic Estimates for 2 Parallel Roadways on this R			93%	1%	1%	1%	5%	0%	F	0.074	F	0.528	78000	F
	To: US 60 Poca								- / -	-		-			

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

		Fillidiy di						Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
East	From:	US 60 Pocahontas	Trail; SR 1	43 Merri	mac Trail			017.040				. 45151				
64)	York Coun	ty 0.59	40000	F	96%	0%	1%	1%	3%	0%	F	0.073	F		41000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	82000	F	96%	0%	1%	1%	3%	0%	F	NA			84000	F
	To:		City Count	_												
East	From:		rk County L		000/	00/	40/	40/	20/	00/	_	0.070	F		44,000	_
64	James City County	'	40000	F	96%	0%	1%	1%	3%	0%	-	0.073	F	0.50	41000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	82000	F	96%	0%	1%	1%	3%	0%	F	0.074	F	0.56	84000	F
East	To: From:	SR 14	13 Merrimac	Trail												
East 64)	James City County	(Maint: 99) 0.30	41000	F	96%	0%	1%	1%	3%	0%	F	0.073	F		42000	F
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	81000	F	96%	0%	1%	1%	3%	0%	F	NA			83000	F
	To	WCI	Newport N	News												
East 64)	City of Newport News	s (Maint: 99) 1.32	41000	F	96%	0%	1%	1%	3%	0%	_	0.073	_		42000	
64)	•	,		F	96%	0%	1%	1%	3%	0%	-	0.073	F	0.527	83000	F
	Combined Traffic Estimates for 2 Paralle				90%	076	1 70	170	370	076	Г	0.07 1	Г	0.327	03000	Г
ast	To: From:	SR 2	38 Yorktow	n Rd												
East 64)	City of Newport News	s (Maint: 99) 2.04	44000	F	96%	0%	1%	1%	3%	0%	F	0.074	F		45000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	88000	F	96%	0%	1%	1%	3%	0%	F	0.069	F	0.536	90000	I
	To.	SR 10	05 Ft Eustis	Blvd			$\neg$ $\vdash$									
East 64)	City of Newport News	s (Maint: 99) 5.03	49000	F	96%	0%	1%	1%	3%	0%	F	0.076	F		50000	F
64)	Combined Traffic Estimates for 2 Paralle	,		F	96%	0%	1%	1%	3%	0%	'	0.073	, F	0.513	98000	'
	Combined Trainic Estimates for 2 Farane				90 /6	076	1 /0	1 /0	3/0	0 /6		0.073		0.515	90000	١
ast	To: From:	SR 1	43 Jefferson	ı Ave												
64)	City of Newport News	s (Maint: 99) 1.41	59000	F	96%	0%	1%	1%	3%	0%	F	0.074	F		61000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	118000	F	96%	0%	1%	1%	3%	0%	F	0.074	F	0.515	121000	F
- not	Ta: From:	SR 17	1 Oyster Po	int Rd												
East 64)	City of Newport News	s (Maint: 99) 1.81	67000	Α	96%	0%	1%	1%	3%	0%	С	0.093	Α		69000	,
04)	Combined Traffic Estimates for 2 Paralle	,		A	96%	0%	1%	1%	3%	0%	C	0.088	Α	0.530	135000	-
	To.	<u> </u>			3070	070		170	070	070	Ü	0.000	,,	0.000	100000	,
East	From:		Clyde Mon													
64)	City of Newport News	'	78000	F	96%	0%	1%	1%	3%	0%	F	0.078	F		80000	F
$\smile$	Combined Traffic Estimates for 2 Paralle			F	96%	0%	1%	1%	3%	0%	F	NA			158000	I
-oot	To:		CL Hampto Newport N				_									
East 64	City of Hampton (N		78000	F	96%	0%	1%	1%	3%	0%	F	0.078	F		80000	
04)	Combined Traffic Estimates for 2 Paralle	,		F	96%	0%	1%	1%	3%	0%	F	0.076	F	0.539	158000	i
	Tollies Traine Estimates for 21 draine	<u> </u>				070	- 73	. 70						0.500		_ '
East	From:	•	Roads Cente													
East 64	City of Hampton (N	•	69000	F	96%	0%	1%	1%	3%	0%	F	0.073	F		71000	F
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	137000	F	96%	0%	1%	1%	3%	0%	F	0.074	F	0.547	140000	F
	To:	SR 13	34 Magruder	r Blvd												

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

		T Tilliary ar	na intersta					Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
East	From	CD 13	34 Magruder	Blvd			ZAXIE	STAXIC	IIIaii	ZIIali		racio		racioi		
East (134)	City of Hampton (I		80000	F	96%	0%	1%	1%	3%	0%	F	0.087	В		83000	F
04) (134)	Combined Traffic Estimates for 2 Parallel			F	96%	0%	1%	1%	3%	0%	F	0.074	F	0.553	165000	F
	To					070		1 70	070	070	•	0.07 4	•	0.000	100000	
East	From:		SR 134 Merc													
64)	City of Hampton (I	Maint: 99) 1.19	76000	F	96%	0%	1%	1%	3%	0%	F	0.077	F		78000	F
	Combined Traffic Estimates for 2 Parallel			F	96%	0%	1%	1%	3%	0%	F	0.073	F	0.577	156000	F
Cont	To:	I-664 Har	npton Roads I-664	Beltwa	Ŋ											
64) Hampton Roads Beltway	City of Hampton (I	Maint: 99) 0.77	55000	F	96%	1%	1%	0%	2%	0%	F	0.074	F		57000	F
64) Hampton Reads Bellway	Combined Traffic Estimates for 2 Parallel	,		F	96%	1%	1%	0%	2%	0%	F	0.074	F	0.511	116000	F
	Tario Estinates for 21 drain				3070	170	170	070	270	070		0.07 1	•	0.511	110000	
ast	From:	SR .	167 LaSalle	Ave												
64) Hampton Roads Beltway	City of Hampton (I	Maint: 99) 2.51	41000	F	96%	1%	1%	0%	2%	0%	F	0.073	F		43000	F
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	89000	F	96%	1%	1%	0%	2%	0%	F	0.069	F	0.505	91000	F
	To:	US 60, SR	143 Settlers I	Landing	Rd		$\blacksquare$									
$\frac{1}{64}$ $\frac{1}{60}$ Hampton Roads Beltv	vay City of Hampton (I	Maint: 99) 0.33	41000	F	96%	1%	1%	0%	2%	0%	F	0.074	F		43000	
64 (60) Hampton Roads Beltv	Combined Traffic Estimates for 2 Paralle	,		F	96%	1%	1%	0%	2%	0%	, E	0.067	F	0.541	89000	i
	Combined Traine Estimates for 21 draine			-	30 70	1 /0	1 /0	076	270	070	'	0.007	'	0.541	03000	,
ast	From:	SR	169 Mallory	St												
64) 60 Hampton Roads Bridg	ge Tunnel City of Hampton (I	Maint: 99) 4.00	42000	Α	96%	1%	1%	0%	2%	0%	С	0.087	Α		44000	A
	Combined Traffic Estimates for 2 Parallel			Α	97%	1%	1%	0%	2%	0%	С	0.079	Α	0.513	88000	A
	To:		VCL Norfolk													
East 60 Hampton Roads Bridg	ge Tunnel City of Norfolk (M		CL Hampton <b>42000</b>	<b>A</b>	96%	1%	1%	0%	2%	0%	С	0.087	Α		44000	Þ
64) (60) Hampton Roads Bridg	Combined Traffic Estimates for 2 Paralle	,		A	97%	1%	1%	0%	2%	0%	С	NA	^		88000	,
	Combined Hamic Estimates for 2 Farante	ei Roadways on this Route.			91 /0	1 /0	1 /0	076	Z /0	076	C	INA			88000	,
ast	From		Bayville St													
64) 60 Hampton Roads Beltv	vay City of Norfolk (N	Maint: 64) 1.74	42000	G	96%	1%	1%	0%	2%	0%	F	NA			44000	(
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	NA			88000	(
	To		4th View St													
ast	City of Norfolk (N	Maint: 64) 1.30	38000	G	96%	1%	1%	0%	2%	0%	_	NA			39000	(
64	Combined Traffic Estimates for 2 Parallel	,		G	96%	1%	1%	0%	2%	0%	F	NA				(
	Combined Trainic Estimates for 2 Farant	ei Roadways on this Route.		G	90%	170	170	0%	270	0%	Г	INA			79000	,
ast	To: From:		Bay Ave													
64)	City of Norfolk (N	Maint: 64) 1.09	43000	G	96%	1%	1%	0%	2%	0%	F	NA			45000	(
$\checkmark$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	NA			88000	(
				1												
	To:		New Gate Ro													
≣ast	To From:	1	New Gate Rd		060/	40/	10/	00/	20/	00/	_	NIA			E0000	,
East 64	City of Norfolk (M	Maint: 64) 0.31	48000	G G	96% 96%	1% 1%	1% 1%	0% 0%	2% 2%	0% 0%	F	NA NA			50000 87000	

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

		Primary ai	na mitorott	210 1100				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
East	From:	I-564	US 460 Gra	nby St			ZAXIC	JIANIC	TTTAII	ZIIdii		1 actor		1 actor		
64)	City of Norfolk (Maint: 64)	1.38	47000	A	97%	0%	1%	1%	2%	0%	F	0.116	Α		51000	Α
	Combined Traffic Estimates for 3 Parallel Roadways or	this Route:	127000	F	97%	0%	0%	1%	1%	0%	F	0.06	Α		140000	F
	To		168 Tidewate	er Dr												
East	City of Novfolk (Mainty 64)				070/	00/	40/	40/	20/	00/	_	0.400	_		E0000	G
64	City of Norfolk (Maint: 64) Combined Traffic Estimates for 3 Parallel Roadways or	1.04	55000	G G	97% 97%	0% 0%	1% 0%	1% 1%	2% 1%	0% 0%	Г	0.102 0.073	г А	0.676	58000 146000	_
	Combined Trainic Estimates for 3 Parallel Roadways of				9170	0%	0%	170	170	076	Г	0.073	А	0.676	146000	G
East	To: From:	SR 194	4 Chesapeak	e Blvd												
East 64)	City of Norfolk (Maint: 64)	1.00	68000	G	97%	0%	1%	1%	2%	0%	F	NA			68000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways or	this Route:	147000	G	97%	0%	0%	1%	1%	0%	F	NA			151000	G
Foot	To: From:	SR 2	247 Norview	Ave												
East 64)	City of Norfolk (Maint: 64)	1.26	75000	G	97%	0%	1%	1%	2%	0%	F	0.091	F		72000	c
04)	Combined Traffic Estimates for 3 Parallel Roadways or			G	97%	0%	0%	0%	1%	0%	F	NA	•		170000	(
	To		165 Military						.,.		-					
East 64)	From:										_					_
64)	City of Norfolk (Maint: 64)	1.19	60000	G	97%	0%	1%	1%	2%	0%	F _	NA			64000	(
	Combined Traffic Estimates for 3 Parallel Roadways or	this Route:	149000	G	97%	0%	0%	0%	1%	0%	F	NA			162000	(
East	To: From:	US 13, SR	166 Northar	npton B	lvd											
64)	City of Norfolk (Maint: 64)	1.74	74000	G	97%	0%	1%	1%	2%	0%	F	NA			80000	(
$\bigcirc$	Combined Traffic Estimates for 3 Parallel Roadways or	this Route:	178000	G	97%	0%	0%	0%	1%	0%	F	NA			189000	(
	To:		I-264													
East 64)	City of Norfolk (Maint: 64)	1.34	71000	F	97%	0%	1%	1%	2%	0%	С	0.103	В		76000	F
64)	Combined Traffic Estimates for 2 Parallel Roadways or				97%	0%	1%	1%	2%	0%	С	NA	Ь		150000	-
	To:		L Virginia B		31 70	070	170	1 70	270	070	O	INA			130000	'
East	From		ECL Norfoll	K												
64)	City of Virginia Beach (Maint: 64)	1.35	71000	F	97%	0%	1%	1%	2%	0%	С	0.103	В		76000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	139000	F	97%	0%	1%	1%	2%	0%	С	NA			150000	F
East	To: From:	Ir	ndian River F	Rd												
64)	City of Virginia Beach (Maint: 64)	1.57	66000	G	97%	0%	1%	1%	2%	0%	F	NA			65000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	126000	G	97%	0%	0%	1%	2%	0%	F	NA			130000	(
	To:	EC	CL Chesapea													
East	From:		L Virginia B								_					
64	City of Chesapeake (Maint: 64)	0.98	66000	G	97%	0%	1%	1%	2%	0%	F _	NA			65000	(
-	Combined Traffic Estimates for 2 Parallel Roadways or			G	97%	0%	0%	1%	2%	0%	F	NA			130000	(
East	To: From:	Gre	enbrier Park	way												
64)	City of Chesapeake (Maint: 64)	2.13	43000	G	97%	0%	1%	1%	2%	0%	F	NA			46000	C
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	94000	G	97%	0%	1%	1%	2%	0%	F	NA			102000	C
	To:	SR 16	58 Battlefield	l Blvd												

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

			Primary ai	10 11101010	210 1100				Tru	ıck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
	T							ZAXIE	3+Axle	11 raii	21 raii		Factor		Factor		
East	Prom:	(1.1 : 1 0.1)		8 Battlefield		2001	407	40/	40/	407	00/	_	0.004	_		50000	_
64)	City of Chesapeake	, ,	0.58	54000	G	93%	1%	1%	1%	4%	0%	С	0.081	F		59000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways or	n this Route:	107000	G	95%	0%	1%	1%	3%	0%	F	NA			115000	G
	To:			I-464				$\neg$ $\vdash$									
East	Cit of Change	(Mainta CA)	4.04	20000		000/	40/	40/	40/	<b>5</b> 0/	00/	_	NIA			40000	_
(64) (17)	City of Chesapeake	` ,	4.31	39000	G	92%	1%	1%	1%	5%	0%	F	NA			42000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel	el Roadways or	n this Route:	77000	G	92%	0%	1%	1%	5%	0%	F	NA			83000	G
East	Ta: From:		US 17 Ge	orge Washii	ngton Hw	у											
East (64)	City of Chesapeake	(Maint: 64)	1.46	36000	G	92%	1%	1%	1%	5%	0%	F	NA			39000	G
64	•	,															
	Combined Traffic Estimates for 2 Paralle	el Roadways or	n this Route:	71000	G	92%	0%	1%	1%	5%	0%	F	NA			76000	G
Fact	To: From:		US 13, US	460 Militar	y Highw	ay											
East (64)	City of Chesapeake	(Maint: 64)	2.31	37000	Α	92%	1%	1%	1%	5%	0%	С	0.105	Α		39000	Α
04	Combined Traffic Estimates for 2 Paralle	,			Ā	92%	0%	1%	1%	5%	0%	С	0.103	A	0.536	76000	A
	Combined Trainic Estimates for 2 Paralle	Roadways or		I-264. I-664		92%	0%	1%	1%	5%	0%	C	0.102	А	0.536	76000	А
								<u> </u>									
East	From:		I-64-E TO F-1		AND SO	OUTH											
Ramp	Alleghany Co	unty	0.13	NA									NA			NA	
<u> </u>	To:		FR-198 FR-	198- A FR a	& TO I-6	64 E											
East	From:		I-64 Eas	to Welcom	ne Center												
(64) Jerrys Run Welcome Center	Alleghany Co	ounty	0.10	NA									NA			NA	
$\overline{}$	To:		Enter Welc														
East	From:			me Center													
(64) Jerrys Run Welcome Center	Alleghany Co	ounty	0.10	430	Α	93%	1%	1%	0%	5%	0%	С	0.196	Α		360	Α
$\overline{}$	To		I-64 East	from Welco	me Cent	er											
East	From:		I-64-E TO R	661 EAST	AND W	/EST											
(64) Ramp	Alleghany Co	ounty	0.14	NA									NA			NA	
	To:		03-661	FROM I-64	I EAST												
East	From:		I-64	CALLAGE	IAN												
(64) $(60)$ Ramp	Alleghany Co	ountv	0.22	NA									NA			NA	
00)	To:		V	W SR 159									- <b></b>				
Fort	Econy		I-64-E TO R		TI 0. CO	TTTT		<del></del>									
East (64) Ramp	City of Covington (	Maint: 02\	0.18	NA	паѕО	UIH							NA			NA	
Ramp	City of Covington (	iviali II. U3)			COE NION	14.6							INA			INA	
	10.		107-3605 SR														
East	From:		-64-E TO RTS		RT 648	SOUTH											
(64) Ramp	Alleghany Co	unty	0.28	NA									NA			NA	
$\overline{}$	To:		US 60; 03	-648 US 60-	- 17B FR	0											
East	From:		I-64-E TO I	RT 696 WE	ST & EA	ST											
(64) Ramp	Alleghany Co	ounty	0.10	NA									NA			NA	
	To:		03-696; 03-6	96- <u>B</u> FROI	<u>и &amp;</u> то	I-64											
East	From:		I-64-E TO BUS														
(64) Ramp	Alleghany Co		0.15	NA	11110	11 307							NA			NA	
04) ((a))	Allegitariy Co	-	C1US 60 C11		20M &- "	TO R							1 1/7			INA	
	444.		C103 00 C1	JO OU- D FI	OWI &	I U K		l l									

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

		· ·····a. , a.i.a iii.a.a.a. iiaa.a.		
Route	Jurisdiction	Longth AADT OA ATiro Bug	TruckQC K Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT Q
East	From:	I-64-E TO BUS RT 60WEST & RT 629EAS	Take on the firm Errain Factor Factor	<i>"</i>
Ramp	Alleghany County	0.27 <b>NA</b>	NA NA	NA
14)	To:	C1US 60 C1US 60-W003A FROM & TO R	¬	
	From:			
ast	All and and Garage	I-64-E TO RTS 42NORTH & RT 269SOUTH		NA
Ramp	Alleghany County	0.24 <b>NA</b> SR 42 SR 269 SR 42- 152A FRO	NA	NA
~				
ast 64	From:	I-64-E TO TRUCK REST AREA		
54)	Alleghany County	0.04 <b>NA</b>	NA	NA
	To:	TO TRUCK PARKING AREA	7	
ast 64	All and an according		— NA	<b>N</b> 1.0
64)	Alleghany County	0.08 <b>NA</b>	NA NA	NA
	From:	Gap WEST END REST AREA Gap EAST END REST AREA		
ast	Alleghany County	0.18 <b>NA</b>	∟ NA	NA
ast 64	Allegially County	0.10 NA		INA
	To: From:	FROM TRUCK PARKING AREA		
ast (44)	Alleghany County	0.03 <b>NA</b>	NA	NA
94)	To:	I-64-E FROM TRUCK REST AREA	¬ ·"`	147
	-			
ast 4 Ramp	All and an an Orange to	I-64-E TO RT 269WEST & EAST		NIA
Ramp	Alleghany County	0.23 <b>NA</b>	NA NA	NA
	in a	SR 269 RAMP FROM I-64 & 60 FROM RT 6		
ast	From:	I-64-E TO RT 780SOUTH & NORTH		
Ramp	Rockbridge County	0.20 <b>NA</b>	NA	NA
	To	81-780; 81-780- A FOREST ROAD		
ast	From:	I-64-E TO RT 60WEST & EAST		
(60) Ramp	Rockbridge County	0.18 <b>NA</b>	NA NA	NA
	To:	7US 60-P US 60 US 60- 51B		
204	Prom:	I-64-E TO US 11SOUTH & NORTH	Ī	
ast 4 Ramp	Rockbridge County	0.19 <b>NA</b>	NA	NA
4) Kamp	To:	US 11 US 11- 205A FROM & TO I-64		INA
	•		<u> </u>	
ast	From:	I-64 East		
Ramp from I-64 E Exit 56 to I-81 S at Exit 191	Rockbridge County	0.37 <b>2500 F</b> 77% 1%	1% 1% 20% 1% F 0.1 F	2300
<i></i>	To:	I-81 South		
ast	From:	I-64-E TO RT 608SOUTH & NORTH		
ast 4 Ramp	Augusta County		1% 1% 3% 1% C 0.104 F	5800
<u> </u>	To:	07-608; 07-608- 20A FROM & TO I-64		
est	From:	I-64-E TO RT 340SOUTH & NORTH	-	
Ramp	Augusta County	0.22 <b>NA</b>	→ NA	NA
4)	. agasta sounty			
ast	From:	I-64-E094B FROM RT 64 EAST		
	Augusta County	0.03 <b>NA</b>	NA	NA
Ramp	Augusia County	0.03 INA	INA	

# 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 2Axle 3+Axle 1Trail 2Trail	K QK Dir AAWDT Factor	QW
Fast	From:	I-64-E094A FROM IS 64 EAST	1	. 4010.	
East (64) Ramp	Augusta County	0.04 <b>NA</b>		NA NA	
(04)	To:	US 340 FROM I-64 EAST			
F	From: Y /	64-E TO DELPHINE AVENUESOUTH & NORT			
East (64) Ramp	City of Waynesboro (Maint: 07)	0.22 NA	<del></del>	NA NA	
64 Kamp	To:	136-5118 FROM I-64 EAST		NA NA	
East (64) Ramp	From	I-64-E TO US 250WEST & EAST			
(64) Ramp	Augusta County	0.32 <b>NA</b>		NA NA	
	To:	I-64-W099A I-64- 99A FROM RT 6			
East (64) Ramp	From:	I-64-E TO SCENIC VIEW			
(64) Ramp	Nelson County (Maint: 02)	0.02 <b>NA</b>		NA NA	
$\smile$	To:	West End of Parking Lot; Gap			
East (64) Ramp	From:	East End of Parking Lot; Gap			
(64) Ramp	Nelson County (Maint: 02)	0.04 <b>NA</b>	<u></u>	NA NA	
<u> </u>	То:	I-64-E FROM SCENIC VIEW			
East	From:	I-64-E TO SCENIC VIEW			
East (64) Ramp	Albemarle County	0.07 <b>NA</b>		NA NA	
$\smile$	To:	West End Parking Area			
East (64) Ramp	From:	East End Parking Area			
(64) Ramp	Albemarle County	0.05 <b>NA</b>		NA NA	
$\overline{}$	To	I-64-E FROM SCENIC VIEW			
East	From:	I-64 East to Rest Area			
64 Charlottesville Rest Area Ramp	Albemarle County	0.19 <b>740 G</b> 93% 1%	1% 0% 5% 0% F	NA 740	G
	To:	Enter Rest Area Parking Lot			
East	From:	Exit Rest Area Parking Lot			
64 Charlottesville Rest Area Ramp	Albemarle County	0.06 <b>740 G</b> 93% 1%	 1% 0% 5% 0% F	NA 740	G
	To:	I-64 East from Rest Area			
Fast	From:	I-64-E TO US 250WEST & EAST			
East (64) Ramp	Albemarle County	0.14 <b>NA</b>		NA NA	
(64)	To:	US 250 US 250-W081A FROM & TO I-64			
	From				
East (64) Ramp	Albamaria Caunty	I-64 East 0.17 <b>250 G</b>		NA 250	G
64 Kamp	Albemarle County			NA 250	G
	***	02-637 Dick Woods Rd			
East (64) Ramp	From:	I-64-E TO US 29SOUTH			_
(64) Ramp	Albemarle County	0.21 <b>550 G</b>		NA 550	G
	To	US 29 FROM I-64 EAST			
East	From:	I-64-E TO US 29NORTH			
East (64) Ramp	Albemarle County	0.19 <b>NA</b>		NA NA	
	To:	US 29 FROM I-64 EAST			
Fast	From:	I-64-E TO RT 631SOUTH & NORTH			
East (64) Ramp	Albemarle County	0.16 <b>NA</b>		NA NA	
04)	To:	02-631; 02-631- 11A FROM & TO I-64			
	L	02 001, 02 001 11111NONI & 10 1-07			

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

Route	Jurisdiction		TruckQC K Dir Axle 3+Axle 1Trail 2Trail Factor Factor	$\Delta\Delta$ VVI) I ()VV
East 64 Ramp	Albemarle County	I-64-E TO RT 20SOUTH  0.20 NA  SR 20 FROM I-64 EAST	NA	NA
East 64 Ramp	Albemarle County	I-64-E TO RT 20NORTH  0.21 NA  SR 20 FROM I-64 EAST	NA	NA
East 64 Ramp	Albemarle County	I-64-E TO US 250EAST & WEST  0.21 <b>4900</b> B  US 250 US 250-100B FROM & TO I-64	0.140 A	5600 B
East 64 Ramp	Albemarle County	I-64-E TO RT 616SOUTH & NORTH  0.22 NA  02-616; 02-616- 1A FROM & TO I-64	NA	NA
East 64 Ramp	Louisa County To:	I-64-E TO RT 15SOUTH & NORTH  0.27 NA  US 15 US 15- 120A FROM & TO I-64	NA	NA
East 64 Ramp	Louisa County	I-64-E TO RT 208SOUTH & NORTH  0.31 NA  SR 208 SR 208- A FROM & TO I-64	NA	NA
East 64 Ramp	Goochland County	I-64-E TO RT 605WEST & EAST  0.19 NA  37-605; 37-605- 7A FROM & TO I-64	NA	NA
East 64 Ramp	Goochland County	I-64-E TO RT 629WEST & EAST  0.18 NA  37-629; 37-629- 1A FROM & TO I-64	NA	NA
East 64 Ramp	Goochland County	I-64-E TO US 522SOUTH & NORTH  0.26 NA  US 522 US 522- 18A FROM & TO 1-64	NA	NA
East 64 Ramp	Goochland County  To:	I-64-E TO RT 617SOUTH & NORTH  0.13 <b>490 G</b> 37-617; 37-617- A FROM & TO I-64	NA	490 G
East Goochland Rest Area Ramp	Goochland County  To:	I-64 East to Rest Area  0.09 NA  Enter Rest Area Parking Lot	NA	NA
Goochland Rest Area Ramp	Goochland County  To:	Exit Rest Area Parking Lot 0.13 1200 G I-64 East from Rest Area	NA NA	1200 G
East 64 Ramp	Goochland County To:	I-64-E TO RT 623SOUTH & NORTH  0.21 <b>1400 G</b> 89% 1%  37-623; 37-623- 6A FROM & TO I-64		1400 G
East (64) Ramp From I-64 E to SR 288	Goochland County	I-64 East 0.23 <b>5600 A</b> 86% 1% SR 288		5700 A

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

			u mersiale					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-64 East				2/\\\	STANE	IIIaii	ZITAII		i actor		1 actor		
(64) Ramp from I-64 E Exit 178A to US 250	Henrico County	0.17		F	98%	0%	1%	0%	0%	0%	F	0.107	F		5800	F
	To:	US	250 Broad St													
East	From:		I-64 East													
(64) Ramp from I-64 E Exit 178B to US 250	Henrico County	0.21	3400	F	99%	0%	0%	0%	0%	0%	F	0.195	F		3600	F
$\overline{}$	To:	US	250 Broad St	t												
East	From:	I-64-E TO GA		ADSOU	TH											
(64) Ramp	Henrico County	0.31	NA									NA			NA	
<u> </u>	To:		FROM I-64 E													
East	From:	I-64-E TO GA		DNOR	TH											
64 Ramp	Henrico County	0.24	NA EDOM L CAE	ZACT								NA			NA	
			FROM I-64 E	EASI												
East (64) Ramp	From: Henrico County	0.19	I-64 East									NA			NA	
64) Kamp	To:		Parham Rd									INA			INA	
East	From:	I-64-E183X TO GLE		IVESOI	ITH & N	Ť										
East (64) Ramp	Henrico County	0.18	NA	IVESO	UIII & N							NA			NA	
(64)	To:		FROM I-64 E	EAST												
East	From	I-64-E183X TO US	250-BROAD	STRE	ETEAST	,										
East (64) Ramp	Henrico County	0.17										NA			NA	
	To	US 250 I	FROM I-64 E	EAST												
East	From:	I-64-E COLLECTOR		ENSID	E DR & F	R										
(64) Ramp	Henrico County	0.16	9500	В								0.16	Α		11000	В
	From:	I-64-E183A TO GLE	ENSIDE DRI	IVESOU	UTH & N	I	$\neg$ $\vdash$									
$\frac{\text{East}}{64} \text{ Ramp}$	Henrico County	0.13	NA									NA			NA	
(64)	To			E DDII	AEGOLIE!	T T										
East	From:	43-7536-S001A FRO		E DRIV	VESOUT	Н										
Ramp	Henrico County	0.19	NA									NA			NA	
Fast	To: From:	43-7536-N001A FROI	M GLENSID	E DRI	VENORT	Ή										
East (64) Ramp	Henrico County	0.16	NA									NA			NA	
<u> </u>	Toi	I-64-E183B TO RT		STDE	ETE A CT											
East	From:			OINE.	LIEASI											
64 Ramp	Henrico County	0.24	NA									NA			NA	
East	To: From:	US 250-W159B FROM	A RT 250-BR	OAD S	TREETW	VE										
(64) Ramp	Henrico County	0.07	NA									NA			NA	
	To:	I-64-E COLLECTO	OR FR GLEN	ISIDE I	Or & RT											
East	From:	I-64-E TO DICKE	ENS ROADW	VEST &	EAST											
(64) Ramp	Henrico County	0.11	NA									NA			NA	
$\smile$	To	43-7546	FROM I-64 E	EAST		-										

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

Route	Jurisdiction	Length AADT QA 4Tire Bu		Truck3+Axle 1Trail 2Trail	QC K QK	Dir Factor AAWDT QW
Ramp from I-64 E Exit 185B to SR 33	Henrico County  To:	I-64 East 0.14 <b>1600 A</b> SR 33 Staples Mill Rd			0.195 A	2000 A
East   East   Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Maint: 43)	I-64-E 0.16 <b>NA</b>			NA	NA
East   64   Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Maint: 43)	Ramp to Laburnum Ave  0.08 <b>NA</b> I-195 S			NA	NA
East 64 Ramp	City of Richmond (Maint: 43)	I-64-E186A 0.16 <b>NA</b> 127-7555 Laburnum Ave			NA	NA
East 64 Ramp	City of Richmond (Maint: 43)	I-64-E MEDIANTO RT 195 & 95 NORTH  0.14 NA  I-195-N FROM I-64 EAST			NA	NA
East (64) Ramp	City of Richmond (Maint: 43)	I-64-E192X TO RT 360WEST-MECHANICSVI  0.17 NA  US 360 US 360-E143A FROM & TO I-64			NA	NA
East (64) Ramp	From: Henrico County	I-64-E192X 0.17 <b>NA</b>			NA	NA
East (64) Ramp	From City of Richmond (Maint: 43)	US 360 Mechanicsville Tpke  I-64-E BEGIN COLLECTOR ROAD  0.10 NA			NA	NA
East (64) Ramp	City of Richmond (Maint: 43)	I-64-E192A TO RT 360WEST-MECHANICSVI  0.08 NA			NA	NA
East 64 Ramp	City of Richmond (Maint: 43)	S 360-W143A FROM RT 360WEST-MECHANICS 0.07 NA			NA	NA
East 64 Ramp	Henrico County	JB-127 ECL RICHMOND 0.05 <b>NA</b>			NA	NA
East (64) Ramp	Henrico County	I-64-E192B TO RT 360EAST-MECHANICSVI  0.08 <b>NA</b>			NA	NA
East 64 Ramp	Henrico County	US 360-E143A FROM RT 360EAST-MECHANICS  0.04 NA	<u> </u>		NA	NA
East (64) Ramp	From:  Henrico County  To:	I-64-E END COLLECTOR ROAD-RT 360 I-64-E TI RT 33WEST-NINE MILE ROAD 0.10 NA SR 33 FROM I-64 EAST			NA	NA

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

		Filmary and interstate Routes			Tr	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tii	е В		de 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	I-64-E TO RT 33EAST-NINE MILE ROA	)										
(64) Ramp	Henrico County	0.18 <b>NA</b>							NA			NA	
$\overline{}$	To:	SR 33 FROM I-64 EAST											
East	From:	I-64-E TO LABURNUM AVESOUTH & NO	RTH										
(64) Ramp	Henrico County	0.23 <b>NA</b>							NA			NA	
$\smile$	To:	43-7555; 43-7555- 5A FROM & TO I-64											
East	From:	I-64 East											
(64) Ramp from I-64 E Exit 197A to SR 156 S	Henrico County	0.28 <b>6500 G</b> 95%	6 1°	% 1%	6 1%	2%	0%	С	0.08	F		6500	G
$\smile$	To:	SR 156 S, Airport Dr											
East	From:	I-64 East											
(64) Ramp from I-64 E Exit 197B to SR 156 N	Henrico County	0.20 <b>4200 G</b> 97%	6 0°	<u>% 1%</u>	6 0%	1%	0%	С	0.117	F		4200	G
$\smile$	To:	SR 156 N, Airport Dr											
East	From:	I-64 East											
(64) Ramp from I-64 E Exit 200A to I-295 E	Henrico County	0.44 <b>3300 G</b> 80%	6 1°	% 1%	6 1%	17%	0%	F	NA			3300	G
$\smile$	To:	I-295 East											
East	From:	I-64 East											
64) Ramp from I-64 E Exit 200B to I-295 W	Henrico County	0.22 <b>530 G</b> 919	6 1°	% 1%	6 1%	7%	0%	F	NA			530	G
$\smile$	To:	I-295 West											
East	From:	I-64 East											
(64) Ramp	Henrico County	0.54 <b>4100 G</b> 919	6 1°	% 1%	6 1%	7%	0%	F	NA			4100	G
$\smile$	To:	I-64-E200A TO RT 295 EAST & 60		1									
East	From:								N.1.0			NIA	
Ramp	Henrico County	0.27 <b>NA</b>							NA			NA	
East	To: From:	I-295-E028E FROM RT 295 EASTOLD LO	OP	-									
(64) Ramp	Henrico County	0.23 <b>NA</b>							NA			NA	
	To:	I-64-E200B TO RT 295 WEST											
East	From:												
Ramp	Henrico County	0.23 <b>NA</b>							NA			NA	
	To: From:	I-295-E028C I-295-W028C FROM RT 2											
East 64 Ramp	Henrico County	0.33 <b>NA</b>							NA			NA	
64) ((311)	To:	I-64-E COLLECTOR ROAD FROM RTS 295	& 6						1471			14/1	
F	From:	I-64-E TO SCALES											
East (64) Ramp	Henrico County	0.10 <b>NA</b>							NA			NA	
04) 1331119	To:	Gap WEST END SCALE							14/7			1 1/71	
East	From:	Gap EAST END SCALE											
(64) Ramp	Henrico County	0.11 <b>NA</b>							NA			NA	
$\smile$	To:	I-64-E FROM SCALES											
East	From:	I-64 East											
(64) Ramp	New Kent County	0.25 <b>5400 G</b> 979	6 0°	% 1%	6 0%	1%	0%	С	0.165	F		5400	G
	To:	Ramp Split											

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

Route	Jurisdiction	Length AADT QA 4	4Tire Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	Ramp Split											
(64) Ramp	New Kent County	0.05 NA SR 33 @ Traffic Signal							NA			NA	
Cont	From:												
East (64) Ramp	New Kent County	Ramp Split 0.08 <b>2600 G</b>	96% 0%	1%	0%	2%	0%	С	0.151	F		2600	G
04) ******	To:	SR 33 West				_,,				-			
East	From:	I-64-E TO RT 106											
(64) Ramp	New Kent County	0.19 <b>NA</b>							NA			NA	
$\smile$	То:	SR 106 SR 106- 28A FROM & TO I-	-64										
East	From:	I-64 East to Rest Area											
64 New Kent Welcome Center	New Kent County		91% 1%	1%	1%	7%	0%	F	0.147	Α		2100	Α
East	From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot											
64) New Kent Welcome Center	New Kent County	0.18 <b>2500 G</b>							NA			2500	G
<u> </u>	To:	I-64 East from Rest Area											
East	From:	I-64-E TO RT 155											
East 64 Ramp	New Kent County	0.22 <b>NA</b>							NA			NA	
<u> </u>	To:	SR 155 SR 155- 11A FROM & TO I-	-64										
(64) $(33)$ Ramp	From:	I-64-E							N.1.0			NIA	
64 33 Ramp	New Kent County	0.49 <b>NA</b> SR 33							NA			NA	
F	From	I-64-E TO RT 30											
East 64 Ramp	James City County	0.33 <b>NA</b>							NA			NA	
64)	Tol.												
East 64) Ramp	From:	I-64-E227B TO RT 30 EAST											
64 Ramp	James City County	0.03 NA SR 30 FROM RT 64 EAST		_					NA			NA	
	r												
East 64 Ramp	James City County	I-64-E227A TO RT 30 EAST 0.04 <b>NA</b>							NA			NA	
64) ((a))	To:	SR 30 FROM I-64 EAST							14/1			14/1	
Fast	From:	I-64-E TO RT 30 WEST & 607 SOU	TH										
East 64 Ramp	James City County	0.33 <b>NA</b>							NA			NA	
<u> </u>	To:	SR 30 SR 30-E061A FROM & TO I-	-64										
East	From:	I-64-E TO RT 30 EAST & 607 NOR	TH										
East 64 Ramp	James City County	0.20 <b>NA</b>							NA			NA	
<u> </u>	To:	SR 30 FROM I-64 EAST											
East (64) Ramp	Vorte County	I-64-E TO RT 646 0.19 <b>NA</b>							NIA			NA	
Ramp	York County	0.19 <b>NA</b> 99-646; 99-646- 1A FROM & TO I-	.64						NA			NA	
Cont	From:	I-64-E TO RT 143	·.										
East 64 Ramp	York County	0.16 <b>NA</b>							NA			NA	
04)	To:	SR 143 FROM I-64 EAST											

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

		Filliary and interstate Routes		
Route	Jurisdiction		TruckQC K Dir xle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East 64 Ramp	York County	I-64-E TO RT 199 WEST  0.31 NA  SR 199 FROM I-64 EAST	NA	NA
East 64 Ramp	York County	I-64-E TO RT 199 EAST  0.21 NA  SR 199 FROM I-64 EAST	I NA	NA
East 64 Ramp	York County	I-64 East 0.30 <b>2400 F</b> US 60	0.137 F	2400 F
East 64 Ramp	York County	I-64-E TO RT 143  0.11 NA  I-64-W243B I-64- 243B Gap Termi	NA	NA
East 64 Ramp	James City County	I-64 East 0.25 <b>2400 F</b> SR 143 Merrimac Trail	0.136 F	2400 F
East 64 Ramp	City of Newport News (Maint: 99	I-64-E TO RT 105-FORT EUSTIS BOULEVARD	NA	NA
East 64 Ramp	City of Newport News (Maint: 99	I-64-E TO RT 105-FORT EUSTIS BOULEVARD	NA	NA
East 64 Ramp	City of Newport News (Maint: 98	I-64-E TO RT 143 SOUTH-JEFFERSON AVENU	NA	NA
East 64 Ramp	City of Newport News (Maint: 98	I-64-E TO RT 143 NORTH00- JEFFERSON AVE	NA	NA
East 64 Ramp	City of Newport News (Maint: 99	I-64-E BEGIN COLLECTOR ROAD00- RT 143 J 9) 0.27 <b>NA</b>	NA NA	NA
East 64 Ramp	City of Newport News (Maint: 99		NA	NA
East 64 Ramp	City of Newport News (Maint: 99	9) 0.21 <b>NA</b> I-64-E255B TO ROUTE 14300- JEFFERSON AV	NA L	NA
East 64 Ramp	City of Newport News (Maint: 9	9) 0.07 <b>NA</b> SR 143-N018A FROM ROUTE 14300- JEFFERSON	NA NA	NA
East 64 Ramp	City of Newport News (Maint: 99	SR 143 9) 0.33 <b>19000 F</b> I-64 East	] 0.075 F ]	19000 F

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

		I filliary and interstate floutes		
Route	Jurisdiction		Axle 3+Axle 1Trail 2Trail QC Factor Factor	AAWDT QW
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
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)	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)	-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 NA I-64-E263B TO RT 258 WEST	NA	NA
East 64 Ramp	City of Hampton (Maint: 99)	0.13 <b>NA</b> US 258 JB-99-27 FROM RTE 64 EAST	NA	NA
East (134) Ramp	City of Hampton (Maint: 99)	4-E TO RT 258 EAST-MERCURY BOULEVAR 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 F</b> 114-7035 Lasalle Ave	0.077 F	6700 F
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
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.07 <b>7600 F</b> US 60 Settlers Landing Rd	0.097 F	7600 F
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.13 <b>4700 F</b> 114-7057 Mallory St	0.12 F	4700 F
East 64 Ramp	City of Hampton (Maint: 99)	I-64-E TO INSPECTION STATION  0.04 NA  114-7057- T INSPECTION BOOTH AREA	NA	NA

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

		I filliary and interstate routes		
Route	Jurisdiction -	Length <b>AADT QA</b> 41 ire Bus 2	TruckQC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East 64 Ramp	City of Hampton (Maint: 99)	114-7057- T INSPECTION BOOTH AREA 0.04 NA 114-7057- A TO RT 64 EAST	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO BAYVILLE STREET  0.03 NA  122-99001- A BAYVILLE STREET FROM &	NA	NA
East 60 Ramp	City of Norfolk (Maint: 64)	I-64-E TO 4TH VIEW ST  0.17 NA  US 60 US 60-281A FROM & TO I-64	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO US 460-GRANDBY ST & RT 564 N  0.14 NA	NA NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276B TO RT 460 GRANDBY ST  0.15 NA  I-564-N FROM RT 64 EAST	NA NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276A TO US 460 GRANDBY ST 0.06 NA US 460 FROM I-64 EAST	NA NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. LANE 0.04 NA I-64-R I-64-R000A FROM 64 EAST	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E RAMP TO RT 168 TO RT 16800- T  0.35 NA  SR 168 FROM I-64 EAST	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	0.13 NA SR 168 FROM I-64 EAST	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	0.18 NA SR 194 FROM I-64 EAST	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 247 EAST-NORVIEW AVENUE  0.17		4100 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO ROBIN HOOD ROAD  0.16 NA  122-8636 ALMEDA AVE FROM RT 64 EAST	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 16500- MILITARY HIGHWAY  0.17 NA  SR 165 FROM RT 64 EAST	NA	NA
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 13 NORTH 0.19 NA US 13 FROM I-64 EAST	NA	NA

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

Route	Jurisdiction	Longth AADT	Γ <b>QA</b> 4Tire Β		Truck		C _ K Q	Dir ک	AAWDT	OW/
	Junsuiction			2Axle	3+Axle 1Trail	2Trail	Factor	Factor	AAWDI	QVV
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E TO I	1-264				NA		NA	
$\smile$	To To	I-64-E284C TO RT 264 I	FAST264 WESTR							
East (64) Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>	ENGIZOT WESTK				NA		NA	
64) Ramp	City of Norrolk (Maint: 64)	I-264-W013X FROM	I RT 64 EAST				INA		INA	
East	From:	I-64-E TO I-264								
(64) Ramp	City of Norfolk (Maint: 64)	0.17 <b>NA</b>					NA		NA	
<u> </u>	To:	I-264-E013X FROM								
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E284A TO RT 264 0.45 <b>NA</b>	EAST264 WEST				NA		NA	
64 Ramp	To:	I-264-E From R	T 64 East				INA		INA	
East	From:	I-64-E TO R		i						
(64) Ramp	City of Virginia Beach (Maint: 64	o.21 <b>NA</b>					NA		NA	
	To:	SR 407 FROM I								
East (64) Ramp	From: City of Virginia Beach (Maint: 64	I-64-E TO RT 4 .) 0.20 <b>NA</b>	07 EAST				NA		NA	
64 Ramp	City of Virginia Beach (Maint: 64	SR 407 SR 407-W004A	FROM & TO I-64				NA		NA	
East	From:	I-64-E289X TO GREENE								
East (64) Ramp	City of Chesapeake (Maint: 64)	0.26 <b>NA</b>					NA		NA	
	To:	131-8665 FROM F								
East	City of Change also (Mainty C4)	I-64-E289X TO GREENE 0.25 <b>NA</b>	BRIER PARKWAY				NA		NA	
Ramp	City of Chesapeake (Maint: 64)	0.25 <b>NA</b> 131-8665 FROM R	RT 64 EAST				INA		INA	
Fast	From:	I-64-E BEG. COLL ROAD T								
East (64) Ramp	City of Chesapeake (Maint: 64)						NA		NA	
	To: From:	I-64-E289A TO GREENE	BRIER PARKWAY							
East (64) Ramp	City of Chesapeake (Maint: 64)	0.13 <b>NA</b>					NA		NA	
$\overline{}$		-8665-W001A FROM GREE	ENBRIER PARKWAY W							
East (64) Ramp	City of Chesapeake (Maint: 64)						NA		NA	
$\overline{}$	5.ty 5. 5.15554758.to (Mariti 61)	I-64-E289B TO GREENB	RRIER DARKWAV							
East	City of Chesapeake (Maint: 64)		MINIANNAI				NA		NA	
64 Ramp							INA		INA	
East	FIOIII.	-8665-E001A FROM GREET	NBRIER PARKWAY EA							
64 Ramp	City of Chesapeake (Maint: 64)						NA		NA	
East	To. From:	SLIP RAMP TO EXIT	Γ 290 COLL RD							
(64) Ramp	City of Chesapeake (Maint: 64)						NA		NA	
$\overline{}$	To: I-	-64-E END COLL RD FROM	M GREENBRIER PAR							

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

Route	Jurisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Tr	OC OK	AAWDT QW
East 64 Ramp	I-64-E TO RT 168 NORTH-BATTLEFIELD PAR City of Chesapeake (Maint: 64) 0.27 <b>4200 G</b>	NA NA	4200 G
64) Kamp	To SR 168 FROM I-64 EAST	IWA	<del></del>
East	I-64-E TO RT 168 SOUTH-BATTLEFIELD PAR City of Chesapeake (Maint: 64) 0.23 <b>10000 G</b>	NA	10000 G
Ramp	City of Chesapeake (Maint: 64) 0.23 <b>10000 G</b> To: SR 168 FROM I-64 EAST	IVA	10000 G
East	I-64 East   City of Chesapeake (Maint: 64)   0.60   <b>17000</b>   <b>G</b>	- NIA	47000 0
64 I-64 E Exit 290	City of Chesapeake (Maint: 64) 0.60 <b>17000 G</b>	NA	17000 G
East 64) I-64 E Exit 290	City of Chesapeake (Maint: 64) 0.10 NA	NA	NA
<u> </u>	Ramp From Bus SR 168 Battlefield Blvd N		
64) I-64 E Exit 290	City of Chesapeake (Maint: 64) 0.20 NA	NA	NA
East	From: I-64 E Exit 290 B		
64 I-64 E Exit 290	City of Chesapeake (Maint: 64) 0.12 NA	NA	NA
ast	Ramp From Bus SR 168 Battlefield Blvd S		
I-64 E Exit 290	City of Chesapeake (Maint: 64) 0.20 <b>NA</b> To I-64 E	NA	NA
East	From: I-64-E TO RT 464 NORTH		
Ramp	City of Chesapeake (Maint: 64) 0.25 NA  1-464-N FROM I-64 EAST	NA	NA
ast	From: I-64-E TO RT 104 VIA RT 464		
Ramp	City of Chesapeake (Maint: 64) 0.23 NA  1-464-S FROM I-64 EAST	NA	NA
ast	From: I-64-E TO RT 17 NORTH		
64 (17) Ramp	City of Chesapeake (Maint: 64) 0.23 NA  To US 17 FROM I-64 EAST	NA	NA
ast	From: I-64-E TO RT 17 SOUTH		
Ramp	City of Chesapeake (Maint: 64)  0.21  NA  US 17 US 17-N014B FROM I-64 EAST	NA	NA
ast	From: I-64-E TO RT 1300- MILITARY HIGHWAY		
Ramp	City of Chesapeake (Maint: 64) 0.31 <b>NA</b> 10 US 13; 131-8599 FROM I-64 EAST	NA	NA
Rev	From: Begin Reversible Lane At I-564		
Rev 54	City of Norfolk (Maint: 64) 5.99 <b>21000</b> F 100% 0% 0% 0% 0% 0% 0% 0% 0% 0%		25000 F
	Combined Traffic Estimates for 3 Parallel Roadways on this Route: <b>164000 G</b> 97% 0% 0% 0% 1% 0% Ramp To I-64 EB	% F NA	170000 G
Rev 64)	City of Norfolk (Maint: 64) 2.18 <b>24000 G</b> 100% 0% 0% 0% 0% 0% 0%	% F NA	24000 G
	Combined Traffic Estimates for 3 Parallel Roadways on this Route: 178000 G 97% 0% 0% 0% 1% 0%		189000 G
	Temp End Reversible Lane		

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

	Tanala Tanala	Di-
Route	Jurisdiction Length <b>AADT QA</b> 4Tire BusTruckTruck K QC 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir AAWDT QW
Rev	From: I-64-E276C I-64-R FROM 64 EAST	
(64) Ramp	City of Norfolk (Maint: 64) 0.24 NA NA	NA
$\smile$	To: I-64-W FROM H.O.V. LANEPM	
Rev	From: I-64-R TO IS 64 EAST	
(64) Ramp	City of Norfolk (Maint: 64) 0.02 NA NA	NA
$\smile$	To: I-64-E FROM HOV LANE	
Rev	I-64-R I-64-W285 A TO & FROM RT	
64) Ramp	City of Norfolk (Maint: 64) 0.12 <b>NA</b> NA	NA
<u> </u>	To: I-64-E FROM H.O.V.LANEMEDIAN	
West	From: West Virginia State Line	
64) (60)	Alleghany County 2.12 <b>4700 G</b> 77% 1% 1% 1% 21% 0% F NA	4400 G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9000 G 77% 1% 1% 1% 20% 0% F NA	8500 G
	FR-198 Jerrys Run Rd	
West	Alleghany County 5.06 <b>4700 G</b> 77% 1% 1% 21% 0% F NA	4400 G
64 (60)	<b>3</b> , ,	
		8500 G
Vest	To: 03-661 Ogles Creek Rd; Midland Trail	
64) (60)	Alleghany County 3.23 <b>4500 G</b> 77% 1% 1% 1% 21% 0% F NA	4200 G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>8900 G</b> 77% 1% 1% 1% 20% 0% F NA	8300 G
	To: SR 159 Midland Trail	
West	US 60; SR 159 Midland Trail	_
64	Alleghany County 4.27 <b>5300 G</b> 77% 1% 1% 1% 21% 0% F NA	5000 G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>10000 G</b> 77% 1% 1% 1% 20% 0% F NA	9600 G
Voot	To: WCL Covington	
West 64	City of Covington (Maint: 03) 0.28 <b>5300 G</b> 77% 1% 1% 1% 21% 0% F NA	5000 G
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>10000 G</b> 77% 1% 1% 1% 20% 0% F NA	9600 G
	<u>·</u>	3000
Nest	From: SR 154 Durant Rd	
64)	City of Covington (Maint: 03) 1.08 <b>7000 G</b> 77% 1% 1% 1% 21% 0% F NA	6600 G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 13000 G 77% 1% 1% 1% 20% 0% F NA	13000 G
• •	ECL Covington	
West	Alleghany County 0.77 <b>7000 G</b> 77% 1% 1% 1% 21% 0% F NA	6600 G
64		
	<u> </u>	13000 G
Vest	From: US 60, US 220	
64) 60 (220)	Alleghany County 4.98 <b>9800 G</b> 77% 1% 1% 1% 21% 0% F NA	9200 G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000 G 77% 1% 1% 1% 20% 0% F NA	18000 G
West	From	0700
64 60 220	Alleghany County 2.34 <b>9300 G</b> 77% 1% 1% 1% 21% 0% F NA	8700 G
~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 18000 G 77% 1% 1% 20% 0% F NA	17000 G
	To: Bus US 60, Bus US 220	

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

		1 mary ar	iu iritersta	10 1 10				Tri	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	Rue II	S 60, Bus U	S 220			ZAXIE	STAXIE	IIIali	ZIIali		racioi		racioi		
(64) (60) (220)	Alleghany Co		6300	G G	77%	1%	1%	1%	21%	0%	F	NA			6000	G
04) (00) (220)	Combined Traffic Estimates for 2 Parallel	,		G	77%	1%	1%	1%	20%	0%	F	NA			12000	G
	To:		L Clifton Fo		,	.,,		.,0	2070	0,0	•				.2000	
West	From:															
(64) (60) (220)	Town of Clifton Forge	, ,	6300	G	77%	1%	1%	1%	21%	0%	F	NA			6000	G
<b>**</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	13000	G	77%	1%	1%	1%	20%	0%	F	NA			12000	G
West	To: From:	ECI	L Clifton Fo	rge												
(64) (60) (220)	Alleghany Co	ounty 1.06	6300	G	77%	1%	1%	1%	21%	0%	F	NA			6000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	13000	G	77%	1%	1%	1%	20%	0%	F	NA			12000	G
·	To:	US	220, Bus US	S 60			<u> </u>									
West	Alleghany Co		5100	G	77%	1%	1%	1%	21%	0%	F	NA			4800	G
64 (60)	Combined Traffic Estimates for 2 Paralle	,		G	77%	1%	1%	1%	20%	0%	F	NA			9400	G
	Combined Trainic Estimates for 2 Farance				11 /0	1 /0	1 /0	1 /0	20 /0	076		INA			9400	G
West	From:		R 42, SR 26													
(64) (60)	Alleghany Co	ounty 6.52	4100	G	77%	1%	1%	1%	21%	0%	F	NA			3900	G
$\circ \circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	7900	G	77%	1%	1%	1%	20%	0%	F	NA			7400	G
West	To: From:	SR 269; 03	8-850, N Mo	ountain I	Rd											
(64) (60)	Alleghany Co	ounty 4.69	3900	F	77%	1%	1%	1%	21%	0%	F	0.071	F		3700	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	7900	F	77%	1%	1%	1%	20%	0%	F	NA			7400	F
	То:		ridge Count	·												
West	From:		hany County		770/	40/	40/	40/	040/	00/	_	0.074	_		0700	_
64 (60)	Rockbridge C	•	3900	F	77%	1%	1%	1%	21%	0%	-	0.071	F		3700	-
	Combined Traffic Estimates for 2 Parallel	·		F	77%	1%	1%	1%	20%	0%	F	0.076	F		7400	F
West	To: From:	81-	780 Scenic	Dr												
(64) (60)	Rockbridge C	ounty 6.94	4200	Α	77%	1%	1%	1%	21%	0%	С	0.141	Α		4000	Α
	Combined Traffic Estimates for 2 Parallel			Α	77%	1%	1%	1%	20%	0%	С	0.134	Α	0.534	7800	Α
Mark	To:		Fredericksb		D.4											
West 64	Rockbridge C	,	623 Frederic <b>4600</b>	KSBurg .	77%	1%	1%	1%	21%	0%	F	0.072	F		4400	F
64)	Combined Traffic Estimates for 2 Paralle	•		F	77%	1%	1%	1%	20%	0%	· F	0.072	, F	0.510	8700	F
	To-				1170	170	170	1 /0	20 /0	070	•	0.073	•	0.510	0700	'
West	From:		S 11 Lee Hw	•												
64	Rockbridge C	•	6100	F	77%	1%	1%	1%	21%	0%	F	0.075	F		5800	F
$\smile$	Combined Traffic Estimates for 2 Paralle			F	77%	1%	1%	1%	20%	0%	F	0.079	F	0.553	12000	F
West	To:	I-81 S	South Interch I-64 West	nange												
Ramp from I-81 S Exit 191	to I-64 W at Exit 56 Rockbridge C	ounty 0.23	3700	Α	77%	1%	1%	1%	21%	0%	F	0.136	Α		3400	Α
	Combined Traffic Estimates for 2 Paralle	•	7400	F	77%	1%	1%	1%	20%	0%	F	NA			6900	F
	To:		I-81 South													

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

			Primary ar	iu iiileisia	ale Not	iles .			т	1 .			1/		D:		
Route		Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
								2Axle	3+Axle	11 rail	21 rail		Factor		Factor		
West South		Paralele si de a Co		West Interch		000/	40/	40/	40/	000/	00/	_	0.447	^		40000	^
64 81	0 1: 17 " 5	Rockbridge Co	•	21000	Α _	68%	1%	1%	1%	28%	2%	-	0.117	A	0.500	19000	A
	Combined Traffic Est	timates for 2 Paralle	el Roadways on this Route:	43000	F	66%	1%	1%	1%	29%	2%	F	0.11	В	0.506	39000	F
West South		To: From:		US 11													
(64) (81)		Rockbridge Co	ounty 5.59	20000	Α	68%	1%	1%	1%	28%	2%	F	0.12	Α		19000	Α
	Combined Traffic Est	timates for 2 Paralle	Roadways on this Route:	41000	Α	66%	1%	1%	1%	29%	2%	F	0.114	Α	0.526	38000	Α
		To		81-710				$\neg$ $\vdash$									
West South		Prom:				C00/	40/	40/	40/	000/	00/	_	0.440	_		40000	F
64 81	Openhin ad Traffic Fac	Rockbridge Co	•	21000	F	68%	1%	1%	1%	28%	2%		0.118	В	0.570	19000	•
	Combined Traffic Est	timates for 2 Paralle	el Roadways on this Route:	42000	F	66%	1%	1%	1%	29%	2%	F	0.111	В	0.573	39000	F
West South		To: From:		81-606													
(64) (81)		Rockbridge Co	ounty 0.33	21000	Α	68%	1%	1%	1%	28%	2%	С	0.12	Α		19000	Α
	Combined Traffic Est	timates for 2 Paralle	Roadways on this Route:	42000	F	66%	1%	1%	1%	29%	2%	С	NA			39000	F
		To:		ısta County													
West South		From:		ridge County		000/	407		40/	000/	00/	_	0.40			40000	
64 81		Augusta Cou	•	21000	Α_	68%	1%	1%	1%	28%	2%	С	0.12	Α		19000	A
	Combined Traffic Est	timates for 2 Paralle	el Roadways on this Route:	42000	F	66%	1%	1%	1%	29%	2%	С	NA			39000	F
West South		To. From:		US 11													
(64) (81)		Augusta Cou	ınty 4.64	21000	F	68%	1%	1%	1%	28%	2%	F	0.119	В		20000	F
	Combined Traffic Est	timates for 2 Paralle	Roadways on this Route:	44000	F	66%	1%	1%	1%	30%	2%	F	0.109	В	0.532	41000	F
		To:	•	07-654													
West South		From:	. 0.50			000/	407	40/	407	000/	00/	_	0.440			00000	
64 81		Augusta Cou	•	23000	Α	68%	1%	1%	1%	28%	2%	F	0.113	A		22000	A
	Combined Traffic Est	timates for 2 Paralle	Roadways on this Route:	46000	Α	66%	1%	1%	1%	29%	2%	F	0.109	Α	0.527	44000	Α
West South		To: From:		SR 262				$\Box$ $\vdash$									
(64) (81)		Augusta Cou	inty 0.65	28000	F	68%	1%	1%	1%	28%	2%	F	0.083	F		26000	F
	Combined Traffic Est	timates for 2 Paralle	Roadways on this Route:	56000	F	66%	1%	1%	1%	29%	2%	F	0.081	F	0.504	52000	F
		To:		East Interch	ange												
West		From:		I-81 South			407					_					
Ramp from I-64 W Exit 8		Augusta Cou	•	9900	Α	89%	1%	1%	1%	9%	0%	F	0.121	Α		9700	Α
<u> </u>	Combined Traffic Est	timates for 2 Paralle	Roadways on this Route:		Α	89%	1%	1%	1%	9%	0%	F	NA			16000	Α
West		From:	I-81 N	I-64 West North Interch	nange			-									
(64)		Augusta Cou		19000	F	89%	1%	1%	1%	9%	0%	F	NA			20000	F
<u> </u>	Combined Traffic Est	0	Roadways on this Route:		F	89%	1%	1%	1%	9%	0%	F	0.114	Α	0.717	34000	F
			<u> </u>	Tinkling Sp			.,,										
West		From:							_		_						
64)		Augusta Cou	•	18000	F	89%	1%	1%	1%	9%	0%	F	0.084	F		18000	F
$\checkmark$	Combined Traffic Est	timates for 2 Paralle	Roadways on this Route:		F	89%	1%	1%	1%	9%	0%	F	0.083	F	0.517	35000	F
		To:	WO	L Waynesb	oro	_											

### 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
West	From:	WC	L Waynesb	oro												
( <del>64</del> )	City of Waynesboro (N	Maint: 07) 0.43	18000	F	89%	1%	1%	1%	9%	0%	F	0.084	F		18000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	35000	F	89%	1%	1%	1%	9%	0%	F	NA			35000	F
Most	To: From:	US 340	Stuarts Dra	ft Hwy												
West 64	City of Waynesboro (N	Maint: 07) 2.15	18000	Α	89%	1%	1%	1%	9%	0%	С	0.116	Α		18000	Α
04)	Combined Traffic Estimates for 2 Parallel I	,		A	89%	1%	1%	1%	9%	0%	С	0.11	Α	0.532	36000	A
	Too		ne Ave, To (			.,,		.,-								
West	From:	-									_		_			_
64	City of Waynesboro (N	,	16000	F	89%	1%	1%	1%	9%	0%	-	0.119	В		16000	-
	Combined Traffic Estimates for 2 Parallel F			F	89%	1%	1%	1%	9%	0%	F	NA			32000	F
West	Ta: From:	EC	L Waynesbo	oro												
64)	Augusta Coun	ty 2.47	16000	F	89%	1%	1%	1%	9%	0%	F	0.119	В		16000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	32000	F	89%	1%	1%	1%	9%	0%	F	0.11	В	0.594	32000	F
	To: From:	US 250	Rockfish Ga	ap Tpke												
West 64)	Augusta Coun	tv 0.18	15000	F	89%	1%	1%	1%	9%	0%	F	0.123	В		15000	F
04)	Combined Traffic Estimates for 2 Parallel I	,		F	89%	1%	1%	1%	9%	0%	F	NA	_		30000	i
	To:		on County I		0070	170		170	070	070	•				00000	
West	From:	ŭ	ısta County l													
64)	Nelson County (Mai	,	15000	F	89%	1%	1%	1%	9%	0%	F	0.123	В		15000	F
$\smile$	Combined Traffic Estimates for 2 Parallel F			F	89%	1%	1%	1%	9%	0%	F	NA			29000	I
Vest	From:		narle County on County I													
64)	Albemarle Cour		15000	F	89%	1%	1%	1%	9%	0%	F	0.123	В		15000	ı
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	31000	F	89%	1%	1%	1%	9%	0%	F	0.109	В		30000	ı
	To:	US 250	Rockfish Ga	an Tnke			<u> </u>									
West 64	Albemarle Cour		17000	G	89%	1%	1%	1%	9%	0%	_	NA			17000	(
64)	Combined Traffic Estimates for 2 Parallel I	,		G	89%	1%	1%	1%	9% 9%	0%	F	NA NA			34000	
	Combined Trainic Estimates for 2 Faraller	<u> </u>			0976	1 /0	1 /0	1 /0	970	0 /6	-	INA			34000	•
West	From:	02-637	7 Dick Woo	ds Rd												
<del>(64)</del>	Albemarle Cour	nty 3.76	18000	F	89%	1%	1%	1%	9%	0%	F	0.129	Α		19000	F
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	37000	F	89%	1%	1%	1%	9%	0%	F	0.109	Α	0.590	37000	ı
West	To: From:	US 29	Monacan Tr	rail Rd												
64)	Albemarle Cour	nty 1.84	23000	В	89%	1%	1%	0%	9%	0%	F	0.107	Α		23000	1
94)	Combined Traffic Estimates for 2 Parallel I	•	45000	В	89%	1%	1%	0%	9%	0%	F	0.109	Α	0.513	46000	E
	To:	•	2-631 5th St													
West	A.H. = == = =! - O = ==				000/	40/	40/	007	007	00/	_	0.400	Р		04000	
<del>64</del> )	Albemarle Cour Combined Traffic Estimates for 2 Parallel F	,	21000	F F	89% 89%	1% 1%	1% 1%	0% 0%	9% 9%	0% 0%	-	0.109 0.109	B B	0.518	21000 43000	F F

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

		Primary a	na microte	alc rec	1100			Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK	Factor	AAWDT	QW
Moot	From:	CD '	20 Scottsville	o Dd			ZAXIE	3+Axle	HHAII	ZITAII		Factor		Factor		
West 64	Albemarle County	0.41	20000	В	89%	1%	1%	0%	9%	0%	F	0.109	Α		20000	В
64	Combined Traffic Estimates for 2 Parallel Roadways of	-		G	89%	1%	1%	0%	9%	0%	F	NA	,,		39000	G
	Toll				0070	170		070	070	070	•	14/1			00000	Ŭ
West	From:		L Charlottes													
(64)	City of Charlottesville (Maint: 02)	0.20	20000	В	89%	1%	1%	0%	9%	0%	F	0.109	Α		20000	В
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	41000	G	89%	1%	1%	0%	9%	0%	F	NA			39000	G
West	т _{о:} From:	ECI	L Charlottes	ville												
<del>(64)</del>	Albemarle County	2.39	20000	В	89%	1%	1%	0%	9%	0%	F	0.109	Α		20000	В
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	41000	G	89%	1%	1%	0%	9%	0%	F	0.104	Α	0.503	39000	G
	Tac	US 2	250 Richmon	ıd Rd												
West	Albemarle County	5.37	19000	F	89%	1%	1%	0%	9%	0%	_	0.123	В		19000	F
64	Combined Traffic Estimates for 2 Parallel Roadways o				89%	1%	1%	0%	9% 9%	0%		0.123 NA	Ь		37000	G
	Combined Trainic Estimates for 2 Parallel Roadways of			G	89%	1%	170	0%	9%	0%	Г	INA			37000	G
West	To- From:	02-6	516 Black Ca	ıt Rd												
<del>64</del> )	Albemarle County	1.08	17000	G	89%	1%	1%	0%	9%	0%	F	NA			15000	G
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways of			G	89%	1%	1%	0%	9%	0%	F	NA			31000	G
West	To: From:		anna County narle County													
(64)	Fluvanna County (Maint: 54)	1.44	17000	G	89%	1%	1%	0%	9%	0%	F	NA			15000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:		G	89%	1%	1%	0%	9%	0%	F	NA			31000	G
	To:		isa County I		0070	1,0		0,0	0,0	0,0	•				0.000	
West	From:		anna County													
(64)	Louisa County	4.64	17000	G	89%	1%	1%	0%	9%	0%	F	NA			15000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	33000	G	89%	1%	1%	0%	9%	0%	F	NA			31000	G
West	To: From:	US 15 J	James Madis	on Hwy												
<del>64</del> )	Louisa County	6.32	15000	Α	89%	1%	1%	0%	9%	0%	С	0.12	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	31000	Α	89%	1%	1%	0%	9%	0%	С	0.117	Α	0.531	28000	Α
	Tac	SR 2	08 Courthou	se Rd												
West	Louisa County	4.36	14000	Α	89%	1%	1%	0%	9%	0%	_	0.124	Α		13000	Α
64	•				89%	1%		0%	9% 9%		г г	0.124 NA	А			
	Combined Traffic Estimates for 2 Parallel Roadways o			Α	89%	1%	1%	0%	9%	0%	Г	INA			25000	Α
West	To: From:	Main	tenance Bou	ndary												
<del>64</del>	Goochland County	1.50	14000	Α	89%	1%	1%	0%	9%	0%	F	0.124	Α		13000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	28000	Α	89%	1%	1%	0%	9%	0%	F	0.119	Α		25000	Α
NA / /	To France	37-60	5 Shannon H	Iill Rd												
West 64	Goochland County	3.92	14000	Α	89%	1%	1%	0%	9%	0%	F	0.125	Α		13000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways of			Ā	89%	1%	1%	0%	9%	0%	, E	0.123	A	0.555	26000	A
	To:		Old Frederick			1 /0	1 /0	0 /0	J /0	0 /0	1	0.110	73	0.000	20000	^

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

		mary an	a intersta	201100				Tru	ıck			K		Dir		
Route	Jurisdiction L	ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
West	From:	37-629 OI	ld Frederick	shura Rd			2/\\\\	STANE	IIIali	ZIIali		1 actor		i actor		
64		4.75	15000	B	89%	1%	1%	0%	9%	0%	F	0.121	Α		14000	В
04)	Combined Traffic Estimates for 2 Parallel Roadways on this	_		В	89%	1%	1%	0%	9%	0%	F	0.114	Α	0.584	27000	В
	To:		sa County I		0070	170	Ť	070	070	070	•	0.111	,,	0.001	2,000	_
West	From:		land County													
(64)	Louisa County (Maint: 37)	2.03	15000	В	89%	1%	1%	0%	9%	0%	F	0.121	Α		14000	В
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	29000	В	89%	1%	1%	0%	9%	0%	F	NA			27000	В
Most	To. From:	US 522	Cross Cou	nty Rd												
West 64)	Louisa County (Maint: 37)	2.61	17000	В								0.119	Α		16000	В
04)	Combined Traffic Estimates for 2 Parallel Roadways on this			G								0.11	Α	0.522	31000	G
	To:		land County									0.11	^	0.022	31000	
West	From:	Loui	sa County I	Line												
64)	Goochland County	5.02	16000	G	89%	1%	1%	0%	9%	0%	F	NA			15000	G
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	33000	G	89%	1%	1%	0%	9%	0%	F	NA			30000	G
	To:	37-6	517 Oilville	Rd			$\neg$ $\vdash$									
West 64)	Goochland County	6.56	20000	В	89%	1%	1%	0%	9%	0%	_	0.121	Α		20000	Е
64)	•			В	89%	1%	1%	0%	9% 9%	0%			A	0.577	40000	E
	Combined Traffic Estimates for 2 Parallel Roadways on this				69%	170	1%	0%	9%	0%	Г	0.107	А	0.577	40000	-
Vest	To From:	37-6	23 Ashland	Rd												
64)	Goochland County	0.71	24000	Α	89%	1%	1%	0%	9%	0%	F	0.121	Α		24000	P
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	47000	Α	89%	1%	1%	0%	9%	0%	F	0.107	Α	0.573	48000	A
	To:		SR 288													
Vest	From:	0.74			000/	40/	40/	00/	00/	00/	_	0.400	^		00000	-
64		0.74	31000	F	89%	1%	1%	0%	9%	0%	F	0.129	Α		33000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this		ico County	N Lina	89%	1%	1%	0%	9%	0%	N	NA			65000	١
Vest	From:		land County													
64)	Henrico County	2.57	31000	F	89%	1%	1%	0%	9%	0%	F	0.129	Α		33000	F
94)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	61000	F	89%	1%	1%	0%	9%	0%	F	NA			65000	F
	то-		I-295													
West	From:															
64)	,	0.79	30000	F	97%	0%	0%	1%	1%	0%	F	0.126	F		33000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	59000	F	97%	0%	0%	1%	1%	0%	F	0.11	F	0.575	66000	F
Vest	To: From:	US 250	Near Short	Pump												
64)	Henrico County	1.67	36000	Α	97%	0%	0%	1%	1%	0%	F	0.131	Α		40000	A
04)	Combined Traffic Estimates for 2 Parallel Roadways on this	-		A	97%	0%	0%	1%	1%	0%	F	0.116	Α	0.573	79000	Ι.
	Trol				J. 70	- 70		. , 0	. , ,					0.57.0	. 5000	_ ′
West	From:		Gaskins Rd													
64)	,	1.33	45000	Α	97%	0%	0%	1%	1%	0%	С	0.133	Α		50000	A
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	91000	Α	97%	0%	0%	1%	1%	0%	С	0.114	Α	0.605	101000	Α
	To:		Parham 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
Vest	From:		Parham Rd													
64)	Henrico County	2.35	49000	В	97%	0%	0%	1%	1%	0%	F	0.13	Α		55000	Е
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	99000	В	97%	0%	0%	1%	1%	0%	F	0.11	Α	0.59	109000	1
W	To: From:	US	250; Glenside	e Dr			$\neg$ $\vdash$									
Vest 64)	Henrico County	1.53	56000	Α	97%	0%	0%	1%	1%	0%	F	0.115	Α		62000	
64)	Combined Traffic Estimates for 2 Parallel Road			Ā	97%	0%	0%	1%	1%	0%	F	0.113	A	0.551	120000	
	Tollinica Hame Estimates for 21 drainer read				31 70	070	070	1 70	170	070	'	0.107	^	0.551	120000	
est	From:		3 Staples Mi	II Rd												
64)	Henrico County	0.71	70000	Α	97%	0%	0%	1%	1%	0%	F	0.107	Α		79000	
	Combined Traffic Estimates for 2 Parallel Road			Α	97%	0%	0%	1%	1%	0%	F	0.105	Α	0.51	151000	
est	10: From:		CL Richmor													
64)	City of Richmond (Maint: 4		70000	A	97%	0%	0%	1%	1%	0%	F	0.107	Α		79000	
-	Combined Traffic Estimates for 2 Parallel Road		134000	Α	97%	0%	0%	1%	1%	0%	F	NA			151000	
	To:		I-95; I-195													
est	From:		np From I-19	5 N												
I-64 W Ramp	City of Richmond (Maint: 4	,	NA									NA			NA	
	Combined Traffic Estimates for Parallel Road											NA			NA	
est	To: From:	Rar	mp From I-95	5 S												
(34) I-64 W Ramp	City of Richmond (Maint: 4	43) 0.16	NA									NA			NA	
	Combined Traffic Estimates for Parallel Road	ways on this Route:	NA									NA			NA	
	To: From:	Ramp From	SR 197 Lab	urnum 2	Ave											
√est 64) I-64 W Ramp	City of Richmond (Maint: 4	43) 0.04	NA									NA			NA	
54) 1-04 W Kamp	Combined Traffic Estimates for Parallel Road	,										NA			NA	
	Tollibried Traine Estimates for Farallel Road											INA			INA	
/est	From:	Ra	mp To I-195	S												
64) I-64 W Ramp	City of Richmond (Maint: 4	43) 0.45	NA									NA			NA	
	Combined Traffic Estimates for Parallel Road	ways on this Route:										NA			NA	
est North	To: From:		I-95 N I-95; I-195													
64) (95)	City of Richmond (Maint: 4	43) 0.78	75000	Α	92%	1%	1%	1%	5%	0%	F	0.09	Α		79000	
04) (93)	Combined Traffic Estimates for 2 Parallel Road	,		Α	92%	1%	1%	1%	5%	0%	F	0.083	Α	0.538	158000	
	To:		161 Bouleva					.,,			-					
est North	From:															
95)	City of Richmond (Maint: 4		71000	Α	92%	1%	1%	1%	5%	0%	С	0.071	Α		74000	
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	142000	Α	92%	1%	1%	1%	5%	0%	F	0.062	Α	0.549	151000	
est North	To: From:	US 1, U	JS 301 Belvi	dere St												
95)	City of Richmond (Maint: 4	43) 0.24	68000	Α	92%	1%	1%	1%	5%	0%	F	0.084	Α		71000	
	Combined Traffic Estimates for 2 Parallel Road			Α	92%	1%	1%	1%	5%	0%	F	0.082	Α	0.512	137000	
	To:	•	amberlayne A								•					

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

		FIIIIaly al						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West North	From:	Cha	amberlayne A	Ave												
(64) (95)	City of Richmond (Maint: 43)	0.30	71000	Α	92%	1%	1%	1%	5%	0%	F	0.086	Α		74000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	142000	Α	92%	1%	1%	1%	5%	0%	F	0.083	Α	0.521	148000	Α
	To:	I-95	East Interch	ange												
West I-64 W Ramp	City of Richmond (Maint: 43)	0.23	I-95 N <b>NA</b>									NA			NA	
64 I-64 W Ramp	Combined Traffic Estimates for Parallel Roadwa	'													NA NA	
	Combined Trainic Estimates for Parallel Roadwa	•										NA			NA	
West	From:	Rai	mp From 4th	ı St												
(64) I-64 W Ramp	City of Richmond (Maint: 43)	0.03	NA									NA			NA	
$\smile$	Combined Traffic Estimates for Parallel Roadwa											NA			NA	
A/ /	To:		to I-95 S; 5													
West 64	City of Richmond (Maint: 43)		East Interch 48000	ange A	96%	1%	1%	0%	3%	0%	F	0.101	Α		51000	Α
64)	Combined Traffic Estimates for 2 Parallel Roadwa	'		Ā	96%	1%	1%	0%	3%	0%		0.101	A	0.594	102000	A
	Combined Trainc Estimates for 2 Parallel Roadwa	•			90%	170	170	0%	3%	0%	Г	0.000	А	0.594	102000	A
West	From:	MI	ECL Richmo	ond												
64)	Henrico County	0.06	48000	Α	96%	1%	1%	0%	3%	0%	F	0.101	Α		51000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	95000	Α	96%	1%	1%	0%	3%	0%	F	NA			102000	Α
M 4	To. From:	US 360	Mechanicsvi	ille Tpke	<del>,</del>		$\neg$ $\vdash$									
Nest 64	Henrico County	0.71	38000	Α	96%	1%	1%	0%	3%	0%	F	0.107	Α		40000	Α
64)	Combined Traffic Estimates for 2 Parallel Roadwa	-		A	96%	1%	1%	0%	3%	0%	, E	0.088	Α	0.556	79000	A
	Combined Traine Estimates for 21 arailer Roadwa	•			30 /0	1 /0	1 70	070	370	070	'	0.000	^	0.550	7 3000	^
West	From:	MV	WCL Richmo	ond												
(64)	City of Richmond (Maint: 43)	'	38000	Α	96%	1%	1%	0%	3%	0%	F	0.107	Α		40000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	75000	Α	96%	1%	1%	0%	3%	0%	F	NA			79000	Α
West	To: From	Е	CL Richmor	nd												
64)	Henrico County	0.43	38000	Α	96%	1%	1%	0%	3%	0%	F	0.107	Α		40000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadwa			A	96%	1%	1%	0%	3%	0%	F	NA			79000	Α
	To:	*			0070	170		070	070	070	•				10000	, ,
West	From:		3 Nine Mile													
64)	Henrico County	2.18	30000	Α	96%	1%	1%	0%	3%	0%	F	0.111	Α		32000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	60000	Α	96%	1%	1%	0%	3%	0%	F	0.090	Α	0.577	63000	Α
West	To: From:	I	aburnum Av	/e												
64)	Henrico County	1.99	24000	Α	96%	1%	1%	0%	3%	0%	С	0.118	Α		25000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadwa			В	96%	1%	1%	0%	3%	0%	C	0.093	Α	0.616	49000	В
	To To	*				. 70										
West	From:		156 Airport													
64)	Henrico County	3.62	17000	Α	96%	1%	1%	0%	3%	0%	F	0.118	Α		17000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:		Α	96%	1%	1%	0%	3%	0%	F	0.093	Α	0.620	35000	Α
	To:		I-295													

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

		Primary an	ia interste	210 1100	100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
West	From:		I-295				ZAXIE	STAXIE	IIIaii	ZIIali		racio		racioi		
64)	Henrico County	1.02	34000	Α	91%	1%	1%	1%	7%	0%	F	0.098	Α		32000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on t	-		G	91%	1%	1%	1%	7%	0%	F	0.098	Α	0.521	62000	G
	To:		ban Bounda			.,,		. , 0	. , ,	0,0	•	0.000		0.02	02000	
Vest	From:					401					_					
64)	Henrico County	1.69	34000	G	91%	1%	1%	1%	7%	0%	F _	NA			31000	
	Combined Traffic Estimates for 2 Parallel Roadways on t		68000 Kent County	G	91%	1%	1%	1%	7%	0%	F	NA			61000	(
/est	From:		ico County													
64)	New Kent County	1.36	34000	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:	SF	R 33, SR 24	.9												
Vest	New Kent County	5.79	30000	Α	91%	1%	1%	1%	7%	0%	С	0.108	Α		27000	
64 33	Combined Traffic Estimates for 2 Parallel Roadways on t			A	91%	1%	1%	1%	7%	0%	С	0.105	A	0.560	54000	
	Combined Trainic Estimates for 2 Parallel Roadways of the	ilis Roule.		Α	91%	170	170	1 70	170	0%	C	0.105	А	0.300	34000	
/est	From:		SR 106													
<del>34)</del> (33 <i>)</i>	New Kent County	3.44	31000	Α	91%	1%	1%	1%	7%	0%	F	0.11	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	0.502	55000	
/est	To. From:		SR 155													
33)	New Kent County	5.52	30000	Α	91%	1%	1%	1%	7%	0%	F	0.112	Α		27000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	60000	Α	91%	1%	1%	1%	7%	0%	F	0.106	Α	0.538	53000	
	To:	SR	33 Eltham	Rd												
/est	Now Kent County				020/	40/	40/	40/	60/	00/	F	0.447	۸		22000	
64	New Kent County Combined Traffic Estimates for 2 Parallel Roadways on t	4.06	26000	A	92% 92%	1%	1%	1%	6%	0%		0.117	Α		23000	,
	To:		City Count	v Line	92%	1%	1%	1%	6%	0%	Г	NA			46000	
/est	From:		Kent County													
64)	James City County	2.89	26000	Α	92%	1%	1%	1%	6%	0%	F	0.117	Α		23000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	53000	Α	92%	1%	1%	1%	6%	0%	F	0.111	Α	0.522	46000	
/est	To- From:	SR 3	0 Old Stage	e Rd												
64)	James City County	4.35	29000	Α	92%	1%	1%	1%	6%	0%	F	0.111	Α		26000	
04)	Combined Traffic Estimates for 2 Parallel Roadways on t			Α	92%	1%	1%	1%	6%	0%	F	0.106	Α	0.551	52000	
	To		607 Croaker	· DA			<u>—</u> Ĺ									
est	From:					401					_					
54	James City County	1.44	32000	Α	92%	1%	1%	1%	6%	0%	F	0.105	A		29000	,
~	Combined Traffic Estimates for 2 Parallel Roadways on t		64000 k County L	A	92%	1%	1%	1%	6%	0%	F	0.100	Α	0.527	58000	4
/est	From:		City County L													_
64)	York County	1.43	32000	Α	92%	1%	1%	1%	6%	0%	F	0.105	Α		29000	,
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	64000	Α	92%	1%	1%	1%	6%	0%	F	NA			58000	,
	To: SR 19	99 W, Humelsi	ine Pkwy; 9	9-646 N	ewman Rd											

### 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	Q۷
From:	SR 199 W, Humels	ine Pkwy; 99	9-646 No	ewman Rd		1	017040	TTTGII	Ziiaii		1 dotoi		1 40101		
York Count	ty 4.80	30000	Α	92%	1%	1%	1%	6%	0%	С	0.104	Α		28000	Α
Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	61000	F	92%	1%	1%	1%	6%	0%	С	0.099	Α	0.500	57000	F
To From:	SR 14	3 Camp Pear	ry Rd												
York Coun	tv 3.31	30000	F	92%	1%	1%	1%	6%	0%	F	0.077	F		31000	F
	•		F	92%	1%	1%	1%	6%		F	0.077	F	0.53	61000	F
To			e Pkwv												
Vork Count				96%	0%	10/	10/-	30/_	0%	F	0.079	E		30000	_
	,									, E		, E	0 528		· F
Tollowing Traine Estimates for 21 arane					1 /0		170	370	070	'	0.074	•	0.020	70000	
From:										_					
	•									F		F			F
Combined Traffic Estimates for 2 Paralle				96%	0%	1%	1%	3%	0%	F	NA			84000	F
From:															
James City County	(Maint: 99) 2.38	42000	F	96%	0%	1%	1%	3%	0%	F	0.079	F		43000	ı
Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	82000	F	96%	0%	1%	1%	3%	0%	F	0.074	F	0.56	84000	I
To. From:	WCI	Newport N	lews												
City of Newport News	s (Maint: 99) 0.06	42000	F	96%	0%	1%	1%	3%	0%	F	0.079	F		43000	F
	, ,		F							F		•			i
To	<u> </u>		Ave												
From:L				000/	00/	40/	407	00/	00/	_	0.075	_		44000	
, ,	'									-		•	0.507		١
Combined Traffic Estimates for 2 Paralle				96%	0%	1%	1%	3%	0%	F	0.071	F	0.527	83000	ı
To- From:	SR 2	38 Yorktowi	n Rd												
City of Newport News	s (Maint: 99) 2.32	44000	F	96%	0%	1%	1%	3%	0%	F	0.073	F		45000	F
Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	88000	F	96%	0%	1%	1%	3%	0%	F	0.069	F	0.536	90000	F
To: From:	SR 10:	5 Fort Eustis	Blvd			$\Box$ $\vdash$									
City of Newport News	s (Maint: 99) 5.22	47000	F	96%	0%	1%	1%	3%	0%	F	0.072	F		48000	F
Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	96000	F	96%	0%	1%	1%	3%	0%	F	0.073	F	0.513	98000	F
To:	SR 14	43 Jefferson	Ave			<u> </u>									
City of Nowport Now				06%	0%	10/	10/	30/	0%	F	0.076	E		60000	
City of Newport News Combined Traffic Estimates for 2 Paralle	,		F	96% 96%	0%	1%	1%	3%	0%	F	0.076	F	0.515	121000	F
Tallic Estimates 101 2 Faidile				<i>3</i> 0 /0	0 /0	1 /0	1 /0	3/0	U /0	Г	0.074		0.515	121000	Г
	SR 17	1 Oyster Poi	nt Kd												
From															
City of Newport News Combined Traffic Estimates for 2 Paralle	s (Maint: 99) 1.50	65000	A A	96% 96%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	C C	0.095 0.088	A A	0.530	67000 135000	P P
	York Coun Combined Traffic Estimates for 2 Paralle James City County Combined Traffic Estimates for 2 Paralle City of Newport News Combined Traffic Estimates for 2 Paralle City of Newport News Combined Traffic Estimates for 2 Paralle City of Newport News Combined Traffic Estimates for 2 Paralle City of Newport News Combined Traffic Estimates for 2 Paralle City of Newport News Combined Traffic Estimates for 2 Paralle City of Newport News Combined Traffic Estimates for 2 Paralle City of Newport News Combined Traffic Estimates for 2 Paralle City of Newport News Combined Traffic Estimates for 2 Paralle City of Newport News Combined Traffic Estimates for 2 Paralle City of Newport News Combined Traffic Estimates for 2 Paralle	Combined Traffic Estimates for 2 Parallel Roadways on this Route:    SR 199 W, Humels   SR 197	SR 199 W, Humelsine Pkwy; 9   York County	SR 199 W, Humelsine Pkwy; 99-646 N   York County	SR 199 W, Humelsine Pkwy; 99-646 Newman Rd York County	Note   SR 199 W, Humelsine Pkwy; 99-646 Newman Rd	Length   AADT   QA   4Tire   Bus   2Axle	SR 199 W, Humelsine Pkwy; 99-646 Newman Rd   York County   4.80   30000   A   92%   1%   1%   1%   1%   1%   1%   1%	SR 199 W, Humelsine Pkwy; 99-646 Newman Rd	SR 199 K, Humelsitze Pkwy; 99-610 Newman Rd	SR 199 W, Humelsine Pkew; 99-646 Newman Rd	SR 199 W, Hume-Isine Pleasy Place   Parallel Roadways on this Route   Roadways on this Route	SR 199 W. Humeshare Province   Same Province	SR 199   Hambleise   Flivery   Hambleise   Hambleise	Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000   F   96%   0%   0%   0%   F   0.079   F   0.528   780000

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

		T Timal y air	na intersta	101100	100			Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
West	From:	IIS 17 I	Clyde Morr	ric Blvd			ZAXIE	STAXIE	IIIaii	ZIIali		racioi		racioi		
64	City of Newport News		76000	F	96%	0%	1%	1%	3%	0%	F	0.082	F		78000	F
(O-7)	Combined Traffic Estimates for 2 Paralle		154000	F	96%	0%	1%	1%	3%	0%	F	NA			158000	F
	To:		/CL Hampto	n												
West	From:		Newport N													
64	City of Hampton (N	•	76000	F	96%	0%	1%	1%	3%	0%	F	0.082	F		78000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	154000	F	96%	0%	1%	1%	3%	0%	F	0.076	F	0.539	158000	F
West	To: From:	Hampton l	Roads Cente	r Parkwa	ıy											
64)	City of Hampton (I	Maint: 99) 0.78	68000	F	96%	0%	1%	1%	3%	0%	F	0.083	F		69000	F
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	137000	F	96%	0%	1%	1%	3%	0%	F	0.074	F	0.547	140000	F
	Ta	SR 13	34 Magruder	Blvd												
Vest	From:				2001	00/		407	00/	001	_	0.005	_		00000	_
64 134	City of Hampton (	,	80000	F	96%	0%	1%	1%	3%	0%	F -	0.085	F		82000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	160000	F	96%	0%	1%	1%	3%	0%	F	0.074	F	0.553	165000	F
Vest	To: From:	US 258, S	SR 134 Merc	cury Blvc	i											
64)	City of Hampton (N	Maint: 99) 0.92	76000	F	96%	0%	1%	1%	3%	0%	F	0.089	F		77000	F
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	152000	F	96%	0%	1%	1%	3%	0%	F	0.073	F	0.577	156000	F
	To:	I-664 Har	npton Roads	Beltway	У											
Vest	From:	(A-1-1, 00)	I-664		000/	00/	40/	407	00/	00/	_	0.070	_		50000	_
64 Hampton Roads Beltway	City of Hampton (	,	57000	F	96%	0%	1%	1%	3%	0%	F	0.072	-	0.544	58000	-
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	112000	F	96%	1%	1%	0%	2%	0%	F	0.071	F	0.511	116000	F
Vest	Ta: From:	SR 1	167 LaSalle	Ave												
64 Hampton Roads Beltway	City of Hampton (N	Maint: 99) 2.36	48000	F	96%	0%	1%	1%	3%	0%	F	0.074	F		49000	F
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	89000	F	96%	1%	1%	0%	2%	0%	F	0.069	F	0.505	91000	F
	To:	US 60, SR	143 Settlers 1	Landing	Rd											
Vest	City of Homoton (N	<u>, , , , , , , , , , , , , , , , , , , </u>		F		0%	10/	40/	20/	00/	_	0.070	_		46000	F
64 (60) Hampton Roads Beltv	vay City of Hampton (Normal Combined Traffic Estimates for 2 Paralle	,	45000	F	96%	0% 1%	1%	1%	3% 2%	0% 0%	г г	0.072	F	0.544	46000	F
	Combined Trainc Estimates for 2 Parallel				96%	1%	1%	0%	2%	0%	Г	0.067	Г	0.541	89000	Г
Vest	To: From:	SR	169 Mallory	St												
60 Hampton Roads Bridg	ge Tunnel City of Hampton (N	Maint: 99) 3.93	43000	Α	97%	0%	1%	0%	2%	0%	С	0.079	Α		44000	Α
	Combined Traffic Estimates for 2 Parallel			Α	97%	1%	<u>1%</u>	0%	2%	0%	С	0.079	Α	0.513	88000	Α
	To:		VCL Norfoll													
Vest 64 ∫60 Hampton Roads Brido	ge Tunnel City of Norfolk (M		CL Hampton 43000	n <b>A</b>	97%	0%	1%	0%	2%	0%	С	0.079	Α		44000	۸
64 60 Hampton Roads Bridg	Combined Traffic Estimates for 2 Paralle	,				0% 1%		0% 0%	2% 2%	0%	С	0.079 NA	А			Α
	Combined Trainic Estimates for 2 Paralle			Α	97%	170	1%	υ%	∠70	U%	C	INA			88000	А
Vest	To: From:	US 60	Ocean Viev	v Ave												
60 Hampton Roads Beltv	vay City of Norfolk (M	faint: 64) 2.00	44000	G	96%	0%	1%	1%	3%	0%	F	NA			45000	G
$\smile \smile$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	NA			88000	G
	To:		4th View St													

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

		Primary an	ia intereta					Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	r QW
West	From:		4th View St				ZANIC	JTANE	IIIaii	ZIIali		1 actor	1 actor		
(64)	City of Norfolk (Maint: 64)	0.80	39000	G	96%	0%	1%	1%	3%	0%	F	NA		40000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	77000	G	96%	1%	1%	0%	2%	0%	F	NA		79000	G
	Tay		Bay Ave												
West	City of Norfolk (Maint: 64)	0.90	43000	G	96%	0%	1%	1%	3%	0%	E	NA		43000	G
64)	Combined Traffic Estimates for 2 Parallel Roadways o			G	96%	1%	1%	0%	2%	0%	F	NA		88000	G
	To:				3070	170	170	070	270	070	•	IVA		00000	O
West	From:		lew Gate Rd												_
<del>64</del>	City of Norfolk (Maint: 64)	1.26	36000	G	96%	0%	1%	1%	3%	0%	F	NA		37000	G
•	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	84000	G	96%	1%	1%	0%	2%	0%	F	NA		87000	G
West	To: From:	I-564, 1	US 460 Grai	nby St											
( <del>64</del> )	City of Norfolk (Maint: 64)	0.92	59000	F	97%	0%	1%	1%	1%	0%	F	0.100	F	63000	F
	Combined Traffic Estimates for 3 Parallel Roadways of	n this Route:	127000	F	97%	0%	0%	1%	1%	0%	F	NA		140000	F
144	To: From:	SR 10	68 Tidewate	r Dr			_								
West 64	City of Norfolk (Maint: 64)	0.98	58000	Α	97%	0%	1%	1%	1%	0%	С	0.108	Α	62000	Α
64	Combined Traffic Estimates for 3 Parallel Roadways of			G	97%	0%	0%	1%	1%	0%	F	NA	,,	146000	
	To:				01 70	070		170	170	070	•	1471		140000	
West	From:		Chesapeake												
(64)	City of Norfolk (Maint: 64)	0.96	58000	G	97%	0%	1%	1%	1%	0%	F	NA		58000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways of	n this Route:	147000	G	97%	0%	0%	1%	1%	0%	F	NA		151000	G
West	To- From:	SR 24	47 Norview	Ave											
( <del>64</del> )	City of Norfolk (Maint: 64)	1.24	69000	Α	97%	0%	1%	1%	2%	0%	F	0.093	Α	73000	Α
	Combined Traffic Estimates for 3 Parallel Roadways of	n this Route:	164000	G	97%	0%	0%	0%	1%	0%	F	NA		170000	G
NA	To	SR 10	65 Military I	Hwy											
West 64	City of Norfolk (Maint: 64)	1.07	69000	A	97%	0%	1%	1%	2%	0%	E	0.095	Α	73000	Α
64	Combined Traffic Estimates for 3 Parallel Roadways of	_		G	97%	0%	0%	0%	1%	0%	F	NA	^	162000	
	Tool					070		070	170	070	•	1471		102000	Ü
West	From:	US 13, SR		•											
64)	City of Norfolk (Maint: 64)	2.20	79000	G	97%	0%	1%	1%	2%	0%	F	NA		85000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways of	n this Route:	178000	G	97%	0%	0%	0%	1%	0%	F	NA		189000	G
West	To- From:		I-264												
64)	City of Norfolk (Maint: 64)	0.83	68000	Α	97%	0%	1%	1%	2%	0%	С	0.098	Α	74000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	139000	F	97%	0%	1%	1%	2%	0%	С	NA		150000	F
	To:	WCL	. Virginia Be												
West	City of Mississis Dood (Mariety CA)		ECL Norfolk		070/	00/	10/	10/	20/	00/	C	0.000	٨	74000	^
64	City of Virginia Beach (Maint: 64)	1.75	68000	A	97%	0%	1%	1%	2%	0%	С	0.098	Α	74000	A
	Combined Traffic Estimates for 2 Parallel Roadways of	ı ınıs Koute:	139000	F	97%	0%	1%	1%	2%	0%	С	NA		150000	F

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

		Primary ar	iu interstat	e Roc	ites							14		- D:		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus			ck		QC	_ K	QK	Dir	AAWDT	QW
	- 1						2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
West	City of Virginia Beach		dian River Ro 60000	F	97%	0%	0%	1%	1%	00/	С	0.096	Α		65000	F
64	, ,	,								0%			А			•
	Combined Traffic Estimates for 2 Parallel	·	L Chesapeak	G	97%	0%	0%	1%	2%	0%	F	NA			130000	G
West	From:		L Virginia Be													
(64)	City of Chesapeake (		60000	F	97%	0%	0%	1%	1%	0%	С	0.096	Α		65000	F
<b>6</b>	Combined Traffic Estimates for 2 Parallel	,	126000	G	97%	0%	0%	1%	2%	0%	F	NA			130000	G
-	Tou	Gree	enbrier Parkw	/av												
West	From: L				070/	201		407	00/	00/	_				<b>5</b> 7000	0
64)	City of Chesapeake (	,	51000	G	97%	0%	1%	1%	2%	0%	F	NA			57000	G
· ·	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	G	97%	0%	1%	1%	2%	0%	F	NA			102000	G
West	To: From:	SR 16	8 Battlefield	Blvd												
(64) (168)	City of Chesapeake (	(Maint: 64) 0.50	53000	N	97%	0%	1%	1%	2%	0%	N	0.074	Ν		56000	N
(04) (100)	Combined Traffic Estimates for 2 Parallel	,		N	95%	0%	1%	1%	3%	0%	N	NA			115000	N
	To:	Troadwayo on the reduct.	US 17		0070	070	<del>-</del> i	170	070	070	.,				110000	.,
West	From:		8 Battlefield													
<del>64</del> )	City of Chesapeake (	(Maint: 64) 0.49	53000	G	97%	0%	1%	1%	2%	0%	F	0.074	F		56000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	107000	G	95%	0%	1%	1%	3%	0%	F	NA			115000	G
NA	Tou		I-464				$ \vdash$									
West (64) (17)	City of Chesapeake (	(Maint: 64) 0.41	36000	G	92%	0%	1%	1%	5%	0%	F	NA			38000	G
64 [17]	Combined Traffic Estimates for 2 Parallel	,		G	92%	0%	1%	1%	5%	0%	F	NA			80000	G
	Combined Trainic Estimates for 2 Farante	•			92.70	076	1 /0	1 /0	3/0	0 /6	-	INA			80000	G
West	To: From:	SR 190	Great Bridge	Blvd												
( <del>64</del> ) ( <del>17</del> )	City of Chesapeake (	(Maint: 64) 3.86	38000	G	92%	0%	1%	1%	5%	0%	F	NA			41000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	92%	0%	1%	1%	5%	0%	F	NA			83000	G
	To:	US 17 Geo	orge Washing	ton Hw	/V											
West	C'taraf Olasassas la A					00/	40/	40/	<b>5</b> 0/	00/	_	NIA			07000	0
64	City of Chesapeake (	,	35000	G	92%	0%	1%	1%	5%	0%	F	NA			37000	G
	Combined Traffic Estimates for 2 Parallel	<u> </u>		G	92%	0%	1%	1%	5%	0%	F	NA			76000	G
West	To: From:	US 13, U	JS 460 Milita	ry Hwy	•											
( <del>64</del> )	City of Chesapeake (	(Maint: 64) 1.65	35000	Α	92%	0%	1%	1%	5%	0%	С	0.104	Α		37000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	Α	92%	0%	1%	1%	5%	0%	С	0.102	Α	0.536	76000	Α
	To:	-	I-264, I-664													
West	From:	I-64-W TO F-1	98 SOUTH A	AND N	ORTH											
(64) Ramp	Alleghany Cou	unty 0.15	NA									NA			NA	
	То:	FR-198 FR-1	198- B FR &	TO I-6	4 W											
West	From:	I-64-W TO RT 60	EAST & WE	ST AN	D RT 159											
(64) Ramp	Alleghany Cou		NA				-					NA			NA	
$\overline{}$	To:	US 60 I	FROM I-64 V	VEST												
West	From:	I-64-W TO R	Γ 154NORTI	1 & SC	UTH											
(64) Ramp	City of Covington (N	Maint: 03) 0.12	NA				-					NA			NA	
	To:	SR 154 SR 1	54- B TO & I	FROM	I-64											
·													_		-	_

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

		T THIRD Y CATE THE OFFICE TO CATE		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus		AAWDT QW
West	From	I-64-W TO RT 60 WEST & EAST AT RT 64	ZAXIE STAXIE IIIAII ZIIAII FACIOI FACIOI	
(64) Ramp	Alleghany County	0.05 <b>NA</b>	 NA	NA
(64) Kamp	To:	US 60 FROM I-64 WEST		
West	From:	I-64-W TO RT 60 WEST VIA RT 1104		
West (220) Ramp	Alleghany County	0.05 <b>NA</b>	NA	NA
(64) (220) Kump	To:	03-1104 FROM RT 64 WEST		101
West	From	I-64-W TO RT 696WEST & EAST		
(64) Ramp	Alleghany County	0.12 <b>NA</b>	NA NA	NA
(64) Kamp	To:	03-696; 03-696- A FROM & TO I-64		14/1
West	From	I-64-W TO BUS RT 60EAST AND RT 384		
(64) Ramp	Alleghany County	0.18 <b>NA</b>	NA NA	NA
(64) Kamp	To:	SR 384 C1US 60 C1US 60- A	TVA	IVA
West	From:	I-64-W TO BUS RT 60WEST & RT 629	<u> </u>	
West (64) Ramp	Alleghany County	0.14 <b>NA</b>	I NA	NA
64 Ramp	Allegially County	03-629 C1US 60 C1US 60- 3B		INA
West	From	I-64-W TO RTS 42NORTH & 269SOUTH		
West	Alleghany County	0.24 <b>NA</b>	NA	NA
64 Ramp	Allegitariy County	SR 42 SR 42-N152B FROM & TO I-64	TVA	NA .
	From			
West	Alleghany County	I-64-W TO MAINTENANCE AREAAUTHORIZED  0.03 NA	I NA	NA
64	Allegitary County			INA
West	To: From:	ROAD UNUSED		
West 64	Alleghany County	0.18 <b>NA</b>	NA	NA
	То:	Gap EAST END PARKING AREA		
West 64	From:	Gap WEST END PARKING AREA		
(64)	Alleghany County	0.14 <b>NA</b>	NA	NA
West	To- From:	ROAD UNUSED		
64	Alleghany County	0.07 <b>NA</b>	NA	NA
(64)		I-64-W FROM MAINTENANCE AREA AUTHORIZ	<b>⊣</b>	
West	From	I-64-W TO RT 269WEST & EAST	İ	
(64) Ramp	Alleghany County	0.25 <b>NA</b>	NA NA	NA
04)	To:	SR 269 SR 269- 6B FROM & TO I-64		
West	From:	I-64-W TO RT 780SOUTH & NORTH	1	
(64) Ramp	Rockbridge County	0.29 <b>NA</b>	NA NA	NA
04) 1 33.1P	To	81-780; 81-780- B FROM & TO I-64	$\neg$	
West	From:	I-64-W TO RT 60WEST & EAST @ RT 623		
(64) Ramp	Rockbridge County	0.20 <b>NA</b>	NA	NA
04)	To:	7US 60-P; 81-623 US 60- 51A		
West	From	I-64-W TO US 11SOUTH & NORTH		
(64) Ramp	Rockbridge County	0.24 <b>NA</b>	NA	NA
04) ((311))	To:	US 11 US 11- 205B FROM & TO I-64	14/7	14/1
		CO II CO II 200D I NOMICE TO 1-07		

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

		i filliary and interstate				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	I-64 West												
(64) Ramp from I-64 W Exit 87A to I-81 N	Augusta County	0.33 9600	F 89%	1%	1%	1%	9%	0%	F	0.104	Α		9900	F
<u> </u>	To:	I-81 North												
West	From:	I-64 West												
64 Ramp from I-64 W Exit 91A to SR 285	Augusta County	0.23 <b>3000</b>	<b>F</b> 94%	0%	1%	1%	3%	1%	С	0.090	F		3100	F
<u> </u>	To:	SR 285 Tinkling Spri												
West	From:	I-64-W TO RT 340SOUTH	& NORTH											
64 Ramp	Augusta County	0.18 <b>NA</b>								NA			NA	
<u> </u>	То:	US 340 US 340-N012B FRO	M & TO I-64											
West	From:	I-64-W TO DELPHINE AVENUE	ESOUTH & N	ORT										
64 Ramp	City of Waynesboro (Maint: 0									NA			NA	
$\smile$	To:	136-5118; 136-5118- 1B FRC	OM & TO RT											
West	From:	I-64-W TO US 250WEST	↑& EAST											
(64) Ramp	Augusta County	0.12 <b>NA</b>								NA			NA	
$\smile$	To:	I-64-E099A I-64- 99A FR	OM RT 6											
West	From:	I-64-W TO US 250WEST	↑& EAST											
64 Ramp	Albemarle County	0.15 <b>NA</b>								NA			NA	
$\smile$	To:	US 250 US 250-E081B FRO	M & TO I-64											
West	From:	I-64 West to Rest A	Area											
64 Charlottesville Rest Area Ramp	Albemarle County	0.12 <b>NA</b>								NA			NA	
$\smile$	To	Enter Rest Area Parki	ng Lot											
West	From:	I-64-W TO RT 637WEST	C& EAST											
64 Ramp	Albemarle County	0.17 <b>NA</b>								NA			NA	
	To:	02-637; 02-637- 15B FROM	1 & TO I-64											
West	From:	I-64-W TO US 29SO	UTH											
(64) Ramp	Albemarle County	0.22 <b>NA</b>								NA			NA	
	To:	US 29 FROM I-64 W	/EST											
West	From:	I-64 West												
West 64 Ramp	Albemarle County	0.14 <b>8500</b>	В							0.164	Α		9700	В
	To:	US 29 Monacan Trai	il Rd											
West	From:	I-64-W TO RT 631SOUTH	& NORTH											
(64) Ramp	Albemarle County	0.10 <b>NA</b>								NA			NA	
	To:	02-631; 02-631- 11B FROM	1 & TO I-64											
West	From:	I-64-W TO RT 20SOUTH			<u> </u>									
(64) Ramp	Albemarle County	0.15 <b>NA</b>								NA			NA	
	To:	SR 20 FROM I-64 W	/EST											
West	From:	I-64 West												
64 Ramp	Albemarle County	0.23 <b>5600</b>	F 98%	0%	1%	0%	0%	0%	F	0.169	В		6100	F
	To	US 250 Richmond			Ti.			- , -	٠		-			-
West	From:	I-64 West			i									
(64) Ramp	Albemarle County	0.22 <b>350</b>	<b>G</b> 98%	1%	0%	1%	0%	0%	F	NA			360	G
04)	To:	02-616 Black Cat 1		170		1 /0	0 /0	0 /0	'	14/4			500	J
		02-010 Black Cat I												

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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		Tru 3+Axle			QC	K Factor	QK F	Dir actor	AAWDT	QW
West 64 Ramp	Louisa County To:	I-64-W TO RT 15SOUTH & NORTH  0.25 NA  US 15 US 15- 120B FROM & TO I-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>840 B</b> 37-629; 37-629- 1B FROM & TO I-64						0.168	Α		860	В
West 64 Ramp	Goochland County	I-64-W TO US 522SOUTH & NORTH  0.24 3000 G  US 522 US 522- 18B FROM & TO 1-64						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 64 Goochland Rest Area Ramp	Goochland County	Exit Rest Area Parking Lot 0.08						NA			1200	G
West (64) Ramp from I-64 W Exit 173A to 37-623	Goochland County	I-64 West 0.18 <b>5400 G</b> 87% 2% 37-623 Ashland Rd	3%	4%	4%	0%	С	NA			5400	G
West (64) Ramp from I-64 W Exit 175A to SR 288	Goochland County	I-64 West  0.45 <b>13000 A</b> 96% 0%  SR 288 S	1%	1%	2%	0%	С	0.186	Α		15000	Α
West 64 Ramp from I-64 W Exit 177B to I-295 S (E)	Henrico County To:	I-64 West  0.60 <b>13000 F</b> 91% 1%  I-295 East South	1%	1%	7%	0%	F	0.121	F		12000	F
West 64 Ramp from I-64 W Exit 178A to US 250	Henrico County To:	I-64 West  0.16 12000 F 98% 0%  US 250 Broad St	1%	0%	0%	0%	F	0.113	F		12000	F
West 64 Ramp from I-64 W Exit 178B to US 250	Henrico County  To:	I-64 West  0.14 <b>4400 G</b> 99% 0%  US 250 Broad St	0%	0%	0%	0%	F	NA			4400	G
West 64 Ramp	From: Henrico County To	I-64-W TO GASKINS ROADSOUTH  0.23 NA  43-7514 FROM I-64 WEST						NA			NA	

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

		Timaly and interstate results		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bi	us 2Axle 3+Axle 1Trail 2Trail Facto	QK Dir AAWDT QW or Factor
West	From:	I-64-W TO GASKINS ROADNORTH		
(64) Ramp	Henrico County	0.46 <b>NA</b>	NA	NA
	To:	43-7514 FROM I-64 WEST		
West	From:	I-64-W TO PARHAM ROADSOUTH		
West 64 Ramp	Henrico County	0.16 <b>NA</b>	NA	NA
64) Tamp	To:	43-7518 FROM I-64 WEST		
•	F			
Vest	Lloprice County	I-64-W TO PARHAM ROADNORTH  0.39 NA	NA	NA
64 Ramp	Henrico County	0.39 <b>NA</b> 43-7518; 43-7518- 4B FROM & TO I-64	INA	NA
-	***			
West	From:	I-64-W TO GLENSIDE DRIVESOUTH		
Ramp	Henrico County	0.19 <b>NA</b>	NA	NA
$\smile$	To:	43-7536 FROM I-64 WEST		
Vest	From:	I-64-W TO US 250-BROAD STREETEAST		
64 Ramp	Henrico County	0.17 <b>NA</b>	NA	NA
	To:	US 250 FROM I-64 WEST		
Vest	From:	I-64-W TO US 250-BROAD STREETWEST		
64 Ramp	Henrico County	0.32 <b>NA</b>	NA	NA
04)	To:	US 250 FROM I-64 WEST		
Vest	From	I-64-W TO RT 33-STAPLES MILL RDWEST &		
Ramp	Henrico County	0.16 <b>NA</b>	NA	NA
64 Ramp	Tierineo County		14/4	IVA
Vest	To: From:	I-64-W185B TO RT 33 EAST WEST?		-
Ramp	Henrico County	0.10 <b>NA</b>	NA	NA
	To:	US 33 FROM RT 64 WEST		
Nest	From:	I-64-W185A TO RT 33 EAST WEST		
Nest 64 Ramp	Henrico County	0.36 <b>NA</b>	NA	NA
$\sim$	To:	I-64-E185B I-64- 185B FROM RT 6		
Vest 64 Ramp	From:	I-64-W MEDIANTO RT 195 SOUTH		
Pamp	City of Richmond (Maint: 43		NA	NA
64 Kamp	To:	I-195-S FROM I-64 WEST		INA
Nest Ramp	From:	I-64-W MEDIANTO 5TH ST. & I-95 SOUT		
Ramp	City of Richmond (Maint: 43	) 0.26 <b>NA</b>	NA	NA
-	To: From:	127-45 DUVALL STREET TO RT 95 SOUTH		
West Pomp	City of Richmond (Maint: 43	) 0.23 <b>17000 A</b>	0.09	3 A 18000 A
Ramp	City of Richmond (Maint: 45	,	0.09	3 A 18000 A
Vest	To: From:	127-44-N001A FROM 7TH STREET		
64 Ramp	City of Richmond (Maint: 43	) 0.09 <b>20000 A</b>	0.09	9 A 21000 A
<del>0.1</del> ) · · · · · · · · · · · · · · · · · · ·	To:	I-95-S FROM RT 64 WEST & 7TH STREET	0.000	
Most	From	I-64-W TO RT 360WEST & EAST-MECHANIC	<u> </u>	
West 64 Ramp	Henrico County	0.17 <b>NA</b>	NA	NA
64 Namp	To:	US 360; 127-7612 FROM I-64 WEST		INA
	10.	US 300; 127-7012 FKUM I-04 WEST		

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	AAWDT OW
West 64 Ramp	Henrico County	I-64-W TO RT 33WEST-NINE MILE ROAD  0.16 NA NA  SR 33 FROM I-64 WEST	NA
West Ramp	Henrico County	I-64-W TO RT 33EAST-NINE MILE ROAD  0.12 NA NA  SR 33 FROM I-64 WEST	NA
West Ramp	Henrico County	I-64-W TO LABURNUM AVESOUTH & NORTH  0.24 NA NA  43-7555; 43-7555-5005B FROM & TO I-64	NA
West 64 Ramp from I-64 W Exit 197A to SR 156 S	From: Henrico County To:	I-64 West  0.19 <b>2200 G</b> 89% 2% 1% 1% 7% 0% C 0.096 F  SR 156 S, Airport Dr	2200 G
West 64 Ramp from I-64 W Exit 197B to SR 156 N	Henrico County	I-64 West  0.26 <b>800 G</b> 92% 1% 1% 0% 6% 0% C 0.106 F  SR 156 N, Airport Dr	800 G
West 64 Ramp	Henrico County	I-64-W200X TO RTS 295 EAST & 60  0.19	3500 G
West Ramp from I-64 W to I-295 W (Northbound)	Henrico County	I-64 W Collector Road  0.49 <b>12000 G</b> I-295 W Collector Rd	12000 G
West I-64 W Collector Rd	Henrico County	I-64 W 0.41 <b>15000 G</b> Ramp to I-295 W Northbound	15000 G
West 1-64 W Collector Rd	Henrico County	0.26 3100 G NA Ramp From I-295 W Northbound	3100 G
West 64 I-64 W Collector Rd	Henrico County	0.27 <b>15000 N</b> NA	15000 N
West 64 I-64 W Collector Rd	Henrico County	Ramp To I-295 E Southbound  0.19 <b>15000 N</b> NA	15000 N
West 64 I-64 W Collector Rd	Henrico County	Ramp From I-295 E Southbound  0.33 <b>15000 N</b> I-64 W	15000 N
West 64 Ramp	Henrico County	I-64-W TO SCALES  0.10 NA NA  Gap EAST END SCALES	NA
West 64 Ramp	Henrico County	Gap WEST END SCALES  0.11 NA NA  I-64-W FROM SCALES	NA

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Longth AADT OA Aliro Ruc	Truck Axle 3+Axle 1Trail	( )(	C K Q Factor	M Dir Factor	AAWDT	QW
West (64) Ramp	New Kent County	I-64-W TO RT 33WEST & RT 249EAST  0.24 1200 G 79% 2%	2% 4% 14%	0% C	0.101 F	-	1200	G
(64) Karip	To:	2SR 33-P SR 249 FROM I-64 WEST	7/0 4/0 14/0	076 C	0.101 1		1200	
West	From:	I-64-W TO RT 106						
Ramp	New Kent County	0.19 <b>NA</b> SR 106 SR 106- 28B FROM & TO I-64	٦		NA		NA	
West	From	I-64 West to Rest Area						
New Kent Rest Area Ramp	New Kent County		1% 1% 7%	0% F	0.165 A	١.	1900	Α
West	From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot						
(64) New Kent Rest Area Ramp	New Kent County	0.11 <b>NA</b>	_		NA		NA	
	To:	I-64 West from Rest Area						
West (64) Ramp	New Kent County	I-64-W TO RT 155 0.22 <b>NA</b>			NA		NA	
(64)	To:	SR 155 SR 155- 11B FROM & TO I-64						
West	From:	I-64-W TO RT 33 EAST						
64 Ramp	New Kent County	0.24 <b>NA</b>	_		NA		NA	
~	IO.	SR 33; 2SR 33-P END PARALLEL AN						
West Ramp	James City County	I-64-W TO RT 30 0.29 <b>NA</b>			NA		NA	
	то:	I-64-W227B TO RT 30 WEST R	¬					
West Ramp	James City County	0.02 <b>NA</b>	<b></b>		NA		NA	
64 Ramp	To:	SR 30 FROM & TO RT 64	7		14/3		IVA	
West	From:	I-64-W227A TO RT 30 WEST						
West (64) Ramp	James City County	0.08 <b>NA</b>	 		NA		NA	
<u> </u>	To:	SR 30 FROM I-64 WEST						
West (64) Ramp	James City County	I-64-W TO RT 30 WEST & 607 SOUTH  0.21 NA			NA		NA	
	To:	SR 30 FROM I-64 WEST			10.		147 (	
West	From:	I-64-W TO RT 30 EAST & 607 NORTH						
West 64 Ramp	James City County	0.31 <b>NA</b>	<b>-</b>		NA		NA	
	To:	SR 30; 47-607 SR 30-W061B FRO						
West 64 Ramp	York County	I-64-W TO RT 646 SOUTHRT 199 0.20 <b>NA</b>	_		NA		NA	
04)	To:	99-646 FROM I-64 WEST	<u> </u>					
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	<u> </u>					
West (64) Ramp	York County	I-64-W TO RT 14300- CAMP PERRY ROAD 0.16 <b>NA</b>	_		NA		NA	
<u></u>	То:	I-64-W238B TO RT 143 SOUTH & CAMP P	<u> </u>					

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# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 41 ire Bus 2A	Truck QC K QK Dir xxle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
West 64 Ramp	York County	I-64-W238B TO RT 143 SOUTH & CAMP P  0.11 NA  SR 143 FROM RT 64 WEST	] NA ]	NA
West 64 Ramp	York County To:	I-64-W238A TO RT 143 SOUTH & CAMP P  0.06 NA  SR 143 FROM I-64 WEST	] NA ]	NA
West 64 Ramp	York County To:	I-64-W TO RT 199 WEST  0.22 NA  SR 199 FROM I-64 WEST	NA	NA
West 64 Ramp	York County	I-64-W TO RT 199 EAST  0.39 NA  SR 199 FROM I-64 WEST	NA	NA
West 64 Ramp	York County	I-64-W RO RT 60 & BUSCH GARDENS  0.82 NA  I-64-E243A I-64- 243A TO RT 60	NA	NA
West 64 Ramp	York County To:	I-64-W TO RT 143 <b>0.27 NA</b> I-64-E243B Gap Termi	NA	NA
West 64 Ramp	City of Newport News (Maint	I-64-W TO RT 23800- YORKTOWN ROAD :: 99)	NA	NA
West 64 Ramp	City of Newport News (Maint	I-64-W TO RT 105-FORT EUSTIS BOULEVARD :: 99)	NA	NA
West 64 Ramp	City of Newport News (Maint	I-64-W TO RT 143-JEFFERSON AVENUE :: 99)	NA	NA
West 64 Ramp	City of Newport News (Maint	I-64-W TO RT 143 SOUTH-JEFFERSON AVENU :: 99)	NA	NA
West 64 Ramp	City of Newport News (Maint	I-64-W TO RT 143 NORTH-JEFFERSON AVENU :: 99)	] NA ]	NA
West 64 Ramp	City of Newport News (Maint	I-64 West :: 99)	0.079 F	21000 F
West Ramp	City of Newport News (Maint	I-64-W255B TO ROUTE 14300- JEFFERSON AV	NA 1	NA
West Ramp	City of Newport News (Maint		NA	NA

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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	OC.	K actor QK	Dir AAWDT QV	W
West 64 Ramp	City of Newport News (Mai	<u> </u>				NA	NA	
West 64 Ramp	City of Newport News (Mai	SR 143-S018B FROM ROUTE  nt: 99)				NA	NA	
West 64 Ramp	City of Newport News (Mai	I-64-W TO RT 171 WEST-ON nt: 99) 0.30 <b>NA</b> SR 171 FROM I-6				NA	NA	
West Ramp	City of Newport News (Mai	I-64-W TO RT 171 EAST-VIO	TORY BOULEVAR			NA	NA	
West Ramp	City of Newport News (Mai	I-64-W TO RT 17	SOUTH			NA	NA	
West 64 Ramp	City of Newport News (Mai	I-64 West	F		(	0.09 F	7800 F	=
West 64 Ramp	City of Hampton (Maint:	I-64-W TO HAMPTON ROADS	CENTER PARKWAY			NA	NA	
West 64 Ramp	City of Hampton (Maint:	99) 0.23 <b>NA</b> US 258 Mecury	y Blvd			NA	NA	
West 64 Ramp	City of Hampton (Maint:	99) 0.17 <b>6500</b> US 258	F		0	.091 F	6500 F	=
West 64 Ramp	City of Hampton (Maint:	I-64-W TO I-664				NA	NA	
West 64 Ramp	City of Hampton (Maint:					NA	NA	
West Ramp	City of Hampton (Maint:	SR 134 CONNECTOR FROM 134 CONNECTOR FROM 114-7035 FROM RT				NA	NA	
West 64 Ramp	City of Hampton (Maint:	I-64-W TO RT 134-ARMIS 99) 0.19 <b>NA</b> SR 134 FROM I-6				NA	NA	
West 64 Ramp	City of Hampton (Maint:	99) 0.11 <b>4900</b> SR 143 Count	<b>F</b> 96% 0%	1% 1% 3	3% 0% F 0	.095 F	5000 F	=

## Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

Route	Jurisdiction .		Truck Axle 3+Axle 1Trail 2Trail	CC CK	Dir AAWDT QW Factor
West Ramp	City of Hampton (Maint: 99)	I-64-W TO MALLORY STREET  0.15 NA  114-7057; 114-7057- B SEGAR STREET	]	NA	NA
West Ramp	City of Norfolk (Maint: 64)	64-W TO OCEAN VIEW AVENUE60 PARALLE 0.03 NA 2US 60-P; 2US 60-P004A OCEAN VIEW	]	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO 4TH VIEW STREETRT 60  0.18 NA  US 60 US 60- 281B FROM & TO I-64		NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO BAY AVENUE 0.15 <b>NA</b> 122-8623 FROM I-64 WEST	]	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO US 46000- GRANDBY ST  0.11 NA  US 460 FROM I-64 WEST	]	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26		NA	6100 F
West 64 Ramp	City of Norfolk (Maint: 64)	64-W TO RT 168 SOUTH-TIDEWATER DRIVE 0.11 NA SR 168 FROM I-64 WEST	]	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	64-W TO RT 168 NORTH-TIDEWATER DRIVE 0.21 NA SR 168 FROM I-64 WEST		NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	64-W TO RT 194 NORTH-CHESAPEAKE BLVD 0.25 NA SR 194 FROM I-64 WEST	<u> </u>	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	1-64-W TO RT 247 WEST00- NORVIEW Ave 0.18		C 0.098 F	4100 G
West 64 Ramp	City of Norfolk (Maint: 64)	-64-W TO RT 247 WEST-NORVIEW AVENUE  0.13		C 0.085 F	4500 G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 165MILITARY HGWY VIA RO  0.20 NA  ROBIN HOOD ROAD	]	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 13  0.11 NA  I-64-W282B TO RT 13 SOUTH		NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b> US 13 FROM RT 64 WEST	 ]	NA	NA

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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	TruckQC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 SOUTH  0.03 NA  WCL Virginia Beach	NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. LANE 0.09 <b>NA</b> I-64-R FROM I-64 WEST	NA NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 WEST  0.13 NA  I-264-W013X FROM I-64 WEST	NA NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 EAST44  0.23 <b>NA</b> I-264-E013X FROM I-64 WEST	NA NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V.LANEMEDIAN  0.12 <b>NA</b> I-64-R I-64-R008A TO & FROM RT	NA NA	NA
West 64 Ramp	City of Virginia Beach (Maint: 64)	I-64-W TO RT 407 EAST  0.22 <b>NA</b> SR 407 FROM I-64 WEST	NA NA	NA
West 64 Ramp	City of Virginia Beach (Maint: 64)	SR 407 FROM I-64 WEST	NA NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)	64-W289X TO GREENBRIER PARKWAY WEST  0.28 <b>5400 G</b> 131-8665 FROM RT 64 WEST	NA NA	5400 G
West 64 Ramp	City of Chesapeake (Maint: 64)	64-W289X TO GREENBRIER PARKWAY EAST  0.25 NA  131-8665 FROM RT 64 WEST	NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)	64-W END COLL ROAD TO GREENBRIER PAR  0.66 NA  64-W289B TO GREENBRIER PARKWAY EAST	NA NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)		NA NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)		NA NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)		NA NA	NA
West 64 Ramp	City of Chesapeake (Maint: 64)	0.14 NA 64-W END COLL ROAD FROM GREENBRIER P	NA	NA

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

		Primary an	iu iritersta	ale Rol	iles										
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tr e 3+Axle			QC	K Factor QK	Dir Factor	AAWDT	QW
West (64) (168) Ramp	City of Chesapeake (Maint: 64)	0.18	I-64 W <b>2600</b>	G								NA		2600	G
$\overline{}$	To:	В	us SR 168 N	Ŋ											
West	From:		I-64 W												
(64) Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint: 64)	0.30	7800	G								NA		7800	G
$\overline{}$	To:	Bus SR 10	68 Battlefiel	ld Blvd S	S										
West	From:		I-64 W												
(64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	15000	G								NA		15000	G
	To:	1.64	W Exit 290	0 B											
West (64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.10	NA	0 Б								NA		NA	
	To:	Ramp From Bus	SR 168 Ba	ttlefield	Blvd S		<u> </u>								
West (64) (168) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.20	NA									NA		NA	
West	To: From:	I-64	W Exit 290	0 S											
64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.12	NA									NA		NA	
West	To: From:	Ramp From Bus	SR 168 Ba	ttlefield	Blvd N										
64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.35	NA									NA		NA	
West	To: From:	Ramp	to I-64 E Ex	kit 289											
(64) I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.51	NA									NA		NA	
$\overline{}$	То:		I-64 W												
West	From:	SR 168 C	ak Grove C	onnector											
(64) Ramp Between SR 168 and I-464	City of Chesapeake (Maint: 64)	0.26	2300	G	96%	0%	1%	1%	2%	0%	F	NA		2300	G
$\overline{}$	To:	I	-464; US 17	7											
West	From:	I-64-W 7	TO RT 168	SOUTH											
(64) Ramp	City of Chesapeake (Maint: 64)	0.49	NA									NA		NA	
	To	US 17-N017A	FDOM DT	Γ 17 NO	DTH										
West	From:			17110	KIII										
(64) Ramp	City of Chesapeake (Maint: 64)	0.05	NA									NA		NA	
	To	1SR 168-P FROM	RT 64 WE	ST & 17	NORTH										
West	From:	I-64-W BEGIN	COLL ROA	AD TO I	RT 464										
(64) Ramp	City of Chesapeake (Maint: 64)	0.40	NA									NA		NA	
$\overline{}$	To:	SR 104 N	0007A Gap	Fr Rt 10	4										
West		I-64-W TO RT 190	EAST & W	/EST-Gl	REAT BRI	[									
(64) Ramp	City of Chesapeake (Maint: 64)	0.20	NA									NA		NA	
$\overline{}$	To:	SR 1901	FROM I-64	WEST											
West	From:		I-64 West												
(64) Ramp	City of Chesapeake (Maint: 64)	0.24	5100	G	96%	0%	1%	1%	2%	0%	F	NA		5300	G
	To:		US 17												

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

		Filliary and ii	THO OLGIO THO				Tru	rck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	I-64-W TO RT 1300-	MILITARY HI	GHWAY		2, 040	017040	TTTG	Ziiaii		1 40101		1 40101		
(64) Ramp	City of Chesapeake (Maint: 0		NA								NA			NA	
	To:		OM I-64 WEST												
	From:	U	JS 58												
65	Scott County		400 G	96%	0%	2%	1%	1%	0%	F	0.121	F	0.584	1400	G
	To: From:		Clinchport												
65	Town of Clinchport (Maint: 8	<u> </u>	400 N	96%	0%	2%	1%	1%	0%	N	0.121	N	0.584	1400	N
	From:		Clinchport	060/	00/	20/	10/	40/	00/	NI	0.404	NI	0.504	1400	N.I.
65	Scott County		<b>400 N</b> 4-649	96%	0%	2%	1%	1%	0%	N	0.121	N	0.584	1400	N
	From:		Cove Mem Ctr												
65 Clinch River Hwy	Scott County		480 G	96%	0%	2%	1%	1%	0%	С	0.106	F	0.539	490	G
<u> </u>	To. From:	84-645 N	Manville Rd												
65 Clinch River Hwy	Scott County		310 G	96%	0%	2%	1%	1%	0%	F	0.094	F	0.543	310	G
	To- From:		ns Memorial Hw									_			_
65 72	Scott County		200 G	97%	0%	1%	0%	1%	0%	С	0.094	F	0.564	1200	G
	Town of Dungannon (Maint:		Dungannon N	97%	0%	1%	0%	1%	0%	N	0.094	N	0.564	1200	N
65 72	Town of Dungarnion (Maint.			91 /0	076	1 /0	076	1 /0	076	IN	0.094	IN	0.304	1200	IN
	To- From:		Jefferson St							_		_			
$\binom{65}{72}$ Veterans Memorial Hwy	Town of Dungannon (Maint:	- ,	800 G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.559	1800	G
<u> </u>	From:		nging Rock Pkwy etrans Mem Hay	1											
65 Sinking Creek Hwy	Town of Dungannon (Maint:		300 G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.535	1300	G
65) Grinking Creek riwy	Town or Dungamon (Want.			J+70	1 /0	1 70	1 70	370	070	•	0.001	•	0.000	1300	0
	From:		Dungannon												
(65)	Scott County	0.75 <b>1</b>	300 N	94%	1%	1%	1%	3%	0%	N	0.091	Ν	0.535	1300	N
<u> </u>	To: From:	84-774 Lo	ng Hollow Rd												
65 Sinking Creek Hwy	Scott County	4.14	520 G	94%	1%	1%	1%	3%	0%	С	0.099	F	0.509	530	G
$\overline{}$	To:		County Line												
<u> </u>	From:		County Line							_		_			_
(65) Mew Rd	Russell County	2.83	970 G	88%	1%	1%	9%	2%	0%	С	0.093	F	0.516	1000	G
<u>~</u>	To: From:	WCL C	Castlewood												
(65)	Castlewood (Maint: 83)	3.02	970 N	88%	1%	1%	9%	2%	0%	Ν	0.093	Ν	0.516	1000	Ν
$\smile$	To	US 58 ALT	Banners Corner												
	From:	I-66-E043A I-66-	W043A FROM	RT 6											
(66) Ramp	Prince William County	0.13 I	NA								NA			NA	
$\smile$	To:	US 29 FROM RT 6	6600- EAST & V	/EEST											
	From	I-66-E060A I-66-	W060A FROM	RT 6											
(66) Ramp	Fairfax County		NA								NA			NA	
	То:	SR 123 FROM RT	T 66 EAST & W	EST											
						•									

### 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:		I-81 N				2, 540	017.040	TTTG	211411		1 40101		- 40101		—
66) I-66 E Ramp	Warren County	0.25	9500	G	83%	1%	1%	1%	15%	1%	F	0.121	Ν		8900	(
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	18000	G	84%	1%	1%	1%	14%	1%	F	NA			17000	
	То:	Ra	mp from I-8	81 S												
ast	From:	0.00	I-81		000/	40/	40/	40/	450/	40/	_	0.404	^		4.4000	
66	Warren County	6.36	15000	A	83%	1%	1%	1%	15%	1%	-	0.121	A	0.550	14000	
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	30000	Α	84%	1%	1%	1%	14%	1%	F	0.107	Α	0.552	28000	
st	To: From:	US 340, U	JS 522 Wind	chester R	Rd									-		_
est 6	Warren County	6.49	15000	Α	83%	1%	1%	1%	15%	1%	С	0.127	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	29000	Α	84%	1%	1%	1%	14%	1%	С	0.107	Α	0.605	27000	
	Ta	-	SR 79													
st 5)	Marran County	4.50			000/	40/	40/	00/	400/	40/	_	0.40	^		47000	
6)	Warren County	1.56	18000	A	86%	1%	1%	0%	12%	1%	С	0.12	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roady	,	uier County	A Line	86%	1%	1%	0%	11%	1%	С	NA			34000	
st	From:		ren County													_
ast 6	Fauquier County	3.96	18000	Α	86%	1%	1%	0%	12%	1%	С	0.12	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	35000	Α	86%	1%	1%	0%	11%	1%	С	0.104	Α		34000	
	Tax	30-68	8 Leeds Ma	nor Rd			$\neg$									
ist →	From:				000/	40/	40/	40/	450/	40/	_	NIA			04.000	
6	Fauquier County	5.21	22000	G	83%	1%	1%	1%	15%	1%	-	NA			21000	
	Combined Traffic Estimates for 2 Parallel Roadw	•		G	85%	1%	1%	1%	13%	1%	F	NA			39000	
st	To: From:	US 1	7 Wincheste	er Rd												_
6) (17) (55)	Fauquier County	3.36	23000	В	91%	1%	1%	0%	8%	0%	F	0.115	Α		21000	
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	45000	В	91%	1%	1%	0%	7%	0%	F	0.099	Α	0.656	43000	
	To:		SR 55				<u> </u>									
ast ~~	From Land Country	4.04		_	040/	40/	40/	00/	007	00/	_	NIA			22222	
6 17	Fauquier County	1.34	22000	G	91%	1%	1%	0%	8%	0%	-	NA			22000	
	Combined Traffic Estimates for 2 Parallel Roadw			G	91%	1%	1%	0%	7%	0%	F	NA			44000	
ast	To: From:	US 1	7 Wincheste	er Rd												_
<u>6</u>	Fauquier County	3.02	18000	F	91%	1%	1%	0%	8%	0%	С	0.115	В		18000	
)	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	36000	F	91%	1%	1%	0%	7%	0%	С	0.093	В	0.659	35000	
	Ta		SR 245				$\neg$									
st	From:	5.04			040/	407	40/	00/	00/	00/	_	N10			00000	
5	Fauquier County	5.04	20000	G	91%	1%	1%	0%	8%	0%	-	NA			20000	
	Combined Traffic Estimates for 2 Parallel Roady	•	38000 William Cou	G inty Line	91%	1%	1%	0%	7%	0%	۲	NA			38000	
ast	From:		uier County	_												_
66)	Prince William County	3.61	20000	G	91%	1%	1%	0%	8%	0%	F	NA			20000	
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	38000	G	91%	1%	1%	0%	7%	0%	F	NA			38000	
	To:	-	US 15													

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

		Primary and II	interstate	rtou	100			Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT C	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
East	From:		US 15				2/\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	STANIC	IIIaii	ZIIali		1 actor		i actor		
(66)	Prince William County			F	91%	1%	1%	0%	8%	0%	F	0.101	F		30000	F
00)	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	1%	1%	0%	7%	0%	F	0.101	F		58000	F
	To-		Haymarket													
East	Town of Howarket (Mainty 76)			F	91%	40/	10/	00/	00/	00/	_	0.404	F		20000	_
66	Town of Haymarket (Maint: 76)			-		1%	1%	0%	8%	0%		0.101	г		30000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	1%	1%	0%	7%	0%	Г	NA			58000	F
ast	From:	ECL F	Haymarket													
East 66	Prince William County	1.45 <b>3</b> 1	1000	F	91%	1%	1%	0%	8%	0%	F	0.101	F		30000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 59	9000	F	91%	1%	1%	0%	7%	0%	F	NA			58000	F
eact	To- From:	US 29 (	Gainesville													
East 66)	Prince William County	2.17 <b>5</b> 7	7000	F	91%	1%	1%	0%	8%	0%	F	0.097	F		55000	F
00)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 99	9000	F	91%	1%	1%	0%	7%	0%	F	0.072	F	0.614	97000	F
	To:		SR 234													
ast	Prince William County			_	040/	40/	10/	00/	00/	00/	_	0.404	_		E0000	_
66 234	Prince William County			F	91%	1%	1%	0%	8% <del>7</del> 0/	0%		0.101	F F		58000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	1%	1%	0%	7%	0%	Г	0.069	Г		109000	r
ast	From:	SR 234;	; Bus SR 234	4												
66)	Prince William County	1.83 <b>70</b>	0000	G	91%	1%	1%	0%	8%	0%	F	NA			69000	(
	Combined Traffic Estimates for 2 Parallel Roadways			_	91%	1%	1%	0%	7%	0%	F	NA			130000	(
ast	To: From:	Fairfax O Prince Willia	County Line													
66)	Fairfax County			G	91%	1%	1%	0%	8%	0%	F	NA			69000	
00)	Combined Traffic Estimates for 2 Parallel Roadways			G	91%	1%	1%	0%	7%	0%	F	NA			130000	
	Tac		ear Centre vil													
ast	From				000/	40/	40/	407	00/	00/	_	N.1.0			07000	_
66	Fairfax County			G	96%	1%	1%	1%	2%	0%	-	NA			67000	(
	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	1%	1%	1%	2%	0%	۲	NA			136000	G
ast	To: From:	SR 28	8 Sully Rd													
66)	Fairfax County	1.86 <b>72</b>	2000	G	96%	1%	1%	1%	2%	0%	F	NA			75000	C
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 14	47000	G	96%	1%	1%	1%	2%	0%	F	NA			154000	(
inct	To: From:	29-7100 Fairfa	ax County Pa	arkwa	y											
ast 66	Fairfax County	2.57 <b>67</b>	7000	G	96%	1%	1%	1%	2%	0%	F	NA			70000	
00)	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	1%	1%	1%	2%	0%	F	NA			139000	
	To		US 50	_						- / -	•					
ast	From:			_	000/	40/		40/	00/	00/	_	N10			05000	_
	Fairfax County	1.85 <b>90</b>	0000	G	96%	1%	1%	1%	2%	0%	Ε.	NA			95000	G
66	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	1%	1%	1%	2%	0%	_	NA			191000	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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
East	From:	SR 123	Chain Bridg	ge Rd												
East 66	Fairfax County	2.13	90000	Α	96%	1%	1%	1%	2%	0%	С	0.086	Α		95000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	177000	В	96%	1%	1%	1%	2%	0%	С	0.072	Α	0.572	187000	E
ast	To: From:	SR	243 Nutley S	St												
66)	Fairfax County	1.44	78000	G	96%	1%	1%	1%	2%	0%	F	NA			81000	(
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	164000	G	96%	1%	1%	1%	2%	0%	F	NA			171000	(
<del></del>	To Econol	V	VCL Vienna				_									
ast 66	Town of Vienna (Maint: 29)	0.25	78000	G	96%	1%	1%	1%	2%	0%	F	NA			81000	(
00)	Combined Traffic Estimates for 2 Parallel Roadways on t			G	96%	1%	1%	1%	2%	0%	F	NA			171000	
	To:		ECL Vienna			.,,		.,,	_,,	0,0	•					
ast 66	From:				000/	407	40/	407	007	001	_				04000	
36 <i>)</i>	Fairfax County	1.54	78000	G	96%	1%	1%	1%	2%	0%	F	NA			81000	
	Combined Traffic Estimates for 2 Parallel Roadways on t			G	96%	1%	1%	1%	2%	0%	г	NA			171000	
ast	To: From:	I-495	Capital Belty	way												
ast 66	Fairfax County	1.46	35000	G	99%	1%	0%	0%	0%	0%	F	NA			38000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	71000	G	99%	1%	0%	0%	0%	0%	F	NA			76000	
ast	To: From:	SR 7	Leesburg Pi	ke												
<del>36</del> )	Fairfax County	0.82	33000	G	99%	1%	0%	0%	0%	0%	F	NA			36000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	70000	G	99%	1%	0%	0%	0%	0%	F	NA			75000	
	To: From:	SR 267	Dulles Acces	ss Rd			_									
ast 66	Fairfax County	0.86	64000	G	99%	1%	0%	0%	0%	0%	F	NA			69000	
00)	Combined Traffic Estimates for 2 Parallel Roadways on t			G	99%	1%	0%	0%	0%	0%	F	NA			138000	
	To:		gton County I		00,0	.,,		0,0	0,0	0,0	•				.00000	
ast	From:		ax County Li		000/	407		001	007	001	_				00000	
66	Arlington County	0.24	64000	G	99%	1%	0%	0%	0%	0%	F	NA			69000	(
	Combined Traffic Estimates for 2 Parallel Roadways on t			G	99%	1%	0%	0%	0%	0%	F	NA			138000	(
ast	To: From:	We	stmoreland S	St												
66)	Arlington County	0.94	63000	F	99%	1%	0%	0%	0%	0%	F	0.069	F		68000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	116000	G	99%	1%	0%	0%	0%	0%	F	0.069	F		124000	
ast	To: From:	S	Sycamore St													
56)	Arlington County	1.74	58000	F	99%	1%	0%	0%	0%	0%	F	0.064	F		62000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	111000	F	99%	1%	0%	0%	0%	0%	F	0.064	F		119000	
<del> </del>	To- Boos-	SR 23	37 Fairfax Dr	rive												
East 66	Arlington County	0.56	43000	F	99%	1%	0%	0%	0%	0%	F	0.071	F		47000	
00)	Combined Traffic Estimates for 2 Parallel Roadways on t			F	99%	1%	0%	0%	0%	0%	F	0.068	F		88000	
	To Thomba Traine Estimates for 21 draile Noduways of the		120 Glebe R		JJ /0	1 /0	- 70	0 /0	0 /0	0 /0	1	0.000	•		00000	

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

		i ililiai y ai				_		Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		120 Glebe													
East 66	Arlington Cou	•	50000	Α	99%	1%	0%	0%	0%	0%	С	0.077	Α		54000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	95000	Α	99%	1%	0%	0%	0%	0%	С	0.074	Α	0.528	102000	Α
East	To: From:	US 29 I	ee Hwy Ch	errydale												
East (66)	Arlington Cou	unty 1.05	44000	F	99%	1%	0%	0%	0%	0%	F	0.072	F		48000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	84000	F	99%	1%	0%	0%	0%	0%	F	0.066	F		90000	F
Foot	Tour From:	US	29 Near 20tl	h Rd												
East (66)	Arlington Cou	unty 0.85	37000	F	99%	1%	0%	0%	0%	0%	F	0.074	F		40000	F
00	Combined Traffic Estimates for 2 Paralle	,		F	99%	1%	0%	0%	0%	0%	F	0.067	F		74000	F
	Tolling Training Editinated (6) 21 draining	•	nn St Rossl			.,,		070	070	070	•	0.007	•		7 1000	
East 66	From:															
(66)	Arlington Cou	•	51000	F	99%	1%	0%	0%	0%	0%	F _	0.072	F		55000	F -
	Combined Traffic Estimates for 2 Paralle	El Roadways on this Route: DC Line, Poton		Foosevel	99%	1%	0%	0%	0%	0%	F	0.071	F		94000	F
Ft	Fram-															
East (66) Ramp	Warren Cou	I-66-E TO RT 522 ntv 0.16	2; 34000- SC <b>NA</b>	JUTHO	NORTH							NA			NA	
(90) Kamp	To:	US 522 US 522		& FRON	1 RT 66		1					14/			14/1	
East	From:	I-66-E TO R														
(66) Ramp	ا Warren Cou		NA									NA			NA	
	To·	SR 79 F	ROM RT 6	6 EAST	1											
East	From:	I-66-E TO RT	58800- SOU	TH & N	NORTH											
(66) Ramp	Fauquier Cou		NA									NA			NA	
	To:	30-688; 30-688	- 20A TO &	k FROM	RT 66											
East	From:	I-66-E TO RT		JTH & N	NORTH											
66 Ramp	Fauquier Cou		NA									NA			NA	
$\stackrel{\smile}{=}$	To:	FR-184; 30-7														
East (55) Ramp	From:	I-66-E TO RT		& 721 SC	OUTH							NIA			NIA	
66 55 Ramp	Fauquier Cou	,	<b>NA</b> -721 SR 55-	40 A EE	20		i					NA			NA	
Ft	From:	I-66-E TO R'					L									
East (66) Ramp	ا Fauguier Cou		NA	Πα 30	ОТП							NA			NA	
00) ramp	To:	US 17 US 17-		и & TO	RT 66										1471	
East	From:	I-66-E TO RT														
(66) Ramp	ي Fauquier Cou		<b>NA</b>	/ I I I & I	OKIII							NA			NA	
<u> </u>	To:	SR 245 SR 24:		M & TO	RT 66											
East	From:	I-66-E TO RT	1500- SOU	TH & N	ORTH				-	-						
(66) Ramp	Prince William (		NA				-					NA			NA	
$\overline{}$	To:	US 15 US 15-	195A FROM	M & TO	RT 66											
East	From:		TO RT 29 S	SOUTH												
(66) Ramp	Prince William (	•	NA									NA			NA	
$\overline{}$	To:	I-66-W043A	I-66- 43A	FROM I	RT 6											

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

		Primary and interstate Routes		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus 2	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East 66 Ramp	Prince William County	I-66-E TO RT 29 NORTH  0.23 NA  US 29 FROM RT 66 EAST	NA NA	NA
East 66 Ramp	Prince William County	I-66-E TO RT 234 SOUTH  0.11 NA  1SR 234-P FROM RT 66 EAST	NA	NA
East (66) (234) Ramp	Prince William County	I-66-E TO RT 234-NORTH & RT 234 BUS SO 0.11 NA	NA	NA
East 66 Ramp	Prince William County To:	SR 234  0.09 <b>NA</b> I-66-E047B TO RT 23400- NORTH	NA NA	NA
East 66 234 Ramp	Prince William County To:	I-66-E047A TO RT 23400- NORTH  0.03 NA  C1SR 234 SR 234 SR 234-S026A F	NA NA	NA
East 66 Manassas Rest Area	Prince William County	I-66 East to Rest Area  0.04 NA  Enter Rest Area Parking Lot	NA	NA
East (66) Manassas Rest Area	Prince William County	Exit Rest Area Parking Lot  0.03 NA  I-66 East from Rest Area	NA	NA
East 66 Ramp	From: Fairfax County To:	I-66-E TO RT 29 NORTH & SOUTH  0.24 NA  I-66-E TO RT 29 NORTH & SOUTH	NA	NA
East 66 Ramp	Fairfax County	I-66-E TO RT 2800- NORTH & SOUTH 0.17 NA	NA	NA
East 66 Ramp	Fairfax County	I-66-E053B TO RT 29 NORTH & SOUTH  0.04 NA  SR 28 FROM RT 66 EAST	NA	NA
East 66 Ramp	From: Fairfax County To:	I-66-E053A TO RT 29 NORTH & SOUTH  0.03 NA  SR 28 SR 28-S030A FROM & TO RT 66	NA	NA
East 66 Ramp	Fairfax County	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	Fion: Fairfax County To:	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	From: Fairfax County	I-66-E COLLECTOR ROAD TO RT 7100 FAIR  0.22 NA  I-66-E055A TO RT 7100 SOUTH FAIRFAX C	NA NA	NA

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

		Tilliary and interstate Modies			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Fac	OK	AAWDT QW
East (66) Ramp	From: Fairfax County	I-66-E055A TO RT 7100 SOUTH FAIRFAX C 0.15 NA	N/	4	NA
East 666 Ramp	Fairfax County	29-7100-S000B FROM RT 7100 SOUTH FAIRFAX  0.16 NA	N _i	Α	NA
East 66 Ramp	Fairfax County	I-66-E055B TO RT 7100 NORTH FAIRFAX C 0.12 NA	N.	Δ	NA
East (66) Ramp	To: From:	29-7100-N000B FROM RT 7100 NORTH FIARFAX			
<u> </u>	Fairfax County	0.29 NA  I-66-E COLLECTOR ROAD FROM RT 7100FAI	N _i	A	NA
East 66 Ramp	Fairfax County	I-66-E TO RT 50 EAST  0.36 NA  US 50 FROM RT 66 EAST	 	A	NA
East 66 Ramp	From From Fairfax County	I-66-E TO RT 50 WEST 0.24 NA US 50 FROM RT 66 EAST	N _i	Ą	NA
East 666 Ramp	Fom: Fairfax County	I-66-E060X TO RT 12300- SOUTH  0.33 NA  I-66-W060A I-66- 60A FROM RT 6	N _i	Ą	NA
East 66 Ramp	Form: Fairfax County	I-66-E060X TO RT 12300- NORTH  0.24 NA  SR 123 FROM RT 66 EAST	N _i	Ą	NA
East 66 Ramp	Fairfax County	I-66-E COLLECTOR ROAD TO RT 123-CHAIN 0.04 NA	N	Ą	NA
East 66 Ramp	Fairfax County	I-66-E060A TO RT 12300- SOUTH  0.39 NA	N/	4	NA
East 66 Ramp	Fairfax County	SR 123-S016A FROM RT 12300- SOUTH  0.08 NA	N/	Α	NA
East 66 Ramp	Fairfax County	I-66-E060B TO RT 12300- NORTH  0.32 NA	N/	Α	NA
East 66 Ramp	Fairfax County	SR 123-N016A FROM RT 12300- NORTH  0.11 NA  I-66-E COLLECTOR ROAD FROM RT 123-CHAI	N _i	Ą	NA
East 666 Ramp	Fairfax County	I-66-E062X TO RT 243 SOUTH & METRO COM 0.10 NA	N	Α	NA
East 66 Ramp	Fairfax County	I-66-E062B TO RT 243 SOUTH  0.06 NA	N.	Α	NA

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

		Filliary and int	SISIAIC INOC	1100										
Route	Jurisdiction	Length AAI	OT QA	4Tire I		1 xle 3+Ax				K Factor	QK	Dir Factor	AAWDT	QW
East	From:	I-66-E COLLECTOR ROA	D TO METR	OLOT & R	2.	INIC STAX	ie iiiai	ZITAII		i actor		1 actor		
(66) Ramp	Fairfax County	0.18 <b>N</b> /		to Lot a R						NA			NA	
$\overline{}$	To:	29-99022- P FROM MET	RO COMMI	ITER LOT		<b></b>								
East (66) Ramp	From:			TEREOT		1								
(66) Ramp	Fairfax County	0.39 <b>N</b> /				_				NA			NA	
East	To: From:	I-66-E062A TO RT 243 S	OUTH & ME	TRO COM		J								
East (66) Ramp	Fairfax County	0.07 <b>N</b>	A							NA			NA	
	To: From:	SR 243-S000A FRO	M RT 243 SC	OUTH		<del> </del>								
East (66) Ramp	Fairfax County	0.11 <b>N</b> /	1			_				NA			NA	
66) Kamp	r amax obtains					1				101			1471	
East	From:	I-66-E062C TO F		l'H										
East (66) Ramp	Fairfax County	0.08 <b>N</b>	A							NA			NA	
East	To: From:	SR 243-N000A FRO	M RT 243 NO	ORTH		]								
East (66) Ramp	Fairfax County	0.49 <b>N</b> /	4							NA			NA	
	To	I-66-E COLLECTOR ROA	D FROM RT	Γ 243 & ME										
East	From:	I-66-E TO RT	495 SOUTH											
East 66 Ramp	Fairfax County	0.26 <b>N</b>				=" =,				NA			NA	
	To	I-495-S FROM	RT 66 EAST											
East (66) Ramp	From:	I-66-E TO RT												
66 Ramp	Fairfax County	0.20 <b>N</b> /				7				NA			NA	
	10:	I-66-E TO RT												
East (66) Ramp	Fairfax County	I-66-E To I 0.15 <b>100</b>		98%	1% 0	] % 0%	0%	0%	С	0.116	F		10000	F
66) Kamp	Famax County				176 U	70 070	0%	0%	C	0.116	г		10000	Г
East	To: From:	I-66-E066B TC	RT 7 WEST			J———								
(66) Ramp	Fairfax County	0.08 <b>N</b> /				_				NA			NA	
<u> </u>	To:	SR 7 FROM I				<u> </u>								
East (66) Ramp	From:	I-66-E066A TO												
66 Ramp	Fairfax County	0.04 <b>N/</b>				1				NA			NA	
		SR 7 FROM I												
East (66) Ramp	Arlington County	0.10 <b>410</b>		99%	0% 0	] % 0%	0%	0%	С	0.080	F		4100	F
(66) Kamp	Arlington County	Westmor		33 ⁻ /0	J/0 U	76 U% 1	U%	U-76	C	0.000	Г		4100	F
East	From	I-66 l				<u>.                                    </u>								
East 66 Ramp	Arlington County	0.09 <b>120</b>				1				0.079	F		12000	F
	To:	Fairfa				<u></u>								
East	From:	I-66 l	East					_		_		_	_	
East (66) Ramp	Arlington County	0.25 170		99%	0% 0	% 0%	0%	0%	С	0.076	F		17000	F
$\overline{}$	To:	N Fairf	ax Dr											

# 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	Q۷
East	From:	I-66-E TO RT 29-L		AYSO	UTH & NO	)										
66 Ramp	Arlington County	0.19	NA TOM DT (	CEACT	,							NA			NA	
	105		ROM RT 66													
ast	From:		TO RT 29 N	ORTH												
Ramp	Arlington County	0.12	NA ROM RT 66	EACT	,							NA			NA	
	100															
ast	Aul'autas Ossatas	I-66-E TO RT 110		FF DA	VIS HWY							NIA			NIA	
6 26th St	Arlington County	0.13	NA FROM RT 6	6 E A CT	г							NA			NA	
		3K 110 f		0 EAS	ı											
est 6 I-66 W Ramp	Frederick County (Maint:	93) 0.42	I-81 S <b>8800</b>	G	84%	1%	1%	1%	13%	1%	_	0.122	N		8200	
I-66 W Ramp	- 1	*		G					14%		r	0.122 NA	IN			(
	Combined Traffic Estimates for 2 Parallel Roa		ren County I	_	84%	1%	1%	1%	14%	1%	Г	INA			17000	,
est	From:		erick County													
6 I-66 W Ramp	Warren County	0.04	8800	G	84%	1%	1%	1%	13%	1%	F	NA			8200	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	18000	G	84%	1%	1%	1%	14%	1%	F	NA			17000	
	То:	Ra	amp to I-81 l	N												
est	Warran Caustin	0.00	I-81	_	0.40/	40/	40/	40/	400/	40/	_	0.400	۸		4.4000	
3	Warren County	6.62	15000	A	84%	1%	1%	1%	13%	1%	F	0.122	A	0.550	14000	
	Combined Traffic Estimates for 2 Parallel Roa	•		Α	84%	1%	1%	1%	14%	1%	F	0.107	Α	0.552	28000	
est	To: From:	US 340, U	JS 522 Winch	hester I	Rd											
6	Warren County	6.55	15000	Α	84%	1%	1%	1%	13%	1%	С	0.127	Α		13000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	29000	Α	84%	1%	1%	1%	14%	1%	С	0.107	Α	0.605	27000	
	To:	•	SR 79													
est	From:				.=						_				.=	
6	Warren County	1.20	17000	Α	87%	1%	1%	1%	11%	1%	С	0.135	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roa		35000 uier County	Α_	86%	1%	1%	0%	11%	1%	С	NA			34000	
est	From		ren County I													
6)	Fauguier County	4.34	17000	Α	87%	1%	1%	1%	11%	1%	С	0.135	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	35000	Α	86%	1%	1%	0%	11%	1%	С	0.104	Α		34000	
	To:	•	B Leeds Man													
est	From:										_					
6	Fauquier County	4.81	18000	F	87%	1%	1%	1%	11%	1%	F	0.132	В		18000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	40000	G	85%	1%	1%	1%	13%	1%	F	NA			39000	
est	To- From:	US 1	7 Wincheste	r Rd												
5) (17) (55)	Fauquier County	3.42	23000	В	92%	1%	1%	0%	6%	0%	F	0.126	Α		21000	
	Combined Traffic Estimates for 2 Parallel Roa			В	91%	1%	1%	0%	7%	0%	F	0.099	Α	0.656	43000	
	Troi	,			0.70	. 70			. 70							
est	From		S US 17, SR													
6 (17)	Fauquier County	1.27	22000	F	92%	1%	1%	0%	6%	0%	F	0.129	В		21000	
	Combined Traffic Estimates for 2 Parallel Roa			G	91%	1%	1%	0%	7%	0%	F	NA			44000	(
	To:		BUS US 17													

# 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
West	From:		BUS US 17													
66	Fauquier County	3.40	18000	Α	92%	1%	1%	0%	6%	0%	С	0.137	Α		17000	Α
<b>O</b>	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	36000	F	91%	1%	1%	0%	7%	0%	С	0.093	В	0.659	35000	F
Vest	To: From:		SR 245													
66	Fauquier County	7.41	19000	В	92%	1%	1%	0%	6%	0%	F	0.134	Α		18000	В
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	38000	G	91%	1%	1%	0%	7%	0%	F	NA			38000	G
Vest	To- From:	Uı	ban Bounda	ry												
66)	Prince William County	1.30	19000	В	92%	1%	1%	0%	6%	0%	F	0.134	Α		18000	Е
00)	Combined Traffic Estimates for 2 Parallel Road			G	91%	1%	1%	0%	7%	0%	F	NA			38000	
	To		CL Haymark	et												
Vest	Town of Haymarket (Maint:		19000	В	92%	1%	1%	0%	6%	0%	_	0.134	Α		18000	Е
66	Combined Traffic Estimates for 2 Parallel Road	,		G	92% 91%	1%	1%	0% 0%	0% 7%	0% 0%		0.134 NA	А		38000	-
	Combined Trainc Estimates for 2 Faraller Road	ways on this Route.		<u> </u>	9170	170	176	0%	170	0%	Г	INA			30000	Ċ.
Vest	From:		US 15													
Vest 66	Town of Haymarket (Maint:	,	28000	F	92%	1%	1%	0%	6%	0%	F	0.101	F		28000	F
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	59000	F	91%	1%	1%	0%	7%	0%	F	NA			58000	F
/est	Too From:	EC	CL Haymark	et												_
66)	Prince William County	2.00	28000	F	92%	1%	1%	0%	6%	0%	F	0.101	F		28000	F
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	59000	F	91%	1%	1%	0%	7%	0%	F	NA			58000	ı
	To- Prom:	US	29 Gainesvi	lle												
Vest 66	Prince William County	0.89	42000	F	92%	1%	1%	0%	6%	0%	F	0.101	F		42000	F
00)	Combined Traffic Estimates for 2 Parallel Road			F	91%	1%	1%	0%	7%	0%	F	0.072	F	0.614	97000	F
	To-		SR 234		* . , ,	.,,					-					
Vest	From:	0.70		_	000/	40/	40/	00/	00/	00/	_	0.004	_		54000	_
66 234	Prince William County Combined Traffic Estimates for 2 Parallel Road	2.76	52000	F	92%	1%	1%	0%	6% <b>7</b> 0/	0%	F	0.091	F		51000	F
	Combined Traffic Estimates for 2 Parallel Road	-		F	91%	1%	1%	0%	7%	0%	г	0.069	F		109000	F
Vest	To: From:		34; Bus SR	234												
66)	Prince William County	2.07	58000	G	92%	1%	1%	0%	6%	0%	F	NA			61000	(
$\smile$	Combined Traffic Estimates for 2 Parallel Road			G	91%	1%	1%	0%	7%	0%	F	NA			130000	(
/est	From:		fax County I Villiam Cour													
66)	Fairfax County	3.13	58000	G	92%	1%	1%	0%	6%	0%	F	NA			61000	(
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	127000	G	91%	1%	1%	0%	7%	0%	F	NA			130000	(
· ·		US 29	Near Centre	eville												
Vest	Fairfax County	0.83	65000	G	96%	1%	1%	1%	2%	0%	F	NA			69000	(
66	Combined Traffic Estimates for 2 Parallel Road			G	96%	1%	1%	1%	2%	0%	F	NA			136000	
	To:		R 28 Sully R		3070	1 /0		1 /0	270	070	•	14/1			100000	

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

							Tru	ck			K		Dir		—
Route	Jurisdiction	Length A	ADT Q	A 4Tire	Bu	us 2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK I	Factor	AAWDT	Q۷
Vest	From:	SR 28	8 Sully Rd												
66	Fairfax County		5000 G	96%	19	% 1%	1%	2%	0%	F	NA			79000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 14	47000 G	96%	19	% 1%	1%	2%	0%	F	NA			154000	(
Vest	To- From:	29-7100 Fairfa	ax County Par	kway											
66)	Fairfax County	2.20 66	6000 G	96%	19	% 1%	1%	2%	0%	F	NA			70000	(
9	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 13	33000 G	96%	19	% 1%	1%	2%	0%	F	NA			139000	(
1	Tour	U	US 50												
7est 66	Fairfax County	2.01 90	0000 G	96%	19	% 1%	1%	2%	0%	F	NA			96000	(
00)	Combined Traffic Estimates for 2 Parallel Roadway				19		1%	2%	0%	F	NA			191000	(
	то		hain Bridge R												
est	From:				40	2/ 10/	40/	20/	00/	_	0.000	٨		02000	
66	Fairfax County Combined Traffic Estimates for 2 Parallel Roadway		8000 B 77000 B		19 19		1% 1%	2% 2%	0% 0%	C C	0.082 0.072	A A	0.572	93000 187000	
	Combined Trainic Estimates for 2 Faraner Roadway			90%	17	70 170	170	270	0%	C	0.072	А	0.572	167000	
/est	From:		3 Nutley St												
56)	Fairfax County		6000 G		19		1%	2%	0%	F	NA			90000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 16	64000 G	96%	19	% 1%	1%	2%	0%	F	NA			171000	
/est	To. From:	WCL	L Vienna												
<del>66</del> )	Fairfax County	0.41 <b>86</b>	6000 G	96%	19	% 1%	1%	2%	0%	F	NA			90000	
	Combined Traffic Estimates for 2 Parallel Roadway			96%	19	<u>% 1%</u>	1%	2%	0%	F	NA			171000	
last	To: From:	ECL Vienna I	L Vienna	C4											
<u>/est</u>	Fairfax County		6000 G	4	19	% 1%	1%	2%	0%	F	NA			90000	
00)	Combined Traffic Estimates for 2 Parallel Roadway				19		1%	2%	0%	F	NA			171000	
	Too Too		pital Beltway												
Vest	From:	•			40	00/	00/	00/	00/	_	NΙΔ			20000	
66	Fairfax County Combined Traffic Estimates for 2 Parallel Roadway		6000 G 1000 G		19 19		0% 0%	0% 0%	0% 0%	F	NA NA			39000 76000	
	Combined Trainic Estimates for 2 Faraner Roadway			9970	1.	70 070	0 /0	076	076		INA			70000	
Vest	From:		eesburg Pike												
<del>66</del> )	Fairfax County		7000 G		19		0%	0%	0%	F	NA			40000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 70	0000 G	99%	19	% 0%	0%	0%	0%	F	NA			75000	
/est	To: From:	SR 267 Dul	ılles Access F	Rd											
<del>66</del> )	Fairfax County	0.97 <b>65</b>	5000 G	99%	19	% 0%	0%	0%	0%	F	NA			69000	
	Combined Traffic Estimates for 2 Parallel Roadway				19	<u>% 0%</u>	0%	0%	0%	F	NA			138000	
loot	To: From:		n County Line	:											
Vest 66	Arlington County		County Line 5000 G	99%	19	% 0%	0%	0%	0%	F	NA			69000	
00)	Combined Traffic Estimates for 2 Parallel Roadway				19		0%	0%	0%	F	NA			138000	
	To:	SR 237 Washington			•		370	0,0	270	•				.00000	

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

		1 IIIIai y ai						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	SR 237 Washin														
66	Arlington Cou	•	53000	G	99%	1%	0%	0%	0%	0%	F	NA			56000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	116000	G	99%	1%	0%	0%	0%	0%	F	NA			124000	G
West	To: From:	,	Sycamore S	t												
( <del>66</del> )	Arlington Cou	inty 1.70	53000	F	99%	1%	0%	0%	0%	0%	F	0.067	F		57000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	111000	F	99%	1%	0%	0%	0%	0%	F	0.064	F		119000	F
Wost	Ta. From:	SR 2	37 Fairfax I	Orive												
West (66)	Arlington Cou	inty 0.61	39000	F	99%	1%	0%	0%	0%	0%	F	0.072	F		41000	F
	Combined Traffic Estimates for 2 Parallel	•		F	99%	1%	0%	0%	0%	0%	F	0.068	F		88000	F
	To:		120 Glebe	Rd												
West 66	Arlington Cou		45000	Α	99%	1%	0%	0%	0%	0%	С	0.075	Α		48000	Δ
66	Combined Traffic Estimates for 2 Parallel	•		A	99%	1%	0%	0%	0%	0%	С	0.073	Α	0.528	102000	A
	To-To-To-To-To-To-To-To-To-To-To-To-To-T		ee Hwy Ch		0070	170		070	070	070		0.074	,,	0.020	102000	,,
West 66	From:		_		000/	407		201	00/	001	_	0.000	_		40000	_
66)	Arlington Cou	•	40000	F	99%	1%	0%	0%	0%	0%	F	0.068	F		43000	F
	Combined Traffic Estimates for 2 Parallel			F	99%	1%	0%	0%	0%	0%	F	0.066	F		90000	F
West	To: From:	US	29 Near 20tl	h Rd												
<u>66</u> )	Arlington Cou	•	33000	F	99%	1%	0%	0%	0%	0%	F	0.076	F		35000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	69000	F	99%	1%	0%	0%	0%	0%	F	0.067	F		74000	F
West	To: From:	Ly	nn St Rossl	yn												
West 66	Arlington Cou	inty 0.49	37000	F	99%	1%	0%	0%	0%	0%	F	0.077	F		39000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	88000	F	99%	1%	0%	0%	0%	0%	F	0.071	F		94000	F
	To:	DC Line, Poton	nac River; R	oosevelt	Bridge											
West	From:		I-81 N		2221	407			.=							
66 Ramp I-66 W Exit 1 to 81 N	N Exit 300 Frederick Cou	inty 0.51	6400 I-66 W	G	83%	1%	1%	1%	15%	1%	F	NA			6000	G
	From	I-66-W TO RT 52		OUTH	NODTH											
West (66) Ramp	Warren Cour		2; 34000- Si <b>NA</b>	OUTH&	NORTH							NA			NA	
(90)	To:	I-66-W TO RT 52		OUTH &	k NORTH											
West	From:	I-66-W TO RT	7900- SOU	TH & N	ORTH											
(66) Ramp	Warren Cour		NA									NA			NA	
	To:	FR-870	SR 79 SR 7	9- B TO												
West	From	I-66-W TO RT		JTH & N	NORTH											
Ramp	Fauquier Cou		NA 20D TO 0	ED O	DT 65							NA			NA	
	10:	30-688; 30-688														
West (66) (17) Ramp	Fauquier Cou		TO RT 17 I	NORTH								NA			NA	
66 (17) Ramp	rauquiei Cou ™:[	US 17; 2US 1		F PARA	LLEL							INA			INA	
		65 17, 265 1														

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

Route	Jurisdiction		TruckQC K Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
West 666 Ramp	From: Fauquier County To:	I-66-W TO RT 55 EAST 0.15 <b>NA</b> SR 55 SR 55- 49B FROM & TO RT 66	NA	NA
West 66 Ramp	From: Fauquier County To:	I-66-W TO & FROM RT 17SOUTH & 17 BUS  0.25 NA  US 17 C3US 17 US 17- 219B T	│ NA │	NA
West 666 Ramp	Fauquier County	I-66-W TO RT 24500- SOUTH & NORTH  0.15 NA  SR 245 FROM & TO RT 66 WEST	J NA	NA
West 666 Ramp	Town of Haymarket (Maint	I-66-W TO RT 1500- SOUTH & NORTH T: 76)	NA	NA
West 66 Ramp	Prince William County		NA	NA
West (29) Ramp	Prince William County	US 29- 217B FROM RT 2900- NORTH & SOUTH  0.26 NA  US 29- 217B TO RT 66 WESTRT 29 & TO R	NA	NA
West 666 Ramp	Prince William County		NA	NA
West 666 Ramp	Prince William County	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  O.20 NA  SR 234 FROM RT 66 WEST	J NA	NA
West 666 Manassas Welcome Center	Prince William County	I-66 West to Welcome Center  O.04 NA  Enter Welcome Center Parking Lot	J NA	NA
West 66 Manassas Welcome Center	Prince William County	Exit Welcome Center Parking Lot  0.03 790 B 82% 1% 1  1-66 West from Welcome Center	  % 2% 13% 0% C 0.113 A	760 B
West Ramp	From: Fairfax County To:	I-66-W TO RT 2900- NORTH & SOUTH  0.31 NA  US 29 US 29-N226A FROM & TO RT 66		NA
West 666 Ramp	Fairfax County To:	I-66-W TO RT 28 NORT & 620-BRADDOCK RO  0.11 NA  I-66-W053C TO BRADDOCK ROAD	] NA	NA

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

		Filmary and interstate Routes		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus 2	OC OK	Dir AAWDT QW actor
West 66 Ramp	Fairfax County	I-66-W053C TO BRADDOCK ROAD 0.10 NA	NA	NA
West	From:	FROM RT 66 WEST  I-66-W TO RT 29 NORTH & SOUTH	<u> </u>	NIA
66 Ramp	Fairfax County	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
West 66 Ramp	Front Front Fairfax County	I-66-W055X TO RT 7100 SOUTH FAIRFAX C 0.24 NA	NA	NA
	To:	RT 7100 FFX CO PKWY FROM RT 66 WEST  I-66-W055X TO RT 7100 NORTH FAIRFAX C		
West 66 Ramp	Fairfax County	0.32 <b>NA</b> RT 7100 FFX CO PKWY FROM RT 66 WEST	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	I-66-W055B TO RT 7100 NORTH FAIRFAX C 0.19 NA	NA NA	NA
West 66 Ramp	Tax From	29-7100-N000A FROM RT 7100 NORTH FAIRFAX		
	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	NA
West 66 Ramp	Fairfax County	0.25 NA I-66-W COLLECTOR ROAD FROM RT 7100	NA	NA
West 66 Ramp	From Fairfax County	I-66-W TO RT 50 EAST 0.14 NA US 50 FROM RT 66 WEST	NA	NA
West 66 Ramp	Fairfax County	I-66-W TO RT 50 WEST  0.86 NA  I-66-W TO RT 50 WEST	NA	NA
West 66 Ramp	From: Fairfax County	I-66-W TO RT 12300- NORTH & SOUTH  0.24 NA	NA NA	NA
West (66) Ramp	Fairfax County	I-66-W060B TO RT 12300- NORTH  0.49 NA	NA NA	NA
	To:	I-66-E060A I-66- 60A FROM RT 6		

# 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 2.	Truck	AAWDT QW
West 666 Ramp	Fairfax County	I-66-W062X TO METRO COMMUTER LOT  0.13 NA  COMMUTER LOT	NA	NA
West 66 Ramp	Fairfax County To:	I-66-W062X TO RT 243 SOUTH  0.13 NA  SR 243 FROM RT 66 WEST	NA	NA
West 66 Ramp	From: Fairfax County To:	I-66-W062X TO RT 243 NORTH  0.22 NA  SR 243; 29-9784 FROM RT 66 WEST	NA	NA
West 66 Ramp	Fairfax County	I-66-W COLLECTOR ROAD TO RT 243 & METR 0.54 NA	NA NA	NA
West 66 Ramp	Fairfax County	I-66-W062C TO RT 243 NORTH  0.12 NA	NA	NA
West 66 Ramp	Fairfax County	SR 243-N000B FROM RT 243 NORTH  0.10 NA	NA	NA
West 66 Ramp	Fairfax County	1-66-W062B TO RT 243 SOUTH  0.08 NA	NA	NA
West 66 Ramp	Fairfax County	SR 243-S000B FROM RT 243 SOUTH & METRO C  0.42 NA  I-66-W062A TO METRO COMMUTER LOT	NA	NA
West 66 Ramp	Fairfax County	0.07 NA  I-66-W COLLECTOR ROAD FROM RT 243 & ME	NA	NA
West 66 Ramp	From: Fairfax County	I-66-W TO RT 495 SOUTH  0.43 NA  I-495-S I-495-S009A FROM & TO RT	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
West 66 Ramp	From From From To:	I-66-W TO RT 7 WEST  0.23 NA  SR 7 FROM RT 66 WEST	NA	NA
West 66 Ramp	Arlington County	I-66-W TO SYCAMORE STREET  0.23 NA  I-66-W TO SYCAMORE STREET	NA	NA
West 66 Ramp	Arlington County	I-66-W TO RT 120-GLEBE ROADWEST & EAS  0.12 NA  SR 120 FROM RT 66 WEST	NA	NA

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio		AADT		4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Nest 66 15th Street N	Arlington Co	unty 0.14	TO RT 29 S <b>NA</b> TO RT 29 S				<u> </u>					NA			NA	
Vest	From:	3US 50-P JB-VA-D			66 WEST	r										
Ramp	Arlington Col		NA				' 					NA			NA	
	From:		80 Honnaker													
67 Swords Creek Rd	Russell Cou	nty 3.55	4400	G	94%	0%	1%	3%	2%	0%	F	0.086	F	0.526	4600	G
67) Swords Creek Rd	Russell Cou		3 Clarks Valle 4000	G Rd	94%	0%	1%	3%	2%	0%	F	0.088	F	0.546	4200	G
<u> </u>	Ta: From:	83-61	7 Pumpkin C	enter												
67) Swords Creek Rd	Russell Cou	,	3600	G	94%	0%	1%	3%	2%	0%	С	0.088	F		3700	G
<u> </u>	To:		well County													
67) Raven Rd	Tazewell Cou		sell County L 6200	G	94%	0%	1%	3%	2%	0%	F	0.092	F	0.534	6500	G
	To: From:		VCL Richland													
67)	Town of Richl	Bus	<b>6200</b> US 460 Fron		94%	0%	1%	3%	2%	0%	N	0.092	N	0.534	6500	N
¬~~	From		JS 460 Raven		2001						_					_
67) (460)	Town of Richlands	,	17000 CL Richlands	G	96%	0%	1%	1%	2%	0%	F	NA			18000	G
Bus	From:		60; BUS US	460												
67 460 Front St	Town of Richl	ands 0.27	15000	G	97%	0%	1%	1%	1%	0%	С	0.079	F		16000	G
Bus	To: From:	BUS	US 460 P, 2r	nd St												
67) (460) Front St	Town of Richl	ands 0.58	6600	G	97%	0%	1%	1%	1%	0%	F	0.089	F		6900	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	14000	G	98%	0%	1%	0%	1%	0%	F	NA			15000	G
Bus Bus	To- From:	SR 6	7 P Railroad	Ave												
67) (460) (460) Front St	Town of Richl	ands 0.04	6300	G	99%	0%	1%	0%	0%	0%	F	0.092	F		6600	G
37) (400) (480)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	11000	N	96%	0%	1%	1%	2%	0%	Ν	NA			11000	Ν
	To: From:	BUS	US 460 From	nt St												
67 Norfolk St	Town of Richl	ands 0.04	1100	G	92%	0%	1%	3%	4%	0%	F	0.103	F	0.639	1200	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		G	92%	0%	1%	3%	4%	0%	F	NA			2100	G
<u> </u>	To:		2nd St Norfolk St													
Bus 67) (460)2nd St	Town of Richl	ands 0.05	4300	N	92%	0%	1%	3%	4%	0%	Ν	0.087	N	0.647	4500	N
67 490 2.14 51	Combined Traffic Estimates for 2 Paralle			N	96%	0%	1%	1%	2%	0%	N	NA		0.011	11000	N
	To:	SR 67 Par, B	us US 460 Pa	r Railroa	nd St	- / =			• •							
	From:		Bus US 460 l						4		_					
67) Railroad St	Town of Richl	ands 0.41	4300	G	92%	0%	1%	3%	4%	0%	F	0.087	F	0.647	4500	G
	To: From:		US 460		200/	00/		00/	00/	001		0.00:			2225	
67 Railroad St	Town of Richle	ands 0.92	2900	G	93%	0%	1%	3%	3%	0%	С	0.094	F		3000	G

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

Deste	harte distan	Lawrette AAR	T 04	4	D		Tru	ck		-00	K	01/	Dir	A A1A/DT	- 01/
Route	Jurisdiction	Length <b>AAD</b>	I QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	NCL Rich		222/				40.1							
67) Jewell Ridge Rd	Tazewell County	6.62 <b>2000</b>		92%	0%	1%	3%	4%	0%	С	0.093	F	0.562	2100	G
	10.	92-616 White													
Dellaced Ct	Town of Dicklords	Bus US 460 I		000/	00/	40/	20/	20/	00/	F	NIA			000	,
67) Railroad St	Town of Richlands	0.05 <b>850</b>		93%	0%	1%	3%	3%	0%	•	NA			880	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 2000 SR 67 Seco		92%	0%	1%	3%	4%	0%	F	NA			2100	(
	From:	Lee County Lin													
68) Exeter Rd	Wise County	6.13 <b>1800</b>	-	87%	0%	1%	1%	10%	0%	С	0.107	F	0.54	1900	(
	То:	Bus US 23 S of	Appalachia												
	From:	98-636 Store	Hill Rd												
69) Lead Mine Rd	Wythe County	1.78 <b>950</b>	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.567	1000	(
<u> </u>	To	Carroll Coun	nty Line			<u> </u>									
69 Lead Mine Rd	Wythe County	0.25 <b>950</b>	•	94%	0%	1%	1%	4%	0%	Ν	0.090	Ν	0.567	1000	1
<u> </u>	To	Carroll Coun	nty Line												
69) Lead Mine Rd	Wythe County	1.26 1300		94%	0%	1%	1%	4%	0%	С	0.090	F	0.602	1400	(
03)	Tol														
Lead Mine Rd	Wythe County	I-77 West of Po 0.30 <b>1700</b>		93%	1%	2%	3%	1%	0%	С	0.087	F	0.524	1800	(
69 Lead Mine Rd	To:	US 52 Popla		3070	170		070	170	070	Ü	0.007	•	0.024	1000	`
	From:	SR 69 TO AND	FROM RT												
69) Ramp	Wythe County	0.28 <b>NA</b>									NA			NA	
	То:	I-77-S FROM	M RT 69												
	From:	SR 69 TO AND	FROM RT												
69 Ramp	Wythe County	0.16 <b>NA</b>									NA			NA	
<u> </u>	To:	I-77-N FROM	M RT 69												
	From:	Tennessee St	tate Line												
70)	Lee County	3.35 <b>220</b>	F	96%	1%	1%	1%	1%	0%	F	0.103	F	0.556	240	F
<u> </u>	To	52-604 Blacky	water Rd												
70 Trail of the Lonesome Pine	Lee County	3.69 <b>280</b>	F	96%	1%	1%	1%	1%	0%	С	0.102	F	0.688	300	F
	To:	52-612 Glasse	es Store			<u> </u>									
$\overline{70}$ Trail of the Lonesome Pine	From: Lee County	4.80 <b>790</b>		96%	1%	1%	1%	1%	0%	F	0.101	F	0.599	830	ı
	To:	SCL Jones	orvillo												
70)	Town of Jonesville (Maint: 52)			96%	1%	1%	1%	1%	0%	N	0.101	N	0.599	830	1
70)	To:	US 58		0070	170		170	170	070	.,	0.101	.,	0.000	000	
	From:	Bus 23 F													
71 E Jackson St	Town of Gate City (Maint: 84)			97%	0%	1%	1%	2%	0%	F	0.109	F	0.517	4700	(
11)	To.			<del>.</del>			.,-			-		-			
	Town of Gate City (Maint: 84)	84-904 Jon 0.85 <b>800</b> 0		97%	0%		1%	2%	0%	F	0.091	F	0.568	8600	(
71) E Jackson St						1%									

# 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			QC	Factor	QK	Factor	AAWDT	QV
	From:	ECL	Gate City												
71 Nicklesville Hwy	Scott County	1.86 4	1400 G	97%	0%	1%	1%	2%	0%	С	0.09	F	0.63	4600	(
$\smile$	To:		ttlers Haven Dr												
	From:		ttlers Haven Dr							_					
71 Nicklesville Hwy	Scott County	3.02 4	1100 G	95%	0%	1%	0%	3%	0%	F	0.087	F	0.641	4200	(
<u> </u>	To- From:	84-671	Snowflake												
71 Nicklesville Hwy	Scott County	6.43 <b>2</b>	900 G	95%	0%	1%	0%	3%	0%	С	0.091	F	0.586	3000	(
$\smile$	To:	WCL	Nickelsville												
71)	Town of Nickelsville (Maint: 84)		2900 N	95%	0%	1%	0%	3%	0%	Ν	0.091	Ν	0.586	3000	1
	Tec	0.4	COO WY												
71 Nicklesville Rd	Town of Nickelsville (Maint: 84)		-682 W <b>600 G</b>	95%	0%	1%	0%	3%	0%	F	0.088	F	0.504	3700	(
71 Nicklesville Rd	1 OWIT OF INICKEISVIIIE (IVIAITIL 84)	0.31	5600 G	95%	U70	1 70	0%	3%	0%	Г	0.000	Г	0.504	3700	,
	To: From:		Vickelsville												
71)	Scott County		8600 N	95%	0%	1%	0%	3%	0%	N	0.088	N	0.504	3700	I
<u> </u>	To:		County Line												
	Russell County		County Line G	94%	0%	1%	1%	3%	0%	F	0.097	F	0.604	1400	
71)	Russell County	3.00 I	400 G	94 /0	076	1 /0	1 /0	3/0	076		0.097	-	0.004	1400	,
	To: From:		Ridgeway Rd												
71	Russell County	2.59 <b>1</b>	700 G	94%	0%	1%	1%	3%	0%	С	0.09	F	0.556	1800	(
-	To	US 58 Al	LT Parsonage			_									
71) (58) Trail of the Lonesome Pine	Russell County	1.46	)100 G	95%	0%	1%	2%	3%	0%	F	0.091	F		9700	(
71) (58) Trail of the Lonesome Pine	Russell County				070	1 70	270	370	070	'	0.031	'		3700	`
	From:		CKENSONVIL												
71)	Russell County	7.35 <b>3</b>	8600 G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.517	3800	(
<u> </u>	To- From	WCL	Lebanon												
71) Fincastle Rd	Town of Lebanon	1.40 5	900 G	98%	0%	1%	1%	1%	0%	С	0.102	F		6200	(
$\mathcal{L}$	To:	US 19 Bu	s Main Street												
	From	S	SR 71												
72) Veterans Memorial Hwy	Scott County		2000 G	98%	0%	0%	1%	0%	0%	С	0.088	F	0.625	2100	(
	To:	94 660 01	beys Creek Rd												
72) Veterans Memorial Hwy	Scott County		2000 G	98%	0%	0%	1%	0%	0%	С	0.093	F	0.601	2000	(
72 Veterans Memorial Hwy	Scott County		nch River Hwy	90 /0	076		1 /0	076	076	C	0.093	-	0.001	2000	,
	From:		BLACKMORE												
72) (65)	Scott County		200 G	97%	0%	1%	0%	1%	0%	С	0.094	F	0.564	1200	
	Tol	COL F													
70 (05)	Town of Dungannon (Maint: 84)		Dungannon N	97%	0%	1%	0%	1%	0%	N	0.094	N	0.564	1200	
72 65				31 /0	U /0	1 /0	U /0	1 /0	U /0	IN	0.094	IN	0.004	1200	
	To: From:		1-1009												
72) (65) Veterans Memorial Hwy	Town of Dungannon (Maint: 84)		800 G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.559	1800	(
	To:		JNGANNON												
Honging Book Dlaws		55 Sinking Creek Hy 0.29 1	wy; Veterans Me	morial Hv 97%	vy 0%	1%	10/	0%	0%	С	0.091	F	0.53	1100	,
(72) Hanging Rock Pkwy	Town of Dungannon (Maint: 84)	0.29 1	000 G	3170	U%	170	1%	U%	U%	C	0.091		0.53	1100	(

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

		Primary and Inte	Crotate rec	100			Tru	rck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	NCL Dur	ngannon			ZANIC	JTANE	TITAL	ZIIali		i actor		i actor		
72	Scott County	5.16 <b>10</b> 0		97%	0%	1%	1%	0%	0%	Ν	0.091	Ν	0.53	1100	Ν
72)	z z			01 70	070		170	070	070	.,	0.001		0.00	1100	.,
Llanding Book Bluss	From	84-755 Flat		070/	00/	40/	40/	00/	00/	_	0.000	_	0.005	0.40	
(72) Hanging Rock Pkwy	Scott County	0.32 <b>91</b> Wise Cou		97%	0%	1%	1%	0%	0%	F	0.098	F	0.635	940	G
	From:	Scott Cou	_			-									
72 Dungannon Rd	Wise County	5.30 <b>25</b> 0		97%	0%	1%	1%	0%	0%	F	0.094	F	0.588	2600	G
	Too	SCL Co	na human												
72	Town of Coeburn (Maint: 97)	0.35 <b>25</b> 0		97%	0%	1%	1%	0%	0%	N	0.094	N	0.588	2600	N
(72)	romi or occount (maint or)			01 70	070		170	070	070	.,	0.001		0.000	2000	
	From:	Alt U		F70/	00/	40/	00/	400/	00/		0.000		0.744	0.400	
(72) Dungannon Rd	Town of Coeburn (Maint: 97)	0.19 <b>23</b> 0	00 G	57%	0%	1%	2%	40%	0%	F	0.086	F	0.744	2400	G
	To- From:	SR 1	158												
(72) (158) Front St	Town of Coeburn (Maint: 97)	0.65 <b>600</b>	00 G	99%	1%	0%	0%	0%	0%	F	0.090	F	0.603	6200	G
	To-	SR 158 SR 1	158 BUS P			$\neg$ $\vdash$									
72 Laurel Ave	Town of Coeburn (Maint: 97)	1.36 <b>35</b> 0	00 G	57%	0%	1%	2%	40%	0%	F	0.099	F	0.588	3600	G
9	Too	NCL Co	oohuen												
72	Wise County	0.29 350		57%	0%	1%	2%	40%	0%	Ν	0.099	Ν	0.588	3600	Ν
(72)					0,0		_,,	.0 70	0,0		0.000	•	0.000	0000	• •
Cranco Nant Dd	From	97-652 Dr. Ralp			00/	40/	20/	400/	00/	_	0.000	_	0.550	0000	
72 Cranes Nest Rd	Wise County	1.74 <b>220</b>	00 G	57%	0%	1%	2%	40%	0%	F	0.082	F	0.556	2200	G
	To: From:	97-649 Crane													
(72) Cranes Nest Rd	Wise County	6.69 140		57%	0%	1%	2%	40%	0%	С	0.081	F	0.593	1400	G
<u> </u>	To:	Wise Cou				_									
72 Coeburn Rd	Dickenson County	Dickenson C 2.55 <b>29</b> 0	_ ·	88%	0%	1%	0%	11%	0%	F	0.079	F	0.539	3000	G
72 Coeburn Rd	To Dickerison County	2.55 25-6		0070	070	170	0 70	11/0	070	'	0.073	•	0.559	3000	J
	From:	25-665 Licl													
72 Coburn Rd	Dickenson County	5.13 <b>21</b> 0	00 G	88%	0%	1%	0%	11%	0%	С	0.085	F	0.683	2100	G
$\bigcirc$	To:	SR 83 Geo	rges Fork												
	From:	US 1 Brook F	Rd, 43-7518												
73 Parham Rd	Henrico County	0.78 <b>360</b>	00 F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.522	38000	F
	To:	I-95, 43	3-7518												
East	From:	SR 73 TO	ORT 95												
73 Ramp	Henrico County	0.19 <b>N</b>									NA			NA	
	To:	I-95-S FRC	OM RT 73												
East	From:	SR 73 Par	rham Rd												
(73) Ramp	Henrico County	0.20 <b>N</b>									NA			NA	
	То:	I-95 N													
West	From:	SR 73 I-95-S083A T		MRT											
(73) Ramp	Henrico County	0.09 <b>N</b>									NA			NA	
'	To	I-95-S FROM PA		D											

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

Deside	Lorden d'arthur	Landy AAD	T 0.	4.7.	-		Tru	uck		00	K	011	Dir	A A \ A \ C T	
Route	Jurisdiction	Length AAD	ı QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Vest	From:	SR 73 Part	am Rd												
₇₃ ) Ramp	Henrico County	0.28 <b>150</b>	) A								0.186	Α		1800	A
<u> </u>	To:	I-95 No	rth												
	From:	Park A	ve												
74) Coeburn Ave	City of Norton	0.45 <b>290</b>	) G	96%	0%	1%	2%	1%	0%	С	0.083	F	0.606	3000	
	To:	Kentucky	Ave												
	From:	Coeburr	Rd												
₇₄ ) Kentucky Ave	City of Norton	1.32 <b>170</b>	) G								0.091	F	0.559	1800	(
<u> </u>	To	12Th	St												
74) Kentucky Ave	City of Norton	0.39 170									NA			1800	(
74) Horidon, 7110	City of Montell													1000	Ì
	From:	ECL No								_					
74) Kentucky Ave	Wise County	0.26 <b>190</b>		96%	1%	1%	0%	2%	0%	С	0.099	F	0.537	1900	(
<u>~</u>	To:	Alt US	58												
	From:	Tennessee S	tate Line												
₇₅ ) Green Spring Rd	Washington County	4.29 <b>180</b>	) F	97%	0%	1%	1%	1%	0%	F	0.1	F	0.543	1900	I
$\mathcal{L}$	To:	95-670 Green Spri	ngs Church	Rd											
75) Green Spring Rd	Washington County	4.46 <b>400</b>		97%	0%	1%	1%	1%	0%	С	0.090	F	0.648	4200	-
75) Green Spinig Na	To:	SCL Abiı		01 70	070		170	170	070	O	0.000	•	0.010	4200	
	From	SCL Abingdon (		b											
75 Green Spring Rd	Town of Abingdon	0.98 <b>780</b>	) F	97%	0%	1%	1%	1%	0%	С	0.084	F	0.602	8300	F
	To:	I-81 Comm	erce Dr												
ALT	From:	I-81													
75) (58) Cummings St	Town of Abingdon	0.78 <b>1700</b>	0 F	98%	0%	1%	0%	0%	0%	С	0.086	F	0.541	18000	F
	To:	US 11 Lee	Hwy												
	From:	SR 7	5												
75) Ramp to I-81 N at Exit 17	Washington County	0.14 <b>NA</b>				4					NA			NA	
19)	To	I-81 I													
	From:	SR 7.				i									
75) Ramp to I-81 S at Exit 17	Washington County	0.08 <b>NA</b>	)								NA			NA	
Ramp to I-81 S at Exit 17	To:	I-81	2								14/3			14/-1	
Doubite Diver	Object of 1st Oscient	20-652 Old H		000/	007		007	407	007	_	N 1 A			04000	
76) Powhite Pkwy	Chesterfield County	1.29 <b>1800</b>	0 G	98%	0%	0%	0%	1%	0%	F	NA			21000	(
<u> </u>	To- From:	SR 28	8			_									
76) Powhite Pkwy	Chesterfield County	2.00 <b>2800</b>	0 G	98%	0%	0%	0%	1%	0%	F	NA			32000	(
<u> </u>	To:	20-653 Court	house DA												
76) Powhite Pkwy	Chesterfield County	3.07 <b>3200</b>		98%	0%	0%	0%	1%	0%	F	NA			36000	(
Powhite Pkwy	Chesterned County	3.07 <b>3200</b>	<u> </u>	30 /0	0 /0	U /0	U /0	1 /0	U /0	r	INA			50000	
	To: From:	US 60 Midlott													
76) Powhite Pkwy	Chesterfield County	2.42 <b>4400</b>	0 A	98%	0%	0%	0%	1%	0%	С	0.127	Α	0.704	51000	A
$\smile$	To	20-686 Jah	nke Rd												
76) Powhite Pkwy	Chesterfield County	0.82 4700		98%	0%	1%	0%	1%	0%	С	0.183	F	0.660	54000	
10)	To:	SR 150 Chippenham Pk			2,0		5 / 0	. 70	2 / 0	_	555	•	5.500	2.000	`

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

				ale Rol				Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
	From:	SR 150 Chippenham														_
76 Powhite Pkwy	City of Richmond (I	Maint: 20) 1.23	69000	G	98%	0%	0%	0%	1%	0%	F	NA			79000	G
Doublite Bloom	Ta: From:		est Hill Ave		000/	00/		00/	40/	00/		NIA			05000	
76) Powhite Pkwy	City of Richmond (	,	83000	G	98%	0%	0%	0%	1%	0%	F	NA			95000	G
76) Powhite Pkwy	Tick From: City of Richmond (I		83000 B	ridge <b>G</b>	98%	0%	0%	0%	1%	0%	F	NA			95000	G
76 Powhite Pkwy	City of Richmond (i	Wallit. 43) 0.00		<u> </u>	90%	0%	0%	076	170	076	Г	INA			95000	Ċ
76) Powhite Pkwy	To- From: City of Richmond (I	Maint: 43) 0.94	SR 146 <b>57000</b>	F	98%	0%	0%	0%	1%	0%	F	0.106	F	0.724	65000	F
76 Powhite Pkwy	City of Richmond (	Warit. 43) 0.94	I-195		96%	0%	0%	0%	1%	0%	Г	0.106	Г	0.724	65000	Г
orth	From:	North (	Carolina Sta	te I ine												
77)	Carroll Cou		17000	A	73%	1%	1%	1%	23%	2%	F	0.145	Α		15000	A
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	34000	Α	73%	1%	1%	1%	23%	2%	F	0.131	Α	0.532	30000	A
	To:		Old Pipers		l											
lorth 77)	Carroll Cou		Old Pipers	Gap Ku <b>F</b>	79%	1%	1%	0%	18%	2%	С	0.077	F		16000	ı
11)	Combined Traffic Estimates for 2 Paralle	•		F	78%	1%	1%	0%	18%	2%	С	0.072	F	0.563	30000	i
	To:	<u> </u>	Chances Cr													
orth	From:I Carroll Cour		18000	F	73%	1%	1%	1%	23%	2%	_	0.076	F		16000	
77)	Combined Traffic Estimates for 2 Paralle	•		F	73% 73%	1%	1%	1%	23%	2% 2%	F	0.076	F	0.531	32000	
	Tol	i rodawaya on this rodic.			7370	170		170	2570	270		0.07 1	'	0.551	32000	
orth	From:		US 58		===:			407							.=	
77	Carroll Cour	•	19000	A	73%	1%	1%	1%	23%	2%	С	0.137	A	0.504	17000	/
	Combined Traffic Estimates for 2 Paralle			Α	73%	1%	1%	1%	23%	2%	С	0.126	Α	0.504	33000	,
orth	To: From:	17-620 N	, Coulson C	hurch Ro	d											
77)	Carroll Cou	•	18000	F	79%	1%	1%	0%	17%	2%	С	0.077	F		16000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	38000	F	76%	1%	1%	0%	20%	2%	F	0.073	F	0.532	33000	F
orth	To: From:	SR 6	69 Lead Min	e Rd												
77)	Carroll Cour	nty 0.23	20000	F	73%	1%	1%	1%	23%	2%	F	0.096	F		18000	F
	Combined Traffic Estimates for 2 Paralle			F	73%	1%	1%	1%	23%	2%	F	NA			35000	F
orth	To: From:		the County I roll County I													
77)	Wythe Cour		20000	F	73%	1%	1%	1%	23%	2%	F	0.096	F		18000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	39000	F	73%	1%	1%	1%	23%	2%	F	0.081	F		35000	ı
	To:	I-8	1 Fort Chisv	vell												
lorth 77) Ramp From I-77 N Exit 3:	2 to I-81 S at Exit 81 Wythe Cou	nty 1.32	I-77 N <b>10000</b>	G	73%	1%	1%	1%	23%	2%	F	0.096	N		8800	(
TI TOMP TOMP TO THE EARLO.	Combined Traffic Estimates for 2 Paralle	•		G	73%	1%	1%	1%	23%	2%	F	NA	. •		18000	(
	To:		I-81 S			.,,		.,.	_0,0	-/-	•				.0000	`

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

-		Fillidiy di	ia intersta	ilo reoc	1100			Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North South	From:	1-8	1 Fort Chisw	e11			ZAXIE	STAXIC	IIIaii	ZIIali		racio		racioi		
(77) $(81)$ $(11)$	Wythe Cou		24000	F	75%	1%	1%	1%	21%	2%	F	0.107	В		23000	F
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	49000	F	74%	1%	1%	1%	22%	2%	F	0.103	В	0.592	45000	F
	To		S 52; SR 12	1												
North South	Wythe Cou		25000	F	75%	1%	1%	1%	21%	2%	F	0.102	В		23000	_
77 81 (11) (52)	Combined Traffic Estimates for 2 Paralle	,		F		1%	1%	1%	21%	2% 2%	F	0.102	В	0.553	46000	F
	Combined Trainic Estimates for 2 Paralle	er Roadways on this Route.		Г	74%	170	1%	170	22%	2%	Г	0.099	Б	0.553	46000	Г
North South	To: From:		FR-43													
(77) $(81)$ $(11)$ $(52)$	Wythe Cour	•	25000	Α	75%	1%	1%	1%	21%	2%	С	0.118	Α		23000	Α
$\circ \circ \circ \circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	С	NA			47000	Α
North South	To: From:	NO	CL Wythevil	le												
(77) $(81)$ $(11)$ $(52)$	Town of Wytheville	(Maint: 98) 0.93	25000	Α	75%	1%	1%	1%	21%	2%	С	0.118	Α		23000	Α
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	С	0.112	Α	0.506	47000	Α
	To	,	US 11				<u> </u>									
North South	From:	(Maint 00) 4 00			750/	40/	40/	40/	04.07	20/	F	0.440	_		04.000	_
77 81 52	Town of Wytheville	•	23000	F	75%	1%	1%	1%	21%	2%	F	0.112	В	0.574	21000	F
	Combined Traffic Estimates for 2 Paralle		31 Wythevill	F	74%	1%	1%	1%	22%	2%	г	0.105	В	0.571	43000	F
North	From:	1-0	I-81 S													
77 Ramp I-81 S Exit 72 to I-77	N at Exit 40 Town of Wytheville	(Maint: 98) 0.28	11000	G	79%	1%	1%	0%	18%	1%	F	0.115	Ν		9500	G
$\smile$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:		G	79%	1%	1%	0%	18%	1%	F	NA			18000	G
Newth	To:	Y	I-77 N 81 Wythevill	1-			_									
North $(77)$	Town of Wytheville		14000	F	79%	1%	1%	0%	18%	1%	F	0.115	В		12000	F
(n)	Combined Traffic Estimates for 2 Paralle	'		F	79%	1%	1%	0%	18%	1%	F	0.113	В	0.543	24000	F
	To.	<u> </u>	ppers Ferry F		.070	170		070	1070	170		0.110		0.010	21000	·
North	From:										_		_			_
77)	Town of Wytheville	` '	13000	F	79%	1%	1%	0%	18%	1%	F	0.099	F		11000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	26000	F	79%	1%	1%	0%	18%	1%	F	0.099	F		23000	F
North	To: From:	NO	CL Wythevil	le												
$(\overline{77})$	Wythe Cou	nty 4.57	13000	F								0.135	В		13000	F
$\smile$	Combined Traffic Estimates for 2 Paralle			F								0.119	В	0.563	25000	F
	To:		nd County Li													
North	From: Bland Cour	•	he County L 13000	ine <b>F</b>	79%	1%	 1%	0%	18%	1%	F	0.099	F		11000	F
77	Combined Traffic Estimates for 2 Paralle	,		F	79% 79%	1%	1%	0% 0%	18%	1%	F	0.099 NA	1-		23000	F
	Combined Hairic Estillates for 2 Faralle	i Noauways on this Route.		Г	13/0	1 /0	1 /0	U /0	10 /0	1 /0	Г	INA			23000	Г
North	Io: From:		10-717													
North $(77)$	Bland Cour	•	14000	G	79%	1%	1%	0%	18%	1%	F	NA			12000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	,		G	79%	1%	1%	0%	18%	1%	F	NA			24000	G
	To:	Ţ	JS 52, SR 42	!												

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

		Fillidiy di						Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	Ţ	JS 52, SR 42	2												
(77)	Bland Coun	ty 6.11	13000	G	79%	1%	1%	0%	18%	1%	F	NA			11000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	79%	1%	1%	0%	18%	1%	F	NA			23000	G
North	To- From:		10-666													
( <del>77</del> )	Bland Coun	tv 3.94	13000	G	79%	1%	1%	0%	18%	1%	F	NA			11000	G
	Combined Traffic Estimates for 2 Parallel	,		G	79%	1%	1%	0%	18%	1%	F	NA			23000	G
	Tou	•	10-606													
North	Bland Coun	tv 1.97	14000	G	79%	1%	1%	0%	18%	1%	_	NA			12000	G
77	Combined Traffic Estimates for 2 Parallel	,		G	79% 79%	1%	1%	0% 0%	18%	1%	F	NA NA			23000	G
	Combined Trainic Estimates for 2 Parameters	•			1976	170	170	0%	1070	1 70	г	INA			23000	G
North	From:		JS 52, SR 61	l												
<del>(77)</del>	Bland Coun	•	14000	В	79%	1%	1%	0%	18%	1%	С	0.144	Α		12000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	В	79%	1%	1%	0%	18%	1%	С	0.132	Α	0.546	24000	В
North	To: From:	U	S 52; SR 59	8												
( <del>77</del> ) ( <u>52</u> )	Bland Coun	ty 0.70	15000	G	79%	1%	1%	0%	18%	1%	F	NA			13000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	79%	1%	1%	0%	18%	1%	F	NA			25000	G
	To	West V	Virginia Stat	e Line												
North (77)	West Virginia (Ma	aint: 10) 0.50	15000	G	79%	1%	1%	0%	18%	1%	F	NA			13000	G
(n)	Combined Traffic Estimates for 2 Parallel	·		G	79%	1%	1%	0%	18%	1%	F	NA			25000	G
	To:		unnel, West			170		070	10 70	170	•	147 (			20000	
North	From:	Exit Welco	me Center I	Parking I	_ot											
(77) Lambsburg Welcome Center	r Carroll Cour	nty 0.06	1800	Α								0.172	Α		1600	Α
$\bigcirc$	To:	I-77 North	from Welco	me Cen	ter											
North	From:		-N TO RT	620												
(77) Ramp	Carroll Cour		NA									NA			NA	
	10:		) AND FRO		7											
North	From:		-N TO RT	148								N.1.0			NIA	
Ramp	Carroll Cour	nty 0.22 SR 148 SR 14	NA R R TO AN	ID EDO	м рт		1					NA			NA	
N. d	From:				VI KI											
North (77) Ramp	Carroll Cour		TO RT 58	& 221								NA			NA	
// Norrip	To:		O AND FR	OM RT								14/7			11/7	
North	From:		-N TO RT													
Ramp	Carroll Cour		NA									NA			NA	
···	To:	17-620; 17-620	- 22B TO A	ND FRO	OM RT											
North	From:		7-N TO RT	69												
(77) Ramp	Wythe Coun		NA									NA			NA	
$\smile$	To:	SR 69 T	O AND FR	OM RT												

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

		1 milary a						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		I-77 N													
(77) Ramp From I-77 N Exit 32 to I-81 N at Exit 81	Wythe County	0.34	6500	G	73%	1%	1%	1%	23%	2%	F	NA			5700	G
$\overline{}$	To:		I-81 N													
North	From:		PEPPERS 1	FERRY I	Rd											
Ramp	Town of Wytheville (Maint: 98		NA									NA			NA	
$\smile$	To:	139-5	258 FROM	RT 77												
North	From	I-7	7-N TO RT	717												
Ramp	Bland County	0.22	NA									NA			NA	
$\overline{}$	To:	10-717 TC	RT 717 AN	ND RT 6	)1											
North	From:		ENT BUIL	DING												
Ramp	Bland County	0.10	NA									NA			NA	
$\overline{}$	To:	I-77-N VE	NT BUILD	ING ROA	AD											
North	From:	I-7	7-N TO RT	52												
Ramp	Bland County	0.23	NA									NA			NA	
$\vee$	To:	US 52 US 52-	66B TO Al	ND FRO	M RT											
North	From:	I-77	-N TO SCA	LES												
Ramp	Bland County	0.22	NA									NA			NA	
$\overline{}$	To:	I-77-N	FROM SC	CALES												
North	From:	I-77-N TO T	RUCK ESC	CAPE RA	MP											
(77) Ramp	Bland County	0.09	NA									NA			NA	
	To		Dead End													
North	From:	I-7'	7-N TO RT	666												
(77) Ramp	Bland County	0.20	NA									NA			NA	
	To:	10-666	ΓO AND FF	ROM RT												
North	From:	I-77 N	North to Res	t Area												
Rocky Gap Rest Area Ramp	Bland County	0.13	920	N								NA			920	Ν
	To	Enter R	est Area Par	king Lot												
North	From:		st Area Parl													
Rocky Gap Rest Area Ramp	Bland County	0.24	920	G								NA			920	G
<u> </u>	To		orth from Re													
North	From:		7-N TO RT	606												
(77) Ramp	Bland County	0.21	NA									NA			NA	
<u> </u>	To:	10-606	TO AND FE	ROM RT												
North	From:		I-77 North													
(77) Ramp	Bland County	0.20	660	G								NA			690	G
$\smile$	To:	US 52 C	lear Fork Cı	reek Hwy												
North	From:		7-N TO RT	52												
North (77) Ramp	Bland County	0.14	NA									NA			NA	
	To:	TIC	52 FROM R	T 77												

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

			ı iitorətat					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
outh	From:		arolina State	Line												
7	Carroll County	1.07	17000	Α	73%	1%	1%	1%	23%	2%	F	0.140	Α		15000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	34000	Α	73%	1%	1%	1%	23%	2%	F	0.131	Α	0.532	30000	
uth	To: From:	17-620	Lambsburg	Rd												
77)	Carroll County	7.92	16000	F	77%	1%	1%	0%	19%	2%	С	0.072	F		15000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	34000	F	78%	1%	1%	0%	18%	2%	С	0.072	F	0.563	30000	
uth	To: From:	17-775 C	Chance Cree	k Rd												
7)	Carroll County	6.23	18000	F	73%	1%	1%	1%	23%	2%	F	0.068	F		16000	
9	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	36000	F	73%	1%	1%	1%	23%	2%	F	0.071	F	0.531	32000	
	To:	<u></u>	US 58													
uth 7	Carroll County	4.31	18000	Α	73%	1%	1%	1%	23%	2%	С	0.137	Α		16000	
<i>(</i> )	Combined Traffic Estimates for 2 Parallel Roadwa	_		A	73%	1%	1%	1%	23%	2%	С	0.126	A	0.504	33000	
	To-	<u>*                                      </u>	17-620 N		1070	170		170	2070	270		0.120		0.001	00000	
uth	From:			_	700/	40/	40/	407	000/	00/	_	0.070	_		47000	
7)	Carroll County		19000	F	73%	1%	1%	1%	23%	2%	F	0.072	F	0.500	17000	
	Combined Traffic Estimates for 2 Parallel Roadwa	•	e County Li	F ne	76%	1%	1%	0%	20%	2%	г	0.073	F	0.532	33000	
uth	From:		ll County Li													
7)	Wythe County		19000	F	73%	1%	1%	1%	23%	2%	F	0.072	F		17000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	38000	F	76%	1%	1%	0%	20%	2%	F	NA			33000	
uth	To: From:		SR 69													
77)	Wythe County	7.69	19000	F	73%	1%	1%	1%	23%	2%	F	0.086	F		17000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	39000	F	73%	1%	<u>1%</u>	1%	23%	2%	F	0.081	F		35000	
	To:		uth Intercha I-77 S	inge												
(7) Ramp I-81 N Exit 81 to	to I-77 S at Exit 32 Wythe County		11000	G	73%	1%	1%	1%	23%	2%	F	0.086	N		9400	
) ramp rot it zait of it	Combined Traffic Estimates for 2 Parallel Roadwa	_		G	73%	1%	1%	1%	23%	2%	F	NA			18000	
	To:		I-81 N													
outh North	From:		Fort Chiswe		700/	40/	40/	40/	000/	20/	_	0.444	_		00000	
77 81 (11)	Wythe County		25000	F F	73%	1% 1%	1%	1%	23% 22%	2% 2%	F	0.111 0.103	B B	0.592	23000 45000	
	Combined Traffic Estimates for 2 Parallel Roadwa	<u> </u>		Г	74%	170	1%	1%	22%	2%	Г	0.103	Ь	0.592	45000	
uth North	From:	US	52; SR 121													
7) (81) (11) (52)	Wythe County	-	26000	F	73%	1%	1%	1%	23%	2%	F	0.106	В		24000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	50000	F	74%	1%	1%	1%	22%	2%	F	0.099	В	0.553	46000	
uth North	To- From		F-42													
77) (81) (11) (52)	Wythe County	2.18	26000	Α	73%	1%	1%	1%	23%	2%	С	0.121	Α		24000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	С	NA			47000	
	То:		L Wytheville	e												

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

		Fillially al		201101				Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South North	From:	N	CL Wythevi	110			ZAXIE	3+AXIE	IIIali	ZIIdli		racioi		Factor		
(77) $(81)$ $(11)$ $(52)$	Town of Wytheville		26000	A	73%	1%	1%	1%	23%	2%	С	0.121	Α		24000	Α
(1) $(3)$ $(11)$ $(32)$	Combined Traffic Estimates for 2 Paralle	,		A	74%	1%	1%	1%	22%	2%	С	0.112	Α	0.506	47000	Α
	Combined Traine Estimates for 21 arang	or roadways or tris route.			7 7 70	1 /0	170	1 /0	ZZ /0	270	O	0.112		0.500	47000	
South North	From:		US 11													
$(77)$ $(81)$ $\{52\}$	Town of Wytheville	'	24000	F	73%	1%	1%	1%	23%	2%	F	0.114	В		22000	F
$\circ \circ \circ$	Combined Traffic Estimates for 2 Paralle			F	74%	1%	1%	1%	22%	2%	F	0.105	В	0.571	43000	F
Court	To:	I-	81 Wythevil	le												
South (77) Ramp I-77 S Exit 40 to 81 N	I Exit 72 Town of Wytheville	(Maint: 98) 0.66	I-81 N <b>9700</b>	G	78%	1%	1%	0%	18%	1%	F	0.132	N		8500	G
77) Kamp i 77 G Exit 40 to 01 K	Combined Traffic Estimates for 2 Paralle	` '		G	79%	1%	1%	0%	18%	1%		NA	14		18000	G
	To:	i Noadways off this Noute.	I-77 S	<u> </u>	1970	1 /0	1/0	076	10 /0	1 /0		INA			10000	G
South	From:	I-	81 Wythevil	le												
(77)	Town of Wytheville	(Maint: 98) 0.49	13000	F	78%	1%	1%	0%	18%	1%	F	0.132	В		12000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	27000	F	79%	1%	1%	0%	18%	1%	F	0.113	В	0.543	24000	F
	To	No	CL Wythevi	lle												
South (77)	Wythe Cou	ntv 0.02	13000	F	78%	1%	1%	0%	18%	1%	_	0.132	В		12000	_
<i>(11)</i>	Combined Traffic Estimates for 2 Paralle	•		F	70 <i>%</i> 79%	1%	1%	0%	18%	1%	-	0.132 NA	ь		23000	F
	Combined Trainic Estimates for 2 Parallel				79%	170	1%	0%	10%	170	Г	INA			23000	Г
South	To: From:	Pe	ppers Ferry	Rd												
(77)	Wythe Cou	nty 4.55	14000	F	78%	1%	1%	0%	18%	1%	F	0.134	В		12000	F
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	27000	F								0.119	В	0.563	25000	F
	To:		nd County L													
South	Plant Carr		the County I		700/	40/	40/	00/	400/	40/	_	0.404	_		40000	_
77	Bland Cour	,	14000	F	78%	1%	1%	0%	18%	1%	-	0.134	В		12000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	26000	F	79%	1%	1%	0%	18%	1%	F	NA			23000	F
South	To: From:		10-717													
77	Bland Cour	nty 5.70	14000	G	78%	1%	1%	0%	18%	1%	F	NA			12000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	27000	G	79%	1%	1%	0%	18%	1%	F	NA			24000	G
	Ta	Ţ	JS 52, SR 42	2.												
South	From:				700/	407	40/	00/	4007	407	_				44000	_
77	Bland Cour	•	13000	G	78%	1%	1%	0%	18%	1%	-	NA			11000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	26000	G	79%	1%	1%	0%	18%	1%	F	NA			23000	G
South	To: From:		10-666													
( <del>77</del> )	Bland Cour	nty 3.87	13000	G	78%	1%	1%	0%	18%	1%	F	NA			11000	G
	Combined Traffic Estimates for 2 Paralle	•		G	79%	1%	1%	0%	18%	1%	F	NA			23000	G
	To:		10-606								-					
South	From:									_						
South 77	Bland Cour	•	13000	G	78%	1%	1%	0%	18%	1%	F	NA			12000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		G	79%	1%	1%	0%	18%	1%	F	NA			23000	G
	To:		SR 61													

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

		Primary ar						Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Courth	From:		SR 61				ZAXIE	3+AXIE	IIIali	ZIIdli		racioi		racioi		
South 77	ا Bland Coun	nty 1.79	13000	Α	78%	1%	1%	0%	18%	1%	С	0.144	Α		12000	Α
(I)	Combined Traffic Estimates for 2 Paralle	•		В	79%	1%	1%	0%	18%	1%	С	0.132	Α	0.546	24000	В
	To:		S 52; SR 59		1970	170	170	0%	10 70	1 70	C	0.132	А	0.546	24000	Ь
South	From:		SR 598	70												
( <del>77</del> ) ( <u>52</u> )	Bland Coun	nty 0.79	14000	G	78%	1%	1%	0%	18%	1%	F	NA			12000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	29000	G	79%	1%	1%	0%	18%	1%	F	NA			25000	G
0 1	To. From:	West	/irginia Sta	te Line												
South (77)	West Virginia (Ma	aint: 10) 0.50	14000	G	78%	1%	1%	0%	18%	1%	F	NA			12000	G
	Combined Traffic Estimates for 2 Paralle			G	79%	1%	1%	0%	18%	1%	F	NA			25000	G
	To:		unnel, Wes			170	170	070	10 /0	170	'	INA			25000	0
South	From:	I-77-S	TO REST	AREA												
77 Ramp	Carroll Cour	nty 0.11	NA									NA			NA	
	To:	JB-NC-VA NORT	H CAROL	INA STA	TE LINE											
South	From:		-S TO RT	620												
(77) Ramp	Carroll Cour	nty 0.19	NA				_					NA			NA	
$\overline{}$	To:		ROM RT 7													
South	From:	I-77-S TO T	RUCK ESC	CAPE RA	MP											
77 Ramp	Carroll Cour	nty 0.14	NA									NA			NA	
$\overline{}$	То:		Dead End													
South	From:	I-77-S TO T		CAPE RA	MP											
(77) Ramp	Carroll Cour	nty 0.11	NA									NA			NA	
	To		Dead End													
South	From:	I-77-S TO T	RUCK ESC	CAPE RA	AMP											
(77) Ramp	Carroll Cour	nty 0.12	NA									NA			NA	
$\overline{}$	To:		Dead End													
South	From:	I-77	-S TO RT	775												
(77) Ramp	Carroll Cour	nty 0.20	NA									NA			NA	
$\bigcirc$	To:	SR	148; 17-775	TO TO												
South	From:	I-7	7-S TO RT	58												
(77) Ramp	Carroll Cour	nty 0.17	NA									NA			NA	
	To:	US 58 T	O AND FF	ROM RT												
South	From:		I-77 South													
(77) Ramp	Carroll Cour		820	F								0.107	F		820	F
···	To:	•	Coulson Ch	nurch Rd												
South	From:	I-7	7-S TO RT	69												
(77) Ramp	Wythe Cour		NA									NA			NA	
· ·	To:	•	O AND FR	ROM RT												
South	From:		I-77 S													
	Exit 40 to I-81 S at Exit 72 Town of Wytheville (	(Maint: 98) 0.22	2400	G	78%	1%	1%	0%	18%	1%	F	NA			2100	G
(11)	, , , , , , , , , , , , , , , , , , , ,	, ,	I-81 S	_												-

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

Route	Jurisdiction	Length AADT	<b>QA</b> 4Tire B	LIC .	Tru 3+Axle			QC	K Factor	QK F	Dir actor	AAWDT	QW
South 777 Ramp	Town of Wytheville (Maint: 98	<u>*</u>							NA			NA	
South (77) Ramp	Town of Wytheville (Maint: 98	I-77-S041B FROM  B) 0.03 NA  139-5258 FROM F							NA			NA	
South Ramp	From: Town of Wytheville (Maint: 98	I-77-S041A FROM	RT 77						NA			NA	
South Ramp	Bland County	SR 336 Dead End TO 0.20 NA 10-717 TO RT 77 NBL	ORT 717						NA			NA	
South (77) Ramp	From: Bland County	VENT BUILDI 0.10 <b>NA</b>	NG						NA			NA	
South Ramp	From: Bland County	I-77-S VENT BUILDIN  I-77-S RAMP TO TRK WT S  0.22 NA	SCALES TO SCA						NA			NA	
South 777 Ramp	From: Bland County	I-77-S TO RT 52 0.22 <b>NA</b> US 52 US 52- 66A TO AN	2; 42						NA			NA	
South Ramp	Bland County	I-77-S TO RT 6 0.19 NA 10-666 TO AND FR	566						NA			NA	
South (77) Rocky Gap Welcome Center	Bland County	I-77 South to Welcom 0.17 1200 Enter Welcome Center I	ne Center N 73% 1	% 1%	1%	24%	1%	N	0.156	N		1100	N
South Rocky Gap Welcome Center	Bland County	Exit Welcome Center F 0.12 1200 I-77 South from Welco	Parking Lot A 73% 1	% 1%	1%	24%	1%	С	0.156	Α		1100	Α
South Ramp	From: Bland County Tro	I-77-S TO RT 6 0.15 <b>NA</b> 10-606; 10-606- A FROM							NA			NA	
South Ramp	From: Bland County To:	I-77-S TO RT ( 0.26 <b>NA</b> US 52 US 52-80A FRO	61						NA			NA	
South 777 Ramp	From Bland County	I-77 South 0.17 <b>720</b> SR 598 E River Mou	G						NA			720	G
78 Callahan Ave	From: Town of Appalachia (Maint: 9	Bus US 23, ALT U	US 58 <b>F</b> 64% 1	% 1%	2%	32%	0%	F	0.100	F (	).595	3200	F

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

_						Tru	uck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
$\overline{}$	From:	WCL Appalachia												
78)	Wise County	0.37 <b>3000 N</b>	64%	1%	1%	2%	32%	0%	Ν	0.100	Ν	0.595	3200	
<u></u>	To- From:	97-686 Near Andover												
78) Stonega Rd	Wise County	2.09 <b>1600 F</b>	64%	1%	1%	2%	32%	0%	С	0.108	F	0.698	1700	
<i></i>	To:	97-600 Near Stonega												
	From:	SR 55 West of Linden												
79) Apple Mountain Rd	Warren County	0.23 <b>12000 G</b>	97%	1%	1%	0%	1%	0%	С	0.085	F		13000	
<i>y</i>	To:	I-66												
	From:	SR 79 TO RT 66 EAST												
79) Ramp	Warren County	0.23 <b>NA</b>								NA			NA	
<u> </u>	To:	I-66-E FROM RT 7900- SOUTH &	& NORTH											
	From·	FR-870 SR 79 I-66-W013A	TO											
79 Ramp	Warren County	0.20 <b>NA</b>								NA			NA	
9	To:	I-66-W FRO RT 7900- SOUTH &	NORTH											
	From:	US 11 Lee Hwy												
Glennbrook Ave	Washington County	1.06 <b>2300 F</b>	99%	0%	1%	0%	0%	0%	F	0.091	F	0.501	2500	
	To:	95-609 Hillman Hwy												
30) Lindell Rd	From: <u>L</u> Washington County	2.19 <b>820</b> F	99%	0%	1%	0%	0%	0%	F	0.099	F	0.561	860	
20) 21110011110	To:	95-740 N, Clynchburg Rd		070		070	070	070	•	0.000	•	0.001	000	
	From	95-740 N, Robindale Rd												
Hayters Gap Rd	Washington County	6.00 <b>610 F</b>	99%	0%	1%	0%	0%	0%	С	0.097	F	0.667	640	
<u> </u>	To:	95-689 Brumley Gap Rd												
	From	95-689 Blue Grass Trail							_		_			
Hayters Gap Rd	Washington County	2.06 <b>430</b> F	99%	0%	1%	0%	0%	0%	F	0.105	F	0.660	450	
	To: From:	95-613 Blue Grass Trail												
₈₀ ) Hayters Gap Rd	Washington County	3.67 <b>250</b> F	99%	0%	1%	0%	0%	0%	F	0.125	F	0.629	260	
<u> </u>	To:	Russell County Line												
New Acres Octor Del	Prom:	Washington County Line		007	40/	00/	007	00/	_	0.440	_	0.004	700	
Hayters Gap Rd	Russell County	6.23 <b>670 G</b> US 19 South	99%	0%	1%	0%	0%	0%	F	0.118	F	0.604	700	
	From:	US 19 Elway												
80) (19)	Russell County	2.57 <b>13000 G</b>	94%	0%	1%	1%	3%	0%	F	NA			14000	
	То:	US 19 Rosedale												
	From:	US 19 North												
₃₀ ) Honnaker Rd	Russell County	4.50 <b>7900 G</b>	97%	0%	1%	1%	1%	0%	С	0.089	F		8300	
<u> </u>	To:	SR 67 Swords Creek Rd												
Redbud Hwy	Russell County	1.17 <b>9700 G</b>	97%	0%	1%	1%	1%	0%	F	0.092	F	0.554	10000	
	To	83-645 New Garden Rd												
Big A Mountain Rd	Russell County	5.67 <b>3200 G</b>	97%	0%	1%	1%	1%	0%	F	0.093	F	0.605	3300	
Big A Mountain Rd	To:	Buchanan County Line	0170	J / U		. 70	1 /0	J / 0	•	0.000	•	0.500	5500	
	From:	Russell County Line												
Red Bud Hwy	Buchanan County	9.92 <b>1800 F</b>	92%	2%	2%	3%	2%	0%	С	0.106	F	0.608	1800	
	To:	Dickenson County Line												

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

			nd Interstate	- 1001	.00			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	Buch	anan County Li	ine												
80) Helen Henderson Hwy	Dickenson County	3.49		G	89%	1%	1%	3%	6%	0%	F	0.087	F	0.662	1300	G
<u> </u>	To:	25.60	25-682	0.1												
80 Helen Henderson Hwy	Dickenson County		32 Priest Fork I 1700	G	89%	1%	1%	3%	6%	0%	С	0.094	F	0.567	1800	(
80) Helen Henderson Hwy	Dickerison county				0070	170	1 70	370	070	070	O	0.054	•	0.507	1000	
Llolon Llondorson Llucy	From:		SCL Haysi 3300	G	89%	1%	1%	3%	6%	0%	F	0.107	F	0.579	3400	(
80 Helen Henderson Hwy	Town of Haysi (Maint: 2	- /	S Dickenson H		09%	170	1%	3%	0%	0%	Г	0.107	Г	0.579	3400	
	From:	SK 63	S SR 83	ıwy												
80 83 Dickenson Hwy	Town of Haysi (Maint:	25) 0.34	4800	G	91%	1%	2%	1%	6%	0%	F	0.091	F	0.583	5000	(
<u> </u>	To:		E SR 63													
80) (83) Dickenson Hwy	Town of Haysi (Maint: 2	25) 1.08		G	91%	1%	2%	1%	6%	0%	F	0.082	F	0.547	4000	(
<u> </u>		•	CL Haysi													
	Dickenson County	0.01		N	91%	1%	2%	1%	6%	0%	N	0.082	N	0.547	4000	1
80) (83)	To:	0.01	SR 83 N	-	3170	170	270	1 70	070	070	14	0.002	14	0.547	4000	
	From:	SR 83	S, Dickenson F	Hwy												
80) Breaks Park Rd	Dickenson County	8.49	1200	G	82%	1%	1%	1%	15%	0%	С	0.107	F	0.597	1200	(
<u> </u>	To:		anan County Li													
Drooks Dark Dd	Puebenen County		nson County L	ine <b>F</b>	000/	1%	10/	40/	450/	00/	F	0.442	F	0.632	800	ı
80) Breaks Park Rd	Buchanan County		760 tucky State Lin		82%	170	1%	1%	15%	0%	Г	0.113	Г	0.632	800	ı
		Keli	*	IC .			_									
Ramp to I-81 N at Exit 24	Washington County	/ 0.14	SR 80 <b>560</b>	F								0.132	F		560	F
80 Ramp to I-81 N at Exit 24	To:	0.14	I-81 N	•								0.132	'		300	'
	From:		SR 80													
80) Ramp to I-81 S at Exit 24	Washington County	v 0.16	NA									NA			NA	
80) Namp to 1 0 1 0 at 2xit 24	To:	0.10	I-81 S									14/			14/1	
	From:	Rampe I.8	1N 243A; I-81	\$ 2434	1											
81) Lateral Ramp from I-81 to US 11 at Exit 243	Rockingham County		NA	5 2-131	<u> </u>							NA			NA	
	To		outh of Harriso	nburg												
	From:	Ramps I-8	1N 251A; I-81	S 251/	1											
	Rockingham County		NA	5 2011	-							NA			NA	
Rand Lateral Ramp from I-81 to US 11 at Exit 251				nburg												
Lateral Ramp from I-81 to US 11 at Exit 251	To:	US 11 N	orth of Harriso													
<u> </u>	To:		orth of Harriso essee State Lir													
orth	To:	Tenr	essee State Lir		75%	1%	1%	1%	21%	1%	С	0.095	Α		18000	
Jorth 81)	To: From	Tenr / 0.65	nessee State Lir	ne	75% 76%	1% 1%	1% 1%	1% 1%	21% 20%	1% 1%	C C	0.095 0.095	A A	0.548	18000 36000	
Combined Traff	To:	Tenr / 0.65 adways on this Route:	18000 35000	ne <b>A</b>										0.548		
North 81  Combined Traff	Washington County	Tenr y 0.65 adways on this Route:	18000 35000 SCL Bristol	ne A	76%	1%	1%	1%	20%	1%	С	0.095	Α	0.548	36000	,
Combined Traff	To:	Tenr / 0.65 adways on this Route:	18000 35000 SCL Bristol	ne <b>A</b>										0.548		,

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

		Primary an	ia interste	ale riou	1100			Tru	ı alı			V		D:*		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
NI	From	110 50 110	C 421 C-+-	C:4 II	_		ZAXIE	3+Axle	11 raii	21 raii		Factor		Factor		
North (81) (58)	City of Bristol (Maint: 95)	2.44	S 421 Gate (	F	75%	1%	1%	1%	21%	1%	F	0.076	F		19000	F
81 (58)	Combined Traffic Estimates for 2 Parallel Roadways			F	76%	1%	1%	1%	20%	1%	F	0.070	F	0.535	37000	, E
	Combined Trainic Estimates for 2 Farance Roadways	on this Route.		Г	7070	1 /0	1 /0	1 /0	20 /0	1 /0		0.079	-	0.555	37000	-
North	From:		I-381													
(81) (58)	City of Bristol (Maint: 95)	1.39	25000	F	75%	1%	1%	1%	21%	1%	F	0.079	F		26000	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	76%	1%	1%	1%	20%	1%	F	0.081	F	0.501	50000	F
North	To: From:	U	S 11, US 19	9												
81) (58)	City of Bristol (Maint: 95)	2.13	25000	Α	75%	1%	1%	1%	21%	1%	F	0.089	Α		26000	Α
01) (30)	Combined Traffic Estimates for 2 Parallel Roadways			Α	76%	1%	1%	1%	20%	1%	F	0.091	Α	0.537	53000	Α
	To To		ld Airport R		. 0 / 0	.,,		.,0	2070	. , 0	•	0.00			00000	
North	From:		•													
81   58	City of Bristol (Maint: 95)	0.93	24000	Α	75%	1%	1%	1%	21%	1%	F	0.089	Α		24000	Α
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	47000	Α	76%	1%	1%	1%	20%	1%	F	0.092	Α	0.558	49000	Α
North	To: From:	N	NCL Bristol													
81) (58)	Washington County	3.84	24000	Α	75%	1%	1%	1%	21%	1%	F	0.089	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	47000	Α	76%	1%	1%	1%	20%	1%	F	NA			49000	Α
	Too		FR-310													
North	Prom:	0.00			750/	40/	40/	40/	040/	00/	_	0.00	_		0.4000	F
81 [58]	Washington County	0.99	23000	F	75%	1%	1%	1%	21%	2%	F	0.08	F	0.500	24000	•
	Combined Traffic Estimates for 2 Parallel Roadways			F	78%	1%	1%	1%	18%	1%	г	0.083	г	0.533	47000	F
North	To: From:	95-611	Spring Cre	ek Rd												
81) (58)	Washington County	2.00	23000	F	75%	1%	1%	1%	21%	2%	F	0.082	F		24000	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	47000	F	78%	1%	1%	1%	18%	1%	F	0.082	F	0.529	49000	F
I = intle	Toe	SR 14	40 Jonesbor	o Rd			_									
North	Washington County	1.93	21000	Α	75%	1%	1%	1%	21%	2%	С	0.097	Α		22000	Α
81 (58)	Combined Traffic Estimates for 2 Parallel Roadways			A	78%	1%	1%	1%	18%	1%	С	0.097	Α	0.524	43000	A
	Combined Traine Estimates for 21 arane Roadways				7070	1 /0	1 70	1 /0	10 /0	1 70	C	0.030	^	0.524	43000	^
North	From:	SC	CL Abingdo	n												
(81) (58)	Town of Abingdon (Maint: 95)	0.14	21000	Α	75%	1%	1%	1%	21%	2%	С	0.097	Α		22000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	42000	Α	78%	1%	1%	1%	18%	1%	С	NA			43000	Α
Jorth	To: From:	SR 7	5 Cumming	şs St												
North (58)	Town of Abingdon (Maint: 95)	1.06	21000	F	75%	1%	1%	1%	21%	2%	F	0.082	F		22000	F
01) (30)	Combined Traffic Estimates for 2 Parallel Roadways			F	78%	1%	1%	1%	18%	1%	F	0.081	F	0.501	42000	F
	To.				7070	1 /0	1 /0	1 /0	10 /0	1 /0	•	0.001	•	3.001	72000	•
North	From:		CL Abingdo													
<del>[81]</del> [58]	Washington County	1.43	21000	F	75%	1%	1%	1%	21%	2%	F	0.082	F		22000	F
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways			F	78%	1%	1%	1%	18%	1%	F	NA			42000	F
	To:	US	S 11 Lee Hw	vy												

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

	1 1111	iai y ai ia	Intersta	ilo rtot	1100			Tru	ick			K		Dir		
Route	Jurisdiction Le	ength A	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
North	From:	IIS 11 I	US 58 Lee	Hww			ZAXIE	3+Axie	HHAII	ZITAII		Factor		Factor		
81	Washington County 2		18000	F	75%	1%	1%	1%	21%	2%	F	0.092	В		18000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways on this F	-		F	78%	1%	1%	1%	18%	1%	F	0.093	В	0.524	36000	F
	To		Enterprise	. Dd						.,,						
North	From:				750/	40/	40/	40/	040/	00/	_	NIA			40000	_
81	ğ ,		17000	G	75%	1%	1%	1%	21%	2%	-	NA			16000	9
	Combined Traffic Estimates for 2 Parallel Roadways on this F			G	78%	1%	1%	1%	18%	1%	۲	NA			33000	G
North	To: From:	SR 80 C	Glenbrook	Ave												
81)	Washington County	1.52 1	16000	F	75%	1%	1%	1%	21%	2%	F	0.081	F		17000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 3	33000	F	78%	1%	1%	1%	18%	1%	F	0.082	F	0.517	34000	F
la with	To: From:	95-737	7 College	Dr												
North 81	Washington County 2	2.97 1	15000	F	75%	1%	1%	1%	21%	2%	F	0.08	F		16000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways on this F			F	78%	1%	1%	1%	18%	1%	F	0.083	F	0.536	32000	F
	To:		91 Maple S		. 0,0	.,,		.,0	.070	. , 0	•	0.000	•	0.000	02000	
lorth	From:										_		_			
81)	ğ ,		14000	F	75%	1%	1%	1%	21%	2%	F	0.073	F		14000	
_	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 2	29000	F	78%	1%	1%	1%	18%	1%	F	0.081	F	0.56	30000	
lorth	To US 11 I	ee Hwy; 9	95 751 Kil	lmachro	nan Dr											
81)	Washington County	2.31 1	14000	F	75%	1%	1%	1%	21%	2%	F	0.072	F		14000	
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 2	28000	F	78%	1%	<u>1%</u>	1%	18%	1%	F	0.083	F	0.571	29000	
	To:		County L													
North 81	Smyth County		ton County <b>14000</b>	y Line <b>F</b>	75%	1%	1%	1%	21%	2%	F	0.072	F		14000	
81)	Combined Traffic Estimates for 2 Parallel Roadways on this F			F	78%	1%	1%	1%	18%	1%	F	NA	'		29000	
	To To Table 11 and 12 and 13 and 14 and 15 a				7070	170	170	1 70	10 /0	1 70	•	INA			23000	
North	From:	SCL	Chilhowi	e												
81)	,		14000	F	75%	1%	1%	1%	21%	2%	F	0.072	F		14000	l
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 2	28000	F	78%	1%	1%	1%	18%	1%	F	NA			29000	ı
North	To: From:	SR 107 V	White Top	Ave												
81)	Town of Chilhowie (Maint: 86)	).45 1	14000	F	75%	1%	1%	1%	21%	2%	F	0.071	F		15000	ı
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 2	27000	F	78%	1%	1%	1%	18%	1%	F	0.075	F	0.509	28000	-
	Tac	NCL	_ Chilhowi	ie			<u> </u>									
lorth	Smyth County		14000	F	75%	1%	1%	1%	21%	2%	_	0.071	F		15000	
81	Combined Traffic Estimates for 2 Parallel Roadways on this F			F		1%		1%	18%			NA	г			
					78%	170	1%	170	10%	1%	Г	INA			28000	
North	To: US 11 L	ee Hwy; 8	86-645 Che	estnut R	idge Rd											
81)	, ,		15000	F	75%	1%	1%	1%	21%	2%	F	0.071	F		15000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this F			F	78%	1%	1%	1%	18%	1%	F	0.077	F	0.537	31000	F
	To:	US 1	11 Lee Hw	y												

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

	i iiilaiy ai	nd interstate i	rtout				Tru	ck			K		Dir		
Route	Jurisdiction Length	AADT Q	PΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	S 11 Lee Hwy				ZANIC	JTANE	IIIali	ZITAII		1 actor		1 actor		
(81)	Smyth County 1.03		F	75%	1%	1%	1%	21%	2%	F	0.070	F		16000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	29000 F	F	78%	1%	1%	1%	18%	1%	F	0.076	F	0.524	30000	F
North	To Front 86-730	) Washington Av	ve												
(81)	Smyth County 0.69	15000 F	F	75%	1%	1%	1%	21%	2%	F	0.1	В		15000	F
(01)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			78%	1%	1%	1%	18%	1%	F	0.098	В	0.571	29000	F
North	Too Front.	VCL Marion													
(81)	Town of Marion (Maint: 86) 0.22	15000 F	F	75%	1%	1%	1%	21%	2%	F	0.1	В		15000	F
(01)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			78%	1%	1%	1%	18%	1%	F	NA			29000	F
North	To From:	ECL Marion				$\Box$ $\vdash$									
North 81	Smyth County 0.28	15000 F	F	75%	1%	1%	1%	21%	2%	F	0.1	В		15000	F
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			78%	1%	1%	1%	18%	1%	F	NA			29000	F
NI d	To: From:	SCL Marion													
North 81	Town of Marion (Maint: 86) 0.27	15000 F	F	75%	1%	1%	1%	21%	2%	F	0.1	В		15000	F
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			78%	1%	1%	1%	18%	1%	F	NA	_		29000	F
N. d	SR 1	6 Commerce St	:			$\neg$ $\vdash$									
North 81	Town of Marion (Maint: 86) 0.68	13000 F	F	75%	1%	1%	1%	21%	2%	F	0.072	F		13000	F
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			78%	1%	1%	1%	18%	1%	F	0.076	F	0.526	27000	F
N. d	To From	NCL Marion				_									
North 81	Smyth County 1.41	13000 F	F	75%	1%	1%	1%	21%	2%	F	0.072	F		13000	F
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			78%	1%	1%	1%	18%	1%	F	NA	•		27000	F
N. d	<u>-</u>	0 North Main St	t			<u> </u>									
North 81	Smyth County 2.99	13000 F	F	75%	1%	1%	1%	21%	2%	F	0.074	F		13000	F
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			78%	1%	1%	1%	18%	1%	F	0.074	F		31000	G
	<u></u>	2 Nicks Creek R	Rd												
North	Smyth County 3.98			75%	1%	1%	1%	21%	2%	F	0.106	В		13000	F
81	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			78%	1%	1%	1%	18%	1%	F	0.100	В	0.609	24000	F
	<u></u>	683 Winsor Rd				$\overline{}$	.,,		.,,-	-					
North	Smyth County 2.80		G	75%	1%	1%	1%	21%	2%	E	NA			13000	G
81	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			75% 78%	1%	1%	1%	18%	2% 1%	F	NA NA			24000	G
		he County Line		70/0	1 /0		1 /0	10 /0	1 /0		11//			24000	_
North		th County Line					407			_				1000-	
81	Wythe County 3.07			75%	1%	1%	1%	21%	2%	F	NA			13000	G
-	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	23000 (	G	78%	1%	1%	1%	18%	1%	F	NA			24000	G

# 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	Q\
North	From:	SR 90; 9	8-680 Black	Lick Rd	l											
81)	Wythe Count	ty 7.09	14000	F	75%	1%	1%	1%	21%	2%	F	0.112	В		13000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	F	78%	1%	1%	1%	18%	1%	F	0.105	В	0.553	26000	F
lorth	To: From:	US	11, W Lee I	Hwy												
81)	Wythe Count	tv 1.57	13000	G	75%	1%	1%	1%	21%	2%	F	NA			13000	
01)	Combined Traffic Estimates for 2 Parallel	•		G	78%	1%	1%	1%	18%	1%	F	NA			24000	
	To		CL Wythevil	lle												
orth	From: <b>∟</b> Town of Wytheville (N		13000	G	75%	1%	1%	1%	21%	2%	_	NA			13000	(
31	Combined Traffic Estimates for 2 Parallel	,		G	75% 78%	1%	1%	1%	18%	2% 1%	F	NA			24000	(
	To:		US 52, N F		1070	1 /0	1 /0	1 /0	10 /0	1 /0	-	INA			24000	,
orth ~~~	From:		21, N Fourt													
31) (52)	Town of Wytheville (N	Maint: 98) 2.27	14000	F	75%	1%	1%	1%	21%	2%	F	0.104	В		14000	
<i>y</i> ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	F	78%	1%	1%	1%	18%	1%	F	0.1	В	0.603	27000	
orth North	To- From:	<u>I-</u>	77 Wythevil	lle												
(52)	Town of Wytheville (N	Maint: 98) 0.82	24000	F	73%	1%	1%	1%	23%	2%	F	0.114	В		22000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	F	74%	1%	1%	1%	22%	2%	F	0.105	В	0.571	43000	
	To:	US	11, E Main	St												
orth North	From:	Maint: 98) 0.96	E Main St <b>26000</b>	Λ.	720/	40/	10/	10/	220/	20/	_	0.404	Α		24000	
11 (77) (11) (52)	Town of Wytheville (Note that the Combined Traffic Estimates for 2 Parallel	,		A	73%	1%	1%	1%	23% 22%	2% 2%	C C	0.121		0.506	24000	
	Combined Tramic Estimates for 2 Parallel	<u> </u>		Α	74%	1%	1%	1%	22%	2%	C	0.112	Α	0.506	47000	
rth North	To- From:	NO	CL Wythevi	lle												
1) (77) (11) (52)	Wythe Count	,	26000	Α	73%	1%	1%	1%	23%	2%	С	0.121	Α		24000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	С	NA			47000	
orth North	To- From	FR 326; FR 42 C	hapman Rd	; FR 43 I	Lee Hwy											
(77) $(11)$ $(52)$	Wythe Count	ty 2.61	26000	F	73%	1%	1%	1%	23%	2%	F	0.106	В		24000	
	Combined Traffic Estimates for 2 Parallel	,		F	74%	1%	1%	1%	22%	2%	F	0.099	В	0.553	46000	
	To:	SR 121 Max Me	adows Rd; I													
orth North	From:	US 52 Fort Chiswel					40/	407	000/	00/	_	0.444	_		00000	
31) (77) (11)	Wythe Count	•	25000	F	73%	1%	1%	1%	23%	2%	-	0.111	В	0.500	23000	
	Combined Traffic Estimates for 2 Parallel	<u> </u>		F	74%	1%	1%	1%	22%	2%	F	0.103	В	0.592	45000	
rth	To: From:	I-7	7 Fort Chisv	vell												
1) (11)	Wythe Count	ty 2.31	18000	F	74%	1%	1%	1%	22%	2%	F	0.102	В		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	75%	1%	1%	1%	21%	2%	F	0.098	В	0.536	36000	ı
orth	To: From:	98-619	Major Grah	ams Rd												
orth 31) (11)	Wythe Count	ty 1.99	18000	G	74%	1%	1%	1%	22%	2%	F	NA			17000	(
	Combined Traffic Estimates for 2 Parallel	•		G	75%	1%	1%	1%	21%	2%	F	NA			33000	(
			30000		1070	1 / 0	1,0	1 /0	,0						00000	`

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

		Primary a	iid iiitoisti	alc Not	1100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QV
NI d	From		00.610				2AXI6	3+Axle	1 i raii	21 raii		Factor		Factor		
North	Wythe County	1.44	98-618 <b>18000</b>	Α	74%	1%	1%	1%	22%	2%	_	0.111	Α		17000	Α
81 [11]	· · · · · · · · · · · · · · · · · · ·											-	А			
	Combined Traffic Estimates for 2 Parallel Road		36000 aski County	A Lina	75%	1%	1%	1%	21%	2%	F	NA			35000	Α
Vorth	From:		the County													
81) (11)	Pulaski County	2.68	18000	A	74%	1%	1%	1%	22%	2%	F	0.111	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route		Α	75%	1%	1%	1%	21%	2%	F	0.103	Α		35000	Α
	To:		Lee Highwa		1070	170		170	2170	270	•	0.100	٠.		00000	, ,
lorth	From:		11 Lee High													
81)	Pulaski County	0.14	19000	N	74%	1%	1%	1%	22%	2%	Ν	0.104	Ν		19000	N
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	37000	N	75%	1%	1%	1%	21%	2%	Ν	NA			37000	Ν
	To:		100 Wysor	·Rd												
orth	From:		Wysor Rd													
81) (100)	Pulaski County	2.11	19000	Α	74%	1%	1%	1%	22%	2%	F	0.104	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	37000	Α	75%	1%	1%	1%	21%	2%	F	0.103	Α	0.575	37000	Α
	To:	FR 47· FR	327 Old Ba	altimore l	Rd											
orth	From:	,									_					_
<u>81) \ 100 <i>)</i></u>	Pulaski County	1.67	19000	G	74%	1%	1%	1%	22%	2%	F	NA			19000	G
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	38000	G	75%	1%	1%	1%	21%	2%	F	NA			38000	G
d.	To	SR 99	Count Pula	aski Dr												
orth	Pulaski County	4.35	19000	Α.	74%	1%	1%	1%	22%	20/	_	0.103	Α		19000	^
81 100	,			A						2%	_			0.000		Α
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	37000	Α	75%	1%	1%	1%	21%	2%	F	0.103	Α	0.602	37000	P
orth	To: From:	SR 1	00 Cleburne	Blvd												
81)	Pulaski County	2.59	21000	G	74%	1%	1%	1%	22%	2%	F	NA			21000	G
01)	Combined Traffic Estimates for 2 Parallel Road			G	75%	1%	1%	1%	21%	2%	F	NA			40000	G
	Combined Traffic Estimates for 21 arallel Noad				7570	1 70	1 70	1 /0	2170	2 /0	'	INA			40000	
orth	To: From:	77-6	60 State Par	rk Rd												
81)	Pulaski County	4.00	20000	G	74%	1%	1%	1%	22%	2%	F	NA			20000	G
9.19	Combined Traffic Estimates for 2 Parallel Road	wavs on this Route:	41000	G	75%	1%	1%	1%	21%	2%	F	NA			41000	G
	To:		omery Cour							_,,	-					_
lorth	From:	Pula	aski County	Line												
81)	Montgomery County	0.49	20000	G	74%	1%	1%	1%	22%	2%	F	NA			20000	G
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	39000	G	75%	1%	1%	1%	21%	2%	F	NA			39000	G
	Toc	8	R 232 First	St												
orth	From:										_					
31)	Montgomery County	3.81	19000	Α	74%	1%	1%	1%	22%	2%	F	0.109	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	38000	Α	75%	1%	1%	1%	21%	2%	F	0.101	Α	0.502	37000	Α
	To	SI	R 177 Tyler	Rd												
lorth	Montre		*		740/	40/	40/	40/	220/	20/	0	0.404	۸		24.000	^
81	Montgomery County	5.12	21000	Α_	74%	1%	1%	1%	22%	2%	С	0.104	A		21000	A
~	Combined Traffic Estimates for 2 Parallel Road	•		F	75%	1%	1%	1%	21%	2%	С	0.095	Α	0.546	42000	F
	To:	SR 8	Riner Rd; N	Iain St												

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

		Fillidiy di						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
North	From:	SR 8 F	Riner Rd; Ma	ain St												
( <del>81</del> )	Montgomery County	0.08	23000	F	74%	1%	1%	1%	22%	2%	F	0.069	F		23000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	45000	F	75%	1%	1%	1%	21%	2%	F	NA			45000	F
North	Tac From:	SCL	. Christiansb	ourg												
(81)	Town of Christiansburg (Maint: 60	3.90	23000	F	74%	1%	1%	1%	22%	2%	F	0.069	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways		45000	F	75%	1%	1%	1%	21%	2%	F	0.076	F		45000	F
	To:	U	S 11, US 46	0			<u> </u>									
North 81	Town of Christiansburg (Maint: 60		24000	Α	74%	1%	1%	1%	22%	2%	С	0.109	Α		23000	Д
81)	Combined Traffic Estimates for 2 Parallel Roadways	,		A	76%	1%	1%	1%	20%	1%	С	NA	^		46000	Α
	To Tante Latinates for 21 drainer roadways				7070	170	170	1 70	2070	1 70	O	INA			40000	,
North	From:		_ Christiansb								_					
81	Montgomery County	9.22	24000	Α	74%	1%	1%	1%	22%	2%	С	0.109	Α		23000	F
0	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	47000	Α	76%	1%	1%	1%	20%	1%	С	0.100	Α	0.516	46000	F
North	Tac From:	60-60	03 Northfork	Rd												
81)	Montgomery County	2.22	24000	Α	74%	1%	1%	1%	22%	2%	F	0.107	Α		24000	1
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	47000	Α	76%	1%	1%	1%	20%	2%	F	0.054	Α		47000	1
No with	To: From:		oke County													
North 81	Roanoke County	2.06	omery Count 24000	G	74%	1%	1%	1%	22%	2%	F	NA			24000	(
81)	Combined Traffic Estimates for 2 Parallel Roadways			G	76%	1%	1%	1%	20%	2%	F	NA			47000	(
	то		7 Dow Hollo													
North	From:				7.40/	40/	40/	407	000/	00/	0	0.400			05000	
81	Roanoke County	2.11	25000	A	74%	1%	1%	1%	22%	2%	С	0.106	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roadways			Α	76%	1%	1%	1%	20%	2%	С	NA			50000	/
North	From:	Ur	ban Boundar	ry												
81)	Roanoke County	2.26	25000	Α	74%	1%	1%	1%	22%	2%	С	0.106	Α		25000	A
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	50000	Α	76%	1%	1%	1%	20%	2%	С	0.099	Α	0.628	50000	1
North	To: From:		SCL Salem													
81)	City of Salem (Maint: 80)	0.20	25000	Α	74%	1%	1%	1%	22%	2%	С	0.106	Α		25000	,
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	50000	Α	76%	1%	1%	1%	20%	2%	С	NA			50000	
	To	SR 1	12 Wildwood	d Rd												
North 81	City of Salem (Maint: 80)	0.22	29000	Α	78%	1%	1%	1%	18%	1%	F	0.099	Α		30000	,
81)	Combined Traffic Estimates for 2 Parallel Roadways			A	76%	1%	1%	1%	20%	2%	, E	NA	^		59000	,
	To-			^	1070	1 /0	1 /0	1 /0	20 /0		'	14/4				_ ′
North	From:		NCL Salem													
81)	Roanoke County	2.71	29000	Α	78%	1%	1%	1%	18%	1%	F	0.099	Α		30000	F
(0.)	Combined Traffic Estimates for 2 Parallel Roadways	–	58000	Α	76%	1%	1%	1%	20%	2%		0.098	Α	0.504	59000	P

# 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
North	From: SR 311 7	hompson Me	emorial I	Or											
81)	Roanoke County 1.64	31000	Α	78%	1%	1%	1%	18%	1%	С	0.1	Α		32000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	61000	Α	80%	1%	1%	1%	17%	1%	С	0.099	Α	0.504	63000	Α
lorth	To From:	419 Electric	e Rd												
81)	Roanoke County 2.48	34000	Α	81%	1%	1%	1%	16%	1%	С	0.098	Α		35000	A
51)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	82%	1%	1%	1%	15%	1%	C	0.099	Α	0.505	69000	ŀ
		I-581, US 22													
orth ~~~	From:	I-581						.=		_					
220	Roanoke County 2.34	29000	Α	80%	1%	1%	1%	17%	1%	С	0.107	Α		30000	-
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 58000	Α	80%	1%	1%	1%	17%	1%	С	0.102	Α	0.512	59000	,
orth	From: SR	115 Plantatio	n Rd												
11) [220]	Roanoke County 0.84	26000	G	80%	1%	1%	1%	17%	1%	F	NA			26000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	54000	G	80%	1%	1%	1%	17%	1%	F	NA			54000	
		etourt County													
orth	Botetourt County 3.27	noke County 26000	/ Line <b>G</b>	80%	1%	1%	1%	17%	1%	_	NA			26000	
1) 220}	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	80%	1%	1%	1%	17%	1%		NA			54000	
	, , , , , , , , , , , , , , , , , , ,				170	170	170	17 70	1 70	Г	INA			34000	
rth	From: US 220 Roanoke	Rd; Alt US	220 Clov	erdale Rd											
1)	Botetourt County 5.76	19000	F	67%	1%	1%	1%	29%	2%	F	0.075	F		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	37000	F	67%	1%	1%	1%	28%	2%	F	0.078	F	0.582	34000	
rth	Toc From:	40 Brughs M	iill Rd												
1)	Botetourt County 5.97	19000	Α	67%	1%	1%	1%	29%	2%	F	0.119	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	37000	Α	67%	1%	1%	1%	28%	2%	F	0.108	Α	0.594	35000	
	US 11 Lee	Hwy, South	of Bucha	ınan											
orth 1	Botetourt County 5.76	17000	Α	67%	1%	1%	1%	29%	2%	С	0.129	Α		16000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		F	67%	1%	1%	1%	28%	2%	С	0.123	Α	0.547	32000	,
					1 70	1 70	1 /0	20 /0	270	C	0.107	^	0.547	32000	
orth	FIUII:	Hwy, South													
31) {11}	Botetourt County 0.61	19000	F	67%	1%	1%	1%	29%	2%	F	0.075	F		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	35000	F	67%	1%	1%	1%	28%	2%	F	0.074	F	0.522	33000	
rth	To: To: 11	-614 Arcadia	ı Rd												
1) (11)	Botetourt County 5.49	18000	Α	67%	1%	1%	1%	29%	2%	F	0.123	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	34000	F	67%	1%	1%	1%	28%	2%	F	0.065	В	0.533	32000	
	To: Rock	bridge Count	-												
orth ~		tourt County		C70/	40/		40/	2007	00/	_	0.400	^		47000	
04   144	Rockbridge County 1.95	18000	Α	67%	1%	1%	1%	29%	2%	F	0.123	Α		17000	
81) (11)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	67%	1%	1%	1%	28%	2%	_	NA			33000	,

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

	T TITTOLY	and interst	ato r to	2100			Trı	ıck			K		Dir		
Route	Jurisdiction Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From: US 11 Lee I	Hwy, South of	Natural 1	Bridge		2, 040	017040	TTTG	211011		1 40101		1 40101		
(81)	Rockbridge County 4.46		F	67%	1%	1%	1%	29%	2%	F	0.067	F		15000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>34000</b>	F	67%	1%	1%	1%	28%	2%	F	0.070	F	0.536	32000	F
North	Tac US 11 Lee I	Hwy, North of	Natural 1	Bridge											
(81)	Rockbridge County 8.36	17000	Α	67%	1%	1%	1%	29%	2%	F	0.125	Α		16000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		Α	67%	1%	1%	1%	28%	2%	F	0.111	Α	0.536	33000	Α
NI d	To From:	S 60 Midland	Trail			$\neg$									
North 81	Rockbridge County 3.01	19000	Α	67%	1%	1%	1%	29%	2%	F	0.119	Α		18000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		A	67%	1%	1%	1%	28%	2%	F	0.109	Α	0.506	35000	Α
		4 South Interes				$\overline{}$	.,,-								
North East	Rockbridge County 3.30		F	64%	1%	1%	1%	31%	2%	_	0.119	В		20000	_
81 64	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		F	66%	1%	1%	1%	29%	2%	F	0.119	В	0.506	39000	F
		e Hwy, North			1 /0	1 /0	1 /0	29 /0	2/0	-	0.11	ь	0.500	39000	-
North East	From: US 11 Le	e Hwy,North		_											
(81) (64)	Rockbridge County 5.57		Α	64%	1%	1%	1%	31%	2%	F	0.126	Α		19000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>41000</b>	Α	66%	1%	1%	1%	29%	2%	F	0.114	Α	0.526	38000	Α
North East	To: From:	31-710 Sterret	t Rd												
81) (64)	Rockbridge County 4.49	22000	F	64%	1%	1%	1%	31%	2%	F	0.119	В		20000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>42000</b>	F	66%	1%	1%	1%	29%	2%	F	0.111	В	0.573	39000	F
North East	To From:	1-606 Raphin	e Rd			$\Box$									
81 64	Rockbridge County 0.59	22000	F	64%	1%	1%	1%	31%	2%	С	0.071	F		20000	F
01) (04)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		F	66%	1%	1%	1%	29%	2%	С	0.071	F		39000	F
	To: A	ugusta County													
North East	Augusta County 7.44	kbridge Coun	ity Line <b>F</b>	64%	1%	10/	40/	31%	20/	С	0.071	F		20000	F
81 64	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		F	66%	1%	1% 1%	1% 1%	29%	2% 2%	С	NA	Г		20000 39000	F
	·				170	170	1 70	2970	270	C	INA			39000	Г
North East	rom:	ee Jackson Me													
81) (64)	Augusta County 4.74		F	64%	1%	1%	1%	31%	2%	F	0.12	В		21000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>44000</b>	F	66%	1%	1%	1%	30%	2%	F	0.109	В	0.532	41000	F
North East	To: From:	-654 White H	lill Rd												
81) (64)	Augusta County 2.47	23000	Α	64%	1%	1%	1%	31%	2%	F	0.123	Α		22000	Α
$\cup$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>46000</b>	Α	66%	1%	1%	1%	29%	2%	F	0.109	Α	0.527	44000	Α
North East	To. From	SR 262				ightharpoons									
North East 64	Augusta County 1.31	28000	F	64%	1%	1%	1%	31%	2%	F	0.086	F		26000	F
01) 04)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		F	66%	1%	1%	1%	29%	2%	F	0.081	F	0.504	52000	F
		4 North Interd		0070	1,70	. 70	. 70	_0 ,0	- / 0	•	3.001	•	3.00 1	32330	•

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

		Tillialya	na intersta	alc Not	1100			Tru	ıok			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK		AAWDT	. QV
Namila	From:	1.64	North Interc	homoo			ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
North 81	Augusta County	1.14	27000	nange <b>F</b>	75%	1%	1%	1%	21%	1%	F	0.1	Α		27000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways			F	77%	1%	1%	1%	20%	1%	F	0.099	Α	0.543	53000	F
	Tame Estimates for 21 arailer roadways				1170	1 /0	170	1 /0	20 /0	1 70		0.000		0.545	33000	•
North	From:	US 2	250 Jefferson													
(81)	Augusta County	2.72	26000	В	75%	1%	1%	1%	21%	1%	F	0.101	Α		26000	В
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	53000	В	77%	1%	1%	1%	20%	1%	F	0.096	Α	0.557	52000	В
North	To: From:	SR 262 V	Voodrow Wi	lson Pkv	vy											
81)	Augusta County	2.08	25000	F	75%	1%	1%	1%	21%	1%	F	0.103	В		25000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways		50000	F	77%	1%	1%	1%	20%	1%	F	0.099	В		50000	F
	To		512 Laurel Hi			.,.		.,,			-					
lorth	From:										_					
81)	Augusta County	7.73	24000	Α	75%	1%	1%	1%	21%	1%	F	0.11	Α		24000	F
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	48000	Α	77%	1%	1%	1%	20%	1%	F	0.102	Α	0.525	47000	F
lorth	To- From:	SR 25	66 Weyers Ca	ave Rd												
81)	Augusta County	1.84	25000	F	75%	1%	1%	1%	21%	1%	F	0.072	F		25000	F
9.0	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	77%	1%	1%	1%	20%	1%	F	NA			49000	ı
	To:	Rocki	ngham Coun	ty Line												
lorth	From:		gusta County		750/	407	401	407	040/	407	_	0.070	_		05000	
81	Rockingham County	2.94	25000	F	75%	1%	1%	1%	21%	1%	F _	0.072	F _		25000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	77%	1%	1%	1%	20%	1%	F	0.075	F		49000	ŀ
orth	To: From:	SR 257	Friedends C	urch Rd												
81)	Rockingham County	2.61	25000	G	75%	1%	1%	1%	21%	1%	F	NA			25000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	50000	G	77%	1%	1%	1%	20%	1%	F	NA			50000	(
	To:	SC	CL Harrisonb	urg												
North	City of Harris and war (Mainty 22)			-	750/	40/	40/	40/	040/	40/	_	NIA			05000	,
81	City of Harrisonburg (Maint: 82)	0.50	25000	G	75%	1%	1%	1%	21%	1%	Г	NA			25000	
	Combined Traffic Estimates for 2 Parallel Roadways			G								NA			51000	(
lorth	To: From:	US	11, South Ma	ain St												
81)	City of Harrisonburg (Maint: 82)	2.83	25000	Α	75%	1%	1%	1%	21%	1%	С	0.107	Α		25000	1
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	51000	Α	77%	1%	<u>1%</u>	1%	20%	1%	С	0.102	Α	0.544	51000	1
	To:		3 Port Repul													
orth	City of Harrisonhura (Mainty 92)	82- 659 1.51	Port Repub		75%	1%	10/	40/	24.0/	40/	_	0.402	۸		25000	
81	City of Harrisonburg (Maint: 82)	_	26000	В			1%	1%	21%	1%	Г	0.103	A	0.500	25000	-
	Combined Traffic Estimates for 2 Parallel Roadways			В	77%	1%	1%	1%	20%	1%	F	0.097	Α	0.566	50000	I
lorth	To: From:	US	33, E Marke	et St												
81)	City of Harrisonburg (Maint: 82)	1.60	23000	F	75%	1%	1%	1%	21%	1%	F	0.116	В		22000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	45000	F	77%	1%	1%	1%	20%	1%	F	0.102	В	0.508	44000	F
	To:	NO	CL Harrisonb	ourg												

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

				ale Roc				Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
North	From:	NC	L Harrisonb	urg			1									
81)	Rockingham County	2.48	23000	F	75%	1%	1%	1%	21%	1%	F	0.116	В		22000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	45000	F	77%	1%	1%	1%	20%	1%	F	NA			44000	F
l- d-	To- From:	US 1	1, N Valley	Pike												
North 81	Rockingham County	6.51	22000	В	75%	1%	1%	1%	21%	1%	F	0.118	Α		21000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways on this			В	77%	1%	1%	1%	20%	1%	F	0.107	Α	0.586	42000	E
	To US 11, Lee							.,,								
orth	TOIL.			•	·		40/	40/	040/	40/	_	NIA			40000	,
81	Rockingham County	6.12	19000	G	75%	1%	1%	1%	21%	1%	F	NA			19000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this		ndoah Count	G ty Line	77%	1%	1%	1%	20%	1%	г	NA			37000	(
orth	From:		gham Coun	~												
81)	Shenandoah County	0.84	19000	G	75%	1%	1%	1%	21%	1%	F	NA			19000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	38000	G	77%	1%	1%	1%	20%	1%	F	NA			37000	(
orth	Ta: From:	US 2	11 Old Cros	ss Rd												
81)	Shenandoah County	0.08	18000	G	75%	1%	1%	1%	21%	1%	F	NA			18000	(
01)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	36000	G	77%	1%	1%	1%	20%	1%	F	NA			36000	
	ть.		L New Mar	ket												
orth	From:				750/	40/	40/	40/	040/	40/	_	NIA			40000	
81)	Town of New Market (Maint: 85) Combined Traffic Estimates for 2 Parallel Roadways on this	0.85	18000	G	75%	1%	1%	1%	21%	1%		NA NA			18000	(
	Combined Trainic Estimates for 2 Parallel Roadways on this			G	77%	1%	1%	1%	20%	1%	Г	NA			36000	,
orth	From:	NC	L New Mar	ket												
81)	Shenandoah County	3.27	18000	G	75%	1%	1%	1%	21%	1%	F	NA			18000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	36000	G	77%	1%	1%	1%	20%	1%	F	NA			36000	(
orth	To: From:	85-7	730 Caverns	Rd												
81)	Shenandoah County	4.42	20000	Α	75%	1%	1%	1%	21%	1%	F	0.124	Α		18000	
9.)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	39000	Α	77%	1%	1%	1%	20%	1%	F	0.11	Α	0.599	37000	
	Tos	SR 29	92 Conicvill	le Rd			<u> </u>									
lorth	Shenandoah County	3.93	22000	В	75%	1%	1%	1%	21%	1%	F	0.116	Α		21000	
81	Combined Traffic Estimates for 2 Parallel Roadways on this			В	77%	1%	1%	1%	20%	1%	F	0.110	A	0.554	40000	
	Tollinea Traine Estimates for 21 arailer Noadways on this				11 /0	1 /0	1 70	1 70	20 /0	1 70	'	0.103	^	0.554	40000	
orth	From:		South Mid													
81)	Shenandoah County	1.72	22000	G	75%	1%	1%	1%	21%	1%	F	NA			22000	(
~	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	44000	G	77%	1%	1%	1%	20%	1%	F	NA			44000	(
lorth	To: From:	SR 185	5 Stoney Cre	eek Rd												
81)	Shenandoah County	3.72	23000	G	75%	1%	1%	1%	21%	1%	F	NA			22000	(
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	44000	G	77%	1%	1%	1%	20%	1%	F	NA			44000	(
	To:	SC	CL Woodsto	ck												

# 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
North	From:		CL Woodsto	ock												
(81)	Town of Woodstock (	(Maint: 85) 0.38	23000	G	75%	1%	1%	1%	21%	1%	F	NA			22000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	G	77%	1%	1%	1%	20%	1%	F	NA			44000	(
No with	To: From:	SR -	42 Reservoi	ir Rd			$\rightarrow$									
North 81	Town of Woodstock (	(Maint: 85) 1.41	22000	G	75%	1%	1%	1%	21%	1%	F	NA			22000	(
81)	Combined Traffic Estimates for 2 Parallel	` '		G	77%	1%	1%	1%	20%	1%	F	NA			45000	(
	Tool	<u> </u>			1170	170		170	2070	170	•	100			40000	
North	From:		CL Woodsto													
81)	Shenandoah Co	ounty 6.68	22000	G	75%	1%	1%	1%	21%	1%	F	NA			22000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	G	77%	1%	1%	1%	20%	1%	F	NA			45000	
lorth	To: From:	85-65	1 Mount Ol	ive Rd												
81)	Shenandoah Co	ounty 5.15	22000	Α	75%	1%	1%	1%	21%	1%	F	0.118	Α		21000	
01)	Combined Traffic Estimates for 2 Parallel	•		Α	77%	1%	1%	1%	20%	1%	F	0.104	Α	0.605	42000	
	To:	<u> </u>			1170	170		1,0	2070	170	•	0.101	,,	0.000	12000	
lorth	From:		John Marsh													
81)	Shenandoah Co	•	24000	Α	75%	1%	1%	1%	21%	1%	F	0.115	Α		22000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	Α	77%	1%	1%	1%	20%	1%	F	0.104	Α	0.521	44000	
orth	To: From:		US 11													_
81)	Shenandoah Co	ountv 0.48	26000	G	75%	1%	1%	1%	21%	1%	F	NA			26000	
31)	Combined Traffic Estimates for 2 Parallel	•		G	77%	1%	1%	1%	20%	1%	F	NA			51000	
	To:	Frederick Co				170	—ií	170	2070	170	•	100			01000	
orth	From:	Shenandoah C	County Main	itenance	Break											
31)	Shenandoah County (	,	26000	G	75%	1%	1%	1%	21%	1%	F	NA			26000	
	Combined Traffic Estimates for 2 Parallel			G	77%	1%	1%	1%	20%	1%	F	NA			51000	
o uth	To: From:		ren County ndoah Coun													
orth	L Warren County (Ma		26000	G	75%	1%	1%	1%	21%	1%	F	NA			26000	
81	Combined Traffic Estimates for 2 Parallel			G	77%	1%	1%	1%	20%	1%	' F	NA			51000	
	To:		ederick Cou			1 /0	170	1 70	20 /0	1 /0	'	INA			31000	
orth	From:		Varren Coun													
81)	Frederick Cou	nty 1.96	22000	G	79%	1%	1%	1%	17%	1%	F	NA			23000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	79%	1%	1%	1%	17%	1%	F	NA			46000	
	To: From:	34-0	527 Reliance	e Rd			$ \vdash$									
orth B1	Frederick Cou		24000	Α	79%	1%	1%	1%	17%	1%	F	0.097	Α		24000	
81)		•				1%	1%	1%	17%			0.097	A	0.542		
	Combined Traffic Estimates for 2 Parallel	<u> </u>		Α	79%	170	170	170	17%	1%	г	0.097	А	0.542	48000	
orth	To: From	SC	L Stephens	City			⊢									
81)	Town of Stephens City	(Maint: 34) 0.10	24000	Α	79%	1%	1%	1%	17%	1%	F	0.097	Α		24000	
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	79%	1%	1%	1%	17%	1%	F	NA			48000	
	To:	SR 277 Fairfa	Pike; NCL	Stepher	ns City											

# 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
North	From:	SR 277 Fairfax														
81)	Frederick Cou	,	26000	F	79%	1%	1%	1%	17%	1%	F	0.093	В		27000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	F	79%	1%	1%	1%	17%	1%	F	0.094	В	0.519	53000	F
lorth	To: From:		SR 37													
81)	Frederick Cou	nty 3.66	24000	В	79%	1%	1%	1%	17%	1%	F	0.093	Α		24000	
31)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	В	79%	1%	1%	1%	17%	1%	F	0.093	Α	0.538	47000	
	To	US 17. U	JS 50 Millw	ood Ave	<u>;</u>											
orth	Frederick Cou	nty 1.81	30000	Α	79%	1%	1%	1%	17%	1%	С	0.098	Α		31000	
31)	Combined Traffic Estimates for 2 Parallel	,		В	79%	1%	1%	1%	17%	1%	С	0.095	A	0.547	61000	
	Combined Trainic Estimates for 2 Faraner	,			1970	1 /0	1 /0	1 /0	17 /0	1 /0	C	0.095	Α	0.547	01000	
rth	From:		L Winches													
1)	City of Winchester (N	,	30000	Α	79%	1%	1%	1%	17%	1%	С	0.098	Α		31000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	В	79%	1%	1%	1%	17%	1%	С	NA			61000	
rth	To: From:	NO	CL Winches	ter												_
31)	Frederick Cou	nty 0.09	30000	Α	79%	1%	1%	1%	17%	1%	С	0.098	Α		31000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	В	79%	1%	1%	1%	17%	1%	С	NA			61000	
	To	SR 7	Berryville	Pike												
orth	Frederick Cou	nty 2.07	28000	G	79%	1%	1%	1%	17%	1%	F	NA			29000	
	Combined Traffic Estimates for 2 Parallel	,		G	79%	1%	1%	1%	17%	1%	F	NA			58000	
	To To		Martinsbur		1070	170		170	11 70	170	•	10.			00000	
orth	From:					401					_					
31)	Frederick Cou	,	23000	Α	74%	1%	1%	1%	22%	2%	F _	0.101	A		23000	
	Combined Traffic Estimates for 2 Parallel	•		Α	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.509	46000	
orth	To: From:	34-6	72 Hopewe	ll Rd												_
31)	Frederick Cou	nty 2.55	23000	Α	74%	1%	1%	1%	22%	2%	С	0.102	Α		23000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	Α	75%	1%	1%	1%	21%	2%	С	0.094	Α	0.554	46000	
orth	To- From:	34-669	9 Rest Chur	ch Rd												
orth	Frederick Cou	nty 0.50	22000	F	74%	1%	1%	1%	22%	2%	F	0.094	В		23000	
	Combined Traffic Estimates for 2 Parallel	•		F	75%	1%	1%	1%	22%	2%	F	0.092	В	0.546	45000	
	То:		√irginia Sta		. 0,0	.,,		.,,			•	0.002		0.0.0	.0000	
orth	From:	I-81 Norti	h to Welcor	ne Cente	er											_
Bristol Welcome Center	Washington Co	ounty 0.09	640	N	95%	1%	2%	0%	2%	0%	Ν	0.169	Ν		560	
<u> </u>	To:	Enter Welco														
orth  Bristol Welcome Center	Washington Co	Exit Welco	640	Parking I	_ot 95%	1%	2%	0%	2%	0%	С	0.169	Α		560	
Bristol Welcome Center	To:	I-81 North				170		070	270	070	O	0.103	^		300	
orth	From:		I-81-N				i									_
Ramp I-81 N Exit 1	City of Bristol (Mai	int: 95) 0.24	NA									NA			NA	
<i>.</i>	To:	· · · · · · · · · · · · · · · · · · ·	Ramp Split													

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

		Primary and Interstate Routes											
Route	Jurisdiction	Length AADT QA 4Tire	Rus		Tru			QC	K	QK	Dir	AAWDT	ΟW
routo	-	2011gti 78121 471 11110	Duo	2Axle	3+Axle	1Trail	2Trail	۵0	Factor	٠.,	Factor	7011121	α
North	From:	Ramp Split											
(81) Ramp I-81 N Exit 1 to US 58 W	City of Bristol (Maint: 95)	0.03 <b>NA</b>							NA			NA	
<u> </u>	To:	US 58 W, US 421 W											
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>		<del></del>					NA			NA	
	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>660 F</b> 96%	0%	1%	0%	2%	0%	F	0.109	F		690	F
(81)	To:	I-381 South		Ť	-,-		-,-						
NI - stl.	From:	I-81 N											
North 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 I-81 N Exit 5 to US 11, US 19	City of Bristor (Maint. 95)	US 11, US 19		_					INA			INA	
		,											
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	
<u> </u>	10:	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	
$\overline{\smile}$	То:	FR-310											
North	From:	I-81 N											
(81) Ramp I-81 N Exit 10 to 95-611	Washington County	0.16 <b>NA</b>		<b>.</b>					NA			NA	
	To:	95-611 Spring Creek Rd											
North	From:	I-81 North to Rest Area											
(81) Abingdon Rest Area Ramp	Washington County	0.08 <b>NA</b>							NA			NA	
(81) . rem. Baren . reser . rem. b	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	G
	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	
(81) Hamp 1 8 1 1 2/41 1 1 18 6 11 1 18, 88 8 11	To:	95-647											
AL d	From:												
North 81 Ramp I-81 N Exit 17 to SR-75	Washington County	0.12 <b>NA</b>							NA			NA	
81 Ramp I-81 N Exit 17 to SR-75	Washington County	SR 75							INA			INA	
	10.												
North	From	I-81 North								_			_
(81) Ramp I-81 N Exit 19 to US 11, US 58	Washington County	0.25 <b>5900 F</b>							0.097	F		5900	F
<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>							NA			NA	
$\vee$	To:	95-704 Enterprise Rd	•										
North	From:	I-81 N											
(81) Ramp I-81 N Exit 24 to SR-80	Washington County	0.22 <b>NA</b>		•					NA			NA	
	To	SR 80											
	<u> </u>												

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North Ramp I-81 N Exit 26 to 95-737	From: Washington County To:	I-81 N 0.12 <b>NA</b> 95-737 College Dr	NA NA	NA
North 81 Ramp I-81 N Exit 29 to SR 91	Washington County	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 NA US 11 Lee Highway	NA NA	NA
North 81 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	NA
North Ramp I-81 N Exit 39 to US 11	Smyth County To:	I-81 North 0.12 <b>950 F</b> US 11 Lee Highway	0.095 F	950 F
North 81 Ramp I-81 N Exit 44 to US 11	Smyth County To:	I-81 N 0.32 <b>1500 F</b> US 11 Lee Highway	0.103 F	1500 F
North 81 Ramp I-81 N Exit 45 to SR 16	Town of Marion (Maint: 86)	I-81 N 0.15 NA SR 16 S Commerce St	NA	NA
North 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 Tro	I-81 North 0.15 <b>1500 F</b> 86-622 Nicks Creek Rd	0.117 F	1500 F
North 81 Ramp I-81 N Exit 54 to 86-683	Smyth County To:	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 To:	I-81 N 0.12 <b>NA</b> SR 90	NA NA	NA
North Rural Retreat Rest Area Ramp	Wythe County To:	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 <b>900 G</b> I-81 North from Rest Area	NA	900 G
North Ramp I-81 N Exit 67 to US 11	Wythe County Tr	I-81 N 0.11 NA US 11 W Lee Highway	NA NA	NA

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

		Primary and Interstate Ro				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	I-81 N												
81 Ramp I-81 N Exit 70 to US 21; US 58	Town of Wytheville (Maint: 98)	0.19 <b>NA</b>								NA			NA	
	10.	US 21; US 58												
North Ramp From I-81 N Exit 72 to I-77 N at Exit 40	Town of Wytheville (Maint: 98)	I-81 N 0.54 <b>2500 G</b>	79%	1%	1%	0%	18%	1%	F	NA			2100	G
Ramp From I-81 N Exit 72 to I-77 N at Exit 40	To:	0.54 <b>2500 G</b> I-77 N	1970	170	170	0%	1070	170	Г	INA			2100	G
North	From:	I-81 N												
81) Ramp I-81 N Exit 73 to US 11	Town of Wytheville (Maint: 98)	0.11 <b>NA</b>								NA			NA	
81) Marip 10111 Exit 10 to 00 11	To:	US 11											107	
North	From:	I-81 N												
81) Ramp I-81 N Exit 77 to FR 42; FR 326	Wythe County	0.09 <b>NA</b>								NA			NA	
	To:	FR 42 and FR 326												
North	From:	I-81 N												
(81) Ramp I-81 N Exit 80 to US-52; SR 121	Wythe County	0.12 <b>NA</b>								NA			NA	
$\smile$	То:	US 52; SR 121												
North	From:	I-81 N												
(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 Grahams Rd												
North	From	I-81 N												
81 Ramp I-81 N Exit 86 to 98-618	Wythe County	0.11 <b>NA</b> 98-618 Reed Creek Dr								NA			NA	
North 81 Ramp I-81 N Exit 89A to SR 100 S	Pulaski County	0.21 <b>NA</b>								NA			NA	
81) Kamp 1-01 N Exit 69A to 3K 100 3	To:	SR 100								INA			INA	
North	From:	I-81 N			_									
North   Ramp I-81 N Exit 89B to US 11 N	Pulaski County	0.15 <b>NA</b>								NA			NA	
0) (1)	To	US 11 Lee Highway												
North	From:	I-81 N												
81) Ramp I-81 N Exit 92 to FR 47; FR 327	Pulaski County	0.15 <b>NA</b>			-					NA			NA	
<u> </u>	To:	FR 47; FR 327												
North	From:	I-81 N												
81) Ramp I-81 N Exit 94A to FR 47	Pulaski County	0.10 <b>NA</b>								NA			NA	
<u> </u>	To:	FR 47 Kirby Rd												
North	From:	I-81 N												
81) Ramp I-81 N Exit 94B to SR 99	Pulaski County	0.15 <b>NA</b>								NA			NA	
	10:	SR 99 Count Pulaski Dr												
North	From:	I-81 N								NIA.			N I A	
81 100 Ramp I-81 N Exit 98 to SR 100 N	Pulaski County	0.21 <b>NA</b> SR 100								NA			NA	
	Erome													
North 81) Ramp I-81 N Exit 101 to 77-660	Pulaski County	0.20 <b>NA</b>								NA			NA	
81) Italih I-01 M ENIT 101 10 11-000	To:	77-660 State Park Rd								INA			INA	
	l .	, , doo state I aik Nu												

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

		Primary and interstate Ri	Jules							
Route	Jurisdiction	Length AADT QA	4Tire Bu	c	Truckle 3+Axle 1Trail	(	QC K	QK Dir Factor	AAWDT	QW
North	From:	I-81 North to Rest Area		ZAXI	le 3+Axie IIIali	ZIIdii	Facioi	Facioi		
(81) Radford Rest Area Ramp	Montgomery County	0.04 <b>NA</b>					NA		NA	
(81) Madrora Mod Marin	To:	Enter Rest Area Parking L	ot							
North	From:	Exit Rest Area Parking Lo								
(81) Radford Rest Area Ramp	Montgomery County	0.06 <b>1300 G</b>					NA		1300	G
	To	I-81 North from Rest Are	a							
North	From:	I-81 N								
81 Ramp I-81 N Exit 101 to SR 177	Montgomery County	0.18 <b>NA</b>		<del>-</del>			NA		NA	
	To:	SR 177 Tyler Rd								
North	From:	I-81 N								
(81) Ramp I-81 N Exit 101 to SR 8	Town of Christiansburg (Maint: 6	0) 0.10 <b>NA</b>		•			NA		NA	
	To:	SR 8 W Main St								
North	From:	I-81-N118X TO PARKWAY D	DRIVE							
(81) Ramp	Town of Christiansburg (Maint: 6			<u> </u>			NA		NA	
	To:	PARKWAY DRIVE FROM ROUTE	81 NORTH							
North	From:	I-81-N118X TO RT 46000- PARKW	AY DRIVE	F						
(81) Ramp	Town of Christiansburg (Maint: 6		Diu i				NA		NA	
(81)	To:	US 460 FROM RT 81 NOR	TH							
North	From:	I-81-N118X TO RT 11		-						
(81) (460) Ramp	Town of Christiansburg (Maint: 6			i			NA		NA	
(81) (400)	To:	US 11 FROM RT 81 NOR	ГН							
North	From	I-81-N								
(81) I-81 N Collector Rd	Town of Christiansburg (Maint: 6						NA		NA	
(81) 1 0 1 14 GONGSIGH 14G	- Town or office actions of the control of the cont	•								
North	From:	I-81-N118A TO PARKWAY D	PRIVE							
81 I-81 N Collector Rd	Town of Christiansburg (Maint: 6	0) 0.15 <b>NA</b>					NA		NA	
$\overline{}$	To:	US 460-E124B		——————————————————————————————————————						
North	From:			<u> </u>			NIA		NIA	
81 460 I-81 N Collector Rd	Town of Christiansburg (Maint: 6	0) 0.14 <b>NA</b>					NA		NA	
North	To: From:	I-81-N118B TO RT 46000- PARKW	AY DRIVE							
(81) (460) I-81 N Collector Rd	Town of Christiansburg (Maint: 6	0) 0.15 <b>NA</b>					NA		NA	
(81) (400) 1 1 1 1 1 1 1 1 1	T	•								
North	From	60-99027-N000A FROM PARKWA	AY DRIVE							
81) (460) I-81 N Collector Rd	Town of Christiansburg (Maint: 6	0) 0.58 <b>NA</b>					NA		NA	
	To:	I-81-N118C								
North	Towns of Obside the share (A.C.)						A I A		<b>.</b>	
81 I-81 N Collector Rd	Town of Christiansburg (Maint: 6	0) 0.12 <b>NA</b>					NA		NA	
North	To: From:	US 11-N121B FROM RT	11							
(81) I-81 N Collector Rd	Town of Christiansburg (Maint: 6	0) 0.28 <b>NA</b>					NA		NA	
01)		•								
North	- In- From:	US 11-S121B FROM RT	11							
81 I-81 N Collector Rd	Town of Christiansburg (Maint: 6	0) 0.36 <b>NA</b>					NA		NA	
$\smile$	To:	I-81-N END COLLECTOR ROAD00-	RTS 460 PA							

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

		Tilliary and interstate routes	T 1 5	
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	TruckQC K QK Di 2Axle 3+Axle 1Trail 2Trail Factor Fac	AAWIII ()W
North	From:	I-81 N		
81) Ramp I-81 N Exit 128 to 60-603	Montgomery County	0.14 <b>NA</b>	NA	NA
$\smile$	To:	60-603 N Fork Rd		
North	From:	I-81 North to Rest Area		
81 Ironto Rest Area Ramp	Montgomery County	0.03 <b>NA</b>	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		
lorth	Prom·	I-81 N		
81) Ramp I-81 N Exit 128 to 80-647	Roanoke County	0.17 <b>NA</b>	NA	NA
31)	To:	80-647		
la uth	From:	I-81 N		
lorth 81 Ramp I-81 N Exit 128 to SR 112	Roanoke County	0.23 <b>NA</b>	NA	NA
81) Ramp I-81 N Exit 128 to SR 112	To:	SR 112		INA
North	From:	I-81 N		
81) Ramp I-81 N Exit 128 to SR 311	Roanoke County	0.17 <b>NA</b>	NA	NA
<u> </u>	To:	SR 311		
lorth	From:	I-81 N		
81) Ramp I-81 N Exit 128 to SR 419	Roanoke County	0.20 <b>NA</b>	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 F</b> 93% 1%		6000 F
	To:	SR 115 Plantation Rd		
Jorth	From:	I-81 N	İ	
Jorth 81) Scale Ramp	Botetourt County	0.46 <b>NA</b>	NA	NA
81) Ocale Namp	To:	I-81 N	INA	IVA
lorth	Political County	I-81 N		NIA
81) Ramp I-81 N Exit 150A to ALT SR 220	Botetourt County	0.14 <b>NA</b>	NA	NA
<u> </u>	10*	ALT SR 220		
lorth	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		
lorth	From:	I-81 N		
81) Ramp I-81 N Exit 156 to 11-640	Botetourt County	0.19 <b>NA</b>	NA NA	NA
	To:	11-640		
lorth	From:	I-81 N		
81) Ramp I-81 N Exit 162 to US 11	Botetourt County	0.11 <b>NA</b>	NA	NA
01)	To:	US 11	IVA	1.1/7
	Francis		<u>L</u>	
North	Potential Committee	I-81 N		N.I.A
81 Ramp I-81 N Exit 168 to 11-614	Botetourt County	0.14 <b>NA</b>	NA NA	NA
<u>~</u>	Tor	11-614		

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

Route	Jurisdiction	Langth AADT OA Alira Riis	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North (11) Ramp I-81 N Exit 175 to US 11	Rockbridge County	I-81 N 0.14 NA US 11 S Lee Highway	NA NA	NA
North Ramp I-81 N Exit 180 to US 11	Rockbridge County	I-81 N 0.18 <b>NA</b> US 11 S Lee Highway	NA NA	NA
North Ramp I-81 N Exit 188A to US 60 E	Rockbridge County	I-81 N 0.24 <b>NA</b> US 60 E	NA	NA
North Ramp I-81 N Exit 188B to US 60 W	Rockbridge County	I-81 N 0.21 <b>NA</b> US 60 W	NA NA	NA
North Ramp From I-81 N Exit 191 to I-64 W at Exit 56	Rockbridge County	I-81 North  0.37 <b>2600 F</b> 77% 1%  I-64 West	1% 1% 21% 0% F 0.086 F	2500 F
North 81 Ramp I-81 N Exit 195A to US 11 S	Rockbridge County	I-81 N 0.23 <b>NA</b> US 11 N Lee Highway	NA NA	NA
North (81) Ramp I-81 N Exit 200 to 81-710	Rockbridge County	I-81 N 0.18 <b>NA</b> 81-710	NA NA	NA
North (81) Ramp I-81 N Exit 205 to 81-606	Rockbridge County	I-81 N 0.13 <b>NA</b> 81-606 Raphine Road	NA NA	NA
North Ramp I-81 N Exit 213 to US 11	From: Augusta County Tro	I-81 N 0.17 NA US 11 Lee Jackson Hwy	NA	NA
North (81) Ramp I-81 N Exit 217 to 07-654	Augusta County	I-81 N 0.22 <b>NA</b> 07-654 White Hill Rd	NA NA	NA
North (81) Ramp I-81 N Exit 222 to US 250	Augusta County	I-81 N 0.18 <b>NA</b>	NA NA	NA
North Ramp I-81 N Exit 222 to US 250	Augusta County	I-81-N222B TO RT 250 WEST  0.04 NA  US 250 FROM RT 81 NORTH	NA NA	NA
North Ramp I-81 N Exit 222 to US 250 E	Augusta County To:	Ramp I-81 N222A 0.04 <b>NA</b> US 250 E	NA	NA
North 81 Ramp I-81 N Exit 225 to SR 275	Augusta County	I-81 N 0.28 <b>NA</b> SR 275	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	TruckQC K 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir AAWDT QW
North	From:	I-81 N		. 4010.
(81) Ramp I-81 N Exit 227 to 07-612	Augusta County	0.18 <b>NA</b>	NA	NA
(61)				
North	From:	I-81-N227B TO RT 612 WEST		
(81) Ramp I-81 N Exit 227 to 07-612	Augusta County	0.03 <b>NA</b>	NA	NA
	To	07-612 FROM & TO RT 81		
North	From:	Ramp I-81 N227A		
(81) Ramp I-81 N Exit 227 to 07-612	Augusta County	0.04 <b>NA</b>	MA NA	NA
	To:	07-612 E, Laurel Hill Rd		
North	From:	I-81 North to Rest Area		
(81) Mt. Sydney Rest Area Ramp	Augusta County	0.11 <b>1900 G</b>	NA	1900 G
81) Wit. Sydney Nest Area Namp	To:	Enter Rest Area Parking Lot		1300 G
North	From	Exit Rest Area Parking Lot		
(81) Mt. Sydney Rest Area Ramp	Augusta County	0.16 <b>NA</b>	NA	NA
	To:	I-81 North from Rest Area		
North	From:	I-81 N		
(81) Ramp I-81 N Exit 235 to SR 256	Augusta County	0.17 <b>NA</b>	NA	NA
81) Kamp For W Exit 200 to Git 200	To:	SR 256 Weyers Cave Rd		INA
	E			
North	De alsia ala ara Casanti	I-81 North		F 3100 F
81 Ramp I-81 N Exit 240 to SR 257	Rockingham County	0.19 <b>2800 F</b> SR 257 Friedens Ch Rd	0.093	F 3100 F
North	From:	I-81 N	<u> </u>	
(81) Ramp I-81 N Exit 243	Rockingham County	0.57 <b>NA</b>	NA NA	NA
<u> </u>	To:	Ramps I-81 S243A; I-81 243A Ramp to US 11		
North	From	I-81 N		
(81) Ramp I-81 N Exit 245 to Port Republic Rd	City of Harrisonburg (Maint: 82)	0.12 <b>NA</b>	NA	NA
$\overline{}$	To:	Port Republic Rd		
North	From:	I-81 N		
(81) Ramp I-81 N Exit 247 to US 33 E	City of Harrisonburg (Maint: 82)	0.25 <b>NA</b>	NA	NA
	To:	US 33 E, E Market St		
North	From:	I-81 N		
(81) Ramp I-81 N Exit 247 to US 33 W	City of Harrisonburg (Maint: 82)	0.12 <b>NA</b>	NA	NA
(61)	Tn·	US 33 W, E Market St	$\neg$	
North	From:	I-81 N		
North (81) Ramp I-81 N Exit 251	Rockingham County	0.38 <b>NA</b>	—I NA	NA
81 Ramp I-81 N Exit 251	To:	Ramps I-81 S251A; I-81 251A Ramp to US 11		ING
N. d	Farmi			
North  Romp   94 N Fuit 257 to US 44	Poolsinghom Court:	I-81 N	NIA NIA	NIA
81 Ramp I-81 N Exit 257 to US 11	Rockingham County	0.21 <b>NA</b>	NA NA	NA
	10.	US 11		
North	From:	I-81 North to Rest Area		
(81) New Market Rest Area Ramp	Rockingham County	0.06 <b>NA</b>	NA	NA
$\sim$	To:	Enter Rest Area Parking Lot		

# 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 New Market Rest Area Ramp	Rockingham County	Exit Rest Area Parking Lot  0.06 NA  I-81 North from Rest Area	NA NA	NA
North Ramp I-81 N Exit 264 to US 211	Shenandoah County  To:	I-81 N 0.21 <b>NA</b> US 211 W Old Cross Rd	NA NA	NA
North Ramp I-81 N Exit 269 to 85-730	Shenandoah County To:	I-81 N 0.13 <b>NA</b> 85-730 Caverns Rd	NA NA	NA
North Ramp I-81 N Exit 273 to SR 292	Shenandoah County	I-81 N  0.21 NA  SR 292 Conicville Rd	NA NA	NA
North Ramp I-81 N Exit 277 to 85-614	Shenandoah County	I-81 N 0.18 <b>260 B</b> 85-614 South Middle Rd	0.154 A	290 B
North Ramp I-81 N Exit 279 to SR 185	Shenandoah County	I-81 N 0.24 NA SR 185 Stoney Creek Blvd	NA NA	NA
North Ramp I-81 N Exit 283 to SR 42	Shenandoah County	I-81 N 0.16 <b>2800 A</b> SR 42 W Reservoir Rd	0.098 A	2900 A
North Ramp I-81 N Exit 291 to 85-651	Shenandoah County	I-81 N 0.20 <b>NA</b> 85-651 Mount Olive Road	NA NA	NA
North 81 Ramp I-81 N Exit 296 to SR 55	Shenandoah County	I-81 N 0.13 NA SR 55 John Marshall Hwy	NA NA	NA
North Ramp I-81 N Exit 298 to US 11	Shenandoah County	I-81 N 0.15 NA US 11 Old Valley Pike	NA NA	NA
North Ramp I-81 N Exit 302 to 34-627	From: From: To:	I-81 N 0.12 <b>NA</b> 34-627 Reliance Rd	NA NA	NA
North 81 Scale Ramp	From:  Frederick County  To-	I-81 N 0.56 <b>NA</b> I-81 N	NA	NA
North Ramp I-81 N Exit 307 to SR 277	From:  Frederick County  Tro	I-81 N 0.24 <b>NA</b> SR 277 Fairfax Pike	NA NA	NA
North 81 Ramp I-81 N Exit 310 to SR 37	From: Frederick County	I-81 N 0.17 <b>7300 G</b> SR 37 Winchester Bypass	NA NA	7300 G

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

				Primary ar	nd Interst	ate Rou	ites											
Route		Jurisdic	tion	I enath	AADT	ΩΔ	4Tire	Rus		Tru	uck		QC	K	QK	Dir	AAWDT	ΟW
rtodio		danoaio		Longui		<b>Q</b> ,A	41110	Duo	2Axle	3+Axle	1Trail	2Trail	Q.O	Factor	QIV	Factor	70000	QII
orth		Fr	rom:		I-81 N													
Ramp I-81 N Exit 313 to U	5 50	Frederick (	County	0.17	NA									NA			NA	
orth		Fr	To- rom:	I-81-N31	3B TO RT :	50 WES	Γ											
81) Ramp I-81 N Exit 313 to U	S 50	Frederick (	County	0.04	NA									NA			NA	
			To:	US 50	US 50- 171	B FRO												
orth		Fr	om:	Rai	np I-81 N3	13A												
31) Ramp I-81 N Exit 313 to U	S 50 W	Frederick (	County	0.09	NA				_					NA			NA	
			To:	US 50	W, Millwoo	od Pike												
orth		Fr	om.		I-81 N													
Ramp I-81 N Exit 315 to SI	₹ 7	Frederick (	County	0.14	NA									NA			NA	
<u> </u>		r.	To	I-81-N31	5B TO RT	7 WEST	,											
orth 31) Ramp I-81 N Exit 315 to SI	2 7	Frederick (	County	0.05	NA									NA			NA	
81) Kamp 1-01 N Exit 313 to 31	<b>\</b> 1		To:	SR 7; 34-6		001B FR	20							INA			INA	
n willin		Fir	rom:	5107,540	I-81 N	200111												
orth 31) Ramp I-81 N Exit 315 to SI	R 7	Frederick (		0.08	NA									NA			NA	
Trainprofit Exit of to to of		Trodonok	To:	0.00	SR 7 ?									1471			1471	
orth		Fr	rom:		I-81 N													
Ramp I-81 N Exit 317 to U	S 11	Frederick (	County	0.16	NA									NA			NA	
51)			To:		Martinsbu	rg Pike												
orth		Fr	om:		I-81 N													
Ramp I-81 N Exit 321 to 34	-672	Frederick (	County	0.20	NA									NA			NA	
			To:	34-6	72 Hopewe	ll Rd												
orth		Fr	om.		I-81 N													
31) Ramp I-81 N Exit 323 to 34	-669	Frederick (	County	0.15	3700	G								NA			3700	G
			To:	34-66	9 Rest Chui	rch Rd												
outh		Fr	rom:	Tenr	essee State	Line												
31)		Washington	•	1.06	17000	Α	78%	1%	1%	1%	19%	1%	С	0.101	Α		17000	Α
	Combined Traffic E	Estimates for 2 Para	allel Roadways on	this Route:	35000	Α	76%	1%	1%	1%	20%	1%	С	0.095	Α	0.548	36000	Α
		Fire	To		SCL Bristo	1												
outh		City of Bristol (	Maint: 95)	0.16	17000	Α	78%	1%	1%	1%	19%	1%	С	0.101	Α		17000	Δ
31)	Combined Traffic F	Estimates for 2 Para				A	76%	1%	1%	1%	20%	1%	С	NA	^		36000	A
	Combined Traine	_Stillates for 21 are						1 70	1 70	1 /0	20 /0	1 /0	C	INA			30000	
uth		Fr	om.	US 58, U	S 421 Gate	City Hw	y											
(58)		City of Bristol (	'	3.58	18000	F	78%	1%	1%	1%	19%	1%	F	0.085	F		18000	F
	Combined Traffic E	Estimates for 2 Para	allel Roadways on	this Route:	36000	F	76%	1%	1%	1%	20%	1%	F	0.079	F	0.535	37000	F
		r.	To		I-381				$\neg$ $\vdash$									
outh		City of Bristol (	Maint 95)	1.25	23000	F	78%	1%	1%	1%	19%	1%	F	0.083	F		24000	F
81) [58]	Combined Traffic I	Estimates for 2 Para	,			F	76% 76%	1%	1%	1%	20%	1%	F	0.083	F	0.501	50000	F
	A A DECEMBER OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF TH	Louinalto IUI Z Pala	andi Nuauwaya 011	uno route.	43000	Г	1070	170	170	170	ZU 70	1 70	Г	U.UO I	1	0.501	50000	

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

		Primary and	a interstat	ic Noc	1100			Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	115	S 11, US 19				ZAXIE	3+Axie	IIIali	ZIIdli		racioi		Factor		
(81) (58)	City of Bristol (Maint: 95)		<b>25000</b>	Α	78%	1%	1%	1%	19%	1%	F	0.096	Α		26000	Α
01) (30)	Combined Traffic Estimates for 2 Parallel Roadways			Α	76%	1%	1%	1%	20%	1%	F	0.091	Α	0.537	53000	Α
	To		d Airport Rd	1												
South	City of Printel (Mainty OF)		•		700/	40/	40/	40/	100/	40/	_	0.404	۸		24000	۸
81   58	City of Bristol (Maint: 95)		24000	A	78%	1% 1%	1%	1%	19%	1%		0.101	A	0.550	24000	A
	Combined Traffic Estimates for 2 Parallel Roadways			Α	76%	1%	1%	1%	20%	1%	Г	0.092	Α	0.558	49000	Α
South	Toa: From:	N	ICL Bristol													
(81) (58)	Washington County		24000	Α	78%	1%	1%	1%	19%	1%	F	0.101	Α		24000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	47000	Α	76%	1%	1%	1%	20%	1%	F	NA			49000	Α
South	To- From:		FR-310													
(81) (58)	Washington County	1.29	23000	F	81%	1%	1%	1%	16%	1%	F	0.088	F		23000	F
(01) (30)	Combined Traffic Estimates for 2 Parallel Roadways		46000	F	78%	1%	1%	1%	18%	1%	F	0.083	F	0.533	47000	F
	То		Spring Cree	l Dd												
South	From:				040/	40/	40/	407	400/	40/	_	0.005	_		05000	_
81 [58]	Washington County		24000	F	81%	1%	1%	1%	16%	1%	-	0.085	F	0.500	25000	-
	Combined Traffic Estimates for 2 Parallel Roadways			F	78%	1%	1%	1%	18%	1%	۲	0.082	F	0.529	49000	F
South	To: From:	SR 140	0 Jonesboro	Rd												
( <del>81</del> ) (58)	Washington County	1.40	21000	Α	81%	1%	1%	1%	16%	1%	С	0.101	Α		22000	A
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	42000	Α	78%	1%	1%	1%	18%	1%	С	0.096	Α	0.524	43000	A
04-	To- From:	SC	L Abingdon	1												
South (58)	Town of Abingdon (Maint: 95)	0.69	21000	Α	81%	1%	1%	1%	16%	1%	С	0.101	Α		22000	A
(61) (36)	Combined Traffic Estimates for 2 Parallel Roadways			A	78%	1%	1%	1%	18%	1%	C	NA	,,		43000	A
	то		5 Cummings		. 0,0	.,,		.,,	.070	.,,					.0000	
South	From						<u> </u>				_		_			_
81 [58]	Town of Abingdon (Maint: 95)		20000	F	81%	1%	1%	1%	16%	1%	F	0.082	F		20000	F
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	41000	F	78%	1%	1%	1%	18%	1%	F	0.081	F	0.501	42000	F
South	To: From:	NC	CL Abingdon	1												
(81) (58)	Washington County	1.97	20000	F	81%	1%	1%	1%	16%	1%	F	0.082	F		20000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	41000	F	78%	1%	1%	1%	18%	1%	F	NA			42000	F
	To:		11 Lee Hwy													
South 81	Washington County		US 58 Lee 1	Hwy <b>F</b>	81%	1%	1%	1%	16%	1%	_	0.099	В		18000	
(81)	Combined Traffic Estimates for 2 Parallel Roadways			F	78%	1%	1%	1%	18%	1%	_	0.093	В	0.524	36000	-
	Combined Trainic Estimates for 2 Faraller Roadways				1070	1 /0	1 /0	1 /0	10 /0	1 /0		0.093	ь	0.324	30000	
South	Ton'.		4 Enterprise													
( <del>81</del> )	Washington County		17000	F	81%	1%	1%	1%	16%	1%	F	0.083	F		18000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			G	78%	1%	1%	1%	18%	1%	F	NA			33000	G
	To:	SR 80	Glenbrook A	Ave												

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

		Primary an	id intersta	alc i toc	1100			Tru	ıok			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK		AAWDT	. QV
Pauth	From:	CD 90	0 Glenbrook	. 4			ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
South 81	Washington County	1.47	17000	F	81%	1%	1%	1%	16%	1%	F	0.084	F		17000	F
01)	Combined Traffic Estimates for 2 Parallel Roadway			F	78%	1%	1%	1%	18%	1%	F	0.082	F	0.517	34000	F
	Tame Estimates for 21 arailer readway.				7070	1 /0	170	1 70	10 /0	1 70		0.002	•	0.517	34000	
South	From:		737 College													
81)	Washington County	2.94	16000	F	81%	1%	1%	1%	16%	1%	F	0.087	F		17000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	31000	F	78%	1%	1%	1%	18%	1%	F	0.083	F	0.536	32000	ı
South	To: From:	SF	R 91 Maple S	St												
81)	Washington County	2.88	15000	F	81%	1%	1%	1%	16%	1%	F	0.089	F		15000	
9.)	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	29000	F	78%	1%	1%	1%	18%	1%	F	0.081	F	0.56	30000	
	To		Hwy; 95-75	1 Fleet	Rd											
outh	From:		•			40/	40/	407	400/	40/	_	0.000	_		45000	
81	Washington County	1.83	14000	F	81%	1%	1%	1%	16%	1%	-	0.093	F	0.574	15000	
	Combined Traffic Estimates for 2 Parallel Roadway		yth County L	F ine	78%	1%	1%	1%	18%	1%	F	0.083	F	0.571	29000	
outh	From:		ngton County												-	
81)	Smyth County	0.92	14000	F	81%	1%	1%	1%	16%	1%	F	0.093	F		15000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	28000	F	78%	1%	1%	1%	18%	1%	F	NA			29000	
	Tay	SC	CL Chilhowi	ie												
outh	Town of Chilhowie (Maint: 86)	0.37	14000	F	81%	1%	1%	1%	16%	1%	_	0.093	F		15000	
81)	Combined Traffic Estimates for 2 Parallel Roadway			F	78%	1%	1%	1%	18%	1%	-	0.093 NA			29000	
	Combined Trainic Estimates for 2 Farallel Roadway.				1070	1 /0	1 /0	1 /0	10 /0	1 /0		INA			29000	
outh	From:	SR 10	07 White Top	p Ave												
81)	Town of Chilhowie (Maint: 86)		13000	F	81%	1%	1%	1%	16%	1%	F	0.080	F		14000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	27000	F	78%	1%	1%	1%	18%	1%	F	0.075	F	0.509	28000	
outh	To: From:	NO	CL Chilhowi	ie												
81)	Smyth County	3.72	13000	F	81%	1%	1%	1%	16%	1%	F	0.080	F		14000	
61)	Combined Traffic Estimates for 2 Parallel Roadway	_		F	78%	1%	1%	1%	18%	1%	F	NA	•		28000	
	To:	US 11 Lee Hw							,.		-					
outh	From:															
81)	Smyth County	3.80	15000	F	81%	1%	1%	1%	16%	1%	F	0.087	F		15000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	30000	F	78%	1%	1%	1%	18%	1%	F	0.077	F	0.537	31000	
outh	To: From:	US	S 11 Lee Hw	vy												
31)	Smyth County	1.01	14000	F	81%	1%	1%	1%	16%	1%	F	0.088	F		15000	
$\mathcal{I}$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	29000	F	78%	1%	1%	1%	18%	1%	F	0.076	F	0.524	30000	
	To:	86-73(	0 Washington	n Ave												
	From:		•	F	81%	1%	1%	1%	16%	1%	_	0.109	В		14000	
	Cmith County							170	10%	17/0		0.109			14000	
South 81	Smyth County Combined Traffic Estimates for 2 Parallel Roadway	0.66	14000	F	78%	1%	1%	1%	18%	1%	-	0.098	В	0.571	29000	

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

		Primary and	a interstat	.01100	100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
South	From:	W	/CL Marion				ZAXIE	STAXIE	IIIaii	ZIIali		racioi		racioi		
81)	Town of Marion (Maint: 86)		14000	F	81%	1%	1%	1%	16%	1%	F	0.109	В		14000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways o	-		F	78%	1%	1%	1%	18%	1%	F	NA			29000	F
	To		CL Marion			.,,		.,,		.,,	-					
South	From:			_	040/	407	40/	407	400/	407	_	0.400	_		4.4000	_
81	Smyth County	0.05	14000	F	81%	1%	1%	1%	16%	1%	F	0.109	В		14000	1
	Combined Traffic Estimates for 2 Parallel Roadways o			F	78%	1%	1%	1%	18%	1%	F	NA			29000	F
South	Ta: From:	S	CL Marion													
( <del>81</del> )	Town of Marion (Maint: 86)	0.90	14000	F	81%	1%	1%	1%	16%	1%	F	0.109	В		14000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	29000	F	78%	1%	1%	1%	18%	1%	F	NA			29000	F
	To- From:	SR 16	6 Commerce	St			_									
South 81	Town of Marion (Maint: 86)	0.37	13000	F	81%	1%	1%	1%	16%	1%	F	0.081	F		13000	
81)	Combined Traffic Estimates for 2 Parallel Roadways o			F	78%	1%	1%	1%	18%	1%	F	0.076	F	0.526	27000	·
	Tollined Traine Estimates for 21 arailer Roadways o			•	7070	1 70	1 70	1 70	10 /0	1 70	'	0.070	'	0.520	27000	,
South	From:		ICL Marion													
South 81	Smyth County	1.90	13000	F	81%	1%	1%	1%	16%	1%	F	0.081	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	26000	F	78%	1%	1%	1%	18%	1%	F	NA			27000	
outh	To: From:	FR-10	North Mair	ı St												
81)	Smyth County	2.64	14000	G	81%	1%	1%	1%	16%	1%	F	NA			18000	(
01)	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	26000	G	78%	1%	1%	1%	18%	1%	F	NA			31000	
	To		Nicks Creel													
outh	From:				040/	407	40/	407	4007	407	_	0.440	_		10000	
81	Smyth County	4.22	12000	F -	81%	1%	1%	1%	16%	1%	F _	0.112	В		12000	
	Combined Traffic Estimates for 2 Parallel Roadways o			F	78%	1%	1%	1%	18%	1%	F	0.104	В	0.609	24000	
South	To: From:	86-6	83 Winsor R	Rd												
81)	Smyth County	2.30	11000	G	81%	1%	1%	1%	16%	1%	F	NA			11000	(
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	23000	G	78%	1%	1%	1%	18%	1%	F	NA			24000	(
	To:		ne County Li													
South	Wythe County	-	th County Li 11000	ne <b>G</b>	81%	1%	1%	1%	16%	1%	_	NA			11000	(
81	Combined Traffic Estimates for 2 Parallel Roadways o			G	78%	1%	1%	1%	18%	1%	F	NA NA			24000	
	Combined Trainic Estimates for 2 Parallel Roadways of					170	170	1 70	10 70	1 70	Г	INA			24000	
outh	From:	SR 90; 98	3-680 Black I	_ick Rd												
81)	Wythe County	6.54	13000	F	81%	1%	1%	1%	16%	1%	F	0.107	В		13000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	27000	F	78%	1%	1%	1%	18%	1%	F	0.105	В	0.553	26000	
N 4L	To:	US 1	1, W Lee Hy	wy												
South 81)	Wythe County	1.08	11000	G	81%	1%	1%	1%	16%	1%	F	NA			12000	(
01)	Combined Traffic Estimates for 2 Parallel Roadways o			G	78%	1%	1%	1%	18%	1%	F	NA			24000	(
	Tollion of Traine Estimates for 21 arane Noduways of		L Wytheville		10/0	1 /0	1 /0	1 /0	10 /0	1 /0	1	1 4/~			27000	,

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

		Primary ar	TG TITLOTOTO	210 1101				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	SC	CL Wythevil	lle.			27 000	01700	TTTGII	ZIIGII		1 40101		1 40101		
81)	Town of Wytheville (Maint:		11000	G	81%	1%	1%	1%	16%	1%	F	NA			12000	G
<b>61</b> )	Combined Traffic Estimates for 2 Parallel Roads	,	24000	G	78%	1%	1%	1%	18%	1%	F	NA			24000	G
	To:	,	US 52, N Fo	ourth St												
South	From:		21, N Fourtl													
(81) (52)	Town of Wytheville (Maint:	,	13000	F	81%	1%	1%	1%	16%	1%	F	0.107	В		13000	F
$\circ$	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	27000	F	78%	1%	1%	1%	18%	1%	F	0.1	В	0.603	27000	F
South North	To- From:	I-	77 Wythevil	le												
81) (77) (52)	Town of Wytheville (Maint:	98) 1.29	23000	F	75%	1%	1%	1%	21%	2%	F	0.112	В		21000	F
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	46000	F	74%	1%	1%	1%	22%	2%	F	0.105	В	0.571	43000	F
	To:		5 11, E Main	St												
outh North	From:		E Main St								_					
81) (77) (11) (52)	Town of Wytheville (Maint:	,	25000	Α	75%	1%	1%	1%	21%	2%	С	0.118	Α		23000	Α
0 0 4 4	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	С	0.112	Α	0.506	47000	Α
outh North	Ta: From:	No	CL Wythevil	lle												
81) (77) (11) (52)	Wythe County	2.37	25000	Α	75%	1%	1%	1%	21%	2%	С	0.118	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel Roads			Α	74%	1%	1%	1%	22%	2%	C	NA			47000	A
	To-					.,,		.,,	/0	_,,	Ū					
outh North	From:	FR 326; FR 42 C	napman Ka;		Lee Hwy											
81) (77) {11} {52}	Wythe County	2.31	25000	F	75%	1%	1%	1%	21%	2%	F	0.102	В		23000	F
	Combined Traffic Estimates for 2 Parallel Roads	,		F	74%	1%	1%	1%	22%	2%	F	0.099	В	0.553	46000	F
- d- N-d-	To: From:	SR 121 Max Me				.1										
South North	Wythe County	US 52 Fort Chiswel 0.93	24000	F F	75%	1%	1%	1%	21%	2%	F	0.107	В		23000	F
81 77 (11)	Combined Traffic Estimates for 2 Parallel Roads			F	74%	1%	1%	1%	22%	2%	'	0.107	В	0.592	45000	F
	Combined Trainic Estimates for 2 Farallel Roads	•			7470	170	170	170	22 70	270	Г	0.103	Ь	0.592	43000	Г
South	To: From:	I-7	7 Fort Chisw	vell												
81) (11)	Wythe County	3.20	19000	F	76%	1%	1%	1%	20%	2%	F	0.1	В		18000	F
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	37000	F	75%	1%	1%	1%	21%	2%	F	0.098	В	0.536	36000	F
	To:	98-619	Major Graha	ams Rd												
South	White County				760/	40/	40/	40/	200/	20/	_	NΙΔ			15000	G
81) [11]	Wythe County	1.96	15000	G	76%	1%	1%	1%	20%	2%		NA			15000	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:		G	75%	1%	1%	1%	21%	2%	F	NA			33000	C
outh	To: From:		98-618													
81) (11)	Wythe County	1.21	18000	Α	76%	1%	1%	1%	20%	2%	F	0.108	Α		18000	P
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	36000	Α	75%	1%	1%	1%	21%	2%	F	NA			35000	Δ
	To:	Pula	ski County I													
South	From		the County I								_		_			_
81) {11}	Pulaski County	2.58	18000	Α	76%	1%	1%	1%	20%	2%	F	0.108	Α		18000	Α
~ ~	Combined Traffic Estimates for 2 Parallel Roads	•		Α	75%	1%	1%	1%	21%	2%	F	0.103	Α		35000	Α
	To:	SR 100	Wysor Rd; L	Lee Hwy	,											

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

Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Combined Traffic Estimates for 2 Parallel I	US 11 Le ty 2.90 Roadways on this Route:  FR 47; FR ty 1.91 Roadways on this Route:  SR 99 ty 4.39 Roadways on this Route:  SR 10 ty 2.40 Roadways on this Route:  77-6 ty 3.62	327 Old Ba 18000 38000 Count Pula 18000 37000 00 Cleburne 19000 40000 60 State Par	Mysor R A A A altimore I G G A aski Dr A A B Blvd G G G	76% 75%	1% 1% 1% 1% 1% 1%		1% 1% 1% 1% 1% 1% 1% 1%			P F F F F F F F F F F F F F F F F F F F	NA NA NA NA NA NA	A A A	Dir Factor 0.575 0.602	18000 37000 18000 38000 18000 37000 19000 40000	A A G G
Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count Pulaski Count	ty 2.90 Roadways on this Route:  FR 47; FR  ty 1.91 Roadways on this Route:  SR 99  ty 4.39 Roadways on this Route:  SR 10  ty 2.40 Roadways on this Route:  77-6  ty 3.62	18000 37000 327 Old Ba 18000 38000 Count Pula 18000 37000 00 Cleburne 19000 40000 60 State Par 20000	A A altimore I G G aski Dr A B Blvd G G G ark Rd	76% 75% Rd 76% 75% 76% 75%	1% 1% 1% 1% 1% 1%	1% 1% 1% 1% 1% 1% 1%	1% 1% 1% 1% 1%	20% 21% 20% 21% 20% 21%	2% 2% 2% 2% 2% 2%	F F F F	0.112 0.103 NA NA 0.112 0.103	A	0.575	37000 18000 38000 18000 37000	G G A A
Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count Pulaski Count	ty 2.90 Roadways on this Route:  FR 47; FR  ty 1.91 Roadways on this Route:  SR 99  ty 4.39 Roadways on this Route:  SR 10  ty 2.40 Roadways on this Route:  77-6  ty 3.62	18000 37000 327 Old Ba 18000 38000 Count Pula 18000 37000 00 Cleburne 19000 40000 60 State Par 20000	A A altimore I G G aski Dr A B Blvd G G G ark Rd	76% 75% Rd 76% 75% 76% 75%	1% 1% 1% 1% 1% 1%	1% 1% 1% 1% 1% 1% 1%	1% 1% 1% 1% 1%	21% 20% 21% 20% 21%	2% 2% 2% 2% 2%	F F F F	0.103 NA NA 0.112 0.103	A		37000 18000 38000 18000 37000	G G A A
Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Combined Traffic Estimates for 2 Parallel I Pulaski Count Pulaski Count	FR 47; FR ty 1.91 Roadways on this Route:  SR 99 ty 4.39 Roadways on this Route:  SR 10 ty 2.40 Roadways on this Route:  77-6 ty 3.62	327 Old Ba 18000 38000 Count Pula 18000 37000 00 Cleburne 19000 40000 60 State Par	altimore la G G G aski Dr A A e Blvd G G G G G G G G G G G G G G G G G G G	76% 75% 76% 75% 76% 75%	1% 1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1% 1%	20% 21% 20% 21% 20%	2% 2% 2% 2%	F F F	NA NA 0.112 0.103	A		18000 38000 18000 37000	G G A A
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Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count  Pulaski Count Pulaski Count	Roadways on this Route:  SR 99  ty 4.39  Roadways on this Route:  SR 10  ty 2.40  Roadways on this Route:  77-6  ty 3.62	38000  Count Pula  18000 37000  0 Cleburne  19000 40000  60 State Par  20000	G aski Dr A A e Blvd G G ark Rd	75% 76% 75% 76% 75%	1% 1% 1% 1%	1% 1% 1% 1%	1% 1% 1%	21% 20% 21% 20%	2% 2% 2%	F F	0.112 0.103		0.602	38000 18000 37000 19000	G A A
Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count Combined Traffic Estimates for 2 Parallel I  Pulaski Count  Pulaski Count Pulaski Count	Roadways on this Route:  SR 99  ty 4.39  Roadways on this Route:  SR 10  ty 2.40  Roadways on this Route:  77-6  ty 3.62	38000  Count Pula  18000 37000  0 Cleburne  19000 40000  60 State Par  20000	G aski Dr A A e Blvd G G ark Rd	75% 76% 75% 76% 75%	1% 1% 1% 1%	1% 1% 1% 1%	1% 1% 1%	21% 20% 21% 20%	2% 2% 2%	F F	0.112 0.103		0.602	38000 18000 37000 19000	G A A
Combined Traffic Estimates for 2 Parallel I  Train  Pulaski Count  Combined Traffic Estimates for 2 Parallel I  Train  Pulaski Count  Pulaski Count	ty 4.39 Roadways on this Route:  SR 10  ty 2.40 Roadways on this Route:  77-6  ty 3.62	18000 37000 00 Cleburne 19000 40000 60 State Par	A A e Blvd G G urk Rd	75% 76% 75%	1% 1% 1%	1% 	1% 1%	21%	2%	F	0.103 NA		0.602	37000 19000	A G
Combined Traffic Estimates for 2 Parallel I  Train  Pulaski Count  Combined Traffic Estimates for 2 Parallel I  Train  Pulaski Count  Pulaski Count	ty 4.39 Roadways on this Route:  SR 10  ty 2.40 Roadways on this Route:  77-6  ty 3.62	18000 37000 00 Cleburne 19000 40000 60 State Par	A A e Blvd G G urk Rd	75% 76% 75%	1% 1% 1%	1% 	1% 1%	21%	2%	F	0.103 NA		0.602	37000 19000	A G
Combined Traffic Estimates for 2 Parallel I  Train  Pulaski Count  Combined Traffic Estimates for 2 Parallel I  Train  Pulaski Count  Pulaski Count	Roadways on this Route:  SR II  ty 2.40  Roadways on this Route:  77-6  ty 3.62	37000 00 Cleburne 19000 40000 60 State Par	A e Blvd G G urk Rd	75% 76% 75%	1% 1% 1%	1% 	1% 1%	21%	2%	F	0.103 NA		0.602	37000 19000	A G
Pulaski Count Combined Traffic Estimates for 2 Parallel I	ty 2.40 Roadways on this Route:  77-6 ty 3.62	19000 40000 60 State Par 20000	e Blvd  G G ark Rd	76% 75%	1% 1%	1%	1%	20%	2%	•	NA			19000	G
Combined Traffic Estimates for 2 Parallel I	ty 2.40 Roadways on this Route:  77-6 ty 3.62	19000 40000 60 State Par 20000	G G	75%	1%					•					
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:  77-6  ty 3.62	40000 60 State Par 20000	<b>G</b> urk Rd	75%	1%					•					
To From:  Pulaski Count	77-6 ty 3.62	60 State Par <b>20000</b>	ırk Rd			1 /6	1 /0	21/0	2/0		INA			40000	(2
	ty 3.62	20000		76%											G
	•		G	76%											
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	41000	_	750/	1%	1%	1%	20%	2%	F	NA			20000	G
To:	Monta			75%	1%	1%	1%	21%	2%	F	NA			41000	G
From:			_												
Montgomery Cou	unty 0.61	19000	Α	76%	1%	1%	1%	20%	2%	F	0.108	Α		19000	Α
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	39000	G	75%	1%	1%	1%	21%	2%	F	0.1	Α		39000	G
To: From:	S	R 232 First	St												
Montgomery Cou	unty 4.01	19000	Α	76%	1%	1%	1%	20%	2%	F	0.106	Α		19000	Α
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	38000	Α	75%	1%	1%	1%	21%	2%	F	0.101	Α	0.502	37000	Α
To: From:	SF	177 Tyler	Rd												
Montgomery Cou	untv 4.78	21000	F	76%	1%	1%	1%	20%	2%	С	0.099	В		21000	F
9 ,	,		F	75%	1%	1%	1%	21%	2%	С	0.095	Α	0.546	42000	F
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9	` '									F -		•			F
Combined Traffic Estimates for 2 Parallel I	•			75%	1%	1%	1%	21%	2%	۲	0.076	۲		45000	F
To: From:			-60												
•	,	23000	Α	78%	1%	1%	1%	18%	1%	С	0.111	Α		23000	Α
Combined Traffic Estimates for 2 Parallel I	•		Α	76%	1%	1%	1%	20%	1%	С	NA			46000	Α
	Combined Traffic Estimates for 2 Parallel  Montgomery Co Combined Traffic Estimates for 2 Parallel  Montgomery Co Combined Traffic Estimates for 2 Parallel  Montgomery Co Combined Traffic Estimates for 2 Parallel  Montgomery Co Combined Traffic Estimates for 2 Parallel  Town of Christiansburg Combined Traffic Estimates for 2 Parallel  Town of Christiansburg Town of Christiansburg	Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  Montgomery County  SR 81  Montgomery County  Montgomery County  SR 81  Montgomery County  Montgomery County  Montgomery County  SR 81  Montgomery County  Montgomery County  Montgomery County  Montgomery County  SR 81  Montgomery County  Montgomery County  Montgomery County  Montgomery County  SR 81  Montgomery County  Montgomery County  Montgomery County  SR 81  Montgomery County  Montgomery County  SR 81  Montgomery County  Montgomery County  Montgomery County  SR 81  Montgomery County  Montg	Montgomery County   O.61   19000	Montgomery County	Montgomery County	Montgomery County	Montgomery County   Montgomery County Line   Pulaski County Line   Pulaski County Line   Pulaski County Line   Pulaski County Line   Pulaski County Line   Pulaski County Line   Pulaski County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery County   Montgomery 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# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

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Route	Jurisdiction L	ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
South	From:	NCL	Christians	burg												
( <del>81</del> )	Montgomery County	9.39	23000	Α	78%	1%	1%	1%	18%	1%	С	0.111	Α		23000	A
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	47000	Α	76%	1%	1%	1%	20%	1%	С	0.100	Α	0.516	46000	,
South	To: From:	60-60	03 Northfor	k Rd												
(81)	Montgomery County	2.06	23000	Α	78%	1%	1%	1%	19%	1%	С	0.112	Α		23000	,
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	47000	G	76%	1%	1%	1%	20%	2%	F	NA			47000	(
	To:		oke County													
South	Poonels County		omery Coun		700/	40/	10/	40/	100/	40/	_	0.110	۸		22000	
81	Roanoke County	2.03	23000	Α	78%	1%	1%	1%	19%	1%	С	0.112	Α		23000	4
outh	To: From:	80-647	7 Dow Holle	ow Rd												
81)	Roanoke County	4.40	25000	Α	78%	1%	1%	1%	18%	1%	С	0.110	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	50000	Α	76%	1%	1%	1%	20%	2%	С	0.099	Α	0.628	50000	
N al-	To- From:		SCL Salem				$\Box$ $\vdash$									
South	City of Salem (Maint: 80)	0.28	25000	Α	78%	1%	1%	1%	18%	1%	С	0.110	Α		25000	
81	Combined Traffic Estimates for 2 Parallel Roadways on this			A	76%	1%	1%	1%	20%	2%	C	NA	,,		50000	
	To:				7070	1,70		170	2070	270		101			00000	
outh	From:		12 Wildwoo													
81)	,	0.14	29000	Α	74%	1%	1%	1%	21%	2%	C	0.107	Α		29000	
~	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	58000	Α	76%	1%	1%	1%	20%	2%	F	NA			59000	
outh	To: From:	]	NCL Salem													_
81)	Roanoke County	1.51	29000	Α	74%	1%	1%	1%	21%	2%	С	0.107	Α		29000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	58000	Α	76%	1%	1%	1%	20%	2%	F	0.098	Α	0.504	59000	
	To- From:		SCL Salem													
South 81)	City of Salem (Maint: 80)	0.90	29000	Α	74%	1%	1%	1%	21%	2%	С	0.107	Α		29000	
01)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	76%	1%	1%	1%	20%	2%	F	NA	,,		59000	
	Tre		NCL Salem		7070	1,70		170	2070	270	•	101			00000	
South	From															
81	•	0.44	29000	Α	74%	1%	1%	1%	21%	2%	С	0.107	Α		29000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	58000	Α	76%	1%	1%	1%	20%	2%	F	NA			59000	
outh	To: From:	R 311 Th	ompson Me	emorial I	Or											_
81)	Roanoke County	1.37	30000	Α	81%	1%	1%	1%	15%	1%	С	0.106	Α		31000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	61000	Α	80%	1%	1%	1%	17%	1%	С	0.099	Α	0.504	63000	
N 4l-	To Fram-	SR 4	419 Electric	Rd			$\Box$ $\vdash$									
South 81	Roanoke County	2.21	33000	Α	82%	1%	1%	1%	14%	1%	С	0.105	Α		34000	
01)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	82%	1%	1%	1%	15%	1%	С	0.103	A	0.505	69000	
	To:		581, US 22		JZ /0	1 /0	1 /0	1 /0	10 /0	1 /0	J	0.000	$\overline{}$	0.000	00000	,

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

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Route	Jurisdiction Le	ngth AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QW
South	From:	I-58				ZAXIE	STAXIE	IIIali	ZIIdii		racio		racioi		
	Roanoke County 3	.15 <b>2900</b>		81%	1%	1%	1%	16%	1%	С	0.105	Α		29000	Α
(81) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		-	80%	1%	1%	1%	17%	1%	C	0.102	Α	0.512	59000	Α
	Combined Tranic Estimates for 21 drailer (Coddways of this for			0070	1 /0	1 70	1 /0	17 70	1 /0	C	0.102	^	0.512	33000	
South	From:	SR 115 Plan	ation Rd												
(81) {220}	Roanoke County 0	.39 <b>2800</b>	0 G	81%	1%	1%	1%	16%	1%	F	NA			28000	G
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on this Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways of the Roadways on the Roadways on the Roadways of the Roadways on the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Roadways of the Road	oute: <b>5400</b>	0 G	80%	1%	<u>1%</u>	1%	17%	1%	F	NA			54000	G
	To:	Botetourt Co	_												
South	Potential Country	Roanoke Cor		040/	40/	40/	40/	400/	40/	_	NIA			00000	_
81 220		.17 2800	-	81%	1%	1%	1%	16%	1%	F _	NA			28000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R			80%	1%	1%	1%	17%	1%	F	NA			54000	G
South		e Rd; Alt US 2													
81)		.19 1800		68%	1%	1%	1%	27%	2%	F	0.082	F		17000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		-	67%	1%	1%	1%	28%	2%	F	NA	•		34000	F
				01 70	170	170	1 70	20 /0	270	•	IVA			34000	
South	From:	11-640 Brugh	s Mill Rd												
81)	Botetourt County 5	.49 <b>180</b> 0	0 A	68%	1%	1%	1%	27%	2%	F	0.117	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: <b>3700</b>	0 A	67%	1%	1%	1%	28%	2%	F	0.108	Α	0.594	35000	Α
	To US 11	Lee Hwy, So	ith of Buch	anan											
South	rom:				407	40/	407	070/	00/	_	0.000	_		40000	_
81)	,	.81 <b>170</b> 0	-	68%	1%	1%	1%	27%	2%	С	0.092	F		16000	F
~	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roadways on the Roa	oute: <b>3500</b>	0 F	67%	1%	1%	1%	28%	2%	С	NA			32000	F
South	To- From: US 11	Lee Hwy, No	rth of Buch	anan											
81) (11)	Botetourt County 0	.88 1700	0 F	68%	1%	1%	1%	27%	2%	F	0.078	F		15000	F
0) (1)	Combined Traffic Estimates for 2 Parallel Roadways on this Re		-	67%	1%	1%	1%	28%	2%	E	0.074	F	0.522	33000	F
	Tame Estimates for 21 arailet roadways of this re			01 70	170	170	1 70	20 /0	270	•	0.07 4	'	0.522	33000	
South	From	11-614 Arc	adia Rd												
81) (11)	Botetourt County 5	.20 <b>1700</b>	0 A	68%	1%	1%	1%	27%	2%	F	0.123	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: <b>3500</b>	0 A	67%	1%	1%	1%	28%	2%	F	NA			33000	Α
	To:	Rockbridge Co													
South	From:	Botetourt Co		2221	407					_					
81) {11}		.86 <b>170</b> 0		68%	1%	1%	1%	27%	2%	F	0.123	Α		16000	Α
<b>~ ~</b>	Combined Traffic Estimates for 2 Parallel Roadways on this R			67%	1%	1%	1%	28%	2%	F	NA			33000	Α
Pouth		Hwy, South of ee Hwy, South		-											
South 81		.24 <b>180</b> 0		68%	1%	1%	1%	27%	2%	F	0.073	F		16000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		-	67%	1%	1%	1%	28%	2%	F	0.073	F	0.536	32000	F
	<del></del>				170	1 70	1 70	20 70	∠ 70	Г	0.070	Г	0.556	32000	٢
South	To: US 11 L	ee Hwy, North	of Natural	Bridge											
	Rockbridge County 7	.97 <b>170</b> 0	0 A	68%	1%	1%	1%	27%	2%	F	0.118	Α		16000	Α
(81)	receiving County		•												
South 81	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			67%	1%	1%	1%	28%	2%	F	0.111	Α	0.536	33000	Α

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

	FIIIIk	iy and in	terstate Ro	uics			Tru				1/		D:-		
Route	Jurisdiction Lei	igth AA	DT QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
Counth	Prom:	US 60 Mic	41 4 T 1			ZAXIE	3+Axle	TITAL	ZTraii		Factor		Factor		
South 81	Rockbridge County 2		000 A	68%	1%	1%	1%	27%	2%	F	0.118	Α		17000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	-		67%	1%	1%	1%	28%	2%	F	0.109	Α	0.506	35000	Α
	Toll Traine Estimates for 21 arailer Readways of this Re			07 70	170	170	170	20 /0	270	•	0.103	^	0.500	33000	
South East	From:		Interchange												
(81) (64)	3 ,		000 A	68%	1%	1%	1%	28%	2%	F	0.117	Α		19000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: <b>43</b> 0	000 F	66%	1%	1%	1%	29%	2%	F	0.11	В	0.506	39000	F
South East	To: US 11	Lee Hwy, N	North of Lexir	ngton											
(81) (64)	Rockbridge County 5	59 <b>20</b> 0	000 A	68%	1%	1%	1%	28%	2%	F	0.12	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 410	000 A	66%	1%	1%	1%	29%	2%	F	0.114	Α	0.526	38000	Α
	To	81-710 S													
South East	From:			C00/	40/	40/	40/	200/	20/	_	0.440	_		40000	F
81 64	ů ,		000 F	68%	1%	1%	1%	28%	2%		0.118	В	0.570	19000	•
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: <b>42</b> 0	000 F	66%	1%	1%	1%	29%	2%	F	0.111	В	0.573	39000	F
South East	To: From:	81-606 R	aphine Rd												
(81) (64)	Rockbridge County 0	33 <b>21</b> 0	000 A	68%	1%	1%	1%	28%	2%	С	0.12	Α		19000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 420	000 F	66%	1%	1%	1%	29%	2%	С	NA			39000	F
0 # 5 /	To:		ounty Line												
South East 64		96 <b>21</b> 0	County Line OOO A	68%	1%	1%	1%	28%	2%	С	0.12	Α		19000	Α
81 64	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			66%	1%	1%	1%	29%	2%	С	NA	,,		39000	F
			on Memorial I		170		170	20 70	270	Ü	100			00000	•
South East	rom:														
(81)     (64)	ů ,		000 F	68%	1%	1%	1%	28%	2%	F	0.119	В		20000	F
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: <b>44</b> 0	000 F	66%	1%	1%	1%	30%	2%	F	0.109	В	0.532	41000	F
South East	To: From:	07-654 Wh	nite Hill Rd												
(81) (64)	Augusta County 2	56 <b>23</b> (	000 A	68%	1%	1%	1%	28%	2%	F	0.113	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 460	000 A	66%	1%	1%	1%	29%	2%	F	0.109	Α	0.527	44000	Α
	Toc		262												
South East	Augusto County 0		000 F	68%	1%	1%	40/	28%	20/	_	0.083	F		26000	F
81 64	ů ,			66%	1%		1% 1%	29%	2%		0.083	F	0.504	26000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			00%	170	1%	1%	29%	2%	Г	0.061	Г	0.504	52000	Г
South	To: From:	I-64 North	Interchange												
(81)	Augusta County 1	36 <b>26</b> 0	000 F	78%	1%	1%	1%	18%	1%	F	0.107	Α		26000	F
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: <b>53</b> 0	000 F	77%	1%	1%	1%	20%	1%	F	0.099	Α	0.543	53000	F
Courth	To:	US 250 Jef	ferson Hwy												
South 81	Augusta County 3	10 <b>27</b> (	000 B	78%	1%	1%	1%	18%	1%	F	0.101	Α		26000	В
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			77%	1%	1%	1%	20%	1%	F	0.096	Α	0.557	52000	В
			ow Wilson Pky		1 /0		. 70	_0 /0	. 70	•	0.000	, ,	0.507	02000	

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

		1 IIIIai y ai	na intersta	ale Nou	165			Tru				1/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	- QV
Courth	From:	CD 262 W	oodrow Wil	loom Divers			ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
South 81	Augusta County	2.11	25000	F	78%	1%	1%	1%	18%	1%	F	0.105	В		25000	F
01)	Combined Traffic Estimates for 2 Parallel Road			F	77%	1%	1%	1%	20%	1%	F	0.099	В		50000	F
	Tollinea Traine Estimates for 21 arane road	-		-	1170	170	170	1 70	20 /0	1 70	'	0.055			30000	
South	From:		12 Laurel Hi													
(81)	Augusta County	7.56	24000	Α	78%	1%	1%	1%	18%	1%	F	0.108	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	48000	Α	77%	1%	1%	1%	20%	1%	F	0.102	Α	0.525	47000	Α
South	To: From:	SR 25	6 Weyers Ca	ave Rd												
(81)	Augusta County	1.53	24000	F	78%	1%	1%	1%	18%	1%	F	0.083	F		24000	F
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	49000	F	77%	1%	1%	1%	20%	1%	F	NA			49000	F
	То:	Rockir	igham Count	_												
South	From:		usta County		700/	40/	40/	40/	400/	40/	_	0.000	_		0.4000	_
81	Rockingham County	3.28	24000	F	78%	1%	1%	1%	18%	1%	-	0.083	F		24000	-
	Combined Traffic Estimates for 2 Parallel Road			F	77%	1%	1%	1%	20%	1%	F	0.075	F		49000	F
South	To: From:	SR 257	Friedends C	urch Rd												
( <del>81</del> )	Rockingham County	2.25	25000	G	78%	1%	1%	1%	18%	1%	F	NA			25000	G
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	50000	G	77%	1%	1%	1%	20%	1%	F	NA			50000	G
S4b	To From:	SC	L Harrisonb	urg												
South 81	City of Harrisonburg (Main	t: 82) 1.01	25000	F								0.102	В		26000	F
01)	Combined Traffic Estimates for 2 Parallel Road			G								0.097	В	0.51	51000	G
	To:		1, South Ma									0.00.		0.0.	0.000	
South	From:		-													
81	City of Harrisonburg (Main	,	25000	Α	78%	1%	1%	1%	18%	1%	С	0.108	Α		25000	Α
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	51000	Α	77%	1%	1%	1%	20%	1%	С	0.102	Α	0.544	51000	Α
South	To: From:	SR 253	3 Port Repub	olic Rd												
(81)	City of Harrisonburg (Main	t: 82) 1.50	26000	В	78%	1%	1%	1%	18%	1%	F	0.101	Α		25000	В
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	51000	В	77%	1%	1%	1%	20%	1%	F	0.097	Α	0.566	50000	В
	To-	US	33, E Marke	et St												
South	City of Harrisonburg (Main	t: 82) 1.30	23000	F	78%	1%	1%	1%	18%	1%	_	0.105	В		22000	_
81	Combined Traffic Estimates for 2 Parallel Road	,		F	77%	1%	1%	1%	20%	1%	F	0.103	В	0.508	44000	F
	Combined Trainic Estimates for 21 arailer Noat				1170	1 /0	1 /0	1 /0	20 /0	1 /0	'	0.102	Ь	0.500	44000	'
South	From:	NC	L Harrisonb	urg												
81)	Rockingham County	2.40	23000	F	78%	1%	1%	1%	18%	1%	F	0.105	В		22000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	45000	F	77%	1%	1%	1%	20%	1%	F	NA			44000	F
South	To: From:	US 1	1, N Valley	Pike												
81)	Rockingham County	6.85	22000	В	78%	1%	1%	1%	18%	1%	F	0.109	Α		21000	В
01)	Combined Traffic Estimates for 2 Parallel Road			В	77%	1%	1%	1%	20%	1%	F	0.107	Α	0.586	42000	В
	To:	US 11, Lee Jackson M						. 70	_5,5	. 70	•	0.707		0.500	000	

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

		Primary an	ia interste	alc reco	100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South	From:	US 11, Lee Jackson Me	emorial Hwy	v: SR 25	9 Mayland	Rd	2/\\\\	JTANE	TITAL	ZITAII		1 actor		i actor		
81)	Rockingham Cou	/	19000	A	78%	1%	1%	1%	18%	1%	F	0.116	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel F	-	38000	G	77%	1%	1%	1%	20%	1%	F	NA			37000	G
	To:	Shenan	doah Count	y Line												
South	From:		gham Count	•	700/	407	40/	407	400/	407	_	0.440			40000	
81	Shenandoah Cou	•	19000	A	78%	1%	1%	1%	18%	1%	-	0.116	A		18000	A
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	38000	G	77%	1%	1%	1%	20%	1%	F	0.113	Α		37000	G
South	Ta. From:	SCI	L New Marl	ket												
(81)	Town of New Market (N	Maint: 85) 0.24	19000	Α	78%	1%	1%	1%	18%	1%	F	0.116	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	38000	G	77%	1%	1%	1%	20%	1%	F	NA			37000	G
	To- From	US 2	11 Old Cros	s Rd												
South 81	Town of New Market (N	Maint: 85) 0.61	18000	G	78%	1%	1%	1%	18%	1%	F	NA			18000	G
81)	Combined Traffic Estimates for 2 Parallel F	,		G	77%	1%	1%	1%	20%	1%	E	NA			36000	9
	Combined Traine Estimates for 21 drainers				7770	1 /0	1 /0	1 70	20 /0	1 /0	'	INA			30000	
South	From:		L New Mar	ket												
81)	Shenandoah Cou	unty 3.51	18000	G	78%	1%	1%	1%	18%	1%	F	NA			18000	(
$\circ$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	36000	G	77%	1%	1%	1%	20%	1%	F	NA			36000	(
South	To: From:	85-7	30 Caverns	Rd												
81)	Shenandoah Cou	untv 4.58	19000	Α	78%	1%	1%	1%	18%	1%	F	0.114	Α		18000	,
01)	Combined Traffic Estimates for 2 Parallel F	•		Α	77%	1%	1%	1%	20%	1%	F	0.11	Α	0.599	37000	,
	To		2 Conicvill					.,.		.,.	-					
South	From:										_					_
81	Shenandoah Cou	,	21000	В	78%	1%	1%	1%	18%	1%	F	0.11	Α		20000	E
~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	42000	В	77%	1%	1%	1%	20%	1%	F	0.103	Α	0.554	40000	E
South	To: From:	85-614	South Mide	dle Rd												
81)	Shenandoah Cou	unty 2.19	23000	G	78%	1%	1%	1%	18%	1%	F	NA			22000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	44000	G	77%	1%	1%	1%	20%	1%	F	NA			44000	(
	To	SR 185	Stoney Cre	ek Rd												
South	Shenandoah Cou		22000	G	78%	1%	1%	1%	18%	1%	_	NA			22000	
81		•		G	77%	1%		1%		1%		NA				(
	Combined Traffic Estimates for 2 Parallel F	<u> </u>			11%	170	1%	170	20%	1%	Г	INA			44000	,
outh	To: From:	SC	L Woodsto	ck												
81)	Town of Woodstock (N	Maint: 85) 0.69	22000	G	78%	1%	1%	1%	18%	1%	F	NA			22000	(
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	44000	G	77%	1%	1%	1%	20%	1%	F	NA			44000	(
) d	To:	SR 4	2 Reservoir	r Rd												
South 81	Town of Woodstock (N	Maint: 85) 1.00	23000	G	78%	1%	1%	1%	18%	1%	F	NA			23000	(
81)	Combined Traffic Estimates for 2 Parallel F	,		G	77%	1%	1%	1%	20%	1%	F	NA			45000	
	COMBINED MAIN ESTIMATES FOR 2 PARAMETE	NOCUMANA OF THE POOR	<del></del> JUUU	G	11/0	1 /0	1 /0	1 /0	ZU /0	1 /0		INA			43000	Ų.

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

		Primary a	TO ITTO STO	210 1100	100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
South	From:	N	CL Woodsto	vek			ZAXIE	STAXIE	IIIali	ZIIali		racio		racioi		
81)	Shenandoah County	7.17	23000	G	78%	1%	1%	1%	18%	1%	F	NA			23000	G
(61)	Combined Traffic Estimates for 2 Parallel Roadways o			G	77%	1%	1%	1%	20%	1%	F	NA			45000	G
	Tool				1170	170		170	2070	170	•	14/			10000	·
South	From:		1 Mount Oli													
(81)	Shenandoah County	5.29	21000	Α	78%	1%	1%	1%	18%	1%	F	0.112	Α		20000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	44000	Α	77%	1%	1%	1%	20%	1%	F	0.104	Α	0.605	42000	P
South	To: From:	SR 55	John Marsha	all Hwy												
81)	Shenandoah County	1.63	23000	Α	78%	1%	1%	1%	18%	1%	F	0.112	Α		22000	A
01)	Combined Traffic Estimates for 2 Parallel Roadways o			Α	77%	1%	1%	1%	20%	1%	F	0.104	Α	0.521	44000	,
	To:		US 11		,	.,,		.,,	2070	.,0	•	0		0.02		
South	From:															
81)	Shenandoah County	0.07	25000	G	78%	1%	1%	1%	18%	1%	F	NA			25000	(
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways o			G	77%	1%	1%	1%	20%	1%	F	NA			51000	(
outh	To: From:	Frederick Co Shenandoah C														
81)	Shenandoah County (Maint: 34)	0.43	25000	G	78%	1%	1%	1%	18%	1%	F	NA			25000	(
01)	Combined Traffic Estimates for 2 Parallel Roadways o			G	77%	1%	1%	1%	20%	1%	F	NA			51000	
	To:		ren County		,0	.,,	1	.,0	_0 /0	.,,	•				0.000	
outh	From:		ndoah Count	-												
81)	Warren County (Maint: 34)	1.15	25000	G	78%	1%	1%	1%	18%	1%	F	NA			25000	(
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways o			G	77%	1%	1%	1%	20%	1%	F	NA			51000	(
oth	To: From:		erick County ren County l													
South 81	Frederick County	0.26	25000	G	78%	1%	1%	1%	18%	1%	F	NA			25000	(
01)	Combined Traffic Estimates for 2 Parallel Roadways o			G	77%	1%	1%	1%	20%	1%	F	NA			51000	(
	Tool	ii tilis reduc.			1170	1 70	170	170	2070	1 70	· ·	INA			31000	•
South	From:		I-66													
81)	Frederick County	1.95	23000	В	80%	1%	1%	1%	17%	1%	F	0.102	Α		23000	-
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	46000	G	79%	1%	1%	1%	17%	1%	F	NA			46000	(
Courth	To: From:	34-0	527 Reliance	e Rd												
South 81)	Frederick County	4.28	24000	Α	80%	1%	1%	1%	17%	1%	F	0.101	Α		24000	
81)	Combined Traffic Estimates for 2 Parallel Roadways o			A	79%	1%	1%	1%	17%	1%	F	0.097	Α	0.542	48000	
	- Tanic Estimates for 21 arane roadways o				1370	1 /0	-170	170	17 70	1 70	·	0.037	^	0.542	40000	
outh	From:	SC	L Stephens (	City												
81)	Town of Stephens City (Maint: 34)	0.10	24000	Α	80%	1%	1%	1%	17%	1%	F	0.101	Α		24000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	48000	Α	79%	1%	1%	1%	17%	1%	F	NA			48000	
N 41-	To	NC	L Stephens (	City												
South 81)	Frederick County	0.42	24000	Α	80%	1%	1%	1%	17%	1%	F	0.101	Α		24000	,
81)	Combined Traffic Estimates for 2 Parallel Roadways o			Ā	79%	1%	1%	1%	17%	1%	, E	NA	$\overline{\Lambda}$		48000	,
	Combined Frame Estimates for 21 arallel Roadways 0	บ แบง เงษแย.	+0000	_	13/0	1 /0	1 /0	1 /0	11/0	1 /0		1.4/			+0000	,

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

			Timary	and Intersi	alc No	1100			Tru	ıok			K		Dir		
Route		Jurisdictio	n Lengt	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South		From:	Ç	R 277 Fairfax	Dika			ZAXIE	3+AXIE	IIIali	ZIIdli		racioi		racioi		
81)		Frederick Co			F	80%	1%	1%	1%	17%	1%	F	0.1	В		26000	F
01)	Combined Traffi		el Roadways on this Route		F	79%	1%	1%	1%	17%	1%	F	0.094	В	0.519	53000	F
		To:		SR 37													
South		From:				000/	40/	40/	40/	470/	40/	_	0.000	^		04000	_
81	Combined Troffi	Frederick Co			В	80%	1%	1%	1%	17%	1%	F	0.099	A	0.520	24000	B B
	Combined Frami	c Estimates for 2 Paralle	el Roadways on this Rout		В	79%	1%	1%	1%	17%	1%	г	0.093	Α	0.538	47000	В
South		From:	US 17	, US 50 Mills	wood Ave	;											
(81)		Frederick Co	unty 1.65	30000	В	80%	1%	1%	1%	17%	1%	С	0.095	Α		30000	В
$\smile$	Combined Traffi	c Estimates for 2 Paralle	el Roadways on this Route	e: <b>60000</b>	В	79%	1%	1%	1%	17%	1%	С	0.095	Α	0.547	61000	В
South		To: From:		SCL Winche	ster												
81)		City of Winchester	(Maint: 34) 0.07	30000	В	80%	1%	1%	1%	17%	1%	С	0.095	Α		30000	В
(01)	Combined Traffi	•	el Roadways on this Route		В	79%	1%	1%	1%	17%	1%	С	NA			61000	В
		To:	<u> </u>	NCL Winche	cter												
South		Frederick Co				000/	40/	40/	40/	470/	40/	_	0.005	^		20000	_
81	Canabin ad Traffi		•		В	80%	1%	1%	1%	17%	1%	С	0.095	Α		30000	В
	Combined Fram	C Estimates for 2 Paralle	el Roadways on this Rout		В	79%	1%	1%	1%	17%	1%	С	NA			61000	В
South		From:	SI	R 7 Berryville	Pike												
(81)		Frederick Co	unty 2.20	29000	G	80%	1%	1%	1%	17%	1%	F	NA			30000	G
$\smile$	Combined Traffi	c Estimates for 2 Paralle	el Roadways on this Route	e: <b>57000</b>	G	79%	1%	1%	1%	17%	1%	F	NA			58000	G
South		To: From:	US	11 Martinsbu	rg Pike												
81		Frederick Co	unty 3.62	23000	Α	75%	1%	1%	1%	21%	2%	F	0.093	Α		23000	Α
	Combined Traffi	c Estimates for 2 Paralle	el Roadways on this Route	e: <b>46000</b>	Α	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.509	46000	Α
		To:	34	-672 Hopewo	ell Rd			<u> </u>									
South 81		Frederick Co			Α	75%	1%	1%	1%	21%	2%	С	0.094	Α		23000	Α
(81)	Combined Traffi		el Roadways on this Route		A	75% 75%	1%	1%	1%	21%	2%	С	0.094	Α	0.554	46000	A
	Combined Train	T				7576	1 70	1 70	1 /0	21/0	270	C	0.034	^	0.554	40000	
South		From:		669 Rest Chu													
(81)		Frederick Co	•		F	75%	1%	1%	1%	21%	2%	F	0.097	В		22000	F
~	Combined Traffi	c Estimates for 2 Paralle	el Roadways on this Rout		F	75%	1%	1%	1%	22%	2%	F	0.092	В	0.546	45000	F
		10.	Wes	t Virginia Sta	ite Line												
South Ramp I-81 S Exit 1A	1 to 119 58 119 421	City of Bristol (Ma	laint: 95)	I-81 S <b>NA</b>									NA			NA	
81 Namp For 3 Exit 17	10 00 00, 00 421	To:		8 US 421 Ea	stbound								INA			INA	
South		From:	CD C	I-81 South													
Ramp I-81 S Exit 1E	3 to US 58, US 421	City of Bristol (Ma	aint: 95) 0.33		F								0.12	F		1100	F
'	•	To:	· · · · · · · · · · · · · · · · · · ·	8 US 421 We	stbound												
South		From:		I-81 S										-			
(81) Ramp I-81 S Exit 5 t	to US 11; US 19	City of Bristol (Ma	aint: 95) 0.07	NA									NA			NA	
$\smile$		To:		US 11, US	19												

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

Route	Jurisdiction	Length <b>AADT QA</b> 4T	ire Bus	Truckle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
South Ramp I-81 S Exit 7 to Old Airport Rd	City of Bristol (Maint: 95)	I-81 S 0.19 <b>5300 A</b> Old Airport Rd			0.116	Α	5300	Α
South Ramp I-81 S Exit 10 to F-310	City of Bristol (Maint: 95)	I-81 South 0.11 <b>1700 F</b> F-310			0.104	F	1700	F
South Ramp I-81 S Exit 13 to 95-611	Washington County	I-81 S 0.11 <b>1900 F</b> 95-611 Spring Creek Rd			0.090	F	1900	F
South Ramp I-81 S Exit 14 to SR-140; 95-647	From: Washington County To:	I-81 S 0.12 <b>NA</b> SR 140; 95-647			NA		NA	
South Ramp I-81 S Exit 17 to SR-75	Washington County	I-81 S 0.10 <b>NA</b> SR 75			NA		NA	
South (81) Ramp I-81 S Exit 19 to US 11, US 58	Washington County	I-81 S 0.24 <b>NA</b> US 11, US 58			NA		NA	
South Ramp I-81 S Exit 22 to 95-704	Washington County	I-81 S 0.18 <b>900 F</b> 95-704 Enterprise Rd			0.102	F	900	F
South Ramp I-81 S Exit 24 to SR-80	Washington County	I-81 South 0.09 <b>470 F</b> SR 80 Glennbrook Ave			0.178	F	470	F
South (81) Ramp I-81 S Exit 26 to 95-737	Washington County	I-81 S 0.18 <b>580 F</b> 95-737 College Dr			0.09	F	580	F
South Ramp I-81 S Exit 17 to SR 91	Washington County	I-81 South 0.13 <b>2000 F</b> SR 91			0.082	F	2000	F
South Ramp I-81 S Exit 32 to US 11	Washington County	I-81 South 0.26 <b>570 F</b> US 11 Lee Highway			0.108	F	570	F
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	
South Ramp I-81 S Exit 39 to US 11	Smyth County	I-81 South 0.11 <b>1700 F</b> US 11 Lee Highway			0.123	F	1700	F
South Ramp I-81 S Exit 44 to 86-730	Smyth County To	I-81 S 0.13 <b>910 F</b> 86-730 Paxton Rd			0.116	В	990	F

# 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 Facto	r AAWDT QW
South Ramp I-81 S Exit 45 to SR 16	Town of Marion (Maint: 86)	I-81 South 0.20 1100 F	0.094 F	1100 F
South 81) Ramp I-81 S Exit 45 to SR 16	Town of Marion (Maint: 86)	1-81-S045B TO RT 16 NORTH  0.02 NA	NA	NA
South 81) Ramp I-81 S Exit 45 to SR 16 NB	From:  Town of Marion (Maint: 86)	SR 16 TO & FROM RT 81  Ramp I-81 S045A  0.03 NA	NA NA	NA
outh 81) Ramp I-81 S Exit 47 to US 11	From: Smyth County	SR 16 N, S Commerce St  I-81 S  0.32 NA	NA NA	NA
outh 81) Ramp I-81 S Exit 50 to 86-622	To: From: Smyth County	US 11 Lee Highway  I-81 S  0.14 <b>750 F</b>		750 F
South 81) Ramp I-81 S Exit 54 to 86-683	From: Smyth County	86-622 Nicks Creek Rd  I-81 S  0.27 NA	NA NA	NA
outh B1 Atkins Rest Area Ramp	From: Smyth County	86-683 Winsor Ave  I-81 South to Rest Area  0.07 NA	NA	NA
outh 81) Atkins Rest Area Ramp	From: Smyth County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.09 NA	NA	NA
outh 81) Ramp I-81 S Exit 60 to SR 90	Wythe County	I-81 South from Rest Area  I-81 S  0.13 NA	NA NA	NA
outh 81) (52) Ramp I-81 S Exit 70 to US 21; US 58	From:  Town of Wytheville (Maint: 98)	SR 90; 98-680 I-81 S 0.27 <b>NA</b>	NA	NA
outh Ramp I-81 S Exit 73 to US 11	To:  From:  Town of Wytheville (Maint: 98)	US 21; US 58 I-81 S 0.35 <b>NA</b>	NA NA	NA
South 81) Ramp I-81 S Exit 77 to FR 42; FR 326	Tro- From: Wythe County	US 11 I-81 S 0.13 <b>NA</b>	NA NA	NA
outh 81) Ramp I-81 S Exit 80 to US-52; SR 121	To:  From:  Wythe County	FR 42 and FR 326  I-81 S  0.11 NA	NA NA	NA
iouth 81) Ramp I-81 S Exit 81 to I-77 S at Exit 32	From: Wythe County	US 52; SR 121 I-81 S 0.69 <b>5800 G</b> 73% 1%		5100 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 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South Ramp I-81 S Exit 84 to 98-619	From: Wythe County To:	I-81 S 0.14 <b>NA</b> 98-619 Major Grahams Rd	NA NA	NA
South (81) 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
South Ramp I-81 S Exit 89 to SR 100	Pulaski County  To:	I-81 S 0.18 <b>NA</b> SR 100 S	NA NA	NA
South Ramp I-81 S Exit 89 to US 11	Pulaski County To:	I-81 S 0.18 <b>NA</b> US 11 N, Lee Highway	NA NA	NA
South   Ramp I-81 S Exit 92 to FR 47; FR 327	Pulaski County To:	I-81 S 0.14 <b>NA</b> FR 47; FR 327	NA NA	NA
South Ramp I-81 S Exit 94 to SR 99	Pulaski County	I-81 S 0.16 NA SR 99 Count Pulaski Dr	NA NA	NA
South Ramp I-81 S Exit 98 to SR 100 N	Pulaski County	I-81 S 0.17 <b>NA</b> SR 100	NA NA	NA
South Ramp I-81 S Exit 101 to 77-660	Pulaski County	I-81 S 0.20 <b>NA</b> 77-660 State Park Rd	NA NA	NA
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	Exit Rest Area Parking Lot 0.05 1500 G 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 Ramp I-81 S Exit 101 to SR 177	Montgomery County	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

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

# Primary and Interstate Routes

Route	Jurisdiction .	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1	$\cap$	K Factor	QK	Dir Factor	AAWDT QW
South Ramp I-81 S Exit 101 to SR 8	Town of Christiansburg (Maint: 60)	0.10 SR	I-81 S NA 8 W Main S	St						NA			NA
South Ramp	Town of Christiansburg (Maint: 60)	0.17 US 460 FRO	NA							NA			NA
South Ramp	Town of Christiansburg (Maint: 60)	0.09	NA							NA			NA
South (81) Ramp	Town of Christiansburg (Maint: 60)	0.29 US 460; 460 F	NA END OL RT		ГН					NA			NA
South Ramp	Town of Christiansburg (Maint: 60)	0.30	118X TO R' <b>NA</b> OM RT 81							NA			NA
South Ramp	Town of Christiansburg (Maint: 60)	0.23	118B TO R'							NA			NA
South Ramp	Town of Christiansburg (Maint: 60)	0.40 0.10 US 11	NA FROM RT		VE WEST	ľ				NA			NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	S BEGIN COL 0.34	NA		S 11 & 4					NA			NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.14 S 11-S121A F	NA ROM POUT		ITH					NA			NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.27 US 11-N121A	NA				r 			NA			NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.51	NA BB TO RT 40							NA			NA
South (81) I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.18 0-W124B FRC	NA		VEWEST		 			NA			NA
South (81) I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.14 81-S118A TO P	NA				 			NA			NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.14 I- 120A FROM	NA				 			NA			NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.32 S END COLLE	NA							NA			NA

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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	OC OK	Dir AAWDT QW
South (81) Ramp I-81 S Exit 128 to SR 8	From: Montgomery County	I-81 S 0.10 <b>NA</b>	NA NA	NA
County	To:	60-603 N Fork Rd I-81 S		
South (81) Ramp I-81 S Exit 128 to 80-647	Roanoke County	0.22 <b>NA</b>	NA NA	NA
South	From:	80-647 I-81 S		
81 Ramp I-81 S Exit 128 to SR 112	Roanoke County	0.18 <b>NA</b> SR 112	NA NA	NA
South	From:	I-81 S		
81 Ramp I-81 S Exit 128 to SR 311	Roanoke County	0.11 <b>NA</b> SR 311	NA	NA
South Ramp I-81 S Exit 128 to SR 419	From:  Roanoke County  To:	I-81 S 0.22 <b>NA</b> SR 419	NA NA	NA
South (81) (220) Ramp I-81 S Exit 143 to I-581 S at Exit 1	Roanoke County	I-81 S 0.32 <b>8200 G</b> 94% 1%	1% 1% 4% 0% F NA	9200 G
South (81) Ramp I-81 S Exit 128 to SR 115	From: Roanoke County	I-581 S I-81 S 0.31 <b>NA</b>	NA	NA
South (81) Scale Ramp	From: Botetourt County	SR 115 I-81 S 0.61 <b>NA</b>	NA NA	NA
South (81) Ramp I-81 S Exit 150A to ALT SR 220	From: Botetourt County	I-81 S 0.19 <b>NA</b>	NA	NA
Namp 101 0 Ext 150X to AE1 61 220	To:	ALT SR 220 S	IVA	INA
South Ramp I-81 S Exit 150A to ALT SR 220	Botetourt County  To:	I-81 S 0.19 <b>NA</b> US 220 N	NA NA	NA
South (81) Ramp I-81 S Exit 156 to 11-640	Botetourt County	I-81 S 0.20 <b>NA</b>	NA	NA
South	To:	I-640 I-81 South to Rest Area		
Troutville Rest Area Ramp	Botetourt County	0.05 NA Enter Rest Area Parking Lot	NA NA	NA
South  81 Troutville Rest Area Ramp	Botetourt County	Exit Rest Area Parking Lot 0.06	0.14 A	1300 A
South	From:	I-81 S	N/A	NI A
81 Ramp I-81 S Exit 162 to US 11	Botetourt County	0.11 <b>NA</b> US 11	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
South Ramp I-81 S Exit 167 to US 11	Botetourt County  To:	I-81 S 0.07 <b>NA</b> US 11	NA	NA
South (81) Ramp I-81 S Exit 168 to 11-614	Botetourt County  To:	1-81 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 F</b> US 11	0.083 F	800 F
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> I-81-S195B TO RT 11 NORTH	NA	NA
South Ramp I-81 S Exit 195 to US 11	Rockbridge County	0.04 <b>NA</b> 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 <b>NA</b> 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 <b>0.15 NA</b> 81-606 Raphine Road	NA NA	NA

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

Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW
South Ramp I-81 S Exit 213 to US 11 N	Augusta County  To:	I-81 S 0.30 <b>NA</b> US 11 N, Lee Jackson H	(wy							NA			NA	
South Ramp I-81 S Exit 213 to US 11 S	Augusta County To:	I-81 S 0.23 <b>NA</b> US 11 S, Lee Jackson H								NA			NA	
South Ramp I-81 S Exit 217 to 07-654	Augusta County  To:	I-81 S 0.22 <b>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 F</b> SR 262	=							0.124	F		6100	F
South Ramp	Augusta County  To:	I-81 South 0.48 <b>7500</b> A I-64 East	A 89%	1%	1%	1%	9%	0%	F	0.124	Α		7900	Α
South Ramp I-81 S Exit 222 to US 250	Augusta County	I-81 S 0.15 <b>NA</b>								NA			NA	
South Ramp I-81 S Exit 222 to US 250	Augusta County	I-81-S222B FROM RT 81 S 0.04 NA US 250 US 250-E060A TO & FF								NA			NA	
South Ramp I-81 S Exit 222 to US 250 E	Augusta County  To:	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 E	ACT							NA			NA	
South Ramp I-81 S Exit 225 to SR 275	Augusta County	0.07 NA  SR 262 FROM RT 81 SO								NA			NA	
South Ramp I-81 S Exit 225 to SR 275	Augusta County	Ramp I-81 S225A  0.13 NA  SR 275 E								NA			NA	
South Ramp I-81 S Exit 227 to 07-612	Augusta County To:	I-81 S 0.26 <b>NA</b> 07-612 Laurel Hill Rd	l							NA			NA	
South Mt. Sydney Rest Area Ramp	Augusta County	I-81 South to Rest Are 0.10 NA Enter Rest Area Parking	a							NA			NA	
South Mt. Sydney Rest Area Ramp	Augusta County	Exit Rest Area Parking I 0.09 1500 C I-81 South from Rest Ar	Lot							NA			1500	G

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

		1 milary a	ina interst	G.C 1100				Tru	ıok			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		1ru 3+Axle			QC		QK	Dir Factor	AAWDT	QW
0.1	From:		T 01 G				2AXI6	3+Axie	1 I rail	21 rail		Factor		Factor		
South (81) Ramp I-81 S Exit 235 to SR 256	Augusta Cou	unty 0.16	I-81 S <b>NA</b>									NA			NA	
81 Ramp I-81 S Exit 235 to SR 256	Augusta Cot	0.10	SR 256									INA			INA	
0 1	From:		I-81 S													
South $(81)$ Ramp I-81 S Exit 240 to SR 257	Rockingham C	County 0.19	2700	G								NA			2700	G
81) Karip 1-01 3 Exit 240 to 3K 237	To:	Ourity 0.19	SR 257									INA			2700	G
	F															
South Ramp I-81 S Exit 243	Rockingham C	County 0.10	I-81 S <b>NA</b>									NA			NA	
81 Ramp I-81 S Exit 243	To:	Ramps I-81 N 24		3 A Damp	to US 11							INA			INA	
		Kamps 1-61 N 24			10 03 11											
South Ramp I-81 S Exit 245 to Port Republic Rd	City of Harrisonburg	(Maint: 82) 0.12	I-81 South	В	97%	0%	1%	1%	1%	0%	F	0.109	Α		3400	В
Ramp I-81 S Exit 245 to Port Republic Rd	City of Hamsonburg		3300 3 Port Repu		9176	070	170	170	170	0%	Г	0.109	А		3400	Ь
		SR 23		DIE KU												
South  Page 1 91 S Evit 247 to US 23 E	City of Harrisonburg	(Maint: 82) 0.12	I-81 S <b>NA</b>									NA			NΙΛ	
81 Ramp I-81 S Exit 247 to US 33 E	City of Harrisonburg		33 E, E Mar	kat St			1					INA			NA	
	10.	US.		VCI OI												
South	City of Hamis and year	(Maint: 82) 0.22	I-81 S <b>NA</b>									NIA			NΙΔ	
81 Ramp I-81 S Exit 247 to US 33 W	City of Harrisonburg		NA 33 W, E Mai	drat Ct								NA			NA	
		05:		Ket St												
South Provided A Provided A	From:	0.44	I-81 S									NIA			NIA	
81) Ramp I-81 S Exit 251	Rockingham C		NA	1 A D	. TIC 11							NA			NA	
	10.	Ramps I-81 N 25		IA Ramp	to US 11											
South CD P 104 0 F 11 0 F 7 1 0 F 0 F 0 F 0 F 0 F 0 F 0 F 0 F 0 F 0	From:		I-81 S													
(81) Ramp I-81 S Exit 257 to SR 259	Rockingham C	County 0.17	NA									NA			NA	
	10:		SR 259													
South	From:		South to Res	st Area												
New Market Rest Area Ramp	Rockingham C		NA									NA			NA	
South	From:		Rest Area Pa est Area Par													
(81) New Market Rest Area Ramp	Rockingham C		NA	Killg Lot								NA			NA	
(81) Non Mariot (toot) from the	To-		outh from R	est Area												
Courth	From:	- 015	I-81 S				i									
South (81) Ramp I-81 S Exit 264 to US 211	Shenandoah C	County 0.19	NA									NA			NA	
61)	To:	0.10	US 211												. 17 1	
Courth	From:		I-81 S													
South (81) Ramp I-81 S Exit 269 to 85-730	Shenandoah C	County 0.14	NA									NA			NA	
81) Trainp For 6 Exit 200 to 00 700	To:	•	-730 Cavern	s Rd			1					INA			INA	
Counth	From:	0.5	I-81 S				<u> </u>									
South Ramp I-81 S Exit 273 to SR 292	Shenandoah C	County 0.23	1-81 S NA									NA			NA	
81 Ramp I-81 S Exit 273 to SR 292	To:	,	292 Conicvi	lle Rd								INA			INA	
	F	SK.		iic ixu												
South (81) Ramp I-81 S Exit 279 to SR 185	Shonondoch C	County 0.20	I-81 S <b>NA</b>									NIA			NA	
81 Ramp I-81 S Exit 279 to SR 185	Shenandoah C	•	5 Stoney Cre	al Dive								NA			INA	
	***	SK 183	stoney Cre	CK DIVU												

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

Route	Jurisdiction	Longth AADT OA ATiro Rue	Truck QC K QK Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South Ramp I-81 S Exit 283 to SR 42	Shenandoah County	I-81 S 0.18 <b>NA</b> SR 42 W Reservoir Rd	NA	NA
South Ramp I-81 S Exit 291 to 85-651	Shenandoah County	I-81 S 0.22 <b>NA</b> 85-651 Mount Olive Rd	□ NA	NA
South Ramp I-81 S Exit 296 to SR 55	Shenandoah County	I-81 S 0.27 NA SR 55 John Marshall Hwy	NA	NA
South Ramp I-81 S Exit 298 to US 11	Shenandoah County	I-81 S 0.17 <b>3900 A</b> US 11 Old Valley Pike	0.126 A	4000 A
South Ramp I-81 S Exit 300 to I-66 E at Exit 1	From: Frederick County To:	I-81 S 0.40 <b>6600 G</b> 84% 1% I-66 E	1% 1% 13% 1% F NA	6100 G
South Ramp I-81 S Exit 302 to 34-627	Frederick County	I-81 S 0.14 <b>NA</b> 34-627 Reliance Rd	NA	NA
South 81 Scale Ramp	From: Frederick County To:	I-81 S 0.48 <b>NA</b> I-81 S	NA	NA
South (81) Ramp I-81 S Exit 307 to SR 277	Frederick County To:	I-81 S 0.17 <b>NA</b> SR 277	NA	NA
South Ramp I-81 S Exit 310 to SR 37	Frederick County	I-81 S 0.14 <b>4400 G</b> SR 37	NA	4400 G
South Ramp I-81 S Exit 313 to US 50 E	Frederick County	I-81 S 0.17 <b>NA</b> US 50 E, Millwood Ave	NA	NA
South Ramp I-81 S Exit 313 to US 50 W	Frederick County	I-81 S 0.22 <b>4700 G</b> US 50 W, Millwood Ave; Jubal Early Dr	NA	4700 G
South Ramp I-81 S Exit 315 to SR 7	Frederick County	I-81 S 0.31 <b>NA</b> SR 7 Berryville Ave	NA	NA
South Ramp I-81 S Exit 317 to US 11	From: Frederick County	I-81 S 0.19 NA US 11 Martinsburg Pike	NA	NA
South Winchester Welcome Center	Frederick County	I-81 South to Welcome Center  0.06	1% 1% 21% 2% F 0.143 A	1300 A

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

Route	Jurisdiction	Length AADT Q		Bus					QC	K	QK	Dir	AAWDT	OW
South	From:	Exit Welcome Center Parki			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
81 Winchester Welcome Center	Frederick County	0.08 <b>NA</b>	ing Dot							NA			NA	
	To:	I-81 South from Welcome C	Center											
South	From:	I-81 S												
(81) Ramp I-81 S Exit 321 to 34-672	Frederick County	0.21 <b>NA</b>								NA			NA	
<u> </u>	102	34-672 Hopewell Rd												
South   Ramp I-81 S Exit 323 to 34-669	Frederick County	I-81 South 0.16 <b>2200 F</b>	:							0.082	В		2300	F
81 Ramp I-81 S Exit 323 to 34-669	To:	34-669 Rest Church Re								0.002	Ь		2300	'
	From:	US 19 Bus Main St			i									
82 Cleveland Rd	Town of Lebanon	0.58 <b>4400 G</b>	98%	0%	1%	1%	1%	0%	С	0.099	F		4600	G
	Tot	NCL Lebanon												
82 Cleveland St	Russell County	5.71 <b>1900 G</b>	97%	1%	1%	1%	1%	0%	С	0.085	F	0.506	2000	G
$\cup$	To	SCL Cleveland			$\neg$									
82	Town of Cleveland (Maint: 83)	0.55 <b>1900 N</b>	97%	1%	1%	1%	1%	0%	Ν	0.085	Ν	0.506	2000	Ν
$\smile$	To:	83-600 Cleveland												
	From:	US 23 Bus Pound												
83) Clintwood Hwy	Town of Pound (Maint: 97)	0.93 <b>6800 G</b>	91%	1%	2%	1%	6%	0%	F	0.086	F	0.532	7100	G
	To: From:	ECL Pound												
83	Wise County	2.64 <b>6800 N</b> Dickenson County Lin		1%	2%	1%	6%	0%	N	0.086	N	0.532	7100	N
	From:	Wise County Line	е											
83 Dickenson Hwy	Dickenson County	3.91 <b>6600 G</b>	91%	1%	2%	1%	6%	0%	F	0.091	F	0.769	6900	G
$\smile$	To	SR 72 Georges Fork			_									
83) W Main St	Dickenson County	0.69 <b>8800 G</b>	;							0.092	F	0.509	9200	G
$\smile$	To- From:	WCL Clintwood			$\neg$ $\vdash$									
83	Town of Clintwood (Maint: 25)	1.78 <b>8800 N</b>	ı							0.092	Ν	0.509	9200	Ν
$\smile$	To. From:	ECL Clintwood												
83 Dickenson Hwy	Dickenson County	5.57 <b>5200 G</b>	91%	1%	2%	1%	6%	0%	F	0.093	F	0.605	5400	G
$\smile$	To: From:	SR 63 Fremont			$\Box$ $\vdash$									
83 63 Dickenson Hwy	Dickenson County	4.94 <b>4700 G</b>		1%	2%	1%	6%	0%	F	0.090	F	0.551	4900	G
$\circ$	To: From:	SR 63 North of Clincho SR 63 North of Clinchco Beg I												
83 Dickenson Hwy	Dickenson County	2.44 <b>3900</b> G		1%	2%	1%	6%	0%	F	0.089	F	0.616	4100	G
(65) - 1	To	25-607				.,,			-		-			
83 Dickenson Hwy	Dickenson County	3.23 <b>3600 G</b>	91%	1%	2%	1%	6%	0%	F	0.088	F	0.558	3800	G
,	To:	WCL Haysi												
83	Town of Haysi (Maint: 25)	0.56 <b>3600 N</b>	91%	1%	2%	1%	6%	0%	N	0.088	N	0.558	3800	N
	To:	SR 80 Haysi												
83 80 Dickenson Hwy	Town of Haysi (Maint: 25)	0.34 <b>4800 G</b>	91%	1%	2%	1%	6%	0%	F	0.091	F	0.583	5000	G
,	To:	E SR 63												-

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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:	E SR 63													
83 80 Dickenson Hwy	Town of Haysi (Maint: 25)	1.08 <b>3800</b>	G	91%	1%	2%	1%	6%	0%	F	0.082	F	0.547	4000	G
	To: From:	NCL Hay													
83 80	Dickenson County	0.01 <b>3800</b>	N	91%	1%	2%	1%	6%	0%	N	0.082	N	0.547	4000	N
	To- From:	SR 80 Breaks F		2101								_			
83 Dickenson Hwy	Dickenson County	0.04 <b>2200</b>	G	91%	1%	2%	1%	6%	0%	С	0.088	F	0.507	2300	G
	To: From:	WCL Hay													
83	Town of Haysi (Maint: 25)	0.04 <b>2200</b>	N	91%	1%	2%	1%	6%	0%	Ν	0.088	Ν	0.507	2300	N
	To: From:	ECL Hay:													
83	Dickenson County	3.38 <b>2200</b>	N	91%	1%	2%	1%	6%	0%	Ν	0.088	Ν	0.507	2300	N
	To: From:	Buchanan Coun Dickenson Cour	_												
83	Buchanan County	2.47 <b>2900</b>	F	96%	0%	1%	1%	1%	0%	F	0.089	F	0.610	3000	F
<u> </u>	To:	13-604 Poplar (	Gap Rd												
	From:	13-604 Sunset 1		000/	201	40′	407	407	00/	_	0.00	_	0.500	0000	_
83	Buchanan County	5.96 <b>3400</b>	F	96%	0%	1%	1%	1%	0%	С	0.09	F	0.583	3600	F
	To: From:	13-619 Lee Ma													
83 Dickenson Hwy	Buchanan County	1.95 <b>5300</b>	F	96%	0%	1%	1%	1%	0%	F	0.105	F	0.628	5600	F
	From	US 460		2001	40/		407	201	201		2 222	_	0.500	10000	
83 (460)	Buchanan County	1.99 <b>12000</b>	F	96%	1%	1%	1%	2%	0%	С	0.096	F	0.532	13000	F
	To: From:	SCL Grun													
83 (460)	Town of Grundy (Maint: 13)	1.96 <b>11000</b>		96%	1%	1%	1%	2%	0%	С	0.102	F	0.528	12000	F
	From:	US 460 WE US 460 I													
83 Edgewater Dr	Town of Grundy (Maint: 13)	1.49 <b>7500</b>	F	95%	1%	1%	1%	2%	0%	F	0.106	F	0.505	7900	F
	Tax	ECL Grun	dv												
83 State Creek Rd	Buchanan County	2.93 <b>5500</b>	F	95%	1%	1%	1%	2%	0%	F	0.112	F	0.583	5800	F
	Tax	13-642 Elkin	s Br												
83	Buchanan County	4.24 <b>3000</b>	F	95%	1%	1%	1%	2%	0%	С	0.117	F	0.717	3100	F
	Tai	13-643 Sta	CV												
83	Buchanan County	2.47 <b>1800</b>	F	95%	1%	1%	1%	2%	0%	F	0.101	F	0.65	1900	F
	To:	13-640 Hale	Cr			<u> </u>									
83	Buchanan County	4.67 <b>830</b>	F	95%	1%	1%	1%	2%	0%	F	0.115	F	0.708	880	F
	То:	West Virginia St													
	From	West Virginia St	ate Line							-					
84) Mill Gap Rd	Highland County	5.87 <b>160</b>	G	93%	0%	2%	2%	3%	0%	F	0.164	F	0.692	170	G
$\smile$	Tot	45-600				<u> </u>									
84) Mill Gap Rd	Highland County	6.64 <b>340</b>	G	93%	0%	2%	2%	3%	0%	С	0.112	F	0.568	360	G
	To:	45-640 Meadow	dale Rd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Len	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
		6-640 Meadow													
Mill Gap Rd	Highland County 2.4	3 <b>520</b> US 220 Vande	G	93%	0%	2%	2%	3%	0%	F	0.094	F	0.62	570	(
4	From:		_												_
orth 35	Mecklenburg County 4.2	orth Carolina S 3 <b>12000</b>	A A	79%	1%	1%	0%	17%	2%	С	0.142	Α		9900	
00)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		A	79%	1%	1%	0%	17%	2%	C	0.127	Α	0.503	20000	
	To To To To To To To To To To To To To T	58-903			170		070	11 70	270		0.127		0.000	20000	
orth	From:			700/	407	40/	201	470/	00/	_	0.400			40000	
35	Mecklenburg County 8.1		A	79%	1%	1%	0%	17%	2%	F -	0.138	A	0.504	10000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			79%	1%	1%	0%	17%	2%	F	0.132	Α	0.531	21000	
orth	To: From:	SCL South	Hill												_
35)	Town of South Hill (Maint: 58) 0.2	5 <b>12000</b>	Α	79%	1%	1%	0%	17%	2%	F	0.138	Α		10000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	ite: <b>25000</b>	Α	79%	1%	1%	0%	17%	2%	F	NA			21000	
arth	Ta: From:	US 58													
orth 35	Town of South Hill (Maint: 58) 2.5	3 <b>11000</b>	Α	79%	1%	1%	0%	17%	2%	F	0.136	Α		9400	
10)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		Α	79%	1%	1%	0%	17%	2%	F	0.129	Α	0.543	19000	
	то	US 1													
orth	From:			700/	40/	40/	00/	470/	00/	_	0.407			0000	
35	Town of South Hill (Maint: 58) 0.5		F	79%	1%	1%	0%	17%	2%	F	0.137	Α		8900	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		F	79%	1%	1%	0%	17%	2%	Г	NA			18000	
orth	To: From:	NCL South	Hill												_
35)	Mecklenburg County 3.8		F	79%	1%	1%	0%	17%	2%	F	0.137	Α		8900	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		F	79%	1%	1%	0%	17%	2%	F	NA			18000	
orth		runswick Cour													_
orth 35	Brunswick County 4.7		F	79%	1%	1%	0%	17%	2%	F	0.137	Α		8900	
33)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		F	79%	1%	1%	0%	17%	2%	F	0.131	Α		18000	
	Тъ.	12-644													
orth	From: L			700/	40/	40/	00/	470/	20/	_	0.400	^		0400	
85)	Brunswick County 3.0 Combined Traffic Estimates for 2 Parallel Roadways on this Ro		F	79%	1%	1%	0%	17%	2%	F	0.136	A	0.520	9100	
	Combined Trainic Estimates for 2 Parallel Roadways on this Rot		F	79%	1%	1%	0%	17%	2%	Г	0.126	Α	0.539	18000	
orth	To: From:	SR 46													_
35)	Brunswick County 1.1		F	79%	1%	1%	0%	17%	2%	F	0.142	Α		8500	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	ite: 17000	F	79%	1%	1%	0%	17%	2%	F	0.126	Α	0.663	15000	
orth	To From	US 1													_
orth 85)	Brunswick County 6.3	9 <b>11000</b>	В	79%	1%	1%	0%	17%	2%	F	0.131	Α		9500	
00)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		В	79%	1%	1%	0%	17%	2%	F	0.125	Α	0.541	19000	
	To:	12-630		. 370	. , 0		270	,5	_,,	•				. 3000	

# 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	QW
North	From:		12-630													
85)	Brunswick County	4.71	11000	F	79%	1%	1%	0%	17%	2%	F	0.134	Α		9200	F
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	21000	F	79%	1%	1%	0%	17%	2%	F	0.128	Α	0.543	18000	F
North	To: From:	12-7	12 Old Stag	e Rd												
85)	Brunswick County	0.76	11000	G	79%	1%	1%	0%	17%	2%	F	NA			9500	G
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	22000	G	79%	1%	1%	0%	17%	2%	F	NA			19000	G
	To:		iddie Count	_												
lorth 85	Dinwiddie County	2.38	wick Count 11000	y Line <b>G</b>	79%	1%	1%	0%	17%	2%	F	NA			9500	G
00)	Combined Traffic Estimates for 2 Parallel Road			G	79%	1%	1%	0%	17%	2%	F	NA			19000	G
	To:		SR 40								-					
orth	From:	5.05			000/	40/	40/	40/	4.40/	40/	_	0.400	^		40000	_
85)	Dinwiddie County  Combined Traffic Estimates for 2 Parallel Road	5.95	12000	B B	83% 83%	1% 1%	1% 1%	1% 1%	14% 14%	1% 1%	F	0.128 0.117	A A	0.624	10000 21000	E E
	Combined Hamic Estimates for 2 Parallel Road	ways on this Route.		ь	03%	170	176	170	14 70	1 70	г	0.117	A	0.024	21000	Е
lorth	From:		26-650													
85)	Dinwiddie County	4.88	12000	В	83%	1%	1%	1%	14%	1%	F -	0.124	Α		11000	В
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	25000	F	83%	1%	1%	1%	14%	1%	F	0.116	Α	0.618	22000	F
orth	To: From:		26-703													
85)	Dinwiddie County	8.52	13000	Α	83%	1%	1%	1%	14%	1%	С	0.124	Α		12000	P
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	26000	F	83%	1%	1%	1%	14%	1%	С	0.104	В	0.509	24000	F
lorth	To: From:		US 460													
85) (460)	Dinwiddie County	1.77	19000	Α	83%	1%	1%	1%	14%	1%	F	0.105	Α		18000	Δ
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	38000	Α	85%	1%	1%	1%	12%	1%	F	0.1	Α	0.527	36000	A
	To: From:		US 1													
lorth (460)	Dinwiddie County	1.18	25000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		24000	Δ
85) (460)	Combined Traffic Estimates for 2 Parallel Road			A	88%	1%	1%	1%	10%	1%	С	NA	,,		47000	A
	To:	•	CL Petersbu							.,,						
lorth	City of Deterology (Meints				000/	40/	10/	40/	00/	40/	_	0.004	۸		24000	۸
85) 460	City of Petersburg (Maint: Combined Traffic Estimates for 2 Parallel Road	,	25000	A A	88% 88%	1% 1%	1% 1%	1% 1%	9% 10%	1% 1%	C C	0.094 0.048	A A		24000 47000	A A
	Combined Hamic Estimates for 2 Parallel Road				00 /0	1 /0	1 /0	1 /0	10 /6	1 /0	C	0.040	^		47000	-
orth	From:	•	irrel Level I	Road												
85) (460)	City of Petersburg (Maint:	,	28000	Α	88%	1%	1%	1%	9%	1%	F	0.091	Α		28000	F
~	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	54000 I-95	Α	88%	1%	1%	1%	10%	1%	F	0.094	Α	0.571	53000	P
- ul-	From	10531		ma C												
North  85 Bracey Welcome Center	Mecklenburg County	1-85 Nort	h to Welcor 1200	ne Cente <b>N</b>	r 83%	1%	1%	1%	14%	1%	N	0.156	N		1000	Ν
05) 2.300, 170,001110 001101	To:	Enter Welc				1,0		1,0	, , 3	170	••	3.100			.000	·
Vorth	From:	Exit Welco								_	_		_		_	
85 Bracey Welcome Center	Mecklenburg County	0.09	1200	Α	83%	1%	1%	1%	14%	1%	С	0.156	Α		1000	Α

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

Route	Jurisdiction	Length AADT QA 4Tire		Tr 2Axle 3+Axle			QC	K	()K	Dir A	AAWDT	QW
North	From:	I-85 North	-	ZAXIE 3+AXIE	11rall	21 raii		Factor	F	actor '		
85 Ramp	Mecklenburg County	0.18 <b>NA</b>						NA			NA	
	To:	58-903										
North	From:	I-85 North										
85 Ramp	Mecklenburg County	0.24 <b>2300 F</b> 83%	1%	1% 1%	14%	1%	F	0.072	F		2200	F
<u> </u>	To:	US 58 East										
North	From:	I-85 North							_			
Ramp	Mecklenburg County	0.24 <b>1200 F</b> 85%	1%	1% 1%	13%	0%	F	0.109	F		1300	F
		US 58 West										
North	Mecklenburg County	I-85 North 0.28 <b>1000 F</b> 88%	1%	 2% 1%	9%	0%	F	0.112	F		1000	F
85 Ramp	To:	US 1 Mecklenburg Ave	170	2% 1%	976	0%	Г	0.112	Г		1000	Г
North	From:			+								
North (85) Ramp	Brunswick County	I-85 North 0.19 <b>110 F</b> 86%	1%	 1% 1%	11%	0%	F	0.097	F		110	F
85) ramp	To:	12-644 Brunswick Dr	170	<u> </u>	1170	070	•	0.007	•		110	•
North	From:	I-85 North		·								
(85) Ramp	Brunswick County	0.18 <b>500</b> F		_				0.105	F		510	F
000	То:	SR 46 Christanna Hwy										
North	From:	I-85 North										
85 Ramp	Brunswick County	0.15 <b>290 F</b> 88%	1%	2% 1%	9%	0%	F	0.110	F		290	F
$\overline{}$	To:	US 1 Boydton Plank Rd										
North	From:	I-85 North to Rest Area										
85 Alberta Rest Area Ramp	Brunswick County	0.11 <b>660 B</b>						0.156	Α		590	В
Nicoth	To:	Enter Rest Area Parking Lot										
North (85) Alberta Rest Area Ramp	Brunswick County	Exit Rest Area Parking Lot 0.12 940 G						NA			940	G
(85) Amorta Most Allos Marip	To:	I-85 North from Rest Area		7				101			0.10	Ū
North	From:	I-85 North										
Ramp	Brunswick County	0.21 <b>190 F</b> 94%	2%	1% 1%	2%	0%	F	0.153	F		190	F
	Tor	12-630 Sturgeon Rd										
North	From:	I-85 North										
(85) Ramp	Brunswick County	0.18 <b>620 F</b> 88%	1%	1% 2%	8%	0%	F	0.083	F		630	F
$\smile$	То:	12-712 Old Stage Rd										
North	From:	I-85-N TO RT 40										
(85) Ramp	Dinwiddie County	0.20 <b>NA</b>						NA			NA	
	То:	SR 40 SR 40- 178B FROM & TO RT 85										
North	From:	I-85-N TO RT 650										
(85) Ramp	Dinwiddie County	0.21 <b>NA</b>		_				NA			NA	
<u> </u>	To:	26-650; 26-650- 8B TO & FROM RT 85										
North	From:	I-85-N TO RT 703										
Ramp	Dinwiddie County	0.37 <b>NA</b>		_				NA			NA	
~	lo.	26-703 FROM RT 85 NB										

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

			a mitorotato ritoa										
Route	Jurisdiction	n Length	AADT QA	4Tire Bu	IC.			-	K Factor	QK F	Dir AA\ Factor	WDT	QW
orth	From:	I-85 N	orth to Rest Area		1								
(85) Dinwiddie Rest Area Ra	Survividic   County   O.14   NA		1	۱A									
	To:	Enter Re	st Area Parking Lot										
orth	From:	Exit Res	st Area Parking Lot										
5) Dinwiddie Rest Area Ra	amp Dinwiddie Co	unty 0.19	890 G						NA		8	90	G
30)	To:	I-85 No:	rth from Rest Area										
orth	Second County												
Ramp	L Dipwiddie Cor								ΝΔ			JΔ	
35) Kamp	Diriwidale ook								14/7			1/1	
orth	To: From:	I-85-N061B T	ORT 460 & 460 B	US?									_
Ramp	Dinwiddie Cor	ounty 0.01	NΔ						NΔ			JΔ	
35) Kamp	To.	Length AADT QA 4 Tire Bus		1/1									
orth	From			US			Trail 2Trail   QC   Factor   QK   Factor   AA						
Ramp	Dinwiddie Cou								NA		١	1A	
<u> </u>	To:	CEUS 46	0 FROM RT 85 NB										
orth	From:	I-8	5-N TO RT 1										
Ramp	Dinwiddie Co	ounty 0.15	NA						NA		1	۱A	
33)	To:		ROM RT 85 NB										
	From												_
orth	استنت	Pi-							NIA			1.4	
Ramp	Dinwiddie Cot								INA		ľ	1A	
		USTF	ROM RT 85 NB										
orth	From:			i	Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Factor AAW  NA NA NA NA NA NA NA NA NA NA NA NA NA N								
Ramp	City of Petersburg (	(Maint: 26) 0.11	NA	DT QA 4   Tire Bus			1A						
<u> </u>	To:	123-9011; 123-9	011- 1A FROM & 7	ORT									
orth	From	AADT   QA 4 Tire   Bus   2Avice   1Trail   2Trail   QC   Factor   AR   Factor   AADT											
35) (460) Ramp	City of Petersburg (								0.104	Α	6′	100	Α
33) (400)	To:	,											
	F			amperma.									_
orth	City of Details and			STREETS					N.1.A				
Ramp	City of Petersburg (I								NA		N	1A	
<u> </u>	From:			ON STREE									
orth Doma	City of Determinant								0.404	۸	61	200	^
Ramp	City of Petersburg (I								0.104	А	03	300	F
orth	From:												
	City of Potoroburg (								0.102	Δ	11	200	A
Ramp	City of retersburg (i								0.103	^	40	,00	,
-	10.												
orth	From:	P									<u> </u>		
Ramp	City of Petersburg (	(Maint: 26) 0.07	2100 A						0.123	Α	23	300	P
	To	CEU	S 460 Wythe St										
	From:	North (	arolina State Line		<u> </u>								
outh								_			40	.000	
outh	Mecklenhura C	County 4 59	12000 A	79% 19	% 1%	0% 1	8% 2%	C	0.126	А	10	THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE 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	Δ
outh 35		-										000	A

# 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	QV
South	From:		58-903				ZAXIE	STAXIE	IIIaii	ZIIali		racioi		racioi		
85)	Mecklenburg County	7.78	13000	Α	79%	1%	1%	0%	18%	2%	F	0.129	Α		11000	Α
00)	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:		Α	79%	1%	1%	0%	17%	2%	F	0.132	Α	0.531	21000	Α
	То		CL South H	G11												
South	From:				700/	40/	40/	00/	400/	00/	_	0.400	۸		44000	٨
85	Town of South Hill (Maint: 58)	0.40	13000	A	79%	1%	1%	0%	18%	2%	F	0.129	Α		11000	Δ
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:		Α	79%	1%	1%	0%	17%	2%	Г	NA			21000	Δ
South	Too: From:		US 58													
85)	Town of South Hill (Maint: 58)	2.72	11000	Α	79%	1%	1%	0%	18%	2%	F	0.127	Α		9100	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	21000	Α	79%	1%	1%	0%	17%	2%	F	0.129	Α	0.543	19000	F
Courth	To: From:		US 1													
South (85)	Town of South Hill (Maint: 58)	0.29	11000	F	79%	1%	1%	0%	18%	2%	F	0.126	Α		9100	F
(65)	Combined Traffic Estimates for 2 Parallel Roadways o			F	79%	1%	1%	0%	17%	2%	F	NA	•		18000	F
	To-		CL South H			.,,		0,0	,0		•					·
South	From:										_					
85	Mecklenburg County	3.74	11000	F	79%	1%	1%	0%	18%	2%	F _	0.126	Α		9100	
	Combined Traffic Estimates for 2 Parallel Roadways o		wick Count	F	79%	1%	1%	0%	17%	2%	F	NA			18000	F
South	From:		nburg Cour	_												
( <del>85</del> )	Brunswick County	5.21	11000	F	79%	1%	1%	0%	18%	2%	F	0.126	Α		9100	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	21000	F	79%	1%	1%	0%	17%	2%	F	NA			18000	ı
0 "	To: From:		12-644				_									
South 85	Brunswick County	2.54	11000	F	79%	1%	1%	0%	18%	2%	F	0.126	Α		9300	F
(65)	Combined Traffic Estimates for 2 Parallel Roadways o			F	79%	1%	1%	0%	17%	2%	F	0.126	Α	0.539	18000	·
	To-	Trano reduc.	SR 46		1070	170		070	11 70	270		0.120		0.000	10000	
South	From:															
85	Brunswick County	1.66	7000	F	79%	1%	1%	0%	18%	2%	F	0.105	Α		6100	F
•	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	17000	F	79%	1%	1%	0%	17%	2%	F	0.126	Α	0.663	15000	F
South	To: From:		US 1													
(85)	Brunswick County	6.26	11000	Α	79%	1%	1%	0%	18%	2%	F	0.127	Α		9100	/
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	22000	В	79%	1%	1%	0%	17%	2%	F	0.125	Α	0.541	19000	ı
	Tax		12-630				$\neg$ $\vdash$									
South	Brunswick County	4.86	10000	Α	79%	1%	1%	0%	18%	2%	_	0.13	Α		8900	,
85	Combined Traffic Estimates for 2 Parallel Roadways o			F	79%	1%	1%	0%	17%	2%	F	0.13	Α	0.543	18000	F
	Combined Trainic Estimates for 2 Farallel Roadways o				1970	1 /0	1 /0	0 /6	17 /0	2/0	-	0.120	^	0.545	10000	
	From:	12-71	12 Old Stag	ge Kd												
South																
South 85	Brunswick County  Combined Traffic Estimates for 2 Parallel Roadways o	0.24	11000	B G	79% 79%	1% 1%	1% 1%	0% 0%	18% 17%	2% 2%	F	0.122 0.124	Α	0.536	9800 19000	E

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

							Tru	ck			K		Dir		
Route	Jurisdiction Le	ength <b>A</b>	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	Brunswick	County Line			2, 0.0	017.040	TTTGII	211011		1 40101		1 doto:		
85	Dinwiddie County	2.78 <b>12</b>	2000 G	79%	1%	1%	0%	18%	2%	F	NA			9700	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 23	8000 G	79%	1%	1%	0%	17%	2%	F	NA			19000	G
Couth	To- From:	SF	R 40												
South 85	Dinwiddie County	5.95 <b>12</b>	2000 B	83%	1%	1%	0%	14%	1%	F	0.115	Α		11000	В
(00)	Combined Traffic Estimates for 2 Parallel Roadways on this F		1000 B	83%	1%	1%	1%	14%	1%	F	0.117	Α	0.624	21000	В
	To	26	5-650												
South	Dinwiddie County		2000 F	83%	1%	1%	0%	14%	1%	F	0.117	Α		11000	_
85	,			83% 83%	1%	1%	0% 1%		1%	F	0.117	A	0.618		F
	Combined Traffic Estimates for 2 Parallel Roadways on this F			63%	170	1%	170	14%	170	Г	0.116	А	0.616	22000	Г
South	From:	26	5-703												
(85)			8000 F	83%	1%	1%	0%	14%	1%	С	0.105	В		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 26	6000 F	83%	1%	1%	1%	14%	1%	С	0.104	В	0.509	24000	F
South	Ta: From:	US	S 460												
(85) (460)	Dinwiddie County	1.83 <b>19</b>	0000 A	87%	1%	1%	1%	10%	1%	F	0.109	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 38	8000 A	85%	1%	1%	1%	12%	1%	F	0.1	Α	0.527	36000	Α
	Tay	U	JS 1												
South	Dinwiddie County		1000 A	87%	1%	1%	1%	10%	1%	С	0.107	Α		23000	Α
85 460	Combined Traffic Estimates for 2 Parallel Roadways on this F			88%	1%	1%	1%	10%	1%	С	NA	^		47000	A
	To Tariffe Lighthates for 2 1 arane readways of this f			0070	1 /0	170	1 70	10 /0	1 70	O	INA			47000	
South	From:		etersburg												
(85)     (460)	, , ,	-	1000 A	87%	1%	1%	1%	10%	1%	С	0.107	Α		23000	Α
V ~-	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 48	8000 A	88%	1%	1%	1%	10%	1%	С	NA			47000	Α
South	To- From:	Squirrel I	Level Road												
(85) (460)	City of Petersburg (Maint: 26)	2.23 <b>26</b>	6000 A	87%	1%	1%	1%	10%	1%	F	0.106	Α		26000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this F			88%	1%	1%	1%	10%	1%	F	0.094	Α	0.571	53000	Α
045	To:		-95 rom I-95 N												
South 85 I-85 S Ramp	City of Petersburg (Maint: 26)		6000 N	87%	1%	1%	1%	10%	1%	N	0.106	N		26000	N
(65) 1 30 G 1 tamp	Combined Traffic Estimates for 2 Parallel Roadways on this F			0.70	.,,	.,,	. , 0	.070	. , 0	•	NA	•		NA	•
			Washington Av	<u> </u>											
South	rioii:			<u> </u>											
85 I-85 S Ramp	3 ( )		NA								NA			NA	
	Combined Traffic Estimates for Parallel Roadways on this F		South								NA			NA	
Courth	From:		South			L									
South (85) Ramp	Mecklenburg County		600 A	97%	0%	1%	1%	1%	0%	F	0.135	Α		1600	Α
( 00 )	oononburg county		3-903	0.70	<b>U</b> / U	. , ,	. 70	. 70	2 / 0	•	5.755			. 500	, ,

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

					Tru	uck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Ti	ire Bu		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	I-85 South											
Ramp	Mecklenburg County	0.29 <b>930 F</b> 83	% 1%	1%	1%	14%	1%	F	0.086	F		920	F
<u> </u>	10:	US 58 E, E Atlantic St											
South	From:	I-85 South						_					
85 Ramp	Mecklenburg County	0.17 <b>1600 A</b> 97	% 0%	1%	0%	1%	0%	F	0.125	Α		1400	Α
South	To: From:	I-85-S012C TO RT 58 BUS											
South (85) Ramp	Mecklenburg County	0.12 <b>NA</b>							NA			NA	
	To:	CAUS 58 FROM RT 85 SOUTH											
South	From	I-85-S012B TO Bus US 58											
85 Ramp	Mecklenburg County	0.04 <b>NA</b>							NA			NA	
	To:	US 58 FROM RT 85 SB											
South	From:	I-85 South											
85 Ramp	Mecklenburg County	0.31 <b>NA</b>							NA			NA	
$\bigcirc$	To:	US 1 Mecklenburg Ave											
South	From:	I-85 South											
(85) Ramp	Brunswick County	0.16 <b>260 F</b> 86	% 1%	1%	1%	11%	0%	F	0.126	F		270	F
$\overline{}$	To:	12-644 Brunswick Dr											
South	From:	I-85 South											
85 Ramp	Brunswick County	0.13 <b>NA</b>							NA			NA	
$\smile$	To:	US 1 Boydton Plank Rd											
South	From	I-85 South to Rest Area											
(85) Alberta Rest Area Ramp	Brunswick County	0.11 <b>NA</b>							NA			NA	
	To:	Enter Rest Area Parking											
South (85) Alberta Rest Area Ramp	Brunswick County	Exit Rest Area Parking Lot 0.12 <b>470 A</b> 79	% 1%	5 1%	0%	17%	2%	F	0.182	Α		400	Α
85 Alberta Rest Area Ramp	To:	I-85 South from Rest Area	/0 1/0	1/0	0 /6	17 /0	2/0		0.102	^		400	^
0 1	From:			<u></u>									
South	Brunswick County	I-85 South 0.21 <b>140 A</b> 94	% 2%	5 1%	1%	2%	0%	F	0.151	Α		140	Α
85 Ramp	To:	12-630 Sturgeon Rd	70 270	1 /0	1 /0	270	070	'	0.131	^		140	^
0 4	From:	I-85 South		<u>_</u>									
South (85) Ramp	Brunswick County	0.18 <b>NA</b>							NA			NA	
85 Ramp	To:	12-712 Old Stage Rd							INA			IVA	
Couldb	From:	I-85-S TO RT 40											
South (85) Ramp	Dinwiddie County	0.18 <b>NA</b>							NA			NA	
05)	= F								14/1			14/1	
South	From:	I-85-S042B TO RT 40											
85 Ramp	Dinwiddie County	0.02 <b>NA</b>							NA			NA	
$\overline{}$	To:	SR 40 TO & FROM RT 85											
South	From:	I-85-S042A TO RT 40											
85 Ramp	Dinwiddie County	0.02 <b>NA</b>							NA			NA	
$\smile$	То:	SR 40 FROM RT 85 SB											

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

		Timary and interstate routes										
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire E		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	I-85-S TO RT 650										
85 Ramp	Dinwiddie County	0.21 <b>NA</b>						NA			NA	
	To:	26-650; 26-650- 8A TO & FROM RT 85										
South 85 Ramp	From:	I-85-S TO RT 703										
Ramp	Dinwiddie County	0.26 <b>NA</b>						NA			NA	
85) Kamp	To:	26-703; 26-703- 1A TO & FROM RT 85						INA			INA	
South	From	I-85-S053A TO RT 703										
Ramp	Dinwiddie County	0.10 <b>NA</b>						NA			NA	
<u>~</u>	To:	26-703 FROM RT 85 SB										
outh	From:	I-85 South to Rest Area										
85) Dinwiddie Rest Area Ramp	Dinwiddie County	0.15 <b>NA</b>						NA			NA	
	To:	Enter Rest Area Parking Lot										
outh	From:	Exit Rest Area Parking Lot										
85) Dinwiddie Rest Area Ramp	Dinwiddie County	0.25 <b>1300 G</b>						NA			1300	G
	To:	I-85 South from Rest Area										
outh	From:	I-85-S TO US 460										
Pamp	Dinwiddie County	0.18 <b>NA</b>						NA			NA	
Ramp	Diriwidale Codiny							INA			INA	
outh	To: From:	I-85-S061B TO US 460										
Ramn	Dinwiddie County	0.03 <b>NA</b>						NA			NA	
Ramp	To	US 460 US 460-W312A Gap TO										
	Francis											
South	Prom:	I-85-S061A TO US 460										
Ramp	Dinwiddie County	0.05 <b>NA</b>						NA			NA	
<u> </u>	10:	US 460 US 460-E312A Gap TO										
outh	From:	I-85-S TO RT 1										
Ramp	Dinwiddie County	0.19 <b>NA</b>						NA			NA	
	To:	US 1 FROM RT 85 SB										
couth	From:	I-85-S TO RT 1										
South Ramp	Dinwiddie County	0.21 <b>NA</b>						NA			NA	
85) Kump	To:	US 1 FROM RT 85 SB						14/1			1471	
outh	From:	I-85-S TO SQUIRREL LEVEL ROAD										
85 Ramp	City of Petersburg (Maint: 26)	0.13 <b>3800 A</b>						0.105	Α		4100	Α
<u> </u>	To	123-9011; 123-9011- 1B TO & FROM RT										
	From:	SCL Danville										
86 South Main St	City of Danville	1.11 <b>12000 G</b> 98% (	0% 0%	0%	1%	0%	С	0.091	F	0.567	13000	G
<del>=====================================</del>	~ [											
Cauth Main Ct	From	Lockett Dr	00/ 00/	00/	407	001	_	0.000		0.500	40000	
86) South Main St	City of Danville	0.61 <b>12000 G</b> 98% (	0% 0%	0%	1%	0%	F	0.086	F	0.532	13000	G
~	To: From:	Broadnax St	$\neg$									
86 South Main St	City of Danville		0% 1%	0%	0%	0%	С	0.086	F	0.57	20000	G
<del>"</del>	To:	Central Blvd	<u> </u>									
	From:	South Main St										
86 Central Blvd	City of Danville		0% 0%	0%	0%	0%	С	0.083	F	0.548	19000	G
	•											

# 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	e Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	West Main St												
86) Central Blvd	City of Danville	0.60 <b>22000</b> (	99%	0%	0%	0%	0%	0%	С	0.083	F	0.576	25000	G
$\smile$	To:	Memorial Dr												
	From:	North Carolina State Li												
87 Morehead Rd	Henry County	3.27 <b>7300 0</b>	<b>9</b> 0%	0%	1%	1%	8%	1%	С	0.089	F	0.548	7600	G
	To: From:	SCL Ridgeway												
87 Morehead Ave	Town of Ridgeway (Maint: 44)	0.55 <b>11000 (</b>	<b>3</b> 90%	0%	1%	1%	8%	1%	F	0.084	F		12000	G
	To- From:	Bus US 220 Church St; M						407						_
87 Morehead Ave	Town of Ridgeway (Maint: 44)		90%	0%	1%	1%	8%	1%	F	0.086	F	0.508	9000	G
		US 220 Greensboro R												
Clading Lhan	From:	North Carolina State Li		00/	40/	00/	007	00/	_	0.000	_		FF00	_
89) Skyline Hwy	Grayson County	4.89 <b>5200 C</b>	9/%	0%	1%	0%	2%	0%	С	0.089	F		5500	G
	To: From:	SCL Galax												
89) Main St	City of Galax	1.26 <b>5900 I</b>	F 98%	0%	1%	1%	1%	0%	С	0.09	F	0.557	6300	F
	To: From:	SR 97 Pipers Gap Ro												
89) Main St	City of Galax	0.90 <b>5900 I</b>	F 99%	0%	1%	0%	0%	0%	С	0.086	F	0.542	6300	F
<u> </u>	To: From:	Maroon Tide Dr												
89) Main St	City of Galax	0.16 <b>4800 I</b>	F 99%	0%	1%	0%	0%	0%	F	0.106	F	0.555	5100	F
$\smile$	To	Oldtown St			$\neg$ $\vdash$									
89 Main St	City of Galax		F 99%	0%	1%	0%	0%	0%	С	0.095	F	0.506	3400	F
	To	US 58 Stuart Dr												
	From:	98-616												
90) Main St	Town of Rural Retreat (Maint: 98)	0.60 <b>6200 0</b>	<b>3</b> 97%	1%	1%	1%	1%	0%	С	0.091	F	0.56	6800	G
$\smile$	To:	NCL Rural Retreat			$ \vdash$									
90	Wythe County	0.66 <b>6200</b> I	<b>V</b> 97%	1%	1%	1%	1%	0%	Ν	0.091	Ν	0.56	6800	Ν
$\smile$	To:	US 11 Staleys Cross Ro	ads											
90) Main St	Wythe County		<b>3</b> 97%	1%	1%	1%	1%	0%	F	0.092	F	0.595	6400	G
	To:	I-81												
	From:	SR 90			Ī									
90 Ramp to I-81 N at Exit 60	Wythe County	0.13 <b>NA</b>								NA			NA	
	To:	I-81 N												
	From:	SR 90; 98-680												
90) Ramp to I-81 S at Exit 60	Wythe County	0.13 <b>NA</b>								NA			NA	
$\subseteq$	To:	I-81 S												
_	From:	Tennessee State Line												
91) Mountain City Rd	Washington County	1.62 <b>2600 I</b>	F 92%	0%	1%	2%	5%	0%	С	0.092	F	0.572	2800	F
<u>~</u>	To- From:	US 58 Douglas Dr; Jeb Stua	art Hwy											
91) (58) Jeb Stuart Hwy	Washington County		<b>y</b> 92%	0%	1%	2%	5%	0%	Ν	0.082	Ν	0.53	3500	Ν
$\smile \smile$	To:	ECL Damascus												

# 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:	ECL Damascus	S												
91) (58) Jeb Stuart Hwy	Town of Damascus (Maint: 95)	0.45 <b>3400</b>	F	92%	0%	1%	2%	5%	0%	С	0.082	F	0.53	3500	F
$\bigcirc\bigcirc\bigcirc$	To:	Damascus Dr													
	From:	US 58 Jeb Stuart I		050/	201		407	00/	00/	_	0.000	_	0.500	4700	_
91 Damascus Dr	Town of Damascus (Maint: 95)	0.70 <b>1700</b>	F	95%	0%	1%	1%	2%	0%	С	0.093	F	0.509	1700	F
	To: From:	NCL Damascu													
91)	Washington County	6.40 <b>1700</b>	N	95%	0%	1%	1%	2%	0%	Ν	0.093	Ν	0.509	1700	N
<u> </u>	Tou Fram:	95-803 Liberty Hal	ll Rd			<u> </u>									
91) Monroe Rd	Washington County	1.48 <b>1900</b>	F	95%	0%	1%	1%	2%	0%	F	0.091	F	0.535	2000	F
$\bigcirc$	Toc	95-762 Loves Mil	1 R.d												
91) Monroe Rd	Washington County	3.51 <b>2300</b>		95%	0%	1%	1%	2%	0%	F	0.088	F	0.601	2400	F
91)	To:	US 11 Lee Hw		0070	0,0	Ť	.,,	_,,	0,0	•	0.000	•	0.00		•
	From:	US 11 Lee Highv	vay												
91)	Washington County	0.51 <b>8200</b>	N	98%	0%	0%	0%	1%	0%	Ν	0.083	Ν	0.605	8600	Ν
$\smile$	To:	SCL Glade Sprin	ng												
91) Maple St	Town of Glade Spring (Maint: 95)	1.37 <b>8200</b>		98%	0%	0%	0%	1%	0%	F	0.083	F	0.605	8600	F
	To	BUS SR 91 Glade	e St												
	From:	BUS SR 91 Maple													
₉₁ ) Monte Vista Dr	Town of Glade Spring (Maint: 95)	0.77 <b>4200</b>	F	98%	0%	0%	0%	1%	0%	С	0.089	F	0.661	4400	F
$\smile$	To-	NCL Glade Spri	ng			$\neg$									
91) Crescent Rd	Washington County	5.43 <b>2400</b>	F	98%	0%	0%	0%	1%	0%	F	0.094	F	0.672	2500	F
	Tou	WCL Saltville													
91) S Main St	Town of Saltville (Maint: 95)	0.52 <b>2500</b>		98%	0%	1%	0%	1%	0%	С	0.087	F	0.504	2700	F
91) 3	To:	Smyth County Li				Ti.	-,-		-,-	_		-			-
	From:	Washington County	/ Line												
91) Main St	Town of Saltville (Maint: 86)	1.15 <b>2100</b>	F	97%	1%	1%	1%	1%	0%	С	0.094	F	0.612	2200	F
$\bigcirc$	To:	Palmer Ave				<u> </u>									
91) Main St	Town of Saltville (Maint: 86)	0.26 <b>7100</b>	F	97%	1%	1%	1%	1%	0%	F	0.097	F	0.528	7500	F
91)	To:								-,-						
91 E Main St	Town of Saltville (Maint: 86)	SR 107 Worthy B 1.96 <b>2500</b>		97%	1%	1%	0%	0%	0%	С	0.094	F	0.559	2700	F
91 E Main St	1 OWIT OF Santville (Iviaint. 86)			9170	170	1 70	0%	U70	0%	C	0.094	Г	0.559	2700	Г
	To- From:	NCL Saltville													
(91 <i>)</i>	Smyth County	0.17 <b>2500</b>		97%	1%	1%	0%	0%	0%	N	0.094	Ν	0.559	2700	N
<u> </u>	To: From:	86-743 Clark S													
91 Saltville Hwy	Smyth County	86-743 Upper Poor Va 4.66 <b>1300</b>		97%	1%	1%	0%	0%	0%	F	0.104	F	0.527	1400	F
91 Saltville Hwy				J1 /0	1 /0	1 /0	0 /0	0 /0	0 /0	'	0.104	•	0.021	1-100	
	From:	SR 42 Bluegrass T			407										
(91) Veterans Rd	Smyth County	0.54 <b>520</b>		97%	1%	1%	0%	0%	0%	F	0.099	F	0.570	550	F
<u> </u>	To:	Tazewell County I													
91 Veterans Rd	Tazewell County	Smyth County Li 5.37 <b>80</b>		97%	0%	1%	1%	0%	0%	F	0.171	F	0.682	80	G
91 Veterans Rd	Tazewell County	92-607 Little Tumbling			U /0	1 /0	1 /0	0 /0	U /0	r	0.171	1	0.002	30	G

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

					_		Tru	ıck			K	0	Dir		
Route	Jurisdiction	Length <b>AAD</b>	r QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	92-607 Little Tumb													
91 Madien Springs Rd	Tazewell County	5.64 <b>100</b>	G	97%	0%	1%	1%	0%	0%	С	0.214	F	0.526	110	(
$\overline{}$	To: From:	92-604 Thompso													
91 Maiden Spring Rd	Tazewell County	2.62 <b>130</b>	G	97%	0%	1%	1%	0%	0%	F	0.124	F	0.625	140	(
	To- From:	92-609 College													
91) Whitten Valley Rd	Tazewell County	9.48 <b>130</b>		97%	0%	1%	1%	0%	0%	F	0.126	F	0.529	140	
<u> </u>	To:	US 19 Crocke	tts Store												
	From:	SR 91										_			
91 Ramp to I-81 N at Exit 29	Washington County	0.19 2200									0.082	F		2200	
		I-81 No	rtn												
Ramp to I-81 S at Exit 29	Washington County	0.15 <b>NA</b>									NA			NA	
91 Ramp to I-81 S at Exit 29	washington County	0.15 NA I-81 S									INA			INA	
Due	From	S SR 91 Glad													
Bus 91 Glade St	Town of Glade Spring (Maint: 95			99%	0%	1%	0%	0%	0%	С	0.116	F	0.548	710	
g) Glado Gt	To:	N SR 91 Glade Spr			070	Ť	070	070	070	Ü	0.110		0.010	7.10	
	From	US 58 E													
92	Town of Boydton (Maint: 58)	0.32 <b>120</b> 0		96%	1%	1%	0%	2%	0%	С	0.111	F	0.732	1200	
2)	To:	NCL Boy	dton												
92	Mecklenburg County	9.25 <b>120</b> 0		96%	1%	1%	0%	2%	0%	N	0.111	Ν	0.732	1200	
92)	To														
92) S Main St	Town of Chase City (Maint: 58)	SCL Chase 0.44 <b>340</b> 0		95%	1%	1%	1%	2%	0%	С	0.101	F	0.565	3500	
92) 3 Maii 31	Town or chase only (Maint: 55)				170		1,0	270	070	Ü	0.101		0.000	0000	
92 S Main St	Town of Chase City (Maint: 58)	0.23 <b>330</b> 0		94%	1%	1%	1%	2%	0%	С	0.100	F		3300	
92) S Main St	Town of Chase City (Maint. 30)			34 /0	1 /0	1 70	1 /0	2/0	076	C	0.100	'		3300	
NI Moin Ct	Town of Change City (Mainty 59)	0.21 <b>490</b> 0		96%	1%	1%	10/	2%	0%	С	0.100	F	0.557	5000	
92) N Main St	Town of Chase City (Maint: 58)	E Second		90%	170	1%	1%	270	0%	C	0.100	Г	0.557	5000	
	From:	S RT 4													
92 49 E Second St	Town of Chase City (Maint: 58)	0.19 <b>6400</b>	) F	95%	0%	1%	1%	3%	0%	С	0.09	F	0.540	6500	
	To:	Endly S	St			$\neg$ $\vdash$									
92 49 W Second St	Town of Chase City (Maint: 58)	0.56 <b>550</b> 0		95%	1%	1%	0%	2%	0%	С	0.094	F	0.554	5600	
9 0	To:	N SR 4	9												
92)	Town of Chase City (Maint: 58)	0.22 <b>320</b> 0		95%	0%	1%	1%	3%	0%	С	0.103	F	0.572	3300	
52)	To	WCL Chas													
22	Mecklenburg County	3.42 <b>320</b> 0		95%	0%	1%	1%	3%	0%	N	0.103	N	0.572	3300	
92				30,0	J / 0		. 70	<b>3</b> 70	J /0	. •	0.700	. •	0.072	5500	
	Moddonburg County	58-609; 58 0.21 <b>320</b> 0		95%	0%	1%	10/	3%	0%	N	0.103	N	0.572	3300	
92)	Mecklenburg County			30%	U-70	1 70	1%	3%	U%	IN	0.103	IN	0.372	3300	
	To- From:	58-600 Airp								<u> </u>					
92	Mecklenburg County	1.52 <b>320</b> 0	N	95%	0%	1%	1%	3%	0%	Ν	0.103	Ν	0.572	3300	

6/30/2011

# 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:	Mecklenbu	rg County Line												
92 JEB Stuart Hwy	Charlotte County		900 G	95%	0%	1%	1%	3%	0%	F	0.085	F	0.56	2000	G
	Toc	US 15 Ba	arnes Junction												
92) JEB Stuart Hwy	Charlotte County		600 G	95%	0%	1%	1%	3%	0%	F	0.084	F	0.541	1800	G
92) 022 014411111	T.			0070	0,0		.,,	0,0	0,0	•	0.00	•	0.0	.000	Ĭ
92) JEB Stuart Hwy	Charlotte County		Kings Hwy 450 G	95%	0%	1%	1%	3%	0%	F	NA			450	G
92 JEB Stuart Hwy	To:		County Line	93 /6	076	1 /0	1 /0	3/0	076		INA			430	
	From:		County Line												
92) Clover Rd	Halifax County	4.19	480 G	95%	0%	1%	1%	3%	0%	F	NA			490	(
<del></del>	To	NCI	L Clover												
92) Clover Rd	Clover (Maint: 41)		480 N	95%	0%	1%	1%	3%	0%	Ν	NA			490	١
92) GIOVOI TIG	olovor (Maria: 11)			0070	070		170	070	070	.,				100	•
Clover Dd	Clover (Moint, 44)		6; 41-1001	050/	00/	10/	10/	3%	00/	N	NΙΔ			400	
92 Clover Rd	Clover (Maint: 41)	0.33	480 N	95%	0%	1%	1%	3%	0%	IN	NA			490	١
	To: From:		Clover												
92) Clover Rd	Halifax County		480 N	95%	0%	1%	1%	3%	0%	N	NA			490	1
<u> </u>	To:	US 360 Sc	outh of Clover												
	From:		olina State Line												
93) Wilson Hwy	Grayson County		760 G	86%	0%	3%	7%	4%	0%	С	0.102	F	0.554	790	(
<u> </u>	To:	US 58 Near N	Mouth Of Wilso	n											
	From:		Vest of Galax												
94) Riverside Dr	Grayson County	4.22 <b>2</b>	2000 G	96%	0%	1%	1%	2%	0%	С	0.108	F	0.676	2100	(
$\smile$	To: From:	SR 274 I	Riverside Dr												
94) Scenic Rd	Grayson County	2.05 <b>2</b>	2000 G	96%	1%	1%	0%	1%	0%	F	0.109	F	0.699	2100	(
$\smile$	Too	38-805 Southwest	of Fries Spring	Valley											
94) Scenic Rd	Grayson County		2000 G	96%	1%	1%	0%	1%	0%	С	0.092	F	0.571	2100	(
3-7	Tool		T Dire												
	Town of Fries (Maint: 38)		CL Fries	96%	1%	1%	0%	1%	0%	N	0.092	N	0.571	2100	١
94)	Town of Thes (Maint. 30)			3070	1 /0	170	070	1 /0	070	14	0.002	11	0.07 1	2100	
	From		W Main St	000/	407		201	407	201		0.005		0.570	0400	,
94) Scenic Rd	Town of Fries (Maint: 38)	0.56 <b>2</b>	2000 G	96%	1%	1%	0%	1%	0%	F	0.095	F	0.573	2100	G
	To- From:		L Fries												
94)	Grayson County		2000 N	96%	1%	1%	0%	1%	0%	Ν	0.095	Ν	0.573	2100	1
<u> </u>	To		County Line												
94 Ivanhoe Rd	Carroll County		County Line F	96%	1%	1%	0%	1%	0%	F	0.093	F	0.620	1100	F
94) Ivanhoe Rd	Carron County		County Line	90%	170	170	0%	170	0%	Г	0.093	Г	0.620	1100	Г
	From:		County Line			-									
94) Ivanhoe Rd	Wythe County		200 G	96%	1%	1%	0%	1%	0%	F	0.099	F	0.523	1300	(
<u> </u>	To	00 620 0	Divorcion D4												
94 Ivanhoe Rd	Wythe County		Riverview Rd	96%	1%	1%	0%	1%	0%	F	0.098	F	0.609	2300	(
₉₄ ) Ivanhoe Rd	vv ythe County	2.04 <b>2</b>	.100 G	90 /0	1 /0	1 /0	U /0	1 /0	U /0	Г	0.030	Г	0.009	2300	Ċ

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

5 .		,	4455	٠.	4	_		Tru	ıck		- 00	K	011	Dir	A A1A/E=	0
Route	Jurisdiction	Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		Old SR 94													
94) Ivanhoe Rd	Wythe County	3.50	2300	G	96%	1%	1%	0%	1%	0%	F	0.084	F	0.595	2500	G
<u> </u>	To:		ots Gap Rd; F													
94) Ivanhoe Rd	Wythe County	2.06	Lots Gap Rd F <b>3600</b>	G KICKY KO	96%	1%	1%	0%	1%	0%	F	0.093	F	0.653	3900	G
94 Ivanhoe Rd	To To		52 Farmers S		30 /0	1 /0	170	070	1 70	070	'	0.033	'	0.000	3300	G
	From															
95 Ramp	Greensville Count		40 FROM RT <b>NA</b>	1 95								NA			NA	
95 Ramp	To:		301 FROM R	т 95			_					INA			INA	
	Francisco de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de l				25											
Romn	City of Colonial Heights (N		1A JB-20 FRO <b>NA</b>	OM RT 9	95							NA			NIA	
95 Ramp	City of Colonial Heights (F		NA 144 FROM R	т 05								INA			NA	
D	City of Disk as and (Mai		20 FROM RT	Γ 95								NIA			NIA	
95 Ramp	City of Richmond (Mai	,	NA 1 SD 161 A 6	С ТО								NA			NA	
			1 SR 161- A C													
	From:		-95 North 73								_					
95 Ramp	City of Richmond (Mai		9700	Α	91%	1%	1%	1%	7%	0%	F	0.105	Α		11000	Α
<u> </u>	10:		7-7561 Maury													
	From:		I-95-S074C F	FROM R	OUT											
95) Ramp	City of Richmond (Mai		NA									NA			NA	
$\smile$	Tn:	US 25	FROM ROU	UTE 95												
	From:		1172A FROM	I RT 95												
95) Ramp	Fairfax County	0.09	NA									NA			NA	
$\smile$	To:	29-613; 29-6	3- 6A TO AN	ND FRO	M RT											
	From:	I-95-	S175B TO RO	OUTE												
95) Ramp	Fairfax County	0.11	NA									NA			NA	
$\bigcirc$	To:	SR	241 FROM R	T 95												
ExpN	From:	Begin	Express Road	way NB												
95) NB Express Lanes	City of Alexandria (Mai	int: 29) 0.95	NA									NA			NA	
$\bigcirc$	Combined Traffic Estimates for Parallel Ro	oadways on this Route	: NA									NA			NA	
	To:	US 1	Patrick St; M	fill Rd			$\neg$ $\vdash$									
ExpN	From:			iii ita												
95 NB Express Lanes	City of Alexandria (Mai		NA									NA			NA	
	Combined Traffic Estimates for Parallel Ro			<b>D</b> .	n:							NA			NA	
	10.	District of Co			River											
ExpS	From:		Express Lane	es SB												
95) SB Express Lanes	City of Alexandria (Mai		NA									NA			NA	
$\sim$	Combined Traffic Estimates for Parallel Ro	oadways on this Route	: NA									NA			NA	
O	To Erom.	US 1	Patrick St; M	lill Rd			$\Box$ $\vdash$									
ExpS 95) SB Express Lanes	City of Alexandria (Mai		NA		_							NA			NA	
95 OD Express Lanes	Combined Traffic Estimates for Parallel Ro											NA			NA NA	
	Combined Frame Estimates for Parallel Re	oauways on this Route	. INA									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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ExpS 95) Ramp	From:		SB Express l	Lanes												
95 Ramp	City of Alexandria (Maint: 29)	0.65	NA									NA			NA	
<u> </u>	10.		Mill Rd													
North	Creanaille County	North (	Carolina Sta 19000		020/	40/	10/	40/	450/	00/	0	0.140	Α		16000	۸
95	Greensville County Combined Traffic Estimates for 2 Parallel Roadways on the			A A	82% 82%	1% 1%	1%	1%	15% 15%	0% 0%	С	0.148 0.135	A	0.52	16000 32000	Α
	Combined Trainic Estimates for 2 Parallel Roadways off tr				82%	170	1%	1%	15%	0%	C	0.135	А	0.52	32000	Α
North	Too: From:	40	)-629 Skippe	ers												
95)	Greensville County	4.12	20000	Α	82%	1%	1%	1%	15%	0%	F	0.146	Α		16000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	39000	Α	82%	1%	1%	1%	15%	0%	F	0.133	Α	0.639	32000	Α
North	To: From:	US 301	South of E	mporia												
North 95	Greensville County	1.70	20000	Α	82%	1%	1%	1%	15%	0%	F	0.145	Α		17000	Α
00	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	40000	Α	82%	1%	1%	1%	15%	0%	F	0.131	Α	0.607	33000	Α
	Tav		SCL Empori	a												
North	City of Emporia (Maint: 40)	1.05	20000	Α	82%	1%	10/	1%	15%	0%	_	0.145	Α		17000	۸
95	City of Emporia (Maint. 40)  Combined Traffic Estimates for 2 Parallel Roadways on the				82%	1%	1% 1%	1%	15%	0%	F	0.145 NA	А		33000	A A
	Combined Trainic Estimates for 2 Parallel Roadways of the	iis Route.		Α	0270	170	170	170	15%	0%	Г	INA			33000	А
North	To- From:		US 58													
95)	City of Emporia (Maint: 40)	0.62	17000	Α	82%	1%	1%	1%	15%	0%	F	0.15	Α		14000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	33000	Α	85%	1%	1%	1%	12%	0%	F	NA			28000	Α
North	To: From:	N	ICL Empori	ia												
95)	Greensville County	1.37	17000	Α	82%	1%	1%	1%	15%	0%	F	0.15	Α		14000	Α
(33)	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	33000	Α	85%	1%	1%	1%	12%	0%	F	0.135	Α	0.555	28000	Α
	To		North of E	mnoria												
North	From:				000/	40/	40/	40/	450/	00/	_	0.450	^		4.4000	^
95	Greensville County	0.52	16000	A	82%	1%	1%	1%	15%	0%	r	0.153	A	0.04	14000	A
	Combined Traffic Estimates for 2 Parallel Roadways on the			Α	86%	1%	1%	1%	12%	0%	Г	0.137	Α	0.61	27000	Α
North	To: From:	40-6	14 Otterdan	n Rd												
95)	Greensville County	3.63	17000	Α	82%	1%	1%	1%	15%	0%	F	0.149	Α		14000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the			Α	86%	1%	1%	1%	12%	0%	F	0.137	Α	0.625	28000	Α
North	To: From:		sex County l													
95)	Sussex County	0.16	17000	A	82%	1%	1%	1%	15%	0%	F	0.149	Α		14000	Α
<u></u>	Combined Traffic Estimates for 2 Parallel Roadways on the			Α	86%	1%	1%	1%	12%	0%	F	NA	-		28000	Α
	To:		US 301													
North	From:	0.05			000/	407	401	407	4501	00/	_	0.45:			4.4000	
95	Sussex County	2.95	17000	A	82%	1%	1%	1%	15%	0%	F	0.151	A	0.500	14000	A
	Combined Traffic Estimates for 2 Parallel Roadways on the	ns Route:	33000	Α	85%	1%	1%	1%	12%	0%	-	0.137	Α	0.596	28000	Α

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

		Primary ar	id intersta	iic rtot	1100			Tru	ok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK	Factor	AAWDT	QW
North	From:	0	1-631 Jarratt				ZAXIE	3+Axle	IIIaii	ZITAII		Factor		Factor		
North 95	Sussex County	4.04	17000	Α	82%	1%	1%	1%	15%	0%	F	0.149	Α		14000	Α
95)	Combined Traffic Estimates for 2 Parallel Roa	-		A	85%	1%	1%	1%	12%	0%	F	0.134	Α	0.623	29000	Α
	To-	adways on the reduct.	91-645		0070	170		170	12 /0	070	•	0.104	,,	0.020	20000	,,
North	From:															
95)	Sussex County	6.63	17000	Α	82%	1%	1%	1%	15%	0%	F	0.149	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	34000	Α	86%	1%	1%	1%	12%	0%	F	0.134	Α	0.553	28000	Α
North	To. From:	SR	40 Stony Cre	eek												
95)	Sussex County	0.22	17000	Α	85%	1%	1%	0%	13%	0%	F	0.146	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	35000	Α	87%	1%	1%	1%	11%	0%	F	0.133	Α	0.585	29000	Α
	To-	SC	L Stony Cre	ek												
North 95	Town of Stony Creek (Mai	int: 91) 0.09	17000	Α	85%	1%	1%	0%	13%	0%	F	0.146	Α		15000	Α
95)	Combined Traffic Estimates for 2 Parallel Roa	,		A	87%	1%	1%	1%	11%	0%	F	NA	^		29000	A
	Combined Traine Estimates for 21 drainer Not				01 /0	1 70	1 70	1 70	1170	070	'	INA			29000	^
North	From:	NC	L Stony Cre	ek												
95)	Sussex County	2.14	17000	Α	85%	1%	1%	0%	13%	0%	F	0.146	Α		15000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	35000	Α	87%	1%	1%	1%	11%	0%	F	NA			29000	Α
North	To: From:		91-602													
95)	Sussex County	1.37	18000	Α	84%	1%	1%	0%	14%	0%	С	0.147	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	35000	Α	86%	1%	1%	1%	12%	0%	F	0.075	Α		29000	Α
	To:		George Coun	_												
North	Prince Coerce Cours		sex County L 18000		0.40/	1%	10/	00/	1.10/	00/	_	0.147	۸		15000	۸
95	Prince George Count Combined Traffic Estimates for 2 Parallel Roa	•		A	84% 86%	1%	1% 1%	0%	14% 12%	0% 0%	С	0.147	Α		15000 29000	A A
	Combined Trainic Estimates for 2 Parallel Roa			Α	00%	170	176	1%	1270	0%	Г	NA			29000	A
North	From:	7-	4-623 Carson	n												
95)	Prince George Count	,	18000	F	84%	1%	1%	0%	14%	0%	F	0.14	Α		15000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	36000	F	86%	1%	1%	1%	12%	0%	F	0.083	Α	0.539	30000	F
North	To: From:	US 30	1, SR 35, SF	R 156												
95)	Prince George Count	ty 4.54	20000	Α	85%	1%	1%	0%	13%	0%	С	0.137	Α		17000	Α
99	Combined Traffic Estimates for 2 Parallel Roa	•	40000	F	87%	1%	1%	1%	11%	0%	С	0.075	F	0.61	34000	F
	To		US 301													
North	From:				050/	407	40/	00/	100/	00/	_	0.400			40000	
95	Prince George Count	,	21000	A	85%	1%	1%	0%	13%	0%	-	0.132	A	0.000	19000	A
	Combined Traffic Estimates for 2 Parallel Roa	•		Α	87%	1%	1%	1%	11%	0%	F	0.119	Α	0.600	37000	Α
North	To: From:		I-295 West	-												
95)	Prince George Count	ty 0.66	13000	Α	85%	1%	1%	0%	13%	0%	F	0.124	Α		12000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	28000	N	87%	1%	1%	1%	11%	0%	Ν	0.059	Α		24000	Ν
	To:		I-295 East													

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

		Primary ar	id interste	alc i toc	1100			Tru	ak			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK	Factor	AAWDT	QW
North	From:		I-295 East				ZAXIE	3+Axle	IIIali	ZITAII		Factor		Factor		
North 95	Prince George Coul		14000	Α	85%	1%	1%	0%	13%	0%	F	0.121	Α		12000	Α
95)	Combined Traffic Estimates for 2 Parallel Ro			A	87%	1%	1%	1%	11%	0%	F	0.110	Α	0.579	25000	Α
	Tollinea Traine Estimates for 21 arailer No.	badways on this reduc.			01 70	170		1 70	1170	070	'	0.110	^	0.575	23000	
North	From:		Rives Rd													
95)	City of Petersburg (Mai	int: 74) 1.15	16000	Α	85%	1%	1%	0%	13%	0%	F	0.116	Α		14000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	32000	Α	87%	1%	1%	1%	11%	0%	F	0.105	Α	0.513	29000	Α
North	To: From:		Wagner Rd													
95)	City of Petersburg (Mai	int: 74) 2.79	20000	Α	85%	1%	1%	0%	13%	0%	F	0.107	Α		19000	Α
(33)	Combined Traffic Estimates for 2 Parallel Ro	•	43000	Α	87%	1%	1%	1%	11%	0%	F	0.096	Α	0.531	41000	Α
	To		S 460 West													
North	From:					401										
95	City of Petersburg (Mai	,	20000	N	85%	1%	1%	0%	13%	0%	N	0.107	N		19000	N
•	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	43000	N	87%	1%	1%	1%	11%	0%	N	NA			41000	N
North	To: From:		I-85													
95)	City of Petersburg (Mai	int: 26) 0.44	44000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α		43000	Α
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	87000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α	0.561	85000	Α
	Tou	US 301, Bus	US 460 Wa	ashingto	n St		<b>—</b>									
North	City of Petersburg (Mai		51000		91%	1%	1%	40/	70/	00/	_	0.092	Α		50000	۸
95	, , ,	,		A				1%	7%	0%	F		А			A
	Combined Traffic Estimates for 2 Parallel Ro		Colonial He	A	91%	1%	1%	1%	7%	0%	г	NA			100000	Α
North	From:		CL Petersbu													
95)	City of Colonial Heights (N	Maint: 20) 0.21	51000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α		50000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	101000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α	0.516	100000	Α
	To	So	outhpark Bly	⁄d												
North 95	City of Colonial Heights (N	Maint: 20) 0.98	44000	Α	91%	1%	1%	1%	7%	0%	_	0.091	Α		44000	Α
95)	Combined Traffic Estimates for 2 Parallel Ro			A	91%	1%	1%	1%	7% 7%	0%		0.091	A	0.508	87000	A
	Combined Trainic Estimates for 2 Parallel Rd				9170	170	176	1 70	170	0%	Г	0.069	А	0.506	67000	A
North	To- From:	SR 1	44 Temple	Ave												
95)	City of Colonial Heights (N	Maint: 20) 2.38	48000	Α	91%	1%	1%	1%	7%	0%	С	0.092	Α		48000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	95000	Α	91%	1%	1%	1%	7%	0%	С	NA			96000	Α
NI d	To- From:	NCL	Colonial He	ights			$\neg$ $\vdash$									
North 95	Chesterfield Count	tv 1.55	48000	Α	91%	1%	1%	1%	7%	0%	С	0.092	Α		48000	Α
95)	Combined Traffic Estimates for 2 Parallel Ro	,		A	91%	1%	1%	1%	7%	0%	С	0.092	Α	0.513	96000	A
					9170	1 /0	1 /0	1 /0	1 /0	0 /0	C	0.032	$\overline{}$	0.013	30000	^
North	To: From:	20-620	) Woods Ed	ge Rd												
95)	Chesterfield Count	ty 2.90	48000	В	91%	1%	1%	1%	7%	0%	F	0.089	Α		48000	В
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	97000	В	91%	1%	1%	1%	7%	0%	F	0.088	Α	0.53	98000	В
	To:	SR 10	West Hundi	red Rd												

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

		Primary and	u miersiai	ie Noc	nes			Tru				IZ.		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
North	From:	CD 10 X	West Hundre	a Da			ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
North 95	Chesterfield County	1.81	54000	A A	91%	1%	1%	1%	7%	0%	F	0.098	Α		56000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways	_		A	91%	1%	1%	1%	7%	0%	F	0.092	Α	0.526	112000	
	To:	, or the reduct	SR 288		0170	1,70		170	. 70	070	•	0.002	,,	0.020	112000	
North	From:															
95	Chesterfield County	2.04	46000	Α	91%	1%	1%	1%	7%	0%	F -	0.118	Α		47000	A
· ·	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	92000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α	0.567	96000	Α
North	Too From:	20-6	613 Willis R	d												
95)	Chesterfield County	2.77	49000	Α	91%	1%	1%	1%	7%	0%	F	0.108	Α		51000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	98000	Α	91%	1%	1%	1%	7%	0%	F	0.089	Α	0.625	102000	Α
N. 4	To: From	SR 150 (	Chippenham	Pkwy			_									
North 95	Chesterfield County	0.80	48000	G	91%	1%	1%	1%	7%	0%	F	NA			50000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways			G	90%	1%	1%	1%	7%	0%	F	NA			94000	G
	Tallie Estimates for 21 drainer roadways				3070	1 /0	170	1 70	1 /0	070	· ·	INA			34000	0
North	From:	SC	L Richmond	1												
95)	City of Richmond (Maint: 20)	1.12	48000	G	91%	1%	1%	1%	7%	0%	F	NA			50000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	96000	G								NA			101000	G
North	To: From:	SR	161 Bells R	d												
95)	City of Richmond (Maint: 20)	3.81	46000	Α	91%	1%	1%	1%	7%	0%	С	0.114	Α		48000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	89000	Α	90%	1%	1%	1%	7%	0%	С	0.092	Α	0.645	93000	Α
	Toc		Maury St													
North	City of Richmond (Maint: 20)		50000	Α								0.106	Α		52000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways			A								0.100	A	0.538	105000	A
	Tame Estimates for 2 Parallel Roadways											0.090	^	0.556	103000	^
North	From	James	es River Brid	lge												
95)	City of Richmond (Maint: 43)		50000	Α								0.106	Α		52000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	101000	Α								NA			105000	Α
North	To: From:	SR 195 Do	owntown Exp	presswa	ıy											
95)	City of Richmond (Maint: 43)	0.62	57000	Α	91%	1%	1%	1%	7%	0%	F	0.094	Α		59000	Α
(33)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	124000	Α	90%	1%	1%	1%	7%	0%	F	0.083	Α	0.577	130000	Α
	To	IIS	250 Broad S	St.												
North	From:				0.40/	407	40/	407	70/	00/	_	0.000			0.4000	
95	City of Richmond (Maint: 43)		61000	Α	91%	1%	1%	1%	7%	0%	F _	0.088	A		64000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	124000	Α	90%	1%	1%	1%	7%	0%	F	0.084	Α	0.5	131000	Α
North East	To: From:	I-64 Sc	outh Intercha	ange												
95 (64)	City of Richmond (Maint: 43)	0.30	71000	Α	92%	1%	1%	1%	5%	0%	F	0.086	Α		74000	Α
$\cup$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	142000	Α	92%	1%	1%	1%	5%	0%	F	0.083	Α	0.521	148000	Α
	То:	Char	mberlayne A	ve												

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

		Primary and	iu iritersta	ie Noc	nes			T	-I.			I/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
N. d. E. d.	From	CI.	1 1 4				ZAXIE	3+Axle	11 raii	21 raii		Factor		Factor		
North East 64	City of Richmond (Maint: 43)	0.24	mberlayne A 68000	ve A	92%	1%	1%	1%	5%	0%	F	0.084	Α		71000	Α
95) (64)	Combined Traffic Estimates for 2 Parallel Roadways			A	92%	1%	1%	1%	5%	0%	F	0.082	Α	0.512	137000	A
	Tel				0Z /0	170	- 70	1 70	070	070	•	0.002	,,	0.012	107000	,,
North East	From:		S 301 Belvio													
(95) (64)	City of Richmond (Maint: 43)		71000	Α	92%	1%	1%	1%	5%	0%	С	0.071	Α		74000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	142000	Α	92%	1%	1%	1%	5%	0%	F	0.062	Α	0.549	151000	Α
North East	To: From:	SR 1	161 Bouleva	rd												
95) (64)	City of Richmond (Maint: 43)	0.78	75000	Α	92%	1%	1%	1%	5%	0%	F	0.09	Α		79000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	150000	Α	92%	1%	1%	1%	5%	0%	F	0.083	Α	0.538	158000	Α
	To	I-64 North	h Interchang	e; I-195	5		$\neg$									
North 95	City of Richmond (Maint: 43)	1.07	57000	Α	91%	1%	1%	1%	7%	1%	F	0.091	Α		58000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways			G	91%	1%	1%	1%	7%	0%	F	NA	^		118000	G
	Tollinea Traine Estimates for 21 arailer Roadways				3170	1 /0	170	1 70	1 70	070	•	INA			110000	O
North	From:	NCL R	cichmond, SI	R 161												
95)	Henrico County	0.91	53000	В	91%	1%	1%	1%	7%	1%	F	0.093	Α		54000	В
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	109000	В	91%	1%	1%	1%	7%	0%	F	0.086	Α	0.525	111000	В
North	To: From:	US	S 1 Brook Ro	1												
95)	Henrico County	0.30	48000	Α	91%	1%	1%	1%	7%	1%	F	0.096	Α		49000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	97000	Α	91%	1%	1%	1%	7%	0%	F	0.087	Α	0.542	100000	Α
<del></del>	To	US 301 (	Chamberlayı	ne Ave												
North	Henrico County	1.82	47000	Α	91%	1%	1%	1%	7%	1%	С	0.095	Α		48000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways			A	91%	1%	1%	1%	7%	0%	С	0.093	Α	0.532	97000	A
	Tollined Traffic Estimates for 21 arallel Roadways				9170	1 /0	1 70	1 /0	1 70	070	C	0.03	^	0.552	37000	^
North	From:	SR	73 Parham F	ka												
95	Henrico County	1.47	44000	Α	91%	1%	1%	1%	7%	1%	F	0.1	Α		44000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	88000	Α	91%	1%	1%	1%	7%	0%	F	0.087	Α	0.556	89000	Α
North	To: From:		I-295													
95)	Henrico County	1.94	64000	Α	87%	1%	1%	1%	10%	0%	F	0.093	Α		61000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	123000	F	87%	1%	1%	1%	10%	0%	F	0.079	Α	0.520	120000	F
	To:		ver County I													
North	Hanover County	Henri 0.95	ico County L 64000		87%	1%	 1%	1%	10%	0%	_	0.093	Α		61000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways			A F	87% 87%	1%	1%	1%	10%	0% 0%	_	0.093 NA	А		120000	F
	Combined Trainic Estimates for 2 Parallel Roadways				01%	170	170	1 70	10%	U%	r	INA			120000	r
North	To: From:	42-656	6 Sliding Hil	l Rd												
95)	Hanover County	1.79	56000	Α	87%	1%	1%	1%	10%	0%	С	0.095	Α		52000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			Α	87%	1%	1%	1%	10%	0%	С	0.090	Α	0.516	104000	Α
	To:	42-802	2 Lewistowr	n Rd												

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

		Filliary a						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	42-8	02 Lewistow	n Rd			27 000	0171710	TTTGII	211011		1 40101		1 40101		
95)	Hanover County	2.65	59000	G	87%	1%	1%	1%	10%	0%	F	NA			54000	G
	Combined Traffic Estimates for 2 Parallel Roadv	ways on this Route:	115000	G	87%	1%	1%	1%	10%	0%	F	NA			105000	G
N. d	To	S	R 54 Ashlar	nd			<u> </u>									
North	Town of Ashland (Maint: 4	2) 1.72	49000	Α	87%	1%	1%	1%	10%	0%	F	0.104	Α		43000	Α
95	Combined Traffic Estimates for 2 Parallel Roady	,		A	87%	1%	1%	1%	10%	0%	F	NA	^		87000	A
	Tollier Traine Estimates for 21 arane Roady				01 70	170		170	10 /0	070	•	INA			07000	
North	From:		NCL Ashlan													
95)	Hanover County	4.29	49000	Α	87%	1%	1%	1%	10%	0%	F	0.104	Α		43000	Α
	Combined Traffic Estimates for 2 Parallel Roadv	vays on this Route:	99000	Α	87%	1%	1%	1%	10%	0%	F	0.096	Α	0.539	87000	Α
North	To: From:	SR 30 Kin	gs Dominior	n Boulev	ard											
95)	Hanover County	3.36	48000	Α	87%	1%	1%	1%	10%	0%	F	0.105	Α		42000	Α
	Combined Traffic Estimates for 2 Parallel Roadv	ways on this Route:	96000	Α	87%	1%	1%	1%	10%	0%	F	NA			84000	Α
	To:		oline County													
North	Caroline County	Han-	over County 48000	Line A	87%	1%	1%	1%	10%	0%	_	0.105	Α		42000	۸
95	Combined Traffic Estimates for 2 Parallel Roady			A	87%	1%	1%	1%	10%	0%		0.103	A	0.548	84000	A
	Combined Trainic Estimates for 2 Parallel Roady				0170	170	170	1 70	10 76	0%	Г	0.096	А	0.346	04000	А
North	To From:	SR 207	Rogers Cla	rk Blvd												
95)	Caroline County	6.12	44000	Α	87%	1%	1%	0%	11%	1%	F	0.103	Α		39000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadv	ways on this Route:	88000	Α	86%	1%	1%	1%	12%	1%	F	0.098	Α	0.521	76000	Α
North	To: From:	16-6	39 Ladysmit	th Rd												
95)	Caroline County	6.35	52000	G	87%	1%	1%	0%	11%	1%	F	NA			46000	G
	Combined Traffic Estimates for 2 Parallel Roady	ways on this Route:	98000	G	86%	1%	1%	1%	12%	1%	F	NA			87000	G
	To:	Spotsy	lvania Coun	ty Line												
North	From:		oline County								_					_
95	Spotsylvania County	1.61	52000	G	87%	1%	1%	0%	11%	1%	-	NA			46000	G
	Combined Traffic Estimates for 2 Parallel Roadv			G	86%	1%	1%	1%	12%	1%	F	NA			86000	G
North	To- From:	88-60	6 Mudd Tav	ern Rd												
95)	Spotsylvania County	7.58	48000	Α	87%	1%	1%	0%	11%	1%	С	0.101	Α		43000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roady			Α	86%	1%	1%	1%	12%	1%	С	0.095	Α	0.507	85000	Α
N. d	To:		17, Ramp I-													
North (95) (17)	Spotsylvania County	2.81	17 Jefferson <b>56000</b>	Davis H	wy 87%	1%	1%	0%	11%	1%	F	0.089	Α		53000	Α
95 [17]	Combined Traffic Estimates for 2 Parallel Roady			A	86%	1%	1%	1%	12%	1%	F	0.085	Α	0.502	107000	A
	Tollion Traine Estimates for 21 arailer Noauv				0070	1 /0	1 /0	1 /0	12 /0	1 /0	•	0.000	$\overline{}$	0.002	107000	А
North	From:		L Fredericks													
95) (17)	City of Fredericksburg (Maint	*	56000	Α	87%	1%	1%	0%	11%	1%	F	0.089	Α		53000	Α
$\sim$	Combined Traffic Estimates for 2 Parallel Roady			Α	86%	1%	1%	1%	12%	1%	F	NA			107000	Α
	To:	S	R 3 Plank R	ld												

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

North			Primary and inte	islate No	1165			Tri	ok			K		Dir		
State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   Stat	Route	Jurisdiction	Length AAD	T QA	4Tire	Bus					QC		QK		AAWDT	QW
Statifice Country   Combined Traffic Est mates for 2 Parallel Roadways on this Route: 143000   A   87%   1%   1%   1%   1%   1%   1%   1%	Morth	From:	CD 2 Dlor	nlc Dd			ZAXIE	3+Axie	IIIali	ZITAII		Factor		Factor		
Combined Traffic Estmates for 2 Parallel Roadways on this Route: 143000   A   86%   19%   19%   19%   19%   19%   0.0077   A   0.050   137000   0.0075	~~~	City of Fredericksburg (Maint: 8			87%	1%	1%	0%	11%	1%	F	0.079	Α		70000	Α
Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Substitution   Subs	95) (17)										F			0.505		Α
Stafford Country   1.25   72000   A   87%   1%   1%   1%   1%   1%   1%   1%		To:			0070	1 /0	1/0	1 70	12 /0	1 70	· ·	0.077	^	0.505	137000	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 143000		From:	NCL Freder	ricksburg												
North   Stafford County   2.53   6700   A   91%   1%   1%   1%   1%   7%   0%   F   0.078   A   0.524   13000   A   0.524	(95) {17}	Stafford County	1.25 <b>7200</b>	00 A	87%	1%	1%	0%	11%	1%	F	0.079	Α		70000	Α
Stafford County   2.53   67000   A   91%   1%   1%   1%   7%   0%   F   0.078   A   66000   66000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   67000   670000   670000   67000   670000   670000   670000   670000   670000   670000   670000	$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 14300	00 A	86%	1%	1%	1%	12%	1%	F	NA			137000	Α
Stafford County   2.53   67000   A   91%   1%   1%   1%   7%   0%   F   0.074   A   0.524   130000   A   0.524	North	To: From:	US 17; BUS US 17	7 Warrenton	Rd											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 133000		Stafford County	2.53 <b>6700</b>	00 A	91%	1%	1%	1%	7%	0%	F	0.078	Α		66000	Α
North   Stafford County   A   22   6900   A   91%   1%   1%   1%   7%   0%   F   0.079   A   0.520   132000   A	<u></u>	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 1330	00 A	91%	1%	1%	1%	7%	0%	F	0.074	Α	0.524	130000	Α
Stafford County   4.22   69000   A   91%   1%   1%   1%   7%   0%   F   0.079   A   68000   A   68000   A   91%   1%   1%   1%   1%   1%   7%   0%   F   0.073   A   0.520   132000   A   91%   1%   1%   1%   1%   1%   7%   0%   F   0.073   A   0.520   132000   A   91%   1%   1%   1%   1%   1%   7%   0%   C   0.082   A   68000   A   91%   1%   1%   1%   1%   1%   7%   0%   C   0.074   A   0.520   134000   A   91%   1%   1%   1%   1%   1%   1%   1		To:														
North   Stafford County   A   A   71000   F   91%   1%   1%   7%   0%   F   0.073   A   0.520   132000   A   91%   1%   1%   1%   1%   7%   0%   F   0.073   A   0.520   132000   A   91%   1%   1%   1%   1%   1%   7%   0%   C   0.082   A   6800   A   91%   1%   1%   1%   1%   1%   1%   1		From:			0.407	407	40/	407	<b>7</b> 0./	001	_	0.070			00000	
North	(95)	,									F _					A
Stafford County   2.90   69000   A   91%   1%   1%   7%   0%   C   0.082   A   68000   A   68000   A   91%   1%   1%   1%   7%   0%   C   0.074   A   0.520   134000   A   91%   1%   1%   1%   1%   7%   0%   C   0.074   A   0.520   134000   A   91%   1%   1%   1%   1%   1%   7%   0%   C   0.074   A   0.520   134000   A   91%   1%   1%   1%   1%   1%   7%   0%   C   0.074   A   0.520   134000   A   91%   1%   1%   1%   1%   1%   1%   1		Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 13500	00 A	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.520	132000	Α
Stafford County   2.90   69000   A   91%   1%   1%   7%   7%   0%   C   0.082   A   68000   A   680000   A   6800000   A   6800000   A   6800000   A   6800000   A   6800000000000000000000000000000000000	North	To: From:	89-630 Court	thouse Rd												
North   Stafford County   A. 84   71000   F   91%   1%   1%   1%   7%   0%   C   0.074   A   0.520   134000   A   9.610   Garisonville Rd	95)	Stafford County	2.90 <b>6900</b>	00 A	91%	1%	1%	1%	7%	0%	С	0.082	Α		68000	Α
Stafford County   4.84   71000   F   91%   1%   1%   1%   7%   0%   F   0.085   A   70000   A   0.855   A   70000   A   0.85		Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 1360	00 A	91%	1%	1%	1%	7%	0%	С	0.074	Α	0.520	134000	Α
Stafford County		Tou	89-610 Garriso	onville Rd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 141000 F 91% 19% 19% 19% 19% 79% 0% F NA 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 14000 F 140000 F 14000 F		Stafford County	4 94 <b>710</b> 0	10 E	Ω19/	10/	10/	10/	<b>7</b> 0/.	09/	_	0.095	۸		70000	F
North   Fried   Prince William County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Starford   County   Line   Line   County   Line   Line   County   Line	95)	,									'		^			F
North   Prince William County   North   Prince William County   North   Prince William County   North   Prince William County   North   Prince William County   North   Prince William County   North   Nort		To:				1 /0		1 /0	1 /0	076		INA			140000	
North   Second   Rouse   Route   Rou		From:														
North   Russell Roadways on this Route: 141000   F   91%   1%   1%   1%   7%   0%   F   0.071   A   0.520   140000   F   North   Russell Roadways on this Route: 140000   A   91%   1%   1%   1%   7%   0%   F   0.079   A   72000   A   72000   A   91%   1%   1%   1%   7%   0%   F   0.072   A   0.526   140000   A   91%   1%   1%   1%   1%   7%   0%   F   0.072   A   0.526   140000   A   91%   1%   1%   1%   1%   1%   7%   0%   F   0.072   A   0.526   140000   A   91%   1%   1%   1%   1%   1%   1%   1	95)	Prince William County	0.08 <b>7100</b>	00 F	91%	1%	1%	1%	7%	0%	F	0.085	Α		70000	F
Prince William County 2.32 72000 A 91% 1% 1% 7% 0% F 0.079 A 72000 A 72000 A 91% 1% 1% 7% 0% F 0.072 A 0.526 140000 A 91% 1% 1% 7% 0% F 0.072 A 0.526 140000 A 91% 1% 1% 1% 7% 0% F 0.072 A 0.526 140000 A 91% 1% 1% 1% 7% 0% F 0.073 F 72000 F 0.073 F 72000 F 0.074 A 0.526 140000 F 91% 1% 1% 1% 1% 1% 6% 0% F 0.073 F 0.594 159000 F 0.075 A 71000 F 0.075	$\smile$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 14100	00 F	91%	1%	1%	1%	7%	0%	F	0.071	Α	0.520	140000	F
Prince William County 2.32 72000 A 91% 1% 1% 1% 7% 0% F 0.079 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000 A 72000	North	To- Fram:	Russell Rd (	Quantico												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 140000		Prince William County	2.32 7200	ο Δ	91%	1%	1%	1%	7%	0%	F	0.079	Α		72000	Α
North   Prince William County   2.39   73000   F   91%   1%   1%   1%   7%   0%   F   0.073   F   72000   F   7200	95)	,									F			0 526		Α
Prince William County 2.39 73000 F 91% 1% 1% 1% 7% 0% F 0.073 F 72000 F Combined Traffic Estimates for 3 Parallel Roadways on this Route: 160000 F 91% 1% 1% 1% 6% 0% F 0.063 F 0.594 159000 F 95 Prince William County 3.55 70000 A 92% 1% 1% 0% 6% 0% C 0.075 A 71000 F Combined Traffic Estimates for 3 Parallel Roadways on this Route: 158000 F 93% 1% 1% 0% 6% 0% F 0.065 F 0.649 161000 F P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.075 P 0.0		Tool			0170	170		170	1 70	070	•	0.072	,,	0.020	140000	,,
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 160000 F 91% 1% 1% 6% 0% F 0.063 F 0.594 159000 F		From:	-													
North   SR 234 Dumfries Rd	95)	•									F		•			F
Prince William County 3.55 <b>70000</b> A 92% 1% 1% 0% 6% 0% C 0.075 A 71000 A 71000 F 93% 1% 1% 0% 6% 0% F 0.065 F 0.649 161000 F 95 Prince William County 2.22 <b>75000</b> F 92% 1% 1% 0% 6% 0% F 0.068 F 76000 F 76000 F 95 P 95 Prince William County 2.22 <b>75000</b> F 92% 1% 1% 0% 6% 0% F 0.068 F 76000 F 76000 F 95 P 95 P 95 P 95 P 95 P 95 P 95 P 95	$\smile$	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route: 16000	00 F	91%	1%	1%	1%	6%	0%	F	0.063	F	0.594	159000	F
Prince William County 3.55 <b>70000</b> A 92% 1% 1% 0% 6% 0% C 0.075 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 71000 A 7100	North	To: From:	SR 234 Dum	nfries Rd												
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 158000 F 93% 1% 1% 0% 6% 0% F 0.065 F 0.649 161000 F		Prince William County	3.55 <b>7000</b>	00 A	92%	1%	1%	0%	6%	0%	С	0.075	Α		71000	Α
North From 76-784 Dale Blvd			s on this Route: 1580	00 F	93%	1%	1%	0%	6%	0%	F	0.065	F	0.649	161000	F
North  (95)  Prince William County  2.22 <b>75000 F</b> 92% 1% 1% 0% 6% 0% F 0.068 F 76000 F		To														
		Prom-			000/	407	40/	007	007	007	_	0.000	_		70000	_
Combined Traffic Estimates for 3 Parallel Roadways on this Route: <b>172000 F</b> 92% 1% 1% 0% 6% 0% F 0.064 F 0.515 179000 F	95)	,									-		•	0.545		F
To: 76-3000 Prince William Pkwy		Combined Traffic Estimates for 3 Parallel Roadway				1%	1%	0%	6%	0%	F	0.064	F	0.515	179000	F

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	76-3000 I	Prince Willi													
95)	Prince William County	1.92	83000	F	92%	1%	1%	0%	6%	0%	F	0.068	F		85000	F
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	185000	F	92%	1%	1%	0%	6%	0%	F	0.065	F	0.553	192000	F
North	To- Prom:	SR 1	23 Gordon l	Blvd												
95)	Prince William County	0.74	88000	F	92%	1%	1%	0%	6%	0%	F	0.075	F		90000	F
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	197000	F	92%	1%	1%	0%	6%	0%	F	0.081	F		208000	F
	To:	Fairfax Coun														
orth	Fairfax County	Prince William C	88000	Occoqua F	n River 92%	1%	1%	0%	6%	0%	E	0.075	F		90000	F
95)	Combined Traffic Estimates for 3 Parallel Roadways				92%	1%	1%	0%	6%	0%	F	NA	'		208000	F
	To.				JZ /0	170	170	070	070	070	•	INA			200000	'
orth	From:		Richmond													
lorth 95	Fairfax County	2.49	76000	G	92%	1%	1%	0%	6%	0%	F	0.08	F		73000	G
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	189000	G	93%	1%	1%	0%	6%	0%	F	0.069	F	0.628	186000	G
orth	To: From:	29-	642 Lorton	Rd												
95)	Fairfax County	1.90	87000	G	91%	1%	1%	1%	7%	0%	F	NA			85000	C
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	202000	G	92%	1%	1%	0%	6%	0%	F	NA			205000	C
41-	To- From:	Ramp	to Express	Lanes			$\neg$ $\vdash$									
lorth 95)	Fairfax County	0.79	91000	G	92%	1%	1%	0%	6%	0%	F	NA			89000	G
95)	Combined Traffic Estimates for 3 Parallel Roadways				92%	1%	1%	0%	6%	0%	F	NA			215000	G
	<u></u>	29-617 Backlick Rd									-					
lorth	riolii:							00/	007	00/	_				400000	_
95	Fairfax County		108000	G	92%	1%	1%	0%	6%	0%	F	NA			106000	G
	Combined Traffic Estimates for 3 Parallel Roadways				92%	1%	1%	0%	6%	0%	г	NA			211000	G
orth	From:	Exp	ress Lane R	amp												
lorth 95	Fairfax County	0.14	108000	N	92%	1%	1%	0%	6%	0%	Ν	NA			106000	Ν
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	239000	N	92%	1%	1%	0%	6%	0%	N	NA			242000	١
orth	To- From:	I-395; 29-644 Fran	conia Rd; C	old Keen	Mill Rd											
95)	Fairfax County	1.96	130000	G	92%	1%	1%	0%	6%	0%	F	NA			131000	C
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	229000	G	92%	1%	1%	0%	7%	0%	F	NA			228000	C
	To:	I-495	Capital Bel	ltway												
orth 95) Capital Beltway	Fairfax County	0.96	I-495 <b>78000</b>	Α	92%	1%	1%	Λ0/	60/	Ω0/	F	0.000	٨		94000	,
95 Capital Beltway	Fairfax County  Combined Traffic Estimates for 2 Parallel Roadways				92% 92%	1%		0% 0%	6% 7%	0% 0%	F	0.082 0.075	A ^		84000 167000	Α
	Combined Trainic Estimates for 2 Parallel Roadways	Capital Beltwa				170	1%	U%	1 70	U%	r	0.075	Α		107000	Α
	То:		13 Van Dor		as 1 <del>-49</del> 0											

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

									Tri	rck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		29-6	13 Van Dor	m St												
95 Capital Beltway	Fairfax Cou	inty	1.54	65000	G	92%	1%	1%	0%	6%	0%	F	NA			68000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	el Roadways on th	is Route:	147000	G	91%	1%	1%	0%	7%	0%	F	NA			152000	G
		Capit	tal Beltwa	y is also s	signed	as I-495											
	То:		Eisenho	wer Ave Co	onnector			_									
North (95) Capital Beltway	Fairfax Cou	intv	1.55	74000	G	92%	1%	1%	0%	6%	0%	F	NA			74000	G
95 Capital Beltway	Combined Traffic Estimates for 2 Paralle	,			_	91%	1%	1%	0%	7%	0%	· F	NA			154000	G
	Combined Hamic Estimates for 2 Farant	•	tal Beltwa				170	170	0%	170	0%	г	INA			134000	G
	To	Сарл		41 Telegrap		40 7 700											
North	From:	1															
95 Capital Beltway	Fairfax Cou	,	1.26	64000	G	95%	1%	1%	1%	2%	0%	F	NA			62000	G
	Combined Traffic Estimates for 2 Parallel	•				93%	1%	1%	1%	5%	0%	F	NA			132000	G
	_	Capit	tal Beltwa			as I-495											
N	To:			CL Alexand													
North (95) Capital Beltway	City of Alexandria (	(Maint: 20)	0.25	fax County 1 64000	G Line	95%	1%	1%	1%	2%	0%	F	NA			62000	G
95 Capital Beltway	Combined Traffic Estimates for 4 Parallel	,			G	3370	1 /0	1 /0	1 /0	270	076	•	NA			02000 NA	J
	Combined Trainic Estimates for 4 Paralle	•	tal Beltwa			as I_105							INA			INA	
		Сарп				as 1-490											
North	To: From:		US 1	Richmond	Hwy												
95 Capital Beltway	City of Alexandria (	(Maint: 29)	1.07	73000	G	92%	1%	1%	0%	6%	0%	F	NA			72000	G
$\bigcirc$	Combined Traffic Estimates for 4 Parallel	el Roadways on th	is Route:	150000	G								NA			NA	
		Capit	tal Beltwa	y is also s	signed	as I-495											
	To:	Dis	strict of Colu	ımbia Line,	Potomac	River											
North	From:		I-95 Nort	h to Welcon	ne Cente	r											
95 Skippers Welcome Center	Greensville C	ounty	0.05	NA									NA			NA	
$\overline{}$	To		Enter Welco														
North	Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence of the Consequence o		Exit Welco				00/	40/	00/	00/	00/	_	0.450	^		4200	^
Skippers Welcome Center	Greensville C	ounty	0.04	1700	Α	98%	0%	1%	0%	0%	0%	С	0.159	Α		1300	Α
North	To: From:		RAOA FRO	OM PARKI	NG ARI	EΑ											
95) Skippers Welcome Center	Greensville C	ounty	0.01	NA									NA			NA	
	To			I-95 North													
North	From:		I-95	5-N TO RT	629												
95) Ramp	Greensville C	ounty	0.15	NA									NA			NA	
	To:		40-629	ΓO & FRON	M RT 95												
North	From		I-95	5-N TO RT	301												
95) Ramp	Greensville C	ounty	0.18	NA									NA			NA	
	To:		JB-4	0 FROM R	T 95												
North	From:		I-95-N T	O RT 58 &	58 BUS												
95) Ramp	City of Emporia (N	Maint: 40)	0.13	NA									NA			NA	
	To:		I-95-N0	IIC TO RT	58 BUS												

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

Route	Jurisdiction		Truck	AAWDT QW
North 95 Ramp	City of Emporia (Maint: 40)	I-95-N011C TO RT 58 BUS 0.04 <b>NA</b> US 58 FROM RT 95 N	NA	NA
North 95 Ramp	City of Emporia (Maint: 40)	I-95-N TO RT 58 0.12 NA US 58 US 58-E410B TO AND FROM 95	NA	NA
North 95 Ramp	City of Emporia (Maint: 40)	I-95-N011A TO Bus US 58 0.05 <b>NA</b> FROM RT 95 N	NA	NA
North 95 Ramp	Greensville County To:	I-95 North 0.08 <b>460 A</b> US 301	0.160 A	540 A
North 95 Ramp	Greensville County	I-95-N TO RT 614 0.24 <b>NA</b> 40-614 RAMP TO RT 95R	NA	NA
North 95 Ramp	Sussex County To:	I-95-N TO RAMP RT 301 0.16 NA US 301 US 301- 17A TO RT 95	NA	NA
North 95 Ramp	Sussex County Tre	I-95-N TO RT 631 0.22 <b>NA</b> 91-631; 91-631- B TO RT 95	NA	NA
North 95 Ramp	Sussex County To:	I-95-N TO RT 645 0.21 NA 91-645 TO AND FROM RT	NA	NA
North 95 Ramp	Sussex County	I-95-N TO RT 40 0.23 <b>NA</b> SR 40 SR 40- 196B TO AND FROM RT	NA	NA
North 95 Ramp	Sussex County To:	I-95-N TO RT 602 0.21 <b>NA</b> 91-602; 91-602- 1B TO AND FROM RT	NA	NA
North 95 Carson Rest Area Ramp	Prince George County	I-95 North to Rest Area 0.19 1300 G Enter Rest Area Parking Lot	NA	1300 G
North 95 Carson Rest Area Ramp	Prince George County To:	Exit Rest Area Parking Lot 0.20 NA 1-95 North from Rest Area	NA NA	NA
North 95 Ramp	Prince George County To:	I-95-N TO RT 623 0.25 NA 74-623; 74-623- 3A TO & FROM RT 95	NA	NA
North 95 Ramp	Prince George County	I-95-N TO WEIGH STATION  0.36 NA  I-95-N FR WEIGH STATION	NA	NA

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck	QK Dir Factor	AAWDT QW
North 95 Ramp	Prince George County	I-95-N TO RT 35 0.23 <b>NA</b> SR 35 SR 156 FROM RT 95	NA NA		NA
North 95 Ramp	Prince George County	I-95-N TO RT 301 0.80 <b>NA</b> FR-125 US 301 FROM RT 95	NA NA		NA
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.17 <b>870 A</b> 123-9008 Rives Rd	0.101	А	850 A
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.35 <b>300 A</b> 123-9010 Wagner Rd	0.248	А	320 A
North 95 Ramp	City of Petersburg (Maint: 74)	I-95-N TO WAGNER RD 0.23 NA 123-9010 FR RT 95	NA NA		NA
North 95 Ramp	City of Petersburg (Maint: 74)	I-95-N050X TO RT 460 EAST 0.11 NA US 460 FROM RT 95 NORTH	NA NA		NA
North 95 Ramp	City of Petersburg (Maint: 74)	I-95-N050X TO RTS 460 BUS & 301 0.14 NA CEUS 460-P FROM ROUTE 95 NORTH	NA NA		NA
North 95 Ramp	City of Petersburg (Maint: 74)	I-95-N050X TO RT 301 SOUTH  0.16 NA  US 301	NA NA		NA
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.04 NA Ramp to US 460 East	NA NA		NA
North 95 Ramp	City of Petersburg (Maint: 74)	0.15 NA  Ramp From US 460 West	NA NA		NA
North 95 Ramp	City of Petersburg (Maint: 74)	0.26 <b>10000 A</b> Ramp to US 301 North	0.136	А	12000 A
North 95 Ramp	City of Petersburg (Maint: 74)	0.22 NA Ramp to US 301 South	NA NA		NA
North 95 Ramp	City of Petersburg (Maint: 74)	0.06 NA  Ramp From US 301	NA NA		NA
North 95 Ramp	City of Petersburg (Maint: 74)	0.14 <b>15000</b> A  Ramp to Wythe & Washington Streets	0.114	А	16000 A

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

Route	Jurisdiction		Length AADT				xle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 95 Ramp	From: City of Petersburg (I		amp to Wythe & Wash 0.01 NA I-95 North		eets						NA			NA	
North 95 Ramp	City of Petersburg (	Maint: 26)	0.47 <b>NA</b> 8B TO WYTHE & WA								NA			NA	
North 95 Ramp	City of Petersburg (	Maint: 26)	I-95-N TO RT 85 0.43 <b>NA</b> I-85-S Gap FROM I-9		H						NA			NA	
North 95 Ramp	From: City of Petersburg (I ™	Maint: 74)	95-N TO RT 30100- BA 0.19 NA 1US 301-P FROM RT								NA			NA	
North 95 Ramp	From: City of Colonial Height To:	s (Maint: 20)	I-95 North 0.21 <b>10000</b> 106-2 Southpark	Α							0.110	А		10000	Α
North 95 Ramp	From: City of Colonial Height To:	s (Maint: 20)	I-95 North 0.31 <b>5900</b> Ramp from I-95	G	98% 0	% 0	% 0%	1%	0%	С	0.109	F		5900	G
North 95 Ramp	Chesterfield Co	ounty	I-95-N TO RT 0.29 <b>NA</b> 20-746 FR RT								NA			NA	
North 95 Ramp	From: Chesterfield Co To:	ounty	I-95-N TO RT 0.38 <b>NA</b> SR 10 FROM R								NA			NA	
North 95 Ramp	From: Chesterfield Co	ounty	I-95-N TO RT 0.24 <b>NA</b> SR 10	10							NA			NA	
North 95 Ramp	From: Chesterfield Co To:	ounty	I-95 North 0.09 <b>3000</b> 20-613 Willis	Α							0.134	Α		3500	А
North 95 Ramp	From: Chesterfield Co To:	ounty	I-95 North 0.70 <b>2300</b> SR 895 Eas	Α							0.107	Α		2500	Α
North 95 Ramp	From: Chesterfield Co To:	ounty	I-95-N TO RT 0.48 <b>NA</b> 1SR 150-P FROM								NA			NA	
North 95 Ramp	From: City of Richmond (N	Maint: 20)	I-95-N TO BELLS 0.30 NA JB-20 FROM R								NA			NA	
North 95 Ramp	From: City of Richmond (N	Maint: 20)	I-95 North 0.50 <b>1600</b> I-95 South Exit	A							0.208	Α		1900	A

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

		Filliary and interstate Routes		
Route	Jurisdiction		Truck QC K Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.26 NA SR 195	NA NA	NA
North (95) Ramp	City of Richmond (Maint: 43)	I-95 North 0.06 NA	NA NA	NA
North 95 Ramp	City of Richmond (Maint: 43)	I-95-N074D TO BROAD ST VIA 17TH ST  0.14 NA	NA	NA
North 95 Ramp	City of Richmond (Maint: 43)	I-95-S074C I-95- 74C FROM ROUT  I-95-N074C TO BROAD ST VIA 17TH ST  0.15 NA  1US 360-P; 127-7608 VENABLE ST	NA	NA
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North  0.14 <b>20000 A</b> Ramp to 7th Street	0.095 A	21000 A
North 95 Ramp	City of Richmond (Maint: 43)	1-95-N075B TO RT 64 EAST & 7TH STREET  0.08 NA  127-44-N001C FROM 7TH STREET	NA	NA
North 95 Ramp	City of Richmond (Maint: 43)	0.12 <b>NA</b> -64-E FROM RT 95 NORTH & 7TH STREET	NA	NA
North 95 Ramp	City of Richmond (Maint: 43)	1-95-N075A TO 1-64 EAST & 7TH STREET  0.16 NA  FROM I-95 NORTH	NA	NA
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North  0.10 NA  127-50 Chamberlayne Pkwy	NA	NA
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.08 <b>NA</b>	NA	NA
North 95 Ramp	City of Richmond (Maint: 43)	I-95-N078B Ramp  0.04 NA  127-7603 Hermitage Rd	NA	NA
North 95 Ramp	City of Richmond (Maint: 43)	I-95-N078A Ramp 0.02 <b>NA</b> 127-7603 Hermitage Rd	NA	NA
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North  0.15 <b>5300 B</b> 99% 0%  127-7576 Westbrook Ave	1% 0% 0% 0% F 0.11 A	5700 B
North 95 Ramp	Henrico County	I-95 North  0.13 NA  Wilmer Ave	NA NA	NA

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary 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 95 Ramp	Henrico County To:	I-95 North  0.18 <b>4900 A</b> US 301; 2US 301-P FROM R	0.128 A	5500 A
North 95 Ramp	Henrico County  To:	I-95-N TO PARHAM ROAD 0.27 NA SR 73 FROM RT 95	□ NA	NA
North 95 Ramp	Henrico County  To:	I-95-N TO RT 73 0.22 NA SR 73 FROM RT 95	NA	NA
North 95 Ramp	Henrico County  To:	I-95-N TO RT 295 SOUTHEAST  0.30 NA  I-295-E043X FROM RT 95 NORTH	NA	NA
North 95 Ramp	Henrico County	I-95-N TO RT 295 NORTHWEST  0.24 NA  I-295-W043X FROM RT 95 NORTH	NA	NA
North 95 Ramp	Hanover County	I-95-N TO RT 656 0.40 <b>NA</b> 42-656 TO AND FROM RT	NA	NA
North 95 Ramp	Hanover County	I-95-N086A JB-42 FROM RT 95 0.24 <b>NA</b> 42-656 FR RT 656	NA	NA
North 95 Collector Distributor Ramp	From: Hanover County	I-95-N BEGIN COLLECTOR ROAD00- RT 656 0.18 NA	NA NA	NA
North 95 Collector Distributor Ramp	Hanover County	I-95-N086A TO RT 656  0.16 NA  42-656-E000B FROM RT 656 EAST	NA NA	NA
North   95   Collector Distributor Ramp	Hanover County	0.19 <b>NA</b> I-95-N086B TO RT 656 WEST	NA	NA
North 95 Collector Distributor Ramp	Hanover County	0.18 <b>NA</b> 42-656-W000B FROM RT 656	NA	NA
North 95 Collector Distributor Ramp	Hanover County	0.08 <b>NA</b> I-95-N END COLLECTOR ROAD00- RT 656	NA	NA
North 95 Ramp	Hanover County	I-95-N TO RT 802 0.16 <b>NA</b> 42-802; 42-802- 1B TO AND FROM RT	NA	NA
North 95 Ramp	Hanover County  To:	I-95-N TO RT 54 0.19 <b>NA</b> SR 54 FROM RT 95	NA	NA

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	TruckQC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	ΔΔΙΛ/ΙΣΙ (ΣΙΛΛ/
North 95 Ramp	Hanover County To:	I-95-N TO RT 54 0.24 NA SR 54 FROM RT 95	NA	NA
North 95 Ramp	Hanover County	I-95-N TO RT 30 0.17 <b>NA</b>	NA	NA
North 95 Ramp	Hanover County	I-95-N098B JB-42 FROM RT 95  0.04 NA  SR 30 FROM RT 95	NA	NA
North 95 Ramp	Hanover County	I-95-N098A JB-42 FROM RT 95 0.03 <b>NA</b>	NA	NA
North 95 Ramp	From: Caroline County	SR 30 SR 30- B TO AND FROM RT  I-95-N TO RT 207  0.20 <b>8400 G</b>	NA NA	8400 G
North (95) Ramp	Caroline County	I-95-N104B FROM RT 95 0.09 <b>8100 G</b>	NA	8100 G
North 95 Ramp	Front: Caroline County	SR 207 FROM RT 95 I-95-N104A FROM RT 95 0.05 <b>NA</b>	NA NA	NA
North 95 Ladysmith Rest Area Ramp	From: Caroline County	SR 207 TO AND FROM RT  I-95 North to Rest Area  0.17 <b>2600 G</b>	NA	2600 G
North (95) Ladysmith Rest Area Ramp	Caroline County	Enter Rest Area Parking Lot  Exit Rest Area Parking Lot  0.07 <b>1600 A</b> I-95 North from Rest Area	0.16 A	1400 A
North 95 Ramp	Caroline County	I-95-N TO RT 639 0.15 <b>NA</b>	NA	NA
North (95) Ramp	From: Spotsylvania County	16-639; 16-639- 5B TO AND FROM RT  I-95-N TO RT 66  0.22 NA	NA	NA
North 95 Ramp	From: Spotsylvania County	88-606 FR RT 95 TO RT  I-95-N TO RT INB  0.29 NA	NA	NA
North 95 Ramp	Front: Spotsylvania County	US 1 US 01- 142B FROM RT 95  I-95-N TO RT 1  0.08 NA	NA NA	NA
North (95) Ramp	From: Spotsylvania County	US 1 Gap FROM RT 95  I-95 North  0.37 <b>3300 G</b>	0.102 F	3300 G
$\smile$	То:	SR 3 Plank Rd		

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

		Filliary and interstate r				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT Q	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	I-95-N TO RT 3 WB									<u> </u>			
95 Ramp	Spotsylvania County	0.18 <b>NA</b>								NA			NA	
<u> </u>	To:	SR 3 SR 03-E032B TO AND F	ROM RT											
North	From:	I-95 Collector Rd												
(95) Ramp	Stafford County	0.29 <b>2000 G</b>	92%	1%	2%	1%	3%	0%	С	NA			2000	G
<u> </u>	To:	US 17 BUS												
North	From	I-95 Collector Rd		407					_				.=	_
95 (17) Ramp, I-95 N to US 17 N	Stafford County To:	0.16 <b>15000 G</b>	87%	1%	1%	1%	9%	0%	С	NA			15000	G
<u> </u>	10.	BUS US 17												
North (95) (17) Collector Rd	Stafford County	I-95 North 0.45 <b>17000 G</b>	87%	1%	1%	10/	9%	0%	С	NA			17000	G
95 17 Collector Rd	Starroid County			170	1 70	1%	970	0%	C	INA			17000	G
North	From:	I-95-N133A TO RT 17 B	US											
95) (17) Collector Rd	Stafford County	0.30 <b>NA</b>								NA			NA	
Name	To. From:	US 17-S180A FROM RT 17 SOUT	H @ 17 BUS		_									
North (95) (17) Collector Rd	Stafford County	0.20 <b>NA</b>								NA			NA	
95) (17) Comocion i i d	Tanora County												10.	
North	From:	I-95-N133B RAMP TO R	117											
95) Collector Rd	Stafford County	0.18 <b>NA</b>								NA			NA	
North	To: From:	C1US 17-N002A FROM RT 17 B	US NORTH											
95 Collector Rd	Stafford County	0.36 <b>11000 G</b>	96%	0%	1%	1%	1%	0%	F	NA			12000	G
	То:	I-95 North												
North	From:	I-95-N TO CENTERPORT PA	RKWAY											
North (95)	Stafford County	0.37 <b>NA</b>								NA			NA	
<u> </u>	To:	89-8900 TO & FROM 95	NO											
North	From:	I-95-N TO RT 630												
95 Ramp	Stafford County	0.19 <b>NA</b>								NA			NA	
	To:	89-630; 89-630- 4B TO RT 95	FR RT											
North	From	I-95 North	2001	00/		407	00/	00/	_				4000	•
95 Ramp	Stafford County	0.20 <b>4200 G</b>		0%	1%	1%	2%	0%	С	NA			4200	G
	L.	US 1 Jefferson Davis Hy	/у											
North (95) Ramp	Stafford County	I-95 North 0.25 <b>6900 G</b>	97%	1%	1%	0%	1%	0%	С	NA			6900	G
95 Ramp	Starrord County	89-610 Garrisonville Ro		170	170	U%	1 70	U%	C	INA			0900	G
North	From:	I-95-N TO GOVERNMEN												
North Ramp	Prince William County	0.13 <b>4300 F</b>								0.206	F		4300	F
95 Ramp	To-	FROM RT 95								0.200	•		.000	•
North	From:	I-95 North												
(95) Ramp	Prince William County	0.08 <b>2900</b> G	98%	0%	1%	0%	0%	0%	F	NA			3600	G
	To:	I-95-N150B FROM RT												
					-									

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

-		1 Timary and interstate reduces	Truck K Dir	
Route	Jurisdiction		2Axle 3+Axle 1Trail 2Trail	AAWDT QW
North	From:	I-95-N150B FROM RT 95	2 TAIG THAIL ZITAII TAGGET TAGGET	
(95) Ramp	Prince William County	0.08 <b>NA</b>	NA NA	NA
	То:	76-619 TO AND FROM RT		
North	From:	I-95-N150A FROM RT 95		
95 Ramp	Prince William County	0.14 <b>NA</b>	NA NA	NA
	То:	76-619 FR RT 95		
North	From:	I-95 North		
(95) Ramp	Prince William County	0.24 <b>3100 F</b>	 0.128 F	3100 F
33)	To:	SR 234 Dumfries Rd	$\neg$	
North	From:	I-95-N152A FROM RT 95		
(95) Ramp	Prince William County	0.22 <b>NA</b>	NA	NA
93)	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>	 NA	4600 G
95) Daile Oily Mooty from Marris	To:	Enter Scales		1000
North	From:	Exit Rest Area Parking Lot		
95 Dale City Rest Area Ramp	Prince William County	0.45 <b>4800 G</b>	NA NA	4800 G
$\overline{}$	To	I-95 North from Rest Area		
North	From:	I-95-N156X TO RT 784-DALE BLVD		
(95) Ramp	Prince William County	0.29 <b>NA</b>	NA NA	NA
	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
	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
,	To:	Enter Rest Area Parking Lot		
North	From:	Exit Rest Area Parking Lot		
95 Dale City Rest Area Ramp	Prince William County	0.23 <b>1500 G</b>	NA	1500 G
	To:	I-95 North from Rest Area		
North	From:	I-95-N BEG COLL RD- RT 784-DALE BLVD		
95) Ramp	Prince William County	0.19 <b>NA</b>	NA	NA
	To:	I-95-N156A TO RT 784-DALE BLVD	<b></b>	
North 95 Ramp	Prince William County	0.11 <b>NA</b>	NA	NA
93)			· · · ·	
North	From:	76-784-E006B FROM RT 784-DALE BLVD		
(95) Ramp	Prince William County	0.19 <b>NA</b>	NA	NA
North	To: From:	I-95-N156B TO RT 784-DALE BLVD		
North 95 Ramp	Prince William County	0.14 <b>NA</b>	NA	NA
95)	To	76-784-W006B FROM RT 784-DALE BLVD		
	L.			

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

		Primary and interstate Routes		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus 2/	TruckQC K QK Dir Axle 3+Axle 1Trail 2Trail Factor Fact	$\Lambda \Lambda \Lambda \Lambda \Lambda DT \Omega \Lambda \Lambda$
North	From:	76-784-W006B FROM RT 784-DALE BLVD		
(95) Ramp	Prince William County	0.17 <b>NA</b>	NA	NA
	To	76-2000-E004A FROM RT 2000-OPITZ BLVD	1	
North	Prince William County	0.27 <b>NA</b>	NA NA	NA
95 Ramp	Prince William County		NA .	INA
North	To: From:	76-2000-W004A FROM RT 2000-OPITZ BLVD	]	
(95) Ramp	Prince William County	0.21 <b>NA</b>	NA	NA
	To.	I-95-N END COLL RD00- RTS 784 & 200000-	7	
North	From:	I-95-N158X TO RT 3000 EAST		
(95) Ramp	Prince William County	0.26 <b>NA</b>	NA NA	NA
93)	To:	76-3000 FROM RT 95 NORTH	7	
North	From	I-95-N158X TO RT 3000 WEST		
(95) Ramp	Prince William County	0.21 <b>NA</b>	NA NA	NA
95)	To:	76-3000; 76-3000-E014B TO & FROM ROUTE	1	1 1/1
Novth	From	I-95-N BEG COLL RD00- RT 3000PR WM PKW		
North Ramp	Prince William County	0.12 <b>NA</b>	NA	NA
95 Ramp	- Tinice William County		-	INA
North	To- From:	I-95-N158A TO RT 3000 EAST		
(95) Ramp	Prince William County	0.11 <b>NA</b>	NA	NA
	Tod	76-3000-E014B FROM RT 3000 EAST	7	
North	From			
(95) Ramp	Prince William County	0.12 <b>NA</b>	NA	NA
	Toy	I-95-N158B TO RT 3000 WEST	1	
North	Prince William County		NA NA	NA
95 Ramp	Fillice William County	0.13 <b>NA</b>	NA _	INA
North	To: From:	76-3000-W014B FROM RT 3000 WEST		
(95) Ramp	Prince William County	0.12 <b>NA</b>	NA	NA
	To:	I-95-N END COLLECTOR Rd END COLLEC	7	
North	From:	I-95-N TO RT 123		
(95) Ramp	Prince William County	0.32 <b>NA</b>	NA NA	NA
93)	To:	SR 123 FROM RT 95 NORTH	7	
North	From:	I-95-N TO ROUTE 123 NORTH		
North 95 Ramp	Prince William County	0.13 <b>NA</b>	NA	NA
95) Kamp	<u> </u>			10/
North	To: From:	COMMUTER PARKING LOT EXIT	_	
95) Ramp	Prince William County	0.14 <b>NA</b>	NA	NA
<u> </u>	To	COMMUTER PARKING LOT ENT	7	
North	11011.		<b>-</b>	
95) Ramp	Prince William County	0.01 <b>NA</b>	NA NA	NA
	To:	SR 123 FROM ROUTE 95 NORTH	<u> </u>	
North	From:	I-95 North		
95) Exit 161 Ramp	Fairfax County		1% 1% 7% 0% F NA	16000 G
$\sim$	To:	US 1 Richmond Hwy		

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

		Timary and interstate reduces	Truck	K	Dir
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	2Axle 3+Axle 1Trail 2Trail	QC Ractor QK	Factor AAWDT QW
North	From:	I-95-N TO RT 642			
95 Ramp	Fairfax County	0.23 <b>NA</b>		NA	NA
$\overline{}$	To:	29-642; 29-642- 2B TO			
North	From:	I-95-N TO FAIRFAX CO PARKWAY SOUTH			
North 95 Ramp	Fairfax County	0.22 <b>NA</b>	<del></del>	NA	NA
$\sim$	To:	I-95-N166C TO LOISDALE ROAD @ FFX CO P			
North Pamp	Fairfax County	0.04 <b>NA</b>	<u> </u>	NA	NA
95 Ramp	To:	FROM ROUTE 95 NORTH	$\neg$	INA	INA
	-				
North (95) Ramp	Fairfax County	I-95-N TO FAIRFAX CO PARKWAY NORTH  0.18 NA		NA	NA
95 Ramp	To:	FAIRFAX CO PARKWAY FROM ROUTE 95 NORTH	<del></del> 1	INA	INA
			<u>_</u>		
North	Fairfax County	I-95-N166A TO LOISDALE ROAD @ FFX CO P 0.03 NA		NA	NA
95 Ramp	Fairiax County	FAIRFAX CO PARKWAY FIARFA		INA	INA
N. d	r1				
North 95	Fairfay County	I-95-N RAMP TO RTS 789 & 64400- LOISDAL		NIA	NIA
95)	Fairfax County	0.45 <b>NA</b> 29-789 Loisdale Rd		NA	NA
North	From:	I-95-N169A TO RT 64400- OLD KEEN MILL R		N.1.0	NIA
North 95	Fairfax County	0.59 <b>NA</b> 29-644 FROM 95 NORTH		NA	NA
North	From	I-95 North		0.000	44000
95 Ramp	Fairfax County	0.18 <b>10000 A</b>		0.089 A	11000 A
	10:	29-613 Van Dorn St			
North	From:	I-95-N TO EISENHOWER AVE CONN.			
95) Ramp	Fairfax County	0.10 <b>NA</b>		NA	NA
	10:	100-6579 FROM & TO ROU			
North	From:	I-95-N TO RT 241 TELEGRAPH RD			
95 Ramp	Fairfax County	0.37 <b>NA</b>	_	NA	NA
	To-	SR 241; 29-4117 FROM RT 9			
North	From:	I-95-N TO RT 241 TELEGRAPH RD			<u> </u>
95 Ramp	Fairfax County	0.50 <b>NA</b>		NA	NA
	То:	I-95-S175B TO ROUTE			
North	From:	I-95 N			
95 Exit 177 A B	City of Alexandria (Maint:	·	<u></u>	NA	NA
V	To:	Exit 177 A; Exit 177 B			
North	City of Alexandria (Maint:	Exit 177 A B 29) 0.09 <b>NA</b>		NA	NA
95 Exit 177 A	City of Alexandria (Maint:	US 1 Richmond Hwy S	<del></del> 1	INA	INA
	- 55				
North	From:	I-95 N		NIA	A I A
95 Ramp	City of Alexandria (Maint:	·		NA	NA
~	10:	US 1 Patrick St N			

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

		i iiiiai y ai	iu interstat					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Rev	From:	Start Reversible Lan	e South of SR	R 234 D	umfries Ro	d										
95)	Prince William Co	ounty 2.72	17000	Α	99%	1%	0%	0%	0%	0%	С	0.112	Α		18000	Α
$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	160000	F	91%	1%	1%	1%	6%	0%	F	0.063	F	0.594	159000	F
Rev	To- From:	Ramp Fr I-95 N Between	een SR 234 ar	nd 76-7	84 Dale Bl	lvd										
95)	Prince William Co	ounty 0.15	17000	N	99%	1%	0%	0%	0%	0%	Ν	0.112	Ν		18000	Ν
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	153000	N	92%	1%	1%	0%	6%	0%	Ν	NA			155000	Ν
Davis	To- From:	Ramp to I-95 S Between	een SR 234 an	nd 76-7	84 Dale Bl	vd	_									
95)	Prince William Co	ounty 3.05	23000	F	99%	1%	0%	0%	0%	0%	F	0.096	F		24000	F
93)	Combined Traffic Estimates for 3 Parallel	,		F	93%	1%	1%	0%	6%	0%	F	NA	-		161000	F
	To	<u> </u>	784 Dale Blv	rd												
Rev	Prince William Co		19000	F F	97%	1%	0%	0%	2%	0%	_	0.092	F		24000	_
95	Combined Traffic Estimates for 3 Parallel	•		F	92%	1%	1%	0%	2% 6%	0%	F	0.092	F	0.515	179000	F
	To To					1 /0	1 /0	076	076	076	-	0.004		0.515	179000	
Rev	From:		Prince Williar													
95)	Prince William Co	,	22000	F	97%	1%	0%	0%	2%	0%	С	0.107	F		29000	F
<u> </u>	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	185000	F	92%	1%	1%	0%	6%	0%	F	0.065	F	0.553	192000	F
Rev	Too. From:	SR 1	23 Gordon Bl	lvd												
95)	Prince William Co	ounty 0.29	32000	F	97%	1%	0%	0%	2%	0%	F	0.094	F		42000	F
$\smile$	Combined Traffic Estimates for 3 Parallel			F	92%	1%	1%	0%	6%	0%	F	0.081	F		208000	F
Rev	To: From:	Fairfax Coun	ty Line, Occo Villiam Count	_	iver											
95)	∟ Fairfax Count		32000	F	97%	1%	0%	0%	2%	0%	F	0.094	F		42000	F
30)	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	197000	F	92%	1%	1%	0%	6%	0%	F	NA			208000	F
<u> </u>	To- Brown	US 1	Richmond H	lwy												
95)	Fairfax Count	v 3.71	38000	G	97%	1%	0%	0%	2%	0%	F	0.101	F		44000	G
95)	Combined Traffic Estimates for 3 Parallel	•		G	93%	1%	1%	0%	6%	0%	F	0.069	F	0.628	186000	G
	To	Frm I-95 NB N											-			
Rev	From: L					40/		00/	20/	00/	N.	0.404	N.		44000	
95	Fairfax Count Combined Traffic Estimates for 3 Parallel	•	38000	N N	97% 93%	1% 1%	0% 1%	0% 0%	2% 6%	0% 0%	N N	0.101 NA	N		44000 208000	N
	Combined Trainic Estimates for 3 Faraller					170	170	0%	070	0%	IN	INA			200000	P
Rev	From:		B South of Ne													
95)	Fairfax Count	•	39000	G	96%	1%	1%	0%	2%	0%	F	NA			50000	G
~	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	207000	G	92%	1%	1%	0%	6%	0%	F	NA			215000	G
Rev	To From:	To I-95 N	NB North of 2	29-7100												
95)	Fairfax Count	y 0.71	32000	G	96%	1%	1%	0%	2%	0%	F	NA			32000	G
$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	213000	G	92%	1%	1%	0%	6%	0%	F	NA			211000	G
	To:	Frm I-95 SB (	On Ramp Sou	th of 29	9-644											

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

		Primary and	u intersta	ile Nou	100			Tru	ok			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Factor	AAWDT	QV
Pov	From:	SB On Rar	mn Couth o	£ 20, 644			ZAXIE	3+Axle	IIIali	ZITAII		Factor		Factor		
95)	Fairfax County		25000	G C9-044	96%	1%	1%	0%	2%	0%	F	NA			32000	G
95)	Combined Traffic Estimates for 3 Parallel Roadways on			N	92%	1%	1%	0%	6%	0%	N	NA			242000	_
	· · · · · · · · · · · · · · · · · · ·							070	070	070		14/			242000	
Rev	rrom:	000 Franconia-Sp														
95)	Fairfax County		25000	N	96%	1%	1%	0%	2%	0%	N	NA			32000	١
$\circ$	Combined Traffic Estimates for 3 Parallel Roadways on	this Route: 2	239000	N	92%	1%	1%	0%	6%	0%	N	NA			242000	١
Rev	To: 29-79	000 Franconia-Sp	oringfield P	kwy Poi	nting Nort	h										
95)	Fairfax County	0.28	25000	N	96%	1%	1%	0%	2%	0%	Ν	NA			32000	١
9	Combined Traffic Estimates for 3 Parallel Roadways on	this Route:	239000	N	92%	1%	1%	0%	6%	0%	Ν	NA			242000	1
		I 395 Rerversibl		outh of 29	9-644											
outh	From:	North Ca	arolina Stat	e Line												
95)	Greensville County	4.39	19000	Α	82%	1%	1%	1%	15%	0%	С	0.146	Α		16000	1
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	39000	Α	82%	1%	1%	1%	15%	0%	С	0.135	Α	0.52	32000	-
outh	To- From:	40-6	629 Skippe	rs												
outh 95)	Greensville County	3.83	19000	Α	82%	1%	1%	1%	15%	0%	F	0.138	Α		16000	
93)	Combined Traffic Estimates for 2 Parallel Roadways on			Α	82%	1%	1%	1%	15%	0%	F	0.133	Α	0.639	32000	
	To:		South of Er			.,,		. , 0	.0,0	0,0	•	000			02000	
outh	From:			1												
95)	Greensville County	_	20000	Α	82%	1%	1%	1%	15%	0%	F -	0.139	A		16000	4
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	40000	Α	82%	1%	1%	1%	15%	0%	F	0.131	Α	0.607	33000	4
outh	To: From:	SC	CL Emporia	ì												
95)	City of Emporia (Maint: 40)	1.24	20000	Α	82%	1%	1%	1%	15%	0%	F	0.139	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	40000	Α	82%	1%	1%	1%	15%	0%	F	NA			33000	
	To- From:		US 58				_									
South 95	City of Emporia (Maint: 40)	0.35	17000	Α	89%	1%	1%	1%	9%	0%	F	0.143	Α		14000	
95)	Combined Traffic Estimates for 2 Parallel Roadways on			A	85%	1%	1%	1%	12%	0%	F	NA	^		28000	
	To Tool				0070	170		170	12 /0	070	•	INA			20000	,
outh	From:	NC	CL Emporia	a												
95)	Greensville County		17000	Α	89%	1%	1%	1%	9%	0%	F	0.143	Α		14000	-
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	33000	Α	85%	1%	1%	1%	12%	0%	F	0.135	Α	0.555	28000	
outh	To: From:	40-61	4 Otterdam	Rd												
outh 95	Greensville County	3.60	17000	Α	89%	1%	1%	1%	9%	0%	F	0.142	Α		14000	
55)	Combined Traffic Estimates for 2 Parallel Roadways on		34000	Α	86%	1%	1%	1%	12%	0%	F	0.137	Α	0.625	28000	
	To:	Susse	ex County L													
outh	From:		ville County			46:	コー									
95)	Sussex County Combined Traffic Estimates for 2 Parallel Roadways on		17000	Α	89%	1%	1%	1%	9%	0%	F	0.142	Α		14000	-
	Combined Troffic Estimates for 2 Darellal Deadways on	thin Doute	24000	Α	86%	1%	1%	1%	12%	0%		NA			28000	/

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

		Primary ar						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South	From:		US 301				27 000	0171710	TTTGII	Ziiuii		1 40101		1 40101		
95)	Sussex County	3.04	17000	Α	89%	1%	1%	1%	9%	0%	F	0.143	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	33000	Α	85%	1%	1%	1%	12%	0%	F	0.137	Α	0.596	28000	Α
South	To From:	9	1-631 Jarra	tt			$\Box$ $\vdash$									
95)	Sussex County	3.92	17000	Α	89%	1%	1%	1%	9%	0%	F	0.14	Α		14000	A
93)	Combined Traffic Estimates for 2 Parallel Roadways			Α	85%	1%	1%	1%	12%	0%	F	0.134	Α	0.623	29000	,
	To To		91-645				$\neg$ $\vdash$									
South 95)	Sussex County	6.54	17000	Α	89%	1%	1%	1%	9%	0%	F	0.14	Α		14000	,
95)	Combined Traffic Estimates for 2 Parallel Roadways			A	86%	1%	1%	1%	12%	0%	F	0.134	Α	0.553	28000	,
	To To		40 Stony Cı			170		170	1270	070	·	0.101	,,	0.000	20000	
South	From: L		*		000/	40/	40/	407	007	00/	_	0.400	^		4.4000	
95	Sussex County	2.52	17000	A	89%	1%	1%	1%	9%	0%	F	0.138	A	0.505	14000	4
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		Α	87%	1%	1%	1%	11%	0%	г	0.133	Α	0.585	29000	4
South	From:		91-602													
95)	Sussex County	0.97	17000	Α	89%	1%	1%	1%	9%	0%	F	0.14	Α		14000	
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways			Α	86%	1%	1%	1%	12%	0%	F	NA			29000	
South	From:		George Courses County 1	_												_
95)	Prince George County	2.91	17000	Α	89%	1%	1%	1%	9%	0%	F	0.14	Α		14000	
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	Α	86%	1%	1%	1%	12%	0%	F	NA			29000	
South	To: From:	7.	4-623 Carso	on												
95)	Prince George County	3.42	18000	F	89%	1%	1%	1%	9%	0%	F	0.136	Α		15000	
90	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	36000	F	86%	1%	1%	1%	12%	0%	F	0.083	Α	0.539	30000	
·	To	US 30	1, SR 35, S	R 156			$\neg$ $\vdash$									
South 95	Prince George County	5.45	20000	F	89%	1%	1%	1%	9%	0%	С	0.075	F		17000	
95)	Combined Traffic Estimates for 2 Parallel Roadways			F	87%	1%	1%	1%	11%	0%	С	0.075	F	0.61	34000	i
	To To	- CIT LINO T COULO.	US 301		01 70	170		170	1170	070		0.070	•	0.01	0 1000	
South	From:	0.40			000/	40/	40/	407	007	00/	_	0.404	^		40000	
95	Prince George County	0.16	21000	A	89% 87%	1% 1%	1%	1% 1%	9% 11%	0%	F	0.121 0.119	A A	0.600	18000 37000	
	Combined Traffic Estimates for 2 Parallel Roadways			Α	87%	1%	1%	176	11%	0%	Г	0.119	А	0.600	37000	
South	From:		I-295 East													
95)	Prince George County	0.42	15000	N	89%	1%	1%	1%	9%	0%	Ν	0.113	Ν		13000	
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	28000	N	87%	1%	1%	1%	11%	0%	N	NA			24000	I
South	To: From:		I-295 West													_
95)	Prince George County	0.42	15000	Α	89%	1%	1%	1%	9%	0%	F	0.113	Α		13000	,
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	29000	Α	87%	1%	1%	1%	11%	0%	F	0.110	Α	0.579	25000	,
	To:	SC	CL Petersbu	rg	•											

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

		Primary an	ia iritorota	ilo i tot				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
South	From:	SC	CL Petersbur	σ.			ZAXIE	STAXIE	IIIaii	ZIIali		racio		racioi		
95)	City of Petersburg (Ma		15000	A	89%	1%	1%	1%	9%	0%	F	0.113	Α		13000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel R		29000	Α	87%	1%	1%	1%	11%	0%	F	NA			25000	Α
	To		Rives Rd													
South	From:	(a):a4: 74) 4.00			000/	40/	40/	40/	00/	00/	_	0.444	^		45000	^
95	City of Petersburg (Ma	,	16000	A	89%	1% 1%	1%	1%	9%	0%		0.111	A	0.540	15000	A
	Combined Traffic Estimates for 2 Parallel F			Α	87%	170	1%	1%	11%	0%	Г	0.105	Α	0.513	29000	A
South	Tool From:		Wagner Rd													
95)	City of Petersburg (Ma	laint: 74) 2.29	23000	Α	89%	1%	1%	1%	9%	0%	F	0.097	Α		23000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	43000	Α	87%	1%	1%	1%	11%	0%	F	0.096	Α	0.531	41000	Α
Counth	To: From:	US 460 Count	ty Rd; US 30	01 Crate	er Rd											
South 95	City of Petersburg (Ma	laint: 74) 0.53	23000	N	89%	1%	1%	1%	9%	0%	N	0.097	N		23000	N
95)	Combined Traffic Estimates for 2 Parallel R	,		N	87%	1%	1%	1%	11%	0%	N	NA	•		41000	N
	To:		I-85		0.70	.,,		. , 0	,	0,0						
South	From:															
95	City of Petersburg (Ma	,	43000	Α	90%	1%	1%	1%	7%	0%	F	0.094	A		42000	Α.
•	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	87000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α	0.561	85000	Δ
South	To From:	US 301, Bus	US 460 Wa	shingto	n St											
95)	City of Petersburg (Ma	laint: 26) 0.48	50000	Α	90%	1%	1%	1%	7%	0%	F	0.092	Α		50000	A
$\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	101000	Α	91%	1%	<u>1</u> %	1%	7%	0%	F	NA			100000	A
	To:		Colonial Hei	_												
South	City of Colonial Heights (		CL Petersbur 50000	<u>г</u>	90%	1%	1%	1%	7%	0%	F	0.092	Α		50000	Δ
95	Combined Traffic Estimates for 2 Parallel R	,		A	91%	1%	1%	1%	7%	0%	F	0.092	Α	0.516	100000	
	Tollined Hame Estimates for 21 drailers	<u> </u>			9170	1 /0	1 70	1 70	1 70	070	'	0.031	^	0.510	100000	
South	From:	So	outhpark Blv	d												
95)	City of Colonial Heights (	(Maint: 20) 1.05	44000	Α	90%	1%	1%	1%	7%	0%	F	0.091	Α		44000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	88000	Α	91%	1%	1%	1%	7%	0%	F	0.089	Α	0.508	87000	Δ
South	To- From:	SR 1	44 Temple A	Ave												
95)	City of Colonial Heights (	(Maint: 20) 2.15	48000	Α	90%	1%	1%	1%	7%	0%	С	0.093	Α		48000	Δ
<u></u>	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	95000	Α	91%	1%	1%	1%	7%	0%	С	NA			96000	Δ
	To	NCL.	Colonial Hei	iohts												
South	From:				000/	407	40/	407	707	00/	0	0.000			40000	
95	Chesterfield Cou	,	48000	A	90%	1%	1%	1%	7%	0%	С	0.093	A	0.540	48000	Δ.
	Combined Traffic Estimates for 2 Parallel R	<u> </u>		Α	91%	1%	1%	1%	7%	0%	С	0.092	Α	0.513	96000	Δ
South	To: From:	20-620	) Woods Edg	ge Rd												
95)	Chesterfield Cou	unty 3.25	49000	В	90%	1%	1%	1%	7%	0%	F	0.091	Α		50000	В
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	97000	В	91%	1%	1%	1%	7%	0%	F	0.088	Α	0.53	98000	В
	To:	SR 10	West Hundre	ed Rd												

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

		Primary an	ia intersta	ilo i toc	1100			Tru	ick			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South	From:	SR 10	West Hundr	ed Rd			ZAXIE	3+Axie	IIIali	ZIIdli		Factor		Factor		
95)	Chesterfield County	1.46	54000	A	90%	1%	1%	1%	7%	0%	F	0.095	Α		56000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadways	_		Α	91%	1%	1%	1%	7%	0%	F	0.092	Α	0.526	112000	Α
	To		SR 288			.,,										
South	From: L	0.40			000/	40/	40/	40/	70/	00/	_	0.400	^		40000	^
95	Chesterfield County	2.18	47000	A	90%	1%	1%	1%	7%	0%	-	0.106	A	0.507	49000	A
	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	7%	0%	г	0.093	Α	0.567	96000	Α
South	To: From:	20-	-613 Willis F	Rd												
95)	Chesterfield County	3.14	50000	Α	90%	1%	1%	1%	7%	0%	F	0.103	Α		52000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	98000	Α	91%	1%	1%	1%	7%	0%	F	0.089	Α	0.625	102000	Δ
No. 14b	To- From:	SR 150	Chippenhan	n Pkwy												
South 95)	Chesterfield County	0.24	42000	G	89%	1%	1%	1%	8%	0%	F	NA			44000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways			G	90%	1%	1%	1%	7%	0%	F	NA			94000	G
	To Tarrio Estimates for 2 Faranci Rodaways				3070	170		170	1 70	070	•	14/			04000	
South	From:		CL Richmon													
95)	City of Richmond (Maint: 20)	1.39	48000	F								0.11	Α		51000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	96000	G								NA			101000	(
South	To: From:	SR	161 Bells R	Rd												
95)	City of Richmond (Maint: 20)	3.86	43000	Α	89%	1%	1%	1%	8%	0%	С	0.119	Α		45000	A
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	89000	Α	90%	1%	1%	1%	7%	0%	С	0.092	Α	0.645	93000	A
	To		Maury St													
South	City of Richmond (Maint: 20)	0.75	51000	^								0.402	Α		53000	,
95	Combined Traffic Estimates for 2 Parallel Roadways			A								0.103	A	0.538	105000	A
	Combined Trainic Estimates for 2 Parallel Roadways			Α								0.090	А	0.556	103000	P
South	From	SR 195	5 Downtown	Expy												
95)	City of Richmond (Maint: 43)	0.45	67000	Α	89%	1%	1%	1%	8%	0%	F	0.091	Α		71000	P
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	124000	Α	90%	1%	1%	1%	7%	0%	F	0.083	Α	0.577	130000	F
South	To: From:	US	3 250 Broad S	St												
95)	City of Richmond (Maint: 43)	1.02	63000	Α	89%	1%	1%	1%	8%	0%	F	0.086	Α		67000	A
93)	Combined Traffic Estimates for 2 Parallel Roadways			Α	90%	1%	1%	1%	7%	0%	F	0.084	Α	0.5	131000	1
	то		South Interch	ange												
outh East	From:					407					_					
95 64	City of Richmond (Maint: 43)	0.25	71000	Α	92%	1%	1%	1%	5%	0%	F _	0.084	A		74000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	142000	Α	92%	1%	1%	1%	5%	0%	F	0.083	Α	0.521	148000	F
South East	To: From:	US 1, U	S 301 Belvio	dere St												
95) (64)	City of Richmond (Maint: 43)	0.28	63000	Α	92%	1%	1%	1%	5%	0%	F	0.084	Α		66000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	131000	Α	92%	1%	1%	1%	5%	0%	F	0.082	Α	0.512	137000	A
	To:		gh St; Gilmen	r St			1									

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

		Primary and i	interstate No	ules			т	-I.			1/		D:-		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Courth Foot	From:	I aigh C	St; Gilmer St			ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
South East 64	City of Richmond (Maint: 43)		2000 A	92%	1%	1%	1%	5%	0%	F	0.09	Α		77000	Α
95) (64)	Combined Traffic Estimates for 2 Parallel Roadways	_		92%	1%	1%	1%	5%	0%	F	NA	, ,		151000	Α
	To-		1 Boulevard	0270	170		170	070	070	·				101000	
South East	From:														
(95) (64)	City of Richmond (Maint: 43)		76000 A	92%	1%	1%	1%	5%	0%	F	0.088	Α		80000	Α
0 0	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 15	50000 A	92%	1%	1%	1%	5%	0%	F	0.083	Α	0.538	158000	Α
South	To: From:	I-64 North In	nterchange, I-19	5											
95)	City of Richmond (Maint: 43)	0.82 <b>6</b> ′	61000 A	91%	1%	1%	1%	7%	0%	F	0.096	Α		64000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 11	18000 A	91%	1%	1%	1%	7%	0%	F	NA			122000	Α
	To	SI	SR 161												
South 95	City of Richmond (Maint: 43)	0.19 <b>5</b> 8	8000 G	91%	1%	1%	1%	7%	0%	F	0.092	N		59000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways			91%	1%	1%	1%	7%	0%	, E	NA	14		118000	G
	Combined Traine Estimates for 21 arane roadways			3170	1 /0	1 70	1 70	1 70	070	'	INA			110000	J
South	From:		Richmond												
South 95	Henrico County		55000 B	91%	1%	1%	1%	7%	0%	F	0.092	Α		57000	В
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 10	09000 B	91%	1%	1%	1%	7%	0%	F	0.086	Α	0.525	111000	В
South	To: From:	US 1	Brook Rd												
95)	Henrico County	1.06 <b>4</b> 9	9000 A	91%	1%	1%	1%	7%	0%	F	0.098	Α		51000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 97	7000 A	91%	1%	1%	1%	7%	0%	F	0.087	Α	0.542	100000	Α
	To:	US 301 Cha	amberlayne Ave	:											
South	Henrico County	1.60 <b>4</b> 7	7000 A	91%	1%	1%	1%	7%	0%	С	0.099	Α		48000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways			91%	1%	1%	1%	7%	0%	С	0.099	Α	0.532	97000	A
	Tollinea Traine Estimates for 21 arailer roadways			3170	1 /0	1 70	1 70	1 70	070	C	0.03	^	0.552	37000	^
South	From	SR 73	Parham Rd												
95)	Henrico County	-	14000 A	91%	1%	1%	1%	7%	0%	F	0.098	Α		44000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 88	8000 A	91%	1%	1%	1%	7%	0%	F	0.087	Α	0.556	89000	Α
South	To- From:	I	I-295												
95)	Henrico County	0.98 <b>5</b> 9	9000 F	87%	1%	1%	1%	10%	0%	F	0.089	Α		59000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 12	23000 F	87%	1%	1%	1%	10%	0%	F	0.079	Α	0.520	120000	F
	To:		r County Line												
South	Hanover County		County Line F	87%	1%	 1%	1%	10%	0%	_	0.089	۸		59000	_
95	Combined Traffic Estimates for 2 Parallel Roadways			87% 87%	1%	1%	1%	10%	0% 0%	_	0.089 NA	Α		120000	F
	Combined Trainic Estimates for 2 Parallel Roadways			0/%	170	170	1 70	10%	U%	r	INA			120000	r
South	To: From:	42-656 S1	Sliding Hill Rd												
95)	Hanover County	2.36 <b>5</b> 7	7000 A	87%	1%	1%	1%	10%	0%	С	0.091	Α		52000	Α
	Combined Traffic Estimates for 2 Parallel Roadways			87%	1%	1%	1%	10%	0%	С	0.090	Α	0.516	104000	Α
	To:	42-802 L	Lewistown 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	ΓQ
outh	From:		2 Lewistow													
05)	Hanover County	•	56000	G	87%	1%	1%	1%	10%	0%	F	NA			51000	
	Combined Traffic Estimates for 2 Parallel R	coadways on this Route:	115000	G	87%	1%	1%	1%	10%	0%	F	NA			105000	)
uth	To: From:	S	CL Ashland	d												
95)	Town of Ashland (Mai	int: 42) 0.87	54000	Α	87%	1%	1%	1%	10%	0%	F	0.089	Α		49000	
	Combined Traffic Estimates for 2 Parallel R	toadways on this Route:	113000	G	87%	1%	1%	1%	10%	0%	F	0.086	Α	0.513	103000	)
ıth	To: From:	SR	54 England	l St												
uth 5	Town of Ashland (Mai	int: 42) 1.38	50000	Α	87%	1%	1%	1%	10%	0%	F	0.096	Α		44000	
15)	Combined Traffic Estimates for 2 Parallel R	,		Α	87%	1%	1%	1%	10%	0%	F	NA	•		87000	
	To:		ICL Ashlan								-					
uth	From:				070/	40/	40/	407	400/	00/	_	0.000			44000	
95	Hanover County	•	50000	A	87%	1%	1%	1%	10%	0%	F	0.096	A	0.500	44000	
	Combined Traffic Estimates for 2 Parallel R			Α	87%	1%	1%	1%	10%	0%	г	0.096	Α	0.539	87000	
uth	To: From:	SR 30 King	s Dominion	Boulev	ard											
95)	Hanover County	,	49000	Α	87%	1%	1%	1%	10%	0%	F	0.102	Α		42000	
	Combined Traffic Estimates for 2 Parallel R			Α	87%	1%	1%	1%	10%	0%	F	NA			84000	
uth	To: From:		line County over County													
95)	Caroline County		49000	A	87%	1%	1%	1%	10%	0%	F	0.102	Α		42000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	96000	Α	87%	1%	1%	1%	10%	0%	F	0.098	Α	0.548	84000	
	To	SR 207	Rogers Cla	rk Blvd												
outh	Corolina Count		43000		85%	40/	10/	40/	100/	40/	_	0.404	۸		20000	
95	Caroline County  Combined Traffic Estimates for 2 Parallel R	•		A A	85% 86%	1% 1%	1% 1%	1% 1%	12% 12%	1% 1%		0.101 0.098	A A	0.521	38000 76000	
	Combined Trainic Estimates for 2 Faraller R	,			00%	170	170	1 70	1270	1 70	г	0.096	А	0.321	76000	
outh	From:		39 Ladysmit	th Rd												
95)	Caroline County	•	46000	G	85%	1%	1%	1%	12%	1%	F	NA			41000	
	Combined Traffic Estimates for 2 Parallel R	,		G	86%	1%	1%	1%	12%	1%	F	NA			87000	
uth	From:	.,,	Ivania Coun line County													
95)	Spotsylvania Cour		45000	Α	85%	1%	1%	1%	12%	1%	F	0.101	Α		39000	
30)	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	97000	G	86%	1%	1%	1%	12%	1%	F	0.091	Α	0.514	86000	
	To:		Mudd Tav	ern Rd												
outh	From: ————————————————————————————————————		48000	A	85%	1%	1%	1%	12%	1%	С	0.098	Α		42000	
95)	Spotsylvania Cour Combined Traffic Estimates for 2 Parallel R	•		A	85% 86%	1%	1%	1%	12%	1%	С	0.098	A	0.507	42000 85000	
	Combined Trainic Estimates for 2 Parallel R	<u> </u>				170	1 70	1 70	1270	1 70	C	0.093	A	0.307	03000	
outh	To: From:	US 1, US 1		Davis H												_
95) (17)	Spotsylvania Cour	-	58000	Α	85%	1%	1%	1%	12%	1%	F	0.086	Α		54000	
$\sim$	Combined Traffic Estimates for 2 Parallel R	coadways on this Route:	115000	Α	86%	1%	1%	1%	12%	1%	F	0.085	Α	0.502	107000	j

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

-		Primary and	J IIIICI SIAIC	5 IXOU	165			Tru	ok			I/		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus					QC	K	QK	Dir Factor	AAWDT	QW
Oth-	From:	COL	Fredericksbur				ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
South (95) (17)	City of Fredericksburg (Maint: 8			A A	85%	1%	1%	1%	12%	1%	F	0.086	Α		54000	Α
95) (17)	Combined Traffic Estimates for 2 Parallel Roadwa			A	86%	1%	1%	1%	12%	1%	F	NA	,,		107000	Α
	Tombined Traine Estimates for 21 drainer Roadwa	<u> </u>				1 /0	170	1 70	12 /0	1 70	•	INA			107000	
South	From:		R 3 Plank Rd													
(95) {17}	City of Fredericksburg (Maint: 8	88) 1.76	70000	Α	85%	1%	1%	1%	12%	1%	F	0.082	Α		67000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadwa	,		Α	86%	1%	1%	1%	12%	1%	F	0.077	Α	0.505	137000	Α
Courth	To:		ord County Lir Fredericksbur													
South (95) (17)	Stafford County			A	85%	1%	1%	1%	12%	1%	F	0.082	Α		67000	Α
95) (17)	Combined Traffic Estimates for 2 Parallel Roadwa	_		A	86%	1%	1%	1%	12%	1%	F	NA	,,		137000	Α
	To:	US 17; BUS				170		170	1270	170	•				101000	,,
South	From:	US 17; BUS	US 17 Warre	enton I	Ka											
South 95	Stafford County			Α	90%	1%	1%	1%	7%	0%	F	0.082	Α		64000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: '	133000	Α	91%	1%	1%	1%	7%	0%	F	0.074	Α	0.524	130000	Α
Courth	To: From:	89-8900	Centreport P	kwy			-									
South 95	Stafford County	4.11	66000	Α	90%	1%	1%	1%	7%	0%	F	0.084	Α		64000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadwa			A	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.520	132000	Α
	To-	*				.,,		.,0	. , 0	0,0	•	0.0.0	•	0.020	.02000	
South	From:		) Courthouse 1													
95)	Stafford County			Α	90%	1%	1%	1%	7%	0%	С	0.084	Α		66000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: '	136000	Α	91%	1%	1%	1%	7%	0%	С	0.074	Α	0.520	134000	Α
South	To: From:	89-610	Garrisonville	e Rd												
95)	Stafford County	4.06	70000	Α	90%	1%	1%	1%	7%	0%	F	0.083	Α		70000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadwa			F	91%	1%	1%	1%	7%	0%	F	NA			140000	F
	To:		illiam County			.,,		.,,	. , ,	0,0	•					
South	From:		ord County Lir	ne												
95)	Prince William County			Α	90%	1%	1%	1%	7%	0%	F	0.083	Α		70000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: '	141000	F	91%	1%	1%	1%	7%	0%	F	0.071	Α	0.520	140000	F
South	To: From:	Russe	ell Rd Quantic	со												
95)	Prince William County	2.37	68000	Α	90%	1%	1%	1%	7%	0%	F	0.079	Α		68000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadwa			Α	91%	1%	1%	1%	7%	0%	F	0.072	Α	0.526	140000	Α
	To	*				.,,		.,0	. , 0	0,0	•	0.0.2		0.020		
South	From:		619 Joplin Rd									_				
95)	Prince William County			F	90%	1%	1%	1%	7%	0%	F	0.078	F		69000	F
$\sim$	Combined Traffic Estimates for 3 Parallel Roadwa	ys on this Route: '	160000	F	91%	1%	1%	1%	6%	0%	F	0.063	F	0.594	159000	F
South	To: From:	SR 23	34 Dumfries R	Rd			$\Box$ $\vdash$									
South	Prince William County	4.23	66000	Α	91%	1%	1%	0%	7%	0%	С	0.078	Α		66000	Α
(05)									. , .	<b>U</b> / U	_	5.5.5			55000	
95	Combined Traffic Estimates for 3 Parallel Roadwa	vs on this Route:	158000	F	93%	1%	1%	0%	6%	0%	F	0.065	F	0.649	161000	F

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

		Fillialy at				Truck K Dir										
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
South	From:	76	784 Dale Bl	lvd			27 040	017 040	TTTGII	211011		1 dotoi		1 40101		
95)	Prince William Cou		79000	F	91%	1%	1%	0%	7%	0%	F	0.071	F		78000	F
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	172000	F	92%	1%	1%	0%	6%	0%	F	0.064	F	0.515	179000	F
Courth	To: From:	SR 3000	Prince Willi	am Pkw	'y											
South 95	Prince William Cou	untv 1.91	80000	F	91%	1%	1%	0%	7%	0%	F	0.072	F		79000	F
95)	Combined Traffic Estimates for 3 Parallel Ro	,		F	92%	1%	1%	0%	6%	0%	F	0.065	F	0.553	192000	F
	To.		23 Gordon l													
South	From:				040/	40/	40/	00/	70/	00/	_	0.075	F		70000	_
95	Prince William Cou	,	77000	F F	91%	1%	1%	0%	7%	0%		0.075	F		76000	
	Combined Traffic Estimates for 3 Parallel Ro	Toadways on this Route: Fairfax Coun			92% River	1%	1%	0%	6%	0%	г	NA			208000	F
South	From:	Prince William C		_												
95)	Fairfax County	0.80	77000	F	91%	1%	1%	0%	7%	0%	F	0.075	F		76000	F
	Combined Traffic Estimates for 3 Parallel Re	oadways on this Route:	197000	F	92%	1%	1%	0%	6%	0%	F	NA			208000	F
2014b	To: From:	US 1	Richmond	Hwy												
South 95)	Fairfax County	2.04	75000	G	91%	1%	1%	0%	7%	0%	F	0.078	F		69000	G
95)	Combined Traffic Estimates for 3 Parallel Ro			G	93%	1%	1%	0%	6%	0%	F	0.069	F	0.628	186000	
	Tool					170		070	070	070	•	0.000		0.020	100000	
South	From:		642 Lorton													
95)	Fairfax County		77000	G	91%	1%	1%	0%	7%	0%	F	NA			75000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Re	oadways on this Route:	202000	G	92%	1%	1%	0%	6%	0%	F	NA			205000	G
South	To: From:	Ramp F	from Expres	s Lanes												
95)	Fairfax County	0.48	77000	G	91%	1%	1%	0%	7%	0%	F	NA			75000	G
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	207000	G	92%	1%	1%	0%	6%	0%	F	NA			215000	G
	To	29-617 Backlick Rd	; 29-7100 F	airfax C	ounty Pkw	y										
South 95	Fairfax County	1.12	73000	G	91%	1%	1%	0%	7%	0%	F	NA			73000	G
95)	Combined Traffic Estimates for 3 Parallel Re			G	92%	1%	1%	0%	6%	0%	, E	NA			211000	_
	To To				JZ 70	170		070	070	070	•	INA			211000	
South	From:		to Express !													
95)	Fairfax County		106000	G	91%	1%	1%	0%	7%	0%	F	NA			104000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Re	oadways on this Route:	239000	N	92%	1%	1%	0%	6%	0%	N	NA			242000	Ν
South	To: From:	29-644 Francor	nia Rd; Old	Keene M	Aill Rd											
95)	Fairfax County	1.09	99000	G	91%	1%	1%	0%	7%	0%	F	NA			97000	G
99)	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	229000	G	92%	1%	1%	0%	7%	0%	F	NA			228000	G
	To		I-395													
			1 3/3													
South	From:	4.00	00000		040/	407	407	007	707	007	<b>N</b> I	N 1 A			07000	
South 95	Fairfax County Combined Traffic Estimates for 2 Parallel Ro		99000	N N	91% 92%	1% 1%	1% 1%	0% 0%	7% 7%	0% 0%	N N	NA NA			97000 228000	N N

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		I-495													
95 Capital Beltway	Fairfax Count	ty 1.22	78000	Α	91%	1%	1%	0%	7%	0%	F	0.077	Α		83000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	156000	Α	92%	1%	1%	0%	7%	0%	F	0.075	Α		167000	Α
		Capital Beltwa	y is also s	signed	as I-495											
0 1	To:	29-6	13 Van Do	rn St												
South  (95) Capital Beltway	Fairfax Count	ty 1.20	82000	G	91%	1%	1%	0%	7%	0%	F	NA			84000	G
95 Capital Beltway	Combined Traffic Estimates for 2 Parallel			G	91%	1%		0%	7%	0%	, E	NA			152000	G
	Combined Trainic Estimates for 2 Faraner	Capital Beltwa		_			1 /0	0 /6	1 /0	0 /6	-	INA			132000	G
N 41-	To	Eisenho	wer Ave Co	onnector												
South 95) Capital Beltway	Fairfax Count	ty 2.41	81000	G	91%	1%	1%	0%	7%	0%	F	NA			80000	G
95) Capital Beliway	Combined Traffic Estimates for 2 Parallel	•			91%	1%		0%	7%	0%	F	NA			154000	G
	Combined Traine Estimates for 21 drailer	Capital Beltwa					170	070	1 /0	070	·	INA			134000	O
	To	·														
South	From:		41 Telegrap	on Ra												
95 Capital Beltway	Fairfax Count	ty 0.48	71000	G	91%	1%	1%	0%	7%	0%	F	NA			69000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	135000	G	93%	1%	1%	1%	5%	0%	F	NA			132000	G
	_	Capital Beltwa			as I-495											
	To:		CL Alexand													
South  (95) Capital Beltway	City of Alexandria (M		fax County 71000	G G	91%	1%	1%	0%	7%	0%	F	NA			69000	G
95 Capital Beltway	Combined Traffic Estimates for 4 Parallel	,			3170	1 /0	1 /0	070	1 70	070	'	NA			NA	J
	Combined Trainic Estimates for 4 Faraner	Capital Beltwa			ac I-105							INA			INA	
	- F			_	us 1 +50											
South	From:	U	S 1 Patrick	St												
95 Capital Beltway	City of Alexandria (M	laint: 29) 1.17	77000	G	91%	1%	1%	0%	7%	0%	F	NA			77000	G
$\bigcirc$	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	150000	G								NA			NA	
	_	Capital Beltwa														
	To:	District of Colu	ımbia Line,	Potomac	River											
South	From:		5-S TO RT	629												
(95) Ramp	Greensville Cou	unty 0.14	NA									NA			NA	
<u> </u>	To:	40-629; 40-629	- 4A TO A	ND FRO	M RT											
South	From:		I-95 South													
95 Ramp from I-95 South to	Ramp to US 301 Greensville Cou	-	NA									NA			NA	
<u> </u>	To:		1-95 North		01											
South	From:		5-S TO RT	58				·								
95) Ramp	City of Emporia (Ma	· · · · · · · · · · · · · · · · · · ·	NA									NA			NA	
~	To:	US 58 US 58-W	/410A TO	AND FR	OM 95											
South	From:		5-S TO RT	58												
95 Ramp	City of Emporia (Ma		NA									NA			NA	
$\sim$	To:	US 58 US	58-E410A	TO RT 9	95											

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

Route	Jurisdiction		Truck K Di QC QK 2Axle 3+Axle 1Trail 2Trail Factor Fact	$\Delta\Delta MDT DM$
South 95 Ramp	Greensville County	I-95-S TO RT 614 0.16 <b>NA</b> 40-614; 40-614- 2B TO RT 95	NA NA	NA
South 95 Ramp	From: Sussex County To:	1-95-S TO RT 301 0.15 NA US 301 US 301- 17B TO AND FROM 95	NA NA	NA
South 95 Ramp	Sussex County	I-95 South 0.23 <b>700 A</b> 91-631	0.103 A	710 A
South 95 Ramp	Sussex County	I-95 South 0.21 <b>170 A</b> 91-645	0.139 A	170 A
South 95 Ramp	Sussex County	I-95 South  0.14 <b>840 A</b> SR 40 Sussex Dr	0.11 A	850 A
South (95) Ramp	Sussex County	I-95-S TO RT 602 0.21 <b>1100 A</b> 91-602; 91-602- 1A TO RT 95	0.120 A	980 A
South (95) Ramp	Prince George County	I-95 South 0.20 <b>680 F</b> US 301 Crater Rd	0.147 A	680 F
South 95 Ramp	Prince George County	I-95-S TO WEIGH STATION  0.23 NA  I-95-S FROM WEIGH STATION	NA NA	NA
South (95) Ramp	Prince George County	I-95-S TO RT 35 & 301 0.22 <b>NA</b>	NA	NA
South 95 Ramp	Prince George County	I-95-S041B JB-74 FROM RT 95  0.04 NA SR 35 SR 35- 48B TO AND FROM RT	NA NA	NA
South 95 Ramp	Prince George County	I-95-S041A JB-74 FROM RT 95 0.04 NA SR 35 FROM RT 95	NA	NA
South 95 Ramp	Prince George County To:	I-95 South  0.12 <b>2000 A</b> US 301 Crater Rd	0.127 A	1900 A
South 95 Ramp From I-95 S to I-295 N (W)	Prince George County	I-95 S	1% 1% 19% 0% F NA	1300 G
South 95 Ramp	City of Petersburg (Maint: 74	I-95-S TO RIVES RD	NA NA	NA

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction		_	AADT		4Tire	Dir.c		Truck 3+Axle 1T		$\cap$ C	K Factor	QK	Dir Factor	AAWDT	QW
South 95 Ramp	City of Petersburg (Ma	laint: 74)	0.25	NA NO WAGNE NA NO FROM R								NA			NA	
South 95 Ramp	City of Petersburg (Ma	laint: 74)	0.31	I-95 South <b>5000</b> 010 Wagner	<b>A</b>							0.098	Α		5600	Α
South 95 Ramp	City of Petersburg (Ma		I-95-S050X 0.09 123-9012 FRO	NA								NA			NA	
South 95 460 Ramp	City of Petersburg (Ma		0.06	I-95 South <b>9300</b>	Α							0.096	Α		10000	Α
South 95 Ramp from I-85 N to I-95 S	City of Petersburg (Ma	laint: 74)	0.07	NA NA								NA			NA	
South Bus   95   460   460   Ramp from I-85 N to I-95 S	City of Petersburg (Ma	laint: 74)	0.18	p from US 3  NA  p from US 3								NA			NA	
South Bus   Ramp from I-85 N to I-95 S	City of Petersburg (Ma	laint: 74)	0.27		Α							0.118	Α		13000	Α
South 95 Ramp from I-85 N to I-95 S	City of Petersburg (Ma	laint: 74)	0.22	<b>NA</b> I-95 S								NA			NA	
South 95 Ramp	City of Petersburg (Ma	laint: 74)	0.12	NA								NA			NA	
South 95 Ramp	City of Petersburg (Ma		0.19 CEUS 460 F	NA								NA			NA	
South 95 Ramp	City of Colonial Heights (	(Maint: 20)	0.06	CONNECT  NA  6 FROM RT								NA			NA	
South 95 Ramp	City of Colonial Heights (	(Maint: 20)	0.06	I-95 South <b>10000</b> from I-95 N	<b>G</b>	97%	0%	1%	1% 19	% 0%	С	0.104	F		10000	G
South 95 Ramp	Chesterfield Cou	unty	0.17	-S TO RT 6: <b>NA</b> 746 FR RT 9								NA			NA	
South 95	Chesterfield Cou	unty	I-95-S TO 0.26 20-620 FROM	ROUTE 620 NA M ROUTE 9								NA			NA	

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

Route	Jurisdiction	Length AADT QA			Tru	ck		00	K	QK	Dir	AAWDT	OW
South	From	I-95-S TO RT 10		2Axl	e 3+Axle	1Trail	2Trail		Factor	σ, τ	Factor		
95) Ramp	Chesterfield County	0.17 <b>NA</b>							NA			NA	
$\smile$	To: From:	I-95-S061C TO RT 10											
South 95 Ramp	Chesterfield County	0.07 <b>NA</b>							NA			NA	
<u> </u>	To	SR 10 FROM RT 95											
South (95) Ramp	Chesterfield County	I-95-S TO RT 10 0.39 <b>NA</b>							NA			NA	
95 Kamp	To:	0.39 <b>NA</b> SR 10 I-95-S061C FROM RT 95	5						INA			INA	
South	From:	I-95-S061A TO RT 10											
95) Ramp	Chesterfield County	0.03 <b>NA</b>							NA			NA	
Country	From:	SR 10 I-95-S061B FROM RT 95	)										
South 95 Ramp	Chesterfield County	I-95 South 0.25 <b>5200 G</b>	95% 0%	1%	1%	3%	0%	F	NA			5800	G
	To:	SR 288											
South 95 Ramp	From:	I-95-S TO RT 613							NIA			NIA.	
95) Ramp	Chesterfield County	0.08 <b>NA</b> 20-613; 20-613- A TO RT 95							NA			NA	
South	From:	I-95-S TO BELLS ROAD		Ī									
95 Ramp	City of Richmond (Maint: 20)	0.31 <b>NA</b>							NA			NA	
	To	JB-20 FROM RT 95											
South 95 Ramp	City of Richmond (Maint: 20)	I-95 South 0.22 <b>8100 A</b>	87% 1%	2%	3%	6%	0%	F	0.091	Α		8900	Α
-	To:	I-95 North Exit 73A											
South	From:	I-95-S TO FRANKLIN STREET	Γ										
95 Ramp	City of Richmond (Maint: 43)	0.07 <b>NA</b> FROM ROUTE 95 SOUTH							NA			NA	
South	From:	I-95-S RO ROUTE 250 WEST											
South 95 Ramp	City of Richmond (Maint: 43)	0.11 <b>NA</b>							NA			NA	
	Το·	I-95-N074C I-95- 74C FROM ROU											
South 95 Ramp	City of Richmond (Maint: 43)	I-95-S RO RT 1; 301 VIA LEIGH ST 0.08 <b>NA</b>	REET						NA			NA	
95) 1 (41)	To:	SR 33 FROM ROUTE 95 SO											
South (95) Ramp	Fram	I-95 South											
95 Ramp	City of Richmond (Maint: 43)		96% 1%	1%	1%	2%	0%	С	0.1	F		9500	G
South	From:	SR 161 Boulevard  I-95 South											
95) Ramp	Henrico County	0.22 <b>NA</b>							NA			NA	
	To:	2US 301-P											
South	From:	I-95 South 0.09 <b>NA</b>							NIA			NIA.	
95 Ramp	Henrico County	SR 73 Parham Rd		1					NA			NA	
	<b>i</b>	/ U 1 WIIWII 1 1 U											

### 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 Factor Fac	
South	From:	I-95 South	ZAXIE 3+AXIE IITAII ZITAII	Factor Fac	iloi
95) Ramp	Henrico County	0.19 <b>NA</b>		NA	NA
	To:	SR 73 Parham Rd			
South	From:	I-95 South			
95 Ramp	Henrico County	1.42 <b>22000 F</b>	<del></del>	0.111 A	19000 F
	To:	I-295 East			
South	From:	I-95 South			
95 Ramp	Henrico County	0.19 <b>NA</b>		NA	NA
	То:	I-295 West			
South	From:	I-95-S TO RT 656 EAST			
95 Ramp	Hanover County	0.21 <b>NA</b>		NA	NA
<u> </u>	To:	FROM RT 95 SOUTH			
South	From:	I-95-S TO RT 656 WEST			
South 95 Ramp	Hanover County	0.17 <b>NA</b>		NA	NA
	To:	FROM RT 95 SOUTH			
South 95 Ramp	From:	I-95-S TO RT 802			
95) Ramp	Hanover County	0.17 <b>NA</b>		NA	NA
		42-802; 42-802- 1A TO RT 95			
South	Honovor County	I-95-S TO RT 54 0.16 <b>NA</b>		NA	NA
95 Ramp	Hanover County			INA	INA
South	To: From:	I-95-S092B JB-42 FROM RT 95			
95 Ramp	Hanover County	0.02 <b>NA</b>		NA	NA
	To:	SR 54 TO AND FROM RT			
South 95 Ramp	From:	I-95-S092A JB-42 FROM RT 95			
(95) Ramp	Hanover County	0.04 <b>NA</b>		NA	NA
	To:	SR 54 FROM RT 95			
South 95 Ramp	From:	I-95-S TO RT 30			
95 Ramp	Hanover County	0.24 <b>NA</b>		NA	NA
South	To: From:	I-95-S098B FROM RT 95 TO RT 30			
95 Ramp	Hanover County	0.18 <b>NA</b>		NA	NA
93)	Tod				
South	From:	FROM RT 725			
South 95 Ramp	Hanover County	0.32 <b>NA</b>		NA	NA
	To:	42-99007-N000A KINGS DOMINION GATE			
South	From:	I-95-S098A JB-42 FROM RT 95			
95 Ramp	Hanover County	0.09 <b>NA</b>		NA	NA
	105	SR 30 FROM RT 95			
South	From:	I-95 South	40/ 20/ 400/ 20/	C 0.070 F	4000
95 Ramp	Caroline County	0.17 <b>4900 G</b> 48% 1%	1% 3% 46% 0%	C 0.073 F	4900 G
	100	Ramp Split before SR 207			

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

				Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	Ramp Split before SR 207										
(95) Ramp	Caroline County	0.03 <b>1700 G</b> 48% 2%	2%	5%	43%	0%	С	0.086	F		1700	G
$\smile$	To:	SR 207 S, Rogers Clark Blvd										
South	From:	I-95-S104A FROM RT 95										
95) Ramp	Caroline County	0.03 <b>NA</b>	•					NA			NA	
	To:	SR 207 FROM RT 95										
South	From:	I-95 South to Rest Area										
95) Ladysmith Rest Area Ramp	Caroline County	0.13 <b>NA</b>						NA			NA	
95) Ladyonnan reservation realing	To:	Enter Rest Area Parking Lot										
South	From:	Exit Rest Area Parking Lot										
95) Ladysmith Rest Area Ramp	Caroline County	0.14 <b>2800 G</b>						NA			2800	G
	To:	I-95 South from Rest Area										
Courth	From:	I-95-S TO RT 639	ı									
South Ramp	Caroline County	0.15 <b>NA</b>						NA			NA	
95 Ramp		16-639 FR RT 95 TO RT						INA			INA	
South	From:	I-95-S TO RT 606										
95) Ramp	Spotsylvania County	0.24 <b>NA</b>						NA			NA	
<u> </u>	То:	88-606 FR RT 95 TO RT										
South	From:	I-95-S TO RT 1										
95) Ramp	Spotsylvania County	0.32 <b>NA</b>						NA			NA	
300	To:	US 1 TO AND FROM RT										
South	From:	I-95-S TO RT 3 EB										
95) Ramp	Spotsylvania County	0.20 <b>NA</b>						NA			NA	
95 Ramp	Spotsylvania County	SR 3 TO AND FROM RT	1					INA			INA	
South	From:	I-95-S TO RT 3 WEST										
95) Ramp	Spotsylvania County	0.36 <b>NA</b>						NA			NA	
<u> </u>	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	
	To:	Enter Welcome Center Parking Lot										
South	From:	Exit Welcome Center Parking Lot										
95) Fredericksburg Welcome Center	Spotsylvania County	0.06 <b>2000 A</b> 85% 1%	1%	1%	12%	1%	F	0.125	Α		1700	Α
$\smile$	To	I-95 South from Welcome Center										
South	From:	I-95 South										
South 95 Ramp	Stafford County	0.22 <b>6500 G</b> 96% 1%	1%	1%	2%	0%	С	NA			6500	G
33)	To:	US 17 Warrenton Rd	Τĩ	.,,	_,,	- / 0	•				-300	•
	From		-									
South	Stoff and Carrett :	I-95 South  0.31 <b>5800 G</b> 89% 1%	20/	00/	E0/	007	_	NIA.			E000	G
95 Ramp	Stafford County		2%	2%	5%	0%	С	NA			5800	G
<u> </u>	10:	US 17 Warrenton Rd										
South	From:	I-95-S TO CENTREPORT PARKWAY										
South 95	Stafford County	0.30 <b>NA</b>	_					NA			NA	
<b>\</b> /	To:	I-95-S136B TO CENTREPORT PARKWAY										

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Ti	re Bus	2Δvla 3±	Truck Axle 1Trail		QC	K Factor	QK ,	Dir Factor	AAWDT	QW
South	From:	I-95-S136B TO CENTREPORT PARKWA	Y	ZAME 347	-NE IIIai	ZIIali		1 actor	<u>'</u>	actor		
South 95	Stafford County	0.03 <b>NA</b>						NA			NA	
<u> </u>	To:	89-8900 TO & FROM 95 SO										
South	From:	I-95-S136A TO CENTREPORT PARKWA	Y									
95	Stafford County	0.10 <b>NA</b>						NA			NA	
<u> </u>	То:	89-8900 FROM RT 95 SOUTH										
South	From:	I-95-S TO RT 630										
95 Ramp	Stafford County	0.15 <b>NA</b>		<del></del>				NA			NA	
<u> </u>	10:	89-630 FR RT 95 TO RT										
South	From:	I-95 South					_					_
95) Ramp	Stafford County	0.22 <b>3800 G</b> 989	% 0%	1% 0	% 1%	0%	С	NA			3800	G
<u> </u>	10:	89-610 Garrisonville Rd										
South	From:	I-95 South										
95) Ramp	Stafford County	0.24 <b>13000 A</b> 989	% 1%	1% 0	% 1%	0%	С	0.122	Α		15000	Α
<u> </u>	10:	89-610 Garrisonville Rd										
South (95) Ramp	From:	I-95-S TO GOVERNMENT RD										
95) Ramp	Prince William County	0.26 <b>NA</b>						NA			NA	
<u> </u>	10:	FROM RT 95										
South	From	I-95-S TO RT 619										
95 Ramp	Prince William County	0.28 <b>NA</b>						NA			NA	
<u> </u>	To	FROM RT 95										
South	From:	I-95-S TO RT 619										
(95) Ramp	Prince William County	0.17 <b>NA</b>						NA			NA	
<u> </u>	To:	FROM RT 95										
South	From:	I-95 N										
95) Exit 152 A	Prince William County	0.21 <b>NA</b>						NA			NA	
	101	SR 234 Dumfries Rd S										
South	From:	I-95 S										
95) Exit 152 B	Prince William County	0.23 <b>NA</b>						NA			NA	
	10:	SR 234 Dumfries Rd N										
South	From	I-95 South to Scales										_
95 Dale City Rest Area Ramp	Prince William County	0.21 <b>5500 G</b>						NA			5500	G
South	From:	Enter Scales Exit Rest Area Parking Lot										
95 Dale City Rest Area Ramp	Prince William County	0.32 NA						NA			NA	
330	То:	I-95 South from Rest Area										
South	From:	I-95-S156X TO RT 784-DALE BLVD										
(95) Ramp	Prince William County	0.25 <b>NA</b>						NA			NA	
93)	To:	76-784 TO AND FROM RT										
South	From:	I-95-S156X TO RT 784-DALE BLVD		<u> </u>								
South (95) Ramp	Prince William County	0.22 <b>NA</b>						NA			NA	
93)	To	I-95-S156C TO RT 1780						, .				

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

		- I filliary and interstate routes	Truck K Dir	
Route	Jurisdiction		2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South	From:	I-95-S156C TO RT 1780		
95 Ramp	Prince William County	0.30 <b>NA</b>	NA NA	NA
	10:	76-784 FR RT 95		
South	From:	I-95 Exit 156 B	<u> </u>	
95 Exit 156 C	Prince William County	0.18 <b>NA</b>	NA NA	NA
	To:	76-1780 Potomac Mills Rd		
South	From	I-95 South to Rest Area		
95 Dale City Rest Area Ramp	Prince William County	0.06 <b>NA</b>	NA NA	NA
South	From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot		
95 Dale City Rest Area Ramp	Prince William County	0.08 <b>1000 G</b>	— NA	1000 G
93)	To:	I-95 South from Rest Area		
South	From:	I-95-S BEG COLL RD00-RT 784-DALE BLVD		
(95) Ramp	Prince William County	0.20 <b>NA</b>	NA	NA
33)	Tou	I-95-S156B TO RT 784-DALE BLVD	_	
South	From:			
95) Ramp	Prince William County	0.40 <b>NA</b>	NA	NA
South	To: From:	76-784-W006A FROM RT 784-DALE BLVD		
95 Ramp	Prince William County	0.21 <b>NA</b>	NA	NA
South	To: From:	I-95-S156A TO RT 784-DALE BLVD		
95 Ramp	Prince William County	0.12 <b>NA</b>	NA	NA
South	To: From:	76-784-E006A FROM RT 784-DALE BLVD		
95 Ramp	Prince William County	0.39 <b>NA</b>	NA	NA
South	To: From:	I-95-S156R FR REST AREA		
95 Ramp	Prince William County	0.13 <b>NA</b>	NA NA	NA
South	To: From:	I-95-S156R TO REST AREA		
(95) Ramp	Prince William County	0.10 <b>NA</b>	NA	NA
	To:	I-95-S END COLL RD-RT 784- BOLVE		
South	From:	I-95-S TO RT 3000	1	
(95) Ramp	Prince William County	0.19 <b>NA</b>	NA NA	NA
$\smile$	To	76-3000 FROM RT 95 SOUTH		
South	From:	I-95-S TO RT 3000 WEST		
South (95) Ramp	Prince William County	0.22 <b>NA</b>	NA	NA
$\smile$	To:	76-3000 FROM ROUTE 95 SOUTH		
South	From:	I-95-S TO RT 123 NORTH		
95 Ramp	Prince William County	0.23 <b>NA</b>	NA NA	NA
$\overline{}$	To:	SR 123 FROM RT 95 SOUTH		
South	From:	I-95-S TO ROUTE 1 SOUTH		
95 Ramp	Fairfax County	0.03 <b>NA</b>	NA	NA
$\smile$	To:	FROM REVERSIBLE LANE		

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

- <u></u>		Filliary and interstate Routes		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus		Dir AAWDT QW
South 95 Ramp	From: Fairfax County To:	FROM REVERSIBLE LANE 0.12 NA 6US 01-P FROM RT 95 SOUTH	NA NA	NA
South 95 Ramp	Fairfax County To:	I-95-S TO RT 642 0.24 NA 29-642; 29-642- 2A TO AND FROM RT	NA	NA
South 95 Ramp	Fairfax County To:	I-95-S TO FAIRFAX CO PARKWAY  0.22 NA  FAIRFAX CO PARKWAY FROM ROUTE 95 SOUTH	NA	NA
South 95 Ramp	Fairfax County  To:	I-95-S TO FAIRFAX CO PARKWAY  0.24 NA  FAIRFAX CO PARKWAY FROM ROUTE 95 SOUTH	NA	NA
South 95 Ramp	From: Fairfax County	I-95-S TO RT 617 0.31 NA FROM RT 95	NA NA	NA
South 95 Ramp	Fairfax County To:	I-95-S TO RT 613 0.32 <b>NA</b> FROM RT 95	NA NA	NA
South 95 Ramp	Fairfax County	I-95-S TO EISENHOWER AVE CONN  0.12 NA  100-6579 FROM & TO ROU	NA	NA
South 95 Ramp	Fairfax County	I-95-S175X TO RT 241 0.15 <b>NA</b> SR 241 FROM RT 95	NA NA	NA
South (95) Ramp	From:	I-95-S175X TO RT 241 0.13 <b>NA</b> I-95-N175B I-95- 175B TO ROUTE	NA	NA
South 95 Ramp	Fairfax County	I-95-S BEGIN COLL RD00- RT 241 TELEGRAP 0.11 NA	NA	NA
South 95 Ramp	Fairfax County	1-95-S175B TO RT 241 0.10 NA	NA	NA
South 95 Ramp	Fairfax County	SR 241-N001B FROM RT 241  0.15 NA  I-95-S175A TO RT 241	NA	NA
South 95 Ramp	Fairfax County	0.10 <b>NA</b> SR 241-S001B FROM RT 241	NA NA	NA
South 95 Ramp	Fairfax County  To:	0.09 <b>NA</b> I-95-S END COLL RD00- RT 241 TELEGRAPH	NA	NA

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

		1 may and mersta					Tr	uck			K	014	Dir		014
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	I-95 S 0.17 <b>NA</b>									NIA			NIA	
95) I-95 S Exit 177 A	City of Alexandria (Maint: 29)	0.17 NA US 1 Richmond H	wv S			_					NA			NA	
outh	From:	I-95 S	, 5												
95) I-95 S Exit 177 B C	City of Alexandria (Maint: 29)	0.08 <b>NA</b>									NA			NA	
93) 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	To:	I-95 S Exit 177 B; I-95 S	Exit 17	7 C											
outh	From:	I-95 S Exit 177 I	3 С												
95) I-95 S Exit 177 B	City of Alexandria (Maint: 29)	0.09 <b>NA</b>	.,								NA			NA	
<u> </u>	10:	US 1 Patrick St													
outh	City of Alayandria (Mainty 20)	I-95 S Exit 177 I	ВС								NIA			NIA	
95 I-95 S Exit 177 C	City of Alexandria (Maint: 29)	0.10 NA Church St				_					NA			NA	
			~ .												
96) Virgilina Rd	Halifax County	US 501 S of Cluster 7.11 <b>1300</b>	Springs <b>G</b>	80%	1%	1%	1%	17%	0%	С	0.092	_	0.512	1300	G
96) Virgilina Rd	Haillax County			00%	170	170	1 70	17 70	0%	C	0.092	Г	0.512	1300	G
	From	WCL Virgilina		000/	40/		40/	470/	00/		0.000		0.540	4000	
96)	Town of Virgilina (Maint: 41)	0.59 <b>1300</b>	N	80%	1%	1%	1%	17%	0%	N	0.092	N	0.512	1300	N
	To: From:	N SR 49													
96) (49) Florence Ave	Town of Virgilina (Maint: 41)	0.13 <b>1400</b>	G	84%	1%	1%	1%	13%	0%	F	0.096	F	0.631	1600	G
<u> </u>	10:	North Carolina State	e Line												
	From:	SR 89 Main S						407				_			_
97) Pipers Gap Rd	City of Galax	0.11 <b>2500</b>	F	98%	0%	1%	1%	1%	0%	С	0.092	F	0.609	2700	F
	To: From:	ECL Galax													
97) Pipers Gap Rd	Grayson County	0.78 <b>2600</b>	G	98%	0%	1%	1%	0%	0%	С	0.09	F		2700	G
<u> </u>	From:	Carroll County L Grayson County I													
97) Pipers Gap Rd	Carroll County	3.76 <b>2200</b>	F	99%	0%	1%	0%	0%	0%	С	0.09	F	0.595	2200	F
31) 1 4212 224 113	To							-,-		_		-			-
97) Pipers Gap Rd	Carroll County	17-713 Pipers G 4.51 <b>1100</b>	_{гар} <b>F</b>	99%	0%	1%	0%	0%	0%	F	0.091	F	0.504	1200	F
gy) i ipois dap na	To:	Blue Ridge Parky		0070	070		070	070	070	•	0.001	•	0.004	1200	•
	From:	US 52 S Scenic Hwy E		ī		i									
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
30)	To:	10-605 South of Bla													
	From:	NCL Pulaski													
99) Randolph Ave	Town of Pulaski	0.68 <b>1400</b>	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.502	1500	G
$\smile$	Toc	9th St													
99) Randolph Ave	From L	0.47 <b>2900</b>	G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.535	3100	G
*** <u> </u>	Too									-					
99) Randolph Ave	Town of Pulaski	3rd St 0.08 <b>3200</b>	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.654	3400	G
99 Randolph Ave	To:	Main St		0070	1 /0	1/0	J /0	J/0	0 /0	'	0.004	•	0.004	0-100	J

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

			id mierstate					Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Rando	olph Ave; SR	99												
99) Main St	Town of Pulaski	0.20	1400	G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.798	1500	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	2500	G	98%	1%	1%	0%	1%	0%	F	NA			2800	C
	To- From:	Wa	ashington Ave	;												
99) Main St	Town of Pulaski	0.32	3100	G	97%	1%	1%	0%	1%	0%	С	NA			3400	(
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	6400	G	98%	1%	1%	0%	1%	0%	С	NA			6900	(
	To: From:		3rd St													
₉₉ ) Main St	Town of Pulaski	1.10	12000	G	97%	1%	1%	0%	1%	0%	F	NA			13000	(
	To- From:	Во	b White Blvd													
99) Main St	Town of Pulaski	1.00	7700	G	97%	1%	1%	0%	1%	0%	F	0.102	F		8300	(
<i></i>	To- From:	F	ECL Pulaski													
99) Count Pulaski Dr	Pulaski County	1.35	6900	G	95%	1%	1%	1%	3%	0%	С	0.095	F		7200	(
<i></i>	To:	I-81;	FR 47 Kirby F	Rd												
	From:	SR 99	Count Pulaski	i Dr												
99 Ramp to I-81 S at Exit 94	Pulaski County	0.18	NA									NA			NA	
<u> </u>	Tn·		I-81 N													
ast	From:		E, Count Pulasl	ki Dr												
Ramp to I-81 N at Exit 94	Pulaski County	0.24	NA									NA			NA	
	""		I-81 N													
est  Pomp to I 91 N at Evit 04	Pulaski County	SR 99 W 0.22	V, Count Pulas	ski Dr								NA			NA	
Ramp to I-81 N at Exit 94	Tulaski County	0.22	I-81 N				1					INA			INA	
	From:	CD O	9 Randolph Av	NO.												
99) 3rd St	Town of Pulaski	0.12		G	99%	0%	0%	0%	0%	0%	F	0.116	F		1300	(
99 5.4 5.	Combined Traffic Estimates for 2 Parallel Roa	_		G	98%	1%	1%	0%	1%	0%	F	NA	·		2800	
	To:		efferson Ave						.,,		· ·					
39) 3rd St	Town of Pulaski	0.13		G	99%	0%	0%	0%	0%	0%	F	0.104	F		2600	(
5.4 5.	Combined Traffic Estimates for 2 Parallel Roa			G	98%	0%	0%	0%	1%	0%	F	NA	•		4100	
	To		Washington A						.,,		· ·					
20	Town of Pulaski	0.34		G	99%	0%	0%	0%	0%	0%	С	0.103	F		3600	
p)	Combined Traffic Estimates for 2 Parallel Roa			G	98%	1%	1%	0%	1%	0%	С	NA	•		6900	
	To:		R 99 Main St		0070	170		070	170	070	Ü				0000	
	Fram	US	221 Floyd Pike	e												
00)Sylvatus Highway	Town of Hillsville (Maint			N	92%	0%	1%	5%	1%	0%	Ν	0.083	Ν	0.556	3300	
	To	<u> </u>	CL Hillsville													
00) Sylvatus Highway	Ernari Carroll County	7.22	3200	F	92%	0%	1%	5%	1%	0%	С	0.083	F	0.556	3300	
00) 5,	To:		he County Lin		3270	0,0		0,0	.,0	0,0	Ü	3.000	•	3.000	0000	
	From:		oll County Lin	ne												
00)Wysor Hwy	Wythe County	6.16	3100	G	94%	0%	1%	4%	2%	0%	С	0.085	F	0.542	3400	(
	To:	Pulas	ski County Lin	ne												

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 IIIIai y ai	no miersiale R	outco			Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus	24vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Wy	the County Line			ZAXIE	STAXIE	IIIali	ZIIali		racio		racioi		
(100) Wysor Rd	Pulaski Coun		3400 G	94%	0%	1%	4%	2%	0%	F	0.098	F	0.727	3600	G
100) 11,7551 115	To:	,	West of Draper			Ti.	.,,	_,,		•		•	***-		
	From:	1SR-00100-P(U)/SR-	00100-N018A(R).	TO RT 81	NOR										
(100)(100) Ramp to I-81 N at Ex	it 89 Pulaski Coun	ty 0.22		5	See VA 1	00 for 0	directiona	l traffic	volume e	estima	ites for th	is seg	ment.		
	To:	IS-00081-N(B)/SR-00			00 N										
	From:		EST OF DRAPE	R	0 10										
100 (81)	Pulaski Coun	,									s for this				
0 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000 A	75%	1%	1%	1%	21%	2%	F	0.103	Α	0.575	37000	Α
	To: From:	R	T F-47 S INT												
100 (81)	Pulaski Coun	ty 1.67			See I-8	1 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000 G	75%	1%	1%	1%	21%	2%	F	NA			38000	G
	To	PT F 47	M INT & SR 99	NT											
100 (81)			WINT & SK 99	111	See I-8	1 for dir	ectional t	raffic vo	olume es	timate	s for this	sean	nent		
100/(81)	Combined Traffic Estimates for 2 Parallel	•	37000 A	75%	1%	1%	1%				0.103	•		37000	Α
	To:	Noadways of this Noute.	FR 47	1370	1 /0	1 /0	1 /0	21/0	2/0		0.103	А	0.002	37000	^
	From:	IS-00081-N(B)/IS-0		O RT 100 a	& F										
100 (81) Ramp I-81 N Exit 98	to SR 100 N Pulaski Coun	ty 0.21			See I-8	1 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	To:		FR-47												
	From:		I-81												
(100)	Pulaski Coun	ty 0.84	15000 A	96%	0%	0%	1%	3%	0%	С	0.102	Α	0.533	16000	Α
$\overline{}$	To:	77-0	682 Newbern Rd			$\neg$ $\vdash$									
100 Cleburne Blvd	Pulaski Coun	ty 0.21	18000 G	96%	0%	0%	1%	3%	0%	F	0.091	F		19000	G
	To.	•	CCL D 11:			_									
	From: Town of Dublin (Ma		SCL Dublin <b>18000 N</b>	96%	0%	0%	1%	3%	0%	N	0.091	N		19000	N
100	Town of Dublin (wa	difft. 77) 0.51	10000 14	30 70	070	0 70	1 /0	370	070	11	0.031	IN		13000	IN
	To: From:		US 11 Dublin												
(100)	Town of Dublin (Ma	aint: 77) 0.21	6000 G	96%	0%	0%	1%	3%	0%	F	0.094	N		6400	G
<u> </u>	To		NCL Dublin			_									
(100) Clebone Rd	Pulaski Coun	ty 4.16	5500 G	96%	0%	0%	1%	3%	0%	F	0.094	F		5900	G
	To	77.	627 Highland Rd												
(100)	_{Fram} ∟ Pulaski Coun		5000 G	96%	0%	0%	1%	3%	0%	F	0.098	F		5300	G
100	To:	•	les County Line	3070	070	070	1 70	370	070	'	0.000	'		3300	J
	From:		aski County Line												
100 Pulaski Giles Tpke	Giles County	y 1.37	4300 G	92%	1%	1%	1%	5%	0%	F	0.101	F	0.591	4500	G
	To:	SR	R 42 Poplar Hill												
	From:	SR 42 Poplar H	ill Walkers Creek	Valley Rd											
$\binom{100}{42}$ Pulaski Giles Tpke	Giles County	y 2.13	3800 G	92%	1%	1%	1%	5%	0%	С	0.099	F		3900	G
$\smile$	To:	35-75	50 Cedar Crest Rd												
100 Pulaski Giles Tpke	From: <b>∟</b> Giles County		4000 G	92%	1%	1%	1%	5%	0%	F	0.080	F		4200	G
100)										-		-		,	-
District O'lea Tella	To: From:		60 Post Office Rd	0001	40/		40/	<b>50</b> /	00/		0.000	_		4400	_
100 Pulaski Giles Tpke	Giles County		3900 G	92%	1%	1%	1%	5%	0%	F	0.099	F		4100	G
<u> </u>	To:	35-6	606 Meadows Rd												

6/30/2011 411

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		6 Meadows Rd												
100 Pulaski Giles Tpke	Giles County	4.37	4400 G	92%	1%	1%	1%	5%	0%	F	0.09	F		4600	G
	To: From:		Vilburn Valley I												
100 Pulaski Giles Tpke	Giles County	2.24	6000 G	92%	1%	1%	1%	5%	0%	F	0.086	F		6300	G
<u> </u>	To- From:		L Pearisburg												
South Main St	Town of Pearisburg (Maint: 35)	0.28	6400 G	95%	1%	1%	1%	3%	0%	С	NA			6700	G
<u> </u>	To- From:	C	Orchard Dr												
100) South Main St	Town of Pearisburg (Maint: 35)	0.18	6400 G	94%	1%	1%	1%	3%	0%	С	0.088	F		6700	G
$\smile$	To-	Bus US 4	160 Wenonah A	/e		<u> </u>									
Bus 100) 460 Main St	Town of Pearisburg (Maint: 35)	) 0.38	9900 G	97%	0%	1%	1%	2%	0%	С	NA			10000	G
100 \ 460 \ Main St	Town of F canabary (waint. 35)	,			070	170	1 70	270	070	O	INA			10000	O
Main St	Town of Boorishurg (Moint: 25)		3500 G		0%	0%	0%	0%	0%	С	0.091	F		3600	G
100 Main St	Town of Pearisburg (Maint: 35)			9970	0%	0%	0%	070	0%	C	0.091	Г		3000	G
Name Del	From:		L Pearisburg	000/	00/		00/	00/	00/		0.000	_	0.040	0400	
100 Narrows Rd	Giles County	3.86	2000 G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.616	2100	G
	From:		CL Narrows												
100 Main St	Town of Narrows (Maint: 35)	0.65	2200 G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.604	2300	G
	10.	SR 61	Main Monroe												
Pomp to I 91 N at Evit 09	Pulooki County	0.26	SR 100								NA			NΙΔ	
Ramp to I-81 N at Exit 98	Pulaski County	0.26	I-81 N								INA			NA	
	From		SR 100			L									
100) Ramp to I-81 S at Exit 98	Pulaski County	0.39	NA								NA			NA	
100) Trainp to For S at Exit 50	To:	0.00	I-81 S								14/			14/1	
North	From:		SR 100			i									
100) Ramp to I-81 N at Exit 89	Pulaski County	0.22	NA								NA			NA	
	To:		I-81 N												
	From:	SR 117	Peters Creek Ro	l											
101)Hershberger Rd	City of Roanoke	1.34	9400 G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.502	10000	G
$\smile$	To:	SR	116 Cove Rd			<u> </u>									
101)Hershberger Rd	City of Roanoke		24000 G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.514	28000	G
	To:		I-581												
North Programme But	From:		lley View Blvd		40/	40/	407	40/	00/	_	0.000	_	0.507	40000	_
Hershburger Rd	City of Roanoke	1.25	36000 G Williamson Rd	97%	1%	1%	1%	1%	0%	F	0.088	F	0.527	42000	G
	Drame!			PYY		<u>I</u>									
East 101)Ramp	City of Roanoke (Maint: 80)	0.30	O RT 581 SOU' <b>NA</b>	Н							NA			NA	
101) Tamp		I-581-S FROM RT 10		RSHBERGE	ER						1 4/~			11/7	
East	From:	SR 101 I-581-N0													
East 101)Ramp	City of Roanoke (Maint: 80)	0.18	NA	1 O K 1 30							NA			NA	
101). 31119	, <u> </u>	I-581-N FROM RT 10		RSHBERGE	∃R						. 4/ (			. */ `	

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT		Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
<del>Vest</del>   01) Ramp	City of Roanoke (Maint: 80)	SR 101 I-581-S004A FR & T 0.18 <b>NA</b>	ΓO RTE 581							NA			NA	
01 Kamp	· · · · · · · · · · · · · · · · · · ·	81-S FROM RT 101 WEST00-	HERSHRERGI	7 <b>P</b>						INA			INA	
	1-0			JK .										
Vest	From:	SR 101 Hershburger							_		_			
Ramp	City of Roanoke (Maint: 80)	0.27 6000	<b>G</b> 98%	0%	0%	0%	1%	0%	С	0.104	F		6000	(
<u> </u>	10:	I-581 North												
	From:	West Virginia State l												
Stadium Dr	Town of Bluefield	0.39 <b>7100</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.087	F	0.552	7700	(
<u> </u>	То:	College Ave												
	From	Stadium Dr							_		_			
College Ave	Town of Bluefield	0.87 <b>13000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.089	F		14000	(
<u> </u>	To- From-	Valleydale St												
College Ave	Town of Bluefield	0.80 <b>10000</b>	<b>G</b> 97%	1%	1%	0%	2%	0%	С	0.090	F		11000	(
	Tool	D 11: 0:												
College Ave	Town of Bluefield	0.31 <b>Rollins St</b>	<b>G</b> 97%	1%	1%	0%	2%	0%	F	0.087	F	0.571	10000	(
College Ave	TOWIT OF Bluefield	0.31 9300	G 97%	170	1 70	076	270	076	Г	0.067	Г	0.57 1	10000	,
	To: From:	Tazewell Ave												
02 College Ave	Town of Bluefield	0.07 <b>8200</b>	<b>G</b> 97%	1%	1%	0%	2%	0%	F	0.089	F	0.523	8900	(
<u> </u>	Tou	US 19; US 460 Virgini	ia Ave											
02)College Ave	Town of Bluefield	0.58 <b>3900</b>	<b>G</b> 95%	1%	1%	1%	3%	0%	С	0.088	F		4300	(
02)														
	From	NCL Bluefield	000/	40/	40/	00/	20/	00/		0.005	F		4700	,
102)	Tazewell County	4.13 <b>4400</b>	<b>G</b> 96%	1%	1%	0%	2%	0%	С	0.095	г		4700	(
	To: From:	West Virginia State Lin	ne, Gap											
102)	Tazewell County	0.20 <b>1600</b>	<b>G</b> 96%	1%	1%	0%	2%	0%	F	0.11	F	0.515	1700	(
<u> </u>	To:	West Virginia State Lin	ne Gan											
102	Tazewell County	0.60 1800	<b>G</b> 96%	1%	1%	0%	2%	0%	F	0.107	F	0.536	1900	(
102)	-						_,,		-		-			
	From:	ECL Pocahontas		40/		00/	201	201		0.407		0.500	4000	
102)	Town of Pocahontas (Maint: 92)	0.25 <b>1800</b>	N 96%	1%	1%	0%	2%	0%	N	0.107	Ν	0.536	1900	1
<u> </u>	10:	92-1103 Center S	it											
	From:	North Carolina State												
103)Claudville Hwy	Patrick County	4.43 <b>2100</b>	<b>G</b> 90%	1%	1%	2%	6%	0%	F	0.091	F	0.577	2200	(
	To:	70-773 Near Claudy												
	Prom:	70-773 Near Claudville A		40/		00/	00/	00/	_	0.007	_	0.505	0700	
Dry Pond Hwy	Patrick County	9.00 <b>2600</b>	<b>G</b> 90%	1%	1%	2%	6%	0%	С	0.087	F	0.525	2700	(
	10.	SR 8 South of Stuart Sale	em Hwy											
	From:	Ft Eustis												
Ft Eustis Blvd	City of Newport News	0.04 <b>21000</b>	<b>F</b> 96%	0%	1%	1%	2%	0%	F	0.096	F	0.725	23000	F
$\sim$	To:	US 60												
105) Ft Eustis Blvd	City of Newport News	1.01 38000	<b>F</b> 96%	0%	1%	1%	2%	0%	С	0.087	F	0.698	42000	ı
100)				-,0		.,0	_,,	- / 0	•		-	2.300	000	
	From	I-64							_		_			
Ft Eustis Blvd	City of Newport News	0.23 <b>23000</b>	<b>F</b> 96%	0%	1%	1%	2%	0%	F	0.093	F	0.602	25000	F
$\smile$	To:	SR 143 Jefferson A	ve											

### 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:		43 Jefferson		2001	201		407					_			
05 Ft Eustis Blvd	City of Newport News	s 1.26	15000	F	96%	0%	1%	1%	2%	0%	С	0.106	F	0.619	16000	F
St. Foreign Block	To: From:		Newport Ne		000/	00/		40/	00/	00/		NIA			40000	_
95 Ft Eustis Blvd	York County	2.36	<b>17000</b> US 17	G	96%	0%	1%	1%	2%	0%	F	NA			18000	(
ast	From:	CD 10	05 TO I-64 E	АСТ			-									_
ast 05)Ramp	City of Newport News (Mai		NA	A51								NA			NA	
03)	То:	I-64-E FROM RT 1	05-FORT EU	JSTIS I	BOULEVA	4										
ast	From:	SR 105 I-64-W	/250A TO &	FROM	IS 64											
05)Ramp	City of Newport News (Mai	,	NA									NA			NA	
	То:	I-64-W FROM RT 1	05-FORT EU	USTIS	BOULEV.	A										
est	From	SR 105 I-64-E		FROM	IS 64											
₀₅ )Ramp	City of Newport News (Mai	int: 99) 0.19 I-64-E FROM RT 1	NA OS EORT EL	ictic i	OULEV							NA			NA	
	From:				OULEVA	1										_
06)Courthouse Rd	City of Petersburg	0.10	460 County I 7400	G	95%	1%	1%	1%	2%	0%	F	0.089	F		8100	
(6) eearmedee re	To Tax				0070	.,,,		170	270	070	·	0.000	•		0100	
06)Courthouse Rd	Prince George County		CL Petersburg 8900	g G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.549	9700	
99)	To:				0070	.,,		.,0	_,0	0,0	•	0.000	•	0.0.0	0.00	
06)Courthouse Rd	Prince George County		-634 Allin Ro	G	95%	1%	1%	1%	2%	0%	С	0.090	F		12000	
08) 558.11.5855 . 18	To:		5 Laurel Sprin		0070	.,,		.,0	_,0	0,0		0.000	•		.2000	
06)Courthouse Rd	Prince George County		6200	G G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.575	6700	
00)	To		SR 156 Ruffi					.,,	_,,		-		-			
Bypas	From:				200/	407	40/	407	201	201	_	0.005	_	0.550	0400	
06 (156)	Prince George County	ty 1.09	5600	G	89%	1%	1%	1%	9%	0%	F	0.095	F	0.558	6100	
Bypas	To: From:		74-609													
06) (156)	Prince George Count	ty 3.47	3400	G	89%	1%	1%	1%	9%	0%	С	0.094	F		3600	(
	To: From:	RT 1:	56 BUS & R	Γ 10			⊒⊢									
06) (10) (156) James River Dr	Prince George Count	ty 0.73	9600	G	93%	0%	1%	1%	5%	0%	С	0.085	F		10000	
	To. From:	RT	10 & RT 15	6												
06)(156)	Prince George Count		4400	G	91%	1%	1%	2%	6%	0%	С	0.098	F		4700	
	To:		s City County George Count				_									
06) (156)	Charles City County		4400	G Cine	91%	1%	1%	2%	6%	0%	F	0.082	F	0.5	4700	
00) (100)	To:		56 Tyler Men													
06)Roxbury Rd	Charles City County	· · · · · · · · · · · · · · · · · · ·	2200	G	77%	0%	1%	3%	18%	0%	С	0.092	F	0.576	2300	
00)			656 Bradley I										-			
06) Roxbury Rd	Charles City County		2800	G	75%	2%	2%	4%	17%	0%	С	0.08	F	0.616	2900	
00) 1122 217, 1122	To:		Kent County			_,,	Ť	.,0	,	- / 0	-		-		_555	

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4T	Γire E	Rue		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Charles City County	Line												
106) Roxbury Rd	New Kent County (Maint: 18)	0.43 <b>2800</b>	N 75	5% 2	2%	2%	4%	17%	0%	Ν	0.08	Ν	0.616	2900	Ν
	To:	New Kent County I	Line												
	From:	Charles City County				<u> </u>				_		_			_
106)	New Kent County	0.91 <b>5200</b>	<b>G</b> 77	7%	0%	1%	3%	18%	0%	F	0.084	F	0.542	5500	G
<u> </u>	To: From:	US 60 Pocahontas 7	Гrail												
106)	New Kent County	3.04 <b>2800</b>	<b>G</b> 80	0%	1%	2%	3%	14%	0%	С	0.084	F	0.5	2900	C
$\smile$	То	I-64													
106) Emmaus Church Rd	New Kent County	1.68 <b>1900</b>	<b>G</b> 93	3%	1%	1%	2%	2%	0%	С	0.091	F	0.759	2100	G
100) =	То:	SR 249 New Kent I			.,,	Ť			-,-	-					
	From:	SR 106 I-64-E211A FROM		1											
106)Ramp	New Kent County	0.30 <b>NA</b>	& 1013 0-	4		_					NA			NA	
106 (Kamp	To:	I-64-E FROM RT	106								INA			INA	
	Francis					+									
Domo	Now Kent County	SR 106 I-64-W211A FROM	1 & TO IS 6	54							NA			NA	
106 Ramp	New Kent County	0.31 <b>NA</b>	106			_					INA			INA	
		I-64-W FROM RT													
	From:	86-762 Shop Rd				<u></u>				_		_			_
White Top Ave	Town of Chilhowie (Maint: 86)	0.32 13000		6%	1%	1%	1%	2%	0%	С	0.085	F	0.515	13000	F
<u> </u>	To:	US 11 Lee Hwy US 11 Lee Highw				-									
107) White Top Ave	Town of Chilhowie (Maint: 86)	0.79 <b>5000</b>		5%	0%	1%	2%	2%	0%	С	0.084	F	0.577	5300	F
107) Writte Top Ave	Town of Chilliowie (Maint. 00)			J /0 ·	070	1 /0	270	2/0	076	C	0.004	•	0.577	3300	'
$\overline{}$	To: From:	NCL Chilhowie													
107)	Smyth County	4.62 <b>5000</b>	N 95	5%	0%	1%	2%	2%	0%	N	0.084	N	0.577	5300	١
	To	SCL Saltville				_									
107) Worthy Blvd	Town of Saltville (Maint: 86)	2.66 <b>3800</b>	<b>F</b> 96	6%	1%	1%	0%	2%	0%	С	0.092	F	0.549	4000	F
	То:	SR 91 E Main St; Ma	ain St												
	From:	SR 107; 86-762	<u> </u>			1									
107) Ramp to I-81 N at Exit 35	Town of Chilhowie (Maint: 86)	0.14 <b>NA</b>									NA			NA	
	To	I-81 N													
	From:	SR 107 White Top	Δνε												
107)Ramp to I-81 S at Exit 35	Town of Chilhowie (Maint: 86)	0.14 <b>NA</b>	7110			_					NA			NA	
107)	то:	I-81 S													
	From	SR 174 Kings Mounta	oin Dd												
108) Figsboro Rd	Henry County	4.24 <b>4000</b>		3%	0%	1%	0%	1%	0%	С	0.099	F	0.671	4000	(
108/1 1935010 144	To:	44-657 Old Quary		370	070	70	070	1 /0	076	C	0.033	•	0.07 1	4000	
Listen Hill Dd	From:	US 460 County R		20/	00/		407	007	007	_	0.404	_		7400	_
109 Hickory Hill Rd	City of Petersburg	0.88 <b>6500</b>	<b>G</b> 98	8%	0%	0%	1%	0%	0%	С	0.124	F		7100	C
<u> </u>	To: From:	ECL Petersburg	7												
109) Hickory Hill Rd	City of Petersburg	0.03 <b>6500</b>	<b>N</b> 98	3%	0%	0%	1%	0%	0%	Ν	0.124	Ν		7100	١
$\smile$	To: Dea	d End; Fort Lee Military Reser	vation, Mah	hone Av											

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

		Pilinary ar						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Arli	ngton Ridge	Rd												
110 Jefferson Davis Hwy	Arlington County	1.29	67000	F	98%	1%	1%	0%	0%	0%	F	0.081	F	0.58	71000	F
$\smile$	To:	SR 27	Washington	Blvd												
110 Jefferson Davis Hwy	Arlington County	1.12	57000	F	98%	1%	1%	0%	0%	0%	С	0.075	F	0.631	60000	F
,	To:	US 1; 4US 01-	-P SR110 E	AST &	BEGI											
East	From:	SR 110 7	TO RT 395 N	NORTH	Ŧ											
(110) Ramp	Arlington County	0.05	NA									NA			NA	
$\overline{}$	Ta	TO ARM	MY NAVY I	DRIVE												
East	From:											NIA			NIA	
110 Ramp	Arlington County	0.05	NA ROM RT 110	O COLT	TII							NA			NA	
West	A ultimate a Country		efferson Da			40/	40/	00/	00/	00/	F	0.007	_		00000	_
110 Ramp	Arlington County	0.15	<b>22000</b> I-66 West	F	98%	1%	1%	0%	0%	0%	г	0.087	F		23000	F
	-															
Cambria Ct	Town of Christianshu	0.70	BUS 460	F	97%	0%		40/	00/	00/	_	0.406	_	0.560	7400	_
111 Cambria St	Town of Christiansbu	urg 0.79	6900	Г	97%	0%	0%	1%	0%	0%	С	0.106	F	0.560	7400	F
	To: From:		Ellett Rd				<b></b>									
111) Cambria St	Town of Christiansbu	urg 0.39	6200	F	98%	0%	0%	0%	0%	0%	С	0.105	F	0.522	6600	F
<u> </u>	To: From:		Depot St Cambria St													
111 Depot St	Town of Christiansbu		4700	F	97%	1%	1%	1%	1%	0%	F	0.098	F	0.534	5000	F
111) Bopor or	Town of Officialists	g 0.07		•	31 70	170		170	170	070	•	0.000	•	0.004	0000	•
Danat St	Town of Christiansbu	urg 0.11	Park St <b>5500</b>	F	97%	1%	10/	40/	1%	00/		0.404	F	0.560	E000	F
111 Depot St	Town of Christiansbu	•	11 Roanoke		97%	170	1%	1%	170	0%	С	0.101	Г	0.562	5800	Г
	From:															
112 Wildwood Rd	City of Salem	0.44	, US 460 Ma 19000	ain St G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.507	20000	G
112) Wildwood Ru	City of Salem	0.44	19000	G	99%	0%	0%	076	076	0%	Г	0.064	Г	0.307	20000	G
	To: From:		NCL Salem													
112 Wildwood Rd	Roanoke County	0.17	20000	G	99%	0%	0%	0%	0%	0%	F	0.084	Ν	0.507	22000	G
<u> </u>	To: From:		I-81				_									
(112)Wildwood Rd	Roanoke County	0.04	2500	G	99%	0%	0%	0%	0%	0%	F	0.089	Ν	0.603	2700	G
	To:	FR '	70 Skyview	Rd												
	From:		SR 112													
(112) Ramp to I-81 N at Exit 128	Roanoke County	0.39	NA									NA			NA	
	To:		I-81 N													
	From:		SR 112													
(112) Ramp to I-81 S at Exit 128	Roanoke County	0.23	NA									NA			NA	
<u> </u>	То:		I-81 S													
	From		Commonwea	alth Ave												
113 Cumberland St	City of Bristol	0.28	2300	F	98%	0%	0%	0%	1%	0%	С	0.096	F	0.565	2500	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	3100	F	98%	0%	0%	0%	1%	0%	С	0.095	F	0.555	3300	F
	То:	US 42	21 Piedmont	Ave												

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and inte	orotato r to				Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Cumberl	and St				017.000				. 45151				
113 Piedmont Ave	City of Bristol	0.08 <b>370</b>	0 F	97%	1%	1%	0%	0%	0%	F	0.095	F	0.505	4000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 450	0 F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.510	4800	F
	To:	SR 113 P, Sy	camore St												
	From:	SR 113 P, Syc													
113 Piedmont Ave	City of Bristol	0.25 <b>340</b>		97%	1%	1%	0%	0%	0%	F	0.103	F	0.565	3600	F
$\overline{}$	To:	Oakviev													
Ooks iow Ave	City of Bristol	0.60 <b>250</b>		97%	1%	10/	00/	0%	0%	С	0.404	F	0.578	2700	F
113 Oakview Ave	City of Bristor	0.60 <b>250</b>		91%	170	1%	0%	U70	076	C	0.101	Г	0.576	2700	Г
Truck Truck	From:	Oakview													
113) (11) (19) Moore St	City of Bristol	0.12 <b>840</b>		97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	9000	F
	To:	Euclid						-,-		•		•			
	From:	SR 381 Commo													
113)Sycamore St	City of Bristol	0.40 <b>79</b> 0		99%	0%	0%	0%	0%	0%	С	0.103	F	0.540	840	F
113 Sycamore St	Combined Traffic Estimates for 2 Parallel Roadway			98%	0%	0%	0%	1%	0%	С	0.095	· F	0.555	3300	F
	To Tank Estimates for 2 Parallel Roadway	Piedmon		90%	070	0%	0%	170	0%	C	0.095	Г	0.555	3300	Г
Dannara Farri Blind	Pulasti Causti	US 11 West of		000/	00/		00/	40/	00/	_	NIA			00000	_
114 Peppers Ferry Blvd	Pulaski County	0.37 <b>210</b> 0	00 G	98%	0%	0%	0%	1%	0%	F	NA			23000	G
<u> </u>	To: From:	77-600 Bels	spring Rd												
114 Peppers Ferry Blvd	Pulaski County	1.90 <b>160</b> 0	00 G	98%	0%	0%	0%	1%	0%	С	0.098	F		17000	G
$\overline{}$	To:	Montgomery (													
Danie San Blad	From:	Pulaski Cou		000/	00/		40/	407	00/	_	0.000	_	0.000	40000	_
114 Peppers Ferry Blvd	Montgomery County	1.02 1500		98%	0%	0%	1%	1%	0%	С	0.098	F	0.609	16000	F
	From:	60-8 60-812 Centr													
114 Peppers Ferry Blvd	Montgomery County	3.62 1000		98%	0%	0%	1%	1%	0%	F	0.095	F	0.506	11000	F
114) Coppers I city Blvd	Montgomery County			3070	070	<u> </u>	170	170	070	•	0.000	•	0.000	11000	•
	To- From:	E 60-659 Vicke				<u> </u>									
114 Peppers Ferry Blvd	Montgomery County	1.34 <b>110</b> 0	00 F	98%	0%	0%	1%	1%	0%	F	0.096	F	0.52	12000	F
	To. From:	WCL Chris	tiansburg			<u> </u>									
114 Peppers Ferry Rd	Town of Christiansburg	0.91 <b>150</b> 0	00 F	98%	0%	1%	1%	1%	0%	С	0.104	F	0.53	16000	F
	To	Somers	et St												
114) Peppers Ferry Rd	Town of Christiansburg	0.53 1700		98%	0%	0%	1%	1%	0%	С	0.102	F	0.586	18000	F
114)1 oppers i eny ita				3070	070	<u> </u>	1 70	1 /0	070	O	0.102	'	0.500	10000	'
	To: From:	Bus US										_		.=	_
114 Peppers Ferry Rd	Town of Christiansburg	0.63 1400		98%	0%	0%	0%	1%	0%	С	0.097	F	0.546	15000	F
<u> </u>	To	US 4	60												
	From:	Orange													
115 Hollins Rd	City of Roanoke	1.02 <b>740</b>		95%	0%	1%	1%	2%	0%	С	0.091	F	0.597	8000	G
$\smile$	To:	Libert													
	From:	Hollins								_		_		====	_
115 Liberty Rd	City of Roanoke	0.30 490		95%	0%	1%	1%	2%	0%	F	0.098	F	0.618	5300	G
$\overline{}$	To:	Plantatio	on Rd												

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	Liberty Rd												
115) Plantation Rd	City of Roanoke	0.88 <b>9200 G</b>	97%	0%	1%	1%	1%	0%	С	0.087	F	0.569	10000	(
<u> </u>	To: From:	Hollins Rd												
115)Plantation Rd	City of Roanoke	0.66 <b>16000 G</b>	97%	0%	1%	1%	1%	0%	С	0.087	F	0.539	17000	
<u> </u>	To: From:	NCL Roanoke												
115)Plantation Rd	Roanoke County	0.27 <b>15000 G</b>	97%	0%	1%	1%	1%	0%	F	0.094	F	0.551	16000	
<u> </u>	To:	80-625 Hershburger R	1											
Plantation Rd	Roanoke County	0.17 <b>11000 G</b>		0%	1%	1%	1%	0%	С	0.098	F	0.502	12000	
	Tax	80-1855 Vista Ave												
115) Plantation Rd	Roanoke County	1.16 <b>9800 G</b>	97%	0%	1%	1%	1%	0%	F	0.095	F	0.521	11000	
119)	To:	80-834 Crestland Dr												
15)Plantation Rd	Roanoke County	0.59 <b>9600 G</b>	97%	0%	1%	1%	1%	0%	F	0.1	F	0.621	10000	
113)1 Idillianori 110	rica ione deality		0170	070		170	170	070	•	0.1	•	0.021	10000	
115)Plantation Rd	Poppeko County	US 11 Lee Highway 0.15 <b>16000</b> G	97%	1%	1%	1%	1%	0%	F	0.120	F	0.5	19000	
115 Flantation Ru	Roanoke County	0.15 16000 0	9770	170	1 70	170	170	0%	Г	0.120	Г	0.5	19000	
	To: From:	80-1801 Indian Rd									_			
15) Plantation Rd	Roanoke County	0.80 <b>14000 F</b>	93%	1%	1%	1%	4%	0%	С	0.115	F	0.562	16000	
	10:	I-81												
	From	SR 115 Plantation Roa							_		_			
Ramp to I-81 N at Exit 128	Roanoke County	0.30 <b>2200 F</b>	97%	0%	1%	0%	2%	0%	С	0.132	F		2200	
	105	I-81 N												
	From:	SR 115 Plantation Roa	d											
115 Ramp to I-81 S at Exit 128	Roanoke County	0.17 <b>NA</b> I-81 S								NA			NA	
	100													
Lubal Forby Llucy	Frontin County	SR 122 Booker T Washin		0%	10/	00/	00/	00/	F	0.406	_	0.645	2700	
Jubal Early Hwy	Franklin County	5.92 <b>3500 G</b>	98%	0%	1%	0%	0%	0%	Г	0.106	F	0.645	3700	
	To: From:	33-678 Truman Hill R									_			
Jubal Early Hwy	Franklin County	3.58 4000 0		0%	1%	0%	0%	0%	С	0.109	F	0.857	4200	
	From:	Roanoke County Line Franklin County Line												
116)Jae Valley Rd	Roanoke County	2.11 <b>5500 6</b>	98%	0%	1%	0%	0%	0%	F	0.124	F	0.898	5700	
110)	To									-				
116)Jae Valley Rd	Roanoke County	80-663 Sterling Rd	98%	0%	1%	0%	0%	0%	F	0.129	F	0.900	5000	
16) Sae Valley IVu	Roanoke County		30 /0	070	1 70	076	070	076	'	0.129	'	0.300	3000	
	From:	SCL Roanoke							_		_			
116 Mt Pleasant Blvd	City of Roanoke	0.70 <b>9000 0</b>	98%	0%	1%	0%	0%	0%	F	0.104	F	0.847	8400	
-	From:	Riverland Rd Mt Pleasant Blvd												
116)Riverland Rd	City of Roanoke	0.62 <b>10000</b> G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.843	9500	
	Tol													
116)Riverland Rd	City of Roanoke	9th St 0.73 <b>8300 6</b>	98%	0%	1%	0%	0%	0%	F	0.095	F	0.706	7800	
116/Niverialia Nu	City of Roanoke	Piedmont St	90%	U /0	1 /0	U /0	U /0	U /0		0.093	Г	0.700	7000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Riverland Ro													
116) Piedmont St	City of Roanoke	0.07 <b>3900</b>	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.73	3700	G
<u> </u>	To:	Walnut Ave													
Malaut Aug	City of Door else	Piedmont St		000/	40/	40/	00/	00/	00/	_	0.400	_	0.004	F000	_
116) Walnut Ave	City of Roanoke	0.26 <b>5400</b>	G	98%	1%	1%	0%	0%	0%	С	0.106	F	0.621	5800	G
	From:	Jefferson St Walnut Ave													
116)Jefferson St	City of Roanoke	0.42 <b>11000</b>	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.55	10000	G
110/03/15/15/15	To:	Elm Ave		0070	.,,		0,0	0,0	0,0	•	0.000	•	0.00	.0000	Ū
	From:	US 221; 1US 221-P; 128	-8015 G	ар Т											
16)(221)Jefferson St	City of Roanoke	0.28 <b>3200</b>	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.63	3500	G
	To	US 11													
¬ ~ ~	From:	Campbell Av													
16) (11) (221) Williamson Rd	City of Roanoke	0.15 <b>22000</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.527	25000	G
	To:	Shenandoah A	ve			<u> </u>									
116) (11) (221) Williamson Rd	City of Roanoke	0.15 <b>15000</b>	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.723	17000	G
	Tol														
116) (11) (221) Williamson Rd	City of Roanoke	0.50 <b>12000</b>	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.556	12000	G
16 (11) (221) Williamson Rd	To:	US 11		3370	070		0 70	076	070	•	0.002	'	0.550	12000	
ALT ALT	From:	US 460													
116)(460)(11)(220)Orange Ave	City of Roanoke	0.24 <b>37000</b>	G	96%	1%	1%	1%	2%	0%	F	0.081	F	0.633	40000	G
	To:	I-581, US 220, ALT	SR 220												
ALT (116) (460) (11) Orange Ave	City of Roanoke	0.90 <b>17000</b>	Α	96%	1%	1%	1%	2%	0%	С	0.092	Α	0.552	19000	Α
116 (460) (11) Orange Ave	City of Roarioke	0.90 17000		30 70	1 70	1 70	1 /0	270	070	C	0.032	^	0.552	13000	^
ALT	To: From:	10th St, Gainsbor	o Rd												
116)(460)(11) Orange Ave	City of Roanoke	1.00 <b>13000</b>	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.501	14000	G
	To	Salem Turnpil	Ze.												
ALT	From:	·													_
116)(460)(11) Melrose Ave	City of Roanoke	0.41 <b>12000</b>	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.511	13000	G
	To- From:	Melrose Ave	;												
Lafayette Blvd	City of Roanoke	0.73 <b>9300</b>	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.592	8800	G
.,	To:	Cove Rd													
_	From:	Lafayette Blv													
116)Cove Rd	City of Roanoke	0.72 <b>15000</b>	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.555	14000	G
<u> </u>	To:	SR 101 Hershberg	er Rd												
	From:	US 11 Brandon .	Ave												
Peters Creek Rd Ext	City of Roanoke	2.34 <b>15000</b>	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.525	17000	G
<i></i>	То:	Aerial Way D	r												
	From:	Melrose Ave		•			_				_		_		
117) Peters Creek Rd	City of Roanoke	0.46 <b>21000</b>	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.527	24000	G
$\smile$	To	Hershburger R	2d			$\neg$ $\vdash$									
Peters Creek Rd	City of Roanoke	0.87 14000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.549	17000	G
	To:	Cove Rd				<del>-i</del> -									_

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

_			state Ro				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
	From:	Cove Ro	l												
117)Peters Creek Rd	City of Roanoke	1.37 <b>17000</b>	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.509	19000	G
<u> </u>	To	I-581													
117)Peters Creek Rd	City of Roanoke	0.82 <b>21000</b>	Α	97%	1%	1%	1%	1%	0%	С	0.112	Α	0.513	24000	,
	To:	NCL Roan	oke												
117) Peters Creek Rd	Roanoke County	1.35 <b>21000</b>		97%	1%	1%	1%	1%	0%	F	0.091	F	0.512	24000	(
	To:	US 11 North of				Ti.									
ast	From:	SR 117 TO RT 58	1 SOUTH	ſ											
117)Ramp	City of Roanoke (Maint: 80)	0.28 <b>NA</b>									NA			NA	
	To:	I-581-S FROM RT 117 EAST	Γ-PETERS	S CREEK I	R										
ast	From:	SR 117 I-581-N005B FR	OM & TO	RT 58											
Ramp	City of Roanoke (Maint: 80)	0.18 <b>NA</b>									NA			NA	
	To:	I-581-N FROM RT 117 EAS	Γ-PETER:	S CREEK	R										
Vest	From:	SR 117 TO RT 58	1 SOUTH	[											
Ramp	City of Roanoke (Maint: 80)	0.18 <b>NA</b>									NA			NA	
	To:	I-581-S FROM RT 117 WES	Γ-PETRS	CREEK R	.0										
Vest	From	SR 117 TO RT 58	1 NORTH	I											
17)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	son Rd												
Airport Rd	City of Roanoke	0.63 <b>7600</b>	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.537	8100	(
<u> </u>	Tax	Municipal	Rd			$\neg$ $\vdash$									
Airport Rd	City of Roanoke	1.01 <b>11000</b>		99%	0%	0%	0%	0%	0%	С	0.121	Α	0.54	12000	
	To	NCL Roan													
Airport Rd	Roanoke County	0.20 <b>12000</b>		99%	0%	0%	0%	0%	0%	F	0.092	F	0.504	13000	(
118)/poi/.rd	To:	SR 117 Peters C		0070	070		070	070	070	•	0.002	•	0.004	10000	`
	From	North Carolina S				1									
119 Calvary Rd	Halifax County	3.08 <b>680</b>	G	90%	1%	1%	1%	7%	0%	С	0.113	F	0.539	730	(
119) 64:14:1	To:	US 58 Philpo		0070	.,,		. , 0	. , 0	0,0		01110	•	0.000		
	From:	SR 123 Chain B				i									
120 Glebe Rd	Arlington County	2.49 <b>12000</b>		98%	1%	1%	0%	0%	0%	F	0.103	F	0.599	13000	1
20)															
120)Glebe Rd	Arlington County	SR 309 Old Domi 0.55 <b>18000</b>		98%	1%	1%	0%	0%	0%	F	0.085	F	0.528	19000	
120 Glebe Ru	Anington County			90 /6	1 /0	1 /0	076	0 /0	0 /6		0.005	-	0.320	19000	,
	To: From:	US 29 Lee Hi								_					
Glebe Rd	Arlington County	0.93 <b>20000</b>	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.531	22000	F
	To- From:	SR 237 Washing				$\Box$ $\vdash$									
120)(237)Glebe Rd	Arlington County	0.25 <b>28000</b>	F	98%	1%	1%	0%	0%	0%	F	0.079	F	0.603	29000	I
	To:	SR 237 Fairf	ax Dr			$\lnot$ $\vdash$									
Glebe Rd	Arlington County	1.13 <b>32000</b>		98%	1%	1%	0%	0%	0%	С	0.08	В	0.586	34000	F
· <del>-</del>	To:	US 50													

### 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:	US 50													
120 Glebe Rd	Arlington County	0.86 <b>34000</b>	F	97%	1%	1%	1%	1%	0%	С	0.078	F	0.588	36000	F
<u> </u>	To: From:	SR 244 Columbia	Pike			<b>—</b>									
120)Glebe Rd	Arlington County	1.24 <b>25000</b>	F	98%	1%	1%	0%	0%	0%	F	0.073	F	0.522	26000	F
$\smile$	Ta	I-395				<u> </u>									
120 Glebe Rd	Arlington County	0.92 <b>28000</b>	F	98%	1%	1%	0%	0%	0%	F	0.078	F	0.578	29000	F
120	Tac	Arlington Ridge	D.I												
120)Glebe Rd	Arlington County	0.73 <b>24000</b>	F	98%	1%	1%	0%	0%	0%	F	0.075	F	0.769	25000	F
120) Glebe Nd	To:	US 1 Jefferson Davi		3070	170	170	070	070	070	·	0.075	•	0.703	20000	
	From	SR 120 TO RT 66 I				<u>_</u>									
120)Ramp	Arlington County	0.12 <b>NA</b>	EASI								NA			NA	
120) Kamp	To:	SR 120 TO RT 66 I	EAST								INA			INA	
-004	From:	SR 120 TO RT 395 S													
East 120 Ramp	Arlington County	0.13 <b>NA</b>	SOUTH								NA			NA	
120) (Kamp	To:	I-395-S007X FROM RT 120 EA	ST00- 0	GLEBE RO	)						INA			INA	
	From	SR 120 TO RT 395 N													
East 120)Ramp	Arlington County	0.15 <b>NA</b>	NOKTH								NA			NA	
120 (Kamp	To:	I-395-N FROM RT 120 EAST0	0- GLE	BE ROAD	)						INA			INA	
M4	From:														
<u>Vest</u> 120)Ramp	Arlington County	SR 120 TO RT 395 NORT 0.10 NA	наяс	JUTH							NA			NA	
120) (Kamp	Annigion County										INA			INA	
Vest	To: From:	SR 120-W007B TO RT 3	95 NOF	RTH											
120)Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
$\smile$	To:	I-395-S007X FROM RT 120 WE	EST00- 0	GLEBE R	0										
Vest	From:	SR 120-W007A TO RT 3	95 NOI	RTH											
120)Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
<u> </u>	To:	I-395-N FROM RT 120 WESTO	0- GLE	BE ROAL	)										
	From:	I-81 Fort Chiswell E	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	3300	C
<u> </u>	To:	98-1004 Ayers	St												
	From:	SR 40 Baldkno	b												
122	Town of Rocky Mount	0.31 <b>5200</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.085	Ν	0.537	5400	١
9	To	NCL Rocky Mo	unt												
122 Booker T Washington Hwy	Franklin County	5.68 <b>5200</b>	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.537	5400	C
122) =							.,,	.,.	-,-	•		-			
Pooker T Weekington Live	Frontin County	33-697 Wirtz R		97%	00/	10/	40/	40/	0%		0.006	F	0.527	0200	_
Booker T Washington Hwy	Franklin County	1.15 <b>7900</b> SR 116 Jubal Early	G	91%	0%	1%	1%	1%	υ%	F	0.086	Г	0.537	8300	G
	From	SR 116 Jubai Early SR 116 Burnt Chir	_												
122)	Franklin County	5.34 <b>8800</b>	A	97%	0%	1%	1%	1%	0%	С	0.107	Α	0.545	9000	A
	To:														_
Rocker T Washington Huay	Front in County	33-636 Lost Mt 1.31 <b>9000</b>	Rd <b>G</b>	95%	1%	1%	10/	20/	09/	С	0.095	F		9500	(
122)Booker T Washington Hwy	Franklin County	1.31 9000	9	90%	170	170	1%	2%	0%	C	0.095	г		9300	Ċ

6/30/2011

### 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	QV
	From:	33-616 S	cruggs Rd												
(122) Booker T Washington Hwy	Franklin County	3.61 <b>10</b>		97%	0%	1%	1%	1%	0%	F	0.084	F		11000	G
$\smile$	To:		ounty Line												
	From:	Franklin C		050/	40/		40/	00/	00/	_	0.004	_	0.500	7000	_
122 Moneta Rd	Bedford County	3.77 <b>72</b>		95%	1%	1%	1%	3%	0%	F	0.081	F	0.523	7600	F
	From:	09-608 09-608 Moneta,	Moneta White House	Rd											
122)Moneta Rd	Bedford County	2.83 <b>66</b>		95%	1%	1%	1%	3%	0%	F	0.082	F	0.513	7000	F
122								-,-		•		•			-
Manata Dd	From:	09-801 Sto	•	050/	40/	40/	40/	20/	00/	F	0.000	F	0.570	<i></i>	
122 Moneta Rd	Bedford County	2.09 <b>52</b>	00 F	95%	1%	1%	1%	3%	0%	г	0.083	г	0.572	5500	F
	To: From:	SR 24 Stewartsville													
122) Moneta Rd	Bedford County	4.06 <b>55</b>	00 F	95%	1%	1%	1%	3%	0%	F	0.085	F	0.554	5800	F
$\smile$	To-	09-747 Jor	pa Mill Rd			$\neg$ $\vdash$									
122)Moneta Rd	Bedford County	3.19 <b>73</b>		95%	1%	1%	1%	3%	0%	С	0.089	F	0.591	7700	F
122)	To	SCI T	- 464												
Burks Hill Rd	City of Bedford	SCL E 0.54 <b>98</b>	00 F	96%	1%	1%	1%	2%	0%	С	0.087	F	0.635	10000	F
122 Burks Filli Ku	City of Bedford			30 /0	1 70	1 70	1 /0	2/0	070	C	0.007	'	0.055	10000	•
$\overline{}$	To- From:	US				—⊢						_			
122)(460)	Bedford County	0.50 <b>19</b>	000 F	88%	1%	1%	1%	9%	0%	F	0.080	F	0.514	20000	F
	To. From:	SCL E	edford												
122)(460)	City of Bedford (Maint: 09)	0.94 <b>19</b>	000 F	88%	1%	1%	1%	9%	0%	F	0.080	F	0.514	20000	F
	To:	US													
	From	Bus US 46		050/	407		40/	00/	00/	_	0.000	_	0.504	44000	_
122 Independence Blvd	City of Bedford	1.02 <b>10</b> 0	000 F	95%	1%	1%	1%	3%	0%	F	0.089	F	0.564	11000	F
	To- From:	Oran	ge St												
122 Independence Blvd	City of Bedford	0.29 <b>10</b>	000 F	95%	1%	1%	1%	3%	0%	С	0.091	F	0.578	11000	F
$\smile$	To-	Daw	n Dr			$\neg$ $\vdash$									
122)Independence Blvd	City of Bedford	0.50 92		95%	1%	1%	1%	3%	0%	F	0.088	F	0.527	9800	F
122	To	Longwo	od Ave												
	From:	Independ	ence Ave												
122 Longwood Ave	City of Bedford	0.65 <b>51</b>	00 F	92%	2%	0%	0%	5%	0%	С	0.135	F	0.507	5400	F
$\smile$	To-	NCL I	Sedford			$\neg$ $\vdash$									
122)Big Island Hwy	Bedford County		00 F	92%	2%	0%	0%	5%	0%	F	0.089	F	0.55	3300	F
122/ 3	T-1	00 (20 ) (													
122 Big Island Hwy	Bedford County	09-639 N, Co 8.72 <b>18</b>		92%	2%	0%	0%	5%	0%	F	0.092	F	0.522	1900	F
122 Big Island Hwy	Bedioid County	US 501 Lee		9270	270	0%	076	3%	0%	Г	0.092	Г	0.522	1900	Г
Bus Cranabau St	From:	US		000/	407		007	007	007	_	0.400	_	0.500	4000	_
122 Crenshaw St	City of Bedford	0.96 <b>45</b>	00 F	98%	1%	1%	0%	0%	0%	С	0.102	F	0.593	4800	F
Pue Rue	To: From:	W M	ain St												
Bus (122) (221) (460) W Main St	City of Bedford	0.19 <b>63</b>	00 F	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6800	F
122 221 460 W Main St	To:	N Bri		5570	. 70	. 70	J /0	. 70	J /0	•	0.000	•	0.011	5500	

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

Б	1			4			Tru	ıck			K	014	Dir	A A14/DT	٥,
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q١
Bus	From:	E Main S													
122)(221)(43) N Bridge St	City of Bedford	0.16 <b>6100</b>	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.622	6500	F
	To: From:	Bedford A	ve			$\neg$ $\vdash$									
122) (221) (43) N Bridge St	City of Bedford	0.11 <b>7900</b>	F	98%	1%	1%	0%	0%	0%	С	0.086	F	0.564	8400	
122 221 43 N Bridge St	City of Bedford	0.11 7900	Г	90%	170	1 70	0%	070	0%	C	0.000	Г	0.364	0400	
Bus	To: From:	Peaks S	t												
122)(221)Longwood Ave	City of Bedford	0.71 <b>7200</b>	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.527	7700	
	To:	Octorood	C4												
Bus	From:	Oakwood													
122)(221)Longwood Ave	City of Bedford	0.47 <b>9300</b>	F	98%	1%	0%	0%	0%	0%	С	0.091	F	0.553	10000	
	To:	Forest R	d												
	From:	US 1 Jefferson D	avis Hwy												
23)Gordon Blvd	Prince William County	0.61 <b>20000</b>	F	95%	1%	1%	2%	1%	0%	С	0.099	F	0.651	21000	
	To:	I-95													
123)Gordon Blvd	Prince William County	0.77 <b>4500</b> 0	F	98%	0%	0%	1%	1%	0%	F	0.081	F	0.673	49000	
123) 00.00 2							.,0	.,,	0,0	•	0.00	•	0.0.0	.0000	
Candag Blad	From: [Mainty 76]	SCL Occoo		000/	0%	0%	40/	1%	0%	N.	0.004	N.	0.070	40000	
Gordon Blvd	Town of Occoquan (Maint: 76)	0.15 <b>45000</b>	N	98%	0%	0%	1%	1%	0%	N	0.081	N	0.673	49000	
	To: From:	76-1203 Comn													
Gordon Blvd	Town of Occoquan (Maint: 76)	0.18 <b>42000</b>	F	98%	0%	0%	1%	1%	0%	F	0.089	F	0.733	45000	
<u> </u>	To:	NCL Occoo	uan												
123)Gordon Blvd	Prince William County	0.07 <b>42000</b>		98%	0%	0%	1%	1%	0%	Ν	0.089	Ν	0.733	45000	
120)	То:	Fairfax Count	y Line												
	From:	Prince William C	ounty Lin												
₁₂₃ )Ox Rd	Fairfax County	1.02 <b>44000</b>	G	98%	0%	0%	1%	1%	0%	F	0.091	F	0.715	47000	(
$\smile$	To:	29-642 Lorto	on Rd			<u> </u>									
123)Ox Rd	Fairfax County	6.07 38000		98%	0%	0%	1%	1%	0%	F	0.085	F	0.628	41000	(
123)	T-1	20 515 D 1 Y													
Ov Bd	Fairfax County	29-645 Burke I 1.86 <b>3400</b> 0		98%	0%	0%	1%	1%	0%	С	0.087	В	0.608	37000	
123) Ox Rd	Taillax County	29-7100 Fairfax C			076	0/8	1 /0	1 /0	076	C	0.007	ь	0.000	37000	,
	From:	29-7100 Fairfax Co		-											
123)Ox Rd	Fairfax County	1.02 25000		98%	0%	0%	1%	1%	0%	F	0.084	F	0.837	26000	
123)	Too	20 COF: C C													
Ov Pd	Fairfax County	29-660 Fairfax S 2.47 <b>35000</b>		98%	0%	0%	1%	1%	0%	F	0.078	F	0.640	37000	
123 Ox Rd	Fairfax County	2.47 33000		90 /6	076	0 /6	1 /0	1 /0	076		0.076	-	0.040	37000	,
	To: From:	SCL Fairf													
Chain Bridge Rd	City of Fairfax	0.47 <b>31000</b>	G	98%	0%	0%	1%	1%	0%	F	0.078	F		33000	(
<u> </u>	To: From:	Judicial I	)r			$\neg$ $\vdash$									
123 Chain Bridge Rd	City of Fairfax	0.26 <b>24000</b>	G	98%	0%	0%	1%	1%	0%	F	NA			26000	(
	To:	SR 236 Mai	in St												
123) Chain Bridge Rd	City of Fairfax	0.19 <b>23000</b>		98%	0%	0%	1%	1%	0%	F	NA			24000	(
123) Chair Bhage Na	To:	Whitehead		JU /0	U /0	J /0	1 /0	1 /0	0 /0	1	1.4/~\			27000	•

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

F F	0.630	25000 29000 47000 28000	G G
F F		29000 47000	G
F F		29000 47000	G
F		47000	G
F		47000	G
F			
F			
F		28000	
F		28000	_
	0.044		G
	0.044		
	0.644	32000	G
_			
F	0.593	39000	G
F	0.758	38000	G
F	0.638	37000	G
F	0 781	41000	G
•	0.701	11000	Ŭ
NI.	0.501	60000	G
IN	0.501	69000	G
F	0.501	50000	G
F	0.524	44000	G
Α	0.512	38000	В
_	0.507	14000	F
Г	0.567	14000	
		NΑ	
		INA	
			_
		NΔ	
		INA	
		NΙΛ	
		INA	
3 3	5 F 5 F 6 F 7 A	F 0.638  N 0.501  F 0.501  F 0.524  A 0.512	F 0.638 37000  F 0.781 41000  N 0.501 69000  F 0.501 50000  F 0.524 44000  A 0.512 38000

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

		Tilliary and interstate Modies									
Route	Jurisdiction .			Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
North 123 Ramp	Fairfax County To:	SR 123 TO RT 66 WEST  0.23 NA  1-66-W FROM RT 12300- NORTH					NA			NA	
North 123 Ramp	From: From: Fairfax County	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 To:	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	
Ramp	Fairfax County	SR 123 TO RT 66 EAST  0.21 NA  I-66-E060X FROM RT 12300- SOUTH					NA			NA	
South 123 Ramp	Fairfax County	SR 123 TO RT 66 WEST  0.47 NA  I-66-W FROM RT 12300- SOUTH					NA			NA	
Ramp	Fairfax County	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 F</b> 100% 0% Spout Run Parkway	0% C	0%	0%	С	0.09	F	0.611	15000	F
125 Kings Hwy	City of Suffolk	SR 10; SR 32 Godwin Blvd 0.69 <b>3300 G</b> 95% 0% 133-628 Crittenden Rd	1% 3	3% 0%	0%	С	0.091	F		3600	G
125 Kings Hwy	City of Suffolk	1.09 <b>590 G</b> 95% 0%	1% 3	3% 0%	0%	F	0.104	F	0.584	640	G
125 Kings Hwy	City of Suffolk	133-620 Ferry Point Rd 0.91 <b>290 G</b> 95% 0% Dead End	1% 3	3% 0%	0%	F	0.102	F	0.742	320	G
125 Kings Hwy	City of Suffolk	Dead End @ Nansemond River           1.34         620         G         95%         0%	1% 3	3% 0%	0%	F	0.118	F	0.552	670	G
125 Kings Hwy	City of Suffolk	133-629 W, Sleepy Hole Rd  1.22 <b>850 G</b> 95% 0%  133-627 Bennetts Pasture Rd	1% 3	3% 0%	0%	F	0.114	F	0.777	920	G
	ı										

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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 C	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	133-627 Bennetts Pastur	e Rd											
125 Kings Hwy	City of Suffolk	0.48 <b>3000</b>	<b>G</b> 95%	0%	1%	3%	0%	0%	F	0.099	F	0.605	3200	G
$\smile$	To:	SR 337 Nansemond Parl	kway											
	From:	SR 179 Onancock												
126 Fairgrounds Rd	Town of Onancock (Maint: 01)	0.11 <b>3400</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	F	0.087	F	0.555	3600	G
	To: From:	ECL Onancock												
126) Fairgrounds Rd	Accomack County		<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.093	F	0.53	3400	G
<u> </u>	To:	BUS US 13; SR 316	5											
	From:	West Virginia State Li												
127) Bloomery Pike	Frederick County		<b>G</b> 93%	1%	1%	1%	4%	0%	С	0.088	F		5000	(
<u> </u>	To:	US 522 Frederick Pik	ке											
	From:	SR 163 Wards Rd												
128 Candler Mt Rd	City of Lynchburg		F 89%	4%	2%	1%	3%	0%	F	0.092	F	0.544	20000	F
<u> </u>	To:	Bus US 29, US 501 Lynchbu RT 501 W	rg Expwy											
128 501 Candler Mtn Rd	City of Lynchburg		<b>F</b> 96%	0%	1%	0%	2%	0%	F	0.083	F	0.515	38000	F
128) 501) Odirdici Will Ttd	To:	RT 501 E	. 0070	070		070	270	070	•	0.000	•	0.010	00000	•
	From:	US 501 Candlers Mt I	Rd											
128 Mayflower Dr	City of Lynchburg	1.30 <b>7200</b>	<b>F</b> 89%	4%	2%	1%	3%	0%	С	0.102	F	0.542	7700	F
$\bigcup$	Ta	Odd Fellows Rd												
128 Mayflower Dr	City of Lynchburg		<b>F</b> 97%	1%	1%	1%	0%	0%	С	0.096	F	0.649	2000	F
120)	To:	Bus US 501 Campbell												
	From	US 501 P; Wilborn Ave; N	Aain St											
129 North Main St	Town of South Boston		<b>G</b> 99%	1%	0%	0%	0%	0%	F	0.096	F	0.793	3700	(
123)	To:	US 501 Broad St												
North Main St	Town of South Boston		<b>G</b> 99%	1%	0%	0%	0%	0%	С	0.096	F		5600	C
129) North Main St	- Town or Court Boston		0070	170	070	070	070	070	Ü	0.000	•		0000	
North Main St	Town of South Boston	SR 34 Hodges St 0.16 <b>6200</b>	<b>G</b> 99%	40/	00/	00/	00/	0%	F	0.094	F	0.510	6000	_
North Main St	TOWITOT SOUTH BOSTOTI	0.16 <b>6200</b>	<b>G</b> 99%	1%	0%	0%	0%	0%	Г	0.094	Г	0.519	6800	G
	To- From:	Edmunds St									_			
129 North Main St	Town of South Boston	0.19 <b>6500</b>	<b>G</b> 99%	1%	0%	0%	0%	0%	F	0.095	F	0.574	7100	G
<u> </u>	Ta: From:	College St												
129 North Main St	Town of South Boston	0.63 <b>6100</b>	<b>G</b> 99%	1%	0%	0%	0%	0%	F	0.099	F	0.567	6700	(
$\smile$	Tax	Hamilton Blvd			$\neg$ $\vdash$									
129)North Main St	Town of South Boston		<b>G</b> 99%	1%	0%	0%	0%	0%	С	0.099	F		11000	(
123)	To	NCI Carda Dantan												
129)Old Halifax Rd	Halifax County	NCL South Boston 0.85 <b>13000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	NA			14000	
129 310 Halliax IVU	To	US 501 Centerville		1 /0	1/0	0 /0	070	0 /0	C	INA			14000	
	From				<del></del>									
Mort Faulknor Hyay	Poolshridge Counts	US 11 S Lee Highwa 3.19 <b>3500</b>	y <b>F</b> 94%	1%	1%	10/	20/	09/	F	0.002	F	0.512	3500	,
130)Wert Faulkner Hwy	Rockbridge County	3.19 <b>3500</b> 81-759 Valley Rd	г 94%	1%	1%	1%	3%	0%	г	0.092	г	0.512	3300	F

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

					_		Tru	ıck			K	011	Dir		
Route	Jurisdiction -	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	81-759 V		0.407	40/	10/	407	00/	00/		0.400	_	0.500	0500	
Wert Faulkner Hwy	Rockbridge County	1.25 <b>33</b>	00 F	94%	1%	1%	1%	3%	0%	С	0.109	F	0.529	3500	F
	To: From:	WCL G													
Rockbridge Rd	Town of Glasgow (Maint: 81)	1.60 <b>33</b>	00 N	94%	1%	1%	1%	3%	0%	N	0.109	Ν	0.529	3500	١
	To: From:	ECL G	_												
130)Wert Faulkner Hwy	Rockbridge County	0.26 <b>35</b>	00 G								0.109	Ν	0.529	3500	(
<u> </u>	To: From:	US 501 Gla	asgow Hwy			$\Box$ $\vdash$									
130 501 Glasgow Hwy	Rockbridge County	2.43 <b>17</b>	00 F	88%	1%	2%	2%	8%	0%	F	0.093	F	0.584	1800	F
	To:	Amherst C													
	From:	Rockbridge		000/	40/		00/	007	00/	_	0.400	_	0.544	4000	
130 (501)	Amherst County	3.94 <b>19</b>	00 F	88%	1%	2%	2%	8%	0%	С	0.102	F	0.511	1900	I
	To: From:	US 501 Nea													
Elon Rd	Amherst County	9.45 <b>16</b>	00 F	91%	0%	1%	1%	6%	0%	F	0.089	F	0.521	1600	l
<u> </u>	To: From:	05-635 Nea	ar Agricola			$\Box$ $\vdash$									
130 Elon Rd	Amherst County	4.08 <b>32</b>	00 F	91%	0%	1%	1%	6%	0%	С	0.09	F	0.739	3300	
<u> </u>	To: From:	05-652	2 Elon												
130)Elon Rd	Amherst County	3.86 <b>57</b>		91%	0%	1%	1%	6%	0%	F	0.095	F	0.622	5900	- 1
	To	05-0	670												
130 Elon Rd	Amherst County	2.10 <b>69</b>		91%	0%	1%	1%	6%	0%	F	0.095	F	0.619	7000	
130) = 1311 113	7set eeay			0.70	0,0		.,,	0,0	0,0	•	0.000	-	0.0.0		
130)Amelon Expressway	Amherst County	2.05 <b>80</b>		95%	1%	1%	1%	4%	0%	С	0.089	F	0.579	8100	-
130 Amelon Expressway	Amileist County			95 /6	1 /0	1 /0	1 /0	4/0	0 /6	C	0.009	•	0.579	0100	١
	From:	US										_			
Amelon Expressway	Amherst County	0.48 42		98%	1%	1%	0%	0%	0%	С	0.09	F	0.652	4200	ı
	10.	05-0													
Wye	From:	US 501 Gla		040/	00/	40/	40/	007	00/	_	NIA			0000	,
Wert Faulkner Hwy	Rockbridge County	0.08 <b>19</b>		91%	0%	1%	1%	6%	0%	F	NA			2000	(
		SR 130 Wert	·												
Old Country or Dd	Town of Appropriates (Maint Of	US 460 East		000/	007		00/	007	00/	0	0.000	_		7000	,
Old Courthouse Rd	Town of Appomattox (Maint: 06	6) 1.06 <b>68</b> Bus US 460 Co		99%	0%	0%	0%	0%	0%	С	0.089	F		7200	(
Bus	From:	BUS U		u		-									
131)(460)Pamplin Rd	Town of Appomattox (Maint: 06			97%	0%	1%	1%	1%	0%	Ν	0.087	Ν		12000	1
	To:	CFUS 460/JB-165/STREE		OMATTO											
	From:	Bus US 460, NO													
Old Courthouse Rd	Appomattox County	0.52 <b>39</b>		99%	0%	0%	0%	0%	0%	F	0.089	F	0.506	4200	(
<u> </u>	To:	SR 24 Northeast	**	OX											
	From	SR			•										
132 Henry St South	City of Williamsburg	1.77 <b>36</b>	00 F	99%	0%	1%	0%	0%	0%	С	0.098	F	0.519	3900	I
<u> </u>	To- From	Ireland	Street			$\Box$ $\vdash$									
132 Henry St South	City of Williamsburg	0.08 <b>54</b>	00 F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.621	5800	F
	To:	SR 5 Henry S	St; Francis St												

6/30/2011

### 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	QW
	From:		SR 5				Ť									
132) 5 Henry St	City of Williamsburg	0.38	5500	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.531	5800	F
	То:	F	RANCIS ST													
	From:		Lafayette St													
132 Henry St North	City of Williamsburg	0.44	6400	F	96%	1%	2%	0%	0%	0%	С	0.089	F	0.596	6800	F
<u> </u>	To: From:		SR 132 Y													
132 N.Henry St	City of Williamsburg	0.16	9400	F	96%	1%	2%	0%	0%	0%	F	0.088	F	0.640	10000	F
$\bigcirc$	То:		k County Li													
	From:		_ Williamsbı													_
132)	York County	0.10	16000	G	96%	1%	2%	0%	0%	0%	F	0.088	N	0.640	17000	G
<u> </u>	To:	116	US 60	3.1												
	York County	1.16	60 Bypass F 9400	F	98%	1%	0%	0%	0%	0%	С	0.081	F	0.502	9900	F
132)	TOIR County		3 Merrimac		90%	170	0%	076	0%	0%	C	0.061	Г	0.302	9900	Г
Wye	From:		onial Parkwa		000/	40/	40/	00/	007	00/	_	NIA			0.400	_
Wye 132	City of Williamsburg	0.29	5900	G	98%	1%	1%	0%	0%	0%	С	NA			6400	G
	10.		132 N.Henry													
	From:		W, Kingsvil										_			_
133)Kingsville Rd	Prince Edward County	1.04	2200	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.722	2400	G
<u> </u>	To: From:	73-692	West of King	gsville			$\neg$ $\vdash$									
133 Kingsville Rd	Prince Edward County	0.15	3300	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.605	3600	G
	To:	US	15 Kingsvil	le												
	From:	US 17 George V	Vashington N	Memoria	al Hwv		1									
134 Hampton Hwy	York County	0.98	19000	F	98%	0%	0%	1%	0%	0%	F	0.092	F	0.629	21000	F
	To	CD 1	71 X/: -+ D	111			<del></del>									
Hampton Hwy	York County	1.54	71 Victory B <b>26000</b>	F F	98%	0%	0%	1%	0%	0%	С	0.092	F	0.579	28000	F
134 Triampion Tiwy	Tork County				90 /0	076	0 /6	1 /0	076	076	C	0.092	-	0.579	20000	
	To: From:		0 Big Bethe										_			_
134 Hampton Hwy	York County	1.77	25000	F	98%	0%	0%	1%	0%	0%	F	0.094	F	0.686	27000	F
$\smile$	To: From:		CL Hamptor													
134) Magruder Blvd	City of Hampton	0.28	k County Lin 24000	F F	99%	0%	0%	0%	0%	0%	С	0.100	F	0.714	25000	F
134 Magruder Bivu	City of Hampton	0.20	24000	Г	9970	076	0 /6	0 /6	076	076	C	0.100	-	0.714	23000	
	To: From:		nple Farm R													
134) Magruder Blvd	City of Hampton	0.83	23000	F								0.091	F	0.644	24000	F
	To	SR 172	Cmdr Shepar	rd Blvd			$\neg$ $\vdash$									
134) Magruder Blvd	City of Hampton	1.46	31000	F								0.092	F	0.512	32000	F
	To		Roads Cente		,											
134) Magruder Blvd	City of Hampton	0.94	30000	F F								0.085	F	0.505	31000	F
134) Magrader Diva		0.34	I-64 WB	ı-								0.000	Г	0.303	31000	Г
	From:		I-64 W.B													
134)(134)Ramp	City of Hampton (Maint: 99)	0.10			S	ee VA 1	34 for c	lirectiona	I traffic	volume e	estima	ites for th	is sec	ment.		
134) 134) 1341	To:		ROM RT 134	4 EAST		• •		,						,		

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

Route	Jurisdiction	Length A	AADT QA	4Tire	Bus				2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SR 134 N	Magruder Blvd			ZAXIC	JIANIC	TTTGII	ZITAII		1 actor		1 actor		
(134) (64)	City of Hampton (Maint: 99)	0.52			See I-64	for dire	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
$\circ$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: 10	60000 F	96%	0%	1%	1%	3%	0%	F	0.074	F	0.553	165000	F
	To: From:		134 Mercury Bl	vd											
134) (64) Ramp	City of Hampton (Maint: 99)	0.10			See I-64	for dire	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
	To:	End I I-64-E TO RT 258 EAS	Label Here	DOLU EV	A.D.										
134) (64) Ramp	City of Hampton (Maint: 99)	0.32	1-MERCURI	BOULEV		for dire	ectional	traffic vo	olume es	timate	s for this	seam	nent		
134) (64) 1141115	To:		ROM I-64 EAST	Γ	000101		o troriar	ilaillo V	3141110 00	mnace	0 101 1110	oogii	Ю. н.		
	From:		I-64												
134) 258 Mercury Blvd	City of Hampton	0.36 <b>5</b>	60000 G	99%	0%	0%	0%	1%	0%	F	NA			51000	G
	Too	Col	iseum Dr			_									
134)(258) Mercury Blvd	City of Hampton	0.42 4	15000 G	99%	0%	0%	0%	1%	0%	F	NA			46000	G
	To	SR 152 C	Cunningham Dr												
134 258 Mercury Blvd	City of Hampton		18000 F	99%	0%	0%	0%	1%	0%	F	0.085	F	0.527	49000	F
134/238/	To:		Arminstead Ave			Ť			-,-						
	From:	US 258	Mercury Blvd												
134 Armistead Ave	City of Hampton	0.24 <b>1</b>	9000 F	98%	1%	1%	0%	0%	0%	С	0.083	F	0.535	20000	F
$\overline{}$	To	Pine	Chapel Rd			_									
134 Armistead Ave	City of Hampton	0.89 <b>2</b>	20000 F	98%	1%	1%	0%	0%	0%	С	0.082	F	0.528	22000	F
$\smile$	To:		Lasalle Ave												
	From:		I-64	000/	40/	40/	00/	00/	00/	_	0.000	_	0.705	47000	_
134 Armistead Ave	City of Hampton	0.41 <b>1</b>	6000 F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.705	17000	F
	To: From:		Rap Rd												
134 Armistead Ave	City of Hampton	0.38 <b>1</b>	3000 F								0.097	F	0.61	14000	F
<u> </u>	To: From:	SR 351 I	Pembroke Ave												
134 Armistead Ave	City of Hampton	0.27 <b>1</b>	3000 F	98%	1%	1%	0%	0%	0%	С	0.095	F	0.58	14000	F
$\smile$	To:	0	ueen St												
134 Armistead Ave	City of Hampton		3000 N	98%	1%	1%	0%	0%	0%	Ν	0.095	Ν	0.58	14000	Ν
10.7)	To:	US 60 Sett	tlers Landing Ro	i											
	From:	SR 134 A	Armistead Ave												
(134)Ramp	City of Hampton (Maint: 99)	0.22 <b>1</b>	5000 F								0.086	F		15000	F
	To:	I-6	64 West												
East	From:	SR 134 Ramp	to Cunninghan	n Dr											
(134)Ramp	City of Hampton (Maint: 99)		1000 F	96%	0%	1%	1%	3%	0%	F	0.104	В		12000	F
$\smile$	To:	I-	64 East												
	From:	SR 134; Hardy Ca	sh Dr; Enterpriz	ze Pkwy			-								
Ramp from I 64 W to SR 134	W City of Hampton		4000 F	-							0.096	F		14000	F
P	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: 4	13000 N								NA			45000	Ν
	To		64 West												

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

						Tru	rck			K		Dir		
Jurisdiction	Length AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۷
From:														
City of Suffolk	0.20 <b>16000</b>	G	98%	0%	1%	1%	0%	0%	F	0.090	F		18000	G
To: From:	SR 164 Western	Freeway												
City of Suffolk	0.65 <b>17000</b>	) G	98%	0%	1%	1%	0%	0%	С	0.09	F		18000	C
To:	133-658 Towne	Point Rd	-		$\neg$ $\vdash$									
City of Suffolk	0.76 <b>20000</b>	) G	98%	0%	1%	1%	0%	0%	С	0.090	F		22000	G
To:	I-664													
City of Suffolk		) G	95%	1%	2%	1%	3%	0%	С	0.084	F		13000	(
То:		ımunity Co	ollege											
From:	SR 135 TO	I-664												
City of Suffolk (Maint: 61)	0.37 <b>NA</b>									NA			NA	
To:	I-664-W FROM	RT 135												
From:	SR 135 TO	I-664												
City of Suffolk (Maint: 61)	0.12 <b>NA</b>									NA			NA	
To:	I-664-E FROM	RT 135												
From:	SR 135 TO	I-664	-											
City of Suffolk (Maint: 61)	0.16 <b>NA</b>									NA			NA	
То:	I-664-W FROM	RT 135												
From:	TO ROUTE 66	4 EAST												
City of Suffolk (Maint: 61)	0.40 <b>NA</b>									NA			NA	
То:	I-664-E FROM ROUT	E 135 SO	UTH											
From:														
Town of Alberta (Maint: 12)			95%	1%	2%	0%	2%	0%	С	0.113	F	0.537	390	F
To:	US 1 Albe	rta												
From:														
Town of Kenbridge (Maint: 55)	1.13 <b>4000</b>	F	89%	1%	2%	3%	6%	0%	F	0.098	F	0.570	4100	F
To: From:	ECL Kenbr													
Lunenburg County	0.74 <b>4000</b>	N	89%	1%	2%	3%	6%	0%	Ν	0.098	Ν	0.570	4100	١
To: From:	55-601 Fletcher (	Chapel Rd			$\Box$ $\vdash$									
Lunenburg County	1.93 <b>3600</b>	F	89%	1%	2%	3%	6%	0%	F	0.101	F	0.539	3700	F
To:	SR 138 Lafoon	s Corner			$ \vdash$									
Lunenburg County	4.67 <b>880</b>	F	89%	1%	2%	3%	6%	0%	С	0.110	F	0.583	900	F
To:	Brunswick Cou	nty Line												
From:		-												
Brunswick County			89%	1%	2%	3%	6%	0%	F	0.122	F	0.601	630	F
To:														
From:				40.		461	<b>=</b> c:	001	_	0.655	_	0.6:=	0	_
rown of South Hill	0.38 <b>3300</b>	F	91%	1%	3%	1%	5%	υ%	С	0.093	F	0.617	3400	F
To: From:														
Mecklenburg County	2.89 <b>2900</b>	F	94%	0%	1%	1%	4%	0%	С	0.103	F	0.579	3000	F
	City of Suffolk  To From  City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  To:  From  City of Suffolk (Maint: 61)  To:  From  To:  From  Town of Alberta (Maint: 12)  To:  From  Town of Kenbridge (Maint: 55)  Town  Lunenburg County	City of Suffolk   0.20   16000	City of Suffolk	City of Suffolk	City of Suffolk	Length   AAD   Case   Alire   Bus   2Axle	Length   AADT   QA   4   Hre   Bus   2   2   2   3   4   4   4   1   6   5   2   4   4   1   6   4   4   4   4   4   4   4   4   4	Length ADT   QA   4 lire   Bus   2Axle   3+Axle   1 Trail	Length AAD  QA 4   Fire Bus   2Axle 3+Axle 1   Trail 2   Trail 2   Trail	City of Suffolk   0.20   16000   G   98%   0%   1%   1%   0%   0%   F	Length   AADH   QA   4   176   8US   2ANde   37+ANde   177   178   QC   Factor	City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Surfolk   City of Su	City of Suffolk   Color   Co	City of Suffolk (Maint: 61)

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

							Tru	ck			K		Dir		
Route	Jurisdiction -	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
O LEW D. 4	From:	Mecklenburg Cour	_	000/	40/	40/	40/	00/	00/		0.405	-	0.505	0.400	_
138 S Hill Rd	Lunenburg County	9.83 <b>2400</b>	F	90%	1%	1%	1%	6%	0%	С	0.105	F	0.585	2400	F
	From	SR 137 Lafoons	Corner <b>F</b>	89%	40/	2%	3%	60/	00/	F	0.404	F	0.520	2700	F
138 137	Lunenburg County	1.93 <b>3600</b>		89%	1%	2%	3%	6%	0%	Г	0.101	г	0.539	3700	г
(100)(107)	Lunenburg County	0.74 <b>4000</b>	N	89%	1%	2%	3%	6%	0%	N	0.098	N	0.570	4100	N
138 137	Editoributy Godiny			0070	170		370	070	070	11	0.000	11	0.570	4100	14
120 (127)	Town of Kenbridge (Maint: 55)	CL Kenbridg 1.13 <b>4000</b>	ge F	89%	1%	2%	3%	6%	0%	F	0.098	F	0.570	4100	F
138 137	To:	SR 40	•	0070	170		070	070	070	•	0.000	•	0.070	4100	•
	Prom:	40-610 CL Jar	ratt												
(139) Jarratt Ave	Town of Jarratt (Maint: 40)	0.76 <b>1300</b>	G	91%	0%	1%	1%	7%	0%	F	0.116	F	0.516	1400	G
	To:	Sussex County													
(139) Jarratt Ave	Town of Jarratt (Maint: 91)	Greensville Coun 0.23 <b>2400</b>	ty Line <b>G</b>	91%	0%	1%	1%	7%	0%	С	0.092	F		2500	G
139) 04114117110	Town or duriate (Maint. 31)			0170	070		170	770	070	Ü	0.002	•		2000	Ŭ
(139) Jarratt Ave	Town of Jarratt (Maint: 91)	91-646 0.49 <b>2000</b>	G	91%	0%	1%	1%	7%	0%	F	0.089	F	0.585	2200	G
139) variati Ave	To:	US 301 Jarra		3170	070		170	1 70	070	'	0.000	•	0.505	2200	O
	From:	SCL Abingdo													
140 Jonesboro Rd	Town of Abingdon	0.38 <b>20000</b>	F	95%	0%	1%	1%	4%	0%	С	0.09	F	0.553	21000	F
	To	US 11 Main	St												
	From:	US 17 Frederick	Blvd												
(141) George Washington Hwy	City of Portsmouth	0.36 <b>18000</b>	F								0.105	F	0.750	18000	F
	To: From:	SR 337 Elm A	Ave												
(141) George Washington Hwy	City of Portsmouth	0.48 <b>17000</b>	F								0.091	F	0.719	17000	F
<u> </u>	To- From:	Portsmouth B													
(141) Effingham St	City of Portsmouth	0.76 <b>28000</b>	F								0.095	F	0.697	29000	F
<u> </u>	To: From:	I-264													
141 Effingham St	City of Portsmouth	0.18 <b>37000</b>	F								0.071	F	0.633	39000	F
<u> </u>	To: From:	South St				$\Box$									
141 Effingham St	City of Portsmouth	0.25 <b>26000</b>	F	98%	0%	0%	1%	1%	0%	F	0.071	F	0.522	28000	F
<u> </u>	To- From:	High St				$\Box$ $\vdash$									
141 Effingham St	City of Portsmouth	0.06 <b>23000</b>	F	98%	0%	0%	1%	1%	0%	F	0.074	F	0.591	24000	F
<u> </u>	To:	London Bly													
141 London Blvd	City of Portsmouth	0.33 <b>24000</b>	F	98%	0%	0%	1%	1%	0%	F	0.089	F	0.762	25000	F
141/20:00:12:10	To To						. 70	. 70					J 02		
141)London Blvd	City of Portsmouth	0.83 <b>27000</b>	F	98%	0%	0%	1%	1%	0%	С	0.099	F	0.773	29000	F
141) London Biva	To:	M L King Free		30 /0	070	078	1 /0	1 /0	0 /0	C	0.033	'	0.773	23000	
North	From	SR 141 RO ROUTE 2		Т											
141 Ramp	City of Portsmouth (Maint: 64)	0.30 <b>NA</b>	LUT NES								NA			NA	
THI T		4-W FROM ROUTE 1410	)- EFFIN	GHAM S	T										

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

Route	Jurisdiction	Length AADT	<b>QA</b> 4Ti	ire B		Tr			QC	K	QK	Dir	AAWDT	. OA
	Frame				2Axl	e 3+Axle	1Trail	2Trail		Factor	Q.(.	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	٠.
outh 41)Ramp	City of Portsmouth (Maint: 64)	SR 141 TO ROUTE 2 0.14 <b>NA</b>	64 WES1							NA			NA	
141) (41)		264-W FROM ROUTE 141-	EFFINGHAM	IST						14/1			1471	
	From:	US 1 Boydton Pla												
142)Simpson Rd	Dinwiddie County	1.27 <b>3100</b>	<b>G</b> 96'	% 0'	% 0%	1%	2%	0%	С	0.102	F	0.674	3300	
	To	WCL Petersbu												
142)Boydton Plank Rd	City of Petersburg	0.16 <b>3300</b>	<b>G</b> 98	% 0'	% 0%	0%	1%	0%	F	0.096	F		3600	(
142)	Tod	Dupuy Rd												
142)Boydton Plank Rd	City of Petersburg	1.24 <b>3100</b>	<b>G</b> 98'	% 0'	% 0%	0%	1%	0%	С	0.083	F		3400	
142/50/010/17 10/11/10	City of 1 deliberary			<i>7</i> 0 0	70 070	070	170	070	Ü	0.000	•		0400	
₁₄₂ )Halifax Rd	City of Petersburg	Rt 604 Halifax 0.06 <b>5800</b>	<b>G</b> 98'	% 0'	% 0%	0%	1%	0%	F	0.079	F	0.524	6300	(
142) Halliax Ru	To:	CSX RR	<b>O</b> 30	<i>7</i> 0 0	70 070	070	1 /0	070	į	0.073		0.024	0300	
	From:	US 258 Mercury	Rlvd											
143) Ingalls Rd	City of Hampton (Maint: US )	0.28 <b>4600</b>	<b>F</b> 99	% 0'	% 0%	0%	0%	0%	С	0.135	F	0.915	4900	F
143)ga	Tol.			,,,	<del>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</del>	0,0	0,0	0,0		01.00	•	0.0.0	.000	•
143)Mellen St	City of Hampton	Begin State Mainte 0.41 <b>4600</b>	F 99	% 0'	% 0%	0%	0%	0%	С	0.135	F	0.915	4900	F
143 / Woller Ct	only of Figure 1			<i>7</i> 0 0	70 070	070	070	070	Ü	0.100	•	0.010	4000	
County St	City of Hampton	SR 169 Mallory 0.59 <b>4400</b>	r St F 98'	% 1'	% 1%	0%	0%	0%	С	0.119	F	0.670	4700	F
County St	City of Hampton	0.59 <b>4400</b> I-64	F 90	70 I	70 170	0%	076	0%	C	0.119	Г	0.670	4700	Г
	From:	Tyler St												
143) 60 Settlers Landing Rd	City of Hampton	0.67 <b>17000</b>	<b>F</b> 97	% 1	<del>%</del> 1%	0%	0%	0%	F	0.09	F	0.577	18000	F
	To	Eaton St												
143) 60 Settlers Landing Rd	City of Hampton	0.46 <b>13000</b>	<b>F</b> 97'	% 1	% 1%	0%	0%	0%	F	0.095	F	0.555	14000	F
	To:	SR 134 Armisteac	l Ave											
143) 60 Settlers Landing Rd	City of Hampton	0.13 <b>15000</b>	<b>F</b> 97	% 1	% 1%	0%	0%	0%	С	0.094	F	0.528	16000	F
	To:	Kecoughtan R												
	From:	Settlers Landing		0/ 4/	<u> </u>	00/	00/	00/	_	0.007	_	0.500	44000	
143 60 Kecoughtan Rd	City of Hampton	0.26 <b>10000</b>	F 98	% 1'	% 1%	0%	0%	0%	F	0.087	F	0.522	11000	F
	To: From:	US 60 Kecoughta												
Victoria Blvd	City of Hampton	0.54 <b>3300</b>	<b>F</b> 98'	% 1	% 1%	0%	0%	0%	F	0.092	F	0.566	3500	F
	To: From:	Lasalle Ave												
143) Victoria Blvd	City of Hampton	1.25 <b>6300</b>	<b>F</b> 98'	% 1	% 1%	0%	0%	0%	F	0.090	F	0.532	6800	F
<u> </u>	To: From:	Powhatan Pkw	у		<u> </u>									
143)Victoria Blvd	City of Hampton	1.15 <b>6500</b>	<b>F</b> 98'	% 1	% 1%	0%	0%	0%	С	0.086	F	0.769	6900	F
$\sim$	To	ECL Newport N												
27th St	City of Newport News	WCL Hampto 0.35 <b>6300</b>	F 98'	% 1'	% 1%	0%	0%	0%	F	0.079	F	0.528	6800	F
27th St	Tro	SR 143 Par, 28ti		/0 I	/0 170	U70	U70	U 70	Г	0.079	Г	0.020	0000	Г

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

<b>D</b> .					4.77			Tru	ıck			K	014	Dir	A A14/DT	- 01
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		143 Par, 27		222/											
143) 28th St	City of Newport		2200	F	98%	0%	1%	0%	0%	0%	F	0.085	F		2300	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	4500	F	99%	0%	1%	0%	0%	0%	F	NA			4800	F
	To: From:		Chestnut Av													
143)28th St	City of Newport		2200	F	98%	0%	1%	0%	0%	0%	С	0.08	F		2300	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	4300	F	99%	0%	1%	0%	0%	0%	С	0.079	F	0.630	4600	I
	To- From:		143 Par, 27	th St												
43 Jefferson Ave	City of Newport	News 0.33	10000	F	96%	1%	2%	1%	0%	0%	С	0.078	F	0.504	11000	
	To: From:		I-664													
43) Jefferson Ave	City of Newport	News 0.61	22000	F								0.080	F	0.554	23000	
	To- From:		50th St													
43) Jefferson Ave	City of Newport	News 1.89	28000	F								0.084	F	0.559	30000	
<u> </u>	To:		258 Mercury													
	From:		Mercury Blv		000/	00/		407	407	00/	_	0.000	_	0.500	40000	
43 (17) Jefferson Ave	City of Newport	News 1.31	40000	F	98%	0%	0%	1%	1%	0%	F	0.083	F	0.569	43000	
	To: From:		R 152 Main													_
43) (17) Jefferson Ave	City of Newport	News 1.69	45000	G	98%	1%	1%	0%	0%	0%	С	0.092	В	0.563	49000	(
<del></del>	To- From:	SR30	)6 Harpersvi	lle Rd			$\Box$									
43) (17) Jefferson Ave	City of Newport	News 1.12	47000	F	98%	0%	0%	1%	1%	0%	F	0.087	F	0.527	50000	
	To:		lyde Morris													
	From:		J Clyde Mo			407		00/	00/	00/	_	0.000	_	0.550	<b>5</b> 4000	
43 Jefferson Ave	City of Newport	News 1.11	51000	F	97%	1%	1%	0%	0%	0%	С	0.089	F	0.553	54000	
$\overline{}$	To- From:		ldle Ground													
43 Jefferson Ave	City of Newport	News 1.29	54000	F								0.08	F	0.592	56000	
	To: From:		71 Oyster Po	int Rd												
43 Jefferson Ave	City of Newport	News 0.73	55000	F								0.079	F	0.546	57000	
<u> </u>	To.		I-64				$\neg$ $\vdash$									
43) Jefferson Ave	City of Newport	News 1.13	86000	F	98%	0%	1%	0%	1%	0%	С	0.078	F	0.540	89000	
	To		Bland Blvd	1												
43) Jefferson Ave	City of Newport	News 0.86	56000	F	97%	1%	1%	0%	1%	0%	С	0.084	F	0.559	58000	
-9/11	rol										_					
43) Jefferson Ave	From: City of Newport		173 Denbigh 36000	G								NA			36000	
43 Julierson Ave	City of Newport	11ews 0.04										INA			30000	
leffers on Aug	To- From:	Name 240	Richneck R									0.000	F	0.547	20000	_
43 Jefferson Ave	City of Newport	News 2.19	29000	F								0.099	F	0.547	30000	
	Too From:		05 Ft Eustis													
Jefferson Ave	City of Newport	News 2.55	9100	F	98%	0%	1%	1%	0%	0%	С	0.126	F	0.540	9700	I
<u> </u>	To- Frame		Yorktown R	d			$\Box$									
Jefferson Ave	City of Newport	News 1.12	15000	F	98%	0%	1%	1%	0%	0%	F	0.118	F	0.535	16000	- 1
	To:		s City Count	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	QW
	From:	NCL Newport													
143 Merrimac Trail	James City County	2.44 9300	F	98%	0%	1%	1%	0%	0%	F	0.134	F	0.513	10000	F
	From:	York County James City Cour													
Merrimac Trail	York County	2.50 <b>13000</b>		98%	0%	1%	1%	0%	0%	F	0.117	F	0.515	14000	F
143) (111111111111111111111111111111111111	Tork County	James City Cour		3070	070		170	070	070	•	0.117	•	0.010	14000	•
	From:	York County													
143 Merrimac Trail	James City County	1.12 <b>15000</b>	F	98%	0%	1%	1%	0%	0%	F	0.091	F	0.534	17000	F
<u> </u>	То	York County													
	From:	James City Cour								_		_			_
143 Merrimac Trail	York County	0.76 <b>7300</b>	F	98%	0%	1%	1%	0%	0%	F	0.086	F	0.505	7800	F
<u> </u>	To: From:	ECL William	sburg												
143) Merrimac Trail	City of Williamsburg	0.90 <b>6700</b>	F	98%	0%	1%	0%	0%	0%	С	0.096	F	0.539	7200	F
$\bigcirc$	To	SR 5 Capital Lar	ding Rd			$\neg$ $\vdash$									
143 Merrimac Trail	City of Williamsburg	0.37 <b>8800</b>	F	98%	0%	1%	0%	0%	0%	С	0.094	F	0.506	9400	F
143)	To:	York County	Line												
	From:	NCL William	sburg												
143)Merrimac Trail	York County	0.22 <b>8700</b>	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.519	8900	F
$\bigcirc$	To:	SR 132				$\neg$ $\vdash$									
143 Merrimac Trail	York County	0.60 18000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.514	19000	F
140)	,														
143 Merrimac Trail	York County	0.24 <b>2500</b>	F	98%	0%	1%	0%	0%	0%	F	0.118	F	0.925	2600	F
143 Werlinac Hall	Tork County	Camp Peary Ma		90 /0	070	170	0 /6	076	076	-	0.116	-	0.923	2000	
	T					_									
Romp	City of Newport News (Maint: 99)	SR 143 TO ROUTE 0.09 <b>NA</b>	664 EAS	ľ							NA			NA	
143 Ramp	City of Newport News (Maint. 99)	0.09 NA				<u>-</u> _					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	34TH ST	REET											
143 Ramp	City of Newport News (Maint: 99)	0.34 <b>NA</b>									NA			NA	
<u> </u>	То: І-б	664-E FROM JEFFERSO	N AVE &	34TH ST											
	From:	SR 143- 9A TO 35T	H STREE	T											
143 Ramp	City of Newport News (Maint: 99)	0.16 <b>NA</b>									NA			NA	
		-664-E005A FROM JEFFI	ERSON A	VENUE											
	From:	SR 143 TO I-6	4 West												
(143)Ramp	City of Newport News (Maint: 99)	0.14 <b>NA</b>									NA			NA	
1-00		64-W FROM RT 143-JEFI	FERSON A	AVENUE											
	From:	SR 143 TO I-64				i									
143)Ramp	City of Newport News (Maint: 99)	0.22 <b>NA</b>	11111								NA			NA	
143)		-64-W RAMP FR RT 143	FROM RT	Γ 14300-		$\neg$									
	From:			00		_									
143 Ramp	City of Newport News (Maint: 99)	SR 143 TO I-64 0.25 <b>NA</b>	EASI								NA			NA	
143/Namp	i i i i i i i i i i i i i i i i i i i	0.25 NA I-E FROM RT 14300- JEF	EEDSON	AVENITI	7	_					14/4			11/7	
	1-04	FETROWIKI 14500-JEF	LUCON	AVENUE	ن										

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

		Fillialy al	ia iritorotat	io i tout												
Route	Jurisdictio	n Lenath	AADT	ΟΔ	∕lTiro	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
rtodio	Garisarotto				71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	70.0001	QII
	From:		R 143 TO I-6	54 EAST												
(143)Ramp	York Coun		NA									NA			NA	
$\overline{}$	To:	I-64-F	E FROM RT	143												
North	From:	SR 14	3 TO I-64 E	AST												
143 Ramp	City of Newport News	s (Maint: 99) 0.13	NA									NA			NA	
	To:	I-64-E FROM RT 1-	43 NORTH0	0- JEFFI	ERSON A	A										
North	From:	SR 14	3 TO I-64 W	EST												
(143) Ramp	City of Newport News		NA									NA			NA	
143)	To:	I-64-W FROM RT 1		JEFFER	SON AV	E										
North	From:		3 TO I-64 W				i									
North (143) Ramp	York Coun		NA	ESI								NA			NA	
143 Kamp	To:	-	OM RT 143	NODTL	ı		_					INA			INA	
					1		_									
South	From:		3 TO I-64 E	AST												
143 Ramp	City of Newport News		NA									NA			NA	
	To:	I-64-E FROM RT 14	43 SOUTH-J	EFFERS	SON AVE	3										
South	From:		3 TO I-64 W	EST												
(143)Ramp	City of Newport News	s (Maint: 99) 0.13	NA									NA			NA	
	To:	I-64-W FROM RT 1	43 SOUTH-J	JEFFER.	SON AVI	E										
South	From:	SR 14:	3 TO I-64 W	EST												
(143)Ramp	York Coun	ty 0.20	NA				•					NA			NA	
140	To	I-64-W FROM RT	Г 143-CAMP	PERRY	ROAD											
	From:		R 143; 28th St				i									
27th St	City of Newport		2300	F	99%	0%	0%	0%	0%	0%	С	0.084	F	0.556	2500	F
(143)27th St	Combined Traffic Estimates for 2 Paralle			F	99%	0%	1%	0%	0%	0%	F	NA	•	0.000	4800	F
	Combined Trainic Estimates for 2 Paralle	el Roduways on this Route.	4300	Г	99%	0%	1 70	0%	0%	0%	Г	INA			4000	Г
	To: From:		hestnut Ave													
143)27th St	City of Newport		2200	F	99%	0%	0%	0%	0%	0%	С	0.093	F		2300	F
•	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	4300	F	99%	0%	1%	0%	0%	0%	С	0.079	F	0.630	4600	F
	To:	Je	efferson Ave													
	From:		SR 36													
144)Temple Ave	Prince George (	County 2.58	33000	Α	98%	0%	0%	1%	1%	0%	С	0.098	Α	0.532	35000	Α
	To:		rfield County	Line												
	From:	Prince C	George Count	y Line												
(144)Temple Ave	Chesterfield C	ounty 0.19	33000	Α	98%	0%	0%	1%	1%	0%	С	0.098	Α	0.532	35000	Α
$\overline{}$	To:	FCL	Colonial Hei	ohts												
144)Temple Ave	From: City of Colonial I		30000	G	98%	0%	0%	1%	1%	0%	F	NA			31000	G
144) Torripie Ave	Sity of Colonial I				3070	070	0 /0	1 /0	1 /0	0 /0	•	1 1/-1			31000	J
	To: From:		Conduit Rd													
(144)Temple Ave	City of Colonial I	Heights 0.37	35000	G	98%	0%	0%	1%	1%	0%	С	0.084	F		36000	G
$\overline{}$	To:		I-95				_									
144)Temple Ave	From: City of Colonial H	Heights 0.50	27000	G	98%	0%	0%	1%	1%	0%	F	0.087	F	0.529	28000	G
(144)	2, 0. 00.01	•	S 1 Boulevard								-		•			_

# 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 1 Boule	vard				0.7.5.0				. 40101				
144) (1) (301) Boulevard	City of Colonial Heights	0.74 23000		99%	0%	0%	0%	0%	0%	F	NA			24000	G
	To	Lakeview A	\												
144) 1 301 Boulevard	City of Colonial Heights	0.17 <b>21000</b>		99%	0%	0%	0%	0%	0%	F	NA			23000	G
144) 1 301 Boulevard	Oity of Goldman reights			3370	070	070	070	070	070	'	IVA			25000	J
	From:	Ellerslie A								_					
(144) (1) (301) Boulevard	City of Colonial Heights	0.19 <b>26000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			27000	G
<del>***</del>	To: From:	Sherwood A	Ave												
144) (1) (301) Boulevard	City of Colonial Heights	0.62 <b>26000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			28000	G
	To	NCL Colonial	Haighte												
144) (1) (301) Jefferson Davis Hwy	Chesterfield County	0.22 <b>23000</b>		99%	0%	0%	0%	0%	0%	F	0.090	F	0.515	25000	G
144 1 301 Jefferson Davis Hwy	Chectornola Scarty			0070	070		070	070	070	•	0.000	•	0.010	20000	Ū
	From:	US 1 Jefferson D			407					_		_			
(144) Harrowgate Rd	Chesterfield County	1.44 <b>9300</b>	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.548	10000	G
	To: From:	20-1136 Nor	th St												
(144) Harrowgate Rd	Chesterfield County	2.24 <b>8900</b>	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.509	9800	G
$\smile$	To:	20-619 Нарру	Hill Rd												
144 Harrowgate Rd	Chesterfield County	<u> 20-01711арру</u> 1.76 <b>11000</b>		98%	1%	1%	0%	0%	0%	С	0.091	F	0.577	12000	G
144)	- Total County			0070	.,,		0,0	0,0	0,0	•	0.00	•	0.0	000	
O Ularada d Bal	To:	SR 10 West Inte		070/	00/		00/	00/	00/		0.000	_	0.554	00000	
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	G
<u> </u>	To: From:	SR 10 EAST INTE	RSECTIC	N											
(144) Chester Rd	Chesterfield County	1.77 <b>1100</b> 0	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.61	12000	G
$\bigcirc$	To:	SR 145 Centra	ılia Rd												
	From:	SR 144 Temp	le Ave			1									
(144) Ramp	City of Colonial Heights (Maint: 20)	0.15 <b>15000</b>	G	97%	0%	1%	1%	1%	0%	С	0.088	F		15000	G
	To:	Ramp Sp	lit												
	City of Colonial Heights (Maint: 20)	0.27 <b>7100</b>	G	98%	0%	0%	1%	1%	0%	С	0.086	F		7100	G
144 Kamp	To:	I-95 Sout		3070	070		1 70	1 /0	070	O	0.000	•		7 100	J
	Erom														
Down	City of Colonial Heights (Maint: 20)	0.38 <b>5900</b>	G	97%	0%	10/	10/	40/	00/	_	0.11	F		5000	_
144) Ramp	City of Colonial Heights (Maint: 20)	0.38 <b>5900</b> I-95 Nort		91%	U%	1%	1%	1%	0%	С	0.11	Г		5900	G
	From:	SR 10 Iron Bri						•••		_		_			_
( ₁₄₅ )Centralia Rd	Chesterfield County	2.81 <b>8700</b>	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.511	9500	G
<u> </u>	To: From:	SR 144 Ches													
Chester Rd	Chapterfield County	SR 144; Centr 2.37 <b>6200</b>	G G	070/	0%	10/	10/	10/	00/	_	0.104	F	0.006	6700	G
145 Chester Rd	Chesterfield County	2.37 <b>6200</b> US 1, US 301 Jeffers	_	97%	U%	1%	1%	1%	0%	С	0.104	Г	0.806	0700	G
				ıwy											
	From	SR 76 Powhite		2001	407		00/	201	00/	_	0.445	_	0.776	04000	_
(146)	City of Richmond (Maint: 43)	0.86 <b>25000</b>		98%	1%	0%	0%	0%	0%	С	0.119	F	0.779	31000	F
$\sim$	To:	SR 195 Downtov	vn Expwy												

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

		minary a	na intersta	210 1100	100			Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 60	) Midlothian	Tpke				017.000								
147 Huguenot Rd	Chesterfield County	1.33	37000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.531	39000	G
$\overline{}$	To	20-	711 Robious	Rd			<u> </u>									
(147) Huguenot Rd	Chesterfield County	3.08	35000	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.588	38000	G
	To	20-	-678 Buford	Rd												
(147) Huguenot Rd	Chesterfield County	0.59	35000	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.596	38000	G
	To	\$	CL Richmor	nd												
147 Huguenot Rd	City of Richmond	0.10	35000	N	99%	0%	0%	0%	0%	0%	N	0.095	Ν	0.596	38000	N
(147)	то!	CD 150														
147 Huguenot Rd	City of Richmond	1.24	Chippenhar 30000	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.61	28000	G
147)	7							0,0	0,0	0,0	Ū	0.00	•	0.0.		·
147 Huguenot Rd	Chesterfield County	0.38	CL Richmon 27000	G	99%	0%	0%	0%	0%	0%	F	0.094	N	0.61	29000	G
147 Hagaeriot Na	Chesterned County				3376	070	076	070	070	076	'	0.034	IN	0.01	23000	G
	Henrico County	Huguer 0.45	ot Memoria 27000	l Bridge <b>F</b>	99%	0%	0%	0%	0%	0%	С	0.093	F	0.588	29000	F
147 Huguenot Rd	Herinco County				99%	0%	0%	0%	076	0%	C	0.093	г	0.300	29000	Г
	To- From:		-7506 River		2001	00/		201	00/	201		0.000		0.507	20222	
147 River Rd	Henrico County	0.02	30000	N	99%	0%	0%	0%	0%	0%	N	0.082	N	0.567	29000	N
$\overline{}$	To- From:		CL Richmo													
147 River Rd	City of Richmond	0.68	30000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.567	29000	G
<u>~</u>	To: From:	T	hree Chopt F													
(147)Cary St	City of Richmond	0.16	25000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.571	23000	G
	To- From:		Libbie Ave													
(147)Cary St	City of Richmond	1.10	19000	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.546	18000	G
$\overline{}$	To- From-	W	estmoreland	St			$\neg$ $\vdash$									
(147) Cary St	City of Richmond	0.83	17000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.687	16000	G
	To:	,	Thompson S	t			<b>—</b> —									
(147) Cary St	City of Richmond	0.77	11000	G	99%	0%	0%	0%	0%	0%	F	0.088	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	22000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.514	21000	G
	To:	SR	161 Boulev	ard												
(147) Cary St	City of Richmond	1.59	11000	G	99%	0%	0%	0%	0%	0%	F	0.087	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	24000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.631	22000	G
	To:	US 1: U	JS 301 Belv	idere St												
147 Cary St	City of Richmond	0.81	8700	G	99%	0%	0%	0%	0%	0%	F	0.119	F		8200	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	19000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.687	18000	G
	To:		US 60, 9th S	t												
	<u></u>	7 TO RT 19	5 & 76 CAN	MERON	STREET											
(147)Ramp	City of Richmond (Maint: 43)	0.09	NA									NA			NA	
$\smile$	To:	I-19	5-S TO RT	147												

# 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
Thompson St	City of Pichmond	0.07	Cary St <b>17000</b>	-	97%	1%	10/	00/	00/	0%	_	NA			18000	(
Thompson St	City of Richmond Combined Traffic Estimates for 2 Parallel Roadw			G G	98%	1%	1% 1%	0% 0%	0% 0%	0% 0%	F	NA NA			29000	,
	To:	•	ilwood Av		90%	170	170	0%	076	0%	Г	INA			29000	
	From:		hompson S													
Ellwood Ave	City of Richmond	0.77	11000	G	97%	1%	1%	0%	0%	0%	F	0.098	F		10000	
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	22000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.514	21000	
	Too.	SR	161 Boulev	ard			-									
47) Main St	City of Richmond	1.56	12000	G	97%	1%	1%	0%	0%	0%	С	0.100	F		12000	
<b>P</b> /	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	24000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.631	22000	
	To	US 1 US	S 301 Belvi	idere St			<u> </u>									
Main St	City of Richmond	0.81	10000	G	97%	1%	1%	0%	0%	0%	F	0.114	F	0.532	9500	
· p·	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	19000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.687	18000	
	To:	US	60 P, 8th	St												
	From:		I-77													
148 Chances Creek Rd	Carroll County	0.87	3400	F	94%	0%	1%	1%	3%	0%	С	0.083	F	0.567	3600	
	To:	US 52 F	ancy Gap H	lighway												
	From:	SR 1	48; 17-775	ТО												
148)Ramp	Carroll County	0.18	NA									NA			NA	
$\smile$	To	I-77-S F	ROM RT 7	775; 148												
	From:	SR 148 I-77-N0	08A TO A	ND FRO	M RT											
148 Ramp	Carroll County	0.19	NA									NA			NA	
<u> </u>	To:	I-77-N	FROM R	T 148												
	From:	SR 16	5; N Landi	ng Rd												
149)Princess Anne Rd	City of Virginia Beach	1.92	25000	G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.539	28000	
<u> </u>	To:	Prin	icess Anne	Rd												
_	From:	43-7:	518 Parhan	n Rd												
150 Chippenham Pkwy	Henrico County	1.25	36000	F	98%	0%	1%	0%	1%	0%	F	0.100	F	0.503	38000	
	To	NO	L Richmo	nd												
150) Willey Bridge	City of Richmond	1.51	41000	G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.567	45000	
	Too	SR 1/	47 Hugueno	nt Rd												
150)Chippenham Pkwy	From: City of Richmond	1.36	40000	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.527	44000	
150) 6pps	7.J					0,0		0,0	.,,	0,0	•	002	•	0.02.		
Chinnonham Plant	City of Richmond	0.46	rest Hill A	ve <b>G</b>	98%	0%	1%	0%	1%	0%	F	NA			53000	
Chippenham Pkwy	City of Richmond	0.46	49000	G	90%	070	1 70	0%	170	0%	Г	INA			55000	
	To: From:		L Richmon				<del> </del>									
150 Chippenham Pkwy	Chesterfield County	0.50	49000	G	98%	0%	1%	0%	1%	0%	F	NA			53000	
<u>~</u>	To: From:	SR 76	5 Powhite I	Pkwy												
150 Chippenham Pkwy	Chesterfield County	0.52	53000	G	98%	0%	1%	0%	1%	0%	F	NA			58000	
$\overline{}$	Tac	20-6	586 Jahnke	Rd												
150 Chippenham Pkwy	Chesterfield County	1.07	64000	G	98%	0%	1%	0%	1%	0%	F	NA			69000	
,	To:		Midlothian													

6/30/2011

# 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:	US 60 Midlothian Trnp												_
150 Chippenham Pkwy	Chesterfield County	1.67 <b>70000 G</b>	98%	0%	1%	0%	1%	0%	F	NA			78000	G
	To: 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	G
	To: From:	SR 10 Iron Bridge Rd												
Chippenham Pkwy	Chesterfield County	0.94 <b>67000 G</b>	98%	0%	1%	0%	1%	0%	F	NA			73000	G
<u> </u>	To: From:	20-637 Hopkins Rd												
150 Chippenham Pkwy	Chesterfield County	1.97 <b>57000 A</b>	98%	0%	1%	0%	1%	0%	С	0.103	Α	0.608	62000	A
<u> </u>	Ta: From:	US 1 Jefferson Davis Hv	у											
Chippenham Pkwy	Chesterfield County	1.35 <b>56000 G</b>	98%	0%	1%	0%	1%	0%	F	NA			61000	(
<u> </u>	To:	I-95												
East	From:	SR 150 E, SR 895 E												
150) Ramp	Chesterfield County	0.21 <b>26000 G</b>								NA			26000	C
East	To: From:	SR 895 W Exit A Ramp	)											
150 Ramp	Chesterfield County	0.02 <b>NA</b>								NA			NA	
130)	To:	I-95 South												
	From:	SR 150 W, SR 895 W												
150 Ramp	Chesterfield County	0.55 <b>25000 G</b>								NA			25000	(
.,	To:	I-95 North Exit 67B Ran	пр											
	From:	US 29 N Amherst Hwy	,											
151)Patrick Henry Hwy	Amherst County	6.34 <b>2000 F</b>	95%	0%	1%	4%	1%	0%	С	0.087	F	0.572	1900	F
<u> </u>	To:	Nelson County Line												
	Nolon County	Amherst County Line	000/	00/	10/	60/	20/	00/	С	0.093	F	0.567	2200	,
151)	Nelson County	1.46 <b>2400 G</b>		0%	1%	6%	3%	0%	C	0.093	Г	0.567	2300	(
	From:	SR 151 Y North of Piney R		407		00/	00/	201		0.007	_	0.500	0700	
151)	Nelson County	0.21 <b>2900 G</b>	93%	1%	1%	3%	2%	0%	F	0.087	F	0.536	2700	(
	To: From:	S SR 56												
151) (56) Patrick Henry Hwy	Nelson County	2.56 <b>1800 G</b>	93%	1%	1%	3%	2%	0%	С	0.094	F	0.5	1700	C
<u> </u>	Ta: From:	N SR 56												
151)Patrick Henry Hwy	Nelson County	2.30 <b>1800 G</b>	97%	1%	1%	1%	1%	0%	F	0.099	F	0.511	1700	(
<u> </u>	To	62-666 Woodson Rd												
151) Patrick Henry Hwy	Nelson County	8.09 <b>1400 G</b>	97%	1%	1%	1%	1%	0%	F	0.108	F	0.653	1300	(
<u> </u>	Too	62-664 Beach Grove Ro	1											
Rockfish Valley Hwy	Nelson County	5.52 <b>4700 G</b>		1%	1%	1%	1%	0%	С	0.092	F		4400	(
	To	SR 6 River Rd												
151 6	Nelson County	6.22 <b>7500 G</b>	91%	1%	1%	1%	6%	0%	С	0.087	F		7000	(
151/6			0170	170		1 /0	070	0 /0	J	0.007	•		7000	
)	Nolcon County	SR 6 Avon 1.41 <b>8400 G</b>	91%	1%	1%	1%	6%	0%	F	0.092	F		7800	(
151)	Nelson County	1.41 <b>0400 G</b>	91%	170	170	170	0%	U%	г	0.092	г		7000	Ċ

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

						Truc	k			K		Dir		
Route	Jurisdiction	Length AADT QA	<b>A</b> 4Tire	Bus	2Axle	3+Axle 1	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
151 Critzers Shop Rd	Albemarle County (Maint: 62)	Nelson County Line 1.11 <b>9000 G</b>	91%	1%	1%	1%	6%	0%	F	0.091	F	0.646	8400	G
151 Chizers Shop Ru	To:	US 250 Rockfish Gap R		170	170	1 70	0%	0%	г	0.091	г	0.040	0400	G
Wye	From:	SR 151												
151 Tye Brook Hwy	Nelson County	0.23 <b>870 G</b>	87%	1%	2%	8%	3%	0%	С	0.102	F	0.657	930	G
(131)	To:	SR 56												
	From:	US 60 Warwick Blvd												
(152) Main St	City of Newport News	0.41 <b>11000</b> F	99%	0%	0%	0%	0%	0%	С	0.085	F	0.502	11000	F
	Tai	US 17, SR 143 Jefferson A	Ave											
(152) Main St	City of Newport News	0.56 <b>8800</b> F		0%	0%	0%	0%	0%	С	0.096	F	0.537	9400	F
132)	To:	WCL Hampton												
	From:	ECL Newport News												
152 Todds Lane	City of Hampton	1.21 <b>17000 F</b>	99%	0%	0%	0%	0%	0%	С	0.091	F	0.534	18000	F
	To: From:	Big Bethel Rd			$\Box$									
(152) Todds Lane	City of Hampton	1.03 <b>16000 F</b>	99%	0%	0%	0%	0%	0%	F	0.093	F	0.576	17000	F
<u> </u>	To: From:	Aberdeen Rd												
(152) Todds Lane	City of Hampton	0.61 <b>20000 F</b>	99%	1%	0%	0%	0%	0%	С	0.090	F	0.544	22000	F
	Toi	Mag-Cunningham Connec	ctor		$\neg$ $\vdash$									
(152)Cunningham Dr	City of Hampton	0.59 <b>20000</b> F		0%	0%	0%	0%	0%	F	0.097	F	0.508	22000	F
	To:	Coliseum Dr			<u> </u>									
(152) Cunningham Dr	City of Hampton	0.77 <b>9900 F</b>	100%	0%	0%	0%	0%	0%	С	0.095	F	0.552	11000	F
132)	То:	US 258, SR 134 Mercury I												
	From:	US 460 Colonial Trail												
(153)Rocky Hill Rd	Nottoway County	6.52 <b>2200 G</b>	90%	1%	1%	1%	7%	0%	С	0.102	F		2300	G
	To:	Amelia County Line												
	From	Nottoway County Line												
153 Military Rd	Amelia County	4.70 <b>2500 G</b>	96%	1%	1%	1%	2%	0%	F	0.101	F	0.557	2700	G
	To: From:	04-708 Cralles Rd												
(153) Military Rd	Amelia County	3.01 <b>4200 G</b>	96%	1%	1%	1%	2%	0%	С	0.101	F	0.603	4500	G
$\underline{\hspace{1cm}}$	To-	SR 38 Five Forks Rd												
(153) Military Rd	Amelia County	1.25 <b>4300 G</b>	96%	1%	1%	1%	2%	0%	F	0.102	F	0.628	4600	G
	To:	04-628 Butlers Rd												
153 Military Rd	Amelia County	1.67 <b>4000 G</b>	96%	1%	1%	1%	2%	0%	F	0.101	F	0.644	4300	G
,	To:	US 360 Patrick Henry Hy	wy											
	From:	I-64 Covington			i				-					
154)S Durant Rd/S Craig Ave	City of Covington (Maint: 03)	0.75 <b>12000 G</b>	98%	0%	1%	0%	0%	0%	С	0.094	F		13000	G
<u> </u>	Too	Chestnut Street												
(154) Craig Ave	City of Covington	0.56 <b>5200 G</b>	99%	0%	1%	0%	0%	0%	С	0.098	F		5700	G
104) 51019 / 100	To:	Locust Street	. 5570	070		0 /0	J / 0	0 /0	J	0.000	•		0700	J

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

		Timaly and interestal				Tru	ıck			K		Dir		
Route	Jurisdiction .	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
- Diverside St	From:	Lexington Avenu		00/	10/	40/	00/	00/	_	0.400	F	0.664	2200	
154 E Riverside St	City of Covington	0.28 <b>3000</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.108	г	0.664	3300	G
E Diverside Ct	City of Coving store	Monroe Avenue		00/		40/	400/	00/		0.005			5200	
154 E Riverside St	City of Covington	0.24 <b>4900</b>	<b>G</b> 85%	0%	1%	1%	13%	0%	С	0.095	F		5300	(
Fact History Ct	City of Coving atom	Magazine Avenu		00/		40/	400/	00/		0.404		0.000	4400	
154 East Hickory St	City of Covington	0.09 <b>1000</b> Alleghany Avenu	<b>G</b> 85%	0%	1%	1%	13%	0%	F	0.104	F	0.622	1100	(
	From													
154)Ramp	City of Covington (Maint: 03)	SR 154-S000A; 107-3605-N00 0.11 <b>NA</b>	UIA FROM KI							NA			NA	
154/1161119	To:	I-64-E FROM RT 154SOUTH A	AND DURANT	R						101			107	
	From:	SR 154 I-64-W014A TO &												
Ramp	City of Covington (Maint: 03)	0.16 <b>NA</b>	1100111001							NA			NA	
10-1/	To:	I-64-W FROM RT 154NOR	TH & SOUTH											
outh	From:	SR 154 TO I-64 E	AST											
154) Ramp	City of Covington (Maint: 03)	0.04 <b>NA</b>								NA			NA	
	То:	SR 154- A; 107-3605-N001.	A FROM RT											
	From:	SR 5 John Tyler Memo	orial Hwy											
Courthouse Rd	Charles City County	3.67 <b>1600</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.098	F	0.595	1700	
<u> </u>	To:	18-612 Ruthville	Rd		$\neg$ $\vdash$									
55 Courthouse Rd	Charles City County	1.61 <b>1700</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	С	0.09	F	0.512	1800	
<u> </u>	To:	18-614 Sturgeon Poi	int Rd		<u> </u>									
155 Courthouse Rd	Charles City County	1.14 <b>2900</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.091	F	0.574	3100	(
	To:	New Kent County												
	From:	Charles City County		40/		407	00/	00/		0.004		0.574	0400	
155)	New Kent County	1.09 <b>2900</b>	<b>N</b> 94%	1%	1%	1%	3%	0%	N	0.091	N	0.574	3100	
	To: From:	US 60 Pocahontas												
155	New Kent County	3.83 <b>3400</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.09	F	0.567	3700	(
	To: From:	I-64												
155	New Kent County	2.19 <b>2300</b>	<b>G</b> 96%	0%	1%	1%	2%	0%	С	0.084	F	0.591	2400	(
<u> </u>	То:	SR 249 New Kent	Hwy											
	From:	SR 155 I-64-E214A FROM	I & TO IS 64											
155)Ramp	New Kent County	0.24 <b>NA</b>								NA			NA	
<u> </u>	To:	I-64-E FROM RT	155											
	From:	SR 155 I-64-W214A FROM	1 & TO IS 64											
155) Ramp	New Kent County	0.26 <b>NA</b>								NA			NA	
<u> </u>	Tor	I-64-W FROM RT	155											
	From:	SR 35 Courtland							_					
156 301 Prince George Dr	Prince George County	0.17 <b>1800</b>	<b>G</b> 92%	3%	2%	1%	3%	0%	F	0.084	F	0.568	1900	(
	To- From:	US 301 Crater R			$\Box$									
156) Prince George Dr	Prince George County	4.09 <b>1700</b>	<b>G</b> 92%	3%	2%	1%	3%	0%	С	0.119	F	0.785	1800	(
$\smile$	To	74-626 Tavern R	Rd											

6/30/2011

# 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	Q
	From:		26 Tavern Rd	• •••	00/		407	00/	00/	_	0.440	_	0.707	0000	
Prince George Dr	Prince George County	3.07	2000	<b>G</b> 92%	3%	2%	1%	3%	0%	F	0.118	F	0.737	2200	
	To: From:		West of Disput												
Prince George Dr	Prince George County	5.73	4600	<b>G</b> 90%	4%	1%	1%	4%	0%	С	0.121	F		4900	
<u></u>	To- From:	SR 106 Courtho	ouse Rd; Bypa	ss SR 156											
756) Prince George Dr	Prince George County	0.89	7100	<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.097	F		7700	
	To:	74-674	Mount Sinai I	Rd		<u> </u>									
56)Prince George Dr	Prince George County	2.24		<b>G</b> 98%	0%	1%	1%	1%	0%	С	0.093	F		7800	
39)	To	80	T Homorroll												
56)Arlington Rd	City of Hopewell	0.56	2L Hopewell 9700	<b>G</b> 96%	1%	1%	1%	1%	0%	F	NA			11000	
56) Allington Nd	City of Hopewali			3070	170	170	1 70	1 /0	070	•	INA			11000	
	From:		Serry Street	070/	40/		40/	407	00/	_				5000	
High Ave	City of Hopewell	0.38		<b>G</b> 97%	1%	1%	1%	1%	0%	С	NA			5800	
	From:		on Churchill R S RT 36	.d											
(36) (36) Winston Churchill Dr	City of Hopewell			<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.081	F		12000	
30) (30) 11	To:		N RT 36	0.70	0,0		. , ,	_,0	0,0	-	0.00.	•		.2000	
	From:		rlington Rd												
56) Winston Churchill Rd	City of Hopewell	0.55	18000	<b>G</b> 98%	0%	0%	1%	1%	0%	F	0.080	F		19000	
<u> </u>	Tec	So	uth 6th Ave												
156)Winston Churchill Dr	City of Hopewell	0.80		<b>G</b> 98%	0%	0%	1%	1%	0%	F	0.085	F		9000	
39	To:	SR 10	); Randolph Ro	d											
	From:		S RT 10												
(156)(10) Randolph Rd	City of Hopewell	1.26	9800	<b>G</b> 95%	0%	1%	1%	3%	0%	F	0.084	F		11000	
	To-	EC	L Hopewell												
156) (10) James River Dr	Prince George County	1.17	9500	<b>G</b> 95%	0%	1%	1%	3%	0%	F	0.089	F		11000	
	To		W SR 156												
156) (10) (106) James River Dr	Prince George County	0.73		<b>G</b> 93%	0%	1%	1%	5%	0%	С	0.085	F		10000	
100 (10) (108) sames rates 21	- Image desired			0070	070		170	070	070	Ū	0.000	•		10000	
	Prima County		N SR 10	040/	40/	40/	20/	<b>C</b> 0/	00/		0.000	_		4700	
156/106/	Prince George County	2.69	4400 City County L	<b>G</b> 91%	1%	1%	2%	6%	0%	С	0.098	F		4700	
	From:		eorge County L												
156)(106)	Charles City County	1.31		<b>G</b> 91%	1%	1%	2%	6%	0%	F	0.082	F	0.5	4700	
30) (100)	T-1														
56) 5 John Tyler Memorial Hwy	Charles City County	4.34	E SR 5	<b>G</b> 87%	0%	1%	7%	5%	0%	F	0.092	F	0.614	1500	
56 John Tyler Memorial Hwy	To:		co County Lin		0%	170	1 70	370	076	Г	0.092	Г	0.014	1500	
	From		City County Lin												
56) 5 New Market Rd	Henrico County	1.72		<b>F</b> 87%	0%	1%	7%	5%	0%	F	0.096	F	0.698	2400	
	To:					1									
(56) Willis Church Rd	Honrica County		W SR 5	C 070/	00/	10/	20/	10/	00/	F	NΙΛ			220	
156 / Willis Unurch Ka	Henrico County	3.70	210	<b>G</b> 97%	0%	1%	2%	1%	0%	г	NA			230	

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

		Primary and inters	iale Ro	utes											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	Q۷
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:	Willis Churc								_		_			_
Charles City Rd	Henrico County	1.19 <b>1900</b>	F	97%	0%	1%	2%	1%	0%	F	0.108	F	0.694	2100	F
<u> </u>	To: From:	Elko Ro													
156)Elko Rd	Henrico County	Charles City 4.40 <b>1800</b>	F	97%	0%	1%	2%	1%	0%	С	0.106	F	0.691	1900	
156 EIKO KU	Herrico County	4.40 1600	Г	91%	U70	1 70	270	170	076	C	0.100	Г	0.091	1900	
	To: From:	Elko Tract	Rd												
156)Elko Rd	Henrico County	0.54 <b>4800</b>	F	97%	0%	1%	2%	1%	0%	F	0.12	F	0.649	5200	
<u> </u>	To	E US 60	)												
156) (60) (33) Williamsburg Rd	Henrico County	2.24 13000	Α	93%	1%	1%	1%	4%	0%	С	0.120	Α	0.552	14000	
56 60 33 Williamsburg Rd	Tiermoo County			0070	170	170	170	470	070	•	0.120	,,	0.002	14000	,
	To: From:	I-295													
156) (60) (33) Williamsburg Rd	Henrico County	1.40 <b>13000</b>	F	94%	1%	1%	1%	3%	0%	F	0.092	F	0.52	14000	
	To	SR 33 Nine M	ile Rd												
(56) (60) Williamsburg Rd	Henrico County	1.48 12000		94%	1%	1%	1%	3%	0%	F	0.089	F	0.504	14000	
156 60 Williamsburg Rd	To:	US 60		0 170	170		170	070	070	•	0.000	•	0.00 1	11000	
	From:	US 60 Williams	burg Rd												
Airport Dr	Henrico County	0.54 <b>31000</b>		95%	1%	1%	1%	3%	0%	С	0.081	F	0.519	33000	
30)			•	0070	.,,	.,,	. , 0	0,0	0,0	•	0.00	•	0.0.0	00000	
	To- From:	I-64													
56) Airport Dr	Henrico County	0.76 <b>21000</b>	F	95%	1%	1%	1%	3%	0%	F	0.089	F	0.585	23000	
<u> </u>	To:	SR 33 Nine M	ile Rd												
Airport Dr	Henrico County	1.86 15000		95%	1%	1%	1%	3%	0%	С	0.097	F	0.574	16000	
130)															
	From:	I-295													
Airport Dr	Henrico County	1.09 <b>4800</b>	F	96%	0%	1%	2%	1%	0%	F	0.113	F	0.717	5200	ı
<u></u>	To:	Hanover Coun	*												
	rion:	Henrico Count		2001	201	40/	00/	407	00/	_	0.440	_		5000	
Cold Harbor Rd	Hanover County	0.58 <b>5400</b>	G	96%	0%	1%	2%	1%	0%	С	0.113	F		5800	(
	To: From:	42-630 Mark	et Rd												
Cold Harbor Rd	Hanover County	2.69 <b>1700</b>	G	96%	0%	1%	2%	1%	0%	F	0.107	F	0.640	1800	(
39	7-1	10 COO P. 11 C													
Cald Harbar Dd	From:	42-633 Beulah C		000/	40/	40/	00/	00/	00/		0.405			2700	(
Cold Harbor Rd	Hanover County	1.28 <b>3400</b>	G	98%	1%	1%	0%	0%	0%	С	0.105	F		3700	(
<u> </u>	Ta: From:	42-718 Wyatt H	ouse Rd												
Cold Harbor Rd	Hanover County	1.67 <b>4900</b>	G	98%	1%	1%	0%	0%	0%	F	0.102	F		5300	(
39	To:	10.615.0 : 1	. D.1												
Ostatus de ser Dat	From	42-615 Creigh		000/	40/	40/	00/	00/	00/	_	0.000	_		0000	
56 Cold Harbor Rd	Hanover County	1.22 <b>7900</b>	G	98%	1%	1%	0%	0%	0%	F	0.096	F		8600	(
<u>~</u>	To: From:	42-643 Lee Da	vis Rd												
Cold Harbor Rd	Hanover County	0.85 <b>11000</b>	G	99%	0%	0%	0%	0%	0%	С	0.102	F		12000	(
	To	¥ 205				1									
Cold Horbor Dd		I-295		000/	007		007	007	001		0.440	_		40000	
Cold Harbor Rd	Hanover County	1.48 <b>12000</b>		99%	0%	0%	0%	0%	0%	С	0.116	F		13000	(
<u> </u>	To:	US 360 Bus Mech	nanicsville												

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

-		Primary and interstate R	iouics			Tru	al.			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Dir Factor	AAWDT	QW
North	From:	CD 156 N. Aimont Du			ZAXIE	3+Axie	TITAII	ZTrali		Factor		Factor		
North (156) Ramp	Henrico County	SR 156 N, Airport Dr 0.37 <b>2600 G</b>	88%	2%	1%	1%	7%	0%	С	0.098	F		2600	G
(156) (Karrip	To:	I-64 East	0070	270	1 /0	1 /0	1 /0	070	C	0.030	•		2000	G
N. d	From													
North	Henrico County	SR 156 N, Airport Dr 0.21 <b>6700 G</b>	96%	1%	1%	1%	2%	0%	С	0.079	F		6700	G
156 Ramp	To:	I-64 West	90%	170	170	170	<b>2</b> 70	0%	C	0.079	Г		6700	G
North	From:	SR 156 TO ROUTE 295 EAST	SOUTH							N.1.0			NIA	
156 Ramp	Henrico County	0.35 <b>NA</b>	AIDDODE	ND.	_					NA			NA	
	10.	I-295-E FROM ROUTE 156 NORTH		)R										
North	From:	SR 156 TO ROUTE 295 WEST	NORTH											
156 Ramp	Henrico County	0.22 <b>NA</b>								NA			NA	
<u> </u>	To:	I-295-W FROM ROUTE 156 NORTH	-AIRPORT	DR										
South	From:	SR 156 S, Airport Dr												
(156) Ramp	Henrico County	0.20 <b>690 G</b>	89%	1%	1%	0%	9%	0%	С	0.105	F		690	G
	To:	I-64 East												
South	From:	SR 156 S, Airport Dr												
(156) Ramp	Henrico County	0.29 <b>4500 G</b>	97%	1%	1%	0%	1%	0%	С	0.138	F		4500	G
$\bigcirc$	To:	I-64 West												
South	From:	SR 156 TO RT 295 EASTS0	OUTH											
(156)Ramp	Henrico County	0.20 <b>NA</b>								NA			NA	
	Tor	I-295-E FROM ROUTE 156 SOUTH	AIRPORT I	OR										
South	From:	SR 156 TO ROUTE 295 WEST	NORTH											
(156)Ramp	Henrico County	0.38 <b>NA</b>								NA			NA	
100	To:	I-295-W FROM ROUTE 156 SOUTH	-AIRPORT	OR										
Bypas	From:	SR 106 & 156												
156 106	Prince George County	1.09 <b>5600 G</b>	89%	1%	1%	1%	9%	0%	F	0.095	F	0.558	6100	G
156 106				.,,		.,,	0,0	0,0	-	0.000	•	0.000	0.00	Ū
Bypas	From:	74-609 Old Stage Rd												
(156)(106)	Prince George County	3.47 <b>3400 G</b>	89%	1%	1%	1%	9%	0%	С	0.094	F		3600	G
	To	SR 10-156 East of Hopew	ell											
	From:	SR 6 Patterson Avenue	:		ı									
(157) Gaskins Rd	Henrico County	0.82 <b>19000 F</b>		0%	0%	0%	0%	0%	F	0.098	F	0.581	20000	F
	Too	Quioccasin Rd												
(157) Quioccasin Rd	Henrico County	0.63 <b>13000</b> F	100%	0%	0%	0%	0%	0%	F	0.088	F	0.622	14000	F
157 Quioccasiii Ru	Terrico County	Pemberton Rd	100%	0%	0%	0%	0%	0%	Г	0.000	Г	0.022	14000	Г
	From:	Quioccasin Rd												
(157) Pemberton Rd	Henrico County		100%	0%	0%	0%	0%	0%	F	0.1	F	0.535	8300	F
101)						- / -			-		-			-
Domborton Dd	From	Three Chopt Rd	10001	007	00/	007	007	00/		0.400		0.500	44000	
Pemberton Rd	Henrico County	1.17 <b>10000 F</b>	100%	0%	0%	0%	0%	0%	С	0.102	F	0.588	11000	F
	To: From:	US 250 Broad St												
(157)Springfield Rd	Henrico County	0.59 <b>17000 F</b>	100%	0%	0%	0%	0%	0%	F	0.095	F	0.533	19000	F
$\smile$	To:	Hungary Rd												

# 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		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	ŀ	Hungary Rd												
157)Springfield Rd	Henrico County	0.97	18000 F	100%	0%	0%	0%	0%	0%	С	0.105	F	0.524	19000	F
<u> </u>	To	N	Nuckols Rd												
157)Springfield Rd	Henrico County	1.78	5500 F	100%	0%	0%	0%	0%	0%	F	0.118	F	0.535	5900	
$\bigcirc$	To	Fra	ancistown Rd												
157)Springfield Rd	Henrico County	0.28	5500 N	100%	0%	0%	0%	0%	0%	Ν	0.118	Ν	0.535	5900	
<u></u>	То:	US 33	Staples Mill Rd												
	From:	S	SR 72 W Int												
158) (72) Front St	Town of Coeburn (Maint: 97)	0.65	6000 G	99%	1%	0%	0%	0%	0%	F	0.090	F	0.603	6200	
	Too	S	SR 72 E Int												
158)Front St	Town of Coeburn (Maint: 97)	1.04	1100 G	99%	1%	0%	0%	0%	0%	С	0.092	F	0.574	1200	
	Tar	E	CL Coebum												
159	Wise County	0.43	1100 N	99%	1%	0%	0%	0%	0%	N	0.092	N	0.574	1200	
158)	ss ssay			0070	.,,		0,0	0,0	0,0	•	0.002	•	0.0.	00	
	Wise County	0.07	93 Bull Run Dr 1100 N	99%	1%	0%	0%	0%	0%	N	0.092	N	0.574	1200	
158)	To:		ALT US 58	9970	1 /0		076	076	0 /6	IN	0.092	IN	0.574	1200	
	From:		ALT US 58												_
Front St	Town of Coeburn (Maint: 97)	0.33	4100 G	95%	0%	1%	2%	2%	0%	С	0.088	F	0.706	4400	
198/110111.01	To:		72 Laurel Ave	3070	070		270	270	070	Ü	0.000	•	0.700	4400	
	From		1 Kanawha Trail			l									_
159 Dunlap Creek Rd	Alleghany County	8.52	860 G	90%	1%	2%	2%	6%	0%	С	0.093	F	0.585	900	
139)	Tol.					<del></del>				_					
159) Dunlap Creek Rd	Alleghany County	2.81	1200 G	92%	1%	1%	1%	4%	0%	С	0.097	F	0.592	1300	
159 Dulliap Creek Nu	To:	2.01	I-64	32 /0	1 /0	1 70	1 70	470	070	C	0.037	•	0.552	1300	
	From:	Kanti	ucky State Line			<u>.</u> [									_
160 Trail of the Lonesome Pine	Wise County	6.31	760 G	75%	1%	1%	3%	21%	0%	С	0.113	F	0.553	810	
100)	Tol														
160)	Town of Appalachia (Maint: 97)	1.71	CL Appalachia 760 N	75%	1%	1%	3%	21%	0%	N	0.113	N	0.553	810	
160)	To:	1.7 1	SR 68	7370	1 /0	1 70	370	21/0	070	14	0.113	14	0.555	010	
	From:		I-95												_
161 Commerce Rd	City of Richmond	0.21	18000 G	88%	1%	1%	2%	8%	0%	F	0.086	F	0.644	20000	
101)	To:		Bells Rd	0070	.,,		_,,	0,0	0,0	•	0.000	•	0.0		
	From	Co	ommerce Rd												
161)Bells Rd	City of Richmond	1.17	9100 G	88%	1%	1%	2%	8%	0%	С	0.091	F	0.589	9900	
<u> </u>	To	US 1, US 30	1 Jefferson Davis	Hwy											
161)Bells Rd	City of Richmond	0.49	11000 G	93%	1%	1%	1%	4%	0%	С	0.088	F	0.521	12000	
	To:		Belt Blvd												
161)Belt Blvd	City of Richmond	0.84	Bells Rd					4%	0%	F	0.096	F	0.524	5100	
			4700 G	93%	1%	1%	1%								

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

		Primary and int					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Termin	al Ave				0 17 11 10				. 4515.				
161 Belt Blvd	City of Richmond	0.98 660		93%	1%	1%	1%	4%	0%	F	0.088	F	0.533	7200	G
	To:	SR 10 W; Bro													
	From:	SR 10 Broa								_		_			_
161 10 Broad Rock Blvd	City of Richmond	0.43 160		97%	1%	1%	1%	0%	0%	F	0.083	F	0.576	18000	G
	From:	N R7 SR 10 E, Bro													
161 Belt Blvd	City of Richmond	0.30 <b>130</b>		97%	1%	1%	0%	0%	0%	С	0.085	F	0.571	14000	G
101) - 31 - 113					.,,			-,-	-,-	_		•			_
161)Belt Blvd	City of Richmond	US 360		97%	1%	1%	0%	0%	0%	F	0.083	F	0.521	20000	G
161 Beit Bivd	City of Richinolia			91 /0	1 /0	1 /0	0 /6	076	076		0.003	-	0.521	20000	G
	From:	US 60 Midle										_			
161 Westover Hills Blvd	City of Richmond	0.92 <b>180</b>	00 G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.535	20000	G
$\stackrel{\sim}{=}$	To: From:	Forest H	ill Ave												
(161)Westover Hills Blvd	City of Richmond	0.40 130	00 G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.689	14000	G
$\overline{}$	To:	Evelyn F	Byrd Rd			$\neg$ $\vdash$									
161)Westover Hills Blvd	City of Richmond	0.21 130	•	100%	0%	0%	0%	0%	0%	F	0.101	F	0.652	14000	G
	To	South End	of Dridge												
161) Nickel Bridge	City of Richmond (Maint: TOL)	0.38 <b>130</b>		100%	0%	0%	0%	0%	0%	F	0.101	F	0.652	14000	G
161) Money Bridge	City of Monimora (Maint: 102)			10070	070	070	070	070	070	•	0.101	•	0.002	14000	Ŭ
Bork Dr	City of Richmond	North End 0.31 <b>130</b>		100%	0%	0%	0%	0%	0%	F	0.101	F	0.652	14000	G
161 Park Dr	City of Richmond	0.31 <b>130</b>	00 G	100%	0%	0%	076	076	0%	Г	0.101	Г	0.032	14000	G
	To: From:	Shirley													
161 Park Dr	City of Richmond	0.43 <b>120</b>	00 G	100%	0%	0%	0%	0%	0%	С	0.103	F	0.638	13000	G
<u> </u>	To: From:	Rugb	y Rd												
(161) Blanton Ave	City of Richmond	0.22 <b>120</b>	00 G	100%	0%	0%	0%	0%	0%	F	0.103	F	0.631	12000	G
$\overline{}$	To:	Gran	t St			_									
(161)Boulevard	City of Richmond	0.38 100		100%	0%	0%	0%	0%	0%	С	0.1	F	0.575	11000	F
	To	SR 147	Comy St												
161 Boulevard	City of Richmond	0.84 170		100%	0%	0%	0%	0%	0%	F	0.075	F	0.524	18000	G
161) 200/01/01/0	- Termona			10070	070		070	070	070	•	0.070	•	0.021	10000	Ū
C Parallar and	From	US 33; US 2		070/	40/	40/	00/	407	00/	_	0.00	_	0.505	05000	_
161 Boulevard	City of Richmond	1.05 <b>230</b>	00 G	97%	1%	1%	0%	1%	0%	С	0.09	F	0.505	25000	G
	To: From:	I-9													
(161)Boulevard	City of Richmond	0.12 <b>130</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.095	F	0.571	13000	G
	To- From:	Westwo	od Ave			$\neg$ $\vdash$									
(161) Hermitage Rd	City of Richmond	1.23 890	00 G	98%	0%	1%	0%	0%	0%	С	0.112	F	0.686	9500	G
$\smile$	To	I-9	15												
161)Hermitage Rd	City of Richmond	0.24 160		99%	0%	1%	0%	0%	0%	F	0.104	F	0.567	17000	G
101)							• , ,	• , ,	0,0	-	0	•	5.557		•
I alcasida Acca	From	NCL Ric		0007	007		001	007	001	_	0.004		0.500	47000	
161 Lakeside Ave	Henrico County To:	0.35 160		99%	0%	1%	0%	0%	0%	F	0.094	F	0.538	17000	F
	10:	Dumbar	ton Kd												

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

					Truc	:k			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Dumbarton Rd						_					
161)Lakeside Ave	Henrico County	0.93 <b>12000</b> F 99%	0%	1%	0%	0%	0%	С	0.101	F	0.62	13000	I
<u> </u>	To: From:	SR 356 Hilliard Rd Lakeside Ave											
161)Hilliard Rd	Henrico County	0.74 <b>7100 F</b> 97%	0%	1%	0%	1%	0%	С	0.104	F	0.660	7600	
161) Tilliard Nd	To	US 1; Brook Rd	070		070	170	070	O	0.104	•	0.000	7000	
	From:	SR 161 Commerce Rd		ĺ									
161)Ramp	City of Richmond (Maint: 20)	0.19 <b>4700 F</b>							0.141	Α		5500	
	То:	I-95 South											
	From:	SR 161- A JB-20 FROM RT 161											
Ramp	City of Richmond (Maint: 20)	0.50 <b>NA</b>							NA			NA	
$\smile$	To:	I-95-N FR BELLS ROAD											
	From:	SR 161 Boulevard											
161)Ramp	City of Richmond (Maint: 43)								NA			NA	
<u> </u>	To:	I-95 North											
	From:	SR 161 Hermitage Rd											
Ramp	City of Richmond (Maint: 43)								NA			NA	
<u> </u>	To:	I-95 South											
	From:	ECL Williamsburg											
162 Second St	York County	0.17 <b>23000 G</b>							0.090	Ν	0.545	26000	
<u> </u>	To	SR 143 Merrimac Trail											
	From:	Bus US 29, US 501 Lynchburg Expressway											
163)Wards Rd	City of Lynchburg	0.44 <b>17000 F</b> 99%	0%	1%	0%	0%	0%	F	0.081	F	0.558	18000	
<u> </u>	To: From:	SR 128 Candler Mtn Rd		_									
163)Wards Rd	City of Lynchburg	0.42 <b>27000 F</b> 99%	0%	1%	0%	0%	0%	F	0.081	F	0.504	29000	
<u> </u>	To:	Bus US 460 Fort Avenue											
Bus	From:	Wards Rd						_		_			
163 460 Fort Ave	City of Lynchburg	1.19 <b>23000</b> F 99%	0%	1%	0%	0%	0%	С	0.083	F	0.546	24000	
	From:	Memorial Ave Fort Ave											_
163) Memorial Ave	City of Lynchburg	0.60 <b>11000 F</b> 99%	0%	0%	0%	0%	0%	С	0.08	F	0.540	12000	
103)					-,-		-,-	_					
163) Memorial Ave	City of Lynchburg	Oakley Ave 0.47 13000 F 99%	0%	0%	0%	0%	0%	F	0.085	F	0.503	14000	
163) Wellorial Ave	Only of Eyrichburg		070		070	070	070	'	0.000	'	0.505	14000	
	From:	Park Ave	001		201	00/	201	_	2.225	_	0.500	10000	
163 Memorial Ave	City of Lynchburg	0.33 <b>12000 F</b> 99%	0%	0%	0%	0%	0%	F	0.085	F	0.536	13000	
	To: From:	Langhorne Rd											
163)5th St	City of Lynchburg	0.17 <b>14000 F</b> 99%	0%	0%	0%	0%	0%	F	0.084	F	0.531	15000	
<u> </u>	To: From:	Pollard St											
163)5th St	City of Lynchburg	0.26 <b>13000 F</b> 99%	0%	0%	0%	0%	0%	F	0.089	F	0.57	14000	
$\smile$	To:	Pierce St											
163)5th St	City of Lynchburg	0.27 <b>12000 F</b> 98%	0%	0%	0%	1%	0%	F	0.09	F	0.569	13000	
103/ 21	To To	Park Ave	0,3		• , •	.,,	0,0	•	0.00	•	5.555	.0000	

# 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
100 5th St	City of Lynchburg	0.38 <b>1300</b>		98%	0%	0%	0%	1%	00/	F	0.09	F	0.579	14000	F
163)5th St	City of Lynchburg			90%	0%	0%	0%	170	0%	Г	0.09	Г	0.579	14000	Г
163)5th St	City of Lynchburg	O.57 Clay S		98%	0%	0%	0%	1%	0%	С	0.102	F	0.632	15000	F
103/561	To:	Amherst Cour		0070	0,70		0,0	.,0	0,0		002	•	0.002	.0000	•
	From:	NCL Lyncl		2001	201		201	00/	00/	_	0.004	_	0.000	44000	_
163 Amherst Hwy	Amherst County	1.64 <b>1000</b> 0 Bus US		99%	0%	0%	0%	0%	0%	С	0.084	F	0.606	11000	F
North	From:	SR 163 War													
163 Ramp	City of Lynchburg	0.09 <b>NA</b>	us Ku								NA			NA	
1009	To:	US 501; Bus	US 29												
	From:	US 17 Bridg	e Road												
164 Western Freeway	City of Suffolk (Maint: 61)	0.84 <b>1900</b>	) G	96%	0%	0%	1%	3%	0%	F	0.091	F		22000	G
<u> </u>	To- From:	I-664													
164 Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>3800</b>	) G	96%	0%	0%	1%	3%	0%	F	NA			43000	G
	To: From:	SR 135 Coll				-									
164) Western Freeway	City of Suffolk (Maint: 61)	0.02 4400		96%	0%	0%	1%	3%	0%	С	0.103	Α	0.552	49000	Α
<u> </u>	'to: From:	WCL Ports													
164) Western Freeway	City of Portsmouth (Maint: 64)	0.88 4400		96%	0%	0%	1%	3%	0%	С	0.103	Α	0.552	49000	Α
$\bigcup$	Too	Towne Poi	nt Rd												
164)Western Freeway	City of Portsmouth (Maint: 64)	1.35 <b>5000</b>	) G	95%	0%	1%	1%	3%	0%	С	0.085	F	0.624	56000	G
$\smile$	To-	Cedar La	ne			<u> </u>									
164)Western Freeway	City of Portsmouth (Maint: 64)	1.73 <b>4600</b>	) G	95%	1%	1%	1%	3%	0%	С	0.085	F	0.593	52000	G
	To- From:	West Norfo	lk Rd												
164 Western Freeway	City of Portsmouth (Maint: 64)	1.81 <b>4900</b>		96%	0%	0%	1%	3%	0%	F	0.084	F	0.601	55000	G
<u> </u>	To	US 58, SR 337 Martin													
East	City of Suffolk (Maint: 61)	SR 164 TO ROUTE 66 0.20 NA	4 WESTN	ORTH							NA			NA	
164 Ramp	To:	I-664-W FROM ROU	JTE 164 E	AST							INA			INA	
West	From:	SR 164 TO ROUTE 60													
(164) Ramp	City of Suffolk (Maint: 61)	0.22 <b>NA</b>	T LI IS IS	00111							NA			NA	
	To:	I-664-E FROM ROU	TE 165 W	EST											
West	From:	SR 164 TO ROUTE 66	4 WESTN	ORTH											
164 Ramp	City of Suffolk (Maint: 61)	0.35 <b>NA</b>									NA			NA	
<u> </u>	To:	I-664-W FROM ROU													
Manage Crandy Trail	From:	Bus US 17 George W			20/	40/	00/	00/	00/	_	0.000	_		6000	_
165 Moses Grandy Trail	City of Chesapeake	2.70 <b>5800</b>		97%	2%	1%	0%	0%	0%	С	0.096	F		6300	G
Coder Dd	To: From:	US 17 Domin		070/	40/	40/	40/	40/	00/		0.005			27000	^
165 Cedar Rd	City of Chesapeake	0.28 <b>2500</b> Bells Mill R		97%	1%	1%	1%	1%	0%	С	0.085	F		27000	G

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

Deute		Learnity AADT C	A 4T:	,		Tru	ck			K	011	Dir	A A) A ( D =	٠.
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bells Mill Rd West												
165 Cedar Rd	City of Chesapeake	2.01 <b>29000 G</b>	97%	1%	1%	1%	1%	0%	F	0.093	F		32000	G
	To: From:	131-8798 Bells Mill Rd I												
165) Cedar Rd	City of Chesapeake	1.73 <b>25000 G</b>	97%	1%	1%	1%	1%	0%	F	NA			27000	(
Bus	To: From:	Bus SR 168 Battlefield B	lvd											
165) (168) Battlefield Blvd	City of Chesapeake	0.26 <b>28000 G</b>	98%	0%	1%	0%	0%	0%	С	NA			31000	(
	To.	BUS SR 168 Battlefield F												
165)Mt Pleasant Rd	City of Chesapeake	0.75 <b>18000</b> G		1%	1%	1%	1%	0%	F	0.101	F		20000	(
100)	To:													
165) Mt Pleasant Rd	City of Chesapeake	SR 168 Great Bridge Byp 2.57 <b>18000</b> G		1%	1%	1%	1%	0%	С	0.101	F		20000	
165 JWILL ICASAIN NO	Oity of Officsapeare			1 /0	170	170	1 70	070	O	0.101	•		20000	
165)Mt Pleasant Rd	City of Chesapeake	131-866 Centerville Tp		0%	1%	1%	1%	0%	С	0.11	F		11000	
165 Wit Pleasarit Ru	City of Chesapeake			0%	176	170	170	0%	C	0.11	Г		11000	
	To: From:	131-8667 Fentress Airfield		00/		40/	40/	201		0.444			40000	
165 Mt Pleasant Rd	City of Chesapeake	0.91 11000 G		0%	1%	1%	1%	0%	F	0.114	F		12000	
	From:	ECL Chesapeake												
165 North Landing Rd	City of Virginia Beach	1.49 <b>12000</b> G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.623	11000	
	Tou	134-8667 Salem Rd			<u> </u>									
165)North Landing Rd	City of Virginia Beach	2.64 <b>15000</b> G	98%	1%	1%	0%	0%	0%	С	0.103	F	0.665	14000	
100)	To:	SR 149 Princess Anne I	Rd											
	From:	North Landing Rd												
165 Princess Anne Rd	City of Virginia Beach	2.68 <b>27000 G</b>	98%	1%	1%	0%	0%	0%	F	0.081	F	0.57	28000	(
<u> </u>	To: From:	Dam Neck Rd												
165) Princess Anne Rd	City of Virginia Beach	1.46 <b>45000 G</b>		0%	0%	0%	0%	0%	F	0.076	F	0.545	49000	(
<u> </u>	To:	Independence Blvd Sou Independence Blvd Blv												
165) Princess Anne Rd	City of Virginia Beach	0.48 <b>44000</b> G		0%	0%	0%	0%	0%	F	0.083	F	0.500	46000	
165)1 11110033 711110 110	Only of Virginia Bodon		0070	070		070	070	070	•	0.000	•	0.000	10000	
165)Princess Anne Rd	City of Virginia Beach	Lynnhaven Pkwy 0.40 <b>60000</b> G	99%	0%	0%	0%	0%	0%	F	0.079	F	0.53	63000	
165)1 Tilless Affile Ru	City of Virginia Beach		9970	070	078	076	070	076	'	0.073	'	0.55	03000	
Dringers Anna Dd	City of Virginia Booch	Ferrell Pkwy	• 000/	00/		00/	00/	00/		0.00	F	0.607	40000	
Princess Anne Rd	City of Virginia Beach	0.69 <b>38000 G</b>	99%	0%	0%	0%	0%	0%	С	0.09	Г	0.627	40000	(
	From:	134-8640 Providence R												
Princess Anne Rd	City of Virginia Beach	1.07 <b>28000 G</b>	99%	0%	0%	0%	0%	0%	F	0.089	F	0.618	29000	(
	To: From:	134-7837 Edwin Dr												
165) Princess Anne Rd	City of Virginia Beach	1.19 <b>36000 G</b>	99%	0%	0%	0%	0%	0%	F	0.09	F	0.64	38000	(
<u>~</u>	To: From:	SR 190 Kempsville Ro												
165) Princess Anne Rd	City of Virginia Beach	1.62 <b>27000 G</b>	99%	0%	0%	0%	0%	0%	С	0.091	F	0.633	28000	(
$\smile$	To- From	134-8730 Cheyenne Re	d											
165) Princess Anne Rd	City of Virginia Beach	0.31 <b>30000 G</b>		0%	0%	0%	0%	0%	F	0.091	F	0.698	31000	(
	To:	ECL Norfolk; Newtown	Rd											

6/30/2011

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

							Tru	rck			K		Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	WCL Virginia Beach,			00/	2001	00/	007	201	_	0.004	_	0.000	0.4000	_
165 Kempsville Rd	City of Norfolk	1.00 <b>220</b>	00 G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.689	24000	G
	From:	US 58 Virginia										_			
165) Kempsville Rd	City of Norfolk	1.57 130		99%	0%	0%	0%	0%	0%	F	0.105	F	0.557	14000	C
<u> </u>	From:	US 13 Northa Kempsv													
165) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>320</b>		97%	1%	1%	0%	1%	0%	F	0.089	F	0.556	35000	(
103/13/100/100/100/100/100/100/100/100/1	То:	SR 166,							-,-						
	From:	US 13 Northampton Blvd;	SR 166 Princ	ess Anne F											
165 Military Hwy North	City of Norfolk	0.62 <b>450</b>	00 G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.513	48000	(
<u> </u>	To: From:	I-6	4												
165 Military Hwy North	City of Norfolk	0.60 <b>250</b>	00 G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.560	28000	(
$\mathcal{L}$	To:	SR 192 Azale	a Garden Rd												
165)Military Hwy North	City of Norfolk	0.39 <b>250</b>		98%	1%	1%	0%	0%	0%	С	0.082	F	0.525	27000	(
, ,	Tod	SR 247 Nor													
165) Military Hwy North	City of Norfolk	1.65 <b>280</b>		98%	1%	1%	0%	0%	0%	F	0.081	F	0.534	26000	(
165/ ((111)	ony of Norton			3070	170	170	070	070	070	•	0.001	•	0.004	20000	`
Limb Create Dd	From	SR 170 Littl		070/	40/		40/	40/	00/		0.004		0.540	20000	,
Little Creek Rd	City of Norfolk	0.12 <b>350</b>	00 G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.518	39000	(
	From:	SR 194 Chesa													
165) Little Creek Rd	City of Norfolk	0.58 <b>260</b>	00 G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.546	28000	(
<u> </u>	To: From:	Tidewater & Se	wells Point R	Rd											
165)Little Creek Rd	City of Norfolk	0.86 <b>230</b>	00 G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.629	26000	(
<u> </u>	To:	NHS C													
Little Creek Dd	City of Novfolls	I-6		070/	40/	40/	40/	40/	00/	F	0.070	F	0.540	07000	,
Little Creek Rd	City of Norfolk	0.36 <b>240</b>	00 G	97%	1%	1%	1%	1%	0%	Г	0.079	Г	0.519	27000	(
	To: From:	US 460 G													
165 Little Creek Rd	City of Norfolk	1.19 <b>240</b>	00 G	99%	1%	1%	0%	0%	0%	С	0.086	F	0.586	22000	(
<u> </u>	To: From:	Dive	n St												
165)Little Creek Rd	City of Norfolk	0.78 <b>150</b>	00 G	99%	1%	1%	0%	0%	0%	F	0.086	F	0.628	16000	(
<u> </u>	To:	SR 337 Han	npton Blvd												
	From:	SR 165 I-564-S000A l		54 SOU											
165 Ramp	City of Norfolk (Maint: 64)	0.11 <b>N</b>									NA			NA	
<u> </u>	To	I-64-E FROM RT 165	NORTH &	SOUTH											
<u>Vorth</u>	From:	SR 165 TO I													
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>N</b>	4								NA			NA	
<u> </u>	To: From:	122-99026- A RROM R	OBIN HOO	D ROAD		<u> </u>									
North	City of Norfolk (Maint: 64)	0.11 <b>N</b> /	Δ								NA			NA	
165) Ramp		I-64-W FROM RT 16500-		HIGHWA	Y						1 1/7			INA	
	From:			11011117	•	I									
166 Bainbridge Blvd	City of Chesapeake	US 17 Dom 2.05 <b>55</b> 0		86%	1%	2%	6%	6%	0%	F	0.126	F	0.819	5500	(
166 Bainbridge Blvd	To:	SR 190 Great		UU /0	1 /0	2 /0	U /0	U /0	U /0	1	0.120	-	0.018	5500	•

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

Б	1			4	_		Trι	ıck			K	014	Dir	4 4 1 4 / D.T.	٥,
Route	Jurisdiction	Length AAD	)I QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q١
	From:	SR 190 Great I								_					
66 Bainbridge Blvd	City of Chesapeake	0.69 <b>100</b> 0	00 G	86%	1%	2%	6%	6%	0%	С	0.094	F		10000	(
	To: From:	US 13 Milit													
166)(460)Bainbridge Blvd	City of Chesapeake	0.74 <b>110</b> 0	00 G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	(
	To- From:	Freeman													
166)(460)Bainbridge Blvd	City of Chesapeake	1.25 <b>120</b> 0	00 G	97%	1%	1%	1%	1%	0%	F	NA			14000	
<u> </u>	To: From:	Chesapea	ike Dr												
166)(460)Bainbridge Blvd	City of Chesapeake	0.81 <b>870</b>	0 G	97%	1%	1%	1%	1%	0%	С	NA			9500	
	To:	SR 337 Poin													
Daily design (t	From:	Bainbridg		000/	40/	40/	407	40/	00/	_	0.000	_		0.400	
Poindexter St	City of Chesapeake	0.56 <b>860</b>	0 G	96%	1%	1%	1%	1%	0%	С	0.092	F		9400	
	To: From:	Liberty													
66 (460) 22nd St	City of Chesapeake	0.39 <b>680</b>		96%	1%	1%	1%	1%	0%	F	NA			7500	
<u> </u>	To: From:	SCL No NCL Ches													
66)(460)Wilson Rd	City of Norfolk	0.65 <b>820</b>		96%	1%	1%	1%	1%	0%	F	0.101	F	0.686	9000	
66)(460)(11165)(114	To-	Campostel		0070	170		170	170	070	•	0.101	•	0.000	0000	
	From:	Wilson													
66)(460)(168) Campostella Rd	City of Norfolk	0.73 <b>3300</b>	00 G								0.109	F	0.737	36000	
	To: From:	Kimball	Terr												
66)(460)(168)Brambleton Ave	City of Norfolk	0.30 4800	00 G								NA			52000	
	Too	US 460 Bramb	bleton Ave			<u> </u>									
66) Park Ave	City of Norfolk	0.45 <b>150</b> 0		98%	0%	1%	0%	1%	0%	С	0.082	F	0.639	17000	
	Too	US 58 Va Be													
66) Park Ave	City of Norfolk	0.14 <b>130</b> 0		98%	0%	1%	0%	1%	0%	F	0.082	F	0.526	15000	
66) I alk Ave	To:	Princess A		30 /0	070	1 70	070	1 70	070	'	0.002	'	0.520	13000	
	From:	Park A													
Princess Anne Rd	City of Norfolk	0.65 <b>170</b> 0	00 G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.519	19000	
<u> </u>	To	Merrima	c Ave												
Princess Anne Rd	City of Norfolk	0.30 1900		97%	1%	1%	1%	1%	0%	F	0.084	F	0.532	20000	
33)	To:	Dellanting	a Dlvid												
Princess Anne Rd	City of Norfolk	0.95 <b>210</b> 0		97%	1%	1%	1%	1%	0%	С	0.1	Α	0.519	23000	
66)1 IIII0033 7 IIII0 1 Kd	City of Nortein			01 70	170	170	170	170	070	O	0.1	,,	0.010	20000	
Driver Avec Bd	Ton:	Azalea Gar		070/	40/		40/	40/	00/		0.000		0.500	05000	
66) Princess Anne Rd	City of Norfolk	1.46 <b>220</b> 0	00 G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.563	25000	
	To- From:	US 13 Milit	tary Hwy												
166) (13) (165) Northampton Blvd	City of Norfolk	0.26 <b>320</b> 0		97%	1%	1%	0%	1%	0%	F	0.089	F	0.556	35000	
	To:	SR 165 Princes													
North country 21	From:	SR 165 Mili		0701	001		001	001	001	_	0.007	_	0.500	05000	
166) (13) Northampton Blvd	City of Norfolk	0.62 <b>3400</b>		97%	0%	1%	0%	2%	0%	F	0.094	F	0.599	35000	
<u>~ ~</u>	To:	I-64	1												_

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
166 (13) Northampton Blvd	City of Norfolk	k 0.20	72000	G	97%	0%	1%	0%	2%	0%	F	NA			75000	G
<u>~</u> ~	To: From:	CL	Virginia Be													
166 (13) Northampton Blvd	City of Virginia Be		62000	G	97%	0%	1%	0%	2%	0%	F	0.072	F	0.546	64000	G
	10: From:		Diamond Spa Northampto													
(166) Diamond Springs Rd	City of Virginia Be		29000	G	97%	0%	1%	1%	1%	0%	С	0.08	F	0.598	27000	G
	То:		S 60 Shore I	Dr												
	From:	North	Carolina Stat	te Line												
168 Battlefield Blvd	City of Chesape	ake 1.79	24000	Α	97%	0%	0%	1%	1%	0%	С	0.178	Α	0.515	22000	Α
	To	Bus SR 168 Ba	ttlefield Bly	/d: Gallb	ush Rd											
(168) Chesapeake Expressway	City of Chesapeake (M		12000	G	97%	0%	0%	1%	1%	0%	F	0.088	F		11000	G
	T ₀ .	Bus SR 168 Battlefi	ield Blyd: N	oor India	n Craak D	d										
(168) Chesapeake Expressway	From: L City of Chesapeake (M		12000	G	97%	0%	0%	1%	1%	0%	F	0.088	F		11000	G
100)	To	<u> </u>														
(168) Chesapeake Expressway	From: L City of Chesapeake (M		Hillcrest Pkw 32000	G G	97%	0%	0%	1%	1%	0%	F	0.085	F		30000	G
168 Chesapeake Expressivay	City of Chesapeake (ivi				31 /0	070	070	1 /0	1 /0	076	'	0.005	'		30000	O
Casat Bridge Bureau	To: From:		and Toll Roa		070/	00/		40/	40/	00/		0.005			20000	
168 Great Bridge Bypass	City of Chesape	eake 1.76	32000	G	97%	0%	0%	1%	1%	0%	F	0.085	F		30000	G
	To: From:		168 Battlefie								_		_			
(168) Great Bridge Bypass	City of Chesape	eake 0.20	29000	G	97%	0%	0%	1%	1%	0%	F	0.085	F		27000	G
	To: From:		Hanbury Rd													
(168) Great Bridge Bypass	City of Chesape	eake 1.50	47000	G	97%	0%	0%	1%	1%	0%	F	0.094	F		44000	G
<u> </u>	To: From:	SR 16	55 Mt Pleasa	ant Rd												
(168) Great Bridge Bypass	City of Chesape	eake 2.49	71000	G	97%	0%	0%	1%	1%	0%	F	0.094	F		65000	G
	To	Bus SR	168 Battlefie	eld Blvd			_									
168 Oak Grove Connector	City of Chesape	eake 1.82	70000	G	97%	0%	0%	1%	1%	0%	F	0.094	F		65000	G
	Ta		I-64				$ \bot$									
(168) (64)	City of Chesapeake (N	Maint: 64) 0.50	10.			See I-6	4 for di	rectional t	raffic vo	olume es	timate	s for this	segm	ent.		
100) (04)	Combined Traffic Estimates for 2 Parallel I	•	107000	N	95%	0%	1%	1%	3%	0%	Ν	NA	J		115000	Ν
	To:		I-64; US 17													
	From:		R 168 CD R	Rd												
168 64 I-64 W Exit 290	City of Chesapeake (N	Maint: 64) 0.10				See I-6	4 for di	rectional t	raffic vo	olume es	timate	es for this	segm	ent.		
	To: From:		to Bus SR	168 S												
(168) (64) I-64 W Exit 290	City of Chesapeake (N	Maint: 64) 0.10				See I-6	4 for di	rectional t	raffic vo	olume es	timate	s for this	segm	ent.		
$\sim$	To: From		p From SR 1	168 S			$\Box$									
168 (64) I-64 W Exit 290	City of Chesapeake (N	Maint: 64) 0.20				See I-6	4 for di	rectional t	raffic vo	olume es	timate	s for this	segm	ent.		
	To:	·	SR 168, Bus		3											
Pama	City of Chesapeake (N		p to Bus SR	168		Socie	4 for di-	rectional t	roffic ve	duma as	timata	o for this	0000	ont		
168 64 Ramp	City of Chesapeake (N	,	Bus SR 168	1		3 <del>66</del> 1-0	4 101 all	<del>c</del> ulurial l	iallic VC	nume es	umale	;5 IUI IIIS	segn	i <del>c</del> i Il.		
			DUS DK 108	)												

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

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Bus SR 168													
168 168 Battlefield Blvd	City of Chesapeake	0.35 <b>58000</b>	N	98%	0%	1%	0%	0%	0%	Ν	0.081	Ν		63000	Ν
	To:	End Bus SR 168	8												
Dawletiald Dlad	City of Change and a	I-64; US 17		070/	40/	40/	40/	40/	00/	_	NIA			44000	_
168 Battlefield Blvd	City of Chesapeake	0.54 <b>45000</b>	G	97%	1%	1%	1%	1%	0%	F	NA			44000	G
	To: From:	US 13 Military H	_												
168 Battlefield Blvd	City of Chesapeake	0.47 <b>21000</b>	G	97%	1%	1%	1%	1%	0%	F	0.084	F		22000	G
<u> </u>	Ta: From:	Campostella Ro													
168 Atlantic Ave	City of Chesapeake	0.42 <b>15000</b>	G	97%	1%	1%	1%	1%	0%	F	0.094	F		16000	G
$\smile$	To:	Providence Rd				$\neg$ $\vdash$									
168 Atlantic Ave	City of Chesapeake	1.16 <b>17000</b>		97%	1%	1%	1%	1%	0%	С	0.118	Α	0.634	18000	Α
	To:	Old Atlantic Aven													
168) Atlantic Ave	City of Chesapeake	0.39 <b>9600</b>		97%	1%	1%	1%	1%	0%	F	0.110	F		10000	G
168) Addrille Ave	Only of Officsapeake			31 /0	170	170	1 /0	1 /0	070	'	0.110	•		10000	O
O	To: From:	SR 246 Liberty R		070/	40/		40/	40/	00/		NIA			47000	
168 Campostella Rd	City of Chesapeake	0.35 <b>16000</b>	G	97%	1%	1%	1%	1%	0%	F	NA			17000	G
	To: From:	SCL Norfolk													
168 Campostella Rd	City of Norfolk	0.52 <b>26000</b>	G	97%	1%	1%	1%	1%	0%	F	NA			28000	G
$\overline{}$	To: From:	SR 407 Indian Rive	r Rd												
168 Campostella Rd	City of Norfolk	0.26 <b>23000</b>	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.719	25000	G
	To:	US 460 Wilson F	Rd												
	From:	Wilson Rd										_			_
168 460 166 Campostella Rd	City of Norfolk	0.73 <b>33000</b>	G								0.109	F	0.737	36000	G
	To: From:	Kimball Terr													
168 (460) 166 Brambleton Ave	City of Norfolk	0.30 <b>48000</b>	G								NA			52000	G
	To: From:	Park Ave													
168 (460) Brambleton Ave	City of Norfolk	0.40 <b>30000</b>	G								0.079	F	0.589	33000	G
	To:	Brambleton Ave	Δ.												
168 Tidewater Dr	City of Norfolk	0.31 <b>31000</b>		98%	0%	1%	0%	1%	0%	F	0.077	F	0.510	33000	G
100)	To														
168)Tidewater Dr	City of Norfolk	US 58 Va Beach B 0.89 <b>30000</b>		98%	0%	1%	0%	1%	0%	F	0.076	F	0.508	33000	G
168/ Fidewater Di	City of Nortoix			90 /0	076	1 /0	0 /6	1 /0	0 /6	-	0.070	-	0.506	33000	G
	From:	Lindenwood Av						407							
168 Tidewater Dr	City of Norfolk	0.81 <b>29000</b>	G	98%	0%	1%	0%	1%	0%	F	0.076	F	0.522	31000	G
<u> </u>	To: From:	Cromwell Dr													
168 Tidewater Dr	City of Norfolk	1.03 <b>35000</b>	Α	98%	0%	1%	0%	1%	0%	С	0.096	Α	0.518	38000	Α
$\smile$	Too	Norview Ave				_									
(168) Tidewater Dr	City of Norfolk	1.11 36000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.516	39000	G
	To	I-64													
168) Tidewater Dr	City of Norfolk	0.60 <b>29000</b>	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.61	31000	G
108) Lidewater Di	City of Nortolk	SR 165 Little Creek		JJ /0	U /0	1/0	U /0	U /0	0 /0	Г	0.000	r	0.01	31000	G

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

		i ililialy al						Tri	ıck			K		Dir		
Route	Jurisdiction -	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Tidoustor Dr	From:	SR 16 1.29	5 Little Cre		000/	00/	10/	00/	00/	00/		0.1	F	0.670	20000	G
168 Tidewater Dr	City of Norfolk		18000	G	99%	0%	1%	0%	0%	0%	С	0.1	Г	0.679	20000	G
168 Tidewater Dr	City of Norfolk	B 1.01	ay View Blv 12000	vd <b>G</b>	99%	0%	1%	0%	0%	0%	F	0.103	F	0.601	13000	G
168) Fidewater Di	City of Nortoix				3370	070	1 70	0 70	070	0 70	•	0.103	'	0.001	13000	O
(168) Tidewater Dr	City of Norfolk	0.75	460 Granby	y St G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.585	6700	G
108)	To:		Ocean Vie		0070	0,0		0,0	0,0	0,0	-	01.102	•	0.000	0.00	
North	From:	SR 168; 1S	R 168-P SR	168-N01	5B											
(168) Ramp	City of Chesapeake (Ma		NA									NA			NA	
	То:	US 17-N0	17C TO RT	64 WES	ST											
North	From:	SR 168; 1S		168-N01	5A											
168 Ramp	City of Chesapeake (Ma	aint: 64) 0.28	NA									NA			NA	
North	To: From:	SR 168-N015C	TO RT 17	SOUTH	& 190											
(168) Ramp	City of Chesapeake (Ma	aint: 64) 0.05	NA									NA			NA	
<u> </u>	To	US 17-N017B FRO	M RT 17 N	ORTH T	O 464 NO	R										
North 168 Ramp	City of Chesapeake (Ma		NA									NA			NA	
168 / Kamp	To:		291A US 1	7-N017								INA			INA	
North	From:	SR 168-N015B			& 190		Ì									
(168) Ramp	City of Chesapeake (Ma		NA				4					NA			NA	
	To:	SR 168-S015A	TORT 17	SOUTH	& 190											
North	From		8 TO I-64 V	WEST												
( ₁₆₈ )Ramp	City of Norfolk (Maint		NA									NA			NA	
	To:	I-64-W FROM RT 1				RI										
North	From:	SR 168; 122-86		EAST @	THOL											
168 Ramp	City of Norfolk (Maint	t: 64) 0.20 I-64-E FROMRT 16	NA NODTU	TIDEWA	TED INDI	IV	_					NA			NA	
	From				ATEK DKI	I V										
South (168) Ramp	City of Chesapeake (Ma		168-P TO R	1 190								NA			NA	
168/1/2/11	Table Street Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control	•		COLUMN	0.100							100			14/1	
South	From:	SR 168-N015C		SOUTH	& 190											
168 Ramp	City of Chesapeake (Ma		NA									NA			NA	
	101	US 17 SR 190			4,64 &											
South	City of Norfolk (Maint		8 TO I-64 I <b>NA</b>	EAST								NA			NΙΔ	
168 Ramp	City of Norrolk (Maint	I-64-E FROM RT 1		TIDEW	ATER DR	21	<del></del> 1					INA			NA	
South	From		8 TO I-64 V		LILKUN	ч										
South (168) Ramp	City of Norfolk (Maint		NA	W EO I								NA			NA	
100/1	To:	I-64-W FROM RT 1		I-TIDEW	ATER DE	RI										
Bus	From:	SR 168 Chesapeak					Ī									
168 Battlefield Blvd	City of Chesapeak		13000	G	97%	0%	0%	1%	1%	0%	F	0.086	F		14000	G
	To:		dian Creek	Rd												
							-									

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

		Timaly and	i interstate Ro	4100			Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	India	an Creek Rd												
168 Battlefield Blvd	City of Chesapeake	1.55	16000 G	97%	0%	0%	1%	1%	0%	F	0.086	F		18000	G
Bus	To: From:	Cent	erville Tpke												
168) Battlefield Blvd	City of Chesapeake	3.78	16000 G	97%	0%	0%	1%	1%	0%	F	0.083	F		17000	G
$\smile$	To:	SR 168 Gr	eat Bridge Bypas	S											
Bus (168) Battlefield Blvd	City of Chesapeake		8800 G	98%	0%	1%	0%	0%	0%	F	0.086	F		9600	G
168) Battionold Biva	To:			3070	070		070	070	070	•	0.000	•		0000	Ŭ
Bus	From:		02 Hanbury Rd							_		_		.=	
168 Battlefield Blvd	City of Chesapeake	1.70	15000 G	98%	0%	1%	0%	0%	0%	F	0.083	F		17000	G
Bus	To: From:	SR 165 S, Mount P	Pleasant Rd, Johns	stown Rd											
168 165 Battlefield Blvd	City of Chesapeake	0.26	28000 G	98%	0%	1%	0%	0%	0%	С	NA			31000	G
Bus	To: From:	SR 165 N	orth; Cedar Road												
168) Battlefield Blvd	City of Chesapeake	1.24	34000 G	98%	0%	1%	0%	0%	0%	F	0.083	F		37000	G
	To:	SR 190 G	Great Bridge Blvd												
Bus 168 Battlefield Blvd	City of Chesapeake		36000 G	98%	0%	1%	0%	0%	0%	F	NA			39000	G
168 Battleried Bivd	City of Criesapeake				0%	1%	0%	0%	U%	Г	NA			39000	G
Bus	To: From:	SR 168 Gr	eat Bridge Bypas												
168 Battlefield Blvd	City of Chesapeake	1.39	43000 G	98%	0%	1%	0%	0%	0%	F	NA			47000	G
Bus	To: From:	Hollywood	Rd; Oak Grove R	ld											
168) Battlefield Blvd	City of Chesapeake	0.68	51000 G	98%	0%	1%	0%	0%	0%	F	NA			55000	G
$\overline{}$	To-	Vo	olvo Pkwy			_									
Bus 168 Battlefield Blvd	City of Chesapeake	0.58	58000 G	98%	0%	1%	0%	0%	0%	F	0.081	F		63000	G
168) 2 3 11 2 11 2	To:		I-64				0,0	0,0	0,0	•	0.00	•			
Bus	From:	2.25		000/	00/	40/	00/	00/	201		0.004			00000	
168 168 Battlefield Blvd	City of Chesapeake		58000 N Battlefield Blvd	98%	0%	1%	0%	0%	0%	N	0.081	N		63000	N
Pue	From:		SR 168 NB			<del></del>									
Bus 168) Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)		10000 G								NA			10000	G
100	To:		-64- WB												
Bus	From		SR 168 NB												
168 Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)		8200 G								NA			8200	G
	To:		I-64- EB												
Bus	City of Chesapeake (Maint: 64)		3000 G								NA			2000	G
168 Ramp	To:		I-64 W								INA			3000	G
Bus	From:		Battlefield Blvd	S		<u> </u>									
168) Ramp	City of Chesapeake (Maint: 64)		2900 G	~							NA			2900	G
	To:		I-64 E												

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4T	re Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	SR 143 Mellen S												
169 Mallory St	City of Hampton	0.07 <b>8600</b>	<b>N</b> 98	% 1%	1%	0%	0%	0%	N	0.083	N	0.754	9100	ı
	To: From:	SR 143 County S												
169 Mallory St	City of Hampton	0.15 <b>8600</b>	<b>F</b> 98	% 1%	1%	0%	0%	0%	F	0.083	F	0.754	9100	
<u> </u>	To: From:	US 258 Mercury B												
169) Mallory St	City of Hampton	1.95 <b>6400</b>	<b>F</b> 98	% 1%	1%	0%	0%	0%	С	0.087	F	0.628	6800	
<u> </u>	To	SR 351 E, Pembroke	e Ave											
169)(351)Pembroke Ave	City of Hampton	0.60 <b>4400</b>	<b>F</b> 98	% 1%	1%	0%	0%	0%	F	0.093	F	0.591	4700	
	To	SR 351 W, Pembroke	ο Ανο											
169)Old Buckroe Rd	City of Hampton	1.37 <b>6300</b>	<b>F</b> 99	% 1%	0%	0%	0%	0%	С	0.091	F	0.59	6700	
169) Old Buokies Na	To:	Fox Hill Rd	. 00	70 170		070	070	070	Ü	0.001	•	0.00	0700	
	From:	Old Buckroe Rd	i											
169)Fox Hill Rd	City of Hampton	1.08 <b>14000</b>	<b>F</b> 98	% 1%	1%	0%	0%	0%	F	0.090	F	0.588	15000	
$\smile$	Ta	Woodland Rd												
169)Fox Hill Rd	City of Hampton	0.88 20000	<b>F</b> 98	% 1%	1%	0%	0%	0%	С	0.095	F	0.584	22000	
103)	To													
169)Fox Hill Rd	City of Hampton	Clemwood Pkwy 0.95 <b>25000</b>	y <b>F</b> 98	% 1%	1%	0%	0%	0%	F	0.088	F	0.61	27000	
169 / OX 1 IIII Ku	City of Hampton	US 258; Mercury B		/0 1/0	1 /0	076	0 /0	0 /6		0.000	-	0.01	27000	
	- I	· -			<u> </u>									
ittle Creek Pd	City of Norfolk	SR 165 N Military I 1.08 <b>26000</b>	<u>Нwy</u> <b>G</b> 98	% 0%	1%	0%	1%	0%	F	0.082	F	0.534	28000	
170 Little Creek Rd	City of Nortoik	1.00 2000	<b>G</b> 90	/6 U%	1 70	0%	170	0%	Г	0.062	Г	0.554	20000	
	To: From:	Halprin Drive												
170 Little Creek Rd	City of Norfolk	0.48 <b>25000</b>	<b>G</b> 98	% 0%	1%	0%	1%	0%	F	0.086	F	0.512	27000	
<u></u>	To: From:	SR 192 Azalea Garde	en Rd											
170 Little Creek Rd	City of Norfolk	1.09 <b>23000</b>	<b>G</b> 98	% 0%	1%	0%	1%	0%	F	0.088	F	0.502	24000	
$\mathcal{L}$	То:	US 60 Shore Driv	ve											
	From:	SR 143 Jefferson A	Ave											
171)Oyster Point Rd	City of Newport News	0.70 <b>44000</b>	<b>F</b> 98	% 0%	1%	0%	0%	0%	С	0.088	F	0.502	46000	
$\smile$	To:	121-12 Canon Blv	vd											
071)Oyster Point Rd	City of Newport News	0.17 <b>49000</b>	<b>F</b> 98	% 0%	1%	0%	0%	0%	F	0.088	F	0.567	52000	
	To													
171 Victory Blvd	City of Newport News	0.74 <b>47000</b>	<b>F</b> 99	% 0%	1%	0%	0%	0%	F	0.089	F	0.627	51000	
171) Victory Biva	To:	York County Lin		70 070	170	076	070	070	'	0.003	'	0.021	31000	
	From:	WCL Newport Ne												
Victory Blvd	York County	0.82 <b>49000</b>	<b>F</b> 99	% 0%	1%	0%	0%	0%	С	0.084	F	0.537	52000	
	To:	US 17 George Washington	Mem Hww											
171) Victory Blvd	York County	0.35 <b>31000</b>	<b>F</b> 99	% 0%	0%	0%	0%	0%	F	0.084	F	0.523	33000	
171)	- F			- 0,0		270	0,0	0,0	•	0.00 /	•	0.020	22000	
171) Victory Blvd	York County	SR 134 Hampton H 1.02 <b>19000</b>	łwy <b>F</b> 99	% 0%	0%	0%	0%	0%	F	0.080	F	0.592	20000	
		a cet aunin				1 10/.		1 10/.	_	0.080	-	ロちなり	20000	

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

					Tru	ck			K		Dir		
Jurisdiction	Length AADT	QA 4Tire	e Bus	2Axle				QC	Factor	QK	Factor	AAWDT	Q۷
From:	99-600 Big Bethel J	Rd											
York County	1.48 <b>20000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.087	F	0.548	21000	F
To:	WCL Poquoson												
City of Paguages			00/	00/	00/	00/	00/	_	0.000	_	0.552	12000	F
City of Poquoson			0%	0%	0%	0%	0%	C	0.069	Г	0.553	13000	Г
To: From:				<del> </del> _				_		_			_
City of Poquoson	1.00 <b>11000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.097	F	0.657	12000	F
To: From:	Far Street												
City of Poquoson	0.44 <b>7900</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.097	F	0.644	8500	F
To: From:	Poquoson Ave			$\lnot$									
City of Poquoson	0.50 <b>6700</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	С	0.093	F	0.634	7100	F
To	Runting Rd												
City of Poguoson	<u> </u>	<b>F</b> 99%	0%	1%	0%	0%	0%	F	0.088	F	0.597	3800	F
7.y e.v equeee.					-,-		-,-						
City of Pogueson			00/	10/	09/	∩0/:	09/		0.094		0.676	2800	F
To:		F 9970	0 70		076	076	076		0.004		0.070	2000	'
From:	Poquoson Ave			-									
City of Poquoson	1.27 <b>1300</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	F	0.104	F	0.560	1400	ı
To:	Messick Pt												
From:	SR 171 RAMP TO I-64 TO	I-64 EAST											
City of Newport News (Maint: 99	9) 0.33 <b>NA</b>								NA			NA	
To	I-64-E FROM RT 171 EAST-OY	STER POIN	ΓR										
From:		EST											
City of Newport News (Maint: 99	9) 0.25 <b>NA</b>								NA			NA	
To:	I-64-W FROM RT 171 EAST-OY	STER POIN	ΓR										
From		& TO IS 64											
									NA			NA	
To:	I-64-E FROM RT 171 WEST-OY	STER POIN	ΓR										
From:		& TO IS 64											
									NA			NA	
To:	I-64-W FROM RT 171-VICTORY	Y BOULEVA	RD										
From:	SR 134 Magruder B												
City of Hampton	0.61 <b>7700</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	NA			8400	(
To-	Armistead Ave			$\neg$ $\vdash$									
City of Hampton	0.42 <b>20000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	С	0.102	F	0.594	22000	F
Toi	NASA Main Cate	<u> </u>											
City of Hampton			. 0%	0%	0%	0%	0%	C	0.101	F	0.727	19000	F
any or righter			. 070		C /0	0 / 0	J 70	9	0.101	•	U., Z.	10000	
To:	Semple Farm Rd												
City of Hampton	•	<b>F</b> 98%	0%	0%	0%	0%	0%	F	0.100	F	0.74	17000	F
	City of Poquoson  Top Prom City of Poquoson  Top Prom City of Poquoson  Top Prom City of Poquoson  Top Prom City of Poquoson  Top Prom City of Poquoson  Top Prom City of Poquoson  Top Prom City of Poquoson  Top Prom City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top City of Newport News (Maint: 98 Top Prom City of Newport News (Maint: 98 Top Prom City of Newport News (Maint: 98 Top Prom City of Hampton Top Prom City of Hampton	York County	York County	Prese	York County	Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Populoson   Popu	Post	Po-600 Big Bethel Rd	1.48   2000   F   99%   0%   0%   0%   0%   0%   0%   0	Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Sect	Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   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Section   Section   Section   Section   Section   Sect	Post	Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   Pactor   P

# 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:		CL Hampton				407			_		_			
Wythe Creek Rd	City of Poquoson	1.08	13000	<b>F</b> 98%	0%	1%	1%	0%	0%	С	0.094	F	0.672	13000	F
	To: From:	SR 171 Little I													
Wythe Creek Rd	City of Poquoson	0.24	12000	<b>F</b> 98%	0%	1%	1%	0%	0%	F	0.09	F	0.598	13000	ı
<u> </u>	To: From:	H	Hudgins Rd												
172)Wythe Creek Rd	City of Poquoson	0.62	8000	<b>F</b> 98%	0%	1%	1%	0%	0%	F	0.092	F	0.618	8500	١
<u> </u>	То:	Po	quoson Ave												
	From:	M	loyer Drive												
173 Denbigh Blvd	City of Newport News	0.53	3900	<b>F</b> 98%	1%	1%	0%	0%	0%	С	0.088	F	0.602	4200	
<u> </u>	To:		atalina Drive												
Donbigh Dha	City of Novembert Nove		Catalina Dr	<b>F</b> 98%	40/	10/	00/	00/	00/	F	0.00	F	0.504	0500	
Denbigh Blvd	City of Newport News	0.74	8900	<b>F</b> 98%	1%	1%	0%	0%	0%	г	0.09	г	0.584	9500	
	To: From:		cas Creek Rd												
173 Denbigh Blvd	City of Newport News	0.55	18000	<b>F</b> 98%	1%	1%	0%	0%	0%	F	0.090	F	0.621	19000	
<u> </u>	To- From:	US 60	) Warwick Blv	d		$\neg$ $\vdash$									
173 Denbigh Blvd	City of Newport News	1.14	28000	<b>F</b> 98%	0%	1%	0%	0%	0%	С	0.081	F	0.524	30000	
	To	SD 14	3 Jefferson Av	70											
173) Denbigh Blvd	City of Newport News	1.32		<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.094	F	0.603	29000	
173) 261 21 21 4	To:		k County Line	. 0070	070		070	070	070	•	0.00 1	•	0.000	20000	
	From:		Newport New	S											
173 Denbigh Blvd	York County	2.18	15000	<b>A</b> 99%	0%	0%	0%	0%	0%	С	0.11	Α	0.617	15000	
$\smile$	To:	US 17	GW Mem Hw	/V											
173)Goodwin Neck Rd	York County	1.05		<b>F</b> 95%	0%	1%	1%	3%	0%	С	0.088	F	0.565	9000	
	Tou														
173)Goodwin Neck Rd	York County	1.10	0 Wolf Trap R 3500	<b>F</b> 95%	0%	1%	1%	3%	0%	F	0.084	F	0.659	3700	
173) Goodwiii Neek Ku	Tork County				070	170	1 70	370	070	•	0.004	'	0.000	3700	
	To: From:		Back Creek F							_					
Goodwin Neck Rd	York County	2.23		<b>F</b> 95%	0%	1%	1%	3%	0%	F	0.072	F	0.605	2200	
	10:	99-629 East of													
	From:		220 Virginia A							_		_			
174 Kings Mountain Rd	Henry County	1.45	13000	<b>G</b> 97%	0%	0%	0%	2%	0%	С	0.095	F	0.647	14000	(
<u> </u>	To: From:	44-1172	2 Kings Manor	Dr											
Kings Mountain Rd	Henry County	1.12	12000	<b>G</b> 97%	0%	0%	0%	2%	0%	F	0.092	F	0.606	12000	(
$\smile$	To:	SR 10	08 Figsboro Ro	1											
174)Kings Mountain Rd	Henry County	1.72		<b>G</b> 97%	0%	0%	0%	2%	0%	F	0.09	F	0.607	13000	(
	Tax					<del></del> 1									
174)Liberty St	City of Martinsville	0.49	L Martinsville	<b>G</b> 97%	1%	0%	0%	2%	0%	F	0.095	F	0.548	15000	(
1/4/Liberty St	City of ivialtifisville	0.49	13000	9170	1 70	U 70	070	∠70	070	Г	0.093	Г	0.540	13000	
	To: From:		Inman St												
174)Liberty St	City of Martinsville	0.20	14000	<b>G</b> 97%	1%	0%	0%	2%	0%	F	0.096	F	0.545	15000	(
$\smile$	То:	C	learview Dr												

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

	Tilliary and interstate in	outes			Tri	ıck			. K		Dir		
Jurisdiction	Length AADT QA	4 4Tire	Bus					QC		QK		AAWDT	QW
From:	Clearview Dr												
City of Martinsville		97%	1%	0%	0%	2%	0%	С	0.086	F	0.623	10000	G
То:	Commonwealth Blvd												
From:	US 13 Lankford Hwy											,	
Accomack County	1.65 <b>7900 A</b>	97%	1%	1%	1%	1%	0%	С	0.121	Α	0.550	8000	Α
To: From:	01-704 Coardtown Rd												
Accomack County	1.87 <b>7800 G</b>	97%	1%	1%	1%	1%	0%	F	0.098	F		7900	G
To: From:	01-798 Mill Dam Rd			$\Box$ $\vdash$									
Accomack County	4.86 <b>6700 G</b>	97%	1%	1%	1%	1%	0%	F	0.088	F		6700	G
To: From:	WCL Chincoteague			$\Box$ $\vdash$									
Town of Chincoteague (Maint: 01)	2.45 <b>7600 G</b>	97%	1%	1%	1%	1%	0%	F	0.085	F		8100	G
То:	Main St												
From:		d											
Town of Chincoteague (Maint: 01)									NA			NA	
To:													
From:	SR 316 Cossatt Ave												
Town of Parksley (Maint: 01)	0.38 <b>3000 G</b>	96%	0%	1%	0%	2%	0%	С	0.097	F		3200	G
To: From:	ECL Parksley												
Accomack County		96%	0%	1%	0%	2%	0%	F	0.102	F	0.522	3200	G
				<u></u>									
Montgomony County		07%	00/	0%	10/	10/	09/	C	0.000	_	0.520	11000	F
Workgomery County			076	0 76	1 /0	1 /0	0 /6	C	0.099	•	0.529	11000	-
City of Dodford			00/		40/	40/	00/		0.000		0.54	0200	F
City of Radford	0.86 <b>/800 F</b>	97%	0%	0%	1%	1%	0%	г	0.090	г	0.54	8300	г
From:	Auburn Ave												
City of Radford	0.78 <b>11000 F</b>	97%	0%	0%	1%	1%	0%	F	0.092	F	0.533	12000	F
To: From:	Adams St												
City of Radford		99%	0%	0%	0%	1%	0%	С	0.085	F	0.546	10000	F
10:													
From	·								NIA			NIA	
Montgomery County									NA			NA	
Montgomony County		S000B							NΙΛ			NΙΛ	
Workgomery County									INA			IVA	
From:				<del></del>									
Montgomery County									NA			NA	
To:	Ramp SR 177 B			$\overline{}$					14/4			14/7	
From:	SR 177 S Tular DA			$ \vdash$									
From: Montgomery County	SR 177 S, Tyler Rd 0.06 <b>NA</b>								NA			NA	
	City of Martinsville  To:  From:  Accomack County  Accomack County  Accomack County  From:  Accomack County  To:  From:  Town of Chincoteague (Maint: 01)  To:  From:	Durisdiction   Length   AADT   QA	City of Martinsville	Durisdiction   Length   AADT   QA   4 Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle	Jurisdiction	Durisdiction	Durisdiction	Durisdiction	Durisdiction	Durisdiction	Jurisdiction	Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second Count

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

Deute	luvia diation	Law adda AADT		4T:	D		Tru	ck		- 00	K	OK	Dir	A A \ A \ D T	- O\4/
Route	Jurisdiction	Length AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
178 Main St	Town of Exmore (Maint: 65)	Bus US 13, Lind 0.36 <b>2200</b>	coln St	97%	1%	1%	0%	1%	0%	С	0.101	F	0.545	2200	F
178) Wali St	Town of Exmore (Maint. 65)			9170	170	170	0%	170	076	C	0.101	Г	0.545	2200	Г
178 Belle Haven Rd	Town of Exmore (Maint: 65)	US 13 Lankford 0.15 <b>NA</b>	1 Hwy								NA			NA	
178) 256 1 10.1110	To:	SCL Belle Ha	aven												
	From:	NCL Exmo	re												
178 Belle Haven Rd	Town of Belle Haven (Maint: 65)	0.35 <b>NA</b>									NA			NA	
	To: From:	Accomack Coun	ty Line												
178 Belle Haven Rd	Town of Belle Haven (Maint: 01)	0.48 <b>NA</b>									NA			NA	
	To: From:	SR 181 King St;										_			
178 Shields Bridge Rd	Town of Belle Haven (Maint: 01)	1.24 <b>2000</b>	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.683	2200	G
	To: From:	WCL Belle H													
178 Shields Bridge Rd	Accomack County	2.67 <b>2000</b>	N	99%	0%	1%	0%	0%	0%	N	0.094	N	0.683	2200	N
	To: From:	01-615 Cradocky													
178 Boston Rd	Accomack County	3.95 <b>1200</b>	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.620	1300	G
	To: From:	01-609 S, Big P													
178 Bobtown Rd	Accomack County	0.38 <b>1200</b>	N	99%	0%	1%	0%	0%	0%	N	0.086	N	0.620	1300	N
	To: From:	SR 180 S, Harbo													
178 Bobtown Rd	Accomack County	0.03 <b>2200</b>	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.631	2400	G
	To: From:	SR 180 N, Pungote				-									
(178) Bobtown Rd	Accomack County	1.90 <b>1900</b>	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.637	2000	G
<u> </u>	To:	01-620 Whareho													
Marilani Oi	From:	01-1023 King S		000/	00/	40/	00/	007	00/	_	0.440	_		0500	_
179 Market St	Town of Onancock (Maint: 01)	0.36 <b>2400</b>	G	98%	0%	1%	0%	0%	0%	F	0.119	F		2500	G
	From:	W 01-658 North		000/	00/		00/	00/	00/	_	0.000	_		F700	
179 Market St	Town of Onancock (Maint: 01)	1.16 <b>5300</b>	G	98%	0%	1%	0%	0%	0%	С	0.099	F		5700	G
	From:	SR 126 Fairgrou		000/	00/		00/	00/	00/					7.400	
179 Market St	Town of Onancock (Maint: 01)	0.09 <b>6900</b>	G	98%	0%	1%	0%	0%	0%	F	NA			7400	G
	To: From:	ECL Onanco		222/		<u> </u>									
179	Accomack County	0.69 <b>6900</b>	N	98%	0%	1%	0%	0%	0%	N	NA			7400	N
	To: From:	WCL Onle	-												
( ₁₇₉ )Main St	Town of Onley (Maint: 01)	0.64 <b>6900</b>	N	98%	0%	1%	0%	0%	0%	N	NA			7400	N
	10.	US 13 Bu													
(180) Shore Dr	Accomack County	Dead End	N N	97%	0%	1%	0%	1%	0%	N	0.1	N	0.645	890	N
180) Shore Di	Accomack County	Harborton F		9170	076	170	0%	170	076	IN	0.1	IN	0.043	690	IN
	From:	Shore Dr													
180 Harborton Rd	Accomack County	0.85 <b>830</b>	N	97%	0%	1%	0%	1%	0%	Ν	0.1	Ν	0.645	890	Ν
$\smile$	To:	01-631 Hacksne	ck Rd												

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	ΓQA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	01-631 Hacks	neck Rd												
180 Harborton Rd	Accomack County	2.03 <b>830</b>	G	97%	0%	1%	0%	1%	0%	F	0.1	F	0.645	890	G
$\smile$	To:	SR 178 S, Bob													
	From:	S SR 1		000/	00/		00/	201	001	_	0.004	_	0.004	0.400	_
180 178 Bobtown Rd	Accomack County	0.03 2200		99%	0%	1%	0%	0%	0%	F	0.094	F	0.631	2400	G
	From:	N SR 1 SR 178 N, , Bo													
180) Pungoteauge Rd	Accomack County	2.89 <b>720</b>		97%	0%	1%	0%	1%	0%	С	0.086	F	0.627	770	C
180)							-,-	.,.	-,-	_		•			
	From:	WCL Ke		070/	00/	40/	00/	40/	00/	N.I.	0.000	N.I.	0.007	770	
180	Town of Keller (Maint: 01)	0.46 <b>720</b>		97%	0%	1%	0%	1%	0%	N	0.086	N	0.627	770	١
	From:	US 13 S, Lank S US 1													
180) (13) Lankford Hwy	Town of Keller (Maint: 01)	0.45 <b>1700</b>		93%	1%	1%	1%	5%	0%	F	0.077	F		16000	
100/ (13) =======							.,,		-,-	•		•			
l onlyford I have	A composit County	0.01 <b>1700</b>		020/	40/	10/	10/	E0/	00/	N	0.077	N		16000	
180 (13) Lankford Hwy	Accomack County			93%	1%	1%	1%	5%	0%	IN	0.077	IN		16000	1
	From:	US 13 NO US 13 N, Lank													
180)Wachapreague Rd	Accomack County	4.07 <b>120</b> 0		97%	0%	1%	0%	1%	0%	F	0.082	F	0.502	1300	(
180)							-,-		-,-						
NATION OF	From: (NA - a la company)	WCL Wacha		070/	00/		00/	40/	00/	N	0.000		0.500	4000	
180 Main St	Town of Wachapreague (Maint: 01	,		97%	0%	1%	0%	1%	0%	N	0.082	N	0.502	1300	1
	107	01-1701 Atla													
Wye	From:	SR 180 Ma								_		_			
Brooklyn St	Town of Wachapreague (Maint: 01			97%	1%	1%	0%	1%	0%	С	0.116	F	0.5	170	C
Misso	To: From:	01-1712 Richar 01-1712; Bro													
Wye 180 Richardson Ave	Town of Wachapreague (Maint: 01			97%	1%	1%	0%	1%	0%	Ν	0.116	N	0.5	170	١
180) Michardson Ave	To:	01-1706 Church St; W			1 /0	1/0	070	1 /0	070	14	0.110	14	0.0	170	
	E			ugue		<u> </u>									
Main St	Town of Belle Haven (Maint: 01)	01-609 Ma	un St								NA			NA	
181 Main St	Town or belie Haven (Maint. 01)	SR 178 Shields	Dridge Dd								INA			INA	
	From:	SR 178 Belle I													
(181) King St	Town of Belle Haven (Maint: 01)	0.32 1000		93%	1%	1%	1%	3%	0%	С	0.084	F	0.55	1100	(
101)	Tool	ECL D II													
(181) King St	A coomcole County	ECL Belle : 0.38 <b>100</b> 0		93%	1%	1%	10/	20/	0%	N	0.084	N	0.55	1100	1
181 King St	Accomack County	US 13 Lankfo		93%	170	170	1%	3%	0%	IN	0.064	IN	0.55	1100	'
	From:	US 13 Lankfo		2001	00/		407	00/	00/	_	0.444	_	0.740	4000	
182 Mappsburg Rd	Town of Painter (Maint: 01)	0.65 <b>150</b> 0	) G	98%	0%	1%	1%	0%	0%	F	0.114	F	0.749	1600	(
<u> </u>	To: From:	ECL Pair	nter												
182 Quinby Bridge Rd	Accomack County	3.06 <b>100</b> 0	G	98%	0%	1%	1%	0%	0%	С	0.127	F	0.756	1100	C
$\smile$	To:	01-605 Qu	iinby												
	From:	65-613 Near Sil	ver Beach												
183)Occohannock Neck Rd	Northampton County	6.94 <b>170</b> 0		96%	0%	1%	1%	2%	0%	С	0.108	F	0.505	1800	F
100)	To:	WCL Ext								-					-

# 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	QV
	From:	WCL Exmore				2////	STANE	IIIali	ZIIali		i actor		i actor		
83)Occohannock Neck Rd	Town of Exmore (Maint: 65)	0.51 <b>1500</b>	F	96%	0%	1%	1%	2%	0%	F	0.14	F	0.57	1500	F
83) 5 5 5 5 7 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	To:	Bus US 13	-	0070	0,0		.,0	_,,	0,0	•	· · · ·	•	0.0.	.000	
	From:	65-1101 Pine St; 65-1106 Wa	alain ata	m Avra											
Bay Ave;Mason Ave	Town of Cape Charles (Maint: 65)	1.21 <b>1600</b>	F	97%	1%	1%	1%	1%	0%	F	0.117	F	0.542	1600	F
184) Day Ave, Mason Ave	Town of Cape Charles (Maint. 05)		-		1 70	1 70	1 /0	1 /0	070	'	0.117	•	0.542	1000	'
	To: From:	65-1105 Fig St; 65-1112 Ra													
Stone Rd	Town of Cape Charles (Maint: 65)	0.21 <b>1600</b>	N	97%	1%	1%	1%	1%	0%	N	0.117	N	0.542	1600	1
<u> </u>	To: From:	Heritage Acres C	`t												
Stone Rd	Town of Cape Charles (Maint: 65)	0.06 <b>3700</b>	F	97%	1%	1%	1%	1%	0%	С	0.104	F	0.524	3800	F
<u> </u>	To	ECL Cape Charle	20												
Stone Rd	Northampton County	1.72 <b>3700</b>	N N	97%	1%	1%	1%	1%	0%	N	0.104	Ν	0.524	3800	١
184) Storie Rd	To:	US 13 South of Bay		01 70	170		170	170	070	.,	0.104		0.024	0000	
Cton ou Crook Blud	Chanandach Caunty	85-686 South Ox I 0.08 <b>4400</b>		OE0/	0%	10/	40/	3%	00/	С	0.085	F		4600	(
Stoney Creek Blvd	Shenandoah County	0.08 4400	G	95%	0%	1%	1%	3%	0%	C	0.065	Г		4600	(
	To: From:	I-81													
85)Stoney Creek Blvd	Shenandoah County	0.26 <b>4300</b>	N	95%	0%	1%	1%	3%	0%	Ν	0.090	Ν		4500	1
<u> </u>	To:	WCL Edinburg													
Stoney Creek Blvd	Town of Edinburg (Maint: 85)	0.66 <b>4300</b>	G	95%	0%	1%	1%	3%	0%	F	0.090	F		4500	(
,	To:	US 11 Main St				1									
	From	SR 185 Stoney Creek	Rlvd												
185) Ramp to I-81 S at Exit 279	Shenandoah County	0.21 <b>NA</b>	Divu								NA			NA	
165) Trainp to 1 0 1 0 at 2/10 2/10	To:	I-81 S												1471	
	From	SR 185 Stoney Creek	. D11												
185) Ramp to I-81 N at Exit 279	Shenandoah County	0.26 NA	BIVa								NA			NA	
185 Kamp to 1-81 N at Exit 279	To:	0.20 NA I-81 N									INA			INA	
	From:	North Carolina State		700/	40/		00/	000/	00/	_	0.005	_	0.500	4400	,
Hugs Rd	Southampton County	2.98 <b>1000</b>	G	76%	1%	2%	2%	20%	0%	С	0.095	F	0.563	1100	C
	To: From:	WCL Branchville	e												
186)	Town of Branchville (Maint: 87)	0.62 <b>1000</b>	N	76%	1%	2%	2%	20%	0%	Ν	0.095	Ν	0.563	1100	١
$\mathcal{L}$	To:	ECL Branchville	a.												
186) Pittman Rd	Southampton County	2.35 1300	G	76%	1%	2%	2%	20%	0%	F	0.095	F	0.540	1300	(
100)	To														
	From:	WCL Boykins		700/	40/		00/	000/	00/	_	0.000	_	0.544	0000	,
Pittman Rd	Town of Boykins (Maint: 87)	0.26 <b>1900</b>	G	76%	1%	2%	2%	20%	0%	F	0.098	F	0.541	2000	(
	10.	SR 35 Meherrin R													
	From	01-658 Winterville Rd;								_			·		
187 Guilford Rd	Accomack County	1.06 <b>510</b>	G	97%	0%	1%	1%	1%	0%	F	0.108	F	0.615	550	(
$\smile$	To:	WCL Bloxom				$ \vdash$									
187)Shoremain Dr	Town of Bloxom (Maint: 01)	0.45 <b>510</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.108	Ν	0.615	550	١
101) - 1-1	To:	SR 316 Bayside I		, 0	- / 0		. , ,	.,0	- / 0						•

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

			and mersi					Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Si	R 316 Baysid	le Dr												
(187) Shoremain Dr	Town of Bloxom (N	Maint: 01) 0.59	1600	G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.559	1700	G
$\overline{}$	To:		ECL Bloxo	m												
(187) Nelsonia Rd	From: Accomack Co	ounty 1.60	1500	G	97%	0%	1%	1%	1%	0%	С	0.098	F	0.640	1600	G
107	Tool	,								-,-	_					_
(187) Nelsonia Rd	From: Accomack Co		13 Lankford <b>750</b>	G Hwy	97%	0%	1%	1%	1%	0%	F	0.104	F	0.722	800	G
187 Neisonia Ku	To:		579 Metomp		91 /0	070	1/0	1 /0	1 /0	076		0.104	-	0.722	800	G
		01-	•				_									
Bus Bus Main St	Town of Clifton	Forge 0.07	Ridgeway S		98%	0%	1%	0%	40/	0%	С	0.086	F		4400	0
188 60 220 188 Main St		9		G					1%		_		Г			G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 9000 Keswick S	G	97%	1%	1%	0%	1%	0%	С	NA			9200	G
	From:	IIS	60 Par, Kesv				-									
188 Main St	Town of Clifton		280	G	99%	0%	1%	0%	0%	0%	F	0.138	F		310	G
188)	Combined Traffic Estimates for 2 Parallel	•		G	95%	1%	2%	0%	1%	0%	F	NA			2900	G
	To:		AcCormick E		3070	170		070	170	070	•	100			2000	•
	From:		Main St													
188 McCormick Blvd	Town of Clifton	Forge 0.07	280	G	98%	1%	1%	0%	0%	0%	С	0.135	F		310	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	: 1800	G	98%	0%	1%	1%	0%	0%	С	NA			1900	G
	Tol	-	188 Par, Chu	rob Ct												
188 McCormick Blvd	Town of Clifton		790	G	99%	0%	1%	0%	0%	0%	С	0.104	F	0.57	860	G
188) Moconnick Biva	To:	1 orgc 0.20	Lafavette S		0070	070		070	070	070	Ü	0.104	•	0.07	000	Ŭ
	From:	N	1cCormick E													
(188) Lafayette St	Town of Clifton		250	G	99%	0%	1%	0%	0%	0%	С	0.129	F	0.662	280	G
1	To:	<u> </u>	Rose Ave	!												
	From:		Lafayette S													
(188) Rose Ave	Town of Clifton	Forge 0.22	620	G	97%	1%	2%	0%	0%	0%	С	0.100	F	0.516	670	G
$\smile$	To:		Tremont S													
	From:		Rose Ave			407					_		_			_
Tremont St	Town of Clifton	Forge 0.03	620	G	97%	1%	2%	0%	0%	0%	С	0.100	F	0.516	670	G
	From:		Sioux Ave													
(188) Sioux Ave	Town of Clifton	Forge 0.17	620	G	97%	1%	2%	0%	0%	0%	С	0.100	F	0.516	670	G
(188) Cloux AVC	To:		5-3551 Sioux		31 70	1 /0		070	070	070	O	0.100	'	0.510	070	O
	- Erony	10		17110												
Bus Bus Pidgoway	, St. Town of Clifton	Forge 0.07	Main St 4900	G	97%	10/	2%	00/	10/	00/	С	0.007	NI		4000	_
188 60 220 188 Ridgeway		•				1%		0%	1%	0%		0.097	N		4900	G
	Combined Traffic Estimates for 2 Paralle		e: <b>9000</b> S 60 Comme	G	97%	1%	1%	0%	1%	0%	С	NA			9200	G
	From:	Bus US 60,														
1 _{β8} Commercial Ave	Town of Clifton		1500	G	97%	0%	1%	1%	0%	0%	F	0.105	F	0.66	1600	G
180	_ 1	3				- , •		. , ,	- / 0	- / 0		200	-		. 500	•
Commonaid Assa	To Tron:	Bus US 60 Par				407		001	407	007		0.000		0.070	0000	
188 Commercial Ave	Town of Clifton	•	2400	G	95%	1%	3%	0%	1%	0%	С	0.098	F	0.676	2600	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route		G	95%	1%	2%	0%	1%	0%	F	NA			2900	G
	To:		Church Stre	et												

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

		Primary an	a microtat	.01100				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Cor	mmercial Ave	e			ZAXIC	JIANIC	TITAL	ZITAII		1 actor		1 actor		
188 Church St	Town of Clifton For		1500	G	97%	0%	1%	1%	0%	0%	С	0.107	F	0.613	1600	G
· Bo	Combined Traffic Estimates for 2 Parallel Ro	oadwavs on this Route:	1800	G	98%	0%	1%	1%	0%	0%	С	NA			1900	G
	To:		McCormick					.,.	-,-							
	From:	US 258	Smiths Ferr	ry Rd												
189 South Quay Rd	Southampton Cour	nty 2.20	1800	G	86%	0%	1%	1%	12%	0%	F	0.105	F	0.648	1900	G
	To	97.7	'14 Pretlow R	0.4												
189) South Quay Rd	From: Southampton Cour		2300	G	86%	0%	1%	1%	12%	0%	F	0.101	F	0.593	2400	G
189) Codin Gddy Ma	To:	•	CL Suffolk		0070	070		170	12 /0	070	•	0.101	•	0.000	2400	Ŭ
	From:		mpton Count	y Line												
189	City of Suffolk	1.36	1900	G	86%	0%	1%	1%	12%	0%	С	0.09	F		2000	G
$\bigcirc$	To:	133.	-666 Gates R	d												
189	City of Suffolk	0.82	3400	G	86%	0%	1%	1%	12%	0%	F	0.083	F	0.702	3600	G
189								.,.	,,	-,-	•		•	*****	-	_
	From:		2 South Quay		000/	00/	40/	40/	400/	00/	_	0.000	F	0.0	0000	
189	City of Suffolk	0.55	<b>2400</b> US 58	G	86%	0%	1%	1%	12%	0%	F	0.083	г	0.6	2600	G
	From:	Rai	mp To US 58	8												
189)(189)	City of Suffolk	0.08			Se	ee VA 1	89 for c	directional	I traffic	volume e	estima	tes for th	is sec	ment.		
1037 1037	To:		mp to US 58	3										,		
	From	Ramp	p From SR 1	89												
(189)(189 <i>)</i>	City of Suffolk	0.26	NA									NA			NA	
	To:		US 58													
189) (58) Franklin Bypass	City of Suffolk	1.01	20000	G	86%	1%	1%	1%	12%	0%	F	0.070	F		19000	G
	To		SR 272													
189 (58)	City of Suffolk	4.17	21000	G	86%	1%	1%	1%	12%	0%	F	0.07	F		20000	G
169 (36)	only of our one					1,0		170	1270	070	•	0.01	•		20000	Ŭ
	From		JTH OF HO			40/		407	00/	00/	_	0.400	_	0.57	740	
189 S Quay Rd	City of Suffolk	0.37	670	G	90%	1%	2%	4%	2%	0%	С	0.106	F	0.57	710	G
	To: From:		nberland Lan													
(189 <i>)</i>	City of Suffolk	0.12	1100	G	90%	1%	2%	4%	2%	0%	F	0.107	F		1200	G
<u> </u>	To:	]	Bus US 58													
	From:		S005A TO R	TE 58												
189)	City of Suffolk	0.26	NA									NA			NA	
$\smile$	To:	US 58	FROM RTE	189												
<u>North</u>	From:	SR 189; 1SR	189-P TO R	T 58 E	AST											
189)	City of Suffolk	0.08	NA									NA			NA	
$\smile$	To:	SR 189-5	S005A TO R	TE 58												
South	From:	1SR 189-I	P TO RTE 58	8 EAST												
189)	City of Suffolk	0.05	NA									NA			NA	
$\smile$	To:	SR 189-N005A	SR 189- 5A	TO RT	TE 58											
	From:	SR 166	Bainbridge 1	Blvd												
190 Great Bridge Blvd	City of Chesapeak	ke 0.83	4800	G	88%	2%	3%	5%	3%	0%	С	0.120	F		5200	G
	To:		3 Campostel	lla Rd												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		3 Camposte													_
190 Great Bridge Blvd	City of Chesapeake	0.30	10000	G	88%	2%	3%	5%	3%	0%	F	0.096	F		11000	G
	To- From:		I-64													
190 Great Bridge Blvd	City of Chesapeake	0.26	12000	G	96%	2%	1%	0%	0%	0%	F	NA			13000	G
	To- From:		Dominion 1													
190 Great Bridge Blvd	City of Chesapeake	2.34	12000	G	96%	2%	1%	0%	0%	0%	С	0.1	F		13000	G
	To- From:		68 Battlefie													
(190) Kempsville Rd	City of Chesapeake	0.48	27000	G								0.107	F		29000	G
	To: From:		earfield Ave													
(190) Kempsville Rd	City of Chesapeake	0.81	30000	G								NA			32000	G
<u> </u>	To: From:	Gree	enbrier Pkw	уу												
(190) Kempsville Rd	City of Chesapeake	1.81	20000	G	99%	0%	0%	0%	0%	0%	F	NA			22000	G
	To- From-	V	olvo Pkwy													
(190) Kempsville Rd	City of Chesapeake	0.49	32000	G	99%	0%	0%	0%	0%	0%	F	NA			35000	G
	To:		Virginia Be													
(190) Kempsville Rd	City of Virginia Beach		Chesapeal	G G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.506	31000	G
190) Kempsville Ku	City of Virginia Beach				3370	070	078	070	070	076	'	0.033	'	0.500	31000	G
Kampa illa Dd	City of Virginia Passah		terville Tpl	G G	99%	0%	0%	00/	00/	0%	С	0.004	F	0.50	25000	
190 Kempsville Rd	City of Virginia Beach		37000		99%	0%	0%	0%	0%	0%	C	0.084	Г	0.52	35000	G
Kanana illa D.I	To: From:		ian River R		000/	00/		00/	00/	00/		0.005	_	0.550	00000	
190 Kempsville Rd	City of Virginia Beach	1.29	31000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.558	30000	G
	To- From:		vidence Ro										_			
190 Kempsville Rd	City of Virginia Beach	0.98	33000	G	99%	0%	0%	0%	0%	0%	С	0.081	F	0.513	31000	G
	To: From:		Princess Ar													
190 Witchduck Rd	City of Virginia Beach	0.72	29000	G	97%	1%	1%	1%	1%	0%	F	0.071	F	0.512	27000	G
<u></u>	To: From:		I-264													
190 Witchduck Rd	City of Virginia Beach	0.60	38000	G	97%	1%	1%	1%	1%	0%	С	0.084	F	0.582	40000	G
	To- From:	US 58 Vi	rginia Beac	h Blvd												
(190) Witchduck Rd	City of Virginia Beach	1.29	19000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.583	18000	G
	To	134-87	740 Jericho	Rd			<b>—</b> —									
190 Pembroke Blvd	City of Virginia Beach		11000	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.535	12000	G
	То:	SR 225 Ir	ndependend	e Blvd												
	From:	SR 190-N0	13A FROM	M WITC	7											
(190) Ramp	City of Virginia Beach (Maint:		NA									NA			NA	
$\overline{}$	To	I-264-E	FROM R	Γ 190												
	From:		190 TO I-20	54												
190 Ramp	City of Virginia Beach (Maint:		NA									NA			NA	
<u> </u>	To:	I-264-W	FROM R	Г 190												

# Virginia Department of Transportation Traffic Engineering Division 2010 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
North	From:	SR 190 TO I-264													
190)Ramp	City of Virginia Beach (Maint: 75)	0.03 <b>NA</b>									NA			NA	
<u> </u>	To:	SR 190-S013A SR 190- 13A F	ROM	WITC											
South	From:	SR 190 TO I-264													
190)Ramp	City of Virginia Beach (Maint: 75)	0.04 <b>NA</b>									NA			NA	
$\smile$	To:	SR 190-N013A FROM V	WITC												
	From:	SR 191, S Military H	lwy												
191) [13] [460]	City of Chesapeake	0.18 <b>6900</b>	G	97%	0%	1%	1%	1%	0%	F	NA			7500	G
	To:	AIRLINE BLVD													
	From	US 58 Airline Blvc								_					_
₁₉₁ )Jolliff Rd	City of Chesapeake	2.22 <b>3100</b>	G	98%	1%	1%	0%	0%	0%	С	0.100	F		3400	G
<u> </u>	To	Dock Landing Rd													
191)Jolliff Rd	City of Chesapeake	0.91 <b>3200</b>	G	99%	0%	1%	0%	0%	0%	С	0.162	F		3400	G
	To:	SR 337 Portsmouth B	Blvd												
	From	SR 165 Military Hw													
192) Azalea Garden Rd	City of Norfolk		G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.542	13000	G
192) / Izaioa Gardon Ma	To:	SR 170 Little Creel		01 70	170		170	170	070	•	0.000	•	0.012	10000	Ŭ
	Livery .														
Coorgotoum Diko	Foirfox County	SR 7 Leesburg Pike 3.98 <b>21000</b>	e G	98%	1%	1%	00/	0%	0%	С	0.003	F	0.642	20000	G
193 Georgetown Pike	Fairfax County	3.96 21000	G	90%	170	170	0%	0%	0%	C	0.083	Г	0.642	20000	G
	To- From:	W 29-683 Leigh Mill													
193)Georgetown Pike	Fairfax County	2.36 <b>20000</b>	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.744	18000	G
$\smile$	To	29-676 Towlston Re	d												
193)Georgetown Pike	Fairfax County		G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.676	16000	G
133)	T-														
Coorgotoum Pileo	Foirfox County	Urban Boundary 1.39 <b>25000</b>	G	98%	1%	1%	0%	0%	00/	F	0.096	F	0.552	23000	G
193 Georgetown Pike	Fairfax County	1.39 23000	G	90%	170	1 70	0%	0%	0%	Г	0.096	Г	0.552	23000	G
	To: From:	I-495 Capital Beltwa													
193)Georgetown Pike	Fairfax County	2.01 <b>13000</b>	G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.709	12000	G
$\smile$	To	29-3563 Chain Bridge	Rd												
193)Georgetown Pike	Fairfax County	<u> </u>	G	98%	1%	1%	0%	0%	0%	F	0.117	F	0.843	9200	G
133)	To:	SR 123 Dolley Madison	Blvd												
	From:	SR 193 I-495-N044A TO & FI	POM 1	PT 40											
193)Ramp	Fairfax County	0.16 <b>NA</b>	KOW .	K1 49							NA			NA	
193/14/11	To:	I-495-N From RT 19	93								INA			INA	
	Farm					_									
	Fairfan Canata	SR 193 I-495-S044A TO & FI	ROM I	RT 49							NIA			NIA	
193) Ramp	Fairfax County	0.14 <b>NA</b>	2								NA			NA	
		I-495-S From RT 19													
	From:	SR 166 Princess Anne						_	_	_		_			_
194) Sewells Point Rd	City of Norfolk		G	97%	1%	1%	0%	0%	0%	С	0.091	F	0.531	14000	G
$\smile$	To:	Chesapeake Blvd													
Change and Division		Norview Ave	_	0707	407		001	007	007	_	0.007	_	0.540	00000	^
194) Chesapeake Blvd	City of Norfolk		G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.510	20000	G
~	10:	I-64													

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

_								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:		I-64													
94) Chesapeake Blvd	City of Norfolk	0.85	26000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.581	28000	
	To: From:		65 Little Cre													
194 Chesapeake Blvd	City of Norfolk	1.31	23000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.598	25000	
Observation Physics	From		Bay View Bl		000/	00/		00/	00/	00/	F	0.004		0.505	4.4000	
Chesapeake Blvd	City of Norfolk	0.61	13000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.595	14000	
Channala Bhai	To: From:		Chesapeake :		000/	00/		00/	00/	00/		0.000		0.500	5000	
Chesapeake Blvd	City of Norfolk	0.48	<b>5400</b> 0 Ocean Vie	G W Ave	99%	0%	0%	0%	0%	0%	С	0.099	F	0.592	5800	
lorth	From:		94 TO I-64 V													
194)Ramp	City of Norfolk (Maint: 64		NA	WEST								NA			NA	
104)	To:	I-64-W FROM RT	194 NORTH	-CHES	APEAKE E	3L										
outh	From:	SR 1	94 TO I-64 l	EAST												
194)Ramp	City of Norfolk (Maint: 64	,	NA									NA			NA	
<u> </u>	То:	I-64-E FROM RT	194 SOUTH	-CHESA	PEAKE B	L										
North	From:		5 Downtown													
195	City of Richmond (Maint: 4	,	13000	F	98%	0%	0%	0%	1%	0%	F	0.218	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roads			G	98%	0%	0%	0%	1%	0%	F	NA			28000	
lorth	To- From:	SR	76 Powhite I	Pkwy												
195)	City of Richmond (Maint: 4	(3) 0.79	33000	Α	98%	0%	0%	0%	1%	0%	С	0.158	Α		38000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	67000	Α	98%	0%	0%	0%	1%	0%	С	0.131	Α	0.582	77000	
lorth	To: From:		Thompson S	St												
195)	City of Richmond (Maint: 4	(3) 0.41	38000	G	98%	0%	0%	0%	1%	0%	F	NA			43000	
	Combined Traffic Estimates for 2 Parallel Roads	vays on this Route:	72000	G	98%	0%	0%	0%	1%	0%	F	NA			82000	
	To		3, US 250 Bı	road St												
North	City of Richmond (Maint: 4		40000	G	98%	0%	0%	0%	1%	0%	_	NA			47000	
195	Combined Traffic Estimates for 2 Parallel Roads	,		G	98%	0%	0%	0%	1%	0%	F	NA			98000	
	To To Take Latinates for 21 arane roads				3070	070	070	070	170	070		INA			30000	
North .	From:		NCL Richmo													
195	Henrico County	0.37	40000	G	98%	0%	0%	0%	1%	0%	F	NA			47000	
<u> </u>	Combined Traffic Estimates for 2 Parallel Roads	vays on this Route:	: 85000	G	98%	0%	0%	0%	1%	0%	F	NA			98000	
lorth	To: From:	S	SCL Richmon	nd												
195)	City of Richmond (Maint: 4	0.12	40000	G	98%	0%	0%	0%	1%	0%	F	NA			47000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	85000	G	98%	0%	0%	0%	1%	0%	F	NA			98000	
1st-	To- From	SR 1	97 Laburnur	n Ave												
North 195	City of Richmond (Maint: 4	(3) 0.15	36000	F	98%	0%	0%	0%	1%	0%	F	NA			41000	
190)	Combined Traffic Estimates for 2 Parallel Roads	,		F	98%	0%	0%	0%	1%	0%	F	NA			82000	
	To:	rayo on ano reduce.	I-64; I-95	•	0070	0 /0	70	0 /0	1 /0	0 /0	'	14/7			02000	

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

	1 milary 6	and mitorate	alc rec	1100			т	. a.l.			IZ.				
Jurisdiction	n Length	AADT	QA	4Tire	Bus					QC		QK	Į.	AAWDT	QW
From:		Ramp to I-64	W			ZANIC	JIANIC	TTTAII	ZITAII		1 actor		1 40101		
City of Richmond (N		NA									NA			NA	
To:	Rar	np to I-64 E. I	-95 S												
From:											NIA			NIA	
City of Richmond (N	<u> </u>										NA			NA	
To: From:	R	amp From I-6	4 E												
City of Richmond (N	Maint: 43) 0.48	24000	Α								0.098	Α		26000	Α
To:		I-95 N													
From:			147												
City of Richmond (N	Maint: 43) 0.27	NA									NA			NA	
To: From:		FROM RT 19	5			$\Box$ $\vdash$									
City of Richmond (N	Maint: 43) 0.18	NA									NA			NA	
То:			OYD A'	VENUE											
From:	I-195-N TO T	HOMPSON S	T & CA	RY ST											
City of Richmond (N		NA									NA			NA	
То:	127-7629 FR RT	195 TO HAN	OVER .	AVENUE											
From:		95-N TO RT	250												
City of Richmond (N	-	NA									NA			NA	
Ta-															
From:			M AVE	NUE											
City of Richmond (N			S NOD	ri i							NA			NA	
From:															
City of Richmond (N			-64 WE	S1							NΑ			NΑ	
To:			T 195 N	ORTH							14/1			147 (	
From:															
City of Richmond (N	Maint: 43) 0.13	3100	G								NA			3100	G
То:		I-64 East													
From:	SR 19	5 Downtown	Expwy												
City of Richmond (N	Maint: 43) 0.61	11000	G	98%	0%	1%	0%	1%	0%	F	NA			12000	G
Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	: <b>24000</b>	G	98%	0%	0%	0%	1%	0%	F	NA			28000	G
To: From:	SR	76 Powhite P	kwy												
City of Richmond (N	Maint: 43) 0.22	34000	Α	98%	0%	1%	0%	1%	0%	С	0.149	Α		39000	Α
·	•		Α	98%	0%	0%	0%	1%	0%	C	NA	•		77000	Α
	.,	Grove Ave								-					
To:	l e e e e e e e e e e e e e e e e e e e														
To- From:	14 ( 40) 7		_	0001	001	40'	001	461	001	_				00000	_
City of Richmond (N Combined Traffic Estimates for 2 Parallel	•	34000	G G	98% 98%	0% 0%	1% 0%	0% 0%	1% 1%	0% 0%	F	NA NA			39000 82000	G G
	City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I To From: City of Richmond (I Combined Traffic Estimates for 2 Paralle	Jurisdiction   Length   Prom	Jurisdiction   Length   AADT	Jurisdiction   Length   AADT   QA	Durisdiction   Length   AADT   QA   4Tire	Durisdiction   Length   AADT   QA   4Tire   Bus	Durisdiction	Length AADT QA 4Tire Bus 2Axle 3+Axle	Jurisdiction	Durisdiction	Length   AADT   QA   4Tire   Bus   Truck   2Aste   1Trail   2Trail   QC	Length   AADT   QA   4Tire   Bus   Truck   2Ade   34Axle   1Truck   2Ade   34Axle   1Truck   2Ade   34Axle   Length   AADT   QA   4Tire   Bus   Truck   Truck   QC   Factor   QR   AADT   QA   ATIRE   QANE   3+Add   1Trail   2Trail   QTrail   QR   QR   ATIRE   QR   AADT   QA   ATIRE   QR   AADT   QA   ATIRE   QR   AADT   QA   ATIRE   QA   ATIRE   QR   AADT   QA   ATIRE   ATIRE   QA   ATIRE   ATIRE   QA   ATIRE	Length   AADT   QA   4Tire   Bus   2Add   3Add   11 rail   2Trail   CTrail   CTrai		

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Leng	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
South	From:	US	33 US 250 B	road St												
195)	City of Richmond (N	Maint: 43) 0.65	44000	G	98%	0%	1%	0%	1%	0%	F	NA			51000	G
	Combined Traffic Estimates for 2 Parallel	I Roadways on this Rou	e: <b>85000</b>	G	98%	0%	0%	0%	1%	0%	F	NA			98000	G
outh	To: From:		NCL Richmo	ond												
95)	City of Richmond (N	Maint: 43) 0.37	44000	G	98%	0%	1%	0%	1%	0%	F	NA			51000	
95)	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	0%	0%	1%	0%	F	NA			98000	Ċ
	Tol	•	SCL Richmo	ond												
outh	City of Richmond (M	Maint: 43) 0.07		G	98%	0%	1%	0%	1%	0%	_	NA			51000	(
95)	Combined Traffic Estimates for 2 Parallel	•		G	98%	0%	0%	0%	1%	0%	F					(
	Combined Trainic Estimates for 2 Parallel	<u> </u>			96%	0%	0%	0%	170	0%	Г	NA			98000	,
outh	From:	SF	. 197 Laburnu	m Ave												
95)	City of Richmond (M	Maint: 43) 0.24	36000	F	98%	0%	1%	0%	1%	0%	F	NA			41000	F
	Combined Traffic Estimates for 2 Parallel	l Roadways on this Rou		F	98%	0%	0%	0%	1%	0%	F	NA			82000	ı
41-	To:		I-64; I-95 Ramp From I-													
outh 195 I-195 S Ramp	City of Richmond (N			04 E								NA			NA	
95). 100 0 Hamp	- F	,													107	
outh	From		p From I-64V	/, I-95 N												
95) I-195 S Ramp	City of Richmond (N	Maint: 43) 0.10	NA									NA			NA	
outh	To: From:		Ramp To I-6	1 W												
95)I-195 S Ramp	City of Richmond (N	Maint: 43) 0.43	NA.									NA			NA	
95)	To:		I-95-S													
outh	From:	I-195-S T	O ROSEWO	DD AVE	NUE											
95 Ramp	City of Richmond (N	Maint: 43) 0.19	NA									NA			NA	
9	To:		FROM RT 1	95												
outh	From:	I-19	5-S TO FLOY	D AVE												
195)Ramp	City of Richmond (N											NA			NA	
<u> </u>	To:	F	ROM FLOYE	AVE												
outh	From:		TO HAMILTO	ON STRI	EET											
Ramp	City of Richmond (N	•										NA			NA	
<u> </u>	To:	1	27-7631 FR R													
outh	From:	41:40	I-195 Sout	h												
95 Ramp	City of Richmond (N	Maint: 43) 0.19										NA			NA	
	10.		I-64 West													
Dourstour Eversours	City of Diahmand (A	Maint: 42\ 1.00	I-95 S		000/	00/		00/	00/	00/	_	0.450	_		15000	
95 Downtown Expressway	City of Richmond (N	•		F	99%	0%	0%	0%	0%	0%	F	0.150	F	0.71	15000	!
	Combined Traffic Estimates for 2 Parallel			F	99%	0%	0%	0%	0%	0%	F	0.125	F	0.71	26000	I
orth	To- From:	Ramp to Ca	al Street near	3rd St O	verpass											
Downtown Expressway	City of Richmond (M	Maint: 43) 2.10	19000	Α	99%	0%	0%	0%	0%	0%	С	0.243	Α		23000	
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	e: <b>37000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.162	Α	0.806	45000	1
	To:	·	SR 146													

# 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
North	From:		SR 146				2, 540	017040	TTTGII	Ziiaii		1 40101		1 40101		
195 Downtown Expressway	City of Richmond (Mai	nint: 43) 0.27	13000	F	99%	0%	0%	0%	0%	0%	F	0.164	F		16000	F
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Combined Traffic Estimates for 2 Parallel R	•	21000	F	99%	0%	0%	0%	0%	0%	F	0.13	F	0.794	26000	F
	To:		I-195 N	-				-,-		-,-						
South	From:		I-95 N													
Downtown Expressway	City of Richmond (Mai	nint: 43) 1.00	10000	F	99%	0%	0%	0%	0%	0%	F	0.101	F		11000	F
199	Combined Traffic Estimates for 2 Parallel R	•	23000	F	99%	0%	0%	0%	0%	0%	F	0.125	F	0.71	26000	F
	To:			2.10.0				-,-	-,-	-,-	•	****	-	•		-
South	From:	Ramp from Byrd	Street near	3rd St C	verpass											
₁₉₅ )Downtown Expressway	City of Richmond (Mai	nint: 43) 2.15	18000	Α	99%	0%	0%	0%	0%	0%	С	0.253	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	37000	Α	99%	0%	0%	0%	0%	0%	С	0.162	Α	0.806	45000	Α
	To		SR 146				$\neg$ $\vdash$									
South 195 Downtown Expressway	City of Richmond (Mai	nint: 43) 0.24	7600	F	99%	0%	0%	0%	0%	0%	F	0.314	Α		10000	_
195 Downtown Expressway	· · · · · · · · · · · · · · · · · · ·			F							•		A			F
	Combined Traffic Estimates for 2 Parallel R	coadways on this Route:	I-195 S	<u> </u>	99%	0%	0%	0%	0%	0%	F	NA			26000	F
South	Prom:		R 195 Sout	h								NIA			N.I.A	
195 Ramp	City of Richmond (Mai	,	NA LOS Caralla									NA			NA	
			I-95 South													
	From:		3 Military		2001	201		00/	00/	00/	_				45000	_
196 Canal Dr	City of Chesapea		14000	G	98%	0%	1%	0%	0%	0%	С	NA			15000	G
	10.		orge Washir	ngton Hw	ЛУ											
	From:		Cary Street								_		_			_
197 Malvern Ave	City of Richmon	d 1.22	5800	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.511	6100	G
<u> </u>	To: From:	EC	CL Richmon	nd												
197) Westwood Ave	Henrico County	0.52	12000	F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.678	12000	F
$\smile$	To:	W	CL Richmo	nd												
197) Westwood Ave	City of Richmon		12000	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.725	13000	G
191)								0,0	0,0	0,0	•	000	-	020	.0000	Ū
Carradara Arra	From:		aunders Av		000/	00/	-00/	00/	00/	00/	_	0.44	_	0.74	7000	
197 Saunders Ave	City of Richmon		6700	G	99%	0%	0%	0%	0%	0%	F	0.11	F	0.71	7000	G
	From:		aburnum Av aunders Av													
197) Laburnum Ave	City of Richmon		16000	G	98%	1%	1%	0%	0%	0%	F	0.117	F	0.806	16000	G
197) ====================================						.,,		0,0	0,0	0,0	•	0	-	0.000	.0000	
L about Acce	From:		osedale Av		000/	40/	40/	00/	00/	00/	_	0.400	_	0.000	40000	
197 Laburnum Ave	City of Richmon	d 0.35	19000	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.669	19000	G
	To: From:		Iermitage R		•											
₁₉₇ )Laburnum Ave	City of Richmon	d 0.62	17000	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.627	17000	G
$\sim$	To:	]	Brook Road	l			<u> </u>									
197) Laburnum Ave	City of Richmon		16000	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.642	16000	G
101)	To		mberlayne A											<del>-</del>		-

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

		1 minary and mic	orotate rec	4100			т	1 .			17		D:-		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	Q۱
	From:	SR 197 Labu													
₁₉₇ )Ramp	City of Richmond (Maint: 43)	0.41 <b>NA</b>									NA			NA	
<u> </u>	To:	I-64 W	/est												
	From:	US 17, SR 33 George W	ashington M	Iem Hwy											
198 Glenns Rd	Gloucester County	4.45 <b>180</b>	0 G	96%	1%	1%	1%	1%	0%	F	0.099	F	0.661	1900	
<u> </u>	To- From:	36-601 Par	mpa Rd												
198 Dutton Rd	Gloucester County	2.92 <b>200</b>	0 G	96%	1%	1%	1%	1%	0%	F	0.095	F	0.607	2100	
	To: From:	36-606 Har	cum Rd												
198)Dutton Rd	Gloucester County	4.10 <b>220</b>	0 G	96%	1%	1%	1%	1%	0%	С	0.102	F	0.544	2300	
$\mathcal{L}$	To:	Mathews Co													
	From:	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	
<u> </u>	To:	SR 3 W, Wi													
	Prom:	SR 3 W, Wi		070/	407		407	407	001	_	0.004	_	0.550	7700	
198 3	Mathews County	1.55 <b>820</b>	0 F	97%	1%	1%	1%	1%	0%	F	0.094	F	0.550	7700	
	To: From:	SR 3													
198)	Mathews County	6.24 <b>410</b>	0 F	95%	1%	1%	1%	1%	0%	С	0.096	F	0.534	4200	
	To: From:	SR 223 Crick													
198	Mathews County	0.93 <b>620</b>	0 F	95%	1%	1%	1%	1%	0%	F	0.086	F	0.512	6300	
$\smile$	To:	SR 14 N, John Cla		łwy											
	From:	SR 14 North I								_		_			
198 <i>)</i> (14 <i>)</i>	Mathews County	1.69 <b>690</b>		97%	1%	1%	0%	1%	0%	С	0.093	F	0.514	7000	
$\smile$	To:	SR 14 South I													
	Prom:	SR 14 M		050/	407		407	407	00/	_	0.444	_	0.500	4.400	
198 Buckley Hall Rd	Mathews County	1.01 140		95%	1%	1%	1%	1%	0%	F	0.114	F	0.562	1400	
<u> </u>	10:	57-642 Buckle	ey Hall Rd												
	From:	I-64													
199)	York County	0.71 <b>240</b> 0	00 F	97%	1%	1%	0%	1%	0%	С	0.085	F	0.506	26000	
<u> </u>	To: From:	99-603 Moor	retown Rd												
199	York County	1.08 <b>220</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.522	24000	
<u> </u>	To:	US 60 Richi	mond Rd			_									
100	James City County	2.48 <b>230</b> 0		97%	0%	1%	1%	1%	0%	F	0.086	F	0.51	25000	
199)	-								-,-						
	From:	47-612 Lon		000/	407		00/	00/	00/	_	0.000	_	0.540	04000	
199	James City County	1.83 <b>280</b> 0	00 F	98%	1%	1%	0%	0%	0%	С	0.092	F	0.549	31000	
	To: From:	SR 321 Mont													
199	James City County	1.45 <b>270</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.584	30000	
<u> </u>	To:	SR 5, 47-616, 137-7073	John Tyler N	Iem Hwy											
199 (5)	James City County	0.22 <b>350</b> 0		97%	0%	1%	1%	1%	0%	F	0.086	F	0.575	38000	
<u> </u>	To: From:	WCL Willi	amsburg												
199) (5)	City of Williamsburg (Maint: 47)	0.24 <b>350</b> 0		97%	0%	1%	1%	1%	0%	F	0.086	F	0.575	38000	
	To:	SR 5; SR 31 Jan	mestown Re												

6/30/2011

# 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			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 5; SF	R 31 Jamestown	n Rd											
199	City of Williamsburg (Main			<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.089	F	0.555	39000	F
	To:	James	City County Li	ine											
	From:	ECL	Williamsburg												
199	James City County	0.07		N 97%	0%	1%	1%	1%	0%	Ν	0.089	Ν	0.555	39000	Ν
	Tor		L Williamsburg												
	City of Williamsburg (Maint		City County Li 36000	N 97%	0%	1%	40/	40/	00/	N.I	0.000	NI	0 <i>EEE</i>	20000	N
199	City of Williamsburg (Warn	1. 47) 0.09	36000	N 97%	0%	1%	1%	1%	0%	N	0.089	N	0.555	39000	IN
	Tro: From:		. Williamsburg												
199	James City County	0.11	36000	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.089	F	0.555	39000	F
$\overline{}$	Too From:	47-700	0 Brookwood I	Or											
199	James City County	1.44		<b>F</b> 97%	1%	1%	1%	0%	0%	С	0.096	F	0.575	36000	F
199	Tod	CD 122 Y													
	From:		y St, Colonial	F 97%	0%	1%	40/	40/	0%	F	0.094	F	0 EEE	26000	F
199	James City County	1.11	33000	F 9/%	0%	1%	1%	1%	0%	Г	0.094	Г	0.555	36000	Г
	Tro- From:		y Rd, Quarterp												
199	James City County	1.19		<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.094	F	0.571	33000	F
$\sim$	Tor	York County Lir													
	Varia O acceptan		Pocahontas Tr		00/	40/	40/	407	00/	_	0.004		0.574	00000	_
199	York County	0.09	27000	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.094	N	0.571	29000	G
	To: From:	SR 143	3 Merrimac Tra												
199	York County	0.86	28000	<b>A</b> 97%	0%	1%	1%	1%	0%	С	0.098	Α	0.514	30000	Α
	Tot		I-64												
199	York County	0.47		<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.086	F	0.592	17000	F
	Tod	00 C10 W	7 · C · T												
	York County	99-640 w	Vater Country I 7800	<b>F</b> 97%	0%	1%	1%	40/	0%	F	0.097	F	0 F74	8500	F
199	To:		1 Penniman R		0%	176	1 70	1%	076	Г	0.097	Г	0.574	6300	Г
East	From:		9 TO I-64 EAS	ST											
199 Ramp	York County	0.32	NA								NA			NA	
<u> </u>	10:		ROM RT 199 E												
East	From:		9 TO I-64 WES	ST											
199 Ramp	York County	0.22	NA								NA			NA	
$\overline{}$	To:	I-64-W FI	ROM RT 199 I	EAST											
West	From:		9 TO I-64 EAS	ST											
199 Ramp	York County	0.21	NA								NA			NA	
$\smile$	To:	I-64-E FR	OM RT 199 V	VEST											
West	From:	SR 199	TO I-64 WES	ST		]									
199)Ramp	York County	0.27	NA								NA			NA	
	To:	I-64-W FF	ROM RT 199 V	WEST											
	From:		Rappahannock l												
200 Irvington Rd	Town of White Stone (Main			N 98%	0%	1%	1%	0%	0%	Ν	0.086	Ν		6900	Ν
200)	To:	,	L White Stone				. , 0	0,0	0,0	• •	0.000	••		5555	• •

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

		Primary and Inters					Tru	ıok			V		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	- QV
	From:	WCI White C	4			ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
and Irvington Pd	Lancaster County	WCL White S 0.82 <b>6500</b>	tone N	98%	0%	1%	1%	0%	0%	N	0.086	N		6900	N
200 Irvington Rd	Lancaster County	0.02 0300	IN	90 /0	076	1 /0	1 /0	070	0 /6	IN	0.000	IN		0900	IN
	To: From:	ECL Irvingt													
200) Irvington Rd	Town of Irvington (Maint: 51)	1.68 <b>6500</b>	N	98%	0%	1%	1%	0%	0%	N	0.086	Ν		6900	N
<u> </u>	To: From:	NCL Irvingt	on												
200 Irvington Rd	Lancaster County	2.77 <b>6500</b>	G	98%	0%	1%	1%	0%	0%	С	0.086	F		6900	G
$\overline{}$	To: Vrom:	SCL Kilmarn	ock			<u> </u>									
200 Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82 <b>6500</b>	N	98%	0%	1%	1%	0%	0%	Ν	0.086	Ν		6900	Ν
	To:	SR 3 S, N Ma	in St												
	From:	S SR 3													
200 ( 3 ) S Main St	Town of Kilmarnock (Maint: 51)	0.09 <b>13000</b>	G	95%	1%	1%	1%	1%	0%	F	0.079	F		13000	G
	To: From:	N SR 3	: C4												
200 East Church St	Town of Kilmarnock (Maint: 51)	SR 3 N, N Ma 1.10 <b>6500</b>	in St G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.576	7000	G
200 Last Church St	Town of Rimarriock (Maint. 31)	1.10 0300	G	90 /6	076	1 /0	1 /0	1 /0	0 /6	-	0.003	-	0.570	7000	G
	To: From:	NCL Kilmarr													
East Church St	Lancaster County	1.43 <b>6500</b>	N	96%	0%	1%	1%	1%	0%	N	0.083	Ν	0.576	7000	N
<u> </u>	From:	Northumberland Co Lancaster Count		2											
200) Jesse DuPont Memorial Hwy	Northumberland County	5.09 <b>5000</b>	y Line G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.672	5400	G
200) deside But one Wernerian Twy	Northambenana County				070		170	170	070	•	0.000	•	0.072	0400	Ŭ
Depart Manager History	Ta:	66-609 Remo Rd; Brov			00/		40/	40/	00/	_	0.00	_		5000	
Jesse DuPont Memorial Hwy	Northumberland County	5.09 <b>5000</b>	G	96%	0%	1%	1%	1%	0%	С	0.09	F		5300	G
	10.	US 360 Burges													
	From:	SR 354 White C								_		_			_
White Chapel Rd	Lancaster County	3.22 <b>2300</b>	G	97%	0%	1%	1%	0%	0%	F	0.091	F	0.515	2400	G
<u> </u>	To: From:	SR 3 Livel	y												
201) White Chapel Rd	Lancaster County	2.74 <b>650</b>	G	97%	0%	1%	1%	0%	0%	С	0.101	F	0.574	690	G
$\smile$	To:	SR 201 Y				<u> </u>									
201 Court House Rd	Lancaster County	3.29 <b>1200</b>	G	97%	0%	1%	1%	0%	0%	F	0.112	F	0.671	1300	G
2017	To:	Northumberland Co	ounty Line	<b>;</b>		1									
	From:	Lancaster Count	y Line												
₂₀₁ )Courthouse Rd	Northumberland County	6.92 <b>1800</b>	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.503	1900	G
<u> </u>	To:	US 360 Northumbe	rland Hw	у											
Wye	From:	SR 201 White Ch	apel Rd												
201 Courthouse Rd	Lancaster County	0.11 <b>480</b>	G	96%	0%	1%	1%	1%	0%	F	0.119	F	0.648	520	G
<u> </u>	To:	51-600 Courtho	ise Rd												
	From:	SR 3 Kings I	Iwy												
202 Cople Hwy	Westmoreland County	0.33 <b>4500</b>	F	93%	1%	1%	2%	3%	0%	С	0.088	F	0.563	4600	F
<u> </u>	то	96-767													
202 Cople Hwy	Westmoreland County	5.39 <b>4100</b>	F	93%	1%	1%	2%	3%	0%	F	0.085	F	0.649	4200	F
202) Copic i iwy	To:	96-626 Erica		90/0	1 /0	1 /0	2/0	3/0	0 /0	•	0.003	•	0.043	4200	

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

			interstate Rot				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	96-626	W, Erica Rd			1									
202)Cople Hwy	Westmoreland County	4.22	3800 F	93%	1%	1%	1%	3%	0%	С	0.084	F	0.579	3800	F
	To:	96-611.7	Zion Church Rd												
202 Cople Hwy	Westmoreland County		4200 F	93%	1%	1%	1%	3%	0%	F	0.084	F	0.517	4300	F
202)	Tol														
202)(203)Cople Hwy	Westmoreland County		W, Oldhams Rd 4100 F	93%	1%	1%	1%	3%	0%	F	0.082	F	0.627	4200	F
202 Cople Hwy	To:		Greys Corner	9370	1 /0	1 /0	1 /0	3/0	0 /6		0.002	-	0.021	4200	
	From:		reys Corner East												
202)Cople Hwy	Westmoreland County		3000 F	93%	0%	2%	1%	4%	0%	F	0.083	F	0.567	3100	F
	To:	Northumbe	rland County Line	)											
	From:		land County Line												
202 Hampton Hall Rd	Northumberland County		2900 G	93%	0%	2%	1%	4%	0%	С	0.086	F		3100	G
<u> </u>	To:	US	360 Callao												
	From:	SR 3 Hi	storyland Hwy												
203 Oldhams Rd	Richmond County	0.40	2300 F	79%	0%	1%	2%	18%	0%	F	0.083	F	0.618	2300	F
$\smile$	To:		land County Line												
Oldbarra Dd	From:		nd County Line	700/	00/	40/	00/	400/	00/	_	0.007	_	0.004	0000	_
203 Oldhams Rd	Westmoreland County	5.82	2100 F	79%	0%	1%	2%	18%	0%	F	0.087	F	0.604	2200	F
	To: From:	96-604 \$	Sandy Point Rd												
203)Oldhams Rd	Westmoreland County	1.21	940 F	79%	0%	1%	2%	18%	0%	С	0.094	F	0.522	960	F
$\smile$	To:		W, Cople Hwy												
Conla I have	Westmarsland County		SR 202 4100 F	020/	40/	1%	10/	20/	00/	F	0.000	F	0.607	4200	F
203 202 Cople Hwy	Westmoreland County			93%	1%	1%	1%	3%	0%	г	0.082	г	0.627	4200	г
	From		SR 202 E, Cople Hwy												
203 Kinsale Rd	Westmoreland County	1.73	820 F	79%	0%	1%	2%	18%	0%	F	0.093	F	0.547	840	F
200)	To:		08 Kinsale												
	From:	SR 3 North	of Potomac Mills	,											
204) Popes Creek Rd	Westmoreland County	1.73	210 F	98%	1%	1%	0%	0%	0%	С	0.131	F	0.517	210	F
204). space crocking	To:		ead End	0070	.,,		0,0	0,0	0,0		0	•	0.0		•
	From:		urkins Corner												
Ridge Rd	King George County		8300 F	97%	1%	1%	0%	1%	0%	F	0.093	F	0.555	8400	F
205) riage rid	rang decige deanly			01 70	170	170	070	170	070	•	0.000	•	0.000	0400	•
	To: From:		11 Edge Hill	070/	407		00/	407	201	_	0.005	_	0.044	4000	
Ridge Rd	King George County	2.81	4500 F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.641	4600	F
	To: From:	48-617 Ca	arruthers Corner												
205) Ridge Rd	King George County	3.36	3800 F	97%	1%	1%	0%	1%	0%	С	0.093	F	0.644	3800	F
$\smile$	To:		land County Line												
Diday Dd	From		rge County Line	0001	407		401	401	001	_	0.000	_	0.000	F400	_
Ridge Rd	Westmoreland County	3.56	4900 F	96%	1%	2%	1%	1%	0%	С	0.092	F	0.689	5100	F
	To- From:	NWCL (	Colonial Beach												
205)	Town of Colonial Beach (Maint: 96)	) 1.77	4900 N	96%	1%	2%	1%	1%	0%	Ν	0.092	Ν	0.689	5100	Ν
$\smile$	To:	Y	SR 205												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. Q/
	From:	Y SR 205													
205) James Monroe Hwy	Town of Colonial Beach (Maint: 96)	0.29 <b>5200</b>	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.603	5300	F
<u> </u>	To- From	SCL Colonial Bea	nch												
205)	Westmoreland County	3.34 <b>5200</b>	N	98%	0%	0%	0%	1%	0%	Ν	0.091	Ν	0.603	5300	1
	Tac	96-628 S, Stoney Knoll; P	omona	Rd											
205) James Monroe Hwy	Westmoreland County	2.08 <b>5600</b>	F	98%	0%	0%	0%	1%	0%	С	0.088	F	0.655	5700	F
,	To:	SR 3 Oak Grove													
Wye	From:	SR 205 James Monroe	e Hwy												
205 Colonial Ave	Westmoreland County	0.02 6600	F	98%	1%	1%	0%	0%	0%	С	0.077	F	0.523	6800	ı
	Та	WCL Colonial Bea	ach												
Wye	From:														
205 Colonial Ave	Town of Colonial Beach (Maint: 96)	0.69 6600	N CD CO	98%	1%	1%	0%	0%	0%	N	0.077	N	0.523	6800	1
	10.	End State Maintenance		5											
	From:	SR 3 Arnolds Corr		000/	407		00/	407	00/	_	0.44	_	0.705	0000	
Dahlgren Rd	King George County	2.18 <b>9700</b>	F	98%	1%	0%	0%	1%	0%	F	0.11	F	0.705	9900	
	To: From:	48-610 Indiantown													
Dahlgren Rd	King George County	4.26 <b>9200</b>	F	98%	1%	0%	0%	1%	0%	С	0.109	F	0.767	9300	
<u> </u>	Ta: From:	SR 218 Berthavill	le												
206) (218) Dahlgren Rd	King George County	2.19 <b>12000</b>	F	98%	1%	0%	0%	1%	0%	F	0.114	F	0.806	12000	
	To:	SR 218 Owens				<u> </u>									
206) Dahlgren Rd	King George County	0.62 11000	F	98%	1%	0%	0%	1%	0%	F	0.110	F	0.808	11000	
200)	To	US 301 East of Ow	zone.												
206 Dahlgren Rd	King George County	1.79 <b>11000</b>	F	98%	1%	0%	0%	1%	0%	F	0.107	F	0.836	11000	
206) Barrigron (ta	To:	48-604 Twelfth S		0070	170		070	170	070	•	0.101	•	0.000	11000	
	From:	US 1 Jefferson Davis				1									
207) Rogers Clark Blvd	Caroline County	0.53 <b>6100</b>	F	67%	1%	2%	2%	28%	0%	С	0.075	F	0.522	5800	
2017	Tol						_,,			_		-			
207)Rogers Clark Blvd	Caroline County	5.07 <b>9300</b>	Α	89%	1%	1%	1%	8%	0%	С	0.113	Α	0.540	8900	
207 Rogers Clark Bivd	Caroline County	5.07 9300	А	09%	170	176	170	070	0%	C	0.113	A	0.340	0900	4
	Ta: From:	16-601 S, Penola I								_		_			
Rogers Clark Blvd	Caroline County	4.31 <b>11000</b>	F	89%	1%	1%	1%	8%	0%	F	0.079	F	0.567	10000	
<u> </u>	To: From:	16-722 Milford													
Rogers Clark Blvd	Caroline County	0.57 <b>12000</b>	F	89%	1%	1%	1%	8%	0%	F	0.08	F	0.573	11000	- 1
$\smile$	To:	Bus SR 207				<u> </u>									
207)	Caroline County	1.45 <b>8400</b>	F	89%	1%	1%	1%	8%	0%	F	0.078	F	0.623	8000	F
	То:	US 301 Richmond T	Грке												
	From'	SR 207-E000B FROM	4 RT 2												
207) Ramp	Caroline County	0.16 <b>5600</b>	G								NA			5600	(
-	To:	I-95-N FR RT 20												_	

# 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
ast	From:	SR 207 N, Rogers Clark Blvd												
207) Ramp	Caroline County	0.32 <b>2500 F</b>	67%	1%	1%	1%	29%	0%	С	0.097	F		2400	
<u> </u>	10:	I-95 South												
East	From:	SR 207 TO AND FROM RT												
₂₀₇ )Ramp	Caroline County	0.05 <b>NA</b>								NA			NA	
<u> </u>	To:	SR 207- B SR 207-W000B FROM	RT 2											
Vest	From	SR 207 S, Rogers Clark Blvd												
207)Ramp	Caroline County	0.18 <b>5100 F</b>	74%	1%	1%	3%	21%	1%	С	0.074	F		4900	
<u> </u>	To:	I-95 South												
Vest	From:	SR 207 TO RT 95												
207)Ramp	Caroline County	0.07 <b>NA</b>								NA			NA	
<u> </u>	To:	SR 207-E000B FROM RT 2												
Bus	From:	SR 207 Rogers Clark Blvd												
Rogers Clark Blvd	Caroline County	0.54 <b>3500 F</b>	97%	1%	1%	0%	1%	0%	С	0.092	F	0.503	3500	
	To:	WCL Bowling Green												
Bus	From:													
W Broaddus Ave	Town of Bowling Green (Maint: 16)	0.73 <b>4700 F</b>	98%	1%	1%	0%	1%	0%	С	0.088	F	0.55	4800	
<u> </u>	To	Bus US 301, SR 2 Main St												
	From:	US 250 Ferncliff												
Courthouse Rd	Louisa County	0.38 <b>3300 F</b>	94%	1%	1%	1%	3%	0%	F	0.095	F	0.534	3400	
<u> </u>	To: From:	I-64 North of Ferncliff			$\neg$ $\vdash$									
Courthouse Rd	Louisa County	8.31 <b>5700 F</b>	94%	1%	1%	1%	3%	0%	С	0.097	F	0.518	5800	
	To:	54-630 Harris Creek Rd												
208 Courthouse Rd	From: Louisa County	0.64 <b>5700</b> N	94%	1%	1%	1%	3%	0%	N	0.097	N	0.518	5800	
208) Godiniouse ixa	To:	US 33 West Main St	J-70	170		1 70	070	070	.,	0.007		0.010	0000	
	From:	SR 22, US 33 Louisa C H												
208) (33) (22) West Main St	Town of Louisa (Maint: 54)	0.40 <b>17000</b> F	98%	1%	1%	0%	1%	0%	F	0.085	F	0.527	17000	
	To	US 33 EAST OF LOUISA C H	r											
208) (22) Louisa Rd	Town of Louisa (Maint: 54)	0.33 <b>11000</b> F	96%	1%	1%	0%	1%	0%	С	0.088	F	0.509	12000	
208) (22) Lodiod i tu	Town of Louisa (Marile 91)		0070	170		070	170	070	Ŭ	0.000	•	0.000	12000	
	From	CL Louisa					407							
208) (22) Davis Hwy	Louisa County	4.73 <b>11000 N</b>	96%	1%	1%	0%	1%	0%	N	0.088	N	0.509	12000	
	To: From:	CL Mineral												
208 22 Davis Hwy	Town of Mineral (Maint: 54)	0.15 <b>11000 N</b>	96%	1%	1%	0%	1%	0%	Ν	0.088	Ν	0.509	12000	
	To	US 522 & SR 22 MINERAL			$\neg$ $\sqsubseteq$									
208 522 Louisa Ave	Town of Mineral (Maint: 54)	0.39 <b>3700</b> F	94%	2%	1%	1%	2%	0%	F	0.088	F	0.557	3800	
322)	T-1		- /•					- , -	•					
Zoobowy Toydor I lysy	From From From From From From From From	CL Mineral	0.40/	20/	10/	10/	20/	00/	NI	0.000	N.I.	0 <i>EE</i> 7	2000	
Zachary Taylor Hwy	Louisa County	5.04 <b>3700 N</b>	94%	2%	1%	1%	2%	0%	Ν	0.088	N	0.557	3800	
~ ·	From	US 522 WARES CROSSROAD US 522 Zachary Taylor Hwy	2		_									
New Bridge Rd	Louisa County	3.62 <b>5100</b> F	94%	1%	1%	1%	3%	0%	F	0.102	F	0.563	5200	
200). ISI Shago Na	To:	Spotsylvania County Line	3170	1,70		1 /0	0,0	0 / 0	•	5.102	•	3.000	0200	

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

						Tru	uck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4T	re Bu	2	e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Louisa County Lir												
208 Courthouse Rd	Spotsylvania County	3.64 <b>4600</b>	<b>G</b> 98	% 0%	1%	1%	1%	0%	F	0.092	F	0.535	4900	G
	To- From:	88-601 Lewiston F												
208 Courthouse Rd	Spotsylvania County	8.85 <b>6300</b>	<b>G</b> 98	% 0%	1%	1%	1%	0%	F	0.090	F		6700	(
<u> </u>	To: From:	88-648 Block House Bus SR 208 Courthou												
208 Block House Rd	Spotsylvania County	3.03 <b>6300</b>	<b>G</b> 98	% 0%	1%	1%	1%	0%	С	0.093	F		6800	(
208) 2.000 1.10	T-			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		.,,	.,0	0,0	Ū	0.000	•		0000	
200	Spotsylvania County	88-608 S, Robert E Le 0.98 <b>NA</b>	ee Dr							NA			NA	
208)	Opoloyivariia oodirity									INA			INA	
	From:	88-613 Brock Rd	l							NIA			NIA	
208	Spotsylvania County	0.87 NA Bus SR 208 Courthou	D.1							NA			NA	
	From:	Bus SR 208 Courtnous Bus SR 208	se Ku											
208)Courthouse Rd	Spotsylvania County	2.25 18000	<b>G</b> 98	% 0%	1%	1%	1%	0%	F	0.084	F		19000	(
	To:	88-628 Smith Station	n P.d											
208 Courthouse Rd	Spotsylvania County	3.74 <b>37000</b>	<b>G</b> 98	% 0%	1%	1%	1%	0%	F	0.085	F		40000	(
208)	To:	US 1 Jefferson Davis		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		.,0	.,0	0,0	•	0.000	•		.0000	
	From:	SR 208 I-64-E143A FROM												
208)Ramp	Louisa County	0.22 <b>NA</b>	<u> </u>							NA			NA	
1	To:	I-64-E FROM RT 208SOUTI	H & NORT	I										
	From:	SR 208 I-64-W143A FROM	& TO IS 64											
208 Ramp	Louisa County	0.23 <b>NA</b>								NA			NA	
	To:	I-64-W FROM RT 208SOUT	H & NORT	Н										
Bus	From:	SR 208; 88-648 Block H	ouse Rd											
208)Courthouse Rd	Spotsylvania County	2.43 <b>4700</b>	<b>G</b> 94	% 19	1%	1%	3%	0%	С	0.092	F		5000	(
$\smile$	To:	88-606 Morris Rd; 88-738	Parlow Rd		$\vdash$									
Bus 208 Courthouse Rd	Spotsylvania County	3.41 <b>3700</b>	<b>G</b> 94	% 1%	1%	1%	3%	0%	F	0.09	F	0.604	3900	(
208) Godi iliodoc i ka	opoloyivaria county			70 17		170	070	070	•	0.00	•	0.004	0000	`
Bus	From:	88-608 Massaponax Chu	urch Rd											
Courthouse Rd	Spotsylvania County	0.54 <b>8300</b>	<b>G</b> 94	% 1%	1%	1%	3%	0%	F	0.088	F		8900	(
	Tou	88-613 Brock Rd	Į											
Bus 208 Courthouse Rd	Spotsylvania County	0.71 <b>7500</b>	R							NA			NA	
208 Coditilouse Ru	Spotsylvariia Codrity	SR 208 Courthouse								INA			INA	
	From:	SR 208	Ttu		-									
208	Louisa County	0.07 <b>1700</b>	<b>N</b> 94	% 1%	1%	1%	3%	0%	N	0.099	N	0.677	1700	ı
208)	Edulou County		54	,, 1/		170	J/0	0 /0		0.000	. •	0.077	.,,	'
Elm Ava	Town of Louise (Maint 54)	SCL Louisa	<b>F</b> 94	)/ 40.	10/	40/	20/	00/	F	0.000	F	0.677	1700	F
Elm Ave	Town of Louisa (Maint: 54)	0.40 <b>1700</b> SR 22, US 33 Louisa		% 1%	1%	1%	3%	0%	г	0.099	Г	0.677	1700	ı
	From:	·	СП		<del></del>									
209)Innovation Ave		SR 28 Sully Rd 0.88 <b>1700</b>	<b>G</b> 98	)/ On-	00/	00/	00/	00/	С	0.400	F		1900	,
200 / ITTIOVALION AVE	Loudoun County	0.88 <b>1700</b>	<b>5</b> 98	% 0%	0%	0%	0%	0%	C	0.123	Г		1900	(

6/30/2011

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

Jurisdiction  From:  Amherst County  From:  Amherst County  Amherst County  To:  From:  Town of New Market (Maint: 8  To:  From:  Town of New Market (Maint: 8  To:  From:  Town of New Market (Maint: 8	0.54  Bus US  0.19  05-  2.41  I-81 We  5)  0.26  US 11 Ne  US 11 S, Congr	4400 29 Lynchburg F 11000 6622 CVT Rd NA US 29 est of New Mar 12000 6ew Market Sout	F 96% Hwy F 96%	0% 0%		3+Axle 1% 1%		2Trail 0% 0%	C C	0.098 0.089	QK F F	Dir Factor 0.626 0.546	4600 12000 NA	F F
Amherst County  Too From:  Amherst County  Toc From:  Town of New Market (Maint: 8  Toc From:  Town of New Market (Maint: 8  Toc From: From:	0.54  Bus US  0.19  05-  2.41  I-81 We  5)  0.26  US 11 Ne  US 11 S, Congr	4400 29 Lynchburg F 11000 -622 CVT Rd NA US 29 est of New Marr 12000 ew Market Sout	F 96% Hwy F 96%							0.098			12000	
Amherst County  Too From:  Amherst County  Toc From:  Town of New Market (Maint: 8  Toc From:  Town of New Market (Maint: 8  Toc From: From:	Bus US 0.19 05- 2.41  I-81 We 5) 0.26 US 11 Ne US 11 S, Congr	29 Lynchburg F 11000   1 -622 CVT Rd NA US 29 est of New Mar 12000   6 ew Market Sout	Hwy F 96%							0.089			12000	
Amherst County  To:  From:  Town of New Market (Maint: 8  To:  From:  Town of New Market (Maint: 8  To:  From:  Town of New Market (Maint: 8	0.19 05- 2.41 I-81 We 5) 0.26 US 11 Ne US 11 S, Congr	11000  -622 CVT Rd  NA  US 29  est of New Mar  12000  ew Market Sout	F 96%	0%	1%	1%	2%	0%	С		F	0.546		F
Amherst County  To:  From:  Town of New Market (Maint: 8  To:  From:  Town of New Market (Maint: 8  To:  From:  Town of New Market (Maint: 8	1-81 We 5) 0.26 US 11 Ne US 11 S, Congr	-622 CVT Rd NA US 29 est of New Mar 12000 ew Market Sout	ket	0%	1%	1%	2%	0%	С		F ——	0.546		F
To: From:  Town of New Market (Maint: 8  To: From:  Town of New Market (Maint: 8  To: From: From:	2.41  I-81 We 5) 0.26  US 11 Ne US 11 S, Congr	NA US 29 est of New Mar 12000 ew Market Sout								NA			NΔ	
To: From:  Town of New Market (Maint: 8  To: From:  Town of New Market (Maint: 8  To: From: From:	2.41  I-81 We 5) 0.26  US 11 Ne US 11 S, Congr	NA US 29 est of New Mar 12000 ew Market Sout								NA			NΔ	
To: From: Town of New Market (Maint: 8 To: From:	5) 0.26 US 11 Ne US 11 S, Congr	est of New Mar 12000 (ew Market Sout											INC	
To: From: Town of New Market (Maint: 8 To: From:	5) 0.26 US 11 Ne US 11 S, Congr	12000 ( ew Market Sout												
To: From: Town of New Market (Maint: 8 To: From:	5) 0.26 US 11 Ne US 11 S, Congr	12000 ( ew Market Sout												
To: From:	US 11 S, Congr			1%	1%	2%	6%	0%	F	0.082	F		12000	G
To: From:		ress St: South C	h Int											
To: From:	5) 0.27													
To: From:			<b>G</b> 96%	0%	1%	0%	2%	0%	F	0.079	F		7700	G
	US 11 N, North													
Town of New Market (Maint: 8				10/_	10/-	20/	6%	0%	C	0.086	F		5800	G
Town of New Market (Maint. o	<u> </u>		91/0	1 70	1 70	270	070	076	C	0.000	'		3000	
From:				407										_
Shenandoah County	0.11	5500 I	N 91%	1%	1%	2%	6%	0%	N	0.086	N		5800	Ν
To- From:	85-10	02 Old Cross R	d		_									
Shenandoah County	3.14	5900	<b>G</b> 91%	1%	1%	2%	6%	0%	F	0.087	F		6200	G
To:														
From				40/	40/	00/	007	00/	_	0.004	_	0.544	F 400	_
Page County	2.92	4900	91%	1%	1%	2%	6%	0%	F	0.091	F	0.514	5400	G
To- From:		US 340												
Page County	5.46	6700	<b>G</b> 95%	0%	1%	1%	2%	0%	С	0.089	F	0.546	7300	G
To	1	WCL Luray												
Town of Luray (Maint: 69)	0.36	12000	<b>G</b> 95%	0%	1%	1%	2%	0%	F	0.088	F	0.522	13000	G
то	ı	Pue IIS 211												
Town of Luray (Maint: 69)			G 95%	1%	1%	1%	2%	0%	С	0.099	F	0.553	6100	G
· •···· •· • • • • • • • • • • • • • •			- 0070	.,,		. , 0	_,0	0,0	·	0.000	•	0.000	0.00	·
From			N 050/	40/		40/	00/	00/		0.000		0.550	0400	
Page County	0.53	5500 I	N 95%	1%	1%	1%	2%	0%	N	0.099	N	0.553	6100	Ν
To: From:														
Town of Luray (Maint: 69)	0.56	5500 I	N 95%	1%	1%	1%	2%	0%	N	0.099	N	0.553	6100	Ν
To		US 340												
Town of Luray (Maint: 69)	0.38		N 95%	0%	1%	1%	2%	0%	Ν	0.102	Ν	0.506	3900	Ν
тан	1													
Page County			G 95%	0%	1%	1%	2%	0%	C	0.102	F	0.506	3900	G
r age County				070	1 /0	1 /0	<u>~</u> /0	0 /0	J	0.102	•	0.500	5300	3
To: From:		•		40.0										
Town of Luray (Maint: 69)			N 95%	1%	1%	2%	2%	0%	Ν	0.107	Ν	0.615	2400	N
	Shenandoah County  Shenandoah County  To: From  Shenandoah County  To: From  Page County  Page County  Town  From  Town of Luray (Maint: 69)  Town of Luray (Maint: 69)  From  Page County  Town  Town of Luray (Maint: 69)  Town  Town of Luray (Maint: 69)	Town of New Market (Maint: 85) 0.45    From   EC	Town of New Market (Maint: 85) 0.45 5500 6    From   ECL New Market	Shenandoah County	Town of New Market (Maint: 85)   0.45   5500   G   91%   1%	Town of New Market (Maint: 85)   0.45   5500   G   91%   1%   1%	Town of New Market (Maint: 85)   0.45   5500   G   91%   1%   1%   2%	Town of New Market (Maint: 85) 0.45 5500 G 91% 1% 1% 2% 6%	Town of New Market (Maint: 85) 0.45 5500 G 91% 1% 1% 2% 6% 0% 0% ECL New Market Shenandoah County 0.11 5500 N 91% 1% 1% 2% 6% 0% 0% 85-1002 Old Cross Rd Shenandoah County 3.14 5900 G 91% 1% 1% 2% 6% 0% 0% 1% 1% 1% 2% 6% 0% 0% 1% 1% 1% 2% 6% 0% 0% 1% 1% 1% 2% 6% 0% 0% 1% 1% 1% 2% 6% 0% 0% 1% 1% 1% 2% 6% 0% 0% 1% 1% 1% 2% 6% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 2% 0% 0% 1% 1% 1% 1% 2% 0% 0% 1% 1% 1% 1% 2% 0% 0% 1% 1% 1% 1% 2% 0% 0% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	Town of New Market (Maint: 85) 0.45 5500 G 91% 1% 1% 1% 2% 6% 0% C    ECL New Market   Shenandoah County   0.11 5500 N 91% 1% 1% 2% 6% 0% N	Town of New Market (Maint: 85) 0.45 5500 G 91% 1% 1% 2% 6% 0% C 0.086    C	Town of New Market (Maint: 85)   0.45   5500   G   91%   1%   1%   2%   6%   0%   C   0.086   F	Town of New Market (Maint: 85)   0.45   5500   G   91%   1%   1%   2%   6%   0%   C   0.086   F	Town of New Market (Maint: 85) 0.45 5500 G 91% 1% 1% 2% 6% 0% C 0.086 F 5800    ECL New Market

# 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:		ECL Luray		/	407							_			
211 Lee Highway	Page County	0.46	2200		95%	1%	1%	2%	2%	0%	С	0.107	F	0.615	2400	G
~~	To- From:		S 211 East of L		000/	407		40/		201		0.400		0.750	0.400	
211 Lee Highway	Page County	6.40 Rappahannock	2200		96%	1%	1%	1%	2%	0%	С	0.109	F	0.752	2400	G
	From:		ty Line; Skylin													
211 Lee Highway	Rappahannock County	7.09	2200	F	96%	1%	1%	1%	2%	0%	F	0.103	F	0.502	2200	F
<u> </u>	To	US	522 Sperryville	le												
211 ( 522 Lee Highway	Rappahannock County	4.62	4700	F	96%	1%	1%	1%	2%	0%	F	0.098	F	0.535	4800	F
	To	US 211 Bu	s South of Was	shington	1		<u> </u>									
(211)(522)Lee Highway	Rappahannock County	0.68	5300		96%	1%	1%	1%	2%	0%	F	0.099	F	0.514	5400	F
	To	Wo	CL Washington	n												
211 (522) Lee Highway	Town of Washington (Maint:				96%	1%	1%	1%	2%	0%	Ν	0.099	Ν	0.514	5400	Ν
	To:	EC	CL Washington	•												
211 (522 Lee Highway	Rappahannock County	0.39			96%	1%	1%	1%	2%	0%	Ν	0.099	Ν	0.514	5400	Ν
211)(322)	Tod		us East of Was													
211 522 Lee Highway	Rappahannock County	2.38	5800		96%	1%	1%	1%	2%	0%	F	0.095	F	0.503	5900	F
211)(322)===	Тог						<del></del> 1	.,,	_,,		•		-			-
211 Lee Highway	Rappahannock County	9.17	Zachary Taylor 6000		97%	1%	1%	1%	1%	0%	F	0.091	F	0.564	6100	F
211 Lee riighway	то:		eper County Li		31 /0	170	170	170	1 /0	070	·	0.031	•	0.504	0100	'
	From:		annock County													
211 Lee Highway	Culpeper County (Maint: 78		7700		97%	1%	1%	1%	1%	0%	С	0.09	F	0.654	7900	F
<u> </u>	To:	SR 2	29 Rixeyville I	Rd												
211 Lee Highway	Culpeper County (Maint: 78		14000		98%	1%	1%	0%	0%	0%	F	0.094	F	0.765	15000	F
<u></u>	To		uier County Li													
~~~	From:		eper County Li								_		_			_
211 Lee Highway	Fauquier County	5.33	16000	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.743	16000	F
~~~	To: From:		CL Warrenton													
211 Frost Ave	Town of Warrenton	0.48	22000		98%	1%	1%	0%	0%	0%	С	0.095	F	0.675	23000	F
	To: From:		JS 17; Bus US													
Bus Bus 211 7 29 Broadview Ave	Town of Warrenton	0.86	y Ave; Bus US 35000		98%	1%	1%	0%	1%	0%	С	0.078	F	0.565	36000	F
211 17 29 Broadview Ave	Town or Warranton				3070	170	170	070	1 /0	070	O	0.070		0.505	30000	
Bus	From:	Bus US	17 Broadview	v Ave												
211 29 Lee Highway	Town of Warrenton	0.55	29000		97%	1%	1%	0%	1%	0%	С	0.082	F	0.554	30000	F
<del>~~</del>	То:	Bus U	S 15 Blackwell	l Rd												
~~~	From:		US 211													
211 Ramp to I-81 S at Exit 264	Shenandoah County	0.19	NA									NA			NA	
	To:		I-81 S													
~~~	From:		1 W Old Cross	s Rd												
(211) Ramp to I-81 N at Exit 264	Shenandoah County	0.15	NA									NA			NA	
	To:		I-81 N													

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:	Broadview Av												
Waterloo St	Town of Warrenton	0.62 <b>6800</b>	F 98%	5 1%	1%	0%	0%	0%	С	0.093	F	0.597	6900	F
Bus	Ta: From:	Diagonal St												
211 Waterloo St	Town of Warrenton	0.10 <b>6000</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	F	0.095	F	0.518	6100	1
~	To:	US 15 Bus												
Bus Bus 211 (15) Main St	Town of Warrenton	Bus US 15 0.01 <b>6000</b>	N 99%	5 0%	1%	0%	0%	0%	N	0.103	N	0.552	6200	ı
(13)	To:	Alexandria Pik		070		070	070	070		0.100		0.002	0200	
Bus Bus	From:	Main St												
11 (15) Alexandria Pike	Town of Warrenton	0.24 <b>6600</b>	<b>F</b> 99%	5 1%	0%	0%	0%	0%	С	0.101	F	0.549	6700	
us Bus	To: From:	King St												
11) (15) Alexandria St	Town of Warrenton	0.21 <b>7000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.098	F	0.563	7100	
~~ <u>~</u>	To	Blackwell Rd												
tus Bus 11 ( 15 ) Blackwell Rd	Town of Warrenton	Alexandria Pik 0.58 <b>7200</b>	F 99%	5 0%	0%	0%	0%	0%	С	0.099	F	0.548	7300	
11 (15) Blackwell Rd	Town or Warrenton	US 29 BUS US 211 I		0 70	078	0 /6	070	0 /6	C	0.099		0.540	7300	
us Bus	From:	US 211 South of Wal												
11 \ 522 \ Main St	Rappahannock County	0.72 <b>1000</b>	<b>F</b> 98%	5 1%	1%	0%	0%	0%	С	0.111	F	0.537	1000	
<i></i>	To	SCL Washingto	nn .											
Bus Bus	Town of Washington (Maint: 78)	0.37 <b>1000</b>	<b>N</b> 98%	5 1%	1%	0%	0%	0%	N	0.111	N	0.537	1000	
11 522 Main St	To:	78-628 Middle		5 176	176	076	U70	070	IN	0.111	IN	0.557	1000	
us Bus	From:	78-628 Main S												
11 (522) Warren St	Town of Washington (Maint: 78)	0.26 <b>1000</b>	N 98%	1%	1%	0%	0%	0%	Ν	0.111	Ν	0.537	1000	
us Bus	Ta: From:	ECL Washingto	on											
11 (522)	Rappahannock County	0.15 <b>1000</b>	N 98%	5 1%	1%	0%	0%	0%	Ν	0.111	N	0.537	1000	
11)(922)	To:	US 211 East of Wash												
ius	From	US 211 Lee High	way											
11 West Main St	Town of Luray	0.15 <b>6400</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.082	F	0.610	7000	
	To: From:	Leaksville Rd												
Bus 111 West Main St	Town of Luray	0.85 <b>7000</b>	<b>G</b> 99%	5 0%	1%	0%	0%	0%	С	0.09	F	0.530	7700	
	To:										-			
Bus	From:	Lee St												
11 West Main St	Town of Luray	0.33 <b>8400</b>	<b>G</b> 99%	5 0%	1%	0%	0%	0%	F	0.087	F	0.513	9100	
us	To: From:	US 340												
East Main St	Town of Luray	0.98 <b>9800</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.081	F	0.510	11000	
<i>→</i>	To:	Reservoir Ave	·		<u> </u>									
Bus 211 East Main St	Town of Luray	0.14 <b>7300</b>	<b>G</b> 98%	5 0%	1%	0%	0%	0%	С	0.089	F	0.524	7900	
211 Last Main St	Town Or Luray	Collins Rd	G 90%	U-70	1 70	U70	U70	U70	C	0.009	ı	0.324	1 900	(

# 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:	Collins Rd					217040	····all			. 40101		. 40101		
211 East Main St	Town of Luray	0.72 <b>5100</b>	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.550	5500	(
<del></del>	To	ECL Luray													
Bus	From:	•	_	2001	201		00/	407	00/	_	0.404	_	0.500	4700	
East Main St	Page County	0.93 <b>1600</b>	G	98%	0%	1%	0%	1%	0%	С	0.101	F	0.538	1700	(
		US 211 East of I													
Navy Maylest Dd	Towns of Timb on illa (Mainte 00)	SR 42 South of Tim		040/	40/	20/	40/	<b>5</b> 0/	00/	0	0.000	_	0.507	2000	(
New Market Rd	Town of Timberville (Maint: 82)	0.69 <b>3100</b>	G	91%	1%	2%	1%	5%	0%	С	0.088	F	0.527	3200	(
$\overline{}$	To: From:	ECL Timbervi				<u> </u>									
New Market Rd	Rockingham County	3.58 <b>3600</b>	G	93%	1%	1%	1%	4%	0%	F	0.084	F	0.504	3800	(
<u> </u>	To: From:	Shenandoah Count Rockingham Coun	•			-									
211)W Old Cross Rd	Shenandoah County	0.94 <b>6300</b>	G Line	93%	1%	1%	1%	4%	0%	С	0.083	F		6600	
211) W Old Gloss Rd	Shehandoan County			9370	1 /0	1 70	1 /0	470	070	C	0.003	'		0000	
	From:	WCL New Mar		2001	407		40/	407	201		0.000			0000	
W Old Cross Rd	Town of New Market (Maint: 85)		N	93%	1%	1%	1%	4%	0%	Ν	0.083	Ν		6600	
	10.	I-81 West of New													
	From:	Bus SR 3 East of Free			201		00/	007	00/	_	0.400	_	0.04	44000	
Chatham Heights Rd	Stafford County	0.87 <b>9800</b>	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.61	11000	
	10.	SR 218 Butler													
	From:	WCL Manassas Park			40/		00/	007	00/	_	0.000	_	0.505	0000	
Manassas Dr	City of Manassas Park	0.04 <b>9000</b>	F	98%	1%	1%	0%	0%	0%	F	0.090	F	0.525	9600	
	To: From:	Baker St				$\Box$ $\vdash$									
Manassas Dr	City of Manassas Park	1.16 <b>7100</b>	F	98%	1%	1%	0%	0%	0%	С	0.087	F	0.549	7600	
<u> </u>	To- From:	152-4402 Cabbe	el Dr			$\neg$ $\vdash$									
213)Manassas Dr	City of Manassas Park	0.69 9700	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.550	10000	
	To:	SR 28 Centrevill	e Rd												
	From:	SR 3 Lerty													
214)Stratford Hall Rd	Westmoreland County	2.48 <b>1000</b>	F	98%	0%	1%	1%	0%	0%	С	0.113	F	0.625	1000	
	Tor	96-609 Stratford F	Iall Rd												
	From:	US 29 Lee Hy	vv												
Vint Hill Rd	Fauguier County	2.13 <b>8400</b>	F	98%	0%	1%	1%	1%	0%	С	0.086	F	0.531	8600	
-10/	To:	Prince William Cou	nty Line												
	From:	Fauquier County	Line												
215) Vint Hill Rd	Prince William County	3.68 <b>8100</b>	F	98%	0%	1%	0%	0%	0%	С	0.109	F	0.695	8300	
<u> </u>	To: From:	76-658 Owls Ne	st Rd												
215)Vint Hill Rd	Prince William County	3.45 <b>8100</b>	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.689	8300	
<del></del>	To	SR 28 Near Bris													
-	From:	US 17 Hayes		•			_		_		_		_		
216) Guinea Rd	Gloucester County	3.61 <b>8100</b>	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.672	8700	(
-10/	To:	36-649 Achill								-					

# 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 l	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bagley Circle													
217) State St	Town of Marion (Maint: 86)	2.20 <b>1300</b>	<b>F</b> 98	3%	1%	0%	0%	1%	0%	С	0.137	F	0.852	1400	F
	To:	SR 16 S Commerce	Street												
	From:	US 1 Falmouth	1												
218)Butler Rd	Stafford County	1.13 <b>18000</b>		5%	1%	1%	1%	2%	0%	С	0.077	F	0.502	20000	
218) Dallot 11a	To:	SR 212 White Oak		,,,	170	Η̈́	170		070	Ū	0.077	•	0.002	20000	`
	From:	SR 218 Butler R													
218) White Oak Rd	Stafford County	0.63 <b>16000</b>	<b>G</b> 98	3%	0%	1%	0%	0%	0%	F	0.097	Ν	0.588	17000	(
	Tol	00 1150 P P 1	D.I			_									
White Oak Dd	From:	89-1158 Baron Park 1.82 <b>8600</b>		3%	0%	1%	0%	0%	0%	С	0.097	F	0.500	9100	(
218 White Oak Rd	Stafford County	1.02 0000	<b>G</b> 90	5%	0%	1%	0%	0%	0%	C	0.097	Г	0.588	9100	
	To: From:	89-606 Ferry Ro	i												
218) White Oak Rd	Stafford County	2.05 <b>7700</b>	<b>G</b> 98	3%	0%	1%	0%	0%	0%	F	0.099	F	0.546	8300	C
$\smile$	То	89-603 Caisson F	8d												
218)White Oak Rd	Stafford County	2.09 <b>4600</b>		3%	0%	1%	0%	0%	0%	F	0.103	F	0.531	5000	C
218) ************************************	To:	King George County		370	070	Ť	070	070	070	•	0.100	•	0.001	0000	`
	From:	Stafford County L													
218 Caledon Rd	King George County	5.93 <b>3500</b>		3%	1%	1%	0%	0%	0%	F	0.128	F	0.696	3500	F
210)						_									
	From:	48-696 Fairview		201	407		00/	00/	00/	^	0.400	_	0.700	0000	
218 Caledon Rd	King George County	1.05 <b>2900</b>	F 98	3%	1%	1%	0%	0%	0%	С	0.132	F	0.766	3000	F
<u> </u>	To: From:	48-609 Cash Corr	ner												
218 Caledon Rd	King George County	6.81 <b>2800</b>	<b>F</b> 98	3%	1%	1%	0%	0%	0%	F	0.129	F	0.815	2800	F
	To:	SR 206 Berthavil	11.0												
218 206 Dahlgren Rd	From: King George County	2.19 <b>12000</b>		3%	1%	0%	0%	1%	0%	F	0.114	F	0.806	12000	F
218 206 Danigren Ku	King George County	2.19 12000	F 90	) /O	1 /0	0 /6	0 /6	1 /0	0 /6	-	0.114	-	0.000	12000	-
	To: From:	SR 206 Owens													
218)Windsor Dr	King George County	0.28 <b>1200</b>	<b>F</b> 98	3%	0%	0%	0%	1%	0%	F	0.121	F	0.576	1200	F
$\smile$	To:	US 301 South of Ov	wens			$\neg$ —									
218)Windsor Dr	King George County	6.02 <b>5300</b>		3%	0%	0%	0%	1%	0%	С	0.107	F	0.822	5400	F
218) ************************************	To:	SR 205 East of Teto		770	070	Ť	070	170	070	Ŭ	0.101	•	0.022	0.100	•
	Gronv														
Fodoral Ct	Town of Rich Creek (Maint: 35)	US 460 Virginia A		6%	0%	1%	10/	40/	00/	_	0.000	F		0600	G
Federal St	Town of Rich Creek (Maint. 35)	0.57 <b>9100</b>	<b>G</b> 96	0%	0%	170	1%	1%	0%	С	0.089	Г		9600	(
	To: From:	ECL Rich Creel	k												
219	Giles County	1.16 <b>9100</b>	<b>N</b> 96	6%	0%	1%	1%	1%	0%	Ν	0.089	Ν		9600	1
<i></i>	To:	West Virginia State	Line												
	From	North Carolina State	Line												
220 Greensboro Rd	Henry County	3.05 <b>9800</b>		1%	1%	1%	1%	12%	1%	С	0.103	Α	0.505	9500	A
220)	- F			,-				,0	. , 0	-	200		2.300	- 500	•
~~	To: From:	Bus US 220 S, Chur													
220 Greensboro Rd	Henry County	0.34 <b>10000</b>	<b>G</b> 84	1%	1%	1%	1%	12%	1%	F	0.08	F	0.530	9700	(
~	To:	SCL Ridgeway	,			$\neg$ —									
220 Greensboro Rd	Town of Ridgeway (Maint: 44)	0.36 10000	N 84	1%	1%	1%	1%	12%	1%	Ν	0.08	Ν	0.530	9700	Ν

# 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:		orehead Ave												
Greensboro Rd	Town of Ridgeway (Maint: 44)	0.58 <b>19</b>	9000 G	84%	1%	1%	1%	12%	1%	F	0.079	F	0.521	18000	G
~	To: From:	NCL F	Ridgeway												
220 Greensboro Rd	Henry County	0.03 19	9000 N	84%	1%	1%	1%	12%	1%	Ν	0.079	Ν	0.521	18000	١
~~	To: From:	Bus US 22	20 N, Main St												
220 Greensboro Rd	Henry County	2.40 <b>19</b>	9000 G	84%	1%	1%	1%	12%	1%	F	0.079	F	0.524	18000	C
<del>~</del>	To- From:	Bus US 220 S	, Greensboro F	ld											
220 58 William F Stone Hwy	Henry County	3.49 <b>16</b>	6000 G	84%	1%	1%	1%	12%	1%	F	0.076	F	0.501	15000	(
<del></del>	To	US 58; Bus US 5	S& A. I. Philnott	Hwv											
220 William F Stone Hwy	Henry County		6000 G	84%	1%	1%	1%	12%	1%	F	0.081	F	0.505	15000	(
,	To		llons Fork Rd												
220 William F Stone Hwy	From: Henry County		1000 G	84%	1%	1%	1%	12%	1%	F	0.079	F	0.608	13000	(
220 William Clone Tiwy	Tionly County			0470	170	170	170	12 /0	170	•	0.070	•	0.000	10000	•
220 (57) William F Stone Hwy	Henry County		palachian Dr 6000 G	84%	1%	1%	1%	12%	1%	F	0.081	F	0.537	15000	(
220 (57) William F Stone Hwy						1 70	1 /0	12 /0	1 /0	'	0.001	'	0.557	13000	,
~~	110111.	57 Fairystone Pkwy;					407	400/	40/		0.004	_	0.504	47000	
Virginia Ave	Henry County		6000 G	87%	1%	1%	1%	10%	1%	F	0.081	F	0.504	17000	(
~	To- From:		ırry Hill Lane												
Virginia Ave	Henry County		5000 G	87%	1%	1%	1%	10%	1%	F	0.079	F	0.505	15000	(
<del></del>	To: From:		County Line County Line												
220 Virgil H Goode Hwy	Franklin County		5000 G	87%	1%	1%	1%	10%	1%	F	0.073	F		15000	(
220)	To				.,,			,.							
Virgil H Goode Hwy	Franklin County		Henry Rd 1000 G	87%	1%	1%	1%	10%	1%	F	0.073	F		15000	(
220) Viigii 11 Coode 11wy	- Tankin Goding			01 70	170	170	170	10 /0	170	•	0.070	•		10000	•
220 Virgil H Goode Hwy	Franklin County		Neil Mill Rd	87%	1%	1%	1%	10%	1%	F	0.072	F		15000	(
220 Vilgii H Goode Hwy	Frankiin County				170	170	170	10%	170	Г	0.072	Г		13000	
~~ <u></u>	To: From:	BUS US 220 S													
220)	Franklin County	2.62 <b>17</b>	7000 A	87%	1%	1%	1%	10%	1%	С	0.099	Α	0.581	17000	ŀ
	To- From:		cky Mount												
220	Town of Rocky Mount (Maint: 33)	0.56 <b>17</b>	7000 A	87%	1%	1%	1%	10%	1%	С	0.099	Α	0.581	17000	1
	To: From:	SI	R 40												
220	Town of Rocky Mount (Maint: 33)	1.35 <b>21</b>	1000 G	87%	1%	1%	1%	10%	1%	F	0.078	F		21000	(
	Tos	BUS US 220 N	N of Rocky Mo	ınt											
220	Town of Rocky Mount (Maint: 33)		1000 G	87%	1%	1%	1%	10%	1%	F	0.076	F		25000	(
<del></del>	To	NCI Po	ocky Mount												
220)	Franklin County		1000 G	87%	1%	1%	1%	10%	1%	F	0.076	F		25000	(
220)	To:		SOUTH	01 /0	1 /0	170	1 /0	10 /0	1 /0	'	0.070	•		20000	•
	From:		S Wirtz Rd												
220 Virgil H Goode Hwy	Franklin County	3.97 <b>21</b>	1000 G	87%	1%	1%	1%	10%	1%	F	0.081	F		21000	(
~ <i></i>	To:	SCL Bo	oones Mill												

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

Town of Boones Mill (M:  Town of Boones Mill (M:  Franklin County  Franklin County  Franklin County  From:  Roanoke County  Roanoke County  To:  From:  City of Roanoke (Mair	1.1 ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) ( 0.3 ) (	NCL Boones 7 26000 33-613 Nafi 7 25000 oanoke Coun ranklin Coun 7 29000	Mill G S Mill G G S Mill G G G G G tty Line tty Line G G arkway	87% 87% 87%	1% 1%	2Axle 1% 1% 1%	3+Axle  1%  1%  1%	1Trail 10% 10% 10%	2Trail 1% 1% 1%	F F	0.081 0.084 0.084	QK F F	Factor	25000 26000 25000	G G
Franklin County  Franklin County  Franklin County  From:  Roanoke County  Roanoke County	y 0.3  F F F Y 0.3  O O O O O O O O O O O O O O O O O O	2 24000  NCL Boones 7 26000  33-613 Nafr 7 25000  oanoke Coun ranklin Coun 7 29000  Blue Ridge Pa	G Mill G G Mty Line ty Line G G G G G G G G G G G G G G G G G G G	87%	1%	1%	1%	10%	1%		0.084	F		26000	G
Franklin County  Franklin County  Franklin County  From:  Roanoke County  Roanoke County	y 0.3  F F F Y 0.3  O O O O O O O O O O O O O O O O O O	NCL Boones 7 26000 33-613 Nafi 7 25000 oanoke Coun ranklin Coun 7 29000	s Mill  G  G  G  G  Hy Line  ty Line  G  G  G  G  G  G  G  G  G  G  G  G  G	87%	1%	1%	1%	10%	1%		0.084	F		26000	G
From:  Franklin County  To: From: Roanoke County  Roanoke County  To: From:  Roanoke County	y 0.3  F F O O O O O O O O O O O O O O O O O	7 26000 33-613 Nafr 7 25000 oanoke Coun ranklin Coun 7 29000	f Rd  G G  tty Line  ty Line  G G	87%	1%	$\Box$ $\vdash$									
From:  Franklin County  To: From: Roanoke County  Roanoke County  To: From:  Roanoke County	y 0.3  F F O O O O O O O O O O O O O O O O O	33-613 Nafi 7	f Rd  G  tty Line tty Line G  arkway	87%	1%	$\Box$ $\vdash$									
Roanoke County  Roanoke County  Roanoke County	y 6.0 y 0.3	7 25000 oanoke Coun ranklin Coun 7 29000 Blue Ridge Pa	ty Line ty Line G G arkway			1%	1%	10%	1%	F	0.084	F		25000	G
Roanoke County  Roanoke County  Roanoke County	y 6.0 y 0.3	oanoke Coun ranklin Coun 7 29000 Blue Ridge Pa	ty Line ty Line <b>G</b>			1%	1%	10%	1%	F	0.084	F		25000	( -
Roanoke County	y 6.0 y 0.3	ranklin Coun 7 29000 Blue Ridge Pa	ty Line  G  arkway	87%											0
Roanoke County	y 0.3	Blue Ridge Pa	arkway	87%											
To: From:	y 0.3				1%	1%	1%	9%	1%	С	0.086	F	0.689	29000	G
To: From:	y 0.3					$\neg$ $\vdash$									
City of Roanoke (Mair			•	87%	1%	1%	1%	10%	1%	F	0.088	F	0.691	30000	G
City of Roanoke (Mair		SCL Roan	oke												
To- From:	nt: 80) 1.6			87%	1%	1%	1%	10%	1%	F	0.077	F	0.59	39000	G
From:	BUS U	S 220: SR 41	9 Electric	Rd											
City of Roanoke (Mair		,		87%	1%	1%	1%	10%	1%	F	NA			52000	G
Too		Woniu S	lt.												
City of Roanoke (Mair	nt: 80) 1.7			87%	1%	1%	1%	10%	1%	F	NA			70000	G
To:	S	R 24 Elm Ave	e: I-581												
City of Roanoke (Mair			.,	5	See I-58	31 for di	ectional	traffic v	olume es	stimate	es for this	segr	nent.		
nbined Traffic Estimates for 2 Parallel Re	toadways on this Rou	te: <b>74000</b>	G	94%	1%	1%	1%	4%	0%	F	NA			83000	G
To- From-	J	S 11 William	nson Rd												
City of Roanoke (Mair	nt: 80) 0.3			5	See I-58	31 for di	ectional	traffic v	olume es	stimate	es for this	segr	nent.		
nbined Traffic Estimates for 2 Parallel Re	toadways on this Rou	te: <b>78000</b>	G	94%	1%	1%	1%	4%	0%	F	NA			87000	G
To: From:		JS 460 Orang	ge Ave												
City of Roanoke (Mair	nt: 80) 1.6	3		9	See I-58	31 for di	ectional	traffic v	olume es	stimate	es for this	segr	nent.		
nbined Traffic Estimates for 2 Parallel Ro	toadways on this Rou	te: <b>82000</b>	F	94%	1%	1%	1%	4%	0%	F	0.087	F	0.505	88000	F
To: From:		Valley View	Blvd												
,	,			5	See I-58	31 for di	rectional	traffic v	olume es	stimate	es for this	segr	nent.		
nbined Traffic Estimates for 2 Parallel Re	toadways on this Rou	te: <b>61000</b>	) A	94%	1%	1%	1%	4%	0%	С	0.110	Α	0.51	69000	Α
To- From:		101 Hershbe	erger Rd												
· · · · · · · · · · · · · · · · · · ·				5	See I-58	31 for di	rectional	traffic v	olume es	stimate	es for this	segr	nent.		
nbined Traffic Estimates for 2 Parallel Re	toadways on this Rou	te: <b>55000</b>	F	94%	1%	1%	1%	4%	0%	F	0.104	В	0.542	61000	F
To- From:	SF	117 Peters C	Creek Rd												
,	,									stimate		segr	nent.		
nbined Traffic Estimates for 2 Parallel Ro	loadways on this Rou		G	94%	1%	1%	1%	4%	0%	F	NA			51000	G
From:	IS-00581-N/R\/IS		SA(L)/TO	RT 81 NO	RT										
L-81 N at Exit 143 Roanoke County			21(L)/1U			31 for di	ectional	traffic v	nlume es	stimate	es for this	Sear	nent		
	City of Roanoke (Mai  City of Roanoke (Mai  City of Roanoke (Mai  City of Roanoke (Mai  Roanoke (Mai  City of Roanoke (Mai  Roanoke (Mai  City of Roanoke (Mai  City of Roanoke (Mai  Roanoke (Mai  City of Roanoke (Mai  City of Roanoke (Mai  Roanoke (Mai  City of Roanoke (Mai  Roanoke (Mai  City of Roanoke (Mai  Roanoke Count  Roanoke Count  City of Roanoke (Can  Roanoke Count  Roanoke Count  City of Roanoke (Can  Roanoke Count  Roanoke Count  City of Roanoke (Can  Roanoke Count	City of Roanoke (Maint: 80) 1.66  City of Roanoke (Maint: 80) 1.77  City of Roanoke (Maint: 80) 0.66  City of Roanoke (Maint: 80) 0.66  City of Roanoke (Maint: 80) 0.37  City of Roanoke (Maint: 80) 0.37  City of Roanoke (Maint: 80) 0.37  City of Roanoke (Maint: 80) 1.66  City of Roanoke (Maint: 80) 1.76  Roanoke Traffic Estimates for 2 Parallel Roadways on this Rour  City of Roanoke (Maint: 80) 1.76  City of Ro	City of Roanoke (Maint: 80) 1.66 51000  City of Roanoke (Maint: 80) 1.71 68000  SR 24 Elm Av. City of Roanoke (Maint: 80) 0.66  This indicates the stimates for 2 Parallel Roadways on this Route: 74000  This indicates the stimates for 2 Parallel Roadways on this Route: 78000  This indicates the stimates for 2 Parallel Roadways on this Route: 78000  This indicates the stimates for 2 Parallel Roadways on this Route: 82000  This indicates the stimates for 2 Parallel Roadways on this Route: 82000  This indicates the stimates for 2 Parallel Roadways on this Route: 82000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 55000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 61000  This indicates the stimates for 2 Parallel Roadways on this Route: 6	City of Roanoke (Maint: 80) 1.66 51000 G    City of Roanoke (Maint: 80) 1.71 68000 G   City of Roanoke (Maint: 80) 0.66     City of Roanoke (Maint: 80) 0.31     City of Roanoke (Maint: 80) 1.68     City of Roanoke (Maint: 80) 1.68     City of Roanoke (Maint: 80) 1.68     City of Roanoke (Maint: 80) 1.11     City of Roanoke (Maint: 80) 1.11     City of Roanoke (Maint: 80) 1.11     City of Roanoke (Maint: 80) 1.75     City of Roanoke (Maint: 80) 1.75	City of Roanoke (Maint: 80) 1.71 68000 G 87%    SR 24 Elm Ave; I-581	City of Roanoke (Maint: 80) 1.66 51000 G 87% 1%    Wonju St	City of Roanoke (Maint: 80) 1.66 51000 G 87% 1% 1% 1% 1%      Wonju St	City of Roanoke (Maint: 80) 1.66 51000 G 87% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	City of Roanoke (Maint: 80) 1.66 51000 G 87% 1% 1% 1% 10% 10% 10% 10% 1.71 68000 G 87% 1% 1% 1% 10% 10% 1.71 68000 G 87% 1% 1% 1% 10% 10% 1.71 68000 G 87% 1% 1% 1% 10% 10% 10% 1.71 68000 G 87% 1% 1% 1% 10% 10% 10% 10% 10% 10% 10% 1	City of Roanoke (Maint: 80) 1.66 51000 G 87% 1% 1% 1% 10% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	City of Roanoke (Maint: 80)   1.66   51000   G   87%   1%   1%   1%   10%   1%   F	City of Roanoke (Maint: 80) 1.66 51000 G 87% 1% 1% 1% 10% 1% F NA    Wonju St	City of Roanoke (Maint: 80) 1.66 \$1000 G 87% 1% 1% 1% 10% 1% F NA    Wonju St	City of Roanoke (Maint: 80)   1.66   51000   G   87%   1%   1%   1%   10%   1%   F   NA	City of Roanoke (Maint: 80)

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

		Primary ar							-							
Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
		_5.7941					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		-4
~~~	From:		I-581													
{220}(81)	Roanoke Cou	,				See I-81	for dire	ectional	traffic vo	olume es	timate	s for this	segn	nent.		
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	Α	80%	1%	1%	1%	17%	1%	С	0.102	Α	0.512	59000	Α
	To:	SR 1	15 Plantatio	on Rd												
(220) (81)	From: <b>L</b> Roanoke Cou		15 T Idilda	on rea		See I-81	for dire	ectional	traffic vo	olume es	timate	s for this	sean	nent		
(220) (81)	Combined Traffic Estimates for 2 Parallel	•	E4000	G	80%	1%	1%	1%	17%		F	NA	oogii	10111.	54000	G
	To:T		ourt Count		00%	170	170	170	17 70	170	Г	INA			34000	G
	From:		oke County													
(220) (81)	Botetourt Cou			,		See I-81	for dire	ectional	traffic vo	olume es	timate	s for this	sean	nent		
(220) (81)	Combined Traffic Estimates for 2 Parallel	•	E4000	G	80%	1%	1%	1%	17%		F	NA	oogii	10111.	54000	G
	To:		t 150; ALT		00%	170	170	170	17 70	170	Г	INA			34000	G
	From:	1-01 EXI	I-81 N	SK 220												
(220) (81) Ramp I-81 N Exit 15	OB to US 11 Botetourt Cou	inty 0.18	1-0111			See I-81	for dire	ectional	traffic w	nluma as	timate	s for this	Seam	nent		
220 (81) Ramp I-81 N Exit 15	To:	7	11 Lee Hig	havov		00010	i ioi aii	octional	traine w	Jiuine es	umate	.5 101 11113	Segn	icit.		
	From:	Ramp From			) B											
220 (11) Lee Highway	Botetourt Cou	•	6900	N	99%	0%	0%	0%	0%	0%	N	0.107	Ν	0.637	7100	Ν
220 11 Lee Highway	To:	•	. 220 Clove		0070	070		070	070	070	.,	0.107		0.007	7 100	.,
ALT	From:		11 Lee Higi													
~~~	Botetourt Cou		37000	F	89%	1%	1%	1%	8%	0%	F	0.082	F	0.685	39000	F
220 Roanoke Rd	To:		Alt SR 220		0070	170		1 70	070	070	•	0.002	•	0.000	00000	•
	From:		; ALT SR													
220 Roanoke Rd	Botetourt Cou		26000	F	95%	1%	1%	1%	3%	0%	С	0.089	F	0.576	28000	F
220) (100) (10	Dototour Cou				0070	170	. , ,	170	070	070	Ŭ	0.000	•	0.070	20000	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		79 Catawb													
Roanoke Rd	Botetourt Cou	inty 3.69	15000	F	93%	1%	1%	1%	6%	0%	F	0.084	F	0.559	16000	F
<u> </u>	To:	11-	670 Trinity	/ Rd												
Roanoke Rd	Botetourt Cou		11000	F	93%	1%	1%	1%	6%	0%	С	0.095	В	0.586	12000	F
220) (100) (100)	Bototourt God				0070	170	. 70	170	070	070	Ŭ	0.000	_	0.000	12000	•
~~~	To: From:		CL Fincast													
220 Botetourt Rd	Town of Fincastle (N	Maint: 11) 0.11	11000	N	93%	1%	1%	1%	6%	0%	Ν	0.095	Ν	0.586	12000	N
<u> </u>	Tax	11	-630 Main	St												
220 Botetourt Rd	From: L Town of Fincastle (N		8900	F	93%	1%	1%	1%	6%	0%	F	0.082	F	0.57	9600	F
220) Bololouri Na	Town of throadic (i	,			3070	170	170	1 70	070	070	•	0.002	•	0.07	5000	•
~~~	To: From:		CL Fincast													
220 Botetourt Rd	Botetourt Cou	inty 4.49	8900	N	93%	1%	1%	1%	6%	0%	Ν	0.082	Ν	0.57	9600	Ν
<u> </u>	To:	11-635 Tim	her Ridge	W Wind	Rd											
220 Botetourt Rd	From L Botetourt Cou		6400	F	93%	1%	1%	1%	6%	0%	F	0.084	F	0.513	6800	F
220) Bototourt Na	Dote:out Cou	y 0.79	U-00	<u> </u>	JJ /0	1 /0	1 /0	1 /0	070	0 /0	'	0.004	'	0.010	0000	'
~~~	To: From:		43 Y Jame				╝									
220 Botetourt Rd	Botetourt Cou	inty 0.83	5500	F	93%	1%	1%	1%	6%	0%	F	0.084	F	0.535	5900	F
<u></u>	To:	11 61	5 Craig Cre	ak Dd												
220 (42) Botetourt Rd	From:L Botetourt Cou		5400	F	93%	1%	1%	1%	6%	0%	F	0.081	F	0.555	5700	F
220 A2 Botetourt Rd	Dolelouri Cou	1.32	3400		3370	1 70	170	1 70	070	U70	Г	0.001	r	0.555	3700	Г
	To: From:	SR 43 I	Narrow Pas	sage Rd												
220 42 Botetourt Rd	Botetourt Cou	inty 9.95	5400	F	93%	1%	1%	1%	6%	0%	F	0.086	F	0.575	5800	F
( · / ( · - /	тГ		nany Count	~ .												

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

		Primary and inte	sisiale NU	uico										
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus			ıck		QC	K	QK _ Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor	Factor		
$\sim\sim$	From:	Alleghany Co												
(220) (42) Market Ave	Town of Iron Gate (Maint: 03)	0.88 <b>650</b>	0 G	93%	1%	1%	1%	6%	0%	F	0.079	F	6900	G
$\bigcirc$	To:	SCL Iron	n Gate			$\neg$ $\vdash$								
(220) (42)	Alleghany County	0.66 <b>650</b>	0 N	93%	1%	1%	1%	6%	0%	Ν	0.079	N	6900	Ν
	Tec	Dia	0.220			_								
Market Ave	From:	BUS US		000/	40/	40/	40/	<b>C</b> 0/	00/		0.000	_	0400	
(220) (42) Market Ave	Alleghany County	0.61 <b>600</b>	0 G	93%	1%	1%	1%	6%	0%	F	0.080	F	6400	G
Pup	To: From:	BUS U	S 60											
Bus	Alleghany County	0.47 830	0 G	87%	1%	1%	1%	10%	0%	С	0.087	F	8700	G
[220] [60] [42]	Alleghany County	0.47 030		01 70	170	1 70	1 70	10 /0	070	O	0.007	•	0700	O
Bus	To: From:	03-6	70											
220 60 Market Ave	Alleghany County	0.19 <b>790</b>	0 G	87%	1%	1%	1%	10%	0%	F	0.084	F	8300	G
(220) (80)	,eg				.,,	.,,	.,0	.070	0,0	•	0.00	·	0000	
Bus	To: From:	I-64 EAST OF CL	IFTON FOR	RGE										
(220) (60) Ramp	Alleghany County	0.22 <b>NA</b>	١								NA		NA	
(220) (60)	To:	I-64-W FROM BUS RT	60WEST &	RT 629E										
	From:	US 220; BU												
(220) (64) (60)	Alleghany County	1.06			See I-64	4 for dir	ectional t	raffic vo	lume es	timate	s for this	segment.		
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 130	00 G	77%	1%	1%	1%	20%	0%	F	NA	_	12000	G
	-			,*	.,,				-,-					_
~~~	From: [Prom: [And in the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of the content of	ECL Clifto	on Forge		010	4 (1			1	C 1 -				
[220] [64] [60]	Town of Clifton Forge (Maint: 03	•										segment.		_
<b>~ ~ ~</b>	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 130	00 G	77%	1%	1%	1%	20%	0%	F	NA		12000	G
	To- France	WCL Clift	on Forge											
(220) (64) (60)	Alleghany County	0.86			See I-6	4 for dir	ectional t	raffic vo	lume es	timate	s for this	segment.		
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 130	00 G	77%	1%	1%	1%	20%	0%	F	NA	Ü	12000	G
	- Tame I am a second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second se			,	.,,		.,0	2070	0,0	•			000	
~~~	From:	BUS US 60 B	US US 220											
(220) (64) (60)	Alleghany County	2.34										segment.		
$\Rightarrow \lor \Rightarrow$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 180	00 G	77%	1%	1%	1%	20%	0%	F	NA		17000	G
	To	03-6	96			$\neg$ $\vdash$								
(220) (64) (60)	Alleghany County	4.98			See I-64	4 for dir	ectional t	raffic vo	lume es	timate	s for this	segment.		
220 04 00	Combined Traffic Estimates for 2 Parallel Roadways		nn G	77%	1%	1%	1%	20%	0%	F	NA		18000	G
	To:	US (		1170	170		1 70	2070	070	'	INA		10000	O
	From:	I-64-W TO RT 60 W		Γ 1104										
(220) (64) Ramp	Alleghany County	0.05			See I-64	4 for dir	ectional t	raffic vo	lume es	timate	s for this	segment.		
220 04	To:	03-1104 FROM	RT 64 WES									3		
	From:	I-6-												
220 60 Madison St	Alleghany County	0.62 <b>130</b>	00 G	91%	1%	1%	1%	6%	0%	F	NA		13000	G
	Tao	EGI C												
C Madison Ct	From:	ECL Cov	U	040/	40/	10/	40/	60/	00/		0.007	F	14000	
220 60 E Madison St	City of Covington	0.46 <b>130</b>	00 G	91%	1%	1%	1%	6%	0%	С	0.087	F	14000	G
	To: From:	SR 18 Car	penter St											
220 60 East Madison St	City of Covington	0.26 140	00 G	93%	1%	1%	1%	5%	0%	С	0.082	F	16000	G
	To:	S Highland	Avenue											
	•	<u> </u>												

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

			d Interstate Ro				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	S His	ghland Avenue			2, 540	017 040	TTTGII	Ziran		1 dotoi		1 40101		
220 (60) E Madison Avenue	City of Covington		13000 G	98%	0%	1%	0%	0%	0%	F	0.081	F		14000	G
<del></del>	Too	SM	onroe Avenue												
220 N Alleghany Ave	City of Covington	0.93	7900 G	97%	1%	1%	1%	1%	0%	F	0.086	F		8600	G
223) 0 7	To:	EI	Locust Street												
220 N Alleghany Ave	City of Covington	0.62	8100 G	97%	1%	1%	1%	1%	0%	F	0.081	F		8800	G
220)	To-				.,,				-,-					-	
N Alleghany Ave	City of Covington	0.66	5900 G	97%	1%	1%	1%	1%	0%	С	0.096	F		6400	Ģ
220 TV Allegrany Ave	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second 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			01 70	170		170	170	070	Ü	0.000	•		0400	`
Hot Springs Rd	Alleghany County	1.61	L Covington <b>G</b>	97%	0%	1%	1%	1%	0%	С	0.092	F		5200	(
220 Hot Spilligs Ru	Allegially County			9170	0%	170	170	170	0%	C	0.092	Г		3200	
~~	From:		87 Clearwater	070/	00/		40/	40/	00/	_	0.007		0.004	4.400	
Hot Springs Rd	Alleghany County	8.28	1400 G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.604	1400	C
	From:		any County Line			_									
220 Ingalls Boulevard	Bath County	7.49	2100 G	95%	0%	1%	1%	3%	0%	С	0.091	F	0.534	2300	(
<del></del>	To	08-6	58 Hot Springs												
220 Ingalls Boulevard	Bath County	5.43	2800 G	95%	0%	1%	1%	3%	0%	F	0.092	F	0.501	3100	(
20) 3	то	CD 20	Warm Springs												
220 (39) Ingalls Boulevard	Bath County	0.19	2100 G	91%	1%	1%	1%	6%	0%	F	0.09	F	0.609	2200	(
220) (39)gae Dod.ova.a					.,,		.,,	0,0	0,0	•	0.00	•	0.000		
220 Ingalls Boulevard	Bath County	4.17	rth of Warm Spring  870 G	s 91%	1%	1%	1%	6%	0%	С	0.089	F	0.587	950	(
220 mgans Boulevard	Bath County			3170	170	170	1 /0	070	070	O	0.003	•	0.507	330	•
Stuart Hwy	From:	08-614 5.56	Muddy Run Rd 530 G	91%	1%	1%	10/	6%	0%	F	0.114	F	0.653	580	
Stuart Hwy	Bath County			91%	170	1%	1%	0%	0%	Г	0.114	Г	0.003	560	
~~~	From:		Poor Farm Road												
Stuart Hwy	Bath County	4.11	490 G	91%	1%	1%	1%	6%	0%	F	0.118	F	0.556	540	(
	From		and County Line  County Line			_									
220 Jackson River Rd	Highland County	8.62	400 G	91%	1%	1%	1%	6%	0%	F	0.1	F	0.523	440	(
<del></del>	To		45-607 N												
220 Jackson River Rd	Highland County	3.47	490 G	91%	1%	1%	1%	6%	0%	F	0.106	F	0.512	530	(
20)	To		34 Vanderpool												
Jackson River Rd	Highland County	3.54	1200 G	93%	1%	2%	1%	2%	0%	F	0.107	F	0.567	1300	(
220) Gabricon Tilvor Fid	- Ingiliana Sounty				170		170		070	•	0.107	·	0.007	1000	
	Town of Monterey (Maint: 45)	0.35	1200 N	93%	1%	2%	1%	2%	0%	N	0.107	N	0.567	1300	١
220)	1 Own or Monterey (Maint. 45)	0.33		30 ⁷ /0	170	<b>∠</b> 70	1 70	∠/0	070	IN	0.107	IN	0.307	1300	ľ
Jackson Diray D.1	Tours of National (Nation 47)	0.40	US 250	000/	407		407	007	007		0.400		0.054	4000	
Jackson River Rd	Town of Monterey (Maint: 45)	0.19	1200 G	93%	1%	2%	1%	2%	0%	С	0.109	F	0.654	1300	C
· · · · · · · · · · · · · · · · · · ·	To: From:		CL Monterey			$\Box$									
220)	Highland County	6.30	1200 N	93%	1%	2%	1%	2%	0%	Ν	0.109	Ν	0.654	1300	١
~	To:	45-642	Near Blue Grass												

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

Deste	Landa albarba		ul. AAD	T 04	4	D		Tru	ıck		- 00	K	01/	Dir	AAWDT	014
Route	Jurisdictio	· · · · · · · · · · · · · · · · · · ·	gth <b>AAD</b>		4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
220 Potomac River Rd	Highland Co		5-642 Near I 2 <b>590</b>		93%	1%	2%	1%	2%	0%	F	0.113	F	0.565	650	G
220 Tolomac River Ru	Tigrilana Oo		est Virginia		3370	170		1 70	270	070		0.113	'	0.505	000	O
	From:		SR 11	15												
220 Ramp to I-81 N at Exit 128	Botetourt Co	unty 0.3	6 <b>NA</b>	L			•					NA			NA	
	To:		I-81	N												
North	From:		ΓO RT 2400		REET											
Ramp	City of Roanoke (N											NA			7300	G
~	То:	SF	24 TO RT													
North Day 1 5 11 100	From:		ALT SR													
Ramp to I-81 S at Exit 128	Botetourt Co	unty 0.1	1 NA									NA			NA	
	From															
South 220 Ramp to I-81 S at Exit 128	Botetourt Co	untv 0.4	US 220 2 <b>NA</b>									NA			NA	
220 Kamp to 1-01 3 at Exit 120	To:	unty 0.4	I-81									INA			INA	
	From:	I-64-E FROM			HTI IO281											
220 (60) (60) Ramp to I-64 E	ا at Exit 16				+0500111							NA			NA	
250 (00) (00) (10)	To:		; 03-648 I-6		RO											
~~~	From:		EAST OF C													
22/0} (60)	Alleghany Co	ounty 0.1			91%	1%	1%	1%	6%	0%	N	NA			13000	Ν
~ ~	10:		US 22													
Bus	All a plant Co		220 Near C			00/	40/	40/	20/	00/	0	0.000	_	0.500	4000	
Verge Street	Alleghany Co	ounty 0.8	0 <b>180</b>	0 G	96%	0%	1%	1%	2%	0%	С	0.099	F	0.589	1900	G
Bus	To: From:		SCL Clifto	n Forge												
Verge Street	Town of Clifton	Forge 0.7	0 <b>190</b>	0 G	95%	0%	1%	1%	2%	0%	С	0.099	F	0.586	2000	G
<del>~</del>	To:		Bus US	S 60												
Bus Bus	Town of Clifton	Forge 0.0	6 <b>670</b>	0 G	96%	1%	2%	0%	1%	0%	С	0.090	F		7000	G
220 (60) Main St	Town of Clinton	r orge o.c			30 70	1 /0	2.70	070	1 /0	078	C	0.030	'		7000	O
Bus Bus	Io: From:		B ST	Γ												
220 (60 Main St	Town of Clifton	Forge 0.2	6 <b>800</b>	0 G	97%	1%	1%	0%	1%	0%	С	0.089	F		8400	G
Pug Bug	Ta: From:		Ridgewa	ay St												
Bus Bus (188) Main St	Town of Clifton	Forge 0.0	7 <b>420</b>	0 G	98%	0%	1%	0%	1%	0%	С	0.086	F		4400	G
220 60 188 188 Main St	Combined Traffic Estimates for 2 Parallel				97%	1%	1%	0%	1%	0%	C	NA	•		9200	G
	To:	in readmays on the	Keswic		0.70	1,70		0,0	.,,	0,0					0200	
Bus Bus	From:		Main													
220) (60) Kesswick St	Town of Clifton		_	-	98%	0%	0%	0%	1%	0%	С	0.089	F		4300	G
~ ~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou			98%	0%	1%	0%	1%	0%	F	NA			9600	G
Bus Bus	Io: From:		Roxbur Keswic													
220 60 Roxbury St	Town of Clifton	Forge 0.0			98%	1%	1%	0%	1%	0%	С	0.085	F		6000	G
	To:	<u> </u>	Ridgewa								-					_

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

		Timary and inter-					Tru	ıck			K		Dir		
Route	Jurisdiction -	Length AADT	r QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus Pidgoway St	Town of Clifton Forge	Roxbury		98%	0%	10/	00/	00/	00/		0.007	F		0500	
220 60 Ridgeway St	rown or Clirton Forge	0.61 9100	G	98%	0%	1%	0%	0%	0%	С	0.087	г		9500	G
Bus Bus	From:	6th St					201			_		_			
220 60 Ridgeway St	Town of Clifton Forge	0.27 <b>8300</b>		98%	0%	1%	0%	0%	0%	F	0.087	F		8700	G
Bus Bus	To: From:	WCL Clifton	Forge												
220 (60)	Alleghany County	0.44 8300		98%	1%	1%	0%	1%	0%	С	0.089	F		8700	G
	From:	I-64 SR 3		1											
₃₀ Franklin Rd	City of Roanoke (Maint: 80)	US 220; SR 419 Sou 0.27 <b>2200</b> 0		юке 98%	0%	1%	0%	0%	0%	С	0.082	F	0.512	24000	G
<i>~</i>	То	Penarth R													
Bus 120 Franklin Rd	City of Roanoke	1.26 <b>1900</b> (		98%	0%	1%	0%	0%	0%	F	0.091	F	0.518	18000	(
220 Trankiir Ku	Oity of Noarioke			30 /0	070	1 70	0 70	070	0 70	'	0.031	'	0.510	10000	
Bus	From:	128-3 Won	_	2001			201	00/	00/	_	0.000	_	0.544	11000	
Franklin Rd	City of Roanoke	0.38 <b>1200</b> 0		98%	0%	1%	0%	0%	0%	F	0.098	F	0.514	11000	C
Bus	To- From:	128-8003 McCl													
Franklin Rd	City of Roanoke	0.41 10000		98%	0%	1%	0%	0%	0%	F	0.094	F	0.517	9700	(
· · ·	From	128-8015; I-581 US 220 South of R	*												_
Bus 220 S Main St	Franklin County	1.76 <b>5800</b>	_	96%	0%	1%	1%	2%	0%	С	0.082	F		6000	G
<i>~</i>	To:	SCL Rocky I	Mount												
Bus	Town of Rocky Mount	0.10 <b>6600</b>		96%	0%	1%	1%	2%	0%	F	0.082	N		6800	G
220)	To:	Scuffling Hi					170	270	070		0.002	.,			
Bus 220 South Main St	Town of Rocky Mount	0.81 <b>6300</b>		98%	0%	0%	0%	1%	0%	С	NA			6600	G
South Main St	Town of Rocky Mount			90%	0%	0%	076	170	0%	C	INA			0000	
Bus	From	Floyd A								_		_			
South Main St	Town of Rocky Mount	0.24 <b>7900</b>		98%	0%	0%	0%	1%	0%	F	0.085	F		8300	C
Bus	To: From:	Tanyard R	oad												
South Main St	Town of Rocky Mount	0.08 <b>5200</b>	G	98%	0%	0%	0%	1%	0%	F	NA			5500	G
Bus	To: From:	Claiborne	Ave												
North Main St	Town of Rocky Mount	0.15 <b>4300</b>	G	98%	0%	0%	0%	1%	0%	F	0.084	F		4500	G
Sus	To: From	Pell Av	e												
220 (40)	Town of Rocky Mount	0.03 13000	) G	98%	0%	0%	0%	1%	0%	F	NA			13000	G
$\sim$ $\sim$	To: From:	Franklin	St												
Bus 220 North Main St	Town of Rocky Mount	0.54 10000	) G	97%	1%	1%	1%	1%	0%	С	NA			11000	G
20)	To:	North Int Cir				<del>- i</del>				-					-

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

								Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QV
Bus	From:	Nor	th Int Circle	Dr			ZANIC	STANE	IIIali	ZITAII		1 actor		1 actor		
North Main St	Town of Rocky Mount	1.05	9600	G	97%	1%	1%	1%	1%	0%	F	NA			10000	G
~	To	NC	I. Rocky Mor													
Bus	From:		•		070/	407	40/	407	407	001	_	0.000	_		45000	_
220 Bus	Franklin County			_	97%	1%	1%	1%	1%	0%	F	0.098	F		15000	G
Bus 220 Greensboro Rd	Henry County					00/	0%	10/	20/	09/	C	0.000	_	0.546	12000	(
Greensboro Rd	Tierriy County					076	0%	1 /0	3/0	076	C	0.000		0.540	13000	•
Bus Bus	From:															
20 \ 58 \ Memorial Blvd	Henry County	0.72	17000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.602	17000	(
<del></del>	To:	SCL N	MARTINSVI	ILLE												
Bus 20 58 Memorial Blvd	City of Martinsville				070/	10/	10/	10/	10/	00/	C	0.070	_	0.512	22000	(
(20) (58) Memorial Blvd	City of iviartifisville				9770	170	1 76	1 70	170	0%	C	0.079	Г	0.515	23000	
Bus	To- From:	ST	ARLING AV	/E												
220 (57) Memorial Blvd	City of Martinsville	0.25	16000	G	97%	1%	1%	0%	2%	0%	F	0.087	F	0.563	17000	(
~~	To	1	Broad Street													
Bus 20 57 Memorial Blvd	City of Martinsville				070/	40/	40/	00/	20/	00/	0	0.000	_	0.524	12000	(
20 57 Memorial Blvd	City of ivial till sville	0.63	12000	G	9770	170	1 70	076	270	0%	C	0.063	Г	0.554	13000	,
Bus	To- From		Fayette St													
Memorial Blvd	City of Martinsville	0.65	14000	G	98%	0%	0%	0%	1%	0%	С	0.082	F	0.506	16000	(
~	To:	NC	L Martinsvil	lle			<b>—</b>									
Bus 20 Virginia Ave	Henry County				000/	00/		00/	40/	00/	_	0.000	_	0.504	24000	(
Vilgilia Ave	Herry County				90%	070	0%	076	170	0%	Г	0.062	Г	0.324	21000	•
Bus	To: From:	44-609	Daniel Cree	ek Rd												
Virginia Ave	Henry County	2.02	21000	G	96%	1%	0%	0%	2%	0%	С	0.093	F	0.559	23000	(
~ <i></i>	To:	US 220; S	R 57 Fairysto	one Pkw	у											
Bus	From:	US 220	South of Rid	lgeway												
Church St	Henry County	0.30	1400	G								0.099	F	0.697	1500	(
~	To- France	S	CL Ridgeway	y			$\neg$ $\vdash$									
Bus P20 Church St	Town of Ridgeway (Maint: 44)	0.53	1400	N								0 099	N	0 697	1500	1
20 Onuren et	- Town of Mageway (Maint: 44)											0.000	14	0.007	1300	'
dus	From:	SR 8	7 Morehead.	Ave												
20 Main St	Town of Ridgeway (Maint: 44)	0.81	4700	G								NA			4800	(
~	To: From	N	CL Ridgewa	y												
Bus 20 Main St	Henry County											ΝΔ			4800	١
VIO	Tierry County											1 1/7			4000	'
LT ALT	From:						-									
ALT 220) 460 (11) (116) Orange Ave	City of Roanoke	North Int Circle Dr		40000	(											
220 /{ 460 } { 11 } ( 116 ) Orange Ave	·	0.27	J. 300		JJ /0	1 /0	1 /0	1 /0	<b>2</b> /0	0 /0	•	0.001	•	0.000	-5000	_

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

-								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		1 Williamso		2221	404		407			_		_			
220 460 221 Orange Ave	City of Roanoke	0.49	43000	G	96%	1%	1%	1%	2%	0%	F	0.078	F	0.564	46000	G
ALT	Ta: From:	SR	115 Hollins	Rd												
220)(460)(221) Orange Ave	City of Roanoke	1.14	41000	G	91%	1%	1%	1%	5%	0%	С	0.076	F	0.56	43000	G
$\bigcirc \diamondsuit \diamondsuit$	To: From:		24th St													
ALT 220 (460)(221) Orange Ave	City of Roanoke	1.37	31000	G	90%	1%	1%	2%	6%	0%	С	0.074	F	0.504	33000	G
220/(400)(221)	To		8-8055 King					_,,		***			-			
ALT	From:				0.40/	00/	40/	40/	407	201		0.00	_	0.540	10000	_
220 460 221 Orange Ave	City of Roanoke	0.18	40000 oke County	G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.546	42000	G
ALT	From:		CL Roanok													
220 (460) (221) Challenger Ave	Roanoke County	1.63	35000	Α	94%	0%	1%	1%	4%	0%	С	0.094	Α	0.577	36000	Α
	To: From:		460 BONSA													
ALT 220 Cloverdale Rd	Roanoke County	0.50	25000 25000	.60 <b>G</b>	89%	1%	1%	1%	8%	0%	F	0.087	F	0.574	26000	G
220) 0.010.00.00	To		ourt County		0070	.,,		.,0	0,0	0,70	•	0.00.	•	0.0.	20000	Ū
ALT	From:		oke County								_					
Cloverdale Rd	Botetourt County	4.54	18000	Α	89%	1%	1%	1%	8%	0%	С	0.1	Α	0.525	19000	Α
ALT	To: From:	US	11 Lee High	ıway												
220)(220)Roanoke Rd	Botetourt County	0.07	37000	F	89%	1%	1%	1%	8%	0%	F	0.082	F	0.685	39000	F
	To·	]	-81; US 220	0												
~~~ ~~	From:		Carolina Sta													
221 21 New River Pkwy	Grayson County	3.39	1900	G	92%	0%	1%	0%	6%	0%	С	0.096	F		2000	G
~~~	To: From:		Independer													
221 \ (21 )	Town of Independence (Maint: 38)	0.47	1900	N	92%	0%	1%	0%	6%	0%	N	0.096	N		2000	N
~~~	To: From:		INDEPEND													_
221 58 E Main St	Town of Independence (Maint: 38)	1.20	7300	G	92%	1%	1%	1%	4%	0%	F	0.11	F	0.63	7700	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		Independer													
221 58 Grayson Pkwy	Grayson County	1.55	7300	N	92%	1%	1%	1%	4%	0%	Ν	0.11	N	0.63	7700	Ν
~~~	To: From:		East of Indep													
221 (58) Grayson Pkwy	Grayson County	8.68	5400	G	92%	1%	1%	1%	4%	0%	С	NA			5600	G
~~~	To: From:		WEST OF C													_
221 58 Grayson Pkwy	Grayson County	1.36	8700	G	92%	1%	1%	1%	4%	0%	F	0.094	F		9100	G
	To: From:		WCL Galax													
221 58 Reserve Blvd	City of Galax	0.47	7600	F	96%	0%	1%	1%	2%	0%	С	0.092	F	0.568	8100	F
~~~~	From:		Oldtown Rd				$\Box$ $\vdash$									
221 58 Reserve Blvd; W Stuart Dr	City of Galax	1.10	6900	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.596	7300	F
~ ~	To: From		Fries Rd													
221 (58) W Stuart Dr	City of Galax	0.20	10000	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.562	11000	F
~ ~	To:	SR	89 MAIN	ST												

6/30/2011

# 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	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 89 MAIN	ST			1	017040	TTTGII	211011		1 dotoi		1 40101		
221 58 E Stuart Dr	City of Galax	0.34 <b>15000</b>	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.540	16000	F
	To	Meadow S	+												
221 58 E Stuart Dr	City of Galax	1.81 <b>20000</b>	F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.525	21000	F
221) (36) = 61661121	Tol.						. , 0	_,,	0,0	•	0.002	•	0.020		•
221 (58) E Stuart Dr	City of Galax	1.10 Haynes Ro	F	96%	0%	1%	1%	2%	0%	С	0.083	F	0.543	18000	F
221 (58) E Stuart Dr	City of Galax			30 76	070	1 70	1 /0	270	076	C	0.003	•	0.545	10000	'
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	ECL Galax		000/	00/		40/	00/	201	_	0.000		0.500	40000	
221 58 Carrollton Pike	Carroll County	2.05 <b>15000</b>	F	96%	0%	1%	1%	3%	0%	F	0.080	F	0.523	16000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	17-887													
221 \ 58 Carrollton Pike	Carroll County	1.28 <b>16000</b>	F	96%	0%	1%	1%	3%	0%	F	0.081	F	0.515	17000	F
<del>*</del>	To- From:	17-872				<u> </u>									
221 58 Carrollton Pike	Carroll County	3.69 <b>14000</b>	В	96%	0%	1%	1%	3%	0%	С	0.100	Α	0.534	15000	В
~ · ·	To	I-77													
221 (58) Carrollton Pike	Carroll County	0.72 <b>14000</b>	F	93%	0%	1%	2%	4%	0%	F	0.086	F	0.554	14000	F
	Tac	CL Hillsvill	1-												
221 58 West Stuart Dr	Town of Hillsville (Maint: 17)	2.10 <b>14000</b>	N	93%	0%	1%	2%	4%	0%	N	0.086	N	0.554	14000	N
221 58 West Stuart Dr	To:	US 58	11	3370	070		270	770	070	14	0.000	14	0.554	14000	14
	From	US 58 Stuart	Dr												
221 Floyd Pike	Town of Hillsville (Maint: 17)	1.42 <b>6900</b>	F	96%	1%	1%	1%	1%	0%	F	0.092	F	0.512	7200	F
<u> </u>	Tat	ECL Hillsvi	lle			<u> </u>									
221 Floyd Pike	Carroll County	0.02 6900	N	96%	1%	1%	1%	1%	0%	Ν	0.092	Ν	0.512	7200	Ν
<del></del> ) ·	To	SR 100 East of H	illeville												
221 Floyd Pike	Carroll County	6.77 <b>2500</b>	F	96%	1%	1%	1%	1%	0%	F	0.092	F	0.619	2600	F
221)	Tol					<del></del> i									
221 Floyd Pike	Carroll County	17-638 Dugs 3.37 <b>1800</b>	pur <b>F</b>	96%	1%	1%	1%	1%	0%	F	0.090	F	0.531	1800	F
221 1 Toyu 1 The	To:	Floyd County		30 /6	1 /0	1/0	1 /0	1 /0	076	'	0.030	•	0.551	1000	'
	From:	Carroll County													
221 Floyd Highway South	Floyd County	4.50 <b>1900</b>	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.591	1900	G
~	To:	31-787 Near Willis Indi		ge Rd											
~~~ Claud Highway Couth	From:	31-787 Near W		000/	40/	40/	40/	40/	00/	_	0.440	۸	0.040	0700	^
Floyd Highway South	Floyd County	2.91 <b>2600</b>	Α	96%	1%	1%	1%	1%	0%	С	0.118	Α	0.612	2700	Α
~~~	To: From:	31-750 Alum Rio													
221 Floyd Highway South	Floyd County	8.26 <b>3500</b>	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.692	3600	G
<del></del>	To: From:	WCL Floy	d												
221 East Main St	Town of Floyd (Maint: 31)	0.33 <b>3500</b>	N	96%	1%	1%	1%	1%	0%	Ν	0.088	Ν	0.692	3600	Ν
<u> </u>	_ To:	SR 8 Floyd C	СН												
221 West Main St	Town of Floyd (Maint: 31)	0.61 <b>8100</b>	G	95%	1%	1%	1%	1%	0%	F	0.096	F	0.538	8400	G
<del></del>	To	ECL Floyd	1												
221 Floyd Highway North	Floyd County	2.04 <b>8100</b>	N	95%	1%	1%	1%	1%	0%	N	0.096	N	0.538	8400	N
221). 1030 1 119111103 1 101111	To:	31-860 Northeast of			1 /0	- 70	1 /0	1 /0	0 /0	. 4	0.000	. 4	0.000	0700	14

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

			id interstati					Т	ok			V		D:-		
Route	Jurisdiction	Length	AADT	QA 4	4Tire B	us	ΛνΙ <u>α</u>	3+Axle	ck		QC	K	QK	Dir Factor	AAWDT	Q
	From:	31-860 Northeast o	f Eloud CH C	hootina C	ma als D d		Axie	3+Axie	IIIali	ZITAII		Factor		Factor		
221 Floyd Highway North	Floyd County	6.97	2700			%	 1%	1%	1%	0%	F	0.085	F	0.528	2800	
221 1 loyd r lighway rvorur	1 loya doarity					70	1 70	1 70	1 /0	070		0.005	'	0.020	2000	
~	From:	31-661 Booth					╧				_		_			
Floyd Highway North	Floyd County	3.79	2200	G 9	95% 1	%	1%	1%	1%	0%	С	0.092	F	0.538	2300	
<del></del>	To: From:	31-642	2 Meadow Rui	n Rd			$\neg$									
221 Floyd Highway North	Floyd County	7.20	2900	G 9	95% 1	%	1%	1%	1%	0%	F	0.103	F	0.666	3000	
=======================================	To:	Roan	oke County L	ine												
~~	From:		yd County Lin													
₂₂₁ Bent Mountain Rd	Roanoke County	2.40	2900	G 9	99% (	1%	1%	0%	0%	0%	F	0.1	F	0.738	3200	
~ <i>_</i>	To	80-7	08 Ivy Ridge	Rd												
Bent Mountain Rd	Roanoke County	1.46	3200		99% (	1%	1%	0%	0%	0%	F	0.093	F	0.825	3500	
221)2011 11100111011111111111	rtoanono coamy				0070	.,,		0,0	0,0	0,0	-	0.000	•	0.020	0000	
~~_	From:		)-711 Airpoint				┵╴									
Bent Mountain Rd	Roanoke County	7.31	6200		98% C	1%	1%	1%	1%	0%	С	0.1	F	0.832	6700	
<del>~</del>	To:		88 Cotton Hill													
Drombleton Dd	Pagnalia County		stal Creek Dr			1%	10/	00/	00/	00/	_	0.404	F	0.000	16000	
Brambleton Rd	Roanoke County	0.22	15000		99% C	1%	1%	0%	0%	0%	С	0.101	г	0.833	16000	
	From:		3 Arlington Hi 83 Arlington I				-									
Brambleton Rd	Roanoke County	1.36	24000		99% 0	)%	1%	0%	0%	0%	F	0.092	F	0.633	26000	
21 Brambictori Kd	Rodnoic County	1.50	24000		3370 C	770	1 /0	070	070	070	'	0.002	•	0.000	20000	
~~	To: From:		419 Electric R													
Brambleton Ave	Roanoke County	1.14	17000	G S	99% (	%	0%	0%	0%	0%	С	0.108	F	0.567	19000	
<del>~</del>	To	W	/CL Roanoke				<b>—</b>									
Brambleton Ave	City of Roanoke	1.39	15000	G 9	99% C	1%	1%	0%	0%	0%	С	0.107	F	0.606	15000	
	To		1 10 1				_									
Describilities Avia	City of Door ele		verland Road	•	200/	nn/	40/	00/	00/	00/	_	0.444	F	0.000	0000	
Brambleton Ave	City of Roanoke	0.52	8400	G 9	99% (	1%	1%	0%	0%	0%	F	0.111	F	0.636	8000	
	To: From:	I	Brandon Ave													
221 Main St	City of Roanoke	1.19	9800	G S	99% (	1%	1%	0%	0%	0%	F	0.098	F	0.620	9300	
~	To		8th St													
Elm Ave	City of Roanoke	0.46	12000	G 9	98% 0	1%	1%	0%	0%	0%	С	0.091	F	0.666	12000	
21)2:::///	Only of Modernia				0070	.,,		070	070	070	·	0.001	•	0.000	12000	
~	From:		220 Franklin F				┵									
Elm Ave	City of Roanoke	0.30	11000				1%	0%	0%	0%	F	0.079	F	0.52	11000	
~	Combined Traffic Estimates for 2 Parallel Roady	-		G 9	99% (	%	1%	0%	0%	0%	F	0.092	F	0.566	19000	
	To:		R 24, SR 116	-												
~~ O	C'ta a C Dana a La		16 US 221 Bu		200/	107		00/	00/	00/	_	0.400	_	0.00	0500	
221 116 Jefferson St	City of Roanoke	0.28	3200			1%	1%	0%	0%	0%	F	0.103	F	0.63	3500	
<del>~                                    </del>	From:	US 11 Willia		mpbell Av	/e											
221) (11) (116) Williamson Rd	City of Roanoke	0.15	22000	G 9	98% 0	)%	 1%	0%	0%	0%	F	0.089	F	0.527	25000	
221 (11) (116) Williamson Rd	City of Roanoke	0.15	22000	• ·	9070 C	7/0	1 70	U70	U70	U-70	Г	0.069	Г	0.527	25000	
	To: From:	Sh	enandoah Ave	e												
221) (11) (116) Williamson Rd	City of Roanoke	0.15	15000	G 9	98% 0	%	1%	0%	0%	0%	F	0.099	F	0.723	17000	
$\sim$	To:		I-581													

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

		Primary an	iu iiiteista	ale Not	1163			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		I-581					017.040				. 4010.		. doto.		
221 (11) (116) Williamson Rd	City of Roanoke	0.50	12000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.556	12000	G
ALT	To: From:		US 460 S													
221 (460) (220) Orange Ave	City of Roanoke	0.49	43000	G	96%	1%	1%	1%	2%	0%	F	0.078	F	0.564	46000	G
ALT	To- From:	SR 1	115 Hollins	Rd												
221 ( 460 ( 220 ) Orange Ave	City of Roanoke	1.14	41000	G	91%	1%	1%	1%	5%	0%	С	0.076	F	0.56	43000	G
ALT.	To: From:		24th St													
221 (460) (220) Orange Ave	City of Roanoke	1.37	31000	G	90%	1%	1%	2%	6%	0%	С	0.074	F	0.504	33000	G
~~·	To: From:	128	3-8055 King	St			_									
221 (460) (220) Orange Ave	City of Roanoke	0.18	40000	G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.546	42000	G
~~·	To	E	CL Roanok	e			_									
221 \( 460 \) (220) Challenger Ave	Roanoke County	1.63	35000	Α	94%	0%	1%	1%	4%	0%	С	0.094	Α	0.577	36000	Α
	To	Alt US	220 Clovero	dale Rd												
221 ( 460 Challenger Ave	Roanoke County	0.34	29000	G	88%	1%	1%	1%	9%	0%	F	0.084	F	0.620	31000	G
~~	To: From:		ourt County oke County													
221 ( 460 Blue Ridge Blvd	Botetourt County	2.55	27000	F	88%	1%	1%	1%	9%	0%	F	0.08	F	0.578	28000	F
~~ <u>~</u>	To: From:	Blue	Ridge Park	way												
221)(460) Blue Ridge Blvd	Botetourt County	2.94	20000	Α	88%	1%	1%	1%	9%	0%	С	0.099	Α	0.581	21000	Α
<del></del>	To: From:		ord County ourt County													
221 ( 460 W Lynchburg Salem Tpke	Bedford County	4.18	18000	F	88%	1%	1%	1%	9%	0%	F	0.078	F	0.566	19000	F
<del></del>	To: From	09-695 Go	ose Creek	Valley R	d		$\Box$									
221 ( 460 W Lynchburg Salem Tpke	Bedford County	7.69	15000	F	88%	1%	1%	1%	9%	0%	F	0.082	F	0.509	16000	F
~~ <u> </u>	To: From:	09-831	Thaxton Scl	nool Rd			$\Box$									
221 (460) W Lynchburg Salem Tpke	Bedford County	2.75	16000	F	88%	1%	1%	1%	9%	0%	F	0.082	F	0.501	17000	F
~~	To: From:	W	VCL Bedfor	d												
221 (460)	City of Bedford (Maint: 09)	0.67	19000	F	88%	1%	1%	1%	9%	0%	F	0.082	F	0.513	20000	F
Bus	10: From:		OLD TNF Old Turnp													
221 (460)	City of Bedford (Maint: 09)	0.33	6800	N	98%	1%	1%	0%	1%	0%	Ν	0.093	Ν	0.509	7300	١
Bus	To: From:	(	Oakcrest St													
221 (460) Blue Ridge Ave	City of Bedford	0.68	6800	F	98%	1%	1%	0%	1%	0%	С	0.093	F	0.509	7300	F
~~ <u></u>	From:		4th St													
Bus 221 ( 460 ) W Main St	City of Bedford	0.07	5300	F	98%	1%	1%	0%	1%	0%	F	0.095	F	0.512	5700	F
	To:	C	Crenshaw St	t												

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

					_		Tru	ck			K		Dir		٥.,
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷۱
Bus Bus	From:	Crenshaw													
221 (460) 122 W Main St	City of Bedford	0.19 <b>6300</b>	F	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6800	F
<del>\$\$0</del>	To:	Bus US 460, SR 43;		t											
Bus N. Bridge Ct	City of Doubland	Bus US 460, SR 4		98%	1%	1%	00/	00/	00/	F	0.000	F	0.000	0500	F
221 43 122 N Bridge St	City of Bedford	0.16 <b>6100</b>	F	96%	1%	1%	0%	0%	0%	Г	0.089	Г	0.622	6500	Г
Bus	To: From:	Bedford A	ve												
(221) $(43)$ $(122)$ N Bridge St	City of Bedford	0.11 <b>7900</b>	F	98%	1%	1%	0%	0%	0%	С	0.086	F	0.564	8400	F
(221) (43) (122) 11 5 11 1 1 1 1	To:	Peaks St		0070	.,,		0,0	0,0	0,0		0.000	·	0.00	0.00	·
Bus	From:	SR 43 Peak													
(221) (122) Longwood Ave	City of Bedford	0.71 <b>7200</b>	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.527	7700	F
	To:	Oakwood	St												
Bus	From:									_					_
(221) (122) Longwood Ave	City of Bedford	0.47 <b>9300</b>	F	98%	1%	0%	0%	0%	0%	С	0.091	F	0.553	10000	F
<del>*</del> •	To	Forest Roa													
Caract Dd	City of Podford	Longwood A	Ave F	060/	10/	10/	00/	20/	00/	С	0.005	F	0.507	6700	_
221 Forest Rd	City of Bedford	0.68 <b>6300</b>	Г	96%	1%	1%	0%	2%	0%	C	0.095	Г	0.507	6700	F
222	To: From:	ECL Bedfo	ord												
(221) Forest Rd	Bedford County	2.22 <b>5200</b>	F	96%	1%	1%	0%	2%	0%	F	0.101	F	0.531	5500	F
<u> </u>	Tax	09-671 Centery	ille Rd												
221 Forest Rd	Bedford County	9.23 <b>7200</b>	F	96%	1%	1%	0%	2%	0%	F	0.093	F	0.648	7600	F
(221)	T-1					<del></del> i									
Const Dd	From Country	09-663 Perrowy		000/	00/	-00/	00/	40/	00/		0.000	F	0.000	22222	
221 Forest Rd	Bedford County	3.05 <b>21000</b>		99%	0%	0%	0%	1%	0%	F	0.093	г	0.609	22000	F
	From:	09-1415; 09-1427 E 09-1415 Enterprise Dr; 09-1													
221 Forest Rd	Bedford County	2.04 <b>27000</b>		99%	0%	0%	0%	1%	0%	С	0.094	F	0.573	29000	F
(221)1 Great Nu	Bearing County			0070	070	<u> </u>	070	170	070	Ū	0.004	•	0.070	20000	•
	To: From:	WCL Lynch													_
(221) Lakeside Dr	City of Lynchburg	0.53 <b>27000</b>	F	99%	0%	0%	0%	1%	0%	С	0.093	F	0.568	29000	F
<u> </u>	To: From:	Lynchburg Exp	essway												
(221) Lakeside Dr	City of Lynchburg	0.94 <b>16000</b>	F	99%	0%	0%	0%	1%	0%	F	0.086	F	0.576	17000	F
	Tou	Forest Brook	- D.4												
221 Lakeside Dr	City of Lynchburg	1.52 <b>14000</b>		99%	0%	0%	0%	1%	0%	F	0.086	F	0.554	15000	F
221 Lakeside Di	City of Lynchiburg			3370	070	070	070	1 /0	070	'	0.000	•	0.554	13000	'
~~~	To: From:	Old Forest													
(221) Lakeside Dr	City of Lynchburg	0.15 <b>16000</b>		99%	0%	0%	0%	1%	0%	F	0.085	F	0.547	17000	F
<u></u>	To:	Oakley Av													
~~~	From:	Lakeside l		2221						_		_			_
(221) Oakley Ave	City of Lynchburg	0.57 <b>8900</b>	F	99%	0%	0%	0%	1%	0%	F	0.088	F	0.509	9400	F
<del></del>	To:	Bus US 29 Memorial													
Coak Oaklay Ava	City of Lynchhura	Memorial A	F	000/	∩0/	00/	00/	10/	00/	F	0.000	F	0 505	9100	_
221 Oakley Ave	City of Lynchburg	0.24 <b>7600</b>		99%	0%	0%	0%	1%	0%	F	0.089	Г	0.505	8100	F
Bus	From:	Bus US 460 Fo Bus US 460 Oak													
Duo										_		_			
(221)(460) Fort Ave	City of Lynchburg	0.42 <b>9600</b>	F	97%	1%	1%	0%	1%	0%	С	0.089	F	0.543	10000	F

6/30/2011

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

Landa d'a Cara						Tri	اماد			K		Dir		
Jurisdiction	Length	AADT QA	4Tire	Bus		Tru 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
From:														
City of Lynchburg	0.25	8400 F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8900	F
To: From:	Bus US 5	01 Campbell Ave												
City of Lynchburg	0.18	8600 F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9200	F
To: From:														
City of Lynchburg			97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	F
To:														
From:	US 2	221 Elm Ave												
City of Roanoke	0.40	8900 G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.651	8400	G
Combined Traffic Estimates for 2 Parallel Road			99%	0%	1%	0%	0%	0%	F	0.092	F	0.566	19000	G
To:	US 221, S	R 116 Jefferson S	t											
From:			000/	407	40/	407	007	00/	_	0.404	_	0.000	4000	_
Lancaster County			98%	1%	1%	1%	0%	0%	C	0.101	F	0.633	1800	G
From		·												
Mathews County			97%	0%	1%	1%	1%	0%	С	0.097	F	0 544	2100	F
To:				070	170	1 70	170	070	Ü	0.007	•	0.011	2100	•
From:	Tenne	ssee State Line												
Scott County	1.65	8100 G	97%	0%	1%	0%	2%	0%	F	0.093	F	0.564	8800	G
To- From-	84-90	7 Cliffview Rd												
Scott County	1.67	7900 G	97%	0%	1%	0%	2%	0%	С	0.091	F	0.579	8600	G
To:		US 58												
From:														
City of Virginia Beach	0.07	79000 N	99%	0%	0%	0%	0%	0%	N	0.08	N	0.545	87000	Ν
Tro: From:		I-264												
City of Virginia Beach	0.73	79000 G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.545	87000	G
Tro: From:														
City of Virginia Beach	1.35	50000 A	99%	0%	0%	0%	0%	0%	С	0.095	Α	0.52	54000	Α
To: From:														
City of Virginia Beach	0.91	50000 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.526	54000	G
Tro: From:		210												
City of Virginia Beach	1.81	44000 G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.538	47000	G
To: From:														
City of Virginia Beach			99%	0%	0%	0%	0%	0%	F	0.086	F	0.623	24000	G
10:	US	60 Shore Dr												
	Am 44 - 1 - 1													
From: City of Virginia Beach (Main		11; 134-8736; 134 <b>NA</b>	-87							NA			NA	
	City of Lynchburg  City of Roanoke  Combined Traffic Estimates for 2 Parallel Road  To:  Front:  Lancaster County  To:  Pront:  Scott County  To:  Scott County  To:  City of Virginia Beach   City of Lynchburg   0.25	Bus US 501 Campbell Ave	City of Lynchburg   0.25	City of Lynchburg   0.25	City of Lynchburg	City of Lynchburg   0.25	City of Lynchburg   0.25	City of Lynchburg	City of Lynchburg	City of Lynchburg   0.25	City of Lynchburg	City of Lynchburg	City of Lynchburg   0.25   8400   F   97%   1%   1%   0%   1%   0%   F   0.091   F   0.533   8900	

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	SR 225 TO AND FROM F	RT											
225 Ramp	City of Virginia Beach (Maint: 75)	0.19 <b>NA</b> I-264-W FROM HOLLAND F	IOAD.							NA			NA	
	Farm		KOAD											
South	City of Virginia Beach (Maint: 75)	SR 225 TO RT 264 0.17 <b>NA</b>								NA			NA	
225 Ramp	To:	I-264-E FROM RT 225								INA			INA	
South	From	SR 225 TO RT 264												
225)Ramp	City of Virginia Beach (Maint: 75)	0.24 <b>NA</b>								NA			NA	
223)	To:	I-264-W FROM RT 225												
	From:	US 460 Cox Rd												
226) Cox Rd	Dinwiddie County	3.38 <b>9800 G</b>	97%	0%	1%	1%	1%	0%	С	0.099	F		11000	G
	To:	US 1 West of Petersburg	Ţ											
	From:	SR 33 Cooks Corner												
₍₂₂₇ )Urbanna Rd	Middlesex County	2.35 <b>3100 G</b>	98%	1%	1%	0%	1%	0%	С	0.094	F	0.563	3100	G
<u> </u>	To- From:	ECL Urbanna			$\Box$ $\vdash$									
(227)	Town of Urbanna (Maint: 59)	0.63 <b>3100 N</b>	98%	1%	1%	0%	1%	0%	Ν	0.094	Ν	0.563	3100	Ν
<u> </u>	To:	WCL Urbanna												
	From:	SCL Herndon, 29-657 Centrev												
228 Elden St	Town of Herndon	0.24 <b>38000 G</b>	99%	0%	1%	0%	0%	0%	F	NA			41000	G
<u> </u>	To- From:	Herndon Pkwy												
228 Elden St	Town of Herndon	0.16 <b>23000 G</b>	99%	0%	1%	0%	0%	0%	F	0.085	F		25000	G
<u> </u>	To: From:	Alabama Dr												
228 Elden St	Town of Herndon	0.25 <b>21000 G</b>	99%	0%	1%	0%	0%	0%	F	NA			23000	G
$\smile$	To-	Sterling Rd												
228 Elden St	Town of Herndon	0.42 <b>17000 G</b>	99%	0%	1%	0%	0%	0%	С	0.079	F		19000	G
	To	Center St												
228 Elden St	Town of Herndon	0.09 <b>19000</b> G	99%	0%	1%	0%	0%	0%	F	0.075	F		21000	G
220)	To													
228 Elden St	Town of Herndon	Spring St 0.12 <b>19000 G</b>	99%	0%	1%	0%	0%	0%	F	0.078	F		20000	G
228) = 13511 51	To:	235-6656 Monroe St	0070			0,0	0,0	0,0	-	0.0.0	•			Ū
	From:	235-6656 Elden St												
228 Monroe St	Town of Herndon	0.08 <b>6700 G</b>	98%	1%	1%	0%	0%	0%	F	0.092	F		7300	G
$\smile$	To. From:	Pine St			<u> </u>									
Monroe St	Town of Herndon	0.26 <b>5700 G</b>	98%	1%	1%	0%	0%	0%	С	0.102	F		6200	G
$\smile$	To:	Park Ave												
Dorle Ave	Tours of Llors de l	Monroe St	000/	10/	40/	00/	00/	00/	_	0.004	_		7000	_
228 Park Ave	Town of Herndon	0.19 <b>7200 G</b>	98%	1%	1%	0%	0%	0%	F	0.094	F		7900	G
	To: From:	Grant St												
228 Park Ave	Town of Herndon	0.14 <b>7700 G</b>	98%	1%	1%	0%	0%	0%	F	0.089	F		8400	G
$\sim$	To:	Dranesville Rd												

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

<b>5</b>					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Park A													
228 Dranesville Rd	Town of Herndon	0.08 <b>840</b>	00 N	98%	1%	1%	0%	0%	0%	N	NA			9200	١
	To: From:	Worche													
228 Dranesville Rd	Town of Herndon	0.26 <b>840</b>	00 G	98%	1%	1%	0%	0%	0%	С	NA			9200	(
<u> </u>	To: From:	Herndon	Pkwy												
228 Dranesville Rd	Town of Herndon	0.23 <b>170</b>	00 G	99%	0%	1%	0%	0%	0%	F	NA			19000	(
<u> </u>	To: From:	NCL He	mdon												
228) Dranesville Rd	Fairfax County	2.01 <b>200</b>	00 G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.502	19000	(
$\subseteq$	To:	SR 7 Leest	ourg Pike												
Bus Bus	From:	Begin S													
229) (15) (29) Main St	Town of Culpeper	0.06 <b>290</b>	00 G	97%	1%	1%	0%	1%	0%	С	NA			30000	(
	To: From:	US 15	Bus												
229 Main St	Town of Culpeper	0.93 <b>850</b>	00 G	97%	1%	1%	1%	0%	0%	С	0.092	F	0.544	9400	(
	To- From:	NCL Cu	lpeper												
229) Rixeyville Rd	Culpeper County	1.21 <b>900</b>		98%	1%	1%	0%	0%	0%	С	0.105	F	0.661	9600	(
<u> </u>	To	23-685 Chestnut F	Fork Rd: Cata	alpa											
229) Rixeyville Rd	Culpeper County	4.92 <b>580</b>		97%	0%	1%	1%	1%	0%	С	0.103	F		6200	(
	то.	23-640 Monumental M	Mille Rd: Rix	zevzille											
Rixeyville Rd	Culpeper County	5.45 <b>640</b>		97%	0%	1%	1%	1%	0%	F	0.100	F		6900	(
,	To	23-621 Jeff	Compan Dd												
Rixeyville Rd	Culpeper County	2.15 <b>63</b> 0		97%	0%	1%	1%	1%	0%	F	0.093	F		6700	(
229 Mixey ville Md	To:	US 211 Lee		31 70	070	170	1 70	170	070	•	0.055	'		0700	
	From	Bus US 33													_
230 Madison Rd	Town of Stanardsville (Maint: 39)	0.50 420		95%	1%	1%	1%	2%	0%	F	0.087	F	0.609	4500	(
230)	Tod														
230) Madison Rd	Greene County	NCL Stan		95%	1%	1%	1%	2%	0%	N	0.087	N	0.609	4500	
230) Wadison Nd	To:	Madison Co		3370	170	170	1 70	270	070	14	0.007	11	0.003	4300	
	From:	Greene Cor													
230) Wolftown-Hood Rd	Madison County	7.46 <b>310</b>	00 G	95%	1%	1%	1%	2%	0%	С	0.090	F	0.606	3300	(
<u> </u>	To From	US 29 S Sen	ninole Trail												
230) (29) S Seminole Trail	Madison County	0.52 <b>210</b>	00 G	93%	1%	1%	0%	4%	0%	F	0.076	F		19000	(
	To	US 29, SR 231 S													
	From:	US 29, SR 231, S			201	40/	00/	007	00/	_	0.000	_	0.505	0500	
230 231 Orange Rd	Madison County	0.64 330	00 G	94%	0%	1%	3%	2%	0%	С	0.099	F	0.585	3500	(
	To: From:	SR 231, S Blue													
230) Orange Rd	Madison County	2.53 <b>330</b>	00 G	94%	0%	1%	3%	2%	0%	С	0.096	F	0.52	3500	(
<u>~</u>	To: From:	56-607 E	Elly Rd												
230 Orange Rd	Madison County	2.86 <b>310</b>	00 G	94%	0%	1%	3%	2%	0%	F	0.104	F	0.571	3300	(
	To:	56-705 Twym	ans Mill 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	Q۷
	From:	56-705 Twymans													
230) Orange Rd	Madison County	3.16 <b>3100</b>	G	94%	0%	1%	3%	2%	0%	F	0.092	F	0.585	3400	G
<u> </u>	To:	US 15 James Madi	son Hwy												
	From:	SR 22 Louisa	Rd												
₂₃₁ )Gordonsville Rd	Albemarle County	8.11 <b>4500</b>	G	94%	1%	1%	1%	3%	0%	С	0.095	F	0.512	4700	G
$\smile$	То:	Louisa County													
0.000	From:	Albemarle Count	-	0.407	40/	40/	40/	00/	00/	_	0.005	_	0.540	4700	_
Gordon Ave	Louisa County	0.27 4500		94%	1%	1%	1%	3%	0%	С	0.095	F	0.512	4700	G
<u> </u>	From:	Orange County Louisa County													
231 Gordon Ave	Orange County	0.58 <b>4900</b>		94%	1%	1%	1%	3%	0%	F	0.098	F		5300	G
231) 36146117116	- I			0.70	.,,		.,,	0,0	0,0	•	0.000	•		0000	
Condon Aug	Town of Condens ille (Maint Co	SCL Gordons		0.40/	40/	40/	40/	20/	00/	N.	0.000	N.		F200	_
Gordon Ave	Town of Gordonsville (Maint: 68	,		94%	1%	1%	1%	3%	0%	N	0.098	N		5300	Ν
	From:	US 15, US 33 Gordon US 15 Gordonsvill		2											
231) (33) Spotswood Trail	Town of Gordonsville (Maint: 68			92%	1%	1%	3%	4%	0%	С	0.102	F		7100	
231/ (33) Specimon 116	To:	Blue Ridge Tur		0_70	.,,		0,0	.,0	0,0		002	•			
	From:	US 33 Spottswoo													
231 Blue Ridge Tpke	Town of Gordonsville (Maint: 68	3) 0.02 <b>920</b>	G	95%	1%	1%	1%	2%	0%	С	0.109	F	0.509	990	C
$\mathcal{O}$	To	NCL Gordons	ville												
231 Blue Ridge Tpke	Orange County	6.09 <b>920</b>		95%	1%	1%	1%	2%	0%	Ν	0.109	Ν	0.509	990	١
231) = rat c mage c pris															-
- Dlug Bidge Toke	Orongo County	SR 20 Constitution 0.58 <b>1200</b>		96%	1%	1%	1%	2%	0%	F	0.113	F	0.601	1300	G
Blue Ridge Tpke	Orange County	Madison County		90%	170	1%	170	2%	0%	Г	0.113	Г	0.601	1300	G
	From	Orange County													
231)S Blue Ridge Tpke	Madison County	9.36 <b>1300</b>		96%	1%	1%	1%	2%	0%	С	0.102	F	0.5	1400	G
231)	T-									_	•				
O Dd	From	SR 230 Orange Rd; 56-686			0%	40/	20/	20/	00/		0.000		0.505	2500	G
231 230 Orange Rd	Madison County	0.64 <b>3300</b> US 29 S Seminol		94%	0%	1%	3%	2%	0%	С	0.099	F	0.585	3500	Ċ
	From:	SR 230 Orange													
231) (29) S Seminole Trail	Madison County	1.34 <b>20000</b>		93%	1%	1%	0%	4%	0%	F	0.075	F		19000	G
231) (29) 6 66	To:	Bus US 29 Ma		0070	.,,		0,0	.,0	0,0	•	0.0.0	•		.0000	
Bus	From:	US 29 S Seminol													
231) (29) Main St	Madison County	0.33 <b>3800</b>	G	98%	0%	1%	1%	1%	0%	С	0.099	F		4100	C
	To:	SCL Madiso	on			<u> </u>									
Bus	From:			000/	007		407	407	00/		0.000			4400	
231) (29) Main St	Town of Madison (Maint: 56)	0.91 3800		98%	0%	1%	1%	1%	0%	N	0.099	Ν		4100	Ν
<u></u>	From:	N Blue Ridge Tu Bus US 29 Ma													
231)N Blue Ridge Tpke	Town of Madison (Maint: 56)	0.04 <b>3500</b>		94%	0%	2%	2%	3%	0%	F	0.094	N	0.604	3500	G
231) 14 Dide Kluge i pke	Town of Iviauison (Ivialiti. 30)			J <del>+</del> /0	U /0	<u> </u>	∠ /0	J/0	U /0	ŗ	0.034	1 N	0.004	3300	٠
	To: From:	NCL Madis					_		_					_	
N Blue Ridge Tpke	Madison County	5.44 <b>3400</b>		96%	1%	1%	1%	2%	0%	F	0.094	F	0.604	3600	G
$\smile$	To:	56-670 Old Blue Ri	dge Tpke												

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

Desta	Linta Pattar	Learnith AADT 4	0.4 4Time	D		Tru	ıck		00	K	01/	Dir	A A)A/DT	. 01
Route	Jurisdiction			Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Courth F.T. Vollay, Dd	Madia an County	56-670 Old Blue Ridge		00/	20/	20/	20/	00/	_	0.400	F	0.500	1 100	_
South F T Valley Rd	Madison County	7.19 <b>1300</b> Rappahannock County	G 94%	0%	2%	2%	3%	0%	С	0.108	Г	0.520	1400	G
	From:	Madison County Lin												
231)F T Valley Rd	Rappahannock County		<b>F</b> 94%	0%	2%	2%	3%	0%	F	0.099	F	0.561	1500	F
	To:	US 522 Sperryville P	Pike											
	From:	Ramp split at I-81 N	√B											
W Main St	Montgomery County	0.48 <b>5200</b>	<b>F</b> 97%	0%	1%	0%	1%	0%	F	0.094	F	0.579	5500	F
$\smile$	To:	SCL Radford			$ \vdash$									
232)W Main St	City of Radford		<b>F</b> 97%	0%	1%	0%	1%	0%	С	0.107	F	0.572	6100	F
202)	To:													
Pirst St	City of Radford	0.63 <b>8700</b>	<b>F</b> 97%	0%	1%	0%	1%	0%	F	0.104	F	0.503	9200	F
232)1 1131 01	Oily of Madroid		1 3770	070	170	070	1 /0	070		0.104		0.505	3200	'
F:t Ct	From:	Wadsworth St	<b>F</b> 070/	00/		00/	40/	00/		0.000		0.540	44000	
First St	City of Radford	0.31 <b>10000</b>	<b>F</b> 97%	0%	1%	0%	1%	0%	F	0.098	F	0.513	11000	F
	To: From:	Arlington St												
First St	City of Radford		<b>F</b> 97%	0%	1%	0%	1%	0%	F	0.094	F	0.501	14000	I
<u> </u>	To:	US 11 Norwood S	t											
	From:	SR 232												
Ramp to I-81 S at Exit 105	Montgomery County	0.19 <b>NA</b>								NA			NA	
<u> </u>	Tor	I-81 S												
	From:	US 1 Jefferson Davis l							_		_			_
233)	Arlington County		<b>F</b> 98%	1%	1%	0%	0%	0%	С	0.073	F	0.603	26000	I
	10:	Reagan National Airp												
	From:	US 1 Jefferson Davis Hwy,							_		_			
Dumfries Rd	Prince William County	0.55 <b>34000</b>	<b>F</b> 93%	1%	2%	2%	3%	0%	F	0.077	F	0.555	36000	F
	To: From:	I-95												
Dumfries Rd	Prince William County	1.93 <b>44000</b>	<b>F</b> 93%	1%	2%	2%	3%	0%	F	0.08	F	0.51	47000	F
<u> </u>	To	76-1450 Country Club	b Dr		$\neg$ $\vdash$									
Dumfries Rd	Prince William County	1.55 <b>35000</b>	<b>F</b> 93%	1%	2%	2%	3%	0%	F	0.078	F	0.505	37000	F
	To:	76-643 Spriggs Rd	1											
Dumfries Rd	Prince William County		<b>F</b> 93%	1%	2%	2%	3%	0%	F	0.078	F	0.539	25000	-
234) 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ee			.,,		_,,	0,0	0,0	•	0.0.0	•	0.000	20000	
Dumfries Rd	Prince William County	76-640 Minnieville 1 2.15 <b>23000</b>	<b>A</b> 93%	1%	2%	2%	3%	0%	С	0.092	Α	0.517	25000	,
234 Dunines Ru	Finice William County			1 /0	<u> </u>	2/0	3/0	0 /6	C	0.092	^	0.517	23000	,
	To- From:	OSR 234 Independent H			<u> </u>				_		_			
Dumfries Rd	Prince William County	2.33 <b>30000</b>	<b>F</b> 93%	1%	2%	2%	3%	0%	F	0.078	F	0.602	32000	F
<u>~</u>	To: From:	76-3234 Canova D												
Dumfries Rd	Prince William County	1.59 <b>39000</b>	<b>F</b> 93%	1%	2%	2%	3%	0%	F	0.08	F	0.594	42000	F
$\smile$	To:	76-727 Olympic D	r		<u> </u>									
234) Dumfries Rd	Prince William County		<b>F</b> 93%	1%	2%	2%	3%	0%	F	0.076	F	0.601	41000	F
207)	To:	Bus SR 234 Dumfries							•		-			

6/30/2011

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

			FIIIIal y al						Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Bus SI	R 234 Dumfr	ries Rd				0 17 11 10						. 4515.		
234) Prince William Pkwy	Prince William	County	3.52	36000	F	93%	1%	2%	2%	3%	0%	F	0.081	F	0.564	39000	F
,	To:		SD 3	28 Nokesville	o Pd												
234) Prince William Pkwy	Prince William (	County	2.11	38000	F	93%	1%	1%	2%	3%	0%	С	0.085	F	0.532	41000	F
234) i iiilde vviiiidii i kwy	Timoe William	County				3070	170	170	270	070	070	O	0.000	•	0.002	41000	•
Dei ana William Blanca	From			74 Wellingto		000/	40/		00/	00/	00/		0.000		0.504	07000	
234 Prince William Pkwy	Prince William	County	2.00	35000	F	93%	1%	1%	2%	3%	0%	С	0.083	F	0.521	37000	F
	To: From:		76-6	21 Balls For													
234) Prince William Pkwy	Prince William	County	0.44	42000	F	93%	1%	1%	2%	3%	0%	F	0.078	F	0.52	45000	F
	To:			I-66				$\neg$ $\vdash$									
(234)(234)Ramp	Prince William	County	0.31			S	ee VA 2	234 for d	lirectiona	l traffic	volume e	estima	ates for th	is se	gment.		
	To		I-66-E FR	ROM RT 234	4 NORT	Н											
	From:			SR 234													
(234) (66)	Prince William	-	2.27				See I-6	6 for dir	ectional t	raffic vo	olume es	timate	es for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways				91%	1%	1%	0%	7%	0%	F	0.069	F		109000	F
	To:			34; BUS SR		1 DY 10 00											
234 66 Ramp	Prince William (	County	I-66-E TO RT 234 0.11	4-NORTH &	z RT 234			6 for dir	octional t	roffic v	olumo oc	timata	es for this	coan	oont		
234 66 Ramp	To:	County	0.11	SR 234			366 1-0	o ioi dii	ectional t	ianic vo	Julie es	umate	55 101 11115	segn	nent.		
	From:		I-66-E047A		00- NOF	RTH		-									
(234) (66) Ramp	Prince William	County	0.03				See I-6	6 for dir	ectional t	raffic vo	olume es	timate	es for this	sean	nent.		
204) (30)	To:			I-66										Ū			
	From:		FR 3	335 Vandor I	Lane												
234 Sudley Rd	Prince William	County	1.10	14000	F	95%	0%	1%	3%	1%	0%	С	0.083	F	0.502	15000	F
<u> </u>	To:		US	29 Lee High	iway			$\neg$ $\vdash$									
234)Sudley Rd	Prince William	County	2.27	11000	F	94%	0%	1%	3%	1%	0%	С	0.082	F	0.537	11000	F
	To:		76.65	59 Gum Sprii	na Pd												
234)Sudley Rd	Prince William (	County	5.32	10000	F	95%	0%	1%	3%	0%	0%	С	0.101	F	0.854	11000	F
234 Gudiey Nu	To:	County		ames Madis		3070	070		070	070	070	O	0.101	•	0.004	11000	•
	From:					1		_									
(234)Ramp	Prince William (		0.27	000A FRON	VI K I 23	4							NA			NA	
234 Kamp	To:	County		N FROM RT	Г 234								INA			INA	
	E																
Domo	Prince William (	Countr		1000B FRON		i4							NA			11000	_
234 Ramp	Finice William	County		<b>11000</b> I-95 South	F			_					INA			11000	Г
		<u> </u>			2006:	o pr		<u> </u>									
Pomp	Prince William (	Countr	C1SR 234-N00 0.13	6A SR 234-S <b>NA</b>	SU26A T	ORT 6							NA			NA	
234 Ramp	Prince william (	County			F 224								INA			INA	
	10.	1		E FROM RT													
	From:			234 TO RT	66 WE	ST											
234 Ramp	Prince William		0.25	NA									NA			NA	
<u> </u>	То:		I-66-W FROM R	T 23400- NO	ORTH &	SOUTH											

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4	Tire Bus		Trucle 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	SR 234 TO RT 95							NIA			NIA	
(234) Ramp	Prince William County	0.05 <b>NA</b> FROM RT 234							NA			NA	
N	Franc												
North	Prince William County	SR 234; 76-738 TO RT 95 0.04 <b>NA</b>							NA			NA	
(234) Ramp	To:	SR 234- B FROM RT 234							INA			INA	
North	From	SR 234; 1SR 234-P TO RT 66 EAST	Т										
(234) Ramp	Prince William County	0.31 <b>NA</b>							NA			NA	
257	To:	I-66-E FROM RT 234 NORTH											
North	From:	1SR 234-P I-66-W044A TO & FROM	RT										
(234) Ramp	Prince William County	0.49 <b>NA</b>							NA			NA	
	To:	I-66-W FROM RT 234 NORTH											
South	From:	SR 234 Dumfries Rd SB											
(234) Ramp From SR 234 S to I-95 N	Prince William County	0.03 <b>NA</b>							NA			NA	
<u> </u>	To:	I-95 NB											
South	From:	SR 234 Dumfries Rd SB											
234 Ramp From SR 234 S to I-95 S	Prince William County	0.60 <b>NA</b>							NA			NA	
<u> </u>	To:	I-95 SB											
South	From:	C1SR 234 SR 234 I-66-E047B F											
234) Ramp	Prince William County	0.03 <b>NA</b>							NA			NA	
	10'	C1SR 234-N006A SR 234- 26A TO R	Т 6										
Bus	From:	SR 234; 76-649	270/ 40/	40/	00/	407	00/	_	0.005	_	0.574	0000	_
Dumfries Rd	Prince William County	0.90 <b>8500 F</b> 9	97% 1%	1%	0%	1%	0%	С	0.085	F	0.571	8600	F
Bus	To: From:	SCL Manassas		-									
234 Dumfries Rd	City of Manassas	0.46 <b>9800 F</b> 9	97% 1%	1%	0%	1%	0%	F	0.084	F	0.633	10000	F
$\smile$	Tou	155-6 Hastings Dr											
Bus	From:		270/ 40/	40/	00/	407	00/	_	0.004	_	0.000	45000	_
Dumfries Rd	City of Manassas	0.55 <b>14000 F</b> 9	97% 1%	1%	0%	1%	0%	F	0.081	F	0.639	15000	F
Bus	To: From:	155-4352 Wellington Rd											
Grant Ave	City of Manassas	0.63 <b>16000 F</b> 9	98% 0%	1%	0%	0%	0%	F	0.077	F	0.651	17000	F
$\sim$	Tou	Prince William St											
Bus	From:		2001 001		00/	00/	00/	_	0.000	_	0.040	04000	_
Grant Ave	City of Manassas	0.12 <b>20000 F</b> 9	98% 0%	1%	0%	0%	0%	F	0.082	F	0.618	21000	F
Bus	To: From:	SR 28 Church St											
234) Grant Ave	City of Manassas	0.44 <b>9200 F</b> 9	98% 0%	1%	0%	0%	0%	F	0.081	F	0.571	9800	F
$\smile$	- Tax	Beauregard Ave											
Bus	From:	-	2001 001		201	00/	00/	_	0.001	_	o == :	0700	_
Grant Ave	City of Manassas		98% 0%	1%	0%	0%	0%	F	0.081	F	0.574	9700	F
Bus	From:	Sudley Rd Grant Ave		$\dashv$									
234)Sudley Rd	City of Manassas		98% 0%	1%	0%	0%	0%	С	0.083	F	0.538	30000	F
,	To:	NCL Manassas		TÎ.				-	<del>-</del>		<del>-</del>		

# 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'
Bus	From:		CL Manassas		2221	407					_		_		.=	
34 Sudley Rd	Prince William Cou	•	44000	F	98%	1%	1%	0%	0%	0%	С	0.08	F	0.508	47000	
Bus	To: From:	76-156	6 Sudley Mar	nor Dr												
Sudley Rd	Prince William Cou	unty 0.30	57000	F	98%	1%	1%	0%	0%	0%	F	0.077	F	0.550	61000	
,	To:	76-15	500 Rosemary	y Dr												
<u>Bus</u> _	From:		onal Class Cl													
34) Sudley Rd	Prince William Cou		55000	F	98%	1%	1%	0%	0%	0%	F	0.076	F	0.594	59000	
	Tor		I-66, SR 234													
us	From:		34 TO RT 66	EAST												
Ramp	Prince William Cou	,	NA	. =								NA			NA	
	10:	SR 234-S026		ATOR	T 66											
	From:		Dead End								_		_			
Rosita Ct	Prince William Cou		50	F	98%	0%	1%	0%	1%	0%	F	0.207	F	0.522	50	
	IO: From:		Bristow Rd Rosita Ct				-									
34)Bristow Rd	Prince William Cou	unty 0.34	6400	F	93%	1%	2%	4%	1%	0%	С	0.091	F	0.587	6900	
34)	To									-,-	_					
34)Bristow Rd	Prince William Co.		7300 7300	₫ <b>F</b>	98%	0%	1%	0%	1%	0%	С	0.111	F	0.575	7800	
34 Blistow Ru	Fillice William Coc		Independent		90%	076	170	0%	170	0%	C	0.111	Г	0.575	7000	
	From:		619 Bristow I													
34)Independent Hill Rd	Prince William Cou		5800	F	98%	0%	1%	0%	1%	0%	F	0.115	F	0.645	6200	
<u> </u>	To:	SR	234 Dumfrie	es												
	From:	US 1 Rich	mond Hwy, V	Voodlav	/n											
35) Mount Vernon Memorial Hwy	Fairfax County	2.46	11000	G	97%	2%	1%	0%	0%	0%	С	0.096	F	0.54	12000	
<u> </u>	To:	29-623 Old	1 Mt Vernon	Rd Sout	h											
35) Mount Vernon Memorial Hwy	Fairfax County		10000	G	97%	2%	1%	0%	0%	0%	F	0.11	F	0.612	11000	
,	To	George Wash														
Mount Vernon Hwy	From: Fairfax County		2900	G G	97%	2%	1%	0%	0%	0%	F	0.113	F	0.82	3200	
35) Would Vollier Tiwy	r amax county					270		070	070	070	•	0.110	•	0.02	0200	
Marriet Variant House	From		Mount Verno			20/	10/	00/	00/	00/		0.00	F	0.050	44000	
Mount Vernon Hwy	Fairfax County	/ 0.48 US 1 Richmon	10000	G Cum Sn	97%	2%	1%	0%	0%	0%	F	0.08	Г	0.650	11000	
	T		1, 2,													
Main St	City of Fairfax	US 29 Lee Highy 0.94	vay; US 50 L <b>42000</b>	ee Jacks G	on Hwy 99%	1%	1%	0%	0%	0%	F	0.077	F		46000	
Main St	City of Fairfax	0.94		<u> </u>	9976	170	1 70	0%	070	0%	Г	0.077	Г		40000	
	To: From:		West St			407							_			
Main St	City of Fairfax		13000	G	99%	1%	1%	0%	0%	0%	F	0.075	F		14000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:		G	99%	0%	0%	0%	0%	0%	F	NA			38000	
	10: From:		North St E Old Lee Hwy				+									
36) Main St	City of Fairfax		38000	G	99%	1%	1%	0%	0%	0%	С	0.082	F		42000	
30)	- City 5. 7 dillax				0070	. 70	- , , ,	<b>5</b> / 0	070	0 / 0	9	0.002	•		000	
Little Diver Take	To: From:		Whitacre Rd		000/	00/	10/	00/	10/	00/		NIA			46000	
(36) Little River Tpke	City of Fairfax	0.57	42000	G	98%	0%	1%	0%	1%	0%	F	NA			46000	

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

				ale Not				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		ECL Fairfax													
Little River Tpke	Fairfax County	1.94	41000	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.571	44000	G
	To: From:		CC Annanda													
236 Little River Tpke	Fairfax County	0.89	47000	G	98%	0%	1%	0%	1%	0%	F	0.08	F	0.633	50000	G
<u> </u>	To- From:		I-495				$\Box$ $\vdash$									
236 Little River Tpke	Fairfax County	1.78	41000	G	99%	1%	0%	0%	0%	0%	F	0.068	F	0.547	44000	G
<u> </u>	To- From:	29-	730 Carrico	Dr												
236)Little River Tpke	Fairfax County	1.40	31000	G	98%	1%	1%	0%	0%	0%	С	0.076	F	0.525	34000	C
	To: From:	29-6	20 Braddock	k Rd			-									
236)Little River Tpke	Fairfax County	1.26	35000	Α	99%	1%	0%	0%	0%	0%	С	0.084	Α	0.522	38000	A
<u> </u>	To:		CL Alexand													
Duke St	City of Alexandria (Maint: 29)	0.06	fax County I 35000	N N	99%	1%	0%	0%	0%	0%	N	0.084	N	0.522	38000	1
236) Duke 31	City of Alexandria (Waint: 23)				3370	1 /0	076	076	070	076	14	0.004	IN	0.522	30000	'
Duko St	City of Alexandria (Mainty 20)		CL Alexand 53000		99%	1%	0%	0%	00/	0%	F	NΙΔ			F7000	(
Duke St	City of Alexandria (Maint: 29)	0.34		G	99%	1%	0%	0%	0%	0%	Г	NA			57000	(
Dollar Ot	From:	2.00	I-395	_	000/	40/		00/	00/	00/		0.070	_	0.540	75000	
Duke St	City of Alexandria	0.32	68000	G	98%	1%	1%	0%	0%	0%	F	0.073	F	0.510	75000	(
	To: From:		101 Van Dor													
Duke St	City of Alexandria	0.36	40000	G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.508	44000	(
	To: From:		N Pickett St				$\Box$ $\vdash$									
Duke St	City of Alexandria	2.66	34000	G	98%	1%	1%	0%	0%	0%	С	0.077	F	0.558	38000	(
<u> </u>	To: From:	SR 2	41 Telegrapi	h Rd												
Duke St	City of Alexandria	1.26	23000	G	98%	1%	1%	0%	0%	0%	С	0.079	F	0.601	25000	(
<u> </u>	Tou	US	1 SB Henry	St			-									
Duke St	City of Alexandria	0.24	12000	G	97%	1%	1%	0%	0%	0%	С	0.070	F	0.574	14000	(
<u> </u>	To:	SR 4	00 Washingt	ton St												
	From:	SR 236-E	010B; SR 23	36-W010	В											
$_{236})$ Ramp from Ramps from SR 236 EI	Band WB to I-3 <b>9</b> 3ty <b>NB</b> Alexandria (Maint: 29)	0.14	NA									NA			NA	
<u> </u>	To:		I-395 N													
<u>East</u>	From:		ΓO RT 495	SOUTH												
Ramp	Fairfax County	0.23	NA									NA			NA	
<u> </u>	To	I-495-S053X FROM				R										
East	From:		ΓO RT 495 1	NORTH												
Ramp	Fairfax County	0.13	NA	22.5								NA			NA	
	107.		5 From RT													
East	P and SP City of Alayandria (Maint: 20)		R 236 Duke	St								NIA			NΙΛ	
236 Ramp From SR 236 EB to I-395 NE	B and SB City of Alexandria (Maint: 29)	0.05	NA									NA			NA	
East	To: From:	S	R 236 E0101	В												
236 Ramp From SR 236 to I-395 SB	City of Alexandria (Maint: 29)	0.23	NA									NA			NA	
	To:		I-395-S													

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

		1 Tilliary a	na microi	alc Not	uico											
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	SR 236-E010A T	O RT 395 N	ORTH &	& SOUTH											
₂₃₆ )Ramp	City of Alexandria (	Maint: 29) 0.28	NA									NA			NA	
$\bigcup$	To:	SR 236-E010A T	O RT 395 N	ORTH &	& SOUTH											
West	From:	SR 236	TO RT 495	SOUTH	ſ											
(236) Ramp	Fairfax Cou		NA									NA			NA	
230)	To:	•	From RT 2	36 West												
\A/ .	Licano.															
West	Fairfax Cou		TO RT 495	NORTH	1							NA			NA	
236 Ramp	Failiax Cou			26 W+								INA			INA	
			From RT 2													
West	From:		TO RT 395	SOUTH	[											
(236) Ramp	City of Alexandria (	,	NA									NA			NA	
<u> </u>	To:	SR 236	TO RT 395	SOUTH	[											
West	From:	SR 236 JB-29-1	00 MAINT	BREAK	RT 395											
(236) Ramp	City of Alexandria (	Maint: 29) 0.14	NA									NA			NA	
	To:	SR 236 JB-29-1	00 MAINT	BREAK	RT 395											
	From:	SR	236 W, Mai	in St												
236 North St	City of Fairf		22000	G	99%	0%	0%	0%	0%	0%	С	NA			24000	G
230/1101111 01	Combined Traffic Estimates for 2 Paralle			G		0%	0%	0%	0%	0%	F	NA				G
	Combined Trainic Estimates for 2 Paralle		236 E, Mai		99%	0%	0%	0%	0%	0%	Г	INA			38000	G
	erom:		R 236 Main		2001	00/	40/	00/	00/	00/	_	0.000	_		00000	_
237 Pickett Rd	City of Fairf	fax 0.49	27000	G	96%	0%	1%	0%	2%	0%	F	0.082	F		29000	G
<u> </u>	To: From:		Colonial Av	e												
237 Pickett Rd	City of Fairf	fax 1.17	27000	G	96%	0%	1%	0%	2%	0%	С	0.084	F		29000	G
	To:	TIC 6	50 Arlington	Dlod												
237) (50) Arlington Blvd	From: City of Fairf		33000	G	98%	1%	1%	1%	0%	0%	F	0.08	F		36000	G
237 50 Arlington Blvd	City of Fair				30 70	1 70	1 70	1 /0	070	070	'	0.00	'		30000	G
	To: From:		29 Lee High													
(237) $(29)$ Lee Highway	City of Fairf		28000	N	98%	0%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	Ν
$\bigcirc$	To:		ECL Fairfa	ζ												
	From:		X													
(237)(29) Lee Highway	Fairfax Cou	nty 0.80	28000	N	98%	0%	1%	0%	0%	0%	N	0.085	N	0.529	31000	Ν
	To:		Х													
237) (29) Lee Highway	Fairfax Cou	nty 1.90	28000	N	98%	0%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	Ν
2017 (23)	To:	•	Х													
	From:		ECL Fairfa	ζ												
237) (29) Lee Highway	Fairfax Cou	nty 1.93	28000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.529	31000	G
	To:	29-1717 Mars	hall St, WC	L Falls C	Church											
	From:		X													
237) 29 Lee Highway	Fairfax Cou	nty 0.42	28000	N	98%	0%	1%	0%	0%	0%	Ν	0.085	Ν	0.529	31000	Ν
$\sim$	To:	-	X													
	From	29-1717 Mars														
(237) (29) Washington St	City of Falls Cl	hurch 0.29	25000	G	98%	0%	1%	0%	0%	0%	F	0.094	F		28000	G
$\smile \smile$	To:	29-1	712 Cavaliei	Trail												

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

		Pilinary ar						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	29-17	12 Cavalier T	rail												
237) (29) Washington St	City of Falls Chur	rch 0.24	23000	G	98%	0%	1%	0%	0%	0%	F	NA			25000	G
	To:	SR 33	38 Hillwood A	Ave			$\neg$ $\sqsubseteq$									
237) (29) Washington St	City of Falls Chur		18000	G	98%	0%	1%	0%	0%	0%	F	0.089	F		20000	G
23) 23)	To:		D 7 D 1 C4													
(237) (29) Washington St	From: City of Falls Chur		R 7 Broad St 25000	G	98%	0%	1%	0%	0%	0%	F	0.081	F		28000	G
237 29 Washington St	Oity of Fails Office				3070	070	170	070	070	070	•	0.001	•		20000	O
	To: From:		767 Great Fal		2001	00/		201	201	201	_	0.000	_		20222	_
237 29 Washington St	City of Falls Chur		24000	G	98%	0%	1%	0%	0%	0%	F	0.083	F		26000	G
<u> </u>	From:		gton County I L Falls Churc				-									
(237) (29) Lee Highway	Arlington County		25000	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.569	28000	F
231) (29) = 5 1191115,	T.,							-,-								
(237) Washington Blvd	Arlington County		S 29 Lee Hwy 13000	F	99%	1%	0%	0%	0%	0%	С	0.09	F		14000	F
237) Washington Bivd			27000	F		1%	0%	0%	0%	0%	С	0.085	F	0.512	29000	F
	Combined Traffic Estimates for 2 Parallel R	·	P, Washington		99%	170	0%	0%	0%	0%	C	0.065	Г	0.512	29000	Г
	From:		1SR 237-P	II DIVU												
237 Washington Blvd	Arlington County	ty 2.31	14000	F	98%	1%	1%	0%	0%	0%	С	0.11	F	0.574	15000	F
	To	CD	120 Glebe R	A												
(237)(120)Glebe Rd	From: Arlington County		28000	F F	98%	1%	1%	0%	0%	0%	F	0.079	F	0.603	29000	F
237) (120) 5.655 1.6	,g.s 25a					.,,		0,0	0,0	0,0	•	0.0.0	•	0.000		•
Cointern Du	And in order Country		Glebe Rd, Ba	F F	99%	1%	40/	00/	00/	00/	F	0.081	_	0.554	04.000	F
237 Fairfax Dr	Arlington County	ty 0.91	19000	Г	99%	170	1%	0%	0%	0%	Г	0.061	F	0.554	21000	Г
	From:		10th St Fairfax Dr													
(237)10th St	Arlington County		14000	F	99%	1%	1%	0%	0%	0%	С	0.097	F	0.543	14000	F
231)	To:	•	0 Arlington B													
	From:		SR 237													
237 (29) Lee Highway	Arlington County	ty 0.07	23000	N	98%	0%	1%	0%	0%	0%	N	0.101	Ν	0.514	25000	Ν
281, (23)	To															
(237) Washington Blvd	Arlington County		S 29 Lee Hwy 14000	F	99%	1%	0%	0%	0%	0%	С	0.093	F		15000	F
237) Washington Bivd	Combined Traffic Estimates for 2 Parallel R	•		F	99%	1%		0%	0%	0%	С	0.095	F	0.510	29000	F
	Combined Trainic Estimates for 2 Parallel R		Washington		99%	170	0%	0%	0%	0%	C	0.065	Г	0.512	29000	Г
	From:															
(238) Yorktown Rd	City of Newport Ne		0 Warwick B 4900	F	92%	1%	1%	4%	2%	0%	С	0.091	F	0.579	5200	F
Yorktown Rd	City of Newport Ne	ews 0.34		•	32 /0	1 70	1 70	470	2/0	070	C	0.031	•	0.57 5	3200	'
	To: From:		I-64						401							
238 Yorktown Rd	City of Newport Ne	ews 0.18	9800	F	97%	1%	1%	1%	1%	0%	F	0.090	F	0.510	11000	F
	To: From:		43 Jefferson A													
238 Yorktown Rd	City of Newport Ne	ews 1.06	10000	F	97%	1%	1%	1%	1%	0%	F	0.095	F	0.573	12000	F
$\overline{}$	To:		rk County Lin													
Old Mülia It D. I	From:		Newport Ne		070/	407		407	407	007	_	0.440		0.504	44000	
238 Old Williamsburg Rd	York County	1.35	9600	Α	97%	1%	1%	1%	1%	0%	С	0.116	Α	0.594	11000	Α
~	101	99-1	660 Baptist R	a												

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

_						Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	99-660 Baptist F		407		407					_			
Old Williamsburg Rd	York County	0.91 8900	F 97%	1%	1%	1%	1%	0%	F	0.094	F	0.766	9500	F
	From:	99-1020; Goosley 99-1020 Old Williams			_									
Goosley Rd	York County	1.18 <b>6300</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.110	F	0.802	6700	
238) 2000.03 110	- Tolk Soundy			170		170	170	070	•	0.110	•	0.002	0,00	
Occasion But	To: From:	US 17 George Washington		40/	40/	40/	40/	00/		0.444	_	0.704	4700	
238 Goosley Rd	York County	0.51 1600	<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.144	F	0.781	1700	
<u> </u>	From:	SR 704 Cook R SR 704; Goosley												
238)Cook Rd	York County	0.27 <b>6300</b>	<b>G</b> 97%	1%	1%	1%	1%	0%	F	0.124	Ν	0.912	6900	
238) 000k Ku	To:	99-1020 Moore Hou		170	170	1 70	1 /0	070	'	0.124	14	0.512	0300	
	From:	99-1020; Cook I												
238) Moore House Rd	York County	0.73 <b>3000</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.124	F	0.912	3200	
	To:	99-676; Ballard												
	From:	99-676 Moore Hou	se Rd											
238)Ballard St	York County	0.62 <b>2200</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.151	F	0.941	2400	
<u> </u>	To:	Main Gate Naval Min	e Depot											
	From:	SR 238 TO I-64 F	East											
Ramp	City of Newport News (Maint: 99									NA			NA	
	To:	I-64-E FROM RT 23800- YOR	KTOWN ROA	D										
	From:	SR 337 Portsmouth	Blvd											
239) Victory Blvd	City of Portsmouth	0.22 <b>7800</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.09	F	0.564	8300	
239)	T-1													
Vintan Dhad	From:	US 58 Airline Bl		1%	40/	40/	40/	00/	F	0.000	_	0.500	20000	
Victory Blvd	City of Portsmouth	0.33 <b>28000</b>	<b>F</b> 97%	170	1%	1%	1%	0%	Г	0.082	F	0.528	30000	
	To: From:	I-264												
239) Victory Blvd	City of Portsmouth	0.59 <b>21000</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	С	0.081	F	0.502	23000	
$\smile$	Tes	Greenwood Di												
239) Victory Blvd	City of Portsmouth	1.08 <b>15000</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.092	F	0.588	16000	
,	To	D G 1 D1			1									
Vintan Dhad	City of Doubons with	Deep Creek Blv		40/	40/	40/	40/	00/	F	0.007	_	0.050	47000	
Victory Blvd	City of Portsmouth	0.44 <b>16000</b>	<b>F</b> 96%	1%	1%	1%	1%	0%	г	0.097	F	0.658	17000	
	To- From:	US 17 George Washing												
239) Victory Blvd	City of Portsmouth	0.42 <b>9300</b>	<b>F</b> 96%	1%	1%	1%	1%	0%	С	0.137	F	0.857	9900	
	To:	Frailey Pl												
Victory Blvd	City of Portsmouth	0.83 <b>4500</b>	<b>F</b> 96%	1%	1%	1%	1%	0%	F	0.201	F	0.925	4800	
239), =	- T			.,,				• , •				*****		
Viotory Dhyd	City of Dorton	Afton Pkwy	E 000/	40/	40/	40/	407	00/	г	0.040	г	0.000	4700	
Victory Blvd	City of Portsmouth	0.55 <b>4400</b>	F 96%	1%	1%	1%	1%	0%	F	0.212	F	0.933	4700	
	10:	SR 337 Elm Av			L									
	From:	SR 239 I-264-W003A TO A	ND FROM RT											
239)Ramp	City of Portsmouth (Maint: 64)	0.11 <b>NA</b>								NA			NA	
$\smile$	Ta	BELMONT AVE	NUE		—									
239)Ramp	City of Portsmouth (Maint: 64)									NA			NA	
239)	To:	I-264-W FROM RT	F 220											

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

						Tru	rck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q/
	From:	CAVALIER BLVD TO RT 64 EA	ST		ZANC	JIANIC	TITAL	ZITAII		1 actor		1 actor		
239)Ramp	City of Portsmouth (Maint: 64)	0.13 <b>NA</b>								NA			NA	
233)	To:	I-264-E FROM RT 239												
	From:	US 250 Rockfish Gap Trnpk												
240 Crozet Ave	Albemarle County		98%	1%	1%	0%	0%	0%	С	0.104	F	0.545	6100	(
240) 8182817118	To:	02-810; Three Notchd Rd	0070	170	Ť	070	070	070	Ŭ	0.101	•	0.010	0100	
	From:	02-810 Crozet Ave												
240)Three Notchd Rd	Albemarle County	2.40 <b>5400 G</b>	98%	0%	1%	0%	1%	0%	F	0.108	F	0.648	5600	(
	To:	02-802 Old Three Notchd Rd												
Three Notchd Rd	Albemarle County		98%	0%	1%	0%	1%	0%	С	0.107	F	0.662	5800	(
711100 Notona Na	To:	US 250 Ivy Rd	5070	070	<del></del> 7°	070	170	070	•	0.107	•	0.002	0000	•
	From				1									
Kinga I lun North	Fairfay County	US 1 1.14 <b>23000 G</b>	98%	1%	0%	00/	00/	00/	С	0.084	F	0.650	25000	(
Kings Hwy North	Fairfax County	1.14 <b>23000 G</b>	90%	170	0%	0%	0%	0%	C	0.064	Г	0.652	25000	,
	To: From:	29-611 Telegraph Rd												
₂₄₁ )Telegraph Rd	Fairfax County	0.14 <b>61000 G</b>	98%	1%	0%	0%	0%	0%	F	NA			65000	(
<u> </u>	To:	SCL Alexandria												
Talagraph Dd	City of Alexandria (Mainty 20)	Fairfax County Line	000/	40/		00/	007	00/	N.I	NIA			05000	
Telegraph Rd	City of Alexandria (Maint: 29)	0.39 <b>61000 N</b>	98%	1%	0%	0%	0%	0%	N	NA			65000	ı
	To: From:	Maintenance Break												
₂₄₁ )Telegraph Rd	City of Alexandria	0.21 <b>57000 G</b>	98%	1%	0%	0%	0%	0%	F	NA			62000	(
$\smile$	То:	SR 236 WB												
lorth	From:	SR 241 TO RT 95												
241)Ramp	Fairfax County	0.12 <b>NA</b>								NA			NA	
	To	I-95-N FROM RT 241 TELEGRAPH	I RD											
lorth	From:	SR 241 TO RT 95												
241)Ramp	Fairfax County	0.13 <b>NA</b>								NA			NA	
1	To:	I-95-S175X FROM RT 241												
outh	From	SR 241 TO RT 95												
241)Ramp	Fairfax County	0.10 <b>NA</b>								NA			NA	
241). (3.1.)	To:	I-95-N FROM RT 241 TELEGRAPH	I RD										1471	
	From:													
South	Fairfax County	SR 241 TO RT 95 0.27 <b>NA</b>								NA			NA	
Ramp	ramax County	I-95-S175X FROM RT 241								INA			INA	
	L				_									
Constant Bd	From:	US 1 Richmond Hwy	070/	40/		40/	007	00/	_	0.007	_	0.500	4000	
Gunston Rd	Fairfax County	0.71 <b>4300 G</b>	97%	1%	1%	1%	0%	0%	С	0.087	F	0.536	4600	(
	To: From:	29-611 Old Colchester Rd												
Gunston Rd	Fairfax County	2.87 <b>3200 G</b>	97%	1%	1%	1%	0%	0%	F	0.088	F	0.517	3400	(
<u> </u>	To:	29-600 Gunston Hall Rd												
	From:	US 29 Lee Highway		·										
Nutley St	Fairfax County		98%	0%	1%	0%	1%	0%	F	0.082	Ν	0.573	48000	(
243)	To	I-66	2070	0,0		0 / 0	. , 0	0,0	•	3.002	••	5.5.5	10000	`

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

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	I-6													
Nutley St	Fairfax County	0.42 <b>300</b>	00 G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.573	31000	G
	To: From:	ECL V													
Nutley St	Town of Vienna	0.25 <b>280</b>	00 G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.568	29000	C
	To: From:	Tapawii	_												
Nutley St	Town of Vienna	0.63 <b>260</b>		98%	0%	1%	0%	1%	0%	F	0.083	F	0.591	28000	C
		SR 123; 1													
orth Pamp	Fairfax County	SR 243 TO F 0.15 <b>N</b>									NA			NA	
Ramp	To:	I-66-E062X FROM		RTH							INA			INA	
orth	From:	SR 243; 29-2087													
243)Ramp	Fairfax County	0.12 <b>N</b>		LDI							NA			NA	
	To:	I-66-W062X FRON	1 RT 243 NC	RTH											
outh	From:	SR 243 TO F	T 66 EAST												
2 ₄₃ )Ramp	Fairfax County	0.13 <b>N</b>									NA			NA	
	То:	I-66-E062X FROM	RT 243 SO	UTH											
outh	From:	SR 243 TO R													
243)Ramp	Fairfax County	0.11 <b>N</b>	A								NA			NA	
outh	To: From:	29-99021- P FROM	COMMUTE	R LOT											
Ramp	Fairfax County	0.07 <b>N</b>	4								NA			NA	
	То:	I-66-W062X FROM RT 2-	43 SOUTH &	k METRO	С										
	From:	SR 236 Little	River Tpke												
Columbia Pike	Fairfax County	0.61 <b>280</b>	00 G	99%	1%	0%	0%	0%	0%	F	0.089	F	0.578	31000	(
	To: From:	29-711 Ga	llows Rd			$\neg$ $\vdash$									
Columbia Pike	Fairfax County	0.85 <b>300</b>	00 G	99%	1%	0%	0%	0%	0%	F	0.086	F	0.639	32000	(
	To: From:	29-613 Sleep	Hollow Rd			$\neg$ $\vdash$									
Columbia Pike	Fairfax County	0.76 <b>290</b>	00 G	99%	1%	0%	0%	0%	0%	С	0.089	F	0.605	32000	(
	To:	29-613 Lin	colnia Rd			<u> </u>									
Columbia Pike	Fairfax County	0.39 <b>250</b>	00 G	99%	1%	0%	0%	0%	0%	F	0.09	F	0.627	28000	(
<u> </u>	To:	29-620 Bra	ddock Rd												
244)Columbia Pike	Fairfax County	1.45 <b>350</b>		98%	1%	0%	0%	0%	0%	С	0.081	F	0.633	38000	(
	Tax	SR 7 Lees	ourg Pike												
Columbia Pike	Fairfax County	0.52 <b>310</b>	_	97%	1%	1%	0%	0%	0%	F	0.081	F	0.643	34000	(
	To	Fairfax Co	unty Line												
Columbia Pike	Arlington County	1.67 <b>270</b>		97%	1%	1%	0%	0%	0%	С	0.081	F	0.54	29000	F
	To:	SR 120 C										·			·
244)Columbia Pike	Arlington County	1.03 <b>270</b>		97%	1%	1%	0%	0%	0%	F	0.095	F	0.788	28000	F
244)	To	SR 27 W, Was			1 /0	. 70	J / 0	J / U	J / 0	•	0.000	•	000	2000	•

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

		T Tillial y all	nd Interstate	c rtout				Tru	ıalı			I/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	· Q
	From:	CD 27 V	V, Washington	. Dlv.d			ZAXIE	3+Axle	IIIali	ZITAII		Factor		Factor		
Columbia Pike	Arlington County	0.97	11000	F	97%	1%	1%	0%	0%	0%	F	0.095	F	0.609	12000	-
244 Goldmina i ike	To:		Rotary Rd; Pe			170		070	070	070	•	0.000	•	0.000	12000	,
	From:		17 Old Taver													
Old Tavern Rd	Fauquier County	2.05	2300	F	92%	0%	1%	6%	0%	0%	С	0.104	F	0.732	2400	
243)	To		LCC													
Old Tavern Rd	Fauquier County	0.95	I-66 <b>2700</b>	F	92%	0%	1%	6%	0%	0%	F	0.095	F	0.610	2800	
245) Old Turoni ita	- august county			_	0270	070		070	070	070	·	0.000	•	0.010	2000	
245)Fauquier Ave	Town of The Plains (Maint: 3		2700	N	92%	0%	1%	6%	0%	0%	N	0.095	N	0.610	2800	
45 Fauquiei Ave	Town of The Flams (Maint. 3	,	55 The Plains		9270	076	176	070	076	0%	IN	0.095	IN	0.610	2000	
	From	SR 245 I-66-E0			т.сс											
245)Ramp	Fauquier County	0.16	NA	& IOR	(1 00							NA			NA	
245) ( (41)	To:	I-66-E FROM RT		TH & N	NORTH										107	
	From:		TO RT 66 W													
Ramp	Fauquier County	0.19	NA	LLI								NA			NA	
.40)	To:	I-66-W FROM RT	Γ 24500- SOU	JTH & I	NORTH											
	From	US 4	60 Poindexter	· St			Ī									
46 Liberty St	City of Chesapeake	0.39	7700	G	96%	1%	2%	1%	1%	0%	С	NA			8400	
.9	To		atham Street													
Liberty St	City of Chesapeake	0.37	5000	G	96%	1%	2%	1%	1%	0%	F	NA			5400	
,	To:	SR 16'	8 Campostella													
	From:	SR 33	37 Hampton B	lvd												
247)26th St	City of Norfolk	0.63	3900	G	97%	1%	1%	1%	1%	0%	F	NA			4200	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	14000	G	95%	1%	1%	1%	1%	0%	F	NA			14000	
	To:		Colonial Ave													
247)26th St	City of Norfolk	0.10	7700	G	97%	1%	1%	1%	1%	0%	F	NA			8300	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	17000	G	96%	1%	1%	1%	1%	0%	F	NA			19000	
	To:	, T	lewellyn Ave													
247)26th St	City of Norfolk	0.17	8700	G	97%	1%	1%	1%	1%	0%	F	0.114	F		9300	
.41)======	Combined Traffic Estimates for 2 Parallel Roadwa			G	96%	1%	1%	1%	1%	0%	F	0.090	F	0.613	20000	
	To:		onticello Ave													
247)26th St	City of Norfolk	0.23	8300	G	97%	1%	1%	1%	1%	0%	С	NA			8900	
41)-3111 31	Combined Traffic Estimates for 2 Parallel Roadwa			G	96%	1%	1%	1%	1%	0%	F	NA			19000	
	To Tan Traine Estimates for 2 Faranci Readwin	ayo on this reduc.			0070	170	170	170	170	070	•	14/			10000	
47)26th St	City of Norfolk	0.21	Church St 9200	G	97%	1%	1%	1%	1%	0%	F	0.11	F		9900	
47)201131	City of Noriok  Combined Traffic Estimates for 2 Parallel Roadwa	_		G	96%	1%	1%	1%	1%	0% 0%	F	0.11	F	0.603	20000	
	Combined Trainic Estimates for 2 Farallel Roadwa	ayə on miə roule.		<u> </u>	JU /0	1 /0	1 /0	1 /0	1 /0	U /0	Г	0.000	Г	0.003	20000	
L of a votte Divid	To:	4.07	27th St		070/	40/	10/	40/	407	00/		0.000		0.604	10000	
Lafayette Blvd	City of Norfolk	1.07	16000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.601	18000	

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

		Fillidiy di	nd Interstate Ro	utes			т				I/		D:-		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	0.4.4.		ıck		QC	K	QK	Dir	AAWDT	· QI
	E	-				2Axie	3+Axle	11 rail	21 rail		Factor		Factor		
	City of North		68 Tidewater Dr	000/	40/	40/	00/	00/	00/	_	0.000	_	0.540	40000	,
247)Lafayette Blvd	City of Norfolk		20000 G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.543	19000	C
	From:		esapeake Blvd afayette Blvd												
247)Chesapeake Blvd	City of Norfolk		19000 G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.532	20000	(
247 Chesapeake Bivd	Tro-		Sewells Point Rd	30 /0	1 /0		0 70	076	070	'	0.003	'	0.552	20000	
	From:		esapeake Blvd												
Norview Ave	City of Norfolk		22000 G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.530	24000	
41)	=	0.20		0070	0,0	.,,	0,0	0,0	0,0		0.000	•	0.000		
	To: From:		I-64												
Norview Ave	City of Norfold		26000 G	99%	0%	0%	0%	0%	0%	С	0.079	F	0.535	28000	(
<i></i>	To:	SR 10	65 Military Hwy												
ast	From:	SR 24	7 TO I-64 EAST												
A7)Ramp	City of Norfolk (Mai	int: 64) 0.20	5500 G	99%	1%	0%	0%	0%	0%	С	0.095	F		5500	(
	To:	I-64-E FROM RT 24	7 EAST-NORVIE	W AVENU	JΕ										
/est	From:	CD 24	7 TO I-64 EAST												
	L City of Norfolk (Mai		7800 G	99%	0%	0%	0%	0%	0%	С	0.075	F		7800	
A7 Ramp	City of Nortoik (ivial	I-64-E FROM RT 24				0%	0 /6	076	0 /6	C	0.075	-		7000	
					E										_
est	From:		STREET TO I-64												
Ramp	City of Norfolk (Mai		5100 G	99%	0%	1%	0%	0%	0%	С	0.067	F		5100	
<u> </u>	To:	I-64-W FROM RT 24	7 WEST-NORVIE	W AVEN	UE										
	From:	SR 33	7 Hampton Blvd												
47)27th St	City of Norfolk	k 0.79	9600 G	95%	2%	2%	1%	1%	0%	С	NA			10000	(
· ·	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	14000 G	95%	1%	1%	1%	1%	0%	F	NA			14000	
									• , •						
0711-01	From:		lewellyn Ave	050/	00/		40/	40/	00/		0.000	F		40000	
27th St	City of Norfolk		9600 G	95%	2%	2%	1%	1%	0%	F	0.099			10000	•
	Combined Traffic Estimates for 2 Parallel I			96%	1%	1%	1%	1%	0%	F	0.090	F	0.613	20000	(
	10:	SR	247 26Th St												
_	From:	I-64 East	t of Bottoms Bridge	,											
New Kent Hwy	New Kent Cour	nty 4.31	4900 G	98%	1%	1%	0%	0%	0%	С	0.108	F		5300	(
	Ta	63	-612 Quinton												
140	Prom:⊢ New Kent Cour		2500 G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.57	2700	
49)	New New Cour	•		3070	170	170	070	070	070	•	0.112	•	0.07	2700	
	To: From:		106 Talleysville												_
49)	New Kent Cour	nty 3.78	2100 G	97%	0%	1%	1%	1%	0%	С	0.111	F	0.646	2300	
<u> </u>	To:	SR 1:	55 Carys Corner												
40)	New Kent Cour		2400 G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.641	2500	
49)	-	•													
$\overline{}$	From:		-626 Paige Rd											.=	
249	New Kent Cour		1600 G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.638	1700	(
<u> </u>	To:	SR 30 & 3	3 Angel View Chur	ch											
	From:	SR 24	49 TO I-64 West												
/est															
<u>Vest</u> 249 Ramp	New Kent Cour	nty 0.21	3100 G	98%	1%	1%	0%	1%	0%	С	0.18	F		3100	(

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

Deste	Lorda Parkas	Levelle AAT	T 04	4T'	Б		Tru	ıck		- 00	K	01/	Dir	A A)A/DT	01
Route	Jurisdiction .	Length AAI	JI QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
Water of Towns 15	From:	West Virginia		040/	40/	00/	00/	00/	00/	_	0.405	_	0.505	040	_
Highland Turnpike	Highland County	8.02 <b>29</b>		91%	1%	2%	2%	3%	0%	F	0.125	F	0.505	310	G
~~	To: From:	45-640 Blue Grass Valle													
Highland Turnpike	Highland County	5.34 <b>34</b>	0 G	91%	1%	2%	2%	3%	0%	F	0.110	F	0.546	380	C
~	To: From:	WCL Me													
250	Town of Monterey (Maint: 45)	0.40 <b>34</b>	0 N	91%	1%	2%	2%	3%	0%	Ν	0.110	Ν	0.546	380	1
<del>~</del>	To: From:	US 220 M	Ionterey												
50)	Town of Monterey (Maint: 45)	0.18 <b>10</b> 0	00 N	91%	1%	2%	2%	3%	0%	Ν	0.108	Ν	0.696	1100	ı
<i>~</i>	To	ECL Mo	onterey												
) Highland Turnpike	Highland County	9.56 100		91%	1%	2%	2%	3%	0%	С	0.108	F	0.696	1100	
	To:	45-678 E, N	AcDowell												
50 Highland Turnpike	From: Highland County	8.95 <b>95</b>		91%	1%	2%	2%	3%	0%	F	0.097	F	0.522	1000	
30)ga ape	To:	Augusta Co		0.70	.,,		_,,	0,0	0,0	-	0.00.	•	0.022	.000	
	From:	Highland Co													
Hankey Mountain Hwy	Augusta County	6.50 <b>90</b>	0 F	92%	1%	2%	2%	3%	0%	С	0.102	F	0.581	940	
<b>~</b>	To: From:	07-629 Dec	erfield Rd												
Hankey Mountain Hwy	Augusta County	6.86 <b>220</b>	00 F	96%	1%	1%	1%	1%	0%	F	0.106	F	0.651	2300	
<i>~</i>	To:	07-736 Jenni	nos Gan Rd												
60 Hankey Mountain Hwy	Augusta County	3.16 <b>260</b>		96%	1%	1%	1%	1%	0%	С	0.103	F	0.587	2700	
30)	To:	SR 42 Sce	nic Hwy												
~ _	From:	SR 42 W, S													
.50 \ (42 <i>)</i>	Augusta County	0.47 <b>570</b>	00 F	96%	1%	1%	1%	1%	0%	F	0.092	F	0.589	5900	
<del>&gt; 0</del>	To: From:	SR 42 E, Buffa	alo Gap Hwy												
Churchville Ave	Augusta County	3.45 <b>690</b>	00 F	96%	1%	1%	1%	1%	0%	С	0.097	F	0.681	7200	
~	To:	07-732 Fran	ks Mill Rd												
Churchville Ave	Augusta County	1.48 <b>660</b>		96%	1%	1%	1%	1%	0%	F	0.092	F	0.707	6900	
	To	WCL St	aunton												
Churchville Ave	City of Staunton	0.04 660		96%	1%	1%	1%	1%	0%	Ν	0.092	Ν	0.707	6900	
30)	To														
Churchville Ave	City of Staunton	SR 262 Woodrov 0.79 <b>420</b>		97%	1%	1%	0%	0%	0%	F	0.093	F		4500	
Charchville Ave	City of Stauritori				1 /0	1 /0	076	0 /0	076		0.093	-		4300	
~~ Observato SHa Assa	From	Englewood Dr N			40/		00/	00/	00/	_	0.000	_	0.500	7000	
Churchville Ave	City of Staunton	0.40 730	00 F	97%	1%	1%	0%	0%	0%	С	0.090	F	0.533	7800	
~~	To: From:	Gruber													
Churchville Ave	City of Staunton	0.99 <b>720</b>	00 F	97%	1%	1%	0%	0%	0%	F	0.084	F	0.597	7700	
~	To: From:	Thornro													
Churchville Ave	City of Staunton	0.32 <b>730</b>	00 F	98%	0%	1%	0%	0%	0%	С	0.092	F	0.631	7800	
~	To:	Augus													
Bus Augusta St	City of Chauster	Churchvi		000/	00/	10/	00/	00/	00/	N.I	0.000	NI	0.624	7000	
250 (11) Augusta St	City of Staunton	0.02 <b>730</b> US 250 Par New S		98%	0%	1%	0%	0%	0%	N	0.092	N	0.631	7800	1

6/30/2011

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

## Primary and Interstate Routes

		Primary and						Tru	ck		,	K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus	From:		Par; Sunnys													
250 (11) Augusta St	City of Staunton	0.43	4800	F	99%	0%	0%	0%	0%	0%	С	0.09	F	0.631	5100	F
~~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	5800	F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.524	6100	F
Bus	To: From:	SR 25	54 Beverly	St												
250 11 Augusta St	City of Staunton	0.07	5100	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.735	5500	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	6600	G	99%	0%	1%	0%	0%	0%	F	NA			7100	G
	To:		ohnson St													
250 Johnson St	City of Staunton	0.06	Augusta St 5100	N	99%	0%	0%	0%	0%	0%	N	0.086	N	0.735	5500	Ν
250 30111301131	To:		50 Par, New		3376	070	078	070	070	076	14	0.000	14	0.733	3300	
Bus	From:		250 P New													
250 (11) Johnson St	City of Staunton		11000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.576	12000	F
<del></del>	To:		11, SR 254 SR 254 NE													
250 (11) Greenville Ave	City of Staunton		15000	<b>F</b>	99%	1%	0%	0%	0%	0%	F	0.087	F	0.518	16000	F
250 11 Greenville Ave	ony or otaumon					170		070	070	070	•	0.007	•	0.010	10000	•
Richmond Rd	City of Staunton		10000	E AVE <b>F</b>	97%	0%	1%	1%	1%	0%	F	0.086	F	0.501	11000	F
250 Michinola Ru	City of Stauffor				31 /0	070	1 70	1 /0	1 /0	070	'	0.000	'	0.501	11000	'
Richmond Rd	City of Stounton		tatler Blvd	F	070/	00/	10/	10/	40/	00/	F	0.000	F	0.506	24000	F
Kichmona Ra	City of Staunton		rontier Dr	Г	97%	0%	1%	1%	1%	0%	Г	0.088	Г	0.506	24000	r
	From		rontier Rd													
Richmond Rd	City of Staunton	0.44	25000	F	97%	0%	1%	1%	1%	0%	С	0.088	F	0.522	27000	F
~ <u></u>	To:	EC	L Staunton	1			$\neg$ $\vdash$									
250 Jefferson Hwy	Augusta County	0.07	30000	G	99%	0%	0%	0%	0%	0%	F	0.088	Ν	0.522	30000	G
<del></del>	To		I-81				<u> </u>									
250 Jefferson Hwy	Augusta County	2.51	16000	F	99%	0%	0%	0%	0%	0%	F	0.090	F	0.568	17000	F
	To.	07 1316	6 Idlewood	Blvd			<u> </u>									
250 Jefferson Hwy	Augusta County		13000	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.532	14000	F
250)	Tod															
Jefferson Hwy	Augusta County		inkling Spr 18000	A A	99%	0%	0%	0%	0%	0%	С	0.102	Α	0.517	20000	P
250 Jocherson Tiwy	Augusta County				3370	070	070	070	070	070	O	0.102		0.517	20000	,
250 Main St	City of Waynesboro		Waynesbo	F F	99%	0%	0%	0%	0%	0%	С	0.087	F	0.541	20000	F
250 Wall St	City of Waynesboro				3376	070	070	070	070	070	C	0.007	'	0.541	20000	'
~	City of May reach and		arman Ave		000/	00/	-00/	00/	00/	00/		0.000		0.500	20000	-
Main St	City of Waynesboro	0.30	18000	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.502	20000	F
~~	From:		eman Pkw	_												
Main St	City of Waynesboro	0.67	12000	F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.504	13000	F
·	To: From:		40 Rosser A													
Broad St	City of Waynesboro	0.25	11000	F	98%	0%	1%	0%	1%	0%	С	0.083	F	0.534	12000	F
~	To: From:	Pe	oplar Ave				$\Box$									
Broad St	City of Waynesboro	0.50	11000	F	98%	0%	1%	0%	1%	0%	С	0.085	F	0.543	11000	F
~ <i>~</i>	To.	W	Vayne Ave													

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

_							Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	W	ayne Ave				0 17 11 10		2116						
250 Broad St	City of Waynesboro	0.12	9400 F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.555	10000	F
<del>**</del>	Toe		Arch Ave												
250 Broad St	City of Waynesboro	0.44	9500 F	98%	0%	1%	0%	1%	0%	С	0.087	F	0.529	10000	F
230)	To:		340 Main St						-,-	_					
~~~	From:	US 3	340 Broad St												
250 (340 ) Main St	City of Waynesboro	0.19	11000 F	97%	1%	1%	0%	1%	0%	С	0.087	F	0.526	12000	F
<del>~~~</del>	Too From:	US 340	Delphine Ave												
Main St	City of Waynesboro	1.00	7100 F	97%	0%	1%	0%	1%	0%	С	0.097	F	0.621	7600	F
~ <i>_</i>	To:	Ţ.	Hunter St			<b>—</b>									
Main St	City of Waynesboro	0.44	6500 F	97%	0%	1%	0%	1%	0%	С	0.097	F	0.634	7000	F
	Toc	ECL	Waynesboro												
250	Augusta County	1.76	6300 F	97%	0%	1%	0%	1%	0%	F	0.082	F	0.584	6600	F
250	Augusta County			31 70	070	170	070	170	070	· ·	0.002	'	0.504	0000	•
~	To:		fton Mountain	050/	40/		40/	00/	00/		0.400	_	0.004	0000	-
250	Augusta County	0.23	8500 F	95%	1%	1%	1%	3%	0%	С	0.108	F	0.681	8900	F
	From:		n County Line ta County Line												
Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.27	8500 N	95%	1%	1%	1%	3%	0%	Ν	0.108	Ν	0.681	8900	1
1 1	Tool	CD C AG	ton Mountain R												
250 Rockfish Gap Trnpk	Nelson County (Maint: 02)	0.13	5800 G	94%	0%	1%	1%	4%	0%	С	0.089	F	0.501	6100	(
250) 1100111011011011	realism searry (Mark: 92)			0 170	070		170	170	070	Ŭ	0.000	•	0.001	0.00	•
Deal Calc Con Transla	Promi		narle Co Line	0.40/	00/	40/	40/	407	00/	N	0.000		0.504	0400	
Rockfish Gap Trnpk	Albemarle County	0.32	5800 N	94%	0%	1%	1%	4%	0%	N	0.089	N	0.501	6100	1
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Little Rock Lan												
Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.45	5800 N	94%	0%	1%	1%	4%	0%	N	0.089	Ν	0.501	6100	١
~	To: From:	SR 151 (	Critzers Shop R												
Rockfish Gap Trnpk	Nelson County (Maint: 02)	4.00	5300 G	98%	1%	1%	0%	1%	0%	С	0.094	F	0.691	5600	(
~ <i></i>	To:	FR-852	Bluebird Lane			<u> </u>									
Rockfish Gap Trnpk	Albemarle County	0.56	8200 G	98%	1%	1%	0%	1%	0%	С	0.095	F	0.676	7000	(
	To:	I 64 No.	ar Yancey Mills												
250 Rockfish Gap Trnpk	Albemarle County		10000 G	97%	1%	1%	1%	0%	0%	F	0.1	F	0.509	11000	(
250 Rockish Gap Tripk					170	170	1 70	070	070	·	0.1	'	0.505	11000	`
Deal-field Con Transla	Prom.	SR 240 Crozet Ave			40/		40/	00/	0%	F	0.000	F	0.50	0000	,
Rockfish Gap Trnpk	Albemarle County	2.97	6600 G	97%	1%	1%	1%	0%	0%	Г	0.099	Г	0.53	6900	(
~~	To: From:		Three Notchd R												
lvy Rd	Albemarle County	3.29	11000 G	97%	1%	1%	1%	0%	0%	С	0.092	F	0.645	11000	(
	To: From:	02-63	37 Woods Rd												
250 lvy Rd	Albemarle County	3.84	14000 G	97%	1%	1%	1%	0%	0%	F	0.094	F	0.646	15000	C
~	To:	US 29: Bi	us US 250 Ivy I	d											
250 (29) Monacan Trail Rd	Albemarle County		48000 G	97%	0%	1%	1%	2%	0%	F	NA			50000	C
200) (20)	To:		Charlottesville	- ,-											

#### 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:	WCL	Charlottesville												
250 29 Monacan Trail Rd	City of Charlottesville	0.35	38000 G	97%	0%	1%	1%	2%	0%	F	NA			40000	(
~~ <u>~</u>	To	US	29, Emmet St												
250	City of Charlottesville	0.32	23000 G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.531	26000	
	To:	104-34	31 Hydraulic Rd												
250	City of Charlottesville	0.42	43000 G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.522	48000	
	To:		Dairy Rd												
250	City of Charlottesville	0.60	41000 F	98%	0%	1%	0%	0%	0%	С	0.097	В	0.52	46000	
30)	To:						-,-		-,-						
200	City of Charlottesville		2by Ave E Int 41000 G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.518	45000	
250	Oity of Orianottesvine			3070	070	170	070	070	070	•	0.000	•	0.510	43000	
$\sim$	City of Charlottesville		1cIntire Rd 36000 G	000/	00/	10/	00/	00/	0%	F	0.083	F	0.545	44,000	
250	City of Chanottesville	0.27	36000 G	98%	0%	1%	0%	0%	0%	Г	0.063	Г	0.545	41000	
	From:	2.00	Park St	2001	00/		00/	00/	201		0.000		0.504	4.4000	
250	City of Charlottesville	0.26	39000 G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.531	44000	
	To: From:		ocust Ave												
Long St	City of Charlottesville	0.49	37000 G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.506	42000	
~ <u> </u>	Ta: From:	Bus U	JS 250 High St												
250 (20) Long St	City of Charlottesville	0.06	37000 N	98%	0%	1%	0%	0%	0%	Ν	0.081	Ν	0.506	42000	
$\sim$	To: From:	ECL	Charlottesville			<u> </u>									
250 (20) Richmond Rd	Albemarle County	0.20	52000 G								NA			52000	
$\sim$	Tax	SR 20	Stony Point Rd			$\lnot$ $\vdash$									
Richmond Rd	Albemarle County	1.79	36000 G	98%	0%	1%	0%	0%	0%	F	NA			40000	
<del></del>	Toc	I-64 Fast	t of Charlottesville												
Richmond Rd	Albemarle County	2.01	22000 G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.661	24000	
30)	To		22 Louisa Rd												
Richmond Rd	Albemarle County	4.40	5000 G	94%	0%	1%	3%	2%	0%	F	0.106	F	0.749	5300	
250 Triorimona rea	To:		nna County Line	0470	070	$\overrightarrow{1}$	070	270	070	•	0.100	•	0.140	0000	
	From:		arle County Line												
Richmond Rd	Fluvanna County (Maint: 54)	6.00	3400 F	94%	0%	1%	3%	2%	0%	С	0.105	F	0.63	3400	
~	To: From:	US 15 2	Zion Cross Roads			$\neg$ $\vdash$									
Three Notch Rd	Louisa County	2.72	2500 F	94%	1%	1%	1%	4%	0%	F	0.094	F	0.678	2500	
~	To:	54-75	59 Rollins Lane			<u> </u>									
Three Notch Rd	Louisa County	3.81	2500 F	94%	1%	1%	1%	4%	0%	С	0.102	F	0.661	2500	
<del>=====================================</del>	Too		SR 208 Ferncliff												
Three Notch Rd	From: Louisa County	2.43	1200 F	94%	1%	1%	1%	4%	0%	F	0.086	F	0.766	1200	
250)	To:		nna County Line	<b>0170</b>	. 70	Ť	. 70	. 70	270	•	0.000	•	000	.200	
~~	From:		sa County Line												
Richmond Rd	Fluvanna County (Maint: 54)	0.71	1000 F	94%	1%	1%	1%	4%	0%	F	0.092	F	0.526	1100	
~ <u></u>	To:	Goochl	and County Line												

#### 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:	Fluvanna Cor	ınty Line												
250 Broad St Rd	Fluvanna County (Maint: 54)	0.13 <b>110</b>	) F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.573	1100	F
<del>~</del>	To:	Goochland Co													
	From:	Fluvanna Cor		070/	40/	40/	40/	40/	00/		0.007		0.570	4400	
Broad Street Rd	Goochland County (Maint: 54	) 2.05 <b>110</b>	) N	97%	1%	1%	1%	1%	0%	N	0.087	N	0.573	1100	N
	To: From:	37-605 Shanne													
Broad Street Rd	Goochland County (Maint: 54	) 0.29 <b>150</b>	) F	97%	1%	1%	1%	1%	0%	F	0.105	F	0.506	1500	F
~	To. From:	Richmond Mainten	ance Bound	lary		$\neg$ $\vdash$									
250 Broad Street Rd	Goochland County	3.23 <b>150</b>	) G	97%	1%	1%	1%	1%	0%	С	0.107	F	0.581	1600	G
	To	27 (0) Thurs Chant D.I.	TT- 4 ::11-	F.C. D.1											
Broad Street Rd	Goochland County	37-606 Three Chopt Rd; 6.80 <b>120</b>		97%	1%	1%	1%	1%	0%	F	0.109	F	0.668	1300	G
250 Bload Street Rd	GOOCHIANG COUNTY	Louisa Cou		91 /0	1 /0	1 /0	1 /0	1 /0	0 /0		0.109		0.000	1300	G
	From:	Goochland Co				+									
Broad Street Rd	Louisa County (Maint: 37)	0.48 <b>240</b>		97%	1%	1%	1%	1%	0%	F	0.097	F	0.758	2600	G
250)	To:	US 522 Cross County I	Rd; Sandy H												
	From:	US 522 Cross	County Rd												
Broad Street Rd	Louisa County (Maint: 37)	1.63 <b>160</b>	) G	95%	1%	1%	1%	2%	0%	С	0.107	F	0.638	1700	
<del>**</del>	To:	Goochland Co	unty Line												
~~	From:	Louisa Cour													
Broad Street Rd	Goochland County	6.72 <b>250</b>	) G	97%	0%	1%	1%	1%	0%	С	0.103	F	0.791	2700	C
~	To	37-670 Card	well Rd			<u> </u>									
Broad Street Rd	Goochland County	5.56 <b>560</b>	) G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.702	6000	
	To:	37-621 Man	alvin Dd												
Broad Street Rd	Goochland County	0.49 <b>1100</b>		97%	0%	1%	1%	1%	0%	F	0.095	F	0.651	12000	G
250 Bload Street Nd	Good Harid County			31 /0	070	1 70	1 /0	1 /0	070	•	0.033	'	0.001	12000	
~	To. From:	37-623 W, He													
Broad Street Rd	Goochland County	1.47 <b>1100</b>	0 G	97%	0%	1%	1%	1%	0%	С	0.1	F	0.522	12000	G
~	To	SR 28	88												
Broad Street Rd	Goochland County	0.28 <b>2400</b>	0 G	98%	0%	1%	0%	0%	0%	F	NA			26000	G
	To:	Henrico Cou	nty Line												
~~	From:	Goochland Co													
Broad St	Henrico County	1.60 <b>2400</b>	0 F	98%	0%	1%	0%	0%	0%	F	0.109	F	0.575	26000	F
~	To:	Lauderdale	Drive												
Broad St	Henrico County	0.54 <b>3300</b>		98%	0%	1%	0%	0%	0%	С	0.087	F	0.539	36000	F
30)	Ţ	CD 251 D	m . D.1												
Drood Ct	From:	SR 271 Pounc		98%	0%	10/	00/	0%	0%	С	0.004	F	0.502	F6000	F
Broad St	Henrico County	0.84 <b>5300</b>	U F	90%	0%	1%	0%	0%	0%	C	0.084	Г	0.593	56000	Г
~~	To: From:	I-64													
Broad St	Henrico County	0.75 <b>3800</b>	0 F	99%	0%	0%	0%	0%	0%	С	0.091	F	0.528	41000	F
~	To:	Cox F	ld.												
250 Broad St	Henrico County	0.81 3900		99%	0%	0%	0%	0%	0%	F	0.093	F	0.535	41000	F
230) 2.1000 01	To:	Gaskins	•	5576	370	370	5 /0	J / U	J /0	'	0.000	•	0.000		•

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

## Primary and Interstate Routes

Jurisdiction  From:	Length A	AADT Q	<b>QA</b> 4	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	
From:		האטו ש	· 4	+ I II C	Duo									$\Delta \Delta M M I I I I$	$\cap$
From:	Go					2Axie	3+Axle	1Trail	2Trail	QU	Factor	QI	Factor	AAWDI	QV
Hanning County	Ga	askins Rd													
Henrico County	0.50	34000 I	<b>F</b> 9	99%	0%	1%	0%	0%	0%	F	0.094	F	0.535	36000	F
To-	SR 157 Pember	ton Rd: Sprin	gfield R	Rd		$\neg$ $\vdash$									
Henrico County			_		0%	1%	0%	0%	0%	С	0.091	F	0.579	49000	F
							-,-		-,-	-		•			-
From:				200/	40/	10/	00/	00/	00/	_	0.000		0.50	24000	-
Henrico County	0.72	31000 I	F 8	98%	1%	1%	0%	0%	0%	F	0.090	F	0.56	34000	F
To: From:	Hunga	ry Springs Rd													
Henrico County	1.15	37000 I	<b>F</b> 9	98%	1%	1%	0%	0%	0%	F	0.092	F	0.544	42000	F
To		I 64													
Henrico County	0.90 '		G	98%	1%	1%	0%	0%	0%	F	NΔ			43000	C
Tiorino County				5070	170		070	070	070	•	14/ (			40000	
To: From:		_													
Henrico County	1.32	27000 I	F 9	98%	1%	1%	0%	0%	0%	F	0.097	F	0.514	30000	F
To From:	WCI	L Richmond													
City of Richmond			G 9	98%	1%	1%	0%	0%	0%	F	NA			32000	(
To	110 22 0	Stonles Mill D	a												
City of Richmond				280/	10/_	10/-	0%	0%	0%	_	0 112	Δ	0.520	28000	/
City of Kichinona	0.19	24000 /	Α :	90 /0	1 /0	1 /0	0 /0	070	0 /0	C	0.112	^	0.529	20000	,
To: From:															
City of Richmond	0.97	24000 (	G 9	98%	1%	1%	0%	0%	0%	F	NA			27000	(
To	Sh	eppard St													
City of Richmond		••	G 9	98%	1%	1%	0%	0%	0%	F	NA			26000	(
Tool	CD 200	T 1 DI													
City of Pichmond				20/	10/.	10/	00/	00/	09/	_	NΙΛ			24000	(
City of Kichinona	0.94	22000 (	9 8	90 /0	1 /0	1 /0	0 /0	070	0 /0	-	INA			24000	
To: From:															
City of Richmond	0.08	24000 (	G 9	98%	1%		0%	0%		F	NA			27000	C
Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 3	33000 (	G 9	98%	1%	1%	0%	0%	0%	F	NA			37000	(
To	US 33	3 Hancock St													
City of Richmond			G 9	98%	1%	1%	0%	0%	0%	F	NA			16000	(
To						<del></del>									
City of Dishmond			•	200/	10/	10/	00/	00/	00/	_	0.006		0.500	17000	(
City of Richinoria	0.36	15000 (	9	90%	170	1 70	0%	0%	U70	Г	0.000	Г	0.360	17000	,
To: From:		8th St													
City of Richmond	0.38	18000 (	G 9	98%	1%	1%	0%	0%	0%	F	NA			20000	(
To:		14th St				$\neg$ $\vdash$									
City of Richmond			G 9	98%	1%	1%	0%	0%	0%	F	0.091	F	0.829	24000	C
							-,-		-,-						
	US ?	360 18th St													
From:		40000					001			_	0.000			40000	_
City of Richmond		12000	G 9	98%	1%	1%	0%	0%	0%	F	0.089	F	0.734	13000	(
City of Richmond	0.20 1	<b>12000</b> (60, 21st St	<b>G</b> 9	98%	1%	1% 	0%	0%	0%	F	0.089	F	0.734	13000	
City of Richmond  City of Richmond  City of Richmond	0.20 1 US	60, 21st St		98%	1%	1%  1%	0% 	1%	0% 	F F	0.089	F 	0.734	7400	(
	Henrico County  Henrico County  Henrico County  City of Richmond   Henrico County  Henrico County  Henrico County  Henrico County  Henrico County  Henrico County  Henrico County  Henrico County  Henrico County  Henrico County  Henrico County  Henrico County  Henrico County  Henrico County  Iso  From  WCI  City of Richmond  O.04  City of Richmond  O.79  City of Richmond  O.97  City of Richmond  O.38  City of Richmond  O.94  City of Richmond  O.98  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Richmond  O.76  City of Richmond  O.78  City of Richmond  O.76  City of Richmond  O.76  City of Richmond  O.76  City of Richmond  O.78	Henrico County	Henrico County	Parham Rd   Henrico County   0.72   31000   F   98%	Henrico County	Henrico County	Henrico County	Henrico County	Henrico County	Henrico County	Henrico County	Henrico County	Henrico County	Henrico County	

6/30/2011

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT QW
Ramp to I-81 S at Exit 222	Augusta County	Ramps US 250 E060A; US 250 W060A 0.06 NA I-81 S		NA	NA
Ramp to I-81 N at Exit 222	Augusta County	US 250 0.34 <b>NA</b> I-81 N		NA	NA
	Augusta County	US 250 TO I-64 WEST & EAST 0.13 NA		NA	NA
(250) Ramp	Augusta County	US 250- 73B TO RT 64 WEST & EAST  0.12 NA  I-64-W FROM RT 250WEST & EAST		NA	NA
(250) Ramp	Augusta County	US 250- 73A TO I-64 WEST & EAST  0.24 NA  I-64-E FROM US 250WEST & EAST		NA	NA
	Albemarle County	US 250-E081A US 250-W081A FROM RT 2  0.18 <b>NA</b> I-64-E FROM US 250WEST & EAST		NA	NA
	Albemarle County	US 250-E081B US 250-W081B FROM RT 2  0.19 <b>NA</b> I-64-W FROM US 250WEST & EAST		NA	NA
	Albemarle County	US 250 Richmond Rd 0.16 <b>6500 B</b> I-64 West		0.142 A	7200 B
(250) Ramp	Albemarle County	US 250 I-64-E124A FROM & TO IS 64 0.17 <b>4300 F</b> I-64-E FROM US 250WEST & EAST		0.121 B	4500 F
(250) Ramp	Henrico County	US 250-E154A US 250-W154A FROM RT 2 0.11 <b>18000 F</b> I-64-E FROM US 250 West & East		0.085 F	18000 F
	City of Richmond (Maint: 43			NA	NA
(250) Ramp	City of Richmond (Maint: 43	US 250- 166B TO ROUTE 95 SOUTH ) 0.03 NA I-95-S FROM ROUTE 250		NA	NA
(250) Ramp	City of Richmond (Maint: 43	US 250- 166A TO ROUTE 95 SOUTH ) 0.22 <b>NA</b> I-95-N FROM ROUTE 250-BROAD STREET		NA	NA
East (250) Ramp toward I-81 S at Exit 222	Augusta County	US 250 E 0.04 <b>NA</b> I-81 S		NA	NA

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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 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir Facto	AAWDT QW
East 250 Ramp	Albemarle County	US 250 TO I-64 EAST 0.05 NA US 250-W081A US 250- 81A FROM RT 2	NA		NA
East 250 Ramp	Albemarle County	US 250 I-64-W107A FROM & TO IS 64  0.03 NA  US 250-81B US 250-W081B FROM RT 2	NA NA		NA
East 250 Ramp	Henrico County To:	US 250 TO I-64 East 0.22 <b>14000 F</b> US 250-W154A US 250- 154A FROM RT 2	0.091	F	14000 F
East 250 Ramp	Henrico County  To:	US 250 TO I-64 West 0.12 <b>5100 G</b> I-64-W FROM US 250 East	NA NA		5100 G
East 250 Ramp	City of Richmond (Maint: 43)	US 250 TO ROUTE 95  0.13 NA  US 250-W166A FROM ROUT	NA NA		NA
West 250 Ramp toward I-81 S at Exit 222	Augusta County To:	US 250 W 0.03 <b>NA</b> I-81 S	NA NA		NA
West 250 Ramp	Albemarle County	US 250 I-64-E107A FROM & TO IS 64  0.03 NA  US 250-E081A US 250-81A FROM RT 2	NA		NA
West 250 Ramp	Albemarle County	US 250 TO I-64 WEST  0.04 NA  US 250-81B US 250-E081B FROM RT 2	NA NA		NA
West 250 Ramp	Henrico County	US 250 TO I-64 East 0.17 <b>3400 F</b> US 250-E154A US 250- 154A FROM RT 2	0.158	F	3400 F
West 250 Ramp	Henrico County To:	US 250 TO I-64 West  0.22 <b>5000 F</b> I-64-W FROM US 250 west	0.188	F	5000 F
West 250 Ramp	Henrico County To:	US 250 TO I-64 WEST  0.23 NA  I-64-W FROM US 250-BROAD STREETWEST	NA NA		NA
West 250 Ramp	Henrico County To:	US 250 TO I-64 EAST 0.16 NA I-64-E183X FROM US 250-BROAD STREETWE	NA NA		NA
West 250 Ramp	City of Richmond (Maint: 43)	US 250 TO ROUTE 95  0.04 NA  US 250-E166A US 250- 166A FROM ROUT	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	Factor	AAWDT	Q۱
Bus	From:		urchville A													
250 (11) New St	City of Staunton	0.36	1000	F	99%	1%	1%	0%	0%	0%	С	0.104	F		1100	ı
~	Combined Traffic Estimates for 2 Parallel Roadways on the			F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.524	6100	
Bus	To: From:	]	Frederick S	t												
250 (11) New St	City of Staunton	0.17	1500	G	99%	1%	1%	0%	0%	0%	F	NA			1600	
	Combined Traffic Estimates for 2 Parallel Roadways on the			G	99%	0%	1%	0%	0%	0%	F	NA			7100	
	10:		Johnson St													
Bus	Albamaria Countr		S 29, US 2: <b>16000</b>	50 <b>G</b>	98%	0%	1%	0%	00/	00/	С	0.400	F	0.571	17000	
lvy Rd	Albemarle County	0.61			98%	0%	1%	0%	0%	0%	C	0.102	Г	0.571	17000	
Bus	To: From:	WCI	L Charlottes	sville												
lvy Rd	City of Charlottesville	0.50	13000	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.524	14000	
Bus	To: From:	Bus	US 29 Emn	net St												
University Ave	City of Charlottesville	0.28	15000	G	96%	1%	3%	0%	0%	0%	F	0.071	F	0.513	16000	
	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	20000	G	96%	1%	2%	0%	0%	0%	F	0.075	F	0.516	21000	
	To- From:	Bus 1 U	JS 250P, Rt	igby Rd												
Bus 250 University Ave	City of Charlottesville	0.12	14000	G	96%	1%	3%	0%	0%	0%	F	0.074	F	0.517	15000	
250 Oniversity 71ve	Combined Traffic Estimates for 2 Parallel Roadways on the			G	96%	1%	2%	0%	0%	0%	F	0.077	F	0.556	21000	
	To To		Chancellor S		0070	170	`_	070	070	070		0.077		0.000	21000	
Bus	Prom:				000/	40/	00/	00/	00/	00/	_	0.074	_	0.504	45000	
University Ave	City of Charlottesville Combined Traffic Estimates for 2 Parallel Roadways on the	0.19	14000	G	96%	1%	3%	0%	0%	0%	F F	0.074	F F	0.501	15000 21000	
	Combined Trainic Estimates for 2 Parallel Roadways of the			G	96%	1%	2%	0%	0%	0%	Г	0.076	Г	0.543	21000	
Bus	From:		O RR Cros													
250 Main St	City of Charlottesville	0.09	14000	G	99%	0%	0%	0%	0%	0%	F	0.069	F	0.507	16000	
~	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	20000	G	99%	0%	1%	0%	0%	0%	F	0.074	F	0.504	21000	
Bus	To: From:	Jeff	erson Park	Ave												
Main St	City of Charlottesville	0.73	14000	G	96%	1%	3%	0%	0%	0%	С	0.074	F	0.574	15000	
~	Combined Traffic Estimates for 2 Parallel Roadways on the			G	97%	1%	2%	0%	0%	0%	С	0.083	F	0.551	38000	
Bus	To- From:	]	McIntire Ro Main St	1			-									
McIntire Rd	City of Charlottesville	0.22	23000	G	99%	0%	0%	0%	0%	0%	F	NA			25000	
-00)	Combined Traffic Estimates for 2 Parallel Roadways on the	-		G	99%	0%	1%	0%	0%	0%	F	NA			31000	
_			5, Bus US	250 Par												
Bus Molntiro Pd	City of Charlettonville		23000	N	99%	0%	0%	0%	0%	0%	N	NA			25000	
McIntire Rd	City of Charlottesville	0.03			99%	U%	U%	U%	U%	U%	IN	INA			25000	
Bus	Ta- From:	]	Preston Ave	2												
Market St	City of Charlottesville	0.53	10000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.567	11000	
~	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	17000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.575	18000	
	Tn·	SR 20	9th St; Av	on St		•										

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

							Tru	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:				222						_					
City of Charlottesville			G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.607	15000	G
From:															
City of Charlottesville	0.23	11000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.581	12000	G
To From:		11th St													
City of Charlottesville	0.21	10000	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.623	11000	G
To	Gi	illespie Ave													
City of Charletten ille				000/	00/	00/	00/	00/	00/	_	0.005	_	0.500	22000	0
Tro			G	99%	0%	0%	0%	0%	0%	Г	0.065	Г	0.569	22000	G
From:			e												
City of Charlottesville	0.38	5700	G	98%	0%	1%	0%	0%	0%	F	NA			6100	G
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	29000	G	99%	0%	1%	0%	0%	0%	F	NA			31000	G
To:															
City of Charlottesville			G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.504	5800	G
· · · · · · · · · · · · · · · · · · ·			G	96%	1%	2%	0%	0%	0%	F	0.076	F	0.543	21000	G
To	Pı														
City of Charlottesville			G	08%	0%	10/	0%	0%	0%	C	0.086	E	0.525	23000	G
•												•			G
To Take Traine Estimates for 21 drainer (Cadwa)				01 /0	170		070	070	070		0.000		0.001	00000	
From:				000/	00/	00/	00/	00/	00/		<b>N</b> 10			05000	
City of Charlottesville			N	99%	0%	0%	0%	0%	0%	N	NA			25000	N
To: From:	Pı	reston Ave													
•	0.54	6800	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.585	7300	G
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	17000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.575	18000	G
Form	01.55														
Rockbridge County		_		96%	0%	1%	1%	2%	0%	F	0.133	F	0.751	830	F
To To				0070	070		170	270	070		0.100		0.701		
Rockbridge County				96%	0%	1%	1%	2%	0%	С	0.114	F	0.807	1700	F
Tol. 1001.20.14.14				/-	-,0		.,,								
Rockbridge County		3000	F F	96%	0%	1%	1%	2%	0%	F	0.1	F	0.750	3200	F
To											-				
From: City of Lexington	0.38	4500	F	98%	0%	1%	0%	1%	0%	С	0.103	F	0.662	4900	F
To:		Link Rd													
City of Lexington	0.24		F	98%								F	0.659	4300	
		4000			0%	1%	0%	1%	0%	F	0.095				F
	City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  Combined Traffic Estimates for 2 Parallel Roadway  City of Charlottesville  Combined Traffic Estimates for 2 Parallel Roadway  City of Charlottesville  Combined Traffic Estimates for 2 Parallel Roadway  City of Charlottesville  Combined Traffic Estimates for 2 Parallel Roadway  City of Charlottesville  City of Charlottesville  City of Charlottesville	City of Charlottesville 0.12    City of Charlottesville   0.23	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville	Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities   Authorities	Substitute	Surfact   City of Charlottesville   O.21   14000   G   98%   0%   1%   0%   1%	Section   Care   City of Charlottesville   0.12   14000   G   98%   0%   1%   0%   1%   0%   7	Market St	Substitution   Caregor   Substitution   Caregor   Substitution   Caregor   Market St	Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   Market   M		

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

				_		Tru	ck			K	<u> </u>	Dir		
Jurisdiction	Length AA	DT QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۱
From:		4												
Rockbridge County	6.03 <b>47</b>	70 F	98%	1%	1%	0%	1%	0%	F	0.101	F	0.698	500	
To: From:	81-722 Ro	ocky Lane												_
Rockbridge County	4.22 <b>27</b>	70 F	98%	1%	1%	0%	1%	0%	С	0.165	F	0.51	280	
To:														
From:			070/	00/	40/	40/	40/	00/	_	0.454	_	0.775	400	
Augusta County	0.69 12	20 F	97%	0%	1%	1%	1%	0%	F	0.154	F	0.775	130	
To: From:														_
Augusta County	2.54 <b>3</b> 1	10 F	97%	0%	1%	1%	1%	0%	F	0.13	F	0.584	330	
To:	07-682 Mc	cKinley Rd												
Augusta County	4.50 <b>45</b>	50 F	97%	0%	1%	1%	1%	0%	С	0.106	F	0.643	480	
To:	07 670 Char	erry Crovo Pd												
Augusta County			98%	0%	0%	1%	0%	0%	C	0.108	F	0.625	1300	
Augusta Odinty				070	070	1 70	070	070	O	0.100	'	0.020	1300	
To: From:						401			_					_
Augusta County	1.62 <b>27</b>	'00 F	98%	0%	0%	1%	0%	0%	F	0.11	F	0.608	2900	
To: From:	SR :	262												_
Augusta County	0.15 <b>28</b>	800 F	98%	0%	1%	0%	0%	0%	С	0.099	F	0.543	3000	
To:	SCL St	taunton												
City of Staunton			98%	0%	1%	0%	0%	0%	С	0.099	F	0.543	3000	
To	D.: 4	C4												
City of Staunton			08%	0%	10/-	0%	0%	0%	F	0.104	F	0.578	2700	
To.			30 /0	070	170	070	070	076	'	0.104	'	0.570	2100	
From:														_
City of Staunton	0.11 <b>41</b>	00 F	99%	0%	1%	0%	0%	0%	F	0.091	F		4400	
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the 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			99%		1%	0%	0%	0%	F	0.088	F	0.530	8500	
To:														
From:	US 11 S	Main St												_
City of Harrisonburg			97%	0%	1%	1%	1%	0%	С	0.088	F	0.524	25000	
To	T (	01												
City of Harrisophura			07%	∩0/:	10/	10/.	10/.	00/	_	0.004		0.520	26000	
City of Flamsonburg	0.83 200	000 G	91 /0	076	1 /0	1 /0	1 /0	0 /6		0.094	-	0.320	20000	
To: From:									_					_
City of Harrisonburg	0.48 <b>78</b>	800 G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.536	7900	
To: From:	ECL Han	risonburg												_
Rockingham County	0.59 <b>94</b>	100 G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.611	9900	
To	82-710 Reservoir	St: Greendaile	· Rd											
	02-110 Reservoir			007	40/	40/	407	00/	_	0.100	F	0.682	12000	
Rockingham County	1.43 <b>120</b>	000 G	97%	0%	1%	1%	1%	0%	F	U. IUU	г	U.DOZ	12000	
Rockingham County	1.43 <b>120</b>		97%	0%	1%	1%	1%	0%	F	0.100	Г	0.002	12000	
Rockingham County  Rockingham County	Urban Boundary; 82			0%	1%	1%	1%	0%	- 	0.100	F	0.705	5600	
	Rockbridge County    Top   From   Rockbridge County	Rockbridge County	Rockbridge County	Rockbridge County	Rockbridge County	Rockbridge County	SR 39 Maury River Road	SR 39   Maury River Road   Fire   SR 39   Maury River Road   Rockbridge County   St 3   470   F   98%   1%   1%   0%   1%   1%   1%   1%   1	SR 39 Maury River Road   SR 39 Maury River Road   Rockbridge County   6.03   470   F   98%   1%   1%   0%   1%   0%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   1	SR 39   Mattry River Road   SR 39   Mattry River Road   SR 39   Mattry River Road   SR 39   Mattry River Road   SR 39   SR 39   Mattry River Road   SR 39   Rockbridge County	SR 39 Maury River Road   SR 300 Maury River Road   SR 300 Maury River Road   SR 300 Maury River Road   SR 300 Maury River Road   SR 300 Maury River Road   SR 300 Maury River Road   SR 300 May   SR 3	SR 39   Maury River Road   Factor   F	SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River Rout   SR 39 Marry River 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	Q
	From:	82-68	30 Oak Ridge	e Rd				0.7.5.0				. 4515.				
Port Republic Rd	Rockingham County	0.96	5000	G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.723	5200	(
	To	SP 2	6 Cross Key	ne Dd												
253)Port Republic Rd	Rockingham County	0.33	5100	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.72	5300	
233). 6.1.1.6.	To-				0.70			. , 0	.,0	0,0		0.000	•	0	0000	
₂₅₃ )Port Republic Rd	Rockingham County	4.28	8 Goods Mi 4800	G Ra	97%	0%	1%	1%	1%	0%	F	0.095	F	0.7	5000	
253 Fort Republic Ru	Rockingham County	4.20			91 /0	076	1 /0	1 /0	1 /0	0 /6		0.095		0.7	3000	
	To: From:		SR 331										_			_
Port Republic Rd	Rockingham County	0.22	4700	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.697	4900	
<u> </u>	To: From:	82-	655 Lawyer	Rd												
253)Port Republic Rd	Rockingham County	0.76	4800	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.687	5000	
<u> </u>	To:	82-	1603 Lower	Rd												
Port Republic Rd	Rockingham County	0.91	2600	G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.644	2700	
	То:	US 34	10 East Side	Hwy												
	From:	SR 42	Buffalo Gap	Hwv												_
Parkersburg Turnpike	Augusta County	2.66	3600	F	93%	1%	1%	3%	2%	0%	F	0.091	F	0.584	3700	
	To:	07.5	376 Swoope	Dd												
Parkersburg Turnpike	Augusta County	4.37	4600	F	93%	1%	1%	3%	2%	0%	С	0.092	F	0.662	4800	
254). ameres and rampine	, tagasta southy			-		.,,		0,0	_,0	0,0		0.002	•	0.002	.000	
254) Beverly St	City of Staunton	0.97	SR 262 <b>8500</b>	F	99%	0%	1%	0%	0%	0%	С	0.095	F	0.525	9000	
254 Beverly St	City of Stauriton	0.91	6500	Г	9970	076	1 /0	076	0 /0	0 /0	C	0.095		0.323	9000	
	To: From:		Grubert St													_
Beverly St	City of Staunton	0.69	9100	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.557	9700	
<u>~</u>	To: From:	T	hornrose Av	e												
254) Beverly St	City of Staunton	0.25	7700	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.508	8200	
	To	Ţ	Frederick St													
Beverly St	City of Staunton	0.25	6300	F	99%	0%	1%	0%	0%	0%	F	0.079	F	0.684	6700	
	To	SD 2	54 P Jefferso	n St												
Beverly St	City of Staunton	0.23	5200	F	99%	0%	1%	0%	0%	0%	F	0.089	F		5600	
254) 261611, 61	Combined Traffic Estimates for 2 Parallel Roadways on t			F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.599	8800	
	To Tax	- Ino i touto.			0070	070		070	070	070	•	0.001	•	0.000	0000	
254)(252)Beverly St	City of Staunton	0.11	Lewis St <b>4100</b>	F	99%	0%	1%	0%	0%	0%	F	0.091	F		4400	
254 252 Beverly St	Combined Traffic Estimates for 2 Parallel Roadways on t	-	8000	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.530	8500	
	Combined Trainic Estimates for 2 Faraller Roadways of t				99%	076	170	0%	U70	076	Г	0.000	Г	0.550	6300	
	From:		250 Augusta		200/	00/		00/	201	00/		0.004			4.400	_
Beverly St	City of Staunton	0.06	4100	N	99%	0%	1%	0%	0%	0%	N	0.091	N		4400	
	Combined Traffic Estimates for 2 Parallel Roadways on t	nis Route:	7200	N	99%	0%	1%	0%	0%	0%	N	NA			7700	
	To: From:		250 P New													
254 Beverly St	City of Staunton	0.16	3000	F	99%	0%	1%	0%	0%	0%	F	0.106	F		3200	
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	6100	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.544	6500	
	To:		Coalter St													

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		P, E Beverly S		00/	40/	00/	00/	00/	_	0.005	_	0.05	2000	
Coalter St	City of Staunton		5800 F		0%	1%	0%	0%	0%	F	0.095	F	0.65	6200	I
	From:		250 Commerce 250 Commerce												
254) 11 Commerce Rd	City of Staunton		2500 Commerce		0%	1%	1%	1%	0%	С	0.092	F	0.555	2700	
Commerce Rd	City of Staufiloff			30 70	070	1 /0	1 /0	1 /0	076	C	0.032	'	0.555	2100	
	To: From:		Commerce Rd												_
New Hope Rd	City of Staunton	2.45	1100 F	98%	0%	1%	1%	0%	0%	С	0.101	F	0.508	1200	
<u> </u>	To: From:	ECL	Staunton			_									
New Hope Rd	Augusta County	1.59	1400 F	97%	0%	1%	1%	0%	0%	С	0.125	F	0.589	1500	
<u> </u>	To:	SR 262 Wood	drow Wilson I	Okway											
Hermitage Rd	Augusta County		5100 F		0%	1%	1%	1%	0%	F	0.098	F	0.565	5400	
54) Homilago ra	Additional County				070	170	170	170	070	•	0.000	•	0.000	0400	
	To- From:		ong Meadow R					407		_		_		.=	
Hermitage Rd	Augusta County	3.45	4500 F	96%	0%	1%	1%	1%	0%	С	0.099	F	0.515	4700	
	To: From:	07-640 Old	White Bridge	Rd											
Hermitage Rd	Augusta County	0.93	4200 F	96%	0%	1%	1%	1%	0%	F	0.097	F	0.509	4400	
<u> </u>	To	WCI.	Waynesboro												
lvy St	City of Waynesboro		5500 F	97%	0%	1%	1%	1%	0%	С	0.103	F	0.511	5800	
54)117 51	Only of Waynessoro			01 70	070	170	170	170	070	O	0.100	•	0.011	0000	
	Ta- From:	•	eman Pkwy									_			_
₅₄ )Ivy St	City of Waynesboro	0.52	5700 F	98%	0%	1%	0%	0%	0%	С	0.098	F		6100	
<u> </u>	To: From:	Ki	ing Ave												
Poplar Ave	City of Waynesboro	0.30 1	11000 F	98%	0%	1%	0%	0%	0%	С	0.090	F	0.528	11000	
	To		Broad St												
Poplar Ave	From: City of Waynesboro		3300 F	98%	0%	1%	0%	0%	0%	F	0.114	F	0.584	3600	
154)1 opidi 7100	To:		Main St	3070	070	170	070	070	070	•	0.114	•	0.004	0000	
	From														_
Lefferson Ct	City of Stoupton		4 Beverly St <b>1500 F</b>	96%	1%	10/	10/	40/	00/	С	0.405	F	0.744	1600	
Jefferson St	City of Staunton			96%	1%	1%	1%	1%	0%	C	0.105	г	0.741	1600	
	From:		rederick St ferson St												
Frederick St	City of Staunton		3000 F	99%	0%	0%	0%	0%	0%	С	0.104	F		3200	
154) I rederiok et	Combined Traffic Estimates for 2 Parallel Roadwa		8300 F		0%	1%	0%	0%	0%	F	0.091	F	0.599	8800	
	Combined Trainic Estimates for 21 arailer Roadwa			3370	070	1 /0	0 70	070	070	'	0.031	'	0.555	0000	
	From:		entral St	2201											
Frederick St	City of Staunton		3900 F		0%	0%	0%	0%	0%	F	0.096	F		4100	
~ ~	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: 8	8000 F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.530	8500	
	To: From:	US 250, Bus US	S 11 Par, Augu	sta Ave											
Frederick St	City of Staunton	0.17	3100 F	99%	0%	0%	0%	0%	0%	F	0.097	F		3300	
P/	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	6100 F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.544	6500	
	То:		oalter St												
_	From:		rederick St	•											
Coalter St	City of Staunton	0.07	5800 F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.752	6200	
<u> </u>	To:	SR 254,	, E Beverly St												

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

-				_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AADT (	<b>QA</b> 4Ti	e Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	US 50 Millwood Pil	ke											
Bishop Meade Rd	Clarke County	0.79 <b>1100</b>	<b>G</b> 989	6 1%	1%	0%	0%	0%	F	0.102	F	0.611	1200	
<u> </u>	Tax	21-723 N, Millwood	Rd		$ \vdash$									
255)Bishop Meade Highway	Clarke County		<b>G</b> 989	6 1%	1%	0%	0%	0%	С	0.101	F	0.575	1600	
	To:	US 340 Lord Fairfax I	Hwy											
	From:	US 11 Lee Highwa	ay											
Weyers Cave Rd	Augusta County	0.14 <b>7100</b>	<b>F</b> 919	6 1%	1%	2%	4%	1%	С	0.102	F	0.522	7400	
<u> </u>	To	I-81												
256)Weyers Cave Rd	Augusta County		<b>F</b> 939	6 0%	1%	1%	4%	0%	С	0.098	F	0.584	9600	
230) 11 27 21 2 21 2 1 2	To:	SR 276 Keezletown R			i	.,,	.,.		-		•			
	From:	SR 276												
256)Weyers Cave Rd	Augusta County	4.50 <b>5500</b>	<b>A</b> 959	6 0%	1%	1%	3%	0%	С	0.112	Α	0.595	6000	
<u> </u>	To. From:	Rockingham County I	Line											
256)3rd St	Town of Grottoes (Maint: 82)		<b>G</b> 939	6 1%	1%	1%	4%	0%	С	0.097	F	0.614	4800	
	Too	Dogwood Ave												
256)3rd St	Town of Grottoes (Maint: 82)		<b>G</b> 959	6 0%	1%	1%	3%	0%	F	0.094	F	0.507	5200	
256 / 514 51	Town of Grounds (Maint. 02)		• 50	0 070		170	070	070	•	0.004	•	0.007	0200	
0:-10:	From:	Aspen Ave	0.050	/ 00/		40/	00/	00/	F	0.00	_	0.500	4400	
256) 3rd St	Town of Grottoes (Maint: 82)		<b>G</b> 959	6 0%	1%	1%	3%	0%	F	0.09	F	0.582	4400	
		US 340 East Side H	wy											
Dawn to 1 04 0 at Fait 005	From:	SR 256								N.1.0			NIA	
Ramp to I-81 S at Exit 235	Augusta County	0.18 <b>NA</b>								NA			NA	
	10.	I-81 S												
D	From	SR 256								N.1.0			NIA	
Ramp to I-81 N at Exit 235	Augusta County	0.20 <b>NA</b>								NA			NA	
	10.	I-81 N												
	From:	82-924 Briery Branch		, ,,,		407	407	00/	_	0.444	_	0.040	750	
Briery Branch Rd	Rockingham County	2.89 <b>690</b>	<b>G</b> 969	6 0%	1%	1%	1%	0%	F	0.111	F	0.643	750	
	To- From:	82-731 Community Cen	nter Rd											
257) Briery Branch Rd	Rockingham County	2.43 <b>1900</b>	<b>G</b> 969	6 0%	1%	1%	1%	0%	С	0.100	F	0.647	2100	
<u> </u>	To	82-613 W, Clover Hil	ll Rd		$\neg$ $\vdash$									
Ottobine Rd	Rockingham County	4.29 <b>2900</b>	<b>G</b> 969	6 0%	1%	1%	1%	0%	F	NA			3000	
	To	82-738 W Dry River	· Dd											
Ottobine Rd	Rockingham County		<b>G</b> 969	6 0%	1%	1%	1%	0%	F	0.104	F	0.644	4300	
231) 2.100.110 1.10	- Contingual County		- 00	. 070	170	. 70	. 70	J / 0	•	5.10-7	•	0.011	.500	
Ottobino Dd	Town of Design (AA-in) CO	WCL Dayton	N oos	/ 00/		407	407	001		0.404		0.044	4000	
Ottobine Rd	Town of Dayton (Maint: 82)		N 969	6 0%	1%	1%	1%	0%	N	0.104	N	0.644	4300	
<del>-</del>	From:	W SR 42 Bus E RT 42 BUS												
(42) John Wayland Hwy	Town of Dayton (Maint: 82)		N 949	6 1%	2%	1%	2%	0%	N	0.089	Ν	0.500	14000	
201) (42)		CL Dayton				, -			-		-			
257) (42) John Wayland Hwy	Rockingham County		<b>G</b> 949	6 1%	2%	1%	2%	0%	F	0.089	F	0.500	14000	

6/30/2011

#### 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:	CL Bridgewa	nter			1									
257) (42) N Main St	Town of Bridgewater	0.30 14000	N	94%	1%	2%	1%	2%	0%	Ν	0.086	Ν	0.55	14000	Ν
	To:	NCL BRIDGEW	ΔTFR			—									
257) (42) N Main St	Town of Bridgewater	1.00 <b>14000</b>	G	94%	1%	2%	1%	2%	0%	F	0.086	F	0.55	14000	G
231) (42) 11 111311 31	Turk et al. a.			0.70	.,,		. , 0	_,0	0,0	•	0.000	•	0.00		Ū
257) (42) N Main St	Town of Bridgewater	NORTH RIVE 0.08 <b>15000</b>	G KD	94%	1%	2%	1%	2%	0%	С	0.088	F	0.512	15000	G
257 42 N Main St				34 70	1 70	270	1 /0	2/0	070	C	0.000	•	0.512	13000	O
	From:	MT CRAWFOR		0.407	407		40/	00/	201		2 222	_	0.574	44000	_
257 (42) N Main St	Town of Bridgewater	0.30 <b>11000</b>	G	94%	1%	2%	1%	2%	0%	F	0.083	F	0.571	11000	G
	To: From:	SR 42 MAIN	ST												
Dinkel Ave	Town of Bridgewater	1.76 <b>10000</b>	G	95%	0%	1%	1%	3%	0%	С	0.088	F	0.542	10000	G
$\subseteq$	To:	ECL Bridgew	ater			$\neg$ $\vdash$									
Dinkel Ave	Rockingham County	0.80 <b>9800</b>	G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.512	11000	G
$\smile$	Tai	US 11 W, Lee H	iohway												
257)Friedens Ch Rd	Rockingham County	0.86 10000	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.536	11000	C
231)	To:	I-81													
	From:	SR 257 Friedens	Ch Rd												
257) Ramp to I-81 S at Exit 240	Rockingham County	0.20 <b>2600</b>	F								0.109	F		2800	F
1	To:	I-81 S													
	From:	SR 257 Friedens	Ch Rd												
257) Ramp to I-81 N at Exit 240	Rockingham County	0.03 <b>NA</b>									NA			NA	
	To:	82-682-W000A TO RT	21 NOE	ти											
257) Ramp to I-81 N at Exit 240	Rockingham County	0.16 <b>NA</b>	OINOR	XIII							NA			NA	
257 / Kamp to 1 01 14 at 2xit 240	To:	I-81-N FROM RTS	257 & 68	32							100			14/1	
	From:	North Carolina St		_											
258 Smith Ferry Rd	Southampton County	5.28 <b>5300</b>	G	92%	1%	1%	0%	6%	0%	F	0.086	F	0.590	5500	(
256)	T-			0270	.,,		0,0	0,0	0,0	•	0.000	•	0.000	0000	
Smith Form Rd	Southampton County	SR 189 South Q 3.43 <b>3500</b>	uay Rd G	92%	1%	1%	0%	6%	0%	С	0.087	F	0.561	3700	(
Smith Ferry Rd	Southampton County			9270	170	1 70	0%	070	0%	C	0.067	Г	0.361	3700	
~	From:	87-684 Dogwood 1				<u></u>									
Smith Ferry Rd	Southampton County	0.29 <b>4100</b>	G	92%	1%	1%	0%	6%	0%	F	0.083	F	0.569	4400	(
	From:	IS 58 Southhampton Parkway;	Bus US	258 South	St										
258 (258)	Southampton County	0.20 <b>NA</b>									NA			NA	
236)(236)	To:	X													
	From:	S 58 Southhampton Parkway;	Bus US	258 South	St										
258 ( 58 )	Southampton County	3.02 <b>19000</b>	G	86%	1%	1%	1%	12%	0%	F	0.071	F	0.559	18000	(
$\sim$	To:	WCL Suffo													
Franklin Durana	From:	Southampton Cou		000/	40/	10/	407	400/	007	_	0.07	_		10000	,
258 58 Franklin Bypass	City of Suffolk	1.27 <b>20000</b>	G	86%	1%	1%	1%	12%	0%	F	0.07	F		19000	(
	From	US 58 Franklin 1	bypass			-									
258 (58)	City of Suffolk	0.17		S	See US	58 for di	rectional	traffic v	olume e	stima	tes for thi	s sea	ment.		
258 (58)	To:	x							0			9			

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

D. d.		1. 4	ADT 01	4	_		Tru	uck			K	<u> </u>	Dir	A A14/D=	C14
Route	Jurisdiction	Length A	ADT QA	41 ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Start La	abel Here												
258 \ (58 \)	City of Suffolk	0.05		S	See US	58 for di	rectiona	l traffic	volume e	stima	es for thi	s seg	ment.		
$\smile$	To:		abel Here												
~~~	From:		n Bypass; SR 18							_					_
[258]	City of Suffolk	0.97 <b>3</b> 3	300 G	55%	0%	1%	4%	40%	0%	С	0.087	F		3600	G
<u> </u>	To: From:	NCL	Suffolk			$\neg$ $\vdash$									
258 General Mill Hwy	Isle of Wight County	1.38 <b>3</b> 4	400 G	56%	0%	1%	2%	41%	0%	С	0.097	F		3700	G
	To:	46-656 Unio	on Camp Drive												
~~~	From:	46-656 Un	ion Camp Dr												
258 Camp Family Hwy	Isle of Wight County	1.43 <b>9</b>	60 G	56%	0%	1%	2%	41%	0%	F	0.088	F	0.56	1000	G
<i></i>	To:		, C4US 58												
~~~	From:		Carrsville Hwy												
258 Walters Hwy	Isle of Wight County	6.79 <b>3</b> 6	600 G	90%	1%	1%	1%	7%	0%	F	0.085	F	0.552	3900	G
<u> </u>	To	46-614 W, R	River Run Trail			<u> </u>									
258 Walters Hwy	Isle of Wight County		000 G	90%	1%	1%	1%	7%	0%	С	0.095	F		5400	G
,	T-1														
Prince Blad 0	From: (AA) and (AA) at (AA)		Windsor	000/	40/	40/	40/	70/	00/		0.000	_	0.00	5000	_
258 Prince Blvd S	Town of Windsor (Maint: 46)	0.19 <b>4</b> 9	900 G	90%	1%	1%	1%	7%	0%	F	0.088	F	0.62	5300	G
<del></del>	To: From:	US 460 W	indsor Blvd												
258 Prince Blvd N	Town of Windsor (Maint: 46)	0.25 <b>5</b> 5	500 G	93%	1%	1%	1%	5%	0%	F	0.084	F	0.542	5900	G
	To	NCL V	Windsor												
258 Courthouse Hwy	Isle of Wight County		500 G	93%	1%	1%	1%	5%	0%	F	0.091	F	0.621	4800	G
258 Courtilouse Hwy	Isle of Wight County	7.43	300 G	9570	1 70	1 70	1 /0	370	0 70	'	0.031	•	0.021	4000	G
~~~	To: From:	46-637	Orbit Rd												
258 Courthouse Hwy	Isle of Wight County	5.68 <b>5</b> 0	000 G	93%	1%	1%	1%	5%	0%	С	0.089	F		5400	G
<u> </u>	To:	WCL Smithfield; 4	6-709 Waterwo	rks Rd		$\neg$ $\vdash$									
258 Main St	Town of Smithfield (Maint: 46)		700 G	94%	1%	1%	1%	3%	0%	С	0.092	F		10000	G
238) Main St	rown or ornamora (manti-10)			0 170	170	- 70	170	070	070	Ŭ	0.002	•		10000	Ŭ
~~~	From		Smithfield									_		.=	_
258 Main St	Town of Smithfield (Maint: 46)		1000 G	95%	1%	1%	1%	2%	0%	С	0.098	F		15000	G
<del></del>	From:		R 10												
	Town of Smithfield (Maint: 46)		7000 G	94%	1%	1%	1%	3%	0%	С	0.093	F		18000	G
258 10	rown or Smittineid (Maint. 46)	2.30 17	000 G	9470	170	170	170	3%	0%	C	0.093	Г		16000	G
~~ ~	To: From:		US 258												
258 (10) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.31 <b>28</b>	8000 G	94%	1%	1%	3%	2%	0%	F	0.092	F		30000	G
$\smile$	Tou	Old SCL	Smithfield												
258 (10) Benns Church Blvd	Town of Smithfield (Maint: 46)		1000 G	94%	1%	1%	3%	2%	0%	F	0.09	F		25000	G
Benns Church Blvd	1 OWN OF OTHER MORE (Walter 40)				170	170	070	270	070		0.00	•		20000	·
~~~~	To: From:	SCL Smithfield;													
258 (10) Benns Church Blvd	Isle of Wight County		000 G	94%	1%	1%	3%	2%	0%	F	0.090	F		26000	G
~ ~	To:		ers Neck Blvd												
~~~	From:		s Church Blvd	- 101						_		_			_
258 32 Brewers Neck Blvd	Isle of Wight County		1000 G	94%	1%	1%	3%	2%	0%	С	0.088	F		25000	G
	To:		rrollton Blvd							-					

#### 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:	US 17, S	SR 32 Bartlett												
258 (17) (32) Carrolton Blvd	Isle of Wight County	2.17 <b>2</b>	28000 A	98%	0%	0%	1%	1%	0%	С	0.114	Α	0.709	29000	Α
$\sim$ $\sim$	To	F	FR-807												
258 (17) (32)	Isle of Wight County	4.64 2	27000 F	98%	0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	F
$\downarrow \downarrow \downarrow \downarrow \downarrow$	To:		ewport News												
~~~ C	From:		ght County Line	000/	00/	-00/	40/	407	00/	_	0.004	_	0.74.4	00000	_
258 (17) (32) Mercury Blvd	City of Newport News	0.22 2	27000 F	98%	0%	0%	1%	1%	0%	F	0.094	F	0.714	29000	F
~~~	From:		Warwick Blvd							_					
258 (17) (32) Mercury Blvd	City of Newport News	0.56 3	37000 F	98%	0%	0%	1%	1%	0%	F	0.095	F	0.563	40000	F
<del>+ + •</del>	To: From:	Jeffe	erson Ave												
Mercury Blvd	City of Newport News	0.29 3	39000 F	99%	0%	0%	0%	1%	0%	F	0.087	F	0.542	40000	F
<del>~</del>	To:		L Hampton												
Mercury Blvd	City of Hampton		lewport News 49000 G	99%	0%	0%	0%	1%	0%	F	NA			49000	(
258 Welculy Blvd	City of Hampton			3376	070	076	076	1 /0	070	•	INA			43000	•
~~	From:		9 Chestnut Ave	000/	201		201	407	201	_	0.004	_	0.540	50000	
Mercury Blvd	City of Hampton	0.52 5	50000 F	99%	0%	0%	0%	1%	0%	С	0.094	В	0.518	52000	F
~~	To: From:		Big Bethel Rd												
Mercury Blvd	City of Hampton	0.80 5	56000 G	99%	0%	0%	0%	1%	0%	F	NA			57000	(
~	To From:	Abe	erdeen Rd												
Mercury Blvd	City of Hampton	0.43 5	57000 G	99%	0%	0%	0%	1%	0%	F	NA			58000	(
<del>~</del>	To	SR 415 Pc	ower Plant Pkwy												
258 Mercury Blvd	City of Hampton		63000 G	99%	0%	0%	0%	1%	0%	F	NA			64000	(
<del></del>	To		I-64												
258 (134) Mercury Blvd	City of Hampton	0.36 5	50000 G	99%	0%	0%	0%	1%	0%	F	NA			51000	(
104)	To														
258 134 Mercury Blvd	City of Hampton		liseum Dr 45000 G	99%	0%	0%	0%	1%	0%	F	NA			46000	(
258) (134) Welloury Elva	ony of Figure 1			0070	070		070	170	070	•	100			40000	`
Moroury Dhad	City of Homoton		Cunningham Dr 48000 F	99%	0%	0%	00/	1%	0%	F	0.005	F	0.507	40000	F
Mercury Blvd	City of Hampton	0.24 4	48000 F	99%	0%	0%	0%	170	0%	Г	0.085	Г	0.527	49000	ı
~	To: From:		Armistead Ave												
Mercury Blvd	City of Hampton	0.63 5	58000 G	99%	0%	0%	0%	0%	0%	С	NA			63000	(
~	To: From:	Las	salle Ave												
Mercury Blvd	City of Hampton	0.89 5	57000 F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.518	61000	ı
<del>~</del>	To- From:	SR 2	278 King St												
Mercury Blvd	City of Hampton	1.12 <b>2</b>	29000 F	99%	1%	0%	0%	0%	0%	С	0.091	F	0.584	31000	F
~	Tou	And	lrews Blvd			$\neg$ $\vdash$									
Mercury Blvd	City of Hampton		18000 F	99%	1%	0%	0%	0%	0%	F	0.095	F	0.52	19000	F
	To	QD 251 I	Pembroke Ave												
258 Mercury Blvd	City of Hampton		12000 F	98%	1%	1%	0%	0%	0%	С	0.122	F	0.73	12000	F
200)310419 5144	To:		9 Mallory St	0070	1 /0		J /0	070	0 /0	9	0.122	'	0.70	12000	'

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

						Tru	ıalı			I/		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire Br		1ru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
~~	From:	SR 169 Mallo									_			
258 Mercury Blvd	City of Hampton	0.80 4000		98% 19	% 1%	0%	0%	0%	F	0.193	F	0.92	4300	F
	10.	SR 143 Ingall												
~~	From:	US 258; 1US 2	258-P											
258	Southampton County	0.20 <b>NA</b>								NA			NA	
	To:	US 58 FROM R												
~~~	From:	1US 258-P C2US 258 U	S 58-W447	AU										
258 }	Southampton County	0.22 <b>NA</b>								NA			NA	
<del>~</del>	To:	US 58 FROM RTE 25	8 & 258 BU	IS										
	From:	US 258-W013A TO	ORTE 58											
258	City of Suffolk	0.19 <b>NA</b>								NA			NA	
<del></del>	To:	US 58 FROM RTE	258 & 189											
	From:	US 258 W06	53B	-										
258 Ramp	City of Hampton (Maint: 99)									NA			NA	
	To:	I-64-W												
-ast	From:	US 258 Gap	TO		-									
258 258	City of Suffolk	0.04 <b>NA</b>	10							NA			NA	
250)	To:	US 258-W013A TO	O RTE 58											
act	From	US 258 TO R7			====									
200	City of Hampton (Maint: 99		. L 04							NA			NA	
258 258	Only of Flampion (Waint: 30)									1471			1471	
East	To: From:	US 258-E063B TO RT	E 64 WES	Γ										
East 258	City of Hampton (Maint: 99)	) 0.14 <b>NA</b>								NA			NA	
<del></del>	To:	I-64-E FROM RTE	258 EAST											
-ast	From:	US 258 TO I-64	WEST											
East 258 Ramp	City of Hampton (Maint: 99)									NA			NA	
	To:	I-64-W FROM RT 258 EAST-N	MERCURY	BOULEV										
Nost	From:	US 258 US 58-W451B TO	& FROM I	RTE 5										
Nest 258	City of Suffolk	0.07 <b>NA</b>	& I KOM I	CILS						NA			NA	
236)	To:	US 258-E013A US 258-	13A TO RT	E 58										
M +	From:	US 258 TO I-64			=									
Vest 258 Ramp	City of Hampton (Maint: 99		EASI							NA			NA	
258	To:	I-64-E FROM RT 258 WEST-N	MERCURY	BOLL EV						IVA			IVA	
	E													
Vest 258 Ramp	City of Hampton (Maint: 99	US 258 TO I-64 WESTRT 1 0.26 NA	34 P ENDS	64 OV						NA			NA	
258 Kamp		I-64-W FROM RT 258 WEST-I	MEDCLIDY	Z DOLU EV						INA			INA	
				DOULEV	<del></del>									
Bus	From:	SR 10 Bypa		000/ 2		607	001	001	_	0.000	_		0700	_
Main St	Town of Smithfield (Maint: 4	6) 0.20 <b>9000</b>	G	99% 0	% 0%	0%	0%	0%	F	0.099	F		9700	G
~	To	Grace Stree	et											
Due														
Bus 258 Main St	Town of Smithfield (Maint: 4	6) 0.10 <b>6300</b>	G	99% 0	% 0%	0%	0%	0%	F	0.103	F	0.522	6800	G

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Cary Stree													
258 Main St	Town of Smithfield (Maint: 46)	0.34 4800	G	99%	0%	0%	0%	0%	0%	F	0.100	F	0.506	5100	G
Bus Bus	From:	Church Str Main Stre													
258 (10) Church St	Town of Smithfield (Maint: 46)	0.79 <b>14000</b>		99%	0%	0%	0%	0%	0%	F	0.1	F		15000	G
	To:	Red Point D	rive												
Bus Bus Occasto Observato Oc	From:			000/	00/		00/	007	00/	_	0.007	_		45000	_
258 10 South Church St	Town of Smithfield (Maint: 46)	0.79 <b>14000</b>		99%	0%	0%	0%	0%	0%	С	0.097	F		15000	G
Bus Bus	To: From:	Battery Park	Road												
258 10 South Church St	Town of Smithfield (Maint: 46)	0.85 <b>15000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			16000	G
$\bigcirc$	To	SR 10 Byp	ass												
Bus	From:	US 258 Smith Fe	_												
258 South St	Southampton County	0.01 <b>5000</b>	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.537	5400	G
Bus	To: From:	SCL Frank	lin												
258 South St	City of Franklin	0.28 <b>6000</b>	G	98%	1%	0%	0%	0%	0%	С	0.09	F	0.526	6500	G
(230)	To	College Dr	ivo												
Bus	From:	-		000/	407		00/	201	00/	_	0.007	_	0.544	40000	
258 South St	City of Franklin	0.25 <b>9300</b>	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.511	10000	G
Bus	To: From:	Bank Stre	et												
(258) South St	City of Franklin	0.35 <b>8500</b>	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.521	9100	G
<u> </u>	To:	Roosevelt S	treet			<b>—</b> —									
Bus 258 South St	City of Franklin	0.15 <b>8400</b>	G	98%	1%	0%	0%	0%	0%	F	0.090	F	0.539	9100	G
258 Sodin St	City of Franklin			90 /6	1 /0	076	0 /6	076	076	-	0.090		0.559	9100	G
Bus	To: From:	Oak Stree	et												
258 South St	City of Franklin	0.16 <b>7400</b>	G	98%	1%	0%	0%	0%	0%	F	0.094	F	0.538	8000	G
Pire	To- From:	Pretlow Str	reet												
Bus (258) South St	City of Franklin	0.21 <b>6100</b>	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.505	6500	G
236)	Te	High Stre		0070	.,,		0,0	070	0,0	•	0.000	•	0.000	0000	
Bus	From:														
258 South St	City of Franklin	0.16 3600	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.535	3900	G
Bus	From:	Main Stre South Stre													
258 Main St	City of Franklin	0.29 <b>2900</b>	F	98%	0%	1%	1%	1%	0%	С	0.086	F	0.538	3100	F
	To:	Second Ave													
Bus	From:	Main Stre		0001	001	407	401	401	001	_	0.000	_	0.570	0000	_
258 Second Avenue	City of Franklin	0.12 <b>5700</b> Bus US 58 Mecha	G mic Street	98%	0%	1%	1%	1%	0%	F	0.093	F	0.579	6200	G
Bus Bus	From:	US 258													
(258) (58)	City of Franklin	0.19 <b>8600</b>	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.599	9800	G
$\hookrightarrow$	- To-	ECL Frank	lin												
Bus Bus	From:L			000/	40/	00/	00/	00/	00/	_	0.000	_	0.500	0000	_
(258) (58)	Southampton County To:	0.03 <b>8600</b>	G Inty Line	98%	1%	0%	0%	0%	0%	F	0.092	F	0.599	9800	G
	10:	Isle of Wight Cou	inty Line												

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

Doute	lo disalisation	Laureth AADT	04	4T:	D		Tru	ck			K	OK	Dir	4 4 1 4 D T	. 01/
Route	Jurisdiction -	Length <b>AADT</b>	QA 4	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:	Southampton Cou		200/	407		00/	00/	201	_	0.000	_	0.504	2000	_
258 (58) Carrsville Hwy	Isle of Wight County	1.54 <b>7600</b> US 258 Walter		98%	1%	0%	0%	0%	0%	F	0.082	F	0.504	8200	G
	100														
ALT	From:	Main St		000/	40/	40/	00/	00/	00/	_	0.444	_		0500	_
258 Grace St	Town of Smithfield (Maint: 46)	0.14 <b>3300</b>	G	98%	1%	1%	0%	0%	0%	С	0.114	F		3500	G
ALT	To: From:	Cary St													
258)Grace St	Town of Smithfield (Maint: 46)	0.34 <b>3000</b>	G	99%	1%	0%	0%	0%	0%	С	0.105	F		3200	G
	To:	North Churc	h St												
	From:	US 11 Valley	Pike												
Mayland Rd	Rockingham County	2.34 <b>6300</b>	G	93%	0%	1%	1%	5%	0%	F	0.089	F	0.664	6800	C
	Tax	82-619 Wampler Rd; Pl	hillins Store 1	Rd											
259 Mayland Rd	Rockingham County	1.61 <b>6500</b>		93%	0%	1%	1%	5%	0%	С	0.093	F	0.627	6900	
,	To	ECL Duoods	*****												
259) Mayland Rd	Town of Broadway (Maint: 82)	ECL Broads 0.45 <b>6500</b>		93%	0%	1%	1%	5%	0%	N	0.093	N	0.627	6900	١
259) Waylana Ka	10W1 of Broadway (Wallit. 02)			5070	070	170	170	070	070	.,	0.000	.,	0.027	0000	•
	Too	SR 42 East of Br		000/	0%	40/	40/	20/	00/	N.I	0.005	N.I.	0.555	0700	
259 42 W Lee St	Rockingham County	0.29 <b>6300</b>	N :	96%	0%	1%	1%	2%	0%	N	0.085	N	0.555	6700	1
	To: From:	CL Broadw													
259 (42) W Lee St	Town of Broadway (Maint: 82)	0.33 <b>6300</b>	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.555	6700	(
	To- From	SR 42 BROAD	OWAY												
Brocks Gap Rd	Town of Broadway (Maint: 82)	0.36 <b>8000</b>	G	93%	0%	1%	1%	5%	0%	F	0.086	F	0.659	8600	C
<u> </u>	To	WCL Broad	way												
259)Brocks Gap Rd	Rockingham County	2.92 <b>8000</b>	N	93%	0%	1%	1%	5%	0%	Ν	0.086	Ν	0.659	8600	١
	To	82-613 E, Turley	town Rd												
259 Brocks Gap Rd	Rockingham County	3.75 <b>5500</b>		87%	1%	1%	2%	9%	0%	F	0.095	F	0.776	6000	(
239)	Tol														
₂₅₉ )Brocks Gap Rd	Rockingham County	82-612 Hopkins 7.35 <b>2700</b>		87%	1%	1%	2%	9%	0%	С	0.092	F	0.660	2800	(
259) Blocks Cap No	Rockingham county			01 /0	170	1 /0	270	370	070	O	0.032	•	0.000	2000	•
Drawler Core Dd	From:	82-820 Fitzv		070/	40/	40/	00/	00/	00/	_	0.000	_	0.04.4	4000	
Brocks Gap Rd	Rockingham County	2.41 <b>1800</b>	G	87%	1%	1%	2%	9%	0%	F	0.089	F	0.614	1800	(
	To: From:	West Virginia St										_			
Carpers Pike	Frederick County	4.99 <b>2700</b>		92%	1%	1%	1%	6%	0%	С	0.088	F		2800	(
<u> </u>	To	US 50 Northwest	tern Pike												
ALT	From:	SR 259 SOU													
259 (42) S Main Street	Town of Broadway (Maint: 82)	0.32 <b>5600</b>	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.647	6000	(
NIT.	To: From:	SR 42 SR 42 Timber	r Way												
ALT 259)Broadway Ave	Town of Broadway (Maint: 82)	0.72 <b>1400</b>		93%	0%	1%	1%	5%	0%	F	0.095	F	0.609	1500	(
209/21044449/100	To:	SR 259 Mayla		JU /0	0 / 0	170	1 /0	O /0	O /0	•	0.000	•	0.000	1000	
	From:	Old Greenvill				ı									
261)Statler Blvd	City of Staunton	0.84 <b>9000</b>		98%	0%	0%	0%	1%	0%	С	0.098	F	0.535	9600	F
201) 3 10 10 10 10 10 10 10 10 10 10 10 10 10	To:	Richmond	-	JU /U	0 /0		U /U	1 /0	0 /0	J	0.000	•	0.000	5500	'

#### 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	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Richmor	ıd Rd												
261 Statler Blvd	City of Staunton	0.78 <b>130</b> 0	00 F	98%	0%	0%	1%	0%	0%	С	0.093	F	0.518	14000	F
	To-	New Hop	e Rd												
(261) Statler Blvd	City of Staunton	0.14 <b>140</b> 0		98%	0%	0%	1%	0%	0%	F	0.086	F	0.534	15000	F
	To	Commer	ce Rd			<b>—</b> —									
(261) Statler Blvd	City of Staunton	0.25 <b>100</b> 0		98%	0%	0%	1%	0%	0%	F	0.085	F	0.532	11000	F
	To	Beverl	v St			<u> </u>									
(261) Statler Blvd	City of Staunton	0.20 970		98%	0%	0%	1%	0%	0%	F	0.088	F	0.548	10000	F
	To:	Coalte	r St												
	From:	I-81													
262	Augusta County	1.07 <b>150</b> 0	00 F	96%	1%	1%	1%	2%	0%	С	0.093	F	0.605	16000	F
	To	US 11 Green	ville Ave			_									
262	Augusta County	0.94 <b>140</b> 0	00 F	96%	1%	1%	1%	2%	0%	F	0.094	F	0.654	14000	F
$\underline{\smile}$	To	07-613 Old Gr	eenville Rd			<u> </u>									
262	Augusta County	1.13 1400		96%	1%	1%	1%	2%	0%	F	0.097	F	0.667	15000	F
	To	SR 25	52												
262	Augusta County	1.87 1200		97%	0%	1%	1%	1%	0%	С	0.098	F	0.676	12000	F
	Too	SR 25	5/1												
262	Augusta County	1.83 <b>790</b>		97%	0%	1%	1%	1%	0%	F	0.091	F	0.551	8400	F
202)	To	WCL Sta	unton												
(262)	City of Staunton (Maint: 07)	0.58 <b>790</b>		97%	0%	1%	1%	1%	0%	F	0.091	F	0.551	8400	F
(262)	To-			0.70	0,0		.,,	.,0	0,0	•	0.00	•	0.00.	0.00	•
(262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	US 250 Churc 2.22 <b>780</b>		94%	0%	1%	3%	1%	0%	С	0.092	F	0.618	8300	F
262) 17 6641 611 11119	ony or organization (mainte or)			0 170	070		070	170	070	Ŭ	0.002	•	0.010	0000	·
(262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	07-613 Sprin	0	95%	0%	1%	3%	1%	0%	С	0.093	F	0.648	10000	F
VVOOdrow Wilson Fkwy	City of Stauritor (Maint. 07)			95 /6	076	1 /0	3/0	1 /0	0 /6	C	0.093		0.040	10000	
NA down Mile Bloom	Too: From: From: (AA-i-1-0.7)	US 11 Com		050/	00/		00/	40/	00/		0.005		0.504	40000	_
Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.34 <b>110</b> 0	00 F	95%	0%	1%	3%	1%	0%	F	0.095	F	0.521	12000	F
	To: From:	ECL Sta													
262 Woodrow Wilson Pkwy	Augusta County	0.05 <b>110</b> 0	00 G	95%	0%	1%	3%	1%	0%	F	0.095	Ν	0.521	12000	G
	To: From:	I-81													
(262) Woodrow Wilson Pkwy	Augusta County	0.93 <b>490</b>		96%	1%	1%	1%	2%	0%	С	0.098	F	0.569	5100	F
	To	SR 254 Hermitage R	d; New Hop	e Rd											
	From:	Ramps SR 275 E005A		/005A			_								
262 Ramp to I-81 S at Exit 225	Augusta County	0.21 <b>NA</b>									NA			NA	
<u> </u>	To:	I-81													
	From:	Ramps SR 262 E013E		/013B					-						
Ramp to I-81 N at Exit 225	Augusta County	0.23 <b>NA</b>									NA			NA	
	10:	I-81	N												

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

		Primary ar	id iritorat	ale No	1100											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			uck		QC	K	QK	Dir	AAWDT	QV
							2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
East Park Control 1999	From:	2.12	SR 262													
Ramp to I-81 S at Exit 220	Augusta County	0.18	NA									NA			NA	
	10.		I-81 S													
East	From:		SR 275 E													
Ramp toward I-81 S at Exit 225	E Augusta County	0.06	NA									NA			NA	
<u> </u>	To:	Ra	mp SR 275	5A												
East	From		oodrow Wi	ilson Pkv	vy											
Ramp toward I-81 N at Exit 225	E Augusta County	0.02	NA									NA			NA	
$\smile$	To:	Rar	np SR 262	13B												
Vest	From:	SR 262 W,	Woodrow V	Wilson Pl	kwy											
262) Ramp toward I-81 S at Exit 225	W Augusta County	0.03	NA									NA			NA	
	To:	Rar	np SR 262	13A												
West	From:	SR 262 W	oodrow Wi	ilson Pkv	vv											
262) Ramp toward I-81 N at Exit 225	W Augusta County	0.03	NA									NA			NA	
	To:	Rar	np SR 262	13B												
	From:	85-659	Shrine Mor	nt Circle												
263) Orkney Grade	Shenandoah County	1.75	780	G	95%	0%	1%	3%	1%	0%	F	0.104	F	0.6	720	(
263) 2					0070			0,0	.,0	0,0	·	0	•	0.0	0	
0.4 0	From		7 Alum Spri		050/	00/	40/	00/	40/	00/	_	0.000	_	0.505	4700	
Orkney Grade	Shenandoah County	4.74	1800 W SR 42	G	95%	0%	1%	3%	1%	0%	С	0.086	F	0.585	1700	(
	From		E SR 42													
263)	Shenandoah County	1.46	1900	Α	97%	1%	1%	1%	1%	0%	С	0.116	Α	0.626	1900	A
203)	-								.,.		_					-
Orleans Crada	From:		Graveltow 3200	n Road G	97%	40/	10/	40/	40/	00/	F	0.000	F	0.67	2000	_
263 Orkney Grade	Shenandoah County	4.36	3200	G	97%	1%	1%	1%	1%	0%	Г	0.089	Г	0.67	3000	C
	To: From:		CL Mt. Jack													
263)	Town of Mount Jackson (Maint:	85) 0.52	3200	N	97%	1%	1%	1%	1%	0%	Ν	0.089	Ν	0.67	3000	١
$\smile$	То:		US 11													
	From:	I-264-E014A	A I-264-W0	14A TO	I-64											
Ramp	City of Norfolk (Maint: 64)	0.12	NA									NA			NA	
	To:	I-64-E FROM	M I-264 EA	ST & W	EST											
	From:	I-264-E0140	C I-264-W0	14C TO	I-64											
264) Ramp	City of Norfolk (Maint: 64)	0.18	NA									NA			NA	
	To	I-64-W FROM	1 I-264 EAS	ST & WI	EST44											
-ast	From:		I-64; I-664		•		ī									
East 264)	City of Chesapeake (Maint: 64		27000	G	96%	0%	1%	1%	3%	0%	F	NA			29000	(
204)	ombined Traffic Estimates for 2 Parallel Roadwa			G	96%	0%	0%	1%	2%	0%	F	NA			58000	(
	- F	•			3070	070	0 70	1 /0	2/0	0 /0	'	11/-1			30000	`
East	To: From:	Wo	CL Portsmo	outh												
264)	City of Portsmouth (Maint: 64	0.23	27000	G	96%	0%	1%	1%	3%	0%	F	NA			29000	(
Co	ombined Traffic Estimates for 2 Parallel Roadwa		55000	G	96%	0%	0%	1%	2%	0%	F	NA			58000	(
	То:	•	eenwood Di				<u> </u>									

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

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
East	From:	Gr	eenwood Dri	ive												
264)	City of Portsmouth	(Maint: 64) 1.29	26000	G	96%	0%	1%	1%	3%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	54000	G	96%	0%	0%	1%	2%	0%	F	NA			57000	G
East	To: From:	SR 2	239 Victory I	Blvd												
264)	City of Portsmouth	(Maint: 64) 0.94	30000	Α	96%	0%	1%	1%	3%	0%	С	0.120	Α		32000	A
.04)	Combined Traffic Estimates for 2 Paralle	` ,		Α	96%	0%	0%	1%	2%	0%	С	0.091	Α	0.604	63000	,
	Too		7 Portsmoutl	n Blvd												
ast ALT	City of Portsmouth		31000	G	96%	0%	1%	40/	3%	0%	_	NA			33000	(
264 (460)	Combined Traffic Estimates for 2 Paralle	'		G	96%	0%	0%	1% 1%	3% 2%	0% 0%	г г	NA NA			68000	(
	Combined Trainic Estimates for 2 Farance				90%	0%	0%	170	270	0%	Г	INA			00000	•
ast ALT	From:		7 Frederick	Blvd												
<u>264)</u> ( 460 }	City of Portsmouth	'	38000	G	96%	0%	1%	1%	3%	0%	F	NA			41000	(
<b>~</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	76000	G	96%	0%	0%	1%	2%	0%	F	NA			80000	(
ast ALT	To: From:	De	eep Creek Bl	vd												
264 460	City of Portsmouth	(Maint: 64) 0.67	35000	G	96%	0%	1%	1%	3%	0%	F	NA			37000	(
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	70000	G	96%	0%	0%	1%	2%	0%	F	NA			74000	(
·	To:	SR 1	41 Effingha	m St			$\neg$									
ast ALT 264) 460 Elizabeth River Down	town Tunnel City of Portsmouth	(Maint: 64) 0.87	43000	Α	96%	0%	1%	1%	3%	0%	F	0.082	Α		47000	
204/(400)=23338	Combined Traffic Estimates for 2 Paralle	'		Α	96%	0%	0%	1%	2%	0%	F	0.077	Α	0.5	97000	
	To:		WCL Norfoll								-					
ast ALT	From:				000/	00/	40/	40/	20/	00/	_	0.000	^		47000	
264 460 Elizabeth River Down	town Tunnel City of Norfolk (M Combined Traffic Estimates for 2 Paralle	,	43000	A	96%	0% 0%	1% 0%	1%	3% 2%	0%	F	0.082 NA	Α		47000	,
	Combined Trainic Estimates for 2 Parallel			Α	96%	0%	0%	1%	2%	0%	Г	INA			97000	•
ast ALT	From:	<u> </u>	-464, SR 33	7												
264)(460)	City of Norfolk (M	,	56000	G	98%	0%	1%	1%	1%	0%	F	NA			61000	(
<b>~</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	101000	G	97%	0%	1%	1%	1%	0%	F	NA			110000	(
ast ALT	To: From:	SR	337 Main St	reet												
264) (460) (337) Berkley Bridge	City of Norfolk (M	Maint: 64) 0.25	52000	G	98%	0%	1%	1%	1%	0%	F	NA			57000	(
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	97000	G	97%	0%	1%	1%	1%	0%	F	NA			106000	(
	To:		ALT US 460	)			$\neg$									
264)	City of Norfolk (M	Maint: 64) 0.91	52000	N	98%	0%	1%	1%	1%	0%	N	NA			57000	ı
.04)	Combined Traffic Estimates for 2 Paralle	,		N	97%	0%	1%	1%	1%	0%	N	NA			108000	
	To:		60 Brambleto					.,,	.,.	0,0						
	From	03 40	o Diamoicio	плис												
East	0'6 - (1) (1) (1)	1-1-1-04)	04000	_	000/	00/	40/	40/								
264)	City of Norfolk (M Combined Traffic Estimates for 2 Paralle	•	61000	G G	96% 96%	0% 0%	1% 1%	1% 1%	3% 2%	0% 0%	F	NA NA			67000 134000	(

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

			nu miersia					Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
East	From:	SR 40	05 Ballentine	Blvd												
264)	City of Norfolk (M	laint: 64) 2.34	60000	G	98%	0%	1%	1%	1%	0%	С	0.111	В		65000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	122000	G	97%	0%	1%	1%	1%	0%	С	0.055	В		127000	G
ast	To: From:	US	13 Military F	Hwy												
264)	City of Norfolk (M	laint: 64) 1.05	39000	F	98%	0%	1%	1%	1%	0%	F	0.117	В		43000	F
	Combined Traffic Estimates for 3 Paralle	el Roadways on this Route:	94000	G	97%	0%	1%	1%	1%	0%	F	NA			104000	C
	Tax	I-64 Har	npton Roads	Beltwa	v											
ast 64)Virginia Beach Norfolk Exp	wy City of Norfolk (M	laint: 75) 0.74	90000	N	97%	0%	0%	2%	1%	0%	N	NA			96000	1
64) Virginia Deach Norrolk Exp	Combined Traffic Estimates for 2 Paralle	,		N	97%	0%	1%	1%	1%	0%	N	NA			195000	
	To:		L Virgini a Be		01 70	070		170	170	070	.,	101			100000	
ast	From:		ECL Norfolk													
Virginia Beach Norfolk Exp		,	90000	G	97%	0%	0%	2%	1%	0%	F	NA			96000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	183000	G	97%	0%	1%	1%	1%	0%	F	NA			195000	(
ast	Ta: From:	SR 1	90 Witchduc	k Rd												
64) Virginia Beach Norfolk Exp	wy City of Virginia Beach	n (Maint: 75) 1.28	89000	Α	97%	0%	0%	2%	1%	0%	С	0.105	Α		95000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	178000	Α	97%	0%	1%	1%	1%	0%	С	0.092	Α	0.599	191000	
ast	To:	SR 225	Independent	ce Blvd												
Virginia Beach Norfolk Exp	wy City of Virginia Beach	n (Maint: 75) 2.34	76000	G	96%	0%	1%	1%	3%	0%	F	0.094	Α		81000	(
	Combined Traffic Estimates for 2 Paralle	,	147000	G	97%	0%	1%	1%	2%	0%	F	NA			157000	(
	Tax	· · · · · · · · · · · · · · · · · · ·	Rosemont Ro	1												
ast 64)Virginia Beach Norfolk Exp	Wy City of Virginia Beach		65000	G	97%	0%	0%	2%	1%	0%	_	0.094	Α		69000	(
64) Virginia Beach Nortok Exp	Combined Traffic Estimates for 2 Paralle	'		G	97% 97%	0%	1%	2% 1%	1%	0%		0.094	A	0.513	140000	(
	To:	-			31 76	070	1 /0	1 70	1 70	076	'	0.030	^	0.515	140000	,
ast	From:		nnhaven Pky													
64 Virginia Beach Norfolk Exp	, , ,	'	56000	G	97%	0%	0%	2%	1%	0%	F	NA			60000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	108000	G	97%	0%	1%	1%	1%	0%	F	NA			115000	(
ast	To: From:	US 58	Virginia Bead	ch Blvd												
64) Virginia Beach Norfolk Exp	wy City of Virginia Beach	n (Maint: 75) 1.42	33000	G	97%	0%	0%	2%	1%	0%	F	NA			35000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	70000	G	97%	0%	1%	1%	1%	0%	F	NA			75000	(
	To:	Fi	rst Colonial I	Rd												
	From:								40/	0%	_	NA			29000	(
	w City of Virginia Reach	n (Maint: 75) 1 36	27000	G	97%	0%	በ%	2%	7%	()-/0						
	•	,	27000 55000	G G	97% 97%	0% 0%	0% 1%	2% 1%	1% 1%		F	NA NA				(
	wy City of Virginia Beach Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	55000	G	97% 97%	0% 0%	0% 1%	2% 1%	1% 1%	0%	F				58000	(
Virginia Beach Norfolk Exp	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	55000 Birdneck Rd	G	97%	0%	1%	1%	1%	0%	F —	NA			58000	
Virginia Beach Norfolk Exposes  East Virginia Beach Norfolk Exposes	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	55000 Birdneck Rd 14000	G							F					(

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

		Timaly and interstate reduces	Truck	K 01/	Dir AAMBT OM
Route	Jurisdiction .	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail	C Ractor QK	Factor AAWDT QW
East	From:	I-264-E TO GREENWOOD DRIVE			
264 Ramp	City of Portsmouth (Maint	t: 64) 0.32 <b>NA</b> 124-8540 FROM TO RT 264		NA	NA
	10:				
East	From:	I-264-E TO GREENWOOD DR			
264 Ramp	City of Portsmouth (Maint			NA	NA
	10.	124-8540 FROM RT 264			
East	From:	I-264-E TO RT 239		NIA	NIA
Ramp	City of Portsmouth (Maint	t: 64) 0.14 <b>NA</b> 124-8599 RAMP FROM RT 64 EAST	<del></del> -	NA	NA
	100				
East	From:	I-264-E TO RT 337		NIA	NIA
Ramp	City of Portsmouth (Maint	t: 64) 0.14 <b>NA</b> SR 337 FROM RT 264		NA	NA
	-				
East	From:	I-264-E TO ROUTE 1700- FREDERICK BLVD		NA	NA
Ramp	City of Portsmouth (Maint			INA	INA
Fast	To: From:	I-264-E005B TO ROUTE 17 NORTH-FREDERICK			
East (264) Ramp	City of Portsmouth (Maint	t: 64) 0.03 <b>NA</b>		NA	NA
	To:	US 17 FROM ROUTE 264 EAST			
East	From:	I-264-E005A TO ROUTE 17 NORTH-FREDERICK			
East (264) Ramp	City of Portsmouth (Maint			NA	NA
	To:	US 17 FROM ROUTE 264 EAST			
East	From:	I-264-E TO DES MOINES AVE			
Ramp	City of Portsmouth (Maint			NA	NA
	То:	124-8559 FROM RT 264			
East	From:	I-264-E TO ROUTE 141-EFFINGHAM ST			
East (264) Ramp	City of Portsmouth (Maint	t: 64) 0.20 <b>NA</b>		NA	NA
	То:	SR 141 FROM ROUTE 264 EAST			
East	From:	I-264-E TO ROUTE 141 NORTH-EFFINGHAM ST			
Ramp	City of Portsmouth (Maint			NA	NA
	To:	I-264-E007C TO CRAWFORD STREET S			
East	From:				
Ramp	City of Portsmouth (Maint	•		NA	NA
		SR 141 FROM ROUTE 264 EAST			
East	From:	I-264-E007B TO CRAWFORD STREET S		NIA	<b>A.</b> 1.A
Ramp	City of Portsmouth (Maint	t: 64) 0.21 <b>NA</b> CRAWFORD STREET S	$\neg$	NA	NA
_	10.				
East (264) Ramp	City of Niorfalls (NA - 1 - 1 - 2	I-264-E TO ROUTE 460 WEST00- BRAMBLETON		NIA	N I A
264 Ramp	City of Norfolk (Maint: 6	0.21 <b>NA</b> US 460 RAMP FROM RT 264 FROM ROUTE 26		NA	NA
	10.				
East (264) Ramp	From:	I-264-E TO ROUTE 405 MERRIMAC AVENUE		NIA	NIA
264 Kamp	City of Norfolk (Maint: 6	·		NA	NA
~	10:	SR 405; 122-8637 Ga			

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

		Primary and interst	ale Noules										
Pouto	luvia diation	Longth AADT	OA ATiro Dira		Tru	ıck		QC	K	OK	Dir	AAWDT	0\4/
Route	Jurisdiction	Length AADI	QA 4Tire Bus	2Axl	le 3+Axle	1Trail	2Trail	ŲÜ	Factor	QK	Factor	AAWDI	ŲΨ
East	From:	I-264-E013X TO RT 13 SOUT	H-MILITARY HIG										
(264) Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>							NA			NA	
	To:	US 13 FROM ROUTE 264 I	EAST COLL RD										
East	From:	I-264-E013X TO RT 13 NORT	TH-MILITARY HIG										
(264) Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>							NA			NA	
	To:	US 13 FROM ROUTE 364 I	EAST COLL RD										
East	From:	I-264-E BEGIN COLL RD TO	RTS 13, 64 & 403										
(264) Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>							NA			NA	
	То	I-264-E013A TO RT 13 SOUTI	H MII ITADV HWV										
East	From:		I-WILITAKT IIW I										
Ramp	City of Norfolk (Maint: 64)	0.07 <b>NA</b>							NA			NA	
Fact	From: US	S 13-S047A FROM RT 13 SOU	TH-MILITARY HWY										
East (264) Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>		_					NA			NA	
264) (3.11)												10.	
East	11011.	I-264-E013B TO RT 13 NORTI	H-MILITARY HWY										
(264) Ramp	City of Norfolk (Maint: 64)	0.09 <b>NA</b>							NA			NA	
	To: US	3 13-N047A FROM RT 13 NOR											
East	Prom:	US 13 Military		40/	40/	40/	00/	_	0.005	_		20000	F
Collector Road at I-64	City of Norfolk (Maint: 64)	0.42 <b>27000</b> I-64 Hampton Roads	F 98% 0%	1%	1%	1%	0%	F	0.095	В		29000	г
East	From	I-264-E014A TO RT		<del></del>									
(264) Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>							NA			NA	
	To	I-64-E284B FROM R	T CA FACT										
East	From		1 64 EAS1										
(264) Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>							NA			NA	
Foot	To: From:	I-264-E014B TO RT	64 WEST										
East (264) Ramp	City of Norfolk (Maint: 64)	0.09 <b>24000</b>	G						NA			24000	G
264) ((amp	Oity of Norroll (Maint: 04)								IVA			24000	J
East	To- From:	I-64-W284B FROM R	T 64 WEST										
(264) Ramp	City of Norfolk (Maint: 64)	0.23 <b>51000</b>	G						NA			51000	G
	To:	I-264-E015A TO RT 403 SOUT	TH-NEWTOWN RD										
East	rom:		THIREW TOWN RD										
264 Ramp	City of Norfolk (Maint: 64)	0.15 <b>NA</b>							NA			NA	
East	From: SR	403-S000A FROM RT 403 SO	UTH-NEWTOWN RD	-									
(264) Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>		-					NA			NA	
204)			NA MANAGONA SA SA										
East	rom:	I-264-E015B TO RT 403 NORT											
(264) Ramp	City of Norfolk (Maint: 64)	0.17 <b>34000</b>	<b>G</b> 97% 0%	0%	2%	1%	0%	F	NA			71000	G
$\overline{}$	To:	I-264-E END COLL RD FROM	M RTS 13, 64 & 403										
East	From:	I-264-E013X TO I-6	64 EAST										
(264) Ramp	City of Norfolk (Maint: 64)	0.16 <b>NA</b>							NA			NA	
$\overline{}$	To:	I-264-W014A I-264- 1	4A TO I-64										

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

		Timidi y di la littorotato i toutoo		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK D 2Axle 3+Axle 1Trail 2Trail Factor Fac	AAWDT OW
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E013X TO I-64 WEST 0.12 NA I-64-W FROM I-264 EAST	NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E TO I-64 WEST  0.25 NA  I-264-W014C I-264- 14C TO I-64	NA NA	NA
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E013X I-264-E014B TO RT 64 ) 0.22 <b>NA</b>	NA NA	NA
East 264 Ramp	City of Virginia Beach (Maint: 75)		NA NA	NA
East 264 Ramp	City of Virginia Beach (Maint: 75)		NA NA	NA
East 264 Ramp	City of Virginia Beach (Maint: 75)		NA NA	NA
East 264 Ramp	City of Virginia Beach (Maint: 75)		NA	NA
East 264) Ramp	City of Virginia Beach (Maint: 75)		NA NA	NA
ast Ramp	City of Virginia Beach (Maint: 75)		NA NA	NA
Ramp	Troll From:  City of Virginia Beach (Maint: 75)	134-8700  TO ROSEMONT ROAD  0.24 NA  134-13 FROM ROUTE 254 EAST	NA NA	NA
ast 64 Ramp	City of Virginia Beach (Maint: 75)	I-264-E TO LYNNHAVEN PARKWAY	NA	NA
east 64 Ramp	From:  City of Virginia Beach (Maint: 75)	I-264-E TO LYNNHAVEN PARKWAY	NA NA	NA
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E TO ROUTE 58 & 58 BUS ) 0.38 <b>NA</b>	NA	NA
East 264 Ramp	City of Virginia Beach (Maint: 75)	-264-E020B TO ROUTE 58 BUS VA BEACH BL  0.01 NA  US 58 FROM ROUTE 264 WEST	NA NA	NA

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

		1 11111	ary and inters	iale No	uies											
Route	Jurisdiction	n Le	ngth <b>AADT</b>	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axl	e 3+Axle	1Trail	2Trail		Factor		Factor		
East	Prom:		TO ROUTE 58	BUS VA	BEACH E	3L						NIA			NIA	
Ramp	City of Virginia Beach	, ,	.17 <b>NA</b> 58 FROM ROU	TE 264 I	T A C/T							NA			NA	
	10.															
East	From:		E TO 1ST COLO	NIAL R	OAD											
264 Ramp	City of Virginia Beach ™-Го-Г	, ,	.20 <b>NA</b>	1 ( ) TO	DOLLE							NA			NA	
	10.		264-E021B FRO													
East	From:		IST COLONIAI	ROAD(	00- NORTI	Н										
Ramp	City of Virginia Beach	· · · · · · · · · · · · · · · · · · ·	.20 <b>NA</b>									NA			NA	
<u> </u>	10:		264-E021A FRO													
East	From:		4-E TO BIRDNI	ECK RO.	AD											
(264) Ramp	City of Virginia Beach		.11 <b>NA</b>									NA			NA	
<u> </u>	To:	134-8	23 FROM ROU	TE 264 I	EAST											
Rev	From:		I-264-W013C R	AMPS T	O & FR											
Rev 264	City of Norfolk (Ma	,	.01 <b>NA</b>									NA			NA	
$\overline{}$	To:	I-264-E FI	ROM I-64 REVE	RSIBLE	IN MED											
West	From:		I-64; I-66	4												
(264)	City of Chesapeake (	(Maint: 64) 1	.17 <b>28000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			29000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this R	oute: <b>55000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			58000	G
	To:		WCL Portsm	outh												
West	City of Double courts (	Maint CA)			000/	00/		40/	207	00/	_	NIA			20000	_
264	City of Portsmouth (I	•	.61 <b>28000</b>		96%	0%	0%		2%	0%	-	NA			29000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this R	oute: <b>55000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			58000	G
West	To: From:		Greenwood I	Drive												
264)	City of Portsmouth (I	Maint: 64) 1	.34 <b>27000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			29000	G
204)	Combined Traffic Estimates for 2 Parallel	,			96%	0%	0%		2%	0%	F	NA			57000	G
	- F	Trodawayo on tino re			3070	070		170	270	070	•	100			07000	Ŭ
West	From:		SR 239 Victor	y Blvd												
264)	City of Portsmouth (I	Maint: 64) 0	.75 <b>29000</b>	Α	96%	0%	0%	1%	2%	0%	С	0.119	Α		31000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this R	oute: <b>59000</b>	Α	96%	0%	0%	1%	2%	0%	С	0.091	Α	0.604	63000	Α
	To:		SR 337 Portsmo	ıth Blvd												
West ALT	From: L				2221						_					_
(264) (460)	City of Portsmouth (I	,	.84 <b>33000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			35000	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this R	oute: <b>64000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			68000	G
West ALT	To: From:		US 17 Frederic	k Blvd												
	City of Portsmouth (I	Maint: 64) 0	.55 <b>37000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			40000	G
264 460	Combined Traffic Estimates for 2 Parallel	,		_	96%	0%	0%		2%	0%	F	NA			80000	G
		Nodaways on this N			50 /0	U /0		1 /0	<b>2</b> /0	0 /0	'	14/7			00000	J
West ALT	To: From:		Deep Creek	Blvd												
264 460	City of Portsmouth (I	Maint: 64) 1	.17 <b>35000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			37000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	oute: <b>70000</b>	G	96%	0%	0%	1%	2%	0%	F	NA			74000	G
	To:	•	SR 141 Effingl	nam 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
West ALT	From:		141 Effingh													
264 460 Elizabeth River Down		` '	47000	Α	96%	0%	0%	1%	2%	0%	F	0.084	Α		50000	Α
<u> </u>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 90000	Α	96%	0%	0%	1%	2%	0%	F	0.077	Α	0.5	97000	Α
West ALT	To: From:		WCL Norfo	lk												
(264) (460) Elizabeth River Down	town Tunnel City of Norfolk (M	laint: 64) 0.56	47000	Α	96%	0%	0%	1%	2%	0%	F	0.084	Α		50000	Α
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	: <b>90000</b>	Α	96%	0%	0%	1%	2%	0%	F	NA			97000	Α
West ALT	To.: From:		I-464, SR 33	37												
West ALT (264) 460 Berkley Bridge	City of Norfolk (M	laint: 64) 0.78	45000	G	97%	0%	1%	1%	1%	0%	F	NA			49000	G
204/(400)======	Combined Traffic Estimates for 2 Paralle	,			97%	0%	1%	1%	1%	0%	F	NA			110000	
	Tav		Tidewater Dr						.,.							
West	From:				070/	00/	40/	40/	40/	00/	_	NIA			E4000	0
264	City of Norfolk (M Combined Traffic Estimates for 2 Paralle	,	47000	G	97%	0% 0%	1%	1%	1%	0%	r N	NA NA			51000	G
	Combined Trainic Estimates for 2 Parallel			N	97%	0%	1%	1%	1%	0%	N	NA			108000	N
West	From:	US 460, SR		Brambleto												
264)	City of Norfolk (M	,	62000	G	97%	0%	1%	1%	1%	0%	F	NA			67000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 123000	G	96%	0%	1%	1%	2%	0%	F	NA			134000	G
West	To: From:	SR 4	105 Ballentin	e Blvd												
264)	City of Norfolk (M	laint: 64) 2.01	61000	G	97%	0%	1%	1%	1%	0%	С	0.107	В		62000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 122000	G	97%	0%	1%	1%	1%	0%	С	NA			127000	G
	To:	US	3 13 Military	Hwy												
West (264)	City of Norfolk (M	laint: 64) 1.08	27000	G	97%	0%	1%	1%	1%	0%	F	0.107	N		31000	G
264)	Combined Traffic Estimates for 3 Paralle	,		G	97%	0%	1%	1%	1%	0%	F	NA			104000	
	Ta:	•	mpton Road					.,,	.,,	0,0	•					
West	From															
Virginia Beach Norfolk Expv		,	93000	N	98%	0%	1%	0%	1%	0%	N	NA			99000	N
	Combined Traffic Estimates for 2 Paralle		: <b>183000</b> CL Virginia F		97%	0%	1%	1%	1%	0%	Ν	NA			195000	N
West	From:		ECL Norfol													
(264) Virginia Beach Norfolk Expv	y City of Virginia Beach	n (Maint: 75) 1.63	93000	G	98%	0%	1%	0%	1%	0%	F	NA			99000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 183000	G	97%	0%	1%	1%	1%	0%	F	NA			195000	G
West	To: From:	SR	190 Witchdu	ck Rd												
Virginia Beach Norfolk Expv	y City of Virginia Beach	n (Maint: 75) 1.21	90000	Α	98%	0%	1%	0%	1%	0%	С	0.109	Α		96000	Α
	Combined Traffic Estimates for 2 Parallel	,	: 178000	Α	97%	0%	1%	1%	1%	0%	С	0.092	Α	0.599	191000	Α
	To:	SR 22	5 Independer	nce Blvd												
West 264 Virginia Beach Norfolk Expv	y City of Virginia Beach		71000	G	98%	0%	1%	0%	1%	0%	F	NA			76000	G
264) Virginia Beach Nortoik ExpV	City of Virginia Beach Combined Traffic Estimates for 2 Paralle	,			98% 97%	0%	1%	0% 1%	1% 2%	0% 0%	F	NA NA			157000	
	Combined Frances littates for a Falalit	i Roadways Off this Route	. 17/000	9	JI /0	U /0	1 /0	1 /0	∠ /0	0 /0	Г	14/4			137000	G

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

Doute	Lucia ali asi a		1	AADT		4T:	Dura		Tru	ck		-00	K	ΟK	Dir	A A \ A \ D T	014/
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:	(Maint. 75)		Rosemont Ro 67000		000/	00/	40/	00/	40/	00/	_	0.004	^		74,000	^
Virginia Beach Norfolk Expwy	City of Virginia Beach Combined Traffic Estimates for 2 Paralle	,	1.59		A G	98% 97%	0% 0%	1% 1%	0% 1%	1% 1%	0% 0%	r	0.091 0.090	A A	0.513	71000 140000	A G
·	Combined Trainc Estimates for 2 Paralle	Roadways on ir				91%	0%	1%	170	170	0%	Г	0.090	А	0.513	140000	G
Vest	From:			nnhaven Pk													
Virginia Beach Norfolk Expwy	City of Virginia Beach	,	1.35	52000	G	98%	0%	1%	0%	1%	0%	F	NA			55000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on th	nis Route:	108000	G	97%	0%	1%	1%	1%	0%	F	NA			115000	G
Vest	Too From:		US 58 V	Virginia Bea	ch Blvd												
264) Virginia Beach Norfolk Expwy	City of Virginia Beach	n (Maint: 75)	1.19	37000	G	98%	0%	1%	0%	1%	0%	F	NA			40000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on th	nis Route:	70000	G	97%	0%	1%	1%	1%	0%	F	NA			75000	G
Vest	To- From:		Fir	st Colonial	Rd												
Virginia Beach Norfolk Expwy	City of Virginia Beach	n (Maint: 75)	1.52	28000	G	98%	0%	1%	0%	1%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Paralle	. ,			G	97%	0%	1%	1%	1%	0%	F	NA			58000	G
	To	•		Birdneck Rd	1												
Vest 264 Virginia Beach Norfolk Expwy	City of Virginia Beach	(Maint: 75)	0.66	12000	G	98%	0%	1%	0%	1%	0%	E	NA			13000	G
	Combined Traffic Estimates for 2 Paralle	,			G	97%	0%	1%	1%	1%	0%	F	NA			28000	G
	To:	i rtoadways on ti	iis ittoute.	Parks Ave		31 /0	070	170	170	170	070	'	INA			20000	
Vest	From:		I-264-V	W TO I-664	WEST												
Ramp	City of Chesapeake	(Maint: 64)	0.42	NA									NA			NA	
	Tn·		I-664-W	FROM I-26	54 WEST	Γ											
Vest	From:		I-264-W TO		OOD DR	IVE											
Ramp	City of Portsmouth (	(Maint: 64)	0.17	NA MA	OTT 264								NA			NA	
	10.			40 FROM F													
Nest 264) Ramp	City of Portsmouth (		1-264-W TO 0.27	NA NA	OOD DR	IVE							NA			NA	
264) ((amp	To:	(IVIAITI: 04)		40 FROM F	RT 264								INA			14/5	
Vest	From:			4-W TO RT													
264) Ramp	City of Portsmouth (	(Maint: 64)	0.20	NA	20)								NA			NA	
	To:	SI	R 239 SR 23	9- A TO AN	ND FROI	M RT											
Vest	From:		I-26	4-W TO RT	337												
Ramp	City of Portsmouth (	(Maint: 64)	0.37	NA									NA			NA	
<u> </u>	Ta·			37 FROM R													
Vest	From:		W TO ROUT		REDERI	CK BLVD	)						NIA			NIA	
Ramp	City of Portsmouth (	,	0.25 US 17 FRO	NA M ROUTE	264 W/E	'ST							NA			NA	
Nost	Frame		005A TO R				IC.										
West 264)Ramp	City of Portsmouth (		0.04	NA NA	JU I HUU	- rkedki	iC .						NA			NA	
204)	To:		US 17 FRO		264 WF	ST		1									

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

		Timal y and interestate interest				
Route	Jurisdiction	Length <b>AADT QA</b> 4T	iro Duo	-TruckQu Axle 1Trail 2Trail	C K QK Factor	Dir AAWDT QV Factor
West	From: I-	264-W TO RT 141-EFFINGHAM ST VIA	CRAW			
Ramp	City of Portsmouth (Maint: 64)	0.02 <b>NA</b>			NA	NA
204)	-					
West	From:	I-264-W007B TO COURT ST				
Ramp	City of Portsmouth (Maint: 64)	0.07 <b>NA</b>			NA	NA
	To	CRAWFORD STREET N				
West	From:	I-264-W007A TO COURT ST				
Ramp	City of Portsmouth (Maint: 64)	0.18 <b>NA</b>			NA	NA
264 (Kamp	To:	124-8761			INA	INA
West		64-W TO ROUTE 460 WEST-BRAMBLET	TON AV			
Ramp	City of Norfolk (Maint: 64)	0.06 <b>NA</b>			NA	NA
	To	I-264-W011C TO CLAIBORNE AVENU	JE			
West	O'the of Newfolks (NAs's) OA)				<b>N</b> 1.0	N.I.A
264) Ramp	City of Norfolk (Maint: 64)	0.09 <b>NA</b>			NA	NA
<u> </u>	To:	US 460 FROM ROUTE 264 WEST				
West	From: I-2	64-W TO ROUTE 460 EAST-BRAMBLET	ON AV			
Ramp	City of Norfolk (Maint: 64)	0.12 <b>NA</b>			NA	NA
	To:	US 460 FROM ROUTE 264 WEST				
Vest	From:	I-264-W011A TO CLAIBORNE AVENU	IF.			
264) Ramp	City of Norfolk (Maint: 64)	0.07 <b>NA</b>	J.L.		NA	NA
264) ( (311)	To:	CLAIBORNE AVENUE				101
	E					
West		-264-W TO ROUTE 405-MERRIMAC AVI	ENUE			<b>.</b>
Ramp	City of Norfolk (Maint: 64)	0.15 <b>NA</b>			NA	NA
<u> </u>	10:	SR 405 TO & FROM ROUTE				
Vest		-264-W013X TO RT 13 SOUTH-MILITAR	Y HIG			
Ramp	City of Norfolk (Maint: 64)	0.12 <b>NA</b>			NA	NA
$\smile$	To:	US 13 FROM ROUTE 264 WEST COLL	RD			
Vest	From: I-2	264-W013X O ROUTE 13 NORTH00- MIL	ITARY			
Nest 264 Ramp	City of Norfolk (Maint: 64)	0.15 <b>NA</b>			NA	NA
204)	То:	US 13 FROM ROUTE 264 WEST COLL	RD			
	From					
Vest		I-264-W RAMPS TO & FROM 64 H.O.V.II	N ME		NIA	NIA
264)	City of Norfolk (Maint: 64)	0.06 <b>NA</b>			NA	NA
	""	I-264-R I-264-R000A RAMPS TO & F	R			
West	From:	I-264 West				
Ramp	City of Norfolk (Maint: 64)		<u>8% 0% 1</u> % 0°	% 1% 0% F	- NA	52000 G
$\sim$	To:	SR 403 N000B				
Vest	From:	I-64-W284A FROM RT 64 WEST				
Ramp	City of Norfolk (Maint: 64)	0.27 <b>NA</b>			NA	NA
$\smile$	To: SR	403-S000B FROM RT 403 SOUTH-NEWT	OWN R			
West	rioiii.					
264)Ramp	City of Norfolk (Maint: 64)	0.45 <b>67000 G</b>			NA	67000 G
$\sim$	To:	I-264-W014C TO RT 64 WEST				

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir actor AAWDT QW
West (264) Ramp	City of Norfolk (Maint: 64)	I-264-W014C TO RT 64 WEST 0.14 <b>NA</b>		NA	NA
West (264) Ramp	City of Norfolk (Maint: 64)	I-64-W284A FROM RT 64 WEST  0.17 NA		NA NA	NA
$\circ$	To From	I-264-W014B TO RT 64 EAST		INA	ING
West 264 Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b>		NA	NA
West (264) Ramp	City of Norfolk (Maint: 64)	I-64-E284A FROM RT 64 EAST  0.42 NA		NA	NA
West	Ta- From: I-264	4-W013B O ROUTE 13 NORTH00- MILITARY			
264 Ramp	City of Norfolk (Maint: 64)	0.08 NA		NA	NA
West (264) Ramp	City of Norfolk (Maint: 64)	0.11 NA		NA	NA
West Ramp	City of Norfolk (Maint: 64)	64-W013A TO RT 13 SOUTH-MILITARY HIG 0.09 NA		NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	0.16 NA  264-W END COLL RD FROM RTS 403, 64 &		NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W TO I-64 EAST 0.24 NA I-264-E014A I-264- 14A TO I-64		NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W013X TO I-64 EAST  0.18 NA  I-64-E FROM I-264 WEST44		NA	NA
West Ramp	City of Norfolk (Maint: 64)	I-264-W013X TO I-64 WEST  0.08 NA  I-264-E014C I-264- 14C TO I-64		NA	NA
West Ramp	City of Virginia Beach (Maint: 75)	I-264 Collector Rd 0.22 <b>7200 G</b> 98% 0% SR 403 Newtown Rd	1% 0% 1% 0%	F NA	320 G
West Ramp	City of Virginia Beach (Maint: 75)	I-264-W TO RT 190 0.13 <b>NA</b> SR 190 FROM I-264		NA	NA
West 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-W TO HOLLAND ROAD  0.18 NA  SR 225 TO AND FROM RT		NA	NA
West (264) Ramp	City of Virginia Beach (Maint: 75)	I-264-W TO RT 225 0.25 NA C7US 58 TO RT 44		NA	NA

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

Route	Jurisdiction Length AADT QA 4Tire B	sus 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
West (264) Ramp	From: I-264-W TO ROSEMONT ROAD  City of Virginia Beach (Maint: 75) 0.18 NA	NA NA	NA
$\overline{}$	To: 134-13; 134-8738 @ BONNIE ROAD From: I-264-W TO LYNNHAVEN PARKWAY		
West Ramp	City of Virginia Beach (Maint: 75)  To:  FROM ROUTE 264 WEST	NA NA	NA
West	From: I-264-W TO LYNNHAVEN PARKWAY	NA	NA
264 Ramp	City of Virginia Beach (Maint: 75) 0.15 NA  To: 134-14 Gap FROM R	NA NA	NA
West 264 Ramp	From: I-264-W TO IST COLONIAL ROAD  City of Virginia Beach (Maint: 75) 0.17 NA  To: 134-9 FROM & TO ROU	NA	NA
East	From: US 15 Leesburg Bypass		
267 Dulles Greenway	Town of Leesburg (Maint: TOL) 0.39 19000 G	NA	19000 G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>36000</b> G  SCL Leesburg	NA NA	36000 G
East 267 Dulles Greenway	Loudoun County (Maint: TOL) 0.75 19000 G		19000 G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36000 G	NA	36000 G
East 267 Dulles Greenway	Battlefield Pkwy  Loudoun County (Maint: TOL) 2.08 20000 G	NA NA	20000 G
201) Dallies Greening	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 G	NA NA	39000 G
East	53-653 Shreve Mill Rd	N/A	20000 0
Dulles Greenway	Loudoun County (Maint: TOL) 2.26 <b>18000 G</b> Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>36000 G</b>	NA NA	20000 G 39000 G
East	Fron: 53-659 Belmont Ridge Rd		
267 Dulles Greenway	Loudoun County (Maint: TOL) 1.06 <b>18000 G</b> Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>35000 G</b>	NA NA	21000 G 41000 G
Foot	53-901 Claiborne Pkwy	IVA	41000 0
East (267) Dulles Greenway	Loudoun County (Maint: TOL) 1.79 20000 G	NA	24000 G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 G	NA NA	47000 G
East 267 Dulles Greenway	Loudoun County (Maint: TOL) 1.40 22000 G	NA NA	26000 G
267 Dulles Greenway	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 G	NA NA	51000 G
East	From: 53-1950 Loudoun County Pkwy		
267 Dulles Greenway	Loudoun County (Maint: TOL) 1.08 <b>24000 G</b> Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>47000 G</b>	NA NA	29000 G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 47000 G  To: 53-606 Old Ox Rd	NA NA	56000 G

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

Route	Jurisdiction	Length	AADT Q	A 4Tire	e Bus				QC	K	ΩK	Dir . AAWD	T QW
East	From:	53-	606 Old Ox Rd			2Axle 34	-Axle 1Tra	all 21 rail		Factor	Fa	ctor	
267 Dulles Greenway	Loudoun County (Maint: ⁻		23000 G							NA		28000	G
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	45000 G							NA		54000	G
East	To: From:	SI	R 28 Sully Rd										
(267) Dulles Toll Rd	Loudoun County (Maint:	: 29) 1.23	44000 G							NA		52000	G
	Combined Traffic Estimates for 2 Parallel Roa									NA		106000	) G
East	To: From:		fax County Line oun County Line										
267 Dulles Toll Rd	Fairfax County	0.94	44000 G							NA		52000	G
2017	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	89000 G							NA		106000	) G
	To	29-65	7 Centreville Rd										
East 267 Dulles Toll Rd	Fairfax County	1.36	50000 G							NA		59000	G
2017 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Combined Traffic Estimates for 2 Parallel Roa									NA		122000	_
	Too		VCL Herndon										
East (267) Dulles Toll Rd	Town of Herndon (Maint		50000 G							NA		59000	G
267 Dulles Toll Nu	Combined Traffic Estimates for 2 Parallel Roa	,								NA		122000	_
	Tour	29-7100 Fairfax (										122000	, ,
East Dulles Tell Dd	From:				•					NΙΔ		63000	0
267 Dulles Toll Rd	Fairfax County  Combined Traffic Estimates for 2 Parallel Roa	0.97	52000 G							NA NA		62000 129000	
	Combined Trainic Estimates for 2 Farallel Noa	,	02 Reston Pkwy							INA		129000	,
East	From:												
267 Dulles Toll Rd	Fairfax County	1.04	57000 G							NA		68000	
	Combined Traffic Estimates for 2 Parallel Roa	,								NA		141000	) G
East	to: From:	29-8	328 Wiehle Ave										
267 Dulles Toll Rd	Fairfax County	1.88	61000 G							NA		72000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	124000 G							NA		148000	) G
East	Ta: From:	29-67	4 Hunter Mill Ro										
(267) Dulles Toll Rd	Fairfax County	3.41	65000 G	98%	1%	1%	0% 1%	0%	F	NA		66000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	131000 G							NA		132000	) G
East	To: From:	SR 7	7 Leesburg Pike										
267 Dulles Toll Rd	Fairfax County	0.63	62000 G							NA		74000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	122000 G							NA		145000	) G
Foot	To: From:	29-684	International Dri	ve									
East 267 Dulles Toll Rd	Fairfax County	1.60	58000 G			-				NA		69000	G
201)	Combined Traffic Estimates for 2 Parallel Roa									NA		149000	_
	To:	•	Capital Beltway										

#### 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
East	From:	I-495	5 Capital Bel	ltway												
267 Dulles Toll Rd Connector	Fairfax County	0.26	33000	G								NA			39000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	63000	G								NA			75000	G
East	Too From:	SR 12	3 Chain Brid	ige Rd												
East 267) Dulles Toll Rd Connector	Fairfax County	2.46	30000	F	98%	1%	0%	0%	0%	0%	С	0.077	F		36000	F
207) 2 3 50 . 5 1 5 1 5	Combined Traffic Estimates for 2 Parallel F			G	0070	.,0	0,0	0,0	0,0	0,0	Ū	NA	•		74000	
	To:	todawayo on ano reduce.	I-66												7 1000	
ast	From:	SR 267-E TO RT	49500- CAP	ITAL B	ELTWAY											
267)Ramp	Fairfax County		NA				•					NA			NA	
	Tor	I-495-S	From RT 2	67 East												
ast	From:	SR 267-E026A TO I	RT 495 NOR	RTH00- 0	CAPITAL	В										
267) Ramp	Fairfax County	0.49	NA									NA			NA	
<u> </u>	To:	I-495-N	From RT 2	67 East												
East	From:	SR 267-E TO WEST	FALLS CHU	URCH S	TATION-	BU										
₂₆₇ )Ramp	Fairfax County		NA									NA			NA	
<u> </u>	To:	29-99004-W0	00A FROM	& TO R	T 267											
Vest	From:		5 Leesburg B	••												
Dulles Greenway	Town of Leesburg (Ma	•	18000	G								NA			18000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	36000	G								NA			36000	(
Vest	To: From:	S	CL Leesbur	g												
267 Dulles Greenway	Loudoun County (Mair	nt: TOL) 0.34	18000	G								NA			18000	(
,	Combined Traffic Estimates for 2 Parallel F	· · · · · · · · · · · · · · · · · · ·	36000	G								NA			36000	(
	To		attlefield Pky	13/3/												
Vest	From:														10000	
Dulles Greenway	Loudoun County (Mair	,	19000	G								NA			19000	(
	Combined Traffic Estimates for 2 Parallel F	•		G								NA			39000	(
Vest	To: From:	53-65	3 Shreve M	ill Rd												
267 Dulles Greenway	Loudoun County (Mair	nt: TOL) 2.31	18000	G								NA			19000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	36000	G								NA			39000	(
	To	53-659	Belmont Ri	dge Rd			$\neg$									
Vest D67 Dulles Greenway	Loudoun County (Mair	nt: TOL) 0.87	17000	G								NA			20000	(
Dulles Greenway	Combined Traffic Estimates for 2 Parallel F	,		G								NA NA			41000	,
	Combined Hamic Estimates for 2 Paraller F	•										INA			41000	,
Vest	To: From:		1 Claiborne	Pkwy												
267 Dulles Greenway	Loudoun County (Mair	nt: TOL) 1.82	19000	G								NA			23000	(
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	G								NA			47000	(
	To:	53-772 A	Ashburn Vill	age Blvc	1											

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

Route	Jurisdiction	Length A	AADT QA	4Tire Bu	IS	Truck e 3+Axle 1Trai	QC Fact	QK	Dir Factor	AAWDT	QW
West	From:	53-772 Ashl	burn Village Blvd								
(267) Dulles Greenway	Loudoun County (Maint: TOL)	1.32 <b>2</b>	21000 G				N/	١.		25000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 4	13000 G				N/	١.		51000	G
West	To: From:	53-1950 Loud	doun County Pkw	/							
267 Dulles Greenway	Loudoun County (Maint: TOL)	1.24 <b>2</b>	23000 G				N/	١		27000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 4	17000 G				N/	٨		56000	G
West	.Tas From:	53-606	6 Old Ox Rd								
(267) Dulles Greenway	Loudoun County (Maint: TOL)	1.75 <b>2</b>	22000 G				N/	١		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 4	15000 G				N/	٨		54000	G
West	To- From:	SR 28	8 Sully Rd								
(267) Dulles Toll Rd	Loudoun County (Maint: 29)	1.24 <b>4</b>	15000 G				N.A	١		54000	G
201	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 8	9000 G				N/	١		106000	G
	To:		County Line								
West	Fairfax County		n County Line				NI/			E4000	0
267 Dulles Toll Rd	Combined Traffic Estimates for 2 Parallel Roadways or						NA NA			54000 106000	G G
	Combined Trainic Estimates for 2 Farallel Roadways of						INF	`		100000	G
West	From:		Centreville Rd								
267 Dulles Toll Rd	Fairfax County		3000 G				NA			63000	G
	Combined Traffic Estimates for 2 Parallel Roadways or						N/	١		122000	G
West	To: From:	WCI	L Herndon								
(267) Dulles Toll Rd	Town of Herndon (Maint: 29)		3000 G				N/	١		63000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 10	03000 G				N/	١.		122000	G
West	Tac From:	ECL	_ Herndon								
267 Dulles Toll Rd	Fairfax County	0.30 5	3000 G				N/	١		63000	G
West	Tac From:	29-7100 Fair	rfax County Pkwy								
267 Dulles Toll Rd	Fairfax County	0.62 <b>5</b>	6000 G				N.A	١		67000	G
201)	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 10	09000 G				N/	١		129000	G
W	To- From:	29-602	Reston Pkwy		<u> </u>						
West (267) Dulles Toll Rd	Fairfax County	1.03 <b>6</b>	31000 G				N/			73000	G
201) 3 4 100 1 100 110	Combined Traffic Estimates for 2 Parallel Roadways or						NA NA			141000	G
	To		Wiehle Ave		<del></del> j_						
West (267) Dulles Toll Rd	Fairfax County		64000 G				N/			76000	G
Z01 Dulles Toll Ku	Combined Traffic Estimates for 2 Parallel Roadways or						NA NA			148000	G
	To:		Hunter Mill Rd				INF	`		140000	G
	1	2, 0, 11									

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

		i ililary ai	nd interstate	Nou	1100											
Route	Jurisdictio	n Length	AADT (	 AO	4Tire	Rus		Tru			QC	K	QK	Dir	AAWDT	OW
	Julistictio		ועהה '	<b>ч</b> л	71110	Dus	2Axl	e 3+Axle	1Trail	2Trail	<u> </u>	Factor	ωi	Factor		Q V V
West	From:		4 Hunter Mill													
267 Dulles Toll Rd	Fairfax Cou	•		G								NA			67000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	131000	G								NA			132000	G
West	Ta: From:	SR	7 Leesburg Pik	æ												
(267) Dulles Toll Rd	Fairfax Cou	inty 1.11	60000	G								NA			71000	G
201)	Combined Traffic Estimates for 2 Parallel	,		G								NA			145000	G
	Tallo Edillado foi E i dialic														1 10000	Ŭ
West	From:		International D													
267 Dulles Toll Rd	Fairfax Cou	,		G								NA			80000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	125000	G								NA			149000	G
\\\ 4	To: From:	I-495	Capital Beltwa	ay												
West (267) Dulles Toll Rd Connector	Fairfax Cou	inty 0.21	31000	G								NA			37000	G
267 Dulles Toll Na Conflector	Combined Traffic Estimates for 2 Parallel	,		G								NA			75000	G
	Combined Traffic Estimates for 2 Farance											INA			73000	G
West	To: From:	SR 12	3 Chain Bridge	Rd												
267 Dulles Toll Rd Connector	Fairfax Cou	inty 2.40	32000	G								NA			38000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	62000	G								NA			74000	G
	То:		I-66													
West	From:	SR 267-W TO RT 49:	5 NORTH00- C	CAPIT	CAL BLTV	VY										
( ₂₆₇ )Ramp	Fairfax Cou		NA									NA			NA	
	To-	I-495-N	From RT 267	West												
	From:	I-64	4, US 60; SR 42	2												
$\binom{269}{42}$ Longdale Furnace Rd	Alleghany Co			G	95%	1%	2%	1%	1%	0%	С	0.112	F		1200	G
	To:		Longdale Furna													
anadala Furnasa Pd	Alleghany	<u> </u>	2 Golf Course V 570		95%	1%	20/	40/	40/	00/	_	0.407	F	0.574	600	G
269 Longdale Furnace Rd	Alleghany Co		I-64, US 60	G	95%	170	2%	1%	1%	0%	Г	0.107	Г	0.574	600	G
	E	•		om.			_									
Romp	Alleghany Co		69 TO I-64 EAS <b>NA</b>	ST								NA			NA	
269 Ramp	Allegrany Co		1 RT 269WES	T & F	AST							INA			INA	
	Essen															
Romp	Alleghany Co		V035A FROM O	& TO	IS 64							NA			NA	
269 Ramp	Allegrany Co		1 RT 269 WES	T & F	FAST							INA			INA	
	T	1-04-W 1 KON		51 & L	2A31											
Dull Dun Da	Town of Saint Paul	(Maint: 97) 0.26	US 58 Bus 4300	G	99%	0%	1%	0%	0%	00/	С	0.004	F	0.541	4700	G
270 Bull Run Rd	Town or Same Paul	(Maint. 97) 0.26	SR 63	G	99%	0%	1%	0%	0%	0%	C	0.091	Г	0.541	4700	G
Downson Treat Dd	From:		50 Broad Street		000/	00/	10/	00/	00/	00/	_	0.400	_	0.570	14000	_
Pouncey Tract Rd	Henrico Cou	unty 2.51	13000	F	98%	0%	1%	0%	0%	0%	С	0.100	F	0.572	14000	F
	To: From:		Nuckols Rd													
271 Pouncey Tract Rd	Henrico Cou		5000	F	96%	0%	1%	2%	0%	0%	F	0.103	F	0.518	5300	F
$\smile$	To·	Good	hland County L	ine												

		Primary and	Interstate re				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Henrico	County Line			2, 540	017040	TTTGIII	211011		1 dotoi		1 40101		
271 Pouncey Tract Rd	Goochland County		4900 G	96%	0%	1%	2%	0%	0%	С	0.094	F	0.564	5300	G
,	To:	Hanover	r County Line												
	From:		nd County Line												
271 Pouncey Tract Rd	Hanover County		1900 G	96%	0%	1%	2%	0%	0%	F	0.108	F	0.637	2000	G
<u> </u>	To:	42-622 Rock	kville Rd; Hill D	r											
	From:		SR 189												
272 South Quay Rd	City of Suffolk		1400 G	95%	1%	1%	0%	3%	0%	С	0.102	F	0.694	1500	G
<u> </u>	To:	US 58 Se	outh Quay Rd												
	From:	SR 30 N	lew Kent Hwy												
273 Farmers Dr	New Kent County	5.33	4300 G	99%	0%	0%	0%	0%	0%	С	0.097	F		4600	G
$\smile$	To:	S	SR 33												
	From:	US 58 G	Grayson Pkwy												
274 Riverside Dr	Grayson County	7.36	880 G	96%	0%	1%	1%	2%	0%	F	0.133	F	0.805	920	G
$\smile$	To:	SR 94 Scenic	c Rd; Riverside I	)r											
	From:	SR 256 W	Veyers Cave Rd												
(276) Keezletown Rd	Augusta County	1.77	3300 F	97%	0%	1%	0%	1%	0%	С	0.098	F	0.539	3500	F
	To:	Rockingha	am County Line												
	From:		a County Line												
276 Cross Keys Rd	Rockingham County	3.04	3500 G	96%	1%	1%	1%	1%	0%	С	0.102	F	0.536	3600	G
<u> </u>	To- From-	82-682 F	riedens Ch Rd												
276 Cross Keys Rd	Rockingham County	2.42	4500 G	96%	0%	1%	1%	1%	0%	С	0.099	F	0.502	4700	G
$\smile$	To	SR 253 Pc	ort Republic Rd												
276 Cross Keys Rd	Rockingham County		5400 G	96%	0%	1%	1%	1%	0%	F	0.096	F	0.511	5600	G
270)	To														
Cross Keys Bd	Poolinghom County		Shen Lake Dr	060/	00/	10/	10/	40/	00/	NI	0.006	NI	O E11	E600	N.
276 Cross Keys Rd	Rockingham County		5400 N potswood Trail	96%	0%	1%	1%	1%	0%	N	0.096	N	0.511	5600	N
	-														
Falkfan Billa	From:		Main Street	070/	00/		00/	007	00/	_	0.070	_		0000	_
277 Fairfax Pike	Town of Stephens City (Maint: 34)	0.15	9200 G	97%	0%	0%	0%	2%	0%	F	0.078	F		9600	G
	To: From:	ECL St	tephens City												
277) Fairfax Pike	Frederick County	0.08	9200 N	97%	0%	0%	0%	2%	0%	Ν	0.078	Ν		9600	Ν
$\smile$	To:		I-81			$\neg$ $\vdash$									
277) Fairfax Pike	Frederick County		4000 G	94%	1%	1%	1%	3%	0%	С	0.092	F		14000	G
	To					_									
Fairfax Pike	Frederick County		8300 G	91%	1%	1%	2%	5%	0%	С	0.092	F		8700	G
2// raillax Fike	To:		ront Royal Pike	9170	1 /0	1/0	2/0	3/0	0 /6	C	0.092	-		0700	G
	From:					_									
Down to 1.94 C -4 F.:# 207			SR 277								NI A			N I A	
277) Ramp to I-81 S at Exit 307	Frederick County		NA Loug								NA			NA	
	10"		I-81 S												
	From:		SR 277	· · · · ·			· · · · · ·						·		
(277) Ramp to I-81 N at Exit 307	Frederick County		NA								NA			NA	
$\smile$	To:	I	I-81 N												

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

		Primary and inte					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 258 Men	cury Blvd												
278 King Street North	City of Hampton	0.10 <b>240</b> 0	00 F	100%	0%	0%	0%	0%	0%	F	0.094	F	0.605	26000	F
	To- From:	114-7047 Old 1	Fox Hill Rd												
278 King St	City of Hampton	0.85 <b>180</b> 0	00 F	100%	0%	0%	0%	0%	0%	F	0.088	F	0.552	19000	F
<u> </u>	To- From-	Lamingto	on Rd												
(278) King St	City of Hampton	0.69 <b>750</b>	0 F	100%	0%	0%	0%	0%	0%	С	0.089	F	0.689	7900	F
$\smile$	To:	Langley Air F	Force Base												
	From:	US 58 Va Be													
(279) Great Neck Rd	City of Virginia Beach	2.35 <b>440</b> 0	00 G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.522	42000	G
<u> </u>	To- From:	First Colo	nial Rd												
(279) Great Neck Rd	City of Virginia Beach	0.99 <b>440</b> 0	00 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.533	42000	G
<u> </u>	To	Shorehav	ven Dr												
(279) Great Neck Rd	City of Virginia Beach	1.42 <b>390</b> 0	00 G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.508	37000	G
<u> </u>	To	Adam Kee	ling Rd												
(279)N Great Neck Rd	City of Virginia Beach	0.79 <b>320</b> 0		99%	0%	0%	0%	0%	0%	F	0.087	F	0.503	30000	G
	To	US 60 Sh	ore Dr												
	From:	Bus US	S 23												
283)Trail of the Lonesome Pine	City of Norton (Maint: 97)	0.36 <b>140</b> 0	00 G	98%	0%	0%	0%	0%	0%	С	80.0	F	0.537	15000	G
$\bigcirc$	To:	Alt US 58	; US 23												
	From:	07-935 Ex	kpo Rd												
(285)Tinkling Spring Rd	Augusta County	1.85 <b>150</b> 0	00 F	98%	0%	0%	0%	1%	0%	С	0.082	F	0.562	16000	F
$\overline{}$	To:	US 250 Jeffe	rson Hwy												
	From:	I-64-E091A FRO													
285)Ramp	Augusta County	0.25 <b>300</b>	-	94%	0%	1%	1%	3%	1%	С	0.09	F		3000	G
<u> </u>	To:	I-64-E FROM RT 6085	SOUTH & N	NORTH											
	From:	I-64-W091A FRO													
285 Ramp	Augusta County	0.25 <b>520</b>		94%	0%	1%	1%	3%	1%	С	0.106	F		5200	G
<u> </u>	To:	I-64-W FROM RT 608	SOUTH & I	NORTH											
	From:	Bus Si													
287 Berlin Tpke	Town of Purcellville (Maint: 53)	0.55 <b>490</b>	0 N	94%	2%	2%	0%	1%	0%	N	0.098	N		5300	N
<u> </u>	To- From:	NCL Purc													
287 Berlin Tpke	Loudoun County	3.21 <b>490</b>	0 G	94%	2%	2%	0%	1%	0%	С	0.098	F		5300	G
<u> </u>	To: From:	SR 9 Charles	Town Pike												
287 Berlin Tpke	Loudoun County	2.37 <b>730</b>		95%	2%	2%	1%	1%	0%	F	0.089	F		7800	G
$\smile$	Tot	53-693 Morrisonville	Rd; Ash Geo	orge Rd		—									
287)Berlin Tpke	Loudoun County	3.37 <b>620</b>		95%	2%	2%	1%	1%	0%	С	0.09	F		6600	G
	To	SCL Love													
Berlin Tpke	Town of Lovettsville (Maint: 53)	0.77 <b>620</b>		95%	2%	2%	1%	1%	0%	N	0.09	N		6600	N
201) 201111 1 1 100	Town of Lovellovine (Maint. 33)	SR 287 Par; Tov	-		2/0		1 /0	1 /0	0 /0	14	0.00			0000	1.4

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

		Primary ar	iu iiileisia	ale Rou	iles											
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	QV
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		Par; Town C													
287)Berlin Tpke	Town of Lovettsville	(Maint: 53) 0.06	6200	N	95%	2%	2%	1%	1%	0%	Ν	0.09	Ν		6600	١
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6200	N								NA			NA	
	To:	53-6	73 S, Broad	Way												
	From:		S, Town Ce	nter Dr												
287 Berlin Tpke	Town of Lovettsville	(Maint: 53) 0.05	6200	N	95%	2%	2%	1%	1%	0%	Ν	0.09	Ν		6600	1
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6200	N								NA			NA	
	- F	<u> </u>														
	From:		; 53-673 N,			00/		40/	407	00/		0.000			4000	
287 Berlin Tpke	Town of Lovettsville	(Maint: 53) 0.58	4000	N	95%	2%	2%	1%	1%	0%	N	0.099	N		4300	
$\stackrel{\smile}{-}$	To:	NO	CL Lovettsvi	ille			$\neg$ $\vdash$									
287)Berlin Tpke	Loudoun Cou		4000	G	95%	2%	2%	1%	1%	0%	F	0.099	F		4300	(
287) 26 p.1.6	To:	•	yland State I		0070			.,0	.,,	0,0	·	0.000	•		.000	
	-				_											
	From	SR 287; 53-		n Center	r Dr											
287) Berlin Tpke	Town of Lovettsville	` ,	NA									NA			NA	
•	Combined Traffic Estimates for Paralle	el Roadways on this Route:	NA									NA			NA	
	To:	53-1388	N, Town Co	enter Dr												
287)Berlin Tpke	Town of Lovettsville		NA	cinci Di								NA			NA	
287 Beriiri 1 pike		,														
	Combined Traffic Estimates for Paralle		NA	1 337								NA			NA	
	""	SR 287 N	I ; 53-673 Bı	road Way	y											
	From:		I-95 N													
288) SR 288 N Ramp	Chesterfield Co	ounty 0.63	12000	Α	91%	1%	1%	1%	7%	0%	F	0.146	Α		13000	1
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	17000	G	92%	1%	1%	1%	5%	0%	F	NA			19000	(
	To:	Rai	mp from I-95	5 S												
	From		I-95													
288	Chesterfield Co	ounty 0.48	36000	G	95%	0%	1%	1%	3%	0%	F	NA			40000	(
	то Г	YYO 1 Y	cc D													
$\overline{}$	From:		efferson Dav		050/	00/	40/	40/	00/	00/	_	NIA			44000	
288)	Chesterfield Co	ounty 1.53	40000	G	95%	0%	1%	1%	3%	0%	F	NA			44000	(
	To:	SR	145 Chester	Rd												
288	Chesterfield Co	ounty 3.88	40000	G	95%	0%	1%	1%	3%	0%	F	NA			45000	(
200)	F															
	From:		0 Iron Bridg	_							_					
288)	Chesterfield Co	ounty 2.95	48000	В	95%	0%	1%	1%	3%	0%	С	0.114	Α	0.605	52000	
<u> </u>	To	20-60	04 Courthous	se Rd			$ \vdash$									
200	Chesterfield Co		41000	G	95%	0%	1%	1%	3%	0%	F	NA			45000	
288	-	•									-					
	To: From:		60 Hull Stree													
288)	Chesterfield Co	ounty 2.79	54000	G	95%	0%	1%	1%	3%	0%	F	NA			60000	(
$\smile$	To:		Powhite Pa													
	From:		720 Lucks L													
288)	Chesterfield Co	ounty 2.12	40000	G	94%	0%	1%	1%	3%	0%	F	0.135	Ν	0.66	45000	(
$\smile$	To	20.60	68 Woolridg	n P.d												
	From: Chesterfield Co		38000	G G	94%	0%	1%	1%	3%	0%	С	0.128	В	0.617	38000	(
288)	_ F	,			9470	U70	1 70	1 70	370	U70	C	0.126	D	0.017	30000	(
<u>~</u>	To:	US 60	) Midlothian	1 pke												

Chesterfield County  Toc From:  Powhatan County  Toc From:  Powhatan County  Toc From:  Goochland County  Toc From:  Goochland County  Toc From:  Goochland County  Toc From:  Goochland County  Toc From: Goochland County  Toc From: Goochland County  Toc From: Goochland County  Toc From: Goochland County  Toc From: Goochland County  Toc From: Goochland County	Length AAD  US 60 Midlott  1.60 NA  Powhatan Cou Chesterfield Cc  1.87 NA  72-711 Hugue  1.54 4400  Goochland Cou Powhatan Cou  1.57 4400  SR 6 Patters  0.64 3400  West Creek F  1.68 3500  Tuckahoe Creel  1.79 4300  US 250 Bro	enot Trail  00 A  county Line  ounty Line	96% 96% 96%	0%	2Axle 0% 0%	1% 1%	2%	2Trail 0%	C C	NA NA 0.135	A A	0.66 0.66	NA NA 49000 49000	
Powhatan County  To From:  Powhatan County  To From:  Goochland County  To From:  Goochland County  To From:  Goochland County  To From:  Goochland County  To From:  Goochland County  To From:  Goochland County	1.60 NA Powhatan Cou Chesterfield Co 1.87 NA 72-711 Hugue 1.54 4400 Goochland Cou Powhatan Cou 1.57 4400  SR 6 Patters 0.64 3400  West Creek F 1.68 3500  Tuckahoe Creel 1.79 4300  US 250 Bro	county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county Line county	96%	0%	0%	1%	2%			NA 0.135			NA 49000	
Powhatan County  To From:  Powhatan County  To From:  Goochland County  To From:  Goochland County  To From:  Goochland County  To From:  Goochland County  To From:  Goochland County  To From:  Goochland County	Chesterfield Co 1.87 NA 72-711 Hugue 1.54 4400 Goochland Co Powhatan Cou 1.57 4400  SR 6 Patters 0.64 3400  West Creek F 1.68 3500  Tuckahoe Creel 1.79 4300  US 250 Bro	enot Trail  OO A  Dounty Line  OO A  Son Ave  OO G  Parkway  OO G  Parkway  OO G  Parkway	96%	0%	0%	1%	2%			0.135			NA 49000	
Powhatan County  To: From:  Goochland County  Goochland County  To: From: Goochland County  To: From: Goochland County  To: From: Goochland County  To: From: From: Goochland County	1.87 NA 72-711 Hugue 1.54 4400 Goochland Cor Powhatan Cor 1.57 4400  SR 6 Patters 0.64 3400  West Creek F 1.68 3500  Tuckahoe Creel 1.79 4300  US 250 Brd	enot Trail  OO A  Dunty Line  OO A  son Ave  OO G  Parkway  OO G  ek Parkway	96%	0%	0%	1%	2%			0.135			49000	
Powhatan County  To: From:  Goochland County  Goochland County  To: From: Goochland County  To: From: Goochland County  To: From: Goochland County  To: From: From: Goochland County	72-711 Hugue 1.54 4400 Goochland Cor Powhatan Cor 1.57 4400  SR 6 Patters 0.64 3400  West Creek F 1.68 3500  Tuckahoe Creel 1.79 4300  US 250 Bro	enot Trail  00 A  Dounty Line  00 A  son Ave  00 G  Parkway  00 G  ek Parkway	96%	0%	0%	1%	2%			0.135			49000	
Goochland County  Goochland County  From:  Goochland County  From:  Goochland County  Goochland County  From:  Goochland County	1.54 4400 Goochland Cor Powhatan Cou 1.57 4400  SR 6 Patters 0.64 3400  West Creek I 1.68 3500  Tuckahoe Creel 1.79 4300  US 250 Bro	oon A bunty Line bunty Line bunty Line bo A son Ave bo G Parkway bo G ck Parkway	96%	0%	0%	1%	2%							
Goochland County  Goochland County  From:  Goochland County  From:  Goochland County  Goochland County  From:  Goochland County	Goochland Cor Powhatan Cou 1.57 44000 SR 6 Patters 0.64 34000 West Creek I 1.68 35000 Tuckahoe Creel 1.79 43000 US 250 Bro	ounty Line 00 A son Ave 00 G Parkway 00 G ek Parkway	96%	0%	0%	1%	2%							
Goochland County  From:  Goochland County  Goochland County  Too From:  Goochland County	Powhatan Cou 1.57 44000 SR 6 Patters 0.64 34000 West Creek I 1.68 35000 Tuckahoe Creel 1.79 43000 US 250 Bro	ounty Line  00 A  son Ave  00 G  Parkway  00 G  ek Parkway	96%	0%				0%	С	0.135	A	0.66	49000	
Goochland County  From:  Goochland County  Goochland County  Too From:  Goochland County	1.57 44000 SR 6 Patters 0.64 34000 West Creek F 1.68 35000 Tuckahoe Creel 1.79 43000 US 250 Bro	00 A son Ave 00 G Parkway 00 G	96%	0%				0%	С	0.135	Α	0.66	49000	
Goochland County  Too From:  Goochland County  Too From:  Goochland County	0.64 <b>3400</b> 0  West Creek F  1.68 <b>3500</b> 0  Tuckahoe Creel  1.79 <b>4300</b> 0  US 250 Bro	Parkway 00 G ek Parkway			1%	1%								
Goochland County  Too From:  Goochland County  Too From:  Goochland County	0.64 <b>3400</b> 0  West Creek F  1.68 <b>3500</b> 0  Tuckahoe Creel  1.79 <b>4300</b> 0  US 250 Bro	Parkway 00 G ek Parkway			1%	1%								
Goochland County	1.68 <b>3500</b> 0 Tuckahoe Creel 1.79 <b>4300</b> 0 US 250 Bro	00 G ek Parkway	96%	00/		1 /0	2%	0%	F	NA			39000	
Goochland County	1.68 <b>3500</b> 0 Tuckahoe Creel 1.79 <b>4300</b> 0 US 250 Bro	00 G ek Parkway	96%	007	-									
To: From:	1.79 <b>4300</b> US 250 Bro			0%	1%	1%	2%	0%	F	0.155	Ν	0.527	41000	
To: From:	1.79 <b>4300</b> US 250 Bro													
Goochland County			96%	0%	1%	1%	2%	0%	С	0.155	Α	0.527	50000	
Goochland County		road St												
	0.85 <b>3700</b>		95%	0%	1%	1%	3%	0%	С	0.155	Α	0.502	42000	
То:	I-64	1												
From:	SR 288	8 N												_
Goochland County	0.35 <b>1200</b>		96%	0%	1%	1%	2%	0%	С	0.173	Α		15000	
To:	I-64 E	E												
From:	SR 288													
Goochland County	0.37 <b>6100</b>		87%	1%	2%	2%	9%	0%	С	0.126	Α		6200	
10:	I-64 W													
Charterfield County	SR 288 SR 288 0.21 <b>1300</b>		050/	00/	40/	40/	20/	00/	F	NIA			4.4000	
Chesterfield County	0.21 <b>1300</b> 0 I-95 Sou		95%	0%	1%	1%	3%	0%	г	NA			14000	
From:	Ramp to I-													_
Chesterfield County	0.47 <b>5700</b>		95%	0%	1%	1%	3%	0%	F	NA			6300	
d Traffic Estimates for 2 Parallel Roadways			92%	1%	1%	1%	5%	0%	F	NA			19000	
To:			0270	170	Ť	1,0	070	070	·				10000	
From:	ECL Dav	nyton												_
Town of Dayton (Maint: 82)			95%	2%	1%	1%	1%	0%	F	0.095	F	0.503	8700	
Too	SR 42 John Wa	avland Hwy												
Town of Dayton (Maint: 82)			95%	2%	1%	1%	1%	0%	F	0.113	F	0.733	2500	
To														
From:			0001	007		001	401	001	_	0.000	_	0.570	0.400	
	0.07 3200	U G	96%	0%	1%	2%	1%	0%	F	0.099	F	0.578	3400	
I own of Dayton (Maint: 82)	N SR 42.1													
To: From:		0 G	95%	2%	1%	10/	40/	∩0/	С	0.133	F	0.699	2500	
	Town of Dayton (Maint: 82)  Town of Dayton (Maint: 82)  Town of Dayton (Maint: 82)  Town of Dayton (Maint: 82)  Town of Dayton (Maint: 82)	ECL Da   Town of Dayton (Maint: 82)   0.15   820     SR 42 John W   Town of Dayton (Maint: 82)   0.06   240     Town of Dayton (Maint: 82)   S SR 42   Town of Dayton (Maint: 82)   0.07   320   Town of Dayton (Maint: 82)   N SR 42   N	Town of Dayton (Maint: 82)   SR 42 John Wayland Hwy	Town of Dayton (Maint: 82)   0.15   8200   G   95%	ECL Dayton   Town of Dayton (Maint: 82)   0.15   8200   G   95%   2%	ECL Dayton   Town of Dayton (Maint: 82)   0.15   8200   G   95%   2%   1%	ECL Dayton   Town of Dayton (Maint: 82)   0.15   8200   G   95%   2%   1%   1%	ECL Dayton   Town of Dayton (Maint: 82)   0.15   8200   G   95%   2%   1%   1%   1%   1%	From:	ECL Dayton   Town of Dayton (Maint: 82)   0.15   8200   G   95%   2%   1%   1%   1%   0%   F	From:	From:	From   ECL Dayton   From   ECL Dayton   From   SR 42 John Wayland Hwy   From   SS R 42 John Wayland Hwy   From   SS R 42 Bus   From   SR 42 B	From:

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

Deute	luvia diation	Langeth AADT	04	4T:	Dura		Tru	ck		- 00	K	OK	Dir	4.4VA/DT	
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	G
	From:	85-703; I-81		700/	40/		407	050/	00/		0.077			0500	
Conicville Rd	Shenandoah County	0.16 <b>9100</b>	N	70%	1%	1%	1%	25%	2%	N	0.077	N		9500	
	Ta: From:	WCL Mt Jackso			401										
92 Conicville Rd	Town of Mount Jackson (Maint: 85		G	70%	1%	1%	1%	25%	2%	С	0.077	F		9500	
	10.	US 11 Main St													
	From:	SR 292 Conicville	Rd												
Ramp to I-81 S at Exit 273	Shenandoah County	0.19 <b>NA</b>									NA			NA	
		I-81 S													
Dames to LO4 N at Fuit 070	Chanadah Cauth	Ramps SR 292 E000B; SR	292 W	000B							NIA			NIA	
92 Ramp to I-81 N at Exit 273	Shenandoah County	0.16 <b>NA</b> I-81 N									NA			NA	
ast  Down toward I 84 N at Evit 37	Chanandach County	SR 292 E 0.03 <b>NA</b>									NA			NΙΔ	
92 Ramp toward I-81 N at Exit 27	3 Shenandoah County	Ramp SR 292 F	)								INA			NA	
	From:	•	)												
<del>/est</del> ₁₉₂ )Ramp toward I-81 N at Exit 27:		SR 292 W 0.05 <b>NA</b>									NA			NA	
92 Kamp toward 1-81 N at Exit 27.		Ramp SR 292 F	2								INA			INA	
	From:	•													
(93) West Main St	City of Danville	Bus US 29; Memori 0.54 <b>5800</b>	G G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.541	6300	
g3) West Main St	City of Darwine		-	30 /0	070	1 70	0 70	070	070	'	0.002	•	0.541	0300	
	To: From:	Bishop Rd		000/	00/		00/	00/	00/		0.000	_	0.504	5000	
93) West Main St	City of Danville	0.49 <b>5200</b>	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.504	5600	
	To: From:	Park Ave													
93) West Main St	City of Danville	0.96 <b>8000</b>	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.546	8800	
<u> </u>	To:	Randolph St													
(293) West Main St	City of Danville	Canterbury St 0.37 <b>8700</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.523	9500	
vest Main St	City of Darwine			30 /0	070	1 70	0 70	070	070	'	0.003	•	0.525	9300	
	From	SR 80; Central Bl					201					_			
93) West Main St	City of Danville	0.16 <b>9700</b>	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.561	10000	
	To: From:	South Main St													
Main St	City of Danville	0.04 <b>11000</b>	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.557	12000	
<u> </u>	To- From:	Holbrook Ave	:			<u> </u>									
Main St	City of Danville	0.27 <b>8200</b>	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.505	8900	
<u> </u>	Too	Jefferson Ave													
293) Main St	City of Danville	0.28 <b>8000</b>	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.527	8700	
93)	To:	Patton St				Ti.	-,-		-,-	•		•			
	From:	South Ridge St													
93) Patton St	City of Danville	0.32 <b>6100</b>	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.603	6700	
	Combined Traffic Estimates for 2 Parallel Roadways		G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.657	9300	
	To:	Bridge St; SR 293 P N	Main St												
Main St Bridge	City of Donyillo	0.22 <b>Bridge St</b>	•	000/	00/	10/	00/	00/	00/	F	0.006	F	0.6	15000	
Main St Bridge	City of Danville	0.22 <b>13000</b>	G	98%	0%	1%	0%	0%	0%	Г	0.086	г	0.6	15000	

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

Davida	loots distan	Lavanth	AADT		4	D		Tru	ck			K	014	Dir	A A)A/DT	. 01
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
93)(360)North Main St	From: City of Danville		JS 360 Rive 12000	rside Di	98%	0%	1%	0%	0%	0%	_	0.084	F	0.550	13000	(
93 360 North Main St	City of Darivine				90 /0	076	1 /0	0 /6	076	0 /0	Г	0.004		0.550	13000	`
93)(360)North Main St	City of Danville		Worsham St 14000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.547	15000	(
.93) (300)	To To		0 Richmond					0,0	0,0	0,0	•	0.002		0.0		
North Main St	From: L City of Danville		12000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.518	13000	(
			Third Ave													
North Main St	City of Danville		13000	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.541	13000	(
	To- From	F	ranklin Tpk	e			_									
North Main St	City of Danville	e 0.91	5600	G	98%	0%	2%	0%	0%	0%	С	0.093	F	0.520	6000	(
<u> </u>	Tor	Bus US	29, Piney Fo	orest Rd												
Main Ct	From:		293 Ridge		000/	1%	20/	00/	007	00/	0	0.440	F		2000	
Main St	City of Danville Combined Traffic Estimates for 2 Parallel R		2400 8500	G G	96% 97%	1%	3% 2%	0% 0%	0% 0%	0% 0%	C	0.119 0.092	F	0.657	2600 9300	(
	To:	,	Patton St; B			1 /0	270	076	070	0 70	•	0.032	'	0.057	9300	•
ast	From:		I-64 E													
295 Ramp From I-64 E to I-295	E (S) Henrico County	y 0.85	NA									NA			NA	
East	To: From:		IS 295 E I-64				_									
295)	Henrico County	y 1.04	25000	Α	95%	1%	1%	1%	3%	0%	F	0.136	Α		27000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	50000	Α	95%	1%	1%	1%	3%	0%	F	0.13	Α	0.510	55000	
		East I-295 is	signed as	Souti	h I-295											
ast	To: From:		Nuckols Rd													
295)	Henrico County	y 2.43	26000	Α	95%	1%	1%	1%	3%	0%	F	0.143	Α		29000	,
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	52000	Α	95%	1%	1%	1%	3%	0%	F	0.126	Α	0.552	57000	,
		East I-295 is	signed as	Souti	h I-295											
East	To: From:	US 33	3 Staples Mi	ill Rd												
295)	Henrico County	y 3.42	28000	Α	95%	1%	1%	1%	3%	0%	С	0.132	Α		30000	,
	Combined Traffic Estimates for 2 Parallel R	•		Α	95%	1%	1%	1%	3%	0%	С	0.129	Α	0.532	59000	,
		East I-295 is	signed as	Souti	h I-295											
ast	To: From:	V	Voodman Ro	1												
295)	Henrico County	y 1.34	35000	G	95%	1%	1%	1%	3%	0%	F	NA			38000	(
	Combined Traffic Estimates for 2 Parallel R	•		G	95%	1%	1%	1%	3%	0%	F	NA			70000	(
		East I-295 is	signed as	s Souti	h I-295											
ast	To: From:	U	S 1 Brook R	d												
295)	Henrico County	y 1.88	16000	Α	95%	1%	1%	1%	3%	0%	F	0.149	Α		17000	,
	Combined Traffic Estimates for 4 Parallel R	•		Α								0.128	Α	0.547	75000	1
		East I-295 is	_	Souti	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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. QI
est 95)	From:		I-95													
<u>15</u>	Henrico County	0.17	47000	Α	91%	1%	1%	1%	7%	0%	F	0.115	Α		47000	1
	Combined Traffic Estimates for 2 Parallel Roadway			Α	91%	1%	1%	1%	7%	0%	F	NA			93000	1
	_	East I-295 is			ı <i>1-</i> 295											
	From:		ver County													
est 95	Hanover County	0.75	ico County 47000	A	91%	1%	1%	1%	7%	0%	F	0.115	Α		47000	
15)	Combined Traffic Estimates for 2 Parallel Roadway			A	91%	1%	1%	1%	7%	0%		0.113	Α		93000	
	Combined Traine Estimates for 2 Farallel Roadway	East I-295 is				1 /0	1 /0	1 /0	1 /0	076	ı	0.103	^		93000	,
n.t.	To: From:	US 301, SI	R 2 Chambe	erlayne F	d											
st 95)	Hanover County	2.73	48000	Α	91%	1%	1%	1%	7%	0%	F	0.117	Α		48000	
15)	Combined Traffic Estimates for 2 Parallel Roadway	_		A	91%	1%	1%	1%	7%	0%	F	0.102	Α	0.537	97000	
	Combined Trainic Estimates for 2 Faraller Roadway	East I-295 is				170	170	170	170	0%	г	0.102	A	0.557	97000	
-1	To: From:	42-627 Meadow	/bridge Rd;	Pole Gr	een Rd											
st 95)	Hanover County	1.63	47000	F	91%	1%	1%	1%	7%	0%	C	0.112	В		46000	
15)	Combined Traffic Estimates for 2 Parallel Roadway										0		_	0.564		
	Combined Trainic Estimates for 2 Parallel Roadway	East I-295 is		<b>F</b> s South	91% 1-295	1%	1%	1%	7%	0%	С	0.101	В	0.564	91000	
<b></b>	To: From:	US 360 N	Mechanicsv	ille Tpke												
st 5)	Hanover County	2.60	37000	Α	91%	1%	1%	1%	7%	0%	F	0.114	Α		35000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	77000	Α	91%	1%	1%	1%	7%	0%	F	0.104	Α	0.563	73000	
	Osmbinoa Trano Estinado foi E Faranoi Rodamaj	East I-295 is				170	170	170	1 70	070	•	0.101	,,	0.000	70000	
	Tod		5 Creighto													
<u>st</u>	From:	42-01	3 Creignio	ii Ku												
5)	Hanover County	2.53	38000	G	91%	1%	1%	1%	7%	0%	F	NA			38000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	77000	G	91%	1%	1%	1%	7%	0%	F	NA			76000	
		East I-295 is	_		ı <i>1</i> -295											
	To:		ico County													
st 95)	Henrico County	Hano 0.75	ver County		91%	1%	10/	1%	7%	00/	_	0.406	۸		25000	
95)	,		37000	A			1%			0%	_	0.106	A	0.500	35000	
	Combined Traffic Estimates for 2 Parallel Roadway			A South	91%	1%	1%	1%	7%	0%	F	0.103	Α	0.528	70000	
		East I-295 is	signed a	s Souli	11-295											
st	To: From:	SR 156 A	Airport Driv	e North												
95)	Henrico County	1.34	30000	Α	91%	1%	1%	1%	7%	0%	F	0.111	Α		28000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	61000	Α	91%	1%	1%	1%	7%	0%	F	0.109	Α	0.56	56000	
		East I-295 is														
	To:	I-64; US 6	_													

#### 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
East	From:	I-64; US	60 Collector	Rd Beg	n											
East 295	Henrico County	2.49	11000	Α	80%	1%	1%	1%	17%	0%	F	0.116	Α		10000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			Α	79%	1%	1%	1%	18%	0%	F	0.114	Α	0.563	21000	Α
		East I-295 is	signed a	s Soutl	ı <i>1-</i> 295											
F	To:	I-64; US	60 Collecto	r Rd End	l											
295)	Henrico County	2.23	18000	Α	80%	1%	1%	1%	17%	0%	F	0.102	Α		18000	Α
295)	Combined Traffic Estimates for 2 Parallel Roadways			A	79%	1%	1%	1%	18%	0%	E	0.102	Α	0.546	36000	A
	Combined Trainic Estimates for 21 arailer (Coduways	East I-295 is				1 70	1 /0	1 70	10 /0	070	'	0.100	^	0.540	30000	^
	Tec															
East	From:	SR 89	5 Pocahonta	s Pkwy												
<u>East</u> 295	Henrico County	2.91	15000	Α	80%	1%	1%	1%	17%	0%	F	0.105	Α		15000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			Α	79%	1%	1%	1%	18%	0%	F	0.105	Α		30000	Α
		East I-295 is	signed a	s Soutl	ı <i>1-</i> 295											
Fact	To: From:	SR 5	New Mark	et Rd												
East 295)	Henrico County	4.45	16000	Α	80%	1%	1%	1%	17%	0%	F	0.104	Α		16000	Α
295)	Combined Traffic Estimates for 2 Parallel Roadways	_		A	79%	1%	1%	1%	18%	0%	F	0.105	Α	0.533	32000	Α
	Combined Traine Estinates for 21 drainer readways	East I-295 is				170	170	170	10 /0	070	•	0.100	,,	0.000	02000	,,
	То:		erfield Coun													
East	From:		rico County													
<u>East</u> 295	Chesterfield County (Maint: 43)	2.64	16000	Α	80%	1%	1%	1%	17%	0%	F	0.104	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			Α	79%	1%	1%	1%	18%	0%	F	NA			32000	Α
		East I-295 is	signed a	s Soutl	ı <i>I-</i> 295											
East	To: From:	SR 10	Hundred R	d East												
295	Chesterfield County	2.11	15000	Α	80%	1%	1%	1%	17%	0%	F	0.102	Α		15000	Α
255)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		Α	79%	1%	1%	1%	18%	0%	F	NA			31000	Α
	,	East I-295 is														
	То:	N	ICL Hopewe	-11												
East 295)	From:															
295	City of Hopewell (Maint: 74)	3.30	15000	Α	80%	1%	1%	1%	17%	0%	F	0.102	Α		15000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways			Α	79%	1%	1%	1%	18%	0%	F	0.104	Α		31000	Α
		East I-295 is	signed a	s Soutl	i I-295											
Fast	To: From:	SR 36 Oakla	wn Blvd; So	CL Hope	well											
295)	Prince George County	6.54	11000	F	80%	1%	1%	1%	17%	0%	F	0.123	Α		9700	F
233)	Combined Traffic Estimates for 2 Parallel Roadways			F	79%	1%	1%	1%	18%	0%	F	0.079	Α	0.518	20000	F
		East I-295 is														
	To:		460 County													

#### 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
East 295	From:			460 Count													
295)	Prince George		2.57	8600	В	80%	1%	1%	1%	17%	0%	С	0.13	Α		7600	В
	Combined Traffic Estimates for 2 Paralle	el Roadways			В	79%	1%	1%	1%	18%	0%	С	0.123	Α	0.539	16000	В
			East I-295 is			h I-295											
East	To: From:		Exit	1A to I-95	North												
East 295)	Prince George	County	0.46	8600	N	80%	1%	1%	1%	17%	0%	Ν	0.13	Ν		7600	Ν
	Combined Traffic Estimates for 2 Parallel	el Roadways	on this Route:	17000	N	79%	1%	1%	1%	18%	0%	Ν	NA			15000	Ν
	To:	:		I-95 South	1												
ast	From:			I-295 S													
295 Ramp From I-295 S (E) to I-99	5 N Prince George	County	0.28	870	G	80%	1%	1%	1%	17%	0%	F	NA			760	G
<u> </u>	To:			I-95 N													
ast	From:	:		E TO RT 46	60 EAST												
Ramp	Prince George		0.35	NA									NA			NA	
<u> </u>	10:		US 460 US 460-			M RTE 2											
East	From:			I-295 Eas													_
Ramp	Prince George	County	0.52	1000	F			<del></del> 1					0.122	Α		1200	F
	100	1		460 Count													
East	City of Llongwoll //	Maint 74)	I-295-1 0.17	E TO RT 3	6 EAST								NA			NΙΔ	
Ramp	City of Hopewell (I	Maint. 74)	SR 36 SR 36-V		& FROM	I RT 20		1					INA			NA	
-	From					1 K1 2)		L									
East 295 Ramp	City of Hopewell (I	Maint: 74)	0.31	E TO RT 3	o WEST								NA			NA	
295) ((311)	To:	:		OM RT 29	5 SOUTE	łE							14/1			14/1	
East	From:	:		95-E TO R													
295) Ramp	Chesterfield C	County	0.29	NA									NA			NA	
	To:	:	SR 1	0 FROM F	T 295												
ast	From:		I-2	95-E TO R	T 10												
Ramp	Chesterfield C	County	0.33	NA				-					NA			NA	
<u> </u>	To:	:	SR	10 FR RT	I-295												
East	From:	c	I-2	295-E TO F	RT 5												
Ramp	Henrico Cou	unty	0.17	NA									NA			NA	
<u> </u>	To:	:	SR :	5 FROM R	T 295												
East	From:			295-E TO F	RT 5												
Ramp	Henrico Cou	unty	0.31	NA				_					NA			NA	
<u> </u>	To:	·	SR 5 SR 05-E														
East	From:			28X TO R		Т											
Ramp	Henrico Cou	unty	0.23	4600	G	) (1							NA			4600	G
	10:	<u>1</u>	US 60 FRO														
East	From			28X TO RT		T							N/A			4000	_
Ramp	Henrico Cou		0.37	1300	G	) (1							NA			1300	G
~	10:	1	US 60 FRO	M RTS 29.	EAST &	k 64											

## Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4Tire	Ruc	Truckde 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT	QW
East 295 Ramp (New Flyover) From I-295 E (SB) to I-64 EB	Henrico County	I-295 E SB 0.77 <b>11000</b> I-64 E	G			NA		11000	G
East 295 Ramp	Henrico County	I-295-E028X TO I-6 0.33 <b>440</b> I-64-W200X FROM RT	G			NA		440	G
East (295) Ramp (Old Loop) From I-295 E (SB) CD to I-64 EB	Henrico County	I-295-E028X TO I-6 0.23 <b>100</b> I-64-E200X FROM RT	G			NA		100	G
East 295 Ramp	Henrico County	I-295-E COLLECTOR ROA 0.73 <b>4200</b>	D TO I-64 & 60			NA		4200	G
East 295 Ramp	Henrico County	I-295-E028D TO RT (		<u>_</u>		NA		NA	
East 295 Ramp	Henrico County	1-64-W200A FROM RT 0.19 NA				NA		NA	
East 295 Ramp	Henrico County	I-295-E028E TO RT ( 0.20 NA I-64-E200A FROM RT				NA		NA	
East 295 Ramp	Henrico County	I-64 0.27 <b>9700</b> US 60	Α			0.120	А	10000	Α
East (295) Ramp	Henrico County	I-295-E028B TO RT ( 0.17 NA US 60-W200A FROM R				NA		NA	
East 295 Ramp	Henrico County	0.17 <b>NA</b> I-295-E028A TO RT				NA		NA	
East (295) Ramp	Henrico County	0.22 <b>NA</b> US 60-E200A FROM R				NA		NA	
East (295) Ramp	Henrico County	0.28 NA I-295-E COLLECTOR ROAD F		1		NA		NA	
East 295 Ramp	Henrico County	I-295-E TO ROUTE 156 NORT  0.23 NA  SR 156 FROM ROUTE 295		7		NA		NA	
East 295 Ramp	Henrico County	I-295-E TO ROUTE 156 SOUT 0.28 NA SR 156 FROM ROUTE 295		7		NA		NA	
East 295 Ramp	Hanover County	I-295-E TO RT 0.21 NA 42-615 FROM RT	615			NA		NA	

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

		1 Timary and interstate reduces		
Route	Jurisdiction		TruckQC K QK Di 2Axle 3+Axle 1Trail 2Trail Factor Fact	AAWDT OW
East	From:	I-295-E TO RT 615		
295) Ramp	Hanover County	0.26 <b>NA</b>	NA	NA
	To:	42-615 FROM RT 295		
East	From:	I-295-E TO RT 360		
East 295 Ramp	Hanover County	0.25 <b>NA</b>	NA NA	NA
233)	To:	US 360 FROM RT 295		
East	From	I-295-E TO RT 360		
295) Ramp	Hanover County	0.31 <b>NA</b>	NA	NA
293) ******	To:	US 360 FROM RT 295		
East	From:	I-295-E TO RT 627		
East 295 Ramp	Hanover County	0.18 <b>NA</b>	NA NA	NA
(295) (Kamp	To:	42-627 FROM RT 295		IVA
Foot	From		<u> </u>	
East	Hanover County	I-295-E TO RT 627 0.19 <b>NA</b>	NA	NA
295 Ramp	Tailovei County	FROM RT 295		INA
East	From:	I-295-E TO RT 301 & 2		NIA
295 Ramp	Hanover County	0.27 NA	NA NA	NA
	10:	US 301 FROM RT 295		
East	From:	I-295-E TO RT 301 & 2		
(295) Ramp	Hanover County	0.46 <b>1600 G</b>	NA	1600 G
<u> </u>	To	US 301 FROM RT 295		
East	From:	I-295 E CD		
(295) Ramp (Loop)	Henrico County	0.24 <b>NA</b>	NA	NA
	To:	I-95 N		
_East_	From:	I-295 E CD		
East 295 Ramp	Henrico County	0.17 <b>NA</b>	NA NA	NA
	To	I-95 S		
East	From:	I-295 E CD		
East 295 Ramp	Henrico County	0.16 <b>NA</b>	MA NA	NA
	To:	US 1 N, Brook Rd		
Fast	From:	I-295 E CD		
East 295 Ramp	Henrico County	0.30 <b>1400 A</b>	 0.161 A	1700 A
293)	To:	US 1 S, Brook Rd	$\neg$	
Foot	From:	I-295 E		
East 295 Collector Distributor East at US 1, I-95	Henrico County	0.16 <b>15000 A</b>	 0.123 A	16000 A
295) 331100101 21011120101 2001 01 1,133			0.120 A	10000 A
East	To: From:	I-295 E043D, To US 1 S, Brook Rd		
Collector Distributor East at US 1, I-95	Henrico County	0.14 <b>13000 A</b>	0.12 A	15000 A
East	To- From:	US 1 S, Ramp from US 1 S, Brook Rd		
Lasi				
(295) Collector Distributor East at US 1, I-95	Henrico County	0.13 <b>NA</b>	NA	NA

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

		Filliary and	a interste	ale Moul	ω <u></u>											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	I-295 E043C,	To US 1 N	N. Brook I	Rd		27 000	OTTINIC	TTTUI	Ziiaii		1 40101		1 40101		
Collector Distributor East at US 1, I-95	Henrico County	0.10	NA	,								NA			NA	
	To	US 1 N, Ramp	from US 1	N Brook	Rd											
ast	From:				. Ku											
Collector Distributor East at US 1, I-95	Henrico County	0.25	19000	Α								0.105	Α		20000	Α
East	To: From:	I-295 E	E043B To I	-95 S												
Collector Distributor East at US 1, I-95	Henrico County	0.18	NA									NA			NA	
	To	L-295 F	043A To I-	-95 N												
ast	From:			-93 IN												
Collector Distributor East at US 1, I-95	Henrico County	0.18	NA									NA			NA	
East_	To: From:	I-95 N08	84A From 1	I-95 N												
Collector Distributor East at US 1, I-95	Henrico County	0.26	NA									NA			NA	
	To		I-295 E													
East	From:	I-295-E TO	O WOODM	IAN RD												
295) Ramp	Henrico County	0.19	NA									NA			NA	
	To:	43-7663; 43-7663-5	S005A TO	AND FR	OM RT											
ast	From:	I-295-E TO	O WOODN	IAN RD												
295) Ramp	Henrico County	0.28	NA									NA			NA	
<u> </u>	To	43-7663	3 FROM R	T 295												
est	From:	I-295	5-E TO RT	33												
295) Ramp	Henrico County	0.20	NA									NA			NA	
<u> </u>	To:	US 33	FROM RT	Г 295												
ast	From:	I-295	5-E TO RT	33												
295) Ramp	Henrico County	0.31	NA									NA			NA	
	To:	US 33	FROM RT	Г 295												
ast	From:		O NUCKO	OLS RD												
Ramp	Henrico County	0.22	NA									NA			NA	
	To:	43-7706	6 FROM R	T 295												
ast	From:	I-295-E TO NU			ST											
Ramp	Henrico County	0.47	2800	G								NA			2800	G
<u> </u>	To:	43-7706 FROM R		5 EASTS	OUTH											
Vest	From:		I-64 W													
95) Ramp From I-295 N (W) to I-64 W	Henrico County		11000	F	95%	1%	1%	1%	3%	0%	F	0.132	Α		13000	F
Vest	From:		I-295 N I-64													
Vest	Henrico County	1.79	25000	Α	95%	1%	1%	1%	3%	0%	F	0.127	Α		27000	Δ
Combined Traffic	Estimates for 2 Parallel Roadway			A	95%	1%	1%	1%	3%	0%	F	0.13	Α	0.510	55000	Δ
Somewhat Traine	randistriction	West I-295 is:				.,0	. 70	. 70	270	270	•	3.10		0.010	22000	,
	To:		luckols 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
Vest	From:	]	Nuckols Rd													
Vest 295	Henrico County	2.31	26000	Α	95%	1%	1%	1%	3%	0%	F	0.131	Α		29000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	52000	Α	95%	1%	1%	1%	3%	0%	F	0.126	Α	0.552	57000	Α
		West I-295 is	signed a	s Norti	ı I-295											
	To:	US 33	3 Staples Mi	ill Rd												
/est 295)	Henrico County	3.22	27000	Α	95%	1%	1%	1%	3%	0%	С	0.139	Α		29000	А
295)	Combined Traffic Estimates for 2 Parallel Roadways			A	95%	1%	1%	1%	3%	0%	С	0.139	A	0.532	59000	A
	Combined Trainic Estimates for 2 Faraller Roadways	West I-295 is				170	170	170	370	076	C	0.129	А	0.552	39000	^
					11230											
/est	From:	v	Voodman Ro	1												
95)	Henrico County	0.91	30000	Α	95%	1%	1%	1%	3%	0%	F	0.119	Α		33000	Α
	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	1%	1%	1%	3%	0%	F	NA			70000	G
		West I-295 is	signed a	s Norti	า 1-295											
1	To: From:	U	S 1 Brook R	d												
/est 195)	Henrico County	1.83	16000	Α	95%	1%	1%	1%	3%	0%	F	0.147	Α		17000	A
95)	Combined Traffic Estimates for 4 Parallel Roadways			A	3070	170	170	170	070	070	•	0.128	Α	0.547	75000	ļ
	Combined Traine Estimates for 41 drailer readways	West I-295 is			ı I-295							0.120	^	0.547	73000	,
	To		I-95													
/est	From:															
95)	Henrico County	0.29	47000	Α	91%	1%	1%	1%	7%	0%	F	0.099	Α		47000	Α
	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	7%	0%	F	NA			93000	P
	7	West I-295 is			ı I-295											
est	From:		ver County													
295)	Hanover County	1.55	47000	A	91%	1%	1%	1%	7%	0%	F	0.099	Α		47000	Α
.95)	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	7%	0%	F	NA			93000	Δ
		West I-295 is														
	To:		R 2 Chambe													
Vest 295	From:	•														
295)	Hanover County	2.46	49000	Α	91%	1%	1%	1%	7%	0%	F	0.107	Α		49000	А
	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	7%	0%	F	0.102	Α	0.537	97000	Δ
		West I-295 is	signed a	s Norti	า I-295											
/est	To: From:	42-627 Pole Gr	een Rd; Me	adowbri	lge Rd											
295)	Hanover County	1.72	46000	Α	91%	1%	1%	1%	7%	0%	С	0.11	Α		45000	А
-55)	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	1%	1%	1%	7%	0%	C	0.101	В	0.564	91000	F
		West I-295 is									-		-			-
	To:		Mechanicsvi													

#### 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
Vest	From:		Mechanicsv	ille Tpke												
295)	Hanover County	2.52	40000	Α	91%	1%	1%	1%	7%	0%	F	0.101	Α		38000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	7%	0%	F	0.104	Α	0.563	73000	Α
		West I-295 is	s signed a	as Nort	h I-295											
Mest	To: From:	42-6	15 Creighto	n Rd												
West 295	Hanover County	1.99	38000	G	91%	1%	1%	1%	7%	0%	F	NA			38000	G
293)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	77000	G	91%	1%	1%	1%	7%	0%	F	NA			76000	G
	,	West I-295 is		as Nort												
	То:		rico County													
West 295	From:		over County													
295	Henrico County	1.30	37000	Α	91%	1%	1%	1%	7%	0%	F	0.105	Α		35000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways			G	91%	1%	1%	1%	7%	0%	F	NA			73000	G
		West I-295 is	s signed a	as Nort	h I-295											
Meet	To: From:	SR 156	Airport Driv	ve North												
<u>Vest</u> 295)	Henrico County	1.10	31000	Α	91%	1%	1%	1%	7%	0%	F	0.113	Α		28000	Α
293)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		Α	91%	1%	1%	1%	7%	0%	F	0.109	Α	0.56	56000	Α
	· · · · · · · · · · · · · · · · · · ·	West I-295 is														
	To:	I-64; US 60 Will	amsburg Rd	l Collecto	or Rd End											
West	From:	•				00/	40/	407	4007	00/	_	0.400			44000	
295	Henrico County	2.18	11000	A	78%	0%	1%	1%	19%	0%	-	0.126	A	0.500	11000	A
	Combined Traffic Estimates for 2 Parallel Roadways			A	79%	1%	1%	1%	18%	0%	F	0.114	Α	0.563	21000	Α
		West I-295 is														
West	To: From:	I-64; US 60 Willia	ımsburg Rd	Collecto	r Rd Begin	1										
295)	Henrico County	2.21	19000	Α	78%	0%	1%	1%	19%	0%	F	0.114	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	37000	Α	79%	1%	1%	1%	18%	0%	F	0.106	Α	0.546	36000	Α
		West I-295 is	s signed a	as Nort	h I-295											
	To:	SR 895	Pocahontas	Parkway	,											
West	Henrico County	3.49	16000	Α.	78%	0%	1%	1%	19%	0%	_	0.115	Α		15000	Α
295	•			A	70% 79%	0% 1%		1%	18%	0%	F	0.115				A
	Combined Traffic Estimates for 2 Parallel Roadways	West I-295 is		A as Nort		1%	1%	1%	10%	0%	Г	0.105	Α		30000	А
	_				111-293											
West	To: From:	SR 5	New Mark	et Rd												
295)	Henrico County	3.89	16000	Α	78%	0%	1%	1%	19%	0%	F	0.115	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	32000	Α	79%	1%	1%	1%	18%	0%	F	0.105	Α	0.533	32000	Α
		West I-295 is	s signed a	as Nort	h I-295											
	То:	Chest	erfield Coun	ty Line												

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

-		Pilinary ar						Tru	ıck			K	a : -	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:		rico County													
295	Chesterfield County (Maint: 43)	2.64	16000	Α	78%	0%	1%	1%	19%	0%	F	0.115	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadways			Α	79%	1%	1%	1%	18%	0%	F	NA			32000	Α
		West I-295 is			h I-295											
West	To: From:	SR 10	Hundred Ro	ad East												
295)	Chesterfield County	2.11	16000	Α	78%	0%	1%	1%	19%	0%	F	0.114	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	31000	Α	79%	1%	1%	1%	18%	0%	F	NA			31000	Α
		West I-295 is	s signed a	s Norti	h I-295											
M	To:	N	CL Hopewe	:11												
West 295	City of Hopewell (Maint: 74)	3.30	16000	Α	78%	0%	1%	1%	19%	0%	F	0.114	Α		16000	Α
293)	Combined Traffic Estimates for 2 Parallel Roadways			A	79%	1%	1%	1%	18%	0%	F	0.104	Α		31000	Α
	Combined Frame Learnage for 2 Farance Readways	West I-295 is				170	170	170	1070	070	•	0.101	,,		01000	,,
	To:	SR 36 Oakla														
West	From:			•							_					_
295	Prince George County	7.38	11000	F	78%	0%	1%	1%	19%	0%	F -	0.13	A	0.540	10000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	79%	1%	1%	1%	18%	0%	F	0.079	Α	0.518	20000	F
		West I-295 is			11-295											
West	To: From:	US	460 County	Dr												
295)	Prince George County	1.75	9200	Α	78%	0%	1%	1%	19%	0%	С	0.138	Α		8300	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	18000	В	79%	1%	1%	1%	18%	0%	С	0.123	Α	0.539	16000	В
		West I-295 is	s signed a	s Norti	h I-295											
West	To: From:	Ramp from	n I-95 Soutl	n Exit 46	A											
295)	Prince George County	0.57	8500	Α	78%	0%	1%	1%	19%	0%	F	0.141	Α		7600	Α
255)	Combined Traffic Estimates for 2 Parallel Roadways			N	79%	1%	1%	1%	18%	0%	Ν	NA			15000	Ν
	То:		I-95 North													
West	From:	I-295-W	TORT 46	0 EAST												
295 Ramp	Prince George County	0.50	NA									NA			NA	
	To:	US 460 FR			IW											
West	From:		TO RT 46	) WEST												
295 Ramp	Prince George County	0.39 US 460 US 460-	NA E222D EDG	M DT 2	OS NOD							NA			NA	
	Earn				95 NUK											
West (295) Ramp	City of Hopewell (Maint: 74)	0.28	V TO RT 30	EAST								NA			NA	
295 Kamp	To:		OM RT 295	NORTH	W							INA			INA	
West	From:		V TO RT 36		•		<u>.</u> 									
(295) Ramp	City of Hopewell (Maint: 74)	0.12	NA	MESI								NA			NA	
250	To:	SR 36 SR 36-E		FROM	RT 29											
West	From:	I-29	95-W TO R	Γ 10												
(295) Ramp	Chesterfield County	0.34	NA									NA			NA	
	To:	SR 1	0 FROM R	Г 295												

6/30/2011

Route	Jurisdiction	Length AADT QA 4Tire	Bus	Tr	uck		QC	K QI	Oir	AAWDT	QW
West	From:	I-295-W TO RT 10	2Ax	de 3+Axle	11 rail	21 rail		Factor	Factor		
295 Ramp	Chesterfield County	0.29 <b>NA</b>						NA		NA	
293)	To:	SR 10 FROM RT 295									
West	From:	I-295-W TO RT 5									
295 Ramp	Henrico County	0.33 <b>NA</b>						NA		NA	
239	To:	SR 5 SR 05-W008B TO AND FROM RT									
West	From:	I-295-W TO RT 5									
295 Ramp	Henrico County	0.22 <b>NA</b>						NA		NA	
	To:	SR 5 SR 05-E008B TO RT 295	1								
West	From:	I-295-W028X TO RT 60 EAST									
295 Ramp	Henrico County	0.44 <b>2200 G</b> 91%	1% 1%	6 1%	7%	0%	F	NA		2200	G
	To:	US 60 FROM RT 295 WEST									
West	From:	I-295-W028X TO RT 60 WEST	_								
295 Ramp	Henrico County	0.23 <b>860 G</b> 91%	1% 1%	6 1%	7%	0%	F	NA		860	G
	To:	US 60 FROM RT 295 WEST									
West	From:	I-295-W028X TO I-64 EAST									
295 Ramp	Henrico County	0.38 <b>3600 G</b> 91%	1% 1%	6 1%	7%	0%	F	NA		3600	G
$\overline{}$	To:	I-64-E200X FROM RTS 295 WEST & 60									
West	From:	I-295-W028X TO I-64 WEST									
(295) Ramp	Henrico County	0.24 <b>3600 G</b> 91%	1% 19	6 1%	7%	0%	F	NA		3600	G
<u> </u>	To	I-64-W200X FROM RTS 295 WEST & 60									
West		I-295-W COLLECTOR ROAD TO RTS 60 & 295									
295 Ramp	Henrico County	0.33 <b>8100 G</b> 91%	1% 1%	6 1%	7%	0%	F	NA		8100	G
West	To- From:	I-295-W028A TO RT 60 EAST									
(295) Ramp	Henrico County	0.22 <b>NA</b>						NA		NA	
$\bigcirc$	To	US 60-E200B FROM RT 60 EAST									
West	From:										
295 Ramp	Henrico County	0.16 <b>NA</b>						NA		NA	
West	To: From:	I-295-W028B TO RT 60 WEST									
(295) Ramp	Henrico County	0.17 <b>NA</b>						NA		NA	
2300	To:	US 60-W200B FROM RT 60 WEST									
West	From:	US 60									
(295) Ramp	Henrico County	0.27 <b>10000 A</b>						0.122 A		11000	Α
West	From:	I-64 I-295-W028C TO RT 64 EAST									
295 Ramp	Henrico County	0.16 <b>NA</b>						NA		NA	
255			<del></del> 1					· 			
West	From:	I-64-E200B FROM RT 64 EAST							_		
295 Ramp	Henrico County	0.21 <b>NA</b>						NA		NA	
<u> </u>	Ta: From:	I-295-W028D TO RT 64 WEST									
West (295) Ramp	Henrico County	0.27 <b>NA</b>						NA		NA	
(290)	riornico county	I-64-W200B FROM RT 64 WEST						1 1/1			

		i ililiary and interstate routes		
Route	Jurisdiction		(JC; (JK	Dir AAWDT QW actor
West	From:	I-64-W200B FROM RT 64 WEST		
(295) Ramp	Henrico County	0.46 <b>NA</b>	NA	NA
$\overline{}$	То:	I-295-W COLLECTOR ROAD FROM RTS 295 & 6		
West	From:	I-295-W TO ROUTE 156 NORTH-AIRPORT DRIV		
West 295 Ramp	Henrico County	0.32 <b>NA</b>	NA	NA
	To:	SR 156 FROM ROUTE 295 WESTNORTH		
West	From	I-295-W TO ROUTE 156 SOUTH-AIRPORT DRIV		
(295) Ramp	Henrico County	0.26 <b>NA</b>	NA NA	NA
293)	To:	SR 156 FROM ROUTE 295 WESTNORTH		
West	From:	I-295-W TO RT 615	İ	
(295) Ramp	Hanover County	0.29 <b>NA</b>	NA	NA
295 (Kamp	To:	42-615 TO RT 295 RAMP-FR RT 295		INA
West 295 Ramp	From:	I-295-W TO RT 615		
295 Ramp	Hanover County	0.20 <b>NA</b>	NA	NA
	10:	42-615 FR RT 295		
West (295) Ramp	From:	I-295-W TO RT 360		
(295) Ramp	Hanover County	0.37 <b>NA</b>	NA	NA
$\overline{}$	То:	US 360 US 360-W147B TO AND FROM RT		
West	From:	I-295-W TO RT 360		
295 Ramp	Hanover County	0.24 <b>NA</b>	NA	NA
	To	US 360 FROM RT 295		
West	From:	I-295-W TO RT 627		
(295) Ramp	Hanover County	0.27 <b>NA</b>	NA	NA
(293)	To:	42-627; 42-627-W002B TO AND FROM RT		
	From	I-295-W TO RT 627		
West 295 Ramp	Hanover County	0.28 <b>NA</b>	I NA	NA
295 / Kamp	Tarlover County	42-627 FROM RT 295		INA
West (295) Ramp	From:	I-295-W TO RT 301 & 2OL		
(295) Ramp	Hanover County	0.38 <b>NA</b>	NA	NA
<u> </u>	To:	US 301 FROM RT 295		
West	From	I-295-W TO RT 301 & 2OL		
(295) Ramp	Hanover County	0.23 <b>NA</b>	NA	NA
	To:	US 301 FROM RT 295		
West	From:	I-295 West		
West (295) Ramp	Henrico County	1.53 <b>22000 A</b>	0.114 A	20000 A
	To:	I-95 North		
West	From:	I-295-W043X TO RT 95 SOUTH		
295 Ramp	Henrico County	0.17 <b>NA</b>	 NA	NA
293)	To:	I-95-S FROM RT 295 NORTHWEST	147	. */ `
	From:			
West (295) Ramp		I-295 W CD		N I A
295 Kamp	Henrico County	0.22 <b>NA</b>	NA NA	NA
~	10:	US 1 N, Brook Rd	J	

		Tilliary and interstate Modies					
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck S 2Axle 3+Axle 1Trail 2Trail	QC K C	Dir Factor	AAWDT	QW
West	From:	I-295 W CD					
295) Ramp	Henrico County	0.18 <b>NA</b>		NA		NA	
	To:	US 1 S, Brook Rd					
West	From:	I-295-W BEGIN COLLECTOR ROAD					
295) Ramp	Henrico County	0.10 <b>NA</b>		NA		NA	
West_	To: From:	I-95-N084B FROM RT 95 NORTH					
Ramp	Henrico County	0.15 <b>NA</b>		NA		NA	
	To- From:	I-295-W043B TO RT 95 SOUTH					
Vest 295) Ramp	Henrico County	0.11 <b>NA</b>		NA		NA	
	To- From:	I-95-S084B FROM RT 95 SOUTH					
<u>West</u> 295 Ramp	Henrico County	0.20 <b>19000 A</b>		0.116	А	20000	Α
	To- From:	I-295-W043C TO RT 1 NORTH					
Vest 295 Ramp	Henrico County	0.11 <b>NA</b>		NA		NA	
	To: From:	US 01-N101B FROM RT 1 NORTH					
Vest 295) Ramp	Henrico County	0.11 <b>NA</b>		NA		NA	
$\smile$	To:	I-295-W043D TO RT 1 SOUTH					
Vest 295) Ramp	Henrico County	0.13 <b>NA</b>		NA		NA	
	То:	US 01-S101B FROM RT 1 SOUTH					
Vest	From:	Ramp from US 1 South			_		
Ramp	Henrico County	0.23 <b>14000 A</b> I-295 West		0.129	А	15000	Α
	Francis						
Vest 295) Ramp	Henrico County	I-295-W TO WOODMAN ROAD  0.27 NA		NA		NA	
295 / Kamp	To:	43-7663 FROM RT 295		IVA		INA	
Voct	From:	I-295-W TO WOODMAN ROAD					_
Vest 295) Ramp	Henrico County	0.19 <b>NA</b>		NA		NA	
2937	To:	43-7663 FROM RT 295					
Vest	From:	I-295-W TO RT 33	i				
295 Ramp	Henrico County	0.28 <b>NA</b>		NA		NA	
	To	SR 156 TO RT 295					
Vest	From:	I-295-W TO RT 33					
295 Ramp	Henrico County	0.21 <b>NA</b>		NA		NA	
$\mathcal{L}$	To:	US 33 US 33-W125A TO AND FROM RT					
Vest	From	I-295-W TO NUCKOLS ROAD WEST					
Ramp	Henrico County	0.42 <b>5000 G</b>	<del></del>	NA		5000	G
$\smile$	То:	43-7706 FROM ROUTE 295 WESTNORTH	1				
West	From:	I-295-W TO NUCKOLS ROAD					
Vest 295)Ramp	Henrico County	0.25 <b>NA</b>		NA		NA	
$\smile$	To:	43-7706 FROM RT 295					

#### 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
Vest	From:	I-295 NB													
295) Ramp From I-295 N (W) to I-64 E	Henrico County	0.47 <b>13000</b>	F	95%	1%	1%	1%	3%	0%	F	0.107	F		14000	F
$\smile$	To:	I-64 EB													
	From:	SR 30, SR 33	3												
296 Kirby St	Town of West Point (Maint: 50)	0.22 <b>670</b>	F	97%	1%	1%	0%	1%	0%	С	0.114	F	0.638	690	
$\smile$	To:	50-1107; 50-1126, 1													
A Oak Oa	Town of Mont Deint (Maint 50)	50-1107 Kirby St; 5		070/	40/	40/	00/	40/	00/	_	0.4.44	_	0.000	050	
10th St	Town of West Point (Maint: 50)	0.17 <b>240</b> SR 298 Lee S	<u>F</u>	97%	1%	1%	0%	1%	0%	F	0.141	F	0.632	250	
			t												
Sub-Or	From:	Dead End		000/	40/		00/	00/	00/	_	0.050	_	0.544	00	
298)5th St	Town of West Point (Maint: 50)	0.24 80	F	98%	1%	1%	0%	0%	0%	F	0.258	F	0.544	80	
	From:	50-1109 Lee St; 50 50-1109; 50-1128,													
298)Lee St	Town of West Point (Maint: 50)	0.29 <b>1200</b>	F	98%	1%	1%	0%	0%	0%	С	0.101	F	0.6	1200	
	To:	SR 296, 10th S	St												
	From:	SR 296 10th S													
298 Lee St	Town of West Point (Maint: 50)	0.22 <b>1500</b>	F	98%	1%	1%	0%	0%	0%	F	0.098	F	0.573	1500	
<u> </u>	To:	SR 33 14th S	t												
	From:	US 15 James Madiso	on Hwy												
299) Madison Rd	Culpeper County	0.79 <b>4300</b>	G	96%	0%	1%	1%	1%	0%	С	0.091	F		4600	(
<u> </u>	To:	US 29; Bus US 29 South	of Culp	eper											
	From:	SR 13 Old Buckingh													
300 Courthouse Tavern Lane	Powhatan County	0.08 <b>490</b>	G	99%	0%	1%	0%	0%	0%	F	0.111	F	0.504	520	(
<u> </u>	To	72-1004 Tilman													
300)Tilman Rd	Powhatan County	72-1004; Courthouse T	avern L <b>N</b>	99%	0%	1%	0%	0%	0%	N	0.095	N	0.632	940	ı
300) Hillian Ku	Fownatan County	SR 13 Wye; Scottsv		99%	U70	170	0%	070	0%	IN	0.095	IN	0.032	940	'
	From:	SR 13 Wye, Scottsv													
300)Scottsville Rd	Powhatan County	0.54 880	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.632	940	(
	To:	US 60 James Ander	son Rd												
Nye .	From:	72-1001 Marion Harla	and Lan	e											
300)Tilman Rd	Powhatan County	0.04 480	G	99%	0%	1%	0%	0%	0%	С	0.109	F	0.544	510	(
300)	To:	SR 300 Scottsvill	e Rd												
	From:	North Carolina Stat	e Line												
301 Skippers Rd	Greensville County	4.74 1600	G	90%	1%	1%	1%	7%	0%	F	0.092	F	0.522	1700	(
	To	40 620 81-1	***												
301 Skippers Rd	Greensville County	40-629 Skippe 3.97 <b>2100</b>	rs G	90%	1%	1%	1%	7%	0%	С	0.097	F		2300	(
301) Outbbels I/a	Greensville County			30 70	1 /0	1 /0	1 /0	1 /0	0 /0	C	0.031	'		2500	•
Olima and D.I.	To- From:	40-689 South of Er	•	0001	401		401	70.1	001	_	0.000			5000	
Skippers Rd	Greensville County	0.39 <b>4900</b>	G	90%	1%	1%	1%	7%	0%	F	0.093	F		5200	(
~	To- From:	SCL Emporia	ì												
301 South Main St	City of Emporia	0.45 <b>6200</b>	G	95%	1%	1%	0%	3%	0%	С	0.092	F		6800	(
~	To:	Low Ground R	d												

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

Dir	Dir		K			ıck	Tru						Pilitary ar		
AAWDT	Factor	QK	Factor	QC			3+Axle		Bus	4Tire	QA	AADT	Length	Jurisdiction	Route
					•		•				d	w Ground R	Lo	From:	
11000		F	0.088	F	0%	3%	0%	1%	1%	95%	G	10000	0.24	City of Emporia	301 South Main St
												Jefferson St		To: From:	
11000		F	0.089	F	0%	3%	0%	1%	1%	95%	G	10000	0.36	City of Emporia	301 South Main St
								_			e	unswick Av	B:	To: From:	<u> </u>
17000		F	0.080	С	0%	1%	0%	1%	1%	97%	G	15000	0.49	City of Emporia	301 South Main St
								_				Valley St		To: From:	<u> </u>
16000		F	0.081	F	0%	1%	0%	1%	1%	97%	G	14000	0.20	City of Emporia	301 South Main St
								$\neg$ —				Atlantic Ave		To: From:	<u> </u>
11000			NA	F	0%	1%	0%	1%	1%	97%	G	11000	0.74	City of Emporia	301 North Main St
												US 58		To:	<u> </u>
9400			NA	F	0%	2%	1%	1%	0%	96%	G	8700	0.34	City of Emporia	301 North Main St
								_				Halifax St		To	<u> </u>
11000			NA	F	0%	2%	1%	1%	0%	96%	G	9800	0.16	City of Emporia	301 North Main St
								_			1	CL Emporia		To-	<u> </u>
6400		F	0.090	С	0%	2%	1%	1%	0%	96%	G	5900	1.53	Greensville County	301
												40-614		To:	
4400			NA	F	0%	2%	1%	1%	0%	96%	G	4100	2.77	Greensville County	301
												ex County L		To	<u> </u>
3700		F	0.107	F	0%	2%	1%	1%	0%	96%	Line <b>G</b>	ville County  3400	Greens 3.69	Sussex County	301 Blue Star Hwy
3700		•	0.107	'	070	270	170	170	070	3070				oussex county	301 Blue Star Tiwy
0.573 1100	0.573	F	0.097	С	0%	2%	1%	1%	1%	95%	G	R 139 Jarratt <b>980</b>	4.00	Sussex County	301 Blue Star Hwy
7.57 5 1100	0.575	'	0.037	C	076	270	1 /0	1 70	1 /0	9576			4.00	Sussex County	301 Blue Star Tiwy
0.656 840	0.656	F	0.104	F	0%	2%	1%	1%	1%	95%	G	91-645 <b>790</b>	3.93	Sussex County	301 Blue Star Hwy
7.030 840	0.000	-	0.104	Г	076	Z/0	1 /0	1 /0	1 /0	95 /6				Sussex County	301 Blue Star Flwy
0.647 980	0.647	F	0.095	F	0%	2%	1%	1%	1%	95%	G	91-734 <b>920</b>	2.77	Sussex County	301 Blue Star Hwy
7.047 960	0.047	г	0.095	Г	0%	<b>2</b> 70	170	170	170	95%	G		2.11	Sussex County	301 Blue Stal Hwy
												SR 40		Tro From:	Bus
2500		F	0.083	С	0%	2%	4%	2%	0%	93%	G	2300	0.02	Sussex County	301 40 Blue Star Hwy
											ek	L Stony Cree	SC	To: From:	Bus
2500		N	0.083	Ν	0%	2%	4%	2%	0%	93%	N	2300	nint: 91) 0.22	Town of Stony Creek (Maint: 91	(301) (40)
												BUS SR 40	-	Too	
0.518 1800	0.518	F	0.095	F	0%	10%	2%	2%	0%	86%	G	1700	3.52	Sussex County	301 Blue Star Hwy
											-	George Coun		To:	<u> </u>
	0.040	_	0.005	_	001	400/	007		001	000/		ex County L		From:	Creates Del
0.649 960	0.649	F	0.095	С	0%	10%	2%	2%	0%	86%	G	900	<u> </u>	Prince George County	301 Crater Rd
. 700	0.700		0.00=	_	001	4601			001	0000	_	74-623 Rowa		Too From:	~~~
0.730 1400	0.730	F	0.085	F	0%	10%	2%	2%	0%	86%			<u> </u>	Prince George County	301 Crater Rd
).730	0.730	F	0.085	F	0%	10%	2%	2%	0%	86%	Ğ	74-623 Rowa <b>1400</b> 55 Courtland	ty 3.86	Prince George County	(301) Crater Rd

6/30/2011

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

			nd Interstate R				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Tire	e Bus	5	3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	<< In	valid Overlap >>												
301 35 Courtland Rd	Prince George Co	ounty 0.72	870 G	80%	1%	1%	2%	17%	0%	F	0.077	F	0.577	930	G
~~	To:		valid Overlap >>												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		35 Courtland Rd	000/			407	00/	00/	_	0.004	_	0.500	4000	_
301 156 Prince George Dr	Prince George Co	ounty 0.17	1800 G	92%	3%	2%	1%	3%	0%	F	0.084	F	0.568	1900	C
	Ta: From:		6 Prince George D												
301 Crater Rd	Prince George Co	ounty 4.24	1700 G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.723	1800	(
	To. From:		I-95												
301 Crater Rd	Prince George Co	ounty 2.25	6300 G	99%	0%	0%	0%	0%	0%	С	0.098	F		6700	(
<i>~</i>	To:	SC	CL Petersburg			<u> </u>									
301 Crater Rd	City of Petersbu		8600 G	99%	0%	0%	0%	0%	0%	F	0.096	F		9400	(
501)	Tool		D: D1												
301 Crater Rd	From: City of Petersbu	ura 0.90	9800 G	99%	0%	0%	0%	0%	0%	С	0.091	F		11000	(
301 Clater Ru	City of Felerable	uig 0.90	9600 G	9970	0 /0	076	0 /0	070	0 /6	C	0.091	-		11000	•
~~	To: From:		Wagner Rd												
301 Crater Rd	City of Petersbu	urg 0.43	21000 G	99%	0%	0%	0%	0%	0%	F	NA			23000	(
<del>~</del>	To: From:		Flank Rd												
301 Crater Rd	City of Petersbu	urg 0.87	22000 G	99%	0%	0%	0%	0%	0%	F	0.084	F		24000	(
~ <i>_</i>	To:	ALT U	S 301 Sycamore	St		$\neg$ $\vdash$									
301 Crater Rd	City of Petersbu		16000 G		0%	1%	0%	0%	0%	С	0.088	F		17000	(
\$	To		South Blvd												
301 Crater Rd	From: City of Petersbu		22000 G	98%	0%	1%	0%	0%	0%	F	0.084	F		24000	(
301) Grater Na	Only of 1 dicross			307	, 070	170	070	070	070	•	0.004	•		24000	`
Bus	To: From:	I-9	5, Bus US 460												
301 (460) Crater Rd	City of Petersburg (M	Maint: 26) 0.09	11000 N	97%	1%	1%	0%	0%	0%	Ν	0.087	Ν		12000	1
<b>~</b>	To:	,	S 460 Par, Winfie												
Bus	From:		ce Jurisdiction Ch		40/	40/	00/	00/	00/	_	0.007	_		40000	,
301 460 Crater Rd	City of Petersbu	urg 0.98	11000 G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	(
Bus	To: From:	SR 36, B	sus US 460 Wythe	St											
301 (4 ₆ 0) Crater Rd	City of Petersbu	urg 0.10	7800 G	97%	1%	1%	0%	0%	0%	F	0.087	F		8500	(
55.)(.\$6)	To:		US 460 Par, Was	himatan Ct											
301 (36) Crater Rd	From:∟ City of Petersbu		3900 G		1%	1%	0%	0%	0%	F	NA			4200	(
301 Crater Rd	ony of 1 dicross			0.70	, 170		070	070	070	•				1200	
Crotor Dd	From:		301 Par, Bank St 3700 G	000/	0%	10/	00/	00/	00/	F	0.115	F	0.020	4000	,
301 (36) Crater Rd	City of Petersbu	3					0%	0%	0%	•	0.115	۲	0.839	4000	(
-	Combined Traffic Estimates for 2 Parallel I		7700 G	97%	1%	1%	1%	1%	0%	F	NA			8300	(
	From:	В	Crater Rd												
301 36 Bollingbrook St	City of Petersbu	urg 0.23	4200 G	98%	0%	1%	0%	0%	0%	С	0.116	F		4600	(
301)	Combined Traffic Estimates for 2 Parallel I	-	6300 G				0%	1%	0%	С	NA	٠		6800	Ċ
	To:		5th St	0070	. 070		3,0	. 70	J / U	-				2000	

#### 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:	0.45	5th St	_	200/	201	40/	00/	007	00/	_	0.400	_	0.700	1000	_
301 36 Bollingbrook St	City of Petersburg	0.15	4400	G	98%	0%	1%	0%	0%	0%	-	0.108	F	0.786	4800	G
	ombined Traffic Estimates for 2 Parallel Roa	adways on this Route:	<b>6100</b> 3rd St	G	98%	0%	1%	0%	1%	0%	F	NA			6700	G
ALT	From:	US 1. A	ALT US 30:	1 3rd St												
(301) $(301)$ $(36)$ Bollingbrook	St City of Petersburg	0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	G
	To:	US	S 1 Par, 2nd	St												
~~ ~~	From:		NRT 1													
301 } { 1 } 2nd St	City of Petersburg	0.35	13000	G	99%	0%	0%	0%	0%	0%	F	NA			14000	G
~	To:		Colonial He													
Boulevard	City of Colonial Height		CL Petersbu 12000	ırg <b>G</b>	99%	0%	0%	0%	0%	0%	F	NA			13000	G
Boulevard	City of Colonial Height	115 0.55	12000	<u> </u>	99%	0%	0%	076	0%	0%	Г	INA			13000	G
~~-	To: From:		Dupuy Ave								_					_
301 ) (1) Boulevard	City of Colonial Height		25000	G	99%	0%	0%	0%	0%	0%	F	NA			26000	G
<del>~</del> ~	To: From:		ynchburg Av Vestover Av													
BO1 1 Boulevard	City of Colonial Height		23000	Α	99%	0%	0%	0%	0%	0%	С	0.101	Α	0.506	25000	Α
Boulevard	City of Colonial Floight				0070	070	<u> </u>	070	070	070	Ü	0.101	,,	0.000	20000	,
~~-	To: From:		nders Bridge								_					
BO1 1 Boulevard	City of Colonial Height	ts 0.26	25000	G	99%	0%	0%	0%	0%	0%	F	NA			26000	G
	To: From:	F	Temple Ave	2												
301 (1) (144) Boulevard	City of Colonial Height	ts 0.74	23000	G	99%	0%	0%	0%	0%	0%	F	NA			24000	G
$\sim$	To:	L	akeview Av	ve			<b>—</b> —									
Boulevard	City of Colonial Height		21000	G	99%	0%	0%	0%	0%	0%	F	NA			23000	G
	To:	т	711 11 A	_												
301 1 144 Boulevard	From: City of Colonial Height		Ellerslie Av 26000	G G	99%	0%	0%	0%	0%	0%	F	NA			27000	G
301 1 144 Boulevard	City of Colonial Height				3376	070	<u> </u>	070	070	076	•	INA			27000	
~~~	To: From:		herwood Av													
Boulevard	City of Colonial Height	ts 0.62	26000	G	99%	0%	0%	0%	0%	0%	F	NA			28000	G
<del>*</del>	To: From:	NCL	Colonial H	eights												
301) (1) (144) Jefferson Davis H	vy Chesterfield County	0.22	23000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.515	25000	G
	To-	SR 14	4 Harrowga	ate Rd												
301 1 Jefferson Davis Hwy	Chesterfield County		18000	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.566	19000	G
,	To						<del></del> i									
301 1 Jefferson Davis Hwy	Chesterfield County		) Woods Ed 16000	ige Rd G	98%	0%	1%	0%	0%	0%	F	NA			18000	G
301 1 Jefferson Davis Hwy	Chesterned County				90%	0%	1 70	076	0%	0%	Г	INA			10000	
~~~	Ta: From:		9 Нарру Н													
301) (1) Jefferson Davis Hwy	Chesterfield County	2.44	16000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.563	17000	G
<del>~ ~</del>	To- From	20-618 Old	Bermuda I	Hundred	Rd											
301 1 Jefferson Davis Hwy	Chesterfield County	0.90	21000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.535	23000	G
	То:	CD 10	West Hund	lred Rd												
~~~	From: Chesterfield County		23000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.615	25000	G
301 \																

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	r QV
~~~~	From:	SR 288		200/	407	40/	407	407	00/	_	0.000	_	0.500	40000	_
301 1 Jefferson Davis Hwy	Chesterfield County	2.26 <b>18000</b>	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.583	19000	G
~~~	To: From:	SR 145 Cheste													
301) (1) Jefferson Davis Hwy	Chesterfield County	2.41 <b>22000</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>21000</b>	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.599	22000	G
~ ~	To: From:	SCL Richmo													
301 (1) Jefferson Davis Hwy	City of Richmond	2.13 <b>19000</b>	G	96%	1%	1%	1%	2%	0%	F	0.083	F	0.606	21000	G
<del>~</del> <del>~</del>	To: From:	Bellmeade I	Rd			$\Box$ $\vdash$									
301 (1) Jefferson Davis Hwy	City of Richmond	0.86 <b>14000</b>	Α	96%	1%	1%	1%	2%	0%	С	0.099	Α	0.517	15000	Δ
~~	To:	Hopkins R	d			$\neg$ $\vdash$									
301 (1) Jefferson Davis Hwy	City of Richmond	1.01 19000	G	96%	1%	1%	1%	2%	0%	F	0.081	F	0.523	20000	G
	To	US 360 Hull	St												
001 (1) Cowardin Ave	City of Richmond	0.39 <b>20000</b>	G	96%	1%	1%	1%	2%	0%	F	0.089	F	0.606	22000	G
	To:														
Lee Bridge	City of Richmond	0.76 <b>33000</b>	G G	95%	1%	2%	1%	1%	0%	F	0.094	F	0.591	37000	(
Lee Bridge	Oity of Monitoria			3370	1 /0	270	1 /0	170	070		0.054	· ·	0.001	37000	
Pakidasa Ct	City of Dish paged	2nd St		050/	40/	20/	40/	40/	00/		0.007		0.500	20000	_
Belvidere St	City of Richmond	0.92 <b>27000</b>	G	95%	1%	2%	1%	1%	0%	F	0.087	F	0.568	30000	G
~~~	To: From:	Franklin S													
01)(1)Belvidere St	City of Richmond	0.15 <b>32000</b>	G	95%	1%	2%	1%	1%	0%	F	0.081	F	0.525	37000	G
~ ~	To: From:	US 250 Broad	d St												
01 (1) Belvidere St	City of Richmond	0.40 <b>30000</b>	G	95%	1%	2%	1%	1%	0%	F	0.087	F	0.605	34000	C
<del></del>	To:	Chamberlayne				_									
301 1 Chamberlayne Ave	City of Richmond	1.02 <b>23000</b>	G	95%	1%	2%	1%	1%	0%	С	0.082	F	0.628	26000	G
Chamberlayne Ave	only of Merimona			3370	170	270	1 /0	170	070	O	0.002	· ·	0.020	20000	
Observation Association	To: From:	Edge Hill R		070/	40/		00/	407	00/		0.004		0.004	0.4000	
On Chamberlayne Ave	City of Richmond	0.31 <b>21000</b>	G	97%	1%	1%	0%	1%	0%	С	0.084	F	0.624	24000	G
~~~	To: From:	Brookland Park													
(1) Chamberlayne Ave	City of Richmond	0.86 <b>16000</b>	G	96%	1%	1%	0%	1%	0%	С	0.086	F	0.638	18000	G
<del>~</del> <del>~</del>	Ta: From:	Laburnum A	ve												
On Chamberlayne Ave	City of Richmond	0.26 <b>14000</b>	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.657	16000	G
$\rightarrow$	Too	Claremont A	ve			_									
01) (1) Chamberlayne Ave	City of Richmond	0.94 <b>16000</b>	G	97%	1%	1%	0%	1%	0%	С	0.087	F	0.586	18000	G
	To	Azalea Av	a.			<u> </u>									
001 Chamberlayne Ave	City of Richmond	0.04 <b>14000</b>	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.525	16000	G
2) 5.1.3.1.3.1.3.1.3	T. T.					. , ,	3 70	. 70	- / 0	•	5.500	•	0.020	. 5000	
301 2 Chamberlayne Ave	Honeica County	NCL Richmo	ond <b>F</b>	000/	0%	10/	00/	10/	00/		0.005	F	0.550	15000	
301 ( 2 ) Chamberlayne Ave	Henrico County	0.55 <b>14000</b>	г	98%	U%	1%	0%	1%	0%	С	0.095	Г	0.552	15000	F

#### 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
301 2 Chamberlayne Ave NB	Henrico County	0.90	I-95 <b>17000</b>	G	98%	0%	1%	0%	1%	0%	F	0.117	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	0%	1%	0%	1%	0%	F	NA	•		27000	G
	To		Upham Dr													
301 2 Chamberlayne Ave	Henrico County	1.57	16000	F	98%	0%	1%	0%	1%	0%	С	0.111	F	0.663	17000	F
	То		Parham Rd													
On Chamberlayne Ave	Henrico County	0.17	26000	F	98%	0%	1%	0%	1%	0%	F	0.101	F	0.65	28000	F
	To:	Hano	ver County l	Line												
~~ ( )	From:		co County I		2221						_		_			
01 Chamberlayne Rd	Hanover County	0.40	29000	G	98%	0%	1%	0%	1%	0%	F	0.111	F		31000	(
~	To: From:		I-295													
01 Chamberlayne Rd	Hanover County	1.87	28000	G	97%	1%	1%	1%	1%	0%	С	NA			30000	(
	To: From:	42-640	Shady Grov	ve Rd												
301 ( 2 ) Chamberlayne Rd	Hanover County	1.30	15000	G	97%	1%	1%	1%	1%	0%	F	0.11	F		16000	(
<del>&gt; 0</del>	To: From:	42-6	43 Ashcake	Rd												
01 2 Chamberlayne Rd	Hanover County	1.27	9400	G	97%	1%	1%	1%	1%	0%	F	0.113	F		10000	(
<i></i>	To: From:	42-653	Whippoorw	vill Rd												
01 2 Hanover Courthouse Rd	Hanover County	2.58	7100	G	97%	0%	1%	1%	1%	0%	F	0.106	F		7600	(
	To:	42-651	Georgetow	vn Rd												
$\widetilde{01}$ $2$ Hanover Courthouse Rd	Hanover County	2.94	7300	G	97%	0%	1%	1%	1%	0%	С	0.097	F		7800	(
$\bigcirc$	То	SR 54	Patrick Hen	rv Rd												
01 2 Hanover Courthouse Rd	Hanover County	1.64	4500	G	97%	0%	1%	1%	1%	0%	F	0.1	F		4800	(
	То:	Carol	ine County l	Line												
~~~	From:		ver County l													
01 2 Richmond Tpke	Caroline County	3.16	4500	F	97%	0%	1%	1%	1%	0%	F	0.098	F	0.633	4600	ا
<del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del>	To: From:	SR 30	Dawn Boul	evard												
01 ( 2 ) Richmond Tpke	Caroline County	4.44	3400	F	90%	1%	1%	2%	5%	0%	F	0.093	F	0.536	3500	ı
<del>~ ~</del>	To: From:	16-647	Doggetts Fo	ork Rd												
01 2 Richmond Tpke	Caroline County	7.50	2800	F	90%	1%	1%	2%	5%	0%	С	0.093	F	0.502	2900	F
$\sim$	To: From:	16-721	Near De Ja	rnette												
Richmond Tpke	Caroline County	2.46	5800	F	90%	1%	1%	2%	5%	0%	F	0.088	F	0.587	5900	ı
$\bigcirc$	Ta	SCI.	Bowling Gr	reen												
Richmond Tpke	Town of Bowling Green (Maint: 16		5800	N	90%	1%	1%	2%	5%	0%	Ν	0.088	Ν	0.587	5900	1
	To		JS 301 Mair	n Ct			—									
Richmond Tpke	Town of Bowling Green (Maint: 16		5800	N N	90%	1%	1%	2%	5%	0%	N	0.088	N	0.587	5900	1
,	To:	, 3.20				.,,		_,,	0,0	0,0	• •	5.000	• •	3.00.	5555	•
Richmond Tpke	Town of Bowling Green (Maint: 16	) 1.03	SR 207 <b>9800</b>	F	92%	1%	1%	1%	6%	0%	F	0.085	F	0.562	9300	
SO1 Tricimona Take	Town or bowning Green (Maint. 16	<u></u>				170	1 70	1 /0	0/0	U 70	r	0.065	1-	0.002	9300	Г
01 A P Hill Blvd	To:	Bus US 301, B				407		401	001	001		0.00		0.507	40000	
A LA P HIII KIVA	Town of Bowling Green (Maint: 16	0.98	11000	F	92%	1%	1%	1%	6%	0%	F	0.09	F	0.597	10000	F

6/30/2011

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

5 .		1 0			4.7.	_		Tru	ıck			K	617	Dir		61.5
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	16-60	8 Lakewood R	Rd												
301 A P Hill Blvd	Caroline County	9.90	8400	F	92%	1%	1%	1%	6%	0%	F	0.082	F	0.548	8000	F
	To- From:	US 17	Tidewater Tra	ail												
301 A P Hill Blvd	Caroline County	0.39	12000	F	92%	1%	1%	1%	6%	0%	F	0.091	F	0.582	12000	F
<u> </u>	To:	SC	L Port Royal				$\neg$ $\vdash$									
301 A P Hill Blvd	Town of Port Royal (Maint: 16)	0.47		N	92%	1%	1%	1%	6%	0%	Ν	0.091	Ν	0.582	12000	Ν
	To	NC	L Port Royal													
301 A P Hill Blvd	Caroline County	0.29		N	92%	1%	1%	1%	6%	0%	N	0.091	Ν	0.582	12000	N
301) 2	То:		eorge County I		0270	.,,		.,0	0,0	0,0	•	0.00		0.002	000	
	From:		ne County Lir													
301 James Madison Pkwy	King George County	3.05	12000	F	92%	1%	1%	1%	6%	0%	F	0.094	F	0.651	11000	F
<u> </u>	To:	48-6	523 Jersey Rd													
301 James Madison Pkwy	King George County			F	92%	1%	1%	1%	6%	0%	F	0.091	F	0.643	10000	F
	To:	CD	3 Kings Hwy													
301 James Madison Pkwy	King George County	1.91		F	92%	1%	1%	1%	6%	0%	F	0.09	F	0.657	11000	F
301) Garries Madisori i Kwy	rang deerge county				02 / O	170		170	070	070	•	0.00	•	0.007	11000	•
Lauren Madiana Diana	From:		205 Ridge Rd		000/	40/	40/	40/	<b>C</b> 0/	00/		0.404	^	0.500	4.4000	^
301 James Madison Pkwy	King George County	5.91	15000	Α	92%	1%	1%	1%	6%	0%	С	0.131	Α	0.566	14000	Α
~~~	To: From:		18 Windsor D													
301 James Madison Pkwy	King George County	0.56	19000	F	92%	1%	1%	1%	6%	0%	F	0.097	F	0.721	18000	F
<u> </u>	To	SR 20	06 Dahlgren R	Rd			<u> </u>									
301 James Madison Pkwy	King George County	3.58	23000	F	92%	1%	1%	1%	6%	0%	F	0.09	F	0.730	22000	F
	To	Mary	land State Lin	ne												
	From:	US 301; 40-689	FROM RT 30	01 TO	RT 95											
301 Ramp	Greensville County	0.23	NA									NA			NA	
	То:	I-95-N	FROM RT 3	01												
	From:	JB-40	FROM RT 30	01												
301 Ramp	Greensville County	0.53	NA									NA			NA	
	То:	I-95-S	FROM RT 30	01												
	From:	US 301 I-9	95-N017A TO	RT 95	5											
301 Ramp	Sussex County	0.23	NA									NA			NA	
	To:	I-95-N	FROM RT 3	01												
	From:	US 301 I-95-S0	17A TO AND	) FRO	M 95											
301 Ramp	Sussex County	0.25	NA									NA			NA	
301)	To:	I-95-S	FROM RT 30	01												
	From:	US 3	301 TO RT 95	5												
301 Ramp	Prince George County	0.14	NA									NA			NA	
	To:		FROM RT 30	01												
	From:		301 TO RT 95				i									
301 Ramp	Prince George County	0.17	NA	,								NA			NA	
301)	To:		FROM RT 3	01			$\overline{}$								. •• •	

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

			iary and inters	idio i tot										
Route	Jurisdictio	n Le	ength <b>AADT</b>		4Tire	Ruc	Truck- +Axle 1T		ററ	K Factor	ΩK	Dir actor	AAWDT	QW
301 Ramp	Prince George (	County (	US 301 TO R D.15 <b>NA</b> I-95-S FR RT							NA			NA	
301 Ramp	City of Petersburg (	(Maint: 74) (	US 301 TO RT 95 0.19 <b>NA</b> 5-N050X FROM		01					NA			NA	
North 301 Ramp	City of Petersburg (	(Maint: 74)	23-9012 GRAHA D.10 <b>NA</b> 50X FROM ROU							NA			NA	
North 301 Ramp	From: Henrico Cou To:		US 301 Chamberl 0.03 NA I-95 Nort							NA			NA	
North 301 Ramp	From: Henrico Cou To:	inty (	O RT 95 SOUTH D.10 <b>NA</b> 301-P FROM RT	I VIA 301						NA			NA	
North 301 Ramp	From: Hanover Cou To:	,	US 301 TO R 0.44 NA ; 42-627-E002A F		301 &					NA			NA	
North 301 Ramp	From Hanover Cou		US 301 TO R' D.25 NA -295-W FR RT 3							NA			NA	
South Bus 301 460 Ramp US 301 S to I-	95 S at Exit ??? City of Petersburg (		US 301 Crate 0.20 <b>NA</b> I-95, US 4	er Rd						NA			NA	
South 301 Ramp	From: Hanover Cou		US 301 TO R' D.26 NA -295-E FROM R'							NA			NA	
South 301 Ramp	From: Hanover Cou		US 301 TO R 0.40 <b>NA</b> -295-W FR RT 3							NA			NA	
391 36 Bank St	City of Peters Combined Traffic Estimates for 2 Paralle	· ·	US 301 Crate 0.24 <b>2100</b> Route: <b>6300</b>	er St G G	96% 98%	1% 0%		% 0% % 0%		0.102 NA	F		2300 6800	G G
391 36 Bank St	City of Peters Combined Traffic Estimates for 2 Paralle	•		G G	96% 98%	1% 0%		% 0% % 0%		0.105 NA	F		1900 6700	G G
301 (301) (36) Bank St	City of Peters Combined Traffic Estimates for 2 Paralle	-	3rd St 0.09 <b>1600</b> Route: <b>6300</b> ALT US 301 Par	G G	96% 98%	1% 0%		% 0% % 0%	F F	0.100 NA	F		1800 6800	G G

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

301 Ramp  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  Combined Train	Jurisdiction  From:  Henrico County  ffic Estimates for 2 Parallel Roadwa  To  From:  Henrico County  To  From:  Henrico County  To:  City of Petersburg  City of Petersburg  City of Petersburg  City of Petersburg	Ramp 0.90 ays on this Route:  0.19  2US 301- 0.16 1-95-N FR  US 0.30	Upham Dr 2US 301-P NA 1-95 South P TO RT 95 NA OM RT 30 301 Crater 7600 South Blvd	North F G S NORTH		0% 0%	2Axle	Tru 3+Axle 0% 0%			F F	0.132 NA NA	F F	Factor	9000 27000 NA	F G
Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Training Combined Tra	ffic Estimates for 2 Parallel Roadwa  To:  From  Henrico County  To:  From:  Henrico County  To:  From:  City of Petersburg  City of Petersburg  From:  City of Petersburg	0.90 ays on this Route:  0.19  2US 301- 0.16  1-95-N FR  US 0.30	8500 25000 Upham Dr 2US 301-P NA I-95 South P TO RT 95 NA OM RT 30 301 Crater 7600 South Blvd	F G 5 NORTI	98% H	0%	1%				F	NA NA	F		27000 NA	•
Combined Train  301 Ramp  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  Combined Train	ffic Estimates for 2 Parallel Roadwa  To:  From  Henrico County  To:  From:  Henrico County  To:  From:  City of Petersburg  City of Petersburg  From:  City of Petersburg	2US 301- 0.19 2US 301- 0.16 I-95-N FR US 0.30	25000 Upham Dr 2US 301-P NA I-95 South P TO RT 95 NA OM RT 30 301 Crater 7600 South Blvd	G 5 NORTH	98% H	0%	1%				F	NA NA	F		27000 NA	•
391 Ramp  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  Combined Train	From: Henrico County To: From: Henrico County To: From: City of Petersburg  City of Petersburg  City of Petersburg	0.19  2US 301- 0.16  I-95-N FR  US 0.30  0.95	Upham Dr 2US 301-P NA 1-95 South P TO RT 95 NA OM RT 30 301 Crater 7600 South Blvd	5 NORTI 1 SOUT	Н			0%	1%	0%	F	NA			NA	G
ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  Combined Train	Henrico County To: From: City of Petersburg From: City of Petersburg From: City of Petersburg	0.19  2US 30I- 0.16  I-95-N FR  US 0.30	2US 301-P NA 1-95 South P TO RT 95 NA OM RT 30 301 Crater 7600 South Blvd	1 SOUT	Н	0%										<u> </u>
ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  Combined Train	Henrico County To: From: City of Petersburg From: City of Petersburg From: City of Petersburg	0.19  2US 301- 0.16  I-95-N FR  US  0.30  0.95	NA I-95 South P TO RT 95 NA OM RT 30 301 Crater 7600 South Blvd	1 SOUT	Н	0%										
ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  Combined Train	Henrico County To: From: City of Petersburg From: City of Petersburg From: City of Petersburg	2US 301- 0.16 I-95-N FR US 0.30	I-95 South P TO RT 95 NA OM RT 30 301 Crater 7600 South Blvd 5000	1 SOUT	Н	0%										<del></del>
ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  Combined Traf	City of Petersburg  City of Petersburg  City of Petersburg  City of Petersburg	2US 301- 0.16 I-95-N FR US 0.30	P TO RT 95  NA  OM RT 30  301 Crater  7600  South Blvd	1 SOUT	Н	0%						NA			NA	
ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  Combined Traf	City of Petersburg  City of Petersburg  City of Petersburg  City of Petersburg	0.16 I-95-N FR US 0.30	NA 301 Crater 7600 South Blvd	1 SOUT	Н	0%						NA			NA	
ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  Combined Traf	City of Petersburg  City of Petersburg  City of Petersburg  City of Petersburg	I-95-N FR US 0.30 0.95	301 Crater 7600 South Blvd 5000	Rd		0%										
ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  Combined Traf	City of Petersburg	0.30	7600 South Blvd 5000		99%	0%										
ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  Combined Traf	City of Petersburg	0.30	7600 South Blvd 5000		99%	0%										
ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  Combined Traf	- To- From	0.95	5000				0%	0%	0%	0%	F	NA			8200	G
ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  Combined Train	- To- From	0.95	5000													
ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) Sycamore St  ALT 301) T  ALT Combined Traf	- To- From			_	000/	00/		00/	007	00/	_	0.004	_		F.400	_
ALT 301 Sycamore St  ALT 301 Sycamore St  ALT Bus Combined Traf	City of Petersburg		M (1 D1 1	G	99%	0%	0%	0%	0%	0%	С	0.084	F		5400	G
ALT 301 Sycamore St  ALT 301 Sycamore St  ALT 301 Sycamore St  ALT Bus Combined Train	City of Petersburg		North Blvd													
ALT Bus Wythe St Combined Traf		0.42	7300	G	99%	0%	0%	0%	0%	0%	F	0.075	F		7900	G
ALT Bus Wythe St Combined Traf	To:		Graham Rd													
ALT Bus 36 Wythe St Combined Traf	City of Petersburg	0.56	9500	G	99%	0%	0%	0%	0%	0%	F	0.078	F		10000	G
(301) (1) (460) (36) Wythe St Combined Traf	To:		S 1 Wythe S		3370	070		070	070	070		0.070	'		10000	O
Combined Trail	From:	<u> </u>	US 1													
	City of Petersburg	0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
	ffic Estimates for 2 Paralle <u>l Roadwa</u>			G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
	To:		S 460 Jeffer													
ALT Jefferson St	City of Petersburg	0.09	JS 460 Wyt <b>3900</b>	ne St	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4200	G
301 1 Jefferson St	City of Fetersburg					1 70	1 70	1 /0	1 /0	076	'	0.002	'	0.007	4200	G
ALT	From:	Bus US 46	60 Par, Was	hington S	St											
(301) (1) Jefferson St	City of Petersburg	0.26	790	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	G
ALT	To- From:		Henry St													
301 1 3rd St	City of Petersburg	0.05	320	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	G
(301) (1) 314 31	To.		301 Par, Bar		0070	.,,	-,,,	. , 0	.,,	0,0	•	01110	•	0.0.0	000	
ALT	From:															
(301)(1) 3rd St	City of Petersburg	0.05	400	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	G
ALT	To: From:		1 Bollingbr ALT US 301													
~~~~	City of Petersburg	0.08	4600	<b>G</b>	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	G
(301)(301)(1) (36) Bollingbrook St	To:	0.00	US 301		5576	- 70	Ť	270	0,0	270	•	J. 122	•	0.50		-
ALT	From:	T'	S 1 Wythe S	St												
301 Sycamore St	City of Petersburg	0.09	6700	G	99%	0%	0%	0%	0%	0%	F	NA			7300	G
(Ski)			460 Washii													-

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#### 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	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QI
ALT Bus Bus	From:	Bus US	460 Par												
361 (460) (460) (36) Washington St	City of Petersburg	0.09 140	00 G	93%	1%	1%	2%	3%	0%	F	0.079	F		16000	(
	ned Traffic Estimates for 2 Parallel Roadways	s on this Route: 270	00 G	95%	1%	1%	1%	2%	0%	F	NA			29000	(
N.T.	To: From:	Bus US 460 W	ashington St												
ALT 301 Adams St	City of Petersburg	0.06 <b>75</b> 0	00 G	99%	0%	0%	0%	0%	0%	F	NA			8200	(
\$ 1	To-	Frank						• , •							
ALT	From:														
Adams St	City of Petersburg	0.16 73		99%	0%	0%	0%	0%	0%	С	NA			8000	(
<u> </u>	10.	Henr													
Bus R01 2 Main St	Caroline County	0.22 <b>52</b> 0		97%	1%	1%	0%	1%	0%	F	0.087	F	0.56	5300	
Main St	Caroline County			9176	170	170	076	170	0%	Г	0.067	г	0.36	5500	
Bus	To: From:	SCL Bowl	ng Green												
301 ( 2 ) Main St	Town of Bowling Green (Maint: 1	,		97%	1%	1%	0%	1%	0%	С	0.093	F	0.559	5100	
~ ~	To:	Bus SI SR 2 M													
301 301	Town of Bowling Green (Maint: 10			97%	1%	1%	0%	1%	0%	F	0.098	F	0.646	3200	
501)	- Fourter Berning Green (Mainter 19	·			170		070	170	070	•	0.000	·	0.010	0200	
Bus	From:	ECL Bowl													
301	Caroline County	0.27 <b>23</b> 0		96%	1%	1%	0%	1%	0%	С	0.101	F	0.686	2400	
<b>~</b>	To:	US 301 North of		en											
	From:	US 501 P		070/	00/	40/	407	00/	00/	_	0.400	_		0000	
Seymour Dr	Town of South Boston	0.08 <b>26</b> 0	00 G	97%	0%	1%	1%	0%	0%	F	0.102	F		2800	(
	To: From:	US 501 I													
Seymour Dr	Town of South Boston	0.38 <b>31</b> 0	00 G	97%	0%	1%	1%	0%	0%	С	0.092	F		3400	(
	To: From:	Marsh													
Seymour Dr	Town of South Boston	0.25 <b>27</b>		97%	0%	1%	1%	0%	0%	F	0.092	F	0.574	2900	(
	10:	US 360 John R	•	i											
	From:	SR 211 W O		050/	00/		00/	00/	00/	_	0.000	_	0.050	400	
George Collins Parkway	Town of New Market (Maint: 85)	1.79 19 Battlefield Pa		95%	3%	2%	0%	0%	0%	С	0.283	F	0.952	190	
Harpersville Rd	City of Newport News	US 60 War 0.88 <b>90</b>		99%	0%	0%	0%	0%	0%	С	0.095	F	0.558	9600	
306 Traipersville Ru	To:	US 17, SR 143			076	078	0 /6	076	0 /6	C	0.093	-	0.556	9000	
	From:	US													
307)	Prince Edward County	2.83 <b>54</b> 0		91%	1%	1%	1%	6%	1%	С	0.121	Α	0.502	5200	
	To:	Nottoway C			.,5		.,0	-70	. , •	-		- •			
$\overline{}$	From:	Prince Edward	County Line												
Holly Farm Rd	Nottoway County	5.42 <b>56</b> 0		91%	1%	1%	1%	6%	1%	F	0.076	F	0.582	5300	(
<u> </u>	To: From:	Amelia Co Nottoway C	_												
Holly Farms Rd	Amelia County	1.07 <b>58</b> 0		91%	1%	1%	1%	6%	1%	F	0.081	F	0.506	5600	(
507 / 1.5my 1 difficited	To:	US 360 Patric		0170	1 /0	1 /0	1 /0	0/0	1 /0	'	0.001	•	0.000	5000	•

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

# Primary and Interstate Routes

		Primary and Interstate	e Noute				Tru	ماد			I/		D: _*		
Route	Jurisdiction	Length AADT	QA ·	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۷
	From:	US 58 Southampton	Pkwv			ZANIC	JIANIC	TTTGII	ZITAII		1 actor		1 actor		
308 Southhampton Correctional Center	Southampton County	3.65 <b>430</b>		94%	1%	1%	1%	2%	0%	С	0.132	F	0.565	440	G
	To:	87-612 Rivers Mill	Rd												
	From:	SR 123 Dolley Madiso	on Blvd												
309)Old Dominion Dr	Fairfax County	2.81 <b>19000</b>	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.547	21000	(
$\smile$	To:	Arlington County I													
309)Old Dominion Dr	Arlington County	Fairfax County Li 1.18 17000		98%	1%	1%	0%	00/	0%	F	0.104	F	0.506	18000	
309 Old Dominion Di	Arlington County			90%	170	1 70	0%	0%	0%	Г	0.104	Г	0.506	10000	
	To: From:	SR 120 Glebe R			407					_		_			
Old Dominion Dr	Arlington County	0.59 <b>13000</b>	F	98%	1%	1%	0%	0%	0%	С	0.118	F	0.673	14000	
	To: From:	US 29 Lee Hwy													
309) (29) Old Dominion Dr	Arlington County	0.05 <b>32000</b>	F	98%	0%	1%	0%	0%	0%	F	0.101	F	0.705	36000	
$\bigcirc$	To. From:	US 29 Old Dominion Dr, V	Vakefield	l St											
309)Lee Highway	Arlington County	0.70 <b>6800</b>	F	98%	1%	1%	0%	0%	0%	F	0.115	F	0.718	7200	
$\smile$	To:	US 29 Lee Hwy, Quir	ncy St												
	From:	College Ave													
₃₁₁ )Thompson Memorial Dr	City of Salem	0.17 <b>7100</b>	G	98%	0%	1%	0%	1%	0%	F	0.109	F	0.581	7900	
$\mathcal{L}$	To:	Main St				$\neg$ $\vdash$									
311)Thompson Memorial Dr	City of Salem	0.94 <b>12000</b>	G	98%	0%	1%	0%	1%	0%	С	0.104	F	0.613	14000	(
	To	Rose Ln													
311)Thompson Memorial Dr	City of Salem	0.55 <b>12000</b>	G	98%	0%	1%	0%	1%	0%	F	0.104	F	0.566	12000	(
1	Ted	NCL Salem													
311)Thompson Memorial Dr	Roanoke County	1.27 <b>6000</b>	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.537	6100	(
311) Mempeen Memerica 21	- Todaloko Godiky			0070	070		070	170	070	•	0.000	•	0.007	0.00	
311)Catawba Valley Dr	Roanoke County	SR 419 Electric F 6.70 <b>9600</b>		98%	0%	1%	0%	1%	0%	С	0.106	F	0.827	9800	(
311 Calawba Valley DI	Roalloke County	6.70 9600	<u> </u>	90%	U70	1 70	0%	170	0%	C	0.106	Г	0.027	9000	,
	From:	80-779 Catawba Cree						407						.=	
311) Catawba Valley Dr	Roanoke County	0.52 <b>4600</b>	G	97%	0%	1%	1%	1%	0%	С	0.107	F	0.875	4700	(
<u> </u>	To- From:	80-785 Blacksburg				ightharpoons									
311)Catawba Valley Dr	Roanoke County	2.54 <b>4300</b>		97%	0%	1%	1%	1%	0%	F	0.105	F	0.871	4400	(
<u> </u>	To:	Craig County Lin													
311)Craig Valley Dr	Craig County	Roanoke County L 9.38 <b>3900</b>		97%	0%	1%	1%	1%	0%	F	0.098	F	0.781	4100	
311) Graig Valley Di	Orally County			J1 /0	070		170	1 /0	070	'	0.000	•	0.701	4100	
Colore Ave	Town of New Coatle (Mainte 20)	SCL New Castle		070/	00/	10/	40/	40/	00/	N.I.	0.000	N.I.	0.704	4400	
311) Salem Ave	Town of New Castle (Maint: 22)	0.18 <b>3900</b>	N	97%	0%	1%	1%	1%	0%	N	0.098	N	0.781	4100	1
	From:	SR 42 New Castl				$\Box$						_			
311 Salem Ave	Town of New Castle (Maint: 22)	0.18 <b>1600</b>	G	97%	1%	0%	0%	2%	0%	F	0.107	F	0.702	1700	(
<u>~</u>	To: From:	NCL New Castle	e												
311)	Craig County	5.02 <b>1600</b>		97%	1%	0%	0%	2%	0%	Ν	0.107	Ν	0.702	1700	1
$\smile$	To:	22-658 Near Craig Sp	prings												

6/30/2011 577

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

		Primary and ini					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	22-658 John													
311 Paint Bank Rd	Craig County	7.40 <b>31</b>	10 G	97%	1%	0%	0%	2%	0%	F	0.124	F	0.721	330	G
	To: From:	22-602 Back													
(311) Paint Bank Rd	Craig County	3.66 <b>35</b>	50 G	97%	1%	0%	0%	2%	0%	С	0.103	F	0.605	370	G
	To: From:	SR 18 Pain													
311 Potts Creek Rd	Craig County	3.39 <b>21</b>	10 G	97%	1%	0%	0%	2%	0%	F	0.127	F	0.709	220	G
<u> </u>	To: From:	West Virgini				$\Box$									
(311) Kanawha Trail	Alleghany County	6.62 <b>76</b>	60 G	90%	1%	1%	2%	6%	0%	С	0.094	F	0.743	800	G
	To: From:	SR 159 Dunl													
(311) Kanawha Trail	Alleghany County	5.87 <b>52</b>		96%	2%	1%	1%	1%	0%	С	0.119	F	0.613	540	G
<u> </u>	Tor	West Virgini													
	From:	SR													
311 Ramp to I-81 N at Exit 128	Roanoke County	0.14 <b>N</b> .									NA			NA	
	From														
(311) Ramp to I-81 S at Exit 128	Roanoke County	0.15 <b>N</b>									NA			NA	
311) Kamp to For G at Exit 120	To:	I-8:									INA			INA	
	From:	US 60 War				-									
(312)J Clyde Morris Blvd	City of Newport News	1.11 330		99%	0%	0%	0%	0%	0%	С	0.084	F	0.508	35000	F
012)	To:	US 17;	SR143												
	From:	US -	460												
(314) Southgate Dr	Town of Blacksburg (Maint: 60)	0.15 <b>N</b> .									NA			NA	
	To	0.15 Mile	E US 460												
	From:	SR 126 Fair													
316 Greenbush Rd	Accomack County	2.58 <b>38</b>	00 G	97%	1%	1%	0%	1%	0%	F	0.107	F	0.559	4000	G
	To: From:	01-764 Pa													
316 Greenbush Rd	Accomack County	3.16 <b>39</b>	00 G	97%	1%	1%	0%	1%	0%	С	0.092	F		4200	G
	To- From:	SCL Pa													
316 Cossatt Ave	Town of Parksley (Maint: 01)	0.07 39	00 N	97%	1%	1%	0%	1%	0%	N	0.092	Ν		4200	Ν
	To: From:	SR 176 Pa	rkesley Rd												
(316) Cossatt Ave	Town of Parksley (Maint: 01)	0.61 <b>30</b>	00 G	97%	1%	1%	0%	1%	0%	F	0.092	F		3200	G
	Ta: From:	NCL P	arksley			$\Box$									
(316) Hopeton Rd	Accomack County	2.68 <b>30</b>	00 N	97%	1%	1%	0%	1%	0%	Ν	0.092	Ν		3200	Ν
	To- From:	SCL B	loxom			_									
(316) Bayside Dr	Town of Bloxom (Maint: 01)	0.39 <b>30</b>	00 N	97%	1%	1%	0%	1%	0%	Ν	0.092	Ν		3200	Ν
$\smile$	To	SR 187 Sho	oremain Dr												
	From:	US 11 Gree													
317 Staunton Correctional Facility	City of Staunton (Maint: 07)	0.26 <b>N</b>									NA			NA	
$\smile$	To:	Dead	l End												

# 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> 4	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	80-779 Catawba Ca													
20 Catawba Hospital Dr	Roanoke County	1.75 <b>230</b>		97%	0%	0%	2%	1%	0%	С	0.123	F	0.844	240	(
	To:	80-698 Keffer	Rd												
	From:	SR 199													
Monticello Ave	James City County	0.92 <b>24000</b>	<b>F</b> 9	99%	0%	1%	0%	0%	0%	С	0.084	F	0.591	24000	
	To- From:	47-615 Ironbour													
21) Monticello Ave	City of Williamsburg (Maint: 47)	0.77 <b>18000</b>		99%	0%	1%	0%	0%	0%	F	0.088	F	0.568	19000	
	To:	Compton D	r												
	From:	Bus US 58 Consta													
(37) Washington St	City of Suffolk	0.34 <b>8600</b>	<b>G</b> 9	98%	1%	1%	0%	0%	0%	F	0.081	F	0.544	9400	
	To:	Broad St				<u> </u>									
(37)Washington St	City of Suffolk	0.59 <b>9600</b>	<b>G</b> 9	98%	1%	1%	0%	0%	0%	С	0.083	F		10000	
31)	To	GD 20 M :	η,												
Washington St	City of Suffolk	SR 32 Main 3		98%	1%	1%	0%	0%	0%	С	0.078	F		11000	
37) Washington St	City of Surfolk		G 9	70 70	1 /0	1 /0	076	0 /0	0 /6	C	0.076			11000	
	From:	Pinner St										_			
37) Washington St	City of Suffolk	0.49 <b>14000</b>	<b>G</b> 9	98%	1%	1%	0%	0%	0%	F	0.079	F		15000	
	To- From:	Old ECL Suff	olk												
Washington St	City of Suffolk	2.38 <b>12000</b>	<b>G</b> 9	98%	1%	1%	0%	0%	0%	F	0.083	F		13000	
	To:	Bus US 58 Portsmo	uth Blvd												
Nansemond Parkway	City of Suffolk	3.03 4400		95%	2%	2%	1%	0%	0%	С	0.092	F		4800	
131)	T-1														
Noncomond Barkway	City of Cuffolk	133-642 Wilroy		95%	2%	20/	10/	00/	00/	F	0.101	F		12000	(
Nansemond Parkway	City of Suffolk	1.40 <b>11000</b>	<b>G</b> 9	15%	2%	2%	1%	0%	0%	Г	0.101	Г		12000	
	To: From:	Whitley Lan													
Nansemond Parkway	City of Suffolk	2.01 <b>8300</b>	<b>G</b> 9	95%	2%	2%	1%	0%	0%	F	0.097	F	0.567	9000	(
<u> </u>	To: From:	SR 125 Kings I	łwy			$\neg$ $\vdash$									
Nansemond Parkway	City of Suffolk	2.52 <b>13000</b>	<b>G</b> 9	93%	1%	1%	4%	1%	0%	С	0.091	F		14000	(
<u> </u>	To:	WCL Chesape													
	From:	ECL Suffoll										_			
Portsmouth Blvd	City of Chesapeake	0.72 <b>13000</b>	<b>G</b> 9	94%	1%	1%	2%	2%	0%	С	0.086	F		14000	
<u> </u>	To- From:	SR 191 Joliff	Rd												
Portsmouth Blvd	City of Chesapeake	0.68 <b>18000</b>	<b>G</b> 9	94%	1%	1%	2%	2%	0%	F	0.082	F		19000	
	To:	I-664													
37) Portsmouth Blvd	City of Chesapeake	0.60 33000	<b>G</b> 9	98%	0%	1%	0%	1%	0%	F	0.086	F		36000	
31)							- / 0	.,0	- / 0			-			
Dowtown outh Dhud	City of Change	Capri Circle W		00/	007		007	40/	00/		0.000	г		05000	
Portsmouth Blvd	City of Chesapeake	0.67 <b>23000</b>	<b>G</b> 9	98%	0%	1%	0%	1%	0%	С	0.083	F		25000	
	To: From:	Taylor Rd				$\Box$ $\vdash$									
Portsmouth Blvd	City of Chesapeake	0.24 <b>28000</b>	<b>G</b> 9	98%	0%	1%	0%	1%	0%	F	0.083	F		30000	(
$\smile$	To:	Dock Landing	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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\
_	From:	Dock Landin	g Rd												
Portsmouth Blvd	City of Chesapeake	0.49 <b>30000</b>	G	98%	0%	1%	0%	1%	0%	F	0.084	F		32000	(
<u> </u>	To:	WCL Portsm													
Portsmouth Blvd	City of Portsmouth	ECL Chesape 0.34 <b>27000</b>	eake <b>F</b>	99%	0%	0%	0%	0%	0%	F	0.094	F	0.524	29000	
337 FORSTHOURT BIVE	City of Portsmouth			9976	076	076	076	0 /0	0 /6		0.094		0.524	29000	
	To: From:	Hodges Ferry													
Portsmouth Blvd	City of Portsmouth	0.60 <b>23000</b>	F	99%	0%	0%	0%	0%	0%	F	0.090	F	0.588	24000	
	To: From:	Elmhurst La													
Portsmouth Blvd	City of Portsmouth	1.17 <b>20000</b>	F	99%	0%	0%	0%	0%	0%	С	0.086	F	0.617	22000	
<u> </u>	To: From:	SR 239 Victory	y Blvd			$\neg$ $\vdash$									
Portsmouth Blvd	City of Portsmouth	0.23 <b>15000</b>	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.606	16000	
	To:	US 58, ALT US 460	Airline Bl	vd											
ALT	From:									_		_		.=	
Portsmouth Blvd	City of Portsmouth	0.10 <b>16000</b>	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.515	17000	
ALT	To: From:	ALT SR 337 Turn	npike Rd												
Portsmouth Blvd	City of Portsmouth	0.15 <b>12000</b>	F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.656	12000	
400)	7.J						-,-	-,-		-		-			
ALT	From:	I-264 Ram	ıp												
337)(460) Portsmouth Blvd	City of Portsmouth	0.22 <b>12000</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.087	Ν	0.656	12000	
	To- From:	End ALT US 460	Overlap			$\neg$ $\vdash$									
Portsmouth Blvd	City of Portsmouth	0.08 <b>12000</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.087	Ν	0.656	12000	
	To:	I-264 Ram	nn.												
Portsmouth Blvd	City of Portsmouth	0.98 <b>10000</b>	F	97%	1%	0%	1%	1%	0%	F	0.106	F	0.534	11000	
331)	-						.,,	.,.		-		-			
Portsmouth Blvd	City of Portsmouth	Deep Creek l	F F	97%	1%	0%	1%	1%	0%	F	0.102	F	0.63	7100	
137 Portsmouth Biva	City of Portsmouth			9176	170	U%	170	170	076	Г	0.102	Г	0.03	7100	
	To: From:	ALT US 17 Frede													
Portsmouth Blvd	City of Portsmouth	0.79 9800	F	97%	1%	0%	1%	1%	0%	С	0.129	F	0.773	10000	
	From:	US 17 Elm A US 17 Portsmou													
Elm Ave	City of Portsmouth	0.32 <b>3400</b>	F	97%	1%	0%	1%	1%	0%	F	0.123	F	0.633	3600	
537/===7.00	To:	US 17 George Washingto			170		170	170	070	•	0.120	•	0.000	0000	
_	From:	US 17 George Washingto	on Hwy; S												
Elm Ave	City of Portsmouth	0.72 <b>4700</b>	F	97%	1%	0%	1%	1%	0%	F	0.133	F	0.855	5100	
<u> </u>	To:	SR 239 Victory	y Blvd												
Elm Ave	City of Portsmouth	0.23 11000	G	97%	1%	0%	1%	1%	0%	F	NA			12000	(
	To:	Burtons Poin	+ D.d												
Elm Ave	City of Portsmouth	0.32 <b>7600</b>	G	97%	1%	0%	1%	1%	0%	F	NA		· · · · · · · · · · · · · · · · · · ·	8200	
531)-4117.00	To:	WCL Chesap		01/0	1 /0	370	1 /0	1 /0	0 /0	'	14/4			0200	
	From:	ECL Portsm													
337)Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39 <b>7600</b>	N	97%	1%	0%	1%	1%	0%	Ν	NA			8200	ı
	To:	Toll Authority B	oundary												

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

Route	Jurisdiction	Longth	AADT	QA -	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	٥١
Noute	Julisuiction	ı Lengui	AADI	WA .	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	Q
	From:	Toll A	uthority Bound	lary												
337)Poindexter St	City of Chesap	eake 0.11	7600	G	97%	1%	0%	1%	1%	0%	F	NA			8200	(
$\smile$	To:		I-464				$\neg$ $\vdash$									
337)Poindexter St	From: L City of Chesap	eake 0.56		G	97%	1%	0%	1%	1%	0%	F	NA			13000	
337). Sindonia. Gi	To:		0 Bainbridge B		0.70	.,,	Ť	.,0	.,,	0,0	•					
	From:		60; Poindexter													
337)Bainbridge Blvd	City of Chesap	eake 0.74	1700	G	97%	1%	0%	1%	1%	0%	F	0.153	F	0.82	1900	
	To:		SCL Norfolk													
	From:	NO	L Chesapeake													
337)Bainbridge Blvd	City of Norfo	olk 0.28	1400	G	93%	1%	2%	2%	2%	0%	С	0.152	F	0.894	1600	
<u> </u>	To:		Main St													
	From:		inbridge Blvd	_		407					_		_			
Main St	City of Norfo	olk 0.21		G	93%	1%	2%	2%	2%	0%	F	0.116	F	0.818	5300	
<u> </u>	To:		Liberty St				_									
337)Liberty St	City of Norfo	olk 0.12	Main St 3900	G	93%	1%	2%	2%	2%	0%	F	0.135	F	0.838	4200	
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ALT 337 264 460 Berkley Bridge  337 460 Brambleton Ave  337 460 Brambleton Ave  337 Brambleton Ave	City of Norfolk (Ma Combined Traffic Estimates for 2 Parallel  To From City of Norfolk (Ma City of Norfolk (Ma City of Norfol To From City of Norfo City of Norfol City of Norfol City of Norfol To From City of Norfol To From City of Norfol To From From City of Norfol To From From From City of Norfol To From From From To From From From To From From To From From To From From To From To From From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To	aint: 64) 0.25 Roadways on this Route:  Eaint: 64) 0.22  ALT U: Olk 0.80  US 460 Brar  US 460 Olk 0.10  Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31  ALT U: Olk 0.31	97000 RT 460 ALT I-264 30000 S 460 St Pauls 21000 nbleton Avenu Brambleton Av 30000 Church St 20000 S 460 St Pauls 0 Saint Pauls E 26000 Boush St 36000	G  N  Blvd  G e; SR 16 evenue  G  Blvd  Blvd  G  N	97% 97% 97%	ee I-26 0% 0%	4 for dir 1% 0%	ectional 1% 1%	2%	0% 0%	F F	0.089 0.073 0.088 0.079	N F F F F	0.791 0.512 0.585 0.533 0.543	106000 33000 25000 29000 19000 30000	
ALT 337 460 Berkley Bridge  337 460 Brambleton Ave	City of Norfolk (Ma Combined Traffic Estimates for 2 Parallel  To  From:  City of Norfolk (Ma  City of Norfolk (Ma  City of Norfolk  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  From:  City of Norfol  City of Norfol  From:  City of Norfol  From:  City of Norfol  From:  City of Norfol	ALT U: US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US	1-264  97000 RT 460 ALT I-264  30000 S 460 St Pauls 21000 nbleton Avenu Brambleton Av 30000 Church St 20000 S 460 St Pauls 26000 Boush St 36000	G  N  Blvd  G e; SR 16 evenue  G  Blvd  Blvd  G  N	97% 97% 97% 97%	ee I-26 0% 0% 0%	4 for dir 1% 0% 0%	ectional 1%  1%  1%  1%	2% 2%	0% 0% 0%	F R	0.089 0.073 0.08 0.079 0.073	N F F F N	0.791 0.512 0.585 0.533 0.543 0.612	106000 33000 25000 29000 19000 30000 42000	
ALT 337 264 460 Berkley Bridge  337 460 Brambleton Ave  337 460 Brambleton Ave  337 Brambleton Ave	City of Norfolk (Ma Combined Traffic Estimates for 2 Parallel  To  From:  City of Norfolk (Ma  City of Norfolk (Ma  City of Norfolk  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  City of Norfol  From:  City of Norfol  City of Norfol  From:  City of Norfol  From:  City of Norfol  From:  City of Norfol	ALT U: US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US 460 US	I-264  97000 RT 460 ALT I-264 30000 S 460 St Pauls 21000 nbleton Avenu Brambleton Av 30000 Church St 20000 S 460 St Pauls 2 6000 Boush St 36000 S37 Par Duke S 36000 Colley Ave	G  Blvd  G  G  Blvd  G  Blvd  G  Blvd  G  C  C  C  C  C  C  C  C  C  C  C  C	97% 97% 97% 97%	ee I-26 0% 0% 0%	4 for dir 1% 0% 0%	ectional 1%  1%  1%  1%	2% 2%	0% 0% 0%	F R	0.089 0.073 0.08 0.079 0.073	N F F F N	0.791 0.512 0.585 0.533 0.543 0.612	106000 33000 25000 29000 19000 30000 42000	

# 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
Dramblatan Aus	From:	lk 0.22	US 58 .	N	97%	00/	00/	40/	20/	00/	N.	NIA			25000	N.
337 Brambleton Ave	City of Norfo				97%	0%	0%	1%	2%	0%	Ν	NA			35000	N
	Combined Traffic Estimates for 2 Parallel			N .d								NA			NA	
	From:		Hampton Bly 8 Brambleto													
(337) Hampton Blvd	City of Norfo		28000	G	97%	0%	0%	1%	2%	0%	F	0.078	F	0.674	32000	G
937)	TT															
Hampton Plud	From: City of Norfo	ılk 0.22	21st Street <b>33000</b>	G	97%	0%	0%	1%	2%	0%	F	0.075	F	0.533	38000	G
337 Hampton Blvd	City of Norio	ir 0.22	33000	<u> </u>	9170	U70	0%	1 70	<b>2</b> 70	0%	Г	0.075	Г	0.555	30000	G
	To: From:		R 247, 26th													
337 Hampton Blvd	City of Norfo	lk 0.71	33000	G	97%	0%	0%	1%	2%	0%	F	0.075	F	0.573	39000	G
<u> </u>	To	49th St, O	ld Dominion	Univer	sity											
337 Hampton Blvd	City of Norfo	lk 2.07	35000	Α	97%	0%	0%	1%	2%	0%	С	0.099	Α	0.533	40000	Α
	Tool		65 Little Cre	alr D d												
(337) Hampton Blvd	From:L City of Norfo		30000	G Ra	97%	0%	0%	1%	2%	0%	F	0.083	F	0.611	35000	G
337 Hampton Blvd	City of Norio	U.10	30000		31 /0	070	070	1 70	270	070	'	0.003	•	0.011	33000	O
	To: From:		ernational Te										_			_
337 Hampton Blvd	City of Norfo		24000	G	97%	0%	0%	1%	2%	0%	F	0.089	F	0.663	28000	G
<u> </u>	To:		niral Taussig													
337) Admiral Taussig Blvd	City of Norfo		1 Blvd; Mary 24000	yland Av G	97%	0%	0%	1%	2%	0%	F	0.100	F	0.870	27000	G
337 Admiral Taussig Bivu	To:	U.91	I-564		91 /0	076	0%	1 /0	Z/0	076	-	0.100		0.070	27000	G
East	Prom:		R 337 TO I-6	564								NIA			N.I.A	
(337) Ramp	City of Chesapeake (		NA	T. 227								NA			NA	
	10		-E FROM R				Ţ									
East	From:	SR 337 I-664-		I-664 A	ND FR											
(337) Ramp	City of Chesapeake (		NA									NA			NA	
<u> </u>	To:	I-664	-W FROM F	RT 337												
East	From:		337 TO RT	264												
(337) Ramp	City of Portsmouth (I	Maint: 64) 0.57	NA									NA			NA	
<u> </u>	To:	I-264	-E FROM R	RT 337												
East	From:	SR 337 TRUXTON	N STREET	TO ROU	JTE 464 S0	0										
(337) Ramp	City of Chesapeake (	(Maint: 64) 0.15	NA									NA			NA	
$\bigcirc$	To:	I-464-S004X FRON	A RT 337 E	AST00-	POINDEX	T										
East	From:	SR	337 TO RT	464												
337)Ramp	City of Chesapeake (		NA									NA			NA	
	To:		-N FROM R	RT 337												
North	From:	I-464-N006A	STATE ST	@ ROU	TE 337		Ī									
(337) Ramp	City of Norfolk (Ma		NA	_ NOO	-11 331							NA			NA	
337	To:		6B FROM S	STATE	ST		1									
NA/ .	From						<u>I</u>									
West	City of Change also	SR 337 I-664-I		AND FR	OM 1-6							NΙΛ			NΙΛ	
(337) Ramp	City of Chesapeake (	,	NA E EDOM D	т 227								NA			NA	
_	10.	1-664	-E FROM R	1 33/												

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

(337) State St	City of Chesapeake To:  City of Portsmouth To:  City of Chesapeake To:  City of Chesapeake To:  City of Chesapeake To:  City of Chesapeake To:  City of Norfonbined Traffic Estimates for 2 Paralle	(Maint: 64) 0.24  I-664  SR (Maint: 64) 0.17  I-264-W RAMP I  SR 337 (Maint: 64) 0.18  I-464-S004X FROM SR 337 TC (Maint: 64) 0.12  I-464-N FROM ROU	TO RT 464  NA I ROUTE 33 D ROUTE 40  NA ITE 337 WE	264 337 FRO SOUTH	Ι Γ00- POIN	TD.	ZAXIE	3+Axle	TTrail	ZTrall		NA NA NA		Factor	NA NA	
West 337 Ramp  West 337 Ramp  West 337 Ramp  West 337 State St  Corr	City of Portsmouth To:  City of Chesapeake To:  City of Chesapeake To:  City of Chesapeake To:  City of Chesapeake To:  City of Chesapeake	(Maint: 64) 0.24  I-664  SR (Maint: 64) 0.17  I-264-W RAMP I  SR 337 (Maint: 64) 0.18  I-464-S004X FROM SR 337 TC (Maint: 64) 0.12  I-464-N FROM ROU	NA W FROM R 337 TO RT NA FROM RT 3 TO RT 464 NA ROUTE 33 D ROUTE 46 NA TTE 337 WE	264 337 FRO SOUTH	Ι Γ00- POIN	ID.						NA			NA	<del>==</del>
West 337 Ramp  West 337 Ramp  West 337 Ramp  State St Com  ALT	City of Chesapeake To: City of Chesapeake To: City of Chesapeake To: City of Chesapeake To: City of Chesapeake	SR (Maint: 64) 0.17  I-264-W RAMP I  SR 337 (Maint: 64) 0.18  I-464-S004X FROM SR 337 TC (Maint: 64) 0.12  I-464-N FROM ROU	337 TO RT NA FROM RT 3 TO RT 464 NA I ROUTE 33 D ROUTE 46 NA UTE 337 WE	264 337 FRO SOUTH	Ι Γ00- POIN	ID.										
Ramp  West 337 Ramp  West 337 Ramp  337 State St  Com  ALT	City of Chesapeake To: City of Chesapeake To: City of Chesapeake To: City of Chesapeake To: City of Chesapeake	(Maint: 64) 0.17  I-264-W RAMP I  SR 337  (Maint: 64) 0.18  I-464-S004X FROM  SR 337 TO  (Maint: 64) 0.12  I-464-N FROM ROU	NA FROM RT 3 TO RT 464 NA I ROUTE 33 PROUTE 46 NA UTE 337 WE	SOUTH	Ι Γ00- POIN	ID.										
West 337 Ramp  West 337 Ramp  337 State St  Com  ALT	City of Chesapeake To: City of Chesapeake To: City of Chesapeake To: City of Chesapeake To: City of Chesapeake	I-264-W RAMP I  SR 337 (Maint: 64) 0.18  I-464-S004X FROM  SR 337 TC (Maint: 64) 0.12  I-464-N FROM ROU	FROM RT 3 TO RT 464 NA I ROUTE 33 D ROUTE 46 NA UTE 337 WE	SOUTH	Ι Γ00- POIN	ID .										
West 337 Ramp  West 337 Ramp  337 State St  Com  ALT	City of Chesapeake To: From: City of Norfe	SR 337 (Maint: 64) 0.18  I-464-S004X FROM SR 337 TC (Maint: 64) 0.12  I-464-N FROM ROU	TO RT 464  NA I ROUTE 33 D ROUTE 40  NA ITE 337 WE	SOUTH	Ι Γ00- POIN	ID .	<u> </u>     1					NA NA			NIA	
Ramp  West 337 Ramp  337 State St  Com  ALT	City of Chesapeake To: From: City of Norfe	(Maint: 64) 0.18  I-464-S004X FROM  SR 337 TO  (Maint: 64) 0.12  I-464-N FROM ROU	NA I ROUTE 33 ROUTE 46 NA ITE 337 WE	37 WES	Г00- POIN	ID						NA			NIA	
West 337 Ramp  337 State St  Com  ALT	City of Chesapeake To: From: City of Norfe	I-464-S004X FROM SR 337 TO (Maint: 64) 0.12 I-464-N FROM ROU	ROUTE 33 ROUTE 46 NA TTE 337 WE			ID	1					NA			KI A	
Ramp  337 State St  Com  337 State St  Com	To: From: City of Norfo	SR 337 TO (Maint: 64) 0.12 I-464-N FROM ROU	NA TTE 337 WE			ID									NA	
Ramp  337 State St  Com  337 State St  Com	To: From: City of Norfo	(Maint: 64) 0.12 I-464-N FROM ROU	NA ITE 337 WE	64 NOR	TH											
337 State St  Com  337 State St  Com	To: From: City of Norfo	I-464-N FROM ROU	TE 337 WE		111											
337 State St Com	,											NA			NA	
337 State St Com	,				OINDEX	IE										
337 State St Corr	,		Berkley Ave	e G	94%	1%	40/	40/	00/	00/	_	0.145	F	0.766	1700	0
State St Com	ndined Traffic Estimates for 2 Paralle						4%	1%	0%	0%	r N	0.145	г	0.766		G
ALT	-	•		N	94%	1%	3%	1%	2%	0%	N	NA			5800	N
ALT	To: From:		lian River R		0.407	407		40/	201	00/		0.447	_	0.040	400	_
ALT	City of Norfo		120	G	94%	1%	4%	1%	0%	0%	С	0.117	F	0.643	130	G
	nbined Traffic Estimates for 2 Paralle	el Roadways on this Route:	4000 Dead End	N	93%	1%	2%	2%	2%	0%	N	NA			4300	N
337) Tumpike Ku	City of Portsm		7 Portsmout <b>4400</b>	th Blvd <b>F</b>	87%	1%	1%	3%	8%	0%	_	0.1	F	0.507	4700	F
	City of Folisii				07 /6	1 /0	1 /0	3/0	0 /0	0 /6	-	0.1		0.507	4700	
ALT	To- From:	US	7 Frederick	Blvd												
337 Turnpike Rd	City of Portsm	nouth 0.30	11000	F	87%	1%	1%	3%	8%	0%	F	0.082	F	0.561	12000	F
<u></u>	To		Howard St				_									
ALT (337) Turnpike Rd	City of Portsm	nouth 0.54	9300	F	87%	1%	1%	3%	8%	0%	С	0.083	F	0.651	9900	F
337) Tumpike Ku	To:	0.54	Harbor Dr		01 /6	1 /0	1 /0	3/0	0 /0	0 /6	C	0.003		0.051	9900	
ALT	From:		Cassell Ave													
337 Harbor Dr	City of Portsm	nouth 0.05	3900	F	87%	1%	1%	3%	8%	0%	F	0.092	F	0.54	4200	F
$\smile$	Tou		County St				$\neg$ $\vdash$									
ALT Horbor Dr	City of Portsm	nouth 0.11	4800	F	87%	1%	1%	3%	8%	0%	F	0.093	F	0.502	5200	F
337 Harbor Dr	City of Portsii	100111 0.11	4000	Г	01 70	170	176	3%	070	076	Г	0.093	Г	0.302	3200	Г
ALT	To: From:		High St													
337)Harbor Dr	City of Portsm	nouth 0.24	12000	F	87%	1%	1%	3%	8%	0%	F	0.097	F	0.585	13000	F
$\smile$	То:		US 58													
ALT	From:	ALT US 460				001		001	001	001	_	0.404	_	0.000	00000	_
337 Waterside Dr/Boush St	City of Norfo		31000	G	97%	2%	1%	0%	0%	0%	F	0.101	-	0.639	33000	G
Com	nbined Traffic Estimates for 2 Paralle		33000 City Hall Av	G	97%	2%	1%	0%	0%	0%	F	0.094	F	0.58	36000	G

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

				ale Roc				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	C	tity Hall Ave	e												
337) Waterside Dr/Boush St	City of Norfolk	0.44	27000	G	97%	2%	1%	0%	0%	0%	F	0.089	F	0.51	29000	G
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	29000	G	97%	2%	1%	0%	0%	0%	F	0.089	F	0.521	32000	G
	To:	N SR 33	37 Bramblet	on Ave												
ALT_	From:		Boush St													
₃₃₇ )Duke St	City of Norfolk	0.35	2500	G	97%	2%	1%	0%	0%	0%	С	0.098	F	0.6	2700	G
	Combined Traffic Estimates for 3 Parallel Road		60000	G	97%	2%	1%	0%	0%	0%	F	0.094	F	0.58	64000	G
	To:	Bra	ambleton A	ve												
	From:		9 Washingto													
Hillwood Ave	City of Falls Church	0.10	11000	G	98%	0%	1%	0%	0%	0%	F	0.099	F		12000	G
<u> </u>	To: From:	110-66	609 Annanda	ale Rd			-									
Hillwood Ave	City of Falls Church	0.36	9700	G	98%	0%	1%	0%	0%	0%	С	0.112	F		11000	G
	To	110-	6799 Cherr	v St												
Hillwood Ave	City of Falls Church		8900	G	98%	0%	1%	0%	0%	0%	F	0.112	F	0.515	9700	G
330)	Tec															
338 Hillwood Ave	From:		-6792 South	G	98%	0%	1%	0%	0%	0%	F	0.107	F		11000	G
338 I IIIIWOOD AVE	City of Fails Charen				30 70	070	1 70	070	070	070	'	0.107	'		11000	0
	To: From:		L Falls Chu		2221								_			_
Hillwood Ave	Fairfax County	0.06	12000	G	98%	0%	1%	0%	0%	0%	F	0.11	F	0.635	12000	G
	10.		Leesburg I													
Charle Dreft Lland	A		Lee Jackson		000/	007	40/	40/	00/	00/	_	0.004	_	0.574	F700	_
Stuarts Draft Hwy	Augusta County	5.84	5500	F	96%	0%	1%	1%	2%	0%	С	0.084	F	0.574	5700	F
~	To: From:		4 White Hi													
Stuarts Draft Hwy	Augusta County	0.85	13000	F	97%	0%	0%	0%	1%	0%	F	0.089	F	0.527	13000	F
~	To: From:	07-608 Tinkl	ling Spring l	Rd; Mai	n St											
Stuarts Draft Hwy	Augusta County	3.47	14000	F	97%	0%	0%	0%	1%	0%	С	0.086	F	0.529	15000	F
~	To:	07-63	32 Shalom F	Road												
Stuarts Draft Hwy	Augusta County	1.64	14000	F	96%	0%	0%	0%	2%	0%	С	0.09	F	0.570	15000	F
	To	WC	L Waynesb	oro												
Rosser Ave	City of Waynesboro		18000	F	97%	0%	0%	0%	2%	0%	С	0.090	F	0.570	19000	F
340).1000017110	and a may need a	0.01		•	0170	0,0		070		070	Ū	0.000	•	0.070	10000	•
Decear Ave	City of Waymanhara	0.50	I-64	F	000/	0%	00/	00/	40/	00/	С	0.000	F	0.525	24,000	F
Rosser Ave	City of Waynesboro	0.56	29000	Г	98%	0%	0%	0%	1%	0%	C	0.092	Г	0.535	31000	Г
~~	To: From:		w Dewitt Bl										_			
Rosser Ave	City of Waynesboro	0.71	16000	F	99%	0%	1%	0%	0%	0%	С	0.089	F	0.519	17000	F
~	To: From:		orthgate Av													
Rosser Ave	City of Waynesboro	0.61	12000	F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.509	13000	F
~	To:		Forrest Dr				$\neg$									
Rosser Ave	City of Waynesboro		12000	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.512	13000	F
5.0)	To:		5 250 Main S	St												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		Rosser Ave													
340 Main St	City of Waynesboro	0.38	8400 F	- (	99%	0%	0%	0%	0%	0%	С	0.093	F	0.55	9000	F
<del></del>	To	N	New Hope Rd													
340 Main St	City of Waynesboro	0.35	6500 F	- (	99%	0%	1%	0%	0%	0%	F	0.095	F	0.537	7000	F
340)	Total		Wayne Ave													
340 Main St	City of Waynesboro	0.14	4400 F		98%	1%	1%	0%	0%	0%	С	0.096	F	0.518	4700	F
340) Wall St	Only of Waynessore	0.14		`	JO 70	170	170	070	070	070	Ü	0.000	•	0.010	4700	
Maria Ct	To:	0.20	Arch Ave	- ,	070/	40/		00/	00/	00/		0.000		0.500	0000	
340 Main St	City of Waynesboro	0.39	5800 F	- (	97%	1%	2%	0%	0%	0%	С	0.093	F	0.509	6200	F
	To: From:		S 250 Broad St													
340 (250) Main St	City of Waynesboro	0.19	11000 F	= (	97%	1%	1%	0%	1%	0%	С	0.087	F	0.526	12000	F
<del></del>	To- From:		Main St													
340 Delphine Ave	City of Waynesboro	0.25	10000 F	- (	96%	0%	1%	1%	2%	0%	F	0.09	F	0.557	11000	F
<i></i>	To		7th St													
340 Delphine Ave	City of Waynesboro	0.60	10000 F	- (	96%	0%	1%	1%	2%	0%	F	0.086	F	0.565	11000	F
340)	Tod															
0340 Delphine Ave	City of Waynesboro	0.81	Second St <b>8200 F</b>	- (	93%	1%	3%	1%	2%	0%	С	0.095	F	0.6	8800	
340 Delprine Ave	City of Waynesboro			•	9370	1 /0	3/0	1 /0	Z /0	0 /6	C	0.095		0.0	0000	١
~~	To: From:		opeman Pkwy										_			_
Delphine Ave	City of Waynesboro	0.25	9900 F	. (	96%	0%	1%	1%	2%	0%	С	0.097	F	0.654	11000	I
~	To: From:	NC	L Waynesboro													
340 East Side Hwy	Augusta County	4.69	7800 F	. 6	96%	0%	1%	1%	2%	0%	F	0.085	F	0.639	8200	ı
<del>~</del>	To:	07-612 Crimo	ora Mine Rd; Cri	mora R	Rd											
340 East Side Hwy	Augusta County	4.66	4500 F	. (	95%	0%	1%	1%	3%	0%	С	0.093	F	0.527	4700	F
	To	07-7781	N, Patterson Mill	Rd												
340 East Side Hwy	Augusta County	2.69	5200 F		95%	0%	1%	1%	3%	0%	F	0.092	F	0.536	5500	F
340) = act clas :,	. tagasta south,				0070	0,0		. , 0	070	0,0	•	0.002	•	0.000	0000	•
340 East Side Hwy	Town of Grottoes (Maint: 07)	0.05	SCL Grottoes 5200	1 (	95%	0%	1%	1%	3%	0%	N	0.092	N	0.536	5500	١
340 East Side Hwy	Town of Grottoes (Maint. 07)		igham County Lin		95%	0%	176	1 70	370	0%	IN	0.092	IN	0.556	5500	,
	From:		usta County Line													
340 East Side Hwy	Town of Grottoes (Maint: 82)	0.46	4900 G	•	94%	1%	1%	1%	4%	0%	С	0.098	F	0.529	5100	(
	To:		Cary St													
East Side Hwy	Town of Grottoes (Maint: 82)	0.47	5000 G	3 9	94%	1%	1%	1%	4%	0%	F	0.093	F	0.503	5200	(
340) = === = ===	To:		ICL Grottoes					.,,		-,-	-		•			
	From:		NCL Grottes													
340 East Side Hwy	Rockingham County	1.39	4500 G	•	93%	1%	1%	1%	4%	0%	С	0.096	F	0.511	4700	(
~	Tor	SR 253	3 Port Republic F	Rd			$\neg$ —									
340 East Side Hwy	Rockingham County	8.27	3000 G		93%	1%	1%	1%	4%	0%	F	0.092	F	0.51	3100	(
-	To	92 640 Iolone	d Ford Rd; Berry	town D	DA.											
340 East Side Hwy	Rockingham County	82-649 Island 2.97	3400 G		93%	1%	1%	1%	4%	0%	F	0.098	F	0.588	3500	(
34() \ Last Side i iwy	Nocking nam County	2.91	3400 C	, :	JJ /0	1 /0	1 /0	1 /0	4/0	U /0		0.050		0.500	3300	

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

		T milary and	Interstate Ro				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	24vla	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	82-754 Sc	outh Branch Rd			ZANIC	STANE	IIIaii	ZIIali		i actor		i actor		
East Side Hwy	Rockingham County		4600 G	93%	1%	1%	1%	4%	0%	F	0.102	F	0.587	4700	G
540)	то!		pling Ridge Rd		.,.										
East Side Hwy	Rockingham County		5500 G	93%	1%	1%	1%	4%	0%	F	0.114	F	0.524	5700	G
2340 Last Side Hwy	Nockingham county			9370	1 70	1 70	1 /0	470	070	'	0.114	•	0.324	3700	
200	From (Mariet CO)		L Elkton	000/	40/		40/	407	00/		0.007	_	0.500	0400	
S Stuart Ave	Town of Elkton (Maint: 82)	0.03	8700 G	93%	1%	1%	1%	4%	0%	F	0.097	F	0.533	9100	G
Bus	To: From:	1	US 33			<u></u>									
33) S Stuart Ave	Town of Elkton (Maint: 82)	0.08	8700 N	93%	1%	1%	1%	4%	0%	Ν	0.097	Ν	0.533	9100	١
<del>***</del>	Toc	D.	s US 33												
N Stuart Ave	From:		8700 N	96%	1%	1%	1%	1%	0%	N	0.095	N	0.634	9200	N
340 N Stuart Ave	TOWIT OF LIKEOT (Waitt. 02)			30 /6	1 70	1 70	1 /0	1 70	070	14	0.033	IN	0.004	3200	
N Olympia Anna	Town of Fill to (Mariat CO)		swood Ave	000/	40/		40/	40/	00/	_	0.005		0.004	0000	_
N Stuart Ave	Town of Elkton (Maint: 82)	0.59	8700 F	96%	1%	1%	1%	1%	0%	С	0.095	F	0.634	9200	F
~~	To: From:	NCL Elkton, 82-													
Stuart Ave	Rockingham County		5500 G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.559	5700	C
~	To:		County Line												
Third St	Page County		am County Line 5400 G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.502	5800	(
340) 111110 31	Fage County			90%	170	170	170	170	076	Г	0.091	Г	0.302	3600	
~	From:		Shenandoah												
340)	Town of Shenandoah (Maint: 69)	1.22	5400 N	96%	1%	1%	1%	1%	0%	N	0.091	N	0.502	5800	١
	To: From:	69-706	Junior Ave												
Fifth St	Town of Shenandoah (Maint: 69)	0.65	5700 G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.521	6200	(
<b>~</b>	To:	NCL S	Shenandoah			$\neg$ $\vdash$									
340	Page County		5700 N	95%	1%	1%	1%	2%	0%	Ν	0.089	Ν	0.521	6200	Ν
(10)	To:	60 650	River Road												
340	Page County		5000 G	95%	1%	1%	1%	2%	0%	С	0.093	F	0.582	5400	G
340)	r age county			0070	170		170	-/0	070	Ŭ	0.000	•	0.002	0.00	
~	From:		S US 340	050/	40/	40/	40/	20/	00/	F	0.004	F	0.040	4200	C
340	Page County		4000 G Lee Highway	95%	1%	1%	1%	2%	0%	F	0.084	F	0.618	4300	Ċ
<u>*</u>	From		JS 211			-									
340 (211 Lee Highway	Page County		6700 G	95%	0%	1%	1%	2%	0%	С	0.089	F	0.546	7300	(
3 3	To														
211 Lee Highway	Town of Luray (Maint: 69)		CL Luray <b>2000 G</b>	95%	0%	1%	1%	2%	0%	F	0.088	F	0.522	13000	
211 Lee Highway	Town of Euray (Maint: 09)			95 /6	076	1 /0	1 /0	Z /0	0 /0	-	0.000	-	0.322	13000	
~~~	To: From:		S US 211							_					
211 Lee Highway	Town of Luray (Maint: 69)	0.69	5500 G	95%	1%	1%	1%	2%	0%	С	0.099	F	0.553	6100	G
~~	To- From:	Cl	L Luray												
340 (211 Lee Highway	Page County	0.53	5500 N	95%	1%	1%	1%	2%	0%	Ν	0.099	Ν	0.553	6100	Ν
~~~	To	C	L Luray			<u> </u>									
340 (211) Lee Highway	Town of Luray (Maint: 69)		5500 N	95%	1%	1%	1%	2%	0%	Ν	0.099	Ν	0.553	6100	Ν
340)(211)===9	To:		RT 211			i i									

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

•					_		Tru	ck			K	011	Dir		
Route	Jurisdiction	Length A		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		S 211	050/	407		407	00/	00/	•	0.007	_	0.504	5000	_
N Broad St	Town of Luray	0.30 48	800 G	95%	1%	1%	1%	2%	0%	С	0.087	F	0.581	5200	(
~	To: From:	NCL	L Luray												
Stonewall Jackson Memorial Hwy	Page County	0.21 <b>4</b> 8	800 G	95%	1%	1%	1%	2%	0%	F	0.084	F	0.604	5200	(
~ <i>~</i>	To:	69-731	Collins Rd			$\neg$ $\vdash$									
340 Stonewall Jackson Memorial Hwy	Page County		100 G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.599	5600	
,	Tod	CO C40 C	dy Hook Road												
340 Stonewall Jackson Memorial Hwy	Page County		200 G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.654	4600	
340 Storiewan Jackson Wernorial Twy	rage County	J.93 <b>4</b> 2	200 G	9376	1 /0	1 /0	1 /0	2/0	0 /6		0.009		0.054	4000	
~~	To: From:		ileyville Rd												
Stonewall Jackson Memorial Hwy	Page County		600 G	95%	1%	1%	1%	2%	0%	F	0.090	F	0.739	3900	
<del>~</del>	To:		County Line												
340 Stonewall Jackson Hwy	Warren County		ounty Line 600 G	95%	1%	1%	1%	2%	0%	С	0.089	F		4800	
340 Storiewali Jacksoff Twy	Waiter County	2.40 40	000 G	9376	1 /0	1 /0	1 /0	2/0	0 /6	C	0.009			4000	
~~ <u>`</u>	To- From:	93-613 N, Benton													
Stonewall Jackson Hwy	Warren County	5.30 <b>5</b> 6	600 G	96%	1%	1%	2%	1%	0%	С	0.092	F	0.74	6100	
~	To:	93-607 R	Rocky Lane			$\neg$									
Stonewall Jackson Hwy	Warren County	2.78 <b>8</b> ′	100 G	95%	1%	1%	1%	2%	0%	F	0.089	F		8400	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To:	02 610 B	ivermont Dr												
340 Stonewall Jackson Hwy	Warren County		3000 G	95%	1%	1%	1%	2%	0%	F	0.092	N	0.74	13000	
340 Otoricwan dacksorr rwy	vvaireii odanty			3370	170	170	1 /0	270	070	•	0.002	14	0.74	13000	
~ - · · - · · ·	To: From:		ront Royal												
South Royal Ave	Town of Front Royal	0.31 <b>15</b>	5000 G	95%	1%	1%	1%	2%	0%	F	0.090	F		16000	
~	To: From:	SR 55	South St												
340 (55) South Royal Ave	Town of Front Royal	0.40 <b>14</b>	1000 G	96%	1%	1%	1%	1%	0%	С	0.087	F		15000	
$\sim$	Too	F M	Iain St												
340 (55) North Royal Ave	Town of Front Royal		7000 G	97%	1%	1%	1%	1%	0%	С	0.086	F		19000	
340 (35) 1101111110				0.70	.,,		.,,	.,,	0,0	Ū	0.000	•		.0000	
North Bourd Ave	From		th St	070/	40/	40/	40/	40/	00/	_	0.000	_		4.4000	
North Royal Ave	Town of Front Royal	0.25 <b>13</b>	8000 G	97%	1%	1%	1%	1%	0%	F	0.090	F		14000	
	To: From:	US 52	22, 8th St												
340 (522) (55) North Royal Ave	Town of Front Royal	0.35 <b>24</b>	1000 G	96%	1%	1%	1%	1%	0%	С	NA			26000	
~~~~ <u>~</u>	To		th St												
	From:		Royal Ave	2001	40/		407	407	00/	_				00000	
340)(522)(55) 14th St	Town of Front Royal		2000 G	96%	1%	1%	1%	1%	0%	F	NA			23000	
<del></del>	From:		doah Ave th St												
340 (522 55) Shenandoah Ave	Town of Front Royal		7000 G	96%	1%	1%	1%	1%	0%	F	NA			29000	
340 522 55 Shenandoah Ave	Town of Front Royal			3070	170		170	170	070	•	100			20000	
~~~	To: From:		ont Royal	0601	401		461	461	001		0.657		0.505	04000	
340 (522) (55) Shenandoah Ave	Warren County	0.45 <b>31</b>	000 G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.505	31000	
~ ~ ~	To: From:	SR 5	55 West												
340)(522)Shenandoah Ave	Warren County	0.22 <b>25</b>	5000 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.539	26000	
	To:	Old NCL	Front Royal												

6/30/2011

# 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	Q۷
	From:	Old l	NCL Front R	loyal												
340 (522) Winchester Rd	Warren County	0.83	26000	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.541	27000	G
<del></del>	To: From:		I-66				$\neg$ $\vdash$									
340 522 Winchester Rd	Warren County	1.28	23000	G	85%	1%	1%	2%	10%	0%	С	0.079	F		24000	G
	To-	93-6	527 Reliance	Rd												
340 (522) Winchester Rd	Warren County	2.81	17000	G	84%	1%	1%	2%	12%	0%	С	0.084	F		18000	G
545)(022)	To		93-802													
340 522 Winchester Rd	Warren County	0.30	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	(
340 522 Winchester Rd	To:		erick County		0470	1 70	1 70	270	12 /0	070	C	0.002	'		19000	
	From:		ren County I													
340 522 Winchester Rd	Frederick County (Maint: 93)	0.53	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	(
	To:	War	ren County I	Line												
~~~	From:		erick County													
340 (522) Winchester Rd	Warren County	0.39	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	(
~~~	To: From:		erick County ren County I													
340 522 Winchester Rd	Frederick County (Maint: 93)	0.30	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	(
340 522 Winchester Rd	To:		ren County I		0470	1 /0	170	270	12 /0	070	O	0.002	'		15000	
	From:		erick County													
340)(522)Winchester Rd	Warren County	0.16	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	(
	To:	Cla	rke County L	ine												
~~~~	From		ren County I								_		_			
340 (522) Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	(
<del>~</del> <del>~</del>	To- From:	US 522	2 Double Tol	ll Gate												
Lord Fairfax Hwy	Clarke County	2.09	6300	G	92%	1%	1%	1%	5%	0%	С	0.098	F	0.671	6900	(
~	To	21-	658 White P	ost												
Agan Lord Fairfax Hwy	Clarke County	1.83	6600	G	92%	1%	1%	1%	5%	0%	F	0.094	F	0.728	7100	
,	Tax	LIC 5	0 C4 £ D													
Lord Fairfax Hwy	Clarke County	1.19	0 South of B 6900	G G	92%	1%	1%	1%	5%	0%	С	0.088	F	0.604	7500	
2340 Lord Fairfax Fiwy	Clarke County				32 /0	1 70	1 /0	1 /0	370	070	C	0.000	'	0.004	7300	
~	From:		SCL Boyce													
Lord Fairfax Hwy	Town of Boyce (Maint: 21)	0.81	6900	N	92%	1%	1%	1%	5%	0%	N	0.088	N	0.604	7500	1
	To- From:		NCL Boyce													
Lord Fairfax Hwy	Clarke County	2.27	6900	N	92%	1%	1%	1%	5%	0%	Ν	0.088	Ν	0.604	7500	١
<del>~</del>	To	SR	255 Old Cha	nel												
340 Lord Fairfax Hwy	Clarke County	2.99	8600	G	92%	1%	1%	1%	5%	0%	F	0.096	F	0.63	9200	(
,	*							, -		- , -	•					
340 S Buckmarsh St	Town of Bornaille (Moint: 24)		CL Berryville 8600	<u>е</u> <b>N</b>	92%	10/	10/	10/	<b>5</b> 0/	09/	NI	0.006	NI	0.63	0200	,
340 S Buckmarsh St	Town of Berryville (Maint: 21)	0.51	0000	IN	92%	1%	1%	1%	5%	0%	N	0.096	N	0.63	9200	Ν
~~~	To: From:		s SR 7 Main													
N Buckmarsh St	Town of Berryville (Maint: 21)	0.45	8000	G	92%	1%	1%	1%	5%	0%	F	0.086	F	0.549	8700	G
<del>~</del>	To:	N	CL Berryvill	le		-										

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

		Primary and Interst													
Pouto	Jurisdiction	Length AADT	04	4Tire	Ruc		Tru	ıck		00	K	OK	Dir	AAWDT	
Route	Jurisalcuon	Lengin AADI	QА	41116	DUS	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Ų۷
	From:	NCL Berryv	ille												
340 Lord Fairfax Highway	Clarke County	0.24 <b>8000</b>	N	92%	1%	1%	1%	5%	0%	Ν	0.086	Ν	0.549	8700	Ν
<i></i>	To	SR 7													
340 Lord Fairfax Hwy	Clarke County	1.29 <b>15000</b>	G	90%	1%	1%	1%	8%	0%	F	0.082	F	0.508	14000	G
340) = 510 1 0	ziamo esamy				.,,		.,,	0,0	0,0	•	0.002	•	0.000		·
- I - I Feiden History	From:	21-611 Summit P		000/	40/		40/	00/	00/	_	0.404	^	0.547	44000	^
Lord Fairfax Highway	Clarke County	2.82 11000	Α	90%	1%	1%	1%	8%	0%	С	0.101	Α	0.517	11000	Α
	From:	West Virginia Sta Maryland State													
340 Jefferson Pike	Loudoun County	0.57 <b>27000</b>	G	90%	1%	1%	1%	8%	0%	F	0.084	F		25000	G
340 0 0 1 0 0 1 1 1 1 1 1	To:	West Virginia Sta		0070	170		170	070	070	•	0.001	•		20000	Ŭ
	Brown			M DT 2											
Romn	Augusta County	US 340-N012A US 340-S0 0.30 <b>NA</b>	12A FRO	M K I 3							NA			NA	
340 Ramp	Augusta County	I-64-E FROM RT 340SOU	ITTI 0. N	ODTH		1					INA			INA	
						!_									
~	From:	US 340-S012B US 340-N0		M RT 3								_			_
Ramp	Augusta County	0.19 <b>5600</b>	F								0.090	F		5600	F
~	10:	I-64-W FROM RT 340SO		ORTH											
orth	From:	US 340 TO I-64	EAST												
Ramp	Augusta County	0.03 <b>NA</b>									NA			NA	
~	To:	US 340-S012A US 340- 1	2A FRON	ART 3											
lorth	From	US 340 I-64-W094A FRO	OM & TO	IS 64											
Ramp	Augusta County	0.04 <b>NA</b>									NA			NA	
~ <i>_</i>	To:	US 340-S012B US 340- 1	2B FROM	1 RT 3											
South	From:	US 340 I-64-E094A FRC	OM & TO	IS 64											
Ramp	Augusta County	0.04 <b>NA</b>									NA			NA	
3.0)	To:	US 340-N012A US 340- 1	2A FROM	ART 3											
outh	From:	US 340 TO I-64	WEST												
340 Ramp	Augusta County	0.06 <b>NA</b>	WEST.								NA			NA	
340)	To	US 340-N012B US 340- 1	2B FROM	1 RT 3											
	From:	US 340													
340)	Page County	0.20 <b>4200</b>	N	94%	1%	1%	1%	2%	0%	N	0.087	N	0.53	4500	Ν
340)	rage County	69-615	IN	9476	170	170	170	270	0%	IN	0.067	IN	0.55	4500	11
Bus	From:	69-615 Riverbe	nd Rd												
340 Stonewall Jackson Memorial Highway	Page County	3.80 <b>4200</b>	G	94%	1%	1%	1%	2%	0%	С	0.087	F	0.53	4500	G
540 Storional Gabricon Memorial Figures	r age county			0 170	170	- 170	170	_,0	070	Ŭ	0.001	•	0.00	1000	
Bus	From:	SCL Stanle	ey												
340)	Town of Stanley (Maint: 69)	2.08 <b>4200</b>	N	94%	1%	1%	1%	2%	0%	Ν	0.087	Ν	0.53	4500	Ν
	To	NCL Stanle	287												
Bus	From:		•												
Bus 340	Page County	1.99 <b>4200</b>	N	94%	1%	1%	1%	2%	0%	Ν	0.087	Ν	0.53	4500	١
		CO C22 C:	1												
	To:	69-632 Stan.	iev												
Bus 340 Stonewall Jackson Memorial Highway	Page County	69-632 Stani 3.73 <b>5300</b>	G G	98%	0%	1%	0%	1%	0%	С	0.093	F	0.535	5800	G

# 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	Factor	QK	Factor	AAWDT	Q۱
From:						407	407		_		_			
Town of Luray	0.09 <b>5500</b>	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.551	5900	C
To: From:	Linden Av	e												
Town of Luray	0.52 <b>4400</b>	G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.562	4800	(
To:	Bus US 21	1												
From:			070/	40/	40/	40/	40/	00/	_	0.004	_	0.500	4700	
I own of Luray		G	97%	1%	1%	1%	1%	0%	C	0.094	F	0.588	4700	(
Farm														_
Halifay County			029/	20/	10/	20/	20/	09/	_	0.100	_	0.510	1200	
			92%	270	170	270	3%	0%	Г	0.100	Г	0.519	1200	
To: From:							221							
Town of Scottsburg (Maint: 41)	0.75 <b>1100</b>	N	92%	2%	1%	2%	3%	0%	N	0.100	N	0.519	1200	
To: From:														
Town of Scottsburg (Maint: 41)	0.42 <b>750</b>	G	92%	2%	1%	2%	3%	0%	С	0.107	F	0.583	800	(
To From:	ECL Scottsb	urg												
Halifax County	7.35 <b>750</b>	N	92%	2%	1%	2%	3%	0%	Ν	0.107	Ν	0.583	800	
To	Staunton River St	ate Park			$\neg$ $\vdash$									
Halifax County	2.18 <b>100</b>	G	92%	2%	1%	2%	3%	0%	F	0.126	F	0.733	100	
То:	End of Rou	te												
From:	SR 360 Mounta	in Rd												
Town of Halifax (Maint: 41)	0.12 <b>680</b>	G	94%	2%	3%	1%	0%	0%	С	0.154	F	0.533	730	
То:	US 501 Mair	ı St												
From:	US 60 Huntingto	on Ave												
City of Newport News	0.64 <b>6800</b>	N	97%	1%	1%	1%	0%	0%	Ν	0.119	Ν	0.752	7200	
To:	Marshall A	ve												
City of Newport News	0.87 <b>6800</b>	F	97%	1%	1%	1%	0%	0%	С	0.119	F	0.752	7200	
To:	WCL Hampt	ton												
From									_		_			
City of Hampton	1.53 <b>9100</b>	F	97%	1%	1%	1%	0%	0%	F	0.096	F	0.573	9700	
To: From:	Powhatan Pk	_			$\Box$ $\vdash$									
City of Hampton	1.52 <b>11000</b>	F	96%	1%	1%	1%	1%	0%	С	0.094	F	0.641	11000	
To	Settlers Landir	ng Rd			$\neg$ $\vdash$									
City of Hampton	0.14 <b>11000</b>	F	96%	1%	1%	1%	1%	0%	F	0.085	F	0.645	12000	
To:	Lasalle Av	e.												
City of Hampton	0.73 <b>11000</b>	F	96%	1%	1%	1%	0%	0%	С	0.098	F	0.656	12000	
Tod														
City of Hampton	1.41 <b>9900</b>	ad Ave F	97%	1%	1%	0%	0%	0%	С	0.092	F	0.687	11000	
	1.41 3300	Г	JI /0	1 /0	ı /0	U /0	U /0	U /0	$\overline{}$	0.032	г	0.001	11000	
City of Flampton	·													
City of Hampton	US 258 Mercury 0.20 <b>12000</b>	y Blvd <b>F</b>	97%	1%	1%	0%	0%	0%	F	0.087	F	0.658	13000	_
	Town of Luray  Tro  From:  Halifax County  From:  Town of Scottsburg (Maint: 41)  Town of Scottsburg (Maint: 41)  From:  Halifax County  From:  Halifax County  To:  From:  City of Newport News  To:  From:  City of Newport News  To:  From:  City of Hampton  From:  City of Hampton  From:  City of Hampton	SCL Luray   Scy   Linden Av	Town of Luray   D.09   SCL Luray	Town of Luray	Town of Luray	SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury   SCL Lury	SCT_Luray   SCT_Luray   Town of Luray   O.09   \$500   G   97%   O%   1%   1%	Section   Length AADT   QA   4Tire   Bus   2Axie   3+Axie   1Trail   Trail   Town of Luray   0.09   \$500   G   97%   0%   1%   1%   1%   1%   1%   1%   1	Section   Length AADT   QA   4Tire   Bus   2Ade   3+Ade   1Trail   2Trail	SCL Luray   Town of Luray   O.09   S500   G   97%   O%   1%   1%   1%   0%   F	SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL	SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI_Larger   SCI	SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_Lampy   SCI_	Additional

# 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:	W	oodland Rd												
351) Pembroke Ave	City of Hampton	1.10	11000 F	98%	1%	1%	0%	0%	0%	С	0.089	F	0.6	12000	F
<u> </u>	To	SR 169 V	W, Old Buckroe Rd												
351) 169) Pembroke Ave	City of Hampton	0.60	4400 F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.591	4700	
	Tou	SR 16	59 E, Mallory St												
351)Pembroke Ave	City of Hampton	0.07	4400 N	98%	1%	1%	0%	0%	0%	Ν	0.093	Ν	0.591	4700	
331)	То:		Second St												
	From:		US 421												
352)St Charles Rd	Lee County	2.13	1900 F	95%	0%	1%	1%	3%	0%	С	0.089	F	0.609	2000	
332)	Tol									_					
250	Town of St. Charles (Maint: 52)	0.27	Saint Charles 1900 N	95%	0%	1%	1%	3%	0%	N	0.089	N	0.609	2000	
352)	To:		Bunny Blue Rd	3370	070		1 70	370	070	14	0.005	11	0.000	2000	
	Dron.		-												
River Rd	Lancaster County	3.64	nd of Route 420 G	97%	0%	1%	1%	1%	0%	F	0.125	F	0.504	450	
354 Miles Ru	Lancaster County			31 /0	070	1 70	1 /0	1 /0	070	'	0.125	'	0.504	430	
D: D-1	To:		Ottoman Ferry Road	070/	00/		40/	407	00/		0.000	_	0.555	0000	
River Rd	Lancaster County	3.62	2100 G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.555	2300	
	To: From:		White Chapel Rd												
River Rd	Lancaster County	4.10	880 G	97%	0%	1%	1%	1%	0%	С	0.108	F	0.75	940	
<u> </u>	To	51-62	2 Morattico Rd												
River Rd	Lancaster County	2.17	840 G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.528	900	
	To:	SR 3 I	Historyland Hwy												
	From:	US 33;	; Staples Mill Rd												
Hilliard Rd	Henrico County	0.67	16000 F	98%	0%	1%	0%	1%	0%	F	0.097	F	0.59	18000	
<u> </u>	To:	Th	nornrose Ave												
356)Hilliard Rd	Henrico County	0.60	15000 F	98%	0%	1%	0%	1%	0%	С	0.095	F	0.587	16000	
330)	T-						-,-		-,-	_					
356)Hilliard Rd	Henrico County		ermitage Rd	98%	0%	1%	0%	1%	0%	F	0.094	F	0.532	20000	
356 Tilliard Ku	To:		1; Lakeside Ave	90 /0	076	1/0	076	1 /0	076	-	0.094	•	0.552	20000	
	From:		,												
359 Jamestown Festival Parkway	James City County	0.34	olonial Pkwy 2200 F	99%	0%	0%	0%	0%	0%	С	0.127	F	0.755	2300	
Jamestown Festival Parkway	Tari		Jamestown Rd	9970	076		076	076	076	C	0.121	•	0.755	2300	
	From:														
Bus 360 58 River St	City of Danville	0.64	N Main St 20000 G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.579	20000	
60 58 River St	City of Dariville			9370	1 70	1 70	070	370	070	'	0.013	'	0.57 5	20000	
Bus	To- From:	Ole	d Halifax Rd												
360 58 South Boston Rd	City of Danville	1.24	19000 G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.541	19000	
	To	118 20 D	anville Expressway	,											
360 58 South Boston Rd	City of Danville	0.90	26000 G	85%	1%	1%	1%	12%	1%	F	0.077	F	0.518	26000	
360 58 South Boston Rd	To To		Kentuck Rd	00 70	1 / 0		1 /0	12 /0	1 /0	•	5.011	•	3.010	20000	

# 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	Q۷
~~ ~~	From:		ntuck Rd												
360 (58 South Boston Rd	City of Danville	1.98 <b>2</b>	20000 G	85%	1%	1%	1%	12%	1%	F	0.077	F	0.501	20000	C
~ ~	To: From:	ECL	. Danville												
360 58 Philpott Rd	Pittsylvania County	2.37 <b>1</b>	1000 G	85%	1%	1%	1%	12%	1%	F	0.074	F	0.559	11000	(
~ ~	To	S	SR 62												
360 (58) Philpott Rd	Pittsylvania County	3.32	7700 A	85%	1%	1%	1%	12%	1%	С	0.099	Α	0.514	7700	
	To:	Halifax	County Line												
~~~~	From:		nia County Line							_		_			
360) (58) Philpott Rd	Halifax County	3.48	8500 G	85%	1%	1%	1%	12%	1%	F	0.073	F		8500	(
~ ~	To: From:	SR 1	119 Delila												
360 58 Philpott Rd	Halifax County	6.58	7900 G	85%	1%	1%	1%	12%	1%	F	0.072	F		7900	(
~~	To:		ville Rd; Melon	Rd											
~~~~	From:		11-658							_					
360 (58) Philpott Rd	Halifax County		8600 A	85%	1%	1%	1%	12%	1%	С	0.098	Α	0.526	8700	
<del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del>	To: From:		ell Mathews Hw	у											
360 \ 58 Bill Tuck Hwy	Town of South Boston		3000 G	85%	1%	1%	1%	12%	1%	F	0.077	F		13000	
Bill Tuck Hwy	Town of Court Boston			0070	1 /0	1 70	1 70	12 /0	1 /0	•	0.077	•		13000	
~~~~	To: From:		outh Boston												
360) (58) Bill Tuck Hwy	Halifax County		3000 N	85%	1%	1%	1%	12%	1%	Ν	0.077	N		13000	
~ ~	From:		US 58 Bill Tuck Hwy												
360 John Randolph Blvd	Halifax County		9600 G	85%	1%	1%	1%	11%	1%	F	0.083	F		9400	
360) o arm realide (pri 2) va	- Tamax County			0070	170		170	1170	170	•	0.000	•		0.100	
Laka Dan dalah Di id	Town of Court Doorton (Maint 44)		outh Boston	050/	40/	40/	40/	440/	40/	_	0.000	_		0.400	
John Randolph Blvd	Town of South Boston (Maint: 41)	0.16	9600 G	85%	1%	1%	1%	11%	1%	F	0.083	F		9400	(
	To- From:		Seymour Dr												
360 John Randolph Blvd	Town of South Boston	0.52	9100 G	85%	1%	1%	1%	11%	1%	F	0.085	F		8900	(
~	To	SR 34	Hodges St												
360 John Randolph Blvd	Town of South Boston	0.44 <b>1</b>	0000 G	85%	1%	1%	1%	11%	1%	F	0.085	F		10000	(
	To:	Hom	ilton Blvd												
360 John Randolph Blvd	Town of South Boston (Maint: 41)		7400 G	85%	1%	1%	1%	11%	1%	F	0.081	F		7200	(
360 John Kandolph Bivd	Town or South Boston (Maint: 41)	0.09	7400 0	00 /0	1 /0	1 70	1 /0	1170	1 /0	'	0.001	•		7200	•
~	To: From:		outh Boston									_			
James D Hagood Hwy	Halifax County	1.43	7300 G	85%	1%	1%	1%	11%	1%	F	0.076	F		7100	(
~	To: From:	41-716 W Par	n River Church	Rd											
360 James D Hagood Hwy	Halifax County	5.28	6100 G	85%	1%	1%	1%	11%	1%	F	0.078	F		5900	(
<i>~</i>	Ta:	SR 360	0 Bethel Rd												
360 James D Hagood Hwy	From L————————————————————————————————————		7300 G	85%	1%	1%	1%	11%	1%	F	0.081	F		7100	(
300 Carros D Fragood Frwy	- F				1 70	- 70	. 70	/0	. 70	•	0.001	•		. 100	`
Lamas D. Hannad I. hurr	From:		gers Chapel Roa		40/	40/	40/	440/	40/		0.070			0400	
James D Hagood Hwy	Halifax County		6200 G	85%	1%	1%	1%	11%	1%	F	0.079	F		6100	(
~	'In'	SR 92 Sc	outh of Clover												

# 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:	SR 92 South of Clove			407				407	_		_			
James D Hagood Hwy	Halifax County	2.73 <b>5600</b>	G	85%	1%	1%	1%	11%	1%	F	0.077	F		5500	G
<del>~</del>	To:	Charlotte Coun	-												
	Object to Occupate	Halifax County	-	050/	40/	40/	40/	440/	40/	_	0.000	_	0.544	5400	,
Kings Hwy	Charlotte County	1.73 <b>5300</b>	G	85%	1%	1%	1%	11%	1%	F	0.082	F	0.541	5100	(
<del>~</del>	To: From:	SR 92 JEB Stua	art Hwy												
Kings Hwy	Charlotte County	4.64 <b>3900</b>	G	85%	1%	1%	1%	11%	1%	F	0.082	F	0.519	3700	(
	7-	WILL 10													
(Vince I lung	Charlotto County	W US 15		040/	10/	10/	10/	1.10/	20/	F	0.080	F	0.520	4000	
360 (15) Kings Hwy	Charlotte County	3.88 <b>4500</b>	G	81%	1%	1%	1%	14%	2%	г	0.080	г	0.539	4800	(
<del>~</del> ~	To: From:	SR 47 Krafton	Gate												
360 (15) Kings Hwy	Charlotte County	6.60 <b>4100</b>	G	81%	1%	1%	1%	14%	2%	F	0.076	F	0.537	4400	(
~~~	Prom:	S US 15 B		040/	40/	40/	40/	4.40/	00/	_	0.000	_	0.574	4400	
360 (15) Kings Hwy	Charlotte County	3.36 <b>3800</b>	G	81%	1%	1%	1%	14%	2%	С	0.082	F	0.571	4100	(
<del>~</del> ~	To- From:	SR 40 Keys	ville			_									
360 (15) Kings Hwy	Charlotte County	2.04 <b>5300</b>	G	85%	1%	1%	1%	11%	1%	F	NA			5500	(
	,														
~~	From:	E US 15								_		_			
Kings Hwy	Charlotte County	1.75 <b>5300</b>	G	85%	1%	1%	1%	11%	1%	F	0.074	F	0.534	5200	(
~	To:	Prince Edward Co													
~	Dei a a E hazard Casarta	Charlotte Coun	•	050/	40/	40/	40/	440/	40/	_	0.070	_		5400	
Kings Hwy	Prince Edward County	2.23 <b>5300</b>	G	85%	1%	1%	1%	11%	1%	F	0.070	F		5100	(
~	To: From:	55-701													
Kings Hwy	Prince Edward County	3.13 <b>5400</b>	G	85%	1%	1%	1%	11%	1%	F	0.066	F		5300	(
(SO) (SO)	,														
~	From:	73-728 Moores Or		050/	407		407	440/	407	_	0.000	_		5400	
Kings Hwy	Prince Edward County	0.26 <b>5200</b>	G	85%	1%	1%	1%	11%	1%	F	0.068	F		5100	(
<del>~</del>	To	73-630 Free St	ate Rd			_									
Kings Hwy	Prince Edward County	3.09 <b>5400</b>	G	85%	1%	1%	1%	11%	1%	F	0.066	F		5300	(
3 ,															
~~	From:	73-696 Green I		050/	407		407	440/	40/	_	0.400	•	0.007	4.400	
360	Prince Edward County	5.56 <b>4500</b>	Α	85%	1%	1%	1%	11%	1%	С	0.103	Α	0.627	4400	
<del>~</del>	10:	Nottoway Coun	-												
~~	National County	Prince Edward Co	_	050/	40/	40/	40/	440/	40/	_	0.074	_		4000	
960}	Nottoway County	1.12 <b>5000</b>	G	85%	1%	1%	1%	11%	1%	F	0.074	F		4900	(
	To: From:	67-621 Burkes T	avern Rd												
360	Nottoway County	0.39 <b>5100</b>	G	85%	1%	1%	1%	11%	1%	F	0.074	F		5000	(
<del>5</del> 59		***													
~~~	From:	US 460		000/	407		00/	450/	407	_	0.00	_		40000	
60 (460)	Nottoway County	0.19 <b>11000</b>	G	80%	1%	1%	2%	15%	1%	С	0.08	F		10000	(
~ ~	To:	WCL Burke	ville												
360 (460)	Town of Burkeville (Maint: 67)	1.06 <b>11000</b>	N	80%	1%	1%	2%	15%	1%	Ν	0.08	Ν		10000	-
300	-														
~~~	From:	Bus US 46					46.		4	_		_			
360 } ( 460 }	Town of Burkeville (Maint: 67)	0.08 <b>12000</b>		85%	1%	1%	1%	11%	1%	F	0.079	F		12000	(
~~~ <u></u>	To:	ECL Burkey	ville												

# 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:	ECL Burkeville												
360 ( 460 )	Nottoway County	0.35 <b>12000 N</b>	85%	1%	1%	1%	11%	1%	Ν	0.079	Ν		12000	
~~~ <u></u>	To:	US 460 East Colonial Trail H	wv											
East Patrick Henry Hwy	Nottoway County	0.23 <b>5400 G</b>	93%	0%	1%	1%	5%	1%	F	0.071	F		5400	
500)	T-				<u>_</u>									
Fact Detrick Henry Huny	Nottourou County	67-723 Lewiston Plank Rd	93%	0%	10/	10/	E0/	10/	F	0.070	F		E000	
East Patrick Henry Hwy	Nottoway County	2.46 <b>5800 G</b>	93%	0%	1%	1%	5%	1%	г	0.070	г		5800	
~	To- From:	SR 49 Watsons Wood Rd												
East Patrick Henry Hwy	Nottoway County	4.17 <b>7100 G</b>	93%	0%	1%	1%	5%	1%	F	0.082	F		7100	
	To:	Amelia County Line												
~~	From:	Nottoway County Line												
Patrick Henry Hwy	Amelia County	0.49 <b>6800 G</b>	93%	0%	1%	1%	5%	1%	F	0.077	F	0.511	6800	
~	To	SR 307 Holly Farms Rd												
Patrick Henry Hwy	Amelia County	8.55 <b>14000 G</b>	93%	0%	1%	1%	5%	1%	F	0.08	F	0.556	14000	
560). american,,	, amona eeamy		0070	0,0	.,,,	. , 0	0,0	. 70	-	0.00	•	0.000		
~~	From:	04-681 Pridesville Rd							_		_		.=	
Patrick Henry Hwy	Amelia County	2.64 <b>15000 F</b>	93%	0%	1%	1%	5%	1%	С	0.084	F	0.500	15000	
<del>~</del>	To: From:	Bus US 360 Goodes Bridge I	Rd											
Patrick Henry Hwy	Amelia County	2.77 <b>17000 G</b>	93%	0%	1%	1%	5%	1%	F	0.082	F	0.563	17000	
, ,	- ·													
~	From	04-604 Chula Rd	200/	00/		407	<b>5</b> 0/	407	_	0.000	_	0.040	40000	
Patrick Henry Hwy	Amelia County	3.37 <b>18000 G</b>	93%	0%	1%	1%	5%	1%	F	0.080	F	0.612	18000	
<del></del>	To:	Chesterfield County Line; Appomat												
Livil Chroat Dal	Chapterfield County	Amelia County Line; Appomattos		00/	40/	40/	<b>50</b> /	40/	_	0.004	_	0.04	47000	
Hull Street Rd	Chesterfield County	5.16 <b>17000 G</b>	93%	0%	1%	1%	5%	1%	F	0.081	F	0.61	17000	
	To: From:	20-603 W, Skinquarter Rd												
Hull Street Rd	Chesterfield County	2.84 <b>19000 G</b>	93%	0%	1%	1%	5%	1%	F	NA			19000	
~	To:	20-730 Baldwin Creek Rd												
Hull Street Rd	Chesterfield County	1.31 <b>22000</b> M								NA			NA	
360 Trail Street Na	Chesterned County	1.31 22000 101								INA			INA	
~~	From:	20-667 Otterdale Rd												
Hull Street Rd	Chesterfield County	1.48 <b>27000 M</b>								NA			NA	
~	To:	20+3600 Woodlake Village P												
~~ <u>-</u>	From	20-3600 Woodlake Village Pk							_					
Hull Street Rd	Chesterfield County	0.99 <b>45000 G</b>	93%	0%	1%	1%	5%	1%	F	NA			45000	
~	To:	20-702 Spring Run												
Hull Street Rd	Chesterfield County	2.19 <b>67000 G</b>	93%	0%	1%	1%	5%	1%	F	NA			67000	
000)	-					.,,	-,-	.,,	-					
~	From:	SR 288					40.		_		_			
Hull Street Rd	Chesterfield County	3.20 <b>40000 G</b>	97%	0%	1%	1%	1%	0%	С	0.087	F	0.519	40000	
~	To	20-653 Courthouse Rd												
Hull Street Rd	Chesterfield County	2.21 <b>43000 G</b>	93%	0%	1%	1%	5%	1%	F	NA			43000	
<del>,,,,</del>														
~ Diali Orași Di	From:	20-647 Walmsley Blvd	0001	607		401	FC'	401	_	N 1 A			00000	
Hull Street Rd	Chesterfield County	2.25 <b>39000 G</b>	93%	0%	1%	1%	5%	1%	F	NA			39000	
~	To:	SR 150 Chippenham Pkwy; WCL R	ichmond											

6/30/2011

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

		Primary ar	ia interste	ale Noc	1100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	20vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From: SP	150 Chippen	ham Pkww	WCI Ri	chmond		ZAXIE	STAXIE	IIIaii	ZIIali		racioi		racioi		
360 Hull Street Rd	City of Richmond	0.61	26000	G	98%	1%	1%	0%	0%	0%	F	NA			27000	G
300)***********************************	Tool							-,-								
360 Hull Street Rd	City of Richmond	2.18	Hey Rd 23000	G	98%	1%	1%	0%	0%	0%	F	NA			24000	G
360 Trail Olicel Na	Only of Morimona				3070	170	170	070	070	070	· ·	INA			24000	O
(360) Hull St	From:	0.18	161 Belt B	lvd <b>G</b>	000/	1%	10/	0%	00/	00/	F	NΙΔ			20000	G
360 Hull St	City of Richmond	0.18	19000	G	98%	1%	1%	0%	0%	0%	г	NA			20000	G
~~~	To: From:		McGuire Di													
(360) Hull St	City of Richmond	1.05	16000	G	98%	1%	1%	0%	0%	0%	F	NA			17000	G
	To: From:	M	idlothian Tp	ke												
360 Hull St	City of Richmond	0.54	21000	Α	98%	1%	1%	0%	0%	0%	С	0.090	Α	0.589	22000	Α
<u> </u>	To	US 1 Je	efferson Day	is Hwv												
360 Hull St	City of Richmond	0.55	12000	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.54	13000	G
	To		Commerce R	A												
360 Hull St	City of Richmond	0.37	18000	G G	98%	1%	1%	0%	0%	0%	F	NA			19000	G
(360) 1 1011 51	- T	0.01			0070	170		070	070	070	•	101			10000	Ŭ
Mayo Daidag	City of Dialyses and	0.54	1st St		000/	40/	40/	00/	007	00/	F	NIA			22222	
360 Mayo Bridge	City of Richmond	0.51	21000	G	98%	1%	1%	0%	0%	0%	г	NA			22000	G
~~~	To: From:		Dock St													
(360) 14th St	City of Richmond	0.08	13000	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.673	13000	G
~	To: From:	J	JS 60 Cary S	St												
360 60 14th St	City of Richmond	0.08	13000	N	98%	1%	1%	0%	0%	0%	Ν	0.100	Ν	0.673	13000	Ν
$\hookrightarrow$	To:	US	60 Par, Mai	n St												
Moin St	City of Richmond	0.30	14th St 17000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.623	18000	G
360 60 Main St	City of Ricimond	0.30	18th St	G	90%	170	176	0%	070	0%	Г	0.091	Г	0.023	16000	G
	From:	U	S 60 Main S	St												
(360) 18th St	City of Richmond	0.14	8800	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.726	9100	G
	Tou		Grace St													
360 18th St	City of Richmond	0.06	7400	G	98%	1%	1%	0%	0%	0%	F	0.095	Ν	0.726	7600	G
300)	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:		G	98%	1%	1%	0%	0%	0%	F	NA			11000	G
	To:		S 250 Broad			.,,		0,0	0,0	0,0	•					
360 18th St	City of Richmond	0.19	5800	G G	98%	1%	1%	0%	0%	0%	F	0.113	F		5900	G
360 1011 31	Combined Traffic Estimates for 2 Parallel Roadways on the			G	98%	1%	1%	0%	0%	0%	, E	0.113	F	0.762	19000	(
	Combined Trainic Estimates for 2 Farantei Roadways of the	iis Route.			90 /6	1 /0	1 /0	076	076	076		0.095	-	0.702	19000	
~~	Tool From:	0.50	Venable St		000/	40/	40/	007	007	007	F	0.444			4000	
360 18th St	City of Richmond	0.50	4000	G	98%	1%	1%	0%	0%	0%	-	0.111	F	0.077	4200	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Koute:	9000 Balding St	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.677	9300	G
	From:		18th St													
360 Balding St	City of Richmond	0.03	4000	N	98%	1%	1%	0%	0%	0%	Ν	0.111	Ν		4200	N
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	9000	N	98%	1%	1%	0%	0%	0%	Ν	NA			9300	Ν
	то:		17th St													

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

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~ <u>`</u>	From:	Balding S													
360 17th St	City of Richmond	0.19 <b>8200</b>	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.709	8400	G
<del>~</del>	To:	Fairfield W	ay												
F-infield Man	O'to a C D' also as a d	17th St		000/	40/	40/	00/	00/	00/	_	0.440	_	0.070	7000	,
Fairfield Way	City of Richmond	0.54 <b>7000</b>	G	98%	1%	1%	0%	0%	0%	F	0.148	F	0.878	7200	(
~	From:	Mechanicsville Fairfield W													
360 Mechanicsville Tpke	City of Richmond	0.44 <b>12000</b>	G G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.666	13000	(
360 Wechanicsville Tpke	City of Kichinoria	0.44 12000	<u> </u>	90 /6	1 /0	1 /0	0 /6	076	0 /0		0.093		0.000	13000	•
~~	To- From:	I-64													
Mechanicsville Tpke	City of Richmond	0.25 <b>35000</b>	G	98%	0%	1%	0%	1%	0%	F	NA			38000	(
~~	To	ECL Richmo	and												
Mechanicsville Tpke	Henrico County	1.53 <b>33000</b>	F	98%	0%	1%	0%	1%	0%	F	0.087	F	0.632	35000	F
360 Weethaniesville Tpike	Tiermed County	1.55 33000	•	3070	070	1 70	070	1 /0	070	•	0.007	•	0.002	33000	
~~	To: From:	Laburnum A													
Mechanicsville Tpke	Henrico County	1.34 <b>32000</b>	F	97%	0%	1%	0%	1%	0%	С	0.084	F	0.603	34000	F
~ [_]	To:	Hanover County													
~~	From:	Henrico County													
Mechanicsville Tpke	Hanover County	0.47 <b>36000</b>	G	98%	0%	1%	0%	1%	0%	F	NA			38000	(
~ <u></u>	To:	Bus US 360, Mechani	csville Tn	ke											
Mechanicsville Bypass	Hanover County	0.60 <b>25000</b>	Α	98%	0%	1%	0%	1%	0%	С	0.101	Α	0.628	26000	,
300 meenamee 2) paee				0070	0,0		0,0	. , 0	0,0		01.0.		0.020		•
~	To: From:	SR 156 Cold Ha													
Mechanicsville Bypass	Hanover County	0.13 <b>25000</b>	N	98%	0%	1%	0%	1%	0%	N	0.101	N	0.628	26000	١
~	To	Bus US 360, Mechani	csville Tp	ke		$\neg$ $\vdash$									
Mechanicsville Tpke	Hanover County	0.33 <b>25000</b>	N	98%	0%	1%	0%	1%	0%	Ν	0.101	Ν	0.628	26000	١
300)															
~	From	I-295								_				.=	
Mechanicsville Tpke	Hanover County	1.30 <b>41000</b>	G	96%	0%	1%	1%	2%	0%	С	NA			45000	C
<del>~</del>	To	42-643 Lee Davi	is Road												
Mechanicsville Tpke	Hanover County	2.56 <b>22000</b>	G	98%	0%	1%	0%	1%	0%	F	0.089	F		24000	G
Machaelas Ma Tala	From:	42-615 Walnut G		000/	00/		00/	40/	00/	_	0.400	_		0.4000	,
Mechanicsville Tpke	Hanover County	3.23 <b>22000</b>	G	98%	0%	1%	0%	1%	0%	F	0.100	F		24000	(
~	To	42-606 Old Church Rd	l; Studley	Rd											
Mechanicsville Tpke	Hanover County	4.35 <b>19000</b>	G	98%	0%	1%	0%	1%	0%	F	0.095	F		20000	(
	To:	King William Cou	inty Line												
	From:	Hanover Count	y Line												
Richmond Tappahannock Hwy	King William County	2.32 18000	F	95%	0%	1%	1%	3%	0%	F	0.095	F	0.7	19000	F
<del></del>	To:	50 605 OLL NI	ootle De												
Dishmand Tannahannaak I hus	King William County	50-605 Old Newc		050/	00/	10/	10/	20/	00/	-	0.000		0.604	17000	F
Richmond Tappahannock Hwy	King William County	2.77 <b>17000</b>	F	95%	0%	1%	1%	3%	0%	С	0.098	F	0.684	17000	F
~	To: From:	SR 30 King Will	iam Rd												
Richmond Tappahannock Hwy	King William County	3.34 <b>12000</b>	F	95%	0%	1%	1%	3%	0%	F	0.086	F	0.618	13000	F
	To:	King & Queen Co	unty Line												

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

5 .	1		<b>-</b>	47	_		Tru	ıck			K	611	Dir		611
Route	Jurisdiction -	Length AAC	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~	From:	King William (													
Richmond Hwy	King & Queen County	2.91 <b>100</b> 0	00 G	95%	0%	1%	1%	3%	0%	F	0.090	F	0.627	10000	G
~	To: From:	SR 14 Th	ne Trail												
360 Richmond Hwy	King & Queen County	6.29 <b>790</b>	00 G	91%	1%	1%	2%	5%	0%	С	0.093	F	0.567	8300	G
<del>~</del>	To:	Essex Cou	_												
Pick and Illian	From:	King & Queen			40/	40/	00/	<b>5</b> 0/	00/	_	NIA			0.400	_
Richmond Hwy	Essex County	0.45 880	00 G	91%	1%	1%	2%	5%	0%	F	NA			9400	G
	Too From:	28-620 Dunbrooke													
Richmond Hwy	Essex County	6.41 <b>870</b>	00 G	91%	1%	1%	2%	5%	0%	F	0.080	F		9300	(
<del>~</del>	To: From:	W US	S 17			$\neg$ $\vdash$									
360 (17) Tappahannock Blvd	Essex County	0.20 <b>230</b> 0	00 G	90%	1%	1%	1%	7%	0%	F	0.079	F		21000	(
	To	CL Tappal	hannock												
360 (17)	Town of Tappahannock (Maint: 28)	2.24 <b>230</b> 0		90%	1%	1%	1%	7%	0%	Ν	0.079	N		21000	١
300) (17)	rem er rappanameen (mann 2e)				.,,		. , 0	. , 0	0,0	• •	0.0.0	•			
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	E US		050/	00/		40/	00/	00/		0.00			4.4000	,
Queen St	Town of Tappahannock (Maint: 28)	0.25 1400		95%	0%	1%	1%	3%	0%	F	0.08	F		14000	(
	From:	Richmond Co Essex Cou													
360 Richmond Rd	Richmond County	3.98 <b>140</b> 0		95%	0%	1%	1%	3%	0%	F	0.082	F	0.578	15000	-
300)	To:	79-624 W; N				i i	.,,		-,-	•	*****	•			-
	From	79-624 W, N	ewland Rd												
360 Richmond Rd	Richmond County	0.40 <b>130</b> 0	00 A	95%	0%	1%	1%	3%	0%	С	0.101	Α	0.567	14000	F
<del>~</del>	Tou	WCL W	arsaw												
Richmond Rd	Town of Warsaw (Maint: 79)	2.02 1300		95%	0%	1%	1%	3%	0%	Ν	0.101	Ν	0.567	14000	1
550	To	W SR 3	2 Due												
Bus	From	w SK S													
360 ( 3 ) Richmond Rd	Town of Warsaw (Maint: 79)	0.78 <b>120</b> 0	00 F	95%	0%	1%	1%	3%	0%	F	0.082	F	0.642	13000	F
$\Rightarrow$ $\bigcirc$	To-	E SR 3 Bu	us, SR 3			$\neg$ $\vdash$									
360 Richmond Rd	Town of Warsaw (Maint: 79)	0.37 <b>790</b>	00 F	95%	0%	1%	1%	3%	0%	F	0.086	F	0.634	8100	F
	To	ECL Wa	arcaw												
Richmond Rd	Richmond County	4.59 <b>790</b>		95%	0%	1%	1%	3%	0%	Ν	0.086	Ν	0.634	8100	١
360)					070		. 70	0,0	0,0	• •	0.000	•	0.00	0.00	•
Diskussed Dd	From	79-661 Totuske	•		007	40/	40/	20/	00/		0.000	F	0.050	0000	F
Richmond Rd	Richmond County	2.97 <b>620</b> Northumberland		95%	0%	1%	1%	3%	0%	F	0.089	г	0.653	6300	1
	From:	Richmond Co		e											
Richmond Rd	Northumberland County	3.19 <b>560</b>		95%	0%	1%	1%	3%	0%	F	NA			6000	
	то!														
360 Northumberland Hwy	Northumberland County	SR 202 Hamp 0.39 <b>730</b>		95%	0%	1%	1%	2%	0%	F	0.084	F		7800	Ċ
360 Northumberiand riwy	Northumbenand County	0.38 730		9070	U70	1 70	I 70	∠70	U-70	Г	0.064	Г		1000	
<u> </u>	To: From:	66-750 Sup				$\Box$									
Northumberland Hwy	Northumberland County	6.74 <b>700</b>		95%	0%	1%	1%	2%	0%	F	NA			7200	C
~	To:	SR 201 Cour	rthouse Rd												

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

_			id interstate No				Tru	ıck			K		Dir		
Route	Jurisdiction		AADT QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Northumberland Hwy	Northumberland Count		1 Courthouse Rd 4500 G	95%	0%	1%	1%	2%	0%	С	0.086	F		4800	G
360 Northamberiand Twy	Northumberiand County				076	1 /0	1 /0	2/0	0 /0	C	0.000			4600	G
Northumberland Hwy	Northumberland Count		5000 G	нwy 95%	0%	1%	1%	2%	0%	F	NA			5300	G
300),	To- From:		6 E, Fairport Rd												
Northumberland Hwy	Northumberland Count		3000 G	95%	0%	1%	1%	2%	0%	F	0.083	F	0.543	3200	G
	To:	66-6	557 Fleeton Rd												
Main St	Northumberland Count	y 0.45	1000 G	95%	0%	1%	1%	2%	0%	F	0.110	F	0.516	1100	G
<del>~</del>	To:		eed Ave; Main Stre												
~	From		IS 360-W143B FR	OM RT 3											
Ramp	City of Richmond (Maint:		NA I RT 360WEST &	EAST							NA			NA	
· oot	From:	1-04-W 1 KOW	US 360	EASI		<u> </u>									
East 360 Ramp	City of Richmond (Maint:	43) 0.15	NA								NA			NA	
000	To:	I-64-E192X FROM		CHANICS	S										
ast	From:	US 360	0 TO I-64 WEST												
ast 60)Ramp	City of Richmond (Maint:		NA								NA			NA	
~	То:		US 360- 143B FRO												
ast	From:		OUTE 295 EASTS	HTUC											
360 Ramp	Hanover County	0.43 I-295-E FROM ROU	NA TE 260 EAST ME	CHANICS	VI						NA			NA	
•	From		360 TO RT 295	CHANCS	V I	<u> </u>									
ast 360 Ramp	Hanover County	0.23	<b>NA</b>								NA			NA	
000	To:		W FROM RT 360												
Vest	From:	US 36	0 TO I-64 EAST												
/est 060 Ramp	Henrico County	0.19	NA								NA			NA	
<del>~</del>	To:	I-64-E192X FROM		ECHANIC:	S										
Vest	From:		0 TO I-64 WEST												
Vest 360) Ramp	City of Richmond (Maint:		<b>NA</b> US 360- 143B FRC	M DT 2		<del></del> 1					NA			NA	
	From			DIVI K I 3		1									
Vest 360 ∖Ramp	Hanover County	0.20	860 TO RT 295 <b>NA</b>								NA			NA	
360)1161119	To:		E FROM RT 360											107	
/est	From		037A TO AND FR	OM RT											
Ramp	Hanover County	0.37	NA								NA			NA	
~	To:	I-295-V	W FROM RT 360												
~~	From:		S 360; 18th St												
Grace St	City of Richmond	0.06	2900 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.926	2900	G
~	То:		17th St												

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

			u miersia					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		Grace St													
360 17th St	City of Richmond	0.08	3100	G	98%	1%	1%	0%	0%	0%	F	NA			3200	G
<del>-</del>	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	10000	G	98%	1%	1%	0%	0%	0%	F	NA			11000	G
~~	To: From:	US	250 Broad													
3 _β 0 17th St	City of Richmond	0.18	13000	G	98%	1%	1%	0%	0%	0%	F	0.106	F		13000	G
÷	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	18000	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.762	19000	G
	To: From:	Ramp Fro	om I-95; Ve	enable St												
360 17th St	City of Richmond	0.50	5000	G	98%	1%	1%	0%	0%	0%	F	0.117	F		5100	G
<i>-</i>	Combined Traffic Estimates for 2 Parallel Roadwa		9000	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.677	9300	C
	To:	]	Balding St													
Bus	From:	US 360 We														
Mechanicsville Tpke	Hanover County	0.49	7100	G	96%	1%	1%	0%	0%	0%	С	0.092	F		7700	(
Bus	To: From:	SR	156 Atlee	Rd												
Mechanicsville Tpke	Hanover County	0.29	6300	G	96%	1%	1%	0%	0%	0%	F	0.091	F		6900	(
	To:	US 360 Ea		_		.,.	Ť	-,-	-,-		-		-		-	
Bus	From:	US 360	) West of A	Amelia												
Goodes Bridge Rd	Amelia County	2.94	5200	G	98%	0%	1%	0%	1%	0%	С	0.090	F	0.547	5600	(
3	To:	US 360	0 East of A	melia												
Bus Bus	From:		US 460													
360 (460)	Nottoway County	0.18	910	G	95%	0%	2%	1%	2%	0%	С	0.113	F	0.566	970	(
<i></i>	To:	WC	L Burkevi	lle												
Bus Bus	From:				050/	00/	20/	40/	20/	00/	N.	0.440	N.	0.500	070	
360 (460)	Town of Burkeville (Maint: 67	) 0.30	910	N	95%	0%	2%	1%	2%	0%	N	0.113	N	0.566	970	1
Bus Bus	To: From:	67-724	Harris Spr	ing Rd												
360 (460)	Town of Burkeville (Maint: 67	) 0.21	2000	G	95%	0%	2%	1%	2%	0%	F	0.115	F		2100	(
<i></i>	Ta	67-6	528 Agnew	St												
Bus Bus	From:				050/	00/	-00/	40/	007	00/	F	0.400	_	0.500	0000	,
360 (460)	Town of Burkeville (Maint: 67	,	1800 East of Bu	G	95%	0%	2%	1%	2%	0%	F	0.109	F	0.508	2000	(
Bus Bus 360 15 Olds Kings Hwy	Charlotte County	2.93	OF KEYS 1200	G	93%	1%	 1%	1%	4%	0%	С	0.097	F	0.54	1300	(
Olds Kings Hwy	Chanotte County				93%	170	1 70	170	470	0%	C	0.097	г	0.34	1300	•
Bus Bus	To: From:	C	L Keysvill	e												
60 (15)	Town of Keysville (Maint: 19)	0.73	1200	N	93%	1%	1%	1%	4%	0%	Ν	0.097	Ν	0.54	1300	1
$\rightarrow$	To:		S SR 40				<u> </u>									
Bus Bus McDonold Dd	Town of Keynoldia (NAS) (AG)	0.50			020/	40/	40/	40/	407	00/	_	0.404	_	0.505	E400	,
McDonald Rd	Town of Keysville (Maint: 19)	0.56	4800	G	93%	1%	1%	1%	4%	0%	F	0.101	F	0.565	5100	(
Bus Bus	To: From:		N SR 40													
R60 15 Four Locust Hwy	Town of Keysville (Maint: 19)	0.37	4000	G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.554	4200	(
	To:		L Keysvill	e												

# 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> 4Tir	e Bu	2	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:	CL Keysville												
360 \ ( 15 )	Charlotte County		N 93%	19	1%	1%	4%	0%	Ν	0.096	Ν	0.554	4200	Ν
<del>~ ~</del>	To:	US 15 N OF KEYSVI	LLE											
	From:	Riverside Dr												
360 293 North Main St	City of Danville	0.37 <b>12000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.084	F	0.550	13000	(
<u> </u>	To: From:	Worsham St												
360)(293) North Main St	City of Danville	0.33 <b>14000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.082	F	0.547	15000	(
	To	North Main St												
Disharas d Dhad	City of Donaille	SR 293 North Main		0%	- 00/	00/	00/	00/	0	0.005	F	0.570	<b>5000</b>	,
Richmond Blvd	City of Danville	1.36 <b>4800</b>	<b>G</b> 99%	5 09	0%	0%	0%	0%	С	0.085	г	0.573	5200	(
	To: From:	ECL Danville												
360)Old Richmond Rd	Pittsylvania County	0.36 <b>1700</b>	N 99%	0%	0%	0%	0%	0%	Ν	0.09	Ν	0.668	1800	1
<u> </u>	To: From:	US 29			<u> </u>									
360)Old Richmond Rd	Pittsylvania County	5.79 <b>1700</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.09	F	0.668	1800	(
	To:	71-726 Malmaison Road; Kentuc	k Church Po	ad										
360 Old Richmond Rd	Pittsylvania County		<b>G</b> 99%		0%	0%	0%	0%	F	0.107	F	0.543	490	(
360) Sid Mishingha Ma	T Moyrvaria County			, 0,		070	070	070	•	0.101	•	0.010	100	•
Old Bishows d Bd	From	71-716 Keeling Driv		- 00		00/	00/	00/		0.000	_	0.000	4000	,
Old Richmond Rd	Pittsylvania County		<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.098	F	0.609	1200	(
	From	Halifax County Line Pittsylvania County L												
360) Mountain Rd	Halifax County		<b>G</b> 93%	19	1%	1%	4%	0%	С	0.091	F	0.535	1100	(
300)	Tec													
360) Mountain Rd	Halifax County	41-683 Oak Level Ro 5.65 <b>1900</b>	G 93%	5 19	5 1%	1%	4%	0%	F	0.093	F	0.605	2000	(
360 Modritain Ku	Trailiax County			) 17	1/0	1 /0	4/0	0 /6		0.093		0.003	2000	•
	To: From:	41-681 Union Church I												
360 Mountain Rd	Halifax County	2.57 <b>5400</b>	<b>G</b> 93%	19	1%	1%	4%	0%	F	0.084	F	0.64	5800	(
<u> </u>	To- From	41-654 Singi Rd												
360) Mountain Rd	Halifax County	0.30 <b>2200</b>	N 93%	0%	1%	1%	5%	0%	Ν	0.089	Ν	0.58	2400	1
$\mathcal{O}$	To	WCL Halifax												
360 Mountain Rd	Town of Halifax (Maint: 41)		<b>G</b> 93%	0%	1%	1%	5%	0%	С	0.089	F	0.58	2400	(
300)	To	US 501 South				.,.		-,-	_		-			
	From:	US 501 S												
360) 501 (Main St	Town of Halifax (Maint: 41)		<b>G</b> 97%	0%	1%	0%	2%	0%	F	0.091	F		9400	(
	To	US 501 N												
	From:	US 501 N, L P Bailey Mem				407	00/	00/	_	0.00=	_		4.400	
360 Bethel Rd	Town of Halifax (Maint: 41)	0.26 <b>4100</b>	<b>G</b> 92%	0%	1%	1%	6%	0%	С	0.085	F		4400	(
<u>~</u>	To: From:	ECL Halifax												
360) Bethel Rd	Halifax County	6.19 <b>2800</b>	<b>G</b> 86%	19	1%	1%	11%	0%	С	0.084	F		3000	(
$\smile$	To:	US 360 James D Hagood	l Hwy											

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

			and inters					Tru	ıck			K		Dir		
Route	Jurisdictio	on Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
orth	From:		1 Commonw													
31)	City of Bristol (M		8000	Α	96%	0%	1%	0%	2%	0%	С	0.109	Α		8500	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: <b>16000</b>	Α	96%	0%	1%	0%	2%	0%	С	0.104	Α	0.909	17000	
rth	From:		Ramp to I-8	1 S			_									
1-381 N Ramp	City of Bristol (M	aint: 95) 0.25		F	96%	0%	1%	0%	2%	0%	F	0.092	F		7500	
,,,	Combined Traffic Estimates for 2 Paralle	•	e: <b>14000</b>	F	96%	0%	1%	0%	2%	0%	F	NA			15000	
	To:		I-81 N				Ĺ									
th	From:		I-381 N													
Ramp I-381 N to I-81 S	City of Bristol (M	aint: 95) 0.31	730	F	96%	0%	1%	0%	2%	0%	F	0.133	F		770	
<i></i>	To		I-81 S													
th	From:	SR 38	1 Commonw	ealth Ave	)											
1)	City of Bristol (M	aint: 95) 1.06	7600	Α	96%	0%	1%	0%	2%	0%	С	0.11	Α		8100	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: <b>16000</b>	Α	96%	0%	<u>1%</u>	0%	2%	0%	С	0.104	Α	0.909	17000	
	To:		I-81	N -1		-										
uth 1) I-381 S Ramp	City of Bristol (M		np From I-81 <b>6900</b>	North <b>F</b>	96%	0%	1%	0%	2%	0%	_	0.091	F		7200	
1 JI-301 3 Kamp	, ,	,														
	Combined Traffic Estimates for 2 Paralle	ei Roadways on this Route	I-81 South	<b>F</b>	96%	0%	1%	0%	2%	0%	г	NA			15000	
	From:	C+-+- C														
(1) (19) (421) Commonwealth	Ave City of Bris		t; Tennessee 16000	F	93%	1%	1%	1%	4%	0%	F	0.086	F	0.551	17000	
19 (421)					0070	.,,	- 70	.,0	.,0	0,0	·	0.000	•	0.00		
1) (19) (421) Commonwealth	Ave City of Bris		113 Cumber 19000	fand St	96%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	
1) 19 (421 Commonwealth	Ave City of Bris				90 /6	076	1 /0	0 /6	2/0	076		0.007	-	0.555	20000	
7~~~	To: From:		133 Par; Syca										_			
1 (19) (421) Commonwealth	Ave City of Bris	tol 0.19	19000	F	96%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	
	To: From:	J	JS 11 Euclid	Ave												
1)Commonwealth Ave	City of Bris	tol 0.63	18000	F	96%	0%	1%	0%	2%	0%	F	0.089	F	0.548	19000	
	То:		Keys St; I-3	81												
_	From:	I-39	5-S001B TO	RT 495												
15)	Fairfax Cou											NA			NA	
<u> </u>	To:	I-495	-N FROM 39	95 N & S												
<u>N</u>	From:	Re	versible Lan	e Split												
Northbound Express Lane	Arlington Co	unty 1.21	22000	F	98%	1%	0%	0%	0%	0%	F	0.091	F		29000	
	Combined Traffic Estimates for 4 Paralle	el Roadways on this Route	e: <b>151000</b>	F	98%	1%	0%	1%	1%	0%	F	NA			172000	
	То:	Distr	rict of Colum	bia Line												
N	From	I-395-1 TO PENT	AGON & EA	ADS ST-I	BUSES ON	NL										
Ramp	Arlington Co											NA			NA	
/	To:	00-6723; 00-6	5723- 1A FR	OM & TO	ORT 39											
o <u>s</u>	From:	Re	versible Lan	e Split												
Southbound Express Lane	Arlington Co	unty 1.21	30000	F	98%	1%	0%	0%	0%	0%	F	0.100	F		39000	
	Combined Traffic Estimates for 4 Parallel	el Roadways on this Route	e: <b>151000</b>	F	98%	1%	0%	1%	1%	0%	F	NA			172000	
	To:	Di-t	rict of Colum	1												

# 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	Q۷
xpS	From:		TO RT 395	SOUTH												
Ramp	Arlington Cou	•	NA									NA			NA	
	10.	I-395-S FRO														
Romp	A white set on Co.	I-395-3 TO PENTA		DS ST-E	USES ON	<u>IL</u>						NIA			NΙΔ	
Ramp	Arlington Cou تن آ	0.12 00-6723 PENTAGON	NA	ROADW	AV FROM	M R						NA			NA	
	Franc					VI IX										
orth 395	Fairfax Cour	I-95; 29-644 nty 0.67	77000	pringnei <b>N</b>	98%	1%	1%	1%	1%	0%	N	NA			80000	
995)	Combined Traffic Estimates for 3 Paralle	•			98%	1%	1%	1%	1%	0%	N	NA			200000	
	To.				0070	1,0		170	170	070	.,				200000	
orth	From:		5 Capital Be													
95)	Fairfax Cour	•	77000	G	98%	1%	1%	1%	1%	0%	F -	NA			80000	(
	Combined Traffic Estimates for 3 Paralle	Roadways on this Route:	185000	G	98%	1%	1%	1%	1%	0%	F	NA			200000	(
orth	To: From:	29	-648 Edsall	Rd												
orth 395)	Fairfax Cour	nty 0.91	78000	G	98%	1%	1%	1%	1%	0%	F	NA			81000	(
	Combined Traffic Estimates for 3 Paralle	Roadways on this Route:	177000	G	98%	1%	1%	1%	1%	0%	F	NA			192000	
	To	Turkeycock	Reversible	Lane Ra	mps											
orth 95)	Fairfax Cour	nty 0.51	75000	Α	98%	1%	1%	1%	1%	0%	С	0.077	Α		79000	
95)	Combined Traffic Estimates for 3 Paralle	•		F	98%	1%	1%	1%	1%	0%	С	0.083	В	0.626	196000	
	To:	·	CL Alexand		3070	170	170	170	170	070	Ü	0.000		0.020	100000	
orth	From:		rfax County													
95)	City of Alexandria (I	,	75000	Α	98%	1%	1%	1%	1%	0%	С	0.077	Α		79000	
	Combined Traffic Estimates for 3 Paralle	Roadways on this Route:	181000	F	98%	1%	1%	1%	1%	0%	С	NA			196000	
orth	To: From:	S	R 236 Duke	St												
95)	City of Alexandria (I	Maint: 29) 1.64	79000	G	98%	1%	1%	1%	1%	0%	F	NA			81000	(
	Combined Traffic Estimates for 3 Paralle	,	191000	G	98%	1%	1%	1%	1%	0%	F	NA			205000	(
	To:	•	Seminary R	d												
lorth	City of Alexandria //		79000		000/	40/	40/	40/	40/	00/	_	NIA			92000	(
395	City of Alexandria (I Combined Traffic Estimates for 3 Paralle	•		G	98%	1%	1%	1%	1%	0%	F	NA NA			82000	,
	Combined Traffic Estimates for 3 Paralle	<u> </u>			98%	1%	1%	1%	1%	0%	г	NA			203000	,
orth	To- From:	SR 7 King S	t, Arlington	County 1	Line											
95)	Arlington Cou	unty 0.77	90000	F	98%	1%	1%	1%	1%	0%	F	0.078	F		95000	
	Combined Traffic Estimates for 3 Paralle				98%	1%	1%	1%	1%	0%	F	0.071	F		225000	(
o utla	To: From:	Quaker L Quaker Lan	ane, WCL													
orth 195	ا City of Alexandria (I		90000	F	98%	1%	1%	1%	1%	0%	F	0.078	F		95000	
555	Combined Traffic Estimates for 3 Paralle	*			98%	1%	1%	1%	1%	0%	F	NA	•		229000	
	To:	· · · · · · · · · · · · · · · · · · ·	gton Count		00,0	.,,		.,,	.,.	0,0	•					

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

		Primary and Inter	State NO	utes			т.				14		D:-		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
North	From:	WCL Alexa		000/	40/		407	407	00/	_	0.070	_		05000	_
395	Arlington County	0.15 <b>9000</b>		98%	1%	1%	1%	1%	0%	F	0.078	F		95000	F
	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route: <b>2100</b> 0	0 F	98%	1%	1%	1%	1%	0%	F	NA			229000	F
North	To- From:	SR 120 Gle	be Rd												
395)	Arlington County	1.20 <b>8400</b>	) F	98%	1%	1%	1%	1%	0%	F	0.088	F		89000	F
(393)	Combined Traffic Estimates for 3 Parallel Roadway			98%	1%	1%	1%	1%	0%	F	0.072	F	0.733	217000	F
	Tollier Traine Estimates for a Faranci Treatway				170		170	170	070	•	0.072	•	0.700	217000	•
North	From:	SR 27 Washingto													
395	Arlington County	1.42 <b>4800</b>		98%	1%	1%	1%	1%	0%	F	0.082	F		50000	F
	Combined Traffic Estimates for 4 Parallel Roadway	s on this Route: <b>15100</b>	0 F	98%	1%	0%	1%	1%	0%	F	NA			172000	F
North	To: From:	US 1 Jefferson I	Davis Hwy												
North (395) (1)	Arlington County	0.55 <b>5400</b>	) F	98%	1%	1%	1%	1%	0%	F	0.071	F		57000	F
(395) (1)	Combined Traffic Estimates for 4 Parallel Roadway			98%	1%	0%	1%	1%	0%	F	NA	•		193000	F
	Combined Traine Estimates for 41 arailer Roadway				1 /0	076	1 /0	1 70	070	'	INA			193000	'
North	From:	George Washingt	on Parkway	У											
(395) (1)	Arlington County	0.02 <b>5400</b>		98%	1%	1%	1%	1%	0%	Ν	0.071	Ν		57000	Ν
$\bigcirc$	Combined Traffic Estimates for 4 Parallel Roadway	s on this Route: 17200	0 N	98%	1%	0%	1%	1%	0%	Ν	NA			193000	Ν
	To:	District of Colu	mbia Line												
North	From:	I-395-N TO 495	NORTH												
395	Fairfax County	0.10 <b>NA</b>									NA			NA	
	To: 29	9-789-N003A FROM RT 789	00- COMN	ERCE RC	OAD										
North	Friedry County	0.00 NA									NIA			NIA	
395	Fairfax County	0.09 <b>NA</b>									NA			NA	
North	To: From:	29-644-W006C FROM	1 RT 644 V	VEST											
395	Fairfax County	0.60 <b>NA</b>									NA			NA	
333)	To	I-395-S001B T	ORT 495												
North	From:	I-395-N TO RT 648 EAST	00- EDSA	LLROAD											
(395) Ramp	Fairfax County	0.16 <b>NA</b>									NA			NA	
,	To:	I-395-N TO RT 648 EAST	00- EDSA	LL ROAD											
North	From	I-395-N TO RT 648 WEST	00- EDSA	LL ROAD	1										
(395) Ramp	Fairfax County	0.12 <b>NA</b>	oo EDDI.	LL ROLL							NA			NA	
(333)	To:	29-648 BREN MAR DRIVE	FROM R	T 395 NOI	?										
North	From:	I-395-N TO REVER	SIBLE LA	NE											
Ramp	Fairfax County	0.24 <b>NA</b>	SIDLE L	LIVE							NA			NA	
(333)	To:	I-395-R FROM RT	395 NOR	ГН											
North	From:	I-395-N TO RT 236 EA				<u> </u>									
Ramp	City of Alexandria (Maint: 29)	0.20 <b>NA</b>	WI 00- DU	11111							NA			NA	
393)	To:	I-395-N TO RT 236 EA	ST00- DU	KE ST											
North	From:	I-395-N TO RT 236 WI				<u> </u>									
North (395) Ramp	City of Alexandria (Maint: 29)	0.13 <b>NA</b>	23100-DC	IXE O I							NA			NA	
395),((1))	To:	I-395-N TO RT 236 WE	ST00- DI	KEST							14/7			1 11/-1	
	<u> </u>	1-393-11 TO K1 230 WI	.5100-DC	IXE O I											

# Virginia Department of Transportation Traffic Engineering Division 2010 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 1Ti	QC K	. QK	Dir Factor	AAWDT QW
North 395 Ramp	City of Alexandria (Maint: 29		NA					NA			NA
North 395 Ramp	City of Alexandria (Maint: 29		NA					NA			NA
North 395 Ramp	City of Alexandria (Maint: 29	SR 420-W000X RT  0.16  I-395-N FROM R	NA					NA			NA
North 395 Ramp	City of Alexandria (Maint: 00	I-395-N TO RT 7	EAST & W	EST00- K	ING ST			NA			NA
North 395 Ramp	City of Alexandria (Maint: 00	I-395-N005A TO R	ΓEAST & NA	WEST00-	KING ST			NA			NA
North Ramp	City of Alexandria (Maint: 00	I-395-N TO RT 402 0.07	NORTH &	SOUTH0	)- QUAKE	Ξ.		NA			NA
North Ramp	City of Alexandria (Maint: 00	I-395-N006B TO R ² 0.14 SR 402; 1SR 40	NA					NA			NA
North Ramp	City of Alexandria (Maint: 00	I-395-N006A TO RT 0.30 SR 402 JB100 BU	NA			e		NA			NA
North 395 Ramp	Arlington County	I-395-N TO F 0.12 SR 120; 27TH STI	T 12000- G	LEBE RO	AD			NA			NA
North 395 Ramp	Arlington County	I-395-N TO RT 1		0- GLEBE	ROAD			NA			NA
North Ramp	Arlington County	I-395-N TO RT 27 V 0.17	VEST & AF	RMY NAV	Y DRIVE			NA			NA
North 395 Ramp	Arlington County	00-6624-N000A FRC 0.12	NA			D		NA			NA
North Ramp	Arlington County	I-395-N008D 7 0.17 SR 27-W FROM RT	NA			R		NA			NA
North 395 Ramp	Arlington County	N R 0.25	OLFE STR NA ROM RT 39	EET				NA			NA

604 6/30/2011

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

		Fillialy all	iu ii itei sta	ue NOC	ii co											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
NI	From:	<del></del>	I-395 North				2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
North 395 Ramp	Arlington County		9300	F								0.098	F		9300	F
(393)	,g.e., eee	SR 27-E0010			CT							0.000	•			
North	From:			1 2/ EP	201											
Ramp	Arlington County		NA	05.01.1								NA			NA	
	"	00-6605; 00-6														
North (395) Ramp	Arlington County	I-395-N008A T 0.08	O ARMY N	IAVY I	DRIVE							NA			NA	
(395) Kamp	Anington County	SR 27-E001B FROM		ORTH &	ARLING	T						INA			INA	
North	From:	I-395-N TO				-										
Ramp	Arlington County		NA	LAIKI	200							NA			NA	
0000	To:		OM RT 395	NORT	Ή											
North	From:	I-395-N TO BNDY CF	HAN & GW	MEM	PKWY &	BU								·		
(395) Ramp	Arlington County		NA									NA			NA	
$\overline{}$	Tool Econol	I-395-N010D BI	US RAMPB	ARRIC	ADED											
North (395) Ramp	Arlington County	/ 0.01	NA									NA			NA	
(395) rtdirip	, um geen eeanly			n rom r	) (E) ( D)	****									10.	
North	From:	I-395-N010B TO GEOR		INGTN	MEM PK	WY										
Ramp	Arlington County		NA									NA			NA	
	10.	BOUNDARY CHANNEL I														
North (395) Ramp	From: Arlington County	I-395-N010A TO GEOI / 0.11	RGE WASH NA	INGTN	MEM PK	WY						NA			NA	
(395) Kamp	Anington County	GEO WASH MEM F		M RT 3	895 NORT	Н						INA			INA	
North	From:	I-395-N TO GEO W					_									
North 395 Ramp	Arlington County		NA	TIKW	I NORTH							NA			NA	
(333)	To:	GEO WASH MEM F	PKWY FRO	M RT 3	95 NORT	Н										
North	From:	I-395-N010A BU	US RAMPB	ARRIC	ADED											
(395) Ramp	Arlington County	/ 0.06	NA									NA			NA	
$\overline{}$	To:	I-395-N; 00-99016	5-S000A FR	OM GE	O WASH											
Rev	From:		Reversible L													
395	Fairfax County	0.46	25000	G	96%	1%	1%		2%	0%	F	NA			32000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Ro	badways on this Route:	239000	N	92%	1%	1%	0%	6%	0%	N	NA			242000	N
Rev	To: From:	29-644 Fra	nconia Sprir	ngfield F	Rd											
395)	Fairfax County	2.64	31000	G	98%	1%	0%	0%	0%	0%	F	NA			40000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	185000	G	98%	1%	1%	1%	1%	0%	F	NA			200000	G
		Ramp to	395 at Turk	reycock												
	In: Erom															
Rev	Fairfay County	•	30000	F	98%	1%	Nº/-	0%	0%	0%	C	0 122	Δ		38000	F
Rev 395	Fairfax County Combined Traffic Estimates for 3 Parallel Ro	0.16	30000 181000	F F	98% 98%	1% 1%	0% 1%		0% 1%	0% 0%	C C	0.122 0.083	A B	0.626	38000 196000	F F

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
Rev	From:	Fair	fax County l	Line			1	017.040				. 45151				
395)	City of Alexandria (Ma	aint: 29) 2.19	30000	F	98%	1%	0%	0%	0%	0%	С	0.122	Α		38000	F
	Combined Traffic Estimates for 3 Parallel R	Roadways on this Route:	181000	F	98%	1%	1%	1%	1%	0%	С	NA			196000	F
	To		Seminary Ro	1												
Rev	City of Alexandria (Ma		30000	G	98%	1%	0%	0%	0%	0%	_	NA			39000	(
395	Combined Traffic Estimates for 3 Parallel R	,		G	98%	1%		1%	1%	0%	F					
	Combined Framic Estimates for 3 Parallel F	•	lington Cou			1%	1%	1%	1%	0%	г	NA			203000	(
Rev	From:		ECL Alexa	_												
395)	Arlington Count	ty 0.77	30000	G	98%	1%	0%	0%	0%	0%	F	NA			39000	(
	Combined Traffic Estimates for 3 Parallel R	Roadways on this Route:	207000	G	98%	1%	1%	1%	1%	0%	F	NA			225000	(
	То:		ane; WCL A	Alexandri	a											
Rev	From:	Quaker Lane														
395	City of Alexandria (Ma	•	33000	F	98%	1%	0%	0%	0%	0%	F	0.088	F		43000	
	Combined Traffic Estimates for 3 Parallel R			F	98%	1%	1%	1%	1%	0%	F	NA			229000	
	To:		gton County													
Rev 395)	Arlington Count		CL Alexanda 33000	ra F	98%	1%	0%	0%	0%	0%	F	0.088	F		43000	
95)	Combined Traffic Estimates for 3 Parallel R	,		F	98%	1%	1%	1%	1%	0%		NA	•		229000	
	Combined Trainic Estimates for 3 Parallel P	Reversible Lane S				170	1%	170	170	0%	Г	INA			229000	
	L'earn.															
Rev	Fairfax County		TO RT 395 <b>NA</b>	SOUTH	Į.							NA			NA	
Ramp	Taillax County	I-395-S FROM		IRLE LA	NES							INA			INA	
	From						1									
outh	Fairfax County	I-95; 29-644 0.72	77000	pringfie <b>N</b>	98%	1%	1%	1%	1%	0%	N	NA			80000	
95	•	·														
	Combined Traffic Estimates for 3 Parallel F	,			98%	1%	1%	1%	1%	0%	N	NA			200000	
outh	To: From:	I-495	Capital Bel	ltway												
395)	Fairfax County	/ 1.01	77000	G	98%	1%	1%	1%	1%	0%	F	NA			80000	
	Combined Traffic Estimates for 3 Parallel R	Roadways on this Route:	185000	G	98%	1%	1%	1%	1%	0%	F	NA			200000	
	To	20	648 Edsall	Dd												
outh	From:															
395)	Fairfax County		69000	G	98%	1%	1%	1%	1%	0%	F	NA			72000	
	Combined Traffic Estimates for 3 Parallel R	Roadways on this Route:	177000	G	98%	1%	1%	1%	1%	0%	F	NA			192000	
outh	To: From:	Turkeycock	Reversible 1	Lane Ra	mps											
outh 195	Fairfax County	0.42	75000	Α	98%	1%	1%	1%	1%	0%	C	0.085	Α		79000	
195	Combined Traffic Estimates for 3 Parallel R			F	98%	1%	1%	1%	1%	0%	С	0.083	В	0.626	196000	
	To:	•	CL Alexand		JU /0	1 /0	1/0	1 /0	1 /0	U /0	C	0.003	ט	0.020	190000	
outh	From:		fax County 1				<u> </u>									
395)	City of Alexandria (Ma	aint: 29) 0.71	75000	Α	98%	1%	1%	1%	1%	0%	С	0.085	Α		79000	
	Combined Traffic Estimates for 3 Parallel R	,	181000	F	98%	1%	1%	1%	1%	0%	С	NA			196000	
		SR				.,,					-					

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

								Tru	ıck		n	K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	SF	R 236 Duke	St												
(395)	City of Alexandria (Maint	: 29) 1.44	82000	G	98%	1%	1%	1%	1%	0%	F	NA			85000	G
	Combined Traffic Estimates for 3 Parallel Roa	dways on this Route:	191000	G	98%	1%	1%	1%	1%	0%	F	NA			205000	G
South	To- From:	Ş	Seminary Ro	d												
395)	City of Alexandria (Maint	: 29) 0.75	79000	G	98%	1%	1%	1%	1%	0%	F	NA			82000	G
	Combined Traffic Estimates for 3 Parallel Roa	dways on this Route:	188000	G	98%	1%	1%	1%	1%	0%	F	NA			203000	G
	То:	SR 7 King S	t, Arlington	County I	Line											
South	From:	SR 7 King	St, WCL A	Alexandri	a											
(395)	Arlington County	0.77	87000	F	98%	1%	1%	1%	1%	0%	F	0.077	F		91000	F
$\bigcirc$	Combined Traffic Estimates for 3 Parallel Roa	dways on this Route:	207000	G	98%	1%	<u>1%</u>	1%	1%	0%	F	0.071	F		225000	G
	To:	_	ane, WCL A													
South	From:	Quaker Lane														
395)	City of Alexandria (Maint	,	87000	F	98%	1%	1%	1%	1%	0%	F	0.077	F		91000	F
$\circ$	Combined Traffic Estimates for 3 Parallel Roa			F	98%	1%	1%	1%	1%	0%	F	NA			229000	F
	To:		gton County													
South	Authoritan Country		CL Alexand		000/	40/	40/	40/	40/	00/	_	0.077	_		04000	_
395	Arlington County	0.52	87000	F	98%	1%	1%	1%	1%	0%	F	0.077	F		91000	F
$\circ$	Combined Traffic Estimates for 3 Parallel Roa	dways on this Route:	210000	F	98%	1%	1%	1%	1%	0%	F	NA			229000	F
South	To. From:	SR	120 Glebe	Rd												
395)	Arlington County	0.74	81000	F	98%	1%	1%	1%	1%	0%	F	0.079	F		85000	F
	Combined Traffic Estimates for 3 Parallel Roa	dways on this Route:	199000	F	98%	1%	1%	1%	1%	0%	F	0.072	F	0.733	217000	F
0 "	To- Fram-	SR 27	Washington	n Blvd			_									
South 395	Arlington County	1.56	51000	F	98%	1%	1%	1%	1%	0%	F	0.077	F		54000	F
395	Combined Traffic Estimates for 4 Parallel Roa				98%	1%	0%	1%	1%	0%	F	NA	•		172000	F
	To-	awayo on this reduc.	SR 110		0070	170		170	170	070	•	1471			172000	
South	From															
395	Arlington County	0.52	66000	F	98%	1%	1%	1%	1%	0%	F	0.065	F		69000	F
$\smile$	Combined Traffic Estimates for 4 Parallel Roa	,			98%	1%	0%	1%	1%	0%	F	NA			193000	F
	10:	Distric	t of Columb	oia Line												
South	From:	I-395-	S RAMP T	O 644												
395	Fairfax County	0.15	NA									NA			NA	
Courth	To- From:	I-495-N058A FRO	M RT 495 N	NORTHS	5 SOUTH	[										
South 395	Fairfax County	0.21	NA									NA			NA	
0007	To	I-495-S058C	FROM RT	495 SOI	TH											
South	From:			-175 500	, 111							N10			<b>.</b>	
395	Fairfax County	0.05	NA									NA			NA	
South	To: From:	I-495-S058D FRO	M 495 SOU	THTO	644 EAST											
395)	Fairfax County	0.54	NA									NA			NA	
$\smile$	To	I-395-S001D TO R7	644 WEST	Γ00- OLI	O KEEN N	Л	]									

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

		Primary and inte	erstate Noutes	•									
Route	Jurisdiction	Length AAI	OT QA 4	Tire Bus	2Ax	Tr le 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT QW
South	From:	I-395-S001D TO RT 644 V	VEST00- OLD K	EEN M						. 4010.		- 4010.	
395	Fairfax County	0.17 <b>N</b> A								NA			NA
$\sim$	To	RAMP STUB BEGIN	J I OOP SECTIO	N.									
South 395	From:			211									
(395)	Fairfax County	0.10 <b>N</b> A								NA			NA
	To:	29-644 FROM RTS 9		ГН									
South	From:	I-395-S TO RT 95											
(395) Ramp	Fairfax County	0.19 <b>N</b> A	<b>1</b>							NA			NA
South	To- From:	I-395-S001C TO	RT 95 NORTH										
395 Ramp	Fairfax County	0.48 <b>N</b> A	1							NA			NA
395/11/2011	To:	I-395-N001B I-395								14/1			14/1
South	From:	I-395-S001B TO											
Ramp	Fairfax County	0.74 <b>N</b>								NA			NA
395/Tamp	- amax county									INA			IVA
South	To- From:	29-644-W006B TO	RT 95 NORTH										
(395) Ramp	Fairfax County	0.16 <b>N</b>	١							NA			NA
	To:	I-495-S FROM RT 395	SOUTH & 644 W	/EST									
South	From:	I-395-S001A TO RT 644 V	VEST00- OLD K	EEN M									
395	Fairfax County	0.16 <b>N</b> A								NA			NA
	To:	29-617;	29-644										
South	From:	I-395-S TO RT 648 EAS	T00- EDSALL R	OAD									
(395) Ramp	Fairfax County	0.12 <b>N</b> A								NA			NA
	To:	29-648 FROM R	T 395 SOUTH										
South	From:	I-395-S TO RT 648 WES	T00- EDSALL R	ROAD									
South (395) Ramp	Fairfax County	0.26 <b>N</b> A								NA			NA
	To:	29-648 FROM R	T 395 SOUTH										
South	From:	I-395-S TO REVE	RSIBLE LANES										
(395) Ramp	Fairfax County	0.05 <b>N</b> A								NA			NA
	To:	I-395-R FROM R	T 395 SOUTH										
South	From:	I-395-S TO RT 236 E	AST00- DUKE S	ST									
(395) Ramp	City of Alexandria (Maint: 29									NA			NA
(393)	To:	I-395-S TO RT 236 E		ST									
South	From:	I-395-S TO RT 236 W			i								
South (395) Ramp	City of Alexandria (Maint: 29			~ <u>.</u>						NA			NA
(333)F	To:	I-395-S TO RT 236 W		ST									
South	From:	I-395-S TO RT 42000-			1								
(395) Ramp	L City of Alexandria (Maint: 29			,, 1D						NA			NA
3937	To:	I-395-S TO RT 42000-		OAD									177
Courth	From:	I-395-S TO RT 7 EAST											
South (395) Ramp	Arlington County	0.12 <b>N</b>		191						NA			NA
395 Marib	Anington County	CL Alex								INA			INA
	L	CL Alex	andiia		1								

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

Route	Jurisdiction	Length AADT QA		Truck2Axle 3+Axle 1Trail 2Trail		Dir AAWDT QW
South Ramp	City of Alexandria (Maint: 00)	Arlington County Line 0.29 NA 05-S005B JB-100 TO RT 07-WEST&			NA	NA
South Ramp	From I-39 City of Alexandria (Maint: 00)	05-S005A JB-100 TO RT 07-WEST& 0.13 NA 05-S005A JB-100 TO RT 07-WEST&	EAST-KI		NA	NA
South 395 Ramp		5-S007X TO SHIRLINGTON CIRCI 0.15 <b>NA</b> 1SR 402-P; 00-1250 JB100 FROM	E00- SOU		NA	NA
South 395 Ramp	City of Alexandria (Maint: 00)	5-S007X TO SHIRLINGTON CIRCL 0.16 NA 00-6714; 00-6718 FROM RT 395 SO			NA	NA
South 395 Ramp	Arlington County	5-S007X TO RT 120 NORTH00- GL 0.10 NA SR 120 FROM RT 395 SOUTH			NA	NA
South Ramp	Arlington County	1-395-S BEGIN COLLECTOR RC 0.10 NA 5-S007A TO RT 120 NORTH00- GL			NA	NA
South 395 Ramp	Arlington County	0.06 <b>NA</b> 0.074 FROM RT 120 WEST 00-		_	NA	NA
South 395 Ramp	Arlington County	0.13 <b>NA</b> 20-E007A FROM RT 120 EAST00-			NA	NA
South 395 Ramp	Arlington County	0.23 NA  JB100 WCL ALEXANDRIA		<b>-</b>	NA	NA
South 395 Ramp	City of Alexandria (Maint: 00)	0.01 <b>NA</b> 5-S006B TO SHIRLINGTON CIRCL		<del>-</del>	NA	NA
South 395 Ramp	City of Alexandria (Maint: 00)	0.09 <b>NA</b> 5-S006A TO SHIRLINGTON CIRCI		<del>-</del> 	NA	NA
South 395 Ramp	City of Alexandria (Maint: 00)	0.01 <b>NA</b> 5-S END COLL ROAD FROM RT 1		_ 	NA	NA
South 395 Ramp	Arlington County	I-395 South 0.13 <b>21000 F</b> 95-S008D TO PENTAGON ROTAR	Y ROAD		0.091 F	21000 F
South 395 Ramp	Arlington County	0.18 NA  05- 2B FROM ARMY NAVY DRIV		<u> </u>	NA	NA
South Ramp	Arlington County  To:	0.30 NA SR 27-W FROM RT 395 SOUT		<del>-</del> 	NA	NA

6/30/2011

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

		1 mary and interstate from			T			1.6		ъ.		
Route	Jurisdiction	Length AADT QA	4Tire Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
South	A dia atan Cauntu	I-395-S TO RT 110 NORTH 0.09 <b>NA</b>						NIA			NA	
Ramp	Arlington County	SR 110 FROM RT 395 SOUTH	ı	<del></del>				NA			INA	
			1									
F C Barre	A alia esta e Carrette	I-395-SB 0.29 <b>20000 F</b>	000/ 40/	40/	00/	00/	_	0.07	_		22222	_
395 (1) Ramp	Arlington County	0.29 <b>20000 F</b> SR 110, US 1	98% 1%	1% (	0%	0%	F	0.07	F		22000	г
South	And and an One of the	I-395-S008A TO PENTAGON ROTAR	Y ROAD					NIA			NIA	
395 Ramp	Arlington County	0.11 NA	205 GOLIELI	_				NA			NA	
	10.	PENTAGON ROTARY ROAD FROM RT										
South	From:	I-395-S TO CLARK ST VIA BNDY C	HAN DR									
395 Ramp	Arlington County	0.08 <b>NA</b>						NA			NA	
<u> </u>	To:	BOUNDARY CHANNEL DRIVE FROM R	T 395 SOUTH									
South	From:	I-395-S I-395-S010D TO BNDY C	HAN									
(395) Ramp	Arlington County	0.08 <b>NA</b>						NA			NA	
<u> </u>	To:	BOUNDARY CHANNEL DRIVE FROM R	T 395 SOUTH									
South	From:	I-395-S TO GEO WASH MEM PKWY	SOUTH									
395 Ramp	Arlington County	0.08 <b>NA</b>						NA			NA	
$\smile$	То:	GEO WASH MEM PKWY FROM RT 39	95 SOUTH									
South	From:	I-395-S JB-DC TO GEO WASH MEM PI	KWY @ DC									
(395) Ramp	Arlington County	0.10 <b>NA</b>						NA			NA	
$\overline{}$	To	GEO WASH MEM PKWY FROM RT 39	95 SOUTH									
South	From:	I-395-S I-395-S010A TO BNDY C	HAN									
(395) Ramp	Arlington County	0.03 <b>NA</b>						NA			NA	
	To:	I-395-S; 00-99015-N000A RAMP HOV	V-3 Lane									
	From:	George Washington Memorial Parkway SC	L Alexandria									
400)(90005)Washington St	City of Alexandria	0.91 <b>29000 G</b>	98% 1%	0% (	0%	0%	С	0.108	F	0.803	31000	G
	To	SR 236 Duke St										
400 90005 Washington St	City of Alexandria	0.32 <b>28000 G</b>	98% 1%	0% (	0%	0%	F	0.093	F	0.705	31000	G
400 / 90005) ** 4511119(611 51	Oity of Alloxariana		3070 170	<u> </u>	770 070	070	•	0.000	•	0.700	01000	Ŭ
	From:	Queen St	000/ 10/		201	00/					00000	
400 90005 Washington St	City of Alexandria	0.39 <b>36000 G</b>	98% 1%	0% (	0%	0%	F	NA			39000	G
	To: From:	Madison St										
(400)(90005) Washington St	City of Alexandria	0.17 <b>36000 G</b>	98% 1%	<u>0</u> % (	0%	0%	F	NA			38000	G
	To:	1st Street; George Washington Memoria	l Parkway									
	From:	SCL Alexandria										
(401) Van Dorn St	City of Alexandria	0.62 <b>49000 G</b>	98% 0%	1% 1	% 0%	0%	F	0.076	F	0.558	54000	G
$\smile$	Too	Edsall Rd										
401) Van Dorn St	City of Alexandria	0.43 <b>38000 G</b>	98% 0%	1% 1	% 0%	0%	С	0.079	F	0.553	37000	G
401) 731 2311 31	Only of Alloxandria		2070 070	- ,,,	,5 0,0	J 70	J	0.070	•	0.500	3,000	_
O Van Barra O	From:	SR 236 Duke St	000/ 40/		20/ 00/	00/	_	0.000	_	0.774	00000	
401 Van Dorn St	City of Alexandria	1.56 <b>24000 G</b>	99% 1%	0% (	0%	0%	С	0.098	F	0.774	26000	G
<u>~</u>	To	Seminary Ave										

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

D	Lord and the	l an d	AADT		4 <b>.T</b>	D		Tru	ck		00	K	01/	Dir	A A \ A \ F =	0)4′
Route	Jurisdiction	Length	AADT	QA	41 ire	Bus					QC	Factor	QK	Factor	AAWDI	QW
	From:															_
402 Quaker Lane	City of Alexandria	0.69	21000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.610	22000	G
0.0001.0001	From:				000/	40/	10/	00/	00/	00/		0.000		0.500	04000	
402 Quaker Lane	City of Alexandria	0.96		G	98%	1%	1%	0%	0%	0%	C	0.086	F	0.562	21000	G
Note   Substitution																
402)Ramp	City of Alexandria (Maint: 00			OKIII								NA			NA	
	To:	I-395-N FROM RT 40	2 NORTHO	0- QUA	KER LAN	NΕ										
	From:			SOUT	Н											
402 Ramp	City of Alexandria (Maint: 00			0.001	TEXTOO GI	~						NA			NA	
	10.					Ц										
North Agg Ramp	City of Alexandria (Maint: 00			GION	CIRCLE							NΑ			NΑ	
402)((411)	To:			CIRCI	E NORTI	Н						INA			NA	
	From:															
(402) Ramp	City of Alexandria (Maint: 00											NA			NA	
Route   Jurisdiction   Length AADT   QA   ATIVE   Bus   ZAVA 3A-ADD   Trail   ZTrail   CF   Factor   QF   Factor   AF   Factor   ADD   A																
	From:				2221								_			
403 Newtown Rd	City of Norfolk	0.31	31000	G	98%	0%	1%	0%	0%	0%	C	0.083	F	0.577	32000	G
November Dd	City of Alley			_		00/	40/	00/	00/	00/		0.070	_	0.545	20000	
403 Newtown Rd	City of Norioik				98%	0%	1%	0%	0%	0%	F	0.078	F	0.515	38000	G
Route   Jurisdiction   Length   AADT   QA   4Thr   BUS   2A06   34-A01   Trail   2Trail   QC   Rot   Pactor																
403)Ramp	City of Virginia Beach (Maint:			.0-7								NA			NA	
Route   Jurisdiction   Length   AADT   QA   4Thre   Bus   2AAde   1Trat   2Trat   QC   Factor																
	From:		03 TO RT 2	64												
403 Ramp	City of Virginia Beach (Maint:	•										NA			NA	
	10:				N RD											
South	City of Virginia Beach (Maint:			.64								ΝΔ			ΝΔ	
403 (Kamp	City of Virginia Beach (Maint.											INA			INA	
South	From:			WTOW	N RD											
403 Ramp	City of Virginia Beach (Maint:			·	w.mown	· D						NA			NA	
	10-j				WIOWN	K										
	City of Virginia Beach (Maint:			.64								NA			NA	
403). (3.71)	To:			JTH-NI	EWTOWN	I R						14/1			14/1	
	From:						<u> </u>									
404) Princess Anne Rd	City of Norfolk	0.53	22000	G	99%	1%	1%	0%	0%	0%	F	0.087	F	0.507	23000	G
$\smile$	To	SR	166 Park Av	ve												

# 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	Q۷
405)Ballentine Blvd	From: City of Norfo	olk 0.64	I-264 <b>25000</b>	G	92%	1%	2%	40/	2%	00/	С	0.081	F	0.593	27000	G
405 Balleritirie Bivu	City of North		S 58; 122-85		9270	170	2%	4%	270	0%	C	0.061	Г	0.593	27000	G
	From:	SR 4	105; 122-863	37 Ga												
405 Ramp	City of Norfolk (M		NA									NA			NA	
	To:	I-264-E FROM ROU				UE										
Down	From:		O & FROM	1 ROUT	Е							NIA			NIA	
405 Ramp	City of Norfolk (M	laint: 64) 0.12 I-264-W FROM ROU	NA ITE 405-MI	ERRIM	AC AVEN	UE						NA			NA	
	From:	-	37 Hampton		ie my En	CL										
406) International Blvd	City of Norfe		26000	A	94%	0%	0%	1%	4%	0%	С	0.096	Α	0.626	29000	A
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	26000	Α								0.093	Α	0.608	NA	
	To: From:		Ruthven Ro	1												
406 International Blvd	City of Norfolk (M	laint: 64) 0.28	26000	N	94%	0%	0%	1%	4%	0%	Ν	0.096	Ν	0.626	29000	١
	To:		I-564													
East	From:	SR 406 I-564-		R 406 E	AST &							NIA			NIA	
406)Ramp	City of Norfolk (M		NA 000B FROM	1 RT 40e	ń							NA			NA	
	From:		58 Camposte		,											
407)Indian River Rd	City of Norfe		19000	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.565	21000	(
	Tor		CL Chesape													
407)Indian River Rd	City of Chesar		ECL Norfoli 21000	k G	99%	0%	 1%	0%	0%	0%	F	0.095	F		23000	
407 Indian River Rd	Oity Of Official				3370	070	170	070	070	070	'	0.000			23000	
(407) Indian River Rd	From: City of Chesar		Oaklette Av <b>28000</b>	e G	99%	0%	1%	0%	0%	0%	С	NA			30000	(
407	To:		L Virginia E		0070	070		0,0	070	070					00000	
	From:		US 460													
412 Prices Fork Rd	Town of Black	sburg 1.07	27000	F	97%	2%	0%	0%	0%	0%	С	0.085	F	0.547	29000	F
$\subseteq$	To: From:	Т	oms Creek l	Rd												
412 Prices Fork Rd	Town of Black	sburg 0.28	17000	F	97%	2%	0%	0%	0%	0%	F	0.084	F	0.501	18000	F
<u> </u>	To:		Main St													
413 Memorial Dr	City of Dany		JS 29 Centra 12000	al Blvd <b>G</b>	98%	1%	 1%	0%	0%	0%	F	0.1	F	0.523	13000	C
413 Merional Di	City of Dariv				90 /0	1 /0	1 /0	076	076	0 /0	-	0.1	-	0.525	13000	
413) Memorial Dr	Took From: City of Dank		12000	ode St <b>G</b>	98%	1%	1%	0%	0%	0%	С	0.092	F	0.589	13000	(
413/101010101	City of Dariv	0.04			JU /0	1 /0	1 /0	0 /0	070	0 /0	J	0.032	'	0.000	15000	
413)Memorial Dr	From: City of Dany	<u>1</u>	Poplar St 9200	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.532	9900	(
413/1101101101101	The	G.20			0070	1 /0								0.502		_ `
(413) Craghead St	Eron City of Dany	l	High St <b>7700</b>	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.652	8300	(
413) 5. 25. 22. 21	To:		293 P; N Ma		5570	. 70		J / 0	270	2 / 0	•	5.50 r	•	0.502	2300	`

## Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

		Primary and Interst	alc Not	1100							1/		D:-		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	E	-	~			2Axle	3+Axle	11 rail	21 rail		Factor		Factor		
Crack and Ct	City of Danvilla	SR 293 P; Mai		000/	40/	40/	00/	007	00/	_	0.004	_	0.544	7400	F
Craghead St	City of Danville	0.06 <b>6600</b> SR 293 Patton	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.544	7100	۲
	100														
	From:	US 258 Mercury								_		_			_
Power Plant Pkwy	City of Hampton	0.72 <b>16000</b>	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.544	17000	F
<u> </u>	To: From:	Pine Chapel I	Rd			_									
A ₁₅ )Power Plant Pkwy	City of Hampton	0.47 <b>20000</b>	F	99%	0%	1%	0%	0%	0%	С	0.085	F	0.531	21000	F
	To	Briarfield R	d												
415)Queen St	City of Hampton	0.84 11000	F	97%	2%	1%	0%	0%	0%	С	0.088	F	0.507	12000	F
110)	-						-,-	-,-		_		-			
Cottlere Landing Dd	From:	Michigan D	r F	97%	2%	10/	00/	0%	00/	F	0.004	F	0.506	11000	F
Settlers Landing Rd	City of Hampton	0.56 <b>9900</b>		97%	Z%	1%	0%	0%	0%	Г	0.084	Г	0.526	11000	
	10.	SR 351 Pembrok													
	From:	US 220; Bus US 220 I								_		_			_
Electric Rd	City of Roanoke (Maint: 80)	0.07 <b>41000</b>	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.545	45000	G
<u> </u>	To:	Roanoke County													
119 Electric Rd	Roanoke County	WCL Roanol 0.77 <b>41000</b>	N N	99%	0%	0%	0%	0%	0%	N	0.083	N	0.545	45000	١
119 Liectric Nu	Noanoke County			3376	070	0 70	070	070	070	IN	0.003	14	0.545	43000	
	To: From:	80-904 Starkey													
Electric Rd	Roanoke County	1.44 <b>28000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.095	Α	0.500	31000	A
<u> </u>	To: From:	US 221 Brambleto	on Ave												
419 Electric Rd	Roanoke County	3.16 <b>26000</b>	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.524	28000	G
<u> </u>	To:	SCL Salem	1												
419)Electric Rd	City of Salem	0.69 <b>26000</b>	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.518	28000	G
119)=1001110 110	ony or care				0,0		0,0	0,0	0,0	•	0.000	•	0.0.0		
Florida Dil	To:	US 11 Apperso		000/	00/		00/	00/	00/		0.000	_	0.544	05000	_
Electric Rd	City of Salem	0.58 <b>23000</b>	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.511	25000	G
	To: From:	Roanoke Boule													
419)Electric Rd	City of Salem	0.89 <b>16000</b>	G	97%	0%	1%	1%	2%	0%	С	0.094	F	0.62	18000	G
$\smile$	To:	ALT US 460 Tex	xas St			<b>—</b> —									
ALT ALT	Prom:			070/	00/	40/	40/	40/	00/	_	0.000	_	0.504	00000	_
419 (460) (11) Electric Rd	City of Salem	0.53 <b>20000</b>	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.594	22000	C
	To: From:	US 460 East Ma	in St												
419 Electric Rd	City of Salem	0.88 <b>16000</b>	G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.609	18000	C
<u> </u>	To	NCL Salem	1												
119 Electric Rd	Roanoke County	0.95 <b>13000</b>	Α	96%	0%	1%	1%	2%	0%	С	0.112	Α	0.585	15000	A
119)					- / 0		.,0	_,,	- / 0	-				. 3000	•
Floatria Dd	From:	I-81		060/	007	40/	40/	207	00/		0.000		0.000	11000	_
Electric Rd	Roanoke County	0.58 <b>9500</b>	G	96%	0%	1%	1%	2%	0%	F	0.099	F	0.662	11000	G
	10.	SR 311 Catawba V	alley Dr												
	From:	SR 419					_		_		_		_	_	_
419) Ramp to I-81 N at Exit 128	Roanoke County	0.23 <b>NA</b>									NA			NA	
$\smile$	To:	I-81 N													

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

luvia diation	Longth	AADT	04	4Tiro	Due		Tru	ıck		00	K	OK	Dir	^	. 0
Junsuiction	Lerigin		QА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QV
Roanoke County	0.24										NΑ			NΑ	
To:	0.24	I-81 S									14/			14/ (	
From:	I-395 Sł	irley Hwy, 1	00-6706												
City of Alexandria	1.72	16000	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.609	17000	(
To- From:	SR 4	402 Quaker L	Lane												
	1.03	6500	G	98%	1%	1%	0%	0%	0%	F	0.137	F	0.628	6900	(
Tn:															
From:			EVERSI	BLE LAN	ΙE										
City of Alexandria (Maint: 2			DV DO	AD PT 42	0						NA			NA	
From					0										_
City of Alexandria (Maint: 2			J- W 0002	100							NA			NA	
To	,		420 E A	T COLL											
From:			420 EA.	SI COLL							NIA			NIA	
City of Alexandria (Maint: 2	,										NA			NA	
To: From:		395 N & RT	420 EA	ST COLL											
City of Alexandria (Maint: 2	,	NA									NA			NA	
To:															
From:			ECTOR	ROADS							NIA			NIA	
City of Alexandria (Maint: 2											NA			NA	
To: From:		395 N & RT	420 WE	ST COLL											
City of Alexandria (Maint: 2	29) 0.03	NA									NA			NA	
To: From:	SR 420- A TO &	FROM REV	ERSIBI	E LANE											
City of Alexandria (Maint: 2	29) 0.03	NA									NA			NA	
To			420 WE	ST COLL											
City of Alexandria (Maint) C			120 11 12	31 COLL							NIA			NΙΔ	
City of Alexandria (Maint. 2			0-F000X	. CO							INA			INA	
From:															
Lee County	4.55	1700	F	94%	0%	1%	1%	3%	0%	F	0.08	F	0.558	1800	F
To:															
From:				0.49/	00/	10/	10/	20/	00/	C	0.000	_	0.542	4500	1
Lee County				94%	0%	170	170	3%	0%	C	0.069	Г	0.543	4300	ı
Town of Poppington Can (Mai			_	0/10/	<b>∩</b> 0/:	10/	10/	20/	Λ0/:	NI	0.080	NI	0.542	4500	1
Town or Fermington Gap (Mair	<u> </u>			J4 /0	0 /0	1 /0	1 /0	3/0	U /0	IN	0.009	IN	0.543	4500	'
To: From:															
Town of Pennington Gap (Mair	nt: 52) 0.40	13000	F	95%	1%	1%	2%	2%	0%	F	0.089	F	0.527	14000	F
	City of Alexandria  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  City of Alexandria (Maint: 2  Too  From:  City of Alexandria (Maint: 2  Too  From:  Lee County  Too  From:  Lee County  Too  Too  Too  Too  Too  Too  Too  T	Roanoke County	Roanoke County	Roanoke County	Roanoke County	Roanoke County   0.24   NA   I-81 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 Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second	Sum   Stratus   Name	Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Research   Second Res	SR 419	SR 402   ST 100   S	SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   SR 400   S	Signature	SR 419   SR 420   SR 419   SR 420   SR 419   SR 420   S		

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

		Primary ar						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~		ALT US 58 E		Lonesom												
421)	Town of Pennington Gap (Maint: 52)	0.18	5200	F	94%	0%	1%	2%	2%	0%	F	0.089	F	0.501	5500	F
	To: From:	SCL	Pennington	Gap												
421)	Lee County	2.64	5200	N	94%	0%	1%	2%	2%	0%	Ν	0.089	Ν	0.501	5500	Ν
~~ <u></u>	To: From:	52 642	52-642 Old Woody	mori D.d												
421 }	Lee County	2.39	3600	F	94%	0%	1%	2%	2%	0%	С	0.098	F	0.587	3800	F
421)	To:		Daniel Boor		J+70	070		270	270	070	O	0.000		0.507	3000	•
	From:		US 58													
421 (58)	Lee County	6.00	4600	F	91%	1%	1%	1%	6%	0%	С	0.096	F	0.527	4800	F
~~	To:		ott County L													
421 \ \(\) \(\) 58 \\ Duff Pat Hwy	Soott County	4.55	e County Li <b>4200</b>	G G	91%	1%	1%	1%	6%	0%	F	0.083	F	0.613	4200	G
421 58 Duff Pat Hwy	Scott County				9176	170	176	170	070	0%	Г	0.063	Г	0.013	4200	G
~~~	To: From:		CL Duffield													
421) (58)	Town of Duffield (Maint: 84)	0.20	4200	N	91%	1%	1%	1%	6%	0%	N	0.083	N	0.613	4200	N
	To: From:	J	JS 23, US 5	8												
421 (23) (58)	Scott County	4.67	13000	G	92%	0%	1%	0%	6%	0%	F	0.083	F	0.502	13000	G
$\sim$ $\sim$	To: From:		SR 65													
421 (23) (58)	Scott County	3.56	13000	G	92%	0%	1%	0%	6%	0%	F	0.085	F	0.508	13000	G
<del></del>	Tay		84-870													
421 (23) (58) Daniel Boone Heritage Hwy	Scott County	5.99	14000	G	92%	0%	1%	0%	6%	0%	F	0.084	F	0.559	14000	G
421) (25) (30)	To						<del></del> i									
	Scott County	BUS US 23 1.70	12000	N Sate C	92%	0%	1%	0%	6%	0%	N	0.102	N	0.542	13000	N
421) (23) (58)	Scott County				32 /0	070	1 70	070	070	070	IN	0.102	14	0.542	13000	IN
~~~	To: From:		CL Gate Ci													
421] (23) (58)	Town of Gate City (Maint: 84)	0.36	12000	N	92%	0%	1%	0%	6%	0%	N	0.102	N	0.542	13000	N
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	S	CL Gate Cit	ty												
421 \ (23 \ (58 \)	Scott County	0.45	12000	N	92%	0%	1%	0%	6%	0%	N	0.102	Ν	0.542	13000	N
$\Rightarrow \Diamond \Diamond$	To: From:	N	CL Gate Ci	ty			$\neg$ $\vdash$									
421 (23) (58)	Town of Gate City (Maint: 84)	0.16	12000	Α	92%	0%	1%	0%	6%	0%	С	0.102	Α	0.542	13000	Α
	Tai	Bus IIS	23 East of C	Tate City												
421 \ (23 \ (58 )	Town of Gate City (Maint: 84)	0.61	27000	N	92%	0%	1%	0%	6%	0%	Ν	0.083	Ν	0.544	28000	Ν
421) (20) (30)	To:	C		4												
	Scott County	0.35	CL Gate Cit <b>27000</b>	G G	92%	0%	1%	0%	6%	0%	F	0.083	F	0.544	28000	G
421) [23] [58]	Scott County				92 /0	070	1 70	070	070	070	•	0.003	'	0.544	20000	J
~~~	To: From:		CL Weber C	_	2001	00/		00/	00/	201	_	0.000	_	0.544	20222	
421 (23) (58)	Town of Weber City (Maint: 84)	0.08	27000	G	92%	0%	1%	0%	6%	0%	F	0.083	F	0.544	28000	G
	To: From:		X													
421) (58) Hilton Rd	Town of Weber City (Maint: 84)	0.26	11000	G	98%	1%	1%	1%	1%	0%	F	NA			12000	G
~ ~	To-		х				<u> </u>									
421 (58)	Town of Weber City (Maint: 84)	0.06	3100	G	98%	1%	1%	1%	1%	0%	С	0.09	F	0.597	3300	G
	To:		Х													

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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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		SR 224													
421 \ (58 \)	Scott County	4.80	3100	G	98%	1%	1%	1%	1%	0%	С	0.09	F	0.597	3300	G
$\Rightarrow \Diamond$	To: From:		84-709													
421 (58) Bristol Hwy	Scott County	3.27	1000	G	98%	1%	1%	1%	1%	0%	F	0.101	F	0.505	1100	(
~ · · · · · · · · · · · · · · · · · · ·	To:		84-696													
421 (58) Bristol Hwy	Scott County	9.35	480	G	94%	1%	2%	1%	2%	0%	С	0.121	F	0.623	490	(
	To:	Washin	gton Count	ty Line												
~~~	From:		tt County L								_		_			
421 (58) Gate City Hwy	Washington County	2.65	1000	F	94%	1%	2%	1%	2%	0%	F	0.092	F	0.544	1100	
~ ~	To: From:		95-700													
421 \ 58 Gate City Hwy	Washington County	3.59	4700	F	94%	1%	2%	1%	2%	0%	F	0.086	F	0.591	4900	
~~ <u></u>	To:	V	VCL Bristol	1			_									
121 (58) Gate City Hwy	City of Bristol (Maint: 95)	0.50	5000	F	98%	0%	0%	0%	1%	0%	С	0.086	F	0.575	5300	
	To		US 58; I-81													
~~	From:		58; I-81 Ex													
Gate City Hwy	City of Bristol (Maint: 95)	0.21	8500	F	98%	0%	0%	0%	1%	0%	С	0.091	F	0.611	9000	
~	To: From:		Island Rd													
Gate City Hwy	City of Bristol	0.80	8200	F	98%	0%	0%	0%	1%	0%	F	0.100	F	0.576	8700	
~ <u></u>	To:	W US 11 N		; W Stat	e St											
Fuelid Ave	City of Printel	0.75	W US 11	F	99%	00/	10/	00/	00/	00/	F	0.000	F	0.524	14000	
121 (11) Euclid Ave	City of Bristol	0.75	13000	Г	99%	0%	1%	0%	0%	0%	Г	0.090	Г	0.531	14000	
~~ ~~	From:		Vance St													
(11) Euclid Ave	City of Bristol	0.19	14000	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.535	15000	
<b>*</b>	To: From:	Bob	Morrison B	Blvd												
121 (11) Euclid Ave	City of Bristol	0.18	15000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.587	16000	
~~	To:		E RT 11													
(381) (381) (19) Commonwealth Ave	City of Bristol	0.19	19000	F	96%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	
	To:	CD 122	Don Crisons	nomo Ct												
(381) (19) Commonwealth Ave	City of Bristol	0.16	Par Sycam 19000	F	96%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	
(21) (381) (19) Commonwealth Ave	Oity of Briston				0070	070	170	070	270	070	•	0.007	•	0.000	20000	
~	From		Cumberlar		000/	40/		40/	407	00/		0.000		0.554	47000	
(121) (381) (19) Commonwealth Ave	City of Bristol	0.23	16000	F	93%	1%	1%	1%	4%	0%	F	0.086	F	0.551	17000	
Truck Truck	From		valid Overla Commonwe													
121 (11) (19) Goode St	City of Bristol	0.21	1200	F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.508	1200	
	To:															
Truck Truck	From:		05 Piedmor												,	
421 \ (11) (19) Cumberland St	City of Bristol	0.34	3000	F	98%	0%	0%	0%	1%	0%	С	0.102	F	0.568	3200	
~ ~ ~	To:		US 11 Rand													
State St	City of Bristol		8000 8000	erland Si	98%	0%	0%	09/	1%	00/	F	0.000	F	0.607	9600	
	CILV OF DITSIO	0.28	OUUU	Г	90%	U%	U%	0%	170	0%	г	0.099	г	0.007	8600	F

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

		Filliary at				_		Tru	ck		_	K	_	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		US 421 W													
(421) Ramp US 421 W I-81 N at Ex	it 1 City of Bristol (Main		NA									NA			NA	
<u> </u>	То:	Ramps US	58 E 96B; U	IS 58 96	iB .											
Bus Bus Bus	From:		South of Gat													
{421}{23}{58}	Town of Gate City (Ma	aint: 84) 0.23	19000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.562	21000	G
Pura Bura Bura	To: From:		84-836													
Bus Bus Bus (421) (23) (58)	Town of Gate City (Ma	aint: 84) 0.47	9800	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.547	10000	G
Pug Pug Pug	To: From:		SR 71													
Bus Bus Bus (421) (23) (58) W Jackson St	Town of Gate City (Ma	aint: 84) 0.12	7300	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.565	7800	G
Bus Bus Bus	To: From:		84-665													
(421) (23) (58) W Jackson St	Town of Gate City (Ma	aint: 84) 0.15	5200	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.596	5600	G
Bus Bus Bus	To: From:		84-763													
421 23 58 Daniel Boone Rd	Town of Gate City (Ma	aint: 84) 0.84	3700	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.56	3900	G
Bus Bus Bus	To: From:		84-762													
421 23 58 Daniel Boone Rd	Town of Gate City (Ma	·	3000	G	98%	0%	1%	1%	1%	0%	С	0.09	F	0.548	3200	G
Bus Bus Bus	From:	(	CL Gate City													
(421)     (23)     (58)	Scott County To:		<b>3000</b> Sus US 23 W	N	98%	0%	1%	1%	1%	0%	N	0.09	N	0.548	3200	N
	From:	SR 57 BUS	US 220 Men	norial B	lvd											
457 Church St	City of Martinsvil	ille 0.59	5500	G	98%	1%	0%	0%	1%	0%	F	0.086	F	0.507	6100	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	10000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.528	10000	G
	To:		Moss St													
Manket Ct	City of Marting of	:11- 0.00	Fayette St		000/	40/		00/	40/	00/	_	0.000	_	0.500	44000	_
457 Market St	City of Martinsvil		10000 monwealth E	G	98%	1%	0%	0%	1%	0%	F	0.088	F	0.526	11000	G
	From:		Market St	orvu												
457 Commonwealth Blvd	City of Martinsvil		15000	G	98%	1%	0%	0%	1%	0%	F	0.09	F	0.515	17000	G
	To: From:		Northside Dr													
457 Commonwealth Blvd	City of Martinsvil	ille 0.36	19000	G	98%	1%	0%	0%	1%	0%	С	0.089	F	0.521	21000	G
Commonwoolth Blud	City of Mortingvil	ille 0.48	Fairy St 5900	G	000/	1%	0%	00/	10/	00/	F	0.089	F	0.502	6500	G
Commonwealth Blvd	City of Martinsvil		Chatham Rd	G	98%	170	U70	0%	1%	0%	Г	0.069	Г	0.503	6500	G
	From:		monwealth E	Blvd												
Chatham Rd	City of Martinsvil		4900	G	98%	0%	0%	0%	0%	0%	С	0.089	F	0.587	5500	G
	To: From:		L Martinsvil													
(457) Old Chatham Rd	Henry County	2.62	3300	G	98%	1%	0%	1%	0%	0%	С	0.101	F	0.65	3400	G
$\smile$	То:		SR 57													

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

		Primary ar	ia interett	210 110	1100			Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 22	0 Memorial	Blvd												
457) Fayette St	City of Martinsville	0.61	4500	G	100%	0%	0%	0%	0%	0%	С	0.084	F	0.504	4300	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.528	10000	G
	To:	SR	457 Market	St												
	From:		Commonwea													
457 Fairy St	City of Martinsville	0.29	8000	G	98%	1%	0%	0%	1%	0%	С	0.092	F	0.573	8800	G
<u> </u>	Tn·	Bus U	JS 58 Churc	ch St												
~~ <u></u>	From:	Kent	ucky State I													
460	Buchanan County	2.61	3300	F	96%	0%	1%	1%	2%	0%	F	0.107	F	0.603	3600	F
	To- From-		13-645													
460	Buchanan County	2.09	3500	F	96%	0%	1%	1%	2%	0%	F	0.103	F	0.623	3800	F
<del>**</del>	To	12 700	) Thomas M	tn Dd												
460	Buchanan County	2.36	4300	F	96%	0%	1%	1%	2%	0%	F	0.098	F	0.514	4700	F
400)	To:		509 Ball Cre		0070	0,0		.,0	_,0	0,0	-	0.000	-	0.0		-
	From:		9 Bull Cree													
460	Buchanan County	2.59	6000	F	96%	0%	1%	1%	2%	0%	F	0.108	F	0.558	6600	F
~	To	13-6	56 Looneys	Cr												
460	Buchanan County	1.56	6100	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.553	6700	F
	To.															
460	Town of Grundy (Maint: 13)	1.62	VCL Grundy 6100	N	96%	0%	1%	1%	2%	0%	N	0.096	N	0.553	6700	N
460	Town of Grandy (Maint. 13)		ar; 13-1006			076	1 /0	1 /0	2/0	0 /0	IN	0.090	IN	0.555	0700	IN
	From:		Par; 13-1000		1											
460 (83)	Town of Grundy (Maint: 13)	1.96	11000	F	96%	1%	1%	1%	2%	0%	С	0.102	F	0.528	12000	F
	To:		SCL Grundy													
460	From: Buchanan County	1.99	12000	F	96%	1%	1%	1%	2%	0%	С	0.096	F	0.532	13000	F
460 83	Buchanan Gounty				3070	170	170	1 /0	270	070	O	0.000	•	0.552	13000	•
~~	From:		South Inters		000/	00/		40/	00/	00/	_	0.004	_	0.540	44000	
460	Buchanan County	3.59	9900	F	96%	0%	1%	1%	2%	0%	F	0.091	F	0.510	11000	F
	To: From:	13-638	Dismal Riv	ver Rd												
460	Buchanan County	5.25	8000	F	96%	0%	1%	1%	2%	0%	F	0.081	F	0.538	8800	F
	To	13-1101	Keen Mtn.	. Camp												
460	Buchanan County	2.21	7600	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.549	8300	F
	To:		13-680													
100	Buchanan County	6.30	7900	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.618	8600	F
460	To:		vell County		3070	070	170	1 /0	270	070	•	0.007	•	0.010	0000	•
	From:		nan County													
460	Tazewell County	3.99	8600	G	96%	0%	1%	1%	2%	0%	F	0.077	F		9200	G
	To:	02 804 E	ted Ash Can	nn Roed	<u> </u>											
460	From: Tazewell County	1.83	9400	G Road	96%	0%	1%	1%	2%	0%	F	0.086	F		10000	G
460	- Independently				0070	370		. 70	_/0	J / 0	•	0.000	•		.5000	0
	To: From:		CL Richland		0001	001		407	001	001		0.000			40000	
460	Town of Richlands (Maint: 92)	0.23	9400	N	96%	0%	1%	1%	2%	0%	Ν	0.086	Ν		10000	N
<del>~</del>	To:		SR 67													

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

						Tru	ıck			K		Dir		
Jurisdiction			4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
Town of Richlands (Maint: 92)			96%	0%	1%	1%	2%	0%	F	NA			18000	G
Tac	Rus II	S 460												
Town of Richlands (Maint: 92)			96%	0%	1%	1%	2%	0%	F	0.079	F		19000	G
Town of Richlands (Maint: 92)			96%	0%	1%	1%	2%	0%	С	0.099	Α	0.53	16000	Α
Toc	ECL Ri	chlands												
Tazewell County			96%	0%	1%	1%	2%	0%	Ν	0.099	Ν	0.53	16000	Ν
To: From:														
Town of Cedar Bluff (Maint: 92)				0%	1%	1%	2%	0%	N	0.099	N	0.53	16000	N
Town of Cedar Bluff (Maint: 92)			Bluff 96%	0%	1%	1%	2%	0%	F	0.084	F		20000	G
To	Bus US 460 Near	ECL Cedar l	Bluff											
Town of Cedar Bluff (Maint: 92)	0.09 <b>180</b>	000 G	96%	0%	1%	1%	2%	0%	F	0.083	F		19000	G
Tac From:														
l azewell County			96%	0%	1%	1%	2%	0%	N	0.083	N		19000	N
Tazewell County			95%	0%	1%	1%	3%	0%	F	NA			12000	G
To: From:	92-639 Earls	Branch Rd												
Tazewell County			95%	0%	1%	1%	3%	0%	F	NA			13000	G
Torough County	,		050/	00/	10/	10/	20/	00/		NΙΔ			12000	G
razeweii County			95%	0%	1%	1%	3%	0%	Г	NA			12000	G
Town of Tazewell (Maint: 92)			95%	0%	1%	1%	3%	0%	F	NA			12000	G
To: From:														
Town of Tazewell (Maint: 92)			95%	0%	1%	1%	3%	0%	F	NA			8700	G
Tazewell County			95%	0%	1%	1%	3%	0%	N	NA			8700	N
To Econo	Bus U	S 460												
Tazewell County			95%	0%	1%	1%	3%	0%	F	NA			12000	G
Tazewell County			95%	0%	 1%	1%	3%	0%	С	0.103	Α	0.524	14000	В
To														
Tazewell County			95%	0%	1%	1%	3%	0%	F	0.082	F		14000	G
To: From:														
Tazewell County			96%	0%	1%	1%	2%	0%	F	0.083	F		13000	G
	Town of Richlands (Maint: 92)  Town of Richlands (Maint: 92)  Town of Richlands (Maint: 92)  Town of Richlands (Maint: 92)  Tazewell County  Town of Cedar Bluff (Maint: 92)  Town of Cedar Bluff (Maint: 92)  Town of Cedar Bluff (Maint: 92)  Town of Cedar Bluff (Maint: 92)  Town of Cedar Bluff (Maint: 92)  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Town of Tazewell (Maint: 92)  Town of Tazewell (Maint: 92)  Town of Tazewell (Maint: 92)  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Tazewell County  Tazewell County	Town of Richlands (Maint: 92)   1.38   170	Town of Richlands (Maint: 92)   1.38   17000   G	Town of Richlands (Maint: 92)   1.38   17000   G   96%	Town of Richlands (Maint: 92)   1.38   17000   G   96%   0%	Section   Content   Section   Sect	Section   Length   AADT   QA   4Tire   Bus   2Axie   3+Axie   Bus   Section   Sectio	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   SR 67   Section   Continue   Town of Richlands (Maint: 92)   1.38   17000   G   96%   0%   1%   1%   2%   0%   F	Length AADT QA 4 Tire Bus   2Axle 3+Axle 1 Trail 2 Trail 2 Trail 2 Trail 2 Trail 2 Trail 2 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 Trail 3 T	Length AADT QA 4 Tire Bus   SAR67   Control of Richlands (Maint: 92)   1.38   17000   G 96% 0% 1% 1% 2% 0% F NA	Second   Control   Contr	Surface   County   Color   Surface		
#### 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:	WCL Blue	efield												
460	Town of Bluefield (Maint: 92)	1.86 <b>1200</b>	0 G	90%	1%	1%	2%	6%	0%	С	0.089	F		12000	G
~	To:	92-720 Hockr													
<u></u>	From:	92-72		000/	00/	40/	40/	00/	00/	_	0.000	_		40000	_
460}	Town of Bluefield (Maint: 92)	1.26 <b>1700</b>	0 G	96%	0%	1%	1%	2%	0%	F	0.089	F		18000	G
	To: From:	FR-86													
460)	Town of Bluefield (Maint: 92)	0.09 <b>1900</b>	0 G	94%	0%	1%	1%	4%	0%	С	NA			20000	G
	To: From:	West Virginia	State Line												
460 Virginia Ave	Town of Glen Lyn (Maint: 35)	0.81 <b>930</b> 0	) G	91%	0%	1%	1%	7%	0%	F	0.076	F		9900	G
<del>~</del>	To: From:	35-1308 Hous	ton Lane			$\neg$ $\vdash$									
460 Virginia Ave	Town of Glen Lyn (Maint: 35)	0.59 <b>920</b> 0	) G	91%	0%	1%	1%	7%	0%	F	0.081	F		9800	G
<u></u>	To:	WCL Glei	n I vn												
460	Giles County	1.24 <b>920</b> 0	_	91%	0%	1%	1%	7%	0%	N	0.081	N		9800	N
460	Tol		G 1												
460}	Town of Rich Creek (Maint: 35)	WCL Rich 0.65 <b>920</b> 0		91%	0%	1%	1%	7%	0%	N	0.081	N		9800	N
460)	To:	US 219 Rich		3170	070	170	1 /0	1 /0	070	14	0.001	14		3000	14
	From:	US 219 Rich Cree		t											
460 Virginia Ave	Town of Rich Creek (Maint: 35)	0.73 <b>6900</b>	) G	91%	0%	1%	1%	7%	0%	F	0.076	F		7300	G
~	Tax	35-712 River	rside Dr			$\neg$ $\vdash$									
460	Town of Rich Creek (Maint: 35)	0.18 <b>1100</b>		91%	0%	1%	1%	7%	0%	Ν	0.081	Ν		12000	Ν
	To:	ECL Rich	Crook			—									
460)	Giles County	2.01 <b>1100</b>		91%	0%	1%	1%	7%	0%	Ν	0.081	N		12000	N
400)	Tol			0.70			. , 0	. , 0	0,0	•	0.00	••			
460 Virginia Ave	Town of Narrows (Maint: 35)	NCL Nan 0.76 <b>1100</b>		91%	0%	1%	1%	7%	0%	F	0.081	F		12000	G
460) Viigiilla Ave	Town of Ivanows (Waint. 33)			3170	070	1 70	1 /0	1 /0	070	'	0.001	'		12000	G
~	From:	SR 61 Flesh		040/	201		40/	70/	201	_	0.004	_		4.4000	
Virginia Ave	Town of Narrows (Maint: 35)	0.60 <b>1300</b>	0 G	91%	0%	1%	1%	7%	0%	F	0.081	F		14000	G
~~~	To: From:	ECL Nan				<u></u>									
Virginia Ave	Giles County	3.00 <b>1300</b>	0 G	91%	0%	1%	1%	7%	0%	F	0.08	F		14000	G
	Ta: From:	WCL Pear	isburg												
460 Virginia Ave	Town of Pearisburg (Maint: 35)	0.60 <b>830</b> 0	) G	91%	0%	1%	1%	7%	0%	F	0.086	F		8900	G
<del>~</del>	To:	ECL Peari	sburg			$\neg$ $\vdash$									
460	Giles County	0.73 <b>1200</b>		91%	0%	1%	1%	7%	0%	Ν	0.085	Ν		13000	Ν
	To	WCL Pear	ichura												
460)	Town of Pearisburg (Maint: 35)	0.12 <b>1200</b>		91%	0%	1%	1%	7%	0%	N	0.085	N		13000	N
400)	. 5 or r sansburg (maint: 00)			0170		- ,,,	. 70	. 70	270	. •	0.500	••		.0000	.,
Virginia Ava	Cilco County	ECL Peari 5.01 <b>1200</b>		91%	0%	10/	1%	7%	0%	F	0.085	F		13000	G
460 Virginia Ave	Giles County			91%	U%	1%	170	170	U%	г	0.065	Г		13000	G
~~	To: From:	WCL Pem				$\Box$									
W Main St	Town of Pembroke (Maint: 35)	0.86 <b>1200</b>		91%	0%	1%	1%	7%	0%	F	NA			12000	G
~	To:	35-626 Cast	le Ave												

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	O\\\/
Route	Junsuiciion				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QIN	Factor	AAWDI	QVV
460	Town of Pembroke (Maint:		626 Castle Av 12000	ve <b>G</b>	91%	0%	1%	1%	7%	0%	F	NA			12000	G
460)	To-	-	CL Pembroke		0170	070		170	1 70	070	•	101			12000	
Virginia Ave	Giles County	1.27	11000	G	91%	0%	1%	1%	7%	0%	F	0.086	F		12000	G
400) ( "9" "4"	To-				0170	070		170	. 70	070	•	0.000	•		12000	Ū
460	Giles County	2.82	10000 10000	A	91%	0%	1%	1%	7%	0%	С	0.11	Α	0.59	11000	Α
460)	The South	2.02			0170	070		170	1 70	070	Ū	0.11	,,	0.00	11000	, ,
460 (42) Virginia Ave	Giles County	2.35	35-730 <b>10000</b>	G	91%	0%	1%	1%	7%	0%	F	0.087	F		11000	G
460 42 Virginia Ave	Giles County				91%	0%	170	170	170	0%	г	0.067	Г		11000	G
~~	To: From:		Mountain Lal		040/	00/		40/	70/	201		0.000			44000	
460 42 Virginia Ave	Giles County	1.66	10000	G	91%	0%	1%	1%	7%	0%	F	0.093	F		11000	G
~	To: From:		2 Blue Grass t													
Virginia Ave	Giles County	1.16	11000	G	91%	0%	1%	1%	7%	0%	F	0.095	F		12000	G
~	To: From:		omery County es County Lir				-									
460 Pandapas Pond Rd	Montgomery County	3.46	12000	F	91%	0%	1%	1%	7%	0%	F	0.094	F	0.701	13000	F
+00)	Too	N	OI D111													
100	Town of Blacksburg (Maint		CL Blacksburg 12000	g F	91%	0%	1%	1%	7%	0%	F	0.094	F	0.701	13000	F
160	To:	,	Bus US 460	•	0170	070		170	1 70	070	•	0.004	•	0.701	10000	•
	From:		S 460, N Mai	in St												
460	Town of Blacksburg (Maint	:: 60) 3.30	15000	F	93%	0%	1%	1%	5%	0%	С	0.093	F	0.694	16000	F
	To:	SR 41	2 Prices Fork	c Rd												
460	Town of Blacksburg (Maint		34000	F	95%	0%	1%	1%	3%	0%	С	0.095	F	0.564	36000	F
	То:		Southgate Dr													
~~	From:		BUS US 460								_		_			_
460	Town of Blacksburg (Maint	t: 60) 0.72	37000	F	95%	0%	1%	1%	3%	0%	F	0.097	F	0.634	40000	F
	To: From:		CL Blacksburg													
460	Montgomery County	1.76	37000	F	95%	0%	1%	1%	3%	0%	F	0.097	F	0.634	40000	F
	To: From:	SD 11/	SR 114 Peppers Ferr	ry Dd												
460	Montgomery County	0.95	24000	F	95%	0%	1%	1%	3%	0%	F	0.097	F	0.634	25000	F
460)	To		460 N Frank		0070	0,0		.,,	0,0	0,0	•	0.00.	•	0.00	20000	•
~~	From:		Bus US 460													
460 }	Montgomery County	2.53	33000	F	94%	1%	1%	1%	4%	0%	С	0.102	F	0.603	35000	F
~	To:		11 Roanoke S		NODELL											
Pamp toward I-81 N (to CD P	oad) at Exit <b>Ttt</b> % n of Christiansburg (Mai	US 460 PARKWA nt: 60) 0.14	Y DRIVE IC	JRI 81		2 I I 2	160 for d	irectional	l traffic	volume	etims	ates for th	ie ean	ıment		
Ramp toward I-81 N (to CD R	To:	I-81-N118X FROM	RT 46000- PA	ARKW			+00 101 u	nectiona	illanic	volume	5511116	iles for th	။၁ ၁င႘	irierit.		
	From:	US 460-E124B FROM														
160 (81) I-81 N Collector Rd	Town of Christiansburg (Mai	nt: 60) 0.14	,			See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
$\sim$ $\sim$	To		N118C TO RT													
	From:		art Label Here	2		o										
460 81 I-81 N Collector Rd	Town of Christiansburg (Mai	· · · · · · · · · · · · · · · · · · ·				See I-8	1 for dire	ectional ti	rattic vo	oiume es	timate	s for this	segm	ent.		
<del>~</del> ~	To:	Er	nd Label Here	)												

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

Route	Jurisdiction	Length AADT	QA 4Tire	e Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	Q١
	From:	Start Label Here	2		ZAXIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
460 (81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.58		See I-81	for dire	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
$\sim$	To:	End Label Here												
~~ -	From:	I-81-N118X TO R7	Γ 11	0 10	<u></u>									
(81) Ramp	Town of Christiansburg (Maint: 60)	0.29		See 1-81	for dire	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
~	From:	US 11 FROM RT 81 N I-81s	NORTH											
Roanoke St	Town of Christiansburg (Maint: 60)	0.09 <b>8100</b>	<b>N</b> 96%	1%	1%	1%	1%	0%	N	0.096	N	0.552	8600	١
~~~	To: From:	Tower Rd, Hampton												
(60) (11) Roanoke St	Town of Christiansburg	2.01 <b>8100</b>	F 96%	1%	1%	1%	1%	0%	F	0.096	F	0.552	8600	F
~ ~	To: From:	ECL Christiansbu												
60 } { 11 } Roanoke Rd	Montgomery County	5.11 <b>7000</b>	<b>F</b> 96%	1%	1%	2%	2%	0%	F	0.096	F	0.532	7400	F
<i></i>	To	60-753 Old Town	Rd		$\neg$ $\vdash$									
60 (11) Roanoke Rd	Montgomery County	3.21 <b>7400</b>	F 96%	1%	1%	2%	2%	0%	F	0.098	F	0.566	7700	F
	To:	60-631 Brake Re	d											
~~	From:	60-631												
60 \ \ 11 \ Roanoke Rd	Montgomery County	2.43 <b>7900</b>	<b>F</b> 96%	1%	1%	2%	2%	0%	С	0.101	F	0.649	8300	I
~~	To:	Roanoke County L												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	80-639 West River		407		00/	001	00/	_	0.4	_	0.000	0000	
60 (11) West Main St	Roanoke County	1.26 <b>7900</b>	<b>G</b> 96%	1%	1%	2%	2%	0%	F	0.1	F	0.602	8600	(
~	From:	80-647 Dow Hollov Montgomery County												
60 11 West Main St	Roanoke County	0.60 <b>7900</b>	N 96%	1%	1%	2%	2%	0%	Ν	0.1	Ν	0.602	8600	1
.60) (11) West Main St	To:	80-639 West River		170		270	270	070	.,	0.1	.,	0.002	0000	
	From:	80-647 Dow Hollov												
60 (11) West Main St	Roanoke County	2.93 <b>11000</b>	<b>G</b> 96%	1%	1%	2%	2%	0%	F	0.087	F	0.530	11000	(
	To:	80-643												
60 (11) West Main St	Roanoke County	0.39 <b>14000</b>	<b>G</b> 95%	1%	1%	1%	3%	0%	С	0.088	F	0.549	15000	(
60 (11) West Main St	Noahoke County	0.59 14000	<b>G</b> 357	) 170	1 70	1 /0	370	070	C	0.000	'	0.543	13000	`
~~	To: From:	80-642												
60) (11) West Main St	Roanoke County	0.64 <b>18000</b>	<b>G</b> 96%	1%	1%	2%	2%	0%	F	0.085	F	0.514	19000	(
<b>~ ~</b>	To	WCL Salem			$\neg$ $\vdash$									
(60) (11) West Main St	City of Salem	1.12 <b>19000</b>	<b>G</b> 96%	1%	1%	2%	2%	0%	F	0.080	F	0.518	21000	(
	To:	CD 112												
60 ( 11 ) West Main St	City of Salem	1.31 <b>27000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.081	F	0.524	31000	(
60 (11) West Main St	City of Salem	1.31 27000	<b>G</b> 96%	0 70	1 70	0%	0%	0%	Г	0.061	Г	0.524	31000	,
~ ~	To: From:	ALT US 460, 4th												
$60$ $\left\{\begin{array}{c}11\end{array}\right\}$ West Main St	City of Salem	0.60 <b>14000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.082	F	0.51	16000	(
~ ~	To:	Academy St			$\lnot$ $\vdash$									
60 (11) West Main St	City of Salem	0.35 <b>13000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.080	F	0.517	15000	(
~ ~	To:	US 11 College A	ve		$\lnot$ $\vdash$									
Main St	City of Salem	0.11 <b>12000</b>	<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.082	F	0.537	13000	(
100	To:	SR 311 Thompson Men		,,	i i				-		-			

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

		Primary and ir					Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SR 311 Thomp													
460 E Main St	City of Salem	0.29 <b>12</b>	2000 G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.547	14000	G
~~	To: From:		burg Tpke												
460 E Main St	City of Salem	0.93 <b>12</b>	2000 G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.554	13000	G
~~~	To: From:		r Mill Rd												
460 E Main St	City of Salem	0.24 <b>13</b>	3000 G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.545	14000	G
ALT	To: From:	SR 419 I	Electric Rd												
460 (11) E Main St	City of Salem	0.44 <b>15</b>	5000 G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.511	17000	G
~ · ·	To:		Roanoke												
ALT 460 11 Melrose Ave	City of Roanoke		Salem <b>G</b>	96%	1%	1%	1%	2%	0%	F	0.088	F	0.517	18000	G
400) (1)	To		ters Creek Rd				.,,		***	-		-			
ALT	From:			000/	40/	40/	40/	00/	00/	_	0.000	_	0.507	4.4000	_
460 (11) Melrose Ave	City of Roanoke	1.75 <b>13</b>	3000 G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.507	14000	G
ALT	To: From:	24	lth St												
(460) (11) (116) Melrose Ave	City of Roanoke	0.41 <b>12</b>	2000 G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.511	13000	G
ALT	To: From:	Saler	m Tpke												
460 (11) (116) Orange Ave	City of Roanoke	1.00 <b>13</b>	3000 G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.501	14000	G
ALT	To- From:	10th St, G	Sainsboro Rd												
460 (11) (116) Orange Ave	City of Roanoke	0.90 17	7000 A	96%	1%	1%	1%	2%	0%	С	0.092	Α	0.552	19000	Α
$\sim$	Too	I-581, US 22	20, ALT SR 220	)											
ALT ALT ALT $ALT$ $ALT$ Orange Ave	City of Roanoke		7000 G	96%	1%	1%	1%	2%	0%	F	0.081	F	0.633	40000	G
460) (11) (116) (220) Grange / We	To To			3070	170		170	270	070	•	0.001	•	0.000	40000	Ŭ
ALT -	From		illiamson Rd												
460 221 220 Orange Ave	City of Roanoke	0.49 <b>43</b>	3000 G	96%	1%	1%	1%	2%	0%	F	0.078	F	0.564	46000	G
ALT	To: From:	SR 115	Hollins Rd												
460 (221) (220) Orange Ave	City of Roanoke	1.14 <b>41</b>	1000 G	91%	1%	1%	1%	5%	0%	С	0.076	F	0.56	43000	G
ALT	To: From:	24	Ith St												
460 (221) (220) Orange Ave	City of Roanoke	1.37 <b>31</b>	1000 G	90%	1%	1%	2%	6%	0%	С	0.074	F	0.504	33000	G
400 (221) (220)	To		55 King St												
ALT	From:			0.40/	00/	40/	407	407	00/	_	0.00	_	0.540	10000	_
460 221 220 Orange Ave	City of Roanoke		County Line	94%	0%	1%	1%	4%	0%	F	0.08	F	0.546	42000	G
ALT	From:		Roanoke												
460 (221) (220) Challenger Ave	Roanoke County	1.63 <b>35</b>	5000 A	94%	0%	1%	1%	4%	0%	С	0.094	Α	0.577	36000	Α
	To- From:	Alt US 220	Cloverdale Rd			$\equiv$									
460 (221) Challenger Ave	Roanoke County	0.34 <b>29</b>	9000 G	88%	1%	1%	1%	9%	0%	F	0.084	F	0.620	31000	G
~~~	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	e Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	Roanoke County Li	ine											
460 (221) Blue Ridge Blvd	Botetourt County	2.55 <b>27000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	80.0	F	0.578	28000	F
	To	Blue Ridge Parkwa	av											
460 (221 Blue Ridge Blvd	Botetourt County	2.94 <b>20000</b>	<b>A</b> 88%	1%	1%	1%	9%	0%	С	0.099	Α	0.581	21000	Α
400)221)	То:	Bedford County Lin	ne											
~~~~~	From:	Botetourt County Li												
460 (221 W Lynchburg Salem Tpke	Bedford County	4.18 <b>18000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.078	F	0.566	19000	F
<del>~~~</del>	To. From:	09-695 Goose Creek Val	illey Rd											
460 (221 W Lynchburg Salem Tpke	Bedford County	7.69 <b>15000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.082	F	0.509	16000	F
	To:	09-831 Thaxton School	ol Rd											
460 (221 W Lynchburg Salem Tpke	Bedford County	2.75 <b>16000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.082	F	0.501	17000	F
700 (221)	To:	WCL Bedford			1									
400 (004)	City of Bedford (Maint: 09)	0.67 <b>19000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.082	F	0.513	20000	F
460 (221)	Only of Bearona (Maint. 00)		1 00 /	170	170	1 /0	370	070	·	0.002	•	0.010	20000	'
	Tax	US 221	<b>F</b> 000/	40/		40/	00/	00/		0.070		0.500	40000	
460	City of Bedford (Maint: 09)	0.18 <b>15000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.079	F	0.503	16000	F
	To: From:	ECL Bedford												
160	Bedford County	0.24 <b>15000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.079	F	0.503	16000	F
	To: From:	WCL Bedford			-									
460	City of Bedford (Maint: 09)	0.90 <b>15000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.079	F	0.503	16000	F
<del></del>	To	ECL Bedford												
460	Bedford County	0.06 <b>15000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.079	F	0.503	16000	F
400)							-,-							
100)(100)	Bedford County	SR 122 Ramp 0.50 <b>19000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.080	F	0.514	20000	F
460 (122)	Bediora County		1 0070	1 / 0	1 70	1 /0	370	070	'	0.000	•	0.514	20000	'
~~~	From:	SCL Bedford							_		_			_
460 (122)	City of Bedford (Maint: 09)	0.94 <b>19000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.080	F	0.514	20000	F
~	To: From:	SR 122, US 221, Bus U	JS 460											
460 }	City of Bedford (Maint: 09)	0.28 <b>20000</b>	<b>G</b> 88%	1%	1%	1%	9%	0%	F	0.082	Ν	0.521	21000	C
~	To	ECL Bedford												
460 E Lynchburg Salem Tpke	Bedford County	4.40 <b>15000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.082	F	0.521	16000	F
	Tax	09-803 Timber Ridge	a Dd											
460 E Lynchburg Salem Tpke	Bedford County	7.88 <b>17000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.081	F	0.586	18000	F
2 Lynonburg Culchi Tpilo	To:	Campbell County Li		170		170	070	070	•	0.001	•	0.000	10000	
	From:	Bedford County Lin												
Lynchburg Hwy	Campbell County	1.37 <b>29000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.092	F	0.611	30000	F
~	To:	Bus US 460			<u> </u>									
460 Lynchburg Hwy	Campbell County	3.91 <b>22000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.098	F	0.640	23000	F
	To:	15-678 Airport Ro	d											
460 Lynchburg Hwy	Campbell County	1.36 <b>39000</b>	<b>F</b> 88%	1%	1%	1%	9%	0%	F	0.096	F	0.610	41000	F
400) - yrichibarg riwy	Campbell County	US 29; Bus US 29 War		1 /0	1 /0	1 /0	J/0	U /0		0.030	-	0.010	41000	Г

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

B .				4	_		Tru	ıck			K	0::	Dir	A A11.15=	<u> </u>
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	Bus US 2	29 Wards Rd												
460 \ (29 )	Campbell County	0.03 4	4000 F	93%	0%	1%	1%	4%	0%	F	0.096	F	0.641	46000	F
<del>~~</del>	To	SCL I	Lynchburg												
460 (29)	City of Lynchburg (Maint: 15)	1.38 <b>4</b> 4	4000 F	93%	0%	1%	1%	4%	0%	F	0.096	F	0.641	46000	F
	To	Condler	Mountain Rd												
460 (29)	City of Lynchburg (Maint: 15)		4000 F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.615	35000	F
460) (29)	any or Lynonious (main: 10)			0070	070		170	170	070	•	0.002	•	0.010	00000	•
m,m,m	From		IS 501	000/	00/		407	407	201		0.400	•	0.500	00000	
460}{29}{501}	City of Lynchburg (Maint: 15)		6000 A	93%	0%	1%	1%	4%	0%	С	0.103	Α	0.503	38000	F
<del>*</del> * *	From:	Bus US 501; US	S 501 Campbell l Class Change	Ave											
460 29 Richmond Hwy	City of Lynchburg (Maint: 15)		3000 F	93%	0%	1%	1%	4%	0%	F	0.086	F	0.542	35000	F
460) (29) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	only of Lynoniburg (Marin: 10)			0070	070		170	170	070	•	0.000	•	0.012	00000	•
No.	From:		JS 29	0.407	00/		40/	407	00/		0.007		0.570	07000	
Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 <b>2</b> 0	6000 N	94%	0%	1%	1%	4%	0%	Ν	0.087	N	0.573	27000	١
	To- From:	ECL I	Lynchburg												
A60 Richmond Hwy	Campbell County	1.78 <b>2</b> 0	6000 F	94%	0%	1%	1%	4%	0%	F	0.087	F	0.573	27000	F
<del>~</del>	Tay	15-726 Me	ount Athos Rd												
Ricmond Hwy	Campbell County		2000 F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.657	22000	F
100)	Tool	15 101	7.0: 1.5												
Piamond Huse	Campbell County		7 Circle Dr <b>8000 N</b>	94%	0%	1%	1%	4%	0%	N	0.083	N	0.621	19000	1
Ricmond Hwy	Campbell County	1.21 10	0000 N	9476	0%	1 70	170	470	0%	IN	0.063	IN	0.621	19000	1
~~	To: From:		rews Shop Rd												
Ricmond Hwy	Campbell County	1.42 <b>1</b> 8	8000 F	94%	0%	1%	1%	4%	0%	F	0.083	F	0.621	19000	F
<del>~</del>	To	SR 24 V	Village Hwy												
460 (24) Lynchburg Hwy	Campbell County		8000 N	94%	0%	1%	1%	4%	0%	Ν	0.086	Ν		19000	١
<del></del>	To:	Appomatto	ox County Line												
$\sim$	From:	•	l County Line												
460 24 Richmond Hwy	Appomattox County	3.28 18	8000 G	94%	0%	1%	1%	4%	0%	F	0.086	F		19000	(
<del>~</del> ~	To: From:	06-689 Sp	out Spring Rd												
460 (24) Richmond Hwy	Appomattox County	4.09 <b>1</b> 7	7000 G	94%	0%	1%	1%	4%	0%	F	0.083	F		18000	(
$\sim$ $\sim$	Too	WCI A	Appomattox												
460 24 Richmond Hwy	Town of Appomattox (Maint: 06)		7000 N	94%	0%	1%	1%	4%	0%	N	0.083	Ν		18000	1
460) (24) Richard Tiwy	rown or Apportation (Wallit: 00)			<b>0</b> +70	070	170	170	470	070	.,	0.000	.,		10000	•
~ Distance diller	From:		US 460	0.407	00/		40/	407	00/		0.070			40000	,
460 (24) Richmond Hwy	Town of Appomattox (Maint: 06)		2000 G	94%	0%	1%	1%	4%	0%	F	0.079	F		12000	(
<u> </u>	From:		Old Courthouse 4, SR 131	Rd											
Richmond Hwy	Town of Appomattox (Maint: 06)		9700 G	94%	0%	1%	1%	4%	0%	F	0.079	F		10000	(
400). 35	remited appointment (maint 00)			O 170	<b>0</b> / 0	. 70	. 70	170	J /0	•	0.070	•		.5000	
~~~	From		US 460	0.407	00/		40/	407	201	_	0.070			40000	
Richmond Hwy	Town of Appomattox (Maint: 06)	0.26 13	3000 G	94%	0%	1%	1%	4%	0%	F	0.079	Ν		13000	(
~	To- From:	ECL A	Appomattox												
460 Richmond Hwy	Appomattox County	0.27	9700 N	94%	0%	1%	1%	4%	0%	Ν	0.079	Ν		10000	١
	To:	06-703	7 Peach St												

625

6/30/2011

#### 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	Q۷
	From:	06-7	707 Peach St												
Richmond Hwy	Appomattox County		10000 G	88%	1%	1%	1%	10%	0%	F	0.080	F		10000	G
,	To	06.620.6	NIE DI												
Dichmond Llung	Approximation County		Old Evergreen Rd  8400 A	000/	40/	10/	40/	00/	40/		0.442	۸	0.50	0100	,
Richmond Hwy	Appomattox County	5.28		88%	1%	1%	1%	9%	1%	С	0.113	Α	0.52	8100	P
	From:		460 Pamplin Rd 460 Pamplijn Rd												
Richmond Hwy	Appomattox County	0.99	6800 G	88%	1%	1%	1%	10%	0%	F	0.077	F		6800	(
460 (100)	To:		lward County Line		170		170	1070	070	•	0.077	•		0000	`
	From:		ttox County Line												
460 Prince Edward Hwy	Prince Edward County	1.07	6900 G	88%	1%	1%	1%	10%	0%	F	0.076	F		7000	(
,	To:	Bus US	460 Pamplin Rd												
	From:	В	us US 460												
460 Prince Edward Hwy	Prince Edward County	5.83	7900 G	88%	1%	1%	1%	10%	0%	F	0.069	F		8000	(
~ <u></u>	To	72.4	526 Peaks Rd												
Prince Edward Hwy	Prince Edward County	5.73	9500 G	88%	1%	1%	1%	10%	0%	F	0.069	F		9600	(
460 Time Edward Tiwy	To:		Sheppards Rd	00 /0	1 70	1 /0	1 /0	10 /0	070	•	0.003	'		3000	•
	From:		Vest of Farmville												
460 15 Prince Edward Hwy	Prince Edward County	4.18	9400 B	88%	1%	1%	1%	9%	1%	С	0.109	Α	0.506	9000	1
460) (13)	To:		outh of Farmville	0070	.,,		.,0	0,0	. , ,		01.00		0.000	0000	•
	From:	05155	US 15												
Prince Edward Hwy	Prince Edward County	2.98	8600 G	88%	1%	1%	1%	10%	0%	F	0.072	F		8700	(
	To	D 110 16	-0.F												
Drings Edward Lhou	Prime as Edward County		0 East of Farmvil		40/	40/	40/	400/	00/	F	0.005	F		4.4000	,
Prince Edward Hwy	Prince Edward County	4.28	14000 G	88%	1%	1%	1%	10%	0%	г	0.085	г		14000	(
	To: From:	SR 307	Holly Farms Rd												
460 Prince Edward Hwy	Prince Edward County	4.44	7200 G	88%	1%	1%	1%	10%	0%	F	0.081	F		7300	(
<i>~</i>	To	Nottow	vay County Line												
~~ <u>~</u>	From:		lward County Line												
460 W Colonial Trail Hwy	Nottoway County	3.05	6700 G	88%	1%	1%	1%	10%	0%	F	0.085	F		6800	(
<del>~</del>	To:		Patrick Henry Hwy	7											
~~~~	From:		US 360	000/	407		00/	450/	407	_	0.00	_		10000	,
460](360)	Nottoway County	0.19	11000 G	80%	1%	1%	2%	15%	1%	С	80.0	F		10000	(
<del></del>	To: From:	CL	Burkeville												
460 (360)	Town of Burkeville (Maint: 67)	1.06	11000 N	80%	1%	1%	2%	15%	1%	Ν	0.08	Ν		10000	1
	То	D	us US 460												
450 (250)	Town of Burkeville (Maint: 67)		12000 G	85%	1%	1%	1%	11%	1%	F	0.079	F		12000	(
460 (360)	Town of Barkevine (Want. 07)	0.00	12000 0	0070	170	1 70	1 70	1170	1 /0	'	0.075	'		12000	`
~~~~	To: From:		Burkeville												
460 }{ 360 }	Nottoway County	0.35	12000 N	85%	1%	1%	1%	11%	1%	Ν	0.079	Ν		12000	١
~~	То:		us US 360												
~~	From:		Patrick Henry Hwy							_		_			
460 Colonial Trail Hwy	Nottoway County	0.19	8700 G	88%	1%	1%	1%	10%	0%	F	0.084	F		8800	(
~	To: From:	67-723 L	ewiston Plank Rd			$ \vdash$									
Colonial Trail Hwy	Nottoway County	1.29	9200 G	88%	1%	1%	1%	10%	0%	F	0.082	F		9300	G
,	To:		CL Crewe					-						_	_

#### 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	Q۱
~	From:	WCL Crewe													
Virginia Ave	Town of Crewe (Maint: 67)	0.76 <b>9200</b>	N	88%	1%	1%	1%	10%	0%	N	0.082	N		9300	٨
~~	To: From:	SR 49 Watsons Wo													
460 (49) Virginia Ave	Town of Crewe (Maint: 67)	1.80 <b>11000</b>	G	88%	1%	1%	1%	10%	0%	F	0.084	F		11000	(
~ _	To- From:	SR 49 Earl Davis Gre	gory Hwy	7											
Virginia Ave	Town of Crewe (Maint: 67)	0.70 <b>10000</b>	G	88%	1%	1%	1%	10%	0%	F	0.083	F		10000	(
~ <i></i>	To:	ECL Crewe	<del></del>			<u> </u>									
Colonial Trail Hwy	Nottoway County	1.35 10000	N	88%	1%	1%	1%	10%	0%	Ν	0.083	Ν		10000	ı
,	To	67-1006 CCC	DA												
Google Colonial Trail Hwy	Prom: Nottoway County	1.35 <b>9100</b>	G	88%	1%	1%	1%	10%	0%	F	0.090	F		9200	(
2000 Trail Trail Twy	Notional County			0070	170		170	10 /0	070	•	0.000	•		0200	•
$\sim$	Nettonov County	Bus US 460 Old Note 5.30 <b>5200</b>	toway Rd <b>G</b>	88%	1%	10/	1%	100/	0%	F	NA			5300	(
.60}	Nottoway County	67-606 Cottage		00%	170	1%	170	10%	0%	Г	INA			5500	
	From:	Lunenburg County													
GOCCOONIAL Trail Hwy	Nottoway County	2.23 <b>4800</b>	G	88%	1%	1%	1%	10%	0%	F	NA			4900	
	To	67-609 Yellowbii	rd Dd												
60)	Nottoway County	3.71 <b>8200</b>	G	88%	1%	1%	1%	10%	0%	F	0.083	F		8300	
90)	To:	Dinwiddie County				Ti.									
	From	Nottoway County													
60)	Dinwiddie County	6.80 <b>6100</b>	G	88%	1%	1%	1%	10%	0%	F	0.076	F		6100	
	To	26-625 Wells 1	Rd			<u> </u>									
160	Dinwiddie County	2.99 <b>6300</b>	G	88%	1%	1%	1%	10%	0%	F	0.08	F		6300	
	To:	26-622 Baltimor	e Rd												
(60)	Dinwiddie County	2.32 <b>6500</b>	A	88%	1%	1%	1%	10%	0%	С	0.105	Α	0.615	6500	
	y									_				-	
(in the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second 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	Dinwiddie County	26-611 Trinity Chu 3.29 <b>7300</b>	G G	88%	1%	1%	1%	10%	0%	F	0.076	F		7400	
(60)	Diriwidale County			00 /0	1 /0	1 /0	1 /0	10 /6	076		0.070			7400	
~	From:	26-627 Courthous		2221	407					_		_			
New Cox Rd	Dinwiddie County	2.36 <b>7700</b>	G	88%	1%	1%	1%	10%	0%	F	0.079	F		7800	
~	To: From:	26-628 Tranquility	y Lane			$\Box$									
Cox Rd	Dinwiddie County	2.12 <b>9900</b>	G	88%	1%	1%	1%	10%	0%	F	0.082	F		10000	
~	To	26-631 Claiborn	e Rd			<u> </u>									
Cox Rd	Dinwiddie County	0.25 <b>13000</b>	G	88%	1%	1%	1%	10%	0%	F	0.088	F		13000	
<del>(1)</del>	To:	26-743 Hart R	Rd												
60 Cox Rd	Dinwiddie County	2.00 13000	G	88%	1%	1%	1%	10%	0%	F	0.086	F		13000	(
	Tool														
Gox Rd	Dinwiddie County	W 26-632 Olgen 0.61 <b>17000</b>	G Rd	88%	1%	1%	1%	10%	0%	F	0.08	F	_	17000	(
460) 30% 174	Dill Widdle County			00 /0	1 /0	1 /0	1 /0	10 /0	U /0	r	0.00	1.		17000	•
~~	To: From:	E 26-632 Buttewo			401							_		.=	
00 Cox Rd	Dinwiddie County	0.18 <b>17000</b>	G	88%	1%	1%	1%	10%	0%	F	0.081	F		17000	(

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

		Primar	and Intersi	tate Ro	utes											
Pouto	lurio diotio	on Lone	th AADT	04	4Tiro	Duo		Tr	uck			K	QK	Dir	AAWDT	OW
Route	Jurisdictio	nı Lenç	th <b>AADT</b>	QA	4Tire	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
	From:		SR 226 Cox	Rd												
460 Airport St	Dinwiddie Co	ounty 1.2	1 <b>16000</b>	G	88%	1%	1%	1%	10%	0%	F	0.076	F		17000	G
400)	To:	,	I-85; Bus US													
Bus	From:		X													
(460)(460)Ramp	Dinwiddie Co	ounty 0.1	9		See	Bus US	S 460 fo	or direction	onal trafi	fic volum	ne estir	mates for	this s	seament.		
-00 (-00)	To:		Х											J		
	From:		I 85 N													
460 (85)	Dinwiddie Co	ounty 1.7	7			See I-8	5 for di	rectional	traffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Roi	te: <b>38000</b>	Α	85%	1%	1%	1%	12%	1%	F	0.1	Α	0.527	36000	Α
	Combined Traine Learnaide for ET draine	- Trodamajo on tino rrot		- '`	0070	1,70	.,,	170	1270	170	•	0.1	,,	0.021	00000	,,
~~~	To: From:		US 1													
460 \( \begin{align*} (85) \end{align*}	Dinwiddie Co	•				See I-8	5 for di	rectional	traffic vo	olume es	stimate	s for this	segn	nent.		
$\sim$ $\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	te: <b>48000</b>	Α	88%	1%	1%	1%	10%	1%	С	NA			47000	Α
	To:		SCL Petersb	uro												
	City of Petersburg (	(Maint: 26) 1.0		urg		Secto	5 for di	rectional	traffic v	olumo co	timoto	s for this	ccar	nent		
460 85	,	,		_									·	ient.		
<b>~</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	ite: <b>48000</b>	Α	88%	1%	1%	1%	10%	1%	С	0.048	Α		47000	Α
	To		Squirrel Level	Road												
460 (85)	City of Petersburg	(Maint: 26) 2.5	7			See I-8	5 for di	rectional	traffic vo	olume es	timate	s for this	segn	nent.		
400) (00)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Roi	te: <b>54000</b>	Α	88%	1%	1%	1%	10%	1%		0.094	•	0.571	53000	Α
	Combined Traine Estimates for 21 drain	or roadways on this rec			0070	170	170	170	10 /0	1 70	•	0.004	, ,	0.07 1	00000	, ,
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		I-85 S													
460 (85) Ramp	City of Petersburg	(Maint: 26) 0.1	0			See I-8	5 for di	rectional	traffic vo	olume es	timate	s for this	segn	nent.		
$\smile$	To:		I-95 SB													
~~~	From:		I-85													
460 (95) Ramp	City of Petersburg (	(Maint: 74) 0.0	6			See I-9	5 for di	rectional	traffic vo	olume es	timate	s for this	segn	nent.		
$\sim$	To		Graham Ro	d												
460 (95) Ramp from I-85 N to	I-95 S City of Petersburg (	(Maint: 74) 0.0		u		Soo I-0	5 for di	rectional	traffic w	oluma as	timate	s for this	coan	nont		
460 (95) Ramp from 1-85 N to	To:		5 SB Collecto	r Domn		00013	3 101 un	rcctional	traine w	olullic co	minac	.5 TOI 11113	Segn	icit.		
Bus	From:		mp from US 30													
~~~~~	5 N to I-95 S City of Petersburg (			J150uiii		Soola	5 for di	roctional	troffic v	olumo oc	timata	s for this	coan	nont		
460 95 460 Ramp from I-8	5 N to 1-95 5 City of Fetersburg (		mp from US 30	1 Nouth		3ee 1-9	3 101 uii	rectional	traine ve	olullie es	umate	5 101 11115	segn	ient.		
Bus	From:		Ramp from US													
~~~~~~	5 N to I-95 S City of Petersburg (			501		Soola	5 for di	roctional	troffic v	olumo oc	timata	s for this	coan	nont		
460 95 460 Ramp from I-8	5 N to 1-95 5 City of Federsburg (	(IVIAII II. 14) 0.2	US 460			3ee 1-9	3 101 uii	rectional	tianic vi	olullie es	umate	5 101 11115	segn	ient.		
	From:		I-95													
County Dr	City of Peters	sburg 0.6		G	92%	0%	1%	10/	60/	00/	С	0.096	_		19000	G
County Dr	City of Peters	burg 0.6	0 10000	G	92%	U%	170	1%	6%	0%	C	0.096			19000	G
	To: From:	S	R 109 Hickory	Hill Rd												
460 County Dr	City of Peters	sburg 2.1	6 <b>9300</b>	Α	89%	1%	1%	1%	8%	0%	С	0.101	Α	0.51	9900	Α
	,		D 1066 3													
~~~	From:		R 106 Courtho		0001	401			601	001	_	0.65=	_		4.000	_
460 County Dr	City of Peters	burg 0.3		G	89%	1%	1%	1%	8%	0%	F	0.087	F		14000	G
<u> </u>	To:		ECL Petersb	- 62												
~~	From:	·	inwiddie Coun						_	_	_		_			_
County Dr	Prince George	County 0.4		G	89%	1%	1%	1%	8%	0%	F	0.087	F		14000	G
<u></u>	To:		I-295													

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

-					_		Tru	ıck			K		Dir		
Route	Jurisdiction -	Length AAD	I QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	I-29		2 121											
County Dr	Prince George County	0.74 1500		84%	0%	1%	1%	13%	0%	N	NA			14000	N
~	From:	74-62 74-629 Rives Rd;		Rd		-									
460 County Dr	Prince George County	3.07 <b>150</b> 0		84%	0%	1%	1%	13%	0%	F	NA			14000	G
400) 334	:s see ge seam,			0.70	0,0		.,,	.0,0	0,0	•					
Carrier Da	From County	SR 156 Prince		0.40/	00/	40/	40/	400/	00/	_	NIA			40000	_
County Dr	Prince George County	6.20 1300		84%	0%	1%	1%	13%	0%	F	NA			12000	C
	From:	Sussex Cou Prince George C	_	:											
460 General Mahone Hwy	Sussex County	6.24 <b>120</b> 0		84%	0%	1%	1%	13%	0%	F	NA			11000	(
-00)	T-1														
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Town of Waverly (Maint: 91)	0.66 <b>120</b> 0		84%	0%	1%	1%	13%	0%	N	NA			11000	Ν
460	Town or Waverry (Maint. 91)	0.00 1200	)U IN	04 /0	076	1 /0	1 /0	13 /0	0 /6	IN	IVA			11000	11
	To- From:	SR 40 W N													
460	Town of Waverly (Maint: 91)	0.72 <b>930</b>	0 N	84%	0%	1%	1%	13%	0%	N	0.089	Ν	0.501	8200	Ν
	To- From:	ECL Wa	verly			$\neg$									
460	Sussex County	6.28 <b>930</b>	0 N	84%	0%	1%	1%	13%	0%	Ν	0.089	Ν	0.501	8200	Ν
	To:	WCL Wal	kefield												
460	Town of Wakefield (Maint: 91)	1.06 <b>930</b>		84%	0%	1%	1%	13%	0%	Ν	0.089	Ν	0.501	8200	Ν
400)							.,,								-
General Mahone Hwy	Sussex County	ECL Wak 1.80 <b>930</b>		84%	0%	1%	1%	13%	0%	F	0.089	F	0.501	8200	G
460 General Manorie Twy	To:	Southampton (		04 /0	070	1 /0	1 /0	13 /0	070	•	0.003	'	0.501	0200	
	From	Sussex Cou													
460 General Mahone Blvd	Southampton County	3.72 <b>920</b>	•	84%	0%	1%	1%	13%	0%	С	0.133	Α	0.507	8600	Δ
	To	WCL I	*****												
General Mahone Blvd	Town of Ivor (Maint: 87)	0.65 <b>920</b>		84%	0%	1%	1%	13%	0%	N	0.133	N	0.507	8600	Ν
460 General Manorie Bivo	TOWIT OF TVOI (Waint: 07)			0470	070	1 70	1 /0	13 /0	070	IN	0.133	14	0.507	0000	- 11
~~~	From	87-616 M		0.407	00/		40/	400/	00/	_	0.077	_	0.505	0.400	_
General Mahone Blvd	Town of Ivor (Maint: 87)	0.64 <b>920</b>	0 G	84%	0%	1%	1%	13%	0%	F	0.077	F	0.525	8400	G
~~	To- From:	ECL I													
General Mahone Blvd	Southampton County	3.59 <b>920</b>	0 N	84%	0%	1%	1%	13%	0%	Ν	0.077	Ν	0.525	8400	Ν
<del>~</del>	To:	Isle of Wight C													
~~~	Iclo of Wight County	Southampton C		0.40/	0%	10/	40/	120/	00/	F	NA			0400	_
460	Isle of Wight County	6.10 <b>100</b> 0	00 G	84%	0%	1%	1%	13%	0%	Г	INA			9400	G
	To. From:	WCL Wi													
460	Town of Windsor (Maint: 46)	0.07 <b>100</b> 0	00 G	84%	0%	1%	1%	13%	0%	F	NA			9400	G
	To- From:	US 258 Prince Blvd	N; Prince B	lvd S		<u></u> ⊢									
460	Town of Windsor (Maint: 46)	0.45 <b>150</b> 0		84%	0%	1%	1%	13%	0%	F	NA			14000	G
	To:	46-610 Court Street N	North; Court	Street											
~~	From:	46-610 Co													
460	Town of Windsor (Maint: 46)	0.74 <b>140</b> 0		84%	0%	1%	1%	13%	0%	N	NA			13000	Ν
<del>~</del>	To:	ECL Wi	ndsor												

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

		44DT 6:	4	_		Tru	ıck			K	0::	Dir	A A1::==	۵.
Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle				QC	Factor	QK		AAWDT	Q١
From:	E	CL Windsor												
Isle of Wight Count	ty 2.59	14000 G	84%	0%	1%	1%	13%	0%	F	NA			13000	(
To:	V	VCL Suffolk												
From:	Isle of V	Wight County Line	<b>)</b>											
City of Suffolk	3.08	15000 G	84%	0%	1%	1%	13%	0%	F	NA			14000	(
To	133-604 Lake	Prince Dr. Provid	ence Rd											
From: City of Suffolk				0%	1%	1%	13%	0%	F	ΝΔ			15000	(
Only of Curron			0+70	070	1 70	1 /0	13 /0	070	'	INA			13000	
To: From:														
City of Suffolk				0%	1%	1%	13%	0%	F	0.085	F		20000	
To:														
From:				00/		407	<b>5</b> 07	00/	_	0.077	_		54000	
City of Suffolk	0.93	49000 G	93%	0%	1%	1%	5%	0%	F	0.077	F		51000	(
To: From:	SR 10 S	R 32 Godwin Blv	1		-									
City of Suffolk	1.87	60000 G	93%	0%	1%	1%	5%	0%	F	0.080	F		62000	(
Tod	<u></u>	CAO WELL D.I.												
City of Cyffolls			020/	00/	10/	40/	E0/	00/	_	0.077	_		E4000	
City of Suffolk				0%	1%	1%	5%	0%	г	0.077	г		54000	
From:														
City of Suffolk				0%	10/-	10/	50/-	0%	F	0.070	F		76000	
Tro-			9370	070	1 /0	1 /0	370	0 70	'	0.073	•		70000	
From:														
City of Chesapeake (Mai			93%	0%	1%	1%	5%	0%	С	0.095	Α	0.596	70000	
City of Criscospositio (mail			0070	0,0	.,,	. , 0	0,0	0,0	•	0.000		0.000		
To: From:														
City of Chesapeake (Mair	nt: 64) 0.11	11000 G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.513	11000	(
To	U/	S 58; SR 191			$\neg$ $\vdash$									
City of Chesapeake	e 0.18	6900 G	97%	0%	1%	1%	1%	0%	F	NA			7500	(
Tod														
From:			070/	00/		407	407	00/	_	0.440	_		0000	
			97%	0%	1%	1%	1%	0%	F	-	F			(
ined Traffic Estimates for 2 Parallel Roa	adways on this Route:	5700 G								NA			NA	
To: From:	S !	Military Hwy			-									
City of Chesapeake	e 2.44	9000 G	97%	0%	1%	1%	1%	0%	F	NA			9800	(
To:														
City of Change and Is	1 27	I-64	070/	00/	10/	40/	40/	00/	_	0.000	_			
City of Chesapeake	e 1.37	I-64 18000 G	97%	0%	1%	1%	1%	0%	F	0.098	F		20000	(
To: From:	US 17 Geo			0%	1%	1%	1%	0%	F	0.098	F		20000	(
City of Chesapeake	US 17 Geo	18000 G		0%	1%	1% 1%	1% 1%	0%	F F	0.098	F F		19000	
To: From:	US 17 Geo e 1.01	18000 G orge Washington F 17000 G	Iwy											
City of Chesapeake	US 17 Geo e 1.01 SR	18000 G  orge Washington F  17000 G  196 Canal Dr	Iwy 97%	0%	1%	1%	1%	0%	F	0.102	F	0.526	19000	(
To: From:	US 17 Geo e 1.01 SR e 2.20	18000 G  orge Washington F  17000 G  196 Canal Dr  23000 F	Iwy									0.526		(
City of Chesapeake	US 17 Geo e 1.01  SR e 2.20	18000 G  orge Washington H  17000 G  196 Canal Dr  23000 F  dilitary Hwy	Iwy 97%	0%	1%	1%	1%	0%	F	0.102	F	0.526	19000	(
City of Chesapeake	US 17 Geo e 1.01  SR e 2.20  M US 1	18000 G  orge Washington F  17000 G  196 Canal Dr  23000 F	Iwy 97%	0%	1%	1%	1%	0%	F	0.102	F	0.526	19000	1
	City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  City of Suffolk  City of Chesapeake (Mai	Jurisdiction   Length   From   E	Surficion   Length   AADT   QA	Surisdiction   Length   AADT   QA   4Tire	Section   Length   AADT   QA   4Tire   Bus	Section   Length   AADT   QA   4Tire   Bus   AADT   Bus   AADT   Bus   Jurisdiction	Section   Length   AADT   QA   4Tire   Bus   Truck	Length   AADT   QA   4Tire   Bus   Truck   2Axde   3+Axde   1Trail   2Trail   2Trail   2Trail	Durisdiction	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   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 Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Selection   Sele	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   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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 <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~~	From:	Freeman Ave													
160 166 Bainbridge Blvd	City of Chesapeake	1.25 <b>12000</b>	G	97%	1%	1%	1%	1%	0%	F	NA			14000	(
<del>~</del>	To: From:	Chesapeake Ave													
160 166 Bainbridge Blvd	City of Chesapeake	0.81 <b>8700</b>	G	97%	1%	1%	1%	1%	0%	С	NA			9500	
$\sim$	To:	SR 337 Poindexter													
	From:	Bainbridge Blvd		000/	40/		407	407	001	_	0.000	_		0.400	
60 166 Poindexter St	City of Chesapeake	0.56 <b>8600</b>	G	96%	1%	1%	1%	1%	0%	С	0.092	F		9400	
~	To: From:	Liberty St													
60) 166) 22nd St	City of Chesapeake		G	96%	1%	1%	1%	1%	0%	F	NA			7500	
	To:	SCL Norfolk													
Wilson Rd	City of Norfolk	NCL Chesapeake 0.65 <b>8200</b>	G	96%	1%	1%	1%	1%	0%	F	0.101	F	0.686	9000	
0 166 Wilson Rd	City of Nortoik	Campostella Ave		90%	170	176	1 70	170	0%	Г	0.101	Г	0.000	9000	
	From:	Wilson Rd	;												
60 (166) (168) Campostella Rd	City of Norfolk		G								0.109	F	0.737	36000	
	Toc	V:1-11 T													
60 (166) (168) Brambleton Ave	City of Norfolk	0.30 <b>Kimball Terr</b>	G								NA			52000	
Brambleton Ave	City of Nortoix		<u> </u>								INA			32000	
~~	From:	Park Ave										_			
60) 168 Brambleton Ave	City of Norfolk	0.40 <b>30000</b>	G								0.079	F	0.589	33000	
<del></del>	To- From:	Tidewater Dr													
60 (337) Brambleton Ave	City of Norfolk	0.10 <b>30000</b>	G								0.08	F	0.585	29000	
$\sim$	To:	Church St													
60 337 Brambleton Ave	City of Norfolk		G								0.079	F	0.533	19000	
30)(301)	To:	ALT US 460 St Pauls													
ALT	From	ALT US 460, Brambleto													
60 460 460 St Pauls Blvd	City of Norfolk	0.24 <b>22000</b>	G	96%	2%	1%	1%	1%	0%	F	0.079	Ν	0.533	24000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 27000	G								NA			29000	
	To:	ALT US 460 Par; Montic	ello A	ve											
60 St Pauls Blvd	City of Norfolk		G	96%	2%	1%	1%	1%	0%	F	0.074	F	0.568	27000	
39)	Toc	LIC 50 Vissinis Decal	D11												
Monticello Ave	City of Norfolk	US 58 Virginia Beach 0.66 <b>17000</b>	G	96%	2%	1%	1%	1%	0%	С	0.075	F	0.623	19000	
60 Monticello Ave	City of Nortoix			30 /6	2/0	1 70	1 70	1 /0	070	C	0.073	'	0.023	13000	
~	From:	21st St	_							_					
Monticello Ave	City of Norfolk	0.49 <b>17000</b>	G	96%	2%	1%	1%	1%	0%	F	0.077	F	0.523	18000	
~	To: From:	Church St													
Granby St	City of Norfolk	0.81 <b>25000</b>	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.613	27000	
~- ⁻	To	Llewellyn Ave													
Granby St	City of Norfolk		G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.561	41000	
	- F			0070	. 70	. 70	J /0	0 / 0	370	•	0.000	•	0.501	1.000	
~	To: From:	Willow Wood Dr		0001	401		001	001	001		0.000		0.510	00000	
Granby St	City of Norfolk		G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.512	39000	
~	To:	Thole St													

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

			Timary and						Tru	ck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:			Thole St				2, 040	017040	TTTGII			- actor		1 40101		
(460) Granby St	City of Norfo	olk	0.37	59000	G	98%	1%	1%	0%	0%	0%	F	80.0	F	0.500	63000	G
<u> </u>	To:		SR 165	Little Cre	ek Rd												
(460) Granby St	City of Norfo	olk	0.44	26000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.524	28000	G
	To		Ţ	-64; I-564													
(460) Granby St	City of Norfo	olk		25000	G	98%	1%	1%	0%	0%	0%	F	0.11	F	0.861	27000	G
	To:		Ray	y View Blv	vd												
Granby St	City of Norfo	olk		14000	G	98%	1%	1%	0%	0%	0%	С	0.117	F	0.665	15000	G
,	To:			8 Tidewate													
460 Granby St	City of Norfo	l		12000	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.664	12000	G
(460) Statisty St	To:		_	Ocean Vie	_	0070	170		070	070	070	•	0.100	•	0.001	12000	Ū
	From:	US 4	160-E312A U			Termi		ì									
(460) Ramp	Dinwiddie Co		0.20	NA									NA			NA	
	To:		I-85-S G	ap FROM	US 460												
	From:		US 460	TO I-64 V	WEST												
(460) Ramp	City of Norfolk (M	laint: 64)	0.07	NA									NA			NA	
<u> </u>	To:	I-64-V	W FROM U	S 460-GR	ANBY S	TREET											
East	From:			O RT 81 S	SOUTH												
(460) Ramp	Town of Christiansbur		0.21	NA									NA			NA	
<del></del>	10.	US 11- 120	OA FROM R			WAY DRI	V										
East	From:	no (Mainte CO)		); Parkway	Drive								NIA			NIA	
Ramp toward I-81 N (to CD Road) at Exit 118	Town of Christiansbur		0.14 81-N118X C	NA Collector D	ietributo	r Dd							NA			NA	
	From:	] I**		O RT 581													
East (460) Ramp	City of Roanoke (N	Maint: 80)	0.14	9100	<u> </u>								NA			9100	G
(460). (461)	To:		ROM RT 460			GE AVEN	U									0100	Ū
East	From:			O RT 581													
(460) Ramp	City of Roanoke (N	Maint: 80)		11000	G								NA			11000	G
	To:		ROM RT 46	0 EAST00	- ORAN	GE AVEN	U										
East	From:		US 460 T	O RT 29 S	SOUTH												
East (460)	Campbell Co	ounty	0.33	NA									NA			NA	
<u> </u>	To:		US 29 FR	OM RT 46	60 EAST												
East	From:			TO RTE 2	9 BUS												
East (460)	Campbell Co		0.39	NA									NA			NA	
	To		C5US 29 F			Т											
East Bus	From:			O RT 15 l	NORTH							-					
(460)(460)	Prince Edward (		0.35	NA 14 TO 8 I	TDOM P	т							NA			NA	
•	10:	<u> </u>	US 15-S064			1											
East (460)	Prince Edward	County	US 15 US 0.19	S 460 TO 1	RTE 15								NA			NA	
(460)	Prince Edward (			NA ROM & TO	) RTF /								NA			NA	
	10.	l .	US 13 FK	OWI & IC	J K I E 4												

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bu	Truck		Dir AAWDT QW
	Junsulction		2Axle 3+Axle 1Trail 2Trai	Factor I	-actor
East	Diputiddia County	US 460 I-85-S061B Gap TO 0.03 <b>NA</b>		NΙΔ	NΙΛ
(460) Ramp	Dinwiddie County	US 460- 312A US 460-W312A Gap Termi		NA	NA
	From				
East	Prince Corre County	US 460 TO RT 295 SOUTHE 0.50 <b>NA</b>		NA	NA
(460) Ramp	Prince George County	I-295-E FROM RT 460 EAST		INA	INA
East	Drings Course County	US 460 I-295-W003B FROM RT 295 NOR		NIA	NIA
(460) Ramp	Prince George County	0.33 <b>NA</b> I-295-W FROM RT 460 EAST	<del></del>	NA	NA
East	City of North (Mainty CA)	US 460 TO ROUTE 264 EAST		NIA	NIA
(460) Ramp	City of Norfolk (Maint: 64)	0.14 NA	<del></del>	NA	NA
	I.	I-264-E FROM ROUTE 460 EAST-BRAMBLETON			
East	From:	US 460 TO RT 564 NORTH		NIA.	NIA.
460 Ramp	City of Norfolk (Maint: 64)	0.13 <b>NA</b>	<del></del>	NA	NA
	10.	I-564-N I-564-R000A FROM H.O.V. L			
West	From:	US 460 TO RT 11		<b>N</b> .1.0	<b>A</b> 1 A
(460) Ramp	Town of Christiansburg (Maint: 6			NA	NA
<u>~</u>	10.	I-81-S118D FROM PARKWAY DRIVE WEST			
West	From	US 460 TO RT 81 SOUTH			
(460) Ramp	Town of Christiansburg (Maint: 6			NA	NA
<u>~</u>	10"	I-81-S118X FROM PARKWAY DRIVEWEST			
West	From:	US 460 TO RT 581 SOUTH			
(460) Ramp	City of Roanoke (Maint: 80)	0.09 <b>3900 G</b>		NA	3900 G
<u> </u>	To: I-	-581-S FROM RT 460 WEST00- ORANGE AVENU			
West	From:	US 460 TO RT 581 NORTH			_
(460) Ramp	City of Roanoke (Maint: 80)	0.14 <b>3100 G</b>		NA	3100 G
	To:	-581-N FROM RT 460 WEST00- ORANGE AVENU			
West (460)	From:	US 460 TO RT 29 & 29 BUS			
{460}	Campbell County	0.31 <b>NA</b>		NA	NA
<u> </u>	То:	C5US 29 FROM RT 460 WEST			
West	From:	US 460 TO RT 29 BUS			
{460}	Campbell County	0.41 <b>NA</b>		NA	NA
<u>~</u>	To:	C5US 29 FROM RT 460 WEST	L		
West	From:	US 15, US 460 Prince Edward Hwy			
(460) (15) Ramp	Prince Edward County	0.17 <b>NA</b>		NA	NA
	To:	US 15 Sheppards Rd	L		
West	From:	US 460 TO RT 15 & 15 BUS			
(460)	Prince Edward County	0.23 <b>NA</b>		NA	NA
<u></u>	To	US 15 C5US 15 J			
West	From:	US 460 I-85-S061A Gap TO			
(460) Ramp	Dinwiddie County	0.02 <b>NA</b>	<u></u>	NA	NA
	To:	US 460- 312A US 460-E312A Gap Termi			

6/30/2011

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

West 460 Ramp  West 460 Ramp  West 460 Ramp  ALT ALT 460 Monticello Ave Co	Prince George Cour To  Prince George Cour To  Prince George Cour To  Prince George Cour To  City of Norfolk (Maint To  Prom  City of Norfolk  City of Norfolk  Ontrole Ro To  From  City of Chesapeak	I-295-E F  US 460 T  nty 0.51  I-295-W F  US 460 T0  3 460 T0  4 564) 0.19  I-264-E FROM ROU'  SR 3  0.25  Dadways on this Route:	NA ROM RT 46 O RT 295 N 1900 FROM RT 46 O ROUTE 2 NA FE 460 WES 37 AIUS 46 5300	50 WES' ORTHW F 50 WES' 64 EAS'	Г V Г	го						NA 0.108	A		NA 2100	F
West 460 Ramp  West 460 Ramp  ALT ALT 460 Monticello Ave Co	Prince George Coul  To  Prome  City of Norfolk (Maint  To  Frome  City of Norfolk  City of Norfolk  Onto Norfolk  To  Frome  Frome  Frome  Frome  Frome  Frome  Frome  Frome  Frome  Frome  Frome  Frome  Frome  Frome  Frome	I-295-E F  US 460 T  nty 0.51  I-295-W F  US 460 T0  3 460 T0  4 564) 0.19  I-264-E FROM ROU'  SR 3  0.25  Dadways on this Route:	ROM RT 46 O RT 295 N 1900 FROM RT 46 O ROUTE 2 NA TE 460 WES 37 AIUS 46 5300	ORTHW F 50 WES' 64 EAS' ST00- BI	V Г	ГО						0.108	A		2100	F
West 460 Ramp  West 460 Ramp  ALT ALT 460 A60 Monticello Ave Co	City of Norfolk (Maint To:  City of Norfolk (Maint To:  From  City of Norfolk  city of Norfolk  combined Traffic Estimates for 2 Parallel Ro  To:  From:  From:	US 460 T  nty 0.51  I-295-W F  US 460 T0  : 64) 0.19  I-264-E FROM ROUT  SR 3  0.25  padways on this Route:	O RT 295 N 1900 FROM RT 46 O ROUTE 2 NA TE 460 WES 37 A1US 46 5300	ORTHW F 50 WES' 64 EAS' ST00- BI	V Г	ГО							Α			F
West 460 Ramp  ALT ALT 460 Monticello Ave Co	City of Norfolk (Maint To:  City of Norfolk (Maint To:  From  City of Norfolk  city of Norfolk  combined Traffic Estimates for 2 Parallel Ro  To:  From:  From:	1-295-W F US 460 TO 1-64) 0.19 1-264-E FROM ROUT SR 3 0.25 Dadways on this Route:	1900 FROM RT 46 O ROUTE 2 NA TE 460 WES 337 A1US 46 5300	F 50 WES 64 EAS 5T00- BI 50-P	Г	ГО							A			F
West 460 Ramp  ALT ALT 460 Monticello Ave Co	City of Norfolk ombined Traffic Estimates for 2 Parallel Ro	US 460 To : 64) 0.19 I-264-E FROM ROU SR 3 0.25 padways on this Route:	O ROUTE 2  NA TE 460 WES 37 AIUS 46 5300	64 EAS 5T00- BI 60-P	Γ	ГО						NA			NA	=
ALT ALT Monticello Ave	City of Norfolk ombined Traffic Estimates for 2 Parallel Ro	: 64) 0.19  I-264-E FROM ROUT  SR 3 0.25  padways on this Route:	NA TE 460 WES 337 A1US 46 5300	ST00- BI		ГО						NA			NA	
ALT ALT (460) 460 Monticello Ave	City of Norfolk ombined Traffic Estimates for 2 Parallel Ro	I-264-E FROM ROUTE SR 3 0.25 padways on this Route:	TE 460 WES 337 A1US 46 <b>5300</b>	50-P	RAMBLE	ГО						NA			NA	
460 460 Monticello Ave	ombined Traffic Estimates for 2 Parallel Ro	SR 3 0.25 padways on this Route:	37 A1US 46 <b>5300</b>	50-P	RAMBLE	ГО	<u> </u>									
460 460 Monticello Ave	ombined Traffic Estimates for 2 Parallel Ro	0.25 padways on this Route:	5300													
Co	ombined Traffic Estimates for 2 Parallel Ro	padways on this Route:		G												
	To: From:		27000	_								NA			5000	G
ΔΙΤ	From:	<u>US 4</u>	60 St Pauls I	G			_					NA			29000	G
	0:11.0:			DIVU			+									
~~~	City of Chesaneak	ie 1.72	Joliff Rd 7600	G	95%	2%	 1%	0%	1%	0%	С	0.100	F		8200	G
460 58 Airline Blvd	To:		CL Portsmou	_	3370	270		070	170	070	O	0.100	•		0200	J
ALT	From:		L Chesapeal													
(460) (58) Airline Blvd	City of Portsmouth	h 0.29	12000	F	95%	2%	1%	0%	1%	0%	F	0.089	F	0.532	13000	F
ALT	To: From:	G	reenwood D	r			$\Box$									
460 58 Airline Blvd	City of Portsmouth	h 0.20	13000	F	95%	2%	1%	0%	1%	0%	F	0.086	F	0.546	14000	F
ALT	To: From:	Е	lmhurst Lane	e												
460 58 Airline Blvd	City of Portsmoutl	h 1.30	10000	F	95%	2%	1%	0%	1%	0%	F	0.087	F	0.559	11000	F
$\hookrightarrow$	To:	VIC	CTORY BLV	VD												
ALT 460 58 Airline Blvd	City of Portsmoutl		12000	F	95%	2%	1%	0%	1%	0%	F	0.080	F	0.562	12000	F
460 58 Airline Blvd	City of Fortsmouth				95 /6	Z /0	1 /0	0 /6	1 /0	0 /6	-	0.000	-	0.302	12000	-
ALT	To: From:	U	S 58, SR 33	7												
(460)(337)Portsmouth Blvd	City of Portsmouth	h 0.10	16000	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.515	17000	F
ALT	Ta: From:	ALT S	R 337 Turnp	ike Rd			$\Box$									
460 337 Portsmouth Blvd	City of Portsmoutl	h 0.15	12000	F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.656	12000	F
400 (337). Sitemoun 2.10	To:			•			<del></del>	0,0	0,0	0,0	•	0.00.	•	0.000	000	•
ALT	From:		I-264													
(460) (337) Portsmouth Blvd	City of Portsmouth	h 0.22	12000	N	99%	0%	0%	0%	0%	0%	N	0.087	N	0.656	12000	N
ALT	To- From:	R	Г 337 & І-26	54			$\exists$ $\vdash$									
460 264	City of Portsmouth (Mai	int: 64) 0.72			S	see I-264	for dir	ectional	traffic v	olume es	stimate	es for this	segn	nent.		
	ombined Traffic Estimates for 2 Parallel Ro	*	64000	G	96%	0%	0%	1%	2%	0%	F	NA	J		68000	G
	To	<u> </u>	7 Frederick 1													
ALT	From:		, 1 redefick i	J. 14	_	I . O.C.	lford'	ootic!	troff:-	د د دمان	Almo =4	00 for th'		aant		
460 264	City of Portsmouth (Mai	*	76000	_								es for this	segn	nent.	00000	_
Co	ombined Traffic Estimates for 2 Parallel Ro		ep Creek Bl	G	96%	0%	0%	1%	2%	0%	F	NA			80000	G

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	From:		eep Creek Bl	vd		2 1-00	24 (	Paga Cara at	t ((°							
460 (264)	City of Portsmouth Combined Traffic Estimates for 2 Paralle	•	70000	_			0% of	directional		olume e: 0%	stimate		s segr	nent.	74000	_
	Combined Trainic Estimates for 2 Parallel	•		G	96%	0%	0%	1%	2%	0%	Г	NA			74000	G
ALT	From:	•	141 Effinghai	m St												
(460)(264) Elizabeth River Dow		'						directional					U			
<b>\( \)</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	90000	Α	96%	0%	0%	1%	2%	0%	F	0.077	Α	0.5	97000	Α
ALT	To: From:	,	WCL Norfolk	ζ.												
460 264 Elizabeth River Dow	ntown Tunnel City of Norfolk (M	Maint: 64) 0.55			5	See I-26	64 for c	directional	traffic v	olume e	stimate	es for this	segr	nent.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	90000	Α	96%	0%	0%	1%	2%	0%	F	NA			97000	Α
	To		I-464													
ALT	City of Norfolk (N	Maint: 64) 0.16				See 1-26	S4 for c	directional	traffic v	nluma a	etimat	e for this	e eaar	ment		
460 264	Combined Traffic Estimates for 2 Paralle		101000	G	97%	0%	1%		1%	0%	F	NA	o ocgi	non.	110000	G
	To:					070		170	170	070	•	1471			110000	
ALT	From:		337 Main Str	reet						_						
460 264 337 Berkley Bridge		,						directional					s segr	nent.		_
~ 0 0	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	97000	G	97%	0%	1%	1%	1%	0%	F	NA			106000	G
ALT	Tou: From:		I-264													
(460)(337)	City of Norfolk (N	Maint: 64) 0.22	30000	N								0.089	Ν	0.791	33000	Ν
ALT	Tou: From:	SR 33	37 Tidewater	Drive			}									
460	City of Norfolk (N	Maint: 64) 0.16	30000	G								0.089	F	0.791	33000	G
	Combined Traffic Estimates for 3 Paralle	el Roadways on this Route	30000	G								0.089	F	0.791	NA	
A	To:		St Pauls Blvd													
ALT 460 St Pauls Blvd	City of Norf		Fenchurch St 46000	G								NA			43000	G
460 Ott adis Biva	Combined Traffic Estimates for 2 Paralle			G								NA			51000	G
	To:	•	60 Brambleto									1471			01000	Ü
ALT	From	1														
460 460 460 St Pauls Blvd	City of Norf		22000	G	96%	2%	1%	1%	1%	0%	F	0.079	N	0.533	24000	G
	Combined Traffic Estimates for 2 Paralle		27000 60 Par; Mont	G tigalla A	l vo							NA			29000	G
A1 =	From				ive											
ALT (460 Monticello Ave	City of Norf		City Hall Ave <b>7000</b>	e G								NA			7500	G
(4g0) Workloon 7 (Ve	Combined Traffic Estimates for 2 Paralle			G								NA			51000	G
	To:														0.000	
ALT	From:	•	37 Brambleton					_						_		_
460 460 Monticello Ave	City of Norf	folk 0.25	5300	G								NA			5000	G
(180)	Combined Traffic Estimates for 2 Paralle			G								NA			29000	G

635 6/30/2011

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

		Primary and in					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT ALT	From:	W Main St	t US 11; 460												
(460) (11) 4th St	City of Salem	0.40 <b>17</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.558	18000	G
ALT ALT	To: From:	Elı	m St												
(460) (11) 4th St	City of Salem	0.37 <b>19</b>	000 G	97%	0%	1%	1%	1%	0%	С	0.084	F	0.507	20000	G
ALT. ALT.	To- From:	Uni	ion St												
ALT ALT (460) (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
$\hookrightarrow$	To: From:	Color	rado St												
ALT ALT (460 \ \( 11 \) 4th St	City of Salem	0.28 <b>9</b> 4	400 G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.523	10000	G
$\bigcirc$	To:	Roano	ke Blvd												
ALT ALT (460) (11) Texas St	City of Salem	0.31 <b>11</b>	000 G	98%	0%	1%	1%	1%	0%	С	0.091	F	0.592	12000	G
$\bigcirc$	то-		ho St												
ALT ALT	City of Salem		700 G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.602	6100	G
(460) (11) Texas St	City of Salem			91 /0	076	1 /0	1 /0	1 /0	0 /6	C	0.094		0.002	0100	G
ALT ALT	From:	-	ourg Tpke				407	407		_					_
(460) (11) Texas St	City of Salem		tric Rd	97%	0%	1%	1%	1%	0%	F	NA			2800	G
ALT ALT	From:		kas St												
(460) (11) (419) Electric Rd	City of Salem		000 G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.594	22000	G
	To:		lain St												
Bus Bus (460) 19 Crab Orchard Rd	Tazewell County		, US 460 <b>300 G</b>	96%	1%	1%	1%	1%	0%	F	0.097	F	0.640	1900	G
460 19 Crab Orchard Rd	Tazeweii Gounty			9070	1 70	1 70	1 /0	1 /0	0 70	'	0.037	'	0.040	1900	G
Bus Bus	From:		R 91												_
(460) (19) Crab Orchard Rd	Tazewell County		700 G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.563	1800	G
Bus Bus	Ta: From:	SF	R 16												
(460) (19) (16)	Tazewell County	1.11 <b>2</b> 8	800 G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.631	2900	G
Bus Bus	To: From:	WCL 7	Γazewell			$\Box$ $\vdash$									
(460) (19) (16)	Tazewell County	0.44 <b>26</b>	600 N	98%	1%	1%	0%	0%	0%	Ν	0.099	N	0.723	2700	Ν
$\bigcirc$	To:		R 16												
Bus Bus (460) (19) (16) Main St	Town of Tazewell		Γazewell 600 G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.723	2700	G
(460) (19) (16) Wall St	To:				170		070	070	070		0.000		0.720	2100	•
Bus Bus	From:	ALT SR 16 F								_		_			
(460) (19) (16) Main St	Town of Tazewell		300 G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.703	3900	G
Bus Bus	To: From:	Churc	ch Ave												
460 (19) (16) Fincastle Trpk	Town of Tazewell	0.44 <b>47</b>	700 G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.555	4900	G
Bus Bus	To: From:	Tazew	vell Ave												
460 (19) Fincastle Trpk	Town of Tazewell	1.65 <b>66</b>	600 G	99%	0%	0%	0%	0%	0%	С	0.094	F		7000	G
$\overline{\qquad}$	To:	SR 61 Ber	n Bolt Blvd												

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

-								Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:		Ben Bolt B													
460 (19) Fincastle Trpk	Town of Tazewell	0.65	5300	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.541	5600	G
Bus Bus	To: From:	EC	CL Tazewell	Į												
(460) (19)	Tazewell County	0.93	4400	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.588	4600	G
	Tor	US	19 & US 46	50												
Bus	From:		Colonial Tra		0.40/	40/		201	407	201	_	0.400	_	0.000	4400	_
Old Nottoway Rd	Nottoway County	1.39	3900	G	94%	1%	1%	0%	4%	0%	F	0.130	F	0.629	4100	G
Bus	To: From:	67-9457 No	ottoway Hig	h Schoo	l											
(460) Old Nottoway Rd	Nottoway County	4.10	3400	G	94%	1%	1%	0%	4%	0%	С	0.103	F		3700	G
Bus	To: From:	WC	L Blackston	ne												
(460) Church St	Town of Blackstone	0.44	3600	G	94%	1%	1%	0%	3%	0%	С	0.099	F	0.521	3800	G
	Too	A	melia Ave													
Bus (460) Church St	Town of Blackstone	0.74	5000	G	95%	1%	1%	0%	3%	0%	С	0.1	F		5300	G
460 Charen St	To:		South Mair		3370	170	170	070	370	070	O	0.1	'		3300	J
Bus	From:		Elm St													
460 40 North Main St	Town of Blackstone	0.59	6400 nwiddie Ave	G	93%	1%	2%	1%	3%	0%	С	0.089	F		6900	G
Bus	From:		Dinwiddie													
North Main St	Town of Blackstone	0.14	5500	G	94%	1%	1%	1%	3%	0%	С	0.097	F		5900	G
Pug	To: From:	Ι	Division St													
Bus 460 North Main St	Town of Blackstone	0.37	5500	G	93%	1%	2%	1%	3%	0%	F	0.098	F	0.518	5900	G
<u> </u>	Toc		Barco Rd													
Bus (460 North Main St	Town of Blackstone	0.56	3700	G	93%	1%	1%	1%	3%	0%	С	0.097	F	0.541	3900	G
460 North Main St	TOWIT OF BIACKSTOTIE				9370	1 70	1 70	1 /0	370	0 70	C	0.037	'	0.541	3900	G
Bus	From:		L Blackston													_
460 Cox Rd	Nottoway County	2.10	3500 East of Black	G	93%	1%	2%	1%	3%	0%	F	0.096	F	0.528	3700	G
Dura Dura	From:	03 400 1	US 460	KStolic												
Bus Bus (460)(360)	Nottoway County	0.18	910	G	95%	0%	2%	1%	2%	0%	С	0.113	F	0.566	970	G
$\hookrightarrow$	To		Burkeville													
Bus Bus	From:				050/	00/	20/	10/	20/	00/	N.I.	0.110	NI.	0.500	070	NI.
(460)(360)	Town of Burkeville (Maint: 67)	0.30	910	N	95%	0%	2%	1%	2%	0%	N	0.113	N	0.566	970	N
Bus Bus	To- From:		67-T724													
(460)(360)	Town of Burkeville (Maint: 67)	0.21	2000	G	95%	0%	2%	1%	2%	0%	F	0.115	F		2100	G
Bus Bus	To- From:		67-628													
(460)(360)	Town of Burkeville (Maint: 67)	0.44	1800	G	95%	0%	2%	1%	2%	0%	F	0.109	F	0.508	2000	G
	To:	US 460 l	East of Burk	eville												

#### 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 58, US 4		222/						_					
(460)	City of Suffolk	1.11 <b>11000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			11000	G
Bus	To: From:	SR 10, SR 3	32												
(460) (10) (32)	City of Suffolk	1.49 <b>26000</b>	F	99%	0%	0%	0%	0%	0%	С	0.097	В	0.525	27000	F
Bus	To: From:	Old NCL Suf	folk												
(460) (32) (10) Main St	City of Suffolk	0.09 <b>30000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			33000	G
$\sim$ $\sim$	To- From:	US 13,BUS US 5	8,SR 32												
Bus Bus Bus 460 (58) (13) Constance Rd	City of Suffolk	0.88 <b>16000</b>	G	97%	0%	1%	1%	2%	0%	F	0.086	F		18000	G
$\sim$	To	Pinner St													
Bus Bus Bus 460 58 13 Portsmouth Blvd	City of Suffolk	1.60 17000	G	97%	0%	1%	1%	2%	0%	С	0.092	F		18000	G
460 (58) (13) Portsmouth Blvd	Tree			31 70	070	170	170	270	070	J	0.002	•		10000	O
Bus Bus Bus	From:	SR 337 Washing		000/	407	40/	407	407	201	_	0.007	_		05000	_
460 (58) (13) Portsmouth Blvd	City of Suffolk	1.22 <b>23000</b> US 58	G	96%	1%	1%	1%	1%	0%	С	0.087	F		25000	G
Rus	From:	US 460 West of Po	earishurg			÷									
Bus 460	Giles County	0.34 <b>7700</b>	G	95%	1%	1%	1%	3%	0%	F	0.087	Ν		7900	G
	To:	NCL Pearisb	ourg			$\neg$ $\vdash$									
Bus 460 Main St	Town of Pearisburg (Maint: 35)	0.26 <b>6500</b>	G	95%	1%	1%	1%	3%	0%	С	0.087	F		6800	G
400)	To:	SR 100 Nor	rth												
Bus Main St	From:	SR 100 N, North  0.38 <b>9900</b>	Main St G	97%	0%	1%	1%	2%	0%	С	NA			10000	G
460 (100) Main St	Town of Fearisburg (Maint. 55)				0%	170	170	270	0%	C	INA			10000	G
Bus	From:	SR 100 S, South M													
Wenonah Ave	Town of Pearisburg (Maint: 35)	1.09 <b>7700</b>	G	98%	1%	1%	0%	1%	0%	F	NA			8100	G
Bus	To: From:	ECL Pearisb	urg												
460 Wenonah Ave	Town of Pearisburg (Maint: 35)	1.39 <b>7000</b>	G	98%	1%	1%	0%	1%	0%	С	0.098	F		7300	G
<del>~</del>	To:	US 460 East of Pe													
Bus	City of Bedford (Maint: 09)	US 460 Old Tn 0.33 <b>6800</b>	pk Rd <b>N</b>	98%	1%	 1%	0%	1%	0%	N	0.093	N	0.509	7300	N
460)(221)	Gity of Bedford (Maint. 09)			30 70	1 70	1 70	0 70	1 70	0 70	14	0.093	14	0.505	7300	IN
Bus	From	Oakcrest S													
460 221 Blue Ridge Ave	City of Bedford	0.68 <b>6800</b>	F	98%	1%	1%	0%	1%	0%	С	0.093	F	0.509	7300	F
Bus	To: From:	4th St													
460)(221)W Main St	City of Bedford	0.07 <b>5300</b>	F	98%	1%	1%	0%	1%	0%	F	0.095	F	0.512	5700	F
Bus Bus	To: From:	Crenshaw S	St			$\Box$ $\vdash$									
460 (221) (122) W Main St	City of Bedford	0.19 <b>6300</b>	F	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6800	F
	To:	N Bridge S	St												

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

Б. /			4457		4			Tru	ck			K	014	Dir	A A)A/DT	
Route	Jurisdiction	Length			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
$\frac{1}{460}$ E Main St	City of Bedford	0.08	N Bridge S <b>6500</b>	F	98%	0%	1%	00/	0%	0%	_	0.091	F	0.569	6900	F
(43) E Main St	City of Bedford	0.06		Г	90%	0%	170	0%	0%	0%	Г	0.091	Г	0.569	0900	Г
Bus	From:		South St													
E Main St	City of Bedford	0.07	7100	G	98%	0%	1%	0%	0%	0%	F	NA			7700	C
Bus	To: From:	S	R 43 Otey	St												
60) E Main St	City of Bedford	1.11	6600	F	98%	0%	1%	0%	0%	0%	С	0.095	F	0.558	7100	ı
	To		S 460, SR 1													
us 60 Main St	From: Town of Blacksburg	US 460 0.29	0; SCL Blac <b>17000</b>	cksburg <b>N</b>	98%	0%	0%	0%	0%	0%	N	0.091	N	0.576	18000	ı
Wall St	TOWIT OF BIACKSDUTY				90 /0	076	U /0	0 /0	076	0 /6	IN	0.091	IN	0.570	10000	
us	From:		L Blacksbi													
Main St	Montgomery County	0.76	17000	F	98%	0%	0%	0%	0%	0%	F	0.091	F	0.576	18000	
JS	To: From:	NCI	_ Christians	burg												
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	(
JS	To- From:	SR 114	Peppers F	erry Rd												
N Franklin St	Town of Christiansburg (Maint: 60)	0.66	25000	F	98%	0%	0%	0%	0%	0%	С	0.091	F	0.546	26000	
ر_	Too		US 460													
us 60 N Franklin St	Town of Christiansburg (Maint: 60)	0.18	18000	G			-					0.089	N	0.544	19000	
50 1 T Tallian St	To-		L Christians									0.000	.,	0.011	10000	
is	From:												_			
N Franklin St	Town of Christiansburg (Maint: 60)	0.11	34000	F	98%	0%	0%	0%	0%	0%	F	0.089	F	0.544	36000	
IS_	To: From:	SR	111 Cambri	ia St												_
N Franklin St	Town of Christiansburg	1.38	27000	F	98%	0%	0%	0%	0%	0%	С	0.086	F	0.516	29000	
JS .	To: From:		Depot St													
N Franklin St	Town of Christiansburg	0.28	11000	F	98%	0%	0%	0%	0%	0%	F	0.085	F	0.512	12000	
	To:		1, SR 8 Ma													
us 60 \ (11 ) E Main St	Town of Christiansburg	0.12	S 11 Main 7600	St F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.542	8100	
50) (11) 2 Wall 61	To:		Roanoke St		0070	070	Ť	070	070	070	•	0.001		0.012	0.00	
IS .	From:		E Main St		2221			201								
Roanoke St	Town of Christiansburg	0.11	11000	F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.539	12000	
IS	To: From:		Craig St													
Roanoke St	Town of Christiansburg	0.98	13000	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.558	14000	
us	Ta: From:	SR	111 Depot	t St												
60 11 Roanoke St	Town of Christiansburg	0.86	17000	F	98%	0%	1%	1%	1%	0%	С	0.103	F	0.588	18000	
	To:		US 460													

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

Devite	Lucia Patia		AADT		4	D		Tru	ıck		- 00	K	01/	Dir	A A1A/DT	
Route	Jurisdiction L	Length	AADI	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Bus Main Ct	From:	4.04	US 460	F	000/	40/	00/	00/	00/	00/	_	0.404	_	0.704	5000	F
Main St	Town of Blacksburg	1.01	4700		98%	1%	0%	0%	0%	0%	F	0.101	F	0.701	5000	r
Bus	To- From:	Мо	unt Tabor l													
60 Main St	Town of Blacksburg	0.87	7300	F	98%	1%	0%	0%	0%	0%	С	0.101	F	0.663	7800	I
us.	To From:	Patr	rick Henry	Dr												
60 Main St	Town of Blacksburg	0.44	13000	F	98%	1%	0%	0%	0%	0%	F	0.086	F	0.563	14000	ı
	To. From:		Broce Dr													
us 60 Main St	Town of Blacksburg	0.26	14000	F	98%	1%	0%	0%	0%	0%	F	0.087	F	0.545	15000	
<i>~</i>	To	ī	Progress St													
us 60 Main St	Town of Blacksburg	0.17	18000	F	98%	1%	0%	0%	0%	0%	F	0.090	F	0.577	19000	
60) Wall Ot	Town or Diacksburg				3070	170	——————————————————————————————————————	070	070	070	•	0.000	'	0.011	13000	
us	From		ices Fork R			407							_			
60 Main St	Town of Blacksburg	0.53	19000	F	98%	1%	0%	0%	0%	0%	F	0.080	F	0.574	20000	
us	To- From:	F	Roanoke St													_
60 Main St	Town of Blacksburg	0.19	18000	F	98%	1%	1%	0%	0%	0%	F	0.075	F	0.515	20000	
us	To: From		Clay St													
60 Main St	Town of Blacksburg	0.53	19000	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.539	20000	
<i>~</i>	To From	Ţ	Upland Rd													
^{Bus} 60 ∖Main St	Town of Blacksburg	1.00	21000	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.509	22000	
~ <i></i>	To		Ellett Rd													
us 60 Main St	Town of Blacksburg	1.43	22000	F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.542	23000	
60 Iviairi St	Town of Diacksburg		); SCL Blac		30 /0	1 70	170	070	070	0 70	C	0.031	'	0.542	23000	
us	From:		US 460													
60 67 Front St	Town of Richlands	0.27	15000	G	97%	0%	1%	1%	1%	0%	С	0.079	F		16000	
us	To- From:	Bus U	JS 460 P, 21	nd St												
60 67 Front St	Town of Richlands	0.58	6600	G	97%	0%	1%	1%	1%	0%	F	0.089	F		6900	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	14000	G	98%	0%	1%	0%	1%	0%	F	NA			15000	
	To From:	SR 67	P Railroad	Ave												
of 67 Front St	Town of Richlands	0.04	6300	G	99%	0%	1%	0%	0%	0%	F	0.092	F		6600	
	Combined Traffic Estimates for 2 Parallel Roadways on this			N	96%	0%	1%	1%	2%	0%	Ν	NA			11000	
	- To- From:	SR	67 Norfolk	St			$\Box$ $\vdash$									
us 60 Front St	Town of Richlands	0.18	4200	G	99%	0%	1%	0%	0%	0%	F	0.088	F		4400	
,00 51	Combined Traffic Estimates for 2 Parallel Roadways on this			G	99%	0%	1%	0%	0%	0%	F	NA	-		8100	
	To		JS 460 P 2r													

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

		Tima	y and inter					Tru	ıck			K		Dir		
Route	Jurisdiction	n Lenç	th AAD	Γ QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	]	Bus US 460 F	2nd St												
Front St	Town of Richla	ands 0.9			99%	0%	1%	0%	0%	0%	С	0.086	F		7600	G
D.::	To: From:		WCL Cedar ECL Richl													
Bus 460 E Cedar Valley Rd	Town of Cedar Bluff	(Maint: 92) 2.2			99%	0%	1%	0%	0%	0%	F	0.084	F	0.546	5300	G
460) 2 3 3 4 7 4 1 5 7 7 4	To:	(171411111 02)	US 460		0070	070		0,0	070	0,0	•	0.001	•	0.010	0000	Ū
Bus	From:		Bus US 460 I	Front St												
(4g0) (67) 2nd St	Town of Richla				99%	0%	1%	0%	0%	0%	F	0.088	F		7800	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	ite: <b>1400</b> 0	0 G	98%	0%	1%	0%	1%	0%	F	NA			15000	G
	To		SR 67 Railro	ad Ave												
Bus (460) (67) (67) 2nd St	Town of Richla	ands 0.0	5 <b>4300</b>	N N	92%	0%	1%	3%	4%	0%	N	0.087	N	0.647	4500	N
(460) (67) (67) 2nd St	Combined Traffic Estimates for 2 Paralle				96%	0%	1%	1%	2%	0%	N	NA	.,	0.047	11000	N
	Tallo	Troddwayo on the rec	SR 67 Norf		0070	070		170	270	070	.,				11000	
Bus	From:										_					
460 2nd St	Town of Richla				99%	0%	1%	0%	0%	0%	C	0.101	F		3700	G
	Combined Traffic Estimates for 2 Paralle		ite: <b>7700</b> Bus US 460 I		99%	0%	1%	0%	0%	0%	F	NA			8100	G
Due	Prom:		5 460 West o													
Bus (460) Pamplin Rd	Appomattox Co				91%	0%	1%	0%	7%	0%	С	0.079	F	0.686	2100	G
460) 1 3111	, appointance of				0170	070		0,0	1 70	070	Ū	0.010	•	0.000	2100	Ū
Bus	From		WCL Pampl													
(460) Pamplin Rd	Town of Pamplin City	(Maint: 06) 0.4	6 <b>1900</b>	N	91%	0%	1%	0%	7%	0%	N	0.079	N	0.686	2100	N
Bus	To- From:	SR 4	7 Thomas Jei	fferson Hw	y											
460 Pamplin Rd	Town of Pamplin City	(Maint: 06) 0.2	5 <b>1400</b>	G	91%	0%	1%	0%	7%	0%	F	0.089	F	0.535	1500	G
	To:		ce Edward C	County Line												
Bus	From:		pomattox Co		0.40/	00/		407	407	00/	0	0.00	_	0.544	4500	_
Pamplin Rd	Town of Pamplin City	/ (Maint: 73) 0.2			94%	0%	1%	1%	4%	0%	С	0.09	F	0.544	1500	G
Bus	To: From:		ECL Pampli	in City												
460	Prince Edward (	County 1.4	3 <b>1400</b>	N	94%	0%	1%	1%	4%	0%	Ν	0.09	Ν	0.544	1500	Ν
<u> </u>	To:	U	S 460 East of	Pamplin												
Bus	From:		460 West of	, ,												
(460) Timberlake Rd	Campbell Cou	unty 1.9	4 15000	0 A	98%	0%	0%	0%	1%	0%	С	0.101	Α	0.547	16000	Α
Bus	To: From:		15-622 Water	rlick Rd												
Timberlake Rd	Campbell Cou	unty 1.2	4 <b>2700</b> (	0 F	98%	0%	0%	0%	1%	0%	F	0.085	F	0.533	28000	F
100	Tool		5-739 Green													
Bus	From:								401							
Timberlake Rd	Campbell Cou	unty 0.1	4 31000	0 G	98%	0%	0%	0%	1%	0%	F	0.086	N	0.555	32000	G
Bus	To- From:		15-1520 Lax	ton Rd												
Timberlake Rd	Campbell Cou	unty 0.0	4 3000	0 N	98%	0%	0%	0%	1%	0%	Ν	0.086	Ν	0.555	32000	Ν
	To:		WCL Lync	hburg												

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT 0	<b>QA</b> 4	Tire B	US	Tru Axle 3+Axle			QC	K	QK	Dir Factor	AAWDT	QW
Bus	From:	WCL Lynchburg				AXIE STAXIE	IIIali	ZIIdli		Factor		racioi		
460 Timberlake Rd	City of Lynchburg		<b>F</b> 98	8% C	%	0% 0%	1%	0%	F	0.086	F	0.555	32000	F
Pus	To- From:	Old Graves Mill Ro	1			]								
Bus 460 Timberlake Rd	City of Lynchburg	1.14 <b>26000</b>	<b>F</b> 98	18% C	%		1%	0%	F	0.081	F	0.517	27000	F
400)	To.	Leesville Rd				7								
Bus 460 (Timberlake Rd	City of Lynchburg		<b>F</b> 98	18% C	%	<b>-</b> 0% 0%	1%	0%	F	0.083	F	0.565	34000	F
Timberlake Rd	City of Lynchburg			10 /0 C	70	∪/₀ ∪/₀ <b>¬</b>	1 /0	0 /0	Г	0.003		0.303	34000	r
Bus	From:	US 501 Lynchburg Expre												
Fort Ave	City of Lynchburg	1.15 <b>18000</b> Bus US 29 Wards R		18% C	%	0% 0% <b>¬</b>	1%	0%	F	0.087	F	0.540	19000	F
Bus	From:	Wards Rd	.a			+								
460) (163) Fort Ave	City of Lynchburg	1.19 <b>23000</b>	<b>F</b> 9	9% C	%	1% 0%	0%	0%	С	0.083	F	0.546	24000	F
$\sim$	To: From:	Memorial Ave	A											
Bus 460 Fort Ave	City of Lynchburg	Bus US 29 Memorial A 0.57 <b>8600</b>		18% C	%		1%	0%	F	0.082	F	0.506	9100	F
460). 617.113	To:	US 221 Oakley Ave			,,,	¬	.,,	0,0	-	0.002	•	0.000	0.00	•
Bus	From:	•		70/	0.4	40/ 00/	407	00/	_	0.000	_	0.540	10000	_
460 221 Fort Ave	City of Lynchburg	0.42 <b>9600</b>	<b>F</b> 9	7% 1	%	1% 0% <del>-</del>	1%	0%	С	0.089	F	0.543	10000	F
Bus	Ta: From:	118-6029 Fort Ave	;											
460 (221) 12th St	City of Lynchburg	0.25 <b>8400</b>	<b>F</b> 9	7% 1	%	1% 0%	1%	0%	F	0.091	F	0.533	8900	F
Bus Bus	Ta: From:	Bus US 501 Campbell	Ave											
Bus Bus 460 (221 (501 )12th St	City of Lynchburg	0.18 <b>8600</b>	<b>F</b> 9	7% 1	%	1% 0%	1%	0%	F	0.09	F	0.564	9200	F
400)(221)(001)	To:	Kemper St												
Bus Bus Kompor St	City of Lymphoura	0.41 <b>11000</b>	<b>F</b> 9	7% 1	%	 1% 0%	40/	0%	С	0.085	F	0.604	12000	F
460 221 501 Kemper St	City of Lynchburg	Bus US 29 Lynchburg Exp.		17 70 I	70	7	1%	070	C	0.065	Г	0.601	12000	Г
Bus Bus	From:	US 29 Lynchburg Expres	ssway											
460 (501) Kemper St	City of Lynchburg	****	<b>F</b> 9	7% 1	%	1% 0%	1%	0%	F	0.086	F	0.618	10000	F
Bus Bus	To: From:	Campbell Ave Kemper St				+								
460 (501 Campbell Ave	City of Lynchburg		<b>F</b> 9	7% 1	%	1% 0%	1%	0%	С	0.093	F	0.664	18000	F
~~~	To:	Mayflower Dr				7								
Bus Bus 460 501 Campbell Ave	City of Lynchburg	•	<b>F</b> 9	7% 1	%	<b>-</b> 1% 0%	1%	0%	F	0.095	F	0.639	17000	F
460 (501) Campbell Ave	Oity of Eyrichburg			77 70 1	70	70 070 <b>¬</b>	1 /0	070	•	0.000	•	0.000	17000	'
Bus Bus	From:	Florida Ave	_											
460 501 Campbell Ave	City of Lynchburg			7% 1	%	1% 0% ¬	1%	0%	F	0.098	F	0.670	19000	F
Bus	From:	US 460, US 501 Richmon Bus US 501	ia Hwy			+								
460 501 Campbell Ave	City of Lynchburg		<b>N</b> 9	18% C	%	0% 0%	1%	0%	Ν	0.098	Ν	0.68	13000	Ν
	To	US 29, US 460												
Bus	From:	US 460 Prince Edward	Hwy			<u> </u>								
460 (460)	Prince Edward County	0.35		See l	JS 460	for directiona	al traffic	volume	estima	ates for th	is seg	gment.		
<del></del>	10:	US 15 Par												

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

		Primary and inter					Tru	ıck		,	K		Dir		
Route	Jurisdiction	Length AAD	r QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Observed But	From:	X	_	000/	40/	40/	40/	00/	40/	_	0.000	_		F700	_
460 15 Sheppards Rd	Prince Edward County	0.14 <b>5300</b>	G	88%	1%	1%	1%	9%	1%	F	0.089	F		5700	G
Bus Bus	From:	US 15; Bus	US 15												
460)(15)	Prince Edward County	1.22 6600		97%	0%	1%	0%	1%	0%	С	0.105	Α	0.596	7000	Α
Bus Bus	To: From:	73-695 73-695, WCL I													
460 (15) Third St	Town of Farmville	0.94 <b>7200</b>		97%	0%	1%	0%	1%	0%	F	0.084	F	0.558	7700	G
Bus Bus	To: From:	Industrial Pa	ırk Rd												
Bus Bus 460 (15) Third St	Town of Farmville	1.29 <b>9200</b>		97%	0%	1%	0%	1%	0%	С	NA			9700	G
<del>~~~</del>	To:	RT 15 B													
Bus 460 Third St	Town of Farmville	BUS US 15; 0.67 <b>6800</b>		97%	0%	1%	1%	1%	0%	F	NA			7400	G
<i></i>	To:	SR 45; Ma			0,0		.,0	.,0	0,0	•				00	
8us 460 3rd St	From:			0.40/	407		407	40/	00/					40000	_
460 (3rd St	Town of Farmville	0.17 <b>1100</b> 0	) G	94%	1%	3%	1%	1%	0%	С	NA			12000	G
Bus	To: From:	Virginia	St												
3rd St	Town of Farmville	1.22 <b>9200</b>	G	94%	1%	3%	1%	1%	0%	F	NA			10000	G
Bus	To: From:	Milnwood	l Rd												
460 3rd St	Town of Farmville	0.89 <b>7500</b>	G	97%	0%	1%	1%	1%	0%	F	NA			8100	G
Bus	To- From:	ECL Farm	ville												
460 E 3rd St	Prince Edward County	0.49 <b>7300</b>	G	97%	0%	1%	1%	1%	0%	С	0.092	F		7800	G
	To	US 460	)												
Bus	From:	I-85; US													
Airport St	Dinwiddie County	0.17 7000		98%	0%	1%	1%	1%	0%	F	0.086	F		7600	G
Bus	From:	US 1 Boydton US 1 Plan													
460 (1) Boydton Plank Rd	Dinwiddie County	1.69 <b>1200</b> 0		96%	1%	1%	1%	1%	0%	F	0.090	F		13000	G
~~	To- From:	I-85 SW of Pe	tersburg			$\neg$ $\vdash$									
Bus 460 1 Boydton Plank Rd	Dinwiddie County	1.23 1400	) G	97%	0%	1%	1%	1%	0%	С	0.098	F		15000	G
400)(1) - 0,	то-	SR 226 Co					.,,	.,.							
Bus	From: L			000/	00/	40/	40/	40/	00/	0	0.400	^	0.540	12000	^
460) (1)	Dinwiddie County	0.45 <b>1200</b> 0		98%	0%	1%	1%	1%	0%	С	0.106	Α	0.518	13000	Α
Bus	To- From:	WCL Peter	sburg												
460 (1) Washington St	City of Petersburg	0.40 <b>1300</b>	) G	98%	0%	1%	1%	1%	0%	F	NA			13000	G
Bus	To: From:	Summit	St												
460) (1) Washington St	City of Petersburg	0.18 <b>1300</b>	) G	98%	0%	1%	1%	1%	0%	F	NA			14000	G
~ · ·	To- From:	Elm S													
Bus 460 1 Washington St	City of Petersburg	0.57 <b>1400</b>	) G	96%	1%	1%	1%	1%	0%	F	0.085	F		15000	G
	To:	US 1 Par; W													

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

									Tru	ıck			K		Dir		
	Jurisdiction	n L	_ength	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
	From:																
	•	-		7600	G	96%	1%	1%	1%	1%	0%	С	0.082	F		8300	G
Combined Traffic Est	timates for 2 Paralle	el Roadways on this	Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			17000	G
	To: From:			Perry St													
	City of Petersh	burg	0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA			10000	G
Combined Traffic Est	timates for 2 Paralle	el Roadways on this	Route:	19000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To:	•		36 Market	St												
	City of Patersh	hura				96%	1%	1%	1%	1%	0%	F	ΝΔ			11000	G
	Tolly Of 1 elersi	buig				30 70	1 /0	1 70	1 /0	1 70	0 70	•	INA			11000	J
	From:																
t	City of Petersh	burg	0.20	12000		96%	1%	1%	1%	1%		F	NA			13000	G
Combined Traffic Est	timates for 2 Paralle	el Roadways on this	Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
	To: From:		US	1 Jefferson	St												
	City of Petersh	bura	0.20	15000	G	97%	1%	1%	1%	1%	0%	С	0.087	F		17000	G
Combined Traffic Est	,	J	Route:	31000	G	95%	1%	1%			0%	F	NA			34000	G
	To:																
	From:				_	0701	407		407	407	00/	_	0.070	_		40000	_
O 1: 17 #: F	•	-										-		F			G
Combined Traffic Est	timates for 2 Paralle To:T	el Roadways on this				95%	1%	1%	1%	2%	0%	F	NA			25000	G
	From:																
	City of Petersl	burg	0.98	11000	G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	G
	To:																
	From:						407										
	City of Petersburg (	Maint: 26)				97%	1%	1%	0%	0%	0%	N	0.087	N		12000	N
	From:		US		ка												
95 S at Exit ???	City of Petersburg (	Maint: 74)	0.20			Se	e US 3	301 for d	lirectional	l traffic	volume e	estima	ites for th	is segr	ment.		
	To:	,	I-9	95 CD Road	1												
	From:			rom US 301	South												
5 N to I-95 S	City of Petersburg (	Maint: 74)	0.18				See I-9	95 for dire	ectional t	raffic vo	olume est	timate	s for this	segme	ent.		
	To: From:		Ramp fi	rom US 301	North												
5 N to I-95 S	City of Petersburg (	Maint: 74)	0.27				See I-9	95 for dire	ectional t	raffic vo	olume est	timate	s for this	seame	ent.		
	To:	,	E	Bus US 460										ŭ			
	From:	CEUS 460-E	E006A TO	RTS 85 &	95 SOU	THBOUN	ID .										
	City of Petersburg (		0.24	NA									NA			NA	
	To:	CFI	US 460- 6	C Gan TO	RT 85 S0	OU											
	From:			NA	05 51								NA			NA	
	City of Petersburg (		0.27														
	Combined Traffic Es  Combined Traffic Es  Combined Traffic Es  Combined Traffic Es  OS S at Exit ???  S N to I-95 S  N to I-95 S	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  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 Petersburg City of Petersburg City of Petersburg To  From  S N to I-95 S City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  City of Petersburg To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From  To  From	City of Petersburg Combined Traffic Estimates for 2 Parallel Roadways on this  City of Petersburg Combined Traffic Estimates for 2 Parallel Roadways on this  City of Petersburg  City of Petersburg  City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways on this  City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways on this  City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways on this  City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways on this  City of Petersburg  City of Petersburg  City of Petersburg  City of Petersburg  City of Petersburg  City of Petersburg (Maint: 26)  To From 195  So N to 1-95 S City of Petersburg (Maint: 74)  To From CEUS 460-1  City of Petersburg (Maint: 26)	City of Petersburg 1.08  Combined Traffic Estimates for 2 Parallel Roadways on this Route:    City of Petersburg   0.15	City of Petersburg   1.08   1.08   7600	City of Petersburg   1.08   7600   G	City of Petersburg   1.08   7600   G   96%	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1900   G   96%   19%	City of Petersburg	City of Petersburg   1.08   7600   G   96%   1%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19	City of Petersburg   1.08   7600   G   96%   1%   1%   1%   1%   1%   1%   1%	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1900   G   96%   1%   1%   1%   1%   0%	City of Petersburg   Size   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of	City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of Petersburg   City of	City of Petersburg   0.20   15000   G   95%   1%   1%   1%   1%   1%   1%   0%   0	City of Petersburg	

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

		1 11111	ally alla littore	state ive	uico										
Route	Jurisdictio	on Le	ength <b>AADT</b>	. QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK I	Dir AAWD Factor	T Q
Bus	From:		0-P002B CEUS	460-E006	B FROM										
Ramp	City of Petersburg (		).11 <b>NA</b>									NA		NA	
<u> </u>	To:	I-95-N FROM	M RT 460 BUS0	0- WASH	INGTON &	&									
Bus	From:		-P002A TO RT	85 SOUT	HBOUND										
60 Ramp	City of Petersburg (	(Maint: 26) C	<b>NA</b> 80.0									NA		NA	
~ <i></i>	To:	I-85-S FROM	WASHINGTON	& WYT	HE STREE	ETS									
us	From:		CEUS 460 TO R	RT 85 NB											
60 (460 Ramp	Dinwiddie Co	ounty C	).19 <b>NA</b>									NA		NA	
	To:		I-85-N FROM	US 460											
us	From:	CEUS 460	TO RTS 85 & 9	95 SOUTI	HBOUND										
Ramp	City of Petersburg (	(Maint: 26)	).17 <b>NA</b>									NA		NA	
	To:	CEUS 460-P0	02A TO RTS 85	& 95 SO	UTHBOUN	ND									
us	From:	CE	EUS 460 TO RT	95 NORT	TH .		1								
60 Ramp	City of Petersburg (	(Maint: 74)	).20 <b>NA</b>									NA		NA	
	To:	CEUS 4	160-P002B CEU	S 460- 6B	FROM										
us	From:	US	S 1 Wythe St Bat	tersea La	ne										
Washington St	City of Peters		).31 <b>8500</b>		97%	1%	1%	1%	1%	0%	F	0.089	F	9200	) (
	Combined Traffic Estimates for 2 Paralle	•	oute: 16000	G	96%	1%	1%	1%	1%	0%	F	NA		17000	) (
	To:		123-9025 W					.,.	.,.		•				-
IS	From:														
Washington St	City of Peters	J	).40 <b>9100</b>		97%	1%	1%	1%	1%	0%	F	0.089	F	9900	)
	Combined Traffic Estimates for 2 Paralle	el Roadways on this R	loute: 17000	) G	97%	1%	1%	1%	1%	0%	F	NA		18000	) (
	To:		123-9029 So	uth St			_								
us 50 1 Washington St	City of Peters	chura C	).27 <b>9400</b>	G	97%	1%	1%	1%	1%	0%	С	0.087	F	10000	) (
Washington St	•	0							1%		_	NA			
	Combined Traffic Estimates for 2 Paralle	ei Roadways on this R	toute. <b>19000</b>	) G	96%	1%	1%	1%	170	0%	Г	INA		20000	, ,
JS	To: From:		Guarantee	St											
Washington St	City of Peters	burg C	).24 <b>9500</b>	G	97%	1%	1%	1%	1%	0%	F	0.088	F	10000	) (
	Combined Traffic Estimates for 2 Paralle	•	oute: 19000	) G	96%	1%	1%	1%	1%	0%	F	NA		20000	) (
	To:	, , , , , , , , , , , , , , , , , , , ,	North Mark												
ıs	From:	•	US 1 Par; SR 36												
(36) Washington St	City of Peters	0	).19 <b>1200</b> 0		93%	1%	1%	2%	3%	0%	F	NA		13000	) (
	Combined Traffic Estimates for 2 Paralle	el Roadways on this R	loute: <b>22000</b>	) G	95%	1%	1%	1%	2%	0%	F	NA		24000	) (
	To:	AI	LT US 301 Par, S	Sycamore	St		$\neg$ $\vdash$								
us ALT 300 (301 (36) Washington St	City of Peters		0.09 <b>1400</b> 0	•	93%	1%	1%	2%	3%	0%	_	0.079	F	16000	)
(301) (36) Washington St	•	•									r -		Г		
	Combined Traffic Estimates for 2 Paralle	el Roadways on this R	toute: 2/000	) G	95%	1%	1%	1%	2%	0%	г	NA		29000	)
us ALT	To: From:	Α	ALT US 301 Par,	Adams S	t										
Washington St	City of Peters	burg C	).10 <b>14000</b>	) G	93%	1%	1%	2%	3%	0%	F	0.081	F	15000	) (
B-) (901) (90)	Combined Traffic Estimates for 2 Parallel	0			95%	1%	1%	1%	2%	0%	F	NA		29000	
			US 1 Jeffers		00,0	.,,		.,.	_,,	0,0	•			_5000	•

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

		T Timary an	u mersia					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US	1 Jefferson	St			27 0.10	01700	TTTGII	Ziiaii		1 40101		1 40101		
(460) (36) Washington St	City of Petersbu		15000	G	93%	1%	1%	2%	3%	0%	F	0.079	F		17000	G
.go) (co)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	G	95%	1%	1%	1%	2%	0%	F	NA			34000	G
	To:		I-95													
Bus	From:	0.04		_	000/	407		00/	00/	00/	•	0.000	_		4.4000	_
(460) (36) Washington St	City of Petersbu	•	13000	G	93%	1%	1%	2%	3%	0%	C	0.088	F		14000	G
<del></del>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	G	95%	1%	1%	1%	2%	0%	F	NA			25000	G
Bus	To: From:	US	301 Crater I	Rd												
(460)(301) Crater Rd	City of Petersbu	urg 0.10	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F		8500	G
Bus	To: From:	SR 36, BU	JS US 460 V	Wythe S	t											
(460)(301) Crater Rd	City of Petersbu	urg 0.98	11000	G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	G
· Policy	То:		ce Jurisdictio		ge											
Bus	From:		301 Crater I								_		_			_
(460) Winfield Rd	City of Petersbu	9	1500	G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.969	1600	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1500	G								NA			NA	
Bus	To: From:	State Ma	intenance B	oundary												
(460) Winfield Rd	City of Petersburg (M	aint: 26) 0.09	1500	G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.969	1600	G
( )	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1500	G								NA			NA	
	To:	US	460 County	Rd												
Bus	From:	CEUS 460-P TO R	TS 85 & 95	SOUTI	BOUND											
(4 _β 0) Ramp	City of Petersburg (M	,	NA									NA			NA	
	To:	CEUS 460-E006A TO	RTS 85 &	95 SOL	THBOUN	ID										
Bus (460) Ramp	From:	CEUS 460-P002A		SOUTH	BOUND											
{4 ₆ 0}Ramp	City of Petersburg (M		NA									NA			NA	
	10:	CEUS 460-E00		60- 6B I	FROM											
Bus (460) Ramp	From:		M Bus 460													
460 Ramp	Dinwiddie Cour	nty 0.27	NA									NA			NA	
	10.		I-85													
Bus Confodorate Phyl	From:		460 Richm	ond Hw G	97%	0%	1%	1%	1%	0%	С	0.087	F		12000	G
Confederate Blvd	Appomattox Cou	inty 0.25	12000	G	97%	0%	1%	1%	170	0%	C	0.067	Г		12000	G
Bus	To: From:	WC	L Appomatt	OX												
(460) Pamplin Rd	Town of Appomattox (I	Maint: 06) 0.03	12000	N	97%	0%	1%	1%	1%	0%	Ν	0.087	N		12000	Ν
<u> </u>	To	NCL A ₁	pomattox, S	SR 131												
Bus (460) (131) Pamplin Rd	Town of Appomattox (I	Maint: 06) 0.07	12000	N	97%	0%	1%	1%	1%	0%	N	0.087	N		12000	N
(400) (131) 1 411111111111111111111111111111111	Town or Appointation (i				31 /0	070		1 /0	170	0 / 0	. •	5.007	. •		12000	
Bus	From:		131; 06-101													
(460) Confederate Blvd	Town of Appomattox (I	,	7700	G	98%	0%	1%	0%	1%	0%	F	0.085	F		8300	G
<u> </u>	То:	SR 131	Old Courtho	use Rd												

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

_								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Old Courtho													
Confederate Blvd	Town of Appomattox	(Maint: 06) 0.47	3600	G	98%	0%	1%	0%	1%	0%	С	0.090	F		3900	G
Bus	To: From:	EC	L Appomatt	OX												
460 Pamplin Rd	Appomattox C		3600	N	98%	0%	1%	0%	1%	0%	Ν	0.090	Ν		3900	Ν
<del>~</del>	Ta		0 Richmond													
North	City of Chesapeake		S 17; SR 16 <b>26000</b>		95%	0%	10/	40/	2%	0%	_	NA			29000	G
464 (17)	Combined Traffic Estimates for 2 Paralle			G G	95% 95%	0%	1% 1%	1% 1%	2% 2%	0%	F	NA NA			67000	G
	Combined Trainic Estimates for 2 Farance	ei Noadways on this Noute.			95 /0	076	1 /0	1 /0	2/0	0 /0		INA			07000	G
North	From:		I-64													
464	City of Chesapeake	,	27000	G	95%	0%	1%	1%	2%	0%	F	NA			31000	G
	Combined Traffic Estimates for 2 Paralle	<u> </u>		G	95%	0%	1%	1%	2%	0%	F	NA			58000	G
North	To: From:	US	13 Military I	Hwy												
464)	City of Chesapeake	,	23000	G	95%	0%	1%	1%	2%	0%	F	NA			27000	G
$\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	44000	G	95%	0%	1%	1%	2%	0%	F	NA			51000	G
North	To: From:	I	Freeman Ave													
464)	City of Chesapeake	(Maint: 64) 1.89	23000	Α	95%	0%	1%	1%	2%	0%	С	0.149	Α		26000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	42000	Α	95%	0%	1%	1%	2%	0%	С	0.103	Α	0.76	49000	Α
North	To: From:	SR 3	37 Poindexto	er St												
464)	City of Chesapeake	(Maint: 64) 0.76	25000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	45000	G	95%	0%	1%	1%	2%	0%	F	NA			51000	G
N	Too		SCL Norfolk				<u> </u>									
North 464	City of Norfolk (M	Maint: 64) 0.41	25000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	G
404)	Combined Traffic Estimates for 2 Paralle			G	95%	0%	1%	1%	2%	0%	F	NA			51000	G
	To:	·	Main Street													
North	City of Norfolk (M		23000	G	95%	0%	1%	40/	2%	0%	_	NA			26000	G
464	Combined Traffic Estimates for 2 Paralle			G	95% 95%	0%	1%	1% 1%	2%	0%	F	NA			48000	G
	Tario	er Roadways off this Route.	I-264		33 /0	070	170	1 /0	270	0 70	'	INA			40000	G
North	From:	I-464-	N TO I-64 E	EAST												
464) (17) Ramp	City of Virginia Beach		NA									NA			NA	
$\bigcirc\bigcirc$	То:	I-64-E FR	OM RT 464	NORT	I											
North	From:		64-N TO RT	13												
Ramp	City of Chesapeake	(Maint: 64) 0.18 US 13 US 13-	NA 26P TO AN	ID EDO	MDT							NA			NA	
N. d	Econol.	•														
North 464 Ramp	City of Chesapeake		FREEMAN NA	AVEN	UE							NA			NA	
404)	To:	131-8598; 131-		OM ANI	TOR										. •/ •	

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

Route	Jurisdiction Length <b>AADT QA</b> 4Tire BusTruckTruck	Dir AAWDT C
North	From: I-464-N TO RT 337	NA
Ramp	City of Chesapeake (Maint: 64) 0.23 <b>NA</b> NA  To SR 337 FROM RT 464	NA
orth	From: I-464-N TO RT 337	
<del>64</del> )Ramp	City of Chesapeake (Maint: 64) 0.10 NA NA	NA
<i></i>	To: SR 337 TO RT 464	
orth 64)Ramp	I-464 North	1300
64 Kamp	To: SR 337	1300
orth	From: I-464-N TO ROUTE 264 WEST & BERKLEY ST	
Ramp	City of Norfolk (Maint: 64) 0.13 NA NA	NA
	To: SR 337-N025A STATE ST @ ROUTE 337	
orth 64)Ramp	From: I-464-N006A TO ROUTE 264 WEST  City of Norfolk (Maint: 64) 0.04 NA NA	NA
64) Kamp	SR 337-N025A FROM STATE ST	1471
orth Domn	rout.	NA
Ramp	· · · · · · · · · · · · · · · · · · ·	INA
orth	Ton I-464-N006T INSPECTION STATION ROAD	
Ramp	City of Norfolk (Maint: 64) 0.25 <b>NA</b> NA  Tro I-264-W FROM ROUTE 464 NORTH	NA
orth	From: I-464-N006B INSPECTION STATION ROAD	
Ramp	City of Norfolk (Maint: 64) 0.07 NA NA	NA
<i></i>	To: STATE STREET	
uth	US 17; SR 168	20000
[17]	City of Chesapeake (Maint: 64) 0.18 <b>34000 G</b> 95% 0% 1% 1% 2% 0% F NA  Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>59000 G</b> 95% 0% 1% 1% 2% 0% F NA	38000 67000
	To Enter Hame Estimates for 21 datation reducing of this reduct. 35000 C 3570 070 170 170 270 070 1 104	07000
uth	City of Chesapeake (Maint: 64) 0.98 <b>24000 G</b> 95% 0% 1% 1% 2% 0% F NA	27000
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>51000 G</b> 95% 0% 1% 1% 2% 0% F NA	58000
	US 13 Military Hwy	
uth	City of Chesapeake (Maint: 64) 0.84 <b>20000 G</b> 95% 0% 1% 1% 2% 0% F NA	23000
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>44000 G</b> 95% 0% 1% 1% 2% 0% F NA	51000
	To Freeman Avenue	0.000
uth	City of Chesapeake (Maint: 64) 2.01 <b>20000 A</b> 95% 0% 1% 1% 2% 0% C 0.138 A	22000
54	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>42000</b> A 95% 0% 1% 1% 2% 0% C 0.103 A	0.76 49000
	Collector Road	
outh	City of Chesapeake (Maint: 64) 0.43 <b>20000 G</b> 95% 0% 1% 1% 2% 0% F NA	23000
164	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>45000 G</b> 95% 0% 1% 1% 2% 0% F NA	51000
	SCL Norfolk	0.000

#### 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
South	From:			SCL Norfo	lk						-						
464)	City of Norfolk (Ma	aint: 64)	0.36	20000	G	95%	0%	1%	1%	2%	0%	F	NA			23000	G
	Combined Traffic Estimates for 2 Paralle	Roadways o	on this Route:	45000	G	95%	0%	1%	1%	2%	0%	F	NA			51000	G
	То	-		Main Stree	et												
South	From: L	-1-1-04)	0.07			050/	00/	40/	40/	00/	00/	_	NIA			00000	_
464	City of Norfolk (Ma	,	0.87	19000		95%	0%	1%	1%	2%	0%	F	NA			22000	G
<u> </u>	Combined Traffic Estimates for 2 Paralle	Roadways o	on this Route:		G	95%	0%	1%	1%	2%	0%	F	NA			48000	G
	10.			I-264													
South	From:			04 TO I-64	WEST												
Ramp	City of Chesapeake	(Maint: 64)	0.22	NA									NA			NA	
<u> </u>	To:		I-64-W291X			UTH											
South	From:			-S TO I-64	EAST												
Ramp	City of Chesapeake	(Maint: 64)	0.36	NA									NA			NA	
$\smile$	To:			ROM RT 4		H		J									
South	From:			64-S TO R	T 13												
Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
<u> </u>	To:		US 13 TC	AND FRO	OM RT 4	54											
South	From:		I-464-S	TO FREE	MAN Ave	;											
Ramp	City of Chesapeake	(Maint: 64)	0.13	NA									NA			NA	
	To:		131-8598; 131-	8598- A T	O AND F	ROM I											
South	From:	I-4	64-S004X TO R	Γ 337 EAS	T00- POI	NDEXTE	R										
Ramp	City of Chesapeake	(Maint: 64)	0.11	NA									NA			NA	
	To:		SR 337 FRC	M ROUTI	E 464 SO	UTH											
South	From:	I-46	64-S BEG COLI	ECTOR R	D-RT 33	POINDE	X										
South 464) Ramp	City of Chesapeake		0.16	NA									NA			NA	
	To:		37-W023A FRO	M DOUTE	227 WE	TOO DOI	MD										
South	From:	SK 3.	37-WU23A FRU	W ROUTE	33/ WE	S100- POI	ND										
Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
<u> </u>	To-	I-4	64-S004A TO R	Γ 337 EAS	T00- POI	NDEXTE	R										
South 464 Ramp	City of Chesapeake	(Maint: 64)	0.09	NA									NA			NA	
464 Kamp	City of Chesapeake	` '											INA			INA	
South	To: From:	SR 3	337-E023A FRO	M RT 337	EAST00-	POINDE	XT										
464) Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
1	To:		64-S END COLI	ECTOR R	D00- RT	337 POIN	D										
	From:		I-495-N051C	I-495-S051	1C TO F	IRVI											
495)Ramp	L Fairfax Cour	nty	0.08	NA									NA			NA	
400)	_ F	•			1 DY	n m c o -											
	To.		195- 51D TO FA		'AKK DR	IVE SOUT	I .						NIA			NΙΔ	
495 Ramp	Fairfax Cour ₁r		0.04 6928-N000B FA	NA	ADV DD	IVE EDO	M						NA			NA	
	10.																
	From:		195- 51C TO FA		ARK DR	IVE SOUT	Γ										
495 Ramp	Fairfax Cour	•	0.06	NA									NA			NA	
<u>~</u>	To:	FAI	RVIEW PARK	DRIVE TO	) TO 50 E	AST FRO	M										

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

Route	Jurisdiction	Longth	AADT	ΟΛ	4Tiro	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	01
Roule	Junsuiction	Lengui	AADT	QA	4Tire	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From:		N058B Gap	Termi												
Ramp	Fairfax County	0.14 I-395-N Ga	NA EDOM D	T 405 0	DT							NA			NA	
	From:	1-395-N G	•	1 493 &	KI											
North 495)Capital Beltway	Fairfax County	3.34	I-95, I-395 <b>95000</b>	F	96%	1%	1%	1%	2%	0%	C	0.070	F		102000	
195 Capital Bellway	Combined Traffic Estimates for 2 Parallel Roads				95%	1%	1%	1%	2%	0%	С	0.070	F	0.512	207000	
	To.		520 Braddoc		3070	170		170	270	070		0.070	•	0.012	207000	
orth	From:				000/	40/	401	407	00/	201	_				22222	
Capital Beltway	Fairfax County	1.83	84000	G	96%	1%	1%	1%	2%	0%	F	NA			90000	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	170000	G	95%	1%	1%	1%	2%	0%	F	NA			183000	
orth	To- From:	SR 23	6 Little Rive	er Tpke												
(195) Capital Beltway	Fairfax County	1.35	79000	G	96%	1%	1%	1%	2%	0%	F	NA			84000	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	177000	G	95%	1%	1%	1%	2%	0%	F	NA			189000	
orth	To- From:	29-	650 Gallows	s Rd												
lorth 195 Capital Beltway	Fairfax County	1.34	75000	G	96%	1%	1%	1%	2%	0%	F	NA			80000	
,	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	178000	G	95%	1%	1%	1%	2%	0%	F	NA			190000	
	To		0 Arlington	Blvd												
orth	Fairfax County	0.76		G	96%	1%	1%	1%	2%	0%	_	NA			116000	
Capital Beltway	Combined Traffic Estimates for 2 Parallel Roads			G	96% 95%	1%	1%	1%	2% 2%	0%	F	NA NA			218000	
	Combined Hamic Estimates for 2 Farallel Roads	ways on this Route.			95 /6	1 /0	1 /0	1 /0	2/0	0 /6		INA			210000	
orth	From:		I-66													
Capital Beltway	Fairfax County	2.33	85000	G	96%	1%	1%	0%	2%	0%	F	NA			91000	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	180000	G	96%	1%	1%	0%	3%	0%	F	NA			192000	
orth	To- From:	SR	7 Leesburg	Pike												
Capital Beltway	Fairfax County	0.42	85000	G	96%	1%	1%	0%	2%	0%	F	NA			91000	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	175000	G	96%	1%	1%	0%	3%	0%	F	NA			187000	
	To	SR 12	3 Chain Bri	dge Rd			$\neg$ $\vdash$									
lorth 495 Capital Beltway	Fairfax County	0.92	76000	G	96%	1%	1%	0%	2%	0%	F	NA			82000	
195 Capital Bellway	Combined Traffic Estimates for 2 Parallel Roads				96%	1%	1%	0%	3%	0%	F	NA			176000	
	Trol					170		070	070	070	•	14/			170000	
orth	From:	Dulles Access														
95 Capital Beltway	Fairfax County	1.60	94000	Α_	96%	1%	1%	0%	2%	0%	С	0.089	A		98000	
_	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	195000	F	96%	1%	1%	0%	3%	0%	С	0.081	Α	0.533	204000	
lorth	To: From:	SR 19	3 Georgetov	vn Pike												
Capital Beltway	Fairfax County	0.98	97000	G	96%	1%	1%	0%	2%	0%	F	NA			100000	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	179000	G	96%	1%	1%	0%	3%	0%	F	NA			186000	
	То:	George Wash	ington Men	norial Pa	rkway											

## Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

								Tru	rck			K		Dir		
Route	Jurisdiction .	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
lorth	From:	George Wash				407										
Capital Beltway	Fairfax County		112000		96%	1%	1%	0%	2%	0%	F	NA			115000	(
Com	nbined Traffic Estimates for 2 Parallel Road	dways on this Route: Maryland St				1%	1%	0%	3%	0%	F	NA			236000	(
lorth Romp	Foirfox County	I-495-N TO GEORGE 0.21		GTON M	IEMORIAI	LP						NA			NA	
Ramp	Fairfax County	I-495-S043A GEORG	NA E WASHIN	ICTON I	MEM DKW	WV						INA			INA	
	E-mil															
orth Bomp	Fairfax County	I-495-N TO RT 19 0.20	300- GEOR <b>NA</b>	GETOW	/N PKWY							NA			NA	
95 Ramp	raillax County	SR 193 SR 19		FROM	RT 49		_					INA			INA	
	From:															
lorth 195) Ramp	Fairfax County	I-495-N TO RT 267 0.23	NA	DULLE:	S ACCESS	<u> </u>						NA			NA	
195 Kamp	Tail Tax County	SR 267-W FROM RT		TH00- C4	APITAL RI	LT						INA			INA	
	From															
orth 195 Ramp	Fairfax County	I-495-N TO RT 123 0.34	NORTHOU-	DOLLE	Y MADIS							NA			NA	
195/1\cirip	To:		ROM RT 49	5 NORT	Н							INA			INA	
o with	From:	I-495-N TO RT 123				0										
orth 95)Ramp	Fairfax County	0.11	<b>NA</b>	DOLLE	1 MADIS	U						NA			NA	
95) (3.11)	To		ROM RT 49	5 NORT	H											
orth	From:	I-495 Capital														
195 Ramp From I-495 N to SR 7 E	Fairfax County	0.11	NA	mer Loop	, I (D							NA			NA	
33)	To:		Leesburg Pi	ke EB												
orth	From:	I-495 Capital	Beltway In	ner Loon	NB											
Ramp From I-495 N to SR 7 W	Fairfax County	0.16	NA									NA			NA	
	To:	SR 7 1	Leesburg Pil	ke WB												
orth	From:		I-495 N													
95)I-495 N Exit 48	Fairfax County	0.12	NA									NA			NA	
<u> </u>	To:	1 405 N	Exit 48 A to	CD 7 E												
lorth	From:			3 SK / E												
1-495 N Exit 48	Fairfax County	0.06	NA									NA			NA	
orth	To: From:	Ran	np From SR	7 E												
195) I-495 N Exit 48	Fairfax County	0.17	NA									NA			NA	
1939	To			CD 7 W	,		_									
orth	From:		Exit 48 B to	SK / W										_		
195 I-495 N Exit 48	Fairfax County	80.0	NA									NA			NA	
orth	Ta: From	Ran	p From SR	7 W												
lorth 195) I-495 N Exit 48	Fairfax County	0.17	NA									NA			NA	
193). 100 11 Exit 10	To:	0.17	I-495 N									14/7			INA	
lorth	From:	I 405 N	TO RT 66	WECT												
lorth	Fairfax County			WEST								NA			NA	
1937	To:		TO RT 66	WEST											1471	
95 Ramp	Fairfax County	0.48 I-495-N	NA V TO RT 66	WEST								NA			NA	

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

		1 filliary and interstate reduces		
Route	Jurisdiction	2	Truck QC K Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North (495) Ramp	From: Fairfax County	I-495-N TO RT 66 EAST 0.24 <b>NA</b>	NA NA	NA
	То:	I-66-E FROM RT 495 NORTH		
North	From:	I-495-N TO RT 66 WEST		
495 Ramp	Fairfax County	0.24 <b>NA</b>	NA	NA
	To:	I-66-W FROM RT 495 NORTH		
North	Foirfox County	I-495 To US 50 EB 0.16 <b>NA</b>	NA	NA
Ramp	Fairfax County		- NA	INA
North (495) Ramp	To- From:	I-495-N051C TO FAIRVIEW PARK DRIVE		
(495) Ramp	Fairfax County	0.40 <b>NA</b>	NA	NA
	To- From:	FROM FAIRVIEW PARK DRIVE		
North (495) Ramp	Fairfax County	0.07 <b>NA</b>	NA	NA
493)	To:	US 50 FROM RT 495 NORTH	7	
North	From:	I-495-N051X TO RT 50 WEST00- ARLINGTON B	1	
Ramp	Fairfax County	0.19 <b>NA</b>	NA NA	NA
	То:	US 50 US 50-E076C TO & FROM RT 49		
North	From:	I-495-N051A TO FAIRVIEW PARK DRIVE		
A95 Ramp	Fairfax County	0.11 <b>NA</b>	NA	NA
	To:	I-495-S051C I-495- 51C TO FAIRVI		
North	From:	I-495-N BEGIN COLL RD TO RT 50-ARLINGTO		
495 Ramp	Fairfax County	0.01 <b>NA</b>	NA	NA
North	To: From:	29-650- 2A FROM RT 65000- GALLOWS ROAD	]	
Ramp	Fairfax County	0.50 <b>NA</b>	NA	NA
North	To: From:	I-495-N051A TO RT 50 EAST00- ARLINGTON B		
Ramp	Fairfax County	0.13 <b>NA</b>	NA	NA
North	To: From:	US 50-E076C FROM RT 50 EAST00- ARLINGTON	]	
495 Ramp	Fairfax County	0.14 <b>NA</b>	NA	NA
North	To: From:	I-495-N051B TO RT 50 WEST00- ARLINGTON B		
(495) Ramp	Fairfax County	0.04 <b>NA</b>	NA	NA
	То:	I-495-N END COLL RD FROM RT 5000- ARLING		
North	From:	I-495-N TO RT 65000- GALLOWS ROAD		
(495) Ramp	Fairfax County	0.19 <b>NA</b>	NA	NA
	To:	29-650; 29-650- 2A FROM & TO RT 49		
North (495) Ramp	From:	I-495-N053X TO RT 236 EAST00- DUKE STREE		
(495) Ramp	Fairfax County	0.21 <b>NA</b>	NA NA	NA
$\sim$	То:	SR 236 FROM RT 495 NORTH		

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus 2.	Truck K Dir QC QK QK Axle 3+Axle 1Trail 2Trail Factor Factor	$\Delta \Delta M M M M$
North	From:	I-495-N053X TO RT 236 WEST00- DUKE STREE	Take Strong Frian Errain Factor Factor	<u> </u>
495) Ramp	Fairfax County	0.19 <b>NA</b>	NA NA	NA
	To:	SR 236 FROM RT 495 NORTH		
North	From:	I-495-N BEGIN COLL ROAD TO RT 236		
Ag5)Ramp	Fairfax County	0.05 <b>NA</b>	NA NA	NA
$\smile$	To- From:	I-495-N053A TO RT 236 EAST00- DUKE STREE	7	
North 195 Ramp	Fairfax County	0.10 <b>NA</b>	NA NA	NA
	To:	SR 236-E006B FROM RT 236 EAST00- DUKE STR	]	
lorth 195) Ramp	Fairfax County	0.10 <b>NA</b>	NA NA	NA
<u> </u>	To: From:	I-495-N053B TO RT 236 WEST00- DUKE STREE	]	
lorth 195 Ramp	Fairfax County	0.07 <b>NA</b>	NA NA	NA
orth	To: From:	SR 236-W006B FROM RT 236 WEST00- DUKE STR	]	
Ramp	Fairfax County	0.07 <b>NA</b>	NA	NA
1	To:	I-495-N END COLL ROAD FROM RT 236		
lorth	From:	I-495-N055X TO RT 620 EAST00- BRADDOCK R		
(195) Ramp	Fairfax County	0.19 <b>NA</b>	NA NA	NA
	To	29-620 FROM RT 495 NORTH		
orth	From:	I-495-N055X TO RT 620 WEST00- BRADDOCK R		
Ramp	Fairfax County	0.23 <b>NA</b>	NA NA	NA
$\mathcal{L}$	То:	29-620 FROM RT 495 NORTH		
lorth_	From:	I-495-N BEGIN COLL ROAD TO RT 620		
lorth 195 Ramp	Fairfax County	0.19 <b>NA</b>	NA	NA
	To: From:	I-495-N055A TO RT 620 EAST00- BRADDOCK R	]	
orth 195 Ramp	Fairfax County	0.08 <b>NA</b>	NA NA	NA
	To: From:	29-620-E017B FROM RT 620 EAST00- BRADDOCK		
lorth 195 Ramp	Fairfax County	0.14 <b>NA</b>	NA NA	NA
	To: From:	I-495-N055B TO RT 620 WEST00- BRADDOCK R	]	
lorth 195 Ramp	Fairfax County	0.08 <b>NA</b>	NA	NA
Vorth	To: From:	29-620-W017B FROM RT 620 WEST	]	
495) Ramp	Fairfax County	0.11 <b>NA</b>	NA	NA
	To:	I-495-N FROM COLL ROAD RT 620		
lorth	From:	I-495-N TO RT 644		
Ramp	Fairfax County	0.08 <b>NA</b>	NA	NA
$\smile$	To:	I-395-S001A FROM RT 495 NORTH95 SOUTH	1	
lorth_	From	I-495-N Gap TO RT 395 NORTH		
Ramp	Fairfax County	0.24 <b>NA</b>	NA	NA
	To:	I-495-S058B I-495- 58B Gap Termi	<u></u>	

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
puth	From:		I-95, I-395													
Capital Beltway	Fairfax County	4.19	98000	Α	95%	1%	1%	1%	2%	0%	С	0.078	Α		106000	
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	193000	F	95%	1%	1%	1%	2%	0%	С	NA			207000	
outh	To: From:	29-6	520 Braddock	c Rd												
95 Capital Beltway	Fairfax County	1.49	86000	G	95%	1%	1%	1%	2%	0%	F	NA			93000	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	170000	G	95%	1%	1%	1%	2%	0%	F	NA			183000	
outh	Tai From:	SR 230	5 Little Rive	r Tpke												
95) Capital Beltway	Fairfax County	1.30	97000	G	95%	1%	1%	1%	2%	0%	F	NA			104000	
,	Combined Traffic Estimates for 2 Parallel R	coadways on this Route:	177000	G	95%	1%	1%	1%	2%	0%	F	NA			189000	
udb	To: From:	29-	650 Gallows	Rd												
uth 95)Capital Beltway	Fairfax County	0.90	103000	G	95%	1%	1%	1%	2%	0%	F	NA			110000	
93)	Combined Traffic Estimates for 2 Parallel R		178000	G	95%	1%	1%	1%	2%	0%	F	NA			190000	
	To	US 5	0 Arlington	Blvd			<u> </u>									
outh 95 Capital Beltway	Fairfax County		95000	G	95%	1%	1%	1%	2%	0%	F	NA			102000	
95) Capital Bollway	Combined Traffic Estimates for 2 Parallel R			G	95%	1%	1%	1%	2%	0%	F	NA			218000	
	To		I-66		0070	.,,		. , 0		0,0						
uth 95)Capital Beltway	From: L— Fairfax County	1.95	95000	G	96%	1%	1%	0%	3%	0%	_	NA			101000	
95 Capital Bellway	Combined Traffic Estimates for 2 Parallel R			G	96% 96%	1%	1%	0% 0%	3% 3%	0% 0%	F	NA NA			192000	
	To To				30 70	1 /0	170	076	370	0 70	'	INA			192000	
uth	From:		7 Leesburg F													
95 Capital Beltway	Fairfax County		89000	G	96%	1%	1%	0%	3%	0%	F	NA			95000	
	Combined Traffic Estimates for 2 Parallel R	<u> </u>		G	96%	1%	1%	0%	3%	0%	F	NA			187000	
uth	To: From:	SR 12	3 Chain Brid	lge Rd												
95 Capital Beltway	Fairfax County		88000	G	96%	1%	1%	0%	3%	0%	F	NA			94000	
	Combined Traffic Estimates for 2 Parallel R	toadways on this Route:	165000	G	96%	1%	1%	0%	3%	0%	F	NA			176000	
uth	To: From:	Dulles Access	Rd; SR 267	Dulles T	oll Rd											
95 Capital Beltway	Fairfax County	1.95	101000	F	96%	1%	1%	0%	3%	0%	С	0.083	Α		106000	
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	195000	F	96%	1%	1%	0%	3%	0%	С	0.081	Α	0.533	204000	
uth	To: From:	SR 193	3 Georgetow	n Pike												
Capital Beltway	Fairfax County	0.61	82000	G	96%	1%	1%	0%	3%	0%	F	NA			86000	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	179000	G	96%	1%	1%	0%	3%	0%	F	NA			186000	
uth	To: From:	George Wash	ington Mem	orial Par	kway											
outh 95 Capital Beltway	Fairfax County	0.48	115000	G	96%	1%	1%	0%	3%	0%	F	NA			121000	
33)	Combined Traffic Estimates for 2 Parallel R			G	96%	1%	1%	0%	3%	0%	F	NA			236000	
	To:	Maryland St				.,,	—ií	- / 0	-,0	- / 0	•					

# Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length A	ADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir Factor AAWDT QW
South	From:	I-495-S043X TO GEORGE	E WASHINGTON MEMORI			
Ramp	Fairfax County		NA		NA	NA
	To:		ASHINGTON MEM PKWY			
South	From:		000- GW MEM PKWY & 1			
Ramp	Fairfax County	0.22 <b>N</b>	NA		NA	NA
South	To: From:	I-495-S043A TO GEORGE	E WASHINGTON MEMORI			
South (495) Ramp	Fairfax County	0.13 <b>N</b>	NA		NA	NA
$\overline{}$	To- From:		ORGE WASHINGTON MEMO			
South 495 Ramp					NIA	NIA
495 Ramp	Fairfax County	0.42 <b>N</b>	NA		NA	NA
South	To: From:	I-495-S044A TO RT 1930	0- GEORGETOWN PKWY			
Ramp	Fairfax County	0.01 <b>N</b>	NA .		NA	NA
	To:	I-495-S END COLL RD00	O- G WASHINGTON MEM			
South	From:	I-495-S043X TO RT 1930	0- GEORGETOWN PKWY			
(495)Ramp	Fairfax County		NA		NA	NA
	To:		TO & FROM RT 49			
South	From:	I-495-S YO RT 267 EAS	ST00- DULLES ACCESS			
(495) Ramp	Fairfax County	0.24 <b>N</b>	NA		NA	NA
	To	SR 267-E FROM RT 495	SOUTH00- CAPITAL BLT			
South	From:	I-495-S TO RT 267 WE	ST00- DULLES ACCESS			
(495) Ramp	Fairfax County	0.19 <b>N</b>	NA .	<del></del>	NA	NA
	To:	SR 267-W FROM RT 495	SOUTH00- CAPITAL BLT			
South	From:	I-495-S TO RT 123 NOR	TH00- DOLLEY MADISO			
495)Ramp	Fairfax County	0.17 <b>N</b>	NA .	<del></del>	NA	NA
	To:	SR 123 FROM	RT 495 SOUTH			
South	From:	I-495-S TO RT 123 SOU	TH00- DOLLEY MADISO			
Ramp	Fairfax County	0.34 <b>N</b>	NA .	<del></del>	NA	NA
$\smile$	To:	SR 123 FROM	RT 495 SOUTH			
South	From:		AST00- LEESBURG PIK			
(495)Ramp	Fairfax County	0.20 <b>N</b>	NA .	<del></del>	NA	NA
$\smile$	To:	SR 7 Fr R	t 495 South			
South	From:	I-495-S048X TO RT 7 W	VEST00- LEESBURG PIK			
(495) Ramp	Fairfax County		NA .		NA	NA
$\smile$	To	SR 7 Fr R	tt 495 South			
South	From:	I-495-S BEGIN COLL RI	D00- RT 07-LEESBURG P			
South 495 Ramp	Fairfax County	0.06 <b>N</b>	NA	-	NA	NA
	To- From:	I-495-S048B TO RT 7 W	/EST00- LEESBURG PIK			
South					N.1.A	A I A
Ramp	Fairfax County		VA		NA	NA
	10.	SK U/-WU0UA FKOM RT	7 WEST00- LEESBURG P			

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

			ie Roules			
Route	Jurisdiction	Length AADT	QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Tra	K QK il Factor	Dir Factor AAWDT QW
South (495) Ramp	Fairfax County	SR 07-W060A FROM RT 7 WES 0.15 <b>NA</b>	T00- LEESBURG P		NA	NA
South	To: From:	I-495-S048A TO RT 7 EAST00-	- LEESBURG PIK			
Ramp	Fairfax County	0.12 <b>NA</b> SR 07-E060A FROM RT 7 EAST	roo- I FESRURG P		NA	NA
South 495 Ramp	Fairfax County	0.02 <b>NA</b>		<u> </u>	NA	NA
South	From:	I-495-S END COLL RD00- RT 0  I-495-S I-66-W064A FRO  0.19 NA			NA	NIA
Ramp	Fairfax County	0.19 <b>NA</b> I-66-W FROM RT 495	SOUTH		NA 	NA 
South 495 Ramp	Fairfax County	I-495-S051X TO RT 50 EAST00			NA	NA
South (495) Ramp	Fairfax County	I-495-S051C TO RT FAIRVII 0.07 <b>NA</b>		_	NA	NA
South (495) Ramp	Fairfax County	US 50 FROM RT 495  I-495-S051X TO TR 50 WEST00  0.28 NA			NA NA	NA
South	To:	I-495-S051F TO RT 65000- GA	ALLOWS ROAD		TWA	INA
Ramp	Fairfax County	0.02 <b>NA</b> US 50 FROM GALLO	DWS RD		NA	NA
South   495   Ramp	Fairfax County	I-495-S051A TO RT FAIRVII 0.07 <b>NA</b> I-495-N051C I-495- 51C			NA	NA
South (495) Ramp	Fairfax County	I-495-S051B TO RT 65000- Gz 0.03 <b>NA</b>			NA	NA
South 495 Ramp	Fairfax County	US 50-W076A FROM R* 0.12 <b>NA</b>	Γ 50 WEST		NA	NA
South (495) Ramp	Fairfax County	I-495-S051G TO RT 650 NORTI 0.02 <b>NA</b>			NA	NA
South (495) Ramp	Fairfax County	29-650 TO RT 50 WEST TO I-495-S051F TO RT 650 NORTH 0.02 <b>NA</b>	H00- GALLOWS R		NA	NA
South (495) Ramp	From: From:	29-650 TO RT 50 WEST FRO  I-495-S BEGIN COLL RD TO F  0.07 NA			NA NA	NA
South	To: From:	I-495-S051B TO TR 50 WEST0	0- ARLINGTON B			
A95 Ramp	Fairfax County	0.13 <b>NA</b> US 50-W076B FROM RT 50 WE	ST-ARLINGTON B		NA	NA

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

		1 milary and interestate reacted		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	TruckQC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QV
South 495) Ramp	Fairfax County	US 50-W076B FROM RT 50 WEST-ARLINGTON B 0.14 NA	NA NA	NA
$\smile$	To- From:	I-495-S051A TO RT 50 EAST00- ARLINGTON B		
South 495 Ramp	Fairfax County	0.14 <b>NA</b>	NA	NA
South	To- From:	US 50-E076B FROM RT 50 EAST-ARLINGTON B		
Ramp	Fairfax County	0.11 <b>NA</b> I-495-S END COLL RD FROM RT 5000- ARLING	NA	NA
	From		<u> </u>	
outh 495) Ramp	Fairfax County	I-495-S TO RT 650 NORTH00- GALLOWS ROAD  0.18 NA	NA NA	NA
$\sim$	To: From:	I-495-S052B TO RT 650 SOUTH00- GALLOWS R		
outh 195 Ramp	Fairfax County	0.09 <b>NA</b>	NA	NA
	To:	29-650 FROM RT 495 SOUTH		
outh	Fairfax County	I-495-S052A TO RT 650 SOUTH00- GALLOWS R 0.03 <b>NA</b>	NA	NA
Ramp	Failiax County	29-650; 29-709 FROM RT 495 SOUTH		NA
outh	From:	I-495-S053X TO RT 236 EAST00- DUKE STREE		
Ramp	Fairfax County	0.22 <b>NA</b>	NA	NA
	To	SR 236 FROM RT 495 SOUTH		
outh	From:	I-495-S053X TO RT 236 WEST00- DUKE STREE		
Ramp	Fairfax County	0.21 <b>NA</b>	NA NA	NA
	10*	SR 236 FROM RT 495 SOUTH		
outh Pamp	Fairfax County	I-495-S BEGIN COLL ROAD TO RT 236 0.04 <b>NA</b>	NA	NA
Ramp	· ·		TVA	INA
outh Ramp	Fairfax County	I-495-S053B TO RT 236 WEST00- DUKE STREE  0.11 NA	NA NA	NA
Ramp	<u> </u>		IVA	INA
outh	To: From:	SR 236-W006A FROM RT 236 WEST00- DUKE STR		
Ramp	Fairfax County	0.14 <b>NA</b>	NA NA	NA
outh	To: From:	I-495-S053A TO RT 236 EAST00- DUKE STREE		
Ramp	Fairfax County	0.09 <b>NA</b>	NA NA	NA
outh	To: From:	SR 236-E006A FROM RT 236 EAST00- DUKE STR		
Ramp	Fairfax County	0.03 <b>NA</b>	NA	NA
<u> </u>	To:	I-495-S END COLL ROAD FROM RT 236		
outh_	From	I-495-S055X TO RT 620 EAST00- BRADDOCK R		
Ramp	Fairfax County	0.19 <b>NA</b>	NA NA	NA
	To:	29-620 FROM RT 495 SOUTH	<u> </u>	
South	From:	I-495-S055X TO RT 620 WEST00- BRADDOCK R	NIA.	NIA
Ramp	Fairfax County	0.21 <b>NA</b> 29-620 FROM RT 495 SOUTH	NA NA	NA
	10.	29-020 FKOW KT 493 SOUTH		

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

		Fillialy al	iu iiileisi	ale Nou	163											
Route	Jurisdiction	Length	AADT	QA	4Tire E	Si ic		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	I-495-S BEGIN	COLL RO	AD TO R	T 620											
Ramp	Fairfax County	0.24	NA									NA			NA	
South	To: From:	I-495-S055B TO RT	620 WEST	Γ00- BRA	DDOCK R											
495) Ramp	Fairfax County	0.09	NA									NA			NA	
<u> </u>	To:	29-620-W017A FROM	RT 620 W	/EST00- I	BRADDOCK	<u> </u>	_									
South 495 Ramp	Fairfax County	0.09	NA									NA			NA	
	To- From:	I-495-S055A TO RT	620 EAST	700- BRA	DDOCK R											
South 495 Ramp	Fairfax County	0.07	NA									NA			NA	
South	To: From:	29-620-E017A FROM	RT 620 E.	AST00- B	RADDOCK		$\Box$									
Ramp	Fairfax County	0.19	NA				_					NA			NA	
	To	I-495-S END CO														
South	From:	I-495-S RAMI		SOUTH &	644							NIA			NIA	
Ramp	Fairfax County	0.47	NA									NA			NA	
outh	To: From:	I-495-S058		644 WES	Γ		_									
outh 1950 Ramp	Fairfax County	0.24	NA				_					NA			NA	
outh	From:	I-495-S058		644 EAST	ľ											
Ramp	Fairfax County	0.19 I-395-S RAN	NA IP FROM	495 SOU	тн							NA			NA	
outh.	From		O RT 395		111		1									
outh <del>195</del> )Ramp	Fairfax County	0.55	NA	NORTH								NA			NA	
1937	To:	I-95-S170B l		495 SOU	TH											
outh	From:	I-495-S058	A TO RT	644 WES	Γ											
Ramp	Fairfax County	0.32	NA									NA			NA	
$\mathcal{L}$	To:	I-395-S001A	FROM RT	`495 SOU	TH											
South	From:	I-495-S058	BA TO RT	644 EAST	Γ											
outh 495 Ramp	Fairfax County	0.17	NA									NA			NA	
<u> </u>	To:	I-395-S001A FROM	495 SOL	ЛН ТО 6	44 EAST											
~~	From:		Carolina Sta													
Huell Matthews Hwy	Halifax County	2.46	3600	G	88%	1%	1%	3%	8%	0%	F	0.103	F	0.598	3800	G
~	To. From:		6 Virgilina		2007	10/		051	001	001		0.455	_		4600	
Huell Matthews Hwy	Halifax County	3.84	4500	G	88%	1%	1%	3%	8%	0%	С	0.103	F		4800	G
501 Huell Matthews Hwy	Halifax County	41-658	Cluster Spr 6100	rings Rd G	88%	1%	1%	3%	8%	0%	F	0.087	F		6500	G
<u> </u>		US 58, US 3														
501 Main St	Town of South Bostor		18000	G G		0%	1%	0%	1%	0%	С	0.089	F		19000	G
	То:		501 P; Broa	ad St												

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

								Tru	ıck		'n	K		Dir		
Route	Jurisdiction	Lengt	h <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		US 501 P Mai	n St												
501 Broad St	Town of South Bos	ston 0.09	8600	G	97%	0%	1%	0%	1%	0%	F	0.098	F		9400	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Rout	e: <b>16000</b>	G	97%	1%	1%	0%	1%	0%	F	NA			17000	G
~~~	To: From:	S	R 304 Seymo	ur Dr												
501 Broad St	Town of South Bos	ston 0.22	8500	G	97%	0%	1%	0%	1%	0%	С	0.092	F		9200	G
~	Combined Traffic Estimates for 2 Parallel R	Roadways on this Rout	e: <b>16000</b>	G	97%	1%	1%	0%	1%	0%	С	NA			18000	G
	Ta: From:	SF	R 129 North M	Iain St												
501 Broad St	Town of South Bos			G	97%	0%	1%	0%	1%	0%	F	0.089	F		6900	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Rout	e: <b>14000</b>	G	97%	1%	1%	0%	1%	0%	F	NA			15000	G
	To: From:		Third St													
501 Broad Street	Town of South Bos	ston 0.18	6100	G	97%	0%	1%	0%	2%	0%	С	0.101	F		6600	G
<i></i>	To:		Edmunds S	St												
501 Broad Street	Town of South Bos	ston 0.41		G	97%	0%	1%	0%	2%	0%	F	0.096	F		6700	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Rout	e: <b>15000</b>	G	97%	1%	1%	0%	1%	0%	F	NA			16000	G
	To:		501 P Wilbo													
	From:		JS 501 P; Bro		070/	00/		00/	00/	00/	_	0.007	_		40000	_
Wilborn Ave	Town of South Bos	ston 0.51	15000	G	97%	0%	1%	0%	2%	0%	F	0.087	F		16000	G
~~~	To: From:		Hamilton Bl													
501 Halifax Rd	Town of South Bos	ston 0.69	17000	G	97%	0%	1%	0%	2%	0%	F	0.09	F		18000	G
~~	To: From:	Ole	1 NCL South	Boston												
501 Halifax Rd	Town of South Bos	ston 0.79	17000	G	97%	0%	1%	0%	2%	0%	F	0.091	F		19000	G
<u> </u>	To: From:	SR 1	29 N, Old Ha	lifax Rd			$\vdash$									
601 Halifax Rd	Town of South Bos	ston 0.38	25000	G	97%	0%	1%	0%	2%	0%	F	NA			25000	G
$\longrightarrow$	To:	1	NCL South Bo	oston			$=$ $\vdash$									
501 Halifax Rd	Halifax County			G	95%	1%	1%	0%	2%	0%	С	0.088	F		12000	G
<u>se.)</u>	To:		SCL Halifa	v												
501 Main St	From: Town of Halifax (Mair	nt: 41) 1.56		A G	95%	1%	1%	0%	2%	0%	С	0.085	F		12000	G
301)	To Tour	<u> </u>				. , 0		0,0	_,,	0,0		0.000	•		000	
501 (360) Main St	Town of Halifax (Mair		360 S, Moun	G	97%	0%	1%	0%	2%	0%	F	0.091	F		9400	G
360) Waiii St	TOWIT OF Flamax (Wall				31 /0	070	1 70	070	2/0	070	'	0.031	'		3400	O
D Deiles Memorial I less	Town of Helifour (Main		R 360 N, Beth		000/	40/		40/	70/	00/	F	0.000		0.070	5000	
501 L P Bailey Memorial Hwy	Town of Halifax (Mair	nt: 41) 0.67	4700	G	90%	1%	1%	1%	7%	0%	г	0.082	F	0.673	5000	G
~~	To: From:		ECL Halifa													
501 L P Bailey Memorial Hwy	Halifax County	6.56	4200	G	90%	1%	1%	1%	7%	0%	F	0.084	F	0.672	4500	G
	To: From:	41-642	Meadville Rd	, Liberty l	Rd											
501 L P Bailey Memorial Hwy	Halifax County			G	90%	1%	1%	1%	7%	0%	С	0.09	F		3500	G
<u> </u>	To:		41-603 Cody													
D Boilou Managaight Live	From:		41-603 Volen		000/	40/	40/	40/	70/	00/	_	0.000	_	0.554	2000	_
501 L P Bailey Memorial Hwy	Halifax County	2.57	2700	G	90%	1%	1%	1%	7%	0%	F	0.086	F	0.554	2900	G

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

					_		Tru	ıck			K		Dir		- C1 :
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:		tate Shed Rd												
501 L P Bailey Memorial Hwy	Halifax County	4.90 <b>3</b> 2	200 G	90%	1%	1%	1%	7%	0%	F	0.088	F	0.502	3400	G
~~~	To: From:		ge Coach Rd												
501 (40) L P Bailey Memorial Hwy	Halifax County		000 G	92%	0%	1%	0%	6%	0%	С	0.084	F		5300	G
	From:		County Line			-									
501 (40) Lusardi Dr	Campbell County		100 F	92%	0%	1%	0%	6%	0%	F	0.081	F	0.551	5200	F
30,749	To	SCI B	Brookneal												
501 (40) Lusardi Dr	Town of Brookneal (Maint: 15)		100 N	92%	0%	1%	0%	6%	0%	Ν	0.081	Ν	0.551	5200	١
301) (40)	To					<del></del> 1	-,-		-,-						
501 Lynchburg Ave	Town of Brookneal (Maint: 15)		ickliffe Ave 600 F	90%	1%	1%	1%	7%	0%	С	0.086	F	0.543	6800	F
201 Lynchburg Ave	Town of Brookhear (Maint: 13)			3070	170	170	170	1 70	070	O	0.000		0.545	0000	•
501 Brookneal Hwy	Campbell County		Brookneal N	90%	1%	1%	1%	7%	0%	N	0.086	N	0.543	6800	١
501 Blookileal Hwy	Campbell County			90%	170	176	170	170	0%	IN	0.000	IN	0.543	0000	ľ
~~~	To: From:		elps Creek Rd	2001	407		40/	70/	201		0.007		0.544	4000	_
501 Brookneal Hwy	Campbell County	3.48 <b>4</b> 5	500 F	90%	1%	1%	1%	7%	0%	F	0.087	F	0.541	4600	F
~~~	To: From:		Railview Rd												
Brookneal Hwy	Campbell County	4.79 <b>5</b> 8	800 F	90%	1%	1%	1%	7%	0%	F	0.086	F	0.582	5900	F
<del></del>	To: From:	15-761 Lo	ong Island Rd												
501 Brookneal Hwy	Campbell County	8.33 <b>6</b> 4	400 F	90%	1%	1%	1%	7%	0%	F	0.085	F	0.619	6600	F
<i>~</i>	To:	SR 24 W, 0	Colonial Hwy			$ \vdash$									
501 24 Campbell Hwy	Campbell County	0.92 11	1000 F	98%	0%	0%	0%	1%	0%	F	0.089	F	0.579	11000	F
	Too	SR 24 E	Village Hwy												
501 Campbell Hwy	Campbell County		700 B	98%	0%	0%	0%	1%	0%	С	0.111	Α	0.702	9700	Е
50.)	Too	15 670 Su	nnymeade Rd												
501 Campbell Hwy	Erom: Campbell County		700 F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.676	11000	F
301)	Tol						-,-	.,.	-,-	•		-			-
501 Campbell Ave	City of Lynchburg		ynchburg 2000 F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.68	13000	F
Sun poeli Ave	City of Lynchburg			30 /0	070	<u> </u>	076	1 /0	076	'	0.030	'	0.00	13000	'
Bus	To- From:	Bus	US 460												
501 (460 Campbell Ave	City of Lynchburg		2000 N	98%	0%	0%	0%	1%	0%	Ν	0.098	Ν	0.68	13000	١
~~ <u></u>	To:		0 Richmond Hw	У											
	City of Lynchhurg (Moint: 15)		0, US 460 6000 A	93%	0%	1%	1%	4%	0%	С	0.103	Α	0.503	38000	,
501 (460) (29)	City of Lynchburg (Maint: 15)				076	176	170	470	0%	C	0.103	A	0.503	30000	,
~	From:	·	0 Richmond Hw		00/		00/	00/	00/		0.004	_	0.540	47000	_
501	City of Lynchburg	0.50 16	6000 F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.513	17000	F
~~~~	To- From:		layflower Dr			_]-									
501 128 Candler Mtn Rd	City of Lynchburg		6000 F	96%	0%	1%	0%	2%	0%	F	0.083	F	0.515	38000	F
Bus	To: From:	Bus US 29 Lync	chburg Expressy burg Expresswa	_											
501 29 Lynchburg Expressway	City of Lynchburg		9000 N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.530	41000	Ν
201) (29) 2,1101100119 2.411000110)	To:		Rd Exit	0070	0,0		0,0	. 70	0 / 0		0.001	•••	3.000	11000	

#### 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	Q'
~~	From:		ds Rd												
501 Lynchburg Expressway	City of Lynchburg	1.37 <b>42</b>	000 F	98%	0%	0%	0%	1%	0%	F	0.087	F	0.521	45000	ı
~	To: From:	Timbe	rlake Rd												
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>44</b>	000 F	96%	0%	1%	0%	2%	0%	F	0.089	F	0.544	47000	
~	To:	Graves	Mill Rd			$\lnot$ $\vdash$									
Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Contro	City of Lynchburg		000 F	96%	0%	1%	0%	2%	0%	F	0.088	F	0.518	33000	
	To:	Lake	side Dr												
COT Lynchburg Expressway	City of Lynchburg		000 F	97%	0%	1%	1%	1%	0%	С	0.083	F	0.538	35000	
(1) 2) - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -					0,0		.,0	.,,	0,0	Ū	0.000	•	0.000	00000	
01 Lynchburg Expressway	City of Lynchburg		old Forest Rd	97%	0%	1%	10/	1%	0%	F	0.088	F	0.542	15000	
01 Lynchburg Expressway	City of Lynchburg	1.23 14	000 F	97%	0%	170	1%	170	0%	Г	0.066	Г	0.542	15000	
~	To: From:		ngton Rd							_					
O1 Lynchburg Expressway	City of Lynchburg		000 F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.571	14000	
<u>~</u>	From:		boro Rd Expressway												
01 ∫Boonsboro Rd	City of Lynchburg		)00 F	96%	0%	1%	0%	2%	0%	С	0.094	F	0.645	9600	
01)=							-,-		-,-	_					
01 Lee Jackson Hwy	Bedford County		ynchburg 600 F	96%	0%	1%	0%	2%	0%	F	0.095	F	0.558	2700	
01 Lee Jackson Twy	Bedroid County			30 70	070	1 70	070	2/0	070	•	0.033	'	0.550	2700	
~	To: From:		nort Cut Rd												
01 Lee Jackson Hwy	Bedford County	6.32 <b>2</b> 3	300 F	96%	0%	1%	0%	2%	0%	F	0.088	F	0.532	2400	
~	To: From:	SR 122 Big	g Island Hwy												
01 Lee Jackson Hwy	Bedford County		300 F	83%	1%	2%	2%	12%	0%	С	0.102	F	0.505	1900	
<i></i>	To:		County Line												
$\widetilde{a}$	Amherst County		County Line	83%	1%	2%	2%	12%	0%	F	0.086	F	0.546	1500	
01)	Amnerst County			0370	1 /0	270	270	12 /0	070	•	0.000	'	0.540	1300	
~~	To: From:		Elon Rd		407							_			
01 (130)	Amherst County		900 F	88%	1%	2%	2%	8%	0%	С	0.102	F	0.511	1900	
<u> </u>	From:		County Line												
(130) Glasgow Hwy	Rockbridge County		700 F	88%	1%	2%	2%	8%	0%	F	0.093	F	0.584	1800	
01)(100) 0 7	Toi	CD 120 W	F11 II												
01 Glasgow Hwy	Rockbridge County		Faulkner Hw	92%	1%	1%	2%	4%	0%	С	0.113	F	0.622	3300	
O1 Glasgow Tiwy	Nockbridge County			92 /0	1 70	1 70	270	470	076	C	0.113	'	0.022	3300	
~	From:		ena Vista		101					_		_			
01 Magnolia Ave	City of Buena Vista	0.97 <b>3</b> 6	600 F	92%	1%	1%	2%	4%	0%	С	0.1	F	0.618	3900	
~ ~	To: From:		d St												
01)Magnolia Ave	City of Buena Vista	1.09 73	300 F	96%	0%	1%	1%	2%	0%	С	0.101	F	0.518	7800	
~	To. From:	15	th St			$\Box$									
Magnolia Ave	City of Buena Vista	0.71 <b>3</b> 2	200 F	99%	1%	1%	0%	0%	0%	С	0.112	F	0.565	3400	
~	То	25	th St												
01 Park Ave	City of Buena Vista		000 F	99%	0%	0%	0%	0%	0%	С	0.096	F	0.608	4200	
301)	To:		h Ave	2070	3,0		5 / 0	270	570	-	0.500	•	5.500	00	

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

		Filliary at	14 111101011	310 110				Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Park Ave				2, 540	017100	TTTGII	Ziiaii		1 40101		1 40101		
501 Beech Ave	City of Buena	Vista 0.12	11000	F	95%	1%	1%	1%	3%	0%	С	0.096	F	0.529	12000	F
	To:		29th St													
	From:	US	S 501 Broad	St												
(501) Main St	Town of South E		7400	G	97%	1%	1%	0%	1%	0%	F	0.084	F		8000	G
( ) p	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	16000	G	97%	1%	1%	0%	1%	0%	F	NA			17000	G
	To	SR ²	304 Seymou	ır Dr												
(5g1) Main St	Town of South E		7700	G	97%	1%	1%	0%	1%	0%	С	0.088	F		8400	G
(381)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	16000	G	97%	1%	1%	0%	1%	0%	С	NA			18000	G
	Tool	•														
(5β1) Wilborne Ave	From: Town of South E		29 North Ma 7300	G	97%	1%	1%	0%	1%	0%	F	0.088	F		8000	G
501 Wilborne Ave	Combined Traffic Estimates for 2 Paralle			G	97%	1%	1%	0%	1%	0%	F	NA	'		15000	G
	Combined Hame Estimates for 2 Farane	e Roadways on this Route.			91 /0	1 /0	1 /0	076	1 /0	0 /6	-	INA			13000	G
VA/:IIb a mag A mag	From:	Deater 0.57	Third St		070/	40/		00/	40/	00/	F	0.004	F		0700	
Wilborne Ave	Town of South E		9000 501 Broad S	G	97%	1%	1%	0%	1%	0%	г	0.084	г		9700	G
	From:	US:		treet												
$\sim$		bura 0.62	US 460 <b>NA</b>									NIA			NIA	
591	City of Lyncht	•	NA 28 Mayflow	on Da								NA			NA	
	From:	5K 1.	Bus US 29				<del>-  </del> -									
<u>591</u>	City of Lynchl	burg 0.35	NA									NA			NA	
(SB.)	To:	•	ynchburg Ex	xpresswa	ıy											
ALT	From:		Park Ave				Ť									
501 Beech Ave	City of Buena	Vista 0.37	7400	F	95%	1%	1%	1%	3%	0%	С	0.092	F	0.527	7900	F
(60.1)	To:		22nd St													
ALT	From:															
(501) Sycamore Ave	City of Buena	Vista 0.38	6300	F	95%	0%	1%	1%	3%	0%	С	0.090	F	0.534	6700	F
ALT	To: From:		18th St													
ALT 501 Sycamore Ave	City of Buena	Vista 0.03	5900	F	95%	0%	1%	1%	3%	0%	F	0.09	F	0.532	6300	F
501 Systemore 710	Tro	VIOLU 0.00	16th St	•	3070	070		170	070	070	•	0.00	•	0.002	0000	•
Due Due	From:		US 460				<del>- i</del>									
Bus Bus 501 (460 Campbell Ave	L City of Lynchl	burg 0.14	18000	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	19000	F
Campbell Ave	Only of Eyrion				31 70	1 /0	170	070	1 /0	070	•	0.000	'	0.070	13000	'
Bus Bus	To- From:		Florida Ave	;												
501 460 Campbell Ave	City of Lynchi	burg 0.48	16000	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	17000	F
	To:	N	Aayflower D	)r			—									
Bus Bus	From:				070/	407	40:	00/	407	00/	_	0.000	_	0.001	40000	_
501 460 Campbell Ave	City of Lyncht	burg 0.88	17000	F	97%	1%	1%	0%	1%	0%	С	0.093	F	0.664	18000	F
Bus Bus	To: From:		Kemper St Campbell Av	re.			-									
501 460 Kemper St	L City of Lyncht		9800	F	97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	F
301)(400) Nonipor ot	To:		burg Expre		0.70	. 70	—ií	J /0	. 70	J /0	•	0.000	•	0.010	10000	•
		Lyner	.curg Expic	oo may												

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

1	1 d 445T		4.77			Tru	ıck			K	01/	Dir	A A14/DT	01/
Jurisdiction	Length AADI	QA	411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷
From:	US 221													
City of Lynchburg		F	97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	F
From:		-6031												
City of Lynchburg	0.18 <b>8600</b>	F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9200	F
To:	Fort Ave													
City of Lynchburg	0.23 8300	F	99%	0%	1%	0%	0%	0%	F	0.116	F	0.761	8900	F
To To			0070	070		070	070	070	·	0.110		0.701	0000	•
From:											_			
City of Lynchburg	0.27 <b>10000</b>	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.561	11000	F
To: From:	Memorial A	ve												
City of Lynchburg	0.29 <b>17000</b>	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.522	18000	F
Tar	Murrell R	d												
City of Lynchburg			99%	0%	1%	0%	0%	0%	C	0.088	F	0 654	14000	F
City of Lyttoributy			0070	070		070	070	070	Ü	0.000	•	0.004	14000	
From:														
City of Lynchburg	0.47 <b>11000</b>	F	99%	0%	1%	0%	0%	0%	F	0.084	F	0.573	12000	F
To: From:	Cranehill I	)r												
City of Lynchburg	1.37 <b>8200</b>	F	99%	0%	0%	0%	0%	0%	С	0.080	F	0.531	8700	F
To:														
City of Lynchhura			000/	00/	09/	00/	00/	00/	_	0.006	_	0.570	6000	-
To:			9970	076		0 /6	076	0 /6		0.090		0.579	0000	
From:														
City of Lynchburg	0.44 <b>15000</b>	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.593	15000	
To: From:	Link Rd													
City of Lynchburg	0.76 <b>13000</b>	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.602	14000	
To		DA												
From:	•													
City of Lynchburg			99%	0%	0%	0%	0%	0%	C	0.092	F	0.530	14000	F
From														
Powhatan County				10/_	19/-	10/-	/10/_	0%	C	0.102	F		4500	(
1 Ownatan County			9576	1 /0	1 70	1 70	470	076	C	0.102	'		4300	•
To: From:			020/	40/	10/	10/	40/	00/		0.107		0.700	2000	
Pownatan County			93%	170	1%	170	4%	0%	Г	0.107	Г	0.729	3600	(
From:		_												
Goochland County	0.38 <b>3900</b>	G	93%	1%	1%	1%	4%	0%	F	0.11	F	0.589	4200	
To:														
From: Goochland County	S SR 6; Maide 1.74 <b>7300</b>	ns Rd	96%	1%	1%	0%	2%	0%	F	0.101	F	0.581	7800	(
	City of Lynchburg  Take From:  City of Lynchburg  Take From:  City of Lynchburg  Take From:  City of Lynchburg  Take From:  City of Lynchburg  Take From:  City of Lynchburg  To From:  City of Lynchburg  To From:  City of Lynchburg  To From:  City of Lynchburg  To From:  City of Lynchburg  To From:  City of Lynchburg  To From:  City of Lynchburg  To From:  City of Lynchburg  To From:  City of Lynchburg  To From:  City of Lynchburg  To From:  Conductory  To From:  Powhatan County  To From:  Coochland County  To From:  Goochland County	City of Lynchburg	City of Lynchburg	City of Lynchburg	Section   Care   Substitute	Durisdiction   Length   AADT   QA   4 Tire   Bus   2Axle   3+Axle   3+Axle   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	Length AADT QA 4 Tire   Bus   2Axle 3+Axle 1Trail	City of Lynchburg	City of Lynchburg	City of Lynchburg	Section   Clark   AADT   QA   4 Tire   Bus   2 Axis   3+Axte   117ail   217ail   QC   Factor   QR	City of Lynchburg	Addition   Company   Com	

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

					_		Tru	ck			K	- C - C	Dir		٠.
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	N SR 6 River Ro	ad West												
Sandy Hook Rd	Goochland County	6.24 <b>4200</b>	G	96%	1%	1%	0%	2%	0%	С	0.102	F	0.769	4500	(
~ <i>_</i>	To:	Louisa County	Line												
	From:	Goochland Cour	-												
Cross County Rd	Louisa County (Maint: 37)	0.35 <b>4100</b>	G	93%	1%	1%	1%	4%	0%	F	0.098	F	0.665	4400	(
~	To:	US 250 Broad S	treet Rd												
Cross County Rd	Louisa County	0.52 <b>5300</b>	F	96%	1%	1%	0%	2%	0%	С	0.095	F	0.759	5400	
=	Tou	1.64													
Cross County Rd	From: Louisa County	8.52 <b>3400</b>	F	92%	1%	1%	2%	4%	0%	F	0.103	F	0.628	3400	
522 Closs County Ru	Louisa County	0.32 3400	Г	92 /0	1 /0	1 /0	2/0	4/0	0 /6		0.103	-	0.020	3400	
~~	To From:	54-648 Gardne	ers Rd												
Cross County Rd	Louisa County	6.32 <b>2500</b>	F	92%	1%	1%	2%	4%	0%	С	0.103	F	0.59	2500	
~	To:	US 33 Jefferso	n Hwv												
522 (33) Jefferson Hwy	Louisa County	0.66 <b>6200</b>	F	98%	1%	1%	0%	1%	0%	F	0.088	F	0.518	6300	
322) (33) *********************************								.,.		•		-		-	
	From:	US 33 Jefferso		0.40/	00/		40/	00/	201	_	0.004		0.500	5500	
Pendelton Rd	Louisa County	3.19 <b>5300</b>	F	94%	2%	1%	1%	2%	0%	С	0.094	F	0.598	5500	
	To: From:	SCL Mine	ral												
Mineral Ave	Town of Mineral (Maint: 54)	0.66 <b>5300</b>	N	94%	2%	1%	1%	2%	0%	Ν	0.094	Ν	0.598	5500	
<del>-</del>	To:	SR 22, SR 2	200												
522 208 Louisa Ave	Town of Mineral (Maint: 54)	0.39 <b>3700</b>	F	94%	2%	1%	1%	2%	0%	F	0.088	F	0.557	3800	
522 208 Louisa Ave				O+70	270	170	170	270	070	•	0.000	•	0.007	0000	
	From:	NCL Mine													
208 Zachary Taylor Hwy	Louisa County	5.04 <b>3700</b>	N	94%	2%	1%	1%	2%	0%	N	0.088	N	0.557	3800	
$\sim$	To-	SR 208 New Br	idge Rd												
Zachary Taylor Hwy	Louisa County	3.72 <b>2800</b>	F	94%	2%	1%	1%	2%	0%	F	0.095	F	0.557	2800	
	To:	Spotsylvania Cou	ınty Line												
	From:	Louisa County	Line												
522 Zachary Taylor Hwy	Spotsylvania County	1.01 <b>2600</b>	G	93%	1%	1%	1%	4%	0%	С	0.098	F	0.502	2800	(
~	Tat	88-612 Monro	via Rd												
Zachary Taylor Hwy	Spotsylvania County	0.94 <b>2500</b>	G	93%	1%	1%	1%	4%	0%	F	0.100	F	0.55	2700	(
322)=301131, 13)101 1111,	To:	Orange County		0070	.,,		.,,	.,0	0,0	•	01.00	•	0.00		
	From	Spotsylvania Cou													
522 Zachary Taylor Hwy	Orange County	8.87 <b>2600</b>	G	92%	1%	1%	1%	5%	0%	С	0.094	F	0.552	2700	(
<del>=</del>	Too	SR 20 Constituti	TT												
Zachary Taylor Huss	Orongo County			92%	10/	10/	10/	50/	00/	F	0.00	F		5700	
Zachary Taylor Hwy	Orange County	6.84 <b>5300</b> Culpeper Coun	G	92%	1%	1%	1%	5%	0%	г	0.09	F		5700	(
	From:	Orange Count	•												
522 Zachary Taylor Hwy	Culpeper County	6.36 <b>5700</b>	G	93%	0%	1%	1%	4%	0%	F	0.083	F		6100	(
522)	- Culpopor County			3070	070		1 /0	770	070	•	0.000	•		0100	•
~	To: From:	23-652 Mitche										_			
Zachary Taylor Hwy	Culpeper County	0.92 <b>7200</b>	G	93%	0%	1%	1%	4%	0%	С	0.089	F		7700	(
	To:	SR 3 Germann	a Hwy												

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

			mersiale Rol				Tru	ıck		n	K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 3; Zach	nary Taylor Hwy												
(522) (3) Germanna Hwy	Culpeper County	0.32 1	4000 N	93%	1%	1%	1%	4%	0%	Ν	0.081	Ν		15000	Ν
$\bigcirc$	To:	US 1	15, US 29												
522 3 Germanna Hwy	Culpeper County		4000 G	93%	1%	1%	1%	4%	0%	С	0.081	F		15000	G
322) (3)	To:														
522 3 Germanna Hwy	Town of Culpeper		Culpeper <b>G</b>	93%	1%	1%	1%	4%	0%	F	0.086	F		9100	G
522 Germanna Hwy	To:		is Orange Road	3370	1 /0		1 70	770	070		0.000			3100	O
Bus	From:		15 BUS												
522 (15) Germanna Highway	Town of Culpeper	0.12	5700 G	97%	1%	1%	0%	1%	0%	С	0.084	F		6200	G
~ · ·	To:		STREET S												
Bus Bus	From:		nanna Hwy	000/	40/		00/	407	00/	_	0.075	_		45000	_
522 (15) (29) Main St	Town of Culpeper	0.26 1	4000 G	96%	1%	2%	0%	1%	0%	С	0.075	F		15000	G
Bus Bus	To: From:	204-365	51 Orange Rd												
522 (15) (29) Main St	Town of Culpeper	0.59	9000 G	96%	1%	2%	0%	1%	0%	F	0.072	F		21000	G
	To:	Ev	vans St												
~~~	From:		Bus US 29 Main S												
522 Evans St	Town of Culpeper		4000 G	97%	0%	1%	1%	1%	0%	F	NA			16000	G
<del>~</del>	To: From:		West Street												
522 Evans St	Town of Culpeper		0000 G	97%	0%	1%	1%	1%	0%	С	0.08	F		11000	G
522) 2 vario ot	rown or eulpoper			01 70	070	170	170	170	070	O	0.00	•		11000	Ŭ
Occurred the Piles	To- From:		Culpeper	070/	40/		40/	40/	00/		0.000		0.557	0400	
522 Sperryville Pike	Culpeper County	7.34 <b>7</b>	7600 G	97%	1%	1%	1%	1%	0%	С	0.083	F	0.557	8100	G
~~~	To: From:		Slate Mills Rd												
Sperryville Pike	Culpeper County		2200 G	97%	1%	1%	1%	1%	0%	F	0.105	F		2400	G
<del>~</del>	To:		ock County Line												
522 Zachary Taylor Ave	Rappahannock County		r County Line 2200 F	97%	1%	1%	1%	1%	0%	F	0.091	F	0.510	2200	F
522 Zacriary Taylor Ave	Kappanainock County			91 /0	1 /0	1 /0	1 /0	1 /0	0 /6		0.091		0.510	2200	-
~~	To: From:		Hawlin Rd												
Zachary Taylor Ave	Rappahannock County	4.02	2000 F	97%	1%	1%	1%	1%	0%	F	0.091	F	0.509	2100	F
~~~	To: From:		FT Valley Rd												
522 Sperryville Pike	Rappahannock County	0.66	3800 F	95%	0%	1%	1%	2%	0%	С	0.091	F	0.522	3900	F
<u> </u>	To:		yville Pike												
522 Berryville Pike	Poppoboppodk County		yville Pike  3300 F	89%	2%	40/	3%	20/	0%	С	0.093	F	0.501	2400	F
522 Berryville Pike	Rappahannock County		S, Lee Hwy	89%	2%	4%	3%	3%	0%	C	0.093	Г	0.501	3400	Г
	From:		211 Lee Hwy												
522 211 Lee Highway	Rappahannock County		4700 F	96%	1%	1%	1%	2%	0%	F	0.098	F	0.535	4800	F
	To-	US 211 BUS SOUT	TH OF WASHIN												
522 211 Lee Highway	Rappahannock County		1H OF WASHIN 5300 F	96%	1%	1%	1%	2%	0%	F	0.099	F	0.514	5400	F
522 271 Lee Highway	rappanamock County			JU /0	1 /0	1 /0	1 /0	∠/0	U /0	Г	0.099	-	0.514	J <del>-1</del> UU	Г
~~~	To- From:		Vashington	0001	401		461	oc:	061		0.000		0.5	<b>F</b>	
522 211 Lee Highway	Town of Washington (Maint: 78)	<u> </u>	5300 N	96%	1%	1%	1%	2%	0%	Ν	0.099	Ν	0.514	5400	Ν
~ ~	In I	CL W	Vashington												

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

Doute	louis distinc	l an arth	AADT (	)	D		Trι	ıck			K	OK	Dir	A A)A/DT	01/
Route	Jurisdiction	Length	AADT C	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		L Washington	N 000/	40/		407	00/	00/		0.000		0.544	<b>5</b> 400	
522 211 Lee Highway	Rappahannock County	0.39	5300	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 County	2.38		<b>F</b> 96%	1%	1%	1%	2%	0%	F	0.095	F	0.503	5900	F
<del>~</del> <del>~</del>	From:		S 211 Lee Hwy 211 N, Lee Hwy												
522 Zachary Taylor Ave	Rappahannock County	2.82		F 96%	1%	1%	1%	1%	0%	F	0.093	F	0.509	3700	F
	Тан	78-641	N, Fodderstack	Rd											
Zachary Taylor Ave	Rappahannock County	7.26		<b>F</b> 96%	1%	1%	1%	1%	0%	С	0.090	F	0.531	4100	F
, ,	To:	Warr	ren County Line	e											
~~	From:	- 11	annock County												
522	Warren County	3.77	8000	<b>G</b> 96%	0%	1%	2%	1%	0%	С	0.099	F		8400	(
	To: From:	SC	L Front Royal												
Chester Gap Rd	Town of Front Royal	0.60	7800	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.093	F		8200	(
~ <i></i>	To: From:		Criser Rd												
Chester Gap Rd	Town of Front Royal	0.35	11000	<b>G</b> 97%	0%	1%	1%	1%	0%	F	NA			12000	(
~	Too	SF	R 55 South St			-									
Commerce Ave	Town of Front Royal	0.47		<b>G</b> 98%	1%	1%	0%	1%	0%	С	0.091	F		24000	(
$\Rightarrow$	То.		Main St												
Commerce Ave	Town of Front Royal	0.74		<b>G</b> 97%	1%	1%	0%	1%	0%	С	0.082	F		16000	(
522)	Tool														
522 Commerce Ave	Town of Front Royal	0.35	ppy Creek Rd	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.090	F		15000	(
522 Confinerce Ave	Town of Florit Royal		) North Royal A		1 /0	1 /0	0 /6	1 /0	0 /6		0.090			13000	•
	From:		ommerce Ave	110											
522 (340) (55) North Royal Ave	Town of Front Royal	0.35	24000	<b>G</b> 96%	1%	1%	1%	1%	0%	С	NA			26000	(
	То:		14th St												
	From:		orth Royal Ave	• • • • • • • • • • • • • • • • • • • •	407		40/	407	00/	_				00000	
522 (340) (55) 14th St	Town of Front Royal	0.24		<b>G</b> 96%	1%	1%	1%	1%	0%	F	NA			23000	(
	From:	Sne	enandoah Ave 14th St												
522 (340) (55) Shenandoah Ave	Town of Front Royal	0.34		<b>G</b> 96%	1%	1%	1%	1%	0%	F	NA			29000	(
322)(0,10)	To:	NC	L Front Royal												
522 (340) (55) Shenandoah Ave	Warren County	0.45		<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.085	F	0.505	31000	(
052 (340) (05) 5.10.13.1303.17.110	- F				.,,		. 70	. 70	J / 0	Ŭ	0.000	•	0.000	0.000	•
522 340 Shenandoah Ave	Warren County	SR 55 0.22	W, Strasburg F	G 97%	0%	1%	1%	1%	0%	F	0.086	F	0.539	26000	(
Shenandoah Ave	wanen County				U70	I 70	I 70	170	U70	Г	0.000	Г	บ.ออย	20000	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		NCL Front Roya		601	;_	401	401	001		0.65=		0.5	07000	
340 Winchester Rd	Warren County	0.83	26000	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.085	F	0.541	27000	(
	To: From:		I-66												
522 (340) Winchester Rd	Warren County	1.28	23000	<b>G</b> 85%	1%	1%	2%	10%	0%	С	0.079	F		24000	(
~~~	To:	93-6	27 Reliance Ro	i											

# Virginia Department of Transportation Traffic Engineering Division 2010 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:	93-6	27 Reliance	Rd												
522 (340) Winchester Rd	Warren County	2.81	17000	G	84%	1%	1%	2%	12%	0%	С	0.084	F		18000	G
	To:	93-802	2 Zion Chur	ch Rd												
522 (340) Winchester Rd	Warren County	0.30	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	G
	To:	Frede	rick County	Line												
~~~	From:	Wan	ren County I	Line												
522 (340) Winchester Rd	Frederick County (Maint: 93)	0.53	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	G
<b>~</b>	To:		ren County I													
	From:		rick County		0.407	407	401	00/	400/	00/	_	0.000	_		40000	_
522 340 Winchester Rd	Warren County	0.39	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		rick County ren County I													
522 (340) Winchester Rd	Frederick County (Maint: 93)	0.30	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	G
522 340 Winchester Rd	To:		ren County I		0470	1 /0		270	12 /0	070	O	0.002	•		13000	J
	From:		rick County													
522 340 Winchester Rd	Warren County	0.16	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	G
022)(040)	To:	Clar	ke County L	Line												
	From:	War	ren County I	Line												
522 (340 Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79	18000	G	84%	1%	1%	2%	12%	0%	С	0.082	F		19000	G
<i></i>	Tax	US 340; SR	277 Double	e Toll G	ate											
Stonewall Jackson Hwy	Clarke County (Maint: 34)	0.32	14000	G	86%	1%	1%	1%	11%	0%	F	0.077	F		15000	G
322	То:		rick County													
	From:		ke County L													
522 Front Royal Pike	Frederick County	2.28	14000	G	86%	1%	1%	1%	11%	0%	С	0.085	F		15000	G
· ·	To:	24 642 No	Macedonia (	Church I	0.4											
522 Front Royal Pike	Frederick County	2.41	16000	G	86%	1%	1%	1%	11%	0%	F	0.082	F		17000	G
522) Tork Royal Fike	1 redefice Goding				0070	1 70	170	1 70	1170	070		0.002	•		17000	O
~~	To: From:		N, Paperm													
Front Royal Pike	Frederick County	2.43	14000	G	86%	1%	1%	1%	11%	0%	F	NA			15000	G
<del>~</del>	To:		0 Millwood													
522 \ 50 \ \ 17 \ Millwood Pike	Frederick County	0.16	S 50 Millwo 37000	000 P1K6	95%	0%	1%	2%	2%	0%	F	0.082	F		40000	G
522 50 17 Millwood Pike	To		L Winchest		95 /6	076	1 /0	2/0	2/0	0 /0		0.002			40000	G
	From:	EC	I-81	ici												
522 (50) (17) Millwood Ave	City of Winchester	0.09	25000	N	97%	0%	1%	1%	1%	0%	Ν	0.091	Ν		27000	Ν
322) (30) (17)	To:		Par; Jubal Ea													
	From:		Par, Millwoo													
522 (50) (17) Jubal Early Dr	City of Winchester	0.06	25000	G	97%	0%	1%	1%	1%	0%	С	0.091	F		27000	G
	To:	Арг	ole Blossom	Dr												
~~~	From:		ıbal Early D													
522 (50) (17) Apple Blossom Dr	City of Winchester	0.05	10000	G	97%	0%	1%	1%	1%	0%	F	0.084	N		11000	G
~ ~ ~	To:		Par, Millwo													
~ Afflowed Acc	From:		r; Apple Blo			40/		00/	40/	00/	_	0.004	_		4.4000	_
522 (50) (17) Millwood Ave	City of Winchester	0.75	13000	G	97%	1%	1%	0%	1%	0%	F	0.084	F		14000	G
~ ~ ~	To	US	11 Cameron	ı St												

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

		Fillidiy di						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	<u> </u>	Iillwood Av	70			ZAXIE	STAXIE	TITAL	ZIIali		ractor		racioi		
522 (11 ) 11 (50 Cameron S	St City of Winchester	0.53	5200	G	96%	1%	2%	0%	1%	0%	С	0.080	F		5700	G
(022)()(b)(60)	Combined Traffic Estimates for 2 Parallel Road			G	97%	1%	1%	0%	1%	0%	С	NA	•		13000	G
	- Tame Estimates for 21 arane read				31 70	170	170	070	1 /0	070	O	INA			13000	O
	St City of Winchester	0.17	7500	t G	060/	1%	20/	00/	40/	00/	F	NIA			0200	G
[522] [11] [11] [50] Cameron S	•			_	96%		2%	0%	1%	0%	-	NA			8200	_
	Combined Traffic Estimates for 2 Parallel Road		7 Piccadilly	G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	From:		11 Cameron													
(522) (7) (50) Piccadilly St	City of Winchester	0.18	8900	G	97%	1%	2%	0%	0%	0%	F	0.089	F		9600	G
10== 1 (6)	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	11000	G	97%	1%	2%	0%	0%	0%	F	NA			12000	G
	To		SR 7 Brado	look St												
522 Piccadilly St	City of Winchester	0.19	5600	G	97%	0%	1%	0%	1%	0%	F	0.096	F		6100	G
(322)1 1000011119 01	To:		airmont Av		0170	070		070	170	070	•	0.000	•		0.00	Ū
	From:		Piccadilly St													
522 Fairmont Ave	City of Winchester	0.22	5700	G	97%	0%	1%	0%	1%	0%	F	0.101	F		6300	G
<u> </u>	To:	C	ommercial S	St												
522 Fairmont Ave	City of Winchester	0.55	11000	G	97%	0%	1%	0%	1%	0%	С	0.1	F		12000	G
(522)	Tod	N	NY XX7: 1													
(522) Maple St	Frederick County	1.70	12000	G	97%	0%	1%	0%	1%	0%	С	0.095	F		12000	G
522 Iviable St	Tredefick County	1.70			31 /0	070	1 /0	0 70	1 /0	076	C	0.033	'		12000	O
	To: From:		SR 37			407							_			
522 Frederick Pike North	Frederick County	2.81	23000	G	87%	1%	1%	1%	11%	0%	F	0.082	F		22000	G
~	To: From:	34-65	4 Cedar Gro	ve Rd												
Frederick Pike North	Frederick County	4.24	19000	G	87%	1%	1%	1%	11%	0%	F	0.084	F		18000	G
<u> </u>	To	34	l-600 Siler F	Rd			$\neg$ $\vdash$									
Frederick Pike North	Frederick County	5.08	16000	G	87%	1%	1%	1%	11%	0%	F	0.081	F		15000	G
	To	CD 12	27 Bloomery	, Dileo												
522 Frederick Pike North	From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From:	3.26	8200	A	87%	1%	1%	1%	11%	0%	С	0.121	Α	0.553	7800	Α
(322). 1986/1917 1110 110/111						.,,	-,,,	.,,	,0	0,0	Ū	· · · _ ·		0.000		
Frederick Dike North	Front		Cumberland			40/	40/	40/	440/	00/	F	0.075	_		7500	G
522 Frederick Pike North	Frederick County	4.40	8000 Virginia Stat	G	87%	1%	1%	1%	11%	0%	г	0.075	F		7500	G
	From:	US 522 I-64-E		M & TO	IS 64							N.1.0			NIA	
522 Ramp	Goochland County	0.26	NA C. 522COLTA	CII O NIC	DTU							NA			NA	
		I-64-E FRO U														
Parent.	From:	US 522 I-64-W		M & TC	IS 64							N. A			N 1 A	
(522) Ramp	Goochland County	0.27	NA Va saagov	VIDVA 0 3	VOD TV		_					NA			NA	
	107	I-64-W FROM					<u> </u>									
~~~	From	US 522 I-66-E		FROM	RT 66											
522 Ramp	Warren County	0.15	NA	a o t	0.11075							NA			NA	
	To:	I-66-E FROM RT 5	22; 34000- \$	SOUTH	& NORTI	1										

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

			Primary ar	iu ii ilei si	ale Not	1165											
Route	Jurisdictio	on	I enath	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
	0 41.10 41.01.10	•						2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		
North	From:			TORT 66	WEST												
( ₅₂₂ )Ramp	Warren Cou	unty	0.19	NA									NA			NA	
<u> </u>	To:	e e	I-66-W FROM	RT 522; 3	4000- NO	ORTH											
South	From:	:	US 522	TORT 66	WEST												
522 Ramp	Warren Cou	unty	0.15	NA									NA			NA	
$\overline{}$	To:	e.	I-66-W FROM	RT 522; 3	4000- SC	UTH											
	From	r	US 522,	US 11 Car	neron St												
522 (11) (50) Gerrard St	City of Winch	nester	0.10	10000	G	96%	1%	1%	1%	1%	0%	F	0.087	F		11000	G
	To:		IIC	11 Valley	Λνο												
522 50 Gerrard St	City of Winch	nester	0.07	8300	G	97%	1%	1%	0%	1%	0%	F	0.087	F		9000	G
522 50 Gerrard St	To:	:		Braddock S		01 70	170		070	170	070	•	0.007	•		5000	Ŭ
	From:	11		Gerrard St													
52 $50$ $11$ $50$ Braddock	St City of Winch	nester	0.53	6500	G	97%	1%	1%	0%	1%	0%	С	0.096	F		7100	G
	Combined Traffic Estimates for 2 Parallel	el Roadwavs or	this Route:	12000	G	97%	1%	1%	0%	1%	0%	С	NA			13000	G
	To																
522 (11) (50) (522) Braddock	St City of Winch	nester	0.17	50 Boscawe 6600	G G	96%	1%	2%	0%	1%	0%	F	0.086	F		7200	G
522 [11] [50] [522] Braddock	Combined Traffic Estimates for 2 Parallel		_				1%	2%	0%			F	NA	'			G
	To:	ei Roadways or		14000 522 Piccadil	G	96%	170	2%	0%	1%	0%	Г	INA			15000	G
		<u>!</u>						_									
Bus Bus Main Ct	Dannahannada	Country	US 211 SOU 0.72	1000	SHING.	98%	1%	1%	0%	0%	0%	С	0.111	F	0.537	1000	F
522 211 Main St	Rappahannock	County	0.72	1000	Г	90%	170	1 70	0%	070	0%	C	0.111	Г	0.557	1000	Г
Bus Bus	To: From:		WC	L Washing	gton												
522 211 Main St	Town of Washingtor	n (Maint: 78)	0.37	1000	N	98%	1%	1%	0%	0%	0%	Ν	0.111	Ν	0.537	1000	Ν
322)(211)	To			1iddle St; V	Varren St												
Bus Bus	From:	:	78-628	Middle St;	Main St												
522 (211) Warren St	Town of Washingtor	n (Maint: 78)	0.26	1000	N	98%	1%	1%	0%	0%	0%	Ν	0.111	Ν	0.537	1000	Ν
~~~	To:		FC	L Washing	ton			-L									
Bus Bus	From:	·															
522 )( 211 )	Rappahannock	County	0.15	1000	N	98%	1%	1%	0%	0%	0%	N	0.111	N	0.537	1000	N
~ ~	10*	1	US 2	11 Lee Hig	hway												
North	From:			I-64													
564)	City of Norfolk (N		0.96	30000	G	97%	0%	0%	0%	2%	0%	F	NA			36000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways or			G	98%	0%	0%	0%	1%	0%	F	NA			63000	G
	To:		SR 406 Inter														
North	From:	Animty CA)	SR 406 Inte				007		00/	007	00/	_	0.000	^		00000	٨
564	City of Norfolk (N	,	1.81	17000	A	97%	0%	0%	0%	2%	0%	С	0.232	A	0.0==	20000	A
_	Combined Traffic Estimates for 2 Paralle	el Roadways or			A	98%	0%	0%	0%	1%	0%	С	0.137	Α	0.856	43000	Α
	10:	<u> </u>		dmiral Tau													
Rev	From:		I-564-S000D		ROM IS 5	64A											
564 Ramp	City of Norfolk (M		0.08	NA									NA			NA	
$\smile$	To:		I-564-N US 46	0-E403A F	ROM H.	O.V. L											

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
outh	From:		I-64													
64)	City of Norfolk (Maint: 64)	0.80	22000	G	98%	0%	0%	0%	1%	0%	F -	NA			27000	(
	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	0%	0%	0%	1%	0%	F	NA			63000	(
uth	To- From:	SR 406 Inter	rnational Te	rminial I	Blvd											
64)	City of Norfolk (Maint: 64)	1.84	18000	Α	98%	0%	0%	0%	1%	0%	С	0.229	Α		22000	
	Combined Traffic Estimates for 2 Parallel Roadways			Α	98%	0%	0%	0%	1%	0%	С	0.137	Α	0.856	43000	
	To:	SR 337 A	Admiral Tau	ssig Blvo	l											
uth	From:	I-564-S TO RT 1		E CREEK	ROAD											
Ramp	City of Norfolk (Maint: 64)	0.16	NA O L CA E A C	T EDOL	( DT 564							NA			NA	
	"	SR 165 RAMP T														
uth Pamp	City of Norfolk (Maint: 64)	I-564-S TO I-64 0.35	WEST & 4	60-GRA	NBY ST							NA			NA	
Ramp	City of Norroik (Maint. 64)											INA			INA	
uth	To: From:		001A FRO	M RT 40	6											
Ramp	City of Norfolk (Maint: 64)	0.12	NA									NA			NA	
<i></i>	To: From:	I-564-S00	OC TO RT	64 WES	Γ											
uth 54)Ramp	City of Norfolk (Maint: 64)	0.13	NA									NA			NA	
34). (3	To:	US 460 Gap		Γ 564 & 4	106											
uth	From	I-564-S0	00B TO I-6	4 WEST												
Ramp	City of Norfolk (Maint: 64)	0.45	NA									NA			NA	
<i></i>	To:	I-64-W FI	ROM RT 56	54 SOUT	Н											
uth	From:		TO H.O.V	. LANE												
Ramp	City of Norfolk (Maint: 64)	0.08	NA									NA			NA	
	10:	I-564-R I-56														
orth	From:	SR 24 Elm A				40/	40/	40/	407	00/	_	NIA			40000	
81) 220 \	City of Roanoke (Maint: 80) Combined Traffic Estimates for 2 Parallel Roadways	0.66	36000	G	94%	1%	1%	1%	4%	0%	r	NA			40000	
	Combined Traffic Estimates for 2 Parallel Roadways			G	94%	1%	1%	1%	4%	0%	Г	NA			83000	
orth	To: From:	US 1	1 Williams	on Rd												
31 (220)	City of Roanoke (Maint: 80)	0.31	39000	G	94%	1%	1%	1%	4%	0%	F	NA			43000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	78000	G	94%	1%	1%	1%	4%	0%	F	NA			87000	
rth	To: From:	US	460 Orange	Ave												
31) 220	City of Roanoke (Maint: 80)	1.68	41000	F	94%	1%	1%	1%	4%	0%	F	0.088	F		44000	
31/220)	Combined Traffic Estimates for 2 Parallel Roadways			F	94%	1%	1%	1%	4%	0%	F	0.087	F	0.505	88000	
	To-		lley View B													
orth	City of Donnels (Marinty CO)		*		0.40/	10/	10/	10/	40/	00/	_	0.440	٨		35000	
81/220	City of Roanoke (Maint: 80)	1.11	31000	A	94%	1%	1%	1%	4% 49/	0% 0%	С	0.112	A	0.51		
	Combined Traffic Estimates for 2 Parallel Roadways		01 Hershber	Α	94%	1%	1%	1%	4%	0%	С	0.110	Α	0.51	69000	

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

·								Trı	ıck			K		Dir		
Route	Jurisdiction	n Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	SR	101 Hershber	ger Rd												
581 220	City of Roanoke (M	Maint: 80) 1.75	27000	F	94%	1%	1%	1%	4%	0%	F	0.109	В		30000	F
	Combined Traffic Estimates for 2 Paralle	Roadways on this Rout	e: <b>55000</b>	F	94%	1%	1%	1%	4%	0%	F	0.104	В	0.542	61000	F
North	To: From:	SR	117 Peters Cr	eek Rd			$\Box$									
North (581) (220)	Roanoke Cou	unty 0.84	22000	G	94%	1%	1%	1%	4%	0%	F	NA			25000	G
(581)(220)	Combined Traffic Estimates for 2 Paralle	•		G	94%	1%	1%	1%	4%	0%	F	NA			51000	G
	Tol	Troddwayo on this rroat			0470	170		170	470	070	•	14/			01000	Ü
North	From:		Ramp to I-81													
581 I-581 N Ramp	Roanoke Cou	•		G	94%	1%	1%	1%	4%	0%	F	NA			15000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Rout		G	94%	1%	1%	1%	4%	0%	F	NA			30000	G
	To:		I-81 S													
North	From:	I-581-N TO RT 4			E AVENU	Е										_
S81 Ramp	City of Roanoke (N			G	DY Y							NA			10000	G
	10.		FROM RT 58													
North	From:	I-581-N TO RT 4			E AVENU	E						N.1.0			0000	_
581 Ramp	City of Roanoke (N	,		G OL NODO	PII							NA			3200	G
	-	US 400	FROM RT 58		Н											
North (581) Ramp to Valley View Blvd	City of Doopals (A	Maint: 80) 0.15	I-581 North	G G	99%	0%	0%	0%	0%	00/	С	0.007	F		8300	G
581 Ramp to valley view blvd	City of Roanoke (N		Valley View F		99%	0%	0%	0%	0%	0%	C	0.097	Г		6300	G
NI	From:				EDCED D	0										
North (581) Ramp	City of Roanoke (N	I-581-N TO RT 10 Maint: 80) 0.26		HEKSHE	ERGER R	.0						NA			NA	
(581) ((311)	To-	SR 101 RAMP 1		1 FROM	RT 581 N							INA			INA	
North	From:	I-581-N TO RT 10														
(581) Ramp	د City of Roanoke (M			HERSH	DERGER I							NA			NA	
(381)	To:	SR 101 SR 10		OM & T	O RT 58											
North	From:	I-581-N TO RT 1	17 EAST-PE	TERS C	REEK RO	A										
(581) Ramp	City of Roanoke (N			TEIG C	TELEBRI TO							NA			NA	
(301)	To:	,	FROM RT 58	81 NORT	TH											
North	From:	I-581-N TO RT 1	17 WEST00-	PETER:	S CREEK	R										
(581) Ramp	City of Roanoke (N		NA									NA			NA	
	To:	SR 117 SR 11	7-E002B FR	OM & T	O RT 58											
North	From:		I-581													
(581) (220) Ramp from I-581 N E	Exit 1 to I-81 N at Exit 143 Roanoke Cou	unty 0.29	9200	G	94%	1%	1%	1%	4%	0%	F	NA			10000	G
	To·		I-81 N													
South	From:	SR 24 Elm	Ave; US 220	Webber	Expy											
581)(220)	City of Roanoke (M	Maint: 80) 0.77	38000	G	94%	1%	1%	1%	4%	0%	F	NA			43000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Rout	e: <b>7400</b> 0	G	94%	1%	1%	1%	4%	0%	F	NA			83000	G
	To:	US	11 Williams	on Rd												

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

-		1 milary a	na miersi	410 1100				Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	US	11 Williams	on Rd			27 000	0171710	TTTGII	Ziiaii		1 40101		1 40101		
581 220	City of Roanoke (Ma		39000	G	94%	1%	1%	1%	4%	0%	F	NA			44000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	78000	G	94%	1%	1%	1%	4%	0%	F	NA			87000	G
	To:	US	460 Orange	Ave			<u> </u>									
South	City of Roanoke (Ma			F	94%	1%	1%	1%	4%	0%	F	0.087	F		44000	F
581 220	Combined Traffic Estimates for 2 Parallel	•		F	94%	1%	1%	1%	4%	0%	F	0.087	, E	0.505	88000	F
	Combined Trainic Estimates for 21 araner				34 /0	1 /0	1 70	1 /0	470	0 70	'	0.007	'	0.505	00000	'
South	From:		alley View B													
581 (220)	City of Roanoke (Ma	,	31000	Α	94%	1%	1%	1%	4%	0%	С	0.113	Α		34000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	Α	94%	1%	1%	1%	4%	0%	С	0.110	Α	0.51	69000	Α
South	To: From:	SR 1	01 Hershber	ger Rd												
581 220	City of Roanoke (Ma	aint: 80) 1.33	28000	F	94%	1%	1%	1%	4%	0%	F	0.105	В		31000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	F	94%	1%	1%	1%	4%	0%	F	0.104	В	0.542	61000	F
	To	]	NCL Roanol	ke .			<u> </u>									
South	Roanoke Cour	ntv 0.14	28000	F	94%	1%	1%	1%	4%	0%	F	0.105	В		31000	F
581 220	Combined Traffic Estimates for 2 Parallel	•		F	94%	1%	1%	1%	4%	0%	· F	NA			61000	F
	To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Take To Tak	<u> </u>	17 Peters Cr		0 170	170		170	170	070	•				01000	<u> </u>
South	From:															
581 220	Roanoke Cour	•	23000	G	94%	1%	1%	1%	4%	0%	F	NA			26000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	I-81	G	94%	1%	1%	1%	4%	0%	F	NA			51000	G
South	From:	Ra	ump from I-8	81 S												
(581) I-581 S Ramp	Roanoke Cour	nty 0.26	14000	G	94%	1%	1%	1%	4%	0%	F	NA			15000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	94%	1%	<u>1%</u>	1%	4%	0%	F	NA			30000	G
	To:		I-81 N													
South	From:	I-581-S TO RO			TREET											
581 Ramp	City of Roanoke (Ma		12000	G								NA			12000	G
	10.		FROM RT													
South (581) Ramp	City of Roanoke (Ma	I-581-S TO RT : aint: 80) 0.14	1100- WILL <b>NA</b>	IAMSO	N ROAD							NA			NA	
(581) (Kamp	To:		ROM RT 58	1 SOUTI	7							INA			INA	
South	From:	I-581-S TO RT 460				F										
(581) Ramp	City of Roanoke (Ma		8800	G	ZIVENO							NA			8800	G
	To:		ROM RT 58		Н											
South	From:	I-581-S TO RT 460	WEST00- 0	ORANGI	E AVENU	E										
(581) Ramp	City of Roanoke (Ma	aint: 80) 0.13	2900	G								NA			2900	G
$\overline{}$	To:	US 460 F	ROM RT 58	31 SOUT	Н											
South	From:		I-581 South	1												
(581) Ramp	City of Roanoke (Ma		NA									NA			NA	
$\overline{}$	To:	SR 1	01 Hershbur	ger Rd												

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

Route	Jurisdiction				4Tire	Rue		Tru	ck		QC	K	QK	Dir	AAWDT	O\\\
	Junsaiction					Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
South 581 Ramp	City of Roanoke (N	I-581-S TO RT 10  Maint: 80) 0.27	NA NA	HERSHB	ERGER RO							NA			NA	
581 / Kamp	To:		FROM RT 5	81 SOUT	Н							INA			IVA	
South	From:	I-581-S TO RT 1	17 EAST-PE	TERS CR	EEK ROA											
Ramp	City of Roanoke (M		NA									NA			NA	
<u> </u>	To:	SR 117	FROM RT 5	81 SOUT	Н											
South	From:	I-581-S TO RT 1		ETERS CF	REEK ROA											
Ramp	City of Roanoke (N		NA FROM RT 5	91 COUT	ш		_					NA			NA	
	From:	SK 117	I-77 North		п		1									
598 E River Mountain Rd	Bland Coun	ntv 4.16	130	G	92%	4%	0%	0%	3%	0%	С	0.16	F	0.6	130	G
330)	To:		t Virginia St	ate Line												
	From:		R 598 TO R	Т 77					<u> </u>		<u> </u>					-
Ramp	Bland Coun	,	NA									NA			NA	
<u> </u>	To:	I-7	7-S FROM F	RT 598												
	From:		2 North Sce												070	_
Ramp	Bland Coun	nty 0.10	870 I-77 North	G								NA			870	G
	From:	ED and	WB I-664 E				_									
I-664 Exit 5 Ramp (from bo	oth directions merged) City of Newport News	s (Maint: 99) 0.11	NA	хи этапр	18							NA			NA	
1 (			US 60 WB V	Varwick A	VA.											
1-664 Exit 5 Ramp (from bo	pth directions merged) City of Newport News		NA	vai wick A	ive							NA			NA	
, , , , , , , , , , , , , , , , , , ,	To:	,	35th St													
	From:	I-664- 5A	ΓΟ WARWI	CK AVEN	NUE											
Ramp	City of Newport News	,	NA									NA			NA	
	To:		-P FROM R		4											
	From:		-W009B TO	ROUTE								NIA			NIA	
Ramp	City of Suffolk (M		NA 4 FROM RO	LITE 664			_					NA			NA	
·	From:	SKIC	I-64	O 1 E 004			<u> </u>									
64 Hampton Roads Beltway	L City of Hampton (N	Maint: 99) 1.13		F	94%	0%	1%	1%	4%	0%	F	0.096	F		41000	F
104)	Combined Traffic Estimates for 2 Paralle	,		F		0%	1%	1%	4%	0%	F	0.084	F	0.608	80000	F
		East I-664		as South												
	To:	F	owhatan Parl	kway			$\neg$ $\blacksquare$									
664) Hampton Roads Beltway	City of Hampton (N			F	94%	0%	1%	1%	4%	0%	E	0.1	F		39000	_
564 / Tampion Roads Beliway	City of Hampton (N			F		0% 0%	1%	1%	4% 4%	0%	F	0.1	F	0.632	79000	F
	Combined Hame Estimates for 2 Faralle	East I-664				U /0	1 /0	1 /0	7 /0	0 /0	'	0.007	'	0.002	1 3000	
	To:	245.7 007	Aberdeen Ro				_									

#### 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
East	From:		Aberdeen Ro													
664 Hampton Roads Beltway	City of Hampton (Ma	,	34000	F	94%	0%	1%	1%	4%	0%	F	0.099	F		37000	F
	Combined Traffic Estimates for 2 Parallel	•		F	94%	0%	1%	1%	4%	0%	F	0.099	F		72000	F
	T	East I-664 is			h I-664											
East	From:		L Newport N													
Hampton Roads Beltway	City of Newport News		34000	F	94%	0%	1%	1%	4%	0%	F	0.099	F		37000	F
004	Combined Traffic Estimates for 2 Parallel	` '		F	94%	0%	1%	1%	4%	0%	F	NA			72000	F
		East I-664 is				0,0	.,0	.,,	.,0	0,0	•				000	•
	To:	Roanc	ke Ave; Che	stnut St												
664) Hampton Roads Beltway	City of Newport News	(Maint: 99) 1.02	31000	F	94%	0%	1%	1%	4%	0%	E	0.101	F		34000	E
1 Tampton Roads Beitway	Combined Traffic Estimates for 2 Parallel	` '		F	94%	0%	1%	1%	4%	0%		0.101	F	0.620	66000	F
	Combined Traffic Estimates for 2 Faraner	East I-664 is				076	1 /0	1 /0	4/0	0 /0		0.000		0.020	00000	-
	To:		Jefferson Av													
East D. L. D. L.	From:					00/	40/	40/	407	00/	_	0.004	_		00000	_
Hampton Roads Beltway	City of Newport News	,	24000	F	94%	0%	1%	1%	4%	0%	F -	0.084	-		26000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route East I-664 is		F South	94%	0%	1%	1%	4%	0%	F	0.084	F	0.616	60000	F
	7 <b>.</b>				11-004											
East	From:		Terminal Av	re												
Monitor Merrimac Memorial		` ,	29000	Α	94%	0%	1%	1%	4%	0%	F	0.128	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel	,		Α	94%	0%	1%	1%	4%	0%	F	NA			63000	Α
	To	East I-664 is			h I-664											
	From:	EC.	WCL Suffol L Newport N				_									
Monitor Merrimac Memorial	Bridge Tunnel City of Suffolk (Mai		29000	A	94%	0%	1%	1%	4%	0%	F	0.128	Α		31000	Α
004)	Combined Traffic Estimates for 2 Parallel	,	58000	Α	94%	0%	1%	1%	4%	0%	F	0.108	Α	0.581	63000	Α
		East I-664 is				-,-			.,.		-					
	To:	SF	R 135 College	e Dr												
East	From:				0.40/	0%	40/	40/	407	00/	_	0.405	^		20000	^
Hampton Roads Beltway	City of Suffolk (Mai	,	28000	A	94%	- / -	1%	1%	4%	0%	С	0.135	A	0.550	30000	A
	Combined Traffic Estimates for 2 Parallel	East I-664 is		F s South	94%	0%	1%	1%	4%	0%	С	0.105	Α	0.559	63000	F
	_{7.} /				11-004											
East	To:		54 Western F	reeway												
Hampton Roads Beltway	City of Suffolk (Mai	•	29000	G	94%	0%	1%	1%	4%	0%	F	NA			32000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	NA			64000	G
	_	East I-664 is			h I-664											
	То:	U	S 17 Bridge	Rd												

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

									Tru	ck		n	K		Dir		
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
East Hampton Boods Boltway	From: City of Suffolk (M	oint: 61)	0.62	\$ 17 Bridge 41000	Rd <b>G</b>	94%	0%	1%	1%	4%	0%	_	NA			45000	G
Hampton Roads Beltway	City of Surrolk (IVI  Combined Traffic Estimates for 2 Paralle				G	94% 94%	0%	1%	1%	4% 4%	0%	F	NA NA			90000	G
	Combined Trainic Estimates for 2 Farane	•		signed a			076	1 /0	1 /0	4/0	0 /0	-	INA			90000	G
	To:			CL Chesapea													
East	From:	(2.1		WCL Suffol						40.4						.=	
Hampton Roads Beltway	City of Chesapeake	` ,	0.16	41000	G	94%	0%	1%	1%	4%	0%	-	NA			45000	G
	Combined Traffic Estimates for 2 Paralle	•		signed a	<b>G</b> s Sout	94% h I-664	0%	1%	1%	4%	0%	۲	NA			90000	G
	To:		64-6	59 Pughsvil	le Rd												
664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.02	46000	G	94%	0%	1%	1%	4%	0%	F	NA			50000	G
504)	Combined Traffic Estimates for 2 Paralle	` ,			G	94%	0%	1%	1%	4%	0%	F	NA			99000	G
				signed a	s Sout	h I-664											
ast	To: From:		SR 33	7 Portsmout	th Blvd												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.10	47000	G	94%	0%	1%	1%	4%	0%	F	NA			51000	G
,	Combined Traffic Estimates for 2 Paralle	Roadways on th	is Route:	90000	G	94%	0%	1%	1%	4%	0%	F	NA			97000	G
		Eas	st I-664 is	signed a	s Sout	h I-664											
ast	To- From:		64-663	Dock Landi	ng Road												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.18	41000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on th	is Route:	90000	G	94%	0%	1%	1%	4%	0%	F	NA			97000	G
		Eas	st I-664 is	signed a	s Sout	h I-664											
ast	To: From:	US	3 13, US 58,	US 460 Mi	iliatry Hi	ghway											
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.13	69000	G	94%	0%	1%	1%	4%	0%	F	NA			74000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on th	is Route:	128000	G	94%	0%	1%	1%	4%	0%	F	NA			138000	G
		Eas	st I-664 is	signed a	s Sout	h I-664											
ast	To: From:	US	S 13, US 46	0 Military F	Highway	South		$\Box$ $\vdash$									
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.73	63000	G	94%	0%	1%	1%	4%	0%	F	NA			68000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on th	is Route:	123000	G	94%	0%	1%	1%	4%	0%	F	NA			132000	G
	- [	Eas	st I-664 is	signed a		h I-664											
	To:			I-64; I-264													
ast	From:			POWHAT	'AN PKV	VY							NIA			NIA	
Ramp	City of Hampton (N		0.16 4-7059: 114	<b>NA</b> I-7059- 1B T	TO RT 6	64 FR		_					NA			NA	
ast	From:	11	+-7057, 11-	I-664 East	IORIO	OTIK											
Ramp	City of Hampton (N	Maint: 99)	0.14	5900	F								0.084	F		5900	F
	To:	,	114-7	025 Aberde	en Rd												
East	From:			I-664 East													
Ramp	City of Newport News	s (Maint: 99)	0.15	4600	F								0.103	F		4600	F
$\smile$	To:		121-7	019 Chestnu	ut Ave												

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

		Primary and interstate Routes		
Route	Jurisdiction	Langeth AADT OA ATira Dua	OC OK	Dir AAWDT QW
East 664 Ramp	City of Newport News (Maint: 99)	I-664-E TO 35TH STREET  0.32 NA  I-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	NA
East 664 Ramp	City of Newport News (Maint: 99)	I-664-E006B TO 27TH STREET  0.10 NA  4US 60-P	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
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E TO RT 135 0.21 NA SR 135 FROM I-664	NA	NA
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E TO ROUTE 164  0.23 NA  I-664-E009B TO ROUTE 164 EAST	NA NA	NA
East 664 Ramp	City of Suffolk (Maint: 61)	0.18 <b>NA</b> SR 164 FROM ROUTE 66	NA	NA
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E009A TO ROUTE 164 EAST  0.46 <b>NA</b> I-664-W009B TO ROUTE	NA NA	NA
East 664 Ramp	City of Chesapeake (Maint: 64)	1-664-E TO PUGHSVILLE ROAD 0.35 NA 664-E010B TO PUGHSVILLE ROAD NORTH	NA	NA
East 664 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)	0.03 NA 131-8529 TO & FROM ROU	NA	NA

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

Route	Jurisdiction	1	Length			4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:			4-E TO RT	337												
664 Ramp	City of Chesapeake (	Maint: 64)	0.36	NA									NA			NA	
<u> </u>	To:		SR 33	37 FROM I	-664												
East	From:			4-E TO RT	337												
664 Ramp	City of Chesapeake (	,	0.22	NA									NA			NA	
	To:	S	R 337 SR 337-V	V014A TO	AND FR	OM I-6											
East	From:		I-664-E TO D		DING R	OAD											
664 Ramp	City of Chesapeake (	(Maint: 64)	0.06	NA									NA			NA	
	To	I-664-	E012B TO DOC	CK LANDIN	NG ROA	D00- NOF	RT	_									
East	City of Chesapeake (		0.17	NA									NA			NA	
664 Ramp	City of Chesapeake (		31-8527 FROM		A DACT	COLITII							INA			INA	
_							_										
East	From:		E012A TO DOC		NG ROA	D00- NOF	RT						NIA			NIA	
664 Ramp	City of Chesapeake (	iviaint: 64)	0.08	NA TO & FRO	MPOT	,							NA			NA	
	10.																
East	From:	(14: (-04)	I-664-E TO RO		3&460 V	VEST											
664 Ramp	City of Chesapeake (		0.47	NA OUTER CCA	E A CEC	OLUTIL							NA			NA	
	10.		US 58 FROM R														
East	From:		I-664-E TO RO		3&460 E	AST											
Ramp	City of Chesapeake (		0.25	NA OVERNOON	E + OFFIC	O V VIIIV V							NA			NA	
	117		US 58 FROM R		EASIS	OUTH											
East	From			I-664 East													
664 Ramp	City of Chesapeake (	Maint: 64)	0.12	NA									NA			NA	
	10.			; 1US 13-P													
East	From:			E TO I-2641	EAST												
664 Ramp	City of Chesapeake	Maint: 64)	0.56	NA									NA			NA	
<u> </u>	10:		I-264-E I	FROM I-66	4 EAST												
West	From:			I-64								_		_			
664 Hampton Roads Beltway	City of Hampton (M	•	1.66	36000	F	94%	0%	1%	1%	4%	0%	F	0.102	F		39000	F
	Combined Traffic Estimates for 2 Parallel	•			F	94%	0%	1%	1%	4%	0%	F	0.084	F	0.608	80000	F
		ı	West I-664 is	signed a	s North	ı I-664											
\\\ 4	To: From:		Pow	hatan Parkv	way												
West 664 Hampton Roads Beltway	City of Hampton (M	laint: 00)	1.27	38000	F	94%	0%	1%	1%	4%	0%	F	0.105	F		41000	F
004) Hampton Roads Bellway	Combined Traffic Estimates for 2 Parallel	•			F	94%	0%	1%	1%	4% 4%	0%	,	0.103	F	0.632	79000	F
	Combined Trainic Estimates for 2 Parallel	•	Vest I-664 is				U /0	1 70	1 70	470	U 70	Γ	0.007	ı	0.032	1 9000	ı
	-	V				1 1-004											
West	To: From:		At	erdeen Roa	nd												
Hampton Roads Beltway	City of Hampton (M	laint: 99)	0.28	33000	F	94%	0%	1%	1%	4%	0%	F	0.110	F		36000	F
	Combined Traffic Estimates for 2 Parallel	Roadways or	n this Route:	67000	F	94%	0%	1%	1%	4%	0%	F	NA			72000	F
		•	West I-664 is														
	To:			Newport N													
			1,02														

## Virginia Department of Transportation Traffic Engineering Division 2010 Annual Average Daily Traffic Volume Estimates By Section of Route

### Primary and Interstate Routes

								Tru	ck			K	011	Dir		
Route	Jurisdiction	n Lengtr	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Vest	From:		SCL Hampt													
Hampton Roads Beltway	City of Newport News	,	33000	F	94%	0%	1%	1%	4%	0%	F	0.110	F		36000	F
	Combined Traffic Estimates for 2 Paralle	,		F	94%	0%	1%	1%	4%	0%	F	NA			72000	F
	<b>π</b> Γ	West I-664														
Mont	From		e Avenue; C ke Ave; Ch		St											
Nest 664 Hampton Roads Beltway	City of Newport News		30000	F	94%	0%	1%	1%	4%	0%	F	0.11	F		32000	F
664) Hampton Roads Beitway	Combined Traffic Estimates for 2 Paralle	,		F	94%	0%	1%	1%	4%	0%	F	0.088		0.620	66000	F
	Combined Traine Estimates for 21 arane	West I-664		-		070	1 70	1 70	470	078	'	0.000	'	0.020	00000	'
loot	To: From:	SR 143	Jefferson A	ve; 35th S	St											
Vest 664) Hampton Roads Beltway	City of Newport News	(Maint: 99) 1.41	31000	F	94%	0%	1%	1%	4%	0%	F	0.09	F		34000	F
504 Transport Roads Boltway	Combined Traffic Estimates for 2 Paralle	` '		F	94%	0%	1%	1%	4%	0%	F	0.03	F	0.616	60000	F
	Combined Trainic Estimates for 21 arane	West I-664		-		070	1 70	1 70	470	070	'	0.004	'	0.010	00000	'
	<b>г</b>	WC3(100+)			.111-00-4											
Vest	To: From:		Terminal A	ve												
664) Monitor Merrimac Memorial	Bridge Tunnel City of Newport News	(Maint: 99) 2.93	30000	Α	94%	0%	1%	1%	4%	0%	F	0.115	Α		32000	Α
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	: 58000	Α	94%	0%	1%	1%	4%	0%	F	NA			63000	Α
		West I-664	is signed	as Nort	th I-664											
	To:		WCL Suffo	lk												
West	From:		L Newport								_					
Monitor Merrimac Memorial		,	30000	Α	94%	0%	1%	1%	4%	0%	F	0.115	Α		32000	Α
	Combined Traffic Estimates for 2 Paralle	-		Α	94%	0%	1%	1%	4%	0%	F	0.108	Α	0.581	63000	Α
		West I-664	is signed	as Nort	th I-664											
A1 +	To: From:	SI	R 135 Colleg	ge Dr												
Nest 664 Hampton Roads Beltway	City of Suffolk (Ma	aint: 61) 1.04	31000	F	94%	0%	1%	1%	4%	0%	C	0.116	Α		33000	F
564 Trampton Roads Betway	Combined Traffic Estimates for 2 Paralle	,		F	94%	0%	1%	1%	4%	0%	С	0.110	Α	0.559	63000	F
	Combined Trainic Estimates for 2 Farane	West I-664		-		0 /6	1 /0	1 /0	4/0	0 /6	C	0.103	^	0.559	03000	-
	<b>г</b>				111-00-4											
West	To: From:	SR 10	64 Western	Freeway			—⊢									
664 Hampton Roads Beltway	City of Suffolk (Ma	aint: 61) 0.40	30000	G	94%	0%	1%	1%	4%	0%	F	0.116	Ν		32000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	: 59000	G	94%	0%	1%	1%	4%	0%	F	NA			64000	G
		West I-664	is signed	as Nort	th I-664											
	To:	ĭ	S 17 Bridge	Rd												
West	From:							·				·				
Hampton Roads Beltway	City of Suffolk (Ma	,	41000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
$\sim$	Combined Traffic Estimates for 2 Paralle	•		G	94%	0%	1%	1%	4%	0%	F	NA			90000	G
	_	West I-664	is signed	as Nort	th I-664											
	To:	E	CL Chesape	ake												

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

				ia miersia	410 1100	1100			Tru	ıck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus	2 <b>Δ</b> vla	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:		7	VCL Suffol	k			ZANIC	STANE	IIIaii	ZIIali		i actor		i actor		
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.62	41000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
004)	Combined Traffic Estimates for 2 Paralle	,		82000	G	94%	0%	1%	1%	4%	0%	F	NA			90000	G
		•	West I-664 is														
	To:			Pughsville				_									
West	From:																
664 Hampton Roads Beltway	City of Chesapeake	` '	2.10	46000	G	94%	0%	1%	1%	4%	0%	F	NA			49000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways o	n this Route:	92000	G	94%	0%	1%	1%	4%	0%	F	NA			99000	G
			West I-664 is	signed a	as Norti	ı I-664											
NA .	To:		SR 337	7 Portsmout	th Blvd												
West (664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.03	42000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
664 Hampton Roads Bellway					G		0%	1%		4%	0%	, F	NA				G
	Combined Traffic Estimates for 2 Paralle	•	West I-664 is			94%	0%	1%	1%	4%	0%	Г	INA			97000	G
						11-004											
West	To: From:		Doc	k Landing F	Road												
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.48	49000	G	94%	0%	1%	1%	4%	0%	F	NA			52000	G
	Combined Traffic Estimates for 2 Paralle	Roadways o	n this Route:	90000	G	94%	0%	1%	1%	4%	0%	F	NA			97000	G
		•	West I-664 is		as Norti	ı I-664											
	To:		US 13, US 58,														
West	From:																
664 Hampton Roads Beltway	City of Chesapeake	,	1.21	59000	G	94%	0%	1%	1%	4%	0%	F	NA			64000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways o	on this Route:	128000	G	94%	0%	1%	1%	4%	0%	F	NA			138000	G
			West I-664 is			า I-664											
	10:			I-64; I-264													
West	From:			W TO I-64													
664 Ramp	City of Hampton (N	Maint: 99)	0.22	12000	G								NA			12000	G
<u> </u>	To		I-64-E F	ROM I-664	4 WEST												
West	From:		I-664-W TO P		N PARK	WAY											
664 Ramp	City of Hampton (N	Maint: 99)	0.13	NA									NA			NA	
<u> </u>	То:		114-7059; 114	-7059- 1A I	FR RT 66	64 TO											
West	From:		I-664-W T0		EN ROA	D											
(664) Ramp	City of Hampton (N	Maint: 99)	0.16	NA									NA			NA	
<u> </u>	То:		114-7025; 114-7	025- A FR	OM & T	OROU											
West	From:			I-664 West													
(664) Ramp	City of Newport News	s (Maint: 99)	0.13	990	F								0.096	F		990	F
$\overline{}$	To:		121-7	017 Roanok	ke Ave												
West	From:		I-664-W TO		N & 6TI	ł ST											
(664) Ramp	City of Newport News	s (Maint: 99)	0.20	NA									NA			NA	
$\overline{}$	To		I-664-I	E005A TO 3	35TH S												
West	From:		I-664-W005A	A TO JEFFE	ERSON A	AVE											
(664) Ramp	City of Newport News	s (Maint: 99)	0.10	NA									NA			NA	
$\smile$	To:		SR 143 FR	OM ROUT	E 664 W	ES											

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

		Primary and interst	ale Koules							
Route	Jurisdiction	Length AADT	QA 4Tire			Truck -Axle 1Trail	(JC)	K Factor	K Dir Factor	AAWDT QW
West 664 Ramp	City of Newport News (Maint: 99)	I-664-W TO 25TH & 261	TH STREETS					NA		NA
West 664 Ramp	City of Newport News (Maint: 99)	I-664-W006B TO 25T 0.13 <b>NA</b> 4US 60-P FROM ROUT						NA		NA
West (664) Ramp	City of Newport News (Maint: 99)	I-664-W006A TO 25T	H STREET		<del>                                     </del>			NA		NA
West (664) I-664 WB (NB) Exit 7 Ramp	From City of Newport News (Maint: 99)	US 60 FROM ROUTE  I-664 WB N  0.26 NA	В					NA		NA
West (664) Ramp	From:  City of Suffolk (Maint: 61)	Terminal Av I-664-W TO RT 0.16 <b>NA</b>						NA		NA
West 664 Ramp	To: From: City of Suffolk (Maint: 61)	SR 135 RAMP FR I-664  I-664-W TO RT  0.26 NA						NA		NA
West	To: From: City of Suffolk (Maint: 61)	SR 135 FROM RT  I-664-W TO INSPECTIO  0.26 NA						NA		NA
West	To: From:	I-664-W FROM INSPECT								
664 Ramp		0.24 <b>NA</b> SR 164 FROM ROUTE 664  6-664-W TO ROUTES 17 SO		,	<u> </u>			NA		NA
West 664 Ramp West	City of Suffolk (Maint: 61)	0.11 <b>NA</b> I-664-W009C TO ROUT			 			NA		NA
664 Ramp	City of Suffolk (Maint: 61)	0.17 <b>NA</b> I-664-E009B I-664-9B						NA		NA
West Ramp	City of Suffolk (Maint: 61)	I-664-W009B TO ROUT  0.11 NA  US 17 FROM ROUTE 664			_  			NA		NA
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W TO PUGHS VI 0.19 <b>NA</b>						NA		NA
West 664 Ramp	City of Chesapeake (Maint: 64)	0.10 <b>NA</b> 131-8529 Pughsvi			<del></del>			NA		NA
West (664) Ramp	City of Chesapeake (Maint: 64)	I-664-W010A TO PUGHS' 0.05 <b>NA</b>						NA		NA

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

			ia ilitorotato												
Route	Jurisdiction	Length	AADT (	<b>QA</b> 4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	I-66	4-W TO RT 33	37		27 (XIC	7 017 Mic	TITUII	ZIIGII		1 40101		1 40101		
Ramp	City of Chesapeake (M		NA	.,							NA			NA	
1	To:	SR 337 SR 337	-E014B TO I-6	664 AND FR											
Vest	From:	I-66-	4-W TO RT 33	37											
Ramp	City of Chesapeake (M		NA								NA			NA	
	To:	SR 3	37 FROM I-66	54											
Vest	From	I-664-W TO I	OCK LANDI	NG ROAD											
Ramp	City of Chesapeake (M		NA								NA			NA	
	To	I-664-W012B TO DO	YCK I VIDINI	C POAD SOI	TTU										
Vest	From:			U KUAD-3UI	JIII										
Ramp	City of Chesapeake (M		NA								NA			NA	
<u> </u>	10:	131-8527 FROM													
Vest	From:	I-664-W012A TO DO		G ROAD-SO	UTH										
Ramp	City of Chesapeake (M	· · · · · · · · · · · · · · · · · · ·	NA								NA			NA	
<u> </u>	10:		TO & FROM												
Vest	From:	I-664-W TO R		460 WEST											
Ramp	City of Chesapeake (M	faint: 64) 0.06	NA								NA			NA	
Vest	To: From:	I-664-W013	B TO 58,13&4	60 EAST											
Ramp	City of Chesapeake (M	faint: 64) 0.53	NA								NA			NA	
064 / Kump	To:	-	O ROUTE 664	4 EA							14/1			14/1	
Vest	From:	I-664-W013	A TO 58,13&4	60 FAST											
Ramp	City of Chesapeake (M		NA	700 L7 L5 1							NA			NA	
004) * *****	To:	US 58 FROM R		ESTNORTH											
East	From:		50 Chippenhar												
₈₉₅ )Pocahontas Pkwy	Chesterfield Cour		8100	<b>F</b> 93%	1%	1%	2%	3%	0%	С	0.102	F		8100	F
595). Godinamiae i iiii)	Combined Traffic Estimates for 2 Parallel R	•		<b>F</b> 92%		1%	2%	3%	0%	C	NA	•		16000	F
	To:		rico County Lir		170		270	070	070	Ü	14/1			10000	•
ast	From:	Cheste	rfield County I	Line											
₃₉₅ )Pocahontas Pkwy	Henrico County	y 2.22	8100	<b>F</b> 93%	1%	1%	2%	3%	0%	С	0.102	F		8100	F
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	16000	<b>F</b> 92%	1%	1%	2%	3%	0%	С	0.109	F	0.533	16000	F
	To- From:	L	aburnum Ave												
East 1395 Pocahontas Pkwy	Henrico County	v 4.94	2700	<b>G</b> 92%	1%	1%	1%	5%	1%	С	0.115	F		2900	G
395 FOCAHOHIAS PRWY	Combined Traffic Estimates for 2 Parallel R	,						5% 5%		-	-	F			
	Combined Framic Estimates for 2 Parallel R	Roadways on this Route:	<b>5300</b> I-295	<b>G</b> 92%	1%	1%	1%	5%	1%	С	0.124	г		5700	G
East	From		SR 895 East												
Ramp	Henrico County		2900	<b>A</b> 93%	1%	1%	2%	3%	0%	F	0.134	Α		2900	Α
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	5600	<b>A</b> 92%	1%	1%	2%	3%	0%	F	0.120	Α		5600	Α
	To:	•	I-295 North												
Vest	From:	I-95; SR 1	50 Chippenhar	n Pkwy											
895) Pocahontas Pkwy	Chesterfield Cour		8000	<b>F</b> 92%	1%	2%	2%	4%	0%	С	0.115	F		8000	F
,	Combined Traffic Estimates for 2 Parallel R	•	16000	<b>F</b> 92%	1%	1%	2%	3%	0%	С	NA			16000	F
	To:		rico County Lir												

#### 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	- QV
West	From:			rfield Coun								_					
Pocahontas Pkwy	Henrico Coul	,	2.38	8000	F	92%	1%	2%	2%	4%	0%	С	0.115	F		8000	F
	Combined Traffic Estimates for 2 Parallel	I Roadways on this	Route:	16000	F	92%	1%	1%	2%	3%	0%	С	0.109	F	0.533	16000	F
Vest	To: From:		L	aburnum A	ve												
Pocahontas Pkwy	Henrico Coul	nty	4.60	2600	G	91%	1%	1%	1%	5%	1%	С	0.144	F		2800	(
,	Combined Traffic Estimates for 2 Parallel	l Roadwavs on this	Route:	5300	G	92%	1%	1%	1%	5%	1%	С	0.124	F		5700	(
	То:	,		I-295													
<u>/est</u>	From:			SR 895 Wes								_					
₃₉₅ )Ramp	Henrico Coul	•	0.43	2700	Α	92%	1%	2%	2%	4%	0%	F	0.121	Α		2700	
	Combined Traffic Estimates for 2 Parallel	I Roadways on this		5600	Α	92%	1%	1%	2%	3%	0%	F	0.120	Α		5600	-
	10:			I-295 South	1												
<u>/est</u>	From:			O ROUTE	95 SOU	TH											
₃₉₅ )Ramp	Chesterfield Co		0.60	NA									NA			NA	
<u> </u>	10:			FROM RO													
<u>/est</u>	From			O ROUTE	95 NOR	TH											
₃₉₅ )Ramp	Chesterfield Co		0.50	NA									NA			NA	
<u></u>	To:	I-9	95-N FRO	M ROUTE	2 895 WE	ST											
	From:			own Visitor													
0003) Colonial Parkway	James City County (		8.05	2400	0			_					NA			NA	
<u> </u>	To: From:			burg Corpo City Count		t											
Colonial Parkway	L City of Williamsburg (	Maint: LIS )	3.20	4700	O								NA			NA	
5003) Colornal Fairway	To:	iviant. 00 )		rk County I									100			14/1	
	From:			burg Corpo		t											
₀₀₀₃ )Colonial Parkway	York County (Mair	nt: US )	10.77	6000	0								NA			NA	
$\mathcal{L}$	To			US 17													
0003 Colonial Parkway	York County (Mai	nt: US )	0.59	2200	0								NA			NA	
,	To:	99-1020, M	Ioore Hou	se Rd; Yor	ktown Vi	sitor Cente	er										
	From:	Wasi	hington D	ulles Intern	ational A	irport											
0004 Dulles Access Rd	Loudoun County (M		0.71	44000	0	.nport							NA			2200	(
3339	To:	,		fax County	Line												
_	From:		Loud	oun County	Line												
Dulles Access Rd	Fairfax County (Ma		12.94	44000	0								NA			2200	(
<u> </u>	To:	SI	R 267 Dul	les Toll Ro	ad, McL	ean											
	From:			nt Vernon N		Hwy											
George Washington Memoria	al Parkway Fairfax County (Ma	aint: US )	8.44	16000	0								NA			NA	
	To:		SC	CL Alexand	ria												
0005 400 Washington St	City of Alexan	dria	0.91	29000	G	98%	1%	0%	0%	0%	0%	С	0.108	F	0.803	31000	(
				R 236 Duke													
0005)(400)Washington St	From: City of Alexan	dria	0.32	28000	G G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.705	31000	(
0005/(400) washington St	Oity of Alexan	unu	0.02	Queen St	J	JU /0	1 /0	0 /0	0 /0	0 /0	0 /0	'	0.033	•	0.703	31000	,

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Buc		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
Noute	Julisalction	Lengur	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QVV
	From:		Queen St													
(90005) (400) Washington St	City of Alexandria	0.39	36000	G	98%	1%	0%	0%	0%	0%	F	NA			39000	G
	To: From:		Madison St													
90005 400 Washington St	City of Alexandria	0.17	36000	G	98%	1%	0%	0%	0%	0%	F	NA			38000	G
	To: From:		1st Street													
George Washington Memorial Parkway	City of Alexandria (Maint: US)	1.81	49000	0								NA			NA	
	To: From:	N	CL Alexand	ria												
90005 George Washington Memorial Parkway	Arlington County (Maint: US)	5.56	62000	0								NA			NA	
	To: From:	00-6741	Spout Run	Parkway												
(90005) George Washington Memorial Parkway	Arlington County (Maint: US)	3.10	71000	0								NA			NA	
$\overline{}$	To	Fair	fax County l	Line												
	From:	Arlir	gton County	/ Line												
(90005) George Washington Memorial Parkway	Fairfax County (Maint: US)	4.62	53000	0								NA			NA	
	To:	I-49:	Capital Bel	ltway												
	From:		I-64 E													
Ramp From I-64 E to Third St	City of Richmond		3800	F								0.379	Α		4400	F
	To:		3rd St													