## COMMONWEALTH of VIRGINIA DEPARTMENT of TRANSPORTATION



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



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

### 2019

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

**U.S. Department of Transportation Federal Highway Administration** 

#### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

#### Glossary of Terms:

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

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

Length: Length of the traffic segment in miles.

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

**QA**: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

#### Route Shield Legend

#### Route Systems

North

81

Interstate Route

Interstate Route

Interstate Route

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

29 US Route

7 Virginia State Route

F241 Frontage Road (F precedes frontage route number)

(600) Secondary Route

#### Special Routes

Bus Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route

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

						Truck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle 3+A	de 1Trai	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~	From	North Carolina State Li		40/	10/ 10	00/	00/	_	0.000	_	0.547	1000	
1)	Mecklenburg County	1.99 <b>1300 F</b>		1%	1% 1%	8%	0%	С	0.093	F	0.547	1200	F
-	From:	58-712 Paschall Rd; Palmer S 58-712 Palmer Springs											
1	Mecklenburg County	6.98 <b>2200</b> F		1%	1% 2%	5%	0%	С	0.089	F	0.639	2200	
$\stackrel{\cdot}{\smile}$	To												
77 (57)	Mecklenburg County	US 58 Big Fork 3.23 <b>12000 (</b>	93%	2%	2% 1%	2%	0%	F	0.122	F	0.534	12000	
1) (58)	weeklenburg dounty			<i>L</i> 70		2/0	0 70	'	0.122	•	0.554	12000	
~~	From	US 1 Southbound, Bus US 58 We		40/	10/ 10	470/	40/	N.	0.000	_	0.500	0000	
1 ) (58)	Mecklenburg County	0.20 <b>6800 N</b>	<b>l</b> 80%	1%	1% 1%	17%	1%	N	0.083	F	0.522	6800	
Bus	From:	58-780 Theater Rd Bus US 58; 58-780 Theate	er Rd										
1 58 Danville St	Mecklenburg County	0.16 <b>5400</b> N		2%	 2% 1%	2%	0%	Ν	0.122	F	0.534	5300	
1) (36)	To								****				
Bus	From	SCL South Hill											
1 \ \( \( \) \( \) Danville St	Town of South Hill	1.89 <b>5400 F</b>	93%	2%	2% 1%	2%	0%	С	0.122	F	0.534	5300	
<del></del>	To	Locust St											
Bus 1 (58) Danville St	Town of South Hill	0.28 <b>7100 F</b>	93%	2%	 2% 1%	2%	0%	F	0.102	F	0.53	7000	
Danville St	Town or South Tilli	0.20 71 <b>00</b> F	30 /6	2 /0	<u> </u>	2/0	0 /6	'	0.102	'	0.55	7000	
Bus	To- From:	Plank Rd											
1 (58) Danville St	Town of South Hill	0.09 <b>7700 F</b>	93%	2%	2% 1%	2%	0%	F	0.099	F	0.550	7500	
	To	Goodes Ferry Blvd											
Bus	From:	•						_		_			
$1 \left( 58 \right)$ Danville St	Town of South Hill	0.23 <b>7100 F</b>	93%	2%	2% 1%	2%	0%	F	0.099	F	0.556	6900	
Bus	To: From:	Mecklenburg Ave Danville St											
1 58 Mecklenburg Ave	Town of South Hill	0.16 <b>7300</b> F	96%	1%	 1% 1%	1%	0%	F	0.093	F	0.503	7200	
1 (38) Wesiteriburg 7.ve	Town or Coult Time			1 70		, 170	0 /0	•	0.000	•	0.000	7200	
Masklank A	From From Lill	US 58 BUS; SR 47 Atlan		10/	10/ 10/	10/	00/		0.000	F	0.57	0000	
Mecklenburg Ave	Town of South Hill	0.08 <b>8400 F</b>	96%	1%	1% 1%	1%	0%	F	0.099	F	0.57	8200	
~	To: From:	Windsor St											
1 Mecklenburg Ave	Town of South Hill	0.58 <b>9900 F</b>	96%	1%	1% 1%	1%	0%	F	0.095	F	0.532	9700	
~ <u></u>	To: From:	E Ferrell St											
Mecklenburg Ave	Town of South Hill	2.26 <b>8600 F</b>	96%	1%	1% 1%	1%	0%	С	0.099	F	0.522	8400	
J	To	NCL South Hill											
1	Mecklenburg County	3.54 <b>1900</b> F	83%	1%	 1% 2%	12%	0%	С	0.097	F	0.589	1800	
	To:	Brunswick County Lir		. , 0		,	0,0	Ū	0.007	•	0.000	.000	
	From:	Mecklenburg County L	ine										
1 Boydton Plank Rd	Brunswick County	0.57 <b>1700 F</b>	82%	1%	2% 2%	14%	0%	С	0.11	F	0.539	1600	
~	Too	12-657 Tanner Town F	Rd										
1 Boydton Plank Rd	Brunswick County	4.32 <b>1500</b> F		1%	2% 2%	16%	0%	С	0.109	F	0.5	1400	
·) ·	To												
1 Boydton Plank Rd	Brunswick County	12-644 Grandy Rd; Brunsw 3.23 <b>1600</b>		2%	2% 1%	15%	0%	С	0.101	F	0.576	1600	
1 ( DOYULUII FIAIIK MÜ	Didiswick Courlly	J.ZJ 1000 1	- 00%	<b>6</b> 70	Z/0 17/	10%	U 70	U	0.101	Г	0.576	1000	

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~ B !! B!   B!	Front		Cochran	000/	40/	20/	00/	100/	00/	_	0.007	_	0.505	2000	_
Boydton Plank Rd	Brunswick County	1.25 <b>3</b>	100 F	80%	1%	2%	2%	16%	0%	F	0.097	F	0.505	3000	F
C Davidson Dlank Dd	To- From:		h of Alberta	000/	10/	10/	00/	<b>C</b> 0/	00/		0.100	F	0.557	0000	F
Boydton Plank Rd	Brunswick County	0.46 <b>2</b>	700 F	90%	1%	1%	2%	6%	0%	F	0.106	Г	0.557	2600	r
Paydran Dlank Dd	Towns of Alleants (Mariety 10)		Alberta	000/	10/	10/	00/	<b>C</b> 0/	00/	F	0.101	F	0.500	1700	F
Boydton Plank Rd	Town of Alberta (Maint: 12)		700 F	90%	1%	1% ——	2%	6%	0%	Г	0.101	Г	0.523	1700	Г
Parathan Blank Bd	To: From:		Alberta	000/	40/		00/	00/	00/	_	0.444		0.500	4500	
Boydton Plank Rd	Brunswick County	4.07 <b>1</b>	500 F	90%	1%	1%	2%	6%	0%	С	0.111	F	0.523	1500	F
Possible of Plants Dd	From		Sturgeon Rd	070/	40/		00/	00/	00/		0.445		0.575	000	
1 Boydton Plank Rd	Brunswick County		County Line	87%	1%	1%	2%	9%	0%	С	0.115	F	0.575	860	F
	From:		County Line County Line												
1 Boydton Plank Rd	Dinwiddie County	2.46 <b>1</b>	600 G	84%	1%	1%	2%	12%	0%	С	0.101	F	0.635	1600	G
<u> </u>	To: From:	SCL M	IcKenney												
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23 <b>1</b>	600 N	84%	1%	1%	2%	12%	0%	Ν	0.101	F	0.635	1600	Ν
<u> </u>	To: From:	SR 40 I	Doyle Blvd												
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33 <b>2</b>	100 G	96%	1%	1%	0%	2%	0%	F	0.097	F	0.617	2200	G
<u> </u>	To: From:	NCL M	IcKenney			$\neg$ $\vdash$									
1 Boydton Plank Rd	Dinwiddie County	4.05 <b>2</b>	100 N	96%	1%	1%	0%	2%	0%	Ν	0.097	F	0.617	2200	Ν
<u> </u>	To: From:	26-649 Sn	ap Lodge Rd												
1 Boydton Plank Rd	Dinwiddie County	5.65 <b>2</b>	600 G	96%	1%	1%	0%	2%	0%	F	0.095	F	0.685	2600	G
<u> </u>	To: From	26-627 Co	ourthouse Rd												
1 Boydton Plank Rd	Dinwiddie County	2.48 <b>4</b>	200 G	96%	1%	1%	0%	2%	0%	С	0.104	F	0.603	4300	G
<u> </u>	To: From	26-740 Tu	ırkey Egg Rd												
1 Boydton Plank Rd	Dinwiddie County	3.61 <b>5</b>	900 G	96%	1%	1%	0%	2%	0%	F	0.116	F	0.537	5900	G
<u> </u>	To: From	S 26-613 D	abney Mill Rd												
1 Boydton Plank Rd	Dinwiddie County	3.09 <b>9</b>	000 G	96%	1%	1%	0%	2%	0%	F	0.092	F	0.588	9600	G
D	To: From	Bus US 46	60 Airport St												
Bus 1 (460 Boydton Plank Rd	Dinwiddie County	1.69 <b>12</b>	2000 G	96%	1%	1%	0%	2%	0%	F	0.091	F	0.596	13000	G
(1) (460) 23 yatan 1 lain 11a	Tree Tree			0070	1 /0		0 70	_,0	0,0	•	0.001	•	0.000	10000	Ğ
Bus	From:		of Petersburg												
1 460 Boydton Plank Rd	Dinwiddie County	1.23 <b>1</b> 4	1000 G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.513	14000	G
Bus	To: From:	SR 220	6 Cox Rd												
1 (460)	Dinwiddie County	0.45 <b>11</b>	000 F	98%	0%	1%	1%	0%	0%	С	0.103	В	0.517	12000	F
$\bigcirc$	To:	WCL.F	Petersburg												
Bus 1 460 Washington St	City of Petersburg			000/	0%	10/	10/	00/	Λο/	F	0.000	F	0.640	12000	G
/ 1 (/460)(vvasilington St	Gity of Petersburg	0.40 12	2000 G	98%	U%	1%	1%	0%	0%	г	0.089	г	0.549	12000	G

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

-			u mersia					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From		Summit St					0171110				. 4010.		. 4010.		
1 (460) Washington St	City of Petersburg	0.18	12000	G	98%	0%	1%	1%	0%	0%	F	0.090	F	0.539	12000	G
	To		Elm St													
Bus 1 (460) Washington St	City of Petersburg	0.57	14000	G	96%	0%	1%	2%	1%	0%	F	0.088	E	0.524	14000	G
1 460 Washington St	To:		l Par; Wyth		30 /6	0 /6	1 /6	2 /0	1 /0	0 /6	•	0.000	'	0.524	14000	u
Bus	From:	US 1 Par, Was			a Lane											
1 (460) Wythe St	City of Petersburg	1.08	7500	G	96%	0%	1%	2%	1%	0%	С	0.084	F		8000	G
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	16000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.540	17000	G
	To		Perry St													
Bus 1 460 Wythe St	City of Petersburg	0.15	10000	G	96%	0%	1%	2%	1%	0%	F	0.091	F		11000	G
	Combined Traffic Estimates for 2 Parallel Road			G	96%	1%	1%	2%	1%	0%	· F	0.089	' F	0.523	21000	G
	Combined Traine Estimates for 21 arailer fload	<u> </u>			30 /6	1 /0	1 /6	2 /0	1 /0	0 /6	•	0.003	'	0.525	21000	u
Bus	To: From	SR	36 Market	St												
$\left(1\right)\left(460\right)\left(36\right)$ Wythe St	City of Petersburg	0.20	10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	G
$\bigcirc$	Combined Traffic Estimates for Parallel Road	ways on this Route:	NA									NA			NA	
ALT. D	To: From:	ALT U	S 301 Sycar	more St												
ALT Bus 1 (301)(460)(36) Wythe	St City of Petersburg	0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	G
1 (301) (460) (36) Wythe	Combined Traffic Estimates for Parallel Road		NA	G	30 78	0 /0	1 70	270	1 /0	0 70	•	NA	·		NA	ч
	To:		S 460 Jeffer	son St								INA			11/3	
ALT	From:	Bus U	JS 460 Wyt													
1 (301) Jefferson St	City of Petersburg	0.09	3400	G	96%	0%	1%	2%	1%	0%	F	0.085	F	0.704	3700	G
$\hookrightarrow$	Combined Traffic Estimates for Parallel Road	ways on this Route:	NA									NA			NA	
ALT	To: From:	Bus US 46	0 Par, Was	hington	St											
ALT 301 Jefferson St	City of Petersburg	0.26	770	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.569	820	G
(1) (301) series est	Combined Traffic Estimates for Parallel Road		NA	<u> </u>	0070	1 /0	070	0 70	0 70	0 70	Ū	NA	•	0.000	NA	ŭ
	Tollied Traine Estimates for Faranci Freda	mayo on tino riodio.														
ALT	Fron:		Henry St													
1 (301) 3rd St	City of Petersburg	0.05	350	G	96%	0%	1%	2%	1%	0%	F	0.118	F	0.65	370	G
$\hookrightarrow$	Combined Traffic Estimates for Parallel Road	ways on this Route:	NA									NA			NA	
ALT	To: From:	US 3	01 Par, Bar	nk St												
ALT 1 301 3rd St	City of Petersburg	0.05	450	G	96%	0%	1%	2%	1%	0%	F	0.092	F	0.670	480	G
(1) (301) 3.3 3.	Combined Traffic Estimates for Parallel Road		NA	-	5576	5 / 0	. /0	_ / 0	. 70	3 / 0	•	NA	•	0.070	NA	~
	To:		1 Bollingbro	ook St								, .			. •, •	
ALT C	From:	US 30	1; 3RD STI	REET												
(1)(301)(301)(36) Bolling	brook St City of Petersburg	0.08	4400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
$\sim \sim \sim \sim$	Combined Traffic Estimates for Parallel Road	ways on this Route:	NA									NA			NA	
	To: From	US 1 Par; US	301 Par; Bo	ollingbro	ok St											
1 (301) 2nd St	City of Petersburg	0.35	15000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.562	16000	G
$\sim$	Tα:	SCL	Colonial He	eights												

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

Doute	Jurisdiction	Longth AADT	0.4	4Tiro	Dua		Truck-			QC	K	QK	Dir	AAWDT	
Route	Junsaiction	Length <b>AADT</b>		4Tire	bus	2Axle 3-	Axle 1T	rail 2	Trail	QC	Factor	QK	Factor	AAWDI	QW
1)(301)Boulevard	City of Colonial Heights	NCL Petersh 0.53 <b>14000</b>		99%	0%	0%	0% 0	% (	0%	F	0.084	F	0.505	15000	G
<b>~ ~ ~ ~ ~ ~ ~ ~ ~ ~</b>	To	Dupuy Av	/e			<u> </u>									
1 301 Boulevard	City of Colonial Heights	0.40 <b>25000</b>		99%	0%	0%	0% 0	% (	0%	F	0.085	F	0.535	NA	
1)(301)Boulevard	City of Colonial Heights	Westover A 0.33 <b>23000</b>	Ave <b>A</b>	99%	0%	0%	0% 0	% (	0%	С	0.1	Α	0.502	24000	Α
1 301 Bodievard	City of Colonial Fleights			33 /6	0 /6	0 /6	J /6 U	/o \	0 /6	C	0.1	^	0.502	24000	^
1 301 Boulevard	City of Colonial Heights	Branders Brid 0.26 <b>27000</b>	ge Rd <b>F</b>	99%	0%	0%	0% 0	% (	0%	F	0.081	F	0.503	NA	
1) (301) = 00.1014.10	To To	Temple A					370 0	, ,	0 70	•	0.00		0.000		
1)(301)(144)Boulevard	City of Colonial Heights	0.74 <b>22000</b>		99%	0%	0%	0% 0	% (	0%	F	0.093	F	0.519	24000	G
<del></del>	To: From:	Lakeview A	Ave			<b>—</b>									
301 (144) Boulevard	City of Colonial Heights	0.17 <b>24000</b>	F	99%	0%	0%	0% 0	% (	0%	F	0.088	F	0.517	NA	
	To- From:	Ellerslie A													
1 (301) 144 Boulevard	City of Colonial Heights	0.19 <b>30000</b>	F	98%	0%	1%	0% 1	% (	0%	F	0.091	F	0.501	NA	
1)(301)(144)Boulevard	City of Colonial Heights	Sherwood A 0.62 <b>25000</b>		99%	0%	0%	0% 0	% (	0%	F	0.093	F	0.54	27000	G
1 301 144 Boulevard	City of Colonial Heights			9976	076	0%	J% U	/o (	076	Г	0.093	Г	0.54	27000	C
1 (301)(144)Jefferson Davis Hwy	Chesterfield County	NCL Colonial I 0.22 <b>25000</b>	Heights G	99%	0%	0%	0% 0	% (	0%	F	0.093	F	0.56	27000	G
	To	SR 144 Harrow	gate Rd			<u> </u>									
1)(301)Jefferson Davis Hwy	Chesterfield County	1.32 <b>19000</b>	G	98%	0%	1%	1% 0	% (	0%	С	0.093	F	0.593	20000	G
	Too From:	20-620 Woods I	Edge Rd												
(301) Jefferson Davis Hwy	Chesterfield County	0.14 <b>18000</b>	G	98%	0%	1%	1% 0	% (	0%	F	0.093	F	0.594	19000	C
~ ~~	To: From:	20-619 Happy													
1 301 Jefferson Davis Hwy	Chesterfield County	2.44 <b>16000</b>	G	98%	0%	1%	1% 0	% (	0%	F	0.094	F	0.589	17000	G
~~~	To From:	20-618 Old Bermuda			221			.,	001					24222	
1 301 Jefferson Davis Hwy	Chesterfield County	0.90 <b>20000</b>	G	98%	0%	1%	1% 0	% (	0%	F	0.093	F	0.569	21000	C
loffgraan Dovin Hung	Chesterfield County	SR 10 West Hun		000/	0%	10/	10/ 0	% (	<b>n</b> o/	F	0.102	F	0.621	26000	(
301 Jefferson Davis Hwy	Chesterned County	1.65 <b>24000</b>	G	98%	0%	1%	1% 0	% (	0%	Г	0.103	Г	0.631	26000	
301 Jefferson Davis Hwy	Chesterfield County	SR 288 1.62 <b>20000</b>	G	96%	1%	1%	1% 1	% (	0%	F	0.09	F	0.726	21000	(
301) 0011013011 24113 11111	To To	20-613 Willi			1 70	<del></del>	170 1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0 70	•	0.00	•	0.720	21000	
Jefferson Davis Hwy	Chesterfield County	0.64 <b>18000</b>	G	96%	1%	1%	1% 1	% (	0%	F	0.09	F	0.726	19000	G
2	To	SR 145 Chest	er Rd												
301 Jefferson Davis Hwy	Chesterfield County	2.41 <b>21000</b>		96%	1%	1%	1% 1	% (	0%	С	0.095	F	0.638	22000	C
~ ~~	Tos From:	SR 150 Chippenh	am Pkwy	7											
1)(301)Jefferson Davis Hwy	Chesterfield County	1.17 <b>20000</b>	G	96%	1%	1%	1% 1	% (	0%	F	0.091	F	0.605	22000	G
1 (1301) Jefferson Davis Hwy	Chesterfield County	1.17 <b>20000</b> SCL Richm		96%	1%	1%	1% 1	% (	0%	F	0.091	F	0.605		22000

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

		Primary and interstate Ro	utes											
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~~~	From:	SCL Richmond							_		_			_
1 (301) Jefferson Davis Hwy	City of Richmond	2.13 <b>11000 G</b>	94%	2%	1%	1%	2%	0%	С	0.088	F	0.617	12000	G
<del></del>	To: From:	Bellmeade Rd			_									
1 (301) Jefferson Davis Hwy	City of Richmond	0.86 <b>13000 A</b>	96%	1%	1%	1%	1%	0%	С	0.103	Α	0.503	15000	Α
	To:	Hopkins Rd												
1 (301) Jefferson Davis Hwy	City of Richmond	1.01 <b>18000 F</b>	95%	1%	1%	1%	1%	0%	С	0.09	F	0.564	20000	F
1 301 Jellerson Davis Hwy				. , 0		. , 0	. , 0	0 / 0	Ū	0.00	•	0.00		•
	From	US 360 Hull St	070/	40/	10/	00/	40/	00/		0.000		0.570	07000	
1 301 Cowardin Ave	City of Richmond	0.39 <b>24000 G</b>	97%	1%	1%	0%	1%	0%	С	0.093	F	0.579	27000	G
	To: From:	Semmes Ave												
1 (301) Lee Bridge	City of Richmond	0.76 <b>36000 G</b>	98%	1%	1%	0%	0%	0%	F	0.1	F	0.626	41000	G
	To	2nd St												
1 (301) Belvidere St	City of Richmond	0.92 <b>28000 G</b>	98%	1%	1%	0%	0%	0%	F	0.096	F	0.649	32000	G
(1) (301) 25/105/5 51			0070	1 /0		0 70	0 70	070	•	0.000	•	0.010	02000	<u> </u>
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	Franklin St	2021			221	221	0-1	_		_		45000	_
1 (301) Belvidere St	City of Richmond	0.15 <b>39000 G</b>	98%	1%	1%	0%	0%	0%	F	0.085	F	0.545	45000	G
<del>*</del> *	To: From:	US 250 Broad St												
1 301 Belvidere St	City of Richmond	0.40 <b>36000 G</b>	98%	1%	1%	0%	0%	0%	F	0.083	F	0.611	41000	G
	To:	Chamberlayne Ave												
~~~	From:	Belvidere St												
(1)(301)Chamberlayne Ave	City of Richmond	1.02 <b>24000 G</b>	98%	1%	1%	0%	0%	0%	С	0.093	F	0.508	27000	G
<del></del>	To	Edge Hill Rd												
1 (301) Chamberlayne Ave	City of Richmond	0.31 <b>23000 G</b>	98%	1%	1%	0%	0%	0%	С	0.092	F	0.535	26000	G
,	Too	B 11 1B 1 B1												
1 (301) Chamberlayne Ave	City of Diohmand	Brookland Park Blvd 0.86 <b>18000 G</b>	000/	10/	10/	00/	00/	0%		0.100	F	0.605	20000	G
1 301 Chamberlayne Ave	City of Richmond	0.86 <b>18000 G</b>	98%	1%	1%	0%	0%	0%	С	0.103	Г	0.625	20000	G
~~~~~	To: From:	Laburnum Ave												
1 (301) Chamberlayne Ave	City of Richmond	0.26 <b>14000 G</b>	98%	1%	1%	0%	0%	0%	F	0.108	F	0.607	16000	G
$\bigcirc$	Too	Claremont Ave												
1 (301) Chamberlayne Ave	City of Richmond	0.94 <b>16000 G</b>	98%	1%	1%	0%	0%	0%	С	0.106	F	0.525	18000	G
,	To:	Azalea Ave												
	From:	Chamberlayne Ave												
1 Azalea Ave	City of Richmond	0.26 <b>18000 F</b>	98%	1%	1%	0%	0%	0%	F	0.097	F	0.572	21000	F
$\bigcirc$	To	NCL Richmond												
1 Brook Rd	Henrico County	0.30 <b>16000 F</b>								0.095	F	0.587	NA	
1 Brook Hd	Tioning Gealty									0.000	•	0.007	1471	
~~ · · · ·	To: From:	I-95												
1 Brook Rd	Henrico County	0.83 <b>21000 F</b>	98%	0%	1%	1%	0%	0%	С	0.091	F	0.522	23000	F
<u> </u>	To	Hilliard Rd												
1 Brook Rd	Henrico County	0.72 <b>24000 F</b>	98%	0%	1%	1%	0%	0%	F	0.104	F	0.523	25000	F
	To				<del></del> 1									
1 Brook Rd	Henrico County	Wilkinson Rd 0.48 <b>21000 F</b>	000/	0%	10/	10/	00/	09/	F	0.101	F	0.529	22000	F
1 Brook Hd	Henrico County		98%	U%	1%	1%	0%	0%	Г	0.101	г	0.529	22000	г
•		SR 73 Parham Rd												

#### 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	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~~ <u>`</u>	From	SR 73 Parh													
1 Brook Rd	Henrico County	1.42 <b>2500</b>	0 F								0.09	F	0.553	NA	
<u> </u>	Toe From:	I-295													
1 Brook Rd	Henrico County	0.73 <b>3800</b>	0 F	98%	0%	1%	1%	1%	0%	F	0.103	F	0.533	40000	
<b>√</b>	Tœ	Virginia Cente	r Parkway												
1 Brook Rd	Henrico County	0.38 <b>2600</b>		98%	0%	1%	1%	1%	0%	F	0.099	F	0.530	27000	
•)	To														
1 Brook Rd	Henrico County	J.E.B. Stuart 0.60 <b>2200</b>		98%	0%	1%	1%	1%	0%	F	0.099	F	0.501	23000	
1 Brook Hd	To:	Hanover Cou	-	30 /6	0 /6	1/0	1 /0	1 /0	0 /6	'	0.033	•	0.501	23000	
	From:	Henrico Cou	_												
1 Washington Hwy	Hanover County	0.47 2200		98%	0%	1%	1%	1%	0%	Ν	0.099	F	0.501	23000	
$\Rightarrow$	Tox	42-656 Slidin	~ IEII D.I												
1 Washington Hwy	From: L Hanover County	1.94 <b>1600</b>		98%	0%	1%	1%	1%	0%	F	0.084	F	0.547	17000	
1 washington Hwy	rianover county			0070	0 70	1 70	1 70	1 /0	0 70		0.004	•	0.047	17000	
~,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	From:	42-802 Lewis		000/	00/		40/	40/	00/	_	0.004	_	0.540	47000	
1 Washington Hwy	Hanover County	0.79 <b>1600</b>	0 G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.512	17000	
~	To: From:	SCL Ash	land												
1 Washington Hwy	Town of Ashland	1.41 <b>1700</b>	0 G	95%	1%	1%	1%	2%	0%	F	0.096	F	0.566	18000	
$\checkmark$	Tœ	Ashcake	Rd												
1 Washington Hwy	Town of Ashland	0.85 <b>1800</b>		95%	1%	1%	1%	2%	0%	С	0.097	F	0.527	19000	
,	To				.,.					_					
Washington Huay	Town of Ashland	SR 54 Eng 0.23 <b>1600</b>		93%	1%	2%	1%	4%	0%	F	0.088	F	0.500	17000	
1 Washington Hwy	Town of Ashland	0.23 1000	U G	93%	1 70	270	170	470	0%	Г	0.000	Г	0.500	17000	
~	To: From:	Randolph													
1 Washington Hwy	Town of Ashland	1.94 <b>1000</b>	0 G	93%	1%	2%	1%	4%	0%	С	0.093	F	0.563	11000	
<del>~</del>	To: From:	NCL Ash	land			$\neg$ $\vdash$									
1 Washington Hwy	Hanover County	2.17 <b>1000</b>	0 N	93%	1%	2%	1%	4%	0%	Ν	0.093	F	0.563	11000	
<i>→</i>	To	42-738 Gu	n Tree												
1 Washington Hwy	Hanover County	1.89 <b>740</b>		93%	1%	2%	1%	4%	0%	F	0.088	F	0.561	7400	
,	indicates estimated				. , ,		. , 0	.,,	0 / 0	•	0.000	•	0.00.		
Mashinatas I hor	From	SR 30 Kings Domi			00/	10/	00/	00/	00/		0.004	F	0.005	4000	
1 Washington Hwy	Hanover County	3.04 4800		87%	0%	1%	2%	9%	0%	С	0.094	г	0.635	4800	
<u> </u>	From:	Caroline Cou Hanover Cou	-												
1 Jefferson Davis Hwy	Caroline County	2.99 <b>530</b> 0		87%	0%	1%	2%	9%	0%	F	0.117	F	0.662	5200	
•	, T	GD 207 G	1.61 1												
Lofferson Davis Huay	Carolina County	SR 207 Carm 6.29 <b>550</b> 0		95%	0%	1%	1%	2%	0%	F	0.103	F	0.596	5400	
1 Jefferson Davis Hwy	Caroline County			90%	U-70	I 70	I 70	<b>2</b> <sup>-</sup> /0	U-76	Г	0.103	Г	0.536	3400	
~~	To: From	16-639 Lady													
1 Jefferson Davis Hwy	Caroline County	3.06 <b>750</b> 0	) F	95%	0%	1%	1%	2%	0%	F	0.092	F	0.587	7300	
~	To:	16-632 Cedon Rd	Quarters 1	Rd		<u> </u>									
1 Jefferson Davis Hwy	Caroline County	2.53 7000		95%	0%	1%	1%	2%	0%	С	0.093	F	0.627	6900	
<i>`</i>	To:	Spotsylvania C													

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~ . <i>"</i>	From		County Line	0==/					221	_		_		40000	_
1 Jefferson Davis Hwy	Spotsylvania County	2.61 <b>12</b>	2000 G	95%	0%	1%	1%	2%	0%	F	0.086	F	0.673	12000	G
~~~	To: From:	88-606	Thornburg												
1 Jefferson Davis Hwy	Spotsylvania County	4.25 <b>1</b> 5	5000 G	95%	0%	1%	1%	2%	0%	F	0.098	F	0.590	15000	G
~~	To: From:	88-608 Massa	ponax Church												
1 Jefferson Davis Hwy	Spotsylvania County	2.27 <b>2</b> 0	0000 G	94%	1%	1%	1%	2%	0%	С	0.094	F	0.542	21000	G
	To: From	US 17 Po	oor House Rd												
1) (17) Jefferson Davis Hwy	Spotsylvania County	1.18 <b>56</b>	6000 G	98%	0%	1%	0%	0%	0%	F	0.074	F	0.576	60000	G
<del>~</del> <del>~</del>	To: From	]	I-95												
1 Jefferson Davis Hwy	Spotsylvania County	0.96 <b>28</b>	8000 G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.544	30000	G
<del>\</del>	To:	Bus US 1; SR 2	208 Four Mile I	Fork											
~~ <u>-</u>	From:	US 1 Bus; SR 2								_		_			_
1 Jefferson Davis Hwy	Spotsylvania County	1.30 <b>3</b> 0	0000 G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.542	32000	G
<u></u>	To: From:	SCL Fre	dericksburg												
1 Jefferson Davis Blvd	City of Fredericksburg	1.48 <b>3</b> 5	5000 A	98%	0%	1%	0%	0%	0%	С	0.096	Α	0.513	37000	Α
~	To	S	SR 3												
1 Jefferson Davis Blvd	City of Fredericksburg	0.90 28	8000 G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.604	30000	G
~	To	Colle	ege Ave			<b>—</b> —									
1 Jefferson Davis Blvd	City of Fredericksburg		7000 G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.611	29000	G
~	To	Fall 1	Hill Ave												
1 Jefferson Davis Blvd	City of Fredericksburg		8000 G	98%	0%	1%	0%	0%	0%	F	0.077	F	0.611	30000	G
~	To	Bus US 1 Pri	incess Anne Av	re.											
Bus Bus	From:				00/		40/	00/	00/		0.000	_	0.500		
1) (17) Jefferson Davis Blvd	City of Fredericksburg	0.11 <b>40</b>	0000 N	96%	0%	0%	1%	3%	0%	N	0.098	F	0.592	NA	
Bus	To: From	NCL Fre	edericksburg												
1) 17 Jefferson Davis Hwy	Stafford County	0.35 40	0000 F	96%	0%	0%	1%	3%	0%	F	0.098	F	0.592	NA	
$\rightarrow$	To	Bus US 17 S	SR 218 Falmou	th											
1 Jefferson Davis Hwy	Stafford County		5000 G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.724	27000	G
÷)	To														
1 Jefferson Davis Hwy	Stafford County		nes Corner Rd	98%	1%	10/	0%	0%	0%	F	0.108	F	0.788	22000	G
1 Jefferson Davis Hwy	Stanord County	2.04 <b>2</b> 1	1000 G	90%	170	1%	0%	076	0%	Г	0.106	Г	0.766	22000	G
~~	To: From:	89-628 Eskimo Hill										_			_
1 Jefferson Davis Hwy	Stafford County	2.45 <b>18</b>	8000 G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.797	19000	G
<u>.</u>	To: From:	89-687	7 Hope Rd												
1 Jefferson Davis Hwy	Stafford County	1.50 <b>1</b> 9	9000 G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.703	20000	G
	To: From:	89-631 Coal Land	ling Rd; Bells I	Iill Rd											
1 Jefferson Davis Hwy	Stafford County	1.32 <b>1</b> 9	9000 N	98%	1%	1%	0%	0%	0%	Ν	0.09	F	0.703	20000	Ν
~	То	89-610 Ga	arrisonville Rd			$\neg$ $\vdash$									
1 Jefferson Davis Hwy	Stafford County		6000 A	98%	1%	1%	0%	0%	0%	С	0.131	Α	0.642	27000	Α
·)	To:		oodstock Lane												

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

_						_		Trι	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From		Woodstoc													
1 Jefferson Davis Hwy	Stafford Count	ty 0.94	26000	N	98%	1%	1%	0%	0%	0%	Ν	0.131	Α	0.642	27000	N
<u> </u>	To: From	89-638 Li	ttle Forest (	Church R	d											
1 Jefferson Davis Hwy	Stafford Coun	ty 2.33	22000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.831	24000	G
$\smile$	To:		Villiam Cou													
Jefferson Davis Hwy	Prince William Co		ord County 17000	Line <b>F</b>	98%	1%	1%	0%	0%	0%	F	0.131	F	0.568	18000	F
1 Jellerson Davis Hwy	Finice William Co	<u> </u>			30 /6	1 /0	1 /0	0 /0	0 /0	0 /6	'	0.131	'	0.500	10000	'
~~~	From		-619 Fuller		000/	40/		00/	00/	00/		0.404		0.550	17000	
1 Jefferson Davis Hwy	Prince William Co	ounty 0.51	16000	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.553	17000	F
~	To: From:		1 Par Mair	ı St												
1 Fraley Blvd	Prince William Co	ounty 0.18	8400	G	98%	1%	1%	0%	0%	0%	F	0.128	F		9200	G
$\smile$	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	17000	G	98%	1%	1%	0%	1%	0%	F	0.091	F	0.654	18000	G
	To	S	CL Dumfrie	es												
1 Fraley Blvd	Town of Dumfries (M	laint: 76) 1.35	13000	F	96%	1%	1%	1%	2%	0%	F	0.086	F		14000	F
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	28000	F	97%	1%	1%	1%	1%	0%	F	0.090	F	0.512	29000	F
	To	LIC 1 Dor	near Possun	n Doint D	d											
1 Jefferson Davis Hwy	From:— Town of Dumfries (M		31000	<b>F</b>	.u							0.079	F	0.598	NA	
T Control Barie 1 my												0.070	•	0.000	1471	
1 Jefferson Davis Hwy	Prince William Co		CL Dumfrie	es N								0.079	F	0.598	NA	
1 Jeπerson Davis Hwy	Finice William Co											0.079	'	0.530	INA	
~~~ <u>-</u>	To: From:		234 Dumfrie													
1 Jefferson Davis Hwy	Prince William Co	ounty 2.61	42000	F	96%	1%	1%	1%	2%	0%	F	0.081	F	0.552	44000	F
~	To: From:	76-610	North of C	arfield												
1 Jefferson Davis Hwy	Prince William Co	ounty 2.15	41000	F	96%	1%	1%	1%	2%	0%	F	0.083	F	0.637	44000	F
$\stackrel{\smile}{\smile}$	To	76-2000 1	Reddy Dr; C	)pitz Blv	d		<u> </u>									
1 Jefferson Davis Hwy	Prince William Co	ounty 2.74	39000	G	96%	1%	1%	1%	2%	0%	С	0.081	F	0.847	41000	G
$\bigcirc$	Τœ		fax County													
~~~ <u></u>	From:		Villiam Cou		2221					0-1	_		_		40000	_
1 Richmond Hwy	Fairfax Count	ty 0.81	38000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.834	40000	G
~	To: From:	I-95 No	orth of Woo	dbridge												
(1) Richmond Hwy	Fairfax Count	ty 1.44	41000	G	97%	1%	1%	0%	0%	0%	F	0.079	F	0.738	43000	G
$\smile$	To	SR	242 Gunston	n Rd												
1 Richmond Hwy	Fairfax Count	ty 1.14	41000	G	97%	1%	1%	0%	0%	0%	F	0.096	F	0.796	43000	G
$\bigcirc$	Too	29.	642 Lorton	Rd			—									
Richmond Hwy	From:— Fairfax Count		51000	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.763	54000	G
		<u> </u>						- / -		- / -	-		-			-
Piohmond Liver	To: Four Count		11 Telegrap		079/	10/	10/	00/	00/	00/	F	0.006	F	0.706	40000	
1 Richmond Hwy	Fairfax Count	ty 1.61	38000	G	97%	1%	1%	0%	0%	0%	г	0.096	Г	0.796	40000	G
~~~	To: From:		Fairfax Cour				$\Box$									
1 Richmond Hwy	Fairfax Count		40000	G	97%	1%	1%	0%	0%	0%	F	0.096	F	0.796	42000	G
~	To	29-6	18 Woodlaw	vn Rd												

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

			id intersta	110 110	atoo											
Route	Jurisdiction	Length	ΔΔΩΤ	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
	Cancacton	Longin	AAD 1	<u>u</u> n	11110	Bao	2Axle	3+Axle	1Trail	2Trail	u o	Factor	Q. (	Factor	7011101	α
~~	From:		18 Woodlawr													
1 Richmond Hwy	Fairfax County	0.49	39000	G	97%	1%	1%	0%	0%	0%	F	0.076	F	0.524	41000	G
<u> </u>	To: From:	SR 235 S, Mou	ınt Vernon N	Memoria	al Hwy											
1 Richmond Hwy	Fairfax County	2.84	34000	Α	97%	1%	1%	0%	0%	0%	С	0.083	Α	0.534	36000	Α
$\overline{}$	To	SR 235 N	, Mount Veri	non Hw	vv											
Richmond Hwy	Fairfax County		55000	G	97%	1%	1%	0%	0%	0%	F	0.072	F	0.521	57000	G
	To	SD 241	Kings Hwy	North												
Richmond Hwy	Fairfax County		50000	G	97%	1%	1%	0%	0%	0%	F	0.068	F	0.527	52000	G
Tuoimiona riwy	T amax oddriy					1 /0	1 70	070	0 70	0 /0	•	0.000	•	0.027	02000	ď
Patrick Ot	From From (Management of Management of Manag	SCL Alexandria,				40/		00/	00/	00/	_	0.070		0.077	04000	
1 Patrick St	City of Alexandria (Ma	aint: 00) 0.51	77000	F	97%	1%	1%	0%	0%	0%	F	0.078	F	0.677	81000	F
~~~	To: From:		Franklin St													
1 Patrick St	City of Alexandri	ia 0.15	77000	N	97%	1%	1%	0%	0%	0%	N	0.078	F	0.677	81000	N
<u> </u>	To	Wilk	kes St, US 1	Par												
1 Patrick St	City of Alexandri	ia 0.36	26000	G	97%	1%	1%	0%	0%	0%	F	0.081	F		28000	G
$\odot$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	50000	G	97%	1%	1%	0%	0%	0%	F	0.068	F	0.617	53000	G
	To		King St				i									
1 Patrick St	From: City of Alexandri	ia 0.72	23000	G	97%	1%	1%	0%	0%	0%	F	0.09	F		24000	G
1 athlox of	Combined Traffic Estimates for 2 Parallel Roa			G	97%	1%	1%	0%	0%	0%	F	0.078	F	0.568	46000	G
	Combined Trainic Estimates for 2 Faraller Ros	adways on this houte.		<u> </u>	31 /6	1 /0	1 /0	0 /6	0 /0	0 /6	'	0.076	'	0.500	40000	G
~~~ p . : . i o:	To: From:	. 0.40	1st St		070/	40/		00/	00/	00/		0.070	_	0.040	E4000	_
1 Patrick St	City of Alexandri	ia 0.42	48000	G	97%	1%	1%	0%	0%	0%	F	0.079	F	0.642	51000	G
~~	To: From:	Ŋ	Monroe Ave													
1 Richmond Hwy	City of Alexandri	ia 1.27	31000	G	97%	1%	1%	0%	0%	0%	F	0.068	F	0.611	33000	G
$\smile$	To	NC	CL Alexandri	ia			<u> </u>									
Richmond Hwy	Arlington County		37000	F	97%	1%	1%	0%	0%	0%	F	0.075	F	0.612	39000	F
	To	. CD	120 Glebe R	0.4			i									
Richmond Hwy	Arlington County		39000	F	97%	1%	1%	0%	0%	0%	F	0.076	F	0.678	41000	F
The initial rivy	Anington County					1 /0	1 70	0 70	0 70	0 70	•	0.070	•	0.070	41000	'
C Disharan dillar	To: From:	SR 233 Reagan V				40/		00/	00/	00/	_	0.077	_	0.500	50000	
1 Richmond Hwy	Arlington County		47000	F	97%	1%	1%	0%	0%	0%	F	0.077	F	0.593	50000	F
	From:		0; Ramp to I		V											
1 Ramp	Arlington County		NA	JIIU IIW	у							NA			NA	
1)	Ta	•	I-395 NB				1									
	From		I-395													
1 (395)	Arlington County	ty 0.55	<del></del>		Se	ee I-395	for dire	ctional t	raffic vo	olume es	stimat	es for th	is seg	ıment.		
$\smile$	Combined Traffic Estimates for 4 Parallel Roa	adways on this Route:	186000	G	97%	1%	1%	1%	1%	0%	F	NA			202000	G
	To	George V	Washington P	Parkway	v											
~~~	Arlington County		t asimigion F	urwa.		- 1 001		otional t	roffic w	م مسام	stimat	es for th	ic coo	ment		
1 (305)		v 11112			. ~ -	P 1-39"	o tor aire	CHOHALL								
1 395	Combined Traffic Estimates for 4 Parallel Roa	•	186000	N	97%	e 1-395 1%	o for aire	1%	1%	0%	N	NA	is sec	Jillelit.	202000	N

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

Route Jurisd	iction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Ramp Mecklenbu	ıra County	0.11	t N018A & 2300	<b>G</b>	96%	1%	1%	1%	1%	0%	F	0.079	F		2300	G
)p	To:		-85 South		0070	. , 0		. , 0	. , 0	0 / 0	•	0.07.0	•			<u>.</u>
	From:	US 1 Exi	t N018B &	S018B												
Ramp Mecklenbu	rg County	0.18	1300	G	96%	1%	1%	1%	1%	0%	F	0.094	F		1400	G
$\searrow$	To:	]	-85 North													
	From:		oydton Plar													
Ramp Brunswic	k County	0.29	680	G	90%	1%	1%	2%	6%	0%	F	0.116	F		710	G
<u>~</u>	To:		-85 North													
~~~ B	From:		oydton Plar		000/	40/		00/	00/	00/	_	0.404	_		000	•
1 Ramp Brunswic	K County	0.26	310	G	90%	1%	1%	2%	6%	0%	F	0.131	F		320	G
•	TV.		-85 South													
Ramp Dinwiddie	County	0.28	US 1 <b>7500</b>	G								0.094	F		7500	G
1 Hamp Dinwiddie	To:		-85 North	G			1					0.094	Г		7300	G
	From:		US 1				1									
Ramp Dinwiddie	County	0.26	1600	G								0.115	F		1600	G
)p	To:		-85 South									011.10	•			<u> </u>
	From:		US 1													
Ramp City of Richmo	nd (Maint: 43)	0.07	14000	G								0.099	F		14000	G
$\rightarrow$	To:	]	-95 South													
	From:	US	1 Brook R	d												
1 Ramp Henrico	County	0.11	6600	G								0.093	F		6600	G
<u> </u>	To:	]	-95 South													
~~	From:		ferson Davi													
Ramp Spotsylvar	nia County	0.12	5400	F								0.097	F		9900	G
<u>~</u>	To:		-95 South													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		ferson Davi		07-1	221				0-1	_		_			
1 (17) Ramp US 1, US 17 to I-95 N at Exit 126 Spotsylvar	na County		20000	F	97%	0%	1%	1%	1%	0%	С	0.087	F		NA	
	F		-95 North													
Ramp Stafford	County	0.14	ferson Davi	is Hwy	98%	0%	1%	0%	1%	0%	С	0.155	Α		7100	Α
Tramp	To:		-95 North		30 /6	0 /6	1 /8	0 /6	1 /0	0 /6	O	0.133	^		7100	^
	From: D	Ramps from		nd IJS 1	SB											
Ramp From US N,S to I-95 3 at Exit 177 City of Alexand		0.18	9600	G	עט							0.080	F		9600	G
<u> </u>	Τω		xpress Lane													
	From:	US 01-S	191C TO F	RT 241												
Ramp City of Alexand	Iria (Maint: 29)	0.19	9300	G								0.086	F	0.699	9300	G
<u> </u>	To:	I-95-	S FROM R	T 1												
North	From	US 1 B	oydton Plar	nk Rd												
Ramp Dinwiddie		0.06	5300	G								0.097	F		5300	G
			US 01-66													

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

Route	Jurisdiction	Longth AADT OA ATiro Duo	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North 1 Ramp	Dinwiddie County	US 1 Boydton Plank Rd 0.03 <b>660 G</b> US 01- 66B US 01-S066B TO RT 85	NA	660 G
North 1 Ramp	City of Richmond (Maint: 43)	US 1 Belvidere St 0.04 <b>7400 G</b> 127-99006 A	0.101 F	7400 G
North 1 Ramp	City of Richmond (Maint: 43)	127-99006- A 0.06 <b>5400 G</b> US 01-S093A	0.105 F	5400 G
North 1 Ramp	City of Richmond (Maint: 43)	US 1 Chamberlayne Ave; Belvidere St 0.12 9600 A  I-95 North	0.21 A	10000 A
North 1 Ramp	Henrico County	US 1 N, Brook Rd 0.21 <b>2300 G</b> I-295 East	0.117 F	2300 G
North 1 Ramp	Henrico County	US 1 N, Brook Rd 0.15 <b>1700 G</b> I-295 West Collector Rd	0.105 F	1700 G
North 1 Ramp	Fairfax County	US 1 TO RT 95 0.84 <b>10000 G</b> I-95-N FROM RT 1	0.133 F	10000 G
North 1 Ramp	City of Alexandria (Maint: 29)	US 1 Richmond Hwy NB 0.17 NA	NA	NA
North 1 Ramp	City of Alexandria (Maint: 29)	US 1 North Exit 191B Ramp  0.16 <b>17000 F</b> I-95 North	0.078 B	17000 F
North 1 Ramp	City of Alexandria (Maint: 29)	US 1 Richmond Hwy NB  0.39 NA  US 01-N191C TO RT 241; 95 SOUTH	NA	NA
North 1 Ramp	City of Alexandria (Maint: 29)	0.10 <b>NA</b> US 01-191B US 01-S191B FROM RT 1	NA NA	NA
North 1 Ramp	City of Alexandria (Maint: 29)	US 01-N191B TO RT 241; 95 SOUTH  0.14 NA  US 01-S191C TO RT 241	NA	NA
South 1 Ramp	Dinwiddie County	US 1 Boydton Plank Rd 0.03 <b>3500 G</b> US 01-N066A US 01- 66A TO RT 85	0.116 F	3500 G
South 1 Ramp	Dinwiddie County	US 1 TO RT 85 SB 0.06 <b>1200 G</b> US 01- 66B US 01-N066B TO RT 85	0.124 F	1200 G

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:		l S, Belvider	re St				JTANIC	TITALI	ZIIali		1 actor		1 actor		
1 Ramp	City of Richmond (Maint: 43	•	4900	A	_							0.107	Α		5300	Α
	10		xit 93A to I-		h											
South Ramp	Henrico County	US 0.23	1 S, Brook 2	Rd <b>G</b>								0.119	F		5600	G
1 Ramp	To:		East Collect									0.113	'		3000	a
South	Front		1 S, Brook				i									
1 Ramp	Henrico County	0.23	4800	G								0.114	F		4800	G
$\bigcirc$	То:	I-295	West Collect	tor Rd												
South	Front		US 1													
(1) Ramp	Fairfax County	0.68	17000	G	90%	1%	1%	1%	8%	0%	F	0.11	F		16000	G
~	То		I-95 South													
South Ramp	City of Alexandria (Maint: 29		1 Patrick St 28000	SB <b>G</b>								0.099	F		28000	G
1 Ramp	City of Alexandria (Maint. 28											0.099	Г		20000	G
South	To: From:	US 01-S191	IC TO 241;	95 SOU	TH											
(1) Ramp	City of Alexandria (Maint: 29	9) 0.09	NA									NA			NA	
South	To: From:	US 01-S	191B TO 95	SOUTH	I											
1 Ramp	City of Alexandria (Maint: 29	9) 0.22	NA									NA			NA	
<u> </u>	То	US 01-S191D		TH EXI	PPESS											
South	From:				KLSS							0.400	_		4.4000	0
1 Ramp	City of Alexandria (Maint: 29	·	14000 ROM RT 1	G	ſ		_					0.126	F		14000	G
South	From:		1 Patrick St													
1 Ramp	City of Alexandria (Maint: 29		NA	SD								NA			NA	
<u> </u>	To:		oward I-95 S	B												
South	From:	US 01-S191	IA TO 241;	95 SOU	TH											
1 Ramp	City of Alexandria (Maint: 29		NA									NA			NA	
$\overline{}$	Tα	US 01-N191C	US 01- 191	C TO R	T 241											
South	From:	US 01-S191A			PRESS											
(1) Ramp	City of Alexandria (Maint: 29		8400	G								0.132	F		8400	G
	100	I-95-1 FROM		AD & F	(T I											
1 Henry St	City of Alexandria	0.36	Wilkes St 24000	G	97%	1%	1%	0%	0%	0%	F	0.074	F		25000	G
Tierry St	Combined Traffic Estimates for 2 Parallel Roadway			G	97%	1%	1%	0%	0%	0%	r F	0.068	, F	0.617	53000	G
					31 /0	1 /0	1 /0	0 /6	U /0	0 /0	'	0.000	'	0.017	33000	u
1 Henry St	City of Alexandria	0.72	SR 7 King St 21000	G	97%	1%	1%	0%	0%	0%	F	0.077	F		22000	G
Thermy St	Combined Traffic Estimates for 2 Parallel Roadway			G	97%	1%	1%	0%	0%	0%	F	0.077	, F	0.568	46000	G
	COMPRISON FIGURE ESTIMATES FOR ELIGIBLE FORWAN	, o on uno rioule.														

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

Main St   Prince Wilson   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1600   Combined Traffic Estimates for 2 Parallel Roadw																
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		_	-		QC		QK		AAWDT	QW
~~	From															
( ) Main St		•		G									-			
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	98%	1%	1%	0%	1%	0%	F	0.091	F	0.656	18000	G
~~~	Too From:						$\Box$ $\vdash$									
( 1 ) Main St		,				1%	1%	1%	0%	0%	С	0.098	•			•
	Combined Traffic Estimates for 2 Parallel					1%	1%	1%	1%	0%	F	0.090	F	0.508	29000	F
	10:															
Bus Washington Ct	From:					10/	10/	00/	10/	00/	_	0.005	_		0000	_
1 460 washington St		o .									-		•	0.544		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.544	17000	G
Bus	To:	123	8-9025 West	t St												
1 (460) Washington St	City of Peters	sburg 0.40	8600	G	97%	1%	1%	2%	1%	0%	F	0.093	F		9100	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	96%	1%	1%	2%	1%	0%	F	NA			17000	G
	To	123	-9029 South	h St			$\neg$ $\vdash$									
	City of Paters				Q7%	10/_	10/-	20/	10/	<b>0</b> %	C	0 002	E		10000	G
460) Washington of	•	0									_		F	0 527		
	Combined Traine Estimates for 21 araner				30 /0	1 /0	1 70	270	1 /0	0 70	'	0.003	'	0.527	21000	ч
	From:		Guarantee S	t												
(1) (460) Washington St		•		G	97%	1%	1%	2%	1%	0%	F	0.090	F		10000	G
$\Leftrightarrow \Leftrightarrow$	Combined Traffic Estimates for 2 Parallel					1%	1%	2%	1%	0%	F	NA			21000	G
	To: From:		,													
Market St	City of Peters					0%	0%	0%	0%	0%	С	0.089	F	0.562	2800	G
(1) (30)	•	•		_			- 7.	-,-	- , -	- , -		NA	-			-
	To:			Ave												
~~ ~ ~ ~ ~ ~	From												_			_
( 1 ) (36) Old St	•	•		G	98%	0%	0%	0%	0%	0%	F		F	0.557		G
~ ~	Combined Traffic Estimates for Parallel											NA			NA	
	From:	:		t												
Sycamore St	City of Peters	sburg 0.04		G	98%	0%	0%	0%	0%	0%	F	0.096	F	0.535	3600	G
		-	NA									NA				
	To:		ollingbrook	St												
~ C P III + 1 2:	From		~		000/	00/		00/	00/	00/	_	0.400	_	0.000	0.406	
1 36 Bollingbrook St	•	0		G	98%	0%	0%	0%	0%	0%	F		F	0.689		G
	Combined Traffic Estimates for Parallel			- 1 C4								NA			NA	
	10.		,													
Ramp	Arlington Co											0.07	F		NΙΔ	
[] (395) Hallip			I-395 South									0.07	Г		INA	
		1	1-373 30ull													

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

Б.,					4			Tru	ck		-00	K	01/	Dir	A A VA/D.T.	0147
Route	Jurisdictio	on Lengtr	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus 1 1 58 Danville St	Mecklenburg C	County 0.36	US 1, US :	58 <b>F</b>	94%	2%	1%	1%	2%	0%	С	0.122	_		2100	F
Danville St	Combined Traffic Estimates for 2 Parallel	-		F	94%	2%	1%	1%	2%	0%	F	0.122	F	0.575	5100	F
	To:	US 1, Bus U		•		270	170	1 70	270	0 70		0.110		0.070	0100	•
Bus	From:		US 1, SR 2	.08												
1 LaFayette Blvd	Spotsylvania C	County 1.52	23000	G	98%	0%	1%	1%	1%	0%	С	0.08	F	0.543	24000	G
Bus	To: From:	SC	L Frederick	sburg												
1 LaFayette Blvd	City of Frederic	ksburg 1.42	21000	G	98%	0%	1%	1%	1%	0%	F	0.082	F	0.527	23000	G
Bus	To: From:	SR 3; B	ue and Gre	y Parkwa	ıy											
1 LaFayette Blvd	City of Frederic	ksburg 0.38	10000	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.6	11000	G
Pup	To: From:	111	-3957 Sunk	en Rd												
Bus 1 LaFayette Blvd	City of Frederic	ksburg 0.56	9800	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.626	10000	G
Bus	To: From:	111-3	961 Kenm	ore Ave												
1 LaFayette Blvd	City of Frederic	eksburg 0.10	5500	N	99%	0%	1%	0%	0%	0%	Ν	0.107	F	0.545	5800	N
Bus	To: From:	Bus US 1 Par,	Bus 17 Par	Princess	Anne St											
1 LaFayette Blvd	City of Frederic	ksburg 0.06	5500	G	99%	0%	1%	0%	0%	0%	F	0.107	F	0.545	5800	G
$\overline{\bigcirc}$	To:		US 17 Card													
Bus Bus 17 (2) Caroline St	City of Frederic		\$ 17, Lafay <b>4800</b>	G G	99%	0%	1%	0%	0%	0%	F	0.09	F		5100	G
(1) (1) (2) sursmit st	Combined Traffic Estimates for 2 Parallel	· ·			98%	0%	1%	0%	0%	0%	F	0.086	F	0.564	11000	G
	To		SR 3 Will													
Bus Bus  1 (17) Caroline St	City of Frederic	ksburg 0.51	6900	G	99%	0%	1%	0%	0%	0%	С	0.09	F		7300	G
17) 64:6::::10 61	Combined Traffic Estimates for 2 Parallel	-			98%	0%	1%	0%	0%	0%	С	0.092	F	0.599	15000	G
	To:	,	Herndon S													
Bus Bus 17 Herndon St	City of Frederic	ksburg 0.06	Caroline S	St G	99%	0%	1%	0%	0%	0%	F	0.084	F		4600	G
1 Herndon St	To:		Par Prince			0 76	1 /0	0 /6	0 /6	0 /6	'	0.004	•		4000	u
Bus Bus	From	Bus U	S 1 Par He	rndon St												
1 Princess Anne St	City of Frederic		8500 ferson Dav	G	99%	0%	1%	0%	0%	0%	С	0.087	F	0.716	9000	G
Due Due	From															
Bus Bus 17 2 Princess An	ne St City of Frederic	Bus US 1, 1 ksburg 0.37	6000	G	98%	0%	1%	0%	0%	0%	F	0.082	F		6300	G
	Combined Traffic Estimates for 2 Parallel	· ·		G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.564	11000	G
Bus Bus	To: From:	Bus	SR 3 Will	iam St												
Princess Anne St	City of Frederic	ksburg 0.52	7200	G	98%	0%	1%	0%	0%	0%	С	0.089	F		7700	G
	Combined Traffic Estimates for 2 Parallel	•	14000	G	98%	0%	1%	0%	0%	0%	С	0.092	F	0.599	15000	G
	To:	Bus	US 1 Hern	don St												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Azalea	Ave												
2 (301) Chamberlayne Ave	City of Richmond	0.04 <b>160</b>	00 G	97%	1%	1%	0%	1%	0%	F	0.106	F	0.536	17000	G
	To- From:	NCL Ric	hmond			$\neg$ $\vdash$									
2 (301) Chamberlayne Ave	Henrico County	0.55 <b>150</b>	00 F	97%	1%	1%	0%	1%	0%	С	0.107	F	0.533	16000	F
	Too	I-9:	5												
2) (301) Chamberlayne Ave NB	Henrico County	0.90 850		97%	0%	1%	1%	1%	0%	F	0.11	F	0.709	9000	F
	affic Estimates for 2 Parallel Roadways on	this Route: 200	00 F	97%	0%	1%	1%	1%	0%	F	0.107	F	0.745	21000	F
	т	Uphan													
2 (301) Chamberlayne Ave	Henrico County	1.57 <b>220</b>		97%	0%	1%	1%	1%	0%	С	0.11	F	0.709	24000	F
2 (301) 6.14				0.70	0 70		. , 0	. , 0	0 / 0	Ū	0	•	000		•
2 301 Chamberlayne Ave	Henrico County	0.17 <b>320</b>		97%	0%	1%	1%	1%	0%	F	0.106	F	0.709	34000	F
2 301 Chamberlayne Ave	Tierinco County	Hanover Co		31 /6	0 /6		1 /0	1 /0	0 /6	•	0.100	•	0.709	34000	'
	From:	Henrico Co													
2 (301) Chamberlayne Rd	Hanover County	0.40 340	00 G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.629	36000	G
	Too	I-29	5												
2 (301) Chamberlayne Rd	Hanover County	1.87 <b>230</b>		98%	0%	0%	1%	1%	0%	С	0.100	F	0.631	24000	G
,	To	42-6	10												
2 301 Chamberlayne Rd	Hanover County	1.30 <b>160</b>		98%	0%	0%	1%	1%	0%	F	0.091	F	0.581	17000	G
2 301 Chamberlayne Rd					0 70		. , ,	. , 0	0 / 0	•	0.00.	•	0.00		<u> </u>
Chambarlauna Dd	From	42-643 Pears 1.27 <b>110</b>		98%	0%	0%	1%	1%	0%	F	0.111	F	0.629	12000	G
2 301 Chamberlayne Rd	Hanover County	1.27 110	JU G	90%	076	0%	1 70	1 70	0%	Г	0.111	Г	0.029	12000	G
	To: From:	42-653 Whipp								_		_			
2 301 Hanover Courthouse Rd	Hanover County	2.58 <b>850</b>	0 G	96%	1%	1%	1%	1%	0%	F	0.098	F	0.536	8500	G
	To: From:	42-6	51												
2 (301) Hanover Courthouse Rd	Hanover County	2.94 <b>87</b> 0	0 G	96%	1%	1%	1%	1%	0%	С	0.102	F	0.565	8700	G
	To	42-1002 Ha	nover CH			<b>—</b>  —									
2 (301) Hanover Courthouse Rd	Hanover County	1.64 <b>540</b>		96%	1%	1%	1%	1%	0%	F	0.099	F	0.657	5500	G
	To:	Caroline Co	unty Line												
~~~~	From:	Hanover Co		0001	1.01					_		_		= 4.00	_
2 (301) Richmond Tpke	Caroline County	3.16 <b>520</b>	0 F	96%	1%	1%	1%	1%	0%	F	0.1	F	0.653	5100	F
<u> </u>	To- From:	SR 30 I	Dawn												
2 (301) Richmond Tpke	Caroline County	4.44 <b>360</b>	0 F	91%	1%	1%	2%	5%	0%	F	0.090	F	0.564	3500	F
	To. Foor	16-6	47												
2 (301) Richmond Tpke	Caroline County	7.50 <b>310</b>		91%	1%	1%	2%	5%	0%	С	0.092	F	0.519	3000	F
	То	16-721 Near	de Iarnette												
2 301 Richmond Tpke	Caroline County	2.46 <b>550</b>		91%	1%	1%	2%	5%	0%	F	0.092	F	0.603	5400	F
2 (301)	To:	Bus US		0170	. 70		_/0	0 /0	3 / 0	•	0.002	•	0.000	3 100	•
	From:	SCL Bowli													
2 (301) Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11 550		91%	1%	1%	2%	5%	0%	Ν	0.092	F	0.603	5400	Ν
	Τo:	Bus US	301												

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

			a microi					Trι	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		US 301				2,000	017100	TTTQII	zman		1 40101		1 40101		
2 (301) Main St	Caroline County	y 0.22	4600	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.566	4600	F
	To	SCI	Bowling G	Iraan												
Bus	From:										_		_			_
2 (301) Main St	Town of Bowling Green (I	•	4600	F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.561	4600	F
<u> </u>	10°. From:		Bus SR 207													
2 Main St	Town of Bowling Green (I		6200	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.547	6100	F
2	To.	,														
2 Fredericksburg Tpke	Caroline County		Bowling C 6200	ireen N	96%	0%	1%	1%	2%	0%	N	0.087	F	0.547	6100	N
2 Fredericksburg Tpke	Oaronne County	y 7.73	0200	IN	30 /6	0 76	1 /0	1 /0	2 /6	0 /6	11	0.007	•	0.547	0100	14
<u> </u>	To: From:		onewall Ja					101						0.010	<b>-</b> 400	
2 Fredericksburg Tpke	Caroline County		5500	F	96%	0%	1%	1%	2%	0%	С	0.092	F	0.618	5400	F
~	From:		vania County ine County													
2 Sandy Lane Dr	 Spotsylvania Cour		5900	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.65	5900	G
(2) 505, 205	To:		S 17 Mills l							- , -					-	-
Bus	From:		Bus US 17													
(2) (17) Tidewater Trail	Spotsylvania Cour	nty 3.56	7400	G	94%	0%	1%	2%	3%	0%	С	0.084	F	0.593	7900	G
<u> </u>	To		88-1301													
Bus 7 Tidewater Trail	Spotsylvania Cour	nty 0.97	23000	G	94%	0%	1%	2%	3%	0%	_	0.078	_	0.541	24000	G
2 17 Tidewater Trail	Spotsylvania Cour	11ty 0.97	23000	G	94%	076	1 70	270	3%	0%	Г	0.076	Г	0.341	24000	G
Bus	To: From:	ECL	Fredericks	burg												
2 (17) Dixon St	City of Fredericksb	ourg 0.55	24000	G	93%	1%	2%	1%	3%	0%	С	0.084	F	0.538	25000	G
	Too	Ramp fro	om SR 3 C	onnector												
Bus	From:	-				40/	40/	00/	00/	00/	_	0.005	_	0.500	40000	_
2 (17) Dixon St	City of Fredericksb	ourg 0.26	9900	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.562	10000	G
Bus	To: From:		Charles St													
2) (17) Dixon St	City of Fredericksb	ourg 0.06	4800	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.584	5100	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	7800	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.733	8300	G
	Tα		ncess Anne	St												
Bus	From		Dixon St				$\Box$	24:	06:	06:					0655	
2 (17) Princess Anne S	•	-	3000	G	97%	1%	2%	0%	0%	0%	С	0.101	F		3200	G
~ ~	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	5200	G	97%	1%	2%	0%	0%	0%	С	NA			5600	G
Bus Bus	To: From:		Bus US 1													
Bus Bus Princess A	nne St City of Fredericksb	ourg 0.37	6000	G	98%	0%	1%	0%	0%	0%	F	0.082	F		6300	G
(1) (1)	Combined Traffic Estimates for 2 Parallel Roa	· ·		G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.564	11000	G
	To:		SR 3 Willia		0070	0 /0		0 /0	0 /0	0 /0	•	0.000	•	0.004		<b>J</b>
	From:		S 15 Orang													
3 Sermanna Hwy	Town of Culpepe		8600	G Road	96%	0%	1%	1%	2%	0%	F	0.093	F	0.532	9100	G
3 (322) SSITIATING TWY	- Town or outpept				0070	0 /0	- 70	. /0	_ /0	J /U	•	0.000	•	0.002	0.100	<b>J</b>
	From		CL Culpep		000/	00/		10/	00/	001		0.004		0.500	10000	
3 522 Germanna Hwy	Culpeper County	•	12000	G	96%	0%	1%	1%	2%	0%	С	0.084	F	0.566	13000	G
	10"	U	S 15, US 2	.9												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 15, US	5 29												
3) (522) Germanna Hwy	Culpeper County	0.32 17000	) G	93%	0%	1%	1%	4%	0%	С	0.084	F	0.564	17000	G
	To	US 522 Zachary	Taylor Hw	v		$\neg$ $\vdash$									
3 Germanna Hwy	Culpeper County	4.63 <b>8900</b>		93%	1%	1%	1%	4%	0%	F	0.082	F	0.505	9000	(
<u> </u>	To:	23-663 Batr	na Rd												
3 Germanna Hwy	Culpeper County	3.73 <b>9900</b>		93%	1%	1%	1%	4%	0%	F	0.087	F	0.582	9900	(
,	To	23-750 Elli													
3 Germanna Hwy	Gulpeper County	4.37 <b>1200</b> 0		93%	1%	1%	1%	4%	0%	С	0.093	F	0.61	12000	(
3 Gormania i Wy	To:	Orange Coun		00 /0	1 /0		1 70	470	0 70	Ü	0.000	•	0.01	12000	
	From:	Culpeper Cour	_												_
3 Germanna Hwy	Orange County	4.89 <b>16000</b>	) G	93%	1%	1%	1%	4%	0%	F	0.087	F	0.544	17000	(
<u> </u>	To	SR 20 Wilde	erness												
3 Germanna Hwy	Orange County	0.12 27000		96%	0%	1%	0%	2%	0%	F	0.082	F	0.512	27000	(
	To:	Spotsylvania Co	unty Line												
	From:	Orange Coun	•							_		_			
3) Plank Rd	Spotsylvania County	5.27 <b>2500</b> 0	) G	95%	1%	1%	1%	3%	0%	С	0.077	F	0.577	25000	
<u> </u>	To: From:	88-610 Elys F	ord Rd												
3 ) Plank Rd	Spotsylvania County	2.99 <b>3200</b> 0	) G	96%	0%	1%	0%	2%	0%	С	0.077	F	0.576	34000	
<u> </u>	To	88-626 And	ora Dr												
3 Plank Rd	Spotsylvania County	1.33 43000		96%	0%	1%	0%	2%	0%	F	0.076	F	0.58	45000	
<u> </u>	To:	88-627 Gord	on Rd												
3 Plank Rd	Spotsylvania County	1.53 <b>5700</b> 0		96%	0%	1%	0%	2%	0%	F	0.075	F	0.614	60000	(
	To					<del></del>									
3 Plank Rd	Spotsylvania County	88-639 Salem C 1.09 <b>7900</b> 0		96%	0%	1%	0%	2%	0%	F	0.073	F	0.579	84000	(
3 Plank Rd	Spoisylvania County			30 /6	0 76	1 /0	0 /6	2 /0	0 /6	•	0.073	•	0.573	04000	
District Dat	From:	WCL Frederic		000/	00/		00/	00/	00/		0.074	_	0.505	00000	_
3 Plank Rd	City of Fredericksburg	0.34 <b>84000</b>	) G	96%	0%	1%	0%	2%	0%	F	0.071	F	0.525	90000	(
	To: From:	I-95													
3 ) Plank Rd	City of Fredericksburg	0.61 <b>5700</b> 0	) G	95%	1%	1%	1%	3%	0%	F	NA			57000	(
<u></u>	To: From	Oakwood	St												
3 Plank Rd	City of Fredericksburg	0.63 49000	) G	95%	1%	1%	1%	3%	0%	F	0.073	F	0.519	NA	
<u> </u>	To:	US 1 Jefferson I	Davis Hwv			<u> </u>									
3 William St	City of Fredericksburg	0.24 44000		95%	1%	1%	1%	3%	0%	F	0.074	F	0.521	46000	(
<u> </u>	To:	Bus SR 3; Blue and	l Gray Pkv	vy											
	From:	Bus SR 3 Wil								_		_			
Blue and Grey Parkway	City of Fredericksburg	0.53 <b>3800</b> 0	) G	95%	1%	1%	1%	3%	0%	С	0.077	F	0.55	NA	
	To: From:	Bus US 1 LaFay													
3 Blue and Grey Parkway	City of Fredericksburg	1.00 40000	) G	95%	1%	1%	1%	3%	0%	F	0.081	F	0.514	43000	(
$\checkmark$	To	Bus US 17 SR 2	Dixon St												
3 Blue and Grey Parkway	City of Fredericksburg	0.36 41000		95%	1%	1%	1%	3%	0%	F	0.088	F	0.517	44000	(
·	To:	ECL Frederic													

#### 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:		Fredericksburg												
3 Blue and Grey Parkway	Stafford County	0.33	41000 G	95%	1%	1%	1%	3%	0%	F	0.088	F	0.517	44000	G
<u> </u>	To: From:		3 Kings Highway Bus SR 3	Y											
3 Kings Hwy	Stafford County	0.82	32000 G	97%	0%	1%	1%	2%	0%	F	0.09	F	0.502	34000	G
3 Kings Hwy	Glanord Godiny				0 70	1 /0	1 /0	2 /0	0 70	•	0.00	•	0.502	04000	ч
	From		onard Rd, Federal				101	401	221			_		0.4000	
3 Kings Hwy	Stafford County	0.16	22000 N	94%	0%	1%	1%	4%	0%	N	0.09	F	0.509	24000	N
	To: From:	89-74	44 Rumford Rd												
3 Kings Hwy	Stafford County	5.38	22000 G	94%	0%	1%	1%	4%	0%	С	0.09	F	0.509	24000	G
$\smile$	To	89-	-601 East Int												
3 Kings Hwy	Stafford County	0.40	24000 G	97%	0%	1%	1%	2%	0%	F	0.096	F	0.511	24000	G
	To:	King Ge	eorge County Line	e											
	From:		ord County Line												
〔3	King George County	y 3.68	21000 F	97%	0%	1%	1%	2%	0%	F	0.094	F	0.541	21000	F
<u> </u>	To	48-605 Blooms	bury Rd; LaGran	ge Lane											
3 Kings Hwy	King George County		20000 F	97%	0%	1%	1%	2%	0%	С	0.093	F	0.512	20000	F
	To	CD 20/	( A14 - C												
3 Kings Hwy	King George County		Arnolds Corner 18000 F	96%	0%	1%	2%	2%	0%	С	0.095	F	0.521	18000	F
3 Kings Hwy	King deorge County			30 /6	0 /6	1 /0	2 /0	2 /0	0 /6	O	0.033	•	0.521	10000	
	To: From:		5 Purkins Corner			<del> </del>									
з) Kings Hwy	King George County	y 1.56	9100 F	97%	0%	1%	1%	2%	0%	F	0.091	F	0.625	8900	F
<u></u>	To: From:	US 3	301 Office Hall												
3 Kings Hwy	King George County	y 7.18	6700 F	93%	0%	1%	2%	3%	0%	С	0.087	F	0.706	6600	F
$\smile$	To:		reland County Lir												
	Fron:		eorge County Line						0-1	_		_			_
3 Kings Hwy	Westmoreland Count	ty 2.84	5600 F	93%	0%	1%	2%	3%	0%	F	0.083	F	0.662	5500	F
	To: From:	SR 2	205 Oak Grove												
3 Kings Hwy	Westmoreland Count	ty 2.83	7300 F	93%	0%	1%	2%	3%	0%	F	0.081	F	0.652	7200	F
$\smile$	To	SR 204 N	N Of Potomac Mi	lls											
3 Kings Hwy	Westmoreland Count		7200 F	93%	0%	1%	2%	3%	0%	F	0.087	F	0.648	7000	F
3)	T	<u>*                                    </u>													
Viene I hou	From:		6-624 West <b>F</b>	000/	00/	10/	00/	20/	00/	F	0.001	F	0.050	0400	
3 Kings Hwy	Westmoreland Count	ty 2.83	6500 F	93%	0%	1%	2%	3%	0%	г	0.081	г	0.656	6400	F
	To: From:		noreland State Par												
_3 ) Kings Hwy	Westmoreland Count	ty 0.68	6400 F	94%	1%	1%	1%	3%	0%	С	0.086	F	0.657	6300	F
$\smile$	To:	SI	R 214 Lerty												
3 Kings Hwy	Westmoreland Count		5800 F	94%	1%	1%	1%	3%	0%	F	0.083	F	0.614	5700	F
	Tre		CI Montross			—									
3 Kings Hwy	Town of Montross (Main		CL Montross 5800 N	94%	1%	1%	1%	3%	0%	N	0.083	F	0.614	5700	N
3 Kings Hwy	- I OWIT OF MICHELOSS (Main	<u> </u>		J+ /0	1 /0	1 /0	1 /0	J /0	0 /6	IN	0.000	•	0.014	3700	IN
	To: From		Peach Grove St			—,├				_					_
(3) Kings Hwy	Town of Montross (Main		7700 F	95%	1%	1%	1%	3%	0%	С	0.085	F	0.605	7500	F
$\smile$	To:	EC	CL Montross												

#### 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:	ECL Montr	ross			27 (XIC	OTTINIC	TTTUI	ZIII		1 40101		1 dotor		
(3) Kings Hwy	Westmoreland County	1.89 <b>7700</b>	N	95%	1%	1%	1%	3%	0%	Ν	0.085	F	0.605	7500	Ν
3,	To														
Kingo Hun	Westmoreland County	SR 202 Cople 5.89 <b>4600</b>	Hwy <b>F</b>	95%	1%	1%	1%	3%	0%	F	0.084	F	0.565	4600	F
(3) Kings Hwy	westinoreland County	Richmond Cour		95%	170	1 70	1 70	370	0%	Г	0.064	Г	0.565	4000	Г
	From:	Westmoreland Co													
3 Kings Hwy	Richmond County	0.15 <b>5400</b>	F	93%	0%	1%	1%	4%	0%	F	0.081	F	0.5	5300	F
0 ,	To		D.1												
3 Historyland Hwy	Richmond County	SR 203 Oldha 1.46 <b>6800</b>	ms Ra  F	93%	0%	1%	1%	4%	0%	С	0.08	F	0.551	6600	F
3 Historyland Hwy	Alchinolia County	1.40 0000	г	33 /6	0 /6	1 /0	1 /0	4 /0	0 /6	U	0.00	'	0.551	0000	'
	To: From:	79-653 Sanford													
(3) Historyland Hwy	Richmond County	0.79 <b>6800</b>	N	93%	0%	1%	1%	4%	0%	Ν	0.08	F	0.551	6600	Ν
$\smile$	To	NCL Wars	aw												
3 Historyland Hwy	Town of Warsaw (Maint: 79)	0.20 6800	N	93%	0%	1%	1%	4%	0%	Ν	0.08	F	0.551	6600	Ν
	To	D 0D 2 M				<del></del> 1									
3 Historyland Hwy	Richmond County	Bus SR 3 Ma 1.23 <b>3700</b>	in St F	88%	1%	1%	2%	8%	0%	С	0.086	F	0.721	3700	F
3 Historyland Hwy	Alchinolia County	1.23 3700	г	00 /6	1 /0	1 /0	2/0	0 /0	0 /6	U	0.000	'	0.721	3700	'
	Te: From:	US 360, SR 3 Bus R													
(3) Historyland Hwy	Town of Warsaw (Maint: 79)	0.11 <b>8400</b>	F	95%	1%	1%	1%	3%	0%	F	0.111	F	0.589	8200	F
<u> </u>	To: From:	SCL Wars	aw			$\neg$ $\vdash$									
3 Historyland Hwy	Richmond County	2.37 <b>5600</b>	G	95%	1%	1%	1%	3%	0%	F	0.091	F	0.665	5700	G
	Too	79-620 Richmon	4 H:0 D.4												
3 Historyland Hwy	Richmond County	3.83 <b>5100</b>	G	95%	1%	1%	1%	3%	0%	F	0.084	F	0.523	5100	G
3 Historyland Hwy	Tilenmona County			33 76	1 /0	1 /0	1 /0	0 /0	0 70		0.004		0.020	3100	ч
	To: From:	79-642 Sharp										_			
3 Historyland Hwy	Richmond County	3.07 <b>4000</b>	F	93%	1%	1%	2%	3%	0%	С	0.09	F	0.539	3900	F
	To: From:	79-692, N Farnham	Church R												
3 Historyland Hwy	Richmond County	2.37 <b>3800</b>	F	93%	1%	1%	2%	3%	0%	С	0.092	F	0.510	3700	F
$\bigcirc$	To	79-608 Farnham	Creek Rd												
3 Historyland Hwy	Richmond County	2.70 <b>3400</b>	F	93%	1%	1%	2%	3%	0%	С	0.087	F	0.517	3300	F
3)	Τα	Lancaster Cour				<del>-</del> i	_,,	- , -				-			
	From:	Richmond Cour													
3 Historyland Hwy	Lancaster County	5.30 <b>2400</b>	G	95%	1%	1%	1%	3%	0%	С	0.1	F	0.562	2500	G
$\bigcirc$	To	SR 201 White C	hanal Pd												
3 Historyland Hwy	Lancaster County	3.48 <b>5600</b>	G	95%	1%	1%	1%	3%	0%	F	0.097	F	0.577	5600	G
3 Thotoryland Timy	Editodotei Goditty			0070	1 70		1 /0	0 /0	0 /0	•	0.007	•	0.077	0000	ď
	To: From:	51-604 W, Merry													
3 Historyland Hwy	Lancaster County	4.36 <b>7800</b>	G	95%	1%	1%	1%	3%	0%	F	0.095	F	0.593	7900	G
	To: From:	51-607 Goodle	ick Rd												
3 Historyland Hwy	Lancaster County	0.34 <b>11000</b>	G	95%	1%	1%	1%	3%	0%	F	0.089	F	0.596	11000	G
	To:	NCL Kilmar	nock												
3 N Main St	Town of Kilmarnock (Maint: 51)	1.63 <b>11000</b>		95%	1%	1%	1%	3%	0%	N	0.089	F	0.596	11000	N
3 N Main St	Town of Killiamock (Maint. 51)	SR 200 W		3J /0	1 /0	1 /0	1 /0	J /0	U /o	IN	0.009	'	0.530	11000	IN
		5K 200 W	ııll												

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

_				_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b> Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 200 W Int Church												
3 200 S Main St	Town of Kilmarnock (Maint: 51)	0.09 <b>13000 C</b>	95%	1%	1%	1%	2%	0%	F	0.087	F	0.527	13000	G
	To: From:	SR 200 M Int Irvington	Rd											
( 3 ) S Main St	Town of Kilmarnock (Maint: 51)	0.62 <b>9700 C</b>	<b>9</b> 5%	1%	1%	1%	2%	0%	F	0.09	F	0.511	9800	G
<u> </u>	To: From	SCL Kilmarnock			$\neg$ $\vdash$									
3 Historyland Hwy	Lancaster County	1.82 <b>9700 N</b>	<b>l</b> 95%	1%	1%	1%	2%	0%	Ν	0.09	F	0.511	9800	Ν
igcup	Τα	51-647 Chases Rd												
3 Historyland Hwy	Lancaster County	1.67 <b>9300 (</b>	<b>3</b> 95%	1%	1%	1%	2%	0%	F	0.093	F	0.525	9300	G
	To	NCL White Stone												
3 Rappahannock Dr	Town of White Stone (Maint: 51)		<b>l</b> 95%	1%	1%	1%	2%	0%	Ν	0.093	F	0.525	9300	N
(3)	- Tomic of the control of the contro		. 0070	. , ,		. , ,	_,,	0,0		0.000		0.020	0000	•
Rappahannock Dr	Town of White Stone (Maint: 51)	SR 200 E Int 0.46 NA								0.095	F	0.543	NA	
3 Rappahannock Dr	Town of Write Stone (Maint. 31)									0.093	'	0.545	INA	
	To: From:	SCL White Stone												
3 Historyland Hwy	Lancaster County	1.09 <b>7400 F</b>		1%	1%	1%	1%	0%	С	0.093	F	0.509	7900	F
	From:	Middlesex Couny Line, Rappaha Lancaster County Line, Rappaha												
3 Greys Point Rd	Middlesex County	5.84 NA	IIIIOCK KIVCI							0.092	F	0.520	NA	
3) 5.75 / 5.77 / 5.77	To:	SR 33 W, Puller Hwy	/											
	From:	SR 33 W; Greys Point												
(3)(33) General Puller Hwy	Middlesex County	3.45 <b>7000 (</b>		1%	1%	1%	1%	0%	С	0.093	F	0.604	6800	G
$\smile$	To: From:	SR 33 E; Twiggs Ferry SR 33 E Puller Hwy	Rd											
3 Twiggs Ferry Rd	Middlesex County	3.20 <b>7300 (</b>	<b>9</b> 5%	1%	1%	1%	1%	0%	F	0.088	F	0.534	7100	G
3) Thingge Forty Fla	To:	Mathews County Line		1 70	—i~	. 70	1 /0	0 70	•	0.000	•	0.001	7100	Ğ
	From:	Middlesex County Lin	ie											
3 Twiggs Ferry Rd	Mathews County	1.37 <b>7100 F</b>	97%	0%	1%	0%	1%	0%	С	0.086	F	0.509	7000	F
$\overline{}$	To: From:	SR 198 East												
(3) (198) Buckley Hall Rd	Mathews County	1.55 <b>8300 F</b>	98%	0%	1%	0%	1%	0%	F	0.084	F	0.573	7900	F
	To:	SR 198 W, Dutton Re	4											
3 Windsor Rd	Mathews County		98%	0%	1%	0%	1%	0%	С	0.085	F	0.6	6700	F
3)	To:	SR 14 John Clayton Memor				- , -	.,.	- , -			-			-
	From:	SR 14; Windor Rd, Fort No												
$\left(\begin{array}{c}3\end{array}\right)\left(\begin{array}{c}14\end{array}\right)$ John Clayton Mem Hwy	Mathews County	0.11 <b>12000 F</b>		0%	1%	0%	1%	0%	F	0.082	F	0.652	12000	F
	To:	Gloucester County Lir												
3 (14) John Clayton Memorial Hwy	Gloucester County	Mathews County Line 4.07 <b>15000 C</b>		0%	1%	0%	1%	0%	С	0.089	F	0.64	15000	G
3 14 John Clayton Memorial Hwy	aloucester odurity			0 70	1 /0	0 70	1 /0	0 70	O	0.000		0.04	13000	a
laha Olaute Managali II.	From	36-623 Ware Neck R		00/		001	10/	001		0.000		0.001	00000	
3 14 John Clayton Memorial Hwy	Gloucester County	2.18 <b>21000 (</b>		0%	1%	0%	1%	0%	F	0.090	F	0.621	20000	G
	100	US 17 Bus Main St, Glouce	ster CH											
East	From:	SR 3 E, Plank Rd	-							0.007	_		7000	_
3 Ramp	Spotsylvania County	0.28 <b>8100 F</b>	-							0.087	F		7200	G
~	10.	I-95 South												

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

					4.77			Tru	ck			K	011	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	Fron:		3 E, Plank F		222	221		221	221	221	_		_			
3 Ramp	Spotsylvania County	0.28	<b>19000</b> I-95 North	F	96%	0%	1%	0%	2%	0%	F	0.099	F		20000	G
· ·	From															
West 3 Ramp	Spotsylvania County	0.27	3 W, Plank l 3000	Rd <b>F</b>								0.104	F		8400	G
3 Ramp	To		I-95 South	•								0.104	•		0400	ď
Vest	From:		3 W, Plank l	Rd			Ì									
Ramp at I-95 Exit 130	Spotsylvania County	0.26	8300	F								0.097	F		20000	G
	Tα		I-95 North													
<u>Bus</u>	From:	SR 3 Blue	e and Grey I	Parkwa												
3 William St	City of Fredericksburg	0.14	13000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.553	14000	G
Sus	To: From	111-3	958 Hanove	er St			-									
3 William St	City of Fredericksburg	0.30	10000	G	98%	0%	1%	0%	0%	0%	С	0.09	F	0.563	11000	G
$\smile$	To	111-30	955 College	Ave												
Bus William Ct	City of Francisco		•		98%	00/	10/	0%	00/	00/	0	0.09	F	0.541	10000	_
3 William St	City of Fredericksburg	0.48	12000	G	90%	0%	1%	0%	0%	0%	С	0.09	Г	0.541	12000	G
Bus	To: From:	SR 3 Par	r, Washingto	on Ave												
3 ) William St	City of Fredericksburg	0.37	5700	G	98%	0%	1%	0%	0%	0%	С	0.084	F		6100	G
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	11000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.521	12000	G
Bus	To: From	Bus U	JS 1 Carolin	e St												
3) William St	City of Fredericksburg	0.07	6600	G	98%	0%	1%	0%	0%	0%	F	0.095	F		7000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	14000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.579	14000	G
	To	Bus SR	R 3 Par, Sopl	hia St												
Bus 3 William St	City of Fredericksburg		15000	N	99%	0%	1%	0%	0%	0%	N	0.104	F	0.546	16000	Ν
3 William St	Tra Tra		CL Stafford		33 /6	0 70		0 70	0 70	0 70	14	0.104	•	0.540	10000	11
Bus	From:		Fredericksb													
3 ) Kings Hwy	Stafford County	0.30	15000	G	99%	0%	1%	0%	0%	0%	С	0.104	F	0.546	16000	G
Bus	To: From	SR 212 C	Chatham Hei	ghts Ro			-									
3 Kings Hwy	Stafford County	1.26	31000	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.553	33000	
	Tα	SR 3 Blue	e and Grey I	Parkwa	1											
Bus	From:	Bus S	SR 3 Willian	n St												
3 Washington Ave	City of Fredericksburg	0.07	5700	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.94	6000	G
	Combined Traffic Estimates for 2 Parallel Roadways of			G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.521	12000	C
Rue	To: From:		3963 Amelia 3, Washingt													
Bus த Amelia St	City of Fredericksburg	0.43	4700	G	98%	0%	1%	0%	0%	0%	С	0.094	F		5000	C
9	Combined Traffic Estimates for 2 Parallel Roadways of		10000	G	98%	0%	1%	0%	0%	0%	C	NA	-		11000	G
	To		3973 Sophia			- / -	Ť		- / -	- / -	-					-

#### 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
Bus	From		3973, Ameli							4						
3 Sophia St	City of Fredericksbur	•	7100	G	98%	0%	1%	0%	0%	0%	F	0.099	F		7500	(
	Combined Traffic Estimates for 2 Parallel Road	•	14000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.579	14000	
	To:		SR 3 Willian													
Bus	From:		Historyland		050/	00/	10/	40/	00/	00/		0.004	_	0.000	4 4000	
3 Main St	Town of Warsaw (Maint	,	15000	N	95%	0%	1%	1%	3%	0%	Ν	0.084	F	0.609	14000	
us	From:		60 Richmon 360; Main													
3) (360) Richmond Rd	Town of Warsaw (Maint		15000	F	95%	0%	1%	1%	3%	0%	F	0.084	F	0.609	14000	
3) (300)	To:	· · · · · · · · · · · · · · · · · · ·	Historyland													
	From:	North (	Carolina Stat	te Line												
Buggs Island Rd	Mecklenburg County		570	F	96%	1%	1%	0%	1%	0%	С	0.12	F	0.58	560	
	T															
Buggs Island Rd	Mecklenburg County (Mair		Of John H. 1000	Kerr Da	<sup>im</sup> 98%	1%	1%	0%	1%	0%	N	0.100	F	0.523	1000	
Buggs Island Rd	Meckleriburg County (Mail	11. 03 ) 0.33	1000	IN	90 /6	1 /0	1 /0	0 /6	1 /0	0 /6	IN	0.100	'	0.525	1000	
<u>-</u>	To: From:		of John H.				<u> </u>									
4 ) Buggs Island Rd	Mecklenburg County	y 1.46	1000	F	98%	1%	1%	0%	1%	0%	С	0.100	F	0.523	1000	
<u> </u>	To: From	58-707 China	Grove Rd, C	Castle H	eights											
Buggs Island Rd	Mecklenburg County	4.50	1200	F	95%	1%	1%	0%	2%	0%	С	0.093	F	0.522	1200	
	To:	1	US 58 Gills													
	From:		25th St													
5) (60) Main St	City of Richmond	0.30	17000	G	94%	2%	1%	2%	1%	0%	С	0.097	F	0.585	19000	
	To:		lliamsburg I													
Main Ot	O'the of Pick was and		liamsburg A		070/	40/	40/	40/	00/	00/	_	0.000	_	0.054	40000	
Main St	City of Richmond	0.40	16000	G	97%	1%	1%	1%	0%	0%	С	0.099	F	0.654	18000	
	To: From:	N	Nicholson St	t												
5 ) Main St	City of Richmond	0.26	12000	G	97%	1%	1%	1%	0%	0%	F	0.103	F	0.729	14000	
<i></i>	To	EC	L Richmon	nd			$\neg$ $\vdash$									
Osborne Tpke	Henrico County	1.99	10000	F	97%	0%	1%	2%	1%	0%	С	0.105	F	0.743	11000	
	То:	Ne	w Market R	Rd												
<b></b>	From:		sborne Tpk													
5 ) New Market Rd	Henrico County	2.13	8600	F	96%	1%	1%	2%	1%	0%	С	0.108	F	0.662	9100	
<u> </u>	To: From:	La	aburnum Av	/e			_									
New Market Rd	Henrico County	3.27	9200	F	96%	1%	1%	2%	1%	0%	F	0.107	F	0.605	9700	
J	Too		I-295													
New Market Rd	Henrico County	4.70	2000	F	96%	1%	1%	1%	2%	0%	С	0.116	F	0.675	2100	
,,						. , •		. , •	_,~	- / 0	-		-			
Now Market Del	To Translation Countries		llis Church I		060/	00/		10/	00/	00/		0.10	Г	0.644	2000	
5 156 New Market Rd	Henrico County	1.72	2200	F	96%	0%	1%	1%	2%	0%	С	0.12	F	0.644	2200	
	From:		City Count				-									
5 (156) John Tyler Memoria	al Hwy Charles City County		2600	G	80%	1%	1%	12%	6%	0%	С	0.093	F	0.598	2600	
5 156 John Tyler Memoria	Tro		R 156 E Int		0070	. /0	. /0	/0	<b>5</b> /0	J /U	_	0.000	•	0.000	_500	

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 156 E													
5 John Tyler Memorial Hwy	Charles City County	3.69 <b>3600</b>	G	94%	1%	1%	1%	3%	0%	С	0.088	F	0.582	3700	G
$\smile$	Toc Front	18-609 Barne	tts Rd												
5 John Tyler Memorial Hwy	Charles City County	5.68 <b>3000</b>	G	95%	1%	1%	1%	3%	0%	С	0.099	F	0.556	3000	G
$\smile$	Toc	SR 155 Charles	City CH												
5 John Tyler Memorial Hwy	Charles City County	3.81 <b>2700</b>	G	95%	1%	1%	1%	3%	0%	С	0.102	F	0.569	2700	(
9) ,	To:	18-632 Tyler's l													
	From:	18-632 Tylers I	Mill Rd												
5 John Tyler Memorial Hwy	Charles City County	9.47 <b>3300</b>	G	96%	0%	1%	1%	1%	0%	С	0.099	F	0.524	3300	(
<u> </u>		mes City County Line, Ch													
5 John Tyler Memorial Hwy	James City County	arles City County Line, C 3.09 <b>3600</b>	hickahom <b>F</b>	iny Bridge	0%	1%	2%	1%	0%	С	0.096	F	0.546	3600	-
5 John Tyler Memorial Hwy	James City County	3.09 3000	Г	33 /6	0 /6	1 /0	2/0	1 /0	0 /6	C	0.030	'	0.540	3000	'
	To: From:	47-5000 Montic										_			
5 ) John Tyler Memorial Hwy	James City County	1.29 <b>3100</b>	F	94%	0%	1%	3%	1%	0%	С	0.093	F	0.535	3300	F
<u> </u>	To: From:	47-614 Centery	ille Rd												
5 John Tyler Memorial Hwy	James City County	2.04 <b>7500</b>	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.535	8000	ı
<u> </u>	To:	47-615 Ironbou	ınd Rd												
5 John Tyler Memorial Hwy	James City County	1.51 11000		98%	1%	1%	0%	0%	0%	С	0.09	F	0.602	11000	
<i>,</i> , , , , , , , , , , , , , , , , , ,	Tos	47 (50 841	D												
5 John Tyler Memorial Hwy	James City County	47-652 Stanle 0.29 <b>18000</b>	•	98%	1%	1%	0%	0%	0%	F	0.087	F	0.578	19000	
5 John Tyler Memorial Hwy	dames only odding			30 70	1 /0	1 /0	0 70	0 70	0 70	'	0.007	'	0.570	13000	
	From	SR 199, 46-		070/	00/		40/	40/	00/		0.000	_	0.505	44000	
5 (199)	James City County	0.22 <b>38000</b>	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.565	41000	F
	To: From:	WCL William													
5 )(199)	City of Williamsburg (Maint: 47)	0.24 <b>38000</b>		97%	0%	1%	1%	1%	0%	F	0.088	F	0.565	41000	I
$\smile$	To:	SR 31, SR		0											
- Jamostowa Pd	City of Williamsburg	SR 31 Jamestown I 0.27 <b>7700</b>	Ra; SR 19	98%	0%	1%	1%	0%	0%	F	0.109	F	0.620	8200	
5 Jamestown Rd	City of Williamsburg				0%	1 70	1 70	0%	0%	Г	0.109	Г	0.020	0200	
	To: From:	137-7073 John Tyler N										_			
5 Jamestown Rd	City of Williamsburg	1.50 8300	F	98%	0%	1%	1%	0%	0%	С	0.097	F	0.616	8900	F
<u> </u>	1 o: From:	137-7075 Boun Jamestown													
5 Boundary St	City of Williamsburg	0.07 <b>8700</b>	F	98%	0%	1%	1%	0%	0%	F	0.096	F	0.559	9200	
5) Bodindary of	To:	Francis S		0070	0 70		1 /0	0 70	0 70	•	0.000	•	0.000	0200	
	From:	Boundary													
5 Francis St	City of Williamsburg	0.09 6600	F	98%	0%	1%	1%	0%	0%	F	0.106	F	0.527	7000	- 1
$\checkmark$	Tα	SR 132 Henr	•												
	From	Francis S								_		_			_
5 (132) Henry St	City of Williamsburg	0.38 <b>4200</b>	F	98%	0%	1%	1%	0%	0%	F	0.081	F	0.618	4500	l
	To From	SR 162 Lafaye													
5 Lafayette St	City of Williamsburg	SR 132 Henr 0.33 <b>9600</b>	ry St <b>F</b>	97%	1%	1%	0%	0%	0%	F	0.105	F	0.531	10000	ı
K I Laiavelle Ol	City of williamsburg	U.JJ <b>9000</b>	Г	JI /0	1 /0	1 /0	U /0	U /0	U /0	- 1	0.103	- 1	0.001	10000	Г

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

Deste	E 2 P 2	1		_		Tru	ck		00	K	011	Dir	A A) 4/D=	
Route	Jurisdiction	Length AADT C	A 41ire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From	Capital Landing Rd		4	161	001	061	051		0.404	-	0.55	0500	
5 Lafayette St	City of Williamsburg	0.73 <b>8000</b>	<b>F</b> 97%	1%	1%	0%	0%	0%	С	0.104	F	0.551	8500	
	To: From:	US 60 Page St												_
$\binom{60}{60}$ Page St	City of Williamsburg	0.25 <b>12000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	С	0.09	F	0.567	13000	
<del></del>	To: From:	Second St												_
5) 60 Page St	City of Williamsburg	0.31 <b>14000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.092	F	0.576	15000	
	To	US 60 Page St												_
Capitol Landing Rd	City of Williamsburg		<b>F</b> 98%	0%	1%	0%	0%	0%	С	0.079	F	0.543	6700	
<u> </u>	To:	SR 143 Merrimac S	it											
ast	From:	SR 5 E, New Market	Rd											_
Ramp	Henrico County		F							0.121	F		3300	
	To:	I-295 East												
ast	From:	SR 5 E, New Market	Rd											_
5 Ramp	Henrico County	0.22 <b>2000</b>	F							0.149	F		2000	
<u> </u>	To:	I-295 West												
est	From:	SR 5 W, New Market	Rd											-
Ramp	Henrico County	0.18 <b>730</b>	F							0.158	F		780	
	To:	I-295 East												
est	From:	SR 5 W, New Market	Rd											-
Ramp	Henrico County	0.31 880	F							0.141	F		930	
<i></i>	To:	I-295 West												
	From:	US 250 Rockfish Gap T	[rnpk											_
Afton Mountain Rd	Nelson County	3.72 <b>740</b>	<b>G</b> 97%	0%	1%	1%	0%	0%	С	0.117	F	0.56	750	
<i>)</i>	To:	SR 151 Critzers Shop	Rd											
	From:	SR 151 Avon	0 000/	10/		40/	<b>5</b> 0/	00/	_	0.000	_	0.500	7000	
3 (151)	Nelson County		<b>G</b> 93%	1%	1%	1%	5%	0%	С	0.089	F	0.589	7900	
	From:	SR 151 Martins Stor SR 151 Rockfish Valley												_
6 River Rd	Nelson County		<b>G</b> 90%	1%	1%	1%	7%	0%	С	0.093	F	0.552	5000	
	To	LIC 20 W/ Th N-1												
6) (29) Thomas Nelson Hwy	Nelson County	US 29 W, Thomas Nelso: 3.94 <b>13000</b>	<u>п нwy</u> <b>G</b> 90%	1%	1%	1%	7%	0%	F	0.09	F	0.670	12000	_
6) 29 Thomas Nelson Hwy	Nelson County			1 /0	1 /0	1 /0	1 /0	0 /6	•	0.03	•	0.070	12000	
	From	US 29 E, Thomas Nelson		10/		40/	00/	00/		0.407	_	0.050	0000	_
6) Irish Rd	Nelson County		<b>G</b> 94%	1%	3%	1%	2%	0%	F	0.127	F	0.853	2300	
	From:	Albemarle County Line Nelson County Line												_
3 Irish Rd	Albemarle County		<b>G</b> 94%	1%	3%	1%	2%	0%	С	0.107	F	0.619	1100	
	То				<del>- / -</del>		,-	- / -	-					
3 Irish Rd	Albemarle County	02-627 Porters Rd 5.68 <b>1300</b>	<b>G</b> 94%	1%	2%	1%	2%	0%	С	0.104	F	0.6	1300	_
6 Irish Rd	Albertalie County			1 70	<u>~ 70</u>	1 /0	<b>∠</b> /0	U 70	U	0.104	1-	0.0	1300	
	To: From:	SR 20 W, Scottsville					_							_
S 20 Valley Rd	Albemarle County		<b>G</b> 94%	1%	3%	1%	2%	0%	F	0.108	F	0.693	7500	
$\sim$	To:	WCL Scottsville												

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

Davita					_		Truck			00	K	011	Dir	A A) 4/DT	- OV
Route	Jurisdiction	Length	Length AADT QA 4Tire E	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW	
	From:		CL Scottsville												
6 (20) Valley Rd	Town of Scottsville (Maint: 02	0.30	7600 N	94%	1%	3%	1%	2%	0%	Ν	0.108	F	0.693	7500	Ν
$\bigcirc$	To:		20 E; Main St												
	From:		20 E, Valley St												
6 Main St	Town of Scottsville (Maint: 02)	0.28	3900 G	97%	1%	1%	1%	1%	0%	F	0.1	F	0.515	3800	G
$\smile$	To:		nna County Line												
	From:		narle County Line							_					_
6 ) Main St	Town of Scottsville (Maint: 32)	0.24	2900 G	97%	1%	1%	1%	1%	0%	С	0.097	F	0.510	2900	G
$\smile$	To:	32-	-675 Canal St												
6 West River Rd	Town of Scottsville (Maint: 32)		2900 N	97%	1%	1%	1%	1%	0%	N	0.097	F	0.510	2900	Ν
0) 1100111101110		,		0.70	. , ,		. , 0	. , 0	0 / 0		0.007	•	0.0.0		
	To: From:		CL Scottsville												
6 West River Rd	Fluvanna County	7.98	2900 N	97%	1%	1%	1%	1%	0%	Ν	0.097	F	0.510	2900	Ν
$\smile$	To:	32-620 F	Rolling Road Soutl	1											
6 West River Rd	Fluvanna County	5.30	2500 G	95%	0%	1%	1%	2%	0%	С	0.103	F	0.605	2500	G
8) 113611111611116	. iavaia eea.iiy			0070	0 70		. , 0	_,,	0 / 0	Ū	01.00	•	0.000		٥.
	To: From:		2 Winnsville Dr												
6 ) West River Rd	Fluvanna County	2.26	1200 G	95%	1%	1%	1%	2%	0%	С	0.099	F	0.628	1200	G
$\smile$	To:		ames Madison Hw	y											
<b>—</b> ~	From:		15 Fork Union												
6) (15) James Madison Hwy	Fluvanna County	1.99	4500 G	91%	2%	2%	1%	4%	0%	F	0.082	F	0.636	4500	G
	To:		JS 15 Dixie												
	From:		ames Madison Hw							_		_			_
6 East River Rd	Fluvanna County	4.28	2000 G	91%	1%	1%	1%	6%	0%	С	0.092	F	0.518	2000	G
$\smile$	To	Wo	CL Columbia												
6 Saint James St	Town of Columbia (Maint: 32)		2000 N	91%	1%	1%	1%	6%	0%	Ν	0.092	F	0.518	2000	Ν
0) 04 0400 01	То:		unty Line, ECL Co		. , ,	—i	. , 0	0,0	0 / 0		0.002	•	0.0.0	_000	
	From:		nty Line, ECL Col												
6 River Rd West	Goochland County	6.01	1900 G	88%	1%	1%	1%	9%	0%	С	0.1	F	0.561	1900	G
0)				0070	. , ,	. , ,	. , 0	0,0	0 / 0	Ū	0	•	0.00.		•
	To: From:		Georges Tavern												
6 River Rd West	Goochland County	6.47	4100 G	88%	1%	1%	1%	9%	0%	F	0.085	F	0.621	4000	G
$\smile$	Tot	37-600	Rock Castle Rd												
6 River Rd West	Goochland County	3.41	5100 G	88%	1%	1%	1%	9%	0%	F	0.101	F	0.655	5000	G
6) Three rid West	To:		W, Sandy Hook R		1 /0		1 /0	0 70	0 70	•	0.101	•	0.000	0000	u
	From:		W US 522	u											
6) 522 River Road West	Goochland County	1.74	7100 G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.526	7000	G
6 522 River Hoad West	To:		E US 522	00 /0	0 /0		1 /0	0 /0	0 /0	'	0.007	•	0.020	, 500	u
	From		2 E, Maidens Rd												
6 River Rd West	Goochland County	4.95	4500 G	98%	0%	1%	1%	0%	0%	F	0.107	F	0.696	4400	G
0	- Coolingia County			00 /0	0 /0	1 /0	1 /0	0 /0	0 /0	•	5.107	•	3.000	7700	J
	To: From		-628 Lee Rd			}									
6 River Rd West	Goochland County	6.62	5900 G	98%	0%	1%	1%	0%	0%	F	0.107	F	0.555	5800	G
$\smile$	To	27 6	21 Manakin Rd												
6 Patterson Ave	Goochland County	1.84		95%	0%	1%	2%	2%	0%	С	0.122	F	0.602	10000	G
6 Patterson Ave	Goodiland County	1.04	10000 G	30%	U 70	1 70	∠ 70	∠70	U-76	U	0.122	Г	0.002	10000	G
<u>~</u>	10"		SR 288												

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

		Fillialy at	10 111101010	210 110				Т	ok			ν		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From	ı	CD 200				2AXIE	3+Axle	TTRAIL	21raii		Factor		Factor		
6 Patterson Ave	Goochland C	ounty 2.36	SR 288 <b>25000</b>	G	98%	0%	1%	1%	0%	0%	С	0.106	F	0.549	26000	G
6 Patterson Ave	To:		rico County		30 /6	0 /0		1 /0	0 /6	0 /6	O	0.100	'	0.543	20000	u
	From		nland Count													
6 Patterson Ave	Henrico Cou	unty 1.04	25000	F	99%	0%	0%	0%	0%	0%	F	0.114	F	0.539	29000	F
	To		Dumm D.d													
6 Patterson Ave	Henrico Cou	nty 0.69	Pump Rd <b>29000</b>	F	99%	0%	0%	0%	0%	0%	F	0.107	F	0.54	33000	F
6 Patterson Ave	Tiermed Cot	unity 0.00	29000	•	JJ 70	0 70	<u> </u>	0 /0	0 70	0 70		0.107	'	0.54	00000	
	To: From:	•	Gaskins Rd				<u> </u>									
6 Patterson Ave	Henrico Cou	unty 1.04	25000	F	99%	0%	0%	0%	0%	0%	F	0.102	F	0.549	29000	F
	To		Starling Dr													
6 Patterson Ave	Henrico Cou	unty 0.52	24000	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.51	28000	F
	To		Parham Rd													
6 Patterson Ave	Fronz Henrico Cou	unty 0.97	22000	F	99%	0%	0%	0%	0%	0%	F	0.096	F	0.597	25000	F
6 Patterson Ave	Tiermed Cot	Unity 0.57	22000		33 76	0 70		0 70	0 70	0 70	•	0.000	'	0.557	23000	'
	To: From:		Forest Ave				—⊢									
6 Patterson Ave	Henrico Cou	unty 0.94	18000	Α	99%	0%	0%	0%	0%	0%	С	0.118	Α	0.579	21000	Α
<u> </u>	To:	W	CL Richmo	nd												
6 Patterson Ave	City of Richn	nond 1.30	14000	G	99%	1%	0%	0%	0%	0%	С	0.108	F	0.507	16000	G
	To		Libbie Ave													
6 Patterson Ave	City of Richn		12000	G	99%	1%	1%	0%	0%	0%	С	0.118	F	0.531	14000	G
6 Patterson Ave	Oity of Filorini				0070	1 70		0 /0	0 70	0 70	Ü	0.110	•	0.001	14000	ď
	From		Malvern Ave		2221			221	221	221	_		_		10000	_
6 Patterson Ave	City of Richn	nond 0.38	10000	G	98%	1%	1%	0%	0%	0%	С	0.117	F	0.537	12000	G
<u> </u>	To: From:		Γhompson S	t			-									
6 Kensington Ave	City of Richn	nond 0.71	2300	G	99%	0%	0%	0%	0%	0%	С	0.127	F	0.594	2600	G
	To:		Boulevard													
Wye	From:	S	R 6 River R	ld												
6 Tidbit Trail	Nelson Cou		560	R								NA			NA	
	To:	US 29 T	homas Nels	son Hwy												
	From	LIS 50 LIS	522 Par, B	raddock	St											
7 (50) (522) Boscawen S	St City of Winch		1500	G	99%	0%	1%	0%	0%	0%	С	0.094	F		1600	G
7 (30) (322) Decourse (	Combined Traffic Estimates for 2 Parallel			G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.525		G
	To:		11 Cameron		33 76	0 70		0 /0	0 70	0 70		0.001	'	0.020	33000 29000 28000 25000 21000 16000 14000 2600	a
	From:		Boscawen S													
(7) $(11)$ $(11)$ $(50)$ Came	eron St City of Winch		7700	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.559	8200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	To:		Piccadilly St													
	Prom:		11 Cameron													
7 Piccadilly St	City of Winch	ester 0.18	9300	G	97%	1%	1%	0%	2%	0%	F	0.09	F	0.511	9900	G
$\overline{}$	To:		East Lane													
	From:		Piccadilly St								_		_			_
7 East Lane	City of Winch		8100	G	97%	1%	1%	0%	2%	0%	F	0.093	F	0.502	8600	G
$\sim$	To:	:	Fairfax Lane	2												

#### 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:	High	nland Ave												
7 National Ave	City of Winchester	0.32	9400 G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.547	9900	G
$\smile$	To:	138-5213 PI	easant Valley R	1											
7 Berryville Ave	City of Winchester		4000 G	97%	1%	1%	0%	2%	0%	С	0.085	F	0.534	26000	G
	To	D	1 C4												
7 Berryville Ave	City of Winchester (Maint: 34)		toss St 4000 G	97%	1%	1%	0%	2%	0%	F	0.084	F	0.578	36000	G
7 Berryville Ave	only of Willomoster (Maint: 04)			01 /0	1 /0		0 70	270	0 70	•	0.004	•	0.070	00000	
Dama dila Bila	From		L Winchester	0.40/	40/		40/	40/	00/	_	0.070	_	0.574	00000	_
7) Berryville Pike	Frederick County		8000 G	94%	1%	1%	1%	4%	0%	F	0.079	F	0.571	30000	C
<u> </u>	From		County Line k County Line			-									
7 Harry Flood Byrd Hwy	Clarke County		9000 A	94%	1%	1%	1%	4%	0%	С	0.097	Α	0.652	31000	F
1)	T-								- , -						
- Harry Flood Byrd Hang	Clarke County		Vest of Berryville	94%	1%	1%	1%	4%	0%	F	0.088	F	0.701	28000	G
7 Harry Flood Byrd Hwy	Clarke County	1.45 2	6000 G	94%	1 70	1 76	170	470	0%	Г	0.000	Г	0.701	20000	G
	To: From:		orth of Berryville												
7 Harry Flood Byrd Hwy	Clarke County	1.65 <b>2</b>	3000 G	94%	1%	1%	1%	4%	0%	F	0.093	F	0.771	25000	G
<u> </u>	To:	Bus SR 7 E	East of Berryville			$\neg$ $\vdash$									
7 Harry Flood Byrd Hwy	Clarke County	4.16 <b>2</b>	4000 G	96%	0%	1%	1%	1%	0%	F	0.095	F	0.792	27000	C
	To:	21.60	6 River Rd												
7 Harry Flood Byrd Hwy	Clarke County		5000 G	96%	0%	1%	1%	1%	0%	F	0.098	F	0.822	29000	G
1) Harry Hood Byla Hmy	To:		County Line	0070	0 70		1 70	1 /0	0 70	•	0.000	•	0.022	20000	
	From:		County Line												
7 Harry Flood Byrd Hwy	Loudoun County	0.89 <b>2</b>	7000 G	96%	0%	1%	1%	1%	0%	F	0.099	F	0.797	30000	(
$\smile$	Tα	53-760 N	Vear Bluemont												
7 Harry Flood Byrd Hwy	Loudoun County		8000 A	96%	0%	1%	1%	1%	0%	С	0.115	Α	0.779	32000	P
1)									- , -						
- Harry Flood Byrd Hany	From:		est of Round Hi	96%	00/	10/	1%	1%	0%	F	0.096	F	0.801	31000	(
7 Harry Flood Byrd Hwy	Loudoun County	1.07 <b>2</b>	8000 G	90%	0%	1%	170	170	0%	Г	0.096	Г	0.601	31000	
$\overline{}$	To: From:		est of Purcellvill												
7 ) Harry Flood Byrd Hwy	Loudoun County	2.07 <b>3</b>	0000 G	96%	0%	1%	1%	1%	0%	F	0.096	F	0.792	34000	(
<u> </u>	To: From	WCL :	Purcellville			$\neg$									
7 Harry Flood Byrd Hwy	Town of Purcellville (Maint: 53)	0.94 <b>3</b>	0000 G	96%	0%	1%	1%	1%	0%	F	0.096	F	0.792	34000	C
$\mathcal{I}$	To:	FCL I	Purcellville												
7 Harry Flood Byrd Hwy	Loudoun County		0000 G	96%	0%	1%	1%	1%	0%	F	0.096	F	0.792	34000	
1),					0,0		. , 0	. , 0	0,0	•	0.000	•	002	0.000	
Harry Flood David Harr	From		th of Purcellville		00/	10/	10/	10/	00/		0.000	F	0.757	E0000	
7 Harry Flood Byrd Hwy	Loudoun County	2.07 <b>4</b>	6000 G	96%	0%	1%	1%	1%	0%	F	0.093	Г	0.757	52000	G
	To: From:		nilton Station Ro												
7 Harry Flood Byrd Hwy	Loudoun County	2.37 <b>4</b>	6000 G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.77	51000	G
$\smile$	To Brown	SR 9, Bus S	R 7 Clarkes Gap	)		$=$ $\vdash$									
7 Harry Flood Byrd Hwy	Loudoun County		9000 A	97%	0%	1%	1%	1%	0%	С	0.1	Α	0.748	76000	Α
	Tor		WCL Leesburg												

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

			ate Ro				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Bus SR 7; WCL L	eesburg			Z/ txic	OTTAKE	TTTUI	ZIII		1 40101		1 40101		
7 Market St West	Town of Leesburg (Maint: 53)	1.85 <b>62000</b>	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.744	68000	G
	Toc	US 15 King S	St												
7) (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 <b>72000</b>	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.725	76000	G
	Too														
7) 15 Leesburg Bypass	Town of Leesburg (Maint: 53)	SR 267 1.16 <b>59000</b>	G	96%	1%	1%	1%	1%	0%	С	0.079	F	0.538	NA	
7 15 Leesburg Bypass	Town or Educating (Mariti: 60)				1 /0		1 70	1 /0	0,0	Ū	0.070	•	0.000	10.	
7 Market St East	Town of Leesburg (Maint: 53)	US 15, BUS SR 7 N 1.83 <b>75000</b>	Aarket St G	97%	0%	1%	1%	1%	0%	F	0.072	F	0.551	80000	G
7 Market St East	Town of Leesburg (Maint. 53)	1.03 /3000	G	97%	0%	170	170	170	0%	Г	0.072	Г	0.551	80000	G
	Toc From:	ECL Leesbur				<u> </u>									
7 Harry Flood Byrd Hwy	Loudoun County	2.38 <b>75000</b>	G	97%	0%	1%	1%	1%	0%	F	0.070	F	0.595	79000	G
<u>~</u>	To: Front: 53	-901 Claiborne Pkwy; 53-24	00 Lands	sowne Blv	d										
$\left(\begin{array}{c}7\end{array} ight)$ Harry Flood Byrd Hwy	Loudoun County	2.99 <b>93000</b>	G	98%	0%	1%	1%	1%	0%	С	0.077	В	0.538	99000	G
	To	SR 28 Sully F	Rd												
7 Harry Flood Byrd Hwy	Loudoun County	4.07 <b>59000</b>	G	97%	0%	1%	1%	1%	0%	F	0.077	F	0.511	63000	G
$\bigcirc$	To:	Fairfax County	Line												
	From:	Loudoun County										_			
7 Leesburg Pike	Fairfax County	0.25 <b>59000</b>	N	97%	0%	1%	1%	1%	0%	N	0.077	F	0.511	63000	N
<u> </u>	To: From:	SR 286 Fairfax Cour	nty Pkwy												
7 Leesburg Pike	Fairfax County	1.44 <b>57000</b>	G	97%	0%	1%	1%	1%	0%	F	0.072	F	0.601	61000	G
<u> </u>	Toc From:	SR 193 Georgetov	vn Pike												
7 Leesburg Pike	Fairfax County	7.26 <b>55000</b>	G	97%	0%	1%	1%	1%	0%	F	0.075	F	0.6	59000	G
$\smile$	To	SR 267 Dulles To	oll Rd			$\neg$ $\vdash$									
7 Leesburg Pike	Fairfax County	1.15 80000	F	98%	0%	1%	0%	0%	0%	F	0.075	F	0.525	NA	
	To	SR 123 Tysons C	ornor												
7 Leesburg Pike	Fairfax County	0.91 <b>86000</b>	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.761	92000	G
7) 20000019 1 1110	. amax sounty				0,0		. , ,	. , 0	0,0	•	0.000	•	00.	02000	<u> </u>
7 Leesburg Pike	Fairfax County	I-495 Captital Be	ltway <b>G</b>	97%	0%	1%	1%	1%	0%	F	0.079	F	0.633	45000	G
7 Leesburg Pike	Famax County		<u> </u>	9170	076	1 70	1 70	1 70	0%	Г	0.079	Г	0.033	43000	G
	To	I-66		2==/								_			
7 Broad St	Fairfax County	0.55 <b>30000</b>	N	97%	0%	1%	1%	1%	0%	N	0.08	F	0.531	32000	N
	To: From:	WCL Falls Ch	ırch												
( 7 ) Broad St	City of Falls Church	0.38 <b>30000</b>	G	97%	0%	1%	1%	1%	0%	F	0.08	F	0.531	32000	G
<u> </u>	To	110-6749 Wes	t St			$\neg$ $\vdash$									
7 Broad St	City of Falls Church	0.93 <b>23000</b>	G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.513	25000	G
$\smile$	Top	US 29 Washingt	on St			<u> </u>									
7 Broad St	City of Falls Church	0.34 <b>20000</b>	G	97%	0%	1%	1%	1%	0%	F	0.081	F	0.545	21000	G
	Tool														
7 Broad St	City of Falls Church	110-6799 Cherr 0.53 <b>20000</b>	ry St <b>G</b>	97%	0%	1%	1%	1%	0%	F	0.082	F	0.547	21000	G
, , , Diudu Ji	Oity of Lans Church	0.00 20000	G	JI /0	U /0	1 /0	1 /0	1 /0	U /0	1	0.002	- 1	0.547	Z 1000	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		QK		AAWDT	QW
From:	ECL Falls C	hurch												
Fairfax County	0.23 <b>18000</b>	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.636	19000	G
To	US 50 Arlingt	on Blvd												
Fairfax County			97%	0%	1%	1%	1%	0%	F	0.076	F	0.512	36000	G
Too	29-2327 Patrick	Henry Dr												
Fairfax County			97%	0%	1%	1%	1%	0%	F	0.077	F	0.538	39000	G
To	SD 244 Pailova C	ross Bood												
Fairfax County				0%	1%	1%	1%	0%	F	0.077	F	0.513	35000	G
To						.,.	.,.	- , -	-		-			-
Fairfay County			97%	N%	1%	1%	1%	0%	F	0.078	F	0 552	39000	G
Tainax Gounty			37 70	0 70	1 /0	1 70	1 /0	0 70	'	0.070	•	0.552	03000	ч
City of Alexandria			070/	00/	10/	10/	10/	00/		0.075		0.500	45000	G
City of Alexandria	1.09 43000	G	97%	0%	1%	170	170	0%	Г	0.075	Г	0.533	45000	G
To: From:	I-395										_			
City of Alexandria	0.65 <b>19000</b>	) G	97%	0%	1%	1%	1%	0%	F	0.08	F	0.546	20000	G
To- From:	Braddock	Rd												
City of Alexandria	1.91 <b>12000</b>	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.522	13000	G
To	Russell F	Rd			<u> </u>									
City of Alexandria			97%	0%	1%	1%	1%	0%	F	0.086	F	0.64	12000	G
To	West S													
City of Alexandria			97%	0%	1%	1%	1%	0%	F	0.075	F	0.615	6000	G
To:			0.70	0 70		1 70	1 /0	0 70	•	0.070	•	0.010	0000	ŭ
From:	**													
Frederick County		) G								0.086	F		10000	G
To:											-			-
From	SR 7 Berryvil	le Pike												
Frederick County	0.20 7700									0.088	F		7700	G
To:	I-81 Nor	th												
From	SR 07-E062B SR 07-W	062B Fro	m Rt 7											
Fairfax County					•					NA			NA	
To		manantan I	at .											
Fairfax County			υι							0.079	F		9400	G
To:										0.070	•		0.100	ŭ
From			ot		<u> </u>									
Eairfax County		mmuter L	υι							NA			NA	
To:		& West												
From			South											
- · · · · · · · · · · · · · · · · · · ·	0.28 <b>1900</b> 0		Joun							0.076	F		19000	G
Fairfax County	(),/8 (900).	, (,								U.U./p			19000	
	From From From From From From From From	Fairfax County	Fairfax County   0.23   18000   G	Filipse   ECL Falls Church   Fairfax County   0.23   18000   G   97%	Form   ECL Falls Church   Fairfax County   0.23   18000   G   97%   0%	Add	Length   AADT   QA   41   re   Bus   2   2   2   2   3   4   Axle   ECL Falls Church   Fairfax County   0.23   18000   G   97%   0%   1%   1%   1%   1   2   2   2   2   2   2   2   2   2	Length AADT QA 41   Feb.   2   2Axle 3+Axle 1   Trail   7   2   2   2   2   2   2   2   2   2	BCL Falls Church	Length AADT   QA   4   Free   Bus   2   2   2   2   2   2   2   2   2	Surface   County   County	Surfaction   Length   AADT   OA   41   Fusure   Sus   2Axle   3+Axle   1Trail   2Trail   CV   Factor   OX	Second   Color   Col	Second County

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bu	us 2Axle 3+Axle 1Trail 2Trail	()(')	Dir AAWDT QW
East 7 Ramp From SR 7 EB to I-495 NB	From: Fairfax County	SR 7 Leesburg Pike EB  0.10 <b>20000 G</b> I-495 Capital Beltway Inner Loop NB		0.076 F	20000 G
East 7 Ramp	Fairfax County	SR 7 Leesburg Pike 0.08 <b>15000 G</b>		0.075 F	15000 G
East 7 Ramp	Fairfax County	SR 07-E062B TO RT 66 EAST  0.14 <b>10000 G</b> I-66 West		0.086 F	10000 G
East 7 Ramp	Fairfax County	SR 07-E062A To Rt 66 East 0.35 <b>4600 G</b> 97% 0° SR 07-W062B SR 07- 62B From Rt 7	% 1% 1% 1% 0%	F 0.105 F	4900 G
East 7 Ramp	City of Alexandria (Maint: 00)	SR 7; 30th St. To Rt 395 ) 0.11 <b>14000 G</b>		0.088 F	15000 G
East 7 Ramp	City of Alexandria (Maint: 00)	SR 07-E069B TO RT 395 NORTH & SOUTH  0.13 <b>37000 G</b> I-395-S FROM RT 7 EAST00- KING ST		0.080 F	37000 G
East 7 Ramp	City of Alexandria (Maint: 00)	SR 07-E069A To Rt 395 North & South ) 0.23 <b>12000 G</b> I-395-N From Rt 7 East00- King St		0.088 F	12000 G
West 7 Ramp	Fairfax County	SR 7 SR 07-E060A To Rt 495 South 0.19 <b>4500 G</b> I-495-S048X From Rt 7 West00- Leesburg Pike		0.109 F	4500 G
West 7 Ramp From SR 7 WB to I-495 NB	Fairfax County	SR 7 Leesburg Pike WB 0.22 <b>12000 G</b> I-495 Capital Beltway Inner Loop NB		0.076 F	12000 G
West 7 Ramp	Fairfax County	SR 7 Broad St; Leesburg Pike 0.15 <b>4000 G</b> I-66 West		0.095 F	4000 G
West 7 Ramp	Fairfax County	SR 7 TO RT 66 EAST & COMMUTER LOT  0.13 NA  SR 07-E062B SR 07- 62B FROM RT 7		NA	NA
West 7 Ramp	Arlington County	SR 7 TO RT 395 NORTH & SOUTH  0.25 NA  SR 7 TO RT 395 NORTH & SOUTH		NA	NA
West 7 Ramp	Arlington County	SR 7 West  0.12 NA  Ramps to I-395 South and I-395 North		NA	NA
West 7 Ramp	Arlington County	Ramp from SR 7 West  0.07 5800 G  I-395 North		0.18 F	5800 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
Description	From		50 Boscaw		000/	40/	10/	00/	00/	00/	_	0.000	_	0.004	0000	_
7 (522) (1,1) (50) Braddock	St City of Winchester ombined Traffic Estimates for 2 Parallel Roadwa	0.17	5800	G G	98% 98%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	F	0.088 0.09	F	0.601 0.51	6200 14000	G G
C.	Tallic Estillates for 2 Parallel Hoadwa	•	Piccadilly S		90%	I 70	1 70	0%	0%	0%	Г	0.09	Г	0.51	14000	G
$\sim \sim$	From:		Braddock S	St												
7 50 522 Piccadilly St	City of Winchester	0.18	8000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.624	8500	G
C	ombined Traffic Estimates for 2 Parallel Roadwa		<b>9500</b> 7 Camero	G n St	99%	0%	1%	0%	0%	0%	F	0.091	F	0.525	10000	G
Bus	From:		West of Be													
7 West Main St	Clarke County	0.80	6300	G	98%	1%	1%	0%	0%	0%	С	0.106	F	0.548	6300	G
$\smile$	To	W	CL Berryv	ille												
Bus 7 West Main St	Town of Berryville (Maint: 2		6300	N	98%	1%	1%	0%	0%	0%	N	0.106	F	0.548	6300	N
/ West Main et	Tolling Tolling	,				1 /0		070	0 /0	0 70		0.100	•	0.040	0000	
Bus	From		340 Berry		000/	40/	40/	00/	00/	00/	_	0.400	_	0.070	5000	_
7 East Main St	Town of Berryville (Maint: 2	21) 1.12	5300	G	96%	1%	1%	0%	2%	0%	С	0.102	F	0.676	5200	G
Bus	To: From:	Е	CL Berryvi	ille												
7 East Main St	Clarke County	0.27	5300	N	96%	1%	1%	0%	2%	0%	Ν	0.102	F	0.676	5200	Ν
<u> </u>	Τα:		East of Ber													
Bus 7 Market St	Loudoun County	SR 7 0.09	West of Le 12000	esburg <b>G</b>	99%	0%	1%	0%	0%	0%	F	0.099	F	0.717	13000	G
/ Widnest of	To To				0070	0 70		070	0 /0	0 70	•	0.000	•	0.717	10000	ď
Bus	Front		CL Leesbu		000/	00/		00/	00/	00/	_	0.000	_	0.747	10000	_
7 Market St	Town of Leesburg	0.12	12000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.717	13000	G
Bus	To: From		Fairview S	t												
7 Market St	Town of Leesburg	0.25	10000	G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.708	11000	G
Bus	To: From	253-4	4206 Loude	oun St			$\Box$ $\vdash$									
7 Market St	Town of Leesburg	0.27	7000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.792	7500	G
$\bigcirc$	To:	25	3-4205 Ay	r St												
Bus 7 Market St	Town of Leesburg	0.36	7900	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.664	8400	G
	то:		Bus US 15					• , •		• , •	-					
Bus 7 Market St	Town of Loophure	0.09			98%	10/	10/	0%	0%	00/	F	0.075	F	0.506	10000	G
7 Market St	Town of Leesburg	0.09	9700	G	90%	1%	1%	0%	0%	0%	Г	0.075	Г	0.506	10000	G
Bus	To: From		Church St													
7 Market St	Town of Leesburg	0.23	8600	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.59	9100	G
Bus	To: From:	253-4	4206 Loudo	oun St												
7 Market St	Town of Leesburg	0.27	18000	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.511	19000	G
$\smile$	To: From	253-42	200 Catocti	n Circle												
Bus 7 Market St	Town of Leesburg	0.71	36000	G	98%	1%	1%	0%	0%	0%	F	0.08	F	0.585	NA	
	To		JS 15; SR					- / -	- / -	- , -						

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

		Primary and int	erstate no	utes											
Devide	Lord and add are	1 A A	DT 04	4	D		Tru	ck		-00	K	01/	Dir	AAVAADT	
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Ċ
us	From:	SR 7 West O	f Round Hill												
Loudoun Street West	Loudoun County	0.31 20		97%	1%	1%	1%	0%	0%	F	0.096	F	0.691	2100	
	T					i									
us	Fron:	WCL Ro	ound Hill												
7 Loudoun St	Town of Round Hill (Maint: 53)	0.32 20	00 N	97%	1%	1%	1%	0%	0%	Ν	0.096	F	0.691	2100	
<u> </u>	To	53-7191	Main St												
Bus	From:			070/	40/	401	40/	00/	00/	_	0.000	_	0.004	0400	
7 Loudoun St	Town of Round Hill (Maint: 53)	0.25 <b>58</b> 6	00 G	97%	1%	1%	1%	0%	0%	F	0.096	F	0.691	6100	
lus	To: From:	ECL Ro	und Hill												
7 Loudoun Street East	Loudoun County	0.24 58	00 N	97%	1%	1%	1%	0%	0%	N	0.096	F	0.611	6100	
7) Loudouri Gireet Last					1 70	1 /0	1 /0	0 70	0 70	14	0.000		0.011	0100	
Bus	To: From:	SR 7 Between Round	Hill and Purc	ellville											
7 Loudoun Street East	Loudoun County	1.66 <b>98</b> 6	00 G	97%	1%	1%	1%	0%	0%	С	0.097	F	0.633	10000	
$\mathcal{L}$	To	WCL Pur	11 '11												
Bus	From:	WCL Put	rcenvine												
7 Main St	Town of Purcellville (Maint: 53)	2.06 <b>98</b> 6	00 N	97%	1%	1%	1%	0%	0%	Ν	0.097	F	0.633	10000	
<u></u>	To	SR 287 Be	erlin Toke												
Bus Calanial Historia	Towns of Down Haille (Mariata 50)		•	070/	40/	40/	40/	00/	00/		0.400	F	0.504	40000	
7 Colonial Highway	Town of Purcellville (Maint: 53)	0.07 <b>94</b>	00 N	97%	1%	1%	1%	0%	0%	N	0.128	F	0.594	10000	
Bus	To: From:	ECL Pur	cellville												
7) Colonial Highway	Loudoun County	1.00 <b>94</b>	00 G	97%	1%	1%	1%	0%	0%	F	0.128	F	0.594	10000	
7) 30:0:				0.70	. , ,		. , 0	0,70	0,0	•	00		0.00		
Bus	Fron:	WCL H	amilton												
7 West Colonial Hwy	Town of Hamilton (Maint: 53)	0.96 <b>94</b>	00 N	97%	1%	1%	1%	0%	0%	Ν	0.128	F	0.594	10000	
<u> </u>	To	ECL Ha	amilton												
Bus	Fron:											_			
7 ) Colonial Highway	Loudoun County	2.41 94		97%	1%	1%	1%	0%	0%	N	0.128	F	0.594	10000	
<u>~</u>	100	SR 7, SR 9 0	Clarkes Gap												
	From:	North Carolin													
8 Salem Hwy	Patrick County	5.08 <b>17</b>		94%	1%	1%	2%	3%	0%	С	0.1	F	0.547	1700	
<u> </u>	To:	SR 103 Dry Pond H													
Colom Lluny	Potriols County	SR 103 South Of St			10/	10/	20/	20/	00/	F	0.000	_	0.606	4700	
8 Salem Hwy	Patrick County	3.42 <b>45</b> 6	00 G	94%	1%	1%	2%	3%	0%	г	0.089	F	0.636	4700	
<u>~</u>	To: From:	SCL S	Stuart												
8 ) Patrick Ave	Town of Stuart (Maint: 70)	0.75 <b>45</b> 6	00 N	94%	1%	1%	2%	3%	0%	Ν	0.089	F	0.636	4700	
<i></i>	To:	Bus U	IS 58												
Bus	Front			2221			221		221	_		_			
8 58 West Blue Ridge St	Town of Stuart (Maint: 70)	1.00 28	00 G	98%	1%	1%	0%	0%	0%	С	0.101	F	0.528	2900	
Bus	To: From:	WCL	Stuart												
$\neg \sim$	Patrick County	0.51 28	00 N	98%	1%	1%	0%	0%	0%	Ν	0.101	F	0.528	2900	
8) (58)	- anon county			00 /0	1 /0	. /0	0 /0	0 /0	0 /0	1 4	0.101	'	0.020	2000	
¬~	To: From:	Bus U		00	4			461			2.5.7.				
8) (58) Jeb Stuart Hwy	Patrick County	2.01 <b>50</b>		93%	1%	1%	1%	4%	0%	С	0.094	F	0.56	5100	
<i>&gt; &gt;</i>	Tσ	US 58	North												

# 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	Fron:		leb Stuart Hwy												
8 Woolwine Hwy	Patrick County	3.89 <b>2</b>	900 G	90%	2%	2%	1%	5%	0%	F	0.096	F	0.579	3000	G
	To: From:		stone Park Hwy	,											
8 Woolwine Hwy	Patrick County	6.22 <b>2</b>	2000 G	90%	2%	2%	1%	5%	0%	С	0.094	F	0.505	2100	G
	T <sub>CC</sub> From:		Woolwine												
8 Woolwine Hwy	Patrick County		000 G	90%	2%	2%	1%	5%	0%	F	0.103	F	0.602	1000	G
	From:	-	County Line County Line												
8 Parkway Lane South	Floyd County		100 G	94%	1%	1%	1%	3%	0%	С	0.098	F	0.583	1200	G
	To:	Blue Rid	lge Parkway												
8 Parkway Lane South	Floyd County		100 G	95%	1%	1%	1%	2%	0%	С	0.1	F	0.521	2100	G
	To	SCI	L Floyd												
8 South Locust St	Town of Floyd (Maint: 31)		2100 N	95%	1%	1%	1%	2%	0%	Ν	0.1	F	0.521	2100	Ν
	To	US 22	1 Main St												
8 North Locust St	Town of Floyd (Maint: 31)		'400 G	97%	0%	1%	1%	2%	0%	F	0.089	F	0.558	7700	G
<u> </u>	To	NCI	L Floyd												
8 Webbs Mill Rd	Floyd County		400 N	97%	0%	1%	1%	2%	0%	Ν	0.089	F	0.558	7700	Ν
	To	31-730 Ri	idge View Rd			<u> </u>									
8 Webbs Mill Rd	Floyd County		100 A	97%	0%	1%	1%	2%	0%	С	0.114	Α	0.566	5400	Α
	To:	Montgomer	ry County Line												
Diamen D.I	From		County Line	070/	00/	10/	40/	00/	00/	_	0.000	_	0.504	0000	_
8 Riner Rd	Montgomery County	5.99 <b>7</b>	7600 G	97%	0%	1%	1%	2%	0%	F	0.098	F	0.584	8000	G
	From	60-658 N of Riner			00/		40/	00/	00/		0.400	_	0.00	10000	_
8 Riner Rd	Montgomery County	3.26 12	2000 G	97%	0%	1%	1%	2%	0%	F	0.100	F	0.66	13000	G
	To: From		insburg near I-8		4.57		221		221					45000	
8 W Main St	Town of Christiansburg (Maint: 60)	0.22 <b>1</b> 4	4000 G	97%	1%	1%	0%	1%	0%	F	0.103	F	0.567	15000	G
	To: From		Christiansburg	2=-/	4.57		221		221			_		40000	_
8 W Main St	Town of Christiansburg		2000 G	97%	1%	1%	0%	1%	0%	С	0.097	F	0.568	13000	G
	From		Radford St												
8 Ramp to I-81 N at Exit 101	Town of Christiansburg (Maint: 60)		W Main St 1300 G								0.159	F		4300	G
8 Ramp to I-81 N at Exit 101	To:		-81 N								0.155	•		4000	ч
	From		W Main St												
8 Ramp to I-81 S at Exit 101	Town of Christiansburg (Maint: 60)		400 G								0.114	F		2400	G
•	To		-81 S												
_	From	West Virgi	inia State Line												
Charles Town Pike	Loudoun County	3.10 <b>16</b>	6000 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.801	16000	G
$\smile$	To:	53-671 Hai	rpers Ferry Rd												
9 Charles Town Pike	Loudoun County		7000 G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.776	18000	G
$\smile$	To:	WCL	Hillsboro												

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

		Filliary and interstate hour				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	Fron:	WCL Hillsboro												
9 Charles Town Pike	Town of Hillsboro (Maint: 53)	0.41 <b>17000 N</b>	98%	0%	1%	0%	1%	0%	N	0.085	F	0.776	18000	N
Observe Town Piles	From:	ECL Hillsboro	000/	00/	10/	00/	40/	00/		0.005	F	0.770	10000	
9 Charles Town Pike	Loudoun County	0.27 <b>17000 N</b>	98%	0%	1%	0%	1%	0%	N	0.085	г	0.776	18000	N
G Charles Town Pike	Loudoun County	53-690 Hillsboro Rd 2.19 <b>16000 G</b>	98%	0%	1%	0%	1%	0%	F	0.079	F	0.704	16000	G
9 Charles Town Pike	Educouri County		30 /6	0 76	1 /0	0 /6	1 /0	0 /6	'	0.073	•	0.704	10000	u
9 Charles Town Pike	Loudoun County	SR 287 Berlin Tpke 3.10 <b>18000 G</b>	98%	0%	1%	0%	1%	0%	F	0.073	F	0.791	18000	G
g) Onlands Town Tike	To Tourity		0070	070		0 / 0	1 70	0 70	•	0.070	•	0.701	10000	ŭ
g Charles Town Pike	Loudoun County	53-704 Hamilton Station Rd 2.21 <b>21000 G</b>	98%	0%	1%	0%	1%	0%	С	0.082	F	0.738	22000	G
9) 5	To:	SR 7 Clarkes Gap	0070	0 70		0,0	. , 0	0,70		0.002	•	000		
	Fron:	US 360 Hull St												
10) Broad Rock Rd	City of Richmond	0.81 <b>11000 G</b>	98%	1%	1%	0%	0%	0%	С	0.084	F	0.548	12000	G
<u> </u>	To: From	N Belt Blvd												
10 (161) Broad Rock Blvd	City of Richmond	0.43 <b>17000 G</b>	98%	1%	1%	0%	0%	0%	F	0.084	F	0.514	18000	G
<u> </u>	To: From:	S Belt Blvd												
10) Broad Rock Blvd	City of Richmond	2.10 <b>20000 G</b>	99%	0%	1%	0%	0%	0%	С	0.085	F	0.632	22000	G
<u></u>	To: From:	W. Belmont Rd												
10 Iron Bridge Rd	City of Richmond	0.56 <b>13000 G</b>	99%	0%	1%	0%	0%	0%	F	0.086	F	0.53	14000	G
$\stackrel{\smile}{=}$	To: From:	SCL Richmond												
10) Iron Bridge Rd	Chesterfield County	0.60 <b>14000 G</b>	99%	0%	1%	0%	0%	0%	F	0.093	F	0.59	15000	G
<u> </u>	To: From:	SR 150 Chippenham Pkwy												
10 Iron Bridge Rd	Chesterfield County	1.21 <b>39000 G</b>	96%	1%	1%	2%	1%	0%	F	0.093	F	0.598	42000	G
<u> </u>	To: From:	20-638 Cogbill Rd												
10 Iron Bridge Rd	Chesterfield County	3.19 <b>31000 G</b>	96%	1%	1%	2%	1%	0%	F	0.092	F	0.539	33000	G
<u> </u>	To: From:	SR 288												
10) Iron Bridge Rd	Chesterfield County	1.47 <b>45000 G</b>	96%	1%	1%	2%	1%	0%	F	0.088	F	0.508	48000	G
	To: From:	20-655 Beach Rd												
10 Iron Bridge Rd	Chesterfield County	4.03 <b>25000 G</b>	96%	1%	1%	2%	1%	0%	F	0.096	F	0.547	27000	G
	To: From:	20-749 Womack Rd												_
10 Iron Bridge Rd	Chesterfield County	0.67 <b>23000 G</b>	96%	1%	1%	2%	1%	0%	С	0.086	F	0.503	25000	G
	To: From:	SR 144 W, Harrowgate Rd			<b>□</b>  -									
10 144 Hundred Rd	Chesterfield County	0.25 <b>34000 G</b>	98%	0%	1%	1%	1%	0%	F	0.085	F	0.554	37000	G
	To: From:	SR 144 E, Chester Rd	0051	001		461	461	051		0.001		0.500	05005	_
10 Hundred Rd	Chesterfield County	1.68 <b>32000 G</b>	98%	0%	1%	1%	1%	0%	С	0.094	F	0.580	35000	G
	Front	US 1, US 301 Jefferson Davis Hy			<u> </u>		161	06:						
10 West Hundred Rd	Chesterfield County	0.44 <b>41000 G</b>	98%	0%	1%	1%	1%	0%	F	0.103	F	0.644	44000	G
~	To	I-95												

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

			a intersta					Т	. د ا د			1/		D:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir Factor	AAWDT	Q'
	From		I-95				ZAXIE	3+Axle	TTTall	2 i raii		Factor		Factor		
10) West Hundred Rd	Chesterfield County	2.47	53000	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.521	60000	(
10 West Hundred Rd	Chesterned County	2.47	53000	G	34 /0	0 /0	1 /0	1 /0	4 /0	0 /6	'	0.032	'	0.521	00000	,
	To: From:	20-618 Old														
10 Hundred Rd East	Chesterfield County	1.46	39000	G	94%	0%	1%	1%	4%	0%	F	0.098	F	0.515	43000	
<u> </u>	To: From		I-295													
10 Hundred Rd East	Chesterfield County	0.90	31000	Α	94%	0%	1%	1%	4%	0%	С	0.111	Α	0.519	34000	
	To	20.746	Enon Chui	rah Dd												
10 Hundred Rd East	Chesterfield County	2.07	23000	G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.506	26000	
10) Hundred Rd East	To:		George Cour		J+ /0	0 70	170	1 /0	770	0 70	'	0.000	'	0.500	20000	
	From:		rfield Count													
10) Randolph Rd	Prince George County	0.32	23000	N	94%	0%	1%	1%	4%	0%	Ν	0.095	F	0.506	26000	
10)	,						<del>i</del>									
Dandalah Dd	From:		CL Hopewe		0.40/	00/	10/	10/	40/	0%	N.I	0.007	F	0.515	01000	
10) Randolph Rd	City of Hopewell (Maint: 74)	0.10	19000	N	94%	0%	1%	1%	4%	0%	N	0.087	Г	0.515	21000	
<u>~</u>	To: From:	Maint	enance Bou	ındary												
<sub>10</sub> ) Randolph Rd	City of Hopewell	0.12	19000	G	94%	0%	1%	1%	4%	0%	F	0.087	F	0.515	21000	
<u> </u>	Τα	N	orth 6th Av	re												
10) Randolph Rd	City of Hopewell	0.40	12000	G	94%	0%	1%	1%	4%	0%	F	0.084	F	0.524	13000	
10) Handolph Ha	City of Hopotion	0.10			0 1 70	0 70	. 70	1 70	170	0 70	•	0.001	•	0.02	10000	
	From		Main St		0.457			121	4.0.1	221			_	0.504	10000	
10) Randolph Rd	City of Hopewell	0.74	10000	G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.531	12000	
<u> </u>	To: From:	SR 156; V	Winston Ch	urchill D	r											
10 (156) Randolph Rd	City of Hopewell	1.26	9200	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.677	10000	
$\mathcal{I}$	Tot	F	CL Hopewe	-11												
10 (156) James River Dr	Prince George County	1.17	9900	G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.613	11000	
10) (136) dames rurer Er	- I mad doorgo doonty					0 70		1 70	170	0 70	•	0.000	•	0.010	11000	
	To: From:	SR 156 W,														
10 (106) (156) James River Dr	Prince George County	0.73	11000	G	93%	0%	1%	1%	6%	0%	С	0.092	F	0.621	11000	
	Too From		SR 156 E, .													
10) James River Dr	Prince George County	2.24	4700	G	93%	0%	1%	1%	6%	0%	F	0.095	F	0.675	4700	
<u> </u>	Tα	74.4	641 Moody	D.4												
10 James River Dr	Prince George County	2.54	3900	G	93%	0%	1%	1%	6%	0%	F	0.091	F	0.569	3900	
10) danies riiver bi	- mice aconge county				30 70	0 70	1 /0	1 /0	0 /0	0 70		0.001	'	0.505	0300	
	To: From:		609 Garysv													
10) James River Dr	Prince George County	5.93	3000	G	91%	1%	1%	1%	7%	0%	С	0.102	F	0.531	3000	
<u> </u>	To	74-120	1 Morning S	Star Rd												
James River Dr	Prince George County	2.00	2600	G	91%	1%	1%	1%	7%	0%	С	0.105	F	0.507	2500	
	To:	Sur	ry County L	ine												
	From	Prince C	George Cour	nty Line												
10) Colonial Trail	Surry County	5.45	1900	G	89%	1%	1%	1%	8%	0%	С	0.102	F	0.506	1900	
$\smile$	Tor	SR 4	0 Spring G	rove												
10) Colonial Trail	Surry County	7.90	2700	A	93%	1%	1%	1%	4%	0%	С	0.109	Α	0.589	2700	
10) 551511141 11411	To To		1 S, Rolfe l		0070	. 70		. /0	. 70	J /0	_	5.100	, ,	0.500	_, 00	

# 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
	Front	SR 31 S, Rolfe	Hwy												
10 (31) Colonial Trail	Surry County	0.47 <b>5600</b>	G	93%	1%	1%	1%	4%	0%	F	0.106	F	0.617	5400	G
$\cup$	Τα	SCL Surr	v												
10 (31) Colonial Trail	Town of Surry (Maint: 90)	0.57 <b>5600</b>	N	93%	1%	1%	1%	4%	0%	Ν	0.106	F	0.617	5400	N
	To	N SR 31													
10 Colonial Trail	From: Town of Surry (Maint: 90)	0.72 <b>5900</b>	G	93%	1%	1%	1%	4%	0%	F	0.098	F	0.581	5800	G
10) Goldman Train	rown or carry (maint: co)				1 /0		1 70	170	070	·	0.000	•	0.001	0000	Ŭ
10 Colonial Trail	Surry County	6.02 <b>5900</b>	•	93%	1%	1%	1%	4%	0%	N	0.098	F	0.581	5800	Ν
10 Colonial Trail	Surry County	6.02 <b>5900</b>	N	93%	176	1%	170	4%	0%	IN	0.096	Г	0.561	5600	IV
	To: From:	90-617 Bacons				<u> </u>									
10) Colonial Trail	Surry County	3.14 <b>4700</b>	G	93%	1%	1%	1%	4%	0%	F	0.097	F	0.523	4600	C
$\smile$	To:	Isle of Wight Cou	_												
10) Old Stage Hwy	Isle of Wight County	Surry County 4.12 <b>7000</b>	G	93%	1%	1%	1%	4%	0%	F	0.106	F	0.515	7000	(
10) Old Glage Hwy	isic of wight odding				1 /0	1 /0	1 /0	7/0	0 70	•	0.100	'	0.515	7000	
	To: From:	Bus SR 10 West Of			40/		401	00/	00/	_	0.440	_	0.500	7700	
10)	Isle of Wight County	2.96 <b>7200</b>	G	96%	1%	1%	1%	2%	0%	С	0.110	F	0.508	7700	C
	Τα From:	NCL Smithf	ïeld												
10	Town of Smithfield (Maint: 46)	0.78 <b>10000</b>		96%	1%	1%	1%	2%	0%	F	0.09	F	0.557	11000	(
$\smile$	To:	US 258 Main S													
	Town of Contact (Maint 40)	Main St W		050/	10/	10/	10/	00/	00/	_	0.000	F	0.514	10000	,
10 (258)	Town of Smithfield (Maint: 46)	2.30 <b>18000</b>	G	95%	1%	1%	1%	2%	0%	С	0.099	F	0.514	19000	(
	To: From:	Bus US 258, Bus SR 10													
10) (258) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.31 <b>28000</b>	G	95%	1%	1%	2%	2%	0%	F	0.094	F	0.534	30000	(
<u> </u>	To: From:	Old ECL Smit	hfield												
10) (258) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.65 <b>25000</b>	G	95%	1%	1%	2%	2%	0%	F	0.092	F	0.534	26000	(
	To:	SCL Smithf	ield												
10) (258) Benns Church Blvd	Isle of Wight County	1.00 <b>25000</b>		95%	1%	1%	2%	2%	0%	F	0.096	F	0.547	27000	C
10) (236) 261 611.611 2.11	To:	SR 32 Brewers N		0070	. , ,		_,,	_,,	0 / 0	•	0.000	•	0.0	_, 000	
	From:	US 258 S, Brewers		/d											
10) (32) Benns Church Blvd	Isle of Wight County	4.15 <b>11000</b>	G	93%	1%	1%	3%	2%	0%	С	0.101	F	0.621	12000	C
$\cup$	To:	NCL Suffo													
	From:	Isle of Wight Cou	•	050/	00/		40/	00/	00/	_	0.400	_	0.507	10000	,
10) (32) Godwin Rd	City of Suffolk	1.31 <b>11000</b>	G	95%	0%	1%	1%	2%	0%	F	0.103	F	0.597	12000	(
	To: From:	SR 125 Chuck													
10) (32) Godwin Blvd	City of Suffolk	0.87 <b>13000</b>	G	95%	0%	1%	1%	2%	0%	F	0.101	F	0.61	14000	C
$\smile$	To	133-603 Evere	ets Rd			$\neg$ $\vdash$									
10 (32) Godwin Blvd	City of Suffolk	4.81 <b>12000</b>		95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	13000	C
	To	133-634 Kings I	Fork Dd												
10) (32) Godwin Blvd	City of Suffolk	1.36 <b>23000</b>		95%	0%	1%	1%	2%	0%	F	0.095	F	0.536	24000	(
10) (32) 333 2174	- I			0070	0 /0	. /0	. 70	_ /0	3 /0	•	0.000	•	0.500	_ 1000	_
On their Pt. 1	To: Front	US 58 Suffolk		0501	001		461	001	061		0.004		0.504	04000	
10 (32) Godwin Blvd	City of Suffolk	0.54 20000		95%	0%	1%	1%	2%	0%	F	0.084	F	0.524	21000	G
$\sim$	Tor	Pruden Blvd U	S 460												

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

		Filliary and interstate not				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Bus US 460 Elephant Fork												
10 (460) (32)	City of Suffolk	1.49 <b>25000 A</b>	99%	0%	1%	0%	0%	0%	С	0.101	Α	0.507	26000	Α
<u> </u>	To:	Bus US 460, Bus US 58												
Bus	Prom:	Bus US 460	000/	00/	40/	00/	00/	00/	_	0.004	_	0.500	04000	_
10 32 460 Main St	City of Suffolk	0.09 <b>29000 G</b>	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	31000	G
Bus	From:	Bus US 58 Bus US 58, Bus US 460												
(10) (32) (13) Main St	City of Suffolk	0.68 <b>19000 G</b>	98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	20000	G
10 (32) (13)	To:	SR 337 Washington St												
East	From:	SR 10 E, West Hundred Rd												
(10) Ramp	Chesterfield County	0.40 <b>4900 G</b>								0.073	F		5200	G
	To:	I-95 South												
East	From:	SR 10 E, West Hundred Rd												
(10) Ramp	Chesterfield County	0.13 <b>3600 G</b>								0.092	F		3900	G
<u>'</u>	To:	I-95 North												
East	From:	SR 10 E, Hundred Rd East												
(10) Ramp	Chesterfield County	0.39 <b>4700 G</b>								0.111	F		5000	G
	To:	I-295 East												
East	From:	SR 10 Hundred Rd East												
(10) Ramp	Chesterfield County	0.26 <b>2300 G</b>								0.108	F		2500	G
	To:	I-295 West												
West	From:	SR 10 W, West Hundred Rd												
(10) Ramp	Chesterfield County	0.31 <b>2900 G</b>								0.095	F		3100	G
	To:	I-95 South												
West	From:	SR 10 W, West Hundred Rd												
(10) Ramp	Chesterfield County	0.25 <b>14000 G</b>								0.097	F		15000	G
	To:	I-95 North												
West	From:	SR 10 W, East Hundred Rd												
(10) Ramp	Chesterfield County	0.23 <b>1200 G</b>								0.12	F		1300	G
	To:	I-295 East												
West	From:	SR 10 W, East Hundred Rd												
(10) Ramp	Chesterfield County	0.45 <b>2500 G</b>								0.117	F		2700	G
	To:	I-295 West												
Bus Bus	From:	SR 10												
(10) (258) South Church St	Town of Smithfield (Maint: 46		99%	0%	0%	0%	0%	0%	F	0.101	F	0.551	15000	G
	Ţα	Battery Park Rd												
Bus Bus	From													
10 (258) South Church St	Town of Smithfield (Maint: 46	) 0.79 <b>12000 G</b>	99%	0%	0%	0%	0%	0%	С	0.108	F	0.504	13000	G
Pug Pug	To: From:	Red Point Dr												
Bus Bus (10) (258) Church St	Town of Smithfield (Maint: 46		99%	0%	0%	0%	0%	0%	F	0.108	F	0.514	13000	G
10 258 Church St	Town of Simumeta (Maint. 40	Bus SR 258 Smithfield	JJ /0	U /0	0 /0	U /0	U /0	U /0	'	0.100	'	0.514	13000	a
	I	Dus SIX 236 SHIIUHIEIU												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus	From:	Bus US 258													
10 North Church St	Town of Smithfield (Maint: 46)	0.85 <b>600</b>	0 G	99%	0%	0%	0%	0%	0%	С	0.117	F	0.613	6300	G
Bus	To: From:	Berry H	ill Rd												
10 North Church St	Town of Smithfield (Maint: 46)	0.43 600	0 G	99%	0%	0%	0%	0%	0%	F	0.115	F	0.674	6400	G
D	To: From	NCL Sm	thfield												
Bus 10) Old Stage Hwy	Isle of Wight County	0.76 <b>340</b>	0 G	96%	1%	1%	0%	1%	0%	F	0.105	F	0.533	3400	G
	та.	46-674 Blount	Corner Rd												
Bus 10 West Main St	Isle of Wight County	2.16 150		96%	1%	1%	0%	1%	0%	С	0.113	F	0.688	1500	G
10 West Main St	To:	SR 10 West o		30 /6	1 /0	1 /0	0 /6	1 /0	0 /0	C	0.113	'	0.000	1300	C
	From:	State													
11) (421) Euclid Ave	City of Bristol	0.75 110		99%	0%	1%	0%	0%	0%	F	0.091	F	0.539	12000	F
<i></i>	Τα	Vance	St												
11) (421) Euclid Ave	City of Bristol	0.19 <b>110</b>	00 F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.514	12000	F
~~	To- Front	Bob Morris	on Blvd												
11) (421) Euclid Ave	City of Bristol	0.18 <b>140</b>	00 F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	15000	F
<del></del>	To: From	SR 381 Commo	nwealth Av	e											
11) (19) Euclid Ave	City of Bristol	0.48 <b>730</b>	0 F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	7800	F
<del></del>	To: From:	Piedmor	t Ave												
11) (19) Euclid Ave	City of Bristol	0.56 <b>560</b>	0 F	99%	0%	1%	0%	0%	0%	С	0.097	F	0.56	6000	F
~ ~	To: From:	Moore													
11) (19) Lee Highway	City of Bristol	0.48 <b>120</b>	00 F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	13000	F
~ ~	ron:	Valley													
11 (19) Lee Highway	City of Bristol	1.26 <b>120</b>		99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	13000	F
	From:	End State M													
11) (19) Lee Highway	City of Bristol	1.36 <b>130</b>	00 F	98%	0%	0%	0%	0%	0%	F	0.102	F	0.524	13000	F
<del>\$\times\tau\tau\tau\tau\tau\tau\tau\tau\tau\tau</del>	To: From:	Bonhar	n Rd												
11) (19) Lee Highway	City of Bristol	0.51 <b>140</b> 0	00 F	98%	0%	0%	0%	0%	0%	F	0.105	F	0.528	15000	l
~ ~	To: From:	Old Airp	ort Rd												
11) (19) Lee Highway	City of Bristol	0.68 <b>130</b>	00 F	98%	0%	0%	0%	0%	0%	F	0.119	Α	0.504	13000	I
~ ~	To: From	NCL B													
11) (19) Lee Highway	Washington County	2.83 <b>800</b>	0 A	98%	0%	0%	0%	0%	0%	С	0.119	Α	0.504	8300	F
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	95-1717 Wash C													
11) (19) Lee Highway	Washington County	0.80 670	0 F	95%	0%	1%	1%	3%	0%	F	0.088	F	0.578	7000	F
~~	To- From	95-869 A					461	061	•						
11 (19) Lee Highway	Washington County	1.28 <b>90</b> 0	0 G	95%	0%	1%	1%	3%	0%	С	0.104	F	0.634	9400	G

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

					Tru	ck			K	011	Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 47	Tire Bu	is 2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~	From:	95-611 Spring Creek Rd	F0/ 00	4.40/	40/	00/	00/	_	0.111	_	0.004	7400	
1 (19) Lee Highway	Washington County	1.72 <b>7100 F</b> 9	5% 09	% 1%	1%	3%	0%	F	0.111	F	0.621	7400	
~~~	To: From:	WCL Abingdon								_			
1) (19) Main St	Town of Abingdon	0.55 <b>7000 F</b> 9	5% 09	% 1%	1%	3%	0%	F	0.092	F	0.576	7300	
	To: From:	SR 140 Jonesboro Rd											
1 (19) Main St	Town of Abingdon	0.43 <b>24000 F</b> 98	8% 09	% 1%	0%	0%	0%	F	0.09	F	0.548	26000	
<i></i>	To: From:	Colonial Rd		$\overline{}$									
1) (19) Main St	Town of Abingdon	0.47 <b>23000 F</b> 98	8% 09	<b>6</b> 1%	0%	0%	0%	F	0.089	F	0.536	24000	
	To: From:	US 19 Porterfield Hwy		<u> </u>									
Main St/Lee Hwy	Town of Abingdon		8% 09	6 1%	0%	0%	0%	F	0.086	F	0.532	13000	
٠ -	To	Palmer St											
1 Main St	Town of Abingdon		8% 09	% 1%	0%	0%	0%	С	0.087	F	0.541	13000	
1)	To:	US ALT 58, Russell Rd	0,0		0,70	0,0	0 / 0	Ū	0.007	•	0.0	.0000	
ALT	From	US ALT 58, Russell St											
1) (58) Main St	Town of Abingdon	0.24 <b>11000 F</b> 98	8% 09	% 1%	0%	0%	0%	F	0.083	F	0.531	11000	
	T <sub>CC</sub>	US Alt 58, SR 75, Cummings St		$\vdash$									
1 Main St/Lee Hwy	Town of Abingdon	0.66 <b>10000 F</b> 99	9% 19	6 1%	0%	0%	0%	F	0.085	F	0.524	11000	
<i></i>	Too	Tanner St											
1 Main St/Lee Hwy	Town of Abingdon		9% 19	6 1%	0%	0%	0%	F	0.091	F	0.526	13000	
·)	To	Thompson Dr											
1 Main St/Lee Hwy	Town of Abingdon		9% 19	% 1%	0%	0%	0%	F	0.093	F	0.527	20000	
1) Main oblect iwy	- F		0 /0 1	170	0 70	0 70	0 70	•	0.000	•	0.027	20000	
Main St/Lea Llun	Town of Abinadon	Hillman Hwy 0.74 <b>17000 F</b> 99	9% 19	/ 10/	00/	00/	00/	С	0.091	F	0.541	10000	
Main St/Lee Hwy	Town of Abingdon	0.74 <b>17000 F</b> 99	9% 1	% 1%	0%	0%	0%	C	0.091	г	0.541	18000	
~	To: From:	ECL Abingdon											
1 Lee Highway	Washington County		9% 19	<u>6 1%</u>	0%	0%	0%	N	0.091	F	0.541	18000	
	From:	I-81, US 58 I-81, US 58 Exit 19											
11 (58) Lee Highway	Washington County	·	8% 09	6 0%	1%	1%	0%	F	0.084	F	0.508	29000	
	To												
1 Lee Highway	Washington County	US 58 East of Abingdon 2.58 <b>5700 F</b> 98	8% 09	% 0%	1%	1%	0%	F	0.099	F	0.645	6100	
1 Lee Highway	wasnington county		0 / 0	/o U/o	1 /0	1 /0	0 /6	'	0.055	'	0.043	0100	
~	To: From:	95-704 Enterprise Rd	00/ 00		40/	40/	00/	_	0.110		0.704	4500	
Lee Highway	Washington County		8% 09	<u>6 0%</u>	1%	1%	0%	F	0.116	F	0.734	4500	
•	From:	SR 80 Cedarville SR 80 Cedarville Glenbrook Ave											
1 Lee Highway	Washington County		8% 09	6 0%	1%	1%	0%	С	0.117	F	0.747	3700	
<u>ي                                    </u>	To												
1 Lee Highway	Washington County	SR 91 Maple St 2.81 <b>1500 F</b> 99	5% 09	% 1%	2%	2%	0%	С	0.121	F	0.565	1500	
Loc riigilway	Tro	I-81 West of Chllhowie Exit 32	J /6 U	1/0	<b>2</b> /0	<b>2</b> /0	U /0	O	0.121	'	0.505	1300	
	From	I-81 West of Chilhowie											
1) Lee Highway	Washington County	2.21 <b>2500 F</b> 90	6% 09	6 1%	1%	2%	0%	С	0.112	F	0.556	2500	
	Tor	Smyth County Line											

# 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:	Washington Cour	nty Line												
11 Lee Highway	Smyth County	0.04 <b>2800</b>	F	96%	0%	1%	1%	1%	0%	С	0.102	F	0.581	2800	F
~	To- From	WCL Chilho	wie			<u> </u>									
11 Lee Highway	Town of Chilhowie (Maint: 86)	1.13 <b>2800</b>	N	96%	0%	1%	1%	1%	0%	Ν	0.102	F	0.581	2800	- 1
$\sim$	Τα:	SR 107 Whiteto													
L og Highway	Town of Chilbonia (Maint, 96)	SR 107 Whiteto		069/	1%	1%	0%	10/	00/	С	0.11	F	0.500	6800	
11 Lee Highway	Town of Chilhowie (Maint: 86)	1.51 <b>6900</b>	F	96%	176	1%	0%	1%	0%	C	0.11	Г	0.563	6600	
~~	To: From:	ECL Chilhov										_			
11 Lee Highway	Smyth County	2.80 <b>6900</b>	N	96%	1%	1%	0%	1%	0%	N	0.11	F	0.563	6800	
~ ~	To: From:	86-645													
11 Lee Highway	Smyth County	4.32 <b>3400</b>	F	96%	1%	1%	0%	1%	0%	F	0.096	F	0.515	3300	
~	To: From:	FR 7 Trillium	Lane			<u> </u>									
11 Lee Highway	Smyth County	0.66 9600	F	96%	1%	1%	0%	1%	0%	F	0.091	F	0.643	10000	
$\checkmark$	Tæ	WCL Marion; 86-730 W	ashingto	n Ave											
11 S Main St	Town of Marion	0.52 <b>8100</b>	F	98%	0%	1%	0%	0%	0%	С	0.084	F	0.587	8600	
÷)	To:	Greenway A	NO.												
11 S Main St	Town of Marion	0.40 <b>7700</b>	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.571	8200	
11) 6	T-				0 70		0,0	0,0	0,0	•	0.000	•	0.07	0200	
11 Main St	Town of Marion	O.41 <b>7800</b>	F	98%	0%	1%	0%	0%	0%	F	0.081	F	0.519	8300	
11) Wall St	TOWIT OF IMATION			30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	•	0.001	•	0.519	0300	
Main Or	To For	SR 16 S Commerc		000/	00/		00/	00/	00/		0.000		0.507	44000	
11) (16) Main St	Town of Marion	0.08 10000	F	99%	0%	0%	0%	0%	0%	F	0.080	F	0.507	11000	
$\widetilde{\mathbb{R}}$	To: From:	East Main S													
11) (16) Main St	Town of Marion	0.17 <b>13000</b>	F	99%	0%	0%	0%	0%	0%	F	0.080	F	0.507	14000	
<del>~ ~</del>	To: From	119-4453 Chatham Hi	ll Rd; Le	e St											
11 (16) Main St	Town of Marion	0.94 <b>15000</b>	F	99%	0%	0%	0%	0%	0%	С	0.081	F	0.519	16000	
$\sim$	To	SR 16 Park B	lvd			$\neg$ $\vdash$									
11 N Main St	Town of Marion	0.20 <b>15000</b>	F	98%	0%	1%	0%	1%	0%	F	0.089	F	0.544	15000	
<del></del>	To:	119-4459 Keller	·Lane												
11 N Main St	Town of Marion	0.65 <b>10000</b>	F	98%	0%	1%	0%	1%	0%	С	0.092	F	0.51	11000	
	To	ECL Mario													
11 Lee Highway	Eronz Smyth County	0.23 <b>10000</b>	n N	98%	0%	1%	0%	1%	0%	N	0.092	F	0.51	11000	
11) Lee riighway				0070	0 70		0 70	1 /0	0 70	.,	0.002	•	0.01	11000	
Loo Highway	Cmyth County	FR-10; I-81 Ex		000/	00/	10/	00/	10/	00/		0.104	F	0.507	E200	
11 Lee Highway	Smyth County	2.20 <b>5000</b>	F	98%	0%	1%	0%	1%	0%	F	0.104	Г	0.537	5300	
~	From	86-622 W, Bear C					16:	4	0					0000	
11 Lee Highway	Smyth County	4.72 <b>3100</b>	F	97%	1%	1%	1%	1%	0%	С	0.106	F	0.503	3300	
~	To: From	86-683 Winson	Ave			$\Box$									
11 Lee Highway	Smyth County	2.65 <b>2600</b>	F	98%	0%	1%	0%	1%	0%	С	0.108	F	0.551	2600	
~	To:	Wythe County	Line												

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

					4			Tru	ck			K	01/	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		th County Li													
(11) W Lee Highway	Wythe Coun	<i>'</i>	2300	G	97%	0%	1%	1%	1%	0%	С	0.103	F	0.516	2300	G
<u>~</u>	To: From:		cklick Rd; N ck Lick Rd; N													
11 W Lee Highway	L Wythe Coun		2600	G	98%	0%	1%	1%	0%	0%	С	0.102	F	0.542	2600	G
(11) 11 200 mg/ma)						0 70	- 70	. , 0	0,70	0 / 0	Ū	002	•	0.0.2		<u> </u>
11 W Lee Highway	Wythe Coun		st Bishop Th	omas L G	n 98%	1%	0%	0%	0%	0%	F	0.099	F	0.612	3300	G
11 W Lee Highway	wythe Coun	•			90%	1 70	0%	0%	U 70	0%	Г	0.099	Г	0.012	3300	G
~~~	To: Fron:		CL Wythevill		2021			0-1	221	0-1		2 1 2 2			4=00	
11 W Lee Hwy	Town of Wythe	eville 0.29	4500	F	98%	1%	0%	0%	0%	0%	С	0.100	F	0.627	4700	F
~	To: From:		24th St													
11 W Lee Hwy	Town of Wythe	eville 2.03	7600	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.512	8100	G
$\smile$	Τα	U	S 21 Main St	t												
( Main Ct	Town of Wutho	eville 0.31	12th St		000/	10/	00/	00/	00/	00/	F	0.000	F	0.507	6000	0
11 (21) Main St	Town of Wythe	eville 0.31	<b>5700</b> 4th St	G	98%	1%	0%	0%	0%	0%	Г	0.088	Г	0.537	6000	G
	From:	U	JS 21, 4th St				-									
11 Main St	Town of Wythe		6400	G	98%	1%	0%	0%	0%	0%	F	0.085	F	0.518	6900	G
	Tool		5:1 G:													
11 Main St	From∟ Town of Wythe	eville 0.20	5th St <b>6400</b>	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.527	6800	G
11 Main St	Town or wythe	VIIIE 0.20		<u> </u>	31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	'	0.007	•	0.527	0000	ч
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: Fron:		11th St													
11 E Main St	Town of Wythe	eville 0.50	9600	F	97%	1%	1%	0%	1%	0%	С	0.089	F	0.536	10000	F
	To: From:		Liberty St													
11 E Main St	Town of Wythe	eville 0.78	8900	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.537	9500	F
$\overline{}$	Τα	13	9-3 Lithia Ro	d			_									
11 E Main St	Town of Wytheville (		8900	N	97%	1%	1%	0%	1%	0%	Ν	0.095	F	0.537	9500	Ν
	To:	·	I-81													
~~ ~~	From:	4US-00011-P(U)/US-0	00011-N072A	A(R)/TC												
$\{11\}\{11\}$ Ramp to I-81 N :	at Exit 73 Town of Wytheville (						1 for dire	ectional t	traffic v	olume e	stima	ites for th	is se	gment.		
<del>~</del> ~	To:  From:	IS-00081-N(R)/US-0	00011-N072 <i>A</i> I-81	A(R)/FR	ROM RT 1	.1										
(11) $(81)$ $(77)$ $(52)$	L Town of Wytheville (I	Maint: 98) 0.96	1-01		Se	26 I-81	for direc	tional tr	affic vo	lume es	timat	es for this	sear	ment		
$\begin{bmatrix} 11 \end{bmatrix} \boxed{81} \boxed{77} \boxed{52}$	Combined Traffic Estimates for 2 Parallel F	•	54000	G	71%		1%	1%	25%	2%		0.106			51000	G
	Combined Traine Estimates for 21 drainer				7 1 70	1 /0	1 70	1 /0	2070	270	J	0.100	D	0.540	31000	ч
	Too: From:		CL Wytheville	le		a 1 01	for direc	tional tr	offic vo	luma aa	tim at	oo for this		mant		
[11] [81] [77] [52]	Wythe Coun	-,	E4000	_								es for this	·		E1000	^
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Houte:	54000	G	71%	1%	1%	1%	25%	2%	С	0.106	В	0.540	51000	G
~ ~ ~ ~	To: From:	<u> </u>	FR-42													
$\{11\}$ $(81)$ $(77)$ $\{52\}$	Wythe Coun	•			Se	ee I-81	for direc	tional tr			timat	es for this	segr	ment.		
$\sim$ $\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	54000	Α	71%	1%	1%	1%	25%	2%	F	0.11	Α	0.531	51000	Α
	To: Erone	U	S 52; SR 121	1			$\neg$ $\vdash$									
(11) $(81)$ $(77)$	Wythe Coun		•		Se	ee I-81	for direc	tional tr	affic vo	lume es	timate	es for this	segr	ment.		
	Combined Traffic Estimates for 2 Parallel F	•	52000	Α	71%	1%	1%	1%	25%	2%		0.110	Α		49000	Α
	To	,	7 Fort Chiswe													

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

Pouto		المالم المالية	.n	th AA	DT 04	4T:==	Dire		Tr	uck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	OW/
Route		Jurisdictio		th <b>AA</b> I		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
(11)		Wythe Cou			Chiswell	S	ee J-81	for dire	ctional	raffic vo	lume es	timate	es for this	SSECI	ment		
[11] [81]	Combined Traffic Estima				000 A	74%	1%	1%	1%	21%	2%	F	0.098	A	0.563	41000	Α
		To	<u> </u>	98-6													
(11) (81)		Wythe Coul	nty 1.99		517	S	ee I-81	for dire	ctional	raffic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estima	tes for 2 Parallel	Roadways on this Route	e: <b>380</b>	000 G	74%	1%	1%	1%	21%	2%	F	0.074	F	0.501	38000	G
		To:		98-6	518			<u> </u>									
(11) (81)		Wythe Cou	•			S	ee I-81	for dire	ctional	traffic vo	lume es	timate	es for thi	s segi	ment.		
$\bigcirc$	Combined Traffic Estima	tes for 2 Parallel				74%	1%	1%	1%	21%	2%	F	0.1	Α	0.518	40000	Α
		To: From:			ounty Line ounty Line												
(11) $(81)$		Pulaski Cou		_	unty Line	S	ee I-81	for dire	ctional	raffic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estima	tes for 2 Parallel	Roadways on this Route	e: <b>410</b>	000 A	74%	1%	1%	1%	21%	2%	F	0.1	Α	0.518	40000	Α
		To:		SR													
Ramp L81 N Ev	it 89B to US 11 N	Pulaski Cou	Inty 0.15	I-81	NB	9	oo I-81	for dire	ctional	raffic vo	duma as	timat	es for this	s coa	mont		
11 81 Ramp I-81 N Ex	1090 10 03 11 11	To:			Highway		CC 1-01	ioi dile	Clional	ianic vo	nume es	umau	CS 101 till.	s segi	illelit.		
~~~		From:			of Pulaski												
11 Lee Highway		Pulaski Cou	inty 3.89	210	00 G	96%	0%	2%	1%	1%	0%	С	0.109	F	0.695	2200	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		To: From:		SCL P		2221	221		221		221				2 2 4 2		
11 Washington Ave		Town of Pula	aski 0.71			98%	0%	1%	0%	0%	0%	F	0.099	F	0.613	3300	G
		From:		2nd 2nd S													
11 Washington St		Town of Pula	aski 0.30	390	00 G	98%	0%	1%	0%	0%	0%	С	0.1	F	0.582	4100	G
<u> </u>		To:	Mai		99; 2nd St N												
11 Washington Ave		Town of Pula	laski 0.22	Main St		98%	1%	1%	0%	0%	0%	F	0.101	F	0.605	4000	G
(11) Washington 700		To:	0.22	5th		0070	170		0 70	070	070	•	0.101	·	0.000	1000	<u> </u>
~~~		From:		Washing													
(11) 5th St		Town of Pula	aski 0.20			98%	1%	1%	0%	0%	0%	F	0.094	F	0.58	6400	G
		From:		Lee Hi													
11 Lee Highway		Town of Pula	aski 0.84			98%	1%	1%	0%	0%	0%	С	0.096	F	0.529	8800	G
$\bigcirc$		To		Alum Sp	oring Rd												
11 Lee Highway		Town of Pula	aski 1.60			98%	1%	1%	0%	0%	0%	F	0.101	F	0.576	12000	G
$\overline{}$		To		ECL P	ulaski			<u> </u>									
11 Lee Highway		Pulaski Cou	inty 2.49			98%	1%	1%	0%	0%	0%	F	0.098	F	0.573	13000	G
$\overline{}$		To	77-	643 Cous	gar Trail Rd			<u> </u>									
11 Lee Highway		Pulaski Cou				98%	1%	1%	0%	0%	0%	F	0.106	F	0.543	14000	G
$\overline{}$		To		WCL I	Dublin			<u> </u>									
11 Broad St	1	From I Fown of Dublin (M	Maint: 77) 0.16			98%	1%	1%	0%	0%	0%	Ν	0.106	F	0.543	14000	Ν
$\bigcirc$		To:	SF	2 100 Oak	wood Ave												

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

_				_		Tru	ck		_	K	_	Dir		
Route	Jurisdiction	Length AADT Q	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
~	From:	SR 100 Cleburne Ave												
Broad St	Town of Dublin (Maint: 77)	0.97 <b>14000 G</b>	96%	0%	1%	1%	2%	0%	F	0.091	F	0.526	15000	(
~	To: From:	ECL Dublin												
11 Lee Highway	Pulaski County	1.19 <b>14000 N</b>	96%	0%	1%	1%	2%	0%	Ν	0.091	F	0.526	15000	1
~	To	77-1085 Wright Ave												
11 Lee Highway	Pulaski County	2.68 <b>13000</b> A	96%	0%	1%	1%	2%	0%	С	0.108	Α	0.618	15000	
<i></i>	Toc	77-747 Old Route 11												
11 Lee Highway	Pulaski County	1.99 <b>15000 G</b>	96%	0%	1%	1%	2%	0%	F	0.097	F	0.578	17000	
	Too	CD 114 D F D												
11 Lee Highway	Pulaski County	SR 114 Peppers Ferry Bi 0.29 <b>21000 G</b>		0%	1%	1%	2%	0%	F	0.095	F	0.514	23000	
1) Loo riigiiway	r diability		3070	0 70		1 /0	270	0 70	•	0.000	•	0.014	20000	
Log Highway	Pulceki County	77-600 Belspring Rd 0.46 <b>26000 G</b>	96%	0%	10/	10/	20/	0%	F	0.094	F	0.510	27000	
1 Lee Highway	Pulaski County ™	0.46 <b>26000</b> G  Montgomery County Lin		0%	1%	1%	2%	0%	Г	0.094	Г	0.519	27000	
	From:	Pulaski County Line	ie											
1)	Montgomery County	0.15 <b>27000 G</b>	96%	0%	1%	1%	2%	0%	F	0.088	F	0.537	29000	
	To	WCL Radford												
1 Lee Hwy	City of Radford (Maint: 60)	0.21 <b>27000</b> G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.537	29000	
) ===,	To-			0,0	.,,	. , 0	_,,	0,0	•	0.000	•	0.007		
1 Norwood St	City of Radford	SR 232, First St 0.26 <b>18000 G</b>	98%	0%	1%	1%	1%	0%	F	0.093	F	0.574	20000	
1 Norwood St	City of Hadioid		30 /6	0 /0	1 /0	1 /0	1 /0	0 /6	•	0.033	•	0.574	20000	
~ F.Maia Ot	To: From	Grove Ave	000/	00/	10/	40/	40/	00/	_	0.005		0.504	4.4000	
E Main St	City of Radford	0.77 <b>12000 G</b>	98%	0%	1%	1%	1%	0%	С	0.085	F	0.561	14000	
~	To: From:	SR 177 Tyler Ave												
1) E Main St	City of Radford	0.93 <b>11000 G</b>	98%	0%	1%	1%	1%	0%	F	0.093	F	0.589	12000	
~	To: From:	Whitehall St												
E Main St	City of Radford	1.46 <b>5300 G</b>	98%	0%	0%	1%	0%	0%	С	0.110	F	0.611	5800	
~ <u></u>	To: Beam	ECL Radford												
Radford Rd	Montgomery County	1.47 <b>8500 G</b>	99%	0%	0%	0%	0%	0%	F	0.101	F	0.574	9300	
~ <i></i>	Toc	60-663 Walton Rd												
Radford Rd	Montgomery County	2.32 <b>8200</b> G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.529	8600	
9	Too	60-662 Harmon Dr												
Radford St	Montgomery County	0.65 <b>8400 G</b>	99%	0%	0%	0%	0%	0%	F	0.098	F		8900	
Thadioid of	Morngomery County		0070	0 70		0 70	0 70	0 70	•	0.000	•		0000	
Dodford Ct	Town of Christianshura	WCL Christiansburg 1.40 12000 G	000/	00/	10/	0%	10/	00/	С	0.105	F	0.510	12000	
Radford St	Town of Christiansburg	1.40 <b>12000 G</b> SR 8 W Main St	98%	0%	1%	0%	1%	0%	C	0.105	Г	0.518	13000	
	From:	SR 8 W Main St SR 8, Radford St												
1) W Main St	Town of Christiansburg	0.30 <b>5200</b> G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.546	5700	
~	To:	Bus US 460 S Franklin	St											
Bus	From			651		051	461	061	_	0.001	_	0.510	7-00	_
1 460 E Main St	Town of Christiansburg	0.12 <b>7100 G</b>	98%	0%	1%	0%	1%	0%	F	0.091	F	0.542	7700	
~	To:	Roanoke St												

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

		Primary and						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	F	E Main St													
11 (460) Roanoke St	Town of Christiansburg	0.11	11000	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.57	12000	G
$\hookrightarrow$	To:	F	First St SE				$\neg$ $\vdash$									
$\underbrace{11}_{\text{A60}}^{\text{Bus}} \text{Roanoke St}$	Town of Christiansburg	0.98	12000	G	98%	0%	1%	0%	1%	0%	F	0.103	F	0.577	13000	G
11 460 Roanoke St	Town of Official Issuing				0070	0 70		0 70	1 /0	0 70	•	0.100	•	0.077	10000	ď
Bus	From:	SR 1	111 Depot S	St												
(11) (460) Roanoke St	Town of Christiansburg	0.86	16000	G	98%	0%	1%	1%	0%	0%	С	0.104	F	0.602	17000	G
<del>\ \ \ \</del>	To: From:		US 460													
11 Roanoke St	Town of Christiansburg (Maint: 60)	1.15	16000	G	96%	0%	1%	1%	1%	0%	С	0.095	F	0.528	18000	G
<u> </u>	To: From:		I-81				<u> </u>									
11 (460 Roanoke St	Town of Christiansburg (Maint: 60)	0.09	9500	N	96%	0%	1%	1%	2%	0%	Ν	0.1	F	0.558	10000	Ν
	Too	Tower F	Rd, Hampto	n Rd												
11 (460) Roanoke St	Town of Christiansburg	2.01	9500	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.558	10000	G
	To:	FCI (	Christiansb	nro												
11 (460) Roanoke Rd	Montgomery County	5.11	7000	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.521	7400	G
11) (40)	та															
11 (460) Roanoke Rd	Montgomery County	3.21	3 Old Town 7600	G	96%	0%	1%	1%	2%	0%	F	0.101	F	0.626	8000	G
(11) (460) Houristic Fla	workgomery county				0070	0 70		1 70	270	070	•	0.101	•	0.020	0000	ď
11 (460 Roanoke Rd	Montgomery County	2.43	31 Brake R 7800	G	96%	0%	1%	1%	2%	0%	С	0.115	F	0.618	8300	G
11 460 Hoanoke Rd	Tax		ke County 1		90 /6	0 /6	1 /0	1 /0	2 /0	0 /6	C	0.113	'	0.010	0300	G
	From:		nery County													
11 (460) West Main St	Roanoke County	1.26	9600	G	96%	0%	1%	1%	2%	0%	F	0.108	F	0.547	9500	G
<del></del>	To:	80-639	West Rive	r Rd												
11 (460) West Main St	Roanoke County	0.60	9600	N	96%	0%	1%	1%	2%	0%	Ν	0.108	F	0.547	9500	Ν
$\bigcirc$	To	80-647	Dow Hollo	w Rd												
11 (460) West Main St	Roanoke County		11000	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.501	11000	G
	Tα	80 643	3 Daugherty	D.d												
11 (460) West Main St	Roanoke County		15000	G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.55	16000	G
400)	To															-
11 460 West Main St	Roanoke County		2 Alleghany 28000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.668	30000	G
(11) (460) West Main St	riodinono oddiny				0070	0 70	1 70	1 70	270	070	•	0.000	•	0.000	00000	ŭ
11 460 West Main St	City of Salem		/CL Salem 18000	G	96%	0%	1%	1%	2%	0%	F	0.108	F	0.504	21000	G
11 460 West Main St	City of Salem				90 /6	0 /6	1 /0	1 /0	2 /0	0 /6	'	0.100	'	0.504	21000	G
Marsh Marin Ot	To:		2 Wildwood		000/	40/		00/	00/	00/	_	0.400	_	0.000	07000	
(11) (460) West Main St	City of Salem	1.31	24000	G	98%	1%	1%	0%	0%	0%	F	0.136	F	0.698	27000	G
~~~	To: From:		US 460, 4th													
(11) (460) West Main St	City of Salem	0.60	14000	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.525	16000	G
<del></del>	To: From		cademy St													
(11) (460) West Main St	City of Salem		13000	G	98%	1%	1%	0%	0%	0%	F	0.080	F	0.519	14000	G
$\sim$ $\sim$	To:	Co	ollege Ave													

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

Doute	مرد العمالات والمرابع	-لندمه ا	AADT O:	4T:	D		Tru	ıck		00	K	OV	Dir	A A M D T	- ^
Route	Jurisdiction	Length	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~	From:		460, Main St												
1 College Ave	City of Salem	0.09	2000 G	98%	1%	1%	0%	0%	0%	F	0.080	F	0.519	2200	(
~	To: From:	SR 311, Tho	ompson Memorial	Dr		$\neg$ $\vdash$									
College Ave	City of Salem	0.72	5200 G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.625	5800	
·-)	To		8th St												
Colorado St	City of Salem	0.43	16000 G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.595	17000	(
11 Colorado St	To:		pperson Dr	00 /0	1 /0		0 70	0 70	0 /0	•	0.001		0.000	17000	
	From:		Colorado St												
11 Apperson Dr	City of Salem		20000 G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.545	22000	
	Τα	CD 4	10 El D.1												
11 Apperson Dr	City of Salem		19 Electric Rd 12000 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.536	14000	
11 Apperson Dr	To:		CL Roanoke	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.007	'	0.550	14000	
	From:		ECL Salem												
11 Brandon Ave	City of Roanoke		20000 G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.633	22000	
<i>∵</i> )	To														
Pronden Ave	City of Poppoko		d St; Mud Lick Ro	98%	1%	10/	00/	0%	00/	F	0.084	F	0.500	13000	
Brandon Ave	City of Roanoke		12000 G	90%	170	1%	0%	0%	0%	Г	0.064	Г	0.582	13000	
<u> </u>	From:		Grandin Rd randon Ave												
11 Grandin Rd	City of Roanoke	0.70	7200 G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.59	8000	
TI) Grandin Fla	To:		norial Avenue	0070	1 70	$\overrightarrow{}$	0 70	0 70	0 70	•	0.000	•	0.00	0000	
	From:		Grandin Rd												
11 Memorial Avenue	City of Roanoke	0.84	12000 A	98%	1%	1%	0%	0%	0%	С	0.111	Α	0.583	13000	
~	Τo:	Ca	impbell Ave												
~~	From:		13th St												
11 Campbell Ave	City of Roanoke	0.53	4800 G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.601	5400	
~	To		7th St												
11 Campbell Ave	City of Roanoke	0.47	5400 G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.522	6100	
	To		2.10												
11 Campbell Ave	City of Roanoke	0.28	3rd St <b>G</b>	98%	1%	1%	0%	0%	0%	F	0.085	F	0.729	8900	
11 Campbell Ave	City of Hoarloke	0.20	8000 G	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.005	'	0.729	0900	
~~	To: From:		21 Jefferson St												
Campbell Ave	City of Roanoke	0.16	8000 N	98%	1%	1%	0%	0%	0%	Ν	0.085	F	0.729	8900	
<del>~</del>	To:		illiamson Rd												
Williams Dd	City of Donalis		ampbell Ave	000/	10/	10/	00/	00/	00/	_	0.000	_	0.514	05000	
11) (221) (116) Williamson Rd	City of Roanoke	0.15	23000 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.514	25000	
~ ~~	To: From	Sher	nandoah Ave												
11) (221) (116) Williamson Rd	City of Roanoke	0.15	16000 G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.709	18000	
~~~	Τα		I-581												
11 (221)(116)Williamson Rd	City of Roanoke	0.50	11000 G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.539	11000	
11) (221) (110) 1111111111111111111111111111111	- Table 1				- / -		- / 0	- / •	- / 0	•	2.3.0	-	2.300		
11 Williamson Rd	City of Roanoke		60 Orange Ave	99%	0%	0%	0%	061	0-1	F	0.070	_	0.500	10000	
		ח חם	16000 G	(1(10/	(10/	(10/	(10/	0%	0%		0.079	F	0.523	16000	

# 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
Williamana Dd	From:	Liberty R		000/	00/	00/	00/	00/	00/	_	0.000	F	0.510	15000	_
11) Williamson Rd	City of Roanoke	0.51 14000	G	99%	0%	0%	0%	0%	0%	F	0.082	۲	0.519	15000	G
11 Williamson Rd	City of Doopoles	10th St		99%	0%	0%	0%	00/	0%	F	0.085	F	0.510	10000	(
11) Williamson Rd	City of Roanoke	1.27 17000		99%	0%	U% ——	0%	0%	0%	Г	0.065	Г	0.510	18000	
11 Williamson Rd	City of Doopoles	SR 101 Hershbe	-	99%	0%	0%	0%	00/	0%	F	0.086	F	0.542	17000	
11) Williamson Rd	City of Roanoke	0.11 <b>16000</b>	G	99%	0%	0%	0%	0%	0%	Г	0.086	г	0.542	17000	(
~~ W!!!	To- Front	SR 118 Airpo		000/	00/		00/	00/	00/		0.005		0.505	10000	_
11) Williamson Rd	City of Roanoke	0.39 <b>15000</b>	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.525	16000	(
~	To: From:	NCL Roand				<u> </u>									
Lee Highway	Roanoke County	3.19 <b>10000</b>		99%	0%	0%	0%	0%	0%	С	0.105	Α	0.522	11000	,
~	10: From:	Botetourt Coun Roanoke Coun	_												
11 Lee Highway	Botetourt County	0.10 <b>16000</b>	•	99%	0%	0%	0%	0%	0%	F	0.101	F	0.597	16000	(
	Τα	80-601 Shadw													
11 Lee Highway	Botetourt County	2.73 <b>10000</b>		99%	0%	0%	0%	0%	0%	F	0.089	F	0.573	11000	
11) =55 :	Total to anny				0,0		0,0	0,0	0,0	-	0.000	•	0.07.0		
11 (220 Lee Highway	Botetourt County	ALT SR 220 Clov 0.25 <b>5900</b>	erdale Ro	99%	0%	0%	0%	0%	0%	N	0.098	F	0.589	6000	
11 (220) Lee Highway	Botelourt County				0 /6	<u> </u>	0 /6	0 /6	0 /6	IN	0.030	'	0.569	0000	
The Highway	From	Ramp From I-81 NB			00/		00/	00/	00/		0.000		0.500	0000	
Lee Highway	Botetourt County	1.09 <b>5900</b>	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.589	6000	•
~	To: From:	SCL Trouty				<del> </del>									
11) Lee Highway	Town of Troutville (Maint: 11)	1.85 <b>5900</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.098	F	0.589	6000	
~	To: From:	NCL Trouty													
Lee Highway	Botetourt County	2.98 <b>5400</b>	G	95%	1%	1%	1%	2%	0%	С	0.094	F	0.712	5600	•
<del>~</del>	To: From	11-640 Brughs	Mill Rd			$\Box$ $\vdash$									
11 Lee Highway	Botetourt County	5.86 <b>3300</b>	G	95%	1%	1%	1%	2%	0%	F	0.107	F	0.645	3500	
<del>~</del>	To:	I-81 South of Bu	uchanan												
11 Lee Highway	Botetourt County	2.23 <b>4300</b>	G	96%	1%	0%	1%	1%	0%	F	0.103	F	0.632	4500	
~ <sup>_</sup>	To	WCL Bucha	ınan												
11 Main St	Town of Buchanan (Maint: 11)	0.43 4300	N	96%	1%	0%	1%	1%	0%	Ν	0.103	F	0.632	4500	
	To:	11-625 Mt Jo	w Dd												
11 Main St	Town of Buchanan (Maint: 11)	2.09 <b>4200</b>	G G	96%	1%	0%	1%	1%	0%	С	0.104	F	0.609	4400	
11)	To				. , 0		. , ,	. , 0	0,0	Ū	0	•	0.000		
11) (43) Main St	Town of Buchanan (Maint: 11)	SR 43 Parkwa 0.18 <b>4300</b>	ay Dr <b>G</b>	93%	1%	1%	1%	4%	0%	С	0.093	F	0.504	4600	(
11 43 Main St	Town of Buchanan (Maint. 11)			JU /6	1 /0	1 /0	1 /0	7 /0	0 /0	O	0.033	'	0.504	4000	
Main Ct	Town of Duckers (Maint 44)	SR 43 First		000/	10/		10/	10/	00/		0.000		0.540	0100	
Main St	Town of Buchanan (Maint: 11)	0.78 <b>2900</b>	G	96%	1%	0%	1%	1%	0%	F	0.092	F	0.542	3100	(
~	To: From:	NCL Bucha				_}									
11 Lee Highway	Botetourt County	0.35 <b>2900</b>	N	96%	1%	0%	1%	1%	0%	Ν	0.092	F	0.542	3100	1
~	To:	I-81 North of Bu	uchanan												

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

Route		Jurisdiction	า	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
11 Ramp to I-81 N	l at Exit 167	Botetourt Cou	ınty	(S-00011-P(U)/US- 0.13 (S-00081-N(B)/US-	850	G								0.105	F		850	G
		From:			orth of Buc		COMIKII	. 1										
(11) $(81)$		Botetourt Cou	•	0.61			S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	ment.		
$\bigcirc$	Combined Traffic Esti	imates for 2 Parallel F	Roadways	on this Route:	39000	G	67%	1%	1%	1%	28%	3%	F	0.109	Α	0.540	36000	G
~~~		To: From:			614 Arcadia	Rd												
$\{11\}$ $(81)$		Botetourt Cou	,	5.49			S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	ment.		
$\bigcirc$	Combined Traffic Esti	imates for 2 Parallel <u>F</u>	Roadways	on this Route:	39000	G	67%	1%	1%	1%	27%	3%	F	0.073	F	0.506	36000	G
		To:			ridge Count													
$\sim$		From:			ourt County	Line												
$\{11\}$ $(81)$		Rockbridge Co		1.95										es for this	-			
$\diamond$	Combined Traffic Esti	imates for 2 Parallel F	Roadways			Α	67%	1%	1%	1%	27%	3%	F	0.073	F	0.506	36000	Α
		To:			th of Natura													
C Parent Of N. F	W4 475 4- 110 44	Po aldavidas Ca		IS-00081-N(B)/IS-0 0.14	00081-N175	A(L)/TO		01	fau aliua	-4:14		l	4:4					
11 81 Ramp I-81 N E	xit 175 to US 11	Rockbridge Co		• • • •	2001 21177	1 (D) (ED			for dire	ctional t	ranic vo	nume es	timate	es for this	s segr	nent.		
		From:	50	S-00011-P(U)/IS-0	0081-N175. th of Natura			I N	-									
11 S Lee Highway		Rockbridge Co	untv	1.73	1900	F	95%	1%	1%	1%	2%	0%	С	0.101	F	0.545	1900	F
11 S Lee Highway		- tookonago oo	only				0070	1 70	. , ,	1 70	270	070	Ū	0.101	•	0.010	1000	•
~~~		From:			0 Natural E				<u>.</u>									
11 S Lee Highway		Rockbridge Co	ounty	3.47	2900	F	95%	1%	1%	1%	2%	0%	F	0.092	F	0.558	2800	F
		To: From:		I-81 Nor	th of Natura	al Bridge	)											
11 S Lee Highway		Rockbridge Co	unty	8.45	3600	F	97%	0%	1%	0%	1%	0%	F	0.101	F	0.615	3600	F
<u> </u>		To:		RHS	US 11 Ma	in St												
11 S Lee Highway		Rockbridge Co	untv	1.02	8400	F	97%	0%	1%	0%	1%	0%	С	0.104	F	0.571	8900	F
(11)			,								.,.	- 7			-		-	-
		From			60 Nelson		070/	00/	40/	00/	40/	00/	N.	0.404	_	0.574	0000	N.I.
11 S Lee Highway		Rockbridge Co	ounty	0.32	8400	N	97%	0%	1%	0%	1%	0%	Ν	0.104	F	0.571	8900	N
		To: From:		S	CL Lexingto	on												
11 S Lee Highway		City of Lexing	iton	0.59	12000	F	97%	0%	1%	1%	0%	0%	С	0.095	F	0.507	13000	F
		To:			Main St													
11 N Lee Highway		From L City of Lexingt	ıton	0.04	11000	G	97%	0%	1%	1%	0%	0%	F	0.091	F	0.501	12000	G
(11) it zee inglinay		only or Loxing	1011	0.01			01 70	0 70	. , ,	1 70	0 70	070	•	0.001	•	0.001	12000	Ğ
~~~		From:			Bus US 11													
(11) N Lee Highway		City of Lexing	iton	0.08	19000	N	97%	0%	1%	1%	1%	0%	N	0.092	F	0.552	20000	N
		To:		N	CL Lexingto	on												
11 N Lee Highway		Rockbridge Co	unty	0.88	19000	F	97%	0%	1%	1%	1%	0%	С	0.092	F	0.552	20000	F
$\smile$		To:		1 64 N	orth of Lex	ington												
11 N Lee Highway		Rockbridge Co	untv	3.89	7700	ington <b>F</b>	94%	0%	2%	1%	3%	0%	С	0.098	F	0.528	7600	F
(1) IN Lee Highway		- Itockbridge Co	ounty				J+ /0	0 /6	Z /0	1 /0	J /6	0 /6	O	0.030	'	0.020	7000	'
~~~		To: From			orth of Lex													
11 N Lee Highway		Rockbridge Co	unty	5.66	5000	F	95%	1%	2%	1%	2%	0%	С	0.111	F	0.51	4900	F
<u> </u>		To:		81-	710 Sterrett	Rd												

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

					_		Truc	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
NII aa Hishuusu	From:	81-710 Sterrett 5.40 <b>3500</b>	Rd <b>F</b>	050/	1%	2%	10/	00/	00/	_	0.100	F	0.500	0.400	F
N Lee Highway	Rockbridge County	5.40 <b>3500</b> Augusta County	-	95%	1%	2%	1%	2%	0%	F	0.109	г	0.523	3400	Г
	From:	Rockbridge County													
11 Lee Jackson Hwy	Augusta County	0.04 <b>3500</b>	N	95%	1%	2%	1%	2%	0%	Ν	0.109	F	0.523	3400	Ν
$\bigcirc$	Toc	SR 56 Steeles Ta	avern			_									
11 Lee Jackson Hwy	Augusta County	5.24 4700	F	92%	0%	1%	1%	5%	1%	С	0.164	F	0.764	4600	F
	Too	07-675 Broad Head	School												
11 Lee Jackson Hwy	Augusta County	2.59 <b>7500</b>	F	92%	0%	1%	1%	5%	1%	F	0.095	F	0.618	7300	F
	To	I-81 North of Gree	anville												
11 Lee Jackson Hwy	Augusta County	4.45 <b>4300</b>	F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.592	4200	F
,	To														
11 Greenville Ave	Augusta County	07-654 White Hil 3.47 <b>6100</b>	<u> </u>	97%	0%	1%	1%	1%	0%	С	0.101	F	0.645	6400	F
(11) Greenvine / We	/ tagasta county		•	01 70	0 70	170	1 /0	1 /0	0 70	J	0.101	•	0.040	0400	•
11 Greenville Ave	From	SR 262 0.65 <b>13000</b>	N	99%	0%	1%	0%	0%	0%	N	0.093	F	0.524	14000	N
(11) Greenville Ave	Augusta County	0.00 13000	N	99%	0%	1%	0%	0%	0%	IN	0.093	Г	0.534	14000	IN
~~~	To: From	SCL Staunton													
(11) Greenville Ave	City of Staunton	0.68 <b>13000</b>	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	14000	F
~~	To: From:	SR 261 Statler E	Blvd												
(11) Greenville Ave	City of Staunton	0.50 <b>12000</b>	F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.567	12000	F
<u> </u>	To: From	Hampton St													
11 Greenville Ave	City of Staunton	0.32 <b>9500</b>	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.553	10000	F
<u> </u>	To	US 250 Richmon	d Rd												
11 250 Greenville Ave	City of Staunton	0.07 <b>15000</b>	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.502	16000	F
	To	US 250, SR 25	54												
(11) (254) Commerce Rd	City of Staunton	0.68 <b>2600</b>	F	97%	0%	1%	1%	1%	0%	С	0.096	F	0.6	2800	F
	To	CD 254 N H	D.1												
11 Commerce Rd	City of Staunton	SR 254 New Hop 0.15 <b>2700</b>	F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.502	2800	F
(1) Seminores ria	only of charmon			0,70	0 70		1 70	1 /0	070	•	0.000	•	0.002	2000	•
11 Commerce Rd	City of Staunton	SR 261 Statler E 1.25 <b>6000</b>	Blvd <b>F</b>	98%	0%	1%	0%	1%	0%	F	0.1	F	0.508	6400	F
(11) Commerce Rd	City of Stauriton			90%	0%	1 70	0%	1 70	0%	Г	0.1	Г	0.506	6400	Г
~~ a	From	Bells Lane		2221					221		0.400				
(11) Commerce Rd	City of Staunton	0.67 <b>5500</b>	F	98%	0%	1%	0%	1%	0%	С	0.102	F	0.558	5800	F
~~~	To: From:	Bus US 11													
(11) Commerce Rd	City of Staunton	0.49 <b>12000</b>	F	98%	0%	1%	0%	1%	0%	С	0.099	F	0.521	13000	F
<u> </u>	To: From:	SR 262 Woodrow Wil	lson Pkw												
(11) Commerce Rd	City of Staunton	0.88 <b>16000</b>	F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.620	17000	F
<u> </u>	To	NCL Staunton	n												
11 Lee Highway	Augusta County	0.47 <b>13000</b>	F	97%	0%	1%	0%	1%	0%	С	0.098	F	0.515	14000	F
	To:	Functional Class C	Change												

# 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\
11 Lee Highway	Augusta County	Functional C 0.62 <b>13</b> 0	Class Change	97%	0%	1%	0%	1%	0%	С	0.098	F	0.515	14000	F
11 Lee Highway	- · · · · · · · · · · · · · · · · · · ·				0 /6	1 /0	0 /6	1 /0	0 /6	C	0.030	'	0.515	14000	'
Log Highway	11011	07-612 Laurel Hill 5.17 <b>78</b>		1111 Rd 98%	0%	1%	0%	1%	0%	F	0.106	F	0.541	9200	
11 Lee Highway	Augusta County		800 F	90%	0%	170	0%	170	0%	Г	0.106	Г	0.541	8300	
Loo Highway	Augusta County	07-750 Keez 2.12 <b>65</b>	eletown Road 600 F	98%	0%	1%	0%	1%	0%	F	0.1	F	0.644	6300	
11 Lee Highway	Augusta County				0%	1 70	076	1 70	0%	Г	0.1	Г	0.044	6300	-
L oo Highway	Augusto County	SR 256 South 1.90 <b>70</b>	of Burketow	98%	0%	1%	0%	1%	0%	F	0.11	F	0.643	6800	
11 Lee Highway	Augusta County	Rockingham		90%	0%	1%	0%	170	0%	Г	0.11	Г	0.643	0000	Г
	From:		County Line												
11 Lee Highway	Rockingham County	2.46 <b>69</b>	000 G	97%	0%	1%	1%	1%	0%	С	0.115	F	0.612	6800	(
~	T <sub>O</sub> .	SCL Mt	Crawford			<u> </u>									
11 Lee Highway	Town of Mount Crawford (Maint: 82)	0.92 <b>69</b>	000 N	97%	0%	1%	1%	1%	0%	Ν	0.115	F	0.612	6800	1
~	To:	82-919 Par	rsons Court			_									
11 Lee Highway	Town of Mount Crawford (Maint: 82)	0.20 77	'00 G	97%	0%	1%	1%	1%	0%	F	0.116	F	0.576	8300	(
~	To- From	NCL Mt	Crawford			<u> </u>									
11 Lee Highway	Rockingham County	0.03 77	'00 G	97%	0%	1%	1%	1%	0%	F	0.116	F	0.576	8300	(
<i>~</i>	To	SR 257 Friedens O	Ch Rd: Dinke	Ave											
11 Lee Highway	Rockingham County	1.12 130		97%	0%	1%	1%	1%	0%	F	0.095	F	0.603	14000	(
	To	82-704 Cecil	Wampler Rd												
11 Lee Highway	Rockingham County		000 G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.512	13000	(
	Tec	SCL Har	risonburg												
11 Main St	City of Harrisonburg		000 G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.504	14000	(
$\Rightarrow$	To	I-													
11 Main St	City of Harrisonburg		000 G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.564	24000	(
Ü	To	Pleasant													
11 S Main St	City of Harrisonburg		000 G	96%	0%	1%	1%	1%	0%	С	0.090	F	0.516	19000	(
1)	To To						.,.	.,-		_		•			
11 S Main St	City of Harrisonburg	0.65 <b>22</b> 0	oublic Rd	96%	0%	1%	1%	1%	0%	F	0.087	F	0.513	23000	(
11) S Main St	Tro			0070	0 70		1 70	1 70	070	•	0.007	•	0.010	20000	
11 Main St NB	City of Harrisonburg		erty St 300 G	96%	0%	1%	1%	1%	0%	F	0.092	F	0.527	6200	(
Wall of ND	Combined Traffic Estimates for 2 Parallel Roadways on t			96%	0%	1%	1%	1%	0%	F	0.032	F	0.760	13000	,
				0070	0 /0		1 /0	1 /0	0 /0	•	3.004	•	5.700	10000	`
11 (33) Main St NB	City of Harrisonburg		333 800 N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	6200	
11) (33) Main St NB	Combined Traffic Estimates for 2 Parallel Roadways on t			95%	1%	2%	1%	2%	0%	N	0.092	, F	0.760	11000	' '
				JJ /0	1 /0	- /o	1 /0	<b>~</b> /0	U /0	1 1	0.004	'	0.700	11000	,
Moin Ct NID	City of Hawinaphus		larket Street	069/	00/	10/	10/	10/	00/	N.I	0.000	F	0.507	6000	
11 (33) Main St NB	City of Harrisonburg Combined Traffic Estimates for 2 Parallel Roadways on t		000 N	96% 96%	0% 0%	1% 1%	1% 1%	1% 1%	0% 0%	N	0.092 0.084	F	0.527 0.760	6200 9500	1
-	Compined Traffic Estimates for 2 Parallel Boadways on f	his Route: 89	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		1 10/-		19/-	19/-	119/2	N	0.084	-	0.760	45(1()	r

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

Doute	luviadiation	Longth	AADT		4Tiro	Due		Tru	ck		00	K	ΟK	Dir	AAWDT	- 0
Route	Jurisdiction	Length	AADT	QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
1 Main St NB	City of Harrisonburg	0.34	US 33 Par <b>5800</b>	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	6200	١
1) Main St NB	Combined Traffic Estimates for Parallel Roadways on the			IN	30 /6	0 /6	1 /0	1 /0	1 /0	0 /6	IN	0.092	, F	0.760	NA	'
	Combined Trainic Estimates for Parallel Roadways of the		NA									0.064	Г	0.760	INA	
1 N Main St	City of Harrisonburg	0.68	Kratzer Ave 8700	G	95%	0%	1%	0%	2%	0%	С	0.094	F	0.613	9200	(
1) N Main St	City of Hamsonburg	0.00	6700	G	95%	0%	1 70	0%	270	0%	C	0.094	Г	0.013	9200	,
~\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	To: From	0.44	Charles St		050/	00/		00/	00/	00/		0.000	_	0.000	7000	
1 N Main St	City of Harrisonburg	0.44	7300	G	95%	0%	1%	0%	2%	0%	F	0.090	F	0.600	7800	(
~	To: From:		L Harrisonb				$\rightarrow$				_		_			
1 Valley Pike	Rockingham County	3.16	9600	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.594	10000	(
~	To: From:		765 Gravels													
1 Valley Pike	Rockingham County	4.14	6500	G	96%	0%	1%	1%	2%	0%	F	0.103	F	0.698	6500	
~	To- From:	82-80	6 Lacy Sprii	ng Rd												
1 Valley Pike	Rockingham County	1.88	4600	G	96%	0%	1%	1%	2%	0%	С	0.098	F	0.639	4600	(
~	To- From:		I-81 Mauzy													
1 Valley Pike	Rockingham County	6.04	3400	G	96%	0%	1%	1%	2%	0%	F	0.102	F	0.662	3400	
<i>~</i>	To	Shena	ndoah Count	y Line			$\neg$									
1 South Congress St	Town of New Market (Maint: 85)	1.16	4200	G	96%	0%	1%	1%	2%	0%	С	0.092	F	0.521	4300	
ر_	Ter	US 211 S	South Int Nev	w Marke	et											
1)(211)Congress St	Town of New Market (Maint: 85)	0.27	7000	G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.505	7300	
	Tor	US 211 N	North Int Nev	w Marke	ot .											
1 North Congress St	Town of New Market (Maint: 85)	0.36	5400	G	95%	1%	1%	1%	1%	0%	F	0.089	F	0.53	5600	
<u> </u>	To	NC	L New Mar	lzat												
1 Old Valley Pike	Shenandoah County	1.83	5400	N N	95%	1%	1%	1%	1%	0%	N	0.089	F	0.53	5600	
)	Tα		North of Nev				Ť	.,.	.,.	- , -			-			
~	From:		7 Quicksbu													
1) Old Valley Pike	Shenandoah County	2.17	4900	G	95%	1%	1%	1%	1%	0%	F	0.092	F	0.601	5100	
~	To: From:	85-730	Moreland C	Gap Rd												
1) Old Valley Pike	Shenandoah County	1.52	5100	G	95%	1%	1%	1%	1%	0%	С	0.098	F	0.545	5300	
~	To: From:	SC	L Mt. Jacks	on			$\neg$ $\vdash$									
1 Main St	Town of Mount Jackson (Maint: 85)	0.72	5100	N	95%	1%	1%	1%	1%	0%	Ν	0.098	F	0.545	5300	
<u></u>	To	SR 2	63 Orkney C	Grade			$\lnot$ $\vdash$									
1 Main St	Town of Mount Jackson (Maint: 85)	1.36	7300	G	95%	1%	1%	1%	1%	0%	F	0.088	F	0.575	7600	
(خ	To:	SR 2	92 Conicvill	e Rd			—									
1 Main St	Town of Mount Jackson (Maint: 85)	0.49	5300	G	95%	1%	1%	1%	1%	0%	F	0.089	F	0.537	5500	
<u>ر:</u>	To															
1 Old Valley Pike	Shenandoah County	5.07	CL Mt. Jacks 5300	N N	95%	1%	1%	1%	1%	0%	N	0.089	F	0.537	5500	
) Sid valley i like	- Chonandoan Goding				00 /0	1 /0	1 /0	1 /0	1 /0	0 /0	. 4	0.000	•	0.507	0000	
Main St	Town of Edinburg (Maint: 85)		SCL Edinbur 5300	g N	QE9/	10/	10/	10/	10/	00/	NI	0.089	F	0.527	5500	
1 Main St	Town of Editibuty (Maint: 85)	0.28	Stoney Cree		95%	1%	1%	1%	1%	0%	N	0.069	Г	0.537	5500	ı

# 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
11 Main St	Town of Edinburg (Maint: 85		Stoney Cree	k Blvd <b>G</b>	96%	1%	1%	1%	1%	0%	С	0.089	F	0.565	6600	G
Main St	Town of Edinburg (Maint. 85	,			30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	U	0.009	'	0.505	0000	G
11 Old Valley Pike	Shenandoah County	1.28	ICL Edinburg	<u>g</u> N	96%	1%	1%	1%	1%	0%	N	0.089	F	0.565	6600	N
(ii) 515 1 mms, 1 mm	To:		John Manvill					.,,	.,.	* / *						
11 Old Valley Pike	Shenandoah County	1.69	7500	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.52	7900	G
	Tæ	SC	CL Woodstoo	ck												
11 Main St	Town of Woodstock (Maint: 8		7700	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.536	8200	G
$\bigcirc$	To: From	I	Lakeview Dr													
Main St	Town of Woodstock (Maint: 8	5) 0.30	8400	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.514	8900	G
	To: From:	SR 42	, W Reservo	oir Rd												
(11) Main St	Town of Woodstock (Maint: 8	5) 0.65	11000	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.506	12000	G
~	To: From:		lian Spring F													
11 Main St	Town of Woodstock (Maint: 8	5) 0.85	9900	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.523	11000	G
<u> </u>	To: From:		W North St													
Main St	Town of Woodstock (Maint: 8	5) 0.53	7200	N	98%	1%	1%	0%	0%	0%	N	0.092	F	0.538	7600	N
Old Valley Biles	To: From:		CL Woodstoo		000/	10/	10/	00/	00/	00/		0.000		0.500	7000	
(11) Old Valley Pike	Shenandoah County	3.22	7200	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.538	7600	G
Old Valley Biles	Charanada h Caustu		Zion Church		000/	10/	10/	00/	00/	00/	F	0.000	F	0.500	7000	
Old Valley Pike	Shenandoah County	1.42	6900	G	98%	1%	1%	0%	0%	0%	Г	0.092	г	0.563	7300	G
11 Main St	Town of Toms Brook (Maint: 8		L Toms Bro <b>6900</b>	ok <b>N</b>	98%	1%	1%	0%	0%	0%	N	0.092	F	0.563	7300	N
(11) Main St	TOWITOI TOINS BLOOK (Maint. 6	,			90%	170	1 70	076	0%	0%	IN	0.092	Г	0.565	7300	IN
11 Old Valley Pike	Shenandoah County	0.41	L Toms Bro <b>6900</b>	ook <b>N</b>	98%	1%	1%	0%	0%	0%	N	0.092	F	0.563	7300	N
(1) Old Valley I like	To To				00 /0	1 70		0 / 0	0 /0	0 70		0.002	•	0.000	7000	.,
11 Old Valley Pike	Shenandoah County	4.03	Mount Olive	G Road	98%	1%	1%	0%	0%	0%	С	0.096	F	0.594	5600	G
<u></u>	To		CL Strasbur							* / *			-			
Stover Ave	Town of Strasburg (Maint: 85		6400	G G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.570	6700	G
	To:		King St													
( Ving St	Town of Strooburg (Moint: 95		Stover Ave 6400	N	98%	1%	1%	0%	0%	0%	NI	0.094	F	0.570	6700	N
(11) King St	Town of Strasburg (Maint: 85			IN	90%	170	176	0%	0%	0%	N	0.094	Г	0.570	6700	IN
√11 King St	Town of Strasburg (Maint: 85		Holliday St 6700	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.527	7100	G
(11) Allig St	To.		5 Massanutte		JU /0	1 /0	1 /0	0 /0	0 /0	0 /0	'	0.004	•	0.027	, 100	J
~ ~ ~	From:	S	R 55 King S	t												
11 55 N Massanutten St	Town of Strasburg (Maint: 85	5) 0.23	12000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.532	13000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		, John Marsh		20		<b>_</b>	•	161	•						
N Massanutten St	Town of Strasburg (Maint: 85		13000	G	98%	0%	0%	0%	1%	0%	С	0.093	F	0.587	13000	G
	111	N	CL Strasbur	g												

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Leng	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:	c.	NCL Strash	ourg												
(11) Old Valley Pike	Shenandoah (	County 0.91	12000	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.617	13000	G
<del>~</del>	To: From:	I-8	1 North of S	trasburg												
11 Old Valley Pike	Shenandoah (	County 1.11	4000	G	94%	0%	0%	2%	3%	0%	С	0.109	F	0.692	4000	G
$\smile$	To:	•	Varren Count													
11 Old Valley Pike	Warren Cou		nandoah Cou	inty Line G	94%	0%	0%	2%	3%	0%	С	0.109	F	0.692	4000	G
(11) Old Valley I like	To:		ederick Cour		0170	0 70		270	070	070	Ü	0.100	•	0.002	1000	ŭ
~~~	From	V	Varren Count	y Line												
(11) Valley Pike	Frederick Co	ounty 1.98	4000	G	94%	0%	0%	2%	3%	0%	F	0.093	F	0.65	4100	G
<u> </u>	Tron		SCL Middle	town			$\neg$ $\vdash$									
11 Main St	Town of Middletown	(Maint: 34) 0.89	4400	G	95%	1%	1%	1%	2%	0%	F	0.096	F	0.55	4500	G
$\bigcirc$	Ter		NCL Middle	town			$ \vdash$									
11 Valley Pike	Frederick Co			G	95%	1%	1%	1%	2%	0%	С	0.099	F	0.524	5700	G
	To	-	SCL Stephen	e City			—									
11 Main St	Town of Stephens Ci			N N	95%	1%	1%	1%	2%	0%	Ν	0.099	F	0.524	5700	Ν
	To															
11 Main St	Town of Stephens Ci		R 277 Fairfa <b>7800</b>	K PIKE G	96%	0%	1%	1%	2%	0%	С	0.092	F	0.55	8300	G
(11) Main St	Town or displicits of				30 78	0 70	1 70	1 /0	2 /0	0 70	O	0.002	•	0.55	0000	ч
Vollay Bika	Frederick Co		NCL Stephen 7800	s City <b>N</b>	96%	0%	1%	1%	2%	0%	N	0.092	F	0.55	8300	N
(11) Valley Pike	Fledelick Co					076	1 70	170	270	076	IN	0.092	Г	0.55	0300	IN
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		7 South of V			00/		401	00/	00/	_	0.007	_	0.505	17000	
(11) Valley Pike	Frederick Co	ounty 1.18	15000	Α	95%	0%	1%	1%	3%	0%	С	0.097	Α	0.535	17000	Α
~~	To: From:		SCL Winch													
(11) Valley Ave	City of Winch	nester 1.37	13000	G	95%	0%	1%	1%	3%	0%	F	0.086	F	0.532	14000	G
~	Too From:		Middle R													
(11) Valley Ave	City of Winch	nester 0.12	18000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.501	19000	G
<u> </u>	To: From:		Weems La	ine												
11 Valley Ave	City of Winch	nester 0.67	14000	G	95%	0%	1%	1%	3%	0%	F	0.094	F	0.529	16000	G
<u> </u>	To:		Jubal Early	Dr												
11 Valley Ave	City of Winch	nester 0.59	8600	G	95%	0%	1%	1%	3%	0%	F	0.093	F	0.501	9400	G
$\bigcirc$	To	US	11 Par Brad	dock St												
11 Valley Ave	City of Winch			G	98%	0%	1%	0%	1%	0%	F	0.091	F		1600	G
( )	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>10000</b>	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.55	11000	G
	To		Gerrard S	St												
	From:	2.10	Valley A		000/	00/	10/	00/	10/	00/	_	0.005	_	0.533	0000	_
11 50 522 Gerrard St	City of Winch	nester 0.10		G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.577	8900	G
	From	r	Cameron US 50 Gerra													
(11) (1,1) (50) (522) Camero	on St City of Winch	·		G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.545	6800	G
	Combined Traffic Estimates for 2 Parallel				98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	14000	G
	To	,	Boscawen													

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

					_		Tru	ick			K		Dir		
Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From															
on St City of Winch										-					G
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
To:				2221			0-1		221		2 2 2 4	_		2522	
,															G
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9800	G	97%	1%	1%	1%	1%	0%	С	0.094	F	0.76	10000	G
To:															
City of Winch	nester 0.31	8200	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.544	8700	G
Tor From															
Frederick Co	ounty 1.04		G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.632	14000	G
To:	CD 27		Drmooo												
Frederick Co				94%	0%	1%	1%	4%	0%	F	0.082	F	0.632	NA	
T-				0.70	0 70	.,,	. , ,	.,,	0 / 0	•	0.002	•	0.002		
Frederick Co				95%	10/	10/-	20/-	20/	<b>0</b> %	F	0.090	F	0.62	13000	G
Tredefick Co					1 /0	1 /0	2/0	2/0	0 /6	•	0.030	•	0.02	13000	G
To From Town I of the Control of the					40/	10/	00/	00/	00/		0.000		0.005	0000	
Frederick Co	ounty 1.06	7600	G	95%	1%	1%	2%	2%	0%	F	0.093	F	0.685	8000	G
To:												_			
Frederick Co	ounty 1.56	7100	G	95%	1%	1%	2%	2%	0%	С	0.098	F	0.687	7500	G
Tor From	34-6	71 Cedar Hi													
Frederick Co		5400		95%	1%	1%	2%	2%	0%	F	0.097	F	0.7	5600	G
To:	West	Virginia Stat	te Line												
From															
City of Bristol (M	laint: 95) 0.15		G								0.098	F		3500	G
10:															
From												_		4=00	_
City of Bristol (M	laint: 95) 0.18		G								0.097	F		4500	G
Washington C	County 0.14										0.125	_		220	G
wasnington C	Ourity 0.14		G								0.133	Г		320	G
Washington	Sounts 0.10		_								0.150	_		410	G
wasnington C	Journey 0.13		G			_					0.155	Г		410	G
P	1														
Smyth Call	Inty 0.12		G								0 120	F		870	G
Jinytii Cou	y 0.13		u								0.123	1		370	G
Power	1					<u> </u>									
Smyth Cou		1600	G								0.117	F		1600	G
			17											IDUU	G
	on St City of Winch Combined Traffic Estimates for 2 Parallel City of Winch Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel City of Winch City of Winch City of Winch City of Winch Frederick Combined Traffic Estimates for 2 Parallel City of Winch City of Winch City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Es	On St City of Winchester 0.17 Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Winchester 0.83 Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Winchester 0.31  City of Winchester 0.31  City of Winchester 0.31  Frederick County 1.04  To Strong SR 37  Frederick County 0.48  Frederick County 1.57  Frederick County 1.57  Frederick County 1.06  Frederick County 1.06  Frederick County 1.56  Frederick County 1.56  City of Bristol (Maint: 95) 0.15  To Strong SR 37  City of Bristol (Maint: 95) 0.18  To Strong SR 37  Frederick County 0.14  To Strong SR 37  Frederick County 0.14  To Strong SR 37  Frederick County 0.13  To Strong SR 37  Frederick County 0.13	Source   S	Description   Description	Secasion   St	Transport   Tran	Sursidicition   Length   AADT   QA   4Tire   Bus   2Axle	Second   S	Substitute	Second   Company   Compa	Jurisdiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   2Trail   2Trail   2	Sursection   Length   AADT   QA	Section   Company   Comp	Second   Company   Compa	Length   AADT   QA   4Tire   Bus   2Aye   3Axte   1Trail   2Trail   CF   Factor   CF   Factor   CF   CF   CF   CF   CF   CF   CF   C

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

		Timaly and interest								
Route	Jurisdiction	Length AADT	QA 4Tire Bus	Truck- 2Axle 3+Axle 1T	QC	K Factor	QK	Dir Factor	AAWDT	QW
Pomp to 1.91 C at Evit 44	Smuth County	Ramps US 11 N042A; U 0.15 <b>1500</b>				0.126	F		1500	G
Ramp to I-81 S at Exit 44	Smyth County	0.15 <b>1500</b> I-81 South	G	<del></del>		0.126	Г		1500	G
	Fron:	US 11		<u>_</u>						
11 Ramp to I-81 S at Exit 67	Wythe County	0.47 <b>440</b>	G			0.124	F		440	G
TI Hamp to 1010 at 2mt of	Tα	I-81 S				0.121	•		110	ŭ
	From:	US 11 FROM RT 460 TO 81	SOUTH & PARK	İ						
11 Ramp	Town of Christiansburg (Maint		G			0.108	F		2800	G
	To	US 11- 120C TO PARKY	WAY DRIVE							
11 Ramp	Town of Christiansburg (Maint		G G			0.112	F		1300	G
11)		US 460-E124A FROM RT 11 AN				0.112	•		1000	ŭ
	From:	Ramp from US 46								
11 Ramp	Town of Christiansburg (Maint	: 60) 0.15 <b>5700</b>	G			0.140	F		6200	G
$\rightarrow$	To:	I-81 South Collec	tor Rd							
	From:	US 11- 120A TO PARK	WAY DRIVE							
11 Ramp	Town of Christiansburg (Maint		G			0.137	F		1500	G
<b>→</b>	Tox	US 460 FROM F	RT 11							
	From:	US 11, Bus US 460 R	Roanoke St							
11 Ramp	Town of Christiansburg (Maint	: 60) 0.13 <b>7500</b>	G			0.101	F		7500	G
$\sim$	Tox	US 460 Eas	t							
	From:	US 11								
11 Ramp to I-81 S at Exit 162	Botetourt County	0.11 <b>1500</b>	G			0.135	F		1500	G
$\checkmark$	To:	I-81 S								
	From:	US 11								
11 Ramp to I-81 N at Exit 162	Botetourt County	0.19 <b>410</b>	G			0.110	F		410	G
<i>→</i>	To:	I-81 N								
	From:	US 11								
11 Ramp to I-81 N at Exit 167	Botetourt County	0.13 <b>850</b>	G			0.105	F		850	G
<b>→</b>	Τα	I-81 N								
	From:	US 11								
Ramp to I-81 S at Exit 175	Rockbridge County	0.19 <b>840</b>	G			0.106	F		840	G
~	To:	I-81 S								
	From:	US 11								
11 Ramp to I-81 N at Exit 175	Rockbridge County	0.21 <b>340</b>	G			0.088	F		340	G
	To:	I-81 N								
	From:	US 11-S194A FROI	M RT 11		 					
11 Ramp	Rockbridge County	0.09 <b>1200</b>	G	<b>-</b>		0.112	F		1200	G
· · · · · · · · · · · · · · · · · · ·	Tor	I-81-N FROM RT 11								
	From:	US 11 I-64-E055A FROM	M & TO IS 64							
11 Ramp	Rockbridge County	0.23 3100	G			0.104	F		3100	G
	To:	I-64-E FROM US 11SOU								

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

		Filliary and interstate noutes					
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire B	lus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
-	From:	US 11 I-64-W055A FROM & TO IS 64	ZANIC OTANIC I II ali ZI ali	1 40101	1 actor		
11 Ramp	Rockbridge County	0.21 <b>1600 G</b>		0.103	F	1600	G
(1) Hamp	Tookbridge County	I-64-W FROM US 11SOUTH & NORTH		0.100	•	1000	ч
~~~ B	From:	US 11 N			_	4.500	_
(11) Ramp to I-81 S at Exit 195	Rockbridge County	0.14 <b>1500 G</b>		0.094	F	1500	G
<u> </u>	To:	I-81 N					
	From	Ramps US 11 S209B; US 11 N209B					
11 Ramp to I-81 N at Exit 195	Rockbridge County	0.16 <b>2500 G</b>		0.078	F	2500	G
	To:	I-81 N					
	From	Ramps US 11 N227A; US 11 S227A					
Ramp to I-81 N at Exit 213	Augusta County	0.28 <b>3200 G</b>		0.103	F	3200	G
11 Ramp to I-81 N at Exit 213	To:			0.100	•	0200	G
		I-81 N					
~~-	From:	Ramps US 11 N227B; US 11 S227B					_
(11) Ramp to I-81 S at Exit 213	Augusta County	0.34 <b>1900 G</b>		0.089	F 0.614	1900	G
<u> </u>	To:	I-81 South					
	From:	US 11					
11 Ramp US 11 to I-81 at Exit 243	Rockingham County	0.15 <b>8100 G</b>	<del></del>	0.089	F	8100	G
	, T-1						
	From:	Ramp Split NB and SB		0.000	_	0700	
(11) Ramp US 11 to I-81 S at Exit 251	Rockingham County	0.24 <b>3700 G</b>		0.089	F	3700	G
<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	0.35 <b>4400 G</b>		0.101	F	4400	G
$\bigcirc$	To:	I-81 N					
	From:	US 11					
11 Ramp US 11 to I-81 at Exit 251	Rockingham County	0.23 <b>6200 G</b>		0.078	F	6200	G
Tramp de 11 te 1 e 1 at Exit 251	- Itookingham County			0.070	•	0200	ď
~	From:	Ramp Split NB and SB					
11 Ramp US 11 to I-81 S at Exit 251	Rockingham County	0.12 <b>6200 N</b>		0.078	F	6200	Ν
	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 <b>NA</b>		NA		NA	
	To:	I-81 N					
	From						
11 Ramp to I-81 S at Exit 257	Packingham County	US 11, SR 259 0.17 <b>4500 G</b>		0.132	F	4500	G
Ramp to I-81 S at Exit 257	Rockingham County			0.132	F	4500	G
	100	I-81 S	<u> </u>				
~~~	From:	US 11			<del>-</del>		-
11 Ramp to I-81 N at Exit 257	Rockingham County	0.14 <b>820 G</b>		0.108	F	820	G
<u> </u>	To:	I-81 N					
	From:	US 11 Old Valley Pike		<u> </u>			
11 Ramp to I-81 N at Exit 298	Shenandoah County	0.20 <b>4200 G</b>		0.106	F	4200	G
TI TRANSPORTER LANGE EARL EDG	To:	I-81 North		0.100	•	.200	<b>~</b>
	<u> </u>	1-01 140IUI					

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trai	(.)(;	QK Dir Factor	AAWDT	QW
Ramp to I-81 S at Exit 298	Shenandoah County	US 11 Old Valley Pike 0.19		0.136	F	1400	G
Ramp to I-81 S at Exit 317	Frederick County	US 11 Martinsburg Pike 0.16 <b>9700 G</b> I-81 South		0.075	F	9700	G
Ramp to I-81 N at Exit 317	From: Frederick County	US 11 Martinsburg Pike 0.20 <b>5500 G</b> I-81 North		0.107	F	5500	G
North Ramp to I-81 S at Exit 19	Washington County	US 11 N, US 58 E 0.06 <b>1900 G</b> 81% 1% I-81 S	1% 1% 16% 1%	F 0.089	F	1900	G
North Ramp to I-81 N at Exit 19	Washington County	US 11 N, US 58 E 0.20 1400 G  I-81 North		0.116	F	1400	G
North Ramp to I-81 N at Exit 73	Town of Wytheville (Maint: 98)	US 11 N, E Main St 0.27 <b>3400 G</b> I-81 North		0.097	F	3400	G
North Ramp to I-81 S at Exit 73	Town of Wytheville (Maint: 98)	US 11 North 0.42 1200 G  I-81 South		0.084	F	1200	G
North (11) Ramp to I-81 S at Exit 89	Pulaski County	US 11 N, Lee Highway 0.17 <b>210 G</b> I-81 South		0.163	F	210	G
North (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO ROUTE RT 81 SOUTH  0.15 1200 G  I-81-S118X FROM RT 11 NORTH		0.097	F	1200	G
North (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 NORTH 0.22 <b>1200 G</b> I-81-N118X FROM RT 11		0.087	F	1200	G
North (11) Ramp	City of Roanoke (Maint: 80)	US 11 Williamson Rd 0.13 <b>4200 G</b> I-581 North		0.163	F	4200	G
North (11) Ramp to I-81 S at Exit 180	Rockbridge County	US 11 N 0.07 <b>70 G</b> I-81 S		0.167	F	70	G
North (11) Ramp to I-81 N at Exit 195	Rockbridge County	US 11 N 0.03 <b>2500 G</b> Ramp US 11 S209B		0.078	F	2500	G
North Ramp toward I-81 N at Exit 213	Augusta County	US 11 N 0.03 <b>2700 G</b> Ramp US 11 227A		0.099	F	2700	G

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

Б.,					4.7.	_		Tru	ıck		-00	K	014	Dir	AAMADT	- 01
Route	Jurisdicti	on Lengtr	n <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
orth	Fro	0.07	US 11 N									0.004	_		1700	
Ramp toward I-81 S at Ex	dit 213 Augusta Co		1700 amp US 11 2	G								0.084	F		1700	G
	Exe															
outh $11$ Ramp to I-81 S at Exit 19	Washington		3600 3600	8 W G	81%	1%	1%	1%	16%	1%	F	0.097	F		3700	G
Thamp to 1 of 0 at Exit 13		© 0.15	I-81 S	<u> </u>	0176	1 /0	1 /0	1 /0	10 /0	1 /0	•	0.007			0700	
outh	Fra	m: II	S 11 S, US 5	8 W												
$\frac{11}{11}$ Ramp to I-81 N at Exit 19	Washington		1100	G								0.088	F		1100	C
<u>'</u>	т	°o:	I-81 North													
outh	Fro	us US	11 S, Lee Hi	ghway												
11 Ramp to I-81 N at Exit 89	Pulaski Co		130	G								0.177	F		130	(
~ <i></i>	Т	o:	I-81 North	l												
outh	Fro		11 S, Lee Hi	ghway												
$\widetilde{11}$ Ramp to I-81 S at Exit 89	Pulaski Co		390	G								0.153	F		390	(
~	Т	o:	I-81 South	l												
outh	Fra		TO RT 81 S													
Ramp	Town of Christiansbu		1600	G								0.107	F		1600	(
~	1	I-81-S118X			OUTH											
outh	From a f Obstation also		S 11 Roanok									0.440	_		000	,
Ramp	Town of Christiansb		300 North Collec	G ston D.d			1					0.118	F		330	C
	Part Control of the C	1-01		tor Ku												
outh 11 Ramp to I-81 S at Exit 18	0 Rockbridge (	County 0.11	US 11 S 680	G								0.113	F		680	
Ramp to I-81 S at Exit 18	o nockblidge (	ounty 0.11	I-81 S	<u> </u>								0.113	'		000	•
outh	Fro	m:	US 11 S													_
11 Ramp to I-81 N at Exit 19	5 Rockbridge (	County 0.03	50	G								0.18	F		50	
	т		mp US 11 S2										-			
outh	Fro	m	US 11 S													
11 Ramp toward I-81 N at Ex	kit 213 Augusta Co	ounty 0.02	520	G								0.144	F		520	(
	т		mp US 11 2													
outh	Fro	m:	US 11 S													
11 Ramp toward I-81 S at Ex	rit 213 Augusta Co		230	G								0.306	F		230	(
<i>→</i>	Т	R:	amp US 11 2	27B												
~	Fro		S 11 Valley													
Braddock St	City of Winc		8900	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.618	9400	(
<b>~</b>	Combined Traffic Estimates for 2 Paralle	I Roadways on this Route	10000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.55	11000	(
	T Fro	or m	Gerrard St													
(50) $(50)$ $(522)$ Braddo	ck St City of Winc		6400	G	98%	1%	1%	0%	0%	0%	С	0.093	F		6800	(
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	13000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	14000	C
	Т	in .	Boscawen S	St												

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

			iu iiileisia					Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From	]	Boscawen S	t			2, 0.00	017100	TTTGII	Ziiaii		1 dotor		1 40101		
(1,1) $(5,2)$ $(5,0)$ $(522)$ Brade	dock St City of Winch		5800	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.601	6200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	To		Piccadilly St	+												
(1,1) Braddock St	City of Winch		2100	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.542	2200	G
(b)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8200	G	98%	1%	1%	0%	0%	0%	С	NA			8700	G
	To:		North Ave													
Alastic Assa	From:		Braddock St		000/	00/		00/	00/	00/	_	0.447	_	0.5	400	_
North Ave	City of Winch		400	G	99%	0%	0%	0%	0%	0%	С	0.117	F	0.5	430	G
	Combined Traffic Estimates for Parallel		NA Loudoun St				i					NA			NA	
	From:		North Ave													
Loudoun St	City of Winch	ester 0.18	2100	G	99%	1%	0%	0%	0%	0%	С	0.093	F	0.578	2200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8200	G	98%	1%	1%	0%	0%	0%	С	NA			8700	G
	To		Wyck St				<u> </u>									
11 Loudoun St	City of Winch	ester 0.36	3600	G	96%	1%	1%	1%	2%	0%	С	0.094	F	0.644	3800	G
(P)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9800	G	97%	1%	1%	1%	1%	0%	С	0.094	F	0.76	10000	G
	To:	US	11 Cameron	ı St												
	From:		S Main St													
Liberty St	City of Harriso	•	6500	G	96%	0%	1%	1%	1%	0%	С	0.079	F		7000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	18000	N	96%	0%	1%	1%	1%	0%	Ν	NA			19000	Ν
	To:	US 33	, W Market	Street			<u> </u>									
11 (33) Liberty St	City of Harriso	nburg 0.23	4800	G	94%	1%	2%	1%	2%	0%	С	0.079	F		5100	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	N	95%	1%	2%	1%	2%	0%	Ν	NA			11000	Ν
	To:		Rock St													
(1,1) (33) Noll Dr	City of Harriso	nburg 0.14	3100	G	96%	0%	1%	1%	1%	0%	F	0.082	F		3300	G
(P) (P)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8900	N	96%	0%	1%	1%	1%	0%	Ν	NA			9500	Ν
	To:		Kratzer Ave													
ALT ALT	From:		W Main St													
(11) (460) 4th St	City of Sale	em 0.40	15000	F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.521	16000	F
ALT ALT	To: From:		Elm St													
11 (460) 4th St	City of Sale	em 0.37	19000	G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.504	20000	G
400	Te										_					-
ALT ALT	From:	1	Union St													
(11) (460) 4th St	City of Sale	em 0.29	15000	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.531	16000	F
ALT ALT	Too From:		Colorado St													
11 (460) 4th St	City of Sale	em 0.28	9200	F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.5	9800	F
	To															
ALT ALT	From		toanoke Blv			4		•	46:	•			_			
11 (460) Texas St	City of Sale		11000	F	97%	1%	1%	0%	1%	0%	С	0.099	F	0.566	12000	F
~	To:		Idaho St													

# 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
ALT ALT	From		Idaho St													
11) (460) Texas St	City of Sale	em 0.61	6500	F	97%	0%	1%	1%	1%	0%	С	0.102	F	0.507	6800	F
ALT ALT	To:	Ly	nchburg Tn	pk												
11 460 Texas St	City of Sale	em 0.24	3000	F	97%	0%	1%	1%	1%	0%	F	0.113	F	0.938	3200	F
	To:		Electric Rd													
ALT ALT	City of Cole	0.50	Texas St	F	070/	0%	 1%	10/	10/	00/	F	0.000	F	0.555	01000	F
11) (460) (419) Electric Rd	City of Sale	em 0.53	<b>20000</b> E Main St		97%	0%	176	1%	1%	0%	Г	0.099	Г	0.555	21000	Г
ALT	From:	SR	419 Electric	Rd												
11 \ (460 \ E Main St	City of Sale	em 0.44	19000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.518	21000	G
~ · · · · · · · · · · · · · · · · · · ·	To:	<b>,</b>	/CL Roanol													
ALT Malrage Ave	City of Door		ECL Salem		069/	10/	10/	10/	10/	00/	F	0.000	_	0.514	10000	_
11 (460) Melrose Ave	City of Roan	noke 0.65	17000	G	96%	1%	1%	1%	1%	0%	Г	0.083	F	0.514	18000	G
ALT	To:	SR 11	7 Peters Cre	eek Rd												
11) (460) Melrose Ave	City of Roan	noke 1.75	13000	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.502	15000	G
<del></del>	To		24th St													
ALT	From					4.5.1				221	_		_		40000	_
11 460 116 Melrose Av	e City of Roan	noke 0.41	12000	G	96%	1%	1%	1%	1%	0%	F	0.080	F	0.548	13000	G
ALT	To:	Sa	alem Turnpi	ke												
11) (460) (116) Orange Ave	e City of Roan	noke 1.00	15000	G	96%	1%	1%	1%	1%	0%	F	0.075	F	0.545	16000	G
	To:	10TH	ST, Gainsbe	oro Rd			$\neg$ $\vdash$									
ALT 11 \ (460 \(116 \) Orange Ave	e City of Roan	noke 0.90	22000	Α	96%	1%	1%	1%	1%	0%	С	0.091	Α	0.518	24000	Α
11) (460) (116) Grange Ave	only of rioding					1 /0	1 70	1 /0	1 /0	0 70	J	0.001	^	0.510	24000	
ALT ALT	From:		S 220, ALT	SR 220	)											
11) (460) (116) (220) Orang	ge Ave City of Roan		38000	G	96%	1%	1%	1%	1%	0%	F	0.091	Α	0.518	41000	G
~~~~ <u>~</u>	То:	US 1	1 Williamso	n Rd												
Bus	From		11; Coalter													
11)(250)Johnson St	City of Staur	nton 0.18	11000	F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.531	11000	F
Bus	To:		New St Johnson St													
11) (250) New St	City of Staur	nton 0.17	930	F	98%	1%	1%	0%	0%	0%	F	0.108	F		990	F
11) (230) 11011 01	Combined Traffic Estimates for 2 Parallel			F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.600	6900	F
	Tombined Frame Estimates for ET arange				0070	0 70	.,,	0 70	070	070	•	0.001	•	0.000	0000	·
Bus	From:		Frederick St	1												
11) (250) New St	City of Staur	nton 0.36	870	F	98%	1%	1%	0%	0%	0%	С	0.111	F		930	F
~ ·	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5900	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.509	6300	F
)uo	To: From	C	nurchville A	ve												
Bus 11 (250 Augusta St	City of Stau	nton 0.02	11000	N	98%	1%	1%	0%	0%	0%	N	0.093	F	0.614	12000	Ν
11) (250) Augusta Ot	To:		Sunnyside S		JU /0	1 /0		0 /0	0 /0	0 /0	1 4	0.000	'	J.U14	12000	11
Bus	From:	C	nurchville A													
11 Augusta St	City of Staur	nton 0.41	8100	F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.566	8600	F
~	To:	I	dgewood R	d												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus	Fron:	Edgewood													
Augusta St	City of Staunton	0.28 <b>8900</b>	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.519	9400	F
Bus	To: From:	Lambert	St												
11 Augusta St	City of Staunton	1.14 <b>4900</b>	F	98%	0%	1%	0%	0%	0%	С	0.099	F	0.522	5200	F
	To: From	Coalter S	St			$\equiv$									
Bus 11 Augusta St	City of Staunton	0.71 <b>7000</b>	F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.514	7400	F
	Tα	US 11 Comme	rce Rd												
us	From:	Augusta	St												
Johnson St	City of Staunton	0.06 10000	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.608	11000	F
<i>&gt; \</i>	Combined Traffic Estimates for Parallel Roadways										0.091	F	0.600	NA	
us	From:	US 250 Par, N SR 254 Beve													
Augusta St	City of Staunton	0.07 <b>5600</b>	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.692	5900	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 6500	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.600	6900	ı
	To:	Johnson :													
us 1 (250 Augusta St	City of Staunton	US 250 Par; Sun 0.43 <b>5100</b>	nyside St F	99%	0%	0%	0%	0%	0%	С	0.094	F	0.574	5400	
p1) (230) r tagasta st	Combined Traffic Estimates for 2 Parallel Roadways		F	99%	0%	1%	0%	0%	0%	C	0.094	F	0.509	6300	ĺ
	Tα	SR 254 Beve	rly St												
Bus	From:	US 11													
Bus 11	Rockbridge County	0.03 <b>2600</b>	N	99%	0%	1%	0%	0%	0%	Ν	0.097	F	0.505	2700	١
ŭŝ	To: From:	SCL Lexing	gton												
Main St	City of Lexington	0.39 <b>2600</b>	F	99%	0%	1%	0%	0%	0%	С	0.097	F	0.505	2700	F
~	To:	Thornhill	Rd												
Bus 11 Main St	City of Lexington	0.16 <b>4400</b>	F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.530	4700	F
) main or	Tro		· ·	0070	0 70		0 70	0 70	0,0	•	0.000	•	0.000	1700	•
Bus	From	Wallace													
Main St	City of Lexington	0.31 <b>3900</b>	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	4100	F
us	To: From:	White S	t												
11 Main St	City of Lexington	0.31 <b>2700</b>	F	99%	0%	1%	0%	0%	0%	F	0.124	F		2900	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 4400	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.808	4700	F
us	To: From	Nelson S	St												
1 Main St	City of Lexington	0.24 <b>4600</b>	F	99%	0%	1%	0%	0%	0%	F	0.082	F		4900	F
$\checkmark$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 8000	F	97%	1%	1%	1%	0%	0%	F	0.087	F	0.538	8500	F
<b>.</b>	To:	Jefferson	St			-									
Bus 11 Main St	City of Lexington	0.37 6600	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.523	7000	(
11)	To.	Letcher S		00/0	0 /0	. /0	0 /0	0 /0	5 /0	•	0.507	•	0.020	, 500	_

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

							Truck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle 3+	Axle 1Trai	l 2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From		etcher St	000/	00/	10/	0/ 00/	00/	_	0.004	_	0.500	0400	_
11 Main St	City of Lexington	0.34	8500 F	99%	0%	1% (	% 0%	0%	С	0.094	F	0.566	9100	F
~	10.		ighway; S Lee H	ighway										
Bus Ct	City of Louis at a		JS 11 Main St	000/	00/	10/	0/ 00/	00/	0	0.404	F		1000	
Jefferson St	City of Lexington	0.35	1800 F	99%	0%		% 0%	0%	С	0.121	•	0.000	1900	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	4400 F	99%	0%	1% (	% 0%	0%	F	0.094	F	0.808	4700	
Bus	Tos From:	US	60 Nelson St											
Jefferson St	City of Lexington	0.24	3400 F	96%	1%	2%	% 0%	0%	С	0.1	F		3600	
. <u>b</u> .)	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	8000 F	97%	1%	1%	% 0%	0%	F	0.087	F	0.537	8500	
	To:		JS 11 Main St											
ruck Truck	From:	SR 381 C	ommonwealth A	ve										
11) (19) Goode St	City of Bristol	0.21	1000 G	98%	0%	1% (	% 0%	0%	F	0.099	F	0.533	1100	
	To	102-330	05 Piedmont Ave											
ruck Truck	From				00/		0/ 00/	00/	_	0.4	_	0.504	0700	
11) (19) Cumberland St	City of Bristol	0.34	2500 F	98%	0%	1% (	% 0%	0%	С	0.1	F	0.584	2700	
uck Truck	From:		JS 11 Randall St Cumberland St											
11) (19) Randall St	City of Bristol	0.93	5700 F	98%	0%	1% (	% 1%	0%	С	0.092	F	0.548	6000	
9 0	To:	SR 113 Moo	ore St; Oakview	Ave										
ruck Truck	From:		mberland St											
11) (113) (19) Moore St	City of Bristol	0.12	7100 F	97%	1%	2% (	% 0%	0%	F	0.098	F	0.541	7500	
~ ~ ~	100	<u>B</u>	duclid Ave											
~	From:		arolina State Line		221		.,,		_					
Whaleyville Blvd	City of Suffolk	5.37	5400 A	88%	0%	0%	% 10%	0%	С	0.098	Α	0.66	5200	
~~	To- From:	133-616 1	Mineral Spring R											
13 Whaleyville Blvd	City of Suffolk	1.28	12000 G	88%	0%	0%	% 10%	0%	F	0.071	F	0.553	11000	
~	To: From:	133-67	7 Great Fork Rd											
13 Whaleyville Blvd	City of Suffolk	0.82	8200 G	88%	0%	0%	% 10%	0%	F	0.087	F	0.704	8100	
~	To: From	133-675 (	Cypress Chapel F	2d										
13 Whaleyville Blvd	City of Suffolk	2.22	8000 G	88%	0%	0%	% 10%	0%	F	0.082	F	0.706	7900	
	To	122 750 C L	iberty Spring Rd	Wast										
13 Whaleyville Blvd	From: City of Suffolk	1.06	9400 G	88%	0%	0%	% 10%	0%	F	0.088	F	0.708	9200	
~ Thialoy villo Bird	any or carrow				0 70		70 1070	0 70	•	0.000		0.700	0200	
(13) Whaleyville Blvd	City of Suffolk	133-759 2.56	N, Babbtown Ro	1 88%	0%	0%	% 10%	0%	F	0.082	F	0.738	9400	
3) Whaleyville Blvd	City of Surioik		2 Carolina Rd	00%	076	0%	70 1070	0%	Г	0.062	Г	0.736	9400	
	From		Whaleyville Blvd											
13 (32) Carolina Rd	City of Suffolk		17000 G	88%	0%	0%	% 10%	0%	F	0.081	F	0.696	16000	
	To		Bus US 13											
~~ <u> </u>	From		SR 32 Carolina											
13 Southwest Suffolk Bypa	ass City of Suffolk		13000 G	86%	1%	1% 2	% 10%	0%	С	0.087	F	0.647	12000	(
~	To	US 5	8 Holland Rd											

# 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	Bus US		0.40/	40/		40/	1.40/	00/	_	0.000	-	0.570	44000	
13) (58) Suffolk Bypass	City of Suffolk	1.41 <b>430</b> 0	00 G	84%	1%	1%	1%	14%	0%	F	0.082	F	0.579	41000	G
~ C. #-II- P.	To From L	61-604 Pitch		0.40/	40/		40/	4.40/	00/		0.000		0.577	40000	
13 (58) Suffolk Bypass	City of Suffolk	1.88 <b>450</b> 0	00 G	84%	1%	1%	1%	14%	0%	F	0.083	F	0.577	43000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	US 460 Pru		2021	00/		40/	00/	00/		0.000	_	0.505	50000	
13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 <b>510</b> 0	00 G	92%	0%	1%	1%	6%	0%	F	0.083	F	0.585	53000	G
~~~~~	Too From:	SR 10 SR 32 G										_			
13) (58) (460) Suffolk Bypass	City of Suffolk	1.87 <b>620</b> 0	00 G	92%	0%	1%	1%	6%	0%	F	0.084	F	0.562	65000	G
	To: From:	61-642 Wi													
13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 <b>520</b> 0	00 G	92%	0%	1%	1%	6%	0%	F	0.083	F	0.575	55000	G
~ ~ ~	To: From:	Bus US 13,Bus US	58 Military	Hwy		<u> </u>									
13) (58) (460) Military Highway	City of Suffolk	3.46 <b>760</b> 0		92%	0%	1%	1%	6%	0%	F	0.083	F	0.612	79000	G
<del></del>	To: From:	Bus US ECL Su													
13) (58) (460) Military Highway	City of Chesapeake (Maint: 64)			92%	0%	1%	1%	6%	0%	С	0.093	Α	0.556	81000	F
13) (36) (460)	Tree			0270			. , ,	0,0	0,0	Ū	0.000		0.000	0.000	•
10 (50)	City of Chesapeake (Maint: 64)	0.11 <b>100</b> 0		92%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	C
13) (58) (460)	To:	Bus US		JZ /6	0 70		1 /0	0 /0	0 70	·	0.11		0.52	11000	
	From:	US 58; S													
13 (460)(191)	City of Chesapeake	0.18 <b>790</b>	0 G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8400	G
$\sim$	To: From:	SR 191, S Mi	litary Hwy			$\neg$ $\vdash$									
13 (460 Military Highway	City of Chesapeake	0.45 <b>660</b>	0 G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	7000	G
Combined <sup>-</sup>	Traffic Estimates for 2 Parallel Roadways	on this Route: 660	0 G								NA			NA	
	To	Ramp from I-664	; Shaefer A	ve		<u> </u>									
13 (460) Military Highway	City of Chesapeake	2.44 1100		90%	1%	2%	3%	4%	0%	С	0.148	F	0.813	11000	G
<i></i>	To	I-64	1												
13 (460 Military Highway	City of Chesapeake	1.37 1900		97%	0%	1%	1%	1%	0%	F	0.101	F	0.607	20000	G
	To	US 17 George Wa	achington H	W/X/											
13 (460 Military Highway	City of Chesapeake	1.01 <b>190</b> 0		97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	21000	G
10) (400)	To														
13 \ 460 Military Highway	City of Chesapeake	SR 196 Ca 2.20 <b>370</b> 0		97%	0%	1%	1%	1%	0%	С	0.115	Α	0.536	41000	A
13) (400)	and an encoupeant			07.70	070		1 70	1 /0	070	Ŭ	0.110	, ,	0.000	11000	•
13 Military Highway	City of Chesapeake	SR 166 Bainb 0.31 <b>380</b> 0		97%	0%	1%	1%	1%	0%	F	0.102	F	0.565	42000	Ċ
13) Military Highway	Oily of Offesapeake			JI 70	U 7/0	1 70	1 /0	1 70	U 70	Г	0.102	Г	0.363	42000	Ċ
MCP and Palessa	To- From	I-46		070/	401		001	467	001		0.400		0.505	00000	_
13 Military Highway	City of Chesapeake	0.78 <b>2600</b>	00 G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.565	28000	G
<u></u>	To: From:	Camposte													
13 Military Highway	City of Chesapeake	0.65 <b>250</b> 0		97%	1%	1%	0%	1%	0%	F	0.111	F	0.657	27000	G
<i>~</i>	Tσ	SR 168 Battle	efield Blvd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~	From	SR 168 Battlefie		070/	40/	10/	00/	40/	00/	_	0.000	-	0.500	00000	_
13) Military Highway	City of Chesapeake	0.72 <b>25000</b>	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.523	26000	G
~~~	To: From:	Allison D		070/	00/		40/	40/	00/		0.000	_	0.000		
Military Highway	City of Chesapeake	0.41 <b>28000</b>	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.603	NA	
~~	From	Greenbrier P		0=0/	221	$\Box$			221			_		0.4000	
13 Military Highway	City of Chesapeake	1.67 <b>32000</b>		97%	0%	1%	1%	1%	0%	F	0.095	F	0.500	34000	G
	From:	SCL Virginia NCL Chesap													
13 Military Hwy	City of Virginia Beach	0.67 <b>28000</b>		99%	0%	1%	0%	0%	0%	F	0.109	F	0.611	NA	
<u> </u>	Τα	Indian River	r Rd												
13 Military Hwy	City of Virginia Beach	1.02 <b>45000</b>		98%	1%	1%	1%	1%	0%	F	0.097	F	0.607	48000	G
19) , ,	To:	SCL Norfo													
~~	From:	WCL Virginia													
13) Military Highway	City of Norfolk	0.85 <b>48000</b>	G	98%	1%	1%	1%	1%	0%	F	0.101	F	0.779	51000	G
~	To- From	I-264													
13 Military Highway	City of Norfolk	0.95 <b>57000</b>	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.656	61000	(
<del>~</del>	To:	US 58 Virginia Bo	each Blvd	l		$\neg$ $\vdash$									
13 Military Highway	City of Norfolk	1.23 <b>39000</b>	F	96%	0%	0%	1%	3%	0%	F	0.077	F	0.555	NA	
~	To:	SR 165, SR 166 Princ		Rd											
North country Divid	From:	SR 165; SR		070/	10/	10/	00/	10/	00/	_	0.005	_	0.500	00000	,
13 165 166 Northampton Blvd	City of Norfolk	0.26 <b>27000</b>	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	29000	(
~~~~~	To: From:	SR 165 Kemps				<del> </del> _									
13 (166) Northampton Blvd	City of Norfolk	0.62 <b>38000</b>	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.602	40000	(
	To: From:	I-64													
13 (166) Northampton Blvd	City of Norfolk	0.20 <b>89000</b>		96%	0%	1%	1%	2%	0%	F	0.081	F	0.557	92000	C
<del>~</del> ~ ~	To:	WCL Virginia													
13 (166) Northampton Blvd	City of Virginia Beach	NCL Norfo 0.95 <b>57000</b>		96%	0%	1%	1%	2%	0%	F	0.072	F	0.593	59000	
13) (166) Northampton Biva	- Television virginia Beach				0 70		1 70	270	0 70	•	0.072	•	0.000	00000	
13 Northampton Blvd	City of Virginia Beach	SR 166 Diamond S 2.14 <b>38000</b>		96%	0%	1%	10/	2%	0%	С	0.094	Α	0.617	39000	F
13) Northampton Blvd	City of Virginia Beach	2.14 30000	Α	90%	0%	1 70	1%	270	0%	C	0.094	А	0.017	39000	,
~~	From:	SR 225 Independe			221							_			
Northampton Blvd	City of Virginia Beach	1.19 <b>25000</b>	G	96%	0%	1%	1%	2%	0%	F	0.074	F	0.576	26000	C
~~~	To: From	US 60 Shore													
13 Northampton Blvd	City of Virginia Beach	0.78 <b>10000</b>	G	96%	0%	1%	1%	2%	0%	F	0.081	F	0.505	11000	(
~	To: From	NCL Virginia	Beach			$\Box$ $\vdash$									
13 Chesapeake Bay Bridge Tunnel	Northampton County (Maint: TOL)	19.14 <b>11000</b>	F	92%	1%	1%	1%	6%	0%	F	0.08	F	0.579	9900	F
~	To	65-600 Seasio	de Rd												
13 Lankford Hwy	Northampton County	4.78 <b>11000</b>		92%	1%	1%	1%	6%	0%	F	0.079	F	0.579	10000	F
<u></u>	т.	65-624 Capev	ille Dr												
13 Lankford Hwy	Northampton County	4.56 <b>14000</b>		92%	1%	1%	1%	6%	0%	F	0.078	F	0.584	12000	F
10)	ampton oounty	14000	•	J = /J	. /0	. /0	. , .	J / U	5 / 0		5.5,5		3.30	000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
<u> </u>	From:		S of Cheriton												
13 Lankford Hwy	Northampton County	1.28 <b>15</b>	000 F	92%	1%	1%	1%	6%	0%	F	0.082	F	0.543	14000	F
~ ~	To: From:	SWCL	Cheriton			-									
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.07 <b>15</b>	000 N	92%	1%	1%	1%	6%	0%	N	0.082	F	0.543	14000	Ν
<del>~</del>	To- From	S Mid C	L Cheriton												
13 Lankford Hwy	Northampton County	0.29 <b>15</b>	000 N	92%	1%	1%	1%	6%	0%	N	0.082	F	0.543	14000	Ν
~	To: From	N Mid C	L Cheriton												
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.07 <b>15</b>	000 N	92%	1%	1%	1%	6%	0%	Ν	0.082	F	0.543	14000	١
~	To: From:	Bus US 13	N of Cheriton												
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.48 <b>16</b>	000 F	92%	1%	1%	1%	6%	0%	F	0.08	F	0.555	14000	F
~	Tra- Front	NCL (	Cheriton												
13 Lankford Hwy	Northampton County	2.73 <b>16</b>	000 N	92%	1%	1%	1%	6%	0%	Ν	0.08	F	0.555	14000	Ν
<u> </u>	To: From:	Bus US 13	S of Eastville			<u> </u>									
13 Lankford Hwy	Northampton County		000 F	92%	1%	1%	1%	6%	0%	F	0.078	F	0.564	13000	F
<i></i>	To	SCLI	Eastville												
13 Lankford Hwy	Town of Eastville (Maint: 65)		000 N	92%	1%	1%	1%	6%	0%	Ν	0.078	F	0.564	13000	١
<del></del>	To	NCL.	Eastville												
13 Lankford Hwy	Northampton County		000 N	92%	1%	1%	1%	6%	0%	Ν	0.078	F	0.564	13000	١
<u> </u>	To	Bus US 13	N of Eastville												
13 Lankford Hwy	Northampton County		000 F	92%	1%	1%	1%	6%	0%	F	0.078	F	0.534	14000	F
<u> </u>		65-628 Iar	nes Allen Dr												
13 Lankford Hwy	Northampton County		000 F	92%	1%	1%	1%	6%	0%	F	0.077	F	0.566	13000	F
	т	65-620 B	irdsnest Dr												
13 Lankford Hwy	Northampton County		000 F	92%	1%	1%	1%	6%	0%	F	0.078	F	0.536	13000	F
	To	SCI No	ssawadox												
13 Lankford Hwy	Town of Nassawadox (Maint: 65)		000 N	92%	1%	1%	1%	6%	0%	Ν	0.078	F	0.536	13000	١
	To	65 679	Pine Ave												
13 Lankford Hwy	Town of Nassawadox (Maint: 65)		000 F	92%	1%	1%	1%	6%	0%	F	0.084	F	0.511	14000	F
	To	NCI N	ıssawadox												
13 Lankford Hwy	Northampton County		000 N	92%	1%	1%	1%	6%	0%	N	0.084	F	0.511	14000	١
13),	то					<del></del>	.,.								-
13 Lankford Hwy	Northampton County		S of Exmore	92%	1%	1%	1%	6%	0%	F	0.08	F	0.519	15000	F
13)	To later the state of the state			02,0	. /3		. , ,	0,0	0 /0	•	0.00	•	0.010	10000	
13 Lankford Hwy	Town of Exmore (Maint: 65)		Exmore N	92%	1%	1%	1%	6%	0%	N	0.08	F	0.519	15000	١
13) Landold Tiwy	- F			J£ /0	1 /0	1 /0	1 /0	0 /0	0 /0	1 14	0.00	'	0.010	13000	
Lookford Hung	Town of Exmore (Meint: CE)		Exmore	92%	1%	10/	10/	69/	00/	F	0.070	F	0.526	15000	F
13 Lankford Hwy	Town of Exmore (Maint: 65)		1000 F Ile Haven Rd	92%	170	1%	1%	6%	0%	г	0.079	г	0.526	15000	-

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

_					_		Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 178 Belle Ha	ven Rd												
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.21 <b>15000</b>	F	92%	1%	1%	1%	6%	0%	F	0.079	F	0.524	14000	F
~	Tα	NCL Exmor	e			<u> </u>									
13 Lankford Hwy	Northampton County	0.14 <b>15000</b>	N	92%	1%	1%	1%	6%	0%	Ν	0.079	F	0.524	14000	1
<del></del>	To:	Bus US 13 Exmore	/												
~~	From:	US 13 Bus Exmore										_			
13 Lankford Hwy	Accomack County (Maint: 65)	0.19 18000	F								0.080	F	0.536	NA	
~	From:	Accomack Count Northhampton Cou	_												
13 Lankford Hwy	Accomack County	2.94 <b>18000</b>	G	92%	1%	1%	1%	6%	0%	F	0.081	F	0.518	16000	
3) 24	Addeniada Gearity			0270	1 /0		1 /0	070	070	•	0.001	•	0.010	10000	
~ Landfand Door	From:	SCL Painte		000/	40/		40/	00/	00/	N.	0.004	_	0.540	10000	
3 Lankford Hwy	Town of Painter (Maint: 01)	0.43 18000	N	92%	1%	1%	1%	6%	0%	N	0.081	F	0.518	16000	
~	From:	01-614 Hickma 01-614 Waysid													
13 Lankford Hwy	Town of Painter (Maint: 01)	0.46 <b>18000</b>	G	92%	1%	1%	1%	6%	0%	F	0.079	F	0.530	17000	
,	T														
L onkford Llung	A coomagic County	NCL Painte		92%	1%	10/	10/	60/	00/	NI	0.070	F	0.500	17000	
3 Lankford Hwy	Accomack County	1.84 <b>18000</b>	N	92%	170	1%	1%	6%	0%	N	0.079	Г	0.530	17000	
~	To: From	SCL Keller													
3 Lankford Hwy	Town of Keller (Maint: 01)	0.38 <b>18000</b>	N	92%	1%	1%	1%	6%	0%	Ν	0.079	F	0.530	17000	
~ <u></u>	T <sub>C</sub>	S SR 180													
13 (180) Lankford Hwy	Town of Keller (Maint: 01)	0.45 <b>19000</b>	G	92%	1%	1%	1%	6%	0%	F	0.079	F	0.544	17000	
	Tra	NCL Kelle	•												
13 (180) Lankford Hwy	Accomack County	0.01 <b>19000</b>	N	92%	1%	1%	1%	6%	0%	Ν	0.079	F	0.544	17000	
13) (180) Larintold 1111)	Addomadk deality			0270	1 /0	1 70	1 /0	0 /0	0 /0	.,	0.070		0.011	17000	
~ \   -	From:	N SR 180		000/	00/		40/	00/	00/	_	0.000	_	0.540	47000	
3 Lankford Hwy	Accomack County	0.53 <b>19000</b>	G	96%	0%	1%	1%	2%	0%	F	0.080	F	0.519	17000	
~	To: From:	01-734 Gospel Ter	nple Rd												
3 Lankford Hwy	Accomack County	1.01 <b>21000</b>	G	92%	1%	1%	1%	6%	0%	F	0.090	F	0.545	19000	
~	To: From:	SCL Melfa	ı			<u> </u>									
13 Lankford Hwy	Town of Melfa (Maint: 01)	0.37 <b>20000</b>	G	92%	1%	1%	1%	6%	0%	F	0.08	F	0.561	18000	
	To	01-T626				i									
Lankford Hwy	Town of Melfa (Maint: 01)	0.50 <b>20000</b>	G	92%	1%	1%	1%	6%	0%	F	0.075	F	0.736	18000	
2 Lankloid Tiwy	Town of Wella (Wallit. 01)			JZ 70	1 /0	1 /0	1 /0	0 /0	0 70	'	0.075	'	0.750	10000	
~	To: From:	NCL Melfa		2021			101	221	221	_		_	0 = 4.4	10000	
Lankford Hwy	Accomack County	2.16 <b>21000</b>	G	92%	1%	1%	1%	6%	0%	F	0.075	F	0.544	19000	
~	To: From:	SCL Onley	,												
Lankford Hwy	Town of Onley (Maint: 01)	1.00 <b>26000</b>	G	92%	1%	1%	1%	6%	0%	F	80.0	F	0.646	24000	
~	Τσ:	SR 179													
l ambiford liver	From Towns of Orders (Mainta Of)	SR 179 Main		000/	10/	10/	10/	00/	00/	_	0.070	_	0.510	10000	
Lankford Hwy	Town of Onley (Maint: 01)	0.17 <b>21000</b>	G	92%	1%	1%	1%	6%	0%	F	0.078	F	0.519	19000	
<u>~</u>	To: From:	NCL Onley	7												
Lankford Hwy	Accomack County	2.97 <b>18000</b>	G	92%	1%	1%	1%	6%	0%	F	0.077	F	0.527	16000	
~	To	SCL Accom	ac												

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

		Filliary and interstate houte				Tru	ok			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Accomac												
(13) Lankford Hwy	Town of Accomac (Maint: 01)	0.15 <b>19000 G</b>	92%	1%	1%	1%	6%	0%	F	0.077	F	0.518	17000	G
<del>~</del>	To- From:	NCL Accomac												
13 Lankford Hwy	Accomack County	1.39 <b>19000 G</b>	92%	1%	1%	1%	6%	0%	F	0.077	F	0.505	17000	G
CONTRACTOR OF THE PROPERTY OF	From	US 13 Bus N of Accomac	000/	40/	10/	40/	00/	00/	_	0.075	_	0.500	47000	
13 Lankford Hwy	Accomack County		92%	1%	1%	1%	6%	0%	F	0.075	F	0.508	17000	G
13 Lankford Hwy	Accomack County	01-676 Muttonhunk Rd 8.19 <b>19000 G</b>	92%	1%	1%	1%	6%	0%	F	0.077	F	0.536	17000	G
(13) Lankford Hwy	Accomack County			1 /0	1 /0	1 /0	0 /0	0 /6	•	0.077	'	0.550	17000	G
13 Lankford Hwy	Accomack County	01-695 Temperanceville Rd; Saxis I 3.69 <b>18000 G</b>	Rd 92%	1%	1%	1%	6%	0%	F	0.076	F	0.519	17000	G
(13) Laminola (111)	To			. 70		1 70	070	070	·	0.070	•	0.010	17000	ŭ
13 Lankford Hwy	Accomack County	SR 175 Nashs Corner 4.09 <b>20000</b> A	92%	1%	1%	1%	6%	0%	С	0.137	Α	0.515	18000	Α
,	To:	Maryland State Line												
~~~	From:	US 13 Military Highway												
(13) Ramp	City of Chesapeake (Maint: 64)	0.35 <b>4400 G</b>								0.125	F		4700	G
<u> </u>	10:	I-64 West												
13 Ramp	City of Chesapeake (Maint: 64)	US 13 Military Highway 0.41 <b>6000 G</b>								0.089	F		6400	G
(13) Hamp	Tre	I-64 East								0.003	•		0400	u
	From	US 13 Military Highway												
13 Ramp	City of Chesapeake (Maint: 64)	0.29 <b>9400 G</b>								0.117	F		10000	G
<u> </u>	To:	I-464 South												
Con Domn	City of Change also (Mainty 64)	US 13 Military Highway 0.23 <b>4900 G</b>								0.100	F		5200	0
Ramp	City of Chesapeake (Maint: 64)	0.23 <b>4900 G</b> I-464 North			$\neg$					0.102	Г		3200	G
	From	US 13 North Ramp			Ì									
13 Ramp	City of Norfolk (Maint: 64)	0.12 <b>22000 G</b>								0.080	F		24000	G
<u> </u>	To:	I-64 East												
North	From:	US 13 N, Northampton Blvd											NIA	
(13) Ramp	City of Norfolk (Maint: 64)	0.22 NA US 13 South Ramp								NA			NA	
North	From	US 13 N, Military Highway			<u> </u>									
13 Ramp	City of Norfolk (Maint: 64)	0.19 <b>9600 G</b>								0.117	F		10000	G
$\overline{}$	To:	I-264 East Collector Rd												
North	From	US 13 N, Military Highway												
13 Ramp	City of Norfolk (Maint: 64)	0.10 <b>2900 G</b> I-264 West Collector Rd								0.132	F		3100	G
0	From													
South (13) Ramp	City of Norfolk (Maint: 64)	US 13 S, Northampton Blvd 0.08 <b>30000 G</b>								0.086	F		30000	G
	To:	Ramp to I-64 East												

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

Route	Jurisdiction	Length AADT		4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South $\binom{13}{13}$ Ramp	City of Norfolk (Maint: 64)	US 13 South Ran 0.35 <b>NA</b>									NA			NA	
<u> </u>	Tα	US 13 North Ran	mp												
South	From:	US 13 South Ran									0.000	F		12000	_
13 Ramp	City of Norfolk (Maint: 64)	0.19 <b>11000</b> I-64 West	G			$\overline{}$					0.089	г		12000	G
South	From	US 13 S, Military His	iohway												
13 Ramp	City of Norfolk (Maint: 64)	0.11 <b>10000</b>	G								0.097	F		11000	G
<u>*)</u>	Τα	I-264 East Collecto	or Rd												
outh _	From:	US 13 S, Military His													
13 Ramp	City of Norfolk (Maint: 64)	0.19 <b>7200</b>	G								0.108	F		7700	G
	From	I-264 West Collecto				_									
Bus 13 Coastal Blvd	Town of Onley (Maint: 01)	US 13 S of Onle 0.98 <b>3900</b>	-	97%	0%	1%	1%	1%	0%	F	0.097	F	0.541	3900	G
19)	To	NCL Onley	-												
Bus Connected Blood	From:	=	N 9	070/	00/	10/	10/	10/	00/	N	0.007	F	0.544	2000	Ν
Coastal Blvd	Accomack County	0.37 <b>3900</b>	N S	97%	0%	1%	1%	1%	0%	IN	0.097	Г	0.541	3900	11
Bus	Te: From	US 13													
13 Front St	Accomack County	0.42 <b>2600</b>	N S	96%	0%	1%	3%	1%	0%	Ν	0.098	F	0.502	2600	١
Bus	Toc From:	SR 126; SR 310	.6												
Front St	Accomack County	1.01 <b>2600</b>	G 9	96%	0%	1%	3%	1%	0%	С	0.098	F	0.502	2600	G
Bus	To: From:	01-659 Wharton l	Rd												
13 Front St	Accomack County	0.79 <b>2300</b>	G 9	97%	0%	1%	1%	1%	0%	С	0.101	F	0.583	2300	C
~	Tos. Brow-	SCL Accomac	:			$\neg$ $\vdash$									
Bus 13 Front St	Town of Accomac (Maint: 01)	0.31 2300	N S	97%	0%	1%	1%	1%	0%	N	0.101	F	0.583	2300	١
~	To	01-764 Courthouse													
Bus 13 Front St	Town of Accomac (Maint: 01)	0.89 <b>2200</b>		96%	0%	1%	0%	2%	0%	С	0.094	F	0.517	2300	c
13 Front St	Town of Accomac (Maint. 01)			90%	0%	1 70	0%	270	0%	C	0.094	Г	0.517	2300	
Bus	To: From	NCL Accomac													
13) Front St	Accomack County	0.96 <b>2200</b>		96%	0%	1%	0%	2%	0%	Ν	0.094	F	0.517	2300	١
	From	US 13 N of Accor													_
Bus 13 Main St	Northampton County	US 13 S of Exmo		95%	0%	2%	1%	1%	0%	С	0.098	F	0.525	2600	F
$\rightarrow$	To	SCL Exmore													
Bus	From CA From (Advisor OF)			050/	00/	000	10/	10/	00/	A 1	0.000	Г	0.505	0000	
Main St	Town of Exmore (Maint: 65)	1.10 <b>2600</b>		95%	0%	2%	1%	1%	0%	N	0.098	F	0.525	2600	Ν
Bus	To: From	SR 178 Belle Have	en Rd												
13 Lincoln Ave	Town of Exmore (Maint: 65)	0.47 <b>2600</b>		95%	0%	2%	1%	1%	0%	Ν	0.098	F	0.525	2600	Ν
~	Tor	NCL Exmore													

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

		Filliary and intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	NCL Exmore	;			<u> </u>									
13 Lincoln Ave	Northampton County	0.17 <b>2600</b>	N	95%	0%	2%	1%	1%	0%	Ν	0.098	F	0.525	2600	Ν
$\downarrow$	To:	US 13 N of Exm	nore												
Bus	From:	US 13 S of Eastv	ville												
13 Courthouse Rd	Northampton County	1.17 <b>1600</b>	F	97%	1%	1%	1%	1%	0%	С	0.102	F	0.538	1600	F
Bus	To- From:	SCL Eastville													
13 Courthouse Rd	Town of Eastville (Maint: 65)	0.17 <b>1600</b>	N	97%	1%	1%	1%	1%	0%	Ν	0.102	F	0.538	1600	Ν
~	To:	65-631 Eastvill													
Bus 13 Courthouse Rd	Town of Eastville (Maint: 65)	65-631 Willow Oa 0.19 <b>2200</b>	F F	95%	2%	2%	0%	0%	0%	С	0.154	F	0.505	2100	F
	To:	NCL Eastville	a .												
Bus 13 Courthouse Rd	Northampton County	1.18 2200	N	95%	2%	2%	0%	0%	0%	N	0.154	F	0.505	2100	N
13) 55511115355 113	To:	US 13 N of Easty		0070	270		070	070	070		0.101		0.000	2.00	
Bus	Front	US 13 S of Cheri	iton												
13 Bayside Dr	Northampton County	0.80 <b>2600</b>	F	98%	0%	1%	0%	1%	0%	С	0.087	F	0.615	2500	F
Bus	To: From:	SCL Cheriton	1												
13 Bayside Dr	Town of Cheriton (Maint: 65)	0.79 <b>2600</b>	N	98%	0%	1%	0%	1%	0%	Ν	0.087	F	0.615	2500	N
~	To:	US 13 Cherito	n												
Bus	Fron:	US 13 Southwest Suffo													
13) (32) Carolina Rd	City of Suffolk	1.17 <b>12000</b>	G	88%	0%	0%	1%	10%	0%	F	0.080	F	0.566	12000	G
Bus	To- From:	Old SCL Suffo	lk												
13) (32) Carolina Rd	City of Suffolk	0.54 <b>11000</b>	G	88%	0%	0%	1%	10%	0%	F	0.084	F	0.535	11000	G
$\sim$ $\sim$	To: From	Fayette St													
Bus 13 (32) Main St	City of Suffolk	US 13; SR 32 Faye	G G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	11000	G
13) (32) Wall St	Oity of Surioik			30 /6	0 76	1 /0	0 /6	0 /6	0 /6	O	0.070	•	0.552	11000	
Bus	From:	Begin SR 10													
13) (32) (10) Main St	City of Suffolk	0.68 <b>19000</b>	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	20000	G
Bus Bus Bus	To: From:	US 58; Bus US 4 SR 32 Main S													
Bus Bus Bus (460) Constance Rd	City of Suffolk	0.88 <b>16000</b>	G	97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	17000	G
$\sim \sim \sim$	То	Pinner St													
Bus Bus Bus	From:		_	070/	00/	10/	10/	00/	00/	_	0.000	_	0.500	10000	_
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>17000</b>	G	97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	G
Bus Bus Bus	To: From:	SR 337 Washingto	on St												
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>25000</b>	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	26000	G
<del></del>	Tor	US 13, US 58, US	S 460												
	From:	US 60 Anderson l								_		_			
Old Buckingham Rd	Cumberland County	7.19 830	G	92%	1%	2%	1%	4%	0%	С	0.086	F	0.595	840	G
~	To:	Powhatan County	Line												

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

5 .				4	_		Tru	ck			K	<u> </u>	Dir		٠
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Cumberland Cou													
13) Old Buckingham Rd	Powhatan County	4.07 <b>1700</b>		95%	1%	1%	1%	2%	0%	С	0.107	F	0.679	1700	G
$\smile$	To:	72-638 Gills													
Old Bushingham Bd	Developed a Country	72-638 Gills		000/	10/	10/	10/	10/	00/	0	0.1	F	0.007	0000	_
13) Old Buckingham Rd	Powhatan County	6.51 <b>2300</b>	G	96%	1%	1%	1%	1%	0%	С	0.1	г	0.897	2300	G
<u>~</u>	To: From:	72-609 Giles Br	idge Rd												
(13) Old Buckingham Rd	Powhatan County	2.22 <b>7900</b>	G	96%	1%	1%	1%	2%	0%	С	0.098	F	0.64	7900	G
<u></u>	To: From:	72-1002 Emmanual	Church Rd												
13) Old Buckingham Rd	Powhatan County	1.44 <b>2600</b>	G	96%	2%	1%	1%	0%	0%	С	0.121	F	0.592	2600	(
$\smile$	Too	72-1005 Skag	gs Rd												
13) Old Buckingham Rd	Powhatan County	0.28 <b>2500</b>		97%	1%	1%	0%	0%	0%	С	0.107	F	0.525	2500	(
	Tec	CD 200 C	T I												
13 Old Buckingham Rd	Powhatan County	SR 300 Courthouse 2.37 <b>2600</b>		97%	1%	1%	0%	1%	0%	С	0.117	F	0.702	2600	(
13 Old Buckingham Rd	Townstan County	US 60 James Ande		31 /0	1 /0	1 /0	0 /6	1 /0	0 /6	U	0.117	'	0.702	2000	
	From	US 360; St Stephe		200/	40/		40/	70/	00/	_	0.400	_	0.005	500	
14) The Trail	King & Queen County	6.14 <b>510</b>	G	89%	1%	2%	1%	7%	0%	С	0.139	F	0.625	500	(
<u> </u>	To: From:	49-629 Walkerton I	Landing Rd												
14) The Trail	King & Queen County	1.81 <b>550</b>	G	85%	2%	3%	3%	7%	0%	С	0.115	F	0.552	540	(
$\smile$	To	49-620 W, Duck	Pond Rd												
14) The Trail	King & Queen County	9.74 <b>360</b>		78%	1%	4%	2%	16%	0%	С	0.096	F	0.529	350	
14)	g a addi count,				. , ,		-/-	. 0 70	0,0	Ū	0.000	•	0.020	000	•
	From:	49-617 Carletons (		000/	40/		40/	<b>5</b> 0/	00/	_	0.444	_	0.5	000	,
14) The Trail	King & Queen County	5.63 <b>890</b>	G	92%	1%	2%	1%	5%	0%	С	0.114	F	0.5	880	(
<u>~</u>	To: From:	49-614 Clifton													
14) The Trail	King & Queen County	6.81 <b>1900</b>	G	80%	1%	1%	2%	15%	0%	С	0.107	F	0.527	1800	(
$\smile$	Too	SR 33 Shackle	efords												
14) (33) Lewis Puller Mem. Hwy	King & Queen County	1.66 <b>14000</b>		92%	1%	1%	1%	5%	0%	С	0.094	F	0.643	14000	(
14) (33) 201110 1 011101 111111	To:	SR 33 Shacklefo		0270	.,,		. , 0	0 70	0,0	Ū	0.00	•	0.0.0		
	From:	SR 33 Lewis Puller													
14) Buena Vista Rd	King & Queen County	4.95 <b>4900</b>	G	93%	1%	1%	1%	4%	0%	С	0.093	F	0.624	4800	(
$\mathcal{I}$	To:	Gloucester Cour	nty Line												
	From	King & Queen Co													
14) Adner Rd	Gloucester County	1.04 <b>5300</b>	G	93%	1%	1%	1%	4%	0%	F	0.088	F	0.631	5200	(
$\smile$	To:	US 17 W, George Washi		Hwy											
¬~~	From:	W US 17 Ac		2221						_		_			
14) (17) George Washington Mem Hwy	Gloucester County	3.73 <b>10000</b>	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.545	11000	(
<u>~ ~ </u>	Too From	36-615													
14) (17) George Washington Mem Hwy	Gloucester County	1.65 <b>12000</b>	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.519	13000	C
$\smile \smile$	Too	36-606 Aı	rk												
14) (17) George Washington Mem Hwy	Gloucester County	2.45 <b>15000</b>		98%	0%	1%	0%	1%	0%	F	0.088	F	0.570	16000	(
14 / / / / Goorge Washington Meni I IWY	Cibaccater County	∠. <del>⊤</del> ∪ 15000	G	JU /0	0 /0	1 /0	0 /0	1 /0	0 /0	1	0.000	•	0.570	10000	

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

В.,	1. 1. 11. 11.			4.7.	_		Tru	ck		-00	K	01/	Dir	AANAUDT	014
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus	Fronz	US 17; Bus US		2221			221	221	221		2 22 1	_			_
14 (17) Main St	Gloucester County	0.56 <b>6800</b>	G	99%	1%	1%	0%	0%	0%	С	0.094	F	0.562	6600	G
Bus	To: From	36-1007													
14) 17 Main St	Gloucester County	0.71 <b>9000</b>	G	99%	1%	1%	0%	0%	0%	F	0.095	F	0.505	8800	G
	To:	SR 3													
	From:	Bus US 17													
$_{14})$ $\left(\begin{array}{c}3\end{array}\right)$ John Clayton Memorial Hwy	Gloucester County	2.18 <b>21000</b>	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.621	20000	C
<u> </u>	To: From:	36-623													
14) (3) John Clayton Memorial Hwy	Gloucester County	4.07 <b>15000</b>	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.64	15000	C
$\mathcal{I}$	To:	Mathews County													
	From:	Gloucester County		000/	00/		001	40/	00/	_	0.000	_	0.050	10000	_
14) (3) John Clayton Mem Hwy	Mathews County	0.11 12000	F	98%	0%	1%	0%	1%	0%	F	0.082	F	0.652	12000	F
<u> </u>	From:	SR 3 Fort Nonse SR 3 Windsor													
14) John Clayton Mem Hwy	Mathews County	2.75 <b>6500</b>	F	98%	0%	1%	1%	1%	0%	F	0.086	F	0.608	6400	F
14) ************************************	ae.e eeay				0,0		. , ,	. , 0	0,0	•	0.000	•	0.000	0.00	
John Clayton Mars Hvis	Nathania Com	57-617 North Rive		000/	00/	10/	10/	10/	00/	_	0.004	F	0.507	F000	
14 John Clayton Mem Hwy	Mathews County	1.38 <b>5300</b>	F	98%	0%	1%	1%	1%	0%	F	0.084	г	0.587	5200	F
	To: From:	57-660 Philpotts													
14) John Clayton Mem Hwy	Mathews County	3.15 <b>5900</b>	F	98%	0%	1%	1%	1%	0%	F	0.088	F	0.543	5800	F
<u> </u>	To: From:	SR 198 WES	T												
14) (198)	Mathews County	1.69 <b>6300</b>	F	98%	0%	1%	1%	1%	0%	С	0.088	F	0.506	6200	F
	To	SR 198 E, Buckley	Hall Rd												
14) Main St	Mathews County	0.62 <b>5100</b>	F	98%	0%	1%	1%	1%	0%	С	0.086	F	0.531	5000	F
14)	T-1						.,.	. , .	- , -	_		-			-
John Clayton Mam Hung	Mothows County	57-611 Tabernacl	le Rd <b>F</b>	97%	00/	10/	10/	10/	00/		0.007	F	0.550	2000	F
14) John Clayton Mem Hwy	Mathews County	4.65 <b>3100</b>	Г	97%	0%	1%	1%	1%	0%	С	0.087	Г	0.552	3000	Г
	To: From:	57-604 Antioch													
14) John Clayton Mem Hwy	Mathews County	1.88 <b>1200</b>	F	98%	0%	1%	0%	0%	0%	С	0.085	F	0.541	1100	F
<u> </u>	To: From	57-602 Sand Ban	k Rd												
14 John Clayton Mem Hwy	Mathews County	1.74 <b>320</b>	F	98%	1%	1%	0%	0%	0%	С	0.11	F	0.579	310	F
$\mathcal{L}$	To:	Bayside What	rf												
	From:	North Carolina Stat	te Line												
15}	Mecklenburg County	4.76 <b>3100</b>	F	93%	1%	1%	1%	5%	0%	С	0.089	F	0.564	3100	F
<i>→</i>	To	58-722 Noblin Far	rm Dd												
15 College St	Mecklenburg County	0.59 <b>2800</b>	F	98%	0%	1%	0%	1%	0%	С	0.1	F	0.541	2800	F
10)				0070	5 / 0	- , , ,	0,0	. 70	5 / 0	Ü	J.,	•	0.0	_500	
College St	Town of Clories illa (Maiste 50)	SCL Clarksvil		000/	00/	10/	00/	10/	00/	N.I	0.1	Г	0.544	2022	
15 College St	Town of Clarksville (Maint: 58)	0.73 <b>2800</b>	N Ava	98%	0%	1%	0%	1%	0%	N	0.1	F	0.541	2800	Ν
Bus	From	US 58 Virginia A US 58; College													
15) (58) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.88 <b>6700</b>	F	99%	0%	0%	0%	0%	0%	С	0.087	F	0.533	6500	F
13) (30) (43) 113	Tor	NCL Clarksvil		/-	- / •			- / •	- / -	•		-			

# 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:	NCI	L Clarksville			271010	OTTAKE	TTTUI	ZIII		1 40101		1 40101		
(15) (58) (49)	Mecklenburg County	0.84	6700 N	99%	0%	0%	0%	0%	0%	Ν	0.087	F	0.533	6500	Ν
13) (30) (43)	Т.	*** 50 F													
	Mecklenburg County	1.60	5400 F	90%	1%	1%	2%	7%	0%	F	0.087	F	0.595	5200	F
(15) (49)	Wecklefiburg County	1.00	5400 F	30 /6	1 /0	1 /0	2/0	1 /0	0 /6	'	0.007	'	0.595	3200	'
~~~	To: From:		lear Dortch Store												
15	Mecklenburg County	6.83	1700 F	90%	1%	1%	2%	7%	0%	С	0.096	F	0.548	1600	F
<u> </u>	Tα		tte County Line												
15 Barnesville Hwy	Charlotta County	7.39	burg County Line	89%	1%	1%	1%	8%	00/	С	0.109	F	0.532	1600	G
Barnesville Hwy	Charlotte County	7.39	1600 G	09%	1 70	1 70	1 70	070	0%	C	0.109	Г	0.552	1600	G
~~~	To: From:	SR 92 1	Barnes Junction												
15 Barnesville Hwy	Charlotte County	3.24	2200 G	92%	1%	1%	1%	5%	0%	С	0.093	F	0.509	2200	G
<u> </u>	Tox	US 360 l	Near Wylliesburg												
15 360 Kings Hwy	Charlotte County	3.88	5300 G	80%	1%	1%	1%	16%	1%	F	0.082	F	0.537	5200	G
19 (660)	,	~~				i									
( ) ( in see I have	From		7 Krafton Gate	000/	10/	10/	10/	100/	10/		0.005	_	0.571	E000	$\overline{}$
(15) (360) Kings Hwy	Charlotte County	6.60	5300 G	80%	1%	1%	1%	16%	1%	F	0.085	F	0.571	5200	G
	To: From:	BUS US 15	5 South of Keysvi	lle											
15 (360 Kings Hwy	Charlotte County	3.36	4900 G	84%	1%	1%	1%	13%	0%	F	0.087	F	0.568	4800	G
	To	SR	40 Keysville												
15 360 Kings Hwy	Charlotte County	2.10	6200 G	88%	0%	1%	1%	9%	0%	F	0.084	F	0.564	6100	G
(13) (300)96	-						. , 0	0 / 0	0,0	•	0.00		0.00	0.00	<b>.</b>
~~~ F	From		JS 15 North of Ke		201		00/	<b>F</b> 0/	00/	_	0.000	_	0.045	4000	
15 Farmville Hwy	Charlotte County	1.73	4700 G	93%	0%	1%	0%	5%	0%	F	0.082	F	0.615	4600	G
	From:		lward County Line tte County Line	e											
15 Farmville Rd	Prince Edward County	4.49	4200 G	93%	0%	1%	0%	5%	0%	С	0.088	F	0.635	4200	G
15) I amivine rid	Time Edward Godnity	4.43	4200 G	30 /6	0 /6	1 /0	0 /6	J /6	0 /6	O	0.000	'	0.000	4200	ч
~~~	To: From:		Mt Pleasant Rd												
15 Farmville Rd	Prince Edward County	7.65	5400 G	93%	0%	1%	0%	5%	0%	F	0.085	F	0.663	5500	G
<u> </u>	To	SR 133	3 Kingsville Rd			<del></del>									
15 Farmville Rd	Prince Edward County		11000 G	97%	0%	1%	0%	2%	0%	С	0.088	F	0.604	11000	G
	To:	US 460 Prince E	Edward Hwy; Bus	US 15											
	From	US 460, BUS	US 15, N Farmvil	lle Rd											
15 460 Prince Edward Hwy	Prince Edward County	4.18	10000 A	89%	1%	1%	1%	8%	1%	С	0.106	Α	0.597	10000	Α
	Тох		); Sheppards Rd												
Bus	From:		rince Edward Hw	-											
(15) (460) Sheppards Rd	Prince Edward County	0.14	6500 G	89%	1%	1%	1%	8%	1%	F	0.088	F	0.592	6500	G
<del></del>	To:	Bus US 15, E	Bus US 460, W 31	d St		<b>—</b>  —									
15 Sheppards Rd	Prince Edward County	1.77	5100 G	93%	0%	1%	1%	4%	0%	С	0.087	F	0.536	5100	G
	Tα	Bucking	ham County Line												
	From	Prince Ed	lward County Line	e											
15	Buckingham County	9.30	5300 G	93%	0%	1%	1%	5%	0%	С	0.095	F	0.513	5200	G
$\smile$	Tα	14-6	600 Plank Rd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
~	From:		00 Plank Rd												
15) James Madison Hwy	Buckingham County	5.46	5400 G	93%	0%	1%	1%	5%	0%	F	0.094	F	0.509	5200	G
<u> </u>	To: From:		prouses Corner												
15 James Madison Hwy	Buckingham County	1.45 <b>1</b>	11000 G	90%	1%	1%	2%	6%	0%	F	0.095	F	0.558	11000	(
<del>~</del>	To: From	SR 20; 14	4-1003 Main St			$\Box$ $\vdash$									
15 James Madison Hwy	Buckingham County	0.39	9600 G	90%	1%	1%	2%	6%	0%	F	0.089	F	0.565	9400	(
~	To:	WCL Dillwyn;	14-1010 Goldn	nine St		$ \vdash$									
15 Oak St	Town of Dillwyn (Maint: 14)		9600 N	90%	1%	1%	2%	6%	0%	Ν	0.091	F	0.573	9400	ı
<u> </u>	То	14 100	3 E, Main St												
15 Main St	Town of Dillwyn (Maint: 14)		9600 N	90%	1%	1%	2%	6%	0%	Ν	0.091	F	0.573	9400	-
13)	To:		llwyn; 14-650	00,0	. , ,		_,,	0,70	0,0	•	0.00		0.07.0	0.00	·
	From:		n; 14-650 Bell	Rd											
15 James Madison Hwy	Buckingham County	6.39	5500 G	90%	1%	1%	2%	6%	0%	F	0.089	F	0.565	5300	(
~	To	14-622 7	Trents Mill Rd												
15 James Madison Hwy	Buckingham County	5.44	4100 G	90%	1%	1%	2%	6%	0%	С	0.095	F	0.518	4000	(
<del>**</del>	To:	14 715 C	Circle Drive Rd												
15 James Madison Hwy	Buckingham County		4400 G	90%	1%	1%	2%	6%	0%	F	0.085	F	0.612	4300	(
15) cames masser my	To		a County Line	0070	170	Ť	270	070	0 70	•	0.000	•	0.012	1000	
	From:	Buckingha	am County Line												
15 James Madison Hwy	Fluvanna County	4.54	3900 G	90%	1%	1%	2%	6%	0%	F	0.08	F	0.616	4000	
<del>~</del>	To:	SR 6 West Ri	iver Rd; Fork U	nion											
15 6 James Madison Hwy	Fluvanna County	1.99	4500 G	91%	2%	2%	1%	4%	0%	F	0.082	F	0.636	4500	(
$\mathcal{I}$	To	SR 6 Fast	River Rd; Dixi	e											
15 James Madison Hwy	Fluvanna County		5100 G	91%	2%	2%	1%	4%	0%	F	0.123	F	0.547	5100	(
,	-	22 C40 G	Dl-: D												
15 James Madison Hwy	Fluvanna County		entral Plains Ro	91%	2%	2%	1%	4%	0%	С	0.130	F	0.537	6100	(
15) vallies Madison Tiwy	riavainia odanty				270		1 /0	170	0 70	Ü	0.100	•	0.007	0100	`
laws a Madiana Lluur	From		s Jefferson Parl		10/	10/	10/	70/	00/		0.000		0.500	7100	
15) James Madison Hwy	Fluvanna County	0.46	7000 G	89%	1%	1%	1%	7%	0%	F	0.089	F	0.562	7100	(
~~	To: From:	32-1002 Palmyra V													
15 James Madison Hwy	Fluvanna County		8600 G	89%	1%	1%	1%	7%	0%	F	0.085	F	0.633	8700	(
~	To: From:	Louisa County Line: Fluvanna County Line			1										
15 James Madison Hwy	Louisa County		20000 F	89%	1%	1%	1%	7%	0%	F	0.082	F	0.583	19000	
13) cames masser my	zodiod oddiny			0070	1 /0		1 /0	7 70	0 70	•	0.002	•	0.000	10000	
Ismaa Madisan Ilius	From From		I-64								0.000		0.504	NIA	
15 James Madison Hwy	Louisa County	2.52 <b>2</b>	23000 F								0.089	F	0.534	NA	
~	From		Green Springs			$\Box$									
15 James Madison Hwy	Louisa County	4.43	9500 F	89%	1%	1%	1%	7%	0%	С	0.089	F	0.534	9300	F
~	To: From	SR 22	2 Louisa Rd												
15 James Madison Hwy	Louisa County	3.61	7900 F	88%	1%	1%	1%	8%	0%	С	0.09	F	0.536	7700	F
~	To:	US 33 South	h Spotswood Ti	ail											

# 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:	US 33 South Spotsw	ood Trail												
15 (33) James Madison Hwy	Louisa County	0.45 <b>9700</b>	G	88%	1%	1%	1%	8%	0%	F	0.092	F	0.569	10000	(
$\sim$	To	SCL Gordonsv	ille												
15) (33) Martinsburg Ave	Town of Gordonsville (Maint: 68)	1.12 10000		88%	1%	1%	1%	8%	0%	F	0.098	F	0.542	10000	(
	To:	SR 231 S, Gordonsvi	ille Circle												
~~	From:	US 33 Spotswood										_			
15) James Madison Hwy	Town of Gordonsville (Maint: 68)	0.18 <b>12000</b>	N	92%	1%	1%	1%	5%	0%	N	0.086	F	0.512	12000	١
	To: From:	NCL Gordonsv													
15 James Madison Hwy	Orange County	4.51 <b>12000</b>	G	92%	1%	1%	1%	5%	0%	F	0.086	F	0.512	12000	(
~	To:	68-639 Chicken Mou	ıntain Rd												
15 James Madison Hwy	Orange County	2.25 11000	G	92%	1%	1%	1%	5%	0%	С	0.089	F	0.513	11000	
	To:	SCL Orange													
15 James Madison Hwy	From: Town of Orange	1.13 <b>13000</b>		93%	1%	1%	1%	4%	0%	С	0.086	F	0.597	14000	
13) • • • • • • • • • • • • • • • • • • •				00,0	. , 0		. 70	.,,	0 / 0	Ū	0.000	•	0.007		
Caralina Ct	Town of Over the	Old Gordonsville		0.40/	10/	10/	10/	00/	00/		0.000	F	0.507	17000	
15) Caroline St	Town of Orange	0.28 <b>16000</b>	G	94%	1%	1%	1%	3%	0%	С	0.086	г	0.567	17000	
~ <u> </u>	To: From:	SR 20 S, Berryhi													
(20) Caroline St	Town of Orange	0.17 <b>13000</b>		92%	1%	1%	1%	5%	0%	F	0.093	F	0.524	13000	
$\sim$ $\sim$	To:	SR 20 N; S Madis													
15 S Madison St	Town of Orange	SR 20 Caroline S 0.24 <b>9100</b>		95%	0%	1%	1%	3%	0%	С	0.088	F	0.536	9200	
15) 3 Madison 3t	Town of Grange		<u> </u>	33 /6	0 76	1 /0	1 /0	J /6	0 /6	O	0.000	•	0.550	3200	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Main Street		000/	00/		40/	00/	00/	_	0.004		0.500	10000	
15) Madison St	Town of Orange	0.61 <b>16000</b>	G	96%	0%	1%	1%	2%	0%	С	0.084	F	0.508	16000	•
<u> </u>	To: From:	Lafayette Stre													
15 } James Madison Hwy	Town of Orange	1.10 <b>14000</b>	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.501	14000	(
~	To: From	68-721 NCL Or	ange			<u> </u>									
15 James Madison Hwy	Orange County	1.32 8600	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.566	8600	
<i>~</i>	Τα	Madison County													
~~	From:	Orange County		250	221				0-1	_		_		0.400	
15 James Madison Hwy	Madison County	0.39 <b>8300</b>	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.545	8400	•
	To: From:	SR 230 Orange	Rd												
15 James Madison Hwy	Madison County	4.92 <b>6200</b>	G	95%	0%	1%	1%	3%	0%	С	0.090	F	0.523	6300	
~	To:	Culpeper County													
Lamos Madison Hung	Culpopar County	Madison County		95%	0%	1%	10/	3%	09/	F	0.001	F	0 601	6000	
15) James Madison Hwy	Culpeper County	5.10 <b>6000</b>	G	JU%	U%	1 70	1%	3%	0%		0.081		0.621	0000	
~	From	23-649 Cedar Mour													
15) James Madison Hwy	Culpeper County	2.75 <b>7200</b>	G	95%	0%	1%	1%	3%	0%	F	0.086	F	0.544	7300	(
~	Toc From:	SR 299 Madisor	n Rd												
15 James Madison Hwy	Culpeper County	0.82 7000	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.568	7400	(
~	To	US 29 South Of Co	ulnener												
15) (29) James Madison Hwy	From: Culpeper County	1.32 <b>25000</b>		94%	1%	1%	1%	4%	0%	F	0.080	F	0.598	23000	(
15) (29) James Madison Hwy	To	US 522	<u> </u>	3.70	. /0		. 70	. 70	0 /0	•	0.000	•	0.500	_5000	`

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

		Filliary and inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q١
	From:	US 522	!												
15 (29) James Madison Hwy	Culpeper County	3.88 <b>26000</b>	G	94%	1%	1%	1%	4%	0%	F	0.083	F	0.590	24000	G
$\sim$	To:	BUS US 15,BUS US 29													
- Isaaca Madisaa Ilaa	From:	BUS US 15,29 Nort			40/	10/	40/	00/	00/	_	0.070	_	0.005	07000	
15) (29) James Madison Hwy	Culpeper County	2.65 <b>2800</b> 0	G	91%	1%	1%	1%	6%	0%	F	0.079	F	0.625	27000	(
~ ~	To: From:	23-663 Alant	nus Rd												
15) (29) James Madison Hwy	Culpeper County	4.31 <b>3200</b> 0	G	91%	1%	1%	1%	6%	0%	F	0.081	F	0.638	32000	(
<del></del>	To: From:	Bus US 15, Bus US 29 S	outh of Re	mington											
15 (29) James Madison Hwy	Culpeper County	0.24 <b>2900</b> 0	G	91%	1%	1%	1%	6%	0%	F	0.080	F	0.645	29000	
$\rightarrow$	To:	Fauquier Cour	-												
~ ~~	From:	Culpeper Cour	_							_		_			
15) (29) James Madison Hwy	Fauquier County	2.17 <b>3000</b> 0	) F	91%	1%	1%	1%	6%	0%	F	0.083	F	0.658	30000	
~ ~	To: From:	BUS US 15, BUS US 29 1	North of R	emington											
15 29 James Madison Hwy	Fauquier County	0.30 33000	) F	91%	1%	1%	1%	6%	0%	F	0.084	F	0.662	33000	
~ ~	Too	SR 28 Catle	tt Rd			$\neg$ $\vdash$									
15) (29) James Madison Hwy	Fauquier County	4.00 <b>2600</b> 0		91%	1%	1%	1%	6%	0%	F	0.083	F	0.687	25000	
	Too	UC 17 M	1. D.1												
15 \ 17 \ 29 \ James Madison Hwy	Fauguier County	US 17 Mars 2.28 <b>4500</b> 0		91%	1%	1%	1%	6%	0%	С	0.094	Α	0.536	45000	
[5] (17) (29) James Madison Hwy	adquier County			3176	1 /0	1 /0	1 /0	0 /6	0 /6	O	0.034	^	0.550	43000	
~~~	To: From:	30-684 Lees R		0.1-1			101	221	221	_		_	2.21	10000	
15) (17) (29) James Madison Hwy	Fauquier County	2.43 <b>4700</b> 0	G	91%	1%	1%	1%	6%	0%	F	0.078	F	0.64	46000	
~ ~ ~	To: From:	Bus US 15,17,29 Sout	h of Warr	enton											
5 (17) (29) Eastern Bypass	Fauquier County	2.44 <b>4100</b> 0	) F	91%	1%	1%	1%	6%	0%	F	0.08	F	0.591	40000	
$\sim$	Tot	US 17				$\neg$ $\vdash$									
15) (29) Eastern Bypass	Fauquier County	0.36 41000	) N	91%	1%	1%	1%	6%	0%	Ν	0.08	F	0.591	40000	
.9 (2)	To	CCI W													
15 (29) Eastern Bypass	Town of Warrenton (Maint: 30)	SCL Warre 0.26 <b>4900</b> 0		91%	1%	1%	1%	6%	0%	F	0.081	F	0.606	48000	
15) (29) Eastern Bypass	Town of Waiterton (Maint: 30)			3176	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.001	'	0.000	40000	
~~-	To: From:	NCL Warre										_			
15) (29) Eastern Bypass	Fauquier County	0.22 <b>4900</b> 0	) N	91%	1%	1%	1%	6%	0%	N	0.081	F	0.606	48000	
<del>~</del> <del>~</del>	To: From:	BUS US 15, BUS US 29	North of V	/arrenton											
15 29 Lee Highway	Fauquier County	3.00 47000	F	96%	0%	1%	1%	2%	0%	F	0.074	F	0.824	48000	
~ ~	To: From:	30-693 Old Alex	andria Tok			$\neg$ $\vdash$									
15) (29) Lee Highway	Fauguier County	3.22 48000	_	96%	0%	1%	1%	2%	0%	С	0.078	В	0.527	50000	
1.0)	Tol	CD 015 V. (	TH D 1			_									
15 \ 29 \ Lee Highway	Fauquier County	SR 215 Vint 3		96%	0%	1%	1%	2%	0%	N	0.072	F	0.591	55000	
[5] (29) Lee Highway	Tauquier County	Prince William C			0 /6	1 /0	1 /0	2/0	0 /6	IN	0.072	'	0.551	33000	
	From	Fauquier Cour		,											
15) (29) Lee Highway	Prince William County	0.82 <b>5400</b> 0	•	96%	0%	1%	1%	2%	0%	F	0.072	F	0.591	55000	
<u> </u>	To														
15 James Madison Hwy	Prince William County	US 29 Lee 2.77 <b>1400</b> 0	_	95%	1%	1%	1%	3%	0%	С	0.085	F	0.661	14000	
15 James Madison Hwy	To:			33%	1 70	1 70	1 70	J 70	0 %	U	0.000	r	0.001	14000	,
<u> </u>	10.	SR 55 John Mar	snali Hwy												

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	From	SR 55 John Marshall Hwy			2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
15 James Madison Hwy	Prince William County	0.06 <b>34000</b> F								0.074	F	0.567	NA	
	To	WCL Haymarket												
15 James Madison Hwy	Town of Haymarket (Maint: 76)	0.10 <b>34000 N</b>								0.074	F	0.567	NA	
<u>, , , , , , , , , , , , , , , , , , , </u>	To	I-66												
15 James Madison Hwy	Town of Haymarket (Maint: 76)		95%	1%	1%	1%	2%	0%	F	0.087	F	0.506	41000	F
<u> </u>	Too	NCL Haymarket												
15) James Madison Hwy	Prince William County	·	95%	1%	1%	1%	2%	0%	Ν	0.087	F	0.506	41000	Ν
<u></u>	Too	SR 234 Sudley Rd												
15 James Madison Hwy	Prince William County		95%	1%	1%	1%	2%	0%	С	0.104	Α	0.592	18000	A
<u> </u>	To	76-701 Logmill Rd												
15 James Madison Hwy	Prince William County		95%	1%	1%	1%	2%	0%	F	0.092	F	0.664	16000	F
	To:	Loudoun County Line												
James Manroe Llung	From:	Prince William County Line 2.58 15000 G	OE0/	10/	10/	1%	20/	00/	F	0.094	F	0.677	16000	,
15 James Monroe Hwy	Loudoun County		95%	1%	1%	170	2%	0%	Г	0.094	Г	0.677	16000	(
- Name of Marine	To:	US 50 John Mosby Hwy	0.40/	40/		40/	00/	00/		0.004		0.500	4.4000	
15 James Monroe Hwy	Loudoun County	5.89 <b>13000 G</b>	94%	1%	1%	1%	3%	0%	С	0.094	F	0.506	14000	(
	To: Front	53-651 Gap Rd	0.40/	40/	10/	40/	00/	00/		0.004		0.500	4.4000	
15) James Monroe Hwy	Loudoun County	1.93 <b>14000 G</b>	94%	1%	1%	1%	3%	0%	F	0.094	F	0.506	14000	C
~~	To- From:	53-704 Harmony Church Rd	050/	40/		40/	00/	00/		0.001		0.505	17000	
James Monroe Hwy	Loudoun County	1.25 <b>16000 G</b>	95%	1%	1%	1%	2%	0%	С	0.091	F	0.595	17000	C
~~	From	SCL Leesburg	050/	10/		40/	00/	00/		0.001		0.000	45000	
15 King St	Town of Leesburg	1.09 <b>15000 G</b>	95%	1%	1%	1%	2%	0%	С	0.091	F	0.686	15000	C
~~	To: From:	253-4209 Evergreen Mill Rd			<u> </u>						_			
15 King St	Town of Leesburg	0.22 <b>28000 G</b> Bus US 15; Leesburg Bypass	95%	1%	1%	1%	2%	0%	F	0.094	F	0.605	30000	C
	From	Bus US 15 King St												
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 <b>72000 G</b>	96%	1%	1%	1%	1%	0%	F	0.082	F	0.725	76000	(
$\mathcal{I}$	Toc	SR 267 Dulles Greenway			$\neg$ $\vdash$									
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	1.16 <b>59000 G</b>	96%	1%	1%	1%	1%	0%	С	0.079	F	0.538	NA	
$\bigcirc$	To	SR 7 Market Street East												
15 Leesburg Bypass	Town of Leesburg	0.75 <b>47000 G</b>	96%	1%	1%	0%	2%	0%	F	0.073	F	0.549	48000	(
~	To	253-4208 Edwards Ferry Rd			<u> </u>									
15 Leesburg Bypass	Town of Leesburg		96%	1%	1%	0%	2%	0%	F	0.079	F	0.609	30000	(
<del>~</del>	To	NCL Leesburg			$\lnot$ $\sqsubseteq$									
15 Leesburg Bypass	Loudoun County		96%	1%	1%	0%	2%	0%	F	0.076	F	0.608	27000	(
<u> </u>	Too	Bus US 15 North of Leesburg			—∟									
15 James Monroe Hwy	Loudoun County		96%	1%	1%	0%	2%	0%	С	0.086	Α	0.516	27000	F
,	Tα	53-662 Lucketts Rd										-		

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

luvia di atia a	Laurette AADT (	2.4 4Tius	D		Tru	ck		00	K	ΟK	Dir	A A \ A \ D T	O14
			bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QW
			1%	1%	0%	2%	0%	F	n n89	F	0.631	22000	G
To:			1 /0	1 /6	0 /6	2/0	0 /6	•	0.003	•	0.001	22000	u
From:	-			i									
Louisa County									0.081	F		5200	G
Τα:	I-64 East												
From:									0.100	_		F700	_
Louisa County		G		$\overline{}$					0.132	г		5700	G
From:		Hwy		<u> </u>									
Town of Haymarket (Maint: 76)									0.108	F		15000	G
Тох	I-66 East												
Fron:													_
Prince William County		G		_					0.114	F		2200	G
From:													
Town of Leesburg		<b>G</b> 96%	3%	1%	0%	0%	0%	F	0.089	F	0.517	25000	G
To:													
Town of Loophurg			20/	10/	00/	00/	00/	_	0.004	_	0.512	11000	G
rown or Leesburg		<b>G</b> 96%	3%	176	0%	0%	0%	Г	0.094	Г	0.513	11000	G
Front													
Town of Leesburg	0.40 <b>8700</b>	<b>G</b> 96%	3%	1%	0%	0%	0%	F	0.099	F	0.509	9200	G
To: From:	253-4206 Loudoun	St											
Town of Leesburg	0.23 <b>8600</b>	<b>G</b> 96%	3%	1%	0%	0%	0%	F	0.083	F	0.56	9100	G
To: Fron:	North St												
Town of Leesburg	1.30 <b>9100</b>	<b>G</b> 96%	3%	1%	0%	0%	0%	F	0.099	F	0.542	9700	G
To	NCL Leesburg												
Loudoup County		G 96%	3%	1%	0%	0%	0%	C	0 141	F	0.537	9000	G
To:			070		070	070	070		0.111		0.007	0000	Ŭ
Fron:	US 15, US 17, US 29 James M	ladison Hwy											
Fauquier County	0.55 <b>11000</b>	<b>A</b> 96%	1%	1%	1%	1%	0%	С	0.103	Α	0.663	12000	Α
To: From:	SCL Warrenton												
Town of Warrenton	0.34 <b>11000</b>	N 96%	1%	1%	1%	1%	0%	N	0.103	Α	0.663	12000	Ν
Too													
Town of Warrenton			0%	1%	0%	<b>0%</b>	0%	C	0 094	F	0.560	5200	F
Town or warrenton			U /0	1 /0	U /0	U /0	0 /0	U	0.034	'	0.500	3200	
From					•		04:	_	0.655	_			_
Town of Warrenton	0.32 <b>6300</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	С	0.089	F	0.593	6700	F
	Louisa County Tot  Front  Louisa County Tot  Front  Town of Haymarket (Maint: 76) Tot  Prince William County Tot  Front  Town of Leesburg  Front  Town of Leesburg  Town of Leesburg  Front   Loudoun County	Loudoun County	Loudoun County	Length AADT QA 4Tire Bus   2Axle	Length   AADT   QA   4Tire   Bus   2Axle   34-Axle	Sum	S3-662 Lacketts Rd	Length AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   CO   1	Section   Control   Cont	Sursidiction   Length AADT   QA   4Tire   Bus   2Axile   3+Axile   1Trail   2Trail   QC   Factor   QK	Section   County   Autor   Au	Length AADT QA 4Tree   Bus   2AAde 3AAde 1Trail   2Trail   QC   Factor   QK   Factor   AAWDT   Color   County   4.41   20000   G   96%   1%   19%   0%   2%   0%   F   0.089   F   0.631   22000   County   Coun	

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

		Primary and	micorotato i i	outoo											
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	. UN
riodio	ouriou ou ou	Longin P	TAD! QA	11110	Dao	2Axle	3+Axle	1Trail	2Trail	u o	Factor	Q, t	Factor	7011151	α.,
Bus	From:		lpeper St									_			
<sub>15</sub> Main St	Town of Warrenton	0.05	6300 N	99%	0%	1%	0%	0%	0%	N	0.089	F	0.593	6700	N
Bus Bus	To: From:	US	211 Bus												
15 \ 211 Main St	Town of Warrenton	0.01	6300 N	99%	0%	1%	0%	0%	0%	N	0.089	F	0.593	6700	N
15) (211) 61	Tα		andria Pike	0070	0 70	Ť	070	0 / 0	070		0.000	•	0.000	0,00	
Bus Bus	Fron:		Main St												
15) (211) Alexandria Pike	Town of Warrenton	0.24	6700 F	99%	0%	0%	0%	0%	0%	С	0.097	F	0.502	7100	F
	Toc	k	King St												
Bus Bus	From:			2221	221		221	0-1	0-1	_		_			_
15) (211) Alexandria St	Town of Warrenton		7200 F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.515	7700	F
Bus Bus	To: From:		ckwell Rd andria Pike												
~ ~~	Town of Warrenton		7400 G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.549	8100	G
15) (211) Blackwell Rd	Tα		US 211; Lee H		0 70		0 70	0 70	0 70	O	0.000	•	0.040	0100	ď
us Bus	From:		S 211; Blackwe	_											
15 (29) Lee Highway	Town of Warrenton	0.59 <b>3</b>	32000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	35000	G
	To	NCI	Warrenton												
us Bus	From:														
15) (29) Lee Highway	Fauquier County		32000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	35000	G
<del>~</del> ~	To:	US 15, US 2	29 Eastern Byp	ass											
Bus Bus	Fronc		South of Remi												
15) (29) Remington Rd	Culpeper County		2000 G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.529	2000	G
<del>~</del> ~	To: From		r County Line												
Bus Bus (29) James Madison St	Fauquier County		r County Line 1800 G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.538	2000	G
15) (29) James Madison St	Fauquier County	0.24	1000 G	90%	076	1 70	0%	1 70	0%	Г	0.096	Г	0.556	2000	G
Bus Bus	To: From:	SCL	Remington												
15) (29) James Madsion St	Town of Remington (Maint: 30)	0.13	1800 N	98%	0%	1%	0%	1%	0%	Ν	0.096	F	0.538	2000	Ν
	To	20.6	51 M : C:												
Bus Bus	From:	30-63	51 Main St												
5 {29 } James Madsion St	Town of Remington (Maint: 30)	0.30	2700 G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.649	2900	G
~ <u>-</u>	To	NCL	Remington												
Bus Bus	Favorier County			000/	00/	10/	00/	10/	00/	N.I.	0.000	_	0.040	0000	N.
15) (29) James Madsion St	Fauquier County		North of Remin	98%	0%	1%	0%	1%	0%	N	0.093	F	0.649	2900	N
Bus	From:		uth of Culpepe		40/		00/	00/	00/	_	0.005	_	0.505	0400	_
Orange Rd	Culpeper County	0.07	7600 G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.505	8100	G
Bus	To: From:	SCL	. Culpeper												
15 Orange Rd	Town of Culpeper	1.32	7500 G	98%	0%	1%	1%	0%	0%	С	0.090	F	0.559	7900	G
15) 5.495 1.4				0070	0 /0		. / 0	0 /0	0 / 0	J	5.000	•	3.000	, 000	
Bus	To: From:	US 522 C	Germanna Hwy												
15) (522) Germanna Highway	Town of Culpeper	0.12	5200 G	97%	0%	1%	0%	1%	0%	С	0.092	F	0.538	5500	G
	To:														

# 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> 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	Germanna Highway	2021					221	_		_		40000	
(15) (29) (522) Main St	Town of Culpeper	0.26 <b>11000 G</b>	i 98%	0%	1%	0%	1%	0%	С	0.077	F	0.526	12000	G
Bus Bus	To: From:	204-3651 Orange Rd												
(15) (29) (522) Main St	Town of Culpeper	0.59 <b>17000 G</b>	98%	0%	1%	0%	1%	0%	F	0.077	F	0.526	18000	G
Bus Bus	To: From:	US 522 Evans Street												
15 29 Main St	Town of Culpeper	0.20 <b>17000</b> G	97%	0%	1%	0%	1%	0%	С	0.075	F	0.541	18000	G
$\bigcirc$	To	Begin SR 229												
Bus Bus (15) (29) (229) Main St	Town of Culpeper	0.06 <b>17000 G</b>	i 97%	0%	1%	0%	1%	0%	С	0.075	F	0.541	18000	G
(13) (23) (223)	Τα	SR 229, Madison Hwy												
Bus Bus Madiaga Highway	From:	SR 229, Main St	i 98%	0%	1%	0%	0%	00/	_	0.000	F	0.547	22000	_
15 (29) Madison Highway	Town of Culpeper	0.22 <b>21000 G</b>	90%	0%	176	0%	0%	0%	С	0.082	Г	0.547	22000	G
Bus Bus	To: From:	Nottingham Street												
15 (29) Madison Highway	Town of Culpeper	0.91 <b>22000 G</b>	i 98%	0%	1%	0%	0%	0%	С	0.083	F	0.537	23000	G
Bus Bus	Too From:	NCL Culpeper												
15) 29) Madison Highway	Culpeper County	2.07 <b>12000 A</b>		0%	1%	1%	2%	0%	С	0.092	Α	0.649	12000	Α
<del>\ \ \ \ \</del>	Te:	US 15, US 29, 23-762	!											
Bus 15 S Main St	Town of Farmville	US 15, US 460 0.52 <b>18000 G</b>	i 98%	0%	1%	0%	1%	0%	F	0.093	F	0.592	19000	G
15) 3 Main St	Town of Familyine		90%	0%	1 70	0%	1 70	0%	Г	0.093	Г	0.592	19000	G
Bus	From	Belmont Circle												
15) Main St	Town of Farmville	0.62 <b>22000 G</b>	i 98%	0%	1%	0%	1%	0%	С	0.091	F	0.621	23000	G
Bus	To: From:	Milnwood Rd												
15 Main St	Town of Farmville	0.13 <b>19000 G</b>	i 98%	0%	0%	0%	1%	0%	F	0.09	F	0.561	21000	G
Bus	To: From:	Gilliam Dr												
15 Main St	Town of Farmville	0.30 <b>14000 G</b>	i 98%	0%	0%	0%	1%	0%	F	0.090	F	0.514	15000	G
$\hookrightarrow$	To	Griffin Blvd												
Bus 15 Main St	Town of Farmville	0.16 <b>9900 G</b>	i 98%	0%	0%	0%	1%	0%	F	0.089	F	0.500	11000	G
(15) Main St	To.		0070	0 70		070	1 /0	0 70	•	0.000	•	0.000	11000	ŭ
Bus	Front	Gross St	0001	00/	00/	00/	40/	00/	_	0.000	_	0.046	10000	_
(15) Main St	Town of Farmville	0.41 <b>12000 G</b>	i 98%	0%	0%	0%	1%	0%	F	0.092	F	0.642	13000	G
Bus	To: From	Putney St												
(15) Main St	Town of Farmville	0.21 <b>9900 G</b>	i 98%	0%	0%	0%	1%	0%	С	0.083	F	0.56	10000	G
Bus	To: From:	High Street Main Street												
15 High St	Town of Farmville	0.07 <b>4300</b> G	i 98%	0%	0%	0%	1%	0%	F	0.086	F	0.585	4500	G
$\bigcirc$	To	Venable Street												

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

Route	Jurisdiction	Length	AADT	ΟΛ	4Tire	Rue		Tru	ck		QC	K	QK	Dir	AAWDT	
	- Junisaiction				71110	Dus	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QIV	Factor	AAWDI	QVV
Bus 15 High St	Town of Farmville	0.29	enable Stree	et <b>G</b>	97%	0%	1%	0%	1%	0%	F	0.09	F	0.544	4900	G
15 High St	Town of Familyine		Oak Street	G	9770	076	170	076	170	0%	Г	0.09	Г	0.544	4900	G
Bus	From		High St													
15 Oak St	Town of Farmville	0.28	6800	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.585	7200	G
<u> </u>	To:		Third St													
Bus Bus (460) Third St	Town of Farmville	1.29	Oak Street 10000	G	97%	0%	1%	0%	1%	0%	С	0.09	F	0.516	11000	G
15) (460) 111110 St	Town of Family inc				37 70	0 70	1 /0	0 70	1 /0	0 70	J	0.03	'	0.510	11000	ч
Bus Bus	Front		ustrial Park													
15 (460) Third St	Town of Farmville	0.94	7100	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.643	7600	G
Bus Bus	To: Fron:	73-695	5, WCL Fan	mville												
15 (460)	Prince Edward County	1.22	6400	Α	97%	0%	1%	1%	1%	0%	С	0.108	Α	0.642	7000	Α
13)(400)	To:		5 Sheppard					.,.	.,.	- , -	_					
Bus Bus	From	US 1	5 S of Keys	sville												
15 (360 Olds Kings Hwy	Charlotte County	2.93	1400	G	93%	1%	1%	1%	5%	0%	С	0.110	F	0.579	1400	G
	Too		CL Keysville	Δ												
Bus Bus	From					4.5.1		4.57					_			
15 (360)	Town of Keysville (Maint: 19)	0.73	1400	N	93%	1%	1%	1%	5%	0%	N	0.110	F	0.579	1400	N
Bus Bus	To: From:		S SR 40													
15) (360) (40) McDonald Rd	Town of Keysville (Maint: 19)	0.56	5600	G	93%	1%	1%	1%	5%	0%	F	0.092	F	0.548	5500	G
$\sim$	To:		N SR 40													
Bus Bus 15 (360) Four Locust Hwy	Town of Keysville (Maint: 19)	0.37	5100	G	93%	1%	1%	1%	5%	0%	F	0.086	F	0.534	5000	G
15) (360) 1 our Locust 1 wy	Town of Reysville (Maint. 19)				33 /6	1 /0	1 /6	1 /0	J /6	0 /6	'	0.000	'	0.554	3000	u
Bus Bus	From:		CL Keysville	e												
15 \ (360 )	Charlotte County	1.34	5100	N	93%	1%	1%	1%	5%	0%	Ν	0.086	F	0.534	5000	Ν
<del></del>	Tα	US 1	5 N of Keys	sville												
	From		Carolina Sta													
16) Jefferson Hwy	Grayson County	4.06	900	G	89%	0%	2%	2%	7%	0%	С	0.099	F	0.653	930	G
<u> </u>	From		8 Troutdale Mouth of V													
16) 58 Troutdale Hwy	Grayson County	3.99	1400	G	91%	1%	3%	1%	4%	0%	С	0.104	F	0.503	1400	G
10) (30) ************************************	To:		S 58 Volne							- , -	_					-
	From:	US 58	Highlands	Pkwy												
16) Troutdale Hwy	Grayson County	5.66	1200	G	91%	1%	3%	1%	4%	0%	F	0.113	F	0.595	1300	G
<u></u>	To: From	E	CL Troutdal	le												
16) Troutdale Hwy	Town of Troutdale (Maint: 38)	2.26	900	G	91%	1%	3%	1%	4%	0%	F	0.113	F	0.592	930	G
$\smile$	To:	W	CL Troutda	ıle												
16) Troutdale Hwy	Grayson County	0.82	900	N	91%	1%	3%	1%	4%	0%	Ν	0.113	F	0.592	930	Ν
$\smile$	То:		th County I													
0	From:		son County		000/	40/	40/	40/	70/	00/	0	0.447	_	0.000	1000	_
16) Sugar Grove Hwy	Smyth County	4.48	1200	F	90%	1%	1%	1%	7%	0%	С	0.117	F	0.632	1200	F
<u> </u>	10.	86-676	Quarter Bra	anch 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	Q۱
	From:	86-676 Quarter Branch												
16) Sugar Grove Hwy	Smyth County	1.38 <b>1300 F</b>	91%	1%	1%	2%	6%	0%	С	0.111	F	0.626	1300	F
	To: From:	86-601 Flatridge Rd												
16) Sugar Grove Hwy	Smyth County	9.25 <b>2100 F</b>	93%	1%	1%	1%	4%	0%	С	0.081	F	0.588	2000	F
	To: From:	SCL Marion												
16 S Commerce St	Town of Marion	0.25 <b>3600 F</b>	96%	0%	1%	1%	2%	0%	С	0.085	F	0.556	3800	l
<u>~</u>	To: From:	I-81												
16) S Commerce St	Town of Marion	0.05 <b>7200 F</b>	96%	0%	1%	1%	2%	0%	F	0.082	F	0.559	7700	
<u>~</u>	To: From:	SR 217 State St												
16) S Commerce St	Town of Marion	0.68 <b>6600 F</b>	96%	0%	1%	1%	2%	0%	F	0.082	F	0.557	7000	
<u></u>	To: From:	US 11 Main St												
16) (11) Main St	Town of Marion	0.08 <b>10000 F</b>	99%	0%	0%	0%	0%	0%	F	0.080	F	0.507	11000	
<i></i>	To: From	East Main St												
16) (11) Main St	Town of Marion	0.17 <b>13000 F</b>	99%	0%	0%	0%	0%	0%	F	0.080	F	0.507	14000	
	To- From:	Chatham Hill Rd; Lee S	t		_									
16) (11) Main St	Town of Marion	0.94 <b>15000 F</b>	99%	0%	0%	0%	0%	0%	С	0.081	F	0.519	16000	
	Τα	US 11 Main St			<u> </u>									
16) Park Blvd	Town of Marion	1.27 <b>4700 F</b>	99%	0%	1%	0%	0%	0%	С	0.085	F	0.571	5000	
<u> </u>	Τα	NCL Marion												
16) Park Blvd	Smyth County	0.59 <b>1800 F</b>	98%	1%	1%	0%	0%	0%	С	0.098	F	0.645	1900	
<u> </u>	Tα	86-617 Mitchell Valley Rd N o	f Marion											
16) Park Blvd	Smyth County	1.93 <b>1400 F</b>		1%	1%	0%	0%	0%	С	0.096	F	0.534	1400	
<i>9</i>	To	SR 348 Hungry Mother Sta	te Pk											
16) Park Blvd	Smyth County	9.43 <b>580 F</b>		0%	2%	1%	0%	0%	С	0.096	F	0.576	570	
<i>9</i>	To	SR 42 S, Bluegrass Tra	1											
16) (42) BF Buchanan Hwy	Smyth County	0.32 <b>510</b> F		2%	1%	1%	1%	0%	С	0.12	F	0.530	510	
	To:	SR 42 N, Old Wilderness	Rd											
	From:	N SR 42 Old Wilderness		00/		00/	00/	00/	_	0.404	_	0.550	0.40	
6 B F Buchanan Hwy	Smyth County	2.96 <b>250 F</b> Tazewell County Line	98%	0%	1%	0%	0%	0%	С	0.124	F	0.556	240	
	From:	Smyth County Line												
B F Buchanan Hwy	Tazewell County	3.66 <b>280 G</b>	99%	0%	1%	0%	0%	0%	С	0.145	F	0.617	290	
	Τα	92-601 Freestone Valley	Rd											
6 B F Buchanan Hwy	Tazewell County	4.95 <b>470</b> G		0%	1%	1%	0%	0%	С	0.107	F	0.542	490	
<i>J</i>	To	92-602 Pleasant Hill Churc	h Rd											
6) B F Buchanan Hwy	Tazewell County	2.77 <b>1200</b> G		0%	1%	1%	1%	0%	С	0.098	F	0.562	1200	
	To	92-604 Thompson Valley												
16) B F Buchanan Hwy	Tazewell County	1.68 <b>2100</b> G		0%	1%	2%	1%	0%	С	0.093	F	0.616	2200	(
10) = 1 = 20.1	To	Bus US 19, Bus US 460 Ma				-/-	. , •	0,0	•	3.550	•	2.0.3		

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

		Filliary and interstate no	Julios											
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
					2Axle	3+Axle	1Trail	2Trail		Factor	٠	Factor		٠.,
Bus Bus	From	S US 19 BUS	0051	0-1		4.57	061	061	_	0.000	_	0.504	1000	_
(16) (19) (460) Crab Orchard Rd	Tazewell County	1.11 <b>1900 G</b>	98%	0%	1%	1%	0%	0%	С	0.083	F	0.581	1900	G
Dur Bur	To: From:	WCL Tazewell												
Bus Bus	Tazewell County	0.44 <b>1900 N</b>	98%	1%	1%	0%	0%	0%	Ν	0.098	F	0.798	1900	N
(16) (19) (460)	Tazewen County	SR 16	30 /6	1 /0		0 70	0 70	0 70	14	0.000	'	0.750	1300	14
Bus Bus	From:	WCL Tazewell												
16) (19) (460) Main St	Town of Tazewell	0.20 <b>1900 G</b>	98%	1%	1%	0%	0%	0%	С	0.098	F	0.798	1900	G
	To	ALT SR 16 Fairgrounds Ro	.1											
Bus Bus	From:													
(16) (19) (460) Main St	Town of Tazewell	0.81 <b>3400 G</b>	99%	0%	0%	0%	0%	0%	F	0.085	F	0.523	3500	G
	Too	Church Ave												
Bus Bus Financial Track	Town of Toronal		000/	00/	00/	00/	00/	00/	F	0.000	F	0.510	4000	_
16 (19) (460) Fincastle Trpk	Town of Tazewell	0.44 <b>3800 G</b>	99%	0%	0%	0%	0%	0%	Г	0.090	Г	0.519	4000	G
	From:	N US 19; 460 BUS MAIN S Bus US 19, Bus US 460, Mai												
16 Tazewell Ave	Town of Tazewell	0.83 <b>4700 G</b>	99%	0%	1%	0%	0%	0%	С	0.099	F	0.559	4900	G
10)	-					- , -		-,-	-		-			-
	From	US 19, US 460	000/	00/		00/	00/	00/	_	0.000		0.500	0000	_
16 Tazewell Ave	Town of Tazewell (Maint: 92)	0.44 <b>2900 G</b>	99%	0%	1%	0%	0%	0%	С	0.099	F	0.528	3000	G
	From:	SR 61 Riverside Dr Tazewell Ave												
16) Riverside Dr	Town of Tazewell	1.30 <b>3300 G</b>	99%	0%	1%	0%	0%	0%	F	0.090	F	0.553	3400	G
16) Tilverside Bi	TOWN OF TUZOWOII			0 70	1 70	0 70	0 70	0 70	•	0.000	•	0.000	0400	G
	From	ALT SR 16 Fairgrounds Ro				121		221	_		_		4000	
(16) Riverside Dr	Town of Tazewell	0.54 <b>4000 G</b>	96%	1%	1%	1%	1%	0%	С	0.088	F	0.522	4200	G
<u>~</u>	To: From:	NCL Tazewell												
(16) Stoney Ridge Rd	Tazewell County	2.67 <b>3100 G</b>	96%	1%	1%	1%	1%	0%	F	0.083	F	0.541	3200	G
$\smile$	Too	92-636 Dry Fork Rd												
16 Stoney Ridge Rd	Tazewell County	2.62 <b>2300 G</b>	96%	0%	1%	1%	2%	0%	С	0.09	F	0.53	2400	G
(10) Stories Findings Find			0070	0 70		. , 0	_,,	0,0	Ū	0.00	•	0.00		•
Oten and Bidge Bd	To Too	92-644 Horsepen Rd	000/	00/		40/	00/	00/	_	0.004	F	0.004	4500	
(16) Stoney Ridge Rd	Tazewell County	2.55 <b>1400 G</b>	96%	0%	1%	1%	3%	0%	С	0.091	F	0.601	1500	G
	10.	West Virginia State Line												
	From	SR 16 S Commerce St									_			_
(16) Ramp to I-81 N at Exit 45	Town of Marion (Maint: 86)	0.24 <b>1000 G</b>								0.098	F		1000	G
<u> </u>	10:	I-81 N			J									
	From:	Ramps SR 16 N032B; SR 16 S	032B											
(16) Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.13 <b>2300 G</b>								0.123	F		2300	G
$\overline{}$	Tor	I-81 S												
ALT	From:	US 19 Bus Main St												
16) Fairgrounds Rd	Town of Tazewell	0.73 <b>2300 G</b>	98%	0%	1%	0%	0%	0%	С	0.094	F	0.504	2400	G
$\smile$	To:	NCL Tazewell; US 19; US 4	60											
ALT	From:	NCL Tazewell												
(16) Fairgrounds Rd	Town of Tazewell	0.15 <b>2300 N</b>	98%	0%	1%	0%	0%	0%	Ν	0.094	F	0.504	2400	N
$\smile$	To:	US 19 Tazewell												

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

		-					Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		Tazewell												
16 Fairgrounds Rd	Town of Tazewell	0.45 <b>2</b>	700 G	97%	0%	1%	1%	2%	0%	С	0.093	F	0.536	2800	G
ALT	To: From:	SCL 7	Tazewell												
16 Fairgrounds Rd	Town of Tazewell	0.28 <b>2</b>	700 N	97%	0%	1%	1%	2%	0%	Ν	0.093	F	0.536	2800	Ν
	Τœ	SR 16 R	Riverside Dr												
	From:	North Caro	lina State Line												
17 George Washington Hwy	City of Chesapeake	3.58 <b>1</b> 4	4000 A	94%	0%	1%	0%	5%	0%	С	0.102	Α	0.739	15000	Α
$\searrow$	Τα	131-8796	Ballahack Rd			<u> </u>									
17 George Washington Hwy	City of Chesapeake		4000 G	94%	0%	1%	0%	5%	0%	F	0.089	F	0.709	15000	G
	To	Bus US 17 Georg	ge Washington	Hwy											
17 Dominion Blvd	City of Chesapeake		0000 G	95%	0%	1%	1%	3%	0%	F	0.092	F	0.637	11000	G
<i>::</i>	To		Cedar Rd												
17 Dominion Blvd	City of Chesapeake		7000 G	95%	0%	1%	1%	3%	0%	С	0.085	Α	0.581	NA	
17) 20111111011 2110	Table 1				0 70		. , ,	0,0	0 / 0	Ū	0.000		0.00		
17 Dominion Blvd	City of Chesapeake		inbridge Blvd 7000 G	95%	0%	1%	1%	3%	0%	F	0.095	F	0.772	29000	G
17 Dominion Blvd	City of Criesapeake			95%	0%	1%	170	3%	0%	Г	0.095	Г	0.772	29000	G
~~~	To: From:		eat Bridge Blvd		221			221	0-1					40000	_
17) Dominion Blvd	City of Chesapeake		0000 G	95%	0%	1%	1%	3%	0%	F	0.097	F	0.771	42000	G
	From:		Grove Connecto 7 (Ramp)	or											
17\ \( \) \( \) Ramp	City of Chesapeake (Maint: 64)	0.30	, (Itamp)	Se	e US 1	7 for dir	ectional	traffic v	olume e	stima	tes for th	is seg	gment.		
	To:		(Ramp)										<u> </u>		
~~~	From:		I-64												
17) (464) Ramp	City of Virginia Beach (Maint: 64)	0.20				4 for dire	ctional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
<del>* *</del>	From:	064-E(B)/IS-00464-	N001B(L)/FRC -464	OM RT 464	4 N										
17 (64) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	4.31	-404	S	ee I-64	for dire	ctional tr	raffic vo	lume es	timate	es for this	seai	ment.		
. ) \ )	raffic Estimates for 2 Parallel Roadways on		4000 G	93%	0%	1%	1%	5%	0%	F	0.072			100000	G
	To		I-64	0070	0 70		. , ,	0,0	0 / 0	•	0.0.2	•			0.
~~~		064-E(B)/IS-00064-	E296A(R)/TO 1												
17) (64) Ramp	City of Chesapeake (Maint: 64)	0.23				for dire	ctional tr	raffic vo	lume es	timate	es for this	segi	ment.		
<del>*</del> *	From: 3US-0	0017-P(U)/IS-00064	4-E296A(R)/FR I-64	ROM RT 6	64 E										
17 George Washington Hwy	City of Chesapeake		4000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.583	25000	G
17)	To														_
17 George Washington Hwy	City of Chesapeake		60 Military Hwy <b>3000 G</b>	97%	0%	1%	1%	1%	0%	С	0.085	F	0.61	14000	G
George Washington Hwy	Oily of Offesapeake			31 /0	U /o	1 /0	1 /0	1 /0	U /o	U	0.003	'	0.01	14000	G
Casas Washington Hum	To: From:		6 Canal Dr	070/	00/		10/	10/	00/		0.070		0.577	00000	
George Washington Hwy	City of Chesapeake		1000 G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.577	33000	G
-	Franc		ortsmouth Chesapeake												
17 George Washington Hwy	City of Portsmouth		4000 F								0.092	F	0.655	NA	
	Tor		Victory Blvd												

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

				4			Tru	ıck			K	014	Dir	AAMADT	0)4/
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From	SR 239 Vic	_												
(17) George Washington Hwy	City of Portsmouth	0.42 <b>210</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.079	F	0.609	23000	F
<del>-</del>	To: From	Derby	Rd												
(17) George Washington Hwy	City of Portsmouth	0.52 <b>230</b> 0	00 F								0.082	F	0.598	NA	
<u> </u>	To	124-8540 Gre	enwood Dr												
17 George Washington Hwy	City of Portsmouth	0.31 <b>240</b> 0				-					0.082	F	0.630	NA	
	To:	SR 141, Fred	erick Blvd												
~~~ - · · · · · - · · ·	From:	SR 141 George W								_		_			_
17 Frederick Blvd	City of Portsmouth	0.70 <b>130</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.077	F	0.512	14000	F
<u> </u>	Too Front	SR 337 Portsr	nouth Blvd			-									
17 Frederick Blvd	City of Portsmouth	0.09 <b>150</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.077	F	0.520	16000	F
<u> </u>	To	124-8547 Deep	Creek Blv	1											
17 Frederick Blvd	City of Portsmouth	0.53 <b>210</b> 0		97%	0%	1%	1%	1%	0%	F	0.076	F	0.533	22000	F
(17)				0.70			. , 0	. , 0	0,0	•	0.0.0	•	0.000		•
Fraderick Blad	City of Doylomouth	I-26		99%	00/	00/	00/	00/	00/	F	0.070	F	0 E17	20000	F
17 Frederick Blvd	City of Portsmouth	0.35 <b>260</b> 0	00 F	99%	0%	0%	0%	0%	0%	г	0.079	г	0.517	28000	г
~~	To: From:	ALT SR 337 T	_												
17 Frederick Blvd	City of Portsmouth	0.51 <b>190</b> 0	00 F								0.082	F	0.508	NA	
<u> </u>	Too	US 58 Airl	ine Blvd			<u> </u>									
17 Frederick Blvd	City of Portsmouth	0.16 1200		99%	0%	0%	0%	0%	0%	F	0.08	F	0.55	13000	F
	Τα:	124-8758	High St												
~~~	From:	124-8758, Fre	derick Blvd												
17 High St	City of Portsmouth	0.29 <b>150</b> 0	00 F	99%	0%	0%	0%	0%	0%	F	0.079	F	0.669	16000	F
<u> </u>	To	Rodman	Ave												
17 High St	City of Portsmouth	2.13 <b>210</b> 0		99%	0%	0%	0%	0%	0%	F	0.094	F	0.624	22000	F
	Tec	124-8525 Ce	don Lono												
17 High St	City of Portsmouth	0.93 <b>180</b> 0		99%	0%	0%	0%	0%	0%	F	0.086	F	0.522	19000	F
(17) Tilgit St	Oity of 1 Ortaliodill				0 70		0 70	0 70	0 70	'	0.000	'	0.522	13000	'
~~~	To: From:	124-8528 Chur					221	221	221	_		_			
17 High St	City of Portsmouth	0.21 <b>130</b> 0	00 F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.525	14000	F
	To: From:	124-8532 Tyr	e Neck Rd												
17 Western Branch Blvd	City of Portsmouth	0.22 1600	00 F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.513	17000	F
<u> </u>	To:	ECL Ches	•												
~~~ W	From:	WCL Port		2001	00/		00/	00/	00/	_	0.005	_	0.500	10000	_
(17) Western Branch Blvd	City of Chesapeake	0.69 <b>180</b> 0	00 G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.568	19000	G
~~	To: From	131-8524 Chur	chland Blvc	l											
17	City of Chesapeake	0.56 <b>220</b> 0	00 F	99%	0%	0%	0%	0%	0%	С	0.096	Α	0.557	23000	F
<u> </u>	To:	ECL Su													
C Pride Dd	From:	WCL Ches	•	0001	00/		00/	00/	00/	_	0.000	_	0.507	00000	_
17 Bridge Rd	City of Suffolk	0.66 <b>240</b> 0	00 G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.537	26000	G
~~	. To: From	I-664; SR 164 We	estern Freev	vay											
17 Bridge Rd	City of Suffolk	1.81 <b>360</b> 0	00 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.599	39000	G
$\smile$	Tα	133-626 Knots Neck Ro	ad; Shoulde	rs Hill Rd											

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

Devite	Looks all sets on	1			4	D		Tru	ck		00	K	01/	Dir	A A)A/DT	0144
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	133-626 Knots No				221		401		0.57						
17 Bridge Rd	City of Suffolk	1.54	28000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.599	30000	G
~~~	To- From:		Bennetts Pa													
(17) Bridge Rd	City of Suffolk	2.47	21000	G	95%	0%	1%	2%	2%	0%	С	0.093	F	0.554	23000	G
<u> </u>	To- From	133-62	28 Crittende	en Rd												
17 Bridge Rd	City of Suffolk	1.17	16000	N	97%	0%	1%	1%	1%	0%	Ν	0.096	F	0.542	17000	Ν
<u> </u>	To: From		Wight Coun													
17 Carrolton Blvd	Isle of Wight County	2.43	NCL Suffolk 16000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.542	17000	G
(17) Carrolton Blvd	isle of Wight County				31 /6	0 /0	1 /0	1 /0	1 /0	0 /6	'	0.030	'	0.542	17000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From		58; SR 32 Ba		07-1	221		101		221						
17 258 32 Carrolton Blvd	Isle of Wight County	2.17	29000	Α	97%	0%	1%	1%	1%	0%	С	0.114	Α	0.650	32000	Α
	To: From:	FR-807 En	ntrance Ragg	ged Islar	ıd											
(17) (258) (32)	Isle of Wight County	4.64	28000	F	97%	0%	1%	1%	1%	0%	F	0.101	F	0.755	30000	F
$\bigcirc\bigcirc\bigcirc\bigcirc$	To:		Newport N													
17 (258) (32) Mercury Blvd	City of Newport News	0.22	Wight Coun  28000	F Line	97%	0%	1%	1%	1%	0%	F	0.101	F	0.755	30000	F
17 258 32 Mercury Blvd	Oity of Newport News				37 70	0 70	1 70	1 /0	1 /0	0 70	'	0.101	'	0.755	30000	
Manage Blad	To: From:		0 Warwick		070/	00/	10/	40/	40/	00/		0.404	_	0.500	00000	
17) (258) (32) Mercury Blvd	City of Newport News	0.56	<b>35000</b> SR 143 Jeffe	F	97%	0%	1%	1%	1%	0%	F	0.104	F	0.539	38000	F
	From:		58 Mercury		e		-									
17 143 Jefferson Ave	City of Newport News	1.31	41000	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.566	44000	F
	To	CD	R 152 Main	C+												
17 (143) Jefferson Ave	City of Newport News	1.69	47000	F								0.087	F	0.582	NA	
17) (143) 66116166117116	only of Hempore Hemo											0.007	•	0.002	1471	
17 (143) Jefferson Ave	City of Newport News	SR 300	6 Harpersvi <b>50000</b>	lle Rd <b>F</b>	97%	0%	1%	1%	1%	0%	F	0.085	F	0.513	55000	F
17 (143) Jefferson Ave	Ta:		Clyde Mor		31 /6	0 /0	1 /0	1 /0	1 /0	0 /6	'	0.003	'	0.515	33000	•
	From:		43 Jefferson													
17 J Clyde Morris Blvd	City of Newport News	1.28	40000	F	97%	0%	1%	1%	1%	0%	F	80.0	F	0.55	43000	F
$\bigcirc$	Too		I-64													
17 J Clyde Morris Blvd	City of Newport News	0.80	39000	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.589	42000	G
,	To															
17 J Clyde Morris Blvd	City of Newport News	0.25	34 Harpersy <b>35000</b>	F	98%	0%	1%	0%	1%	0%	F	0.084	F	0.536	37000	F
17) U Olyde Wollis Bivd	Oity of Newport News				30 70	0 70	1 70	0 70	1 /0	0 70	'	0.004	'	0.550	37000	•
Coorne Machinetes Mass Illus	To: From:		Newport N		000/	00/	10/	00/	10/	00/		0.00		0.504	07000	
George Washington Mem Hwy	York County	1.20	34000	F	98%	0%	1%	0%	1%	0%	F	0.08	F	0.524	37000	F
~	To: From:		71 Victory													
(17) George Washington Mem Hwy	York County	0.93	35000	G	98%	0%	1%	0%	1%	0%	F	80.0	F	0.524	38000	G
<del>~</del>	To: From		34 Hampton													
17 George Washington Mem Hwy	York County	2.08	46000	G	98%	0%	1%	0%	1%	0%	F	0.089	В	0.523	50000	G
<u> </u>	To	99-621 Г	Dare Rd; Gr	afton Dr			—									
17 George Washington Mem Hwy	York County	1.07	35000	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.549	37000	G
	Tor	SR 17	73 Denbigh	Blvd												

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

В.,	1 1 11 11			4			Tru	ıck			K	011	Dir		6111
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		3 Denbigh Blvd												
17 George Washington Mem Hwy	York County	1.39	34000 F	98%	0%	1%	0%	1%	0%	F	0.082	F	0.549	37000	F
~~	To: From:		Fort Eustis Blvd												
17 George Washington Mem Hwy	York County	0.59	26000 F	98%	0%	1%	0%	1%	0%	F	0.082	F	0.549	28000	F
~	To: From	99-	704 Cook Rd												
17 George Washington Mem Hwy	York County	2.38	20000 F	98%	0%	1%	0%	1%	0%	F	0.098	F	0.784	21000	F
~	To	SR 2	38 Goosley Rd												
George Washington Mem Hwy	York County	0.28	28000 F	98%	0%	1%	0%	1%	0%	F	0.096	F	0.729	30000	F
<del>"</del>	To	SD 000	03 Colonial Pkw	7											
17 George Washington Mem Hwy	York County	0.69	31000 F	98%	0%	1%	0%	1%	0%	F	0.098	F	0.754	33000	F
17)	T-							.,.	- , -			-			-
George Washington Mem Hwy	York County	0.09	001 Mathew St 31000 G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.716	34000	G
17) George Washington Mem Hwy	Tork County		ester County Line	30 /6	0 /6		0 /6	1 /0	0 /6	•	0.033	'	0.710	34000	u
	From:		k County Line												
17 George Washington Mem Hwy	Gloucester County	1.47	31000 G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.716	34000	G
<i>→</i>	Too	36-1	208 Roper Rd												
17 George Washington Mem Hwy	Gloucester County	1.49	32000 A	98%	0%	1%	0%	1%	0%	С	0.103	Α	0.679	34000	Α
	To	CD 2	16 Cuinas Dd												
17 George Washington Mem Hwy	Gloucester County	2.92	216 Guinea Rd 32000 G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.651	34000	G
17) Goorge Washington Mon Timy	and description of the second						0 70	1 /0	0 70	•	0.000	•	0.001	0.000	ŭ
Coorgo Washington Mam Huny	Gloucester County		ys Point Rd, Ordi 31000 G	_	00/	10/	00/	10/	00/	F	0.000	F	0.622	22000	G
17) George Washington Mem Hwy	Gloucester County			98%	0%	1%	0%	1%	0%	Г	0.089	Г	0.632	33000	G
~	From		8 TC Walker Rd												
17 George Washington Mem Hwy	Gloucester County	3.01	26000 G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.568	28000	G
~	To: From:	Bus US 17 Main	St, South of Glou	cester CH											
17 George Washington Mem Hwy	Gloucester County	1.68	18000 G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.664	20000	G
~	To	Bus US 17 Main	St, North of Glou	icester CH											
17 (14) George Washington Mem Hwy	Gloucester County	2.45	15000 G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.570	16000	G
$\mathcal{I}$	To:	36	-606 Ark Rd												
17 (14) George Washington Mem Hwy	Gloucester County	1.65	12000 G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.519	13000	G
17) (14)						<del></del> i			- , -						-
17 (14) George Washington Mem Hwy	Gloucester County	3.73	615 Willis Rd 10000 G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.545	11000	G
17) (14) George Washington Mem Hwy	Gloucester County			30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	•	0.000	'	0.545	11000	G
~~~	From		14 Adner Rd	000/	00/		00/	40/	00/		0.004		0.50	0700	
17 George Washington Mem Hwy	Gloucester County	4.77	6300 G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.52	6700	G
~~~	To: From		SR 198 Glenns R												
(33) George Washington Mem Hwy	Gloucester County		11000 G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.504	12000	G
<del>~</del> ~	To: From		esex County Line												
~ <i>_</i>			ster County Line	000/	0%		0%	40/	0%	_	0.086	_	0.549	12000	G
(33) Tidewater Trail	Middlesex County	0.81	11000 G	98%	110/2	1%	119/2	1%	119/2						

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

		<u> </u>				Trı	ıok			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA ·	4Tire Bı	10	e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Tidowator Trail	· · · · · · · · · · · · · · · · · · ·	JS 17, SR 33 Gloucester R			/ 19/	00/	10/	00/	F	0.006	F	0.520	5700	(
Tidewater Trail	Middlesex County	1.02 <b>5300</b>	G	98% 0	% 1% 	0%	1%	0%	Г	0.086	Г	0.539	5700	
~	To: From:	Bus US 17 School		2021										
Tidewater Trail	Middlesex County	2.79 <b>7100</b>	G	98% 0	% 1%	0%	1%	0%	F	0.086	F	0.501	7600	
~	110ii.	59-603 Warner Road; Farl	_								_			
7) Tidewater Trail	Middlesex County	2.38 <b>5100</b>	G	98% 0	% 1%	0%	1%	0%	F	0.085	F	0.528	5400	
~	To: From:	59-602 Old Virginia												
7 Tidewater Trail	Middlesex County	7.46 <b>5200</b>		98% 0	<u>% 1%</u>	0%	1%	0%	F	0.088	F	0.531	5600	
	From:	Essex County L Middlesex County												
Tidewater Trail	Essex County	4.67 <b>4800</b>		98% 0	% 1%	0%	1%	0%	F	0.083	F	0.536	5100	
5	To	28-684 Center C												
7 Tidewater Trail	Essex County	5.64 <b>5000</b>		98% 0	% 1%	0%	1%	0%	F	0.079	F	0.555	5400	
) Hadwater Hair	2000X Godiny					0,0	1 /0	0 70	•	0.070	•	0.000	0.00	
7 Tidewater Trail	Essex County	28-609 Essex Mi 3.03 <b>7500</b>		98% 0	/ % 1%	0%	1%	0%	F	0.080	F	0.572	7900	
7 Tidewater Trail	Essex County			90% 0	/o 1 7/o	0%	1 70	0%	Г	0.000	Г	0.572	7900	
~~~	To: From:	US 360 Brays F		0.40/		40/	40/	00/		0.000		0.545	00000	
7 (360) Tappahannock Blvd	Essex County	0.20 <b>23000</b>	G	94% 0	% 1%	1%	4%	0%	F	0.082	F	0.515	20000	
~ ~~	To: From:	SCL Tappahann												
7) (360)	Town of Tappahannock (Maint: 28)	2.24 <b>23000</b>	N	94% 0	% 1%	1%	4%	0%	N	0.082	F	0.515	20000	
~ ~	To- From:	US 360 Tappahan	nnock											
7}	Town of Tappahannock (Maint: 28)	0.62 <b>7400</b>	Α	94% 0	% 1%	1%	4%	0%	С	0.139	Α	0.622	6600	
~~ <u></u>	To: From:	NCL Tappahann	nock		-									
7	Essex County	2.53 <b>7400</b>	N	94% 0	% 1%	1%	4%	0%	Ν	0.139	Α	0.622	6600	
~	To	28-703 Gwynnfiel	ld Rd		L									
Tidewater Trail	Essex County	3.71 <b>6900</b>		94% 0	% 1%	1%	4%	0%	F	0.080	F	0.503	6100	
<u>ت</u>	To	28-624 Caret	t											
Tidewater Trail	Essex County	9.35 <b>5600</b>		94% 0	% 1%	1%	4%	0%	F	0.082	F	0.555	4900	
5	To													
7 Tidewater Trail	Essex County	28-635 Rose Mou 4.45 <b>5800</b>		94% 0	% 1%	1%	4%	0%	F	0.082	F	0.692	5100	
7) Tidewater Trail	To:	Caroline County		J+70 U	70 170	1 /0	7/0	0 70	'	0.002	'	0.002	3100	
	From:	Essex County L												
7 Tidewater Trail	Caroline County	5.89 <b>6000</b>	F	94% 0	% 1%	1%	4%	0%	F	0.078	F	0.662	5400	
~	Too	US 301 Port Ro	oval		L									
7 Tidewater Trail	Caroline County	9.66 <b>5800</b>	•	94% 0	% 1%	1%	4%	0%	F	0.093	F	0.522	5200	
ン	To	16-610 Pepmeier H												
Tidewater Trail	Caroline County	2.57 <b>6700</b>		94% 0	% 1%	1%	4%	0%	F	0.083	F	0.543	5900	
) "30" "4"	To	Spotsylvania Count		2.70		. / 0	. 70	0 /0	•	0.000	•	0.0.0	2000	
~	From:	Caroline County	Line											
17 Mills Dr	Spotsylvania County	1.89 <b>7300</b>	G	94% 0	% 1%	1%	4%	0%	F	0.095	F		6500	
<u> </u>	To:	SR 2; Bus US	17											

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

		Primary ar	na interstate	HOL	ites											
Route	Jurisdiction	a Longth	AADT (	<b>7</b> 4	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	ΟW
houle	Jurisdiction	Lengin	AADI (	JA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
~~	From		R 2; Bus US 17													
(17) Mills Dr	Spotsylvania C	ounty 1.23	8300	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.547	7400	G
<u> </u>	To	88-609 Jim Mor	ris Rd; Thornto	n Rol	lling Rd		_									
17 Mills Dr	Spotsylvania Co			G	95%	1%	1%	1%	2%	0%	С	0.101	F	0.592	16000	G
	Too	90 771	Cosner Dr: 88-	1025												
17 Mills Dr	<sub>From</sub> L Spotsylvania Co			<u>1033</u>	94%	0%	1%	1%	4%	0%	F	0.079	F	0.512	25000	G
(17)	To:		Bus US 17	<u> </u>	0 1 70	0 70		1 70	170	070	•	0.070	•	0.012	20000	ŭ
	From:		US 17 Mill Rd	i												
17 Mills Dr	Spotsylvania C	ounty 0.27	19000	G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.750	17000	G
$\bigcirc$	To:		efferson Davis I	_												
~~~~. "	From		7 Poor House R							0-1	_		_			_
(17) (1) Jefferson Davis Hwy	Spotsylvania C	ounty 1.18		G	98%	0%	1%	0%	0%	0%	F	0.074	F	0.576	60000	G
	From		I-95 N US 1													
17 (1) Ramp US 1, US 17 to I	L 95 N at Exit 126 Spotsylvania Co	ounty 0.12		F	97%	0%	1%	1%	1%	0%	С	0.087	F		NA	
(17) (1) Namp 88 1, 88 17 18 1	To:	ounty 0.12	I-95 N	•	01 70	0 70		1 70	1 /0	070	Ū	0.007	•			
	From:	US 1 Je	efferson Davis I	Hwy												
(17) (95)	Spotsylvania C	ounty 2.81			Se	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	nbined Traffic Estimates for 2 Parallel F	Roadways on this Route:	123000	Α	86%	1%	1%	1%	11%	1%	F	0.079	Α	0.502	117000	Α
	To		_ Fredericksburg	~												
(17) (95)	From: L City of Fredericksburg		J I Tedericksbury	8	Se	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	sea	ment		
	nbined Traffic Estimates for 2 Parallel F	· · · · · ·	123000	Α	86%	1%	1%	1%	11%	1%	F		A	0.502	117000	Α
301		loadways on this rioute.			00 /0	1 /0	1 /0	1 /0	11/0	1 /0	•	0.073	^	0.502	117000	^
$\bigcirc$	City of Evadorial above	(Maint: 88) 2.29	SR 3			05	ميناه بر ما		-tt:	l	41 a. 4.	f				
17 95	City of Fredericksburg	, ,						ctional tr					_		1 10000	
Cor	nbined Traffic Estimates for 2 Parallel F	•		Α	86%	1%	1%	1%	11%	1%	F	0.065	F	0.570	146000	Α
	From:		ford County Lin L Fredericksbur													
(17) (95)	Stafford Cou		2 Tredericksour		Se	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	s seai	ment.		
	nbined Traffic Estimates for 2 Parallel F	-7	150000	Α	86%	1%	1%	1%	11%	1%	F	0.065	F	0.570	146000	Α
361	To:		17: BUS US 17		0070	1 /0		1 70	1170	1 /0	•	0.000		0.070	140000	,,
	From:		95 NB, US 17													
17 (95) Collector Rd	Stafford Cou	nty 0.45			Se	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
$\bigcirc$	To:	Exit 133 A	Ramp To Bus 1	US 17	7 S											
17 (95) Collector Rd	From L Stafford Cou		ramp To Bus	0017		ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	s seai	ment.		
(17) (33)	тГ			~									3			
17 G5 Collector Rd	Stafford Cour		p From US 17	S	0.	00 L 0F	for dire	etional tr	affic vo	lumo co	timat	ae for this		ment		
17 95 Collector Rd	Stafford Cou	,	B Ramp To US	17 N		CE 1-30	ioi dire	ctional tr	anic vo	iuiiie es	umale	50 IUI (III)	s s <del>e</del> gi	nen.		
	From:		t 133 N Collecte													
17 (95) Ramp, I-95 N to US 17	N Stafford Cou					ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	To:		Bus US 17				$\Box$						3			
~~	From		95, BUS US 17													
(17) Warrenton Rd	Stafford Cou	nty 3.54	73000	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.564	NA	
	To:	89-655	5 Holly Corner	Rd	-											

# 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	Q'
	From:	89-655 Holly C	orner Rd												
Warrenton Rd	Stafford County	2.36 <b>25000</b>	G	83%	1%	1%	1%	13%	1%	F	0.08	F	0.513	24000	(
	To	89-705 Hart	wood												
Warrenton Rd	Stafford County	4.24 <b>21000</b>		83%	1%	1%	1%	13%	1%	F	0.079	F	0.501	19000	
Variotion no	To:	Fauguier Coun		00 70	1 /0		1 /0	1070	1 /0		0.070	•	0.001	10000	
	From:	Stafford Coun	-												
7 Marsh Rd	Fauquier County	1.89 <b>18000</b>	F	83%	1%	1%	1%	13%	1%	F	0.083	F	0.54	17000	
$\mathcal{D}$	To:	30-615 Goldv	ein Rd												
~	From:	30-615 Gold	lvein												
7 Marsh Rd	Fauquier County	4.28 <b>17000</b>	Α	83%	1%	1%	1%	13%	1%	С	0.116	Α	0.515	16000	
~	Too	30-634 Morr	cville												
Marsh Rd	Fauquier County	7.51 <b>18000</b>		83%	1%	1%	1%	13%	1%	F	0.08	F	0.546	17000	
7)	. aaqa.o. coa,				. , •	.,,	. , ,	.0,0	. , ,	•	0.00	•	0.0.0		
~	From:	SR 28 Catle		270				1001						0.1.0.0	_
7) Marsh Rd	Fauquier County	3.24 <b>21000</b>	F	87%	1%	1%	1%	10%	1%	F	80.0	F	0.551	21000	
~	Too Frame	US 15, US 29	Opal												_
7) (15) (29) James Madison Hwy	Fauquier County	2.28 <b>45000</b>	Α	91%	1%	1%	1%	6%	0%	С	0.094	Α	0.536	45000	
	Too	20 (04 I D	1 D.1												
- (a) Iamaa Madiaan Huu	Fourth	30-684 Lees R 2.43 <b>47000</b>		91%	1%	1%	1%	6%	0%	F	0.078	F	0.64	46000	
7) (15) (29) James Madison Hwy	Fauquier County	2.43 47000	G	9176	1 70	1 70	1 70	0%	0%	Г	0.076	Г	0.64	46000	
	To: From:	BUS US 15,17,29 Sou		enton											_
7) (15) (29) Eastern Bypass	Fauquier County	2.44 <b>4100</b> 0	F	91%	1%	1%	1%	6%	0%	F	0.08	F	0.591	40000	
<del></del>	To	US 15, US 29 North	of Warrer	nton											
7	Fauguier County	0.38 14000		87%	1%	1%	1%	10%	1%	Ν	0.087	F	0.509	14000	
2															
~~	From:	SCL Warre		070/	40/	10/	40/	100/	40/		0.007		0.500	4.4000	_
7	Town of Warrenton (Maint: 30)	1.52 <b>14000</b>	F	87%	1%	1%	1%	10%	1%	F	0.087	F	0.509	14000	
	To: From:	NCL Warre	nton												_
7)	Fauquier County	0.32 14000	N	87%	1%	1%	1%	10%	1%	Ν	0.087	F	0.509	14000	
	To:	Bus US 1	7												
7 James Madison Hwy	Fauquier County	0.29 <b>25000</b>		87%	1%	1%	1%	10%	1%	Ν	0.078	F	0.511	25000	
) barries Madison Twy	- duquier county			07 70	1 70	1 70	1 /0	1070	1 /0		0.070	•	0.011	20000	
~	From:	Moffet I													_
7 James Madison Hwy	Fauquier County	1.59 <b>25000</b>	G	87%	1%	1%	1%	10%	1%	F	0.078	F	0.511	25000	
~	To: France	30-628 Blanty	re Rd												
7 James Madison Hwy	Fauquier County	5.52 <b>21000</b>	Α	87%	1%	1%	1%	10%	1%	С	0.116	Α	0.500	21000	
.)	To	CD 245 OLUT-	D.1												
7 Winchester Rd	Fauquier County	SR 245 Old Ta 0.64 <b>1900</b> 0		87%	1%	1%	1%	10%	1%	F	0.085	F	0.572	19000	
Winchester Rd	Fauquier County	0.04	г	0770	1 70	170	1 70	10%	1 70	Г	0.065	Г	0.572	19000	
	To: From:	30-709 Belvo	ir Rd												_
7 Winchester Rd	Fauquier County	1.38 <b>17000</b>	F	87%	1%	1%	1%	10%	1%	F	0.084	F	0.599	17000	
~	To:	I-66; BUS U			•										
~ ~~ _	From	Bus US 1										_			
$7$ $\binom{17}{17}$ Ramp	Fauquier County	0.13 <b>7300</b>	F								0.125	Α		7300	
~ ~	To: I-6	6-W FROM RT 17 & 17 l	BUS00- N	ORTH &	S										

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

Route					4	_		Tru	ıck			K	011	Dir		0144
riodic	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
$\sim$	From		17; BUS US	17		1.00.1	<u> </u>		"							
[17] [66]	Fauquier Cou	-		_								es for this				_
	Combined Traffic Estimates for 2 Parallel F			Α	91%	1%	1%	1%	6%	0%	F	0.098	Α	0.539	50000	Α
	From:		S US 17, SR : Sap in US 17	55												
	L Fauguier Cou		rap III US 17		Sc	a 1-66 f	or direct	ional tr	affic vo	luma as	timata	es for this	2 2001	mont		
[17] [66] [55]	Combined Traffic Estimates for 2 Parallel F	-,	E0000	Α	91%	1%	1%	1%	6%	0%		0.099	A	0.656	48000	Α
C	Combined Trainc Estimates for 2 Faraller F	hoadways on this houte.	50000	А	91%	1 70	1 70	I 70	0%	0%	Г	0.099	A	0.656	46000	А
	To: From:		I-66													
(17) (66) Ramp	Fauquier Cou	nty 0.25			Se	ee I-66 f	or direct	ional tr	affic vo	lume es	timate	es for this	segi	ment.		
$\bigcirc$	To:		US 17													
(Minchester Dd	Four Court	-t. 0.04	I-66		0.40/	10/	10/	00/	40/	00/	_	0.000	_	0.500	10000	_
[17] [55] Winchester Rd	Fauquier Cou	•	10000	G	94%	1%	1%	0%	4%	0%	г	0.080	_	0.596	10000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	10000	G								0.079	F	0.591	NA	
	To: From:	SR 55 S	South of Dela	plane												
17 Winchester Rd	Fauquier Cou	nty 5.68	8800	G	94%	1%	1%	0%	4%	0%	F	0.082	F	0.615	8800	G
$\bigcirc$	To	20	-710 Carr Ro	1												
17 Winchester Rd	From <b>L</b> Fauquier Cou		8800	G	94%	1%	1%	0%	4%	0%	С	0.089	F	0.610	8800	G
(17) Whenester Ha	r daquier cod			<u> </u>	0470	1 /0		0 /0	470	0 /0	J	0.000		0.010	0000	G
~~~······	To: From		US 50 Paris				<u> </u>				_					
(17) (50) John S Mosby Hwy	Fauquier County (N	·	14000	G	95%	1%	1%	1%	3%	0%	С	0.1	F	0.723	14000	G
<del>~~~</del>	To: From:		ke County Li lier County I													
17 50 John S Mosby Hwy	······L Clarke Coun		14000	G G	94%	1%	1%	1%	3%	0%	F	0.093	F	0.697	14000	G
[17] [50] John S Mosby Hwy		,	East of Milly		34 /0	1 /0	1 /0	1 /0	3 /0	0 /6		0.093	'	0.037	14000	G
	From:		East of Mill													
17 50 Millwood Pike	Clarke Coun		14000	G	94%	1%	1%	1%	3%	0%	С	0.095	F	0.651	14000	G
(17) (30)	- F	-,							- , -		-		-			-
CONTRACTOR AND	From:	0.00	SR 255		0.40/	10/	10/	40/	00/	00/	_	0.004	F	0.000	40000	
[17] [50] Millwood Pike	Clarke Coun	ty 2.83	13000	G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.683	13000	G
	To: From:	US 34	0 South of B	oyce												
17 50 Millwood Pike	Clarke Coun	ty 1.67	12000	G	94%	1%	1%	1%	3%	0%	F	0.094	F	0.657	12000	G
$\bigcirc$	Tα	Freder	rick County I	Line												
~~~	From:		ke County Li													
{17} {50} Millwood Pike	Frederick Cou	inty 2.72	12000	G	95%	1%	1%	1%	2%	0%	F	0.097	F	0.658	12000	G
<u> </u>	To	34-723	Carpers Valle	ev Rd			$\neg$									
17 50 Millwood Pike	Frederick Cou		18000	G	95%	1%	1%	1%	2%	0%	С	0.096	F	0.598	19000	G
	T.o.		Enant D.				_									
(in) (no) (man) Millioned Dile	From		Front Royal		OE9/	10/	10/	10/	20/	00/	N I	0.006	F	0.500	10000	N.I
(17) (50) (522) Millwood Pike	Frederick Cou	inty 0.16	18000	N	95%	1%	1%	1%	2%	0%	N	0.096	Г	0.598	19000	N
~~ ~~ ~~	To: From		L Wincheste	er												
<del></del>		Maint: 34) 0.09	18000	N	95%	1%	1%	1%	2%	0%	Ν	0.096	F	0.598	19000	Ν
17 (50) (522) Millwood Pike	City of Winchester (	viairit. 54) 0.03	10000													
17 50 522 Millwood Pike	City of Winchester (	viaint. 54) 0.09														
17 50 522 Millwood Pike  (17) 50 522 Millwood Pike	City of Winchester (I	, 	I-81 32000	N	98%	0%	1%	0%	1%	0%	N	0.087	F	0.501	34000	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
	From	US 50 Par, Millwood		00/		00/	40/	00/	_	0.007	_	0.504	0.4000	_
17 50 522 Millwood Ave	City of Winchester	0.06 32000	<b>G</b> 98%	0%	1%	0%	1%	0%	С	0.087	F	0.501	34000	G
	From:	Apple Blossom D Jubal Early Dr	)r											
17 50 522 Millwood Ave	City of Winchester	0.05 14000	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.088	F	0.505	15000	G
	To:	US 50 Par, Millwood												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	US 50 Par; Apple Bloss									_			
(17) (50) (522) Millwood Ave	City of Winchester	0.75 <b>12000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.087	F	0.55	12000	G
<del>*</del> * * -	10:	US 11 Cameron S	St											
~~~ B	From	US 17								0.004	_		4 4000	_
Ramp	City of Suffolk (Maint: 61)	0.13 <b>14000</b>	G							0.084	F		14000	G
	10.	I-664 East												
( Pamp	Fauquier County	US 17 Winchester 1								0.100	Α		920	٨
Ramp	Fauquier County	0.15 <b>760</b> I-66 East	Α							0.188	А		830	Α
-														
17 Ramp	Fauquier County	US 17 Winchester 1	Rd F							0.125	Α		7300	F
17 Ramp	rauquiei County	0.13 <b>7300</b> I-66 West			1					0.125	А		7300	Г
NL 0	From				1									
North (17) Ramp	City of Chesapeake (Maint: 64	US 17 North 0.17 <b>6600</b>	G							0.127	F		7100	G
17) Hamp	City of Chesapeake (Maint. 04	I-64 West	<u>u</u>							0.127	'		7100	G
NItl-	From													
North 17 Ramp	City of Chesapeake (Maint: 64	US 17 North 0.17 <b>6300</b>	G							0.122	F		6700	G
(17) Hamp	To:	I-64 East	<u> </u>							0.122			0700	ч
North	From	US 17 TO RT 168 SO	ити		1									
17 Ramp	City of Chesapeake (Maint: 64		70111							NA			NA	
(17)	To:	I-64-W291B FROM RT 17	7 NORTH											
North	From:	US 17 TO RT 464 NO												
17 Ramp	City of Chesapeake (Maint: 64		G							0.24	F		5100	G
		R 168-N015B FROM RT 17 NOF		OR										
North	From:	US 17 N, Dominion 1												
17 Ramp	City of Chesapeake (Maint: 64		2114							NA			NA	
	Too	SR 168 North Exit 15A	Dome											
North	From:											_		
(17) Ramp	City of Chesapeake (Maint: 64		G							0.09	F		26000	G
~	To:	I-64 West Exit 291 Colle	ector Rd											
North	From	US 17 Dominion B									_			_
(17) Ramp	City of Chesapeake (Maint: 64	-	<b>G</b> 95%	0%	1%	1%	3%	0%	F	0.162	F		4500	G
~	Tor	I-464 North												
North	Front	US 17 N, Frederick I									_			
(17) Ramp	City of Portsmouth (Maint: 64)		F							0.112	F		1700	F
~	To:	I-264 East												

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

		i ililialy a	nu miersiale n	outes											
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
North	From	110.17	N, Frederick Blvd			2AXIE	3+Axle	Hrall	21raii		Factor		Factor		
17 Ramp	City of Portsmouth (N		1200 F								0.158	F		1300	F
(17)	To		I-264 West								01.00	•		.000	•
North	From:	LIC 17 TO P	OUTE 664 EASTS	OUTH											
17 Ramp	City of Suffolk (Mai		5200 G	00111							0.092	F		5200	G
(17)	Tox		S034A TO ROUT	E								•			-
North	From		J Clyde Morris Blv												
17 Ramp	City of Newport News (		14000 G	u							0.1	F		14000	G
	Tox	( ,	I-64-E												
North	From:	IIS 1	17 TO I-64 WEST												
17 Ramp	City of Newport News (		NA								NA			NA	
	To:		ROM US 17 NOR	TH											
North	From:		7 N, Warrenton Rd												
17 Ramp	Stafford Coun		3400 G	83%	1%	1%	1%	13%	1%	F	0.135	F		3200	G
	To:	•	I-95 South												
South	From:		US 17 South												
Ramp	City of Chesapeake (N		4400 G								0.110	F		4700	G
	To:	,	I-64 West												
South	Fronx		US 17 South												
17 Ramp	City of Chesapeake (N		1300 G	95%	0%	1%	1%	3%	0%	F	0.082	F		1300	G
	To:	·	I-64 East												
South	From:	US 1	7 S, Frederick Blvd												
17 Ramp	City of Portsmouth (M	Maint: 64) 0.33	3400 F								0.086	F		3600	F
	Τα		I-264 East												
South	From:		US 17 South												
17 Ramp	City of Portsmouth (N	Maint: 64) 0.14	3300 F								0.093	F		3500	F
	Τα		I-264 West												
South	From:		OUTE 664 EASTS	OUTH											
17 Ramp	City of Suffolk (Mai	int: 61) 0.05	8200 G								0.092	F		8200	G
	To:	US 17-N034	A US 17- 34A TO	ROUTE											
South	From:	US 17	J Clyde Morris Blv	'd											
17 Ramp	City of Newport News (	(Maint: 99) 0.26	6200 G								0.099	F		6200	G
	To:		I-64-E												
South	From:		J Clyde Morris Blv	'd											
17 Ramp	City of Newport News (	(Maint: 99) 0.16	2300 G								0.099	F		2300	G
<u> </u>	To		I-64-W												
South	From:		7 S, Warrenton Rd												
17 Ramp	Stafford Coun	,	7800 G	83%	1%	1%	1%	13%	1%	F	0.086	F		7400	G
<u> </u>	То:	I-95 l	North Collector Rd												
South	From	US 1	7 S, Warrenton Rd												
17 Ramp	Stafford Coun	ty 0.29	21000 G	83%	1%	1%	1%	13%	1%	F	0.074	F		20000	G
<u> </u>	To		I-95 South												

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

		Filliary and	d interstate i	าบนเฮร			Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	U	JS 17 South												
$\binom{17}{17}\binom{55}{5}$ Ramp	Fauquier County	0.36	4400 G	ì							0.097	F		4400	G
<del>~ ~</del>	Τα		I-66 East												
South	From	0.13	JS 17 South								0.000	F		4700	_
17 Ramp	Fauquier County		4700 G	<u> </u>							0.092	Г		4700	G
ALT	From:		S 17 Mills Dr												
17 Latitude St	Spotsylvania County	0.09	2500 G	i 94%	0%	1%	2%	3%	0%	F	0.096	F	0.688	2700	G
<i>:</i>	Tα	Bus	US 17 Mill Rd												
Bus	From:	NCL	Fredericksburg												
17) (1) Jefferson Davis H	Hwy Stafford County	0.35	40000 F		0%	0%	1%	3%	0%	F	0.098	F	0.592	NA	
Bus	From:		SR 212 Falmoutl on Davis Hwy; S												
17 Warrenton Rd	Stafford County	1.65	39000 F		1%	1%	1%	13%	1%	F	0.079	F	0.579	NA	
<del>"</del>	Tα	Į.	-95, US 17												
Bus	From:		N, Warrenton R												
17) Ramp	Stafford County	0.28	5700 G		0%	1%	1%	1%	0%	F	0.1	F		6100	G
<del>~</del>	1α		orth Collector R												
Bus 17 2 Tidewater Trail	Spotsylvania County	US 17 Mills I 3.56	Or; SR 2 Sandy 1		0%	1%	2%	3%	0%	С	0.084	F	0.593	7900	G
17) 2 Tidewater Trail	Spotsylvaria County			3476	0 76	1 /0	276	J /6	0 /6	O	0.004	'	0.555	7 300	u
Bus	From:		310 Church St												
17 2 Tidewater Trail	Spotsylvania County	0.97	23000 G	i 94%	0%	1%	2%	3%	0%	F	0.078	F	0.541	24000	G
Bus	To: Front	ECL	Fredericksburg												
17 2 Dixon St	City of Fredericksburg	0.55	24000 G	i 93%	1%	2%	1%	3%	0%	С	0.084	F	0.538	25000	G
$\sim$	To: From:	Ramp fro	m Rte. 3 Conne	ctor											
Bus 17 2 Dixon St	City of Fredericksburg	0.26	9900 G	i 98%	1%	1%	0%	0%	0%	С	0.095	F	0.562	10000	G
2) 2	To To		Charles St		. ,,,		0,70	0,0	0,0		0.000	•	0.002		
Bus	From				40/	40/	00/	00/	00/	_	0.005	_	0.504	E400	_
17 2 Dixon St	City of Fredericksburg	0.06	4800 G			1%	0%	0%	0%	F	0.095	-	0.584	5100	G
	Combined Traffic Estimates for 2 Parallel Roadwa		7800 G	i 98%	1%	1%	0%	0%	0%	F	0.095	F	0.733	8300	G
Bus	Toe From:		ncess Anne St												
17) (2) Dixon St	City of Fredericksburg	0.06	2800 G			1%	0%	0%	0%	F	0.109	F		2900	G
~ ~	Combined Traffic Estimates for 2 Parallel Roadwa		5800 G	i 98%	1%	1%	0%	0%	0%	F	0.088	F	0.636	6200	G
Bus	To:		Caroline St Dixon Street												
17 2 Caroline St	City of Fredericksburg	0.24	2200 G	i 97%	1%	2%	0%	0%	0%	С	0.106	F		2300	G
$\sim$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	5200 G	i 97%	1%	2%	0%	0%	0%	С	NA			5600	G
	To:	Lay	yfayette Blvd												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	Fron	m T	avfavette Bl	lvd			ZAXIC	0+AXIC	TITAL	ZITAII		1 actor		1 actor		
17 1 2 Caroline St	City of Frederic		4800	G	99%	0%	1%	0%	0%	0%	F	0.09	F		5100	G
	Combined Traffic Estimates for 2 Parallel		11000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.564	11000	G
	T		SR 3 Willia					-,-	• , •		•		-			-
Bus Bus	Fron	11.														
$\{17\}$ $\{1\}$ Caroline St	City of Frederic	•	6900	G	99%	0%	1%	0%	0%	0%	С	0.09	F		7300	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	0%	0%	0%	С	0.092	F	0.599	15000	G
Due Due	To Fron	o:	Herndon St Caroline St													
Bus Bus 17 1 Herndon St	City of Frederic	cksburg 0.06	4300	G	99%	0%	1%	0%	0%	0%	F	0.084	F		4600	G
17) Thermaen et	To T		1 Par Prince			0 70		0 70	0 70	0 70	•	0.001	•		1000	<u> </u>
Bus Bus	Fron	BUS U	JS 1 Par Her													
(17) (1) Princess Anne St	City of Frederic	cksburg 0.70	8500	G	99%	0%	1%	0%	0%	0%	С	0.087	F	0.716	9000	G
<u> </u>	To		ferson Davis		2											
Bus  17  1 Jefferson Davis Bi	lvd City of Frederic		1 Princess 2	Anne Av <b>N</b>	e 96%	0%	0%	1%	3%	0%	N	0.098	F	0.592	NA	
17 (1) Jefferson Davis B	ord City of Frederic		L Fredericks		96%	0%	0%	1%	3%	0%	IN	0.096	Г	0.592	INA	
	E	•														
Bus 17 2 Princess Anne St	City of Frederic		Dixon Stree 3000	G G	97%	1%	2%	0%	0%	0%	С	0.101	F		3200	G
2 Princess Anne St	Combined Traffic Estimates for 2 Parallel	•		G	97%	1%	2% 2%	0%	0%	0%	С	NA	Г			G
	Combined Trainc Estimates for 2 Parallel					170	<u> </u>	0%	0%	0%	C	INA			5600	G
Bus Bus	T: From	Bus US 1, E	Bus US 17 L	afayette	Blvd											
[1,7] [1] Princess An	ne St City of Frederic	cksburg 0.37	6000	G	98%	0%	1%	0%	0%	0%	F	0.082	F		6300	G
	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	11000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.564	11000	G
	To	Bus	SR 3 Willia	am St			<b>—</b>									
Bus Bus Princess Anna St	City of Frederic				98%	0%	1%	0%	0%	00/	С	0.089	_		7700	G
Princess Anne St	Combined Traffic Estimates for 2 Parallel		7200	G	98%	0% 0%	1%	0% 0%	0% 0%	0% 0%	С		F	0.500		G
	Combined Trainic Estimates for 2 Parallel		14000 US 1 Hernd	G lon St	96%	0%	1%	0%	0%	0%	C	0.092	Г	0.599	15000	G
	E	Dus														
Bus 17 Winchester Rd	Fauguier Co	unty 0.71	I-66, US 17 <b>7200</b>	G G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.541	7500	G
(1/) Willion Catellina	i auquiei Oc		Main St, M		JU /6	0 /0	1 /6	0 /0	1 /0	U /0	J	0.007	•	0.541	7 300	u
Bus	Fron		10; Winches													
17 (55) John Marshal Hwy	/ Fauquier Co	ounty 0.71	6000	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.618	6200	G
	_ To	FR	R-185 Grove	. Ln			$\lnot$									
Bus Free State Bd	From				069/	00/	10/	10/	20/	00/	NI	0.001	F	0.610	6000	NI
[17] [55] Free State Rd	Fauquier Co		<b>6000</b> 17 North of	N f Marcha	96%	0%	1%	1%	2%	0%	N	0.091	г	0.618	6200	N
Bus	From	SR 55 I-66-W														
(17) $(55)$ $(55)$ Ramp	Fauquier Co		750	G								0.138	F		750	G
	To	□ I-66-W FRO	M RT 55 E	AST & V	/EST											
Bus	From	" US 17 George Wash	ington Mem	Hwy So	uth of Salu	ıda										
17 (33) Gloucester Rd	Middlesex C		7600	G	94%	1%	1%	1%	3%	0%	С	0.09	F	0.519	7500	G
	Te	SR 33	Puller Hwy,	, Saluda												
· · · · · · · · · · · · · · · · · · ·	·	· · · · · · · · · · · · · · · · · · ·														

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

		Primary and interstate H	iouics							17		D:		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
	. 1				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus Calacal Dd	From:	SR 33 Puller Hwy	0.40/	10/	10/	10/	00/	00/	_	0.105	_	0.501	4400	_
School Rd	Middlesex County	0.83 <b>4200 G</b>		1%	1%	1%	3%	0%	F	0.105	F	0.561	4100	G
	us Us	17 George Washington Mem Hwy		uda										
Bus	From:	US 17 South of Gloucest							_		_			_
Main St	Gloucester County	1.20 <b>25000 G</b>		0%	1%	0%	1%	0%	С	0.090	F	0.584	24000	G
D.::	To:	SR 3, SR 14 John Clayton Me SR 3 John Clayton Mem H												
Bus (17) (14) Main St	Gloucester County	0.71 <b>9000 G</b>		1%	1%	0%	0%	0%	F	0.095	F	0.505	8800	G
(17) (14) Wall St	diodecister county		3376	1 /0	1 70	0 70	0 70	0 70		0.000	'	0.505	0000	ч
Bus	To: From:	36-1007 Cary Ave												
17 (14) Main St	Gloucester County	0.56 <b>6800 G</b>	99%	1%	1%	0%	0%	0%	С	0.094	F	0.562	6600	G
	Τα:	US 17 North of Gloucester	СН											
Bus Bus Bus	From:	US 15 US 17 US 29												
17 (15) (29) James Madison Hwy	Fauguier County	0.55 <b>11000 A</b>	96%	1%	1%	1%	1%	0%	С	0.103	Α	0.663	12000	Α
(17) (13) (29)														
Bus Bus Bus	From	SCL Warrenton												
17 (15) (29) James Madison Hwy	Town of Warrenton	0.34 <b>11000 N</b>	96%	1%	1%	1%	1%	0%	Ν	0.103	Α	0.663	12000	Ν
$\bigcirc$	To:	Bus US 15												
Bus Bus	From:	Bus US 15 Falmouth St							_		_			_
(17) (29) East Shirley Ave	Town of Warrenton	0.96 <b>12000 F</b>	97%	0%	1%	1%	0%	0%	С	0.084	F	0.521	13000	F
Dua Dua	To: From:	Culpeper St												
Bus Sus (17) (29) West Shirley Ave	Town of Warrenton	0.80 <b>17000 F</b>	98%	0%	1%	0%	0%	0%	С	0.086	F	0.53	18000	F
(17) (29) West Shirley Ave	Town or Warrenton			0 /6	1 /6	0 /6	0 /6	0 /6	O	0.000	•	0.55	10000	'
Bus Bus	To: From	Bus US 211 Waterloo S	t											
17 29 211 Broadview Ave	Town of Warrenton	0.86 <b>32000 F</b>								0.08	F	0.584	NA	
$\bigcirc$	Tor	Bus US 29 Lee Hwy												
Bus	From:	· ·												
17 Broadview Ave	Town of Warrenton	0.57 <b>11000 F</b>	97%	0%	1%	1%	1%	0%	С	0.097	F	0.627	11000	F
<u>-</u>	To	NCL Warrenton												
Bus 17 Broadview Ave	Fauquier County	0.25 <b>11000 F</b>	97%	0%	1%	1%	1%	0%	F	0.104	F	0.513	11000	F
17 Broadview Ave	rauquier County	US 17 James Madison Hy		0%	1 70	1 70	1 70	0%	Г	0.104	Г	0.513	11000	Г
•			wy											
Bus Common Washington Library	From	US 17 Dominion Blvd	0.40/	001		001	F6′	001	_	0.000	_	0.700	0000	_
(17) George Washington Hwy	City of Chesapeake	4.07 <b>6100 G</b>	94%	0%	1%	0%	5%	0%	F	0.093	F	0.763	6300	G
Bus	To: From:	SR 165 Cedar Rd												
17 George Washington Hwy	City of Chesapeake	1.19 <b>34000 G</b>	94%	0%	1%	0%	5%	0%	F	0.075	F	0.592	36000	G
(17) Good of Washington 1111	Tor	I-64	U-170	0 /0		0 /0	0 /0	0 /0	•	3.070	•	3.002	00000	G
D	From:													
Bus 17 ( Mill Rd	Spotsylvania County	US 17 Mills Dr 0.30 <b>13000 G</b>								0.071	F	0.793	14000	G
17) WIIII FIG	Spoisylvania County	US 1 Jefferson Davis Hw			<del></del> 1					0.071	Г	0.783	14000	G
	From		/ <b>y</b>											
Datta Ova ali Dd		SR 311 Paint Bank	000/	401		401	401	001	_	0.400	_	0.505	400	_
18) Potts Creek Rd	Craig County	5.12 <b>170 G</b>		1%	0%	1%	1%	0%	F	0.139	F	0.565	180	G
~	Tσ	Alleghany County Line												

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

Б			- 4T'			Tru	ıck		0.0	K	01/	Dir	A A14/57	
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	Fron:	Craig County Lir												
Potts Creek Rd	Alleghany County	0.43 <b>190</b>	<b>G</b> 98%	1%	0%	1%	1%	0%	С	0.125	F	0.793	200	
	To: From	03-607 Potts Cre	ek											
8) Potts Creek Rd	Alleghany County	2.82 <b>200</b>	<b>G</b> 98%	0%	0%	1%	1%	0%	С	0.115	F	0.852	200	
	To:	03-608 Wolfe Ro												
	From:	03-608 Wolfe R		00/		40/	00/	00/	_	0.000	_	0.505	1000	
8) Potts Creek Rd	Alleghany County	7.93 <b>1000</b>	<b>G</b> 99%	0%	0%	1%	0%	0%	С	0.090	F	0.535	1000	
	To: From:	03-614 Near Arr	itt											
8) Potts Creek Rd	Alleghany County	3.20 <b>1300</b>	<b>G</b> 98%	0%	0%	1%	0%	0%	С	0.099	F	0.688	1400	
<u>/</u>	Τα	03-657 Pitzer Ridge												
Dette Creek Dd	All a share County	03-657 Pitzer Ridge		00/	00/	10/	00/	00/	0	0.000	_	0.000	1700	
Potts Creek Rd	Alleghany County	4.04 <b>1600</b>	<b>G</b> 99%	0%	0%	1%	0%	0%	С	0.098	F	0.669	1700	
	To: From:	SCL Covington												
8) Indian Valley	City of Covington	0.37 <b>3300</b>	<b>G</b> 97%	1%	0%	0%	0%	0%	F	0.172	F	0.587	3500	
	To	S Pitzer Ridge			$\neg$ $\vdash$									
8 S Carpenter Dr	City of Covington	0.44 <b>4800</b>	<b>G</b> 97%	1%	0%	0%	0%	0%	С	0.136	F	0.611	5100	
	To:	Gordon Street												
	From:	East Gordon Stre												
S Carpenter Dr	City of Covington	0.31 <b>5400</b>	<b>G</b> 97%	1%	0%	0%	0%	0%	F	0.112	F	0.62	5700	
<u>/</u>	To: From:	Edgemont Drive	e											
8 Carpenter Dr	City of Covington	1.20 <b>4600</b>	<b>G</b> 97%	1%	0%	1%	1%	0%	С	0.110	F	0.631	4900	
<i></i>	To:	US 220 Madison	St											
	From:	State St; Tennessee Sta	ate Line											
(381)(421) Commonwealth Ave	City of Bristol	0.07 <b>13000</b>	<b>F</b> 94%	1%	1%	0%	4%	0%	F	0.095	F	0.573	14000	
	To	US 421 Goode S	St											
9 (381) (421) Commonwealth Ave	City of Bristol	0.16 <b>14000</b>	<b>F</b> 94%	1%	1%	0%	4%	0%	F	0.093	F	0.545	15000	
381/421/98				. , ,		0 / 0	.,,	0,0	•	0.000	•	0.0.0	.0000	
Common and the Asse	From:	SR 113 Cumberland		00/	10/	00/	00/	00/		0.000	F	0.547	10000	
9 381 421 Commonwealth Ave	City of Bristol	0.16 <b>15000</b>	<b>F</b> 96%	0%	1%	0%	2%	0%	F	0.093	г	0.547	16000	
	To: From:	SR 133 Par Sycamo												
(381)(421)Commonwealth Ave	City of Bristol	0.19 <b>16000</b>	<b>F</b> 96%	0%	1%	0%	2%	0%	F	0.094	F	0.554	16000	
	To: From:	US 11 Euclid Av												
9 ( 11 Euclid Ave	City of Bristol	SR 381 Commonweal 0.48 <b>7300</b>	F 99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	7800	
9) (11) Euclid Ave	Gity 01 Briston		r 33%	U 70	1 70	U /0	U 70	0 %	Г	0.033	1	0.515	7 000	
~ ~~ - ····	To: From	Piedmont Ave							_		_			
9) (11) Euclid Ave	City of Bristol	0.56 <b>5600</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	С	0.097	F	0.56	6000	
~	To: From	Moore St			$\Box$									
9\ (11) Lee Highway	City of Bristol	0.48 <b>12000</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	13000	
	To:	Valley Dr												
9 (11) Lee Highway	City of Bristol	1.26 <b>12000</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	13000	
9) (11) Lee Highway	To:	I-81	. 00/0	3 /0	. /0	J /U	J /0	0 /0	•	0.000	•	0.000	. 5000	

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

				_	T	ruck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+Axl			QC	Factor	QK	Factor	AAWDT	Q۱
19 \ 11 Lee Highway	City of Bristol	End State Maintenance 1.36 13000 F	98%	0%	0% 0%	0%	0%	F	0.102	F	0.524	13000	F
19) Lee Highway	Oity of Briston		30 /6	0 /6	0/6 0/6	0 /6	0 /6	'	0.102	'	0.524	13000	'
19) (11) Lee Highway	City of Bristol	Bonham Rd 0.51 <b>14000 F</b>	98%	0%	0% 0%	0%	0%	F	0.105	F	0.528	15000	F
	Too	Old Airport Rd											
19 (11) Lee Highway	City of Bristol	0.68 <b>13000</b> F	98%	0%	0% 0%	0%	0%	F	0.119	Α	0.504	13000	F
<del></del>	Too From:	NCL Bristol											
19) (11) Lee Highway	Washington County	2.83 <b>8000 A</b>	98%	0%	0% 0%	0%	0%	С	0.119	Α	0.504	8300	/
<del>~</del> <del>~</del> <del>~</del> <del>~</del>	To: Front	95-1717 Wash Co Ind Park R											
19 (11) Lee Highway	Washington County	0.80 <b>6700 F</b>	95%	0%	1% 1%	3%	0%	F	0.088	F	0.578	7000	
~ Las Historian	To- From:	95-869 Astor Rd	050/	00/	10/ 10/	00/	00/		0.104	F	0.004	0.400	
9 (11) Lee Highway	Washington County	1.28 <b>9000 G</b>	95%	0%	1% 1%	3%	0%	С	0.104	F	0.634	9400	
19 (11) Lee Highway	Washington County	95-611 Diver Rd 1.72 <b>7100 F</b>	95%	0%	1% 1%	3%	0%	F	0.111	F	0.621	7400	
19) (11) Lee Highway	To		33 /6	0 70	170 170	0 70	0 70	i	0.111	'	0.021	7400	
19) (11) Main St	Town of Abingdon	WCL Abingdon 0.55 <b>7000 F</b>	95%	0%	1% 1%	3%	0%	F	0.092	F	0.576	7300	
	Tor	SR 140 Jonesboro Rd											
9 11 Main St	Town of Abingdon	0.43 <b>24000</b> F	98%	0%	1% 0%	0%	0%	F	0.09	F	0.548	26000	
	To- From:	Colonial Rd											
9) (11) Main St	Town of Abingdon	0.47 <b>23000 F</b>	98%	0%	1% 0%	0%	0%	F	0.089	F	0.536	24000	
<del></del>	To: From:	US 11 Main St US 11 Main St; Lee Hwy											
9 Porterfield Hwy	Town of Abingdon	0.45 <b>16000 F</b>	95%	0%	1% 1%	3%	0%	F	0.089	F	0.524	17000	
~	To- From:	Alt US 58											
ALT 19 \ \( \sum_{58} \) Porterfield Rd	Town of Abingdon	0.21 <b>22000 F</b>	95%	0%	 1% 1%	3%	0%	F	0.086	F	0.616	23000	
$\rightarrow$	To-	NCL Abingdon											
ALT (58) Porterfield Hwy	Washington County	1.20 <b>23000 F</b>	94%	0%	 1% 2%	4%	0%	С	0.091	F	0.587	23000	
,	To	95-766 WEST	0170	0 70	-70 270	170	0 70		0.001	•	0.007	20000	
ALT 19 58 Porterfield Hwy	Washington County	2.59 <b>42000</b> F	95%	0%	 1% 1%	3%	0%	F	0.088	F	0.617	45000	
Porterfield Hwy	washington County		95%	076	170 170	3%	0%	Г	0.000	Г	0.017	45000	
ALT D	From	95-700 Rich Valley Rd	0==/			221	2-1	_		_		10000	
9 (58) Porterfield Hwy	Washington County	3.03 <b>18000 F</b>	95%	0%	1% 1% 	3%	0%	F	0.091	F	0.608	19000	
ALT	To: From:	95-802 Mendota Rd											
19) (58) Porterfield Hwy	Washington County	3.25 <b>17000 F</b>	95%	0%	1% 1%	3%	0%	F	0.091	F	0.586	18000	
ALT	ro* From	Russell County Line Washington County Line											
19 (58)	Russell County	1.98 <b>16000 G</b>	95%	0%	1% 1%	3%	0%	F	0.092	F	0.559	17000	(
$\rightarrow$ $\checkmark$	Tor	Alt US 58 Hansonville											

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

		Filliary and interstate no				т	1-			17		D:-		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~~	From:	ALT US 58 Hansonville							_		_			_
[19]	Russell County	3.44 <b>13000 G</b>	95%	0%	1%	1%	3%	0%	F	0.091	F	0.516	14000	G
<u> </u>	To	83-841 Pioneer Dr												
19	Russell County	2.19 <b>12000 G</b>	95%	0%	1%	1%	3%	0%	F	0.09	F	0.552	13000	G
(19)	-							-,-						-
~	From	WCL Lebanon				121	221	221			_		10000	
19	Town of Lebanon (Maint: 83)	0.15 <b>12000 N</b>	95%	0%	1%	1%	3%	0%	N	0.09	F	0.552	13000	N
<u> </u>	To	W Mid CL Lebanon												
19 Harry Carter Stuart Hwy	Russell County	1.15 <b>13000 G</b>	95%	0%	1%	1%	3%	0%	F	0.089	F	0.561	14000	G
(19)														
~~	From	E Mid CL Lebanon									_			
19	Town of Lebanon (Maint: 83)	0.76 <b>13000 N</b>	95%	0%	1%	1%	3%	0%	N	0.089	F	0.561	14000	N
<u> </u>	To	252- 654 Pittston Rd												
19	Town of Lebanon (Maint: 83)	1.65 <b>11000 G</b>	95%	0%	1%	1%	3%	0%	F	0.089	F	0.535	12000	G
(19)	_													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	ECL Lebanon									_			
$\{19\}$ Trail of the Lonesome Pine	Russell County	4.76 <b>13000 G</b>	95%	0%	1%	1%	3%	0%	F	0.09	F	0.55	14000	G
<u> </u>	Total	SR 80 Hayters Gap Rd			<u> </u>									
(10) (80)	Russell County	2.57 <b>13000 G</b>	95%	0%	1%	1%	3%	0%	F	0.088	F	0.537	14000	G
(19) (80)	- radical deality			0,0		. , ,	0,0	0 / 0	•	0.000	·	0.007		<u> </u>
~~	To: From:	SR 80 Rosedale												
19	Russell County	8.11 <b>9600 A</b>	95%	0%	1%	1%	3%	0%	С	0.105	Α	0.516	10000	Α
<u> </u>	To:	Tazewell County Line												
~~	From:	Russell County Line							_		_			_
19	Tazewell County	2.38 <b>11000 G</b>	95%	0%	1%	1%	3%	0%	F	0.092	F	0.527	11000	G
I .	To	92-609 Kents Ridge Rd; Warde	ll Rd		<u> </u>									
19	Tazewell County	3.04 <b>12000 G</b>	95%	0%	1%	1%	3%	0%	F	0.087	F	0.502	13000	G
(13)														
	From:	US 460 Claypool Hill		0.01		121	221	221			_		44000	_
(19)(460)	Tazewell County	5.73 <b>11000 G</b>	95%	0%	1%	1%	3%	0%	F	0.086	F	0.508	11000	G
<u> </u>	To	92-639 Earls Branch Rd												
(19) (460)	Tazewell County	5.13 <b>10000 G</b>	95%	0%	1%	1%	3%	0%	F	0.092	F	0.556	11000	G
13 (400)														
	From:	US 19, Bus US 460		0.01		121	221	221		2 22 4	_		10000	_
(19)(460)	Tazewell County	1.72 <b>9700 G</b>	95%	0%	1%	1%	3%	0%	F	0.091	F	0.576	10000	G
<u> </u>	To	WCL Tazewell			<u> </u>									
(19) (460)	Town of Tazewell (Maint: 92)	1.43 <b>8500 G</b>	95%	0%	1%	1%	3%	0%	F	0.091	F	0.601	9200	G
13 (400)	To:	SR 61 Riverside Dr												
-	From	SR 61												
(19) (460)	Town of Tazewell (Maint: 92)	0.82 <b>7400 G</b>	95%	0%	1%	1%	3%	0%	F	0.084	F	0.536	8100	G
	T.				<del></del> 1									
	From	ECL Tazewell	050/	00/		401	00/	00/		0.001		0.500	0400	
(19)(460)	Tazewell County	1.93 <b>7400 N</b>	95%	0%	1%	1%	3%	0%	N	0.084	F	0.536	8100	N
<u>~</u> ~	To	Bus US 460												
(19) (460)	Tazewell County	5.75 <b>9500 G</b>	95%	0%	1%	1%	3%	0%	F	0.09	F	0.551	10000	G
13 (400)	To	92-680 E, Hurt Rd			i i			- / -						
		, 2 000 E, Huit Ru												

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

		Filliary and i					Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	92-680	E, Hurt Rd												
19)(460)	Tazewell County	4.86 <b>1</b> 2	2000 A	95%	0%	1%	1%	3%	0%	С	0.103	Α	0.584	13000	Α
<del>~</del> <del>~</del> ~	To: From	92-720 W,	Heckman Pike			<u> </u>									
(19) (460)	Tazewell County	0.10 <b>1</b> 2	2000 G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.515	13000	G
<del>~</del> <del>~</del>	To: From:		S 460												
(19) Trail of The Lonesome Pine	Tazewell County	1.56 <b>2</b>	700 G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.508	2900	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Bluefield												
19)	Town of Bluefield	1.16 <b>3</b>	000 G	96%	1%	1%	1%	1%	0%	С	0.106	F	0.603	3100	G
~	To: From:		ntrose St			$\Box$									
19 Virginia Ave	Town of Bluefield		100 G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.627	3300	G
<del>~</del>	To: From:		ulnut St well Ave												
19 Walnut Ave	Town of Bluefield		570 G	97%	0%	1%	2%	1%	0%	С	0.095	F	0.934	610	G
	To	SP 1027	College Ave												
19)	Town of Bluefield		100 G	98%	0%	1%	0%	1%	0%	С	0.090	F	0.544	4400	G
19)	To:	West Virg	inia State Line												
Bus	From	U	JS 19												
19 Main St	Town of Lebanon	0.48 <b>6</b>	700 G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.507	7000	G
<i></i>	To:		incastle Rd												
Bus 19 Main St	Town of Lebanon		7300 G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.594	7500	G
19) Main St	Town of Lebanon			30 /0	1 /0	1 /0	0 70	0 /0	0 70	J	0.102	'	0.554	7500	G
Bus	From		leveland Rd												
19) Main St	Town of Lebanon		700 G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.571	8000	G
Bus	From:		ate Ave Church Ave												
19 Main St	Town of Lebanon		600 G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.502	8900	G
<del>~</del>	To:	W 252- 6	54 Haber Dr												
Bus Main St	Town of Lobonom			000/	00/	10/	00/	00/	00/	F	0.000	F	0.507	7000	_
19) Main St	Town of Lebanon	0.51 <b>6</b>	700 G	98%	0%	1%	0%	0%	0%	Г	0.093	Г	0.527	7000	G
Bus	To: From	Giln	ner Ave												
19 Main St	Town of Lebanon	0.78 <b>5</b>	000 G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.605	5200	G
Pug.	T <sub>C</sub> . From	ECL	Lebanon			<u> </u>									
Bus 19 Main St	Russell County	0.17 <b>4</b>	200 G	98%	0%	0%	0%	0%	0%	С	0.089	F	0.529	4400	G
19)	Tα		19 North	0070	0,0		0,0	0 / 0	0,0	Ū	0.000	•	0.020		·
Bus Bus	From		), US 460												
19 (460) Crab Orchard Rd	Tazewell County		500 G	95%	0%	1%	2%	1%	0%	С	0.091	F	0.57	1600	G
$\sim$	То	SR 91 Whi	tten Valley Rd			<u> </u>									
Bus Bus (460) Crab Orchard Rd	Tazewell County		500 G	97%	0%	1%	1%	1%	0%	С	0.105	F	0.557	1500	G
19 (460) Crab Orchard Rd	Tazeweii Gounty		Buchanan Hwy	3170	U-70	1 70	I 70	I 70	U 70	U	0.105	Г	0.557	1300	G

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

Posts	L. C. P. C.	Laurel Anne	0.4 4T			Tru	ıck			K	01/	Dir	A A1445-	<u></u>
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From	SR 16 BF Buchana				4.57	221	221	_		_		4000	_
19 (460) (16) Crab Orchard Rd	Tazewell County	1.11 <b>1900</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.083	F	0.581	1900	G
Bus Bus	To: From:	92-633 Peery Addi	tion Rd											
19 (460) (16)	Tazewell County	0.44 <b>1900</b>	N 98%	1%	1%	0%	0%	0%	Ν	0.098	F	0.798	1900	Ν
$\bigcirc$	Toc	WCL Tazewe	ell		<u> </u>									
Bus Bus (19) (460) (16) Main St	Town of Tazewell	0.20 1900	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.098	F	0.798	1900	G
19 (460) (16) Main St	Town of Tazeweii			1 /0	1 /6	0 /6	0 76	0 /6	O	0.030	'	0.730	1300	
Bus Bus	From:	ALT SR 16 Fairgro												
19 (460) (16) Main St	Town of Tazewell	0.81 <b>3400</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.085	F	0.523	3500	(
Bus Bus	To: From:	Church Ave	2		-									
Bus Bus 19 (460) (16) Fincastle Trpk	Town of Tazewell	0.44 Church St	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.090	F	0.519	4000	(
19 (400) (18) 1	To.			0,0		0,0	0,0	0 / 0	•	0.000	•	0.0.0		
Bus Bus	From:	Tazewell Av												
19) (460) Fincastle Trpk	Town of Tazewell	1.65 <b>5400</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.092	F	0.543	5600	(
Bus Bus	To: From:	SR 61 Ben Bolt	Blvd		<u> </u>									
19 \ 460 \ Fincastle Trpk	Town of Tazewell	0.65 <b>4000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.107	F	0.521	4200	(
19 (400)	To:													
Bus Bus	From:	ECL Tazewe												
19] (460)	Tazewell County	0.93 <b>3000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.092	F	0.561	3100	(
* *-	10:	US 19, US 46												
ruck Truck Constant	From:	SR 381 Commonwe		00/	10/	00/	00/	00/	_	0.000	_	0.500	4400	,
19) (11) (11) Goode St	City of Bristol	0.21 <b>1000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	1100	(
ruck Truck Truck	To: From:	102-3305 Piedmo	nt Ave											
19) (11) (11) Cumberland St	City of Bristol	0.34 <b>2500</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	С	0.1	F	0.584	2700	
	To:	Truck US 11 Ran	dall St											
ruck Truck	From:	State St	<b>F</b> 000/	00/	10/	00/	40/	00/	_	0.000	_	0.540	0000	
19) (11) Randall St	City of Bristol	0.93 <b>5700</b> Cumberland	F 98%	0%	1%	0%	1%	0%	С	0.092	F	0.548	6000	F
ruck Truck	From:	Oakview Av												
19 (113) (11) Moore St	City of Bristol	0.12 7100	<b>F</b> 97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	7500	-
	To:	Euclid Ave	:											
	From:	US 15 James Madis	son Hwy											
20 Constitution Route	Buckingham County	2.56 <b>4600</b>	<b>G</b> 94%	1%	1%	0%	4%	0%	F	0.094	F	0.507	4500	(
$\smile$	Τα	14-631 Buffalo	Rd											
20 Constitution Route	Buckingham County	7.99 <b>3400</b>	<b>G</b> 94%	1%	1%	0%	4%	0%	С	0.093	F	0.549	3400	(
<del>-</del>	To	14-655 Glenmor												
20) Constitution Route	Buckingham County	8.50 <b>4800</b>	<b>G</b> 94%	1%	1%	0%	4%	0%	F	0.083	F	0.814	5000	(
20) 33.13.13.13.17.13.13	Ta	Albemarle Count		/ 0		0,0	1,0	0 / 0	•	3.000	•	3.5.1	0000	`
	From:	Buckingham Coun												
20) Valley St	Albemarle County	0.12 <b>6100</b>	<b>G</b> 96%	0%	1%	1%	2%	0%	С	0.100	F	0.728	5900	(
$\smile$	To:	SCL Scottsvil	lle											

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_						Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Scottsville												
(20) Valley St	Town of Scottsville (Maint: 02)	0.17 <b>6100</b>	N 96%	6 0%	1%	1%	2%	0%	N	0.100	F	0.728	5900	N
	From	SR 6 S, Main S					0-1	221			_			
20 6 Valley Rd	Town of Scottsville (Maint: 02)	0.30 <b>7600</b>	N 94%	6 1%	3%	1%	2%	0%	N	0.108	F	0.693	7500	N
O Valley Dd	To From	CL Scottsville		/ 10/	20/	10/	00/	00/		0.100		0.000	7500	
20 6 Valley Rd	Albemarle County	0.28 <b>7600</b>	<b>G</b> 94%	6 1%	3%	1%	2%	0%	F	0.108	F	0.693	7500	G
20 Scottsville Rd	Allo mode County	SR 6 N, Irish R 5.51 <b>7900</b>		6 1%	1%	1%	1%	0%	F	0.102	F	0.809	7700	
20 Scottsville Rd	Albemarle County			o 170	176	176	170	0%	Г	0.102	Г	0.609	7700	G
20 Scottsville Rd	Albemarle County	02-712 Plank Rd, K 4.06 <b>9300</b>	Keene <b>G</b> 97%	6 1%	1%	1%	1%	0%	F	0.106	F	0.841	9100	G
20 Scottsville Rd	Albertaile County			0 1/0	1 /0	1 /0	1 /0	0 /6	'	0.100	•	0.041	3100	G
20 Scottsville Rd	Albemarle County	02-708 Red Hill 5.16 <b>8900</b>	Rd <b>G</b> 97%	6 1%	1%	1%	1%	0%	С	0.099	F	0.815	9500	G
20 Scottsville Rd	Albertaile County			0 1/0	1 /0	1 /0	1 /0	0 /6	C	0.099	'	0.013	9300	G
20 Scottsville Rd	Albemarle County	02-742 Avon S 2.16 <b>6500</b>	6t <b>G</b> 979	6 1%	1%	1%	1%	0%	F	0.102	F	0.774	6900	G
20 Scottsville Rd	·			0 170	170	1 /0	1 /0	0 /0		0.102	'	0.774	0300	u
20 Scottsville Rd	Albemarle County	SR 53 Thomas Jefferso 0.54 <b>21000</b>	on Pkwy <b>G</b> 979	6 1%	1%	1%	1%	0%	F	0.113	F	0.703	23000	G
20) Ocolisvine rid	Albertaile County		<b>u</b> 57 /	0 170	170	1 /0	1 /0	0 /0		0.110	'	0.700	20000	ч
20) Scottsville Rd	Albemarle County	0.24 <b>18000</b>	<b>G</b> 98%	6 0%	1%	0%	0%	0%	F	0.101	F	0.642	19000	G
20) 333110 110	To To	SCL Charlottesvi		0 070		0,70	0 70	0 70	•	0	•	0.0.2	.0000	<u> </u>
20 Monticello Ave	City of Charlottesville	0.26 <b>15000</b>	<b>G</b> 98%	6 0%	1%	0%	0%	0%	F	0.102	F	0.724	16000	G
	то	Altavista Ave												
20 Monticello Ave	City of Charlottesville	0.28 <b>15000</b>	<b>G</b> 98%	6 0%	1%	0%	0%	0%	F	0.101	F	0.668	16000	G
	та	Carlton Rd												
20 Monticello Ave	City of Charlottesville	0.35 <b>8200</b>	<b>G</b> 98%	6 0%	1%	0%	0%	0%	С	0.106	F	0.673	8800	G
	Τα	Avon St												
20 Avon St	City of Charlottesville	Monticello Ave 0.41 <b>14000</b>	e <b>G</b> 98%	6 0%	1%	0%	0%	0%	F	0.099	F	0.709	14000	G
20 Avon St	Ta	Market Street	<b>G</b> 307	0 070	1 /0	0 /6	0 /6	0 /6	'	0.033	•	0.703	14000	ď
Bus	Fron:	Market St												
20 (250) 9th St	City of Charlottesville	0.12 13000	<b>G</b> 98%	% 0%	1%	0%	0%	0%	F	0.092	F	0.618	14000	G
<b>~</b>	Combined Traffic Estimates for Parallel Roadways on	this Route: NA								NA			NA	
Bus	To: From:	US 250 High S	t											
20) (250) High St	City of Charlottesville	0.23 <b>12000</b>	<b>G</b> 99%	6 0%	1%	0%	0%	0%	F	0.099	F	0.609	13000	G
Bus	To: From	11th ST												
20) (250) High St	City of Charlottesville	0.21 9800	<b>G</b> 99%	6 0%	1%	0%	0%	0%	С	0.094	F	0.737	10000	G
	To	Gillespie Ave												
Bus High St	From:	-		/ 00/	10/	00/	00/	00/	F	0.000	F	0.644	22000	_
20 (250) High St	City of Charlottesville	0.45 <b>20000</b> US 250 & BUS US	G 999	6 0%	1%	0%	0%	0%	г	0.089	F	0.644	22000	G
		US 250 & BUS US	230											

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Devite	lunia di ati an	Lauranth AADT C		4T:u-	D		Tru	ıck		00	K	ΟV	Dir	A A \ A \ D T	0
Route	Jurisdiction	Length AADT C	AK.	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	US 250 & BUS US 2													
20) (250) Long St	City of Charlottesville	0.06 <b>53000</b> I	N								NA			NA	
<del></del>	To: From:	ECL Charlottesville	e												
20) (250) Richmond Rd	Albemarle County	0.20 <b>53000</b>	F								NA			NA	
	To:	US 250 Richmond R	) d												
Stony Point Rd	Albemarle County		G	97%	0%	1%	0%	1%	0%	F	0.108	F	0.608	11000	
of Story 1 Sint 1 to	/ liberilarie county		<u> </u>	0, 70	0 70	. , ,	0 70	. 70	070	•	0.100	•	0.000	11000	
	From:	Urban Boundary			221		221		0-1		0.400	_		.=	
O Stony Point Rd	Albemarle County	1.77 <b>8900</b> (	G	97%	0%	1%	0%	1%	0%	F	0.108	F	0.608	8700	
<u></u>	To: From:	02-649 Proffit Rd				_									
Stony Point Rd	Albemarle County	2.82 5000	G	97%	0%	1%	0%	1%	0%	F	0.150	F	0.807	4900	
9	Tox	02-600 Stony Point Pa													
Stony Point Rd	Albemarle County		G G	97%	0%	1%	0%	1%	0%	С	0.137	F	0.873	3000	
O Story I omit I'd	To:	Orange County Line		37 70	0 70	170	0 70	1 /0	0 70	O	0.107		0.070	3000	
	From:	Albemarle County Line													
Constitution Hwy	Orange County		G	95%	0%	1%	3%	1%	0%	С	0.123	F	0.817	2800	
,	To:	US 33 Spotswood Tra													
	From:	W US 33													
0) (33) Spotswood Trail	Orange County	0.22 <b>7800</b>	G	94%	1%	1%	1%	4%	0%	F	0.1	F	0.588	7900	
	To:	E US 33													
	From:	US 33 E, Spotswood T													
20 Constitution Hwy	Orange County	5.63 <b>2800</b> (	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.610	2800	
<u> </u>	To	SR 231 Gordonsville T	bke												
Constitution Hwy	Orange County		G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.564	4300	
,	, , , , , , , , , , , , , , , , , , ,														
W Main Ct	From	WCL Orange		070/	00/	10/	10/	10/	00/		0.101		0.504	F000	
W Main St	Town of Orange	0.47 <b>5200</b>	G	97%	0%	1%	1%	1%	0%	С	0.101	F	0.504	5200	
	To: From:	Bus SR 20													
Caroline St	Town of Orange	0.15 <b>5000</b>	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.514	5100	
<i></i>	To:	US 15 N, S Madison Street; Ca	ıroline	Street											
¬ ~~	From:	W US 15								_		_			
(15) Caroline St	Town of Orange		G	92%	1%	1%	1%	5%	0%	F	0.093	F	0.524	13000	
<i></i>	To:	E RT 15													
Dawn Hill Dd	Town of Orange	US 15 S, Caroline Str		000/	00/	10/	00/	00/	00/	_	0.001	_	0.055	11000	
Berry Hill Rd	Town of Orange	0.66 <b>11000</b> (	G	96%	0%	1%	0%	2%	0%	F	0.091	F	0.655	11000	
	To: From:	68-612 Monrovia Ro													
0) Berry Hill Rd	Town of Orange	0.08 <b>13000</b>	G	96%	0%	1%	0%	2%	0%	F	0.082	F	0.64	13000	
<i></i>	To	ECL Orange													
O Constitution Hwy	Orange County		N	96%	0%	1%	0%	2%	0%	N	0.082	F	0.64	13000	
Constitution Hwy	Crange County			JU /0	0 /0	. /0	0 /0	_ /0	0 /0	. 4	0.002	•	0.04	10000	
<u> </u>	Too From:	68-629 Lahore Rd													
O Constitution Hwy	Orange County		G	96%	0%	1%	0%	2%	0%	F	0.08	F	0.583	9900	
	Tor	US 522 East of Uniony	ville												

# 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 522	East of Uni	onville												
(20) Constitution Hwy	Orange County	2.28	8800	G	96%	0%	1%	0%	2%	0%	F	0.084	F	0.577	8700	G
<u> </u>	To: From:	68-650	Independen	ce Rd												
( <sub>20</sub> ) Constitution Hwy	Orange County	6.38	8600	G	96%	0%	1%	0%	2%	0%	F	0.082	F	0.556	8600	G
$\smile$	To: From	68-611 Go	old Dale Rd;	Zoar R	d		<u> </u>									
20 Constitution Hwy	Orange County	4.73	11000	Α	96%	0%	1%	0%	2%	0%	С	0.09	Α	0.519	11000	Α
$\smile$	То:	SR 3	Germanna I	Hwy												
	From:		SR 20													
(20) Ramp	Albemarle County	0.13	4200	G								0.129	F		4500	G
<u> </u>	To:		I-64 East													
North	From		) TO I-64 E										_			_
20 Ramp	Albemarle County	0.06	2200	G								0.113	F		2200	G
<u> </u>	10.	SR 20-S037A			RT 2											
North	Albemarle County		N, Scottsvil									0.145	F		4800	_
20) Ramp	Albemarie County	0.10	<b>4500</b> I-64 West	G								0.145	Г		4800	G
2 4	From			A COTT												
South 20 Ramp	Albemarle County	0.05	2100 TO I-64 E	G AST								0.165	F		2100	G
20 Ramp		SR 20- 37A SF			RT 2							0.103	'		2100	ч
South	From		S, Scottsvill													
(20) Ramp	Albemarle County	0.19	2600	G								0.145	F		2800	G
1	То:		I-64 West													
Bus	From	SR	20; W Main	St												
20 Main St	Town of Orange	0.14	4100	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.512	4200	G
$\smile$	Tec	US 15 Mad	lison St; S M	1adison	St											
Bus 20 Main St	Town of Orange	0.10	4500	G	99%	0%	0%	0%	0%	00/	F	0 000	F	0.510	4500	G
20 Main St	Town of Orange		ray Ave; By		9970	076	0%	0%	076	0%	Г	0.088	Г	0.512	4500	G
Bus	From	wiay i	Main St	ru st												
20 Byrd St	Town of Orange	0.47	4800	G	99%	0%	0%	0%	0%	0%	С	0.084	F	0.535	4800	G
$\smile$	To:	SR 2	0 Berry Hill	Rd												
	From:		Carolina Stat	e Line												
21 (221) New River Pkwy	Grayson County	3.39	1800	G	94%	0%	1%	1%	4%	0%	С	0.101	F	0.569	1900	G
<u> </u>	To: From:	SCI	Independer	nce			_									
(21) (221)	Town of Independence (Maint: 38)	0.47	1800	N	94%	0%	1%	1%	4%	0%	Ν	0.101	F	0.569	1900	Ν
	To	H	S 58 Main S	St.												
21	Town of Independence (Maint: 38)	1.64	1900	Α	96%	0%	1%	1%	2%	0%	С	0.115	Α	0.514	2000	Α
	To						<u> </u>									
21	Grayson County	8.72	_Independer	N N	96%	0%	1%	1%	2%	0%	N	0.115	Α	0.514	2000	N
(21)	Tic Tic		791 Country		JU /0	0 /0	1 /0	1 /0	<u>~</u> /0	0 /0	1 1	0.113	^	0.514	2000	1 1

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

_				_		Tru	ıck			K		Dir		_
Route	Jurisdiction	Length <b>AADT Q</b>	<b>A</b> 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~	From:	38-791 Country Ln												
21 Elk Creek Pkwy	Grayson County	1.45 <b>1300 G</b>	i 96%	0%	1%	1%	2%	0%	F	0.109	F	0.547	1400	G
~	To: From:	38-805 Spring Valley R												
21 Elk Creek Pkwy	Grayson County	1.37 <b>1300 G</b>	i 96%	0%	1%	1%	2%	0%	F	0.102	F	0.642	1300	(
~	To: Fron:	Wythe County Line												
21 Grayson Tpke	Wythe County	Grayson County Line 5.32 <b>1500</b> G		1%	1%	1%	3%	0%	С	0.104	F	0.640	1500	(
21) Grayoon Tpike	Try and deathly			1 70		. 70	0 70	070	Ü	0.101	•	0.010	1000	•
Graveon Toko	Wythe County	98-684 Chaney Branch 1 3.67 <b>2100 G</b>		0%	1%	1%	2%	0%	F	0.097	F	0.597	2100	(
Grayson Tpke	vvytne County	98-690 Cripple Creek F		076	170	1 70	270	0%	Г	0.097	Г	0.597	2100	
	From:	98-690 Cripple Creek Rd; Cro												
Grayson Tpke	Wythe County	6.18 <b>3500 G</b>		0%	1%	1%	2%	0%	F	0.092	F	0.7	3400	(
<del></del>	To	SCL Wytheville												
Grayson St	Town of Wytheville	0.93 <b>4200</b> G	i 97%	0%	0%	1%	1%	0%	С	0.098	F	0.669	4500	(
21) 3/13/33/13/	To:	Main St	, .					- , -						
~~	Fronx	Grayson St												
Main St	Town of Wytheville	0.49 <b>6300 G</b>		0%	0%	1%	1%	0%	F	0.094	F	0.646	6700	
~	To:	US 11, W Lee Hwy; 12th	ı St											
Main St	Town of Wythovillo	W Lee Hwy; 12th St 0.31 <b>5700 G</b>	000/	1%	0%	0%	0%	00/	F	0.088	F	0.527	6000	
21 (11) Main St	Town of Wytheville	4th Street	i 98%	1 /0	0 /0	0 /6	0 /0	0%	'	0.000	'	0.537	0000	
	From:	US 11 Main St												
21 4th St	Town of Wytheville	0.53 <b>13000 G</b>	i 98%	0%	1%	0%	1%	0%	F	0.1	F	0.578	14000	(
~	To:	W Ridge Rd												
21 4th St	Town of Wytheville	0.40 <b>15000</b> G	i 98%	0%	1%	0%	1%	0%	С	0.089	F	0.512	16000	(
<del>-</del> -)	To	Tazewell St												
21 4th St	Town of Wytheville	0.12 <b>16000</b> G	i 98%	0%	1%	0%	1%	0%	F	0.085	F	0.514	17000	(
21) 4.11 81	To:	I-81; US 52	0070	0 70	$\overline{}$	0 70	1 70	0 70	•	0.000	•	0.014	17000	•
	From	US 250 Shadwell												
22 Louisa Rd	Albemarle County	2.44 <b>9500</b> G	i 97%	1%	1%	1%	1%	0%	F	0.088	F	0.680	9300	(
22) -00:00 : 10	T.			. , 0		. , ,	. , 0	0,0	•	0.000	•	0.000	0000	
22 Louisa Rd	Albemarle County	02-616 Black Cat Rd 2.91 <b>9100 G</b>		1%	1%	1%	1%	0%	С	0.094	F	0.676	8900	(
22 Louisa Rd	Albernarie County	2.91 9100 0	9/70	1 70	1 70	1 70	1 70	0%	C	0.094	Г	0.676	0900	
	To: From:	SR 231 Near Cismont									_			
22) Louisa Rd	Albemarle County	3.71 <b>2100 G</b>	i 97%	1%	1%	1%	1%	0%	F	0.095	F	0.743	2000	•
<u>~</u>	From:	Louisa County Line Albemarle County Line	a .		-									
22) Louisa Rd	Louisa County	3.99 <b>2300</b> F		1%	1%	0%	0%	0%	С	0.103	F	0.559	2200	
				. , •	<del></del>	- / •	- / •	- / •	•	200		2.300		
an Louisa Bd	Louise County	US 15 Boswells Taver 6.23 <b>2100 F</b>		1%	1%	1%	0%	<b>N</b> 0/	С	0.093	F	0.664	2100	
22) Louisa Rd	Louisa County	6.23 <b>2100 F</b>	9/%	170	1 70	1 70	U%	0%	C	0.093	Г	0.004	Z100	1
	To: From:	US 33 Trevilians							_					
22) (33) Louisa Rd	Louisa County	3.84 <b>6400 F</b>	96%	1%	1%	1%	2%	0%	F	0.092	F	0.5	6300	I
<u> </u>	To:	WCL Louisa												

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

		Filliary and	d interstate i	100165			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	V	VCL Louisa				017.000				. 45151		· doto.		
(22) (33) West Main St	Town of Louisa (Maint: 54)	1.08	7700 F	96%	1%	1%	1%	2%	0%	F	0.090	F	0.527	7600	F
<u> </u>	To: From	SR 20	08 LOUISA C H												
(22) (33) (208) West Main St	Town of Louisa (Maint: 54)	0.40	18000 F	98%	0%	1%	0%	1%	0%	F	0.082	F	0.55	17000	F
	To: From		E US 33												
(22) (208) Louisa Rd	Town of Louisa (Maint: 54)	0.33	12000 F	96%	0%	1%	1%	2%	0%	С	0.089	F	0.504	12000	F
	To: From	F	ECL Louisa												
22 208 Davis Hwy	Louisa County	4.73	12000 N	96%	0%	1%	1%	2%	0%	Ν	0.089	F	0.504	12000	Ν
	To: From:		/CL Mineral												
22 208 Davis Hwy	Town of Mineral (Maint: 54)	0.15	12000 N	96%	0%	1%	1%	2%	0%	Ν	0.089	F	0.504	12000	N
	10:		US 522												
	Scott County		essee State Line 21000 G	99%	0%	0%	0%	1%	0%	F	0.092	F	0.587	21000	G
23	Scott County			1 99%	076	0%	0%	1 70	0%	Г	0.092	Г	0.567	21000	G
	Town of Weber City (Maint: 84)		L Weber City <b>20000 G</b>	99%	0%	0%	0%	1%	0%	F	0.086	F	0.589	21000	G
23	Town of Weber City (Maint. 84)			1 99%	076	0%	0%	1 70	0%	Г	0.000	Г	0.569	21000	G
	Town of Weber City (Maint: 84)		14 N Yuma Rd 21000 G	99%	0%	0%	0%	1%	0%	F	0.083	F	0.544	21000	G
23	Town of Weber City (Maint. 84)				076	0%	0%	1 70	0%	Г	0.063	Г	0.544	21000	G
	Town of Weber City (Maint: 84)		Shady Elm Lan 21000 G		0%	0%	0%	1%	0%	F	0.085	F	0.562	21000	G
23	Town of Weber City (Maint. 64)				0 /6	0 /6	0 /6	1 /0	0 /0	'	0.003	•	0.302	21000	G
	Town of Weber City (Maint: 84)		US 421 Hilton F 27000 G		0%	0%	0%	1%	0%	F	0.091	F	0.601	28000	G
(23) (58) (421)	Town of Weber City (Maint. 64)			33/6	0 /6	0 /6	0 /6	1 /0	0 /6	'	0.091	'	0.001	20000	G
	Scott County		L Weber City <b>27000 G</b>	99%	0%	0%	0%	1%	0%	F	0.091	F	0.601	28000	G
[23] [58] [421]	Scott County			33/6	0 /6	0 /6	0 /6	1 /0	0 /6	'	0.091	'	0.001	20000	G
	Town of Gate City (Maint: 84)		CL Gate City <b>27000</b> N	99%	0%	0%	0%	1%	0%	NI	0.091	F	0.601	28000	N
(23) (58) (421)	rown of date only (Maint. 64)				0 76	U /6	0 /6	1 /0	0 /6	14	0.031	'	0.001	20000	14
	Town of Gate City (Maint: 84)		23 East of Gate C 13000 A	•	0%	0%	0%	1%	0%	С	0.103	Α	0.525	14000	Α
[23] [58] [421]	rown of date only (Maint. 64)			3376	0 76	U /6	0 /6	1 /0	0 /6	O	0.103	^	0.525	14000	^
(50) (50)	Scott County		CL Gate City 13000 N	99%	0%	0%	0%	1%	0%	NI	0.103	Α	0.525	14000	N
(23) (58) (421)	Scott Sourity			3376	0 76	0 /6	0 /6	1 /0	0 /6	14	0.103	^	0.525	14000	14
	Town of Gate City (Maint: 84)		CL Gate City 13000 N	99%	0%	0%	0%	1%	0%	N	0.103	Α	0.525	14000	N
[23] [58] [421]	- F			J3 /6	U /0	U /0	U /0	1 /0	U /0	1 1	0.100	^	0.020	17000	1 4
(22) (52) (421)	Scott County		CL Gate City 13000 N	99%	0%	0%	0%	1%	0%	NI	0.103	Α	0.525	14000	N
(23) (58) (421)					U /0		U /0	1 /0	U /0	1 1	0.100	^	0.020	17000	1 4
23 \ (58) (421 \ Daniel Boone Heritage Hwy	Scott County	Bus US 2 5.99	3 West of Gate 6	_	0%	0%	0%	1%	0%	F	0.086	F	0.544	13000	G
23 58 421 Daniel Boone Heritage Hwy	- F				0 /6	U /6	0 /6	1 /0	U /0	'	0.000	'	0.544	13000	u
	Scott County		Daniel Boone Tr 13000 G		0%	0%	0%	1%	0%	F	0.085	F	0.524	14000	G
[23] [58] [421]	Scott County	3.30	SR 65	J J 70	U 70	070	U 70	1 70	U 70	Г	0.000	Г	0.324	14000	G
			511 05												

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

-					4	_		Tru	ıck			K	011	Dir		014
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From	4.07	SR 65		000/	00/	00/	00/	10/	00/	_	0.005	_	0.511	1 4000	_
[23] [58] [421]	Scott County	4.67	13000	G	99%	0%	0%	0%	1%	0%	F	0.085	F	0.511	14000	G
	Scott County	US 58, 0.03	, US 421 D <b>9500</b>	uffield <b>G</b>	99%	0%	0%	0%	1%	0%	F	0.084	F	0.553	9700	G
23	Scott County				JJ /0	0 /6	0 /0	0 /6	1 /0	0 /0	'	0.004	'	0.555	3700	G
23)	Town of Duffield (Maint: 84)	s 1.27	CL Duffiel 9500	ld N	99%	0%	0%	0%	1%	0%	N	0.084	F	0.553	9700	N
23)	To:		ICL Duffiel					• , •	.,.	*,*						
23	Scott County	2.82	9500	N	99%	0%	0%	0%	1%	0%	Ν	0.084	F	0.553	9700	N
25)	To:	Le	e County L	ine												
~~~	From		ott County I		0.40/	00/	10/	40/	40/	00/	_	0.000	_	0.545	0.400	_
23)	Lee County	4.08	8900 se County I	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.515	9400	F
	From:		e County L													
23 Orby Cantrell Hwy	Wise County	2.06	9900	G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.518	10000	G
<del>~</del>	To- From:	97-84	14 S, Wildc	at Rd												
23 Orby Cantrell Hwy	Wise County	1.84	9900	F	94%	0%	1%	1%	4%	0%	С	0.103	В	0.521	10000	F
ALT	To- From:	BUS US 23	South of Bi	ig Stone	Gap											
23 58 Orby Cantrell Hwy	Wise County	1.31	12000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.506	12000	G
$\rightarrow$	To:		S, Powell V													
ALT	Wine County		S Powell V			00/	10/	10/	40/	00/	_	0.000	F	0.500	17000	_
23 (58) Orby Cantrell Hwy	Wise County	5.30	17000	G	94%	0%	1%	1%	4%	0%	F	0.089	Г	0.568	17000	G
ALT	To- From:	97-610 N	N Powell V	alley Rd												
23) (58) Orby Cantrell Hwy	Wise County	0.86	14000	G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.530	15000	G
ALT	Too From:	V	WCL Norto	n												
23) (58)	City of Norton (Maint: 97)	1.03	14000	N	94%	0%	1%	1%	4%	0%	Ν	0.085	F	0.530	15000	Ν
$\rightarrow$	Too	11Th	n St; 12th S	t Ext												
ALT 23 \ \( \frac{58}{58} \) Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50	15000	F	94%	1%	1%	1%	4%	0%	С	0.09	F	0.511	16000	F
23 [58] Orby Cantrell Hwy						1 /0	1 /0	1 /0	4 /0	0 /0	C	0.09	'	0.511	10000	
23 Orby Cantrell Hwy	City of Norton (Maint: 97)	ALT US 58, SR 0.74	283 Norto:	n-Coebu <b>N</b>	rn Hwy 96%	0%	0%	0%	3%	0%	N	0.086	F	0.506	22000	N
23 Orby Cantrell Hwy	only of Norton (Maint. 97)				30 /6	0 /6	0 /0	0 /6	3 /0	0 /0	IN	0.000	'	0.500	22000	- 11
~~~	Wise County	<u> </u>	NCL Nortor 21000	n F	96%	0%	0%	0%	3%	0%	F	0.086	F	0.506	22000	F
23)	wise County					0 76	0 /6	0 /6	J /6	0 /6	'	0.000	•	0.500	22000	•
00	Wise County	0.46	23 North of 20000	f Norton  A	96%	0%	0%	0%	3%	0%	С	0.101	Α	0.519	21000	Α
23)	•				JU /0	0 /0	U /0	U /0	<b>J</b> /0	U /0	J	0.101	^	0.513	21000	
202	Town of Wise (Maint: 97)	0.42	SCL Wise <b>20000</b>	N	96%	0%	0%	0%	3%	0%	N	0.101	Α	0.519	21000	N
23)	To:		20000 3 23 South o		30 /6	0 /6	0 /6	U /0	J /0	U /0	IN	0.101	^	0.513	21000	- 11
~~	From	Bus US 23	S of Wise													
23 Orby Cantrell Hwy	Town of Wise (Maint: 97)	1.44	14000	G	96%	0%	0%	0%	3%	0%	F	0.081	F	0.574	15000	G
<u> </u>	To:		NCL Wise	:												

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

		Filliary and inter					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	NCL W	ise			2, 0.00	017100	TTTQII			1 40101		- dotoi		
23)	Wise County	0.52 1400		96%	0%	0%	0%	3%	0%	Ν	0.081	F	0.574	15000	Ν
<del>=</del>	To:	Bus US 23 Nor	th of Wise												
~~ - · · - · · · · · · · · · · · · · · ·	From:	Bus US 23 North of													
23) Orby Cantrell Hwy	Wise County	4.10 <b>1300</b>	0 G	96%	0%	0%	0%	3%	0%	F	0.078	F	0.594	14000	G
<u>~</u>	To: From:	97-634 Bean	Gap Rd												
23 Orby Cantrell Hwy	Wise County	3.56 <b>1300</b>	0 G	96%	0%	0%	0%	3%	0%	F	0.079	F	0.625	14000	G
~	Tox	Bus US 23 Sout	th of Pound												
23 Orby Cantrell Hwy	Wise County	2.40 <b>740</b> 0		96%	0%	0%	0%	3%	0%	F	0.074	F	0.553	7900	G
	To	WCL Po	um d												
000	Town of Pound (Maint: 97)	0.13 <b>740</b> 0		96%	0%	0%	0%	3%	0%	N	0.074	F	0.553	7900	N
23	rown or round (Maint. 67)			0070	0 70		0 70	0 /0	0 70		0.07 4	•	0.000	7000	.,
~~	Town of Down d (Maint 07)	Bus US 23		000/	00/	00/	00/	00/	00/	N.I.	0.075		0.500	7000	
23)	Town of Pound (Maint: 97)	1.16 <b>720</b> 0	) N	96%	0%	0%	0%	3%	0%	N	0.075	F	0.533	7600	N
	To: From:	NCL Po													
Orby Cantrell Hwy	Wise County	2.02 <b>720</b> 0		96%	0%	0%	0%	3%	0%	F	0.075	F	0.533	7600	G
<del>~</del>	Tα	Kentucky St	ate Line												
Bus Bus Bus	Fron:	US 23 South of													
23 (58) (421)	Town of Gate City (Maint: 84)	0.23 <b>1700</b>	0 G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.505	18000	G
<del></del>	To: From:	84-836 Joi	nes St			$\neg$ $\vdash$									
Bus Bus Bus	Town of Gate City (Maint: 84)	0.47 <b>940</b> 0	) G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.546	10000	G
23) (58) (421)	10wil of date only (Maint. 04)			30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	O	0.003	•	0.540	10000	ч
Bus Bus Bus	To: From:	SR 71 E Jac	kson St												
23 \ (58) (421 \ W Jackson St	Town of Gate City (Maint: 84)	0.12 <b>570</b> 0	) G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.621	6100	G
$\sim$	Tα	84-665 Manville Ro													
Bus Bus	From:	84-665 Manville I							221	_		_		4000	_
(58) (421) W Jackson St	Town of Gate City (Maint: 84)	0.15 <b>400</b> 0	) G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.542	4300	G
Bus Bus	To: From:	84-763 F	ïr St												
23 \ \( \sum_{58} \) \( \lambda_{421} \) Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84 <b>320</b> 0	) G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.55	3400	G
23) (38) (421) Same Book Na	- Common date only (Mainte on)			0070	0 70		0 70	0 / 0	070	•	0.001	•	0.00	0.00	Ŭ
Bus Bus Bus	Fron:	84-762 Star	rnes St												
23) (58) (421) Daniel Boone Rd	Town of Gate City (Maint: 84)	0.80 <b>230</b> 0	) F	97%	0%	1%	1%	1%	0%	С	0.106	F	0.565	2400	F
$\sim \sim \sim$	Too	WCL Gate	e City												
Bus Bus Bus	Coott County			070/	00/	10/	10/	10/	00/	N.I.	0.100	_	0.505	0400	N.
23) (58) (421)	Scott County	0.04 2300		97%	0%	1%	1%	1%	0%	N	0.106	F	0.565	2400	N
		US 23 Bus V													
Bus	NA/i O	US 23 South		070/	00/	10/	10/	10/	00/	0	0.000	_	0.640	6400	_
Bus 23	Wise County	0.34 <b>6100</b>	) G	97%	0%	1%	1%	1%	0%	С	0.090	F	0.613	6100	G
	To: From	SCL Por	und												
Bus 23	Town of Pound (Maint: 97)	2.74 <b>610</b> 0	) N	97%	0%	1%	1%	1%	0%	N	0.090	F	0.613	6100	N
20)	Tor	N US 23 & 9		0.,0		—iĩ	. , .	. , •	0,0		5.000	•	0.0.0	0.00	

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

	Primary and	u miersia	ile Hoi	nes											
lurisdiction	Longth	AADT	ΟΛ	4Tiro	Ruc		Tru	ıck		00	K	OK	Dir	۸ ۸ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	. OW
Julistiction	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QVV
From	US 23 C	Orby Cantrel	ll Hwy												
Town of Wise	0.21	10000	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.516	11000	G
To	SCL Wise: 97-	-757 Norton	1 Coebu	n Rd		<b>—</b> —									
Town of Mico	·				00/	10/	00/	00/	00/	_	0.000	_	0.500	15000	G
Town of wise			G	90%	0%	1%	0%	0%	0%	Г	0.069	Г	0.522	15000	G
From:															
Town of Wise	0.36	5500	F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.604	5800	F
To		TT-11 A													
From:															
Town of Wise	0.42	3700	G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.560	4000	G
Toc From	Ac	dington Av	e												
Town of Wise	0.11	3600	N	98%	0%	1%	0%	1%	0%	N	0 097	F	0 549	3800	Ν
Town of Wise			.,	30 /0	0 70	1 70	0 70	1 /0	0 70	14	0.007	•	0.545	0000	11
To: From:	]	NCL Wise													
Wise County	0.65	3600	G	98%	0%	1%	0%	1%	0%	С	0.097	F	0.549	3800	G
To:	US 23	3 North of V	Vise												
From		US 23													
Wise County	0.35	10000	N	97%	0%	1%	0%	2%	0%	Ν	0.089	F	0.57	11000	Ν
Too	SCI	Rig Stone (	Gan												
From:		• -	-							_		_			_
Town of Big Stone Gap	0.93		G	97%	0%	1%	0%	2%	0%	С	0.089	F	0.57	11000	G
From															
Town of Big Stone Gap			G	97%	0%	1%	0%	2%	0%	F	0.085	F	0.536	8900	G
- Town or big clone dap				0170	0 / 0		070	_,0	070	•	0.000	•	0.000	0000	<u> </u>
From	ALT U	JS 58 Wood	l Ave												
Town of Big Stone Gap	0.28	6800	G	97%	0%	1%	0%	2%	0%	F	0.084	F	0.503	7300	G
To		2nd Ave													
Towns of Disc Otoms One	0.47		_	050/	00/	40/	40/	40/	00/	_	0.005	_	0.504	5000	_
Town of Big Stone Gap	0.47	4900	G	95%	0%	1%	1%	4%	0%	C	0.085	F	0.504	5300	G
To: From:	NCL	Big Stone C	Gap												
Wise County	1.49	4900	N	95%	0%	1%	1%	4%	0%	Ν	0.085	F	0.504	5300	Ν
To															
From			1a												
Town of Appalachia (Maint: 97)	1.98	4900	N	95%	0%	1%	1%	4%	0%	N	0.085	F	0.504	5300	Ν
To	NC	L Appalach	nia			$\neg$ $\vdash$									
Wise County				050/	Λο/	10/	10/	10/	00/	NI	0.005	E	0.504	5200	N.I
wise County	7.03	4900	IN	90%	U%	I 7o	I 70	470	U%	IN	0.065	г	0.504	5300	N
Tra- From:		97-621													
Wise County	0.13	97-621 <b>3800</b>	N	95%	0%	1%	1%	3%	0%	N	0.081	F	0.521	4000	N
	Town of Wise  Town of Big Stone Gap  Town of Big Stone Gap  Town of Big Stone Gap	Jurisdiction   Length	Jurisdiction   Length   AADT	Jurisdiction	Durisdiction   Length   AADT   QA   4Tire	Town of Wise   US 23 Orby Cantrell Hwy   Town of Wise   0.21   10000   G   99%   0%	Jurisdiction	Jurisdiction	Jurisdiction	Jurisdiction	Durisdiction   Length   AADT   QA   4Tire   Bus   Truck   21   21   21   21   21   21   21   2	Durisdiction	Second   S	Length AADT   QA   4Tire   Bus   2Axid   3+Axid   1Trail   2Trail   2Trai	Jurisdiction

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

Devite	1	1		٠.	4			Tru	ck			K	017	Dir	A A \ 4.00	<u></u>
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:		SCL Norton		25-1	221		151	221	221	_		_	0.504	1000	_
23 Park Ave	City of Norton	0.59	3800	G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.521	4000	G
Bus	To: From:		15th Street													
23 Park Ave	City of Norton	0.56	8000	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.508	8600	G
Dura.	To From		11th St													
Bus 23 Park Ave	City of Norton	0.33	7800	G	95%	0%	1%	1%	3%	0%	F	0.086	F	0.51	8300	G
$\rightarrow$	To: Econy		8th St				_									
Bus 23 Park Ave	City of Norton	0.34	8800	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.526	9400	G
<i>~</i>	To Boom	SR	74 Coeburn	Rd			_									
Bus 23 Park Ave	City of Norton	0.26	11000	G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.523	12000	G
23) * 4			23, SR 283;					.,.		-,-						
Bus	From		S US 23, SR					221			_		_		4=00	
23 Park Ave	City of Norton	1.46	4400	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.569	4700	C
Bus	To: From:		12th St NE													
Park Ave	City of Norton	0.04	4600	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.538	5000	(
Bus	To: From		NCL Norton													
23 Esserville Rd	Wise County	0.40	4300	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.531	4500	C
	From:		lorton Orby		Hwy		<u> </u>									
24) Elm Avenue	City of Roanoke	0.17	116 Jefferson 14000	G	97%	1%	1%	0%	1%	0%	F	0.073	F	0.562	15000	
24) Ziiii 7 (Vende	Troll	0.17			07 70	1 /0		0 70	1 70	0 / 0	•	0.070	•	0.002	10000	
24) Elm Avenue	City of Roanoke	0.25	I-581 <b>27000</b>	G	97%	1%	1%	0%	1%	0%	С	0.112	F		29000	(
24) 2 7.00.00	Tree Tree				07.70	1 70		0 70	1 70	0 70	Ū	0.112	•		20000	`
24) Bullitt Avenue	City of Roanoke	0.68	24 Par, 6th 12000	G G	98%	1%	1%	0%	1%	0%	С	0.112	F		12000	Ċ
24) Baille / Worldo	Combined Traffic Estimates for 2 Parallel Roadways on this			G	98%	1%	1%	0%	1%	0%	С	0.087	F	0.615	26000	
	Tα		R 24 P, 13th													
	From	0.40	13th St		000/	00/		00/	40/	00/	_	0.000	_	0.000	00000	,
24 Jamison Ave	City of Roanoke	0.19	<b>27000</b> Dale Ave	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.628	29000	C
	From:		Jamison Ave													
24) Dale Ave	City of Roanoke	0.69	24000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.599	26000	(
$\overline{}$	To: From		CL Roanoke	)												
24 Virginia Ave	Town of Vinton	0.51	WCL Vinton 26000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.614	28000	(
24 Virginia Ave	TOWITOT VIIILOTT	0.51		<u> </u>	JU 70	U 70	1 70	U 70	1 /0	U %	Г	0.031	I-	0.014	20000	
Virginia Ava	Town of Vinton	0.00	Pollard St	G	000/	09/	10/	00/	10/	00/		0.007	F	0.65	22000	_
24) Virginia Ave	Town of Vinton	0.80	22000 Clearview St	G	98%	0%	1%	0%	1%	0%	С	0.087	٢	0.65	23000	C
	From	<u> </u>	Hardy Rd													
24 By Pass Rd	Town of Vinton	0.39	15000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.59	16000	C
	To		ashington A	ve			]									

# 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> 47	Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	В	Sypass Rd				1	017100	111411	Liian		1 40101		1 40101		
Washington Ave	Town of Vinton		24000 C	<b>3</b> 98	8%	0%	1%	0%	1%	0%	F	0.087	F	0.679	25000	G
24)	-															
Machineton Ave	From From From From From From From From		CL Vinton	• 00	00/	00/	10/	00/	10/	00/	_	0.007	_	0.000	00000	_
24) Washington Ave	Roanoke County		20000 0		8%	0%	1%	0%	1%	0%	F	0.097	F	0.639	22000	(
<u> </u>	ron:		rd County Line ke County Line													
Stewartsville Rd	Bedford County		17000 C		8%	0%	1%	0%	1%	0%	F	0.095	F	0.719	19000	(
Stewartsville Rd		80-651 Mountain Vie				0 /6	1 /0	0 /6	1 /0	0 /6	•	0.033	'	0.713	13000	`
	From	80-651 East of Vi														
Stewartsville Rd	Bedford County		15000 C			0%	0%	1%	0%	0%	F	0.095	F	0.736	16000	(
24) 3.3.1.3.1	200.0.0 000					0 70		. , 0	0,0	0,0	•	0.000		000		
	To: From:		5 Lovers Lane													
24 ) Stewartsville Rd	Bedford County	2.04	8800	<b>3</b> 98	8%	0%	0%	1%	0%	0%	С	0.093	F	0.706	9200	(
<u> </u>	To	09-755 W	, Morgans Mil	l Rd			_									
24) Stewartsville Rd	Bedford County	2.15	8000 C		8%	0%	0%	1%	0%	0%	F	0.093	F	0.685	8400	(
24)	To:		Dickerson Mill				$\overline{}$		• , •	-,-						
	From	09-746 Chamblis			Rd											
Stewartsville Rd	Bedford County	4.57	4900 C			0%	0%	1%	0%	0%	F	0.095	F	0.640	5100	
<del>-</del> 9	T-1															
	From:		Stony Fork Ro		00/	00/		40/	00/	00/	_	0.004	_	0.575	0.400	
24) Stewartsville Rd	Bedford County	3.69	2300 (	<b>i</b> 98	8%	0%	0%	1%	0%	0%	F	0.094	F	0.575	2400	•
<u>~</u>	From		22 Moneta Rd													
Chinala Black Bd		5.51	22 Maneta Rd 2000 C	• 00	8%	0%	0%	1%	0%	00/	F	0.091	F	0.510	2200	(
Shingle Block Rd	Bedford County	5.51	2000	<b>a</b> 90	0%	0%	0%	170	0%	0%	Г	0.091	Г	0.512	2200	'
	To: From	SR 43 W	, Virginia Byw	/ay												
24) (43) Glenwood Dr	Bedford County	2.58	2700	<b>9</b> 4	4%	0%	1%	1%	3%	0%	С	0.088	F	0.552	2900	(
	To	CD /2 1	E, Leesville Ro	4												
(24) Wyatts Way	Bedford County	7.59	2600 C		6%	0%	1%	1%	1%	0%	С	0.1	F	0.711	2700	(
vyalis way	To.		ell County Lin		0 /6	0 /0	1 /0	1 /0	1 /0	0 /6	O	0.1	'	0.711	2700	
	From		rd County Line				-									
24) Colonial Hwy	Campbell County	2.06	240 F		4%	2%	3%	0%	1%	0%	С	0.142	F	0.622	240	
24) 30.01.11.11					170	_ / 0		0 70	1 70	0 70	Ū	0.112	•	0.022	210	
	To: From:		Near Evington													
24) Colonial Hwy	Campbell County	6.68	1400 F	97	7%	1%	1%	0%	1%	0%	С	0.11	F	0.534	1400	
<u> </u>	To		US 29				$\neg$ $\sqsubseteq$									
24) Colonial Hwy	Campbell County	4.32		<b>9</b>	1%	2%	1%	1%	5%	0%	С	0.112	F	0.531	3500	
24) 30.0	campson county				. , 0	_,,		. , 0	0,0	0,0	·	0		0.00.	0000	
	From:		SW of Rustbu				<u> </u>									
24) (501) Campbell Hwy	Campbell County	0.92	10000 F	97	7%	1%	1%	0%	2%	0%	F	0.086	F	0.541	10000	
<i>y</i>	To:	US 501	SW of Rustbu	rg			$\neg$ $\vdash$									
24) Village Hwy	Campbell County	6.38			2%	2%	1%	1%	4%	0%	F	0.098	F	0.558	4400	
	-							. , •	. , 🗸	- / •	•	2.300	-			
	To: From:	15-656 Crews Sh	•													
24) Village Hwy	Campbell County	3.16		92	2%	2%	1%	1%	4%	0%	С	0.095	F	0.567	3900	I
<u> </u>	To	V	V US 460													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	ı L	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	Fronc		W U	S 460												
24) (460) Lynchburg Hwy	Campbell Cou	ınty	0.11 <b>18</b> 0	000 N	93%	0%	1%	1%	4%	0%	Ν	0.095	F	0.505	19000	Ν
<i>y</i>	To:			County Line												
24) (460) Richmond Hwy	Appomattox Co	unty		County Line 000 G	93%	0%	1%	1%	4%	0%	F	0.095	F	0.505	19000	G
24 460 Richmond Hwy	Appointation Go	Junty			30 70	0 70	1 70	1 /0	₹ /0	0 70	'	0.000	•	0.505	13000	C
Diskus and Harr	Front			-689	000/	00/		40/	40/	00/	_	0.000	_	0.500	40000	
Richmond Hwy	Appomattox Co	ounty	4.09 170	000 G	93%	0%	1%	1%	4%	0%	F	0.089	F	0.568	18000	G
	To: From:			omattox												
24) (460) Richmond Hwy	Town of Appomattox (	(Maint: 06)	0.42 170	000 N	93%	0%	1%	1%	4%	0%	N	0.089	F	0.568	18000	Ν
<i>y</i>	Toe From:		BUS U	US 460												
24) (460) Richmond Hwy	Town of Appomattox (	(Maint: 06)	0.72 110	000 G	93%	0%	1%	1%	4%	0%	F	0.087	F	0.51	11000	G
	Tα			Т 460												
Old Countle and Dd	From			hmond Hwy	040/	40/		40/	00/	00/	_	0.000	_	0.57	0500	_
Old Courthouse Rd	Appomattox Co	ounty	5.23 <b>35</b>	500 G	91%	1%	1%	1%	6%	0%	F	0.089	F	0.57	3500	G
	To: From:	06-61	16 Wildway Ro													
Old Courthouse Rd	Appomattox Co	ounty		000 G	91%	1%	1%	1%	6%	0%	С	0.089	F	0.527	2100	C
<i></i>	To: From:			County Line												
	Buckingham Co	nunty.		County Line	89%	1%	2%	1%	7%	0%	С	0.093	F	0.655	1600	(
24)	Tac	Julity		Mt Rush	03 /6	1 /0		1 /0	1 /0	0 /6	O	0.033	•	0.000	1000	
	From		SR 24 FROM		_											
24) Ramp	L City of Roanoke (M	laint: 80)		100 G	ζ							0.082	F		7100	G
24) Hamp	Ta		20 FROM RT 2		TREET							0.002	•		7100	
	Front		SR 24 TO R													
Ramp	L City of Roanoke (M	laint: 80)		000 G								0.080	F		13000	G
24) 1 101119	To To	•	N FROM RT		TREET							0.000	•		10000	`
	From		6th	h St												
Jamison Ave	City of Roano	ke	0.68 120		98%	0%	1%	0%	1%	0%	С	0.097	F	0.544	13000	
P')	Combined Traffic Estimates for 2 Parallel R				98%	1%	1%	0%	1%	0%	С	0.087	F	0.615	26000	
	Τα:		24 Jamison A								_					
	From:		US 460 Ric	chmond Hwy												
26) Oakville Rd	Appomattox Co	ounty		300 G	93%	0%	1%	1%	4%	0%	С	0.089	F	0.567	2800	(
-9	То		8 Piney Mount													
Oakville Rd	From:			500 G	89%	0%	1%	2%	8%	0%	С	0.099	F	0.565	1500	C
Oakville Hu	Ta Ta	Junty		ent Creek	00 /0	0 70		270	0 /0	0 70	O	0.000	•	0.505	1300	
	Prom:	CD 27	W001A SR 27		мртэ											
Ramp	Arlington Cou			/-E001A FRO <b>IA</b>	DVIKI 2							NA			NA	
27) Ramp	Tar Tar	<u> </u>	4 TO ARLING		E ROAD							14/1			1 1/71	
	From		mp from SR 27													
Ramp	Arlington Cou	nty	0.22 170	000 G	_							0.112	F		17000	G
	Tα		I-395	South												

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

					4	_		Trı	uck			K	014	Dir		2144
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		lington Blvd													
(27) Washington Blvd	Arlington Cou		40000	G	98%	1%	0%	0%	0%	0%	F	0.084	F		42000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	79000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.512	84000	G
East	To: From:	SR 24	14 Columbia	a Pike												
(27) Washington Blvd	Arlington Cou	inty 0.35	49000	F	98%	1%	0%	0%	0%	0%	F	0.085	F		52000	F
$\bigcirc$	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	105000	F								NA			NA	
F4	To: From:		I-395													
East (27) Washington Blvd	Arlington Cou	inty 0.52	28000	F								0.126	F		NA	
27) 11 dogto 2.11 d	Combined Traffic Estimates for 2 Parallel F	,		F								0.086	F	0.613	NA	
	To		244; Penta	-									-			
East No other Block	From:				000/	40/	00/	00/	00/	00/	_	0.400	_		05000	_
(27) Washington Blvd	Arlington Cou	•	33000	G	98%	1%	0%	0%	0%	0%	-	0.126	F	0.075	35000	G
	Combined Traffic Estimates for 2 Parallel F	<u> </u>		G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.675	74000	G
East	To: From:	SR 11	0 Richmone	d Hwy												
(27) Washington Blvd	Arlington Cou	,	32000	G	98%	1%	0%	0%	0%	0%	F	0.133	F		34000	G
	Combined Traffic Estimates for 2 Parallel F	•		G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.791	59000	G
	To:		oundary Dri													
East	From:	SR 27-E TO RT 395			GTON RI	D						0.077	_		00000	_
(27) Ramp	Arlington Cou ™-	onty 0.09 SR 27-W001A	20000	G A EDOM	DT 2							0.077	F		20000	G
F	From	SR 27-W0017				DI										
East (27) Ramp	L Arlington Cou		28000	G	NAVID	KI						0.097	F		28000	G
21) " "	To	I-395-N008D FROM			- ADLING	TT										
East	From:				& ARLING	J I										
(27) Ramp	Arlington Cou	inty 0.19	32000	G								NA			NA	
East	To: From:	SR 27-E001C	TO ARMY	NAVY I	DRIVE											
(27) Ramp	Arlington Cou	inty 0.22	21000	G								0.092	F		21000	G
$\overline{}$	Τα:		I-395 North	1												
East	From:	SR 27-E001B		NAVY	DRIVE											
(27) Ramp	Arlington Cou	•	NA									NA			NA	
<u> </u>	10:	I-395-N008			AST											
Rev Washington Blvd	From L Arlington Cou		Reversible 6900	Lanes <b>F</b>								0.121	F		NA	
27 Washington Blvd	Combined Traffic Estimates for 3 Parallel F	•										0.121 NA	Г		NA NA	
	Tallet Tallic Estillates for 3 Parallet F		7 EB; SR 2									INA			INA	
West	From		lington Blvd		)()											
(27) Washington Blvd	L Arlington Cou		39000	<u>1; 00-670</u>	98%	1%	0%	0%	0%	0%	F	0.09	F		41000	G
21)	Combined Traffic Estimates for 2 Parallel F	•		G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.512	84000	G
	To:		14 Columbia							- / -	•					-

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

		Fillilaly at						Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From	SR 24	14 Columbia	Pike												
(27) Washington Blvd	Arlington Co	ounty 0.60	49000	F								0.08	F		NA	
$\bigcirc$	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	105000	F								NA			NA	
1M4	To From	·	I-395													
West  (27) Washington Blvd	Arlington Co	ounty 0.13	25000	F	98%	1%	0%	0%	0%	0%	F	0.103	F		27000	F
27) Washington Biva	Combined Traffic Estimates for 2 Parallel	•		F	0070	1 70	070	0 70	0 70	0 70	•	0.086	F	0.613	NA	•
	To To	_										0.000	•	0.010		
West	From	•	14 Columbia								_		_			_
(27) Washington Blvd	Arlington Co	•	36000	G	98%	1%	0%	0%	0%	0%	F	0.113	F		39000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	69000	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.675	74000	G
West	To From	v.	SR 110													
(27) Washington Blvd	Arlington Co	ounty 0.33	23000	G	98%	1%	0%	0%	0%	0%	F	0.103	F		25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.791	59000	G
	To	В	oundary Driv	'e												
West	From	SR 27-W TO RT 395	5 SOUTH &	ARLIN	IGTON R	ID										
( <sub>27</sub> ) Ramp	Arlington Co	ounty 0.08	NA									NA			NA	
West	To From	SR 27-W00	1B TO RT 3	95 SOL	TH											
West (27) Ramp	Arlington Co	ounty 0.05	NA									NA			NA	
(21)	To	SR 27- 1A SF		FROM	RT 2											
West	From	SR 27-W00	1A TO RT 3	95 SOL	TH											
(27) Ramp	Arlington Co		25000	G								0.087	F		25000	G
$\overline{}$	То		I-395 South													
	From		S 29 N of R	emingto	n											
(28) Catlett Rd	Fauquier Co	ounty 2.30	10000	G	94%	1%	1%	2%	3%	0%	F	0.089	F	0.652	11000	G
$\overline{}$	To From	US 17	North of Be	aleton												
28 Catlett Rd	Fauquier Co	ounty 2.70	13000	G	94%	1%	1%	2%	3%	0%	F	0.091	F	0.705	14000	G
$\overline{}$	To	30	-610 Midlan	ıd												
28 Catlett Rd	Fauquier Co	L. Marian Company	15000	G	94%	1%	1%	2%	3%	0%	F	0.092	F	0.723	15000	G
$\overline{}$	Ta	30-	-616 Calvert	on												
(28) Catlett Rd	Fauquier Co		13000	G	94%	1%	1%	2%	3%	0%	F	0.091	F	0.763	14000	G
			0-806 Catlet													
(28) Catlett Rd	Fauquier Co		15000	G	94%	1%	1%	2%	3%	0%	С	0.093	F	0.757	16000	G
	To		Villiam Cour													
	From		uier County		0.40/	40/	101	00/	00/	00/	_	0.004	_	0.000	17000	
28 Nokesville Rd	Prince William	County 2.18	18000	F	94%	1%	1%	2%	3%	0%	F	0.091	F	0.699	17000	F
	To Prom		52 Fitzwater													
(28) Nokesville Rd	Prince William		15000	G	93%	1%	2%	2%	3%	0%	С	0.086	F	0.672	16000	G
	To	SR 2	215 Vint Hill	Rd												

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

<u> </u>				4	_		ruck			K	011	Dir		
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus	2Axle 3+Ax			QC	Factor	QK	Factor	AAWDT	Q۱
Naturalla Da	From:	SR 215 Vint		000/	40/		00/	00/	_	0.000	_	0.000	00000	F
28 Nokesville Rd	Prince William County	0.12 <b>2700</b> 0	0 F	93%	1%	2% 2% 	3%	0%	F	0.086	F	0.639	28000	ı
	To: From:	76-619 Brist		2021			221						44000	
28 Nokesville Rd	Prince William County	0.78 <b>3800</b> 0	0 F	93%	1%	2% 2%	3%	0%	F	0.084	F	0.622	41000	
<u> </u>	To: From:	76-660 Pipe	r Lane											
28) Nokesville Rd	Prince William County	0.62 <b>4000</b>	0 F	93%	1%	2% 2%	3%	0%	F	0.075	F	0.548	43000	
$\smile$	To: From:	SR 234, WCL	Manassas											
28) Nokesville Rd	City of Manassas	0.56 <b>3200</b> 0	0 F	97%	1%	1% 1%	1%	0%	F	0.082	F	0.504	35000	
<u> </u>	To From	155-5 Godv	vin Dr			<u> </u>								
Nokesville Rd	City of Manassas	1.22 17000		97%	1%	1% 1%	1%	0%	F	0.082	F	0.504	18000	
	To	Wellington												
28) Center St	City of Manassas	0.80 <b>2100</b>		97%	1%	 1% 1%	1%	0%	F	0.083	F	0.57	23000	
20) 30	T.			0.70	. , ,		. , 0	0,0	•	0.000	•	0.07		
Center St	City of Manassas	0.25 <b>9500</b>		97%	1%	1% 1%	1%	0%	F	0.087	F		10000	
Center St	-				1%				F	0.087	F	0.512		
	Combined Traffic Estimates for 2 Parallel Roadways of			97%	1 70	1% 1% 	1%	0%	Г	0.00	Г	0.512	21000	
	To: From:	Bus SR 234 G									_			_
Center St	City of Manassas	0.37 1000		97%	1%	1% 1%	1%	0%	F	0.077	F		11000	
	Combined Traffic Estimates for 2 Parallel Roadways of			97%	1%	1% 1%	1%	0%	F	0.078	F	0.696	23000	
	Fron:	Zebedee Center S												_
Zebedee St	City of Manassas	0.09 9000		97%	1%	 1% 1%	1%	0%	F	0.073	F		9600	
9	Combined Traffic Estimates for 2 Parallel Roadways			97%	1%	1% 1%	1%	0%	F	0.077	F	0.572	22000	
		This link is sigi			. , ,	.,,	. , 0	0,0	•	0.07.	•	0.07		
	To													
Centreville Rd	City of Manassas	1SR 28 P, Cent 1.10 <b>2700</b> 0		97%	1%	1% 1%	1%	0%	F	0.075	F	0.524	29000	
Centreville Rd	City of Mariassas	Prince William C			1 /0	1/0 1/0	1 /0	0 /6	'	0.075	'	0.524	29000	
	From:	NCL Mana												_
28) Centreville Rd	Prince William County	0.26 <b>2700</b> 0	D N	97%	1%	1% 1%	1%	0%	Ν	0.075	F	0.524	29000	
<i></i>	To:	SCL Manass												
Cambra dila Dal	City of Manager Paul	Prince William C			10/	10/ 10/	10/	00/	N.	0.075	_	0.504	00000	
28 Centreville Rd	City of Manassas Park	0.01 <b>2700</b>	0 N	97%	1%	1% 1% 	1%	0%	N	0.075	F	0.524	29000	
	To: From	Liberia A												_
Centreville Rd	City of Manassas Park	0.31 43000		97%	1%	<u>1</u> % 1%	1%	0%	F	0.068	F	0.581	46000	
	10: From:	ECL Mana NCL Manass												_
Centreville Rd	Prince William County	2.13 <b>4800</b>		97%	1%	 1% 1%	1%	0%	F	0.072	F	0.569	51000	
20) 0011110111101110	To.	Fairfax Coun	-	07.70	170		1,70	0 70	•	0.072		0.000	0.000	
	From:	Prince William C	_	•										_
28) Centreville Rd	Fairfax County	1.83 <b>5900</b>	0 G	97%	1%	1% 1%	1%	0%	F	0.065	F	0.612	63000	
$\smile$	To	New Braddo	ock Rd											
28) Centreville Rd	Fairfax County	0.80 <b>5900</b>		97%	1%	 1% 1%	1%	0%	F	0.067	F	0.622	63000	
	To	US 29 Cent											-	

# 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 29 Centreville												
28 Sully Rd	Fairfax County	0.54 <b>87000 G</b>	97%	1%	1%	1%	1%	0%	F	0.073	F	0.691	93000	G
	To: From:	I-66 North of Centreville												
28 Sully Rd	Fairfax County	2.07 <b>111000 G</b>	97%	1%	1%	1%	1%	0%	С	0.079	В	0.731	117000	G
	To: From:	29-662 Westfields Blvd			<u> </u>									
28 Sully Rd	Fairfax County	1.88 <b>118000 G</b>	97%	1%	1%	1%	1%	0%	F	0.09	В	0.549	130000	G
	To: From:	US 50 Dulles Airport												
28 Sully Rd	Fairfax County	4.18 <b>94000 G</b>	97%	1%	1%	1%	1%	0%	F	0.078	F	0.509	93000	G
	From:	Loudoun County Line Fairfax County Line												
28 Sully Rd	Loudoun County	0.66 <b>94000 N</b>	97%	1%	1%	1%	1%	0%	Ν	0.078	F	0.509	93000	N
	Too	SR 267 Dulles Toll Rd												
28 Sully Rd	Loudoun County	1.00 <b>164000 G</b>	97%	1%	1%	1%	1%	0%	F	0.075	F	0.524	175000	G
	To	53-606 Old Ox Rd												
28 Sully Rd	Loudoun County	0.62 <b>148000 G</b>	97%	1%	1%	1%	1%	0%	F	0.087	В	0.583	160000	G
,	To	54-846 Sterling Blvd												
28 Sully Rd	Loudoun County	1.13 <b>143000 G</b>	97%	1%	1%	1%	1%	0%	F	0.075	F	0.524	158000	G
20) 3411, 111	To					.,,	.,.	• , •	-					-
28 Sully Rd	Loudoun County	53-625 Waxpool Rd 3.16 <b>93000 G</b>	97%	1%	1%	1%	1%	0%	F	0.083	В	0.599	100000	G
20) 34, 1.10	To:	SR 7 Harry Byrd Hwy	0.70	. , ,		. , ,	. , 0	0,70	•	0.000		0.000	.00000	<u> </u>
	From:	SR 28-N030A SR 28-S030A TO	) RT 66											
28) Ramp	Fairfax County	0.18 <b>33000 G</b>								0.067	F		33000	G
	To:	I-66-E FROM RT 28 SOUTH &	NORTH											
	Front	SR 28 I-66-W053B FROM & TO	O RT 66											
(28) Ramp	Fairfax County	0.17 <b>18000 G</b>	95%	1%	1%	1%	2%	0%	С	0.092	F		18000	G
	То:	I-66-W FROM RT 28 NORTH &	SOUTH											
North	From	SR 28 RO RT 66 EAST				221		0-1			_		40000	
28 Ramp	Fairfax County ™	0.12 <b>16000 G</b>	98%	1%	1%	0%	1%	0%	С	0.093	F		16000	G
	Front	SR 28-S030A SR 28- 30A TO												
North Ramp	Fairfax County	SR 28 TO RT 66 WEST 0.04 <b>NA</b>	'							NA			NA	
(28) Ramp	Taillax County	SR 28-S030B FROM 28 S	S							INA			INA	
South	From:	SR 28 Sully Rd	-											
28 Ramp	Fairfax County	0.07 <b>17000 G</b>	95%	1%	1%	1%	2%	0%	С	0.077	F		17000	G
•	To:	SR 28-N030A SR 28- 30A TO							_					
South	From	SR 28 TO RT 66 WEST												
28 Ramp	Fairfax County	0.07 <b>NA</b>								NA			NA	
$\smile$	Tα	SR 28-N030B SR 28- 30B FRO	M 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From		R 28 Center		070/	40/	101	40/	40/	00/	_	0.004	_		11000	_
28 Church St	City of Manassas	0.24	9900	F	97%	1%	1%	1%	1%	0%	-	0.081	F	0.540	11000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	97%	1%	1%	1%	1%	0%	F	80.0	F	0.512	21000	F
Church Ct	To: From		R 234 Gran		070/	10/	10/	10/	10/	00/		0.007	F	0.000	10000	
28 Church St	City of Manassas	0.38	12000	F	97%	1%	1%	1%	1%	0%	-	0.087	•	0.606	12000	F
	Combined Traffic Estimates for 2 Parallel Roadways		8 Centrevill	F le Rd	97%	1%	1%	1%	1%	0%	F	0.078	F	0.696	23000	F
	From:	SK 2	US 58	ic Ru												
29 58 Danville Expwy	City of Danville (Maint: 71)	1.12	17000	G	83%	1%	1%	2%	13%	0%	F	0.084	F	0.601	17000	G
23) (30) ** * * * * * * * * * * * * * * * * *	то:		Elizabeth St													
29 58 Danville Expwy	City of Danville (Maint: 71)	2.63	17000	Α	83%	1%	1%	2%	13%	0%	С	0.101	Α	0.53	17000	Α
30 30 1 7	то:		86, S Main													
29) (58) Danville Expwy	City of Danville (Maint: 71)	1.85	19000	G	83%	1%	1%	2%	13%	0%	F	0.083	F	0.568	20000	G
23) (30)	то:		oodyear Bly													
29 58 Danville Expwy	City of Danville (Maint: 71)	1.36	22000	G	83%	1%	1%	2%	13%	0%	F	0.080	F	0.512	22000	G
23) (30)	To:		360 South													
29 Danville Expwy	City of Danville (Maint: 71)	2.00	17000	G G	83%	1%	1%	2%	13%	0%	F	0.085	F	0.519	18000	G
23)	To:							_,-		-,-						
29 Danville Expwy	Pittsylvania County	0.32	ICL Danville 17000	G	83%	1%	1%	2%	13%	0%	F	0.085	F	0.519	18000	G
29) 541111110 22011)	Tol.	0.02			0070	. 70		270	1070	0 70	•	0.000	•	0.010	10000	<u> </u>
29 Danville Expwy	Pittsylvania County	6.52	SR 360 11000	G	83%	1%	1%	2%	13%	0%	F	0.101	В	0.504	11000	G
23)	To.							_,-		-,-						
20)	Pittsylvania County	0.76	29 North of 23000	G	86%	1%	1%	1%	10%	1%	F	0.085	F	0.518	22000	G
29)	This yrvania Godiny					. 70		1 70	1070	1 70	•	0.000	•	0.010	22000	_
20)	Pittsylvania County	3.49	Spring Garde 22000	G Road	86%	1%	1%	1%	10%	1%	F	0.08	F	0.536	21000	G
29)	Tol.					. , ,		. , 0	. 0 , 0	. 70	•	0.00	•	0.000		0.
20	Pittsylvania County	71-718 Snakep 3.18	21000	F Fork	86%	1%	1%	1%	10%	1%	F	0.095	F	0.511	20000	F
29)	This yivania Godiny					1 /0		170	1070	1 70	•	0.000	•	0.011	20000	•
200	Town of Chatham (Maint: 71)	0.03	CL Chathar 21000	n N	86%	1%	1%	1%	10%	1%	N	0.095	F	0.511	20000	N
29)	Town of Gradian (mant. 77)					. 70		1 70	1070	1 70		0.000	•	0.011	20000	
00)	Town of Chatham (Maint: 71)	0.76	5 29 South N 15000	G G	86%	1%	1%	1%	10%	1%	F	0.080	F	0.511	14000	G
29)	Town of Gradian (Marit: 71)				0070	1 70		1 70	10 /0	1 /0	•	0.000	•	0.011	14000	<u> </u>
20)	Pittsylvania County	2.70	ICL Chathar 15000	m N	86%	1%	1%	1%	10%	1%	N	0.080	F	0.511	14000	N
29)	- rayivana county					1 /0	- 70	1 /0	10/0	1 /0	. 4	0.000	•	0.011	1-7000	1 1
200	Pittsylvania County	Bus US 2 6.17	29 North of 14000	Chathan <b>F</b>	86%	1%	1%	1%	10%	1%	F	0.087	F	0.507	13000	F
29)					00%	1 70	1 70	1 70	1070	1 70	r	0.007	ı-	0.307	13000	r
29)	Pittsylvania County	Bus US 1.83	29 South of 11000	f Gretna A	86%	1%	1%	1%	10%	1%	С	0.114	Α	0.529	11000	A
	Pittsvivania Colintv														1 1 ( )( )( )	Δ

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:	SR 40 West G													_
29)	Pittsylvania County	2.48 <b>1300</b> 0	) G	86%	1%	1%	1%	10%	1%	F	0.085	F	0.522	12000	G
	To: From:	N US 29 Bus N													
29	Pittsylvania County	3.08 <b>1500</b> 0	) G	86%	1%	1%	1%	10%	1%	F	0.086	F	0.52	14000	G
	To: From:	71-643 Derb													
29	Pittsylvania County	4.08 <b>16000</b>	) G	86%	1%	1%	1%	10%	1%	F	0.086	F	0.540	15000	G
	Too From:	Bus US 29 Main St	South of F	lurt											
29	Pittsylvania County	3.15 <b>1600</b> 0	) F	86%	1%	1%	1%	10%	1%	F	0.087	F	0.587	15000	F
<u> </u>	To:	Campbell Cou													
29 Wards Rd	Campbell County	Pittsylvania Cor 0.72 <b>1700</b> 0		86%	1%	1%	1%	10%	1%	F	0.080	F	0.6	17000	F
29 Wards Rd	Campbell County			00 /6	1 /0	1 /0	1 /0	10 /6	1 /0	'	0.000	'	0.0	17000	'
~~~~	To: From:	SR 43 Bedfo		000/	40/		401	100/	40/		0.000		0.500	45000	
(29) Wards Rd	Campbell County	3.40 15000		86%	1%	1%	1%	10%	1%	F	0.086	F	0.588	15000	F
~	From	Dearing Ford Rd Bus 15-712		ın St		_									
29 Wards Rd	Campbell County	0.24 <b>1500</b> 0		86%	1%	1%	1%	10%	1%	Ν	0.086	F	0.588	15000	N
29)	То:	BUS US 29 N of													
	From:	Dearing Ford Rd Bus													
29 Wards Rd	Campbell County	4.24 <b>1800</b> 0	) F	93%	0%	1%	1%	4%	0%	F	0.084	F	0.587	19000	F
<del>~</del>	To: Grow	15-696 Marys	ville Rd												
29 Wards Rd	Campbell County	4.99 18000		93%	0%	1%	1%	4%	0%	F	0.082	F	0.589	19000	F
	To	SR 24 Coloni	al Hwy												
29 Wards Rd	Campbell County	4.58 <b>2000</b> 0		93%	0%	1%	1%	4%	0%	F	0.088	F	0.582	21000	F
(23)	т.														
29 Wards Rd	Campbell County	15-738 English 7		93%	0%	1%	1%	4%	0%	С	0.094	Α	0.556	33000	Α
valus nu	Tax	US 460 Lynchburg H			0 /6	1 /0	1 /0	4 /0	0 /6	C	0.034	^	0.550	33000	^
	From:	US 460; Bus US 2				_									
(29) (460) (29)	Campbell County	0.03 <b>4500</b> 0	) F	93%	0%	1%	1%	5%	0%	F	0.099	F	0.623	46000	F
	To	SCL Lynch	burg												
(29)(460)(29)	City of Lynchburg (Maint: 15)	1.38 <b>4500</b> 0		93%	0%	1%	1%	5%	0%	F	0.099	F	0.623	46000	F
29 (400) (29)					0,0		. , 0	0 / 0	0 / 0	•	0.000	•	0.020	.0000	-
	City of Lynchhyra (Mainty 15)	Candler Mour		020/	00/	10/	10/	E0/	00/	Г	0.005	г	0.614	40000	F
(29) (460) (29)	City of Lynchburg (Maint: 15)	0.49 <b>39000</b>	) F	93%	0%	1%	1%	5%	0%	F	0.095	F	0.614	40000	г
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	US 501													
(29)(460)(29)(501)	City of Lynchburg (Maint: 15)	1.91 <b>39000</b>		93%	0%	1%	1%	5%	0%	С	0.105	Α	0.531	40000	G
$\bigcirc$	To:	US 501 Campl													
29 (460) Richmond Hwy	City of Lynchburg (Maint: 15)	Functional Clas 2.14 <b>26000</b>		03%	0%	1%	1%	5%	0%	F	0.092	F	0.553	27000	F
Richmond Hwy	Tax	2.14 <b>26000</b> US 29		93%	U 70	1 70	I 70	J 70	U 70	Г	0.082	Г	0.553	27000	Г
	From:	US 460 Lynchb													
29	Campbell County	0.93 <b>2100</b> 0		90%	1%	1%	1%	7%	0%	F	0.089	F	0.548	20000	F
$\bigcirc$	To:	SCL Lynch													

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

		Filliary and interstate no				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Lynchburg												
29	City of Lynchburg (Maint: 15)	0.33 <b>21000 F</b>	90%	1%	1%	1%	7%	0%	F	0.089	F	0.548	20000	F
	To: From:	NCL Lynchburg			$\neg$ $\vdash$									
29	Amherst County	1.09 <b>21000 F</b>	90%	1%	1%	1%	7%	0%	F	0.089	F	0.548	20000	F
	To	SR 210			$\neg$ $\vdash$									
29	Amherst County	3.77 <b>22000 F</b>	90%	1%	1%	1%	7%	0%	F	0.088	F	0.531	21000	F
	Toc	SR 130												
29	Amherst County	7.15 <b>17000 B</b>	91%	1%	1%	1%	7%	0%	С	0.109	Α	0.571	17000	В
	To	SCL Amherst; Bus US 29												
(20)	Town of Amherst (Maint: 05)	1.72 <b>25000</b> F	90%	1%	1%	1%	7%	0%	F	0.083	F	0.508	23000	F
29				.,,		. , ,	. ,0	0,0	•	0.000	•	0.000		•
<u></u>	Town of Amherst (Maint: 05)	US 60 Richmond Hwy 1.45 <b>21000 F</b>	90%	1%	1%	1%	7%	0%	F	0.082	F	0.521	20000	F
29	Town of Annerst (Maint. 05)			1 /0	1 /0	1 /0	1 /0	0 /6	1	0.002	•	0.521	20000	'
Al Ambanat Hara	Too.	BUS US 29 Near NCL Amho		40/		40/	70/	00/	N.	0.004		0.554	10000	N.
N Amherst Hwy	Town of Amherst (Maint: 05)	0.64 <b>19000 N</b>	90%	1%	1%	1%	7%	0%	N	0.081	F	0.554	18000	N
~	To: From:	NCL Amherst												
(29) N Amherst Hwy	Amherst County	1.35 <b>19000 F</b>	90%	1%	1%	1%	7%	0%	F	0.081	F	0.554	18000	F
<u>~</u>	To: From:	SR 151 North of Amherst												
29 N Amherst Hwy	Amherst County	4.10 <b>14000 F</b>	90%	1%	1%	1%	7%	0%	F	0.079	F	0.614	14000	F
<u> </u>	To:	Nelson County Line			_									
129 Thomas Nelson Hwy	Nelson County	Amherst County Line 4.47 14000 G	90%	1%	1%	1%	7%	0%	F	0.083	F	0.599	13000	G
(29) Thomas Nelson Hwy	Noison County		30 70	1 /0	1 /0	1 /0	1 /0	0 70		0.000	•	0.555	10000	u
Thomas Nalson Lhur	Nolon County	SR 56 Near Colleen 4.28 <b>17000 G</b>	90%	1%	1%	10/	7%	0%	F	0.083	F	0.593	16000	
29 56 Thomas Nelson Hwy	Nelson County	4.28 <b>17000 G</b>	90%	170	1 %	1%	170	0%	Г	0.063	Г	0.593	16000	G
~~-······	To: From:	BUS US 29 South of Lovings			<u> </u>				_					
(29) Thomas Nelson Hwy	Nelson County	0.82 <b>17000 G</b>	90%	1%	1%	1%	7%	0%	F	0.091	F	0.623	16000	G
~	To: From:	BUS US 29 North of Lovings												
(29) Thomas Nelson Hwy	Nelson County	6.51 <b>17000 A</b>	90%	1%	1%	1%	7%	0%	С	0.111	Α	0.605	16000	Α
<u> </u>	To: From:	SR 6 River Rd												
(29) (6) Thomas Nelson Hwy	Nelson County	3.94 <b>13000 G</b>	90%	1%	1%	1%	7%	0%	F	0.09	F	0.670	12000	G
$\bigcirc$	To	SR 6 Irish Rd			$\neg$ $\vdash$									
79 Thomas Nelson Hwy	Nelson County	1.44 <b>14000 G</b>	90%	1%	1%	1%	7%	0%	F	0.087	F	0.705	13000	G
	To:	Albemarle County Line												
~~ T. ::D.:	From	Nelson County Line	0001	40/		401	70/	201	_	0.444		0.005	0000	
(29) Monacan Trail Rd	Albemarle County	7.89 <b>9900 A</b>	90%	1%	1%	1%	7%	0%	С	0.141	Α	0.685	9900	Α
~~~	To- From	02-692 Plank Rd												
(29) Monacan Trail Rd	Albemarle County	2.69 <b>16000 G</b>	90%	1%	1%	1%	7%	0%	F	0.090	F	0.693	15000	G
<u> </u>	To: From:	02-708 Red Hill Rd			ightharpoonup									
Monacan Trail Rd	Albemarle County	6.17 <b>18000 G</b>	90%	1%	1%	1%	7%	0%	F	0.091	F	0.694	17000	G
<b>\</b>	To	I-64												

# 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> 4T	Tire Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
29 Monacan Trail Rd	Albemarle County	I-64 0.36 <b>55000 G</b> 90	0% 1%	1%	1%	7%	0%	F	0.1	F	0.694	53000	G
29 Monacan Trail Rd	Albertarie County			1 /0	1 /0	1 /0	0 /6	'	0.1	'	0.034	33000	C
29 Monacan Trail Rd	Albemarle County	BUS US 29 Fontaine Ave S of Charlottes 1.52 <b>52000 G</b> 90	sville 0% 1%	1%	1%	7%	0%	F	0.103	F	0.61	50000	G
29 Monacan Trail Rd	Albernarie County	US 250 Ivy Rd	U% 1%	170	170	1 70	0%	Г	0.103	Г	0.61	30000	G
	From:	Bus US 250 Ivy Rd											
29) (250) Monacan Trail Rd	Albemarle County	1.98 <b>58000 G</b> 97	7% 0%	1%	1%	2%	0%	F	0.097	F	0.542	61000	C
<del></del>	Toc From:	WCL Charlottesville											
29 (250) Monacan Trail Rd	City of Charlottesville	0.35 <b>45000 G</b> 97	7% 0%	1%	1%	2%	0%	F	0.100	F	0.554	48000	(
	To:	Bus US 29											
Emmat St	City of Charlettonville	US 250, Bus US 29 0.37 <b>56000 G</b> 97	7% 0%	1%	10/	2%	0%	F	0.083	F	0.506	59000	,
Emmet St	City of Charlottesville	0.37 <b>56000 G</b> 97	770 U70	1 70	1%	270	0%	Г	0.063	Г	0.506	39000	(
~~	From:	NCL Charlottesville	70/ 00/		40/	00/	00/		0.000		0.504	F7000	
Seminole Trail	Albemarle County	1.70 <b>54000 G</b> 97	7% 0%	1%	1%	2%	0%	F	0.082	F	0.501	57000	(
~	To: From:	02-631 Rio Rd											
Seminole Trail	Albemarle County	3.11 <b>46000 G</b> 97	7% 0%	1%	1%	2%	0%	F	0.089	F	0.575	48000	(
<del>~</del>	To: From	02-1520 Hollymeade Dr											
Seminole Trail	Albemarle County	1.01 <b>40000 G</b> 97	7% 0%	1%	1%	2%	0%	F	0.097	Α	0.531	42000	(
<u> </u>	Toc From:	02-649 Airport Rd, Proffit Rd											
Seminole Trail	Albemarle County	1.80 <b>39000 A</b> 97	7% 0%	1%	1%	2%	0%	С	0.097	Α	0.531	41000	1
<del>~</del>	Toc From:	02-1510 Camelot Dr											
Seminole Trail	Albemarle County	2.89 <b>34000 G</b> 97	7% 0%	1%	1%	2%	0%	F	0.091	F	0.626	36000	(
<del>~</del>	To:	Greene County Line											
og Seminole Trail	Greene County	Albemarle County Line 3.21 <b>30000 G</b> 97	7% 0%	1%	1%	2%	0%	F	0.089	F	0.602	31000	(
Seminole Trail	Greene County		7 /0 0 /0	1 /0	1 /0	∠ /0	0 /6	'	0.003	'	0.002	31000	•
~~	From:	US 33 Spotswood Trail	40/ 40/		40/	40/	00/		0.004	_	0.540	47000	
Seminole Trail	Greene County		4% 1%	1%	1%	4%	0%	F	0.081	F	0.543	17000	(
	From:	Madison County Line Greene County Line											
S Seminole Trail	Madison County	,	4% 1%	1%	1%	4%	0%	С	0.11	Α	0.596	16000	,
	To	SR 230 Wolftown-Hood Rd											
29 (230)S Seminole Trail	Madison County		4% 1%	1%	1%	4%	0%	F	0.078	F	0.503	19000	(
239 (230) 5 5 5 5 5 5 5	To		.,.		.,.	.,.		-		-			
29 (231)S Seminole Trail	Madison County	SR 230, SR 231 Orange Rd 1.34 <b>21000 G</b> 94	4% 1%	1%	1%	4%	0%	F	0.079	F	0.520	20000	(
29) (231) S Seminole Trail	Wadison County		4/0 1/0	1 /0	1 /0	7/0	0 /6	'	0.073	'	0.520	20000	`
Consider Trail	To:	Bus US 29 South of Madison	40/ 40/	10/	10/	40/	00/		0.070		0.540	10000	
Seminole Trail	Madison County	2.02 <b>17000 G</b> 94	4% 1%	1%	1%	4%	0%	F	0.079	F	0.542	16000	(
~	To: From	Bus US 29 North of Madison											
29) N Seminole Trail	Madison County	3.16 <b>18000 G</b> 94	4% 1%	1%	1%	4%	0%	F	0.077	F	0.507	16000	(
~	To: From:	56-607 Ridgeview Rd; Lillards Ford R											
N Seminole Trail	Madison County	4.03 <b>17000 G</b> 94	4% 1%	1%	1%	4%	0%	F	0.08	F	0.563	15000	C
<del>~</del>	Τα·	Culpeper County Line											

4/15/2020

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

		Primary and inter	state no	utes											
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	ΟW
rioute	Julisdiction	Length AAD	I GA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
	From	Madison Cou	nty Line												
29 James Monroe Hwy	Culpeper County	2.79 <b>2000</b>	0 G	94%	1%	1%	1%	4%	0%	F	0.080	F	0.614	19000	G
	Too	22 (02 WILL	Cl D.1												
Car James Manroe Hung	Culpoper County	23-603 White 3.65 <b>2600</b> 0		94%	1%	1%	1%	4%	0%	F	0.086	F	0.594	24000	G
[29] James Monroe Hwy	Culpeper County	3.65 <b>2600</b>	J G	94%	1 70	1 70	1 70	470	0%	F	0.000	Г	0.594	24000	G
	To: From:	Bus US 29 South	of Culpepe	er											
29 James Monroe Hwy	Culpeper County	1.02 <b>2100</b> 0	0 G	94%	1%	1%	1%	4%	0%	F	0.082	F	0.589	19000	G
$\bigcirc$	To	US 15 James Ma	dicon Una	,											
29 (15) James Madison Hwy	Culpeper County	1.32 <b>2500</b>		94%	1%	1%	1%	4%	0%	F	0.080	F	0.598	23000	G
[29] [15] James Madison Hwy	Culpeper County	1.02 23000	J G	34 /6	1 /0	1 /0	1 /0	4 /0	0 /6	'	0.000	•	0.530	20000	ч
	To: From:	US 52:	2												
(29) (15) James Madison Hwy	Culpeper County	3.88 <b>2600</b>	0 G	94%	1%	1%	1%	4%	0%	F	0.083	F	0.590	24000	G
$\bigcirc$	To	Bus US 15, Bus US 29	Nouth of C	v1m om om											
29 15 James Madison Hwy	Culpeper County	2.65 <b>2800</b>		91%	1%	1%	1%	6%	0%	F	0.079	F	0.625	27000	G
[29] [15] James Madison Hwy	Culpeper County	2.03 2000	J G	91/0	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.079	'	0.023	27000	G
	To: From:	23-663 Alant	hus Rd												
(29) (15) James Madison Hwy	Culpeper County	4.31 <b>3200</b> 0	0 G	91%	1%	1%	1%	6%	0%	F	0.081	F	0.638	32000	G
	To	Bus US 15, Bus US 29 S	outh of Do	iata											
29 (15) James Madison Hwy	Culpeper County	0.24 <b>2900</b>		91%	1%	1%	1%	6%	0%	F	0.080	F	0.645	29000	G
[29] [15] James Madison Hwy	Culpeper County			9176	1 70	1 70	1 70	070	0%	F	0.000	Г	0.045	29000	G
	From:	Fauquier Cou Culpeper Cou													
29 ( 15 ) James Madison Hwy	Fauguier County	2.17 <b>3000</b>	_	91%	1%	1%	1%	6%	0%	F	0.083	F	0.658	30000	F
[29] [15] James Madison Hwy	addici County	2.17 3000		3170	1 /0	1 /0	1 /0	0 70	0 /0	'	0.000		0.000	50000	'
~~ ~~	To: From:	Bus US 15, Bus US 29 N													
29 \ \ 15 \ James Madison Hwy	Fauquier County	0.30 <b>3300</b>	0 F	91%	1%	1%	1%	6%	0%	F	0.084	F	0.662	33000	F
$\bigcirc$	Τα	SR 28 Catle	ett Rd												
29 (15) James Madison Hwy	Fauquier County	4.00 <b>2600</b>		91%	1%	1%	1%	6%	0%	F	0.083	F	0.687	25000	F
(29) (13) dames madicent im,	r addisir county			0170	1 70		1 /0	070	0 70	•	0.000	•	0.007	20000	•
~~~	To: From:	US 17 Mar													
29 (15) (17) James Madison Hwy	Fauquier County	2.28 <b>4500</b>	0 A	91%	1%	1%	1%	6%	0%	С	0.094	Α	0.536	45000	Α
$\bigcirc$	Τα	30-684 Lees F	Ridge Rd												
(29) (15) (17) James Madison Hwy	Fauguier County	2.43 4700		91%	1%	1%	1%	6%	0%	F	0.078	F	0.64	46000	G
29 (13) (17) sames mades	. aaqaaa aaaniy				. , ,	. , , ,	. , 0	0,0	0 / 0		0.07.0	•	0.0.	.0000	<u> </u>
~~~	To: From:	Bus US 15,17,29 Sou													
(29) (15) (17) Eastern Bypass	Fauquier County	2.44 <b>4100</b>	-	91%	1%	1%	1%	6%	0%	F	0.08	F	0.591	40000	F
$\bigcirc$	To:	US 15, US 29 North		nton											
~~~~ <u>-</u>	From:	US 17										_			
(29) (15) Eastern Bypass	Fauquier County	0.36 <b>4100</b>	D N	91%	1%	1%	1%	6%	0%	N	0.08	F	0.591	40000	N
<del>*</del> *	Too	SCL Warre	enton												
29 15 Eastern Bypass	Town of Warrenton (Maint: 30)	0.26 4900		91%	1%	1%	1%	6%	0%	F	0.081	F	0.606	48000	F
~~~ <u></u>	From	NCL Warr		040/	40/		40/	00/	00/		0.001	_	0.000	40000	
(29) (15) Eastern Bypass	Fauquier County	0.22 <b>4900</b>	D N	91%	1%	1%	1%	6%	0%	Ν	0.081	F	0.606	48000	N
<del></del>	To	Bus US 15, Bus US 29 N	North of W	arrenton											
(29) (15) Lee Highway	Fauguier County	3.00 4700		96%	0%	1%	1%	2%	0%	F	0.074	F	0.824	48000	F
	Tor	30-693 Old Alexa													
	<b>.</b>	55 555 GIA FROM		-											

# 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	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	30-693 Old Alexand	ria Tpke											
29 (15) Lee Highway	Fauquier County	3.22 <b>48000</b>	<b>F</b> 96%	0%	1%	1%	2%	0%	С	0.078	В	0.527	50000	F
<del>\</del>	To: From	SR 215 Vint Hil	l Rd		$\Box$ $\vdash$									
29 (15) Lee Highway	Fauquier County	0.13 <b>54000</b>	N 96%	0%	1%	1%	2%	0%	Ν	0.072	F	0.591	55000	Ν
$\bigcirc$	To:	Prince William Cour	_											
(29) (15) Lee Highway	Prince William County	Fauquier County 0.82 <b>54000</b>	F 96%	0%	1%	1%	2%	0%	F	0.072	F	0.591	55000	F
29 (15) Lee Highway	Finice William County			0 /0	1 /0	1 /0	2/0	0 /6	'	0.072	•	0.551	33000	'
~~	From	US 15 James Madis		00/		401	00/	00/		0.070		0.570	50000	
29 Lee Highway	Prince William County	3.31 <b>49000</b>	<b>F</b> 96%	0%	1%	1%	2%	0%	F	0.070	F	0.576	50000	F
~	To: From:	SR 55 John Marsha												
(29) Lee Highway	Prince William County	0.89 <b>72000</b>	<b>F</b> 96%	0%	1%	1%	2%	0%	F	0.073	F	0.598	73000	F
<u> </u>	T <sub>CC</sub> From:	I-66 East of Gaine	esville		$\neg$ $\vdash$									
29 Lee Highway	Prince William County	5.04 <b>21000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.091	F	0.593	22000	F
$\bigcirc$	To:	Fairfax County I												
~~~\.	From:	Prince William Cour	•	00/		00/	00/	00/	_	0.000	_	0.000	10000	_
(29) Lee Highway	Fairfax County	1.60 <b>17000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.093	F	0.808	19000	G
~	To- From:	29-609 Pleasant Va	illey Rd											
(29) Lee Highway	Fairfax County	1.55 <b>26000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.118	F	0.84	28000	G
<u> </u>	To- From:	I-66 West of Centr	reville											
29 Lee Highway	Fairfax County	0.86 <b>42000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.081	F	0.579	46000	G
$\bigcirc$	Tα	SR 28 Centrevi	ille											
29 Lee Highway	Fairfax County	3.15 <b>34000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.085	F	0.729	37000	G
3 ,	Too													
29 Lee Highway	Fairfax County	29-7100 Fairfax Cour 2.24 <b>27000</b>	F 99%	0%	0%	0%	0%	0%	С	0.086	F	0.663	30000	F
29 Lee riighway	Tamax County			0 70	0 70	0 70	0 70	0 70	J	0.000	•	0.000	30000	'
CONTRACTOR OF THE PROPERTY OF	To: From	WCL Fairfax		00/		00/	00/	00/	_	0.000	_	0.000	44000	
(29) Lee Highway	City of Fairfax	0.16 <b>37000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.088	F	0.603	41000	G
<i>─</i>	To: From:	Jermantown R												
(29) Lee Highway	City of Fairfax	0.44 <b>37000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.081	F	0.606	40000	G
<u>~</u>	To: From:	US 50; SR 236 M												
29 50 Lee Highway	City of Fairfax	0.96 <b>37000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.083	F	0.541	40000	G
$\bigcirc$	To:	SR 123 Chain Brid	lge Rd		$\neg$ $\vdash$									
29 50 Lee Highway	City of Fairfax	0.21 35000	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.075	F	0.629	38000	G
	To	University D	*											
29 50 Lee Highway	City of Fairfax	0.59 <b>37000</b>	G 99%	0%	0%	0%	0%	0%	F	0.081	F	0.604	41000	G
(23) (30) 233				. 0,0		0,0	0 /0	0 /0	•	0.001	•	0.00 1		<u> </u>
(a) (a) Hur	City of Fairfay	Plantation Parky	_	00/	00/	00/	00/	00/	F	0.000	F	0.606	41000	
(29) (50) Lee Hwy	City of Fairfax	0.68 <b>38000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	г	0.083	г	0.626	41000	G
~ ~ ~ · · · · · · · · · · · · · · · · ·	T <sub>O</sub> : From:	Draper Drive			$\Box$									
(29) (50) Lee Highway	City of Fairfax	0.28 <b>35000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.084	F	0.631	38000	G
~ ~	To	US 50												

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

					Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
- I as Hishman	From:	US 50	000/	00/	00/ 00/	00/	00/	N.I.	0.004	_	0.001	00000	N.
Lee Highway	City of Fairfax	0.08 <b>35000 N</b>	99%	0%	0% 0%	0%	0%	N	0.084	F	0.631	38000	Ν
and I and Himburgu	City of Fairfay	US 50 Fairfax Circle	97%	2%	1% 0%	00/	0%	NI.	0.007	F	0.529	NΙΔ	
29 237 Lee Highway	City of Fairfax	0.13 <b>34000 N</b>	97%	2%	1% 0%	0%	0%	N	0.087	Г	0.529	NA	
29) (237) Lee Highway	Fairfax County	ECL Fairfax 0.80 <b>23000 G</b>	98%	0%	1% 0%	0%	0%	F	0.087	F	0.718	26000	G
29 Lee Highway	Fairiax County		90%	0%	1% 0%	0%	0%	г	0.067	Г	0.710	20000	Ċ
29 (237) Lee Highway	Fairfax County	SR 243 Nutley St 1.90 <b>32000 G</b>	98%	0%	1% 0%	0%	0%	F	0.082	F	0.591	36000	
29 Lee Highway	Talliax County		30 /6	0 76	176 076	0 /6	0 /6	'	0.002	'	0.551	30000	
29 (237) Lee Highway	Fairfax County	29-650 Gallows Rd 1.93 <b>34000 F</b>	97%	2%	1% 0%	0%	0%	F	0.087	F	0.529	NA	
29 Lee Highway	r amax dounty			2 /0	176 076	0 /6	0 /6	'	0.007	'	0.525	INA	
29 (237) Lee Highway	Fairfax County	29-1720 Woodley Place; Grah 0.42 <b>24000 G</b>	am Rd 98%	0%	1% 0%	0%	0%	F	0.103	F	0.530	27000	
29 Lee Highway	r amax dounty			0 76	176 076	0 /6	0 /6	'	0.103	'	0.550	27000	
29) (237) Washington St	City of Falls Church	29-1717 Marshall St; WCL Falls 0.29 <b>24000 G</b>	S Church 98%	0%	1% 0%	0%	0%	F	0.107	F	0.528	27000	(
29 (237) Washington St	only of Fails Ordicit		30 /6	0 76	176 076	0 /6	0 /6	'	0.107	'	0.520	27000	`
29) (237) Washington St	City of Follo Church	29-1712 Cavalier Trail 0.24 <b>22000 G</b>	98%	0%	1% 0%	0%	0%	F	0.098	F	0.550	24000	(
29) (237) Washington St	City of Falls Church		90%	0%	1% 0%	0%	0%	г	0.096	Г	0.550	24000	
Machinatan St	City of Falls Church	SR 338 Hillwood Ave 0.28 <b>13000 G</b>	98%	0%	1% 0%	0%	0%	F	0.100	F	0.558	15000	(
29 237 Washington St	City of Fails Church		90%	076	1% 0%	076	0%	г	0.100	Г	0.556	13000	•
Washington St	City of Falls Church	SR 7 Broad St	98%	0%	1% 0%	00/	00/	F	0.006	F	0.601	24000	,
29 237 Washington St	· ·	0.18 <b>21000 G</b>		076	1% 0%	0%	0%	г	0.086	Г	0.601	24000	(
Washington St	City of Falls Church	110-6767 Great Falls St 0.32 <b>22000 G</b>	98%	0%	10/ 00/	00/	0%	F	0.007	F	0.550	24000	,
29 237 Washington St	City of Fails Church	0.32 <b>22000 G</b> Arlington County Line	90%	0%	1% 0%	0%	0%	Г	0.087	Г	0.558	24000	(
	From:	ECL Falls Church											
29 (237) Lee Highway	Arlington County	0.11 <b>23000 F</b>	98%	0%	1% 0%	0%	0%	F	0.085	F	0.539	25000	ı
$\sim$	To- From:	SR 237 Washington Blv	d										
29 (237) Lee Highway	Arlington County	0.07 <b>22000 N</b>	98%	0%	1% 0%	0%	0%	Ν	0.11	Α	0.507	24000	1
<del></del>	To- From	SR 237 Par, Washington B	lvd										
29 Lee Highway	Arlington County	2.16 <b>22000 A</b>	98%	0%	1% 0%	0%	0%	С	0.11	Α	0.507	24000	A
<del>~</del>	To: From:	SR 120 Glebe Rd											
29 Lee Highway	Arlington County	0.15 <b>17000 F</b>	98%	0%	1% 0%	0%	0%	F	0.089	F	0.66	19000	F
<del>~</del>	To:	S SR 309 Old Dominion I	Or										
29 (309) Old Dominion Dr	Arlington County	S SR 309; Lee Hwy 0.05 <b>33000 F</b>							0.103	F	0.634	NA	
29 Old Dominion Dr	To To	M SR 309 Lee Hwy							0.100	•	0.004	IVA	
~	From:	M SR 309 Lee Hwy;											
Old Dominion Dr	Arlington County	0.67 <b>18000 F</b>	98%	0%	1% 0%	0%	0%	F	0.102	F	0.644	20000	F
~	To: From:	N SR 309 Lee Hwy; Quinc											
29 Lee Highway	Arlington County	0.48 <b>22000 F</b>	98%	0%	1% 0%	0%	0%	F	0.107	F	0.776	25000	F
<u> </u>	To:	I-66											

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

Douto	luviadiation	Longth	AADT	0.4	4Tiro	Due		Trι	ıck		00	K	ΟK	Dir	AAWDT	OV
Route	Jurisdiction	Lengin	AADT	QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷
	A dia atau Caunty	0.10	I-66									0.107	_	0.770	NIA	
29 Lee Highway	Arlington County	0.19	36000	F								0.107	F	0.776	NA	
~	To: From:		24; Kirkwo		000/	00/		00/	00/	00/		0.110		0.000	01000	
29 Lee Highway	Arlington County	0.57	19000	F	98%	0%	1%	0%	0%	0%	F	0.113	F	0.803	21000	F
~~	To: From:		t St; US 29				<u> </u>									
29 Lee Highway NB	Arlington County	1.00	15000	F	98%	0%	1%	0%	0%	0%	F	0.117	F		17000	F
~	Combined Traffic Estimates for 2 Parallel Road			F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.901	23000	F
	To:	Distric	t of Columb	oia Line												
<u>-</u>	From:		US 29										_			
29) Ramp	Albemarle County	0.21	8500	G								0.123	F		9100	(
~	10:		I-64 West													
~ ~ ~	From	I-66-W043A FROM	I US 2900-	NORTH					"							
29 (66) Ramp	Prince William Count	ty 0.26			S	ee I-66	for dire	ctional tr	affic vo	lume es	tımate	es for this	s segi	ment.		
<del></del>	To: From:	I-66-W043A TO	RT 66 WE	STRT 29	& TO R											
29 Ramp	Prince William Count	ty 0.25	NA									NA			NA	
<del>~</del>	To:		I-66 West													
	From:	US 29-S226B	US 29-N22	26B TO I	RT 66											
29 Ramp	Fairfax County	0.08	9700	G								0.089	F		9700	(
<del>~</del>	To:	I-66-E FROM R	Г 2900- NC	ORTH &	SOUTH											
	From:	US 2	29 Lee High	ıway												
29 Ramp	Arlington County	0.12	6900	G								0.09	F		6900	(
~	To:		I-66 West													
lorth	From:	US 29	Monacan T	rail Rd												
29 Ramp	Albemarle County	0.17	3100	Α								0.122	Α		3100	ŀ
~	Τα		I-64 East													
lorth	From:	US 29	9 TO I-64 V													
29 Ramp	Albemarle County	0.05	1100	G								0.087	F		1100	(
~	Τα	US 29-S133B	US 29- 133	B FROM	IRT 2											
lorth	From:		29 Lee High	ıway												
Ramp	Prince William Count	ty 0.51	24000	G								0.099	F		24000	(
~	To:		I-66 East													
lorth	Front	US 29 I-66-W	052A FROM	OT & N												
29 Ramp	Fairfax County	0.16	3500	G	99%	0%	0%	0%	0%	0%	С	0.196	F		3500	(
~	Τo:	I-66-W FI	ROM RT 29	9 NORT	Н											
orth	From	US 29 I-66-E03														
29 Ramp	Fairfax County	0.07	7400	G	96%	1%	0%	2%	1%	0%	С	0.106	F		7400	(
~	To	US 29-S226B	US 29- 22	6B TO R	T 66											
lorth	From:	US 29	Lee Highw	ay NB												
29 Ramp	Arlington County	0.12	18000	G								0.093	F		18000	C
$\sim$	To:		I-66 East													

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

Davida	Lucia di atia		AADT		4T:u=	D		Tru	ıck		00	K	ΟK	Dir	A A \ A \ D T	014/
Route	Jurisdiction		AADT		41IIE	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	Front L Albemarle Co		Monacan 7									0.140	F		11000	G
(29) Ramp	Albemane Co	unty 0.23	10000 I-64 East	G								0.143	Г		11000	G
South	From:	US 29 I-64-W		M & TO	IS 64											
29 Ramp	ا Albemarle Co		7700	G	13 04							0.146	F		7700	G
[23]	Τα	US 29-N133B			1 RT 2											
South	Front	US	29 Lee High	way												
29 Ramp	Prince William (	County 0.18	6200	G								0.097	F		6200	G
$\bigcirc$	Tα		I-66 East													
South	From:		TO RT 66 V		2221	221		4.57	121	221			_			
29 Ramp	Fairfax Cou		7300	G	98%	0%	1%	1%	1%	0%	С	0.112	F		7300	G
	T		ROM RT 29		1											
South (29) Ramp	Fairfax Cou		TO RT 66 1	EAST G	99%	0%	0%	0%	0%	0%	С	0.084	F		2900	G
(29) 1141115	Talliax Codi	US 29- 226B				0 70		070	0 /0	0 70	Ü	0.004	•		2000	ŭ
	From:	Ţ	JS 29; 21st S	St												
(29) Lee Highway SB	ا Arlington Cou		5300	F	98%	0%	1%	0%	0%	0%	F	0.143	F		6000	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	21000	F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.901	23000	F
	Tα:	US 29;	Lynn St at D	OC Line												
~~~	From:		-P TO RT 66													
(29) Ramp	Arlington Cou		8500	G								0.086	F		8500	G
~	Iα		-P TO RT 66													
$\Box$	Front Campbell Col		US 29 Ward <b>45000</b>	ls Rd <b>F</b>	93%	0%	1%	1%	5%	0%	_	0.099	F	0.623	46000	F
[29] [460] [29]	Campbell Col				93%	076	1 70	1 70	3%	0%	г	0.099	Г	0.023	46000	г
	City of Lynchburg (I		CL Lynchbur <b>45000</b>	rg <b>F</b>	93%	0%	1%	1%	5%	0%	F	0.099	F	0.623	46000	F
[29] [460] [29]	City of Eyrichburg (i	•			93%	076	1 70	1 70	3%	0%	г	0.099	Г	0.023	46000	Г
$\sim$	To: From:		dler Mountai		000/	00/	10/	10/	F0/	00/	F	0.005	F	0.014	40000	F
[29] [460] [29]	City of Lynchburg (l	Maint: 15) 0.49	39000	F	93%	0%	1%	1%	5%	0%	r	0.095	г	0.614	40000	Г
~~~~~	City of Lynchburg	Maint: 15) 1.91	US 501		93%	00/	10/	10/	E0/	00/		0.105	Α	0.501	40000	
(29) (460) (29) (501)	City of Lynchburg (I	Bus US 501	39000 • US 501 Ca	G		0%	1%	1%	5%	0%	С	0.105	А	0.531	40000	G
Bus	Front		9 Danville E		1110		-									
29 West Main St	L City of Danv		11000	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.521	12000	G
	Tool		Withers Rd						.,,	-,-						
Bus	Fron:	""		_	070/	00/			40/	00/		0.000	_	0.550	45000	_
(29) West Main St	City of Danv	ille 0.91	14000	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.556	15000	G
Bus	To: From:	Old	Greensboro	Rd												
(29) West Main St	City of Dany	rille 0.65	15000	G	97%	0%	1%	0%	1%	0%	С	0.092	F	0.555	16000	G
$\rightarrow$	To:		Memorial Di	r												

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

				4			Tru	ck			K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	SR 293 W Ma		070/	00/	10/	00/	40/	00/	_	0.000		0.550	1 1000	
Memorial Dr	City of Danville	0.73 <b>13000</b>	F	97%	0%	1%	0%	1%	0%	F	0.090	F	0.550	14000	F
Bus	To: From	Bishop St													
29 Memorial Dr	City of Danville	0.17 <b>17000</b>	F	97%	0%	1%	0%	1%	0%	С	0.09	F	0.565	18000	F
<del></del>	To: From:	Robertson Bri	dge												
Memorial Dr	City of Danville	0.14 <b>15000</b>	F	97%	0%	1%	0%	1%	0%	F	0.092	F	0.595	15000	F
~	To: From:	Park Ave													
Bus 29 Memorial Dr	City of Danville	0.71 <b>11000</b>	F	97%	0%	1%	0%	1%	0%	F	0.092	F	0.601	12000	F
	To	Primrose P	1												
dus 29 Memorial Dr	City of Danville	0.85 <b>9800</b>	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.684	11000	G
y Wellional Di	To	SR 86 Central		31 /6	0 76	1 /8	0 /6	1 /0	0 /6	•	0.007	•	0.004	11000	
lus	Fron:	Memorial D	)r												
Central Blvd	City of Danville	0.30 <b>32000</b>	G	97%	0%	1%	0%	1%	0%	F	0.09	F	0.513	34000	(
us	To: From:	Bus US 58 Rivers	side Dr												
9 Central Blvd	City of Danville	0.38 <b>24000</b>	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.556	26000	(
us	To: From:	Piedmont D	r												
Gentral Blvd	City of Danville	0.59 <b>29000</b>	F								0.085	F	0.809	NA	
~	To:	Piney Forest													
us 9 Piney Forest Rd	City of Danville	Central Blv 0.52 <b>30000</b>	d <b>F</b>								0.085	F	0.553	NA	
gy r mey r orest rid	Oity of Barryine										0.005	'	0.555	IVA	
us	From:	Audubon D													
9 Piney Forest Rd	City of Danville	0.60 <b>25000</b>	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.556	26000	
us	To: From:	Wendell Scott	Dr												
Piney Forest Rd	City of Danville	0.38 <b>27000</b>	F	99%	0%	1%	0%	0%	0%	С	0.087	F	0.555	29000	ı
ربر الارام	To: From:	Arnette Blv	d												
us 29 Piney Forest Rd	City of Danville	0.91 <b>27000</b>	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.543	28000	ı
<u> </u>	To	SR 41 Franklin	Tnke												
JS Pinay Forget Dd	City of Danville		•	000/	0%	10/	00/	00/	00/	F	0.000	F	0.510	15000	,
9 Piney Forest Rd	City of Danville	0.44 <b>14000</b> North Main St	G	99%	0%	1%	0%	0%	0%	г	0.092	г	0.513	15000	(
IS .	From	Piney Forest													
9 North Main St	City of Danville	0.13 <b>12000</b>	F	98%	0%	0%	0%	1%	0%	С	0.09	F	0.595	13000	ı
~~ !!s	To: From:	NCL Danvil	le												
Bus 29 North Main St	Pittsylvania County	4.88 11000	F	97%	1%	1%	0%	1%	0%	С	0.089	F	0.562	12000	F
	To:	US 29 Danville I								-		-			•

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

		<u> </u>					Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AAI</b>	OT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Sus	From:			070/	00/	10/	10/	10/	00/		0.000	_	0.556	E000	
s Main St	Town of Chatham (Maint: 71)			97%	0%	1%	1%	1%	0%	C	0.098	F	0.556	5800	C
dus	To: From:														
29) (57) S Main St	Town of Chatham (Maint: 71)	0.19 <b>59</b> 0	00 N	97%	0%	1%	1%	1%	0%	Ν	0.098	F	0.556	5800	١
	To: From:	SR-57 N,	Depot St												
N Main St	Town of Chatham (Maint: 71)	0.90 <b>360</b>	00 G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.621	3600	(
~	T <sub>C</sub> . From	NCL CI	natham												
us Pg	Pittsylvania County	1.08 <b>29</b> 0	00 G	97%	0%	1%	1%	1%	0%	F	0.109	F	0.590	2800	(
2)	Τα														
ıs	From:	US 29 South	of Gretna												
9}	Pittsylvania County	1.64 <b>47</b> 0	00 G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.664	4600	•
	T <sub>C</sub> From	SCL G	retna												
9	Town of Gretna (Maint: 71)	0.13 <b>47</b> 0	00 N	98%	0%	1%	0%	1%	0%	Ν	0.093	F	0.664	4600	
	To: From	SR 40 (	Gretna												
9)	Town of Gretna (Maint: 71)	0.88 460	00 G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.509	4600	
	To: From:	NCL C	retna												
9	Pittsylvania County	1.47 <b>460</b>	00 N	98%	0%	1%	0%	1%	0%	Ν	0.087	F	0.509	4600	
	Τσ:	N US 29 Nor	th of Gretna												
ıs	Adain St Town of Chatham (Maint: 71) 1.36 5900														
State   Surface   Surfac		3700	(												
Route   Sursidiction   Length AADT QA 4TE   Bus   2Avde   17rail   2Trail   CT   Factor   CN   Fac															
9}	Town of Hurt (Maint: 71)	1.17 <b>37</b> 0	00 N	99%	0%	1%	0%	0%	0%	Ν	0.087	F	0.572	3700	
	To: From:	71-924 F	Hurt Rd												
9	Town of Hurt (Maint: 71)	0.28 <b>450</b>	00 G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.571	4400	
	Tox		_												
	Town of Hurt (Maint: 15)			98%	0%	1%	0%	0%	0%	С	0 096	F	0 596	5600	
gy Wain St	To:			0070	0 70		0 /0	0 70	0 70	Ü	0.000	•	0.000	0000	
	From:			2221	221		221	221	221			_			
9 Main St	Town of Altavista (Maint: 15)	0.29 <b>540</b>	00 N	98%	0%	1%	0%	0%	0%	N	0.096	F	0.596	5600	
	To: From:	SR 43; Bed	lford Ave												
Main St	Town of Altavista (Maint: 15)	0.34 <b>630</b>	00 G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.592	6600	(
s	To: From:	Pittsylva	nia Ave												
	Town of Altavista (Maint: 15)	0.30 100	00 F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.565	10000	
2)	· · · · · · · · · · · · · · · · · · ·														

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

5 .				4			Tru	ıck			K	014	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ius Main Ch	From:	Amherst		000/	00/	10/	00/	00/	00/	F	0.000	F	0.504	11000	F
Main St	Town of Altavista (Maint: 15)	0.49 1100		96%	0%	1%	0%	2%	0%	Г	0.082	г	0.524	11000	г
us	Tro: From:	Wood L													
Main St	Town of Altavista (Maint: 15)	0.64 <b>1200</b>	0 F	96%	0%	1%	0%	2%	0%	С	0.088	F	0.515	11000	F
us	To: From:	Lynch Mi	ll Rd												
9 Main St	Town of Altavista (Maint: 15)	1.36 <b>710</b> 0	) F	94%	1%	1%	1%	3%	0%	С	0.084	F	0.544	7000	F
us .	To: From:	NCL Alta	vista												
9	Campbell County	0.17 <b>710</b> 0	) F	94%	1%	1%	1%	3%	0%	С	0.084	F	0.544	7000	ı
<u> </u>	To:	US 29, 15	5-712												
S	From:	US 460 South of													
Wards Rd	Campbell County	0.31 <b>2600</b>	0 G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.558	27000	(
IS	To: From:	SCL Lync	hburg												
Wards Rd	City of Lynchburg	1.64 <b>4100</b>									0.078	F	0.513	NA	
s	To: Front	US 501 Lynchburg Exp SR 163 Wa		SR 163											
50 (501 Lynchburg Expressway	City of Lynchburg	0.33 <b>4200</b>		97%	0%	1%	0%	1%	0%	Ν	0.093	F	0.539	44000	
	To	US 501, SR 128 Cand	lers Mount	ain Rd		<u> </u>									
us g Lynchburg Expressway	City of Lynchburg	1.33 4200	0 F	97%	0%	1%	0%	1%	0%	F	0.093	F	0.539	44000	
g) _,,,	To To	Odd Fellov						. , -							
S Lynchburg Fynysgaway	City of Lypobburg			97%	0%	10/	00/	10/	00/	F	0.000	F	0.506	40000	
2) Lynchburg Expressway	City of Lynchburg	1.46 3800		97%	0%	1%	0%	1%	0%	Г	0.093	Г	0.506	40000	
s S	From:	Kemper S													
Lynchburg Expressway	City of Lynchburg	1.02 <b>3800</b>	0 F	97%	0%	1%	0%	1%	0%	F	0.091	F	0.504	39000	
S	To: From:	Main Str	reet												_
Lynchburg Expressway	City of Lynchburg	0.22 <b>2600</b>		97%	0%	1%	0%	1%	0%	F	0.090	F	0.612	27000	
s	To: From:	Amherst Cou NCL Lync													
	Amherst County	2.06 <b>2600</b>		97%	0%	1%	0%	1%	0%	F	0.090	F	0.612	27000	
	To	SR 163 North of	Lynchbur	σ											
s S Amherst Hwy	Amherst County	2.20 <b>3000</b>		96%	1%	1%	0%	2%	0%	F	0.081	F	0.6	29000	
y o Annorst Twy	To To			30 70	1 /0		0 /0	270	0 70	•	0.001	•	0.0	25000	
S O A and a contitue of	From	SR 130 El		000/	401	401	001	00′	001		0.000	_	0.504	10000	
S Amherst Hwy	Amherst County	2.11 <b>1300</b>		96%	1%	1%	0%	2%	0%	С	0.092	F	0.501	13000	(
S	To: From	05-657 Cedar	Gate Rd												_
S Amherst Hwy	Amherst County	0.89 <b>1200</b>	-	96%	1%	1%	0%	2%	0%	F	0.086	F	0.519	11000	
~	To	05-671 Bru	ner Rd												

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

		Filliary and inte					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	05-671 Bi													
29 S Amherst Hwy	Amherst County	2.42 <b>89</b> 0	00 F	96%	1%	1%	0%	2%	0%	F	0.086	F	0.529	8500	F
Bus	To: From:	05-663 Co	olwell Rd												
S Amherst Hwy	Amherst County	2.64 110		96%	1%	1%	0%	2%	0%	F	0.087	F	0.519	10000	F
	100	US 29 South													
Bus 29	Amherst County	US 29 South 1.61 <b>46</b> 0		96%	2%	1%	0%	1%	0%	С	0.118	F	0.715	4800	F
	та	SCL At													
Bus 29 S Main St	Town of Amherst (Maint: 05)	0.86 460		96%	2%	1%	0%	1%	0%	N	0.118	F	0.715	4800	N
29) 3 1114111 31	Town 617 uniforet (waint: 66)	US 60 Lexir		0070	270		070	1 70	070	.,	0.110		0.7.10	1000	.,
Bus 29 N Main St	Town of Amherst (Maint: 05)	1.07 <b>30</b> 0		96%	2%	1%	0%	1%	0%	F	0.103	F	0.600	3200	F
N Main St	Town of Affinerst (Maint. 05)			90%	270	170	0%	1 70	0%	Г	0.103	Г	0.600	3200	Г
Bus 29	From:	NCL A		000/	00/		00/	40/	00/		0.400	_	0.000	0000	
29	Amherst County	0.20 <b>300</b> US 29 North		96%	2%	1%	0%	1%	0%	N	0.103	F	0.600	3200	N
Bus	Fron:	US 29 South o				1									
29) (56) Front Rd	Nelson County	0.30 320		97%	1%	1%	0%	1%	0%	С	0.1	F	0.588	3200	G
Bus	To: From	SR 56 Jame	s River Rd												
29 Front Rd	Nelson County	0.63 280	00 G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.563	2800	G
	Τα	US 29 North o	f Lovingstor												
Bus	Front	US		2221	221		4.27	0-1	2-1			_	0.500	40000	
Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37 <b>150</b>		98%	0%	1%	1%	0%	0%	С	0.097	F	0.562	16000	G
Bus	To: From:	SCL Charl													
29 Fontaine Ave	City of Charlottesville	0.42 <b>130</b> Jefferson I		97%	0%	1%	1%	0%	0%	С	0.097	F	0.53	14000	G
Bus	From:	Fontain													
29) Jefferson Park Ave	City of Charlottesville	0.69 <b>120</b>		97%	0%	1%	1%	0%	0%	F	0.077	F	0.644	13000	G
Bus	From:	Emme Jefferson I													
29 Emmet St	City of Charlottesville	0.53 <b>160</b>	00 G	97%	0%	1%	1%	0%	0%	F	0.079	F	0.528	17000	G
Bus	To: From:	Ivy l	Rd												
29 Emmet St	City of Charlottesville	0.55 <b>240</b>	00 G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.584	26000	G
Bus	To- From:	Arlingto	n Blvd												
29 Emmet St	City of Charlottesville	0.45 <b>230</b>	00 G	99%	0%	1%	0%	0%	0%	F	0.077	F	0.585	25000	G
<u> </u>	То	Barracl													
Bus 29 Emmet St	City of Charlottesville	0.40 320		99%	0%	1%	0%	0%	0%	F	0.089	F	0.511	35000	G
(23) =	To To	US 250		0070			0 /0	0 /0	J /0	•	0.000	•	0.011	23000	G

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

		· · · · · · · · · · · · · · · · · · ·					Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US 29 South of N		000/	00/	10/	10/	10/	00/	_	0.000	г	0.510	4100	
29 231 Main St	Madison County	0.33 4000	G	98%	0%	1%	1%	1%	0%	С	0.093	F	0.516	4100	G
Bus	To: From:	SCL Madiso													
29 231 Main St	Town of Madison (Maint: 56)	0.91 <b>4000</b>	N	98%	0%	1%	1%	1%	0%	N	0.093	F	0.516	4100	N
Bus	To: From:	SR 231, N Blue Ri	dge Tpke												
29 Main St	Town of Madison (Maint: 56)	0.05 <b>3000</b>	G	98%	0%	1%	1%	1%	0%	F	0.107	F	0.538	3000	G
	To: From:	NCL Madis	on												
29 Main St	Madison County	0.75 <b>3000</b>	N	98%	0%	1%	1%	1%	0%	Ν	0.107	F	0.538	3000	Ν
<del></del>	To:	US 29 North of N	Madison												
Bus	From:	US 29		2221	221		221	4.57	221	_		_		40000	
Madison Rd	Culpeper County	0.28 <b>15000</b>	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.539	16000	G
Bus	To: From:	SCL Culper	er												
Madison Rd	Town of Culpeper	1.27 <b>18000</b>	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.511	19000	G
Bus	To: From:	West Stree	et												
Madison Rd	Town of Culpeper	0.12 <b>13000</b>	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.524	14000	G
	To:	US 522, Bus US 15 Free US 15 BU		g Rd											
Bus Bus (522) Main St	Town of Culpeper	0.26 11000	G G	98%	0%	1%	0%	1%	0%	С	0.077	F	0.526	12000	G
$\rightarrow \leftarrow \leftarrow$	To	204-3651 Oran	oe Rd												
Bus Bus (15) (522) Main St	Town of Culpeper	0.59 17000	G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.526	18000	G
29) (15) (522) Wall St	Town or outpeper			30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	'	0.077	•	0.520	10000	u
Bus Bus	From:	US 522 EVANS S		0==/			221		221	_		_	0 = 44	40000	
29) (15) Main St	Town of Culpeper	0.20 17000	G	97%	0%	1%	0%	1%	0%	С	0.075	F	0.541	18000	G
us Bus	To: From:	Begin SR 22	29												
29) (15) (229) Main St	Town of Culpeper	0.06 17000	G	97%	0%	1%	0%	1%	0%	С	0.075	F	0.541	18000	G
Sus Bus	To: From:	SR 229, Madiso SR 229, Mair				-									
29 \ 15 \ Madison Highway	Town of Culpeper	0.22 <b>21000</b>	G	98%	0%	1%	0%	0%	0%	С	0.082	F	0.547	22000	G
$\rightarrow$ $\bigcirc$	To:	NOTTINGHAM S	STREET												
Bus Bus (15) Madison Highway	Town of Culpeper	0.91 <b>22000</b>	G	98%	0%	1%	0%	0%	0%	С	0.083	F	0.537	23000	G
29) (13)	та	NCL CULPE		3070	0 / 0			<u> </u>	0,0		3.000		3.007		
Bus Bus Madison Highway	Culpanar County			069/	00/	10/	10/	20/	00/		0.000	Δ.	0.640	10000	^
29 (15) Madison Highway	Culpeper County	2.07 <b>12000</b> US 15 US 29, 2	<b>A</b>	96%	0%	1%	1%	2%	0%	С	0.092	Α	0.649	12000	Α
Bus Bus	From:	US 15,US 29 South o		on											
29 15 Remington Rd	Culpeper County	0.56 <b>2000</b>	G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.529	2000	G
	To:	Fauquier Count	y Line												

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

Davita	luuin ali aki sus	l amente A	NDT 04	4T:	Dua		Tru	ıck		00	K	ΟV	Dir	A A \ A \ D T	· 014
Route	Jurisdiction	Length AA		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus Bus 29 ( 15 ) James Madison St	Fauguier County		County Line 300 G	98%	0%	1%	0%	1%	0%	_	0.096	F	0.538	2000	G
[29] [15] James Madison St	r adquier County			30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	'	0.030	'	0.556	2000	G
Bus Bus	From		emington	2221	221		221		221			_			
29) (15) James Madsion St	Town of Remington (Maint: 30)	0.13 <b>18</b>	300 N	98%	0%	1%	0%	1%	0%	N	0.096	F	0.538	2000	N
Bus Bus	To- From:	30	-651												
29) (15) James Madsion St	Town of Remington (Maint: 30)	0.30 27	700 G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.649	2900	G
Bus Bus	To: From:	NCL R	emington												
29 (15) James Madsion St	Fauquier County	1.48 <b>2</b> 7	700 N	98%	0%	1%	0%	1%	0%	Ν	0.093	F	0.649	2900	Ν
$\sim$	Τα	US 15,US 29 No	orth of Remir	ngton											
Bus Bus Bus	From:		S 17 US 29	000/	10/	10/	10/	10/	00/	0	0.100	۸	0.000	10000	^
29) (15) (17) James Madison Hwy	Fauquier County		000 A	96%	1%	1%	1%	1%	0%	С	0.103	Α	0.663	12000	Α
Bus Bus Bus	To: From:	SCL W	arrenton												
(15) $(17)$ James Madison Hwy	Town of Warrenton		000 N	96%	1%	1%	1%	1%	0%	Ν	0.103	Α	0.663	12000	N
Bus Bus	1 oc Fronc		Shirley Ave US 15												
29) (17) East Shirley Ave	Town of Warrenton		000 F	97%	0%	1%	1%	0%	0%	С	0.084	F	0.521	13000	F
Bus Bus	To From:	Culp	eper St												
Bus Bus 29 17 West Shirley Ave	Town of Warrenton	0.80 17	000 F	98%	0%	1%	0%	0%	0%	С	0.086	F	0.53	18000	F
$\sim$	To	US 17.	US 211												
Bus Bus 29 (17) (211) Broadview Ave	Town of Warrenton		000 F								0.08	F	0.584	NA	
23) (17) (211) 5.000.00.710	To To	Bus US 17 B									0.00		0.001		
Bus	From:			e							0.077	_	0.507	NIA	
29) (211) Lee Highway	Town of Warrenton		000 F Blackwell Rd	<u> </u>		1					0.077	F	0.537	NA	
Bus Bus	From:		US 15												
29) (15) Lee Highway	Town of Warrenton	0.59 <b>32</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	35000	G
Bus Bus	To: From:	NCL W	arrenton												
29) (15) Lee Highway	Fauquier County	0.27 <b>32</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	35000	G
<del></del>	To:	US 15	5 US 29												
Minus Description Books and	From:		nington Hwy	000/	40/	10/	00/	00/	00/		0.000	_	0.54	0000	_
30 Kings Dominion Boulevard	Hanover County		200 G	80%	1%	1%	9%	9%	0%	С	0.082	F	0.51	6200	G
Sn Kings Dominion Boulevard	Hanover County		.95 <b>000 G</b>	86%	0%	1%	3%	10%	0%	F	0.070	F	0.517	16000	G
Kings Dominion Boulevard	Tanover County			00 /0	U /0	1 /0	J /0	10 /0	U /0	1	0.070	'	0.517	10000	G
30 Kings Dominion Boulevard	Hanover County		oswell Road 900 G	86%	0%	1%	3%	10%	0%	С	0.093	F	0.674	7900	G
30)go Dominion Boalevala	To		County Line		0 / 0			.0,0			3.000		3.07 1		
Down Blad	From		County Line	000/	001	401	061	100/	001	_	0.007	_	0.005	0400	_
30 Dawn Blvd	Caroline County	3.47 <b>62</b> US 301, SR 21	200 F	86%	0%	1%	3%	10%	0%	F	0.087	F	0.695	6100	F

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

_						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:	US 301, SR 2 Richmond Tr												
(30) Dawn Blvd	Caroline County	3.18 <b>4800 F</b>	79%	0%	1%	4%	16%	0%	F	0.090	F	0.75	4700	F
<u> </u>	Tα	King William County Lin	ie											
(30) King William Rd	King William County	Caroline County Line 7.75 <b>3900</b> F	79%	0%	1%	4%	16%	0%	С	0.09	F	0.647	3800	F
(30) King William Rd	King William County	7.75 <b>3900</b> F	1376	0 /6	1 /0	4 /0	10 /6	0 /6	O	0.03	'	0.047	3000	'
	To- From:	50-608 Globe Rd												
$\binom{30}{30}$ King William Rd	King William County	4.37 <b>5100 F</b>	79%	0%	1%	4%	16%	0%	F	0.079	F	0.520	5000	F
<u> </u>	To: From:	US 360 Richmond Tappahanno	ck Hwy											
(30) King William Rd	King William County	8.39 <b>5700 F</b>	86%	0%	1%	2%	11%	0%	С	0.092	F	0.545	5600	F
$\smile$	Τα	50-633 Powhatan Trail												
(30) King William Rd	King William County	8.34 <b>3800</b> F	86%	0%	1%	2%	11%	0%	F	0.076	F	0.56	3800	F
000	To													
30 King William Rd	King William County	50-632 Mt Olive-Cohoke l 5.62 <b>4500 F</b>	86%	0%	1%	2%	11%	0%	F	0.079	F	0.624	4400	F
(30) King William Rd	King William County	5.02 <b>4500 F</b>	00 /6	0 /6	1 /0	2/0	11/0	0 /6	'	0.075	'	0.024	4400	'
	To: From:	WCL West Point	2221	221				0-1				2 22 4	4400	
(30) Main St	Town of West Point (Maint: 50)	2.19 <b>4500 N</b>	86%	0%	1%	2%	11%	0%	Ν	0.079	F	0.624	4400	N
<u> </u>	To: From:	SR 33, 14th St SR 33 Main St												
(30) (33) 14th St	Town of West Point (Maint: 50)	0.25 <b>21000 F</b>	90%	1%	1%	2%	6%	0%	С	0.092	F	0.622	20000	F
30 33 14th St	To:	New Kent County Line	30 70	1 /0	1/0	270	0 /0	0 70	J	0.032	'	0.022	20000	
	From	King William County Lin	ne											
30 (33) Eltham Rd	New Kent County	4.65 <b>15000 G</b>		1%	1%	2%	6%	0%	F	0.083	F	0.585	15000	G
	To:	SR 33; SR 249 Angelview Cl	hurch											
(30) New Kent Hwy	New Kent County	3.43 <b>4400 G</b>		1%	2%	3%	5%	0%	С	0.096	F	0.615	4500	G
(30) New Helli Hwy	New New County		0070	1 70		0 70	0 /0	0 70	O	0.000		0.010	4000	ď
	From:	SR 273 Farmers Drive	000/	40/		00/	<b>5</b> 0/	00/	_	0.000		0.004	0000	_
30 New Kent Hwy	New Kent County	0.78 <b>8800 G</b>	90%	1%	2%	3%	5%	0%	F	0.096	F	0.664	8900	G
	From:	James City County Line New Kent County Line												
(30) Old Stage Hwy	James City County	2.13 <b>12000</b> F	90%	1%	2%	3%	5%	0%	F	0.097	F	0.703	12000	F
(30) Sid Sidge 1 my	- Tourist only		0070	1 /0		070	070	070	•	0.007	•	0.700	12000	•
Davida a vera co il lla Dal	From	I-64	050/	40/	10/	40/	00/	00/		0.400	_	0.000	44000	_
30 Barhamsville Rd	James City County	1.71 <b>10000 F</b>	95%	1%	1%	1%	2%	0%	С	0.103	F	0.606	11000	F
	To: From:	US 60 Richmond Rd												
(30) Rochambeau Dr	James City County	2.95 <b>9400 F</b>	97%	1%	1%	0%	0%	0%	С	0.099	F	0.63	10000	F
$\smile$		7-607 Croaker Rd; 47-755 Rocha												
Own allow But	From	47-755 Rochambeau Dr; 47-		40/	40/	00/	00/	00/	_	0.000	_	0.00	4 4000	_
(30) Croaker Rd	James City County	0.46 <b>15000 F</b>	97%	1%	1%	0%	0%	0%	F	0.099	F	0.63	14000	F
	"	I-64												
	From:	SR 30 Kings Dominion Boule	evard							0.001	_		0000	_
(30) Ramp	Hanover County	0.20 <b>1100 F</b>								0.094	F		3200	G
<u> </u>	Tα	I-95 North												
	From:	SR 30 Old Stage Hwy												
$\binom{30}{10}$ Ramp	James City County	0.19 <b>1500 A</b>								0.129	Α		1600	Α
$\checkmark$	To	I-64 West												

4/15/2020

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

		Filliary an	u iiileisiale n	ouies											
				4	_		Tru	ck		2.5	K	211	Dir		- C14:
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	D	amp Merge			27 (XII	C OTTINIC	· · · · · ·	ZIIGII		1 40101		1 40101		
	Hanover County		1200 F								0.147	F		78000	G
(30) Ramp	Tranover County										0.147	1		78000	G
	10.		I-95 South												
East	From:	SR 30	TO I-64 EAST												
(30) Ramp	James City Coun	nty 0.26	4100 G								0.137	F		4100	G
	To:	I-64-E F	ROM RT 30 EAS	T											
E	From		31A FROM & TO												
East	lamas City Carra			J 1S 64							0.107	_		4500	_
$\binom{30}{30}$ Ramp	James City Coun		4500 G								0.127	F		4500	G
<u> </u>	То:	I-64-E FROM R	T 30 EAST & 60°	7 SOUTH											
East	From:	SR 30	TO I-64 WEST												
(30) Ramp	James City Coun		820 G								0.086	F		820	G
(30)	To:	I-64-W FROM R		7 SOUTH											
	L														
West	From:		s Dominion Boule	evard								_			_
$\binom{30}{30}$ Ramp	Hanover County		2100 F								0.155	F		8700	G
$\overline{}$	To:		I-95 South		-										
West	From	SR 30	TO I-64 EAST												
	James City Coun		1500 G								0.109	F		1500	G
(30) Ramp	Tames Only Godin	•	ROM RT 30 WES	T							0.100	•		1300	ч
				01											
West	From		TO I-64 EAST												
(30) Ramp	James City Coun	nty 0.22	1200 G								0.122	F		1200	G
	To:	I-64-E FROM R	Γ 30 WEST & 60	7 SOUTH											
West	From	SD 20: 47.6	607 I-64-W231B	EDO											
	James City Coun		540 G	IKO							0.123	F		540	G
(30) Ramp	James Oily Coun			COR COLUMN							0.123	Г		340	G
	10.	I-64-W FROM RT	30 WEST & RT	607 SOUTI	н										
	From:		US 460												
(31) Main St	Town of Wakefield (Ma	aint: 91) 0.44	2800 G	95%	1%	2%	1%	2%	0%	С	0.098	F	0.512	2800	G
01)	_	,													
	To: From		CL Wakefield									_			
(31)	Sussex County		2800 N	95%	1%	2%	1%	2%	0%	N	0.098	F	0.512	2800	Ν
$\overline{}$	To:		y County Line			L									
	From:		ex County Line												
(31) Rolfe Hwy	Surry County	1.93	1800 G	95%	1%	2%	1%	2%	0%	F	0.108	F	0.557	1900	G
$\overline{}$	To:	TI)	CL Dendron												
Polfo Hyay	Town of Dendron (Ma			OE9/	1%	2%	10/	20/	0%	NI	0.100	Г	0.557	1000	NI
(31) Rolfe Hwy	rown or Dendron (Ma	aint: 90) 0.70	1800 N	95%	1%	2%	1%	2%	0%	N	0.108	F	0.557	1900	N
	Too	90-	-643 James St												
(31) Rolfe Hwy	Town of Dendron (Mai		1700 G	95%	1%	1%	0%	2%	0%	С	0.145	F	0.555	1700	G
(31)	To To	,	CL Dendron	5070	. 70		370	_,0	0 /0	-	0	•	0.000		~
	From		CL Dendron			-+									
31 Rolfe Hwy	Surry County		1700 N	95%	1%	1%	0%	2%	0%	Ν	0.145	F	0.555	1700	N
31 Rolfe Hwy	Surry County			JJ /0	1 /0	1 /0	U /0	£ /0	U /0	ıN	0.145	•	0.000	1700	IN
	France	SR 10	S, Colonial Trail S SR 10			-+									
Colonial Trail	C	0.47		000/	10/	10/	10/	40/	00/	_	0.100	_	0.017	E 400	_
$\binom{31}{10}$ Colonial Trail	Surry County		5600 G	93%	1%	1%	1%	4%	0%	F	0.106	F	0.617	5400	G
$\overline{}$	To		SCL Surry												

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

		Filliary and inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Sur													
(31) (10) Colonial Trail	Town of Surry (Maint: 90)	0.57 <b>5600</b>	N	93%	1%	1%	1%	4%	0%	Ν	0.106	F	0.617	5400	N
	To: From:	N SR 1 SR 10 N, Color													
(31) Rolfe Hwy	Town of Surry (Maint: 90)	0.41 <b>2200</b>	G	98%	0%	1%	0%	1%	0%	С	0.113	F	0.614	2100	G
,	Too														
(31) Rolfe Hwy	From: Surry County	4.00 NCL Sur	N	98%	0%	1%	0%	1%	0%	N	0.113	F	0.614	2100	N
(31) Home Filly	curry country				0 70		070	1 70	0 70		0.110	·	0.011	2100	
31 Jamestown Rd	James City County	2.10 <b>7200</b>	Ferry <b>F</b>	98%	1%	1%	0%	0%	0%	F	0.102	F	0.582	7600	F
31 Jamestown Rd	dames only dounty			30 /6	1 /0	1 /6	0 /6	0 /6	0 /6	'	0.102	'	0.502	7000	'
Laws actaum Dd	From	47-681 Sandy	_	000/	10/	10/	00/	00/	00/		0.005	F	0.000	0500	F
31 Jamestown Rd	James City County	2.30 9000	F	98%	1%	1%	0%	0%	0%	С	0.095	г	0.602	9500	г
	To: From:	WCL Willian				<del> </del>									
(31) Jamestown Rd	City of Williamsburg	0.04 <b>1500</b> 0	) F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.579	16000	F
<u>~</u>	To: From:	State Maintenance	e Boundar	y											
( <sub>31</sub> ) Jamestown Rd	City of Williamsburg (Maint: 47)	0.02 <b>1500</b> 0		98%	1%	1%	0%	0%	0%	F	0.087	F	0.579	16000	F
<u> </u>	To:	SR 5; SR	199												
	From:	North Carolina													
(32) Carolina Rd	City of Suffolk	2.89 <b>3900</b>	G	93%	1%	1%	1%	5%	0%	С	0.094	F	0.721	4200	G
<u>~</u>	To: From:	133-642 Adams S	Swamp Ro												
( <sub>32</sub> ) Carolina Rd	City of Suffolk	2.07 <b>4400</b>	G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.703	4600	G
<u> </u>	To: From:	133-675 Cypress	Chapel Re	1		$\neg$ $\vdash$									
(32) Carolina Rd	City of Suffolk	1.40 <b>4500</b>	G	94%	0%	1%	1%	4%	0%	С	0.095	F	0.764	4800	G
$\overline{}$	To	133-759 Babbi	own Rd			$\neg$ $\vdash$									
(32) Carolina Rd	City of Suffolk	0.65 <b>4800</b>	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.783	5100	G
	To	133-647 Cope	land Rd												
32 Carolina Rd	City of Suffolk	2.45 <b>4700</b>		94%	0%	1%	1%	4%	0%	F	0.092	F	0.785	5000	G
0.2	To:	US 13 South of	f Suffolk												
	From:	Whaleyville													
(32) (13) Carolina Rd	City of Suffolk	1.64 <b>1700</b> 0	) G	88%	0%	0%	1%	10%	0%	F	0.081	F	0.696	16000	G
Bus	To: From:	61-731 Dil	l Rd												
(32) (13) Carolina Rd	City of Suffolk	1.17 <b>1200</b> 0	) G	88%	0%	0%	1%	10%	0%	F	0.080	F	0.566	12000	G
(32) (13)	Ter														
Bus	From	Old SCL Su													
(32) (13) Carolina Rd	City of Suffolk	0.54 11000		88%	0%	0%	1%	10%	0%	F	0.084	F	0.535	11000	G
Bus	To: From:	Bus US 58 Cons Fayette													
32) (13) Main St	City of Suffolk	0.34 <b>1100</b>		98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	11000	G
02) (10)	7l						- / 0	- / 0	- / •	•	2.3.3	•	2.2 <b>02</b>		_
Bus	From:	SR 337 Washi													
(32) (13) (10) Main St	City of Suffolk	0.68 <b>1900</b> 0		98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	20000	G
$\sim$ $\sim$	To:	Bus US 58, Bus	S US 460												

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

							Truck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	<b>QA</b> 47	Tire E		2Axle 3+A			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Bus US 58, Bus U												
(32)(460)(10) Main St	City of Suffolk	0.09 <b>29000</b>	<b>G</b> 98	8% (	)%	1% 0%	0%	0%	F	0.081	F	0.502	31000	G
Bus	To- From:	Old NCL of Sur	ffolk											
(32) (460) (10)	City of Suffolk	1.49 <b>25000</b>	<b>A</b> 99	9% (	)%	1% 0%	0%	0%	С	0.101	Α	0.507	26000	Α
32) (400) (10)	To:	SR 10 Elephant		0,70	,,,,		0,0	0 / 0	Ū	0	•	0.007		
	Fron:	Bus US 460	)											
$\binom{32}{10}$ Godwin Blvd	City of Suffolk	0.54 <b>20000</b>	<b>G</b> 9	5% (	)%	1% 1%	2%	0%	F	0.084	F	0.524	21000	G
	To: Grow	US 58 Suffolk B	ypass			$\neg$ —								
32) (10) Godwin Blvd	City of Suffolk	1.36 <b>23000</b>		5% (	)%	1% 1%	2%	0%	F	0.095	F	0.536	24000	G
	To:	61-634 Kings Fo	ark Dd											
32) (10) Godwin Blvd	City of Suffolk	4.81 <b>12000</b>		5% (	)%	 1% 1%	2%	0%	С	0.095	F	0.536	13000	G
32) (10) 4041111 2114								0 / 0	Ū	0.000	•	0.000	.0000	<u> </u>
32 10 Godwin Blvd	City of Suffolk	61-603 Everets 0.87 <b>13000</b>		5% (	)%	10/ 10/	2%	0%	F	0.101	F	0.61	14000	G
32 (10) Godwin Blvd	City of Surioik	0.87 <b>13000</b>	<b>G</b> 9	5% C	J%	1% 1% 	2%	0%	Г	0.101	Г	0.61	14000	G
	To: From:	SR 125 Chucka												
32) (10) Godwin Rd	City of Suffolk	1.31 <b>11000</b>		5% (	)%	1% 1%	2%	0%	F	0.103	F	0.597	12000	G
$\smile$	To:	Isle of Wight Cour	_											
32 10 Benns Church Blvd	Isle of Wight County	NCL Suffoll 4.15 <b>11000</b>		3% 1	l%	 1% 3%	2%	0%	С	0.101	F	0.621	12000	G
32 10 Benns Church Blvd	To:	US 258 Brewers Ne		J /6 I	1 /0	70 37	2/0	0 /6	O	0.101	•	0.021	12000	ч
	From:	SR 10 Benns Chur												
32) (258) Brewers Neck Blvd	Isle of Wight County	2.85 <b>25000</b>	<b>G</b> 9	5% 1	۱%	1% 2%	2%	0%	С	0.098	F	0.601	27000	G
	To	US 17 Carrollton	Blvd											
32) (17) (258) Carrolton Blvd	Isle of Wight County	2.17 <b>29000</b>		7% (	)%	1% 1%	1%	0%	С	0.114	Α	0.650	32000	Α
32) (17) (230) 4 4 4 4	To					_				-				
	Isle of Wight County	F-807 4.64 <b>28000</b>	<b>F</b> 9	7% (	)%	1% 1%	1%	0%	F	0.101	F	0.755	30000	F
32) [17] [258]	To:	SCL Newport N		7/6	) /0	1/0 1/0 1	) 1/0	0 /6	'	0.101	'	0.755	30000	'
	From:	Isle of Wight Cour												
32) (17) (258) Mercury Blvd	City of Newport News	0.22 <b>28000</b>	<b>F</b> 9	7% (	)%	1% 1%	1%	0%	F	0.101	F	0.755	30000	F
	Tay	US 60 Warwick	Rlvd											
32) (17) (258) Mercury Blvd	City of Newport News	0.56 <b>35000</b>		7% (	)%	 1% 1%	1%	0%	F	0.104	F	0.539	38000	F
32) (17) (230)	Тох	US 258, SR 143 Jeffe				i ii	,.	• , •	-		-			-
	From:	West Virginia Sta				1								
33 Rawley Pike	Rockingham County	11.66 <b>1900</b>		3% 1	1%	 1% 1%	4%	0%	С	0.089	F	0.584	1900	G
33)						<del>-</del>	,•	• , •	_		-			-
Powley Pike	Poolsinghom County	82-840 Bridger		5% 1	1%	10/ 10/	3%	0%	С	0.004	F	0.674	2100	G
Rawley Pike	Rockingham County	2.80 <b>3200</b>			/0	1% 1% 	3%	U%	C	0.084	r	0.074	3100	G
~~	To: From	82-613 Whitmore Shop Rd							_					
Rawley Pike	Rockingham County	5.70 <b>7400</b>	<b>G</b> 9	5% 1	۱%	1% 1%	3%	0%	F	0.093	F	0.62	7900	G
~	Too From	WCL Harrisonl	burg											
33 W Market St	City of Harrisonburg	1.11 8900	<b>G</b> 90	6% 1	۱%	1% 0%	2%	0%	F	0.093	F	0.550	9500	G
$\searrow$	To	Waterman D	)r											

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

5 .	1			4.7.			Tru	ck			K	01/	Dir	A A14/DT	- 014
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~~ M. Market Ct	From:		man Dr	96%	10/	10/	00/	00/	00/	_	0.000	F	0.500	10000	0
W Market St	City of Harrisonburg		100 G	96%	1%	1%	0%	2%	0%	С	0.089	г	0.532	10000	G
33 W Market St	City of Harrisonburg		High St OO G	96%	1%	10/	0%	2%	0%	F	0.096	F		5200	G
W Market St	Ta		000 <b>G</b> S 33 Par	90%	1 70	1%	0%	270	0%	г	0.096	Г		3200	G
	Front	US													
33) (11) Main St NB	City of Harrisonburg		800 N	96%	0%	1%	1%	1%	0%	Ν	0.092	F	0.527	6200	Ν
$\rightarrow$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 110	000 N	95%	1%	2%	1%	2%	0%	Ν	0.084	F	0.760	11000	Ν
	To:		Main St												
E Market St	City of Harrisonburg		ain St NB  000 G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.512	6300	G
33) 2 Marior St	The state of the s				0 70		1 70	1 /0	0 70	•	0.001		0.012	0000	Ŭ
33 E Market St	City of Harrisonburg		on St 000 G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.569	13000	G
E Market St	only of Hambonishing			0070	0 70		1 70	1 /0	0 70	•	0.000	•	0.000	10000	
33 E Market St	City of Harrisonburg		ne St 000 G	96%	0%	1%	1%	1%	0%	С	0.091	F	0.557	20000	G
E Market St	Oity of Hamsonburg			30 /6	0 76	1 /0	1 /0	1 /0	0 /6	O	0.031	'	0.557	20000	
	City of Howing physics		81 <b>000 G</b>	95%	1%	10/	10/	3%	00/	F	0.000	F	0.540	24000	_
E Market St	City of Harrisonburg	0.59 <b>32</b> 0	000 G	95%	176	1%	1%	3%	0%	Г	0.093	Г	0.549	34000	G
~~	To- Front		sity Blvd		221						2 2 2 4				
33 E Market St	City of Harrisonburg	1.07 <b>28</b> 0	000 G	96%	0%	1%	1%	2%	0%	С	0.094	F	0.559	29000	G
	From:		risonburg	2021					221		2 22 4				
33 Spotswood Trail	Rockingham County	0.21 <b>28</b> 0	000 N	96%	0%	1%	1%	2%	0%	N	0.094	F	0.559	29000	Ν
<u>~</u>	To- From:		Boyers Rd												
33 Spotswood Trail	Rockingham County	2.08 <b>26</b> 0	000 G	95%	1%	1%	1%	3%	0%	F	0.092	F	0.584	28000	G
~	To: From:		oss Keys Rd												
33 Spotswood Trail	Rockingham County	2.73 <b>26</b> 0	000 G	95%	1%	1%	1%	3%	0%	С	0.101	F	0.531	26000	G
~	To: From:	82-842 M	Iontevideo												
33 Spotswood Trail	Rockingham County	2.53 <b>22</b> 0	000 G	95%	1%	1%	1%	3%	0%	F	0.094	F	0.6	22000	G
~	To: From	82-649 Stover D	r; Island Ford	Rd		<u> </u>									
33 Spotswood Trail	Rockingham County	1.83 <b>21</b> 0	000 G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.605	21000	G
<del>~</del>	To	82-602 Ea	st Point Rd			_									
33 Spotswood Trail	Rockingham County	3.12 <b>13</b> 0		96%	1%	1%	1%	2%	0%	С	0.093	F	0.593	13000	G
~	Τα	US 33 Bus W	Vest of Elkton												
Spotswood Trail	Rockingham County		000 G	93%	1%	1%	1%	4%	0%	F	0.092	F	0.688	10000	G
	То	WCI	Elkton												
33 Spotswood Trail	Town of Elkton (Maint: 82)		000 N	93%	1%	1%	1%	4%	0%	N	0.092	F	0.688	10000	N
30)	Tree					<u> —</u> і									
33   Spotswood Trail	Rockingham County		Elkton N	93%	1%	1%	1%	4%	0%	N	0.092	F	0.688	10000	N
SS SPOISWOOD TIAN	To	US		JJ /0	1 /0	1 /0	1 /0	7/0	0 /0	. 4	0.002	'	0.000	10000	1 1

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

D .		, .,		4			Tru	ıck			K	011	Dir		<u> </u>
Route	Jurisdiction	Length AAD1	r QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~	From:	US 340								_					
33) Spotswood Trail	Rockingham County	6.25 <b>6800</b>		93%	1%	1%	1%	4%	0%	С	0.091	F	0.573	6800	G
<del>~</del>	To:	Greene Coun													
Chataward Trail	Croops County	Rockingham Co		0.40/	1%	10/	10/	40/	00/	0	0.100	_	0.566	E600	,
33 Spotswood Trail	Greene County	4.38 <b>5600</b>	G	94%	170	1%	1%	4%	0%	С	0.102	F	0.566	5600	(
	To: From	39-638 Turkey	Ridge Rd												
33 Spotswood Trail	Greene County	3.00 <b>6300</b>	G	94%	1%	1%	1%	4%	0%	F	0.101	F	0.591	6300	(
~	To:	Bus US 33 Spots	wood Trai	1											
33 Standardsville Bypass	Greene County	2.09 <b>8900</b>		95%	2%	1%	1%	2%	0%	С	0.128	F	0.544	9000	(
25)	-						. , 0	_,,	0 / 0	Ū	00	•	0.0	0000	
~~	From	Bus US 33 Spots							221	_	0.40=	_	0.504		
33) Spotswood Trail	Greene County	0.50 <b>1400</b> 0	) G	97%	1%	1%	1%	1%	0%	С	0.107	F	0.521	14000	(
~	To: From:	39-609 Fredericl	ksburg Rd												
33 Spotswood Trail	Greene County	2.15 <b>1500</b> 0	) G	97%	1%	1%	1%	1%	0%	F	0.098	F	0.515	15000	(
	To	20 (22 4 :	D.1												
33 Spotswood Trail	Greene County	39-633 Amic 2.09 <b>1900</b> 0		97%	1%	1%	1%	1%	0%	F	0.085	F	0.604	20000	(
33 Spotswood Trail	Greene County	2.09 19000	, G	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.003	'	0.004	20000	
	To: From:	US 29 Semino	ole Trail												
Spotswood Trail	Greene County	2.24 <b>7800</b>	G	93%	1%	1%	2%	3%	0%	F	0.082	F	0.588	7800	(
$\checkmark$	To:	Orange Coun	_												
~~	From:	Greene Coun													
33 Spotswood Trail	Orange County	4.51 <b>7700</b>	G	93%	1%	1%	2%	3%	0%	С	0.102	F	0.523	7700	
~	To	SR 20 W, Constit	tution Hw	v											
33 (20) Spotswood Trail	Orange County	0.22 <b>7800</b>		94%	1%	1%	1%	4%	0%	F	0.1	F	0.588	7900	(
30) (20) 1	т														
~~~	From	SR 20 E, Constit		0.40/	40/		40/	40/	00/	_	0.000	_	0.500	2000	
33) Spotswood Trail	Orange County	5.44 <b>6100</b>	G	94%	1%	1%	1%	4%	0%	С	0.092	F	0.538	6200	(
~	To: From	WCL Gordo	nsville												
33 Spotswood Trail	Town of Gordonsville (Maint: 68)	0.01 <b>6100</b>	N	94%	1%	1%	1%	4%	0%	Ν	0.092	F	0.538	6200	1
	To	CD 221 Dl D:	4 T1												
33 (231) Spotswood Trail	Town of Gordonsville (Maint: 68)	SR 231 Blue Ri 0.15 <b>7500</b>		94%	1%	1%	1%	3%	0%	С	0.098	F	0.566	7500	(
33 231 Spotswood Trail	Town of Gordonsville (Maint. 66)	US 15 James Ma			1 /0	1 /0	1 /0	3 /0	0 /6	U	0.030	'	0.500	7300	,
	From	S SR 23		/											
33 \ 15 Martinsburg Ave	Town of Gordonsville (Maint: 68)			88%	1%	1%	1%	8%	0%	F	0.098	F	0.542	10000	(
33 (15) Martinsburg Ave	rown or adiability (Maint: 60)			00 70	1 70	1 /0	1 /0	070	0 /0	•	0.000		0.012	10000	
~ ~	From:	SCL Gordor													
33) (15) James Madison Hwy	Louisa County	0.45 <b>9700</b>		88%	1%	1%	1%	8%	0%	F	0.092	F	0.569	10000	(
~ ~	To:	US 15 South of G													
Could Contain of Tire!	From	US 15 James Ma			10/		10/	00/	00/	^	0.00	_	0.557	0.400	
33) South Spotswood Trail	Louisa County	8.28 <b>3500</b>	F	96%	1%	1%	1%	2%	0%	С	0.09	F	0.557	3400	l
~	To:	SR 22 Trev	ilians												
33 (22) Louisa Rd	Louisa County	3.84 <b>6400</b>	F	96%	1%	1%	1%	2%	0%	F	0.092	F	0.5	6300	
$\supset \bigcirc$	To	WCI I				<del></del>									
West Mais St	Town of Levies (Mainte 54)	WCL Lot		000/	10/	10/	10/	20/	00/	F	0.000		0.507	7000	
(22) West Main St	Town of Louisa (Maint: 54)	1.08 7700	F	96%	1%	1%	1%	2%	0%	F	0.090	F	0.527	7600	l
~ ~	Tor	SR 208 Courth	ouse Rd												

4/15/2020

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

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AAD</b>	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 208 Court													
33) (22) (208) West Main St	Town of Louisa (Maint: 54)	0.40 <b>1800</b>		98%	0%	1%	0%	1%	0%	F	0.082	F	0.55	17000	F
<del>*                                    </del>	From:	SR 22; SR 208 Eas SR 22; SR 208		CH											
33 Jefferson Hwy	Town of Louisa (Maint: 54)	0.97 <b>480</b> 0		98%	0%	1%	0%	1%	0%	С	0.085	F	0.532	4700	ı
33) venereen i iii,					0 70		0 / 0	. , 0	0,0	Ū	0.000	•	0.002		
\_\_\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	To:	ECL Lo		070/	10/	00/	10/	00/	00/		0.000	F	0.704	0000	
33 Jefferson Hwy	Louisa County	5.59 <b>330</b> 0	) F	97%	1%	0%	1%	2%	0%	С	0.093	г	0.724	3200	
· · · · · · · · · · · · · · · · · · ·	To: From	US 522 Pend													
33) (522) Jefferson Hwy	Louisa County	0.66 <b>670</b> 0	) F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.547	6500	
<i></i>	To	US 522 Cross (	County Rd			$\neg$ $\vdash$									
33 Jefferson Hwy	Louisa County	9.29 3100		94%	1%	1%	1%	3%	0%	С	0.098	F	0.572	3100	
	To														
33 Jefferson Hwy	Louisa County	54-655 Bethany 2.71 <b>4400</b>		98%	0%	1%	0%	1%	0%	F	0.097	F	0.66	4300	
33) Jefferson Hwy	Eddisa County	Hanover Cou		30 78	0 70	170	0 70	1 /0	0 70	'	0.007	'	0.00	4000	
	From:	Louisa Cour	_												
33 Mountain Rd	Hanover County	3.95 <b>490</b> 0	G	98%	0%	1%	1%	1%	0%	F	0.101	F	0.72	5000	
<i>⇒</i>	To	42-715 Beaver Dam R	d: Clazama	nt Dd											
33 Mountain Rd	Hanover County	1.94 <b>1100</b>		98%	0%	1%	1%	1%	0%	F	0.093	F	0.693	11000	
33) Modritain 110	rianover edunity				0 70	.,,	1 70	1 70	070	•	0.000	•	0.000	11000	
Manual Del	From	SR 54 West Patri			00/	10/	40/	40/	00/		0.404	_	0.740	0500	
Mountain Rd	Hanover County	4.20 <b>850</b> 0	) G	98%	0%	1%	1%	1%	0%	С	0.104	F	0.716	8500	•
<u></u>	To: From	42-671 Scotch	town Rd												
33 \ Mountain Rd	Hanover County	1.72 <b>1100</b>	0 G	98%	0%	1%	1%	1%	0%	F	0.101	F	0.723	11000	(
~	To	42-670 Farrir	gton Rd			$\neg$ $\vdash$									
33 Mountain Rd	Hanover County	5.50 1100		98%	0%	1%	1%	1%	0%	F	0.100	F	0.71	11000	(
**	To:	Henrico Cou	nty Line												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Hanover Cou													
33 Staples Mill Rd	Henrico County	0.38 <b>1900</b>	0 F	98%	0%	1%	1%	1%	0%	F	0.098	F	0.750	19000	
~	To:	I-295				$\neg$ $\vdash$									
33 Staples Mill Rd	Henrico County	0.61 <b>2200</b>	0 F	98%	1%	1%	0%	0%	0%	F	0.109	F	0.520	23000	
	To	CD 157, Coming Sold I	d. Manutai	n Dd											
33 Staples Mill Rd	Henrico County	SR 157; Springfield F 2.18 <b>1600</b>		98%	1%	1%	0%	0%	0%	F	0.105	F	0.694	18000	
Say Staples Will Fid	ricinico Godiny			30 78	1 /0	1 70	0 70	0 70	0 70	'	0.105	'	0.054	10000	
~~~	To: From:	43-7526 Hun		2221			221	221	221	_		_	0 = 10	0.1000	
33) Staples Mill Rd	Henrico County	1.05 <b>2800</b>	0 F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.749	31000	
~	To: From:	Parham	Rd												
Staples Mill Rd	Henrico County	1.10 <b>3500</b>	0 A	98%	1%	1%	0%	0%	0%	С	0.106	Α	0.55	39000	
~	To	Bremner	Blvd												
33 Staples Mill Rd	Henrico County	0.37 <b>3700</b>		98%	1%	1%	0%	0%	0%	F	0.094	F	0.534	42000	
00)					- , •		- / 0	- / -	- / 0	•		-		000	
Ctoples Mill Dd	Llaprice County:	SR 356 Hilliard Rd; 43			10/	10/	00/	00/	00/		0.004		0.51	40000	
33 Staples Mill Rd	Henrico County	1.01 <b>3500</b>	0 F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.51	40000	ı

4/15/2020

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

		Primary ar	iu iiileisia	ale no	ules			Tru	ok			V		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
	From:	c	I-64				ZAXIE	JTAXIC	TITALI	ZIIali		1 actor		1 actor		
33 Staples Mill Rd	Henrico Cou	unty 1.32	21000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.518	23000	G
	To		CL Richmon	nd												
33 Staples Mill Rd	City of Richn		21000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.518	23000	G
(33)	To:		S 250 Broad													
~~~~~	From		0; Staples M	Iill Rd												
(33) (250) Broad St	City of Richn	nond 0.79	26000	Α	98%	1%	1%	0%	0%	0%	С	0.107	Α	0.528	29000	Α
	To: From:		Malvern Ave				$\Box\vdash$									
(33) (250) Broad St	City of Richn	nond 0.97	26000	G	97%	1%	1%	0%	0%	0%	С	0.095	F	0.534	30000	G
<del>\$\frac{1}{2}</del>	To: From:		Sheppard St	i												
33 (250) Broad St	City of Richn	nond 0.38	22000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.563	24000	G
$\bigcirc$	To	SR 39	99 Terminal	Place												
33 (250) Broad St	City of Richn	nond 0.94	18000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.563	21000	G
	To	SR 3	33 P, Harriso	on St												
33 250 Broad St	City of Richn		24000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.569	27000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	G	97%	1%	1%	0%	0%	0%	F	NA			40000	G
	To:	TIS	S 250 Broad	St												
(33) Hancock Rd	City of Richn		1400	F	98%	1%	1%	0%	0%	0%	С	0.184	F	0.973	1500	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5200	G	97%	1%	1%	1%	1%	0%	С	0.076	F	0.579	5600	G
	To:		Leigh St													
East	From:	US 3	3 E, E Mark	cet St												
33 Ramp to I-81 S at Exit 24	City of Harrisonburg	g (Maint: 82) 0.21	12000	G								0.096	F		12000	G
	To	c .	I-81 S													
East	From		3 E, E Mark													
(33) Ramp to I-81 N at Exit 24	City of Harrisonburg		870	G								0.142	F		870	G
<u> </u>	To:		I-81 North													
East	From:		E, Staples N													
Ramp	Henrico Cou		2100	G								0.163	F		2100	G
	10.	1	I-295 West													
East (33) Ramp	Henrico Cou		E, Staples N 3200	Mill Rd <b>G</b>								0.146	F		3200	G
33 Ramp	To:	unity 0.20	I-295 East	ч			1					0.140	'		3200	G
Foot	From	IIC 2	3 Staples M	:11 D.4												
East 33 Ramp	Henrico Cou		1800	A								0.157	Α		2100	Α
(33) 1 1411115	To:		I-64 West									0.707	, ,		_100	, ,
East	From	LIS 33	E, Staples N	Mill Rd												
33 Ramp	Henrico Cou		11000	G								0.094	F		11000	G
<u> </u>	To		I-64 East													
West	From:	US 3	3 W, E Marl	ket St												
Ramp to I-81 S at Exit 24	7 City of Harrisonburg		5000	G								0.097	F		5000	G
$\bigcirc$	To:	c	I-81 S													

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

Route	Jurisdiction	Length	AADT Q	λ	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 33 Ramp	From: City of Harrisonburg (Mair		3900 (	St <b>G</b>								0.113	F		3900	G
(33) ******	Tα	,	I-81 North													
West	Fronc		Staples Mill R													
Ramp	Henrico County	0.20	<b>4000</b> (I-295 West	G			1					0.107	F		4200	G
West	Front		W, Staples Mill	Rd												
33 Ramp	Henrico County	0.33		G								0.125	F		3700	G
<i></i>	Τα		I-295 East													
Vest 33 ( Ramp	Henrico County	US 33 V 0.21	W, Staples Mill	Rd <b>G</b>								0.149	F		3600	G
Ramp	Te:		I-64 West	<u> </u>								0.149	Г		3600	G
Vest	From:		W, Staples Mill	Rd												_
33 Ramp	Henrico County	0.16		G								0.1	F		9900	G
~	Tα		I-64 East													
33 (11) Main St NB	City of Harrisonburg	0.03	US 11 <b>5800</b>	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	6200	N
33 (11) Main St NB	Combined Traffic Estimates for 2 Parallel Road			N	96%	0%	1%	1%	1%	0%	N	0.084	F	0.760	9500	N
	To:	,	US 33				j									
Bus	From:		Spotswood Tra		2221	221		221	221	2-1	_		_	0.010		_
33 Old Spotswood Trail	Rockingham County			G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.646	6600	G
Bus	To- From:		Elkton; River R													
33 Spottswood Ave	Town of Elkton (Maint:	82) 0.37	7100	G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.617	7100	G
Bus	To: From:	Spo	ottswood Terr													
33 Spottswood Ave	Town of Elkton (Maint:	82) 0.27	2800	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.509	2800	G
Bus	To- From:		Stuart Ave													
33 340 S Stuart Ave	Town of Elkton (Maint:	82) 0.08	5900 I	N	93%	1%	1%	1%	4%	0%	Ν	0.093	F	0.549	5800	Ν
$\downarrow \downarrow \downarrow$	To:		US 33													
Bus 33 (Spotswood Trail	Greene County	US 33 S 0.75	tanardsville Byj	pass <b>G</b>	96%	1%	1%	0%	1%	0%	С	0.128	F	0.727	2600	G
33 Spotswood Trail	Greene County				90%	170	1%	0%	1%	0%	C	0.126	Г	0.727	2000	G
Bus	From		L Stanardsville													
Main St	Town of Stanardsville (Ma			N	96%	1%	1%	0%	1%	0%	N	0.128	F	0.727	2600	N
Bus	To: From:		30 Madison Rd	1												
33 Main St	Town of Stanardsville (Ma	int: 39) 0.11	5100	G	94%	1%	1%	1%	4%	0%	F	0.102	F	0.545	5100	G
Bus	To- Front	ECI	L Stanardsville													
33 Spotswood Trail	Greene County	1.31		N	94%	1%	1%	1%	4%	0%	Ν	0.102	F	0.545	5100	Ν
~	To:	US 33 Stana	rdsville Bypass:	; 39-6	523											

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

		Filliary and if					Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 33 F	Hancock St												
33 Leigh St	City of Richmond	0.27 <b>13</b>	3000 G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.511	14000	G
<u> </u>	To: From:	US 1 Be	elvidere St												
33 Leigh St	City of Richmond	1.60 <b>11</b>	1000 G	98%	1%	0%	0%	0%	0%	С	0.106	F	0.767	12000	G
<u> </u>	To	Martin Luther	er King Jr Bridge	2		_									
33) Mosby St	City of Richmond		1000 G	97%	2%	0%	0%	0%	0%	С	0.102	F	0.558	12000	G
$\mathcal{L}$	To:		nont Ave												
Egirmont Avo	City of Pichmond		osby St	99%	10/	00/	00/	00/	00/	C	0.102	F	0.522	7000	(
33) Fairmont Ave	City of Richmond	0.43 74	'400 G	99%	1%	0%	0%	0%	0%	С	0.102	Г	0.522	7900	(
NEGO MELO DOL	To: From		5th St	070/	00/		00/	00/	00/		0.400	_	0.000	44000	
33) Nine Mile Rd	City of Richmond	0.90 10	0000 G	97%	2%	1%	0%	0%	0%	С	0.103	F	0.680	11000	(
	From		Richmond									_			
33) Nine Mile Rd	Henrico County	1.49 <b>22</b>	2000 F	98%	1%	1%	0%	0%	0%	С	0.084	F	0.542	24000	ı
	To: From:		num Ave												
33) Nine Mile Rd	Henrico County	2.10 <b>17</b>	7000 F	98%	1%	1%	0%	0%	0%	F	0.082	F	0.546	18000	
<u> </u>	To: From:	Beaure	egard Ave												
Nine Mile Rd	Henrico County	1.27 <b>12</b>	2000 F	97%	1%	1%	0%	0%	0%	С	0.081	F	0.515	13000	
$\smile$	To	SR 156	Airport Dr												
33) Nine Mile Rd	Henrico County		600 F	97%	1%	1%	0%	0%	0%	F	0.091	F	0.574	5900	
<u> </u>	To:	SR	R 33 Y												
33) Nine Mile Rd	Henrico County		600 F	96%	2%	2%	0%	1%	0%	С	0.097	F		1700	
	fic Estimates for 2 Parallel Roadways	on this Route: 32	200 F	96%	2%	1%	0%	1%	0%	С	0.096	F	0.517	3400	
	Tor		lliamsburg Rd												
33) (60) (156) Williamsburg Rd	Henrico County		2000 F	94%	1%	1%	1%	3%	0%	F	0.091	F	0.555	13000	
33) (00) (130) ************************************	To					<del></del> 1									
33) 60 (156) Williamsburg Rd	Henrico County		-295 <b>6000 A</b>	95%	1%	1%	1%	2%	0%	С	0.154	Α	0.661	16000	
33) (60) (156) Williamsburg Rd	Tiolinios county				1 /0		1 70	_,,0	0 70	Ü	0.101	,,	0.001	10000	
33) 60 Williamsburg Rd	Henrico County		6 Elko Rd 600 <b>F</b>	95%	1%	1%	1%	2%	0%	F	0.095	F	0.647	10000	
33) (60) Williamsburg Rd	To:		t County Line	95%	1 70	170	1 70	270	0%	Г	0.095	Г	0.647	10000	
	From:		County Line												
33) 60 Pocahontas Trail	New Kent County	0.91 <b>15</b>	5000 G	95%	1%	1%	1%	2%	0%	F	0.086	F	0.599	15000	
	To	US 60 Bot	ottoms Bridge												
33) New Kent Hwy	New Kent County		7000 G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.594	17000	
	To	T	I-64												
33) (33) Ramp	New Kent County	0.08	1-04	Se	e VA 3	3 for dire	ectional t	raffic v	olume e	stima	tes for th	is sec	ment.		
00) (00) (00)	To:	SR 33-W016A S	SR 33- 16A TO		,		. J. Jiian	V		Ju	.50 .01 41	.5 506	,		
	From	SR 33-E016A SR													
33) (33) Ramp	New Kent County		800 F								0.111	F		1000	(
$\smile$	To:	I-64-E FROM RT 33	BEAST & RT 24	19WEST											

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

Route	Jurisdictic	on Length	n <b>AADT</b>	QA	4Tire	Bus			uck		QC	K	QK	Dir	AAWDT	QW
	From		SR 33, SR 2				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
(33) (64)	New Kent Co				S	ee I-64 f	or direc	tional t	raffic vo	lume es	timat	es for this	s sea	ment.		
00) 04)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 69000	Α	91%	1%	1%	1%	6%	0%	С	0.094		0.520	62000	Α
	To:	:	SR 106			- , ,					_			****		
	From	US	60 Bottoms 1	Bridge												
(33) (64)	New Kent Co	ounty 3.47			S	ee I-64 f	or direc	tional t	raffic vo	lume es	timat	es for this	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	70000	Α	91%	1%	1%	1%	6%	0%	F	0.095	Α	0.517	63000	Α
	To		SR 155				<u> </u>									
(33) (64)	New Kent Co	ounty 5.69			S	ee I-64 f	or direc	tional t	raffic vo	lume es	timat	es for this	s sea	ment.		
33) (04)	Combined Traffic Estimates for 2 Parallel	,	. 68000	Α	91%	1%	1%	1%	6%	0%	F	0.096	•	0.565	61000	Α
	To:	:	SR 33		0170	1 /0	<del>-</del> i~	1 /0	0 / 0	0 70	•	0.000	,,	0.000	01000	,,
_	From:	Ţ.	64-E TO RT	Г 33												
(33) (64) Ramp	New Kent Co				S	ee I-64 1	or direc	tional t	raffic vo	lume es	timat	es for this	s seg	ment.		
	Tree	1	-64 EAST II	NT			$\neg$ $\vdash$									
(33) Eltham Rd	New Kent Co		11000	G	85%	1%	1%	1%	11%	0%	С	0.084	F	0.588	11000	G
00)	To:		SR 30; SR 2	49												
	From	•	ANGELVIE		RCH											
33 30 Eltham Rd	New Kent Co	ounty 4.65	15000	G	90%	1%	1%	2%	6%	0%	F	0.083	F	0.585	15000	G
	Too From:	King	William Cou	nty Line												
(33) (30) 14th St	Town of West Point	t (Maint: 50) 0.25	21000	F	90%	1%	1%	2%	6%	0%	С	0.092	F	0.622	20000	F
	Too From:		SR 30 Main	St												
(33) 14th St	Town of West Point	t (Maint: 50) 0.48	19000	F	92%	1%	1%	1%	5%	0%	F	0.082	F	0.632	19000	F
	To:	King &	d Queen Coυ	ınty Line	:											
	From		William Cou	nty Line												
(33) Lewis Puller Mem Hwy	King & Queen	County 3.30	16000	G	92%	1%	1%	1%	5%	0%	С	0.090	F	0.660	16000	G
	To		78 Centervill													
	From		8 Centerville										_			_
(33) Lewis Puller Mem Hwy	King & Queen		15000	G	92%	1%	1%	1%	5%	0%	F	0.093	F	0.643	15000	G
<u> </u>	To:	SR 14 Buena			ds Fork											
	From:		14 Shackeli		0001	151				221	_		_	0.040		_
(33) (14) Lewis Puller Mem	i. Hwy King & Queen		14000	G	92%	1%	1%	1%	5%	0%	С	0.094	F	0.643	14000	G
	To:		4 Shackelfor													
O Lauria Bullan Mana Hara	I/in to 0. Our and	SR 14 Buena				40/	10/	40/	<b>5</b> 0/	00/	_	0.00	F	0.040	0000	0
(33) Lewis Puller Mem Hwy	King & Queen		8100	G	92%	1%	1%	1%	5%	0%	F	0.09	F	0.649	8000	G
	To:		icester Coun	_												
Lauria Dullan Mars Hum	Clausantes C		Queen Cou			10/	10/	10/	F0/	00/	_	0.001	F	0.051	0000	_
33 Lewis Puller Mem Hwy	Gloucester C		8700	G	92%	1%	1%	1%	5%	0%	F	0.091	F	0.651	8600	G
	To	US 17 George V			y, Glenns											
Goorge Washingt	ton Mom Hung		is Puller Mer 11000		000/	0%	1%	0%	1%	0%	_	0.089	F	0.504	12000	C
(33) (17) George Washingt	ton Mem Hwy Gloucester C			G	98%	U%	170	U%	170	U%	Г	0.069	г	0.504	12000	G
	To:		dlesex Count	,												
Tidawatar Trail	Middlessi		icester Coun	•	000/	00/	10/	00/	10/	00/	_	0.006	_	0.540	12000	C
(33) (17) Tidewater Trail	Middlesex Co		11000	G	98%	0%	1%	0%	1%	0%	г	0.086	Г	0.549	12000	G
	Tor	US	17 South of S	Saluda												

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

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   Truck   CAR   2Trail   2	9 7500 5 9700 1 9800 7 10000 4 6800 1 4700	G G
33   17   Gloucester Rd   Middlesex County   0.80   7600   G   94%   1%   1%   1%   3%   0%   C   0.09   F   0.51	5 9700 1 9800 7 10000 4 6800 1 4700	G G G
Billion   Bill	5 9700 1 9800 7 10000 4 6800 1 4700	G G G
September   Sept	1 9800 7 10000 4 6800 1 4700	G G
33   General Puller Hwy   Middlesex County   1.78   9900   G   94%   1%   1%   1%   3%   0%   C   0.088   F   0.56	1 9800 7 10000 4 6800 1 4700	G G
SR 227 Urbanna Rd   SR 237 U000	1 9800 7 10000 4 6800 1 4700	G G
33   General Puller Hwy   Middlesex County   2.93   10000   G   94%   1%   1%   1%   3%   0%   F   0.094   F   0.58	7 10000 4 6800 1 4700	G
33   General Puller Hwy   Middlesex County   2.18   10000   G   94%   1%   1%   1%   3%   0%   F   0.093   F   0.55	7 10000 4 6800 1 4700	G
33   General Puller Hwy   Middlesex County   2.18   1000   G   94%   1%   1%   1%   3%   0%   F   0.093   F   0.55	4 6800 1 4700	G
SR 3 Greys Point Rd   SR 3 Harmony Village   SR 3 Near Hartfield   SR 3 Near Hartfield   SR 3 Greys Point Rd   SR 3 Stingray Point   Stingray Point   SR 33 Nine Mile Rd   SR 33 Nine Mile R	4 6800 1 4700	G
SR 3 Harmony Village   SR 3 Harmony Village   SR 3 Harmony Village   SR 3 Near Hartfield   SR 3 Greys Point Rd   SR 3 Greys Point	1 4700	
33   3   General Puller Hwy   Middlesex County   3.45   7000   G   95%   1%   1%   1%   0%   C   0.093   F   0.600	1 4700	
SR 3 Near Hartfield   SR 3 Greys Point Rd   SR 3 Near Hartfield   SR 3 Greys Point Rd   SR 3 Near Hartfield   SR 3 Greys Point Rd   SR 3 Near Hartfield    1 4700		
SR 3 Greys Point Rd	G	
33   General Puller Hwy   Middlesex County   2.15   4800   G   97%   1%   1%   1%   0%   F   0.093   F   0.57		G
SP-628 Mill Creek Rd   S9-628 Mill Creek Rd   S9-636 Timberneck Rd   S9-636 Timberneck Rd   Stingray Point   SR 33 Nine Mile Rd   SR 33 Nine Mile Rd   SR 33 Nine Mile Rd   S9-628 Mill Creek Rd   S9-628 Mi	0 5000	
33   General Puller Hwy   Middlesex County   4.26   5300   G   97%   1%   1%   1%   0%   C   0.097   F   0.56	0 5000	
Separal Puller Hwy   Middlesex County   2.00   800   G   97%   0%   1%   1%   1%   0%   C   0.11   F   0.52	2 5200	G
33   General Puller Hwy   Middlesex County   2.00   800   G   97%   0%   1%   1%   0%   C   0.11   F   0.52		-
Tix   Stingray Point     SR 33 Nine Mile Rd	3 790	G
SR 33 Nine Mile Rd	5 750	ч
(33) Ramp Henrico County 0.25 <b>2100 F</b> 0.105 F		
	2300	F
	2000	•
From: Ramp fr Rt 33 E & Ramp fr Rt 249 W join		
(33) Ramp New Kent County 0.23 1800 F 0.111 F	1000	G
Tα I-64 East		<b>.</b>
East SR 33 E, Nine Mile Rd		
(33) Ramp Henrico County 0.12 <b>1600 F</b> 0.087 F	1700	F
Tα I-64 West		
East SR 33; 2SR 33-P I-64-E205B		
(33) Ramp New Kent County 0.08 <b>1600 G</b> 0.085 F	1600	G
Trax SR 33-W016A SR 33- 16A TO I-64		
East SR 33 New Kent Hwy		
(33) Ramp New Kent County 0.19 <b>3200 F</b> 75% 2% 2% 5% 16% 0% C 0.181 F	1500	G
Tα I-64 West		
West SR 33 W, Nine Mile Rd		
(33) Ramp Henrico County 0.23 <b>9100 F</b> 0.083 F	9700	F
Tα I-64 West		
West 2SR 33-P I-64-E205A FROM & TO RT		
(33) Ramp New Kent County 0.05 <b>480 G</b> 0.121 F		
SR 33-E016A SR 33- 16A TO I-64	480	G

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

		<u> </u>					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		3 W, Eltham R												
(33) Ramp	New Kent Count	•		F 96%	0%	2%	0%	1%	0%	С	0.112	F		2100	G
	To:		I-64 East												
West	From:		3 W, Eltham R												
(33) Ramp	New Kent Count	•		F 100%	0%	0%	0%	0%	0%	С	0.121	F		77000	G
	To:		I-64 West												
	From:		Broad St							_		_			_
(33) Harrison St	City of Richmon			<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.081	F	0.734	4100	G
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:		<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.076	F	0.579	5600	G
	To: From	Ţ	Leigh St Harrison St												
33 Leigh St	City of Richmon			<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.089	F	0.527	13000	G
Leigh St	Combined Traffic Estimates for Parallel Ro		NA	<b>u</b> 0070	1 70	1 70	1 70	1 /0	070	•	NA	•	0.027	NA	ŭ
	To:		Hancock St								INA			INA	
West	From		SR 33												
Wye	Henrico County	y 0.13		F 96%	2%	1%	0%	1%	0%	С	0.109	F		1700	F
(33)	Combined Traffic Estimates for 2 Parallel Ro	•		F 96%	2%	1%	0%	1%	0%	С	0.096	F	0.517	3400	F
	Combined Trainic Estimates for 2 Parallel No		Williamsburg l		270	1 70	0%	I 70	0%	C	0.096	Г	0.517	3400	Г
	From			Xu .											
(34) Hodges St	Town of South Bos		orth Main St	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.108	_	0.505	1900	G
Hodges St	Town or South Bos		ohn Randolph		1 /0	1 /0	0 /6	0 /0	0 /6	C	0.100	'	0.505	1900	G
	From														
(35) Meherrin Rd	Southampton Cou		2arolina State L	G 83%	0%	1%	2%	14%	0%	С	0.099	F	0.53	1600	G
35) Welleriii Ha	Godfinampion God			0070	0 70	170	270	1 7 70	0 70	Ü	0.000		0.00	1000	u
	From		CL Boykins	N 000/	00/		00/	4.40/	00/		0.000	_	0.50	4000	
35 Meherrin Rd	Town of Boykins (Mai	nint: 87) 1.24	1600	N 83%	0%	1%	2%	14%	0%	Ν	0.099	F	0.53	1600	N
	To: From:	SR 1	186 Pittman Rd												
(35) Meherrin Rd	Town of Boykins (Mai	int: 87) 0.49	4200	<b>G</b> 86%	1%	1%	1%	11%	0%	С	0.098	F	0.574	4100	G
$\overline{}$	To	N	CL Boykins												
(35) Meherrin Rd	Southampton Cou			<b>G</b> 84%	1%	1%	2%	12%	0%	С	0.108	F	0.6	1600	G
	To	97.60	3 Garris Mill R	d											
(35) Meherrin Rd	From: Southampton Cou			G 86%	1%	1%	1%	10%	0%	С	0.124	F	0.687	1700	G
35) Monomin rid	To:	US 58 Southha			170		1 70	1070	070	Ŭ	0.121	•	0.007	1700	ŭ
Bus	From:		West of Courtle												
(35) (58) Meherrin Rd	Southampton Cou	unty 2.03	3800	<b>G</b> 91%	1%	1%	1%	5%	0%	С	0.131	F	0.509	3700	G
	To:	C	L Courtland												
Bus Mahawin Da	From:			N 040/	40/	40/	10/	FC/	00/	N 1	0.101	_	0.500	0700	Α.
(35) (58) Meherrin Rd	Town of Courtland (Ma			N 91%	1%	1%	1%	5%	0%	N	0.131	F	0.509	3700	N
~ ~	To: From:		BUS US 58 S 58; Meherrin	Rd											
(35) Main St	L Town of Courtland (Ma			G 76%	1%	1%	2%	20%	0%	F	0.086	F	0.500	5800	G
33)	Town of Gourtaina (Me	,	CL Courtland	- 10/0	1 /0	<del>- i</del> i	_ /0	_0 /0	3 /0	•	0.000	•	0.000	5500	<b>-</b>
		110	cz command												

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

Devide	1 1 1 1	1	O. 4. 4. T.			Tru	ıck			K	011	Dir	A A) 4/DT	
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	NCL Courtland												
35) Main St	Southampton County	0.10 <b>5900</b>	N 76%	1%	1%	2%	20%	0%	N	0.086	F	0.500	5800	1
	To: From:	87-616 Ivor Rd												
<sub>35</sub> ) Main St	Southampton County	2.75 <b>3400</b>	<b>G</b> 78%	1%	1%	2%	18%	0%	С	0.093	F	0.514	3300	
$\smile$	To: From:	87-628 Wakefield	Rd		$\neg$ $\vdash$									
35) Plank Rd	Southampton County	3.43 <b>2800</b>	<b>G</b> 76%	1%	1%	2%	20%	0%	С	0.09	F	0.604	2800	
$\mathcal{I}$	Toc	87-653 Cary's Bridg	re Rd											
35) Plank Rd	Southampton County	3.94 <b>2700</b>	<b>G</b> 75%	1%	1%	2%	21%	0%	С	0.091	F	0.521	2700	
39)	To:	Sussex County Li	ine											
	From:	Southampton County												
35) Jeruselem Plank Rd	Sussex County	7.48 <b>2300</b>	<b>G</b> 76%	1%	1%	3%	19%	0%	С	0.09	F	0.56	2300	
<u></u>	To: From:	SR 40 Sussex D	r											
35) Jeruselem Plank Rd	Sussex County	5.81 <b>1900</b>	<b>G</b> 77%	1%	1%	3%	18%	0%	С	0.089	F	0.515	1900	
<u> </u>	To	91-626 Neblett Mil	1 Rd		<u> </u>									
35) Jeruselem Plank Rd	Sussex County	4.46 <b>2500</b>	<b>G</b> 81%	1%	1%	2%	15%	0%	С	0.092	F	0.513	2500	
	Τα:	Prince George Count	y Line											
	From:	Sussex County Li												
Courtland Rd	Prince George County	4.05 <b>2800</b>	<b>G</b> 84%	1%	1%	1%	13%	0%	С	0.080	F	0.517	2900	
	To: From:	I-95; SR 156 Prince Ge	eorge Dr											
35) (301) Courtland Rd	Prince George County	0.72 <b>1100</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.102	F	0.553	1100	
	To:	74-605 Spain D	r											
_	From:	SR 35 Courtland	Rd											
<sub>35</sub> ) Ramp	Prince George County	0.15 <b>2900</b>	G							0.117	F		2900	
	To:	I-95 North												
_	From:	SR 35 Courtland	Rd											
<sub>35</sub> ) Ramp	Prince George County	0.29 <b>370</b>	G							0.105	F		370	
<i></i>	Tα:	I-95 South												
	From:	20-669 Church R												
36) River Rd	Chesterfield County	0.87 <b>3400</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	С	0.106	F	0.660	3600	
<u> </u>	To:	20-601 Little Ro	d		$\neg$ $\vdash$									
River Rd	Chesterfield County	1.13 <b>3900</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.100	F	0.657	4200	
<i>)</i>	Too	20-600 E, Pickett A	Ave											
River Rd	Chesterfield County	3.05 <b>6400</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.105	F	0.649	6800	
	To						- / -	- , -						
Chesterfield Ave	Chesterfield County	20-1121 Granger 0.81 <b>5200</b>	G 99%	0%	1%	0%	0%	0%	С	0.096	F	0.541	5500	
Chesterfield Ave	Chesterneid County			U 7/0	1 70	U /0	U 70	U 70	U	0.080	1	0.541	5500	
	From:	WCL Petersburg				0.7.	06:	261		0.15:		0.5		
36) Fleet St	City of Petersburg	0.12 <b>7200</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.101	F	0.513	7600	
<u> </u>	To: From:	Grove Ave Fleet St												
Grove Ave	City of Petersburg	0.54 <b>3100</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.104	F	0.562	3300	
30 / 51010 710	Oity of 1 cicrobulg	0.07 3100	<b>u</b> 50/6	0 /0	1 /0	0 /0	0 /0	0 /0	J	J. 10 <del>-1</del>		0.002	0000	

4/15/2020

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

		Primary an	u merse	ale Ho	uics			Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		US 1				ZAXIC	JTANE	TITALI	ZIIali		1 actor		1 actor		
(36) 1 Market St	City of Petersbu	rg 0.38	2600	G	98%	0%	0%	0%	0%	0%	С	0.089	F	0.562	2800	G
	Combined Traffic Estimates for Parallel Ro	padways on this Route:	NA									NA			NA	
	Too	US 1 Par; BUS	US 460 Par	Washir	agton St											
(36) Market St	From:— City of Petersbui		2800	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.622	2900	G
000	Tα	LIC 1 D.	ıs US 460 V	Vzitha Ct												
Bus	From:									0-1	_		_		4.4000	
36 (1) (460) Wythe St	City of Petersbur	•	10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	G
V	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									NA			NA	
ALT Bus	To: From:	ALT U	S 301 Sycar	nore St												
(36) (1) (301) (460) Wyth	ne St City of Petersbur	rg 0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	G
	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									NA			NA	
	Tæ	,	Bus US 460													
Bus Wutho St	City of Petersbu		16000		97%	1%	1%	1%	1%	0%	С	0.084	_		16000	G
36 460 Wythe St	Combined Traffic Estimates for 2 Parallel Ro	0		G	97% 96%	1%	1%	1%	1%	0% 0%	F	0.084	F	0.505	33000	G
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:		G	96%	1%	1%	1%	1%	0%	Г	0.081	г	0.505	33000	G
Bus	To: From		I-85, I-95													
(36) (460) Wythe St	City of Petersbur	rg 0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		12000	G
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	24000	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.641	25000	G
	To:		uth Crater F													
(36) Wythe St	City of Petersbu		us US 460 (	Crater R <b>G</b>	97%	0%	1%	0%	2%	0%	_	0.079	F		12000	G
(36) Wythe St	Combined Traffic Estimates for 2 Parallel Ro	•		G	97%	0%	1%	0%	2%	0%	, F	0.079	, F	0.613	23000	G
	To:	SR 36 Par, W				0 /6	1 /0	0 /6	Z /0	0 /6	'	0.000	•	0.013	23000	G
	From:		; Wythe St;													
(36) Washington St	City of Petersbur	rg 0.87	23000	G	97%	0%	1%	0%	2%	0%	F	0.086	F	0.583	26000	G
$\overline{}$	Τα	Pι	ıddledock R	d												
(36) Washington St	City of Petersbur	rg 0.58	16000	G	97%	0%	1%	0%	2%	0%	F	0.078	F	0.558	17000	G
	Τα		George Cour													
Ooklowa Blvd	Prince Coorge Cov		CL Petersbu		070/	00/	10/	00/	20/	00/	_	0.007	_	0.550	15000	_
(36) Oaklawn Blvd	Prince George Cou	unty 0.76	14000	G	97%	0%	1%	0%	2%	0%	Г	0.087	г	0.553	15000	G
	To: From:		Ft Lee Mai		0701										40000	
(36) Oaklawn Blvd	Prince George Cou	unty 1.25	17000	Α	97%	0%	1%	0%	2%	0%	С	0.100	Α	0.573	18000	Α
	To: From:		SR 144													
(36) Oaklawn Blvd	Prince George Cou	unty 0.20	37000	N	97%	0%	1%	0%	2%	0%	Ν	0.085	F	0.586	40000	N
<u>~</u>	To: From		CL Hopewe	ell												
(36) Oaklawn Blvd	City of Hopewel	ll 0.52	37000	G	97%	0%	1%	0%	2%	0%	F	0.085	F	0.586	40000	G
$\sim$	To	74-630	Jefferson P	ark Rd												
(36) Oaklawn Blvd	City of Hopewel		35000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.559	38000	G
$\smile$	To:		I-295													

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

					4	_		Tru	ck			K	0	Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	ΓQ
_	From:		I-295													
6) Oaklawn Blvd	City of Hope	well 0.43	29000	G	97%	0%	1%	0%	2%	0%	F	0.083	F	0.553	32000	(
	To:		SR 36 Par													
6) Oaklawn Blvd	From: City of Hope	ewell 0.43	11000	G	97%	0%	1%	0%	2%	0%	F	0.085	F		12000	
0	Combined Traffic Estimates for 2 Parallel			G	97%	0%	1%	1%	2%	0%	F	0.077	F	0.546	24000	
		-				0 70		1 70		070	•	0.077	•	0.010	21000	
Winsten Ohmshill Dr	From	SR 36 Par, Wo				0%	10/	00/	00/	00/	F	0.000	F	0.500	00000	
6) Winston Churchill Dr	City of Hope	ewell 0.60	21000	G	97%	0%	1%	0%	2%	0%	г	0.082	г	0.506	23000	
	To: From:		Miles Ave													
6) Winston Churchill Dr	City of Hope	ewell 0.39	13000	G	97%	0%	1%	0%	2%	0%	F	0.084	F	0.515	14000	
<i></i>	To	SR	. 156 High A	Ave												
6) (156) Winston Churchill	Dr City of Hope		12000	G	97%	0%	1%	0%	2%	0%	F	0.084	F	0.612	13000	
9 (10)	To:		56; Arlingto	n Rd												
	Fron:	·	Winston Ch													
6) Arlington Rd	City of Hope	well 0.12	2300	G	99%	0%	0%	0%	0%	0%	С	0.083	F	0.54	2500	
	To:		15th Ave													
6 15th Avenue	City of Hono	·	Arlington Ro <b>5000</b>	G G	99%	0%	1%	0%	0%	0%	С	0.082	F	0.531	5300	
6 15th Avenue	City of Hope	weii 0.77	5000	G	99%	076	1 70	0%	076	0%	C	0.062	Г	0.551	3300	
	To: From:		City Point R													
3) 15th Avenue	City of Hope		2400	G	98%	0%	1%	0%	0%	0%	С	0.09	F	0.524	2600	
	To:	В	roadway Av	ve												
Broadway Ave	City of Hope	well 0.44	15th Ave <b>6900</b>	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.629	7400	
Broadway Ave	City of Hope	weii 0.44	6th Ave	G	99%	076	1 70	0%	070	0%	Г	0.09	Г	0.029	7400	
	Fron:	В	roadway Av	ve												
6) 6th Avenue	City of Hope		11000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.601	11000	
	To:		10 Randolpl	n Rd												
st	From:	SR 36	E, Oaklaw	n Blvd												
Ramp	City of Hopewell (N		950	G								0.129	F		950	
9	To:	, ,	I-295 East													
ast	From:	SD 36	E, Oaklaw	n Rlvd												
Ramp	City of Hopewell (N		5900	G								0.141	F		5900	
10) Hamp	To:		I-295 West									0.111	•		0000	
not.	Fron:		W, Oaklaw													
est 6) Ramp	City of Hopewell (N		1700	G BIVG								0.100	F		1700	
م السالم	To:	0.21	I-295 East	<u> </u>								000	•		.,,	
-1	Econori	on ac		D! !			<u> </u>									
est Damp	City of Hopewell (		W, Oaklaw 2800	n Blvd <b>G</b>								0.137	F		2800	
6 Ramp	City of Hopewell (I		I-295 West									0.137	Г		∠000	
	10.															
	From		36; Market		000/	00/		00/	00/	00/	_	0.000	_	0.553	0000	
6 Dold St	City of Peters Combined Traffic Estimates for Parallel		2800 NA	G	98%	0%	0%	0%	0%	0%	F	0.093 NA	F	0.557	3000	
															NA	

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

Route	Jurisdiction	Length	AADT	ΟΛ	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
Tioute	Prom	Longin	Old St	<u> </u>	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
36 1 Sycamore St	City of Petersbu	urg 0.04	3400	G	98%	0%	0%	0%	0%	0%	F	0.096	F	0.535	3600	G
36 Sycamore St	Combined Traffic Estimates for Parallel Ro	•	NA	•			- , -	-,-			•	NA	-		NA	-
	То:		ollingbrook	St												
$\bigcirc \sim$	From:		Sycamore S													
(36) { 1 } Bollingbrook St	City of Petersbu	0	3200	G	98%	0%	0%	0%	0%	0%	F	0.103	F	0.689	3400	G
	Combined Traffic Estimates for Parallel Ro	•	NA									NA			NA	
A1 T	To:		, US 301 2													
(36) (301) (1) (301) Bollin	ngbrook St City of Petersbu		1 Par, 2nd 4400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
36 301 1 301 Bollin	Combined Traffic Estimates for Parallel Ro	•	NA	G	30 /6	0 70	1 /0	0 / 0	0 70	0 70	•	NA	•	0.722	NA	u
	Tax	•	LT US 30	1 3rd St								INA			INA	
	From:	35 1,1	3rd St	1 STG St												
(36) (301) Bollingbrook St	City of Petersbu	urg 0.15	3800	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.699	4000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	7800	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8300	G
	To		5th St													
(36) (301) Bollingbrook St	City of Petersbu	urg 0.23	3100	G	98%	0%	1%	0%	0%	0%	С	0.11	F	0.667	3300	G
90 (301)	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	7600	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	G
	To:		Crater Rd					- , -			_					-
	Fron:		llingbrook													
(36) (301) Crater Rd	City of Petersbu	urg 0.14	2800	G	97%	1%	1%	1%	1%	0%	С	0.103	F	0.636	3000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	7100	G	98%	0%	1%	0%	0%	0%	F	NA			7600	G
	To: From:	US 3	01 Par, Ba	nk St			-									
(36) (301) Crater Rd	City of Petersbu	urg 0.18	4300	G	98%	1%	1%	1%	0%	0%	F	0.097	F	0.56	4600	G
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
	Tœ	US 301, B	US US 460	Crater I	Rd											
(36) Washington St	City of Petersbu		11000	G	97%	0%	1%	0%	2%	0%	F	0.093	F		12000	G
90	Combined Traffic Estimates for 2 Parallel Ro	-	21000	G	97%	0%	1%	0%	2%	0%	F	NA			23000	G
	To															
(36) Washington St	From L City of Petersbu	urg 0.25	Burch St 11000	G	97%	0%	1%	0%	2%	0%	F	0.093	F		12000	G
(36) Washington St	Combined Traffic Estimates for 2 Parallel Ro	•		G	97%	0%	1%	0%	2%	0%	F	0.088	F	0.613	23000	G
	To:		Vythe St; A		31 /6	0 /6	1/0	0 /6	2 /0	0 /6	•	0.000	'	0.013	23000	ч
	From:		6 Oaklawn													
(36) Woodlawn St	City of Hopewe		11000	G	96%	0%	1%	1%	3%	0%	С	0.088	F		12000	G
(36) Woodlawn St	Combined Traffic Estimates for 2 Parallel Ro			G	97%	0%	1%	1%	2%	0%	F	0.000	F	0.547	24000	G
	Combined Trainic Estimates for 2 Falallet No			G	31 /0	U /0	1 /0	1 /0	£ /0	U /0	'	0.077	'	0.547	2 <del>4</del> 000	G
NA II	Toc. From:		Surry Ave		000/	001		401	001	001		0.000			10000	
36 Woodlawn St	City of Hopewe		11000	G	96%	0%	1%	1%	3%	0%	F	0.083	F		12000	G
~	Combined Traffic Estimates for 2 Parallel Ro	•	22000	G	97%	0%	1%	1%	2%	0%	F	NA			24000	G
	10*	SR 36 Oakla			Ave											
NATional and D	From:		outh of Win		0.407	001		401	407	001	_	0.000	_	0.500	05000	_
(37) Winchester Bypass	Frederick Cour		23000	G	94%	0%	1%	1%	4%	0%	F	0.096	F	0.586	25000	G
<u> </u>	Τα:	34-622	Cedar Cree	k Grade												

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

					Tru	ck		00	K	- C::	Dir		_
Route	Jurisdiction	Length <b>AADT QA</b> 4Ti	re Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
	From:	34-622 Cedar Creek Grade											
(37) Winchester Bypass	Frederick County	2.32 <b>31000 A</b> 949	% 0%	1%	1%	4%	0%	С	0.107	Α	0.509	34000	
<u> </u>	Toc	US 50 West of Winchester											
(37) Winchester Bypass	Frederick County	1.67 <b>35000 G</b> 94°	% 0%	1%	1%	4%	0%	F	0.090	F	0.520	39000	
3,7)					.,.	.,.		-		-			
N/Secolar extension Desires as	From:	US 522 NW of Winchester	2/ 00/	10/	40/	40/	00/	_	0.000		0.500	00000	
37) Winchester Bypass	Frederick County	2.16 <b>30000 G</b> 949	% 0%	1%	1%	4%	0%	F	0.092	F	0.526	33000	
<u> </u>	10:	US 11 North of Winchester											
	From:	SR 37 Winchester Bypass											
<sub>37</sub> Ramp to I-81 N at Exit 310	Frederick County	0.16 <b>4400 G</b> 949	% 0%	1%	1%	4%	0%	F	0.090	F		4800	
<u> </u>	To:	I-81 North											
	From:	SR 37 Winchester Bypass											
Ramp to I-81 S at Exit 310	Frederick County	0.15 <b>8000 G</b> 949	% 0%	1%	1%	4%	0%	F	0.104	F		8700	
<u> </u>	To:	I-81 South											
orth	From:	SR 37 N											
Ramp toward I-81 S at Exit 310	Frederick County	0.03 <b>220 G</b> 94 <sup>c</sup>	% 0%	1%	1%	4%	0%	F	0.132	F		240	
51) · · · · · · · · · · · · · · · · · · ·	To:	Ramp SR 37 B	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		.,.	.,.		-		-			
	From												
outh	Fraderick County	SR 37 S 0.05 <b>7800 G</b> 94°	% 0%	1%	1%	4%	0%	F	0.104	F		8500	
Ramp toward I-81 S at Exit 310	Frederick County	Ramp SR 37 B	70 U70	1 70	1 70	470	0%	Г	0.104	Г		6300	
		•											
Nicolais A	A mana l'an O anno tra	Bus US 360 Goodes Bridge Rd	2/ 00/	40/	40/	00/	00/	N.	0.005	_	0.504	0000	
38) Virginia Ave	Amelia County	0.02 <b>2200 N</b> 989	% 0%	1%	1%	0%	0%	N	0.095	F	0.524	2200	
	From:	04-1007 Court St 04-1009 Virginia St											
38 Court St	Amelia County	0.04 <b>2200 N</b> 98°	% 0%	1%	1%	0%	0%	Ν	0.095	F	0.524	2200	
Court St	Tax	04-1007; Washington St	76 0 76	1 /0	1 /0	0 /6	0 /6	14	0.033	'	0.524	2200	
-	From:	04-1007, Washington St											
38) Washington St	Amelia County	0.09 <b>2200 N</b> 98°	% 0%	1%	1%	0%	0%	Ν	0.095	F	0.524	2200	
		0.09 <b>2200 N</b> 90.	% U%										
	To:	04-1003 Church St; 04-1006	<del>%</del> 0%		1 70								
	To:		% U%		170								
	Toc From: Amelia County	04-1003 Church St; 04-1006		1%	1%	0%	0%	N	0.095	F	0.524	2200	
	To:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003				0%	0%	N	0.095		0.524	2200	
	To:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003 0.05 <b>2200 N</b> 98				0%	0%	N	0.095	F	0.524	2200	
38) Church St	To:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003 0.05 <b>2200 N</b> 98° 04-1003; Five Forks Rd	% 0%			0%	0%	N C	0.095	F	0.524	2200	
38) Church St	To: From: Amelia County To: From:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003 0.05 <b>2200 N</b> 98° 04-1003; Five Forks Rd 04-1003 Church St 0.95 <b>2200 G</b> 98° 04-614 Otterburn Rd; Dennisville Rd	% 0%	1%	1%								
Church St  Five Forks Rd	Amelia County  To: From:  Amelia County  To: From:  Amelia County  To: From:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003 0.05 <b>2200 N</b> 98° 04-1003; Five Forks Rd 04-1003 Church St 0.95 <b>2200 G</b> 98° 04-614 Otterburn Rd; Dennisville Rd 04-614 Dennisville Rd; Otterburn Rd	% 0%	1%	1%	0%	0%	С	0.095	F	0.524	2200	
Church St  38 Five Forks Rd	To: From: Amelia County To: From:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003 0.05 <b>2200 N</b> 98° 04-1003; Five Forks Rd 04-1003 Church St 0.95 <b>2200 G</b> 98° 04-614 Otterburn Rd; Dennisville Rd 04-614 Dennisville Rd; Otterburn Rd 5.88 <b>1200 G</b> 97°	% 0%	1%	1%								
Church St  Five Forks Rd	Amelia County  To: From:  Amelia County  To: From:  Amelia County  To: From:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003 0.05 <b>2200 N</b> 98° 04-1003; Five Forks Rd 04-1003 Church St 0.95 <b>2200 G</b> 98° 04-614 Otterburn Rd; Dennisville Rd 04-614 Dennisville Rd; Otterburn Rd	% 0%	1%	1%	0%	0%	С	0.095	F	0.524	2200	
Church St  38 Five Forks Rd	Amelia County  To: From:  Amelia County  To: From:  Amelia County  To: From:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003 0.05 <b>2200 N</b> 98° 04-1003; Five Forks Rd 04-1003 Church St 0.95 <b>2200 G</b> 98° 04-614 Otterburn Rd; Dennisville Rd 04-614 Dennisville Rd; Otterburn Rd 5.88 <b>1200 G</b> 97°	% 0%	1%	1%	0%	0%	С	0.095	F	0.524	2200	
Church St  Five Forks Rd	Amelia County  Toc Front  Amelia County  Toc Front  Amelia County  Toc Front  Amelia County  Toc Front  Toc Front  Toc Front  Toc Front  Toc Front  Toc Front	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003 0.05 <b>2200 N</b> 986 04-1003; Five Forks Rd 04-1003 Church St 0.95 <b>2200 G</b> 986 04-614 Otterburn Rd; Dennisville Rd 04-614 Dennisville Rd; Otterburn Rd 5.88 <b>1200 G</b> 976 SR 153 Military Rd	% 0% % 0% 1%	1%	1%	0%	0%	С	0.095	F	0.524	2200	
Church St  Bas Five Forks Rd  Bas Five Forks Rd	Amelia County  To: From:  Amelia County  To: From:  Amelia County  To: From:  Amelia County  To: From: From:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003 0.05 <b>2200 N</b> 98° 04-1003; Five Forks Rd 04-1003 Church St 0.95 <b>2200 G</b> 98° 04-614 Otterburn Rd; Dennisville Rd 04-614 Dennisville Rd; Otterburn Rd 5.88 <b>1200 G</b> 97° SR 153 Military Rd West Virginia State Line 4.59 <b>320 G</b> 93°	% 0% % 0% 1%	1%	1%	0%	0%	C	0.095	F	0.524	2200	
38 Church St 38 Five Forks Rd 38 Five Forks Rd	Amelia County  To: From:  Amelia County  To: From:  Amelia County  To: From:  Amelia County  To: From: From:	04-1003 Church St; 04-1006 04-1006 Washington St; 04-1003 0.05	% 0% % 0% 1%	1%	1%	0%	0%	C	0.095	F	0.524	2200	

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

Б.,				4			Trι	uck		6.5	K	011	Dir		٥
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From		kson River Turnp												
(39) Mountain Valley Rd	Bath County	2.97	1200 G	92%	0%	1%	1%	6%	0%	С	0.09	F	0.505	1100	G
<u> </u>	Too From:	US 22	0 Warm Springs			<b>—</b> —									
39) (220) Sam Snead Hwy	Bath County	0.19	2300 G	94%	0%	1%	1%	4%	0%	С	0.094	F	0.520	2300	G
	To	US 220 No	rth of Warm Spri	nos											
(39) Mountain Valley Rd	Bath County	4.38	1600 G	94%	0%	1%	1%	3%	0%	С	0.090	F	0.654	1600	G
39)	Ter														
39) Mountain Valley Rd	Bath County	8.67	Stage Coach Drive	94%	0%	1%	1%	3%	0%	С	0.085	F	0.599	1700	G
39) Mountain Valley Rd	Bath County	0.07	1700 G	34 /0	0 70	1 /0	1 /0	3 /6	0 /6	O	0.003	'	0.555	1700	
	To: From:		Millboro Springs			—⊢									
39) (42) Mountain Valley Rd	Bath County	5.73	1700 G	91%	0%	2%	1%	5%	0%	С	0.089	F	0.519	1700	G
$\smile$	To: From		idge County Line  County Line												
39) (42) Maury River Rd	Town of Goshen (Maint: 81)	2.47	1800 F	94%	1%	1%	1%	3%	0%	С	0.099	F	0.635	1800	F
39 42 Maury River Rd	rown or desiren (warn. 61)			0+70	1 /0		1 /0	070	070	Ü	0.000	•	0.000	1000	
Marrier Birrer Bd	To: From: From: (Mariata Od)		42 Goshen	000/	00/	00/	40/	40/	00/	_	0.005	_	0.570	1000	
39) Maury River Rd	Town of Goshen (Maint: 81)	1.34	1600 F	93%	0%	2%	1%	4%	0%	С	0.095	F	0.579	1600	F
	From:		South of Goshen of Goshen; Bratto	ne Run											
39) Maury River Rd	Town of Goshen (Maint: 81)		640 F	90%	1%	1%	2%	5%	0%	С	0.097	F	0.632	630	F
39)	Table 1 decired (maint 6 )				. , 0		_,,	0,0	0 / 0	Ū	0.00.	•	0.002	000	·
39 Maury River Rd	Rockbridge County	8.62	CL Goshen <b>N</b>	90%	1%	1%	2%	5%	0%	N	0.097	F	0.632	630	Ν
39) Maury River Rd	Hockbridge County	0.02	040 N	90%	1 70	1 70	270	5%	0%	IN	0.097	Г	0.032	030	IN
	To: From:		Walkers Creek R												
39) Maury River Rd	Rockbridge County	2.34	1200 F	94%	1%	2%	2%	2%	0%	С	0.099	F	0.512	1200	F
<u> </u>	To: From	SR 252 B1	ownsburg Turnpi	ke											
39 Maury River Rd	Rockbridge County	7.55	1300 F	94%	1%	1%	3%	1%	0%	С	0.092	F	0.585	1300	F
$\smile$	To:	US 11 N	orth of Lexingtor	ı											
ALT	From:	SR	R 42 Goshen												
39 Main St	Town of Goshen (Maint: 81)	0.35	1000 F	91%	1%	2%	2%	5%	0%	С	0.100	F	0.563	980	F
$\smile$	To:	SR 39	Maury River Rd												
	From:	SR 8	Woolwine Hwy												
40 Charity Hwy	Patrick County	3.06	520 G	93%	1%	0%	1%	4%	0%	F	0.103	F	0.624	530	G
	To	70.70	8 Lee Elgin Rd												
40) Charity Hwy	Patrick County	3.17	270 G	88%	2%	3%	4%	4%	0%	С	0.098	F	0.621	280	G
40)	. auton county				_/0		. 70	. , 0	0,0	-	0.000	•	0.021	_00	_
Charity I have	From Prom		Deer Run Road	000/	10/	00/	10/	40/	00/		0.10		0.705	100	^
(40) Charity Hwy	Patrick County	3.62	120 G	93%	1%	0%	1%	4%	0%	С	0.13	F	0.765	130	G
	From:		lin County Line												
40) Franklin St	Franklin County	2.83	250 G	94%	0%	3%	1%	2%	0%	С	0.1	F	0.588	260	G
					- / -	i	. , •	_,•	- / 0	-		-	2.300		_
Franklin Ct	From		Johnnys Ridge Rd		00/	10/	10/	10/	00/		0.000		0.540	200	^
40) Franklin St	Franklin County	0.75	320 G	96%	0%	1%	1%	1%	0%	С	0.088	F	0.543	330	G
~	10	33-622	2 Saint Johns Lp												

# 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	33-622 St. Jol	nns Ln												
40 Franklin St	Franklin County	4.76 <b>540</b>	G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.567	560	G
	To	33-605 Henr	D.1												
40) Franklin St	Franklin County	4.06 <b>1500</b>	y Ka G	97%	0%	1%	1%	2%	0%	С	0.093	F	0.565	1600	G
40) 1 1411111111111111111111111111111111	Transmit Sounty			07 70	0 /0	170	1 70	270	0 70	Ü	0.000	•	0.000	1000	G
	To. From:	33-602 Ferrum		0==/			101	221		_	0.400	_		4400	_
40) Franklin St	Franklin County	8.79 <b>3900</b>	G	97%	0%	1%	1%	2%	0%	F	0.102	F	0.562	4100	G
<u>~</u>	To- From:	WCL Rocky	Mount												
40) Franklin St	Town of Rocky Mount	0.80 <b>9500</b>	G	97%	1%	1%	1%	1%	0%	С	0.093	F	0.55	10000	C
$\smile$	Too	Floyd Av	re .												
40) Franklin St	Town of Rocky Mount	0.36 <b>9000</b>	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.573	9500	G
40)									- , -						
40 Franklin St	Town of Docky Mount	Diamond A		069/	1%	10/	10/	10/	00/	F	0.000	F	0.574	10000	_
40) Franklin St	Town of Rocky Mount	0.18 <b>11000</b>		96%	1%	1%	1%	1%	0%	г	0.088	г	0.574	12000	G
Bus	From:	North Main S North Mair													
40) (220) N Main St	Town of Rocky Mount	0.03 9900	N	97%	1%	1%	1%	1%	0%	Ν	0.097	F	0.565	10000	١
40) (220) 1	To:	South Mair		0.70	. , ,		. , ,	. , 0	0 / 0		0.00.		0.000		·
	From:	South Main S													
40) Pell Ave	Town of Rocky Mount	0.75 <b>8200</b>	G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.519	8600	
: <u>'</u>	To	Tanyard I	0.4												
40) Pell Ave	Town of Rocky Mount	0.30 <b>18000</b>		96%	1%	1%	1%	1%	0%	F	0.090	F	0.577	19000	
40) 1 CII AVC				30 70	1 /0	1 70	1 /0	1 /0	0 70		0.000		0.577	13000	
	To. From:	Old ECL Rocky													
Franklin St	Town of Rocky Mount	0.17 <b>18000</b>		96%	1%	1%	1%	1%	0%	N	0.090	F	0.577	19000	١
<u> </u>	To: From:	US 220													
40) Franklin St	Town of Rocky Mount	US 220 Virgil H C 0.85 <b>15000</b>		93%	1%	1%	2%	4%	0%	F	0.086	F	0.56	16000	
40 Franklin St	Town of Access Mount	SR 122 Baldknob; Booker			1 /0	1 /0	2/0	4 /0	0 /6		0.000	'	0.50	10000	
	From:	SR 122 Bald		gion riwy											
40) Franklin St	Town of Rocky Mount	0.17 <b>9500</b>	N	93%	1%	1%	2%	4%	0%	Ν	0.092	F	0.578	9900	١
	To	ECL D1 N	<b>1</b>			<del></del>									
40) Franklin St	Franklin County	ECL Rocky N 2.56 <b>9500</b>	G G	93%	1%	1%	2%	4%	0%	F	0.092	F	0.578	9900	(
40) Franklin St	Tranklin County	2.30 9300	<u> </u>	90 /6	1 /0	1 /0	2/0	4 /0	0 /6		0.032	'	0.576	9900	
	To: From:	33-655 Webst													
40) Franklin St	Franklin County	3.88 <b>5700</b>	G	93%	1%	1%	2%	4%	0%	С	0.089	F	0.557	5900	(
<u> </u>	To:	33-718 Colon													
40) Franklin St	Franklin County	33-718 Colonia 4.48 <b>4900</b>	al Tpke <b>G</b>	93%	1%	1%	2%	4%	0%	F	0.081	F	0.582	5100	G
40) Franklin St	Trankiin County	4.40 4300	<u> </u>	90%	1 70	1 70	∠ /0	4 70	U 70	Г	0.001	Г	0.302	5100	Ċ
$\overline{}$	To: From:	33-945 Kemp I													
40) Franklin St	Franklin County	4.01 <b>3500</b>	G	86%	1%	2%	2%	9%	0%	F	0.081	F	0.566	3700	C
$\smile$	To	33-890 Snow C	reek Rd			$\neg$ $\vdash$									
40) Franklin St	Franklin County	0.63 <b>2800</b>	G	86%	1%	2%	2%	9%	0%	С	0.088	F	0.567	2900	C
	Tor	Pittsylvania Cou				i i			- / -	_					_

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

1 1 1 1 1			4			Tru	ıck		00	K	014	Dir	AAMADT	
Jurisdiction	Length AADI	QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
From:		_	050/	201	42/	00/	70/	00/	_	0.070	_	0.505	0400	
Pittsylvania County	8.52 <b>3100</b>	G	85%	2%	4%	2%	/%	0%	F	0.078	F	0.525	3100	
From			050/	201		00/	70/	00/		0.000	_	0.507	2000	
Pittsylvania County	5.01 <b>3400</b>	G	85%	2%	4%	2%	/%	0%	С	0.086	F	0.597	3300	
To: From:	US 29		2501	221				221					0.100	
Pittsylvania County	0.14 <b>6300</b>	G	85%	2%	4%	2%	7%	0%	F	0.087	F	0.630	6100	
To: From:														
Town of Gretna (Maint: 71)	0.98 <b>6300</b>	N	85%	2%	4%	2%	7%	0%	N	0.087	F	0.630	6100	
To: From:	Bus US 29 N	Iain St												
Town of Gretna (Maint: 71)	0.43 <b>3200</b>	G	85%	2%	4%	2%	7%	0%	F	0.086	F	0.557	3100	
To: From:	ECL Gre	tna												
Pittsylvania County	1.44 <b>3200</b>	N	85%	2%	4%	2%	7%	0%	Ν	0.086	F	0.557	3100	
To: From:	71-686 Zio	n Rd			<u> </u>									
Pittsylvania County	8.11 <b>1600</b>	G	88%	1%	2%	2%	7%	0%	С	0.095	F	0.552	1500	
Too	71-640 Renan Rd:	Riceville F	Rd		<u> </u>									
Pittsylvania County	5.14 <b>920</b>	G	86%	1%	3%	1%	9%	0%	С	0.087	F	0.517	900	
To:														
From			0.40/	40/		40/	440/	00/	_	0.400	_	0.505	040	
Hallfax County	4.16 900	G	84%	1%	2%	1%	11%	0%	C	0.106	F	0.505	910	
To: From			0==/			101								
Halifax County			8/%	1%	3%	1%	8%	0%	C	0.096	F	0.54	990	
From:														
Halifax County	0.97 <b>5100</b>		91%	0%	1%	1%	7%	0%	С	0.083	F	0.561	5200	
To:		_												
From:			040/	00/		40/	70/	00/	_	0.004	_	0.540	5000	
Campbell County	0.09 5700	r	91%	0%	1%	1%	7%	0%	F	0.084	F	0.510	5600	
From			0.1.57	221		101		221		2 2 2 4		0.510		
Town of Brookneal (Maint: 15)			91%	0%	1%	1%	/%	0%	N	0.084	F	0.510	5600	
From:			i Dr											
Town of Brookneal (Maint: 15)	0.87 <b>2600</b>		89%	1%	2%	2%	7%	0%	С	0.090	F	0.587	2500	
To:	FCL Brook	neal												
Campbell County			89%	1%	2%	2%	7%	0%	Ν	0.090	F	0.587	2500	
To														
Campbell County				1%	2%	1%	10%	0%	С	0.100	F	0.563	1800	
Tre			00,0	. , 5		. , .	. 0 , 0	0,0	•	500	•	3.000		
From														
Charlotte County	6.74 <b>1300</b>			1%	2%				С		F	0.536	1300	
	Pittsylvania County  Pittsylvania County  Pittsylvania County  Pittsylvania County  Pittsylvania County  Prost  Halifax County  Toc  Front  Halifax County  Toc  Front  Campbell County  Toc  Front  Town of Brookneal (Maint: 15)  Town of Brookneal (Maint: 15)  Campbell County  Toc  Front  Campbell County  Toc  Campbell County	Pittsylvania County   S.52   3100	Pittsylvania County	Pittsylvania County	Pittsylvania County	Durisdiction   Length AADT   QA   4Tire   Bus   2Axle	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   3+Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	Pittsylvania County	Campbell County   Campbell C	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   Cross   Computation	Second Part   County Line   Franklin County	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   2Tr	Substitution   Clarify   AADT   QA   4Thre   Bus   2Axke   3+Axke   1Trail   2Trail   2Trai

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b> Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	Fron:	WCL Phenix												
Phenix Main St	Town of Phenix (Maint: 19)	0.97 <b>1300 N</b>	80%	1%	2%	1%	16%	0%	N	0.098	F	0.536	1300	١
	To: From:	•												
40) Patrick Henry Hwy	Town of Phenix (Maint: 19)	0.62 <b>2400 G</b>	<b>i</b> 80%	1%	2%	1%	16%	0%	F	0.105	F	0.585	2400	(
<u>~</u>	To: From	ECL Phenix												
40) Patrick Henry Hwy	Charlotte County	0.78 <b>2400 N</b>	80%	1%	2%	1%	16%	0%	Ν	0.105	F	0.585	2400	ı
<u> </u>	To: From	19-746 East of Phenix	[											
40) Patrick Henry Hwy	Charlotte County	4.38 <b>2600 G</b>	87%	2%	1%	3%	7%	0%	С	0.103	F	0.566	2600	(
$\smile$	To	WCL Charlotte C.H.			<u> </u>									
40 David Bruce Ave	Town of Charlotte C.H. (Maint: 19)		87%	2%	1%	3%	7%	0%	Ν	0.103	F	0.566	2600	
	To	SP 47 La Granda Ava												
$\overline{40}$ $\overline{47}$ Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)			1%	2%	1%	16%	0%	F	0.101	F	0.525	13000	
40) (47)	To											****		
40 George Washington Hwy	Town of Charlotte C.H. (Maint: 19)		_	20/-	1%	30/_	6%	<b>0</b> %		0 113	F	0.566	2000	
George Washington Hwy	Town of Chanotte C.H. (Maint. 19)		0376	2 /0	1 /0	J /6	0 /6	0 /6	O	0.113	•	0.500	2300	
	From		000/	00/		00/	00/	00/		0.110		0.500	0000	
George Washington Hwy	Charlotte County	7.58 <b>2900 N</b>	89%	2%	1%	3%	6%	0%	N	0.113	F	0.566	2900	
	To: From:	WCL Keysville												
40) Church St	Town of Keysville (Maint: 19)			2%	1%	3%	6%	0%	N	0.113	F	0.566	2900	
<u> </u>	March   Marc													
Bus Bus 40) 15 360 McDonald Rd	Town of Keysville (Maint: 19)		93%	1%	1%	1%	5%	0%	F	0 092	F	0 548	5500	
40) 15 360 McDonald Rd	To:		30 /6	1 /0	1 /8	1 /0	J /0	0 /6	•	0.032	•	0.540	3300	
	From		sville											
40 Lunenburg Hwy	Town of Keysville (Maint: 19)	0.40 <b>3200 G</b>	89%	2%	1%	1%	7%	0%	F	0.101	F	0.694	3200	
$\mathcal{I}$	To:													
Lunanhuna Iliun	Charlette Court			00/	10/	10/	70/	00/	N.I.	0.101	_	0.004	0000	
40 Lunenburg Hwy	Chanotte County			2%	1%	1%	1%	0%	IN	0.101	г	0.694	3200	
<u>-</u>	From													
40 Lunenburg County Rd	Lunenburg County	•		2%	1%	1%	7%	0%	С	0.097	F	0.602	1100	
	To:	SR 49 Courthouse Rd												
	From													
40) (49) Courthouse Rd	Lunenburg County	0.14 <b>2500 F</b>	91%	1%	1%	1%	5%	0%	С	0.101	F	0.536	2400	
<u> </u>	To: From	55-675 Trinity Rd; Hardy	Rd											
(49) Courthouse Rd	Lunenburg County	2.17 <b>3000 F</b>	93%	2%	1%	0%	4%	0%	С	0.106	F	0.574	2900	
$\smile$	To	WCL Victoria			<u> </u>									
40) (49)	Town of Victoria (Maint: 55)		93%	2%	1%	0%	4%	0%	Ν	0.106	F	0.574	2900	
	To	SR 40 Lupanhura Couet U	Olice											
40) Main St	Town of Victoria (Maint: 55)			1%	1%	0%	3%	0%	F	0.107	F	0.52	5400	
40)	Town of Victoria (Maint. 33)	55-1009 Twin Cemetery		1 /0		0 /0	<b>U</b> /0	0 /0	•	0.107	'	0.02	0400	

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	Fron:	55-1009 Twin Cer	netery Rd												
40) K-V Rd	Town of Victoria (Maint: 55)	0.02 <b>5100</b>	F 9	95%	1%	1%	0%	3%	0%	С	0.102	F	0.505	5000	F
$\smile$	To	ECL Victo	ria			$\neg$ $\vdash$									
40)	Lunenburg County	3.74 <b>5100</b>		95%	1%	1%	0%	3%	0%	Ν	0.102	F	0.505	5000	Ν
	To	WCL Kenbri	idaa												
40	Town of Kenbridge (Maint: 55)	1.33 <b>5100</b>		95%	1%	1%	0%	3%	0%	Ν	0.102	F	0.505	5000	Ν
40)	To-								- , -			•			
40) Main St	Town of Kenbridge (Maint: 55)	55-697 Hickor 0.89 <b>6300</b>		95%	1%	1%	0%	3%	0%	F	0.098	F	0.540	6100	F
40) Wall St	Town of Refibridge (Maint: 33)			JJ /6	1 /0	1 /6	0 /6	J /6	0 /6	'	0.030	•	0.540	0100	'
	To: From:	SR 137, SR		050/	40/		00/	00/	00/	_	0.000	_	0.000	0000	_
N. Broad St	Town of Kenbridge (Maint: 55)	0.66 <b>3700</b>	F S	95%	1%	1%	0%	3%	0%	F	0.096	F	0.609	3600	F
	To: From:	ECL Kenbri													
40)	Lunenburg County	4.00 <b>3700</b>		95%	1%	1%	0%	3%	0%	N	0.096	F	0.609	3600	Ν
$\smile$	To:	Nottoway Coun	_												
40) Kenbridge Rd	Nottoway County	Lunenburg Cour 4.80 <b>3500</b>	,	95%	1%	1%	1%	3%	0%	С	0.1	F	0.625	3500	C
Kenbridge Rd	ronoway obliny			00 70	1 /0	1 70	1 /0	0 70	0 70	Ü	0.1	•	0.020	0000	
O a cettle Marier Ot	Town of Direction	SCL Blackst		050/	40/	10/	40/	00/	00/	_	0.400		0.010	4000	,
30 South Main St	Town of Blackstone	0.18 <b>4000</b>	G 9	95%	1%	1%	1%	3%	0%	F	0.102	F	0.618	4000	C
	To: From:	SR 46 Brunswi													
30 South Main St	Town of Blackstone	0.57 <b>11000</b>	G 9	96%	0%	1%	1%	2%	0%	С	0.091	F	0.551	11000	G
	To: From:	Tenth St													
40) South Main St	Town of Blackstone	0.21 <b>10000</b>	G 9	96%	0%	1%	1%	2%	0%	F	0.085	F	0.557	10000	C
$\smile$	To	West Entranc	e Rd			<b>—</b> —									
40 South Main St	Town of Blackstone	0.47 <b>8600</b>	G 9	94%	0%	1%	1%	3%	0%	С	0.087	F	0.570	8600	C
<u> </u>	To:	Bus US 460 Ch	urch St												
Bus	From:	Church S		0.457	4.57			0.01		_		_			
40 (460) North Main St	Town of Blackstone	0.59 <b>6400</b>		94%	1%	1%	1%	3%	0%	С	0.09	F	0.564	6500	C
<u> </u>	From:	Dinwiddie A Bus US 460, Norti													
0 Dinwiddie Ave	Town of Blackstone	0.53 <b>2700</b>		91%	0%	1%	2%	6%	0%	С	0.114	F	0.637	2800	(
10)	To	ECL Blacks													
40) Darvills Rd	Nottoway County	5.76 <b>1400</b>		80%	1%	1%	4%	14%	0%	С	0.095	F	0.507	1500	
40) Barvins rid	To:	Dinwiddie Cour		00 70	1 /0		<del>1</del> /0	1770	0 70	J	0.000	•	0.507	1300	
	From:	Nottoway Coun	-												
40) Darvills Rd	Dinwiddie County	4.90 <b>880</b>	G	79%	1%	1%	3%	17%	0%	С	0.086	F	0.639	920	(
$\mathcal{I}$	Toc	26-644 Brills	Rd												
0ld Cryors Rd	Dinwiddie County	6.15 980		87%	1%	1%	2%	9%	0%	С	0.108	Α	0.562	1000	F
	To	26-610 Old White	Oak P.4												
40) McKenney Hwy	Dinwiddie County	2.46 <b>1400</b>		83%	1%	1%	2%	13%	0%	С	0.098	F	0.546	1500	C
40) Morcomoy rwy	- Inwidule oddity			JU /0	1 /0	. /0	<i>L</i> /0	10/0	0 /0	5	0.000	•	0.040	1000	
Doub Blod	To From	WCL McKer		0001	461		061	1001	001		0.000		0.540	4500	
<sub>40</sub> ) Doyle Blvd	Town of McKenney (Maint: 26)	0.34 <b>1400</b>	N 8	83%	1%	1%	2%	13%	0%	Ν	0.098	F	0.546	1500	Ν

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

		Primary and inte					Tru	ck			K		Dir		—
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	Front	26-1002 Rai	road St												
10) Doyle Blvd	Town of McKenney (Maint: 26)	0.57 <b>230</b> 0	G	89%	2%	1%	2%	7%	0%	С	0.086	F	0.502	2400	(
<u></u>	To- From:	US 1 Boydton	Plank Rd												
40) Doyle Blvd	Town of McKenney (Maint: 26)	0.43 <b>270</b> 0	G	92%	1%	1%	2%	4%	0%	С	0.086	F	0.502	2700	
<u> </u>	To: From	ECL McK	enney			<u> </u>									
McKenney Hwy	Dinwiddie County	0.14 <b>270</b> 0	N	92%	1%	1%	2%	4%	0%	Ν	0.086	F	0.502	2700	
	To: From	I-85													
McKenney Hwy	Dinwiddie County	0.56 <b>200</b> 0	) G	89%	1%	1%	2%	7%	0%	С	0.094	F	0.502	2000	
<u> </u>	To:	26-692 Sapony	Church Rd												
McKenney Hwy	Dinwiddie County	5.15 <b>110</b> 0		86%	1%	1%	3%	9%	0%	С	0.112	Α	0.508	1100	
<i></i>	Тα	26-609 Old S													
McKenney Hwy	Dinwiddie County	26-609 Cherr 2.04 <b>900</b>	y Hill Rd <b>G</b>	87%	1%	2%	2%	8%	0%	С	0.086	F	0.559	910	
McKenney Hwy	Diffwiddle Gounty			07 70	1 /0	270	270	0 /0	0 70	O	0.000	•	0.555	310	
Makanayilhuu	Dinwiddie County	26-619 Court 5.19 <b>120</b> 0		83%	1%	2%	2%	12%	0%	С	0.09	F	0.594	1200	
McKenney Hwy		5.19 <b>120</b> 0 Sussex Cour		03%	170	2%	2%	12%	0%	C	0.09	Г	0.594	1200	
	From:	Dinwiddie Co	-												_
0 Sussex Dr	Sussex County	4.37 <b>240</b> 0	G	89%	1%	1%	1%	8%	0%	С	0.084	F	0.61	2400	
<i></i>	To	Bus SR 40 I	ee Ave			<u> </u>									
Sussex Dr	Sussex County	1.04 <b>250</b> 0		89%	1%	1%	2%	7%	0%	F	0.079	F	0.673	2500	
<u>)                                    </u>	Toc	US 301 Blue	Star Hwy												
Sussex Dr	Sussex County	0.08 3500		89%	1%	1%	2%	7%	0%	С	0.08	F	0.559	3500	
9	To	I-95													
Sussex Dr	Sussex County	6.72 <b>240</b> 0	) G	84%	1%	1%	2%	12%	0%	С	0.12	F	0.681	2400	
9)	Toc	91-735 Court													
Sussex Dr	Sussex County	6.53 <b>180</b> 0		76%	2%	3%	4%	15%	0%	С	0.106	F	0.668	1800	
0) Sussex 2.	Tol						.,,	.0,0	0 / 0	Ū	01.00	•	0.000	.000	
10 Sussex Dr	Sussex County	SR 35 Jeruseler 5.99 <b>210</b> 0		77%	2%	2%	5%	14%	0%	С	0.086	F	0.565	2100	
(1) Gussex 21	odosox oddiny			7770	270		070	1 7 70	0 70	Ü	0.000	•	0.000	2100	
(10) W Main St	Town of Waverly (Maint: 91)	0.76 <b>210</b> 0	_	77%	2%	2%	5%	14%	0%	N	0.086	F	0.565	2100	
W Main St	Town or waverry (Maint. 91)			11/0	2 /0		J /6	14 /0	0 /6	IN	0.000	•	0.505	2100	
W Main Ct	Tours of Woyardy (Maint, O1)	91-651 Lobbs		070/	10/	10/	20/	00/	00/		0.007	F	0.557	2200	_
0 W Main St	Town of Waverly (Maint: 91)	1.15 <b>320</b> 0		87%	1%	1%	3%	8%	0%	С	0.087	г	0.557	3200	
	To: From:	US 460 General N		•				401			2 2 2 4				_
0) W Main St	Town of Waverly (Maint: 91)	1.25 <b>270</b> 0	) G	93%	1%	2%	1%	4%	0%	С	0.091	F	0.575	2700	
	To: From	ECL Wa													_
Sussex Dr	Sussex County	1.86 <b>270</b> 0		93%	1%	2%	1%	4%	0%	N	0.091	F	0.575	2700	
	To: From:	Surry Coun Sussex Cour	_												_
Martin Luther King Hwy	Surry County	5.97 <b>110</b> 0	-	91%	1%	1%	3%	4%	0%	С	0.095	F	0.62	1100	
	To:	90-611 Salis			. , •	$\overline{}$	- / -	. , 🗸	- / 0	-	2.300	•			

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

Devite	1	Laurado AART CO	4 T			Tru	ıck			K	011	Dir	A A)4/5-	٥.
Route	Jurisdiction	Length AADT QA	4 4 lire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	90-611 Salisbury Rd							_					
40) Martin Luther King Hwy	Surry County  T∞	3.04 <b>950 G</b>	92%	1%	1%	3%	4%	0%	С	0.096	F	0.532	930	(
<u> </u>	10:	SR 10 Spring Grove												
	From	SR 40 McKenney Hwy								0.007	_		440	
40) Ramp	Dinwiddie County	0.21 <b>410 G</b>								0.087	F		410	(
	144	I-85 South												
Dame.	From:	SR 40 McKenney Hwy	•							0.404	_		700	
40) Ramp	Dinwiddie County ™	0.21 <b>790 G</b> I-85 North								0.121	F		790	(
	Fronx													
40 Ramp	Sussex County	SR 40 Sussex Dr 0.21 <b>1100 G</b>								0.119	F		1100	(
40) Ramp	Sussex County	I-95 South			1					0.119	'		1100	
	From				 									
40 Ramp	Sussex County	SR 40 Sussex Dr 0.21 <b>1000 A</b>								0.113	Α		1100	
40) Ramp	Tax	I-95 North								0.110	^		1100	
Due	From:	SR 40 Sussex Dr												
Bus 40) Lee Ave	Sussex County	0.37 <b>210</b> G	98%	0%	1%	0%	1%	0%	С	0.124	F	0.692	210	
40) 256 7176	- T		0070	0 70	- 170	070	1 /0	0 70	O	0.124	•	0.002	210	
Bus	From:	WCL Stony Creek												
40) Lee Ave	Town of Stony Creek (Maint: 91)	0.74 <b>210 N</b>		0%	1%	0%	1%	0%	Ν	0.124	F	0.692	210	
	To:	US 301 Blue Star Hwy												
Bus 40) (301)	Town of Stony Creek (Maint: 91)	US 301 Stony Creek 0.22 <b>2500 N</b>	88%	1%	2%	1%	8%	0%	N	0.09	F	0.561	2500	
40 (301)	Town of otony oreck (Maint: 31)		00 70	1 /0	270	1 /0	0 /0	0 70	14	0.03	•	0.501	2000	,
Bus	Tro- From:	SCL Stony Creek												
40) (301) Blue Star Hwy	Sussex County	0.02 <b>2500 G</b>	88%	1%	2%	1%	8%	0%	С	0.09	F	0.561	2500	(
	To:	SR 40												
	From:	Bus US 29; Piney Forest	Rd											
41) Franklin Tpke	City of Danville	0.70 <b>17000 G</b>	98%	0%	1%	0%	1%	0%	С	0.092	F	0.594	18000	(
$\smile$	To	NCL Danville												
41)	Pittsylvania County	0.02 <b>17000 N</b>	98%	0%	1%	0%	1%	0%	Ν	0.092	F	0.594	18000	ı
$\mathcal{L}$	To: From	71-743 Orphanage Road	1											
41) Franklin Turnpike	Pittsylvania County	1.55 <b>15000 G</b>		0%	1%	0%	1%	0%	С	0.093	F	0.593	16000	(
1)	Tec				1									
41	Pittsylvania County	71-1535 Jeanette Drive 0.20 <b>15000 N</b>		0%	1%	0%	1%	0%	N	0.093	F	0.593	16000	
41)	- Intoyivaria obuity			0 70	1 70	070	1 /0	0 70	.,	0.000	•	0.000	10000	
Franklin Turnnika	Ditto dvenie Court	71-744 Ridgecrest Driv		00/	10/	00/	10/	00/		0.001	F	0.610	10000	,
41) Franklin Turnpike	Pittsylvania County	1.16 <b>11000 G</b>	98%	0%	1%	0%	1%	0%	F	0.091	г	0.612	12000	(
	To: From:	71-864 Hunting Hills Ro												
41) Franklin Turnpike	Pittsylvania County	2.10 <b>5800 G</b>	98%	0%	1%	0%	1%	0%	F	0.118	F	0.635	6200	(
<u>~</u>	To:	71-835 Pleasant Gap Dri	ve		$\Box$ $\vdash$									
41 Franklin Turnpike	Pittsylvania County	3.05 <b>4600 G</b>	98%	0%	1%	0%	1%	0%	F	0.093	F	0.727	4500	(
$\smile$	To:	71-718 Dry Fork Road												

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

	SR 16   So   Did Wilderness Rd   SR 16   So   So   SR 16   So   So   So   So   So   So   So   S											
Houte	Durisdiction   Length   AADT   QA   ATITO   Bus   2Auto   3740   17781   C   Factor   C   Fact	AAWDI	Q									
Principle   Longth   AADT   QA   4 Tire   Dus   2 Ayle   3.4 Ayle   1 Trail   2 Trai												
Part												
Part												
41)	Pittsylvania County	2.16 <b>2400 G</b> 979	% 0%	1%	1% 1%	0%	С	0.09	F	0.71	2300	
<u> </u>	To: From:	71-844 Mount Cross Road										
41) Franklin Tnpk	Pittsylvania County	6.09 <b>1200 G</b> 93°	% 1%	2%	1% 3%	0%	С	0.093	F	0.613	1200	
<u> </u>	Tα	SR 57 Callands										
	From:	SR 91 Broadford										
Bluegrass Trail	Smyth County	2.91 <b>510 F</b> 919	% 3%	5%	1% 1%	0%	С	0.137	F	0.521	500	
<u> </u>	To:	86-630 Smith Hollow										
Bluegrass Trail	Smyth County		% 4%	1%	2% 2%	0%	С	0.133	F	0.6	210	
5	To:	SR 16 W, BF Buchanan Hwy										
	From:											
<sub>42</sub> ) ( <sub>16</sub> ) BF Buchanan Hwy	Smyth County		% 2%	1%	1% 1%	0%	С	0.12	F	0.530	510	
	To:	<u> </u>										
Old Wilderness Rd	Smyth County		0/- 20/-	20/-	Nº/- 2º/-	0%	C	0 150	F	0.556	170	
Old Wilderness Rd	To:		/6 2/6	276	076 276	0 /6	O	0.155	•	0.550	170	
	Second   County   C											
West Blue Grass Hwy	Bland County	9.58 <b>170 G</b> 90°	% 3%	1%	2% 4%	0%	С	0.11	F	0.625	160	
<u> </u>	To:		es									
	From:						_		_			
West Blue Grass Hwy	Bland County	5.39 <b>490 G</b> 95	% 1%	2%	0% 2%	0%	C	0.117	۲	0.765	490	
	To: From:	US 52 West of Bland Court House										
42) (52) South Scenic Hwy	Bland County	3.97 <b>2000 G</b> 969	% 1%	1%	1% 1%	0%	С	0.125	F	0.707	1900	
<del>\ \ \</del>	To	I-77 West of Bland Court House										
(52) South Scenic Hwy	Bland County	0.91 <b>5000 G</b> 97	% 1%	1%	1% 1%	0%	F	0.107	F	0.551	4900	
	To	US 52 Bland Court House										
42) E Bluegrass Trl	Bland County		% 0%	2%	1% 2%	0%	С	0.116	F	0.589	2700	
42) = -1009.000	To				-70		_		-			
Fact Blue Grace Hway	Pland County		)/ <b>N</b> 9/	20/	20/ 20/	09/		0.121		0.722	600	
East Blue Grass Hwy	Biand County		/6 0 /6	Z /0	2/0 2/0	0 /6	C	0.131	'	0.722	090	
	To: From:								_			
East Blue Grass Hwy	Bland County		% 0%	1%	1% 3%	0%	С	0.12	F	0.825	1200	
	From:	· · ·										
42) Walkers Creek Valley Rd	Giles County		% 1%	1%	1% 2%	0%	С	0.109	F	0.614	1200	
12)	555 553ty			i	= 70	0,0	•	000	•	3.5.1	00	
Pulpaki Cilca Taka	Gilas Causty		)/ 10/	10/	10/ E0/	00/	^	0.1	Г	0.540	4200	
42 100 Pulaski Giles Tpke	Glies County		% I%	1%	1% 5%	υ%	C	0.1	г	0.548	4300	
	From:											
42) (460) Virginia Ave	Giles County		% 1%	1%	1% 8%	0%	F	0.097	F	0.645	13000	
14 / ( TOO )g		=::: :=:::					•		•			

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

				_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b> Q	A 4Tire	Bus		_	-		QC	Factor	QK	Factor	AAWDT	Q۷
	From:													
(42)(460)Virginia Ave	Giles County	1.66 <b>12000 (</b>	<b>9</b> 0%	1%	1%	1%	8%	0%	F	0.096	F	0.645	13000	G
	To:													
	From:							221	_	0.400	_		0.4.0.0	_
(42) Blue Grass Trail	Giles County	0.99 <b>2000 (</b>	<b>i</b> 98%	0%	1%	1%	0%	0%	C	0.108	F	0.726	2100	G
<u> </u>	To: From:	5-601 North of Newport, Clove	r Hollow Rd											
42 Blue Grass Trail	Giles County	3.11 <b>1300 (</b>	98%	0%	1%	1%	0%	0%	С	0.117	F	0.725	1400	G
	To:	Craig County Line												
	From:	Giles County Line												
( <sub>42</sub> ) Cumberland Gap Rd	Craig County	3.67 <b>1000</b> (	94%	2%	1%	3%	0%	0%	F	0.137	F	0.720	1000	(
$\smile$	To	22-629 Lugar Hill R	1											
42 Cumberland Gap Rd				2%	1%	3%	0%	0%	С	0 145	F	0.519	360	c.
42) Gambanana dap na	Craig Gounty			270	1 70	0 /0	0 70	0 70	•	0.140	•	0.010	000	
	To: From:													
(42) Cumberland Gap Rd	Craig County	8.99 <b>410 (</b>	<b>9</b> 4%	2%	1%	3%	0%	0%	F	0.114	F	0.771	430	G
$\smile$	Tα	22-645 Loony School I	Rd											
42 Cumberland Gap Rd	Craig County			2%	1%	3%	0%	0%	F	0.113	F	0.657	780	G
42)						- , -		- , -						_
	From:													
(42) Main St	Town of New Castle (Maint: 22)			2%	1%	3%	0%	0%	N	0.113	F	0.657	780	N
<u> </u>	To:													
	rom			00/	401	40/	40/	00/	_	0.000	_	0.574	5000	,
42 220 Botetourt Rd	Botetourt County	1.32 5500 (	<b>i</b> 93%	0%	1%	1%	4%	0%	F	0.080	F	0.574	5900	(
<u> </u>	To: From:	SR 43 Narrow Passage	Rd											
42) (220) Botetourt Rd	Botetourt County	9.95 <b>5600 (</b>	93%	0%	1%	1%	4%	0%	F	0.081	F	0.565	5900	G
	To:	Alleghany County Line; SCL	Iron Gate											
	From:	Botetourt County Lin	e											
42)(220) Market Ave	Town of Iron Gate (Maint: 03)	0.88 <b>6000 (</b>	93%	0%	1%	1%	4%	0%	F	0.084	F	0.504	6400	G
	To:	NCL Iron Gate												
<b>→</b> ~~~	From:	SCL Iron Gate												
(42) (220)	Alleghany County	0.66 <b>6000 l</b>	93%	0%	1%	1%	4%	0%	Ν	0.084	F	0.504	6400	١
	To	Bus US 220												
40 (200)	Alleghany County		93%	0%	1%	1%	4%	0%	F	0.081	F	0.53	5900	c
42 (220)	To:		<b>J</b> 0070	0 70		1 /0	470	0 70		0.001	•	0.00	0000	
Bus	From:													
42) (60) (220) Grafton St	Alleghany County			1%	1%	1%	8%	0%	С	0.089	F	0.528	7100	C
42) (00) (220) 3 3 3 3 3	To:					.,.		• , •	_		-			
	From													
42 269 Longdale Furnace Rd	Alleghany County	0.18 <b>980 (</b>	<b>9</b> 7%	0%	1%	0%	2%	0%	С	0.089	F	0.531	1000	G
42) 2300	To	I-64, US 60												
	From	,												
42 Forty Two Rd	Alleghany County			0%	0%	1%	1%	0%	С	0.1	F	0.606	1400	G
<u> </u>	Tor	Bath County Line												
	Second   Surpher   Surph													
42 Cow Pasture River Hwy	Bath County	6.03 <b>750</b> (	93%	0%	1%	1%	6%	0%	С	0.106	F	0.578	750	G
· ·	To	08-632 Crizer's Gap												

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

			"		_		Truc	ck			K	01/	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4	Tire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QV
Occupation Biomethod	From:			200/	00/	00/	40/	70/	00/	_	0.404	_ ا	0.504	700	
Cow Pasture River Hwy	Bath County	5.54 /80	<b>G</b> 9	12%	0%	<u> </u>	1%	7%	0%	C	0.104	F	0.561	780	G
	From:											_			
42 (39) Mountain Valley Rd	Bath County			91%	0%	2%	1%	5%	0%	С	0.089	F	0.519	1700	G
<u> </u>	To: From:														
42) (39) Maury River Rd	Town of Goshen (Maint: 81)			94%	1%	1%	1%	3%	0%	С	0.099	F	0.635	1800	F
42) (39)	T-						.,.	-,-	- , -			-			-
Virginia Avonuo	Town of Goshon (Maint: 81)			150/	10/	10/	10/	20/	Λ9/		0.000		0.620	1900	
42) Virginia Avenue	Town of Gostien (Maint. 81)	0.06 1600	ΓЭ	15%	I 70	1 70	1 70	370	0%	C	0.000	Г	0.029	1000	
	Toc From:											_			
42) Virginia Avenue	Rockbridge County			95%	1%	1%	1%	3%	0%	N	0.088	F	0.629	1800	1
<u> </u>	Settle River Hwy  Bath County  Settle State Rive														
10 Little Calf Pasture Hwy	Augusta County			13%	1%	1%	1%	4%	0%	N	0.097	F	0.553	1500	ı
Little Calf Pasture Hwy	Augusta County			70 70	1 /0	1 70	1 /0	770	0 70	14	0.007		0.555	1300	
	From				121		4.5.4	4.5.1		_		_		4=00	_
Little Calf Pasture Hwy	Augusta County	1.91 <b>1600</b>	<b>F</b> 9	93%	1%	1%	1%	4%	0%	C	0.097	F	0.553	1500	
<u>~</u>	To: From:	SCL Craigsvill	le												
42) Craig St	Town of Craigsville (Maint: 07)	0.58 <b>1600</b>	<b>N</b> 9	93%	1%	1%	1%	4%	0%	Ν	0.097	F	0.553	1500	1
$\smile$	To	07-1101 Hidy :	St												
42) Craig St	Town of Craigsville (Maint: 07)			95%	1%	1%	1%	2%	0%	С	0.091	F	0.633	2700	ı
	To	NGL Control	1-												
42) Little Calf Pasture Hwy	Augusta County			150/_	1%	10/-	1%	20/-	<b>0</b> %	NI	0.001	F	0 633	2700	1
42) Little Gail Fasture Hwy	Augusta County		11 3	JJ /6	1 /0	1 /8	1 /0	2/0	0 /6	IN	0.031	'	0.000	2700	
	From		ings Rd												
42 Little Calf Pasture Hwy	Augusta County			96%	1%	1%	1%	2%	0%	С	0.101	F	0.604	3300	- 1
	To	07 600 Old Darkarch	ura Taka			<u> </u>									
42) Parkersburg Tpke	Augusta County			15%	2%	1%	1%	1%	0%	F	0 099	F	0.602	3600	F
42) ramorosary rpmo	To:			70 70			1 70	1 /0	0 70	•	0.000	•	0.002	0000	
	From:														_
42 Buffalo Gap Hwy	Augusta County	2.43 <b>2000</b>	<b>F</b> 9	95%	2%	1%	1%	1%	0%	С	0.129	F	0.713	2000	F
$\smile$	To:	07-720 Morris Mill Rd: Dr	ry Branch R	Rd											
42) Buffalo Gap Hwy	•				2%	1%	1%	1%	0%	F	0.114	F	0.539	3400	-
42)	To:								- , -		• • • • • • • • • • • • • • • • • • • •				
	From	Buffalo Gap Hy													
42) 250 Churchville Ave	Augusta County	0.47 <b>5800</b>	<b>F</b> 9	96%	1%	1%	1%	1%	0%	F	0.093	F	0.572	5700	I
	To:	· · · · · · · · · · · · · · · · · · ·													
Occasio Hann	From			140/	001	10′	40/	001	061	_	0444	_	0.554	4000	
42 Scenic Hwy	Augusta County	8.06 <b>1900</b>	<b>F</b> 9	14%	2%	1%	1%	3%	υ%	C	0.114	F	0.551	1900	F
<u>~</u>	To: From:	07-607 Mount Solon Rd; N	Moscow Loc	ор											
42 Scenic Hwy	Augusta County	4.62 <b>2700</b>	<b>F</b> 9	93%	1%	1%	1%	4%	0%	С	0.104	F	0.714	2700	F
$\smile$	To:	07-809 Iron Work	s Rd												

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

_						Trucl	k			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle 3	8+Axle 1	Trail 2	Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Ivon Works Dd	From:	07-809; Scenic Hw 0.79 <b>4000</b>		0%	10/	10/	20/	00/	_	0.100	_	0.740	2000	F
12 Iron Works Rd	Augusta County			0%	1%	1%	2% (	0%	F	0.103	F	0.749	3900	F
	From:	Rockingham County Lin												
42) Warm Springs Pike	Rockingham County		<b>G</b> 96%	0%	1%	1%	2% (	0%	С	0.093	F	0.721	3900	(
12	To	CCL D.: 1.												
42) S Main St	Town of Bridgewater	SCL Bridgewater 0.22 <b>8000</b>	<b>G</b> 97%	0%	1%	1%	2% (	0%	С	0.102	F	0.646	8600	(
42) 3 Main St	Town or Bridgewater		<b>u</b> 07 70	0 70	170	1 /0	2/0	0 70	O	0.102	•	0.040	0000	
NI Main Ct	Town of Dridge constant	College Street	0.70/	00/	10/	10/	00/ (	00/		0.000		0.010	0000	
42) N Main St	Town of Bridgewater	0.15 <b>9200</b>	<b>G</b> 97%	0%	1%	1%	2% (	0%	F	0.092	F	0.613	9800	(
	To: From:	Dinkel Ave												
42) (257) N Main St	Town of Bridgewater	0.30 <b>11000</b>	<b>G</b> 95%	1%	1%	1%	2% (	0%	F	0.084	F	0.567	11000	•
	To: From	Mt Crawford Ave												
42) (257) N Main St	Town of Bridgewater	0.08 <b>14000</b>	<b>G</b> 95%	1%	1%	1%	2% (	0%	С	0.087	F	0.549	15000	
	To:	North River Rd												
42) (257) N Main St	Town of Bridgewater		<b>G</b> 95%	1%	1%	1%	2% (	0%	F	0.084	F	0.573	15000	
42 257 N Main St	To													
42) (257) N Main St	Town of Bridgewater	Old NCL Bridgewar 0.30 <b>14000</b>	N 95%	1%	1%	1%	2% (	0%	N	0.084	F	0.573	15000	
42 257 N Main St	Town or Bridgewater			1 /0	1 /0	1 /0	2/0 (	U /o	IN	0.004	'	0.573	13000	
	To: From:	NCL Bridgewater							_		_			
42 257 John Wayland Hwy	Rockingham County	0.63 <b>12000</b>	<b>G</b> 95%	1%	1%	1%	2% (	0%	F	0.084	F	0.573	14000	•
	To: From:	SCL Dayton												
42) (257) John Wayland Hwy	Town of Dayton (Maint: 82)	0.42 <b>12000</b>	N 95%	1%	1%	1%	2% (	0%	Ν	0.104	F	0.527	14000	
$\smile$	To: From:	BUS SR 42												
42) John Wayland Hwy	Town of Dayton (Maint: 82)	0.45 <b>16000</b>	<b>A</b> 97%	0%	1%	1%	1% (	0%	С	0.111	Α	0.504	18000	
$\mathcal{L}$	Too	NCL Dayton												
42) John Wayland Hwy	Rockingham County		N 97%	0%	1%	1%	1% (	0%	Ν	0.111	Α	0.504	18000	1
42)	To													
42) S High St	City of Harrisonburg	SCL Harrisonburg 0.13 <b>16000</b>	g 97%	0%	1%	1%	1% (	0%	F	0.091	F	0.512	17000	(
42) S High St	Oity of Hamsonburg		G 31 /6	0 76	1 /0	1 /0	1/0	0 70	'	0.031	'	0.512	17000	
	To: From:	Erickson Ave	• •==										10000	
S High St	City of Harrisonburg	1.27 <b>17000</b>	<b>G</b> 97%	0%	1%	1%	1% (	0%	С	0.093	F	0.541	19000	•
<u> </u>	To: From:	Sunrise Ave												
(42) S High St	City of Harrisonburg	0.40 <b>20000</b>	<b>G</b> 97%	0%	1%	1%	1% (	0%	F	0.089	F	0.53	22000	(
<u> </u>	To:	Grace Ave												
S High St	City of Harrisonburg	0.55 <b>20000</b>	<b>G</b> 97%	0%	1%	1%	1% (	0%	F	0.085	F	0.542	22000	(
$\smile$	To	Market St												
42) N High St	City of Harrisonburg		<b>G</b> 97%	0%	1%	1%	1% (	0%	F	0.087	F	0.571	18000	(
42)	5, 5		- 0.70	0,0		. , •	.,,	- / -	•	3.007	•	3.5		
Virginia Ava	City of Llamia and war	Gay St	0.70/	00/	10/	10/	10/ /	00/		0.000		0.504	14000	
42) Virginia Ave	City of Harrisonburg	0.44 <b>12000</b>	<b>G</b> 97%	0%	1%	1%	1% (	0%	F	0.086	F	0.564	14000	(

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

Б.,				4	_		Truc	ck		-00	K	014	Dir	AAMADT	- 01
Route	Jurisdiction -	Length <b>AADT</b>	QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
42) Virginia Ave	City of Harrisonburg	5th St 0.60 <b>11000</b>	G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.572	12000	G
42 Virginia Ave	only of Hamsonburg			30 /0	0 /6	1 /0	1 /0	2/0	0 /6	C	0.009	'	0.572	12000	G
42 Virginia Ave	City of Harrisonburg	Mt Clinton Pik 0.83 <b>13000</b>	G G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.604	14000	G
Virginia Ave	only of Hamsonburg			30 70	0 70	1 70	1 /0	2 /0	0 70	•	0.001	'	0.004	14000	
42) Harpine Hwy	Rockingham County	NCL Harrisonbu 5.12 <b>11000</b>	urg <b>G</b>	96%	1%	1%	1%	1%	0%	F	0.101	F	0.689	11000	
42 Harpine Hwy	Hockingham County			30 /6	1 /0	1 /6	1 /0	1 /0	0 /6	'	0.101	'	0.003	11000	
Harpine Hwy	Rockingham County	82-753 N, Wengers 3	Mill Rd <b>G</b>	96%	1%	1%	1%	1%	0%	F	0.102	F	0.667	9100	(
42 Harpine Hwy	Hockingham County			90%	170	1 70	1 70	1 70	076	г	0.102	Г	0.007	9100	
C Main Ct	Town of Procedurey (Mainty 22)	SCL Broadwa	-	069/	1%	10/	1%	1%	00/	NI	0.100	F	0.667	0100	-
42) S Main St	Town of Broadway (Maint: 82)	0.81 <b>9200</b>	N	96%	1%	1%	1%	1%	0%	N	0.102	Г	0.667	9100	1
ALT	To: From:	ALT SR 259 Broadw	vay Ave												
42) (259) S Main Street	Town of Broadway (Maint: 82)	0.32 <b>5700</b>	G	96%	1%	1%	1%	1%	0%	С	0.09	F	0.593	6100	(
$\mathcal{O}$	Toc	SR 259 W Lee	St			<u> </u>									
42) (259) W Lee St	Town of Broadway (Maint: 82)	0.33 <b>7400</b>	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.577	7900	(
<del>9</del>	To: From	ECL Broadwa	ıv												
42) (259) W Lee St	Rockingham County	0.29 <b>7400</b>	N	96%	1%	1%	1%	1%	0%	Ν	0.083	F	0.577	7900	- 1
	To	SR 259 Timber V	May												
12 Timber Way	Rockingham County	1.21 <b>12000</b>	G G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.501	13000	(
<del>1</del> 2)	To.	SCL Timbervil													
42) Forestville Rd	Town of Timberville (Maint: 82)	0.18 <b>12000</b>	N	96%	1%	1%	1%	1%	0%	Ν	0.09	F	0.501	13000	-
42) : 6:6616 : 15	To-				. , ,		. , 0	. , 0	0,0	•	0.00	•	0.00.	.0000	
42) Forestville Rd	Town of Timberville (Maint: 82)	SR 211 New Mark 0.68 <b>5800</b>	G	89%	1%	1%	7%	2%	0%	F	0.094	F	0.686	6100	(
42) Torostvino rid	To:	82-617 North Chui		00 70	1 70	<del>-</del> i~	7 70	270	0 70	•	0.004	•	0.000	0100	
	Fronc	82-617 N, Churc													
42) Forestville Rd	Town of Timberville (Maint: 82)	0.41 <b>2500</b>	G	89%	1%	1%	7%	2%	0%	С	0.101	F	0.674	2600	(
<u></u>	To: From	NCL Timbervil	lle												
42) Forestville Rd	Rockingham County	2.56 <b>1800</b>	G	86%	1%	1%	9%	3%	0%	С	0.107	F	0.66	1800	(
<u> </u>	To:	Shenandoah County	_												
42) Senedo Rd	Shenandoah County	Rockingham Count 2.91 1300	y Line G	90%	1%	1%	4%	4%	0%	С	0.098	F	0.557	1400	(
42) Seriedo rid	Shehandoan County			30 /6	1 /0	1 /0	4 /0	7 /0	0 /8	O	0.030	'	0.557	1400	•
Sanada Pd	Shenandoah County	85-767 Forestvi 5.78 <b>650</b>	ille <b>G</b>	92%	0%	1%	3%	3%	0%	С	0.103	F	0.609	670	(
Senedo Rd	Silenandoan County			JL 70	U 7/0	1 70	J <sup>7</sup> /0	370	U 70	C	0.103	Г	0.009	670	,
Ossada Bd	To: From	SR 263 Orkney G		040/	40/		00/	40/	00/	_	0.407	_	0.570	470	
Senedo Rd	Shenandoah County	2.21 <b>460</b>	G	91%	1%	1%	3%	4%	0%	С	0.107	F	0.578	470	(
	From	85-720 Crooked R		0=::			22:	24:	0			_			
42) Senedo Rd	Shenandoah County	3.06 <b>900</b>	G	95%	1%	1%	2%	2%	0%	С	0.107	F	0.578	930	(
<u>~</u>	To: From	85-703 S, Conicvil													
42) Senedo Rd	Shenandoah County	4.67 <b>1500</b>	G	97%	0%	0%	1%	1%	0%	С	0.093	F	0.631	1600	(
$\smile$	То:	85-675 Columbia F	urnace												

4/15/2020

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

		1 milary and interest	alc 110	4100				1 .			17		Б:		
Senedo Rd   Shenandoan   County   0.86   6700   G   96%   0%   1%   0%   2%   0%   C   0.84   F   0.666	AAWDT	QW													
	Second   S														
October Del	From:			000/	00/	10/	00/	00/	00/	_	0.000	_	0.500	4400	_
42) Senedo Rd	Snenandoan County	4.48 <b>4000</b>	G	96%	0%	1%	0%	2%	0%	F	0.083	F	0.566	4100	G
	To: From	85-605 Calva													
42) Senedo Rd	Shenandoah County	0.86 <b>6700</b>	G	96%	0%	1%	0%	2%	0%	С	0.084	F	0.666	6900	G
$\smile$	To	WCL Woodst	ock												
42) W Reservoir Rd	Town of Woodstock (Maint: 85)			96%	0%	1%	0%	2%	0%	F	0.08	F	0.584	7000	G
42) 11 1100011011110	- Turner treesteer (maintree)			0070			0,0	_,,	0,0	•	0.00	•	0.00		•
	From			070/	401		00/	40/	00/	_	0.077		0.505	4 4000	_
42) W Reservoir Rd	Town of Woodstock (Maint: 85)	0.41 <b>13000</b>	G	9/%	1%	1%	0%	1%	0%	C	0.077	F	0.535	14000	G
<u> </u>	Too France	Susan Ave	;												
42) W Reservoir Rd	Town of Woodstock (Maint: 85)	0.22 14000	G	97%	1%	1%	0%	1%	0%	F	0.081	F	0.547	15000	G
	To:	Main Stree	t												
	From:	SP 42 Forty Tu	o Pd												
AO Bamp	Alleghany County										0 167	F		90	G
42 Ramp											0.107	'		30	G
	From:											_		4000	_
42) Ramp	Allegnany County										0.125	F		1000	G
<u> </u>	To:	I-64 West													
	From:	SR 42 W Reserv	oir Rd												
42) Ramp to I-81 S at Exit 283	Shenandoah County	0.17 <b>2800</b>	Α								0.104	Α		2800	Α
$\smile$	To:	I-81 S													
	From:	SR 42 W Reserv	oir Rd												
42) Ramp to I-81 N at Exit 283	Shenandoah County					-					0.094	F		3500	G
42) Hamp to 101 H at 2xit 200	To:					1					0.001	•		0000	ŭ
	From			** **											
North	Allandani			IS 64							0 1 1 1	_		1700	_
42) Ramp	Allegnany County			1 D.T. 1							0.141	г		1700	G
	10.	SR 42-S152B SR 42- 152	B FRON	1 RT 4											
South	From:														
42) Ramp	Shenandoah County	G													
$\smile$	To:	SR 42-N152B SR 42- 152	B FROM	1 RT 4											
Bus	From:	SR 257 Mason	n St												
_	Town of Dayton (Maint: 82)			97%	0%	1%	2%	1%	0%	F	0.112	F	0.608	2000	G
12)	To:	S SR 290 Huffm	an Dr												
Bus	From:														
42) (290) Main St	Town of Dayton (Maint: 82)	0.07 <b>3200</b>	G	97%	0%	1%	2%	1%	0%	F	0.105	F	0.546	3500	G
	To	CD 200 M C-11-	.co C+												
Bus	From	SK 290 N Colle	ge St												
42) Main St	Town of Dayton (Maint: 82)	0.60 <b>1300</b>	G	97%	0%	1%	2%	1%	0%	С	0.097	F	0.56	1300	G
$\smile$	To:	NCI Dayto	n												
Bus	From	-	11				-		-						
42) Main St			N	97%	0%	1%	2%	1%	0%	N	0.097	F	0.56	1300	N
$\smile$	Shenandoah County														

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

	Section   Composition   Comp															
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:															
Bedford Hwy	Town of Altavista (Maint: 15)	0.49	4700	G	97%	1%	1%	0%	1%	0%	F	0.103	F	0.63	4900	(
	To From		•		070/	40/		00/	40/	00/		0.404		0.000	5700	
Bedford Hwy	Town of Altavista (Maint: 15)	0.50	5800	F	97%	1%	1%	0%	1%	0%	F	0.104	F	0.636	5/00	
	To: From:				.=-/	4.57	$\Box$			221				4		
Bedford Hwy	I own of Altavista (Maint: 15)	0.59	5700	F	97%	1%	1%	0%	1%	0%	C	0.105	F	0.5/4	5600	
	To: From:				000/	00/		401	00/	00/	_	0.000		0.550	2000	
Bedford Hwy	Campbell County	1.79	3300	F	96%	0%	1%	1%	2%	0%	С	0.096	F	0.552	3200	
<u> </u>	T <sub>C</sub> .															
Bedford Hwy	Campbell County	4.69	880	F	96%	1%	1%	1%	1%	0%	С	0.096	F	0.552	860	
	11011.															_
43) Bedford Hwy	Campbell County				90%	2%	3%	2%	3%	0%	С	0.115	F	0.576	260	
<u> </u>	To: From:															
43 Dearing Ford Rd	Bedford County	•			96%	0%	1%	1%	2%	0%	F	0.121	F	0.595	280	
	To	00 626 Smit	h Mountain I	l aka D	ZWW											
43 Leesville Rd	Bedford County					0%	1%	1%	2%	0%	F	0.098	F	0.595	3200	
40)	То:		24 Gillagnia													
43) (24) Glenwood Dr	From: Bedford County				94%	0%	1%	1%	3%	0%	С	0.088	F	0.552	2900	
43) (24) 3.10.11.10.10.1	To							.,.		- , -				0.00=		
43) Virginia Byway	<sub>From</sub> Bedford County				98%	1%	1%	0%	0%	0%	F	0.084	F	0.673	1900	
43)ga = ,a,	To To				00,0	. , 0		0,0	0,0	0,70	•	0.00	•	0.07.0	.000	
43) South St	Town of Bedford			G	98%	1%	1%	0%	0%	0%	С	0 091	F	0.536	1900	
13) GOULLI GE	To:				0070	1 70		0 70	0 70	0 70	Ü	0.001	•	0.000	1000	
	From															
43) Talbot St											F		F			
	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	1%	1%	1%	0%	0%	F	0.096	F	0.526	1700	
	From:															
Otey St	Town of Bedford	0.14		G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.663	960	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	1500	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.660	1700	
	To:			in St												
Bus AD E Main St				G	00%	00/	09/	00/	Λο/	00/	_	0.000	_	0.524	6100	
43 460 E Main St	Town of Bediold	0.07		<u> </u>	99 /6	0 /6		0 /6	0 /6	0 /6	•	0.030	'	0.524	0100	
Bus	From:															_
43) (460) E Main St	Town of Bedford	0.08	5600	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.588	6000	
Due Due	To: From:	Bus V	US 460, US 2	221												
	Town of Bedford	0.16	5500	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	5900	
43) (221) (122) 11 Bridge of	Tα		Bedford Ave	<u> </u>	JO 70	1 /0		0 /0	0 /0	0 /0	•	3.000	•	0.000	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 4Tii	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	Bedford Ave												_
43) (221) (122) N Bridge St	Town of Bedford	0.11 <b>7800</b>	<b>G</b> 989	6 1%	1%	0%	0%	0%	С	0.092	F	0.526	8400	G
	To:	US 221Peaks S	St											
43 Peaks St	Town of Bedford	N Bridge St 0.62 <b>3300</b>	<b>G</b> 999	6 0%	0%	0%	0%	0%	F	0.095	F	0.591	3600	G
Peaks St	Town or Bedford	0.02 3300	<b>G</b> 99,	0 0/0	0 /6	0 /6	0 /6	0 /6	'	0.093	'	0.591	3000	G
	To: From:	Laurel St												
(43) Peaks St	Town of Bedford	0.94 <b>2500</b>	<b>G</b> 999	6 0%	0%	0%	0%	0%	С	0.094	F	0.579	2700	G
<u> </u>	To: From:	NCL Bedford			<u> </u>									
43) Peaks Rd	Bedford County	3.79 <b>2100</b>	<b>G</b> 999	6 0%	0%	0%	0%	0%	F	0.088	F	0.517	2300	G
40)	To:	09-643 Near Peaksville;												
_	From:	09-643 Jopling Rd; Near												
43) Peaks Rd	Bedford County	5.03 <b>940</b>	<b>G</b> 979	6 1%	1%	1%	0%	0%	С	0.109	F	0.59	990	G
$\smile$	Toc	Blue Ridge Parky	vav											
43) Parkway Dr	Bedford County (Maint: 11)	0.11 <b>310</b>	<b>G</b> 979	6 1%	1%	1%	0%	0%	F	0.105	F	0.674	320	G
43) 1 411114	To:	Botetourt County		0 170		1 70	070	070	•	0.100	•	0.07 1	020	Ŭ
	From:	Bedford County I												
43) Parkway Dr	Botetourt County	4.00 <b>310</b>	N 979	6 1%	1%	1%	0%	0%	Ν	0.105	F	0.571	320	Ν
,	To	acr p 1												
Dadwey Dr	From:	SCL Buchanar		6 1%	10/	10/	00/	00/	N.I.	0.105		0.074	200	
43) Parkway Dr	Town of Buchanan (Maint: 11)	0.64 <b>310</b>	N 979	o 170	1%	1%	0%	0%	N	0.105	F	0.674	320	Ν
	To: From:	US 11 S, Main												
(43) (11) Main St	Town of Buchanan (Maint: 11)	0.18 <b>4300</b>	<b>G</b> 939	6 1%	1%	1%	4%	0%	С	0.093	F	0.504	4600	G
$\bigcirc$	Toc	US 11 N, Main	St											
43) First St	Town of Buchanan (Maint: 11)	0.82 1700	<b>G</b> 949	6 2%	1%	1%	1%	0%	F	0.111	F	0.62	1700	G
45)	-					.,.	.,.	- 7	-	• • • • • • • • • • • • • • • • • • • •	-	****		_
	From:	NCL Buchanar				40/	40/	00/		0.444	_	0.00	4700	
43) Narrow Passage Rd	Botetourt County	2.95 <b>1700</b>	<b>N</b> 949	% 2%	1%	1%	1%	0%	Ν	0.111	F	0.62	1700	Ν
<u> </u>	To: From:	11-630 Springwoo	d Rd											
43) Narrow Passage Rd	Botetourt County	5.22 <b>580</b>	<b>G</b> 949	6 2%	1%	1%	1%	0%	F	0.119	F	0.56	610	G
$\bigcirc$	To	11-688 S Salt Petre C	Paya Dd											
43 Narrow Passage Rd	Botetourt County	5.26 <b>640</b>	<b>G</b> 949	6 2%	1%	1%	1%	0%	С	0.121	F	0.55	680	G
Narrow Passage Rd	Bototourt oddinty			0 2/0	1 /0	1 /0	1 /0	0 70	O	0.121	'	0.55	000	
	To: From:	11-688 MID Salt Petre												
43) Second St	Botetourt County	0.06 <b>170</b>	<b>G</b> 949	6 2%	1%	1%	1%	0%	F	0.127	F	0.568	180	G
$\smile$	Τα	11-742 Branch I												
	From:	11-742; Second				40/	40/	00/	_	0.444	_	0.505	000	_
43) Branch Rd	Botetourt County	0.07 <b>280</b>	<b>G</b> 949	6 2%	1%	1%	1%	0%	F	0.111	F	0.565	300	G
<u>~</u>	To: From:	11-688 N, Church												
43) Church St		11-688 N; Branch		6 2%	1%	10/	10/	00/	F	0.100	F	0 505	1200	_
43 Church St	Botetourt County	0.47 <b>1200</b>	<b>G</b> 949	o 2%	170	1%	1%	0%	Г	0.100	Г	0.595	1300	G
	To: From:	SR 43 Y James												
43) Narrow Passage Rd	Botetourt County	1.74 <b>330</b>	<b>G</b> 949	6 2%	1%	1%	1%	0%	F	0.101	F	0.573	340	G
$\smile$	To	US 220 Botetourt	Rd											

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		43 P Talbott		2221			151	221	221	_		_		0.10	
(43) South St	Town of Bed		870	G	98%	1%	0%	1%	0%	0%	C	0.094	F	0.544	940	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1600	G	98%	1%	1%	1%	0%	0%	F	0.096	F	0.526	1700	G
	To: From:		Vashington S													
(43) South St	Town of Bed		640	G	98%	1%	1%	0%	0%	0%	F	0.119	F		700	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1500	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.661	1700	(
	To:		Main St													
	Fron:		JS 15; High													
<sub>15</sub> ) Main St	Town of Farm	nville 0.10	8900	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.542	9500	(
<u> </u>	To: From:	BUS	US 460; Thi	ird St			$\neg$ $\vdash$									
Main St	Town of Farm	nville 0.40	10000	G	97%	0%	1%	0%	1%	0%	С	0.089	F	0.502	11000	(
<i>)</i>	To:		River Rd													
Main St	Town of Farm	nville 0.18	6900	G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.600	7300	(
13)	Tel															
Main St	From: Town of Farm		Osborne Rd <b>5700</b>	G	97%	0%	1%	0%	2%	0%	С	0.094	F	0.603	6000	(
Main St	Town on an	1VIIIE 0.73	3700	G	31 /6	0 /6	1 /0	0 /6	Z /0	0 /6	C	0.034	'	0.003	0000	,
	To: From:		CL Farmvill								_					
15) Cumberland Rd	Cumberland C	County 3.54	5100	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.525	5400	(
	To: From:	24-63	36 Raines Ta	ivern												
<sub>45</sub> ) Cumberland Rd	Cumberland C	County 4.66	3800	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.557	4000	(
<u> </u>	To	24-634	Salem Chur	ch Rd			_									
Cumberland Rd	Cumberland C		3500	Α	96%	1%	1%	1%	2%	0%	С	0.109	Α	0.535	3800	
<i></i>	To:	US 60 We	st of Cumber	rland C	Н											
45) 60 Anderson Hwy	Cumberland C		6400	G	90%	1%	2%	1%	6%	0%	F	0.087	F	0.594	6400	(
,	To:		Cumberland				T									
¬ ~~	Fronx		0 Cumberlan													
15) (60) Anderson Hwy	Cumberland C	County 1.09	7300	G	93%	1%	1%	1%	4%	0%	С	0.085	F	0.592	7300	(
	To:	SR 13 (	Old Buckingl	ham Rd			_									
15) (60) Anderson Hwy	Cumberland C		5700	G	93%	1%	1%	1%	4%	0%	С	0.090	F	0.585	5800	(
	To:	US 60 Eas	st of Cumber	land C.l	Н.											
	Fron:		East of Cumb													
65 Cartersville Rd	Cumberland C	County 4.85	1500	G	91%	2%	1%	1%	4%	0%	С	0.088	F	0.543	1500	(
<u> </u>	To: From:	24-61	6 Deep Run	Road												
Cartersville Rd	Cumberland C	County 6.60	1300	G	91%	2%	1%	2%	4%	0%	С	0.086	F	0.579	1300	(
$\mathcal{I}$	To	24 600	North of Wh	niteville			<u> </u>									
(45) Cartersville Rd	From: Cumberland C		1800	G	93%	0%	1%	4%	2%	0%	С	0.091	F	0.599	1800	(
-5)					/-	- / -		. , •	_,,	- / 0	-		-	2.300	. 500	
45) Cartersville Rd	From:		4-649 High S		OE0/	10/	10/	10/	20/	00/	NI	0.000		0.607	1000	
45 ) Cartersville Rd	Cumberland C	County 0.75	1100	N	95%	1%	1%	1%	2%	0%	Ν	0.088	F	0.637	1000	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			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Cumberland County I													
45) Cartersville Rd	Goochland County	2.47 <b>1100</b>	G	95%	1%	1%	1%	2%	0%	С	0.088	F	0.637	1000	G
	To: From:	37-707 Hackney R													
45) Cartersville Rd	Goochland County		G	97%	0%	1%	1%	2%	0%	С	0.095	F	0.682	1500	(
<u> </u>	Tα	SR 6 River Rd We	est												
	From:	North Carolina State													
46) Christanna Hwy	Brunswick County	6.59 <b>1400</b>	F	83%	0%	1%	1%	15%	0%	С	0.097	F	0.567	1400	
	To- From:	12-665 Ankum Ro	d												
<sub>46</sub> ) Christanna Hwy	Brunswick County	2.71 <b>1900</b>	F	81%	1%	2%	2%	15%	0%	С	0.099	F	0.588	1900	
<u> </u>	To- From:	12-611 Brunswick	k			$\neg$									
6 Christanna Hwy	Brunswick County		F	86%	1%	1%	2%	10%	0%	С	0.103	F	0.616	2500	
<u> </u>	Too	12-715 Whitby Ro	d												
Christanna Hwy	Brunswick County		F	87%	1%	1%	1%	9%	0%	С	0.102	F	0.618	2800	
,	To:	BUS US 58 SOUT	Ή												
Bus	From:	S US 58 BUS													
46 <i>)</i> (58)	Brunswick County	0.20 <b>6400</b>	F	96%	1%	1%	0%	2%	0%	С	0.103	F	0.579	6300	
Pue	To: From:	CL Lawrenceville	e												
Bus (58)	Town of Lawrenceville (Maint: 12)	0.80 <b>6400</b>	N	96%	1%	1%	0%	2%	0%	Ν	0.103	F	0.579	6300	
(36)	To:	N US 58 BUS		0070	170		070	_ /0	0 70		0.100	•	0.070	0000	
	From:	BUS US 58 NORT	ТН												
46) Windsor Ave	Town of Lawrenceville (Maint: 12)	0.64 <b>3000</b>	F	90%	4%	1%	1%	5%	0%	С	0.121	F	0.541	2900	
<u></u>	To:	NCL Lawrencevill	le			_									
Christanna Hwy	Brunswick County	6.36 <b>2900</b>	F	89%	2%	1%	1%	8%	0%	С	0.096	F	0.530	2800	
<u> </u>	Too	US 1 Boydton Plank	Rd												
Ghristanna Hwy	Brunswick County		F	87%	1%	1%	3%	9%	0%	С	0.09	F	0.628	2000	
	To	I-85													
Christanna Hwy	Brunswick County		F	85%	1%	1%	2%	11%	0%	С	0.095	F	0.508	2100	
46) 33	= T			0070	170	- 70	270	1170	0 70	Ū	0.000	•	0.000	2100	
Christana I lun	Drugoviek County	12-616 S, Lew Jones 4.71 <b>1700</b>	F Rd	060/	1%	1%	2%	10%	0%	С	0.099	F	0.544	1700	
Christanna Hwy	Brunswick County	Nottoway County Li		86%	170	1%	2%	10%	0%	C	0.099	Г	0.544	1700	
	From:	Brunswick County L													
Brunswick Rd	Nottoway County	5.46 <b>2000</b>	G	91%	0%	1%	1%	6%	0%	С	0.095	F	0.66	2000	
	To	SCL Blackstone													
Brunswick Rd	Town of Blackstone		G	92%	0%	1%	2%	5%	0%	С	0.102	F	0.579	2400	
2.0	To:	SR 40 South Main		0_70	0 70		_,,	0,0	0 / 0	Ū	00_	•	0.0.0		
	Front	SR 46 Christanna H				1									
Ramp	Brunswick County		G	89%	2%	1%	1%	8%	0%	F	0.159	F		470	(
	To	I-85 South		/ •	_,~	Ť	. , •	- / •	- / •	,	21.00	-			
	From:	Mecklenburg Ave	Δ .												
47) W Atlantic St	Town of South Hill		F	93%	0%	1%	2%	4%	0%	F	0.085	F	0.557	6500	
47)	To:	Thomas St	•	20,0	0 /0		_ / 0	. / 0	3 / 0	•	5.555	•	0.507	5500	

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

					_		Trι	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	41 ire	Bus					QC	Factor	QK	Factor	AAWDI	QV
From:			_	020/	00/	10/	20/	40/	00/	0	0.004	_	0.505	E400	F
Town of South Hill	0.23		Г	93%	0%	176	2%	4%	0%	C	0.094	Г	0.595	5400	Г
Town of South Hill	0.39		F	93%	0%	1%	2%	4%	0%	F	0.096	F	0.633	6300	F
Tod				0070	0 70		270	170	070	•	0.000		0.000	0000	•
Mecklenburg County			F	90%	1%	1%	1%	7%	0%	F	0.087	F	0.625	3700	F
To-			orner												
Mecklenburg County	5.28	3000	F	92%	1%	1%	1%	6%	0%	С	0.094	F	0.596	2900	F
Τα	58-6	60 Old Cox	Rd												
Mecklenburg County	1.46	3200	F	90%	1%	1%	1%	7%	0%	С	0.09	F	0.599	3100	F
To: From	58-6	600 Draper	Rd												
Mecklenburg County	5.20	4100	N	91%	1%	1%	1%	6%	0%	Ν	0.091	F	0.509	4000	Ν
Tee From:	EC	L Chase Ci	ity			$\Box$ $\vdash$									
Town of Chase City (Maint: 58)	0.48	4100	F	91%	1%	1%	1%	6%	0%	С	0.091	F	0.509	4000	F
To: From		Drew St													
Town of Chase City (Maint: 58)	0.21	5700	F	91%	1%	1%	1%	6%	0%	F	0.094	F	0.52	5600	F
To: From:						$\Box$									
Town of Chase City (Maint: 58)	0.05	5700	N	91%	1%	1%	1%	6%	0%	Ν	0.094	F	0.52	5600	N
To: From:						<u> </u>									
Town of Chase City (Maint: 58)	0.24	6900	F	94%	2%	2%	1%	2%	0%	F	0.093	F	0.517	6700	F
To From From				050/	401		40/	00/	00/		0.101		0.500	7000	_
Town of Chase City (Maint: 58)	1.02	7800	F	95%	1%	1%	1%	2%	0%	C	0.101	F	0.520	7600	F
To Front				010/	10/	10/	00/	Γο/	00/		0.100		0.000	0000	
Mecklenburg County				91%	1%	1%	2%	5%	0%	C	0.103	г	0.629	2000	F
From:															
Charlotte County				89%	1%	1%	2%	7%	0%	С	0.097	F	0.539	1800	G
From:			_												
Charlotte County	6.55	1900	Ğ	87%	1%	1%	2%	9%	0%	С	0.107	F	0.542	1800	G
To: Econo	SCL	Drakes Bra	anch			$\neg$ $\vdash$									
Town of Drakes Branch (Maint: 19)	2.09	1900	N	87%	1%	1%	2%	9%	0%	Ν	0.107	F	0.542	1800	Ν
To- From:		SR 59				$\Box$ $\vdash$									
Town of Drakes Branch (Maint: 19)	0.25	2300	G	82%	1%	2%	4%	11%	0%	F	0.099	F	0.688	2200	G
To: From			anch												
Charlotte County	3.03	2300	N	82%	1%	2%	4%	11%	0%	N	0.099	F	0.688	2200	Ν
To: From:															
Town of Charlotte C.H. (Maint: 19)	0.99	2300	N	82%	1%	2%	4%	11%	0%	Ν	0.099	F	0.688	2200	Ν
	Mecklenburg County    From   Mecklenburg County	Town of South Hill 0.23  Town of South Hill 0.39  Town of South Hill 0.39  Town of South Hill 0.39  Mecklenburg County 7.70  Town of Section Mecklenburg County 5.28  Mecklenburg County 1.46  Mecklenburg County 5.20  Town of Chase City (Maint: 58) 0.48  Town of Chase City (Maint: 58) 0.21  Town of Chase City (Maint: 58) 0.05  Town of Chase City (Maint: 58) 0.21  Town of Chase City (Maint: 58) 0.24  Town of Chase City (Maint: 58) 0.25  Town of Chase City (Maint: 58) 0.25  Town of Drakes Branch (Maint: 19) 0.25  Town of Drakes Branch (Maint: 19) 0.25  Town of Chase City (Maint: 19) 0.25  Town of Chase City (Maint: 19) 0.25	Town of South Hill   0.23   5500	Thomas St   Town of South Hill   0.23   5500   F   Opie Rd   Town of South Hill   0.39   6500   F   WCL South Hill   Mecklenburg County   7.70   3800   F   WCL South Hill   Mecklenburg County   7.70   3800   F   WCL South Hill   Mecklenburg County   5.28   3000   F   WCL Chase City   Mecklenburg County   5.20   4100   N   WCL Chase City   Mecklenburg County   5.20   4100   N   WCL Chase City   Maint: 58   0.48   4100   F   WCL Chase City   Maint: 58   0.21   5700   F   WCL Chase City   Maint: 58   0.21   5700   F   WCL Chase City   Maint: 58   0.24   6900   F   WCL Chase City   Mecklenburg County   5.54   2000   F   WCL Chase City   Mecklenburg County   5.55   1900   G   WCL Chase Branch   WCL Chase B	Thomas St	Thomas St	Town of South Hill   D.23   S500   F   93%   0%   1%	Thomas St	Thomas St	Thomas St	Comparison	Section   Control   Cont	Town of South Hill	Town of South Hill	Common   Control   Contr

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From	S SR 40													
(47) $(40)$ Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)	0.10 <b>13000</b>	G	80%	1%	2%	1%	16%	0%	F	0.101	F	0.525	13000	G
$\smile$	To: From:	N SR 40 N SR 40 G. W. I	T T												
47) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)	0.98 <b>1800</b>	G G	87%	1%	1%	2%	9%	0%	С	0.090	F	0.604	1800	G
47) Monas denerson Twy	Town of chanotic c.n. (Maint. 13)			07 70	1 /0	1 /0	270	3 70	0 70	J	0.000	'	0.004	1000	ч
	To: From:	NCL Charlotte (		0701	121			221	221			_	2 22 4	4000	
47)	Charlotte County	3.47 <b>1800</b>	N	87%	1%	1%	2%	9%	0%	Ν	0.090	F	0.604	1800	N
	To: From:	19-660 Taro F	Rd												
47) Thomas Jefferson Hwy	Charlotte County	7.02 <b>1600</b>	G	82%	1%	2%	4%	11%	0%	С	0.091	F	0.536	1600	G
$\smile$	Toc	19-649 Madison	ville												
47) Thomas Jefferson Hwy	Charlotte County	2.82 <b>2100</b>	G	83%	1%	1%	2%	13%	0%	С	0.087	F	0.601	2000	G
,	To:	Prince Edward Cour													
_	From:	Charlotte County	/ Line												
47) Thomas Jefferson Hwy	Charlotte County	1.59 <b>2200</b>	G	84%	1%	1%	3%	12%	0%	С	0.09	F	0.612	2200	G
$\smile$	To:	Appomattox Count													
	From:	Prince Edward Cour	_												
47) Thomas Jefferson Hwy	Appomattox County	0.57 <b>2300</b>	G	89%	0%	1%	2%	7%	0%	С	0.092	F	0.579	2400	G
<u> </u>	Tra- France	SCL Pamplin C	City			$\neg$ $\vdash$									
47) Thomas Jefferson Hwy	Town of Pamplin City (Maint: 06)	0.50 <b>2300</b>	N	89%	0%	1%	2%	7%	0%	Ν	0.092	F	0.579	2400	Ν
<u></u>	To:	Bus US 460	)												
	From	West Virginia Stat	te Line												
48 55 Wardensville Pike	Frederick County	4.83 <b>2900</b>	Α	94%	1%	1%	0%	4%	0%	С	0.147	Α	0.759	2500	Α
40) (33)	To														
Wardanavilla Bika	From:	34-600 Pifer F 0.70 <b>4500</b>	G G	94%	1%	10/	0%	40/	00/	F	0.093	F	0.707	2000	G
48 (55) Wardensville Pike	Frederick County	Shenandoah Count		94%	170	1%	0%	4%	0%	Г	0.093	Г	0.707	3900	G
	From:	Frederick County	_												
48 55 John Marshall Hwy	Shenandoah County	4.90 <b>5100</b>	G	94%	1%	1%	0%	4%	0%	F	0.086	F	0.697	4400	G
40) (33) 66	- Tomanadan dan y			0.70	. , 0		0,0	.,0	0 / 0	•	0.000	•	0.007		<u> </u>
~	From:	85-628 Lebanon C		0.40/	40/		00/	40/	00/	_	0.000		0.070	F700	_
48 (55) John Marshall Hwy	Shenandoah County	3.80 6600	G	94%	1%	1%	0%	4%	0%	F	0.086	F	0.672	5700	G
~ ~	10.	I-81													
	From:	North Carolina Sta													
48) Blue Ridge Parkway	Grayson County (Maint: US)	1.13 <b>560</b>	0								NA			NA	
<u> </u>	To	SR 89 Skyline I	Hwy			<u> </u>									
48) Blue Ridge Parkway	Grayson County (Maint: US )	3.56 <b>560</b>	0								NA			NA	
,	To		γ.												
Plus Pides Parkuray	Correll County (Mointy LIC.)	Grayson County									NA			NIA	
8 Blue Ridge Parkway	Carroll County (Maint: US )	12.75 <b>660</b>	0								INA			NA	
	To: From:	US 52													
48) Blue Ridge Parkway	Carroll County (Maint: US)	15.59 <b>890</b>	0								NA			NA	
$\smile$	Tα	Patrick County l													
	From	Carroll County 1													
8 Blue Ridge Parkway	Patrick County (Maint: US)	6.33 <b>690</b>	0								NA			NA	
$\smile$	Tα	US 58													

4/15/2020

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

Route	Jurisdiction	Length AADT QA 4Tire	BusTruck 2Axle 3+Axle 1Trail 2T		Dir AAWDT QV
	From:	US 58			
48) Blue Ridge Parkway	Patrick County (Maint: US)	0.42 <b>1000 O</b>		NA	NA
	To:	Floyd County Line			
	From:	Patrick County Line			
48) Blue Ridge Parkway	Floyd County (Maint: US)	5.92 <b>1000 O</b>		NA	NA
$\smile$	Tox	Patrick County Line			
	From:	Floyd County Line			
48) Blue Ridge Parkway	Patrick County (Maint: US)	0.88 <b>820 O</b>		NA	NA
$\smile$	To:	Floyd County Line			
	From:	Patrick County Line			
48) Blue Ridge Parkway	Floyd County (Maint: US)	5.23 <b>820 O</b>		NA	NA
$\smile$	To	SR 8			
48) Blue Ridge Parkway	Floyd County (Maint: US )	11.62 <b>550 O</b>		NA	NA
46) Dido i lidgo i antilay	To:	Franklin County Line			101
	From:	Floyd County Line			
48) Blue Ridge Parkway	Franklin County (Maint: US )	1.51 <b>550 O</b>	<u></u>	NA	NA
46) 2.00 :	To:	Floyd County Line			
	From:	Franklin County Line			
48) Blue Ridge Parkway	Floyd County (Maint: US )	16.05 <b>510 O</b>		NA	NA
46) 2.00 /	oya coamy (mamin co )				
	To: From:	US 221			
48) Blue Ridge Parkway	Floyd County (Maint: US )	0.03 <b>510 O</b>		NA	NA
$\smile$	To:	Roanoke County Line			
	From:	Floyd County Line			
48) Blue Ridge Parkway	Roanoke County (Maint: US)	14.69 <b>510 O</b>		NA	NA
$\smile$	To	US 220			
48) Blue Ridge Parkway	Roanoke County (Maint: US)	2.12 <b>2400 O</b>	<u></u>	NA	NA
40)	-				
	To: From:	Urban Boundary			
48) Blue Ridge Parkway	Roanoke County (Maint: US)	6.67 <b>2400 O</b>		NA	NA
$\smile$	To	SR 24			
48) Blue Ridge Parkway	Roanoke County (Maint: US)	3.64 <b>2400 O</b>		NA	NA
46) Blad Hage Fallmay	To:	Botetourt County Line			
	From	Roanoke County Line			
48) Blue Ridge Parkway	Botetourt County (Maint: US)	2.97 <b>2400 O</b>		NA	NA
46) Blue Flidge Fairthay	Bototourt County (Maint: CC)				100
	To: From:	US 221, US 460			
48) Blue Ridge Parkway	Botetourt County (Maint: US)	12.72 <b>530 O</b>		NA	NA
$\smile$	To:	Bedford County Line			
	From	Botetourt County Line			
48) Blue Ridge Parkway	Bedford County (Maint: US)	2.18 <b>530 O</b>		NA	NA
$\smile$	To	SR 43			
48 Blue Ridge Parkway	Bedford County (Maint: US )	1.80 <b>840 O</b>		NA	NA
48 Blue Ridge Parkway	To:	Botetourt County Line	1	INA	INA
	From	Bedford County Line  Bedford County Line			
48 Blue Ridge Parkway	Botetourt County (Maint: US )	3.11 <b>840 O</b>		NA	NA
Blue Ridge Parkway	Dotetourt County (Maint. 03)			INA	INA
	10"	SR 43			

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

Route	Jurisdiction	Length	AADT (	QA	4Tire E	Bus	Truck2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	. QN
Dive Didge Deduces	Front County (Mainty HC)	11.28	SR 43	_								NIA	
48) Blue Ridge Parkway	Botetourt County (Maint: US )		290 rd County Lir	0			_		NA			NA	
	From:		urt County Li										
48) Blue Ridge Parkway	Bedford County (Maint: US)	10.61		0					NA			NA	
	To		US 501				_						
8 Blue Ridge Parkway	Bedford County (Maint: US)	0.19		0					NA			NA	
16) Blue Flidge Faithlay	To:		st County Li										
	From:		rd County Lir										
8) Blue Ridge Parkway	Amherst County (Maint: US)	2.38	520	0					NA			NA	
<u> </u>	To		SR 130										
Blue Ridge Parkway	Amherst County (Maint: US)	15.86		0					NA			NA	
46) 2.00 · mage · aa,	To:		dge County L				一						
	From:		st County Li										
Blue Ridge Parkway	Rockbridge County (Maint: US)	0.15	280	0					0.162	F	0.637	NA	
	To		US 60										
Blue Ridge Parkway	Rockbridge County (Maint: US)	18.29		0					NA			NA	
2.00ge	To:		n County Lin										
	From:		dge County L										
Blue Ridge Parkway	Nelson County (Maint: US)	0.08	300	0					NA			NA	
	To		SR 56										
Blue Ridge Parkway	Nelson County (Maint: US )	11.09		0					NA			NA	
2 Diag Flage Faithful	To:		ta County Lir										
	From:		n County Lin										
Blue Ridge Parkway	Augusta County (Maint: US)	15.97		0					NA			NA	
<u> </u>	To		US 250										
Skyline Dr	Augusta County (Maint: US)	18.17		0					NA			NA	
orymic Bi	To:		rle County L						1471			14/1	
	From:		ta County Lir										
Skyline Dr	Albemarle County (Maint: US)	3.65	390	0			<u></u>		NA			NA	
<u> </u>	To:	Rocking	ham County 1	Line									
	From:		rle County L										
18) Skyline Dr	Rockingham County (Maint: US)	8.44		0					NA			NA	
<u> </u>	To:		e County Lin										
Clayling Dr	Croops County (Mainty HS.)		ham County 1 390	O C					NA			NA	
Skyline Dr	Greene County (Maint: US)	2.08							INA			INA	
	From		ham County I e County Lin										
Skyline Dr	Rockingham County (Maint: US)	3.26		0					NA			NA	
+0) =::, =:	Try		e County Lin						, .				
	From		ham County 1										
Skyline Dr	Greene County (Maint: US)	1.33		0					NA			NA	
	To	Rocking	ham County 1	Line									

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

Doub		Langette AADT		. D		Truck			K	014	Dir	AAMDT OM
Route	Jurisdiction		QA 4Tire	e bus	2Axle 3+A	xle 1Trail	2Trail	QC	Factor	QK F	actor	AAWDT QW
(48) Skyline Dr	Rockingham County (Maint: US )	Greene County L 1.93 <b>390</b>	ine O						NA			NA
(48) Skyline Dr	Tax	1.93 390 Greene County L			_				IVA			INA
	From	Rockingham County							-		-	
(48) Skyline Dr	Greene County (Maint: US)	1.01 <b>390</b>	0						NA			NA
	To:	Rockingham County										
	From:	Greene County L										
(48) Skyline Dr	Rockingham County (Maint: US)	0.10 <b>390</b>	0						NA			NA
	To: From:	US 33										
(48) Skyline Dr	Rockingham County (Maint: US)	2.69 <b>800</b>	0						NA			NA
$\smile$	Tα	Greene County L										
	From:	Rockingham County										
(48) Skyline Dr	Greene County (Maint: US)	1.33 800	0						NA			NA
<u> </u>	To: From:	Rockingham County										
(48) Skyline Dr	Rockingham County (Maint: US)	Greene County L 2.53 <b>800</b>	O						NA			NA
48 Skyline Dr	Tax Tax	Page County Lin							INA			14/4
	From	Rockingham County										
48 Skyline Dr	Page County (Maint: US )	7.77 <b>800</b>	0						NA			NA
	To:	Madison County I	Line									
	From:	Page County Lin										
(48) Skyline Dr	Madison County (Maint: US)	14.77 <b>800</b>	0						NA			NA
<u> </u>	To:	Rappahannock Coun										
Cladina Dr	Rappahannock County (Maint: US )	Madison County I 4.99 <b>800</b>	O O						NA			NA
(48) Skyline Dr	Rappanannock County (Maint. 05)	Page County Lin							INA			INA
	From:	Rappahannock Count										
(48) Skyline Dr	Page County (Maint: US )	0.06 <b>800</b>	0						NA			NA
40) = ,	To				<del></del> 1							
(48) Skyline Dr	Page County (Maint: US)	3.01 <b>650</b>	0						NA			NA
(48) Skyline Dr	Tage County (Maint. OS )	Rappahannock Coun	_						INA			INA
	From:	Page County Lin										
(48) Skyline Dr	Rappahannock County (Maint: US)	4.41 650	0						NA			NA
	To:	Page County Lin	ne									
	From:	Rappahannock Coun										
(48) Skyline Dr	Page County (Maint: US)	2.09 <b>650</b>	0						NA			NA
<u> </u>	Τα	Rappahannock Coun										
(48) Skyline Dr	Rappahannock County (Maint: US )	Page County Lin 5.92 <b>650</b>	<b>O</b>						NA			NA
(48) Skyline Dr	nappariannock County (Maint: US)	Warren County L							INA			INA
	From:	Rappahannock County L										
(48) Skyline Dr	Warren County (Maint: US )	1.69 <b>650</b>	O						NA			NA
,	To:	Rappahannock Coun										
	From:	Warren County L										
(48) Skyline Dr	Rappahannock County (Maint: US)	3.87 <b>650</b>	0						NA			NA
$\smile$	To:	Warren County L	ine									

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

2% 2% 1% 0% 0%	1% 1% 1% 1% 0%	9% 16% 16% 9% 12%	0% 0% 0%	C C N C C F	NA  0.096  0.104  0.098  0.089	F F F	0.572 0.548 0.548	NA 1500 920 920 1400	C C
2%	1% 1% 1%	16% 16% 9% 12%	0% 0% 0%	C N C	0.096 0.104 0.104 0.098	F	0.548	1500 920 920	N
2%	1% 1% 1%	16% 16% 9% 12%	0% 0% 0%	C N C	0.104 0.104 0.098	F	0.548	920 920	N
2%	1% 1% 1%	16% 16% 9% 12%	0% 0% 0%	C N C	0.104 0.104 0.098	F	0.548	920 920	N
2%	1% 1% 1%	16% 16% 9% 12%	0% 0% 0%	C N C	0.104 0.104 0.098	F	0.548	920 920	N
2% 1% 1%	1% 1%	16% 9% 12%	0% 0%	N C	0.104	F	0.548	920	١
2% 1% 1%	1% 1%	16% 9% 12%	0% 0%	N C	0.104	F	0.548	920	١
2% 1% 1%	1% 1%	16% 9% 12%	0% 0%	N C	0.104	F	0.548	920	1
1%	1%	9% 12%	0%	С	0.098				
1%	1%	9% 12%	0%	С	0.098				
1%	1%	12%	0%			F	0.515	1400	
1%	1%	12%	0%			F	0.515	1400	
1%	1%	12%	0%				0.515	1400	
				F	0.089				,
				F	0.089				
0%	0%	1%				F	0.567	8400	
0%	0%	1%							
0%	0%	1%							
			0%	N	0.104	F	0.511	3900	1
0%	0%	1%	0%	С	0.104	F	0.511	3900	ı
	00/	00/	00/	_	0.007	_	0.500	0500	
0%	0%	0%	0%	С	0.087	F	0.533	6500	F
0%	0%	0%	0%	N	0.087	F	0.533	6500	1
1%	2%	7%	0%	F	0.087	F	0.595	5200	-
<del>1</del>									
1%	0%	2%	0%	С	0.097	F	0.532	2300	-
1 /0	0 70	2 /0	0 70	O	0.007	'	0.552	2000	
		221	221	_					
1%	1%	2%	0%	С	0.117	F	0.528	2000	I
									_
1%	1%	2%	0%	С	0.104	F	0.581	1800	F
<u> </u>									
2%	1%	2%	0%	С	0.100	F	0.565	1700	F
	10/	50/	00/	^	0 003		0.545	4000	F
		376	U 70	C	0.093	Г	0.545	4900	Г
1%	1 /0							_	
1%				_	0.094	F	0.539	5900	F
	2%	2% 1%	2% 1% 2%	2% 1% 2% 0% 1% 1% 5% 0%	2% 1% 2% 0% C	2% 1% 2% 0% C 0.100 1% 1% 5% 0% C 0.093	2% 1% 2% 0% C 0.100 F  1% 1% 5% 0% C 0.093 F	2% 1% 2% 0% C 0.100 F 0.565 1% 1% 5% 0% C 0.093 F 0.545	2% 1% 2% 0% C 0.100 F 0.565 1700 1% 1% 5% 0% C 0.093 F 0.545 4900

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

local all as a	Langth AADT	04	4Ti	Dire		Truck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Jurisaiction .		QA	411re	bus	2Axle 3+	Axle 1Tra	il 2Trail	QC	Factor	QK	Factor	AAWDI	QI
Town of Change City (Majoty FO)	E Second St		0.40/	00/		0/ 00/	00/	_	0.000	_	0.517	6700	_
Town of Chase City (Maint: 58)	0.24 6900	Γ	94%	2%		% 2%	0%	Г	0.093	Г	0.517	6700	F
To From (All in 50)	E Fifth St		050/	40/		0/ 00/	00/		0.101	_	0.500	7000	
Town of Chase City (Maint: 58)	1.02 <b>7800</b>	F	95%	1%	1% 1 	% 2%	0%	C	0.101	F	0.520	7600	F
To: From:	SR 47				$\Box$					_			
Mecklenburg County			92%	1%	1%	% 5%	0%	С	0.107	F	0.512	1200	F
From:													
Lunenburg County	11.28 <b>1100</b>	F	92%	1%	1% C	% 6%	0%	С	0.126	F	0.583	1000	F
To:	SR 40 Lunenburg Co	unty Rd											
From:	SR 40 S												
Lunenburg County	0.14 <b>2500</b>	F	91%	1%	1% 1	% 5%	0%	С	0.101	F	0.536	2400	F
To: From:	55-675												
Lunenburg County	2.17 <b>3000</b>	F	93%	2%	1% 0	% 4%	0%	С	0.106	F	0.574	2900	F
Τα	CL Victoria												
Town of Victoria (Maint: 55)	1.08 3000	N	93%	2%	1% 0	% 4%	0%	Ν	0.106	F	0.574	2900	١
To:	SR 40 N												
From:	, ,							_		_			
Town of Victoria (Maint: 55)	0.51 <b>3700</b>	F	94%	0%	1% 1	% 4%	0%	F	0.101	F	0.511	3600	١
To: From:	55-1017 13th S	St											
Town of Victoria (Maint: 55)	0.65 <b>3300</b>	F	94%	0%	1% 1	% 4%	0%	С	0.1	F	0.604	3200	F
To	NCL Victoria												
Lunenburg County	4.88 <b>3300</b>	N	94%	0%	1% 1	% 4%	0%	Ν	0.1	F	0.604	3200	١
To:	Nottoway County	Line											
From:								_		_			
Nottoway County	8.54 <b>1400</b>	G	95%	1%	1% 0	% 3%	0%	С	0.11	F	0.605	1400	(
To: From:	67-633 Lone Pine	Rd											
Nottoway County	0.46 <b>2400</b>	G	94%	1%	1% 1	% 3%	0%	С	0.088	F	0.554	2400	(
To: From:	SCL Crewe												
Town of Crewe (Maint: 67)	0.15 <b>2400</b>	N	94%	1%	1% 1	% 3%	0%	Ν	0.088	F	0.554	2400	١
Тα		ia Ave											
From:			2221			-,,	0-1	_		_			
I own of Crewe (Maint: 67)			88%	1%	1% 1	% 9%	0%	F	0.081	F	0.506	11000	(
From:													
Town of Crewe (Maint: 67)			92%	1%	 1% 1	% 5%	0%	С	0.087	F	0.526	2000	(
T-						,,,		-			****		
Nottoway County		N	92%	10/-	1% 1	0/2 50/	<b>∩</b> º/₋	NI	0.087	F	0.526	2000	١
Tro			JZ /0	1 /0	1/0 1	/0 370	U /o	IN	0.007	'	0.520	2000	I
Frederick County	West Virginia State 4.35 8600	E Line G	97%	0%	 1% C	% 2%	0%	С	0.095	F	0.730	8900	G
	Town of Victoria (Maint: 55)  Town From  Lunenburg County  Town From  Nottoway County  Town From  Nottoway County  Town From  Nottoway County	Town of Chase City (Maint: 58)   0.24   6900	Town of Chase City (Maint: 58)   D.24   6900   F	Town of Chase City (Maint: 58)	Town of Chase City (Maint: 58)   0.24   6900   F   94%   2%	Length   AADT   QA   4Tire   Bus   2Axle 3+4	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Tra   E   Second St   Town of Chase City (Maint: 58)   0.24   6900   F   94%   2%   2%   1%   2%   2%   2%   1%   2%   2	Town of Chase City (Maint: 58)   0.24   6900   F   94%   2%   2%   1%   2%   0%	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   CC	Second St	Second St	Length AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   CF   Factor   QK   Factor   CF   Factor   Fa	Length AADT   QA   4Tire   Bus   2Axle   37+Axle   1Trail   2Trail   QC   Factor   AAWDT   AAWDT   Town of Chase City (Maint: 58)   0.24   6900   F   94%   2%   2%   1%   2%   0%   F   0.093   F   0.517   6700

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

Doute	Look and the Committee of the Committee	المناسب المالية	AADT	0.1	4T:	Dire		Trι	ıck		00	K	OV	Dir	A A)A/DT	O14
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Northwest Dile	From:		751 E; Gore		070/	00/	10/	00/	00/	00/		0.000	_	0.700	10000	_
Northwestern Pike	Frederick Count	ty 4.80	13000	G	97%	0%	1%	0%	2%	0%	F	0.088	F	0.730	13000	G
No. all and a second Diller	To: From:		Back Mount		070/	00/		00/	00/	00/		0.000		0.707	10000	_
Northwestern Pike	Frederick Count	ty 2.45	18000	G	97%	0%	1%	0%	2%	0%	F	0.090	F	0.737	19000	G
~~	To: From:		Round Hill R		070/	00/		00/	00/	00/		0.004	_	0.700	01000	
50 Northwestern Pike	Frederick Count	ty 2.59	20000	G	97%	0%	1%	0%	2%	0%	С	0.094	F	0.736	21000	G
~~	To: From:		SR 37				$\neg$				_		_			
Northwestern Pike	Frederick Count	ty 0.14	21000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.612	23000	G
<u> </u>	To: From:		CL Winchest													
50 Amherst St	City of Winchest	ter 0.64	18000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.605	19000	G
~	To: From:		Fox Dr				$\Box$									
50 Amherst St	City of Winchest		14000	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.510	15000	G
~	To: From:		Boscawen St Amherst St													
Boscawen St	City of Winchest		9800	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.546	10000	G
30)	To:		Braddock St													
~~~~	Fron:		Boscawen St													
50 [1] [50 [522] Braddock St			6400	G	98%	1%	1%	0%	0%	0%	С	0.093	F		6800	9
Comp	oined Traffic Estimates for 2 Parallel Ro		13000 Gerrard St	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	14000	G
	From:		Braddock St													
50 522 Gerrard St	City of Winchest	ter 0.07	6600	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.541	7000	G
•	To		Valley Ave				<u> </u>									
50) (11) (522) Gerrard St	City of Winchest	ter 0.10	8400	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.577	8900	G
	To:	US	11 Cameron	St			<u> </u>									
50 17 522 Millwood Ave	City of Winchest		12000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.55	12000	G
~	Tæ	Un	iversity Driv	ve												
50 (17) (522) Millwood Ave	City of Winchest		14000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.505	15000	G
	To	Tu	ıbal Early Dı	r												
50 17 522 Millwood Ave	City of Winchest		32000	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.501	34000	G
	To:		Par, Millwoo													
Million and Dillion	From:		Par; Jubal Ea		000/	00/	10/	00/	10/	00/	N.	0.007	_	0.501	0.4000	N
50) (17) (522) Millwood Pike	City of Winchest	ter 0.09	32000	N	98%	0%	1%	0%	1%	0%	N	0.087	F	0.501	34000	Ν
Addition of Diff.	To: From:	-int. 04) 0.00	I-81		050/	10/		10/	00/	00/	<b>k</b> 1	0.000		0.500	10000	
50) (17) (522) Millwood Pike	City of Winchester (Ma	aint: 34) 0.09	18000	N	95%	1%	1%	1%	2%	0%	N	0.096	F	0.598	19000	N
~ ~ ~	To: From:		L Wincheste			461	一	461	00:	06:				0.500		
50 17 522 Millwood Pike	Frederick Count	ty 0.16	18000	N	95%	1%	1%	1%	2%	0%	N	0.096	F	0.598	19000	N
<u> </u>	To: From:		2 Front Roya													
50 (17) Millwood Pike	Frederick Count		18000	G	95%	1%	1%	1%	2%	0%	С	0.096	F	0.598	19000	G
<del></del>	Tα	34-723	Carpers Val	ley 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	Q۱
~~	From:	34-723 Carpers													
50) (17) Millwood Pike	Frederick County	2.72 <b>1200</b> 0		95%	1%	1%	1%	2%	0%	F	0.097	F	0.658	12000	G
~ ~	10: From:	Clarke Count Frederick Coun													
50 17 Millwood Pike	Clarke County	1.67 <b>12000</b>	_	94%	1%	1%	1%	3%	0%	F	0.094	F	0.657	12000	(
30) (17)	- T			0.70	. , 0		. , ,	0 / 0	0,0	•	0.00	•	0.00.	000	
Million and Pillon	To- From:	US 340 South o		0.40/	40/	10/	40/	00/	00/	_	0.004		0.000	40000	,
Millwood Pike	Clarke County	2.83 <b>13000</b>	) G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.683	13000	(
	To: From:	SR 255 Bishop N	Meade Rd												
50 (17) Millwood Pike	Clarke County	1.97 <b>14000</b>	) G	94%	1%	1%	1%	3%	0%	С	0.095	F	0.651	14000	(
$\sim$	Τœ	21-723 Millw	ood Rd			$\neg$ $\vdash$									
50 (17) John S Mosby Hwy	Clarke County	3.44 14000		94%	1%	1%	1%	3%	0%	F	0.093	F	0.697	14000	(
	To:	Fauquier Cour													
	From:	Clarke Count	-												
50 (17) John S Mosby Hwy	Fauquier County (Maint: 53)	1.11 14000	) G	95%	1%	1%	1%	3%	0%	С	0.1	F	0.723	14000	(
$\sim$	Toc	US 17 Wincheste	r Rd Paris												
John S Mosby Hwy	Fauquier County (Maint: 53)	5.71 <b>5800</b>	G	97%	1%	1%	1%	1%	0%	F	0.109	F	0.845	5800	(
50)	To:	Loudoun Cour					.,.			-		-		-	
	From:	Fauquier Cour													
50 John S Mosby Hwy	Loudoun County	0.08 6300	G	97%	1%	1%	1%	1%	0%	С	0.108	F	0.780	6400	(
	To	30-623 E, Rok	oby Dd												
50 John S Mosby Hwy	Loudoun County	0.52 <b>6300</b>	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.778	6400	
Out of Mosby Tiwy	To:	Fauquier Cour		31 /6	1 /0	1 /0	1 /0	1 /0	0 70		0.107	'	0.770	0400	•
	From:	Loudoun Cour	_												
50 John S Mosby Hwy	Fauquier County (Maint: 53)	2.10 7600	G	97%	1%	1%	0%	1%	0%	С	0.111	F	0.785	7600	(
	To	52 (11 C-i-+ I	'- D.1												
50 John S Mosby Hwy	Fauquier County (Maint: 53)	53-611 Saint L 2.03 <b>8400</b>	G G	97%	1%	1%	0%	1%	0%	F	0.106	F	0.739	8500	(
John S Mosby Hwy	Tauquier Gourity (Mairit: 33)	Loudoun Cour		31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	'	0.100	•	0.755	0300	
	From:	Fauguier Cour	_												
50 John S Mosby Hwy	Loudoun County	0.63 <b>9500</b>	G	97%	1%	1%	0%	1%	0%	F	0.108	F	0.769	9600	(
, ,	To	WCI M: 111	1												
50 Washington St W	Town of Middleburg (Maint: 53)	WCL Middl 0.61 <b>9500</b>	G G	97%	1%	1%	0%	1%	0%	С	0.105	F	0.777	9500	(
50 Washington St W	Town of Middleburg (Maint. 55)	0.01 9300	G	31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	C	0.103	'	0.777	9300	
~	To: From:	W 53-626 The 1													
Washington St	Town of Middleburg (Maint: 53)	0.65 <b>9300</b>	G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.696	9400	(
<del>~</del>	To: From:	ECL Middle	eburg												
50 John S Mosby Hwy	Loudoun County	5.89 <b>8700</b>	G	97%	1%	1%	0%	1%	0%	С	0.105	F	0.701	8800	(
	To	US 15 Near				<u> </u>									
50 John S Mosby Hwy	Loudoun County	5.75 <b>1700</b> 0		96%	1%	1%	1%	1%	0%	С	0.097	F	0.720	17000	(
50 John S Mosby Hwy	Loudouri County	3.73 17000	, G	JU 70	1 70	1 70	1 70	1 70	U 70	U	0.087	Г	0.720	17000	
<u> </u>	To: From:	53-827 Pinebr													
John S Mosby Hwy	Loudoun County	0.51 <b>4100</b> 0	) G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.695	43000	(
~	To	53-606 Old (	Ox Rd			1									

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b>	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:	53-606 Old Ox Rd												
(50) John S Mosby Hwy	Loudoun County	2.75 <b>49000 G</b>	96%	1%	1%	1%	1%	0%	F	0.082	F	0.731	52000	G
<u> </u>	To:	Fairfax County Line												
(50) Lee Jackson Hwy	Fairfax County	Loudoun County Line 2.06 <b>71000 G</b>	98%	1%	1%	0%	0%	0%	F	0.074	F	0.591	77000	G
Lee Jackson Hwy	r direct County			1 70		070	0 70	0 70	•	0.07	•	0.001	77000	u
Les Jackson Llury	Fourty	SR 28 Dulles Airport	000/	10/	10/	00/	00/	00/		0.005	В	0.500	70000	
50 Lee Jackson Hwy	Fairfax County	3.18 <b>71000 G</b>	98%	1%	1%	0%	0%	0%	С	0.085	В	0.532	78000	G
~ · · · · · · · · · · · · · · · · · · ·	To: From:	SR 286 Fairfax County Pkwy			<u> </u>									
(50) Lee Jackson Hwy	Fairfax County	1.25 <b>71000 G</b>	98%	1%	1%	0%	0%	0%	F	0.077	F	0.531	78000	G
<u> </u>	To: From	29-608 West Ox Rd												
50 Lee Jackson Hwy	Fairfax County	1.14 <b>97000 G</b>	98%	1%	1%	0%	0%	0%	F	0.081	F	0.54	107000	G
<u> </u>	Tec	I-66			<b>—</b> —									
50 Lee Jackson Hwy	Fairfax County	0.82 <b>57000 G</b>	98%	1%	1%	0%	0%	0%	F	0.081	F	0.584	63000	G
	To	WCL Fairfax												
50 Lee Jackson Hwy	City of Fairfax	0.57 <b>32000 G</b>	98%	1%	1%	0%	0%	0%	F	0.077	F	0.616	35000	G
(30) 200 00010011 1111	only of ramax			1 70		070	0 / 0	0 70	•	0.077		0.010	00000	ŭ
Con Con Lea Highway	From From From From From From From From	US 29 S, Lee Highway	000/	0%		00/	00/	00/	F	0.000	F	0.544	40000	
50 29 Lee Highway	City of Fairfax	0.96 <b>37000 G</b>	99%	0%	0%	0%	0%	0%	г	0.083	F	0.541	40000	G
m m	To: From:	SR 123 Chain Bridge Rd												
(50) (29) Lee Highway	City of Fairfax	0.21 <b>35000 G</b>	99%	0%	0%	0%	0%	0%	F	0.075	F	0.629	38000	G
<del>*</del>	To: From	University Dr												
50 29 Lee Highway	City of Fairfax	0.59 <b>37000 G</b>	99%	0%	0%	0%	0%	0%	F	0.081	F	0.604	41000	G
$\bigcirc$	To: From:	Plantation Parkway			<u> </u>									
(50) (29) Lee Hwy	City of Fairfax		99%	0%	0%	0%	0%	0%	F	0.083	F	0.626	41000	G
	To	Draper Drive												
50 29 Lee Highway	City of Fairfax	0.28 <b>35000 G</b>	99%	0%	0%	0%	0%	0%	F	0.084	F	0.631	38000	G
(30) (29) 200 r ngay	only of ramax			0 70		070	0 / 0	0 70	•	0.001		0.001	00000	ŭ
Adjuston Dlud	City of Foirfox	US 29 N, Lee Highway 0.28 <b>32000 G</b>	98%	1%	1%	0%	0%	0%	F	0.080	F	0.543	35000	G
50 237 Arlington Blvd	City of Fairfax	0.28 <b>32000 G</b>	90%	170	170	0%	0%	0%	Г	0.060	Г	0.543	35000	G
~~	To: From:	SR 237 Pickett Rd			_									
(50) Arlington Blvd	City of Fairfax	0.03 <b>39000 N</b>	98%	1%	1%	0%	0%	0%	N	0.085	F	0.592	42000	N
<u> </u>	To: From	ECL Fairfax												
50 Arlington Blvd	Fairfax County	2.77 <b>39000 G</b>	98%	1%	1%	0%	0%	0%	F	0.085	F	0.592	42000	G
<u> </u>	To	I-495 Capital Beltway												
50 Arlington Blvd	Fairfax County	3.24 <b>51000 A</b>	99%	1%	1%	0%	0%	0%	С	0.081	Α	0.504	54000	Α
	Tool	SR 7 Leesburg Pike												
50 Arlington Blvd	Fairfax County		99%	1%	1%	0%	0%	0%	F	0.093	F	0.623	54000	G
30)	To	Arlington County Line	3070	. /0		0 /0	0 /0	0,0	•	0.500	•	0.020	2.000	<u>~</u>
	From	Fairfax County Line												
50 Arlington Blvd	Arlington County	2.03 <b>60000 F</b>	99%	1%	1%	0%	0%	0%	F	0.086	F	0.653	64000	F
$\smile$	To	SR 120 Glebe Rd												

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

		Filliary and interst	210 1100								1.		Б.		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	GD 120 GL1	D 1			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
50 Arlington Blvd	Arlington County	SR 120 Glebe 1.06 <b>65000</b>		99%	1%	1%	0%	0%	0%	F	0.083	F	0.576	69000	F
(50) Allington Biva	Annigion county			JJ 70	1 /0	1 /0	0 70	0 70	0 70	•	0.000	'	0.570	03000	'
Aulinatan Dhad	Adjustes County	SR 27 Washingto		99%	1%	10/	00/	0%	0%	F	0.09	F	0.571	64000	F
50 Arlington Blvd	Arlington County	1.93 60000 District of Columb	F in Line	99%	170	1%	0%	0%	0%	Г	0.09	Г	0.571	64000	Г
	From														
Famp to I-81 N at Exit 313	Frederick County	US 50 Millwood 0.28 <b>14000</b>	G	92%	1%	1%	1%	6%	0%	С	0.098	F		14000	G
50) Hamp to For IV at Exit ore	To:	I-81 North	<u> </u>	02 /0	1 70		1 /0	070	0 70	Ü	0.000	•		14000	ď
	From	US 50-E069B US 50-W069	D EDOM	DT 5											
(50) Ramp	Fairfax County	0.20 <b>40000</b>	G G	IKIJ							0.081	F		40000	G
(30)	To:	US 50-E069B US 50-W069		I RT 5							0.00	•		.0000	<u>.</u>
East	From:	US 50 Millwood Ave; Jo													
Ramp to I-81 S at Exit 313	Frederick County	0.24 <b>5800</b>	G	<i>D</i> 1							0.101	F		5800	G
	To:	I-81 South													
East	From:	US 50 TO RT 66	WEST												
(50) Ramp	Fairfax County	0.22 7700	G								0.118	F		7700	G
	Τα	I-66-W FROM RT	50 EAST												
East	From:	US 50 TO RT 66	EAST												
(50) Ramp	Fairfax County	0.31 <b>NA</b>				-					NA			NA	
	Tox	US 50-W069B US 50- 69	B FROM	RT 5											
East	From:	US 50 TO RT 495	SOUTH												
(50) Ramp	Fairfax County	0.23 <b>NA</b>									NA			NA	
$\sim$	To	29-650- 3A FROM RT 650 N	ORTH TO	) 495 SO											
East (50) Ramp	Fairfax County	0.23 <b>12000</b>	G								0.086	F		12000	G
50 hallip	Famax County	I-495-S051X FROM RT 50 EA		NGTON	R						0.000	Г		12000	G
F	From														
East 50 Ramp	Fairfax County	US 50 I-495-N051B TO & 0.22 <b>8600</b>	G FROM F	(1 49							0.077	F		8600	G
(50) Hamp	To:	I-495-N From RT									0.077	'		0000	u
West	From:	US 50 TO RT													
50 Ramp	Fairfax County	0.34 <b>6300</b>	G								0.111	F		6300	G
(30) (14.11)	To:	I-66-w From RT 5									0	•		0000	<u>.</u>
West	From	US 50 W, Lee Jack				<u> </u>									
(50) Ramp	Fairfax County	0.19 <b>6400</b>	G	98%	1%	1%	0%	0%	0%	F	0.083	F		7000	G
	To:	US 50 E Ramp to I													
West	From	US 50 TO RT 65000- GAI	LOWS R	ROAD											
So 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													
(50) Ramp	Fairfax County	0.15 <b>NA</b>									NA			NA	
	To:	US 50-W076C TO RT	495 NOR	ТН											

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

		Filliary and in	itorotato i	iouico											
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From	US 50-W076C T				2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
West 50 Ramp	Fairfax County		<u>0 k i 495 n</u> <b>NA</b>	OKTH							NA			NA	
(30)											107			10.	
West	110III.	29-6928- C FROM FAII			9										
(50) Ramp	Fairfax County		600 G								0.089	F		9600	G
<u> </u>	To:	-495-S051X FROM RT			IВ										
West	From:	US 50-W076B T		ORTH							NA			NIA	
(50) Ramp	Fairfax County	0.05 <b>N</b>	NA								NA			NA	
West	To: From:	29-6928- B FROM FA	AIRVIEW PA	RK DRIVE											
8 Ramp	Fairfax County	0.27 <b>15</b>	5000 G								0.09	F		15000	G
<u> </u>	То:	495-N FROM RT 50 WI	EST00- ARI	INGTON B	LV										
~~ ~~ ~~ ~~	From:		awen St												
(50) (522) (11) (522) Braddock St	City of Winchester		800 G		1%	1%	0%	0%	0%	F	0.088	F	0.601	6200	G
Combined Tra	ffic Estimates for 2 Parallel Roadways			98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	To: From:		dock St												
(50) (7) (522) Piccadilly St	City of Winchester		000 G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.624	8500	G
Combined Tra	ffic Estimates for 2 Parallel Roadways	on this Route: 95	500 G		0%	1%	0%	0%	0%	F	0.091	F	0.525	10000	G
	To:		eron St												
	From:		adilly St	000/	40/		00/	00/	00/	_	0.000	_	0.550	0000	_
50 11 522 Cameron St	City of Winchester		700 G		1%	1%	0%	0%	0%	-	0.092	F	0.559	8200	G
Combined Tra	ffic Estimates for 2 Parallel Roadways	on this Route: 14	1000 G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	To: From:		awen St	000/	40/		00/	00/	00/		0.004	_	0.545	2000	
50 (11) (522) Cameron St	City of Winchester	_	400 G		1%	1%	0%	0%	0%	С	0.091	F	0.545	6800	G
Combined Tra	ffic Estimates for 2 Parallel Roadways		B000 G illwood Ave	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	14000	G
	From														
<b>[</b> 1]	Pittsylvania County	,	Riverside Dr 700 N		0%	1%	0%	0%	0%	N	0.093	F	0.555	2900	N
(51)	- Rasyrvama Godiny			0070	0 70		070	0 70	0 70		0.000	•	0.000	2000	
51 Westover Dr	City of Danville		Danville <b>700 G</b>	98%	0%	1%	0%	0%	0%	F	0.093	F	0.555	2900	G
(51) Westover Dr	City of Darivine			30 /6	0 /0	1 /0	0 /6	0 /6	0 /6	'	0.093	1	0.555	2900	G
Mostover Dr	City of Dopyillo		perth Dr	000/	0%	10/	00/	00/	00/		0.000	_	0.577	6600	F
(51) Westover Dr	City of Danville	1.33 62	200 F	98%	υ%	1%	0%	0%	0%	С	0.092	F	0.577	6600	Г
	To: From:		Loop Rd	000/	001		001	001	061		0.000	_	0.547	0000	
(51) Westover Dr	City of Danville	0.70 81	100 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.547	8600	G
	To: From		k Ave			$\Box$						_			
(51) Westover Dr	City of Danville		400 G		0%	1%	0%	0%	0%	С	0.091	F	0.543	7800	G
	10:	•	Riverside Dr												
Farm Oan Hinkman	From:		lina State Lin		00/	10/	40/	40/	00/	0	0.000	_	0.575	7000	0
52 Fancy Gap Highway	Carroll County		900 G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.575	7300	G
	10.	17-691	Bear Trail												

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

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	17	-691 Bear Ti	rail 'rail												
Fancy Gap Highway	Carroll Cou	nty 5.01	4400	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.502	4600	G
<u> </u>	To: From:	SR 148	Chances Ci	reek Rd			$\neg$ $\vdash$									
52 Fancy Gap Highway	Carroll Cou	nty 0.09	3800	N	97%	0%	1%	1%	1%	0%	Ν	0.082	F	0.505	4000	Ν
$\bigcirc$	Τα		09 MN SR 1													
Fanay Can Highway	Carroll Cou	0.09 MN SI				00/	10/	10/	10/	00/	0	0.000	F	0.505	4000	G
52 Fancy Gap Highway	Carroli Coul	nty 4.72	3800	G	97%	0%	1%	1%	1%	0%	С	0.082	Г	0.505	4000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		-702 Stable				<u> </u>									
[52] Fancy Gap Highway	Carroll Cou	nty 0.28	4800	N	97%	0%	1%	1%	1%	0%	Ν	0.086	F	0.517	5000	N
<del></del>	To: From:		SCL Hillsvill	le												
52 Main St	Town of Hillsville (I	Maint: 17) 1.92	4800	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.505	5000	G
<u> </u>	To	US 5	58 West Stua	art Dr												
52 Main St	Town of Hillsville (I		2600	G	95%	0%	1%	2%	1%	0%	F	0.091	F	0.583	2800	G
	To:	·	NCL Hillsvill	10			—									
52 Poplar Camp Rd	From: Carroll Cou		2600	N	95%	0%	1%	2%	1%	0%	Ν	0.091	F	0.583	2800	N
(32)	T	•														
52 Poplar Camp Rd	From: Carroll Cou		5 Coon Ridge 1400	ge Road G	95%	0%	1%	2%	1%	0%	F	0.092	F	0.59	1500	G
[52] Poplar Camp Rd	Carroll Coul				95 /6	0 /6	1 /0	2/0	1 /0	0 /6	•	0.032	'	0.55	1300	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Coulson Ch							221					252	
52 Poplar Camp Rd	Carroll Cou		810	G	95%	0%	1%	2%	1%	0%	С	0.090	F	0.623	850	G
	From:		the County I													
52 Fort Chiswell Rd	Wythe Cou		2100	G	94%	1%	1%	2%	2%	0%	С	0.116	F	0.681	2100	G
	Too	-														
52 Fort Chiswell Rd	From: Wythe Coul		507 Castleton <b>2000</b>	n Ka G	94%	2%	1%	2%	2%	0%	С	0.115	F	0.656	2000	G
52 Fort Chiswell Rd	wythe Coul	,			34 /6	Z /0	1 /0	2 /0	2 /0	0 /6	O	0.113	'	0.050	2000	u
~ F + OI: # B !	To: From:		Major Grah		050/	40/		40/	40/	00/	_	0.000	_	0.04	0400	_
52 Fort Chiswell Rd	Wythe Cou	nty 5.12	3100	G	95%	1%	1%	1%	1%	0%	С	0.098	F	0.61	3100	G
~~~	To: From:		736 Apache													
52 Fort Chiswell Rd	Wythe Cou	nty 0.87	8500	G	95%	1%	1%	1%	1%	0%	F	0.091	F	0.589	8400	G
<u> </u>	To:	110.50	S I-81	11 D 1												
52 \ \( \) \( \) \( \) Ramp to I-81 S at			2 Fort Chisw 5100	G Ra								0.092	F		5100	G
52 Ramp to I-81 S at	Tx:	SR-00121(U)/IS-000			0052- 036	B(						0.032	'		3100	u
	From:	514-00121(0)/15-000	I-81	K)/ 05-0	0032- 030	ъ(										
(52) (81) (77) (11)	Wythe Coul	nty 2.31			S	ee I-81	for direc	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	Α	71%	1%	1%	1%	25%	2%	F	0.11	Α	0.531	51000	Α
	To	-	S I-81													
m = m	Fronv		US 11													
[52] <del>[81]</del> <del>[77]</del> [11]	Wythe Cour	•		_								es for this	_			_
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	71%	1%	1%	1%	25%	2%	С	0.106	В	0.540	51000	G
	To		F-43													

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

Jurisdictic	n Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
From	<u> </u>					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Town of Wytheville	(Maint: 98) 0.93	03 11		S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	s sea	ment.		
•	,	54000	G											51000	G
To:				7170	1 /0	$\overrightarrow{1}$	1 70	2070	270	O	0.100		0.040	01000	ď
Front	:	US 11													
Town of Wytheville	(Maint: 98) 1.29			S	ee I-81	for dire	ctional t	traffic vo	lume es	timate	es for this	s seg	ment.		
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.531	48000	Α
Tax															
From: Town of Wytheville	(Maint: 98) 1 99	03 11		S	ee I-81	for dire	ctional t	raffic vo	lume es	timat	es for this	s sea	ment		
•	'	22000	^									Ū		21000	۸
Combined Traine Estimates for 2 Parallel				1970	1 70	170	170	1770	1 70	Г	0.104	A	0.514	31000	Α
From:	1-,		ille												
70 to US 21; US 58 Town of Wytheville	(Maint: 98) 0.27			S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	s seg	ment.		
To:	IS-00081-S(B)/IS-00	0081-S070	A(R)/TO									ŭ			
Fron:															
Town of Wyth	neville 1.89	2700	G	98%	0%	1%	1%	1%	0%	С	0.095	F	0.555	2900	G
To	W	CL Wythey	ville			$\neg$ $\vdash$									
Wythe Cou				93%	1%	2%	3%	1%	0%	С	0.103	F	0.556	1300	C
-					. , ,		0,0	. , ,	0,0	Ū	01.00	•	0.000	.000	
Front				040/	00/		F0/	00/	00/		0.44		0.570	050	
wythe Coul				91%	0%	2%	5%	2%	0%	C	0.11	г	0.570	950	G
From:															
Bland Cour				85%	1%	3%	3%	8%	0%	С	0.135	F	0.571	170	G
2.4				0070	. , ,		0,0	0,0	0,0	Ū	01.00	•	0.07		
From:				2221					221	_				4000	
Bland Cour	nty 3.97	2000	G	96%	1%	1%	1%	1%	0%	C	0.125	F	0.707	1900	G
To:	I-77 W	est of Bla	nd C.H.												
Bland Cour	nty 0.91	5000	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.551	4900	G
To	SR	42 Bland (	СН			$\neg$ $\vdash$									
Bland Cour				97%	1%	1%	1%	0%	0%	С	0.115	F	0.508	1200	G
							.,.			-		-			
From				070/	10/	10/	10/	10/	00/		0.100		0.000	1000	_
Bland Cour	nty 2.05	1600	G	97%	1%	1%	1%	1%	0%	C	0.123	г	0.638	1600	G
To: From:	10-666	Indian Vill	age Trail												
Bland Cour	nty 6.14	530	G	93%	0%	2%	3%	2%	0%	С	0.128	F	0.581	530	C
To:				y											
From												_			
Bland Cour	nty 0.06	530	N	93%	0%	2%	3%	2%	0%	N	0.128	F	0.581	530	Ν
To:	<u>I</u> -77 W	est of Roc	ky Gap												
Hwy Bland Cour		2200	G	94%	1%	1%	3%	1%	0%	С	0.132	F	0.541	2200	G
	97.6		1 77												
Torr															
Too. From: Bland Cour		Wolf Cree	G Hwy	96%	1%	2%	1%	1%	0%	С	0.121	F	0.63	930	G
	Town of Wytheville Combined Traffic Estimates for 2 Parallel Town of Wytheville Combined Traffic Estimates for 2 Parallel Town of Wytheville Combined Traffic Estimates for 2 Parallel Town of Wytheville Combined Traffic Estimates for 2 Parallel Town of Wytheville Town of Wytheville Town of Wytheville Wythe Cou  Bland Coul	Town of Wytheville (Maint: 98)   0.93	Town of Wytheville (Maint: 98)   0.93	Town of Wytheville (Maint: 98)   0.93   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   54000   G	Town of Wytheville   Roadways on this Route:   S4000   G   71%	Town of Wytheville (Maint: 98)   0.93   See  -81	Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   S4000   G   71%   1%   1%   1%   1%   1%   1%   1	Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   State   Second   Second	Surface   Surf	Town of Wytheville (Maint: 98)   0.93   See   -81 for directional traffic volume es	Second   S	Substitution	Second   S	Survision   Companies   Comp	Second Process

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

Route	Jurisdictio	on Leng	th <b>AADT</b>	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
52 598 Ramp	Front Bland Coul To:		52 North Sceni 520  I-77 North	G Hwy								0.123	F		520	G
(52) (77) (5 <u>2</u> )	Bland Cour Combined Traffic Estimates for 2 Parallel	•		G		ee I-77 1	for dire	ectional tr	affic vo	olume es		es for this		nent. 0.5	25000	G
52 77 52	West Virginia (M Combined Traffic Estimates for 2 Parallel	aint: 10) 0.50 Roadways on this Rout		G	75%	ee I-77 1	for dire	ectional tr	raffic vo			es for this	_	nent. 0.5	25000	G
52 Ramp to I-81 N at Exit 80	0 Wythe Cou	nty 0.15	US 52; SR 12		1							0.076	F		4200	G
(52) Ramp to I-81 S at Exit 80	0 Wythe Cou	nty 0.16	US 52; SR 12 5 <b>5100</b> I-81 S	<b>G</b>								0.092	F		5100	G
(52) Ramp to I-81 N at Exit 70	Town of Wytheville	(Maint: 98) 0.15	US 21; US 5 4300 I-81 N	8 <b>G</b>								0.092	F		4300	G
(52) Ramp to I-81 S at Exit 70	Town of Wytheville	(Maint: 98) 0.16	US 21; US 5 <b>2000</b> I-81 S	8 <b>G</b>								0.089	F		2000	G
52 Ramp	Bland Coul To:		52 South Sceni 4 <b>1600</b> I-77 South	G Hwy								0.1	F		1600	G
52 Ramp	Bland Coul To:	nty 0.24	52 South Sceni 4 <b>950</b> I-77 North	G Hwy								0.115	F		950	G
(52) Ramp	Bland Coul To:		2 Clear Fork Cr 3 <b>650</b> I-77 South	G G	93%	0%	2%	3%	2%	0%	F	0.132	F		670	G
52 Ramp	Bland Coul To:	nty 0.16	2 Clear Fork Cr 6 <b>460</b> I-77 North	G G	У							0.113	F		460	G
52 777 Ramp	From: Bland Coui To From:		8 E River Mou	ıntain Ro		ee I-77	for dire	ectional tr	affic vo	olume es	timate	es for this	segr	nent.		
<b>52 77 52</b>	Bland Cour Combined Traffic Estimates for 2 Parallel	Roadways on this Rout		<b>G</b>	Se 75%	ee I-77 1%	for dire	ectional tr 1%	affic vo 21%	olume es 1%		es for this		nent. 0.511	25000	G

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

Davida	1. 1. 10. 11			\	-		Tru	ck			K	<b>C</b> 1/	Dir	A A14/DT	
Route	Jurisdiction	Length	AADT C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
~ ~ ~	From:		'irginia State L												
[5 <sub>2</sub> ] (77) (52)	West Virginia (Maint: 10			S	See I-77	for dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel Roadwa	•		<b>G</b> 75%	1%	1%	1%	21%	1%	F	0.074	F	0.511	25000	
	Tα	End of Tu	ınnel, West Vii	rginia											
	From:	SR 20	O Scottsville Re												
53) Thomas Jefferson Pkwy	Albemarle County	1.75	11000	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.112	F	0.816	11000	
<u> </u>	To: Group		Monticello			$\neg$ $\vdash$									
53 Thomas Jefferson Pkwy	Albemarle County	1.42	9600	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.122	F	0.899	9400	
<u> </u>	To	02 705 I	ames Monroe I	Olawa											
53 Thomas Jefferson Pkwy	From: L Albemarle County	2.56		G 99%	0%	1%	0%	0%	0%	С	0.135	F	0.911	5900	
53) Momae concreti i iii,	Albertane equity			<b>u</b> 0070	0 70		070	0 70	070	Ū	0.100	•	0.011	0000	
The same of Leffer and Discour.	Alle are alle		729 Milton Rd	000/	00/	10/	00/	00/	00/		0.400		0.040	0000	
Thomas Jefferson Pkwy	Albemarle County	3.78		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.106	F	0.916	8900	
	From:		nna County Lir arle County Li												
53) Thomas Jefferson Parkwa	ay Fluvanna County	5.49		G 99%	0%	1%	0%	0%	0%	F	0.108	F	0.684	7600	
93)	.,						• / •			-		-			
Therese Jefferson Berling	Flore County		Ruritan Lake		00/	10/	00/	00/	00/		0.100	F	0.004	4000	
53) Thomas Jefferson Parkwa	ay Fluvanna County	3.32	<b>4900</b> US 15	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.108	г	0.684	4900	
West Patrial Harm Pd	From:		Stanleys Corn		00/	10/	00/	10/	00/	_	0.101	_	0.701	4000	
West Patrick Henry Rd	Hanover County	3.71	4000	<b>G</b> 96%	2%	1%	0%	1%	0%	F	0.101	F	0.781	4000	
	To: From:		Scotchtown Ro	oad											
54) West Patrick Henry Rd	Hanover County	5.01	5000	<b>G</b> 96%	2%	1%	0%	1%	0%	С	0.117	F	0.853	5000	
<u> </u>	To	42-687	Yankeetown R	oad											
54) West Patrick Henry Rd	Hanover County	1.71	8000	<b>G</b> 96%	2%	1%	0%	1%	0%	F	0.116	F	0.579	8000	
	To	N	CL Ashland												
54) Thompson St	From: Town of Ashland	0.96		<b>G</b> 97%	2%	1%	0%	0%	0%	С	0.109	F	0.56	8800	
54) Mempeen St	To:		Dewey St	<b>u</b> 0, 70		Ť	070	0 70	070	Ū	0.100	•	0.00	0000	
	From:		Dewy Street												
54) Thompson St	Town of Ashland	0.50	8500	<b>G</b> 97%	2%	1%	0%	0%	0%	F	0.095	F	0.604	9000	
<u> </u>	To	H	lanover Ave												
54) England St	Town of Ashland	0.56		<b>G</b> 97%	2%	1%	0%	0%	0%	F	0.088	F	0.593	15000	
	Tee -														
54) England St	Town of Ashland	0.59	Washington Hv 25000	wy <b>G</b> 90%	1%	1%	1%	7%	0%	С	0.084	F	0.541	26000	
England St	TOWN OF ASTRIANCE	0.59		G 90%	I 70	1 70	I 70	1 70	U-76	U	0.004	Г	0.541	20000	
	To: From:		I-95									_			
54) East Patrick Henry Rd	Town of Ashland	0.81	6000	<b>G</b> 90%	1%	1%	1%	7%	0%	F	0.096	F	0.611	6400	
~	To:	E	CL Ashland			$\Box$ $\vdash$									
54) East Patrick Henry Rd	Hanover County	4.82		<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.093	F	0.624	4300	
$\mathcal{L}$	To:	US 301 H	anover Court I	House											

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

Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
C Barrer	From:		Ramp Merge	_								0.400	_		1000	_
54) Ramp	Hanover County	0.11	<b>9100</b> I-95 South	F			1					0.103	F		1200	G
	From															
(54) Ramp	Hanover County	0.24	Ramp Merge 2800	F								0.096	F		2300	(
54) Hamp	To:		I-95 North	•								0.000	•		2000	`
East	From		54 TO RT 95				l									
54) Ramp	Hanover County	0.05		G								0.092	F		9900	(
3.7	To:	SR 54-V	W013A JB-42													
East	From	SR	54 TO RT 95	i												
54) Ramp	Hanover County	0.03		G								0.093	F		3800	(
3.)	To:	SR 54-W013E	3 SR 54- 13B	JB-42	FRO											
Vest	From:	SR 54 T	O AND FROM	M RT												
54) Ramp	Hanover County	0.03	990	G								0.118	F		990	(
	To:	SR 54- 13A S	R 54-E013A J	JB-42 I	FRO											
Vest	From:	SR	54 TO RT 95	;												
54) Ramp	Hanover County	0.02	360	G								0.126	F		360	(
<u> </u>	Τo:	SR 54- 13B S	R 54-E013B J	IB-42 I	ŦRO											
	From:	West V	Virginia State I	Line												
55) 48 Wardensville Pike	Frederick County	4.83	2900	Α	94%	1%	1%	0%	4%	0%	С	0.147	Α	0.759	2500	1
	To	34	-600 Pifer Rd													
55) (48) Wardensville Pike	Frederick County	0.70		G	94%	1%	1%	0%	4%	0%	F	0.093	F	0.707	3900	(
	To:	Shenan	doah County l	Line												
$\supset \sim$	From:		rick County Li													
55) (48) John Marshall Hwy	Shenandoah County	y 4.90	5100	G	94%	1%	1%	0%	4%	0%	F	0.086	F	0.697	4400	(
<u> </u>	To: From:	85-628	B Lebanon Chu	ırch												
55) (48) John Marshall Hwy	Shenandoah County	y 3.80	6600	G	94%	1%	1%	0%	4%	0%	F	0.086	F	0.672	5700	(
	To:		I-81													
55 John Marshall Hwy	Shenandoah County	y 1.02		G	96%	1%	1%	1%	2%	0%	F	0.094	F	0.596	4700	(
	To:	W	CL Strasburg													
55 John Marshall Hwy	Town of Strasburg (Main			G	96%	1%	1%	1%	2%	0%	С	0.088	F	0.560	3700	(
33)	To:		W, Massanutte					.,.	_,-	- , -	_		-			
	From:	US 11	1 Massanutten	St												
55) (11) N Massanutten St	Town of Strasburg (Main	nt: 85) 0.23	12000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.532	13000	(
$\smile \smile$	To:		1 Massanutten													
55) King St	Town of Strasburg (Main		E, Massanutte 6400	G St	97%	0%	1%	0%	2%	0%	С	0.095	F	0.532	6800	(
55 King St	Hown of Strasburg (Main	ii. 00) 0.00		u	31 /0	U /0	1 /0	U /0	<u>~</u> /0	U /0	J	0.033	•	0.002	0000	
	From	1. OF) 0.50	Eberly St		0701	001		001	00′	061		0.404		0.570	4400	
55) Front Royal Rd	Town of Strasburg (Main	nt: 85) 0.58	3900	G	97%	0%	1%	0%	2%	0%	F	0.101	F	0.576	4100	(
	To: From:		CL Strasburg													
(55) Front Royal Rd	Shenandoah County	y 0.99	4000	G	98%	0%	1%	0%	0%	0%	С	0.102	F	0.538	4100	(
$\smile$	To:	War	ren County Lir	ne												

4/15/2020

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		ndoah County	Line												
55) Strasburg Rd	Warren Cou	unty 4.91	4000	N	98%	0%	1%	0%	0%	0%	Ν	0.102	F	0.538	4100	N
<u>~</u>	To: From:	93-0	626 Andrews	Rd												
Strasburg Rd	Warren Cou	inty 2.30	6600	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.653	7000	G
<u> </u>	To	W	CL Front Roy	al												
Strasburg Rd	Town of Front		9800	G	98%	0%	1%	1%	0%	0%	С	0.093	F	0.629	10000	G
	Tα	US 340, U	S 522 Shenan	doah A	ve											
Chanandash /	From:	0.45	US 522		000/	10/	10/	10/	10/	00/	N.I	0.001	_	0.500	00000	N.
55 522 340 Shenandoah A	Ave Warren Cou	unty 0.45	30000	N	96%	1%	1%	1%	1%	0%	N	0.091	F	0.523	32000	N
¬~~~	To: From:		L Front Roya				<u> </u>									
(55) $(522)$ $(340)$ Shenandoah A	Ave Town of Front	Royal 0.34	30000	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.523	32000	G
<del>~ ~ ~</del>	To:	C1	14 ST henandoah Av	· Α												
55) (522) (340) 14th St	Town of Front		24000	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.504	25000	G
33) (322) (340)	To:		orth Royal Av													
¬ ~~~	From:		14TH ST													
(52) $(340)$ North Royal A	ve Town of Front	Royal 0.35	24000	G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.505	26000	G
<i>&gt;</i>	To: From:	U	S 522; US 34	0												
North Royal Ave	Town of Front	Royal 0.25	12000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.542	13000	G
	Tœ		6th St													
North Royal Ave	Town of Front	Royal 0.57	15000	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.509	16000	G
	To:	,	E Main St													
55) (340) South Royal Ave	Town of Front	Royal 0.40	13000	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.544	14000	G
340) 340	To:		S 340; South S		0070	. , 0		0,0	0 70	0 / 0	Ū	0.000	•	0.0		-
	From	US 3	340, S Royal A	Ave												
55) South St	Town of Front	Royal 0.54	13000	G	97%	1%	1%	1%	1%	0%	С	0.085	F	0.553	14000	G
<u> </u>	To:	US 522	2, S Commerc	e Ave			_									
John Marshall Hwy	Town of Front	Royal 1.72	12000	G	97%	1%	1%	0%	1%	0%	С	0.09	F	0.652	13000	G
<i>J</i>	Tœ	FC	CL Front Roya	a1												
John Marshall Hwy	Warren Cou	L	11000	G	97%	1%	1%	0%	1%	0%	С	0.092	F	0.698	12000	G
,	To:		Annla Mayate	ain Dal												
John Marshall Hwy	From: Warren Cou		Apple Mounta 4000	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.554	4300	G
55) OOM Warshall Tiwy	To:		quier County I		30 78	1 /0		0 70	0 /0	0 70	O	0.000	•	0.554	4000	G
	From:		rren County L													
55) John Marshall Hwy	Fauquier Co	unty 8.91	870	F	97%	0%	1%	1%	1%	0%	С	0.130	F	0.75	860	F
<u> </u>	Tor		17 Winchester													
55) 17 Winchester Rd	Fauquier Co		South of Dela	•	0/10/	1%	10/	00/	10/	00/	F	0.080	E	0.506	10000	G
/ ( )		•	10000	G	94%	170	1%	0%	4%	0%	Г		r	0.596	10000	G
(	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle \mathrm{To.}}$	noadways on this Houte:	10000 I-66	G								0.079	F	0.591	NA	
	From:	2US 17-P US	1-00 S 17-S225B T	O I- 66	EAS											
55) (17) Ramp	Fauquier Co	·				e US 1	7 for dir	ectional	traffic v	olume e	stima	tes for th	is seg	gment.		
	To:		OM RT US 1	7 SOU									`			

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

Route	Jurisdiction	n Longth	AADT		4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	- 014
noute	Julisuiciloi	Lengui		QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QV
	Fauquier Cou	unty 3.36	US 17		0	00   66 f	or dire	ctional tr	offic vo	luma oo	timata	o for this		mont		
55 66 (17)	Combined Traffic Estimates for 2 Parallel I	•	50000		91%				6%		ııııaı		_		40000	
	Combined Trainc Estimates for 2 Parallel I			<b>A</b>	91%	1%	1%	1%	0%	0%	Г	0.099	Α	0.656	48000	Α
	From:	I-66-E TO RT	S 17 Free S		пти											
55) (66) Ramp	ا Fauguier Cou		JJ EAST (	X /21 30		ee I-66 f	or dire	ctional tr	affic vo	lume es	timate	es for this	s sea	ment		
55) (66) Hamp	Tauquici Oot		17 North of	Morchal		CC 1 00 1		Cilonai ii	and vo	iunic cs	iiiiai	23 101 1111	s scg	mont.		
Bus	From:		17 West of													
55) (17) Free State Rd	Fauquier Cou		6000	N	96%	0%	1%	1%	2%	0%	Ν	0.091	F	0.618	6200	Ν
33) (17)	F															
Bus	To: From:	FR	185 Grove	Lane												
55) (17) John Marshal Hwy	Fauquier Cou	unty 0.71	6000	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.618	6200	G
	· r															
Main Ct Foot	From:		US 17 Mai		000/	0%	10/	10/	00/	00/	С	0.000		0.000	F 400	
55) Main St East	Fauquier Cou	unty 2.04	5200	G	96%	0%	1%	1%	2%	0%	C	0.088	F	0.628	5400	G
<u> </u>	To: From:	30-709	Belvoir Rd;	Zulla Rd												
55) John Marshall Hwy	Fauquier Cou	unty 2.15	2400	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.657	2500	G
	To	W	CL The Die													
Main Ct	From: Town of The Plains		CL The Pla 2400		96%	0%	10/	10/	2%	0%	N.I.	0.000		0.6E7	2500	
55) Main St	rown of the Plains	(Maint: 30) 0.32	2400	N	96%	0%	1%	1%	2%	0%	N	0.092	F	0.657	2500	Ν
<u>~</u>	To: From:	SR 2	245 Fauquie	r Ave												
55) Main St	Town of The Plains	(Maint: 30) 0.22	2000	G	97%	0%	1%	1%	1%	0%	С	0.105	F	0.546	2100	G
	To	T	CL The Pla													
55 John Marshall Hwy	From: Fauquier Cou		2000	ns N	97%	0%	1%	1%	1%	0%	N	0.105	F	0.546	2100	Ν
55 John Marshall Hwy	Fauquiei Cot	•			9770	076	1 70	1 70	170	0%	IN	0.105	Г	0.546	2100	IV
	From:		William County													
55 John Marshall Hwy	L Prince William 0		8000	F	97%	0%	1%	1%	1%	0%	F	0.104	F	0.753	7900	F
55 John Marshall Twy	Timee William	50unty 0.70	0000		31 70	0 70	1 /0	1 /0	1 /0	0 70		0.104	•	0.750	7 300	
	To: From:		lames Madi	son Hwy												
<sub>55</sub> ) John Marshall Hwy	Prince William (	County 0.01	14000	N	98%	0%	1%	0%	0%	0%	Ν	0.089	F	0.558	15000	N
$\smile$	To:	W	CL Haymar	·ket			$\neg$ _									
55) Washington St	Town of Haymarket		14000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.543	15000	G
55) Washington St	- Town or naymarket				0070	0 70	. , ,	0 70	070	0 / 0	•	0.000	•	0.010	10000	·
	To: From:		5 Old Carol				—├						_			
<sub>55</sub> ) Washington St	Town of Haymarket	(Maint: 76) 0.41	11000	F	98%	0%	1%	0%	0%	0%	С	0.089	F	0.543	11000	F
$\smile$	To:	F	CL Haymar	ket												
55 John Marshall Hwy	Prince William (		11000	N	98%	0%	1%	0%	0%	0%	Ν	0.089	F	0.543	11000	Ν
55) com marchan rmy	To:	•	29 Lee High		0070	0 70	Ť	0 70	070	0 / 0	• • •	0.000	•	0.010	11000	•
																_
	From		John Marsh									0.070	_		0.400	_
55) Ramp to I-81 S at Exit 29	96 Shenandoah C	ounty 0.20	2400	G								0.076	F		2400	G
<u> </u>	To		I-81 South													
	From:	<u>S</u> R 55	John Marsh	all Hwy												
55) Ramp to I-81 N at Exit 2	96 Shenandoah C	ounty 0.24	2800	G								0.114	F		2800	G
	To:	-	I-81 North													

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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	QK	Dir	AAWDT	Q١
	From:	SR 55 Free State Rd			ZAXIE	3+Axie	TTrail	ZTraii		Factor		Factor		
Ramp	Fauquier County	0.17 <b>1800 G</b>								0.125	F		1800	(
39)	To:	I-66 East												
Bus	From:	SR 55 I-66-W027A FROM & TO	RT 66											
55) (17) (55) Ramp	Fauquier County	0.17 <b>750 G</b>								0.138	F		750	
	To:	I-66 West												
Bus	From:	I-66-W FROM RT 55 EAST & V	VEST											
55) (55) (17) Ramp	Fauquier County	0.17 <b>750 G</b>								0.138	F		750	
	To:	SR 55 I-66-W027A FROM & TO	RT 66											
	From:	US 11 Steeles Tavern												
56) Tye River Turnpike	Augusta County	0.17 <b>1200 F</b>	96%	1%	2%	1%	0%	0%	С	0.108	F	0.534	1200	
<u> </u>	To:	Rockbridge County Line												
	From:	Augusta County Line	000/	00/		40/	00/	00/	_	0.400	_	0.554	4400	
Tye River Turnpike	Rockbridge County	1.52 <b>1200 F</b>	96%	0%	2%	1%	0%	0%	С	0.102	F	0.551	1100	
	To: From:	81-608 Vesuvius												
<sub>56</sub> ) Tye River Turnpike	Rockbridge County	3.74 <b>450 F</b>	97%	0%	1%	1%	0%	0%	С	0.125	F	0.517	440	
<u> </u>	To: From:	Nelson County Line												
Crabtree Falls Hwy	Nelson County	Rockbridge County Line 8.65 <b>240 G</b>	95%	2%	2%	1%	1%	0%	С	0.148	F	0.657	250	
Crabtree Falls Hwy	Nelson County		93 /6	2/0	Z /0	1 /0	1 /0	0 /6	C	0.140	'	0.037	230	
	To- From:	62-687 Nash					0-1					2 2 4 =	=	
Crabtree Falls Hwy	Nelson County	7.65 <b>700 G</b>	95%	1%	1%	1%	2%	0%	F	0.121	F	0.617	710	
	To: From:	62-680 Massies Mill												
56) Crabtree Falls Hwy	Nelson County	1.96 <b>1000 G</b>	95%	1%	1%	1%	2%	0%	С	0.096	F	0.547	1000	
<u> </u>	To: From:	SR 151 South of Roseland												
56) (151) Patrick Henry Hwy	Nelson County	2.56 <b>1800 G</b>	94%	1%	2%	2%	2%	0%	С	0.102	F	0.525	1700	
	To	SR 151 North of Piney Rive	r											
56) Ty Branch Hwy	Nelson County	0.20 <b>400 G</b>	94%	1%	1%	1%	2%	0%	F	0.114	F	0.693	400	
50) 1, =13	T-					.,.	_,-	- , -	•		-			
	Nelson County	SR 151 Y North of Piney Riv 4.83 <b>1400 G</b>	er 94%	1%	1%	1%	2%	0%	С	0.113	F	0.712	1400	
56)	Nelson County		34 /6	1 /0	1 /6	1 /0	2 /0	0 /6	O	0.115	'	0.712	1400	
¬ ~	To: From:	US 29 Near Colleen	2221										40000	
56 (29) Thomas Nelson Hwy	Nelson County	4.28 <b>17000 G</b>	90%	1%	1%	1%	7%	0%	F	0.083	F	0.593	16000	
Bus	To: From:	US 29 South of Lovingston												
56) 29 Front Rd	Nelson County	0.30 <b>3200 G</b>	97%	1%	1%	0%	1%	0%	С	0.1	F	0.588	3200	
30) (23)	T-							- , -	_	• • •				
56 ) James River Rd	Nelson County	BUS US 29 Lovingston 3.79 <b>2300 G</b>	97%	0%	1%	1%	1%	0%	С	0.107	F	0.675	2400	
James River Rd	Neison County		3170	U 70	1 70	1 70	1 70	U 70	U	0.107	ı-	0.075	2400	
	To: From	62-639 Craigtown Rd					46:	26:				. =	0	
56 James River Rd	Nelson County	8.03 <b>950 G</b>	97%	0%	1%	1%	1%	0%	F	0.105	F	0.726	950	
<u>~</u>	To: From:	62-626 James River Rd 62-626 Union Dr and Cabell I	0.4											
56 James River Rd	Nelson County	2.72 <b>310 G</b>	94%	0%	2%	1%	3%	0%	С	0.111	F	0.633	310	
56) James River Rd	To:	Buckingham County Line	0 170	0 /0	$\vec{-}$	. 70	J /0	J /0	9	0.711	•	0.000	010	

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

Doute	12.000 - 00.000 - 0	Lawath AART C	4.7	D		Tru	ıck		-00	K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:	Nelson County Line	0==:			061	061	001	_	0.40=	_	0.01		
56 James River Hwy	Buckingham County	2.65 <b>370 G</b>	95%	0%	2%	0%	2%	0%	С	0.127	F	0.61	360	(
$\overline{}$	To: From:	14-604 Meadow Creek R												
56) James River Hwy	Buckingham County	7.82 <b>1900 F</b>	95%	0%	2%	0%	2%	0%	F	0.096	F	0.568	1800	
<u> </u>	To:	US 60 Dentons Corner												
	From	SR 8 Woolwine Hwy												
<sub>57</sub> ) Fairystone Park Hwy	Patrick County	7.88 <b>2000 G</b>	95%	1%	1%	1%	2%	0%	С	0.096	F	0.553	2100	
<u> </u>	To:	SR 346 Fairy Stone State F												
- Fair vatana Bark Huny	Patrick County	SR 346 Fairystone Lake I 2.98 <b>2800 G</b>		1%	1%	1%	2%	0%	F	0.091	F	0.584	2800	
57) Fairystone Park Hwy	Tailick County	Henry County Line	95%	1 70	170	1 70	∠70	0%	Г	0.091	Г	0.564	2000	
	From	Patrick County Line												
57) Fairystone Park Hwy	Henry County	3.77 <b>4800 G</b>	98%	1%	1%	0%	1%	0%	F	0.102	F	0.666	5100	
,	Tor	44.004 W + D												
57) Fairystone Park Hwy	Henry County	44-904 Krontz Dr 2.09 <b>6600 G</b>	98%	1%	1%	0%	1%	0%	С	0.102	F	0.681	7000	
57 Fairystone Park Hwy	Tierry County	2.09 <b>6000 G</b>	90 /6	1 /0	1 /0	0 /6	1 /0	0 /6	C	0.102	'	0.001	7000	
	To: From:	Alt SR 57 Riverside Dr												
57) Fairystone Park Hwy	Henry County	2.83 <b>6400 G</b>	97%	1%	1%	0%	1%	0%	С	0.091	F	0.610	6800	
<u> </u>	To: From:	44-903 Henry St; Riverside	Dr											
57) Fairystone Park Hwy	Henry County	1.01 <b>12000 G</b>	97%	1%	1%	0%	1%	0%	F	0.091	F	0.579	12000	
$\smile$	To:	US 220 Virginia Ave												
	From:	US 220 Bassett Forks	2021					221	_		_			
57) (220) William F Stone Hwy	Henry County	0.77 <b>16000 G</b>	82%	1%	1%	1%	14%	2%	F	0.088	F	0.559	16000	
	From	US 220 South of Bassett Fo US 220 William F Stone H												
57) Appalachian Dr	Henry County	1.68 <b>2000 G</b>		1%	1%	1%	3%	0%	С	0.105	F	0.541	2200	
37) / ippaidollial 21	- Termy county			170		1 70	0,0	0 70	Ü	0.100	•	0.011	2200	
Associated Do	From	44-609 Daniels Creek Ro		00/	10/	00/	00/	00/		0.407	_	0.000	7000	
57) Appalachian Dr	Henry County	2.00 <b>6800 G</b>	98%	0%	1%	0%	0%	0%	С	0.107	F	0.608	7200	
	To: From:	44-667 Koehler Rd												
<sub>57</sub> ) Fayette St	City of Martinsville	1.34 <b>3100 G</b>	99%	1%	0%	0%	0%	0%	F	0.111	F	0.572	3400	
$\sim$	To:	Pine Hall Rd												
57) Fayette St	City of Martinsville	0.34 <b>3700 G</b>	99%	1%	0%	0%	0%	0%	С	0.106	F	0.554	4000	
3.)	To	US 220 Memorial Blvd												
Bus	From													
57) (220) Memorial Blvd	City of Martinsville	0.85 <b>11000 G</b>	97%	1%	1%	0%	2%	0%	С	0.086	F	0.525	12000	
	To	Broad St												
Bus Momorial Blvd	City of Martinsville		070/	10/	10/	09/	20/	00/	F	0.005	F	0.655	16000	
57 (220) Memorial Blvd	Gity of Martinsville	0.25 <b>15000 G</b>	97%	1%	1%	0%	2%	0%	Г	0.085	г	0.555	16000	
Bus	To: From:	US 58; BUS US 220												
57) 58 Starling Ave	City of Martinsville	0.85 <b>8700 G</b>	98%	1%	1%	0%	0%	0%	С	0.085	F	0.521	9300	
	To				<del></del> i				-					
Bus	To: From:	Mulberry Rd												
57) (58) Starling Ave	City of Martinsville	0.15 <b>7500 G</b>	98%	1%	1%	0%	0%	0%	F	0.086	F	0.542	8000	
	To:	Church St												

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

				·-·	_		Tru	ıck			K	0:1	Dir		<u> </u>
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		rling Ave												_
(57) (58) Church St	City of Martinsville	0.10	8900 G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.595	9500	G
Bus	To- From	Chur	rch St Ext												
57) 58 Church St	City of Martinsville	0.28	8700 G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.635	9300	G
	To	F	airy St												
Bus (57) (58) E Church Rd	City of Martinsville		9000 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.615	9600	G
[57] [58] E Church Rd	City of ivial tinsvine			30 /6	1 /0	1 /6	0 /6	0 /6	0 /6	'	0.007	'	0.013	3000	ч
Bus	From:	Broo	okdale St												
(57) (58) E Church Rd	City of Martinsville	0.13 <b>1</b>	2000 G	98%	1%	1%	0%	1%	0%	F	0.078	F	0.583	13000	G
Bus	To- From:	Но	ooker St												
57) 58 E Church Rd	City of Martinsville	0.77 <b>1</b>	5000 G	98%	1%	1%	0%	1%	0%	С	0.084	F	0.583	16000	G
	To	ECL N	Martinsville												
Bus	From:			000/	00/		00/	40/	00/	_	0.400		0.007	4.4000	
57 (58) A L Philpott Hwy	Henry County		<b>3000 A</b> US 58	98%	0%	0%	0%	1%	0%	С	0.102	Α	0.627	14000	Α
	Fron:		L Phillpott Hwy												
57) Chatham Rd	Henry County	9.82	3400 G	96%	1%	1%	0%	2%	0%	С	0.11	F	0.665	3300	G
$\overline{}$	To	44-647 Moi	untain Valley Ro	1											
57 Chatham Rd	Henry County		2100 G	93%	1%	1%	1%	4%	0%	С	0.109	F	0.583	2000	G
	To:	Pittsylvan	nia County Line												
	From		County Line							_		_			_
57 Callands Rd	Pittsylvania County	4.95 1	1700 G	90%	1%	1%	1%	7%	0%	С	0.099	F	0.627	1700	G
	To: From:		Franklin Tpke												
(57) Callands Rd	Pittsylvania County	3.24	2100 G	90%	1%	2%	1%	6%	0%	С	0.097	F	0.578	2100	G
<u> </u>	To: From:	71-750 Green Po	ond Rd; Strawbe	rry Rd											
(57) Callands Rd	Pittsylvania County	3.97 1	1700 G	90%	1%	2%	1%	7%	0%	С	0.100	F	0.523	1700	G
	To: Front	71-799	9 Climax Rd			$\neg$ $\vdash$									
(57) Callands Rd	Pittsylvania County	3.94	2600 G	94%	1%	1%	1%	4%	0%	С	0.097	F	0.557	2500	G
$\smile$	To	71-1428 E,	, Moses Mill Rd			$ \vdash$									
57 Callands Rd	Pittsylvania County		3800 G	90%	1%	2%	1%	6%	0%	F	0.090	F	0.615	3800	G
	To	WCI	L Chatham												
57 Depot St	Town of Chatham (Maint: 71)		3800 N	90%	1%	2%	1%	6%	0%	Ν	0.090	F	0.615	3800	Ν
	To:	Bus US 29	9 N, S Main St												
Bus	From:		IS US 29												
57 (29) S Main St	Town of Chatham (Maint: 71)		5900 N	97%	0%	1%	1%	1%	0%	Ν	0.098	F	0.556	5800	N
<u> </u>	From:		US US 29 29 S, S Main St												
(57) Halifax Rd	Town of Chatham (Maint: 71)		1400 G	95%	1%	1%	0%	3%	0%	С	0.089	F	0.588	1400	G
	To		Chatham							_					
(57) Halifax Rd	Pittsylvania County		1400 G	95%	1%	1%	0%	3%	0%	С	0.089	F	0.588	1400	G
5/ 1141114 114	Tro		US 29	JJ /6	1 /0	1 /0	U /0	J /6	0 /0	J	0.003	•	0.500	1-100	u

4/15/2020

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

В.,					4			Tru	ıck		-00	K	014	Dir	A A14/5-	٥.
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			1Trail		QC	Factor	QK	Factor	AAWDT	Q
	From		US 29		2221	121			221	221		0.400	_		4=00	
Halifax Rd	Pittsylvania County	3.56	1500	G	90%	1%	2%	1%	6%	0%	С	0.100	F	0.510	1500	(
	To: From:		9 W, Shev													
<sub>57</sub> ) Halifax Rd	Pittsylvania County	2.41	1500	G	88%	1%	1%	1%	9%	0%	С	0.084	F	0.556	1400	
<u> </u>	Toc From:	71-895 Col	leman Mo	untain R	d											
57) Halifax Rd	Pittsylvania County	1.38	1400	G	87%	1%	1%	2%	9%	0%	С	0.094	F	0.566	1400	
$\mathcal{L}$	Toc	71-640 Java I	Rd: Spring	Garden	Rd		$\neg$ $\vdash$									
57) Halifax Rd	Pittsylvania County	0.52	1600	G	88%	1%	1%	1%	9%	0%	F	0.088	F	0.571	1600	
<u></u>	To	71-699 Bro	vvimi illa II	Inialsta D	4											
57) Halifax Rd	Pittsylvania County	2.19	1300	G	87%	1%	2%	1%	10%	0%	С	0.093	F	0.545	1200	
57) · Iamax · Ia	. mayrrama acamy					. , 0		. , 0	. 0 / 0	0,0	Ū	0.000	•	0.0.0	00	
57 Halifax Rd	Pittsylvania County	71-698 Stone 2.01			Rd 82%	1%	1%	1%	14%	0%	С	0.100	F	0.716	970	
57) Halifax Rd	Filisylvania County	2.01	990	G	0270	1 70	1 70	I 70	1470	0%	C	0.100	Г	0.716	970	
	To: From:		W, Pickaw	_							_					
57) Halifax Rd	Pittsylvania County	0.56	1100	G	88%	1%	1%	1%	9%	0%	F	0.097	F	0.551	1100	
<u> </u>	To: From:	71-697 Г	Dabney Ho	ouse Rd												
<sub>57</sub> ) Halifax Rd	Pittsylvania County	1.83	980	G	82%	1%	1%	1%	14%	0%	С	0.1	F	0.723	960	
<i></i>	To:		x County													
	Halifax County		ania Count	ty Line <b>G</b>	80%	1%	1%	10/	170/	00/	С	0.098	F	0.615	010	
Chatham Rd	Hamax County	3.53	800	G	60%	170	176	1%	17%	0%	C	0.098	Г	0.615	810	
	To: From:		44 Tune T													
Chatham Rd	Halifax County	1.64	1000	G	88%	1%	1%	1%	9%	0%	С	0.096	F	0.554	1100	
	To: From:		Ed Masor													
<sub>57</sub> ) Chatham Rd	Halifax County	3.62	1600	G	89%	1%	1%	1%	9%	0%	С	0.113	F	0.551	1600	
<u> </u>	To	41-676 A	Asbury Chi	urch Rd												
57) Chatham Rd	Halifax County	4.06	2000	G	94%	1%	1%	1%	4%	0%	С	0.089	F	0.534	2000	
	To:	SR 36	0 Mountai	in Rd												
ALT	From:	SR	2 57 Basse	ett												
757 Riverside Dr	Henry County	2.87	5200	G	97%	1%	1%	0%	1%	0%	С	0.104	F	0.551	5600	
$\mathcal{L}$	To:		3 Stanleyt													
<u>LT</u>	From:		TB Stanle								_		_			
N River Rd	Henry County	1.22	7800	G	97%	1%	1%	0%	1%	0%	F	0.112	F	0.622	8300	
	AU.		US 220													
~ Denial Bases To "	From		ssee State		0501	401	101	401	001	001	_	0.400	_	0.504	0000	
Daniel Boone Trail	Lee County	1.76	6500	F	95%	1%	1%	1%	3%	0%	F	0.100	F	0.521	6600	
<u>.</u>	To: From:	52-912 W														
58 Daniel Boone Trail	Lee County	4.33	5800	F	95%	1%	1%	1%	3%	0%	F	0.099	F	0.513	5800	
~	To	52-691	Old Quar	ry Rd												
58 Daniel Boone Trail	Lee County	3.13	4200	Α	95%	1%	1%	1%	3%	0%	С	0.105	Α	0.549	4300	
	Τα	52-690 Cayl														

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

		Primary and int	.crotate 110	atos			Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	52-690 Do	churst Rd			1	017.0.0				. 45151		. 4010.		
Daniel Boone Trail	Lee County	3.09 <b>49</b>	00 F	95%	1%	1%	1%	3%	0%	F	0.102	F	0.525	4900	F
$\bigcirc$	Tα	52-684 N	_												
Company Trail	From:	52-684 Chadw			10/	10/	10/	00/	00/	F	0.004	F	0.500	0.400	F
58 Daniel Boone Trail	Lee County	6.84 <b>34</b>	00 F	95%	1%	1%	1%	3%	0%	Г	0.094	Г	0.536	3400	Г
~~ · · · · · · · · · · · · · · · · · ·	To: From:	52-667 Old						221		_		_			
Daniel Boone Heritage Hwy	Lee County	8.94 <b>35</b>	00 F	95%	1%	1%	1%	3%	0%	F	0.097	F	0.527	3500	F
~~	To: From:	52-758 Co	_												
(58) Daniel Boone Heritage Hwy	Lee County	4.32 <b>51</b>	00 F	95%	1%	1%	1%	3%	0%	F	0.103	F	0.581	5100	F
<u> </u>	To: From:	WCL Jo	nesville												
58	Town of Jonesville (Maint: 52)	0.95 <b>51</b>	00 N	95%	1%	1%	1%	3%	0%	Ν	0.103	F	0.581	5100	Ν
<u> </u>	To: From:	ALT I	US 58												
(58) Wilderness Rd	Town of Jonesville (Maint: 52)	0.74 <b>51</b>		93%	1%	1%	2%	4%	0%	F	0.096	F	0.561	5100	F
$\bigcirc$	Τα	ECL Jo	nesville.												
58 Daniel Boone Trail	Lee County	0.87 <b>51</b>		93%	1%	1%	2%	4%	0%	Ν	0.096	F	0.561	5100	Ν
	To	52-641 East	of Ionocvillo												
58 Daniel Boone Trail	Lee County	7.54 <b>35</b>		93%	1%	1%	2%	4%	0%	F	0.089	F	0.545	3400	F
36) 24.116. 266.16 1141.	To			0070	. , ,		_,0	.,0	0 / 0	•	0.000	•	0.0.0	0.00	•
(FD) (101)	Lee County	6.00 <b>56</b>		93%	1%	1%	2%	4%	0%	С	0.086	F	0.553	5500	F
(58) (421)	To:	Scott Co	••	30 70	1 /0	1/0	270	770	0 70	J	0.000	•	0.555	3300	
	From:	Lee Cou	_												
(58) (421) Duff Pat Hwy	Scott County	4.55 <b>54</b>	00 G	93%	1%	1%	2%	4%	0%	F	0.094	F	0.654	5300	G
<del></del>	To: From:	WCLI	Ouffield												
(58) (421)	Town of Duffield (Maint: 84)	0.20 <b>54</b>		93%	1%	1%	2%	4%	0%	Ν	0.094	F	0.654	5300	Ν
	To	US	23												
(58) (23) (421)	Scott County	4.67 <b>130</b>		99%	0%	0%	0%	1%	0%	F	0.085	F	0.511	14000	G
	To	SR	65												
(58) (23) (421)	Scott County	3.56 <b>13</b> 0		99%	0%	0%	0%	1%	0%	F	0.085	F	0.524	14000	G
[58] [23] [421]	a contract of the contract of				0 70		070	1 70	0 70	•	0.000	•	0.02 1	1 1000	<u> </u>
58 (23) (421 Daniel Boone Heritage Hwy	Scott County	5.99 <b>130</b>		99%	0%	0%	0%	1%	0%	F	0.086	F	0.544	13000	G
[58] [23] [421] Daniel Boone Heritage Hwy	Scott County	5.99 130	)00 G	99%	076	0%	0%	1 70	0%	Г	0.000	Г	0.544	13000	G
	To: From:	Bus US 23 We			00/		00/	40/	00/		0.400		0.505	1 1000	
[58] [23] [421]	Scott County	1.70 <b>130</b>	000 N	99%	0%	0%	0%	1%	0%	N	0.103	Α	0.525	14000	N
	To: From:	NCL G													
(58) (23) (421)	Town of Gate City (Maint: 84)	0.36 <b>130</b>	000 N	99%	0%	0%	0%	1%	0%	Ν	0.103	Α	0.525	14000	N
<del>~</del>	To: From:	SCL Ga	ate City												
(58) (23) (421)	Scott County	0.45 <b>130</b>	000 N	99%	0%	0%	0%	1%	0%	Ν	0.103	Α	0.525	14000	Ν
$\sim$	To	NCL G	ate City												
(58) (23) (421)	Town of Gate City (Maint: 84)	0.16 130		99%	0%	0%	0%	1%	0%	С	0.103	Α	0.525	14000	Α
	Tor	Bus US 23 Eas	st of Gate City	/											

# 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	Town of Gate City (Maint:		23 East of C 27000	Gate City  N	99%	0%	0%	0%	1%	0%	N	0.091	F	0.601	28000	N
58] [23] [421]	Town of Gate City (Maint.				JJ /6	0 /6	0 /0	0 /6	1 /0	0 /6	IN	0.091	'	0.001	20000	IN
58) (23) (421)	Scott County	0.35	CL Gate Cit 27000	G G	99%	0%	0%	0%	1%	0%	F	0.091	F	0.601	28000	G
36) (23) (421)	To		CL Weber C					- , -	.,.							
58 (23) (421)	Town of Weber City (Maint:		27000	G	99%	0%	0%	0%	1%	0%	F	0.091	F	0.601	28000	G
	To	,	US 23													
58) (421) Hilton Rd	Town of Weber City (Maint:	: 84) 0.26	12000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.558	12000	G
	To	SR 22	4 Wadlow C	Sap Rd												
58 (421)	Town of Weber City (Maint:	: 84) 0.06	3100	G	98%	0%	1%	1%	1%	0%	С	0.106	F	0.704	3100	G
$\sim$	To: From:	EC	CL Weber C	ity			<u> </u>									
58) (421) Hilton Rd	Scott County	4.80	3100	G	98%	0%	1%	1%	1%	0%	С	0.106	F	0.704	3100	G
<del>~~</del>	To: From:	84-70	9 A P Carte	r Hwy												
58) (421) Bristol Hwy	Scott County	3.27	770	G	94%	1%	2%	1%	1%	0%	С	0.097	F	0.543	760	G
<del>~</del> <del>~</del> <del>~</del> <del>~</del>	To: From		IcMurray H													
58 421 Bristol Hwy	Scott County	9.35	420	G	92%	1%	3%	2%	2%	0%	С	0.092	F	0.564	420	G
<u> </u>	From:		ngton Count ott County L	-												
58 421 Gate City Hwy	Washington County	2.65	880	F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.506	870	F
	To: From:	95-70	0 Rich Vall	ey Rd			$\neg$ $\vdash$									
58 (421) Gate City Hwy	Washington County	2.47	2300	F	92%	1%	3%	2%	2%	0%	F	0.112	F	0.603	2200	F
<del>~~</del>	To: From:	95-633	E, Reedy C	reek Rd												
58) (421) Gate City Hwy	Washington County	1.12	4700	F	97%	0%	1%	0%	1%	0%	С	0.091	F	0.663	5000	F
<del>~</del> ~	To From		WCL Bristo													
58 (421) Gate City Hwy	City of Bristol (Maint: 95	,	4700	F	97%	0%	1%	0%	1%	0%	С	0.091	F	0.663	5000	F
~ ~	Front		S 58; US 42													
58 (81)	City of Bristol (Maint: 95				S	ee I-81	for direc	tional tr	raffic vo	lume es	timat	es for this	segr	ment.		
$\sim$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	44000	Α	79%	1%	1%	1%	18%	1%	F	0.094	Α	0.593	44000	Α
	To: From:		I-381													
58) (81)	City of Bristol (Maint: 95				S	ee I-81	for direc	tional tr	raffic vo	lume es	timat	es for this	segr	ment.		
~ 0	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	62000	G	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	61000	G
~ ~	To: From:		JS 11, US 1	9			$\supset$									
58) (81)	City of Bristol (Maint: 95	•	FF666									es for this	•		F0000	
-	Combined Traffic Estimates for 2 Parallel Roadw			Α	79%	1%	1%	1%	18%	1%	۲	0.092	Α	0.540	56000	Α
$\sim$	Other of Databal (Market) OF		ld Airport R	ld .		00 1 04	for dire :	tion - Lt	voff! - · · ·	J.,	tine - t	oo for the!		mant		
58 81	City of Bristol (Maint: 95 Combined Traffic Estimates for 2 Parallel Roadw	,	50000	Λ	79%	ee I-81 1%	for direct	tional ti 1%	raffic vo		stimate F	es for this 0.092	·	ment. 0.527	51000	٨
	To Tombined Trailic Estimates for 2 Parallel Roadwin		NCL Bristo	A_	19%	170	170	170	10%	1%	Г	0.092	А	0.527	51000	Α

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

Route	Jurisdiction	on Len	gth <b>AADT</b>	QA	4Tire	Bus	2Axle 3	_	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From		FR-310													
(58) (81)	Washington C	County 0.9	9		S	ee I-81 f	or direct	ional tr	affic vo	lume es	timate	es for this	seg	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>49000</b>	Α	79%	1%	1%	1%	17%	1%	F	0.094	Α	0.586	50000	Α
	То		95-611													
~~ ~~	From	·	NCL Bristo	ol			<u> </u>									
[58] (81)	Washington C	•				ee I-81 f										
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou		Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.527	51000	Α
	To		FR-310													
	Washington C	County 2.0	95-611		9	ee I-81 f	or direct	ional tr	offic vo	lumo oc	timate	oc for this		mont		
[58] [81]	ĕ		-	_									_		F0000	_
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 51000	G	79%	1%	1%	1%	17%	1%	F	0.082	г	0.501	52000	G
	To From		SR 140				_									
(58) (81)	Washington C		-		S	ee I-81 f	or direct	ional tr	affic vo	lume es	timate	es for this	seg	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>47000</b>	Α	79%	1%	1%	1%	17%	1%	С	0.093	Α	0.534	48000	Α
	To	_	SCL Abingo	lon												
(58) (81)	Town of Abingdon	(Maint: 95) 0.1		1011	S	ee I-81 f	or direct	ional tr	affic vo	lume es	timate	es for this	ssea	ment		
(36) (61)	Combined Traffic Estimates for 2 Parallel	` '		Α	79%	1%	1%	1%	17%	1%		0.093	_		48000	Α
	Combined Hame Estimates for 2 Faraner	Hoadways on this hou	te. 47000	Α	1976	1 /0	1 /0	1 /0	17 /0	1 /0	C	0.093	^	0.554	40000	^
~~~	To From		SR 75		_											
{58} <del>(81)</del>	Town of Abingdon	,	-			ee I-81 f	or direct	ional tr	affic vo	lume es	timate	es for this	s seg			
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>47000</b>	G	79%	1%	1%	1%	17%	1%	F	0.079	F	0.501	48000	G
	To		NCL Abingo													
	NA - a la la capación de la capación	`	I-81, US 1		000/	00/		40/	40/	00/	_	0.004	_	0.500	00000	_
58 (11) Lee Highway	Washington C			F	98%	0%	0%	1%	1%	0%	F	0.084	F	0.508	29000	F
<del>*</del> *	From		S 11 East of Al US 11 Lee Hig													
58 Jeb Stuart Hwy	Washington C	<u> </u>		,nway <b>F</b>	94%	0%	1%	1%	3%	0%	F	0.088	F	0.583	8100	F
[58] Jeb Stuart Hwy	vvasiington C				J+70	0 70		1 /0	0 /0	0 70	•	0.000	•	0.500	0100	'
<u> </u>	To From		E 95-708 Beth				_									
58 Jeb Stuart Hwy	Washington C	County 3.5	7 <b>6000</b>	F	94%	0%	1%	1%	3%	0%	С	0.085	F	0.545	5900	F
<u> </u>	To		WCL Damas	scus			$\neg$ —									
58 Jeb Stuart Hwy	Town of Damascus	(Maint: 95) 1.3	8 <b>6000</b>	N	94%	0%	1%	1%	3%	0%	Ν	0.085	F	0.545	5900	Ν
	To	, and	01 W. C				_									
58 91 Jeb Stuart Hwy	Town of Damascus		91 W, Greenv	vay Ave <b>F</b>	94%	0%	1%	1%	3%	0%	F	0.086	F	0.579	4400	F
58 91 Jeb Stuart Hwy	Town or Damascus	(Mairit. 95) 0.4	5 <b>4500</b>	Г	94%	0%	1 70	1 70	3%	0%	Г	0.000	Г	0.579	4400	Г
~ ~	To From		ECL Damas	cus												
(58) $(91)$ Jeb Stuart Hwy	Washington C	County 0.5	4 <b>4500</b>	N	94%	0%	1%	1%	3%	0%	Ν	0.086	F	0.579	4400	Ν
$\smile$	То	CB	91 E, Mountair	n City Rd	l											
58 Jeb Stuart Hwy	Washington C			F	99%	0%	0%	0%	0%	0%	С	0.112	F	0.535	550	F
30) 332 312211111	To		5-603 Konnara		5576	0 /0	Ť	0,0	J / U	3 / 0	J	JL	•	0.500	300	•
	From		5-603 Konnard													
58 Jeb Stuart Hwy	Washington C			F	97%	1%	1%	0%	0%	0%	С	0.116	F	0.547	430	F
,	To		Grayson Count	v Line				-			-	=		•		

4/15/2020

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

					_		Tri	uck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~	Fron:		gton County												
Highlands Pkwy; Jeb Stuart Hwy	Grayson County	9.57	470	<b>G</b> 95%	6 0%	3%	0%	1%	0%	С	0.092	F	0.551	480	G
~~	From	SR 362 Grays							221		0.400				
Highlands Pkwy	Grayson County	3.76	300	<b>G</b> 97%	6 0%	3%	0%	1%	0%	С	0.123	F	0.539	310	G
~~	To: Fron:		North of Ru			<u> </u>									
58 Highlands Pkwy	Grayson County	3.99	440	<b>G</b> 98%	6 0%	1%	0%	1%	0%	С	0.124	F	0.561	450	G
~	From:		Troutdale H Highlands Pk												
58 (16) Troutdale Hwy	Grayson County	3.99	1400	<b>G</b> 91%	6 1%	3%	1%	4%	0%	С	0.104	F	0.503	1400	G
	To	SR 16	Jefferson H	wv											
S8 Wilson Hwy	Grayson County	3.79	1700	<b>G</b> 90%	6 1%	3%	2%	4%	0%	С	0.093	F	0.515	1800	G
<del></del>	To	38-71	1 Fox Creek	Rd											
S8 Wilson Hwy	Grayson County	8.04	2300	<b>G</b> 92%	6 1%	2%	2%	3%	0%	С	0.094	F	0.607	2300	G
	To:	WCI	Independen	ce											
58 W Main St	Town of Independence (Maint: 38)	0.86	2300	N 92%	6 1%	2%	2%	3%	0%	Ν	0.094	F	0.607	2300	Ν
<u> </u>	To		ndependence												
58 (221 E Main St	Town of Independence (Maint: 38)	1.20	6600	<b>G</b> 95%	6 1%	1%	1%	3%	0%	F	0.110	F	0.621	6900	G
30) (221)	To														
58 (221 Grayson Pkwy	Grayson County	1.55	Independent 6600	<b>N</b> 95%	6 1%	1%	1%	3%	0%	N	0.110	F	0.621	6900	Ν
30) (221) 5,	To		74 Riverside				.,.								
58 221 Grayson Pkwy	Grayson County	8.68	7400	<b>G</b> 95%	6 1%	1%	1%	3%	0%	С	0.095	F	0.527	7600	G
36) (221) 63,66	Too				. , ,		. 70	0,0	0,0		0.000	•	0.02.	. 000	
58 (221 Grayson Pkwy	Grayson County	1.36	4 Riverside I 8400	<u>G</u> 95%	6 1%	1%	1%	3%	0%	F	0.099	F	0.561	8700	G
36) (221) Grayour Killy	Taybon Sounty			<b>G</b> 007			1 70	070	070	•	0.000	·	0.001	0,00	~
58 (221) Reserve Blvd	City of Galax	0.47	VCL Galax <b>8800</b>	<b>G</b> 96%	6 0%	1%	1%	2%	0%	С	0.094	F	0.537	9500	G
36) (221) 11000110 2110	Oity of Galax				0 70		1 /0	270	0 70	J	0.004	•	0.007	0000	
58 (221) Reserve Blvd; W Stuart Dr	City of Galax	1.10	lle Rd W Stua 7600	art Dr <b>G</b> 96%	6 0%	1%	1%	2%	0%	F	0.084	F	0.556	8300	G
58 (221) Reserve Blvd; W Stuart Dr	Oity of datax	1.10		<b>u</b> 507	0 70	1 70	1 /0	2 /0	0 70	'	0.004	•	0.550	0000	G
58 221 W Stuart Dr	City of Galax	0.20	Fries Rd 11000	<b>G</b> 96%	6 0%	1%	1%	2%	0%	F	0.088	F	0.574	12000	G
58 221 W Stuart Dr	Oity of datax			<b>G</b> 307	0 70	1 /6	1 /0	2/0	0 /6	'	0.000	'	0.574	12000	u
58 221 E Stuart Dr	City of Colov		14000	<b>G</b> 96%	6 0%	1%	10/	3%	0%	F	0.094	F	0.533	16000	G
58 (221) E Stuart Dr	City of Galax	0.34		<b>G</b> 907	0 0%	1 70	1%	3%	076	Г	0.094	Г	0.555	10000	G
E Church Dr.	City of Colors		Meadow St	• 000	′ 00/		10/	00/	00/		0.070		0.504	00000	
58) (221) E Stuart Dr	City of Galax		19000	<b>G</b> 96%	6 0%	1%	1%	3%	0%	F	0.078	F	0.504	20000	G
C Church D	To From		Haynes Rd	0 000	. 00/		10/	00/	00/		0.070		0.54	10000	
58 221 E Stuart Dr	City of Galax	1.10	15000	<b>G</b> 96%	6 0%	1%	1%	3%	0%	С	0.079	F	0.54	16000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Front		ECL Galax			<u> </u>		0	0			_	<b>a</b> = :		
58 221 Carrollton Pike	Carroll County	2.05	15000	<b>G</b> 96%	6 0%	1%	1%	3%	0%	F	0.084	F	0.51	16000	G
	То:	17-72	2 Cranberry	Kd											

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

		Primary and interstate Ro	uics			Tru	ok					Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	K	QK		AAWDT	QW
	From:	17-722 Cranberry Rd			ZAXIE	3+Axie	HIIali	ZIIali		Factor		Factor		
(58) (221) Carrollton Pike	Carroll County	1.28 <b>16000 G</b>	96%	0%	1%	1%	3%	0%	F	0.082	F	0.524	18000	G
(58) (221) Garrentori i inc	Tac	17-872 Woodlawn Road	0070	0 70		1 /0	0 /0	0 70	•	0.002	•	0.024	10000	G
	From:	17-872 Woodlawn Rd												
58 221 Carrollton Pike	Carroll County	3.69 <b>14000 A</b>	96%	0%	1%	1%	3%	0%	С	0.100	Α	0.547	15000	Α
	Too	I-77												
(58) (221) Carrollton Pike	Carroll County	0.72 <b>15000 G</b>	97%	0%	1%	1%	0%	0%	F	0.084	F	0.559	16000	G
(58) (221) Carrollton Pike	Carroli County	0.72 <b>13000 G</b>	31 /6	0 /6	1 /6	1 /0	0 /6	0 /6	'	0.004	•	0.555	10000	ч
~~~~~	To: From:	WCL Hillsville												
(58) (221) West Stuart Dr	Town of Hillsville (Maint: 17)	2.10 <b>15000 N</b>	97%	0%	1%	1%	0%	0%	Ν	0.084	F	0.559	16000	N
$\hookrightarrow$	To	US 221 Floyd Pike												
58 East Stuart Dr	Town of Hillsville (Maint: 17)	2.26 <b>2000 G</b>	97%	0%	1%	1%	0%	0%	С	0.091	F	0.604	2100	G
30)	,													
58 Danville Pike	Carroll County	ECL Hillsville 5.94 <b>2000 N</b>	97%	0%	1%	1%	0%	0%	NI	0.091	F	0.604	2100	N
58 Danville Pike	Carroli County	5.94 <b>2000 N</b>	9770	0%	1 70	1 70	076	0%	N	0.091	Г	0.604	2100	IN
~~~	To: From:	17-680 Crooked Oak Rd												
58 Danville Pike	Carroll County	8.14 <b>2500 G</b>	97%	0%	1%	1%	0%	0%	F	0.085	F	0.506	2600	G
<u> </u>	To:	Floyd County Line												
~~~ a a	From:	Carroll County Line						0-1	_		_		0.4.0.0	_
(58) Danville Pike	Floyd County	1.57 <b>2000 G</b>	89%	1%	1%	1%	8%	0%	С	0.092	F	0.514	2100	G
<u>~</u>	Toc From:	Patrick County Line												
58 Danville Pike	Patrick County	1.38 <b>2000 N</b>	89%	1%	1%	1%	8%	0%	Ν	0.092	F	0.514	2100	Ν
	To	Bus US 58												
58 Danville Pike	Patrick County	1.90 <b>1400 G</b>	86%	1%	1%	1%	11%	0%	С	0.088	F	0.516	1500	G
58 Danville Pike	Tailler County	Bus US 58	00 /6	1 /0	1 /0	1 /0	11/0	0 /6	O	0.000	'	0.510	1300	G
	From:	Bus US 58 E Blue Ridge S	t											
58 Jeb Stuart Hwy	Patrick County	1.44 <b>2300 G</b>	91%	1%	1%	2%	5%	0%	F	0.125	F	0.566	2400	G
,	,													
Company Laborate Library	To: From:	70-764 Mountain View Rd		00/		40/	70/	00/		0.404	_	0.50	0000	_
58 Jeb Stuart Hwy	Patrick County	9.44 <b>2000 G</b>	89%	2%	2%	1%	7%	0%	С	0.101	F	0.56	2000	G
	From	N SR 8 Cruzes Store N SR 8 Cruzes Store Woolwine	Dleway											
58 8 Jeb Stuart Hwy	Patrick County	2.01 <b>5000 G</b>	93%	1%	1%	1%	4%	0%	С	0.094	F	0.56	5100	G
58 B Jeb Stuart Hwy	1 attick County	2.01 <b>3000 G</b>	30 /6	1 /0	1 /0	1 /0	4 /0	0 /6	O	0.034	•	0.50	3100	u
~~	To: From:	Bus US 58 W Blue Ridge S												
58 Jeb Stuart Hwy	Patrick County	0.86 <b>3700 G</b>	91%	1%	1%	2%	5%	0%	С	0.092	F	0.619	3800	G
<u> </u>	To	70-1025 Johnson St												
58 Jeb Stuart Hwy	Patrick County	0.69 <b>4500 G</b>	91%	1%	1%	2%	5%	0%	F	0.094	F	0.507	4600	G
,		D 110 50 ED1 D11 G												
lob Stuart Hun:	Potrials County	Bus US 58 E Blue Ridge S		10/	10/	10/	60/	00/	F	0.1	F	0.500	7000	^
58 Jeb Stuart Hwy	Patrick County	3.78 <b>7600 G</b>	91%	1%	1%	1%	6%	0%	Г	0.1	г	0.500	7900	G
·	To: From	70-680 South Mayo Drive												
58 Jeb Stuart Hwy	Patrick County	3.63 <b>5100 G</b>	91%	1%	1%	1%	6%	0%	F	0.101	F	0.507	5300	G
$\smile$	To	70-626 South of Critz; Abram Per	n Hwy											
58 Jeb Stuart Hwy	Patrick County	6.59 <b>5600 G</b>	91%	1%	1%	1%	6%	0%	С	0.100	F	0.53	5800	G
Jeb Stuart Hwy	Father County	Henry County Line	J 1 /0	1 /0	1 /0	1 /0	0 /0	0 /0	J	0.100	'	0.00	5500	u
		rienry County Line												

4/15/2020

# 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:	Patrio	ck County L	ine												
58 A L Philpott Hwy	Henry County	2.67	6500	G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.555	6500	(
<del>***</del>	To	11 605 S	pencer-Pres	ton Pd												
58 A L Philpott Hwy	Henry County	3.31	8200	G	93%	1%	1%	1%	4%	0%	F	0.094	F	0.581	8100	(
36 / 12 / Impoli / Imy	Tierrity Gearity				0070	1 70		1 70	170	0 70	•	0.001	•	0.001	0.00	•
~~	From		E, Soapston		2021			121	401	221	_		_		40000	
58 A L Philpott Hwy	Henry County	2.46	11000	G	93%	1%	1%	1%	4%	0%	С	0.092	F	0.639	12000	(
~	To: From:	US 220 William		-	8 Bus											
58 (220) William F Stone Hwy	Henry County	3.49	Vest of Mart 16000	G	82%	1%	1%	1%	14%	2%	F	0.085	F	0.507	16000	
58 (220) William F Stone Hwy	Tierrity County		outh of Mart		02 /6	1 /0	1 /0	1 /0	14 /0	2/0		0.005	'	0.307	10000	,
	From:	US 220 S			Rd											
58 William F Stone Hwy	Henry County	2.65	12000	G	93%	1%	1%	0%	5%	0%	F	0.097	F	0.511	13000	(
56) William F Stolle Filly	Tierry Gearty				0070	1 /0		0 70	070	0 70	•	0.007	•	0.011	10000	
~	To: From:		50 Irisburg I													
William F Stone Hwy	Henry County	3.72	8000	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.516	8400	(
~	To: From:		Bus US 58													
~~ A. B			William F St			40/		00/	<b>5</b> 0/	00/	_	0.000	_	0.504	45000	
A L Philpott Hwy	Henry County	1.89	14000	G	93%	1%	1%	0%	5%	0%	F	0.089	F	0.591	15000	(
~	To: From:	44-620	Old Liberty	y Dr												
A L Philpott Hwy	Henry County	2.11	14000	G	93%	1%	1%	0%	5%	0%	F	0.09	F	0.561	14000	
<del></del>	To	11 6	610 Axton R	P.d.												
58 A L Philpott Hwy	Henry County	1.38	12000	G	93%	1%	1%	0%	5%	0%	F	0.091	F	0.521	12000	(
58) A L I IIIIpott I I Wy	To:		ania County		30 /6	1 /0	1/0	0 /6	J /6	0 /6	•	0.031	'	0.521	12000	
	From:		ry County Li													
59	Pittsylvania County		11000	G	93%	1%	1%	0%	5%	0%	F	0.088	F	0.524	11000	
58	. mojirama odanij				0070	. , ,		0,0	070	0,0	•	0.000	•	0.02		
~~	From:		West of Bro													
58	Pittsylvania County	0.97	12000	F	93%	1%	1%	0%	5%	0%	С	0.125	F	0.793	13000	
~	To: From:	71-70	08 Long Circ	cle												
Martinsville Hwy	Pittsylvania County	4.30	14000	G	93%	1%	1%	0%	5%	0%	F	0.125	F	0.793	14000	(
*	To:	I	Bus US 58													
	From:	Bus US 58	8 Maritinsvil	lle Hwy												
58 Danville Expressway	Pittsylvania County	2.51	6200	G	93%	1%	1%	0%	5%	0%	F	0.082	F	0.596	6500	
~	To	71 1260 (	Oakridge Fa	rme Pd												
	Pittsylvania County	4.31	6500	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.630	6800	
58)	Thisylvania dounty				00 /0	1 70		0 70	0 /0	0 70	•	0.000	•	0.000	0000	
	To: From:		CL Danville													
58	City of Danville (Maint: 71)	0.44	6500	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.630	6800	(
~	To	US 29 Da	anville Expre	esswav			<u> </u>									
58 29 Danville Expwy	City of Danville (Maint: 71)		17000	G	83%	1%	1%	2%	13%	0%	F	0.084	F	0.601	17000	(
30) (20)				-		. , ,					-		-			
~~~~	From		Elizabeth St		0051	4.5.1		061	1051	051		0.404	_	0.50	4=000	
58) (29) Danville Expwy	City of Danville (Maint: 71)	2.63	17000	Α	83%	1%	1%	2%	13%	0%	С	0.101	Α	0.53	17000	1
~ ~	To	SR	86, S Main S	St												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SR 86, S Main S													
(58) (29) Danville Expwy	City of Danville (Maint: 71)	1.85 <b>19000</b>	G	83%	1%	1%	2%	13%	0%	F	0.083	F	0.568	20000	G
~ ~	To: From:	Goodyear Blvd													
(58) (29) Danville Expwy	City of Danville (Maint: 71)	1.36 <b>22000</b>	G	83%	1%	1%	2%	13%	0%	F	0.080	F	0.512	22000	G
<del></del>	To: From:	US 29 US 29 Danville Expressway	, Due I	IC 50											
(58) (360) South Boston Rd	City of Danville	0.90 <b>26000</b>	F	84%	1%	1%	2%	13%	0%	F	0.085	F	0.517	27000	F
(38) (300)	те		•	.,,		<del></del> 1									
58 (360 South Boston Rd	City of Danville	1.98 <b>Kentuck Rd</b>	F	84%	1%	1%	2%	13%	0%	F	0.083	F	0.512	20000	F
South Boston Rd	only of Barryine		•	0 1 70	1 70		270	10 /0	070	•	0.000	•	0.012	20000	•
58 (360) Philpott Rd	Pittsylvania County	ECL Danville 2.37 <b>12000</b>	G	84%	1%	1%	2%	13%	0%	F	0.078	F	0.515	12000	G
(58) (360) Philpott Rd	Filtsylvania County		G	04 /0	1 /0	1 /0	2/0	13/0	0 /6	'	0.076	•	0.515	12000	G
Phillips H. D. I	From	SR 62		0.40/	40/		00/	100/	00/	_	0.404	_	0.544	7000	_
58 360 Philpott Rd	Pittsylvania County	3.32 7600	Α	84%	1%	1%	2%	13%	0%	С	0.101	Α	0.511	7800	Α
<del></del>	From:	Halifax County Li													
58 (360) Philpott Rd	Halifax County	3.48 <b>7000</b>	G	84%	1%	1%	2%	13%	0%	F	0.087	F	0.504	7100	G
30)(300)	To:	SR 119 Delila													
~~~~~	From:	SR 119 Calvary R													
58) (360) Philpott Rd	Halifax County	6.58 <b>7700</b>	G	84%	1%	1%	2%	13%	0%	F	0.084	F	0.503	7700	G
<del></del>	To: From:	41-658 Turbeville 3 41-658 Turbeville Rd; M		4											
(58) (360) Philpott Rd	Halifax County	9.25 <b>8700</b>	A A	85%	1%	1%	1%	12%	0%	С	0.101	Α	0.582	9000	Α
38) (300)	To			0070	. , 0		. , ,	,	0 / 0	Ū	0		0.002	0000	
Pill Tuok Hung	Town of South Boston	US 501 Huell Matthew 0.18 <b>11000</b>	vs Hwy <b>G</b>	85%	1%	1%	1%	12%	0%	F	0.083	F	0.557	11000	G
[58] (360) Bill Tuck Hwy	TOWIT OF SOURT BOSTOTI			00%	1 70	1 70	1 70	1270	0%	Г	0.063	Г	0.557	11000	G
~~~~	To- From:	ECL South Bosto				<u> </u>									
58 360 Bill Tuck Hwy	Halifax County	0.52 <b>11000</b>	N	85%	1%	1%	1%	12%	0%	N	0.083	F	0.557	11000	N
	To: From:	US 360 John Randolpl													
58 Bill Tuck Hwy	Halifax County	5.00 <b>6400</b>	G	85%	1%	1%	1%	12%	0%	F	0.086	F	0.553	6500	G
<u> </u>	To: From:	41-601 Buckshoal	Rd			$\Box$ $\vdash$									
58 Bill Tuck Hwy	Halifax County	5.57 <b>5200</b>	G	85%	1%	1%	1%	12%	0%	F	0.088	F	0.511	5300	G
$\searrow$	To:	Mecklenburg County													
~~~	From:	Halifax County Li		0==/				4004	0-1	_		_			_
58	Mecklenburg County	2.96 <b>5100</b>	F	85%	1%	1%	1%	12%	0%	F	0.085	F	0.504	5300	F
	To: From:	58-735 Hite Dr													
58	Mecklenburg County	2.99 <b>6100</b>	F	85%	1%	1%	1%	12%	0%	F	0.086	F	0.550	6300	F
<u>~</u>	To: From	SR 49 West of Clarks	sville												
58 49	Mecklenburg County	1.26 <b>8100</b>	F	85%	1%	1%	1%	12%	0%	F	0.089	F	0.567	8400	F
$\smile$	To	Bus US 58 Virginia	Ave												
58	Mecklenburg County	1.46 <b>5300</b>	F	85%	1%	1%	1%	12%	0%	F	0.085	F	0.544	5500	F
33)	To	US 15; Bus US 1	_	/-	. , •	—i	. , •	, •	- / 0		2.300	•			•

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

			4	_	Tr	uck			K	01/	Dir		
Jurisdiction			4 l ire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QV
Mecklenburg County			86%	1%	1% 2%	11%	0%	F	n n89	F	0 567	6700	F
To-			0070	170	170 270	1170	0 70		0.000	'	0.007	0700	
™From: Mecklenburg County	8.40 <b>5500</b>	A A	86%	1%	1% 2%	11%	0%	С	0.105	Α	0.615	5900	Α
To- Boys	WCL Boydt	on											
Town of Boydton (Maint: 58)	0.60 <b>5500</b>	N	86%	1%	1% 2%	11%	0%	Ν	0.105	Α	0.615	5900	Ν
To: From:	•												
Mecklenburg County	0.20 <b>5500</b>	N	86%	1%	1% 2%	11%	0%	N	0.105	Α	0.615	5900	Ν
To: Front	SR 92		2221			4.454	221			_			
Mecklenburg County	0.92 <b>6200</b>	F	86%	1%	1% 2% 	11%	0%	F	0.089	F	0.570	6600	F
Holl.					10/ 00/	110/	00/		0.000	_	0.577	7100	F
Meckleriburg County			00%	170	1% 2%	11%	0%	Г	0.096	Г	0.577	7100	Г
Mecklenburg County			86%	1%	1% 2%	11%	0%	F	0.084	F	0.527	7900	F
To Tool				1 /0		1170	0 70	•	0.004		0.027	7000	•
Mecklenburg County	3.23 <b>12000</b>	G	93%	2%	2% 1%	2%	0%	F	0.122	F	0.534	12000	G
To:	US 1 Near SWCL	South Hill			<u> </u>								
Mecklenburg County	0.20 <b>6800</b>	N	80%	1%	1% 1%	17%	1%	Ν	0.083	F	0.522	6800	١
To: From:	58-780 Theate	r Rd											
Mecklenburg County	1.61 <b>6800</b>	G	80%	1%	1% 1%	17%	1%	F	0.083	F	0.522	6800	C
To: From:													
Mecklenburg County	0.98 <b>7700</b>	F	80%	1%	1% 1%	17%	1%	F	0.086	F	0.509	7500	F
From:			000/	40/	10/ 10/	470/	40/		0.000	_	0.500	7000	
Town of South Hill (Maint: 58)			80%	1%	1% 1% ——	1/%	1%	F	0.086	F	0.509	7300	F
Town of South Hill (Maint: 59)	,	-	Q00/	10/	10/ 10/	170/	10/		0.085		0.525	21000	Ċ
Town of South Fill (Maint. 30)			00 /6	1 /0	176 176	17 /0	1 /0	'	0.005	'	0.525	21000	
Mecklenburg County			80%	1%	1% 1%	17%	1%	F	0.087	F	0.519	24000	F
To.			0070	. , ,		,0	. , 0	•	0.00.	•	0.0.0		
Town of LaCrosse (Maint: 58)	0.52 <b>25000</b>	N N	80%	1%	1% 1%	17%	1%	Ν	0.087	F	0.519	24000	١
To	ECL LaCros	sse											
Mecklenburg County	0.61 <b>25000</b>	N	80%	1%	1% 1%	17%	1%	Ν	0.087	F	0.519	24000	١
To:	58-644 Watkir	ıs Rd											
Mecklenburg County	1.98 <b>11000</b>	F	80%	1%	1% 1%	17%	1%	F	0.08	F	0.5	11000	F
To: From:													
Town of Brodnax (Maint: 58)	0.46 <b>11000</b>	N	80%	1%	1% 1%	17%	1%	Ν	0.08	F	0.5	11000	N
	Town of Boydton (Maint: 58)    From	Mecklenburg County	Mecklenburg County	US 15; Bus US 15   Mecklenburg County	Necklenburg County	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle	Section   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	Note   Section   Section	Durisdiction	Length   AADT   QA   Hire   BUS   2Axle   3+Axle   1Trail   2Trail   QC   Factor	Mecklenburg County   2.42   6300   F   86%   1%   1%   2%   11%   0%   F   0.089   0	Section   County   County	St. 15. Best US 1.5   Mecklenburg Country   2.42   6300   F   86%   1%   1%   2%   11%   0%   F   0.089   F   0.567   6700

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

				_		Tru	ck			K		Dir		
Route	Jurisdiction		QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Pirana Barat Bat	From:	Mecklenburg County		40/	10/	40/	470/	40/	_	0.07	F	0.54	0700	-
58 Piney Pond Rd	Town of Brodnax (Maint: 12)	0.72 <b>9900</b>	F 80%	1%	1%	1%	17%	1%	F	0.07	F	0.51	9700	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Trov. From:	ECL Brodnax												
58 Governor Harrison Pkwy	Brunswick County	9.60 <b>8800</b>	<b>A</b> 80%	1%	1%	1%	17%	1%	С	0.11	Α	0.53	8700	-
~	To:	12-694 Cattail Ro												
58 Governor Harrison Pkwy	Brunswick County	12-694 Cattail Rd; Twin I 2.97 <b>8300</b>	F 80%	1%	1%	1%	17%	1%	F	0.077	F	0.565	8100	
68 Governor Harrison Pkwy	Brunswick County			1 /0	1 /0	1 /0	17 /0	1 /0	'	0.077	'	0.303	0100	
~~ <u>-</u> .	To- From:	Bus US 58 EAST									_			
68 Governor Harrison Pkwy	Brunswick County	3.04 <b>9000</b>	<b>F</b> 80%	1%	1%	1%	17%	1%	F	0.08	F	0.569	8800	
~	To:	12-712 Edgerton	l											
Governor Harrison Pkwy	Brunswick County	6.92 <b>8600</b>	<b>F</b> 80%	1%	1%	1%	17%	1%	F	0.073	F	0.555	8500	
	To:	Greensville County I	Line											
~~	From:	Brunswick County I							_		_			
58) Pleasant Shade Dr	Greensville County	6.34 <b>11000</b>	<b>G</b> 80%	1%	1%	1%	17%	1%	F	0.097	F	0.635	11000	
<del>~</del>	To: From:	WCL Emporia												
West Atlantic St	City of Emporia (Maint: 40)	0.41 <b>13000</b>	<b>G</b> 80%	1%	1%	1%	17%	1%	F	0.099	F	0.637	13000	
<i>~</i>	To	Purdy Rd												
58 West Atlantic St	City of Emporia (Maint: 40)	0.13 <b>21000</b>	<b>G</b> 80%	1%	1%	1%	17%	1%	F	0.086	F	0.554	21000	
00)				. , ,		. , 0	,0	. , ,	•	0.000		0.00		
	From:	I-95	<b>C</b> 700/	00/	10/	10/	100/	10/	F	0.005	F	0.500	17000	
58	City of Emporia (Maint: 40)	0.92 <b>19000</b>	<b>G</b> 79%	0%	1%	1%	18%	1%	Г	0.085	Г	0.598	17000	
	To: From:	US 301 Main St												
58	City of Emporia (Maint: 40)	0.64 <b>16000</b>	<b>G</b> 79%	0%	1%	1%	18%	1%	F	0.074	F	0.514	14000	
	To:	Reese St												
58	City of Emporia (Maint: 40)	0.49 <b>15000</b>	<b>G</b> 79%	0%	1%	1%	18%	1%	F	0.076	F	0.503	14000	
	To	Davis St												
58	City of Emporia (Maint: 40)	0.65 <b>14000</b>	<b>G</b> 79%	0%	1%	1%	18%	1%	F	0.075	F	0.504	12000	
00)	Oity of Emporia (Maint: 40)		<b>u</b> 7070	0 70	1 70	1 /0	10 /0	1 /0	•	0.070	•	0.004	12000	
~	To: From:	East Atlantic St	<b>2 7</b> 00/	00/		40/	100/	40/		0.075	_	0.500	4.4000	
58)	City of Emporia (Maint: 40)	0.40 <b>15000</b>	<b>G</b> 79%	0%	1%	1%	18%	1%	F	0.075	F	0.508	14000	
~	To: From:	ECL Emporia												
Courtland Rd	Greensville County	1.50 <b>15000</b>	<b>G</b> 79%	0%	1%	1%	18%	1%	F	0.075	F	0.512	13000	
~	To:	Southampton County												
Couthamatan Disser	Court Court	Greensville County I		00/	10/	10/	100/	10/	F	0.077	F	0.507	10000	
Southampton Pkwy	Southampton County	5.44 <b>14000</b>	<b>G</b> 79%	0%	1%	1%	18%	1%	F	0.077	F	0.527	13000	
~	To: From	87-615 W, Adams Grove Rd;												
Southampton Pkwy	Southampton County	4.72 <b>14000</b>	<b>G</b> 79%	0%	1%	1%	18%	1%	F	0.098	F	0.673	13000	
~	To	87-659 Drewry Rd; Pin	nopolis											
Southampton Pkwy	Southampton County	5.55 <b>14000</b>	<b>G</b> 79%	0%	1%	1%	18%	1%	F	0.075	F	0.512	13000	
	Too													_
Southampton Pkwy	Town of Capron (Maint: 87)	WCL Capron 0.14 <b>14000</b>	N 79%	0%	1%	1%	18%	1%	N	0.075	F	0.512	13000	
58 \ Southampton Pkwy	rown or Capron (Maint. 67)	U.14 14000	11 /5%	U-70	1 70	1 /0	1070	1 70	IN	0.075	1	0.012	13000	- 1

4/15/2020

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

		Primary and Inte	DISTAIL TIO	uics			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	87-653 N	Main St												
58 Southampton Pkwy	Town of Capron (Maint: 87)	0.15 <b>150</b>	00 G	79%	0%	1%	1%	18%	1%	F	0.076	F	0.501	14000	G
Southampton Pkwy	Southampton County	ECL C 5.56 <b>150</b>	•	79%	0%	1%	1%	18%	1%	С	0.117	Α	0.568	14000	Α
Southampton Pkwy	30dthampton Gounty				0 76	1 /0	1 /0	10 /6	1 /0	O	0.117		0.500	14000	^
58 Southampton Pkwy	Southampton County	SR 35 & 58 Bus 3.46 <b>170</b>		79%	0%	1%	1%	18%	1%	F	0.074	F	0.551	16000	F
	To	Bus US 58 East	Of Courtlan	d											
58	Southampton County	2.34 <b>220</b>		84%	1%	1%	1%	14%	0%	С	0.102	Α	0.516	21000	Α
	To: Fron:	Bus US 58 We	st of Franklir	1		⊒⊢									
58	Southampton County	0.16 <b>220</b>	00 N	84%	1%	1%	1%	14%	0%	Ν	0.102	Α	0.516	21000	Ν
~~~	To: From:	US 58 Bus We	st of Franklir												
Southampton Pkwy	Southampton County	3.74 <b>180</b>	00 G	84%	1%	1%	1%	14%	0%	F	0.076	F	0.523	17000	G
Conthesion River	From	US 258 South		0.40/	40/		40/	4.40/	00/	_	0.070	_	0.550	10000	
58 258 Southampton Pkwy	Southampton County	3.02 <b>190</b> WCL S		84%	1%	1%	1%	14%	0%	F	0.078	F	0.553	19000	G
	From:	Southampton													
58 258 Franklin Bypass	City of Suffolk	1.27 <b>200</b>	00 G	84%	1%	1%	1%	14%	0%	F	0.075	F	0.556	19000	G
	Front	US 2		0.40/	40/		40/	1.40/	00/		0.074	_	0.550	10000	
Franklin Bypass	City of Suffolk	0.18 <b>200</b>		84%	1%	1%	1%	14%	0%	N	0.074	F	0.552	19000	N
(58) (189) Franklin Bypass	City of Suffolk	1.01 <b>200</b>		84%	1%	1%	1%	14%	0%	F	0.074	F	0.552	19000	G
(36) (169) (189) · Tarrium 23/page	To:	SR 272 Sout		0170	1 70		170	1 170	070		0.07 1		0.002	10000	<u> </u>
(58) (189) (189) S Quay Rd	City of Suffolk	4.23 <b>220</b>		84%	1%	1%	1%	14%	0%	F	0.076	F	0.580	21000	G
(1) (10) (180)	To	SR 189 S													
158 Holland Bypass	City of Suffolk	1.05 220		84%	1%	1%	1%	14%	0%	F	0.076	F	0.598	21000	G
<u> </u>	To: From:	Bus U	S 58			⊒⊢									
(58) Holland Rd	City of Suffolk	1.32 <b>260</b>	00 G	84%	1%	1%	1%	14%	0%	F	0.078	F	0.595	24000	G
~	To: From:	133-610 W, B													
(58)	City of Suffolk	2.77 <b>260</b>		84%	1%	1%	1%	14%	0%	F	0.077	F	0.608	25000	G
	From:	133-647 E, I 133-647 Lu													
58 Holland Rd	City of Suffolk	2.05 <b>270</b>	00 G	84%	1%	1%	1%	14%	0%	F	0.076	F	0.593	26000	G
<u> </u>	To: Fron:	133-643 Manni	ng Bridge Ro	i		⊒⊢									
58 Holland Rd	City of Suffolk	0.67 <b>310</b>	00 G	84%	1%	1%	1%	14%	0%	F	0.083	F	0.567	30000	G
~ · · · · · · · · · · · · · · · · · · ·	To- From:	133-738 K													
58 Holland Rd	City of Suffolk	0.38 <b>350</b>	00 G	84%	1%	1%	1%	14%	0%	F	0.084	F	0.549	33000	G
CONTRACT DA	From	Cove Po		0.457	401		467	4.407	061		0.000		0.547	0.4000	
58 Holland Rd	City of Suffolk	1.15 <b>350</b> US 13 Southwest		84%	1%	1%	1%	14%	0%	F	0.083	F	0.547	34000	G
		US 13 SOUHIWEST	эштогк бур	a55											

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Coffelly Domana	From:	Bus US 5		0.40/	10/	10/	10/	1.40/	00/		0.000	_	0.570	41000	
58) (13) Suffolk Bypass	City of Suffolk	1.41 <b>4300</b> 0		84%	1%	1%	1%	14%	0%	F	0.082	F	0.579	41000	G
58 13 Suffolk Bypass	City of Suffolk	133-604 Pitchk		84%	1%	1%	1%	14%	0%	F	0.083	F	0.577	43000	G
58 (13) Suffolk Bypass	City of Suriois			04 /0	1 /0	1 /0	1 /0	14 /0	0 /6	'	0.003	'	0.577	43000	G
58 \ \( \) \( \) \( \) \( \) \( \) \( \) \( \) Suffolk Bypass	City of Suffolk	US 460 Prude 0.93 <b>5100</b> 0		92%	0%	1%	1%	6%	0%	F	0.083	F	0.585	53000	G
58 (13) (460) Suffolk Bypass	Only of Guilloin				0 70		1 /0	0 70	0 70		0.000	•	0.505	30000	u
58) (13) (460) Suffolk Bypass	City of Suffolk	SR 10, SR 32 Go 1.87 <b>6200</b> 0		92%	0%	1%	1%	6%	0%	F	0.084	F	0.562	65000	G
58) (13) (460) Suffolk Bypass	To Take			0270	0 70		1 /0	0 70	0 /0	•	0.004	•	0.002	00000	<u> </u>
58 \ 13 \ 460 \ Suffolk Bypass	City of Suffolk	133-642 Wilr 2.30 <b>5200</b> 0		92%	0%	1%	1%	6%	0%	F	0.083	F	0.575	55000	G
58) (13) (460) Suffolk Bypass	To:	Bus US 13, Bus US 5			0 70		1 /0	070	0,0	•	0.000	•	0.070	00000	Ŭ
~ ~~ ~~	From	Bus US 58 Military H	_												
58) (13) (460) Military Highway	City of Suffolk	3.46 76000		92%	0%	1%	1%	6%	0%	F	0.083	F	0.612	79000	G
~ ~ ~	From:	WCL Chesa ECL Suffe													
58) (13) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94 <b>78000</b>		92%	0%	1%	1%	6%	0%	С	0.093	Α	0.556	81000	Δ
	To	I-664				<u> </u>									
58) (13) (460)	City of Chesapeake (Maint: 64)	0.11 10000	G	92%	0%	1%	1%	6%	0%	F	0.11	F	0.52	11000	(
<del></del>	To	SR 191 Jolliff Rd; US 13	Military 1	Highway		<u> </u>									
ALT 58 (460) Airline Blvd	City of Chesapeake	1.72 <b>7300</b>	G	96%	2%	1%	0%	2%	0%	С	0.091	F	0.569	7700	G
38) (400) 2113	To:	WCL Portsn		0070			0 70		0,0		0.00	•	0.000		
ALT	From	ECL Chesap													
58 460 Airline Blvd	City of Portsmouth	0.29 <b>1200</b> 0	) F	96%	2%	1%	0%	2%	0%	F	0.093	F	0.577	12000	F
ALT	To: From:	Greenwood	l Dr												
58 ( 460 Airline Blvd	City of Portsmouth	0.20 12000	) F	96%	2%	1%	0%	2%	0%	F	0.084	F	0.528	12000	F
~ · · · · · · · · · · · · · · · · · · ·	To:	Elmhurst L	ane			<u> </u>									
ALT 58 (460 Airline Blvd	City of Portsmouth	1.30 <b>8900</b>	F	96%	2%	1%	0%	2%	0%	F	0.083	F	0.504	9400	F
400),	To To	SR 239 Victor	D11				0 / 0	_,,	0,0	•	0.000	•	0.00	0.00	·
ALT	From														
Airline Blvd	City of Portsmouth	0.28 <b>9100</b>	F	96%	2%	1%	0%	2%	0%	F	0.089	F	0.56	9600	F
~	To: From:	SR 337 Portsmo				<b>□</b>  -									
Airline Blvd	City of Portsmouth	1.40 <b>11000</b>	) F	96%	2%	1%	0%	2%	0%	F	0.091	F	0.532	12000	F
~	To: From:	US 17 Frederic													
Airline Blvd	City of Portsmouth	0.19 <b>13000</b>	) F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.573	14000	F
~	To: From	High St										_			_
London Blvd	City of Portsmouth	0.72 <b>19000</b>	G	97%	1%	1%	0%	1%	0%	С	0.086	F	0.602	20000	G
~ · · · · · · · · · · · · · · · · · · ·	To: From:	SR 141 Londo													
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>56000</b>		97%	1%	1%	0%	1%	0%	F	0.084	F	0.557	60000	G
~	Tσ	SR 164 Wester	rn Frwy												

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~	From:	SR 164 Western		050/	00/	201	40/	00/	00/	_	0.000		0.545	05000	_
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 29000	G	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	35000	G
<u>*</u>	From:	Elizabeth River Midt Martin Luther King		el											
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 29000	G	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	35000	G
<del>\$\tau\tau\tau\tau\tau\tau\tau\tau\tau\tau</del>	To	ECL Portsmo													
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 <b>29000</b>	G	95%	0%	0%	1%	3%	0%	С	0.092	Α	0.515	35000	G
258) 2.1.2.2.2.2.1.1.1.1.1.1.1.1.1.1.1.1.1.1	To:	SR 337 Bramblet		0070	0 70		1 70	0,0	0 70	Ū	0.002		0.010	00000	Ŭ
	From:	SR 337													
58 337 Brambleton Ave	City of Norfolk	0.26 <b>30000</b>	F	99%	0%	0%	0%	0%	0%	F	0.08	F	0.561	NA	
$\sim$	Τα	Colley Av	ρ.												
58 (337)Brambleton Ave	City of Norfolk	0.83 31000	G	96%	0%	0%	1%	3%	0%	F	0.087	F	0.704	36000	G
30) (307) 4 4 4 4 4	To:	E SR 337													
	From:	E SR 337 Bramble	eton Ave												
Duke St	City of Norfolk	0.17 <b>8300</b>	G	96%	1%	2%	1%	1%	0%	F	0.099	F	0.68	9000	G
~	Too	Olney Rd													
58 Virginia Beach Blvd	City of Norfolk	0.07 <b>6000</b>	G	96%	1%	2%	1%	1%	0%	F	0.090	F	0.661	6500	G
30)	To	D 1 C													
58 ( Virginia Beach Blvd	City of Norfolk	80ush Stre 0.24 <b>5700</b>	G G	96%	1%	2%	1%	1%	0%	F	0.092	F	0.558	6100	G
Virginia Beach Blvd	Tra	US 460 Monticello Ave			1 /0		1 /0	1 /0	0 /6	'	0.032	'	0.550	0100	0
	Fron:	Monticello A		Sivu											
58 Virginia Beach Blvd	City of Norfolk	0.70 <b>14000</b>	G	96%	1%	2%	1%	1%	0%	F	0.094	F	0.634	15000	G
<i>→</i>	Too	SR 168 Tidewa	ter Dr												
58) Virginia Beach Blvd	City of Norfolk	0.53 <b>15000</b>	G	96%	1%	2%	1%	1%	0%	С	0.095	F	0.561	16000	G
30)	To								- , -						_
Virginia Pagah Plyd	City of Norfolk	Park Ave 0.96 <b>17000</b>	G	96%	2%	2%	1%	1%	0%	С	0.088	F	0.525	18000	G
58) Virginia Beach Blvd	City of Norfolk	0.96 17000	G	90%	270	270	170	1 70	0%	C	0.000	Г	0.525	10000	G
~~~	Too From:	SR 405 Ballentin													
58) Virginia Beach Blvd	City of Norfolk	0.88 <b>30000</b>	G	96%	2%	2%	1%	1%	0%	F	0.098	F	0.617	32000	G
~	To: From:	Azalea Garde	n Rd												
58 Virginia Beach Blvd	City of Norfolk	1.35 <b>33000</b>	G	96%	2%	2%	1%	1%	0%	F	0.091	F	0.666	35000	G
<i></i>	Too	US 13 Military	Hwy												
58 Virginia Beach Blvd	City of Norfolk	0.79 <b>26000</b>	G	96%	2%	2%	1%	1%	0%	F	0.087	F	0.521	28000	G
30)	To								- , -				****		
Vissinia Booch Blud	From:	SR 165 Kempsv 0.93 <b>28000</b>	Ille Rd	99%	0%	1%	0%	0%	0%	С	0.092	F	0.571	30000	_
Virginia Beach Blvd	City of Norfolk				0%	1%	0%	0%	0%	C	0.092	Г	0.571	30000	G
	From:	WCL Va Beach; Ne ECL Norfolk; New		l											
58 Virginia Beach Blvd	City of Virginia Beach	1.33 <b>34000</b>	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.536	32000	G
35)	, J														-
	From	SR 190 Witchdu										_			
58 Virginia Beach Blvd	City of Virginia Beach	1.11 34000	F	99%	0%	1%	0%	0%	0%	С	0.104	В	0.529	35000	F

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

				_		Truck			K	014	Dir		
Route	Jurisdiction	Length AADT G	A 4Tire	Bus	2Axle 3+	Axle 1Tra	il 2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	SR 225 Independence I		00/		201	00/	_	0.007	_	0.5	00000	_
58) Virginia Beach Blvd	City of Virginia Beach	2.18 <b>41000</b> (	<b>G</b> 99%	0%	0% (	0% 0%	0%	F	0.097	F	0.5	39000	G
58 Virginia Beach Blvd	City of Virginia Beach	Rosemont Rd 0.41 <b>4900</b>	G 99%	0%	0% (	)% 0%	0%	F	0.099	F	0.502	47000	G
Virginia Beach Blvd	City of Virginia Beach		G 99%	0%	U% (	J70 U70	0%	г	0.099	Г	0.502	47000	G
58 Virginia Beach Blvd	City of Virginia Beach	Plaza Trail North	G 99%	0%	0% (	)% 0%	0%	F	0.097	F	0.557	22000	G
58 Virginia Beach Blvd	City of Virginia Beach	1.37 <b>35000</b> (	G 99%	0%	<u> </u>	0% 0%	0%	Г	0.097	Г	0.557	33000	G
Virginia Basah Blud	City of Virginia Reach	Lynnhaven Pkwy	G 99%	0%		00/ 00/	00/		0.006	F	0.57	25000	G
58) Virginia Beach Blvd	City of Virginia Beach			0%	0% (	0% 0%	0%	F	0.086	Г	0.57	35000	(
~~\\	From:	SR 279 Great Neck F		00/		201 001	00/		0.005		0.570		
58) Virginia Beach Blvd	City of Virginia Beach	0.14 <b>31000</b>	F 99%	0%	0% (	0% 0%	0%	F	0.085	F	0.572	NA	
~~	From	Bus US 58; Va Beach I							2 22 4				
58 Laskin Rd	City of Virginia Beach	1.47 <b>29000</b>	<b>A</b> 99%	0%	0% (	0%	0%	С	0.094	Α	0.579	30000	Δ
<del></del>	To: From:	First Colonial Rd											
58 Laskin Rd	City of Virginia Beach	1.53 <b>27000</b> (	<b>G</b> 99%	0%	0% (	0%	0%	F	0.080	F	0.567	28000	C
~~ ~~	To: From:	Birdneck Rd			$\Box$								
58 Laskin Rd	City of Virginia Beach		<b>G</b> 99%	0%	0%	0% 0%	0%	F	0.078	F	0.558	29000	(
<b>~</b>	Τα	US 60 Pacific Ave											
~~~ B	From:	Ramps US 58 E 96A; US 58							0.000	_		1000	,
Ramp to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.24 <b>1600</b> (	G		_				0.083	F		1600	C
	Gram		1 W ((D										
58 Ramp to I-81 N at Exit 1	City of Bristol (Maint: 95)	Ramps US 58 E 96B; US 42 0.02 <b>2900</b>	G 66B						0.100	F		2900	
58) Hamp to 101 IV at Exit 1	To:	I-81 North	<u> </u>						0.100	•		2000	`
	From:	US 58 Carrollton Pik	re										
Ramp	Carroll County		G						0.084	F		2500	(
	To:	I-77 South											
	From:	US 58 Carrollton Pik	ie.										
Ramp	Carroll County	0.21 <b>3700</b>	G						0.072	F		3700	(
~	To:	I-77 North											
East	From:	US 58 US 421 Eastbox								_			
8 Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Maint: 95)		G						0.132	F		560	(
	10.	Ramp US 58 96A											
East 58 ( Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Maint: 95)	US 58 US 421 Eastbox 0.14 <b>1000</b>	ınd G						0.138	F		1000	C
58 Ramp US 58 W US 421 E to I-81 N at Exit 1	To To Distor (Mairie: 95)	Ramps US 58 96B; US 421							0.138	Г		1000	Ċ
Eggt	From:												
East 58 Ramp	Mecklenburg County	US 58 E, E Atlantic S 0.36 <b>2100</b>	G 80%	1%	 1%	1% 17%	1%	F	0.090	F		2100	G
00) ' '''''	Tro:	0.00 2100	<b>5</b> 00 /0	1 /0	1 /0	. , 5	, 1/0	•	5.000	•		2100	_

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

	Necklenburg County		K		Dir												
Route	Length AADT   Care   Bus   Sake   S	QK	Factor	AAWDT	QW												
East	L			US 58 East													
(58) Ramp	Mecklenburg C	ounty			G	80%	1%	1%	1%	17%	1%	F	0.097	F		1100	G
<u></u>	To:																
East	From:													_			_
(58) Ramp	City of Emporia (M	laint: 40)			G								0.136	F		2000	G
	To:																
East	From:	4 - 1 - 4 - 4 O \											0.400	_		4000	_
58 Ramp	City of Emporia (M	iaint: 40)			G			_					0.136	г		1300	G
	F																
East (58) Ramp	Southampton C	County			.58								ΝΔ			NΔ	
(58) Hamp	_	Journey			<b>8</b> _ <b>P</b>								INA			INA	
East	From:							1									
East (58) (258) Ramp	City of Suffo	olk											0.111	F		560	G
(36) (236)	т., Т												0	•		000	<u> </u>
East	From:					TH											
(58) (258) Ramp													0.113	F		230	G
<del></del>	Length   AADT   QA   41 re   Bus   2Axle   3+Axle   17   17   17   17   17   17   17   1																
East (58) Ramp	From:																
(58) Ramp	City of Chesapeake	County	G														
East	To: From:	F	Ramps to and	from US M	Iilitary F	lwy											
58 Ramp	City of Chesapeake	(Maint: 64)	0.24	27000	G								0.101	F		29000	G
30) **		( /															
East	From:		US 58 E	, Military H	ighway												
8 Ramp	City of Chesapeake	(Maint: 64)											0.077	F		11000	G
	To:		]	I-664 West													
West	From:		US 58 U	JS 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	1100	G								0.09	F		1100	G
<u> </u>	To:		Ramps US	58 E 96A; U	JS 58 96	A											
West	From:																
(58) Ramp	Mecklenburg C	ounty			G	80%	1%	1%	1%	17%	1%	F	0.081	F		2200	G
Wast	To: From:				CD												
West 58 Ramp	Mecklenburg C	ountv											NA			2200	G
(30)													. 47 1				<b>-</b>
West	From							1									
58 Ramp	Mecklenbura C	ounty	0.29		Α								0.097	Α		1700	Α
	Tor	<del></del>		I-85 North													
West	From:		Ī	JS 58 West													
Samp	City of Emporia (M	faint: 40)	0.14	4100	G								0.092	F		4100	G
<u> </u>	To:			I-95 South													
		·															

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

Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 58 Ramp	City of Emporia (Maint: 40)	0.18	\$ 58 West <b>1500 G</b> 95 North								0.099	F		1500	G
West 258 Ramp	Southampton County	US 58 0.14	TO RTE 258  NA  US 258 US 258-	9BU							NA			NA	
Nest 58 Ramp	City of Chesapeake (Maint: 64	US 58 W,	Military Highwa 440 G -664 East								0.107	F		470	G
Nest 58 Ramp	City of Chesapeake (Maint: 64	US 58 W,	Military Highwa 3100 G 664 West	у							0.109	F		3300	G
Nest 58 Ramp	City of Virginia Beach (Maint: 7	5) 0.22	and US 58 Bus 17000 G 264 West								0.072	F		18000	G
TDT /	Midtown Tunn€ity of Norfolk (Maint: 64) d Traffic Estimates for 2 Parallel Roadways	0.26 on this Route:	River Mid Tunne 6000 G 35000 N Brambleton Ave	99% 96%	0% 0%	0% 0%	0% 1%	0% 3%	0% 0%	F N	0.105 NA	F		6400 42000	G N
ALT 58 Main St	Town of Jonesville (Maint: 52)		58 Jones St <b>6200 F</b>	96%	1%	1%	1%	1%	0%	С	0.097	F	0.571	6100	F
ALT 58	Lee County	3.51	L Jonesville  6200 N  Clyde Pearson Rd	96%	1%	1%	1%	1%	0%	N	0.097	F	0.571	6100	N
ALT 58 W Morgan Ave	From: Lee County	52-64:	5 VC Tech Dr <b>8500 F</b>	96%	1%	1%	1%	2%	0%	F	0.092	F	0.512	8400	F
ALT 58 Morgan Ave	Town of Pennington Gap (Maint:	52) 1.79	ennington Gap  8500 N	96%	1%	1%	1%	2%	0%	N	0.092	F	0.512	8400	N
ALT 58 (421) E Morgan Ave	Town of Pennington Gap (Maint:	52) 0.40	W, Old Zion Rd  12000 G	96%	1%	1%	1%	2%	0%	С	0.09	F	0.524	12000	G
ALT 58 Trail of the Lonesome Pine	Town of Pennington Gap (Maint:	52) 0.23	E, Woodway Rd <b>7200 F</b>	96%	1%	1%	1%	2%	0%	С	0.087	F	0.519	7000	F
ALT 58 Trail of the Lonesome Pine	Lee County	4.60	7200 N apman Rd	96%	1%	1%	1%	2%	0%	N	0.087	F	0.519	7000	N
ALT 58 Trail of the Lonesome Pine	Lee County	Cha 2.69	pman Road  4300 F  Old Woodway Rd	97%	0%	1%	1%	2%	0%	F	0.09	F	0.576	4200	F

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
ALT	From:		Old Wood													
Trail of the Lonesome Pine	Lee County	2.67	4000	F	97%	0%	1%	1%	2%	0%	F	0.102	F	0.535	4000	I
ALT	To: From:	52-982 S,	Seminary (	Church R	.d											_
758 Trail of the Lonesome Pine	Lee County	2.22	4100	F	97%	0%	1%	1%	2%	0%	F	0.102	F	0.535	4100	
ALT	To: Front	52-982 N,	Seminary (	Church F	ld											_
Trail of the Lonesome Pine	Lee County	1.32	4700	F	97%	0%	1%	1%	2%	0%	F	0.102	F	0.535	4600	
~	To:		se County I													
NLT 58 Pennington Gap Hwy	Wise County	1.50	e County L <b>5400</b>	ine <b>G</b>	97%	0%	1%	1%	2%	0%	F	0.094	F	0.626	5400	
~	To		Villiams Ho		0.,0	0,0		. , 0	_,,	0,0	-	0.00	•	0.020	0.00	
ALT	From:				070/	00/	10/	10/	00/	00/	N.	0.004	F	0.000	F400	
Pennington Gap Hwy	Wise County	0.56	5400	N	97%	0%	1% ——	1%	2%	0%	N	0.094	г	0.626	5400	
ALT	To: From:	WCI	Big Stone	Gap												
Cumberland Ave; Wood Ave	Town of Big Stone Gap	1.15	6000	G	97%	0%	1%	1%	2%	0%	С	0.092	F	0.640	6400	
ALT	To: From:	Ţ	W 1st Stree	t												_
Wood Ave	Town of Big Stone Gap	0.13	5800	G	97%	0%	1%	1%	2%	0%	F	0.087	F	0.544	6200	
~	To	]	E 1st Street	t			$\neg$ $\vdash$									
NLT 58 Wood Ave	Town of Big Stone Gap	0.42	5300	G	97%	0%	1%	1%	2%	0%	F	0.082	F	0.574	5700	
~	Тα		US 23, 5tl					.,,								
ALT Bus	From:	0.04	US 23		070/	00/	10/	00/	00/	00/	F	0.005	F	0.500	0000	
58) (23) E 5th St	Town of Big Stone Gap	0.24	8300 Gilley Ave	G	97%	0%	1%	0%	2%	0%	Г	0.085	Г	0.536	8900	
LT Bus	From:		E 5th St													
Gilley Ave	Town of Big Stone Gap	0.93	10000	G	97%	0%	1%	0%	2%	0%	С	0.089	F	0.57	11000	
LT Bus	To: From:	SCL	Big Stone	Gap												_
58 23 Gilley Ave	Wise County	0.35	10000	N	97%	0%	1%	0%	2%	0%	Ν	0.089	F	0.57	11000	
ALT	To: From:	US	23; Bus US	S 23			$\Box$									
58 23 Orby Cantrell Hwy	Wise County	1.31	12000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.506	12000	
$\sim$	To		S 97-610													
ALT 58 (23) Orby Cantrell Hwy	Wise County	5.30	17000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.568	17000	
Orby Cantrell Hwy	wise County	5.30		<u> </u>	9470	0%	1 76	1 70	470	076	Г	0.069	Г	0.566	17000	
ALT ,	From:		N 97-610													
Orby Cantrell Hwy	Wise County	0.86	14000	G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.530	15000	
LT	Too From:	V	VCL Norto	n												
58 23	City of Norton (Maint: 97)	1.03	14000	N	94%	0%	1%	1%	4%	0%	Ν	0.085	F	0.530	15000	
•	Too From:		11th St													
ALT 58 23 Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50	15000	F	94%	1%	1%	1%	4%	0%	С	0.09	F	0.511	16000	
	To:		US 23													

# 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
ALT	From:		US 23													
Norton Coeburn Rd	City of Norton (Maint: 97)		11000	G	94%	0%	1%	1%	3%	0%	F	0.088	F	0.527	12000	(
LT	To: From:		CL Norton													
58 Norton Coeburn Rd	Wise County		11000	N	94%	0%	1%	1%	3%	0%	Ν	0.088	F	0.527	12000	
36)	To:		97-762													
LT	From:	97-76	2 Mathews	Rd												-
Norton Coeburn Rd	Wise County	2.30	10000	G	94%	0%	1%	1%	3%	0%	F	0.087	F	0.545	11000	
~~ I.T.	To: From	97-813 Old	Norton Co	eburn F	ld											
LT Norton Coeburn Rd	Wise County	1.67	11000	G	94%	0%	1%	1%	3%	0%	F	0.085	F	0.543	11000	
Notion Goodani Na	Wise Sounty				0+70	0 70	170	1 /0	070	070	•	0.000	•	0.040	11000	
LT	From:	We	CL Coebur	n												_
Norton Coeburn Rd	Town of Coeburn (Maint: 97)	0.94	11000	N	94%	0%	1%	1%	3%	0%	Ν	0.085	F	0.543	11000	
~ )	Τα	SR 1:	58 W, Fron	t St												
LT 58 Senator M M Long Hwy	Town of Coeburn (Maint: 97)	0.90	8100	G	94%	0%	1%	1%	3%	0%	F	0.082	F	0.578	8700	
Senator M M Long Hwy	Town of Coepum (Maint. 97)				34 /6	0 76	1 /0	1 /0	J /6	0 /6	•	0.002	•	0.576	0700	
LT	To: From:	SR 72	Dunganno	n Rd												_
Senator M M Long Hwy	Town of Coeburn (Maint: 97)	2.71	7100	G	94%	0%	1%	1%	3%	0%	F	0.085	F	0.529	7600	
J	To:	NCL Coeburn			Rd											
LT	From		Coeburn; 97		0.40/	00/	10/	10/	00/	00/	_	0.005	_	0.507	7500	
Bull Run Rd	Wise County	4.35	7000	G	94%	0%	1%	1%	3%	0%	F	0.085	F	0.507	7500	
LT	To: From:	97-6	57 Carfax	Rd												_
Bull Run Rd	Wise County	2.27	7300	G	94%	0%	1%	1%	3%	0%	F	0.083	F	0.504	7800	
2	To	07 655	Russel Cre	ak Dd												
<u>LT</u>	From:										_		_			
Bull Run Rd	Wise County	1.34	7400	G	94%	0%	1%	1%	3%	0%	F	0.086	F	0.550	8000	
LT	To: From:	WC	CL Saint Pa	ul												
Bull Run Rd	Town of Saint Paul (Maint: 97)	0.30	7400	N	94%	0%	1%	1%	3%	0%	Ν	0.086	F	0.550	8000	
0) =	T-							.,.					-			
LT	From		R 63 Wise S													
58 Bull Run Rd	Town of Saint Paul (Maint: 97)	0.48	8500	G	94%	0%	1%	1%	3%	0%	F	0.082	F	0.542	9100	
LT	To:		ell County I e County L													
Castlewood Rd	Castlewood (Maint: 83)		10000	A	94%	0%	1%	1%	3%	0%	С	0.106	Α	0.528	11000	
8) Gastiewood Fid	To:	2.00	SR 65		0 + 70	0 70		1 /0	070	070	Ü	0.100	,,	0.020	11000	
LT	From:	SR 6:	5 Memorial	l Dr												_
Castlewood Rd	Castlewood (Maint: 83)	1.04	8800	G	94%	0%	1%	1%	3%	0%	F	0.084	F	0.547	9400	
2	Tœ	SCI	L Castlewoo	od												
LT	Puggell County				0.49/	00/	10/	10/	20/	00/	N.I	0.004	F	0.547	0400	
Trail of the Lonesome Pine	Russell County	3.10	8800	N	94%	0%	1%	1%	3%	0%	N	0.084	г	0.547	9400	
LT	T <sub>C</sub> . From:	S	R 71 West													_
(71) Trail of the Lonesome Pine	Russell County	1.46	8800	G	94%	0%	1%	1%	3%	0%	F	0.089	F	0.582	9500	
	To:	SR 71 E, Trai														

4/15/2020

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

		Filliary and file	State no	ules											
Route	luriadiation	SR 71 E, Trail of the Lonesome Pine													
noute	Julisaiction	Length AAD	I QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI	Factor	AAWDI	Q۷
LT	From:														
58	Russell County	1.98 <b>670</b> 0	) G	94%	0%	1%	1%	3%	0%	F	0.088	F	0.578	7100	G
	Unisdiction   Length AADT   QA   4Tire   Bus   Str.   Trail   2Trail   QC   Factor   AADT   QN   AAD														
ALT 58	Russell County	4.73 <b>700</b> 0	) G	94%	0%	1%	1%	3%	0%	F	0.089	F	0.553	7500	G
ALT	To: From	US 1	Part   AADT   AADT												
58 (19)	Russell County	1.98 <b>1600</b>	0 G	95%	0%	1%	1%	3%	0%	F	0.092	F	0.559	17000	C
$\rightarrow$ $\hookrightarrow$	To:	Substitution   Length   AADT   QA   4Tire   Bus   AADT   CANde   3+Able   1Trail   2Trail   2Trail													
LT CON Boots fold I be	From:		•	050/	00/	10/	40/	00/	00/	_	0.004	_	0.500	40000	
Porterfield Hwy	wasnington County	3.25 1700	0 F	95%	0%	1%	1%	3%	0%	F	0.091	F	0.586	18000	r
LT	To: From:	95-802 Men	dota Rd												
58 (19) Porterfield Hwy	Washington County	3.03 <b>1800</b>	0 F	95%	0%	1%	1%	3%	0%	F	0.091	F	0.608	19000	F
$\sim$	To- From	95-700 Rich V	alley Rd			_									
LT 58) (19) Porterfield Hwy	Washington County	2.59 <b>4200</b>	0 F	95%	0%	1%	1%	3%	0%	F	0.088	F	0.617	45000	F
~ <u> </u>	Too	95-766 W	EST												
(58) $(19)$ Porterfield Hwy	Washington County			94%	0%	1%	2%	4%	0%	С	0.091	F	0.587	23000	F
LT	To: From:	NCL Abir	ıgdon												
8 (19) Porterfield Rd	Town of Abingdon	0.21 <b>2200</b>	0 F	95%	0%	1%	1%	3%	0%	F	0.086	F	0.616	23000	ı
LT	To: From:	US 19 Porterf	ield Hwy												
Russell Rd	Town of Abingdon	1.01 8300	) F	99%	0%	0%	0%	0%	0%	С	0.093	F	0.526	8800	F
$\checkmark$	To:														
LT	From:			2021	221		0-/		0.01	_		_	Factor AAWDT C F 0.578 7100 F 0.553 7500 F 0.559 17000 F 0.586 18000 F 0.608 19000 F 0.617 45000 F 0.587 23000 F 0.616 23000 F 0.526 8800 F 0.526 8800 F 0.531 11000 F 0.552 16000 F 0.568 17000 F 0.568 17000 F 0.530 15000		
Main St	I own of Abingdon			98%	0%	1%	0%	0%	0%	F	0.083	F	0.531	11000	ŀ
LT	From:														
(75) Cummings St	Town of Abingdon	0.78 <b>1500</b>	0 F	98%	0%	1%	0%	1%	0%	С	0.088	F	0.552	16000	F
	To:	I-81													
LT	From:	Bus US 23 South of	Big Stone	Gap											
Orby Cantrell Hwy	Wise County	1.31 <b>1200</b>	0 G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.506	12000	(
· · · · ·	To:														
LT  58 \ 23 \ Orby Cantrell Hwy					0%	1%	1%	4%	0%	F	0.089	F	0.568	17000	(
8 23 Orby Cantrell Hwy	Tre						. ,0	. /0	0 /0	•	0.000	•	0.000		`
LT	From														
Orby Cantrell Hwy	Wise County	0.86 <b>1400</b>	0 G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.530	15000	(
LT	To: From:	WCL No	rton												
58 23	City of Norton (Maint: 97)	1.03 <b>1400</b>	0 N	94%	0%	1%	1%	4%	0%	Ν	0.085	F	0.530	15000	١
	To	11Th St; 12t	h St Ext												

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	r QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ALT	From	11Th St; 12tl								_					
58 (23) Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50 <b>1500</b>		94%	1%	1%	1%	4%	0%	С	0.09	F	0.511	16000	F
~ ~	100 A	LT US 58, SR 283 No.		n Hwy											
Bus (46)	From:	US 58 South of La		000/	40/	10/	00/	00/	00/	0	0.400	_	0.570	0000	_
58 (46)	Brunswick County	0.20 <b>6400</b>	F	96%	1%	1%	0%	2%	0%	С	0.103	F	0.579	6300	F
Bus	To: From:	SCL Lawren	ceville												
Bus (46)	Town of Lawrenceville (Maint: 12)	0.80 <b>6400</b>	N	96%	1%	1%	0%	2%	0%	Ν	0.103	F	0.579	6300	Ν
<del>~</del> ~	Too	SR 46, E Ch	urch St												
Bus 58 Main St	From:	, , , , , , , , , , , , , , , , , , ,		000/	10/	10/	00/	00/	00/	_	0.000	_	0.507	F000	_
Main St	Town of Lawrenceville (Maint: 12)	0.35 <b>5200</b>	F	96%	1%	1%	0%	2%	0%	F	0.093	F	0.527	5000	F
Bus	Too From:	ECL Lawren	ceville												
58 Lawrenceville Plank Rd	Brunswick County	1.25 <b>5200</b>	N	96%	1%	1%	0%	2%	0%	Ν	0.093	F	0.527	5000	Ν
<del>**</del>	To:	US 58 Governor H	arrison Pkwy	y											
Bus	From:	US 58 West of	Boydton												
58 Madison St	Town of Boydton (Maint: 58)	0.48 <b>1100</b>	F	96%	1%	2%	0%	0%	0%	С	0.116	F	0.667	1000	F
~	Toc	SR 92													
Bus 58 ( Madison St	Town of Boydton (Maint: 58)			98%	1%	10/	10/	0%	0%	С	0.104	F	0.753	1300	F
Madison St	Town of Boydion (Maint. 38)	0.55 <b>1300</b>	Г	90%	1 70	1%	1%	076	0%	C	0.124	Г	0.755	1300	Г
Bus	Toc. From:	NCL Boy	dton												
58	Mecklenburg County	0.05 1300	N	98%	1%	1%	1%	0%	0%	Ν	0.124	F	0.753	1300	Ν
~	Tα	US 58 East of	Boydton												
Bus	From:	US 58 West In	tersection												
58 Market Dr	City of Emporia	0.21 <b>1200</b>	) G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.518	13000	G
~	To:	West Atlan													
Bus 58 West Atlantic St	City of Emporia	US 58 Com 0.44 <b>1100</b>		99%	0%	1%	0%	0%	0%	С	0.088	F	0.622	11000	G
58) West Atlantic of	Oity of Emporia			JJ 70	0 70	1 /0	0 70	0 /0	0 70	O	0.000	'	0.022	11000	
Bus	To: From:	North Main	Street												
58 East Atlantic St	City of Emporia	0.25 <b>3500</b>	G	87%	1%	0%	1%	11%	0%	F	0.102	F	0.607	3700	G
~	To	Reese S	St												
Bus 58 East Atlantic St	City of Emporia	1.20 1800		87%	1%	0%	1%	11%	0%	С	0.096	F	0.554	1900	G
Last Atlantic St	Oity of Emporia	US 58 East Int		07 /6	1 /0		1 /0	11/0	0 /6	C	0.090	'	0.554	1900	
Due.	From:														
Bus 58 Clay St	Southampton County	2.32 <b>3000</b>		98%	1%	1%	0%	0%	0%	С	0.134	Α	0.607	3500	Δ
38) 314) 31	- County			0070	1 70		0 70	0 / 0	070	Ŭ	0.101		0.007	0000	•
Bus	To: From:	WCL Frai													
58 Clay St	City of Franklin	1.18 <b>3200</b>	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.602	3700	G
~	To- Form	Hunterdal	e Rd			_									
Bus 58 Clay St	City of Franklin	0.58 <b>3400</b>		98%	1%	1%	0%	0%	0%	F	0.105	F	0.555	3900	•
58 Clay St	City of Franklin	Homestea		30%	I 70	170	U%	U%	U%	г	0.105	Г	0.555	3900	G

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

5 .					4	_		Trι	ıck			K	0:1	Dir		611
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	Fron:		omestead I	Rd												
58 Clay St	City of Frankl	lin 0.35	2900	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.617	3400	G
~ <u></u>	To		Lee St													
Bus Clay St	City of Frankl	lin 0.16	1200	G	97%	1%	1%	0%	1%	0%	С	0.108	F		1400	G
58 Clay St	•													0.07		
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	3200	G	97%	1%	1%	0%	0%	0%	С	0.084	F	0.67	3600	G
Bus	To: From:		Gardner St													
58 Clay St	City of Frankl	lin 0.17	1800	G	97%	1%	1%	0%	1%	0%	С	0.101	F	0.525	2100	C
	Combined Traffic Estimates for 2 Parallel R		3100	G	97%	1%	1%	0%	1%	0%	С	0.087	F	0.569	3500	
	то-Г			-												
Bus	From:		High St													
58 4th Avenue	City of Frankl		1200	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.646	1400	(
~	To:		Mechanic S													
Bus 58 ( Mechanic St	City of Frankl		Fourth Ave	G	96%	1%	2%	1%	1%	0%	С	0.11	F	0.633	3000	(
Mechanic St	Talki		Second Ave		30 /6	1 /0		1 /0	1 /0	0 /6	C	0.11	'	0.033	3000	•
Bus Bus	From:	<u> </u>	US 258	<i>-</i>												
58 (258) E 2nd Ave	City of Frankl	lin 0.19	8000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.553	9300	(
50 (200)	To		CL Frankli													
Bus Bus	From:															
58 ) (258)	Southampton Co		8000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.553	9300	(
~ ~	To:		Wight Cour													
Bus Bus 58 (258 Carrsville Hwy	Isle of Wight Co		npton Cour 6800	G Line	98%	1%	1%	0%	0%	0%	F	0.092	F	0.509	7200	(
58 (258) Carrsville Hwy	isic of Wight of				30 70	1 /0	1 /0	0 70	0 70	0 70	•	0.032	•	0.505	7200	•
Bus	To: From:	US 2	58 Walters	Hwy												
58 Carrsville Hwy	Isle of Wight Co	ounty 5.11	2300	G	96%	1%	1%	1%	1%	0%	С	0.102	F	0.519	2400	(
~	To:		VCL Suffol													
Bus	From:		Wight Cour	_	000/	00/		40/	40/	00/	_	0.44	_	0.000	1000	,
Ruritan Blvd	City of Suffol	lk 2.65	1800	G	96%	0%	1%	1%	1%	0%	С	0.11	F	0.606	1900	(
Bus	To: From:		SR 189													
Holland Rd	City of Suffol	lk 0.26	2300	G	96%	1%	2%	1%	1%	0%	С	0.098	F	0.683	2400	(
00)								.,.		- , -	-		-			
Bus	From:	133-653 Duto	ch Rd; Glen	Haven .	Drive											
Holland Rd	City of Suffol	lk 0.46	3100	G	96%	1%	2%	1%	1%	0%	С	0.095	F	0.706	3300	(
~	To:		US 58													
us	From:		us 58 Clay													
58 Lee Street	City of Frankl	lin 0.16	1300	G	97%	1%	2%	0%	0%	0%	С	0.122	F	0.706	1400	(
5)	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	3100	G	97%	1%	1%	0%	1%	0%	С	0.087	F	0.569	3500	(
	То		High St													
Bus	From:		Lee Street					•	•	•	_		_	:-		_
58 High St	City of Frankl		2100	G	97%	1%	1%	0%	0%	0%	С	0.101	F	0.547	2200	(
~	Combined Traffic Estimates for 2 Parallel P		3200	G	97%	1%	1%	0%	0%	0%	С	0.084	F	0.67	3600	G
	To:	Bus	58 Fourth	Ave												

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

		<u> </u>					Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	US 58 East of Ho	lland												
58 Holland Rd	City of Suffolk	0.05 <b>9800</b>	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.512	10000	G
Bus	To: From:	133-1722 Kilby Sho	res Rd												
58 Holland Rd	City of Suffolk	1.79 <b>8900</b>	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.587	9400	G
36)	To:	SR 337 Constance													
Bus	From:	SR 337 Holland								_		_			_
Constance Rd	City of Suffolk	0.29 <b>8500</b>	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.507	9000	(
Bus	To- From	WCL Suffolk Pitchke	ettle Rd												
58 Constance Rd	City of Suffolk	0.86 <b>9900</b>	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.551	10000	C
<i>→</i>	To	SR 32 Main S	t												
Bus Bus Bus Constance Bd	City of Suffolk		G	97%	0%	1%	1%	20/	00/	F	0.085	F	0.592	17000	c
58) (13) (460) Constance Rd	City of Surioik	0.88 <b>16000</b> Pinner Street	G	97%	0%	1%	1%	2%	0%	Г	0.065	Г	0.592	17000	(
Bus Bus Bus	From:	Highland Ave	;												
58) (13) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>17000</b>	G	97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	(
$\rightarrow \bigcirc \bigcirc$	To:	SR 337 Washingto	on St												
Bus Bus Bus 58 (13) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>25000</b>	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	26000	(
58 (13) (460) Portsmouth Blvd	Tax	US 58	u	30 /6	0 /6	1 /0	1 /0	2/0	0 /6	C	0.000	'	0.569	20000	
Bus	From:	US 58 Southampton	Pkwy												
58 35 Meherrin Rd	Southampton County	2.03 <b>3800</b>	G	91%	1%	1%	1%	5%	0%	С	0.131	F	0.509	3700	
35) (3)	To	WCL Courtlan													
Bus	From:														
58 35 Meherrin Rd	Town of Courtland (Maint: 87)	0.14 <b>3800</b>	N	91%	1%	1%	1%	5%	0%	N	0.131	F	0.509	3700	١
Bus	From	SR 35 Main S SR 35; Meherrin													
58 Main St	Town of Courtland (Maint: 87)	1.10 <b>7700</b>	G	91%	1%	1%	1%	7%	0%	С	0.088	F	0.509	7600	C
~	Toe	ECL Courtland	d												
Bus	From L			010/	10/	10/	10/	70/	00/	N.I	0.000	F	0.500	7000	
Jeruselem Rd	Southampton County	1.18 <b>7700</b> US 58 Southampton	N	91%	1%	1%	1%	7%	0%	N	0.088	Г	0.509	7600	١
2	From	•													
Bus 58 Virginia Beach Blvd	City of Virginia Beach	US 58 Laskin F	G	97%	1%	1%	1%	0%	0%	F	0.076	F	0.55	29000	(
56) Virginia Beach Biva	- T			01 70	1 /0		1 /0	0 70	0 70	•	0.070	•	0.00	20000	`
Bus	From:	First Colonial F	Rd												
58) Virginia Beach Blvd	City of Virginia Beach	0.44 <b>18000</b>	G	97%	1%	1%	1%	0%	0%	F	0.079	F	0.541	18000	(
	To: From:	Oceana Blvd													
58 Virginia Beach Blvd	City of Virginia Beach	0.96 <b>13000</b>	G	97%	1%	1%	1%	0%	0%	F	0.080	F	0.540	12000	(
	To	Birdneck Rd													
Bus	From:														
Virginia Beach Blvd	City of Virginia Beach	1.17 11000	G	97%	1%	1%	1%	0%	0%	С	0.079	F	0.547	10000	(
~	To:	Atlantic Ave													

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

Route	Jurisdiction	l enath	AADT	ΩΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
	From						2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	,,,,,,	
Bus 58 Ramp	City of Virginia Beach (Maint:		O ROUTE 2	204 WE	51							NA			NA	
30) '	To:	US 58-W503A TO F	ROUTE 58 B	US VA	BEACH I	BL										
Bus Bus Bus	From:		Bus Us 23													
58) (23) (421)	Scott County	0.04	2300	N	97%	0%	1%	1%	1%	0%	N	0.106	F	0.565	2400	N
Bus Bus Bus	To: From:	(	CL Gate City	7												
58) (23) (421) Daniel Boone Rd	Town of Gate City (Maint: 84	4) 0.80	2300	F	97%	0%	1%	1%	1%	0%	С	0.106	F	0.565	2400	F
Sus Bus Bus	To: Fron:		84-762													
58 23 421 Daniel Boone Rd	Town of Gate City (Maint: 84	4) 0.84	3200	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.55	3400	G
$\sim$	To		84-763				$\neg$ $\vdash$									
Bus Bus Bus (421) W Jackson St	Town of Gate City (Maint: 84	4) 0.15	4000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.542	4300	G
30) (20) (421)	To:	<u>′</u>	84-665													
Sa Sus Bus Sus Sus Sus Sus Sus Sus Sus Sus Sus S	Town of Gate City (Maint: 84	4) 0.12	5700	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.621	6100	(
58) (23) (421) W Jackson St	Town of Gate City (Maint. 6	4) 0.12		G	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.000	'	0.021	0100	
lus Bus Bus	From		SR 71													
58) (23) (421)	Town of Gate City (Maint: 84	4) 0.47	9400	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.546	10000	(
Bus Bus Bus	To: From:		84-836				_									
58) (23) (421)	Town of Gate City (Maint: 84	•	17000	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.505	18000	C
~ ~ ~	Tα		South of Gat													
dus 58 A L Philpott Hwy	Henry County	US 58; US 2 2.40	220 William F 8400	Stone :	Hwy 98%	0%	0%	0%	1%	0%	С	0.094	F	0.646	9000	C
A L Philpott Hwy	riefly County				30 /6	0 /6	0 /0	0 /6	1 /0	0 /6	C	0.034	'	0.040	9000	
Bus Bus	Fron:		220 Greensb													
Memorial Blvd	Henry County	0.72	18000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.604	19000	C
us Bus	To: From:	SC	CL Martinsvil	lle												
(220) Memorial Blvd	City of Martinsville	0.71	18000	G	97%	0%	1%	1%	1%	0%	С	0.087	F	0.585	19000	C
dus	To: From:		7 Starling Av 220 Memori													
58 57 Starling Ave	City of Martinsville	0.85	8700	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.521	9300	C
$\sim$	To		Mulberry Rd													
ous  (57) Starling Ave	City of Martinsville	0.15	7500	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.542	8000	G
(37) Starming 7.00	To:	0.10	Church St		30 /3	1 /0						J.000		J.O-72		_ `
Bus	From:		Starling Ave		000/	40/	10/	00/	00/	00/	_	0.000	_	0.505	0506	
57 Church St	City of Martinsville	0.10	8900 ale St; Starlin	G Ave	98%	1%	1%	0%	0%	0%	С	0.086	F	0.595	9500	G
Bus	From:		thurch St Ext													
58 57 Church St	City of Martinsville	0.28	8700	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.635	9300	G
$\sim$ $\sim$	To:		Fairy St	-		-										

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

		Filliary an						Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2 <b>A</b> yle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Fairy St				ZAXIC	OTAXIC	TITAL	ZIIdii		1 actor		1 actor		
58 57 E Church Rd	City of Martins	sville 0.26	9000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.615	9600	G
	Tor	г	Brookdale S	t												
Bus F Olympia Dd	Fron:				000/	40/	40/	00/	40/	00/	_	0.070	_	0.500	10000	_
58 57 E Church Rd	City of Martine	sville 0.13	12000	G	98%	1%	1%	0%	1%	0%	F	0.078	F	0.583	13000	G
Bus	To: From:		Hooker St													
58 57 E Church Rd	City of Martins	sville 0.77	15000	G	98%	1%	1%	0%	1%	0%	С	0.084	F	0.583	16000	G
	Tor	EC	L Martinsv	ille												
Bus	From:				000/	00/		00/	40/	00/	_	0.400		0.007	4 4000	
58 57 A L Philpott Hwy	Henry Cour	nty 0.54	13000	Α	98%	0%	0%	0%	1%	0%	С	0.102	Α	0.627	14000	Α
Bus	To: From:	SR :	57 Chatham	n Rd												
58 A L Philpott Hwy	Henry Cour	nty 2.48	11000	G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.616	12000	G
. ,	Tax	<u> </u>	30 Dogwoo													
Bus	From:												_			
(58) A L Philpott Hwy	Henry Cour	•	12000	G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.59	12000	G
	10.		A L Philpo													
Bus	From:		US 1 South		0.40/	00/	40/	40/	00/	00/	_	0.400	_		0400	_
58 1 Danville St	Mecklenburg C	•	2100	F	94%	2%	1%	1%	2%	0%	С	0.122	F	0.575	2100	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5200	F	94%	2%	1%	1%	2%	0%	F	0.113	F	0.575	5100	F
Bus	To: From:		US 1 North													
58 1 Danville St	Mecklenburg C	County 0.16	5400	N	93%	2%	2%	1%	2%	0%	Ν	0.122	F	0.534	5300	Ν
	To:	SC	CL South H	ill												
Bus	From:	L 1111 0 00	Locust St		000/	00/		40/	00/	00/	_	0.400	_	0.50	7000	_
58 1 Danville St	Town of Soutl	h Hill 0.28	7100 Plank Rd	F	93%	2%	2%	1%	2%	0%	F	0.102	F	0.53	7000	F
Bus	From:	SC	CL South H	ill												
58 1 Danville St	Town of South		5400	F	93%	2%	2%	1%	2%	0%	С	0.122	F	0.534	5300	F
	To:		Locust St													
Bus	From:		Plank Rd		000/	00/		40/	00/	00/	_	0.000	_	0.550	7500	_
58 1 Danville St	Town of South	h Hill 0.09	7700	F	93%	2%	2%	1%	2%	0%	F	0.099	F	0.550	7500	F
Bus	To: From:	Goo	des Ferry E	Blvd												
58 1 Danville St	Town of South	h Hill 0.23	7100	F	93%	2%	2%	1%	2%	0%	F	0.099	F	0.556	6900	F
	To:	Me	cklenburg A	Ave												
Bus	Fron:		Danville St					4.5.	4.5.			0.655				
(58) (1) Mecklenburg Ave	Town of Soutl		7300	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.503	7200	F
Bus	To: From:	,	SR 47 Atla US 1; SR 47													
58 Atlantic St	Town of Soutl		11000	G	97%	0%	1%	0%	2%	0%	С	0.087	F	0.508	11000	G
	T			-		- / -		- / -		- / -	-					
Bus	Fron:		Windsor St													
(58) Atlantic St	Town of Sout		13000	G	97%	0%	1%	0%	2%	0%	С	0.087	F	0.508	14000	G
<u> </u>	To:	US:	58 E Atlanti	ic St												

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

_		Primary and inters			_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From	US 58; 52-		070/	40/	10/	00/	00/	00/	_	0.400	_	0.540	1.100	-
Dr Thomas Walker Rd	Lee County	7.00 <b>1400</b> US 58 Daniel Bo	F one Trail	97%	1%	1%	0%	0%	0%	С	0.108	F	0.548	1400	F
Bus	Fron:	US 58 Jeb Stua													
Bus 58 8	Patrick County	0.51 <b>2800</b>	N	98%	1%	1%	0%	0%	0%	Ν	0.101	F	0.528	2900	ı
Bus	To: From:	WCL Stua	ırt												
58 8 West Blue Ridge St	Town of Stuart (Maint: 70)	1.00 <b>2800</b>	G	98%	1%	1%	0%	0%	0%	С	0.101	F	0.528	2900	(
	Tα	E SR 8 Stuart; Pa	trick Ave												
Bus 58) (49) Virginia Ave	From	US 58; 58-		2021			221		221		2 121	_	0 = 4 4		
Virginia Ave	Mecklenburg County	0.55 3800	N	98%	0%	0%	0%	1%	0%	N	0.104	F	0.511	3900	
Bus	To: From:	WCL Clarks													
Bus 58 49 Virginia Ave	Town of Clarksville (Maint: 58)	0.97 <b>3800</b>	F	98%	0%	0%	0%	1%	0%	С	0.104	F	0.511	3900	
Bus	To: From	US 15 W, Col	ege St												
Bus  58 (15) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.88 <b>6700</b>	F	99%	0%	0%	0%	0%	0%	С	0.087	F	0.533	6500	
Bus	To: From:	NCL Clarks	ville												
3us 58) (15) (49)	Mecklenburg County	0.84 <b>6700</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.087	F	0.533	6500	
$\sim$	To:	US 58 East of C	arksville												
Bus	From:	US 58 Danville Ex	pressway		10/	10/	00/	F0/	00/	N.I	0.094	F	0.000	1 4000	
Martinsville Hwy	Pittsylvania County	1.31 <b>13000</b>		93%	1%	1%	0%	5%	0%	N	0.094	г	0.602	14000	
Bus	From:	WCL Danville; SR 51													
Riverside Dr	City of Danville	4.97 <b>13000</b>	F	93%	1%	1%	0%	5%	0%	F	0.094	F	0.602	14000	
Bus	To: From:	Bus US 29 Par	k Ave												
Riverside Dr	City of Danville	0.93 <b>13000</b>	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.530	13000	
Bus	To: From:	SR 51 Westor	er Dr												
Riverside Dr	City of Danville	0.51 <b>24000</b>	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.519	24000	
~~ Bus	To: From	Bus US 29 Cent	ral Blvd												
58 Riverside Dr	City of Danville	0.24 <b>25000</b>	G	93%	1%	1%	0%	5%	0%	F	0.085	F	0.556	26000	
~	To:	Piney Fores	Rd			<u> </u>									
Bus 58 Riverside Dr	City of Danville	0.92 23000		93%	1%	1%	0%	5%	0%	F	0.088	F	0.516	23000	
~	то	Arnette Bl								•		•			
Bus 58 Riverside Dr	City of Danville	0.82 <b>14000</b>		93%	1%	1%	0%	5%	0%	F	0.08	F	0.535	14000	(
28) I IIVOI 310E DI	Oity of Darivine	N Main S		JU /6	1 /0	1 /0	0 /0	J /6	0 /0	'	0.00	'	0.505	14000	•
•															
Bus 58 (360 River St	City of Danville	0.64 <b>16000</b>		93%	1%	1%	0%	5%	0%	F	0.089	F	0.514	17000	(

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

		1 milary ar	iu ilileisiale ni	74100			Trι	ı alı			V		D: <sub>*</sub>		
Route	Jurisdiction	n Length	AADT QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:	0	ld Halifax Rd			ZAXIE	3+Axie	TITALI	ZIIali		i actor		1 actor		
58 360 South Boston Rd	City of Danv		16000 G	93%	1%	1%	0%	5%	0%	F	0.085	F	0.53	16000	G
	To:	US 29, US 5	58 Danville Expres	sway											
Bus	From:	US :	58 Danville Pike												
58 Jeb Stuart Hwy	Patrick Cour	nty 0.93	490 G	89%	1%	1%	1%	8%	0%	F	0.124	F	0.560	500	G
Bus	To: From:	Blue	Ridge Parkway												
58 Jeb Stuart Hwy	Patrick Cour	nty 0.99	1200 G	89%	1%	1%	1%	8%	0%	F	0.125	F	0.566	1200	G
$\overline{}$	To:	US :	58 Danville Pike												
Bus	From:		Alt US 58												
58 Dryden Loop	Lee Count	y 1.72	3700 G	95%	0%	1%	1%	2%	0%	С	0.09	F	0.585	3900	G
<u> </u>	To:		Alt US 58												
	From:		orth of Drakes Bran							_		_			_
59	Town of Drakes Branc	h (Maint: 19) 0.55	1500 G	93%	2%	1%	1%	3%	0%	С	0.087	F	0.538	1500	G
<u> </u>	To: From:	NCI	Drakes Branch												
59	Charlotte Cou	unty 6.77	1500 N	93%	2%	1%	1%	3%	0%	N	0.087	F	0.538	1500	N
	To: From:		CL Keysville	2021	221										
(59)	Town of Keysville (I		1500 N	93%	2%	1%	1%	3%	0%	N	0.087	F	0.538	1500	N
-	.00		R 40 Keysville												
	Alleghany Co		Virginia State Line		00   64	for dire	ational tr	offic vo	luma aa	timat	es for this		mont		
(60) (64)	Combined Traffic Estimates for 2 Parallel I	•	9500 G	76%	1%	1%	1%	21%	0%	F	0.086	·	0.549	9100	G
	Combined Traine Estimates for 2 Faraneri			7076	1 /0	1 /0	1 /0	21/0	0 /6	•	0.000	1	0.545	9100	G
	Alleghany Co		98 Jerrys Run Rd		00   64	for dire	ational tr	offic vo	مم مصا	tim at	es for this		mant		
60 64	Combined Traffic Estimates for 2 Parallel I	,	0500 0				1%	21%	o%		98 101 tills 0.087	•		0000	_
	Combined Trainc Estimates for 2 Parallel I			76%	1%	1%	170	21%	0%	Г	0.067	Г	0.541	9000	G
	To:		1 Ogle Creek Rd		04	fa., ali., a	-4:14:	-tt:	l	41					
60 64	Alleghany Co	•	0100 0							ıımaı F	es for this	_		9600	_
	Combined Traffic Estimates for 2 Parallel I	·	9100 G st Ramp to SR 159	76%	1%	1%	1%	21%	0%	r	0.086	F	0.549	8600	G
	From:	1-04 Ea	I-64 East												
60 (64) Ramp	Alleghany Co	unty 0.22		S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
$\overline{\bigcirc}$	Tα:	SR 1	59 Midland Trail												
60 Midland Trail Rd	Allowherm	unty 4.69	I-64 <b>2000 G</b>	82%	00/	10/	20/	160/	00/	0	0 104	F	0.709	2100	G
60 Midland Trail Rd	Alleghany Co	<u> </u>		02%	0%	1%	2%	16%	0%	С	0.104	Г	0.709	2100	G
~ NIMarra A	To: Fram:		CL Covington	000/	001		001	001	061		0.000		0.507	4400	
60 N Monroe Avenue	City of Coving	gton 0.09	3800 G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.587	4100	G
· · · · · · · · · · · · · · · · · · ·	To- From:		4 W Riverside St				_								
(60) N Monroe Avenue	City of Coving	gton 0.14	3300 G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.586	3500	G
~	To: From		Locust Street												
60 S Monroe Avenue	City of Coving		4700 G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.545	4900	G
<u> </u>	To:	]	E Oak Street												

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

									Tru	ıck			K		Dir		
Route	Jurisdict	ion	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~ ·	Fre	om:		E Oak Street		000/	00/	10/	00/	00/	00/	_	0.000	_	0.545	5000	_
60 S Monroe Avenue	City of Covi	ington	0.40	4700	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.545	5000	G
CONTRACTOR ASSESSED	O'the of O	For on:		0 N Alleghar	_	000/	00/		00/	00/	00/		0.000		0.500	10000	
60 220 E Madison Aveni	ue City of Covi	ington	0.12	12000	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.598	13000	G
60 (220) East Madison St	City of Covi	om.		Highland Av		91%	1%	10/	10/	70/	0%	С	0.004	F	0.628	14000	G
60 220 East Madison St	City of Covi	ington		13000	G	9176	1 70	1%	1%	7%	0%	C	0.084	Г	0.020	14000	G
60 (220 E Madison St	City of Covi	ington		18 Carpente 12000	r St <b>G</b>	90%	1%	1%	2%	7%	0%	С	0.083	F	0.595	13000	G
60 220 E Madison St	City of Govi	. Inglon				30 /6	1 /0	1 /0	2/0	1 /0	0 /0	C	0.003	'	0.595	13000	G
60 220 Madison St	Alleghany C	Cunty		CL Covingto 10000	on <b>G</b>	90%	1%	1%	2%	7%	0%	F	0.08	F	0.552	11000	G
60 220 Madison St	Allegitariy	. County	0.02		G	30 /6	1 /0	1 /0	2 /0	1 /0	0 /6	'	0.00	'	0.552	11000	ч
(00) (000)	Alleghany C	County	0.10	US 220 10000	N	90%	1%	1%	2%	7%	0%	N	0.08	F	0.552	11000	N
[60] [220]	Allegiany	r				30 70	1 /0	1 70	2 /0	1 /0	0 70	14	0.00	'	0.552	11000	11
60 (60) (220 Ramp to I-	64 E at Exit 16 Alleghany C	County	0.28	East of Covi	ngton <b>G</b>								0.098	F		4600	G
60 \ 60 \ 220 \ Hamp to I-	7 and griding C			Γ 60EAST &	-	8SOUTH							0.000	•		4000	u
~ ~ ~	Fro	om:	U	IS 60; US 22													
[60] <del>[64]</del> [220]	Alleghany C	•	4.81		_								es for this				_
~ ~ ~	Combined Traffic Estimates for 2 Paralle	el Roadways on thi	s Route:	20000	G	76%	1%	1%	1%	21%	0%	F	0.079	F	0.527	19000	G
~~~	Fro	To:		03-696			1.04										
60 64 220	Alleghany C	•	2.37	00000	•								es for this	·		10000	_
	Combined Traffic Estimates for 2 Paralle					76%		1%	1%	21%	0%	Г	0.082	Г	0.525	19000	G
	Alleghany C		JS 60 BUS 1.11	US 220 Wes	st of Cli			for direc	tional tr	offic vo	lumo oc	timata	es for this	c coar	mont		
60 64 220	Combined Traffic Estimates for 2 Paralle	•		12000	G				1%		0%		0.083	-		12000	G
	Combined Traine Estimates for 21 arange	r				7070	1 /0	1 70	1 /0	2170	0 70		0.000	'	0.505	12000	G
60 (64) (220)	Town of Clifton For	ge (Maint: 03)	1.55	L Clifton Fo	orge	Se	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	s sear	ment		
60 (64) 220 (	Combined Traffic Estimates for 2 Paralle	- ,		12000	G			1%					0.083	-	0.505	12000	G
		To.		L Clifton Fo					.,,		*,*						
60 (64) (220)	Alleghany C	County	0.97	L CIIIIOII FO	rge	Se	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	s sear	ment.		
00) (04) (220)	Combined Traffic Estimates for 2 Paralle	•	s Route:	12000	G			1%					0.083	-	0.505	12000	G
		To.		220; BUS U	\$ 60												
60 (64)	Alleghany C	County	1.78	, <b>D</b> OS O	5 00	Se	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	s segr	ment.		
	Combined Traffic Estimates for 2 Paralle		s Route:	10000	G		1%		1%				0.086	-	0.528	10000	G
		To:		R 42, SR 26	9												
60 (64)	Alleghany C	County	6.38	, 511 20	-	Se	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	s segr	ment.		
	Combined Traffic Estimates for 2 Paralle	el Roadways on thi	s Route:	8600	G	76%	1%	1%	1%	21%	0%	F	0.081	F	0.503	8200	G
	:	Го:		SR 269													

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:		SR 269				ZANIE STA	de IIIai	1 ZIIali		1 actor		1 actor		
(60) (64)	Alleghany Co	ounty 5.34			S	ee I-64 f	for directiona	l traffic v	olume es	timate	es for this	s seg	ment.		
Co	ombined Traffic Estimates for 2 Parallel	Roadways on this Route:	9200	G	76%	1%	1% 1%	21%	0%	F	0.08	F	0.503	8600	G
	To:		oridge Coun	ty Line											
~~~	From:		hany Count	y Line											
(60) (64)	Rockbridge C				S	ee I-64 f	for directiona	l traffic v	olume es	timate	es for this	s seg	ment.		
Co	ombined Traffic Estimates for 2 Parallel	Roadways on this Route:	9200	G	76%	1%	1% 1%	21%	0%	F	0.08	F	0.503	8600	G
	To		81-780												
60 (64)	Rockbridge C	ounty 7.38			S	ee I-64 1	for directiona	l traffic v	olume es	timate	es for this	s sea	ment.		
	ombined Traffic Estimates for 2 Parallel	•	9100	Α	76%	1%	1% 1%				0.122	_		8700	А
	To:	Treadinaye on time reducer	US 60		. 0 / 0	. , ,		, o	0,0	Ū	0		0.00	0.00	•
	From:	I-64-E TO	RT 60WES	T & EA	ST										
60 (64) Ramp	Rockbridge C	ounty 0.18			S	ee I-64 f	for directiona	l traffic v	olume es	timate	es for this	s seg	ment.		
$\smile$	Tœ	I-64, 81- 623	NEAR KE	RRS CR	FFK										
(60)	Rockbridge C		2100	F	94%	0%	1% 3%	2%	0%	С	0.099	F	0.607	2000	F
00)															
	From Poolshiidas C		31 Big Sprii	ng Dr <b>F</b>	000/	0%	10/ 00/	0%	0%	С	0.107	F	0.590	2000	F
60)	Rockbridge C	ounty 3.09	2100	г	98%	0%	1% 0%	0%	0%	C	0.107	Г	0.590	2000	Г
	To: From:	81-641	West of Le												
60)	Rockbridge C	ounty 2.08	3800	F	98%	0%	1% 0%	0%	0%	F	0.102	F	0.588	3800	F
<del></del>	To	W	CL Lexingt	on											
60 Nelson St	City of Lexing		3500	F	98%	0%	1% 0%	0%	0%	С	0.101	F	0.595	3700	F
\$	To	-	D 1 D1				<del></del> 1								
60 Nelson St	City of Lexing	ton 0.33	Borden Rd 5800	F	98%	0%	1% 0%	0%	0%	F	0.094	F	0.535	6100	F
60 Neison St	City of Lexing	gion 0.33	3600	Г	90%	0%	176 076	0 70	0%	Г	0.094	Г	0.555	6100	Г
~~ · · · ·	To: From:		lasgow Stre				_								
60 Nelson St	City of Lexing	gton 0.20	6100	F	98%	0%	1% 0%	0%	0%	F	0.097	F	0.561	6500	F
<del></del>	To:	C2US	11-P, S Jeffe	erson St											
60 Nelson St	City of Lexing	gton 0.11	8100	F	96%	1%		1%	0%	F	0.085	F	0.582	8600	F
<del>*</del>	To:		Randolph S	t											
~~~	From:	·	andolph Str												
60 Nelson St	City of Lexing	gton 0.21	7300	F	96%	1%	1% 1%	1%	0%	F	0.085	F	0.582	7800	F
<u>~</u>	To	S	potswood I	)r											
60 Nelson St	City of Lexing	gton 0.35	13000	F	96%	1%	1% 1%	1%	0%	С	0.091	F	0.533	14000	F
	To:	ECL I		LIC 11											
60 Midland Trail	Rockbridge C		exington at 13000	<b>F</b>	97%	0%	1% 1%	1%	0%	С	0.093	F	0.540	13000	F
60 Midland Trail	nockoriage C	- Z.15	13000	Г	31 /0	0 /0	1/0 170 	1 /0	U /0	O	0.033	1	0.540	13000	-
~	To:		East of Lexi												
60 Midland Trail	Rockbridge C	ounty 2.17	13000	G	95%	0%	1% 1%	3%	0%	С	0.091	F	0.55	14000	G
<u>~</u>		81-60	8 W, Pathfir	nder Dr			<u> </u>								
60 Midland Trail, James A. And	derson Memorial Hwy Rockbridge C		12000	F							0.091	F	0.713	NA	
	Tor		CL Buena V	ieta											

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

Devite	1		44D= -	4			Tru	ıck			K	017	Dir	A A 14/D-T	<u> </u>
Route	Jurisdiction	Length	AADT Q	A 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Wo	CL Buena Vista												
60 Lexington Ave	City of Buena Vista	0.08	10000 F	94%	0%	1%	1%	3%	0%	F	0.086	F	0.517	11000	F
$\checkmark$	To	Δ	Alleghany Ave												
60 Lexington Ave	City of Buena Vista	0.53	9800 F	94%	0%	1%	1%	3%	0%	С	0.087	F	0.514	10000	F
00)	Т.														
60 29th St	City of Buena Vista	1.31	Beech Ave <b>4500</b> F	91%	1%	1%	2%	5%	0%	С	0.094	F	0.545	4800	F
60) 29th St	Oity of Bueria Vista	1.51	4500 F	- 91/	0 1/0	1 /0	2/0	J /0	0 /6	C	0.034	'	0.545	4000	'
~~	To: From:		CL Buena Vista												
60	Rockbridge County	3.12	1400 F		1%	1%	2%	5%	0%	F	0.092	F	0.559	1500	F
<del></del>	To:		nerst County Line												
Lavington Take	Ambarat County	9.42	oridge County Lin		10/	10/	10/	000/	00/	С	0.095	F	0.500	000	F
60 Lexington Tpke	Amherst County	9.42	1000 F	75%	1%	1%	1%	22%	0%	C	0.095	Г	0.538	990	Г
~	T <sub>O</sub> . From	05-63	5 Forks of Buffa			<u> </u>									
60 Lexington Tpke	Amherst County	6.92	1700 F	82%	1%	2%	2%	13%	0%	С	0.098	F	0.591	1700	F
<b>→</b>	Tor	05-77	8 West of Amher	rst											
60 Lexington Tpke	Amherst County	5.30	2500 F		1%	1%	1%	22%	0%	F	0.09	F	0.619	2400	F
00)							.,.			-		-			-
~~, <del>.</del> .	From		VCL Amherst	. 750	. 40/		40/	000/	00/		0.00	_	0.040	0.400	_
60 Lexington Tpke	Town of Amherst (Maint: 05)	0.44	2500 N	<b>I</b> 75%	1%	1%	1%	22%	0%	N	0.09	F	0.619	2400	Ν
~	To: From:	Bus	S US 29 Main St			_									
60 E. Lexington Ave	Town of Amherst (Maint: 05)	0.45	6600 F	75%	1%	1%	1%	22%	0%	F	0.085	F	0.508	7000	F
$\checkmark$	To	IIS 20 By	-Pass East of An	nharet											
60 Richmond Hwy	Town of Amherst (Maint: 05)	0.18	5700 F		2%	1%	1%	8%	0%	С	0.108	F	0.534	6100	F
60)	Town of Amnorot (Maint: 00)			0, ,		. 70	1 /0	070	0 70	Ū	0.100	•	0.001	0.00	•
~~~	From		ECL Amherst					221	221			_	0.504	2.422	
60 Richmond Hwy	Amherst County	0.75	5700 N	<b>l</b> 87%	2%	1%	1%	8%	0%	N	0.108	F	0.534	6100	Ν
~	To: From:	05-60	06 W, Dulwich D	r											
60 Richmond Hwy	Amherst County	3.29	5700 N	<b>l</b> 87%	2%	1%	1%	8%	0%	Ν	0.108	F	0.534	6100	Ν
	To	05.6	600 Riverville Rd												
60 Richmond Hwy	Amherst County	4.05	1800 F		1%	1%	3%	26%	0%	С	0.090	F	0.535	1700	F
60) Thermond Tiwy	To:		son County Line	007	1 /0		0 /0	2070	0 70	O	0.000	'	0.505	1700	
	From		nerst County Line	;											
60 Richmond Hwy	Nelson County	6.33	1500 C	76%	1%	2%	1%	21%	0%	С	0.109	F	0.571	1600	G
35)	To:	Appon	nattox County Li												
	From:	Nel	son County Line												
60 Anderson Hwy	Appomattox County	4.14	770 C	69%	1%	2%	4%	25%	0%	С	0.101	F	0.534	780	C
~	To:		ngham County Li												
~~	From:		nattox County Li							_		_			
60 James Anderson Hwy	Buckingham County	9.37	790 C	<b>3</b> 67%	1%	2%	4%	25%	0%	С	0.105	F	0.52	770	G
~	Ta: Group	SR	24 Mount Rush												
60 James Anderson Hwy	Buckingham County	2.02	2900 0	<b>3</b> 86%	1%	1%	1%	11%	0%	С	0.089	F	0.627	2800	G
· · · · · · · · · · · · · · · · · · ·	Too		6 Dentons Corne												
		SR 5	n Hentons Corne	r											
60 James Anderson Hwy	Buckingham County	1.75	4100 C		1%	1%	1%	11%	0%	F	0.092	F	0.727	4000	G

4/15/2020

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

					_		Tru	ıck			K		Dir		_
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q
~	From:	14-633 C	ak Hill Rd												
30 James Anderson Hwy	Buckingham County	4.03 42	200 G	86%	1%	1%	1%	11%	0%	F	0.093	F	0.657	4100	(
~ <u></u>	To: From:	US 15 Spro	ouses Corner			$\neg$ $\vdash$									
30 James Anderson Hwy	Buckingham County	8.38 <b>27</b>	700 G	90%	1%	2%	1%	6%	0%	С	0.098	F	0.570	2600	
	To:		County Line												
~	From:		County Line	0.1.07	121					_		_			
Anderson Hwy	Cumberland County	4.06 <b>27</b>	700 G	91%	1%	1%	1%	5%	0%	С	0.090	F	0.531	2700	
~ ~	To- From:	SR 45 West of													
60 (45) Anderson Hwy	Cumberland County	2.42 <b>6</b> 4	100 G	90%	1%	2%	1%	6%	0%	F	0.087	F	0.594	6400	
<i></i>	To	24-600 Sto	ney Point Rd			$\neg$ $\vdash$									
(45) Anderson Hwy	Cumberland County		300 G	93%	1%	1%	1%	4%	0%	С	0.085	F	0.592	7300	
	To	CD 12 Old D	uckingham Rd												
60 45 Anderson Hwy	Cumberland County		700 G	93%	1%	1%	1%	4%	0%	С	0.090	F	0.585	5800	
Anderson Hwy	- Cambonana Gounty				1 /0		1 70	170	0 70	Ü	0.000	•	0.000	0000	
~ Andrews Herr	From From Constant	SR 45 East of			40/		40/	00/	00/	_	0.404		0.010	4000	
Anderson Hwy	Cumberland County		700 B	95%	1%	1%	1%	3%	0%	С	0.104	Α	0.619	4800	
~	From:		County Line County Line												
30 James Anderson Hwy	Powhatan County		600 G	95%	1%	1%	1%	3%	0%	F	0.094	F	0.649	6600	
ournee Anderson Amy	- Townstan Sounty				1 /0		1 70	070	0 70	•	0.001	•	0.010	0000	
~ Laure Andrews at the co	From	72-629 Old Taver			40/	10/	40/	00/	00/	_	0.000		0.007	0000	
James Anderson Hwy	Powhatan County	5.41 <b>89</b>	900 G	95%	1%	1%	1%	3%	0%	F	0.098	F	0.687	9000	
~	To- From:	US 522 N	Maidens Rd												
30 James Anderson Hwy	Powhatan County	1.85 <b>20</b>	000 G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.716	20000	
~~ <u></u>	To	SR 300 Sc	ottsville Rd			$\neg$ $\vdash$									
30 James Anderson Hwy	Powhatan County	5.01 <b>26</b>	000 G	96%	0%	1%	1%	1%	0%	F	0.091	F	0.663	26000	
	To:	72 622 1	Dorset Rd												
30 James Anderson Hwy	Powhatan County		000 G	96%	0%	1%	1%	1%	0%	С	0.094	F	0.647	30000	
ouries Anderson Timy	1 ownatan oddity			0070	0 70	170	1 /0	1 /0	0 70	J	0.004	•	0.047	00000	
~	From		mill Rd	000/	00/		40/	40/	00/	_	0.000		0.050	05000	
James Anderson Hwy	Powhatan County		000 G	96%	0%	1%	1%	1%	0%	F	0.098	F	0.656	35000	
~	From:		County Line												
Midlothian Tpke	Chesterfield County		000 N	99%	0%	0%	0%	0%	0%	Ν	0.092	F	0.649	38000	
of Microtinan Tpice					0 70		070	0 70	0 70		0.002	•	0.010	00000	
Midlathian Tales	From Find County		enot Springs R		00/		00/	00/	00/		0.000		0.040	00000	
Midlothian Tpke	Chesterfield County	1.33 <b>36</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.649	38000	
~	To: From:		. 288												
Midlothian Tpke	Chesterfield County	0.63 <b>36</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.649	38000	
~		20-667 O	tterdale Rd			<u> </u>									
Midlothian Tpke	Chesterfield County		000 G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.553	36000	
	To	20.754.0	oalfield Rd												
		20-754 C	oaineid Kü												
$\widetilde{\mathfrak{S}_0}$ Midlothian Tpke	Chesterfield County		000 G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.568	47000	

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

		T Tilliary at	iu interstate	- 1100				Tru	ماد			V		Div		
Route	Jurisdictio	n Length	AADT (	QA	4Tire	Bus					QC	K	QK	Dir Factor	AAWDT	QW
	From:	CD 1	47 Huananat D	0.4			ZAXIE	3+Axle	TITAL	ZITali		Factor		Factor		
60 Midlothian Tpke	Chesterfield C		47 Huguenot R 52000	A	99%	0%	0%	0%	0%	0%	С	0.094	Α	0.522	54000	Α
Midlothian Tpke	onesterned o				33 78	0 70	0 70	0 70	0 /0	0 70	J	0.054	^	0.522	34000	
~~~ <u>-</u>	To: From:		675 Robius Rd													_
(60) Midlothian Tpke	Chesterfield C	County 1.12	64000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.513	68000	G
<u> </u>	To: From:	SR 7	6 Powhite Pkw	vy												
60 Midlothian Tpke	Chesterfield C	County 0.95	53000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.528	56000	G
$\bigcirc$	Tœ	20-6	78 Providence F	Rd												
60 Midlothian Tpke	Chesterfield C			G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.514	61000	G
(00)	-1							-,-		-,-						-
Midlethies Teles	From	SR 150 Chippen				00/		00/	00/	00/	F	0.000	_	0.50	40000	
60 Midlothian Tpke	City of Richm	nond 0.38	46000	G	99%	0%	0%	0%	0%	0%	г	0.083	F	0.53	49000	G
~~	To: From:		Carnation St													
60 Midlothian Tpke	City of Richm	nond 1.78	28000	F	97%	1%	1%	1%	1%	0%	F	0.088	F	0.594	NA	
$\bigcirc$	Τα	SR	161 Belt Blvd													
60 Midlothian Tpke	City of Richm			G	99%	1%	1%	0%	0%	0%	С	0.095	F	0.589	23000	G
(00)	To:		Roanoke St	-												
	From:	М	idlothian Tpke													
60 Roanoke St	City of Richm	nond 0.45	9600	G	98%	1%	0%	0%	0%	0%	С	0.1	F	0.607	10000	G
$\bigcirc$	Tα		orest Hill Ave													
~~~	From:		Roanoke St								_		_			_
(60) Forest Hill Ave	City of Richm			G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.63	25000	G
<del></del>	To:		Semmes Ave													
Semmes Ave	City of Richm	·	orest Hill Ave	G	98%	1%	0%	0%	0%	0%	С	0.101	F	0.664	23000	G
60 Semmes Ave	City of Fichin	1.13	22000	G	90 /6	1 /0	0 /6	0 /6	0 /0	0 /6	C	0.101	'	0.004	23000	G
~~~	To: From:		S 301 Cowardii													
(60) Semmes Ave	City of Richm			G	98%	1%	0%	0%	0%	0%	F	0.119	F	0.704	13000	G
~	To:		nchester Bridge	e												
Manahaatar Pridas	City of Richm		18000	G	98%	1%	0%	00/	0%	0%	F	0.121	F	0.601	20000	G
Manchester Bridge	City of Alcriff	10110 0.49	9th St	G	90%	170	0%	0%	0%	0%	Г	0.121	Г	0.601	20000	G
	From:	Ma	nchester Bridge	e												
(60) 9th St	City of Richm	·		G	98%	1%	0%	0%	0%	0%	F	0.164	F		11000	G
(00) 5111 51	Combined Traffic Estimates for 2 Parallel			G	98%	1%	0%	0%	0%	0%	F	0.114	F	0.641	19000	G
	To:		R 147 Cary St		0070	1 /0		0 70	0 70	0 70	·	0.111	•	0.011	10000	•
	From:		R 147; 9th St													
60 Cary St	City of Richm	nond 0.45	4100	G	98%	1%	0%	0%	0%	0%	F	0.085	F		4300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.635	16000	G
	To:		360 14th Street													
~~ ~~	From:		S 360 14th St													
(60) (360) 14th St	City of Richm			N	98%	0%	1%	0%	0%	0%	Ν	0.093	F	0.507	15000	Ν
~ ~ ·	To:	RT 36	0/MAIN STRE	EET												
Main Ct		0.00	14th St	_	000/	10/	10/	00/	00/	00/	0	0.100	_	0.740	NIA	
60 (360) Main St	City of Richm			F	98%	1%	1%	0%	0%	0%	С	0.102	F	0.748	NA	
~ ~	To:	l	RT 360													

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

Davida	le colonali all'anc	Learning AADT		4	Б		Tru	ıck		-00	K	01/	Dir	A AVAIDT	. 01
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~	From:	US 360, 18t								_					
60) Main St	City of Richmond	0.18 <b>16000</b>	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.768	17000	C
~	To: From:	21st St													
60 Main St	City of Richmond	0.25 <b>17000</b>	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.765	18000	(
~	To: From:	25th St				<u> </u>									
60) 5 Main St	City of Richmond	0.30 17000	G	94%	2%	1%	2%	1%	0%	С	0.097	F	0.585	19000	
	To:	Williamsburg	g Ave												
~	From:	Main St													
Williamsburg Ave	City of Richmond	0.46 <b>11000</b>		97%	1%	1%	1%	1%	0%	F	0.087	F	0.602	12000	
<u>~</u>	To:	Stoney Run													
Stoney Run Dr	City of Richmond	Williamsburg 0.50 <b>2800</b>	g Ave G	97%	1%	1%	1%	1%	0%	F	0.106	F	0.579	3100	
Stoney Run Dr	City of Alcimond	Governmen		31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.100	'	0.575	3100	
	From:	Stoney Run													
GOO Government Rd	City of Richmond	0.73 <b>6500</b>	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.591	7100	
	To:	Williamsbur	g Rd												
	From:	Governmen	t Rd												
Williamsburg Rd	City of Richmond	0.39 <b>10000</b>	G	96%	1%	1%	1%	2%	0%	С	0.097	F	0.509	11000	
~	Too	ECL Richm	ond												
60 Williamsburg Rd	Henrico County	0.57 <b>17000</b>		97%	1%	1%	1%	1%	0%	F	0.085	F	0.524	18000	
30)	To	Cl. 1 Cl.	D 1												
60 Williamsburg Rd	Henrico County	Charles City 1.54 <b>14000</b>		97%	1%	1%	1%	1%	0%	С	0.091	F	0.509	14000	
Williamsburg Rd	Herinco County	1.34 14000	Г	9770	1 70	1 70	1 70	1 70	0%	C	0.091	Г	0.509	14000	
~~	To: From:	Laburnum A													
60 Williamsburg Rd	Henrico County	1.23 <b>15000</b>	G	94%	1%	1%	1%	3%	0%	С	0.082	F	0.571	17000	(
<del>~</del>	To: From	SR 156 Airpo	ort Dr			<u> </u>									
(156) Williamsburg Rd	Henrico County	1.48 <b>11000</b>	F	94%	1%	1%	1%	3%	0%	F	0.084	F	0.53	12000	
	To	SR 33 Nine M	Glo Dd												
(33) (156) Williamsburg Rd	Henrico County	1.40 <b>12000</b>		94%	1%	1%	1%	3%	0%	F	0.091	F	0.555	13000	
60 33 156 Williamsburg Rd	Tiernico County		•	J+70	1 /0	1 /0	1 /0	0 /0	0 70	•	0.001	'	0.555	10000	
~	To: From	I-295													
(33) (156) Williamsburg Rd	Henrico County	2.24 16000		95%	1%	1%	1%	2%	0%	С	0.154	Α	0.661	16000	-
<del>~ ~ ~</del>	From:	SR 156; Elko SR 156 Elko													
(33) Williamsburg Rd	Henrico County	1.85 <b>9600</b>	F	95%	1%	<b>1</b> %	1%	2%	0%	F	0.095	F	0.647	10000	
60 Williamsburg Rd	Tiernico County	New Kent Cour	-	33 /6	1 /0	1 /0	1 /0	2 /0	0 /6	•	0.033	'	0.047	10000	
	From	Henrico Count													
(33) Pocahontas Trail	New Kent County	0.91 <b>15000</b>	•	95%	1%	1%	1%	2%	0%	F	0.086	F	0.599	15000	(
	To:	SR 33 New Ke													
~	From:	SR 33 Bottoms													
Pocahontas Trail	New Kent County	4.03 <b>12000</b>	G	94%	0%	1%	3%	2%	0%	F	0.093	F	0.620	12000	(
~	To	SR 106				<u> </u>									
60 Pocahontas Trail	New Kent County	2.62 <b>6300</b>	G	94%	0%	1%	3%	2%	0%	F	0.093	F	0.634	6300	(
00)	Tor Tori	63-615 Mounto	-		- , ,	Ť		_,_	- / 0	•		•			•

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

Dest		1	<u> </u>	4T:	_		Trι	ıck			K	017	Dir	A A1445-	_
Route	Jurisdiction	Length <b>AADT</b>	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~:	From:	63-615 Mountcastle		0.1	0		0	0	06:	_		_			
60 Pocahontas Trail	New Kent County	2.88 <b>7600</b>	G	94%	0%	1%	3%	2%	0%	С	0.115	F	0.677	7600	(
~	To: From:	SR 155 Providence l	Forge												
60 Pocahontas Trail	New Kent County	8.58 <b>4900</b>	G	94%	0%	1%	3%	2%	0%	F	0.092	F	0.549	4900	
~	To:	James City County													
Richmond Rd	James City County	New Kent County 1 5.05 <b>7000</b>	F F	98%	1%	1%	0%	0%	0%	F	0.100	F	0.651	6800	
50) The mond Tid	tames only county				1 70		0 70	0 70	0 70	•	0.100	•	0.001	0000	
Richmond Rd	James City County	SR 30 North of To 3.12 <b>16000</b>	rano F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.585	17000	
Richmond Rd	James City County	3.12 <b>16000</b>	Г	90%	170	176	0%	0%	0%	Г	0.095	Г	0.565	17000	
~	To: From:	47-607 Croaker I													
Richmond Rd	James City County	2.85 <b>21000</b>	F	98%	1%	1%	0%	0%	0%	С	0.09	F	0.548	23000	
~	To: From	47-614 Centerville	e Rd												
Richmond Rd	James City County	0.15 <b>24000</b>	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.524	26000	
~	To	SR 199				<b>—</b> —									
Richmond Rd	James City County	1.81 13000	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.529	14000	
	To	47-658 Olde Towns	o Dd												
Richmond Rd	James City County	0.43 <b>21000</b>	N	99%	0%	1%	0%	0%	0%	Ν	0.083	F	0.500	23000	
50)	Tames only county			0070	0 70		070	0 70	0 70		0.000	•	0.000	20000	
Richmond Rd	City of Williamsburg	WCL Williamsbu 1.37 <b>21000</b>	urg G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.500	23000	
Richmond Rd	City of Williamsburg	1.37 21000	G	99%	076	1 70	0%	076	0%	Г	0.003	Г	0.500	23000	
~	To: From:	Ironbound Rd										_			
Richmond Rd	City of Williamsburg	0.30 <b>25000</b>	F								0.077	F	0.551	NA	
~	From	Bypass Rd Richmond Rd													
Bypass Rd	City of Williamsburg	0.11 <b>23000</b>	F								0.077	F	0.541	NA	
-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	т.,														
SO Bypass Rd	York County	NCL Williamsbu 1.12 <b>23000</b>	ırg <b>N</b>								0.077	F	0.541	NA	
Bypass Rd	Tork County	1.12 23000	IN								0.077	'	0.541	INA	
~	To: From:	NCL Williamsbu			221		221	221							
Bypass Rd	City of Williamsburg	0.50 <b>13000</b>	F	98%	0%	1%	0%	0%	0%	С	0.093	F	0.587	14000	
~	To: From:	Parkway Dr													
Bypass Rd	City of Williamsburg	0.16 <b>11000</b>	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.595	11000	
<del>~</del>	To: From	SR 5 Capitol Landin	ng Rd			$\neg$ $\vdash$									
Fage St	City of Williamsburg	0.31 <b>14000</b>	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.576	15000	
$\checkmark$ $\checkmark$	Too	Second Street													
Fage St	City of Williamsburg	0.25 <b>12000</b>	F	98%	0%	1%	0%	0%	0%	С	0.09	F	0.567	13000	
	To	SR 5 Lafayette St; Y				TÍ.				-					
~	From	SR 5 Lafayette St; Pa	age St												
York St	City of Williamsburg	0.60 <b>12000</b>	F	98%	1%	1%	0%	0%	0%	С	0.103	F	0.555	13000	
~	To	ECL Williamsbu	ırg			<u> </u>									
Pocahontas Trail	James City County	1.34 9000	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.522	9600	
	To:	SR 199													

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

				te Ho				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From		SR 199					017.5.00				. 45151		. 4010.		
60 Pocahontas Trail	James City Cou	unty 0.04	9000	N	98%	1%	1%	0%	0%	0%	Ν	0.089	F	0.522	9600	Ν
<del>~</del>	To:		k County Li													
Pacabantas Trail	York County		City County		98%	1%	1%	0%	0%	00/	N	0.089	F	0.522	9600	١
60 Pocahontas Trail	York County	0.31	9000	N	90%	170	170	0%	0%	0%	IN	0.069	Г	0.522	9600	ľ
~~	Te: From		to Busch G													
60 Pocahontas Trail	York County		10000	F	91%	2%	2%	1%	4%	0%	F	0.086	F	0.54	11000	F
~	10: From		City County k County Li													
60 Pocahontas Trail	 James City Cou		10000	F	91%	2%	2%	1%	4%	0%	С	0.096	F	0.527	11000	F
00)	To:	•	Newport No					.,.	.,,	- , -	_		-			-
~~~	From		City County													
60 Warwick Blvd	City of Newport N	News 1.70	10000	F	91%	2%	2%	1%	4%	0%	F	0.085	F	0.534	11000	F
<del></del>	To	Y	orktown Rd													
60 Warwick Blvd	City of Newport N		14000	F	93%	1%	1%	1%	3%	0%	С	0.084	F	0.535	15000	F
	To	SR 10	05 Ft Eustis 1	Rlvd												
60 Warwick Blvd	From: <b>L</b> City of Newport N		32000	F								0.09	F	0.605	NA	
00)	Tree -												-			
60 Warwick Blvd	City of Newport N		34000	F	97%	1%	1%	0%	0%	0%	F	0.082	F	0.543	37000	
60 Warwick Blvd	City of Newport N				31 /6	1 /0	1 /0	0 /6	0 /0	0 /6	'	0.002	'	0.545	37000	١
~~, 51	From		enbigh Blvd		070/	40/		00/	00/	00/	_	0.000	_	0.54	00000	
60 Warwick Blvd	City of Newport N	News 0.78	36000	F	97%	1%	1%	0%	0%	0%	F	0.080	F	0.51	38000	F
~~	To: From:		Bland Blvd													
60 Warwick Blvd	City of Newport N	News 1.45	39000	F	97%	1%	1%	0%	0%	0%	F	0.088	F	0.53	41000	F
~	To: From	Оу	ster Point R	d												
60 Warwick Blvd	City of Newport N	News 2.39	33000	F	98%	1%	0%	0%	0%	0%	F	0.087	F	0.549	35000	F
<del></del>	Tα	Dee	p Creek Ro	ad												
60 Warwick Blvd	City of Newport N		36000	F	98%	1%	0%	0%	0%	0%	F	0.084	F	0.531	38000	F
<u> </u>	Tox	I Ch	de Morris B	lvd												
60 Warwick Blvd	From:L City of Newport N		30000	F								0.1	F	0.599	NA	
60) Wal Mick Bird	any or memperers											0.1	•	0.000	10.	
60 Warwick Blvd	City of Newport N		rpersville R	f F	98%	1%	0%	0%	0%	0%	F	0.101	F	0.629	28000	F
60 Warwick Blvd	City of Newport N	News 1.49	26000	Г	96%	170	0%	0%	0%	0%	Г	0.101	Г	0.629	20000	Г
~~	To: From:		Main Street													
60 Warwick Blvd	City of Newport N	News 1.08	25000	F	98%	1%	0%	0%	0%	0%	F	0.112	F	0.722	27000	F
~	To: From		lercury Blvd													
60 Warwick Blvd	City of Newport N	News 0.61	26000	F								0.126	F	0.855	NA	
<u> </u>	To:		intington Av													
Huntington Aug	From:		arwick Blvd		000/	10/	00/	00/	00/	00/	F	0.100	_		11000	
60 Huntington Ave	City of Newport N		10000	F	98%	1%	0%	0% 0%	0%	0%	•	0.188	F	0.00	11000	-
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Houte:	23000	F	98%	1%	1%	0%	0%	0%	F	0.112	F	0.82	24000	F

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

						_		Trι	ıck			K		Dir		
Route	Jurisdiction	on Lengt	h <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~ <u></u>	From	c	50th St													
60 Huntington Ave	City of Newpor			F	98%	1%	0%	0%	0%	0%	F	0.132	F		11000	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 24000	F	98%	1%	1%	0%	0%	0%	F	0.118	F	0.619	26000	F
~	To From		39th St													_
Huntington Ave	City of Newpor			F	98%	1%	0%	0%	0%	0%	F	0.174	F		12000	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 15000	F	98%	1%	1%	0%	0%	0%	F	0.177	F	0.664	16000	
~	To From		29th St													_
Huntington Ave	City of Newpor		5800	F	98%	1%	0%	0%	0%	0%	F	0.195	F		6200	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		F	98%	1%	1%	0%	0%	0%	F	0.185	F	0.605	10000	
	To From		25th St Huntington A	Avo												
0 25th St	City of Newpor			F								0.225	F		NA	
0) =====	To			-									-			
30 25th St	City of Newpor	t News 0.25	I-664 <b>2700</b>	F	94%	2%	3%	0%	0%	0%	С	0.225	F		2900	
25th St	Combined Traffic Estimates for Parallel			-	34 /6	2/0	3 /6	0 /8	0 /6	0 /6	O	NA	'		NA	
	Combined Trainic Estimates for Faranei	noadways on this noute										INA			INA	
OFth Ct	Too From City of Newpor	t News 0.76	Jefferson A		96%	3%	10/	0%	0%	0%	С	0.116	F	0.698	2300	_
25th St				F			1%				С		F			
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		F	96%	3%	1%	0%	0%	0%	C	0.1	г	0.518	3700	
∩ 25th St	City of Newpor	t News 0.51	Roanoke A	ve G	95%	3%	1%	0%	0%	0%	С	0.103	F	0.560	1800	_
25th St	Combined Traffic Estimates for 2 Parallel			G	94%	4%	2%	0%	0%	0%	С	0.095	F	0.607	2900	
	Combined Traine Estimates for 2 Taraner	Tioadways on this riodic		<u> </u>	J+76	770	270	0 70	0 70	0 70	J	0.000	•	0.007	2500	
25th St	City of Newpor	t News 0.53	26th St 3900	F	94%	2%	3%	0%	0%	0%	F	0.089	F	0.507	4200	_
0) 25th St	To	t News 0.55	WCL Hamp		34 /6	2 /0	378	0 /6	0 /6	0 /6	'	0.003	'	0.507	4200	
	From	W	CL Newport													_
(60) Kecoughtan Rd	City of Ham	pton 1.18	4300	F	96%	2%	1%	0%	0%	0%	С	0.096	F	0.504	4600	
~	To	-	Powhatan Pk	wy												
(60) Kecoughtan Rd	City of Ham	pton 1.03	5500	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.505	5900	
<del>~</del>	To From		Lasalle Av	e			$\neg$ $\vdash$									
Kecoughtan Rd	City of Ham	pton 1.04	7100	F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.53	7600	
~ <i></i>	То	SR	143 Victoria	a Blvd												
(143) Kecoughtan Rd	City of Ham			F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.51	10000	
9 (149)	To		ttlers Landir	ng Rd												
~	From		Kecoughtan													
Settlers Landing F	Rd City of Ham	pton 0.13	14000	F	97%	1%	1%	0%	0%	0%	С	0.087	F	0.585	15000	
~ ~			134 Armiste	ad Ave												_
(60) $(143)$ Settlers Landing F	Rd City of Ham	pton 0.46	12000	F	97%	1%	1%	0%	0%	0%	F	0.089	F	0.612	13000	
$\sim$	To To		Eaton St				<u> </u>									
$\widetilde{60}$ $(143)$ Settlers Landing F	Rd City of Ham	pton 0.67	16000	F	97%	1%	1%	0%	0%	0%	F	0.082	F	0.645	17000	
	To	'	I-64													

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

Route	Jurisdicti	on	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
	From	m:		I-64					OTANIC	TTTAII	ZITAII		1 actor		Tactor		
60 (60) Ramp	City of Norfolk (I		0.13	6700	G	95%	1%	1%	1%	3%	0%	F	0.124	F		6900	G
~ ~	T	io: I-	64-E FROM RTS	S 60 & 1435 SR 143 Ty		RS LAND	)										
Hampton Roads	Beltway City of Hampton	(Maint: 99)	0.33	) SK 143 TY	yier St	Se	ee I-64	for dire	ctional t	raffic vo	lume es	timat	es for this	s sea	ment		
60 (64) Hampton Hoads	Combined Traffic Estimates for 2 Paralle			93000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	96000	
	Combined Traine Estimates for 2 Tarane	. Tioadways o				0070	170		0 70	270	0 70	•	0.072	•	0.027	00000	
60 (64) Hampton Roads	Bridge Tunnel City of Hampton	(Maint: 00)	4.00	169 Mallor	y St	<u>C</u>	00   64	for dire	otional t	roffic vo	lumo oo	timat	es for this		mont		
Hampton Roads		,		04000										•		02000	
	Combined Traffic Estimates for 2 Paralle	Roadways o		91000 VCL Norfol	Α	97%	1%	1%	0%	2%	0%	С	0.075	Α	0.504	93000	/
	Froi	m:		CL Hampto				-									
60 (64) Hampton Roads	Bridge Tunnel City of Norfolk (I	Maint: 64)	0.09	CD Trumpte	,,,,	Se	ee I-64	for dire	ctional t	raffic vo	lume es	stimat	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Paralle	l Roadwavs o	n this Route:	91000	Α	97%	1%	1%	0%	2%	0%	С	0.075	Α	0.504	93000	,
	т	,															
60 (64) Hampton Roads	Beltway City of Norfolk (I	Maint: 64)	1.74	Bayville St		54	99 I-64	for dire	ctional t	raffic vo	duma as	timat	es for this	2 2001	ment		
60 64 Hampton Roads	Combined Traffic Estimates for 2 Paralle	,		02000	G	96%	1%	1%	0%	2%	0%	E	0.076	F	0.544	97000	(
	Combined Trainic Estimates for 2 Paralle	· Hoadways o		4th View St		90%	1 70	170	0%	270	0%	Г	0.076	Г	0.544	97000	,
	From	m:		TO 4TH VI													
$\widetilde{60}$ $\widetilde{64}$ Ramp	City of Norfolk (I	Maint: 64)	0.17			Se	ee I-64	for dire	ctional t	raffic vo	lume es	stimat	es for this	s segi	ment.		
	Т	o:		I-64 W													
~~	From	m:		I-64													
60 4th View St	City of Norfolk (I	Maint: 64)	0.25	12000	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.709		(
~	T	io:		n View Ave													
60 Ocean View Ave East	City of No	rfolk	0.95	4th View St 14000	G	99%	0%	1%	0%	0%	0%	С	0.096	F	0.514	15000	(
Ocean View Ave East	City of Noi	TIOIK				33 /6	0 76	1 /0	0 78	0 /6	0 /6	O	0.030	•	0.514	13000	`
~~	T	in:		460 Granby		2021			221	221	221	_		_	0 = 4 4		
Ocean View Ave East	City of Nor	rfolk	0.47	19000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.514	6900  96000  93000  93000  97000  13000  20000  17000  27000  30000  33000	(
~		in:	SR 194	4 Chesapeal	ke Blvd												
60 Ocean View Ave East	City of Nor	rfolk	1.41	16000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.631	17000	(
<del>~</del>		inc.	122-86	18 Cape Vi	ew Ave			_									
60 Ocean View Ave East	City of No	rfolk	1.67	18000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.583	96000 93000 93000 97000 13000 15000 20000 27000 30000 33000	(
	,	in:		21-4 (44												96000 93000 93000 97000 13000 15000 20000 17000 27000 30000 33000	
60 Shore Dr	City of No	m: rfolk	0.88	21st Street 26000	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.555	6900  96000  93000  93000  97000  13000  20000  17000  20000  27000  30000  33000	(
60) Onoic Di	Oity of Noi	- ITOIK	0.00	20000	<u> </u>	30 /0	1 /0	1 /0	0 70	0 /0	0 70	O	0.005	•	0.000	27000	`
	T	in:		0 Little Cre		2021			221	221	221	_		_	0.510		
Shore Dr	City of Nor	rfolk	0.97	29000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.512	6900 96000 93000 93000 97000 13000 20000 17000 20000 27000 30000 33000	(
~	T From	m:		L Virginia B ECL Norfoll				_									
60 Shore Dr	City of Virginia	Beach	0.22	31000	G G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.508	33000	(
00) 5.10.0 51	City of Virginia						<b>0</b> /0	. /0	370	J /U	0 /0	•	0.00	•	0.000	22000	
~~	Fro			Diamond Sp			051		651	000	001	_	0.000		0.540	00000	
60) Shore Dr	City of Virginia	a Beach	1.81	24000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.543	26000	(
~	Т	u.	SR 225	Independer	nce Blvd												

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

Route	Jurisdiction	Length A	AADT O	A 4Tire	Ruc		Tru	ıck		QC	K	QK	Dir	AAWDT	- 0W
noute	Julistiction				Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
60 Shore Dr	City of Virginia Beach		dependence E	3 99%	0%	1%	0%	0%	0%	F	0.084	F	0.566	18000	G
Shore Dr	City of Virginia Beach				0%	1 70	076	076	0%	Г	0.064	Г	0.566	10000	G
Oh ava Da	Too From Post of Ministry Post of N		orthampton B		00/	10/	00/	00/	00/	_	0.400	^	0.004	00000	
60) Shore Dr	City of Virginia Beach	0.66	36000	<b>A</b> 99%	0%	1%	0%	0%	0%	С	0.102	Α	0.601	38000	Α
~~ -: -	Troc. From:		y Lake Rd			-				_		_			
60) Shore Dr	City of Virginia Beach	2.60	34000 (	<b>9</b> 9%	0%	1%	0%	0%	0%	F	0.087	F	0.556	35000	G
~	To- From:		Great Neck R												
(60) Shore Dr	City of Virginia Beach	1.18 1	13000 (	<b>9</b> 9%	0%	1%	0%	0%	0%	F	0.085	F	0.503	14000	G
<del></del>	To: From:	Seashore St	tate Park Entr	ance											
60 Shore Dr	City of Virginia Beach	3.58	9900 (	<b>99%</b>	0%	1%	0%	0%	0%	F	0.092	F	0.508	10000	G
<u> </u>	To:		lantic Ave												
60 Atlantic Ave	City of Virginia Booch		83rd St	<b>a</b> 99%	0%	1%	0%	00/	00/	_	0.000	F	0.5	15000	0
60 Atlantic Ave	City of Virginia Beach	2.07	15000 (	<b>3</b> 99%	0%	1%	0%	0%	0%	F	0.082	г	0.5	15000	G
~~~	To: From:		50th St												
(60) Atlantic Ave	City of Virginia Beach			<b>99</b> %	0%	1%	0%	0%	0%	F	0.08	F	0.538	20000	G
<u> </u>	To: From:		lantic Ave												
60 Pacific Ave	City of Virginia Beach			<b>3</b> 99%	0%	1%	0%	0%	0%	F	0.077	F	0.527	22000	G
(90) 1 dollo 7/40	Oity of Virginia Boadin			3 0070	0 70	170	0 70	0 /0	070	•	0.077	•	0.027	22000	ď
60 Pacific Ave	City of Virginia Beach		8 Laskin Rd 16000 (	<b>3</b> 99%	0%	1%	0%	0%	0%	F	0.074	F	0.572	17000	G
60) Pacific Ave	City of Virginia Beach			<b>J</b> 99%	0%	1 70	0%	076	0%	Г	0.074	Г	0.572	17000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From		22nd St		0-1		221	0-1	0-1					10000	
60 Pacific Ave	City of Virginia Beach	0.07 1	17000	<b>9</b> 9%	0%	1%	0%	0%	0%	F	0.072	F	0.605	18000	G
~~~	To- From:		21st St												
60 Pacific Ave	City of Virginia Beach	0.27 1	16000 (	<b>9</b> 9%	0%	1%	0%	0%	0%	F	0.075	F	0.553	17000	G
<u> </u>	To: From:		17th St			<u> </u>									
60 Atlantic Ave	City of Virginia Beach	1.15	6000	<b>9</b> 8%	0%	1%	0%	0%	0%	F	0.083	F	0.555	6400	G
<u> </u>	To:		5th St												
	From	US 60 M	Iidland Trail I	Rd											
60 Ramp	Alleghany County	0.27	1100	3							0.131	F		1100	G
<u> </u>	To:	Ĭ-	-64 East												
	From:	US 60 M	Iidland Trail I	Rd											
60 60 Ramp	Alleghany County	0.11	550 (	3							0.175	F		540	G
	To:	I-	-64 West												
~~	From:		0 Madison St												
60 Ramp to I-64 W at Exit 16	Alleghany County			3							0.101	F		1600	G
<u>~</u>	To:	I-	-64 West			]									
	From		US 60												
60 (220) Ramp to I-64 E at Exit 16	Alleghany County	0.28	4300 (	3							0.098	F		4600	G
	To	I-	-64 East												

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

Route	Jurisdiction	Length AADT	QA 4Tire	Bus	Tri 2Axle 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
60 Ramp	Rockbridge County Tee	7US 60-P; 81-623 I-6 0.20 <b>210</b> I-64-W FROM RT 60WEST 6	G	52					0.126	F		210	G
60 Ramp	Rockbridge County	7US 60-P US 60 I-6 0.26 <b>900</b> I-64-E FROM RT 60 WI	G						0.141	F		900	G
Ramp to I-81 S at Exit 188	Rockbridge County	Ramps US 60 E060A; U 0.21 <b>1500</b> I-81 N	S 60 W060A						0.100	F	0.65	1500	G
Ramp to I-81 N at Exit 188	Rockbridge County	Ramps US 60 E060B; U 0.16 <b>3600</b> I-81 N	S 60 W060B						0.092	F	0.851	3600	G
60 Ramp	City of Newport News (Maint:	99) US 60 25th; 26th 3 99) 0.10 <b>4200</b> I-664-E	St Split <b>G</b>						0.298	F		4200	G
60 Ramp	City of Newport News (Maint:	99) 0.18 <b>5300</b> 1-664-W FROM 23RD & 2	G						0.156	F		5300	G
60 Ramp	City of Norfolk (Maint: 64)	US 60 Settlers Lan 0.13 <b>6700</b> I-64 East	ding Rd  G 95%	1%	1% 1%	3%	0%	F	0.124	F		6900	G
60 Ramp	City of Hampton (Maint: 99	SR 143; 2US 60-P I-6 9) 0.17 <b>8900</b> I-64-W FROM RT 60 & 143S	G	DI					0.093	F		8900	G
60 Ramp	City of Norfolk (Maint: 64)	US 60 4th View 0.17 <b>2600</b> I-64 East	v St <b>G</b>						0.107	F		2700	G
60 Ramp	City of Norfolk (Maint: 64)	US 60 4th View 0.18 <b>7300</b> I-64 West	v St <b>G</b>						0.127	F		7800	G
East 60 Ramp toward I-81 S at Exit 188	Rockbridge County	US 60 E 0.04 <b>860</b> Ramp US 60 6	<b>G</b>						0.118	F		860	G
East 60 Ramp toward I-81 N at Exit 188	Rockbridge County	US 60 E 0.05 <b>590</b> Ramp US 60 6	<b>G</b>						0.113	F		590	G
East 60 Ramp	Henrico County	US 60 E, Williams 0.42 <b>870</b> I-295 East Collec	<b>F</b> 90%	1%	2% 2%	5%	0%	С	0.109	F		920	F
East 60 Ramp	Henrico County	US 60 E, Williams 0.23 1300 I-295 West Collec	<b>F</b> 92%	0%	2% 2%	3%	0%	С	0.142	F		1300	F

4/15/2020

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

Route	Jurisdictio	on I	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
East 60 Ramp	City of Newport New	s (Maint: 99)	0.20	S 60 25th S <b>3700</b>	G G								NA			4000	G
60) 1 141115	To:			JS 60-P000	-	M HUN							107			1000	Ğ
Vest	From:			US 60 W													
Ramp toward I-81 S a	at Exit 188 Rockbridge C	ounty	0.03	670	G								0.133	F		670	C
<i>⇒</i>	To:		Ran	np US 60 60	) A												
Vest	From:			US 60 W													
Ramp toward I-81 N a	at Exit 188 Rockbridge C	ounty	0.07	3000	G								0.087	F		3000	(
~	To:		Ran	np US 60 60	) B												
/est	From:			, Williams	-							_					
Ramp	Henrico Cou		0.23	2300	F	93%	1%	1%	1%	4%	0%	С	0.150	F		2400	I
~	To:			East Collect													
/est	From	L		, Williams	-		40/	10/	00/	00/	00/	•	0.450	_		0000	
60 Ramp	Henrico Cou	unty	0.39	6500	F	94%	1%	1%	2%	3%	0%	С	0.156	F		6900	I
	10.			Vest Collec													
046 04	From:			chester Bri		000/	10/	00/	00/	00/	00/	_	0.100	F		0000	(
8th St	City of Richn		0.19	7600	G	98%	1%	0%	0%	0%	0%	F	0.163		0.044	8200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	18000	G	98%	1%	0%	0%	0%	0%	F	0.114	F	0.641	19000	(
~~ ~	Tor From:	L	0.45	Canal St		000/	40/		00/	00/	00/		0.405			0000	
8th St	City of Richn		0.15	8500	G	98%	1%	0%	0%	0%	0%	F	0.135	F		9600	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	19000	G	98%	1%	0%	0%	0%	0%	F	NA			21000	(
	From			Main St 8th St				_									
60 Main St	City of Richn	nond	0.37	10000	G	98%	1%	0%	0%	0%	0%	F	0.105	F		11000	(
<b>P</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	14000	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.635	16000	(
	To:			14th St													
	From	I-64-W FRO	OM OCE	AN VIEW	AVE60	PARALLI	EL										
60 (60) Ramp	City of Norfolk (N	faint: 64)	0.03	800	G								0.3	F		850	(
	To			I-64 W													
Ocean View Ave	City of Norf	folk	1.96	5600	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.776	6000	(
<del>(*)</del>	To:		4	th View St													
	From		US 60	Ocean View	w Ave												
Ramp	City of Norfolk (N	Maint: 64)	0.03	800	G								0.3	F		850	(
<u></u>	To:			I-64 West													
	From:			US 60													
60 Warwick Blvd	City of Newpor		1.21	13000	F	97%	1%	1%	0%	0%	0%	С	0.162	F		14000	F
÷)	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	23000	F	98%	1%	1%	0%	0%	0%	F	0.112	F	0.820	24000	F
	To			50Th St				$\neg$ $\vdash$									
60 Warwick Blvd	City of Newpor	t News	0.59	14000	F	98%	1%	1%	0%	0%	0%	F	0.142	F		15000	F
P)	Combined Traffic Estimates for 2 Parallel		Route:	24000	F	98%	1%	1%	0%	0%	0%	F	0.118	F	0.619	26000	F
	To:	,		38Th St													

# 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	QW
~~	From:		38Th St													
(60) Warwick Blvd	City of Newport		4000	F	98%	1%	1%	0%	0%	0%	С	0.235	F		4300	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	98%	1%	1%	0%	0%	0%	F	0.177	F	0.664	16000	F
	10:		25Th St													
CONTRACT	From:	1 00	US 60		000/	00/		00/	00/	00/	_	0.004	F		1000	_
60 26th St	City of Newport		1300	F	96%	2%	2%	0%	0%	0%	С	0.084		0.557	1300	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3500	F	96%	3%	1%	0%	0%	0%	С	0.106	F	0.557	3700	F
	To: From:		Chestnut Av		000/	40/		00/	00/	00/		0.000			4400	
60 26th St	City of Newport		1000	F	93%	4%	3%	0%	0%	0%	С	0.086	F	0.000	1100	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2700 25th St	G	94%	4%	2%	0%	0%	0%	С	0.095	F	0.606	2900	G
60 Ramp	City of Newport News		810 810	reet <b>G</b>								NA			880	G
60 Ramp	Tr.		East Exit 267		,							INA			000	а
	From:	I-64-W FROM														
60 (60) Ramp	Alleghany Co		550	G	K1 139							0.175	F		540	G
	To:		0 TO I-64 V													
Bus Bus	Fron:		I-64, SR 38	4												
60 220 Ridgeway St	Alleghany Co		7600	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.543	8100	G
	To:	Wo	CL Clifton F	orge			_									
Bus Bus 60 220 Ridgeway St	Town of Clifton	Forge 0.27	8200	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.524	8800	G
60) (220) Hageway of	Town of Clinton	1 orgc 0.27		<u> </u>	33 76	1 /0	0 78	0 78	0 70	0 70	'	0.000	•	0.524	0000	a
Bus Bus	From		6th St													
(60) (220) Ridgeway St	Town of Clifton	Forge 0.61	8000	G	99%	1%	0%	0%	0%	0%	С	0.098	F	0.514	8500	G
Bus Bus	To: From:		Roxbury St	i												
Bus Bus (60) (220) Ridgeway St	Town of Clifton	Forge 0.14	6900	G	99%	1%	0%	0%	0%	0%	F	0.083	F	0.595	7300	G
00) (220)	Combined Traffic Estimates for 2 Parallel	•		G	98%	1%	0%	0%	0%	0%	F	0.090	F	0.531	8300	G
	To		ommercial A													
Bus Bus	From:				0001	401		06′	061	00′		0.000	_	0.505	7000	
60 220 188 188 Ridge		•	6900	N	99%	1%	0%	0%	0%	0%	N	0.083	-	0.595	7300	N
<b>+ + 0 0</b>	Combined Traffic Estimates for 2 Parallel		8000 US 220 Ma	<u>N</u>	98%	1%	0%	0%	0%	0%	N	0.090	F	0.531	8500	N
Bus Bus	From:		S 220 Ma S 220 Ridge													
60 220 Main St	Town of Clifton		6200	G	98%	1%	0%	0%	0%	0%	С	0.096	F	0.536	6600	G
$\bigcirc$	To		B St													
Bus Bus	From:	Forms 0.00			000/	10/		00/	00/	00/	_	0.005	_	0.505	6000	_
60 220 Main St	Town of Clifton	Forge 0.06	<b>6200</b> Bus US 220	G	98%	1%	0%	0%	0%	0%	г	0.095	F	0.535	6600	G
Bus	From		US 220 Bus													
60	Town of Clifton	Forge 0.87	5200	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.524	5500	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To		L Clifton Fo	orge												

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

		Fillialy all						Tru	ıok			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC		QK	Factor	AAWDT	QW
Dur	From:	ECI	Clife F-				ZAXIE	3+Axie	TTTAII	ZTrali		Factor		Factor		
Bus 60 Main St	Alleghany Co		Clifton For	rge <b>G</b>	98%	0%	1%	0%	1%	0%	С	0.095	F	0.527	4500	G
(60) Wall St	Allegiany of				30 70	0 /0	1 70	0 70	1 /0	0 70	J	0.000	'	0.527	4300	ч
Bus	To: From:	US 2	220 Market	Ave												
60 220 42 Grafton St	Alleghany Co	ounty 0.47	6700	G	89%	1%	1%	1%	8%	0%	С	0.089	F	0.528	7100	G
	Tæ	03-670 Lo	ngdale Furn	ace Ros	ad											
Bus	From:	1	•							0-1	_		_			
(60) (220) Market Ave	Alleghany Co		6700	G	89%	1%	1%	1%	8%	0%	F	0.081	F	0.526	7100	G
<del>*</del> *			I-64 US 60													
Bus (60) Ramp	From:	SK 364 Dablicy S Land			College Roa	ad S							_			_
(60) Ramp	Alleghany Co		3100	G								0.106	F		3100	G
	Τα		I-64 West													
Bus	From:		Bus US 60					·		· · · · · ·				· · · · · · · · · · · · · · · · · · ·		
(60) Ramp	Alleghany Co	ounty 0.20	440	G								0.137	F		430	G
<u> </u>	Τα		I-64 East													
Bus	From:		Ramp Merge													
(60) Ramp	Alleghany Co		1000	G								0.093	F		1100	G
<u> </u>	To:		I-64 East													
Bus	Fron:		29 Douthat	Rd												
60 220 Ramp	Alleghany Co	ounty 0.22	2500	G								0.087	F		2700	G
	To:		I-64 West													
Bus	From:		Gap TO I-6	4 EAST	Γ											
(60) Ramp	Alleghany Co	ounty 0.03	2100	G								0.107	F		2100	G
<u> </u>	To:	C1US 60-W00	3A C1US 6	0- 3A F	ROM											
Bus Bus	From:	I	Ridgeway St													
Roxbury St	Town of Clifton	Forge 0.05	2200	G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.679	2300	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To		Kesswick St													
Bus Bus	France		Roxbury St		070/	40/	10/	00/	40/	00/	_	0.444	_		000	_
60 220 Kesswick St	Town of Clifton		860	G	97%	1%	1%	0%	1%	0%	С	0.111	F		920	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7800	G	98%	1%	0%	0%	0%	0%	F	0.090	F	0.530	8300	G
Bus Bus	10: From:	1	Main St Kesswick St				-+									
60 (220) (188) (188) Main S	t Town of Clifton		1100	G	97%	1%	1%	0%	1%	0%	F	0.101	F		1200	G
(40) (220) (180) (180) (180)	Combined Traffic Estimates for 2 Parallel		8000	N	98%	1%	0%	0%	0%	0%	N	0.091	F.	0.539	8500	N
	To:		dgeway Stre		30 /3	1 /0		0 /0	0 /0	0 /0		5.001	•	5.555	0000	
Pue	Prom:	C1US 60 I-64-			Y) DT		_									
Bus 60 Ramp	Alleghany Co		140	G G	UKI							0.191	F		140	G
(60) 1 1411115	Tail griding Ou	C1US 60-E00	-		ROM							0.101	•		170	J
	r 1				1.0171											
61 E Riverside Dr	Town of Too		6 Tazewell .		98%	0%	10/	00/	10/	09/	C	0.093	F	O E41	4100	C
61 E Riverside Dr	Town of Taze			G	90%	U%	1%	0%	1%	0%	С	0.093	Г	0.541	4100	G
		U	S 19, US 46	U												

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

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		S 19, US 460												
(61)	Town of Tazewell	0.06	4300 N	98%	0%	1%	0%	1%	0%	N	0.097	F	0.525	4500	Ν
<u> </u>	To: From:	EC	CL Tazewell			<u> </u>									
61) E Riverside Dr	Town of Tazewell	0.63	4300 N	98%	0%	1%	0%	1%	0%	Ν	0.097	F	0.525	4500	Ν
	To	No	CL Tazewell												
61 E Riverside Dr	Town of Tazewell	0.60	4300 G	98%	0%	1%	0%	1%	0%	С	0.097	F	0.525	4500	G
01) =							- , -	.,.		_		-			-
Dora Bolt Ave	From	US 19 BUS, US			00/	10/	10/	10/	00/		0.101	_	0.500	2000	
61 Ben Bolt Ave	Town of Tazewell	0.48	3700	96%	0%	1%	1%	1%	0%	F	0.101	F	0.506	3800	G
	To: From:	SC	CL Tazewell												
61 Clearfork Rd	Tazewell County	4.43	2800 G	96%	0%	1%	1%	1%	0%	С	0.1	F	0.645	2900	G
$\smile$	Tor	92-623 1	Burkes Garden	Rd											
61 Clearfork Rd	Tazewell County	7.31	510 G		1%	2%	1%	3%	0%	С	0.09	F	0.5	530	G
	T-1														
Clearford: Dd	To Town I County		62 Cove Creek	93%	00/	20/	10/	3%	0%		0.100	F	0.6	200	G
61) Clearfork Rd	Tazewell County	1.65	360	93%	0%	3%	1%	3%	0%	С	0.109	г	0.6	380	G
	From:		nd County Line well County Line												
61 Clear Fork Creek Hwy	Bland County	10.53	400 G		2%	2%	1%	3%	0%	С	0.108	F	0.658	400	G
81) Siddi i siik Siddik i iii)	To:		North Scenic Hy				1 /0	070	070	Ü	0.100	•	0.000	100	ŭ
	From:		ear Fork Creek l	_											
61) (52)	Bland County	0.06	530 N	93%	0%	2%	3%	2%	0%	Ν	0.128	F	0.581	530	Ν
	To	1 77 W	est of Rocky Ga	n											
61) (52) Clear Fork Creek Hwy	Bland County	0.40	2200 G	•	1%	1%	3%	1%	0%	С	0.132	F	0.541	2200	G
81) (32) Gloca i Gloca i III)	To:		Wolf Creek Hw		1 70		070	1 70	0 70	Ü	0.102	•	0.011	2200	ŭ
	From:		ear Fork Creek												
61) Wolf Creek Hwy	Bland County	7.42	410 G	95%	2%	1%	2%	1%	0%	С	0.112	F	0.744	400	G
$\smile$	To:	Gile	es County Line												
	From:		nd County Line												
61) Wolf Creek Rd	Giles County	5.11	260		0%	1%	3%	1%	0%	С	0.099	F	0.655	270	G
$\sim$	To: From:		el, Old Wolf Cr												
61 Wolf Creek Rd	Giles County	4.60	Old Wolf Creek 590		10/	1%	10/	1%	00/	С	0.106	F	0.507	610	C
61) Wolf Creek Rd	Giles County		ate, Old Wolf C		1%	1%	1%	170	0%	C	0.106	Г	0.507	610	G
	From:		Old Wolf Creek												
61) Wolf Creek Rd	Giles County	2.49	1300		0%	1%	0%	0%	0%	С	0.095	F	0.601	1400	G
81) Well ereal VI	-			. 0070	0,0		0,0	0,0	0 / 0	Ū	0.000	•	0.00.		<b>O</b> .
Povis Dv	Tours of Newsons (Maint OF		CL Narrows	000/	00/		00/	00/	00/		0.000		0.550	0000	
61) Park Dr	Town of Narrows (Maint: 35	,	2200	98%	0%	1%	0%	0%	0%	С	0.093	F	0.553	2300	G
	From:		Monroe St Park St												
61) Monroe St	Town of Narrows (Maint: 35	) 0.17	3800 G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.540	3900	G
01)		,		. 5070	. 70	. , ,	0 /0	J / U	0 /0	Ü	0.50	•	0.010	2300	<u> </u>
Marine a Ot	To:		imberling St	000/	401		061	001	001	_	0.400	_	0.500	4700	
61 Monroe St	Town of Narrows (Maint: 35	<u> </u>	4500 G	i 98%	1%	1%	0%	0%	0%	F	0.103	F	0.533	4700	G
~	To	SR	100 Main 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:	SR 100 Main St												
61 McArthur Ln	Town of Narrows (Maint: 35)	0.13 <b>5100 G</b>	98%	1%	1%	0%	0%	0%	С	0.106	F	0.516	5300	G
	To: From:	S East of New River												
(61) Fleshman St	Town of Narrows (Maint: 35)	0.43 <b>4500 G</b>	98%	1%	1%	0%	0%	0%	F	0.101	F	0.508	4700	G
<u> </u>	10:	US 460 Virginia Ave												
	Prom:	North Carolina State Line		00/		00/	70/	00/	_	0.000	_	0.544	0000	_
62	Pittsylvania County	4.01 <b>4000 G</b> US 58 East of Danville	90%	0%	1%	2%	7%	0%	С	0.099	F	0.541	3900	G
	-													
63 Wise St	Town of Saint Paul (Maint: 97)	ALT US 58 1.46 <b>4000 G</b>	91%	1%	1%	4%	4%	0%	F	0.088	F	0.576	4000	G
63 Wise St	Town of Saint Faut (Maint. 97)	1.40 <b>4000 G</b>	9176	1 70	1 76	470	470	0%	Г	0.000	Г	0.576	4000	G
	To: From:	NCL Saint Paul									_			
63)	Wise County	0.14 <b>4000 N</b>	91%	1%	1%	4%	4%	0%	Ν	0.088	F	0.576	4000	N
<u>~</u>	To: From:	Russell County Line												
( <sub>63</sub> ) Dante Rd	Castlewood (Maint: 83)	1.50 <b>3300 G</b>	91%	1%	1%	4%	4%	0%	С	0.09	F	0.511	3400	G
<u> </u>	To- France	NCL Castlewood												
63) Dante Rd	Russell County	4.11 <b>1900 G</b>	89%	1%	1%	5%	4%	0%	С	0.092	F	0.576	2000	G
	To	83-608 Dante												
63 Dante Rd	Russell County	3.22 <b>1300 G</b>	86%	0%	1%	7%	5%	0%	С	0.081	F	0.602	1300	G
(65) = 4.11.5 11.5	To:	Dickenson County Line; 83-			Ť	. , .		- 7			-			-
	From:	Russell County Line; 83-61												
63 Dante Mountain Rd	Dickenson County	4.02 <b>1200 G</b>	90%	1%	1%	3%	4%	0%	С	0.085	F	0.567	1200	G
<u> </u>	To: From:	25-656 Roaring Fork Rd												
63 Dante Mountain Rd	Dickenson County	7.83 <b>1500 G</b>	91%	1%	1%	3%	5%	0%	С	0.096	F	0.575	1400	G
$\smile$	Too	25-714 N, Ritter Circle			<u> </u>									
63 Dante Mountain Rd	Dickenson County	2.05 <b>2500 G</b>	90%	0%	2%	2%	6%	0%	С	0.096	F	0.619	2500	G
	To	SR 83 Fremont												
(63) (83) Dickenson Hwy	Dickenson County	4.94 <b>3200 G</b>	90%	1%	2%	2%	5%	0%	С	0.099	F	0.601	3200	G
(83) (83) Dictions 1 111)	To:	SR 83 CLINCHCO	0070	1 70		270	070	070	Ü	0.000	•	0.001	0200	Ğ
_	From:	SR 83 Clincho												
63) Big Ridge Rd	Dickenson County	3.51 <b>910 G</b>	95%	0%	3%	1%	0%	0%	С	0.119	F	0.809	900	G
$\smile$	Te	25-616 The Lake Rd			$ \vdash$									
63 Big Ridge Rd	Dickenson County	2.70 <b>460 G</b>	98%	1%	1%	0%	0%	0%	С	0.122	F	0.653	460	G
	To:	25-614 Flanngan Dam Ro	1											
	Prom:	25-614 Flannagan Dam R		4.57			0-1		_	0.440	_			_
(63) Big Ridge Rd	Dickenson County	3.01 <b>970 G</b>	97%	1%	1%	1%	0%	0%	С	0.110	F	0.515	960	G
	To: From	WCL Haysi												
(63)	Town of Haysi (Maint: 25)	0.79 <b>970 N</b>	97%	1%	1%	1%	0%	0%	Ν	0.110	F	0.515	960	Ν
$\sim$	То:	N SR 80 & SR 83												
	From	I-64 E & W Ramp Merge	2											
(64) Ramp	Henrico County	0.17 <b>15000 G</b>								0.1	F		15000	G
$\checkmark$	To	US 33 E, Staples Mill Rd	I											

4/15/2020

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

							Trı	ıck			K		Dir		
Route	Jurisdiction Leng	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East		st Virginia St													
(64) (60)	Alleghany County 1.83		G	77%	1%	1%	1%	20%	0%	F	0.075	F		4600	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>9500</b>	G	76%	1%	1%	1%	21%	0%	F	0.086	F	0.549	9100	G
East	Toc From:	-198 Jerrys I	Run Rd												
(64) (60)	Alleghany County 5.33	4900	G	77%	1%	1%	1%	20%	0%	F	0.076	F		4600	G
<b>64</b> ) <b>66</b> )	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>9500</b>	G	76%	1%	1%	1%	21%	0%	F	0.087	F	0.541	9000	G
		-661 Ogle Cr	eek Rd			<u> </u>									
East (64) (60)	Alleghany County 2.85		G	77%	1%	1%	1%	20%	0%	F	0.077	F		4400	G
64 (60)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	76%	1%	1%	1%	21%	0%	F	0.086	F	0.549	8600	G
		159 Midlan		7070	1 70		1 /0	2170	0 70	•	0.000	•	0.040	0000	ŭ
East 64		; SR 159 Mic													_
64	Alleghany County 4.62		G	77%	1%	1%	1%	20%	0%	F	0.081	F		4900	G
~	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 10000	G	76%	1%	1%	1%	21%	0%	F	0.077	F	0.516	9800	G
East	Too Front	WCL Coving	gton												
East 64	City of Covington (Maint: 03) 0.21	5200	G	77%	1%	1%	1%	20%	0%	F	0.081	F		4900	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>10000</b>	G	76%	1%	1%	1%	21%	0%	F	0.077	F	0.516	9800	G
Foot	To From	R 154 Durai	nt Rd			$\Box$ $\vdash$									
East 64	City of Covington (Maint: 03) 1.19	6900	G	77%	1%	1%	1%	20%	0%	F	0.086	F		6500	G
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	76%	1%	1%	1%	21%	0%	F	0.081	F	0.517	13000	G
	To	ECL Coving	rton												
East 64	Alleghany County 0.65		G	77%	1%	1%	1%	20%	0%	_	0.086	_		6500	G
(64)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout			76%	1%	1%	1%	21%	0%	F	0.081	F	0.517	11000	G
	- Tanic Estimates for 21 arailer floatways of this float			7078	1 /0	1 /0	1 /0	21/0	0 /6	'	0.001	'	0.517	11000	u
East	Front	US 60, US 2													
(64) (60) (220)	Alleghany County 4.81		G	77%	1%	1%	1%	20%	0%	F	0.086	F		9800	G
<b>~ ~ ~</b>	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>20000</b>	G	76%	1%	1%	1%	21%	0%	F	0.079	F	0.527	19000	G
East	From: 03-69	6 Selma Low	Moor R	d											
64) 60) (220)	Alleghany County 2.37	10000	G	77%	1%	1%	1%	20%	0%	F	0.091	F		9600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>20000</b>	G	76%	1%	1%	1%	21%	0%	F	0.082	F	0.525	19000	G
Foot	Tree Bus	US 60, Bus	US 220												
East (64) (60) (220)	Alleghany County 1.11	6800	G	77%	1%	1%	1%	20%	0%	F	0.091	F		6400	G
(04) (00) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout			76%	1%	1%	1%	21%	0%	F	0.083	F	0.505	12000	G
	<u> </u>	VCL Clifton						•						.=	
East	11011			770/	401		467	000/	001	_	0.001	_		0.100	
64 (60) (220)	Town of Clifton Forge (Maint: 03) 1.55		G	77%	1%	1%	1%	20%	0% 0%	F	0.091	F	0.505	6400	G
_	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	ECL Clifton F	G	76%	1%	1%	1%	21%	0%	۲	0.083	F	0.505	12000	G
	100	CL CHITTON I	rorge												

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

		Primary ar	iu iiileisia	ale Ho	uics			т				1/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	_		QC	K	QK	Dir Factor	AAWDT	QW
Fast	Front	EC	L Clifton Fo				ZAXIE	3+Axle	Hraii	ZTrali		Factor		Factor		
East (64) (60) (220)	Alleghany County	0.97	6800	rge <b>G</b>	77%	1%	1%	1%	20%	0%	F	0.091	F		6400	G
64) (60) (220)	Combined Traffic Estimates for 2 Parallel Road			G	76%	1%	1%	1%	21%	0%	F	0.083	F	0.505	12000	G
	- Turning Training Estimates for 2 Taraner Fload	·-			7070	1 70		1 /0	2170	070	•	0.000	•	0.000	12000	u
East	From:	US	220, Bus US	60												
(64) (60)	Alleghany County	1.78	5300	G	77%	1%	1%	1%	20%	0%	F	0.090	F		5000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Road			G	76%	1%	1%	1%	21%	0%	F	0.086	F	0.528	10000	G
F	To:		R 42; SR 26 R 42, SR 26													
East (60)	Alleghany County	6.38	4400	G G	77%	1%	1%	1%	20%	0%	F	0.089	F		4100	G
64 (60)	Combined Traffic Estimates for 2 Parallel Road		8600	G	76%	1%	1%	1%	21%	0%	F	0.081	F	0.503	8200	G
	- Tallie Estimates for 21 arailer fload	·-				1 /0	1 70	1 /0	2170	0 70	·	0.001	•	0.500	0200	ч
East	From:	SR 269; 03	3-850, N Mo	ountain l	Rd											
East (60)	Alleghany County	5.34	4700	G	77%	1%	1%	1%	20%	0%	F	0.084	F		4300	G
$\circ$	Combined Traffic Estimates for 2 Parallel Road	•	9200	G	76%	1%	1%	1%	21%	0%	F	0.08	F	0.503	8600	G
	To:		ridge Count	_												
East (60)	Rockbridge County		hany County 4700	G	77%	1%	1%	1%	20%	0%	F	0.084	F		4300	G
64 (60)	Combined Traffic Estimates for 2 Parallel Road			G	76%	1%	1%	1%	21%	0%	' 	0.004	, E	0.503	8600	G
	Combined Trainic Estimates for 2 Farallel Hoads				7076	1 /0	1 /0	1 /0	21/0	0 /6	•	0.00	•	0.505	0000	G
East	To: From	81-	-780 Scenic	Dr												
64) (60)	Rockbridge County	7.38	4500	Α	77%	1%	1%	1%	20%	0%	С	0.136	Α		4300	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	9100	Α	76%	1%	1%	1%	21%	0%	С	0.122	Α	0.551	8700	Α
	Τα		Fredericksb													
East 64	Rockbridge County		623 Frederic <b>5400</b>	ksburg <b>G</b>	77%	1%	1%	1%	20%	0%	_	0.077	_		5000	G
64)	Combined Traffic Estimates for 2 Parallel Road				76%	1%	1%	1%	21%	0%	· -	0.077	F	0.512	10000	G
	Combined Trainic Estimates for 2 Parallel Road	ways on this houte.	11000	G	70%	1 70	1 70	1 70	2170	0%	Г	0.075	Г	0.512	10000	G
East	To: From:	U	S 11 Lee Hw	vy												
East 64	Rockbridge County	0.98	6800	G	77%	1%	1%	1%	20%	0%	F	0.091	F		6300	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	14000	G	76%	1%	1%	1%	21%	0%	F	0.082	F	0.532	13000	G
	To:	I-81 S	South Interch	nange												
East	From:	0.57	I-64 East		770/	40/		40/	000/	00/	_	0.004	_		0000	_
64 Ramp from I-64 E E	Exit 56 to 81 N at Exit 191 Rockbridge County		4100	G	77%	1%	1%	1%	20%	0%	-	0.091	-	0.500	3800	G
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	<b>8200</b> I-81 North	G	76%	1%	1%	1%	21%	0%	F	0.082	F	0.532	7700	G
East North	Fronz	I-81 '	West Interch	nange												
64) (81)	Rockbridge County	3.30	23000	A	70%	1%	1%	1%	25%	2%	F	0.115	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	46000	Α	70%	1%	1%	1%	25%	2%	F	0.11	В	0.506	43000	Α
	Τα	-	US 11													
East North	From:							46:								
( <del>64</del> ) ( <del>81</del> )	Rockbridge County	5.57	23000	Α	70%	1%	1%	1%	25%	2%	F	0.114	Α		22000	Α
~ ~	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	47000	Α	70%	1%	1%	1%	25%	2%	F	0.107	Α	0.552	44000	Α
	To:		81-710													

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

		Primary ar	iu intersta	ale no	utes											
Route	Jurisdictio	on Lenath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
				٠,,,			2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		<u> </u>
East North	From		81-710		<b></b>	121			0==/		_					
(64) (81)	Rockbridge C	•	24000	Α	70%	1%	1%	1%	25%	2%	-	0.113	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	70%	1%	1%	1%	25%	2%	F	0.105	Α	0.528	45000	Α
East North	To: From:		81-606													
(64) (81)	Rockbridge C	ounty 0.59	24000	Α	70%	1%	1%	1%	25%	2%	С	0.116	Α		23000	Α
04) (01)	Combined Traffic Estimates for 2 Parallel	•	48000	Α	70%	1%	1%	1%	25%	2%	С	0.106	Α	0.539	45000	Α
	To:		ısta County													
East North	From		ridge Count	_												
(64) (81)	Augusta Co	•	24000	Α	70%	1%	1%	1%	25%	2%	С	0.116	Α		23000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	70%	1%	1%	1%	25%	2%	С	0.106	Α	0.539	45000	Α
East North	To: From:		US 11													
East North (81)	Augusta Co	untv 4.74	24000	Δ	70%	1%	1%	1%	25%	2%	F	0.113	Α		23000	Α
(64) (61)	Combined Traffic Estimates for 2 Parallel	•		A	70%	1%	1%	1%	25%	2%	F	0.105	Α	0.536	46000	Α
	Combined Traine Learnages for ET drainer	Tiodamayo on timo riodio.			7070	1 70		1 70	2070	270	•	0.100	,,	0.000	10000	,,
East North	From		07-654													
(64) (81)	Augusta Co	•	27000	Α	70%	1%	1%	1%	25%	2%	F	0.108	Α		26000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	Α	70%	1%	1%	1%	25%	2%	F	0.1	Α	0.555	52000	Α
N	Tro-		SR 262				<u> </u>									
East North (81)	Augusta Co	unty 1.31	31000	G	70%	1%	1%	1%	25%	2%	F	0.074	F		28000	G
64 81	Combined Traffic Estimates for 2 Parallel	•		G	70%	1%	1%	1%	25%	2%		0.074	F	0.507	57000	G
	To:		East Interch		7076	1 /0	1/0	1 /0	25/6	2/0	'	0.001	•	0.507	37000	G
East	From:	101	I-81 North	unge												
64 Ramp from I-81 N	Exit 221 to 64 E at Exit 87 Augusta Co	unty 0.31	11000	Α	89%	1%	1%	1%	9%	0%	F	0.098	Α		11000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	Α	88%	1%	1%	1%	9%	0%	F	0.104	Α	0.559	22000	Α
	To		I-64 East													
East (64)	Augusta Col		North Interc		89%	1%	 1%	10/	00/	00/	_	0.000	Α		23000	۸
64)	-	•	23000	A				1%	9%	0%	г -	0.098		0.500		A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	46000	Α	88%	1%	1%	1%	9%	0%	г	0.100	Α	0.509	46000	Α
East	To: From:	SR 285	Tinkling Sp	oring Rd												
East 64	Augusta Co	unty 3.11	21000	G	89%	1%	1%	1%	9%	0%	F	0.084	F		21000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	G	88%	1%	1%	1%	9%	0%	F	0.083	F	0.507	42000	G
	To	WC	L Waynesb	oro												
East 64	From:		-		0001	4-1		461	051	051	_	0.664	_		04000	_
64	City of Waynesboro		21000	G	89%	1%	1%	1%	9%	0%	F	0.084	F		21000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	G	88%	1%	1%	1%	9%	0%	F	0.083	F	0.507	42000	G
		US 340	Stuarts Dra	aft Hwy												
Fast		(14.1	00000	Α	89%	1%	1%	1%	9%	0%	С	0.1	Α		22000	Α
East 64	City of Waynesboro	(Maint: 07) 1.95	22000	A	0970	170	170	1 /0	J /0	U /0		0.1	$\overline{}$			
East 64	City of Waynesboro Combined Traffic Estimates for 2 Parallel	,	22000 44000	A	88%	1%	1%	1%	9%	0%	C	0.104	A	0.537	44000	A

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

		Primary and	miersiale	71100	103				1 .			17		D:		
Route	Jurisdiction	Length A	AADT (	QA	4Tire	Bus		Trι			QC	_ K	QK	Dir 	AAWDT	QW
	Bon-			62.1			2Axie	3+Axle	1 I rail	21raii		Factor		Factor		
East 64	City of Waynesboro (Maint: 07)		Ave, To 07- <b>20000</b>	-624 <b>A</b>	89%	1%	1%	1%	9%	0%	F	0.101	Α		20000	Δ
64	Combined Traffic Estimates for 2 Parallel Roadways			A	88%	1%	1%	1%	9%	0%	F	0.101	Α	0.522	39000	Α
	Combined Traine Estimates for 21 arailer floadways				00 70	1 /0		1 /0	3 /0	0 70	•	0.103	^	0.522	03000	
East	Front	ECL V	Waynesboro	)												
East 64	Augusta County	2.31 <b>2</b>	20000	Α	89%	1%	1%	1%	9%	0%	F	0.101	Α		20000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 4	40000	Α	88%	1%	1%	1%	9%	0%	F	0.105	Α	0.522	39000	Α
East	To: From:	US 250 Re	ockfish Gap	Tpke												
(64)	Augusta County	0.38 <b>1</b>	18000	Α	89%	1%	1%	1%	9%	0%	F	0.11	Α		18000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 3	37000	Α	88%	1%	1%	1%	9%	0%	F	0.103	Α	0.581	37000	Α
	Τα		n County Lin	ne												
East 64	From:		ta County Lin		000/	40/		40/	00/	00/	_	0.11			10000	
(64)	Nelson County (Maint: 02)			Α	89%	1%	1%	1%	9%	0%	-	0.11	A	0.504	18000	A
	Combined Traffic Estimates for 2 Parallel Roadways		37000 rle County L	Α	88%	1%	1%	1%	9%	0%	F	0.103	Α	0.581	37000	Α
East	Front		n County Lin													
East 64	Albemarle County		18000	Α	89%	1%	1%	1%	9%	0%	F	0.11	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 3	37000	Α	88%	1%	1%	1%	9%	0%	F	0.103	Α	0.581	37000	Α
	To	US 250 Rc	ockfish Gap	Toke			<u> </u>									
East 64	Albemarle County			G	89%	1%	1%	1%	9%	0%	_	0.117	_		22000	G
64)	Combined Traffic Estimates for 2 Parallel Roadways			G	88%	1%	1%	1%	9% 9%	0%		0.117		0.639	43000	G
	Combined Trainic Estimates for 2 Faraller hoadways				00 %	1 70	1 70	170	970	0%	Г	0.09	Г	0.639	43000	G
East	Front	02-637 D	Dick Woods	Rd												
East 64	Albemarle County			Α	89%	1%	1%	1%	9%	0%	F	0.126	Α		24000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 4	46000	Α	88%	1%	1%	1%	9%	0%	F	0.102	Α	0.587	47000	Α
Foot	To: From:	US 29 Mc	Ionacan Trail	l Rd												
East 64	Albemarle County	1.49 <b>2</b>	28000	Α	89%	1%	1%	1%	9%	0%	F	0.113	Α		29000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways			Α	88%	1%	1%	1%	9%	0%	F	0.106	Α	0.504	58000	Α
	Too		-631 5th St					.,,		- , -						
East 64	From:										_					
(64)	Albemarle County		25000	Α	89%	1%	1%	1%	9%	0%	F	0.117	Α		26000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 5	51000	Α	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.508	53000	Α
	To	SR 20.5	Scottsville R	Rd												
Fast	From:	5R 201				40/	401	40/	00/	00/	_	0.400			00000	
East 64	Albemarle County		22000	Α	89%	1%	1%	1%	9%	0%	F	0.120	Α		23000	Α
East 64	Albemarle County  Combined Traffic Estimates for 2 Parallel Roadways	0.55 <b>2</b>		A A	89% 88%	1% 1%	1% 1%	1% 1%	9% 9%	0% 0%	F	0.120	A	0.514	48000	A A
East 64	•	0.55 <b>2</b> on this Route: <b>4</b>	46000	A							F	-	, ,	0.514		
	Combined Traffic Estimates for 2 Parallel Roadways	0.55 <b>2</b> on this Route: <b>4</b>	46000 Charlottesvil	<b>A</b>	88%	1%	1%	1%	9%	0%	F	0.109	A	0.514	48000	A
East 64	•	0.55 <b>2</b> on this Route: <b>4</b> WCL C	46000 Charlottesvil	A							F F	-	, ,	0.514		

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

	Primary a						т	1 .			17		D:-		
Route	Jurisdiction Length	h <b>AADT</b>	QA	4Tire	Bus		Trι			QC	_ K	QK	Dir 	AAWDT	Q۷
	From	ar at t	***			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
East 64	Albemarle County 2.00	CL Charlottesy 22000	VIIIe A	89%	1%	1%	1%	9%	0%	F	0.120	Α		23000	Δ
64	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Ā	88%	1%	1%	1%	9%	0%	F	0.109	A	0.514		A
				00 70	1 /0	1 /0	1 /0	3 /0	0 70	'	0.103	^	0.514	40000	
East	11011.	250 Richmon	d Rd												
East 64	Albemarle County 5.42	22000	Α	89%	1%	1%	1%	9%	0%	F	0.126	Α		22000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 46000	Α	88%	1%	1%	1%	9%	0%	F	0.104	Α	0.589	46000	A
Fact	Toc From: 02:	-616 Black Ca	ıt Rd												
East 64	Albemarle County 1.42	20000	G	89%	1%	1%	1%	9%	0%	F	0.107	F		19000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 41000	G	88%	1%	1%	1%	9%	0%	F	0.089	F	0.626	38000	G
		vanna County	Line												
East 64		emarle County		2001	40/	401	40/	00/	00/	_	0.407	_		10000	_
(64)	Fluvanna County (Maint: 54) 1.51	20000	G	89%	1%	1%	1%	9%	0%	-	0.107	-	0.000		G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	ouisa County I	G	88%	1%	1%	1%	9%	0%	F	0.089	F	0.626	38000	G
East		vanna County 1													
East 64	Louisa County 4.06		G	89%	1%	1%	1%	9%	0%	F	0.107	F		19000	C
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 41000	G	88%	1%	1%	1%	9%	0%	F	0.089	F	0.626	38000	C
	Tre US 15	James Madis	on Hwy	7											
East 64	Louisa County 6.32		Α	89%	1%	1%	1%	9%	0%	С	0.117	Α		19000	A
64	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	88%	1%	1%	1%	9%	0%	С	0.117	A	0.542		, A
	<u>-</u>			00%	1 70	1 70	1 70	970	0%	C	0.109	A	0.342	37000	-
East	From: SR	208 Courthous	se Rd												
East 64	Louisa County 4.66		Α	89%	1%	1%	1%	9%	0%	F	0.119	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	34000	Α	88%	1%	1%	1%	9%	0%	F	0.111	Α	0.527	32000	P
Foot	To Hair	intenance Bou	ndary												
East 64	Goochland County 1.11	17000	Α	89%	1%	1%	1%	9%	0%	F	0.119	Α		16000	A
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	88%	1%	1%	1%	9%	0%	F	0.111	Α	0.527	23000 48000 22000 46000 19000 38000 19000 38000 19000 38000 19000 38000 16000 32000 16000 32000 16000 33000	A
		05 Shannon H					.,.							23000 48000 22000 46000 19000 38000 19000 38000 19000 38000 16000 32000 16000 32000 16000 32000	
East 64	From:														
64	Goochland County 3.92		Α	89%	1%	1%	1%	9%	0%	F	0.118	Α			A
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this Route	34000	Α	88%	1%	1%	1%	9%	0%	F	0.111	Α	0.506	32000	F
Fast	To: 37-629	Old Frederick	sburg R	ld											
East 64	Goochland County 5.20	18000	Α	89%	1%	1%	1%	9%	0%	F	0.116	Α		16000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	35000	Α	88%	1%	1%	1%	9%	0%	F	0.110	Α	0.509	33000	A
	Tα Lo	ouisa County I													
		chland County	_					00/	221	_				40000	
East	1 1 - 0 - 1 (4.4 1 1 0.7) - 1 (4.5														
East 64	Louisa County (Maint: 37) 1.49 Combined Traffic Estimates for 2 Parallel Roadways on this Route		A A	89% 88%	1% 1%	1% 1%	1% 1%	9% 9%	0% 0%	F	0.116 0.110	A A	0.509		A A

# 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
ast 4	Front		Cross Cou													
<del>1</del> )	Louisa County (Maint: 37)		19000	Α	89%						F		Α			
	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	88%	1%	1%	1%	9%	0%	F	0.108	Α	0.552	37000	
.+	To: From:		and County sa County I													
<u>st</u>	Goochland County		19000	A	89%	1%	1%	1%	9%	0%	F	0.108	Α		18000	
<del>*</del> )	Combined Traffic Estimates for 2 Parallel Roadways on this			A	88%						F			0.552		
	Tol				0070	. , ,		. , ,	0,70	0 / 0	•	000		0.002	0.000	
ast	From		17 Oilville								_					
54)	Goochland County		25000	Α	89%						F					
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	49000	Α	88%	Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Factor AAWDT QUE Factor QK Factor AAWDT QUE Factor QK Factor AAWDT QUE Facto										
net .	To: From	37-62	23 Ashland	Rd												
ast 34	Goochland County	1.19	28000	Α	89%	1%	1%	1%	9%	0%	F	0.107	Α		29000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	57000	Α	88%	1%	1%	1%	9%	0%	F	0.103	Α	0.571	58000	
	To		SR 288													
ast 64	From:	0.04			000/	40/	40/	40/	00/	00/	_	0.400			4.4000	
54)	Goochland County		40000	A							-			0.540		
	Combined Traffic Estimates for 2 Parallel Roadways on this		co County	Α	88%	1%	1%	1%	9%	0%	F	0.117	Α	0.542	87000	
ıst	From:		and County													_
ast 4	Henrico County	2.28	40000	Α	89%	1%	1%	1%	9%	0%	F	0.128	Α		44000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	79000	Α	88%	1%	1%	1%	9%	0%	F	0.117	Α	0.542	87000	
	Too		I-295													
ast	Henrico County	0.67	37000	Α	079/	Λο/	00/	10/	20/	09/	_	0 121	۸		41000	
54	Combined Traffic Estimates for 2 Parallel Roadways on this			A							· -			0.549		
	Combined Trainic Estimates for 2 Farantei Hoadways on this				31 /0	0 /0	1 /0	1 /0	1 /0	0 /6	'	0.121	^	0.540	04000	
ast	To- From:	US 250	Near Short	t Pump												
<u>34</u> )	Henrico County		45000	Α	97%	0%	0%	1%	2%	0%	F	0.114	Α		50000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	89000	Α	97%	0%	1%	1%	1%	0%	F	0.111	Α	0.516	99000	
-at	To- From	C	Gaskins Rd													
ast 64)	Henrico County	1.39	54000	Α	97%	0%	0%	1%	2%	0%	С	0 111	Α		60000	
54)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	97%						_	-		0.504		ı
	T.				0,70	0 70		1 70	1 /0	0 70	Ŭ	0.107	,,	0.001	120000	
ast	Front		Parham Rd													
ast 4	Henrico County		56000	Α	97%	0%	0%	1%	2%	0%	F	0.111	Α		62000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	112000	Α	97%	0%	1%	1%	1%	0%	F	0.105	Α	0.524	124000	
not .	To: From:	US 25	50; Glensid	e Dr												
ast 54	Henrico County	2.03	59000	Α	97%	0%	0%	1%	2%	0%	F	0.094	Α		65000	
94)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	97%	0%	1%	1%	1%	0%	F	0.1	Α	0.554	135000	ı
	To:		Staples Mi		31 /0	0 /0		1 /0	1 /0	0 /0	•	0.1	, ,	0.00-т	100000	)

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

			iu iiileisia					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
East	From	US 3	3 Staples Mi	ll Rd												-
East 64	Henrico County	1.19	75000	В	97%	0%	0%	1%	2%	0%	F	0.098	Α		83000	В
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			В	97%	0%	1%	1%	1%	0%	F	0.095	Α	0.567	170000	В
Foot	To: From:		CL Richmon													
East 64	City of Richmond (Maint: 43)	0.15	75000	В	97%	0%	0%	1%	2%	0%	F	0.098	Α		83000	В
04)	Combined Traffic Estimates for 2 Parallel Roadways			В	97%	0%	1%	1%	1%	0%	F	0.095	Α	0.567	170000	В
	Τα.		I-95; I-195		0.70	0 70		. , 0	. , 0	0,0	•	0.000		0.00.		_
East	From:		np to I-195 So	outh												
(64) I-64 E Ramp	City of Richmond (Maint: 43)	0.24	51000	G	97%	0%	0%	1%	2%	0%	F	0.088	F		57000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	107000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.591	120000	G
E1	Toe From	Ran	np To I-95 N	orth			$\Box$ $\vdash$									
64) I-64 E Ramp	City of Richmond (Maint: 43)	0.15	38000	G	97%	0%	0%	1%	2%	0%	F	0.088	F		43000	G
64) 1 0 1 E Hamp	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	0%	1%	1%	1%	0%	F	NA	•		93000	G
	Combined Traine Estimates for 21 arallel Hoadways				31 /6	0 70	1 /6	1 /0	1 /0	0 78	•	INA			33000	u
East	To: From:	•	From I-195	North												
(64) I-64 E Ramp	City of Richmond (Maint: 43)	0.20	41000	G	97%	0%	0%	1%	2%	0%	F	0.087	F		46000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	84000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.524	94000	G
	To:		I-95 South													
East South	City of Richmond (Maint: 43)	0.48	I-95; I-195 <b>84000</b>	Α	93%	1%	1%	1%	4%	0%	F	0.079	Α		87000	Α
64 95	Combined Traffic Estimates for 2 Parallel Roadways			A	93%	1%	1%	1%	4% 4%	0%	F	0.079	A	0.529	170000	A
	Combined Trainic Estimates for 2 Farallel Hoadways				33 /6	1 /0	1 /0	1 /0	4 /0	0 /6	•	0.076	^	0.329	170000	^
East South	To: From:	SR	161 Bouleva	ard												
(64) (95)	City of Richmond (Maint: 43)	2.19	80000	Α	93%	1%	1%	1%	4%	0%	С	0.076	Α		83000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	155000	Α	93%	1%	1%	1%	4%	0%	С	0.075	Α	0.506	159000	Α
	To	Lei	gh St, Gilmer	r St												
East South	City of Richmond (Maint: 43)	0.28	68000	Α	93%	1%	1%	1%	4%	0%	_	0.076	Α		70000	Α
64 95	Combined Traffic Estimates for 2 Parallel Roadways			A	93%	1%	1%	1%	4% 4%	0%	, F	0.078	A	0.504	136000	A
	Combined Trainic Estimates for 2 Parallel Roadways				93%	176	170	176	4%	0%	Г	0.076	А	0.504	136000	А
East South	To: From:	US 1, U	JS 301 Belvi	dere St												
(64) (95)	City of Richmond (Maint: 43)	0.25	84000	Α	93%	1%	1%	1%	4%	0%	F	0.076	Α		86000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	161000	Α	93%	1%	1%	1%	4%	0%	F	0.075	Α	0.525	165000	Α
	Tα	I-95	East Intercha	ange												
East	Prom:	0.45	I-95 S		000/	40/		40/	40/	00/		0.404	_		00000	
64 I-64 E Ramp	City of Richmond (Maint: 43)	0.15	27000	N	93%	1%	1%	1%	4%	0%	N	0.101	F		29000	N
East	To- From:	R	tamp to 3rd S	St												
(64) I-64 E Ramp	City of Richmond (Maint: 43)	0.38	27000	G	93%	1%	1%	1%	4%	0%	F	0.101	F		29000	G
	Combined Traffic Estimates for 2 Parallel Roadways		51000	G	95%	1%	1%	1%	3%	0%	F	NA			54000	G
	To:		p from I-95 N													•

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

	<u>·</u>						Tru	ıck			K		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From: I-95	East Interch	ange				017.0.0				. 45151		. 40101		
East 64	City of Richmond (Maint: 43) 1.14	53000	Α	96%	0%	1%	1%	2%	0%	F	0.098	Α		56000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	104000	Α	96%	0%	1%	1%	2%	0%	F	0.081	Α	0.610	110000	Α
	To US 360	Mechanicsvi	ille Tpke	·											
East 64	City of Richmond (Maint: 43) 0.25	41000	F	96%	0%	1%	1%	2%	0%	F	0.096	Α		44000	F
(04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	96%	0%	1%	1%	2%	0%	F	0.082	Α	0.604	88000	F
		ECL Richmo													
East 64	Henrico County 0.77		F	96%	0%	1%	1%	2%	0%	_	0.096	Α		44000	_
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	41000	F	96%	0%	1%	1%	2%	0%		0.096	A	0.604	88000	г _
	<u> </u>		-	90%	076	1 70	1 70	270	0%	Г	0.062	А	0.004	00000	Г
East	roit.	WCL Richmo													
East 64	City of Richmond (Maint: 43) 0.24	41000	F	96%	0%	1%	1%	2%	0%	F	0.096	Α		44000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	83000	F	96%	0%	1%	1%	2%	0%	F	0.082	Α	0.604	88000	F
Fast	To: From:	CL Richmor	nd												
East 64	Henrico County 0.10	41000	F	96%	0%	1%	1%	2%	0%	F	0.096	Α		44000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	83000	F	96%	0%	1%	1%	2%	0%	F	0.082	Α	0.604	88000	F
	To SR	33 Nine Mile	e Rd			$\neg$ $\vdash$									
East 64	Henrico County 2.14	34000	Α	96%	0%	1%	1%	2%	0%	F	0.100	Α		37000	Δ
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	96%	0%	1%	1%	2%	0%	F	0.085	Α	0.547	72000	Α
		aburnum Av		00,0	0,0		. , 0		0 70	•	0.000		0.0.7	000	
East 64	11000			000/	00/	40/	40/	00/	00/	0	0.400			00000	
(64)	Henrico County 1.88	27000	A	96%	0%	1%	1%	2%	0%	С	0.106	A	0.044	28000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	53000	Α	96%	0%	1%	1%	2%	0%	С	0.088	Α	0.641	55000	Α
East	From: SR	156 Airport	Dr												
East 64	Henrico County 4.07	19000	Α	96%	0%	1%	1%	2%	0%	F	0.116	Α		20000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	37000	Α	96%	0%	1%	1%	2%	0%	F	0.093	Α	0.634	39000	Α
East	To: From	I-295													
East (64)	Henrico County 2.84	36000	Α	91%	1%	1%	1%	7%	0%	F	0.104	Α		34000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	91%	1%	1%	1%	6%	0%	F	0.095	Α	0.505	69000	Α
		Kent County	y Line												
East 64		rico County		010/	10/	10/	10/	70/	00/	_	0.104	۸		24000	٨
(64)	New Kent County 1.30	36000	A	91%	1%	1%	1%	7%	0% 0%	F	0.104	A	0.505	34000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	91%	1%	1%	1%	6%	0%	F	0.095	Α	0.505	69000	Α
East	roit.	R 33, SR 24	19												
<del>(64)</del> <del>(33)</del>	New Kent County 5.32	35000	Α	91%	1%	1%	1%	7%	0%	С	0.099	Α		31000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	91%	1%	1%	1%	6%	0%	С	0.094	Α	0.520	62000	Α
	To: SR 106	Emmaus Ch	urch Rd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Le	ength <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	- QV
East		R 106 Emmaus				121	4.27		221	_				0.1000	
64 (33)		35000		91%	1%	1%	1%	7%	0%	F	0.099	A		31000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways on the Roadways of Roadways on the Roadways of Roadways on the Roadways on the Roadways of Roadways of Roadways on the Roadways of Roadway	oute: <b>70000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.095	Α	0.517	63000	Α
ast	To: From:	SR 155													
64) (33)		.69 <b>34000</b>		91%	1%	1%	1%	7%	0%	F	0.1	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: <b>68000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.096	Α	0.565	61000	P
act	To: From	SR 33 Elthai	m Rd												
ast 64)	New Kent County 4	.29 <b>30000</b>	Α	92%	1%	1%	2%	5%	0%	F	0.103	Α		27000	ļ
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 60000	Α	92%	1%	1%	1%	5%	0%	F	0.100	Α	0.558	52000	1
		James City Cou	nty Line												
ast 34	James City County 2	New Kent Cour 2.45 <b>30000</b>		92%	1%	1%	2%	5%	0%	_	0.103	Α		27000	
54)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			92%	1%	1%	1%	5%	0%	F	0.103	A	0.558	52000	,
	- Tallic Estimates for 21 arailer floatways of this fit			JZ /6	1 /0	1 /6	1 /0	J /6	0 /6	'	0.100	^	0.550	32000	•
ast	From:	SR 30 Old Sta	ige Rd												
ast 64	, ,	.28 <b>33000</b>		92%	1%	1%	2%	5%	0%	F	0.098	Α		30000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	oute: <b>65000</b>	Α	92%	1%	1%	1%	5%	0%	F	0.096	Α	0.512	58000	
ıst	To: From	47-607 Croak	er Rd												
ast 4	James City County 1	.97 <b>36000</b>	Α	92%	1%	1%	2%	5%	0%	F	0.092	Α		34000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways on the Roadways of the Roadways of the Roadways on the Roadways of the Roadways of the Roadways of the Roadways on the Roadways of the Roadwa	oute: <b>71000</b>	Α	92%	1%	1%	1%	5%	0%	F	0.092	Α	0.54	66000	
	To:	York County													
ast 4	York County C	James City Cou 1.87 <b>36000</b>		92%	1%	1%	2%	5%	0%	F	0.092	Α		34000	
94)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			92%	1%	1%	1%	5%	0%	F	0.092	Α	0.54	66000	
	·	Humelsine Pkwy								-					
ast 64	From .						221		221			_			
54)	,	.71 40000		92%	1%	1%	2%	5%	0%	С	0.082	F	0.545	38000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways on the Roadways of the Roadways of the Roadways of the Roadways on the Roadways of the Roadway			92%	1%	1%	1%	5%	0%	С	0.093	В	0.515	69000	(
ast	To: From	SR 143 Camp F	eary Rd												
ast 64)	York County 3	3.44 <b>36000</b>	F	92%	1%	1%	2%	5%	0%	F	0.071	F		33000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: <b>70000</b>	F	92%	1%	1%	1%	5%	0%	F	0.075	F	0.565	68000	
act	To: From:	R 199 E, Humel	sine Pkwy	,											
ast 64	York County 1	.62 44000	G	92%	1%	1%	2%	5%	0%	F	0.08	F		41000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			94%	1%	1%	1%	4%	0%	F	0.076	F	0.543	85000	(
	To US 60 Pocs	hontas Trail; SR	. 143 Men		1										
ast 54	1100	).59 <b>44000</b>		95%	1%	1%	1%	3%	0%	_	0.071	_		45000	(
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		-	95% 96%	1%	1%	1%	3% 3%	0% 0%	F	0.071	F	0.534	93000	(
	Tallo Latinates for 2 raidilet nodoways off tills he	James City Cou		30 7o	1 70	1 70	1 70	J 7/0	U 70	Г	0.075	Г	0.554	53000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From	You	rk County Li	ine												
East 64	James City County (N	Maint: 99) 2.04	44000	G	95%	1%	1%	1%	3%	0%	F	0.071	F		45000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	91000	G	96%	1%	1%	1%	3%	0%	F	0.075	F	0.534	93000	G
Fact	To: From	SR 14	3 Merrimac	Trail												
East 64	James City County (M	Maint: 99) 0.30	41000	G	95%	1%	1%	1%	3%	0%	F	0.079	F		42000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	81000	G	96%	1%	1%	1%	3%	0%	F	0.070	F	0.516	83000	G
		WCI	Newport N	lews												
East 64	City of Newport News (	(Maint: 99) 1.32	41000	G	95%	1%	1%	1%	3%	0%	F	0.079	F		42000	G
(64)	Combined Traffic Estimates for 2 Parallel Ro	•		G	96%	1%	1%	1%	3%	0%	F	0.070	F	0.516	83000	G
	To	•	38 Yorktowi													
East 64	City of Novembert Nove				95%	1%	10/	10/	20/	0%	_	0.080	_		42000	G
(64)	City of Newport News ( Combined Traffic Estimates for 2 Parallel Ro	,	41000	G G	95% 96%	1%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.080	F	0.507	87000	G
	Combined Trainic Estimates for 2 Faraller no				90 /0	1 /0	1 /0	1 /0	J /0	0 /6	'	0.070	'	0.507	67000	G
East 64	From:		05 Ft Eustis	Blvd												
(64)	City of Newport News (	•	51000	G	95%	1%	1%	1%	3%	0%	F	0.076	F		52000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	98000	G	96%	1%	1%	1%	3%	0%	F	0.074	F	0.511	100000	G
East	To: From:	SR 1-	43 Jefferson	Ave												
East 64	City of Newport News (	(Maint: 99) 1.41	64000	G	95%	1%	1%	1%	3%	0%	F	0.077	F		65000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	130000	G	96%	1%	1%	1%	3%	0%	F	0.076	F	0.514	132000	G
Foot	To: From:	SR 17	1 Oyster Poi	int Rd												
East 64	City of Newport News (	(Maint: 99) 1.81	72000	Α	95%	1%	1%	1%	3%	0%	С	0.09	Α		73000	Α
<b>0</b> +)	Combined Traffic Estimates for 2 Parallel Ro	,	142000	Α	96%	1%	1%	1%	3%	0%	С	0.089	Α	0.554	145000	Α
	To	US 17 J	Clyde Morr	is Blvd												
East 64	City of Newport News (		81000	G	95%	1%	1%	1%	3%	0%	E	0.074	F		83000	G
64	Combined Traffic Estimates for 2 Parallel Ro	` '		G	96%	1%	1%	1%	3%	0%	F	0.074	F	0.528	171000	G
	To		CL Hampton		0070	1 70	170	1 /0	070	0 /0	•	0.070	•	0.020	17 1000	ŭ
East 64	From		Newport No				$\Box$				_					
64	City of Hampton (Ma		81000	G	95%	1%	1%	1%	3%	0%	F	0.074	F		83000	G
· ·	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	168000	G	96%	1%	1%	1%	3%	0%	F	0.076	F	0.528	171000	G
East	To: From:	Hampton F	Roads Center	r Parkw	ay											
East 64	City of Hampton (Ma	aint: 99) 1.33	78000	G	95%	1%	1%	1%	3%	0%	F	0.073	F		79000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	154000	G	96%	1%	1%	1%	3%	0%	F	0.077	F	0.545	157000	G
Fact	Toe From:	SR 13	4 Magruder	Blvd												
East (64) (134)	City of Hampton (Ma	aint: 99) 0.52	92000	G	95%	1%	1%	1%	3%	0%	F	0.076	F		94000	G
07 (104)	Combined Traffic Estimates for 2 Parallel Ro			G	96%	1%	1%	1%	3%	0%	F	0.079	F	0.554	187000	G
	To:		SR 134 Merc													

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

		<u> </u>						Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle				QC		QK		AAWDT	QV
East	From	US 258, §	SR 134 Merc	cury Blv	1		1	017.540				. 40101		- 40101		
64)	City of Hampton (	(Maint: 99) 1.19	83000	G	95%	1%	1%	1%	3%	0%	F	0.076	F		85000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	167000	G	96%	1%	1%	1%	3%	0%	F	0.079	F	0.578	170000	G
	To:	I-664 Har		s Beltway	/											
East	From:	(Maint: 00) 0.77			000/	10/	10/	00/	00/	00/	_	0.070	_		01000	_
64 Hampton Roads Beltwa		,									-		-	0.504		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	121000	G	96%	1%	1%	0%	2%	0%	F	0.070	F	0.524	124000	G
East	To:	SR 1	Section   Factor   Factor													
64) Hampton Roads Beltwa	ay City of Hampton (	Maint: 99) 0.68	55000	G	96%	1%	1%	0%	2%	0%	F	0.082	F		57000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	109000	G	96%	1%	1%	0%	2%	0%	F	0.079	F	0.501	112000	G
	Tor	Second Property of Parallel Roadways on this Route: 1980   1980														
ast	From				000/	40/	40/	00/	00/	00/	_	0.000	_		40000	_
Hampton Roads Beltwa		,									-		•	0 = 0 /		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	103000	G	96%	1%	1%	0%	2%	0%	F	0.079	F	0.501	104000	(
ast	To:	US 60, SR 1	143 Settlers	Landing	Rd											
64) (60) Hampton Roads	Beltway City of Hampton (	Maint: 99) 0.33	43000	G	96%	1%	1%	0%	2%	0%	F	0.075	F		44000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	93000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	96000	(
	Τα	_		. C4												
ast	From:															
Hampton Roads	• • • • • • • • • • • • • • • • • • • •										•					
~	Combined Traffic Estimates for 2 Parallel				97%	1%	1%	0%	2%	0%	С	0.075	Α	0.504	93000	F
ast	10: From												—			
Hampton Roads	Bridge Tunnel City of Norfolk (N				96%	1%	1%	0%	2%	0%	С	0.077	Α		47000	/
00 11 111	·	,			97%	1%			2%		С		Α	0.504	93000	
	T~	-								-,-	_					
ast	From		Bayville St													
(60) Hampton Roads				-							F		F			
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	93000	G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	97000	(
oot	To:	<u> </u>	4th View St													
ast 64) Hampton Roads Beltwa	City of Norfolk (N	Maint: 64) 1.30	44000	G	96%	1%	1%	0%	2%	0%	F	0.075	F		46000	(
1 idinploir rioddo Bollino		,									F		F	0.533		
		riodanayo on tino riodio.				170		0,0		0 70	•	0.072	•	0.000	00000	•
ast	From:		Bay Ave													
Hampton Roads Beltwa		,	49000	G	96%	1%	1%	0%	2%	0%	F	0.078	F		51000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	93000	G	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	96000	(
	To	, n	New Gate Ro	d			$\neg$ $\vdash$									
ast Hampton Roads Beltwa	ay City of Norfolk (N		55000	G	96%	1%	1%	0%	2%	0%	F	0.082	F		57000	(
64) Hampton Roads Beltwa		,														
	Combined Traffic Estimates for 2 Parallel	Doodways on this Pouts	94000	G	96%	1%	1%	0%	2%	0%		0.077		0.633	98000	G

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

Route	-		Fillialy at		210 110				Τ	ol.					D: <sub>*</sub>		
East	Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	0 1 1 1	_	-	OTroil	QC	K	QK	Dir	AAWDT	QW
Hampton Roads Beltway	Foot	From	1 564	US 460 Cro	nhy Ct			ZAXIE	3+Axie	TITAII	ZITali		Factor		Factor		
Section   Sect		v City of Norfolk (N				96%	0%	1%	1%	2%	0%	С	0.097	F		60000	G
SRI 161 Tidewater Dr.   SRI	(04)	,	,											-			
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 141000		Transition of the state of the				0070	0 70		0,0	. , 0	0,0	•				0000	<b>.</b>
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 141000		From	•														
SR 194 Chesapeske Bird	(64) Hampton Roads Beltwa	,	,									F		F			
East   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 152000	$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	141000	G	99%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	149000	G
Capt   Hampton Roads Beltway   City of Norfolk (Maint: 64)   1.00   64000   A   97%   0%   1%   0%   2%   0%   C   0.09   A   68000   A   64000   A   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 152000   A   97%   0%   1%   0%   1%   0%   C   0.08   A   164000   A   1640000   A   16400000   A   164000000   A   164000000000000000000000000000000000000	Fast		SR 194	4 Chesapeak	e Blvd												
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 152000		y City of Norfolk (N	Maint: 64) 1.00	64000	Α	97%	0%	1%	0%	2%	0%	С	0.09	Α		68000	Α
East		Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	152000	Α	97%	0%	1%	0%	1%	0%	С	NA			164000	Α
East		To	SR 2	47 Norview	Ave			<u> </u>									
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 155000		From City of Norfalls (N				070/	00/	10/	10/	10/	00/	г	0.070	_		74000	0
SR 165 Military Hev-	64 Hampton Roads Beitwa		,									Г		•	0.661		
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 145000   G   97%   0%   1%   1%   1%   0%   F   0.078   F   65000   G   98%   0%   0%   0%   0%   0%   0%   0%		Combined Trainc Estimates for 3 Parallel	noadways on this noute.	155000	G	96%	0%	176	0%	170	0%	Г	0.061	Г	0.001	100000	G
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 145000 G 98% 0% 0% 0% 0% 1% 0% F NA 160000 G		To From	SR 1	65 Military	Hwy												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 187000   Radio R	(64) Hampton Roads Beltwa	,	,		G	97%	0%	1%	1%	1%	0%	F	0.078	F		65000	G
City of Norfolk (Maint: 64)   1.74   78000   F   97%   0%   1%   1%   1%   0%   F   0.08   B   84000   F   880   Maint: 64   1.74   78000   F   98%   0%   1%   0%   1%   0%   F   NA   202000   F   880   Maint: 64   1.34   74000   A   97%   0%   1%   1%   1%   0%   F   NA   202000   F   880   Maint: 64   1.34   74000   A   97%   0%   1%   1%   1%   1%   0%   C   0.098   A   80000   A   0.098   A	$\smile$	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	145000	G	98%	0%	0%	0%	1%	0%	F	NA			160000	G
City of Norfolk (Maint: 64)   1.74   78000   F   97%   0%   1%   1%   1%   0%   F   0.08   B   84000   F   202000   F   2020000   F   20200000   F   2020000000000	Face	To From	US 13, SR	166 Northan	mpton B	lvd		<u> </u>									
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 187000   F   98%   0%   1%   0%   1%   0%   F   NA   202000   F		v City of Norfolk (N	Maint: 64) 1.74	78000	F	97%	0%	1%	1%	1%	0%	F	0.08	В		84000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 14900	(84) Hampton Hodge Zolling	•	,		-							F		_			F
City of Norfolk (Maint: 64)   1.34   74000   A   97%   0%   1%   1%   1%   0%   C   0.098   A   80000   A   80000   A   97%   0%   1%   1%   1%   1%   0%   C   0.098   A   80000   A   97%   0%   1%   1%   1%   1%   0%   C   0.086   A   0.572   159000   A   97%   0%   1%   1%   1%   1%   1%   0%   C   0.086   A   0.572   159000   A   97%   0%   1%   1%   1%   1%   1%   0%   C   0.098   A   80000   A   0.572   159000   A   0%   1%   1%   1%   1%   1%   1%   1%		То			-					.,.	- 7						
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 149000		From				0==/					221						
City of Virginia Beach (Maint: 64)   1.35   74000   A   97%   0%   1%   1%   1%   0%   C   0.098   A   0.572   159000   A   0.572   159000   A   0.572   0.098   A   0.098   A   0.098   0.0	64 Hampton Roads Beltway	,	,														
East   Hampton Roads Beltway   City of Virginia Beach (Maint: 64)   1.35   74000   A   97%   0%   1%   1%   1%   0%   C   0.098   A   80000   A   A   27%   0%   1%   1%   1%   0%   C   0.098   A   80000   A   27%   0%   1%   1%   1%   0%   C   0.098   A   0.572   159000   A   27%   0%   1%   1%   1%   1%   0%   C   0.086   A   0.572   159000   A   27%   0%   1%   1%   1%   1%   0%   C   0.086   A   0.572   159000   A   27%   0%   1%   1%   1%   1%   0%   F   0.079   0		Combined Traffic Estimates for 2 Parallel				97%	0%	1%	1%	1%	0%	С	0.086	А	0.5/2	159000	А
City of Virginia Beach (Maint: 64)   1.35   74000   A   97%   0%   1%   1%   1%   0%   C   0.098   A   80000   A   80000   A   97%   0%   1%   1%   1%   1%   0%   C   0.086   A   0.572   159000   A   97%   0%   1%   1%   1%   1%   1%   0%   C   0.086   A   0.572   159000   A   1%   1%   1%   1%   1%   1%   1%	East	From															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 149000 A 97% 0% 1% 1% 1% 0% C 0.086 A 0.572 159000 A    Combined Traffic Estimates for 2 Parallel Roadways on this Route: 149000 A 1.57 69000 G 97% 0% 1% 1% 1% 0% F 0.079 F 75000 G   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 138000 G 99% 0% 0% 0% 1% 1% 0% F 0.093 A 0.52 151000 G   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 138000 G 99% 0% 0% 0% 1% 1% 0% F 0.093 A 0.52 151000 G   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 138000 G 99% 0% 0% 0% 0% 1% 0% F 0.093 A 0.52 151000 G   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 138000 G 99% 0% 0% 0% 0% F 0.093 A 0.52 151000 G   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 138000 G 99% 0% 0% 0% 0% F 0.093 F 0.093 A 0.52 151000 G   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 138000 G 99% 0% 0% 1% 1% 0% F 0.093 F 0.093 F 0.093 G 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		y City of Virginia Beac	h (Maint: 64) 1.35	74000	Α	97%	0%	1%	1%	1%	0%	С	0.098	Α		80000	Α
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   138000   G   97%   0%   1%   1%   1%   0%   F   0.079   F   75000   G	$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	149000	Α	97%	0%	1%	1%	1%	0%	С	0.086	Α	0.572	159000	Α
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 138000	-	To	In	dian River R	Rd			<u> </u>									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 138000 G 99% 0% 0% 0% 1% 0% F 0.093 A 0.52 151000 G    Total   ECL Chesapeake   From:   WCL Virginia Beach   WC		City of Virginia Beac	h (Maint: 64) 1.57	60000	G	97%	Nº/-	10/-	10/-	10/_	<b>0</b> %	F	0.070	E		75000	G
East   From:   WCL Virginia Beach   WCL Virginia	64) Hampton Hoads Beitwa											' F		Δ	0.52		
WCL Virginia Beach   WCL Vir		To				33 /6	0 /6		0 /6	1 /0	0 /6	'	0.033	^	0.52	131000	u
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 138000 G 99% 0% 0% 0% 1% 0% F 0.093 A 0.52 151000 G    East   Greenbrier Parkway     Greenbrier Parkway   Greenbrier Parkway     Greenbrier Parkway     Greenbrier Parkway     Greenbrier Parkway     Greenbrier Parkway     Greenbrier Parkway   Greenbrier Parkway     Greenbrier Parkway   Greenbrier		From	WCI														
East   Greenbrier Parkway   City of Chesapeake (Maint: 64)   2.13   45000   G   97%   0%   1%   1%   1%   0%   F   0.083   F   49000   G   64   64   64   64   64   64   64	(64) Hampton Roads Beltway				G	97%	0%	1%	1%	1%	0%	F	0.079	F		75000	G
Hampton Roads Beltway  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 92000 G 97% 0% 1% 1% 1% 0% F 0.083 F 49000 G  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 92000 G 97% 0% 1% 1% 1% 0% F 0.074 F 0.535 99000 G	$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	138000	G	99%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	151000	G
Hampton Roads Beltway  City of Chesapeake (Maint: 64)  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 92000 G 97% 0% 1% 1% 1% 0% F 0.083 F 49000 G  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 92000 G 97% 0% 1% 1% 1% 0% F 0.074 F 0.535 99000 G	Fact		Gree	enbrier Park	way												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>92000 G</b> 97% 0% 1% 1% 0% F 0.074 F 0.535 99000 G		City of Chesapeake	e (Maint: 64) 2.13	45000	G	97%	0%	1%	1%	1%	0%	F	0.083	F		49000	G
	04)	•	,									F		F	0.535		
		To															

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

Devite	Line P. O.	1 0	4457	٥.	4T!	D		Tru	ıck		00	K	01/	Dir	A A \ A \ C \ T	O141
Route	Jurisdictio	on Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		68 Battlefield													
64 Hampton Roads Beltway	City of Chesapeake	,	60000	G	97%	0%	1%	1%	1%	0%	F	0.074	F		65000	G
Con	mbined Traffic Estimates for 2 Parallel	Roadways on this Route:	112000	G	97%	0%	1%	1%	1%	0%	F	0.081	F	0.55	121000	G
= act	To: From		I-464													
$\overbrace{64}^{\text{East}}$ $\overbrace{17}^{\text{Hampton Roads Beltwa}}$	ay City of Chesapeake	(Maint: 64) 4.31	47000	G	92%	1%	1%	1%	5%	0%	F	0.075	F		50000	G
	mbined Traffic Estimates for 2 Parallel			G	93%	0%	1%	1%	5%	0%	F	0.072	F		100000	G
	To	-	orge Washin					. , 0	0,0	0,70	•	0.0.2	•			
ast	From					40/		40/	<b>5</b> 0/	00/	_	0.005	_		47000	_
64 Hampton Roads Beltway	City of Chesapeake	,	44000	G	92%	1%	1%	1%	5%	0%	F -	0.085	F		47000	G
Con	mbined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	G	93%	0%	1%	1%	5%	0%	F	0.076	F	0.551	92000	G
East	To: From:	US 13, US	3 460 Militar	y Highw	ay											
64 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 2.31	46000	G	92%	1%	1%	1%	5%	0%	С	0.087	Α		49000	G
	mbined Traffic Estimates for 2 Parallel	Roadways on this Route:	89000	G	93%	0%	1%	1%	5%	0%	С	0.084	Α	0.513	93000	G
	To:		I-264, I-664													
ast	From		I-64 East													
64) Ramp	Alleghany Co	ounty 0.13	40	G								0.163	F		40	G
<u> </u>	To:	J	Ierrys Run R	d												
ast	From		st to Welcom													
64) Jerry's Run Welcome Center	Alleghany Co		440	N	96%	1%	1%	0%	2%	0%	Ν	0.203	Α		280	Ν
	To:		come Center													
East 64) Jerry's Run Welcome Center	Alleghany Co		ome Center I	G G	<u>101</u> 96%	1%	1%	0%	2%	0%	С	0.203	Α		280	G
64) berry 3 Hurr Welcome Genter	To:		from Welcon			1 /0		0 70	270	0 70	O	0.200	^		200	G
East	From		I-64 East													
Ramp	Alleghany Co	ounty 0.14	170	G								0.127	F		170	G
04)	To:		61 Midland													
East	From:		I-64 East													
64) (60) Ramp	Alleghany Co	ounty 0.22	530	G								0.153	F		520	G
	To:	SR 15	9 Dunlap Cro	eek Rd												
East	From:		I-64 East													
Ramp	City of Covington (	(Maint: 03) 0.18	910	G								0.097	F		970	G
$\smile$	To:	SR 154 S	Durant Rd/S	Craig A	ve											
East	From		I-64 East													
64) Ramp	Alleghany Co		1400	G								0.101	F		1400	G
<u> </u>	To:	US 60; 03-6	48 Horse Mo	ountain \	View											
East	From		I-64 East													
64 Ramp	Alleghany Co		2200	G								0.119	F		2200	G
$\smile$	То	03-696	Selma Low N	Moor Ro	1											
East 64) Ramp	From		I-64 East													
64) Ramp	Alleghany Co		3300	G								0.098	F		3200	G
$\sim$	To:	Bus U	JS 60, Bus U	JS 220												

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

		Filliary and interstate noutes		Tanada			1/		D:		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire B	IIC .	Truck xle 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	I-64 East			an Ziidii		1 40101		1 40101		
(64) Ramp	Alleghany County	0.27 <b>2200 G</b>		•			0.096	F		2400	G
	To:	Bus US 60, Bus US 220									
East	From:	I-64 East		]							
(64) Ramp	Alleghany County	0.24 <b>1000 G</b>		1			0.109	F		1000	G
	Τα:	SR 42 Forty Two Rd									
East	From:	I-64 East to Truck Rest Area		]			0.400	_		000	0
64 Longdale Furnace Truck Rest Area	Alleghany County	0.04 <b>230 G</b>		_			0.102	F		230	G
East	To: From:	Truck Parking Area		}							
(64) Alleghany Truck Rest Area	Alleghany County	0.08 <b>230 N</b>					0.102	F		230	Ν
	Tor	Mid Ramp		ļ							
East (64) Alleghany Truck Rest Area	Alleghany County	0.18 <b>230 N</b>		4			0.102	F		230	N
64) Alleghany Truck rest Area	Allegitary County			1			0.102	'		200	IN
East	From	Truck Parking Area		]							
64) Alleghany Truck Rest Area	Alleghany County	0.03 <b>230 N</b>		•			0.102	F		230	N
<u> </u>	To:	I-64 East from Truck Rest Area									
East	From:	I-64 East		]				_			_
64 Ramp	Alleghany County	0.23 <b>90 G</b> SR 269 Longdale Furnace Rd		1			0.172	F		90	G
Fort	From			<u> </u>							
East (64) Ramp	Rockbridge County	I-64 East 0.20 <b>140 G</b>		J			0.124	F		140	G
(94) ridinip	To:	Scenic Dr		1			0.121	•		110	Ğ
East	From:	I-64 East		1							
(64) $(60)$ Ramp	Rockbridge County	0.18 <b>220 G</b>		1			0.113	F		220	G
	To:	US 60 Fredericksburg Rd									
East	From:	I-64 East									
Ramp	Rockbridge County	0.19 <b>1300 G</b>		-			0.126	F		1300	G
	To:	US 11 N Lee Highway									
East	From:	I-64 East		]							
Ramp from I-64 E Exit 56 to I-81 S at Exit 191	Rockbridge County		% 1	% 1% 209	% 0%	F	0.106	F		2500	G
	10.	I-81 South									
East	Augusta County	I-64 East 0.24 <b>6300 G</b> 94% 0	% 1	] % 1% 3%	10/	_	0.1	F		6300	G
64 Ramp	Augusia County	0.24 <b>6300 G</b> 94% 0 SR 285 Tinkling Spring Rd	/0 I	% 1% 3% <b>1</b>	5 1%	С	0.1	۲		0300	G
East	From	I-64 East		I							
(64) Ramp	Augusta County	0.22 <b>5200 G</b>		ı			0.090	F		5200	G
<u> </u>	Tor	I-64 East Exit 94B Ramp to US 340 East		<u></u>							
East	From:	I-64 East				-					
Ramp Ci	ty of Waynesboro (Maint: 07)			_			0.097	F		3500	G
$\smile$	To:	136-5118 Delphine Ave									

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trai		QK Dir Factor	AAWDT	QW
East 64 Ramp	Augusta County	I-64 East 0.32 <b>2800 G</b>		0.099	F	2800	G
64) 1 14111	To:	I-64 West Exit 99A Ramp		0.000		2000	
East	From:	I-64 East					
East 64 Ramp	Nelson County (Maint: 02)	0.02 <b>NA</b> West End of Parking Lot; Gap		NA		NA	
East	From:	East End of Parking Lot; Gap  East End of Parking Lot; Gap					
Ramp	Nelson County (Maint: 02)	0.04 <b>NA</b>		NA		NA	
	Tα	I-64-E FROM SCENIC VIEW					
ast <del>34)</del> Ramp	From:	I-64 East					
Ramp	Albemarle County	0.07 <b>NA</b> West End Parking Area	$\neg$	NA		NA	
ast	From:	East End Parking Area					
Ramp	Albemarle County	0.05 <b>NA</b>		NA		NA	
<u> </u>	To:	I-64-E FROM SCENIC VIEW					
ast	From:	I-64 East to Rest Area					
Charlottesville Rest Area	Albemarle County	0.19 <b>830 N</b> 96% 1%	1% 0% 2% 0%	N 0.102	F	680	
ast	To: From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot					
Charlottesville Rest Area	Albemarle County	0.06 <b>830 G</b> 96% 1%	1% 0% 2% 0%	F 0.102	F	680	
<del>'</del>	Tα	I-64 East from Rest Area					
ast	Front	I-64 East					
1-64 East Exit 107	Albemarle County	0.14 <b>2000 G</b>	<u> </u>	0.105	F	2000	(
<u></u>	To:	US 250 Rockfish Gap Trnpk					
ast (4) Ramp	From:	I-64 East			_	4=0	
4) Ramp	Albemarle County	0.17 <b>460 G</b> 02-637 Dick Woods Rd	$\neg$	0.13	F	450	
	From						_
ast 4 Ramp	Albemarle County	I-64 East 0.21 <b>510 G</b>		0.105	F	540	
Tramp	To:	US 29 S, Monacan Trail Rd	$\neg$	0.100	•	040	
ast	From:	I-64 East					
Ramp	Albemarle County	0.19 <b>8400 G</b>		0.150	F	8900	
<i></i>	To:	US 29 N, Monacan Trail Rd					
ast	From:	I-64 East					
ast 4 Ramp	Albemarle County	0.16 <b>7600 G</b>	<u> </u>	0.085	F	8100	
<u> </u>	To:	5th Street Ext					
ast Barrer	From	I-64 East		0.440		F 400	
Ramp	Albemarle County	0.20 <b>5000 G</b> SR 20 S, Scottsville Rd		0.118	F	5400	(
-							_
ast 64) Ramp	Albemarle County	I-64 East 0.21 <b>2500 G</b>		0.165	F	2700	(
04) Hamp	Albernane County	SR 20 N, Scottsville Rd		0.103	į	2/00	,

# 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 2Tra	$\cap$ C	QK Dir Factor	AAWDT	QW
East   1-64 E Exit 124	Albemarle County	I-64 East 0.21 <b>7200 A</b> US 250 Richmond Rd		0.134	А	8200	Α
East 64 I-64 East Exit 129	Albemarle County	I-64 East 0.22 <b>3700 G</b> 02-616 Black Cat Rd		0.158	F	3700	G
East 64 Ramp	From: Louisa County Toc	I-64 East 0.27 4400 G US 15 James Madison Hwy		0.139	F	4400	G
East 64 Ramp	From: Louisa County Toc	I-64 East 0.31 <b>2800 G</b> SR 208 Courthouse Rd		0.146	F	2800	G
East 64 Ramp	Goochland County	I-64 East 0.19 <b>800 G</b> 37-605 Shannon Hill Rd		0.152	F	790	G
East 64 Ramp	Goochland County	I-64 East 0.18 <b>570 G</b> 37-629 Old Fredericksburg Rd		0.143	F	560	G
East 64 Ramp	Goochland County	I-64 East 0.26 <b>1100 G</b> US 522 Cross County Rd		0.139	F	1100	G
East 64 Ramp	Goochland County	I-64 East 0.13 <b>610 G</b> 37-617 Oilville Rd		0.108	F	600	G
East 64 Goochland Rest Area	Goochland County	I-64 East to Rest Area 0.09 1100 N 77% 1% Enter Rest Area Parking Lot	1% 1% 20% 0%	N 0.093	F	1100	N
East Goochland Rest Area	Goochland County	Exit Rest Area Parking Lot 0.13 1100 G 77% 1%  I-64 East from Rest Area	1% 1% 20% 0%	C 0.093	F	1100	G
East 64 Ramp	Goochland County	I-64 Eastbound  0.21 1700 G 91% 1%  37-623 Ashland Rd	2% 2% 4% 0%	C 0.095	F	1700	G
East 64 Ramp From I-64 E to SR 288	Goochland County	I-64 East 0.23 6100 A 86% 1% SR 288	1% 2% 9% 0%	C 0.114	Α	6000	Α
East 64 Ramp from I-64 E Exit 178A to US 250	Henrico County	I-64 East 0.17 <b>7000 G</b> 99% 0% US 250 W, Broad St	 0% 0% 0% 0%	F 0.114	F	7600	G
East   Ramp from I-64 E Exit 178B to US 250	Henrico County	I-64 East 0.21 <b>5700 G</b> 99% 0% US 250 E, Broad St	1% 0% 0% 0%	F 0.215	F	6100	G

# 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 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor	AAWDT	QW
East 64 Ramp	Henrico County  To:	I-64 East 0.31 <b>4800 G</b> 43-7514 S, Gaskins Rd	0.109	F	4800	G
East 64 Ramp	Henrico County  To:	I-64 East 0.24 <b>3800 G</b> 43-7514 N, Gaskins Rd	0.128	F	3800	G
East 64 Ramp	Henrico County	I-64 East 0.19 <b>9400 G</b> Parham Rd	0.099	F	9400	G
East 64 Ramp	Front Henrico County To:	I-64 East Collector Rd 0.18 <b>9600 G</b> 43-7536 S, Glenside Dr	0.126	F	9600	G
East 64 Ramp	Front Henrico County To:	I-64 East Collector Rd 0.17 <b>4800 G</b> US 250 E, Broad St	0.172	F	4800	G
East 64 Collector Road	Henrico County To:	I-64 East  0.16 11000 A  I-64 East Exit 183A to Glenside Dr	0.147	Α	13000	A
East 64 Ramp	Henrico County To:	I-64 East 0.11 <b>3200 G</b> 43-7546 Dickens Rd	0.112	F	3200	G
East 64 Ramp from I-64 E Exit 185B to SR 33	Henrico County To:	I-64 East 0.14 <b>1800 A</b> I-64 West Exit 185B Ramp	0.215	А	2300	Α
East (64) Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Maint: 43)	I-64 East 0.16 <b>29000 G</b>	0.12	F	29000	G
East (64) Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Maint: 43)	Ramp to Laburnum Ave  0.08 <b>24000 G</b> I-195 South	0.126	F	24000	G
East 64 Ramp	City of Richmond (Maint: 43)	I-64 East Exit 186A 0.16 <b>5200 G</b> 127-7555 Laburnum Ave	0.097	F	5200	G
East 64 Ramp	City of Richmond (Maint: 43)	I-64 East 0.14 <b>13000 G</b> I-195 North	0.157	F	13000	G
East 64 Ramp	City of Richmond (Maint: 43)	I-64 East Collector Rd 0.17 <b>2500 G</b> US 360 W, Mechanicsville Tpke	0.087	F	2500	G
East 64 Ramp	Henrico County	I-64 East Collector Rd 0.17 13000 G US 360 E, Mechanicsville Tpke	0.12	F	14000	G

# 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
East   Collector Road	City of Richmond (Maint: 43)	I-64 East 0.10 <b>17000 G</b>								0.109	F		17000	G
	To:	I-64 East Exit 192A to US 360	West											_
East Ramp	Henrico County	0.10 <b>1900 F</b>								0.076	F		2000	F
	To:	SR 33 W, Nine Mile Rd												
East 64 Ramp	Henrico County	I-64 East 0.18 <b>8300 F</b>								0.091	F		8800	F
Ramp	Te:	SR 33 E, Nine Mile Rd								0.091			8800	
ast	From:	I-64 East												
East 64 Ramp	Henrico County	0.23 <b>11000 F</b> 43-7555 Laburnum Ave								0.08	F		12000	F
ast	From:	I-64 East												_
Ramp from I-64 E Exit 197A to SR 156 S	Henrico County	0.28 <b>7200</b> F	94%	1%	1%	1%	3%	0%	F	0.077	F		7600	F
	To:	SR 156 S, Airport Dr												
ast 54) Ramp from I-64 E Exit 197B to SR 156 N	Henrico County	I-64 East 0.20 <b>4400 F</b>	92%	1%	1%	2%	3%	0%	F	0.103	F		4700	F
74 Hamp Hom 1-04 E Exit 1978 to 3H 130 N	To:	SR 156 N, Airport Dr	3Z /6	1 /0	1 /0	2 /0	3 /0	0 /6	'	0.103	'		4700	
ast	From:	I-64 East Collector Rd												_
Ramp from I-64 E Exit 200A to I-295 E	Henrico County	0.44 <b>4400 F</b>	75%	1%	1%	1%	22%	0%	F	0.119	F		4400	F
1	From:	I-295 South Collector Ro												
$\frac{\text{ast}}{54}$ Ramp from I-64 E Exit 200B to I-295 W	Henrico County	I-64 East Collector Rd 0.22 <b>620 F</b>	90%	1%	1%	1%	8%	0%	F	0.160	F		630	F
<u></u>	To:	I-295 North Collector Ro												
ast	From:	I-64 East	000/	401		40/	00/	00/	-	0.404	_		5000	
Collector Road	Henrico County	0.54 <b>5000 F</b>	90%	1%	1%	1%	8%	0%	F	0.121	F		5000	F
ast	From:	I-64 East Exit 200A Ram	р											_
Collector Road	Henrico County	0.27 <b>610 F</b>								0.169	F		610	ı
ast	Fron:	I-295 South Exit 28E Ram	p											
Collector Road	Henrico County	0.23 <b>810 F</b>								0.146	F		810	F
ast	To: From:	I-64 East Exit 200B Ram	)											_
Collector Road	Henrico County	0.23 <b>210 F</b>								0.136	F		210	F
ast .	From: I-2	295 South Exit 28C & I-295 North Ex	xit 28C Rar	mps										
Collector Road	Henrico County	0.33 <b>19000 F</b>			<del></del>					0.087	F	0.763	19000	F
	To:	I-64 East												
(ast) Ramp	New Kent County	I-64 East 0.25 <b>6300 F</b>	99%	0%	0%	0%	0%	0%	F	0.162	F		NA	
	To	Ramp Split prior to Rt 33 & R			Ť	- / -			-		-			

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

-		1 minary and									1.1		Б:		
Route	Jurisdiction	Lenath 4	AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	Cancaca	Longin P	J.J. GA		200	2Axle	3+Axle	1Trail	2Trail	40	Factor	<b>3</b> 11	Factor		٠
East	From:		64 East												
(64) Ramp	New Kent County	0.19	1600 F	97%	0%	1%	0%	1%	0%	С	0.092	F		6000	G
	То:	SR 106 Em	maus Church R	d											
F1	From	I.64 E	4 4 - D 4 A												
East	Now Kent County		st to Rest Area	91%	10/	10/	10/	70/	00/	_	0.106	۸		1000	۸
(64) New Kent Welcome Center	New Kent County		2300 A		1%	1%	1%	7%	0%	F	0.136	Α		1900	Α
	To:		Area Parking L												
East	Prom:		Area Parking Lo												
(64) New Kent Welcome Center	New Kent County		2300 N	91%	1%	1%	1%	7%	0%	Ν	0.136	Α		1900	N
$\overline{}$	То:	I-64 East	from Rest Area												
East	From:	Ţ-	64 East												
(64) Ramp	New Kent County		2100 F								0.136	F		7300	G
64) 1141119	To:			ana Dd							0.100	•		7000	G
		SR 155 Courthous		ouse Ku											
East	From:		64 East												
East (64) (33) Ramp	New Kent County	0.49	4500 F								0.114	F		1800	G
$\bigcirc$	To:	SR 33 I	E, Eltham Rd												
East	From:		64 East												
East (64) Ramp	James City County										0.102	F		1700	G
64) namp				-							0.102	г		1700	G
<u> </u>	То:	I-64 East Exit	227B to SR 30	East											
East	From:	I-	64 East												
East (64) Ramp	James City County	0.33	720 G								0.102	F		720	G
1	Τα		V, Croaker Rd												
	From														
East (64) Ramp	rioni.		64 East									_			_
(64) Ramp	James City County		520 G								0.104	F		520	G
$\overline{}$	To:	SR 30 E	E, Croaker Rd												
East	From:	I-	64 East												
(64) Ramp	York County		8700 F								0.093	F		8600	F
(64) Tamp	To:		Iumelsine Pkwy								0.000	•		0000	•
East	From:		64 East												
(64) Ramp	York County	0.16	3700 F								0.09	F		3600	F
$\smile$	Tα	SR 143 N	Merrimac Trail												
East	From:	T_i	64 East	-		<del></del>									
(64) Ramp	York County		1900 G								0.134	F		1900	G
64) Hallip	Tork County										0.134	1		1900	G
		SR	199 West												
East	From:		64 East												
East (64) Ramp	York County	0.21	1300 G	<u> </u>	-						0.11	F		1300	G
$\smile$	To:	SR	199 East												
East	From:					<u> </u>									
East	Varile 0		64 East								0.004	_		1700	_
Ramp	York County		1700 G								0.091	F		1700	G
<u> </u>	To		US 60												
East	From:	Ţ-	64 East												
Ramp	York County		230 G								0.307	F		230	G
(O4)	To:	I-64 West Exit 2		North							0.507	•		_00	<u> </u>
		1-04 West Exit 2	2+3D tO SK 143	1101111											

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire B	usTrucktus 2Axle 3+Axle 1Trail 2Tra	$\cap$	QK Dir Factor	AAWDT	QW
East 64 Ramp	James City County	I-64 East 0.25 <b>2600 G</b> SR 143 Merrimac Trail		0.093	F	2600	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.29 <b>4200 G</b> SR 105 W, Ft Eustis Blvd		0.114	F	4200	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.19 <b>4900 G</b> SR 105 E, Ft Eustis Blvd		0.088	F	4900	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East Collector Rd 0.35 7000 G SR 143 S, Jefferson Ave		0.077	F	7000	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East Collector Rd 0.12 <b>2500 G</b> SR 143 N, Jefferson Ave		0.085	F	2500	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.27 <b>9900 G</b>		0.075	F	9900	G
East 64 Collector Rd	City of Newport News (Maint: 99)	I-64 East Exit 255A to SR 143 South  0.07 <b>2900 G</b> Ramp from SR 143 South		0.079	F	2900	G
Collector Rd	City of Newport News (Maint: 99)	0.21 <b>20000 G</b> I-64 East Exit 255B to SR 143 North		0.084	F	20000	G
Collector Rd	City of Newport News (Maint: 99)	0.07 <b>17000 G</b> Ramp from SR 143 North		0.084	F	17000	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.36 <b>2100 G</b> SR 171 W, Victory Blvd		0.108	F	2100	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.25 <b>4700 G</b> SR 171 E, Victory Blvd		0.110	F	4700	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.30 <b>6400 G</b> US 17 S, J Clyde Morris Blvd		0.097	F	6400	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.15 <b>2000 G</b> US 17 N, J Clyde Morris Blvd		0.111	F	2000	G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East  0.21 <b>5900 G</b> 114-7026 W, Hampton Rds Ctr Pkwy		0.107	F	5900	G

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

		Filliary and interstate houtes			
Route	Jurisdiction	Longth AADT OA ATiro Dug	Truck QC Axle 3+Axle 1Trail 2Trail F	K Factor QK	Dir Factor AAWDT QW
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.33 <b>10000 G</b> 114-7026 E, Hampton Rds Ctr Pkwy		0.119 F	10000 G
East (64) (134) Ramp	City of Hampton (Maint: 99)	I-64 East 0.10 <b>18000 G</b>		0.102 F	18000 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East Exit 263B  0.13 9700 G  US 258 W, Mercury Blvd		0.100 F	11000 G
East (64) (134) Ramp	City of Hampton (Maint: 99)	I-64 East Exit 263A 0.32 <b>8400 G</b>		0.11 F	9200 G
East (64) Ramp	City of Hampton (Maint: 99)	US 258 E, Mercury Blvd  I-64 East  0.24 6800 G		0.101 F	6800 G
East (64) Ramp	From City of Hampton (Maint: 99)	114-7035 Lasalle Ave  1-64 East  0.11 <b>8700 G</b>		0.116 F	8700 G
East 64 Ramp	From: City of Hampton (Maint: 99)	Rip Rap Rd  I-64 East  0.07 7000 G		0.113 F	7000 G
East (64) Ramp	City of Hampton (Maint: 99)	US 60 Settlers Landing Rd  1-64 East  0.13 4600 G		0.091 F	5000 G
East (64) Ramp	City of Norfolk (Maint: 64)		1% 0% 0% 0% F	0.233 F	980 G
East 64 60 Ramp	From: City of Norfolk (Maint: 64)	Bayville St  I-64 East  0.17		0.126 F	5900 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East 0.14 15000 G -64 East Exit 276B to US 460 West, Granby St		0.1 F	15000 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East Exit 276B  0.15 8400 F  I-564 North	<u> </u>	0.117 F	8900 F
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East Exit 276A 0.06 <b>5500 F</b> US 460 W, Granby St		0.087 F	5900 F
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. LANE 0.04 <b>6700 G</b>		0.282 F	6700 G

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

		Filliary and interstate noutes					
Route	Jurisdiction	Langth AADT OA Alira Rije	Truck	QC _ K	QKDir	AAWDT	QW
		2	Axle 3+Axle 1Trail 2Trail	Factor	Factor		
East	City of Norfolk (Maint: 64)	I-64 East 0.35 <b>8800 G</b>		0.000	F	0400	G
Ramp	City of Norioik (Maint. 64)	0.35 <b>8800 G</b> SR 168 S, Tidewater Dr	7	0.099	Г	9400	G
East	City of Norfolk (Maint: 64)	I-64 East 0.13 <b>2100 G</b>		0.093	F	2300	G
64 Ramp	City of Norioik (Maint. 64)	0.13 <b>2100 G</b> SR 168 N, Tidewater Dr	7	0.093	Г	2300	G
East	City of Norfolk (Maint: 64)	I-64 East 0.18 <b>3000 G</b>		0.115	F	3200	G
64 Ramp	Tra	SR 194 S, Chesapeake Blvd	٦	0.115	Г	3200	G
	TI	<u> </u>					
East (64) Ramp	City of Norfolk (Maint: 64)	I-64 East 0.17 <b>4300 G</b> 98% 0%		C 0.123	F	4500	G
64 Ramp	Tro	SR 247 Norview Ave	7 0/0 1/0 0/0 7	0.123	'	4300	G
For	Econe		<u> </u>				
East (64) Ramp	City of Norfolk (Maint: 64)	I-64 East 0.16 <b>2700 G</b>		0.099	F	2900	G
64 Ramp	Trail	Robin Hood Rd	7	0.099	'	2900	G
-	Prom						
East (64) Ramp	City of Norfolk (Maint: 64)	I-64 East 0.17 <b>6600 G</b>	_	0.089	F	7000	G
(64) Hamp	Tax	SR 165 S, Military Hwy North	7	0.003	•	7000	ч
F4	From	I-64 East					
East (64) Ramp	City of Norfolk (Maint: 64)	0.19 <b>10000 G</b>	_	0.113	F	11000	G
(64) Hamp	To:	US 13 N, Northampton Blvd	٦	0.110	•	11000	G
East	From	I-64-E TO I-264					
East (64) Ramp	City of Norfolk (Maint: 64)	0.16 <b>40000 G</b>	_	0.073	F	40000	G
(94) Tulinp	The state of the s		_	0.070	•	10000	•
East	From:	I-64-E284C TO RT 264 EAST264 WESTR					
(64) Ramp	City of Norfolk (Maint: 64)	0.14 <b>4700 G</b>	<u></u>	0.097	F	4700	G
	To:	I-264-W013X FROM RT 64 EAST					
East	From:	I-64-E TO I-264 EAST44					
(64) Ramp	City of Norfolk (Maint: 64)	0.17 <b>6200 G</b>	<u></u>	0.131	F	6700	G
	To:	I-264-E013X FROM I-64 EAST					
East	From:	I-64-E284A TO RT 264 EAST264 WEST					
(64) Ramp	City of Norfolk (Maint: 64)	0.45 <b>27000 G</b>	<u></u>	0.08	F	27000	G
	To:	I-264-E From RT 64 East					
East	From:	I-64 East					
64 Ramp	City of Virginia Beach (Maint: 64)		=	0.097	F	6800	G
	To:	134-7 W, Indian River Rd	1				
East	From:	I-64 East					
(64) Ramp	City of Virginia Beach (Maint: 64)		=	0.096	F	17000	G
	Tor	134-7 E, Indian River Rd					
East	From:	I-64 East Collector Rd					
East (64) Ramp	City of Chesapeake (Maint: 64)		<u>1</u> % 1% 2% 0%	C 0.117	F	6900	G
$\smile$	Tα	131-8665 W, Greenbrier Pkwy					

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

Jurisdiction	Length <b>AADT QA</b> 4Ti			QC K	$\cap$ k	$\Delta \Delta M DT$	QW
City of Chesapeake (Maint: 6			1		F	15000	G
From: City of Chesapeake (Maint: 6-	I-64-E BEG. COLL ROAD TO GREENBRIE	ER PA		0.101	F	27000	G
Tox From:	I-64-E289A TO GREENBRIER PARKWA	AY	]	0.002		20000	G
<u> </u>	1-8665-W001A FROM GREENBRIER PARK	WAY W	]	0.092	Г		<u> </u>
City of Chesapeake (Maint: 6	<u> </u>	ΑY	]	0.082	F	30000	G
<u> </u>	·	WAY FA	1	0.087	F	14000	G
TOIL	4) 0.22 <b>NA</b>	WAILA	1	NA		NA	
	4) 0.40 <b>NA</b>	D DAD	1	NA		NA	
From	I-64 East Collector Rd		 	C 0.137	F	5800	G
City of Chesapeake (Maint: 6-	I-64 East 4) 0.23 <b>12000 G</b> 98° SR 168 South	% 0% 0	 % 0% 1% 0% 	C 0.180	F	13000	G
City of Chesapeake (Maint: 6	I-64 East 4) 0.60 <b>20000 G</b> I-64 East Exit 290 A		]	0.107	F	21000	G
City of Chesapeake (Maint: 6		M	1	0.099	F	16000	G
City of Chesapeake (Maint: 6	4) 0.20 <b>23000 G</b>	N	1	0.089	F	25000	G
City of Chesapeake (Maint: 6	4) 0.12 <b>11000 G</b>		1	0.088	F	12000	G
City of Chesapeake (Maint: 6	4) 0.20 <b>15000 G</b>	S	1	0.082	F	17000	G
18:	I-64 E						
	City of Chesapeake (Maint: 6  To  From  City of Chesapeake (Maint: 6  To  From  City of Chesapeake (Maint: 6  To  From  City of Chesapeake (Maint: 6  To  City of Chesapeake (Maint: 6  From  City of Chesapeake (Maint: 6	City of Chesapeake (Maint: 64)   0.25   14000   G	City of Chesapeake (Maint: 64)   City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64)   0.25   14000   G   0.094	City of Chesapeake (Maint: 64)   0.25   14000   G	Light Collection   Light April   Light Collector Rd   Light Collector

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	Maint (A) 0.00	I-64 East									0.000	_		00000	
64 Ramp	City of Chesapeake (	· · · · · · · · · · · · · · · · · · ·	<b>21000</b> I-464 South	G								0.082	F		22000	G
F4	From:		I-64 East													
East 64) 17 Ramp	City of Chesapeake (	Maint: 64) 0.23	4300	G								0.074	F		4600	G
04) (1)	To:	US 17 N, G			łwy											
East	From:		I-64 East													
Ramp	City of Chesapeake (	Maint: 64) 0.21	5700	G								0.096	F		6100	G
$\smile$	Tα	Ţ	JS 17 South	1												
ast _	Fron:		I-64 East													
64 Ramp	City of Chesapeake (	· · · · · · · · · · · · · · · · · · ·	4900	G								0.135	F		5200	G
	rl		Military Hig													
Rev 64)	City of Norfolk (Ma		rersible Lane	At 1-56	100%	0%	0%	0%	0%	0%	С	0.145	Α		23000	Α
64)	Combined Traffic Estimates for 3 Parallel R	,		G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.661	168000	
	To To		np To I-64 l		00,0	0,0		0,70	. , 0	0,70	•	0.00.	•	0.00	.00000	<b>.</b>
Rev 64)	From:				10001			221	221	221			_			
64)	City of Norfolk (Ma		19000	F	100%	0%	0%	0%	0%	0%	F	0.146	В		23000	F
	Combined Traffic Estimates for 3 Parallel R		187000 nd Reversibl	F	98%	0%	1%	0%	1%	0%	F	NA			202000	F
Dov	Fron:	End WB Re			561											
Rev 64) Ramp	L City of Norfolk (Ma		3300	G G	100%	0%	0%	0%	0%	0%	F	0.301	F		3500	G
04)	To:		I-64-W		,.					- , -			-			
Rev	Fron:	I-64-R	R TO IS 64 I	EAST												
64) Ramp	City of Norfolk (Ma		2200	G								0.193	F		2200	G
$\smile$	Tα	I-64-E F	ROM HOV	LANE												
Rev	From:		I-64-R													
64 Ramp	City of Norfolk (Ma	nint: 64) 0.12	6200	G	100%	0%	0%	0%	0%	0%	F	0.259	F		6700	G
	Town		I-64-E													
Vest 60	Alleghany Cou		√irginia Stat 4700	e Line G	75%	1%	1%	1%	22%	0%	F	0.091	F		4500	G
64 (60)	Combined Traffic Estimates for 2 Parallel R	•	9500	G	76%	1%	1%	1%	21%	0%	F	0.086	F	0.549	9100	G
	To-				7070	170		170	2170	0 70	·	0.000	•	0.010	0.00	ŭ
Vest	From:		98 Jerrys Ru													
64 (60)	Alleghany Cou	•	4600	G	75%	1%	1%	1%	22%	0%	F	0.092	F		4400	G
~	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	9500	G	76%	1%	1%	1%	21%	0%	F	0.087	F	0.541	9000	G
Vest	To: From	03-66	1 Ogle Cree	ek Rd												
64) (60)	Alleghany Cou	inty 3.23	4400	G	75%	1%	1%	1%	22%	0%	F	0.091	F		4200	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	9100	G	76%	1%	1%	1%	21%	0%	F	0.078	F	0.508	8600	G
	Τα	SR 1:	59 Midland	Trail												

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

-				ale not				Tru	ıck			K		Dir		
Route	Jurisdiction Le	ngth	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
West		S 60; SI	R 159 Midla	and Trail												
64)	-9 ,,	.27	5100	G	75%	1%	1%	1%	22%	0%	F	0.087	F		5000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	10000	G	76%	1%	1%	1%	21%	0%	F	0.082	F	0.551	9800	G
West	To: From:	W	CL Covingto	on												
<del>(64)</del>	City of Covington (Maint: 03)	.28	5100	G	75%	1%	1%	1%	22%	0%	F	0.087	F		5000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	10000	G	76%	1%	1%	1%	21%	0%	F	0.082	F	0.551	9800	G
10/	To Poor	SR	154 Durant	Rd												
West 64	City of Covington (Maint: 03)	.08	6800	G	75%	1%	1%	1%	22%	0%	F	0.089	F		6500	G
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			G	76%	1%	1%	1%	21%	0%	F	0.080	F	0.508	13000	G
	<u></u>		ton; Ramp		60											
West	110III.	0.64	5100		75%	1%	1%	1%	22%	0%	_	0.092	_		4900	G
64	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	-		G G	75% 76%	1%	1%	1%	21%	0% 0%	F	0.092	F	0.555	11000	G
	<u></u>					1 /0	1 /0	1 /0	21/0	0 /6	•	0.000	'	0.555	11000	G
West	1100.		ary; I-64 W													
64	Alleghany County 0	.13	8900	G	75%	1%	1%	1%	22%	0%	F	0.084	F		8600	G
West	Tee From:	US	S 60, US 22	20												
64 60 220	Alleghany County 4	.98	9800	G	75%	1%	1%	1%	22%	0%	F	0.085	F		9500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	20000	G	76%	1%	1%	1%	21%	0%	F	0.079	F	0.527	19000	G
W	Toe Brown	3-696 S	elma Low N	Moor Rd			_									
West 60 (220)	Alleghany County 2	2.34	10000	G	75%	1%	1%	1%	22%	0%	F	0.079	F		9700	G
64) (60) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			G	76%	1%	1%	1%	21%	0%	F	0.085	F	0.527	19000	G
	·		S 60, Bus U													
West	110III.	0.86			750/	1%	10/	10/	000/	00/	_	0.070	_		5300	_
64 (60) (220)	Alleghany County 0 Combined Traffic Estimates for 2 Parallel Roadways on this Ro		5500	G G	75% 76%	1%	1% 1%	1% 1%	22% 21%	0% 0%		0.073 0.083	F	0.505	12000	G G
	Combined Traffic Estimates for 2 Farallel Hoadways of this ho				70%	1 70	1 70	1 70	2170	076	г	0.063	Г	0.505	12000	G
West	To: From:		L Clifton Fo	orge												
(64) (60) (220)	3 ( ,	.55	5500	G	75%	1%	1%	1%	22%	0%	F	0.073	F		5300	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	12000	G	76%	1%	1%	1%	21%	0%	F	0.083	F	0.505	12000	G
West	To: From:	ECL	Clifton Fo	rge												
64) 60 (220)	Alleghany County 1	.06	5500	G	75%	1%	1%	1%	22%	0%	F	0.073	F		5300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	12000	G	76%	1%	1%	1%	21%	0%	F	0.083	F	0.505	12000	G
W	To: From:	US 2	220, Bus US	S 60												
West 60	Alleghany County 2	2.19	5200	G	75%	1%	1%	1%	22%	0%	F	0.083	F		5000	G
(04)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			G	76%	1%	1%	1%	21%	0%	F	0.080	F	0.529	10000	G
	Tα		R 42, SR 26				i i						-			-

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From		R 42, SR 26													
(64) (60)	Alleghany Co	•	4300	G	75%	1%	1%	1%	22%	0%	F	0.087	F		4100	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8600	G	76%	1%	1%	1%	21%	0%	F	0.086	F	0.571	8200	G
West		SR 269; 03	8-850, N M	ountain I	Rd											
64 60	Alleghany Co	ounty 4.69	4600	G	75%	1%	1%	1%	22%	0%	F	0.078	F		4300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9200	G	76%	1%	1%	1%	21%	0%	F	0.078	F	0.528	8600	G
	To		ridge Count													
West	Rockbridge C		nany County	y Line <b>G</b>	75%	1%	1%	10/	22%	00/	_	0.078	_		4300	G
64 (60)	Combined Traffic Estimates for 2 Parallel	•	4600	G	75% 76%	1%	1%	1% 1%		0% 0%	Г	0.078	F	0.528	8600	G
	Combined Trainic Estimates for 2 Parallel		9200		70%	170	1 %	176	21%	0%	Г	0.076	Г	0.526	8600	G
West	To From	•	780 Scenic	Dr												
64) (60)	Rockbridge C	County 6.94	4600	Α	75%	1%	1%	1%	22%	0%	С	0.127	Α		4500	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel		9100	Α	76%	1%	1%	1%	21%	0%	С	0.122	Α	0.551	8700	Α
W	To		Fredericksb		D.1											
West 64	Rockbridge C	US 60; 81-6 County 5.90	5300	CKSBurg .	75%	1%	1%	1%	22%	0%	F	0.083	F		5000	G
04)	Combined Traffic Estimates for 2 Parallel			G	76%	1%	1%	1%	21%	0%	F	0.081	F	0.571	10000	G
	To Take To Tak				7070	1 70		1 70	2170	070	•	0.001	•	0.07	10000	·
Vest	From	•	S 11 Lee Hy													
64)	Rockbridge C	•	7200	G	75%	1%	1%	1%	22%	0%	F	0.083	F		6800	G
~	Combined Traffic Estimates for 2 Parallel			G	76%	1%	1%	1%	21%	0%	F	0.082	F	0.532	13000	G
Vest	From	1-81 S	South Intercl	hange												
	191 to I-64 W at Exit 56 Rockbridge C	County 0.23	4100	Α	75%	1%	1%	1%	22%	0%	F	0.126	Α		3900	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8200	G	76%	1%	1%	1%	21%	0%	F	0.082	F	0.532	7700	G
	To		I-81 South													
West South	From Donalds with the C		West Interch		700/	40/		40/	050/	00/	_	0.444			00000	
64 81	Rockbridge C	•	23000	A	70%	1%	1%	1%	25%	2%	-	0.114	A	0.500	22000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	70%	1%	1%	1%	25%	2%	F	0.107	Α	0.563	43000	Α
West South	To From	r	US 11													
64) (81)	Rockbridge C	County 5.59	24000	Α	70%	1%	1%	1%	25%	2%	F	0.114	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	70%	1%	1%	1%	25%	2%	F	0.107	Α	0.552	44000	Α
	To		81-710				<u> </u>									
West South	Rockbridge C	County 4.41	24000	Α	70%	1%	1%	1%	25%	2%	F	0.112	Α		22000	А
64 81	Combined Traffic Estimates for 2 Parallel	•		A	70% 70%	1%	1%	1%	25% 25%	2% 2%	F	0.112	A	0.528	45000	А
	Complined Trainic Estimates for 2 Paraller	noauways on this noute.		A	1070	1 70	1 70	1 70	25%	∠ 70	Г	0.105	А	0.520	43000	A
West South	To From		81-606													
<del>64</del> <del>81</del>	Rockbridge C	•	24000	Α	70%	1%	1%	1%	25%	2%	С	0.112	Α		22000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	70%	1%	1%	1%	25%	2%	С	0.106	Α	0.539	45000	Α
	To	Augu	ısta County	Line												

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

		Primary an	u miersia	ile no	ules											
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
	Julistictio	Length	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Qίλ	Factor	AAWDI	QVV
West South	From:		ridge County													
(64) (81)	Augusta Cou	•	24000	Α	70%	1%	1%	1%	25%	2%	С	0.112	Α		22000	Α
$\vee$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	70%	1%	1%	1%	25%	2%	С	0.106	Α	0.539	45000	Α
West South	To: From:		US 11													
(64) (81)	Augusta Cou	unty 4.64	24000	Α	70%	1%	1%	1%	25%	2%	F	0.113	Α		23000	Α
04) 01)	Combined Traffic Estimates for 2 Parallel	•	49000	Α	70%	1%	1%	1%	25%	2%	F	0.105	Α	0.536	46000	Α
	To:	,	07-654													
West South	From:															
(64) (81)	Augusta Cou	,	27000	Α	70%	1%	1%	1%	25%	2%	F	0.107	Α		26000	Α
<b>~ ~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	Α	70%	1%	1%	1%	25%	2%	F	0.1	Α	0.555	52000	Α
West South	To: From:		SR 262													
64) (81)	Augusta Cou	unty 0.51	32000	G	70%	1%	1%	1%	25%	2%	F	0.106	F		29000	G
04) 01)	Combined Traffic Estimates for 2 Parallel	•	62000	G	70%	1%	1%	1%	25%	2%	F	0.084	F	0.588	57000	G
	Τo:		East Intercha													
West	From:		I-81 South													
64 Ramp from I-64 W Exit	9	•	12000	Α	88%	1%	1%	1%	9%	0%	F	0.107	Α		11000	Α
~	Combined Traffic Estimates for 2 Parallel	<u> </u>		Α	88%	1%	1%	1%	9%	0%	F	0.104	Α	0.559	22000	Α
West	10: From:		I-64 West Jorth Interch	nanga												
64)	Augusta Cou		23000	A	88%	1%	1%	1%	9%	0%	F	0.107	Α		23000	Α
04)	Combined Traffic Estimates for 2 Parallel	•	46000	Α	88%	1%	1%	1%	9%	0%	F	0.100	Α	0.509	46000	Α
	Too	-														
West	From:		Tinkling Spi													
64	Augusta Cou	,	22000	G	88%	1%	1%	1%	9%	0%	F	0.09	F		21000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	G	88%	1%	1%	1%	9%	0%	F	0.087	F	0.523	42000	G
West	To: From:	WC	L Waynesbo	oro												
West 64	City of Waynesboro	(Maint: 07) 0.43	22000	G	88%	1%	1%	1%	9%	0%	F	0.09	F		21000	G
04)	Combined Traffic Estimates for 2 Parallel	,		G	88%	1%	1%	1%	9%	0%	F	0.087	F	0.523	42000	G
	Too		Stuarts Dra													
West	From:															
<del>64</del> )	City of Waynesboro	,	22000	Α	88%	1%	1%	1%	9%	0%	С	0.113	Α		22000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	Α	88%	1%	1%	1%	9%	0%	С	0.104	Α	0.537	44000	Α
Mont	Ta: From:	Delphii	ne Ave, To (	)7-624												
West 64	City of Waynesboro	(Maint: 07) 0.30	20000	Α	88%	1%	1%	1%	9%	0%	F	0.119	Α		20000	Α
04)	Combined Traffic Estimates for 2 Parallel	,		A	88%	1%	1%	1%	9%	0%	F	0.105	Α	0.522	39000	Α
	I	-			0070	. 70	- /0	. 70	J /0	J /0	•	0.700	, ,	0.022	55000	,,
West	To: From:	EC	L Waynesbo	oro												
<del>64</del>	Augusta Cou	,	20000	Α	88%	1%	1%	1%	9%	0%	F	0.119	Α		20000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	Α	88%	1%	1%	1%	9%	0%	F	0.105	Α	0.522	39000	Α
	To:	US 250	Rockfish Ga	p Tpke												

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

								Tru	ıck			K		Dir		
Route	Jurisdict	ion Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
Vest	Fro	US 250	Rockfish G	ap Tpke												
64)	Augusta C	ounty 0.18	19000	Α	88%	1%	1%	1%	9%	0%	F	0.119	Α		19000	Α
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	37000	Α	88%	1%	1%	1%	9%	0%	F	0.103	Α	0.581	37000	A
			son County													
Vest	Nelson County (	- 6	usta County 19000	Line	88%	1%	1%	1%	9%	0%	_	0.119	Α		19000	ļ
64	Combined Traffic Estimates for 2 Paralle	,		A	88%	1%	1%	1%	9%	0%	· -	0.113	A	0.581	37000	
	Combined Trainc Estimates for 2 Farance		narle Count		00 /6	1 /0	1 /0	1 /0	3 /0	0 /6	'	0.103	^	0.561	37000	,
/est	Fre		son County													
64)	Albemarle C	County 6.27	19000	Α	88%	1%	1%	1%	9%	0%	F	0.119	Α		19000	1
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	37000	Α	88%	1%	1%	1%	9%	0%	F	0.103	Α	0.581	37000	,
	Pro	US 250	Rockfish G	ap Tpke												
Vest	Albemarle C	County 7.01	22000	G	88%	1%	1%	1%	9%	0%	F	0.116	F		22000	(
04)	Combined Traffic Estimates for 2 Paralle	,		G	88%	1%	1%	1%	9%	0%	F	0.09	F	0.639	43000	
	Combined Traine Learning of the Laterice					1 /0		170	0 70	070	•	0.00	·	0.000	10000	
/est	Fro	oni.	7 Dick Woo													
64)	Albemarle C	,	23000	Α	88%	1%	1%	1%	9%	0%	F	0.124	Α		23000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	46000	Α	88%	1%	1%	1%	9%	0%	F	0.102	Α	0.587	47000	
est	Fr	US 29	Monacan T	rail Rd												
54)	Albemarle C	County 1.84	28000	Α	88%	1%	1%	1%	9%	0%	F	0.104	Α		29000	
3-7)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	56000	Α	88%	1%	1%	1%	9%	0%	F	0.106	Α	0.504	58000	
		-	2-631 5th S													
/est	All accorded	ALL .			000/	40/	40/	40/	00/	00/	_	0.400			00000	
64)	Albemarle C	•	25000	Α	88%	1%	1%	1%	9%	0%	-	0.109	A	0.500	26000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	51000	Α	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.508	53000	4
/est	Fro	SR 2	0 Scottsvill	e Rd												
64)	Albemarle 0	County 0.41	24000	Α	88%	1%	1%	1%	9%	0%	F	0.108	Α		25000	,
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	46000	Α	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.514	48000	
		WC.	L Charlottes	sville												
/est	City of Charlottesvi	one.	24000	Α	88%	1%	1%	1%	9%	0%	_	0.108	Α		25000	,
64	Combined Traffic Estimates for 2 Paralle	,			88%	1%	1%	1%	9% 9%	0%		0.108	A	0.514	48000	
	Combined Trainc Estimates for 2 Farance			Α	00 /6	1 /0	1 /0	1 /0	3 /0	0 /6	•	0.109	^	0.514	40000	
est	Fre	MIL.	. Charlottes	ville												
<del>34</del> )	Albemarle C	•	24000	Α	88%	1%	1%	1%	9%	0%	F	0.108	Α		25000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	46000	Α	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.514	48000	,
l	Pro	US 2	50 Richmor	nd Rd												
Vest 64	Albemarle C	County 5.37	23000	Α	88%	1%	1%	1%	9%	0%	F	0.135	Α		24000	
04)	Combined Traffic Estimates for 2 Paralle	•		Ā	88%	1%	1%	1%	9%	0%	, E	0.104	Α	0.589	46000	,
	Combined Traine Estimates for 2 Farance		16 Black Ca		00 /0	1 /0	1 /0	1 /0	J /0	0 /0	1	0.104	^	0.000	<del>-</del> 5000	,

# 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	C
est	From:	02-6	16 Black Cat	t Rd												
<del>1</del> 4	Albemarle Co	unty 1.08	20000	G	88%	1%	1%	1%	9%	0%	F	0.111	F		19000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	41000	G	88%	1%	1%	1%	9%	0%	F	0.085	F	0.623	38000	
	To:		anna County													
est	From:		narle County		000/	40/	40/	40/	00/	00/	_	0.444	_		40000	
34)	Fluvanna County (N	,	20000	G	88%	1%	1%	1%	9%	0%	-	0.111	F	0.000	19000	
	Combined Traffic Estimates for 2 Parallel F	,	isa County L	G	88%	1%	1%	1%	9%	0%	F	0.085	F	0.623	38000	
est	From:		anna County L													
54	Louisa Cour		20000	G	88%	1%	1%	1%	9%	0%	F	0.111	F		19000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	41000	G	88%	1%	1%	1%	9%	0%	F	0.085	F	0.623	38000	
	Tα	110 15 1	ames Madiso	on Hyvy												
est	From L				000/	40/	40/	40/	00/	00/	_	0.440			40000	
54	Louisa Cour	•	20000	Α	88%	1%	1%	1%	9%	0%	С	0.113	A	0.540	19000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	Α	88%	1%	1%	1%	9%	0%	С	0.109	Α	0.542	37000	
est	To: From:	SR 20	08 Courthous	se Rd												
54)	Louisa Cour	nty 4.36	17000	Α	88%	1%	1%	1%	9%	0%	F	0.119	Α		16000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	34000	Α	88%	1%	1%	1%	9%	0%	F	0.111	Α	0.527	32000	
	To:	Maint	tenance Bour	ndary												
est	From L				000/	40/	40/	40/	00/	00/	_	0.440			40000	
54	Goochland Co	,	17000	Α	88%	1%	1%	1%	9%	0%	-	0.119	A	0.507	16000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	34000	Α	88%	1%	1%	1%	9%	0%	F	0.111	Α	0.527	32000	
est	To: From:	37-60:	5 Shannon H	ill Rd												
<del>\$4</del> )	Goochland Co	unty 3.92	17000	Α	88%	1%	1%	1%	9%	0%	F	0.12	Α		16000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	34000	Α	88%	1%	1%	1%	9%	0%	F	0.111	Α	0.506	32000	
	To:		ld Fredericks	chura R	d											
/est	From L					40/	40/	40/	00/	00/	_	0.440			47000	
54	Goochland Co	•	18000	A	88%	1%	1%	1%	9%	0%	-	0.119	A	0.500	17000	
	Combined Traffic Estimates for 2 Parallel F	•	isa County L	A in a	88%	1%	1%	1%	9%	0%	F	0.110	Α	0.509	33000	
est	From:		hland County													
54)	Louisa County (Ma		18000	Α	88%	1%	1%	1%	9%	0%	F	0.119	Α		17000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	35000	Α	88%	1%	1%	1%	9%	0%	F	0.110	Α	0.509	33000	
	To	119 52	2 Cross Cour	nty Pd												
est	From:				000/	40/	40/	40/	00/	00/	_	0.400			10000	
4	Louisa County (Ma		19000	Α	88%	1%	1%	1%	9%	0%	F -	0.122	Α		18000	
	Combined Traffic Estimates for 2 Parallel F	-		Α	88%	1%	1%	1%	9%	0%	F	0.108	Α	0.552	37000	
est	10: From:		hland County isa County L													
<del>54</del> )	Goochland Co		19000	A	88%	1%	1%	1%	9%	0%	F	0.122	Α		18000	
$\mathcal{D}$	Combined Traffic Estimates for 2 Parallel F	•		Α	88%	1%	1%	1%	9%	0%	F	0.108	Α	0.552	37000	
	To:		617 Oilville			. , ,	—i	. , •	- / -	- / 0	•		• •		2.000	

# 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	Q
Vest	From:	37-6	17 Oilville Re	d			2, 0.00	017100	TTTQII	Liidii		1 40101		1 40101		
64)	Goochland County	6.56	24000	Α	88%	1%	1%	1%	9%	0%	F	0.118	Α		24000	P
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	49000	Α	88%	1%	1%	1%	9%	0%	F	0.103	Α	0.568	48000	,
Vest	To: From:	37-62	23 Ashland R	Rd												
64)	Goochland County	0.71	29000	Α	88%	1%	1%	1%	9%	0%	F	0.117	Α		29000	
94)	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	57000	Α	88%	1%	1%	1%	9%	0%	F	0.103	Α	0.571	58000	
1	To: From		SR 288													
<u>/est</u>	Goochland County	0.74	39000	Α	88%	1%	1%	1%	9%	0%	F	0.121	Α		43000	
04)	Combined Traffic Estimates for 2 Parallel Roadway			A	88%	1%	1%	1%	9%	0%	F	0.117	Α	0.542	87000	
	To:	Henric	co County Li													
/est	Henrico County		and County I 39000		88%	1%	1%	1%	9%	0%	_	0.121	Α		43000	
64	Combined Traffic Estimates for 2 Parallel Roadway			A A	88%	1%	1%	1%	9%	0%	F	0.121	A	0.542	87000	
	Combined Trainic Estimates for 2 Farallel Hoadway	S OII tills Houte.		Α	00 /6	1 /0	1 /0	1 /0	3 /0	0 /6	'	0.117	^	0.542	87000	
<u>/est</u>	From:		I-295													
64)	Henrico County		38000	Α	97%	0%	1%	1%	1%	0%	F	0.132	Α		43000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	75000	Α	97%	0%	1%	1%	1%	0%	F	0.121	Α	0.548	84000	
est	To: From	US 250	Near Short P	Pump												_
64)	Henrico County	1.67	44000	Α	97%	0%	1%	1%	1%	0%	F	0.117	Α		49000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	89000	Α	97%	0%	1%	1%	1%	0%	F	0.111	Α	0.516	99000	
last	To: From:	G	Gaskins Rd													
<u>/est</u>	Henrico County	1.33	53000	Α	97%	0%	1%	1%	1%	0%	С	0.112	Α		60000	
04)	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	107000	Α	97%	0%	1%	1%	1%	0%	С	0.107	Α	0.504	120000	
	Too		Parham Rd													
Vest	Henrico County		56000	Α	97%	0%	1%	1%	1%	0%	E	0.114	Α		62000	
64)	Combined Traffic Estimates for 2 Parallel Roadway			A	97%	0%	1%	1%	1%	0%	F	0.114	Α	0.524	124000	
	To Tours of Trains Estimates for 2 T drains Floating				01 /0	0 70		1 70	1 /0	0 70	•	0.100	,,	0.024	124000	
Vest	From		50; Glenside l													
64)	Henrico County		63000	Α	97%	0%	1%	1%	1%	0%	F -	0.109	Α		70000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 1	122000	Α	97%	0%	1%	1%	1%	0%	F	0.1	Α	0.554	135000	
est	To: From:	US 33	Staples Mill	Rd												_
64)	Henrico County	0.71	79000	В	97%	0%	1%	1%	1%	0%	F	0.105	Α		88000	
$\sim$	Combined Traffic Estimates for 2 Parallel Roadway			В	97%	0%	1%	1%	1%	0%	F	0.095	Α	0.567	170000	
Vast	To:		L Richmond													
Vest 64	City of Richmond (Maint: 43		co County Li <b>79000</b>	B B	97%	0%	1%	1%	1%	0%	F	0.105	Α		88000	
04)	Combined Traffic Estimates for 2 Parallel Roadway	•		В	97%	0%	1%	1%	1%	0%	F	0.095	Α	0.567	170000	
	Tamo Estimates for E r drailer rioddwdy		-95; I-195		3. 73	0 / 0	- 75	. 70	1 /0	0 / 0	•	0.000	, ,	3.007	1,0000	

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

		Filliary at			ules			Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	Ramn	From I-195	North			ZAXIC	OTANIC	TTTAII	ZIIaii		1 actor		1 actor		
64 I-64 W Ramp	City of Richmond (		57000	G	97%	0%	1%	1%	1%	0%	F	0.101	F		64000	G
	Combined Traffic Estimates for 2 Parallel	,	107000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.591	120000	G
	To		From I-195	South												
West	Prom				070/	00/	40/	40/	40/	00/	_	0.000	_		50000	_
64 I-64 W Ramp	City of Richmond (	,	45000	G	97%	0%	1%	1%	1%	0%	-	0.099	F		50000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	83000	G	97%	0%	1%	1%	1%	0%	F	NA			93000	G
Vest	To: From:	Ramp From	sR 197 Lal	burnum .	Ave											
64) I-64 W Ramp	City of Richmond (	(Maint: 43) 0.04	40000	G	97%	0%	1%	1%	1%	0%	F	0.096	F		45000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	78000	G	97%	0%	1%	1%	1%	0%	F	NA			87000	G
	To	Ram	p To I-195 S	South			<b>—</b> —									
Vest 64) I-64 W Ramp	City of Richmond (	(Maint: 43) 0.45	44000	G	97%	0%	1%	1%	1%	0%	F	0.097	F		49000	G
64) 1 04 W Hamp	Combined Traffic Estimates for 2 Parallel	'		G	97%	0%	1%	1%	1%	0%	F	NA	·		94000	G
	To:	rioadways on this riodle.	I-95 North		31 /6	0 76	1 /0	1 /0	1 /0	0 /6	'	INA			34000	
Vest North	From:		I-95; I-195													
64) (95)	City of Richmond (	(Maint: 43) 0.78	81000	Α	93%	1%	1%	1%	4%	0%	F	0.080	Α		83000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	165000	Α	93%	1%	1%	1%	4%	0%	F	0.076	Α	0.529	170000	Α
last Nauth	To: From	SR	161 Boulev	/ard												
Vest North  (95)	City of Richmond (	(Maint: 43) 1.97	75000	Α	93%	1%	1%	1%	4%	0%	С	0.078	Α		76000	Α
04) (93)	Combined Traffic Estimates for 2 Parallel	,		Α	93%	1%	1%	1%	4%	0%	C	0.075	Α	0.506	159000	
	To		JS 301 Belv	ridara St												
Vest North	From:				000/	40/	40/	40/	407	00/	_	0.004			00000	
64 95	City of Richmond (	,	65000	Α	93%	1%	1%	1%	4%	0%	-	0.081	Α		66000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	133000	Α	93%	1%	1%	1%	4%	0%	F	0.078	Α	0.504	136000	А
/est North	To: From:	Cha	amberlayne.	Ave												
<del>64</del> ) <del>(95</del> )	City of Richmond (	(Maint: 43) 0.30	77000	Α	93%	1%	1%	1%	4%	0%	F	0.079	Α		79000	Α
$\mathcal{I}$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	161000	Α	93%	1%	1%	1%	4%	0%	F	0.075	Α	0.525	165000	Α
	To	I-95	East Interch													
Vest 64) I-64 W Ramp	City of Richmond (	(Maint: 43) 0.23	I-95 North	G	93%	1%	1%	1%	4%	0%	_	NA			28000	G
64 I-64 W Ramp		,				1%	1%	0%	4% 2%	0%	F	NA				9
	Combined Traffic Estimates for 2 Parallel	-		G	96%	1 70	1 70	0%	270	0%	Г	INA			74000	Ċ
/est	To: From:	Ra	mp From 5tl	h St												
64) I-64 W Ramp	City of Richmond (	(Maint: 43) 0.03	24000	G	96%	0%	1%	1%	2%	0%	F	NA			26000	G
$\smile$	Combined Traffic Estimates for 2 Parallel			G	95%	1%	1%	1%	3%	0%	F	NA			54000	G
	To		p to I-95 S;													
Vest 64	City of Richmond (		East Interch	nange A	96%	1%	1%	1%	2%	0%	E	0.093	Α		54000	Δ
64)	Combined Traffic Estimates for 2 Parallel	,		A	96% 96%	0%	1%		2% 2%	0% 0%	_	0.093	A	0.610	110000	
$\sim$		Boadwave on this Doute.	10/1000					1%								Α

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

	· ·····································	nd Intersta					Tru	ıok			K		Dir		—
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
Vest	From:	IECL Richmo	nd			ZAXIE	JTANE	TTTAII	ZIIali		i actor		1 actor		—
64)	Henrico County 0.06	51000	A	96%	1%	1%	1%	2%	0%	F	0.093	Α		54000	A
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route	104000	Α	96%	0%	1%	1%	2%	0%	F	NA			110000	
	To: 115 360	Mechanicsvi	ille Tnk	a											
Vest	110112	42000		96%	1%	1%	1%	2%	00/	_	0.099	Α		44000	
64	Henrico County 0.71 Combined Traffic Estimates for 2 Parallel Roadways on this Route		A F	96% 96%	0%	1%	1%	2% 2%	0% 0%		0.099	A	0.604	88000	
	<u> </u>			96%	0%	176	176	2%	0%	Г	0.062	А	0.604	88000	
/est	To- From: M	WCL Richmo	ond												
64)	City of Richmond (Maint: 43) 0.24	42000	Α	96%	1%	1%	1%	2%	0%	F	0.099	Α		44000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	83000	F	96%	0%	1%	1%	2%	0%	F	0.082	Α	0.604	88000	
loot	To: From:	ECL Richmon	nd												
Vest	Henrico County 0.43	42000	Α	96%	1%	1%	1%	2%	0%	F	0.099	Α		44000	
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		F	96%	0%	1%	1%	2%	0%	F	0.082	Α	0.604	88000	
	<u> </u>	33 Nine Mile	Dood												
/est	11011.			2221					221	_				.=	
54)	Henrico County 2.18	33000	Α	96%	1%	1%	1%	2%	0%	F	0.102	Α	0 = 1=	35000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	68000	Α	96%	0%	1%	1%	2%	0%	F	0.085	Α	0.547	72000	
est	To: From:	Laburnum Av	ve												
34)	Henrico County 1.99	26000	Α	96%	1%	1%	1%	2%	0%	С	0.114	Α		27000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	53000	Α	96%	0%	1%	1%	2%	0%	С	0.088	Α	0.641	55000	
	To:	R 156 Airport	Dr			_									
<u>/est</u>	Henrico County 3.62	18000	Α	96%	1%	1%	1%	2%	0%	F	0.121	Α		19000	
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Ā	96%	0%	1%	1%	2%	0%	F	0.093	A	0.634	39000	
	Tollion Trains Estimates for 21 araillet floadways on this floate				0 70		1 /0	270	0 70	•	0.000	, ·	0.004	00000	
/est	From:	I-295													
Vest 64	Henrico County 1.06	38000	Α	91%	1%	1%	1%	6%	0%	F	0.096	Α		35000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	91%	1%	1%	1%	6%	0%	F	0.095	Α	0.505	69000	
/est		Irban Bounda prico County	_												_
64)	New Kent County 1.36	38000	A	91%	1%	1%	1%	6%	0%	F	0.096	Α		35000	
9.9	Combined Traffic Estimates for 2 Parallel Roadways on this Route	74000	Α	91%	1%	1%	1%	6%	0%	F	0.095	Α	0.505	69000	
	Tov	SR 33, SR 24	.9												
est	rou:			91%	1%	10/	10/	60/	00/	0	0.007	Α		21000	
33	New Kent County 5.79 Combined Traffic Estimates for 2 Parallel Roadways on this Route	34000	Α	91% 91%	1%	1% 1%	1% 1%	6% 6%	0% 0%	C	0.097 0.094	A	0.520	31000 62000	
			Α		170	176	176	0%	0%	C	0.094	А	0.520	62000	
est	Toc From: SR 100	Emmaus Ch	urch Ro	l											
64) (33)	New Kent County 3.44	35000	Α	91%	1%	1%	1%	6%	0%	F	0.098	Α		31000	
$\mathcal{I}$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	70000	Α	91%	1%	1%	1%	6%	0%	F	0.095	Α	0.517	63000	
	Τα	SR 155													

# 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	24vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
West	From:		SR 155				ZANIC	OTANIC	TTTAII	ZIIaii		1 actor		1 actor		
64 (33)	New Kent County	5.52	34000	Α	91%	1%	1%	1%	6%	0%	F	0.101	Α		30000	Α
04) 00)	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:		Α	91%	1%	1%	1%	6%	0%	F	0.104	В	0.544	61000	Α
	Tor		33 Eltham	Rd												
West	New Kent County				92%	10/	10/	10/	<b>C</b> 0/	00/	_	0.100	Α		00000	^
64	•	4.06	30000	A		1%	1%	1%	6% 50/	0%		0.109		0.550	26000	A
	Combined Traffic Estimates for 2 Parallel Roadwa	•	60000 City Count	A Line	92%	1%	1%	1%	5%	0%	г	0.100	Α	0.558	52000	Α
West	From:		Kent Count	-												
( <del>64</del> )	James City County	2.89	30000	Α	92%	1%	1%	1%	6%	0%	F	0.109	Α		26000	A
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	60000	Α	92%	1%	1%	1%	5%	0%	F	0.100	Α	0.558	52000	Α
	To: From:	SR	30 Old Stag	e Rd												
West 64	James City County	4.35	32000	Α	92%	1%	1%	1%	6%	0%	F	0.104	Α		28000	А
64	Combined Traffic Estimates for 2 Parallel Roadwa			A	92%	1%	1%	1%	5%	0%		0.104	Α	0.512	58000	Α
	Combined Trainic Estimates for 2 Faraller Hoadwa	•			3Z /6	1 /0	1 /0	1 /0	J /0	0 /6	'	0.090	^	0.512	30000	-
Vest	To: From:	47-	607 Croaker	r Rd												
64)	James City County	1.44	35000	Α	92%	1%	1%	1%	6%	0%	F	0.098	Α		32000	/
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	71000	Α	92%	1%	1%	1%	5%	0%	F	0.092	Α	0.54	66000	A
	Tα		rk County L													
West	York County		City Count 35000	y Line A	92%	1%	1%	1%	6%	0%	_	0.098	Α		32000	,
64	Combined Traffic Estimates for 2 Parallel Roadwa	_			92%	1%	1%	1%	5%	0%		0.098	A	0.54	66000	,
	Combined Trainic Estimates for 2 Farallel Hoadwa	•		Α			1 70	170	5%	0%	Г	0.092	A	0.54	00000	,
Vest	To: From:	SR 199 W, Humels	sine Pkwy; 9	99-646 N	lewman R	d										
64)	York County	4.97	33000	G	92%	1%	1%	1%	6%	0%	С	0.098	В		31000	(
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	72000	G	92%	1%	1%	1%	5%	0%	С	0.093	В	0.515	69000	(
	To:	SR 14	3 Camp Pea	ary Rd												
West 64	York County	3.14	34000	F	92%	1%	1%	1%	6%	0%	F	0.085	F		35000	-
64	Combined Traffic Estimates for 2 Parallel Roadwa			F	92%	1%	1%	1%	5%	0%	' F	0.003	F	0.565	68000	F
	Combined Traine Estimates for 21 drailer floadwa	*			JZ /6	1 /0	1 /6	1 /0	J /6	0 /6	'	0.075	'	0.505	00000	
West	From	SR 199	E, Humelsii	ne Pkwy												
64)	York County	1.41	43000	G	96%	1%	1%	1%	3%	0%	F	0.083	F		44000	(
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	87000	G	94%	1%	1%	1%	4%	0%	F	0.076	F	0.543	85000	(
A/	To: From:	US 60 Pocahontas	Trail; SR 1	43 Merr	imac Trail	l	<u> </u>									
Nest 64	York County	0.34	47000	G	96%	1%	1%	1%	3%	0%	F	0.082	F		48000	(
04)	Combined Traffic Estimates for 2 Parallel Roadwa			G	96%	1%	1%	1%	3%	0%	F	0.002	, F	0.534	93000	
	Tax	•	City Count		30 /6	1 /0	1 /0	1 /0	J /0	0 /6	'	0.073	'	0.004	33000	•
West	From	Yo	rk County L	-												
<del>64</del> )	James City County (Maint: 9	99) 2.38	47000	G	96%	1%	1%	1%	3%	0%	F	0.082	F		48000	(
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	91000	G	96%	1%	1%	1%	3%	0%	F	0.075	F	0.534	93000	G
	To:	WC	L Newport N	News												

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\
/est	From:		Newport N													
54)	City of Newport News (M	'	47000	G	96%	1%	1%	1%	3%	0%	F	0.082	F		48000	C
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	91000	G	96%	1%	1%	1%	3%	0%	F	NA			93000	(
/est	To: From:	SR 14	43 Jefferson	Ave												
64)	City of Newport News (M	Maint: 99) 1.28	40000	G	96%	1%	1%	1%	3%	0%	F	0.074	F		41000	(
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	81000	G	96%	1%	1%	1%	3%	0%	F	0.070	F	0.516	83000	(
	To	SR 2	38 Yorktow	n Rd			<b>—</b> —									
/est	City of Newport News (M		44000	G	96%	1%	1%	1%	3%	0%	F	0.077	F		45000	(
64	Combined Traffic Estimates for 2 Parallel Roa	'		G	96%	1%	1%	1%	3%	0%	F	0.070	F	0.507	87000	,
	Tame Estimates for 21 arailer floa	<u> </u>			30 /0	1 /0	1 70	1 /0	0 /0	0 78	'	0.070	•	0.507	07000	`
est	From:		5 Fort Eustis													
64)	City of Newport News (M	,	48000	G	96%	1%	1%	1%	3%	0%	F	0.077	F		49000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	98000	G	96%	1%	1%	1%	3%	0%	F	0.074	F	0.511	100000	) (
est	To: From:	SR 14	43 Jefferson	Ave												
<del>34</del> )	City of Newport News (M	Maint: 99) 1.55	66000	G	96%	1%	1%	1%	3%	0%	F	0.077	F		67000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	130000	G	96%	1%	1%	1%	3%	0%	F	0.076	F	0.514	132000	)
	To	SR 17	1 Oyster Poi	int Rd												
est	City of Newport News (M		70000	Α	96%	1%	1%	1%	3%	0%	С	0.099	Α		72000	
54	Combined Traffic Estimates for 2 Parallel Roa	,		A	96%	1%	1%	1%	3%	0%	С	0.089	A	0.554	145000	
	- Tame Estimates for 21 arailer floa				30 70	1 /0	1 70	1 /0	0 /0	0 70	J	0.003	^	0.554	143000	
est	Front		Clyde Mon													
4	City of Newport News (M	•	86000	G	96%	1%	1%	1%	3%	0%	F	0.083	F		88000	(
	Combined Traffic Estimates for 2 Parallel Roa			G	96%	1%	1%	1%	3%	0%	F	0.076	F	0.528	171000	)
est	Front		CL Hampto Newport N													
54	City of Hampton (Main		86000	G	96%	1%	1%	1%	3%	0%	F	0.083	F		88000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	168000	G	96%	1%	1%	1%	3%	0%	F	0.076	F	0.528	171000	) (
	To	Hampton F	Roads Cente	r Parkw	av											
est 64)	City of Hampton (Main	•	76000	G	96%	1%	1%	1%	3%	0%	E	0.084	F		77000	
54)	Combined Traffic Estimates for 2 Parallel Roa	,		G	96%	1%	1%	1%	3%	0%	F	0.004	, F	0.545	157000	
	Combined Traine Estimates for 21 arailer floa				30 /8	1 /0	1 /6	1 /0	J /6	0 /6	'	0.077	•	0.545	137000	
est	To: From:		4 Magruder													
<del>4</del> (134)	City of Hampton (Main	*	92000	G	96%	1%	1%	1%	3%	0%	F	0.082	F		93000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	183000	G	96%	1%	1%	1%	3%	0%	F	0.078	F	0.537	187000	) (
'est	To: From	US 258, S	SR 134 Merc	cury Blv	d											
<u>/est</u>	City of Hampton (Main	nt: 99) 0.92	84000	G	96%	1%	1%	1%	3%	0%	F	0.092	F		86000	(
	Combined Traffic Estimates for 2 Parallel Roa			G	96%	1%	1%	1%	3%	0%	F	0.079	F	0.578	170000	
	To:		npton Roads				T		- / -		-		-			

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

		Fillialy at	ia interste	ato Ho	atco			Т	ck			I/		D:-		
Route	Jurisdicti	on Length	AADT	QA	4Tire	Bus	0.4	_	-		QC	K	QK	Dir	AAWDT	QW
W	From	n.	1.664				2AXIE	3+Axle	TTRAIL	2 i raii		Factor		Factor		
West 64 Hampton Roads Beltv	vay City of Hampton	"L	I-664 <b>62000</b>	G	96%	1%	1%	1%	3%	0%	F	0.074	F		63000	G
64) Hampton Hoads Belly	Combined Traffic Estimates for 2 Paralle	,		G	96%	1%	1%	0%	2%	0%	E	0.074	F	0.524	124000	G
	Combined Trainc Estimates for 21 draine				30 /6	1 /0	1 /0	0 /6	2/0	0 /6	'	0.070	'	0.524	124000	а
West	T. Fron	SR :	167 LaSalle	Ave												
64 Hampton Roads Beltv	vay City of Hampton	(Maint: 99) 2.36	54000	G	96%	1%	1%	1%	3%	0%	F	0.087	F		55000	G
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	103000	G	96%	1%	1%	0%	2%	0%	F	0.079	F	0.501	104000	G
· · ·	T. T. George	US 60, SR	143 Settlers	Landing	Rd		$\neg$ $\vdash$									
West 60 Hampton Roads	s Beltway City of Hampton	(Maint: 99) 0.38	51000	G	96%	1%	1%	1%	3%	0%	F	0.075	F		52000	G
(64) (60) Hampton Hoads	Combined Traffic Estimates for 2 Paralle			G	96%	1%	1%	0%	2%	0%	E	0.073	F	0.527	96000	G
	Combined Traine Estimates for 21 draine				30 /6	1 /0	1 /0	0 70	2 /0	0 70	'	0.072	'	0.527	30000	ď
West	T. Fron	11.	169 Mallor	y St												
(64) (60) Hampton Roads	•	•	45000	Α	97%	1%	1%	0%	1%	0%	С	0.076	Α		46000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	91000	Α	97%	1%	1%	0%	2%	0%	С	0.075	Α	0.504	93000	Α
· · ·	To	•	WCL Norfol													
West 60 Hampton Roads	Bridge Tunnel City of Norfolk (		CL Hampto 45000	n A	97%	1%	1%	0%	1%	0%	С	0.076	Α		46000	Α
64 (60) Hampton Roads	Combined Traffic Estimates for 2 Paralle	,		A	97%	1%	1%	0%	2%	0%	С	0.075	Α	0.504	93000	A
	Combined Traine Estimates for 21 draine				31 /6	1 /0	1 70	0 70	270	0 70	O	0.075	^	0.504	33000	^
West	T. Fron	US 60	Ocean Vie	w Ave												
(64) (60) Hampton Roads	s Beltway City of Norfolk (N	Maint: 64) 2.00	46000	G	96%	1%	1%	1%	3%	0%	F	0.077	F		47000	G
$\circ \circ$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	93000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.52	97000	G
NAZ I	T. From		4th View St	t			$\neg$									
West  64 Hampton Roads Beltv	vay City of Norfolk (N	Maint: 64) 0.80	40000	G	96%	1%	1%	1%	3%	0%	F	0.069	F		42000	G
64) Hampton Houde Bolt	Combined Traffic Estimates for 2 Paralle	,		G	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	88000	G
	Tanana Trama Estimates for ET arans				0070	1 /0		0 70	270	0 70	•	0.070	•	0.000	00000	Ğ
West	From	m.	Bay Ave													
(64) Hampton Roads Beltv	•	,	44000	G	96%	1%	1%	1%	3%	0%	F	0.083	F	0.922	45000	G
$\circ$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	93000	G	96%	1%	1%	0%	2%	0%	F	0.079	F	0.554	96000	G
Woot		n l	New Gate R	d												
West 64 Hampton Roads Beltv	vay City of Norfolk (N	Maint: 64) 1.26	40000	G	96%	1%	1%	1%	3%	0%	F	0.085	F		41000	G
64) Hampton Houde Bott	Combined Traffic Estimates for 2 Paralle	,		G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	98000	G
	Combined Traine Estimates for ET draine					1 /0		0 70		0 70	•	0.072	•	0.000	00000	G
West	From	,	US 460 Gra	anby St												
(64) Hampton Roads Beltv		,	57000	G	100%	0%	0%	0%	0%	0%	F	0.088	F		61000	G
$\smile$	Combined Traffic Estimates for 3 Paralle	Roadways on this Route:	130000	G	98%	0%	0%	0%	1%	0%	F	NA			145000	G
10/	T. From	SR 1	68 Tidewat	er Dr												
West 64 Hampton Roads Beltv	vay City of Norfolk (		61000	Α	100%	0%	0%	0%	0%	0%	С	0.092	Α		65000	Α
04) Hampton Hoads Belly	Combined Traffic Estimates for 3 Paralle	,		G	99%	0%	0%	0%	1%	0%	F	0.032	F	0.706	149000	G
	Tombined Traine Estimates for 5 Faralle		4 Chesapeak		JJ /0	U /0	U /0	U /0	1 /0	0 /0	'	U	'	0.700	143000	u
		SR 192	т спозарсак	שאום אי			L_									

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

									Tru	ck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From	c	SR 194	l Chesapeak	e Blvd												
(64) Hampton Roads Beltway		,	0.96	69000	Α	97%	0%	1%	0%	1%	0%	С	0.085	Α		73000	Α
	Combined Traffic Estimates for 3 Parallel	Roadways on this	Route:	152000	Α	97%	0%	1%	0%	1%	0%	С	NA			164000	Α
West			SR 2	47 Norview	Ave												
Hampton Roads Beltway	City of Norfolk (N	Maint: 64)	1.24	64000	G	97%	0%	1%	1%	1%	0%	F	0.074	F		70000	G
,	Combined Traffic Estimates for 3 Parallel	Roadways on this	Route:	155000	G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.661	168000	G
		4		65 Military	Hwv												
West Hampton Roads Beltway	City of Norfolk (N	Anint: 64)	1.07	66000	G	97%	0%	1%	1%	1%	0%	_	0.072	F		71000	G
Hampton Roads Beltway	Combined Traffic Estimates for 3 Parallel	,	-		G	98%	0%	0%	0%	1%	0%	F	NA	1		160000	G
	Combined Traine Estimates for 31 arailer						0 70	0 /6	0 /6	1 /0	0 /6	'	INA			100000	ч
West	From	•		166 Northa													
(64) Hampton Roads Beltway	•	,	2.20	90000	F	97%	0%	1%	1%	1%	0%	F	0.086	В		96000	F
	Combined Traffic Estimates for 3 Parallel	Roadways on this	Route:	187000	F	98%	0%	1%	0%	1%	0%	F	NA			202000	F
West	To From			I-264													
Hampton Roads Beltway	City of Norfolk (N	Maint: 64)	0.83	75000	Α	97%	0%	1%	1%	1%	0%	С	0.1	Α		80000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	149000	Α	97%	0%	1%	1%	1%	0%	С	0.086	Α	0.572	159000	Α
	Τα	c		_ Virginia B													
West  64 Hampton Roads Beltway	City of Virginia Beac	h (Maint: 64)	1.75	ECL Norfoll <b>75000</b>	k A	97%	0%	1%	1%	1%	0%	С	0.1	Α		80000	Α
11ampton Hoads Beitway	Combined Traffic Estimates for 2 Parallel	,			A	97%	0%	1%	1%	1%	0%	С	0.086	Α	0.572	159000	A
	To Taillo Estimates for 2 Taranor	- Troddways on this				01 70	0 70		1 /0	1 /0	070	Ü	0.000	,,	0.072	100000	,,
West	From			dian River I													
Hampton Roads Beltway	, ,	,	1.17	68000	G	100%	0%	0%	0%	0%	0%	С	0.082	F		76000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this			G	99%	0%	0%	0%	1%	0%	F	0.091	В	0.551	151000	G
West	From			L Chesapea L Virginia B													
(64) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.89	68000	G	100%	0%	0%	0%	0%	0%	С	0.082	F		76000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	138000	G	99%	0%	0%	0%	1%	0%	F	0.091	В	0.551	151000	G
W		+	Gree	enbrier Park	way			_									
West  64 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.10	46000	G	97%	0%	1%	1%	1%	0%	F	0.087	F		50000	G
04) Hampton Hodds Bellway	Combined Traffic Estimates for 2 Parallel	` ,			G	97%	0%	1%	1%	1%	0%	F	0.074	F	0.535	99000	G
	Ta					0.70	0,0		. , , ,	. , ,			3.07		J.000		
West	From			8 Battlefield		0=0/	0-1			4.5.4	221		2 2 2 5	_		<b>-</b>	
Hampton Roads B		` ,	0.50	52000	N	97%	0%	1%	1%	1%	0%	N	0.088	F		56000	N
	Combined Traffic Estimates for 2 Parallel	Hoadways on this	Houte:	112000 US 17	N	97%	0%	1%	1%	1%	0%	N	NA			121000	N
West	From		SR 16	8 Battlefield	d Blvd												
(64) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.49	52000	G	97%	0%	1%	1%	1%	0%	F	0.088	F		56000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	112000	G	97%	0%	1%	1%	1%	0%	F	0.073	F	0.558	121000	G
	To	c		I-464													

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

-		- Timar	and men	otato i to				Tru				IZ.		D:-		
Route	Jurisdiction	on Len	th AAD1	QA	4Tire	Bus			-		QC	K	QK	Dir	AAWDT	QW
	D.		*				2AxIe	3+Axle	1 I rail	21rail		Factor		Factor		
West  (64) (17) Hampton Roads E	Beltway City of Chesapeake	(Maint: 64)	I-464		020/	Λο/	1%	10/	5%	00/	_	0.076	F		40000	G
Hampton Roads E					93%	0%		1%		0%	_		Г		48000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>93000</b>	G	93%	0%	1%	1%	5%	0%	F	NA			98000	G
West	To From	SR	190 Great Br	idge Blvd												
(64) (17) Hampton Roads E	Beltway City of Chesapeake	e (Maint: 64) 3.8	6 <b>4700</b> 0	G	93%	0%	1%	1%	5%	0%	F	0.074	F		50000	G
04) (17)	Combined Traffic Estimates for 2 Parallel				93%	0%	1%	1%	5%	0%	F	0.072	F		100000	G
	Combined Traine Estimates for 2 Taraner					0 / 0		170	070	0 70	•	0.072	·		100000	G
West	From	•	George Was	hington H												
(64) Hampton Roads Beltwa	y City of Chesapeake	e (Maint: 64) 1.8	6 <b>4300</b> 0	G	93%	0%	1%	1%	5%	0%	F	0.077	F		45000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>87000</b>	G	93%	0%	1%	1%	5%	0%	F	0.076	F	0.551	92000	G
	To	US 1	3, US 460 M	ilitary Hw	v		$ \vdash$									
West  64 Hampton Roads Beltwa	y City of Chesapeake	•			93%	0%	1%	1%	5%	0%	С	0.085	F		44000	F
64 Hampton Roads Beltwa	•	,												0.510		•
_	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou			93%	0%	1%	1%	5%	0%	С	0.084	Α	0.513	93000	G
	- 0.0		I-264, I-6													
West	All a silva		I-64 We									0.107	_		70	0
64 Ramp	Alleghany Co			G								0.127	F		70	G
	10		R-198 Jerrys													
West	From	·L	I-64 We									0.440	_		4400	_
64 Ramp	Alleghany Co			G			1					0.112	F		1100	G
	10	· U	60 Midland													
West	From	(14.1.1.20)	I-64 We										_			
64 Ramp	City of Covington			G								0.104	F		2600	G
	10	SR 154	S Durant Ro		Ave		<u> </u>									
West	From	·L	I-64 We										_			
(64) Ramp	Alleghany Co	ounty 0.0		G								0.086	F		3600	G
	10		US 60 Madi	son St												
West	From		I-64 We													
(64) (220) Ramp	Alleghany Co			G								0.110	F		830	G
	To	03	1104 Valley	Ridge Rd												
West	From		I-64 We													
(64) Ramp	Alleghany Co			G								0.178	F		2000	G
	To	03-6	96 Selma Lov	v Moor R	d		L									
West	From	c.	I-64 We													
64 Ramp	Alleghany Co			G								0.194	F		380	G
$\overline{}$	To	SR 384 Dabney S	Lancaster Co	mmunity (	College Ro	oad S										
West	From	c.	I-64 We													
64 Ramp	Alleghany Co			G								0.100	F		970	G
$\overline{}$	To	03-62	9 Douthat Rd	, Bus US	60											
West	From	c	I-64 We	st												
64 Ramp	Alleghany Co	ounty 0.2	4 130	G								0.13	F		130	G
$\overline{}$	To		SR 42 Forty T	wo Rd												

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

			i interstate i te											
Route	Jurisdiction	Length	AADT QA	4Tire Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	I-64-W TO MAINTEN		JTHORIZED										
64 Ramp	Alleghany County	0.03	NA							NA			NA	
West	To: From:		D UNUSED											
Ramp	Alleghany County	0.18	NA							NA			NA	
West	From:		ND PARKING AI ND PARKING A											
(64) Ramp	Alleghany County	0.14	NA							NA			NA	
West	To: From:	ROA	D UNUSED											
64 Ramp	Alleghany County	0.07	NA							NA			NA	
	To:	I-64-W FROM MAINT	TENANCE AREA	AUTHORIZ										
West	From:		-64 West							2 4 5 2	_			
64 Ramp	Alleghany County	0.25	170 G	A						0.153	F		170	G
West	From:		-64 West	u										
(64) Ramp	Rockbridge County	0.29	240 G							0.143	F		240	G
	Tα	81-78	80 Scenic Dr											
West	From:		-64 West											
64 Ramp	Rockbridge County	0.20	730 G							0.112	F		730	G
- NAcot	From		redericksburg Rd -64 West											
West (64) Ramp	Rockbridge County		2800 G							0.112	F		2800	G
<u> </u>	To:	US 11 I	N Lee Highway											
West	From:		-64 West											
64 Ramp from I-64 W Exit 87A to I-81 N	Augusta County		11000 A	88% 1%	1%	1%	9%	0%	F	0.103	Α		12000	Α
	Irone		-81 North											
West $\overline{64}$ Ramp from I-64 W Exit 91A to SR 285	Augusta County		-64 West <b>3200 G</b>	98% 0%	1%	1%	1%	0%	F	0.103	F		3400	G
(04) Mainip maini (01 to 2/m 01/m to 01/ 200	To:		inkling Spring Rd			. , 0	. , 0	0,70	•	01.00	•			
West	From	I	-64 West											
(64) Ramp	Augusta County		6300 G							0.112	F		6300	G
<u> </u>	To:		0 Rosser Ave											
West (64) Ramp	City of Waynesboro (Main		-64 West <b>G</b>							0.162	F		1600	G
64) Hallip	To:		8 Delphine Ave							0.102	'		1000	a
West	From:		-64 West		Ī									
(64) Ramp	Augusta County		2100 G							0.146	F		2100	G
<u> </u>	Tα		99A Ramp to US	250										
West	Albertaria Countri		-64 West							0.171			E100	
Ramp	Albemarle County	0.15 US 250 Re	5200 G ockfish Gap Trnpl	k						0.171	F		5100	G
		03 230 KG	Jeknon Gap IIIIpi	· ·										

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

0.105 0.105 0.128	QK F F	Dir Factor	1000 1000	QW G N
0.105	F			
0.128			1000	N
	F			
0.116			2500	G
	F		2700	G
0.17			10000	
0.17	A		12000	A
0.105	F		5200	G
0.107	F		5700	G
0.237	F		3200	F
0.113	F		530	G
0.084	F		4600	G
0.122	F		950	G
0.237	F		890	G
	A		870	A
0.197			3400	G
	0.084	0.084 F  0.122 F  0.237 F  0.197 A	0.084 F  0.122 F  0.237 F	0.084 F 4600 0.122 F 950 0.237 F 890 0.197 A 870

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

Route	Jurisdiction	·	AADT QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK Fac	AAWDT	QW
West 64 Ramp	Goochland Cour	nty 0.14	I-64 West <b>5800 G</b>				J-AXIC	TTTAII	ZHan		0.135	F	5700	G
West (64) Goochland Rest Area	From: Goochland Cour	I-64 W	17 Oilville Rd Vest to Rest Area 1000 G								0.109	F	1000	G
West 64 Goochland Rest Area	Goochland Cour	nty Exit Res	st Area Parking Lot t Area Parking Lot 1000 N	t							0.109	F	1000	N
West (64) Ramp from I-64 W Exit 173A to 37-623	Front Goochland Cour	nty 0.18	rst from Rest Area I-64 West 7300 G	95%	0%	2%	2%	1%	0%	F	0.112	F	7200	G
West 64 Ramp from I-64 W Exit 175A to SR 288	To: From: Goochland Cour		23 Ashland Rd I-64 West 21000 G	99%	0%	0%	0%	1%	0%	F	0.194	A	26000	G
West (64) Ramp from I-64 W Exit 177B to I-295 S (E)	To: From: Henrico Count		SR 288 S I-64 West <b>21000 G</b>	91%	1%	1%	1%	6%	0%	F	0.123	F	19000	G
West (64) Ramp from I-64 W Exit 178A to US 250	From: Henrico Count		I-295 East I-64 West 14000 G	99%	0%	0%	0%	0%	0%	F	0.114	F	15000	G
West	To:	US 2:	50 W, Broad St I-64 West											
Ramp from I-64 W Exit 178B to US 250  West	Henrico Count	US 2	4800 G 50 E, Broad St I-64 West	99%	0%	1%	0%	0%	0%	F	0.182	F	5100	G
Ramp	Henrico Count	43-751	10000 G 4 S, Gaskins Rd I-64 West								0.193	F	10000	G
West 64 Ramp	Henrico Count	ty 0.46	11000 G 4 N, Gaskins Rd								0.120	F	11000	G
West 64 Ramp	Henrico Count	ty 0.16	I-64 West <b>5300 G</b> 8 S, Parham Rd								0.112	F	5300	G
West 64 Ramp	Henrico Count	ty 0.39	I-64 West  6800 G  8 N, Parham Rd								0.111	F	6800	G
West 64 Ramp	Henrico Count	ty 0.19	I-64 West <b>8400 G</b> 6 S, Glenside Dr								0.121	F	8400	G
West (64) Ramp	From: Henrico Count		I-64 West 3700 G								0.191	F	3700	G
$\sim$	To:	US 2	50 E, Broad St											

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

		Filliary and interstate				Truc	k			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle 1	1 Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	Henrico County	I-64 West 0.32 <b>11000</b>	G							0.123	F		11000	G
64 Ramp	Te:	US 250 W, Broad								0.123	Г		11000	G
West	From:	I-64 West												
(64) Ramp	Henrico County		G							0.088	F	0.57	25000	G
West	To: From:	I-64 West Exit 185B Ramp to	o US 33 East											
(64) Ramp	Henrico County	0.10 <b>13000</b>	G							0.091	F		13000	G
	To:	US 33 W, Staples Mi												
West	From:	I-64 West Exit 185A												
Ramp	Henrico County	0.36 13000	G							0.018	Α		13000	G
<u> </u>	To:	I-64 East Exit 185B F	Ramp											
West Ramp	City of Richmond (Maint: 43)	0.11 <b>4300</b>	G							0.107	F		4300	G
64 Ramp	To:	I-195 South	<u>u</u>							0.107	•		4300	u
West	From:	I-64 West			i									
(64) Ramp	City of Richmond (Maint: 43)		G							0.102	F		31000	G
$\overline{}$	To:	I-95 South, 5th Stre	eet											
West (64) Ramp	City of Richmond (Maint: 43)	0.23 <b>20000</b>	В							0.085	Α		20000	В
64) Hamp	Oity of Fliorimona (Maint: 40)									0.000	^		20000	
West	From:	Ramp from 7th Stre												_
64 Ramp	City of Richmond (Maint: 43)	0.09 <b>23000</b> I-95 South	В							0.092	Α		25000	В
W	From													
West (64) Ramp	Henrico County	I-64 West 0.17 <b>5000</b>	G							0.147	F		5000	G
(04) · tamp	To:	US 360 Mechanicsville								011.17	•			<u> </u>
West	From:	I-64 West												
(64) Ramp	Henrico County	0.16 <b>1300</b>	F							0.083	F		1400	F
	To:	SR 33 W, Nine Mile	Rd											
West	From:	I-64 West	_							0.000	_		222	_
64 Ramp	Henrico County	0.12 <b>650</b> SR 33 E, Nine Mile	F Pd							0.099	F		690	F
West	From:	I-64 West	Nu											
West (64) Ramp	Henrico County	0.24 <b>2500</b>	F							0.083	F		2700	F
	To:	43-7555 Laburnum A												
West	From:	I-64 West										<u> </u>		
Ramp from I-64 W Exit 197A to SR 156 S	Henrico County	0.19 <b>2400</b>	<b>F</b> 94%	1%	1%	1%	3%	0%	F	0.103	F		2500	F
<u> </u>	To	SR 156 S, Airport	Dr											
West	From:	I-64 West	<b>F</b> 000/	10/	10/	20/	20/	00/	_	0.110	_	_	700	_
64 Ramp from I-64 W Exit 197B to SR 156 N	Henrico County	0.26 <b>650</b> SR 156 N, Airport	F 92%	1%	1%	2%	3%	0%	F	0.119	F		700	F
		SK 130 N, Allport	Di		I									

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

		Fillinary and interstate nout				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	I-64 West Collector Rd			1	<del></del>				. 45151		. 45151		
(64) Ramp	Henrico County	0.19 <b>4000 F</b>	84%	1%	1%	0%	13%	0%	С	0.107	F		4300	F
	To:	I-295 South Collector Rd												
West	From	I-64 West Collector Road												
(64) Ramp from I-64 W to I-295 W (Northbound)	Henrico County		83%	1%	1%	1%	15%	0%	С	0.09	F		14000	F
	To:	I-295 North Collector Rd												
West	From:	I-64 West							_					
64 Collector Road	Henrico County	0.41 <b>18000 F</b>	82%	1%	1%	1%	15%	0%	С	0.084	F		18000	F
West	To: From:	I-64 West Exit 200B Ramp												
64 Collector Road	Henrico County	0.26 <b>4300 F</b>								0.084	F		4300	F
West	To: From:	I-295 North Exit 28D Ramp												
64 Collector Road	Henrico County	0.27 <b>8900 F</b>								0.084	F		8900	F
West	To: From:	I-64 West Exit 200A Ramp												
64 Collector Road	Henrico County	0.19 <b>4700 F</b>								0.084	F		4700	F
West	To: From:	I-295 South Exit 28D Ramp												
64 Collector Road	Henrico County	0.33 <b>5100 F</b>								0.084	F		5100	F
	10.	I-64 West												
West	New Kent County	I-64 West 0.24 <b>1400 F</b>								0.097	F		2300	G
Ramp	New Kent County	SR 249 New Kent Hwy								0.097	Г		2300	G
West	From													
West (64) Ramp	New Kent County	I-64 West 0.19 <b>2200 F</b>	79%	2%	2%	4%	14%	0%	С	0.095	F		5000	G
(64) Hamp	To:	SR 106 Emmaus Church Rd	7 5 76	270		470	17/0	0 70	O	0.000	·		3000	ч
West	From:	I-64 West to Rest Area			1									
(64) New Kent Rest Area	New Kent County		91%	1%	1%	1%	6%	0%	F	0.168	Α		1900	Α
04) 11011 11011 11001 11001	To:	Enter Rest Area Parking Lot	0.70	. , ,	Ť	. , 0	0 / 0	0,0	•	01.00				
West	From:	Exit Rest Area Parking Lot												
(64) New Kent Rest Area	New Kent County		91%	1%	1%	1%	6%	0%	N	0.168	Α		1900	N
<u> </u>	To:	I-64 West from Rest Area												
West	From:	I-64 West												
(64) Ramp	New Kent County	0.22 <b>1100 F</b>								0.143	F		1700	G
<u> </u>	To:	SR 155 Courthouse Rd												
West	From:	I-64 West								0.410	_		0.400	_
Ramp	New Kent County	0.24 <b>890 F</b> SR 33 E, Eltham Rd								0.119	F		2400	G
West	From	·			1									
West (64) Ramp	James City County	I-64 West 0.29 <b>5100 G</b>								0.136	F		5100	G
04)	To:	I-64 West Exit 227B to SR 30 West	st							0.100	•		0100	J
		1 0 . West Exit 227B to SR 50 Wes												

# 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 Factor	AAWDT	QW
West 64 Ramp	James City County	I-64 West 0.21 <b>4100 G</b> SR 30 W, Croaker Rd	0.130	F	4100	G
West 64 Ramp	James City County	I-64 West 0.31 <b>1200 G</b> SR 30 E, Croaker Rd	0.119	F	1200	G
West 64 Ramp	York County Tre	I-64 West 0.20 <b>5200 F</b> 99-646 W, Newman Rd	0.118	F	5100	F
West 64 Ramp	York County	I-64 West 0.25 <b>850 F</b> 99-646 E, Newman Rd	0.122	F	840	F
West 64 Ramp	York County	I-64 West  0.16 <b>5900 F</b> I-64 West Exit 238B to SR 143 South	0.093	F	5800	F
West 64 Ramp	York County	I-64 West 0.22 <b>11000 G</b> SR 199 West	0.096	F	11000	G
West 64 Ramp	York County Tec	I-64 West 0.39 <b>2600 G</b> SR 199 East	0.140	F	2600	G
West 64 Ramp	York County To:	I-64 West 0.82 <b>2100 G</b> I-64 East Exit 243A	0.11	F	2100	G
West 64 Ramp	York County To:	I-64 West 0.27 <b>3800 G</b> I-64 East Exit 243B to SR 143 North	0.117	F	3800	G
West 64 Ramp	City of Newport News (Maint: 99	I-64 West 0) 0.14 <b>4000 G</b> SR 238 Yorktown Rd	0.1	F	4000	G
West 64 Ramp	City of Newport News (Maint: 99	I-64 West 0) 0.19 <b>4600 G</b> SR 105 E, Ft Eustis Blvd	0.205	F	4600	G
West 64 Ramp	City of Newport News (Maint: 99	I-64 West 0) 0.21 <b>5000 G</b> SR 143 Jefferson Ave	0.105	F	5000	G
West 64 Ramp	City of Newport News (Maint: 99	I-64 West Collector Rd 0) 0.12 <b>3500 G</b> SR 143 S, Jefferson Ave	0.121	F	3500	G
West 64 Ramp	City of Newport News (Maint: 99	I-64 West Collector Rd 0) 0.33 <b>18000 G</b> SR 143 N, Jefferson Ave	0.082	F	18000	G

4/15/2020

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

		Filliary and inters					 						
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle 3+A		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	City of Newport News (Maint: 99)	I-64 Wes 0.21 <b>22000</b>	G						0.088	F		22000	G
West Ramp	City of Newport News (Maint: 99)	4 West Exit 255B to SR 1 0.07 <b>3600</b>	43 N, Jeffe <b>G</b>	erson Ave					0.129	F		3600	G
West 64 Ramp	City of Newport News (Maint: 99)	0.17 <b>9900</b>	I3 North  G			_ <del></del>			0.096	F		9900	G
West 64 Ramp	City of Newport News (Maint: 99)	4 West Exit 255A to SR 1  0.08 6400  Ramp from SR 143 S,	G			_ <del>_</del>			0.089	F		6400	G
West (64) Ramp	City of Newport News (Maint: 99)	I-64 Wes 0.30 <b>8600</b>	G	100		_ <u></u>			0.102	F		8600	G
West (64) Ramp	From: City of Newport News (Maint: 99)	SR 171 W, Victor I-64 Wes 0.39 <b>5600</b>	G						0.142	F		5600	G
West (64) Ramp	From: City of Newport News (Maint: 99)	SR 171 E, Victo I-64 Wes 0.15 <b>14000</b>				<u> </u>			0.107	F		14000	G
West	To: From:	US 17 S, J Clyde M I-64 Wes	Iorris Blvd										
Ramp West	City of Newport News (Maint: 99)  To:  From	0.30 <b>8400</b> US 17 N, J Clyde M  I-64 Wes		<u> </u>					0.099	F		8400	G
64 Ramp	City of Hampton (Maint: 99)	0.28 <b>6700</b> 114-7026 W, Hampton	<b>G</b> Rds Ctr P	kwy		_ 			0.114	F		6700	G
West Ramp	City of Hampton (Maint: 99)	I-64 Wes 0.23 <b>6500</b> US 258 W, Merc	G			_  			0.094	F		7100	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 Wes 0.17 <b>6400</b> US 258 E, Merci	G						0.123	F		6900	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 Wes 0.46 <b>15000</b> I-664 Eas	G						0.143	F		15000	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 Wes 0.17 <b>1500</b> GR 134 Armistead Ave, SI	G	lle Ave					0.090	F		1500	G
West (64) Ramp	From City of Hampton (Maint: 99)	I-64 Wes 0.19 <b>3400</b>							0.086	F		3400	G

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire B	110	xle 3+Axle	-		QC	K	QK Dir Facto	AAWDT	QW
West	Front	I-64 West	2A	xie 3+Axie	TITAL	ZITAII		Factor	Facio		
(64) Ramp	City of Hampton (Maint: 99)		% 1°	% 1%	3%	0%	F	0.1	F	5800	G
	Tα	SR 143 County St									
West	Front	I-64 West							_	2222	
64 Ramp	City of Hampton (Maint: 99)	0.15 <b>3600 G</b>		1				0.097	F	3600	G
	From	114-7057 Mallory St		<u> </u>							
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West <b>G G</b>		1				0.132	F	470	G
64) 1 13.11	To:	US 60 Ocean View Ave		]				0.102	•	170	Ğ
West	From:	I-64 West									
(64) Ramp	City of Norfolk (Maint: 64)	0.18 <b>2100 G</b>		1				0.106	F	2200	G
	To:	US 60 4th View St									
West	From:	I-64 West									
(64) Ramp	City of Norfolk (Maint: 64)	0.15 <b>4000 G</b>		1				0.205	F	4200	G
	Тос	Bay Ave									
West	From:	I-64 West 0.11 <b>5200 F</b>						0.100	F	EFOO	F
64 Ramp	City of Norfolk (Maint: 64)	US 460 E, Granby St		1				0.120	F	5500	F
West	From										
West (64) Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 <b>4800 G</b>		1				0.085	F	5100	G
(04)	To:	SR 165 Little Creek Rd		1				0.000	•	0.00	<b>.</b>
West	From:	I-64 West									
(64) Ramp	City of Norfolk (Maint: 64)	0.11 <b>5200 G</b>		•				0.098	F	5600	G
	To:	SR 168 S, Tidewater Dr									
West	From:	I-64 West									
(64) Ramp	City of Norfolk (Maint: 64)	0.21 <b>4600 G</b>		1				0.111	F	4900	G
<u> </u>	Тос	SR 168 N, Tidewater Dr									
West	From:	I-64 West						0.405	_	40000	_
64 Ramp	City of Norfolk (Maint: 64)	0.25 <b>9600 G</b> SR 194 N, Chesapeake Blvd		1				0.105	F	10000	G
West	Front	I-64 West									
West (64) Ramp	City of Norfolk (Maint: 64)		% 19	l % 0%	0%	0%	С	0.1	F	4500	G
04)	To:	SR 247 W, Norview Ave		]	• , •	- 7					-
West	From:	I-64 West							•		
(64) Ramp	City of Norfolk (Maint: 64)		% 09	% 0%	0%	0%	С	0.092	F	4400	G
$\overline{}$	Tor	SR 247 E, Norview Ave									
West	From:	I-64 West									
Ramp	City of Norfolk (Maint: 64)	0.20 <b>9900 G</b>		1				0.094	F	11000	G
<u> </u>	Тос	Robin Hood Rd									
West	From:	I-64 West						0.1	_	00000	_
64 Ramp	City of Norfolk (Maint: 64)	0.11 <b>26000 G</b> I-64 West Exit 282B		1				0.1	F	28000	G
	117	I-64 West Exit 282B		l							

4/15/2020

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

Route	Jurisdiction	Length AADT QA 4Tire		Truck- xle 3+Axle 1T		QC	K Factor	QK F	Dir actor	WDT	QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. LANE 0.09 <b>3300 G</b> I-64-R FROM I-64 WEST					0.185	F	3	300	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 WEST  0.13 <b>9200 G</b> I-264-W013X FROM I-64 WEST					0.097	F	g	200	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 EAST44  0.23 <b>27000 G</b> I-264-E013X FROM I-64 WEST					0.08	F	2	7000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V.LANEMEDIAN 0.12 <b>3800 G</b> 100% I-64-R I-64-R008A TO & FROM RT	0% 0	% 0% 0º	% 0%	F	NA		4	100	G
West 64 Ramp	City of Virginia Beach (Maint: 64)	I-64 West 0.22 <b>5800 G</b> 134-7 W, Indian River Rd					0.120	F	6	200	G
West 64 Ramp	City of Virginia Beach (Maint: 64)	I-64 West 0.20 <b>13000 G</b> 134-7 E, Indian River Rd					0.091	F	1.	4000	G
West 64 Ramp	City of Chesapeake (Maint: 64)	I-64 West Collector Rd  0.28 <b>6400 G</b> 95%  131-8665 W, Greenbrier Pkwy	1% 1	% 1% 2°	% 0%	С	0.114	F	6	800	G
West 64 Ramp	City of Chesapeake (Maint: 64)	I-64 West Collector Rd 0.25 <b>12000 G</b> 131-8665 E, Greenbrier Pkwy					0.088	F	1:	2000	G
West 64 Collector Rd	City of Chesapeake (Maint: 64)	1-64 West 0.66 <b>20000 G</b>					0.085	F	2	1000	G
West 64 Collector Rd	City of Chesapeake (Maint: 64)	4 West Exit 289B Ramp to Greenbriar Pkwy Ea  0.10 8000 G  Ramp from Greenbriar Pkwy East	st				0.11	F	8	500	G
West Collector Rd	City of Chesapeake (Maint: 64)	0.23 <b>13000 G</b> West Exit 289A Ramp to Greenbriar Pkwy We	et				0.087	F (	0.773 1	4000	G
West 64 Collector Rd	City of Chesapeake (Maint: 64)	0.16 <b>6600 G</b> Ramp from Greenbriar Pkwy West	ot				0.101	F (	0.826 7	000	G
West 64 Collector Rd	City of Chesapeake (Maint: 64)	0.14 <b>20000 G</b> I-64 West					0.092	F (	0.944 2	1000	G
West 168 Ramp	City of Chesapeake (Maint: 64)	I-64 West Collector Rd  0.18 <b>4200 G</b> 86%  Bus SR 168 N	1% 1	% 2% 9	% 1%	С	0.078	F	4	400	G

# 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			QC	Factor	QK	Factor	AAWDT	QW
West	From:		Vest Collecto								_					
(64) Ramp From I-64 W to SR 168 S	City of Chesapeake (		9300	G	97%	0%	1%	0%	1%	0%	С	0.098	F		10000	G
	10.	Bus SR 1	68 Battlefield	d Blvd S	)											
West (64) (168) I-64 W Exit 290	City of Chesapeake (	(Maint: 64) 0.10	I-64 West	G								0.079	F		16000	G
64 (168) I-64 W Exit 290	To:	,	West Exit 29									0.073	'		10000	u
West	From:	I-6-	4 W Exit 290													
64 168 I-64 W Exit 290	City of Chesapeake (	(Maint: 64) 0.10	7800	G								0.082	F		8300	G
West	To: From:	Ramp From Bu	s SR 168 Bat	tlefield	Blvd S											
(64) (168) I-64 W Exit 290	City of Chesapeake (	(Maint: 64) 0.20	12000	G								0.079	F	0.673	13000	G
<u></u>	To:		4 W Exit 290	2												
West (64) I-64 W Exit 290	City of Changes also											0.005	F	0.536	8500	0
64 I-64 W Exit 290	City of Chesapeake (		8000	G								0.085	Г	0.536	6500	G
West	To: From:	Ramp From Bu	s SR 168 Bat	tlefield	Blvd N											
64) I-64 W Exit 290	City of Chesapeake (	(Maint: 64) 0.35	19000	G								0.082	F		20000	G
West	To:	Ramp	to I-64 E Exi	it 289												
West (64) I-64 W Exit 290	City of Chesapeake (	(Maint: 64) 0.51	11000	G								0.087	F		12000	G
04) * * * * * = * * * * * * * * * * * * *	To:	(	I-64 W										-			
West	From:	I-64 West	Exit 291 Col	lector R	d											
(64) Ramp	City of Chesapeake (	(Maint: 64) 0.26	4100	G	95%	0%	1%	1%	3%	0%	F	0.106	F		4300	G
$\overline{}$	To:	]	-464; US 17													
West	From:		I-64 West										_			
64 Ramp	City of Chesapeake (	· · · · · · · · · · · · · · · · · · ·	9100	G								0.098	F		9700	G
West	From:	US 17-N017	from US 17 I A FROM RT		RTH											
(64) Ramp	City of Chesapeake (		NA									NA			NA	
	To:	1SR 168-P FROM	I RT 64 WES	ST & 17	NORTH											
West	From:	I-64-W BEGIN	COLL ROA	D TO F	T 464											
(64) Ramp	City of Chesapeake (		NA									NA			NA	
	10:	I-64-W	US 17-N017	C Gap												
West	From:	(Mainta C4) 0.00	I-64 West	_								0.000	_		0700	_
64 Ramp	City of Chesapeake (		2500 Great Bridge	G Blvd								0.090	F		2700	G
West	From	SK 190		DIVU												
West (64) Ramp	City of Chesapeake (	(Maint: 64) 0.24	I-64 West <b>5600</b>	G	95%	0%	1%	1%	3%	0%	F	0.102	F		5800	G
	To:	(	US 17					. , ,								
West	From		I-64 West				ĺ									
(64) Ramp	City of Chesapeake (	(Maint: 64) 0.23	5100	G								0.076	F		5400	G
$\smile$	Tor	US 13	Military Hig	hway												

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

		riiiiaiy ai						Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
	From		US 58				ZANIC	0+AXIC	TTTAII	ZITAII		1 40101		1 actor		
65	Scott Cour	nty 0.04	1400	G	95%	3%	2%	0%	0%	0%	С	0.109	F	0.566	1300	(
65)	To	_														
)	Town of Clinchport		CL Clinchr 1400	ort N	95%	3%	2%	0%	0%	0%	N	0.109	F	0.566	1300	
65	Town of Cliniciport	(Maint. 64) 1.46	1400	IN	95%	3%	270	0%	076	0%	IN	0.109	Г	0.566	1300	
	To:		CL Clinchp													
65	Scott Cour	nty 2.91	1400	N	95%	3%	2%	0%	0%	0%	N	0.109	F	0.566	1300	
<u> </u>	To:	04.640	84-649													
65 Clinch River Hwy	Soott Cour	·	Rye Cove 1	Mem Ctr <b>G</b>	96%	1%	1%	1%	1%	0%	С	0.099	F	0.531	460	
65 Clinch River Hwy	Scott Cour		470	G	90%	176	1%	1%	170	0%	C	0.099	Г	0.531	460	
<u>~</u>	T <sub>O</sub>		645 Manvill													
<sub>65</sub> ) Clinch River Hwy	Scott Cour	nty 8.03	290	G	95%	2%	2%	0%	0%	0%	С	0.115	F	0.556	280	
<u> </u>	То	SR 72 Ve	terans Men	norial Hy	vv											
65) (72)	Scott Cour		1400	G	97%	1%	2%	1%	1%	0%	С	0.103	F	0.542	1400	
00) (12)	To		OV. D.													
	Town of Dungannor		CL Dungan		97%	10/	2%	1%	1%	00/	N	0.103	F	0.542	1400	
65 72	Town of Dungamor	n (Maint: 84) 0.32	1400	N	97%	1%	270	1 70	1 70	0%	IN	0.103	Г	0.542	1400	
	Tow From		009 Jeffers													
$_{65})$ $\left($ $_{72} ight)$ Veterans Memori	ial Hwy Town of Dungannor	n (Maint: 84) 0.28	1900	G	97%	0%	2%	0%	1%	0%	С	0.088	F	0.571	1900	
$\mathcal{I}$	To:	•	Hanging R													
	T (D		E, Vetrans N			40/		00/	40/	00/	_	0.400	_	0.570	4.400	
Sinking Creek Hwy	Town of Dungannor	n (Maint: 84) 0.21	1400	G	96%	1%	2%	0%	1%	0%	С	0.103	F	0.570	1400	
<u> </u>	Tow From	E	CL Dunganı	non												
65)	Scott Cour	nty 0.75	1400	N	96%	1%	2%	0%	1%	0%	Ν	0.103	F	0.570	1400	
$\mathcal{I}$	To	84-77	4 Long Hol	low Rd												
Sinking Creek Hwy	Scott Cour		570	G	96%	1%	2%	1%	0%	0%	С	0.107	F	0.509	560	
33) 6	То	-7	sell County		0070	. , ,		. , 0	0,0	0,0	Ū	0	•	0.000		
	From		ott County l													
65) Mew Rd	Russell Cou	unty 2.83	690	G	97%	1%	1%	0%	1%	0%	С	0.097	F	0.541	710	
<i>J</i>	To	W	CL Castlew	ood												
65)	Castlewood (Ma		690	N	97%	1%	1%	0%	1%	0%	Ν	0.097	F	0.541	710	
00)	To		ALT Banner			1 /0		0 /0	1 /0	0 70		0.007		0.041	710	
	From						1									
66) Ramp	Fairfax Cou	I-66-E060A I	-66-W060 <i>E</i>	A FROM	KI b							NA			NA	
66 hallip	Talliax Goo	SR 123 FRO		ACTOX	VECT		1					INA			INA	
		SR 123 FRU			VEST											
act	From:	Ĺ	I-81 North		0.40/	40/		40/	100/	40/	_	0.074	_		0.400	
	Warren Cou	•	9100	G	84%	1%	1%	1%	13%	1%	F	0.071	F		8400	
			18000	G	84%	1%	1%	1%	13%	1%	F	0.071	F	0.619	17000	
	Combined Traffic Estimates for 2 Parallel							. , ,	. 0 , 0	1 /0	•					
66 I-66 E Ramp	Combined Traffic Estimates for 2 Parallel		p from I-81					. , ,	.070	170						
66 I-66 E Ramp	To: From:	Ram	p from I-81 I-81	South									^		17000	
East   I-66 E Ramp   East   66	Combined Traffic Estimates for 2 Parallel To From Warren Cou Combined Traffic Estimates for 2 Parallel	Ram unty 6.36	I-81 18000		84%	1% 1%	1%	1%	13%	1% 1%	F F	0.111	A A	0.574	17000 34000	

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

								Trı.	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
st	From:		S 522 Wind													
5)	Warren County	,	17000	Α	84%	1%	1%	1%	13%	1%	С	0.119	Α		16000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	33000	Α	84%	1%	1%	1%	13%	1%	С	0.102	Α	0.596	31000	
**	To: From:		SR 79													
st	Warren County	y 1.56	20000	Α	84%	1%	1%	1%	13%	1%	F	0.114	Α		19000	
/	Combined Traffic Estimates for 2 Parallel Ro			Α	84%	1%	1%	1%	13%	1%	F	0.099	Α	0.646	38000	
	To:		uier County	Line												
A	From:		ren County		0.457						_				40000	
)	Fauquier Count	•	20000	Α	84%	1%	1%	1%	13%	1%	F	0.114	Α		19000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	40000	Α	84%	1%	1%	1%	13%	1%	F	0.099	Α	0.646	38000	
	To: From:	30-688	Leeds Mar	nor Rd												_
)	Fauquier Count	ty 5.21	21000	Α	84%	1%	1%	1%	13%	1%	F	0.114	Α		20000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	41000	Α	84%	1%	1%	1%	13%	1%	F	0.099	Α	0.669	40000	
	To:	30-731 Cobbler Mtn l				Rd										
$\sim$	From:		R 55 Winch			10/	10/	10/	70/	00/	_	0.110	^		0.4000	
[17] [55]	Fauquier Count	,	25000	A	91%	1%	1%	1%	7%	0%	-	0.112	A	0.050	24000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	50000	Α	91%	1%	1%	1%	6%	0%	F	0.099	Α	0.656	48000	
	To: From	Bus US 17, SR	55; 30-721	Free St	ate Rd											_
17	Fauquier Count	ty 1.34	26000	Α	91%	1%	1%	1%	7%	0%	F	0.112	Α		25000	
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	52000	Α	91%	1%	1%	1%	6%	0%	F	0.098	Α	0.539	50000	
	To- Boose	US 17, Bus	US 17 Wir	nchester	Rd											
	Fauguier Count	ty 3.02	21000	Α	91%	1%	1%	1%	7%	0%	С	0.113	Α		20000	
	Combined Traffic Estimates for 2 Parallel Ro	,		Ā	91%	1%	1%	1%	6%	0%	C	0.098	Α	0.673	40000	
		•			3176	1 /0	1 /0	1 /0	0 70	0 70	O	0.000	^	0.070	40000	
	From:		5 Old Tave	rn Rd												
)	Fauquier Count	•	22000	Α	91%	1%	1%	1%	7%	0%	F	0.121	Α		21000	
	Combined Traffic Estimates for 2 Parallel Ro	•		Α	91%	1%	1%	1%	6%	0%	F	0.1	Α	0.683	43000	
	To: From:		Villiam Cou uier County													
)	Prince William Co		22000	A	91%	1%	1%	1%	7%	0%	F	0.121	Α		21000	
/	Combined Traffic Estimates for 2 Parallel Ro	,		A	91%	1%	1%	1%	6%	0%	F	0.1	Α	0.683	43000	
	То							.,.			•					
	From		US 15													
)	Prince William Co	•	35000	G	91%	1%	1%	1%	7%	0%	F	0.254	Α		36000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	63000	G	91%	1%	1%	1%	6%	0%	F	0.087	Α	0.645	73000	
	To: Front	We	CL Haymar	ket												
<u>,</u>	Town of Haymarket (M	faint: 76) 0.84	35000	G	91%	1%	1%	1%	7%	0%	F	0.254	Α		36000	
/	Combined Traffic Estimates for 2 Parallel Ro			G	91%	1%	1%	1%	6%	0%	F	0.087	Α	0.645	73000	
	To:		CL Haymark		, •	. , 5		. , •	- / •	- / 0	•		••		. 3000	

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

Police   P								Tru	ck			K		Dir		
East	Route	Jurisdiction	Length A	AADT QA	4Tire	Bus					QC		QK		AAWDT	QW
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 130000	East	Fronx	ECL I	Haymarket				01715410				. 45151		. 40101		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 130000	( <del>66</del> )	Prince William County	1.45 <b>3</b> !	35000 G	91%	1%	1%	1%	7%	0%	F	0.254	Α		36000	G
Prince William County   2.17   60000   G   91%   1%   1%   1%   1%   7%   0%   F   0.102   A   61000   G	$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 6	3000 G	91%	1%	1%	1%	6%	0%	F	0.087	Α	0.645	73000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 123000	Foot	To: From	US 29	Gainesville												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 123000	66	Prince William County	2.17 60	60000 G	91%	1%	1%	1%	7%	0%	F	0.102	Α		61000	G
SR 234   Prince William County   1.27   64000   G   91%   1%   1%   1%   7%   0%   F   0.093   F   0.093   F   0.1000   G	00)	•						1%	6%		F		Α	0.642	126000	G
Prince William County   2.27   84000   G   91%   1%   1%   1%   7%   0%   F   0.093   F   0.61000   G		To														
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 129000		Prince William County			91%	1%	1%	1%	7%	0%	F	n n93	F		61000	G
SR 234f, Riss SR 234   Section   SR 234   Se	(66) (234)	•	•								F		F	0.64		
Prince William County   1.83   84000   G   91%   1%   1%   1%   7%   0%   F   0.091   F   82000   G   1		To Tax			0170	1 70	- 70	170	070	0 70	•	0.070	•	0.04	124000	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 151000    G   91%   1%   1%   1%   1%   6%   0%   F   0.069   F   0.651   152000   G	East	From Miller C		,	040/	40/	40/	40/	70/	00/	_	0.004	_		00000	
Fairfax County   1.86   Fairfax County   Fairfax Coun	(66)	•									F		F	0.051		
Prince William County Line		Combined Traffic Estimates for 2 Parallel Roadways on			91%	1%	1%	1%	6%	0%	F	0.069	F	0.651	152000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 151000   G   91%   1%   1%   1%   6%   0%   F   0.069   F   0.651   152000   G	East	Fronx														
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 151000   G   91%   1%   1%   1%   6%   0%   F   0.069   F   0.651   152000   G	( <del>66</del> )	Fairfax County	2.94 84	34000 G	91%	1%	1%	1%	7%	0%	F	0.091	F		82000	G
Fairfax County   1.25   66000   G   96%   0%   1%   1%   2%   0%   F   0.092   F   69000   G	$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 15	51000 G	91%	1%	1%	1%	6%	0%	F	0.069	F	0.651	152000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12900    G   97%   1%   1%   0%   1%   0%   F   0.067   F   0.643   136000   G	Fact	To: From:	US 29 Ne	ear Centreville												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12900    G   97%   1%   1%   0%   1%   0%   F   0.067   F   0.643   136000   G	66	Fairfax County	1.25 <b>6</b> 0	66000 G	96%	0%	1%	1%	2%	0%	F	0.092	F		69000	G
Fairfax County 1.86 7800 G 96% 0% 1% 1% 2% 0% F 0.082 F 82000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 157000 G 97% 1% 1% 0% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% 1% 0% F 0.067 F 0.623 165000 G 165000		Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 12	29000 G	97%	1%	1%	0%	1%	0%	F	0.067	F	0.643	136000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 157000 G 97% 1% 1% 0% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.063 F 0.504 189000 G 97% 1% 1% 1% 0% F 0.063 F 0.504 189000 G 97% 1% 1% 1% 0% F 0.063 F 0.504 189000 G 97% 1% 0% F 0.063 F 0.504 189000 G 97% 1% 0% 0% 1% 0% F 0.077 B 0.555 201000 G 97% 1% 0% 0% 1% 0% F 0.077 B 0.555 201000 G 97% 1% 1% 1% 0% F 0.077 F		To- From	SR 28	8 Sully Rd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 157000 G 97% 1% 1% 0% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.067 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.061 F 0.623 165000 G 97% 1% 1% 1% 0% F 0.063 F 0.504 189000 G 97% 1% 1% 1% 0% F 0.063 F 0.504 189000 G 97% 1% 1% 1% 0% F 0.063 F 0.504 189000 G 97% 1% 0% F 0.063 F 0.504 189000 G 97% 1% 0% 0% 1% 0% F 0.077 B 0.555 201000 G 97% 1% 0% 0% 1% 0% F 0.077 B 0.555 201000 G 97% 1% 1% 1% 0% F 0.077 F	East	Fairfax County	1.86 7	78000 G	96%	0%	1%	1%	2%	0%	F	0.082	F		82000	G
29-7100   Fairfax County   2-7100   Fairfa	(00)	,									F		F	0.623		
Fairfax County 2.57 63000 G 96% 0% 1% 1% 2% 0% F 0.085 F 66000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 121000 G 97% 1% 1% 0% 1% 0% F 0.061 F 0.6 128000 G 128000 G 97% 1% 1% 1% 0% F 0.061 F 0.6 128000 G 1280000 G 128000 G 128000 G 128000 G 128000 G 128000 G 128000 G 1280000 G 128000 G 128000 G 128000 G 128000 G 128000 G 128000 G 1280000 G 128000 G 128000 G 128000 G 128000 G 128000 G 128000 G 1280000 G 128000 G 128	1	Т			/9V											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 121000 G 97% 1% 1% 0% 1 0% F 0.061 F 0.6 128000 G    Sast   US 50	East	Four L				00/	10/	10/	20/	00/	_	0.005	_		66000	C
East From   1.85   90000   G   96%   0%   1%   1%   2%   0%   F   0.074   F   95000   G   96%   0%   1%   1%   0%   1%   0%   0%   F   0.063   F   0.504   189000   G   96%   0%   1%   1%   0%   1%   0%   1%   0%   F   0.063   F   0.504   189000   G   0.064   189000   G   0.066   1%   0%   0%   0%   0%   0%   0%   0%	(66)	,	_											0.6		
Fairfax County 1.85 90000 G 96% 0% 1% 1% 2% 0% F 0.074 F 95000 G 97% 1% 1% 0% 1 1% 0% F 0.063 F 0.504 189000 G 97% 1% 1% 1% 0% F 0.063 F 0.504 189000 G 97% 1% 1% 1% 0% F 0.063 F 0.504 189000 G 97% 1% 1% 1% 1% 2% 0% F 0.063 F 0.504 189000 G 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Combined Traine Estimates for 21 drailer floadways off			31 /6	1 /0	1 /6	0 /6	1 /0	0 /6	'	0.001	'	0.0	120000	u
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 17900 G 97% 1% 1% 0% F 0.063 F 0.504 189000 G    SR 123 Chain Bridge Rd   SR 123 Chain Bridge Rd	East	Front L														
SR 123 Chain Bridge Rd   SR 123 Chain Bridge Rd	(66)	•	_								F		•			
Fairfax County 2.13 99000 G 96% 1% 1% 1% 2% 0% C 0.083 B 104000 G 97% 1% 0% 0% 1% 0% F 0.07 B 0.555 201000 G	$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 17	79000 G	97%	1%	1%	0%	1%	0%	F	0.063	F	0.504	189000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000 G 97% 1% 0% 0% 1% 0% F 0.07 B 0.555 201000 G    SR 243 Nutley St	East	To: From:	SR 123 Cł	hain Bridge Rd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000 G 97% 1% 0% 0% 1% 0% F 0.07 B 0.555 201000 G    SR 243 Nutley St	( <del>66</del> )	Fairfax County	2.13 <b>9</b> 9	9000 G	96%	1%	1%	1%	2%	0%	С	0.083	В		104000	G
Fairfax County 1.44 <b>79000 G</b> 96% 0% 1% 1% 2% 0% F 0.073 F 83000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>162000 G</b> 97% 1% 1% 0% 1% 0% F 0.066 F 0.517 171000 G	$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 19	90000 G	97%	1%	0%	0%	1%	0%	F	0.07	В	0.555	201000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>162000 G</b> 97% 1% 1% 0% 1% 0% F 0.066 F 0.517 171000 G	Enet	To From	SR 243	3 Nutley St												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>162000 G</b> 97% 1% 1% 0% 1% 0% F 0.066 F 0.517 171000 G	66	Fairfax County	1.44 79	9000 G	96%	0%	1%	1%	2%	0%	F	0.073	F		83000	G
	00)	•									F		F	0.517		
		To														

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

		Primary and int	terstate re	- CutC3			Tru	ıok			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Fact	From:	WCL	Vienna			ZAXIE	3+Axie	HHall	ZIIali		i actor		i actor		
East 66	Town of Vienna (Maint: 29)	0.25 <b>790</b>		96%	0%	1%	1%	2%	0%	F	0.073	F		83000	G
00)	Combined Traffic Estimates for 2 Parallel Roadways			97%	1%	1%	0%	1%	0%	F	0.066	F	0.517	171000	G
	To		Vienna												
East 66	Front				221			221	0-1	_		_			_
(66)	Fairfax County	1.54 790		96%	0%	1%	1%	2%	0%	F _	0.073	F _	0 = 1 =	83000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 162	2000 G	97%	1%	1%	0%	1%	0%	F	0.066	F	0.517	171000	G
East	To: From:	I-495 Capit	ital Beltway												
East 66	Fairfax County	1.46 <b>330</b>	000 G	99%	1%	0%	0%	0%	0%	F	0.082	F		36000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 710	000 G	99%	1%	0%	0%	0%	0%	F	0.066	F	0.553	75000	G
	To	SR 7 Lees	sburg Pike												
East 66	Fairfax County	0.82 <b>330</b>	000 G	99%	1%	0%	0%	0%	0%	F	0.084	F		35000	G
66	Combined Traffic Estimates for 2 Parallel Roadways			99%	1%	0%	0%	0%	0%	· F	0.069	F	0.566	73000	G
	Tambined Traine Estimates for 2 Taraner Floatways				1 /0	0 /0	0 70	0 70	0 70	•	0.005		0.500	70000	ч
East	From	SR 267 Dulle													
East 66	Fairfax County	0.86 <b>600</b>		99%	1%	0%	0%	0%	0%	F	0.068	F		64000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			99%	1%	0%	0%	0%	0%	F	0.063	F	0.515	134000	G
Fact	To: From:		County Line ounty Line												
East 66	Arlington County	0.24 <b>600</b>		99%	1%	0%	0%	0%	0%	F	0.068	F		64000	G
00)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 125	6000 G	99%	1%	0%	0%	0%	0%	F	0.063	F	0.515	134000	G
	Toe	Westmor	reland St												
East 66	Arlington County			99%	1%	00/	0%	0%	0%	_	0.069	F		63000	G
(66)	Arlington County  Combined Traffic Estimates for 2 Parallel Roadways			99%	1%	0% 0%		0% 0%	0% 0%		0.069	F	0.524	120000	G
	Combined Trainic Estimates for 2 Parallel Roadways			99%	170	0%	0%	0%	0%	Г	0.065	Г	0.524	120000	G
East	To: From:	Sycam	nore St												
East 66	Arlington County	1.74 <b>530</b>	000 G	99%	1%	0%	0%	0%	0%	F	0.062	F		56000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 112	2000 G	99%	1%	0%	0%	0%	0%	F	0.063	F	0.548	117000	G
F	To: From:	SR 237 Fa	airfax Drive												
East 66	Arlington County	0.56 410	000 G	99%	1%	0%	0%	0%	0%	F	0.068	F		43000	G
(66)	Combined Traffic Estimates for 2 Parallel Roadways			99%	1%	0%	0%	0%	0%	F	0.062	F	0.519	90000	G
	Tooling Traine Lettington for E 1 grainer Treadways			0070	1 70		070	0 70	0 70	•	0.002		0.010	00000	_
East 66	From		Glebe Rd												
(66)	Arlington County	0.97 <b>500</b>		99%	1%	0%	0%	0%	0%	С	0.074	Α		52000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 980	000 F	99%	1%	0%	0%	0%	0%	С	0.070	В	0.53	103000	F
Fast	To: From	US 29 Lee Hv	wy Cherryda	le											
East 66	Arlington County	1.05 430	000 G	99%	1%	0%	0%	0%	0%	F	0.067	F		46000	G
	Combined Traffic Estimates for 2 Parallel Roadways			99%	1%	0%	0%	0%	0%	F	0.063	F	0.535	92000	G
	To:	US 29 Nea													

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

		Fillialy an						Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		29 Near 20tl	h Rd												
East 66	Arlington Co	ounty 0.85	36000	G	99%	1%	0%	0%	0%	0%	F	0.067	F		38000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	73000	G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.537	77000	G
East	To: From:	Ly	nn St Rossl	yn												
East 66	Arlington Co	ounty 0.50	48000	G	99%	1%	0%	0%	0%	0%	F	0.07	F		51000	G
(00)	Combined Traffic Estimates for 2 Parallel	•		G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.539	100000	G
-	To:	DC Line, Potom		loosevel	Bridge											
East	From:		I-66 East													
66 Ramp	Warren Cou	unty 0.11	5900	G								0.089	F		5900	G
$\overline{}$	To:	I-66 E	ast Exit 6B	Ramp												
East (66) Ramp	From:		I-66 East										_			_
66 Ramp	Warren Cou		2300	G								0.127	F		2300	G
	10.	SR 79 A	Apple Moun	itain Rd												
East (66) Ramp	Fauquier Co	unty 0.24	I-66 East <b>150</b>	G								0.639	Α		90	G
66) hallip	rauquiei Co		Leeds Mai									0.639	A		90	G
Foot	From:	30-000	I-66 East	nor Ru												
East (66) Ramp	Fauquier Co	ounty 0.12	370	G								0.105	F		370	G
00) " 1	To:		obbler Mou		l											
East	From:		I-66 East													
(66) (55) Ramp	Fauquier Co		950	G								0.09	F		950	G
$\overline{}$	To:	SR 5	5 Free State	e Rd												
East	From:		I-66 East													_
66 Ramp	Fauquier Co		7200	F								0.116	Α		6900	F
		65 1	7 Wincheste	er Rd												
East (66) Ramp	Fauquier Co		I-66 East <b>510</b>	G								0.126	F		510	G
(66) Hamp	To:		5 Old Tave									0.120	'		310	u
Fast	From		I-66 East													
East (66) Ramp	Prince William	County 0.20	2900	G								0.102	F		2900	G
	To:		ames Madis	on Hwy												
East	From:	I-66	East CD R	oad				<u> </u>						·		
66 Ramp	Prince William	County 0.11	3100	G								0.671	Α		3300	G
$\overline{}$	To:		US 29 S													
East	From		I-66 East													_
66 Ramp	Prince William		2300	G								0.133	F		2300	G
	To	US 2	29 Lee High	iway												
East (66) Ramp	From:	County	I-66 East									0.110	_		14000	_
66) Hamp	Prince William		14000 Prince Willia	G am Pkwy	,							0.118	F		14000	G
	110	SK 234 F	THICE WIIII	aiii r KW												

# 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	QV
East 66 234 Ramp	Prince William County	I-66 East 0.20 <b>7900</b>	G								0.085	F		7900	G
66 234 Ramp	To:	I-66-E047B TO RT 234		RTH							0.000	į.		7300	
ast	From	I-66 East to Rest	Area												
Manassas Rest Area	Prince William County	0.04 <b>710</b>	G								0.106	F		710	G
ant	To: From:	Enter Rest Area Par Exit Rest Area Parl		t											
ast 66) Manassas Rest Area	Prince William County	0.03 <b>710</b>	N N								0.106	F		710	1
(66)	To:	I-66 East from Re									000	•			•
ast	From:	I-66 East													
Ramp	Fairfax County	0.24 10000	G	98%	0%	1%	1%	1%	0%	С	0.101	F		10000	(
	To:	US 29 Lee High	nway												
ast	From:	I-66 East													
Ramp	Fairfax County	0.17 <b>22000</b>	G	95%	1%	1%	1%	2%	0%	С	0.09	F		22000	(
<u>ast</u>	To: From:	I-66 East Ramp Split to SR 2	28 North	& South											
Ramp	Fairfax County	0.04 <b>NA</b>									NA			NA	
	To:	SR 28 N, Sully	Rd												
ast	Front	I-66-E053A TO RT 29 NO	RTH &	SOUTH											
Ramp	Fairfax County	0.03 <b>NA</b>									NA			NA	
$\smile$	To:	SR 28 SR 28-S030A FRO	M & TO	RT 66											
ast 66) Ramp	Fronz	I-66 East Collect													
Ramp	Fairfax County	0.30 <b>15000</b>	G	96%	1%	1%	1%	2%	0%	С	0.071	F		15000	(
		SR 286 S, Fairfax Co		vy		1									_
ast 66) Ramp	Fairfax County	I-66 East Collect 0.23 <b>12000</b>	or Rd <b>G</b>	98%	0%	0%	0%	1%	0%	С	0.104	F		12000	(
66) Hallip	Taillax County	SR 286 N, Fairfax Co			0 /6	0 /0	0 /6	1 /0	0 /0	C	0.104	•		12000	`
ast	From	I-66 East													_
Ramp	Fairfax County	0.22 <b>28000</b>	G								0.090	F		28000	(
	To:	I-66 East Exit 55A to 29													
ast	From:	I-66-E055A TO RT 7100 SO	UTH FA	IRFAX C											
Ramp	Fairfax County	0.15 <b>NA</b>									NA			NA	
ast	To: From:	29-7100-S000B FROM RT 7100	O SOUT	H FAIRFA	λX										
Ramp	Fairfax County	0.16 <b>NA</b>									NA			NA	
<i>)</i>	To	I-66-E055B TO RT 7100 NO	RTH FA	JRFAX C											
ast (66) Ramp	Fairfax County	0.12 <b>NA</b>									NA			NA	
06) Hallip	<u>·</u>										INA			INA	
ast	To: From:	29-7100-N000B FROM RT 7100	0 NORT	'H FIARF	ΑX										
Ramp	Fairfax County	0.29 <b>NA</b>									NA			NA	
$\smile$	To	I-66-E COLLECTOR ROAD F	ROM R	T 7100FA	I										

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Q	K Dir Factor	AAWDT	QW
East	From:	I-66 East					
(66) Ramp	Fairfax County	0.36 <b>15000 G</b>		0.126 F	=	15000	G
<u> </u>	To:	US 50 E, Lee Jackson Hwy					
East	From	I-66 East					
(66) Ramp	Fairfax County	0.24 <b>2300 G</b>		0.100 F	=	2300	G
$\smile$	To:	US 50 W, Lee Jackson Hwy					
East	From	I-66 East Collector Rd					
(66) Ramp	Fairfax County	0.33 <b>5900 G</b>		0.074 F	=	5900	G
	To:	I-66 West Exit 60A to SR 123 South					
East	From	I-66 East Collector Rd					
(66) Ramp	Fairfax County	0.24 <b>7400 G</b>		0.085 F	=	7400	G
	To:	SR 123 N, Chain Bridge Rd					
East	From	I-66 East	1				
East Ramp	Fairfax County	0.04 <b>19000</b> G		0.097 F	=	19000	G
66 Ramp	·			0.007		10000	•
East	From:	I-66 East Exit 60A to SR 123 South					
Ramp	Fairfax County	0.39 <b>13000 G</b>		0.119 F	=	13000	G
	To:	SR 123 South Ramp to I-66 East Collector Rd					
East	From	SR 123-S016A FROM RT 12300- SOUTH					
(66) Ramp	Fairfax County	0.08 <b>NA</b>		NA		NA	
East	Tos From:	I-66-E060B TO RT 12300- NORTH					
Ramp	Fairfax County	0.32 <b>NA</b>		NA		NA	
66 Ramp	r amax county		<u></u>	14/1		1471	
East	To: From:	SR 123-N016A FROM RT 12300- NORTH					
(66) Ramp	Fairfax County	0.11 <b>NA</b>		NA		NA	
$\bigcirc$	To:	I-66-E COLLECTOR ROAD FROM RT 123-CHAI					
East	From	I-66 East Collector Rd					
Ramp	Fairfax County	0.10 <b>14000 G</b>	<del></del>	0.106 F	=	14000	G
	To:	I-66 East Exit 62B to SR 243 South					
East	From	I-66-E062B TO RT 243 SOUTH					
66 Ramp	Fairfax County	0.06 <b>NA</b>		NA		NA	
$\smile$	To:	COMMUTER LOT					
East	From	I-66-E COLLECTOR ROAD TO METRO LOT & R					
66 Ramp	Fairfax County	0.18 <b>NA</b>		NA		NA	
~	To: From:	29-99022- P FROM METRO COMMUTER LOT					
East	11011						
66 Ramp	Fairfax County	0.39 <b>NA</b>		NA		NA	
<u> </u>	To: From:	I-66-E062A TO RT 243 SOUTH & METRO COM					
East (66) Ramp	Fairfax County	0.07 <b>9000 G</b>		0.099 F	=	9000	G
$\smile$	To	SR 243-S000A FROM RT 243 SOUTH					
East (66) Ramp	From:						
(66) Ramp	Fairfax County	0.11 <b>NA</b>		NA		NA	
$\sim$	Tox	I-66-E062C TO RT 243 NORTH					

4/15/2020

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

Route	Jurisdiction	on Length	AADT QA	4Tire	Diio		Truck		QC	_ K	QK	Dir	AAWDT	Q۷
F	Front		East Collector Rd		- 2	2Axie 3+	Axle 1Tra	ıı 21rail		Factor		Factor		
East Ramp	Fairfax Cou		4700 G							0.09	F		4700	G
66 Ramp	Talliax Coul		3R 243 North			_				0.03	'		4700	G
ast	From:		A FROM RT 243	NORTH										
Ramp	Fairfax Cou		NA	.,01111						NA			NA	
00) " 1	Τα:	I-66-E COLLECTO		RT 243 & M	E									
ast	From:		I-66 East											
Ramp	Fairfax Coul	inty 0.26	33000 G							0.069	F		33000	(
	Tα:		I-495 South											
ast	From:		I-66 East											
Ramp	Fairfax Coul	inty 0.20	29000 G							0.091	F		29000	(
1	Tα:		I-495 North											
ast	Fronx		I-66 East											
Ramp	Fairfax Coui	inty 0.15	10000 G	98%	1%	0% 0	)% 0%	0%	С	0.111	F		10000	(
00)					.,.		.,.	- , -		• • • • • • • • • • • • • • • • • • • •				
ast	From:	I-66-E06	66B TO RT 7 WE	ST										
ast 66 Ramp	Fairfax Cou		NA							NA			NA	
<u> </u>	Tα:	SR 7 F	ROM RT 66 EAS	Т										
ast	Frons	I-66-E00	66A TO RT 7 WE	ST										
Ramp	Fairfax Cou	inty 0.04	NA			<u> </u>				NA			NA	
<u> </u>	Tα:	SR 7 F	ROM RT 66 EAS	Т										
ast	Fron:		I-66 East											
Ramp	Arlington Cou	unty 0.10	3900 G	99%	0%	0% 0	)% 0%	0%	С	0.095	F		3900	(
<u> </u>	Tα:	W	estmoreland St											
ast	Fron:		I-66 East											
Ramp	Arlington Cou	unty 0.09	12000 G	99%	0%	0% 0	)% 0%	0%	С	0.083	F		12000	(
	To:		Fairfax Dr											
East	Front		I-66 East			Ī								
Ramp	Arlington Cou	unty 0.25	16000 G	100%	0%	0% 0	)% 0%	0%	С	0.081	F		16000	(
	Tα:		N Fairfax Dr											
ast	From:		I-66 East											
Ramp	Arlington Cou	unty 0.19	7800 G							0.085	F		7800	(
30) · · · · · · · · · · ·	Tα:		29 Lee Highway								•			
ast	From:		I-66 East			1								
Ramp	ا Arlington Cou	unty 0.12	8300 G							0.072	F		8300	(
00) 1 (211)	Tr		Lee Highway NB							0.072	•		0000	`
	From													
	110112		I-66 East							0.083	F		27000	(
	Arlington Cou	unty 0.13	2/MM (2											
	Arlington Cot تمر		27000 G			_				0.000			27000	`
26th St	Arlington Coι  Τα		Jefferson Davis H			<u></u>				0.000				
26th St	To:	SR 110 .	Jefferson Davis H	wy	10/	19/	0/ 100	10/						
26th St Vest 66 I-66 W Ramp	Arlington Cou To From Frederick County (I Combined Traffic Estimates for 2 Parallel	SR 110. (Maint: 93) 0.42	I-81 South 9100 G	84%	1% 1%		% 13% % 13%		F F	0.089	F F	0.619	8300 17000	

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

		Primary an						Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
West	From:		rick County	Line												
66 I-66 W Ramp	Warren Cour	nty 0.04	9100	G	84%	1%	1%	1%	13%	1%	F	0.089	F		8300	G
$\smile$	Combined Traffic Estimates for 2 Parallel F			G	84%	1%	1%	1%	13%	1%	F	NA			17000	G
Mont	To: From:	Ran	np to I-81 No I-81	orth												
West 66	L Warren Cour	ntv 6.62	18000	Α	84%	1%	1%	1%	13%	1%	F	0.116	Α		17000	Α
00)	Combined Traffic Estimates for 2 Parallel F	•		Α	84%	1%	1%	1%	13%	1%	F	0.099	Α	0.574	34000	Α
Vest	Toe From	US 340, U	S 522 Wincl	hester I	Rd											
66)	Warren Cour	nty 6.55	17000	Α	84%	1%	1%	1%	13%	1%	С	0.122	Α		16000	Α
00)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	33000	Α	84%	1%	1%	1%	13%	1%	С	0.102	Α	0.596	31000	Α
/act	To: From		SR 79													
/est 66	Warren Cour	nty 1.20	20000	Α	84%	1%	1%	1%	13%	1%	F	0.129	Α		19000	Α
30)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	40000	Α	84%	1%	1%	1%	13%	1%	F	0.099	Α	0.646	38000	Α
	To:	Fauq	uier County l													
/est 66)	From		ren County L		0.40/	10/	10/	10/	100/	10/	_	0.100	^		10000	^
56)	Fauquier Cou	,	20000	A	84%	1%	1%	1%	13%	1%	F	0.129	A A	0.040	19000	F
	Combined Traffic Estimates for 2 Parallel F			Α	84%	1%	1%	1%	13%	1%	г	0.099	А	0.646	38000	P
est	To: From:	30-688	Leeds Man	or Rd												
<u>66</u> )	Fauquier Cou	,	21000	Α	84%	1%	1%	1%	13%	1%	F	0.129	Α		20000	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	41000	Α	84%	1%	1%	1%	13%	1%	F	0.099	Α	0.669	40000	A
est	To: From:	US 17, S	R 55 Winche	ester Ro	d											
(55) (17) (55)	Fauquier Cou	unty 3.42	25000	Α	92%	1%	1%	1%	6%	0%	F	0.126	Α		24000	A
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	50000	Α	91%	1%	1%	1%	6%	0%	F	0.099	Α	0.656	48000	A
'est	To: From:	Bus US 17, SR	55; 30-721	Free St	ate Rd											
56) (17)	Fauguier Cou	unty 1.27	26000	Α	92%	1%	1%	1%	6%	0%	F	0.124	Α		25000	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	52000	Α	91%	1%	1%	1%	6%	0%	F	0.098	Α	0.539	50000	A
	_ To:	US 17. Bus	US 17 Wind	chester	Rd											
est	Fauquier Cou	· · · · · · · · · · · · · · · · · · ·			92%	10/	10/	10/	60/	00/	С	0.132	Α		20000	,
56	•	•	20000	A		1%	1%	1%	6%	0% 0%			A	0.670		F
	Combined Traffic Estimates for 2 Parallel F			Α	91%	1%	1%	1%	6%	0%	С	0.098	А	0.673	40000	,
est	To: From:		5 Old Taver	n Rd												
est 6	Fauquier Cou	ınty 7.41	22000	Α	92%	1%	1%	1%	6%	0%	F	0.132	Α		21000	A
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	44000	Α	91%	1%	1%	1%	6%	0%	F	0.1	Α	0.683	43000	A
est	To: From:	Ur	ban Boundar	ry												
Vest 66	Prince William C	County 1.30	22000	Α	92%	1%	1%	1%	6%	0%	F	0.132	Α		21000	P
	Combined Traffic Estimates for 2 Parallel F	•	44000	Α	91%	1%	1%	1%	6%	0%	F	0.1	Α	0.683	43000	Δ
	To:		CL Haymark				$\overline{}$					-				_

# 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	Q۱
/est	From		CL Haymar													
56	Town of Haymarket	'	22000	Α	92%	1%	1%	1%	6%	0%	F	0.132	Α		21000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	Α	91%	1%	1%	1%	6%	0%	F	NA			43000	A
est	To: From:		US 15													
<del>36</del> )	Town of Haymarket	(Maint: 76) 0.80	28000	G	92%	1%	1%	1%	6%	0%	F	0.113	F		37000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	63000	G	91%	1%	1%	1%	6%	0%	F	0.077	F	0.648	73000	(
	To:	Е	CL Haymark	cet			_									
est 6	Prince William (	County 2.00	28000	G	92%	1%	1%	1%	6%	0%	F	0.113	F		37000	(
	Combined Traffic Estimates for 2 Parallel	,		G	91%	1%	1%	1%	6%	0%	F	0.077	F	0.648	73000	
	Ta:		29 Gainesv													
est	From:				000/	10/	10/	10/	<b>C</b> 0/	00/	_	0.105	Α		64000	
6	Prince William ( Combined Traffic Estimates for 2 Parallel	•	62000	G G	92% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F	0.105 0.083	A	0.642	126000	
	Combined Trainic Estimates for 2 Faraner	noadways on this noute.		G	9170	170	1 70	1 70	070	076	Г	0.063	A	0.042	126000	'
est	To: From:		SR 234													
<del>6)</del> (234 <i>)</i>	Prince William (	,	66000	G	92%	1%	1%	1%	6%	0%	F	0.096	F		63000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	129000	G	91%	1%	1%	1%	6%	0%	F	0.073	F	0.646	124000	)
st	To: From:	SR 2	234; Bus SR	234												
<u> </u>	Prince William (	County 2.07	66000	G	92%	1%	1%	1%	6%	0%	F	0.091	F		70000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	151000	G	91%	1%	1%	1%	6%	0%	F	0.075	F	0.666	152000	)
	To:		fax County													
st S	Fairfax Cou		William Cou 66000	nty Line <b>G</b>	92%	1%	1%	1%	6%	0%	F	0.091	F		70000	
	Combined Traffic Estimates for 2 Parallel			G	91%	1%	1%	1%	6%	0%	F	0.075	F	0.666	152000	
	Technology Traine Estimates for 2 1 drainer	-			0170	1 70		1 70	070	070	•	0.070	•	0.000	102000	
st	From		9 Near Cent													
3)	Fairfax Cou	,	64000	G	99%	1%	0%	0%	0%	0%	F	0.087	F	0.040	67000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	129000	G	97%	1%	1%	0%	1%	0%	F	0.067	F	0.643	136000	)
est	To: From:	S	R 28 Sully F	Rd												
<u>6</u> )	Fairfax Cou	nty 3.03	79000	G	99%	1%	0%	0%	0%	0%	F	0.079	F		83000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	157000	G	97%	1%	1%	0%	1%	0%	F	0.067	F	0.623	165000	)
· ot	T <sub>CC</sub> From:	29-7100 F	airfax Count	y Parkw	ay											
est 5	Fairfax Cou	nty 2.20	59000	G	99%	1%	0%	0%	0%	0%	F	0.076	F		62000	
9	Combined Traffic Estimates for 2 Parallel	,		G	97%	1%	1%	0%	1%	0%	F	0.061	F	0.6	128000	
	Tal	<u> </u>	US 50													
est	From	nt. 0.04			000/	10/		00/	00/	00/	_	0.071	_		05000	
56	Fairfax Cou	•	89000	G	99%	1%	0% 1°/	0% 0%	0% 1%	0% 0%	F	0.071	F	0.504	95000	
	Combined Traffic Estimates for 2 Parallel		3 Chain Brid	G laa Bd	97%	1%	1%	0%	1%	0%	Г	0.063	г	0.504	189000	) (

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

	Primary and II	Interstate H	outes											
Route	Jurisdiction Length A	ADT OA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
	ourisdiction Length A	יאטו עא	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Qίλ	Factor	AAWDI	QVV
West		hain Bridge Rd				0-1	221	0-1	_		_		.=	_
(66)	•	1000 G	99%	1%	0%	0%	0%	0%	F _	0.073	F		97000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19	90000 G	97%	1%	0%	0%	1%	0%	F	0.066	F	0.565	201000	G
West	Front SR 243	3 Nutley St												
( <del>66</del> )	Fairfax County 1.34 82	2000 G	99%	1%	0%	0%	0%	0%	F	0.07	F		87000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16	62000 G	97%	1%	1%	0%	1%	0%	F	0.066	F	0.517	171000	G
	To WCI	L Vienna												
West 66	Fairfax County 0.41 82	2000 G	99%	1%	0%	0%	0%	0%	F	0.07	F		87000	G
66	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16		97%	1%	1%	0%	1%	0%	F	0.066	F	0.517	171000	G
	<u></u>		31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	'	0.000	'	0.517	171000	G
West	11001.	L Vienna												
( <del>66</del> )		2000 G	99%	1%	0%	0%	0%	0%	F	0.07	F		87000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16	62000 G	97%	1%	1%	0%	1%	0%	F	0.066	F	0.517	171000	G
West	Tcc From: I-495 Cap	apital Beltway												
66	Fairfax County 1.35 <b>38</b>	8000 G	99%	1%	0%	0%	0%	0%	F	0.076	F		39000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 71	1000 G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.559	75000	G
	<u></u>	eesburg Pike												
West	Tolk.		000/	40/		00/	00/	00/	_	0.07	_		00000	0
66		6000 G	99%	1%	0%	0%	0%	0%	F	0.07	-	0.505	38000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 69	9000 G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.525	73000	G
West	Tro- Front: SR 267 Du	ulles Access Ro	i											
West 66	Fairfax County 0.97 65	5000 G	99%	1%	0%	0%	0%	0%	F	0.08	F		69000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12	25000 G	99%	1%	0%	0%	0%	0%	F	0.069	F	0.578	134000	G
· · ·		n County Line												
West 66		County Line <b>5000 G</b>	99%	1%	0%	0%	0%	0%	F	0.08	F		69000	G
(66)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12		99%	1%	0%	0%	0%	0%	F	0.069	F	0.578	134000	G
				1 /0	<del></del>	0 70	0 70	0 70	•	0.000	'	0.570	104000	ď
West	Toe SR 237 Washington													
(66)	ů ,	4000 G	99%	1%	0%	0%	0%	0%	F	0.068	F		57000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 11	13000 G	99%	1%	0%	0%	0%	0%	F	0.065	F	0.524	120000	G
West	Tre- Front Syca	amore St												
66	Arlington County 1.70 59	9000 G	99%	1%	0%	0%	0%	0%	F	0.068	F		62000	G
00)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 11		99%	1%	0%	0%	0%	0%	F	0.066	F	0.505	117000	G
		Fairfax Drive												
West 66	11001.		0001	40/		00/	201	00/	_	0.000	_		40000	
(66)	3	4000 G	99%	1%	0%	0%	0%	0%	-	0.066	F	0.546	46000	G
Č	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 85		99%	1%	0%	0%	0%	0%	F	0.062	F	0.519	90000	G
	SR 120	0 Glebe Rd												

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

			iu iiileisia					Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	Fron	n SR	120 Glebe	Rd				017.50				. 4010.		. 45151		
( <del>66</del> )	Arlington Co	ounty 1.02	48000	F	99%	1%	0%	0%	0%	0%	С	0.073	В		50000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	98000	F	99%	1%	0%	0%	0%	0%	С	0.070	В	0.53	103000	F
West	Tr Fron	US 29 I	ee Hwy Ch	errydale												
66)	Arlington Co	ounty 0.98	44000	G	99%	1%	0%	0%	0%	0%	F	0.065	F		46000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	G	99%	1%	0%	0%	0%	0%	F	0.063	F	0.535	92000	G
	T. T	US	29 Near 20tl	h Rd												
West 66	Arlington Co		37000	G	99%	1%	0%	0%	0%	0%	F	0.064	F		38000	G
(60)	Combined Traffic Estimates for 2 Parallel	•		G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.537	77000	G
	т.		nn St Rossl													
West 66	Arlington Co		47000	G	99%	1%	0%	0%	0%	0%	E	0.067	F		49000	G
66	Combined Traffic Estimates for 2 Parallel	•		G	99% 99%	1%	0% 0%	0% 0%	0% 0%	0% 0%	F	0.067	F	0.539	100000	
	To Tallie Listing Listing To Tallians	DC Line, Poton				1 /0	070	0 /0	0 70	0 70		0.007	•	0.555	100000	ч
West	Fron	n:	I-66 West													
(66) Ramp I-66 W Exit 1 to	81 N Exit 300 Frederick Co	ounty 0.51	7900	G	84%	1%	1%	1%	13%	1%	F	0.087	F		7200	G
$\overline{}$	To	0:	I-81 North													
West	Fron	m	I-66 West										_		1000	
66 Ramp	Warren Co	,	<b>4900</b> JS 522 Wind	G	14		_					0.114	F		4900	G
\A/+	From		I-66 West	chester r	au											
West (66) Ramp	Warren Co	unty 0.18	5400	G								0.155	F		5400	G
(00) 3 1	To		Apple Moun													
West	Fron	n	I-66 West													
(66) Ramp	Fauquier Co		1100	F								0.255	Α		1000	F
<u> </u>	Т		8 Leeds Mai	nor Rd												
West (66) (17) Ramp	Fauquier Co		I-66 West 4700	G								0.106	F		4700	G
66 17 Ramp	rauquiei Ot		7 Wincheste									0.106	Г		4700	G
West	Fron	п	I-66 West													
(66) Ramp	Fauquier Co	ounty 0.15	1700	G								0.122	F		1700	G
	Т	SR :	55 Free State	e Rd												
West	Fron	m	I-66 West													
66 Ramp	Fauquier Co		2000	A								0.142	Α		2000	Α
~ ·	10	US 1	7 Wincheste	er Kd			<u> </u>									
West 66 Ramp	Fauquier Co	unty 0.15	I-66 West 1700	Α								0.234	Α		1700	Α
00 1141119	Tauquiei Oc		45 Old Tave									0.204	^		1700	^
West	Fron	m str 2	I-66 West													
(66) Ramp	Town of Haymarke	t (Maint: 76) 0.15	15000	G								0.101	F		15000	G
	To		ames Madis	on Hwy												

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

Route	Jurisdiction	Length <b>AADT</b>		4Tire E		xle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 66 Ramp	Prince William County	I-66 West 0.02 <b>20000</b> US 29 Lee H	<b>G</b>			] ]				0.080	F		20000	G
West (29) Ramp	Prince William County	US 29- 217B FROM RT 2900- 0.26 <b>20000</b>	N			]				0.080	F		20000	N
West 66 Ramp	Prince William County	US 29- 217B TO RT 66 WE  0.26 <b>20000</b> IS 66; SR	N	9 & TO R		]				0.080	F		20000	N
West 66 Ramp	Prince William County	I-66 West 0.22 <b>12000</b> US 29 Lee Hig	G			]				0.126	F		12000	G
West 666 Ramp	Prince William County	0.42 15000 SR 234				] ]				0.101	F		15000	G
West 666 Ramp	Prince William County	1-66 West 0.19 <b>24000</b> SR 234 Sudle	G			] ]				0.086	F		24000	G
West 66 Ramp	Prince William County	1-66 West 0.20 <b>2800</b> SR 234 Sudle	G			] ]				0.088	F		2800	G
West 666 Manassas Welcome Center	Prince William County	I-66 West to Welco 0.04 730 Enter Welcome Center	N	91% 1	% 1	% 3%	4%	0%	N	0.124	Α		720	N
West 66 Manassas Welcome Center	Prince William County	Exit Welcome Center           0.03         730           I-66 West from Welcome	Α	91% 1	% 1	% 3% 	4%	0%	С	0.124	Α		720	Α
West 66 Ramp	Fairfax County	1-66 West 0.31 <b>7200</b> US 29 Lee Hig	G	96% 1	% 1	% 2%	1%	0%	С	0.137	F		7200	G
West 66 Ramp	Fairfax County	I-66 West 0.11 <b>21000</b> I-66 West Ramp Split to SR 28	G	Braddock Rd		]				0.097	F		21000	G
West 66 Ramp	Fairfax County	I-66-W053C TO BRAD 0.10 <b>3700</b> FROM RT 66 V	DOCK F <b>G</b>	ROAD	% 0	% 0% 	0%	0%	С	0.102	F		3700	G
West 66 Ramp	Fairfax County	I-66 West 0.24 <b>15000</b> SR 28 S, Sully	G	98% 1	% 1	% 0%	1%	0%	С	0.090	F		15000	G
West 66 Ramp	Fairfax County	I-66-W053A TO BRAD 0.05 <b>18000</b> SR 28; 29-6	G		% 1	] % 1%	2%	0%	С	0.111	F		18000	G

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

		Filliary and interstat				Tru	ck			ĸ		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	Tru 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:	I-66 West Collector	r Rd		1	OTTIAL	TITAL	211011		1 40101		1 40101		
(66) Ramp	Fairfax County	0.24 <b>3000</b>	<b>G</b> 95%	1%	1%	0%	3%	0%	С	0.102	F		3000	G
	To:	SR 286 S, Fairfax Coun	ity Pkwy											
West	From:	I-66 West Collector	r Rd											
66 Ramp	Fairfax County	0.32 <b>5600</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	С	0.093	F		5600	G
	To:	SR 286 N, Fairfax Cour	nty Pkwy											
West	From:	I-66 West												_
66 Ramp	Fairfax County	0.28 <b>8500</b>	G							0.083	F		8500	G
West	To- From	I-66 West Exit 55B to SR 286 N, I	Fairfax County P	kw										
(66) Ramp	Fairfax County	0.19 <b>2900</b>	G							0.103	F		2900	G
1	To													
West	Front	Ramp from SR 286 N, Fairfax	County PKWY											
66 Ramp	Fairfax County	0.16 <b>NA</b>								NA			NA	
West	To: From:	I-66 West Exit 55A to SR 286 S, I	Fairfax County P	kw										
(66) Ramp	Fairfax County	0.14 <b>NA</b>								NA			NA	
	To	Ramp from SR 286 S, Fairfax	County Plays											
West	From:		County Pkwy											
66 Ramp	Fairfax County	0.25 <b>NA</b>								NA			NA	
<u></u>	rl	I-66 West												
West (66) Ramp	Fairfax County	0.14 <b>4800</b>	G							0.086	F		4800	G
(66) Hamp	To:	US 50 E, Lee Jackson								0.000	'		4000	u
West	From	I-66 West												
(66) Ramp	Fairfax County	0.86 <b>33000</b>	G							0.075	F		33000	G
(00)	To:	US 50 W, Lee Jackso								0.070	•		00000	<u> </u>
West	From:	I-66-W TO RT 12300- NOR												
Ramp	Fairfax County	0.24 <b>NA</b>								NA			NA	
$\smile$	То:	I-66-W060B TO RT 1230	0- NORTH											
West	From	I-66 West									_		2.422	_
66 Ramp	Fairfax County		G 122 G4h							0.085	F		9400	G
	To:	I-66 East Exit 60A Ramp to												
West	Foirfox County	I-66-W060A TO RT 1230	0- NORTH							NIA			NIA	
66 Ramp	Fairfax County ™	0.18 <b>NA</b> SR 123 FROM RT 66	WECT							NA			NA	
	Econol													
West Ramp	Fairfax County	I-66 West Collector 0.13 <b>3600</b>	r Rd <b>G</b>							0.111	F		3600	G
Ramp	Talliax County	Country Creek R								0.111	'		3000	u
West	From:	I-66-W062X TO RT 243												
West (66) Ramp	Fairfax County	0.13 <b>5900</b>	<b>G</b>							0.113	F		5900	G
00) 1141119	Talliax County	SR 243 FROM RT 66								0.110	•		5500	J
		SK 2 13 I KOW KI 00												

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
West (66) Ramp	Fairfax County	I-66-W062X TO RT 243 NORTH 0.22 <b>6100 G</b>			F	6100	G
66 Hamp	Taillax County	SR 243; 29-9784 FROM RT 66 WEST		0.103	<u>'</u>	0100	
West	From	I-66 West		2 222		10000	
66 Ramp	Fairfax County	0.54 <b>16000 G</b>		0.098	F	16000	G
West	From	I-66-W062C TO RT 243 NORTH		0.000	_	10000	
66 Ramp	Fairfax County	0.12 <b>10000 G</b>		0.099	F	10000	G
West	Fairfax County	SR 243-N000B FROM RT 243 NORTH  0.10 <b>26000 G</b>		NA		78000	G
66 Ramp	_ <u>·</u>	0.10 <b>26000 G</b> I-66-W062B TO RT 243 SOUTH		IVA		78000	G 
West (66) Ramp	Fairfax County	0.08 <b>NA</b>		NA		NA	
66 Hamp	<u> </u>	SR 243-S000B FROM RT 243 SOUTH & METRO C		INA		INA	
West (66) Ramp	FIORE	0.42 <b>22000 G</b>		0.077	F	22000	G
66) Hallip	To To	I-66-W062A TO METRO COMMUTER LOT		0.077	'	22000	<u> </u>
West (66) Ramp	From: Fairfax County	0.07 <b>18000 G</b>		0.083	F	18000	G
	To	I-66 West		0.000	•	10000	<u> </u>
West	From:	I-66-W TO RT 495 SOUTH				.=	
66 Ramp	Fairfax County	0.43 <b>9700 G</b> I-495-S I-495-S009A FROM & TO RT	$\neg$	0.082	F	9700	G
West	From:	I-66 West					
Ramp	Fairfax County	0.13 <b>1300 G</b>		0.110	F	1300	G
West	To: From:	SR 7 Leesburg Pike  I-66 West					
(66) Ramp	Fairfax County	0.23 <b>7300 G</b>		0.089	F	7300	G
	Тα	SR 7 Leesburg Pike					
West 66 Ramp	Arlington County	I-66 West 0.08 <b>5900 G</b>		0.099	F	5900	G
	Training Contract Training	Ramp Split		0.000	•		<u> </u>
West	From:	I-66 West			_		
Ramp	Arlington County	0.12 <b>7300 G</b> SR 120 Glebe Rd		0.097	F	7300	G
West	From:	I-66 West					
66 Ramp	Arlington County	0.14 <b>12000 G</b>	<u> </u>	0.105	F	12000	G
Meet	To:	US 29, N Lynn St	<u> </u>				
West 66 Ramp	Arlington County	I-66 West 0.21 11000 G		0.152	F	12000	G
•	To:	George Washington Memorial Pkwy					

# 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
_	Fron:		30 Honnakei													
37) Swords Creek Rd	Russell Coun	nty 3.55	3000	G	92%	0%	0%	4%	4%	0%	F	0.093	F	0.569	3100	G
<u>~</u>	To: From:		Clarks Val	ley Rd												
67) Swords Creek Rd	Russell Coun	nty 2.85	2700	G	92%	0%	0%	4%	4%	0%	F	0.093	F	0.611	2800	G
<u> </u>	To: From:	83-61	7 Pumpkin C	Center			-									
Swords Creek Rd	Russell Coun	nty 4.04	2600	G	92%	0%	0%	4%	4%	0%	С	0.094	F	0.59	2700	(
<u> </u>	To:		well County													
- Payon Pd	Tazewell Cou		sell County 1 <b>4500</b>		92%	0%	0%	4%	4%	0%	F	0.093	F	0.533	4700	(
Raven Rd	razeweli Coul	1.41	4500	G	92%	0%	0%	4%	4%	0%	Г	0.093	Г	0.533	4700	(
$\overline{}$	To: Fron:		CL Richlan										_			_
7)	Town of Richla		4500	N	92%	0%	0%	4%	4%	0%	N	0.093	F	0.533	4700	1
	10°. From:		US 460 From													
67) <del>(460)</del>	L Town of Richlands (N		13000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.534	15000	(
400	Τα	<u>'</u>	L Richlands													
Bus	From:	US 4	60; BUS US	460												
67) (460) Front St	Town of Richla	ands 0.27	12000	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.516	12000	(
D.:	To: From:	BUS	US 460 P, 2	nd St			<u> </u>									
Bus 67) (460 Front St	Town of Richla	ands 0.58	4900	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.549	5200	(
67 (460) Front St	Combined Traffic Estimates for 2 Parallel R			G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.777	12000	(
	Combined Traine Estimates for 21 arailer in				31 /6	1 /0	1 /6	0 /6	1 /0	0 /6	•	0.003	•	0.777	12000	`
Bus Bus	To: Fron:	SR 6	7 P Railroad	Ave												_
67) (460) (460) Front St	Town of Richla	ands 0.04	4900	G	99%	1%	0%	0%	0%	0%	F	0.092	F		5200	(
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	8700	N	96%	0%	1%	1%	1%	0%	Ν	NA			9200	1
	To	BUS	US 460 Fro	nt St												
Norfolk St	Town of Richla	ands 0.04	960	G	93%	0%	1%	2%	3%	0%	F	0.105	F	0.764	1000	(
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	1700	G	93%	0%	1%	2%	3%	0%	F	0.109	F	0.869	1800	(
	To:		2nd St													
Bus	From:		Norfolk St										_			
37) (460) 2nd St	Town of Richla		3800	N	93%	0%	1%	2%	3%	0%	N	0.087	F	0.683	4000	١
<i></i>	Combined Traffic Estimates for 2 Parallel R	•	8700	N	96%	0%	1%	1%	1%	0%	N	NA			9200	
	To:	SR 67 Par, Bu														
Railroad St	Town of Richla	SR 67 Par, 2 ands 0.41	3800	Par; 2n	93%	0%	1%	2%	3%	0%	F	0.087	F	0.683	4000	(
) · iaiii oaa oi	10WH OF FIRM	0.71		<u> </u>	0070	0 /0	- 70	_ /0	5 /0	3 /0	•	0.007	•	0.000	.500	`
Dailroad Ct	To: From:	nda 0.00	US 460		000/	00/		20/	20/	00/		0.000		0.517	2000	
Railroad St	Town of Richla	ands 0.92	2100	G	93%	0%	2%	2%	3%	0%	С	0.090	F	0.517	2200	(
	To: From:		CL Richland													
<sub>67</sub> ) Jewell Ridge Rd	Tazewell Cou	<u> </u>	1500	G	93%	0%	1%	2%	3%	0%	С	0.089	F	0.506	1600	(
$\mathcal{L}$	To:	92-6	16 Whites S	tore												

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

Jurisdiction  From:  Town of Richlands  pined Traffic Estimates for 2 Parallel Roa  Toc  From:  Wise County  Toc  From:  Wythe County	Bus to this Route:  SR  Lee Co 6.13  Bus US	AADT US 460 Front 710 1700 R 67 Second S Dounty Line; 52 900 23 S of Appa	t St <b>G</b> <b>G</b> St	93% 93%	0% 0%		2% 2%			QC F F	0.122 0.109	QK F F	Dir Factor	AAWDT	- Q'
oined Traffic Estimates for 2 Parallel Roa  To:  From:  Wise County  To:  From:	ls 0.05 adways on this Route: SR Lee Co 6.13 Bus US 98-63	710 1700 R 67 Second S Dunty Line; 52 900	<b>G G</b> St 2-606			2%	2%	3%	0%	F F	0.122	-			
oined Traffic Estimates for 2 Parallel Roa  To:  From:  Wise County  To:  From:	Lee Co 6.13 Bus US 98-63	1700 R 67 Second Stounty Line; 52 900	<b>G</b> St 2-606							F F		-	0.860		(
To: From: Wise County To: From:	SR Lee Co 6.13 Bus US 98-63	2 67 Second Sounty Line; 52	St 2-606	93%	0%	1%	2%	3%	0%	F	0.109	F	0.860	4000	
To: From: Wise County To: From:	SR Lee Co 6.13 Bus US 98-63	2 67 Second Sounty Line; 52	2-606								3		0.009	1800	(
To:	6.13 Bus US 98-63	900													
To:	6.13 Bus US 98-63	900													
To:	98-63	23 S of Appa	a	97%	2%	1%	0%	1%	0%	С	0.086	F	0.659	890	
Wythe County															
Wythe County		36 Store Hill l													_
To To	1.78	910		89%	1%	1%	2%	7%	0%	С	0.102	F	0.582	900	
To				00 70	. 70	. , ,	270	. 70	0 70	Ū	0.102	•	0.002	000	
rom:		roll County Li		2221			221								
Wythe County	0.25	910	N	89%	1%	1%	2%	7%	0%	N	0.102	F	0.582	900	
Too From:	Carr	roll County Li	ine												
Wythe County	1.26	1100	G	90%	1%	2%	1%	6%	0%	С	0.091	F	0.537	1100	
To	1.77 W.	agt of Domlon (	Comm												
				95%	1%	1%	2%	2%	0%	C	0.115	F	0.585	2100	
				33 /6	1 /0		270	270	0 70	O	0.113	'	0.505	2100	
- 1						_									_
NA/Lithe County											0.000	_		050	
			G			_					0.086	г		950	
10.															_
From:												_			
Wythe County			G								0.098	F		700	
Tα:		I-77 North													
From:	Tenn	essee State L	ine												
Lee County	3.35	180	F	96%	0%	2%	0%	1%	0%	С	0.103	F	0.526	170	
Toc	52-60	)4 Blackwater	r Rd			$\neg$									
Lee County				94%	0%	3%	2%	0%	0%	С	0.104	F	0.583	220	
From				070/	00/	20/	10/	00/	00/		0.002		0.605	600	
Lee County	4.00	700	г	97%	0%	2%	170	0%	0%	C	0.093	Г	0.035	000	
To: From:	SC	CL Jonesville													
Town of Jonesville (Mai	int: 52) 0.04	700	N	97%	0%	2%	1%	0%	0%	Ν	0.093	F	0.635	680	
Tα:		US 58													
From:		Bus 23 Bus													
Town of Gate City (Mai	int: 84) 0.55	3300	G	97%	0%	1%	1%	1%	0%	F	0.126	F	0.545	3500	
Tα	9.1	004 Ionas S	+												
Town of Gate City (Mai				97%	0%	1%	1%	1%	0%	F	0 080	F	0.756	8900	
Town of date oily (Mai	,			J1 /0	0 /0	1 /0	1 /0	1 /0	U /0	'	0.000	'	0.750	0000	
Too From:															
Scott County				97%	0%	1%	1%	1%	0%	С	0.088	F	0.619	4300	
Tor															
Scott County	84-791 3.02			2221						_				3900	
	3 ログ	3900		96%	0%	1%	1%	1%	0%	F	0.086	F	0.661		
	Wythe County To  Wythe County To  From:  Wythe County To  From:  Lee County  Lee County  To  Town of Jonesville (Ma  Town of Gate City (Mai  Scott County  Town  Scott County  Tre  From:  Scott County	Total   Second   Se	Very   Very	Note	Note	Note	Note	Note	Note	Note	Note	Note	1-77 West of Poplar Camp	Note	1.77 West of Poplar Camp

4/15/2020

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:		571 Snowflake												
71) Nicklesville Hwy	Scott County	6.43	2800 G	96%	0%	1%	1%	1%	0%	С	0.087	F	0.68	2700	G
	To: From:		L Nickelsville												
71)	Town of Nickelsville (Maint: 84)	0.54	2800 N	96%	0%	1%	1%	1%	0%	Ν	0.087	F	0.68	2700	N
	To: From:		32 W, Bethel Rd												_
71) Nicklesville Rd	Town of Nickelsville (Maint: 84)	0.31	3100 G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.626	3000	G
	To: From:		L Nickelsville												
71)	Scott County	3.86	3100 N	96%	0%	1%	1%	1%	0%	Ν	0.084	F	0.626	3000	1
<u> </u>	ron:		ell County Line tt County Line												
71)	Russell County	5.60	1300 G	95%	1%	1%	1%	2%	0%	С	0.106	F	0.503	1400	(
9	Too	83-60	2 Ridgeway Rd												
71	Russell County	2.59	1600 G	95%	1%	2%	1%	1%	0%	С	0.099	F	0.537	1600	(
	Too	US 58	ALT Parsonage												
ALT Trail of the Language Bine	Pupe all County			94%	00/	10/	10/	20/	00/	_	0.000	г	0.500	0500	,
71) (58) Trail of the Lonesome Pine	Russell County	1.46	8800 G		0%	1%	1%	3%	0%	F	0.089	F	0.582	9500	(
	From		DICKENSONVII		00/		40/	40/	00/		0.005		0.047	2000	
71)	Russell County	7.35	2800 G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.647	2900	(
	From:		CL Lebanon	0701	221				221		2 1 2 5			4=00	
71) Fincastle Rd	Town of Lebanon	1.40	4500 G Bus Main Street	97%	0%	1%	1%	1%	0%	С	0.105	F	0.507	4700	(
	From:														
72) Veterans Memorial Hwy	Scott County	1.23	Nicklesville Hwy  3400 G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.58	3600	(
72) Veterans Memorial Tiwy	Cook County			30 78	0 70	1 /0	0 70	0 70	0 70	O	0.001	'	0.50	0000	`
72 Veterans Memorial Hwy	Scott County	9.55	2000 G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.636	2000	(
72 Veterans Memorial Hwy	Tax		Clinch River Hwy	30 /6	0 76	1/8	0 /6	0 /6	0 76	O	0.004	'	0.000	2000	
	From:		T BLACKMORE												
72) (65)	Scott County	7.79	1400 G	97%	1%	2%	1%	1%	0%	С	0.103	F	0.542	1400	(
<u> </u>	To: From:	SC	L Dungannon												
72) (65)	Town of Dungannon (Maint: 84)	0.32	1400 N	97%	1%	2%	1%	1%	0%	Ν	0.103	F	0.542	1400	1
$\smile$	To: From:		84-1009			$\Box$ $\vdash$									
(65) Veterans Memorial Hwy	Town of Dungannon (Maint: 84)	0.28	1900 G	97%	0%	2%	0%	1%	0%	С	0.088	F	0.571	1900	(
	To:		DUNGANNON												
72 Hanging Rock Pkwy	Town of Dungannon (Maint: 84)	Sinking Creek 0.29	Hwy; Veterans M 870 G	emorial Hy	wy 1%	1%	0%	1%	0%	С	0.09	F	0.548	860	(
72) Hanging Hock Fixwy	- Town of Bungamon (Maint. 04)			30 78	1 /0	1 /0	0 70	1 /0	0 70	O	0.03	'	0.540	000	`
70	Scott County	NC 5.16	L Dungannon <b>N</b>	98%	1%	1%	0%	1%	0%	N	0.09	F	0.548	860	-
72	Scott County			JO 70	1 70	1 70	U /o	1 70	U 70	IN	0.09	Г	0.340	000	1
Hanging Book Blows	Coott County		5 Flatwoods Rd	000/	10/	10/	00/	10/	00/		0.005	F	0.50	710	
72) Hanging Rock Pkwy	Scott County	0.32	710 G	98%	1%	1%	0%	1%	0%	С	0.095	г	0.52	710	(

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

Route	Jurisdiction	Length AADT	^^	4Tiro	Puo		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
noute	Junsuiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QW
Dungannan Pd	Wise County	Scott County Lin 5.30 1700	G G	99%	0%	1%	0%	0%	0%	С	0.106	F	0.513	1600	G
72 Dungannon Rd	wise County		G	9970	076	1 70	076	076	076	C	0.106	Г	0.513	1000	G
	Town of Coeburn (Maint: 97)	SCL Coeburn	N	99%	0%	1%	0%	0%	0%	N	0.106	F	0.512	1600	N
(72)	Town of Coepum (Maint. 97)	0.35 <b>1700</b>	IN	9970	076	1 70	076	0%	076	IN	0.106	Г	0.513	1000	IN
72 Dungannon Rd	Town of Coeburn (Maint: 97)	Alt US 58 0.19 <b>2000</b>	G	86%	0%	1%	0%	12%	0%	F	0.101	F	0.517	1900	G
72 Dungannon Rd	Town of Coepum (Maint. 97)	SR 158 Front St		00%	076	170	076	1270	076	Г	0.101	Г	0.517	1900	G
	From:	SR 158													
(72) (158) Front St	Town of Coeburn (Maint: 97)	0.65 <b>3600</b>	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.593	3600	G
$\underline{\underline{\hspace{0.1cm}}}$	To- From	SR 158 SR 158 BU	JS P												
$\binom{72}{12}$ Laurel Ave	Town of Coeburn (Maint: 97)	1.36 <b>3400</b>	G	86%	0%	1%	0%	12%	0%	F	0.091	F	0.587	3400	G
	To: From	NCL Coeburn													
72	Wise County	0.29 <b>3400</b>	N	86%	0%	1%	0%	12%	0%	Ν	0.091	F	0.587	3400	Ν
	To: From	97-652 Toms Creek	k Rd												
(72) Cranes Nest Rd	Wise County	1.74 <b>1500</b>	G	93%	0%	0%	1%	6%	0%	С	0.093	F	0.630	1400	G
	To: From	97-649 Craney Ridge	ge Rd												
72 Cranes Nest Rd	Wise County	6.69 <b>640</b>	G	86%	0%	1%	0%	12%	0%	С	0.101	F	0.5	640	G
	To:	Wise County Lin													
72 Coeburn Rd	Dickenson County	Dickenson County I 2.55 <b>800</b>	G	93%	1%	1%	1%	4%	0%	С	0.116	F	0.543	790	G
72) 8888411 118	To:	25-665		0070	1 70		1 70	170	0 70	Ū	0.110	•	0.010	700	ŭ
	From	25-665 Lick Fork l													
(72) Coburn Rd	Dickenson County	5.13 1600	G	95%	0%	2%	1%	2%	0%	С	0.095	F	0.54	1600	G
	10.	SR 83 Georges Fo													
73 Parham Rd	Henrico County	US 1 Brook Rd, 43-7 0.78 <b>34000</b>	7518 <b>F</b>	98%	1%	1%	0%	0%	0%	F	0.095	F	0.578	37000	F
73 Parham Rd	Terrico County	I-95, 43-7518		90%	I 70	170	076	076	0%	Г	0.095	Г	0.576	37000	Г
East	From	SR 73 E, Parham I	DA												
East 73 Ramp	Henrico County	0.19 <b>6900</b>	G								0.108	F		6900	G
(10)	To:	I-95 South													
East	From	SR 73 E, Parham I	Rd												
73 Ramp	Henrico County	0.20 <b>4500</b>	G								0.111	F		4500	G
	To:	I-95 North													
West	From:	SR 73 W, Parham													
(73) Ramp	Henrico County	0.09 <b>1700</b>	G								0.186	F		1700	G
<u> </u>	Tα	I-95 South													
West	From:	SR 73 Parham Ro									0.400			4500	
73 Ramp	Henrico County	0.28 <b>1300</b>	Α								0.182	Α		1500	Α
-		I-95 North													
74 Coeburn Ave	City of Norton	Park Ave 0.45 <b>2400</b>	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.524	2500	G
(74) Coeburn Ave	City of Norton	Kentucky Ave	u	J170	U-70	1 70	1 70	1 70	U 70	U	0.090	Г	0.324	2300	G
		Kentucky Ave													

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

		-						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT (	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
_	From	(	Coeburn Rd													
(74) Kentucky Ave	City of Norton	1.32	1100	G	96%	1%	1%	1%	2%	0%	С	0.103	F	0.61	1200	G
<u> </u>	T <sub>C</sub>		12th St				<u> </u>									
74 Kentucky Ave	City of Norton	0.39	1100	G	96%	1%	1%	1%	2%	0%	С	0.102	F	0.513	1100	G
	To		ECL Norton													
74 Kentucky Ave	Wise County	0.26		N	96%	1%	1%	1%	2%	0%	Ν	0.102	F	0.513	1100	Ν
•	To:		Alt US 58													
	From:	Tenn	essee State Lir	ne												
75 Green Spring Rd	Washington County	4.29	1800	F	97%	1%	1%	0%	1%	0%	С	0.106	F	0.516	1800	F
	To	95-670 Gre	een Springs Ch	urch Rd	1											
75 Green Spring Rd	Washington County	4.46			97%	0%	1%	0%	0%	0%	С	0.094	F	0.605	3900	F
(73)	To:		CL Abingdon													
	From:		ngdon Country													
(75) Green Spring Rd	Town of Abingdon	0.98	7600		97%	1%	1%	1%	1%	0%	С	0.088	F	0.601	8100	F
	To:	I-81	Commerce D	r												
ALT (75) (58) Cummings St	Town of Abingdon	0.78	I-81 <b>15000</b>	F	98%	0%	1%	0%	1%	0%	С	0.088	F	0.552	16000	F
75 (58) Cummings St	To		S 11 Lee Hwy	•	JU 70	0 70	170	0 70	1 /0	0 70	O	0.000	'	0.552	10000	'
	Fronx		SR 75													
75) Ramp to I-81 N at Exit 17	Washington County	0.14		G	78%	1%	1%	1%	19%	1%	F	0.081	F		3800	G
(73) Hamp to 10111 at 2/11117	To	0.11	I-81 N		7070	170		1 70	1070	1 70	•	0.001	•		0000	ŭ
	From		SR 75				i									
75 Ramp to I-81 S at Exit 17	Washington County	0.08		G	81%	1%	1%	1%	16%	1%	F	0.103	F		3800	G
73)	To:		I-81 S													
	From:	20-652	2 Old Hundred	l Rd												
76) Powhite Pkwy	Chesterfield County	1.29			98%	0%	0%	0%	1%	0%	F	0.111	F	0.736	29000	G
	To		SR 288													
76) Powhite Pkwy	Chesterfield County	2.00		G	98%	0%	0%	0%	1%	0%	F	0.107	F	0.702	41000	G
70) - 3					0070	0,0		0,0	. , 0	0,0	•	01.07	•	002		<u>.</u>
76 Powhite Pkwy	Chesterfield County	3.07	3 Courthouse 1 41000		98%	0%	0%	0%	1%	0%	F	0.11	F	0.744	47000	G
76 Powhite Pkwy	Chesterneid County	3.07	41000	<u>u</u>	90%	076	076	0%	I 70	0%	Г	0.11	Г	0.744	47000	G
	To: From:		Midlothian Tr		2021	221		221	4.5.1			2 1 2 2			=0000	
(76) Powhite Pkwy	Chesterfield County	2.42	52000	G	98%	0%	0%	0%	1%	0%	С	0.108	F	0.665	58000	G
	To: From:		686 Jahnke Rd													
(76) Powhite Pkwy	Chesterfield County	0.82			98%	0%	0%	0%	1%	0%	F	0.107	F	0.646	65000	G
$\sim$	To-	SR 150 Chippen														
76 Powhite Pkwy	City of Richmond (Maint: 2	SR 150 Chippenham 20) 1.23			ounty Li 98%	ne 0%	0%	0%	1%	0%	F	0.105	F	0.63	110000	G
76) Townite Fixwy	only of Full-mond (Maint. 2	,			JU /6	U /0	0 /6	U /0	1 /0	0 /0	•	0.103	•	0.00	110000	u
Davidska Dluve	To: From		est Hill Avenue		000/	00/	00%	00/	10/	00/		0.400	_	0.000	100000	
76 Powhite Pkwy	City of Richmond (Maint: 2	,			98%	0%	0%	0%	1%	0%	F	0.106	F	0.666	120000	G
~	10.	Powl	nite Pkwy Brid	ige												

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

-			nu miersia		4.00			Trι	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Pow	hite Pkwy B	ridge.			ZANIE	JTANIC	IIIaii	ZIIali		1 actor		1 actor		
76 Powhite Pkwy	City of Richmond (		107000	G	98%	0%	0%	0%	1%	0%	F	0.106	F	0.666	120000	G
	To	·	SR 146													
76) Powhite Pkwy	City of Richmond (	(Maint: 43) 0.94	72000	F	98%	0%	0%	0%	1%	0%	F	0.104	F	0.665	82000	F
,	To		I-195													
East	From	SR-00076-E013A(R	/SPLIT OF	RAMP 1	FROM RT	76										
(76) Ramp	City of Richmond (		NA									NA			NA	
	To:	IS-00195-N	012A(B)/FR	OM RT	195											
North	From:	North	Carolina Sta	te Line												
North 77	Carroll Cou	inty 0.94	19000	Α	71%	1%	1%	1%	25%	2%	F	0.130	Α		17000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	72%	1%	1%	1%	24%	2%	F	0.121	Α	0.584	34000	Α
NI	To:		S, Old Pipers	_												
North 77	Carroll Cou		Old Pipers	Gap Rd <b>A</b>	69%	1%	1%	1%	27%	2%	С	0.134	Α		17000	Α
(1)	Combined Traffic Estimates for 2 Parallel	,		A	69%	1%	1%	1%	27%	2%	C	0.124	Α	0.559	33000	Α
	Combined Traine Estimates for 21 araner	-				1 /0	1 70	1 /0	21 /0	270	O	0.124	^	0.555	00000	
North	From:	SR 14	8 Chances C	reek Rd												
(77)	Carroll Cou	inty 6.28	20000	G	71%	1%	1%	1%	25%	2%	F	0.079	F		18000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	G	72%	1%	1%	1%	24%	2%	F	0.076	F	0.538	36000	G
NI = -dl-	To:		US 58													
North (77)	Carroll Cou	inty 4.18	20000	Α	71%	1%	1%	1%	25%	2%	С	0.130	Α		19000	Α
(I)	Combined Traffic Estimates for 2 Parallel	•		A	72%	1%	1%	1%	24%	2%	C	0.12	Α	0.53	37000	Α
	To	-				1 /0		1 70	2170	270	Ü	0.12	,,	0.00	0,000	, ,
North	From:		N, Coulson C	hurch R												
(77)	Carroll Cou	,	22000	G	71%	1%	1%	1%	25%	2%	F	0.074	F		19000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.533	39000	G
North	To: From:	SR	69 Lead Min	e Rd												
North $\overline{77}$	Carroll Cou	inty 0.23	20000	Α	71%	1%	1%	1%	25%	2%	F	0.127	Α		19000	Α
(I)	Combined Traffic Estimates for 2 Parallel	•		A	72%	1%	1%	1%	24%	2%	F	0.118	Α	0.594	37000	Α
	To:		the County		, _ , 0	. , ,		. , 0	, 0	_,,	•	00		0.00	0.000	
North	From:		roll County													
77	Wythe Cou	•	20000	Α	71%	1%	1%	1%	25%	2%	F	0.127	Α		19000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel			Α	72%	1%	1%	1%	24%	2%	F	0.118	Α	0.594	37000	Α
North	To: From:	I-8	I-77 North													
	Exit 32 to I-81 S at Exit 81 Wythe Cou	inty 1.32	12000	G	71%	1%	1%	1%	25%	2%	F	0.127	Α		11000	G
(1)	Combined Traffic Estimates for 2 Parallel	•		G	72%	1%	1%	1%	24%	2%	F	0.118	Α	0.594	22000	G
	To:	The state of the s	I-81 South		, ,	. , •	Ť	. , 0		_,,	-	20	••			_
North South	From		31 Fort Chisv													
(77) $(81)$ $(11)$	Wythe Cou	•	25000	Α	75%	1%	1%	1%	21%	2%	F	0.119	Α		23000	Α
$\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel			Α	71%	1%	1%	1%	25%	2%	F	0.110	Α	0.528	49000	Α
	To	Ţ	JS 52; SR 12	21												

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

		Primary ar	iu iiileisia	ale Ho	uies											
Route	Jurisdictio	n Lenath	AADT	ΩΔ	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
	Canadiotic	n Longin	AADI	Q.A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q. (	Factor	7011101	۵,
North South	From		S 52; SR 12								_					
(77) (81) (11) (52)	Wythe Cou	•	27000	Α	75%	1%	1%	1%	21%	2%	F	0.119	Α		25000	Α
$\circ \circ \circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	Α	71%	1%	1%	1%	25%	2%	F	0.11	Α	0.531	51000	Α
North South	To: From:		FR-43													
North South $(77)$ $(81)$ $(11)$ $(52)$	Wythe Cou	ntv 2.37	26000	G	75%	1%	1%	1%	21%	2%	С	0.116	В		25000	G
(1) (81) (11) (32)	Combined Traffic Estimates for 2 Parallel	•		G	71%	1%	1%	1%	25%	2%	C	0.106	В	0.540	51000	G
	Combined Traine Estimates for 2 Taraner				7 1 70	1 70	- 170	1 /0	2070	270	J	0.100		0.040	01000	ď
North South	From:		CL Wythevil	lle												
(77) (81) (11) (52)	Town of Wytheville	(Maint: 98) 0.93	26000	G	75%	1%	1%	1%	21%	2%	С	0.116	В		25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	G	71%	1%	1%	1%	25%	2%	С	0.106	В	0.540	51000	G
	Tæ		US 11				$\neg$ $\vdash$									
North South	Town of Wytheville	(Maint: 00) 1.00			750/	10/	10/	10/	010/	00/	_	0.100	Α		22000	۸
77 81 (52)		'	25000	A	75%	1%	1%	1%	21%	2%	F	0.123		0.504	23000	A
	Combined Traffic Estimates for 2 Parallel		<b>51000</b> 81 Wythevill	Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.531	48000	Α
North	From	1-	I-81 South	ie			-									
77) Ramp I-81 S Exit 72 to	I-77 N at Exit 40 Town of Wytheville	(Maint: 98) 0.28	12000	G	76%	1%	1%	1%	21%	2%	F	0.082	F		10000	G
	Combined Traffic Estimates for 2 Parallel	'	22000	G	75%	1%	1%	1%	21%	1%	F	0.070	F	0.554	20000	G
	To:	,	I-77 North													
North	From		81 Wythevil													
77)	Town of Wytheville	'	15000	Α	76%	1%	1%	1%	21%	2%	F	0.145	Α		13000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	Α	75%	1%	1%	1%	21%	1%	F	0.128	Α	0.602	27000	Α
141-	To: From	Pe	ppers Ferry l	Rd												
North 77	Town of Wytheville	(Maint: 98) 0.23	15000	Α	76%	1%	1%	1%	21%	2%	F	0.14	Α		14000	Α
11)	Combined Traffic Estimates for 2 Parallel	'		A	75%	1%	1%	1%	21%	1%	F	0.126	Α	0.533	27000	Α
	Combined Traine Estimates for 21 drainer				7576	1 /0	1 70	1 /0	2170	1 /0	'	0.120	^	0.000	27000	
North	To: From:	N	CL Wythevil	lle												
77)	Wythe Cou	nty 4.57	15000	Α	76%	1%	1%	1%	21%	2%	F	0.14	Α		14000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	Α	75%	1%	1%	1%	21%	1%	F	0.126	Α	0.533	27000	Α
	To:		nd County L													
North	Bland Coul		the County I 15000		76%	1%	1%	10/	21%	00/	_	0.14	Α		14000	^
77		•		A				1%		2%	F	-	,,	0.500		A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	30000	Α	75%	1%	1%	1%	21%	1%	г	0.126	Α	0.533	27000	A
lorth	To: From:	10-717	7 Little Creel	k Hwy												
77)	Bland Cour	nty 5.45	15000	G	76%	1%	1%	1%	21%	2%	F	0.077	F		13000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	75%	1%	1%	1%	21%	1%	F	0.076	F	0.519	26000	G
	To															
North	From:		JS 52, SR 42									_				
77)	Bland Coul	•	15000	G	76%	1%	1%	1%	21%	2%	F	0.077	F		13000	G
$\checkmark$	Combined Traffic Estimates for 2 Parallel			G	75%	1%	1%	1%	21%	1%	F	0.073	F	0.531	25000	G
	To:	10-666	Indian Villag	ge Trail			1									

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

Devite	Louis attention		4457		4	D		Tru	ıck		00	K	01/	Dir	A A \ A \ \ D T	
Route	Jurisdiction	n Lengtn	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From: Bland Coun		Indian Villa		76%	1%	1%	10/	010/	00/	_	0.077	F		13000	G
77	Combined Traffic Estimates for 2 Parallel I	•	14000	G	76% 75%	1%	1%	1% 1%	21% 21%	2% 1%	F	0.077 0.074	F	0.501	25000	G
	Combined Trainic Estimates for 2 Faraller i			G	75%	170	1 70	1 70	2170	1 70	Г	0.074	Г	0.501	23000	G
North	To: From	10-60	06 Wilderne	ss Rd												
77)	Bland Coun	,	15000	G	76%	1%	1%	1%	21%	2%	F	0.076	F		13000	G
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	29000	G	75%	1%	1%	1%	21%	1%	F	0.075	F	0.501	25000	G
North	To: From:	J	JS 52, SR 6	1												
77)	Bland Coun	ity 2.24	14000	Α	76%	1%	1%	1%	21%	2%	С	0.141	Α		13000	Α
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	28000	Α	75%	1%	1%	1%	21%	1%	С	0.132	Α	0.584	25000	Α
	_т~		S 52; SR 59	98												
Vorth	From: L Bland Coun		15000	G	76%	1%	1%	1%	21%	2%	_	0.078	F		13000	G
77 [52] [52]	Combined Traffic Estimates for 2 Parallel F	,		G	75%	1%	1%	1%	21%	1%	, F	0.078	r F	0.5	25000	G
	Combined Trainic Estimates for 2 Faraner i				75/6	1 /0	1 /0	1 /0	21/0	1 /0	'	0.070	'	0.5	23000	G
North	To: From:	West	Virginia Stat	te Line												
77) (52) (52)	West Virginia (Ma	•	15000	G	76%	1%	1%	1%	21%	2%	F	0.078	F		13000	G
	Combined Traffic Estimates for 2 Parallel	·		G	75%	1%	1%	1%	21%	1%	F	0.070	F	0.5	25000	G
	To:		unnel, West													
lorth	From Coursell Course		me Center I		ot 83%	10/	10/	00/	1.40/	00/	0	0.160	^		1600	^
77 Lambsburg Welcome (	Center Carroll Cour   T∞   T∞   T∞   T∞   T∞  T∞  T∞  T∞	•	1800 from Welco	A Cent		1%	1%	0%	14%	0%	С	0.169	Α		1600	Α
lorth	From:	1-// North	I-77 North		CI .											
Ramp	L Carroll Cour	nty 0.28	1900	G								0.099	F		1900	G
77)	To:	,	Old Pipers													
North	From:		I-77 North													
77) Ramp	Carroll Cour	nty 0.22	780	G								0.096	F		780	G
$\smile$	To:	SR 148	Chances Ci	reek Rd												
North	From:		I-77 North													
Ramp	Carroll Cour ™	•	2400	G								0.085	F		2400	G
<u> </u>		US 5	8 Carrollton													
Vorth	From	nty 0.24	I-77 North									0.100	F		220	_
77 Ramp	Carroll Cour ™	,	Coulson Ch	G urch Pd								0.108	Г		320	G
lo who	From:	17-020	I-77 North				<u> </u>									
North 77 Ramp	Wythe Cour	ntv 0.42	660	G								0.09	F		660	G
11)	Τα:	-7	59 Lead Min										_			
Vorth	Fram		I-77 North													
Ramp	Wythe Cour	nty 0.34	6500	G	71%	1%	1%	1%	25%	2%	F	0.079	F		5900	G
$\smile$	Tα		I-81 North													

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

		Timary and interes					Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
North	From:	I-77 North	ì												
77) Ramp	Town of Wytheville (Maint: 98)	0.13 <b>1900</b>	G								0.114	F		1900	G
$\smile$	To:	Peppers Ferry	Rd												
lorth	From:	I-77 North	ì												
Ramp	Bland County	0.22 <b>260</b>	G								0.249	F		260	G
$\mathcal{I}$	To:	10-717 Little Cre	ek Hwy												
orth	From	Gap VENT BUII	LDING												
Ramp	Bland County	0.10 <b>NA</b>									NA			NA	
	To:	I-77-N VENT BUILD	ING RO	AD											
orth	From	I-77 North	1												
Ramp	Bland County	0.23 1600	G								0.104	F		1600	G
	To:	US 52 South Scer	nic Hwy												
orth	From:	I-77 North to S	cales												
Ramp	Bland County	0.22 <b>2400</b>	G								0.118	F		2400	G
	To:	I-77 North from													
orth	From	I-77 North				1									
Ramp	Bland County	0.20 <b>860</b>	G								0.104	F		860	G
Tramp	To:	10-666 Indian Vill									0.104	•		000	
s with	From	I-77 North to Re													
orth 77) Rocky Gap Rest Area Ramp	Bland County	0.13 <b>980</b>	st Area <b>N</b>	81%	1%	1%	0%	16%	1%	N	0.176	F		980	Ν
17) Hocky dap nest Alea Hamp	Diana County	Enter Rest Area Pa			1 /0		0 /6	10 /6	1 /0	IN	0.170	'		300	
orth	From	Exit Rest Area Par		*											
Rocky Gap Rest Area Ramp	Bland County	0.24 980	G	81%	1%	1%	0%	16%	1%	С	0.176	F		980	G
	To:	I-77 North from R	est Area												
orth	From	I-77 North	1												
Ramp	Bland County	0.21 <b>250</b>	G								0.375	F		250	(
<i>)</i> * * *	To:	10-606 Wildern													
orth	From:	I-77 North	1												
Ramp	Bland County	0.20 <b>760</b>	G	93%	0%	2%	2%	3%	0%	F	0.172	F		800	G
7)	To:	US 52 Clear Fork C			0 70	Ť	270	070	0 70	•	0.172	•		000	Ì
orth	From:	I-77 North		,											
Ramp	Bland County	0.14 <b>190</b>	G								0.569	F		190	G
Tamp	To:	US 52 North Scer				_					0.505	•		130	•
	From														
outh	Carroll County	North Carolina St 1.07 <b>19000</b>	ate Line  A	73%	1%	1%	1%	23%	2%	E	0.134	Α		17000	,
Combined Tre										r			0.504		F
- Combined Tra	ffic Estimates for 2 Parallel Roadways of	n this Houte: 38000	Α	72%	1%	1%	1%	24%	2%	F	0.121	Α	0.584	34000	P
outh	To: From:	17-620 Lambsbi	ırg Rd												
77)	Carroll County	7.92 <b>19000</b>	Α	69%	1%	1%	1%	27%	2%	С	0.136	Α		17000	A
Combined Tra	ffic Estimates for 2 Parallel Roadways or		A	69%	1%	1%	1%	27%	2%	C	0.124	Α	0.559	33000	
Combined Ha	o Louinatoo for L i aranoi ridadwayo of	1 1110 1 10010. <b>30000</b>	_	00 /0	1 /0	1 /0	1 /0	<b>_1</b> /0	- /0	_	J. 12 T	, ,	5.000	00000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q/
outh	From:		Chance Cr							4						
77)	Carroll Cour	,	20000	G	73%	1%	1%	1%	23%	2%	F	0.096	F		18000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	40000	G	72%	1%	1%	1%	24%	2%	F	0.076	F	0.538	36000	G
outh	To: From:		US 58													
77)	Carroll Cour	nty 4.31	21000	Α	73%	1%	1%	1%	23%	2%	С	0.128	Α		18000	A
9	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	41000	Α	72%	1%	1%	1%	24%	2%	С	0.12	Α	0.53	37000	/
	To- From:	17-620	Coulson Ch	urch Rd												
outh	Carroll Cour	nty 4.76	22000	G	73%	1%	1%	1%	23%	2%	F	0.094	F		20000	(
9	Combined Traffic Estimates for 2 Parallel I	•		G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.531	39000	
	To:	•	the County		7 = 70	170		1 70	2170	270	•	0.07	•	0.001	00000	
th	From:		roll County													
7	Wythe Cour	•	22000	G	73%	1%	1%	1%	23%	2%	F	0.094	F		20000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	44000	G	72%	1%	1%	1%	24%	2%	F	NA			39000	
ıth	To: From:		SR 69													
uth 7	Wythe Cour	nty 7.69	20000	Α	73%	1%	1%	1%	23%	2%	F	0.127	Α		18000	
')	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	41000	Α	72%	1%	1%	1%	24%	2%	F	0.118	Α	0.594	37000	
	To:	I-81 S	South Interc	hange												
ith	From		I-77 South		700/	40/		40/	000/	00/	_	0.004	_		11000	
7) Ramp I-81 N Exit 81 to	•	•	12000	G	73%	1%	1%	1%	23%	2%	-	0.084	-	0.504	11000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	25000 I-81 North	G	72%	1%	1%	1%	24%	2%	F	0.077	F	0.504	22000	
ıth North	From:	I-8	1-81 North  1 Fort Chisy	vell			-									_
7) (81) (11)	Wythe Cour		27000	Α	67%	1%	1%	1%	29%	2%	F	0.114	Α		26000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	52000	Α	71%	1%	1%	1%	25%	2%	F	0.110	Α	0.528	49000	
	To	U	S 52; SR 12	21			$ \vdash$									
uth North	Wythe Cour	nty 2.61	28000	Α	67%	1%	1%	1%	29%	2%	F	0.114	Α		26000	
7 81 (11) (52)	Combined Traffic Estimates for 2 Parallel I	,		Ā	71%	1%	1%	1%	25%	2%	F	0.114	Α	0.531	51000	
	- F	loadways on this riodic.			7 1 70	1 /0	1 70	1 /0	20 /0	270	•	0.11	^	0.551	31000	
uth North	From		F-42													
7) (81) (11) (52)	Wythe Cour	,	28000	Α	67%	1%	1%	1%	29%	2%	С	0.116	Α		26000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	54000	G	71%	1%	1%	1%	25%	2%	С	0.106	В	0.540	51000	
uth North	To. From:	N	CL Wythevi	lle												_
(81) $(11)$ $(52)$	Town of Wytheville (	(Maint: 98) 0.96	28000	Α	67%	1%	1%	1%	29%	2%	С	0.116	Α		26000	
	Combined Traffic Estimates for 2 Parallel I	'		G	71%	1%	1%	1%	25%	2%	C	0.106	В	0.540	51000	
	Ta	,														
uth North	From	(111.00)	US 11			4		,	06::		_				0.1556	
77 (81) (52)	Town of Wytheville (		26000	Α	67%	1%	1%	1%	29%	2%	F	0.117	Α		24000	
~ ~ ~	Combined Traffic Estimates for 2 Parallel I			Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.531	48000	
	To:	I-	81 Wythevil	lle												

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

		Primary an	TO THEOLOGIC	210 110	atos			Trı	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From		I-81 N				ZAXIE	3+AXIE	IIIaii	ZIIali		i actor		1 actor		
77 Ramp I-77 S Exit 40	to 81 N Exit 72 Town of Wytheville	(Maint: 98) 0.66	11000	G	75%	1%	1%	1%	21%	1%	F	0.073	F		9600	G
(1)	Combined Traffic Estimates for 2 Parallel	,		G	75%	1%	1%	1%	21%	1%	F	0.070	F	0.554	20000	G
	To:	:	I-77 S		. 0 / 0	. , 0		. , 0	,0	. , ,	•	0.070	•	0.00		<u> </u>
South	From:	·	81 Wythevil													
<del>(77)</del>	Town of Wytheville	,	15000	Α	75%	1%	1%	1%	21%	1%	F	0.136	Α		13000	Α
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	Α	75%	1%	1%	1%	21%	1%	F	0.128	Α	0.602	27000	Α
South	To: From	NO	CL Wythevi	lle												
(77)	Wythe Cou	inty 0.02	15000	Α	75%	1%	1%	1%	21%	1%	F	0.136	Α		13000	Α
	Combined Traffic Estimates for 2 Parallel	,		Α	75%	1%	1%	1%	21%	1%	F	0.128	Α	0.602	27000	Α
	Ter							.,.	,,		-					
South (77)	From	-	ppers Ferry													
(77)	Wythe Cou	•	15000	Α	75%	1%	1%	1%	21%	1%	F	0.138	Α		13000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel			Α	75%	1%	1%	1%	21%	1%	F	0.127	Α	0.647	27000	Α
Courth	To: From:		and County I the County I													
South 77	Bland Cour		15000	A	75%	1%	1%	1%	21%	1%	F	0.138	Α		13000	Α
(I)	Combined Traffic Estimates for 2 Parallel	,		A	75%	1%	1%	1%	21%	1%	F	0.127	Α	0.647	27000	Α
	To a substitution of the s	-			7070	1 /0		1,0	2170	1 70	•	0.127	,,	0.017	27000	,,
South	From:		7 Little Cree	k Hwy												
South (77)	Bland Cour	,	14000	G	75%	1%	1%	1%	21%	1%	F	0.078	F		12000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	75%	1%	1%	1%	21%	1%	F	0.076	F	0.519	26000	G
0#-	To:	Ţ	US 52, SR 4	2			-									
South (77)	Bland Cour	ntv 6.05	14000	G	75%	1%	1%	1%	21%	1%	F	0.074	F		12000	G
	Combined Traffic Estimates for 2 Parallel	-,		G	75%	1%	1%	1%	21%	1%	F	0.073	F	0.531	25000	G
	To:		Indian Villa			170		1,0	2170	1 70	•	0.070	•	0.001	20000	<u> </u>
South	From		10-666													
South (77)	Bland Cour	,	14000	G	75%	1%	1%	1%	21%	1%	F	0.078	F		12000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	75%	1%	1%	1%	21%	1%	F	0.074	F	0.501	25000	G
0 "	To:	:	10-606													
South (77)	Bland Cour	nty 2.12	14000	G	75%	1%	1%	1%	21%	1%	F	0.079	F		12000	G
(1)	Combined Traffic Estimates for 2 Parallel	•		G	75% 75%	1%	1%	1%	21%	1%	, F	0.075	F	0.501	25000	G
	Combined Traine Estimates for 21 drailer	rioadways on this riodle.		G	7576	1 /0	1 /0	1 /0	21/0	1 /0	'	0.073	'	0.501	23000	ч
South	To: From:	<u> </u>	SR 61													
South (77)	Bland Cour	nty 1.79	14000	Α	75%	1%	1%	1%	21%	1%	С	0.144	Α		13000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	Α	75%	1%	1%	1%	21%	1%	С	0.132	Α	0.584	25000	Α
	To:	U	JS 52; SR 59	98												
	From:	ntv 0.79	SR 598 <b>14000</b>	G	75%	1%	1%	1%	21%	1%	_	0.076	_		13000	G
South								1 4/2	719/2	1 4/2	_	IIII/h			1.3000	( -
South (52) (52)	Bland Cour Combined Traffic Estimates for 2 Parallel	,		G	75%	1%	1%	1%	21%	1%	F	0.074	, E	0.511	25000	G

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

		riiiiary and inte					Tri	uck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	West Virginia													
(77)     (52)     (52)	West Virginia (Maint: 10)	0.50 <b>140</b> 0		75%	1%	1%	1%	21%	1%	F	0.076	F		13000	G
Combined	d Traffic Estimates for 2 Parallel Roadways			75%	1%	1%	1%	21%	1%	F	0.074	F	0.511	25000	G
	To:	End of Tunnel, V	Vest Virgini	ia											
South	From:	I-77 Sc													
Ramp to NC Welcome Center	Carroll County	0.11 <b>130</b>									NA			1300	G
<u> </u>	Te:	North Carolina	State Line												
South	From:	I-77 Sc													
Ramp	Carroll County	0.19 <b>120</b>									0.094	F		1200	G
<u> </u>	To:	17-620 Lamb	sburg Rd												
South	From:	I-77 Sc													
(77) Ramp	Carroll County	0.20 <b>110</b>	0 G								0.111	F		1200	G
<u> </u>	To:	SR 148 Chance	s Creek Rd												
South	From:	I-77 Sc	uth												
(77) Ramp	Carroll County	0.17 <b>280</b>	0 G								0.091	F		2800	G
	То:	US 58 Carro	lton Pike												
South	From:	I-77 Sc	uth												
(77) Ramp	Carroll County	0.27 <b>110</b>	0 G								0.186	F		1200	G
$\overline{}$	To:	17-620 Coulson	Church Rd	l											
South	From:	I-77 Sc	uth												
(77) Ramp	Wythe County	0.10 <b>640</b>	G								0.1	F		640	G
$\overline{}$	To:	SR 69 Lead	Mine Rd												
South	From:	I-77	S												
	S at Exit 72 Town of Wytheville (Maint: 98)	0.22 <b>270</b>	0 G	75%	1%	1%	1%	21%	1%	F	0.098	F		2400	G
$\overline{}$	To:	I-81	S												
South	From:	I-77 Sc	uth												
77 Ramp	Town of Wytheville (Maint: 98)	0.33 <b>240</b>	0 G								0.09	F		2400	G
$\smile$	To:	I-77 South													
South	From	I-77-S041B FF													
77 Ramp	Town of Wytheville (Maint: 98)	0.03 NA									NA			NA	
<u> </u>	10.	139-5258 FR													
South	From:	I-77-S041A FF													
Ramp	Town of Wytheville (Maint: 98)	0.05 <b>NA</b>									NA			NA	
	To:	139-5258 FR	OM RT 77												
South	Front	I-77 Sc													
(77) Ramp	Bland County	0.20 <b>21</b> 0									0.266	F		210	G
$\smile$	Tα	10-717 Little	Creek Hwy												
South	Fronc	I-77 South													
Ramp	Bland County	0.22 <b>310</b>									0.195	F		3100	G
$\smile$	To:	I-77 South fr	om Scales												

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

Doub	La company	Leastly and interstate houses	Dec		Truck			K	Olí	Dir	A A \ A \ \ A \ \ \ \ \ \ \ \ \ \ \ \ \	0147
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus	2Axle 3	8+Axle 1Trai	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South $\overline{(77)}$ Ramp	Bland County	I-77 South 0.22 <b>1100 G</b>						0.097	F		1100	G
Ramp	Tre:	US 52 South Scenic Hwy						0.037	'		1100	ч
South	From:	I-77 South		i								
Ramp	Bland County	0.19 <b>900 G</b>						0.130	F		900	G
	To:	10-666 Indian Village Trail										
South	From:	I-77 South to Welcome Center										
(77) Rocky Gap Welcome Center	Bland County	0.17 <b>1200 N</b> 77%	1%	1%	1% 20%	1%	Ν	0.172	Α		1100	Ν
South	To: From:	Enter Welcome Center Parking Lot Exit Welcome Center Parking Lot										
77) Rocky Gap Welcome Center	Bland County	0.12 <b>1200 A</b> 77%	1%	1%	1% 20%	1%	С	0.172	Α		1100	Α
7 1	To:	I-77 South from Welcome Center										
South	From:	I-77 South										
77 Ramp	Bland County	0.15 <b>460 G</b>						0.116	F		460	G
$\smile$	To:	10-606 Wilderness Rd										
South	From:	I-77-S TO RT 61										
77 Ramp	Bland County	0.26 <b>510 G</b>						0.118	F		510	G
<u> </u>	To:	US 52 US 52- 80A FROM RT 77										
South	From:	I-77 South						o	_		4=0	_
77 52 Ramp	Bland County	0.17 <b>450 G</b> SR 598 E River Mountain Rd		<del></del> 1				0.127	F		450	G
	Prom											
78 Callahan Ave	Town of Appalachia (Maint: 97)	Bus US 23, ALT US 58 1.39 <b>2000 G</b> 88%	0%	1%	1% 10%	0%	С	0.088	F	0.593	2100	G
78) Ganarian 7400	Town of Apparaonia (Maint. 97)		0 / 0		170 1070	070	J	0.000	•	0.000	2100	ŭ
78 Callahan Ave	Wise County	WCL Appalachia 0.37 <b>2000 N</b> 88%	0%	1%	1% 10%	0%	N	0.088	F	0.593	2100	N
78) Sandrian 7100	T-		0 70		170 1070	070		0.000	•	0.000	2100	
78 Callahan Ave	Wise County	97-686 Derby Rd 1.08 <b>1100 G</b> 88%	0%	1%	1% 11%	0%	С	0.087	F	0.624	1100	G
78 Callahan Ave	wise County		0 70	1 /0	1/0 11/0	0 /6	O	0.007	'	0.024	1100	ч
78) Stonega Rd	Wise County	97-685 Roda Rd 1.01 <b>450 N</b> 59%	0%	1%	1% 39%	0%	N	0.099	F	0.54	450	N
78) Storiega nu	wise County	97-600 Stonega Rd	0 /0		1/0 33/0	0 /6	IN	0.033	•	0.54	430	IN
	From:	SR 55 West of Linden										
79) Apple Mountain Rd	Warren County	0.23 <b>13000 G</b> 97%	0%	1%	1% 1%	0%	С	0.088	F	0.722	14000	G
73) - pp	To:	I-66		T)	.,.	-,-			•			-
	From	SR 79 Apple Mountain Rd										
79 Ramp	Warren County	0.23 <b>5300 G</b>						0.153	F		5300	G
$\smile$	To	I-66 East										
	From:	SR 79 Apple Mountain Rd										
79) Ramp	Warren County	0.20 <b>1800 G</b>						0.096	F		1800	G
<u> </u>	To:	I-66 West										
	From	US 11 Lee Hwy					_					_
(80) Glennbrook Ave	Washington County	1.06 <b>3200</b> F 98%	1%	1%	0% 0%	0%	F	0.123	F	0.71	3200	F
<u>~</u>	Tor	95-609 Hillman Hwy										

4/15/2020

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length I	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		Hillman Hwy												
80) Lindell Rd	Washington County	2.19	910 F	98%	1%	0%	0%	0%	0%	С	0.096	F		900	F
<u> </u>	To:		Old Saltworks Ro	l											
Llaytara Can Dd	Washington County		N, Robindale Rd	000/	1%	1%	00/	00/	00/	0	0.100	F	0.756	670	F
80) Hayters Gap Rd	Washington County	6.00	680 F	98%	170	176	0%	0%	0%	С	0.108	Г	0.756	670	Г
	To: From:		Brumley Gap Rd												
80) Hayters Gap Rd	Washington County	2.06	420 F	98%	1%	0%	1%	0%	0%	С	0.098	F	0.659	410	F
$\smile$	To: From	95-613 I	Poor Valley Rd												
80) Hayters Gap Rd	Washington County	3.67	180 F	92%	0%	0%	8%	0%	0%	С	0.126	F	0.64	170	I
	To:	Russell	l County Line												
	From:		ton County Line							_		_			
80) Hayters Gap Rd	Russell County	6.23	410 G	98%	0%	1%	1%	0%	0%	С	0.108	F	0.5	430	(
<u> </u>	To:		19 South												
	Russell County		19 Elway 13000 G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.537	14000	(
80) [19]	nussell County		9 Rosedale	95 /6	0 /6	1 /0	1 /0	3 /6	0 /6	'	0.000		0.557	14000	•
<u> </u>	From:		19 North												
80) Honnaker Rd	Russell County		6700 G	96%	0%	1%	1%	2%	0%	С	0.095	F	0.599	7000	(
50)	Tec														
Podbud Llung	Proced County		words Creek Rd 8300 G	96%	00/	10/	10/	2%	0%	F	0.098	F	0.542	8600	(
Redbud Hwy	Russell County	1.17	6300 G	90%	0%	1%	1%	270	0%	Г	0.096	Г	0.542	0000	•
	To: From:		New Garden Rd												
80) Big A Mountain Rd	Russell County		2700 G	96%	0%	1%	1%	2%	0%	F	0.105	F	0.546	2800	(
<u> </u>	To:		an County Line												
80 Red Bud Hwy	Buchanan County		1 County Line 1600 F	94%	1%	1%	2%	1%	0%	С	0.094	F	0.5	1600	ı
Red Bud Hwy	Buchanan County		on County Line	94%	1 70	176	270	1 70	0%	C	0.094	Г	0.5	1000	
	From:		an County Line												
80) Helen Henderson Hwy	Dickenson County		1200 G	84%	1%	2%	5%	10%	0%	С	0.097	F	0.5	1200	(
,	To		D: (E 1 D1												
Holon Hondoroon Hung	Piokopoon County		Priest Fork Rd  1500 G	87%	1%	2%	2%	8%	0%	С	0.096	F	0.531	1500	(
Helen Henderson Hwy	Dickenson County	7.05	1500 G	07 /6	1 /0	2 /0	2/0	0 /6	0 /6	O	0.030		0.551	1300	•
	To: From:		CL Haysi												
80 Helen Henderson Hwy	Town of Haysi (Maint: 25)		2700 G	87%	1%	2%	2%	8%	0%	F	0.106	F	0.548	2700	(
<u> </u>	To:		Dickenson Hwy												
Dickenson Hung	Town of Haysi (Maint: 25)		S SR 83 4100 G	94%	1%	2%	10/	2%	0%	F	0.097	F	0.509	4000	(
80 83 Dickenson Hwy	TOWIT OF Haysi (Maint. 25)	0.34	4100 G	94%	1 70	270	1%	270	0%	Г	0.097	Г	0.509	4000	,
	To: From:		E SR 63												
80 ) (83) Dickenson Hwy	Town of Haysi (Maint: 25)	1.08	3100 G	94%	1%	2%	1%	2%	0%	F	0.093	F	0.584	3000	(
$\smile$	To	C	L Haysi			<u> </u>									
80) (83)	Dickenson County		3100 N	94%	1%	2%	1%	2%	0%	Ν	0.093	F	0.584	3000	1
	To:		SR 83 N												
	From		Dickenson Hwy												
80) Breaks Park Rd	Dickenson County	8.49	760 G	96%	0%	1%	0%	2%	0%	С	0.111	F	0.591	750	C
$\smile$	To:	Buchana	an County Line												

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

						4	_		Trι	ıck			K	011	Dir		
Route		Jurisdictio	on Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۱
<u> </u>		From:			_												
Breaks Park Rd		Buchanan Co				94%	1%	1%	2%	2%	0%	С	0.122	F	0.65	700	ı
		To:	Kei		Line												
Dame to 1.04 N	at Edit Of	From:	0.14										0.450	_		550	
80 Ramp to I-81 N	at Exit 24	Washington C	ounty 0.14		G								0.152	F		550	(
		10.															
Down to L01 C	at Evit 04	Machinetan C	County 0.16										0.105	_		000	
Ramp to I-81 S	al Exil 24	wasnington C	ounty 0.16		G								0.105	Г		900	
		F	<u> </u>														
I atoral Pamp fre	om   81 to   IS 11 at Evit 242	Pookingham C			-81 S 24	3A							NΙΛ			NΙΛ	
B1 Lateral Ramp fro	01111-01 to 03 11 at Exit 243	To:			riconbur			<del>1</del>					INA			INA	
_		From:															
81) Lateral Ramp fro	om I-81 to US 11 at Exit 251	Rockingham C			-81 8 25	IA							NΑ			NΔ	
Eateral Hamp III	0111 01 to 00 11 at Ext 231	To:			risonhur	7							INA			INA	
o wtla		From:						1									
81)		Washington C	<b>-</b>			78%	1%	1%	1%	19%	1%	C	0.097	Δ		22000	
51)	Combined Traffic Estin	•													0 509		
	Combined Traine Estin	alco for 2 f arallor	rioadways on this riodic.			7576	1 /0	1 70	1 /0	10 /0	1 /0	J	0.000	^	0.505	44000	
orth		From:		SCL Bristol	l												
81)		City of Bristol (M	aint: 95) 0.61	23000	G	78%	1%	1%	1%	19%	1%	С	0.097	Α		22000	
	Combined Traffic Estin	nates for 2 Parallel	Roadways on this Route:	45000	G	79%	1%	1%	1%	18%	1%	С	0.095	Α	0.509	44000	
Source   S																	
orth		City of Bristol (M	aint: 95) 2.44	22000	۸	78%	10/_	10/-	10/_	10%	10/-	E	0 007	Δ		22000	
<u>81</u> (58)	Combined Troffic Estin	• '	•									' -			0.502		
	Combined Trainc Estin	iales ioi 2 Farallei	noadways on this noute.			1976	1 /0	1 /0	1 /0	10 /6	1 /0	'	0.034	٨	0.555	44000	
orth		From:		I-381													
81) (58)		City of Bristol (M	aint: 95) 1.39	31000	G	78%	1%	1%	1%	19%	1%	F	0.082	F		31000	
	Combined Traffic Estin	nates for 2 Parallel	Roadways on this Route:	62000	G	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	61000	
		To		US 11. US 1	9												
orth		City of Printal (M				700/	10/	10/	10/	100/	10/	_	0.00	۸		20000	
81 (58)	Combined Troffic Fatin	•	, , , , , , , , , , , , , , , , , , ,												0.540		
	Combined Trainc Estin	iales ioi 2 Farallei	noadways on this noute.	55000	А	79%	170	1 70	170	1070	1 70	Г	0.092	А	0.540	36000	
orth		From:	(	Old Airport R	Rd												
~~~		City of Bristol (M	aint: 95) 0.93	25000	Α	78%	1%	1%	1%	19%	1%	F	0.09	Α		26000	
	Combined Traffic Estin	nates for 2 Parallel	Roadways on this Route:	50000	Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.527	51000	
		To:	-		1												
orth ~		From:				700/	401		401	100/	401	_	0.00			00000	
81) [58]		-	•									•					
_	Combined Traffic Estin	nates for 2 Parallel	Hoadways on this Route:		Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.527	51000	-
		To:		FR-310													

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

		rimary an	iu iiileisia	ale no	ules											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
North	From:	0.00	FR-310		700/	40/	10/	40/	400/	40/	_	0.004			05000	
81 (58)	Washington County	0.99	25000	Α	78%	1%	1%	1%	19%	1%	-	0.091	A	0.500	25000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	49000	Α	79%	1%	1%	1%	17%	1%	F	0.094	Α	0.586	50000	Α
North	To: From:	95-611	Spring Cre	eek Rd												
(81) (58)	Washington County	2.00	25000	G	78%	1%	1%	1%	19%	1%	F	0.082	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	51000	G	79%	1%	1%	1%	17%	1%	F	0.082	F	0.501	52000	G
	To	SR 14	40 Jonesboi	ro Rd			$\neg$									
North (58)	Washington County	1.93	24000	Α	78%	1%	1%	1%	19%	1%	С	0.093	Α		24000	Α
81   58	Combined Traffic Estimates for 2 Parallel Roadways on this			Ā	79%	1%	1%	1%	17%	1%	С	0.093	Α	0.534	48000	A
	Tallo Estimates for 2 Faranci Floadways on the				7070	1 /0	- 70	170	17 70	1 /0	Ü	0.000	, ·	0.004	40000	,,
North	From	S	CL Abingdo	on												
<del>81)</del> {58}	Town of Abingdon (Maint: 95)	0.14	24000	Α	78%	1%	1%	1%	19%	1%	С	0.093	Α		24000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	47000	Α	79%	1%	1%	1%	17%	1%	С	0.093	Α	0.534	48000	Α
North	To: From:	SR 7	75 Cumming	gs St												
81) (58)	Town of Abingdon (Maint: 95)	1.06	23000	G	78%	1%	1%	1%	19%	1%	F	0.079	F		24000	G
01) (30)	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	47000	G	79%	1%	1%	1%	17%	1%	F	0.079	F	0.501	48000	G
	To:		CL Abingdo	on												
North	From:		ngdon US 1			4.57					_					
81	Washington County	4.05	20000	Α	78%	1%	1%	1%	19%	1%	F _	0.098	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	40000	Α	79%	1%	1%	1%	17%	1%	F	0.094	Α	0.562	41000	Α
North	To: From:	95-70	04 Enterpris	se Rd												
81)	Washington County	2.66	18000	G	78%	1%	1%	1%	19%	1%	F	0.077	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	37000	G	79%	1%	1%	1%	17%	1%	F	0.086	F	0.547	38000	G
	Τα	SR 80	) Glenbrook	k Ave			<u> </u>									
North	Washington County	1.52	18000	G	78%	1%	1%	1%	19%	1%	_	0.077	F		18000	G
81	Combined Traffic Estimates for 2 Parallel Roadways on this			G	70 % 79%	1%	1%	1%	17%	1%	, F	0.077	, F	0.55	38000	G
	Combined Traine Estimates for 2 Parallel Hoadways of this				1976	1 /0	1 /0	1 /0	17 /0	1 /0	•	0.000	1	0.55	36000	G
North	To: From:	95-1	737 College	Dr Dr												
(81)	Washington County	2.97	18000	G	78%	1%	1%	1%	19%	1%	F	0.083	F		18000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	36000	G	79%	1%	1%	1%	17%	1%	F	0.077	F	0.507	37000	G
NI	T <sub>o</sub> .	SF	R 91 Maple	St												
North 81	Washington County	2.68	16000	G	78%	1%	1%	1%	19%	1%	F	0.073	F		17000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this			G	79%	1%	1%	1%	17%	1%	F	0.076	F	0.544	33000	G
	,					1,73		1,0	17.73	1,0	•	3.000	•	3.5 . 1	00000	J
North 81	ron:	11 Lee Hwy														
(81)	Washington County	2.31	16000	G	78%	1%	1%	1%	19%	1%	F	0.074	F		16000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this			G	79%	1%	1%	1%	17%	1%	F	0.073	F	0.509	32000	G
	Τα	Smy	th County 1	Line												

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

		Primary an	iu iiileisiai	le noi	ules			T						D:		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Trι	_		QC	_ K	QK	Dir	AAWDT	. C
	p[		~	~.			2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
rth	Smyth Cour		ngton County		78%	10/	10/	10/	100/	10/	_	0.074	F		16000	
1)	Smyth Coun	•	16000	G		1%	1%	1%	19%	1%		0.074	•	0.500		
	Combined Traffic Estimates for 2 Parallel F	roadways on this Route:	31000	G	79%	1%	1%	1%	17%	1%	F	0.073	F	0.509	32000	
orth	To:	SC	CL Chilhowie	9												
1	Town of Chilhowie (	(Maint: 86) 0.11	16000	G	78%	1%	1%	1%	19%	1%	F	0.074	F		16000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	31000	G	79%	1%	1%	1%	17%	1%	F	0.073	F	0.509	32000	
	To:	SR 10	7 White Top	Ave												
orth	Town of Chilhowie (		16000	G	78%	1%	1%	1%	19%	1%	_	0.074	F		16000	
11	Combined Traffic Estimates for 2 Parallel F	,		G	70 % 79%	1%	1%	1%	17%	1%	F	0.074	, F	0.540	33000	
	Combined Trainic Estimates for 2 Faraner F	· ·			79%	I 70	1 70	1 70	1770	1 70	Г	0.074	Г	0.540	33000	
th	To: From:	NO	CL Chilhowie	e												
<del>1</del> )	Smyth Coun	nty 3.44	16000	G	78%	1%	1%	1%	19%	1%	F	0.074	F		16000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	32000	G	79%	1%	1%	1%	17%	1%	F	0.074	F	0.540	33000	
	To	US 11 Lee Hwy;	; 86-645 Che	stnut R	idge Rd											
orth	Smyth Coun		16000	G	78%	1%	1%	1%	19%	1%	_	0.074	F		17000	
<del>1</del> )	Combined Traffic Estimates for 2 Parallel F	,		G	70 % 79%	1%	1%	1%	17%	1%	· -	0.074	, F	0.522	34000	
	Combined Trainic Estimates for 2 Faraner F				79%	I 70	1 70	1 70	1770	1 70	Г	0.076	Г	0.522	34000	
rth	To: From:	US	S 11 Lee Hwy	y												
1)	Smyth Coun	nty 1.03	16000	Α	78%	1%	1%	1%	19%	1%	F	0.111	Α		16000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	31000	Α	79%	1%	1%	1%	17%	1%	F	0.102	Α	0.524	31000	
	To:	86-730	) Washington	ı Ave			_									
orth 1	Smyth Coun	ntv 0.69	17000	Α	78%	1%	1%	1%	19%	1%	F	0.109	Α		17000	
リ	Combined Traffic Estimates for 2 Parallel F	•		A	79%	1%	1%	1%	17%	1%	, E	0.103	Α	0.552	33000	
	- F				7576	1 /0	1 70	1 /0	17 /0	1 /0	į.	0.101	^	0.552	33000	
rth	To: From:		WCL Marion													
B1)	Town of Marion (M	Maint: 86) 0.22	17000	Α	78%	1%	1%	1%	19%	1%	F	0.109	Α		17000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	33000	Α	79%	1%	1%	1%	17%	1%	F	0.101	Α	0.552	33000	
	Tro- From:	J	ECL Marion				-									
orth	Smyth Coun	nty 0.28	17000	Α	78%	1%	1%	1%	19%	1%	F	0.109	Α		17000	
	Combined Traffic Estimates for 2 Parallel F	•		A	79%	1%	1%	1%	17%	1%	F	0.103	Α	0.552	33000	
	Combined Traine Estimates for 21 arailer				7 5 76	1 /0	1 /0	1 /0	17 /0	1 /0	'	0.101	^	0.552	33000	
rth	To: From:		SCL Marion													
1)	Town of Marion (M	Maint: 86) 0.27	17000	Α	78%	1%	1%	1%	19%	1%	F	0.109	Α		17000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	33000	Α	79%	1%	1%	1%	17%	1%	F	0.101	Α	0.552	33000	
	To-	SR 1	6 Commerce	St												
.1	Prom:							40/	100/	10/	_	0.074	_		15000	
orth	Town of Marion (M	laint: 86) 0.69	15000	G	78%	10/-	10/									
rth 1	Town of Marion (M Combined Traffic Estimates for 2 Parallel F	,	15000 30000	G G	78% 79%	1% 1%	1% 1%	1% 1%	19% 17%	1% 1%		0.074	F	0.519	30000	

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

		Primary ar	id intersta	ile Ro	utes											
Route	Jurisdictio	on Lenath	AADT	QΔ	4Tire	Bus		Trι	_		QC	K	QK	Dir	AAWDT	G
			,,,,,	٠.,		240	2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		
rth	From:		NCL Marion								_		_			
1)	Smyth Cou	•	15000	G	78%	1%	1%	1%	19%	1%	F	0.074	F		15000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	G	79%	1%	1%	1%	17%	1%	F	0.078	F	0.519	30000	
orth	To:		Rifton Dr													
11)	Smyth Cou	inty 2.99	14000	G	78%	1%	1%	1%	19%	1%	F	0.079	F		14000	
.)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	79%	1%	1%	1%	17%	1%	F	0.078	F	0.509	29000	
	Tec	86-62	2 Nicks Cree	ek Rd												
rth	Smyth Cour		15000	Α	78%	1%	1%	1%	19%	1%	F	0.116	Α		15000	
1	Combined Traffic Estimates for 2 Parallel	,		A	79%	1%	1%	1%	17%	1%	, E	0.113	A	0.526	27000	
	Combined Traine Estimates for 21 drainer				7 5 70	1 /0	1 /0	1 /0	17 /0	1 /0		0.110	^	0.520	27000	
th	From:	•	683 Winsor	Rd												
1)	Smyth Coul	•	13000	G	78%	1%	1%	1%	19%	1%	F	0.076	F		13000	
	Combined Traffic Estimates for 2 Parallel			G	79%	1%	1%	1%	17%	1%	F	0.076	F	0.508	25000	
th.	To: From:		the County I yth County I													
rth 1	Wythe Cou		13000	G	78%	1%	1%	1%	19%	1%	F	0.076	F		13000	
9	Combined Traffic Estimates for 2 Parallel	,	25000	G	79%	1%	1%	1%	17%	1%	F	0.076	F	0.508	25000	
	To	-	8-680 Black	Liok D	A											
th	Front					40/	401	40/	100/	40/	_	0.110			45000	
1	Wythe Cour	,	16000	Α	78%	1%	1%	1%	19%	1%	-	0.116	A	0.550	15000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	30000	Α	79%	1%	1%	1%	17%	1%	F	0.106	Α	0.553	29000	
th	To: From:	US	11, W Lee F	Iwy												
1)	Wythe Cou	inty 1.57	13000	G	78%	1%	1%	1%	19%	1%	F	0.104	F		14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	79%	1%	1%	1%	17%	1%	F	0.095	F	0.533	27000	
	To:	Si	CL Wythevil	le			_									
rth 1	Town of Wytheville	(Maint: 98) 2.03	13000	G	78%	1%	1%	1%	19%	1%	F	0.104	F		14000	
ソ	Combined Traffic Estimates for 2 Parallel	•		G	79%	1%	1%	1%	17%	1%	F	0.095	F	0.533	27000	
	To:		US 52, N Fo			. , ,		. , 0	,0	. , ,	•	0.000	•	0.000	_, 000	
rth ~~	From:		21, N Fourth													
1) {52}	Town of Wytheville	,	16000	Α	78%	1%	1%	1%	19%	1%	F	0.116	Α		15000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	Α	79%	1%	1%	1%	17%	1%	F	0.104	Α	0.514	31000	
th North	To: From:	I-	77 Wythevil	le												
	Town of Wytheville	(Maint: 98) 0.82	26000	Α	67%	1%	1%	1%	29%	2%	F	0.117	Α		24000	
7 ~~~				Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.531	48000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	A	11/0	1 /0	1 /0									
		-			7 1 70	1 /0		. , 0			-					
orth North	Combined Traffic Estimates for 2 Parallel	US	S 11, E Main	St								0.446			00000	
77 52		(Maint: 98) 0.96	28000		67%	1%	1%	1%	29%	2%	C	0.116 0.106	A B	0.540	26000 51000	

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

		Primary ar	ia intersta	110	4100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North North	From:	N	CL Wythevil	le			27100	OTTIALO	TTTQII	ZIIGII		1 40101		1 40101		
(81) $(77)$ $(11)$ $(52)$	Wythe County	2.18	28000	Α	67%	1%	1%	1%	29%	2%	С	0.116	Α		26000	Α
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	54000	G	71%	1%	1%	1%	25%	2%	С	0.106	В	0.540	51000	G
North North	To: From:	FR 326; FR 42 C	hapman Rd;	FR 43	Lee Hwy											
81) (77) (11) (52)	Wythe County	2.61	28000	Α	67%	1%	1%	1%	29%	2%	F	0.114	Α		26000	Α
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	54000	Α	71%	1%	1%	1%	25%	2%	F	0.11	Α	0.531	51000	Α
	To:	SR 121 Max Me														
North North	From:	US 52 Fort Chiswell					40/	40/	000/	00/	_	0.444			00000	
81 77 [11]	Wythe County	1.44	27000	A	67%	1%	1%	1%	29%	2%	F F	0.114	A	0.500	26000	A
	Combined Traffic Estimates for 2 Parallel Road	<u> </u>		Α	71%	1%	1%	1%	25%	2%	F	0.110	Α	0.528	49000	Α
North	To: From:	I-7′	7 Fort Chisw	ell												
( <del>81</del> ) (11)	Wythe County	2.31	21000	Α	73%	1%	1%	1%	23%	2%	F	0.105	Α		21000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	42000	Α	74%	1%	1%	1%	21%	2%	F	0.098	Α	0.563	41000	Α
NI. II	To: From:	98-619	Major Graha	ams Rd			$\neg$ $\vdash$									
North (81) (11)	Wythe County	1.99	20000	G	73%	1%	1%	1%	23%	2%	F	0.070	F		20000	G
(1)	Combined Traffic Estimates for 2 Parallel Road			G	74%	1%	1%	1%	21%	2%	F	0.074	F.	0.501	38000	G
	To-				, 0	. , ,		. , 0	,0	_,,	•	0.07	•	0.00	00000	<u> </u>
North	From:		98-618								_					
(81) (11)	Wythe County	1.44	21000	Α	73%	1%	1%	1%	23%	2%	F	0.105	Α		20000	Α
V ~	Combined Traffic Estimates for 2 Parallel Road			Α	74%	1%	1%	1%	21%	2%	F	0.1	Α	0.518	40000	Α
North	From:		ski County I the County I													
(81) (11)	Pulaski County	2.68	21000	Α	73%	1%	1%	1%	23%	2%	F	0.105	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	41000	Α	74%	1%	1%	1%	21%	2%	F	0.1	Α	0.518	40000	Α
	To:		S 11 Lee Hw	_												
North	Pulaski County	0.14	11 Lee Hight 22000	way <b>N</b>	73%	1%	1%	1%	23%	2%	N.I	0.102	۸		21000	N.I.
81	Combined Traffic Estimates for 2 Parallel Road			N N		1%	1%	1%	23% 21%	2% 2%	N N	0.102	A A	0.554	42000	N N
	Combined Traffic Estimates for 2 Parallel Road				74%	1 70	1 70	1 70	2170	270	IN	0.099	A	0.554	42000	IN
North	To: From:	SR	100 Wysor	Rd												
(81) (100)	Pulaski County	2.11	22000	Α	73%	1%	1%	1%	23%	2%	F	0.102	Α		21000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	43000	Α	74%	1%	1%	1%	21%	2%	F	0.099	Α	0.554	42000	Α
North	To: From:	FR 47; FR	327 Old Bal	ltimore	Rd											
North (81) (100)	Pulaski County	1.67	22000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		22000	G
(81) (100)	Combined Traffic Estimates for 2 Parallel Road			G	74%	1%	1%	1%	21%	2%	F	0.074	F	0.501	41000	G
	To						— <u> </u>									
North	From:		Count Pulas													
81 (100)	Pulaski County	4.35	22000	Α	73%	1%	1%	1%	23%	2%	F	0.104	Α		22000	Α
<b>~ ~</b>	Combined Traffic Estimates for 2 Parallel Road			Α	74%	1%	1%	1%	21%	2%	F	0.098	Α	0.524	43000	Α
	То:	SR 10	00 Cleburne	Blvd												

# 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		3+Axle	_		QC	Factor	QK	Factor	AAWDT	C
rth	From:	SR 1	00 Cleburne	Blvd			27 (XIC	OTTINIC	TTTUI	ZIII		1 40101		1 dotor		
1)	Pulaski County	2.59	23000	G	73%	1%	1%	1%	23%	2%	F	0.075	F		23000	
9	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	44000	G	74%	1%	1%	1%	21%	2%	F	0.076	F	0.550	44000	
<del></del>	To:	77-6	60 State Par	k Rd			<u> </u>									
th 1	Pulaski County	4.00	22000	F	73%	1%	1%	1%	23%	2%	F	0.091	В		22000	
	Combined Traffic Estimates for 2 Parallel Roadways			F	74%	1%	1%	1%	21%	2%	F	0.088	В	0.504	44000	
	Tα		omery Coun	ty Line	,,	.,,		.,.		_,,						
th	Front		ski County			121		4.57		221	_		_			
	Montgomery County	0.49	22000	F	73%	1%	1%	1%	23%	2%	F _	0.091	В		22000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	44000	F	74%	1%	1%	1%	21%	2%	F	0.088	В	0.504	44000	
:h	To: From:	S	R 232 First S	St												_
<del>ī)</del>	Montgomery County	3.81	21000	Α	73%	1%	1%	1%	23%	2%	F	0.103	Α		21000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	43000	Α	74%	1%	1%	1%	21%	2%	F	0.096	Α	0.521	43000	
+h	T <sub>C</sub> . From	SF	R 177 Tyler l	Rd												
th 1	Montgomery County	5.12	24000	Α	73%	1%	1%	1%	23%	2%	С	0.099	Α		24000	
9	Combined Traffic Estimates for 2 Parallel Roadways	_		Α	74%	1%	1%	1%	21%	2%	C	0.093	Α	0.579	48000	
	То		Riner Rd; M	ain St												
rth	From:				700/	10/	10/	10/	000/	00/	_	0.077	_		07000	
1	Montgomery County Combined Traffic Estimates for 2 Parallel Roadways o	0.08	27000	G	73% 74%	1% 1%	1% 1%	1% 1%	23% 21%	2% 2%	F	0.077 0.08		0.549	27000 52000	
	Combined Trainic Estimates for 2 Parallel Hoadways (			G	74%	170	176	170	21%	270	Г	0.08	Г	0.549	52000	
th	To: From:	SCI	_ Christiansb	ourg												
1)	Town of Christiansburg (Maint: 60	0) 3.90	27000	G	73%	1%	1%	1%	23%	2%	F	0.077	F		27000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	53000	G	74%	1%	1%	1%	21%	2%	F	0.08	F	0.549	52000	
rth	To: From:	U	S 11, US 46	0												
1)	Town of Christiansburg (Maint: 60	0) 0.77	27000	F	74%	1%	1%	1%	22%	2%	С	0.097	В		26000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	G	75%	1%	1%	1%	21%	2%	F	0.099	F	0.632	48000	
	_Te	NCI	L Christiansl	ourg												
orth	Montgomery County	9.22	27000	F	74%	1%	1%	1%	22%	2%	C	0.097	R		26000	
1	Combined Traffic Estimates for 2 Parallel Roadways			G	7 <del>4</del> %	1%	1%	1%	21%	2%	F	0.099	F	0.632	48000	
	Tallice Trailic Estimates for 21 arailer floadways of				7570	1 /0	1 /0	1 70	2170	270	•	0.000	•	0.002	40000	
rth	Front		03 Northfor	k Rd												
1)	Montgomery County	2.22	26000	Α	74%	1%	1%	1%	22%	2%	F	0.1	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roadways			Α	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.558	52000	
rth	To: From:		oke County omery Coun													_
1)	Roanoke County	2.06	26000	A	74%	1%	1%	1%	22%	2%	F	0.1	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	52000	Α	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.558	52000	
	To:		7 Dow Hollo	ow Rd												

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

		Primary and	u miersiai	ie noi	ules			т	1 .			17		Div		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι	_		QC	_ K	QK	Dir	AAWDT	C
	- T						2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
rth	Poonaka County	80-647 2.11	Dow Hollov	w Rd <b>G</b>	74%	1%	10/	10/	220/	20/	_	0.084	В		27000	
1)	Roanoke County		27000				1%	1%	22%	2%	-			0.500		
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	50000	G	75%	1%	1%	1%	21%	2%	F	0.093	В	0.580	50000	
th	To: From:	Urb	ban Boundary	у												
ī)	Roanoke County	2.26	27000	G	74%	1%	1%	1%	22%	2%	F	0.084	В		27000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	50000	G	75%	1%	1%	1%	21%	2%	F	0.093	В	0.580	50000	
	To		SCL Salem				$\neg$ $\vdash$									
th A	City of Salem (Maint: 80)	0.20	27000	G	74%	1%	1%	1%	22%	2%	F	0.084	В		27000	
1)	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	1%	1%	21%	2%	, E	0.004	В	0.580	50000	
	Combined Traine Estimates for 21 drainer Hoadway.				1370	1 /0	1 /6	1 /0	21/0	2 /0	'	0.033	Ь	0.500	30000	
h	From:	SR 112	2 Wildwood	l Rd												
7	City of Salem (Maint: 80)	0.22	32000	Α	78%	1%	1%	1%	18%	1%	F	0.092	Α		32000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	63000	Α	78%	1%	1%	1%	18%	1%	F	0.082	F	0.540	65000	
u-	To: From	1	NCL Salem				$\Box$ $\vdash$									
th	Roanoke County	2.71	32000	Α	78%	1%	1%	1%	18%	1%	F	0.092	Α		32000	
)	Combined Traffic Estimates for 2 Parallel Roadways			A	78%	1%	1%	1%	18%	1%	F	0.082	F	0.540	65000	
	Tolliand Traine Lettinated for ET aranel Treatmay					1,0	. ,,	1 70	1070	1 70	•	0.002	•	0.010	00000	
h	From:		ompson Men	norial I												
7	Roanoke County	1.64	33000	Α	78%	1%	1%	1%	18%	1%	С	0.092	Α		34000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	67000	Α	79%	1%	1%	1%	17%	1%	С	0.091	Α	0.511	68000	
th	To: From:	SR 4	119 Electric F	Rd												
<del>Ď</del>	Roanoke County	2.48	37000	Α	80%	1%	1%	1%	16%	1%	С	0.092	Α		38000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	73000	Α	81%	1%	1%	1%	16%	1%	С	0.091	Α	0.507	75000	
	To:		581, US 220													
th	From		I-581		<b>-</b> 0.07			4.57		221						
220	Roanoke County		32000	A	78%	1%	1%	1%	18%	2%	С	0.096	Α		33000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	64000	F	78%	1%	1%	1%	19%	2%	С	0.081	F	0.507	64000	
th	To: From	SR 11	15 Plantation	Rd												
220	Roanoke County	0.84	27000	G	78%	1%	1%	1%	18%	2%	F	0.092	F		27000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	54000	G	78%	1%	1%	1%	19%	2%	F	0.081	F	0.579	55000	
	To:		ourt County I	Line												
th	From:		oke County L					4.57		221	_		_			
[220]	Botetourt County	_	27000	G	78%	1%	1%	1%	18%	2%	F -	0.092	F		27000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	54000	G	78%	1%	1%	1%	19%	2%	F	0.081	F	0.579	55000	
<u>th</u>	To: From:	US 220 Roanoke Ro	d; Alt US 22	20 Clov	erdale Rd											
Ä)	Botetourt County	5.76	21000	G	66%	1%	1%	1%	29%	3%	F	0.070	F		19000	
ソ	Combined Traffic Estimates for 2 Parallel Roadways		42000	G	67%	1%	1%	1%	27%	3%	F	0.071	F	0.565	39000	
	To:		) Brughs Mil		/ -	. , ,		. , •	,5	- / 0	•		-			

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

	Timarya	na intersta	ale Ho	ules			Tru	ıok			K		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	C
orth	Front 11.6	40 Brughs M	GII D.A			ZAXIE	3+Axie	TITAII	ZIIali		i actor		i actor		
1	Botetourt County 5.97	20000	A	66%	1%	1%	1%	29%	3%	F	0.113	Α		19000	
ソ	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	67%	1%	1%	1%	27%	3%	F	0.104	Α	0.539	39000	
		Hwy, South o			. , ,		. , 0		0,70	•	00.		0.000		
th	1011														
ī)	Botetourt County 5.76	20000	Α	66%	1%	1%	1%	29%	3%	С	0.117	Α		19000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000	Α	67%	1%	1%	1%	27%	3%	С	0.109	Α	0.540	37000	
th	Tow Front US 11 Lee	Hwy, South o	of Buch	anan											
<u></u>	Botetourt County 0.61	20000	G	66%	1%	1%	1%	29%	3%	F	0.117	Α		19000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	39000	G	67%	1%	1%	1%	28%	3%	F	0.109	Α	0.540	36000	
	11·	-614 Arcadia	Rd												
h A	Botetourt County 5.49	19000	Α	66%	1%	1%	1%	29%	3%	E	0.119	Α		18000	
[11]	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	67%	1%	1%	1%	27%	3%	F	0.113	F	0.506	36000	
		bridge Count		07 /6	1 /0	1 /0	1 /0	21/0	3 /6	'	0.073	'	0.500	30000	
h		tourt County													
11)	Rockbridge County 1.95	19000	Α	66%	1%	1%	1%	29%	3%	F	0.119	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	39000	Α	67%	1%	1%	1%	27%	3%	F	0.073	F	0.506	36000	
_	To Brown US 11 Lee Hy	wy, South of 1	Natural	Bridge											
h )	Rockbridge County 4.46	19000	G	66%	1%	1%	1%	29%	3%	F	0.07	F		18000	
)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	67%	1%	1%	1%	27%	3%	F	0.072	F	0.533	37000	
	To US 11 Lee Hy														
h A	1011				40/	40/	40/	000/	00/	_	0.440			10000	
)	Rockbridge County 8.36	20000	Α	66%	1%	1%	1%	29%	3%	-	0.118	A	0.500	19000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000	Α	67%	1%	1%	1%	27%	3%	F	0.109	Α	0.502	37000	
h	To Prom: US	60 Midland	Trail												
7	Rockbridge County 3.01	21000	Α	66%	1%	1%	1%	29%	3%	F	0.112	Α		20000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	43000	Α	67%	1%	1%	1%	27%	3%	F	0.104	Α	0.524	40000	
	To Brone I-64	South Interch	hange												
th East 64	Rockbridge County 3.30	23000	Α	70%	1%	1%	1%	25%	2%	F	0.115	Δ		22000	
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	70%	1%	1%	1%	25%	2%	' 	0.113	В	0.506	43000	
		Hwy. North o			1 /0	1/8	1 /0	25/6	2 /0	'	0.11	Ь	0.500	43000	
h East	From: US 11 Lee	Hwy,North o		8											
64)	Rockbridge County 5.57	23000	Α	70%	1%	1%	1%	25%	2%	F	0.114	Α		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	47000	Α	70%	1%	1%	1%	25%	2%	F	0.107	Α	0.552	44000	
th Foot	Too Front 81	-710 Sterret	Rd												
th East 1 64	Rockbridge County 4.49	24000	Α	70%	1%	1%	1%	25%	2%	F	0.113	Α		23000	
1) (64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	70%	1%	1%	1%	25%	2%	F	0.105	Α	0.528	45000	
	Combined Frame Estimates for a raidier redarkays of this reduce.	-										$\overline{}$			

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

	<u>'</u>	Primary ar	id interste	alc 110	uios			Trι	بماد			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Factor	AAWDT	QW
North Foot	From	01.4	606 Raphine	D.d			ZAXIE	3+Axle	Hrall	ZTraii		Factor		Factor		
North East 64	Rockbridge County	0.59	24000	A	70%	1%	1%	1%	25%	2%	С	0.116	Α		23000	Α
(61) (64)	Combined Traffic Estimates for 2 Parallel Roadways on the			A	70%	1%	1%	1%	25%	2%	C	0.106	Α	0.539	45000	Α
	Tec		usta County		7070	1 70		170	2070	270	Ü	0.100	,,	0.000	40000	,,
North East	From:	Rockb	ridge Count	y Line												
(81) (64)	Augusta County	7.44	24000	Α	70%	1%	1%	1%	25%	2%	С	0.116	Α		23000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	48000	Α	70%	1%	1%	1%	25%	2%	С	0.106	Α	0.539	45000	Α
North East	To- From	US 11 Lee .	Jackson Me	morial F	Iwy											
North East 64	Augusta County	4.74	24000	Α	70%	1%	1%	1%	25%	2%	F	0.113	Α		23000	Α
01) (04)	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:		Α	70%	1%	1%	1%	25%	2%	F	0.105	Α	0.536	46000	Α
	To		54 White Hi													
North East	From:				700/	40/	40/	40/	050/	00/	F	0.400			00000	
81 64	Augusta County	2.47	27000	Α	70%	1%	1%	1%	25%	2%	•	0.108	A	0.555	26000	A
	Combined Traffic Estimates for 2 Parallel Roadways on the	ns Route:	54000	Α	70%	1%	1%	1%	25%	2%	F	0.1	Α	0.555	52000	Α
North East	To: From:		SR 262													
(81) (64)	Augusta County	1.31	31000	G	70%	1%	1%	1%	25%	2%	F	0.074	F		28000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	nis Route:	62000	G	70%	1%	1%	1%	25%	2%	F	0.081	F	0.507	57000	G
	Too	I-64 N	North Intercl	hange												
North	Augusta County	1.14	31000	A	74%	1%	1%	1%	21%	2%	_	0.094	Α		31000	Α
81	Combined Traffic Estimates for 2 Parallel Roadways on the				74% 76%	1%		1%	20%	2%		0.094	A	0.506	62000	A
	Combined Trainc Estimates for 2 Parallel Roadways on th			Α	70%	170	1%	176	20%	2%	Г	0.094	А	0.506	62000	А
North	To: From:	US 2:	50 Jefferson	Hwy												
( <del>81</del> )	Augusta County	2.72	30000	Α	74%	1%	1%	1%	21%	2%	F	0.096	Α		30000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	59000	Α	76%	1%	1%	1%	20%	2%	F	0.093	Α	0.519	59000	Α
N I = all-	To- From	SR 262 W	oodrow Wil	lson Pkv	vy											
North 81	Augusta County	2.08	30000	Α	74%	1%	1%	1%	21%	2%	F	0.096	Α		30000	Α
(61)	Combined Traffic Estimates for 2 Parallel Roadways on the			A	76%	1%	1%	1%	20%	2%	F	0.094	Α	0.546	59000	Α
	Tro				7070	1 70		1 70	2070	270	•	0.001	, ,	0.010	00000	,,
North	From		12 Laurel Hi	II Rd												
(81)	Augusta County	7.73	29000	Α	74%	1%	1%	1%	21%	2%	F	0.097	Α		28000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.513	56000	Α
North	To- From	SR 25	6 Weyers Ca	ave Rd												
North 81	Augusta County	1.84	29000	Α	74%	1%	1%	1%	21%	2%	F	0.095	Α		29000	Α
01)	Combined Traffic Estimates for 2 Parallel Roadways on the	-		A	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.548	57000	Α
	To		gham Coun		. 5 / 0	. /0	Ť	. , 0	_5 / 5	_,0	•	0.000		0.0.0	0.000	,,
North	From:	Aug	usta County	Line												
North 81	Rockingham County	2.94	29000	Α	74%	1%	1%	1%	21%	2%	F	0.095	Α		29000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the		57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.548	57000	Α
	To:	SR 257	Friedends C	urch Rd												

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

		Primary ar						т	1 .			17		D:		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Trι	-		QC	_ K	QK	Dir	AAWDT	
							2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
rth	Pookinghom		Friedends C 29000		7/10/	1%	10/	10/	010/	20/	_	0.000	Α		20000	
1)	Rockingham C	•		A	74%		1%	1%	21%	2%		0.098		0.540	29000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.512	57000	
rth	To: From:	SC	L Harrisonb	urg												
1)	City of Harrisonburg	(Maint: 82) 0.50	29000	Α	74%	1%	1%	1%	21%	2%	F	0.098	Α		29000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.512	57000	
		US 1	1, South Ma	nin St												
orth	City of Harrisonburg		29000	Α	74%	1%	1%	1%	21%	2%	С	0.098	Α		29000	
1	Combined Traffic Estimates for 2 Parallel	,		A	74 % 76%	1%	1%	1%	20%	2%	С	0.095	A	0.572	58000	
	Combined Trainc Estimates for 2 Parallel		3 Port Repub		70%	I 70	170	170	20%	2%	C	0.095	A	0.572	36000	
th	From:		Port Republ													
1)	City of Harrisonburg	(Maint: 82) 1.51	28000	Α	74%	1%	1%	1%	21%	2%	F	0.099	Α		28000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.513	56000	
	To	US	33, E Marke	et St												
orth	City of Harrisonburg				740/	1%	10/	10/	010/	00/	_	0.107	^		25000	
1)	City of Harrisonburg	,	26000	A	74%		1%	1%	21%	2%		0.107	A	0.500	25000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	52000	Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.530	50000	
rth	To: From:	NC	L Harrisonb	urg												
1)	Rockingham C	County 2.48	26000	Α	74%	1%	1%	1%	21%	2%	F	0.107	Α		25000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.530	50000	
	To	US 1	1, N Valley	Pike.												
orth	Pookinghom C				74%	1%	10/	1%	21%	2%	_	0.107	Α		25000	
1)	Rockingham C	•	26000	A			1%				Г			0.500		
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	52000	Α	76%	1%	1%	1%	20%	2%	Г	0.1	Α	0.523	50000	
rth	To: From:	US 11, Lee Jackson M	emorial Hwy	y; SR 25	9 Maylan	d Rd										
1	Rockingham C	County 6.12	23000	Α	74%	1%	1%	1%	21%	2%	F	0.113	Α		22000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	76%	1%	1%	1%	20%	2%	F	0.106	Α	0.534	43000	
	Τα		ndoah Count	_												
	From:			tv Line					010/	2%	_	0.113	^		00000	
orth	Ob		ngham Count	_	740/	40/						0.113	Α		22000	
	Shenandoah C	County 0.84	23000	Α	74%	1%	1%	1%	21%		_		``	0.504		
_	Shenandoah C Combined Traffic Estimates for 2 Parallel	County 0.84	23000	_	74% 76%	1% 1%	1% 1%	1% 1%	20%	2%	F	0.106	Α	0.534	43000	
<del></del>		County 0.84 Roadways on this Route:	23000	A A							F		A	0.534		
nth		County 0.84 Roadways on this Route:	23000 45000	A A							F F		A F	0.534		
nth	Combined Traffic Estimates for 2 Parallel  Take Proof  Shenandoah C	County 0.84 Roadways on this Route: US 2 County 0.08	23000 45000 11 Old Cros 21000	A A	76%	1%	1%	1%	20%	2%	F F	0.106	A F F	0.534	43000	
orth	Combined Traffic Estimates for 2 Parallel	County 0.84 Roadways on this Route: US 2 County 0.08 Roadways on this Route:	23000 45000 11 Old Cros 21000 41000	A A SS Rd G G	76% 74%	1%	1%  1%	1%	20%	2%	F F F	0.106	F		43000 21000	
orth	Combined Traffic Estimates for 2 Parallel  Take Front   Shenandoah C   Combined Traffic Estimates for 2 Parallel   Take Front   Front	County 0.84 Roadways on this Route: US 2 County 0.08 Roadways on this Route:	23000 45000 11 Old Cros 21000 41000	A A SS Rd G G ket	76% 74% 76%	1% 1% 1%	1% 1% 1%	1% 1% 1%	20% 21% 20%	2% 2% 2%	F	0.106 0.070 0.071	F F		43000 21000 40000	
nth	Combined Traffic Estimates for 2 Parallel  Take Proof  Shenandoah C	County 0.84 Roadways on this Route: US 2 County 0.08 Roadways on this Route: SC t (Maint: 85) 0.85	23000 45000 11 Old Cros 21000 41000 L New Mari 21000	A A SS Rd G G	76% 74%	1%	1%  1%	1%	20%	2%	F F F	0.106	F		43000 21000	

# 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		3+Axle	_		QC	Factor	QK	Factor	AAWDT	C
rth	From:	NC NC	L New Mar	ket			1	017100	111411	Liian		1 40101		1 40101		
<del>Ď</del>	Shenandoah County	3.27	21000	G	74%	1%	1%	1%	21%	2%	F	0.070	F		21000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	41000	G	76%	1%	1%	1%	20%	2%	F	0.071	F	0.505	40000	
	Too	85-	730 Caverns	Rd												
th A	Shenandoah County	4.42	23000	Α	74%	1%	1%	1%	21%	2%	F	0.114	Α		21000	
1)	Combined Traffic Estimates for 2 Parallel Roadwa			A	76%	1%	1%	1%	20%	2%	, E	0.114	Α	0.561	42000	
	Combined Trainic Estimates for 21 araner riodowa	<u>,                                      </u>			7076	1 /0	1 /0	1 /0	20 /6	2 /6	'	0.103	^	0.501	42000	
th	Front		92 Conicvil	le Rd												_
	Shenandoah County	3.93	23000	Α	74%	1%	1%	1%	21%	2%	F	0.111	Α		22000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	46000	Α	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.506	43000	
:h	To: From:	85-614	4 South Mid	dle Rd												_
Ť	Shenandoah County	1.72	23000	Α	74%	1%	1%	1%	21%	2%	F	0.112	Α		22000	
9	Combined Traffic Estimates for 2 Parallel Roadwa	avs on this Route:		Α	76%	1%	1%	1%	20%	2%	F	0.104	Α	0.562	43000	
	To		5 Stoney Cro	aal: Dd												
th	Fron:		-		7.40/	40/		40/	040/	00/	_	0.444			00000	
IJ	Shenandoah County	3.72	23000	Α	74%	1%	1%	1%	21%	2%	-	0.111	A	0.574	22000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	46000	Α	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.574	43000	
th	To: Fron:	SC	CL Woodsto	ck												
n)	Town of Woodstock (Maint:	: 85) 0.38	23000	Α	74%	1%	1%	1%	21%	2%	F	0.111	Α		22000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	46000	Α	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.574	43000	
11 <u>.</u>	To: From	SR ·	42 Reservoir	r Rd												
th	Town of Woodstock (Maint:	: 85) 1.41	24000	G	74%	1%	1%	1%	21%	2%	F	0.071	F		23000	
<i>y</i>	Combined Traffic Estimates for 2 Parallel Roadwa	,		G	76%	1%	1%	1%	20%	2%	F	0.069	F	0.51	47000	
	To				7070	1 /0		1 70	2070	270	•	0.000		0.01	47000	
th	From:		CL Woodsto								_		_			
1)	Shenandoah County	6.68	24000	G	74%	1%	1%	1%	21%	2%	F	0.071	F		23000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	49000	G	76%	1%	1%	1%	20%	2%	F	0.069	F	0.51	47000	
th	To: From:	85-65	1 Mount Oli	ive Rd												_
1)	Shenandoah County	5.15	26000	Α	74%	1%	1%	1%	21%	2%	F	0.106	Α		25000	
.)	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	51000	Α	76%	1%	1%	1%	20%	2%	F	0.097	Α	0.572	49000	
	Tec	SR 55	John Marsha	all Hwy												
th	Chananda h Caustu				740/	10/	10/	10/	010/	00/	_	0.405	^		07000	
ī)	Shenandoah County	1.75	27000	В	74%	1%	1%	1%	21%	2%	F	0.105	A	0.505	27000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Houte:	54000	В	76%	1%	1%	1%	20%	2%	F	0.098	Α	0.585	52000	
th	To: From:		US 11													
1)	Shenandoah County	0.48	31000	Α	74%	1%	1%	1%	21%	2%	F	0.099	Α		30000	
/	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	60000	Α	76%	1%	1%	1%	20%	2%	F	0.094	Α	0.588	58000	
	To:	Frederick Co	ounty Mainte	enance E	Break											

# 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		2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
North	From	Shenandoah C								4						
81)	Shenandoah County	,	31000	Α	74%	1%	1%	1%	21%	2%	F	0.099	Α		30000	F
$\smile$	Combined Traffic Estimates for 2 Parallel			Α	76%	1%	1%	1%	20%	2%	F	0.094	Α	0.588	58000	1
l. al.	To:		rren County													
North 81	Warren County (N		ndoah Coun 31000	A A	74%	1%	1%	1%	21%	2%	F	0.099	Α		30000	
81)	Combined Traffic Estimates for 2 Parallel	•		Ā	76%	1%	1%	1%	20%	2%	' 	0.094	Α	0.588	58000	
	Combined Trainc Estimates for 2 Parallel	-	ederick Cou			1 70	1 70	1 70	20%	270	Г	0.094	А	0.566	36000	
orth	From:		Varren Cour													
81)	Frederick Co		27000	Α	79%	1%	1%	1%	17%	2%	F	0.094	Α		28000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	Α	79%	1%	1%	1%	17%	2%	F	0.094	Α	0.504	54000	
orth	T <sub>cc</sub> From:	34-0	627 Reliance	e Rd												
B1)	Frederick Co	untv 4.54	29000	Α	79%	1%	1%	1%	17%	2%	F	0.093	Α		29000	
31)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	Α	79%	1%	1%	1%	17%	2%	F	0.094	Α	0.505	56000	
	Te		L Stephens	City												
orth 81	Town of Stephens Cit		29000	A	79%	1%	1%	1%	17%	2%	E	0.093	Α		29000	
31)	Combined Traffic Estimates for 2 Parallel	• • •		A	79%	1%	1%	1%	17%	2%	, E	0.094	Α	0.505	56000	
	Combined Traine Estimates for 2 Faraner					1 /0	1 /0	1 /0	17 /0	2/0	'	0.034	^	0.505	30000	
orth	To: From:	SR 277 Fairfa	x Pike; NCL	. Stephe	ns City											
31)	Frederick Co	unty 3.05	31000	Α	79%	1%	1%	1%	17%	2%	F	0.091	Α		31000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	59000	Α	79%	1%	1%	1%	17%	2%	F	0.093	Α	0.508	60000	
orth			SR 37				$\Box$ $\vdash$									_
31)	Frederick Co	unty 3.66	26000	Α	79%	1%	1%	1%	17%	2%	F	0.091	Α		27000	
31)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	79%	1%	1%	1%	17%	2%	F	0.091	Α	0.515	53000	
	Tœ	US 17. U	US 50 Millw	ood Av	e											
orth	Frederick Co		36000	F	79%	1%	1%	1%	17%	2%	С	0.093	В		37000	
31	Combined Traffic Estimates for 2 Parallel	,		F	79%	1%	1%	1%	17%	2%	С	0.038	В	0.542	72000	
	Combined Traine Estimates for 21 arailer				1376	1 /0	1 /0	1 /0	17 /0	2 /0	O	0.000	Ь	0.542	72000	
orth	To: From:	So	CL Winches	ter												
81)	City of Winchester	(Maint: 34) 0.07	36000	F	79%	1%	1%	1%	17%	2%	С	0.093	В		37000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	70000	F	79%	1%	1%	1%	17%	2%	С	0.088	В	0.542	72000	
	To:	No	CL Winches	ster			$\rightarrow$									
orth 31	Frederick Co	unty 0.09	36000	F	79%	1%	1%	1%	17%	2%	С	0.093	В		37000	
51)	Combined Traffic Estimates for 2 Parallel	•		F	79%	1%	1%	1%	17%	2%	C	0.088	В	0.542	72000	
	Tree		7 Berryville		. 570	. , •		. , •	,5							
orth	From				=0.01						_	2 2 2 5		-		
81)	Frederick Co	,	32000	G	79%	1%	1%	1%	17%	2%	F	0.085	F		32000	
~	Combined Traffic Estimates for 2 Parallel			G	79%	1%	1%	1%	17%	2%	F	0.08	F	0.529	65000	
	To:	US 11	Martinsbu	rg Pike												

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

Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Trι 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
lorth	Fron	us 11	Martinsbur	rg Pike			ZAXIC	OTANIC	THAI	ZIIdii		1 actor		1 actor		
81)	Frederick Co	ounty 3.14	27000	В	74%	1%	1%	1%	22%	2%	F	0.101	Α		28000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	В	74%	1%	1%	1%	21%	2%	F	0.090	Α	0.527	55000	В
- 46		34-6	572 Hopewe	ıll Rd												
lorth 81)	Frederick Co	ounty 2.55	27000	Α	74%	1%	1%	1%	22%	2%	С	0.103	Α		27000	Α
51)	Combined Traffic Estimates for 2 Parallel	•		Α	74%	1%	1%	1%	21%	2%	C	0.092	Α	0.536	55000	Α
		·	9 Rest Chur													
orth	Frederick Co	1.	24000	A	74%	1%	1%	1%	22%	2%	F	0.101	Α		25000	A
31)	Combined Traffic Estimates for 2 Parallel	,		A	74 % 74%	1%	1%	1%	21%	2%	, E	0.101	A	0.537	51000	F
	To To Tallie Traile To Tallies To Tallies		Virginia Sta		7470	1 /0		1 /0	21/0	2/0	'	0.033	^	0.557	31000	,
orth	From		th to Welcon		er											
Bristol Welcome Center	washington C		660	N	96%	1%	1%	0%	1%	0%	Ν	0.17	Α		570	1
<i></i>	То		ome Center													
orth Bristol Welcome Center	r Washington C		ome Center 1	Parking :	Lot 96%	1%	1%	0%	1%	0%	С	0.17	Α		570	,
Bristol Welcome Center	washington		from Welco			1 /0	1 /0	0 /6	1 /0	0 /6	C	0.17	^		370	,
orth	Fron	п	I-81 North													
Ramp I-81 N Exit 1	City of Bristol (N	Maint: 95) 0.27	1900	G								0.105	F		1900	(
,,,	Te		58 W, US 42	21 W												
orth	Fron	n	I-81 North													
Ramp I-81 N Exit 3 to I-	381 S City of Bristol (M	Maint: 95) 0.30	780	G	96%	0%	1%	0%	2%	0%	F	0.116	F		840	(
	To	oc.	I-381 South	1												
orth	From		I-81 North										_		4.400	
Ramp I-81 N Exit 5 to U	JS 11, US 19 City of Bristol (M		<b>4400</b> US 11, US 1	G								0.104	F		4400	(
s utla	Fron		I-81 North													
orth 31 Ramp I-81 N Exit 7 to C	Old Airport Rd City of Bristol (M	Maint: 95) 0.21	6800	G								0.087	F		6800	(
	To		Old Airport F													
orth	Fron	n:	I-81 North													
Ramp I-81 N Exit 10 to	F-310 Washington C	County 0.12	2800	G								0.104	F		2800	(
<i></i>	То	FR-	-310 Exit 10	) Rd												
orth	From		I-81 North										_			
Ramp I-81 N Exit 10 to	95-611 Washington C		1700	G								0.109	F		1700	(
	10	95-61	1 Spring Cre													
orth 31 Abingdon Truck-Only Ro	est Area Washington C	"L Countv 0.08	I-81 North	G								0.083	F		820	(
Abingdon Truck-Only Ro	Tr. Tr. Tr.		est Area Par		:							0.000	'		020	
orth	From	Exit Re	est Area Parl													
Abingdon Truck-Only Ro	_		760	N								0.083	F		820	١
~	Та	31	I-81 North													

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

Route	Jurisdiction	Longth	AADT	ΟΛ	4Tiro	Ruc		Trι	ıck		QC	K	QK	Dir	AAWDT	
	Junsaiction	Length		QA	41116	Dus	2Axle	e 3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
North   Ramp I-81 N Exit 14 to SR-140; 95-647	Washington County	0.17	I-81 North <b>5200</b>	G								0.105	F		5200	G
81 Ramp I-81 N Exit 14 to SR-140; 95-647	To:		Old Jonesbo									0.100	•		3200	u
North	From		I-81 North													
(81) Ramp I-81 N Exit 17 to SR-75	Washington County	0.12	4600	G	78%	1%	1%	1%	19%	1%	F	0.101	F		4700	G
$\smile$	To:	SR 75 Cumm	ings St; Gree	en Sprin	g Rd											
North	From:		I-81 North	_								0.007			0700	
81 Ramp I-81 N Exit 19 to US 11, US 58	Washington County	0.25	<b>6700</b> JS 11, US 58	G								0.097	F		6700	G
North	From		I-81 North	,												
81) Ramp I-81 N Exit 22 to 95-704	Washington County	0.32	1700	G	85%	1%	1%	1%	14%	0%	F	0.084	F		1800	G
<u> </u>	To:		04 Enterprise	e Rd												
North	From:		I-81 North													
81 Ramp I-81 N Exit 24 to SR-80	Washington County	0.22	960	G								0.137	F		1000	G
~	10.		Glennbrook	Ave												
North 81) Ramp I-81 N Exit 26 to 95-737	Washington County	0.12	I-81 North 1200	G								0.137	F		1300	G
81) Hamp 1 01 14 Exit 20 to 33 707	To:		737 College									0.107	•		1000	G
North	From		I-81 North													
81) Ramp I-81 N Exit 29 to SR 91	Washington County	0.14	3600	G								0.102	F		3800	G
<u> </u>	To:		SR 91													
North	From:		I-81 North	_								0.455	_		700	
81 Ramp I-81 N Exit 32 to US 11	Washington County	0.12	740 11 Lee Highy	G								0.155	F		780	G
North	From		I-81 North	way												_
81) Ramp I-81 N Exit 35 to SR 107	Town of Chilhowie (Maint: 86		2500	G								0.106	F		2600	G
	To:	SR 10	7 White Top	Ave												
North	From:		I-81 North													
81) Ramp I-81 N Exit 39 to US 11	Smyth County	0.12	1100	G								0.104	F		1100	G
<u> </u>	10:		11 Lee Highy	way												
North 81 Ramp I-81 N Exit 44 to US 11	Smyth County	0.32	I-81 North 1400	G								0.111	F		1500	G
81) Hamp 1 01 14 Exit 44 to 00 11	To:		11 Lee Highy									0.111	•		1300	G
North	From:		I-81 North	-			Ī									
81) Ramp I-81 N Exit 45 to SR 16	Town of Marion (Maint: 86)	0.15	2100	G								0.122	F		2100	G
$\smile$	То	SR 16	6 S Commerc	ce St												
North	From:		I-81 North	_								0.404	_		1000	
81 Ramp I-81 N Exit 47 to FR-10	Smyth County	0.12	1700 Rifton Dr	G								0.131	F		1800	G
North	From:															
North 81) Ramp I-81 N Exit 50 to 86-622	Smyth County	0.15	I-81 North	G								0.136	F		1500	G
(1) Samp 1 2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	To		2 Nicks Cree										-			_

# 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	AAWDT	QW
North Ramp I-81 N Exit 54 to 86-683	Smyth County	0.16	81 North  890 G				OTTIALO	TTTUII	ZHuii		0.107	F	890	G
North 81 Ramp I-81 N Exit 60 to SR 90	Front Wythe County	0.12	81 North  830 G								0.097	F	830	G
North 81 Rural Retreat Rest Area	From: Wythe County	I-81 No. 0.02	90 Main St rth to Rest Area 740 N	97%	0%	1%	0%	1%	0%	N	0.130	F	740	N
North Rural Retreat Rest Area	Wythe County	Exit Rest 0.02	Area Parking Lo Area Parking Lo 740 G h from Rest Area	97%	0%	1%	0%	1%	0%	С	0.130	F	740	G
North Ramp I-81 N Exit 67 to US 11	Wythe County	0.11	81 North  800 G  W Lee Highway								0.135	F	800	G
North Ramp I-81 N Exit 70 to US 21; US 58	Town of Wytheville (Maint: 9	8) 0.19	I-81 N G 2300 G 21; US 58								0.091	F	2300	G
North Ramp From I-81 N Exit 72 to I-77 N at Exit 40	Town of Wytheville (Maint: 9	8) 0.54	81 North <b>2600 G</b> 77 North	76%	1%	1%	1%	21%	2%	F	0.09	F	2300	G
North Ramp I-81 N Exit 73 to US 11	Town of Wytheville (Maint: 9		81 North  1300 G  US 11								0.092	F	1300	G
North Ramp I-81 N Exit 77 to FR 42; FR 326	From: Wythe County Τα	0.09	81 North <b>4400 G</b> 2 and FR 326								0.083	F	4400	G
North Ramp I-81 N Exit 80 to US-52; SR 121	Wythe County	0.12	81 North <b>3100 G</b> 52; SR 121								0.093	F	3100	G
North Ramp	Wythe County	0.14	81 North  1800 G  Tajor Grahams Re	d							0.082	F	1800	G
North Ramp	Wythe County	0.11	81 North 510 G Reed Creek Dr								0.096	F	510	G
North Ramp I-81 N Exit 89A to SR 100 S	Pulaski County	0.21	81 North <b>210 G</b> S, Wysor Hwy								0.128	F	210	G
North (81) (11) Ramp I-81 N Exit 89B to US 11 N	Pulaski County	0.15	81 North <b>380 G</b> N, Lee Highway								0.141	F	380	G

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

		Fillidiy did ililerstate noutes		Truck		K		Dir	
Route	Jurisdiction	Length AADT QA 4Tire I		xle 3+Axle 1Trail 2Trail	QC Fa	n actor	()K	Dir actor AAWDT	ΓQW
North	From:	I-81 North		Alo officio filan Effan		40101	•	40101	
(81) Ramp I-81 N Exit 92 to FR 47; FR 327	Pulaski County	0.15 <b>420 G</b>		_	0.	.124	F	420	G
$\overline{}$	Tα:	FR 47; FR 327							
North	From:	I-81 North							
(81) Ramp I-81 N Exit 94A to FR 47	Pulaski County	0.10 <b>360 G</b>			0.	.110	F	360	G
	To:	FR 47 Kirby Rd							
North	From:	I-81 North							
(81) Ramp I-81 N Exit 94B to SR 99	Pulaski County	0.15 <b>980 G</b>		_	0.	.114	F	980	G
	To:	SR 99 Count Pulaski Dr							
North	Fronc	I-81 North							
(81) (100) Ramp I-81 N Exit 98 to SR 100 N	Pulaski County	0.21 <b>3600 G</b>		_	0.	.095	F	3600	G
	To:	SR 100							
North	From:	I-81 North							
(81) Ramp I-81 N Exit 101 to 77-660	Pulaski County	0.20 <b>1300 G</b>		-	0	0.09	F	1300	G
$\overline{}$	To:	77-660 State Park Rd							
North	From:	I-81 North							
(81) Radford Rest Area	Montgomery County	0.04 <b>1500 G</b>		-	ı	NA		1600	G
N. II	To:	Enter Rest Area Parking Lot							
North (81) Radford Rest Area	Montgomery County	Exit Rest Area Parking Lot 0.06 1500 N			0	.133	F	1600	N
81 Radford Rest Area	Tx.	I-81 North		1	0.	.133	Г	1600	IN
N. d	Front								
North  (81) Ramp I-81 N Exit 101 to SR 177	Montgomery County	I-81 North 0.18 <b>2500 G</b>			0	.093	F	2500	G
81 Ramp I-81 N Exit 101 to SR 177	Tax	SR 177 Tyler Rd		1	0.	.093	'	2300	G
N. d	Front								
North (81) Ramp I-81 N Exit 101 to SR 8	Town of Christiansburg (Maint: 60)	I-81 North 0.10 <b>2500 G</b>			0	.105	F	2500	G
(8) Hampi-of N Exit for to Sit o	Town of Offistiansburg (Maint: 00)	SR 8 W Main St			0.	.105	'	2300	а
NI- al-	From								
North 81 Ramp	Town of Christiansburg (Maint: 60)	I-81 North Exit 118 Collector Rd  0.23 <b>990 G</b>			0	.162	F	1100	G
81) Hamp	To:	Parkway Drive			0.	.102	'	1100	a
North	From	I-81 North Exit 118 Collector Rd							
North 81 Ramp	Town of Christiansburg (Maint: 60)	0.18 <b>3500 G</b>			0	.185	F	3500	G
81) rump	To:	US 460 West			0.	.100	•	0000	ď
North	From	I-81 North Exit 118 Collector Rd							
North $(81)$ $(460)$ Ramp	Town of Christiansburg (Maint: 60)	0.29 <b>7400 G</b>		Į	0	.073	F	7400	G
(400)	To:	US 11 Roanoke St			0.	.5,0	•	7 400	G
North	From	I-81 North							
(81) I-81 North Collector Rd	Town of Christiansburg (Maint: 60)	0.33 <b>8500 G</b>			n	.096	F	9200	G
(81) 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	To To	I-81 North Exit 118A Ramp			0.	.500	•	3200	<u>~</u>
North	From	Ramp from US 11 South							
(81) I-81 North Collector Rd	Town of Christiansburg (Maint: 60)	0.36 <b>7300 G</b>	·		I	NA		7900	G
$\smile$	To	I-81 North							

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trai		QK Dir Factor	AAWDT	QW
North (81) Ramp I-81 N Exit 128 to 60-603	Montgomery County	I-81 North 0.14 <b>950 G</b>		0.104	F	950	G
North	From: Montgomery County	60-603 Northfork Rd  I-81 North  0.03 <b>1200 G</b>		0.101	F	1300	G
North   Rest Area	Tox From: Montgomery County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.03 1200 N		0.101	F	1300	N
North (81) Ramp	From: Roanoke County	I-81 North  I-81 North  0.17 <b>690 G</b>		0.116	F	690	G
North	To:	80-647 Dow Hollow Rd  I-81 North		0.110			
Ramp	Roanoke County	0.23 <b>2400 G</b> SR 112 Wildwood Rd		0.098	F	2400	G
North Ramp	Roanoke County	I-81 North 0.17 <b>2400 G</b> SR 311 Thompson Memorial Dr		0.125	F	2400	G
North 81 Ramp	Roanoke County	I-81 North 0.20 <b>2500 G</b> SR 419 Electric Rd		0.102	F	2500	G
North Ramp	Roanoke County	I-81 North  0.15 <b>6000 G</b> 93% 1%  SR 115 Plantation Rd	1% 1% 5% 0%	C 0.126	F	6000	G
North Scale Ramp	Botetourt County	I-81 North 0.46 <b>5900 G</b> I-81 North		0.063	F	5900	G
North Ramp I-81 N Exit 150A to ALT SR 220	Botetourt County	I-81 North 0.14 <b>3300 G</b> ALT SR 220 Cloverdale Rd		0.09	F	3300	G
North (81) (220) Ramp I-81 N Exit 150B to US 11	Botetourt County	I-81 North 0.18 <b>6800 G</b> US 11 Lee Highway		0.141	F	6800	G
North Ramp I-81 N Exit 156 to 11-640	Botetourt County	I-81 North 0.19 <b>1300 G</b> 11-640 Brughs Mill Rd		0.152	F	1400	G
North Ramp I-81 N Exit 162 to US 11	Botetourt County	I-81 North 0.11 <b>1200 G</b> US 11 Lee Highway		0.129	F	1200	G
North (81) Ramp I-81 N Exit 168 to 11-614	Botetourt County	I-81 North 0.14 <b>680 G</b>		0.111	F	680	G

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

Route	Jurisdiction	Length <b>AADT</b>	QA 4	Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK F	Dir actor A	AWDT	QW
North (81) (11) Ramp I-81 N Exit 175 to US 11	Rockbridge County	I-81 North 0.14 <b>850</b> US 11 S Lee High	<b>G</b>						0.101	F		850	G
North Ramp I-81 N Exit 180 to US 11	Rockbridge County	I-81 North 0.18 <b>520</b> US 11 S Lee High	G						0.113	F		540	G
North Ramp I-81 N Exit 188A to US 60 E	Rockbridge County	I-81 North 0.24 <b>960</b> US 60 E, Midland	G						0.107	F		960	G
North 81 Ramp I-81 N Exit 188B to US 60 W	Rockbridge County	I-81 North 0.21 <b>970</b> US 60 W. Midland	G						0.101	F		970	G
North Ramp From I-81 N Exit 191 to I-64 W at Exit 56	Rockbridge County	I-81 North 0.37 <b>2600</b> I-64 West		75%	1%	1% 1% 22%	0%	F	0.101	F		2500	G
North 81 Ramp I-81 N Exit 195A to US 11 S	Rockbridge County	I-81 North 0.23 <b>1500</b> US 11 N Lee High	<b>G</b> way						0.122	F		1500	G
North Ramp I-81 N Exit 200 to 81-710	Rockbridge County	I-81 North 0.18 <b>880</b> 81-710 Sterrett F	<b>G</b>						0.089	F		880	G
North Ramp I-81 N Exit 205 to 81-606	Rockbridge County	I-81 North 0.13 <b>2900</b> 81-606 Raphine R	<b>G</b>						0.072	F		2900	G
North 81 Ramp I-81 N Exit 213 to US 11	Augusta County	I-81 North 0.17 1300 US 11 Lee Jackson	<b>G</b> Hwy						0.089	F		1300	G
North (81) Ramp I-81 N Exit 217 to 07-654	Augusta County	I-81 North 0.22 <b>620</b> 07-654 White Hill	G						0.095	F		620	G
North 81 Ramp I-81 N Exit 222 to US 250	Augusta County	I-81 North 0.18 <b>5600</b> I-81 North Exit 222B to U	G	est					0.102	F		5600	G
North 81 Ramp I-81 N Exit 225 to SR 275	Augusta County	I-81 North 0.28 <b>3200</b> SR 275	G						0.100	F		3200	G
North Ramp I-81 N Exit 227 to 07-612	Augusta County	I-81 North 0.18 <b>3700</b> I-81 North Exit 227B To 0	<b>G</b> 7-612 We	est					0.107	F		3700	G
North 81 Mt. Sydney Rest Area	Augusta County	I-81 North to Rest 0.11 <b>2100</b> Enter Rest Area Park	Area <b>G</b> 6	63%	2%		1%	С	0.098	F		2100	G

4/15/2020

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

		,	THE TSTATE THE				Tru	ıck			K		Dir		
Route	Jurisdiction	Length 1	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		Area Parking Lot												
(81) Mt. Sydney Rest Area	Augusta County		2100 N	63%	2%	2%	1%	31%	1%	Ν	0.098	F		2100	N
	To:		n from Rest Area												
North	From:		81 North								0.100	_		0000	_
81 Ramp I-81 N Exit 235 to SR 256	Augusta County		2200 G Veyers Cave Rd								0.109	F		2200	G
N	From														
North (81) Ramp I-81 N Exit 240 to SR 257	Rockingham County		81 North <b>3100 A</b>	91%	1%	1%	1%	6%	0%	С	0.120	Α		3400	Α
(81)	To:		Friedens Ch Rd	0.70	. 70		. , ,	0,0	0,0		020			0.00	
North	From:		81 North												
81) Ramp I-81 N Exit 243	Rockingham County		3600 G								0.089	F		3600	G
	To:	Ramps I-81 S243A;	I-81 243A Ramp	to US 11											
North	From		81 North												
(81) Ramp	City of Harrisonburg (Main		4200 G								0.106	F		4200	G
	То:		Republic Rd												
North	City of Harrisonhura (Mair		81 North								0.1	F		E000	C
Ramp	City of Harrisonburg (Main		<b>5000 G</b> E, E Market St								0.1	г		5000	G
North	From:		81 North			<u> </u>									
North (81) Ramp	City of Harrisonburg (Main		2800 G								0.102	F		2800	G
(I)	To:		V, E Market St									•			-
North	From		81 North												
(81) Ramp	Rockingham County	0.38	2300 G								0.117	F		2300	G
$\overline{}$	To:	Ramps I-81 S251A;	I-81 251A Ramp	to US 11											
North	From:		81 North												
(81) Ramp I-81 N Exit 257 to US 11	Rockingham County		3700 G								0.139	F		3700	G
	To:		Valley Pike												
North (81) New Market Rest Area	Rockingham County		th to Rest Area								0.082	F		1100	N
New Market Rest Area	To:		Area Parking Lot								0.002	•		1100	IN
North	From		Area Parking Lot												
(81) New Market Rest Area	Rockingham County		1100 G								0.082	F		1100	G
<u> </u>	To:	I-81 North	n from Rest Area												
North	From		81 North							-	0.405	_		0400	
81 Ramp I-81 N Exit 264 to US 211	Shenandoah County		2100 G W Old Cross Rd								0.125	F		2100	G
Newste	From														
North (81) Ramp I-81 N Exit 269 to 85-730	Shenandoah County		81 North 1100 G								0.135	F		1100	G
01) Trainp 1 01 14 Exit 200 to 00 700	To		Caverns Rd								0.100	•		1100	J
North	From		81 North												
81) Ramp I-81 N Exit 273 to SR 292	Shenandoah County		2200 G								0.075	F		2200	G
	To:	SR 292	Conicville Rd												

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

Route	Jurisdiction	Length AADT OA /Tire Rue	Truck	AAWDT QW
North Ramp I-81 N Exit 277 to 85-614	Shenandoah County	I-81 N 0.18 <b>340 A</b> 85-614 South Middle Rd	0.195 A	360 A
North Ramp I-81 N Exit 279 to SR 185	Shenandoah County	I-81 North  0.24 <b>980 G</b> SR 185 Stoney Creek Blvd	0.101 F	980 G
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	0.111 A	2900 A
North Ramp I-81 N Exit 291 to 85-651	Shenandoah County	I-81 North  0.20 <b>2200 G</b> 85-651 Mount Olive Road	0.086 F	2200 G
North Ramp I-81 N Exit 296 to SR 55	Shenandoah County	I-81 North 0.13 <b>960 G</b> SR 55 John Marshall Hwy	0.101 F	960 G
North Ramp I-81 N Exit 298 to US 11	Shenandoah County	I-81 North 0.15 <b>1400 G</b> US 11 Old Valley Pike		1400 G
North Ramp I-81 N Exit 302 to 34-627	Frederick County	I-81 North 0.12 <b>1600 G</b> 34-627 Reliance Rd	0.117 F	1600 G
North   Scale Ramp	Frederick County	I-81 North to Scales  0.34 5300 G  South End of Scales	0.064 F	5300 G
North 81 Scale Ramp	Frederick County	North End of Scales  0.22 5300 G  I-81 North from Scales	0.064 F	5300 G
North Ramp I-81 N Exit 307 to SR 277	Frederick County	I-81 North 0.24 <b>3100 G</b> SR 277 Fairfax Pike	0.099 F	3100 G
North Ramp I-81 N Exit 310 to SR 37	Frederick County	I-81 North  0.17 <b>8400 G</b> 87% 1%  SR 37 Winchester Bypass		8400 G
North 81 Ramp I-81 N Exit 313 to US 50	Frederick County	I-81 North 0.17 <b>6100 G</b> I-81 North Exit 313B Ramp	0.106 F	6100 G
North Ramp I-81 N Exit 313 to US 50 W	Frederick County	Ramp I-81 N313A 0.09 NA US 50 W, Millwood Pike	NA NA	NA
North Ramp I-81 N Exit 315 to SR 7	Frederick County	I-81 North  0.14 11000 G  I-81 North Ext 315B Ramp	0.082 F	11000 G

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

				iu iiileisia					Tru	ıck			K		Dir		
Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
orth		From:		I-81 N													
Ramp I-81 N Ex	kit 315 to SR 7	Frederick County	0.08	NA									NA			NA	
		100		SR 7 ?													
$\frac{\text{lorth}}{81}$ Ramp I-81 N Ex	vit 917 to US 11	Frederick County	0.16	I-81 North 9800	G								0.085	F		9800	G
Namp 1-01 N Ex	(17 10 03 11	To:		Martinsbur									0.005	•		3000	
orth		From		I-81 North				i									
Ramp I-81 N Ex	kit 321 to 34-672	Frederick County	0.20	1300	G								0.101	F		1300	C
		To:	34-6	72 Hopewel	l Rd												
rth		From:		I-81 North													
1) Ramp I-81 N Ex	kit 323 to 34-669	Frederick County	0.15	4100	G	70%	1%	2%	1%	25%	0%	С	0.111	F		4100	(
		100		9 Rest Chur													
uth		Washington County		22000	Line A	80%	1%	1%	1%	17%	1%	С	0.103	Α		22000	
1	Combined Traffic I	Estimates for 2 Parallel Road			G	79%	1%	1%	1%	18%	1%	С	0.103	Α	0.509	44000	,
	Combined Traine	To:				7070	1 70	- 70	170	1070	1 /0	Ü	0.000	,,	0.000	44000	
uth		From:		SCL Bristol								_					
1)	0 11 17 11	City of Bristol (Maint: 9		22000	Α	80%	1%	1%	1%	17%	1%	С	0.103	Α		22000	
	Combined Traffic I	Estimates for 2 Parallel Road	lways on this Route:	45000	G	79%	1%	1%	1%	18%	1%	С	0.095	Α	0.509	44000	•
uth		To: From:	US 58, U	S 421 Gate	City Hw	у											
1) (58)		City of Bristol (Maint: 9	95) 3.58	22000	Α	80%	1%	1%	1%	17%	1%	F	0.102	Α		22000	
	Combined Traffic I	Estimates for 2 Parallel Road	lways on this Route:	44000	Α	79%	1%	1%	1%	18%	1%	F	0.094	Α	0.593	44000	
ıth		To: From:		I-381													
uth 1) (58)		City of Bristol (Maint: 9	95) 1.25	31000	G	80%	1%	1%	1%	17%	1%	F	0.082	F		30000	(
9	Combined Traffic I	Estimates for 2 Parallel Road	•	62000	G	79%	1%	1%	1%	18%	1%	F	0.083	F	0.563	61000	(
		To	·	JS 11, US 1	9												
uth		City of Bristol (Maint: 9		27000	Α	80%	1%	1%	1%	17%	1%	F	0.099	Α		27000	
1) [58]	Combined Traffic I	Estimates for 2 Parallel Road			A	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.540	56000	
	Combined Traine I	To:				7070	1 70	- 70	170	1070	170	•	0.002		0.010	00000	
uth ~~		From:		ld Airport R		222				.=			0.404				
1) [58]	O 1: 17 "	City of Bristol (Maint: 9	,	25000	Α	80%	1%	1%	1%	17%	1%	F	0.101	A	0.507	26000	
	Combined Traffic I	Estimates for 2 Parallel Road			Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.527	51000	
ith		To: From:		NCL Bristol													
1) (58)		Washington County	3.79	25000	Α	80%	1%	1%	1%	17%	1%	F	0.101	Α		26000	
	Combined Traffic I	Estimates for 2 Parallel Road	lways on this Route:	50000	Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.527	51000	
uth		To: From:		FR-310													
uth 1 (58)		Washington County	1.29	24000	Α	81%	1%	1%	1%	16%	1%	F	0.102	Α		25000	
	Combined Traffic I	Estimates for 2 Parallel Road		49000	A	79%	1%	1%	1%	17%	1%	F	0.094	Α	0.586	50000	,
		To:	•	Spring Cre													

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

		Primary an														
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	. G
							2Axle	3+Axle	1Trail	2Trail		Factor	Δ	Factor	,	
South	Front		Spring Cre		2121	4.57			400/		_		_			
<u>81)</u> {58}	Washington Coun	•	26000	G	81%	1%	1%	1%	16%	1%	-	0.085	F		27000	(
<b>~ ~</b>	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	51000	G	79%	1%	1%	1%	17%	1%	F	0.085	F	0.504	52000	(
South	To: From:	SR 14	40 Jonesbor	o Rd												
81) (58)	Washington Coun	ty 1.40	23000	Α	81%	1%	1%	1%	16%	1%	С	0.103	Α		24000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	47000	Α	79%	1%	1%	1%	17%	1%	С	0.093	Α	0.534	48000	
	To	Si	CL Abingdo	n												
outh	From				040/	40/	40/	40/	100/	40/	_	0.400			0.4000	
81) [58]	Town of Abingdon (Mai	,	23000	Α	81%	1%	1%	1%	16%	1%	С	0.103	A	0.504	24000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	47000	Α	79%	1%	1%	1%	17%	1%	С	0.093	Α	0.534	48000	
outh	To: From:	SR 7	5 Cumming	s St												
81) (58)	Town of Abingdon (Mai	int: 95) 0.79	24000	G	81%	1%	1%	1%	16%	1%	F	0.08	F		25000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	47000	G	79%	1%	1%	1%	17%	1%	F	0.081	F	0.521	48000	
	To	N	CL Abingdo	n			—									
outh	From:				040/	40/		40/	100/	40/	_	0.00	_		05000	
31)	Washington Coun	•	24000	G	81%	1%	1%	1%	16%	1%	F	0.08	F		25000	
	Combined Traffic Estimates for Parallel Roa	adways on this Route:	NA									NA			NA	
outh	To: From:	US 11	, US 58 Lee	Hwy												
31)	Washington Coun	ty 2.59	20000	Α	81%	1%	1%	1%	16%	1%	F	0.102	Α		20000	
3.)	Combined Traffic Estimates for 2 Parallel Roa		40000	Α	79%	1%	1%	1%	17%	1%	F	0.094	Α	0.562	41000	
	To	05.70	04 Enterprise	a D.d			—									
outh	From:				040/	40/	40/	40/	100/	40/	_	0.070	_		40000	
81)	Washington Coun	•	19000	G	81%	1%	1%	1%	16%	1%	-	0.079	F	0 = 40	19000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	37000	G	79%	1%	1%	1%	17%	1%	F	0.076	F	0.542	38000	
outh	To: From:	SR 80	) Glenbrook	Ave												
81)	Washington Coun	ty 1.47	19000	G	81%	1%	1%	1%	16%	1%	F	0.08	F		19000	
2./																
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	37000	G	79%	1%	1%	1%	17%	1%	F	0.075	F	0.556	38000	
	Combined Traffic Estimates for 2 Parallel Roa				79%	1%	1%	1%	17%	1%	F	0.075	F	0.556	38000	
	Too Front	95-	737 College	Dr							F 		F 	0.556		
	To From Washington Coun	95- ety 2.94	737 College 18000	Dr <b>G</b>	81%	1%	1%	1%	16%	1%	F	0.077	F		18000	
	Too Front	95- ety 2.94	737 College 18000	Dr							F F F		F F F	0.556		
<u> </u>	To From Washington Coun	95- ty 2.94 adways on this Route:	737 College 18000	Dr G G	81%	1%	1%	1%	16%	1%	F F F	0.077	F		18000	
Duth	To From Washington Coun	95- nty 2.94 adways on this Route:	737 College 18000 36000	Dr G G	81%	1%	1%	1%	16%	1%	F F F	0.077	F		18000	
B1)	Washington Coun Combined Traffic Estimates for 2 Parallel Roa	15 y 2.94 adways on this Route:  Structy 2.88	18000 36000 8 91 Maple S	Dr G G	81% 79%	1% 1%	1% 1%	1% 1%	16% 17%	1% 1%	F F F	0.077 0.077	F		18000 37000	
outh 81	Washington Coun Combined Traffic Estimates for 2 Parallel Roa	nty 2.94 adways on this Route:  Structy 2.88 adways on this Route:	18000 36000 8 91 Maple 5 16000 32000	G G G G	81% 79% 81% 79%	1% 1%	1% 1% 1%	1% 1%	16% 17%	1% 1%	F F F	0.077 0.077 0.078	F F	0.507	18000 37000 16000	
South 81 South 81 South	Washington Coun Combined Traffic Estimates for 2 Parallel Roa  Washington Coun Washington Coun Combined Traffic Estimates for 2 Parallel Roa	nty 2.94 adways on this Route:  SE  SE  Adways on this Route:  US 11 Lee	18000 36000 8 91 Maple 5 16000 32000 Hwy; 95-75	Dr G G St G G 1 Fleet	81% 79% 81% 79%	1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1% 1%	16% 17% 16% 17%	1% 1% 1% 1%	F F F	0.077 0.077 0.078 0.074	F F	0.507	18000 37000 16000 33000	
outh 81	Washington Coun Combined Traffic Estimates for 2 Parallel Roa	ty 2.94 adways on this Route:  Structy 2.88 adways on this Route:  US 11 Lee tty 1.83	18000 36000 8 91 Maple 5 16000 32000	G G G G	81% 79% 81% 79%	1% 1%	1% 1% 1%	1% 1%	16% 17%	1% 1%	F F F	0.077 0.077 0.078	F F	0.507	18000 37000 16000	

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

	<u>'</u>	Primary and	a miorota		4100			т	1-			17		D:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q
4 le	From	XX71-1-		T :			2AXIE	3+Axle	Hraii	21raii		Factor		Factor		
outh B1	Smyth County	0.92	ngton County 16000	y Line G	81%	1%	1%	1%	16%	1%	F	0.077	F		16000	(
01)	Combined Traffic Estimates for 2 Parallel Roadways on th			G	79%	1%	1%	1%	17%	1%	F	0.075	F	0.517	32000	(
	Tollies Traine Estimates for 2 Taraner Headways of the				7070	1 /0	1 70	1 70	17 70	1 /0	•	0.070	•	0.017	02000	
outh	Front		CL Chilhowi													
81)	Town of Chilhowie (Maint: 86)	0.37	16000	G	81%	1%	1%	1%	16%	1%	F	0.077	F		16000	
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	31000	G	79%	1%	1%	1%	17%	1%	F	0.075	F	0.517	32000	
outh	To- From:	SR 10	7 White Top	) Ave												
31)	Town of Chilhowie (Maint: 86)	0.15	16000	G	81%	1%	1%	1%	16%	1%	F	0.083	F		17000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	32000	G	79%	1%	1%	1%	17%	1%	F	0.077	F	0.548	33000	
	To.		CL Chilhowi	ie												
outh	From L				010/	10/	10/	10/	100/	10/	_	0.000	_		17000	
81	Smyth County	3.72	16000	G	81%	1%	1%	1%	16%	1%		0.083	F	0.540	17000	
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	32000	G	79%	1%	1%	1%	17%	1%	F	0.077	F	0.548	33000	
outh	To: From:	IS 11 Lee Hw	y; 86-645 F	ox Vall	ey Rd											
31)	Smyth County	3.80	17000	G	81%	1%	1%	1%	16%	1%	F	0.089	F		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	33000	G	79%	1%	1%	1%	17%	1%	F	0.080	F	0.554	34000	
	To- Bow-	US	11 Lee Hw	/у												
outh 31	Smyth County	1.01	15000	Α	81%	1%	1%	1%	16%	1%	F	0.114	Α		15000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on th			A	79%	1%	1%	1%	17%	1%	F	0.102	Α	0.524	31000	
	Tollies Traine Estimates for 2 Taraner Headways of the				7070	1 /0	1 70	1 70	17 70	1 /0	•	0.102	,,	0.024	01000	
outh	Front		Washington													
31)	Smyth County	0.66	16000	Α	81%	1%	1%	1%	16%	1%	F	0.114	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	33000	Α	79%	1%	1%	1%	17%	1%	F	0.101	Α	0.552	33000	
outh	To- From:	W	VCL Marion	1												
81)	Town of Marion (Maint: 86)	0.22	16000	Α	81%	1%	1%	1%	16%	1%	F	0.114	Α		16000	
3.)	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	33000	Α	79%	1%	1%	1%	17%	1%	F	0.101	Α	0.552	33000	
	To:		ECL Marion													
outh	From:				040/	40/	40/	40/	100/	40/	_	0.444			10000	
31	Smyth County	0.05	16000	A	81%	1%	1%	1%	16%	1%	-	0.114	A	0.550	16000	
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	33000	Α	79%	1%	1%	1%	17%	1%	F	0.101	Α	0.552	33000	
uth	To: From:	S	CL Marion													
31)	Town of Marion (Maint: 86)	0.90	16000	Α	81%	1%	1%	1%	16%	1%	F	0.114	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	33000	Α	79%	1%	1%	1%	17%	1%	F	0.101	Α	0.552	33000	
	To To	SR 1	6 Commerce	e St			_									
outh B1	Town of Marion (Maint: 86)	0.37	15000	G	81%	1%	1%	1%	16%	1%	F	0.089	F		15000	
81)	Combined Traffic Estimates for 2 Parallel Roadways on th			G	79%	1%	1%	1%	17%	1%		0.089	F	0.538	30000	
	Combined Trainc Estimates for 2 Parallel Roadways on the	าง ทบนเษ.	<b>30000</b>	G	1370	1 70	170	170	1/70	1 70	г	0.001	г	0.000	30000	

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

		i ililialy al	nd intersta	ile no	ules											
Route	Jurisdictio	n Lenath	AADT	QΔ	4Tire	Bus		Trι	_		QC	K	QK	Dir	AAWDT	. o
			,,,,,	٠.,		200	2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		
uth	From:		NCL Marion		0.101	121					_		_		.=	
<del>11</del> )	Smyth Cour	•	15000	G	81%	1%	1%	1%	16%	1%	F	0.089	F		15000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	G	79%	1%	1%	1%	17%	1%	F	0.081	F	0.538	30000	(
outh	To: From:		Rifton Dr													
31)	Smyth Cour	nty 2.64	15000	G	81%	1%	1%	1%	16%	1%	F	0.084	F		15000	
9	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	79%	1%	1%	1%	17%	1%	F	0.080	F	0.526	29000	
	To	86-62	2 Nicks Cree	ek Rd												
uth	Smyth Cour		13000	Α	81%	1%	1%	1%	16%	1%	_	0.129	Α		12000	
1	Combined Traffic Estimates for 2 Parallel	,		A	79%	1%	1%	1%	17%	1%	, F	0.129	A	0.526	27000	
	Combined Trainic Estimates for 2 Parallel				7970	1 70	1 70	170	1770	1 70	Г	0.113	А	0.526	27000	
<u>ıth</u>	To: From:		-683 Winsor	Rd												
1)	Smyth Cour	•	12000	G	81%	1%	1%	1%	16%	1%	F	0.076	F		12000	
	Combined Traffic Estimates for 2 Parallel			G	79%	1%	1%	1%	17%	1%	F	0.076	F	0.508	25000	
	To:		the County L yth County L													
uth	Wythe Cou		12000	G	81%	1%	1%	1%	16%	1%	F	0.076	F		12000	
<i>y</i>	Combined Traffic Estimates for 2 Parallel	,		G	79%	1%	1%	1%	17%	1%	F	0.076	F	0.508	25000	
	T-J	-				1 /0		170	17 70	1 70	·	0.070	•	0.000	20000	
<u>uth</u>	Front		8-680 Black													
1)	Wythe Cou	,	15000	Α	81%	1%	1%	1%	16%	1%	F	0.112	Α		14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	Α	79%	1%	1%	1%	17%	1%	F	0.106	Α	0.553	29000	
uth	To: From:	US	11, W Lee H	Iwy												
1)	Wythe Cour	nty 1.08	13000	G	81%	1%	1%	1%	16%	1%	F	0.088	F		13000	
9	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	79%	1%	1%	1%	17%	1%	F	0.095	F	0.533	27000	
	Tæ		CL Wythevil	le												
uth	From:				010/	10/	10/	10/	100/	10/	_	0.000	F		10000	
1	Town of Wytheville Combined Traffic Estimates for 2 Parallel	•	13000	G	81%	1%	1%	1%	16%	1%	F	0.088	F	0.500	13000	
	Combined Traffic Estimates for 2 Parallel	· · · · · · · · · · · · · · · · · · ·	US 52, N Fo	G	79%	1%	1%	1%	17%	1%	г	0.095	Г	0.533	27000	
uth	From:		21, N Fourth													
1) (52)	Town of Wytheville	(Maint: 98) 1.99	16000	Α	81%	1%	1%	1%	16%	1%	F	0.108	Α		16000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	Α	79%	1%	1%	1%	17%	1%	F	0.104	Α	0.514	31000	
	To	I-	77 Wythevill	le												
uth North	Town of Wytheville		-	Α	75%	1%	1%	1%	21%	2%	_	0.123	Α		23000	
77 [52]			25000		75% 71%	1%			25%	2% 2%	F	0.123	A	0.531		
	Combined Traffic Estimates for 2 Parallel	-		Α	/ 170	170	1%	1%	25%	<b>2</b> %	Г	0.112	А	0.531	48000	
uth North	To: From:	US	5 11, E Main	St												
$\overline{1}$ $\overline{77}$ $\overline{11}$ $\overline{52}$	Town of Wytheville	(Maint: 98) 0.93	26000	G	75%	1%	1%	1%	21%	2%	С	0.116	В		25000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	G	71%	1%	1%	1%	25%	2%	С	0.106	В	0.540	51000	
	To:	N	CL Wythevil	le												

# 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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South North	From:	NO	CL Wythevi	lle			27 (XIC	0171710	TTTGII	ZIIGII		1 40101		1 40101		
(81) $(77)$ $(11)$ $(52)$	Wythe County	2.37	26000	G	75%	1%	1%	1%	21%	2%	С	0.116	В		25000	G
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	54000	G	71%	1%	1%	1%	25%	2%	С	0.106	В	0.540	51000	G
0	To: From:	FR 326; FR 42 C	hapman Rd	; FR 43	Lee Hwy											
South North $(81)$ $(77)$ $(11)$ $(52)$	Wythe County	2.31	27000	Α	75%	1%	1%	1%	21%	2%	F	0.119	Α		25000	Α
$\begin{array}{c} (81) & (77) & (11) & (52) \end{array}$	Combined Traffic Estimates for 2 Parallel Roads			A	71%	1%	1%	1%	25%	2%	F	0.11	Α	0.531	51000	Α
	To:	SR 121 Max Me				1 70		170	2070	270	•	0.11	,,	0.001	01000	
South North	From:	US 52 Fort Chiswell														
(81)     (77)     (11)	Wythe County	0.93	25000	Α	75%	1%	1%	1%	21%	2%	F -	0.119	Α		23000	A
0 0 +	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	52000	Α	71%	1%	1%	1%	25%	2%	F	0.110	Α	0.528	49000	Α
South	To: From:	I-77	7 Fort Chisv	vell												
( <del>81</del> ) (11)	Wythe County	3.20	21000	Α	76%	1%	1%	1%	20%	2%	F	0.105	Α		20000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roady	ways on this Route:	42000	Α	74%	1%	1%	1%	21%	2%	F	0.098	Α	0.563	41000	Α
Carrella	To: From	98-619	Major Grah	ams Rd			$\Box$									
South (11)	Wythe County	1.96	18000	G	76%	1%	1%	1%	20%	2%	F	0.077	F		18000	G
(61) (11)	Combined Traffic Estimates for 2 Parallel Roads			G	74%	1%	1%	1%	21%	2%	F	0.074	F	0.501	38000	G
	To.		98-618		, 0	. , ,		. , 0	2.70	_,,	•	0.07	•	0.00	00000	
South	From:	1.01			700/	40/	40/	401	000/	00/	_	0.407			10000	
81 (11)	Wythe County	1.21	20000	Α	76%	1%	1%	1%	20%	2%	-	0.107	A	0.540	19000	A
	Combined Traffic Estimates for 2 Parallel Roady		41000 ski County	A Lina	74%	1%	1%	1%	21%	2%	F	0.1	Α	0.518	40000	Α
South	From:		the County 1													
( <del>81</del> ) (11)	Pulaski County	2.58	20000	Α	76%	1%	1%	1%	20%	2%	F	0.107	Α		19000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roady	ways on this Route:	41000	Α	74%	1%	1%	1%	21%	2%	F	0.1	Α	0.518	40000	Α
Courth	To: From:	US 11 Lee I	Hwy; SR 10	0 Wysor	Rd											
South (81) (100)	Pulaski County	2.90	21000	Α	76%	1%	1%	1%	20%	2%	F	0.108	Α		21000	Α
(81) (100)	Combined Traffic Estimates for 2 Parallel Roady			A	74%	1%	1%	1%	21%	2%	F	0.099	Α	0.554	42000	Α
	To	<u> </u>	327 Old Ba		2d											
South	Profession Community					10/	10/	10/	000/	00/	_	0.00	_		00000	_
81 100	Pulaski County	1.91	20000	G	76%	1%	1%	1%	20%	2%	F	0.08	F	0.501	20000	G
	Combined Traffic Estimates for 2 Parallel Roady			G	74%	1%	1%	1%	21%	2%	г	0.074	F	0.501	41000	G
South	To: From:	SR 99	Count Pula	ski Dr												
(81) (100)	Pulaski County	4.39	22000	Α	76%	1%	1%	1%	20%	2%	F	0.108	Α		21000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	44000	Α	74%	1%	1%	1%	21%	2%	F	0.098	Α	0.524	43000	Α
South	To: From:	SR 10	00 Cleburne	Blvd												
South 81	Pulaski County	2.40	22000	G	76%	1%	1%	1%	20%	2%	F	0.086	F		21000	G
01)	Combined Traffic Estimates for 2 Parallel Roads			G	74%	1%	1%	1%	21%	2%	F	0.073	F	0.531	44000	G
	То		60 State Par													
· · · · · · · · · · · · · · · · · · ·															_	

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

								Trι	ıck			K		Dir		
Route	Jurisdiction I	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
outh	From:		0 State Par										_			
31)	Pulaski County	3.62	22000	F	76%	1%	1%	1%	20%	2%	F	0.093	В -		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on this			F	74%	1%	1%	1%	21%	2%	F	0.088	В	0.504	44000	
uth	Front		mery County I													
81)	Montgomery County	0.61	22000	F	76%	1%	1%	1%	20%	2%	F	0.093	В		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	44000	F	74%	1%	1%	1%	21%	2%	F	0.088	В	0.504	44000	
.,	To Born	SR	R 232 First 5	St			<u> </u>									
outh B1	Montgomery County	4.01	22000	Α	76%	1%	1%	1%	20%	2%	F	0.102	Α		21000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on this	-		A	74%	1%	1%	1%	21%	2%	F	0.096	Α	0.521	43000	
	To		177 Tyler I		7 170	. 70		170	,0	270	•	0.000	,,	0.021	10000	
uth	From															
31	Montgomery County	4.78	23000	Α	76%	1%	1%	1%	20%	2%	С	0.100	A		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	47000	Α	74%	1%	1%	1%	21%	2%	С	0.093	Α	0.579	48000	
outh	To: Front	SR 8 R	Riner Rd; M	ain St												
81)	Montgomery County	0.03	26000	G	76%	1%	1%	1%	20%	2%	F	0.086	F		26000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	53000	G	74%	1%	1%	1%	21%	2%	F	0.08	F	0.549	52000	
	To: Boom	SCL	Christiansb	ourg												
outh B1	Town of Christiansburg (Maint: 60)	4.27	26000	G	76%	1%	1%	1%	20%	2%	F	0.086	F		26000	
51)	Combined Traffic Estimates for 2 Parallel Roadways on this			G	74%	1%	1%	1%	21%	2%	F	0.08	F	0.549	52000	
	Tel				, ,	. , 0		. , 0	,0	_,,	•	0.00	•	0.0.0	02000	
outh	From		S 11, US 46								_					
31)	Town of Christiansburg (Maint: 60)	0.34	22000	G	76%	1%	1%	1%	20%	2%	F	0.118	F -		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	49000	G	75%	1%	1%	1%	21%	2%	F	0.099	F	0.632	48000	
outh	To: Front	NCL	Christians	ourg												
81)	Montgomery County	9.39	22000	G	76%	1%	1%	1%	20%	2%	F	0.118	F		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	49000	G	75%	1%	1%	1%	21%	2%	F	0.099	F	0.632	48000	
	To: Boom	60-60	3 Northforl	k Rd												
outh 81	Montgomery County	2.06	26000	Α	76%	1%	1%	1%	20%	2%	F	0.101	Α		26000	
81)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.558	52000	
	To:		oke County		1070	1,0		170	, , ,	270	•	0.000	,,	0.000	02000	
outh	From:		mery Coun	_												
31)	Roanoke County	2.03	26000	Α	76%	1%	1%	1%	20%	2%	F	0.101	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	52000	Α	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.558	52000	
outh	To: From:	80-647	Dow Hollo	ow Rd												
81)	Roanoke County	4.40	23000	G	76%	1%	1%	1%	20%	2%	F	0.098	В		23000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	50000	G	75%	1%	1%	1%	21%	2%	F	0.093	В	0.580	50000	
	Τα		SCL Salem													

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction Len	gth <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
uth	From:	SCL Salen	ı												
11)	City of Salem (Maint: 80) 0.2	2 <b>3000</b>	G	76%	1%	1%	1%	20%	2%	F	0.098	В		23000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>50000</b>	G	75%	1%	1%	1%	21%	2%	F	0.093	В	0.580	50000	
.41-	To Prom	SR 112 Wildwo	od Rd			<u> </u>									
outh	City of Salem (Maint: 80) 0.	4 32000	Α	79%	1%	1%	1%	17%	1%	С	0.097	Α		32000	
<b>9</b>	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		Ā	78%	1%	1%	1%	18%	1%	E	0.082	F	0.516	65000	
	Combined Traine Estimates for 21 drainer floadways of this flot			7076	1 /0	1 /6	1 /0	10 /6	1 /0	'	0.002	'	0.510	03000	
<u>uth</u>	From:	NCL Salen	1												
1)	Roanoke County 1.5	3 <b>2000</b>	Α	79%	1%	1%	1%	17%	1%	С	0.097	Α		32000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>63000</b>	Α	78%	1%	1%	1%	18%	1%	F	0.082	F	0.516	65000	
	To From	SCL Salen	1			$\neg$ $\vdash$									
uth 1	City of Salem (Maint: 80) 0.9	0 <b>32000</b>	Α	79%	1%	1%	1%	17%	1%	С	0.097	Α		32000	
<i>y</i>	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		A	78%	1%	1%	1%	18%	1%	F	NA			65000	
	T-			7070	1 /0		1 70	10 /0	170	•	1471			00000	
uth	From:	NCL Salen	n												
1	Roanoke County 0.4		Α	79%	1%	1%	1%	17%	1%	С	0.097	Α		32000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>63000</b>	Α	78%	1%	1%	1%	18%	1%	F	NA			65000	
+b	Too Front SR 3	1 Thompson M	emorial	Dr											_
uth 1	Roanoke County 1.3	7 <b>34000</b>	Α	80%	1%	1%	1%	16%	1%	С	0.095	Α		34000	
り	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		A	79%	1%	1%	1%	17%	1%	C	0.091	Α	0.511	68000	
	Tol			7070	. 70		1 70	17 70	170	Ū	0.001	,,	0.011	00000	
ıth	From:	SR 419 Electri													
1)	Roanoke County 2.2		Α	81%	1%	1%	1%	15%	1%	С	0.095	Α		37000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		Α	81%	1%	1%	1%	16%	1%	С	0.093	В	0.523	75000	
*h	To: From:	I-581, US 22 I-581	20												_
uth 1) 220	Roanoke County 3.		F	77%	1%	1%	1%	19%	2%	С	0.082	F		31000	
(220)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		F	78%	1%	1%	1%	19%	2%	C	0.081	F	0.507	64000	
	<u>-</u>	SR 115 Plantation					.,.		_,-			-			
uth	FIGH														
1){220}	Roanoke County 0.3		G	77%	1%	1%	1%	19%	2%	F	0.089	F		27000	
<i></i>	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		G	78%	1%	1%	1%	19%	2%	F	0.081	F	0.579	55000	
ıth		Botetourt Count Roanoke Count													_
uth 1) (220)	Botetourt County 3.		G	77%	1%	1%	1%	19%	2%	F	0.089	F		27000	
1) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		G	78%	1%	1%	1%	19%	2%	F	0.081	F	0.579	55000	
		Rd; Alt US 220			. ,0		. / 0	10 /0	_,0	•	0.001	•	0.070	00000	
uth	From: US 220 Roan	oke Rd; Alt US	220 Clo	verdale Rd											
1	Botetourt County 6.5		G	69%	1%	1%	1%	26%	3%	F	0.075	F		20000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>42000</b>	G	67%	1%	1%	1%	27%	3%	F	0.071	F	0.565	39000	
	To: 1	1-640 Brughs N	Iill Rd												

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

	Primary ar						Trı	ıck			K		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From: 11-64	0 Brughs Mil	l Rd												
( <del>81</del> )	Botetourt County 5.49	21000	Α	69%	1%	1%	1%	26%	3%	F	0.113	Α		20000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	41000	Α	67%	1%	1%	1%	27%	3%	F	0.104	Α	0.539	39000	Α
South	To US 11 Lee From:	Hwy, South of	f Bucha	anan											
South 81	Botetourt County 5.81	20000	Α	69%	1%	1%	1%	26%	3%	С	0.117	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000	Α	67%	1%	1%	1%	27%	3%	С	0.109	Α	0.540	37000	Α
South	Tor From: US 11 Lee F	Hwy, North of	f Bucha	anan											
( <del>81</del> ) (11)	Botetourt County 0.88	19000	G	69%	1%	1%	1%	26%	3%	F	0.117	Α		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	39000	G	67%	1%	1%	1%	28%	3%	F	0.109	Α	0.540	36000	G
South	Tor From:	514 Arcadia F	Rd												
81) (11)	Botetourt County 5.20	20000	Α	69%	1%	1%	1%	26%	3%	F	0.12	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	39000	Α	67%	1%	1%	1%	27%	3%	F	NA			36000	Α
		ridge County													
South	Rockbridge County 1.86	ourt County I 20000	Line <b>A</b>	69%	1%	1%	1%	26%	3%	_	0.12	Α		18000	Α
81 (11)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	67%	1%	1%	1%	27%	3%	· -	0.12	A	0.544	36000	A
					170	1 70	170	2170	3%	Г	0.11	А	0.544	36000	А
South	Tor US 11 Lee Hw									_		_			
81	Rockbridge County 5.24	20000	G	69%	1%	1%	1%	26%	3%	F	0.078	F		19000	G
~	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	67%	1%	1%	1%	27%	3%	F	0.072	F	0.533	37000	G
South	From: US 11 Lee Hw	y, North of N	latural	Bridge											
South 81	Rockbridge County 7.97	20000	Α	69%	1%	1%	1%	26%	3%	F	0.117	Α		18000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000	Α	67%	1%	1%	1%	27%	3%	F	0.109	Α	0.502	37000	Α
South	To: From: US 6	60 Midland Ti	rail												
South 81	Rockbridge County 2.67	21000	Α	69%	1%	1%	1%	26%	3%	F	0.114	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	43000	Α	67%	1%	1%	1%	27%	3%	F	0.104	Α	0.524	40000	Α
) II F. I	To Brown I-64 S	South Intercha	ange												
South East 64	Rockbridge County 3.66	23000	Α	70%	1%	1%	1%	25%	2%	F	0.114	Α		22000	Α
81) 64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	70%	1%	1%	1%	25%	2%	F	0.107	Α	0.563	43000	Α
	From US 11 Lee F				. , ,		. , 0	2070			01.07		0.000	.0000	
South East	1.00.				40/	40/	40/	050/	00/	_	0.1.1.1			00000	
81 64	Rockbridge County 5.59	24000	Α	70%	1%	1%	1%	25%	2%	F	0.114	A	0.550	22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	70%	1%	1%	1%	25%	2%	F	0.107	Α	0.552	44000	Α
South East	roit	710 Sterret R	Rd												
81 (64)	Rockbridge County 4.41	24000	Α	70%	1%	1%	1%	25%	2%	F	0.112	Α		22000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	48000	Α	70%	1%	1%	1%	25%	2%	F	0.105	Α	0.528	45000	Α
	To: 81-0	606 Raphine I	Rd												

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

		Primary an	iu iiileisia	ale Ho	uics			т				1/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
0. 11. 5 1	Front	01.4	(0( D 1:	D.1			2AXIE	3+Axle	Hraii	21raii		Factor		Factor		
South East	Rockbridge County	0.33	506 Raphine 24000	A	70%	1%	1%	1%	25%	2%	С	0.112	Α		22000	Α
81 64	Combined Traffic Estimates for 2 Parallel Roadways on			Ā	70%	1%	1%	1%	25%	2%	С	0.112	Α	0.539	45000	A
	To:		usta County		7070	1 /0		1 /0	2570	270	O	0.100	^	0.555	43000	
South East	From		ridge Count													
(81) (64)	Augusta County	7.96	24000	Α	70%	1%	1%	1%	25%	2%	С	0.112	Α		22000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	48000	Α	70%	1%	1%	1%	25%	2%	С	0.106	Α	0.539	45000	Α
South East	To: From:	US 11 Lee J	Jackson Mei	morial F	łwy											
South East 64	Augusta County	4.64	24000	Α	70%	1%	1%	1%	25%	2%	F	0.113	Α		23000	Α
(61) (04)	Combined Traffic Estimates for 2 Parallel Roadways on			A	70%	1%	1%	1%	25%	2%	F	0.105	Α	0.536	46000	Α
	To		54 White Hi													
South East	From															
(81) (64)	Augusta County	2.56	27000	Α	70%	1%	1%	1%	25%	2%	F	0.107	Α		26000	Α
<b>O</b>	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	54000	Α	70%	1%	1%	1%	25%	2%	F	0.1	Α	0.555	52000	Α
South East	To: From:		SR 262													
(81) (64)	Augusta County	0.51	32000	G	70%	1%	1%	1%	25%	2%	F	0.106	F		29000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	62000	G	70%	1%	1%	1%	25%	2%	F	0.084	F	0.588	57000	G
	To		North Interch	hange												
South	From:				770/	40/	40/	40/	400/	00/	_	0.404			04000	
81	Augusta County	1.24	31000	A	77%	1%	1%	1%	19%	2%	-	0.101	A	0.500	31000	A
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	62000	Α	76%	1%	1%	1%	20%	2%	F	0.094	Α	0.506	62000	Α
South	To: From:	US 25	50 Jefferson	Hwy												
South 81	Augusta County	3.36	30000	Α	77%	1%	1%	1%	19%	2%	F	0.099	Α		30000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	59000	Α	76%	1%	1%	1%	20%	2%	F	0.093	Α	0.519	59000	Α
	To-	SR 262 W	oodrow Wil	lson Pkv	vy		$\neg$									
South 81	Augusta County	2.11	29000	Α	77%	1%	1%	1%	19%	2%	F	0.101	Α		29000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on			A	77 % 76%	1%	1%	1%	20%	2%	F	0.101	A	0.546	59000	A
	Combined Trainic Estimates for 2 Farallel Hoadways of the				7076	1 /0	1 /0	1 /0	20 /0	2/0	•	0.034	^	0.540	39000	^
South	To: Front	07-61	12 Laurel Hi	ll Rd												
81	Augusta County	7.56	28000	Α	77%	1%	1%	1%	19%	2%	F	0.101	Α		28000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.513	56000	Α
0 11	To- Fore	SR 256	6 Weyers Ca	ave Rd			$\neg$									
South 81	Augusta County	1.53	28000	Α	77%	1%	1%	1%	19%	2%	F	0.104	Α		28000	Α
81)	Combined Traffic Estimates for 2 Parallel Roadways on			A	77 % 76%	1%	1%	1%	20%	2%	, F	0.104	A	0.548	57000	A
	Tal		gham Count		10/0	1 /0	1 /0	1 /0	ZU /0	۷ /٥	'	0.093	^	0.540	37000	^
South	Fron:		usta County													
South 81	Rockingham County	3.28	28000	Α	77%	1%	1%	1%	19%	2%	F	0.104	Α		28000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.548	57000	Α
	To:	SR 257 !	Friedends C	urch Rd												

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

			iu iiileisia					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 257 1	Friedends C	urch Rd												
( <del>81</del> )	Rockingham C	county 2.25	28000	Α	77%	1%	1%	1%	19%	2%	F	0.104	Α		28000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.512	57000	Α
South	To: Fron:	SCI	L Harrisonb	urg												
(81)	City of Harrisonburg	(Maint: 82) 1.01	28000	Α	77%	1%	1%	1%	19%	2%	F	0.104	Α		28000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.512	57000	Α
South	To: From:	US 1	1, South Ma	ain St												
South 81	City of Harrisonburg	(Maint: 82) 2.63	29000	Α	77%	1%	1%	1%	19%	2%	С	0.102	Α		29000	Α
0.)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	Α	76%	1%	1%	1%	20%	2%	С	0.095	Α	0.572	58000	Α
0	To: From:	SR 253	Port Repul	blic Rd												
South 81	City of Harrisonburg	(Maint: 82) 1.50	29000	Α	77%	1%	1%	1%	19%	2%	F	0.099	Α		29000	Α
01)	Combined Traffic Estimates for 2 Parallel	,	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.513	56000	Α
0 "	Too	US	33, E Marke	et St												
South 81	City of Harrisonburg	(Maint: 82) 1.30	26000	Α	77%	1%	1%	1%	19%	2%	F	0.105	Α		25000	Α
(61)	Combined Traffic Estimates for 2 Parallel			A	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.530	50000	Α
	To		L Harrisonb	ourg												
South 81	Rockingham C		26000	Α	77%	1%	1%	1%	19%	2%	F	0.105	Α		25000	Α
(81)	Combined Traffic Estimates for 2 Parallel	,		A	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.530	50000	Α
	To		1, N Valley													
South	Rockingham C		26000	A	77%	1%	1%	1%	19%	2%	F	0.106	Α		25000	Α
81	Combined Traffic Estimates for 2 Parallel	•		A	76%	1%	1%	1%	20%	2%	F	0.100	Α	0.523	50000	A
	та	US 11, Lee Jackson Mo						. , 0			•	•••		0.020		
South	Rockingham C	•	22000		77%	1%	1%	1%	19%	2%	_	0.113	Α		21000	Α
81	Combined Traffic Estimates for 2 Parallel			A A	76%	1%	1%	1%	20%	2%	F	0.113	A	0.534	43000	A
	To		idoah Count		7070	170	170	170	2070	270		0.100	,,	0.004	40000	
South	From:		gham Coun		770/	10/	10/	10/	100/	00/	_	0.110	٨		01000	
81	Shenandoah C Combined Traffic Estimates for 2 Parallel	•	22000	A	77%	1% 1%	1%	1% 1%	19% 20%	2% 2%	F	0.113 0.106	A A	0.534	21000	A A
	Combined Trailic Estimates for 2 Parallel			Α	76%	170	1%	170	20%	2%	Г	0.106	А	0.534	43000	А
South	To: From:		L New Mar								_	_ ,	_			
81	Town of New Market	,	22000	Α	77%	1%	1%	1%	19%	2%	F	0.113	Α		21000	A
<u></u>	Combined Traffic Estimates for 2 Parallel			Α	76%	1%	1%	1%	20%	2%	F	NA			43000	Α
South	To: From:	US 2	11 Old Cros	ss Rd												
81	Town of New Market	,	20000	G	77%	1%	1%	1%	19%	2%	F	0.073	F		19000	G
$\smile$	Combined Traffic Estimates for 2 Parallel			G	76%	1%	1%	1%	20%	2%	F	0.071	F	0.505	40000	G
	To:	NC	L New Mar	ket												

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

	Primar						Tru	ıck			K		Dir		
Route	Jurisdiction Len	gth <b>AAD</b>	ΓQA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	NCL New N	/Iarket			27 (XIC	OTTINIO	TTTUI	ZIIdii		1 40101		1 40101		
(81)	Shenandoah County 3.5			77%	1%	1%	1%	19%	2%	F	0.073	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>4100</b>	) G	76%	1%	1%	1%	20%	2%	F	0.071	F	0.505	40000	G
South	.To: From:	85-730 Cave	rns Rd												
(81)	Shenandoah County 4.5	8 2200	) А	77%	1%	1%	1%	19%	2%	F	0.112	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>4500</b>	) А	76%	1%	1%	1%	20%	2%	F	0.105	Α	0.561	42000	Α
South	To: From:	SR 292 Conic	ville Rd									—			
(81)	Shenandoah County 3.4	7 <b>2300</b>	) А	77%	1%	1%	1%	19%	2%	F	0.111	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>4600</b>	) А	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.506	43000	Α
South	To: From:	-614 South N	Iiddle Rd									—			—
81)	Shenandoah County 2.	9 <b>2300</b>	) А	77%	1%	1%	1%	19%	2%	F	0.111	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>4500</b>	) А	76%	1%	1%	1%	20%	2%	F	0.104	Α	0.562	43000	Α
South	Ta: From:	185 Stoney	Creek Rd												
South 81	Shenandoah County 3.3	1 2300	) А	77%	1%	1%	1%	19%	2%	F	0.112	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>4600</b>	) A	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.574	43000	Α
2	Too Prom	SCL Wood	stock			$\Box$ $\vdash$									
South 81	Town of Woodstock (Maint: 85) 0.6	9 <b>2300</b>	) A	77%	1%	1%	1%	19%	2%	F	0.112	Α		22000	Α
(61)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways			76%	1%	1%	1%	20%	2%	F	0.103	Α	0.574	43000	Α
Courth	To Front	SR 42 Reser	voir Rd												
South 81	Town of Woodstock (Maint: 85)	0 <b>2500</b>	) G	77%	1%	1%	1%	19%	2%	F	0.070	F		24000	G
(01)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways			76%	1%	1%	1%	20%	2%	F	0.074	F	0.506	47000	G
Courth	To From:	NCL Wood	lstock												
South 81	Shenandoah County 7.	7 <b>2500</b>	o G	77%	1%	1%	1%	19%	2%	F	0.070	F		24000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways			76%	1%	1%	1%	20%	2%	F	0.074	F	0.506	47000	G
2 11	To Boom 8	5-651 Mount	Olive Rd												
South 81	Shenandoah County 5.2	9 <b>2500</b>	) A	77%	1%	1%	1%	19%	2%	F	0.108	Α		24000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		-	76%	1%	1%	1%	20%	2%	F	0.097	Α	0.572	49000	A
	·	55 John Mai					.,,								
South	FIUIL E			770/	10/	10/	10/	100/	00/	_	0.100	^		05000	_
81	•			77%	1%	1%	1%	19%	2%	F	0.109	A	0.505	25000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			76%	1%	1%	1%	20%	2%	г	0.098	Α	0.585	52000	В
	To: From:	US 11													
South															
South 81	Shenandoah County 0.0 Combined Traffic Estimates for 2 Parallel Roadways on this Roadways on the Roadways			77% 76%	1% 1%	1% 1%	1% 1%	19% 20%	2% 2%	F F	0.106 0.094	A A	0.588	28000 58000	A A

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

		·						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	Shenandoah C	ounty Maint	tenance l												
South 81	Shenandoah County (M	,	29000	Α	77%	1%	1%	1%	19%	2%	F	0.106	Α		28000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roa			Α	76%	1%	1%	1%	20%	2%	F	0.094	Α	0.588	58000	Α
Courth	To: From:		ren County I doah Count													
South 81	Warren County (Main		29000	A	77%	1%	1%	1%	19%	2%	F	0.106	Α		28000	Α
01)	Combined Traffic Estimates for 2 Parallel Roa			Α	76%	1%	1%	1%	20%	2%	F	NA			58000	Α
	To:		rick County	Line												
South	From:		ren County I		770/	40/		401	100/	00/	_	0.400			00000	
81	Frederick County	•	29000	Α	77%	1%	1%	1%	19%	2%	F _	0.106	A		28000	A
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	60000	Α	76%	1%	1%	1%	20%	2%	F	0.094	Α	0.588	58000	Α
South	To: From:		I-66													
(81)	Frederick County	y 1.95	27000	Α	79%	1%	1%	1%	17%	2%	F	0.100	Α		27000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	54000	Α	79%	1%	1%	1%	17%	2%	F	0.094	Α	0.504	54000	Α
	Ţα	34-6	27 Reliance	Rd												
South 81	Frederick County		27000	Α	79%	1%	1%	1%	17%	2%	F	0.101	Α		27000	Α
81)	Combined Traffic Estimates for 2 Parallel Roa	•		A	79%	1%	1%	1%	17%	2%	F	0.101	Α	0.505	56000	A
	Combined Traine Estimates for 21 drainer floa				1376	1 /0	1 /6	1 /0	17 /0	2 /0	•	0.034	^	0.505	30000	^
South	From:	SCL	Stephens C	City												
(81)	Town of Stephens City (N	,	27000	Α	79%	1%	1%	1%	17%	2%	F	0.101	Α		27000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	55000	Α	79%	1%	1%	1%	17%	2%	F	0.094	Α	0.505	56000	Α
Courth	To: From	NCI	Stephens (	City												
South 81	Frederick County	v 0.42	27000	Α	79%	1%	1%	1%	17%	2%	F	0.101	Α		27000	Α
(61)	Combined Traffic Estimates for 2 Parallel Roa	,		A	79%	1%	1%	1%	17%	2%	F	NA			56000	Α
	To:	•	77 Fairfax I	Dilea												
South	From:									221	_					
81	Frederick County	,	29000	Α	79%	1%	1%	1%	17%	2%	-	0.099	A	0.500	29000	A
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	59000	Α	79%	1%	1%	1%	17%	2%	F	0.093	Α	0.508	60000	Α
South	Te: From:		SR 37													
(81)	Frederick County	y 3.50	26000	Α	79%	1%	1%	1%	17%	2%	F	0.098	Α		26000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	52000	Α	79%	1%	1%	1%	17%	2%	F	0.091	Α	0.515	53000	Α
	Tα	US 17. U	S 50 Millwe	ood Ave	:		<u> </u>									
South	Frederick County	,	35000	F	79%	1%	1%	1%	17%	2%	С	0.085	В		35000	F
81	Combined Traffic Estimates for 2 Parallel Roa	•		F	79% 79%	1%	1%	1%	17%	2% 2%	С	0.088	В	0.542	72000	F
	Combined Trainic Estimates for 2 Farallel Ros	· ·			1370	1 70	1 70	1 70	1/70	∠70	C	0.000	D	0.342	12000	r
South	To: From:		L Winchest	er												
81)	City of Winchester (Ma		35000	F	79%	1%	1%	1%	17%	2%	С	0.085	В		35000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	70000	F	79%	1%	1%	1%	17%	2%	С	0.088	В	0.542	72000	F
	To:	NC	L Winchest	ter												

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

				Primary ar	nd Intersta	ite Ro	utes											
								_		Tru	ıck			K		Dir		
Route		Jurisdicti	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South		Fro	m:	No	CL Winches	er				017.040				. 40101		. 4010.		
(81)		Frederick C	ounty	0.26	35000	F	79%	1%	1%	1%	17%	2%	С	0.085	В		35000	F
81)	Cambinad Traff	fic Estimates for 2 Paralle	•			F	79%	1%	1%	1%	17%	2%	C	0.088	В	0.542	72000	F
	Combined Trail	nc Estimates for 2 Paralle	i Hoadways o	in this Houte.	70000	г	79%	170	170	170	1/%	2%	C	0.000	Ь	0.542	72000	Г
South		Fro	io: m:	SR ′	7 Berryville	Pike												
South 81		Frederick C	ounty	2.20	32000	G	79%	1%	1%	1%	17%	2%	F	0.071	F		32000	G
(81)	Combined Troff	fic Estimates for 2 Paralle	•				79%	1%	1%	1%	17%	2%	F	0.075	F	0.559	65000	G
	Combined Hair	IIC ESIIIIales IOI 2 Paralle	noadways o	iii iiis noule.	04000	G	79%	1 70	1 70	1 70	1770	270	Г	0.075	Г	0.559	63000	G
South		Fro	io: m:	US 11	Martinsbur	g Pike												
(81)		Frederick C	ounty	3.62	26000	В	75%	1%	1%	1%	21%	2%	F	0.087	Α		27000	В
(61)	Combined Treff	fic Estimates for 2 Paralle	•			В	74%	1%	1%	1%	21%	2%	F	0.090	Α	0.527	55000	В
	Combined Hair	IIC ESIIIIales IOI 2 Paralle	noadways o	iii iiis noule.	53000	ь	7470	1 70	1 70	1 70	2170	270	Г	0.090	А	0.527	55000	Ь
South		Fro	ior m:	34-6	72 Hopewel	l Rd												
81		Frederick C	ounty	2.41	27000	Α	75%	1%	1%	1%	21%	2%	С	0.09	Α		28000	Α
(61)	Combined Traff	fic Estimates for 2 Paralle	,			A	74%	1%	1%	1%	21%	2%	C	0.092	Α	0.536	55000	Α
	Combined Han	IIC Estimates for 2 Farane	- Hoadways o	in this noute.	53000	A	7470	1 /0	1 /0	1 /0	21/0	2/0	C	0.032	^	0.550	33000	^
South		Fro	Tor- m:	34-66	9 Rest Chur	ch Rd												
South 81		Frederick C	ounty	0.23	25000	Α	75%	1%	1%	1%	21%	2%	F	0.093	Α		26000	Α
(61)	Combined Traff	fic Estimates for 2 Paralle	,			A	74%	1%	1%	1%	21%	2%	F	0.093	Α	0.537	51000	Α
	Combined Han	110 LS(1111a(eS 101 2 Faralle	· Hoadways o		Virginia Stat		74/0	1 /0	1 /0	1 /0	21/0	2/0	'	0.033	^	0.557	31000	^
				west		e Line												
South	=	Fro	m:		I-81 South										_			
(81) Ramp I-81 S Exit 1A to	US 58, US 421	City of Bristol (I	Maint: 95)	0.17	2700	G								0.115	F		2900	G
		7	o:	US 58	US 421 Eas	tbound												
South		Fro	m:		I-81 South													
(81) Ramp I-81 S Exit 1B to	US 58, US 421	City of Bristol (	Лaint: 95)	0.33	1900	G								0.128	F		2000	G
$\bigcirc$		7	o:	US 58	US 421 Wes	tbound												
South		Fro	m:		I-81 South													
Ramp I-81 S Exit 5 to U	US 11: US 19	City of Bristol (I	Maint: 95)	0.07	3000	G								0.112	F		3000	G
(81)	,	1	To:		JS 11, US 19									•	•			-
0 "		Pro	m															
South (81) Ramp I-81 S Exit 7 to (	Old Airport Dd	City of Bristol (I	Maint: OF)	0.19	I-81 S <b>4700</b>	_								0.119	Α		4700	Α
81 Ramp I-81 S Exit 7 to 0	Jia Airport Ra	City of Bristor (i	wami. 95)			. <b>A</b>								0.119	А		4700	А
			u.	C	old Airport R	d												
South		Fro	m:		I-81 South													
(81) Ramp I-81 S Exit 10 to	F-310	City of Bristol (	Лaint: 95)	0.11	2100	G								0.093	F		2100	G
$\overline{}$		7	o:		F-310													
South		Fro	m:		I-81 South													
(81) Ramp I-81 S Exit 13 to	95-611	Washington	County	0.11	2100	G								0.096	F		2100	G
		1	o:	95-61	1 Spring Cre	ek Rd												
South		Fro	m		I-81 South				i									
South (81) Ramp I-81 S Exit 14 to	SR-140: 05-647	Washington	County	0.12	3800	G								0.112	F		3800	G
81) Hamp 1-01 3 Exit 14 to	Git-140, 30-04/	vv asımıytun	oounty											0.112	1		5500	u
-				5.	R 140; 95-64	+ /												

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
South	From:	I-81 South				3+Axle	TITAL	ZITAII		Factor		Factor		
81 Ramp I-81 S Exit 17 to SR-75	Washington County	0.10 <b>5100 G</b> SR 75 Cummings St	81%	1%	1%	1%	16%	1%	F	0.094	F		5300	G
South (81) Ramp I-81 S Exit 19 to US 11, US 58	Washington County	I-81 South 0.24 <b>2800 G</b>	81%	1%	1%	1%	16%	1%	F	0.101	F		2900	G
	To:	US 11, US 58	0.70	. , ,		.,,		.,,		0				
South (81) Ramp I-81 S Exit 22 to 95-704	Washington County	I-81 South 0.18 <b>1300 G</b>	85%	1%	1%	1%	14%	0%	F	0.12	F		1500	G
South	From:	95-704 Enterprise Rd  I-81 South												
Ramp I-81 S Exit 24 to SR-80	Washington County	0.09 <b>810 G</b> SR 80 Glennbrook Ave								0.192	F		860	G
South	From:	I-81 South												
Ramp I-81 S Exit 26 to 95-737	Washington County <sup>™</sup>	0.18 <b>700 G</b> 95-737 College Dr								0.118	F		740	G
South (81) Ramp I-81 S Exit 17 to SR 91	Washington County	I-81 South 0.13 <b>1800 G</b>								0.09	F		1900	G
	To:	SR 91												
South Ramp I-81 S Exit 32 to US 11	Washington County	I-81 South 0.26 <b>330 G</b>			<u> </u>					0.109	F		350	G
South	From:	US 11 Lee Highway  I-81 South												
81 Ramp I-81 S Exit 35 to SR 107	Town of Chilhowie (Maint: 86)	0.11 <b>2500 G</b> SR 107 White Top Ave								0.102	F		2700	G
South (81) Ramp I-81 S Exit 39 to US 11	Smyth County	I-81 South 0.11 <b>1500 G</b>								0.131	F		1600	G
(8) Hamp for a Exit as to do 11	To:	US 11 Lee Highway								0.101	'		1000	<u> </u>
South (81) Ramp I-81 S Exit 44 to 86-730	Smyth County	I-81 South 0.13 <b>840 A</b>								0.151	Α		930	Α
	To:	86-730 Paxton Rd												
South (81) Ramp I-81 S Exit 45 to SR 16	Town of Marion (Maint: 86)	I-81 South 0.20 1100 G								0.103	F		1200	G
South	To: From:	I-81 South Exit 45B to SR 16												
South Ramp I-81 S Exit 47 to US 11	Smyth County	0.32 <b>1500 G</b> US 11 Lee Highway								0.101	F		1500	G
South	From:	I-81 South												
81 Ramp I-81 S Exit 50 to 86-622	Smyth County	0.14 <b>730 G</b> 86-622 Nicks Creek Rd								0.129	F		730	G
South (81) Ramp I-81 S Exit 54 to 86-683	Smyth County	I-81 South 0.27 <b>280 G</b>								0.119	F		280	G
(a)	To	86-683 Winsor Ave								3.113				<u> </u>

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

	Primary and Interstate Routes					
Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Q	Dir K Factor	AAWDT	QW
From Smyth County To	I-81 South to Rest Area 0.07 1000 G Enter Rest Area Parking Lot		0.100 F	:	1000	G
Smyth County	Exit Rest Area Parking Lot 0.09 1000 N  I-81 South from Rest Area		0.100 F	:	1000	N
Wythe County	I-81 South 0.13 <b>1900 G</b> SR 90: 98-680		0.106 F	:	1900	G
Town of Wytheville (Maint: 98)	I-81 South 0.27 <b>3500 G</b>		0.1 F	:	3500	G
Town of Wytheville (Maint: 98)	I-81 South 0.35 <b>3800 G</b> US 11		0.110 F	:	3800	G
Wythe County To	I-81 South 0.13 <b>3300 G</b> FR 42 and FR 326		0.076 F	:	3300	G
Wythe County	I-81 South  0.11 <b>3500 G</b> US 52; SR 121		0.083 F	:	3500	G
Wythe County	I-81 South 0.69 <b>7200 G</b> 73% 1% I-77 South	1% 1% 23% 2%	F 0.089 F		6300	G
Wythe County  To:	I-81 South 0.14 <b>1400 G</b> 98-619 Major Grahams Rd		0.085 F	:	1400	G
Wythe County	I-81 South 0.11 <b>840 G</b> 98-618 Reed Creek Dr		0.351 F		840	G
Pulaski County	I-81 South 0.18 <b>1300 G</b> US 11 S, Lee Highway		0.125 F		1300	G
Pulaski County	I-81 South 0.18 <b>200 G</b> US 11 N, Lee Highway		0.199 F		200	G
Pulaski County	I-81 South 0.14 <b>520 G</b> FR 47; FR 327		0.158 F	:	520	G
From: Pulaski County	I-81 South 0.16 <b>1500 G</b>		0.097 F	:	1500	G
	Smyth County Tec From: Smyth County Tec From: Smyth County Tec From: Wythe County Tec From: Town of Wytheville (Maint: 98) Tec From: Wythe County Tec From: Prom: Wythe County Tec From: Prom: Prom: Prom: Pulaski County Tec From: Pulaski County	Supplied   Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   Truck   2Axle   3+Axle   1Trail   2Trail   2Tra	Surjection   Length   AADT   QA   4Tire   Bus   Truck   QC   K   Factor   QA   Add   3+Axle   1Trail   2Trail   QC   Factor   QC   Factor   QA   Add   3+Axle   1Trail   2Trail   QC   Factor   QC   Factor   QC   Factor   QC   Factor   QC   Factor   QC   PC   QC   QC   QC   QC   QC   QC	Length AADT   QA   4Tire   Bus   Truck   2Axle   3+Axle   17rall   2Trall   CTrall   2Trall   CTrall   2Trall   CTrall   2Trall   CTrall   2Trall   CTrall   CTrall	Lest South to Rest Area   Lest South to Rest Area   Smyth County   0.07   1000   G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Pactor	QK Dir /	AAWDT	QW
South Ramp I-81 S Exit 98 to SR 100 N	Pulaski County  Tœ	I-81 South 0.17 <b>4900 G</b> SR 100	0.104	F	4900	G
South Ramp I-81 S Exit 101 to 77-660	Pulaski County  To:	I-81 South 0.20 <b>1500 G</b> 77-660 State Park Rd	0.098	F	1500	G
South Ramp I-81 S Exit 105 to SR 232	Montgomery County	I-81 South 0.26 <b>990 G</b> SR 232 W Main St	0.111	F	990	G
South Radford Rest Area	Montgomery County	I-81 South 0.04 1300 G Enter Rest Area Parking Lot	0.104	F	1300	G
South 81 Radford Rest Area	Montgomery County  To:	Exit Rest Area Parking Lot 0.05 1300 N  I-81 South	0.104	F	1300	N
South Ramp I-81 S Exit 101 to SR 177	Montgomery County	I-81 South 0.23 <b>4900 G</b> SR 177	0.114	F	4900	G
South Ramp I-81 S Exit 101 to SR 8	Town of Christiansburg (Maint: 60)	I-81 South 0.10 <b>4200 G</b> SR 8 W Main St	0.156	F	4200	G
South Ramp	Town of Christiansburg (Maint: 60)	I-81 South Exit 118 Collector Rd  0.17 <b>470 G</b> US 460 East	0.115	F	470	G
South Ramp	Town of Christiansburg (Maint: 60)	I-81 South Collector Rd 0.09 <b>6000 G</b> Ramp to US 11	0.093	F	6600	G
South Ramp	Town of Christiansburg (Maint: 60)	I-81 South Exit 118 Collector Rd  0.30 <b>1800 G</b> US 11 Roanoke St	0.092	F	1900	G
South 81 I-81 South Collector Rd	Town of Christiansburg (Maint: 60)	I-81 South 0.34 <b>7500 G</b> I-81 South Exit 118C	0.092	F	8200	G
South [81] I-81 South Collector Rd	Town of Christiansburg (Maint: 60)	Ramp from US 11 & US 460 0.32 <b>8900 G</b> I-81 South	NA NA		9700	G
South Ramp I-81 S Exit 128 to SR 8	Montgomery County	I-81 South 0.10 <b>1400 G</b> 60-603 Northfork Rd	0.114	F	1400	G
South Ramp	Roanoke County	I-81 South 0.22 <b>3300 G</b> 80-647 Dow Hollow Rd	0.177	F	3300	G

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

-		Timary and interstate no							17		D:		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	True 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	I-81 South											
(81) Ramp	Roanoke County	0.18 <b>6700 G</b>			<u>-</u>				0.096	F		6700	G
	To:	SR 112 Wildwood Rd											
South	From	I-81 South											
(81) Ramp	Roanoke County	0.11 <b>4400 G</b>							0.112	F		4400	G
(81) 1 12111111	To:	SR 311 Thompson Memorial 1	Dr		_				0.112	•		1100	ŭ
		•	DI										
South	Prom	I-81 South							0.444	_		5000	0
(81) Ramp	Roanoke County	0.22 <b>5900 G</b>							0.114	F		5900	G
<u> </u>	10:	SR 419 Electric Rd											
South	From:	I-81 South											
(81) (220) Ramp	Roanoke County	0.32 <b>9200 G</b>	93%	1%	<u>1</u> % 1%	5%	0%	F	0.116	F		10000	G
	Τα	I-581 South											
South	From:	I-81 South											
(81) Ramp	Roanoke County	0.31 <b>2500 G</b>							0.141	F		2500	G
(01)	To:	SR 115 Plantation Rd			$\neg$								
Court	From												
South Souls Roma	Pototourt County	I-81 South							0.000	_		E100	_
81 Scale Ramp	Botetourt County	0.61 <b>5100 G</b>			<b>—</b>				0.089	F		5100	G
	10.	I-81 South											
South	From:	I-81 South											
(81) Ramp I-81 S Exit 150A to ALT SR 220	Botetourt County	0.19 <b>2200 G</b>							0.101	F		2200	G
$\smile$	To:	ALT SR 220 S											
South	From	I-81 South											
(81) Ramp I-81 S Exit 150A to ALT SR 220	Botetourt County	0.19 <b>620 G</b>							0.116	F		620	G
	To:	US 220 N, Roanoke Rd											
Courth	From	I-81 South											
South (81) Ramp I-81 S Exit 156 to 11-640	Botetourt County	0.20 <b>330 G</b>							0.131	_		350	G
81 Ramp I-81 S Exit 156 to 11-640	Botelouri County	11-640 Brughs Mill Rd			<del></del>				0.131	Г		330	G
	100	11-640 Brughs Mill Rd											
South	From:	I-81 South to Rest Area											
(81) Troutville Rest Area	Botetourt County	0.05 <b>1800 N</b>							0.120	Α		1700	Ν
$\smile$	To:	Enter Rest Area Parking Lot	t										
South	From:	Exit Rest Area Parking Lot											_
(81) Troutville Rest Area	Botetourt County	0.06 <b>1800 A</b>							0.120	Α		1700	Α
<u> </u>	To:	I-81 South from Rest Area											
South	From:	I-81 South											
(81) Ramp I-81 S Exit 162 to US 11	Botetourt County	0.11 <b>400 G</b>			<del></del>				0.115	F		400	G
	To:	US 11 Lee Highway											
South	From	I-81 South											
81) Ramp I-81 S Exit 167 to US 11	Botetourt County	0.07 <b>190 G</b>							0.141	F		190	G
81 Hamp 1-01 3 Exit 107 to 03 11	Tr.	US 11			<del></del>				0.141	'		130	G
	<u> </u>												
South	From:	I-81 South											
(81) Ramp I-81 S Exit 168 to 11-614	Botetourt County	0.10 <b>500 G</b>							0.147	F		500	G
$\sim$	To:	11-614 Arcadia Rd			I								

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

Section   Sect			Timary and interstate ributes	Turnella IV	D:-		
18   Section   18	Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K  2Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor	AAWDT	QW
Second   S	South	From:	I-81 South				
Second   S		Rockbridge County		0.104	F	380	G
September   Sept		To:					
Second   County   C	Courth	From:					
Second   S		Rockbridge County		0.114	F	700	G
Second   S	81 Hamp 1-01 3 Exit 173 to 03 11 3	Tockbridge County		0.114	'	700	ч
Ramp  -81 S Exit 178 to US 11   Rockbridge   County   D.10   400   C   D.093   F   400   G							
St.   F.   F.   St.   F.   St.   S	South	From:			_		_
September   Sept	(81) Ramp I-81 S Exit 175 to US 11	Rockbridge County		0.093	F	400	G
Ramp I-81 S Exit 188 to US 60 E   Pockbridge County   0.19   2500   G   1.83 South   1.83 Sout	$\overline{}$	To:	US 11; FR 232				
US 60 E. Midland Trail   September   Sep	South	From:	I-81 South				
18 of   18 o	81) Ramp I-81 S Exit 188 to US 60 E	Rockbridge County	0.19 <b>2500 G</b>	0.094	F	2500	G
Ramp I-81 S Exit 188 to US 60 W   Rockbridge County   O.21   700   G		To:	US 60 E, Midland Trail				
Ramp I-81 S Exit 188 to US 60 W   Rockbridge County   O.21   700   G	South	From:					
South   Sout		Bockbridge County		0.106	F	700	G
South   Ramp I-81 S Exit 195 to US 11   Rockbridge County   0.19   1600   G	(81) Hamp For a 2xit rad to do do it	To:			•	700	ŭ
Ramp I-81 S Exit 195 to US 11   Rockbridge County   0.19   1600   G			·				
Fair		From			_	4000	_
South   September   Septembe	(81) Ramp I-81 S Exit 195 to US 11	Rockbridge County		0.097	F	1600	G
Fairfield Rest Area   Rockbridge County   0.08   1000   G	<u> </u>	Τα	I-81 South Exit 195B				
Eater Rest Area Parking Lot	South	From:	I-81 South to Rest Area				
South   September   Septembe	(81) Fairfield Rest Area	Rockbridge County	0.08 <b>1000 G</b>	0.095	F	1000	G
Fairfield Rest Area   Rockbridge County   0.09   1000   N   1.81 South from Rest Area   1.81 South from Rest Are		Τα	Enter Rest Area Parking Lot				
Total   File	South	From:					
South   Sexit 205 to 81-606   Rockbridge County   O.20   730   G   O.123   F   730   G	(81) Fairfield Rest Area	Rockbridge County		0.095	F	1000	Ν
Ramp  -81 S Exit 200 to 81-710   Rockbridge County   0.20   730   G	$\overline{}$	To:	I-81 South from Rest Area				
South   Flow	South	From:	I-81 South				
South   Flow	(81) Ramp I-81 S Exit 200 to 81-710	Rockbridge County	0.20 <b>730 G</b>	0.123	F	730	G
Ramp I-81 S Exit 205 to 81-606   Rockbridge County   0.15 2400 G   0.077 F   2400 G		To:	81-710 Sterrett Rd				
Ramp I-81 S Exit 205 to 81-606   Rockbridge County   0.15 2400 G   0.077 F   2400 G	South	From:	L-81 South				
South   Sexit 213 to US 11 S   Augusta County   0.30   1600   G     0.114   F   1600   G		Bockbridge County		0.077	F	2400	G
Ramp I-81 S Exit 213 to US 11 S   Augusta County   0.30   1600   G     0.114   F   1600   G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G     G	(81) Trainip 1 01 0 Exit 200 to 01 000	To:		0.077	•	2400	ď
Ramp I-81 S Exit 213 to US 11 S   Augusta County   0.30   1600   G   US 11 S, Lee Jackson Hwy   South   To   US 11 S   Lee Jackson Hwy   South   To   US 11 N, Lee Jackson Hwy   South   To   US 11 N, Lee Jackson Hwy   South   To   US 11 N, Lee Jackson Hwy   South   To   US 11 N   Lee Jackson Hwy   To   US 11 N   Lee Jackson Hwy   South   To   US 11 N   Lee Jackson Hwy   Lee Jackson Hwy   To   US 11 N   Lee Jackson Hwy   To							
Test   US 11 S, Lee Jackson Hwy   South   Ramp I-81 S Exit 213 to US 11 N   Augusta County   0.23   490   G     US 11 N, Lee Jackson Hwy   O.24   South   Gamma   O.25	South	A			_	1000	_
Ramp I-81 S Exit 213 to US 11 N   Augusta County   0.23   490   G	81) Ramp I-81 S Exit 213 to US 11 S	Augusta County		0.114	F	1600	G
Ramp I-81 S Exit 213 to US 11 N   Augusta County   0.23   490   G     0.166   F   490   G	<u> </u>	Tα:	US 11 S, Lee Jackson Hwy	1			
Tot   US 11 N, Lee Jackson Hwy   South   From   I-81 South   South   From   O7-654   Augusta County   O.22   2900   G   O.111   F   2900   G	South	From:					
Tot   US 11 N, Lee Jackson Hwy   South   From   I-81 South   South   Tot   O7-654   Augusta County   O.22   2900   G   O.111   F   2900   G	(81) Ramp I-81 S Exit 213 to US 11 N	Augusta County	0.23 <b>490 G</b>	0.166	F	490	G
Ramp I-81 S Exit 217 to 07-654   Augusta County   0.22   2900   G     0.111   F   2900   G	$\smile$	To:	US 11 N, Lee Jackson Hwy				
Ramp I-81 S Exit 217 to 07-654   Augusta County   0.22   2900   G     0.111   F   2900   G	South	From	I-81 South				
Try   07-654 White Hill Rd		Augusta County		0.111	F	2900	G
South     South     South     South   Sexit 220 to SR 262   Augusta County   O.20   <b>5800 G</b>   O.126 F   6300 G		Tor					
81         Ramp I-81 S Exit 220 to SR 262         Augusta County         0.20         5800         G         0.126         F         6300         G	Carrella	Franc		<u> </u>			
		Augusta County		0.100	_	6000	C
SR 262	81			0.126	Г	0300	G
		10:	SR 262				

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

					-				IZ.		D:-		
Route	Jurisdiction		4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK F	Dir Factor	AAWDT	QW
South Ramp	Augusta County	I-81 South  0.48 <b>12000</b> A  I-64 East	89%	1%	1% 1%	9%	0%	F	0.106	Α		12000	Α
South Ramp I-81 S Exit 222 to US 250	Augusta County	I-81 South  0.15 <b>4900 G</b> I-81 South Exit 222B Ramp to							0.117	F		4900	G
South Ramp I-81 S Exit 225 to SR 275	Augusta County	I-81 South 0.13 <b>2900 G</b>							0.143	F		2900	G
South Ramp I-81 S Exit 227 to 07-612	Augusta County	SR 262 Woodrow Wilson F  I-81 South  0.26 <b>2200 G</b> 07-612 Laurel Hill Rd			_ <u> </u>				0.135	F		2200	G
South  81 Mt. Sydney Rest Area	Augusta County	I-81 South to Rest Area 0.10 1100 G  Enter Rest Area Parking I							0.105	F		1100	G
South 81 Mt. Sydney Rest Area	Fron: Augusta County To:	Exit Rest Area Parking I  Exit Rest Area Parking I  0.09 1100 N  I-81 South from Rest Area	ot						0.105	F		1100	N
South Ramp I-81 S Exit 235 to SR 256	Front: Augusta County T∝	I-81 South 0.16 <b>2600 G</b> SR 256 Weyers Cave R							0.119	F		2600	G
South Ramp	Rockingham County	I-81 South 0.19 <b>2700 G</b> SR 257 Friedens Ch Ro	90%	0%	1% 5%	4%	0%	С	0.088	F		2700	G
South Ramp	Rockingham County	I-81 South 0.10 <b>4300 G</b> Ramps I-81 N 243A; I-81 243A Ra							0.1	F		4300	G
South Ramp I-81 S Exit 245 to Port Republic Rd	City of Harrisonburg (Maint: 82	I-81 South	97%	0%	1% 0%	1%	0%	F	0.114	Α		4100	Α
South Ramp I-81 S Exit 247 to US 33 E	City of Harrisonburg (Maint: 82	I-81 South							0.09	F		4100	G
South 81 Ramp	City of Harrisonburg (Maint: 82	I-81 South							0.124	F		1300	G
South 81 Ramp	Rockingham County	I-81 South 0.11 <b>1200 G</b> Ramps I-81 N 251A; I-81 251A Ra							0.121	F		1200	G
South (81) Ramp I-81 S Exit 257 to SR 259	Rockingham County	I-81 South 0.17 <b>540 G</b>							0.104	F		540	G

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

		Timaly and interstate ribates					
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Facto	r AAWDT	Q۷
South	From	I-81 South to Rest Area					
New Market Rest Area	Rockingham County	0.07 <b>920 N</b>		0.092	F	920	Ν
3.7	To:	Enter Rest Area Parking Lot					
outh	From:	Exit Rest Area Parking Lot					
New Market Rest Area	Rockingham County	0.08 <b>920 G</b>		0.092	F	920	G
<u> </u>	To:	I-81 South from Rest Area					
outh	From:	I-81 South					
Ramp I-81 S Exit 264 to US 211	Shenandoah County	0.19 <b>2000 G</b>		0.106	F	2000	G
	To:	US 211 W Old Cross Rd					_
	Erono		1				
uth	Chanandach Causty	I-81 South		0.167	F	000	
Ramp I-81 S Exit 269 to 85-730	Shenandoah County	0.14 <b>920 G</b>		0.167	Г	920	G
	10.	85-730 Caverns Rd					
uth	From:	I-81 South					
Ramp I-81 S Exit 273 to SR 292	Shenandoah County	0.23 <b>2600 G</b>		0.082	F	2600	G
<u> </u>	To:	SR 292 Conicville Rd					
uth	From:	I-81 South					
Ramp I-81 S Exit 279 to SR 185	Shenandoah County	0.20 <b>1100 G</b>		0.104	F	1100	G
	To:	SR 185 Stoney Creek Blvd	$\neg$				
	From	•					
uth	Chanandach Causty	I-81 South 0.18 <b>3700 G</b>		0.105	F	3700	G
Ramp I-81 S Exit 283 to SR 42	Shenandoah County		_	0.105	Г	3700	Ċ
	100	SR 42 W Reservoir Rd					
outh	From:	I-81 South					
31) Ramp I-81 S Exit 291 to 85-651	Shenandoah County	0.22 <b>4000 G</b>		0.102	F	4000	G
<u> </u>	To:	85-651 Mount Olive Rd					
outh	From:	I-81 South					
Ramp I-81 S Exit 296 to SR 55	Shenandoah County	0.27 <b>2500 G</b>	<del></del>	0.141	F	2500	G
,,,,	To:	SR 55 John Marshall Hwy					
	From:	I-81 South					_
outh	Shenandoah County	0.17 <b>4100 A</b>		0.127	Α	4300	Д
Ramp I-81 S Exit 298 to US 11	Silenandoan County		$\neg$	0.127	A	4300	-
		US 11 Old Valley Pike					
outh	From:	I-81 South					
Ramp I-81 S Exit 300 to I-66 E at Exit 1	Frederick County	0.40 <b>8700 G</b> 84% 1%	<u>1</u> % 1% 13% 1%	F 0.088	F	8000	G
	To:	I-66 East					
uth	From:	I-81 South					
1) Ramp I-81 S Exit 302 to 34-627	Frederick County	0.14 <b>2900 G</b>		0.091	F	2900	G
) · · · · · · · · · · · · · · · · · · ·	To:	34-627 Reliance Rd			•		
d.	F		•				
uth	Free de viele Court	I-81 South to Scales		0.004	_	F000	_
Scale Ramp	Frederick County	0.36 <b>5200 G</b>		0.064	F	5200	G
	Tor	North End of Scales					
outh	Free de viele Court	South End of Scales		0.004	_	F000	_
Scale Ramp	Frederick County	0.12 <b>5200 G</b>		0.064	F	5200	G
~	To	I-81 South from Scales					

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

				_		Truck			K		Dir		_
Route	Jurisdiction	Length <b>AADT QA</b>	4Tire	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	Q۱
outh	From:	I-81 South											
81) Ramp I-81 S Exit 307 to SR 277	Frederick County	0.17 <b>5000 G</b>							0.108	F		5000	(
$\sim$	To:	SR 277 Fairfax Pike											
South	From:	I-81 South											
81) Ramp I-81 S Exit 310 to SR 37	Frederick County	0.14 <b>5100 G</b>	92%	1%	1% 19	6 5%	0%	С	0.108	F		5100	
$\smile$	To:	SR 37 Winchester Bypass											
outh	From:	I-81 South											
81) Ramp I-81 S Exit 313 to US 50 E	Frederick County	0.17 <b>8700 G</b>							0.087	F		8700	
	To:	US 50 E, Millwood Ave											
outh	From:	I-81 South											
81) Ramp I-81 S Exit 313 to US 50 W	Frederick County	0.22 <b>5000 G</b>	96%	0%	2% 09	6 1%	0%	С	0.089	F		5000	
81)	To:	US 50 W, Millwood Ave; Jubal Ear		0,0	<u> </u>	.,,	0 / 0	Ū	0.000	•		0000	
	Group	,	ny Di										
outh	Frodoriok County	I-81 South							0.005	F		7000	
81) Ramp I-81 S Exit 315 to SR 7	Frederick County	0.31 <b>7800 G</b>			_				0.085	Г		7800	(
	4.05	SR 7 Berryville Ave											
outh	From:	I-81 South											
81) Ramp I-81 S Exit 317 to US 11	Frederick County	0.19 <b>6200 G</b>							0.097	F		6200	(
<u> </u>	To:	US 11 Martinsburg Pike											
outh	From:	I-81 South to Welcome Center	r										
81) Winchester Welcome Center	Frederick County	0.06 <b>1300 B</b>	75%	1%	1% 19	6 21%	2%	F	0.139	Α		1300	
<u> </u>	To:	Enter Welcome Center Parking I											
outh	From:	Exit Welcome Center Parking L											
Winchester Welcome Center	Frederick County	0.08 <b>1300 N</b>	75%	1%	1% 19	6 21%	2%	N	0.139	Α		1300	
<u> </u>	To:	I-81 South from Welcome Cent	er										
outh	From:	I-81 South											
81) Ramp I-81 S Exit 321 to 34-672	Frederick County	0.21 <b>1100 G</b>							0.104	F		1100	(
$\smile$	To:	34-672 Hopewell Rd											
outh	From:	I-81 South											
81) Ramp I-81 S Exit 323 to 34-669	Frederick County	0.16 <b>2600 A</b>	60%	0%	2% 19	6 36%	1%	С	0.1	Α		2700	
	To:	34-669 Rest Church Rd											
	From:	US 19 Bus Main St											
82) Cleveland Rd	Town of Lebanon	0.58 <b>3400 G</b>	98%	0%	1% 09	6 1%	0%	С	0.092	F	0.588	3500	(
62) Gloveland Ha	rown or zoodnon		0070	070		0 170	070	Ŭ	0.002	•	0.000	0000	
	To: From:	NCL Lebanon			<u> </u>								
82) Cleveland St	Russell County	5.71 <b>1400 G</b>	96%	1%	1% 19	6 0%	0%	С	0.100	F	0.506	1500	•
<u> </u>	To- From-	SCL Cleveland			$\neg$								
82)	Town of Cleveland (Maint: 83)	0.55 <b>1400 N</b>	96%	1%	1% 19	6 0%	0%	Ν	0.100	F	0.506	1500	
$\supset$	To	83-600 Cleveland											
	From	US 23 Bus Pound											
83) Clintwood Hwy	Town of Pound (Maint: 97)	0.93 <b>5800 G</b>	97%	0%	1% 19	6 1%	0%	F	0.092	F	0.556	5800	
03) 3			J. 70	0 /0	1/0 1	0 1/0	J /0		0.002	•	3.000	5500	
$\overline{}$	To: From:	ECL Pound								_			
83)	Wise County	2.64 <b>5800 N</b>	97%	0%	1% 19	6 1%	0%	Ν	0.092	F	0.556	5800	
<u> </u>	То	Dickenson County Line											

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

			<del>-</del> .			Truc	k			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Distance and House	Fronc	Wise County Lin		00/	10/	40/	40/	00/	_	0.004	_	0.500	0400	_
83) Dickenson Hwy	Dickenson County	3.91 <b>6200</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.091	F	0.586	6100	(
	To: From:	SR 72 Georges Fo									_			
83) W Main St	Dickenson County	0.69 <b>8300</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.091	F	0.502	8200	(
	To: From:	WCL Clintwood												
83)	Town of Clintwood (Maint: 25)	1.78 <b>8300</b>	<b>N</b> 97%	0%	1%	1%	1%	0%	Ν	0.091	F	0.502	8200	١
	Toc From:	ECL Clintwood												
83) Dickenson Hwy	Dickenson County	5.57 <b>6600</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.102	F	0.626	6600	(
<u> </u>	To: From:	SR 63 Fremont												
83) (63) Dickenson Hwy	Dickenson County	4.94 <b>3200</b>	<b>G</b> 90%	1%	2%	2%	5%	0%	С	0.099	F	0.601	3200	
	To:	SR 63 North of Clin												
Dickenson Hwy	Dickenson County	SR 63 North of Clinchco Be 2.44 <b>3000</b>	eg Ridge Rd  G 90%	1%	2%	1%	6%	0%	F	0.1	F	0.646	3000	
B3 Dickenson Hwy	Dickenson County			1 /0	2 /0	1 /0	0 /6	0 /6	'	0.1	'	0.040	3000	
Distance on these	From	25-607 Road Bran		40/		40/	00/	00/	_	0.000		0.505	0000	
Dickenson Hwy	Dickenson County	3.23 <b>2800</b>	<b>G</b> 90%	1%	2%	1%	6%	0%	С	0.098	F	0.585	2800	
	To: From:	WCL Haysi												
83)	Town of Haysi (Maint: 25)	0.56 <b>2800</b>	<b>N</b> 90%	1%	2%	1%	6%	0%	Ν	0.098	F	0.585	2800	
	To: From	SR 80 Haysi												
83) 80 Dickenson Hwy	Town of Haysi (Maint: 25)	0.34 <b>4100</b>	<b>G</b> 94%	1%	2%	1%	2%	0%	F	0.097	F	0.509	4000	
$\smile$	To: From:	E SR 63												
83) 80 Dickenson Hwy	Town of Haysi (Maint: 25)	1.08 <b>3100</b>	<b>G</b> 94%	1%	2%	1%	2%	0%	F	0.093	F	0.584	3000	
$\mathcal{I}$	Τœ	NCL Haysi												
83) (80)	Dickenson County	0.01 3100	N 94%	1%	2%	1%	2%	0%	Ν	0.093	F	0.584	3000	
	To	SR 80 Breaks Park	· Rd											
B3) Dickenson Hwy	Dickenson County	0.04 <b>2000</b>	<b>G</b> 94%	1%	2%	1%	2%	0%	С	0.092	F	0.506	2000	
,	To													
92	Town of Haysi (Maint: 25)	WCL Haysi 0.04 <b>2000</b>	<b>N</b> 94%	1%	2%	1%	2%	0%	N	0.092	F	0.506	2000	
33)	Town or Hayer (Maint: 20)		0.70	1,70		1 70	_ / 0	0 70		0.002	•	0.000	2000	
	Dickenson County	3.38 <b>2000</b>	N 94%	1%	2%	1%	2%	0%	N	0.092	F	0.506	2000	
33	Dickenson County	Buchanan County I		170	270	170	270	0%	IN	0.092	Г	0.506	2000	
	From	Dickenson County l												
33	Buchanan County	2.47 <b>2600</b>	<b>F</b> 95%	1%	1%	1%	3%	0%	С	0.091	F	0.583	2600	
	Tα:	13-604 Sunset Hollo												
	From:	13-604 Sunset Holl		00/	10/	00/	00/	00/	_	0.007	_	0.000	0500	
33)	Buchanan County	5.96 <b>3500</b>	<b>F</b> 95%	0%	1%	2%	2%	0%	С	0.097	F	0.669	3500	
	To: From:	13-619 Lee Master												
83) Dickenson Hwy	Buchanan County	1.95 <b>4800</b>	<b>F</b> 95%	0%	1%	2%	2%	0%	F	0.093	F	0.681	4700	
<u> </u>	To: From:	US 460												
83) (460)	Buchanan County	1.99 <b>9400</b>	<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.088	F	0.523	10000	(
	To:	SCL Grundy												

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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	Q
7~~~	From:		CL Grundy							_					
3/{460}	Town of Grundy (Maint: 13		740 F	95%	0%	2%	2%	1%	0%	С	0.096	F	0.613	820	
	To: From:		S 460 WEST US 460 E												
3 Edgewater Dr	Town of Grundy (Maint: 13		12000 F	97%	1%	1%	0%	1%	0%	F	0.099	F	0.741	12000	
3) Lagoriaior Bi	Town or aranay (maint: 1)	•		0,70	. 70	. , ,	070	1 /0	070	•	0.000	•	0.7 11	12000	
	From:		CL Grundy	070/	401		00/	40/	00/		0.00	_	0.55	0.400	
3 State Creek Rd	Buchanan County	2.93	6500 F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.55	6400	
	To: From:	13-0	642 Elkins Br.												
3)	Buchanan County	4.24	3000 F	97%	1%	1%	0%	1%	0%	С	0.099	F	0.615	3000	
<i></i>	Tα	13-6	643 Hurley Rd												
3	Buchanan County	2.47	1900 F	97%	0%	1%	1%	1%	0%	С	0.1	F	0.541	1800	
9	Tα	12	(40 H-1- C-												
<u></u>	From: Buchanan County	4.67	-640 Hale Cr. <b>950 F</b>	97%	0%	1%	1%	0%	0%	С	0.096	F	0.655	930	
3	To:		rirginia State Lin		0 70	1 70	1 /0	0 70	0 70	J	0.000	•	0.000	300	
	From														
Mill Gap Rd	Highland County		7irginia State Line 310 G	49%	1%	1%	41%	7%	0%	С	0.147	F	0.622	300	
4) Mill Gap Rd	riigiliand County	5.67	310 G	43 /0	1 /0	1 /0	41/0	1 /0	0 /6	C	0.147	'	0.022	300	
	To: From:		pper Back Creek												
4) Mill Gap Rd	Highland County	6.64	510 G	69%	1%	1%	25%	5%	0%	С	0.106	F	0.611	500	
<u> </u>	To: From	45-640	Meadowdale Ro												
Mill Gap Rd	Highland County	2.43	670 G	75%	1%	1%	19%	5%	0%	С	0.098	F	0.507	670	
)	Τα	US 2	220 Vanderpool												
orth	From	North C	Carolina State Lin	e											
5	Mecklenburg County	4.23	13000 G	81%	1%	1%	1%	16%	1%	С	0.113	Α		11000	
9	Combined Traffic Estimates for 2 Parallel Roadwa	avs on this Route:	25000 G	80%	1%	1%	1%	16%	1%	С	0.106	В	0.501	21000	
	To		58-903												
orth	From:														
35)	Mecklenburg County	8.14	13000 A	81%	1%	1%	1%	16%	1%	F	0.131	Α		11000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	26000 A	80%	1%	1%	1%	16%	1%	F	0.126	Α	0.511	23000	
	Tα	SC	CL South Hill												
orth	Towns of Courts Hill (Maints A			010/	10/	10/	10/	100/	10/	_	0.101	^		11000	
35)	Town of South Hill (Maint: §	•	13000 A	81%	1%	1%	1%	16%	1%	_	0.131	A	0.544	11000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	26000 A	80%	1%	1%	1%	16%	1%	F	0.126	Α	0.511	23000	
rth	To- From:		US 58												
5)	Town of South Hill (Maint: 5	58) 2.53	12000 A	81%	1%	1%	1%	16%	1%	F	0.125	Α		11000	
9)	Combined Traffic Estimates for 2 Parallel Roadwa	*		80%	1%	1%	1%	16%	1%	F	0.118	Α	0.504	21000	
	Combined Traine Estimates for 21 drailer Hoduwa	ayo on this rioute.		00 /6	1 /0	1 /0	1 /0	10/0	1 /0	'	0.110	^	0.504	21000	
rth	To: From:		US 1												
5)	Town of South Hill (Maint: 5	58) 0.53	11000 A	81%	1%	1%	1%	16%	1%	F	0.131	Α		9800	
	Combined Traffic Estimates for 2 Parallel Roadwa	,	23000 A	80%	1%	1%	1%	16%	1%	F	0.122	Α	0.533	20000	
	To:	<u> </u>	CL South Hill								-				

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
orth	From		CL South H													
5	Mecklenburg County	3.84	11000	Α	81%	1%	1%	1%	16%	1%	F	0.131	Α		9800	
	Combined Traffic Estimates for 2 Parallel Roadways on this			<u> </u>	80%	1%	1%	1%	16%	1%	F	0.122	Α	0.533	20000	
rth	From:		wick County													
35)	Brunswick County	4.71	11000	A	81%	1%	1%	1%	16%	1%	F	0.131	Α		9800	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.122	Α	0.533	20000	
	Tα		4 Brunswic	k Dr												
orth	From:		12-644		0.151						_					
35)	Brunswick County	3.01	11000	Α	81%	1%	1%	1%	16%	1%	F	0.129	Α		9800	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.122	Α	0.539	20000	
orth	To: From:		SR 46													—
35)	Brunswick County	1.19	11000	Α	81%	1%	1%	1%	16%	1%	F	0.132	Α		9500	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	22000	Α	80%	1%	1%	1%	16%	1%	F	0.123	Α	0.549	19000	
	То		US 1													
orth	Front	0.00			040/	40/		40/	4.007	40/	_	0.400			10000	
35	Brunswick County	6.39	11000	Α	81%	1%	1%	1%	16%	1%	F	0.129	A		10000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.121	Α	0.534	20000	
orth	To: From:		12-630													_
35)	Brunswick County	4.71	12000	Α	81%	1%	1%	1%	16%	1%	F	0.127	Α		10000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.128	Α	0.543	20000	
	To	12-71	2 Old Stag	e Rd												
orth	Brunswick County	0.76	12000	Α	81%	1%	1%	1%	16%	1%	_	0.126	Α		11000	
35	Combined Traffic Estimates for 2 Parallel Roadways on this				80%	1%	1%	1%	16%	1%	F	0.126	A	0.536	21000	
	Combined Trainic Estimates for 2 Faraner Hoadways off this		ddie County	A Line	00%	1 70	170	170	1076	1 70	Г	0.116	А	0.556	21000	
orth	Front		wick County													_
35)	Dinwiddie County	2.38	12000	Α	81%	1%	1%	1%	16%	1%	F	0.126	Α		11000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	24000	Α	80%	1%	1%	1%	16%	1%	F	0.118	Α	0.536	21000	
	To		SR 40													
orth 35)	Dinwiddie County	5.95	13000	Α	83%	0%	1%	1%	13%	1%	F	0.123	Α		11000	
85)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	83%	0%	1%	1%	14%	1%	' F	0.123	Α	0.545	22000	
	Combined Trainic Estimates for 21 drainer floadways off this	rioule.			00 /6	0 70	1 /0	1 /0	14/0	1 /0	'	0.114	^	0.545	22000	
orth	Tor. From:		26-650													_
5	Dinwiddie County	4.88	13000	Α	83%	0%	1%	1%	13%	1%	F	0.121	Α		11000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	26000	Α	83%	0%	1%	1%	14%	1%	F	0.068	F	0.575	23000	
	To- Front		26-703													
orth	Dinwiddie County	8.52	14000	Α	83%	0%	1%	1%	13%	1%	С	0.116	Α		13000	
35	Combined Traffic Estimates for 2 Parallel Roadways on this			A	83%	0%	1%	1%	14%	1%	C	0.116	A	0.545	26000	
	- Tamo Estimates for 2 Farallet Hoadways off this	i ioule.	23000		00 /0	U /0	1 /0	1 /0	1 7 /0	1 /0	U	0.100	$\sim$	0.545	20000	

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

		Filliary at						Trı	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2 <b>A</b> yle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		US 460				Z/ txic	OTTIALO	TTTUI	ZIIdii		1 40101		1 40101		
(85) (460)	Dinwiddie Co	ounty 1.77	21000	Α	83%	0%	1%	1%	13%	1%	F	0.098	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	85%	1%	1%	1%	12%	1%	F	0.093	Α	0.524	41000	Α
	To		US 1													
North	Dinwiddie Co	ounty 1.18	27000	Α	87%	1%	1%	1%	10%	1%	С	0.089	Α		27000	Α
85 (460)	Combined Traffic Estimates for 2 Parallel	•		A	87%	1%	1%	1%	10%	1%	С	0.089	A	0.55	53000	A
	Combined Trainc Estimates for 2 Parallel				0770	I 70	1 70	1 70	1076	170	C	0.09	A	0.55	33000	A
North	To: From:	SC	CL Petersbu	ırg												
(85) (460)	City of Petersburg	(Maint: 26) 1.01	27000	Α	87%	1%	1%	1%	10%	1%	С	0.089	Α		27000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	Α	87%	1%	1%	1%	10%	1%	С	0.09	Α	0.55	53000	Α
	To	Squi	irrel Level F	Road			$\neg$									
North (ACO)	City of Petersburg		31000	Α	87%	1%	1%	1%	10%	1%	F	0.086	Α		31000	Α
85 (460)	Combined Traffic Estimates for 2 Parallel	,		Ā	87%	1%	1%	1%	10%	1%	F	0.089	Α	0.56	60000	A
	To:		amp To I-95		07 /6	1 /0	1/0	1 /0	10 /6	1 /0	'	0.003	^	0.50	00000	^
North	From	Ram	ıр То І-95 S													
(85) I-85 N Ramp	City of Petersburg	•	24000	G	87%	1%	1%	1%	10%	1%	F	0.081	F		24000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.586	48000	G
Newh	Too From	Ramp to W	ashington S	t; Wythe	e St		<u> </u>									
North $(85)$ Ramp	City of Petersburg	(Maint: 26) 0.11	21000	Α	87%	1%	1%	1%	10%	1%	F	0.087	Α		21000	Α
(83) Tidinip	Combined Traffic Estimates for 2 Parallel	,	37000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	36000	G
	To:	Tiodaways on this riodic.	I-95 North		0070	1 /0	$\overline{}$	1 70	1170	1 70	•	0.070	•	0.004	00000	ŭ
North	From:	I-85 Nort	h to Welcor		r											
85 Bracey Welcome Center	Mecklenburg (		1100	N	83%	1%	1%	1%	14%	1%	Ν	0.156	Α		880	N
,	To:	Enter Welco	ome Center	Parking	Lot											
North	From		me Center													
85 Bracey Welcome Center	r Mecklenburg (		1100	Α	83%	1%	1%	1%	14%	1%	С	0.156	Α		880	Α
	103	I-85 North	from Welco		ter											
North	From:	0.10	I-85 North		000/	00/		40/	00/	00/	_	0.000	_		4000	0
Ramp	Mecklenburg (	County 0.18	<b>1200</b> 58-903	G	96%	0%	1%	1%	2%	0%	F	0.089	F		1300	G
North 85 Ramp	Mecklenburg (	County 0.24	I-85 North <b>2500</b>	G	80%	1%	1%	1%	17%	1%	F	0.076	F		2500	G
85 Ramp	To		US 58 East		00 /6	1 /0	1 /0	1 /0	17/0	1 /0	'	0.076	'		2300	G
North	From	•														
North (85) Ramp	Mecklenburg (		I-85 North <b>1200</b>	G	86%	1%	1%	2%	11%	0%	F	0.119	F		1300	G
00) 1 101111	To:		US 58 Wesi		5576	. 70		_ /0	/0	J /U	•	0.710	•		. 300	<u>~</u>
North	From		I-85 North				1									
(85) Ramp	Mecklenburg (	-	1900	G	80%	1%	2%	2%	16%	0%	F	0.112	F		2000	G
	To:		Mecklenbur													
						_		-								

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

_				_		Truck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Axle 1Trai		QC	Factor	QK F	actor	AAWDT	QW
North	From:	I-85 North								_			
85 Ramp	Brunswick County	0.19 <b>190 G</b>	88%	1%	1% 1	% 9%	0%	F	0.114	F		190	G
<u> </u>	To:	12-644 Brunswick Dr											
North	From:	I-85 North											
85 Ramp	Brunswick County	0.18 <b>500 G</b>	89%	2%	<u>1</u> % 1	% 8%	0%	F	0.113	F		520	G
<u> </u>	To:	SR 46 Christanna Hwy											
North	Fron:	I-85 North											
85 Ramp	Brunswick County	0.15 <b>290 G</b>	80%	1%	<u>2</u> % 2	2% 16%	0%	F	0.129	F		300	G
$\overline{}$	To:	US 1 Boydton Plank Rd											
North	From:	I-85 North to Rest Area											
85 Alberta Rest Area	Brunswick County	0.11 <b>650 N</b>							0.151	Α		580	N
<u></u>	To:	Enter Rest Area Parking Lo	t										
North Alberta Root Area	Brunswick County	Exit Rest Area Parking Lot							0.151	٨		580	٨
85 Alberta Rest Area	Brunswick County	0.12 <b>650 A</b>							0.151	А		580	Α
	10.	I-85 North from Rest Area											
North	From:	I-85 North	000/	40/		0/ 40/	00/	_	0.450	_		070	_
85 Ramp	Brunswick County	0.21 <b>360 G</b>	93%	1%	1%1	% 4%	0%	F	0.158	F		370	G
	10.	12-630 Sturgeon Rd											
North	From:	I-85 North						_		_			_
85 Ramp	Brunswick County	0.18 <b>690 G</b>	89%	1%	2% 2	2% 6%	0%	F	0.089	F		720	G
	10:	12-712 Old Stage Rd											
North	From:	I-85 North											
85 Ramp	Dinwiddie County	0.20 <b>410 G</b>							0.102	F		410	G
<u> </u>	To:	SR 40 McKenney Hwy											
North	From:	I-85 North											
85 Ramp	Dinwiddie County	0.21 <b>200 G</b>							0.177	F		200	G
<u> </u>	To:	26-650 Hawkins Church Rd; Hamilto	n Arms Rd										
North	From:	I-85 North											
85 Ramp	Dinwiddie County	0.37 <b>300 G</b>							0.119	F		300	G
<u> </u>	To:	26-703 Carson Rd											
North	Fron:	I-85 North to Rest Area											
(85) Dinwiddie Rest Area	Dinwiddie County	0.14 <b>560 N</b>	72%	2%	<u>0</u> % 0	)% 23%	2%	Ν	0.102	F		560	N
<u></u>	To:	Enter Rest Area Parking Lo	t										
North  Diswiddia Past Area	Diousidal: County	Exit Rest Area Parking Lot	700/	20/		NO/ 000/	00/	0	0.100	г		E00	_
85 Dinwiddie Rest Area	Dinwiddie County	0.19 <b>560 G</b>	72%	2%	<u>0%</u> 0	)% 23%	2%	С	0.102	F		560	G
		I-85 North from Rest Area											
North	From:	I-85 North							0.440	_		750	_
85 Ramp	Dinwiddie County	0.20 <b>750 G</b>							0.116	F		750	G
~	10:	BUS US 460											
North	From	I-85 North											
85 Ramp	Dinwiddie County	0.15 <b>600 G</b>							0.09	F		600	G
$\sim$	To	US 1 Boydton Plank Rd											

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

					4	_		Trι	ıck			K	014	Dir		0111
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From		I-85 North									0.005	_		200	
85 Ramp	Dinwiddie Co	•	980 I, Boydton P	G								0.085	F		980	G
		0511		iank Ku												
North (85) Ramp	City of Petersburg (	Maint: 26) 0.11	I-85 North	F								0.089	F		NA	
85) Hamp	Tax		11 Squirrel L									0.003	•		INA	
North	Front		I-85 NORTH													
(85) (460) Ramp	City of Petersburg (		6200	Α	88%	0%	1%	1%	10%	0%	С	0.126	Α		6400	Α
(400)	To:	,	mp to I-95 S	OUTH												
North	Front	I-85 Nor	th Ramp to I-	-95 Nort	th											
(85) Ramp	City of Petersburg (	Maint: 26) 0.06	3000	G								0.104	F		3000	G
$\overline{}$	Tα	I-95 North Exit 51.		St & Wa	shington S	St										
North Ramp	City of Petersburg (	Maint: 26) 0.22	I-95 North <b>6100</b>	Α								0.108	Α		6600	Α
85 Ramp	Tag		St & Washii									0.100	^		0000	^
North	Fronx		North Exit													
85 Ramp	City of Petersburg (	Maint: 26) 0.17	2600	Α								0.115	Α		2700	Α
$\overline{}$	To:	CEUS 4	460-P Washi	ngton St	t											
North	Front		North Exit													
Ramp	City of Petersburg (		3500	Α								0.114	Α		3800	Α
	10.		US 460 Wyth													
South	Mooklopburg C		Carolina Sta 13000		80%	1%	1%	1%	16%	1%	0	0.105	В		11000	G
85	Mecklenburg C Combined Traffic Estimates for 2 Parallel I	•		G G	80%	1%	1%		16%	1%	C	0.105	В	0.501	21000	G
	Combined Trainic Estimates for 2 Parallel I	noadways on this noute.		G	60%	170	170	1%	10%	170	C	0.106	Ь	0.501	21000	G
South	To: From:		58-903													
(85)	Mecklenburg C	ounty 7.78	13000	Α	80%	1%	1%	1%	16%	1%	F	0.125	Α		11000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	26000	Α	80%	1%	1%	1%	16%	1%	F	0.126	Α	0.511	23000	Α
046	To: From:	S	CL South H	ill			$\neg$									
South 85	Town of South Hill (	Maint: 58) 0.40	13000	Α	80%	1%	1%	1%	16%	1%	F	0.125	Α		11000	Α
(65)	Combined Traffic Estimates for 2 Parallel I	,		A	80%	1%	1%		16%	1%	F	0.126	Α	0.511	23000	Α
	To.	Tioddwdyd o'r triid riodto.			0070	1 /0		170	1070	. 70	•	0.120	, .	0.011	20000	,,
South	Front		US 58										_			_
85	Town of South Hill (	,	12000	Α	80%	1%	1%		16%	1%	F	0.116	Α		11000	Α
$\sim$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	24000	Α	80%	1%	1%	1%	16%	1%	F	0.118	Α	0.504	21000	Α
South	To: From:		US 1													
85)	Town of South Hill (	Maint: 58) 0.29	11000	Α	80%	1%	1%	1%	16%	1%	F	0.118	Α		9800	Α
	Combined Traffic Estimates for 2 Parallel I	,		Α	80%	1%	1%	1%	16%	1%	F	0.122	Α	0.533	20000	Α
	To:		ICL South H				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	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:	NO	CL South Hi	ill			1	017.04.0				. 45151		. 40101		
85)	Mecklenburg Co	ounty 3.74	11000	Α	80%	1%	1%	1%	16%	1%	F	0.118	Α		9800	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.122	Α	0.533	20000	Α
	Τα		wick County													
South	Brunswick Cou		nburg Count 11000	ty Line  A	80%	1%	1%	1%	16%	1%	F	0.118	Α		9800	Α
85	Combined Traffic Estimates for 2 Parallel Re	•		A	80%	1%	1%	1%	16%	1%	F	0.110	A	0.533	20000	A
	Johnshied Traine Estimates for 21 drainer for				00 /0	1 /0	1 70	1 /0	10 /0	1 70	•	0.122	^	0.555	20000	^
South	From		4 Brunswic	k Dr												•
85)	Brunswick Cou	•	12000	Α	80%	1%	1%	1%	16%	1%	F	0.119	Α		9900	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.122	Α	0.539	20000	Α
South	To- From		SR 46													
(85)	Brunswick Cou	nty 1.66	11000	Α	80%	1%	1%	1%	16%	1%	F	0.119	Α		9600	Α
(65)	Combined Traffic Estimates for 2 Parallel Re	•	22000	Α	80%	1%	1%	1%	16%	1%	F	0.123	Α	0.549	19000	Α
	To		US 1													
South 85	From:	0.00		_	000/	40/	40/	40/	100/	40/	_	0.440			40000	
(85)	Brunswick Cou	•	12000	A	80%	1%	1%	1%	16%	1%	F	0.116	A	0.504	10000	A
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.121	Α	0.534	20000	Α
South	To: From:		12-630													
85)	Brunswick Cou	inty 4.86	12000	Α	80%	1%	1%	1%	16%	1%	F	0.117	Α		10000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.119	Α	0.51	20000	Α
	To:	12-71	2 Old Stage	e Rd												
South	Brunswick Cou	inty 0.24	12-712 <b>12000</b>	Α	80%	1%	1%	1%	16%	1%	F	0.117	Α		10000	Α
85)	Combined Traffic Estimates for 2 Parallel Re	•		A	80%	1%	1%	1%	16%	1%	F	0.117	Α	0.536	21000	A
	To To				0070	1 /0		170	1070	1 70	•	0.110	,,	0.000	21000	,,
South	From		wick County													
85	Dinwiddie Cour	•	12000	Α	80%	1%	1%	1%	16%	1%	F	0.117	Α		10000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	24000	Α	80%	1%	1%	1%	16%	1%	F	0.118	Α	0.536	21000	Α
South	To- From:		SR 40													
South 85	Dinwiddie Cour	nty 5.95	13000	Α	82%	0%	1%	1%	14%	1%	F	0.112	Α		11000	Α
00)	Combined Traffic Estimates for 2 Parallel Re	•	25000	Α	83%	0%	1%	1%	14%	1%	F	0.069	F	0.548	22000	Α
	To		26-650													
South	From:	mb. 4.05			000/	00/	10/	10/	1.40/	10/	_	0.111	^		11000	
85	Dinwiddie Cour	•	13000	A	82%	0%	1%	1%	14%	1%	F	0.111	A	0.570	11000	A
-	Combined Traffic Estimates for 2 Parallel Re	oadways on this Houte:	26000	Α	83%	0%	1%	1%	14%	1%	F	0.112	Α	0.578	23000	Α
South	To: From:		26-703													
85)	Dinwiddie Cour	nty 8.36	14000	Α	82%	0%	1%	1%	14%	1%	С	0.107	Α		13000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	29000	Α	83%	0%	1%	1%	14%	1%	С	0.106	Α	0.545	26000	Α
	To:		US 460													

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

		Filliary at						Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Avla	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	Ι	US 460				ZANIC	JTANE	TTTAII	ZITAII		1 actor		1 actor		
85) (460)	Dinwiddie Co	ounty 1.83	21000	Α	87%	1%	1%	1%	10%	1%	F	0.101	Α		20000	Α
(00) (400)	Combined Traffic Estimates for 2 Parallel	•		Α	85%	1%	1%	1%	12%	1%	F	0.093	Α	0.524	41000	Α
	To		US 1													
South	From				2=2/						_					
(85) (460)	Dinwiddie Co	,	26000	Α	87%	1%	1%	1%	10%	1%	С	0.101	Α		26000	Α
V	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	Α	87%	1%	1%	1%	10%	1%	С	0.09	Α	0.55	53000	Α
South	To: From:	So	CL Petersbu	rg												
85) (460)	City of Petersburg	(Maint: 26) 1.25	26000	Α	87%	1%	1%	1%	10%	1%	С	0.101	Α		26000	Α
400	Combined Traffic Estimates for 2 Parallel	,	53000	Α	87%	1%	1%	1%	10%	1%	С	0.09	Α	0.55	53000	Α
	To		irrel Level F													
South	From:				2=2/						_					
85   460	City of Petersburg	,	29000	Α	87%	1%	1%	1%	10%	1%	F	0.099	Α		29000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	Α	87%	1%	1%	1%	10%	1%	F	0.089	Α	0.56	60000	Α
South	To: From:	Rar	np From I-9	5 N												
(85) I-85 S Ramp	City of Petersburg	(Maint: 26) 0.33	27000	G	83%	0%	1%	1%	13%	1%	F	0.099	Α		25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	G	85%	1%	1%	1%	11%	1%	F	0.089	Α	0.56	48000	G
	To		om Washin													
South	From	•				00/	40/	40/	100/	40/	_	0.004	_		45000	_
85 I-85 S Ramp	City of Petersburg	,	16000	G	83%	0%	1%	1%	13%	1%	-	0.084	В		15000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	36000	G
			I-95 South													
South Ramp	Mecklenburg C	L County 0.18	I-85 South	Α	96%	0%	1%	1%	2%	0%	F	0.127	Α		1800	Α
85 Ramp	To.	Journey 0.16	58-903	A	90%	076	170	170	270	0%	Г	0.127	A		1000	А
0#-	From		I-85 South													
South (85) Ramp	Mecklenburg C	County 0.29	1100	G	80%	1%	1%	1%	17%	1%	F	0.097	F		1000	G
(05) Tump	To:		8 E, E Atlan		0070	1 70		1 70	1770	1 70	·	0.007	•		1000	ŭ
South	From:		I-85 South				i									
(85) Ramp	Mecklenburg (	County 0.17	1700	Α	97%	0%	1%	0%	2%	0%	F	0.112	Α		1700	Α
	To:		12C TO RT	58 BUS												
South	From:		I-85 South													-
(85) Ramp	Mecklenburg (	County 0.31	1700	G	96%	1%	1%	1%	1%	0%	F	0.106	F		1800	G
	To:	US 1	Mecklenbur	g Ave												
South	From:		I-85 South													
85 Ramp	Brunswick Co	ounty 0.16	280	G	88%	1%	1%	1%	9%	0%	F	0.126	F		290	G
$\overline{}$	To:	12-6-	44 Brunswic	k Dr												
South	From:		I-85 South													
85 Ramp	Brunswick Co		720	G	96%	1%	1%	1%	1%	0%	F	0.218	F		750	G
$\overline{}$	To:	US 1	Boydton Pla	nk 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	ΩK	actor	AAWDT	QW
South	From:	I-85 South to Rest Area												
(85) Alberta Rest Area	Brunswick County	0.11 <b>620 N</b>	81%	1%	1%	1%	16%	1%	Ν	0.145	Α		540	Ν
$\smile$	To:	Enter Rest Area Parking												
South	From:	Exit Rest Area Parking Lo												
85 Alberta Rest Area	Brunswick County	0.12 <b>620 A</b>	81%	1%	1%	1%	16%	1%	F	0.145	Α		540	Α
$\smile$	To:	I-85 South from Rest Area												
South	From:	I-85 South												
85 Ramp	Brunswick County	0.21 <b>310 A</b>	93%	1%	1%	1%	4%	0%	F	0.153	Α		320	Α
	To:	12-630 Sturgeon Rd												
South	From	I-85 South			ı									
	Brunswick County	0.18 <b>1500 G</b>	89%	1%	2%	2%	6%	0%	F	0.084	F		1500	G
85 Ramp	Drunswick County	12-712 Old Stage Rd	09 /6	1 /0		2/0	0 /6	0 /6		0.004	'		1300	G
South	From:	I-85 South												
(85) Ramp	Dinwiddie County	0.18 <b>810 G</b>								0.127	F		810	G
$\smile$	To:	I-85 South Exit 42B to SR 4	0											
South	From:	I-85 South												
85) Ramp	Dinwiddie County	0.21 <b>470 G</b>								0.13	F		470	G
	To:	26-650 Hamilton Arms Rd												
	From				-									
South	Dissertable Country	I-85 South								0.440	_		0000	_
85 Ramp	Dinwiddie County	0.26 <b>2000 G</b>								0.118	F		2000	G
	10.	26-703 Carson Rd												
South	From:	I-85 South to Rest Area												
85) Dinwiddie Rest Area	Dinwiddie County	0.15 <b>740 N</b>	76%	1%	1%	1%	20%	1%	Ν	0.084	F		740	Ν
$\bigcirc$	To:	Enter Rest Area Parking Lo	t											
South	From	Exit Rest Area Parking Lo												
(85) Dinwiddie Rest Area	Dinwiddie County	0.25 <b>740 G</b>	76%	1%	1%	1%	20%	1%	С	0.084	F		740	G
$\smile$	To:	I-85 South from Rest Area												
South	From	I-85 South												
(85) Ramp	Dinwiddie County	0.18 <b>8100 G</b>								0.12	F		8100	G
(83)	To:	I-85 South Exit 61B to US 460	West		1					0	•		0.00	<u> </u>
	E-mil		11 031											
South	Prom:	I-85 South								0.400	_		0700	_
(85) Ramp	Dinwiddie County	0.19 <b>3700 G</b>								0.100	F		3700	G
<u> </u>	To:	US 1 S, Boydton Plank Rd												
South	From:	I-85 South												
85 Ramp	Dinwiddie County	0.21 <b>3500 G</b>								0.119	F		3500	G
	Tα	US 1 N, Boydton Plank Ro												
South	From				1									
South Ramp	City of Potorshura (Maint: 26)	I-85 South 0.13 <b>4700 A</b>								0.101	Α		5100	Α
85 Ramp	City of Petersburg (Maint: 26)									0.101	A		5100	А
	10.	123-9011 Squirrel Level												
	From	SCL Danville; NC State Lin	e					-						
(86) South Main St	City of Danville	1.11 <b>11000 G</b>	98%	0%	1%	0%	1%	0%	С	0.092	F C	0.517	12000	G
	To	Lockett Dr												

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

		Primary and intersta	ile i io	uics											
Route	Jurisdiction	Length AADT	ΟΔ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	. 0/
Tioute	dansaiction	Length AAD1	QA.	41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	٩v
	From:	Lockett Dr													
86) South Main St	City of Danville	0.61 <b>11000</b>	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.547	11000	
<u> </u>	Tœ	Broadnax St													
86) South Main St	City of Danville	0.63 <b>18000</b>	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.501	19000	
80)	To:	Central Blvd				T)			- , -	_					
	From:	South Main S	t												
86) Central Blvd	City of Danville	0.38 <b>16000</b>	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.528	17000	(
$\mathcal{I}$	To	SR 293 West Ma	in St												
86) Central Blvd	City of Danville	0.60 <b>22000</b>	F								0.092	F	0.575	NA	
66) Comman 2170	To:	Bus US 29 & SR 413 M		Dr							0.002	•	0.070	1471	
	From			Б											_
Morehead Rd	Henry County	North Carolina Stat 3.27 <b>8500</b>	G Line	93%	0%	0%	0%	6%	0%	С	0.092	F	0.509	8400	C
Morehead Rd	Herry County	3.27 6300	G	93%	0%	0%	0%	070	0%	C	0.092	Г	0.509	0400	
	To: From:	SCL Ridgewa	_												
<sub>87</sub> ) Morehead Ave	Town of Ridgeway (Maint: 44)	0.55 <b>9600</b>	G	93%	0%	0%	0%	6%	0%	F	0.088	F	0.518	10000	(
$\mathcal{I}$	To	Bus US 220 Church St	t: Main	St											
Morehead Ave	Town of Ridgeway (Maint: 44)	0.28 <b>6100</b>	G	93%	0%	0%	0%	6%	0%	F	0.080	F	0.572	6500	(
31)	To:	US 220 Greensbor													
	From:	North Carolina Stat				i									
89 Skyline Hwy	Grayson County	4.89 <b>4900</b>	G	98%	0%	1%	0%	1%	0%	С	0.094	F	0.558	5100	(
69) S.Y	arayoon county			0070	0 70	. 70	0 70	1 /0	0 70	Ŭ	0.001	•	0.000	0.00	`
	From	SCL Galax		000/	00/		00/	40/	00/	_	0.004	_	0.500	0500	
Main St	City of Galax	1.26 <b>6000</b>	G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.566	6500	C
<u></u>	To: From:	SR 97 Pipers Gap	Rd												
89) Main St	City of Galax	0.90 <b>6200</b>	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.559	6800	C
<u> </u>	To	Maroon Tide I	)r												
89) Main St	City of Galax	0.16 <b>4900</b>	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.564	5300	
99) 31					0,0		0,0	0,70	0 / 0	•	0.000	•	0.00	0000	
	From	Oldtown St		000/	40/	101	00/	00/	00/	_	0.400		0.504	0000	
Main St	City of Galax	0.64 <b>3000</b>	G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.561	3200	C
~	10.	US 58 Stuart I	)r												
	From:	98-616 Baumgardn													
90) Main St	Town of Rural Retreat (Maint: 98)	0.60 <b>6500</b>	G	97%	1%	1%	0%	1%	0%	С	0.099	F	0.527	6500	(
<u> </u>	To:	NCL Rural Retr	eat												
90)	Wythe County	0.66 <b>6500</b>	N	97%	1%	1%	0%	1%	0%	Ν	0.099	F	0.527	6500	١
	To														
Main St	Mytha Causty	US 11 Staleys Cross	G	070/	1%	10/	09/	10/	09/	F	0.105	F	U E00	6000	C
90 Main St	Wythe County	0.47 <b>6100</b>	ч	97%	170	1%	0%	1%	0%	г	0.105	г	0.589	6000	Ċ
=	""	I-81													
	From	SR 90										_			_
90) Ramp to I-81 N at Exit 60	Wythe County	0.13 <b>2100</b>	G								0.105	F		2100	C
$\checkmark$	To:	I-81 N													

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

Route	Jurisdiction	Length AADT	QΔ	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	O۷
	From	SR 90; 98-6				2Axle	3+Axle	1Trail	2Trail		Factor		Factor	702.	
90 Ramp to I-81 S at Exit 60	Wythe County	0.13 <b>1100</b>	G G								0.097	F		1100	G
90) 10	To:	I-81 S													
	From:	Tennessee State	e Line												
91 Mountain City Rd	Washington County	1.62 <b>3200</b>	F	91%	0%	1%	2%	6%	0%	С	0.086	F	0.542	3100	F
	To: From:	US 58 Douglas Dr; Jel	b Stuart I												
91 58 Jeb Stuart Hwy	Washington County	0.54 <b>4500</b>	N	94%	0%	1%	1%	3%	0%	N	0.086	F	0.579	4400	N
91) (58) Jeb Stuart Hwy	Town of Damascus (Maint: 95)	ECL Damase 0.45 <b>4500</b>	cus <b>F</b>	94%	0%	1%	1%	3%	0%	F	0.086	F	0.579	4400	F
,	To:	Damascus I	Or												
	From:	US 58 Jeb Stuar													
91) Damascus Dr	Town of Damascus (Maint: 95)	0.70 <b>1800</b>	F	94%	1%	1%	2%	3%	0%	С	0.116	F	0.529	1800	F
<u> </u>	To: From:	NCL Damas	cus												
91	Washington County	6.40 <b>1800</b>	N	94%	1%	1%	2%	3%	0%	N	0.116	F	0.529	1800	N
	To: From:	95-803 Liberty F													
91) Monroe Rd	Washington County	1.48 <b>2200</b>	F	94%	1%	1%	2%	2%	0%	С	0.109	F	0.606	2200	F
	From	95-762 Loves N		0.40/	40/		00/	00/	00/	_	0.000		0.544	0700	_
91 Monroe Rd	Washington County ™	3.51 <b>2800</b> US 11 Lee H	F	94%	1%	1%	2%	3%	0%	F	0.099	F	0.541	2700	F
	From	US 11 Lee Hig													—
91)	Washington County	0.51 9000	N	97%	0%	1%	0%	2%	0%	Ν	0.088	F	0.629	8900	Ν
<u> </u>	To: From:	SCL Glade Sp	oring												
91) Maple St	Town of Glade Spring (Maint: 95)	1.37 <b>9000</b>	F	97%	0%	1%	0%	2%	0%	F	0.088	F	0.629	8900	F
$\smile$	To:	BUS SR 91 Gla													
Marta Viata Da	From:	BUS SR 91 Ma	•	070/	00/	40/	00/	00/	00/	_	0.000	_	0.000	4400	_
91) Monte Vista Dr	Town of Glade Spring (Maint: 95)	0.77 <b>4200</b>	F	97%	0%	1%	0%	2%	0%	С	0.088	F	0.609	4100	F
	To: From:	NCL Glade S <sub>I</sub>													—
91) Crescent Rd	Washington County	5.43 <b>2400</b>	F	97%	0%	1%	0%	2%	0%	F	0.088	F	0.609	2400	F
<u></u>	To: From:	WCL Saltvi	lle												
91) S Main St	Town of Saltville (Maint: 95)	0.52 <b>2500</b>	F	97%	1%	0%	1%	2%	0%	С	0.093	F	0.53	2400	F
$\smile$	To:	Smyth County													
Main Ct	Taxas of Calbrilla (Mainte OC)	Washington Cour	•	000/	00/	00/	00/	10/	00/	0	0.000	_	0.50	0000	-
91) Main St	Town of Saltville (Maint: 86)	1.15 2100	F	90%	0%	0%	8%	1%	0%	С	0.090	F	0.58	2000	F
91 Main St	Town of Saltville (Maint: 86)	Palmer Av 0.26 <b>5500</b>	<u>е</u> <b>F</b>	90%	0%	0%	8%	1%	0%	F	0.085	F	0.563	5400	F
91 Main St	Town of Saltville (Maint. 80)			30 /6	0 /6	U /6	0 /0	1 /0	U /0	'	0.000	'	0.505	3400	'
	To: From:	SR 107 Worthy		0051	0-1		061	461	051		0.000		0.501	0000	_
91) E Main St	Town of Saltville (Maint: 86)	1.96 <b>2200</b>	F	98%	0%	1%	0%	1%	0%	С	0.088	F	0.564	2200	F
$\overline{}$	To: From:	NCL Saltvii										_			
91)	Smyth County	0.17 <b>2200</b>	N	98%	0%	1%	0%	1%	0%	N	0.088	F	0.564	2200	Ν
$\smile$	To:	86-743 Clark	St St												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	86-743	Upper Poor V	Valley Ro												
91) Saltville Hwy	Smyth County	ty 4.66	1100	F	87%	1%	1%	10%	1%	0%	С	0.093	F	0.586	1100	F
$\underline{\smile}$	То	SR	42 Bluegrass	Trail			$ \vdash$									
91) Veterans Rd	Smyth County		480	F	91%	0%	1%	7%	0%	0%	С	0.121	F	0.525	480	F
3.)	То:	•	ewell County	y Line												
	From:	Sn	nyth County l	Line												
(91) Veterans Rd	Tazewell Count	nty 5.37	40	G	100%	0%	0%	0%	0%	0%	С	0.125	F	0.667	45	G
<u> </u>	To	92-607 L	ittle Tumbling	g Creek F	Rd		$\neg$ $\vdash$									
91 Madien Springs Rd	Tazewell Count		100	G	99%	0%	1%	0%	0%	0%	С	0.213	F	0.739	100	C
	To	02.604	Thompson V	Inllay Dd												
91) Maiden Spring Rd	From:— Tazewell Coun		150	G	99%	1%	1%	0%	1%	0%	С	0.155	F	0.64	150	G
g <sub>1</sub> ) waiden opinig na	To:	,	-609 Wardell		0070	1 70		0 70	1 /0	0 /0	Ü	0.100	•	0.04	100	
	From:		Oollege Est													
91) Whitten Valley Rd	Tazewell Coun	nty 9.48	120	G	99%	0%	1%	0%	0%	0%	С	0.123	F	0.588	120	C
$\smile$	Τα	US	19 Crocketts	Store												
	From		SR 91													
91) Ramp to I-81 N at Exit 29	Washington Cou	unty 0.19	2100	G								0.087	F		2100	(
<u></u>	To:		I-81 North													
	From:		SR 91													
91) Ramp to I-81 S at Exit 29	Washington Cou	unty 0.15	4600	G								0.116	F		4600	(
3.)	To:		I-81 S													
Bus	From:	SS	R 91 Glade S	Spring												
91) Glade St	Town of Glade Spring (		790	F	98%	1%	1%	0%	0%	0%	С	0.108	F	0.583	780	F
31)	To:		Glade Spring	; Maple												
	From:		US 58 Bus													
92)	Town of Boydton (Ma	laint: 58) 0.32	930	F	98%	1%	1%	0%	0%	0%	С	0.119	F	0.591	910	F
32)		•						-,-			-					
	Model on burg Co.		NCL Boydto		000/	10/	10/	00/	00/	00/	NI	0.110		0.501	010	
92	Mecklenburg Cou	ounty 9.25	930	N	98%	1%	1%	0%	0%	0%	N	0.119	F	0.591	910	١
	To: From:		CL Chase C	_												
92) S Main St	Town of Chase City (M	Maint: 58) 0.44	3400	F	92%	1%	2%	1%	3%	0%	С	0.095	F	0.539	3300	F
<u> </u>	To:		"B" ST				<u> </u>									
92 S Main St	Town of Chase City (M	Maint: 58) 0.23	3500	F	92%	1%	2%	2%	3%	0%	С	0.095	F	0.577	3400	ı
<u> </u>	Too		Sycamore S	t t												
92) N Main St	Town of Chase City (M	Maint: 58) 0.21	4200	F	92%	1%	2%	1%	3%	0%	F	0.093	F	0.524	4100	F
32) 1. Wall St	Tor	via.nt. 50) 0.21	E Second St		UL /U	1 /0		1 /0	J /0	0 /0	•	0.000	'	0.024	<del>-</del> 100	'
	From		S RT 49													
	Taura of Chana City (1	Maint: 58) 0.19	6000	F	94%	2%	2%	1%	2%	0%	F	0.094	F	0.539	5900	F
92 (49) E Second St	Town of Chase City (M															
92 49 E Second St	Town of Chase City (it		Endly C4													
92 49 E Second St 92 49 W Second St	Town of Chase City (N	<u> </u>	Endly St 5100	F	92%	1%	1%	1%	5%	0%	С	0.093		0.545	4900	F

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

Б	1. 1. 10. 10			4.7.	-		Trι	ıck		0.0	K	011	Dir	A A14/57	
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From	N SI								_					
(92) W 2nd St	Town of Chase City (Maint: 58)	0.22 <b>31</b>	00 F	90%	1%	1%	1%	7%	0%	С	0.092	F	0.527	3000	
	To: From:	WCL Cl	nase City												
92)	Mecklenburg County	3.42 <b>31</b>	00 N	90%	1%	1%	1%	7%	0%	Ν	0.092	F	0.527	3000	
<u> </u>	To: From	58-609;	58-684												
92	Mecklenburg County	0.21 <b>31</b>	00 N	90%	1%	1%	1%	7%	0%	Ν	0.092	F	0.527	3000	
	Tæ	58-600 A	irport Rd												
92	Mecklenburg County	1.52 31		90%	1%	1%	1%	7%	0%	Ν	0.092	F	0.527	3000	
9	To:	Charlotte C	County Line												
	From:	Mecklenburg													
JEB Stuart Hwy	Charlotte County	2.11 <b>23</b>	00 G	89%	0%	1%	1%	8%	0%	С	0.097	F	0.519	2200	
<u> </u>	To:	US 15 Barr	es Junction			_									
JEB Stuart Hwy	Charlotte County	3.80 <b>22</b>	00 G	90%	1%	1%	1%	7%	0%	F	0.096	F	0.537	2200	
<i></i>	Tα	US 360 K	inge Hwy												
JEB Stuart Hwy	Charlotte County		70 G	92%	4%	2%	1%	0%	0%	F	0.120	F	0.558	480	
,	To:	Halifax Co													
	From:	Charlotte C													
2) Clover Rd	Halifax County	4.19 <b>2</b> 1	10 G	92%	4%	2%	1%	0%	0%	С	0.149	F	0.5	210	
<u> </u>	To	NCL (	Clover												
2 Clover Rd	Clover (Maint: 41)	0.47 <b>2</b> 1		92%	4%	2%	1%	0%	0%	Ν	0.149	F	0.5	210	
<u> </u>	То	41-746;	41 1001												
O2 Clover Rd	Clover (Maint: 41)	0.33 <b>2</b> 1		92%	4%	2%	1%	0%	0%	Ν	0.149	F	0.5	210	
2) 3.073. 7.0	Siever (Marit: 11)			0270	170		. 70	0 70	070		0.1.10	•	0.0	210	
Claver Dd	Lalifey County	SCL C		000/	40/	00/	10/	00/	00/	N.I.	0.140		٥٢	010	
Clover Rd	Halifax County	0.80 21	-	92%	4%	2%	1%	0%	0%	N	0.149	F	0.5	210	
		US 360 Sou													_
Wilesan Llean	Gravian Cavety	North Caroli			00/	10/	00/	<b>C</b> 0/	00/	_	0.405	_	0.000	010	
Wilson Hwy	Grayson County	0.92 <b>58</b> US 58 Near M		84%	0%	1%	8%	6%	0%	С	0.125	F	0.663	610	
				OII											_
Diverside Dr	Croveen County	US 58 We		97%	0%	10/	10/	10/	00/	0	0.106	F	0.650	1000	
Riverside Dr	Grayson County	4.22 <b>17</b>	00 G	97%	0%	1%	1%	1%	0%	С	0.106	г	0.652	1800	
	To: From:	SR 274 Ri													_
Scenic Rd	Grayson County	2.05 <b>18</b>		96%	1%	1%	1%	1%	0%	F	0.110	F	0.591	1900	
	To:	38-805 Southwest of										—			
Scenic Rd	Grayson County	38-805 Sprir 2.20 <b>17</b>		96%	1%	1%	1%	1%	0%	С	0.1	F	0.509	1700	
Scenic Rd	Grayson County			JU /6	1 /0	1 /0	1 /0	1 /0	0 /0	J	0.1	•	0.505	1700	
	To: From	WCL		0001	4		461	461	061		- ·	_	0.500	1=00	_
94)	Town of Fries (Maint: 38)	0.48 <b>17</b>	00 N	96%	1%	1%	1%	1%	0%	N	0.1	F	0.509	1700	
	To: From:	38-1001 V	V Main St												_
Scenic Rd	Town of Fries (Maint: 38)	0.56 <b>16</b>	00 G	96%	1%	1%	1%	1%	0%	F	0.102	F	0.55	1600	
$\mathcal{L}$	To:	NCL	Fries												

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

								Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
	Front		NCL Fries													
94)	Grayson Count	ty 0.63	1600	N	96%	1%	1%	1%	1%	0%	Ν	0.102	F	0.55	1600	Ν
<u> </u>	To:		oll County Li													
	From		son County Li		000/	40/		40/	40/	00/	_	0.000	_	0.510	000	,
94) Ivanhoe Rd	Carroll County	,	930	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.519	980	(
<u>~</u>	From		the County Lin	_												
94) Ivanhoe Rd	Wythe County		1300	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.612	1200	(
94)		•				. , ,		. , 0	. , 0	0,0	•	0.002	•	0.0.2	00	
luanhaa Dd	From		39 Riverview		070/	00/	10/	10/	10/	00/	^	0.000	F	0.001	0000	
94 Ivanhoe Rd	Wythe County	y 2.66	2300	G	97%	0%	1%	1%	1%	0%	С	0.086	г	0.621	2300	(
	To: From:	98-619 Aus	tinville Rd; H	luddle	Rd											
<sub>94</sub> ) Ivanhoe Rd	Wythe County		3500	G	96%	1%	1%	1%	1%	0%	F	0.101	F	0.713	3500	(
<u> </u>	To: From:		ts Gap Rd; Ri													
luanhaa Dd			ots Gap Rd Ri	_		10/	10/	10/	10/	00/	F	0.000	_	0.75	0000	,
94) Ivanhoe Rd	Wythe County		3900	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.75	3900	(
<u> </u>	10.		2 Farmers Sto													
	From:		A JB-20 FROM		95								_			
95 Ramp	City of Colonial Heights		16000	G								0.097	F	0.670	17000	(
<u> </u>	10:	SR 14	14 FROM RT	95												
	From:		0 FROM RT	95												
95) Ramp	City of Richmond (Ma		NA									NA			NA	
$\smile$	Τo:	SR 161	SR 161- A Ga	ap TO												
	From:		95 North 73A													
95) Ramp	City of Richmond (Ma		13000	Α	91%	1%	1%	1%	6%	0%	F	0.102	Α		14000	-
$\smile$	To:	127-	-7561 Maury S	St												
	From:		rth Exit 74C I	Ramp												
95) Ramp	City of Richmond (Ma	aint: 43) 0.16	7300	G								0.153	F	0.635	7900	(
$\smile$	To:	US	250 Broad S	t												
	From:	I-95-N1	72A FROM F	RT 95												
95) Ramp	Fairfax County	y 0.09	NA									NA			NA	
$\smile$	To:	29-613; 29-613	- 6A TO ANI	D FRC	M RT											
	From:	I-95-S	175B TO ROU	UTE												
95) Ramp	Fairfax County	y 0.11	NA									NA			NA	
	To:	SR 24	41 FROM RT	95												
xpN	From:	Begin Ex	press Roadwa	av NB												
95) NB Express Lanes	City of Alexandria (Ma		31000	G	92%	1%	1%	0%	6%	0%	F	0.077	В		30000	(
	Combined Traffic Estimates for 4 Parallel Ro		198000	G	92%	1%	1%	0%	6%	0%	F	NA			196000	
											-					
xpN	From:		Patrick St; Mil	II Rd												
95) NB Express Lanes	City of Alexandria (Ma	aint: 29) 0.87	50000	F	90%	1%	2%	1%	6%	0%	С	0.077	В		52000	ı
$\smile$	Combined Traffic Estimates for 4 Parallel Ro	oadways on this Route:	216000	F	93%	1%	2%	0%	4%	0%	С	NA			226000	F
	Τœ	District of Colu	ımbia Line, Po	otomac	River											

### 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
ExpS	Frons		Express Lane	es SB												
ExpS (95) SB Express Lanes	City of Alexandria (	,	37000	G	92%	0%	1%	0%	6%	0%	F	0.101	В		38000	G
$\smile$	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	198000	G	92%	1%	1%	0%	6%	0%	F	NA			196000	G
ExpS	To: Front	US 1 I	Patrick St; M	Iill Rd												
95 SB Express Lanes	City of Alexandria (	Maint: 29) 0.95	39000	F	89%	1%	2%	1%	7%	0%	С	0.101	В		41000	F
	Combined Traffic Estimates for 4 Parallel I	,	216000	F	93%	1%	2%	0%	4%	0%	С	NA			226000	F
	То:	District of Col	umbia Line,	Potoma	c River											
ExpS	From:		SB Express I	Lanes												
95 Ramp	City of Alexandria (	Maint: 29) 0.65	NA									NA			NA	
	Τα:		Mill Rd													
North	From:		Carolina Sta		82%	1%	10/	10/	1 E 0 /	00/	0	0.100	Α		18000	٨
95	Greensville Co Combined Traffic Estimates for 2 Parallel I	,	22000	A	82%	1%	1% 1%	1% 1%	15% 15%	0% 0%	C C	0.130 0.120	A	0.616	36000	A
	Combined Trainic Estimates for 2 Faraller	<u> </u>		Α	0270	1 70	1 70	170	13%	0%	C	0.120	A	0.010	36000	А
North	Tro: From:	40	-629 Skippe	ers												
95)	Greensville Co	,	21000	Α	82%	1%	1%	1%	15%	0%	F	0.130	Α		18000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	Α	82%	1%	1%	1%	15%	0%	F	0.120	Α	0.566	36000	Α
North	To: From:	US 30	1 South of E	mporia												
95)	Greensville Co	ounty 1.70	22000	Α	82%	1%	1%	1%	15%	0%	F	0.131	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	44000	Α	82%	1%	1%	1%	15%	0%	F	0.12	Α	0.589	37000	Α
N. d	To: From		SCL Emporia	a												
North 95	City of Emporia (N	Maint: 40) 1.05	22000	Α	82%	1%	1%	1%	15%	0%	F	0.131	Α		18000	Α
95)	Combined Traffic Estimates for 2 Parallel	,		A	82%	1%	1%	1%	15%	0%	F	0.12	Α	0.589	37000	Α
	To		US 58					.,,		*,*						
North	From:	A-1-1- 40) 0.00			000/	40/	40/	40/	450/	00/	_	0.400			10000	
95	City of Emporia (M Combined Traffic Estimates for 2 Parallel I	•	19000	A	82%	1%	1%	1%	15%	0%	F	0.136 0.124	A A	0.594	16000	A
	Combined Trainic Estimates for 2 Parallel I			Α								0.124	А	0.594	31000	Α
North	Tro: From:	N	NCL Emporia	a												
95)	Greensville Co	,	19000	Α	82%	1%	1%	1%	15%	0%	F	0.136	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α								0.124	Α	0.594	31000	Α
North	To: Front	US 30:	North of E	mporia												
95)	Greensville Co	ounty 0.52	18000	Α	82%	1%	1%	1%	15%	0%	F	0.138	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α								NA			30000	Α
	To	-	14 Otterdan	ı Rd												
North	Groons: III. Co				82%	1%	1%	1%	15%	0%	F	0.139	Α		15000	Α
95	Greensville Co Combined Traffic Estimates for 2 Parallel I	•	18000	A A	02%	170	170	I 70	15%	U%	Г	0.139	A	0.565	31000	A
	Combined Trainic Estimates for ∠ Parallel I		sex County I									0.125	Α	0.303	31000	А
		Sus	sea County I	LITE												

### 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:		ville County													
95)	Sussex County	0.16	18000	Α	82%	1%	1%	1%	15%	0%	F	0.139	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	37000	Α								0.125	Α	0.565	31000	Α
North	To: From:		US 301													
95)	Sussex County	2.95	18000	Α	82%	1%	1%	1%	15%	0%	F	0.137	Α		15000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	37000	Α								0.124	Α	0.522	31000	Α
Nieude	To: From:	9	1-631 Jarrat	tt												
North 95	Sussex County	4.04	15000	Α	82%	1%	1%	1%	15%	0%	F	0.151	Α		14000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadwa	-		A			.,.	.,.			•	0.125	Α	0.523	27000	Α
	To	<del></del>	91-645													
North	Sussex County	6.63	19000	_	82%	1%	1%	1%	150/	00/	_	0.135	Α		16000	^
95	Combined Traffic Estimates for 2 Parallel Roadwa			A A	82%	1%	1%	1%	15%	0%	F	0.135	A	0.563	32000	A A
	Combined Trainic Estimates for 2 Parallel Roadwa											0.122	А	0.563	32000	А
North	To: From:		40 Stony Cr	eek												
95)	Sussex County	0.22	19000	Α	86%	1%	1%	1%	12%	0%	F	0.134	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	39000	Α	86%	1%	1%	0%	12%	0%	F	0.12	Α	0.517	33000	Α
North	To: From:	SC	L Stony Cre	eek												
95)	Town of Stony Creek (Maint	: 91) 0.09	19000	Α	86%	1%	1%	1%	12%	0%	F	0.134	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	39000	Α	86%	1%	1%	0%	12%	0%	F	0.12	Α	0.517	33000	Α
	To:	NC	L Stony Cre	eek												
North 95	Sussex County	2.14	19000	Α	86%	1%	1%	1%	12%	0%	F	0.134	Α		16000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadwa			A	86%	1%	1%	0%	12%	0%	F	0.12	Α	0.517	33000	Α
	To		2 Cabin Poi					• , •		*,*						
North	From:				000/	40/	40/	40/	100/	00/	_	0.400	^		17000	
95	Sussex County	1.37	20000	A	86%	1%	1%	1%	12%	0%	F	0.133	A	0.515	17000	A
	Combined Traffic Estimates for 2 Parallel Roadwa	•	George Cour	A nty Line								0.12	Α	0.515	33000	Α
North	Fron:		sex County I													
95)	Prince George County	2.41	20000	Α	86%	1%	1%	1%	12%	0%	F	0.133	Α		17000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	39000	Α								0.12	Α	0.515	33000	Α
North	To: From:	74	4-623 Carso	n												
North 95	Prince George County	3.73	20000	Α	86%	1%	1%	1%	12%	0%	F	0.131	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	40000	Α	86%	1%	1%	0%	12%	0%	F	0.118	Α	0.522	34000	Α
	Tax	US 30	1. SR 35. SI	R 156												
North	Prince George County	4.54	23000	G	86%	1%	1%	1%	12%	0%	С	0.135	Α		20000	G
95	Combined Traffic Estimates for 2 Parallel Roadwa			G	86% 86%	1%	1% 1%	1% 0%	12%	0% 0%	С	0.135	A	0.51	41000	G
	Combined Traine Estimates for 2 Farallet Roadwa	ayo on this noute.	US 301	G	00%	1 70	1 70	0 %	1270	U 70	U	0.122	~	0.51	41000	G

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

		Primary ar	ia microte	alc 110	uics			Trı	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Morth	From:		US 301				ZAXIE	3+Axie	HHAII	ZIIali		Factor		Factor		
North 95	Prince George County	1.11	24000	Α	86%	1%	1%	1%	12%	0%	F	0.12	Α		21000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadw			A	86%	1%	1%	0%	12%	0%	F	0.108	Α	0.544	42000	Α
	To To				0070	1 /0		0 70	1270	0,0	•	0.100	,,	0.011	12000	
North	From:		I-295 West													
95)	Prince George County		15000	Α	86%	1%	1%	1%	12%	0%	F	0.123	Α		13000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	31000	G	86%	1%	1%	0%	12%	0%	F	0.068	F	0.517	27000	G
North	T <sub>CC</sub> From:		I-295 East													
95)	Prince George County	0.30	17000	Α	86%	1%	1%	1%	12%	0%	F	0.119	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	34000	Α	86%	1%	1%	0%	12%	0%	F	0.106	Α	0.545	30000	Α
	Tæ	Rives I	Rd; SCL Pet	ersburg												
North 95	City of Petersburg (Maint:		20000	Α	86%	1%	1%	1%	12%	0%	F	0.110	Α		18000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadw	,		A	86%	1%	1%	0%	12%	0%	F	0.099	A	0.537	37000	A
	Combined Trainic Estimates for 2 Farallel Hoadw	•			00 /6	1 /0	1 /0	0 /6	12/0	0 /6	'	0.033	^	0.557	37000	^
North	To: From:		Wagner Rd													
95)	City of Petersburg (Maint:	,	26000	Α	86%	1%	1%	1%	12%	0%	F	0.1	Α		25000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	52000	Α	86%	1%	1%	0%	12%	0%	F	0.092	Α	0.567	50000	F
Nowth	To: From:	US 460 (	County Rd C	CD Ram	p											
North 95	City of Petersburg (Maint:	74) 0.88	23000	Α	86%	1%	1%	1%	12%	0%	F	0.105	Α		21000	A
93)	Combined Traffic Estimates for 2 Parallel Roadw	,		A	86%	1%	1%	0%	12%	0%	F	0.092	Α	0.567	42000	,
	To	•	Crater Rd C													
North	From			-				4.57		221	_					
95	City of Petersburg (Maint:	,	33000	Α	86%	1%	1%	1%	12%	0%	F _	0.096	Α		33000	A
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	56000	Α	86%	1%	1%	0%	12%	0%	F	0.093	Α	0.614	54000	Δ
North	To: From:	<u>I</u>	I-85 SOUTH	I												
95)	City of Petersburg (Maint:	26) 0.26	29000	Α	86%	1%	1%	1%	12%	0%	F	0.097	Α		28000	A
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	29000	Α								0.063	F	0.542	NA	
	To		I-85 NORTI	ł												
North	City of Petersburg (Maint:	26) 0.44	50000	Α	91%	1%	1%	1%	6%	0%	E	0.088	Α		49000	A
95	Combined Traffic Estimates for 2 Parallel Roadw	•		G	91%	1%	1%	1%	6%	0%	, F	0.000	В	0.516	107000	
	Combined Trailic Estimates for 21 drailer floadw	,				1 /0	1 /0	1 /0	0 /6	0 78	'	0.077	Ь	0.510	107000	
North	Toe From:	US 301, Bus	s US 460 W	ashingto	on St											
95)	City of Petersburg (Maint:	26) 0.64	57000	Α	91%	1%	1%	1%	6%	0%	F	0.086	Α		56000	A
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	,		Α	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.526	109000	Α
Nowth	To:		Colonial He	6												
North 95	City of Colonial Heights (Mair		CL Petersbu 57000	ırg A	91%	1%	1%	1%	6%	0%	F	0.086	Α		56000	А
90	Combined Traffic Estimates for 2 Parallel Roadw	*		Ā	91%	1%	1%	1%	6%	0%		0.086	A	0.526	109000	A

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

							Truck	(			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle 3-				QC	Factor	QK	Factor	AAWDT	QW
North	Fron:		ark Blvd												
95)	City of Colonial Heights (Maint: 20)	_	000 A	91%	1%			6%	0%	F -	0.087	Α		48000	A
· ·	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route: 98	000 A	91%	1%	1%	1% (	6%	0%	F	0.085	Α	0.506	96000	Α
North	To- From:	SR 144 T	Temple Ave												
95)	City of Colonial Heights (Maint: 20)		000 A	91%	1%	1%	1%	6%	0%	С	0.085	Α		55000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route: 109	9000 A	91%	1%	1%	1%	6%	0%	С	0.085	Α	0.500	108000	Α
North	To- From:	NCL Color	onial Heights												
95)	Chesterfield County	1.55 <b>55</b> 6	000 A	91%	1%	1%	1% (	6%	0%	С	0.085	Α		55000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route: 109	9000 A	91%	1%	1%	1% (	6%	0%	С	0.085	Α	0.500	108000	Α
North	To: Front	20-620 Wo	ods Edge Rd												
North 95	Chesterfield County	2.90 <b>53</b> 0	000 A	91%	1%	1%	1% (	6%	0%	F	0.085	Α		53000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route: 102	2000 A	91%	1%	1%	1% (	6%	0%	F	0.085	Α	0.504	103000	Α
	To. From	SR 10 West	t Hundred Rd			<u> </u>									
North 95	Chesterfield County	1.81 <b>63</b>	000 A	91%	1%	1%	1% (	6%	0%	F	0.090	Α		65000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways on thi			91%	1%			6%	0%	F	0.087	Α	0.515	131000	Α
	To.		2 288												
North	Chesterfield County		6000 A	91%	1%	1%	1% (	6%	0%	F	0.101	Α		57000	Δ
95)	Combined Traffic Estimates for 2 Parallel Roadways on thi			91%	1%			6%	0%	F	0.084	Α	0.582	114000	A
	To-		Willis Rd	0170	1 70		170	0 70	070	•	0.001	,,	0.002	111000	
North	From:			040/	40/	40/	40/	00/	00/	_	0.000			50000	
95	Chesterfield County Combined Traffic Estimates for 2 Parallel Roadways on thi	_	000 A	91% 91%	1% 1%			6% 6%	0% 0%	F	0.099 0.084	A A	0.555	59000 118000	A A
	Combined Tranic Estimates for 2 Parallel Roadways on thi			91%	170	176	170	0%	0%	Г	0.064	А	0.555	116000	А
North	To: From:		penham Pkwy												
95	Chesterfield County	_	000 A	91%	1%			6%	0%	F	0.105	Α		56000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route: 109	9000 A	91%	1%	1%	1% (	6%	0%	F	0.082	Α	0.582	112000	Α
North	To- From:	SCL Ri	ichmond												
95)	City of Richmond (Maint: 20)		000 A	91%	1%	1%	1% (	6%	0%	F	0.105	Α		56000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route: 109	9000 A	91%	1%	1%	1% (	6%	0%	F	0.082	Α	0.582	112000	Α
North	To- From:	SR 161	Bells Rd												
95)	City of Richmond (Maint: 20)	3.81 <b>54</b> 6	000 A	91%	1%	1%	1% (	6%	0%	С	0.096	Α		54000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route: 108	8000 A	91%	1%	1%	1%	6%	0%	С	0.08	Α	0.579	110000	Α
North	T <sub>O</sub> . From:	Mau	ury St												
North 95	City of Richmond (Maint: 20)	0.45 <b>60</b>	000 A	91%	1%	1%	1% (	6%	0%	F	0.089	Α		62000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on thi			91%	1%			6%	0%	F	0.078	Α	0.563	125000	Α
	To:		iver Bridge												

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

		Primary ar	id interstal	ic Ho	1103			Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North	From:	Iam	nes River Brid	loe			ZANIE	JTAXIC	THAI	ZIIali		1 actor		1 actor		
95)	City of Richmond (Maint: 4		60000	A	91%	1%	1%	1%	6%	0%	F	0.089	Α		62000	Α
(33)	Combined Traffic Estimates for 2 Parallel Roadwa	,	123000	Α	91%	1%	1%	1%	6%	0%	F	0.078	Α	0.563	125000	Α
	Tre	SR 195 D	owntown Ex	oresswa	av											
North 95	City of Richmond (Maint: 4		67000	Α	91%	1%	1%	1%	6%	0%	F	0.087	Α		69000	Δ
95)	Combined Traffic Estimates for 2 Parallel Roadwa	,		A	91%	1%	1%	1%	6%	0%	F	0.007	Α	0.504	153000	A
	To Taranto Estimates for 2 Faranto Frodawa	,			0170	1 /0		170	070	0 70	•	0.077	,,	0.004	100000	,,
North	From		S 250 Broad S													
95	City of Richmond (Maint: 4	,	72000	В	91%	1%	1%	1%	6%	0%	F -	0.087	Α		73000	В -
~	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	147000	В	91%	1%	1%	1%	6%	0%	F	0.076	Α	0.521	151000	В
North East	To: From	I-64 S	South Interch	ange												
95 (64)	City of Richmond (Maint: 4	3) 0.30	77000	Α	93%	1%	1%	1%	4%	0%	F	0.079	Α		79000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	161000	Α	93%	1%	1%	1%	4%	0%	F	0.075	Α	0.525	165000	Α
Note Foot	Tre- Front	Cha	amberlayne A	ve			<b>—</b>									
North East 64	City of Richmond (Maint: 4	3) 0.24	65000	Α	93%	1%	1%	1%	4%	0%	F	0.081	Α		66000	Α
95) (64)	Combined Traffic Estimates for 2 Parallel Roadwa	,		A	93%	1%	1%	1%	4%	0%	F	0.078	Α	0.504	136000	Α
	To	-	JS 301 Belvio						.,,							
North East	From	<u> </u>			000/	40/	401	40/	407	00/	_	0.070			70000	
95 64	City of Richmond (Maint: 4	,	75000	Α	93%	1%	1%	1%	4%	0%	С	0.078	A	0.500	76000	A
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	155000	Α	93%	1%	1%	1%	4%	0%	С	0.075	Α	0.506	159000	Α
North East	To- From:	SR	161 Bouleva	rd												
95 (64)	City of Richmond (Maint: 4	3) 0.78	81000	Α	93%	1%	1%	1%	4%	0%	F	0.080	Α		83000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	165000	Α	93%	1%	1%	1%	4%	0%	F	0.076	Α	0.529	170000	Α
North	To- From	I-64 Nor	th Interchang	e; I-19:	5		$\Box$ $\vdash$									
95)	City of Richmond (Maint: 4	3) 1.07	62000	Α	91%	1%	1%	1%	6%	0%	F	0.084	Α		63000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	132000	Α	91%	1%	1%	1%	6%	0%	F	0.08	Α	0.52	135000	Α
	Too	NCL Richmo	nd. SR 161 H	[ermita:	e Rd											
North	Henrico County	0.91	60000	Α	91%	1%	1%	1%	6%	0%	_	0.085	Α		60000	Α
95	Combined Traffic Estimates for 2 Parallel Roadwa			A	91%	1%	1%	1%	6%	0%		0.085	A	0.517	123000	A
	Combined Trainic Estimates for 2 Farallel Hoadwa	*			9170	1 70	1 70	1 70	076	0%	г	0.06	A	0.517	123000	A
North	To: From:		S 1 Brook Ro	i												
95)	Henrico County	0.30	54000	Α	91%	1%	1%	1%	6%	0%	F	0.087	Α		55000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	110000	Α	91%	1%	1%	1%	6%	0%	F	0.082	Α	0.513	111000	Α
North	To: From:	US 301	Chamberlayı	ne Ave												
95)	Henrico County	1.82	53000	Α	91%	1%	1%	1%	6%	0%	С	0.086	Α		53000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	105000	Α	91%	1%	1%	1%	6%	0%	С	0.083	Α	0.503	105000	Α
	То:		73 Parham R	2d												

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

		Fillialy at						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Avla	3+Axle			QC	Factor	QK	Factor	AAWDT	. QI
North	From:	SR	73 Parham	Rd			ZAXIC	OTANIC	TTTAII	ZIIdii		1 actor		1 actor		
95)	Henrico County		50000	A	91%	1%	1%	1%	6%	0%	F	0.090	Α		50000	A
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	100000	Α	91%	1%	1%	1%	6%	0%	F	0.083	Α	0.527	100000	
	Too	•	I-295													
lorth	Henrico County	1.94		_	87%	1%	1%	1%	10%	0%	_	0.089	Α		59000	
95)	Combined Traffic Estimates for 2 Parallel Roa		62000	A	87%	1%	1%	1%	10%		Г	0.089	A	0.545	130000	
	Combined Trainic Estimates for 2 Parallel Roa		over County	A Line	0/%	170	170	1%	10%	0%	Г	0.064	А	0.545	130000	
orth	From:		rico County													
95)	Hanover County	0.95	62000	Α	87%	1%	1%	1%	10%	0%	F	0.089	Α		59000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	136000	Α	87%	1%	1%	1%	10%	0%	F	0.084	Α	0.545	130000	
41-	To: From:	42-65	6 Sliding Hi	ill Rd												
orth 95	Hanover County	1.79	70000	G	87%	1%	1%	1%	10%	0%	С	0.081	F		65000	
93)	Combined Traffic Estimates for 2 Parallel Roa			G	87%	1%	1%	1%	10%	0%	C	0.073	F	0.554	123000	
	Tolling Traine Estimates for E 1 aransi 110a				0, 70	1 /0		1 70	1070	070	Ū	0.070	•	0.001	120000	
orth	From:		2 Lewistow	n Rd												
95)	Hanover County		59000	Α	87%	1%	1%	1%	10%	0%	F	0.09	Α		55000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	119000	Α	87%	1%	1%	1%	10%	0%	F	0.083	Α	0.529	110000	
orth	To: From:	S	CL Ashland	1												
95)	Town of Ashland (Mair	nt: 42) 0.53	59000	Α	87%	1%	1%	1%	10%	0%	F	0.09	Α		55000	
90)	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	119000	Α	87%	1%	1%	1%	10%	0%	F	0.083	Α	0.529	110000	
	To	Si	R 54 Ashlan	d												
orth	Town of Adeleral (Marie				070/	10/	10/	10/	100/	00/	_	0.004	^		40000	
95)	Town of Ashland (Mair	,	55000	A	87%	1%	1%	1%	10%	0%	F	0.094	A	0.550	49000	
	Combined Traffic Estimates for 2 Parallel Roa	<u> </u>		Α	87%	1%	1%	1%	10%	0%	Г	0.088	Α	0.559	99000	
orth	To: From:	N	ICL Ashland	1												_
95)	Hanover County	4.29	55000	Α	87%	1%	1%	1%	10%	0%	F	0.094	Α		49000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	112000	Α	87%	1%	1%	1%	10%	0%	F	0.088	Α	0.559	99000	
	To: From:	SR 30 King	s Dominion	Boulev	ard		$\neg$ $\vdash$									
lorth 95	Hanover County	3.36	54000	Α	87%	1%	1%	1%	10%	0%	F	0.093	Α		48000	
95)	Combined Traffic Estimates for 2 Parallel Roa			A	87%	1%	1%	1%	10%	0%	F	0.089	Α	0.51	96000	
	To:		line County		0.70	1 /0		1 70	1070	070	·	0.000	,,	0.01	00000	
orth	Fron:		ver County	Line												
95)	Caroline County		54000	Α	87%	1%	1%	1%	10%	0%	F	0.093	Α		48000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	108000	Α	87%	1%	1%	1%	10%	0%	F	0.089	Α	0.51	96000	
orth	To: From:	SR 207	Rogers Clar	rk Blvd												
orth 95	Caroline County	6.12	49000	Α	86%	1%	1%	1%	11%	1%	F	0.093	Α		43000	
33)	Combined Traffic Estimates for 2 Parallel Roa			G	86%	1%	1%	1%	11%	1%	F	0.063	F	0.537	92000	
				-	00,0	. , 5	. , 5	. , .	, 5	. , .		3.000	•	3.00.	0_000	

# 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
North	Front		39 Ladysmit													
95)	Caroline County		51000	Α	86%	1%	1%	1%	11%	1%	F	0.091	Α		45000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roa			Α	86%	1%	1%	1%	11%	1%	F	0.088	Α	0.512	91000	Α
1	To:	apen.j.	Ivania County													
lorth 95	Spotsylvania Cour		51000	A	86%	1%	1%	1%	11%	1%	F	0.091	Α		45000	Α
95)	Combined Traffic Estimates for 2 Parallel Roa			Ā	86%	1%	1%	1%	11%	1%		0.031	Α	0.512	91000	A
	Combined Trainc Estimates for 2 Faraller not				00 /6	1 /0	1 /0	1 /0	11/0	1 /0	'	0.000	^	0.512	31000	^
orth	From		Mudd Tave								_					
95)	Spotsylvania Cour		51000	Α	86%	1%	1%	1%	11%	1%	С	0.091	Α		46000	Α
	Combined Traffic Estimates for 2 Parallel Roa			Α	86%	1%	1%	1%	11%	1%	С	0.087	Α	0.54	92000	Α
	To:		17, Ramp I-9													
orth	Spotsylvania Cour		7 Jefferson 2	Davis E	1Wy 86%	1%	1%	1%	11%	1%	E	0.083	Α		58000	A
95 [17]	Combined Traffic Estimates for 2 Parallel Roa	•		A	86%	1%	1%	1%	11%	1%		0.003	Α	0.502	117000	-
	Combined Trainic Estimates for 2 Farallel No.				00%	I 70	1 70	1 70	1170	1 70	Г	0.079	A	0.502	117000	-
orth	To:		Fredericksl	burg												
<del>)5)</del> {17}	City of Fredericksburg (M	Maint: 88) 0.89	60000	Α	86%	1%	1%	1%	11%	1%	F	0.083	Α		58000	ŀ
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	123000	Α	86%	1%	1%	1%	11%	1%	F	0.079	Α	0.502	117000	A
orth	To: From	S	R 3 Plank R	d												
15) (17)	City of Fredericksburg (N	Maint: 88) 2.29	76000	Α	86%	1%	1%	1%	11%	1%	F	0.075	Α		74000	A
9 (1)	Combined Traffic Estimates for 2 Parallel Roa	,		Α	86%	1%	1%	1%	11%	1%	F	0.065	F	0.570	146000	,
	То:		ord County				Ť	.,.	, •	.,.	-		•			-
orth	From:	NCI	Fredericksl	burg												
95) (17)	Stafford County	1.25	76000	Α	86%	1%	1%	1%	11%	1%	F	0.075	Α		74000	F
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	150000	Α	86%	1%	1%	1%	11%	1%	F	0.065	F	0.570	146000	P
orth	To: From	US 17; BU	S US 17 Wa	arrenton	Rd											
95)	Stafford County	2.53	63000	F	90%	1%	1%	0%	8%	0%	F	0.079	В		65000	F
15)	Combined Traffic Estimates for 2 Parallel Roa			F	90%	1%	1%	1%	8%	0%	F	0.072	В	0.503	130000	F
	To							.,.		- , -	-		_			-
orth	Fronx		0 Centrepor	t Pkwy												
95)	Stafford County	4.22	71000	Α	90%	1%	1%	0%	8%	0%	F	0.076	Α		70000	ŀ
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	137000	Α	90%	1%	1%	1%	8%	0%	F	0.071	Α	0.506	135000	A
arth	To: From:	89-63	0 Courthous	se Rd												
orth 95	Stafford County	2.90	69000	G	90%	1%	1%	0%	8%	0%	С	0.076	F		67000	(
93)	Combined Traffic Estimates for 2 Parallel Roa			G	90%	1%	1%	1%	8%	0%	C	0.074	F	0.511	134000	
	Tol.				5570	. /0	- / -	. , ,								_ `
orth	From		O Garrisonvi													
95)	Stafford County		73000	Α	90%	1%	1%	0%	8%	0%	F	80.0	Α		73000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	143000	Α	90%	1%	1%	1%	8%	0%	F	0.067	Α	0.55	141000	Α
	To:	Prince V	Villiam Cou	nty Line	;											

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

					_		Tru	ıck			K		Dir		
Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
From			Line												
	,	73000	Α	90%	1%	1%	0%	8%	0%	F	0.08	Α		73000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	143000	Α	90%	1%	1%	1%	8%	0%	F	0.067	Α	0.55	141000	) <i>P</i>
To: From:	Rus	sell Rd Qua	ntico												
Prince William (	County 2.32	71000	Α	90%	1%	1%	0%	8%	0%	F	0.069	Α		72000	A
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	139000	Α	90%	1%	1%	1%	8%	0%	F	0.067	Α	0.525	138000	) <i>A</i>
To	76	5-619 Joplin	Rd												
Prince William (		•		90%	1%	1%	0%	8%	0%	F	0.072	F		79000	(
	•									F					
Table 1				0170	1 70		1 70	7 70	0 70	•	1471			100000	`
From:										_					
	•									-					
Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	173000	G	93%	1%	1%	0%	6%	0%	F	0.06	В	0.556	1/8000	) (
To: From:	76	-784 Dale B	lvd												
Prince William (	County 2.22	85000	G	92%	1%	1%	0%	6%	0%	F	0.061	F		85000	(
Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	201000	G	92%	1%	1%	0%	6%	0%	F	NA			205000	) (
To: From:	76-3000	Prince Willi	am Pkw	y											
Prince William (	County 1.92	96000	G	92%	1%	1%	0%	6%	0%	F	0.076	F		96000	(
	•			93%	1%	1%		5%	0%	F	NA			NA	
то	-														
From:				000/	10/	10/	00/	<b>C</b> 0/	00/	_	0.077	_		07000	,
	,		-							F		F			) (
Combined Traffic Estimates for 3 Parallel Took	•				1%	1%	0%	5%	0%	Г	NA			238000	,
Fron:															
	,	97000	G	92%	1%	1%	0%	6%	0%	F	0.077	F		97000	(
Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	228000	G	93%	1%	1%	0%	5%	0%	F	NA			238000	) (
Ta: From:	US	1 Richmond	Hwy												
Fairfax Cou	ntv 2.49	99000	G	92%	1%	1%	0%	6%	0%	F	0.081	F		99000	(
	•		G	93%	1%	1%	0%	5%	0%	F	NA			239000	) (
To	-		Dd												
From:				000/	10/	10/	00/	00/	00/	_	0.075	_		111000	
	,									F		F			
Combined Trainic Estimates for 3 Parallel	•			92%	1%	1%	U%	0%	υ%	r	NA			25/000	) (
To: From:	•	to Express	Lanes												
	•	102000	G	92%	1%	1%	0%	6%	0%	F	0.082	F		100000	) (
Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	215000	G	92%	1%	1%	0%	6%	0%	F	NA			223000	) (
	Prince William ( Combined Traffic Estimates for 2 Parallel Prince William ( Combined Traffic Estimates for 2 Parallel Prince William ( Combined Traffic Estimates for 3 Parallel Prince William ( Combined Traffic Estimates for 3 Parallel Prince William ( Combined Traffic Estimates for 3 Parallel Prince William ( Combined Traffic Estimates for 3 Parallel Prince William ( Combined Traffic Estimates for 3 Parallel Prince William ( Combined Traffic Estimates for 3 Parallel Prince William ( Combined Traffic Estimates for 3 Parallel From Fairfax Cou Combined Traffic Estimates for 3 Parallel	Prince William County 0.08  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Prince William County 2.32  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Prince William County 2.39  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 3.55  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 3.55  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 2.22  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 1.92  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 0.74  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 0.74  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 0.38  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 0.38  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 0.38  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 0.39  Fairfax County 0.39  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Prince William County 0.79  Fairfax County 0.79	None	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 143000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 143000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 139000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 139000 A  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 170000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 170000 G  Tombined Traffic Estimates for 3 Parallel Roadways on this Route: 173000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 173000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 201000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 201000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 232000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 28000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 28000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 28000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 28000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 28000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 28000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 28000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 28000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 283000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 283000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000 G  Fairfax County 1.90 110000 G  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000 G	Sufford County   Line   Prince William   County   0.08   73000   A   90%   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   143000   A   90%   Russell Rd Quantico   Prince William County   2.32   71000   A   90%   Russell Rd Quantico   Prince William County   2.32   71000   A   90%   Russell Rd Quantico   Prince William County   2.39   81000   A   90%   Russell Rd Quantico   Prince William County   2.39   81000   A   90%   Russell Rd Quantico   Prince William County   2.39   81000   A   90%   Russell Rd Quantico   Russell R	Prince William County   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00	Prince William County	Statificed County Line	Stafford County Line	Stafford County Line	Sustried County   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.0	Statifical County Line	Statifical Country Line	Stafford County   International Prince William County   0.08   73000   A   90%   1%   1%   0%   8%   0%   F   0.06   A   0.55	Section   Prince William County   0.08   73000   A   90%   1%   1%   0%   8%   0%   F   0.08   A   73000   A   73000   A   90%   1%   1%   1%   0%   8%   0%   F   0.08   A   73000   A   730000   A   730000   A   730000   A   730000   A   730000

# 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	Q۷
orth	From:	29-617 Backlick Ro	,			_										
95)	Fairfax Cou	•	120000	G	92%	1%	1%	0%	6%	0%	F	0.070	F		121000	C
	Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	258000	G	92%	1%	1%	0%	6%	0%	F	NA			258000	G
orth	To: From:	Exp	ress Lane R	amp												
95)	Fairfax Cour	nty 0.14	120000	N	92%	1%	1%	0%	6%	0%	Ν	0.070	F		121000	Ν
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	267000	N	92%	1%	1%	0%	6%	0%	Ν	NA			274000	Ν
orth	To: Fron:	I-395; 29-644 Fra	nconia Rd; (	Old Keer	ne Mill Rd											
orth 95)	Fairfax Cour	nty 1.96	137000	G	92%	1%	1%	0%	6%	0%	F	0.073	F		139000	G
33)	Combined Traffic Estimates for 2 Parallel	,		-	92%	1%	1%	0%	6%	0%	F	NA			233000	G
	Tα:	•	Capital Be													
orth	From:	nty 0.96	I-495		92%	1%	1%	0%	6%	00/	_	0.078	Α		100000	Δ
Capital Beltway	Fairfax Cour Combined Traffic Estimates for 2 Parallel I	•	97000	A A	92% 92%	1%	1%	0% 0%	6%	0% 0%		0.076	A	0.508	207000	A
	Combined Trainc Estimates for 2 Faraner	noadways on this notite. Capital Beltwa					170	0%	070	0%	г	0.075	А	0.506	207000	,
					as 1-430	,										
orth	From L		513 Van Do													
Capital Beltway	Fairfax Cou	•	95000	G	92%	1%	1%	0%	6%	0%	F	0.081	F		102000	(
	Combined Traffic Estimates for 2 Parallel I	-			92%	1%	1%	0%	6%	0%	F	0.069	F	0.549	210000	(
	_	Capital Beltwa	y is also s	signed	as I-495	)										
orth	To: Front	Eisenho	ower Ave Co	onnector												
95) Capital Beltway	Fairfax Cou	nty 2.39	70000	G	92%	1%	1%	0%	6%	0%	F	0.084	В		70000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	162000	G	92%	1%	1%	0%	6%	0%	F	0.072	В	0.545	169000	C
		Capital Beltwa	y is also s	signed	as I-495	5										
orth	To. From:	Lo	cal Lanes S	plit												
Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin Ontin	Fairfax Coui	nty 0.65	40000	G	92%	1%	1%	0%	6%	0%	F	0.079	В		40000	G
,	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	163000	G	92%	1%	1%	0%	6%	0%	F	0.072	F	0.504	169000	C
	Tα	SR 2	41 Telegrap	oh Rd												
orth 55 Capital Beltway	Fairfax Cou		58000	G	92%	1%	1%	0%	6%	0%	F	0.079	В		57000	
Capital Beltway	Combined Traffic Estimates for 4 Parallel	•		G	92%	1%	1%	0%	6%	0%	F	0.073	F	0.516	196000	
	Combined Traine Estimates for 41 drailers	Capital Beltwa		-			1 /0	0 70	0 /0	0 70	•	0.007	•	0.510	130000	
	Tα:		CL Alexand		407 700											
orth	From:		fax County													
Capital Beltway	•	•	68000	F						0%	C	0.079			71000	F
	Combined Traffic Estimates for 4 Parallel	•					1%	0%	3%	0%	F	0.072	F	0.504	201000	C
	_ [				as I-495	5										
95 Capital Beltway	City of Alexandria (i Combined Traffic Estimates for 4 Parallel i	Maint: 29) 0.25 Roadways on this Route: <i>Capital Beltwa</i>	68000 195000	F G signed	96% 95% as I-495	0% 0% 5	1% 1%	0% 0%	2% 3%	0% 0%	C F	0.079 0.072	B F	0.504		-

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

					4	_		Tru	ck			K	017	Dir		-
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
lorth	From:		Richmond H	łwy												
95) Capital Beltway	City of Alexandria (Main	it: 29) 1.07	68000	F	96%	0%	1%	0%	2%	0%	С	0.079	В		71000	F
Comb	pined Traffic Estimates for 4 Parallel Road	dways on this Route:	216000	F	93%	1%	2%	0%	4%	0%	С	0.072	F	0.504	226000	F
		Capital Beltwa				5										
	To:	District of Col	ımbia Line, P	Potoma	River											
lorth	From:		h to Welcom													
95) Skippers Welcome Center Ran	np Greensville County		1600	N	97%	0%	1%	0%	1%	0%	N	0.152	Α		1200	1
l- ab	To: From:		ome Center Pome Center Pa				_									
lorth 95) Skippers Welcome Center Ran	np Greensville County		1600	N	97%	0%	1%	0%	1%	0%	N	0.152	Α		1200	ı
95) Onippers Welderine Center Hair	areensvine equity					0 / 0		0 70	1 /0	0 70		0.102	,,		1200	
orth	To: From:	Ramp to A	dditional Par	king Aı	ea											
95) Skippers Welcome Center Ran	np Greensville County	0.01	1600	Α	97%	0%	1%	0%	1%	0%	С	0.152	Α		1200	
$\mathcal{I}$	To:		I-95 North													
lorth	From:		I-95 North													
95) Ramp	Greensville County	0.15	2600	G								0.213	F		2600	
<u> </u>	To:	40-629	Moores Fer	ry Rd												
orth	From:		I-95 North													
95) Ramp	Greensville County	0.18	1200	G								0.096	F		1200	
<u> </u>	To:	I-9:	South Exit 8	8A												
orth	From:		I-95 North													
95) Ramp	City of Emporia (Maint:	: 40) 0.13	3300	G								0.073	F		3300	
<u> </u>	To:	I-95 North	n Exit 11A Ra	amp sp	it											
orth	From:		I-95 North													
95) Ramp	City of Emporia (Maint:	: 40) 0.12	1300	G								0.182	F		1300	
<u> </u>	To:		US 58 West													
orth	From:		I-95 North													
95) Ramp	Greensville County	0.08	590	Α								0.324	Α		570	
<u> </u>	To:		US 301													
orth	From:		I-95 North													
95) Ramp	Greensville County	0.24	260	G			<u>-</u>					0.102	F		260	(
<u> </u>	To:	40-6	14 Otterdam	Rd												
orth	From:		I-95 North													
95) Ramp	Sussex County	0.16	440	G								0.162	F		440	
$\sim$	Τα	US 3	01 Blue Star l	Hwy	•	•										
lorth	From:		I-95 North													
95) Ramp	Sussex County	0.22	320	G								0.119	F		320	(
$\smile$	Τα	91	-631 Jarratt R	Rd	•	•										
lorth	From:		I-95 North													
95) Ramp	Sussex County	0.21	90	G	_							0.156	F		90	(
$\smile$	Tor	91	-645 Owen R	2d												

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

Route	Jurisdiction	Length AADT QA 4Tire	Ruc	Truck xle 3+Axle 1Tra		QC	K Factor	QK Fac	$\Delta \Delta W DT$	QW
North 95 Ramp	Sussex County	I-95 North 0.23 <b>1100 G</b> SR 40 Sussex Dr					0.074	F	1100	G
North 95 Ramp	Sussex County	I-95 North 0.21 <b>1500 G</b> 91-602 Cabin Point Rd					0.082	F	1500	G
North 95 Carson Rest Area Ramp	Prince George County	I-95 North to Rest Area 0.19 <b>1200 G</b> 78% Enter Rest Area Parking Lot	0% 19	% 0% 20%	6 0%	С	0.087	F	1200	G
North 95 Carson Rest Area Ramp	Prince George County	Exit Rest Area Parking Lot  0.20 1200 N 78%  I-95 North from Rest Area	0% 19	% 0% 20%	6 0%	N	0.087	F	1200	N
North 95 Ramp	Prince George County	I-95 North 0.25 <b>410 G</b> 74-623 Rowanty Rd					0.098	F	410	G
North 95 Ramp	Prince George County	I-95 North to Weigh Station 0.36 <b>2500 G</b> I-95 North from Weigh Station					0.066	F	2500	G
North 95 Ramp	Prince George County	I-95 North 0.23 <b>550 G</b> SR 35 Courtland Rd					0.119	F	550	G
North 95 Ramp	Prince George County	I-95 North 0.80 <b>910 G</b> US 301 Crater Rd					0.103	F	910	G
North 95 Ramp	City of Petersburg (Maint: 74	I-95 North					0.103	Α	940	Α
North 95 Ramp	City of Petersburg (Maint: 74	I-95 North					0.133	A	340	Α
North 95 Ramp	City of Petersburg (Maint: 74	I-95 North					0.085	F	990	G
North 95 Ramp	City of Petersburg (Maint: 74	I-95 North Collector Rd					0.17	F	670	G
North 95 Ramp	City of Petersburg (Maint: 74	I-95 Collector Rd					0.09	F	470	G
North 95 Ramp	City of Petersburg (Maint: 74	I-95 North Collector Rd					0.122	F	1600	G

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

		Filliary and interstate noutes		
Route	Jurisdiction	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail QC Factor	QK Dir AAWDT QW Factor
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	I-95 North 0.04 <b>3200 G</b>	0.091	F 3200 G
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to US 460 East 0.15 <b>2600 G</b>	0.100	F 2600 G
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp From US 460 West 0.26 11000 A	0.149	A 12000 A
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to US 301 North Ramp to US 301 Crater Rd NORTH 0.22 NA	NA	NA
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to US 301 Crater Rd SOUTH  0.06 11000 G	0.134	F 11000 G
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp From US 301 Crater Rd 0.14 <b>15000 A</b>	0.123	A 17000 A
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	np to BUS US 460 Wythe St, US 460 Washington St  0.01 NA  1-95 North	NA	NA
North 95 Ramp	City of Petersburg (Maint: 26)	I-95 North Collector Rd 0.47 <b>3400 G</b>	0.089	F 3400 G
North (95) Ramp	City of Petersburg (Maint: 26)	85 North Exit 68B To Wythe St & Washington St  I-95 North  0.43 6200 G	0.107	F 6200 G
North (95) Ramp	From: City of Petersburg (Maint: 74)	I-85 South  I-95 North  0.19 <b>1700 G</b>	0.125	F 1700 G
North (95) Ramp	To From City of Colonial Heights (Maint: 20	US 301 Par, Bank St  I-95 North  0) 0.21 <b>11000 A</b>	0.102	A 11000 A
North	To: From:	106-2 Southpark Blvd I-95 North		
95 Ramp North	City of Colonial Heights (Maint: 20	0) 0.31 <b>5500 G</b> 98% 0% I-95 South Exit 54A Ramp I-95 North	0% 0% 1% 0% C 0.094	F 5800 G
95 Ramp	Chesterfield County	0.29 <b>7300 G</b> 20-746 Ruffin Mill Rd	0.087	F 7800 G
North 95 Ramp	Chesterfield County	I-95 North 0.38 <b>2500 G</b> SR 10 E, West Hundred Rd	0.072	F 2700 G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC 2Axle 3+Axle 1Trail 2Trail	K Factor QK	Dir AA\	WDT C	λM
North 95 Ramp	Chesterfield County	I-95 North 0.24 <b>4300 G</b> SR 10 W, West Hundred Rd		0.11 F	46	600	G
North 95 Ramp	Chesterfield County	I-95 North 0.09 <b>3400 A</b> 20-613 Willis Rd		0.123 A	39	900	A
North 95 Ramp	Chesterfield County	I-95 North 0.70 <b>2500 A</b> SR 895 East		0.117 A	27	700	Α
North 95 Ramp	Chesterfield County	I-95 North  0.48 <b>14000 G</b> 1SR 150-P		0.1 F	15	000	G
North 95 Ramp	City of Richmond (Maint: 20)	I-95 North 0.30 <b>6200 G</b> I-95 South Exit 69A Ramp		0.146 F	66	600	G
North 95 Ramp	City of Richmond (Maint: 20)	I-95 North 0.50 <b>2400 A</b> I-95 South Exit 73A		0.171 A	27	700	Α
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.26 <b>NA</b> SR 195		NA	N	IA	
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.06 9900 G  I-95 North Exit 74D Ramp to 17th Street		0.135 F	11	000	G
North 95 Ramp	City of Richmond (Maint: 43)	0.14 <b>3900 G</b> I-95 South Exit 74C Ramp		0.184 F	42	200	G
North 95 Ramp	City of Richmond (Maint: 43)	1-95-N074C TO BROAD ST VIA 17TH ST 0.15 6100 G 1US 360-P; 127-7608 VENABLE ST		0.115 F	66	600	G
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.14 <b>24000 A</b> Ramp to 7th Street		0.081 A	25	000	Α
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North Exit 75A 0.16 <b>2000 G</b> 7th Street		0.134 F	20	000	G
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.10 <b>14000 G</b> 127-50 Chamberlayne Pkwy		0.105 F	14	000	G
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North  0.12 <b>4600 G</b> 127-7603 Hermitage Rd		0.130 F	46	600	G

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bi	i i e	Truck-		-	K	QK _Di	ΔΔΙΛΛΙΩΤ	- QI
North	From	I-95 North	2Axle	e 3+Axle 1T	rail 2Trail		Factor	Fac	tor	
95) Ramp	City of Richmond (Maint: 43)		% 1%	0% 0	% 0%	F	0.1	Α	5300	А
	To:	127-7576 Westbrook Ave								
lorth	From:	I-95 North								
95) Ramp	Henrico County	0.13 <b>5200 G</b>					0.116	F	5200	C
$\smile$	To:	Wilmer Ave								
lorth	Fron:	I-95 North								
95) Ramp	Henrico County	0.18 <b>5900 A</b>					0.118	Α	6500	-
$\checkmark$	To:	US 301; 2US 301-P FROM R								
North	From:	I-95 North					0.445	_	0000	,
95 Ramp	Henrico County	0.27 <b>2800 G</b>					0.145	F	2800	(
		SR 73 E, Parham Rd								
North	Henrico County	I-95 North 0.22 <b>6500 G</b>					0.109	F	6500	(
95 Ramp	To:	SR 73 W, Parham Rd					0.109	1	0300	,
Iale	Front	I-95 North	1							
North 95) Ramp	Henrico County	0.30 <b>4700 G</b>					0.149	F	4700	(
95) Hamp	To	I-295 East Collector Road					0.140	•	4700	
lorth	From	I-95 North								
95) Ramp	Henrico County	0.24 <b>7100 G</b>					0.132	F	7100	(
300	To:	I-295 West Collector Road								
North	From:	I-95 North Collector Rd								
95) Ramp	Hanover County	0.40 <b>11000 G</b>					0.113	F	11000	(
$\smile$	To:	42-656 E, Sliding Hill Rd								
North	From:	I-95 North Collector Rd								
95) Ramp	Hanover County	0.24 <b>4600 G</b>					0.148	F	4600	(
<u> </u>	To:	42-656 W, Sliding Hill Rd								
Vorth	From:	I-95 North								
95) Collector Distributor Ramp	Hanover County	0.18 <b>15000 G</b>					0.114	F	15000	(
North	To: From:	I-95 North Exit 86A Ramp	_							
95) Collector Distributor Ramp	Hanover County	0.16 <b>4600 G</b>					0.144	F	4600	(
33)		Ramp from 42-656 E, Sliding Hill Rd								
North	To: From									
95) Collector Distributor Ramp	Hanover County	0.19 <b>6200 G</b>					0.125	F	6200	(
Vorth	To: From:	I-95 North Exit 86B Ramp								
95) Collector Distributor Ramp	Hanover County	0.18 <b>1600 G</b>					0.086	F	1600	(
	To									
North	From	Ramp from 42-656 W, Sliding Hill Rd						_		
95 Collector Distributor Ramp	Hanover County	0.08 <b>2800 G</b>	-				0.091	F	2800	(
$\sim$	Tor	I-95 North								

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

Route	Jurisdiction		Truck Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
North 95 Ramp	Hanover County Tre	I-95 North 0.16 <b>5600 F</b> 42-802 Lewistown Rd	]	0.090	F	3200	G
North 95 Ramp	Hanover County To:	I-95 North 0.19 <b>1600 F</b> SR 54 East Patrick Henry Rd	]	0.112	F	4500	G
North 95 Ramp	Hanover County	I-95 North 0.24 <b>6900 F</b> SR 54 W, East Patrick Henry Rd	]	0.105	F	6400	G
North 95 Ramp	Hanover County	I-95 North 0.17 <b>3100 F</b> Ramp Split		0.114	F	1700	G
North 95 Ramp	From Caroline County	I-95 North		C 0.081	F	11000	G
North 95 Ladysmith Rest Area Ramp	Caroline County	I-95 North to Rest Area 0.17 2700 N Enter Rest Area Parking Lot		0.123	A	2400	N
North 95 Ladysmith Rest Area Ramp	Caroline County	Exit Rest Area Parking Lot 0.07 <b>2700 A</b> I-95 North from Rest Area	1	0.123	Α	2400	Α
North 95 Ramp	Caroline County	I-95 North 0.15 <b>2200 G</b> 16-639 Ladysmith Rd	<u> </u>	0.101	F	2200	G
North 95 Ramp	Spotsylvania County	I-95 North 0.22 <b>2700 F</b> 88-606 Mudd Tavern Rd		0.101	F	7600	G
North 95 Ramp	Spotsylvania County	I-95 North 0.29 <b>4200 F</b> US 1 N, Jefferson Davis Hwy	]	0.11	F	3400	G
North 95 Ramp	Spotsylvania County	I-95 North  0.08 <b>2100 F</b> US 1 S, Jefferson Davis Hwy	]	0.094	F	3000	G
North 95 Ramp	Spotsylvania County	I-95 North 0.37 <b>3500 F</b> SR 3 E, Plank Rd	]	0.095	F	4400	G
North 95 Ramp	Spotsylvania County	I-95 North 0.18 <b>6900 F</b> SR 3 W, Plank Rd		0.075	F	2200	G
North 95 Ramp	Stafford County	I-95 North Collector Rd		C 0.123	F	2400	G

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

		· · · · · · · · · · · · · · · · · · ·					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		orth Collector Rd												
95) (17) Ramp, I-95 N to US 17 N	Stafford County		17000 G	87%	1%	1%	1%	9%	0%	С	0.09	F		18000	G
<u> </u>	To:	US 17	N, Warrenton Rd												
North	From:		I-95 North												
95 (17) Collector Rd	Stafford County	0.45	19000 G	87%	1%	1%	1%	9%	0%	С	0.09	F		20000	G
North	To: From:	I-95 North Exit	133A Ramp to US	17 South		$\Box$									
95) (17) Collector Rd	Stafford County	0.30	17000 G								0.092	F		18000	G
	To:		from US 17 South												
North	From:	US 17-S180A FRC	M RT 17 SOUTH	@ 17 BUS	S										
95) (17) Collector Rd	Stafford County	0.20	23000 G								0.090	F		25000	G
	To:		BB RAMP TO RT	17											
North	From		orth Collector Rd									_			_
95 Collector Rd	Stafford County	0.18	6000 G								0.094	F		6300	G
North	To: From:	C1US 17-N002A	FROM RT 17 BUS	NORTH											
95) Collector Rd	Stafford County	0.36	12000 G	97%	0%	1%	1%	1%	0%	F	0.088	F		12000	G
93) Somester its	To:		I-95 North	0.70	0,0		. , 0	. , 0	0,0	•	0.000	•		000	<u> </u>
NItl-	From:														
North	Stafford County	0.37	I-95 North <b>G</b>								0.117	F		5500	G
95 Ramp	Stanord County		ntreport Pkwy								0.117	'		3300	G
North	Chaffanal Oanste		I-95 North								0.000	_		5000	0
95 Ramp	Stafford County	0.19	5500 G								0.086	F		5800	G
	L		0 Courthouse Rd												
North	From:		I-95 North												
95) Ramp	Stafford County	0.20	4400 G	96%	0%	1%	1%	2%	0%	С	0.089	F		4700	G
<u> </u>	To:	US 1 Je	fferson Davis Hwy												
North	From:		I-95 North												
(95) Ramp	Stafford County	0.25	6800 G	97%	1%	1%	0%	1%	0%	С	0.085	F		7300	G
$\smile$	То:	89-610 V	W, Garrisonville Ro	l											
North	From:	I-95-N TO	GOVERNMENT	RD											
95) Ramp	Prince William County	0.13	4300 G								0.199	F		4300	G
	To:	F	ROM RT 95												
North	Prom:		I-95 North			T									
(95) Ramp	Prince William County		2400 G	99%	0%	1%	0%	0%	0%	F	0.11	F		3000	G
	To:	Split of ramp from I													
North	From:		I-95 North	-		i									
(95) Ramp	Prince William County		2500 G								0.114	F		2500	G
93)	To		34 Dumfries Rd								3.114	•			~
Ni	From					+									
North Ramp	Prince William County		I-95 North <b>G</b>								0.098	F		9600	G
95 Ramp	Trince William County										0.096	۲		9000	G
-		SR 2	34 Dumfries Rd												

# 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
North	From:	I-95	North to Scales			7 (XIC	OTTAKE	TITUII	ZIIGII		1 40101		1 40101		
95) Dale City Truck-Only Rest Area Ramp	Prince William C		7200 N	38%	4%	2%	2%	52%	2%	Ν	0.104	F		7700	Ν
	To:	I	Enter Scales												
North	From		st Area Parking Lo												
(95) Dale City Truck-Only Rest Area Ramp	Prince William C	County 0.45	7200 G	38%	4%	2%	2%	52%	2%	С	0.104	F		7700	G
	To:	I-95 No	rth from Rest Are	a											
North	From:		orth Collector Rd												
(95) Ramp	Prince William C	County 0.29	5600 G								0.091	F		5600	G
$\overline{}$	To:	76-	784 Dale Blvd												
North	From:	I-9:	5 Collector Rd												
(95) Ramp	Prince William C	County 0.24	5400 G								0.124	F		5400	G
	To:	76-	784 Dale Blvd												
North	From:	I-95 N	orth to Rest Area												
95 Dale City Car-Only Rest Area Ramp	Prince William C		2400 N	97%	0%	2%	0%	0%	0%	Ν	0.293	Α		2300	Ν
	To:		st Area Parking L	ot											
North	From		st Area Parking Lo	ot											
95 Dale City Car-Only Rest Area Ramp	Prince William C	County 0.23	2400 A	97%	0%	2%	0%	0%	0%	С	0.293	Α		2300	Α
$\overline{}$	To:	I-95 No	rth from Rest Are	a											
North	From:		I-95 North												
95) Collector Rd	Prince William C	County 0.19	14000 G								0.131	F		14000	G
$\overline{}$	To:		156A to 76-784 I												
North	From:		om Opitz Blvd We	est											_
95) Collector Rd	Prince William C		27000 G								NA			29000	G
<u> </u>	10:		I-95 North												
North	From:		orth Collector Rd												
95) Ramp	Prince William C		4400 G								0.091	F		4800	G
<u> </u>	To:	SR 294 P	rince William Pky	wy											
North	From:		orth Collector Rd												
95) Ramp	Prince William C	•	7600 G								0.085	F		7600	G
$\overline{}$	To:	SR 294 F	rince William Pk	wy											
North	From:		I-95 North												
(95) Ramp	Prince William C	County 0.12	13000 G								NA			14000	G
$\overline{}$	To:		A TO RT 3000 E.												
North	From:		B FROM RT 300	0 WEST							N 1 A			00000	_
95) Ramp	Prince William C	•	20000 G								NA			22000	G
	10:		I-95 North												
North	From:		I-95 North									_			_
95) Ramp	Prince William C		1500 G								0.084	F		1500	G
<u> </u>	To:	SR 1:	23 Gordon Blvd												
North	From		I-95 North												
(95) Ramp	Prince William C	County 0.13	11000 G								0.081	F		11000	G
(33)	To		er Parking Lot Ex												

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

Section   Prince William County   0.14   11000   N			Filliary and interstate houte											
Prince William County   0.14   11000   N     0.081   F   11000   N   N     0.081   F   11000   N   0.081   F   11000   N     0.081   F   11000   N     0.081   F   11000   N     0.081   F   11000   N     0.081   F   11000   N   0.081   F   11000   N     0.081   F   11000   N     0.081   F   11000   N     0.081   F   11000   N     0.081   F   11000   N   0.081   F   11000   N     0.081   F   11000   N   N     0.081   F   11000   N     0.081   F   11000   N     0.081   F   11000   N	Route	Jurisdiction	Length AADT QA 4	Tire Bus				 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Communic Parking Lot Biomanco   County   Count	North	From:	Commuter Parking Lot Exit											
Prince William County	95) Ramp	Prince William County	0.14 <b>11000 N</b>							0.081	F		11000	Ν
Prince William County	Number	To:	Commuter Parking Lot Entrance		_									
SR 122 Gordon Blood   September   SR 122 Gordon Blood   SR 214000   G   SR 2140000   G		11011								0.081	F		11000	N
	95) Hamp									0.001	•		11000	11
Serit 161 Ramp	North	From												
Strict   S		Fairfax County		90% 1%	1%	0%	8%	0%	F	0.131	F		14000	G
	93) =					• / •		• / •						-
Second   Pairfax County   0.23   3700   G   0.106   F   3700   G	North	From:												
196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196		Fairfax County								0.106	F		3700	G
Fairfax County   1.92   7000   G   1.95 North   Earl 156C to Lousdak Road   1.95 North		To:	29-642 Lorton Rd											
Fairfax County   0.22   7000   C	North	From:	I-95 North											
195 North St.   196 North St	95) Ramp	Fairfax County								0.128	F		7000	G
Fairfax County   Fair		To:												
FROM ROUTE 95 NORTH	North	I I		FX CO P						NIA			NIA	
1-95 North   1-9	95 Hamp									NA			NA	
Fairfax County   1.18   6400   G   C   C   C   C   C   C   C   C   C	N. d	From												
SR 286 N, Fairfax Courty   SR 286 N, Fairfax Courty   Pkwy	NORTH Ramp	Fairfay County								0 117	F		6400	G
	95) Hamp	Taillax Oddiny								0.117	•		0400	a
Fairfax County   0.03   NA	North	From: Y		EX CO P										
FAIRFAX COUNTY   1.95 North				ACOI						NA			NA	
Fairfax County   0.33   12000   G			FAIRFAX CO PARKWAY FIARFA	Ά										
Second   Fairfax County   Second   Se	North	From:	I-95 North											
1-95 North Exit   169B Ramp to Old Keene Mill Rd		Fairfax County								0.103	F		12000	G
Second   S		To I	-95 North Exit 169B Ramp to Old Keene	Mill Rd										
Second   County   C	North	11000		······································						0.110	_		0500	_
Second   S	95 Hamp									0.110	Г		6500	G
Fairfax County   0.59   3200   G   0.095   F   3200   G	NI - all-			MILL D										
1-95 North   1-9				WILL K						0.095	F		3200	G
Second   Fairfax County   1.95 North   1.9	95) Hamp	To								0.000	•		0200	ď
Fairfax County   0.18   12000   A   0.099   A   13000   A	North	From			1									
Second										0.099	Α		13000	Α
Semp   Fairfax County   0.10   5700   G														
Fairfax County   0.10   5700   G     0.169   F   5700   G	North	From:	I-95 North											
Eisenhower Ave Connector		Fairfax County								0.169	F		5700	G
95) Ramp Fairfax County 0.37 <b>11000 G</b> 0.102 F 11000 G		To	Eisenhower Ave Connector											
95) Ramp Fairfax County 0.37 <b>11000 G</b> 0.102 F 11000 G	North	From:	I-95 North					-						
	(95) Ramp	Fairfax County								0.102	F		11000	G
	$\overline{}$	To:	SR 241 Telegraph Rd											

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

Route	Jurisdiction	Length	AADT		4Tire	Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:		I-95 North				ZAXI	e S+Axie	IIIali	ZIIdii		racioi		Facioi		
95) Ramp	Fairfax County	0.50	13000	G								0.164	F		13000	G
$\overline{}$	Τα	I-95 Sou	ıth Exit 1751	B Ramp												
lorth	From:		I-95 N													
95) Exit 177 A B	City of Alexandria (Maint:		NA									NA			NA	
North	10: From:		77 A; Exit 1 Exit 177 A B													
95) Exit 177 A	City of Alexandria (Maint:		NA									NA			NA	
	To:		Richmond H	Iwy S												
North	From:		I-95 N													
95) Ramp	City of Alexandria (Maint:		NA									NA			NA	
$\smile$	To:	US	1 Patrick St	N												
Rev	From:		ord County									0.407			47000	
95	Prince William County		15000	A SD 224	Df::	D.1						0.127	Α		17000	Α
	From:	I-95 Between 76-6 Jo I-95 Near	89-610 Gar			Kű										
Rev 95	<u></u>		15000	N								0.127	Α		17000	Ν
	To:		Villiam Cou													
Rev 95	Prince William County	I-95 Between 76-6 Jo 2.72	plin Rd and 18000	SR 234	Dumfries 99%	Rd 1%	0%	0%	0%	0%	C	0.131	Α	1	20000	Α
95)	Combined Traffic Estimates for 3 Parallel Roadw			G	91%	1%	1%		7%	0%	F	0.063	F	0.524	169000	G
	To						- 70	1 70	1 70	0,0	·	0.000	·	0.02 1	100000	ŭ
Rev 95	From:	Ramp Fr I-95 N Between														
95)	Prince William County		18000	N	99%	1%	0%		0%	0%	N	0.131	Α	1	20000	N
Ŭ	Combined Traffic Estimates for 3 Parallel Roadw	ays on this Route:	172000	N	93%	1%	1%	0%	6%	0%	N	NA			173000	N
Rev	T.c. From:	Ramp to I-95 S Between	een SR 234 a	and 76-7	84 Dale E	Blvd										
95)	Prince William County	3.05	18000	G	99%	1%	0%	0%	0%	0%	F	0.097	F		25000	G
$\bigcirc$	Combined Traffic Estimates for 3 Parallel Roadw	ays on this Route:	173000	G	93%	1%	1%	0%	6%	0%	F	NA			178000	G
<u> </u>	To: From:	76-	784 Dale Bl	vd												
95)	Prince William County	0.95	14000	G	99%	1%	0%	0%	0%	0%	F	0.122	F		18000	G
95)	Combined Traffic Estimates for 3 Parallel Roadw			G	92%	1%	1%		6%	0%	F	NA	•		205000	G
	To					. , ,		0,0	0,0	0,0	•					
Rev 95	From		Prince Willia													
95	Prince William County		44000	G	97%	1%	0%		2%	0%	F	0.107	F		NA	
-	Combined Traffic Estimates for 3 Parallel Roadw	ays on this Houte:	232000	G	93%	1%	1%	0%	5%	0%	۲	NA			NA	
Rev	Tre- From:	SR 1	23 Gordon l	Blvd												
95)	Prince William County	0.29	38000	Α	99%	1%	0%	0%	0%	0%	С	0.154	Α	0.999	49000	Α
$\smile$	Combined Traffic Estimates for 3 Parallel Roadw	ays on this Route:	228000	G	93%	1%	1%	0%	5%	0%	F	NA			238000	G
	To	Fairfax Coun	ty Line, Occ	oquan l	River											

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

			ale not				Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus			-		QC		QK		AAWDT	QW
From:	Prince V	William Cou	nty Line			1	017.000				. 40101		. 4010.		
Fairfax County	1.07	38000	Α	99%	1%	0%	0%	0%	0%	С	0.154	Α	0.999	49000	Α
Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route:	228000	G	93%	1%	1%	0%	5%	0%	F	NA			238000	G
To:	US 1	Richmond	Hwy												
Fairfax County	3.71	37000	G	97%	1%	0%	0%	2%	0%	F	0.101	F		44000	G
Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route:	233000	G	93%	1%	1%	0%	5%	0%	F	NA			239000	G
Tec From:	Frm I-95 NB 1	North of 29-0	642 Lort	on Rd											
Fairfax County	0.41	37000	N	97%	1%	0%	0%	2%	0%	Ν	0.101	F		44000	Ν
Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route:	214000	N	93%	1%	1%	0%	5%	0%	Ν	NA			217000	Ν
To: From:	To I-95 S	B South of N	Newingto	n											
Fairfax County	0.92	38000	G	95%	1%	1%	1%	3%	0%	F	0.085	F		50000	G
Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route:	215000	G	92%	1%	1%	0%	6%	0%	F	NA			223000	G
T <sub>O</sub> . From:	To I-95 1	NB North of	29-7100	)											
Fairfax County	0.71	32000	G	95%	1%	1%	1%	3%	0%	F	0.085	F		32000	G
Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route:	258000	G	92%	1%	1%	0%	6%	0%	F	NA			258000	G
T <sub>O</sub> . From:	Frm I-95 SB	On Ramp So	outh of 29	9-644											
Fairfax County	0.78	25000	G	95%	1%	1%	1%	3%	0%	F	0.094	F		32000	G
Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route:	267000	N	92%	1%	1%	0%	6%	0%	Ν	NA			274000	Ν
T.c. Front	29-7900 Franconia-	Springfield F	Pkwy Poi	inting Sou	th										
Fairfax County	0.38	25000	N	95%	1%	1%	1%	3%	0%	Ν	0.094	F		32000	Ν
Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route:	267000	N	92%	1%	1%	0%	6%	0%	Ν	NA			274000	Ν
Toe From	29-7900 Franconia-	Springfield F	Pkwy Poi	inting Nor	th							—			
Fairfax County	0.28	25000	N	95%	1%	1%	1%	3%	0%	Ν	0.094	F		32000	Ν
Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route:	267000	N	92%	1%	1%	0%	6%	0%	Ν	NA			274000	Ν
Tex	I 395 Rerversi	ble Lanes So	outh of 2	9-644											
From:				000/	10/	10/	10/	150/	00/	_	0.107	^		10000	^
,											-		0.610		A A
Table Traine Estimates for 2 Farallel Hoadwa	-			02 /6	1 /0	1 /0	1 /0	13/6	0 /6	O	0.113	ь	0.012	30000	^
From				000/	401		40/	150/	00/	-	0.400	_		10000	
,										F	-	,,	0.500		A
Combined Traffic Estimates for 2 Parallel Roadwa	•			82%	1%	1%	1%	15%	υ%	F	0.120	А	0.566	36000	Α
To: From:															
Greensville County	1.81	22000	Α	82%	1%	1%	1%	15%	0%	F	0.128	Α		18000	Α
Combined Traffic Estimates for 2 Parallel Roadwa			A	82%	1%	1%	1%	15%	0%		0.12	Α	0.589	37000	A
	Fairfax County Combined Traffic Estimates for 3 Parallel Roadward From From From From From Fairfax County Combined Traffic Estimates for 3 Parallel Roadward From From From From From From From From	Fairfax County  Fairfax County  Fairfax County  Fairfax County  Fairfax County  Fairfax County  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Fairfax County  From From From L-95 NB 1  Fairfax County  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  From To L-95 S  Fairfax County  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  From To L-95 S  Fairfax County  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  From From L-95 SB 6  Fairfax County  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  From Series From L-95 SB 6  Fairfax County  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  From Series Ser	Prince William Cours	Prince William County Line   Fairfax County   1.07   38000   A	Prince William County   Line   Fairfax County   1.07   38000   A   99%	Prince   Prince   William County Line	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axle	Survised Combined Traffic Estimates for 3 Parallel Roadways on this Route: 215000   G 95%   1% 19% 19% 19% 19% 19% 19% 19% 19% 19%	Section   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   23000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   23000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   23000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   23000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   23000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   23000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   214000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   214000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   215000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   215000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   215000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   215000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   215000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Parallel Roadways on this Route:   258000   Combined Traffic Estimates for 3 Paral	Prince William County   Line   Flarifax County   Line   Flarifax County   Line   Flarifax County   Line   Line	Durisdiction	Prince William County	Second   Combined   Combined	Section   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 215000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 25000   Combined Traffic Estimates for 3 Pa	Second Parallel Readways on this Route:   Second Registration   Second Registration

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

								Trı	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	SCL	. Emporia													
South 95	City of Emporia (Maint: 40)			Α	82%	1%	1%	1%	15%	0%	F	0.128	Α		18000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 4	4000	Α	82%	1%	1%	1%	15%	0%	F	0.12	Α	0.589	37000	Α
South	To: From:	Ţ	US 58													
95)	City of Emporia (Maint: 40)	0.35 <b>1</b> 8	8000	Α								0.13	Α		15000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadways or			A								0.124	Α	0.594	31000	Α
	та		L Emporia													
South	Front L		•									0.10	^		15000	^
95	Greensville County			A								0.13	A	0.504	15000	Α .
	Combined Traffic Estimates for 2 Parallel Roadways or			Α								0.124	Α	0.594	31000	Α
South	Tox From	40-614 (	Otterdam Rd	1												
95)	Greensville County	3.63 <b>1</b> 9	9000	Α								0.130	Α		16000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 3	7000	Α								0.125	Α	0.565	31000	Α
0 "	To:		County Line													
South 95	Sussex County		lle County Li	ne A								0.130	Α		16000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways or			A								0.125	Α	0.565	31000	A
	Combined Traine Estimates for 21 araner roadways of			_								0.123	^	0.505	01000	
South	From		JS 301													
95)	Sussex County			Α								0.132	Α		15000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 37	37000 A	Α								0.124	Α	0.522	31000	Α
South	To: From:	91-6.	31 Jarratt													
95)	Sussex County	3.92 10	6000	Α								0.135	Α		13000	Α
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route: 3	1000	Α								0.125	Α	0.523	27000	Α
	Ta	9	91-645													
South	Sussex County			A								0.128	Α		16000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways or			A								0.120	A	0.563	32000	A
	Combined Trainic Estimates for 2 Farallel Hoadways of											0.122	^	0.505	32000	^
South	From:	SR 40 S	Stony Creek													
95)	Sussex County	2.52 <b>1</b> 9	9000	Α	86%	1%	1%	0%	11%	0%	F	0.126	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 39	9000	Α	86%	1%	1%	0%	12%	0%	F	0.12	Α	0.517	33000	Α
Courth	To: From	91-602 C	Cabin Point R	Rd												
South 95	Sussex County			A								0.126	Α		16000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadways or			Α								0.12	Α	0.515	33000	Α
	To		orge County I									J L		0.010	22000	
South	Fron:	Sussex (	County Line	;												
South 95	Prince George County			Α								0.126	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways or			Α								0.12	Α	0.515	33000	Α
	Tα	74-62	23 Carson													

# 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
South	From:		4-623 Carso													
95	Prince George County		20000	Α	86%	1%	1%	0%	11%	0%	F	0.124	A	0.500	17000	A
	Combined Traffic Estimates for 2 Parallel Roady	-		Α	86%	1%	1%	0%	12%	0%	F	0.118	Α	0.522	34000	Α
South	To: From:		1, SR 35, S	R 156												
95	Prince George County		25000	G	86%	1%	1%	0%	11%	0%	С	0.138	Α		21000	G
	Combined Traffic Estimates for 2 Parallel Roads	vays on this Route:	47000	G	86%	1%	1%	0%	12%	0%	С	0.123	Α	0.647	41000	G
South	To: From:		US 301													
95)	Prince George County		24000	Α	86%	1%	1%	0%	11%	0%	F	0.112	Α		21000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roads	vays on this Route:	47000	Α	86%	1%	1%	0%	12%	0%	F	0.108	Α	0.544	42000	Α
South	To: From:	Ramp	from I-295	East												
95)	Prince George County	y 0.42	16000	G	86%	1%	1%	0%	11%	0%	F	0.073	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	31000	G	86%	1%	1%	0%	12%	0%	F	0.068	F	0.517	27000	G
Courth	T <sub>C</sub> . From	Ram	p to I-295 V	Vest												
South 95	Prince George Count	y 0.42	17000	Α	86%	1%	1%	0%	11%	0%	F	0.115	Α		15000	Α
<u></u>	Combined Traffic Estimates for 2 Parallel Roady	vays on this Route:	34000	Α	86%	1%	1%	0%	12%	0%	F	0.106	Α	0.545	30000	Α
0 "	To:	Rives R	d; SCL Pete	ersburg			_									
South 95	City of Petersburg (Maint	: 74) 1.56	20000	Α	86%	1%	1%	0%	11%	0%	F	0.106	Α		19000	Α
93)	Combined Traffic Estimates for 2 Parallel Roady	,		A	86%	1%	1%	0%	12%	0%	F	0.099	Α	0.537	37000	Α
	To		Wagner Rd													
South	City of Petersburg (Maint		26000	Α	86%	1%	1%	0%	11%	0%	E	0.095	Α		25000	Α
95	Combined Traffic Estimates for 2 Parallel Roads	*		A	86%	1%	1%	0%	12%	0%	F	0.093	Α	0.567	50000	A
	Τα	End Collecto				. , 0		0,0	,0	0,70		0.002		0.007		
South	From		•			10/	10/	00/	110/	00/	_	0.005	^		01000	^
95	City of Petersburg (Maint Combined Traffic Estimates for 2 Parallel Roadv	,	23000	A A	86% 86%	1% 1%	1% 1%	0% 0%	11% 12%	0% 0%	F F	0.095 0.092	A A	0.567	21000 42000	A A
	Table Traine Estimates for 21 drainer floads	-				1 /0	1 /0	0 /6	12 /0	0 /6	'	0.032	^	0.507	42000	^
South	From	Begin Collect														
95	City of Petersburg (Maint		23000	Α	86%	1%	1%	0%	11%	0%	F	0.095	A	0.507	21000	A
	Combined Traffic Estimates for 2 Parallel Roady			Α	86%	1%	1%	0%	12%	0%	F	0.092	Α	0.567	54000	Α
South	To: From:	Ramp From BUS US		ington S	St; Wythe S	St										
95)	City of Petersburg (Maint	,	NA									NA			NA	
$\smile$	Combined Traffic Estimates for Parallel Roady	vays on this Route:	NA									NA			NA	
South	To: From:	I	-85 SOUTH	I												
95)	City of Petersburg (Maint		60000	G	91%	1%	1%	1%	7%	0%	F	0.083	В		59000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roads			G	91%	1%	1%	1%	6%	0%	F	0.077	В	0.516	107000	G
	Τα	US 301, Bus	US 460 W	ashingto	n St											

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

					_		Tru	ıck			K		Dir		
Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:					40/	40/	40/	70/	00/	_	0.000			50000	
9 '	,									-			0.500		A
Combined Traffic Estimates for 2 Parallel	-			91%	1%	1%	1%	6%	0%	F	0.086	А	0.526	109000	Α
From:															
City of Colonial Height	ts (Maint: 20) 0.37	53000	Α	91%	1%	1%	1%	7%	0%	F	0.088	Α		53000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	110000	Α	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.526	109000	Α
To: From:	S	outhpark Blv	⁄d												
City of Colonial Height	ts (Maint: 20) 1.05	49000	Α	91%	1%	1%	1%	7%	0%	F	0.087	Α		48000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	98000	Α	91%	1%	1%	1%	6%	0%	F	0.085	Α	0.506	96000	Α
T <sub>O</sub> . From:	SR	144 Temple	Ave												
City of Colonial Height	ts (Maint: 20) 2.15	54000	Α	91%	1%	1%	1%	7%	0%	С	0.088	Α		54000	Α
,	, ,	109000	Α	91%	1%	1%	1%	6%	0%	С	0.085	Α	0.500	108000	Α
_Tac	NCL	Colonial He	ights												
Chesterfield C				91%	1%	1%	1%	7%	0%	С	0.088	Α		54000	Α
	•									C			0.500		
To:							.,,	- , ,							
From:		•		010/	10/	10/	10/	70/	00/	_	0.000	^		40000	^
	•		٠.							F			0.504		A A
Combined Hamic Estimates for 2 Farallel				91%	1 70	1 76	170	076	076	Г	0.065	А	0.504	103000	А
From		West Hundr	ed Rd												
	,	64000	Α						0%	F	0.089	Α		66000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	127000	Α	91%	1%	1%	1%	6%	0%	F	0.087	Α	0.515	131000	Α
T <sub>O</sub> : From:		SR 288													
Chesterfield C	ounty 2.18	55000	Α	91%	1%	1%	1%	7%	0%	F	0.1	Α		56000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	111000	Α	91%	1%	1%	1%	6%	0%	F	0.084	Α	0.582	114000	Α
To: From:	20	-613 Willis F	Rd												
Chesterfield C	ounty 3.14	58000	Α	91%	1%	1%	1%	7%	0%	F	0.098	Α		59000	Α
	•									F		Α	0.555		
To:															
Front:				010/	10/	10/	10/	70/	00/	_	0.100	^		FC000	^
	•									F		, ,	0.500		Α
Combined Trainic Estimates for 2 Parallel				91%	1%	1%	1%	0%	υ%	Г	0.082	Α	0.382	112000	Α
To: From:			ıd												
		55000	Α	91%	1%	1%	1%	7%	0%	F	0.103	Α		56000	Α
Combined Traffic Estimates for 2 Parallel	Roadwavs on this Route:	109000	Α	91%	1%	1%	1%	6%	0%	F	0.082	Α	0.582	112000	Α
	City of Petersburg ( Combined Traffic Estimates for 2 Parallel  To From  City of Colonial Height  Combined Traffic Estimates for 2 Parallel  City of Colonial Height  Combined Traffic Estimates for 2 Parallel  City of Colonial Height  Combined Traffic Estimates for 2 Parallel  Chesterfield C  Combined Traffic Estimates for 2 Parallel  To Chesterfield C  Combined Traffic Estimates for 2 Parallel  Chesterfield C  Combined Traffic Estimates for 2 Parallel	City of Petersburg (Maint: 26) 0.48  Combined Traffic Estimates for 2 Parallel Roadways on this Route:    City of Colonial Heights (Maint: 20) 0.37   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   City of Colonial Heights (Maint: 20) 1.05   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   City of Colonial Heights (Maint: 20) 1.05   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   City of Colonial Heights (Maint: 20) 2.15   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 1.60   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.25   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 1.46   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 1.46   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 2.18   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Chesterfield County 3.14   Chesterfield County 3.14   Chesterfield	City of Petersburg (Maint: 26)   0.48   53000	City of Petersburg (Maint: 26)   0.48   53000   A	City of Colonial Heights (Maint: 20)   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   110000   A   91%	City of Petersburg (Maint: 26)   0.48   53000   A   91%   1%   1%   1%   1%   1%   1%   1	City of Petersburg (Maint: 26)	Surfaction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   110000   A   91%   1%   1%   1%   1%   1%   1%   1	City of Petersburg (Maint: 26)   0.48   53000   A   91%   1%   1%   1%   7%	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   1	City of Petersburg (Maint: 26)	City of Colonial Heights (Maint: 20)   2.15   54000   A 91%   1%   1%   1%   1%   1%   0%   0.088	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000	City of Petersburg (Maint: 26)   Use of the AbD*   OA   4 Tire   Bus   2 Able   3 A-Able   1 Trail   2 Trail   City   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 110000   A   91%   1%   1%   1%   1%   1%   0%   0%	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 110000 A 91% 1% 1% 1% 1% 7% 0% F 0.08 A 0.526 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 110000 A 91% 1% 1% 1% 1% 7% 0% F 0.08 A 0.526 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 110000 A 91% 1% 1% 1% 1% 7% 0% F 0.08 A 0.526 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 110000 A 91% 1% 1% 1% 1% 7% 0% F 0.08 A 0.526 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 109000 A 91% 1% 1% 1% 1% 7% 0% F 0.08 A 0.526 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 109000 A 91% 1% 1% 1% 1% 7% 0% F 0.085 A 0.506 90000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 109000 A 91% 1% 1% 1% 1% 7% 0% C 0.088 A 5.000 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 109000 A 91% 1% 1% 1% 1% 7% 0% C 0.088 A 5.000 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 109000 A 91% 1% 1% 1% 1% 7% 0% C 0.088 A 5.000 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 109000 A 91% 1% 1% 1% 1% 7% 0% C 0.088 A 5.000 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 109000 A 91% 1% 1% 1% 1% 7% 0% C 0.088 A 5.000 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 102000 A 91% 1% 1% 1% 1% 7% 0% F 0.092 A 5.000 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 102000 A 91% 1% 1% 1% 1% 7% 0% F 0.095 A 0.500 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 102000 A 91% 1% 1% 1% 1% 1% 0% 0% F 0.095 A 0.500 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 102000 A 91% 1% 1% 1% 1% 1% 0% 0% F 0.098 A 0.500 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 102000 A 91% 1% 1% 1% 1% 1% 0% 0% F 0.098 A 0.500 109000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1102000 A 91% 1% 1% 1%

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

		Primary and in	niersiale ni	Jules											
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South	City of Richmond (Maint: 20)		1 Bells Rd	91%	1%	1%	10/	7%	0%	С	0.095	Α		56000	۸
95	,	,	5000 A				1%		0% 0%	С		A	0.570		A .
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Houte. Tue	08000 A	91%	1%	1%	1%	6%	0%	C	0.08	А	0.579	110000	Α
South	To: From:	Mar	aury St												
95)	City of Richmond (Maint: 20)	) 0.75 <b>62</b>	2000 A	91%	1%	1%	1%	7%	0%	F	0.089	Α		64000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 123	23000 A	91%	1%	1%	1%	6%	0%	F	0.078	Α	0.563	125000	Α
Cauth	To: From	SR 195 Do	owntown Expy												
South 95	City of Richmond (Maint: 43)	0.45 <b>82</b>	2000 A	91%	1%	1%	1%	7%	0%	F	0.083	Α		84000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadways			91%	1%	1%	1%	6%	0%	F	0.077	Α	0.504	153000	Α
	To		0 Broad St												
South	From:			040/	40/		40/	70/	00/	_	0.077			77000	_
95	City of Richmond (Maint: 43)	,	5000 B	91%	1%	1%	1%	7%	0%	F _	0.077	Α		77000	В
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 147	17000 B	91%	1%	1%	1%	6%	0%	F	0.076	Α	0.521	151000	В
South East	To: From:	I-64 South	h Interchange												
95 (64)	City of Richmond (Maint: 43)	) 0.25 <b>84</b>	4000 A	93%	1%	1%	1%	4%	0%	F	0.076	Α		86000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 16	61000 A	93%	1%	1%	1%	4%	0%	F	0.075	Α	0.525	165000	Α
	Toc	US 1, US 30	01 Belvidere S	t		<u> </u>									
South East	City of Richmond (Maint: 43)	·	8000 A	93%	1%	1%	1%	4%	0%	_	0.076	Α		70000	Α
95 64	Combined Traffic Estimates for 2 Parallel Roadways	•		93%	1%	1%	1%	4% 4%	0%	· -	0.078	A	0.504	136000	A
	Combined Trainic Estimates for 2 Faraller hoadways			93%	170	1 70	I 70	470	0%	г	0.076	A	0.504	130000	А
South East	To: From:	Leigh St:	st; Gilmer St												
(95) (64)	City of Richmond (Maint: 43)	,	0000 A	93%	1%	1%	1%	4%	0%	С	0.076	Α		83000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 15!	55000 A	93%	1%	1%	1%	4%	0%	С	0.075	Α	0.506	159000	Α
South Foot	Toe From:	SR 161	Boulevard												
South East 64	City of Richmond (Maint: 43)	0.48 <b>84</b>	4000 A	93%	1%	1%	1%	4%	0%	F	0.079	Α		87000	Α
93) (04)	Combined Traffic Estimates for 2 Parallel Roadways	•		93%	1%	1%	1%	4%	0%	F	0.076	Α	0.529	170000	Α
	To		nterchange, I-19	15											
South	Front:				40/		40/	00/	00/	_	0.000			74000	
95	City of Richmond (Maint: 43)	•	9000 A	91%	1%	1%	1%	6%	0%	-	0.089	Α		71000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 132	32000 A	91%	1%	1%	1%	6%	0%	F	0.08	Α	0.52	135000	Α
South	To: From:	NCL Richmond; S	SR 161 Hermita	age Rd											
95)	Henrico County	0.76 <b>62</b>	2000 A	91%	1%	1%	1%	6%	0%	F	0.085	Α		63000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 12	21000 A	91%	1%	1%	1%	6%	0%	F	0.08	Α	0.517	123000	Α
	To:	US 1 F	Brook Rd												
	From:	2311													
South	Hanrica County	1 00 EC	6000 ^	010/	10/	10/	10/	60/	Uo/		ባ በያር	Λ		57000	Λ
South 95	Henrico County  Combined Traffic Estimates for 2 Parallel Roadways		6000 A 10000 A	91% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F	0.089 0.082	A A	0.513	57000 111000	A A

# 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
South	From		Chamberlay		040/	40/	10/	40/	00/	00/	_	0.005			50000	
95	Henrico County	1.60	52000	A	91%	1%	1%	1%	6%	0%	С	0.085	A	0.500	52000	A
	Combined Traffic Estimates for 2 Parallel Road	<u> </u>		Α	91%	1%	1%	1%	6%	0%	С	0.083	Α	0.503	105000	Α
South	To: From	SR	73 Parham	Rd												
95)	Henrico County	2.04	50000	Α	91%	1%	1%	1%	6%	0%	F	0.09	Α		50000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Road	Iways on this Route:	100000	Α	91%	1%	1%	1%	6%	0%	F	0.083	Α	0.527	100000	A
South	To: From:		I-295													
95)	Henrico County	0.98	74000	Α	86%	1%	1%	1%	10%	0%	F	0.085	Α		72000	Δ
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	136000	Α	87%	1%	1%	1%	10%	0%	F	0.084	Α	0.545	130000	F
	To:		over County													
outh	Hanover County		rico County 1	Line <b>A</b>	86%	1%	 1%	1%	10%	0%	F	0.085	Α		72000	ļ
95	Combined Traffic Estimates for 2 Parallel Road			Ā	87%	1%	1%	1%	10%	0%	F	0.084	Α	0.545	130000	-
	Tool		56 Sliding Hi		01 70	1,70		170	1070	070		0.001	,,	0.010	100000	
outh	From				2221				4004	221						
95	Hanover County	2.36	63000	A	86%	1%	1%	1%	10%	0%	С	0.082	A	0.554	58000	
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	134000	G	87%	1%	1%	1%	10%	0%	С	0.073	F	0.554	123000	(
outh	T <sub>CC</sub> From:	42-80	02 Lewistow	n Rd												
95)	Hanover County	1.87	60000	Α	86%	1%	1%	1%	10%	0%	F	0.082	Α		55000	,
	Combined Traffic Estimates for 2 Parallel Road	Iways on this Route:	119000	Α	87%	1%	1%	1%	10%	0%	F	0.083	Α	0.529	110000	1
outh	To: From:		SCL Ashland	l												
South 95)	Town of Ashland (Maint	t: 42) 0.87	60000	Α	86%	1%	1%	1%	10%	0%	F	0.082	Α		55000	,
33)	Combined Traffic Estimates for 2 Parallel Road	,	119000	Α	87%	1%	1%	1%	10%	0%	F	0.083	Α	0.529	110000	,
	To	SR	54 England	St												
outh	Town of Ashland (Maint		56000		86%	1%	1%	1%	10%	0%	_	0.087	Α		50000	,
95	Combined Traffic Estimates for 2 Parallel Road	,		A A	87%	1%	1%	1%	10%	0%		0.087	A	0.559	99000	,
	Combined Trainic Estimates for 21 araller fload				01 /6	1 /0	1 /6	1 /0	10 /6	0 /6	'	0.000	^	0.555	33000	,
outh	Front		NCL Ashland	1												
95)	Hanover County	4.77	56000	Α	86%	1%	1%	1%	10%	0%	F	0.087	Α		50000	/
	Combined Traffic Estimates for 2 Parallel Road	Iways on this Route:	112000	Α	87%	1%	1%	1%	10%	0%	F	0.088	Α	0.559	99000	,
outh	To: From:	SR 30 Kins	gs Dominion	Bouleva	ard											
95)	Hanover County	2.88	54000	Α	86%	1%	1%	1%	10%	0%	F	0.091	Α		48000	,
$\smile$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	108000	Α	87%	1%	1%	1%	10%	0%	F	0.089	Α	0.51	96000	,
	Τα		oline County													
South	Caroline County	Hanc 3.67	54000	Line A	86%	1%	1%	1%	10%	0%	F	0.091	Α		48000	,
95	Combined Traffic Estimates for 2 Parallel Road			A	87%	1%	1%	1%	10%	0%	F	0.089	A	0.51	96000	,
	Ta	•	Rogers Clar		01 /0	1 /0	1 /0	1 /0	10 /0	0 /0	'	0.000	^	0.01	30000	,

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	Front	SR 207 Ro														
South 95	Caroline County		56000	G	86%	1%	1%	1%	11%	1%	F	0.066	F		49000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 10	05000	G	86%	1%	1%	1%	11%	1%	F	0.063	F	0.537	92000	G
South	Toc Front	16-639 I	Ladysmith	Rd												
South 95	Caroline County	6.05 <b>5</b>	51000	Α	86%	1%	1%	1%	11%	1%	F	0.091	Α		45000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 10	02000	Α	86%	1%	1%	1%	11%	1%	F	0.088	Α	0.512	91000	Α
	Tα	Spotsylvar														
South	Front Country		e County L		000/	10/	10/	10/	110/	10/	_	0.001	^		45000	^
95	Spotsylvania County	_	51000	A	86%	1%	1%	1%	11%	1%	F	0.091	A	0.510	45000	A
	Combined Traffic Estimates for 2 Parallel Roadways on th			Α	86%	1%	1%	1%	11%	1%	F	0.088	Α	0.512	91000	Α
South	To: From:	88-606 M	Iudd Taver	n Rd												
South 95	Spotsylvania County	7.07 <b>5</b>	53000	Α	86%	1%	1%	1%	11%	1%	С	0.090	Α		46000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 10	04000	Α	86%	1%	1%	1%	11%	1%	С	0.087	Α	0.54	92000	Α
0 11	To: From	US 1, US 17 Je	Jefferson D	avis H	vy											
South (95) (17)	Spotsylvania County	3.10 <b>6</b>	64000	Α	86%	1%	1%	1%	11%	1%	F	0.079	Α		59000	Α
95) (17)	Combined Traffic Estimates for 2 Parallel Roadways on the	-		A	86%	1%	1%	1%	11%	1%	F	0.079	Α	0.502	117000	Α
	Tol				0070	. 70		1 70	1170	1 70	•	0.070	,,	0.002	117000	,,
South	From:		redericksbu								_					
(95) (17)	City of Fredericksburg (Maint: 88)		64000	Α	86%	1%	1%	1%	11%	1%	F	0.079	Α		59000	Α
$\lor \lor$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 12	23000	Α	86%	1%	1%	1%	11%	1%	F	0.079	Α	0.502	117000	Α
South	To: From:	SR 3	3 Plank Rd													
95) (17)	City of Fredericksburg (Maint: 88)	1.76 <b>7</b>	75000	Α	86%	1%	1%	1%	11%	1%	F	0.075	Α		72000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 15	50000	Α	86%	1%	1%	1%	11%	1%	F	0.072	Α	0.502	146000	Α
	Tα		d County L													
South	Stafford County		redericksb	- 69	86%	1%	1%	1%	110/	10/	_	0.075	Α		72000	٨
95 (17)	Combined Traffic Estimates for 2 Parallel Roadways on the		75000	A	86%	1%	1%	1%	11% 11%	1% 1%		0.075 0.072	A	0.502	146000	A A
	Combined Trainic Estimates for 2 Faraller hoadways off to			Α		1 70	1 70	1 70	1170	1 70	г	0.072	А	0.502	146000	А
South	To: From:	US 17; BUS U	JS 17 War	renton I	Rd											
95)	Stafford County	_	0008	F	90%	1%	1%	1%	8%	0%	F	0.076	В		66000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 13	30000	F	90%	1%	1%	1%	8%	0%	F	0.072	В	0.503	130000	F
Courth	To: From:	89-8900 C	Centreport	Pkwy												
South 95	Stafford County	4.11 6	6000	Α	90%	1%	1%	1%	8%	0%	F	0.078	Α		65000	Α
33)	Combined Traffic Estimates for 2 Parallel Roadways on the			A	90%	1%	1%	1%	8%	0%	F	0.071	Α	0.506	135000	Α
	To Tax				/-	. , •		. , •								
South	From		Courthouse								_		_			
South 95	Stafford County		0008	Α	90%	1%	1%	1%	8%	0%	С	0.077	A		67000	Α
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways on the			G	90%	1%	1%	1%	8%	0%	С	0.074	F	0.511	134000	G
	To:	89-610 G	Garrisonvill	e Rd												

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

		Primary ar						Trı	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		_	-		QC		QK		AAWDT	Q'
outh	From:	89-61	0 Garrisonvi	lle Rd												
95)	Stafford Cou	inty 4.06	70000	Α	90%	1%	1%	1%	8%	0%	F	0.076	Α		69000	1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	143000	Α	90%	1%	1%	1%	8%	0%	F	0.075	F	0.527	141000	
	To:				:											
outh	Prince William (				ΩΩ9/	10/	10/	10/	Ω0/	00/	_	0.076	۸		60000	
95		,									' -		, ,	0.527		
	Combined Trainic Estimates for 2 Faraner				30 /6	1 /0	1 /0	1 /0	0 /0	0 /6	•	0.073	'	0.527	141000	
uth	To: From:	Rus	sell Rd Quan	ntico												_
95)	Prince William (	County 2.02	68000	Α	90%	1%	1%	1%	8%	0%	F	0.072	Α		66000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	139000	Α	90%	1%	1%	1%	8%	0%	F	0.067	Α	0.525	138000	
th	Tac Front	76	-619 Joplin I	Rd												
outh 95)	Prince William (	County 2.85	72000	G	90%	1%	1%	1%	8%	0%	F	0.069	F		70000	
53)		•				1%					F				169000	
	To-				0.70	. , 0		. , 0	. , 0	0,0	•					
outh	From:															
95)		•									С				77000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	173000	G	93%	1%	1%	0%	6%	0%	F	0.065	F	0.649	178000	
uth	To: From:	76-	-784 Dale Bl	lvd												
95)	Prince William (	County 1.58	102000	G	92%	0%	1%	0%	6%	0%	F	0.073	F		101000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	201000	G	92%	1%	1%	0%	6%	0%	F	NA			205000	
	Stafford County															
outh	Prince William (					00/	10/	00/	60/	00/	_	0.065	_		01000	
95											' -		'			
	Combined Trainic Estimates for 3 Faraner				93%	1 70	1 70	076	5%	0%	Г	INA			INA	
uth	To: From:		23 Gordon l	Blvd												_
95)		•		G	92%	0%	1%	0%	6%	0%	F	0.072	F		92000	
	Combined Traffic Estimates for 3 Parallel					1%	1%	0%	5%	0%	F	NA			238000	
	To:			_												
outh 95	Fairfax Cou					0%	1%	0%	6%	0%	F	0.072	F		92000	
95)		•									F		•		238000	
						1 /0	1 70	0 70	070	0 / 0	•	1471			200000	
outh	Front		Richmond	Hwy												
5		•		G	92%	0%	1%	0%	6%	0%	F	0.071	F		96000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	233000	G	93%	1%	1%	0%	5%	0%	F	NA			239000	
uith	Ta: From:	29-	-642 Lorton	Rd												
outh 95)	Fairfax Cou	nty 2.45	104000	G	92%	0%	1%	0%	6%	0%	F	0.071	F		103000	
		,									F				257000	
	- T				0=,0	. , ,		0,0	0,0	0,0	•				_0.000	

# 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
South	From:		From Expres		000/	00/	10/	00/	00/	00/	_	0.070	_		70000	
95	Fairfax Count Combined Traffic Estimates for 3 Parallel R	,	75000	G	92% 92%	0% 1%	1% 1%	0%	6% 6%	0%	F	0.079	F		73000	G G
	Combined Trainic Estimates for 3 Parallel R			G			176	0%	0%	0%	Г	NA			223000	G
outh	From:	29-617 Backlick Ro														
95)	Fairfax Count	•	105000	G	92%	0%	1%	0%	6%	0%	F	0.069	F		105000	G
~	Combined Traffic Estimates for 3 Parallel R	oadways on this Route:	258000	G	92%	1%	1%	0%	6%	0%	F	NA			258000	G
outh	To: From:	Ramp	to Express	Lanes												
95)	Fairfax Count	,	122000	G	92%	0%	1%	0%	6%	0%	F	0.072	F		121000	G
	Combined Traffic Estimates for 3 Parallel R	oadways on this Route:	267000	N	92%	1%	1%	0%	6%	0%	Ν	NA			274000	Ν
outh	To: Front	29-644 Franco	nia Rd; Old	Keene N	⁄Iill Rd											
95)	Fairfax Count	ty 1.09	97000	G	92%	0%	1%	0%	6%	0%	F	0.075	F		94000	G
	Combined Traffic Estimates for 3 Parallel R	oadways on this Route:	264000	G	92%	1%	1%	0%	6%	0%	F	NA			273000	G
	To Econo		I-395				_									
outh 95) Ramp	Fairfax Count	ty 1.38	97000	N	92%	0%	1%	0%	6%	0%	N	0.075	F		94000	N
15) Hamp	Combined Traffic Estimates for 2 Parallel R	,		N	92%	1%	1%	0%	6%	0%	N	NA	•		233000	N
	Τα		5 Capital Be			- , ,				* / *						
outh	From:	1.00	I-495		000/	00/	10/	00/	00/	00/	_	0.075			407000	
Capital Beltway	Fairfax Count Combined Traffic Estimates for 2 Parallel R	,	102000	A A	92% 92%	0% 1%	1% 1%	0% 0%	6% 6%	0% 0%	F	0.075 0.075	A A	0.508	107000 207000	A
	Combined Trainic Estimates for 2 Faraller h	.oadways on this houte. Capital Beltwa					170	0%	076	0%	г	0.075	А	0.506	207000	А
	то	<u> </u>	613 Van Do		401 700											
outh	From:															
95 Capital Beltway	Fairfax Count	•	105000	G	92%	0%	1%	0%	6%	0%	F	0.078	F	0.540	108000	G
	Combined Traffic Estimates for 2 Parallel R	•			92%	1%	1%	0%	6%	0%	F	0.069	F	0.549	210000	G
	- <del>-</del>	Capital Beltwa			as 1-493	· · · · · · · · · · · · · · · · · · ·										
outh	From:		ower Ave Co	onnector												
Gapital Beltway	Fairfax Count	•	92000	G	92%	0%	1%	0%	6%	0%	F	0.076	F		98000	G
	Combined Traffic Estimates for 2 Parallel R	•			92%	1%	1%	0%	6%	0%	F	0.072	В	0.545	169000	G
	_	Capital Beltwa	y is also s	signed	as I-495	5										
outh	To: From:	Lo	ocal Lanes J	oin												
G5 Capital Beltway	Fairfax Count	ty 1.87	55000	G	92%	0%	1%	0%	6%	0%	F	0.092	В		60000	G
	Combined Traffic Estimates for 4 Parallel R	oadways on this Route:	178000	G	92%	1%	1%	0%	6%	0%	F	NA			188000	G
outh	To. From:	SR 2	241 Telegrap	oh Rd												
outh 95) Capital Beltway	Fairfax Count	ty 0.48	72000	G	92%	0%	1%	0%	6%	0%	F	0.092	В		70000	G
, ,	Combined Traffic Estimates for 4 Parallel R	•		G	92%	1%	1%	0%	6%	0%	F	0.067	F	0.516	196000	G
		Capital Beltwa		signed	as I-495	5										
	To:	·	CL Alexand	lria												

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

5 .					4			Tru	ck		0.0	K	01/	Dir	A A \ A \ C =	٥.
Route	Jurisdiction	on Leng	th <b>AADT</b>	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
outh	From		airfax County		000/	00/	101	00/	00/	00/	_	0.000			20000	_
95 Capital Beltway	City of Alexandria			F	96%	0%	1%	0%	2%	0%	С	0.092	В		62000	F
	Combined Traffic Estimates for 4 Parallel				95%	0%	1%	0%	3%	0%	F	0.072	F	0.504	201000	G
		Capital Beltv	vay is also	signea	as I-495	5										
outh	To From	r.	US 1 Patrick	St												
95) Capital Beltway	City of Alexandria	(Maint: 29) 1.17	60000	F	96%	0%	1%	0%	2%	0%	С	0.092	В		62000	F
	Combined Traffic Estimates for 4 Parallel	Roadways on this Rout	e: <b>216000</b>	F	93%	1%	2%	0%	4%	0%	С	0.072	F	0.504	226000	ı
		Capital Beltv	vay is also	signea	as I-495	5										
	To	District of C	Columbia Line,	, Potoma	c River											
outh	From	r .	I-95 South	l												
Ramp	Greensville C	County 0.14	2000	G								0.079	F		2000	(
<u> </u>	То	40-	629 Moores F	erry Rd												
outh	From	r.	I-95 South													
95) Ramp from I-95 Sou	th to Ramp to US 301 Greensville C			G								0.117	F		1200	
<u> </u>	To	Ramp fi	om I-95 North	n to US 3	301											
uth	From	r	I-95 South													
Ramp	City of Emporia (	Maint: 40) 0.13		G								0.091	F		1300	
<u> </u>	To		US 58 Eas													
outh	From	14: 140)	I-95 South									0.440	_		4000	
Ramp	City of Emporia (			G								0.116	F		1600	
	From		8 W, West At													
outh 95) Ramp	Greensville C		I-95 South	G								0.109	F		1300	
Ramp	Greensville		0-614 Otterda									0.109	Г		1300	
	From	r														
outh 95) Ramp	Sussex Co	unty 0.15	I-95 South	G								0.122	F		160	
95) Hamp	To		301 Blue Sta									0.122	•		100	
outh	From	r	I-95 South													
Ramp	Sussex Co	unty 0.23		Α								0.167	Α		580	
, , , , , , , , , , , , , , , , , , ,	To		91-631 Jarratt													
outh	From	r.	I-95 South	1												
Ramp	Sussex Co	unty 0.21		Α								0.159	Α		210	
	To		91-645 Owen													
outh	From	r	I-95 South	1									-			
95) Ramp	Sussex Co	unty 0.14		Α								0.122	Α		970	
$\mathcal{I}$	To	x	SR 40 Sussex	Dr												
outh	From	r	I-95-S TO RT	602												
95) Ramp	Sussex Con	unty 0.21	1700	Α								0.124	Α		1500	
$\mathcal{L}$	To	91-602	2; 91-602- 1A	TO RT	95											

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

		Filliary and interstate houtes							
Route	Jurisdiction	Length <b>AADT QA</b> 4Tii	re Bus	Truck Axle 3+Axle 1Trail 2Trail	QC K Factor	QK	Dir Factor	AAWDT	QW
South	From:	I-95 South	2.	T T T T T T T T T T T T T T T T T T T	1 40101		1 doloi		
(95) Ramp	Prince George County	0.20 <b>720 A</b>		_	0.149	Α		740	Α
95)	To:	US 301 Crater Rd		7	0.1.10	• • •		7 10	,,
	rl			1					
South	Drive Court	I-95 South to Weigh Station		_	0.000	_		0000	_
95 Ramp	Prince George County	0.23 <b>2600 G</b>		¬	0.062	F		2600	G
	100	I-95 South from Weigh Station							
South	From:	I-95 South							
(95) Ramp	Prince George County	0.22 <b>2700 G</b>			0.106	F		2700	G
$\overline{}$	Toc	I-95 South Exit 41B		<u> </u>					
South	From:								
(95) Ramp	Prince George County	0.04 <b>NA</b>		_	NA			NA	
$\overline{}$	To:	SR 35 Courtland Rd							
South	From:	I-95 South Exit 41A							
95) Ramp	Prince George County	0.04 <b>NA</b>		<b>_</b>	NA			NA	
	To:	SR 35 Courtland Rd							
South	From	I-95 South							
South (95) Ramp	Prince George County	0.12 <b>2500 A</b>		_	0.132	Α		2500	Α
95) Hamp	Triffice deolige County	US 301 Crater Rd		¬	0.132			2300	^
				<u> </u>					
South	From:	I-95 South		_					
95) Ramp	Prince George County	0.36 <b>1200 G</b> 789	% 1%	<u>1%</u> 1% 20% 0%	F 0.092	F		1100	G
$\overline{}$	To:	I-295 North							
South	From:	I-95 South							
(95) Ramp	City of Petersburg (Maint: 74)	0.16 <b>4700 G</b>		<b>_</b>	0.09	F		4700	G
	To:	123-9008 Rives Rd		7					
Courth	From:	I-95 South							
South (95) Ramp	City of Petersburg (Maint: 74)	0.25 <b>2200 G</b>		_	0.084	F		2200	G
95 Ramp	City of Fetersburg (Maint. 74)			¬	0.064	F		2200	G
		123-9010 E, Wagner Rd							
South	From:	I-95 South							
(95) Ramp	City of Petersburg (Maint: 74)	0.31 <b>5600 A</b>		=	0.1	Α		6100	Α
$\overline{}$	To:	123-9010 W, Wagner Rd							
South	From:	I-95 South Collector Rd							
(95) Ramp	City of Petersburg (Maint: 74)	0.09 <b>6700 G</b> 99%	% 0% (	<u>-</u> 0% 0% 0% 0%	C 0.162	F		6700	G
	To:	123-9012 Graham Rd		7					
South	From								
South (95) (460) CD Ramp Near I-85	City of Petersburg (Maint: 74)	I-95 South 0.04 <b>9900 A</b>		_	0.098	Α		11000	Α
95 (460) CD Ramp Near I-85	Oity of Fetersburg (Maint. 74)	0.04 <b>3300 A</b>			0.096	А		11000	^
South	To: From:	Ramp From I-85 NORTH		]					
95) CD Ramp Near I-85	City of Petersburg (Maint: 74)	0.02 <b>16000 A</b>			0.104	Α		17000	Α
95) OD Hamp Near 1-03	Oity of 1 etersburg (Maint. 74)			_	0.104	^		17000	^
South	To: From:	Ramp to Graham Rd		]					
95) 460 CD Ramp Near I-85	City of Petersburg (Maint: 74)	0.07 <b>12000 G</b> 919	% 0%	1% 1% 7% 0%	C 0.112	F		12000	G
95) (400) 05 Hamp Near 1 00	To:	Ramp from US 301	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	7	0.112	'		12000	J
		Kamp nom OS 301		1					

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bu	Trucks		Dir	AAWDT	QW
South Bus	From:	Ramp from US 301	2Axle 3+Axle 1Trail 2Trail	Factor	Factor		
95 460 460 CD Ramp Near I-85	City of Petersburg (Maint: 74)	0.18 <b>NA</b>		NA		NA	
South Bus	To- From:	Ramp from US 301					
95 (460) (460) CD Ramp Near I-85	City of Petersburg (Maint: 74)	0.27 <b>12000 G</b>		0.097	- 0.786	13000	G
South	From	US 460 Ramp			_	2222	
95 CD Ramp Near I-85	City of Petersburg (Maint: 74)	0.22 <b>3800 G</b> I-95 South		0.082	-	3800	G
South	From:	I-95 South					
95 Ramp	City of Petersburg (Maint: 74)	0.12 <b>10000 G</b>	<u>-</u>	NA		NA	
South	To- From:	I-95-S052B to Washington Street					
95) Ramp	City of Petersburg (Maint: 74)	0.19 <b>NA</b>		NA		NA	
<u> </u>	Τα:	CEUS 460 FROM RT 95 SOUTH					
South (95) Ramp	City of Colonial Heights (Maint: 2	I-95 South 20) 0.06 <b>2900 G</b>		0.098	=	3100	G
95) (14)	To:	West Roslyn Rd		0.030		0100	a
South	From:	I-95 South					
(95) Ramp	City of Colonial Heights (Maint: 2	18	<u>1</u> % 1% 1% 0%	C 0.100	=	11000	G
<u> </u>	Τα:	I-95 North Exit 54A Ramp					
South (95) Ramp	Chesterfield County	I-95 South 0.17 <b>3400 G</b>		0.122	=	3600	G
95) Tamp	To:	20-620 E, Woods Edge Rd		0.122		3000	ď
South	From:	I-95 South					
95) Ramp	Chesterfield County	0.26 <b>4700 G</b>		0.119	=	5000	G
<u> </u>	Τα	20-620 W, Woods Edge Rd					
South (95) Ramp	Chesterfield County	I-95 South 0.17 <b>14000 G</b>		0.106	=	15000	G
$\bigcirc$	To To			0.100		13000	ď
South	From:	I-95 South Exit 61C To SR 10 West		NIA		NIA	
95 Ramp	Chesterfield County	0.07 <b>NA</b> SR 10 E, West Hundred Rd		NA		NA	
South	From:	I-95 South					
(95) Ramp	Chesterfield County	0.39 <b>4600 G</b>		0.118	=	5000	G
$\bigcirc$	Τα	SR 10 W, West Hundred Rd					
South	From:	I-95 South Exit 61A to SR 10 East					
95 Ramp	Chesterfield County	0.03 NA SR 10 West Hundred Rd		NA		NA	
Courth	From	I-95 South	<u> </u>				
South (95) Ramp	Chesterfield County	0.25 <b>5100 G</b> 95% 0%	I 5 1% 1% 2% 0%	F 0.172	=	6000	G
	Tor	SR 288 N Ramp					•

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

D	Lord and Park and		47:	Divis		Tru	ck		-00	K	01/	)ir	014/
Route	Jurisdiction	Length AADT QA	41Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fa	ctor AAWDT	QW
South 95 Ramp	Chesterfield County	I-95 South 0.08 <b>5900 G</b>								0.09	F	6300	G
95) Hamp	To:	20-613 Willis Rd								0.03	'	0300	u
South	From:	I-95 South											
(95) Ramp	City of Richmond (Maint: 20)	0.31 <b>5100 G</b>								0.103	F	5400	G
	Tα	I-95 North Exit 69A Ram	р										
South	From:	I-95 South											
95 Ramp	City of Richmond (Maint: 20)	0.22 <b>11000 A</b>	88%	1%	2%	3%	5%	0%	F	0.101	Α	12000	Α
	To:	I-95 North Exit 73A											
South	From:	I-95 South								NIA		NIA	
95 I-95 S Exit 74 B	City of Richmond (Maint: 43)	0.07 <b>12000 G</b> Franklin St								NA		NA	
Courth	From												
South (95) Ramp	City of Richmond (Maint: 43)	I-95 South 0.11 <b>3400 G</b>								0.121	F	3700	G
93)	To:	I-95 North Exit 74C								0	·	0.00	٥.
South	From:	I-95 South											
95) Ramp	City of Richmond (Maint: 43)	0.08 <b>9700 G</b>								0.094	F	9700	G
	To:	SR 33 Leigh St											
South	From:	I-95 South											
95 Ramp	City of Richmond (Maint: 43)	0.21 <b>10000 G</b>	96%	1%	1%	1%	2%	0%	С	0.114	F	10000	G
	10.	SR 161 Boulevard			<u> </u>								
South 95 Ramp	Henrico County	I-95 South 0.22 <b>4200 G</b>								0.149	F	4200	G
95) Hamp	To To	2US 301-P								0.143	'	4200	u
South	From:	I-95 South											
(95) Ramp	Henrico County	0.09 <b>800 G</b>								0.147	F	800	G
	Τα	SR 73 E, Parham Rd											
South	From:	I-95 South											
95) Ramp	Henrico County	0.19 <b>4700 G</b>								0.117	F	4700	G
<u> </u>	Tσ	SR 73 W, Parham Rd											
South	From:	I-95 South								0.400		00000	
95 Ramp	Henrico County	1.42 <b>25000 A</b> I-295 East								0.130	А	23000	Α
Courth	Fron:												
South $95$ Ramp	Henrico County	I-95 South 0.19 <b>9400 G</b>								0.119	F	9400	G
33)	To The Toring County	I-295 West Collector Rd								0.710	•	0-100	<b>J</b>
South	From:	I-95 South			1								
(95) Ramp	Hanover County	0.21 <b>1900 G</b>								0.085	F	1900	G
$\overline{}$	To:	42-656 E, Sliding Hill Ro											
South	From	I-95 South											
95) Ramp	Hanover County	0.17 <b>1700 G</b>		•						0.138	F	1700	G
$\overline{}$	Tor	42-656 W, Sliding Hill R	1										

4/15/2020

# 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			QC	K Factor	QK Dir	AAWDT	QW
South (95) Ramp	Hanover County	I-95 South 0.17 <b>1900 F</b>								0.105	F	3600	G
(95) Trainip	To:	42-802 Lewistown Rd								0.100			
South	From:	I-95 South							-				
95 Ramp	Hanover County	0.16 <b>2900 F</b> I-95 South Exit 92B			_					0.078	F	NA	
South	From:	I-95 South			<del>+</del>								
95 Ramp	Hanover County	0.24 <b>1300</b> F								0.076	F	2200	G
	To:	Ramp Split			丄								
South	From:	I-95 South	100/	40/		00/	100/	00/		0.070		4000	
95 Ramp	Caroline County	0.17 <b>4200 G</b> Ramp Split before SR 207	48%	1%	1%	3% 4	46%	0%	С	0.076	F	4200	G
South	Fron:	I-95 South to Rest Area			$\pm$								
95 Ladysmith Rest Area Ramp	Caroline County	0.13 <b>2500 N</b>	81%	2%	2%	1% 1	15%	0%	Ν	0.081	F	2500	Ν
Courth	To: From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot			<del></del>								
South <del>95</del> Ladysmith Rest Area Ramp	Caroline County	0.14 <b>2500 G</b>	81%	2%	2%	1% 1	15%	0%	С	0.081	F	2500	G
,	To:	I-95 South from Rest Area			丄								
South	From:	I-95 South											
95) Ramp	Caroline County	0.15 <b>4100 G</b> 16-639 Ladysmith Rd			_					0.107	F	4100	G
South	From:	I-95 South			+								
95) Ramp	Spotsylvania County	0.24 <b>4700</b> F								0.116	F	3100	G
$\bigcup$	To:	88-606 Mudd Tavern Rd											
South	From	I-95 South								0.400		4.400	
95 Ramp	Spotsylvania County	0.32 <b>20000 F</b> US 1 Jefferson Davis Hwy			$\neg$					0.102	F	1400	G
South	From:	I-95 South			$\overline{}$								
95 Ramp at I-95 Exit 130	Spotsylvania County	0.20 <b>6900 F</b>			_					0.078	F	4800	G
<u> </u>	To:	SR 3 E, Plank Rd			<u> </u>								
South <del>95</del> ) Ramp at I-95 Exit 130	Spotsylvania County	I-95 South 0.36 <b>19000 F</b>								0.096	F	21000	G
95 Hamp at 1-95 Exit 150	To:	SR 3 W, Plank Rd			$\neg$					0.030	'	21000	a
South	Fronz	I-95 South to Welcome Center	r										
95 Fredericksburg Welcome Center Ramp	Spotsylvania County	0.06 <b>2100 N</b>	86%	1%	1%	1% 1	11%	1%	Ν	0.121	Α	1800	N
South	To: From:	Enter Welcome Center Parking Exit Welcome Center Parking l			+								
95 Fredericksburg Welcome Center Ramp	Spotsylvania County	0.06 <b>2100 A</b>	86%	1%	1%	1% 1	11%	1%	F	0.121	Α	1800	Α
<u> </u>	To:	I-95 South from Welcome Cen	ter		<u>_</u> _								
South	From	I-95 South											
(95) Ramp	Stafford County	0.22 <b>6000 G</b>	96%	1%	1%	1%	2%	0%	С	0.087	F	6400	G

# 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> 4	4Tire	Bus		3+Axle			QC	Factor	QK F	Factor	AAWDT	QW
South	Fron:	Į.	-95 South													
(95) Ramp	Stafford County	0.31	6600 G	à ;	89%	1%	2%	2%	5%	0%	С	0.088	F		7100	G
	To:	US 17 N	N, Warrenton R	Rd												
South	From:	I-	-95 South													
(95) Ramp	Stafford County	0.30	3800 G	à								0.097	F		3700	G
	To:	R	amp Split													
South	From:		-95 South													
(95) Ramp	Stafford County	0.15	5300 G	3								0.1	F		5700	G
93) **	To:		Courthouse Ro													
South	From		-95 South													
95) Ramp	Stafford County	0.22	4500 G		98%	0%	1%	0%	1%	0%	С	0.12	F		4800	G
(95) Hamp	To:		, Garrisonville		JO 70	0 70	170	0 70	1 /0	0 70	O	0.12	•		4000	ч
0 "	Grow			Λu												
South	Stafford County		-95 South		98%	1%	1%	0%	10/	00/	С	0.125	Α		16000	Α
95 Ramp	Stanord County		15000 A		90%	170	176	0%	1%	0%	C	0.123	А		16000	А
			Garrisonville R	ka												
South	From:		-95 South													_
95 Ramp	Prince William County		5500 G	à								NA			5700	G
	To:	R	Russell Rd													
South	From:	I.	-95 South													
(95) Ramp	Prince William County	0.28	6100 G	3								0.117	F		6100	G
$\overline{}$	To:	76-6	19 Joplin Rd													
South	From:	I.	-95 South													
95) Ramp at I-95 Exit 150	Prince William County	0.17	510 G	<del>3</del>								0.114	F		510	G
	To:	76-6	19 Joplin Rd													
South	From:	Ţ.	-95 South													
95 Exit 152 A	Prince William County	0.21	7600 G	à								0.111	F		7600	G
93) = 111	To:		Dumfries Rd S									••••				-
South	From		-95 South													
95) Exit 152 B	Prince William County	0.23	7400 G	2								0.156	F		7400	G
95) EXIT 132 B	Tax		Dumfries Rd N									0.150	'		7400	ч
	Francis															
South	Drings Millians Const.		-95 South		00/	407	00/	407	700/	407	N.I	0.404	^		4000	N 1
95) Dale City Truck-Only Rest Area Ramp	Prince William County	0.21	3200 N	V	8%	4%	3%	4%	78%	4%	N	0.121	Α		4600	N
South	From:	Exit Weigh Stati	iter Scales	t Arac	Lot											
95) Dale City Truck-Only Rest Area Ramp	Prince William County	0.32	3200 A		8%	4%	3%	4%	78%	4%	С	0.121	Α		4600	Α
95) Baic Oity Truck Only Host Alea Hamp	To:		-95 South	_	J /0	T /0	J /8	7/0	1070	7/0	J	0.121	$\Lambda$		4000	А
0 11	FI			. 1												
South	Drings William Caveta		uth Collector R									0.110	г		11000	0
95 Ramp	Prince William County		11000 G	7								0.113	F		11000	G
	10"		84 Dale Blvd													
South	From:		uth Collector R											-		
95) Ramp	Prince William County		18000 G									0.099	F		20000	G
$\sim$	To:	I-95-S15	6C TO RT 178	80												

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC 2Axle 3+Axle 1Trail 2Trail	K Factor QK	Dir AAWD	T QW
South 95 Ramp	Prince William County	I-95-S156C TO RT 1780 0.30 NA 76-784 FR RT 95		NA	NA	
South (95) Exit 156 C	Prince William County	I-95 Exit 156 B 0.18 NA 76-1780 Potomac Mills Rd		NA	NA	
South  95 Dale City Car-Only Rest Area Ramp	Prince William County	I-95 South to Rest Area 0.06 <b>600 G</b> Enter Rest Area Parking Lot		0.086 F	640	G
South (95) Dale City Car-Only Rest Area Ramp	Prince William County	Exit Rest Area Parking Lot  0.08 600 N  1-95 South from Rest Area		0.086 F	640	N
South Collector Rd	Prince William County	I-95 South 0.20 <b>32000 G</b> I-95 South Exit 156B Ramp		0.102 F	35000	) G
South 95 Ramp	Prince William County	I-95 South 0.19 <b>2000 G</b> SR 294 Prince William Pkwy		0.108 F	2000	G
South 95 Ramp	Prince William County	I-95 South 0.22 <b>18000 G</b> SR 294 Prince William Pkwy		0.104 F	18000	) G
South 95 Ramp	Prince William County	I-95 South 0.23 <b>14000 G</b> SR 123 N, Gordon Blvd		0.119 F	14000	) G
South 95 Ramp	Fairfax County	I-95-S TO ROUTE 1 SOUTH 0.03 NA FROM REVERSIBLE LANE		NA	NA	
South 95 Ramp	Fairfax County	Ramp from Reversible Lanes 0.12 13000 G US 1 S, Richmond Hwy		0.089 F	13000	) G
South 95 Ramp	Fairfax County	I-95 South 0.24 11000 G 29-642 Lorton Rd		0.103 F	11000	) G
South 95 Ramp	Fairfax County	I-95 South 0.22 <b>15000 G</b> SR 286 S, Fairfax County Pkwy		0.134 F	15000	) G
South 95 Ramp	Fairfax County	I-95 South 0.24 <b>5600 G</b> Fairfax County Pkwy		0.162 A	6600	G
South 95 Ramp	Fairfax County	I-95 South 0.31 12000 G 29-617 Backlick Rd		0.092 F	12000	) G

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

		1 filliary and interstate floates			
Route	Jurisdiction	Langth AADT ()A /Lira Rue	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Di	AAWDT OW
South 95 Ramp	From From Fairfax County Tα	I-95 South 0.32 <b>8400 G</b> S Van Dorn St		0.084 F	8400 G
South (95) Ramp	For≡ Fairfax County To:	I-95 South  0.12 <b>6500 G</b> Eisenhower Ave Connector		0.111 F	6500 G
South 95 Ramp	Fairfax County	I-95 South Collector Rd 0.15 4900 G SR 241 S, Telegraph Rd		0.137 F	4900 G
South Ramp	From From From Tro	I-95 South Collector Rd 0.13 13000 G I-95 North Exit 175B Ramp		0.134 F	13000 G
South 95 Ramp	From From Fairfax County	I-95-S BEGIN COLL RD00- RT 241 TELEGRAP 0.11 NA		NA	NA
South 95 Ramp	Fairfax County	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	Form From From From From From From From	0.10 <b>NA</b> SR 241-S001B FROM RT 241		NA	NA
South 95 Ramp	Fairfax County	0.09 NA I-95-S END COLL RD00- RT 241 TELEGRAPH	<del>-</del> 	NA	NA
South 95 I-95 S Exit 177 A	City of Alexandria (Maint: 29)	I-95 S 0.17 NA US 1 Richmond Hwy S		NA	NA
South 95 I-95 S Exit 177 B C	City of Alexandria (Maint: 29)	I-95 South  0.08 <b>14000 F</b> I-95 S Exit 177 B; I-95 S Exit 177 C		0.132 B	14000 F
South 95 I-95 S Exit 177 B	From City of Alexandria (Maint: 29)	I-95 S Exit 177 B C		0.151 B	8200 F
South 95 I-95 S Exit 177 C	City of Alexandria (Maint: 29)	I-95 S Exit 177 B C 0.10 <b>6100 F</b> Church St		0.122 B	6200 F
96) Virgilina Rd	Halifax County	US 501 S of Cluster Springs 7.11 <b>1500 G</b> 81% 2%	1% 4% 12% 0%	C 0.095 F 0.5	5 1500 G
96	Town of Virgilina (Maint: 41)	WCL Virgilina 0.59 <b>1500 N</b> 81% 2% N SR 49	1% 4% 12% 0%	N 0.095 F 0.5	5 1500 N

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From		N SR 49		000/	00/	10/	40/	00/	00/	_	0.000	_	0.570	1500	_
96 (49) Florence Ave	Town of Virgilina (M: ⊤⊸⊏		1500	G	89%	0%	1%	1%	9%	0%	С	0.096	F	0.572	1500	G
<u> </u>	10.		Carolina Sta													
	From		R 89 Main S		000/	00/		00/	00/	00/	_	0.005	_	0.044	0700	_
97) Pipers Gap Rd	City of Galax	0.11	2500	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.611	2700	C
	To: From:		ECL Galax													
<sub>97</sub> ) Pipers Gap Rd	Grayson Coun	nty 0.78	2300	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.598	2400	(
<u> </u>	To:		oll County l													
Pipera Can Pd	Corroll Count		son County		99%	0%	10/	00/	0%	0%	С	0.091	F	0.605	2300	,
97) Pipers Gap Rd	Carroll Count	ly 3.76	2200	G	99%	0%	1%	0%	0%	0%	C	0.091	Г	0.005	2300	(
	To: From:	17-713 Soap					<u> </u>									
97) Pipers Gap Rd	Carroll Count		1200	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.518	1200	(
<u> </u>	To:	Blue	Ridge Park	way												
	From		cenic Hwy													
98) Main St	Bland County	•	240	G	98%	0%	1%	0%	0%	0%	С	0.142	F	0.69	230	(
<u> </u>	To:	10-605	South of Bla	and CH												
	From	N	NCL Pulaski	i												
99) Randolph Ave	Town of Pulas	ski 0.68	900	G	97%	1%	1%	0%	1%	0%	С	0.097	F	0.578	960	(
<u> </u>	To		9th St				<u> </u>									
99 Randolph Ave	Town of Pulas	ski 0.47	2400	G	98%	0%	1%	0%	0%	0%	С	0.090	F	0.603	2600	(
	To		21.04													
99) Randolph Ave	From∟ Town of Pulas	ski 0.08	3rd St 2700	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.688	2900	(
gg) Handolph Ave	Town or i dias		ain St; 2nd		30 /6	0 /6		0 /6	0 /6	0 /6	•	0.101	•	0.000	2300	`
	From		ph Ave; Va													
99) Main St	Town of Pulas	ski 0.20	960	G	98%	0%	1%	1%	0%	0%	С	0.09	F	0.822	1000	(
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	2000	G	98%	0%	1%	1%	0%	0%	С	0.086	F	0.635	2100	(
	To	<u> </u>	ngton Ave;	IIC 11												
99) Main St	From∟ Town of Pulas		2300	G	98%	0%	1%	0%	1%	0%	С	0.105	F		2500	(
99) 31	Combined Traffic Estimates for 2 Parallel R		4700	G	98%	1%	1%	0%	0%	0%	C	0.104	F	0.505	5000	(
	Combined Traine Estimates for 21 drailer 11	oadways on this riodic.		<u> </u>	30 70	1 /0	1 /0	0 70	0 70	0 70	O	0.104	•	0.505	3000	`
	From		3rd St		2021			221		221	_		_		40000	
99) Main St	Town of Pulas	ski 1.10	9400	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.505	10000	(
<u> </u>	To: From	Во	b White Bl	vd												
99) Main St	Town of Pulas	ski 1.00	6300	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.62	6700	(
$\checkmark$	To	F	CL Pulaski	i			$\neg$ $\vdash$									
99) Count Pulaski Dr	Pulaski Coun		6400	G	94%	1%	1%	1%	3%	0%	С	0.091	F	0.567	6600	(
33)	To:		FR 47 Kirb		2 3						-		-			•
	From		Count Pula													
$\frac{1}{99}$ Ramp to I-81 S at Exit 94	L 4 Pulaski Coun		1700	G								0.104	F		1700	(
33 / 1 amp to 1 01 0 at Exit 0-	Tro To	., 0.10		۷								J. 1 J	•		.,,	•

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

<b>5</b> .								Tru	ıck			K	011	Dir		
Route	Jurisdictio	on Length	AADT	QA	4 l ire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
ast	From		•													
99) Ramp to I-81 N at Exit 9				G								0.126	F		1000	G
<u> </u>	Τα	1														
Vest	From												_			_
99) Ramp to I-81 N at Exit 9	94 Pulaski Cou			G								0.148	F		80	G
<u>~</u>	Τα		I-81 North													
	From															
99) 3rd St													F			G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2000	G	98%	0%	1%	1%	0%	0%	С	0.086	F	0.635	2100	G
	Tron	J	lefferson Ave	)			$\neg$									
99 3rd St	Town of Pul	aski 0.13	1600	G	98%	1%	1%	0%	0%	0%	F	0.103	F		1700	G
₽)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2500	G	98%	1%	1%	1%	0%	0%	F	NA			2700	G
	To	TIC 11	1 Washington	Avo												
99 3rd St	Town of Pul				98%	1%	1%	0%	0%	0%	С	0 101	F		2600	G
99 0.0 00														0.505		G
	To				30 /6	1 /0	1 /0	0 70	0 70	0 70	J	0.104		0.505	3000	ч
	From															
Sylvatus Highway	Town of Hillsville				0/10/-	Nº/-	10/-	10/-	10/-	0%	N	0.097	F	0.545	3700	N
100 Sylvatus Highway	Town of Tillisville (	`			34 /6	0 76	1 /0	4 /0	1 /0	0 /6	14	0.037	'	0.545	3700	14
	Style   Styl															
00 Sylvatus Highway	Carroll Cou				94%	0%	1%	4%	1%	0%	С	0.097	F	0.545	3700	G
<u> </u>	To:															
Wysor Hwy	Wythe Cou				93%	0%	1%	3%	2%	0%	C	0.091	F	0.614	3700	G
100 / vv y 301 1 lwy	To				30 /6	0 70	1 /0	0 70	2 /0	0 70	J	0.001		0.014	0700	G
	From															
100)Wysor Rd	Pulaski Cou	unty 3.91	3800	G	93%	0%	1%	3%	2%	0%	F	0.098	F	0.678	4000	G
	To	I-81	West of Dra	per												
	From		00100-N018	A(R)/TC												
100 / 100 / Ramp to I-81 N at	Exit 89 Pulaski Cou						0 for c	lirectional	traffic	volume e	estima	ates for th	nis se	egment.		
	To	` '			OM RT 10	0 N										
	Pulaski Cou		EST OF DR	APEK	9,	00 I 91	for dir	ootional tr	offic vo	lumo oc	timate	oc for thic		mont		
100 81		•	42000										_		40000	^
	Combined Trainc Estimates for 2 Parallel	Roadways on this Route.	43000	А	74%	170	1%	170	21%	2%	Г	0.099	А	0.554	42000	Α
	To From		T F-47 S IN	Γ												
100/(81)		•			S											
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	G	74%	1%	1%	1%	21%	2%	F	0.074	F	0.501	41000	G
	Tra	RT F-47	M INT & SR	R 99 IN	Γ		_									
100 (81)	Pulaski Cou					ee I-81	for dir	ectional tr	affic vo	lume es	timate	es for this	seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	Α											43000	Α
	To	-														
	From		0081-N098A	(L)/TO												
00 81 Ramp I-81 N Exit					S	ee I-81	for dir	ectional tr	affic vo	lume es	timate	es for this	seg	ment.		
$\smile$	To		FR-47													

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		I-81								_					
100	Pulaski County	0.84	16000	Α	94%	0%	1%	1%	4%	0%	С	0.103	Α	0.557	17000	Α
	From:		82 Newbern				$\Box$ $\vdash$						_			
100 Cleburne Blvd	Pulaski County	0.21	18000	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.537	19000	G
	To- Prom:		SCL Dublin													
100)	Town of Dublin (Maint: 77)	0.51	18000	N	94%	0%	1%	1%	4%	0%	N	0.094	F	0.537	19000	N
	To: From:	U	S 11 Dublir				$\Box$ $\vdash$									
(100)	Town of Dublin (Maint: 77)	0.21	5900	N	91%	1%	1%	3%	5%	0%	N	0.094	F	0.547	6200	Ν
<u>~</u>	To: From:	N	NCL Dublin	ı												
100 Clebone Rd	Pulaski County	4.16	5900	G	91%	1%	1%	3%	5%	0%	С	0.094	F	0.547	6200	G
<u> </u>	To: From:	77-62	27 Highland	l Rd												
100 Celburne Blvd	Pulaski County	3.79	5300	G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.53	5500	G
	To:		es County L													
100) Pulaski Giles Tpke	Giles County	1.37	ski County I 4700	Line <b>G</b>	92%	1%	1%	1%	5%	0%	F	0.096	F	0.556	4800	G
100)1 diaski diles Tpike	To:		42 Poplar H		0 <u>L</u> /0	1 /0		1 70	0 /0	070	•	0.000	•	0.000	4000	u
	From:	SR 42 Poplar Hil			alley Rd											
100)(42) Pulaski Giles Tpke	Giles County	2.13	4100	G	92%	1%	1%	1%	5%	0%	С	0.1	F	0.548	4300	G
<u> </u>	To: From:	35-750	) Cedar Cre	st Rd												
100 Pulaski Giles Tpke	Giles County	0.72	4100	G	92%	1%	1%	1%	5%	0%	F	0.095	F	0.553	4300	G
<u> </u>	To: From:	35-66	0 Post Offic	e Rd			$\Box$									
100 Pulaski Giles Tpke	Giles County	0.45	4400	G	92%	1%	1%	1%	5%	0%	F	0.09	F	0.582	4500	G
<u> </u>	To: From:	35-60	06 Meadows	s Rd			<u> </u>									
100) Pulaski Giles Tpke	Giles County	4.37	4700	G	92%	1%	1%	1%	5%	0%	F	0.088	F	0.505	4900	G
$\overline{}$	To: From:	35-665	Wilburn Va	lley Rd												
100 Pulaski Giles Tpke	Giles County	2.24	5900	Ğ	92%	1%	1%	1%	5%	0%	F	0.088	F	0.552	6100	G
$\smile$	To	SC	L Pearisbu	rg			_									
(100)South Main St	Town of Pearisburg (Maint: 35)		6000	Ğ	94%	1%	1%	1%	4%	0%	С	0.092	F	0.51	6200	G
$\smile$	Too	Bus US	460 Wenon	ah Ave												
Bus Main St	Town of Doorioburg (Mainty 25)				OE0/	00/	10/	10/	20/	00/	0	0.004	F	0.545	10000	_
100 (460) Main St	Town of Pearisburg (Maint: 35)		9700	G	95%	0%	1%	1%	3%	0%	С	0.084	Г	0.545	10000	G
Main Ct	Towns of Description (Addition CO)		460 North N		000/	00/		00/	00/	00/		0.000		0.514	0000	
100 Main St	Town of Pearisburg (Maint: 35)	0.21	2900	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.514	3000	G
	From		CL Pearisbu		00		$\neg$		06:	•			_	<b>a</b> = :		
100 Narrows Rd	Giles County	3.86	1800	G	99%	0%	0%	0%	0%	0%	С	0.102	F	0.51	1900	G
	To: From:		CL Narrows													
100 Main St	Town of Narrows (Maint: 35)	0.65	1900	G	99%	0%	0%	0%	0%	0%	С	0.105	F	0.504	1900	G
$\smile$	Tor	SR 6	1 Main Moi	nroe												

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

Route	Jurisdiction	Length		QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
100 Ramp to I-81 N at Exit 98	Pulaski Count		SR 100 <b>4900</b> I-81 North	G								0.092	F		4900	G
100 Ramp to I-81 S at Exit 98	Pulaski Count	ty 0.39	SR 100 <b>3500</b> I-81 South	G								0.112	F		3500	G
North 100 Ramp to I-81 N at Exit 89	Front Pulaski Count	SR 10	00 N, Wysor <b>1400</b> I-81 North	Rd <b>G</b>								0.147	F		1400	G
100	Pulaski Count	SR 100-N01	8A TO RT 8 <b>NA</b>									NA			NA	
101 Hershberger Rd	City of Roanok	SR 117	Peters Cree <b>9200</b>		99%	0%	0%	0%	0%	0%	С	0.088	F	0.525	9900	G
101 Hershberger Rd	City of Roanok		116 Cove Ro <b>25000</b> I-581	d <b>G</b>	96%	1%	1%	1%	1%	0%	F	0.091	F	0.508	29000	G
101 Hershberger Rd	From:	ke 1.25	alley View B 32000 Williamson	G	96%	1%	1%	1%	1%	0%	F	0.084	F	0.547	37000	G
East 101 Ramp	City of Roanoke (Ma		O RT 581 S 3600 01 EAST00-	G		R						0.084	F		3600	G
East 101 Ramp	City of Roanoke (Ma	SR 101 I-581-N	004B FROM <b>1200</b>	1 & TO <b>G</b>	RT 58							0.111	F		1200	G
West 101 Ramp	From: City of Roanoke (Ma	SR 101 I-581-S	004A FR &	TO RT <b>G</b>	E 581							0.113	F		7500	G
West 101 Ramp	City of Roanoke (Ma	SR 10 aint: 80) 0.27	Hershberge 6600  -581 North		98%	0%	0%	0%	1%	0%	С	0.111	F		6600	G
102 Stadium Dr	Town of Bluefic	West V	Virginia State 7400 College Ave	Line <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.078	F	0.535	7800	G
102 College Ave	Town of Bluefic	eld 0.87	Stadium Dr 12000	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.511	13000	G
102 College Ave	Town of Bluefie	eld 0.80	8500	G	98%	0%	0%	0%	1%	0%	С	0.086	F	0.506	9100	G
102 College Ave	Town of Bluefie	eld 0.31	Rollins St 8500 azewell Ave	G	98%	0%	0%	0%	1%	0%	F	0.084	F	0.509	9000	G

4/15/2020

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Tazewell													
102 College Ave	Town of Bluefield	0.07 <b>740</b> 0	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.515	7900	G
<u> </u>	To: From:	US 19; US 460 V	irginia Av												
102 College Ave	Town of Bluefield	0.58 <b>370</b> 0	G	95%	0%	1%	1%	3%	0%	С	0.092	F	0.587	3900	G
	To: From:	NCL Blue	field			<u> </u>									
102	Tazewell County	4.13 <b>380</b> 0	G	97%	0%	0%	1%	1%	0%	С	0.086	F	0.568	4000	G
<u> </u>	To From	West Virginia Sta	te Line, Ga	ıp											
102)Bramwell Rd	Tazewell County	0.20 850	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.58	880	G
$\smile$	To	West Virginia Sta	te Line, Ga	np		$\neg$									
102 Boissevain Rd	Tazewell County	0.60 930	G	99%	0%	0%	0%	0%	0%	С	0.100	F	0.564	960	G
	To	ECL Pocal	ontas												
102	Town of Pocahontas (Maint: 92)	0.25 930	N	99%	0%	0%	0%	0%	0%	Ν	0.100	F	0.564	960	Ν
.05)	To:	92-1103 Ce	nter St												
	From:	North Carolina	State Line												
103 Claudville Hwy	Patrick County	4.43 <b>210</b> 0	G	91%	1%	1%	1%	6%	0%	F	0.084	F	0.526	2200	G
	To:	70-773 Near (													
103 Dry Pond Hwy	Patrick County	70-773 Near Claudy 9.00 <b>280</b> 0		Hwy 91%	1%	1%	1%	6%	0%	С	0.094	F	0.588	2900	G
103) bry r ond riwy	Tatlick County	SR 8 South of Stua			1 /0	1/0	1 /0	0 /6	0 /6	O	0.034	'	0.500	2300	u
	From:	Ft Eus													
105)Ft Eustis Blvd	City of Newport News	0.04 <b>2200</b>		96%	1%	1%	1%	1%	0%	F	0.112	F	0.823	24000	F
	To	US 60													
105)Ft Eustis Blvd	City of Newport News	1.01 3900		96%	1%	1%	1%	1%	0%	F	0.1	F	0.644	43000	F
103) 1 - 2010 - 111	To.				.,.		.,.	.,,							
105)Ft Eustis Blvd	City of Newport News	0.23 <b>2400</b>	0 F								0.093	F	0.602	NA	
103). ( 200.0 2.00	To The state of th										0.000	·	0.002		
105)Ft Eustis Blvd	City of Newport News	SR 143 Jeffer 1.26 <b>1700</b>		96%	1%	1%	1%	1%	0%	С	0.113	Α	0.645	19000	Α
105) T Eddis Bivd	Oity of Newport News			30 78	1 /0	1 /0	1 /0	1 /0	0 70	O	0.110	^	0.043	13000	
105)Ft Eustis Blvd	York County	NCL Newpo		96%	1%	1%	1%	1%	0%	N	0.113	Α	0.645	19000	N
105 Ft Eustis Biva	To:	US 17 George Washi			I 70	170	170	1 70	0%	IN	0.113	А	0.043	19000	IN
Foot	Fron:	SR 105 Ft Eu	•	iliwy											
East 105)Ramp	City of Newport News (Maint: 99)	0.28 <b>950</b>									0.111	F		9500	G
103)	To:	I-64 Ea									0.111			0000	Ŭ
East	From:	SR 105 I-64-W250A T		A IS 64											
105 Ramp	City of Newport News (Maint: 99)	0.19 <b>390</b> 0									0.084	F		3900	G
· · · · · · · · · · · · · · · · · · ·		W FROM RT 105-FOR		BOULEV	A										
West	From:	SR 105 I-64-E250B T	0 & FROM	1 IS 64				-							
105)Ramp	City of Newport News (Maint: 99)	0.19 <b>530</b> 0									0.091	F		5300	G
$\smile$	то: І-64-	E FROM RT 105-FOR	T EUSTIS	BOULEV.	A										

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From		County Rd	0==/			4.57	221	221	_		_		= 400	
106 Courthouse Rd	City of Petersburg	0.10 <b>70</b>	000 G	95%	1%	1%	1%	2%	0%	F	0.096	F	0.54	7400	G
	To: From:	ECL Pe													
106 Courthouse Rd	Prince George County	2.39 <b>94</b>	00 G	95%	1%	1%	1%	2%	0%	F	0.098	F	0.51	10000	G
	To: From	74-634	Allin Rd			<b>—</b> —									
(106)Courthouse Rd	Prince George County	0.86 110	000 G	95%	1%	1%	1%	2%	0%	С	0.093	F	0.546	12000	G
$\bigcirc$	Tα	74-616 Laur	el Spring Rd												
(106)Courthouse Rd	Prince George County		600 G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.509	6900	G
100)	Τα	BYP SR 15	( Dfc., D.1												
Bypas	From:														
106 (156) Ruffin Rd	Prince George County	1.09 <b>68</b>	800 G	89%	0%	1%	1%	8%	0%	F	0.09	F	0.559	7200	G
Dimen	To: From:	74-	609												
Bypas 106 156 Ruffin Rd	Prince George County	3.47 <b>39</b>	000 G	89%	0%	1%	1%	8%	0%	С	0.094	F	0.523	4200	G
106) (136) 1 101111 1 10	- Inico design esamy				0 70		1 /0	0,0	070	Ū	0.001	•	0.020	1200	ŭ
lomas Diver Dr	Prince Coorge County		JS & RT 10	93%	00/	10/	10/	60/	00/		0.092	F	0.621	11000	
106 10 156 James River Dr	Prince George County	0.73 110	000 G	93%	0%	1%	1%	6%	0%	С	0.092	Г	0.621	11000	G
	To: From:		k RT 156												
106 156 Jordan Point Rd	Prince George County		00 G	90%	0%	1%	1%	8%	0%	С	0.092	F	0.519	5300	G
	To: From:	Charles City Prince George													
(106)(156)	Charles City County		'00 G	90%	0%	1%	1%	8%	0%	F	0.091	F	0.529	5800	G
100 (130)	and only early				0 70		. 70	070	070	•	0.001	•	0.020	0000	ŭ
Daybury Dd	Charles City County	SR 5; SR 156 Tyl 6.67 <b>28</b>		Hwy 74%	1%	10/	00/	150/	00/	С	0.084	F	0.504	2000	G
106 Roxbury Rd	Charles City County	0.07 26	800 G	74%	176	1%	9%	15%	0%	C	0.064	Г	0.584	2800	G
	Te: From:		radley Rd												
106 Roxbury Rd	Charles City County		00 G	76%	1%	2%	4%	18%	0%	С	0.086	F	0.550	3500	G
<u> </u>	1o: From:	New Kent C Charles City													
106)Roxbury Rd	New Kent County (Maint: 18)		ioo N	76%	1%	2%	4%	18%	0%	Ν	0.086	F	0.550	3500	Ν
(100) 100001) 110	To:	New Kent (		7070	170		170	1070	070		0.000	•	0.000	0000	
	From:	Charles City	County Line												
106 Roxbury Rd	New Kent County	0.91 <b>61</b>	00 G	74%	1%	1%	9%	15%	0%	F	0.085	F	0.525	6100	G
$\overline{}$	Τα	US 60 Poca	hontas Trail												
(106) Emmaus Church Rd	New Kent County		00 G	83%	1%	1%	2%	12%	0%	С	0.095	F	0.506	3700	G
	To	T /	64												
106 Emmaus Church Rd	New Kent County		00 G	96%	1%	1%	1%	1%	0%	С	0.096	F	0.646	2900	G
100)=	Tor	SR 249 Nev		0070	. , 0		. , 0	. , 0	0 / 0	Ū	0.000	•	0.0.0		•
	Frons	SR 106 Emma		1		i									
(106)Ramp	New Kent County		800 F	1							0.104	F		3700	G
100)	Tα		East								5			0.00	_
	From	SR 106 Emma		1											
10c Ramp	New Kent County			1							0.098	F		1100	G
100). 101114	To:										0.000	•		1100	u
106 Ramp	New Kent County	0.31 <b>17</b>	West								0.098	F		1100	

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

Devite		Language A A B C	<u> </u>	4T:	Г.		Tru	ıck		00	K	<u> </u>	Dir	A A) 4/DT	
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	I-81	_	000/	00/	101	40/	00/	00/	_	0.00	_	0.510	11000	_
107) White Top Ave	Town of Chilhowie (Maint: 86)	0.32 11000	F	96%	0%	1%	1%	2%	0%	С	0.08	F	0.516	11000	F
	From:	US 11 Lee Hwy US 11 Lee Highw				-									
107)White Top Ave	Town of Chilhowie (Maint: 86)		F	95%	0%	1%	2%	3%	0%	С	0.078	F	0.537	5000	F
101)	T-									_					
	Smyth County	NCL Chilhowie 4.62 <b>5100</b>	N	95%	0%	1%	2%	3%	0%	N	0.078	F	0.537	5000	١
107	Sillytil County	4.02 5100	IN	95%	076	1 70	270	370	0%	IN	0.076	Г	0.557	3000	יו
	To: From:	SCL Saltville													_
107) Worthy Blvd	Town of Saltville (Maint: 86)	2.66 <b>3900</b>	F	96%	1%	1%	1%	2%	0%	С	0.087	F	0.539	3800	F
<u> </u>	Τα	SR 91 E Main St; Main	ain St												
	From:	SR 107; 86-762													
107) Ramp to I-81 N at Exit 35	Town of Chilhowie (Maint: 86)	0.14 <b>2600</b>	G								0.111	F		2600	C
<u> </u>	Τα	I-81 N													
	From:	SR 107 White Top													
107 Ramp to I-81 S at Exit 35	Town of Chilhowie (Maint: 86)	0.14 <b>2900</b>	G								0.113	F		2900	(
<u> </u>	Tα:	I-81 S													
	From:	SR 174 Kings Mounta													
108) Figsboro Rd	Henry County	4.24 <b>3900</b>	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.65	4100	(
<u> </u>	To:	44-657 Old Quary	Rd												
	From:	US 460 County R													
(109) Hickory Hill Rd	City of Petersburg	0.88 <b>8200</b>	G	99%	0%	0%	0%	0%	0%	С	0.136	F	0.884	8700	C
<u> </u>	To: From:	ECL Petersburg	ŗ			$\neg$ $\vdash$									
109)Hickory Hill Rd	City of Petersburg	0.03 8200	N	99%	0%	0%	0%	0%	0%	Ν	0.136	F	0.884	8700	N
$\bigcirc$	Tα D	ead End; Fort Lee Military Reser	vation,	Mahone .	Av										
	From:	Arlington Ridge F	Rd												
(110) Richmond Hwy	Arlington County	1.29 <b>64000</b>	F	97%	1%	1%	1%	0%	0%	F	0.079	F	0.575	68000	F
	Tα	SR 27 Washington l	Rlvd												
110)Richmond Hwy	Arlington County	1.12 <b>57000</b>	F								0.081	F	0.578	NA	
110)	To:	US 1; 4US 01-P SR110 EA		BEGI							0.00	•	0.0.0		
East	From	SR 110 TO RT 395 N													
110)Ramp	Arlington County	0.05 <b>12000</b>	G								0.081	F		12000	G
110) ( ( ) ( )	To:	TO ARMY NAVY D				_					0.001	•		12000	
East	From:	Ramp to Army Nav													
(110)Ramp	Arlington County	0.05 <b>11000</b>	G								0.077	F		11000	(
$\smile$	Тох	I-395 North													
West	From	SR 110 Richmond I	Hwy												
(110)Ramp	Arlington County	0.15 <b>22000</b>	G	97%	2%	1%	1%	0%	0%	F	0.087	F		24000	G
$\smile$	Tor	I-66 West													
	From:	BUS 460													
(111)Cambria St	Town of Christiansburg	0.79 <b>7300</b>	G	96%	1%	1%	2%	0%	0%	С	0.113	F	0.591	8000	C
	To:	Ellett Rd													

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

Davida	Leader Markey	1	4457	•	4	D		Tru	ck		00	K	01/	Dir	AAVAADT	- ^
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From		Ellett Rd								_		_			
111)Cambria St	Town of Christiansburg		6400	G	98%	1%	1%	0%	0%	0%	С	0.117	F	0.538	7000	•
<u> </u>	Tα		Depot St													
111)Depot St	Town of Christiansburg		Cambria St 4900	G	97%	1%	1%	2%	0%	0%	F	0.104	F	0.541	5400	
111 Depot St	Town of Officialisburg	0.37	4900	G	31 /6	1 /0	1 /6	2 /0	0 /6	0 /6	•	0.104	•	0.541	3400	
	To: From:		Park St													
111 Depot St	Town of Christiansburg		5800	G	97%	1%	1%	2%	0%	0%	С	0.101	F	0.607	6300	
<u> </u>	Τα	US	11 Roanoke	St												
	Fron:	US 11,	US 460 M	ain St												
112)Wildwood Rd	City of Salem	0.44	20000	G	99%	1%	0%	0%	0%	0%	F	0.084	F	0.56	22000	
$\mathcal{L}$	Tox		NCL Salem													
112)Wildwood Rd	Roanoke County		20000	N	99%	1%	0%	0%	0%	0%	Ν	0.084	F	0.56	22000	
	Tool															
112)Wildwood Rd	Roanoke County	0.04	I-81 <b>910</b>	N	98%	1%	1%	1%	0%	0%	N	0.125	F	0.742	970	
112) Wildwood Ad	To Tool		70 Skyview		90%	1 70	1 70	170	0%	0%	IN	0.123	Г	0.742	970	
	·	FR /		Kű												
	Front		SR 112										_			
112)Ramp to I-81 N at Exit 12	8 Roanoke County	0.39	7700	G								0.09	F		7700	
<u> </u>	10.		I-81 N													
	From:		SR 112													
112)Ramp to I-81 S at Exit 12	8 Roanoke County	0.23	2700	G								0.088	F		2700	
<u> </u>	Tα		I-81 S													
	From:		Commonwea													
113 Cumberland St	City of Bristol	0.28	2100	F	98%	0%	1%	0%	0%	0%	С	0.107	F	0.608	2200	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	2700	F	98%	0%	1%	0%	0%	0%	С	0.105	F	0.58	2800	
	Τα:		1 Piedmont													
	From:		ımberland S		070/	40/		00/	00/	00/	_	0.407	_	0.504	0000	
Piedmont Ave	City of Bristol	0.08	2400	F	97%	1%	2%	0%	0%	0%	-	0.107	-	0.521	2600	
	Combined Traffic Estimates for 2 Parallel Roadwa		3000	F	97%	1%	2%	0%	0%	0%	F	0.104	F	0.501	3200	
	From:		P, Sycamo													
113)Piedmont Ave	City of Bristol	0.25	2600	F	97%	1%	2%	0%	0%	0%	F	0.114	F	0.539	2700	
113)1 leamont 710	To:		akview Ave		07 70	1 /0		0 70	0 70	0 70	•	0.114	•	0.000	2700	
	From:		edmont Ave													
113)Oakview Ave	City of Bristol	0.60	1700	F	97%	1%	2%	0%	0%	0%	С	0.118	F	0.502	1800	
	To:		Moore St													
Truck Truck	From		akview Ave					_		_				_		
13) (11) (19) Moore St	City of Bristol	0.12	7100	F	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	7500	
	To:		Euclid Ave													
	From	SR 381 C	Commonwea	alth Ave												
Sycamore St	City of Bristol	0.40	600	F	97%	0%	2%	0%	1%	0%	С	0.123	F	0.613	630	
P/	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	2700	F	98%	0%	1%	0%	0%	0%	С	0.105	F	0.58	2800	
	To		edmont Av	e												

# 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	Q۱
	From	US 11 W	est of Radford												
114)Peppers Ferry Blvd	Pulaski County	0.37 <b>1</b>	8000 G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.605	20000	G
$\smile$	To	77-600	Belspring Rd												
114)Peppers Ferry Blvd	Pulaski County		6000 G	97%	0%	0%	1%	1%	0%	С	0.097	F	0.557	17000	(
114). spps.s : s, 2s	To:		ery County Line	0.70	070		. , ,	. , 0	0 / 0	Ū	0.007	•	0.007		
	From:		County Line												
114)Peppers Ferry Blvd	Montgomery County	1.02 <b>1</b>	6000 G	98%	0%	0%	0%	1%	0%	С	0.094	F	0.578	17000	(
$\mathcal{L}$	To:	60-812 Ce	enterville Circle												
	From		Centreville Rd							_		_			
Peppers Ferry Blvd	Montgomery County	3.62 <b>1</b>	2000 G	98%	0%	0%	0%	1%	0%	F	0.1	F	0.510	13000	(
<u> </u>	To: From	E 60-659 V	icker Switch Rd												
14 Peppers Ferry Blvd	Montgomery County	1.34 <b>1</b>	2000 G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.548	13000	(
	Τα	WCL C	Christiansburg												
Peppers Ferry Rd	Town of Christiansburg		6000 G	98%	0%	0%	1%	1%	0%	F	0.104	F	0.53	18000	(
114). oppose i ony ita	Town or ormettallosting			0070	0 70		1 70	1 /0	070	•	0.101	•	0.00	10000	•
	To: From:		merset St	2221	221		101		0-1	_		_			
Peppers Ferry Rd	Town of Christiansburg	0.53 <b>1</b>	8000 G	98%	0%	0%	1%	1%	0%	С	0.102	F	0.586	20000	(
<u> </u>	To: From:	Bus	s US 460												
114)Peppers Ferry Rd	Town of Christiansburg	0.63 <b>1</b>	4000 G	98%	0%	0%	0%	1%	0%	С	0.097	F	0.546	15000	(
<u> </u>	Te:	Ţ	JS 460												
	From:	Ora	ange Ave												
115)Hollins Rd	City of Roanoke		6700 G	92%	1%	2%	2%	3%	0%	С	0.093	F	0.531	7100	(
	To:	Li	berty St												
	From:	Не	ollins Rd												
115)Liberty Rd	City of Roanoke	0.30	4300 G	92%	1%	2%	2%	3%	0%	F	0.107	F	0.581	4600	(
$\mathcal{L}$	To:		ntation Rd												
	11011		berty Rd	070/	40/		40/	40/	00/	_	0.00	_	0.504	0.400	
Plantation Rd	City of Roanoke	0.88	8700 G	97%	1%	1%	1%	1%	0%	С	0.09	F	0.564	9400	(
<u> </u>	To: From:	Но	ollins Rd			$\Box$ $\vdash$									
115)Plantation Rd	City of Roanoke	0.66 <b>1</b>	5000 G	97%	1%	1%	1%	1%	0%	С	0.096	F	0.528	16000	(
$\mathcal{L}$	To	NCI	Roanoke												
115)Plantation Rd	Roanoke County		5000 G	97%	1%	1%	1%	2%	0%	F	0.095	F	0.571	16000	(
113)	- Louising			0.70	. , ,		. , 0	_,,	0 / 0	•	0.000	•	0.07		
	From		Iershburger Rd	070/	40/		401	00/	00/	_	0.007	_	0.500	10000	
Plantation Rd	Roanoke County	0.17 <b>1</b>	1000 G	97%	1%	1%	1%	2%	0%	С	0.097	F	0.532	12000	(
<u> </u>	To: From	80-185	55 Vista Ave			$\Box$ $\vdash$									
Plantation Rd	Roanoke County	1.16	9100 G	97%	1%	1%	1%	2%	0%	F	0.098	F	0.583	9700	(
$\smile$	To:	80-834	Crestland Dr												
115)Plantation Rd	Roanoke County		2000 G	97%	1%	1%	1%	2%	0%	F	0.098	F	0.683	12000	(
113)1 13.114110111110	riodrione county			31 /3	1 /0		1 /0	<i>L</i> /0	0 /0	•	3.000	•	5.000	12000	`
	To: From		Lee Highway	00	4	<u> </u>	461	461	•					10	
115)Plantation Rd	Roanoke County		5000 G	96%	1%	1%	1%	1%	0%	F	0.097	F	0.659	18000	(
$\sim$	To:	80-180	1 Indian 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:	80-1801 Indian Rd												
115 Plantation Rd	Roanoke County	0.80 <b>13000 G</b>	96%	1%	1%	1%	1%	0%	F	0.106	F	0.633	15000	G
	To:	I-81												
	From:	SR 115 Plantation Road												
(115) Ramp to I-81 N at Exit 128	Roanoke County	0.30 <b>2600 G</b>	97%	0%	1%	0%	2%	0%	С	0.112	F		2600	G
	To:	I-81 N												
	Fron:	SR 115 Plantation Road												
115 Ramp to I-81 S at Exit 128	Roanoke County	0.17 <b>6000 G</b>								0.12	F		6000	G
<u> </u>	To:	I-81 S												
	From:	SR 122 Booker T Washingt												
116 Jubal Early Hwy	Franklin County	5.92 <b>3500 G</b>	99%	0%	1%	0%	0%	0%	F	0.118	F	0.685	3700	G
<u> </u>	To: From:	33-678 Truman Hill Rd			<u> </u>									
(116)Jubal Early Hwy	Franklin County	3.58 <b>4300 G</b>	99%	0%	1%	0%	0%	0%	С	0.121	F	0.761	4400	G
<u> </u>	To:	Roanoke County Line												
	From:	Franklin County Line	000/	00/		00/	00/	00/	_	0.40	_	0.007	0000	_
116 Jae Valley Rd	Roanoke County	2.11 <b>5600 G</b>	99%	0%	1%	0%	0%	0%	F	0.13	F	0.807	6000	G
	To: From:	80-663 Sterling Rd												
(116)Jae Valley Rd	Roanoke County	1.17 <b>6200 G</b>	99%	0%	1%	0%	0%	0%	F	0.112	F	0.883	6500	G
<u> </u>	To: From:	SCL Roanoke												
(116)Mt Pleasant Blvd	City of Roanoke	0.70 <b>6700 G</b>	98%	0%	1%	0%	0%	0%	F	0.113	F	0.905	7200	G
	To:	Riverland Rd												
	From:	Mt Pleasant Blvd		221				0.01	_		_		40000	_
116 Riverland Rd	City of Roanoke	0.62 <b>9400 G</b>	98%	0%	1%	0%	0%	0%	С	0.096	F	0.705	10000	G
	To: From:	9th St												
116 Riverland Rd	City of Roanoke	0.73 <b>7800 G</b>	98%	0%	1%	0%	0%	0%	F	0.101	F	0.701	8300	G
<u> </u>	To:	Piedmont St												
116)Piedmont St	City of Roanoke	Riverland Rd 0.07 <b>4300 G</b>	98%	0%	1%	0%	0%	0%	F	0.110	F	0.699	4600	G
116 Fledifiont St	To:	Walnut Ave	90 /6	0 /6	1 /0	0 /6	0 /0	0 /6	'	0.110	'	0.033	4000	G
	From:	Piedmont St												
(116) Walnut Ave	City of Roanoke	0.26 <b>6700 G</b>	98%	0%	1%	0%	0%	0%	С	0.102	F	0.644	7100	G
	To:	Jefferson St												
	From:	Walnut Ave							_		_			_
116 Jefferson St	City of Roanoke	0.42 <b>10000 G</b>	98%	0%	1%	0%	0%	0%	F	0.09	F	0.599	11000	G
	From:	Elm Ave US 221; 1US 221-P; 128-8015	Gan T											
116)(221)Franklin Rd	City of Roanoke	0.14 <b>4800 G</b>	98%	0%	1%	0%	0%	0%	F	0.117	F	0.685	5100	G
110/221)	To	US 11	20,0	3 / 0		0 /0	0 /0	0 /0	•	J.111	•	0.000	0.00	~
	From:	Campbell Ave												
116 (11) (221) Williamson Rd	City of Roanoke	0.15 <b>23000 G</b>	98%	1%	1%	0%	0%	0%	F	0.088	F	0.514	25000	G
	To:	Shenandoah Ave			<u> </u>									
(116) (11) (221) Williamson Rd	City of Roanoke	0.15 <b>16000 G</b>	98%	1%	1%	0%	0%	0%	F	0.092	F	0.709	18000	G
	Tox	I-581												

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

_						_		Trı	uck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		I-581		2221			221	221	221	_		_			
116 (11) (221) Williamson Rd	City of Roanoke		11000	G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.539	11000	G
ALT ALT	From:		US 11 US 460													
116)(460) (11) (220) Orange Ave	City of Roanoke		38000	G	96%	1%	1%	1%	1%	0%	F	0.091	Α	0.518	41000	G
110 (400) (11) (400)	To	I-581, US	220 ALT													
ALT	From:									221	_			0 = 40	0.4000	
116 (460) (11) Orange Ave	City of Roanoke	0.90	22000	Α	96%	1%	1%	1%	1%	0%	С	0.091	Α	0.518	24000	Α
ALT	To: From:	10th St	, Gainsboı	ro Rd												
116)(460)(11) Orange Ave	City of Roanoke	1.00	15000	G	96%	1%	1%	1%	1%	0%	F	0.075	F	0.545	16000	G
	To	Cala	em Turnpil	Ira												
ALT	From:															
(116)(460) (11) Melrose Ave	City of Roanoke	0.41	12000	G	96%	1%	1%	1%	1%	0%	F	0.080	F	0.548	13000	G
	To: From:	M	elrose Ave	e												
116 Lafayette Blvd	City of Roanoke	0.73	7100	G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.575	7500	G
	To:		Cove Rd													
116)Cove Rd	City of Roanoke		fayette Blv 12000	rd G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.522	13000	G
116/Cove Nu	City of Hoarloke		Hershberg		90%	076	170	0%	U76	0%	Г	0.061	Г	0.522	13000	G
	From:															
117)Peters Creek Rd Ext	City of Roanoke		Brandon 18000	G Ave	96%	1%	1%	1%	1%	0%	F	0.091	F	0.539	21000	G
117) Telefa Greek Ha Ext	only of Hoanoke				30 70	1 /0	1 /0	1 /0	1 /0	0 70	'	0.001		0.555	21000	u
117)Peters Creek Rd	City of Roanoke		0 Melrose 24000		96%	1%	1%	1%	1%	0%	F	0.090	F	0.521	28000	G
117) Peters Creek Ad	City of Roanoke	0.46	24000	G	90%	176	176	170	170	0%	Г	0.090	Г	0.521	20000	G
	To- From:		Hershberg										_			
117 Peters Creek Rd	City of Roanoke	0.87	16000	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.541	19000	G
<u>~</u>	To: From:	(	Cove Rd													
117)Peters Creek Rd	City of Roanoke	1.37	19000	G	96%	1%	1%	1%	1%	0%	F	0.097	F	0.573	23000	G
<u> </u>	Tra From:		I-581				$\neg$ $\vdash$									
117)Peters Creek Rd	City of Roanoke	0.82	20000	Α	96%	1%	1%	1%	1%	0%	С	0.113	Α	0.503	23000	Α
$\smile$	To	NC	L Roanok	re .												
117)Peters Creek Rd	Roanoke County		20000	G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.504	24000	G
	To:		North of Ro													
East	From:	SR 117 TO	O RT 581	SOUTH	ſ											
117)Ramp	City of Roanoke (Maint: 80)	0.28	4200	G								0.104	F		4200	G
	То: І-:	581-S FROM RT 11	17 EAST-I	PETERS	CREEK	R										
East	From	SR 117 I-581-N0	05B FROI	M & TC	RT 58			-	-							
(117)Ramp	City of Roanoke (Maint: 80)	0.18	2100	G								0.124	F		2100	G
$\smile$		81-N FROM RT 1	17 EAST-	PETERS	S CREEK	R										
West	From:	SR 117 TO	O RT 581	SOUTH	[											
(117)Ramp	City of Roanoke (Maint: 80)	0.18	4800	G								0.104	F		4800	G
$\smile$	To: I-5	81-S FROM RT 11	7 WEST-I	PETRS	CREEK R	.О										

# 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			1Trail		QC	Factor	QK	Factor	AAWDT	Q۷
Vest	From:	SR 117 TO RT 581									0.000	_		0000	_
17)Ramp	City of Roanoke (Maint: 80)	0.31 2800	G	CDEEK	_	1					0.089	F		2800	G
	1-58	31-N FROM RT 117 WEST-		CREEK	R										
	From	US 11 Williamso		2221	121					_		_	0 = 40		_
118 Airport Rd	City of Roanoke	0.63 <b>6200</b>	G	99%	1%	0%	0%	0%	0%	F	0.103	F	0.540	6600	(
<u> </u>	To- From	Municipal R	d												
118)Airport Rd	City of Roanoke	1.01 <b>10000</b>	Α	99%	1%	0%	0%	0%	0%	С	0.115	Α	0.525	11000	A
$\smile$	To	NCL Roanok	re			<u> </u>									
118)Airport Rd	Roanoke County	0.20 <b>12000</b>	G	99%	1%	0%	0%	0%	0%	F	0.1	F	0.525	13000	(
	To:	SR 117 Peters Cre													
	From:	North Carolina Sta	ite I ine												
119)Calvary Rd	Halifax County	3.08 770	G	87%	1%	1%	1%	10%	0%	С	0.098	F	0.517	770	
119) 54.14.	To:	US 58 Philpott		0. 70	. , 0		. , 0	.0,0	0,0	Ū	0.000	•	0.0		•
	From	SR 123 Chain Brid													
120)Glebe Rd	Arlington County	2.49 <b>13000</b>	F	97%	2%	1%	1%	0%	0%	F	0.107	F	0.625	14000	
120) Globe 11d	7 thington obtains			07 70	270	1 70	1 /0	0 70	0 70	•	0.107		0.020	14000	
	From	SR 309 Old Domini										_			
Glebe Rd	Arlington County	0.55 <b>15000</b>	F	97%	2%	1%	1%	0%	0%	F	0.092	F	0.557	16000	ı
<u> </u>	To: From:	US 29 Lee High	nway												
Glebe Rd	Arlington County	0.79 <b>18000</b>	F	97%	2%	1%	1%	0%	0%	F	0.091	F	0.502	19000	- 1
$\mathcal{L}$	To:	I-66													
120 Glebe Rd	Arlington County	0.14 <b>30000</b>	F								0.086	F	0.613	NA	
120) 6.1020 110	- I										0.000	•	0.0.0		
Olaha Dil	A all a sate as O a saste a	SR 237 Washingto									0.00	_	0.000	NIA	
120 237 Glebe Rd	Arlington County	0.25 <b>27000</b>	F								0.09	F	0.633	NA	
	To: From:	SR 237 Fairfax													
Glebe Rd	Arlington County	1.13 <b>26000</b>	G	97%	2%	1%	1%	0%	0%	С	0.081	В	0.615	29000	(
$\sim$	Tec	US 50 Arlington	Blvd												
Glebe Rd	Arlington County	0.86 <b>32000</b>	F								0.079	F	0.588	NA	
120)	To					1									
Clobo Pd	Arlington County	SR 244 Columbia 1.24 <b>22000</b>	F F	079/	2%	10/	10/	0%	00/	F	0.004	F	0.525	24000	
Glebe Rd	Arlington County	1.24 22000	Г	97%	2%	1%	1%	0%	0%	Г	0.084	Г	0.525	24000	
	To: From:	I-395													
120)Glebe Rd	Arlington County	0.92 <b>27000</b>	F	97%	2%	1%	1%	0%	0%	F	0.077	F	0.559	29000	- 1
$\sim$	To:	Arlington Ridge	e Rd												
Glebe Rd	Arlington County	0.73 <b>23000</b>	F	97%	2%	1%	1%	0%	0%	F	0.078	F	0.772	25000	ı
20)	To:	US 1 Richmond	Hwy												
	From	SR 120 Glebe				i									
120)Ramp	Arlington County	0.12 <b>8400</b>	G								0.112	F		8400	
120). (411)	To	I-66 East	<u> </u>								0.112	•		0.400	
	F		D.1			<u> </u>									
East	A all in order of Constant	SR 120 Glebe									0.075	F		E400	,
120 Ramp	Arlington County	0.13 <b>5100</b>	G								0.075	Г		5100	C
	To:	I-395 South Collec	ctor Rd												

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

		Filliary and interst	ato Ho	4100							1/		ъ:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		TruTru- 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From	SR 120 Glebe	Rd			1	017100	TTTGII	Linaii		1 40101		1 40101		
120)Ramp	Arlington County	0.15 <b>2900</b>	G								0.113	F		2900	G
	To:	I-395 North	ı												
West	From:	SR 120 TO RT 395 NOR	TH & S	OUTH											
120 Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
West	To: From:	SR 120-W007B TO RT	395 NC	RTH											
120)Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
.23	To:	I-395-S007X FROM RT 120 W	EST00-	GLEBE R	RO										
West	From:	SR 120-W007A TO RT	395 NC	RTH											
120)Ramp	Arlington County	0.10 3200	G								0.113	F		3200	G
120)	To:	I-395-N FROM RT 120 WEST		EBE ROA	D										
	From:	I-81 Fort Chiswell	Exit 80												
121) Max Meadows Rd	Wythe County	1.83 <b>2900</b>	G	96%	1%	1%	0%	2%	0%	С	0.107	F	0.580	3100	G
121)	To:	98-1004 Ayers													
	From:	SR 40 Baldkn													
122	Town of Rocky Mount	0.31 <b>5200</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.083	F	0.523	5500	Ν
122)	T-												****	-	
Paskar T Washington Liver	From	NCL Rocky M		97%	0%	10/	10/	10/	00/	г	0.000	_	0.500	FF00	
122 Booker T Washington Hwy	Franklin County	5.68 <b>5200</b>	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.523	5500	G
	To: From:	33-697 Wirtz													
122 Booker T Washington Hwy	Franklin County	1.15 <b>7700</b>	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.508	8000	G
<u> </u>	To: From:	SR 116 Jubal Earl													
100	Franklin County	SR 116 Burnt Ch 5.34 <b>9800</b>	B B	97%	0%	1%	1%	1%	0%	С	0.103	Α	0.527	10000	В
122)	Trankiii Godiky			37 70	0 70	1 /0	1 /0	1 /0	0 /0	J	0.100	^	0.527	10000	
	From	33-636 Lost M		0==/			101		0-1	_		_		45000	
122 Booker T Washington Hwy	Franklin County	1.31 <b>15000</b>	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.573	15000	G
<u> </u>	To: From:	33-616 Scruggs	s Rd												
122 Booker T Washington Hwy	Franklin County	3.61 <b>11000</b>	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.515	11000	G
$\smile$	To:	Bedford County													
Manata Del	Dodford County	Franklin County		050/	10/	10/	10/	20/	00/	_	0.000	_	0.504	0000	_
122 Moneta Rd	Bedford County	3.77 <b>7900</b>	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.531	8300	G
	From:	09-608 White Ho		Rd		-									
122)Moneta Rd	Bedford County	2.83 <b>6900</b>	G	95%	1%	1%	1%	3%	0%	F	0.087	F	0.563	7300	G
122					. , •		. , 0	0,70	0 / 0	•	0.00.	•	0.000		0.
Marrata Bal	Positional Community	09-801 Stony Fo		050/	40/	10/	40/	00/	00/		0.007		0.0	0000	_
122 Moneta Rd	Bedford County	2.09 <b>5700</b>	G	95%	1%	1%	1%	3%	0%	F	0.087	F	0.6	6000	G
	To: From	SR 24 Stewartsville Rd Sh													
122)Moneta Rd	Bedford County	4.06 <b>5900</b>	G	95%	1%	1%	1%	3%	0%	F	0.084	F	0.600	6200	G
$\smile$	To	09-747 Joppa M	ill Rd			<u> </u>									
122)Moneta Rd	Bedford County	3.19 <b>7900</b>	G	95%	1%	1%	1%	3%	0%	С	0.092	F	0.634	8300	G
	Tα	SCL Bedfor								-			-		

# 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:	5	SCL Bedford													
122 Burks Hill Rd	Town of Bedford	0.54	11000	G	96%	1%	1%	1%	2%	0%	С	0.088	F	0.642	11000	G
	To: From:		US 460													
122)(460)	Bedford County	0.50	22000	F	90%	1%	1%	1%	6%	0%	F	0.087	F	0.554	23000	F
	To: From:	5	SCL Bedford													
122)(460)	Town of Bedford (Maint: 09)	0.94	22000	F	90%	1%	1%	1%	6%	0%	F	0.087	F	0.554	23000	F
	To:		US 460													
122)Independence Blvd	Town of Bedford	1.02	JS 460 E Mai <b>12000</b>	in St G	95%	1%	1%	1%	3%	0%	F	0.090	F	0.592	13000	c
122) independence bivd	Town or Bedioid	1.02		G	95 /6	1 /0	1 /0	1 /0	3 /0	0 /6	'	0.030	'	0.532	13000	
Independence Divid	Town of Bedford	0.00	Orange St	_	95%	1%	1%	10/	3%	0%	С	0.091	F	0.576	12000	(
Independence Blvd	Town or Bedford	0.29	11000	G	95%	170	1%	1%	3%	0%	C	0.091	Г	0.576	12000	
	From	0.50	Dawn Dr		050/	40/		401	00/	00/		0.000		0.500	11000	
122 Independence Blvd	Town of Bedford	0.50	10000	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.506	11000	C
	From:		ongwood Ave													
122 Longwood Ave	Town of Bedford	0.65	5400	G	94%	2%	1%	0%	2%	0%	С	0.135	F	0.507	5900	(
	To		NCL Bedford													
122)Big Island Hwy	Bedford County	8.08	3200	G	94%	2%	1%	0%	2%	0%	F	0.087	F	0.577	3400	(
,	To	00.620	N, Coltons M													
122)Big Island Hwy	Bedford County	8.72	1900	G	94%	2%	1%	0%	2%	0%	F	0.089	F	0.524	2000	
122) = 19 1010110 1 111)	To:		Lee Jackson		0.70			0,0	_,,	0,0	•	0.000	•	0.02		
Bus	From:		US 460													
122)Crenshaw St	Town of Bedford	0.96	4400	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.513	4800	(
<u> </u>	То		W Main St													
Bus Bus	From:	0.40		_	000/	40/	40/	00/	40/	00/	_	0.007	_	0.500	0500	,
122 221 460 W Main St	Town of Bedford	0.19	M Bridge St	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6500	G
Bus	From:		E Main St													
122)(221) (43) N Bridge St	Town of Bedford	0.16	5500	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	5900	(
	To:	,	Bedford Ave													
Bus N. Britana O.	From:			_	000/	40/	40/	00/	00/	00/	_	0.000	_	0.500	0.400	,
122 221 43 N Bridge St	Town of Bedford	0.11	7800	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.526	8400	(
Bus	To: From:		Peaks St													
122)(221) Longwood Ave	Town of Bedford	0.71	7100	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	7800	(
	To:		Oakwood St													
Bus	Town of Bedford	0.47	9700	G	98%	10/	10/	<b>n</b> o/	00/	00/	С	0.002	F	0.507	11000	,
122 221 Longwood Ave	TOWN OF DEGICIO	0.47	Forest Rd	ч	30%	1%	1%	0%	0%	0%	C	0.092	Г	0.507	11000	G
	Fronx	TIO : Y		**			I									
123 Gordon Blvd	Prince William County	US 1 Je 0.61	efferson Davis	s Hwy <b>F</b>	95%	1%	1%	2%	2%	0%	С	0.078	F	0.743	20000	F
123 GOIGOII BIVG	Tax	0.01	I-95	Г	JJ /0	1 /0	1 /0	Z /0	Z /0	U /0	U	0.076	'	0.743	20000	Г

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

				4	_		Tru	ıck			K	017	Dir		-
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Candan Blad	From:	I-95									0.000	_	0.045	NIA	
123 Gordon Blvd	Prince William County	0.77 <b>71000</b>	F								0.082	F	0.645	NA	
	To From (Add to To)	SCL Occoqua										_	2 2 4 =		
123 Gordon Blvd	Town of Occoquan (Maint: 76)	0.15 <b>71000</b>	N								0.082	F	0.645	NA	
	To: From:	76-1203 Comme	rce St												
123)Gordon Blvd	Town of Occoquan (Maint: 76)	0.18 <b>51000</b>	F	98%	0%	0%	1%	1%	0%	F	0.080	F	0.624	55000	
$\smile$	To: From:	NCL Occoqu	an			$\neg$ $\vdash$									
123)Gordon Blvd	Prince William County	0.07 <b>51000</b>	N	98%	0%	0%	1%	1%	0%	Ν	0.080	F	0.624	55000	
$\smile$	To:	Fairfax County													
	From:	Prince William Cou	_		00/		40/	40/	00/	_	0.000	_	0.750	F.4000	
123 Ox Rd	Fairfax County	1.02 <b>50000</b>	G	98%	0%	0%	1%	1%	0%	F	0.086	F	0.759	54000	
	To: From:	29-642 Lorton													
123)Ox Rd	Fairfax County	6.07 <b>45000</b>	G	98%	0%	0%	1%	1%	0%	F	0.08	F	0.680	49000	
$\smile$	To: From:	29-645 Burke La	ke Rd			<u> </u>									
123)Ox Rd	Fairfax County	1.86 <b>38000</b>	Α	98%	0%	0%	1%	1%	0%	С	0.078	Α	0.629	41000	
$\smile$	To:	29-7100 Fairfax Cou													
	From:	29-7100 Fairfax Cou			00/		40/	40/	00/	_	0.000	_	0.040	00000	
123 Ox Rd	Fairfax County	0.65 <b>27000</b>	G	98%	0%	0%	1%	1%	0%	F	0.083	F	0.640	30000	
	To: From:	29-643 Burke Cent	er Pkwy												
<sub>123</sub> )Ox Rd	Fairfax County	2.13 <b>33000</b>	G	98%	0%	0%	1%	1%	0%	F	0.080	F	0.639	36000	
<u> </u>	To: From:	29-620 Braddoc	k Rd			$\neg$ $\vdash$									
123)Ox Rd	Fairfax County	0.71 <b>28000</b>	N	98%	0%	0%	1%	1%	0%	Ν	0.075	F	0.558	30000	
$\smile$	To	SCL Fairfax	·												
123)Chain Bridge Rd	City of Fairfax	0.47 <b>28000</b>	G	98%	0%	0%	1%	1%	0%	F	0.075	F	0.558	30000	
3	Tod														
123)Chain Bridge Rd	City of Fairfax	Judicial Dr 0.26 <b>22000</b>	G	98%	0%	0%	1%	1%	0%	F	0.073	F	0.573	23000	
123 Onain Bridge Hu	Oity of Fairlax			30 /6	0 76		1 /0	1 /0	0 /6	'	0.073	•	0.575	23000	
	To: From:	SR 236 Main		000/	00/		40/	40/	00/		0.070	_	0.540	0.4000	
Chain Bridge Rd	City of Fairfax	0.19 <b>22000</b>	G	98%	0%	0%	1%	1%	0%	F	0.073	F	0.516	24000	
	To: From:	Whitehead S													
Chain Bridge Rd	City of Fairfax	0.10 <b>20000</b>	G	98%	0%	0%	1%	1%	0%	F	0.076	F	0.599	22000	
<u> </u>	To: From:	Kenmore D	r			<u> </u>									
123)Chain Bridge Rd	City of Fairfax	0.58 <b>23000</b>	G	98%	0%	0%	1%	1%	0%	F	0.074	F	0.555	24000	
$\smile$	Too	US 29; US 50 Le	e Hwv												
123)Chain Bridge Rd	City of Fairfax	0.35 <b>39000</b>	G	98%	0%	0%	1%	1%	0%	F	0.078	F	0.504	42000	
·	Too	I- 66 NCL Fair				—									
123)Chain Bridge Rd	Fairfax County	3.09 <b>22000</b>	G	98%	0%	0%	1%	1%	0%	F	0.081	F	0.668	23000	
123) Shall Blidge Hd	- amax county			JU /0	0 /0	<u> </u>	1 /0	1 /0	0 /0	'	0.001	'	0.000	20000	
	Town of Vienna	0.07 <b>26000</b>	G	98%	0%	0%	1%	1%	0%	F	0.081	F	0.680	28000	
123)Maple Ave															

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

		Filliary and					Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 24	43 Nutley St												
123 Maple Ave	Town of Vienna	1.53	31000 G	98%	0%	0%	1%	1%	0%	F	0.072	F	0.562	33000	G
<u></u>	To: From:	Fo	ollin Lane												
(123) Maple Ave	Town of Vienna	0.50	32000 G	98%	0%	0%	1%	1%	0%	F	0.073	F	0.763	34000	G
<u> </u>	To. From	NC	CL Vienna			<u> </u>									
(123) Chain Bridge Rd	Fairfax County	0.82	26000 G	99%	0%	0%	0%	0%	0%	F	0.075	F	0.62	32000	G
	To	SR 7 L	eesburg Pike												
(123) Chain Bridge Rd	Fairfax County		31000 G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.658	39000	G
	Tot	I-495 C	apital Beltway			<b>—</b> —									
(123) Dolley Madison Blvd	Fairfax County		61000 F								0.089	F	0.505	NA	
	To	SR 267 D	Oulles Access R	d											
123 Dolley Madison Blvd	Fairfax County		39000 G		0%	0%	0%	0%	0%	F	0.089	F	0.505	48000	G
	To	SR 300 OI	d Dominion Dr	ive											
(123) Dolley Madison Blvd	Fairfax County		35000 G		0%	0%	0%	0%	0%	F	0.095	F	0.510	43000	G
,	To	SD 102 C	Georgetown Pik												
(123) Chain Bridge Rd	Fairfax County		31000 A		0%	0%	0%	0%	0%	С	0.124	Α	0.532	37000	Α
(123) Sham 2 hage ha	To:		on County Line	0070	0 70		0,0	0,70	0 / 0	Ū	0	•	0.002	0.000	
	From:		County Line												
(123) Chain Bridge Rd	Arlington County		13000 F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.535	15000	F
	10.		e, Chain Bridge												
North	Prince William County		Gordon Blvd <b>G</b>								0.155	F		5900	G
123 Ramp	Tax		<b>5400 G</b> 95 North								0.155	Г		5900	G
Newth	From		Gordon Blvd												
North (123) Ramp	Prince William County		1800 G								0.129	F		1800	G
(120)	To:		95 South								****	-			-
North	From:	SR 123 T	O RT 66 EAS	Γ											
(123)Ramp	Fairfax County		6400 G			-					0.077	F		6400	G
$\overline{}$	To:	SR 123 T	O RT 66 EAS	Γ											
North	From:	SR 123 T	O RT 66 WES	Т											
(123) Ramp	Fairfax County		6600 G								0.109	F		6600	G
	To:	I-66-W FROM	I RT 12300- N	ORTH											
North	From:		RT 495 SOU												
123 Ramp	Fairfax County		13000 G								0.114	F		13000	G
	To:	I-495-S From RT 123			1										
North	Foirfay County		RT 495 NOR' 11000 G	ГН							0.088	F		11000	G
123 Ramp	Fairfax County	U.24 I-495-N From RT 12		llev Madisor	1	_					0.000			11000	G
Courth	From				•										
South (123) Ramp	Prince William County		Gordon Blvd 14000 G								0.128	F		14000	G
123)	To:		95 North								5.120	•		000	<b>J</b>
	L	1,				ı									

4/15/2020

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	SR 123 Gordon Blvd			ZAXIC	JTANE	TTTAIL	ZIIali		i actor		i actor		
123)Ramp	Prince William County	0.18 <b>12000 G</b>								0.093	F		12000	G
$\bigcup$	To:	I-95 South												
South	From:	SR 123 TO RT 66 EAST												
123 Ramp	Fairfax County	0.21 <b>3200 G</b>								0.088	F		3200	G
<u> </u>	Tα	I-66-E060X FROM RT 12300- S	OUTH											
South	Front	SR 123 TO RT 66 WEST	•											
123)Ramp	Fairfax County	0.47 <b>11000 G</b>								0.126	F		11000	G
<u> </u>	Tα	I-66-W FROM RT 12300- SO	UTH											
South	From	SR 123 TO RT 495 SOUT	Н											
123)Ramp	Fairfax County	0.25 <b>9500 G</b>								0.108	F		9500	G
	100	I-495-S From RT 123 South00- Dolle		1										
South	From:	SR 123 TO RT 495 NORT	Н							0.4.4	_		0.400	_
123 Ramp	Fairfax County	0.15 <b>3400 G</b>	.1							0.141	F		3400	G
	10.	I-485-N From RT 123 Sout	ih											
Consut Dun Diana	Auliantan Causty	US 29 Lee Hwy	000/	00/		00/	00/	00/	0	0.000	F	0.500	10000	F
Spout Run Pkwy	Arlington County	0.17 <b>18000 F</b> Spout Run Parkway	99%	0%	0%	0%	0%	0%	С	0.089	г	0.586	19000	F
	From		_											
125)Kings Hwy	City of Suffolk	SR 10; SR 32 Godwin Blv 0.69 <b>3000 G</b>	96%	0%	1%	1%	2%	0%	С	0.121	F	0.5	3200	G
125 Kings Hwy	City of Sulloik		90%	0%	1 70	1 70	270	0%	C	0.121	Г	0.5	3200	G
	Front	133-628 Crittenden Rd	070/	00/		00/	401	00/	_	0.404	_	0.5	200	_
125 Kings Hwy	City of Suffolk	1.09 <b>650 G</b>	97%	0%	1%	0%	1%	0%	С	0.121	F	0.5	690	G
	To: From:	133-620 Ferry Point Rd												
125)Kings Hwy	City of Suffolk	0.91 <b>220 G</b>	99%	1%	0%	0%	0%	0%	С	0.143	F	0.667	240	G
<u> </u>	To: From:	Dead End Dead End @ Nansemond Ri	vor											
(125)Kings Hwy	City of Suffolk	1.34 <b>580 G</b>	99%	0%	1%	0%	0%	0%	С	0.114	F	0.606	610	G
125) (1195 / 1119)	only of Guillon			0 70		070	0 /0	0 70	O	0.114	•	0.000	010	u
Vingo Lluny	City of Cuffelly	133-629 W, Sleepy Hole R 1.22 <b>860 G</b>	.d 99%	0%	1%	0%	0%	0%	С	0.101	F	0.615	910	G
125 Kings Hwy	City of Suffolk	1.22 <b>860 G</b>	99%	0%	170	0%	0%	0%	C	0.101	Г	0.615	910	G
	To: From:	133-627 Bennetts Pasture F									_			
125 Kings Hwy	City of Suffolk	0.48 <b>2700 G</b>	98%	0%	1%	1%	0%	0%	С	0.101	F	0.615	2900	G
	100	SR 337 Nansemond Parkwa	ay											
	From:	SR 179 Onancock	0==/		<u></u>				_		_	0.=04	0.400	_
126 Fairgrounds Rd	Town of Onancock (Maint: 01)	0.11 <b>3000 G</b>	97%	0%	1%	1%	1%	0%	С	0.092	F	0.561	3100	G
	To: From	ECL Onancock												
126) Fairgrounds Rd	Accomack County	1.27 <b>2900 G</b>	98%	0%	1%	1%	0%	0%	С	0.091	F	0.542	3000	G
$\overline{}$	То:	BUS US 13; SR 316												
	From	West Virginia State Line												
127 Bloomery Pike	Frederick County	3.35 <b>4600 G</b>	95%	1%	1%	0%	3%	0%	С	0.086	F	0.741	4700	G
$\smile$	Tor	US 522 Frederick Pike												

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

				_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 163 Wards Rd												
128 Candler Mt Rd	City of Lynchburg	0.26 <b>15000 F</b>		3%	4%	3%	3%	0%	F	0.087	F	0.539	16000	F
<u> </u>	To:	Bus US 29, US 501 Lynchburg	Expwy											
Canadiana Mina Dal	City of Lynnakhyura	RT 501 W								0.000	F	0.510	NIA	
128 501 Candlers Mtn Rd	City of Lynchburg	0.43 <b>38000 F</b>								0.080	Г	0.513	NA	
<u> </u>	From:	RT 501 E US 501 Candlers Mt Ro	4											
128 Mayflower Dr	City of Lynchburg	1.30 <b>4900</b> F		3%	4%	3%	3%	0%	С	0.091	F	0.532	5200	
126)	enty or Eyrionizary		01 70	070	.,,	070	070	0 70	Ŭ	0.001	•	0.002	0200	
	To: From:	Odd Fellows Rd												
128 Mayflower Dr	City of Lynchburg	1.48 <b>1300 F</b>		1%	3%	5%	1%	0%	С	0.099	F	0.507	1400	F
<u> </u>	To:	Bus US 501 Campbell A	ve											
	From:	US 501 P; Wilborn Ave; M	ain St											
129)North Main St	Town of South Boston	0.09 <b>3200 G</b>	99%	1%	1%	0%	0%	0%	F	0.093	F	0.819	3400	(
	To	US 501 Broad St												
129 North Main St	Town of South Boston	0.38 <b>4800 G</b>	99%	1%	1%	0%	0%	0%	С	0.098	F	0.591	5100	(
129 North Main of		0.00 <b>4000 G</b>	33 70	1 /0	1 /0	0 /0	0 70	0 70	O	0.000	'	0.551	3100	`
	To: From:	SR 34 Hodges St												
North Main St	Town of South Boston	0.16 <b>6000 G</b>	99%	1%	1%	0%	0%	0%	F	0.092	F	0.548	6300	(
$\smile$	To:	Edmunds St												
129)North Main St	Town of South Boston	0.19 <b>6500 G</b>	99%	1%	0%	0%	0%	0%	F	0.091	F	0.502	6900	(
123)														
Negatio Media Ot	From:	College St	000/	40/		00/	00/	00/	_	0.004	_	0.547	0.400	,
North Main St	Town of South Boston	0.63 <b>6000 G</b>	99%	1%	0%	0%	0%	0%	F	0.094	F	0.547	6400	(
<u> </u>	To: From:	Hamilton Blvd			$\Box$									
129)North Main St	Town of South Boston	0.88 <b>11000 G</b>	99%	1%	0%	0%	0%	0%	С	0.093	F	0.502	12000	(
$\bigcirc$	To	NCL South Boston												
129)Old Halifax Rd	From: Halifax County	0.85 <b>15000</b> G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.523	16000	(
129 Old Halliax Hu	Tamax County	US 501 Centerville	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	O	0.033	'	0.525	10000	
	From:	US 11 S Lee Highway	0.40/	40/	10/	40/	00/	00/	_	0.00	_	0.040	0000	
130 Wert Faulkner Hwy	Rockbridge County	3.19 <b>3300 F</b>	94%	1%	1%	1%	3%	0%	F	0.09	F	0.618	3200	F
<u> </u>	To: From:	81-759 Arnolds Valley F	Rd											
130)Wert Faulkner Hwy	Rockbridge County	1.25 <b>3200 F</b>	94%	1%	1%	1%	3%	0%	С	0.096	F	0.513	3100	F
	To	WCI Classes			_									
130)Rockbridge Rd	Town of Glasgow (Maint: 81)	WCL Glasgow 1.60 <b>3200 N</b>	94%	1%	1%	1%	3%	0%	N	0.096	F	0.513	3100	1
130) Hockbridge Hu	Town of Glasgow (Maint. 61)	1.00 <b>3200 N</b>	J4 /0	1 /0	1 /0	1 /0	J /0	U /0	IN	0.030	'	0.515	5100	١
	To: From	ECL Glasgow												
130)Wert Faulkner Hwy	Rockbridge County	0.26 <b>3200 N</b>	94%	1%	1%	1%	3%	0%	N	0.096	F	0.513	3100	١
$\smile$	To:	US 501 Glasgow Hwy			<b>—</b>									
130 501 Glasgow Hwy	Rockbridge County	2.43 <b>1900 F</b>		1%	1%	1%	6%	0%	С	0.094	F	0.577	1900	F
100/001/	To	Amherst County Line	30,0	- , -		. , •	- / •	- / -	•		-			•
	From	Rockbridge County Lin	e											
130)(501)	Amherst County	3.94 <b>1800 F</b>	85%	1%	2%	2%	11%	0%	С	0.091	F	0.649	1700	F
.55	Tor	US 501 Near Snowden												

# 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 50	1 Near Snowden												
130)Elon Rd	Amherst County	9.45	1300 F	79%	1%	1%	2%	18%	0%	С	0.095	F	0.571	1300	F
	To	05 (2	5 N												
130 Elon Rd	Amherst County	4.08	5 Near Agricola  3200 F	90%	0%	2%	1%	7%	0%	С	0.091	F	0.649	3100	F
130 / 21011 110	Annerst County			30 78	0 70	<u> </u>	1 /0	1 /0	0 70	O	0.001	'	0.043	0100	
	To: From		05-652 Elon							_					
130 Elon Rd	Amherst County	3.86	6700 F	90%	0%	2%	1%	7%	0%	F	0.094	F	0.611	6500	F
<u> </u>	To: From	05-6	79 Donigan Dr												
130 Elon Rd	Amherst County	2.10	6600 F	90%	0%	2%	1%	7%	0%	F	0.094	F	0.644	7000	F
	To	1	Bus US 29												
Amelon Expressway	Amherst County	2.05	7900 F	95%	1%	1%	1%	3%	0%	С	0.1	F	0.544	8400	F
130 7 tillololi Expressway	7 inneret oddrity	2.00		0070	1 70	170	1 /0	0 /0	0 70	J	0.1	•	0.011	0400	
	From		US 29						0-1	_		_		1000	
Amelon Expressway	Amherst County	0.48	4100 F	97%	1%	1%	1%	1%	0%	С	0.101	F	0.653	4300	F
<u> </u>	10:		05-669												
	From:		60 Confederate Bl												
<sub>31</sub> )Oakleigh Ave	Town of Appomattox (Main		790 G	98%	1%	1%	0%	0%	0%	С	0.187	F	0.647	790	(
<u> </u>	To:		Church St												
Church Church	Town of Armonosthow (Main		akleigh Ave	000/	00/	10/	00/	00/	00/	F	0.004	F	0.507	E000	
31 Church Street	Town of Appomattox (Main	nt: 06) 0.09	5800 G	99%	0%	1%	0%	0%	0%	г	0.094	г	0.567	5800	(
	From:		Main St Church St												
Main St	Town of Appomattox (Main		1300 G	99%	0%	1%	0%	0%	0%	С	0.103	F	0.724	1300	(
31)	To:		Court St	0070	0 70		0,0	0,70	0 / 0	Ū	000	•	0		
	From:		Main St												
131 Court Street	Town of Appomattox (Main	nt: 06) 0.61	7600 G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.563	7600	C
	To:	Bus US 46	60 Confederate Bl	vd											
Bus	From:		SUS US 460									_			
131)(460)Pamplin Rd	Town of Appomattox (Main		13000 N	97%	0%	1%	1%	1%	0%	N	0.089	F	0.53	14000	1
<u> </u>	From	CFUS 460/JB-165/S			X										
Old Courthouse Rd	Appomattox County		3900 G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.552	4000	(
131 Old Courthouse Hu	Appointation County		theast of Appomat		0 /6	1 /0	0 /6	0 /0	0 /6	'	0.000	'	0.552	4000	
	Fronx	SK 24 NOI	**	liux											
Library Ot Ossath		4 77	SR 199	000/	00/	40/	40/	40/	00/	_	0.004	_	0.570	0700	
Henry St South	City of Williamsburg	1.77	2600 F	98%	0%	1%	1%	1%	0%	С	0.091	F	0.578	2700	F
	To: From:		eland Street												
Henry St South	City of Williamsburg	0.08	4000 G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.578	4400	(
$\mathcal{L}$	To:	SR 5 He	enry St; Francis St	_											
	From	2.25	SR 5	00-1	051	45,	461	061	051	_	0.001	_	0.010	4=00	_
132 5 Henry St	City of Williamsburg		4200 F	98%	0%	1%	1%	0%	0%	F	0.081	F	0.618	4500	F
	To: From		RANCIS ST												
Honny St North	City of Williamsburg		Lafayette St F	97%	1%	2%	1%	0%	0%	С	0.085	F	0.526	4800	F
132)Henry St North	City of willamsburg	0.44	4000 F	3170	170	270	1 70	U-76	U 70	U	0.000	Г	0.520	4000	Г

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		e 3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From		SR 132 Y													
132 N.Henry St	City of Williamsburg	0.16	6600	F	97%	1%	2%	1%	0%	0%	F	0.091	F	0.531	7000	F
	То:		rk County L													
	From:		L Williamsb										_			
132)	York County	0.10	6600	N	97%	1%	2%	1%	0%	0%	N	0.091	F	0.531	7000	N
$\smile$	To:	***	US 60													
122	York County	1.16	7800	F F	98%	1%	1%	1%	1%	0%	С	0.087	F	0.508	8200	F
132	Tork County				90%	1 70	1 70	1 70	1 70	0%	C	0.067	Г	0.506	0200	Г
			43 Merrimac													
Nye	From:		lonial Parkw	_							_		_			_
132)	City of Williamsburg	0.29	4800	F	98%	1%	1%	0%	0%	0%	С	0.098	F	0.611	5100	F
<u> </u>	То:	SR	132 N.Henr	y St												
	From:	73-692	2 W, Kingsv	ille Rd												
133)Kingsville Rd	Prince Edward County	1.04	2600	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.591	2600	G
	To	72 602	West of Kii	ngovillo												
133)Kingsville Rd	Prince Edward County	0.15	5000	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.555	5000	G
133 Kingsville Hu	Tox		S 15 Kingsvi		30 70	0 70		0 70	1 /0	0 70		0.000	•	0.555	3000	C
	From:	US 17 George							221	221	_		_		4=000	_
134 Hampton Hwy	York County	0.98	16000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.642	17000	G
<u> </u>	To: From:	SR 1	71 Victory	Blvd												
134) Hampton Hwy	York County	1.54	25000	F								0.094	F	0.615	NA	
	Too	00.6	00 Dia Dath	al Dal												
134)Hampton Hwy	From: York County	1.77	00 Big Bethe 22000	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.689	24000	G
134 / Hampton Hwy	Tork County		ICL Hampto		33 /6	0 /6	<u> </u>	0 /6	0 /6	0 /6		0.093	'	0.003	24000	G
	From:		rk County L													
134)Magruder Blvd	City of Hampton	0.28	19000	F	99%	0%	0%	0%	0%	0%	С	0.101	F	0.685	20000	F
104)	-							• , •		- , -	_					-
	From		mple Farm I									0.000		0.070		
Magruder Blvd	City of Hampton	0.83	25000	F								0.093	F	0.673	NA	
<u> </u>	To: From:	SR 172	Cmdr Shepa	ard Blvd			-									
134)Magruder Blvd	City of Hampton	1.46	29000	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.56	31000	F
	To	Hometon	Roads Cen	ton Diraya												
134)Magruder Blvd	Front City of Hampton	0.29	33000	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.573	35000	F
134 Iviagruder bivu	Oity of Hampton		Iardy Cash I		30 /6	1 /0	1 /0	0 /0	0 /6	0 /6		0.032	ı	0.573	33000	
	From:		ardy Cash R													
134)Ramp	City of Hampton	0.65	33000	N	98%	1%	1%	0%	0%	0%	N	0.092	F	0.573	35000	N
104)	Combined Traffic Estimates for 2 Parallel Roadwa		46000	N	98%	1%	1%	0%	0%	0%	N	NA	•	0.07.0	49000	N
	To:		to Cunningh		30%	1 70	1 70	U-70	U-70	U 7/0	IN	INA			43000	IV
	From:	Kamp	I-64	iaiii DT			-+									
134)(134)Ramp	City of Hampton (Maint: 9	9) 0.10	101		Sec	VA 13	34 for d	lirectional	traffic	volume 4	estima	ates for th	nis se	eament		
134/\134/\\	To:	,	ROM RT 13			, ,,, ,,		501.01141	0				50	9		

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

Route	Jurisdiction	Lengt	h <b>AADT</b>	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:			r Blvd												
(34) (64)	City of Hampton (Ma	aint: 99) 0.52			S	ee I-64	for direc	tional t	raffic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route	e: <b>183000</b>	G	96%	1%	1%	1%	3%	0%	F	0.079	F	0.554	187000	G
	To: From:		s, SR 134 Mer	cury Blv												
134) (64) Ramp	City of Hampton (Ma	aint: 99) 0.10			S	ee I-64	for direc	tional t	raffic vo	lume es	timate	es for this	segi	ment.		
	To:															
	From:			CURY E			I'		(('							
(64) Ramp	City of Hampton (Ma					ee I-64	for direc	tional t	rattic vo	iume es	timate	es for this	s segi	nent.		
<u> </u>	September   Substitution   Substit															
Mercury Blyd	City of Hampto	on 0.36		F	98%	0%	0%	0%	1%	0%	F	0.088	F	0 549	64000	F
134 258 (Mercury Blvd	Oity of Hampie	0.00			0070	0 70		0 /0	1 /0	0 /0	•	0.000	•	0.040	04000	
	From	- 10			2021			221	4.5.1	221		2 22 4	_		45000	
134 258 Mercury Blvd	City of Hampto	on 0.42	43000	G	98%	0%	0%	0%	1%	0%	F	0.081	F	0.555	45000	(
	To: From	SR	152 Cunningh	am Dr												
134) 258 Mercury Blvd	City of Hampto	on 0.24	49000	F	98%	0%	0%	0%	1%	0%	F	0.089	F	0.554	51000	F
	Tα	US	258; Arminste	ad Ave												
	From:												_			
134 Armistead Ave	City of Hampto	on 0.24	17000	F	97%	1%	1%	1%	0%	0%	С	0.09	F	0.502	18000	F
<u> </u>	To: From		Pine Chapel I	Rd												
134)Armistead Ave	City of Hampto	on 0.89	19000	F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.518	20000	F
	Τα		I-64; Lasalle A	Ave												
	From:										_		_			
134 Armistead Ave	City of Hampto	on 0.41	14000	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.627	15000	F
<u> </u>	To: From		Rip Rap Rd	i												
134) Armistead Ave	City of Hampto	on 0.38	12000	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.525	12000	F
	Too	CD	251 Dambrok	. Avo												
Armistead Ave	From:L City of Hampto				98%	1%	1%	0%	0%	0%	С	0.098	F	0.561	11000	F
134)/	only of Flampio	0.27			0070	1 70		0 70	070	070	Ū	0.000	•	0.001	11000	•
	From		_		2021			221	221	221			_	0.504	4.4000	
134 Armistead Ave	City of Hampto				98%	1%	1%	0%	0%	0%	N	0.098	F	0.561	11000	N
<u> </u>	10.	US 6	0 Settlers Lan	ding Rd												
	From:												_			_
Ramp	City of Hampton (Ma	aint: 99) 0.22		G								0.089	F		16000	(
<u> </u>	Τα:		I-64 West													
ast	From		np to Cunningl													
134)Ramp	City of Hampton (Ma	aint: 99) 0.10		G	95%	1%	1%	1%	3%	0%	F	0.106	В		13000	C
<u> </u>	To:		I-64 East													
	From			Enterprize	e Pkwy											
Ramp from I 64 W to SF	134 W City of Hampto			G	98%	0%	1%	0%	1%	0%	F	0.092	F		14000	C
P	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route	e: <b>46000</b>	N	98%	1%	1%	0%	0%	0%	Ν	NA			49000	Ν
	To	-	I-64 West													

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

					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	US 17 Bridge Rd											
135 College Dr	City of Suffolk	0.20 <b>23000 G</b>	98%	0%	0% 0%	1%	0%	F	0.082	F	0.52	25000	(
<u></u>	To: From	SR 164 Western Freeway											
135)College Dr	City of Suffolk	0.65 <b>22000 G</b>	98%	0%	0% 0%	1%	0%	С	0.079	F	0.505	23000	
	To: From	133-658 Towne Point Rd											
135)College Dr	City of Suffolk	0.76 <b>23000 G</b>	98%	0%	1% 0%	1%	0%	С	0.077	F	0.505	25000	
<u> </u>	To: From:	I-664											
135)College Dr	City of Suffolk	0.59 <b>8700 G</b>	98%	0%	1% 0%	1%	0%	F	0.093	F	0.633	9300	
	То:	SR 367 Tidewater Community Co	ollege										
orth	From:	SR 135 N, College Dr											
Ramp	City of Suffolk (Maint: 61)	0.37 <b>4300 G</b>							0.1	F		4300	
<u> </u>	To:	I-664 West											
lorth	From:	SR 135 N, College Dr											
Ramp	City of Suffolk (Maint: 61)	0.12 <b>4600 G</b>							0.141	F		4600	
	10.	I-664 East											
outh	From:	SR 135 S, College Dr							0.444	_		4.400	
35 Ramp	City of Suffolk (Maint: 61)	0.16 <b>1400 G</b> I-664 West							0.114	F		1400	
	rl												
outh 135)Ramp	City of Suffolk (Maint: 61)	SR 135 S, College Dr 0.40 <b>2500 G</b>							0.146	F		2500	
135) (1411)	Tax	I-664 East							0.140	'		2300	
	From	WCL Alberta											
Second Ave	Town of Alberta (Maint: 12)	1.17 <b>410 F</b>	93%	1%	2% 0%	4%	0%	С	0.132	F	0.571	400	
30)	To:	US 1 Alberta											
	From:	SR 40 N. Broad St; Main St											
137)(138)	Town of Kenbridge (Maint: 55)	1.13 <b>4300 F</b>	89%	1%	1% 2%	7%	0%	F	0.102	F	0.555	4200	
	To:	ECL Kenbridge											
137)(138)	Lunenburg County	0.74 <b>4300 N</b>	89%	1%	1% 2%	7%	0%	Ν	0.102	F	0.555	4200	
1007	To	55-601 Fletcher Chapel Rd											
137)(138)	Lunenburg County	1.93 <b>3800 F</b>	89%	1%	1% 2%	7%	0%	F	0.1	F	0.516	3700	
137) (136)	To To			. , •		. , ,	0,70	•	0	•	0.0.0	0.00	
137)South Hill Rd	Lunenburg County	SR 138 Lafoons Corner 4.67 <b>900 F</b>	89%	1%	1% 2%	7%	0%	С	0.114	F	0.543	870	
37/3041111111114	To:	Brunswick County Line	03 /6	1 /0	1/6 2/6	1 /0	0 /6	O	0.114	'	0.545	070	
	From:	Lunenburg County Line											
137)	Brunswick County	3.56 <b>710 F</b>	86%	1%	<u>1%</u> 1%	11%	0%	С	0.092	F	0.6	690	
<u> </u>	To:	SR 46 Danieltown											
	From	US 1 Mecklenburg Ave											
Union Mill Rd	Town of South Hill	0.38 <b>4000 F</b>	94%	1%	1% 1%	4%	0%	F	0.098	F	0.57	3900	
<u> </u>	To: From	NCL South Hill											
138)Union Mill Rd	Mecklenburg County	2.89 <b>3400 F</b>	94%	1%	1% 1%	4%	0%	С	0.106	F	0.557	3400	
$\smile$	То:	Lunenburg County Line											

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

Doube	1, 10 - 12	لنسما	4457	04 47	D		Trı	ıck		00	K	01/	Dir	A A \ A \ D T	· 01
Route	Jurisdiction	Length	AADT	QA 4T	ire B	us 2Ax	le 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
O LUI DA	From		nburg County		10/ 1	0/ 10	, do,	40/	00/	0	0.404	_	0.544	0000	_
138 S Hill Rd	Lunenburg County	9.83	2900	<b>F</b> 94	1% 1	% 1%	6 1%	4%	0%	С	0.101	F	0.511	2800	F
	T <sub>C</sub> . From		7 Lafoons Co			-									
(138/(137)	Lunenburg County	1.93	3800	<b>F</b> 89	9% 1	% 1%	6 2%	7%	0%	F	0.1	F	0.516	3700	F
	To: From:		55-601			-									
(138)(137)	Lunenburg County	0.74	4300	<b>N</b> 89	9% 1	% 1%	6 2%	7%	0%	N	0.102	F	0.555	4200	١
<u> </u>	To: From	С	L Kenbridge			-									
(138)(137)	Town of Kenbridge (Maint: 55)	1.13	4300	<b>F</b> 89	9% 1	% 1%	6 2%	7%	0%	F	0.102	F	0.555	4200	F
	To:		SR 40												
	From:	40-	610 CL Jarrat	tt											
139 Allen Rd	Town of Jarratt (Maint: 40)	0.76	1300		3% 1	% 1%	6 1%	4%	0%	С	0.104	F	0.540	1300	C
$\overline{}$	To:		ex County Li												
(139) Jarratt Ave	Town of Jarratt (Maint: 91)	0.23	ville County 1	G 95	50/_ 1	% 1%	6 1%	3%	0%	С	0.09	F	0.505	2000	
139 Janati Ave	Town of Janatt (Maint. 91)				)/6 I	/0 1/	0 1/0	J /6	0 /6	O	0.03	'	0.303	2000	•
	From		ientz Rd; Hali					4.5.1	221	_		_		4000	
139 Jarratt Ave	Town of Jarratt (Maint: 91)	0.49	1900	<b>G</b> 94	1% 1	% 1%	6 1%	4%	0%	С	0.097	F	0.614	1900	(
	100		S 301 Jarratt												
Janaahara Dd	Taura of Alain adam		CL Abingdon		10/ 0	10/	/ 10/	40/	00/	_	0.001	_	0.550	00000	
140 Jonesboro Rd	Town of Abingdon	0.38	19000 S 11 Main St	<b>F</b> 94	1% 0	1%	6 1%	4%	0%	С	0.091	F	0.556	20000	F
	rl														
(141) George Washington Hwy	City of Portsmouth	0.36	7 Frederick B	F 98	20/ 1	% 1%	/ <b>n</b> e/	0%	0%	F	0.089	F	0.671	20000	F
141 George Washington Hwy	City of Portsmouth	0.30	19000	Г 90	070 I	70 17	6 0%	U 70	076	Г	0.069	Г	0.671	20000	r
	From		337 Elm Ave					221	221	_		_		40000	
141 George Washington Hwy	City of Portsmouth	0.48	15000	<b>F</b> 98	3% 1	% 1%	6 0%	0%	0%	F	0.092	F	0.706	16000	F
	To: From:	Por	tsmouth Blvd			-									
141 Effingham St	City of Portsmouth	0.76	25000	<b>F</b> 98	3% 1	% 1%	6 0%	0%	0%	F	0.087	F	0.691	27000	F
<u> </u>	Too From:		I-264			1									
(141)Effingham St	City of Portsmouth	0.18	22000	<b>F</b> 98	3% 1	% 1%	6 0%	0%	0%	F	0.073	F	0.526	24000	F
$\smile$	Too		South St												
141 Effingham St	City of Portsmouth	0.25	25000	<b>G</b> 98	3% 0	1%	6 0%	0%	0%	F	0.07	F	0.568	27000	
141)	To		High St												
141)Effingham St	City of Portsmouth	0.06	20000	<b>G</b> 98	3% 0	)% 1%	6 0%	0%	0%	F	0.071	F	0.641	21000	(
141) 2g	To:		ondon Blvd	<u> </u>	7,0 0	1	0 070	0 70	070	•	0.071	•	0.011	21000	`
	From:		ffingham St												
141)London Blvd	City of Portsmouth	0.33	19000	<b>G</b> 98	3% 0	1%	6 0%	0%	0%	F	0.080	F	0.64	20000	(
$\smile$	Toc		Elm Ave			1									
141 London Blvd	City of Portsmouth	0.83	25000	<b>G</b> 98	3% 0	1%	6 0%	0%	0%	С	0.087	F	0.692	26000	(
	To		King Freewa												
	From	SR 14	41 Effingham	St		I									
(141)Ramp	Norfolk Maintenance Area	0.15	12000	F							0.108	F		12000	F
• •	Tox		I-264 East												

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

Route	Jurisdiction	Longth A4	ADT OA	4Tire	Ruc		Tru	ıck		00	K	QK	Dir	AAWDT	OV
Route	Jurisdiction	Length AA	ADI QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷
lorth	From:		Effingham St								0.405	_		0500	_
Ramp	City of Portsmouth (Maint: 64)		100 F 4 West								0.135	F		6500	F
	Front														
South 141)Ramp	City of Portsmouth (Maint: 64)		Effingham St 300 F								0.143	F		3500	F
141) (141)	To:		4 West			1					0.140	•		0000	
	From:		ton Plank Rd												
142)Simpson Rd	Dinwiddie County		700 G	97%	0%	0%	1%	2%	0%	С	0.102	F	0.56	2900	C
142)	Tα		etersburg												
142)Boydton Plank Rd	From: City of Petersburg		000 G	97%	0%	0%	1%	1%	0%	F	0.106	F	0.506	3200	(
142)==,========	Tree						.,,	.,.		•		-			
142)Boydton Plank Rd	City of Petersburg		ouy Rd <b>800 G</b>	97%	0%	0%	1%	1%	0%	С	0.105	F	0.562	3000	(
142) 20 your 1 10 111 110	and the state of t				0 70		1,0	1 /0	0,0	Ū	0.100	•	0.002	0000	•
142)Halifax Rd	City of Petersburg		Halifax Rd 500 N	98%	1%	0%	0%	0%	0%	N	0.087	F	0.534	5800	1
142) Halliax Nu	Oity of Fetersburg		X RR	30 /0	1 /0	0 /0	0 /6	0 /6	0 /6	IN	0.007	'	0.554	3600	,
	From:		Iercury Blvd			<u> </u>									
143)Ingalls Rd	City of Hampton (Maint: US )		400 F	98%	0%	1%	0%	0%	0%	С	0.088	F	0.517	2600	
143) 9	To:							• , •							
143)Mellen St	City of Hampton		Maintenance 400 F	98%	0%	1%	0%	0%	0%	С	0.088	F	0.517	2600	
143)	any or mampion				0 70		0,0	070	0,0	Ū	0.000	•	0.017	2000	
143 County St	City of Hampton		Mallory St <b>600 F</b>	98%	1%	1%	0%	0%	0%	С	0.108	F	0.727	4900	
143 County St	City of Hampton		-64	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.100	'	0.727	4300	
	From:		ler St												
143) 60 Settlers Landing Rd	City of Hampton	0.67 <b>16</b>	6000 F	97%	1%	1%	0%	0%	0%	F	0.082	F	0.645	17000	
	To:	Eat	ton St												
143) 60 Settlers Landing Rd	City of Hampton	0.46 <b>12</b>	000 F	97%	1%	1%	0%	0%	0%	F	0.089	F	0.612	13000	
	Tα	SR 134 Ar	mistead Ave			<u> </u>									
143) 60 Settlers Landing Rd	City of Hampton		000 F	97%	1%	1%	0%	0%	0%	С	0.087	F	0.585	15000	ı
	Тα		ghtan Rd												
( ) Kanaunhtan Dd	From		Landing Rd	000/	10/	10/	00/	00/	00/	_	0.000	_	0.51	10000	
143) 60) Kecoughtan Rd	City of Hampton	0.26 <b>9</b> 8	800 F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.51	10000	
	To: From:		coughtan Rd							_					
143) Victoria Blvd	City of Hampton	0.54 <b>3</b> 0	000 F	98%	1%	1%	0%	0%	0%	F	0.105	F	0.64	3200	I
	To: From:		lle Ave												
143 Victoria Blvd	City of Hampton	1.25 <b>5</b> 8	800 F	98%	1%	1%	0%	0%	0%	F	0.103	F	0.558	6200	ı
<u> </u>	To: From:	Powhat	tan Pkwy												
143)Victoria Blvd	City of Hampton	1.15 <b>5</b> 0	000 F	98%	1%	1%	0%	0%	0%	С	0.096	F	0.585	5400	ı
$\smile$	To	ECL New	vport News												

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

<b>.</b>					4	_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From		VCL Hampt		2221			221	0-1	221	_		_			
43)27th St	City of Newport		6700	F	98%	1%	1%	0%	0%	0%	F	0.111	F	0.565	7200	F
	Combined Traffic Estimates for Parallel											NA			NA	
	To:		143 Par, 28													
OOH C	City of November		143 Par, 27		000/	10/	20/	00/	00/	00/	_	0.100	_		1000	
143)28th St	City of Newport		1800	F	96%	1%	3%	0%	0%	0%	-	0.162	F		1900	ı
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4100	F	97%	1%	1%	0%	0%	0%	F	0.123	F	0.581	4300	I
	Too From:		Chestnut Av	'e												
143)28th St	City of Newport	News 0.90	1900	F	96%	1%	3%	0%	0%	0%	С	0.155	F	0.669	2000	ı
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4300	F	97%	1%	2%	0%	0%	0%	С	0.115	F	0.600	4500	F
	r_l															
	From:		143 Par, 27		000/	40/	10/	40/	00/	00/	_	0.404	_	0.540	40000	
Jefferson Ave	City of Newport	News 0.33	9500	F	96%	1%	1%	1%	0%	0%	С	0.101	F	0.519	10000	ı
<u> </u>	To: From:		I-664													
143 Jefferson Ave	City of Newport	News 0.61	23000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.54	24000	F
<i>9</i>	To		50th St													
Jefferson Ave	Front: City of Newport	News 1.89	25000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.557	27000	
43 Jenerson Ave	City of Newport		258 Mercury		30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.007	'	0.557	27000	
	From:		Mercury Bly													
43) (17) Jefferson Ave	City of Newport		41000	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.566	44000	
143) (17) 30.101017110	-1				0.70	0,0	.,,	. , ,	. , 0	0 / 0	•	0.000	•	0.000		
	From		R 152 Main										_			
43) (17) Jefferson Ave	City of Newport	News 1.69	47000	F								0.087	F	0.582	NA	
<u> </u>	Too	SR30	)6 Harpersvi	lle Rd												
143) (17) Jefferson Ave	City of Newport		50000	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.513	55000	ı
	Τα:	JC	lyde Morris	Blvd												
	From:	US 17;	J Clyde Mo	rris Blvc	1											
143 Jefferson Ave	City of Newport	News 1.11	48000	F	98%	1%	1%	0%	0%	0%	F	0.082	F	0.519	51000	F
$\mathcal{L}$	To:	Mic	ldle Ground	Blvd												
143 Jefferson Ave	City of Newport		49000	F	98%	1%	1%	0%	0%	0%	F	0.081	F	0.55	53000	F
143) • • • • • • • • • • • • • • • • • • •					0070	. , 0	. , ,	0,0	0 / 0	0 / 0	•	0.00	•	0.00	00000	
	From		71 Oyster Po					4					_			
	City of Newport	News 0.73	52000	F	98%	1%	1%	0%	0%	0%	F	0.082	F	0.52	56000	ı
Jefferson Ave	- 7 - 1															
<u> </u>	Too From		I-64													
<u> </u>	Too From City of Newport	News 1.13	I-64 <b>80000</b>	F	98%	1%	1%	0%	0%	0%	F	0.08	F	0.544	85000	
<u> </u>	To: From:	News 1.13	80000		98%	1%	1%	0%	0%	0%	F	80.0	F	0.544	85000	
43) Jefferson Ave	City of Newport		80000 Bland Blvd	l												
43) Jefferson Ave	To: From:		80000		98%	1%	1%	0%	0%	0%	F F	0.08	F	0.544	85000 57000	
Jefferson Ave  Jefferson Ave  Jefferson Ave	City of Newport  City of Newport  City of Newport  City of Newport	News 0.86	80000 Bland Blvd	F	98%	1%										
Jefferson Ave  Jefferson Ave	City of Newport	News 0.86	80000 Bland Blvd 54000	F												
Jefferson Ave  Jefferson Ave	City of Newport  City of Newport  City of Newport  City of Newport	News 0.86  SR 1 News 0.84	80000 Bland Blvd 54000 173 Denbigh 32000	F Blvd	98%	1%	1%	0%	0%	0%	F	0.078	F	0.544	57000	ı
Jefferson Ave	City of Newport  City of Newport  City of Newport  City of Newport	News 0.86  SR 1  News 0.84	80000  Bland Blvd 54000  73 Denbigh	F Blvd	98%	1%	1%	0%	0%	0%	F	0.078	F	0.544	57000	F

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

					Tru	ck			K		Dir		
Jurisdiction	Length AADT C	A 4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۷
From			00/		00/	00/	00/	_	0.400	_	0.500	10000	_
City of Newport News	2.55 <b>9400</b>	F 9/%	0%	1%	2%	0%	0%	C	0.103	F	0.526	10000	F
Too From:	Yorktown Rd		221	$\rightarrow$			221					10000	_
City of Newport News			0%	1%	2%	0%	0%	F	0.099	F	0.568	13000	F
From:													
James City County			0%	1%	2%	0%	0%	F	0.11	F	0.687	10000	F
To:	York County Line												
From	<u> </u>												
York County			0%	1%	2%	0%	0%	F	0.096	F	0.567	15000	F
To: From		ine											
James City County		<b>F</b> 97%	0%	1%	2%	0%	0%	F	0.091	F	0.529	17000	F
To:			0 70		270	0 / 0	070	·	0.001	•	0.020	17000	
From		ine											
York County	0.76 <b>6800</b>	<b>F</b> 97%	0%	1%	2%	0%	0%	F	0.137	F	0.696	7200	F
To	ECL Williamsburg												
City of Williamsburg			0%	1%	0%	0%	0%	С	0.093	F	0.533	6600	F
Tec	SD 5 Conital Landing	Dd											
			0%	1%	0%	0%	0%	С	0.090	F	0.505	9200	
To:			0 70	Ť	0 70	0 / 0	070	Ū	0.000	•	0.000	0200	
From													
York County	0.22 <b>9400</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.091	F	0.542	9700	(
To	SR 132												
York County		<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.093	F	0.655	16000	-
To:	1.64												
		F 98%	1%	1%	0%	0%	0%	С	0.160	F	0.916	3300	F
To:			170	Ť	0 70	0 / 0	070	Ū	0.100	•	0.010	0000	•
From	• •												
City of Newport News (Maint: 9									0.117	F		5500	(
To:	I-664 East	-							• • • • • • • • • • • • • • • • • • • •	•			
From	SR 143 TO I-64 We	et											
City of Newport News (Maint: 9									0.1	F		5500	(
To:	-		3										
From:	SR 143 TO L-64 WES	ST											
City of Newport News (Maint: 9									0.121	F		3200	(
To:													
From	SR 143 TO I-64 EAS	ST											
City of Newport News (Maint: 9	SR 143 TO I-64 EAS 99) 0.25 <b>2300</b>								0.112	F		2300	(
City of Newport News (Maint: S		G	E	<u> </u>					0.112	F		2300	(
City of Newport News (Maint: §	99) 0.25 <b>2300</b> I-64-E FROM RT 14300- JEFFER	<b>G</b> SON AVENU	Е						0.112	F		2300	(
City of Newport News (Maint: S	99) 0.25 <b>2300</b> I-64-E FROM RT 14300- JEFFER SR 143 Merrimac Tr	<b>G</b> SON AVENU	E						0.112	F		2300	F
	City of Newport News    Total Prome	City of Newport News   2.55   9400	SR 105 Ft Eustis Blvd   City of Newport News   2.55   9400   F   97%	City of Newport News   2.55   9400   F   97%   0%	City of Newport News	Second   S	Length AADT QA 4 Tire Bus   2Axle 3+Axle 1Trail	SR 105 Ft Eustis Blvd	Second   Control   Contr	Section	SR 105 Ft Eustis Bitvd   SR 105 Ft Eustis Bi	SR 105 F Eustis Bivd   SR 105 F Eustis Bivd	Second Color   Seco

4/15/2020

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

Route	Jurisdiction	n Leng	th <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	Fron:		143 N, Jeffer					017.000						. 40101		
143 Ramp	City of Newport News	s (Maint: 99) 0.13		G								0.1	F		3000	G
<u> </u>	Tα		I-64 East													
North	From:		143 TO I-64										_			_
(143)Ramp	City of Newport News			G		***						0.085	F		5700	G
<u> </u>	Ια	I-64-W FROM R			ERSON AV	/E										
North	From:		R 143 Merrim									0.400	_		0400	_
143 Ramp	York Count	ty 0.1		G								0.106	F		3100	G
			I-64 Wes													
South	From:		R 143 TO I-64									0.000	F		17000	_
143 Ramp	City of Newport News $_{\scriptscriptstyle \mathrm{To}}$	I-64-E FROM R			DCON AN	т						0.090	г		17000	G
	-				KSON AV	E										
South	City of Newport News		143 S, Jeffer 3 <b>2400</b>									0.083	F		2400	G
143 Ramp	City of Newport News	s (Maint. 99) 0.1.	I-64 Wes	G								0.063	Г		2400	G
South	York Count		3300 3300	ac Trail <b>F</b>								0.000	F		2200	F
143 Ramp	Tα.	ty 0.2	I-64 Wes				_					0.098	Г		3200	Г
	E						1									
27th St	City of Newport	News 0.4	SR 143; 28t	h St <b>F</b>	98%	1%	1%	0%	0%	0%	С	0.097	F		2500	F
143 27th St	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%	0%	0%	0%	F	0.037	r F	0.582	4300	F
	Combined Trainc Estimates for 2 Paraller	noadways on this nou			9770	1 70	1 70	0%	076	0%	Г	0.123	Г	0.362	4300	Г
	To: From:		Chestnut A		2221			221		221		2 4 4 5			0500	
143)27th St	City of Newport			F	98%	1%	1%	0%	0%	0%	С	0.115	F	0.643	2500	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout		F	97%	1%	2%	0%	0%	0%	С	0.115	F	0.600	4500	F
	ron: Fronx		Jefferson A 27th St	ve			-									
143 Jefferson Ave	City of Newport	News 0.0		N	98%	1%	1%	0%	0%	0%	N	0.115	F	0.643	2500	Ν
130	Combined Traffic Estimates for Parallel I											NA			NA	
	Tα:		SR 143; 28t	h St												
	From:	S	R 36 Oaklaw	n Blvd												
144 Temple Ave	Prince George (				99%	0%	0%	0%	0%	0%	F	0.096	Α	0.583	31000	G
144)	Tro!															
144)Temple Ave	Prince George (		-645 Puddled 9 <b>35000</b>		99%	0%	0%	0%	0%	0%	С	0.096	Α	0.583	36000	Α
144) Temple Ave	Tα		esterfield Cou		33 76	0 70		0 70	0 70	0 70	O	0.000	^	0.505	00000	
	Fronx		ce George Co	_	;											
144)Temple Ave	Chesterfield Co	ounty 0.19	9 <b>35000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.096	Α	0.583	36000	Α
$\bigcirc$	Tα	F	CL Colonial I	- Heights												
144 Temple Ave	From L City of Colonial H				99%	0%	0%	0%	0%	0%	F	0.085	F	0.584	31000	G
	To.	<b>3 3</b>														_
	City of Colonial I	Heights 0.3	Conduit R 7 <b>33000</b>		99%	0%	0%	0%	0%	0%	F	0.089	F	0.54	34000	G
144 Temple Ave	('ity of ('olonial L								110/-	110/-	-					

# 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:	I-95													
144 Temple Ave	City of Colonial Heights	0.50 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.548	27000	G
	To: From:	US 1 Boulev	ard												
144 (1) (301) Boulevard	City of Colonial Heights	0.74 <b>22000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.519	24000	G
	To: From	Lakeview A	ve			<u> </u>									
144) (1) (301) Boulevard	City of Colonial Heights	0.17 <b>24000</b>	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.517	NA	
	To: From:	Ellerslie Av	/e			_									
144) (1) (301) Boulevard	City of Colonial Heights	0.19 <b>30000</b>	F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.501	NA	
$\bigcirc$ $\bigcirc$ $\bigcirc$	Τα	Sherwood A	ve			<u> </u>									
144) (1) (301) Boulevard	City of Colonial Heights	0.62 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	27000	G
	To	NCL Colonial H	leights.												
144) 1 301 Jefferson Davis Hwy	Chesterfield County	0.22 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.56	27000	G
	Τα	US 1 Jefferson Da	via Hva												
144)Harrowgate Rd	Chesterfield County	1.44 <b>10000</b>	G G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.547	11000	G
144)	T-				1.70		0 70	0 70	0 70	Ŭ	0.000	•	0.017	11000	ŭ
(144)Harrowgate Rd	Chesterfield County	20-1136 Norti 2.24 <b>9300</b>	h St G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.552	9900	G
144 Harrowgate Nu	Chesterned County			31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.034	1	0.552	3300	G
Llawayyata Dd	Charterfield County	20-619 Happy F		000/	10/	10/	00/	00/	00/		0.002		0.500	10000	
144 Harrowgate Rd	Chesterfield County	1.76 <b>11000</b>	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.582	12000	G
	From	SR 10 West Inter			221				221					.=	
144 10 Hundred Rd	Chesterfield County	0.25 <b>34000</b>	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.554	37000	G
	To: From	SR 10 EAST INTER													
144 Chester Rd	Chesterfield County	1.77 <b>12000</b>	G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.629	13000	G
<u> </u>	10:	SR 145 Central	ia Rd												
□ B <sub>2</sub> and	From:	SR 144 Temple		070/	00/	10/	40/	40/	00/	0	0.004	_	0.054	44000	_
144 Ramp	City of Colonial Heights (Maint: 20)	0.15 <b>10000</b> Ramp Spli	G	97%	0%	1%	1%	1%	0%	С	0.081	F	0.654	11000	G
	From:	SR 144 Ramp to I-		1											
(144)Ramp	City of Colonial Heights (Maint: 20)	0.27 6600	G	98%	0%	0%	1%	1%	0%	С	0.086	F		7100	G
$\bigcirc$	To:	I-95 South	1												
	From:	SR 144 Ramp to I-	95 South	1											
(144)Ramp	City of Colonial Heights (Maint: 20)	0.38 <b>3900</b>	G	97%	0%	1%	1%	1%	0%	С	0.115	F		4200	G
	To:	I-95 North	1												
	From:	SR 10 Iron Brid	_												
145 Centralia Rd	Chesterfield County	2.81 <b>9400</b>	G	98%	1%	1%	0%	0%	0%	С	0.103	F	0.502	10000	G
<u>~</u>	To: From:	SR 144 Cheste	r Rd												
(145) Chester Rd	Chesterfield County	0.46 <b>25000</b>	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.502	27000	G
$\overline{}$	To: From	SR 288													
(145) Chester Rd	Chesterfield County	1.91 <b>6600</b>	G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.81	7100	G
$\smile$	Tα·	US 1, US 301 Jefferson	n Davis l	Hwy											

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

				4.77	,		Tru	ck		-00	K	01/	Dir	A A14/DT	- 0
Jurisdiction	Length	AADT (	QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
From				2221	221		2-1	221	221	_	2.422	_		0=000	
City of Richmond (Maint: 43	,			98%	0%	0%	0%	0%	0%	F	0.109	F	0./14	3/000	I
rl															
City of Richmond (Maint: 20			EWOO	DAVE							ΝΔ			ΝΔ	
the state of the s			R 146/	RAMP FI	ROM						INA			INA	
From:					101/1										
Chesterfield County				99%	0%	0%	0%	0%	0%	F	0.089	F	0.505	38000	(
To							- 7-		- , -						
Chesterfield County				99%	0%	0%	0%	0%	0%	C	0.095	F	0.553	41000	(
onesternoid county				0070	0 70	070	070	0 70	0 70	Ü	0.000	•	0.000	41000	•
Charterfield County				000/	00/	00/	09/	00/	00/		0.005		U E00	41000	
Chesterned County	0.59	37000	G	9970	0%	0%	0%	076	0%	Г	0.095	Г	0.566	41000	
City of Disharana				000/	00/		00/	00/	00/		0.005		0.500	44000	
City of Richmond	0.10	37000	N	99%	0%	0%	0%	0%	0%	IN	0.095	F	0.588	41000	
To: From:															
City of Richmond	1.24	26000	G	99%	0%	0%	0%	0%	0%	С	0.1	F	0.586	28000	•
To: From:	NO	CL Richmond													
Chesterfield County	0.38	26000	N	99%	0%	0%	0%	0%	0%	Ν	0.1	F	0.586	28000	
To: From:	Huguen	ot Memorial B	ridge												
Henrico County	0.45	27000	F	99%	0%	0%	0%	0%	0%	С	0.098	F	0.592	28000	
Tos	43-	7506 River Rd	1			<u> </u>									
Henrico County	0.02		N	99%	0%	0%	0%	0%	0%	Ν	0.081	F	0.525	28000	ı
To	W	CL Richmond													
City of Richmond	0.68		G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.525	28000	(
To	TI	raa Chant Pd													
City of Richmond		-		99%	0%	0%	0%	0%	0%	F	0.08	F	0.559	23000	(
T.							0,0	0,0	0 / 0	•	0.00	•	0.000		
City of Richmond			G	QQ%	Nº/-	0%	O°/-	Nº/-	<b>0</b> %		0.083	F	0.500	18000	(
Oity of Flictimona				33 /6	0 76	0 /6	0 /6	0 /6	0 /6	O	0.003	'	0.503	10000	`
City of Dish as and				000/	00/	00/	00/	00/	00/		0.000		0.540	16000	
City of Alchmond	0.83	10000	G	99%	0%	0%	0%	υ%	υ%	г	0.082	г	0.549	16000	•
To: From:		<u> </u>		20				26:	0.00						
,										-					(
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	17000	G	97%	1%	1%	0%	0%	0%	F	0.078	F	0.507	19000	(
Too From:															
•	1.59		G	98%	1%	1%	0%	0%	0%	С	0.085	F		11000	(
Combined Traffic Estimates for 2 Parallel Roadway	and the Decision	00000	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.761	24000	(
	City of Richmond (Maint: 20  Tot IS-  From Chesterfield County  Chesterfield County  Chesterfield County  Tot From Chesterfield County  Chesterfield County  Tot From Chesterfield County  Tot Chesterfield Co	City of Richmond (Maint: 43)   0.86     Tro	City of Richmond (Maint: 43)   0.86   31000	SR 76 Powhite Pkwy	SR 76 Powhite Pkwy   City of Richmond (Maint: 43)   0.86   31000   F   98%     SR 195 Downtown Expwy   SR 195 Downtown Expwy	City of Richmond (Maint: 43)   0.86   31000   F   98%   0%	Substitution	Surface   Surf	Second   Company   Compa	SR 76 Powhite Plays	Clay of Richmond (Maint: 43)   0.86   31000   F   98%   0%   0%   0%   0%   0%   0%   0%	Section   Company   Comp	City of Richmond (Maint: 43)   0.86   3100   F   89%   0 %   0 %   0 %   0 %   F   0.109   F	Second   Company   Compa	Second Company   Seco

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

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	US 1; U	JS 301 Belv	idere St												
147 Cary St	City of Richm	nond 0.81	6800	G	99%	0%	0%	0%	0%	0%	F	0.132	F		7300	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	99%	1%	0%	0%	0%	0%	F	0.088	F	0.692	18000	
	Tα	Ţ	JS 60, 9th S	t												
	From:	SF	R 147 Cary	St												
147)Ramp	City of Richmond (	Maint: 43) 0.09	5300	G								0.184	F		5300	
$\smile$	To:		I-195 South													
	From:		Cary St													
Thompson St	City of Richm	nond 0.07	13000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.818	14000	
P)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	99%	1%	0%	0%	0%	0%	F	NA			24000	
	To:		Ellwood Ave	)												
	From:		Thompson S		2221	221		221		0-1	_		_		0.400	
147 Ellwood Ave	City of Richm		8800	G	96%	2%	1%	0%	0%	0%	С	0.091	F		9400	
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	0%	0%	0%	F	0.078	F	0.507	19000	
	To: From:		161 Boulev	ard												
147)Main St	City of Richm	nond 1.56	11000	G	98%	1%	1%	0%	0%	0%	С	0.099	F		12000	
P)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.760	24000	
	To:	IIS 1 II	S 301 Belvi	dere St												
147) Main St	City of Richm		9600	G	98%	1%	1%	0%	0%	0%	F	0.103	F		10000	
137	Combined Traffic Estimates for 2 Parallel			G	99%	1%	0%	0%	0%	0%	F	0.088	F	0.692	18000	
	To:		S 60 P, 8th		0070	1 /0		0 / 0	0 /0	0 70		0.000	•	0.002	10000	
	Fronx		I-77													
148 Chances Creek Rd	Carroll Cou	ntv 0.87	3200	G	94%	1%	1%	1%	3%	0%	С	0.106	F	0.630	3400	
148 Grandes Greek Ha	To:		ancy Gap H		0 1 70	1 /0	170	1 /0	0 /0	070	J	0.100	•	0.000	0400	
	From:		R 148; 17-77													
148)Ramp	Carroll Cou		840	G G								0.085	F		840	
148/1141119	To:		I-77 South				1					0.000	•		040	
	From:		Chances Cı	1 D 1												
148)Ramp	Carroll Cou	5K 140	1900	G G								0.089	F		1900	
148/1141119	Tax		I-77 North	G			1					0.000	'		1300	
	From:			D 1			<u>l</u>									
149)Princess Anne Rd	City of Virginia		55; N Landii 11000	ig Ka <b>G</b>	97%	1%	1%	1%	0%	0%	С	0.098	F	0.576	12000	
149 Fillicess Allile Ru	City of Virginia		ncess Anne		31 /6	1 /0	1 /0	1 /0	0 /0	0 /6	C	0.030	'	0.570	12000	
	E.m.			Ku												
Chinnonham Blaus	Henrico Cou		Parham Rd 38000	F	98%	0%	1%	0%	1%	0%	F	0.108	F	0.533	41000	
Chippenham Pkwy	Herinco Cot	inty 1.25	30000	Г	90%	0%	1 70	076	1 70	0%	Г	0.106	Г	0.555	41000	
	To: From:		CL Richmon													
150 Willey Bridge	City of Richm	nond 1.51	46000	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.62	50000	
$\smile$	To:	SR 1	47 Hugueno	t Rd												
150)Chippenham Pkwy	City of Richm		47000	G	98%	0%	1%	0%	1%	0%	F	0.103	F	0.53	51000	
,	Tor		orest Hill Av													

# 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
	Front	Forest Hill Ave									_			
Chippenham Pkwy	City of Richmond	0.46 <b>58000 G</b>	98%	0%	1%	0%	1%	0%	F	0.1	F	0.503	63000	G
	To: From:	ECL Richmond												
Chippenham Pkwy	Chesterfield County	0.50 <b>58000 G</b>	98%	0%	1%	0%	1%	0%	F	0.1	F	0.503	63000	C
<u> </u>	T <sub>O</sub> . From	SR 76 Powhite Pkwy												
150)Chippenham Pkwy	Chesterfield County	0.52 <b>73000 G</b>	98%	0%	1%	0%	1%	0%	F	0.099	F	0.681	79000	(
$\mathcal{L}$	Tæ	20-686 Jahnke Rd												
150 Chippenham Pkwy	Chesterfield County	1.07 <b>77000 G</b>	98%	0%	1%	0%	1%	0%	F	0.104	F	0.686	83000	(
,	To	US 60 Midlothian Trnpk												
Chippenham Pkwy	Chesterfield County	1.67 <b>82000</b> G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.625	89000	(
150) Gripperinain Fikwy	onesterned county		0070	0 70	170	0 /0	1 /0	0 70	•	0.000	•	0.020	00000	`
Chiananham Bluur	Charterfield County	US 360 Hull Street Rd	98%	00/	10/	00/	10/	00/	F	0.000	F	0.570	01000	
Chippenham Pkwy	Chesterfield County	2.59 <b>84000 G</b>	98%	0%	1%	0%	1%	0%	г	0.092	г	0.572	91000	(
	To: From:	SR 10 Iron Bridge Rd												
Chippenham Pkwy	Chesterfield County	0.94 <b>76000 G</b>	98%	0%	1%	0%	1%	0%	F	0.092	F	0.509	82000	(
<u></u>	Te: From	20-637 Hopkins Rd												
50 Chippenham Pkwy	Chesterfield County	1.97 <b>67000 A</b>	98%	0%	1%	0%	1%	0%	С	0.102	Α	0.588	72000	1
<u> </u>	Τα	US 1 Jefferson Davis Hw	V											
50)Chippenham Pkwy	Chesterfield County	0.33 <b>67000 G</b>	98%	0%	1%	0%	1%	0%	F	0.093	F	0.575	72000	(
,	To:	I-95												
	From:	SR 150 E, Chippenham Pk	wy											
Ramp	Chesterfield County	0.34 <b>29000 G</b>								0.095	F	0.602	31000	(
<u></u>	To: From	SR 150 East Exit 15A Ramp to I-	95 South											
<sub>150</sub> )Ramp	Chesterfield County	0.68 <b>14000 G</b>								0.121	F		15000	(
<u> </u>	То:	I-95 North												
East	From:	SR 150 Ramp												
Ramp	Chesterfield County	0.21 <b>15000 G</b>	98%	0%	1%	0%	1%	0%	F	0.108	F		16000	(
$\mathcal{L}$	To:	SR 895 West Exit A Ram												
East	Charterfield County	SR 895 W Exit A Ramp	98%	00/	10/	00/	10/	00/	F	0.110	F		10000	(
50 Ramp	Chesterfield County	0.02 <b>17000 G</b> I-95 South	96%	0%	1%	0%	1%	0%	Г	0.113	Г		18000	,
	F													
Pomp	Charterfield County	SR 150 W, SR 895 W 0.55 <b>28000 G</b>	98%	0%	10/	00/	10/	00/	_	0.100	F	0.540	20000	,
Ramp	Chesterfield County	0.55 <b>28000 G</b>	98%	0%	1%	0%	1%	0%	F	0.103	г	0.548	30000	(
	To: From:	I-95 North Exit 67B Ram												
Ramp	Chesterfield County	0.24 <b>13000 G</b>	98%	0%	1%	0%	1%	0%	F	0.113	F		14000	(
<u> </u>	To:	I-95 South												
	From	US 29 N Amherst Hwy				_							-	
151) Patrick Henry Hwy	Amherst County	6.34 <b>2700 F</b>	94%	1%	2%	3%	2%	0%	С	0.092	F	0.573	2500	F
$\smile$	To:	Nelson County Line												
151)	Nelson County	Amherst County Line 1.46 2000 G	94%	0%	1%	2%	2%	0%	С	0.095	F	0.506	1900	(
	INPISON COUNTY	140 2000 (š			1 4/2	1-10	/ 1/2	U7/0	١,	บบหา		บาบท	1 4000	

4/15/2020

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

			i interstate Ro				т	.al.			I/		D:-		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q\
	From	SR 151 V N	North of Piney Ri	/er		ZAXIE	3+Axie	HHall	ZIIali		Factor		Facioi		
151	Nelson County	0.21	1800 G	94%	1%	2%	2%	2%	0%	F	0.103	F	0.503	1600	C
151)				0.70	. , ,		_,,	_,,	0 / 0	•	000	•	0.000		
151 56 Patrick Henry Hwy	Nelson County	2.56	S SR 56 1800 G	94%	1%	2%	2%	2%	0%	С	0.102	F	0.525	1700	(
151 56 Patrick Henry Hwy	Nelson County			34 /0	1 /0		2/0	2/0	0 /6	C	0.102	•	0.525	1700	•
	From		N SR 56	000/	40/		40/	40/	00/		0.11	_	0.500	1700	
151 Patrick Henry Hwy	Nelson County	2.30	1800 G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.522	1700	(
	To: From:		Jonesboro Rd												
151 Patrick Henry Hwy	Nelson County	8.09	1500 G	96%	1%	1%	1%	1%	0%	F	0.103	F	0.606	1300	(
<u> </u>	To: France	62-664	Beach Grove Rd			<u> </u>									
151 Rockfish Valley Hwy	Nelson County	5.52	4500 G	96%	1%	1%	1%	1%	0%	С	0.091	F	0.540	4100	(
$\bigcirc$	Too	SR	6 River Rd												
(151) (6)	Nelson County	6.22	8600 G	93%	1%	1%	1%	5%	0%	С	0.089	F	0.589	7900	(
(6)	Tot		D ( A												
151	Nelson County	<u>s</u> 1.41	R 6 Avon 9400 G	93%	1%	1%	1%	5%	0%	F	0.087	F	0.601	8700	(
151)	To:		arle County Line	00 /0	170		1 /0	0 /0	0 70	•	0.007	•	0.001	0700	
	From:		n County Line												
151 Critzers Shop Rd	Albemarle County (Maint: 62)	1.11	9800 G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.613	9000	
$\smile$	Tα	US 250	Rockfish Gap Rd												
Wye	From		SR 151												
(151) Tye Brook Hwy	Nelson County	0.23	910 G	94%	1%	1%	2%	2%	0%	С	0.113	F	0.695	910	(
	To:		SR 56												
	From		Warwick Blvd												
(152) Main St	City of Newport News	0.41	10000 F	98%	1%	1%	1%	0%	0%	С	0.095	F	0.501	11000	
	To- Franc	US 17, SR	143 Jefferson A	/e		<u> </u>									
152 Main St	City of Newport News	0.56	8600 F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.523	9100	
$\bigcup$	To:		CL Hampton												
Tadda Lana	From		Newport News	000/	40/	00/	00/	00/	00/	_	0.000	_	0.507	40000	
152 Todds Lane	City of Hampton	1.21	17000 F	98%	1%	0%	0%	0%	0%	С	0.093	F	0.537	18000	
	To: From:	,	g Bethel Rd												
152)Todds Lane	City of Hampton	1.03	17000 F	98%	1%	0%	0%	0%	0%	F	0.096	F	0.558	18000	
<u> </u>	To: From:	Al	oerdeen Rd												
152)Todds Lane	City of Hampton	0.61	19000 F	99%	1%	0%	0%	0%	0%	С	0.095	F	0.565	20000	
$\smile$	To	Mag-Cunr	ningham Connect	or											
152 Cunningham Dr	City of Hampton		20000 F	99%	1%	0%	0%	0%	0%	F	0.098	F	0.549	21000	
· · · · · · · · · · · · · · · · · · ·	To					<u> </u>									
152 Cunningham Dr	City of Hampton	0.77	9300 F	99%	1%	0%	0%	0%	0%	С	0.099	F	0.608	9900	
152/561111119116111 51	To To		R 134 Mercury B		1 /0	0 /0	0 /0	0 /0	U /0	J	0.033	•	0.000	5500	
	From	·	·												
153)Rocky Hill Rd	Nottoway County	6.52	O Colonial Trail	91%	0%	1%	1%	6%	0%	С	0.094	F	0.5	2800	(
133/1000/ 1111/10	To:		ia County Line	U 1 /U	0 /0	. /0	1 /0	<b>J</b> /0	0 /0	9	0.007	•	0.0	2000	`

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

				4	_		Tru	ıck			K	Olí	Dir		٥,,
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Military Da	From:		y County Line	000/	10/	10/	00/	007	00/		0.111	_	0.500	0400	
153 Military Rd	Amelia County		3100 G	93%	1%	1%	2%	3%	0%	С	0.111	F	0.539	3100	G
Military Dd	Amalia County		Cralles Rd	94%	1%	10/	10/	20/	0%	С	0.109	F	0 EE1	4000	G
153 Military Rd	Amelia County		1900 G	94%	1 70	1%	1%	3%	0%	C	0.109	Г	0.551	4800	G
153 Military Rd	Amelia County		ive Forks Rd 5200 G	95%	0%	1%	2%	3%	0%	С	0.109	F	0.581	5100	G
153 William Y Tu	Amona Gounty			33 70	0 70		270	0 /0	0 70	O	0.103	•	0.501	3100	а
153 Military Rd	Amelia County		Butlers Rd	94%	1%	1%	1%	3%	0%	F	0.097	F	0.583	5100	G
133)	To:		rick Henry Hwy	0170	1 70		1 /0	070	0 70	·	0.007	•	0.000	0.00	Ŭ
	From		Covington												
154)S Durant Rd/S Craig Ave	City of Covington (Maint: 03)		0000 G	98%	0%	0%	0%	1%	0%	С	0.097	F	0.567	11000	G
$\smile$	To: From:	Chest	tnut Street			_									
154 Craig Ave	City of Covington	0.56 4	1200 G	98%	0%	0%	0%	0%	0%	С	0.101	F	0.663	4500	G
$\smile$	To: From:		ust Street												
154) E Riverside St	City of Covington		ton Avenue 2700 G	98%	0%	1%	1%	1%	0%	С	0.1	F	0.618	2800	G
104)	Та		oe Avenue												
154)E Riverside St	City of Covington		5100 G	80%	0%	1%	2%	17%	0%	С	0.09	F	0.544	5400	G
	To:	Magaz	ine Avenue												
Foot Hickory St	City of Covington		erside St	98%	0%	1%	1%	0%	0%	С	0.107	F	0.757	1100	G
154 East Hickory St	City of Covington		any Avenue	90%	076	1 70	1 70	0%	0%	C	0.107	Г	0.757	1100	G
	From:		R 154			1									
(154) Ramp	City of Covington (Maint: 03)		2300 G								0.107	F		2400	G
	To:	I-6	64 East												
	From		ant Rd/S Craig A	ve											
154 Ramp	City of Covington (Maint: 03)		950 G								0.12	F		1000	G
	To an analysis of the state of		4 West												
South 154)Ramp	City of Covington (Maint: 03)		O I-64 EAST 1700 G								0.107	F		1700	G
154 / 161119	To:	SR 154- A; 107-36		M RT		1					0.107	•		1700	u
	From		ler Memorial Hy			i									
155)Courthouse Rd	Charles City County		1600 G	95%	1%	1%	1%	3%	0%	С	0.095	F	0.527	1600	G
$\smile$	To	18-612	Ruthville Rd			<u> </u>									
155 Courthouse Rd	Charles City County		1800 G	95%	1%	2%	0%	2%	0%	С	0.086	F	0.5	1900	G
	To From:	18-614 Stu	rgeon Point Rd												
155 Courthouse Rd	Charles City County		3300 G	95%	0%	1%	1%	2%	0%	С	0.085	F	0.610	3300	G
$\overline{}$	To:		t County Line												
155)	New Kent County		3300 N	95%	0%	1%	1%	2%	0%	N	0.085	F	0.610	3300	N
(100)	To:		cahontas Trail	,-	- / -		. , •	_ , •	- / -	- •		-			• •

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

Davida	le coin ali nai nece	Lameth AART C	24	4T:	Dua		Tru	ck		00	K	OK	Dir	AAMDT	01/
Route	Jurisdiction	Length AADT C	QA 4	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
N. Cassathassa a Dal	From:	US 60 Pocahontas Tr		050/	40/	40/	40/	00/	00/	_	0.400	_	0.500	0.400	_
155 N Courthouse Rd	New Kent County	3.83 <b>3400</b>	G	95%	1%	1%	1%	3%	0%	С	0.108	F	0.590	3400	G
	To: From:	I-64		000/	40/		00/	40/	00/		0.110	_	0.000	2000	
155 Courthouse Rd	New Kent County			96%	1%	1%	0%	1%	0%	С	0.118	F	0.626	3800	G
	<b>_</b>	SR 249 New Kent Hy													
Pama	New Kent County	SR 155 Courthouse Rd; N Cou 0.24 <b>1100</b>	urthouse <b>F</b>	e Rd							0.126	F		2600	G
155)Ramp	New Kent County	I-64 East	Г			1					0.120	Г		2000	C
	From		D 1			1									
155)Ramp	New Kent County	SR 155 Courthouse F 0.26 <b>2200</b>	F.								0.150	F		1900	
155/1141111	To:	I-64 West	•								0.150	•		1300	
	From	SR 35 Courtland Ro	d												
156)(301)Prince George Dr	Prince George County			92%	1%	2%	1%	5%	0%	С	0.131	F	0.686	2500	(
136/(301)	oo accige county				. , 0		. , 0	0,70	0 / 0	Ū	0	•	0.000		
156)Prince George Dr	Prince George County	US 301 Crater Rd 4.09 <b>1900</b>		92%	1%	2%	1%	4%	0%	С	0.121	F	0.585	1900	(
156)1 Tilice deolge bi	Timice deolige County			JZ /6	1 /0	2 /6	1 /0	4 /0	0 /6	O	0.121	'	0.505	1300	
Diana Carana Da	From	74-626 Tavern Rd		000/	40/		40/	00/	00/		0.440	_	0.004	0.400	
Prince George Dr	Prince George County	3.07 <b>2400</b>	G	93%	1%	2%	1%	3%	0%	С	0.119	F	0.604	2400	(
	To: From:	US 460 West of Disput													
Prince George Dr	Prince George County	5.73 <b>5200</b>	G	90%	2%	2%	1%	6%	0%	С	0.126	F	0.582	5500	C
<u> </u>	To: From:	R 106 Courthouse Rd; Bypass SF	R 156 R	Ruffin Ro	d										
156)Prince George Dr	Prince George County	0.89 <b>8400</b>	G	96%	1%	1%	1%	2%	0%	С	0.101	F	0.533	8900	C
<u> </u>	To From	74-674 Mount Sinai I	Rd			<u> </u>									
156) Prince George Dr	Prince George County	2.24 8100	G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.514	8600	C
$\smile$	Too	SCL Hopewell													
156)Arlington Rd	City of Hopewell		G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.569	10000	G
100)	Tec	Berry Street													
156)High Ave	City of Hopewell	•	G	96%	0%	1%	2%	1%	0%	С	0.096	F	0.607	5700	(
136)9 7.03	To:	SR 36 Winston Churchi		0070	0 70	Ť	270	1 /0	0 70	Ū	0.000	•	0.007	0,00	
	From:	SR 36, High Ave													
(36) Winston Churchill Dr	City of Hopewell	0.25 <b>12000</b>	G	97%	0%	1%	0%	2%	0%	F	0.084	F	0.612	13000	(
	To: From:	SR 36 Arlington Ro	d												
156)Winston Churchill Rd	City of Hopewell	0.55 <b>16000</b>	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.567	17000	(
<u> </u>	To:	South 6th Ave													
156)Winston Churchill Dr	City of Hopewell		G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.696	8200	
130)	To	SR 10; Randolph Ro					-,-	• , •		-		-			
	Fron	S RT 10													
(156) $(10)$ Randolph Rd	City of Hopewell	1.26 <b>9200</b>	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.677	10000	C
	To: From:	ECL Hopewell													
156) (10) James River Dr	Prince George County		G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.613	11000	C
	To:	W SR 156													

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	W SR 15													
156 10 106 James River Dr	Prince George County	0.73 <b>1100</b> 0	) G	93%	0%	1%	1%	6%	0%	С	0.092	F	0.621	11000	G
	T <sub>C</sub> . From:	N SR 1													
156 106 Jordan Point Rd	Prince George County	2.69 5300		90%	0%	1%	1%	8%	0%	С	0.092	F	0.519	5300	G
	From:	Charles City Co Prince George C		,											
(156)(106)	Charles City County	1.31 <b>5700</b>		90%	0%	1%	1%	8%	0%	F	0.091	F	0.529	5800	G
		E SR 5													
156) 5 John Tyler Memorial Hwy	Charles City County	4.34 <b>2600</b>		80%	1%	1%	12%	6%	0%	С	0.093	F	0.598	2600	G
, ,	To:	Henrico Coun													
	From:	Charles City Co													
156) (5) New Market Rd	Henrico County	1.72 <b>2200</b>	F	96%	0%	1%	1%	2%	0%	С	0.12	F	0.644	2200	F
	To: From:	W SR S													
156) Willis Church Rd	Henrico County	3.70 <b>390</b>	F	94%	3%	1%	1%	0%	0%	С	0.113	F	0.837	410	F
<u> </u>	To: From:	Charles Cit Willis Churc	_												
156) Charles City Rd	Henrico County	1.19 <b>1800</b>		96%	2%	1%	1%	1%	0%	С	0.114	F	0.583	1900	F
136) Shahoo Shiji Ha	To:	Elko Re		0070			1 70	1 /0	070	Ŭ	0.111	•	0.000	1000	·
	From:	Charles Cit													
156) Elko Rd	Henrico County	4.40 <b>1800</b>	F	96%	2%	1%	0%	1%	0%	С	0.103	F	0.623	2000	F
<u> </u>	To: From:	Elko Tract	Rd			$\neg$ $\vdash$									
(156) Elko Rd	Henrico County	0.54 <b>5300</b>	F	96%	2%	1%	0%	1%	0%	F	0.111	F	0.584	5600	F
<u> </u>	To	E US 6	0												
156) 60 33 Williamsburg Rd	Henrico County	2.24 16000		95%	1%	1%	1%	2%	0%	С	0.154	Α	0.661	16000	Α
	To	I-295													
(156) (60) (33) Williamsburg Rd	Henrico County	1.40 <b>1200</b> 0	) F	94%	1%	1%	1%	3%	0%	F	0.091	F	0.555	13000	F
	To:	SR 33 Nine N	Aile Rd			—									
156) (60) Williamsburg Rd	Henrico County	1.48 <b>1100</b> 0		94%	1%	1%	1%	3%	0%	F	0.084	F	0.53	12000	F
130) (00)	To:	US 60			.,,	Ť									
	From:	US 60 Williams													
156 Airport Dr	Henrico County	0.54 <b>3400</b> 0	) G	94%	1%	1%	1%	3%	0%	С	0.078	F	0.528	37000	G
<u> </u>	To: From:	I-64													
156 Airport Dr	Henrico County	0.76 <b>2100</b> 0	) F	96%	1%	1%	0%	2%	0%	С	0.087	F	0.582	23000	F
$\smile$	To	SR 33 Nine N	Iile Rd			$\neg$ $\vdash$									
156 Airport Dr	Henrico County	1.86 <b>1600</b> 0		92%	1%	1%	2%	3%	0%	С	0.095	F	0.555	17000	F
	To	I-295													
(156)Airport Dr	Henrico County	1.09 <b>5100</b>	F	98%	0%	1%	1%	1%	0%	F	0.108	F	0.695	5400	F
100):	To:	Hanover Cour			0,0		. , ,	.,.	0,0	•	555	•	5.555	0.00	•
	From	Henrico Coun	_												
156 Cold Harbor Rd	Hanover County	0.58 <b>5700</b>	G	98%	0%	1%	1%	1%	0%	С	0.114	F	0.715	6100	G
$\sim$	Τœ	42-630 Mark	cet Rd												

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

		Primary and interstate	ם חטנ	ites											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:	42-630 Market Ro								_		_			_
156)Cold Harbor Rd	Hanover County	2.69 <b>1600</b>	G	98%	1%	0%	1%	0%	0%	С	0.121	F	0.65	1600	G
<u> </u>	To: From:	42-633 Beulah Churc	h Rd												
156 Cold Harbor Rd	Hanover County	1.28 <b>3100</b>	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.577	3300	G
	To	42-718 Wyatt House	DA.												
156 Cold Harbor Rd	Hanover County	1.67 <b>4400</b>	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.614	4700	G
138) 63.4					. , 0		0,0	0,70	0 / 0	•	0.00.	•	0.0		<u> </u>
Cald Harbar Dd	Ton Control	42-615 Creighton F		000/	10/	10/	00/	00/	00/	F	0.100	F	0.511	7700	$\overline{}$
156 Cold Harbor Rd	Hanover County	1.22 <b>7200</b>	G	98%	1%	1%	0%	0%	0%	г	0.102	г	0.511	7700	G
_	To: From:	42-643 Lee Davis I	Rd												
156 Cold Harbor Rd	Hanover County	1.13 <b>12000</b>	G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.649	13000	G
$\smile$	Too	42-642 Bell Creek l	Rd												
156)Cold Harbor Rd	Hanover County	1.20 <b>13000</b>	G	99%	0%	1%	0%	0%	0%	С	0.117	F	0.689	14000	G
130)	Τα:	US 360 Bus Mechanic													
North	From:	SR 156 N, Airport													
(156) Ramp	Henrico County	0.37 <b>2900</b>	F	88%	2%	1%	1%	7%	0%	С	0.111	F		3000	F
156) 1 14111	To:	I-64 East	•	0070	270		1 70	1 /0	0 70	Ü	0.111	•		0000	
N	From:		_												
North	Henrico County	SR 156 N, Airport 1	Dr <b>F</b>	96%	1%	1%	10/	2%	0%	С	0.075	F		7000	F
156 Ramp	Hermico County	I-64 West	Г	90%	I 70	170	1%	270	0%	C	0.075	Г		7000	Г
North	From:	SR 156 N, Airport									0.400	_		700	_
156)Ramp	Henrico County	0.35 <b>720</b>	F								0.128	F		760	F
	10.	I-295 South													
North	From:	SR 156 Airport D										_			_
156 Ramp	Henrico County	0.22 <b>6900</b>	F								0.111	F		7400	F
<u> </u>	10:	I-295 West													
South	From:	SR 156 S, Airport l													
156)Ramp	Henrico County	0.20 <b>540</b>	F	89%	1%	1%	0%	9%	0%	С	0.116	F		570	F
$\smile$	To:	I-64 East													
South	From:	SR 156 S, Airport I	Dr												
156 Ramp	Henrico County	0.29 <b>4900</b>	F	97%	1%	1%	0%	1%	0%	С	0.125	F		5200	F
$\smile$	To:	I-64 West													
South	From:	SR 156 S, Airport I	Dr												
156 Ramp	Henrico County	0.20 580	F								0.167	F		620	F
	To:	I-295 South													
South	From	SR 156 S, Airport l	Dr								-				
156)Ramp	Henrico County	0.38 <b>1500</b>	F								0.186	F		1500	F
	To	I-295 North													
Dunga	Front	SR 106, SR 156 Prince G	laaraa	D <sub>r</sub>											
Bypas 156 (106) Ruffin Rd	Prince George County	1.09 <b>6800</b>	G G	89%	0%	1%	1%	8%	0%	F	0.09	F	0.559	7200	G
130/100/100/110	Tax Tax	74-609 Old Stage F		00 /0	0 /0		1 /0	<b>U</b> /0	0 /0	•	0.00	'	0.000	, 200	J
	<b>i</b>	/+-009 Old Stage I	ινα												

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

		Primary and intersta					Tru	ıck			K		Dir		—
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
ypas	From:	74-609 Old Stag	e Rd												
56 106 Ruffin Rd	Prince George County	3.47 <b>3900</b>	G	89%	0%	1%	1%	8%	0%	С	0.094	F	0.523	4200	G
	To:	SR 10-156 East of F	Iopewel	l											
	From:	SR 6 Patterson A													
Gaskins Rd	Henrico County	0.82 <b>19000</b>	F	99%	1%	0%	0%	0%	0%	F	0.109	F	0.541	20000	F
	To: From:	Quioccasin R	d												
Quioccasin Rd	Henrico County	0.63 <b>13000</b>	F	99%	1%	0%	0%	0%	0%	F	0.101	F	0.619	13000	F
<u> </u>	To: From:	Pemberton R Quioccasin R													
Pemberton Rd	Henrico County	1.47 <b>7100</b>	F	99%	1%	0%	0%	0%	0%	F	0.107	F	0.554	7600	F
137)					. , ,		0,70	0,0	0,0	•	0	•	0.00	. 000	·
157)Pemberton Rd	Henrico County	Three Chopt I 1.17 <b>9500</b>	₹ <u>d</u> <b>F</b>	99%	1%	0%	0%	0%	0%	С	0.111	F	0.589	10000	F
157)1 emberton na	Tierinico dodinty			33 /6	1 /0	U /6	0 /6	0 /6	0 /6	O	0.111	•	0.303	10000	
Covine of inld Dd	From	US 250 Broad		000/	0%		00/	00/	00/	F	0.000		0.500	10000	
Springfield Rd	Henrico County	0.59 <b>17000</b>	F	99%	0%	0%	0%	0%	0%	г	0.099	F	0.502	18000	F
	To: From:	Hungary Rd				<del> </del>									
57) Springfield Rd	Henrico County	0.97 <b>19000</b>	F	99%	0%	0%	0%	0%	0%	С	0.108	F	0.604	20000	F
	To: From:	Nuckols Rd													
Springfield Rd	Henrico County	1.78 <b>5500</b>	F	99%	0%	0%	0%	0%	0%	F	0.138	F	0.558	5900	F
<u> </u>	To: From:	Francistown F	Rd												
Springfield Rd	Henrico County	0.28 <b>12000</b>	F	99%	0%	0%	0%	0%	0%	F	0.119	F	0.524	13000	F
<u> </u>	To:	US 33 Staples M	ill Rd												
	From:	SR 72 W Int													
(72) Front St	Town of Coeburn (Maint: 97)	0.65 <b>3600</b>	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.593	3600	C
$\smile$	To: From	SR 72 E Int													
Front St	Town of Coeburn (Maint: 97)	1.04 <b>700</b>	G	99%	0%	1%	0%	0%	0%	С	0.102	F	0.535	700	(
<u> </u>	To. From	ECL Coebur	n												
158	Wise County	0.43 700	N	99%	0%	1%	0%	0%	0%	Ν	0.102	F	0.535	700	١
	To	97-893 Bull Rui	n Dr												
158	Wise County	0.07 <b>700</b>	N	99%	0%	1%	0%	0%	0%	Ν	0.102	F	0.535	700	١
39)	To:	ALT US 58													
	From:	ALT US 58													
Front St	Town of Coeburn (Maint: 97)	0.33 3000	G	97%	0%	1%	1%	2%	0%	С	0.092	F	0.755	3000	C
<u>P</u>	To:	SR 72 Laurel A	Ave												
	From:	SR 311 Kanawha	Trail												
159 Dunlap Creek Rd	Alleghany County	8.52 <b>670</b>	G	91%	1%	0%	1%	8%	0%	С	0.092	F	0.7	700	C
$\smile$	Ţα	03-665 Moss Ru	n Rd			<u> </u>									
159 Dunlap Creek Rd	Alleghany County	2.81 970	G	93%	0%	0%	1%	5%	0%	С	0.101	F	0.708	1000	G
	Tox	I-64													

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

				_		Tru	ıck			K		Dir		
Jurisdiction	Length AA	DT QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۱
From:														
Wise County	6.31 <b>2</b> 5	60 G	96%	1%	1%	0%	2%	0%	С	0.127	F		250	C
To: From	WCL Ap	palachia			⊒⊢									
Town of Appalachia (Maint: 97)	1.71 <b>2</b> 5	0 N	96%	1%	1%	0%	2%	0%	Ν	0.127	F		250	- 1
То:	SR	68												
From:		95												
City of Richmond	0.21 <b>20</b> 0	000 G	87%	1%	2%	2%	7%	0%	F	0.078	F	0.636	22000	(
To:														
			070/	10/	20/	20/	70/	09/	0	0.070	_	0.501	0700	
City of Richmond	1.17 91	00 G	0/%	170	2%	2%	170	0%	C	0.079	Г	0.501	9700	•
To: From:	,													
City of Richmond			91%	2%	2%	2%	3%	0%	С	0.09	F	0.536	13000	
To:														
City of Richmond			91%	2%	2%	2%	3%	0%	F	0.087	F	0.605	6000	
Only of Filorimona			0170	270		270	0 /0	0 70	•	0.007	•	0.000	0000	
To: From:			040/	00/		00/	00/	00/		0.4		0.544	7000	
City of Richmond				2%	2%	2%	3%	0%	F	0.1	F	0.541	7200	
From:														
City of Richmond			98%	1%	1%	0%	0%	0%	F	0.084	F	0.514	18000	
Τœ					Ť						-			
From:	SR 10 E, Bro	ad Rock Rd												
City of Richmond	0.30 130	000 G	96%	2%	1%	0%	0%	0%	С	0.09	F	0.618	14000	
To	US 360	Hull St			$\neg$ $\vdash$									
			96%	3%	1%	0%	0%	0%	С	0.087	F	0.561	20000	(
Too	LIC 60 Mid													
City of Richmond			96%	2%	1%	0%	0%	0%	С	0.088	F	0 529	20000	
Only of Filorimona			0070	270		0 70	0 70	0 70	Ü	0.000	•	0.020	20000	
From:			000/	00/	10/	00/	00/	00/	_	0.400	_	0.07	40000	
City of Richmond	0.40 110	000 G	96%	2%	1%	0%	0%	0%	F	0.120	F	0.67	12000	•
To: From:	Evelyn l													
City of Richmond	0.21 <b>12</b> 0	000 G	100%	0%	0%	0%	0%	0%	F	0.125	F	0.763	12000	
To: From	South End	of Bridge			ightharpoonup									
City of Richmond (Maint: TOL)	0.38 <b>120</b>	000 G	100%	0%	0%	0%	0%	0%	F	0.125	F	0.763	12000	
To	North End	of Bridge			$\neg$ $\sqsubseteq$									
City of Richmond			100%	0%	0%	0%	0%	0%	F	0.125	F	0.763	12000	(
					<del></del> i	- / -	- / -	- / -	-		-			
City of Dishmand			1000/	00/	00/	09/	00/	09/		0.11	F	0.625	11000	
City of Alcrimond	0.43	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	100%	U%	U%	0%	U%	0%	C	0.11	٢	0.023	11000	(
To: From														
City of Richmond	0.22 110	000 G	100%	0%	0%	0%	0%	0%	F	0.123	F	0.665	11000	(
	Wise County    From   From     Town of Appalachia (Maint: 97)   Tot     From   City of Richmond     Tot   From     City of Richmond     Tot   From     City of Richmond     Tot   From     City of Richmond     Tot   From     City of Richmond     Tot   From     City of Richmond     Tot   From     City of Richmond     Tot   From     City of Richmond     Tot   From     City of Richmond     Tot   From     City of Richmond     City of Richmond (Maint: TOL)     City of Richmond     City of Richm	Wise County   6.31   25	North End of Britage   North End of Britage	Note   Note	Note   Note	Length AADT QA 4Tire Bus   2Axle	Length AADT QA 4Tire Bus   2Axle 3+Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	New   State   State	Second   S	Length AADT   QA   4Tire   Bus   2Axule   11rail   2Trail   QC   Factor	Length   AADT   QA   4Tire   Bus   2Axle   37+Axle   1Trail   2Trail   CC   Factor   CK	Length AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   CF   Factor   QK   Factor   No.	Second Color   Color

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	Grant S													
161 Boulevard	City of Richmond	0.38 <b>1100</b> 0	G	99%	0%	0%	0%	0%	0%	С	0.105	F	0.507	11000	G
161 Boulevard	City of Richmond	SR 147 Ca 0.84 <b>1800</b> 0	•	99%	0%	0%	0%	0%	0%	F	0.106	F	0.516	19000	G
161 Boulevard	City of Alcrimond			99%	0%	0%	0%	0%	0%	Г	0.106	Г	0.516	19000	G
161)Boulevard	City of Richmond	US 33; US 250 1.05 <b>2600</b> 0		98%	1%	1%	0%	1%	0%	С	0.093	F	0.507	27000	G
101) = 3 = 3 = 3 = 3 = 3 = 3 = 3 = 3 = 3 =	То-	I-95						.,.	- , -						
161)Boulevard	City of Richmond	0.12 13000	G	96%	1%	1%	1%	1%	0%	F	0.104	F	0.521	14000	G
	To- From	Westwood	Ave			$\neg$ $\vdash$									
161)Hermitage Rd	City of Richmond	1.23 <b>9500</b>	G	98%	1%	1%	0%	0%	0%	С	0.125	F	0.657	10000	G
<u></u>	Too From:	I-95				$\Box$									
161 Hermitage Rd	City of Richmond	0.24 <b>16000</b>	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.518	17000	G
	Too From:	NCL Richr		200/	00/		00/	00/	00/	_	0.405		0.547	17000	
161 Lakeside Ave	Henrico County	0.35 <b>16000</b>		99%	0%	1%	0%	0%	0%	F	0.105	F	0.547	17000	F
161)Lakeside Ave	Henrico County	Dumbartor 0.93 <b>1400</b> 0		99%	0%	1%	0%	0%	0%	С	0.104	F	0.501	14000	F
161 Lakeside Ave	To:	SR 356 Hillia		JJ /0	0 /6	1 /0	0 /6	0 /6	0 /6	C	0.104	'	0.501	14000	'
	From:	Lakeside		0==/	221				221			_			
161 Hilliard Rd	Henrico County	0.74 <b>6800</b> US 1; Broo	F Rd	97%	0%	1%	1%	1%	0%	С	0.115	F	0.686	7300	F
	From	SR 161 Comm				1									
161)Ramp	City of Richmond (Maint: 20)	0.19 <b>5000</b>	A								0.157	Α		6100	A
$\underline{\hspace{0.1cm}}$	Τα	I-95 Sou	th												
	From	SR 161									0.400	_		4500	_
161 Ramp	City of Richmond (Maint: 20)	0.50 <b>4200</b> I-95 Nor	G			$\overline{}$					0.106	F		4500	C
	From:	SR 161 Bou													
161)Ramp	City of Richmond (Maint: 43)	0.15 <b>1200</b> 0									0.106	F		12000	C
<u> </u>	To:	I-95 Nor	h												
D	From:	SR 161 Hermi									0.404	_ ا		7000	
161 Ramp	City of Richmond (Maint: 43)	0.11 <b>7800</b> I-95 Sou	G								0.124	F		7800	(
	From:	ECL Willian				_									
162)Second St	York County	0.17 <b>1200</b> 0		98%	0%	1%	0%	0%	0%	Ν	0.088	F	0.544	13000	١
	Τα	SR 143 Merrin	ac Trail												
	From	Bus US 29, US 501 Lync													
163 Wards Rd	City of Lynchburg	0.44 <b>16000</b>	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.557	16000	F
- Wanda Dd	To: From	SR 128 Candle		0001	001		061	061	061		0.004	_	0.505	00000	
163)Wards Rd	City of Lynchburg	0.42 <b>24000</b> Bus US 460 For		98%	0%	1%	0%	0%	0%	F	0.084	F	0.525	26000	F

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

		<u> </u>						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From		Wards Rd													
163)(460) Fort Ave	City of Lynchburg	1.19	22000	F	98%	0%	1%	0%	0%	0%	С	0.084	F	0.513	23000	F
	To:	N	Memorial Av	e												
	From:		Fort Ave								_		_			_
163 Memorial Ave	City of Lynchburg	0.60	11000	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.62	11000	F
<u> </u>	To: From		Oakley Ave				_									
163 Memorial Ave	City of Lynchburg	0.47	13000	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.635	14000	F
$\smile$	Tα		Park Ave													
163 Memorial Ave	City of Lynchburg	0.33	9800	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.581	10000	F
100)	To															
163)5th St	City of Lynchburg	0.17	anghorne Ro	f F	99%	0%	1%	0%	0%	0%	F	0.084	F	0.622	12000	F
163/3111/31	Only of Lynchburg	0.17	11000	-	33 /6	0 70	1 /0	0 /6	0 /6	0 /6	•	0.004	•	0.022	12000	
	To- From:		Pollard St								_					
163)5th St	City of Lynchburg	0.26	11000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.606	12000	F
<u> </u>	To: From:		Pierce St													
(163)5th St	City of Lynchburg	0.27	10000	F	98%	0%	0%	0%	1%	0%	F	0.092	F	0.61	11000	F
$\smile$	Tα		Park Ave													
(163)5th St	City of Lynchburg	0.38	11000	F	98%	0%	1%	0%	0%	0%	С	0.089	F	0.586	11000	F
103/5 51	any or Lynamoung			-		0,0		0,0	0 70	0,0	Ū	0.000	•	0.000		•
Eth Ct	From:	0.57	Clay St 14000	G	000/	0%	00/	00/	10/	00/	С	0.000	F	0.600	15000	
163)5th St	City of Lynchburg	0.57	erst County		98%	076	0%	0%	1%	0%	C	0.093	Г	0.632	15000	G
	From:		CL Lynchbu													
(163) Amherst Hwy	Amherst County	1.64	8200	F	98%	0%	0%	0%	1%	0%	С	0.093	F	0.606	8800	F
,	To:		Bus US 29													
	From:	IIS	17 Bridge R	oad												
164)Western Freeway	City of Suffolk (Maint: 61)	0.84	30000	G	96%	0%	0%	1%	3%	0%	F	0.092	F	0.545	34000	G
104)										- , -						-
Western Freeway	City of Suffolk (Maint: 61)	0.64	I-664 <b>55000</b>	G	96%	0%	0%	10/	3%	0%	F	0.092	F	0 F77	62000	G
164 Western Freeway	City of Surfolk (Maint. 61)	0.64	55000	G	90%	0%	0%	1%	370	0%	Г	0.092	Г	0.577	62000	G
	To: From:		135 College													
(164) Western Freeway	City of Suffolk (Maint: 61)	0.02	59000	Α	96%	0%	0%	1%	3%	0%	С	0.104	Α	0.572	66000	Α
	To:		CL Portsmou													
164 Western Freeway	City of Portsmouth (Maint: 64)		ECL Suffolk 59000	Α	96%	0%	0%	1%	3%	0%	С	0.104	Α	0.572	66000	Α
164/Western Freeway	City of Fortsmouth (Maint: 64)	0.00	39000	Α	90 /6	0 /6	0 /6	1 /0	J /0	0 /6	C	0.104	^	0.572	00000	Α.
	To- From:		owne Point R								_					
164 Western Freeway	City of Portsmouth (Maint: 64)	) 1.35	67000	F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.626	NA	
<u> </u>	To: From:		Cedar Lane													
164)Western Freeway	City of Portsmouth (Maint: 64)	) 1.73	64000	G	96%	0%	0%	1%	3%	0%	F	0.09	F	0.626	61000	G
$\smile$	Tα	W	est Norfolk I	Rd												
164 Western Freeway	City of Portsmouth (Maint: 64)		57000	G	96%	0%	0%	1%	3%	0%	F	0.089	F	0.631	64000	G
104) 11 200	Tor	US 58, SR 33					—i"	. , .	• , ,	0,0	•	5.000	•	5.001	0.000	<b>-</b>

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

5 .					Tru	ck			K	017	Dir		-
Route	Jurisdiction	Length <b>AADT QA</b> 4Ti	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
East	From:	SR 164 E, Western Freeway											
164)Ramp	City of Suffolk (Maint: 61)	0.20 <b>2500 G</b> 96	6 0%	0%	1%	3%	0%	F	0.134	F		2900	C
<u> </u>	To:	I-664 West											
West	From	SR 164 W, Western Freeway											
164)Ramp	City of Suffolk (Maint: 61)	0.22 <b>6300 G</b> 96	6 0%	0%	1%	3%	0%	F	0.087	F		7100	(
$\smile$	To:	I-664 East											
West	From	SR 164 W, Western Freeway											
164)Ramp	City of Suffolk (Maint: 61)	0.35 <b>10000 G</b> 96	6 0%	0%	1%	3%	0%	F	0.122	F		11000	(
<u> </u>	To:	I-664 West											
	From	Bus US 17 George Washington Hwy											
165) Moses Grandy Trail	City of Chesapeake	2.70 <b>13000 G</b> 986	6 1%	1%	0%	0%	0%	С	0.099	F	0.519	14000	(
$\smile$	To:	US 17 Dominion Blvd											
165)Cedar Rd	City of Chesapeake	0.28 <b>27000 G</b> 989	6 1%	1%	0%	0%	0%	С	0.09	F	0.535	28000	(
	To	Bells Mill Rd West											
165)Cedar Rd	From:	2.01 <b>31000 G</b> 98°	6 1%	1%	0%	0%	0%	F	0.089	F	0.529	33000	(
163) 3344. 113	- T		0 170	- 170	070	0 / 0	070	•	0.000	•	0.020	00000	
	From	131-8798 Bells Mill Rd East	, ,,		00/	00/	00/		0.004		0.57	22222	
165 Cedar Rd	City of Chesapeake	1.73 <b>28000 G</b> 989	6 1%	1%	0%	0%	0%	F	0.081	F	0.57	30000	•
Bus	To: From:	Bus SR 168 Battlefield Blvd											
165) (168) Battlefield Blvd	City of Chesapeake	0.26 <b>32000 G</b> 99	6 0%	1%	0%	0%	0%	С	0.083	F	0.505	NA	
103) (100) =	To					- , -							
165)Mt Pleasant Rd	City of Chesapeake	BUS SR 168 Battlefield Blvd 0.75 <b>19000 G</b> 979	6 1%	10/	1%	1%	0%	F	0.102	F	0.613	20000	(
165 Mil Fleasaill Nu	City of Chesapeake	0.75 <b>19000 G</b> 97	′o 17o	1%	1 70	1 70	0%	Г	0.102	Г	0.013	20000	(
	To: From:	SR 168 Great Bridge Bypass											
165)Mt Pleasant Rd	City of Chesapeake	2.57 <b>19000 G</b> 97	6 1%	1%	1%	1%	0%	С	0.097	F	0.511	21000	(
<u> </u>	To: From	131-866 Centerville Tpke											
165)Mt Pleasant Rd	City of Chesapeake	4.53 <b>10000 G</b> 97°	6 0%	1%	1%	1%	0%	С	0.110	F	0.558	11000	(
$\smile$	To	131-8667 Fentress Airfield Rd											
165)Mt Pleasant Rd	City of Chesapeake	0.91 <b>11000 G</b> 979	6 0%	1%	1%	1%	0%	F	0.116	F	0.661	12000	(
100)	To:	WCL Virginia Beach											
	From	ECL Chesapeake											
165 North Landing Rd	City of Virginia Beach	1.49 <b>11000 G</b> 99	6 0%	1%	0%	0%	0%	F	0.110	F	0.617	11000	(
$\smile$	To:	134-8667 Salem Rd											
165)North Landing Rd	City of Virginia Beach	2.64 <b>12000 G</b> 99	6 0%	1%	0%	0%	0%	С	0.110	F	0.626	13000	
	To:	SR 149 Princess Anne Rd											
	From	North Landing Rd											
Princess Anne Rd	City of Virginia Beach	2.68 <b>32000 G</b> 98°	% 0%	1%	1%	0%	0%	F	0.087	F	0.553	34000	(
<u> </u>	To:	Dam Neck Rd											
165)Princess Anne Rd	City of Virginia Beach	1.46 <b>49000 B</b> 98	6 0%	1%	0%	0%	0%	С	0.098	Α	0.556	54000	I
$\smile$	Τα	Independence Blvd South											
	From:	Independence Blvd Blvd											
165)Princess Anne Rd	City of Virginia Beach	0.48 <b>47000 G</b> 98°	6 0%	1%	1%	0%	0%	F	0.098	Α	0.556	50000	(
$\smile$	Tα	Lynnhaven Pkwy											

# 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	Q۱
	From:	Lynnhaven Pkwy	у												
Princess Anne Rd	City of Virginia Beach	0.40 <b>55000</b>	G	98%	0%	1%	1%	0%	0%	F	0.098	Α	0.556	59000	(
<u> </u>	To	Ferrell Pkwy													
165)Princess Anne Rd	City of Virginia Beach	0.69 35000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.597	38000	
<u> </u>	To:	134-8640 Providenc	re Rd												
165)Princess Anne Rd	City of Virginia Beach	1.07 <b>27000</b>		98%	0%	1%	1%	0%	0%	С	0.095	F	0.564	29000	
100)	To														
165) Princess Anne Rd	City of Virginia Beach	134-7837 Edwin I 1.19 <b>28000</b>		98%	0%	1%	1%	0%	0%	F	0.096	F	0.580	30000	
165) Timeess Aime Fla	Only of Virginia Beach			JO 70	0 70	1 /0	1 /0	0 /0	0 70	•	0.000	'	0.500	30000	
Dalas and Assas Dal	Tor.	SR 190 Kempsville		000/	40/		00/	00/	00/	_	0.405	_	0.004	07000	
Princess Anne Rd	City of Virginia Beach	1.62 <b>25000</b>	G	98%	1%	1%	0%	0%	0%	С	0.105	F	0.624	27000	
	To: From:	134-8730 Cheyenne													
165)Princess Anne Rd	City of Virginia Beach	0.31 <b>26000</b>		98%	1%	1%	0%	0%	0%	F	0.091	F	0.676	28000	
<u> </u>	To: From:	ECL Norfolk; Newton		D.1											
165)Kempsville Rd	City of Norfolk	WCL Virginia Beach, SR 403 1.00 <b>20000</b>		98%	1%	1%	0%	0%	0%	С	0.092	F	0.651	21000	
165 rempovine rid	ony of Norion			00 /0	1 /0	170	0 /0	0 70	0 70	Ü	0.002	•	0.001	21000	
	To: From:	US 58 Virginia Beach		000/	40/		201	00/	00/		0.404		0.507	10000	
65 Kempsville Rd	City of Norfolk	1.57 <b>11000</b>		98%	1%	1%	0%	0%	0%	F	0.101	F	0.587	12000	
	From:	US 13 Northampton Kempsville Rd													
165) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>27000</b>		97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	29000	
	То:	SR 166, US13													
		3 13 Northampton Blvd; SR 166													
Military Hwy North	City of Norfolk	0.62 <b>35000</b>	G	97%	1%	1%	0%	0%	0%	F	0.085	F	0.535	37000	
<u></u>	To: From:	I-64													
165 Military Hwy North	City of Norfolk	0.60 <b>21000</b>	G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.577	23000	
<u> </u>	To	SR 192 Azalea Gardo	en Rd			<u> </u>									
165)Military Hwy North	City of Norfolk	0.39 19000		97%	1%	1%	0%	0%	0%	С	0.085	F	0.551	20000	
	To	SR 247 Norview A	Λυρ												
165)Military Hwy North	City of Norfolk	1.65 <b>21000</b>		97%	1%	1%	0%	0%	0%	F	0.084	F	0.511	23000	
103)	To								- , -	•		-			
165)Little Creek Rd	City of Norfolk	SR 170 Little Creek 0.12 <b>35000</b>		96%	1%	1%	1%	1%	0%	С	0.085	F	0.536	NA	
165 Little Greek Hu	City of Norioik	0.12 35000	Г	90%	1 70	1 70	1 70	1 70	0%	C	0.065	Г	0.556	INA	
	Front	SR 194 Chesapeake		0761	461		461	461	061	-	0.001		0.505	00000	
165 Little Creek Rd	City of Norfolk	0.58 <b>24000</b>	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.585	26000	
<u>~</u>	To: From	Tidewater & Sewells P													
65)Little Creek Rd	City of Norfolk	0.86 <b>22000</b>	G	97%	1%	1%	1%	1%	0%	F	0.101	F	0.672	24000	(
<u> </u>	To:	NHS Change													
Little Creek Pd	City of Norfalls	0.36 <b>25000</b>	G	Ω70/	10/	10/	10/	10/	00/	F	0.074	F	0.525	27000	
Little Creek Rd	City of Norfolk	0.36 <b>25000</b>	G	97%	1%	1%	1%	1%	0%	r	0.074	r	0.525	27000	(
	From	US 460 Granby S				}		2	2	_					
Little Creek Rd	City of Norfolk	1.19 <b>21000</b>	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.557	22000	(
$\smile$	To	Diven St													

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

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Little Creek Bd	From:	Diven St	_	000/	10/	10/	00/	00/	00/	_	0.004	F	0.500	10000	
165 Little Creek Rd	City of Norfolk	0.78 <b>12000</b> SR 337 Hampton Bl		98%	1%	1%	0%	0%	0%	F	0.084	F	0.582	12000	G
	El	•													
Pamp	City of Norfolk (Maint: 64)	SR 165 Little Creek 0.11 <b>5500</b>	Rd <b>G</b>								0.084	F		5800	G
165 Ramp	To:	I-64 East	u								0.004	•		3000	G
N	France		37 1			_									
North Ramp	City of Norfolk (Maint: 64)	SR 165 N, Military Hwy 0.11 NA	y North								NA			NA	
165 Ramp	Oity of Norioik (Maint: 04)										INA			INA	
North	From:	Robin Hood Rd Rai	mp												
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>8200</b>	G								0.102	F		8700	G
$\bigcup$	To:	I-64 West													
	From:	US 17 Dominion Bl	lvd												
(166)Bainbridge Blvd	City of Chesapeake	2.05 <b>2000</b>	G	89%	1%	2%	4%	4%	0%	F	0.093	F	0.682	2200	G
$\smile$	To	SR 190 Great Bridge	Blvd			$\neg$ $\vdash$									
166)Bainbridge Blvd	City of Chesapeake			89%	1%	2%	4%	4%	0%	С	0.101	F	0.578	8700	G
100)	To	LIC 12 Military Hy													
166) 460 Bainbridge Blvd	City of Chesapeake	US 13 Military Hw 0.74 <b>11000</b>		95%	1%	1%	1%	2%	0%	F	0.103	F	0.561	12000	G
166 460 Bainbridge Blvd	Oity of Offesapeake		<u> </u>	JJ 70	1 /0	1 70	1 /0	2 /0	0 70	'	0.100	•	0.501	12000	а
Delahadasa Dhad	To: From:	Freeman Ave		050/	40/	10/	40/	00/	00/		0.000	F	0.504	11000	
166 460 Bainbridge Blvd	City of Chesapeake	1.25 <b>10000</b>	G	95%	1%	1%	1%	2%	0%	F	0.086	г	0.534	11000	G
	To: From:	Chesapeake Dr													
166)(460)Bainbridge Blvd	City of Chesapeake			95%	1%	1%	1%	2%	0%	С	0.085	F	0.631	9400	G
<u> </u>	To: From	SR 337 Poindexter Bainbridge Blvd													
166) 460 Poindexter St	City of Chesapeake			98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	8200	G
(166)(460)1 SINGERICI ST	only of official peaks			00 /0	1 70		0 /0	0 /0	0 70	J	0.110	•	0.000	0200	ď
00md 04	From:	Liberty St	_	000/	10/	10/	00/	00/	00/	F	0.100	F	0.700	0000	G
166 460 22nd St	City of Chesapeake	0.39 <b>5900</b> SCL Norfolk	G	98%	1%	1%	0%	0%	0%	Г	0.122	Г	0.738	6200	G
	From	NCL Chesapeake	e												
(166)(460) Wilson Rd	City of Norfolk			98%	1%	1%	0%	0%	0%	F	0.1	F	0.542	7800	G
	To:	Campostella Ave	)												
	From:	Wilson Rd													
166)(460)(168) Campostella Rd	City of Norfolk	0.73 <b>52000</b>	G	95%	1%	1%	1%	2%	0%	F	0.113	F	0.783	57000	G
<u> </u>	To: From	Kimball Terr													
166)(460)(168)Brambleton Ave	City of Norfolk	0.30 47000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.614	NA	
	To	US 460 Brambleton	Ave												
166)Park Ave	City of Norfolk			97%	1%	1%	0%	0%	0%	С	0.098	F	0.523	15000	G
	Tool					<del></del> 1									
(166) Park Ave	City of Norfolk	US 58 Va Beach Bl 0.14 <b>12000</b>		97%	1%	1%	0%	0%	0%	F	0.101	F	0.556	14000	G
(100)1 air Ave	City of Nortoik	Princess Anne Rd		J1 /0	1 /0	1 /0	U /0	U /0	U /0	'	0.101	•	0.550	1-000	G

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From	Park Ave													
Princess Anne Rd	City of Norfolk	0.65 <b>18000</b>	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.505	20000	C
$\sim$	To: From:	Merrimac A	Ave			<u> </u>									
Princess Anne Rd	City of Norfolk	0.30 <b>19000</b>	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.522	21000	(
	To: From:	Ballentine E	Blvd												
166)Princess Anne Rd	City of Norfolk	0.95 <b>21000</b>	Α	97%	1%	1%	1%	1%	0%	С	0.100	Α	0.551	23000	
<u> </u>	To From	Azalea Garde	n Rd												
166)Princess Anne Rd	City of Norfolk	1.46 <b>19000</b>	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.537	21000	
	Tα	US 13 Military	Hwy												
166) (13) (165) Northampton Blvd	City of Norfolk	0.26 <b>27000</b>		97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	29000	
1000 1000 1	To:	SR 165 Princess													
	From:	SR 165 Militar													
166) (13) Northampton Blvd	City of Norfolk	0.62 <b>38000</b>	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.602	40000	
<u> </u>	To: From:	I-64													
166) (13) Northampton Blvd	City of Norfolk	0.20 89000	G	96%	0%	1%	1%	2%	0%	F	0.081	F	0.557	92000	
	To:	CL Virginia I	Beach												
166) (13) Northampton Blvd	City of Virginia Beach	0.95 <b>57000</b>		96%	0%	1%	1%	2%	0%	F	0.072	F	0.593	59000	
	To:	US 13; Diamond S	prings Ro	1											
	From:	US 13 Northamp								_		_			
166 Diamond Springs Rd	City of Virginia Beach	1.32 <b>28000</b>		97%	0%	1%	1%	1%	0%	С	0.08	F	0.590	30000	
	10.	US 60 Shore													
	From:	North Carolina S		070/	40/		401	40/	00/	_	0.440		0.54	00000	
Battlefield Blvd	City of Chesapeake	1.79 <b>27000</b>	Α	97%	1%	1%	1%	1%	0%	С	0.149	Α	0.54	26000	
	Profit	Bus SR 168 Battlefield B													
Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.92 <b>11000</b>	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.744	9900	
<u> </u>	From: Bus S	R 168 Battlefield Blvd;	Near Indi	an Creek F	Rd	$\neg$ $\vdash$									
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL)	2.94 <b>11000</b>	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.744	9900	
$\mathcal{L}$	To:	Hillcrest Pk	wv												
168)Chesapeake Expressway	City of Chesapeake (Maint: TOL)	0.25 38000	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.744	35000	(
	To	End Toll Ro	and												
168 Great Bridge Bypass	City of Chesapeake	1.76 38000		97%	1%	1%	1%	1%	0%	F	0.09	F	0.673	35000	(
108) Groat Eriage Eypace	- F				1 /0		1 70	1 /0	070	•	0.00	•	0.070	00000	
Creat Bridge Bureau	City of Changes also	Bus SR 168 Battle 0.20 <b>34000</b>		97%	1%	1%	1%	1%	0%	F	0.079	F	0.609	32000	
Great Bridge Bypass	City of Chesapeake	0.20 <b>34000</b>	G	97%	170	170	170	170	0%	Г	0.079	Г	0.609	32000	,
	To: From:	Hanbury F				<u> </u>									
Great Bridge Bypass	City of Chesapeake	1.50 <b>50000</b>	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.675	47000	•
<u>~</u>	To: From	SR 165 Mt Plea	sant Rd			$\Box$ $\vdash$									
Great Bridge Bypass	City of Chesapeake	2.49 <b>72000</b>	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.669	68000	(
	Tœ	Bus SR 168 Battle	field Blvo	i		<u> </u>									
168)Oak Grove Connector	City of Chesapeake	1.82 <b>72000</b>	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.61	68000	(
	To	I-64													

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

		,													
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:		I-64												
168 64 Hampton Roads Beltway	City of Chesapeake (Maint: 64										es for this	s seg	ment.		
Combined	Traffic Estimates for 2 Parallel Roadways			97%	0%	1%	1%	1%	0%	Ν	NA			121000	N
	To:		4; US 17												
168) 64 I-64 W Exit 290	City of Chesapeake (Maint: 64		68 CD Rd		00   64 f	or direc	tional t	raffic vo	dumo oc	stimat	es for this		mont		
168 64 I-64 W Exit 290	City of Chesapeake (Maint. 62				1-04 1	or unec	lionari	iaiiic vo	nume es	oliiiali	55 IOI IIII	s seg	ment.		
	To: From:		Bus SR 168 S												
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64	1) 0.10		S	iee I-64 f	or direc	tional t	raffic vo	lume es	stimate	es for this	s seg	ment.		
<u> </u>	To: From:		rom SR 168 S												
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64	1) 0.20		S	ee I-64 f	or direc	tional t	raffic vo	lume es	stimate	es for this	s seg	ment.		
$\mathcal{O}$	To:		168, Bus SR 1	68											
	From:		o Bus SR 168		1046	!_		"							
168) (64) Ramp	City of Chesapeake (Maint: 64	1) 0.18		S	iee I-64 f	or direc	tional t	raffic vo	lume es	stimate	es for this	s seg	ment.		
Bus	To: From:	Bu	s SR 168												
168) (168) Battlefield Blvd	City of Chesapeake	0.35 7	2000 N	99%	0%	1%	0%	0%	0%	Ν	0.08	F	0.509	77000	N
100) (108) = 1111-1111 = 1111	To:		Bus SR 168				• , •					-			
	From:	I-6	4; US 17												
168)Battlefield Blvd	City of Chesapeake	0.54 3	37000 G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.548	40000	G
$\smile$	To:	US 13 1	Military Hwy												
168)Battlefield Blvd	City of Chesapeake		23000 G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.519	25000	G
100)	To														
168 Atlantic Ave	City of Chesapeake		postella Rd 6000 G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.542	18000	G
168 Atlantic Ave	Oity of Offesapeake	0.42	0000 G	30 /6	1 /0	1 /0	1 /0	2 /0	0 /6	•	0.033	'	0.542	10000	u
	To: From:		idence Rd												
168 Atlantic Ave	City of Chesapeake	1.16 <b>1</b>	7000 A	96%	1%	1%	1%	2%	0%	С	0.114	Α	0.515	19000	Α
<u> </u>	Tac From:	Old Atl	antic Avenue												
168)Atlantic Ave	City of Chesapeake	0.39 <b>1</b>	0000 G	96%	1%	1%	1%	2%	0%	F	0.102	F	0.56	11000	G
$\smile$	To:	SR 24	6 Liberty Rd												
168)Campostella Rd	City of Chesapeake		6000 G	96%	1%	1%	1%	2%	0%	F	0.099	F	0.599	18000	G
	To	CCI	L Norfolk			<del></del>									
168)Campostella Rd	City of Norfolk		9000 G	96%	1%	1%	1%	2%	0%	F	0.102	F	0.601	21000	G
168) Campostona rid	City of Norton				1 /0		1 /0	270	0 /0	•	0.102	•	0.001	21000	
	From		ndian River Rd		40/		40/	201	00/		0.400	_	0.00	07000	_
168 Campostella Rd	City of Norfolk		25000 G	96%	1%	1%	1%	2%	0%	F	0.103	F	0.62	27000	G
<u> </u>	From:		0 Wilson Rd ilson Rd												
168)(460)(166)Campostella Rd	City of Norfolk		2000 G	95%	1%	1%	1%	2%	0%	F	0.113	F	0.783	57000	G
100/100/100/25///	- I				. , ,		. , •	_,•	- / •	•	2.7.0	•	2 00	2.000	_
Prombleton Ave	City of Norfalls		nball Terr	000/	0%	10/	0%	0%	0%	F	0.082	F	0.614	NA	
168 460 166 Brambleton Ave	City of Norfolk	0.30 4	17000 F	99%	U %	1%	U%	0%	U%	Г	0.062	Г	0.014	INA	
	To: From:		ark Ave			ⅎ									
168) 460 Brambleton Ave	City of Norfolk	0.40 3	9000 F	97%	1%	1%	0%	1%	0%	С	0.082	F	0.558	NA	
$\sim$	To:	Bram	bleton Ave												

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

		· ······a·· y · a···	iu interstate r	100100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		ambleton Ave												
Tidewater Dr	City of Norfolk	0.31	35000 F	95%	1%	1%	1%	2%	0%	С	0.082	F	0.508	NA	
	T <sub>O</sub> . From:		8 Va Beach Blvd			$\rightarrow$									
168 Tidewater Dr	City of Norfolk	0.89	34000 F	98%	0%	1%	0%	1%	0%	F	0.081	F	0.503	NA	
	From		ndenwood Ave	2221	221	$ \longrightarrow $	221					_	. =		
168 Tidewater Dr	City of Norfolk	0.81	32000 F	98%	0%	1%	0%	1%	0%	F	0.080	F	0.514	NA	
Tidous Asia Dia	To: From:		Cromwell Dr	000/	00/		00/	40/	00/		0.000		0.540	40000	
168 Tidewater Dr	City of Norfolk	1.03	39000 F	98%	0%	1%	0%	1%	0%	С	0.088	В	0.516	43000	F
T: 1	To:		Norview Ave	000/	00/		00/	40/	00/		0.005		0.547	NIA	
168 Tidewater Dr	City of Norfolk	1.11	45000 F	98%	0%	1%	0%	1%	0%	F	0.085	F	0.517	NA	
Tidoustor Dr	City of Norfalls	0.60	I-64 <b>32000</b> F	98%	0%	1%	0%	1%	0%	F	0.085	F	0.618	NA	
168 Tidewater Dr	City of Norfolk				0%	1 %	0%	170	0%	Г	0.065	Г	0.010	INA	
Tidowator Dr	City of Norfolk	SR 16 1.29	5 Little Creek Ro		0%	1%	0%	0%	00/	С	0.001	F	0.620	20000	G
168 Tidewater Dr	City of Norloik			99%	0%	1 %	0%	0%	0%	C	0.091	Г	0.630	20000	G
168 Tidewater Dr	City of Norfolk	Ba	ay View Blvd 12000 G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.532	13000	G
168 Hudewater Di	City of Norloik			99%	0%	1 70	076	076	0%	г	0.095	Г	0.552	13000	G
168 Tidewater Dr	City of Norfolk	0.75	460 Granby St <b>8900</b> G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.636	9500	G
168 Hoewater Di	To:		Ocean View Av		0 /6	1/8	0 /6	0 /6	0 /6	'	0.033	•	0.000	3300	ч
North	From:		R 168-P SR 168-												
168)Ramp	City of Chesapeake (Maint		NA								NA			NA	
	To:	US 17-N01	17C TO RT 64 V	/EST											
Vorth	From:		R 168-P SR 168-	N015A											
168 Ramp	City of Chesapeake (Maint	t: 64) 0.28	NA								NA			NA	
North	To: From:	SR 168-N015C	TO RT 17 SOU	ГН & 190											
168)Ramp	City of Chesapeake (Maint	t: 64) 0.05	20000 G								0.110	F		21000	G
	To: From:	US 17-N017B FROM	M RT 17 NORTI	I TO 464 NO	OR	_									
North 168 Ramp	City of Chesapeake (Maint	t: 64) 0.07	5900 G								0.127	F		6300	G
100)	To:		291A US 17-N0								0	•		0000	
North	From:	SR 168-N015B	TO RT 17 SOU	ГН & 190											
168)Ramp	City of Chesapeake (Main		NA								NA			NA	
<u> </u>	Ter	SR 168-S015A	TO RT 17 SOU	ГН & 190											
North	From:		8 N, Tidewater I						_		0.000	_		0000	_
168)Ramp	City of Norfolk (Maint: 6		6000 G								0.092	F		6300	G
da ada	From														
North 168 Ramp	City of Norfolk (Maint: 6		68 Tidewater Dr <b>5500 G</b>								0.094	F		5900	G
100)	Tre	., 0.20	I-64 East								J.JU !	•		2300	<u> </u>

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

			riiiiaiy ai	10 111161318	110	ules											
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:		1SR 1	68-P TO RT	Γ 190			ZAXIE	3+AXIE	TITALI	ZIIali		i actor		1 actor		
168 Ramp	City of Chesapeake	(Maint: 64)	0.13	16000	G								0.084	F		17000	G
South	To: From:		SR 168-N015C	TO RT 17 S	SOUTH	& 190											
168 Ramp	City of Chesapeake	(Maint: 64)	0.29	NA									NA			NA	
<u> </u>	To:		US 17 SR 190 I			4,64 &											
South 168 Ramp	City of Norfolk (M	laint: 64)	SR 16 0.17	8 S, Tidewat <b>3700</b>	ter Dr <b>G</b>								0.086	F		4000	G
168/11/2011	To:	1airit. 04)	0.17	I-64 East	<u> </u>								0.000	'		4000	u
South	From:		SR 1	68 Tidewate	er Dr												
168)Ramp	City of Norfolk (M	Maint: 64)	0.13	3300	G								0.096	F		3500	G
	To:			I-64 West													
OD 400 OD 5	From:			south of Inte	rchange	:											
SR 168 SB From I 464 S to south of Interchai	nge City of Chesar	реаке	0.55	<b>NA</b> I-464 S									NA			NA	
Bus	From:	- C	R 168 Chesapeak		ve Rattl	efield Blv	4										
168) Battlefield Blvd	City of Chesar		2.70	15000	G G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.630	16000	G
$\smile$	To:		Inc	dian Creek R	2d												
Bus 168)Battlefield Blvd	City of Chesar	nooko	1.55	19000	G	97%	1%	1%	1%	1%	0%	_	0.088	F	0.599	20000	G
168 Battleffeld Blvd	City of Chesap	peake				9170	1 70	1 70	170	170	0%	Г	0.000	Г	0.599	20000	G
Bus	From			enterville Tpl													
168 Battlefield Blvd	City of Chesar	peake	3.78	22000	G	97%	1%	1%	1%	1%	0%	F	0.121	F	0.553	23000	G
Bus	To: From:		SR 168	Great Bridge	Bypass												
168 Battlefield Blvd	City of Chesar	peake	0.28	11000	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.687	12000	G
Bus	To: From:		131-8	802 Hanbur	y Rd			$\neg$									
168 Battlefield Blvd	City of Chesar	peake	1.70	13000	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.687	14000	G
$\smile$	To		SR 165 S, Moun	t Pleasant Ro	d Iohns	town Rd											
Bus 168 165 Battlefield Blvd	City of Chesar	-	0.26	32000	G	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	NA	
165 Battlefield Blvd	City of Chesap	peake				99%	076	1 70	0%	076	0%	C	0.063	Г	0.505	INA	
Bus	From			North; Ceda													
168 Battlefield Blvd	City of Chesar	peake	1.24	39000	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.664	42000	G
Bus	To: From:		SR 190	Great Bridg	ge Blvd			$\Box$ $\vdash$									
168) Battlefield Blvd	City of Chesar	peake	0.17	37000	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.566	39000	G
Pue	To: From:		SR 168	Great Bridge	Bypass	1											
Bus 168)Battlefield Blvd	City of Chesar		1.39	42000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.657	45000	G
	, :. :			od Rd; Oak (			- / -			- , -	- / -						
Bus Pottlefield Plyd	City of Change	nooko					00/	10/	00/	00/	00/	F	0.000		0.600	E7000	<u> </u>
168 Battlefield Blvd	City of Chesar		0.68	53000 Volvo Pkwy	G	99%	0%	1%	0%	0%	0%	г	0.090	F	0.622	57000	G
		I		v oivo PKWY													

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From		Pkwy	2221			221	0-1	221	_		_			_
168 Battlefield Blvd	City of Chesapeake	0.58 <b>72</b> 0	000 G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.509	77000	G
Bus	To: From:	I-0	64												
168) (168) Battlefield Blvd	City of Chesapeake	0.35 <b>720</b>	000 N	99%	0%	1%	0%	0%	0%	Ν	0.08	F	0.509	77000	1
	To:	SR 168 Batt	tlefield Blvd												
Bus	From:	Bus SR 1	168 North												
168 Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28 <b>10</b> 0	000 G	99%	0%	0%	0%	0%	0%	С	0.083	F		11000	(
$\smile$	To:	I-64 West C	Collector Rd												
Bus	Fronc	Bus SR 1	168 North												
Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)		700 G	97%	0%	1%	0%	1%	0%	С	0.076	F		9300	(
$\sim$	To:	I-64 East C	Collector Rd												
Bus	From:	SR 168 Battl													
168)Ramp	City of Chesapeake (Maint: 64)		800 G	94%	0%	2%	1%	3%	0%	С	0.076	F		4600	(
	10:		Collector Rd												
Bus	Prom:	Bus SR 168 Ba			40/		00/	00/	40/	_	0.070	_		4400	
168 Ramp	City of Chesapeake (Maint: 64)		East	86%	1%	1%	2%	9%	1%	С	0.078	F		4400	
	- 1														
Mallony St	City of Homoton		Mellen St 800 N	99%	1%	0%	0%	0%	0%	N	0.083	F	0.669	8800	
Mallory St	City of Hampton			99%	1 70	0%	0%	076	0%	IN	0.063	Г	0.009	0000	
	From:	SR 143 (	•	000/	40/		00/	00/	00/		0.000	_	0.000	0000	
Mallory St	City of Hampton	0.15 <b>83</b>	800 F	99%	1%	0%	0%	0%	0%	F	0.083	F	0.669	8800	
	To: From:		ercury Blvd												
169 Mallory St	City of Hampton	1.95 <b>50</b>	000 F	99%	1%	0%	0%	0%	0%	С	0.080	F	0.594	5300	-
<u> </u>	To: From:	SR 351 E, Pe	embroke Ave												
169 351 Pembroke Ave	City of Hampton	0.60 <b>26</b>	600 F	97%	1%	2%	0%	0%	0%	С	0.09	F	0.625	2700	١
	To: From	SR 351 W, P	Pembroke Ave			<u> </u>									
169)Old Buckroe Rd	City of Hampton	1.37 <b>54</b>	100 F	99%	1%	0%	0%	0%	0%	С	0.086	F	0.571	5700	I
<u> </u>	То:		Hill Rd												
Foy Hill Dd	City of Homoton		okroe Rd	99%	1%	0%	00/	00/	00/	F	0.001	F	0.606	14000	
169 Fox Hill Rd	City of Hampton	1.08 <b>13</b> 0	000 F	99%	176	0%	0%	0%	0%	Г	0.091	Г	0.626	14000	
	To: From:		land Rd					221				_		0.4000	
69 Fox Hill Rd	City of Hampton	0.88 <b>19</b> 0	000 F	99%	1%	0%	0%	0%	0%	С	0.088	F	0.611	21000	
	To: From:		od Pkwy												
69)Fox Hill Rd	City of Hampton		000 F	99%	1%	0%	0%	0%	0%	F	0.089	F	0.617	27000	
<u> </u>	Tα	US 258; M	ercury Blvd			L									
	From:	SR 165 N M								_		_			
170 Little Creek Rd	City of Norfolk	1.08 <b>240</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.515	26000	(
<u> </u>	To: From:	Halprii	n Drive												
170 Little Creek Rd	City of Norfolk	0.48 <b>220</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.525	24000	(
$\smile$	To	SR 192 Azale	ea Garden Rd												

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

	1			4	_		Tru	ck		00	K	01/	Dir	A A14/DT	014
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	SR 192 Azalea Garde		000/	00/	10/	00/	40/	00/	_	0.000	_	0.540	00000	
170 Little Creek Rd	City of Norfolk		G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.518	23000	G
	10.	US 60 Shore Driv													
Oveter Point Rd	City of Nowport Nove	SR 143 Jefferson A		000/	10/	10/	00/	00/	00/	F	0.007	F	0.50	46000	F
0yster Point Rd	City of Newport News	0.70 <b>44000</b>	F	98%	1%	1%	0%	0%	0%	Г	0.087	Г	0.53	46000	Г
	Tos From:	121-12 Canon Blv				<u> </u>									
171 Oyster Point Rd	City of Newport News	0.17 <b>49000</b>	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.543	52000	F
	To: From:	I-64													
171 Victory Blvd	City of Newport News	0.74 <b>48000</b>	F	96%	0%	1%	1%	1%	0%	С	0.094	F	0.629	51000	F
<u> </u>	To: From:	York County Line WCL Newport Nev													
171 Victory Blvd	York County		F	99%	0%	0%	0%	0%	0%	С	0.088	F	0.588	43000	F
171) Violety Bive	· · · · · · · · · · · · · · · · · · ·				0 / 0		070	0 / 0	070	Ū	0.000	•	0.000	10000	•
171 Victory Blvd	York County	US 17 George Washington 0.35 <b>32000</b>	Mem F	lwy							0.092	F	0.573	NA	
171 VICTORY BIVO	TOIR County										0.092	Г	0.573	INA	
	To- From:	SR 134 Hampton H				<u> </u>									
171 Victory Blvd	York County	1.02 <b>19000</b>	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.61	20000	F
	To: From:	99-600 Big Bethel l													
171 Victory Blvd	York County	1.48 <b>19000</b>	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.573	20000	F
<u> </u>	To: From:	WCL Poquoson York County Line													
171 Victory Blvd	City of Poquoson		F	99%	0%	0%	0%	0%	0%	С	0.089	F	0.579	12000	F
171) Violety Elite	only of 1 equeeen			0070	0 / 0		070	0 / 0	070	Ū	0.000	•	0.070	12000	•
(171) Little Florida Rd	City of Poguoson	SR 172 Wythe Creek	k Rd F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.652	12000	F
1/1 Little Florida Nu	City of Foquosoff		Г	33 /o	0 /0	U /6	0 /6	0 /0	0 /6	•	0.003	'	0.032	12000	'
Dimis Florids Dd	To: From:	Far Street	_	000/	00/		00/	00/	00/		0.004	_	0.000	0000	
171 Little Florida Rd	City of Poquoson	0.44 <b>7800</b>	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.668	8300	F
	To: From:	Poquoson Ave													
171 Poquoson Ave	City of Poquoson	0.50 <b>6800</b>	F	98%	1%	0%	0%	0%	0%	С	0.094	F	0.642	7200	F
<u></u>	Tor From	Bunting Rd													
171 Poquoson Ave	City of Poquoson	0.91 <b>3600</b>	F	98%	1%	0%	0%	0%	0%	F	0.095	F	0.626	3900	F
$\smile$	To: Econo	147-7050 Ridge R	Rd												
171 Poquoson Ave	City of Poquoson	1.00 <b>2700</b>	F	97%	1%	0%	0%	0%	0%	С	0.096	F	0.643	2900	F
$\smile$	Tα	Messick Rd													
Manadala Dal	City of Days and	Poquoson Ave	_	070/	00/		00/	40/	00/	_	0.400	_	0.010	4.400	_
171 Messick Rd	City of Poquoson	1.27 <b>1300</b> Messick Pt	F	97%	2%	0%	0%	1%	0%	С	0.100	F	0.613	1400	F
	r		. n :												
East	City of Newport News (Maint: 99)	SR 171 Oyster Point 0.33 <b>9400</b>	t Rd <b>G</b>								0.092	F		9400	G
171 Ramp	Oity of Newport News (Maint. 99)	I-64-E	G								0.092	Г		3400	G
F	Doore		4 D 3			1									
East 171) Ramp	City of Newport News (Maint: 99)	SR 171 Oyster Point 0.25 <b>2200</b>	t Rd <b>G</b>								0.133	F		2200	G
1/1) ramp	Tro	I-64-W	G								0.133	'		2200	G

4/15/2020

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

Б.,	1. 1. 11. 11		. 4			Tru	ck			K	01/	Dir	4 4 14 / D.T.	- ^
Route	Jurisdiction		4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
est	City of Novement Nove (Moint, OO)	SR 171 Oyster Point R								0.104	F		E600	(
Ramp	City of Newport News (Maint: 99)	0.26 <b>5600 G</b> I-64-E								0.134	г		5600	
/est	From: (Mainta CO)	SR 171 Victory Blvd								0.440	_		E 400	
71)Ramp	City of Newport News (Maint: 99)	0.36 <b>5400 G</b>			_					0.113	F		5400	
	10.	I-64-W												
	From	SR 134 Magruder Blvd							_		_			
72 Cmdr Shepard Blvd	City of Hampton	0.61 <b>9900 F</b>	98%	0%	1%	1%	0%	0%	F	0.114	F	0.812	11000	
<u></u>	To: From:	Armistead Ave												
72)Cmdr Shepard Blvd	City of Hampton	0.42 <b>15000</b> F	98%	0%	1%	1%	0%	0%	С	0.102	F	0.524	16000	
	To	NASA Main Gate												
72)Armistead Ave	City of Hampton	0.85 <b>12000</b> F	98%	0%	1%	0%	0%	0%	С	0.104	F	0.753	13000	
12)						0,70	0 70	0,0	Ū	0	•	01.00	.0000	
NA all a Octable Dal	From	Semple Farm Rd	000/	00/	10/	00/	00/	00/		0.405	_	0.750	40000	
72) Wythe Creek Rd	City of Hampton	1.03 <b>15000 G</b>	98%	0%	1%	0%	0%	0%	F	0.105	F	0.750	16000	
	From:	SCL Poquoson NCL Hampton												
72) Wythe Creek Rd	City of Poquoson	1.08 <b>13000</b> G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.691	14000	
72) Wythe Oreck Hu	City of Foqueson			0 70	1 70	0 70	0 70	0 70	J	0.000	'	0.001	14000	
	To: From:	SR 171 Little Florida Rd; Vict									_			
72 Wythe Creek Rd	City of Poquoson	0.24 <b>12000 F</b>	99%	0%	1%	0%	0%	0%	F	0.097	F	0.604	13000	
<u> </u>	To: From:	Hudgins Rd												
72) Wythe Creek Rd	City of Poquoson	0.62 <b>7300 F</b>	99%	0%	1%	0%	0%	0%	F	0.098	F	0.623	7700	
<u> </u>	To:	Poquoson Ave												
	From:	Moyer Drive												
73 Denbigh Blvd	City of Newport News	0.53 <b>3700</b> F	97%	2%	1%	0%	0%	0%	С	0.090	F	0.549	4000	
	To:	Catalina Drive												
_	From:	Catalina Dr												
73 Denbigh Blvd	City of Newport News	0.74 <b>8300 F</b>	97%	2%	1%	0%	0%	0%	F	0.088	F	0.612	8800	
	Tax	Lucas Creek Rd			$\neg$ $\vdash$									
73 Denbigh Blvd	City of Newport News	0.55 <b>16000 F</b>	97%	2%	1%	0%	0%	0%	F	0.082	F	0.608	17000	
,,,,	Tec	110 CO W/ 11 PI 1												
Donbish Blid	City of Novement Nove	US 60 Warwick Blvd	000/	10/	00/	00/	00/	0%	С	0.070	F	0.514	25000	
73 Denbigh Blvd	City of Newport News	1.14 <b>24000 G</b>	98%	1%	0%	0%	0%	0%	C	0.079	Г	0.514	25000	
	To: From:	SR 143 Jefferson Ave												
73)Denbigh Blvd	City of Newport News	1.32 <b>26000 F</b>	99%	0%	0%	0%	0%	0%	F	0.091	F	0.571	28000	
<u> </u>	To:	York County Line												
	From	NCL Newport News	2021						_					
73 Denbigh Blvd	York County	2.18 <b>14000 A</b>	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.573	14000	
<u></u>	To: From:	US 17 GW Mem Hwy												
73 Goodwin Neck Rd	York County	1.05 <b>8100 F</b>	95%	1%	2%	1%	2%	0%	С	0.093	F	0.579	8600	
	To	99-630 Wolf Trap Rd			<u> </u>									
73 Goodwin Neck Rd	York County	1.10 <b>2600 F</b>	95%	0%	1%	1%	3%	0%	С	0.104	F	0.57	2800	
	TOIR COULITY	I.IV ZOUU F	JU 70	U 7/0	1 70	1 /0	J /0	U /o	$\overline{}$	0.104	1-	0.07	∠000	

4/15/2020

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

							Truck-			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4	4Tire	Bus		+Axle 1T			Factor	QK	Factor	AAWDT	Q۱
Coodwin Nook Dd	From:	99-718 Back Cree		OE0/	10/	10/	10/ 0	/ 00/		0.106	_	0.667	1000	F
73 Goodwin Neck Rd	York County	2.23 <b>1700</b> 99-629 East of Tampico St	_	95%	1%	1%	1% 3	% 0%	С	0.106	F	0.667	1800	ı
	From	•		anc										_
174)Kings Mountain Rd	Henry County	Bus US 220 Virgini 1.45 <b>14000</b>		97%	1%	0%	0% 2	6 0%	С	0.092	F	0.636	14000	(
174 Trangs Wountain Flu	Tierry Oddrity			J1 /0	1 /0	<u> </u>	070 2	0 070	J	0.032		0.000	14000	•
Kinna Mayotain Del	From	44-1172 Kings Mar		070/	10/	00/	00/ 0	/ 00/	F	0.005		0.507	1 1000	_
Kings Mountain Rd	Henry County	1.12 <b>13000</b>	G	97%	1%	0%	0% 2	% 0%	F	0.095	F	0.587	14000	(
	To: From:	SR 108 Figsboro												
Kings Mountain Rd	Henry County	1.72 <b>14000</b>	G	97%	1%	0%	0% 2	6 0%	F	0.091	F	0.533	15000	(
<u> </u>	To: From	NCL Martinsvil	lle											
174)Liberty St	City of Martinsville	0.49 <b>13000</b>	G	96%	1%	1%	0% 2	6 0%	F	0.103	F	0.534	13000	(
$\smile$	To	Inman St												
174)Liberty St	City of Martinsville	0.20 14000	G	96%	1%	1%	0% 2	6 0%	F	0.098	F	0.545	15000	(
$\smile$	To:	Clearview Dr												
174)Liberty St	City of Martinsville	0.60 <b>8600</b>		96%	1%	1%	0% 2	6 0%	С	0.087	F	0.596	9300	(
1/4	To:	Commonwealth E												
	From:	US 13 Lankford I	Hwv											
175)Chincoteague Rd	Accomack County	1.65 <b>7600</b>		97%	0%	1%	1% 1	6 0%	С	0.115	Α	0.676	7700	
17.5)	To	01.704.6												
175)Chincoteague Rd	Accomack County	01-704 Coardtown		97%	0%	1%	1% 1	6 0%	F	0.089	F	0.565	8200	(
173 Omnoteague 11a	7.000maok Godiny			01 70	0 70		170 1	0 070	•	0.000	•	0.000	0200	`
Chinastaggua Dd	Accomody County	01-798 Mill Dam		070/	0%	10/	10/ 1	/ 00/	F	0.005	F	0.500	7500	
Chincoteague Rd	Accomack County	4.86 <b>7500</b>		97%	0%	1%	1% 1	% 0%	Г	0.085	Г	0.503	7500	(
	To- From:	WCL Chincotea												_
175 Chincoteague Rd	Town of Chincoteague (Maint: 01)	2.45 <b>7200</b>	G	97%	0%	1%	1% 1	6 0%	С	0.091	F	0.572	7300	(
	10.	Main St												
	From	SR 175 Chincoteag	gue Rd											
175)	Town of Chincoteague (Maint: 01)	0.52 <b>NA</b>								NA			NA	
		Dead End												
	From:	SR 316 Cossatt A		050/	10/	00/	00/	. 00/	_	0.004	_	0.547	0000	,
176 Bennett St	Town of Parksley (Maint: 01)	0.38 <b>2600</b>	G	95%	1%	2%	0% 1	% 0%	С	0.094	F	0.547	2600	(
	To: From	ECL Parksley												
176) Parksley Rd	Accomack County	2.20 <b>2700</b>		96%	2%	2%	0% 1	6 0%	С	0.098	F	0.607	2700	(
<u> </u>	10:	US 13 Lankford I	Hwy											
	From	60-600 S, Tyler												
177)Tyler Rd	Montgomery County	2.33 <b>11000</b>	G	98%	0%	1%	0% 1	% 0%	С	0.103	F	0.535	12000	(
<u> </u>	To: From:	SCL Radford; Roc	k Rd			$\Box$								
177)Tyler Ave	City of Radford	0.86 <b>8600</b>	G	98%	0%	1%	0% 1	6 0%	F	0.107	F	0.594	9300	(
$\smile$	Tα	Auburn Ave												
177)Tyler Ave	City of Radford	0.78 <b>11000</b>	G	98%	0%	1%	0% 1	6 0%	F	0.105	F	0.587	12000	(
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:	Adams St								_			-	

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

Too   US 11 E Main St	2/	Axle 3+Axle J % 0% ] J	1Trail	2Trail	QC C	0.090 0.113	QK F F	Factor 0.501	9800	QV G
Typer Ave   City of Radford   0.44   9000   G   96%   11	% 2	] % 0% ] ]	1%	0%	C			0.501	9800	G
Tot	% 2	% 0% ] ] ]	1%	0%				0.501	9800	G
Trook   SR 177 Tyler Rd   A400   G		] ] ] ]			<del></del>	0.113	<u> </u>			
1777   Ramp to I-81 N at Exit 109   Montgomery County   0.20   4400   G		] ] ]				0.113	F			
1777   Ramp to I-81 N at Exit 109   Montgomery County   0.20   4400   G		- 1 ]				0.113	F			
Teg     I-81 N     From:   Ramps SR 177 N000B; SR177 S000B     1777   Ramp to I-81 S at Exit 109   Montgomery County   0.12   1300   G       1-81 S		] ]							4400	G
Ramps SR 177 N000B; SR177 S000B		j 1								
177   Ramp to I-81 S at Exit 109   Montgomery County   0.12   1300   G		<u> </u>								_
North   SR 177 N, Tyler Rd		]				0.116	F		1300	G
North         SR 177 N, Tyler Rd           1777         Ramp toward I-81 S at Exit 109         Montgomery County         0.03         1200         G		<u> </u>				0.110	'		1300	
Ramp toward I-81 S at Exit 109 Montgomery County 0.03 1200 G										
To D OD 155 D						0.091	F		1200	G
Trc: Ramp SR 177 B		1								
South SR 177 S, Tyler Rd										
177) Ramp toward I-81 S at Exit 109 Montgomery County 0.06 <b>1100 G</b>		_				0.116	F		1100	G
Tα Ramp SR 177 B		7								
		1								
Bus US 13, Lincoln St	٥/ ٥		40/	00/	_	0.440	_	0.544	1000	_
178 Main St Town of Exmore (Maint: 65) 0.36 <b>1800 F</b> 98% 0	% 0	)% 1%	1%	0%	С	0.112	F	0.511	1800	F
To US 13 Lankford Hwy		1								
178 Belle Haven Rd Town of Exmore (Maint: 65) 0.15 <b>3300 F</b> 98% 0	% 1	<u>-</u> % 0%	1%	0%	F	0.11	F	0.622	3200	F
To: SCL Belle Haven		7								
From: NCL Exmore										
178 Belle Haven Rd Town of Belle Haven (Maint: 65) 0.35 <b>3300 N</b> 98% 0	% 1	% 0%	1%	0%	Ν	0.11	F	0.622	3200	Ν
Tœ Accomack County Line										
Front Northampton County Line										
178 Belle Haven Rd Town of Belle Haven (Maint: 01) 0.48 2700 G 98% 0	% 1	% 0%	1%	0%	С	0.089	F	0.599	2700	G
<u></u>		7								
SR 181 King St; Main St   178   Shields Bridge Rd   Town of Belle Haven (Maint: 01)   1.24   1600   G   97%   01	% C	)% 0%	2%	0%	С	0.101	F	0.644	1600	
Town of Belle Haven (Maint: 01) 1.24 1600 G 97% 0	70 (	776 076	270	076	C	0.101	F	0.044	1000	G
Tor WCL Belle Haven										
178) Shields Bridge Rd Accomack County 2.67 1600 N 97% 0	% 0	0%	2%	0%	Ν	0.101	F	0.644	1600	Ν
To 01-615 Cradockville Rd		1								
	% 1	% 0%	1%	0%	С	0.1	F	0.570	1100	G
178 Boston Rd Accomack County 3.95 <b>1100 G</b> 98% 0	70 I	% 0%	170	0%	C	0.1	Г	0.570	1100	G
Tor O1-609 S, Big Pine Rd		]								
178 Bobtown Rd Accomack County 0.38 <b>1800 G</b> 98% 0	% 0	)% 1%	0%	0%	С	0.103	F	0.529	1800	G
		7								
Top   SR 180 S, Harborton Rd   SR 180 S, Harborton Rd   178   180 Bobtown Rd   Accomack County   0.03   2200   G   98%   0°	% 1	% 0%	1%	0%	F	0.096	F	0.549	2200	G
178 180 Bobtown Rd Accomack County 0.03 <b>2200 G</b> 98% 0	70 I	% 0%	170	0%	Г	0.096	Г	0.549	2200	Ċ
Tro- From SR 180 N, Pungoteague Rd		]					—			
178 Bobtown Rd Accomack County 1.90 <b>1800 G</b> 98% 0	% 1	% 1%	0%	0%	С	0.094	F	0.568	1800	G
To: 01-620 Wharehouse Rd		1								
From 01-1023 King Street										
	% 0	」 )%  1%	0%	0%	F	0.109	F	0.614	2200	G
	/0 L	/n 170	070	070	- 1	11 1112	1"	0.014	2200	Ċ.
W 01-658 North Street		7 . 70				0.100	-			

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

		Primary and inte					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	W 01-658 N	orth Street												
179 Market St	Town of Onancock (Maint: 01)	1.16 <b>430</b>	0 G	98%	0%	0%	1%	0%	0%	С	0.095	F	0.523	4400	G
$\smile$	Tot	SR 126 Fairs	rounds Rd												
179)Market St	Town of Onancock (Maint: 01)	0.09 <b>640</b>		98%	0%	0%	1%	0%	0%	F	0.096	F	0.543	6400	G
173)	Tec	FOI O													
170	Accomack County	0.69 <b>640</b>		98%	0%	0%	1%	0%	0%	N	0.096	F	0.543	6400	N
179)	Accomack County			30 /6	0 76	0 /6	1 /0	0 /6	0 /6	IN	0.030	•	0.545	0400	IN
	To- From:	WCL (													
179) Main St	Town of Onley (Maint: 01)	0.64 <b>640</b>		98%	0%	0%	1%	0%	0%	N	0.096	F	0.543	6400	N
<u> </u>	To:	US 13	Bus												
	From:	Dead	End												
180)Shore Dr	Accomack County	0.18 <b>13</b>	) G	96%	0%	1%	1%	3%	0%	С	0.098	F	0.573	130	G
$\smile$	Tα:	Harbort													
	From:	Shore		2021	221		221		221	_		_			_
180 Harborton Rd	Accomack County	0.85 <b>34</b>	) G	98%	0%	1%	0%	1%	0%	С	0.098	F	0.573	350	G
<u> </u>	To- From	01-631 Hacl	sneck Rd												
180 Harborton Rd	Accomack County	2.03 <b>72</b>	) G	97%	0%	1%	1%	1%	0%	С	0.098	F	0.573	730	G
	To:	SR 178 S, Be	obtown Rd												
	From:	S SR													
180 (178) Bobtown Rd	Accomack County	0.03 220		98%	0%	1%	0%	1%	0%	F	0.096	F	0.549	2200	G
	To:	N SR													
Dungstagung Dd	Assemble County	SR 178 N, , E 2.89 <b>76</b>		98%	0%	1%	10/	0%	00/	С	0.00	F	0.500	760	G
180 Pungoteauge Rd	Accomack County	2.09 70	) G	90%	0%	1%	1%	0%	0%	C	0.08	Г	0.539	760	G
	To: From:	WCL F													
(180 <i>)</i>	Town of Keller (Maint: 01)	0.46 <b>76</b>	) N	98%	0%	1%	1%	0%	0%	Ν	0.08	F	0.539	760	N
<u> </u>	To:	US 13 S, Lan													
Conditional House	Tayya of Kallay (Mainty Od)	S US		92%	10/	10/	10/	<b>C</b> 0/	00/	F	0.070	_	0.544	17000	_
180 (13) Lankford Hwy	Town of Keller (Maint: 01)	0.45 <b>190</b>	00 G	92%	1%	1%	1%	6%	0%	г	0.079	F	0.544	17000	G
	To: From:	CL Ke	eller												
180) (13) Lankford Hwy	Accomack County	0.01 <b>190</b>	00 N	92%	1%	1%	1%	6%	0%	Ν	0.079	F	0.544	17000	Ν
$\bigcirc$ $\bigcirc$	To:	US 13 N													
NA - de sous - sous - Del	A	US 13 N, Lar		000/	40/	40/	40/	00/	00/	_	0.400	_	0.500	4000	_
180 Wachapreague Rd	Accomack County	4.07 110	0 G	96%	1%	1%	1%	2%	0%	С	0.109	F	0.566	1200	G
	To: From:	WCL Wach	apreague												
180 Main St	Town of Wachapreague (Maint: 01)	0.28 <b>110</b>	0 N	96%	1%	1%	1%	2%	0%	Ν	0.109	F	0.566	1200	N
$\smile$	To:	01-1701 Atl	antic Ave												
Wye	From:	SR 180 N	Iain St												
180 Brooklyn St	Town of Wachapreague (Maint: 01)	0.42 11		99%	0%	0%	0%	0%	0%	С	0.130	F	0.556	120	G
	To	01-1712 Rich	ardson Ave												
Wye	From	01-1712; Br													
180 Richardson Ave	Town of Wachapreague (Maint: 01)	0.13 <b>15</b>	) G	96%	1%	2%	0%	1%	0%	С	0.130	F	0.5	150	G
	Τα	01-1706 Church St; W	/CL Wachar	reague											

# 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	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	01-609 Main St												
181 Main St	Town of Belle Haven (Maint: 01)		98%	0%	1%	1%	1%	0%	С	0.084	F	0.520	1500	G
<u> </u>	To:	SR 178 Shields Bridge												
(181)King St	Town of Belle Haven (Maint: 01)	SR 178 Belle Haven F 0.32 <b>740 0</b>	3 97%	0%	1%	1%	1%	0%	С	0.113	F	0.663	750	G
(181) King Ot	Town of Belle Flaver (Maint. 01)		a 5776	0 70	1 /0	1 /0	1 /0	0 70	O	0.110	'	0.000	750	а
	From	ECL Belle Haven	. 070/	00/		40/	40/	00/		0.440	_	0.000	750	
181 King St	Accomack County		97%	0%	1%	1%	1%	0%	N	0.113	F	0.663	750	N
	-	US 13 Lankford Hwy												
Managhura Dd	Town of Deinter (Meinte 01)	US 13 Lankford Hwy		00/	10/	00/	10/	00/	_	0.110	F	0.05	1100	_
182 Mappsburg Rd	Town of Painter (Maint: 01)	0.65 <b>1000 (</b>	<b>9</b> 7%	0%	1%	0%	1%	0%	С	0.118	г	0.65	1100	G
	To: From:	ECL Painter												
(182) Quinby Bridge Rd	Accomack County		<b>9</b> 8%	0%	1%	0%	1%	0%	С	0.102	F	0.64	920	G
	10:	01-605 Quinby												
	From:	65-613 Near Silver Bea												
183 Occohannock Neck Rd	Northampton County	6.94 <b>1800 i</b>	96%	2%	0%	1%	1%	0%	С	0.117	F	0.565	1800	F
<u> </u>	To- From:	WCL Exmore												
(183)Occohannock Neck Rd	Town of Exmore (Maint: 65)	0.51 <b>1400 i</b>	98%	0%	1%	1%	1%	0%	С	0.11	F	0.592	1400	F
$\overline{}$	To:	Bus US 13												
		5-1101 Pine St; 65-1106 Wash	nington Ave											
(184)Bay Ave;Mason Ave	Town of Cape Charles (Maint: 65)	1.21 <b>2600 i</b>	98%	0%	1%	0%	0%	0%	F	0.097	F	0.510	2600	F
	To: From:	65-1105 Fig St; 65-1112 Rand	lolph Ave		<u> </u>									
(184)Stone Rd	Town of Cape Charles (Maint: 65)	0.21 <b>2600 I</b>	<b>N</b> 98%	0%	1%	0%	0%	0%	Ν	0.097	F	0.510	2600	Ν
	Too	Heritage Acres Ct			<u> </u>									
(184)Stone Rd	Town of Cape Charles (Maint: 65)		98%	0%	1%	0%	0%	0%	С	0.089	F	0.539	5400	F
	To	ECL Cape Charles												
(184)Stone Rd	Northampton County		<b>N</b> 98%	0%	1%	0%	0%	0%	Ν	0.089	F	0.539	5400	N
164) Storie Fid	To:	US 13 South of Bayvie		0 70		0 / 0	0 70	0 70		0.000	•	0.000	0.100	
	From	85-686 South Ox Rd												
(185)Stoney Creek Blvd	Shenandoah County	0.08 <b>4600</b> (		0%	1%	1%	3%	0%	С	0.094	F	0.622	4800	G
103) 515113, 515511 2115	T-1						-,-		_					-
185)Stoney Creek Blvd	Shenandoah County	0.26 <b>4200</b>	<b>N</b> 95%	0%	1%	1%	3%	0%	N	0.086	F	0.56	4400	N
185 Storiey Creek Biva	Shehandoan County		1 33/6	0 /0	1 /0	1 /0	J /0	0 /6	IN	0.000	'	0.50	4400	IN
	To: From:	WCL Edinburg	050/	00/		40/	00/	00/		0.000	_	0.50	4400	_
185 Stoney Creek Blvd	Town of Edinburg (Maint: 85)	0.66 4200 (	<b>9</b> 5%	0%	1%	1%	3%	0%	F	0.086	F	0.56	4400	G
	100	US 11 Main St												
Dames to 1.01.0 at Fuit 070	Chanandach Causti	SR 185 Stoney Creek B								0.404	_		1000	_
185 Ramp to I-81 S at Exit 279	Shenandoah County	0.21 <b>1000</b> (	7							0.121	F		1000	G
-		I-81 South												
Down to 1.91 N -+ F.::+ 070	Change de la Courte	SR 185 Stoney Creek B								0 111	_		1000	_
185 Ramp to I-81 N at Exit 279	Shenandoah County		<u> </u>							0.111	F		1200	G
-	10.	I-81 North												

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

						4	_		Tru	ıck			K	<u> </u>	Dir	= =	
Route	Jurisdictio	on Le	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Lluca Dd	From:			arolina Stat		700/	10/		00/	0.40/	00/		0.000	_	0.011	1000	
186 Hugo Rd	Southampton C	Journey 2	2.98	1100	G	72%	1%	2%	2%	24%	0%	С	0.092	F	0.611	1000	G
100	Town of Branchville	(Maint: 87)	WC 0.62	L Branchvi	ille <b>N</b>	72%	1%	2%	2%	24%	0%	N	0.092	F	0.611	1000	
186	TOWN OF BRANCHVING	(Mant. 07)				1270	1 /0		270	2470	0 70	14	0.032	'	0.011	1000	
186)Pittman Rd	From: Southampton C	County 2	ECI 2.35	L Branchvil 1600	G G	79%	1%	1%	1%	18%	0%	С	0.107	F	0.519	1600	Ċ
100)1 111111111111111111111111111111111	To					7070	. , ,		1 70	1070	070	Ü	0.107	•	0.010	1000	Ì
186)Pittman Rd	From: Town of Boykins (I	Maint: 87) 0	).26	CL Boykin 2200	G G	84%	1%	1%	1%	13%	0%	С	0.102	F	0.557	2200	
100)	То:		_	5 Meherrin		0.70	.,,		. , ,	.070	0,0	Ū	00_	•	0.007		
	From:	01-	-658 Wi	nterville Ro	d; Big R	d											
(187) Guilford Rd	Accomack Co		1.06	430	G	96%	2%	1%	0%	0%	0%	С	0.111	F	0.571	430	(
<u> </u>	To:		W	CL Bloxon	n												
187)Shoremain Dr	Town of Bloxom (N	Maint: 01) 0	).45	430	N	96%	2%	1%	0%	0%	0%	Ν	0.111	F	0.571	430	1
<u> </u>	To:		SR 3	16 Bayside	e Dr												
187)Shoremain Dr	Town of Bloxom (N	Maint: 01) 0	).59	1200	G	96%	1%	2%	1%	1%	0%	С	0.089	F	0.555	1200	(
<u> </u>	To:		E	CL Bloxom	n												
87) Nelsonia Rd	Accomack Co	ounty 1	1.60	1500	G	97%	1%	1%	1%	1%	0%	С	0.084	F	0.612	1500	(
<u> </u>	To:		US 13	Lankford	Hwy												
187) Nelsonia Rd	Accomack Co	ounty 1	1.73	650	G	96%	0%	1%	2%	1%	0%	С	0.107	F	0.64	650	(
<u> </u>	To:		01-679	Metompki	in Rd												
Bus Bus	From:			idgeway St													
188 60 220 188 Main S	St Town of Clifton	•	0.07	1100	G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.500	1200	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro		8000 Keswick St	N	98%	1%	0%	0%	0%	0%	N	0.091	F	0.539	8500	ı
	From:			Par, Keswi													
188 Main St	Town of Clifton	Forge 0	0.05	260	G	99%	0%	0%	0%	0%	0%	F	0.133	F		270	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro		1700	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.659	1800	(
	To: From:		McC	Cormick Bl Main St	lvd												
188 McCormick Blvd	Town of Clifton	Forge 0	0.07	260	G	99%	0%	0%	0%	0%	0%	F	0.128	F		270	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	1400	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.504	1500	(
	Tex	-	SR 188	8 Par, Chur	rch St												
McCormick Blvd	Town of Clifton	Forge 0	0.23	620	G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.527	660	(
	Τα			afayette St													
188 Lafayette St	Town of Clifton	Forge	Mc0	Cormick Bl 230	lvd <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.118	F	0.633	240	(
188 Laiayelle Si	Town of Chillon	Torge 0		Rose Ave	G	JJ 70	U-70	0%	U 70	U 70	U 70	r	0.110	Г	0.033	240	(
	From			afayette St	İ												
188 Rose Ave	Town of Clifton	Forge 0	).22	560	G	97%	1%	1%	1%	0%	0%	С	0.101	F	0.524	600	(
	To	Ŭ .		Tremont St									-				

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

		Primary ar	ia miorote						_			17		Б:		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	0.4		ck		QC	K	QK	Dir	AAWDT	Q۷
	From	.1					2AXIE	3+Axle	ııralı	21raii		Factor		Factor		
Trament Ct	Town of Clifton	Forge 0.03	Rose Ave	G	97%	1%	1%	1%	0%	0%	С	0.101	F	0.524	600	G
188 Tremont St	Town of Ciliton	rorge 0.03		G	97%	170	170	170	0%	0%	C	0.101	Г	0.524	600	Ċ
	From		Sioux Ave Tremont St													
188 Sioux Ave	Town of Clifton	Forge 0.17	560	G	97%	1%	1%	1%	0%	0%	С	0.101	F	0.524	600	
188 Sloux Ave	Town of Omton		3551 Sioux		31 /6	1 /0	1 /0	1 /0	0 /6	0 /6	O	0.101	'	0.524	000	
		105-		Ave												
Bus Bus	From		Main St										_			
188 (60) (220) (188) Ridge	eway St Town of Clifton	Forge 0.07	6900	N	99%	1%	0%	0%	0%	0%	Ν	0.083	F	0.595	7300	١
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8000	N	98%	1%	0%	0%	0%	0%	Ν	0.090	F	0.531	8500	١
	To:	Bus US	60 Commerc	cial Ave	)											
	From:	Bus US 60, B	us US 220, 1	E Ridgv												
188 Commercial Ave	Town of Clifton	Forge 0.05	950	G	99%	0%	0%	1%	0%	0%	F	0.105	F	0.738	1000	C
P	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	_															
	From	Bus US 60 Par,				00/		40/	00/	00/		0.400		0.004	4500	_
188 Commercial Ave	Town of Clifton	•	1400	G	99%	0%	0%	1%	0%	0%	F	0.106	F	0.631	1500	C
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1700	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.659	1800	C
	To:	(	Church Stree	t												
	From		ommercial A													
188 Church St	Town of Clifton	n Forge 0.07	1200	G	99%	0%	0%	1%	0%	0%	С	0.089	F	0.566	1200	(
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1400	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.504	1500	(
	To:	SR 18	8 McCormic	k Blvd												
	From	119.25	8 Smiths Fe	rry Rd												
189)South Quay Rd	Southampton (		2100	G	98%	0%	1%	0%	1%	0%	С	0.103	F	0.658	2000	
189) 33411 444) 114	Countinplon				0070	0 70		0 70	1 70	0 70	Ŭ	0.100	•	0.000	2000	Ì
	To:		714 Pretlow													
189)South Quay Rd	Southampton (	County 0.22	2800	G	98%	0%	1%	0%	1%	0%	С	0.100	F	0.573	2700	G
	To		SCL Suffolk													
	From		ampton Cour	nty Line												
189)S Quay Rd	City of Suff	folk 1.36	1800	G	98%	0%	1%	0%	0%	0%	С	0.106	F	0.663	1900	G
$\smile$	To:	13'	3-666 Gates	Dd												
189)Great Mill Rd	City of Suff		3400	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.714	3600	G
189 Great Willi Flu	Oity of Sun		3400	G	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	•	0.101	•	0.714	3000	
	To:	SR 27	72 South Qua	ay Rd												
189)Great Mill Hwy	City of Suff	folk 0.55	1600	G	83%	0%	1%	1%	14%	0%	С	0.092	F	0.642	1700	(
	To		TIC FO													
189) (58) (189) Franklin By	pass City of Suff	folk 1.01	US 58 20000	G	84%	1%	1%	1%	14%	0%	F	0.074	F	0.552	19000	(
189 58 189 Franklin By	Dass Gity of Suit	1.01	20000	G	04 70	1 70	1 70	170	1470	0%	Г	0.074	Г	0.552	19000	
	To:		SR 272				_									
189 58 189 S Quay Rd	City of Suff	folk 4.23	22000	G	84%	1%	1%	1%	14%	0%	F	0.076	F	0.580	21000	(
	To:	SR	189 S Quay	Rd												
	From		8 Holland B													
189)S Quay Rd	City of Suff	folk 0.37	640	G	95%	0%	2%	1%	1%	0%	С	0.104	F	0.536	670	(
	T	. ~	1 1 1 1													
	From		mberland La		0051	4		4.5.	461	061	_	0.000	-	0.550	0.10	_
189)S Quay Rd	City of Suff		770	G	96%	1%	2%	1%	1%	0%	С	0.096	F	0.558	810	G
$\smile$	Too	:[	Bus US 58													

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

Davida	Louis at auto a	1 1	4457	0.	4T:	D		Tru	ck			K	01/	Dir	A A \ A \ C T	011
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		05A TO RT	7 58 EAS	Т											
189	City of Suffolk	0.17	NA									NA			NA	
<u> </u>	From	US 258 US 58-E	SR 189	M RTE 5	8 EAS											
189) (58) (189) Franklin Bypass	City of Suffolk	1.01	20000	G	84%	1%	1%	1%	14%	0%	F	0.074	F	0.552	19000	
189 58 189 Franklin Bypass	- T				0170	1 /0		1 70	1170	0 70	·	0.07 1	•	0.002	10000	Ì
	From:		2 South Qua	•	0.40/	10/	10/	10/	1.40/	00/	Г	0.070	F	0.500	01000	
189 58 189 S Quay Rd	City of Suffolk	4.23	<b>22000</b> SR 189	G	84%	1%	1%	1%	14%	0%	F	0.076	г	0.580	21000	(
Crost Bridge Blad	City of Chesapeake		6 Bainbridge		000/	20/	10/	20/	20/	00/	С	0.110	F	0.705	4200	,
Great Bridge Blvd	City of Criesapeake	0.83	4100	G	89%	3%	1%	3%	3%	0%	C	0.110	Г	0.705	4300	(
	To: From:		63 Camposte				}									
190 Great Bridge Blvd	City of Chesapeake	0.30	8200	G	89%	3%	1%	3%	3%	0%	F	0.110	F	0.705	8700	(
<u> </u>	To: From:		I-64													
190)Great Bridge Blvd	City of Chesapeake	0.26	13000	G	96%	2%	1%	0%	0%	0%	F	0.096	F	0.694	14000	(
$\smile$	To	LIS 13	7 Dominion	Blvd												
190)Great Bridge Blvd	City of Chesapeake	2.34	14000	G	96%	2%	1%	0%	0%	0%	С	0.095	F	0.665	15000	(
190)	To		160 D v1 C													
190)Kempsville Rd	City of Chesapeake	0.48	168 Battlefie 32000	G BIVO	98%	0%	0%	1%	1%	0%	F	0.087	F	0.578	34000	(
190 Kempsville na	Oily of Offesapeake				30 /6	0 /0	<u> </u>	1 /0	1 /0	0 /6	'	0.007	'	0.576	34000	•
	From		learfield Av		2221					221	_		_	0.510	0.4000	
190 Kempsville Rd	City of Chesapeake	0.81	32000	G	98%	0%	0%	1%	1%	0%	С	0.088	F	0.512	34000	(
	To: From:	Gre	eenbrier Pkv													
190)Kempsville Rd	City of Chesapeake	1.81	22000	G	99%	0%	0%	1%	0%	0%	F	0.096	F	0.562	23000	(
	To	7	Volvo Pkwy	,			$\neg$ $\vdash$									
190)Kempsville Rd	City of Chesapeake	0.49	20000	G	99%	0%	0%	1%	0%	0%	F	0.097	F	0.541	21000	(
	To:		. Virginia B													
	From:		L Chesapea								_		_			
190 Kempsville Rd	City of Virginia Beach	1.00	23000	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.501	25000	(
<u> </u>	To: From:	Се	nterville Tpl	ke			┰┣									
190)Kempsville Rd	City of Virginia Beach	1.52	29000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.517	31000	(
$\smile$	To:	Inc	dian River R	Rd			$\neg$ $\vdash$									
190)Kempsville Rd	City of Virginia Beach	1.29	29000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.545	31000	(
	To	D.	rovidence R	A												
190 Kempsville Rd	City of Virginia Beach	0.98	33000	G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.542	36000	(
190) rempovine rid	Only of Virginia Boadin				00 /0	0 70		070	0 70	0 70	O	0.00	•	0.042	00000	`
Mitabdual Dd	City of Viscoinia Dan-I		Princess A		000/	00/	10/	00/	00/	00/		0.000		0.570	22222	
190 Witchduck Rd	City of Virginia Beach	0.72	31000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.578	33000	C
	To: From:		I-264													
190) Witchduck Rd	City of Virginia Beach	0.60	30000	G	98%	0%	1%	0%	1%	0%	С	0.076	F	0.507	33000	(
$\smile$	To:	US 58 V	/irginia Bea	ch Blvd			<u> </u>									
190) Witchduck Rd	City of Virginia Beach	1.29	16000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.518	18000	C
	To		8740 Jericho													

4/15/2020

# 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
	Fron:	134-8740 Jericho Rd							_					
190 Pembroke Blvd	City of Virginia Beach	0.71 <b>9600 G</b>	99%	0%	0%	0%	0%	0%	С	0.085	F	0.521	10000	G
	10:	SR 225 Independence Blvo												
D	Prom	SR 190-N013A FROM WIT	TC .							0.400	_		0000	_
190 Ramp	City of Virginia Beach (Maint: 75)	0.21 <b>7500 G</b>								0.108	F		8000	(
	10.	I-264-E FROM RT 190												
Domo	City of Virginia Book (Mainty 75)	SR 190 TO I-264								0.000	F		14000	
190 Ramp	City of Virginia Beach (Maint: 75)	0.21 <b>13000 G</b>								0.082	г		14000	(
		I-264-W FROM RT 190												
North	City of Virginia Dood (Mainty 75)	SR 190 TO I-264 0.03 <b>NA</b>								NA			NA	
190 Ramp	City of Virginia Beach (Maint: 75)	SR 190-S013A SR 190- 13A FROI	MWITC							NA			INA	
			M WIIC											
South	City of Virginia Beach (Maint: 75)	SR 190 TO I-264 0.04 <b>NA</b>								NA			NA	
190 Ramp	City of Virginia Beach (Maint. 75)	0.04 <b>NA</b> SR 190-N013A FROM WIT	···							NA			INA	
	City of Change and a	SR 191, S Military Hwy	90%	10/	2%	00/	40/	00/	F	0.110	_	0.570	0.400	,
191 (13) (460)	City of Chesapeake	0.18 <b>7900 G</b> AIRLINE BLVD	90%	1%	2%	3%	4%	0%	Г	0.113	F	0.576	8400	(
	From:	US 58 Airline Blvd			-									
191 Jolliff Rd	City of Chesapeake	2.22 <b>3600 G</b>	96%	1%	1%	1%	0%	0%	С	0.122	F	0.676	3800	(
	То	Dock Landing Rd												
191 Jolliff Rd	City of Chesapeake	0.91 <b>4100 G</b>	98%	0%	1%	0%	0%	0%	С	0.111	F	0.527	4400	(
191)00 110	To:	SR 337 Portsmouth Blvd	0070	0 /0		070	0 70	0 70	J	0.111	•	0.027	4400	`
	From:	SR 165 Military Hwy												
192) Azalea Garden Rd	City of Norfolk	2.02 <b>14000 G</b>	97%	1%	1%	1%	1%	0%	F	0.087	F	0.594	14000	(
192)/Izaida darden rid	To:	SR 170 Little Creek	01 70	1 /0		1 /0	1 /0	0 70	•	0.007	•	0.004	14000	`
	From	SR 7 Leesburg Pike												
193)Georgetown Pike	Fairfax County	3.98 <b>18000 G</b>	98%	1%	1%	0%	0%	0%	С	0.079	F	0.645	20000	(
193) Goorgoto 1 110	- Tamax county		0070	. 70	- 70	070	0 70	0 70	Ū	0.070	•	0.0.0	20000	Ì
Coornateur Dile	To:	W 29-683 Leigh Mill Rd	000/	10/	10/	00/	00/	00/	F	0.070	F	0.070	10000	,
193 Georgetown Pike	Fairfax County	2.36 <b>16000 G</b>	98%	1%	1%	0%	0%	0%	г	0.076	г	0.679	18000	(
	To: From:	29-676 Towlston Rd												
193 Georgetown Pike	Fairfax County	1.55 <b>16000 G</b>	98%	1%	1%	0%	0%	0%	F	0.084	F	0.689	17000	(
<u> </u>	To: From:	Urban Boundary												
193)Georgetown Pike	Fairfax County	1.39 <b>22000 G</b>	98%	1%	1%	0%	0%	0%	F	0.086	F	0.634	23000	(
$\smile$	Ter	I-495 Capital Beltway												
193)Georgetown Pike	Fairfax County	2.01 <b>11000 G</b>	97%	2%	1%	0%	0%	0%	С	0.104	F	0.646	12000	(
100)				,		- / -			-		-	2.2.3		Ì
Coorgotown Biles	Foirfox County	29-3563 Chain Bridge Rd		20/	10/	00/	00/	00/	F	0.110	F	0.770	OFOO	,
193 Georgetown Pike	Fairfax County	0.50 <b>8900 G</b>	97%	2%	1%	0%	0%	0%	г	0.112	г	0.772	9500	C
	101	SR 123 Dolley Madison Blv	/u											

# 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		e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:		SR 193	3 Georgetow	n Pike												
93)Ramp	Fairfax Cou	unty	0.16	13000	G								0.127	Α		16000	(
<i></i>	To:	c		I-495 North													
_	From	c	SR 193	3 Georgetow	n Pike												
93)Ramp	Fairfax Cou	unty	0.14	78000	G								0.084	F		82000	(
<u> </u>	To:	c		I-495-South													
_	From		SR 166	6 Princess A	nne Rd												
94)Sewells Point Rd	City of Norf	folk	1.63	14000	G	97%	1%	2%	1%	1%	0%	С	0.091	F	0.506	15000	(
<u> </u>	To:	c		nesapeake Bl													
Chananaska Plyd	City of Norf	folk	0.87	Norview Ave 17000	G	97%	1%	2%	1%	1%	0%	F	0.090	F	0.535	18000	,
Chesapeake Blvd	City of Nori	IOIK	0.67	17000	G	97%	176	2%	170	170	0%	Г	0.090	Г	0.535	18000	(
	To:			I-64													
Chesapeake Blvd	City of Norf	folk	0.85	25000	G	97%	1%	1%	0%	0%	0%	F	0.077	F	0.587	27000	(
<u> </u>	To: From		SR 16	55 Little Cree	ek Rd												
94)Chesapeake Blvd	City of Norf	folk	1.31	22000	G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.575	24000	(
<u> </u>	Tæ	-	В	ay View Bly	/d												
94)Chesapeake Blvd	City of Norf	folk	0.61	11000	G	97%	1%	1%	0%	0%	0%	F	0.083	F	0.516	12000	(
	To			111 C	14												
94)Chesapeake Blvd	From: City of Norf	folk	0.48	hesapeake S 5800	G G	97%	1%	1%	0%	0%	0%	С	0.089	F	0.513	6200	(
94 Onesapeake Biva	To:	·		Ocean Viev		31 /6	1 /0	170	0 70	0 70	0 70	O	0.003	'	0.510	0200	`
a ut la	From			N, Chesapea													
orth 94)Ramp	City of Norfolk (N	Jaint: 64)	0.18	1700	G								0.095	F		1900	(
94) 1 101111	To:	1	0.10	I-64 West									0.000	•		1000	•
outh	From		SD 104	S, Chesapea	lea Dlyd												
94)Ramp	City of Norfolk (N	laint: 64)	0.13	9200	G								0.107	F		9800	(
94). 13	To:		00	I-64 East									0	•		0000	
orth	From:		SR 105	Downtown	Evnuv												
95)	City of Richmond (	(Maint: 43)	0.48	14000	<b>A</b>	98%	0%	1%	0%	1%	0%	F	0.203	Α		16000	,
95)	Combined Traffic Estimates for 2 Parallel	,			Α	98%	0%	1%	0%	1%	0%	F	0.158	Α	0.644	33000	,
	Tombinou Tramo Estimates for E Faranci	. Tiodawayo on					0 / 0		070	1 /0	070	•	0.100		0.011	00000	•
orth	From		SR 7	6 Powhite P	kwy												
95)	City of Richmond (	(Maint: 43)	0.79	40000	Α	98%	0%	1%	0%	1%	0%	С	0.136	Α		46000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	83000	Α	98%	0%	1%	0%	1%	0%	С	0.124	Α	0.574	95000	1
	_Ta		N	Ionument Av	ve												
orth	City of Dial	(Maint: 42)				000/	00/	10/	00/	10/	00/	г	0.101	D		E4000	
95	City of Richmond (		0.41	47000	G	98%	0%	1%	0%	1%	0% 0%	F	0.131	В	0.740	54000	(
	Combined Traffic Estimates for 2 Parallel	Hoadways on	triis Houte:	99000	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.743	113000	(
orth	To: From:		US 33	, US 250 Br	oad St	•											
95)	City of Richmond (	(Maint: 43)	0.34	42000	Α	98%	0%	1%	0%	1%	0%	F	0.11	В		47000	,
33)	Combined Traffic Estimates for 2 Parallel				A	98%	0%	1%	0%	1%	0%	F	0.109	Α	0.517	90000	,
	To			Hamilton St		30,3	0 / 0		0 / 0	. /0	0 / 0	•	3.100	, ,	3.017	00000	,

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

		<u>.</u>						Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From	c	Hamilton St				1	0 17 15 110				. 40101		. 40101		
195)	City of Richmond	(Maint: 43) 0.11	42000	F	98%	0%	1%	0%	1%	0%	F	0.11	В		46000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	69000	G	96%	1%	1%	0%	2%	0%	F	0.103	В	0.553	74000	G
	To	N	CL Richmon	d												
North	Henrico Col			F	98%	0%	10/	00/	10/	00/	_	0.11	В		46000	_
195		•	42000	-			1%	0%	1%	0%	F	-	B B	0.550		F
	Combined Traffic Estimates for 2 Parallel	noadways on this noute.	81000	F	98%	0%	1%	0%	1%	0%	Г	0.103	ь	0.553	90000	Г
North	To	S	CL Richmond	1												
195)	City of Richmond	(Maint: 43) 0.12	42000	F	98%	0%	1%	0%	1%	0%	F	0.11	В		46000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	81000	F	98%	0%	1%	0%	1%	0%	F	0.103	В	0.553	90000	F
		SR 19	97 Laburnum	Ave												
North	City of Richmond	•	42000	A	98%	0%	1%	0%	1%	0%	_	0.112	Α		46000	Α
195	Combined Traffic Estimates for 2 Parallel	,						0%		0%	F	0.112	A	0.504		
	Combined Trainic Estimates for 2 Parallel	Hoadways on this houte.	I-64: I-95	Α	98%	0%	1%	0%	1%	0%	Г	0.105	А	0.504	93000	Α
North	From	Rar	np to I-64 We	est												
195 I-195 N Ramp	City of Richmond	(Maint: 43) 0.09	20000	G	98%	0%	1%	0%	1%	0%	F	0.103	F		23000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	G	98%	0%	1%	0%	1%	0%	F	0.102	F		50000	G
	_ To	Ramp to	I-64 East, I-9	95 South	h											
North 195 I-195 N Ramp	City of Richmond	•	17000	G	98%	0%	1%	0%	1%	0%	_	0.108	F		20000	G
195 1-195 N hallip	Combined Traffic Estimates for 2 Parallel	1		G	98%	0%	1%	0%	1%	0%	F	0.106 NA	Г		42000	G
	Combined Trainic Estimates for 2 Parallel		p From I-64 I		90%	076	1 70	0%	1 70	0%	Г	INA			42000	G
North	From		np From I-64													
195 I-195 N Ramp	City of Richmond	(Maint: 43) 0.48	27000	Α	98%	0%	1%	0%	1%	0%	F	0.093	Α		29000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.575	65000	G
	То	c	I-95 N													
North	From		I-195 North													
(195)Ramp	City of Richmond	(Maint: 43) 0.27	2700	Α								0.169	Α		3100	Α
Null	To	SR 7	6 North Exit	13B			<u> </u>									
North (195) Ramp	City of Richmond	(Maint: 43) 0.18	3600	G								0.128	F		3600	G
195) 1 181119	To		Thompson St									0.120			3000	a
North	From		I-195 North				1									
North (195) Ramp	City of Richmond		8800	G								0.133	F		8800	G
193). 1911	To		Thompson St									0.100	•		0000	~
North	From		I-195 North				<u> </u>									
(195) Ramp	City of Richmond		5800	G								0.177	F		6400	G
	То		Clay St													
North	From		I-195 North													
195)Ramp	City of Richmond		4400	G								0.125	F		4400	G
	To		555 Laburnun	n Ave												

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

					4.7.			Tru	ck			K	01/	Dir	A A14/DT	
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
lorth Domn	From:		I-195 North									0.104	F		06000	G
Ramp	City of Richmond (N ™™	Maint: 43) 0.43	<b>26000</b> I-64 West	G			1					0.124	г		26000	G
orth	From:		I-195 North				1									_
Ramp	City of Richmond (N		2800	G								0.092	F		2800	G
<u> </u>	To:	·	I-64 East													
outh	From:	SR 195	Downtown	Expwy												
95)	City of Richmond (N	*	14000	Α	98%	1%	1%	0%	1%	0%	F	0.198	Α		16000	A
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	27000	Α	98%	0%	1%	0%	1%	0%	F	0.158	Α	0.644	33000	A
uth	To: From:	SR 7	6 Powhite P	kwy												
95)	City of Richmond (N	Maint: 43) 0.22	43000	Α	98%	1%	1%	0%	1%	0%	С	0.140	Α		49000	,
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	83000	Α	98%	0%	1%	0%	1%	0%	С	0.124	Α	0.574	95000	
	_ To:		Grove Ave													
uth	City of Richmond (N	Maint: 43) 0.65	52000	G	98%	1%	1%	0%	1%	0%	F	0.121	F		59000	
95	Combined Traffic Estimates for 2 Parallel I	*		G	98%	0%	1%	0%	1%	0%	, E	0.121	F	0.743	113000	
	Tallet Trailet Estimates for 21 drailet				30 /0	0 70	1 70	0 70	1 /0	0 70	•	0.100	•	0.740	110000	
ith	From:		US 250 Bro	oad St												
5)	City of Richmond (N	•	40000	Α	98%	1%	1%	0%	1%	0%	F	0.117	Α		44000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	82000	Α	98%	0%	1%	0%	1%	0%	F	0.109	Α	0.517	90000	
uth	To- From:	N	CL Richmor	nd												
05)	City of Richmond (N	Maint: 43) 0.37	40000	Α	98%	1%	1%	0%	1%	0%	F	0.117	Α		44000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	81000	F	98%	0%	1%	0%	1%	0%	F	0.109	Α	0.517	90000	
	To	S	CL Richmon	ıd												
uth 95	City of Richmond (N		40000	Α	98%	1%	1%	0%	1%	0%	F	0.117	Α		44000	
15)	Combined Traffic Estimates for 2 Parallel I	•		F	98%	0%	1%	0%	1%	0%	F	0.117	Α	0.517	90000	
	Trof				0070	0 70		070	1 70	070	·	0.100	,,	0.017	00000	
uth	From		97 Laburnun													
95)	City of Richmond (N	,	42000	Α	98%	1%	1%	0%	1%	0%	F	0.117	A		47000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	84000 I-64; I-95	Α	98%	0%	1%	0%	1%	0%	F	0.109	Α	0.517	93000	,
uth	From:	Ram	p From I-64	East												_
5)I-195 S Ramp	City of Richmond (	Maint: 43) 0.16	23000	G	98%	1%	1%	0%	1%	0%	F	0.101	F		27000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	43000	G	98%	0%	1%	0%	1%	0%	F	0.102	F		50000	(
,th	To. From:	Ramp Fron	n I-64 West,	I-95 No	orth											
uth 95)I-195 S Ramp	City of Richmond (N	Maint: 43) 0.10	19000	G	98%	1%	1%	0%	1%	0%	F	0.103	F		22000	(
93). 100 0 1 1411119	Combined Traffic Estimates for 2 Parallel I	•		G	98%	0%	1%	0%	1%	0%	F	0.104	F	0.500	42000	(
	To:		np To I-64 W			- / -	Ť	- / -	. , •	- / 0	•		-		000	•

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

							_		Tru	ıck			K		Dir		
Route	Jurisdiction	on Le	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
outh	From	r	Ramp	To I-64 W	est												
95)I-195 S Ramp	City of Richmond	(Maint: 43)	0.43	31000	G	98%	1%	1%	0%	1%	0%	F	0.104	F		36000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	58000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.575	65000	
	To	×	I-9	95 South													
outh	From	E C	I-1	195 South													
95)Ramp	City of Richmond	(Maint: 43)	0.19	4700	Α								0.142	Α		4900	
<u> </u>	To	×	Rose	ewood Ave	e												
outh	From	E C	I-1	195 South													
95)Ramp	City of Richmond	(Maint: 43)	0.11	8400	G								0.102	F		9100	
<i></i>	To		Fl	loyd Ave													
outh	From	ı:	I-1	195 South													
95)Ramp	City of Richmond	(Maint: 43)	0.12	8600	G								0.112	F		8600	
	To		На	amilton St													
outh	From	ı.	I-1	195 South													
95)Ramp	City of Richmond	(Maint: 43)	0.19 1	13000	G								0.110	F		13000	
	To		I-	64 West													
orth	From	r		I-95 S													
95 Downtown Expressway	City of Richmond	(Maint: 43)	1.02 1	17000	F	98%	0%	0%	0%	0%	0%	F	0.137	F		20000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route: 2	29000	G	99%	0%	0%	0%	0%	0%	F	0.132	F	0.705	33000	
	To	Ramp to	o Canal Str	reet near 3r	rd St O	vernacc											
orth	From											_		_			
95) Downtown Expressway	City of Richmond	. ,	-	24000	G	98%	0%	0%	0%	0%	0%	С	0.221	В		29000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route: 4	47000	G	99%	0%	0%	0%	0%	0%	С	0.152	В	0.749	56000	
orth	To From	r.	,	SR 146													
95) Downtown Expressway	City of Richmond	(Maint: 43)	0.25 1	16000	G	98%	0%	0%	0%	0%	0%	F	NA			19000	
95) Bomilomi Expressinay	Combined Traffic Estimates for 2 Parallel	,			G	99%	0%	0%	0%	0%	0%	F	NA			30000	
	Combined Traine Estimates for 2 Taraner	Tiodaways on this re					0 70		070	0 70	0 70	•	1471			00000	
orth	From	r.	Idle	ewood Ave													
95 Downtown Expressway	City of Richmond	(Maint: 43)	0.02 1	16000	Α								0.194	Α		19000	
<u> </u>	To	K.	I	I-195-N													
outh	From	r.		I-95 N													
95 Downtown Expressway	City of Richmond	(Maint: 43)	1.00 1	12000	G	99%	0%	0%	0%	0%	0%	F	0.111	F		12000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route: 2	29000	G	99%	0%	0%	0%	0%	0%	F	0.132	F	0.705	33000	
	To	Ramp fro	om Byrd Si	treet near 3	3rd St C	)vernass											
uth	From O'the and D'						00/	00′	00/	00/	00/	_	0.040	_		07000	
Downtown Expressway	City of Richmond	,		23000	G	99%	0%	0%	0%	0%	0%	С	0.216	В		27000	
_	Combined Traffic Estimates for 2 Parallel	Hoadways on this R	Route: 4	47000	G	99%	0%	0%	0%	0%	0%	С	0.152	В	0.749	56000	
with	To From			SR 146													
outh 95 Downtown Expressway	City of Richmond	(Maint: 43)	0.24	9200	Α	99%	0%	0%	0%	0%	0%	F	0.267	Α		12000	
95 Southown Expressway	Combined Traffic Estimates for 2 Parallel			25000	G	99%	0%	0%	0%	0%	0%	, E	0.022	В	0.79	30000	

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

Jurisdiction  From: City of Richmond (Maint: 43)	Length AA	DT QA	4Tire	Bus		Tru 3+Axle			QC	Factor	QK	C	AAWDT	$\cap$
City of Richmond (Maint: 43)					ZAXIC	JTANIC	iiiu	Ziiaii		i actor		Factor		QV
City of Richmond (Maint: 43)	SR 195													
Oity of Filorimona (Maint: 10)	0.14 <b>44</b>		97%	0%	1%	1%	1%	0%	С	0.202	F		4400	G
To:	I-95 S	South												
From:														
City of Chesapeake				0%	0%	1%	0%	0%	С	0.081	F	0.508	21000	G
To:	US 17 George V	Vashington H	wy											
From:														
City of Richmond	1.22 <b>65</b>	00 G	98%	1%	1%	0%	0%	0%	С	0.111	F	0.536	6900	G
To: From	ECL Ri	chmond												
Henrico County	0.52 <b>15</b> 0	000 F	98%	1%	1%	0%	0%	0%	F	0.107	F	0.710	16000	F
Too	WCL R	ichmond												
City of Richmond			98%	1%	1%	0%	0%	0%	F	0.102	F	0.699	14000	G
Too					_									
City of Richmond			08%	10/	10/-	<b>∩</b> º/₋	Nº/-	<b>0</b> %	F	0 112	F	0.721	9300	G
Tro:			30 /6	1 /0	1/0	0 /6	0 /6	0 /6	•	0.112	'	0.721	3300	
From														
City of Richmond	0.14 <b>20</b> 0	000 G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.784	20000	C
Та	Poseds	ala Ava												
City of Richmond			98%	1%	1%	0%	0%	0%	С	0 107	F	0.600	23000	G
				. , ,		0,0	0 70	0 / 0	Ū	01.07	•	0.000		Ĭ
City of Diahmand			000/	10/	10/	00/	00/	00/		0.000	Г	0.541	01000	_
City of Richinoria	0.62 <b>20</b> 0	J00 G	90%	170	170	0%	0%	0%	Г	0.093	Г	0.541	21000	G
To: From:														
City of Richmond			98%	1%	1%	0%	0%	0%	F	0.09	F	0.547	20000	G
To:	Chamberl	layne Ave												
From:														
City of Richmond (Maint: 43)										0.103	F		6600	G
To:	I-64	West												
Gloucester County	4.45 <b>23</b>	00 G	95%	1%	1%	1%	1%	0%	С	0.099	F	0.731	2300	G
To: From:	36-601 P	ampa Rd			$\neg$ $\vdash$									
Gloucester County	2.92 <b>25</b>	00 G	95%	1%	1%	1%	1%	0%	С	0.101	F	0.588	2400	G
To	36-606 H	arcum Rd												
Gloucester County			96%	1%	1%	1%	1%	0%	С	0.103	F	0.524	2500	G
To:			0070	. , 0		. , 0	. , 0	0 / 0	Ū	01.00	•	0.02		•
From:														
Mathews County	0.44 <b>24</b>	00 F	95%	0%	1%	2%	2%	0%	С	0.086	F	0.507	2400	F
To:														
Prom:			000/	00/		00/	40/	00/	_	0.004	_	0.570	7000	_
Matnews County			98%	0%	1%	0%	1%	0%	F	0.084	F	0.5/3	7900	F
	City of Richmond  City of Richmond  Toc Front  City of Richmond  Toc Front  City of Richmond  City of Richmond  Toc Front  Gloucester County  Toc Front  Gloucester County  Toc Front  Gloucester County  Toc Front  Gloucester County	City of Chesapeake   0.96   200     To	Cary Street	City of Chesapeake	City of Chesapeake   0.96   2000   G   98%   0%     Text	City of Chesapeake	City of Chesapeake   0.96   20000   G   98%   0%   0%   1%	City of Chesapeake	City of Chesapeake	City of Chesapeake	City of Chesapeake   0.96   20000   G   98%   0%   0%   1%   0%   0%   0%   C   0.081	City of Chesapeake   0.98   20000   G   98%   0%   0%   1%   0%   0%   0%   C   0.081   F	City of Chesapeake	City of Richmond

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

				4	_		Trı	uck			K	<u> </u>	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 3													
198)Buckley Hall Rd	Mathews County	6.24 <b>420</b>	0 F	97%	1%	1%	1%	1%	0%	С	0.085	F	0.539	4100	F
$\smile$	Tα	SR 223 Crick	et Hill Rd												
198)Buckley Hall Rd	Mathews County	0.93 630		97%	1%	1%	1%	1%	0%	F	0.09	F	0.566	6200	
,	To:	SR 14 N, John Cla	yton Mem I	lwy											
	From:	SR 14 North 1	ntersection												
198) (14)	Mathews County	1.69 <b>630</b>	0 F	98%	0%	1%	1%	1%	0%	С	0.088	F	0.506	6200	
	Τo:	SR 14 South l	ntersection												
	From:	SR 14 M													
198)Buckley Hall Rd	Mathews County	1.01 <b>140</b>	-	98%	0%	1%	1%	0%	0%	С	0.090	F	0.6	1300	
$\smile$	Tσ:	57-642 Fitchet	ts Wharf Rd												
	From:	I-64	1												
199)	York County	0.71 <b>300</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.516	32000	
199)	To														
	York County	99-603 Moor		97%	0%	10/	1%	1%	0%	F	0.096	F	0.54	28000	
199	YOR County	1.08 <b>260</b> 0	)U F	9/%	0%	1%	170	170	0%	Г	0.096	Г	0.54	20000	
	To: From:	US 60 Rich	mond Rd												
199	James City County	2.48 <b>270</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.511	29000	
$\mathcal{L}$	To	47-612 Lor	abill Dd												
100	James City County	1.83 310		97%	0%	1%	1%	1%	0%	F	0.09	F	0.537	33000	
199	barries only dounty	1.00 010		31 /6	0 70	1 70	1 /0	1 /0	0 70		0.03		0.557	33000	
	To: From:	SR 321 Mont													
199	James City County	1.45 <b>310</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.089	F	0.567	33000	
$\smile$	To SR	2 5, 47-616, 137-7073	John Tyler	Mem Hwv											
199 (5)	James City County	0.22 3800		97%	0%	1%	1%	1%	0%	F	0.088	F	0.565	41000	
139/ (3)															
	From:	WCL Willi		070/	00/		40/	40/	00/		0.000	_	0.505	44000	
199) (5)	City of Williamsburg (Maint: 47)	0.24 <b>380</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.565	41000	
<u> </u>	To: From	SR 5; SR 31 Ja	mestown Ro	d											
199	City of Williamsburg (Maint: 47)	0.07 3900	00 F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.551	42000	
	To:	James City C	ounty Line												
	From:	ECL Willia	amsburg												
199	James City County	0.07 <b>390</b>	00 N	97%	0%	1%	1%	1%	0%	Ν	0.088	F	0.551	42000	
$\smile$	To:	WCL Willi	amsburg												
	From:	James City C													
199)	City of Williamsburg (Maint: 47)	0.09 <b>390</b> 0	00 N	97%	0%	1%	1%	1%	0%	Ν	0.088	F	0.551	42000	
	To:	ECL Willia	amsburg												
100	James City County	0.11 3900		97%	0%	1%	1%	1%	0%	F	0.088	F	0.551	42000	
199	_									-					
	To:	47-700 Broo		070/	001		401	401	001	_	0.00	_	0.500	00000	
199)	James City County	1.44 3600	00 F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.563	39000	
	To:	SR 132 Henry St, C	Colonial Parl	kway		$\Box$ $\vdash$									
199	James City County	1.11 3700		97%	0%	1%	1%	1%	0%	F	0.091	F	0.550	39000	
	To	Mounts Bay Rd, 0													

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

			3 Houtes											
Route	Jurisdiction	Length AADT (	QA 4Tire	Bus	2Axle 3	_	-		QC	K	QK	Dir Easter	AAWDT	QV
	From	Mounts Bay Rd, Quarter	nath Rd		ZAXIE S	+AXIE	iiiall	211all		Factor		Factor		
199	James City County	1.19 <b>34000</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.092	F	0.550	36000	F
100)	To:	York County Line, US 60 Poc	ahontas Trail											
	From:	US 60 Pocahontas Tr												
199)	York County	0.09 <b>34000</b>	N 97%	0%	1%	1%	1%	0%	N	0.092	F	0.550	36000	Ν
<u> </u>	To: From:	SR 143 Merrimac Tr	rail											
199	York County	0.86 <b>29000</b>	<b>A</b> 97%	0%	1%	1%	1%	0%	С	0.105	Α	0.519	31000	Δ
$\smile$	To	I-64												
100	York County	0.47 <b>16000</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.1	F	0.613	17000	F
199)	To													
100	York County	99-640 Water Country 0.62 <b>7600</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.094	F	0.609	8100	F
199)	To:	99-641 Penniman R		0 /6		1 /0	1 /0	0 /6	•	0.034	'	0.003	0100	•
	From:													
East	York County	SR 199 TO I-64 EA 0.32 <b>11000</b>	G 97%	0%	1%	10/	1%	09/	F	0.107	F		11000	c
199 Ramp	To:	0.32 <b>11000</b> I-64-E FROM RT 199 I		0%	1%	1%	170	0%	Г	0.107	Г		11000	
East	Fronz	SR 199 TO I-64 WE						0-1	_		_		.=	_
199 Ramp	York County ™		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.132	F		1700	(
		I-64-W FROM RT 199												
West	From:	SR 199 TO I-64 EA							_		_			
199)Ramp	York County		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.157	F		1700	(
<u> </u>	1α	I-64-E FROM RT 199 V	WEST											
West	From:	SR 199 TO I-64 WE												
199)Ramp	York County		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.111	F		1300	(
<u> </u>	Τα	I-64-W FROM RT 199	WEST											
	Fron:	SR 3 Rappahannock												
200) Irvington Rd	Town of White Stone (Maint: 51)	) 0.34 <b>6000</b>	<b>N</b> 98%	0%	1%	1%	0%	0%	N	0.101	F	0.634	6000	N
<u> </u>	To: From:	WCL White Stone	e											
200 Irvington Rd	Lancaster County	0.82 6000	N 98%	0%	1%	1%	0%	0%	Ν	0.101	F	0.634	6000	N
	To:	ECL Irvington												
200)Irvington Rd	Town of Irvington (Maint: 51)		N 98%	0%	1%	1%	0%	0%	N	0.101	F	0.634	6000	١
200)gto	(Maint: 61)					1 /0	0 70	0 70		0.101	•	0.001	0000	
District Pd	From	NCL Irvington	000/	00/	10/	40/	00/	00/	_	0.404	_	0.004	0000	
200 Irvington Rd	Lancaster County	2.77 <b>6000</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.101	F	0.634	6000	(
	To: From:	SCL Kilmarnock												
200 Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82 <b>6000</b>	<b>N</b> 98%	0%	1%	1%	0%	0%	Ν	0.101	F	0.634	6000	١
$\smile$	To:	SR 3 S, N Main S	t		]									
C Main Ct	From:	S SR 3	0 050/	10/	10/	10/	00/	00/	_	0.007	_	0.507	10000	
200 3 S Main St	Town of Kilmarnock (Maint: 51)		<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.087	F	0.527	13000	G
	From:	N SR 3 SR 3 N, N Main S	Št .											
200 East Church St	Town of Kilmarnock (Maint: 51)	•		40/	401	40/	40/	00/	_	0.083	F	0.506	6400	
		1.10 0.300	<b>G</b> 96%	1%	1%	1%	1%	0%	F	U.UB.3		U.SUB	0400	٠,٠

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

Davita	1	1	ADT O:	4T!	D		Tru	ıck		00	K	01/	Dir	A A14/DT	014
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		Kilmarnock												
200 East Church St	Lancaster County		6300 N	96%	1%	1%	1%	1%	0%	N	0.083	F	0.506	6400	Ν
$\smile$	To:		rland County Line	e											
	From:		er County Line	000/	40/		40/	40/	00/	_	0.004	_	0.500	<b>5.400</b>	_
200 Jesse DuPont Memorial Hwy	Northumberland County	5.09	5400 G	96%	1%	1%	1%	1%	0%	F	0.084	F	0.588	5400	G
<u> </u>	To: From:	66-609 Remo I	Rd; Browns Store	Rd											
200 Jesse DuPont Memorial Hwy	Northumberland County	5.09	5000 G	96%	1%	1%	1%	1%	0%	С	0.082	F	0.532	5000	G
	To:	US 360	Burgess P O												
	From	SR 35	54 River Rd												
(201) White Chapel Rd	Lancaster County		2200 G	97%	0%	1%	1%	1%	0%	С	0.086	F	0.62	2200	G
201) ************************************				0.70	0 70	. , ,	. , ,	. , 0	0,0	Ū	0.000	•	0.02		<u> </u>
	To: From:		3 Lively			<del> </del>									
201) White Chapel Rd	Lancaster County	2.74	650 G	97%	1%	1%	0%	1%	0%	С	0.099	F	0.554	650	G
<u> </u>	To	SI	R 201 Y												
(201) Court House Rd	Lancaster County	3.29	1300 G	96%	1%	1%	1%	2%	0%	С	0.097	F	0.568	1300	G
201)	To:		rland County Line												
	From		er County Line	-											
(201) Courthouse Rd	Northumberland County	6.92	1700 G	97%	1%	0%	1%	2%	0%	С	0.086	F	0.564	1700	G
	To:	US 360 Nor	thumberland Hw	у											
Wye	From		hite Chapel Rd												
201 Courthouse Rd	Lancaster County	0.11	500 G	99%	0%	0%	0%	0%	0%	С	0.128	F	0.565	500	G
201) Coditiouse rid	Tro:		Courthouse Rd	33 /6	0 70		0 70	0 70	0 70	O	0.120	•	0.505	300	ч
	-														
	Prom:		Kings Hwy	000/	40/		40/	00/	00/	_	0.070	_	0.570	4400	_
(202)Cople Hwy	Westmoreland County	0.33	4100 F	96%	1%	1%	1%	2%	0%	С	0.079	F	0.573	4100	F
<u> </u>	Too From:	96-76	7 Emmas Dr												
(202)Cople Hwy	Westmoreland County	5.39	3200 F	95%	1%	1%	1%	2%	0%	С	0.078	F	0.602	3200	F
	To:	96-62	26 Erica Rd												
	From:	96-626	W, Erica Rd												
202 Cople Hwy	Westmoreland County	4.22	3400 F	95%	1%	1%	1%	2%	0%	С	0.078	F	0.57	3300	F
$\bigcirc$	To	06 611 7	ion Church Rd												
202 Cople Hwy	Westmoreland County		3900 F	95%	1%	1%	1%	2%	0%	F	0.078	F	0.533	3900	F
202) Copic 1 wy	Westmoreland County			33 76	1 70	1 /0	1 /0	2 /0	0 70		0.070	•	0.000	0300	
	To: From:		V, Oldhams Rd												
202)(203) Cople Hwy	Westmoreland County	0.60	2800 F	93%	0%	1%	1%	4%	0%	С	0.087	F	0.516	2800	F
	To:		Greys Corner												
	From:		reys Corner East							_		_			_
202 Cople Hwy	Westmoreland County		2600 F	95%	1%	1%	1%	2%	0%	С	0.080	F	0.575	2500	F
	Tor		rland County Lin												
Lla marata in Lla II Dal	N a what a second a second a second		and County Line		00/		10/	00/	00/	^	0.000	_	0.500	0000	~
202) Hampton Hall Rd	Northumberland County		2600 G	94%	0%	1%	1%	3%	0%	С	0.089	F	0.583	2600	G
<u> </u>	Tα	US 3	360 Callao												
	From:	SR 3 His	storyland Hwy												
(203)Oldhams Rd	Richmond County	0.40	2700 F	94%	0%	1%	1%	4%	0%	С	0.088	F	0.608	2700	F
$\smile$	To:	Wastmaral	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	QW
	From:	Richmond Cou	unty Line												
203)Oldhams Rd	Westmoreland County	5.82 <b>2400</b>	F	94%	0%	1%	1%	4%	0%	С	0.093	F	0.586	2400	F
<u> </u>	To: From	96-604 Sandy	Point Rd												
203)Oldhams Rd	Westmoreland County	1.21 <b>670</b>	F	88%	0%	1%	1%	10%	0%	С	0.109	F	0.533	660	F
$\smile$	To:	SR 202 W, Co													
Conlo I lung	Westmand County	W SR 2		93%	0%	1%	10/	40/	0%	С	0.087	F	0.516	2800	F
203 202 Cople Hwy	Westmoreland County	0.60 <b>2800</b> E SR 20		93%	0%	1%	1%	4%	0%	C	0.067	Г	0.516	2000	Г
	From:	SR 202 E, Co				-									
(203) Kinsale Rd	Westmoreland County	1.73 <b>930</b>	F	93%	0%	1%	0%	5%	0%	С	0.105	F	0.602	910	F
2009	To:	96-608 Ki	nsale												
	From:	SR 3 North of Po	tomac Mil	ls											
204) Popes Creek Rd	Westmoreland County	1.73 <b>160</b>	F	98%	0%	0%	1%	1%	0%	С	0.134	F	0.565	160	F
	To:	Dead E	nd												
	From:	SR 3 Purkins	Corner												
205) Ridge Rd	King George County	1.26 <b>1100</b>		97%	0%	1%	1%	1%	0%	F	0.101	F	0.637	10000	F
	To	US 301 Edg	- TEH												
205) Ridge Rd	King George County	2.81 <b>4900</b>		97%	0%	1%	1%	1%	0%	F	0.088	F	0.643	4900	F
203 / Hage / Ha	Tang acongo county			07 70	0 70		1 /0	1 /0	0 70	•	0.000	•	0.040	4000	•
Did. Dd	From:	48-617 Carruth		070/	00/	10/	40/	40/	00/		0.000		0.057	4000	
205 Ridge Rd	King George County	3.36 <b>4200</b> Westmoreland C		97%	0%	1%	1%	1%	0%	С	0.088	F	0.657	4200	F
	From:	King George Co		2		-									
205) Ridge Rd	Westmoreland County	3.56 <b>550</b> 0		97%	0%	1%	1%	1%	0%	F	0.085	F	0.665	5400	F
200	To	NWCL Colon	al Danah												
205	Town of Colonial Beach (Maint: 96)	1.77 <b>5500</b>		97%	0%	1%	1%	1%	0%	Ν	0.085	F	0.665	5400	N
(205)	Town of Colonial Bodon (Maint: 00)			07 70	0 70	1 70	1 /0	1 /0	0 70		0.000		0.000	0400	
Lauren Marina a Harri Malifornia an Blad	To From Promi	Y SR 20		070/	00/	10/	40/	40/	00/	_	0.000	_	0.540	5000	
205 James Monroe Hwy, McKinney Blvd	Town of Colonial Beach (Maint: 96)	0.29 <b>5400</b>	) F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.510	5300	F
	To: From:	SCL Colonia													
205)	Westmoreland County	3.34 <b>5400</b>	N	97%	0%	1%	1%	1%	0%	N	0.092	F	0.510	5300	N
<u> </u>	To: From	96-628 S, Stoney Kn	oll; Pomon	a Rd		$\neg$ $\vdash$									
205)James Monroe Hwy	Westmoreland County	2.08 6300	) F	97%	0%	1%	1%	1%	0%	С	0.098	F	0.628	6200	F
$\smile$	To:	SR 3 Oak 0	Grove												
Wye	From:	SR 205 James M	onroe Hwy	y											
205)Colonial Ave	Westmoreland County	0.02 6600	) F	98%	0%	1%	0%	0%	0%	С	0.080	F	0.585	6500	F
$\smile$	To:	WCL Colonia	al Beach												
Wye Caladial Assa	From L			000/	00/	40/	00/	00/	00/		0.000	_	0.505	0500	
205 Colonial Ave	Town of Colonial Beach (Maint: 96)	0.69 6600		98%	0%	1%	0%	0%	0%	Ν	0.080	F	0.585	6500	N
	10:	End State Mainten		05											
	From	SR 3 Arnolds		0001	4-1		051	461	0.57	_	0.40=	_	0.000	44000	_
206 Dahlgren Rd	King George County	2.18 1100		98%	1%	0%	0%	1%	0%	F	0.105	F	0.662	11000	F
~	To	48-610 Indian	town Rd												

# 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>	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	48-610 Indiantown Rd				221	4.57	2-1		0.400	_		10000	_
206 Dahlgren Rd	King George County	4.26 <b>10000 F</b>	98%	1%	0%	0%	1%	0%	С	0.106	F	0.713	10000	F
	To: From:	SR 218 Berthaville												
206 218 Dahlgren Rd	King George County	2.19 <b>11000 F</b>	98%	1%	0%	0%	1%	0%	F	0.111	F	0.867	11000	F
	To: From:	SR 218 Owens			<u> </u>									
206 Dahlgren Rd	King George County	0.62 <b>10000 F</b>	98%	1%	0%	0%	1%	0%	F	0.092	F	0.781	10000	F
	To: From:	US 301 East of Owens												
206 Dahlgren Rd	King George County		99%	0%	0%	0%	0%	0%	С	0.101	F	0.854	10000	F
	10:	48-604 Twelfth St												
Pagara Clark Plyd	Caroline County	US 1 Jefferson Davis Hwy	90%	1%	1%	1%	7%	0%	F	0.092	F	0.55	6400	F
Rogers Clark Blvd	Caroline County	0.53 <b>6800 F</b>	90%	170	1%	170	1%	0%	Г	0.092	Г	0.55	6400	Г
Dansan Olask Blad	From	I-95	000/	40/		40/	70/	00/		0.404	_	0.544	0000	_
207 Rogers Clark Blvd	Caroline County	5.07 <b>10000 A</b>	90%	1%	1%	1%	7%	0%	С	0.131	Α	0.544	9800	Α
	To: From:	16-601 S, Penola Rd			$\neg$				_		_			_
207 Rogers Clark Blvd	Caroline County		90%	1%	1%	1%	7%	0%	F	0.088	F	0.541	11000	F
	From:	16-722 Milford 16-722 Colonial Rd												
(207) Rogers Clark Blvd	Caroline County		90%	1%	1%	1%	7%	0%	F	0.088	F	0.548	12000	F
	To	Bus SR 207												
207	Caroline County		90%	1%	1%	1%	7%	0%	F	0.088	F	0.555	9700	F
257)	To:	US 301 Richmond Tpke												
	From	SR 207 East Exit B Ramp												
(207) Ramp	Caroline County	0.16 <b>5400 G</b>	58%	2%	2%	1%	37%	0%	С	0.062	F		5400	G
	То:	I-95 North												
East	From	SR 207 N, Rogers Clark Blvd												
207)Ramp	Caroline County		67%	1%	1%	1%	29%	0%	С	0.097	F		2700	G
<u> </u>	10:	I-95 South												
East	Front	SR 207 Rogers Clark Blvd								0.007	_		4700	_
207 Ramp	Caroline County	0.05 <b>1700 G</b> SR 207- B SR 207-W000B FROM R	т 2		1					0.087	F		1700	G
	r		(1 2		<u>l</u>									
West 207 Ramp	Caroline County	SR 207 S, Rogers Clark Blvd 0.18 <b>5800 G</b>	74%	1%	1%	3%	21%	1%	С	0.08	F		5500	G
207) Hamp	To:	I-95 South	7470	1 /0	1 /6	J /6	21/0	1 /0	O	0.00	'		3300	ч
West	From:	SR 207 W, Rogers Clark Blvd												
207)Ramp	Caroline County	0.07 <b>6500 G</b>								0.064	F		6500	G
201)	To:	SR 207 East Exit B Ramp												
Bus	From	SR 207 Rogers Clark Blvd												
(207) Rogers Clark Blvd	Caroline County		96%	1%	1%	1%	1%	0%	С	0.086	F	0.502	3300	F
$\smile$	Tor	WCL Bowling Green												

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

						-Truck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle 3+	Axle 1Trai	l 2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	Front	WCL Bowling Gr					0.57			_	0.540		
W Broaddus Ave	Town of Bowling Green (Maint: 16)	0.73 <b>5100</b>	<b>F</b> 97%	0%	<u>1</u> % 0	% 1%	0%	С	0.083	F	0.519	5000	F
<u> </u>	To:	Bus US 301, SR 2 M	Main St										
	From:	US 250 Ferncli											
208)Courthouse Rd	Louisa County	0.38 <b>4300</b>	<b>F</b> 95%	1%	1% 1	% 3%	0%	F	0.095	F	0.554	4200	
<u> </u>	To: From	I-64 North of Fern	ncliff										
Courthouse Rd	Louisa County	8.31 <b>7800</b>	<b>F</b> 95%	1%	1% 1	% 3%	0%	С	0.094	F	0.560	7600	
<u> </u>	To:	54-630 Harris Cree	ek Rd										
Courthouse Rd	Louisa County	0.64 9000	<b>F</b> 95%	1%	1% 1	% 3%	0%	F	0.089	F	0.531	8800	
.00)	To:	US 33 West Mair											
	From:	SR 22, US 33 Louis											
(208) $(33)$ $(22)$ West Main St	Town of Louisa (Maint: 54)	0.40 <b>18000</b>	<b>F</b> 98%	0%	1% 0	% 1%	0%	F	0.082	F	0.55	17000	
	Tot	US 33 EAST OF LOU	JISA C H										
208) (22) Louisa Rd	Town of Louisa (Maint: 54)	0.33 <b>12000</b>	<b>F</b> 96%	0%	1% 1	% 2%	0%	С	0.089	F	0.504	12000	
220	Tod	CL I :			<del></del>								
208 22 Davis Hwy	Louisa County	4.73 <b>12000</b>	N 96%	0%	1% 1	% 2%	0%	N	0.089	F	0.504	12000	
22 Davis Hwy	Louisa County		N 90%	0%	1 70 I	70 Z70	0%	IN	0.069	Г	0.504	12000	
	To: From:	CL Mineral											
208)(22) Davis Hwy	Town of Mineral (Maint: 54)	0.15 <b>12000</b>	N 96%	0%	1% 1	% 2%	0%	N	0.089	F	0.504	12000	
<u> </u>	To: From:	US 522 & SR 22 MIN	NERAL										
208) 522 Louisa Ave	Town of Mineral (Maint: 54)	0.39 <b>4600</b>	<b>F</b> 95%	0%	1% 1	% 3%	0%	F	0.087	F	0.580	4500	
	To	CL Mineral											
208)(522) Zachary Taylor Hwy	Louisa County	5.04 <b>4600</b>	N 95%	0%	1% 1	% 3%	0%	Ν	0.087	F	0.580	4500	
322	To:	US 522 WARES CROS				, , , , ,				-			
	From:	US 522 Zachary Tayl											
New Bridge Rd	Louisa County	3.62 <b>8500</b>	<b>F</b> 95%	1%	1% 1	% 3%	0%	F	0.087	F	0.518	8300	
<u> </u>	To:	Spotsylvania County											
	From:	Louisa County L				., ,,,	0.01	_		_		=	
Courthouse Rd	Spotsylvania County	3.64 <b>7000</b>	<b>G</b> 96%	0%	1% 1	% 1%	0%	F	0.089	F	0.526	7100	
	To: From:	88-601 Lewiston											
208 Courthouse Rd	Spotsylvania County	8.85 <b>9300</b>	<b>G</b> 96%	0%	1% 1	% 1%	0%	F	0.081	F	0.561	9300	
<u> </u>	To:	88-648 Block Hous											
	From:	Bus SR 208 Courtho		00/		.,	00/	_	0.007	_	0.504	44000	
Block House Rd	Spotsylvania County	3.03 <b>11000</b>	<b>G</b> 96%	0%	1% 1	% 1%	0%	С	0.087	F	0.594	11000	
	To: From	88-608 S, Robert E l											
208)	Spotsylvania County	0.98 <b>13000</b>	<b>G</b> 96%	0%	1% 1	% 1%	0%	F	0.084	F	0.617	14000	
	Ta:	88-613 Brock R	Rd										
208)	Spotsylvania County	0.87 <b>16000</b>	<b>G</b> 97%	0%	1% 1	% 1%	0%	С	0.085	F	0.623	17000	
	Tα	Bus SR 208 Courtho						-					
_	From	Bus SR 208											
Courthouse Rd	Spotsylvania County	2.25 <b>24000</b>	<b>G</b> 97%	0%	1% 1	% 1%	0%	F	0.079	F	0.635	25000	
$\smile$	Tor	88-628 Smith Statio	on Rd										

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

						Trι	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	88-628 Smith Station R												
Courthouse Rd	Spotsylvania County	3.74 <b>41000 G</b>		0%	1%	1%	1%	0%	F	0.081	F	0.603	44000	G
<u> </u>	Τα:	US 1 Jefferson Davis Hy	vy											
	From:	SR 208 Courthouse Ro												
208 Ramp	Louisa County	0.22 <b>960 G</b>								0.133	F		960	G
$\smile$	To:	I-64 East												
	From:	SR 208 Courthouse Ro												
208)Ramp	Louisa County	0.23 <b>3200 G</b>	İ							0.138	F		3200	G
$\smile$	То:	I-64 West												
Bus	From:	SR 208; 88-648 Block Hou:	se Rd											
208)Courthouse Rd	Spotsylvania County	2.43 <b>3300 G</b>	93%	1%	1%	1%	4%	0%	С	0.106	F	0.654	3300	G
$\smile$	Tα	88-606 Morris Rd; 88-738 Par	low Rd											
Bus	From L. Constant of Constant	·		40/	40/	40/	40/	00/	_	0.000	_	0.500	0.400	_
Courthouse Rd	Spotsylvania County	3.41 <b>3400 G</b>	93%	1%	1%	1%	4%	0%	F	0.092	F	0.520	3400	G
Bus	To: From:	88-608 Massaponax Churc	h Rd											
208 Courthouse Rd	Spotsylvania County	0.54 <b>8000 G</b>	93%	1%	1%	1%	4%	0%	F	0.092	F	0.520	8400	G
200)						.,.	.,.		-		-			
Bus	From	88-613 Brock Rd												
208)Courthouse Rd	Spotsylvania County	0.71 <b>5200 G</b>	93%	1%	1%	1%	4%	0%	F	0.083	F	0.501	5500	G
$\smile$	To:	SR 208 Courthouse Ro	l											
	From:	SR 208												
208	Louisa County	0.07 <b>1400 N</b>	98%	0%	1%	0%	0%	0%	Ν	0.11	F	0.669	1300	Ν
$\smile$	Tα	SCL Louisa												
208)Elm Ave	Town of Louisa (Maint: 54)	0.40 <b>1400</b> F	98%	0%	1%	0%	0%	0%	С	0.11	F	0.669	1300	F
200)	To:	SR 22, US 33 Louisa C												
	From:	SR 28 Sully Rd												
209) Innovation Ave	Loudoun County	0.88 <b>2200</b> G	98%	0%	1%	0%	0%	0%	С	0.109	F	0.835	2400	G
209)	To:	Entrance to C.I.T.			Ť	- , -	- , -		-					
	From:	SR 163 Amherst Hwy												
210 Colony Rd	Amherst County	0.54 <b>4600</b> F		0%	1%	1%	2%	0%	С	0.103	F	0.719	4900	F
210) 351611) 110	- T			0 70		1 /0	_ /0	070	Ŭ	0.100	•	0.7 10	1000	•
0-1	To:	Bus US 29 Lynchburg H		00/		40/	00/	00/	_	0.000	_	0.744	40000	
210 Colony Rd	Amherst County	0.19 <b>11000 F</b>	97%	0%	1%	1%	2%	0%	С	0.099	F	0.741	12000	F
	To: From:	05-622 CVT Rd												
210)	Amherst County	2.44 <b>7400 F</b>	97%	0%	1%	1%	2%	0%	F	0.105	F	0.567	7800	F
$\smile$	Tσ	US 29												
	From:	I-81 West of New Mark												
211 W Old Cross Rd	Town of New Market (Maint: 85)	0.26 <b>11000 G</b>	91%	1%	1%	3%	5%	0%	F	0.085	F	0.560	11000	G
<i></i>	To:	US 11 New Market South												
~~~	From:	US 11 S, Congress St; South Co						221	_		_			_
211 (11) Congress St	Town of New Market (Maint: 85)	0.27 <b>7000 G</b>		0%	1%	1%	2%	0%	F	0.086	F	0.505	7300	G
~ ~	To:	US 11 N, North Congress St; Co	ongress St											

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

		Filliary and inter					Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	Front	US 11 New Mark	et North In	t											
211 Lee Highway	Town of New Market (Maint: 85)	0.45 <b>6000</b>	G	91%	1%	1%	3%	5%	0%	С	0.088	F	0.555	6200	G
~	To: From	ECL New M	larket			$\neg$ $\vdash$									
211 Lee Highway	Shenandoah County	0.11 6000	N	91%	1%	1%	3%	5%	0%	Ν	0.088	F	0.555	6200	١
<del>~</del>	To	85-1002 Old C	ross Rd			$\neg$									
211 Lee Highway	Shenandoah County	3.14 <b>6500</b>	G	91%	1%	1%	3%	5%	0%	F	0.082	F	0.566	6800	(
<del>~</del>	To:	Page County													
l as Highway	Page County	Shenandoah Co	_	010/	10/	10/	20/	E0/	0%	F	0.000	F	0.617	6400	
Lee Highway	Page County	2.92 <b>6500</b>	G	91%	1%	1%	3%	5%	0%	г	0.089	Г	0.617	6400	
~~~	To: From:	US 340													
211 340 Lee Highway	Page County	5.46 <b>8200</b>	G	95%	1%	1%	1%	2%	0%	С	0.085	F	0.503	8100	
~~~~	To: From:	WCL Lui													
211 (340) Lee Highway	Town of Luray (Maint: 69)	0.36 <b>1400</b> 0	G	95%	1%	1%	1%	2%	0%	F	0.083	F	0.535	14000	
<del>***</del>	To: From:	Bus US 2	11												
211 (340) Lee Highway	Town of Luray (Maint: 69)	0.69 <b>7600</b>	G	96%	0%	1%	1%	2%	0%	С	0.083	F	0.530	7600	
~~ <u> </u>	To:	ECL Lur	av												
211 (340 Lee Highway	Page County	0.53 7600	N	96%	0%	1%	1%	2%	0%	Ν	0.083	F	0.530	7600	
	Too	WCL Lui	av												
211 (340 Lee Highway	Town of Luray (Maint: 69)	0.56 <b>7600</b>	N N	96%	0%	1%	1%	2%	0%	Ν	0.083	F	0.530	7600	
3 ,	Too	US 340													
Lee Highway	Town of Luray (Maint: 69)	0.38 <b>4700</b>	N	96%	0%	1%	1%	2%	0%	N	0.096	F	0.54	4700	
200g					0 70		. , ,	_,,	0,0	•	0.000	•	0.0		
Lee Highway	Page County	ECL Lur 1.35 <b>4700</b>	ay G	96%	0%	1%	1%	2%	0%	С	0.096	F	0.54	4700	
TI Lee I lighway	r age obuinty				0 76	1 /0	1 /0	2/0	0 76	O	0.030	'	0.54	4700	
l as Hishman	Town of Lynny (Mainty CO)	WCL Luray; 69-656 W			0%	10/	10/	00/	00/	N.I.	0.000		0.500	2000	
11 Lee Highway	Town of Luray (Maint: 69)	0.28 <b>3000</b>	N	96%	0%	1%	1%	2%	0%	N	0.092	F	0.588	3000	
~	To: From:	ECL Lur	•			<u> </u>									
Lee Highway	Page County	0.46 <b>3000</b>	G	96%	0%	1%	1%	2%	0%	С	0.092	F	0.588	3000	
~	To: From:	Bus US 211 Eas													
211 Lee Highway	Page County	6.40 <b>2600</b>	G	96%	1%	1%	1%	2%	0%	С	0.106	F	0.661	2600	
<del>~</del>	To: From:	Rappahannock County L Page County Line;													
Lee Highway	Rappahannock County	7.09 <b>2300</b>	<b>F</b>	95%	1%	1%	1%	2%	0%	С	0.093	F	0.579	2200	
200 / 119/11/29	Tappana mook odany				1,0		1 70	270	0 70	Ū	0.000	•	0.070	2200	
Loo Highway	Pannahannak Caunty	US 522 Sper 4.62 <b>4700</b>	ryville <b>F</b>	95%	0%	1%	2%	2%	0%	С	0.091	F	0.556	4700	
522 Lee Highway	Rappahannock County				0 /0	1 /0	Z /0	Z /0	U /o	C	0.031	'	0.556	4700	
	From	US 211 Bus South o			40/		40/	00/	00/		0.000		0.500	4000	
211 522 Lee Highway	Rappahannock County	0.68 <b>4700</b>	F	96%	1%	1%	1%	2%	0%	F	0.092	F	0.508	4600	ı
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	WCL Wash													
211 (522) Lee Highway	Town of Washington (Maint: 78)	0.02 <b>4700</b>	N	96%	1%	1%	1%	2%	0%	Ν	0.092	F	0.508	4600	
~~	Το	ECL Washi	ngton												

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

			_		Tru	ıck			K		Dir		
Jurisdiction	Length <b>AADT</b>	QA 4Tii	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
From:													
Rappahannock County	0.39 <b>4700</b>	N 969	% 1%	1%	1%	2%	0%	N	0.092	F	0.508	4600	N
To: From:													
Rappahannock County	2.38 <b>5200</b>	F 969	% 1%	1%	1%	2%	0%	F	0.089	F	0.522	5100	F
To: From:				$\Box$									
Rappahannock County			<u>% 0%</u>	1%	0%	1%	0%	F	0.087	F	0.612	6300	F
From:										—			
Culpeper County (Maint: 78)	2.95 <b>8100</b>	•	% 0%	1%	0%	1%	0%	С	0.086	F	0.677	8000	F
To	SR 229 Rixeyville	· Rd											
Culpeper County (Maint: 78)	0.95 <b>16000</b>		% 0%	1%	0%	0%	0%	F	0.089	F	0.735	15000	F
To:	Fauquier County I	Line											
From:							221	_		_		4=000	
Fauquier County	5.33 <b>16000</b>	F 989	% 0%	1%	0%	0%	0%	F	0.091	F	0.727	15000	I
To: From:										—			
Town of Warrenton									0.087	F	0.678	NA	
To:													
Town of Warrenton									0.08	F	0.584	NA	
To									0.00	•	0.00		
From													
									0.077	F	0.537	NA	
										_			
Shenandoah County		G							0.129	F		2300	(
				1									
Shanandash Caunty									0.120	_		1000	(
Sheriandoan County		G							0.130	Г		1900	,
From													
Town of Warrenton			/ <sub>-</sub> 0%	1%	0%	0%	0%	C	n ngg	F	0.609	7000	-
- Town or warrenton		1 33,	76 076	1 /6	0 /6	0 /6	0 /8	O	0.030	'	0.003	7000	'
From:	Diagonal St												
Town of Warrenton	0.10 <b>5900</b>	<b>F</b> 999	% 0%	1%	0%	0%	0%	F	0.097	F	0.515	6300	I
To:	US 15 Bus												
Town of Warrenton		N OO	/ 09/	10/	<b>n</b> º/	Λο/	00/	N	0.000	_	0.503	6700	
Town or waitenton			/o U/o	1 70	0%	U 70	0%	IN	0.069	Г	0.595	6700	1
From	Main St	<u> </u>											
		<b>F</b> 999	/ 00/	00/	0%	00/	00/	С	0.097	F	0.502	7100	
Town of Warrenton	0.24 <b>6700</b>	<b>F</b> 999	% 0%	0%	076	0%	0%	C	0.097	Г	0.502	7100	
Town of Warrenton		F 99%	% U%	0%	0%	0%	0%		0.097		0.502	7100	١
Town of Warrenton	0.24 <b>6700</b> King St  0.21 <b>7200</b>	F 999		0%  0%	0%	0%	0%		0.097	 	0.502	7700	
	Culpeper County (Maint: 78)  To: Four: Fauquier County  Four: Town of Warrenton  To: Front: Town of Warrenton  Tox Front:  Town of Warrenton  Tox Front: Shenandoah County Tox Front:  Shenandoah County Tox Front: Town of Warrenton  Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox Front: Tox	Rappahannock County	Rappahannock County	Rappahannock County	Length   AADT   QA   4Tire   Bus   2Axle	Length AADT QA 4Tire Bus   2Axle 3+Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   ECL Washington   SAX   4700   N   96%   1%   1%   1%   2%   2%   2%   34700   N   96%   1%   1%   1%   2%   2%   34700   N   98%   0%   1%   0%   1%   1%   1%   2%   2%   2%   2%   2	Rappahannock County	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   CC	Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison  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Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Com	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	Second   Control   Contr

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

5 .				4	-		Tru	ıck			K	01/	Dir	A AVA/DT	- 01/
Route	Jurisdiction	Length <b>AA</b> l	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	Town of Warrenton	Alexand 0.58 <b>74</b> 0		99%	0%	0%	0%	0%	0%	С	0.093	F	0.549	8100	G
211 (15) Blackwell Rd	Town of Warrenton	US 29 BUS US			0%	0%	0%	0%	0%	C	0.093	Г	0.549	6100	G
Bus Bus	From:	US 211 South													
211 522 Main St	Rappahannock County	0.72 89		99%	0%	0%	1%	0%	0%	С	0.096	F	0.548	930	G
Bus Bus	To: From:	SCL Was	shington												
211)(522) Main St	Town of Washington (Maint: 78)	0.37 <b>89</b>	-	99%	0%	0%	1%	0%	0%	Ν	0.096	F	0.548	930	Ν
<b>~ ~</b>	To: From:	78-628 M 78-628 I				_									
Bus Bus 211 (522) Warren St	Town of Washington (Maint: 78)	0.26 89		99%	0%	0%	1%	0%	0%	Ν	0.096	F	0.548	930	Ν
Rue Rue	To: From	ECL Was	shington												
Bus Bus 211 ( 522 )	Rappahannock County	0.15 89	00 N	99%	0%	0%	1%	0%	0%	Ν	0.096	F	0.548	930	Ν
	То	US 211 East o	of Washington												
Bus	From:	US 211 Lee	e Highway												
West Main St	Town of Luray	0.15 <b>68</b> 0	00 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.519	6700	G
Bus	To: From:	Leaksv	ille Rd												
West Main St	Town of Luray	0.85 <b>60</b> 0	00 G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.539	6000	G
Bus	To: From:	Lee	St												
West Main St	Town of Luray	0.33 <b>72</b> 0	00 F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.52	7000	F
Bus	To: From:	US	340												
East Main St	Town of Luray	0.98 830	00 G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.502	8300	G
	To: From	Reservo	oir Ave												
East Main St	Town of Luray	0.14 <b>67</b> 0	00 G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.57	6700	G
<i>~</i>	To- Form	Collins	s Ave												
Bus 211 (East Main St	Town of Luray	0.72 <b>47</b> 0	00 G	98%	0%	0%	0%	1%	0%	F	0.096	F	0.569	4700	G
~ <i>_</i>	To	ECL I	Lurav												
Bus 211 East Main St	Page County	0.93 160	•	98%	0%	0%	0%	1%	0%	С	0.103	F	0.533	1500	G
211 Last Main St	To:	US 211 Eas		30 70	0 70	70	0 70	1 /0	0 /0	O	0.100	'	0.555	1300	
	From	SR 42 South o	of Timberville												
211 New Market Rd	Town of Timberville (Maint: 82)	0.69 430		90%	1%	1%	2%	6%	0%	С	0.097	F	0.501	4600	G
<u> </u>	To: From:	ECL Tim	nberville												
New Market Rd	Rockingham County	3.58 <b>54</b> 0		94%	1%	1%	1%	3%	0%	F	0.090	F	0.543	5300	G
<u> </u>	To:	Shenandoah (													
211)W Old Cross Rd	Shenandoah County	Rockingham 0.94 <b>66</b> 0		94%	1%	1%	1%	3%	0%	С	0.092	F	0.516	6800	G
211) 0.0 0.000 1.0	Tα	WCL Nev		0 170	. /0		. 70	5 /0	0 /0	3	0.002	•	0.010	5000	Č

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

				_		Tru	ıck			K	014	Dir		
Route	Jurisdiction	Length <b>AADT</b> G	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	WCL New Market	0.40/	40/		40/	00/	00/		0.000	_	0.540	2000	
W Old Cross Rd	Town of New Market (Maint: 85)		N 94%	1%	1%	1%	3%	0%	N	0.092	F	0.516	6800	Ν
	From	I-81 West of New Mar			1									
212)Chatham Heights Rd	Stafford County	8 Bus SR 3 East of Frederic 0.87 <b>9400</b>	G 98%	0%	1%	1%	0%	0%	F	0.092	F	0.545	10000	c
212) Chamam Fleights Flu	To:	SR 218 Butler Rd	<b>G</b> 30 78	0 70	1/0	1 /0	0 /0	0 70		0.032	•	0.545	10000	
	From	WCL Manassas Park, 76	-1501		1									
213 Manassas Dr	City of Manassas Park		F 96%	2%	2%	0%	0%	0%	F	0.084	F	0.54	11000	F
	To	Baker St												
213)Manassas Dr	City of Manassas Park		F 96%	2%	2%	0%	0%	0%	С	0.082	F	0.508	8600	F
213)	то					0 / 0	0 70	0 / 0		0.002	•	0.000	0000	•
213)Manassas Dr	City of Manassas Park	152-4402 Cabbel Di 0.69 <b>11000</b>	r <b>F</b> 96%	2%	2%	0%	0%	0%	F	0.094	F	0.645	12000	F
213) Wallassas Di	Tr.	SR 28 Centreville Ro		270		0 70	0 /0	0 70		0.054	•	0.040	12000	
	From:	SR 3 Lerty	-											
214)Stratford Hall Rd	Westmoreland County	**	F 98%	1%	0%	1%	0%	0%	С	0.103	F	0.667	1200	ı
214)	To:	96-609 Stratford Hall							_					
	From:	US 29 Lee Hwy												
215)Vint Hill Rd	Fauquier County		<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.086	F	0.563	11000	(
	To:	Prince William County												
Vera Leu Da	From:	Fauquier County Lin		00/		40/	00/	00/	0	0.445	_	0.740	40000	
Vint Hill Rd	Prince William County	3.68 <b>11000</b> l	<b>F</b> 98%	0%	1%	1%	0%	0%	С	0.115	F	0.718	12000	I
	To: From:	76-658 Owls Nest R			<u> </u>									
215) Vint Hill Rd	Prince William County		<b>G</b> 98%	0%	1%	1%	0%	0%	F	0.103	F	0.596	8900	(
	10.	SR 28 Near Bristow	7											
Outro o Rd	From:	US 17 Hayes	000/	40/	10/	00/	00/	00/	0	0.000	_	0.000	0000	,
Guinea Rd	Gloucester County	3.61 <b>8100</b> (	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.093	F	0.602	8600	(
	From													
217)State St	Town of Marion (Maint: 86)	Bagley Circle 2.20 <b>1100</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	С	0.139	F	0.83	1200	ı
21/ State St	To:	SR 16 S Commerce Str		0 /6	1 /0	0 /6	1 /0	0 /6	C	0.139	'	0.03	1200	'
	From:	US 1 Falmouth												
218 Butler Rd	Stafford County		G 94%	0%	1%	2%	2%	0%	С	0.074	F	0.513	24000	(
218) 24.6. 1.4	To:	SR 212 White Oak R		0,0		_,,	_,,	0 / 0	Ū	0.07	•	0.0.0		
	From:	SR 218 Butler Rd												
White Oak Rd	Stafford County	0.63 <b>17000</b> (	<b>G</b> 98%	0%	1%	1%	0%	0%	F	0.09	F	0.519	18000	(
<u> </u>	To: From:	89-1158 Baron Park F	Rd		──									
218)White Oak Rd	Stafford County	1.82 <b>9100</b> (	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.09	F	0.519	9800	(
$\smile$	_T_	89-606 Ferry Rd			<u> </u>									
218)White Oak Rd	Stafford County		<b>G</b> 98%	0%	1%	1%	0%	0%	F	0.098	F	0.520	9000	(
	Tox	89-603 Caisson Rd												

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

						Truck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	89-603 Caisson Rd	000/	00/	10/ 10		00/		0.400	_	0.550	5000	
218 White Oak Rd	Stafford County	2.09 <b>5900 G</b>	98%	0%	1% 1%	6 0%	0%	F	0.102	F	0.559	5800	(
<u> </u>	From:	King George County Line Stafford County Line											
218)Caledon Rd	King George County	5.93 <b>4200 F</b>	98%	0%	 1% 0%	6 0%	0%	F	0.106	F	0.628	4200	
218) Guiddon rid	rang deerge deality		0070	0 70		0 70	0 /0	•	0.100	•	0.020	4200	
	From	48-696 Fairview Dr					221	_		_	. == .	.=	
218 Caledon Rd	King George County	1.05 <b>3700 F</b>	98%	0%	1% 0%	6 0%	0%	С	0.111	F	0.754	3700	
<u> </u>	To: From	48-609 Cash Corner											
218)Caledon Rd	King George County	6.81 <b>3700 F</b>	98%	0%	1% 0%	0%	0%	С	0.115	F	0.808	3600	
$\bigcup$	Tee	SR 206 Berthaville											
218)(206) Dahlgren Rd	King George County	2.19 <b>11000 F</b>	98%	1%	0% 0%	s 1%	0%	F	0.111	F	0.867	11000	
218) (206) Samgron Ha	rung doorgo ocunty		0070	. 70		1,0	0 70	•	0.111	•	0.007	11000	
)w: 1 B	From:	SR 206 Owens	070/	40/	10′ 10		201	_	0.450	_	0.770	4.400	
218 Windsor Dr	King George County	0.28 <b>1500 F</b>	97%	1%	1% 1%	6 0%	0%	С	0.159	F	0.772	1400	
<u> </u>	To: From	US 301 South of Owens											
218)Windsor Dr	King George County	6.02 <b>6500 F</b>	99%	0%	1% 0%	0%	0%	С	0.093	F	0.748	6400	
$\smile$	To:	SR 205 East of Tetotum											
	From	US 460 Virginia Ave											
Federal St	Town of Rich Creek (Maint: 35)	0.57 <b>8600 G</b>	97%	0%	1% 0%	2%	0%	С	0.091	F	0.64	9200	
	To	ECL Pist Cost											
210	Giles County	ECL Rich Creek 1.16 <b>8600 N</b>	97%	0%	1% 0%	s 2%	0%	N	0.091	F	0.64	9200	
219	To:	West Virginia State Line	31 /6	0 70		2 /0	0 70	14	0.001		0.04	3200	
	From:												
Cyconology Dd		North Carolina State Line 3.05 11000 F	82%	1%		1.40/	00/	_	0.100	F	0.005	10000	
Greensboro Rd	Henry County	3.05 <b>11000 F</b>	82%	1%	1% 1%	5 14%	2%	С	0.128	г	0.865	12000	
	To: From:	Bus US 220 S, Church St											
Greensboro Rd	Henry County	0.34 <b>13000 G</b>	82%	1%	1% 1%	14%	2%	F	0.074	F	0.516	13000	
<del></del>	To	SCL Ridgeway			<u> </u>								
220 Greensboro Rd	Town of Ridgeway (Maint: 44)	0.36 <b>13000 N</b>	82%	1%	1% 1%	14%	2%	Ν	0.074	F	0.516	13000	
	To	CD 07 M 1 1 A											
220 Greensboro Rd	Town of Ridgeway (Maint: 44)	SR 87 Morehead Ave 0.58 <b>17000 G</b>	82%	1%	1% 1%	s 14%	2%	F	0.074	F	0.516	16000	
220 Greensboro na	Town of hidgeway (Maint. 44)	0.56 17000 G	02%	1 70	170 17 	0 1470	270	Г	0.074	Г	0.516	16000	
~~~	To: From:	NCL Ridgeway											
220 Greensboro Rd	Henry County	0.03 <b>17000 N</b>	82%	1%	1% 1%	s 14%	2%	Ν	0.072	F	0.563	16000	
<del></del>	To	Bus US 220 N, Main St											
Greensboro Rd	Henry County	2.35 <b>20000 G</b>	82%	1%		14%	2%	F	0.079	F	0.525	19000	
	Τα	US 58 William F Stone Hwy; Bus											
	From	Bus US 220 S, Greensboro I	Rd										
220 (58) William F Stone Hwy	Henry County	3.49 <b>16000 G</b>	82%	1%	1% 1%	14%	2%	F	0.085	F	0.507	16000	
~ ~ ~	To	US 58; Bus US 58 A L Philpott	Hwv										
220 William F Stone Hwy	Henry County	4.00 <b>16000 G</b>	82%	1%	 1% 1%	5 14%	2%	F	0.088	F	0.531	16000	
220 1	rioning County	1.00 10000 G	OL /0	1 /3		/ 0	_ /3	•	3.000	•	3.001	10000	

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

							Tru	ıck			K	a	Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~	Fron:		Dillons Fork Rd												
William F Stone Hwy	Henry County	3.22 <b>1</b>	4000 G	82%	1%	1%	1%	14%	2%	F	0.084	F	0.51	13000	(
MULTINA FOLIAN HAND	From:		ppalachian Dr	000/	40/		40/	4.40/	00/		0.000		0.550	10000	
220 (57) William F Stone Hwy	Henry County	0.77 <b>1</b>	6000 G	82%	1%	1%	1%	14%	2%	F	0.088	F	0.559	16000	(
~	Pioni.	7 Fairystone Pkw	2.7				40/	100/	40/		0.077		0.554	10000	
Virginia Ave	Henry County	1.98 <b>1</b>	8000 G	87%	1%	1%	1%	10%	1%	F	0.077	F	0.551	19000	(
<u> </u>	To: From		Iurry Hill Lane												
Virginia Ave	Henry County		7000 G	87%	1%	1%	1%	10%	1%	F	0.082	F	0.61	18000	
<del>~</del>	To:		County Line												
220 Virgil H Goode Hwy	Franklin County		County Line G	87%	1%	1%	1%	10%	1%	F	0.075	F	0.532	17000	
220 Virgin i Goode riwy	Trankin Odnity			07 70	1 /0	1 /0	1 /0	10 /0	1 /0	·	0.073	'	0.552	17000	
Viscoli II O a a da I basa	Tor-		5 Henry Rd	070/	40/		40/	100/	40/	_	0.075	_	0.547	47000	
Virgil H Goode Hwy	Franklin County	3.96 <b>1</b>	6000 G	87%	1%	1%	1%	10%	1%	F	0.075	F	0.547	17000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		AcNeil Mill Rd												
Virgil H Goode Hwy	Franklin County	6.70 <b>1</b>	6000 G	87%	1%	1%	1%	10%	1%	F	0.079	F	0.593	17000	
<del>~</del>	To: From:	BUS US 220	S of Rocky Mou	ınt		$\neg$ $\vdash$									
220	Franklin County	2.62 <b>1</b>	9000 A	87%	1%	1%	1%	10%	1%	С	0.096	Α	0.565	20000	
~ <sup>-</sup>	To:	SCI R	locky Mount												
220)	Town of Rocky Mount (Maint: 33)		9000 A	87%	1%	1%	1%	10%	1%	С	0.096	Α	0.565	20000	
220)	To:		SR 40		.,.	Ť				_				_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
	From:	SR 40	Franklin St												
220 Virgil H Goode Hwy	Town of Rocky Mount (Maint: 33)	1.35 <b>2</b>	23000 G	87%	1%	1%	1%	10%	1%	F	0.077	F	0.545	24000	
~ <u> </u>	To: B	US US 220 N Ma													
	Town of Dools Mount (Maint 20)		N of Rocky Mor		10/	10/	10/	100/	10/	F	0.070	F	0.504	00000	
220}	Town of Rocky Mount (Maint: 33)		28000 G Rocky Mount	87%	1%	1%	1%	10%	1%	г	0.079	г	0.564	29000	
	From		Mount N Main S	St											
220 Virgil H Goode Hwy	Franklin County		28000 G	87%	1%	1%	1%	10%	1%	F	0.079	F	0.564	29000	
	To	22 607	7 S Wirtz Rd												
220 Virgil H Goode Hwy	Franklin County		26000 G	87%	1%	1%	1%	10%	1%	F	0.082	F	0.619	26000	
220) Viigii 11 Goode 11Wy	Trankin County			01 70	1 /0		1 /0	10 /0	1 /0	•	0.002	•	0.010	20000	
Wasti II O a da Ilban	Towns of Daniel Add (Add and OO)		Boones Mill	070/	40/	10/	40/	100/	40/	_	0.000	F	0.000	00000	
Virgil H Goode Hwy	Town of Boones Mill (Maint: 33)	1.32 <b>2</b>	27000 G	87%	1%	1%	1%	10%	1%	F	0.083	г	0.633	28000	
~~~	To: From:		Boones Mill												
Virgil H Goode Hwy	Franklin County	1.17 <b>2</b>	29000 G	87%	1%	1%	1%	10%	1%	F	0.086	F	0.662	30000	
<del>~</del>	To	33-61	13 Naff Rd			$\neg$ $\vdash$									
220 Franklin Rd; Virgil H Goode Hwy	Franklin County	0.37 <b>2</b>	28000 G	87%	1%	1%	1%	10%	1%	F	0.084	F	0.658	29000	
<u>,                                     </u>	Tor	Roanoke	e County Line												
~~~	From		County Line							_					
220 Franklin Rd	Roanoke County		32000 G	87%	1%	1%	1%	10%	1%	F	0.096	F	0.673	34000	(
<del>\</del>	To	Blue Ri	idge Parkway												

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

							Tru	ıck			K		Dir		
Jurisdictio	n Lengt	n <b>AADT</b>	QA	4Tire	Bus					QC		QK		AAWDT	QW
From:	Bl	ue Ridge Parl	kway												
Roanoke Co	ounty 0.39	32000	G	87%	1%	1%	1%	10%	1%	F	0.083	F	0.647	34000	G
Tax		SCI Pospol	70												
City of Boanoke (I				87%	1%	1%	1%	10%	1%	F	0.083	F	0.667	34000	G
ency of Frounds (	,				. , ,		. , 0	.070	. , ,		0.000		0.00.	0.000	0.
City of Donals //					10/	10/	10/	100/	10/	Г	0.000	Г	0.511	EE000	G
City of Roanoke (i	viaint: 80) 1.66	52000	G	87%	1%	1%	1%	10%	1%	г	0.089	г	0.511	55000	G
To: From:		Wonju St				}									
City of Roanoke (N	Maint: 80) 1.71	66000	G	87%	1%	1%	1%	10%	1%	F	0.09	F	0.518	70000	G
To:	SR	24 Elm Ave;	I-581			$\neg$ $\vdash$									
City of Roanoke (N	Maint: 80) 0.66	•		Se	e I-581	for dire	ectional t	raffic vo	olume es	stimat	es for th	is seg	ıment.		
Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 64000	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.542	72000	G
To	116	11 377:11:	D.1												
City of Boanoke (I		11 Williamse	on Ka	Sc	ا 581 م	for dire	actional t	raffic v	oluma as	etimat	es for th	ie ear	ıment		
,	,	. 74000	_							Ε			•	92000	G
Combined Trainic Estimates for 2 Parallel				93%	1 70	1 70	170	470	0%	Г	0.000	Г	0.527	02000	G
To: From:		\$ 460 Orange	Ave							_					
, '	,				e I-581	for dire			olume es						
Combined Traffic Estimates for 2 Parallel	Roadways on this Route	77000	G	93%	1%	1%	1%	4%	0%	F	0.102	Α	0.633	83000	G
To:	,	alley View E	Blvd			$\neg$ $\vdash$									
City of Roanoke (N	Maint: 80) 1.11	-		Se	e I-581	for dire	ectional t	raffic vo	olume es	stimat	tes for thi	is seg	ıment.		
Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 61000	G		1%	1%	1%	4%	0%	С			0.51	68000	G
To			D.1												
City of Boanoke (I		101 Hersnber	ger Ku	Sc	ا 581 م	for dire	actional t	raffic v	oluma as	etimat	es for th	ie ear	ıment		
•	•	. 50000	۸											65000	Α
Combined Trainic Estimates for 2 Faraner				33 /6	1 /0	1 /0	1 /0	4 /0	0 /6	'	0.103	^	0.505	03000	^
To: From:		17 Peters Cr	eek Rd			<u></u>									
	•									stimat		•	•		
Combined Traffic Estimates for 2 Parallel	Roadways on this Route		G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	51000	G
To:	10 00501 N/D/40 /		(I ) /TO	DT 01 NO	DT										
Roanoke Co		0381-IN000A	(L)/10			for dire	actional t	raffic w	م مسام	etimat	oc for th	ie eor	ment		
To To		0581 N006A	(D)/FD(			101 0116	ciionan	iailic vi	Julile es	suma	.63 101 111	IS SE	Jilient.		
From:	13-00081-1 <b>\(</b> D)/13-0	I-581	(K)/TKC	JIVI KT JO	111										
Roanoke Co	ounty 2.34			S	ee I-81	for dire	ctional tr	affic vo	lume es	timate	es for this	s seg	ment.		
Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 64000	F	78%	1%	1%	1%	19%	2%	С	0.081	F	0.507	64000	F
							.,.		_,,	-		-			
From		115 Plantatio	on Rd		1 01	fa., di., a	-4:14:-	-tt:	l	4:	f				
	•											_			_
Combined Traffic Estimates for 2 Parallel			G	78%	1%	1%	1%	19%	2%	F	0.081	F	0.579	55000	G
_ i		etourt County	v Line												
To: From:															
To:	Ros	anoke County		Q.	oo I-81	for dire	ctional tr	affic vo	lume co	timate	as for this		ment		
To From Botetourt Co Combined Traffic Estimates for 2 Parallel	e Ros	anoke County		S- 78%	ee I-81 1%	for dire	ctional tr	affic vo	lume es	timate F	es for this	s seg F	ment. 0.579	55000	G
	Roanoke Co  City of Roanoke (I  City of Roanoke (I  City of Roanoke (I  City of Roanoke (I  City of Roanoke (I  Combined Traffic Estimates for 2 Parallel  City of Roanoke (I  Combined Traffic Estimates for 2 Parallel  City of Roanoke (I  Combined Traffic Estimates for 2 Parallel  City of Roanoke (I  Combined Traffic Estimates for 2 Parallel  City of Roanoke (I  Combined Traffic Estimates for 2 Parallel  City of Roanoke (I  Combined Traffic Estimates for 2 Parallel  City of Roanoke (I  Combined Traffic Estimates for 2 Parallel  Roanoke Co  Combined Traffic Estimates for 2 Parallel  Roanoke Co  Combined Traffic Estimates for 2 Parallel  Tox  Roanoke Co  Combined Traffic Estimates for 2 Parallel  Roanoke Co  Combined Traffic Estimates for 2 Parallel	Surisdiction   Length   Roanoke County   Roanoke (Maint: 80)   Roanoke (	Durisdiction   Length   RADT	Surface   Blue Ridge Parkway   Roanoke County   Roanoke	Roanoke County   Roanoke County   Roanoke County   Roanoke County   Roanoke County   Roanoke County   Roanoke County   Roanoke (Maint: 80)   Roanoke County   Roanoke (Maint: 80)   Roanoke (Maint:	Durisdiction   Length   AADT   QA   4Tire   Bus	Durisdiction	Durisdiction	Bibs   Ridge Parkway   SCL Rounoke   County   0.39   32000   G   87%   1%   1%   1%   10%   10%	Roanoke County   Roanoke   Secondary   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 64000   Combined Traffic Estimates for 2 P	Bibac Ridge Park way   Factor   Bibac Ridge Park way   Factor   Bibac Ridge Park way   Factor   Fact	Bits   Size   Radio   Grant   Size   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Billion   Bill	Secondary   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1500   1.61   1.62   1.62   1.63   1.64   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65   1.65		

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

							Trι	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~ = P   04 N F- 11 450P +- 110 44	From:	I-83	N		1.04	f !!	- 4° 1 4-		L						
20 81 Ramp I-81 N Exit 150B to US 11	Botetourt County	0.18	*** 1	5	ee 1-81	tor aire	ctional tr	arric vo	iume es	timate	es for this	s seg	ment.		
<del>•</del> ••••	From:	US 11 Lee Ramp From I-81		50 B											
220 (11) Lee Highway	Botetourt County	0.25 <b>59</b>		99%	0%	0%	0%	0%	0%	N	0.098	F	0.589	6000	1
20) (11) =00 :g	To:	ALT SR 220 (			0,0		0 / 0	0,0	0 / 0		0.000	•	0.000	0000	·
ALT	From:	US 11 Lee													
220 (220) Roanoke Rd	Botetourt County	0.07 <b>350</b>	00 G	91%	1%	1%	1%	6%	0%	F	0.082	F	0.662	37000	(
<del></del>	To:	End of Alt SI	R 220 at I-81												
~~	From:	I-81; AL													
Roanoke Rd	Botetourt County	1.67 <b>280</b>	00 G	95%	1%	1%	1%	4%	0%	С	0.091	F	0.616	30000	(
<del>~</del>	To	11-779 Ca	tawba Rd												
Roanoke Rd	Botetourt County	3.69 <b>160</b>		93%	0%	1%	1%	4%	0%	F	0.085	F	0.636	17000	(
	Tec	11 CTO T	1 % D.1												
Roanoke Rd	Botetourt County	11-670 T 3.15 <b>120</b>		93%	0%	1%	1%	4%	0%	С	0.098	Α	0.576	13000	F
220 Hoanoke Hu	Botetourt County	3.13 <b>120</b>	00 г	90 /6	0 /6	1 /0	1 /0	4 /0	0 /6	C	0.030	^	0.570	13000	'
~~	To: From:	SCL Fi													
Botetourt Rd	Town of Fincastle (Maint: 11)	0.11 <b>120</b>	00 N	93%	0%	1%	1%	4%	0%	N	0.098	Α	0.576	13000	1
~	To: From:	11-630	Main St												
20 Botetourt Rd	Town of Fincastle (Maint: 11)	0.18 <b>91</b>	00 G	93%	0%	1%	1%	4%	0%	F	0.083	F	0.553	9700	(
~	Tox	NCL Fi	ncastle												
Botetourt Rd	Botetourt County	4.49 <b>91</b>		93%	0%	1%	1%	4%	0%	N	0.083	F	0.553	9700	١
20)20101011110							. , 0	. , 0	0 / 0		0.000	•	0.000	0.00	·
~~	From	11-635 Timber Ri			00/		40/	40/	00/		0.004	_	0.504	7400	
Botetourt Rd	Botetourt County	6.79 <b>67</b>	00 G	93%	0%	1%	1%	4%	0%	F	0.081	F	0.564	7100	(
· · ·	To: From:	SR 43 Y	James St												
Botetourt Rd	Botetourt County	0.83 <b>60</b>	00 G	93%	0%	1%	1%	4%	0%	F	0.081	F	0.563	6400	(
<del>~</del>	To	11-615 Crai	r Creek Rd												
220 (42) Botetourt Rd	Botetourt County	1.32 <b>55</b>		93%	0%	1%	1%	4%	0%	F	0.080	F	0.574	5900	(
42) 501010011110	Dototourt County				0 70	. 70	1 /0	170	070	•	0.000	•	0.07	0000	`
~~	To: From:	SR 43 Narroy						4.57	0-1		2 2 2 4	_			
(42) Botetourt Rd	Botetourt County	9.95 <b>56</b>		93%	0%	1%	1%	4%	0%	F	0.081	F	0.565	5900	C
~ ~	From:	Alleghany County I  Botetourt C		n Gate											
220 (42) Market Ave	Town of Iron Gate (Maint: 03)	0.88 <b>60</b>		93%	0%	1%	1%	4%	0%	F	0.084	F	0.504	6400	(
220 (42) Warket Ave	Town or non date (Maint: 00)			30 70	0 70	1 70	1 /0	770	0 70	•	0.004	•	0.504	0400	`
$\sim$	To: From:	NCL Iro										_			
220 (42)	Alleghany County	0.66 <b>60</b>	00 N	93%	0%	1%	1%	4%	0%	N	0.084	F	0.504	6400	١
~	To: From:	BUS US 22	0 Verge St												
220 (42)	Alleghany County	0.61 <b>55</b>		93%	0%	1%	1%	4%	0%	F	0.081	F	0.53	5900	(
~~~~ <u>~</u>	To:	BUS	IC 60			L									
Bus	From						_		_		_				
(60) $(42)$ Grafton St	Alleghany County	0.47 <b>67</b>	00 G	89%	1%	1%	1%	8%	0%	С	0.089	F	0.528	7100	C
$\sim$ $\sim$	Tα	03-0	570												

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

Route	Jurisdictio	on Length	AADT	04	4Tire	Rue		Trι	ıck		QC	K	QK	Dir	AAWDT	OW/
	From	I Length	03-670	- GA	71110		2Axle	3+Axle	1Trail	2Trail	QO	Factor	QIV	Factor	AAWDI	QVV
Bus (220) (60) Market Ave	Alleghany Co	ounty 0.19	6700	G	89%	1%	1%	1%	8%	0%	F	0.081	F	0.526	7100	G
Bus		I-64 EAST	OF CLIFTO	ON FOR	GE		$\Box$									
(220) (60) Ramp	Alleghany Co		2500	G								0.087	F		2700	G
${}$	To: From:	I-64-W FROM B	US RT 60V 220; BUS U		RT 629E		-									
220 (64) (60)	Alleghany Co		220; BUS C	3 00	Se	ee I-64 fo	or dire	ctional tr	affic vo	lume es	timate	es for this	segr	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	G	76%		1%	1%	21%	0%		0.083	_	0.505	12000	G
	To	EC	L Clifton Fo	orge			$\neg$									
(220) (64) (60)	Town of Clifton Forgo				Se	ee I-64 fo	or dire	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	G	76%	1%	1%	1%	21%	0%	F	0.083	F	0.505	12000	G
	To: From	WC	L Clifton F	orge			$\Box$									
(220) $(64)$ $(60)$	Alleghany Co	,			Se	ee I-64 fo	or dire			lume es	timate	es for this				
$\hookrightarrow$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	G	76%	1%	1%	1%	21%	0%	F	0.083	F	0.505	12000	G
~~~	Tor From:		JS 60 BUS	US 220												
[220] [64] [60]	Alleghany Co	•		_								es for this	·			_
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G	76%	1%	1%	1%	21%	0%	F	0.085	F	0.527	19000	G
$\overline{\bigcirc}$	To: From All and a second	4.00	03-696		0	1 04 6				L						
[220] [64] [60]	Alleghany Co Combined Traffic Estimates for 2 Parallel	•	00000	_	76%	ee 1-64 f0 1%	or aire	ctional ti 1%	21%	iume es 0%		es for this 0.079	·	nent. 0.527	19000	G
	Combined Trainic Estimates for 2 Parallel	Hoadways on this Houte.	US 60	G	70%	170	1%	170	21%	0%	Г	0.079	Г	0.527	19000	G
~~~	From:	I-64-W TO R		VIA RT												
(220) (64) Ramp	Alleghany Co					ee I-64 fo	or dire	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
<del></del>	To:	03-1104	FROM RT I-64	64 WES	Т		+									
220 60 Madison St	Alleghany Co	ounty 0.62	10000	G	90%	1%	1%	2%	7%	0%	F	0.08	F	0.552	11000	G
	Too	F	CL Covingt	on			_									
220 60 E Madison St	City of Covin		12000	G	90%	1%	1%	2%	7%	0%	С	0.083	F	0.595	13000	G
	To	SR	18 Carpente	er St			$\neg$									
220 60 East Madison St	City of Covin		13000	G	91%	1%	1%	1%	7%	0%	С	0.084	F	0.628	14000	G
	To	SH	lighland Ave	enue			$\neg$									
220 60 E Madison Avenu	e City of Covin	ngton 0.12	12000	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.598	13000	G
	To	SI	Monroe Ave	enue			$\neg$									
(220) N Alleghany Ave	City of Covin	ngton 0.93	9500	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.527	10000	G
<u></u>	To:		Locust Stre	eet												
(220) N Alleghany Ave	City of Covin	gton 0.62	9300	G	97%	0%	1%	1%	1%	0%	F	0.076	F	0.518	9900	G
<u> </u>	To		lagazine Av													
220 N Alleghany Ave	City of Covin		E Riverside : 5700	G G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.588	6100	G
(220). (7.1109.741)	Tr.		CL Covingt		0.70	0 /0		. 70	. 70	5 /0	9	0.002	•	0.000	0.00	<b>-</b>

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

					Truck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4T	ire Bus		+Axle 1Tra		QC	Factor	QK	Factor	AAWDT	QW
~~	From:	NCL Covington										
(220) Hot Springs Rd	Alleghany County	1.61 <b>4600 G</b> 95	% 0%	0%	2% 2%	0%	С	0.088	F	0.617	4900	G
<del></del>	To:	03-687 Jackson River Rd										
220 Hot Springs Rd	Alloghany County	03-687 Clearwater 8.28 <b>1200 G</b> 94	% 1%	1%	1% 4%	0%	С	0.087	F	0.512	1300	G
220 Hot Springs Ad	Alleghany County	Bath County Line	/0 1/0	1 /0	1/0 4/0	0 /6	O	0.007		0.512	1300	G
	From:	Alleghany County Line										
220 Ingalls Boulevard	Bath County	7.49 <b>2000 G</b> 96	% 1%	1%	0% 3%	0%	С	0.085	F	0.568	2000	G
	To: From:	08-658 Park Lane										
220 Ingalls Boulevard	Bath County	5.43 <b>3000 G</b> 96	% 1%	1%	0% 3%	0%	F	0.085	F	0.522	3000	G
<u> </u>	Τα	SR 39 Warm Springs										
220 (39) Sam Snead Hwy	Bath County	0.19 <b>2300 G</b> 94	% 0%	1%	1% 4%	0%	С	0.094	F	0.520	2300	G
220 (39) 54 6646,			70 070		.,,	0 / 0	Ū	0.00	•	0.020		•
~~~	From	SR 39 North of Warm Springs	-//			221	_				0.50	_
(220) Sam Snead Hwy	Bath County	4.17 <b>850 G</b> 93	% 0%	1%	0% 6%	0%	С	0.096	F	0.607	850	G
<del>~</del>	To: From:	08-614 Muddy Run Rd										
220 Sam Snead Hwy	Bath County	5.56 <b>500 G</b> 88	% 0%	1%	0% 10%	6 0%	С	0.111	F	0.590	500	G
<u> </u>	To	08-623 Poor Farm Road										
220 Stuart Hwy	Bath County	4.11 <b>450 G</b> 86	% 1%	1%	0% 12%	6 0%	С	0.098	F	0.542	450	G
220 Oldan 11111	To:	Highland County Line	70 170	170	070 127	0 70	J	0.000	•	0.012	400	ď
	From:	Bath County Line										
220 Jackson River Rd	Highland County	8.62 <b>470 G</b> 85	% 1%	1%	1% 12%	0%	С	0.113	F	0.509	470	G
	To	45 (07 N P: N H P I										
220 Jackson River Rd	Highland County	45-607 N, Big Valley Rd 3.47 <b>580 G</b> 87	% 1%	2%	1% 9%	0%	С	0.095	F	0.544	580	G
Jackson River Ru	To:	SR 84 Mill Gap Rd	70 I 70	270	170 970	0%	C	0.095	Г	0.544	360	G
	From:	SR 84 Vanderpool										
220 Jackson River Rd	Highland County	3.54 <b>1300 G</b> 82	% 0%	2%	10% 6%	0%	С	0.093	F	0.562	1300	G
220 0 40 100 110			70 070		.070	0 / 0	Ū	0.000	•	0.002	.000	<b>.</b>
~~~	From:	SCL Monterey	-//			221			_		4000	
220)	Town of Monterey (Maint: 45)	0.35 <b>1300 N</b> 82	% 0%	2%	10% 6%	0%	N	0.093	F	0.562	1300	N
<del></del>	To: From:	US 250										
220 Jackson River Rd; Potomac River Rd	Town of Monterey (Maint: 45)	0.19 <b>1600 G</b> 85	% 0%	2%	9% 4%	0%	С	0.096	F	0.548	1600	G
	To	NOT M										
( )	Highland County	NCL Monterey 6.30 <b>1600 N</b> 85	o/ <b>O</b> 0/	20/	00/ 40/	09/	N	0.096	F	0.540	1600	NI
(220)	Highland County		% 0%	2%	9% 4%	0%	IN	0.096	Г	0.548	1600	N
	From:	45-642 Near Blue Grass 45-642 Blue Grass Valley Rd										
220 Potomac River Rd	Highland County	1.12 <b>680 G</b> 93	% 0%	1%	1% 5%	0%	С	0.101	F	0.609	680	G
220)1 01011140 1110	To:	West Virginia State Line	70 070	170	170 070	0 70	J	0.101	•	0.000	000	ď
	From:			<u> </u>								
Romp to 1.91 N at First 199		SR 115 0.36 <b>4400 G</b>						0.067	F		4400	^
Ramp to I-81 N at Exit 128	Botetourt County			<del></del>				0.067	г		4400	G
•	10.	I-81 North										
North	From	US 220 TO RT 2400- ELM STREET				·		_				
(220) Ramp	City of Roanoke (Maint: 80)	0.10 <b>6700 G</b>						0.09	F		6700	G
<b>~</b>	To	SR 24 TO RT 581 N & F		1								

4/15/2020

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

			,	iu intersta					т				1/		D:-		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
	From	T		v m cp. 220	.,			2Axie	3+Axle	1 I rail	21raii		Factor		Factor		
North $(220)$ Ramp to I-81 S at Exit 128	Botetourt Co	untv	0.11	LT SR 220	G N								0.117	F		4100	G
1220 Hallip to 1-61 3 at Exit 126	Dotetourt Go	unty	0.11	4100 I-81 S	G			1					0.117	Г		4100	G
South	From		0.40	US 220 S									0.444	_		7400	_
Ramp to I-81 S at Exit 128	Botetourt Co	unty	0.42	7100	G								0.144	F		7100	G
	10:			I-81 S													
~~~~	From:			60EAST &		8SOUTH								_			
220 (60 (60 Ramp to I-64	E at Exit 16 Alleghany Co		0.28	4300	G								0.098	F		4600	G
$\Rightarrow \Rightarrow \Rightarrow$	To:			648 I-64-E0													
	Alleghany Co		0.10	T OF COVI	NGTOI <b>N</b>	90%	1%	1%	2%	7%	0%	N	0.08	F	0.552	11000	N
220 [60]	Allegitariy Co	Junity	0.10	US 220	IN	90%	1 70	1 70	270	1 70	0%	IN	0.06	Г	0.552	11000	IN
Bus	From:			Near Clifto		070/	00/		00/	40/	00/	_	0.000	_	0.504	4700	_
220 Verge Street	Alleghany Co	ounty	0.80	1700	G	97%	0%	1%	0%	1%	0%	С	0.092	F	0.561	1700	G
Due	To: From:		SCI	L Clifton Fo	rge												
Bus 220 Verge Street	Town of Clifton	Forge	0.70	1900	G	98%	1%	1%	0%	1%	0%	С	0.096	F	0.512	2000	G
220) Verge Gireet	Town or Clinton	- I orgc			<u> </u>	30 70	1 /0		0 70	1 /0	0 70	O	0.000	•	0.512	2000	ч
Bus Bus	To: From:			Bus US 60													
220 60 Main St	Town of Clifton	Forge	0.06	6200	G	98%	1%	0%	0%	0%	0%	F	0.095	F	0.535	6600	G
	To			B ST													
Bus Bus	From			B 21													
220 \ 60 \ Main St	Town of Clifton	Forge	0.26	6200	G	98%	1%	0%	0%	0%	0%	С	0.096	F	0.536	6600	G
<del></del>	To		I	Ridgeway St	t												
Bus Bus Main Ca	Taura of Clifford					070/	10/	10/	00/	10/	00/	_	0.101	_		1000	_
220 60 (188) (188) Main St	Town of Clifton	-	0.07	1100	G	97%	1%	1%	0%	1%	0%	г 	0.101	F		1200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this		8000	N	98%	1%	0%	0%	0%	0%	N	0.091	F	0.539	8500	N
Bus Bus	From			Keswick St Main St													
~~~	Town of Clifton	Forge	0.14	860	G	97%	1%	1%	0%	1%	0%	C	0.111	F		920	G
220 ) ( 9,0 )	Combined Traffic Estimates for 2 Parallel	•	-	7800	G	98%	1%	0%	0%	0%	0%	_	0.090	F	0.530	8300	G
	Combined Trainic Estimates for 2 Paraller	nuauways on this		Roxbury St	G	90%	I 70	0%	0%	076	0%	Г	0.090	Г	0.550	6300	G
Bus Bus	From:			Keswick St													
220 (60) Roxbury St	Town of Clifton	Forge	0.05	2200	G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.679	2300	G
20) (90) 11111111, 51	Combined Traffic Estimates for Parallel	•		NA	-	. , ,							NA			NA	-
	To:	rioddways on this		Ridgeway St	t			1					1471			1471	
Bus Bus	From:			Roxbury St													
220 60 Ridgeway St	Town of Clifton	Forge	0.61	8000	G	99%	1%	0%	0%	0%	0%	С	0.098	F	0.514	8500	G
	To	-		6th St													
Bus Bus	From:																
220 60 Ridgeway St	Town of Clifton	Forge	0.27	8200	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.524	8800	G
$\sim$	To:		WC	L Clifton Fo	orge												
Bus Bus	From:					2221			0-/		0-1	_		_	0 = 46	0.405	_
220 60 Ridgeway St	Alleghany Co	ounty	0.44	7600	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.543	8100	G
~ ~	To:		]	I-64 SR 384													

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus 20 Franklin Rd	City of Roanoke (Maint: 80)		9 South of Roan 2000 G	99%	0%	1%	0%	0%	0%	С	0.087	F	0.55	23000	G
20) Hankiii Hu	only of Hoarloke (Maint. 60)			33 /6	0 /6	1 /0	0 /6	0 /6	0 /6	O	0.007	'	0.55	23000	
Bus Franklin Dd	City of Roanoke		erth Road	99%	0%	1%	00/	0%	00/	F	0.001	F	0.62	17000	G
Franklin Rd	City of Hoarloke		6000 G	99%	0%	1%	0%	0%	0%	Г	0.091	Г	0.63	17000	Ċ
lus	From		Wonju St												
Franklin Rd	City of Roanoke		1000 G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.63	12000	(
us ~~	To: From	128-8003	McClanahan St												
Franklin Rd	City of Roanoke		9700 G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.540	10000	(
	From		1-581 Underpass th of Rocky Moun	-4		<u> </u>									
us 20 (S Main St	Franklin County		5800 G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.54	6000	(
~	To	SCL Ro	ocky Mount												
us 20 S Main St	Town of Rocky Mount	0.10 5	5800 N	97%	0%	1%	1%	1%	0%	N	0.093	F	0.54	6000	ı
~ <i></i>	то-		ing Hill Rd												
S Main St	Town of Rocky Mount		300 G	98%	1%	1%	0%	1%	0%	С	0.092	F	0.62	6700	(
Js	To: From	Flo	oyd Ave												
S Main St	Town of Rocky Mount	0.24 7	7400 G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.542	7900	(
JS	To- From:	Tany	ard Road												_
N Main St	Town of Rocky Mount	0.08	5000 G	98%	1%	1%	0%	1%	0%	F	0.100	F	0.519	5300	(
JS	Too From:	Claib	orne Ave												
N Main St	Town of Rocky Mount	0.15 4	1400 G	98%	1%	1%	0%	1%	0%	F	0.102	F	0.503	4700	(
	To- From:	Pe	ell Ave												
(20) $(40)$ N Main St	Town of Rocky Mount	0.03	9900 N	97%	1%	1%	1%	1%	0%	N	0.097	F	0.565	10000	
<i></i>	To	Fra	nklin St												
us 20 N Main St	Town of Rocky Mount	0.54	9900 G	97%	1%	1%	1%	1%	0%	С	0.097	F	0.565	10000	(
	To		e St North				.,,	.,,							
us 20 N Main St	Town of Rocky Mount		0000 G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.533	11000	(
20 TV Main St	To-		ocky Mount	31 /6	1 /0		1 /0	1 /0	0 70	•	0.000	i	0.555	11000	
JS N Main St	Franklin County		5000 G	97%	1%	1%	10/	1%	0%	F	0.102	F	0.51	16000	
N Main St	Frankiin County		of Rocky Mount	91%	170	1 %	1%	170	U%	Г	0.102	Г	0.51	10000	(
JS	Front	US 220 William F St	•	sboro Rd											
Greensboro Rd	Henry County		3000 G	96%	0%	1%	1%	3%	0%	С	0.086	F	0.557	14000	(
<i>~</i>	To:	Bus US 58, A	A L Philpott Hwy	у											

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

		-						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4T	ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus Bus Marravial Blad	From	US 58 SOUTI				00/	10/	10/	10/	00/	_	0.000	F	0.004	10000	
(220) (58) Memorial Blvd	Henry County	0.72	18000	-	7%	0%	1%	1%	1%	0%	F	0.086	F	0.604	19000	G
Bus Bus	To- From:	SCL M	1ARTINSVII													
220 58 Memorial Blvd	City of Martinsville	0.71	18000	<b>G</b> 97	7%	0%	1%	1%	1%	0%	С	0.087	F	0.585	19000	G
Bus	To- From	STA	ARLING AV	E												
220 (57) Memorial Blvd	City of Martinsville	0.25	15000	<b>G</b> 97	7%	1%	1%	0%	2%	0%	F	0.085	F	0.555	16000	G
Bus	T <sub>C</sub> . From:	В	Broad Street													
220 (57) Memorial Blvd	City of Martinsville	0.85	11000	<b>G</b> 97	7%	1%	1%	0%	2%	0%	С	0.086	F	0.525	12000	G
$\sim$	Too		Fayette St				$\neg$ $\vdash$									
Bus 220 Memorial Blvd	City of Martinsville		12000	<b>G</b> 98	3%	0%	0%	0%	1%	0%	С	0.087	F	0.526	13000	G
220 Womonai Biva	To Take					0 70		0 70	1 /0	0 70	Ü	0.007	•	0.020	10000	
Bus	From		L Martinsvill		201	00/	201	00/	40/	00/	_	0.000	_	0.550	17000	
Virginia Ave	Henry County	2.29	16000		3%	0%	0%	0%	1%	0%	F	0.083	F	0.553	17000	C
Bus	To: From:	44-609	Daniel Creel	k Rd												
Virginia Ave	Henry County	2.02	19000		8%	1%	1%	0%	2%	0%	С	0.095	F	0.55	20000	(
~	To:		R 57 Fairysto													
Bus 220 Church St	From: Henry County	US 220 S 0.30	South of Ridg		9%	0%	 0%	0%	0%	0%	С	0.107	F	0.702	1200	(
220 Ondron St	Treffiny Gounty				770	0 70	——————————————————————————————————————	0 70	0 70	0 70	O	0.107	'	0.702	1200	
Bus	From		L Ridgeway			221		221	221	221		0.40=	_		4000	
Church St	Town of Ridgeway (Maint: 44)	0.53	1100	<b>N</b> 99	9%	0%	0%	0%	0%	0%	N	0.107	F	0.702	1200	١
Bus	To: From:	SR 87	Morehead A	Ave												
Main St	Town of Ridgeway (Maint: 44)	0.81	4000	<b>G</b> 99	9%	0%	0%	0%	0%	0%	С	0.097	F	0.536	4300	C
Bus	To: From:	NC	CL Ridgeway	7												
220 Main St	Henry County	0.04	4000	<b>N</b> 99	9%	0%	0%	0%	0%	0%	Ν	0.097	F	0.536	4300	١
<del></del>	To:	US 220 I	North of Ridg	geway												
ALT ALT	From:		S 220, ALT S													
220 460 11 116 Orange Ave	City of Roanoke	0.24	38000	<b>G</b> 96	6%	1%	1%	1%	1%	0%	F	0.091	Α	0.518	41000	C
ALT	To: From:	US 11	Williamson	Rd												
220)(460)(221)Orange Ave	City of Roanoke	0.49	38000	<b>G</b> 96	8%	1%	1%	1%	1%	0%	F	0.076	F	0.516	41000	C
ALT	To- From	SR 1	115 Hollins R	Rd			$\neg$ $\vdash$									
220)(460)(221) Orange Ave	City of Roanoke	1.14	41000	<b>G</b> 95	5%	0%	1%	1%	3%	0%	F	0.075	F	0.521	43000	
			24th St			-								•		
ALT Orango Avo	From: L	1 17		<b>C</b> 05	50/	0%	10/	10/	20/	00/	F	0.001	F	0.516	35000	_
220 (460) (221) Orange Ave	City of Roanoke	1.17	33000 -8055 King S		5%	U%	1%	1%	3%	0%	г	0.081	Г	0.516	33000	G

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

							Trι	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		8055 King St												
220 (460) (221) Orange Ave	City of Roanoke		39000 G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.508	41000	G
ALT.	To: From:		ke County Line												
ALT 220)(460)(221)Challenger Ave	Roanoke County		2L Roanoke <b>A</b>	95%	0%	1%	1%	3%	0%	С	0.093	Α	0.562	37000	Α
220 (460) (221) Challenger Ave	Todrioke Goding		50 BONSACK	33 76	0 70		1 /0	J /6	0 70	J	0.000	^	0.502	07000	^
ALT	From		221, US 460												
Cloverdale Rd	Roanoke County	0.50	26000 G	91%	1%	1%	1%	6%	0%	F	0.085	F	0.577	27000	G
	To:	Boteto	urt County Line												
<u>ALT</u>	From		ke County Line							_					
220)Cloverdale Rd	Botetourt County	4.54	19000 A	91%	1%	1%	1%	6%	0%	С	0.101	Α	0.510	20000	Α
ALT	To: From:	US 11	Lee Highway												
220) 220 Roanoke Rd	Botetourt County	0.07	35000 G	91%	1%	1%	1%	6%	0%	F	0.082	F	0.662	37000	G
220)(220). Todinono 110	To:		31; US 220	0.70	. , ,		. , ,	0 / 0	0,0		0.002	•	0.002	0.000	•
	From		arolina State Line												
221 (21) New River Pkwy	Grayson County	3.39	1800 G	94%	0%	1%	1%	4%	0%	С	0.101	F	0.569	1900	G
221) (21)	anaysem seamly			0.70	0,0		. , ,	. , 0	0,0	Ū	0	•	0.000	.000	٥.
~~	Too.		ndependence	0.40/	00/	10/	40/	40/	00/	N.	0.404	_	0.500	1000	
221) (21)	Town of Independence (Maint: 38)	0.47	1800 N	94%	0%	1%	1%	4%	0%	Ν	0.101	F	0.569	1900	Ν
~~ ~~	To: From:	US 58 IN	NDEPENDENCE												
221 (58) E Main St	Town of Independence (Maint: 38)	1.20	6600 G	95%	1%	1%	1%	3%	0%	F	0.110	F	0.621	6900	G
<del>~</del> ~	To: From:	CL I	ndependence			<u> </u>									
221 58 Grayson Pkwy	Grayson County	1.55	6600 N	95%	1%	1%	1%	3%	0%	Ν	0.110	F	0.621	6900	Ν
	To	SD 274 Eo	st of Independenc	2											
221 (58) Grayson Pkwy	Grayson County	8.68	7400 G	95%	1%	1%	1%	3%	0%	С	0.095	F	0.527	7600	G
(56) Grayson i Kiny	anayoun county			0070	1 /0		1 /0	0 70	0 70	O	0.000	•	0.027	7000	G
~~~ BI	From		EST OF GALAX	050/	40/		40/	00/	00/	_	0.000		0.504	0700	_
58 Grayson Pkwy	Grayson County	1.36	8400 G	95%	1%	1%	1%	3%	0%	F	0.099	F	0.561	8700	G
	To: From:	W	/CL Galax												
221 \ (58 \ Reserve Blvd	City of Galax	0.47	8800 G	96%	0%	1%	1%	2%	0%	С	0.094	F	0.537	9500	G
$\sim$	To.	O	ldtown Rd			<u> </u>									
221 58 Reserve Blvd; W Stuart Dr	City of Galax	1.10	7600 G	96%	0%	1%	1%	2%	0%	F	0.084	F	0.556	8300	G
<del>-</del> 500	To		Fries Rd												
221 58 W Stuart Dr	From:  City of Galax		11000 G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.574	12000	G
221 (58) W Gldart Bi	Oity of Galax			30 70	0 70	1 /0	1 /0	2 /0	0 70	'	0.000	'	0.574	12000	ч
~~~===	To: From		89 MAIN ST	2221					221	_		_		40000	_
E Stuart Dr	City of Galax	0.34	14000 G	96%	0%	1%	1%	3%	0%	F	0.094	F	0.533	16000	G
	To: From:	N	Ieadow St			<u> </u>									
221 58 E Stuart Dr	City of Galax	1.81	19000 G	96%	0%	1%	1%	3%	0%	F	0.078	F	0.504	20000	G
~ ~	Τα	H	Iaynes Rd			<u> </u>									
221 58 E Stuart Dr	City of Galax		15000 G	96%	0%	1%	1%	3%	0%	С	0.079	F	0.54	16000	G
	To:		CL Galax			一j~	, -			-	- 7				-

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	ECL Gala	ıx												
221 58 Carrollton Pike	Carroll County	2.05 <b>15000</b>	G	96%	0%	1%	1%	3%	0%	F	0.084	F	0.51	16000	G
$\longrightarrow$	Toc	17-887													
221 58 Carrollton Pike	Carroll County	1.28 <b>16000</b>	G	96%	0%	1%	1%	3%	0%	F	0.082	F	0.524	18000	G
221) (36) Garrenter i me	- T				0,0		. , 0	0 / 0	0,0	•	0.002	•	0.02	.0000	0.
Consultan Dila	From	17-872		000/	00/	10/	10/	00/	00/		0.100	^	0.547	15000	^
221 58 Carrollton Pike	Carroll County	3.69 <b>14000</b>	Α	96%	0%	1%	1%	3%	0%	С	0.100	Α	0.547	15000	Α
~ ~	To: From:	I-77													
221 (58) Carrollton Pike	Carroll County	0.72 15000	G	97%	0%	1%	1%	0%	0%	F	0.084	F	0.559	16000	G
~~	Toc	CL Hillsv	11e												
221 (58) West Stuart Dr	Town of Hillsville (Maint: 17)	2.10 <b>15000</b>		97%	0%	1%	1%	0%	0%	Ν	0.084	F	0.559	16000	Ν
221 58 West Stuart Dr	To:	US 58		07 70	0 / 0		1 /0	0 70	0 /0	.,	0.004		0.000	10000	
	From:	US 58 Stuar	t Dr												
Floyd Pike	Town of Hillsville (Maint: 17)	1.42 6900	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.535	7300	G
	Tes														
221 Floyd Pike	Carroll County	0.02 <b>6900</b>	nlle N	96%	1%	1%	1%	1%	0%	N	0.087	F	0.535	7300	N
221 Floyd Fike	Carroll County	0.02 <b>6900</b>	N	90%	1 70	1 70	1 70	1 70	0%	IN	0.067	Г	0.555	7300	IV
	To: From:	SR 100 East of	Hillsville												
221 Floyd Pike	Carroll County	6.77 <b>2600</b>	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.628	2700	G
<i>~</i>	To	17-638 Dug	enur												
Floyd Pike	Carroll County	3.37 <b>1900</b>	G G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.608	2000	G
27). 10/0 1 1110	To:	Floyd County		0070	. , ,		. , 0	. , 0	0,0	•	0.00.	•	0.000		Ŭ
	From	Carroll Count													
221 Floyd Highway South	Floyd County	4.50 <b>1900</b>	G	93%	0%	2%	2%	2%	0%	С	0.089	F	0.577	2000	G
, , ,	To:	31-787 Near Willis Inc													
	From:	31-787 Near	Willis												
221 Floyd Highway South	Floyd County	2.91 <b>2700</b>	Α	96%	1%	1%	1%	1%	0%	С	0.11	Α	0.666	2800	Α
~	To:	31-750 Alum R	idae Pd												
221 Floyd Highway South	Floyd County	8.26 <b>3600</b>	G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.642	3800	G
221 Hoya riighway Godan	1 loya dounty			0070	1 /0		1 /0	1 /0	0 /0	•	0.00		0.012	0000	Č
~~~	To: From:	WCL Flo													
East Main St	Town of Floyd (Maint: 31)	0.33 <b>3600</b>	N	96%	1%	1%	1%	1%	0%	N	0.09	F	0.642	3800	N
<del>~</del>	To:	SR 8 Floyd	СН			$\neg$ $\vdash$									
West Main St	Town of Floyd (Maint: 31)	0.61 <b>7500</b>	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.536	7700	G
	T-1														
Flaved Himboon Namb	From	ECL Floy		000/	10/	10/	10/	10/	00/	N.I.	0.000	F	0.500	7700	N.I
Floyd Highway North	Floyd County	2.04 <b>7500</b>	N CEL 10	96%	1%	1%	1%	1%	0%	N	0.086	г	0.536	7700	N
	From: 31	31-860 Northeast of 860 Northeast of Floyd C			d										
Floyd Highway North	Floyd County	6.97 <b>2900</b>	G	96%	1%	1%	1%	1%	0%	F	0.090	F	0.54	3000	G
221) Toya Fiigilway North	i loya County				1 /0	1 /0	1 /0	1 /0	U /0	'	0.030	'	0.04	5500	G
	To: From	31-661 Booth Creek Rd				}									
Floyd Highway North	Floyd County	3.79 <b>2200</b>	G	96%	1%	1%	1%	1%	0%	С	0.1	F	0.530	2300	G
~	To:	31-642 Meadow	Run Rd												
221 Floyd Highway North	Floyd County	7.20 <b>3000</b>	G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.563	3100	G
// I \ J ~	,												5.000	0.00	_

4/15/2020

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Part Manutain Bul	From	Floyd Coun	-	000/	00/	10/	00/	00/	00/	_	0.404	_	0.744	0000	0
Bent Mountain Rd	Roanoke County	2.40 <b>3400</b>	) G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.741	3300	G
~~~	To: From:	80-708 Ivy R													
221 Bent Mountain Rd	Roanoke County	1.46 <b>370</b> 0	) G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.757	3700	G
<u> </u>	To	80-711 Aiı	point			$\neg$ $\vdash$									
221 Bent Mountain Rd	Roanoke County	7.31 <b>750</b> 0		98%	0%	1%	0%	0%	0%	F	0.097	F	0.79	7400	G
==)	To:	80-688 Cotto	ı Hill Rd												
~~~	From:	80-897 Crystal Cree													
221 Brambleton Rd	Roanoke County	0.22 <b>1400</b>		98%	0%	1%	0%	0%	0%	С	0.099	F	0.658	15000	G
<del>~</del>	To:	80-1683 Arlingt		r											
221 Brambleton Rd	Roanoke County	80-1683 Arling 1.36 <b>2100</b>		98%	0%	1%	0%	0%	0%	F	0.098	F	0.661	22000	G
221 Brambleton Nu	Hoarloke County	1.30 2100	0 G	90%	076	1 76	0%	076	0%	Г	0.096	Г	0.001	22000	Ċ
~~~	To: From:	SR 419 Elec													
221 Brambleton Ave	Roanoke County	1.14 <b>1400</b>	0 G	99%	0%	0%	0%	0%	0%	С	0.104	F	0.709	15000	G
<del></del>	To	WCL Roa	noke			$\neg$ $\vdash$									
221 Brambleton Ave	City of Roanoke	1.39 <b>1300</b>	0 G	99%	0%	1%	0%	0%	0%	С	0.108	F	0.607	14000	G
==)	To	Overland :	D 1												
221 Brambleton Ave	City of Roanoke	0.52 <b>750</b> 0		99%	0%	1%	0%	0%	0%	F	0.107	F	0.562	8000	(
221 Brambleton Ave	Oity of Hoarloke	0.52 7300	, a	33 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.107	'	0.502	0000	
~~	To: From	Brandon													
221 Main St	City of Roanoke	1.19 <b>9600</b>	) G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.578	10000	C
<del></del>	To: From	8th S	t												
221 Elm Ave	City of Roanoke	0.46 <b>1100</b>	0 G	98%	0%	1%	0%	0%	0%	С	0.092	F	0.665	12000	G
<i>~</i>	To	US 220 Fran	klin Rd												
221 Elm Ave	City of Roanoke	0.30 <b>710</b> 0		98%	0%	1%	0%	0%	0%	F	0.083	F	0.583	7600	G
	ffic Estimates for 2 Parallel Roadways			99%	0%	1%	0%	0%	0%	F	0.097	F	0.618	15000	9
Combined Tra	To	SR 24, SR		33 /6	0 /6	1/0	0 /6	0 /6	0 /6	'	0.037	'	0.010	13000	
	From	SR 116 US 22													
221 (116) Franklin Rd	City of Roanoke	0.14 4800	) G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.685	5100	C
=======================================	To:	Williamso	n Rd												
~~~	From:	Franklin													
221 Williamson Rd	City of Roanoke	0.14 <b>1500</b>		98%	0%	1%	0%	0%	0%	F	0.089	F	0.553	16000	G
<del>~</del>	To:	US 11 Sale													
221 (11) (116) Williamson Rd	City of Roanoke	0.15 Salem A		98%	1%	1%	0%	0%	0%	F	0.088	F	0.514	25000	G
221 11 116 Williamson Rd	City of Hoarloke	0.13 2300	U G	30 /6	1 /0	1 /0	0 /6	0 /0	0 /6	'	0.000	'	0.514	23000	
~~~	To: From:	Shenandoa													
221) (11) (116) Williamson Rd	City of Roanoke	0.15 <b>1600</b>	0 G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.709	18000	C
$\bigcirc$	To:	I-581				<u> </u>									
221 (11) (116) Williamson Rd	City of Roanoke	0.50 1100	0 G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.539	11000	G
<del></del>	To	T10 460													
ALT	From	US 460													
221 (460) (220) Orange Ave	City of Roanoke	0.49 <b>3800</b>		96%	1%	1%	1%	1%	0%	F	0.076	F	0.516	41000	G
	To	SR 115 Hol	lins 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
ALT	From	SR	115 Hollins F	Rd												
221 (460) (220) Orange Ave	City of Roanoke	1.14	41000	G	95%	0%	1%	1%	3%	0%	F	0.075	F	0.521	43000	G
ALT.	To: From		24th St				$\Box$ $\vdash$									
221 (460 (220) Orange Ave	City of Roanoke	1.17	33000	G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.516	35000	G
221)(400)(220)	To		3-8055 King S													
ALT	From				2==/	221		4.57	221	221	_		_		44000	
221 460 220 Orange Ave	City of Roanoke	0.38	39000	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.508	41000	(
ALT	To: From:	Е	CL Roanoke													
221 (460)(220) Challenger Ave	Roanoke County	1.63	35000	Α	95%	0%	1%	1%	3%	0%	С	0.093	Α	0.562	37000	A
	To:	Alt IIS	220 Cloverda	ale Rd												
221 (460) Challenger Ave	Roanoke County	0.34	28000	G	90%	1%	1%	1%	6%	0%	F	0.089	F	0.578	30000	(
1,400	To:	Boteto	ourt County I	Line												
~~~	From		oke County I													
221 (460) Blue Ridge Blvd	Botetourt County	2.55	26000	G	90%	1%	1%	1%	6%	0%	F	0.082	F	0.594	27000	(
~ ~	To: From:	Blue	Ridge Parkw	vay												
221 (460 Blue Ridge Blvd	Botetourt County	2.94	20000	Α	90%	1%	1%	1%	6%	0%	С	0.099	Α	0.560	22000	
~~ <u> </u>	To:		ord County L													
221 (460 W Lynchburg Salem Tpke	Bedford County	4.18	ourt County I 17000	F	90%	1%	1%	1%	6%	0%	F	0.086	F	0.608	18000	
221 460 W Lynchburg Galem Tpike	Bediera county					1 /0	1 /0	1 /0	0 /0	0 70	'	0.000	'	0.000	10000	
W Lynghburg Colom Take	Podford County		ose Creek V 16000	alley R	d 90%	10/	10/	10/	60/	0%	F	0.005	F	0.550	16000	
W Lynchburg Salem Tpke	Bedford County	7.69			90%	1%	1%	1%	6%	0%	Г	0.085	Г	0.550	16000	
~~~	To: From		Thaxton Scho													
221 460 W Lynchburg Salem Tpke	Bedford County	2.75	17000	F	90%	1%	1%	1%	6%	0%	F	0.086	F	0.501	18000	١
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		/CL Bedford													
221 )( 460 )	Town of Bedford (Maint: 09)	0.67	19000	F	90%	1%	1%	1%	6%	0%	F	0.089	F	0.510	21000	
Pue	To: From:		OLD TNPK Old Turnpik													
Bus 221 (460)	Town of Bedford (Maint: 09)	0.33	6600	N	98%	1%	1%	0%	1%	0%	Ν	0.094	F	0.506	7200	ı
221 (400)	Town of Boardra (Maint. 66)				0070	1 70		0 70	1 70	0 70	.,	0.001	•	0.000	7200	
Bus	From	•	Oakcrest St													
221 (460) Blue Ridge Ave	Town of Bedford	0.68	6600	G	98%	1%	1%	0%	1%	0%	С	0.094	F	0.506	7200	(
Pun	To: From		4th St													
Bus 221 (460 W Main St	Town of Bedford	0.07	5300	G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	5700	(
21)(400)	To				0070	. /0		0 / 0	. /0	3 / 0	•	0.002	•	0.01	2,00	•
Bus Bus	From:	(	Crenshaw St													
221 (460) (122) W Main St	Town of Bedford	0.19	6000	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6500	(
	Tor		0, SR 43; N I		St											
Bus $(43)$ $(122)$ N Bridge St	Town of Bedford	Bus US 4	460, SR 43 N <b>5500</b>	Main St <b>G</b>	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	5900	(
221 43 122 N Bridge St	Town of Bediord		Bedford Ave	u	<i>3</i> 0 /0	1 /0	1 /0	U /o	U /0	U /o	'	0.033	'	0.555	5900	

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

Davite	Donte all and a	Laurath AADT C	4T!	D		Truck	K		00	K	01/	Dir	A A \ A \ C T	014
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3	3+Axle 1	Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	Bedford Ave												
(221) (43) (122) N Bridge St	Town of Bedford	0.11 <b>7800 G</b>	98%	1%	1%	0%	0%	0%	С	0.092	F	0.526	8400	G
$\bigcirc$	To:	Peaks St												
Bus	From	SR 43 Peaks St	2021			0-1		0.01	_		_			_
(221) (122) Longwood Ave	Town of Bedford	0.71 <b>7100 G</b>	98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	7800	G
Bus	To: From	Oakwood St												
~~~	Town of Bedford	0.47 <b>9700 G</b>	98%	1%	1%	0%	0%	0%	С	0.092	F	0.507	11000	G
221 Longwood Ave	To:	Forest Road	0070	170		0 70	0 70	0 70	O	0.002		0.007	11000	ď
	From	Longwood Ave												
221 Forest Rd	Town of Bedford	0.68 <b>7100 G</b>	96%	1%	1%	1%	2%	0%	С	0.096	F	0.505	7700	G
	To	ECL D 16 1												
221 Forest Rd	Bedford County	ECL Bedford 2.22 <b>6100 G</b>	96%	1%	1%	1%	2%	0%	F	0.097	F	0.511	6400	G
221 Folest Nu	Bediord County	2.22 6100 G	90%	1 70	1 70	1 70	<b>2</b> 70	0%	Г	0.097	Г	0.511	0400	G
~~~	To: From:	09-671 Centerville Rd												
221 Forest Rd	Bedford County	9.23 <b>7700 G</b>	96%	1%	1%	1%	2%	0%	F	0.094	F	0.666	8100	G
<u> </u>	To:	09-663 Perrowville Rd			$\neg$ $\blacksquare$									
221 Forest Rd	Bedford County	3.05 <b>25000 G</b>		0%	0%	0%	0%	0%	F	0.085	F	0.626	27000	G
221)	To:	09-1415; 09-1427 Enterpris			Ť						-			-
	From:	09-1415 Enterprise Dr; 09-1427 Vis		r										
221 Forest Rd	Bedford County	2.04 <b>28000 G</b>	99%	0%	0%	0%	0%	0%	С	0.09	F	0.58	31000	G
<del></del>	To	WCL Lynchburg												
221 Lakeside Dr	From: City of Lynchburg	0.53 <b>28000 G</b>	99%	0%	0%	0%	1%	0%	С	0.091	F	0.56	30000	G
221 Lakeside Di	City of Lynchburg	Lynchburg Expressway		0 /6	0 /8	0 /6	1 /0	0 /6	O	0.031	'	0.50	30000	ч
	From:	US 501 Lynchburg Express												
221 Lakeside Dr	City of Lynchburg	0.94 <b>16000 F</b>		0%	0%	0%	1%	0%	F	0.09	F	0.619	17000	F
	- i, i , i ii													
~~~\	From:	Forest Brook Rd	000/	00/	00/	00/	40/	00/		0.007		0.507	45000	
221 Lakeside Dr	City of Lynchburg	1.52 <b>14000 F</b>	99%	0%	0%	0%	1%	0%	F	0.087	F	0.587	15000	F
	To: From:	Old Forest Rd												
221 Lakeside Dr	City of Lynchburg	0.15 <b>17000 F</b>	99%	0%	0%	0%	1%	0%	F	0.087	F	0.584	18000	F
<i></i>	Tα:	Oakley Ave												
~~~	From:	Lakeside Dr												
221 Oakley Ave	City of Lynchburg	0.57 <b>9700 F</b>		0%	0%	0%	1%	0%	F	0.086	F	0.567	10000	F
<u> </u>	To:	Bus US 29 Memorial Av	/e											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	O'the of Level beauty	Memorial Ave	000/	00/	00/	00/	40/	00/	_	0.007	_	0.500	0000	_
Oakley Ave	City of Lynchburg	0.24 <b>8400 F</b>	99%	0%	0%	0%	1%	0%	F	0.087	F	0.508	8900	F
Bus	From	Bus US 460 Fort Ave Bus US 460 Oakley Ave	2											
~~~	City of Lynchburg	0.42 <b>9500</b> F		1%	1%	0%	1%	0%	С	0.091	F	0.510	10000	F
(221) (460) Fort Ave	Oity of Lynchburg	0.42 3300 1	37 70	1 /0	1 70	0 70	1 /0	0 70	O	0.001		0.510	10000	
Bus	To: From:	118-6029 Fort Ave												
221 (460) 12th St	City of Lynchburg	0.25 <b>7000 F</b>	97%	1%	1%	0%	1%	0%	F	0.089	F	0.504	7400	F
	, , , , , , , , , , , , , , , , , , , ,											-		
Bus Bus	From:	Bus US 501 Campbell A	ve											
(221)(460)(501)12th St	City of Lynchburg	0.18 <b>9200 G</b>	95%	1%	2%	0%	1%	0%	F	0.09	F	0.564	9800	G
	To:	Kemper St												

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	Fronx		12th Street													
221 (460) (501) Kemper St	City of Lynchb	•	7200	G	95%	1%	2%	0%	1%	0%	С	0.081	F	0.552	7800	G
~ ~ ~	To		nchburg Expi		у											
~~ 5.	From:		S 221 Elm Av		2221	221		221		0.01	_		_			_
Franklin Rd	City of Roano		6800	G	99%	0%	1%	0%	0%	0%	F _	0.112	F	0.659	7300	G
	Combined Traffic Estimates for 2 Parallel F			G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.618	15000	G
	100	US 221,	SR 116 Jeffe	rson St												
	From:		Dead End		2221	221				0.01	_		_		4000	_
Weems Rd	Lancaster Cou		1600	G	98%	0%	1%	1%	0%	0%	С	0.092	F	0.725	1600	C
	10.		200 Irvington													
	From:		R 198 Hudgins		2221	221		221		0.01	_		_			_
Cricket Hill Rd	Mathews Cou	•	2400	F	98%	0%	1%	0%	0%	0%	С	0.083	F	0.567	2300	F
	10.		Ferry Rd; Gw		land											
	From:		nessee State L		0==/	221		221		0.01	_		_			_
Wadlow Gap Rd	Scott Count	y 1.65	9200	G	97%	0%	1%	0%	2%	0%	F	0.1	F	0.561	9900	C
<u> </u>	To: From:	84-9	07 Cliffview	Rd												
Wadlow Gap Rd	Scott Count	y 1.67	9200	G	97%	0%	1%	0%	2%	0%	С	0.102	F	0.57	9800	C
<u> </u>	Tα:		US 58													
_	From:		South Blvd													
225)Independence Blvd	City of Virginia B	Beach 0.07	80000	N	98%	1%	1%	0%	0%	0%	Ν	0.081	F	0.524	NA	
<u> </u>	To		I-264													
225)Independence Blvd	City of Virginia B	Beach 0.73	80000	F	98%	1%	1%	0%	0%	0%	С	0.081	F	0.524	NA	
	To	110 50 1	Virginia Beacl	h Blvd												
225)Independence Blvd	From:∟ City of Virginia B		50000	A	99%	0%	1%	0%	0%	0%	С	0.098	Α	0.520	54000	Δ
225)	- F					0,0		0,0	0 / 0	0 / 0	Ū	0.000		0.020	0.000	
- Indonendones Divid	From:		embroke Blvd		000/	00/	10/	00/	00/	00/	F	0.000	F	0.500	40000	G
Independence Blvd	City of Virginia B	Beach 0.91	44000	G	99%	0%	1%	0%	0%	0%	г	0.088	г	0.508	48000	G
	To: From:		Haygood Rd				<u> </u>									
225 Independence Blvd	City of Virginia B	Beach 1.81	39000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.509	42000	G
<u> </u>	To: From:	US 13	Northampton	Blvd												
225)Independence Blvd	City of Virginia B	Beach 0.53	21000	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.675	23000	G
<u> </u>	To:	U	S 60 Shore Di	r												
lorth	Front	SR 225; 13-	4-11; 134-873	36; 134	-87											
Ramp	City of Virginia Beach	(Maint: 75) 0.25	6200	G								0.093	F		6700	C
	To	I-264-E F	ROM HOLLA	AND R	D											
orth	From	SR 225	TO AND FRO	OM RT												
225)Ramp	City of Virginia Beach	(Maint: 75) 0.19	17000	G	_							0.092	F		18000	G
$\smile$	To:	I-264-W FR	OM HOLLA	ND RC	OAD											
outh	From	SR	225 TO RT 2	64												
Ramp	City of Virginia Beach		7800	G			•					0.09	F		8300	G
$\smile$	Tα	I-264-	E FROM RT	225												

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

Б	1			4			Tru	ıck			K	01/	Dir	A A14/DT	- 014
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 225 TO RT 20										_		45000	
225)Ramp	City of Virginia Beach (Maint: 75)	0.24 <b>15000</b>	G								0.08	F		15000	G
	100	I-264-W FROM RT													
	From:	US 460 Airport S								_		_			_
Cox Rd	Dinwiddie County	0.53 <b>3500</b>	G	88%	1%	1%	8%	3%	0%	С	0.098	F	0.525	3800	G
	To: From:	26-706 Old Cox F													
Cox Rd	Dinwiddie County	2.85 <b>9800</b>	G	97%	0%	1%	2%	0%	0%	С	0.091	F	0.647	10000	G
<u> </u>	To:	US 1 Boydton Plank	k Rd												
	From:	SR 33 Cooks Corr													
<sub>227</sub> )Urbanna Rd	Middlesex County	2.35 <b>3300</b>	G	96%	0%	1%	2%	1%	0%	С	0.092	F	0.529	3300	G
<u> </u>	To To	ECL Urbanna				$\neg$									
227)	Town of Urbanna (Maint: 59)	0.63 <b>3300</b>	N	96%	0%	1%	2%	1%	0%	Ν	0.092	F	0.529	3300	Ν
	To:	WCL Urbanna													
	From:	SCL Herndon, 29-657 Cen	ntreville	e Rd											
Elden St	Town of Herndon	0.24 38000	F	97%	1%	1%	0%	0%	0%	F	0.089	F	0.528	NA	
	To	Herndon Pkwy													
Elden St	Town of Herndon	0.16 <b>23000</b>	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.589	24000	(
228) Elderi Gt	Town of Hemaon		<u> </u>	30 76	0 70	1 /0	0 70	0 70	0 70	•	0.007	'	0.505	24000	
	From:	Alabama Dr		2221			221		0-1	_		_		0.1.0.0.0	_
Elden St	Town of Herndon	0.25 <b>20000</b>	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.536	21000	G
	To: From:	Sterling Rd													
228)Elden St	Town of Herndon	0.42 <b>15000</b>	G	98%	0%	1%	0%	0%	0%	С	0.079	F	0.532	16000	G
<u> </u>	Τα	Center St				<u> </u>									
Elden St	Town of Herndon	0.09 16000	G	98%	0%	1%	0%	0%	0%	F	0.075	F	0.534	17000	G
	Tα	Coming Ct													
Elden St	Town of Herndon	Spring St 0.12 <b>16000</b>	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.532	17000	G
228) Eldeli et	To:	235-6656 Monroe		0070	0 70		0 70	0 /0	0 70	•	0.070	•	0.002	17000	Č
	From:	235-6656 Elden S													
228)Monroe St	Town of Herndon	0.08 <b>6400</b>	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.590	6700	G
$\smile$	To	Pine St													
Monroe St	Town of Herndon	0.26 <b>5400</b>	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.611	5700	G
	To:	Park Ave													
	From:	Monroe St													
Park Ave	Town of Herndon	0.19 <b>6600</b>	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.562	7000	
<u> </u>	To	Grant St				$\neg$ $\vdash$									
228 Park Ave	Town of Herndon	0.14 7000	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.597	7400	G
	To:	Dranesville Rd													
	Fronz	Park Ave													
Dranesville Rd	Town of Herndon	0.08 <b>7700</b>	N	98%	1%	1%	0%	0%	0%	N	0.092	F	0.581	8200	Ν
<u> </u>	To:	Worchester St				$\Box$ $\vdash$									
228)Dranesville Rd	Town of Herndon	0.26 <b>7700</b>	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.581	8200	G
	To	Herndon Pkwy													

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

		Primary and inter	state Ro	uies											
Route	Jurisdiction	Length AAD1	Γ ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	$\cap$
riodie	Julisalction	Length AAD	U GA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q١
	From	Herndon P	kwy												
228) Dranesville Rd	Town of Herndon	0.23 17000	) G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.614	18000	C
	To	NOL II	1												
Dranaguilla Dd	Foirfox County	NCL Hern 2.01 <b>1800</b> 0		99%	0%	10/	0%	0%	0%	С	0.094	F	0.521	19000	(
228 Dranesville Rd	Fairfax County			99%	0%	1%	0%	0%	0%	C	0.094	Г	0.521	19000	
<u> </u>	10.	SR 7 Leesbur	rg Pike												
Bus Bus	From	Begin SR	229												
229) 15 (29) Main St	Town of Culpeper	0.06 <b>1700</b> 0	G	97%	0%	1%	0%	1%	0%	С	0.075	F	0.541	18000	(
	To:	110 15 D													
Main Ct	Town of Culpeper	US 15 B 0.93 <b>8000</b>		97%	2%	1%	0%	0%	0%	С	0.099	F	0.521	8500	(
Main St	Town of Culpeper	0.93 <b>8000</b>	G	9/%	2%	170	0%	0%	0%	C	0.099	Г	0.521	6500	(
<u> </u>	To: From:	NCL Culp	eper			_									
Rixeyville Rd	Culpeper County	1.21 <b>9700</b>	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.519	10000	(
,															
<u> </u>	From:	23-685 Chestnut For													
Rixeyville Rd	Culpeper County	4.92 <b>7400</b>	G	98%	0%	1%	1%	1%	0%	С	0.094	F	0.585	7500	(
$\sim$	To:	23-640 Monumental Mi	ills Rd: Rix	evville											
Rixeyville Rd	Culpeper County	5.45 <b>7900</b>		98%	0%	1%	1%	1%	0%	F	0.101	F	0.711	8000	(
229) 1100) 1110	To:	23-621 Jeffer		0070	0 /0		1 /0	1 /0	0 /0	•	0.101	•	0.711	0000	`
	From:	23-621 Jefferso													
Rixeyville Rd	Culpeper County	2.15 <b>7700</b>		98%	0%	1%	1%	1%	0%	F	0.101	F	0.755	7700	(
229 Hixeyville Hu	Culpeper County			90 /6	0 /6	1 /0	1 /0	1 /0	0 /6		0.101	'	0.755	7700	,
		US 211 Lee H	ngnway												
	From:	Bus US 33 M	Iain St												
Madison Rd	Town of Stanardsville (Maint: 39)	0.50 <b>4300</b>	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.707	4400	(
$\smile$	To	NCL Stanard	deville												
230 Madison Rd	Greene County	2.91 <b>4300</b>		96%	1%	1%	1%	1%	0%	Ν	0.089	F	0.707	4400	1
230 /Madison Nu	Greene County			90%	I 70	176	1 70	I 70	076	IN	0.069	F	0.707	4400	'
<u> </u>	From:	Madison Cour Greene Coun													
Waltown Hand Dd	Madiaan Causty			069/	10/	10/	10/	10/	00/	_	0.006	F	0.616	2000	,
Wolftown-Hood Rd	Madison County	7.46 <b>3000</b>	G	96%	1%	1%	1%	1%	0%	С	0.086	г	0.616	3000	(
<u> </u>	To: From:	US 29 S Semin	ole Trail												
230) (29) S Seminole Trail	Madison County	0.52 20000	) G	94%	1%	1%	1%	4%	0%	F	0.078	F	0.503	19000	(
200) (20)	To:	US 29, SR 231 S S													
	From:	US 29, SR 231, S S													
230)(231)Orange Rd	Madison County	0.64 3800		96%	0%	1%	1%	1%	0%	С	0.094	F	0.629	3800	(
230) (231) Grango ria	Madicon County				0 70	. , , ,	1 /0	1 /0	0 70	Ū	0.001	•	0.020	0000	
	To: From:	SR 231, S Blue F	Ridge Tpke	:											
Orange Rd	Madison County	2.53 <b>3600</b>	G	96%	0%	1%	1%	2%	0%	С	0.088	F	0.504	3600	(
	To	56 607 EII	D.1												
Oranga Dd	Madiaga Count:	56-607 Elly	•	069/	00/	10/	10/	20/	00/	г	0.001	г	0.557	2000	
Orange Rd	Madison County	2.86 <b>3100</b>	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.557	3200	(
<u>~</u>	To	56-705 Twyman	ns Mill Rd			$\neg$ $\vdash$									
Orange Rd	Madison County	3.16 <b>6300</b>		96%	0%	1%	1%	2%	0%	F	0.094	F	0.589	6300	(
200)	To:	US 15 James Ma			- / -	Ť	. , •	_,,	- / 0	•		-			
		US 13 James Ma	anson mwy												
<u> </u>															
	From	SR 22 Louis													
231)Gordonsville Rd	Firm Albemarle County	SR 22 Louis 8.11 <b>6200</b>		96%	1%	1%	0%	2%	0%	С	0.098	F	0.678	6000	C

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4/15/2020

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

Doub		Learning A.S.				Tru	ıck		00	K	01/	Dir	A A14/DT	٥.
Route	Jurisdiction	Length AADT C	<b>QA</b> 4Tir	e Bu	s 2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From	Albemarle County Lin												
Gordon Ave	Louisa County	0.27 <b>6200</b>	<b>G</b> 96%	6 1%	1%	0%	2%	0%	С	0.098	F	0.678	6000	(
<u> </u>	To:	Orange County Line												
O31 Gordon Ave	Orange County	Louisa County Line 0.58 <b>6200</b>	<del>:</del> <b>G</b> 96%	6 1%	5 1%	0%	2%	0%	F	0.089	F	0.631	6200	(
231 Gordon Ave	Orange County	0.30 6200	<b>G</b> 30 /	0 1/	1/0	0 /6	2 /0	0 /6	'	0.003	'	0.001	0200	`
	From	SCL Gordonsville		, ,,		221		221				2 22 4		
Gordon Ave	Town of Gordonsville (Maint: 68)		N 96%	6 1%	1%	0%	2%	0%	N	0.089	F	0.631	6200	l
<u> </u>	To: From:	US 15, US 33 Gordonsville US 15 Gordonsville Ci												
231 33 Spotswood Trail	Town of Gordonsville (Maint: 68)		G 94%	6 1%	 5 1%	1%	3%	0%	С	0.098	F	0.566	7500	(
231 (33) Spotswood Trail	Tα	Blue Ridge Turnpike	-	0 17		1 /0	0 70	0 70	O	0.000	•	0.000	7000	`
	From:	US 33 Spottswood Tr												
231 Blue Ridge Tpke	Town of Gordonsville (Maint: 68)	0.02 1100	<b>G</b> 98%	6 0%	1%	0%	1%	0%	С	0.087	F	0.604	1100	(
	To	NCL Gordonsville												
231 Blue Ridge Tpke	Orange County		N 989	6 0%	1%	0%	1%	0%	Ν	0.087	F	0.604	1100	
231) 2100 1 11090 1 pino	Grange Goanty			0 07		070	1 70	070		0.007	•	0.001	1100	
	From:	SR 20 Constitution Hy		, ,,				221	_	2 121	_			
Blue Ridge Tpke	Orange County		<b>G</b> 98%	6 0%	1%	1%	1%	0%	С	0.104	F	0.559	1400	(
	From:	Madison County Line Orange County Line												
231)S Blue Ridge Tpke	Madison County		<b>G</b> 98%	6 0%	1%	1%	1%	0%	С	0.104	F	0.548	1400	(
231) 6 2166 1 mage 1 pilo	T-					. 70	. , 0	0,0	Ū	0	•	0.0.0		
Ovense Dd	Madiagn	SR 230 Orange Rd; 56-686 Fair			10/	10/	1%	0%		0.004	F	0.600	3800	,
231 230 Orange Rd	Madison County	0.64 <b>3800</b> US 29 S Seminole Tra		6 0%	1%	1%	170	0%	С	0.094	Г	0.629	3600	(
	From:	SR 230 Orange Rd			<del>- +</del>									
231) (29) S Seminole Trail	Madison County		<b>G</b> 94%	6 1%	1%	1%	4%	0%	F	0.079	F	0.520	20000	(
2017 (20)	Tα	Bus US 29 Main St												
Bus	From:	US 29 S Seminole Tra												
231 ) { 29 } Main St	Madison County	0.33 <b>4000</b>	<b>G</b> 98%	6 0%	1%	1%	1%	0%	С	0.093	F	0.516	4100	(
<u> </u>	To	SCL Madison												
Bus Main St	Town of Madison (Maint: 56)	0.91 <b>4000</b> l	N 989	6 0%	10/	1%	10/	00/	NI	0.093	F	0.516	4100	
231) (29) Main St	Town of Madison (Maint. 56)	N Blue Ridge Turnpil		0 07	1%	170	1%	0%	N	0.093	Г	0.516	4100	1
	From:	Bus US 29 Main St			-+									
N Blue Ridge Tpke	Town of Madison (Maint: 56)		N 989	6 0%	1%	1%	1%	0%	Ν	0.085	F	0.520	4000	1
	To	NOL Madian												
231)N Blue Ridge Tpke	Madison County	NCL Madison 5.44 <b>4000</b>	<b>G</b> 98%	6 0%	5 1%	1%	1%	0%	F	0.085	F	0.520	4000	(
231) It blue Huge Thre	iviauison County			0 0/	. I/0	1 /0	1 /0	U /6	'	0.000	'	0.520	4000	•
	To: From:	56-670 Old Blue Ridge		, -		,								
South F T Valley Rd	Madison County		<b>G</b> 95%	6 0%	1%	1%	2%	0%	С	0.092	F	0.526	1600	(
<u> </u>	To: From	Rappahannock County												
231)F T Valley Rd	Rappahannock County	Madison County Lin 8.19 <b>1600</b>	e <b>F</b> 93%	6 0%	5 1%	3%	3%	0%	С	0.095	F	0.568	1600	-
231/1 I valley nu	паррананноск Соинту	US 522 Sperryville Pi		0 07	0 170	J /0	J /0	U /o	U	0.053	'	0.500	1000	,

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		plit at I-81 NB									_			
W Main St	Montgomery County	0.48	6000 G	98%	0%	1%	0%	1%	0%	F	0.104	F	0.605	6300	G
	To: From:		L Radford												
232) W Main St	City of Radford	2.71	5500 G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.514	5900	G
<u></u>	To: Fron:		ling Street												
232) First St	City of Radford	0.63	8000 G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.504	8700	G
$\smile$	To: Grow	Wad	dsworth St												
First St	City of Radford	0.31	9200 G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.513	10000	G
$\smile$	To	Arl	lington St												
232)First St	City of Radford		13000 G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.55	14000	G
202)	To:	US 11	Norwood St												
	Fronx	S	SR 232												
232)Ramp to I-81 S at Exit 105	Montgomery County		2000 G								0.134	F		2000	G
	Tox	]	I-81 S												
	From:	I-8	81 North												
232 Ramp to I-81 N at Exit 105	Montgomery County	0.10	NA								NA			NA	
P)	Tox	SR 232 Ramp I-8	1 N Exit 105 to	SR 232											
	From:	US 1 Ri	ichmond Hwy												
233)	Arlington County	0.36 <b>3</b>	34000 F								0.070	F	0.618	NA	
	To:	Reagan N	National Airport												
	Fron:	US 1 Jefferson l													
234) Dumfries Rd	Prince William County	0.55 <b>3</b>	39000 F	92%	1%	1%	2%	3%	0%	F	0.076	F	0.557	42000	F
$\smile$	To: From:		I-95			$\neg$ $\vdash$									
234)Dumfries Rd	Prince William County	1.93 <b>4</b>	19000 F	92%	1%	1%	2%	3%	0%	F	0.083	F	0.606	52000	F
	Τα	76-1450 C	Country Club Dr			<b>—</b> [									
234) Dumfries Rd	Prince William County		39000 F	92%	1%	1%	2%	3%	0%	F	0.077	F	0.576	41000	F
	To	76 642	3 Spriggs Rd												
234 Dumfries Rd	Prince William County		27000 F	92%	1%	1%	2%	3%	0%	F	0.077	F	0.528	29000	F
204)	To:						_,-	• , •		-		-		_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-
234)Dumfries Rd	Prince William County		Minnieville Rd 26000 A	92%	1%	1%	2%	3%	0%	С	0.085	Α	0.55	28000	Α
234 Dunines na	i inice william county				1 /0	1 /0	2 /0	J /6	0 /6	O	0.005	^	0.55	20000	^
	To: From:		dependent Hill I		40/		00/	00/	00/		0.00	_	0.550	05000	
Dumfries Rd	Prince William County	2.33 <b>3</b>	33000 F	92%	1%	1%	2%	3%	0%	F	0.08	F	0.558	35000	F
	To: From:		4 Canova Dr												
Dumfries Rd	Prince William County	1.59 <b>4</b>	12000 F	92%	1%	1%	2%	3%	0%	F	0.077	F	0.589	45000	F
<u> </u>	To: From:	76-727	Olympic Dr												
234) Dumfries Rd	Prince William County	1.83 <b>4</b>	10000 F	92%	1%	1%	2%	3%	0%	F	0.075	F	0.611	43000	F
	To:	Bus SR 23	34 Dumfries Rd			$\neg$ $\vdash$									
234) Prince William Pkwy	Prince William County		13000 F	92%	1%	1%	2%	3%	0%	F	0.077	F	0.561	47000	F
·	To:		Nokesville Rd												

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

		i illiary and	interstate R	outes											
Route	Jurisdiction	Length	AADT QA	4Tire	e Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SR 28	Nokesville Rd			2/\	S OTANIC	IIIaii	ZITAII		1 actor		1 actor		
234) Prince William Pkwy	Prince William County		43000 F	92%	1%	2%	3%	3%	0%	F	0.070	F	0.527	46000	F
	Toc	76-674	Wellington Rd												
234) Prince William Pkwy	Prince William County		45000 F								0.087	F	0.512	NA	
	Toc	76-621	1 Balls Ford Rd												
234) Prince William Pkwy	Prince William County		51000 F	92%	1%	2%	3%	3%	0%	F	0.075	F	0.527	55000	F
	Toc		I-66												
234) (234) Ramp	Prince William County	0.31		S	ee VA 2	34 for c	lirectional	traffic	volume e	estima	ites for th	nis se	gment.		
	To:		OM RT 234 NOF	TH											
	Prince William County	2.27	SR 234		Coo I C	tor dir	aatianal ti	offic ve	مم مسیا	tim at	a far thi		mont		
234 66 Cambina	d Traffic Estimates for 2 Parallel Roadways		100000 0	91%			ectional tr	6%	ourne es 0%		0.070			124000	_
Combine	Trailic Estimates for 2 Parallel Roadways		<b>129000 G</b> 4; BUS SR 234	91%	1%	1%	1%	0%	0%	Г	0.070	Г	0.64	124000	G
	From		alid Overlap >>												
234) (66) Ramp	Prince William County	0.20	·		See I-6	for dir	ectional tr	affic vo	lume es	timate	es for this	segi	ment.		
$\bigcirc$	To:		alid Overlap >>												
Condian Dd	Prince William County		5 Vandor Lane	000/	00/	10/	F0/	10/	00/	_	0.00	_	0.547	15000	_
Sudley Rd	Prince William County	1.10	14000 F	92%	0%	1%	5%	1%	0%	С	0.08	F	0.547	15000	F
	To: From:		Lee Highway			_						_			
234 Sudley Rd	Prince William County	2.27	12000 F	87%	1%	1%	9%	2%	0%	С	0.081	F	0.548	12000	F
	To: From:		Gum Spring Rd												
234)Sudley Rd	Prince William County		11000 F	87%	1%	1%	9%	2%	0%	F	0.095	F	0.783	12000	F
<u> </u>	To:	US 15 Jai	mes Madison Hy	/у											
	From		00A FROM RT	234											
234 Ramp	Prince William County		15000 G								0.088	F		15000	G
	10:		-95 North												
	From		00B FROM RT	234								_			_
234 Ramp	Prince William County		14000 <b>G</b> -95 South			_					0.094	F		14000	G
					_	_									
Bomp	Prince William County	C1SR 234-N006A 0.13		TO RT 6	)						0.103	F		27000	G
Ramp	Timice William County		<b>27000 G</b> FROM RT 234								0.103	Г		27000	G
	Power														
Pomp	Prince William County	0.25	234 Sudley Rd 9200 G								0.084	F		9200	G
Ramp	Timice William County		1-66 West								0.064	Г		9200	G
N	Econo														
North 234 Ramp	Prince William County		ince William Pk	wy							0.105	F		15000	G
234) ( ((1))	Tro		I-66 East								0.100	•		13000	u
N. d	Econo														
North 234 Ramp	Prince William County		234 North <b>G</b>								0.112	F		12000	G
(234) 19111	Trailing William County		I-66 West								0.112	•		12000	G

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

Doub	Louis all sales a	l amenti-	44DT C1	4Tius	Desc		Tru	ıck		00	K	OK	Dir	A A \A \D.T.	- 01
Route	Jurisdiction	Length I	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:		234; 76-649												
Dumfries Rd	Prince William County	0.90	8600 F	97%	1%	1%	0%	0%	0%	С	0.087	F	0.591	9200	F
Bus	To: From:	SCL	Manassas												
Dumfries Rd	City of Manassas	0.46 1	11000 F	97%	1%	1%	0%	0%	0%	F	0.085	F	0.602	11000	ı
	Too	155 6	Hastings Dr												
Bus	From:														
Dumfries Rd	City of Manassas	0.55 1	14000 F	97%	1%	1%	0%	0%	0%	F	0.091	F	0.59	15000	ı
Bus	To: From:	155-4352	2 Wellington Rd												
Grant Ave	City of Manassas	0.63 1	16000 F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.63	17000	F
.5.1)	To	Dain	e William St												
Bus	From:														
Grant Ave	City of Manassas	0.12 1	19000 F	97%	1%	1%	1%	1%	0%	F	0.080	F	0.628	21000	ı
Bus	To: From:	SR 28	8 Church St												
Grant Ave	City of Manassas	0.44	9400 F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.555	9900	
	To	Page	regard Ave												
Bus	From:			0701					221	_		_	0.740		
Grant Ave	City of Manassas		8200 F	97%	1%	1%	1%	1%	0%	F	0.093	F	0.542	8700	
Bus	From:		adley Rd rant Ave												
Sudley Rd	City of Manassas		28000 F	97%	1%	1%	1%	1%	0%	С	0.08	F	0.531	30000	1
<u> </u>	To	NCI	_ Manassas												
Bus Del	From:			070/	40/	40/	40/	40/	00/	_	0.000	_	0.504	40000	
Sudley Rd	Prince William County	1.60	38000 F	97%	1%	1%	1%	1%	0%	F	0.080	F	0.524	40000	I
us	To: From:	76-1566 S	Sudley Manor Dr												
Sudley Rd	Prince William County	0.30	50000 F	97%	1%	1%	1%	1%	0%	F	0.077	F	0.539	53000	F
<u> </u>	To:		Rosemary Dr												
Bus Cudlan Dd	Primas William County		al Class Change	070/	10/	10/	10/	10/	00/	_	0.070	_	0.507	F0000	
Sudley Rd	Prince William County		<b>19000 F</b> 6, SR 234	97%	1%	1%	1%	1%	0%	F	0.076	F	0.537	52000	F
	F														_
34) Rosita Ct	Prince William County	0.57	ead End 100 F	91%	4%	2%	3%	0%	0%	С	0.153	F	0.526	110	ı
34 Hosita Ct	Tax		ristow Rd	31/6	4 /0		3 /6	0 /6	0 /6	C	0.133	•	0.520	110	
	Fron:		losita Ct												
34)Bristow Rd	Prince William County	0.34	8200 F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.631	8700	I
<u> </u>	To	76-64	46 Aden Rd			<u> </u>									
34)Bristow Rd	Prince William County		8600 F	97%	1%	1%	0%	0%	0%	С	0.101	F	0.638	9200	ı
<u> </u>	To:		dependent Hill Ro												
- Independent Hill D.4	Primar Milliana Octobri		9 Bristow Rd	070/	10/	10/	00/	00/	00/	_	0.400	_	0.015	0000	
34)Independent Hill Rd	Prince William County	0.56	5800 F	97%	1%	1%	0%	0%	0%	F	0.108	F	0.615	6200	I

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

		Fillialy at	ia interste	alo Hol								1,		D:		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QV
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Married Married Married	From L		mond Hwy,			00/	10/	00/	00/	00/	0	0.404	_	0.505	15000	
235 Mount Vernon Memorial	Hwy Fairfax Cour	nty 2.46	14000	G	97%	2%	1%	0%	0%	0%	С	0.101	F	0.585	15000	G
	To: From:	29-623 Ole	d Mt Verno	n Rd Sou	ıth											
235 Mount Vernon Memorial	Hwy Fairfax Cour	nty 0.57	11000	G	97%	2%	1%	0%	0%	0%	F	0.101	F	0.502	11000	C
$\overline{}$	To:	George Wash	ington Mem	norial Par	rkwav		$\neg$ $\vdash$									
235 Mount Vernon Hwy	Fairfax Cour		3200	G	97%	2%	1%	0%	0%	0%	F	0.126	F	0.656	3400	C
233)	тГ															
Mount Vornon Hung	From From Fairfox Cour	29-623 Old I	Mount Vern 10000		orth 97%	2%	1%	00/	0%	09/	F	0.007	F	0.562	11000	
235 Mount Vernon Hwy	Fairfax Cour ™-	•		G		2%	170	0%	0%	0%	Г	0.097	Г	0.563	11000	
	100	US 1 Richmon														
	From	US 29 Lee Highv				221		221		0-1	_		_		44000	_
<sub>236</sub> )Main St	City of Fairfa	ax 0.94	38000	G	99%	0%	0%	0%	0%	0%	F	0.073	F	0.622	41000	G
<u> </u>	To: From:		West St													
236 Main St	City of Fairfa	ax 0.21	11000	G	99%	0%	0%	0%	0%	0%	F	0.069	F	0.537	12000	C
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	32000	G	99%	1%	0%	0%	0%	0%	F	0.076	F	0.574	33000	(
	To:	· · · · · · · · · · · · · · · · · · ·	North St E													
	From	(	Old Lee Hw	•												
<sub>236</sub> )Main St	City of Fairfa	ax 1.31	40000	G	99%	0%	0%	0%	0%	0%	С	0.078	F	0.51	NA	
$\bigcirc$	Tα	,	Whitacre Ro	đ												
236)Little River Tpke	City of Fairfa		41000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.521	43000	(
	, 															
and Little Biver Take	Foirfox Cour		ECL Fairfax 41000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.523	44000	C
236 Little River Tpke	Fairfax Cour	ity 1.94	41000	G	99%	076	0%	076	076	0%	Г	0.065	Г	0.523	44000	
	To: From:	SR 376 Lake Dr	,	nnandale												
236 Little River Tpke	Fairfax Cour	nty 0.89	49000	G	99%	0%	0%	0%	0%	0%	F	0.079	F	0.537	53000	C
$\overline{}$	To		I-495													
236)Little River Tpke	Fairfax Cour	nty 1.78	54000	G	99%	1%	0%	0%	0%	0%	F	0.08	F	0.616	58000	G
1	<sub>7</sub> F	<u>*                                      </u>	720 G :													
Little Biver Take	Fairfax Cour		730 Carrico <b>29000</b>	G Dr	99%	1%	0%	0%	0%	0%	F	0.079	F	0.554	32000	(
236 Little River Tpke	Fairiax Cour	ity 1.40	29000	G	99%	1 70	0%	076	076	0%	Г	0.079	Г	0.554	32000	
	To: From:	29-6	20 Braddoc	k Rd												
236)Little River Tpke	Fairfax Cour	nty 1.26	33000	Α	99%	1%	0%	0%	0%	0%	С	0.09	Α	0.517	36000	F
$\smile$	Tox		CL Alexand													
	From:		fax County		000/	401		001	001	001		0.00		0.547	00000	
236 Duke St	City of Alexandria (I	Maint: 29) 0.06	33000	N	99%	1%	0%	0%	0%	0%	N	0.09	Α	0.517	36000	١
<u> </u>	To: From	W	CL Alexand	lria												
236) Duke St	City of Alexandria (I	Maint: 29) 0.34	55000	G	99%	1%	0%	0%	0%	0%	F	0.071	F	0.502	60000	(
$\smile$			I-395													
236 Duke St	City of Alexan	dria 0.32	53000	G	98%	1%	1%	0%	0%	0%	F	0.074	F	0.551	58000	
236/24/10 01	Oity of Alexan				JU /3	1 /0	1 /0	0 /0	0 /0	0 /0	'	0.074	•	0.001	30000	•
	To: From:		401 Van Do								_					
236 Duke St	City of Alexan		33000	G	98%	1%	1%	0%	0%	0%	F	0.076	F	0.533	35000	C
$\smile$	To		N Pickett S	t												

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

Basita	1. 2. 10.0	,	445=		4.T.	D.		Tru	ıck		00	K	011	Dir	A A \ 4 \ D =	
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From		Pickett St		2221	121		221	221	221			_			
Duke St	City of Alexandria	2.66	31000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.606	33000	C
	To: From:		1 Telegraph I													
Duke St	City of Alexandria	1.26	21000	G	98%	1%	1%	0%	0%	0%	С	0.08	F	0.541	23000	(
<u> </u>	To: From	US 1	SB Henry S	St			$\neg$ $\vdash$									
Duke St	City of Alexandria	0.24	8600	G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.636	9100	(
<u> </u>	To:	SR 400	) Washington	n St												
	From:	SR 236-E01	0B; SR 236-	-W010	)B											
236)Ramp from Ramps from SR 236	6 EB and WB to 16369501NB lexandria (Maint: 29)	0.14	8600	G								0.077	F		8600	
<u> </u>	To:	I-:	395 North													
ast	From	SR 236 TO	O RT 495 SC	OUTH												
Ramp	Fairfax County	0.23	8600	G								0.079	F		8600	
<u> </u>	To: I-	495-S053X FROM 1	RT 236 EAS	T00- I	DUKE ST	R										
East	From	SR 236 TO	O RT 495 NO	ORTH	[											
Ramp	Fairfax County	0.13	5400	G								0.115	F		5400	
$\mathcal{L}$	To:	I-495	From RT 23	36												
=ast	From	SR :	236 Duke St	t												
236)Ramp From SR 236 EB to I-395	NB and SB City of Alexandria (Maint: 29)	0.05	19000	G	99%	1%	0%	0%	0%	0%	F	NA			21000	
	To:	SB	236 E010B													
ast	From:			_							_		_			
Ramp From SR 236 to I-395 SB	City of Alexandria (Maint: 29)	0.23		G	99%	1%	0%	0%	0%	0%	F	0.073	F		7600	
	10.		I-395-S													
East	<u></u>	SR 236-E010A TO		RTH &	& SOUTH											
236 Ramp	City of Alexandria (Maint: 29)	0.28	NA	DELL O								NA			NA	
	10.	SR 236-E010A TO														
Vest	From		O RT 495 SC										_			
Ramp	Fairfax County	0.16		G								0.093	F		6300	•
	10.		rom RT 236													
Vest	From:		O RT 495 NO										_			
Ramp	Fairfax County	0.22	9700	G								0.08	F		9700	(
	10.		From RT 236													
Vest	From:		O RT 395 SC										_			
Ramp	City of Alexandria (Maint: 29)	0.13	7700	G								0.071	F		7700	•
<u> </u>	10.	SR 236 TO	O RT 395 SC	OUTH												
Vest	From:	SR 236 JB-29-100			RT 395											
Ramp	City of Alexandria (Maint: 29)			G								0.068	F		11000	(
<u> </u>	Tor	SR 236 JB-29-100			RT 395											
	Fronx		36 W, Main S													
North St	City of Fairfax			G	98%	1%	0%	0%	0%	0%	С	0.090	F	0.581	21000	(
Combin	ned Traffic Estimates for 2 Parallel Roadways			G	99%	1%	0%	0%	0%	0%	F	0.076	F	0.574	33000	(
	To:	SR 23	36 E, 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	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
	From:	SR	R 236 Main 5	St												
Pickett Rd	City of Fairfax	0.49	27000	G	96%	1%	1%	1%	2%	0%	F	0.081	F	0.561	28000	C
<u> </u>	To: From:	C	Colonial Ave	;			$\neg$ $\vdash$									
Pickett Rd	City of Fairfax	1.17	26000	G	96%	1%	1%	1%	2%	0%	С	0.084	F	0.533	28000	(
<u> </u>	Tox	US 50	0 Arlington	Blvd			$\neg$ $\vdash$									
237) (50) Arlington Blvd	City of Fairfax	0.28	32000	G	98%	1%	1%	0%	0%	0%	F	0.080	F	0.543	35000	
	To	IIC 2	29 Lee High	waw			—									
37) (29) Lee Highway	City of Fairfax	0.13	34000	N N	97%	2%	1%	0%	0%	0%	Ν	0.087	F	0.529	NA	
23) 23) 23	To:		ECL Fairfax				Ti.	-,-		- , -				*****		
	From:		X													
37) {29} Lee Highway	Fairfax County	0.80	23000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.718	26000	
	Tra- Brown		X				$\neg$ $\vdash$									
37) (29) Lee Highway	Fairfax County	1.90	32000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.591	36000	
	To:		X													
	From:		ECL Fairfax		070/	00/	10/	00/	00/	00/	_	0.007	_	0.500	NIA	
29 Lee Highway	Fairfax County	1.93	34000	F	97%	2%	1%	0%	0%	0%	F	0.087	F	0.529	NA	
	From:	29-1717 Marsh	nali St, WCI x	_ Falls C	nuren		_									
29 Lee Highway	Fairfax County	0.42	24000	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.530	27000	
	To:		X													
¬~~	From:	29-1717 Marsh														
37) (29) Washington St	City of Falls Church	0.29	24000	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.528	27000	
<del></del>	To- From:	29-17	12 Cavalier	Trail												
37) (29) Washington St	City of Falls Church	0.24	22000	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.550	24000	
	To: From:	SR 33	38 Hillwood	Ave			$\neg$ $\vdash$									
37) (29) Washington St	City of Falls Church	0.28	13000	G	98%	0%	1%	0%	0%	0%	F	0.100	F	0.558	15000	
	To	CI	R 7 Broad S	4												
37) (29) Washington St	City of Falls Church	0.18	21000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.601	24000	
29 11 401 111 91011 91	and 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 of the control of				0070	0 70		0 70	0 70	0 70	·	0.000	•	0.001	21000	
37) (29) Washington St	City of Falls Church	110-67 0.32	767 Great Fa <b>22000</b>	alls St G	98%	0%	1%	0%	0%	00/	F	0.087	F	0.550	04000	
29 Washington St	City of Fails Church		gton County		96%	0%	1%	0%	0%	0%	Г	0.067	Г	0.558	24000	
	From:		L Falls Chur													
37) (29) Lee Highway	Arlington County	0.11	23000	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.539	25000	
	To	H	S 29 Lee Hw	707												
37) Washington Blvd	Arlington County	0.23	12000	F	98%	1%	1%	0%	0%	0%	С	0.094	F		13000	
7) Washington Biva	Combined Traffic Estimates for 2 Parallel Roadway		25000	F	98%	1%	1%	0%	0%	0%	C	0.084	F	0.524	27000	
	To:		P, Washington			1 /3		0 /0	0 / 0	0 /0	J	3.001	•	J.UL 1	2,000	
	From:		1SR 237-P													
37) Washington Blvd	Arlington County	2.31	12000	F	97%	1%	1%	1%	0%	0%	С	0.102	F	0.512	13000	
<u> </u>	Tos	SR	120 Glebe I	Rd			<u> </u>									
37)(120)Glebe Rd	Arlington County	0.25	27000	F								0.09	F	0.633	NA	
37 129	To		Glebe Rd, E													

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA 4T	Tire	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	Q)
	Fron:		Glebe Rd, Ba								_					
Fairfax Dr	Arlington Cou	nty 0.91	20000	<b>F</b> 98	8%	1%	1%	1%	0%	0%	С	0.078	F	0.58	21000	F
<u> </u>	To:		10th St													
1046 04	Aulianton Cou	0.00	Fairfax Dr	<b>-</b> 00	00/	10/	00/	00/	00/	00/	_	0.000	F	0.505	15000	
237 10th St	Arlington Cou		14000		9%	1%	0%	0%	0%	0%	С	0.088	г	0.525	15000	
<u> </u>	10:	US 5	0 Arlington Bl	lvd												
	From:		SR 237													
(237) $(29)$ Lee Highway	Arlington Cou	nty 0.07	22000	<b>N</b> 98	8%	0%	1%	0%	0%	0%	Ν	0.11	Α	0.507	24000	
	Too	III	S 29 Lee Hwy													
Washington Blvd	Arlington Cou		13000		8%	1%	1%	0%	0%	0%	С	0.082	F		14000	
.3// Washington 2114	Combined Traffic Estimates for 2 Parallel F	•	25000		8%	1%	1%	0%	0%	0%	C	0.084	F	0.524	27000	
	To To		Washington		0 70	I 70	1 70	076	0%	0%	C	0.004	Г	0.524	27000	
	From:		0 Warwick Bl													
Yorktown Rd	City of Newport	News 0.94	4400	<b>F</b> 93	3%	1%	2%	1%	3%	0%	С	0.091	F	0.669	4700	
<u> </u>	To		I-64													
Yorktown Rd	From:L City of Newport I	News 0.18	9700	<b>F</b> 97	7%	1%	1%	1%	0%	0%	F	0.097	F	0.584	11000	
38) 101110111110	ony or Hompore				. 70	1 /0		1 70	0 70	070	•	0.007	•	0.001	11000	
	To: From:		43 Jefferson A													
38)Yorktown Rd	City of Newport I		9400		7%	1%	1%	1%	0%	0%	F	0.099	F	0.591	10000	
<u> </u>	Τα:		rk County Line													
	From:		Newport Nev								_					
Old Williamsburg Rd	York County	y 1.35	8900	<b>A</b> 97	7%	1%	1%	1%	0%	0%	С	0.119	Α	0.622	9900	1
<u> </u>	To:	99-	660 Baptist Ro	d			$\neg$ —									
Old Williamsburg Rd	York County		8600		7%	1%	1%	1%	0%	0%	F	0.091	F	0.69	9100	
3	To:		020; Goosley l													
	Fron:		Old Williamsb													
Goosley Rd	York County	y 1.18	6000	<b>F</b> 97	7%	1%	1%	1%	0%	0%	F	0.108	F	0.757	6400	
	Tee		XXX 1				<del></del> _									
Casalan Dd	Youl Count		e Washington			00/	10/	00/	00/	00/	^	0.10	F	0.000	1000	
Goosley Rd	York County		1600		8%	0%	1%	0%	0%	0%	С	0.13	г	0.936	1600	
	From:		704 Cook Rd													
Cook Dd	York County		'04; Goosley I <b>7000</b>		7%	1%	1%	1%	0%	00/	F	0.110	F	0.598	7400	
38 Cook Rd	YOR County				170	176	170	170	0%	0%	Г	0.113	Г	0.596	7400	
	From:		0 Moore Hous 1020; Cook R													
38 Moore House Rd	L York County		3100		8%	0%	1%	1%	1%	0%	С	0.13	F	0.936	3100	
38 IVIOOTE Flouse Flu	Tork County	,	676; Ballard S		0 /6	0 /0	1 /0	1 /0	1 /0	0 /6	O	0.15	•	0.330	3100	
	From:		Moore House													
Ballard St	L York County		2400		8%	0%	1%	0%	0%	0%	С	0.152	F	0.946	2500	
238 Dallard St	Tork County	<u> </u>	te Naval Mine		U /0	U /0	1 /0	J /6	U /0	0 /0	O	0.132	'	0.540	2300	
	100			•												
	From		38 TO I-64 Ea									·				_
Ramp	City of Newport News	(Maint: 99) 0.20	3800	G								0.128	F		3800	(
$\smile$	To	I-64-E FROM RT	23800- YORI	KTOWN R	ROAD											

# 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	Q'
	From	SR 337 Portsmout	h Blvd												
239)Victory Blvd	City of Portsmouth	0.22 <b>7800</b>	F	95%	1%	1%	1%	2%	0%	F	0.094	F	0.577	8300	- 1
<u> </u>	To:	US 58 Airline E	Blvd												
239 Victory Blvd	City of Portsmouth	0.33 <b>19000</b>	F	95%	1%	1%	1%	2%	0%	F	0.083	F	0.508	20000	
$\smile$	To	I-264													
239 Victory Blvd	City of Portsmouth	0.59 <b>23000</b>	F	95%	1%	1%	1%	2%	0%	С	0.082	F	0.506	25000	
	т	Greenwood I	)r												
239 Victory Blvd	City of Portsmouth	1.08 <b>18000</b>	F	95%	1%	1%	1%	2%	0%	F	0.082	F	0.537	19000	
233)	Tec														
239 Victory Blvd	City of Portsmouth	Deep Creek Bi 0.44 <b>19000</b>	F	93%	0%	1%	1%	4%	0%	F	0.081	F	0.576	20000	
239) Violory Elva	ony or r oncomodur				0 70	1 70	1 70	470	0 70	•	0.001	•	0.070	20000	
Viotory Plyd	City of Portsmouth	US 17 George Washir 0.42 <b>10000</b>	ngton Hy <b>G</b>	93%	0%	1%	1%	4%	0%	С	0.102	F	0.772	11000	
Victory Blvd	City of Portsmouth		G	93%	076	1 70	170	470	0%	C	0.102	Г	0.772	11000	
	To: From:	Frailey Pl								_					
Victory Blvd	City of Portsmouth	0.83 <b>7200</b>	F	93%	0%	1%	1%	4%	0%	F	0.113	F	0.708	7600	
	To: From:	Afton Pkwy	,												
Victory Blvd	City of Portsmouth	0.55 <b>7800</b>	F	93%	0%	1%	1%	4%	0%	F	0.114	F	0.715	8300	
<u> </u>	To:	SR 337 Elm A	ve												
		R 239 I-264-W003A TO A	AND FR	OM RT											
Ramp	City of Portsmouth (Maint: 64)	0.11 <b>NA</b>									NA			NA	
	To: From:	BELMONT AVE Belmont Ave													
239 Ramp	City of Portsmouth (Maint: 64)	0.11 <b>5600</b>	F								0.088	F		6000	
239)	To:	I-264 West									0.000	•		0000	
	From:	Cavalier Blv	d			i									
239)Ramp	City of Portsmouth (Maint: 64)	0.13 <b>8500</b>	F								0.074	F		9000	
200)	To:	I-264 East													
	From:	US 250 Rockfish Ga	an Trnnk												
Crozet Ave	Albemarle County	1.43 <b>7900</b>	G	97%	1%	1%	1%	0%	0%	С	0.097	F	0.556	8500	
	To:	02-810; Three Not	chd Rd												
	From:	02-810 Crozet													
Three Notchd Rd	Albemarle County	2.40 <b>6000</b>	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.556	6400	
<u> </u>	To: From:	02-802 Old Three No	otchd Ro	l											
Three Notchd Rd	Albemarle County	0.68 <b>7100</b>	G	97%	1%	1%	1%	1%	0%	С	0.104	F	0.684	7000	
$\smile$	To:	US 250 Ivy R	ld												
	From:	US 1													
241)Kings Hwy North	Fairfax County	1.14 <b>24000</b>	G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.685	26000	
$\smile$	Τα 	29-611 Telegrap	h Rd			<u> </u>									
241)Telegraph Rd	Fairfax County	0.14 <b>62000</b>	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.626	66000	
<del></del>	To	SCL Alexanda													

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

Б	1			4			Tru	ıck			K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Tala manda Dal	From:	Fairfax County		070/	40/	10/	00/	00/	00/		0.005	_	0.000	00000	
Telegraph Rd	City of Alexandria (Maint: 29)	0.39 <b>62000</b>	N	97%	1%	1%	0%	0%	0%	N	0.095	F	0.626	66000	N
	To: From:	Maintenance Br		070/	40/		00/	00/	00/		0.000		0.007	71000	
Telegraph Rd	City of Alexandria	0.21 <b>66000</b>	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.697	71000	C
	100	SR 236 WB													
North 241 Ramp	Fairfax County	SR 241 TO RT 0.12 <b>6700</b>	<u>195</u> <b>G</b>								0.125	F		6700	G
241 (Tamp	Tariax Gounty	I-95-N FROM RT 241 TE		PH RD							0.123	'		0700	
North	From	SR 241 Telegrap													
241)Ramp	Fairfax County	0.13 <b>4400</b>	G								0.094	F		4400	G
241)******	Tox	I-95 South													
outh	From:	SR 241 TO RT	<sup>-</sup> 95			1									
Ramp	Fairfax County	0.10 <b>6200</b>	G								0.112	F		6200	(
	Tox	I-95-N FROM RT 241 TE	LEGRA	PH RD											
South	From:	SR 241 Telegrap	h Rd												
Ramp	Fairfax County	0.27 8900	G								0.139	F		8900	(
	Τα	I-95 South													
	Front	US 1 Richmond	Hwy												
Gunston Rd	Fairfax County	0.71 <b>3900</b>	G	96%	2%	1%	1%	0%	0%	С	0.092	F	0.542	4200	(
	To: From:	29-611 Old Colche	ster Rd			$\Box$									
242 Gunston Rd	Fairfax County	2.87 <b>2600</b>	G	97%	1%	1%	1%	0%	0%	С	0.086	F	0.589	2800	(
<u> </u>	To:	29-600 Gunstor	ı Rd												
	Fron:	US 29 Lee High													
Nutley St	Fairfax County	0.40 <b>39000</b>	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.526	42000	C
<u> </u>	To: From:	I-66													
243)Nutley St	Fairfax County	0.42 <b>28000</b>	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.526	30000	(
$\sim$	To From	ECL Vienna	a												
Nutley St	Town of Vienna	0.25 <b>28000</b>	N	98%	1%	1%	0%	0%	0%	Ν	0.091	F	0.526	30000	١
	To	Tapawingo R	2d												
Nutley St	Town of Vienna	0.32 <b>24000</b>	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.571	26000	(
,	To	153-6648 Courtho													
Nutley St	Town of Vienna	0.31 <b>17000</b>	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.801	18000	(
243) (4110) 51	To	SR 123 Maple		0070	1 /0	$\overrightarrow{1}$	070	0 /0	0 /0	•	0.000	•	0.001	10000	`
lorth	From	SR 243 TO RT 66													
243)Ramp	Fairfax County	0.15 <b>4400</b>	G								0.081	F		4400	(
2-10)	Tα	I-66-E062X FROM RT		RTH								-			
North	From:	SR 243; 29-2087 TO R				Ì									
243)Ramp	Fairfax County	0.12 <b>10000</b>	G	J.J. 1							0.090	F		10000	
	To:	I-66-W062X FROM RT		RTH											

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

Route	Jurisdiction	Length AADT Q	Α	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From	SR 243 TO RT 66 EAS	ST				017.04.0				. 40101		. 40101		
243 Ramp	Fairfax County	0.13 <b>5200 G</b>									0.076	F		5200	G
<u> </u>	To:	I-66-E062X FROM RT 243 S	SOU'	TH											
South	From:	SR 243 TO RT 66 WES	ST												
243 Ramp	Fairfax County	0.11 <b>NA</b>									NA			NA	
South	To- From:	29-99021- P FROM COMMU	TER	LOT											
243)Ramp	Fairfax County	0.07 <b>4400 G</b>	à								0.091	F		4400	G
1		66-W062X FROM RT 243 SOUTH		METRO	С										
	From:	SR 236 Little River Tpl	ke.												
244 Columbia Pike	Fairfax County	0.61 <b>29000</b> G		98%	1%	1%	0%	0%	0%	F	0.078	F	0.566	31000	G
244)	To	29-711 Gallows Rd													
244)Columbia Pike	Fairfax County	0.85 <b>29000</b> G		98%	1%	1%	0%	0%	0%	F	0.086	F	0.604	31000	G
244) Columbia i ike	Tamax County			30 70	1 /0	1 70	0 70	0 70	0 /0	'	0.000	•	0.004	01000	ч
Oslambia Bila	From	29-613 Sleepy Hollow I		000/	40/	10/	00/	00/	00/		0.005	_	0.554	00000	
244 Columbia Pike	Fairfax County	0.76 <b>30000 G</b>	i	98%	1%	1%	0%	0%	0%	С	0.085	F	0.551	32000	G
	To- From:	29-613 Lincolnia Rd													
244)Columbia Pike	Fairfax County	0.39 <b>24000 G</b>	à	98%	1%	1%	0%	0%	0%	F	0.09	F	0.643	26000	G
<u> </u>	T <sub>C</sub> .	29-620 Braddock Rd				$\neg$ $\vdash$									
244 Columbia Pike	Fairfax County	1.45 <b>35000 F</b>	:	98%	0%	1%	0%	1%	0%	F	0.09	F	0.643	NA	
$\bigcirc$	Too	SR 7 Leesburg Pike													
(244)Columbia Pike	Fairfax County	0.52 <b>28000</b> F	:	97%	2%	1%	0%	0%	0%	F	0.085	F	0.62	30000	F
244)	Tox	Fairfax County Line													
	Fron:	State Maintenance Bound													
(244) Columbia Pike	Arlington County	0.37 <b>7800 N</b>		97%	2%	1%	0%	0%	0%	Ν	0.128	F	0.697	8300	Ν
	To:	SR 27; Pentagon Rd													
	Front	US 17 Old Tavern													
245)Old Tavern Rd	Fauquier County	2.05 <b>3100 G</b>	à	97%	0%	1%	0%	1%	0%	С	0.120	F	0.806	3200	G
<u> </u>	To: From:	I-66				$\neg$ $\vdash$									
245 Old Tavern Rd	Fauquier County	0.95 <b>3800 G</b>	ì	97%	0%	1%	0%	1%	0%	F	0.087	F	0.568	3900	G
	To:	SCL The Plains													
(245) Fauquier Ave	Town of The Plains (Maint: 30)	0.27 <b>3800</b> N		97%	0%	1%	0%	1%	0%	Ν	0.087	F	0.568	3900	Ν
243)	To:	SR 55 The Plains							- , -						
	From:	SR 245 Old Tavern Ro	d			i									
245)Ramp	Fauguier County	0.16 <b>1600 G</b>									0.126	F		1600	G
240)	Τα	I-66 East													
	From:	SR 245 Old Tavern Ro	d												
245)Ramp	Fauguier County	0.19 <b>1900 F</b>									0.084	Α		450	F
'	To:	I-66 West													
	From	US 460 Poindexter St	i			İ									
246 Liberty St	City of Chesapeake	0.39 <b>7100 G</b>		97%	1%	1%	0%	0%	0%	С	0.091	F	0.533	7500	G
,	To	Latham Street											-	•	

# 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:		atham Street													
246 Liberty St	City of Chesapeake			G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.539	4800	G
<u> </u>	To:	SR 168	8 Campostella	Rd												
	From		7 Hampton Bl								_		_			_
247)26th St	City of Norfolk	0.63		G	97%	1%	1%	1%	1%	0%	F	0.105	F		4300	G
~	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	13000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.636	14000	G
	To: From:		Colonial Ave													
(247)26th St	City of Norfolk	0.10		G	97%	1%	1%	1%	1%	0%	F	0.105	F		10000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.611	20000	G
	To: From	Ll	lewellyn Ave													
(247)26th St	City of Norfolk	0.17	10000	G	97%	1%	1%	1%	1%	0%	F	0.099	F		11000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	20000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.589	21000	G
	To	Me	onticello Ave													
(247)26th St	City of Norfolk	0.23		G	97%	1%	1%	1%	1%	0%	С	0.095	F		11000	G
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	20000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.581	21000	G
	Tor		Church St													
(247)26th St	City of Norfolk	0.21		G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.582	10000	G
241)	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:		G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.533	21000	G
	To															
247)Lafayette Blvd	City of Norfolk	1.07	27th St 17000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.513	18000	G
247 Larayette Biva	City of Norton				07 70	1 /0		1 70	1 /0	0 70	•	0.000	•	0.010	10000	ŭ
afayetta Blyd	City of Norfalls	SR 16 0.66	58 Tidewater I <b>17000</b>	Dr <b>G</b>	97%	1%	1%	0%	0%	0%	С	0.081	F	0.505	18000	G
247 Lafayette Blvd	City of Norfolk		esapeake Blvd	-	97%	170	1%	0%	0%	0%	C	0.061	Г	0.505	18000	G
	From		afayette Blvd													
(247) Chesapeake Blvd	City of Norfolk	1.34		G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.513	19000	G
	To:		Sewells Point													
	From		esapeake Blvd		070/	40/		00/	00/	00/	_	0.00	_	0.514	0.4000	_
Norview Ave	City of Norfolk	0.29	22000	G	97%	1%	1%	0%	0%	0%	F	0.08	F	0.511	24000	G
$\stackrel{\smile}{=}$	To: From:		I-64													
247 Norview Ave	City of Norfolk	0.61		G	99%	0%	1%	0%	0%	0%	С	0.080	F	0.540	27000	G
$\overline{}$	Τα:	SR 16	65 Military Hw	vy												
East	From		7 E, Norview A													
(247) Ramp	City of Norfolk (Maint:	64) 0.20		G	99%	1%	0%	0%	0%	0%	С	0.102	F		6400	G
	To		I-64 East													
West	From:		W, Norview										_		2 4 2 2	
247 Ramp	City of Norfolk (Maint:	64) 0.16		G	99%	0%	0%	0%	0%	0%	С	0.082	F		8400	G
<u> </u>	100		I-64 East													
West	From		47 Norview Av		2221	221		-			_		_	_		
( <sub>247</sub> )Ramp	City of Norfolk (Maint:	•		G	99%	0%	1%	0%	0%	0%	С	0.075	F		5200	G
<u> </u>	Tor		I-64 West													

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

		riiiiaiy a						Tru	rck			K		Dir		
Route	Jurisdictio	n Lengtl	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	SR	337 Hampton	n Blvd			27100	017100	TTTUI	ZIII		1 40101		1 40101		
247)27th St	City of Norf		9100	G	97%	1%	1%	1%	1%	0%	С	0.087	F		9700	G
	Combined Traffic Estimates for 2 Parallel		: 13000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.636	14000	C
	To:	•	Llewellyn A	NO.												
247)27th St	City of Norf	olk 0.77	9800	G	97%	1%	1%	1%	1%	0%	F	0.084	F		10000	(
247)=7.11.01	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.589	21000	(
	To:		SR 247 26Th		01 70	170		1 70	1 /0	070	•	0.000	•	0.000	21000	•
	From:		I-64				1									
New Kent Hwy	New Kent Co	ounty 0.50	15000	G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.659	15000	(
49)	Tec															
New Kent Hwy	From: New Kent Co		-613 Dispate 6500	h Rd <b>G</b>	98%	1%	1%	0%	0%	0%	С	0.112	F	0.675	6600	(
249 New Kent Hwy	New Kent Co	Julity 3.61	6500	<u> </u>	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.112	'	0.073	0000	,
	To: From:		Γunstall Rd;			1				221		0.101		2 = 2 4		
New Kent Hwy	New Kent Co	ounty 2.30	3300	G	96%	1%	1%	1%	1%	0%	С	0.121	F	0.504	3300	(
<u> </u>	To: From:	SI	R 106 Talleys	sville												
New Kent Hwy	New Kent Co	ounty 3.78	3200	G	95%	2%	2%	1%	1%	0%	С	0.117	F	0.747	3200	(
<u> </u>	To	SR	155 Carys C	Corner												
New Kent Hwy	New Kent Co	ounty 5.04	3500	G	94%	2%	1%	1%	2%	0%	С	0.119	F	0.701	3600	(
	To:		3-626 Paige	DA												
New Kent Hwy	New Kent Co		2000	G	94%	3%	1%	0%	2%	0%	С	0.101	F	0.566	2000	(
49)11011 11011 1111)	To:		33 Angel Vi			070		0 70	_,0	070	Ū	0.101	•	0.000	2000	
/est	From:		249 New Ker													
249)Ramp	New Kent Co		3600	F								0.2	F		1200	(
.43)	To:	. ,	I-64 West													
	Fron:	Wes	t Virginia Sta	nte Line												
Highland Turnpike	Highland Co		270	G	88%	1%	1%	2%	9%	0%	С	0.113	F	0.576	270	(
	Tech	<u> </u>					<del></del> 1				_					
Highland Turnpike	From: Highland Co	45-640 Blue Graunty 5.34	330	i; Meado	93%	0%	1%	1%	4%	0%	С	0.113	F	0.59	330	(
250 Tilgilland Turripike	riigiliand oo				33 /6	0 /6	1 /0	1 /0	7/0	0 /6	O	0.113	•	0.55	330	,
~~	To: From:		WCL Monter													
250	Town of Monterey	(Maint: 45) 0.40	330	N	93%	0%	1%	1%	4%	0%	N	0.113	F	0.59	330	
	To: From:	Ţ	IS 220 Monte	erey												
250	Town of Monterey	(Maint: 45) 0.18	1100	N	92%	0%	2%	2%	3%	0%	Ν	0.096	F	0.676	1100	
~ <u></u>	To		ECL Monter	ev												
Highland Turnpike	Highland Co		1100	G	92%	0%	2%	2%	3%	0%	С	0.096	F	0.676	1100	(
			Dullnostwee				—									
Highland Turnpike	From: Highland Co		Bullpasture 1100	G River Ro	93%	1%	1%	2%	3%	0%	С	0.097	F	0.527	1100	(
200) Harmana Turripino	Trail Trail		gusta County		0070	. 70		_ /0	5 /0	0 /0	9	0.007	•	0.027	. 100	•
	From		hland County													
250 Hankey Mountain Hwy	Augusta Cou	unty 6.50	1100	F	92%	0%	1%	1%	5%	0%	С	0.095	F	0.535	1100	
	Tor		Deerfield V	alley Rd												

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

	-							Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q
~~~	From		Deerfield Va	_	0.40/	40/	101	40/	00/	00/	_	0.004	_	0.004	0000	
250 Hankey Mountain Hwy	Augusta Co	ounty 6.86	2300	F	94%	1%	1%	1%	3%	0%	С	0.091	F	0.601	2300	ı
<u></u>	To From	III:	6 Jennings G				$\neg$						_			
250 Hankey Mountain Hwy	Augusta Co	ounty 3.16	2700	F	94%	1%	1%	1%	2%	0%	С	0.098	F	0.618	2600	
<u>~</u>		III. <del></del>	42 Scenic H													
250 42 Churchville Ave	Augusta Co	ounty 0.47	5800	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.572	5700	
~ ~	T Fro	SR 42	Buffalo Gap	p Hwy												
Churchville Ave	Augusta Co	ounty 3.45	7300	F	96%	1%	1%	1%	1%	0%	С	0.102	F	0.666	7200	
~	T. Fros	07-73	32 Franks Mi	ill Rd												
Churchville Ave	Augusta Co	ounty 1.48	7500	F	96%	1%	1%	1%	1%	0%	F	0.095	F	0.686	7300	
<del>~</del>	T. Fron	· V	VCL Staunto	on			$\neg$ $\vdash$									
Churchville Ave	City of Stau	III.	7500	N	96%	1%	1%	1%	1%	0%	Ν	0.095	F	0.686	7300	
		SR 262 W	Voodrow Wil	lson Pkw	/V											
Churchville Ave	City of Stau		4400	F	98%	1%	1%	0%	0%	0%	F	0.090	F	0.53	4700	
30)	,		od Dr Near H	Iorroman 6	24											
Churchville Ave	City of Stau	III.	7100	F	98%	1%	1%	0%	0%	0%	С	0.090	F	0.53	7500	
250 Guarantine 7 tve	Only of Glad				0070	1 70	170	0 70	0 70	0 70	Ü	0.000	•	0.00	7000	
Churchville Ave	City of Stau	III	Grubert Ave 8300	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.566	8800	
250 Charchville Ave	City of State				90%	170	1 76	0%	076	0%	Г	0.000	Г	0.566	0000	
~~	To From	III:	Thornrose Av			457		221	221	0-1				2 2 4 4	10000	
Churchville Ave	City of Stau	unton 0.32	11000	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.614	12000	
Bus	Fror	m: C	Augusta St hurchville Av	ve												
250 11 Augusta St	City of Stau		11000	N	98%	1%	1%	0%	0%	0%	Ν	0.093	F	0.614	12000	
30) (1)	T.		r New St; Su													
Bus	From		0 Par; Sunny													
250) (11) Augusta St	City of Stau		5100	F	99%	0%	0%	0%	0%	0%	С	0.094	F	0.574	5400	
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5900	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.509	6300	
Bus	Tro	SR SR	254 Beverly	y St												
250 11 Augusta St	City of Stau	unton 0.07	5600	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.692	5900	
.50) (11) riagasta st	Combined Traffic Estimates for 2 Parallel			F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.600	6900	
	т	o:	Johnson St	-	0070	0 70	Ť	0,0	0,0	0 / 0	•	0.00	•	0.000	0000	
Bus	From	m:	Augusta St													
250 (11 Johnson St	City of Stau		10000	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.608	11000	
~ · · ·	Combined Traffic Estimates for Parallel											0.091	F	0.600	NA	
D	To Proc		250 Par, Nev													
Bus 250 (11) Johnson St	City of Stau		S 250 P New 11000	v St F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.531	11000	
250 (11) Johnson St	The state of the s		JS 11, SR 25		JJ /0	0 /0	- J/6	0 /0	U /0	U /0	•	0.007	•	0.551	11000	
	Fror		, SR 254 NE													
250 11 Greenville Ave	City of Stau	unton 0.07	15000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.502	16000	
~~~	To	US 11 C	GREENVILL	LE AVE												

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

_						Truc	:k			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	Fron:	US 11 Greenville Ave	2221	221		0-1	221	0-1			_		40000	_
250 Richmond Rd	City of Staunton	0.75 <b>9800 F</b>	99%	0%	1%	0%	0%	0%	С	0.083	F	0.52	10000	F
~~~	To: From:	Statler Blvd			<u> </u>									
250 Richmond Rd	City of Staunton	0.96 <b>23000 F</b>	98%	0%	0%	0%	1%	0%	С	0.089	F	0.51	24000	F
<del></del>	To: From	Frontier Dr Frontier Rd												
250 Richmond Rd	City of Staunton	0.44 <b>29000 F</b>								0.092	F	0.518	NA	
230)	To													
250 Jefferson Hwy	Augusta County	ECL Staunton 0.07 <b>29000 N</b>								0.092	F	0.518	NA	
250 Ochcison Twy	Augusta Odunty									0.032	'	0.510	INA	
Lefferson Lluni	From	I-81	000/	00/		00/	00/	00/		0.000	F	0.570	10000	
Jefferson Hwy	Augusta County	2.51 <b>17000 F</b>	99%	0%	0%	0%	0%	0%	F	0.092	F	0.572	19000	F
~~~	To: From:	07-1316 Idlewood Blvd												
250 Jefferson Hwy	Augusta County	2.01 <b>14000 F</b>	99%	0%	0%	0%	0%	0%	F	0.095	F	0.541	15000	F
<del></del>	To: From	SR 285 Tinkling Spring F												
250 Jefferson Hwy	Augusta County	2.17 <b>17000 A</b>	99%	0%	0%	0%	0%	0%	С	0.104	Α	0.507	19000	Α
<del>~</del>	To	WCL Waynesboro			<u> </u>									
250 Main St	City of Waynesboro	0.84 <b>18000</b> F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.522	20000	F
====	To	Carman Ave												
250 Main St	City of Waynesboro	0.30 <b>18000 F</b>	99%	0%	0%	0%	0%	0%	F	0.083	F	0.509	20000	F
230)	any or maynessere					070	0 70	0 / 0	•	0.000	•	0.000	20000	•
Main St	City of Waynesboro	Hopeman Pkwy 0.67 <b>12000 F</b>	99%	0%		0%	00/	00/	F	0.086	F	0.510	12000	F
Main St	City of Waynesboro	0.67 <b>12000 F</b>	99%	0%	0%	0%	0%	0%	Г	0.000	Г	0.518	13000	Г
<b></b>	To: From:	US 340 Rosser Ave			<u> </u>									
Broad St	City of Waynesboro	0.25 <b>14000 G</b>	99%	0%	0%	0%	0%	0%	F	0.085	F	0.902	14000	G
	To: From	Poplar Ave			$\equiv$									
250 Broad St	City of Waynesboro	0.50 <b>11000 G</b>	99%	0%	0%	0%	0%	0%	F	0.084	F	0.589	12000	G
<b>~</b>	To: From	Wayne Ave			$\neg$ $\vdash$									
250 Broad St	City of Waynesboro	0.12 <b>9800 G</b>	99%	0%	0%	0%	0%	0%	F	0.083	F	0.589	10000	G
~ <i>_</i>	To	Arch Ave												
250 Broad St	City of Waynesboro	0.44 <b>9800 G</b>	98%	0%	1%	0%	1%	0%	С	0.085	F	0.531	10000	G
	To:	US 340 Main St												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	US 340 Broad St												
250 (340) Main St	City of Waynesboro	0.19 <b>12000 F</b>	98%	0%	1%	0%	1%	0%	F	0.084	F	0.563	13000	F
<b>~</b>	To: From	US 340 Delphine Ave												
250 Main St	City of Waynesboro	1.00 <b>8900 F</b>	97%	0%	1%	0%	1%	0%	F	0.092	F	0.619	9500	F
~~	To	Hunter St			<u> </u>									
250 Main St	City of Waynesboro	0.44 <b>8800 F</b>	97%	0%	1%	0%	1%	0%	С	0.092	F	0.639	9400	F
<del></del>	То	ECL Waynesboro												
250	Augusta County	1.76 <b>8900 F</b>	97%	0%	1%	0%	1%	0%	F	0.101	F	0.654	8800	F
250	To To	I-64 Afton Mountain	01.70	0 /0		3 /0	. 70	0 /0	•	3.101	•	J.UU-T	0000	•

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

<b>-</b> .			4.77	_	Trı	ıck			K	011	Dir		
Route	Jurisdiction	Length <b>AADT QA</b>	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~	From	I-64 Afton Mountain	000/	40/	10/ 00/	40/	00/	0	0.400	_	0.047	44000	_
250)	Augusta County	0.23 <b>11000 F</b>	93%	1%	1% 2%	4%	0%	С	0.103	F	0.617	11000	F
	From	Nelson County Line Augusta County Line			+								
Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.27 <b>11000 N</b>	93%	1%	1% 2%	4%	0%	N	0.103	F	0.617	11000	١
250). 1001	- Toloon ocamy (maint o2)			. , ,		.,,	0,0	•	000	•	0.0		
De alifiah Can Turadi	From:	SR 6 Afton Mountain Rd	000/	10/	10/ 10/	40/	00/		0.100	_	0.715	0000	_
Rockfish Gap Trnpk	Nelson County (Maint: 02)	0.13 <b>8200 G</b>	93%	1%	1% 1%	4%	0%	С	0.136	F	0.715	8000	(
<u> </u>	To: From:	Albemarle Co Line											
Rockfish Gap Trnpk	Albemarle County	0.32 <b>8200 N</b>	93%	1%	1% 1%	4%	0%	Ν	0.136	F	0.715	8000	1
~	Τα	FR-172 Little Rock Lane			<u> </u>								
Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.45 <b>8200 N</b>	93%	1%	1% 1%	4%	0%	Ν	0.136	F	0.715	8000	1
	To	CD 151 Criterion Chan Dd											
Rockfish Gap Trnpk	Nelson County (Maint: 02)	SR 151 Critzers Shop Rd 4.00 <b>7900 G</b>	97%	0%	1% 1%	1%	0%	С	0.143	F	0.808	7700	(
250 Hockilsh dap mipk	Neison County (Maint: 02)		37 70	0 70	170 170 ——	1 /0	0 70	O	0.140	'	0.000	7700	•
~~	To: From:	FR-852 Bluebird Lane											_
Rockfish Gap Trnpk	Albemarle County	0.56 <b>9400 G</b>	97%	1%	1% 0%	1%	0%	С	0.139	F	0.793	8700	(
<del></del>	To: From	I-64 Near Yancey Mills											
Rockfish Gap Trnpk	Albemarle County	1.69 <b>14000 G</b>	98%	1%	1% 0%	0%	0%	F	0.096	F	0.52	13000	(
<del>~</del>	To	SR 240 Crozet Ave; 02-635 Miller So	shool Rd										
Rockfish Gap Trnpk	Albemarle County	2.97 <b>9800 G</b>	98%	1%	1% 0%	0%	0%	F	0.096	F	0.603	10000	(
230)	-									-			
250 Ivy Rd	Albamaria Cauntu	SR 240 Three Notchd Rd 3.29 <b>13000 G</b>	98%	10/	10/ 00/	00/	00/	С	0.107	F	0.604	12000	(
250 IVY Ru	Albemarle County	3.29 <b>13000 G</b> 02-637 Woods Rd	90%	1%	1% 0%	0%	0%	C	0.107	Г	0.694	13000	,
	From:	02-637 Dick Woods Rd											_
lvy Rd	Albemarle County	3.84 <b>13000 G</b>	98%	1%	1% 0%	0%	0%	F	0.097	F	0.689	14000	(
,	T-1												
250 (29) Monacan Trail Rd	Albemarle County	US 29; Bus US 250 Ivy Rd 1.98 <b>58000 G</b>	97%	0%	1% 1%	2%	0%	F	0.097	F	0.542	61000	(
250 (29) Monacan Trail Rd	Albernarie County	1.96 <b>38000 G</b>	9770	076	170 170	270	0%	Г	0.097	Г	0.542	61000	,
~~ ~~	To: From:	WCL Charlottesville											
250 (29) Monacan Trail Rd	City of Charlottesville	0.35 <b>45000 G</b>	97%	0%	1% 1%	2%	0%	F	0.100	F	0.554	48000	(
~ ~	To: From:	US 29, Emmet St											
250	City of Charlottesville	0.32 <b>24000 G</b>	98%	0%	1% 0%	1%	0%	F	0.099	F	0.500	27000	(
<del></del>	To	104-3431 Hydraulic Rd											
250	City of Charlottesville	0.42 <b>43000 G</b>	98%	0%	1% 0%	1%	0%	F	0.088	F	0.516	47000	(
250	City of Charlettooving		0070	0 / 0		. 70	0 70	•	0.000	•	0.010	17000	•
~~	From	Dairy Rd	000/	00/	10/ 00/	40/	00/	_	0.000	_	0.574	40000	
250	City of Charlottesville	0.60 <b>42000 A</b>	98%	0%	1% 0%	1%	0%	С	0.099	Α	0.574	46000	F
	To: From	Rugby Ave E Int											
250	City of Charlottesville	0.33 <b>41000 G</b>	98%	0%	1% 0%	1%	0%	F	0.087	F	0.502	45000	(
	Toc	McIntire Rd											
250	City of Charlottesville	0.27 <b>45000 G</b>	98%	0%	1% 0%	1%	0%	F	0.087	F	0.54	50000	
230)	To	Park St		- / -			- / -						

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Park St													
250)	City of Charlottesville	0.26	48000	F	98%	1%	1%	1%	0%	0%	F	0.085	F	0.531	NA	
	To: From:	]	Locust Ave	;												
250 Long St	City of Charlottesville	0.49	41000	G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.573	45000	G
<u> </u>	To	Bus	US 250 Hig	gh St												
250 20 Long St	City of Charlottesville	0.06	53000	N								NA			NA	
$\bigcirc$	To	ECI	Charlottes	ville												
250 20 Richmond Rd	Albemarle County	0.20	53000	F								NA			NA	
250) (20)	To	CD 20	) Stony Poi	nt Dd												
250 Richmond Rd	Albemarle County	1.79	36000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.628	40000	G
230)	T						<del></del> i	-,-	.,.		-		-			-
250 Richmond Rd	Albemarle County	2.01	st of Charlo 24000	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.658	24000	G
1250 The information	Albernarie County				31 /6	0 76	1 /6	1 /0	1 /0	0 78	O	0.033	'	0.000	24000	ч
Pieless and Dd	Alla a ca a alla C		22 Louisa		000/	00/		<b>5</b> 0/	40/	00/	_	0.400		0.740	5000	_
250 Richmond Rd	Albemarle County	4.40	5300	G	92%	0%	2%	5%	1%	0%	F	0.103	F	0.748	5200	G
	From:		nna County narle County													
250 Richmond Rd	Fluvanna County (Maint: 54)	6.00	4000	F	92%	0%	2%	5%	1%	0%	С	0.096	F	0.633	3900	F
250)	To	IIC 15	Zion Cross	Doods												
250 Three Notch Rd	Louisa County	2.72	3500	F	94%	0%	1%	2%	2%	0%	С	0.091	F	0.638	3500	F
230) 111100 1101011 110	Edulad Galiky				0 1 70	0 70		270	_,0	0,0	Ŭ	0.001		0.000	0000	•
250 Three Notch Rd	Louisa County	3.81	59 Rollins I 3500	Lane <b>F</b>	93%	0%	1%	2%	3%	0%	С	0.094	F	0.6	3400	F
250) Three Notch Ad	Louisa County				93 /6	0 /0	1 /0	2/0	3 /0	0 /6	C	0.034	'	0.0	3400	
~~	From:		; SR 208 F			4.57		101	221	221	_	2 2 2 4	_		4=00	_
Three Notch Rd	Louisa County	2.43	1500	F	95%	1%	1%	1%	2%	0%	С	0.094	F	0.641	1500	F
•	From:		nna County isa County													
250 Richmond Rd	Fluvanna County (Maint: 54)	0.71	1500	N	95%	1%	1%	1%	2%	0%	Ν	0.094	F	0.641	1500	Ν
250)	To:	Gooch	land Count	y Line												
~~~	From:		nna County													
250 Broad St Rd	Fluvanna County (Maint: 54)	0.13	1300	F	95%	0%	1%	1%	3%	0%	С	0.101	F	0.648	1300	F
	To: From:		nland County	*												
250 Broad Street Rd	Goochland County (Maint: 54)	2.05	1300	N	95%	0%	1%	1%	3%	0%	N	0.101	F	0.648	1300	N
250) Broad Gireet Ha	addeniand dearity (Maint: 64)				0070	0 70		1 /0	0 /0	0 /0	.,	0.101	•	0.040	1000	
Prood Street Dd	Goodland County (Mainty 54)		Shannon F	Hill Rd <b>F</b>	069/	00/	10/	00/	20/	00/		0.000	F	0.610	1700	F
250 Broad Street Rd	Goochland County (Maint: 54)	0.29	1700	г	96%	0%	1%	0%	2%	0%	С	0.098	г	0.619	1700	۲
~~-	To: From:	Richmond I														
250 Broad Street Rd	Goochland County	3.23	1800	G	95%	0%	1%	1%	3%	0%	С	0.101	F	0.552	1800	G
	To: From:	37-606 Three Ch	opt Rd; Ha	densville												
250 Broad Street Rd	Goochland County	6.80	1300	G	97%	0%	0%	0%	2%	0%	С	0.098	F	0.667	1300	G
	To:	Loui	isa County l	Line												

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

						Truc	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~~	From	Goochland County I		221			4.57	221	_		_		0.400	
Broad Street Rd	Louisa County (Maint: 37)	0.48 <b>2500</b>	<b>G</b> 97%	0%	0%	1%	1%	0%	С	0.095	F	0.696	2400	C
~	To:	US 522 Cross County Rd; San												
Drand Ctreat Dd	Lauring County (Mainty 27)	US 522 Cross County		0%	10/	10/	10/	00/	_	0.11	F	0.700	1000	(
Broad Street Rd	Louisa County (Maint: 37)	1.63 1800		0%	1%	1%	1%	0%	С	0.11	Г	0.709	1800	,
	From:	Goochland County I Louisa County Lir												
Broad Street Rd	Goochland County	6.72 <b>2600</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	С	0.109	F	0.737	2600	
250 Broad Street Ha	addomand adding			0 70	1 70	0 /0	1 /0	0 70	O	0.100	•	0.707	2000	
~	To: From:	37-670 Cardwell R									_			
Broad Street Rd	Goochland County	5.58 <b>6700</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.102	F	0.747	6600	(
<del>~</del>	To	37-621 Manakin R	2d											
Broad Street Rd	Goochland County	0.47 <b>15000</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.102	F	0.747	16000	
20)														
	From:	37-623 W, Hockett		00/	10/	40/	40/	00/	_	0.000	_	0.545	47000	
Broad Street Rd	Goochland County	1.47 <b>16000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.082	F	0.545	17000	•
<u>~</u>	To: From:	SR 288												
250 Broad Street Rd	Goochland County	0.28 <b>36000</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	F	0.107	F	0.632	35000	
	To:	Henrico County Li	ne											
	From:	Goochland County I	Line											
Broad St	Henrico County	1.60 <b>32000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.088	F	0.522	33000	
<del>~</del>	To	Lauderdale Drive	<u> </u>											
250 Broad St	Henrico County	0.54 <b>37000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	С	0.088	F	0.522	39000	
250) Broad Gr	Tierineo Gounty			0 70	0 70	0 /0	0 70	0 70	O	0.000	•	0.522	00000	
~~~	To: From:	SR 271 Pouncy Trac												
250 76078	Henrico County	0.84 <b>76000</b>	F							0.092	F	0.613	NA	
<del>~</del>	To	I-64												
Broad St	Henrico County	0.75 <b>47000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.094	F	0.511	49000	
200)	, T.													
	From	Cox Rd	<b>F</b> 000/	00/	10/	00/	00/	00/	_	0.004	_	0.705	40000	
Broad St	Henrico County	0.81 <b>41000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.091	F	0.725	43000	
<del>~</del>	Toc From:	Gaskins Rd												
250 Broad St	Henrico County	0.50 <b>33000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.097	F	0.633	35000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Tα	CD 157 Dambartan Dd. Cami	in of old Dd											
Broad St	Henrico County	SR 157 Pemberton Rd; Spri 1.57 <b>37000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.096	F	0.520	39000	
250 Bload St	Tierinco County	1.57 37000	F 30 /6	0 /0	1 /0	0 /6	0 /6	0 /6	'	0.090	'	0.520	39000	
	To: From:	Parham Rd												
Broad St	Henrico County	0.72 <b>36000</b>	F							0.086	F	0.524	NA	
~ <i>_</i>	Tα	Hungary Springs R	2d											
Broad St	Henrico County	1.15 <b>36000</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	F	0.093	F	0.54	40000	
250) -1000 01	. ioimoo county		- 5576	1 /0	- 70	0,0	J /U	J /0	•	0.000	•	5.5⊣	.0000	
~~	To: From:	I-64									_			
250 Broad St	Henrico County	0.90 <b>36000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.101	F	0.649	40000	(
~	To:	Horsepen Rd												
250 Broad St	Henrico County	1.32 <b>26000</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	F	0.096	F	0.536	29000	-
200)=.000	To:	WCL Richmond		1 /3	. /0	0,0	5 / 0	5 / 0	•	0.000	•	0.500	_5555	

# 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:		CL Richmor													
250 Broad St	City of Richmon	nd 0.04	29000	F	98%	1%	1%	0%	1%	0%	С	0.094	F	0.508	2400	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		3 Staples Mi													
250) (33) Broad St	City of Richmon	nd 0.79	26000	Α	98%	1%	1%	0%	0%	0%	С	0.107	Α	0.528	29000	Α
~ ~	To: From:		Malvern Ave	;												
250 (33) Broad St	City of Richmon	nd 0.97	26000	G	97%	1%	1%	0%	0%	0%	С	0.095	F	0.534	30000	G
<del>~~~</del>	To- From:		Sheppard St													
250 (33) Broad St	City of Richmor	nd 0.38	22000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.563	24000	G
<del>\ \ \ \</del>	Too From:		99 Terminal	Place												
250 33 Broad St	City of Richmor	nd 0.94	18000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.563	21000	G
$\overline{\qquad}$	Tra- From-	SR 33	3 Par Harriso	on St			$\neg$ $\vdash$									
250 33 Broad St	City of Richmor	nd 0.08	24000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.569	27000	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	36000	G	97%	1%	1%	0%	0%	0%	F	NA			40000	G
	Tra- From-	US	33 Hancock	St			$\neg$ $\vdash$									
250 Broad St	City of Richmor	nd 0.76	13000	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.594	15000	F
<u> </u>	To		2nd St				_									
250 Broad St	City of Richmor	nd 0.38	14000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.550	15000	G
<u> </u>	To:		8th St													
250 Broad St	City of Richmor	nd 0.38	17000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.507	19000	G
	To		14th St													
250 Broad St	City of Richmor	nd 0.29	28000	F	98%	1%	1%	0%	0%	0%	F	0.079	F	0.786	32000	F
	т <sub>м</sub>	II	S 360 18th S	St												
250 Broad St	City of Richmor		15000	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.786	17000	G
200)	To	T	JS 60, 21st S	!+												
250 Broad St	From: City of Richmor		8600	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.600	9100	G
250	To:		23rd St													
	From:	Ramps US 250	0 E060A; US	S 250 W	7060A											
250 Ramp to I-81 S at Exit 22	2 Augusta Count	ty 0.06	NA									NA			NA	
	To:		I-81 South													
	From:		US 250													
250 Ramp to I-81 N at Exit 22	2 Augusta Count	ty 0.34	4800	G								0.106	F		4800	G
<u> </u>	To:		I-81 N													
~~~	From:		) I-64 WEST		ST							0.4.5	_		4500	
250 Ramp	Augusta Count	ty 0.13	4500	G								0.115	F		4500	G
~	To: From	US 250- 73B 7	ΓΟ RT 64 W	EST &	EAST											
250 Ramp	Augusta Count		2600	G			<u>-</u>					0.094	F		2600	G
~	To:	I-64-W FROM	A RT 250W	EST & I	EAST											

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

1		1 minary and mic	otato i to	4100										
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus			ail 2Trail	$\cap$	K Factor	QK	Dir Factor	AAWDT	QW
	From	US 250- 73A TO I-64	WEST &	EAST										
(250) Ramp	Augusta County	0.24 <b>210</b> 0	) G							0.172	F		2100	G
	To:	I-64-E FROM US 250	OWEST & 1	EAST										
	From:	US 25												
(250) Ramp	Albemarle County	0.18 <b>510</b> 0								0.144	F		5000	G
250 Hamp	Tax	I-64 Ea				_				0.144	'		3000	ч
~~~	From:	US 250-E081B US 250-V		OM RT 2										
250 Ramp	Albemarle County	0.19 <b>210</b> 0	) G							0.094	F		2100	G
<u> </u>	To:	I-64-W FROM US 25	0WEST &	EAST										
	Fronx	US 250 Rich	mond Rd											
(250) Ramp	Albemarle County	0.16 <b>790</b> 0								0.136	Α		8900	Α
(230)	To:	I-64 W												
	F													
C Barre	A II II - O	US 250 Richi								0.400	^		E 400	^
(250) Ramp	Albemarle County	0.17 <b>520</b> 0								0.128	Α		5400	Α
	To:	I-64 Ea	ast											
	From:	US 250-E154A US 250-V	W154A FRO	OM RT 2										
(250)Ramp	Henrico County	0.11 <b>2000</b>	0 G	98%	0%	1%	0% 19	6 0%	С	0.092	F		21000	G
	To:	I-64 Ea	ast											
	From:	US 250- 166A TO RC	TITE 05 SC	MITH										
250 Ramp	City of Richmond (Maint: 4			70 111						0.098	F		14000	G
250 (1411)	Oity of File Information (Maint: 4	I-95-N FROM ROUTE 2:		CTDEET						0.030	'		14000	ч
	<u>_</u>			STREET										
East (250) Ramp	From:	US 250 TO I-												
{250}Ramp	Albemarle County	0.05 <b>190</b> 0								0.169	F		1900	G
<u> </u>	To:	US 250-W081A US 250	- 81A FRO	M RT 2										
East	From:	US 250 I-64-W107A F	ROM & TO	) IS 64										
250 Ramp	Albemarle County	0.03 140								0.149	F		140	G
230)	To:	US 250- 81B US 250-W		M RT 2							•			-
	From:			.,,,,,,,										
East		US 250 TO I		000/	00/	20/	00/ 40	, 00,	_	0.000	_		47000	_
(250) Ramp	Henrico County	0.22 1600		98%	0%	0%	0% 19	6 0%	С	0.088	F		17000	F
	To:	US 250-W154A US 250-	- 154A FRO	OM RT 2										
East	From:	US 250 E, E	Broad St											
250 Ramp	Henrico County	0.12 <b>570</b> 0	) G	98%	0%	1%	0% 19	6 0%	С	0.096	F		6200	G
	To:	I-64 W	est											
Foot	From:	US 250 E, E	Prood Ct											
East (250 Ramp	City of Richmond (Maint: 4									NA			9400	G
(250) namp	Oity of micrimona (Maint. 4	,		C4						INA			3400	G
		Ramp from US 250												
West	From	US 250 I-64-E107A F		IS 64				<u>-</u>						
250 Ramp	Albemarle County	0.03 <b>270</b> 0								0.189	F		2700	G
	To:	US 250-E081A US 250	- 81A FRO	M RT 2										
West	From	US 250 TO I-	64 WEST											
250 Ramp	Albemarle County	0.04 <b>160</b> 0								0.112	F		1600	G
(250). 1315	Albernane Gounty	US 250- 81B US 250-E		M RT 2						0.112	•		. 500	J
	<u> </u>	0.5 250° 61B 05 250-E	OULD LIKO	71 IXI Z										

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

Doute	و دانده الدوانين را	ملاء مناه	AADT		4Tire	Due		Trι	ıck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Route	Jurisdiction	Length			4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
est	From:		50 TO I-64		000/	00/	101	00/	201	00/	_	0.470	_		0000	
Ramp	Henrico County	0.17 US 250-E154A U	3900	G	98%	0%	1%	0%	0%	0%	С	0.172	F		3900	(
	E				M K I Z											
Vest 250 Ramp	Henrico County	0.22	50 W, Broa <b>5600</b>	d St G	97%	1%	1%	0%	0%	0%	С	0.208	F		6100	
250) 1 141119	To:		I-64 West		01 70	1 /0		0 70	0 70	070	Ü	0.200	•		0100	
/est	From:	US 2	50 W, Broa	d St			İ									
Ramp	Henrico County	0.23	4900	G								0.165	F		4900	
<del></del>	To:		I-64 West													
Vest	Frons	US 2	50 W, Broa	d St												
Ramp	Henrico County	0.16	4100	G								0.155	F		4100	
<del>~</del>	Τα:	I-64 E	ast Collecto	or Rd			L									
/est	From:		50 W, Broa												1 1000	
Ramp	City of Richmond (Main		13000	G								NA			14000	
_	100		ast Exit 166		р											
Bus 50 (11) New St	City of Staunton	Ch	urchville Av	re <b>F</b>	98%	1%	1%	0%	0%	0%	С	0.111	F		930	
50 11 New St	Combined Traffic Estimates for 2 Parallel Road		5900	F	99%	0%	1%	0%	0%	0%	С	0.111	F	0.509	6300	
	Combined Traine Estimates for 21 drailer fload			•	33 /6	0 76	1 /0	0 /6	0 /6	0 /6	O	0.034	'	0.503	0300	
<sub>→</sub> Bus	From		Frederick St													
50 (11) New St	City of Staunton	0.17	930	F	98%	1%	1%	0%	0%	0%	F	0.108	F		990	
~ ~	Combined Traffic Estimates for 2 Parallel Road		6500	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.600	6900	
	10.		Johnson St													
Bus Ivy Bd	Albemarle County		5 29, US 25 14000	G G	98%	0%	1%	0%	0%	0%	С	0.102	F	0.67	15000	
lvy Rd	Albernatie County				30 /6	0 70	1 /0	0 /6	0 /6	0 /6	O	0.102	'	0.07	13000	
Bus	To: From:		Charlottes													
lvy Rd	City of Charlottesvill	le 0.50	12000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.533	13000	
	To: From:	Bus U	JS 29 Emm	et St												
University Ave	City of Charlottesvill	le 0.28	13000	G	97%	0%	2%	1%	0%	0%	F	0.068	F	0.526	14000	
-50)	Combined Traffic Estimates for 2 Parallel Road			G	97%	0%	2%	0%	0%	0%	F	0.082	F	0.520	19000	
	To		S 250P, Ru													
Bus	Front				0751	061	651	4	0	001	_	0.000	_	0.500	15000	
University Ave	City of Charlottesvill		14000	G	97%	0%	2%	1%	0%	0%	F	0.068	F	0.526	15000	
-	Combined Traffic Estimates for 2 Parallel Road	aways on this Houte:	19000	G	97%	0%	2%	0%	0%	0%	۲	0.077	F	0.509	20000	
Bus <sub>.</sub>	To: From:	C	hancellor St	t												
250 University Ave	City of Charlottesvill	le 0.19	13000	G	97%	0%	2%	1%	0%	0%	F	0.067	F	0.513	14000	
~	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	18000	G	97%	0%	2%	0%	0%	0%	F	0.078	F	0.541	20000	
	To:	C&0	O RR Cross	ing												

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

		Filliary and					Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	4Tire	Bus	2Axle	3+Axle	-	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	C&O !	RR Crossing			27 (XIC	OTTINIC	TITAL	ZIII		1 40101		1 40101		
250 Main St	City of Charlottesville		13000 G	99%	0%	1%	0%	0%	0%	F	0.068	F	0.524	14000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	19000 G	99%	0%	1%	0%	0%	0%	F	0.072	F	0.506	20000	G
	Total	Jeffers	son Park Ave												
Bus Main St	City of Charlottesville		12000 G	97%	0%	2%	1%	0%	0%	С	0.075	_	0.61	13000	G
250 Main St	Combined Traffic Estimates for 2 Parallel Roadways		12000 G 35000 G		0%	1%	0%	0%	0%	С	0.075	F	0.552	37000	G
	Tax		Intire Rd	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	C	0.00	'	0.552	37000	G
Bus	Fronx	N	Main St												
250 McIntire Rd	City of Charlottesville	0.22 <b>2</b>	26000 G	99%	0%	1%	0%	0%	0%	F	0.076	F	0.528	27000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 3	30000 G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	32000	G
Dura	To: From:	104-3405,	Bus US 250 P	ar											
Bus 250 McIntire Rd	City of Charlottesville	0.03 2	26000 N	99%	0%	1%	0%	0%	0%	N	0.076	F	0.528	27000	N
230)	Tree			0070			0,0	0,0	0 / 0		0.07.0	•	0.020		
Bus	From		eston Ave												
250 Market St	City of Charlottesville		9200 G		0%	1%	0%	0%	0%	F	0.085	F	0.564	9800	G
~	Combined Traffic Estimates for 2 Parallel Roadways		15000 G		0%	1%	0%	0%	0%	F	0.089	F	0.568	16000	G
Bus	To: From:		Oth St; Avon St Iarket St												
250 (20) 9th St	City of Charlottesville		13000 G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.618	14000	G
200) (20)	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA								NA			NA	
	To:		High St												
Bus	From:		20 9th St	000/	00/		00/	00/	00/	_	0.000	_	0.000	10000	_
250 (20) High St	City of Charlottesville	0.23 <b>1</b>	12000 G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.609	13000	G
Bus	To: From:	1	11th St												
250 20 High St	City of Charlottesville	0.21	9800 G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.737	10000	G
$\smile$	Τα	Gill	lespie Ave			_									
Bus 250 (20) High St	City of Charlottesville		20000 G	99%	0%	1%	0%	0%	0%	_	0.089	_	0.644	22000	G
250 (20) High St	Tax		Long St	33 /6	0 /6	1 /8	0 /6	0 /6	0 /6	'	0.003	•	0.044	22000	ч
Bus	From		versity Ave												
Rugby Rd	City of Charlottesville		4400 G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.58	4600	G
250)	Combined Traffic Estimates for 2 Parallel Roadways		30000 G		0%	1%	0%	0%	0%	F	0.082	F	0.501	32000	G
	To		rady Ave		0,0		0,0	0,0	0 / 0	•	0.002	•	0.00	02000	
Bus	From:		ugby Rd								_				
Grady Ave	City of Charlottesville		5400 G		0%	1%	0%	0%	0%	F	0.098	F	0.535	5800	G
~	Combined Traffic Estimates for 2 Parallel Roadways		18000 G	97%	0%	2%	0%	0%	0%	F	0.078	F	0.541	20000	G
Bus	To: From:		eston Ave rady Ave												
250 Preston Ave	City of Charlottesville		22000 G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.510	24000	G
-Ro	Combined Traffic Estimates for 2 Parallel Roadways		35000 G		0%	1%	0%	0%	0%	C	0.08	F	0.552	37000	G
	To		Iarket St		2	<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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus Bus	From:		Market St													
250 250 McIntire Rd	City of Charlottesville	0.03	26000	N	99%	0%	1%	0%	0%	0%	N	0.076	F	0.528	27000	
Bus	To: From:	]	Preston Ave	)												
High St	City of Charlottesville	0.54	6100	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.560	6500	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	15000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.568	16000	
	To:		9th St													
	From:	81-77	0 Turnpike	Road												
251 Collierstown Rd	Rockbridge County	4.43	810	F	96%	0%	2%	1%	0%	0%	С	0.109	F	0.699	800	
	To: From:	8	1-675 Mura	nt												
Collierstown Rd	Rockbridge County	3.85	1900	F	95%	0%	2%	1%	2%	0%	С	0.099	F	0.726	1900	
<i></i>	To:		South of Le													
Thornhill Rd	Rockbridge County	81-76- 1.05	4 Possum H <b>3400</b>	lollow <b>F</b>	95%	0%	2%	1%	2%	0%	F	0.089	F	0.712	3300	
251	Hockbridge County				33 /6	0 76	2 /0	1 /0	2/0	0 /6	•	0.003	'	0.712	3300	
Th 111 D. 1	To: From:		CL Lexingto		070/	00/	10/	00/	40/	00/	_	0.404	_	0.004	F 400	
Thornhill Rd	City of Lexington	0.38	5000	F	97%	0%	1%	0%	1%	0%	С	0.104	F	0.661	5400	
	From:	7	Link Rd  Thornhill Rd	1												
Link Rd	City of Lexington	0.24	4500	F	97%	0%	1%	0%	1%	0%	F	0.103	F	0.658	4700	
91)	To:		Main St													
	From:	SR 39 1	Maury Rive	r Road												
Brownsburg Turnpike	Rockbridge County	6.03	530	F	94%	1%	3%	1%	2%	0%	С	0.115	F	0.621	520	
	Te	81-7	22 Rocky L	ane												
Brownsburg Turnpike	Rockbridge County	4.22	260	F	93%	0%	4%	1%	1%	0%	С	0.114	F	0.552	260	
• 1	To:	Augu	ısta County	Line												
	From:		ridge Count													
Middlebrook Rd	Augusta County	0.69	100	F	97%	0%	2%	1%	0%	0%	С	0.146	F	0.692	100	
<u> </u>	To: From:	07-62	0 N, Newpo	ort Rd												
Middlebrook Rd	Augusta County	2.54	280	F	97%	2%	1%	0%	0%	0%	С	0.1	F	0.546	270	
<u> </u>	To	07-68	82 McKinle	y Rd												
Middlebrook Rd	Augusta County	4.50	410	G	95%	0%	2%	2%	1%	0%	С	0.104	F	0.65	430	
	To	07-670	Cherry Gro	ove Rd												
Middlebrook Rd	From:L Augusta County	7.52	1300	F	97%	1%	1%	1%	0%	0%	С	0.112	F	0.689	1300	
	Tree -										-					
52)Middlebrook Rd	Augusta County	07-693 N 1.62	N, Stingy Ha 2800	allow Ro	98%	0%	1%	0%	0%	0%	С	0.107	F	0.693	2800	
22/MINGREDIOOK FIG	Augusta County	1.02		r	JU /0	U /0	1 /0	U /0	U /0	U /0	J	0.107	'	0.033	2000	
Middlebasel, A	To:	0.15	SR 262		000/	00/		00/	00/	00/		0.107		0.544	0000	
Middlebrook Ave	Augusta County	0.15	2700	F	99%	0%	0%	0%	0%	0%	С	0.107	F	0.544	2800	
	To: Front		CL Staunton													
Middlebrook Ave	City of Staunton	1.08	2700	F	99%	0%	0%	0%	0%	0%	С	0.107	F	0.544	2800	
$\smile$	To:		Bridge St													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
	Front		Bridge St													
252 Middlebrook Ave	City of Staunton	0.60	2500	F	99%	0%	0%	0%	0%	0%	F	0.105	F	0.519	2700	F
<u> </u>	To: From	I	ewis Street Lewis St	i									—			
252)(254) Beverly St	City of Staunton	0.11	2400	F	98%	0%	1%	0%	0%	0%	F	0.078	F		2500	F
252 254 251511) 51	Combined Traffic Estimates for 2 Parallel Road		5000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.501	5400	
	To:		ugusta St; Jo			0 70		0 /0	0 70	0 70	•	0.000	•	0.001	0400	`
	From		11 S Main													
Port Republic Rd	City of Harrisonburg		27000	G	97%	0%	1%	0%	1%	0%	С	0.082	F	0.505	29000	(
233)		9							.,.		-		-			
253)Port Republic Rd	City of Harrisonburg	g 0.85	I-81 <b>26000</b>	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.542	28000	
253 Fort nepublic nu	City of Hamsonburg	g 0.65	20000	G	9770	0%	1 70	0%	1 70	0%	Г	0.065	Г	0.542	20000	,
	To: From:		ch Grove A								_					
Port Republic Rd	City of Harrisonburg	g 0.48	13000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.532	14000	(
<u>~</u>	To: From	ECI	_ Harrisonb	urg									—			
253)Port Republic Rd	Rockingham County	y 0.59	11000	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.579	11000	
<u> </u>	To:	82-710 Reser	rvoir St: Gr	eendaile	Rd											
253)Port Republic Rd	Rockingham County		12000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.674	12000	
	Too	Urban Bounda	92 690 9		Ira Du											
Port Republic Rd	From: Rockingham County		1y; 82-689 ; <b>6700</b>	G Snen La	97%	0%	1%	1%	1%	0%	F	0.101	F	0.707	7200	
253) i dit ricpublio rid	rioskingham oscinc				07 70	0 70	1 70	1 /0	1 /0	0 70	•	0.101	•	0.707	7200	
Deat December Del	To: From:		0 Oak Ridg		070/	00/		40/	40/	00/		0.000		0.740	0000	
Port Republic Rd	Rockingham County	y 0.96	6200	G	97%	0%	1%	1%	1%	0%	F	0.099	F	0.716	6600	(
	To: From:		6 Cross Key										—			
Port Republic Rd	Rockingham County	ty 0.33	6400	G	97%	0%	1%	1%	1%	0%	С	0.1	F	0.689	6400	(
$\sim$	To: From	82-708	8 Goods Mi	ill Rd			<u> </u>									
Port Republic Rd	Rockingham County	y 4.28	6300	G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.689	6200	(
	To:		SR 331													
253)Port Republic Rd	Rockingham Count	ty 0.22	6300	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.671	6300	(
-30)	To															
253)Port Republic Rd	Rockingham County		655 Lawyer 6300	G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.636	6300	(
253 Fort nepublic nu	Hockingham Count				31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	•	0.107	'	0.030	0300	
	To: From:		603 Lower		070/					221			_			
Port Republic Rd	Rockingham County	•	3600	G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.592	3600	
<u> </u>	10.	US 34	0 East Side	Hwy												
	From		Buffalo Gar								_		_			
Parkersburg Turnpike	Augusta County	2.66	4100	F	96%	1%	1%	0%	1%	0%	F	0.095	F	0.654	4000	
<u>~</u>	To- From	07-8	76 Swoope													
Parkersburg Turnpike	Augusta County	4.37	5300	F	96%	1%	1%	0%	1%	0%	С	0.098	F	0.652	5200	
$\overline{}$	To:		SR 262				$\neg$ $\vdash$									
254)Beverly St	City of Staunton	0.97	7700	F	98%	0%	1%	0%	0%	0%	С	0.100	F	0.504	8200	
<del></del>	Τα		Grubert St													

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

		Filliary and	o.o.u					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	Front	(	Grubert St				2,000	017000	TTTQII			1 40101		1 40101		
254 Beverly St	City of Staunton	0.69	7100	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.548	7500	F
	To-	The	ornrose Ave	e												
(254) Beverly St	City of Staunton	0.25	4900	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.511	5200	F
	то	F	rederick St													
254 Beverly St	City of Staunton	0.25	4300	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.59	4500	F
,	To	SD 25	4 P Jefferso	n Ct												
254 Beverly St	City of Staunton	0.23	2700	<b>F</b>	98%	0%	1%	0%	0%	0%	F	0.083	F		2900	F
254) 2515) 51	Combined Traffic Estimates for 2 Parallel Roadways or		4700	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.506	5000	F
	To			•	0070	0,0		0 / 0	0,0	0,0	•	0.000	•	0.000	0000	•
(254)(252) Beverly St	City of Staunton	0.11	Lewis St 2400	F	98%	0%	1%	0%	0%	0%	F	0.078	F		2500	F
254 252 Beverly St	Combined Traffic Estimates for 2 Parallel Roadways or	-	5000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.501	5400	G
	Combined Traine Estimates for 21 arailer floadways of				JJ 70	0 70	——————————————————————————————————————	0 70	0 70	0 70	'	0.000	•	0.501	3400	a
Povorty St	City of Staunton	0.06	250 Augusta 2400	St N	98%	0%	1%	0%	0%	0%	N	0.078	F		2500	N
254 Beverly St	Combined Traffic Estimates for 2 Parallel Roadways or				99%	0%		0%			N	0.076	F	0.501		N
	Combined Trainic Estimates for 2 Parallel Roadways of	i inis noute.	4500	N	99%	0%	0%	0%	0%	0%	IN	0.066	Г	0.501	4800	IN
	To: From:		250 P New		2021			221	221						1000	
254 Beverly St	City of Staunton	0.16	1800	F	98%	0%	1%	0%	0%	0%	F	0.086	F		1900	F -
· ·	Combined Traffic Estimates for 2 Parallel Roadways or		3900	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.608	4200	F
	From:		Coalter St I P, E Bever	rly St												
254 Coalter St	City of Staunton	0.16	4500	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.626	4800	F
	To:	US 11, US	S 250 Comr	nerce S	t											
	From:		S 250 Comn													
254 11 Commerce Rd	City of Staunton	0.68	2600	F	97%	0%	1%	1%	1%	0%	С	0.096	F	0.6	2800	F
$\stackrel{\smile}{=}$	To: From:	US 11	Commerce	e Rd												
254 New Hope Rd	City of Staunton	2.45	1400	F	98%	0%	1%	0%	0%	0%	С	0.114	F	0.572	1500	F
$\overline{}$	To-	EC	CL Staunton	1												
254 New Hope Rd	Augusta County	1.59	1900	F	97%	1%	1%	1%	1%	0%	С	0.126	F	0.643	1900	F
$\overline{}$	Τα	SR 262 Wo	odrow Wils	son Pkv	/V											
254 Hermitage Rd	Augusta County	3.92	6600	F	97%	0%	1%	1%	1%	0%	F	0.110	F	0.605	6500	F
201)	To	07.600 1	Long Mood	orri D.d												
(254) Hermitage Rd	Home:Augusta County	3.45	Long Meade 5800	F	97%	0%	1%	1%	1%	0%	С	0.11	F	0.570	5700	F
254). Isimitago i ta	Tagasta sounty					0,0		. , 0	. , 0	0,0	Ū	0	•	0.07.0	0.00	•
OF A Harmitago Pd	Augusta County	07-640 OI 0.93	ld White Br <b>4500</b>	idge Rd	97%	0%	1%	1%	1%	0%	F	0.111	F	0.552	4800	F
254 Hermitage Rd	Augusta County				31 /0	U /o	1 /0	I /0	1 /0	U /o	'	0.111	'	0.552	4000	'
	To		L Waynesbo		0701	00′		401	467	061		0.400		0.500	0500	
254 Ivy St	City of Waynesboro	1.19	6100	F	97%	0%	1%	1%	1%	0%	С	0.102	F	0.538	6500	F
	To: From:		peman Pkw													
(254) Ivy St	City of Waynesboro	0.52	6100	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.521	6500	F
$\smile$	Τα		King Ave													

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

5 .					4	_		Tru	ck			K	017	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	2.22	King Ave		000/	40/	101	00/	00/	00/	_	0.000	_	0.507	10000	
Poplar Ave	City of Waynesboro	0.30	12000	F	98%	1%	1%	0%	0%	0%	С	0.089	F	0.567	13000	F
	To: From:		Broad St				$\Box$				_		_			
Poplar Ave	City of Waynesboro	0.07	2800	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.576	3000	C
	10.		Main St													
Jefferson St	City of Staunton	0.07	254 Beverly 1100	y St <b>F</b>	97%	1%	2%	0%	0%	0%	С	0.103	F		1200	F
Jefferson St	Combined Traffic Estimates for Parallel Roady		NA	Г	9170	1 70	270	0%	076	0%	C	0.103 NA	Г		NA	Г
	Combined Trainic Estimates for Parallel Roady	•	Frederick S	S+								INA			NA	
	From		Jefferson St													
Frederick St	City of Staunton	0.28	2000	F	99%	0%	0%	0%	0%	0%	С	0.103	F		2200	F
₽	Combined Traffic Estimates for 2 Parallel Roadv	ways on this Route:	4700	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.505	5000	F
	Too		Central Ave													
254) (252) Frederick St	City of Staunton	0.11	2700	G	99%	0%	0%	0%	0%	0%	F	0.093	F		2900	
\$4, <u>505</u>	Combined Traffic Estimates for 2 Parallel Roady	vavs on this Route:	5000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.501	5400	(
	To:	•	us US 11 Pa		St											
	From	US 250, Bus														
Frederick St	City of Staunton	0.17	2200	F	99%	0%	0%	0%	0%	0%	F	0.101	F		2300	
	Combined Traffic Estimates for 2 Parallel Roady	vays on this Route:	3900	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.608	4200	ı
	To: From:	T	Coalter St	14												
Coalter St	City of Staunton	0.07	Frederick S 4300	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.772	4600	ı
254 Counci of	Combined Traffic Estimates for Parallel Roady		NA	•	00 /0	0 70	0 70	070	0 70	0 70	•	NA	•	0.772	NA	
	To:	•	54, E Bever	ly St								INA			INA	
	From															
255)Bishop Meade Rd	Clarke County	0.79	0 Millwood 1600	G	98%	0%	1%	1%	0%	0%	С	0.096	F	0.599	1500	(
255 Bioliop Wedde Ha	Siding Sounty				0070	0 70		1 /0	0 70	0 70	J	0.000	•	0.000	1000	`
Dieben Meede Dd	Clarita County		N, Millwo		000/	1%	10/	00/	00/	00/		0.100		0.014	0100	(
Bishop Meade Rd	Clarke County	3.05	2100 Lord Fairfa	G	98%	1%	1%	0%	0%	0%	С	0.106	F	0.614	2100	(
Mayara Caya Dd	A		11 Lee High		000/	10/	00/	10/	40/	10/	_	0.404	_	0.50	7000	
Weyers Cave Rd	Augusta County	0.14	8100	F	92%	1%	2%	1%	4%	1%	С	0.101	F	0.56	7900	I
	To: From:		I-81													
Weyers Cave Rd	Augusta County	1.22	10000	F	91%	0%	1%	1%	6%	0%	С	0.100	F	0.587	11000	- 1
<u> </u>	To:	SR 276	Keezletow	n Road												
256)Weyers Cave Rd	Augusta County	4.50	SR 276 <b>6200</b>	Α	94%	0%	1%	1%	4%	0%	С	0.112	Α	0.636	6700	,
256 Weyers Cave Ha	Adgusta Sounty				0470	0 70	1 70	1 /0	470	0 70	•	0.112	,,	0.000	0700	,
0.4 04	To From		gham Coun		0.40/	00/		10/	407	00′		0.000		0.500	F700	
256 3rd St	Town of Grottoes (Maint:	82) 0.42	5200	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.583	5700	(
<u> </u>	To: From:	D	ogwood Av	re												
<sub>256</sub> )3rd St	Town of Grottoes (Maint:	82) 0.37	5200	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.585	5700	(
$\smile$	To		Aspen Ave													

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

London di adia a	1		4T:	D		Trι	ıck		-00	K	01/	Dir	4 4 1 A / D.T.	014
Junsaiction	Length 1	AADI QA	411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷
Town of Grottons (Maint: 92)			Ω/10/	00/	10/	10/	10/	Λο/	_	0.080	_	0.559	4900	G
Town of Grottoes (Maint. 82)			94 %	076	170	1 70	470	0%	Г	0.069	Г	0.556	4900	G
From:		-												
Augusta County										0.096	F		3400	(
To:										0.000	•		0.00	
From:		SR 256												
Augusta County										0.098	F		4700	C
To:		I-81 N												
From	82-924 B	riery Branch Ro	l											
Rockingham County	2.89	670 G	97%	1%	1%	1%	0%	0%	С	0.102	F	0.675	670	(
Tot	82-731 Con	nmunity Center	Rd											
Rockingham County				1%	2%	1%	1%	0%	С	0.099	F	0.699	2100	(
To:	82-613	Clover Hill Rd												
From:														
Rockingham County	4.29	2400 G	95%	1%	1%	1%	2%	0%	С	0.095	F	0.716	2400	(
To: From:														
Rockingham County	1.86	4300 G	95%	1%	2%	1%	1%	0%	F	0.102	F	0.563	4500	(
To: From:	WC	CL Dayton												
Town of Dayton (Maint: 82)	0.42	4300 N	95%	1%	2%	1%	1%	0%	Ν	0.102	F	0.563	4500	1
To:														
Town of Dayton (Maint: 82)			95%	10/-	10/-	10/-	20/	0%	N	0.104	E	0 527	1/1000	١
Town of Dayton (Maint. 82)			95 /6	1 /0	1 /0	1 /0	2/0	0 /6	IN	0.104	•	0.527	14000	- 1
Posting home County		-	050/	10/	10/	10/	00/	00/		0.004		0.570	14000	
Rockingnam County	0.63	12000 G	95%	1%	1%	1%	2%	0%	Г	0.084	Г	0.573	14000	(
To: From:					<u> </u>									
Town of Bridgewater	0.30 1	14000 N	95%	1%	1%	1%	2%	0%	N	0.084	F	0.573	15000	1
To: From:	NCL BR	RIDGEWATER												
Town of Bridgewater	1.00 1	14000 G	95%	1%	1%	1%	2%	0%	F	0.084	F	0.573	15000	(
To: From:	NORTI	H RIVER RD												
Town of Bridgewater	0.08 1	14000 G	95%	1%	1%	1%	2%	0%	С	0.087	F	0.549	15000	(
То	MT CRA	AWFORD AVE	,											
Town of Bridgewater			95%	1%	1%	1%	2%	0%	F	0.084	F	0.567	11000	(
To	SR A	2 MAIN ST			—									
Town of Bridgewater			94%	0%	1%	1%	4%	0%	С	0.093	F	0.506	7500	(
T.					<del></del> 1				-		-			
Town of Bridgewater			94%	0%	1%	1%	1%	0%	N	0.097	F	0.517	10000	١
TOWN OF BRIDGEWARD			3 <del>4</del> /0	U /o	1 /0	1 /0	4 /0	U /o	IN	0.037	'	0.517	10000	יו
To: From			0.40/	001		401	401	001		0.007		0.547	40000	
Rockingham County	0.80 1	10000 G	94%	0%	1%	1%	4%	υ%	F	0.097	F	0.51/	10000	G
	Rockingham County  Tok From  Rockingham County  Tok From  Rockingham County  Tok From  Town of Dayton (Maint: 82)  Town of Dayton (Maint: 82)  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater	Town of Grottoes (Maint: 82)   0.13   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340   US 340	Town of Grottoes (Maint: 82)   0.13   4500   G     Town of Grottoes (Maint: 82)   0.13   4500   G     Town of Grottoes (Maint: 82)   0.18   3400   G     Town of Last Side Hwy     From	Town of Grottoes (Maint: 82)   0.13   4500   G   94%	Town of Grottoes (Maint: 82)   0.13   4500   G   94%   0%	Length AADT QA 4Tire Bus   2Axle	Aspen Ave	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	Aspen Ave	Augusta County	Length   AADT   QA   4Thre   Bus   2Axule   37+Axule   17rail   2Trail   CR   Factor	Length   AADT   QA   4Tire   Bus   2Axle   37-Axle   1Trail   2Trail   QC   Factor   QR	Second   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   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Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Col	Augusta County

# 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 11 W, Lee Highway												
257) Friedens Ch Rd	Rockingham County	0.86 <b>13000 G</b>	94%	0%	1%	1%	4%	0%	F	0.097	F	0.577	14000	G
<u> </u>	To:	I-81												
	From:	SR 257 Friedens Ch Rd												
(257) Ramp to I-81 S at Exit 240	Rockingham County	0.20 <b>2700 A</b>								0.135	Α		3100	Α
<u> </u>	To:	I-81 South												
	From:	SR 257 Friedens Ch Rd												
257) Ramp to I-81 N at Exit 240	Rockingham County	0.03 <b>2700 G</b>								0.100	F		2700	G
$\smile$	To	82-682-W000A TO RT 81 NO	RTH											
257) Ramp to I-81 N at Exit 240	Rockingham County	0.16 <b>4100 G</b>								0.091	F		4100	G
2017	To:	I-81-N FROM RTS 257 & 6	82											
	From:	North Carolina State Line												
258 Smith Ferry Rd	Southampton County	5.28 <b>6100 G</b>	86%	1%	1%	1%	12%	0%	F	0.082	F	0.579	6000	G
238)	-													-
Consider Forms Dd	From	SR 189 South Quay Rd	000/	10/	10/	10/	100/	00/	^	0.005	F	0.05	4000	
Smith Ferry Rd	Southampton County	3.43 <b>4400 G</b>	86%	1%	1%	1%	12%	0%	С	0.095	г	0.65	4300	G
~~~	To: From:	87-684 Dogwood Bend Rd												
258 Smith Ferry Rd	Southampton County	0.29 <b>5100 G</b>	86%	1%	1%	1%	12%	0%	F	0.088	F	0.568	4900	G
<u> </u>	Τα	US 58 Southhampton Parkway; Bus US	258 South	St St										
Parent Barrer	Prom:	X								N.1.A			N.1.0	
258 258 Ramp	Southampton County	0.20 <b>NA</b>			1					NA			NA	
•	From:	US 58 Southhampton Parkway; Bus US	258 South	St										
258 \ 58 \ Southampton Pkwy	Southampton County	3.02 <b>19000 G</b>	84%	1%	1%	1%	14%	0%	F	0.078	F	0.553	19000	G
230) (30)	To:	WCL Suffolk												
	From:	Southampton County Line	:											
258 58 Franklin Bypass	City of Suffolk	1.27 <b>20000 G</b>	84%	1%	1%	1%	14%	0%	F	0.075	F	0.556	19000	G
$\sim$	Τα	US 58 Franklin Bypass												
~~~~	From:	X		110.5										
258 58 Ramp	City of Suffolk	0.17	Se	e US 5	8 for di	rectional	traffic v	olume e	stima	ites for th	ıs se	gment.		
	From:	US 58-E451B TO RTE 189 SO	ПТН											
258 58 Ramp	City of Suffolk	0.05		e US 5	8 for di	rectional	traffic v	olume e	stima	tes for th	is se	ament		
258 58 Ramp	To:	1SR 189-P FROM RTE 58 EA			0 101 01	Cotional	tiaille v	olullio o	Juna	100 101 111	10 00	girioni.		
	From:	US 58 Franklin Bypass; SR 1												
258 Great Mill Rd	City of Suffolk	0.97 <b>2300 G</b>	80%	1%	1%	3%	15%	0%	С	0.079	F	0.505	2500	G
	То	NCL Suffolk												
258 General Mill Hwy	Isle of Wight County	1.38 <b>2400 G</b>	65%	1%	1%	3%	31%	0%	С	0.093	F	0.723	2400	G
200) 35.15141 1111)	To To	46-656 Union Camp Drive		1 /0		0 /0	3170	0 /0	J	3.000	•	3.720	2-100	J
	From	46-656 Union Camp Dr	•											
258 Camp Family Hwy	Isle of Wight County	1.43 <b>1000 G</b>	67%	1%	1%	6%	25%	0%	С	0.093	F	0.665	1000	G
	To	US 258, C4US 58												
~~~	From	Bus US 58 Carrsville Hwy	7											
258 Walters Hwy	Isle of Wight County	6.79 <b>3400 G</b>	90%	1%	1%	1%	8%	0%	С	0.107	F	0.548	3400	G
	To	46-614 W, River Run Trai	1											

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~	From		V, River Run T							_					
258 Walters Hwy	Isle of Wight County	5.85	5200	<b>G</b> 93%	1%	1%	1%	5%	0%	С	0.101	F	0.586	5200	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		CL Windsor												_
Prince Blvd S	Town of Windsor (Maint: 46)	0.19	5200	<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.095	F	0.648	5200	G
~~~	To: From:		0 Windsor Blv												
258 Prince Blvd N	Town of Windsor (Maint: 46)	0.25	5600	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.087	F	0.559	5600	G
~~	. To: From:	NO	CL Windsor												
258 Courthouse Hwy	Isle of Wight County	7.49	4400	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.099	F	0.576	4500	G
	To: From:	46-6	637 Orbit Rd												
258 Courthouse Hwy	Isle of Wight County	5.68	4900	<b>G</b> 94%	1%	1%	1%	3%	0%	С	0.097	F	0.549	4900	G
<b>~</b>	To: From	WCL Smithfield	l; 46-709 Wate	erworks Rd											
258 Courthouse Hwy	Town of Smithfield (Maint: 46)	0.27	9700	<b>G</b> 94%	1%	1%	1%	3%	0%	С	0.097	F	0.549	10000	G
	To: From	Old W	VCL Smithfield	d											
258 Main St	Town of Smithfield (Maint: 46)	0.76	13000	<b>G</b> 95%	1%	1%	1%	2%	0%	С	0.096	F	0.543	13000	G
<i></i>	To:		SR 10												
~~~	Town of Smithfield (Maint: 46)		Main St	<b>G</b> 95%	1%	10/	1%	2%	0%	С	0.099	F	0.514	19000	G
258 10	Town of Smithleid (Maint. 46)			<b>G</b> 95%	176	1%	1%	270	0%	C	0.099	Г	0.514	19000	G
Parasa Okamak Blad	Too.		us US 258	<b>G</b> 95%	1%		00/	2%	00/		0.004	F	0.504	00000	_
258 10 Benns Church Blvd	Town of Smithfield (Maint: 46)				1%	1%	2%	2%	0%	F	0.094	г	0.534	30000	G
	From		SCL Smithfield						0-1						_
258 10 Benns Church Blvd	Town of Smithfield (Maint: 46)	0.65	25000	<b>G</b> 95%	1%	1%	2%	2%	0%	F	0.092	F	0.534	26000	G
~~~	To: From:		eld; 46-644 Tu												
258 (10) Benns Church Blvd	Isle of Wight County			<b>G</b> 95%	1%	1%	2%	2%	0%	F	0.096	F	0.547	27000	G
	From:		rewers Neck E enns Church E												
258 (32) Brewers Neck Blvd	Isle of Wight County			<b>G</b> 95%	1%	1%	2%	2%	0%	С	0.098	F	0.601	27000	G
	To:	US 17	Carrollton Blv	vd											
~~~	From:		, SR 32 Bartle		0-/				0-1						
258 (17) (32) Carrolton Blvd	Isle of Wight County	2.17	29000	<b>A</b> 97%	0%	1%	1%	1%	0%	С	0.114	Α	0.650	32000	P
<del></del>	To: From:		FR-807												
258) (17) (32 <i>)</i>	Isle of Wight County			<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.101	F	0.755	30000	F
<del>~</del> ~ ~	From:		Newport News Vight County I												
258 (17) (32) Mercury Blvd	City of Newport News			<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.101	F	0.755	30000	F
	To		Warwick Blv												
258 (17) (32) Mercury Blvd	City of Newport News			<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.104	F	0.539	38000	F
250 (17) (32)	Tree Tree			- 0,70	3,0		. /0	. 70	3 / 0	•	0.707	•	0.000	23000	•
258 Mercury Blvd	City of Newport News		fferson Ave 43000	F							0.09	F	0.583	NA	
208 Microury Divu	Tax		CL Hampton			1					0.03	'	0.505	INA	

# 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>	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From	ECL Newport News	000/	00/	00/	00/	40/	00/	_	0.007	_	0.500	45000	_
258 Mercury Blvd	City of Hampton	0.74 <b>43000 F</b>	98%	0%	0%	0%	1%	0%	F	0.097	F	0.563	45000	F
Manager Blad	To From	114-7019 Chestnut Ave		00/	20/	00/	40/	00/		0.4		0.547	50000	_
258 Mercury Blvd	City of Hampton	0.52 <b>48000 A</b>	98%	0%	0%	0%	1%	0%	С	0.1	Α	0.547	50000	Α
(and Maraum, Plud	City of Hampton	114-7021 Big Bethel Rd 0.80 <b>47000</b> F	<u>98%</u>	0%	0%	0%	1%	0%	F	0.094	F	0.557	49000	F
258 Mercury Blvd	City of Hampton		90%	076	0%	0%	1 70	0%	Г	0.094	Г	0.557	49000	Г
Moroupy Plyd	City of Hampton	Aberdeen Rd 0.43 <b>56000 F</b>	98%	0%	0%	0%	1%	0%	F	0.089	F	0.520	58000	F
258 Mercury Blvd	City of Hampton			076	0%	0%	1 70	0%	Г	0.069	Г	0.520	36000	Г
Moroupy Phys	City of Hampton	SR 415 Power Plant Pkw 0.39 <b>66000 F</b>	98%	0%	0%	0%	1%	0%	F	0.085	F	0.501	69000	F
258 Mercury Blvd	City of Hampton		90%	076	0%	0%	1 70	0%	Г	0.065	Г	0.501	69000	Г
Morougy Phys	City of Hampton	0.36 <b>61000 F</b>	98%	0%	0%	0%	1%	0%	F	0.088	F	0.549	64000	F
258 134 Mercury Blvd	City of Hampton		90%	076	0%	0%	1 70	0%	Г	0.000	Г	0.549	04000	Г
Moroury Phyd	City of Hampton	Coliseum Dr 0.42 <b>43000 G</b>	98%	0%	0%	0%	1%	0%	F	0.081	F	0.555	45000	G
258 Mercury Blvd	City of Hampton			076	0%	0%	1 70	0%	Г	0.061	Г	0.555	43000	G
Morouge Phys	City of Llamaton	SR 152 Cunningham Dr 0.24 <b>49000</b> F	98%	0%	00/	00/	10/	0%	F	0.000	F	0.554	E1000	F
258 134 Mercury Blvd	City of Hampton		90%	0%	0%	0%	1%	0%	Г	0.089	Г	0.554	51000	Г
Maraum, Dhid	City of Hampton	SR 134 Armistead Ave 0.63 <b>53000 F</b>								0.088	F	0.583	NA	
258 Mercury Blvd	City of Frampton									0.000	·	0.363	INA	
258 Mercury Blvd	City of Hampton	Lasalle Ave 0.89 <b>58000 F</b>	99%	0%	0%	0%	0%	0%	F	0.094	F	0.609	61000	F
258 Welculy Blvd	City of Frampton		33 /6	0 /6	0 /6	0 /6	0 /0	0 /0	'	0.034	·	0.009	01000	'
258 Mercury Blvd	City of Hampton	SR 278 King St 1.12 <b>30000 F</b>								0.096	F	0.618	NA	
258 Weredry Bivd	Oity of Hampton									0.000	•	0.010	INA	
258 Mercury Blvd	City of Hampton	Andrews Blvd 0.55 <b>18000 F</b>	99%	1%	0%	0%	0%	0%	F	0.104	F	0.655	19000	F
258 Weredry Bivd	Oity of Hampton		33 /6	1 /0	078	0 70	0 70	0 70		0.104	•	0.000	13000	'
258 Mercury Blvd	City of Hampton	SR 351 Pembroke Ave 0.94 <b>11000 F</b>	98%	1%	1%	0%	0%	0%	С	0.106	F	0.570	12000	F
258 Weredry Bivd	Oity of Hampton		30 /8	1 /0	170	0 70	0 70	0 70	J	0.100	•	0.570	12000	'
258 Mercury Blvd	City of Hampton	SR 169 Mallory St 0.80 <b>4000 F</b>	98%	1%	1%	0%	0%	0%	F	0.123	F	0.537	4300	F
(258) Mercury Biva	To:	SR 143 Ingalls Rd	0070	1 /0		0 70	0 70	0 70	•	0.120	•	0.007	4000	•
	From:	US 258; 1US 258-P												
(258) Ramp	Southampton County	0.20 <b>NA</b>								NA			NA	
	To:	US 58 FROM RTE 258												
~~~	From	1US 258-P C2US 258 US 58-W	7447AU											
(258) Ramp	Southampton County	0.22 <b>NA</b>								NA			NA	
	Τα·	US 58 FROM RTE 258 & 258												
(and Bown	City of Llamaton (Mainta CO)	US 258 East Exit 63B Ramp to I	-64 West							NA			NA	
258 Ramp	City of Hampton (Maint: 99)	0.03 <b>NA</b> I-64 West			<del></del> 1					NA			NA	
		1-04 WCSl												

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

Route	Jurisdiction	Length AADT (		e Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	US 258 E, Mercury E				OTANIC	TITALI	ZITAII				1 actor		
258 Ramp	City of Hampton (Maint: 99)	0.05 <b>18000</b>	G							0.081	F		18000	G
East	To: From:	US 258 East Exit 63B Ramp t	to I-64 West											
258 Ramp	City of Hampton (Maint: 99)		G							0.092	F		7500	G
<del></del>	To:	I-64 East												
East 258 Ramp	City of Hampton (Maint: 99)	US 258 East Exit 63A Ramp 0.56 <b>9900</b>	to I-64 East							0.079	F		11000	G
258) (1411)	To:	US 258 West Exit 63B Ramp								0.075	'		11000	G
Vest	From:	US 258 W, Mercury I	Blvd											
Ramp	City of Hampton (Maint: 99)		G							0.078	F		5400	G
<del>~</del>	Тох	I-64 East												
Nest 258 Ramp	City of Hampton (Maint: 99)	US 258 W, Mercury I 0.26 <b>9200</b>	Blvd <b>G</b>							0.087	F		10000	G
258) (1411)	To:	I-64 West	<u>u</u>							0.007	'		10000	
	Fron:	US 58 TO RTE 25	18											
(58) (58) Ramp	Southampton County	0.14		See US 58	for dir	rectional	traffic v	olume e	stima	tes for th	is se	gment.		
<del>*************************************</del>	To:	1US 258-P C2US 258 US 2	258- 9BU											
Bus Main St	Town of Smithfield (Maint: 46)	SR 10 Bypass 0.20 <b>8000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.101	F	0.549	8500	_
Main St	Town of Smittineid (Maint. 46)		G 9976	0 70	0%	0%	0%	076	Г	0.101	Г	0.549	6300	C
Bus	From	Grace Street												
Main St	Town of Smithfield (Maint: 46)	0.10 <b>5100</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.102	F	0.509	5400	G
Bus	To: From	Cary Street												
Main St	Town of Smithfield (Maint: 46)		<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.097	F	0.524	3400	C
Bus Bus	From:	Church Street Main Street												
258 (10) Church St	Town of Smithfield (Maint: 46)		<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.108	F	0.514	13000	G
Pue Bue	To: From	Red Point Drive			⊒⊢									
Bus Bus 258 (10) South Church St	Town of Smithfield (Maint: 46)	0.79 <b>12000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.108	F	0.504	13000	C
	Toe	Battery Park Road												
Bus Bus 258 (10) South Church St	Town of Smithfield (Maint: 46)		<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.101	F	0.551	15000	G
258 (10) Sodili Citarcii St	Town of Strittmeta (Maint. 40)	SR 10 Bypass	<b>u</b> 3370	0 /6	70	0 /6	0 /6	0 /6	•	0.101	'	0.551	13000	
Bus	From:	US 258 Smith Ferry R	Road											
South St	Southampton County		<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.076	F	0.508	10000	C
Bus	To: From:	SCL Franklin												
258 South St	City of Franklin	0.28 <b>6500</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.081	F	0.513	7000	G
~	To	College Drive			<u> </u>									
Bus 258 South St	City of Franklin	-	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.08	F	0.502	8400	G
230) 334 31	To:	Bank Street	<b>3</b> 00 /0	. 570		J /0	J /U	0 /0	•	0.00	•	0.002	3 100	

# 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
Bus	From:	Ban	k Street												
258 South St	City of Franklin	0.35 7	'200 G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.51	7600	G
	To: From:	Roose	velt Street			$\neg$ $\vdash$									
Bus 258 South St	City of Franklin	0.15 7	'100 G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.517	7500	G
258) Godin Gt	ony or mariani			0070	0 70		0 /0	0 70	0 70	•	0.000	•	0.017	7000	ď
Bus	From:	Oal	k Street												
258 South St	City of Franklin	0.16 <b>1</b> :	3000 G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.534	14000	G
P.	To: From:	Pretle	ow Street			$\Box$ $\vdash$									
Bus 258 South St	City of Franklin	0.21 5	300 G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.514	5600	G
258	Oity of Franklin			30 70	0 70	1 /0	0 70	0 70	0 70	•	0.002	•	0.514	3000	
Bus	To: From:	Hig	h Street												
South St	City of Franklin	0.16 2	2700 G	95%	1%	1%	1%	2%	0%	С	0.08	F	0.54	2900	G
~ <u></u>	Τα		in Street												
Bus Main St	City of Franklin		th Street 2500 G	96%	1%	1%	1%	1%	0%	С	0.078	F	0.553	2600	G
Main St	City of Franklin		nd Avenue	90%	170	170	1 70	1 70	0%	C	0.076	Г	0.555	2000	G
Bus	From:		in Street												
Second Avenue	City of Franklin		100 G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.511	5400	C
<del></del>	To:		Mechanic Stree	t											
Bus Bus	From:		S 258							_		_			_
258 58 E 2nd Ave	City of Franklin	0.19	8000 G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.553	9300	G
Bus Bus	To: From:	ECL	Franklin												
258 (58)	Southampton County	0.03	8000 G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.553	9300	G
	Τα:		tht County Line												
Bus Bus	Fronx		on County Line												
258 (58) Carrsville Hwy	Isle of Wight County		800 G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.509	7200	G
<del>~</del> ~	1α	US 258	Walters Hwy												
ALT	From:		Iain St							_		_			_
Grace St	Town of Smithfield (Maint: 46)	0.14 3	8800 G	98%	0%	1%	1%	0%	0%	С	0.101	F	0.584	4000	G
ALT	To: From:	C	ary St												
258 Grace St	Town of Smithfield (Maint: 46)	0.34	300 G	98%	0%	1%	1%	0%	0%	С	0.114	F	0.786	3500	G
230)	To:		Church St												
	From:	US 11	Valley Pike												
259)Mayland Rd	Rockingham County		9000 G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.602	8900	C
,	To	82-619 Wampler	D.J. DI. 111 C4.	D.1											
Mayland Rd	Rockingham County		8900 G	93%	1%	1%	1%	4%	0%	С	0.092	F	0.571	8900	(
209 Imaylaria i la	- Iookingham County			JJ /6	1 /0	1 /0	1 /0	→ /0	0 /0	J	0.032	•	0.57 1	0300	
Maydaird Dd	Towns of Drop dury (Market CO)		Broadway	000/	10/		10/	40/	00/	N.I	0.000		0.574	0000	
259 Mayland Rd	Town of Broadway (Maint: 82)	0.45	8900 N	93%	1%	1%	1%	4%	0%	N	0.092	F	0.571	8900	Ν
	To: From:		t of Broadway												
259) (42) W Lee St	Rockingham County		7400 N	96%	1%	1%	1%	1%	0%	Ν	0.083	F	0.577	7900	Ν
$\smile$	To	CL E	Broadway												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:	CL Broadway													
<sub>259</sub> )( <sub>42</sub> ) W Lee St	Town of Broadway (Maint: 82)	0.33 <b>7400</b>	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.577	7900	G
	Toe From:	SR 42 BROADW	ΊΑΥ												
259 Brocks Gap Rd	Town of Broadway (Maint: 82)	0.36 <b>9300</b>	G	93%	1%	1%	1%	4%	0%	F	0.088	F	0.633	10000	G
$\smile$	Tor	WCL Broadwa	ıv												
(259)Brocks Gap Rd	Rockingham County	2.92 <b>9300</b>	N	93%	1%	1%	1%	4%	0%	Ν	0.088	F	0.633	10000	Ν
	To	82-613 E, Turleytov	vn Dd												
259 Brocks Gap Rd	Rockingham County	3.75 <b>5600</b>	G	85%	1%	1%	2%	11%	0%	F	0.084	F	0.648	5500	G
259) = 100 10 10 10							_,-	, •		-		-			-
Procks Con Pd	Pookinghom County	82-612 Hopkins Ga 7.35 <b>3000</b>	ap Rd <b>G</b>	85%	1%	10/	2%	11%	0%	С	0.095	F	0.723	2900	G
259 Brocks Gap Rd	Rockingham County	7.35 <b>3000</b> 82-820 Fitzwate		65%	170	1%	270	1170	0%	C	0.095	Г	0.723	2900	G
	From:	82-820 Bergton l													
259 Brocks Gap Rd	Rockingham County	2.41 <b>2000</b>	G	79%	1%	2%	3%	16%	0%	С	0.101	F	0.682	1900	G
	To	West Virginia State	Lina												
259)Carpers Pike	Frederick County	4.99 <b>3000</b>	G	91%	1%	1%	1%	7%	0%	С	0.088	F	0.721	3100	G
259) Garpero 1 inc	Toc	US 50 Northwestern		0170	1 70	170	1 /0	7 70	0 70	J	0.000	•	0.721	0100	ď
ALT	From:	SR 259 SOUTI													
	Town of Broadway (Maint: 82)	0.32 <b>5700</b>	G G	96%	1%	1%	1%	1%	0%	С	0.09	F	0.593	6100	G
259 42 S Main Street	To:	SR 42		0070	1 70		1 /0	1 70	0 70	J	0.00	•	0.000	0100	u
ALT	From:	SR 42 Main St	t												
(259)Broadway Ave	Town of Broadway (Maint: 82)	0.72 <b>1400</b>	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.511	1500	G
$\smile$	To:	SR 259 Mayland Rd, Tir	mber W	ay											
	From:	Old Greenville F	Rd												
261 Statler Blvd	City of Staunton	0.84 <b>9100</b>	F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.557	9700	F
$\overline{}$	Too	Richmond Rd													
261 Statler Blvd	City of Staunton	0.78 <b>13000</b>	F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.504	14000	F
23.7	To	New Hope Rd	1												
261)Statler Blvd	City of Staunton	0.14 <b>14000</b>	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.515	15000	F
261) Station Biva	only of ordanion			0070	0 70		0 70	0 70	0 70	•	0.000	•	0.010	10000	•
Chahlar Dhad	City of Characters	Commerce Rd		000/	00/	-00/	00/	00/	00/		0.000		0.550	11000	
261 Statler Blvd	City of Staunton	0.25 <b>11000</b>	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.552	11000	F
	To: From:	Beverly St													
261 Statler Blvd	City of Staunton	0.20 <b>10000</b>	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.556	11000	F
<u> </u>	To:	Coalter St													
	From:	I-81 North			•										
262 Ramp I-81 N Exit 220 to SR 262	Augusta County	0.21 <b>2700</b>	G								0.12	F		2700	G
<u> </u>	To:	SR 262 Par													
262	Augusta County	1.07 <b>17000</b>	F								0.096	F	0.615	NA	
(262)	Augusta County										0.030	'	0.010	INA	
	To: From:	US 11 Greenville			4		461		000					.=	
(262)	Augusta County	0.94 16000	F	95%	1%	1%	1%	2%	0%	F	0.1	F	0.635	17000	F
$\sim$	To	07-613 Old Greenvi	ille 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:	07-613 C	old Greenv	ille Rd												
262)	Augusta County	1.13	17000	F	95%	1%	1%	1%	2%	0%	F	0.099	F	0.624	18000	F
	To: From:	SR 252 l	Middlebro	ok Rd												
262	Augusta County	1.87	13000	F	95%	1%	1%	1%	2%	0%	F	0.1	F	0.624	14000	F
	To: From:		SR 254													
262	Augusta County	1.83	8300	F	95%	1%	1%	1%	2%	0%	F	0.106	F	0.544	8800	F
	To: From:	WC	L Staunto	on												
262	City of Staunton (Maint: 07)	0.58	8300	F	95%	1%	1%	1%	2%	0%	F	0.106	F	0.544	8800	F
	To. From	US 250	Churchvill	le Ave			$\Box$									
(262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	2.22	8600	F	97%	1%	1%	1%	1%	0%	С	0.1	F	0.719	9100	F
$\overline{}$	To- From	07-613	Spring Hi	ill Rd			_									
262 Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.74	10000	F	97%	1%	1%	1%	1%	0%	С	0.096	F	0.741	11000	F
$\smile$	To	US 11	Commerc	e Rd			_									
(262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.34	14000	F	97%	1%	1%	1%	1%	0%	F	0.103	F	0.517	14000	F
	To	EC	L Staunton	n												
(262) Woodrow Wilson Pkwy	Augusta County		14000	N	97%	1%	1%	1%	1%	0%	Ν	0.103	F	0.517	14000	Ν
,	To		I-81													
262)Woodrow Wilson Pkwy	Augusta County	0.93	6500	F	96%	0%	1%	1%	1%	0%	С	0.111	F	0.559	6400	F
,	To:	SR 254 Hermit		lew Hop												
	From:	Ramps SR 275 I	E005A: SI	R 275 W	005A											
(262) Ramp to I-81 S at Exit 225	Augusta County	0.21	3400	G								0.099	F	0.887	3400	G
	To:		I-81 S													
	From:	Ramps SR 262 l	E013B; SF	R 262 W	013B											
(262) Ramp to I-81 N at Exit 225	Augusta County	0.23	3400	G								0.199	F	0.855	3400	G
$\overline{}$	To:		I-81 N													
East	From:		SR 262													
262 Ramp to I-81 S at Exit 220	Augusta County	0.18	2000	G								0.126	F		2000	G
<u> </u>	To:		I-81 S													
East	From:		SR 275 E										_			_
262 Ramp toward I-81 S at Exit 225 E	Augusta County	0.06	2900	G								0.102	F		2900	G
			p SR 275													
East $262$ Ramp toward I-81 N at Exit 225 E	Augusts County	SR 262 Woo		lson Pkw <b>G</b>	'y							0.015	F		0700	0
262 Hamp toward 1-81 N at Exit 225 E	Augusta County		<b>2700</b> SR 262 1									0.215	Г		2700	G
West	From															
West 262)Ramp toward I-81 S at Exit 225 W	Augusta County	SR 262 W, W 0.03	oodrow W 470	Vilson Pl <b>G</b>	twy							0.121	F		470	G
202) Tamp toward 1 01 0 at Exit 220 W	Tagasta Oounty		SR 262 1									0.121	'		7/0	u
West	From	SR 262 Woo			13.7											
262) Ramp toward I-81 N at Exit 225 W	Augusta County	0.03	760	G G	у							0.137	F		760	G
(202)	a.gasta ooanty	Ramp	. 55									0	•		. 00	$\sim$

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Lengtl	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q)
	From	85-65	9 Shrine Mor	nt Circle												
63)Orkney Grade	Shenandoah C	County 1.75	610	G	97%	1%	1%	0%	0%	0%	С	0.12	F	0.563	560	(
	To:	85-7	17 Alum Spri	inge Rd												
Orkney Grade	Shenandoah C		1900	G	98%	0%	0%	0%	0%	0%	С	0.092	F	0.556	1700	(
,	To:		W SR 42													
	From:		E SR 42													
263)	Shenandoah C		2000	Α	98%	0%	1%	0%	0%	0%	С	0.117	Α	0.526	2000	
<u> </u>	To:		6 Graveltow													
063 Orkney Grade	Shenandoah C		6 Lutz Hollo 3200	w Road G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.67	3000	
63 Orkiley Grade	Shehanddan				30 /6	0 76	1 /0	0 /6	0 /6	0 /6	'	0.003	'	0.07	3000	
	To: From:		CL Mt. Jack					0-1		221						
163)	Town of Mount Jackso	on (Maint: 85) 0.52	3200	N	98%	0%	1%	0%	0%	0%	Ν	0.085	F	0.67	3000	
	10.		US 11													
$\longrightarrow$	From:	IS-00264-E008A(L)/		008A(U)	/TO BER	KLE										
64 337 Ramp	City of Norfolk (M		NA	0.1.077.07	10 P.T. 46							NA			NA	
	10.	1SR-00337-P(L)/1				ł S										
~	From		A I-264-W0		I-64								_			
Ramp	City of Norfolk (M		26000	G								0.083	F		28000	
	10.		OM I-264 EA													
<b>≃</b>	From:		IC I-264-W0	14C TO	I-64											
Ramp	City of Norfolk (M	Maint: 64) 0.18	NA	om o xxn	SOTE 4.4							NA			NA	
		1-64-W FRU			28144											
ast	City of Chesapeake	(Mainte C4) 1 10	I-64; I-664		000/	10/	10/	10/	40/	00/	_	0.105	_		00000	
64	•	•	26000	F	93%	1%	1%	1%	4%	0%	-	0.125	F	0.700	29000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 53000	F	93%	0%	1%	1%	4%	0%	F	0.087	F	0.708	59000	
ast	To:	V	VCL Portsmo	outh												
64)	City of Portsmouth	(Maint: 64) 0.23	26000	F	93%	1%	1%	1%	4%	0%	F	0.125	F		29000	
.04)	Combined Traffic Estimates for 2 Parallel	, ,	: 53000	F	93%	0%	1%	1%	4%	0%	F	0.087	F	0.708	59000	
	Tec															
ast	From:		reenwood D													
264)	City of Portsmouth	,	25000	F	93%	1%	1%	1%	4%	0%	F	0.126	F		27000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	30000	F	93%	1%	1%	1%	4%	0%	F	0.111	F	0.932	33000	
	Tree	SR	239 Victory	Blvd												
ast 64)	City of Portsmouth	(Maint: 64) 1.16	29000	Α	93%	1%	1%	1%	4%	0%	С	0.131	Α		32000	
64)	•	,				0%								0.60		
	Combined Traffic Estimates for 2 Parallel			Α	93%	υ%	1%	1%	4%	0%	С	0.099	Α	0.63	63000	
ast ALT	To:	SR 3	37 Portsmou	th Blvd												
64 460	City of Portsmouth	(Maint: 64) 0.50	28000	F	93%	1%	1%	1%	4%	0%	F	0.116	F		31000	
				_					407		_		_			
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 56000	F	93%	0%	1%	1%	4%	0%	F	0.085	F	0.682	62000	

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

		Filliary at		ile no				Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East ALT	From:	US 1	7 Frederick	Blvd			2, 1,110	3 17 KAIG	iiiaii	LIIGII		1 40101		1 40101		
264 460	City of Portsmouth		21000	F	93%	1%	1%	1%	4%	0%	F	0.114	F		24000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	F	93%	0%	1%	1%	4%	0%	F	0.094	F	0.742	58000	F
	To:	De	es Moines A	ve												
East ALT	City of Portsmouth		34000	F	93%	1%	1%	1%	4%	0%	_	0.113	_		38000	_
264 460	Combined Traffic Estimates for 2 Parallel	'			93%	0%	1%	1%	4% 4%	0%		0.113	F	0.577	80000	
	Combined Trainic Estimates for 2 Parallel			Г	93 /6	0 /6	1 /0	1 /0	4 /0	0 /6	'	0.03	'	0.577	80000	
East ALT	To: From:		41 Effingha	m St												
264)(460) Elizabeth River Do		'	37000	F	93%	1%	1%	1%	4%	0%	F	0.086	F		38000	F
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	67000	F	93%	0%	1%	1%	4%	0%	F	0.090	Α	0.502	71000	F
East ALT	To: From	7	VCL Norfoll	ζ.												
264 460 Elizabeth River Do	owntown Tunnel City of Norfolk (M	Maint: 64) 0.55	37000	F	93%	1%	1%	1%	4%	0%	F	0.086	F		38000	F
204/400/================================	Combined Traffic Estimates for 2 Parallel	,		F	93%	0%	1%	1%	4%	0%	F	0.090	Α	0.502	71000	F
	To							.,.	.,,							
East ALT	From		-464, SR 33										_			_
264 460 337 Berkley Brid		,	48000	G	93%	1%	1%	1%	4%	0%	F	0.109	F		52000	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	93000	G	93%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	100000	G
East	To: From:	1	ALT US 460	)												
264 (337)	City of Norfolk (M	Maint: 64) 0.26	47000	N	93%	1%	1%	1%	4%	0%	Ν	0.109	F		51000	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	91000	N	93%	0%	1%	1%	4%	0%	Ν	0.085	F	0.508	100000	Ν
	To:	SR 3	37 Tidewate	r Dr												
East ALT	City of Norfolk (N				93%	1%	1%	1%	4%	09/	_	0.109	F		51000	F
264 460 337	Combined Traffic Estimates for 2 Parallel	,	47000	F	93% 93%	0%	1%	1%	4% 4%	0% 0%	Г	0.109	F	0.508	99000	G
	Combined Trainic Estimates for 2 Faraner			G	93%	076	1 70	1 70	470	0%	Г	0.065	Г	0.506	99000	G
East	To: From:	US 46	0 Brambleto	n Ave												
(264)	City of Norfolk (N		60000	F	93%	1%	1%	1%	4%	0%	F	0.104	F		66000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	122000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.577	133000	F
Fast	To: From:	SR 40	5 Ballentine	Blvd												
East (264)	City of Norfolk (N	Maint: 64) 2.34	59000	F	93%	1%	1%	1%	4%	0%	F	0.106	F		65000	F
264)	Combined Traffic Estimates for 2 Parallel	,		F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.576	130000	F
	Total of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state	·			0070	0 70	- 70	1 /0	470	070	•	0.00	•	0.070	100000	•
East	From:		13 Military I													
264	City of Norfolk (N	, , , , , , , , , , , , , , , , , , ,	33000	G	98%	0%	1%	1%	1%	0%	F	0.106	F		39000	G
$\smile$	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.09	F	0.576	NA	
East	To: From	I-64 Han	npton Roads	Beltwa	y											
264 Virginia Beach Norfolk E	expwy City of Norfolk (N	Maint: 75) 0.74	103000	G	97%	0%	0%	2%	1%	0%	F	0.085	F		110000	G
204)	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	0%	1%	0%	0%	F	0.076	F	0.529	220000	G

# 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	QV
East	From		R 403 Nev 1.40	vtown Rd; E <b>94000</b>		folk 93%	1%	10/	10/	40/	00/	_	0.094	_		98000	G
Virginia Beach Norfolk Expw	vy City of Virginia Beacombined Traffic Estimates for 2 Parallel	,			G G	93%	0%	1% 1%	1% 1%	4% 4%	0% 0%		0.094	F	0.568	198000	(
00	ombined frame Estimates for 2 Faraner	noadways on this				95%	0%	1 70	170	470	076	Г	0.076	Г	0.566	190000	
ast	To From	m.	SR 1	90 Witchdud	ck Rd												
Virginia Beach Norfolk Expw		,	1.28	93000	G	93%	1%	1%	1%	4%	0%	F	0.087	F		99000	(
Co	ombined Traffic Estimates for 2 Parallel	Roadways on this	Route:	187000	G	93%	0%	1%	1%	4%	0%	F	0.086	В	0.570	200000	(
East		r.	SR 225	Independen	ce Blvd												
Virginia Beach Norfolk Expw	vy City of Virginia Beac	ch (Maint: 75)	2.34	75000	G	93%	1%	1%	1%	4%	0%	F	0.087	F		80000	(
- /	ombined Traffic Estimates for 2 Parallel	Roadways on this	Route:	152000	G	93%	0%	1%	1%	4%	0%	F	0.080	F	0.517	163000	(
	To	-	I	Rosemont Ro	d												
ast 64)Virginia Beach Norfolk Expw	vy City of Virginia Beac	ch (Maint: 75)	1.84	70000	Α	98%	0%	1%	0%	1%	0%	С	0.094	Α		75000	
- /	ombined Traffic Estimates for 2 Parallel	,	_		Ā	98%	0%	1%	0%	1%	0%	C	0.091	Α	0.506	151000	
00	Transca Traine Estimates for 2 Taraner					0070	0 70		0 / 0	1 70	0 /0	J	0.001	,,	0.000	101000	,
ast	From	n:		nnhaven Pk										_			
Virginia Beach Norfolk Expw		,	0.54	62000	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0 = 40	67000	•
Co	ombined Traffic Estimates for 2 Parallel	Roadways on this	Route:	124000	G	93%	0%	1%	1%	4%	0%	F	0.08	F	0.516	134000	
ast	To From	x m	Lo	ndon Bridge	Rd												
64) Virginia Beach Norfolk Expw	vy City of Virginia Beac	ch (Maint: 75)	0.63	52000	G	97%	0%	0%	2%	1%	0%	F	0.088	F		56000	
Co	ombined Traffic Estimates for 2 Parallel	Roadways on this	Route:	106000	G	98%	0%	0%	1%	0%	0%	F	0.08	F	0.528	115000	
- ot	To From	r.	US 58 Y	Virginia Bea	ch Blvd												
east 64) Virginia Beach Norfolk Expw	vy City of Virginia Beac	ch (Maint: 75)	1.42	34000	G	93%	1%	1%	1%	4%	0%	F	0.090	F		36000	
- /	ombined Traffic Estimates for 2 Parallel	,			G	93%	0%	1%	1%	4%	0%	F	0.081	F	0.506	79000	
	To	<u>,</u>	Fir	st Colonial													
East	From City of Vivoinia Page	n (Mainte 75)				020/	10/	10/	10/	40/	00/	_	0.005	F		21000	(
Virginia Beach Norfolk Expw	vy City of Virginia Beac ombined Traffic Estimates for 2 Parallel	,	1.36	29000	G	93% 93%	1% 0%	1% 1%	1% 1%	4% 4%	0% 0%		0.095 0.084	F	0.556	31000 63000	
00	official designation of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the first state of the firs	noadways on this			G	95%	0%	1 70	1 70	470	076	Г	0.064	Г	0.556	63000	,
ast	To From	rr.		Birdneck Ro	i												_
64 Virginia Beach Norfolk Expw	vy City of Virginia Beac	ch (Maint: 75)	0.64	15000	G	93%	1%	1%	1%	4%	0%	F	0.089	F		16000	
Co	ombined Traffic Estimates for 2 Parallel	Roadways on this	Route:		G	93%	0%	1%	1%	4%	0%	F	0.079	F	0.502	31000	
	To	00		Parks Ave													
ast	Prom	(14 - 1 - 1 - 0 4)	0.00	I-264 East									0.455	_		0000	
Ramp	City of Portsmouth	(Maint: 64)	0.32	2400 10 E, Greenv	F								0.155	F		2600	
1	Economic		124-834		wood Di												_
east 264)Ramp	City of Portsmouth	(Maint: 64)	0.10	I-264 East 3700	F								0.097	F		3900	
204). 101119	Te	: (Wallit: 57)		0 W, Green		r							0.007	•		5500	
iast	From	n:		I-264 East													_
Ramp	City of Portsmouth	(Maint: 64)	0.14	4800	F								0.105	F		5100	
•	To	D: ,	124-8	599 Cavalie	r Blvd												

# 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
East (264) Ramp	City of Portsmouth (Maint: 64)	I-264 East 0.14 <b>2500 F</b> SR 337 E, Portsmouth Blvd	0.099 F	2600 F
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East 0.25 <b>12000 F</b>	0.111 F	13000 F
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East Exit 5B to SR 164  0.03 4000 F  US 17 Frederick Blvd	0.084 F	4000 F
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East Exit 5A Ramp to US 17  0.02 <b>8600 F</b> SR 164	0.127 F	8600 F
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264-E TO DES MOINES AVE 0.14 3000 G 124-8559 FROM RT 264	0.11 F	3200 G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East 0.20 <b>5400 F</b> SR 141 S, Effingham St	0.167 F	5700 F
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East 0.10 <b>6800 F</b>	0.126 F	7200 F
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East Exit 7C Ramp to Pavilion Dr  0.13 2500 F  SR 141 N, Effingham St	0.114 F	2700 F
East Ramp	City of Portsmouth (Maint: 64)	I-264 East Exit 7B Ramp to SR 141 N  0.21 4200 F  Pavilion Dr	0.134 F	4500 F
East Ramp	City of Norfolk (Maint: 64)	IS-00264-E(L)/TO ROUTE 464 SOUTH  0.42 NA  264-W008A(R)/IS-00264- 008A(L)/TO BERKLE	NA	NA
East 264 Ramp	City of Norfolk (Maint: 64)	I-264 East 0.21 1400 F US 460 W, Brambleton Ave	0.129 F	1500 F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264 East 0.10 <b>6400 F</b> SR 405 Ballentine Blvd	0.102 F	6800 F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264 East Collector Rd 0.14 3200 G US 13 S, Military Highway	0.146 F	3400 G
East (264) Ramp	City of Norfolk (Maint: 64)	I-264 East Collector Rd 0.14 6100 G US 13 N, Military Highway	0.089 F	6500 G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	$\cap$	QK Dir Factor	AAWDT	QW
East (264) Ramp	City of Norfolk (Maint: 64)	I-264 East 0.11 <b>20000 G</b>		0.102	F	22000	G
$\overline{}$	To. From:	I-264 East Exit 13A					
East 264 Collector Rd	City of Norfolk (Maint: 64)	0.07 <b>17000 G</b>		0.1	F	18000	G
East	To: From:	US 13 South Exit 47A					
Collector Rd	City of Norfolk (Maint: 64)	0.11 <b>27000 G</b>		0.092	F	29000	G
East	From	I-264 East Exit 13B			_		
Collector Rd	City of Norfolk (Maint: 64)	0.09 <b>21000 G</b> US 13 North Exit 47A	$\neg$	0.095	F	23000	G
East	Front	US 13 Military Hwy	121 121 221	<b>5</b> 0004	_	0.1000	
264 Collector Road	City of Norfolk (Maint: 64)	0.42 <b>29000 G</b> 98% 0%  I-64 Hampton Roads Beltway	1% 1% 1% 0%	F 0.094	F	31000	G
East	Fronc	I-264-E014A TO RT 64 EAST			_		
Ramp	City of Norfolk (Maint: 64)	0.18 <b>20000 G</b>	_	0.089	F	22000	G
East	Too. From:	I-64-E284B FROM RT 64 EAST					
Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>	_	NA		NA	
East	To: From:	I-264-E014B TO RT 64 WEST					
Ramp	City of Norfolk (Maint: 64)	0.09 <b>25000 G</b>	_	0.096	F	25000	G
East	To: From:	I-64-W284B FROM RT 64 WEST					
Ramp	City of Norfolk (Maint: 64)	0.23 <b>55000 G</b>	<u>_</u>	0.082	F	55000	G
East	110nL	4-E015A TO RT 403 SOUTH-NEWTOWN RD					
Ramp	City of Norfolk (Maint: 64)	0.15 <b>NA</b>		NA		NA	
East	17011	3-S000A FROM RT 403 SOUTH-NEWTOWN RD					
Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>		NA		NA	
East	11011.	4-E015B TO RT 403 NORTH-NEWTOWN RD					
Ramp	City of Norfolk (Maint: 64)	0.17 <b>38000 G</b> 97% 0%	0% 2% 1% 0%	F 0.078	F	38000	G
East	Front	64-E END COLL RD FROM RTS 13, 64 & 403 I-264-E013X TO I-64 EAST	<u> </u>				
East 264 Ramp	City of Norfolk (Maint: 64)	0.16 <b>8800 G</b>		0.137	F	8800	G
	To:	I-264-W014A I-264- 14A TO I-64					
East	City of Navial (Maint CA)	I-264-E013X TO I-64 WEST 0.12 <b>4000 G</b>		0.00	F	4000	G
Ramp	City of Norfolk (Maint: 64)	I-64-W FROM I-264 EAST	$\neg$	0.09	1.	4000	G
East	From	I-264-E TO I-64 WEST					
Ramp	City of Norfolk (Maint: 64)	0.25 <b>NA</b>	<del>_</del>	NA		NA	
$\smile$	To	I-264-W014C I-264- 14C TO I-64					

# 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 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor AAWDT QW
East (264) Ramp	City of Virginia Beach (Maint: 75	I-264-E013X I-264-E014B TO RT 64  5) 0.22 <b>11000 G</b> SR 403 FROM RT 264	0.098	F 11000 G
East 264 Ramp	City of Virginia Beach (Maint: 75	I-264-E013X 5) 0.25 <b>9300 G</b> SR 403 Newtown Rd	0.087	F 9300 G
East 264 Ramp	City of Virginia Beach (Maint: 75	I-264-E015A FROM RT 264 5) 0.03 <b>NA</b> SR 403 FROM RT 264	NA NA	NA
East 264 Ramp	City of Virginia Beach (Maint: 75	I-264-E TO RT 190  0.14 <b>10000 G</b> SR 190 FROM I-264	0.079	F 11000 G
East 264 Ramp	City of Virginia Beach (Maint: 75		0.096	F 23000 G
East (264) Ramp	City of Virginia Beach (Maint: 75	I-264 East Exit 17C Ramp to Alicia Dr  5) 0.30 <b>20000 G</b> Independence Blvd South	0.092	F 20000 G
East Ramp	City of Virginia Beach (Maint: 75	I-264 East 5) 0.16 <b>12000 G</b> SR 225 Independence Blvd	0.08	F 13000 G
East 264 Ramp	City of Virginia Beach (Maint: 75	I-264-E017A TO ALICIA DRIVE 5) 0.50 <b>2600 G</b> 134-8700 Bonney Rd	0.135	F 2700 G
East 264 Ramp	City of Virginia Beach (Maint: 75	I-264 East 5) 0.24 <b>15000 G</b> 134-13 Rosemont Rd	0.106	F 16000 G
East 264 Ramp	City of Virginia Beach (Maint: 75	I-264 East 5) 0.13 <b>10000 G</b> Lynnhaven Pkwy South	0.098	F 11000 G
East 264 Ramp	City of Virginia Beach (Maint: 75	I-264 East  5) 0.22 <b>4500 G</b> Lynnhaven Pkwy North	0.094	F 4800 G
East 264 Ramp	City of Virginia Beach (Maint: 75	Ramps to US 58 EB and US 58 WB	0.086	F 20000 G
East 264 Ramp	City of Virginia Beach (Maint: 75	-264-E020B TO ROUTE 58 BUS VA BEACH BL 5) 0.01 <b>NA</b> US 58 FROM ROUTE 264 WEST	NA	NA
East Ramp	City of Virginia Beach (Maint: 75	-264-E020A TO ROUTE 58 BUS VA BEACH BL 5) 0.17 <b>NA</b> C7US 58 FROM ROUTE 264 EAST	NA NA	NA

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

		Fillialy a		210 110				Tru	ıok			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-264 East				2/\	e J+Axie	IIIaii	ZIIali		i actor		1 actor		
Ramp	City of Virginia Beach	n (Maint: 75) 0.20	3600	G								0.1	F		3800	G
	To:	, ,	Colonial Rd	South												
East	From:		I-264 East													
(264) Ramp	City of Virginia Beach	n (Maint: 75) 0.20	5500	G								0.083	F		5800	G
	Tα	First	Colonial Rd	North												
East	From:		I-264 East													
264)Ramp	City of Virginia Beach		15000	G								0.103	F		16000	G
$\overline{}$	To:	134-	8723 Birdne	ck Rd												
Rev	From:	I-264-R I-264		MPS TO	) & FR											
Ramp	City of Norfolk (M		NA									NA			NA	
<u> </u>	To:	I-264-E FROM	I-64 REVER	SIBLE	IN MED											
West	From:		64 WB I-664										_			_
264 Ramp	City of Chesapeake		6200	G								0.102	F		6300	G
West	From:	1-26	I-64; I-664	· WB												
264)	City of Chesapeake	(Maint: 64) 0.71	27000	F	93%	0%	1%	1%	4%	0%	F	0.114	F		30000	F
204)	Combined Traffic Estimates for 2 Parallel	'	53000	F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.682	59000	F
	To:	-	CL Portsmo	uth												
West	Fron:								4							
264	City of Portsmouth	,	27000	F	93%	0%	1%		4%	0%	F	0.114	F		30000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	53000	F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.682	59000	F
West	To: From:	G	reenwood Dr	ive												
264)	City of Portsmouth	(Maint: 64) 1.34	5300	F	93%	0%	1%	1%	4%	0%	F	0.088	F		5800	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	30000	F	93%	1%	1%	1%	4%	0%	F	0.1	F	0.643	33000	F
	Tai	SR	239 Victory	Rlvd												
West	From:				222/	00/	401	40/	40/	00/	_	0.40			04000	
264	City of Portsmouth	•	28000	Α	93%	0%	1%		4%	0%	С	0.13	A		31000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	5/000	Α	93%	0%	1%	1%	4%	0%	С	0.099	Α	0.63	63000	Α
West ALT	To: From:	SR 3	37 Portsmout	h Blvd												
264)(460)	City of Portsmouth	(Maint: 64) 0.84	28000	F	93%	0%	1%	1%	4%	0%	F	0.122	F		31000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	56000	F	93%	0%	1%	1%	4%	0%	F	0.085	F	0.682	62000	F
	Te	IIS	17 Frederick	Blvd												
West ALT	City of Dantagas Alb				020/	00/	10/	10/	40/	00/	_	0.110	_		25000	_
264 460	City of Portsmouth	•	31000	F	93%	0%	1%		4%	0%	F	0.116	F	0.740	35000	F
-	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	53000	F	93%	0%	1%	1%	4%	0%	F	0.094	F	0.742	58000	F
West ALT	To: From:		South St													
264 460	City of Portsmouth	(Maint: 64) 1.17	37000	F	93%	0%	1%	1%	4%	0%	F	0.114	F		41000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	72000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.577	80000	F
	Τα		141 Effingha	m St												

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

						_		Tru	ck			K		Dir		
Route	Jurisdictic	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West ALT	From		41 Effingham		000/	00/	10/	40/	40/	00/	_	0.440	_		00000	_
264 460 Elizabeth River Do	•	'	30000	F	93%	0%	1%	1%	4%	0%	-	0.112	-	0.540	32000	-
	Combined Traffic Estimates for 2 Parallel			F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.542	71000	F
West ALT	To: From:	V	WCL Norfolk													
264)(460) Elizabeth River Do		,	30000	F	93%	0%	1%	1%	4%	0%	F	0.112	F		32000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	67000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.542	71000	F
West ALT		I	-464, SR 337													
264) (460) (337) Berkley Brid	dge City of Norfolk (N	Maint: 64) 0.78	45000	G	93%	0%	1%	1%	4%	0%	F	0.081	Α		48000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	93000	G	93%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	100000	G
M	To:	Ti	dewater Drive	e												
Vest (337)	City of Norfolk (N	Maint: 64) 0.84	45000	F	93%	0%	1%	1%	4%	0%	F	0.1	F		48000	F
204/(337)	Combined Traffic Estimates for 2 Parallel	,		N	93%	0%	1%	1%	4%	0%	N	NA			100000	N
	To	US 460, SR 16		ambleto	on Ave											
Vest	City of Norfolk (N	•	61000	F	93%	0%	1%	1%	4%	0%	_	0.09	F		67000	_
264	Combined Traffic Estimates for 2 Parallel	,		F	93%	0%	1%	1%	4% 4%	0%	F	0.09	F	0.577	133000	F
	Combined Traine Estimates for 21 araner				JJ /6	0 76	1 /6	1 /0	4 /0	0 /6	'	0.03	'	0.577	133000	'
Vest	From:		)5 Ballentine I	Blvd												
264	City of Norfolk (M	,	60000	F	93%	0%	1%	1%	4%	0%	F -	0.091	F -		65000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	119000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.576	130000	F
Vest	Tor From:	US	13 Military Hy	wy												
264)	City of Norfolk (N	,	25000	G	97%	0%	1%	1%	1%	0%	F	0.091	F		29000	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.09	F	0.576	NA	
Vest		I-64 Han	npton Roads E	Beltway	у											
Virginia Beach Norfolk E	Expwy City of Norfolk (N	Maint: 75) 0.30	102000	G	99%	0%	0%	0%	0%	0%	F	0.082	F		110000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	205000	G	98%	0%	0%	1%	0%	0%	F	0.076	F	0.529	220000	G
	To	SR 403 Newtow		62												
Vest 264)Virginia Beach Norfolk E	Expwy City of Virginia Beac		vtown Rd; EC 93000	CL Nor	93%	0%	1%	1%	4%	0%	F	0.085	F		100000	G
264) Virginia Bodon (Vonoik E	Combined Traffic Estimates for 2 Parallel	,		G	93%	0%	1%	1%	4%	0%	F	0.076	F	0.553	198000	G
	To				0070	0 70		1 /0	470	0 70	•	0.070	•	0.000	100000	ď
Vest	From:		90 Witchduck		0051	0.51		461	461	051	_	0.000	_		100005	
Virginia Beach Norfolk E		,	94000	G	93%	0%	1%	1%	4%	0%	F	0.089	F	0.550	100000	G
	Combined Traffic Estimates for 2 Parallel			G	93%	0%	1%	1%	4%	0%	F	0.086	В	0.570	200000	G
West	To: From:	SR 225	Independence	e Blvd												
Virginia Beach Norfolk E	Expwy City of Virginia Beac	h (Maint: 75) 2.74	77000	G	93%	0%	1%	1%	4%	0%	F	0.088	F		83000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	152000	G	93%	0%	1%	1%	4%	0%	F	0.080	F	0.517	163000	G
	To:	F	Rosemont Rd													

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

							_		Tru	ck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	· (\$4-1-1-75)		Rosemont Ro		000/	00/	10/	00/	40/	00/	_	0.000			77000	
Virginia Beach Norfolk Expw			1.59	72000	A	98%	0%	1%	0%	1%	0%	С	0.093	A	0.500	77000	A
Co	mbined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	142000	Α	98%	0%	1%	0%	1%	0%	С	0.091	Α	0.506	151000	Α
West	To: From:		Ly	nnhaven Pk	wy												
(264) Virginia Beach Norfolk Expw	y City of Virginia Beach	n (Maint: 75)	0.56	62000	G	93%	0%	1%	1%	4%	0%	F	0.08	F		67000	G
Co	mbined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	124000	G	93%	0%	1%	1%	4%	0%	F	0.079	F	0.51	134000	G
West	To: From:		Lor	ndon Bridge	Rd												
Virginia Beach Norfolk Expw	y City of Virginia Beach	n (Maint: 75)	0.79	54000	G	99%	0%	0%	0%	0%	0%	F	0.075	F		58000	G
	mbined Traffic Estimates for 2 Parallel	,			G	98%	0%	0%	1%	0%	0%	F	0.08	F	0.528	115000	G
	To:			Virginia Bea	ch Blvd												
West 264 Virginia Beach Norfolk Expw	v City of Virginia Beach	(Maint: 75)	1.19	40000	G	93%	0%	1%	1%	4%	0%	_	0.075	_		43000	G
(201)	mbined Traffic Estimates for 2 Parallel	,	-		G	93%	0%	1%	1%	4% 4%	0%	F	0.075	F	0.506	79000	G
60	monied frame Estimates for 2 Faraner	Hoadways off this				90 /6	0 /0	1 /0	1 /0	4 /0	0 /0	•	0.001	'	0.500	7 9000	G
West	From:			st Colonial													
264 Virginia Beach Norfolk Expw		` ,	1.52	30000	G	93%	0%	1%	1%	4%	0%	F	0.077	F		32000	G
Co	mbined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	59000	G	93%	0%	1%	1%	4%	0%	F	0.084	F	0.556	63000	G
West	T <sub>O</sub> : From:		]	Birdneck Ro	i												
(264) Virginia Beach Norfolk Expw	y City of Virginia Beach	n (Maint: 75)	0.66	14000	G	93%	0%	1%	1%	4%	0%	F	0.082	F		15000	G
Co	mbined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	29000	G	93%	0%	1%	1%	4%	0%	F	0.084	F		31000	G
	To:			Parks Ave													
West	From:			V TO I-664													
Ramp	City of Chesapeake	(Maint: 64)	0.42	19000	G	,							0.129	F		22000	G
	100			FROM I-26													
West (264) Ramp	City of Portsmouth	(Maint: 64)	0.17	I-264 West 1900	F								0.099	F		2000	F
264)	To:	(Mante 01)		0 E, Greenv									0.000			2000	·
West	From:			I-264 West													
(264)Ramp	City of Portsmouth	(Maint: 64)	0.27	2700	F								0.12	F		2900	F
$\bigcirc$	To:		124-854	0 W, Green	wood Dr												
West	From:			I-264 West													
Ramp	City of Portsmouth	(Maint: 64)	0.20	7800	F								0.093	F		8300	F
	To:			39 Victory	Blvd												
West ALT	City of Portsmouth	(Maint: 64)		I-264 West 3400	F								0.105	F		3600	F
264 460 Ramp	City of Portsmouth	(IVIAIIIL. 04)	0.37 SR 337	W, Portsmo									0.125	Г		3000	Г
West	From:			I-264 West													
(264) Ramp	City of Portsmouth	(Maint: 64)	0.25	7800	F								0.097	F		8300	F
207	To:	/		N, Frederic													•

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K (	QK Dir Factor	AAWDT	QW
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264 West 0.02 <b>13000 F</b>	<u> </u>	0.134	F	14000	F
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264 West Exit 7B Ramp to Court St  0.07 <b>9300 F</b> Bart St		0.123	F	9800	F
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264 West 7A Ramp to Bart St  0.18 <b>3600 F</b> Court St		0.169	F	3900	F
West 264 337 Ramp	City of Norfolk (Maint: 64)	I-264-W I-464-S; 464-W IN MEDIAN  0.22 NA  I-264-E008A TO BERKLE		NA		NA	
Nest 264 Ramp	City of Norfolk (Maint: 64)	0.06 NA  IS-00464-S(B)/FROM INSPECTION STATION		NA		NA	
West 264 Ramp From I-264 WB to City Hall Ave	City of Norfolk (Maint: 64)	I-264 WB 0.19 NA City Hall Ave WB		NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	IS-00264-W(B)/TO WATERSIDE DRIVE  0.44 NA  SR-00337(U)/AISR-00337-S003A(L)/Gap Terminu		NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West  0.06 <b>5800 F</b> I-264 West Exit 11C Ramp to Claiborne Ave		0.119	F	6100	F
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.12 <b>12000 F</b> US 460 E, Brambleton Ave		0.073	F	13000	F
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.15 <b>6000 F</b> SR 405 Ballentine Blvd		0.106	F	6300	F
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West Collector Rd 0.12 7300 G US 13 S, Military Highway		0.142	F	7800	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West Collector Rd 0.15 10000 G US 13 N, Military Highway		0.079	F	11000	G
West 264 Ramp	City of Norfolk (Maint: 64)	-264-W RAMPS TO & FROM 64 H.O.V.IN ME  0.06 <b>2200 G</b> I-264-R I-264-R000A RAMPS TO & FR		0.266	F	2800	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West  0.09 <b>45000 G</b> 99% 0%  Ramp from SR 403 North	0% 0% 0% 0%	F 0.076	F	48000	G

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

		Filliary and interstate houtes		
Route	Jurisdiction		Truck QC K QK Dir Axle 3+Axle 1Trail 2Trail Factor Facto	AAWDT QW
West 264 Ramp	City of Norfolk (Maint: 64)	Ramp from SR 403 North 0.27 NA	NA	NA
West (264) Ramp	City of Norfolk (Maint: 64)	Ramp from SR 403 South 0.45 <b>72000 G</b>	0.079 F	72000 G
West (264) Ramp	City of Norfolk (Maint: 64)	I-264 West Exit 14C 0.14 <b>NA</b>	NA NA	NA
West (264) Ramp	City of Norfolk (Maint: 64)	Ramp from I-64 West Exit 284A 0.17 <b>39000 G</b>	0.092 F	39000 G
West (264) Ramp	City of Norfolk (Maint: 64)	I-264 West Exit 14B 0.13 <b>26000 G</b>	0.085 F	28000 G
West (264) Collector Rd	City of Norfolk (Maint: 64)	Ramp from I-64 East Exit 284A  0.42 41000 G	0.081 F	43000 G
West 264 Collector Rd	City of Norfolk (Maint: 64)	I-264 West Exit 13B 0.08 <b>30000 G</b>	0.087 F	32000 G
West (264) Collector Rd	City of Norfolk (Maint: 64)	Ramp from US 13 North 0.11 33000 G	0.084 F	35000 G
West (264) Collector Rd	City of Norfolk (Maint: 64)	I-264 West Exit 13A 0.09 <b>26000 G</b>	0.085 F	28000 G
West (264) Ramp	City of Norfolk (Maint: 64)	Ramp from US 13 South 0.16 <b>32000 G</b>	0.076 F	34000 G
West (264) Ramp	From: City of Norfolk (Maint: 64)	I-264 West I-264-W TO I-64 EAST 0.24 19000 G		19000 G
West (264) Ramp	To:   From:   City of Norfolk (Maint: 64)	I-264-E014A I-264- 14A TO I-64  I-264-W013X TO I-64 EAST  0.18 <b>11000 G</b>		11000 G
West (264) Ramp	Tot From: City of Norfolk (Maint: 64)	I-64-E FROM I-264 WEST44 I-264 W CD Road at Exit 14 0.08 NA	NA NA	NA
West (264) Ramp	City of Virginia Beach (Maint: 75)			310 G
West (264) Ramp	Tite   From   City of Virginia Beach (Maint: 75)	SR 403 Newtown Rd  I-264-W TO RT 190  0.13 <b>7200 G</b>		7600 G

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

Davita	li inita all'agia	- 1	antha AADT		4T:	Dura		Tru	ıck		00	K	OK	Dir	4 4 M D T	0144
Route	Jurisdiction	n Ler	igth <b>AADT</b>	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Vest	From:		-W TO HOLLA		AD							0.107	F		0.400	_
Ramp	City of Virginia Beach		18 <b>6000</b> 225 TO AND I	G FROM PT	r							0.107	г		6400	G
Vest	From:		I-264-W TO R													
Ramp	د City of Virginia Beach			G								0.087	F		8200	G
	Τα	,	C7US 58 TO 1	RT 44												
West	Front		I-264 We	st												
Ramp	City of Virginia Beach	(Maint: 75) 0.	18 <b>8400</b>	G								0.091	F		9000	G
<u> </u>	Τα		134-13 Rosem													
West	Front L City of Virginia Beach	(Maint: 75)	I-264 Wei	st G								0.111	F		6800	G
Ramp	City of Virginia Beach	, ,	ynnhaven Pkw									0.111	Г		0000	G
Vest	From:		I-264 We													
Ramp	د City of Virginia Beach	n (Maint: 75) 0.	15 <b>3500</b>	G								0.126	F		3800	G
	Tα	,	Lynnhaven P	kwy												
West	Fronc		I-264 We	st												
Ramp	City of Virginia Beach	n (Maint: 75) 0.	17 <b>4100</b>	G								0.081	F		4400	G
<u> </u>	Τα		First Colonia													
East	Front: Town of Leesburg (N		JS 15 Leesburg 39 <b>14000</b>	Bypass <b>G</b>	98%	0%	0%	0%	0%	0%	_	0.175	_		15000	G
Dulles Greenway	Combined Traffic Estimates for 2 Parallel	,			98%	0% 0%	0% 1%		0% 1%	0% 0%		0.175	F	0.861	29000	G
	Tallic Estimates for 21 drailer	Tioadways off this file			30 /6	0 76	1 /0	0 /6	1 /0	0 /6	'	0.100	•	0.001	23000	ч
East	From		SCL Leesb				—			_						
267 Dulles Greenway	Loudoun County (M	,	75 <b>14000</b>		98%	0%	0%		0%	0%	F	0.175	F		15000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Ro	ute: <b>27000</b>	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	29000	G
East	To- Front		Battlefield P	kwy												
267) Dulles Greenway	Loudoun County (M	,			98%	0%	0%	0%	0%	0%	F	0.182	F		16000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>29000</b>	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.885	31000	G
East	To: Front		53-653 Shreve l	Mill Rd			$\Box$									
267 Dulles Greenway	Loudoun County (M	aint: TOL) 2.	26 <b>15000</b>	G	98%	0%	0%	0%	0%	0%	F	0.184	F		16000	G
,	Combined Traffic Estimates for 2 Parallel I	,	ute: <b>31000</b>	G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.846	33000	G
	Tα	59	3-659 Belmont l	Ridge Rd												
East 267 Dulles Greenway	From <b>L</b> Loudoun County (M		06 <b>17000</b>	G	98%	0%	0%	0%	0%	0%	F	0.184	F		20000	G
267 Dulles Greenway	Combined Traffic Estimates for 2 Parallel	,			98%	0%	1%		1%	0%	F	0.104	F	0.861	40000	G
		· ·			JU /0	0 /0	· /o	0 /0	1 /0	0 /0	'	0.100	'	0.001	40000	u
East	From:		53-901 Claiborn						_		_					
267)Dulles Greenway	Loudoun County (M				98%	0%	0%		0%	0%	F	0.184	F		23000	G
$\sim$	Combined Traffic Estimates for 2 Parallel				98%	0%	1%	0%	1%	0%	F	0.111	F	0.85	45000	G
	To:	53-	772 Ashburn V	illage Blvo	d											

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

		Fillialy at			ules			Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	عاد ۵	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From	53-772	Ashburn Vil	lage Blva	1		ZAXIC	OTANIC	TTTAII	ZIIali		1 actor		1 actor		
267 Dulles Greenway	Loudoun County (N		22000	G	98%	0%	0%	0%	0%	0%	F	0.211	F		26000	G
201)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	G	98%	0%	1%	0%	1%	0%	F	0.115	F	0.873	51000	G
	то	± 53-1950 I	Loudoun Co	unty Pky	vv											
East Dulles Greenway	Loudoun County (N	ii.	25000	G	98%	0%	0%	0%	0%	0%	_	0.213	F		29000	G
Dulles Greenway	Combined Traffic Estimates for 2 Parallel	•		G	98%	0%	0% 1%	0% 0%	0% 1%	0% 0%	F	0.213	F	0.911	57000	G
	Combined Trainic Estimates for 2 Faraner				90%	076	1 70	0%	1 70	0%	Г	0.117	Г	0.911	37000	G
East	To: From	53-	-606 Old Ox	Rd												
267 Dulles Greenway	Loudoun County (N	,	23000	G	98%	0%	0%	0%	0%	0%	F	0.202	F		28000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	98%	0%	1%	0%	1%	0%	F	0.121	F	0.871	55000	G
Fast	To From	S	R 28 Sully I	Rd												
East (267) Dulles Toll Rd	Loudoun County (	(Maint: 29) 1.23	42000	G	98%	0%	0%	0%	0%	0%	F	0.127	F		50000	G
201) = 5	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.691	101000	G
	То		rfax County					- , -	.,.							
East	From		doun County								_		_			_
267 Dulles Toll Rd	Fairfax Cou	,	42000	G	98%	0%	0%	0%	0%	0%	F	0.127	F		50000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	85000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.691	101000	G
East	To From	29-6	57 Centrevi	lle Rd												
(267) Dulles Toll Rd	Fairfax Cou	unty 1.36	48000	F	98%	0%	0%	0%	0%	0%	F	0.112	F		57000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	98000	F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.648	116000	F
	To	<u> </u>	WCL Herndo	on												
East Open Toll Rd	Town of Herndon (		48000	F	98%	0%	0%	0%	0%	0%	_	0.112	F		57000	F
Dulles Toll Rd	Combined Traffic Estimates for 2 Parallel	'		F	98%	0%	1%	0%	1%	0%	F	0.112	F	0.648	116000	F
	Combined Trainic Estimates for 2 Faraner					076	1 70	0%	1 70	0%	Г	0.000	Г	0.046	110000	Г
East	To: From	29-7100 Fairfax	County Pkv	vy; ECL	Herndon											
(267) Dulles Toll Rd	Fairfax Cou	unty 0.97	51000	G	98%	0%	0%	0%	0%	0%	F	0.112	F		60000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	102000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.648	121000	G
Foot		<u>2</u> 9-6	602 Reston I	Pkwy												
East (267) Dulles Toll Rd	Fairfax Cou	untv 1.04	54000	G	98%	0%	0%	0%	0%	0%	F	0.121	F		64000	G
267) 26.100 10.110	Combined Traffic Estimates for 2 Parallel	•		-	98%	0%	1%	0%	1%	0%	F	0.096	F	0.570	130000	G
	Combined Traine Learnage for LT drainer	riodawayo on tino riodio.	100000		0070	0 70		0 70	170	0 70	•	0.000	·	0.070	100000	ŭ
			020 117: 11								_			_	_	
East		1.	828 Wiehle													
East 267 Dulles Toll Rd	From Fairfax Cou	unty 1.88	54000	G	98%	0%	0%	0%	0%	0%	F	0.118	F		64000	G
	Fairfax Cou Combined Traffic Estimates for 2 Parallel	unty 1.88	54000	G	98% 98%	0% 0%	0% 1%	0% 0%	0% 1%	0% 0%	F F	0.118 0.096	F F	0.570	64000 127000	G G
267 Dulles Toll Rd		unty 1.88 Roadways on this Route:	54000	G G							F F		•	0.570		
Dulles Toll Rd	Combined Traffic Estimates for 2 Parallel	unty 1.88 I Roadways on this Route:	54000 107000	G G						0%	F F		•	0.570		
267 Dulles Toll Rd		unty 1.88 I Roadways on this Route:  29-67 unty 3.41	54000 107000 74 Hunter M 54000	G G fill Rd	98%	0%	1%	0%	1%		F F F	0.096	•	0.570	127000	G

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
East	From:	SR	7 Leesburg I	Pike												
267) Dulles Toll Rd	Fairfax Cour	nty 0.63	51000	G	98%	0%	0%	0%	0%	0%	F	0.115	F		60000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	104000	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.585	124000	G
East	To: From:	29-684	Internationa	al Drive												
267 Dulles Toll Rd	Fairfax Cour	nty 1.60	49000	G	98%	0%	0%	0%	0%	0%	F	0.101	F		58000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	112000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.564	133000	G
•	To. Prom	I-495	Capital Bel	ltway			_									
East 267 Dulles Toll Rd Connector	r Fairfax Cour	ntv 0.26	27000	G	98%	0%	0%	0%	0%	0%	F	0.1	F		32000	G
267) 24.100 10.1114 00.11100.01	Combined Traffic Estimates for 2 Parallel I	,		G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.520	63000	G
	т		3 Chain Brid													
East 1967 Dulles Toll Rd Connector	r Fairfax Cour		25000		98%	0%	0%	0%	0%	0%	_	0.093	F		30000	G
Dulles Toll Rd Connector	Combined Traffic Estimates for 2 Parallel F	,		G G	98%	0% 0%	0% 1%	0% 0%	0% 1%	0% 0%	F	0.093	F	0.72	64000	G
	To:	noadways on this noute.	I-66 East	G	30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	•	0.007	•	0.72	04000	C
ast	From:	SR 267-E TO RT		ITAL B	RELTWAY	7										
Ramp	Fairfax Cour		15000	G								0.116	F		15000	C
<u> </u>	Tα:	I-495-S	From RT 20	67 East												
ast	From:	SR 267-E026A TO I			CAPITAL	B										
Ramp	Fairfax Cour ™	•	22000	G								0.103	F		22000	G
<u> </u>	From:		From RT 2			DII										
East 267)Ramp	Fairfax Cour	SR 267-E TO WEST	NA NA	URCH S	STATION-	-BU						NA			NA	
67)··········	To:	29-99004-W0		& TO F	RT 267											
/est	From:	US 15	Leesburg B	Bypass												
Dulles Greenway	Town of Leesburg (M	Maint: TOL) 0.68	13000	G	98%	0%	1%	0%	1%	0%	F	0.161	F		14000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	27000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	29000	G
/est	To From:	S	CL Leesburg	g												
Dulles Greenway	Loudoun County (M	aint: TOL) 0.34	13000	G	98%	0%	1%	0%	1%	0%	F	0.161	F		14000	G
	Combined Traffic Estimates for 2 Parallel I	,	27000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	29000	G
	т~	Ba	attlefield Pkv	vv												
lest 67 Dulles Greenway	From L Loudoun County (M		15000	G	98%	0%	1%	0%	1%	0%	F	0.174	F		16000	G
•. /	Combined Traffic Estimates for 2 Parallel F	,		G	98%	0%	1%	0%	1%	0%	F	0.174	F	0.885	31000	G
					JU /0	0 /0		0 /0	1 /0	0 /0	•	0.102	•	0.000	01000	
/est	From:		3 Shreve Mi													
<sub>267</sub> )Dulles Greenway	Loudoun County (M	aint: TOL) 2.31	15000	G	98%	0%	1%	0%	1%	0%	F	0.182	F		16000	G
,	Combined Traffic Estimates for 2 Parallel F		31000	G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.846	33000	G

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		Belmont Ri	idge Rd												
<sub>267</sub> )Dulles Greenway	Loudoun County (Maint		17000	G	98%	0%	1%	0%	1%	0%	F	0.183	F		20000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	34000	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.861	40000	G
West	To: From:	53-901	Claiborne	Pkwy												
267 Dulles Greenway	Loudoun County (Maint	t: TOL) 1.82	19000	G	98%	0%	1%	0%	1%	0%	F	0.196	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	38000	G	98%	0%	1%	0%	1%	0%	F	0.111	F	0.85	45000	G
	Too	53-772 A	shburn Vill	lage Blv	1											
West 267 Dulles Greenway	Loudoun County (Maint		21000	G	98%	0%	1%	0%	1%	0%	_	0.2	F		26000	G
267 Dulles Greenway	Combined Traffic Estimates for 2 Parallel Roa	,		G	98%	0%	1%	0%	1%	0%	F	0.2	F	0.873	51000	G
	Combined Hamic Estimates for 2 Farallel Hoa					0 /0	1 /0	0 /6	1 /0	0 /6	'	0.113	•	0.073	31000	G
West	From:	53-1950 L	oudoun Coi	unty Pkv												
267 Dulles Greenway	Loudoun County (Maint	,	24000	G	98%	0%	1%	0%	1%	0%	F	0.204	F		28000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	48000	G	98%	0%	1%	0%	1%	0%	F	0.117	F	0.911	57000	G
West	To: From:	53-6	06 Old Ox	Rd												
267 Dulles Greenway	Loudoun County (Maint	t: TOL) 1.75	23000	G	98%	0%	1%	0%	1%	0%	F	0.211	F		27000	G
201)	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	46000	G	98%	0%	1%	0%	1%	0%	F	0.121	F	0.871	55000	G
	Too	SF	R 28 Sully F	Rd												
West 267 Dulles Toll Rd	Loudoun County (Mair		43000	F	98%	0%	1%	0%	1%	0%	E	0.116	F		52000	F
267 Dulles Toll Hu	Combined Traffic Estimates for 2 Parallel Roa	,		G	98%	0%	1%	0%	1%	0%	F	0.110	F	0.691	101000	G
	To:		ax County		30 70	0 70	1/0	0 70	1 /0	0 70		0.000	•	0.001	101000	G
Vest	From:		oun County	Line												
267 Dulles Toll Rd	Fairfax County	1.29	43000	F	98%	0%	1%	0%	1%	0%	F	0.116	F		52000	F
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	85000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.691	101000	G
Vest	To- From:	29-65	7 Centrevil	lle Rd												
267 Dulles Toll Rd	Fairfax County	1.44	50000	F	98%	0%	1%	0%	1%	0%	F	0.112	F		59000	F
201)	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	98000	F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.648	116000	F
	Too	W	CL Herndo	on												
West	Town of Herndon (Mair			F	98%	0%	1%	0%	1%	0%	_	0.112	F		59000	F
267 Dulles Toll Rd	Combined Traffic Estimates for 2 Parallel Roa	,	50000	F	96% 98%	0% 0%	1%	0% 0%	1%	0% 0%	F	0.112	F	0.648	116000	F
	Combined Trainic Estimates for 2 Farallel hoa			-	90%	076	1 70	0%	1 70	0%	Г	0.000	Г	0.040	116000	Г
Vest	To: From:	E	CL Herndo	n												
267 Dulles Toll Rd	Fairfax County	0.30	50000	F	98%	0%	1%	0%	1%	0%	F	0.112	F		59000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	98000	F	98%	0%	1%	0%	1%	0%	F	NA			116000	F
West	Too Front	29-7100 I	airfax Cou	nty Pkw	y		$\Box$ $\vdash$									
267) Dulles Toll Rd	Fairfax County	0.62	51000	F	98%	0%	1%	0%	1%	0%	F	0.112	F		61000	F
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:		G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.648	121000	G
	To:		2 Reston F	Pkwy												

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

												17		D:		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	Fron			cwy												
( <sub>267</sub> )Dulles Toll Rd		,		G					1%	0%	F	0.109	-		66000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	109000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.570	130000	G
West	To From	29-8	328 Wiehle A	Ave												
267 Dulles Toll Rd	Fairfax Cou	unty 1.84	53000	G	98%	0%	1%	0%	1%	0%	F	0.109	F		63000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	107000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.570	127000	G
West	To Fron	29-67	4 Hunter Mil	ll Rd												
	Fairfax Cou	unty 3.47	54000	G	98%	0%	1%	0%	1%	0%	С	0.110	F		68000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	108000	G	98%	0%	1%	1%	1%	0%	F	0.097	F	0.573	135000	G
Most	T.C. From	SR 7	7 Leesburg P	ike												
267 Dulles Toll Rd	Fairfax Cou	unty 1.11	53000	G	98%	0%	1%	0%	1%	0%	F	0.101	F		63000	G
201)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	104000	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.585	124000	G
1M4	Tr From	29-684	International	Drive												
	Fairfax Cou	untv 1.16	62000	G	98%	0%	1%	0%	1%	0%	F	0.101	F		74000	G
201)		•		G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.608	133000	G
	Te			wav												
Vest   Pose   29-602   Reston Plays   1.03   55000   G   98%   0%   1%   0%   1%   0%   F   0.109   F   66000		G														
267) Builes Toil Tid Goriffeete		•									F			0.520		G
	To															
	r Fairfay Cou		•		08%	Nº/-	10/-	Nº/-	10/	0%	E	0 122	F		34000	G
267 Dulles Toll Tid Conflecto		•									F	-	•			G
	To To To To To To To To To To To To To T	x		<u> </u>	0070	0 70	170	0 70	1 /0	0 70	•	1471			04000	٥
Vest	Fron	r S	SR 267 West													
267)Ramp	Fairfax Cou			G								0.126	F		6200	G
<u> </u>	To															
Longdolo Europo	From Alloghamy C				079/	00/	10/	00/	20/	00/	C	0.000	_	0.521	1000	G
269 (42) Longuale Furnace	To Allegiany Co			-		076	176	U 70	270	0%	C	0.069	Г	0.551	1000	G
	Fron	03-632			•											
269 Longdale Furnace Rd	Alleghany C			G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.569	490	G
<u> </u>	To															
aco Bamp	Alleghany Co				l							0.204	F		80	G
203). 1215	To To	x 0.20										JU				
	Fron	SR 269 I	ongdale Furi	nace Rd												
Ramp	Alleghany C	ounty 0.32	70	G								0.161	F		70	G
$\smile$	To	х	I-64 West		-											

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

Davida	le interdication	ما المحمد ا	AADT O	1T:	D		Tru	ıck		00	K	ΟK	Dir	4 4 14/DT	01
Route	Jurisdiction	Length		4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		JS 58 Bus	200/	00/	201	00/	00/	00/	_	0.005	_	0.540	0.400	_
270 Bull Run Rd	Town of Saint Paul (Maint: 97)	0.26	3400 G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.510	3400	G
	110.		SR 63												
	From:		Broad Street R		40/	40′	40/	00/	00/	_	0.4	_	0.540	10000	_
271 Pouncey Tract Rd	Henrico County	2.51	11000 F	98%	1%	1%	1%	0%	0%	С	0.1	F	0.540	12000	F
	To: From:	N	uckols Rd												
271 Pouncey Tract Rd	Henrico County	1.19	5700 F	96%	1%	1%	2%	0%	0%	F	0.098	F	0.538	6100	F
$\smile$	To:		and County Lin	2											
Downson Treat Dd	Coopland County	0.53	co County Line	069/	10/	10/	00/	00/	00/	0	0.093	F	0.550	CEOO.	,
Pouncey Tract Rd	Goochland County		er County Line	96%	1%	1%	2%	0%	0%	С	0.093	Г	0.559	6500	C
	From:		and County Line	<u>,</u>											
271)Pouncey Tract Rd	Hanover County	3.11	2200 G		0%	1%	1%	1%	0%	С	0.092	F	0.527	2200	(
,	To:	42-622 Ro	ckville Rd; Hil												
	From:		SR 189			i									
272)South Quay Rd	City of Suffolk	1.24	1400 G	97%	0%	1%	1%	0%	0%	С	0.115	F	0.732	1500	(
272)	To:		South Quay Rd							_					
	Fronc		New Kent Hwy			1									
273) Farmers Dr	New Kent County	5.33	5100 G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.691	5200	(
2/3/1 dimera Bi	To:	0.00	SR 33	00 70	0 70	70	0 70	0 /0	0 70	Ü	0.101		0.001	0200	`
	Frons	110.50	Grayson Pkwy												
274)Riverside Dr	Grayson County	7.36	790 G	97%	1%	2%	0%	1%	0%	С	0.116	F	0.808	820	(
274) Tiverside Bi	Tax		ic Rd; Riversid		170		0 70	1 /0	0 70	Ü	0.110	•	0.000	020	`
	From:		Weyers Cave R												
276) Keezletown Rd	Augusta County	1.77	4700 F		1%	1%	1%	1%	0%	С	0.101	F	0.533	4600	F
276) Neoziciowii rid	Tagasta County		ham County Li		1 /0		1 /0	1 /0	0 70	Ü	0.101		0.000	4000	
	From:	L.	ta County Line												
276 Cross Keys Rd	Rockingham County	3.04	4300 G	97%	0%	1%	0%	1%	0%	С	0.106	F	0.503	4300	C
	To	82-682	Friedens Ch Ro												
276 Cross Keys Rd	Rockingham County	2.42	5700 G		0%	1%	0%	1%	0%	С	0.11	F	0.515	5700	(
270) 5.555 1.575 1.5							0,0	. , 0	0,0	Ū	· · · ·	•	0.0.0	0.00	•
Crass Kaya Dd	Posting page (County)		Port Republic R		00/	10/	00/	10/	00/	F	0.100	F	0.500	6700	
276 Cross Keys Rd	Rockingham County	1.36	6200 G	97%	0%	1%	0%	1%	0%	г	0.103	г	0.508	6700	(
	To: From:	82-689	Shen Lake Dr												
276 Cross Keys Rd	Rockingham County	0.84	6200 N		0%	1%	0%	1%	0%	Ν	0.103	F	0.508	6700	1
$\smile$	Tα:	US 33 S	Spotswood Trai	[											
	From:	US 1	1 Main Street												
277) Fairfax Pike	Town of Stephens City (Maint: 34)	0.15	8500 G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.523	9100	C
$\smile$	To:	ECL	Stephens City			<u> </u>									
277) Fairfax Pike	Frederick County	0.08	8500 N	95%	0%	1%	1%	3%	0%	Ν	0.083	F	0.523	9100	١
	To.										<del>-</del>				-
277) Fairfax Pike	Fradorial County	1 76	I-81	93%	1%	10/	10/	4%	00/	С	0.006	F	0.522	12000	(
277 / Fairiax Pike	Frederick County	1.76	13000 G	93%	1%	1%	1%	4%	0%	U	0.096	г	0.532	13000	Ċ

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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 Q</b> .	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	34-726 Lakeview Circ												
Pairfax Pike	Frederick County	2.73 <b>8500 G</b>		1%	1%	1%	4%	0%	F	0.093	F	0.626	8800	G
	10.	US 522 Front Royal Pil	ke											
Bomp to L91 S at Evit 207	Frederick County	SR 277 Fairfax Pike 0.24 <b>3000</b> G								0.081	F		3000	G
Ramp to I-81 S at Exit 307	To:	0.24 <b>3000</b> G	1							0.061	Г		3000	G
	From													
277) Ramp to I-81 N at Exit 307	Frederick County	SR 277 Fairfax Pike 0.18 <b>5500</b> G	<u> </u>							0.099	F		5500	G
277) Hamp to FOT IV at Exit 607	To:	I-81 North	1							0.000	•		0000	ď
	Front	US 258 Mercury Blvd	ı											
278 King Street North	City of Hampton	0.10 <b>22000</b> F		1%	0%	0%	0%	0%	F	0.096	F	0.656	23000	F
270)	To													
(278) King St	From: City of Hampton	114-7047 Old Fox Hill I 0.85 <b>16000 F</b>		1%	0%	0%	0%	0%	F	0.096	F	0.667	17000	F
278) King St	only of Hampton		33 76	1 /0	0 70	0 70	0 70	0 70	'	0.000	•	0.007	17000	•
Ving Ct	City of Hampton	Lamington Rd 0.69 <b>5500 F</b>	99%	1%	0%	0%	0%	0%	С	0.101	F	0.752	5900	F
278 King St	City of Hampton	0.69 <b>5500 F</b> Langley Air Force Bas		170	0%	0%	0%	0%	C	0.101	Г	0.752	5900	Г
	From													
279) Great Neck Rd	City of Virginia Beach	US 58 Va Beach Blvd 2.35 <b>30000</b> G		0%	1%	0%	0%	0%	F	0.093	F	0.518	33000	G
279 Great Neck Hu	Oity of Virginia Beach		<b>1</b> 3376	0 70	1 70	0 70	0 70	0 70	'	0.000	•	0.510	00000	ч
279 Great Neck Rd	City of Virginia Beach	First Colonial Rd 0.99 <b>38000 G</b>	99%	0%	1%	0%	0%	0%	F	0.090	F	0.519	41000	G
2/9/Great Neck Hu	City of Virginia Beach		93/6	0 /6	1 /0	0 /6	0 /0	0 /6	'	0.030	•	0.519	41000	G
Occasional Dal	To: From:	Shorehaven Dr	000/	00/	10/	00/	00/	00/		0.005		0.54.4	0.4000	
279 Great Neck Rd	City of Virginia Beach	1.42 <b>32000 G</b>	99%	0%	1%	0%	0%	0%	F	0.085	F	0.514	34000	G
	T <sub>O</sub> . From:	Adam Keeling Rd												
279 N Great Neck Rd	City of Virginia Beach	0.79 <b>27000 G</b>	99%	0%	1%	0%	0%	0%	С	0.086	F	0.549	29000	G
	10:	US 60 Shore Dr												
	From	SR 895 Pocahontass Pk		40/	101	00/	00/	00/	_	0.400	_	0.505	4500	_
281	Henrico County	1.60 <b>4300 F</b>		1%	1%	2%	8%	0%	С	0.102	F	0.585	4500	F
		43-7723 Charles City F	Ka											
Trail of the Language Direc	From:	Bus US 23	000/	00/	00/	00/	00/	00/	_	0.004	F	٥ ٥ ٥	10000	_
Trail of the Lonesome Pine	City of Norton (Maint: 97)	0.36 <b>11000</b> G	99%	0%	0%	0%	0%	0%	С	0.084	г	0.555	12000	G
	From													
285)Tinkling Spring Rd	Augusta County	07-935 Expo Rd; SR 28		0%	1%	1%	1%	0%	N	0.086	F	0.576	13000	N
285) Tilking Spring Ru	Augusta County		37 /6	0 /6	1 /0	1 /0	1 /0	0 /6	IN	0.000	•	0.570	13000	IN
Tiplding Codes Dd	To: From:	I-64	000/	00/		10/	10/	00/		0.000		0.004	10000	
285 Tinkling Spring Rd	Augusta County	1.54 <b>17000 F</b>		0%	1%	1%	1%	0%	С	0.093	F	0.604	18000	F
	- 1	US 250 Jefferson Hwy												
Domn	From:	I-64-E091A FROM & TO		00/	10/	10/	20/	10/	0	0.00	_		0.400	^
285 Ramp	Augusta County	0.25 <b>3400 G</b>		0%	1%	1%	3%	1%	С	0.09	F		3400	G
	10.	I-64-E FROM RT 608SOUTH 8	x NORTH											

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

					Truck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	e Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	QV
Dame	From:	I-64-W091A FROM & TO IS 64	00/		/ 00/	10/	0	0.100	_		0000	_
Ramp	Augusta County	0.25 <b>6000 G</b> 94% I-64-W FROM RT 608SOUTH & NORTH		1% 19	% 3%	1%	С	0.106	F		6000	(
Fairfay Caysty Dlaws	Fairfay Cayaty	US 1 Richmond Hwy	10/		/ 00/	00/	N.I	0.104		0.540	07000	
Fairfax County Pkwy	Fairfax County	0.49 <b>23000 N</b> 97%	1%	1% 09	% 0%	0%	N	0.104	Α	0.549	27000	1
	To- From	29-617 Backlick Rd										
Fairfax County Pkwy	Fairfax County	1.43 <b>23000 A</b> 97%	1%	1% 09	% 0%	0%	С	0.104	Α	0.549	27000	1
<u> </u>	To: From:	29-611 Telegraph Rd										
286 Fairfax County Pkwy	Fairfax County	0.88 <b>40000 G</b> 97%	1%	<u>1%</u> 09	6 0%	0%	F	0.082	F	0.595	47000	(
<u> </u>	To:	I-95; 29-790 Alban Rd										
Fairfay County Plans	Fairfay County	29-7900 Franconia Springfeld Pkwy 1.30 <b>63000 G</b> 99%	0%	<b>_</b> 0%	6 0%	0%	F	0.001	F	0.755	70000	,
Fairfax County Pkwy	Fairfax County	1.30 <b>63000 G</b> 99%	0%	<u> </u>	6 0%	0%	Г	0.091	Г	0.755	70000	(
	To: From:	29-640 Sydenstricker Rd										
Pairfax County Pkwy	Fairfax County	1.26 <b>53000 G</b> 97%	1%	1% 19	6 1%	0%	F	0.084	F	0.726	57000	(
	See Non- <u>Inventori</u> e	ed Fairfax County Pkwy for the missin	g downst	<u>tream</u> sectio	1.							
	To:	29-636 Hooes Rd										
Pairfax County Pkwy	Fairfax County	SR 123 Ox Rd 1.19 <b>64000 G</b> 97%	1%	 1% 19	6 1%	0%	F	0.079	F	0.523	69000	
186 Tallax County Fkwy					0 1/0	0 /6	'	0.079	'	0.525	09000	
	See Non-Inventor	ried Fairfax County Pkwy for the missi	ng upstre	eam section.								
	Fron:	29-643 Burke Centre Pkwy			, ,,,					2 = 2 /		
Fairfax County Pkwy	Fairfax County	1.84 <b>71000 G</b> 97%	1%	1% 19	6 1%	0%	F	0.078	F	0.521	76000	(
	To: From:	29-654 Popes Head Rd										
286 Fairfax County Pkwy	Fairfax County	1.32 <b>75000 G</b> 97%	1%	1% 19	6 1%	0%	F	0.076	F	0.534	80000	(
<u> </u>	To	29-620 Braddock Rd										
286) Fairfax County Pkwy	Fairfax County	1.02 <b>89000 G</b> 97%	1%	1% 19	6 1%	0%	F	0.08	F	0.566	95000	(
	То	US 29 Lee Highway										
286) Fairfax County Pkwy	Fairfax County	0.96 <b>82000 G</b> 97%	1%	1% 19	6 1%	0%	F	0.078	F	0.552	87000	(
200) i amak sounty i kiny	- Tumax Sound		. 70		0 170	0 70	•	0.070	•	0.002	0,000	•
Fairfay Cayaty Diver	From	I-66	00/	00/ 1/	/ 00/	00/		0.000	Г	0.000	70000	
Fairfax County Pkwy	Fairfax County	0.95 <b>74000 G</b> 98%	0%	0% 19	% 0%	0%	F	0.083	F	0.609	79000	(
	To- From	29-7700 Fair Lakes Pkwy										
Pairfax County Pkwy	Fairfax County	0.88 <b>65000 G</b> 98%	0%	0% 19	6 0%	0%	F	0.086	F	0.554	70000	(
<u> </u>	To: From:	US 50 Lee Jackson Mem Hwy										
286) Fairfax County Pkwy	Fairfax County	2.21 <b>58000 G</b> 98%	0%	0% 19	6 0%	0%	F	0.091	F	0.535	62000	(
	То	29-7140 Tuckaway Dr; Springhayen Dr										
286) Fairfax County Pkwy	Fairfax County	0.52 <b>51000 G</b> 98%	0%	0% 19	6 0%	0%	F	0.091	F	0.561	55000	(
200). 4.114. 304.11, 1 1.11	- amax county				0 70	3 /0	•	0.001	•	0.501	55000	
Fairfan Oansta Bi	From:	29-6819 Franklin Farm Rd			, 22.	001		0.005	_	0.500	40000	
Pairfax County Pkwy	Fairfax County	1.06 <b>43000 A</b> 98%	0%	0% 19	% 0%	0%	С	0.095	Α	0.503	49000	ŀ
<u>~</u>	To: From:	29-608 West Ox Rd										
286 Fairfax County Pkwy	Fairfax County	1.47 <b>45000 G</b> 98%	0%	0% 19	% 0%	0%	F	0.083	F	0.574	48000	(
$\smile$	To:	29-665 Fox Mill Rd										

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

					_				Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	:		665 Fox Mil													
Fairfax County Pkwy	Fairfax Cou	ınty	0.70	44000	G	98%	0%	0%	1%	0%	0%	F	0.082	F	0.566	47000	C
<u> </u>	T <sub>CC</sub> From:		29-532	0 Sunrise V	alley Dr												
286 Fairfax County Pkwy	Fairfax Cou	inty	0.31	55000	G	98%	0%	0%	1%	0%	0%	F	0.083	F	0.507	58000	(
<u> </u>	To		SR 2	67 Dulles To	oll Rd												
Fairfax County Pkwy	Fairfax Cou	ınty	1.01	66000	G	98%	0%	0%	1%	0%	0%	F	0.087	F	0.545	71000	
	To		29-606	Baron Came	eron Ave	:		<u> </u>									
Pairfax County Pkwy	Fairfax Cou	ınty	3.16	27000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.699	29000	
	Ter		SR	7 Leesburg	Pike												
orth	From:	RT 71	100 FFX C	O PKWY T	O RT 6	6 WEST											
Ramp	Fairfax Cou		0.29	15000	G			-					0.088	F		15000	
<u> </u>	To:	I-66-W0	55X FROM	M RT 7100	NORTH	FAIRFA2	X										
orth	From:	RT 7	100 FFX C	O PKWY T	ΓO RT 6	6 EAST											
Ramp	Fairfax Cou	inty	0.19	4000	G			<u>_</u>					0.081	F		4000	
<u> </u>	To:	I-66-E05	55X FROM	1 RT 7100 l	NORTH	FIARFAX	K										
outh	From:	RT 71	100 FFX C	O PKWY T	O RT 6	6 WEST											
86)Ramp	Fairfax Cou	ınty	0.31	9900	G								0.094	F		9900	
<u> </u>	To:	I-66-W0	55X FROM	M RT 7100	SOUTH	FAIRFAX	X										
outh	From	RT 7	100 FFX C	O PKWY T	ΓO RT 6	6 EAST											
<sub>286</sub> )Ramp	Fairfax Cou		0.24	5600	G								0.075	F		5600	
<u> </u>	Τα	I-66-E05	55X FROM	4 RT 7100 S	SOUTH	FAIRFAX	ζ										
$\overline{}$	From:			Bus SR 7													
87 Berlin Tpke	Town of Purcellville	(Maint: 53)	0.55	6700	N	95%	2%	2%	1%	1%	0%	N	0.087	F	0.641	6800	
<u> </u>	To:		NO	CL Purcelly	ille												
87)Berlin Tpke	Loudoun Co	unty	3.21	6700	G	95%	2%	2%	1%	1%	0%	С	0.087	F	0.641	6800	
<u> </u>	To	:	SR 9 (	Charles Tow	n Pike			<u> </u>									
Berlin Tpke	Loudoun Col	unty	2.37	9000	G	95%	2%	2%	1%	1%	0%	С	0.073	F	0.751	9100	
	Tax	52.6	602 Morris	onville Rd;	Ach Goo	rgo Dd											
Berlin Tpke	Loudoun Co		3.37	7500	G	97%	0%	1%	0%	1%	0%	F	0.078	F	0.718	7500	
.67) = 61						0.70	0,0		0 / 0	. , 0	0,0	•	0.0.0	•			
87)Berlin Tpke	Town of Lovettsville	(Maint: 52)	0.77	7500	N N	97%	0%	1%	0%	1%	0%	N	0.078	F	0.718	7500	
87 Deniii Tpke	Town of Lovettsville	(IVIAITIL. 55)					0 /6	1 /0	0 /6	1 /0	0 /6	IN	0.076	'	0.710	7500	
	To: From:	(24 ) . 50)		Par; Town C			221		221		221					1000	
Berlin Tpke	Town of Lovettsville	,	0.06	3900	G	97%	0%	1%	0%	1%	0%	F	0.098	F		4200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this	3 Route:	8000	G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.606	8500	
	To: From:			S, East Bro													
Berlin Tpke	Town of Lovettsville	e (Maint: 53)	0.05	7500	N	97%	0%	1%	0%	1%	0%	N	0.078	F	0.718	7500	
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	12000	N	96%	1%	1%	1%	1%	0%	Ν	NA			12000	
	To	SR	287 Par; 5	3-673 N, W	est Broa	d Way											
Berlin Tpke	Town of Lovettsville		0.58	4700	N	97%	0%	1%	0%	1%	0%	Ν	0.107	F	0.608	5000	
	To:	,	NO	CL Lovettsv	rille												

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

			nd interstat					Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		CL Lovettsvill													
287 Berlin Tpke	Loudoun Co		yland State L	G	97%	0%	1%	0%	1%	0%	С	0.107	F	0.608	5000	G
	From				D											
287 Berlin Tpke	Town of Lovettsville		1388 S, Town	G	94%	1%	1%	2%	1%	0%	F	0.120	F		4700	G
281) 20 min 1 pino	Combined Traffic Estimates for 2 Parallel			N	96%	1%	1%	1%	1%	0%	N	NA	•		12000	N
	To	·	N, Town Cer													
287 Berlin Tpke	Town of Lovettsville		4100	G	94%	1%	1%	2%	1%	0%	С	0.115	F		4300	G
-8.	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8000	G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.605	8500	G
	To:	SR 287 N	V; 53-673 Bro	oad Wa	ıy											
	From:		I-95 N													
(288) SR 288 N Ramp	Chesterfield C	•	15000	Α	91%	1%	1%	1%	6%	0%	F	0.14	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel			G	92%	1%	1%	1%	5%	0%	F	0.117	F	0.644	23000	G
	From:	Ra	mp from I-95 I-95	S												
288	Chesterfield C	County 0.48	41000	G	95%	0%	1%	1%	2%	0%	F	0.097	F	0.65	46000	G
$\overline{}$	To	US 1 Je	efferson Davis	s Hwy			<u> </u>									
288	Chesterfield C	County 1.53	45000	G	95%	0%	1%	1%	2%	0%	F	0.101	F	0.632	51000	G
$\overline{}$	To	SR	145 Chester I	Rd												
288	Chesterfield C	County 3.88	45000	G	95%	0%	1%	1%	2%	0%	F	0.101	F	0.606	50000	G
	Tron From	SR 1	0 Iron Bridge	Rd												
288	Chesterfield C	County 2.95	55000	Α	95%	0%	1%	1%	2%	0%	С	0.114	Α	0.59	61000	Α
	To:	20-60	04 Courthouse	e Rd			<u> </u>									
288	Chesterfield C	County 4.09	47000	G	95%	0%	1%	1%	2%	0%	F	0.102	F	0.585	52000	G
$\overline{}$	Trans	US 3	60 Hull Street	t Rd												
288	Chesterfield C		60000	G	95%	0%	1%	1%	2%	0%	F	0.097	F	0.564	67000	G
$\overline{}$	To: From:		Powhite Parl 720 Lucks La													
200	Chesterfield C		52000	G	96%	0%	1%	1%	2%	0%	F	0.12	Α	0.648	59000	G
288	To	-	68 Woolridge		00,0			. , 0	_,,	0,0	•	0		0.0.0	00000	
200	Chesterfield C		50000	G	97%	0%	1%	1%	2%	0%	F	0.12	Α	0.648	58000	G
288	To	<b>.</b>						.,,	_,,	• , •		••••				
288	From: Chesterfield C		Midlothian 7 48000	<u>грке</u> <b>А</b>	96%	0%	1%	1%	2%	0%	С	0.12	Α	0.578	53000	Α
288	To:		natan County l					. , 3								
	From:		erfield County													
(288)	Powhatan Co	ounty 1.87	48000	Α	96%	0%	1%	1%	2%	0%	С	0.12	Α	0.578	53000	Α
	To: From:		11 Huguenot													
288	Powhatan Co		56000	Α,	97%	0%	1%	1%	2%	0%	С	0.12	Α	0.648	62000	Α
	10:	Good	hland County	Line												

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

		· · ·					Truck			K		Dir		
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus		-Axle 1Tra		QC	Factor	QK	Factor	AAWDT	Q۱
	From		atan County Lin		00/	10/	10/ 00/	00/	_	0.10	^	0.040	00000	^
288	Goochland Cou		56000 A	97%	0%	1%	1% 2%	0%	С	0.12	Α	0.648	62000	F
World War II Veterans Mem Hwy	Goochland Cou		Patterson Ave 46000	97%	0%	1%	1% 2%	0%	F	0.1	F	0.500	53000	(
vond vvar ir veteraris weiri riwy	To:				0 70	1 70	170 270	0 /8	•	0.1	'	0.500	33000	•
288 World War II Veterans Mem Hwy	Goochland Cou		Creek Parkway		0%	1%	1% 2%	0%	F	0.136	В	0.653	53000	(
,	To:		oe Creek Parkw				- 70							
288	Goochland Cou		54000 F	•	0%	1%	1% 2%	0%	С	0.136	В	0.653	63000	ı
288)	To:	IIS	250 Broad St											
288	Goochland Cou		47000 G	99%	0%	0%	0% 1%	0%	С	0.140	В	0.54	53000	(
	To:		I-64											
orth	From:		R 288 North											
Ramp	Goochland Cou	unty 0.35	14000	96%	0%	1%	1% 2%	0%	С	0.189	Α		17000	(
			I-64 East											
orth 188 Ramp	Goochland Cou	unty 0.37	SR 288 N <b>7000</b>	<b>A</b> 87%	1%	2%	2% 9%	0%	С	0.122	Α		7100	
88) ( (a)	To:	Jilly 0.07	I-64 W	1 07/0	1 /0		270 370	0 /8	O	0.122	^		7100	
puth	From	SR 28	8 SR 288 N Ran	าก		i								
Ramp	Chesterfield Cou		14000 C		0%	1%	1% 2%	0%	F	0.106	F		16000	(
	To:		I-95 South											
	From:		amp to I-95 S											
SR 288 S Ramp	Chesterfield Cou	-	5600		0%		1% 2%	0%	F	0.161	F		6800	(
Combined Ti	raffic Estimates for 2 Parallel R	loadways on this Route:	20000 C	92%	1%	1%	1% 5%	0%	F	0.108	F	0.504	23000	(
	From:	29-7100 Fairfax Co		20 Dolling E	D.A.									
P89 Franconia Springfield Pkwy	Fairfax Count		43000 <i>A</i>		0%	0%	0% 0%	0%	С	0.111	Α	0.684	48000	,
, ,	Too	-	I-95							_				
P89 Franconia Springfield Pkwy	Fairfax Count	ty 0.50	44000 G	99%	0%	0%	0%	0%	F	0.097	F	0.571	47000	(
	To:		677 Frontier Dr											
P89)Franconia Springfield Pkwy	Fairfax Count		53000 G	99%	0%	0%	0%	0%	F	0.095	F	0.503	57000	(
	To:	29-	613 Beulah St											
	From:		ECL Dayton											
90 Huffman Dr	Town of Dayton (Ma	aint: 82) 0.15	8100	97%	2%	0%	0%	0%	F	0.095	F	0.521	8700	(
	To: From:		ohn Wayland H											
90 Huffman Dr	Town of Dayton (Ma	aint: 82) 0.06	1800	97%	2%	0%	0% 0%	0%	F	0.118	F	0.639	1900	(
Bus	To: From:	9	S SR 42 Bus											
290) (42) Main St	Town of Dayton (Ma	aint: 82) 0.07	3200	97%	0%	1%	2% 1%	0%	F	0.105	F	0.546	3500	(
$\mathcal{I}$	То	N	SR 42 BUS			<u> </u>								
290)College St	Town of Dayton (Ma		2000	97%	2%	0%	0%	0%	С	0.130	F	0.568	2100	(
$\smile$	To	Ì	NCL Dayton											

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

		Primary and interstate	e Rol	utes											
Route	Jurisdiction	Longth AADT	^^	4Tiro	Bus		Trι	ıck		QC	K	OK	Dir	AAWDT	0
noute	Junsaiction	Length <b>AADT</b>	QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From:	85-703; I-81													
292 Conicville Rd	Shenandoah County	0.16 <b>10000</b>	N	66%	1%	1%	1%	30%	1%	Ν	0.076	F	0.513	11000	
	Τα	WCI Ma I - I													
292)Conicville Rd	Front L Town of Mount Jackson (Maint: 85)	WCL Mt Jackson 0.23 <b>10000</b>	G G	66%	1%	1%	1%	30%	1%	С	0.076	F	0.513	11000	
592 Conicvine Hu	Town of Mount Jackson (Maint. 65)	US 11 Main St	G	00 /6	1 /0	1 /0	1 /0	30 /6	1 /0	C	0.070	'	0.515	11000	
	From:	SR 292 Conicville I										_			
292)Ramp to I-81 S at Exit 2	73 Shenandoah County		G								0.087	F		2000	
<u> </u>	To:	I-81 South													
	From:	Ramp Merge													
Ramp to I-81 N at Exit 2	73 Shenandoah County	0.16 <b>2900</b>	G								0.079	F		2900	
	To:	I-81 North													
	From	Bus US 29; Memoria	al Dr												
93)West Main St	City of Danville		G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.562	5200	
93) 11001 1114111 01			<u> </u>	0070	1 70		0 70	0 70	0 70	•	0.000	•	0.002	0200	
	To: From:	Bishop Rd													
West Main St	City of Danville	0.49 <b>4200</b>	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.571	4500	
<u> </u>	To:	Park Ave				$\neg$ _									
93)West Main St	City of Danville	0.96 6300	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.525	6700	
95)	To:	Randolph St	-			T)			-,-	-		-			
	From:	Canterbury St													
93)West Main St	City of Danville	0.37 <b>7200</b>	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.547	7700	
	To:	SR 86 Central Blv	ı.d												
293)West Main St	FromCity of Danville		G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.641	8800	
193 West Wall St	Oity of Dariville	0.10 0300	u	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.033	'	0.041	0000	
	To: From:	South Main St													
93)Main St	City of Danville	0.04 <b>8800</b>	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.545	9400	
	Tα	Holbrook Ave													
93)Main St	City of Danville		G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.515	7600	
93)					. , 0	. , , ,	0,0	0 70	0,0	•	0.000	•	0.0.0		
	From	Jefferson Ave													
93) Main St	City of Danville		G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.541	7800	
<u> </u>	To:	Patton St				_									
Datter Ct	Oits of Describe	South Ridge St	F	000/	10/	10/	00/	00/	00/	_	0.000	_	0.500	F000	
Patton St	City of Danville	0.32 4700		98%	1%	1%	0%	0%	0%	_	0.092	_	0.589	5000	
	Combined Traffic Estimates for 2 Parallel Roadways or		F	97%	1%	2%	0%	0%	0%	F	0.1	F	0.614	7800	
	To:	Bridge St; SR 293 P M	1aın St												
93) Main St Bridge	City of Danville	0.22 Bridge St	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.625	13000	
93 Jiviain St Bridge	Oity of Dariville	0.22 13000		3076	1 70	1 70	U /o	0 %	0 %	Г	0.093	Г	0.020	13000	
	To: From	US 58, US 360 Riversi	ide Dr												
93)(360) North Main St	City of Danville	0.37 <b>8900</b>	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.586	9500	
	To	Worsham St													
North Main St	City of Danville	0.33 <b>10000</b>	F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.579	11000	
93/360/North Main 3t	· · · · · · · · · · · · · · · · · · ·			JU /0	U /o	1 /0	U /o	U /o	U /o		0.09	'	0.573	11000	
93 360 North Main St	City of Danville	SR 360 Richmond B		98%	U%	1%	υ%	υ%	0%	F	0.09	F	0.579	11000	

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

		Fillidiy a	ina microi	iaic i io	utco							17		D:		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q
	From	·	(O D:-h	. 1 D11			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
293)North Main St	City of Dany		6500 Richmon	G BIVG	98%	0%	1%	0%	0%	0%	F	0.092	F	0.551	7000	(
293/110/11/11/101	Oity of Ball	VIIIC 0.01			30 70	0 70	1 70	0 70	0 70	0 70	į.	0.032	•	0.551	7000	•
North Main Ct	City of Dany	ville 0.98	Third Ave		98%	0%	10/	00/	0%	0%		0.005	F	0.525	9200	
293 North Main St	City of Dark	VIIIE 0.96	8600	F	90%	0%	1%	0%	0%	0%	С	0.095	Г	0.525	9200	
	To:		Franklin Tpl				<u> </u>									
293 North Main St	City of Dany		4100	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.551	4400	
$\stackrel{\smile}{=}$	To:	Bus U	S 29, Piney I	Forest Ro	i											
	From		R 293 Ridge								_		_			
293 Main St	City of Dany		2600	F	97%	1%	2%	0%	0%	0%	С	0.124	F	0.873	2800	
$\smile$	Combined Traffic Estimates for 2 Parallel			F	97%	1%	2%	0%	0%	0%	F	0.1	F	0.614	7800	
	To:	SR 29:	3 Patton St; 1	Bridge S	t											
	From:		234 Dumfrie													
294) Prince William Pkwy	Prince William		27000	F	98%	1%	1%	1%	0%	0%	F	0.079	F	0.566	29000	
<u> </u>	To: From:		SCL Manass massas; Wel		0.4											
294) Prince William Pkwy	Prince William		39000	A	98%	1%	1%	1%	0%	0%	С	0.095	Α	0.534	42000	
294)1 11110c William 1 Kwy	Time William				0070	1 70		1 /0	0 /0	070	O	0.000	,,	0.004	42000	
	From		76-665 Ellis		000/	40/		40/	00/	201	_	0.005		0.540	40000	
Prince William Pkwy	Prince William	County 0.36	45000	F	98%	1%	1%	1%	0%	0%	F	0.085	F	0.549	48000	
<u> </u>	To: From:		512 Yates Fo	ord Rd												
294) Prince William Pkwy	Prince William	County 2.24	33000	F	98%	1%	1%	1%	0%	0%	F	0.08	F	0.503	35000	
$\smile$	Too	76-89	7 Scenic Poi	int Place			$\neg$ $\vdash$									
294) Prince William Pkwy	Prince William	County 3.10	31000	F	98%	1%	1%	1%	0%	0%	F	0.082	F	0.518	33000	
	To:	76	5-642 Hoadly	v Rd												
294) Prince William Pkwy	Prince William	•	50000	F	98%	1%	1%	1%	0%	0%	F	0.082	F	0.512	54000	
204)	T															
294) Prince William Pkwy	Prince William		641 Old Brid	ige Rd <b>F</b>								0.081	F	0.560	NA	
294 Prince William Pkwy	Prince William	County 0.46	49000	Г			<u>.</u>					0.061	Г	0.560	INA	
	To: From:		1954 Hillend								_		_			
Prince William Pkwy	Prince William	County 1.33	46000	F	98%	1%	1%	1%	0%	0%	F	0.081	F	0.578	48000	
<u>~</u>	To: From:	76-0	640 Minnievi	ille Rd												
294) Prince William Pkwy	Prince William	County 1.10	53000	F	98%	1%	1%	1%	0%	0%	F	0.077	F	0.588	56000	
$\smile$	Tœ	76-2	000 Smoketo	own Rd			$\neg$ $\vdash$									
294) Prince William Pkwy	Prince William		44000	F	98%	1%	1%	1%	0%	0%	F	0.077	F	0.634	47000	
,	To		701 70 1	1.0.1												
294) Prince William Pkwy	Prince William		1781 Telegra <b>80000</b>	ipn Ka <b>F</b>								0.072	F	0.643	NA	
294 1 THICC WILLIAM T KWY	i inice William	0.75										0.012	'	0.040	INA	
	To Prom	0 10	I-95									0.00		0.500	NIA	
294 Prince William Pkwy	Prince William	County 0.43	42000	F								0.08	F	0.522	NA	
<u>~</u>	<u>To</u> From	76-1299 Y	ork Dr; Sun	nmerland	l Dr											
294) Prince William Pkwy	Prince William	County 0.35	23000	G	97%	1%	1%	1%	1%	0%	С	0.072	F	0.643	25000	
$\smile$	To:	76-1	279 Longvie	ew Ave												

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

luviadiatio	n Longth	AADT	^^	4Tiro	Due		Trι	ıck		00	K	OK	Dir	AAMDT	. 01
Jurisdictio				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	Q
Prince William (				97%	1%	1%	1%	1%	0%	N	0 073	F	0.552	25000	١
To:				31 /0	1 /0		1 /0	1 /0	0 70	14	0.070	•	0.002	25000	
Fron:	76	5-3000-W014A	۱												
Prince William (	County 0.17	9600	G								0.086	F		9600	(
Τα		I-95 South													
From:				/								_			
Prince William (	,		-								0.096	F		16000	(
From:															
Prince William (				/							0.124	F		2400	(
To:											0	•		2.00	
Fron:		I-64 E													
295 E (S) Henrico Cou	inty 0.85	18000	Α	89%	1%	1%	1%	9%	0%	F	0.125	Α		19000	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	91%	1%	1%	1%	6%	0%	F	0.12	Α	0.514	38000	
To: From:						_									
Henrico Cou	inty 1.04	34000	Α	94%	1%	1%	1%	3%	0%	F	0.134	Α		38000	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	67000	Α	94%	1%	1%	1%	3%	0%	F	0.125	Α	0.538	74000	
	East I-295 is	signed as	Souti	h I-295											
To: From:		Nuckols Rd													
Henrico Cou	inty 2.43	35000	Α	94%	1%	1%	1%	3%	0%	F	0.156	Α		38000	,
	•		Α	94%	1%	1%	1%	3%	0%	F	0.128	Α	0.626	76000	
	•		Souti	h I-295											
To	US 3	3 Staples Mill	Rd												
Honrico Cou				0/10/	10/	10/	10/	20/	09/	C	0.146	۸		40000	
	•									-			0 566		,
Combined Traine Estimates for 21 drainer	•				1 70	1 70	1 70	070	0 70	Ü	0.127	,,	0.000	70000	
To:															
From:			_	0.40/	40/	40/	40/	00/	00/	_	0.400	•		44000	
	•									F			0.546		,
Combined Trainic Estimates for 2 Parallel	•				170	170	170	3%	0%	Г	0.123	А	0.546	65000	,
Tec				11-233											
From:															
	,	21000	Α	94%	1%	1%	1%	3%	0%	F	0.158	A		23000	1
Combined Traffic Estimates for 4 Parallel											0.128	F	0.625	91000	,
	East I-295 is	signed as	Souti	h I-295											
	Prince William of Tox  Prince William of Tox  Prince William of Tox  Prince William of Tox  Prince William of Tox  Prince William of Tox  Prince William of Tox  Prince William of Tox  Prince William of Tox  Prome And Tox  Prome And Tox  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel	Prince William County 0.36  Prince William County 0.36  To US 1J  Prince William County 0.17  Prince William County 0.17  Prince William County 0.21  Prince William County 0.21  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.25  Prince William County 0.25  Prince William County 0.25  Prince William County 0.25  Prince William County 0.25  Prince William County 0.25  Prince William County 0.25  Prince William County 0.25  Prince William County 0.25  Prince William County 0.26  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.21  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William County 0.22  Prince William Count	Prince William   County   0.36   23000	Prince William   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   Co	Prince William County   0.36   23000   N   97%	Prince William   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   C	Prince William County	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South   L295   Signed as South   L295	Prince William County   0.36   23000   N   97%   1%   1%   1%   1%   1%   1%   1%	Prince William County   0.38   23000   N   97%   1%   1%   1%   1%   0%	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   Last   L	Prince William   County   0.36   2000   N   97%   1%   1%   1%   1%   0%   N   0.073	The country   10   10   10   10   10   10   10   1	Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A   1000   A	The composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Compositio

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

<u> </u>					4	_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
ast 95	From:		I-95													
95)	Henrico County	0.17	55000	Α	90%	1%	1%	1%	7%	0%	F	0.121	Α		55000	Α
	Combined Traffic Estimates for 2 Parallel Roadway			Α	90%	1%	1%	1%	7%	0%	F	0.107	Α	0.577	110000	Α
	_	East I-295 is			h I-295											
	To:		over County				_									
ast 95)	Hanover County	0.75	rico County 55000	A	90%	1%	1%	1%	7%	0%	F	0.121	Δ		55000	Δ
95)	Combined Traffic Estimates for 2 Parallel Roadway			Ā	90%	1%	1%	1%	7%	0%	· 	0.121	A	0.577	110000	
	Combined Traine Estimates for 2 Faraner noadway	East I-295 is				1 /0	1 /0	1 /0	1 /0	0 /6	'	0.107	^	0.577	110000	
not .	To: From:	US 301, S	R 2 Chamb	erlayne I	Rd											
ast 95)	Hanover County	2.73	56000	Δ	90%	1%	1%	1%	7%	0%	F	0.122	Α		57000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadway			A	90%	1%	1%	1%	7%	0%	F	0.106	Α	0.577	114000	Α
	2022	East I-295 is				. , ,	. , •	. , 0	. ,0	0,0	·	000		0.07.		•
t	To: From:	42-627 Meado	wbridge Rd;	; Pole Gr	een Rd											
ast 95)	Hanover County	1.63	54000	Α	90%	1%	1%	1%	7%	0%	С	0.12	Α		54000	A
95)	Combined Traffic Estimates for 2 Parallel Roadway			Ā	90%	1%	1%	1%	7%	0%	С	0.107	Α	0.556	109000	-
	Combined Traine Estimates for 21 arailer roadway.	East I-295 is				1 /0	1 70	1 /0	7 70	0 /0	J	0.107	^	0.550	100000	,
ant	To: From:	US 360	Mechanicsv	ille Tpke	<b>;</b>											
ast 95)	Hanover County	2.60	46000	Α	90%	1%	1%	1%	7%	0%	F	0.116	Α		45000	A
13)	Combined Traffic Estimates for 2 Parallel Roadway			A	90%	1%	1%	1%	7%	0%	F	0.105	Α	0.529	90000	,
		East I-295 is				.,.		.,.	. , .					****		-
	то		15 Creighto													
ast 95)	From				000/	40/	40/	40/	70/	00/	_	0.440			40000	
95)	Hanover County	2.53	43000	Α	90%	1%	1%	1%	7%	0%	F _	0.112	Α		42000	F
	Combined Traffic Estimates for 2 Parallel Roadway			Α	90%	1%	1%	1%	7%	0%	F	0.105	Α	0.537	84000	F
	To	East I-295 is			h I-295											
net	From		rico County over County													
ast 95)	Henrico County	0.75	43000	A	90%	1%	1%	1%	7%	0%	F	0.112	Α		42000	A
93)	Combined Traffic Estimates for 2 Parallel Roadway			A	90%	1%	1%	1%	7%	0%	F	0.105	Α	0.537	84000	,
	Combined Traine Estimates for 2 Farance Floadway.	East I-295 is				1 /0	170	1 70	7 70	0 70	•	0.100	, ,	0.007	04000	,
	To. From	SR 156	Airport Dri	ve North												
95)	Henrico County	1.34	37000	Α	90%	1%	1%	1%	7%	0%	F	0.110	Α		34000	A
90	Combined Traffic Estimates for 2 Parallel Roadway			A	90%	1%	1%	1%	7% 7%	0%	, E	0.110	Α	0.507	70000	7
	Combined Trainic Estimates for 2 Farallet Nodoway	East I-295 is				1 /0	1 /0	1 /0	1 /0	U /o	'	0.103	^	0.507	70000	,
	To	I-64; US			11-290											

# 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
ast		I-64; US 6	0 Collector	Rd Beg												
ast 95	Henrico County	2.49	13000	В	75%	1%	1%	1%	22%	0%	F	0.134	Α		13000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this			В	77%	1%	1%	1%	21%	0%	F	0.127	Α	0.524	27000	В
	East	I-295 is	signed as	s Soutl	n I-295											
aet	To: From	I-64; US	60 Collecto	r Rd End	l											
ast 95	Henrico County	2.23	22000	Α	75%	1%	1%	1%	22%	0%	F	0.123	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	44000	Α	77%	1%	1%	1%	21%	0%	F	0.118	Α	0.504	45000	Α
			signed as	s Soutl	n I-295											
	To:	SR 895	Pocahonta	s Pkwv												
ast	Henrico County	2.91	19000	Α	75%	1%	1%	1%	22%	0%	_	0.124	Δ		19000	А
95	Combined Traffic Estimates for 2 Parallel Roadways on this			A	73 % 77%	1%	1%	1%	21%	0%	· -	0.124	A	0.535	39000	A
			signed as			1 /0	1 /0	1 /0	21/0	0 78	'	0.117	^	0.555	33000	
	Last				11-233											
ast	From:	SR 5	New Marke	et Rd												
ast 95	Henrico County	4.45	20000	Α	75%	1%	1%	1%	22%	0%	F	0.122	Α		21000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	77%	1%	1%	1%	21%	0%	F	0.117	Α	0.521	42000	Α
	East		signed as		n I-295											
act	From:		rfield Count ico County	,												
ast 95	Chesterfield County (Maint: 43)	1.02	20000	A	75%	1%	1%	1%	22%	0%	F	0.122	Α		21000	Α
.55)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:		Α	77%	1%	1%	1%	21%	0%	F	0.117	Α	0.521	42000	Α
	•		signed as	s Soutl	n I-295											
	Tα		eadowville l													
ast 95	Chapterfield County (Mainty 42)				750/	10/	10/	10/	22%	00/	_	0.100	^		16000	_
.95)	Chesterfield County (Maint: 43)	1.62	17000	G	75% 77%	1% 1%	1% 1%	1% 1%	21%	0% 0%	r	0.122	A	0.504	16000	G G
	Combined Traffic Estimates for 2 Parallel Roadways on this			G South		170	170	170	21%	0%	Г	0.117	Α	0.521	33000	G
	East		signed as		11-290											
ast	To: Front	SR 10	Hundred R	d East												
95)	Chesterfield County	2.11	18000	Α	75%	1%	1%	1%	22%	0%	F	0.116	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	35000	Α	77%	1%	1%	1%	21%	0%	F	0.112	Α	0.501	37000	Α
	East	I-295 is	signed as	s Soutl	n I-295											
aet	To. From	N	CL Hopewe	ell												
ast 195	City of Hopewell (Maint: 74)	3.30	18000	Α	75%	1%	1%	1%	22%	0%	F	0.116	Α		18000	Α
.55)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	77%	1%	1%	1%	21%	0%	F	0.112	Α	0.501	37000	Α
	•		signed as									_				
			wn Blvd; SO													

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

Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Seption   Sept	-								Tru	ıck			K		Dir		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   22000   A   77%   1%   1%   21%   0%   F   0.12   A   0.514   22000   A	Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK		AAWDT	QW
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   22000   A   77%   1%   1%   21%   0%   F   0.12   A   0.514   22000   A	East	From															
East   298   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1997   1	295	•	•														
Prince George County   2,57   9100   A   75%   1%   1%   1%   22%   0%   C   0.125   A   0.618   1800   A   C   C   C   C   C   C   C   C   C		Combined Traffic Estimates for 2 Parallel	•				1%	1%	1%	21%	0%	F	0.12	Α	0.514	22000	Α
Prince George County			East I-295 is	signed as	South	ı <i>I-295</i>											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000   G 77%   1%   1%   21%   0%   C 0.119   A 0.618   18000   G Estat 1-295   Signed as South 1-295	Fact	To: From:	US	460 County	Dr												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000   G 77%   1%   1%   21%   0%   C 0.119   A 0.618   18000   G Estat 1-295   Signed as South 1-295	295	Prince George	County 2.57	9100	Α	75%	1%	1%	1%	22%	0%	С	0.125	Α		8500	Α
East   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Family   Fam	250)	•	•	19000	G	77%	1%	1%	1%	21%	0%	С	0.119	Α	0.618	18000	G
Prince George County			•		South												
Prince George County		To:	Exit	1A to I-95 N	Vorth												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1800	East	Prince George				75%	10/-	10/-	10/-	220/	Nº/-	E	0 125	Δ		7400	G
Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept   Sept	(295) Hamp	•	•									-			0.610		
East		Combined Trainic Estimates for 2 Parallel	noadways on this noute.		G	1170	1 70	170	1 70	2170	076	Г	0.119	А	0.616	15000	G
Prince George County   1.95 North   1% 1% 22% 0% F 0.117 F 820 G	East	From															
1-95 North   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-295 East   1-2	Bamp From I-295 S (F)	) to I-95 N Prince George			G	75%	1%	1%	1%	22%	0%	F	0.117	F		820	G
Prince George   County   0.35   2600   G     County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County	293) 200 0 (2)	To:				. 0 / 0	. , 0		. , ,		0,0	•	• • • • • • • • • • • • • • • • • • • •	•		020	<b>O</b> .
Prince George   County   0.35   2600   G     County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County br   County	Fast	From:		I-295 Fast													
Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat   Seat		Prince George	County 0.35		G								0.091	F		2600	G
Prince George   County   0.52   1500   B   0.162   A   1600   B	1	To:		160 E, Count													
Prince George County   0.52   1500   B     0.162   A   1600   B	East	From:	c	I-295 East													
Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Companies   Comp	(295) Ramp	Prince George	County 0.52	1500	В			<u>_</u>					0.162	Α		1600	В
City of Hopewell (Maint: 74)   0.17   2300   G     0.127   F   2300   G		To	US 4	60 W, Count	ty Dr												
SR 36 E, Oaklawn Blvd   SR 36 E, Oaklawn Blvd   SR 36 E, Oaklawn Blvd   SR 36 E, Oaklawn Blvd   SR 36 E, Oaklawn Blvd   O.122 F 7000 G		From:	2														
From	(295) Ramp	City of Hopewell (											0.127	F		2300	G
City of Hopewell (Maint: 74)   0.31   7000   G     0.122   F   7000   G		To:	SR 36	E, Oaklawn	n Blvd												
SR 36 W, Oaklawn Blvd   I-295 East	East	From	14 :										0.400	_		7000	_
Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County   Chesterfield County	295 Hamp	City of Hopewell (											0.122	F		7000	G
Chesterfield County   0.29   2200   G     0.117   F   2400   G		10.	SR 36		n Blvd												
SR 10 E, East Hundred Rd   SR 10 E, East Hundred Rd		Chapterfield C	Sounts 0.00										0.117	_		0400	_
East	(295) Ramp	Criesterneid C	· · · · ·										0.117	Г		2400	G
Chesterfield County   0.33   1800   G		From	•		iicu Ku												
SR 10 W, East Hundred Rd   SR 10 W, East Hundred Rd	Ramp				G								0.106	F		2000	G
East	(292) 1 101111	To						1					5.100	'		2000	u
Henrico County   0.17   840   F     0.127   F   890   F	Fact	From	SK 10	,				<u> </u>									
SR 5 E, New Market Rd     SR 5 E, New Market Rd		Henrico Co	untv 0.17		F								0.127	F		890	F
East         I-295 East           295) Ramp         Henrico County         0.31         1700         F         0.152         F         1800         F	233)	To			-								2/	•		-	•
(295) Ramp Henrico County 0.31 <b>1700 F</b> 0.152 F 1800 F	Fast	From:															
		Henrico Cou	unty 0.31		F								0.152	F		1800	F

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b> Q	A 4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From:	I-295 East Collector R							_					
295 Ramp	Henrico County	0.23 <b>5800 F</b>		1%	1%	2%	4%	0%	С	0.109	F		6200	F
	10.	US 60 E, Williamsburg												
East	Henrico County	I-295 East Collector R 0.37 <b>1300</b> F		0%	2%	2%	4%	0%	С	0.12	F		1400	F
295 Ramp	To:	US 60 W, Williamsburg		076	270	270	4 70	0%	C	0.12	Г		1400	г
East	From:	I-295 South	Ttu											
295 Ramp (New Flyover) From I-295 E (SB) to I-64 EB	Henrico County	0.77 <b>14000</b> F	82%	1%	1%	0%	15%	0%	С	0.087	F		14000	F
233) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 ) 14 (14 )	To:	I-64 East Collector Ro												
East	From:	I-295 South Collector F	Rd											
295)Ramp	Henrico County	0.33 <b>370 F</b>		2%	1%	3%	22%	0%	С	0.129	F		390	F
	To:	I-64 West Collector R	d											
East	From	I-295 South Collector F												
Ramp (Old Loop) From I-295 E (SB) CD to I-64 EB	Henrico County	0.23 <b>200 F</b>		1%	3%	1%	7%	1%	С	0.116	F		210	F
	To:	I-64 East Collector Ro	1											
East	From:	I-295 East				221	221	221			_			_
295 Collector Road	Henrico County	0.73 <b>4700 F</b> I-295 East Exit 28D Rai		1%	1%	2%	6%	0%	С	0.123	F		5000	F
East	From:	I-295 East Exit 28D Rai												
295 Collector Road	Henrico County	0.23 <b>4500 F</b>								0.128	F		4500	F
$\smile$	To:	I-64 West Exit 200A Ra	mp											
East 295 Collector Road	Hanrica County	0.19 <b>8800 F</b>								0.105	F	0.616	8800	F
295 Collector Hoad	Henrico County									0.105	Г	0.010	0000	Г
East	From:	I-295 South Exit 28E Ra	mp											
295 Collector Road	Henrico County	0.20 <b>8600 F</b>	•							0.106	F	0.609	8600	F
Foot	To: From:	I-64 East Exit 200A Rai	mp											
East 295 Collector Road	Henrico County	0.27 <b>12000 A</b>	1							0.128	Α		13000	Α
293) 50.1000	Tex									020			.0000	
East	From:	I-295 East Exit 28B Rai												
295 Collector Road	Henrico County	0.17 <b>12000 F</b>	•							0.153	F		13000	F
East	To: From:	US 60 West Ramp												
295) Collector Road	Henrico County	0.17 <b>14000 F</b>	•							0.107	F		14000	F
	To:	I-295 East Exit 28A Rai	mn											
East Collector Road	From:		•							0.100	_		7000	_
Collector Road	Henrico County	0.22 <b>7900 F</b>	• 							0.108	F		7900	F
East	To: From:	US 60 East Ramp												
295 Collector Road	Henrico County	0.28 <b>910 F</b>	<u> </u>							0.109	F		910	F
$\smile$	Tor	I-295 East												
East	From:	I-295-E TO ROUTE 156 NORTH-A	IRPORT DR	IV										
295 Ramp	Henrico County	0.23 <b>1300 F</b>								0.162	F		1400	F
$\sim$	To:	SR 156 FROM ROUTE 295 EA	STSOUTH											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
East 295 Ramp	Henrico County	I-295 East 0.28 <b>7600 F</b> SR 156 S, Airport Dr		0.103	F	8100	F
East 295 Ramp	From: Hanover County Tot	I-295 East 0.21 <b>1900 G</b> 42-615 N, Creighton Rd		0.164	F	1900	G
East 295 Ramp	Hanover County	I-295 East 0.26 <b>3900 G</b> 42-615 S, Creighton Rd		0.133	F	3900	G
East 295 Ramp	Hanover County	I-295 East 0.25 <b>9300 G</b> US 360 E, Mechanicsville Tpke		0.123	F	9300	G
East 295 Ramp	Hanover County	I-295 East 0.31 5100 G US 360 W, Mechanicsville Tpke		0.12	F	5100	G
East 295 Ramp	Hanover County	I-295 East 0.18 <b>7000 G</b> 42-627 E, Meadowbridge Rd		0.148	F	7000	G
East 295 Ramp	Hanover County	I-295 East 0.19 <b>3500 G</b> 42-627 W, Meadowbridge Rd		0.117	F	3500	G
East 295 Ramp	Hanover County	I-295 East 0.27 <b>6500 G</b> US 301 N, Chamberlayne Rd		0.139	F	6500	G
East 295 Ramp	Hanover County	I-295 East 0.46		0.115	F	2100	G
East 295 Ramp (Loop)	Henrico County	I-295 East Collector Road 0.24 <b>8900 G</b> I-95 North		0.117	F	8900	G
East 295 Ramp	Henrico County	I-295 East Collector Road 0.17 <b>7600 G</b> I-95 South		0.136	F	7600	G
East 295 Ramp	Henrico County	I-295 East Collector Road 0.16 <b>5000 G</b> US 1 N, Brook Rd		0.112	F	5000	G
East 295 Ramp	Henrico County	I-295 E CD 0.30 <b>1600 A</b> US 1 S, Brook Rd		0.171	A	1900	А
East 295 Collector Distributor East at US 1, I-95	Henrico County	I-295 E  0.16 <b>18000 A</b> I-295 E043D, To US 1 S, Brook Rd		0.119	A	20000	Α

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

			i iiiiaiy ai		410 1100												
Route		Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru	_		QC	K .	QK	Dir	AAWDT	QW
East		From:	I-295 E0431	D To US 1				2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Collector Distributor Eas	et at IIS 1 I-95	Henrico Cou		17000	3, B100k	Ku							0.118	Α		18000	Α
195 Collector Distributor Las	st at 00 1, 1-90	To:	US 1 S, Ram			- D.4		_					0.110	^		10000	
ast		From	US 1 N, Ram														
Collector Distributor Eas	stat IIS 1 I-95	Henrico Cou		20000	A A	K KU							0.115	Α		21000	Α
295 Concolor Biotributor Eur	or at 00 1, 1 00	To:		E043B To									0.110	,,		21000	, ,
- aat		From:		I-295 East				1									
East 295 Ramp		Henrico Cou	untv 0.19	1100	G								0.174	F		1100	G
295) (1411)		Ticrinico Oot		3 N, Wood									0.174	'		1100	<u> </u>
		From:	•														
ast				I-295 East									0.405	_		0000	_
95 Ramp		Henrico Cou		2200	G								0.125	F		2200	G
			<del>-1</del> 3-700	53 S, Woodi													
ast		From		I-295 East										_			_
Ramp		Henrico Cou		2100	G								0.138	F		2100	G
<u> </u>		To:	US 33	W, Staples	Mill Rd												
ast		From:		I-295 East													
Ramp		Henrico Cou	unty 0.31	4400	G								0.134	F		4400	G
		To:	US 33	E, Staples I	Mill Rd												
East		From		I-295 East													
Ramp		Henrico Cou	unty 0.22	7100	G								0.184	F		7100	G
		To:		06 W, Nuck	cols Rd												
East		From		I-295 East													
295)Ramp		Henrico Cou	untv 0.47	4800	G	98%	0%	1%	0%	0%	0%	С	0.269	F		4800	G
93). 14.11.15		To:		06 E, Nuck		0070	0 70		070	0 70	0 70	Ū	0.200	•		1000	Ŭ
		From			0.0.714												
/est 195 Ramp From I-295 N (W	) to 1.64 W	Hanriaa Car	unty 0.43	I-64 W 18000		94%	1%	1%	10/	10/	00/	_	0.123	Α		19000	Α
95 Hamp From 1-295 N (W		Henrico Cou	•		A				1%	4%	0%	_			0.54.4		
	Combined Traffic Estimates	s for 2 Parallel	Roadways on this Route:		Α	91%	1%	1%	1%	6%	0%	F	0.12	Α	0.514	38000	Α
lost		From		I-295 N I-64													
Vest 195)		Henrico Cou	untv 1.79	32000	Α	94%	1%	1%	1%	4%	0%	F	0.122	Α		36000	Α
95)	Combined Traffic Estimates		,		A	94%	1%	1%	1%	3%	0%	F	0.125	Α	0.538	74000	A
	Combined Trainc Estimates	o ioi 2 Faranei					1 70	1 70	1 70	3%	0%	Г	0.123	А	0.556	74000	Α.
			West I-295 is	s signea a	as inortr	1 1-295											
Vest		To:		Nuckols Ro	1												
295)		Henrico Cou	unty 2.31	35000	Α	94%	1%	1%	1%	4%	0%	F	0.144	Α		38000	Α
.33)	Combined Traffic Estimates		•		A	94%	1%	1%	1%	3%	0%	F	0.128	Α	0.626	76000	Α
	Combined France Estimates	o ioi Z i aiailei	•				1 /0	1 /0	1 /0	J /0	U /0	'	0.120	^	0.020	7 0000	Α.
			West I-295 is			11-293											
/est		To: From:	US 3	3 Staples M	Iill Rd			}									
295)		Henrico Cou	unty 3.22	35000	Α	94%	1%	1%	1%	4%	0%	С	0.143	Α		38000	Α
-33)	Combined Traffic Estimates		•		A	94%	1%	1%	1%	3%	0%	C	0.127	Α	0.566	78000	Α
	Combined Traine Estimates	, 101 L 1 arallol	•				1 /0	1 /0	1 /0	0 /0	0 /0	J	5.127	,,	3.000	, 0000	,
		Tor	West I-295 is			11-293											
		10.	<u>'</u>	Woodman R	u												

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
/est	From:		Woodman R		2.12/	101				221	_	0.400	_		10000	
95)	Henrico County	0.91	39000	Α	94%	1%	1%	1%	4%	0%	F	0.136	Α		42000	A
	Combined Traffic Estimates for 2 Parallel Roadways of			Α	94%	1%	1%	1%	3%	0%	F	0.123	Α	0.546	85000	Α
		West I-295 is	s signed a	s Nort	h I-295											
/est	To: From:	J	IS 1 Brook F	Rd												
<u>est</u> 95)	Henrico County	1.83	22000	Α	94%	1%	1%	1%	4%	0%	F	0.16	Α		23000	Α
	Combined Traffic Estimates for 4 Parallel Roadways o	n this Route:	85000	Α								0.128	F	0.625	91000	Α
		West I-295 is	s signed a	s Nort	h I-295											
	То		I-95													
est 95	Henrico County	0.29	54000	Δ	90%	1%	1%	1%	8%	0%	_	0.11	Δ		54000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways o			A	90%	1%	1%	1%	7%	0%		0.11	A	0.577	110000	A
	Combined Trainic Estimates for 2 Faraller Hoadways of	West I-295 is				1 /0	1 /0	1 /0	1 /0	0 /6	'	0.107	^	0.577	110000	^
	То:		over County		11 1-295											
/est	Fron:		rico County													_
/est 95)	Hanover County	1.55	54000	Α	90%	1%	1%	1%	8%	0%	F	0.11	Α		54000	Α
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	109000	Α	90%	1%	1%	1%	7%	0%	F	0.107	Α	0.577	110000	P
		West I-295 is	s signed a	s Nort	h I-295											
last	To: From:	US 301, S	R 2 Chambe	erlayne I	Rd											
/est 295	Hanover County	2.46	57000	Α	90%	1%	1%	1%	8%	0%	F	0.115	Α		58000	Α
.93)	Combined Traffic Estimates for 2 Parallel Roadways o	_		A	90%	1%	1%	1%	7%	0%	F	0.106	Α	0.577	114000	Α
		West I-295 is				. , 0	. , 0	. , ,	. , 0	0 / 0	•	000		0.077		
	To:	42-627 Pole G														
/est	From															
295	Hanover County	1.72	54000	Α	90%	1%	1%	1%	8%	0%	С	0.114	Α		55000	A
	Combined Traffic Estimates for 2 Parallel Roadways of			Α	90%	1%	1%	1%	7%	0%	С	0.107	Α	0.556	109000	Α
		West I-295 is	s signed a	s Nort	h I-295											
/est	To: From:	US 360	Mechanicsv	ille Tpke	e											
Vest 295)	Hanover County	2.52	46000	Α	90%	1%	1%	1%	8%	0%	F	0.107	Α		46000	Α
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	92000	Α	90%	1%	1%	1%	7%	0%	F	0.1	В	0.53	90000	Α
		West I-295 is	s signed a	s Nort	h I-295											
	To:	42-6	15 Creighto	n Rd												
/est	From:		•		000/	10/	10/	10/	00/	00/	_	0.404	^		40000	
295	Hanover County	1.99	43000	A	90%	1%	1%	1%	8%	0%	F	0.101	A	0.507	42000	A
	Combined Traffic Estimates for 2 Parallel Roadways of			A	90%	1%	1%	1%	7%	0%	۲	0.105	Α	0.537	84000	Α
	Tol	West I-295 is			n I-295		1									
	10.	Hen	rico County	Line												

# 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
Vest	From:		over County	Line												
295)	Henrico County	1.30	43000	Α	90%	1%	1%	1%	8%	0%	F	0.101	Α		42000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	90%	1%	1%	1%	7%	0%	F	NA			84000	Α
	Wes	t I-295 is	signed a	s Nort	h I-295											
West	To: From	SR 156	Airport Driv	e North												
Vest 295	Henrico County	1.10	37000	Α	90%	1%	1%	1%	8%	0%	F	0.106	Α		35000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	74000	Α	90%	1%	1%	1%	7%	0%	F	0.105	Α	0.507	70000	Α
	Wes	t I-295 is	signed a	s Nort	h I-295											
, .	To I-64; U	S 60 Willia	amsburg Rd	Collecto	or Rd End											
Vest 295)	Henrico County	2.18	13000	Α	78%	1%	1%	1%	20%	0%	F	0.130	Α		14000	Α
293)	Combined Traffic Estimates for 2 Parallel Roadways on this			В	77%	1%	1%	1%	21%	0%	F	0.127	Α	0.524	27000	В
			signed a			.,.	.,.	.,.	,,	• / •		•				_
			msburg Rd (			1										
Vest	FIGUR						10/	10/	000/	00/	_	0.10	^		00000	^
295	Henrico County	2.21	22000	A	78%	1% 1%	1%	1%	20%	0%	r	0.12	A	0.504	23000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this			A A Mart	77%	1%	1%	1%	21%	0%	г	0.118	Α	0.504	45000	Α
	wes		signed a													
Vest	Front		Pocahontas I	Parkway												
295)	Henrico County	3.49	19000	Α	78%	1%	1%	1%	20%	0%	F	0.118	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	77%	1%	1%	1%	21%	0%	F	0.117	Α	0.535	39000	Α
	Wes	t I-295 is	signed a	s Nort	h I-295											
Vest	To: From:	SR 5	New Marke	et Rd												
295)	Henrico County	3.89	20000	Α	78%	1%	1%	1%	20%	0%	F	0.120	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	40000	Α	77%	1%	1%	1%	21%	0%	F	0.117	Α	0.521	42000	Α
	Wes		signed a		h I-295											
V +	To:		rfield Count													
Vest 295	Chesterfield County (Maint: 43)	1.07	rico County 20000	A	78%	1%	1%	1%	20%	0%	F	0.120	Α		21000	Α
293)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	77%	1%	1%	1%	21%	0%	F	0.117	Α	0.521	42000	Α
	•		signed a			. , 0	.,0	. , 0	,0	0 / 0	•	0		0.02.	000	•
	To		eadowville I													
Vest 295)	Front (1) (2)				700/	401	401	461	000/	00′		0.400	_		47000	
295)	Chesterfield County (Maint: 43)	1.57	18000	G	78%	1%	1%	1%	20%	0%	+	0.120	A	0.504	17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this			G	77%	1%	1%	1%	21%	0%	F	0.117	Α	0.521	33000	G
	Wes		signed a		n I-295		_									
	10.	SR 10	Hundred Roa	ad East												

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

<u> </u>					4	_		Tru	ıck			K	<b></b>	Dir	= =	
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From		Hundred Ro		700/	40/	101	40/	000/	00/	_	0.440			10000	_
295	Chesterfield Co	•	18000	Α	78%	1%	1%	1%	20%	0%	F	0.119	A		18000	A
	Combined Traffic Estimates for 2 Parallel I			A	77%	1%	1%	1%	21%	0%	F	0.112	Α	0.501	37000	A
	_	West I-295 is	signed a	s Norti	h I-295											
West	To: From:	N	CL Hopewe	:11												
295	City of Hopewell (N	Maint: 74) 3.30	18000	Α	78%	1%	1%	1%	20%	0%	F	0.119	Α		18000	Α
200)	Combined Traffic Estimates for 2 Parallel I		35000	Α	77%	1%	1%	1%	21%	0%	F	0.112	Α	0.501	37000	Α
		West I-295 is		s Norti												
	To	SR 36 Oakla	wn Blvd: SO	CL Hope	well											
Vest	Prince George C					10/	10/	1%	20%	00/	_	0.117	۸		10000	۸
295	S .	,	12000	A	78%	1%	1%			0%		0.117	A	0.54.4	12000	A
	Combined Traffic Estimates for 2 Parallel I	•		A	77%	1%	1%	1%	21%	0%	F	0.12	Α	0.514	22000	Α
	_	West I-295 is	_		n 1-295											
Vest	To: From:	US	460 County	Dr												
295)	Prince George C	County 1.75	9700	G	78%	1%	1%	1%	20%	0%	С	0.134	Α		9200	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	19000	G	77%	1%	1%	1%	21%	0%	С	0.119	Α	0.618	18000	G
		West I-295 is	signed a	s Norti	h I-295											
	To:	Ramp from	n I-95 South	Exit 46	A		$\neg$ $\vdash$									
Vest	Prince George C		8200	Α	78%	1%	1%	1%	20%	0%	_	0.133	Α		7800	Δ
295	Combined Traffic Estimates for 2 Parallel I					1%	1%		21%	0%			F	0.523	15000	G
	Combined Trainic Estimates for 2 Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parall	noadways on this houte.	I-95 North	G	77%	170	176	1%	21%	0%	Г	0.073	Г	0.523	15000	Ċ
W+	From															
Vest 295)Ramp	Prince George C		I-295 West <b>940</b>	G								0.083	F		940	G
295/1101119	Trail Trail	•	60 E, Count									0.000	•		040	
Vest	From:		I-295 West	_			i									
Ramp	Prince George C		410	G								0.192	F		410	G
1	Tα:		50 W, Coun													
Vest	From:		I-295 West				1									
295 Ramp	City of Hopewell (N		1700	G								0.096	F		1700	G
	To:	SR 36	E, Oaklawı	n Blvd												
Vest	From:		I-295 West													
Ramp	City of Hopewell (N		820	G								0.144	F		820	(
	To:	SR 36	W, Oaklaw	n Blvd												
Vest	From		I-295 West													
295)Ramp	Chesterfield Co	ounty 0.34	1300	G								0.125	F		1400	G
$\smile$	Tor	SR 10 I	E, East Hund	dred Rd												
West	From:		I-295 West													
295 Ramp	Chesterfield Co	ounty 0.29	4400	G								0.109	F		4700	G
$\smile$	To:	SR 10 V	V, East Hun	dred Rd												

# 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	K Factor QF	C Dir A. Factor	AWDT	Q۷
West	Front	I-295 West				
Ramp	Henrico County	0.33 <b>710 F</b>	0.141 F		760	F
	To:	SR 5 E, New Market Rd				
Vest	From:	I-295 West				
Ramp	Henrico County	0.22 <b>3500 F</b>	0.113 F		3700	F
<u> </u>	10:	SR 5 W, New Market Rd				
Vest	Honrico County	I-295 West Collector Rd  0.44 <b>2500 F</b> 90% 1% 1% 1% 8% 0% F	0.147 F		2500	F
Ramp	Henrico County	0.44 <b>2500 F</b> 90% 1% 1% 1% 8% 0% F US 60 E, Williamsburg Rd	U.147 F		2300	ı
Manak	From					_
Vest 295) Ramp	Henrico County	I-295 West Collector Rd  0.23 <b>970 F</b> 90% 1% 1% 1% 8% 0% F	0.119 F		980	
293). 1415	To:	US 60 W, Williamsburg Rd	0.110		000	
Vest	From:	I-295 North Collector Rd				
295)Ramp	Henrico County	0.38 <b>4700 F</b> 90% 1% 1% 1% 8% 0% F	0.091 F		4700	-
	To:	I-64 East Collector Rd				
Vest	From	I-295 North Collector Rd				
295)Ramp	Henrico County	0.24 <b>4800 F</b> 90% 1% 1% 1% 8% 0% F	0.155 F		4900	
	To:	I-64 West Collector Rd				
Vest	From:	I-295 West				
Collector Road	Henrico County	0.33 <b>8600 F</b> 90% 1% 1% 1% 8% 0% F	0.096 F		9100	I
Vest	To: From:	I-295 West Exit 28A Ramp				
Collector Road	Henrico County	0.22 <b>6300 F</b> 90% 1% 1% 1% 8% 0% F	0.098 F		6700	F
	Too	US 60 East Ramp				
Vest	From:	<u> </u>				
Collector Road	Henrico County	0.16 <b>7600 F</b> 90% 1% 1% 1% 8% 0% F	0.098 F		8000	ı
Vest	To: From:	I-295 West Exit 28B Ramp				
Collector Road	Henrico County	0.17 <b>6700 F</b> 90% 1% 1% 1% 8% 0% F	0.097 F		7100	-
<u> </u>	To:	US 60 West Ramp				
West Dead	From:		0.404		4000	
Collector Road	Henrico County	0.27 <b>13000 A</b> 90% 1% 1% 1% 8% 0% F  I-295 West Exit 28C Ramp	0.124 A	1	4000	/
Vest	From	I-295 West Exit 28C Ramp				
Collector Road	Henrico County	0.16 <b>13000 F</b> 90% 1% 1% 1% 8% 0% F	0.123 F	1	4000	ı
$\smile$	To	I-64 East Exit 200B Ramp				
Vest	Henrico County	0.21 <b>10000 F</b> 90% 1% 1% 1% 8% 0% F	0.145 F		1000	ı
Collector Road	Herinco County		0.145 F	ı	1000	ı
Vest	To- Front	I-295 North Exit 28D Ramp				
295)Collector Road	Henrico County	0.27 <b>5500 F</b> 90% 1% 1% 1% 8% 0% F	0.138 F		5900	F
$\smile$	Toc	I-64 West Exit 200B Ramp				
Nest 295 Collector Road	Henrico County		0.094 F	,	20000	F
295/Collector Hoad	Henrico County	0.46 <b>19000 F</b> 90% 1% 1% 1% 8% 0% F	0.094 F	4	.0000	r

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

		Timary and interstate rioutes	Truok	V	Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC Factor	QK Dir Factor	AAWDT	QW
West		-295-W TO ROUTE 156 NORTH-AIRPORT DRIV					
(295) Ramp	Henrico County	0.32 <b>580 F</b>		0.176	F	610	F
$\overline{}$	To:	SR 156 FROM ROUTE 295 WESTNORTH					
West	From:	I-295 West					
(295) Ramp	Henrico County	0.26 <b>680 F</b>		0.125	F	720	F
	To:	SR 156 S, Airport Dr					
West	From:	I-295 West					
(295) Ramp	Hanover County	0.29 <b>2400 G</b>	<del></del>	0.123	F	2400	G
255)	To:	42-615 N, Creighton Rd					
West	From:	I-295 West					
295 Ramp	Hanover County	0.20 <b>560 G</b>		0.131	F	560	G
295) Tamp	To:	42-615 S, Creighton Rd		0.101	•	300	ч
West	Home Land	I-295 West		0.100	_	0000	_
295 Ramp	Hanover County	0.37 <b>3900 G</b>		0.109	F	3900	G
<u> </u>	l.	US 360 E, Mechanicsville Tpke	<u> </u>				
West	From:	I-295 West					
(295) Ramp	Hanover County	0.24 <b>1800 G</b>		0.121	F	1800	G
	To:	US 360 W, Mechanicsville Tpke					
West	From:	I-295 West					
(295) Ramp	Hanover County	0.27 <b>1800 G</b>		0.103	F	1800	G
	To:	42-627 E, Pole Green Rd					
West	From:	I-295 West					
(295) Ramp	Hanover County	0.28 <b>3500 G</b>		0.124	F	3500	G
233)	To:	42-627 W, Meadowbridge Rd					
West	From	I-295 West					
(295) Ramp	Hanover County	0.38 <b>5100 G</b>		0.109	F	5100	G
295) 1 14111	To:	US 301 N, Chamberlayne Rd		0.103	•	3100	ч
	From						
West		I-295 West		0.474	_	0500	_
295 Ramp	Hanover County	0.23 <b>6500 G</b>		0.174	F	6500	G
		US 301 S, Chamberlayne Rd					
West	From	I-295 West					
(295) Ramp	Henrico County	1.53 <b>25000 A</b>	<u></u>	0.102	Α	23000	Α
$\overline{}$	Τα	I-95 North					
West	From:	I-295 West Collector Road					
(295) Ramp	Henrico County	0.17 <b>3400 G</b>		0.164	F	3400	G
$\smile$	Tα	I-95 South					
West	From	I-295 West Collector Road					
(295) Ramp	Henrico County	0.22 <b>9400 G</b>		0.107	F	9400	G
'	To:	US 1 N, Brook Rd		-			
West	From	I-295 West Collector Road					
West (295) Ramp	Henrico County	0.18 <b>1900 G</b>		0.143	F	1900	G
292) Ligilib	Tierinico County	US 1 S, Brook Rd	<del></del>	0.143	•	1300	u
	L	US 1 S, DIOUK KU					

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

		Filliary and interstate r	louics											
Route	Jurisdiction	Length AADT QA	4 4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	rl				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Nest 295 Collector Road	Henrico County	I-295 West 0.10 <b>8700 G</b>								NA			9400	G
295 Collector Hoad	Tierinico County	I-95-N084B FROM RT 95 N								INA			3400	G
Vest	From:	I-95-S084B FROM RT 95 N			+									
Collector Road	Henrico County	0.20 <b>22000 A</b>								0.108	Α		23000	Α
233)	To:	I-295-W043C TO RT 1 NO			$\neg$									
Vest	From:	Ramp from US 1 South						-						
Collector Road	Henrico County	0.23 <b>17000 A</b>								0.116	Α		19000	Α
$\mathcal{L}$	To:	I-295 West												
Vest	From:	I-295 West			$\neg$		-							
295)Ramp	Henrico County	0.27 <b>1100 G</b>								0.127	F		1100	G
	To:	43-7663 N, Woodman R			$\neg$									
Vest	From:	I-295 West			$\equiv$									
Namp	Henrico County	0.19 <b>6100 G</b>								0.13	F		6100	G
295). 141115	To:	43-7663 S, Woodman R			$\neg$					0.10	•		0.00	<u> </u>
	Prope				$\dashv$									
Vest 195 Ramp	Henrico County	I-295 West 0.28 <b>3200 G</b>								0.219	F		3200	G
295 / Hallip	To.				_					0.219	Г		3200	G
		US 33 W, Staples Mill F	.a											
Vest	From:	I-295 West									_			_
Ramp	Henrico County	0.21 <b>4300 G</b>								0.216	F		4300	G
<u> </u>	Te:	US 33 E, Staples Mill R	d											
Vest	From:	I-295 West												
295)Ramp	Henrico County	0.42 <b>6500 G</b>	94%	1%	1%	3%	1%	0%	С	0.11	F		6500	G
$\smile$	To:	43-7706 W, Nuckols R	d											
Vest	From:	I-295 West					-							
Ramp	Henrico County	0.25 <b>6900 G</b>								0.238	F		6900	G
	To:	43-7706 E, Nuckols Ro	i											
Vest	From:	I-295 West			-									
295)Ramp From I-295 N (W) to I-64 E	Henrico County	0.47 <b>15000 G</b>	94%	1%	1%	1%	4%	0%	F	0.122	F		16000	G
299)	To:	I-64 East			Ti.	.,.	.,.		-	•	•			-
	From:				=									
Coo Kirby St	Town of West Point (Maint: 5	SR 30, SR 33 50) 0.22 <b>640 F</b>	98%	1%	0%	0%	0%	0%	С	0.110	F	0.689	630	F
Kirby St	Town of West Follit (Maint. 5	50-1107; 50-1126, 10th		1 /0		0 /6	0 /6	0 /6	O	0.110	'	0.009	030	
	From:	50-1107, 50-1120, 10th			+									
296)10th St	Town of West Point (Maint: 5			3%	0%	0%	0%	0%	С	0.117	F	0.704	200	F
290)	To:	SR 298 Lee St			$\vec{-}$	0 / 0	0 / 0	0,0		0	•			
	From:				一									
5th St	Town of West Point (Maint: 5	Dead End 50) 0.24 <b>60 F</b>	100%	0%	0%	0%	0%	0%	С	0.212	F	0.5	60	F
298 5th St	Town of West Form (Maint. 5			U 70	0 %	U 70	0 %	U 70	O	0.212	ı-	0.5	00	Г
	From	50-1109 Lee St; 50-112 50-1109; 50-1128, 5th S			+						—			
298)Lee St	Town of West Point (Maint: 5			0%	1%	0%	1%	0%	С	0.096	F	0.589	1100	F
	. Ovvii Oi vv Cot i Ciiit (Maiiit. C	/O/ O:EO 11 <b>00</b> 1												

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

Б	1			4	_		Tru	ıck		6.5	K	011	Dir	A A1	٠.
Route	Jurisdiction	Length AAD	QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	Front	SR 296 10													
298)Lee St	Town of West Point (Maint: 50)	0.22 <b>1300</b>		98%	1%	1%	0%	0%	0%	С	0.092	F	0.574	1300	F
<u> </u>	To:	SR 33 14t	h St												
	From:	US 15 James Ma													
299 Madison Rd	Culpeper County	0.79 <b>4900</b>		97%	0%	1%	1%	1%	0%	С	0.085	F	0.574	5000	•
<u> </u>	To:	US 29; Bus US 29 So	uth of Culpe	eper											
	From:	SR 13 Old Buck													
300 Courthouse Tavern Lane	Powhatan County	0.08 <b>600</b>	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.602	600	
<u> </u>	To:	72-1004 Tiln													
300)Tilman Rd	Powhatan County	72-1004; Courthous 0.02 <b>1100</b>		98%	0%	1%	0%	0%	0%	Ν	0.099	F	0.602	1100	
300) 111111111111	To:	SR 13 Wye; Sco		30 /6	0 /6	1/8	0 /6	0 /6	0 /6	11	0.033	'	0.002	1100	
	From:	SR 13 Wye, See													
300)Scottsville Rd	Powhatan County	0.54 1100		98%	0%	1%	0%	0%	0%	С	0.099	F	0.602	1100	
	To:	US 60 James An	derson Rd												
Wye	From:	72-1001 Marion H	Iarland Lane	·											
300)Tilman Rd	Powhatan County	0.04 <b>640</b>	G	96%	1%	2%	1%	0%	0%	С	0.105	F	0.565	650	
	To:	SR 300 Scotts	ville Rd												
	From:	North Carolina	State Line												
301 Skippers Rd	Greensville County	4.74 1300		77%	1%	1%	2%	19%	0%	С	0.094	F	0.692	1300	
501)- 17															
301 Skippers Rd	Greensville County	40-629 Zion Church Rd 2.80 <b>2200</b>		88%	1%	1%	1%	9%	0%	С	0.095	F	0.647	2200	
301 Skippers Hu	Greensville County			00 /6	1 /0	1 /0	1 /0	3 /0	0 /6	C	0.035	'	0.047	2200	
~~	To: From:	Urban Bou										_			
Skippers Rd	Greensville County	1.17 <b>2200</b>	N	88%	1%	1%	1%	9%	0%	N	0.095	F	0.647	2200	
~	To: From:	40-689 Old Halif	ax Rd; I-95												
301 Skippers Rd	Greensville County	0.39 <b>5800</b>	G	88%	1%	1%	1%	9%	0%	F	0.098	F	0.528	6100	
<del>~</del>	Τσ	SCL Emp	oria												
301 South Main St	City of Emporia	0.45 <b>6300</b>		95%	1%	1%	1%	3%	0%	С	0.092	F	0.544	6700	
501)	T-														
301 South Main St	City of Emporia	Low Groun 0.24 <b>8800</b>		95%	1%	1%	1%	3%	0%	F	0.089	F	0.594	9400	
301 Journ Main St	Oity of Emporia			JJ /0	1 /0	1 /0	1 /0	J /0	U /o	'	0.009	'	0.554	3400	
~~	To From	Jefferson		.=-:	4			•	000						
South Main St	City of Emporia	0.36 <b>9600</b>	G	95%	1%	1%	1%	3%	0%	F	0.089	F	0.607	10000	
	To: From:	Brunswick	Ave												
301 South Main St	City of Emporia	0.49 <b>1400</b> 0	) G	96%	1%	1%	0%	2%	0%	С	0.093	F	0.583	15000	
~	Tσ	Valley	St												
301 South Main St	City of Emporia	0.20 <b>1400</b> 0		96%	1%	1%	0%	2%	0%	F	0.091	F	0.556	14000	(
50,7	y								- , -						
301 North Main St	City of Emporia	Atlantic A 0.74 <b>9900</b>		96%	1%	1%	0%	2%	0%	F	0.094	F	0.556	11000	(
301 North Main St	Gity of Emporia			30%	170	1 70	U%	<b>4</b> %	0%	r	0.094	r	0.556	11000	(
~~ <u>-</u>	To: From	US 58				}									
301 North Main St	City of Emporia	0.34 <b>9900</b>		97%	0%	1%	1%	1%	0%	F	0.107	F	0.669	10000	(
~	To:	Halifax	St												

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					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AAD</b>	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~~	From:	Halifax		070/	00/	101	40/	40/	00/	_	0.404	_	0.504	0000	_
North Main St	City of Emporia	0.16 <b>930</b> 0	) G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.591	9900	C
<u>~</u>	To: From:	NCL Em													
Sussex Dr	Greensville County	1.53 <b>570</b> 0	) G	97%	0%	1%	1%	1%	0%	С	0.101	F	0.655	6000	(
<u></u>	To: From:	40-614 Otter													
301 }	Greensville County	2.77 3800		97%	0%	1%	1%	1%	0%	F	0.097	F	0.525	4000	(
<del></del>	1 o: From:	Sussex Cour Greensville Co	_												
301 Blue Star Hwy	Sussex County	0.78 <b>380</b> 0		97%	0%	1%	1%	1%	0%	Ν	0.097	F	0.525	4000	
,	Τα	I-95													
Blue Star Hwy	Sussex County	2.91 <b>310</b> (	) G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.661	3200	(
301)	To						.,.	.,.				•			
301 Blue Star Hwy	Sussex County	SR 139 Ja 4.00 <b>900</b>		86%	1%	2%	2%	9%	0%	С	0.12	F	0.679	910	(
301 Blue Star 1 Wy	a Custon County			0070	1 /0		270	0 70	0 / 0	Ü	0.12	•	0.070	010	
Blue Star Hwy	Sussex County	91-645 Ow 3.93 <b>630</b>	ren Rd <b>G</b>	88%	1%	1%	2%	8%	0%	С	0.125	F	0.617	630	
301 Blue Star Hwy	Sussex County			00%	1 70	1 70	2%	070	0%	C	0.125	Г	0.617	030	
~~	To: From:	91-73				—⊢									
Blue Star Hwy	Sussex County	2.77 <b>740</b>	G	90%	1%	1%	2%	7%	0%	С	0.113	F	0.655	750	
Bus	To: From:	SR 40	)												
Bot (40) Blue Star Hwy	Sussex County	0.02 <b>250</b> 0	) G	88%	1%	2%	1%	8%	0%	С	0.09	F	0.561	2500	
	To:	SCL Stony	Creek												
Bus	From:			2021	40/		40/	00/	00/		0.00	_	0.504	0500	
301) (40)	Town of Stony Creek (Maint: 91)	0.22 <b>250</b> 0	) N	88%	1%	2%	1%	8%	0%	N	0.09	F	0.561	2500	
~ ·	To: From:	BUS SR													
Blue Star Hwy	Sussex County	3.52 <b>180</b> 0		86%	1%	1%	2%	10%	0%	С	0.096	F	0.571	1800	
<del>~</del>	To: From	Prince George C Sussex Cour		;											
Go1 Crater Rd	Prince George County	2.69 <b>800</b>	G G	93%	1%	1%	1%	5%	0%	С	0.107	F	0.649	800	
01 Jordior Fld	- I miles deorge county				1 /0		1 /0	0 /0	0 /0	Ü	0.107	•	0.040	000	
Crater Rd	Prince Coorge County	74-604; 74-623 1			10/	20/	20/	00/	00/	С	0.1	F	0.500	1400	
Crater Hd	Prince George County	3.86 <b>1400</b> SR 35 Court		86%	1%	2%	2%	8%	0%	C	0.1	г	0.506	1400	
<u>-</u>	From	<< Invalid Ov				_									
301 (35) Courtland Rd	Prince George County	0.72 1100		97%	0%	1%	1%	1%	0%	С	0.102	F	0.553	1100	
	To:	<< Invalid Ov	erlap >>												
~~	From:	SR 35 Court													
156 Prince George Dr	Prince George County	0.17 <b>250</b> 0	) G	92%	1%	2%	1%	5%	0%	С	0.131	F	0.686	2500	
<del>~                                    </del>	To: From:	SR 156 Prince	George Dr												
Orater Rd	Prince George County	4.24 <b>220</b> 0	) G	96%	1%	0%	1%	3%	0%	С	0.184	F	0.731	2200	
~	Tα	I-95				—									
Grater Rd	Prince George County	2.25 <b>650</b> 0	) G	99%	0%	1%	0%	0%	0%	С	0.099	F	0.621	6600	(
301)	Tα	SCL Peter				—i				-					

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

							Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:															
City of Petersb	ourg 0.21	8800	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.613	9300	G
To:		Rives Rd													
City of Petersb	ourg 0.90	9800	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.588	10000	G
Front		Wagner Rd													
City of Petersb	ourg 0.43	21000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.529	22000	G
To: From:		Flank Rd		2221			221	221		_					
City of Petersb	ourg 0.87	21000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.52	23000	G
Front				000/	00/		00/	00/	00/		0.004	_	0.514	10000	_
City of Petersb	ourg 0.26	15000	G	98%	0%	1%	0%	0%	0%	С	0.081	F	0.511	16000	G
To: From:	0.70	South Blvd		000/	00/		00/	00/	00/	_	0.000	_	0.54	00000	
City of Petersb	ourg 0.73	21000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.51	22000	G
To: From:	I-9	95, Bus US 4	160												
City of Petersburg (N		10000	N	98%	1%	1%	1%	0%	0%	Ν	0.089	F	0.554	11000	Ν
To:															
City of Petersh					1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	G
•	•		-	0070	. , 0	. , 0	. , 0	0,0	0,0		NA	•	0.00		0.
To			Wythe S	t											
City of Potorok					10/	10/	10/	00/	00/	_	0.004	_	0.560	7600	G
			G	90%	170	170	170	0%	0%	Г		Г	0.566		G
To T			*** 1.								INA			INA	
City of Petersh					1%	1%	1%	0%	0%	F	0.097	F	0.56	4600	G
•	•		u	0070	1 /0	170	1 70	0 70	0 / 0	•		•	0.00		ď
To.			-1- C4												
City of Petersk				97%	1%	1%	1%	1%	0%	С	0.103	F	0.636	3000	G
	•		G	98%	0%	1%	0%	0%	0%	F	NA			7600	G
To:		ollingbrook	St												
City of Potorok	0.00			000/	Λο/	10/	00/	00/	00/	0	0.11	_	0.667	2200	G
•	•														G
Combined Traine Estimates for 21 drailers	loadways off this floute.		<u> </u>	30 /6	0 /6	1 /6	0 /6	0 /6	0 /0	O	0.101	'	0.537	0100	ч
City of Patersh			G	98%	0%	1%	0°/ <sub>2</sub>	0%	0%	F	0.113	F	0.699	4000	G
•	•									F		•			G
To To	loadways on this Houte.	3rd St	<u> </u>	30 /0	0 70	1 /0	0 /0	0 /0	0 /0	'	J. 10 <del>-1</del>	'	0.007	0000	u
Fron:		ALT US 301													
gbrook St City of Petersb	ourg 0.08	4400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
Combined Traffic Estimates for Parallel R	0		-	/-	• , •			• , •	- , -	-	NA			NA	•
	City of Petersby City of Petersby City of Petersby City of Petersby City of Petersby City of Petersby City of Petersby City of Petersby City of Petersby City of Petersby City of Petersby City of Petersby City of Petersby City of Petersby Combined Traffic Estimates for Parallel Ferom City of Petersby City of Pet	City of Petersburg 0.21  City of Petersburg 0.90  City of Petersburg 0.90  City of Petersburg 0.43  City of Petersburg 0.87  City of Petersburg 0.87  City of Petersburg 0.26  City of Petersburg 0.26  City of Petersburg 0.73  City of Petersburg (Maint: 26) 0.09  To 1.95; Bus Maintenar City of Petersburg 0.98  Combined Traffic Estimates for Parallel Roadways on this Route:  City of Petersburg 0.10  Combined Traffic Estimates for Parallel Roadways on this Route:  City of Petersburg 0.14  Combined Traffic Estimates for Parallel Roadways on this Route:  City of Petersburg 0.18  City of Petersburg 0.18  City of Petersburg 0.19  Combined Traffic Estimates for Parallel Roadways on this Route:  City of Petersburg 0.14  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg 0.23  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg 0.23  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg 0.15  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg 0.15  Combined Traffic Estimates for 2 Parallel Roadways on this Route:	City of Petersburg   0.21   8800	City of Petersburg	City of Petersburg	City of Petersburg	SCL Petersburg	SCL Petersburg	Surface   Surf	SCL Petersburg	City of Petersburg   City of	SCL   Petersburg   SCL   Petersburg   SCL   Petersburg   SCL   Petersburg   SCL   Petersburg   SCL   Petersburg   SCL	Summer   S	March   Colty of Petersburg   City of Petersburg	Secondary   Combined Traffic Estimates for Parallel Roadways on this Route: NA   NA   NA   NA   NA   NA   NA   NA

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

-			- 47	r: D			Truck		-00	K	01/	Dir	A A)A/DT	0144
Route	Jurisdiction	Length <b>AADT</b>	QA 4T	lire B	Bus 2	2Axle 3+	Axle 1Tra	ıil 2Trail	QC	Factor	QK	Factor	AAWDT	QW
2nd St	City of Petersburg	0.35 <b>N</b> RT 1	<b>G</b> 99	9% 0	)%	 0% (	)% 0%	0%	_	0.093	_	0.562	16000	G
(301) (1) 2nd St	City of Petersburg	SCL Colonial Hei		9% 0	70	0% (	J% U%	0%	Г	0.093	Г	0.362	16000	G
	From:	NCL Petersbur												
301 1 Boulevard	City of Colonial Heights	0.53 <b>14000</b>	<b>G</b> 99	9% 0	)%	0% (	0%	0%	F	0.084	F	0.505	15000	G
$\bigcirc$	To	Dupuy Ave												
301 1 Boulevard	City of Colonial Heights	0.40 <b>25000</b>	<b>F</b> 99	9% 0	)%	0% (	)% 0%	0%	F	0.085	F	0.535	NA	
	To:	Lynchburg Av	e											
~~~~ - · · ·	From	Westover Ave				<b>J</b>			_					
(301) (1) Boulevard	City of Colonial Heights	0.33 <b>23000</b>	<b>A</b> 99	9% 0	)%	0% (	)% 0%	0%	С	0.1	Α	0.502	24000	Α
<del>*</del> *	To: From:	Branders Bridge	Rd			_								
301 1 Boulevard	City of Colonial Heights	0.26 <b>27000</b>	<b>F</b> 99	9% 0	)%	0% (	)% 0%	0%	F	0.081	F	0.503	NA	
	Tox	Temple Ave												
(301) (1) (144) Boulevard	City of Colonial Heights	0.74 <b>22000</b>	<b>G</b> 99	9% 0	)%	0% (	)% 0%	0%	F	0.093	F	0.519	24000	G
	To	T -1 A												
301 1 144 Boulevard	City of Colonial Heights	<u>Lakeview Ave</u> 0.17 <b>24000</b>		9% 0	)%	0% (	)% 0%	0%	F	0.088	F	0.517	NA	
(301) (1) (144) Boulevard	Oity of Colonial Fieights			J 70 0	770	<del>-</del>	770 070	0 70	'	0.000	•	0.517	INA	
~~~~~~~~·	From	Ellerslie Ave						221	_	0.004	_	0.504		
301 1 144 Boulevard	City of Colonial Heights	0.19 <b>30000</b>	<b>F</b> 98	8% 0	)%	1% (	)% 1%	0%	F	0.091	F	0.501	NA	
~~ ~~	To: From:	Sherwood Ave												
(301) (1) (144) Boulevard	City of Colonial Heights	0.62 <b>25000</b>	<b>G</b> 99	9% 0	)%	0% (	0%	0%	F	0.093	F	0.54	27000	G
$\bigcirc$	To: From:	NCL Colonial Hei	ights			<b>—</b>								
(301) (1) (144) Jefferson Davis Hwy	Chesterfield County	0.22 <b>25000</b>	<b>G</b> 99	9% 0	)%	0%	0%	0%	F	0.093	F	0.56	27000	G
	To	SR 144 Harrowgat	e Rd											
301 1 Jefferson Davis Hwy	Chesterfield County	1.32 <b>19000</b>		8% 0	)%	 1% 1	1% 0%	0%	С	0.093	F	0.593	20000	G
301) (1) consistent a mortini,	T-					_	,,,		_		•			-
301 ( ) Jefferson Davis Hwy	Chesterfield County	20-620 Woods Edg 0.14 <b>18000</b>		8% 0	)%	1% 1	1% 0%	0%	F	0.093	F	0.594	19000	G
301 1 Jefferson Davis Hwy	Chesterned County			0% U	70	170	170 070	0%	Г	0.093	Г	0.594	19000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	20-619 Happy Hil									_			
(301) (1) Jefferson Davis Hwy	Chesterfield County	2.44 <b>16000</b>	<b>G</b> 98	8% 0	)%	1% 1	1% 0%	0%	F	0.094	F	0.589	17000	G
<del>~</del> <del>~</del> <del>~</del>	To: From:	20-618 Old Bermuda H	undred Rd			_								
301 (1) Jefferson Davis Hwy	Chesterfield County	0.90 <b>20000</b>	<b>G</b> 98	8% 0	)%	1% 1	1% 0%	0%	F	0.093	F	0.569	21000	G
$\bigcirc$	To	SR 10 West Hundre	ed Rd											
301 1 Jefferson Davis Hwy	Chesterfield County	1.65 <b>24000</b>		8% 0	)%	1% 1	1% 0%	0%	F	0.103	F	0.631	26000	G
	Тос													
301 ( ) Jefferson Davis Hwy	Chesterfield County	SR 288 1.62 <b>20000</b>	<b>G</b> 96	6% 1	<b>%</b>	1% 1	l% <b>1</b> %	0%	F	0.09	F	0.726	21000	G
[301] [1] Jefferson Davis Hwy	and a county			<b>∵</b> /∪ I	/0		1/0 1/0	0 /0	'	0.00	•	0.720	21000	J
~~~ Latternan B. 1. 11	To: From:	SR 145 Chester		00/ '	0/	10/	10/ 1=/	201		0.005		0.000	00000	
301 1 Jefferson Davis Hwy	Chesterfield County	2.41 <b>21000</b>	<b>G</b> 96	6% 1	%	1% 1	1%	0%	С	0.095	F	0.638	22000	G
~~~	To: From:	SR 150 Chippenham				_								
(301) (1) Jefferson Davis Hwy	Chesterfield County	1.17 <b>20000</b>		6% 1	%	<u>1</u> % 1	1%	0%	F	0.091	F	0.605	22000	G
<del></del>	To:	SCL Richmone	d											

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

Б.,				4	_		Truck		-00	K	01/	Dir	A A14/DT	- 01
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle 3+	Axle 1Trai	l 2Trail	QC	Factor	QK	Factor	AAWDT	QI
Inffarence Bookin I hour	From:	SCL Richm		0.40/	2%	10/	0/ 00/	00/	_	0.000	_	0.017	10000	_
301) (1) Jefferson Davis Hwy	City of Richmond	2.13 11000		94%	2%	1% 1 ——	% 2%	0%	С	0.088	F	0.617	12000	G
301 ( 1 ) Jefferson Davis Hwy	City of Richmond	8ellmeade 0.86 <b>13000</b>	Rd A	96%	1%	1% 1	% 1%	0%	С	0.103	Α	0.503	15000	A
301 Jefferson Davis Hwy	only of frictimona			30 /6	1 /0	1 /6 1	/6 1/6	0 /6	O	0.103	^	0.505	13000	
301 1 Jefferson Davis Hwy	City of Richmond	Hopkins R 1.01 <b>18000</b>		95%	1%	1% 1	% 1%	0%	С	0.09	F	0.564	20000	F
301) (1) Jefferson Davis Hwy	Tol			0070	1 /0		70 170	0 70	J	0.00		0.004	20000	
301 1 Cowardin Ave	City of Richmond	US 360 Hul 0.39 <b>24000</b>		97%	1%	1% (	% 1%	0%	С	0.093	F	0.579	27000	G
301) (1) 3011414117116	Tree			0.70	1 70		70 170	0 70	Ü	0.000	•	0.070	27000	
301 1 Lee Bridge	City of Richmond	Semmes A 0.76 <b>36000</b>		98%	1%	1% (	% 0%	0%	F	0.1	F	0.626	41000	C
301) (1) Loo Bridge	City of Filorimona			0070	1 /0		70 070	0 70	•	0.1		0.020	41000	
301 1 Belvidere St	City of Richmond	2nd St 0.92 <b>28000</b>	G	98%	1%	1% (	% 0%	0%	F	0.096	F	0.649	32000	G
301 1 Belvidere St	Tree			0070	1 70		70 070	0 70	·	0.000	•	0.010	02000	`
301 ( 1 Belvidere St	City of Richmond	0.15 Franklin S		98%	1%	1% (	% 0%	0%	F	0.085	F	0.545	45000	(
Belvidere St	Tree			0070	1 70		70 070	0 70	·	0.000	•	0.0.0	10000	`
301 ( 1 Belvidere St	City of Richmond	US 250 Broa 0.40 <b>36000</b>		98%	1%	1% (	% 0%	0%	F	0.083	F	0.611	41000	(
Belvidere St	To:	Chamberlayne		30 70	1 /0	1/0	70 070	0 70	•	0.000	'	0.011	41000	•
~~~	Front	Belvidere	St											
301) (1) Chamberlayne Ave	City of Richmond	1.02 <b>24000</b>	G	98%	1%	1% 0	% 0%	0%	С	0.093	F	0.508	27000	(
~ ~	To: From:	Edge Hill I												
On the state of th	City of Richmond	0.31 <b>23000</b>	G	98%	1%	1% 0	% 0%	0%	С	0.092	F	0.535	26000	(
~ ~	To: From:	Brookland Par												
301 (1) Chamberlayne Ave	City of Richmond	0.86 <b>18000</b>	G	98%	1%	1% 0	% 0%	0%	С	0.103	F	0.625	20000	(
~ ~	To: From:	Laburnum A	Ave											
301 (1) Chamberlayne Ave	City of Richmond	0.26 <b>14000</b>	G	98%	1%	1% (	% 0%	0%	F	0.108	F	0.607	16000	C
<del></del>	To: From:	Claremont A	Ave											
301 (1) Chamberlayne Ave	City of Richmond	0.94 <b>16000</b>	G	98%	1%	1% (	% 0%	0%	С	0.106	F	0.525	18000	C
~ ~	To: From:	Azalea Av	/e											
301 ( 2 ) Chamberlayne Ave	City of Richmond	0.04 <b>16000</b>	G	97%	1%	1% (	% 1%	0%	F	0.106	F	0.536	17000	C
<del>~</del> <u>~</u> <u>~</u> <u>~</u> _	To: Fron:	NCL Richm	ond											
301 2 Chamberlayne Ave	Henrico County	0.55 <b>15000</b>	F	97%	1%	1% 0	% 1%	0%	С	0.107	F	0.533	16000	F
$\sim$ $\sim$	To: From:	I-95												
01 2 Chamberlayne Ave NB	Henrico County	0.90 <b>8500</b>	F	97%	0%	1% 1	% 1%	0%	F	0.11	F	0.709	9000	I
Combined T	raffic Estimates for 2 Parallel Roadways	on this Route: 20000	F	97%	0%	1% 1	% 1%	0%	F	0.107	F	0.745	21000	F
	To: From	Upham D												
301) 2 Chamberlayne Ave	Henrico County	1.57 <b>22000</b>	F	97%	0%	1% 1	% 1%	0%	С	0.11	F	0.709	24000	I
~ <u> </u>	To:	Parham R	d											
301 2 Chamberlayne Ave	Henrico County	0.17 <b>32000</b>	F	97%	0%	1% 1	% 1%	0%	F	0.106	F	0.709	34000	F
$\sim$	To	Hanover Count	y Line											

4/15/2020

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

Leader Western							-1.			1/		D!		
Jurisdiction	Length A	AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q'
Propy		C . I.			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Hanover County			97%	0%	1%	1%	1%	0%	F	0 102	F	0.629	36000	(
Transver County			37 76	0 70	1 /0	1 /0	1 /0	0 70	'	0.102	'	0.023	30000	
From:			000/	00/		10/	10/	00/		0.100		0.001	04000	
Hanover County	1.87 2	23000 G	98%	0%	<u> </u>	1%	1%	0%	C	0.100	г	0.631	24000	
To: From:					<del> </del>									
Hanover County	1.30	16000 G	98%	0%	0%	1%	1%	0%	F	0.091	F	0.581	17000	
To: From:	42-643 New Ash	cake Rd; Rural P	oint Rd											
Hanover County	1.27 1	11000 G	98%	0%	0%	1%	1%	0%	F	0.111	F	0.629	12000	
To:	42-653 W	Vhippoorwill Rd			<u> </u>									
Hanover County			96%	1%	1%	1%	1%	0%	F	0.098	F	0.536	8500	
To:	42 (51 (	7 P.1												
Hanover County			96%	1%	1%	1%	1%	0%	C	0 102	F	0 565	8700	
Transver county			0070	1 /0		1 /0	1 /0	0 70	J	0.102	•	0.000	0700	
From:			000/	10/	10/	10/	10/	00/		0.000		0.057	FF00	
Hanover County			96%	1%	1%	1%	1%	0%	г	0.099	г	0.657	5500	
From:														
Caroline County			96%	1%	1%	1%	1%	0%	F	0.1	F	0.653	5100	
Tec										-				
Caroline County			01%	1%	10/-	20/-	50/-	<b>n</b> º/-	F	0 000	F	0.564	3500	
Caroline County			3176	1 /0	1 /6	2/0	J /6	0 /6	'	0.030	'	0.504	3300	
From:			040/	40/		00/	F0/	00/		0.000	_	0.540	0000	
Caroline County	7.50	3100 F	91%	1%	1%	2%	5%	0%	C	0.092	F	0.519	3000	
To: From:														
Caroline County	2.46	5500 F	91%	1%	1%	2%	5%	0%	F	0.092	F	0.603	5400	
To: From:	SCL B	owling Green												
Town of Bowling Green (Maint: 16	6) 0.11	5500 N	91%	1%	1%	2%	5%	0%	Ν	0.092	F	0.603	5400	
Too	Bus US	S 301 Main St												
Town of Bowling Green (Maint: 16			91%	1%	1%	2%	5%	0%	Ν	0.092	F	0.603	5400	
To:		CD 207												
Town of Bowling Green (Maint: 16			93%	1%	1%	1%	5%	0%	F	0 094	F	0.519	9100	
Town or bowning circuit (Maint: 10	,			1 /0		1 /0	0 70	0 70	•	0.004	•	0.010	0100	
From:				10/	10/	10/	Ε0/	00/		0.004		0.500	10000	
	,			1%	1%	1%	5%	0%	г	0.094	г	0.509	10000	
From:			wood Ku											
Caroline County			93%	1%	1%	1%	5%	0%	F	0.098	F	0.526	8400	
To	110 17 7	Fidewater Trail			<del></del>									
From:			89%	1%	1%	1%	8%	0%	С	0.096	F	0.542	14000	
Caroline County	በ የዓ	14000 ⊨												
Caroline County		14000 F	09%	1 /0	1 /0	1 /0	0 /6	0 /6	C	0.030	'	0.542	14000	
Caroline County  Town Town of Port Royal (Maint: 16)	SCL	Port Royal 14000 N	89%	1%	1%	1%	8%	0%	N	0.096		0.542	14000	
	Hanover County  Hanover County  Hanover County  Hanover County  To From  Caroline County  Caroline County  Ton  From  Caroline County  Ton  From  Caroline County  Ton  Ton  Town of Bowling Green (Maint: 16  Town of Bowling Green (Maint: 16  Town of Bowling Green (Maint: 16  Town of Bowling Green (Maint: 16  Town of Bowling Green (Maint: 16  Town of Bowling Green (Maint: 16  Town of Bowling Green (Maint: 16  Town of Bowling Green (Maint: 16	Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Hanover County  Caroline  From  From  Hanover County  Caroline  Caroline County  Caroline County  Hanover  Caroline County  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Caroline County  Hanover  Hanover  Hanover  Caroline County  Hanover  Hanov	Hanover County	Hanover County	Hanover County	Hanover County	Hanover County	Hanover County    1.87   23000   G   97%   0%   1%   1%   1%	Hanover County	Hanover County	Hanover County	Hanover County	Hanover County	Hanover County

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

5 .				4	_		Tru	ck			K	017	Dir		- O. 1. :
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		ort Royal												
301 A P Hill Blvd	Caroline County		1000 N	89%	1%	1%	1%	8%	0%	Ν	0.096	F	0.542	14000	N
<del></del>	To:		ge County Line												
301 James Madison Pkwy	King George County	3.05 <b>12</b>	County Line <b>F</b>	93%	1%	1%	1%	5%	0%	F	0.1	F	0.606	12000	F
301 Vallies Wadisoli i kwy	Tring deorge county			30 70	1 /0	1 /0	1 /0	J /0	0 70	'	0.1	'	0.000	12000	•
~~ 5.	To: From:		Jersey Rd	2021	1.01					_		_		40000	
301 James Madison Pkwy	King George County	2.05 <b>12</b>	2000 F	93%	1%	1%	1%	5%	0%	F	0.1	F	0.646	12000	F
	To: From:	SR 3 K	Lings Hwy												
301 James Madison Pkwy	King George County	1.91 <b>12</b>	2000 F	93%	1%	1%	1%	5%	0%	F	0.095	F	0.585	12000	F
<i></i>	Too	SR 205	Ridge Rd			<b>—</b>									
301 James Madison Pkwy	King George County		7000 B	93%	1%	1%	1%	5%	0%	С	0.142	Α	0.727	16000	В
,	то.														
301 James Madison Pkwy	King George County		Windsor Dr 2000 <b>F</b>	93%	1%	1%	1%	5%	0%	F	0.101	F	0.707	21000	F
301 James Madison Fkwy	King George County	0.30 22	2000 F	90 /6	1 /0	1 /0	1 /0	J /0	0 /6	'	0.101	'	0.707	21000	'
~~	To: From:		Dahlgren Rd							_		_			
301 James Madison Pkwy	King George County		2000 F	93%	1%	1%	1%	5%	0%	F	0.088	F	0.662	21000	F
<del></del>	To:	Maryland	d State Line												
~~~	From:	US 301; 40-68		Rd											
301 Ramp	Greensville County		000 G								0.141	F		2000	G
<u> </u>	To:	I-95	North												
~~~	From:		S 301												
301 Ramp	Greensville County		000 G								0.139	F		1000	G
<u> </u>	To:	I-95	South												
	From:	US 301 BI	lue Star Hwy												
301 Ramp	Sussex County	0.23 5	590 G								0.113	F		590	G
<u> </u>	To:	I-95	North												
	From:	US 301 BI	lue Star Hwy												
301 Ramp	Sussex County	0.25 <b>1</b> 2	200 G								0.105	F		1200	G
<i></i>	To:	I-95	South												
	From	US 301	Crater Rd			1									
301 Ramp	Prince George County	0.14 6	610 G								0.094	F		610	G
	To:	I-95	South												
	From:	US 301	Crater Rd												
301 Ramp	Prince George County		300 G								0.136	F		2300	G
	To:		North												
	From:		Crater Rd												
301 Ramp	Prince George County		320 G								0.095	F		820	G
301)	To:		South								2.300	-			-
	From		S 301												
301 Ramp	City of Petersburg (Maint: 74		400 G								0.079	F		6400	G
301) ramp	Tre		Collector Rd			<del></del> 1					0.079	1		0+00	G
		1-93 NOITH	CONCUOT KO												

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North 301 Ramp	$egin{array}{c} egin{array}{c} \egin{array}{c} \egin{array}{c} \egin{array}{c} \egin{array}{c} \egin{array}{c} \egin{array}$	(Maint: 74) 0.10	301 Crater 1600 Collector R	G	60							0.079	F		1600	G
North 301 Ramp	From Henrico Cou	US 301 N, unty 0.03										0.105	F		4300	G
North 301 Ramp	From: Hanover Cou	unty 0.44	N, Chamberl 6000 I-295 East	layne R	l							0.153	F		6000	G
North 301 Ramp	From: Hanover Cot	US 301 N unty 0.25	N, Chamberl 1600 I-295 West	layne R	l							0.104	F		1600	G
South Bus (301) (460) Ramp US 301 S	S to I-95 S at Exit ??? City of Petersburg	US 3 (Maint: 74) 0.20	630 Collector R	G	97%	1%	1%	1%	1%	0%	F	0.096	F		670	G
South 301 Ramp	From Hanover Cou	US 301 S unty 0.26	S, Chamberl <b>4300</b> I-295 East									0.100	F		4300	G
South (301) Ramp	From: Hanover Cou	unty 0.40	6, Chamberl 6700 I-295 West	G								0.117	F		6700	G
36 Bank St	City of Peters Combined Traffic Estimates for 2 Parallel	sburg 0.24	301 Crater <b>4500</b> <b>7600</b>	St G G	99% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	C C	0.095 0.101	F F	0.527 0.597	4800 8100	G G
301 36 Bank St	City of Peters Combined Traffic Estimates for 2 Parallel		5th St 4000 7800	G G	99% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.097 0.104	F F	0.637	4300 8300	G G
301 (1) (301) (36) Ban	k St City of Peters Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3rd St 3700 8100	G G	99% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.098 NA	F		4000 8600	G G
(301) 2 Chamberlayne A	Ave SB Henrico Cou Combined Traffic Estimates for 2 Parallel	Ramp unty 0.90			97% 97%	0% 0%	1% 1%	1% 1%	1% 1%	0% 0%	F F	0.138 0.107	F F	0.745	12000 21000	F F
301 Ramp	From: Henrico Cou	unty 0.19	Upham Dr 2US 301-P <b>8100</b> I-95 South	G								0.143	F		8100	G
(301) Ramp	From Henrico Cou	2US 301- unty 0.16	P TO RT 95  200  I-95 North	NORT <b>G</b>	Н							0.155	F		200	G

4/15/2020

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

		Filliary and					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	US 30	01 Crater Rd												
301 Sycamore St	City of Petersburg	0.30	7300 G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.52	7700	G
	To	Sc	outh Blvd			$\neg$									
ALT Sycamore St	City of Petersburg		5600 G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.656	5900	G
301 Sycamore St	Oity of Fetersburg			33 /6	0 76	0 /6	0 /6	0 /6	0 /0	O	0.003	'	0.030	3300	ч
ALT	From:	N	orth Blvd												
(301) Sycamore St	City of Petersburg	0.42	9000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.604	9500	G
ALT	Too From:	Gı	raham Rd												
301 Sycamore St	City of Petersburg	0.56	10000 G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.551	11000	G
(301) = 7 = 3.11	To:		1 Wythe St												-
ALT Bus	From:		US 1							_		_			_
(301) (1) (460) (36) Wythe S	,		15000 G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	G
~ ~ ~ ~	Combined Traffic Estimates for Parallel Roadway		NA								NA			NA	
ALT	From:		460 Jefferson S 460 Wythe St	t											
301 1 Jefferson St	City of Petersburg		3400 G	96%	0%	1%	2%	1%	0%	F	0.085	F	0.704	3700	G
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA								NA			NA	
	To	Bus US 460	Par, Washingto	on St											
ALT 301 1 Jefferson St	City of Petersburg	0.26	770 G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.569	820	G
301 1 Jefferson St	Combined Traffic Estimates for Parallel Roadway		NA	90%	I 70	0%	0%	0%	076	C	0.069 NA	Г	0.569	NA	G
	Combined Trainic Estimates for Farallel Hoadway										INA			INA	
ALT	To: From:	F	Henry St												
(301) (1) 3rd St	City of Petersburg	0.05	350 G	96%	0%	1%	2%	1%	0%	F	0.118	F	0.65	370	G
\$	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA								NA			NA	
ALT	To: From:	US 30:	1 Par, Bank St												
301 1 3rd St	City of Petersburg	0.05	450 G	96%	0%	1%	2%	1%	0%	F	0.092	F	0.670	480	G
(301)	Combined Traffic Estimates for Parallel Roadway		NA								NA			NA	
	To:		Bollingbrook St												
ALT CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	From:	,	T US 301 3rd S		00/		00/	00/	00/	_	0.447	_	0.700	4700	_
(301)(301) (1) (36) Bollingb	•		4400 G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
	Combined Traffic Estimates for Parallel Roadway		<b>NA</b> US 301								NA			NA	
	Econo					-									
ALT (301) Sycamore St	City of Petersburg		1 Wythe St 6900 G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.581	7300	G
(3b) Sycamore of	Combined Traffic Estimates for Parallel Roadway		NA	JU /0	0 /0	1 /0	0 /0	0 /0	0 /0	•	NA	•	0.001	NA	u
	To		60 Washington	St							14/7			INA	
ALT Bus Bus	From:	Bus	US 460 Par												
(301)(460)(460)(36) Washing			15000 G	94%	1%	1%	2%	2%	0%	F	0.078	F		16000	G
~~~~	Combined Traffic Estimates for 2 Parallel Roadway		30000 G	95%	1%	1%	2%	2%	0%	F	NA			32000	G
	To:	Bus US 46	60 Washington	St											

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

Б.,	1			4			Tru	ck			K	01/	Dir	A A)A/DT	
Route	Jurisdiction	Length AA		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ALT Adams Ct	From:	BUS US 460			00/	10/	00/	00/	00/	_	0.000	F	0.510	0500	G
Adams St	City of Petersburg		00 G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.518	9500	(
•	Combined Traffic Estimates for Parallel Roadways on the	his Route: N	Α								NA			NA	
ALT	To: From:	Frank	din St												
301 Adams St	City of Petersburg	0.16 <b>84</b>	00 G	98%	0%	1%	0%	0%	0%	С	0.082	F	0.554	8900	(
Ъ	Combined Traffic Estimates for Parallel Roadways on the	his Route: N	Α								NA			NA	
	To:	Hen	ry St												
Bus	From:	US	301												
301 ( 2 ) Main St	Caroline County	0.22 <b>46</b>	00 F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.566	4600	
~~ ~	To: From	SCL Bow	ling Green												
Bus 301 2 Main St	Town of Bowling Green (Maint: 16)	0.74 <b>46</b>	00 F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.561	4600	
Main St	Town or bowning directi (waint: 10)		R 207	37 70	0 70		1 /0	1 /0	0 70	O	0.000	•	0.501	4000	
Bus	From:		Main St												
301 E Broaddus Ave	Town of Bowling Green (Maint: 16)	0.27 <b>32</b>	00 F	97%	0%	1%	1%	1%	0%	F	0.090	F	0.654	3100	
<del>~</del>	To	ECL Bow	ling Green												
Bus 301 (E Broaddus Ave	Caroline County		00 F	97%	1%	1%	1%	1%	0%	С	0.096	F	0.672	2500	
B01 E Broaddus Ave	Taroline County	US 301 North o	••		170	1%	170	170	0%	C	0.096	Г	0.672	2500	
	From			.ccii		I									
304)Seymour Dr	Town of South Boston		9; Main St 00 <b>G</b>	94%	3%	2%	1%	1%	0%	F	0.100	F	0.540	2800	(
304) 305,	Town of Count Booton			0.70	070		1,70	1 70	0 70	•	0.100	·	0.010	2000	
304)Seymour Dr	Town of South Boston		Broad St  OO G	94%	3%	2%	1%	1%	0%	С	0.1	F	0.524	3100	(
304 Seyillour Di	TOWIT OF SOURT BOSTOTI			94%	3%	<u> </u>	1 70	1 70	0%	C	0.1	Г	0.524	3100	
	From:		nall St	0.40/	00/		401	40/	00/		0.405		0.500	0700	
Seymour Dr	Town of South Boston		00 G	94%	3%	2%	1%	1%	0%	F	0.105	F	0.568	2700	
		US 360 John l													
Casus Callina Darluusu	Town of New Market (Maint: 85)	SR 211 W 0	old Cross Rd 10 G	98%	0%	 1%	1%	0%	0%	С	0.175	F	0.577	1.10	
George Collins Parkway	Town of New Market (Maint. 65)	Battlefield P			0%	176	170	0%	0%	C	0.175	Г	0.577	140	,
	From														
306)Harpersville Rd	City of Newport News		rwick Blvd	98%	1%	1%	0%	0%	0%	С	0.103	F	0.566	9400	
306 / Tarpersville rtd	To:	US 17, SR 143			1 /0	1 /0	0 /6	0 /6	0 /6	O	0.100	•	0.500	3400	
	Fronx	,	460												
307)	Prince Edward County		00 A	93%	1%	1%	1%	5%	1%	С	0.108	Α	0.518	6100	
307)	To:		County Line	0070	1 /0		1 70	0 70	1 /0	Ü	0.100	,,	0.010	0100	
_	From:	Prince Edwar													
307 Holly Farm Rd	Nottoway County		00 G	93%	1%	1%	1%	5%	1%	F	0.078	F	0.509	5700	(
<u> </u>	Τα		ounty Line												
Holly Forms Pd	Amalia County	Nottoway (		029/	10/	10/	10/	E0/	10/	_	0.070	F	0.520	6300	
307 Holly Farms Rd	Amelia Cou <u>nty</u>	1.07 <b>63</b> US 360 Patrio	00 G	93%	1%	1%	1%	5%	1%	г	0.079	Г	0.520	0300	(

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

					Truck			K		Dir		
Route	Jurisdiction	Length AADT QA 47	Tire Bus		+Axle 1Tra		QC	Factor	QK	Factor	AAWDT	Q
Thurs Ourselve Dd	From:	US 58 Southampton Pkwy	F0/ 40/	10/	00/ 110	. 00/	0	0.40	F	0.500	0.40	(
Three Creeks Rd	Southampton County	3.65 <b>650 G</b> 89 87-612 Rivers Mill Rd	1%	1%	2% 11%	6 0%	С	0.12	Г	0.532	640	
	From											
Old Dominion Dr	Fairfax County	SR 123 Dolley Madison Blvd 2.81 <b>17000 G</b> 98	1%	0%	0% 0%	0%	F	0.093	F	0.584	18000	
309 Old Dominion Di	Tamax County	Arlington County Line	0 /6 1 /6	0 /8	0 / 0 0 / 0	0 /6	•	0.033	'	0.504	10000	
	From:	Fairfax County Line										
Old Dominion Dr	Arlington County	1.18 <b>15000 G</b> 98	1%	0%	0% 0%	0%	F	0.115	F	0.554	16000	
<u> </u>	Too	SR 120 Glebe Rd										
Old Dominion Dr	Arlington County		1%	0%	0% 0%	0%	С	0.112	F	0.511	15000	
103)	To											
09) 29 Old Dominion Dr	Arlington County	US 29 Lee Hwy 0.05 <b>33000 F</b>						0.103	F	0.634	NA	
Old Dominion Dr	Annigion County							0.103	'	0.054	INA	
	To: From:	US 29 Old Dominion Dr, Wakefield S					_					
Lee Highway	Arlington County		1%	0%	0% 0%	0%	F	0.1	F	0.686	7000	
<u> </u>	To	US 29 Lee Hwy, Quincy St										
~~	From:	North Carolina State Line										
Berry Hill Rd	Pittsylvania County	1.97 <b>2300 G</b> 99	05% 0%	1%	1% 3%	0%	F	0.082	F	0.546	2300	
~	To: From:	71-862 Oak Hill Rd										
311 Berry Hill Rd	Pittsylvania County	4.54 <b>2200 G</b> 99	5% 0%	0%	1% 4%	0%	С	0.084	F	0.505	2100	
<del>~</del>	Too	71- 878 Duncan Dr										
B11 Berry Hill Rd	Pittsylvania County		5% 0%	1%	1% 3%	0%	С	0.091	F	0.527	2900	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:	Urban Boundary			.,.		_					
	From:	College Ave										
Thompson Memorial Dr	City of Salem		18% 0%	1%	0% 1%	0%	F	0.110	F	0.591	8200	
	T											
Thompson Memorial Dr	City of Salem	Main St 0.94 <b>13000 G</b> 98	18% 0%	1%	0% 1%	0%	С	0.106	F	0.559	14000	
11) Mompson Wemonai Di	City of Salem	0.94 <b>13000 G</b> 96	0% 0%	1 76	U76 176	0%	C	0.106	Г	0.559	14000	
	To: From:	Rose Ln										
Thompson Memorial Dr	City of Salem	0.55 <b>14000 G</b> 98	0%	1%	0% 1%	0%	F	0.107	F	0.540	15000	
	To: From:	NCL Salem										
11)Thompson Memorial Dr	Roanoke County	1.27 <b>5900 G</b> 98	0%	1%	0% 1%	0%	F	0.113	F	0.525	6300	
<u> </u>	To:	SR 419 Electric Rd										
311)Catawba Valley Dr	Roanoke County		7% 0%	1%	1% 1%	0%	С	0.099	F	0.662	10000	
	To	80-779 Catawba Creek Rd										
Catawba Valley Dr	Roanoke County		7% 0%	1%	1% 1%	0%	С	0.104	F	0.727	5500	
11) Salawba valicy bi	Hoanoke County		, /0 0 /0	1 /0	1/0 1/0	0 /0	J	0.104	'	0.121	5500	
	To: From:	80-785 Blacksburg Rd	70/ 01:		40/ 1	221		0.000		0.700		
Catawba Valley Dr	Roanoke County		7% 0%	1%	1% 1%	0%	F	0.098	F	0.723	5000	
<u> </u>	To: From:	Craig County Line Roanoke County Line										
Craig Valley Dr	Craig County		7% 0%	1%	1% 1%	0%	F	0.098	F	0.703	3800	

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

5 .					_		Tru	ıck			K	a::	Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From	SCL Ne	ew Castle												
311)Salem Ave	Town of New Castle (Maint: 22)	0.18 <b>37</b>	700 N	97%	0%	1%	1%	1%	0%	Ν	0.098	F	0.703	3800	١
$\smile$	Tot	SR 42 N	lew Castle												
311)Salem Ave	Town of New Castle (Maint: 22)		600 G	95%	1%	1%	1%	2%	0%	F	0.105	F	0.676	1600	(
<u></u>	To	NCI N	ew Castle												
311)	Craig County		600 N	95%	1%	1%	1%	2%	0%	Ν	0.105	F	0.676	1600	
311)	To:		Craig Springs	0070	170		1 70	_,0	070	.,	0.100	•	0.070	1000	
	From:		ns Creek Rd												
311)Paint Bank Rd	Craig County	7.40 <b>3</b>	20 G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.603	330	
$\mathcal{L}$	Tα	22-602 Bac	ck Valley Rd												
311)Paint Bank Rd	Craig County		90 G	95%	1%	1%	1%	2%	0%	С	0.115	F	0.583	300	(
	Tod	CD 10 D :													
Potts Creek Rd	Craig County		int Bank Rd  80 G	95%	1%	1%	1%	2%	0%	F	0.139	F	0.510	190	
311 ) I olis oreek rid	Oralg County	0.09	00 G	33 /6	1 /0	1 /0	1 /0	2/0	0 /6	'	0.100	'	0.510	130	
	To: From:		nia State Line									_			
311 Kanawha Trail	Alleghany County	6.62 <b>6</b>	60 G	90%	1%	1%	1%	8%	0%	С	0.095	F	0.703	680	
<u> </u>	To: From:	SR 159 Dun	ılap Creek Rd												
Kanawha Trail	Alleghany County	5.87 <b>5</b>	00 G	98%	0%	1%	1%	1%	0%	С	0.112	F	0.567	520	
$\mathcal{L}$	To:	West Virgir	nia State Line												
	From:	SR	311												
Ramp to I-81 N at Exit 128	Roanoke County	0.14 <b>43</b>	300 G								0.112	F		4300	
$\mathcal{L}$	To:	I-8	31 N												
	From:	SR	311												
311) Ramp to I-81 S at Exit 128	Roanoke County	0.15 <b>32</b>	200 G								0.107	F		3200	
	To:	I-8	81 S												
	From:	US 60 Wa	arwick Blvd												
312)J Clyde Morris Blvd	City of Newport News	1.11 33	000 F								0.085	F	0.526	NA	
	To:	US 17;	; SR143												
	From:	US	460												
314)Southgate Dr	Town of Blacksburg (Maint: 60)	0.15 <b>11</b>	000 G	98%	0%	0%	1%	0%	0%	С	0.120	F	0.769	11000	
	To:	0.15 Mile	E US 460												
	From:	SR 126 Fai	irgrounds Rd												
316 Greenbush Rd	Accomack County		000 G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.591	4100	
,,,,,	To	01.764.0													
Greenbush Rd	Accomack County		Parsons Rd B00 G	98%	0%	1%	0%	1%	0%	С	0.099	F	0.6	3800	
310 Areenbush ru	Accomack County			JU /0	0 /0	1 /0	U /0	1 /0	U /0	J	0.033	'	0.0	5500	,
	To: From:		Parksley									_			
Cossatt Ave	Town of Parksley (Maint: 01)	0.07 <b>38</b>	300 N	98%	0%	1%	0%	1%	0%	N	0.099	F	0.6	3800	
<u></u>	To: From	SR 176 Pa	arkesley Rd												
G16 Cossatt Ave	Town of Parksley (Maint: 01)	0.61 <b>26</b>	600 G	97%	0%	1%	0%	1%	0%	С	0.103	F	0.571	2600	
$\smile$	To:	NCL F	Parksley												

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

Route	Jurisdiction	Length AADT Q	A 4Tire	Rue		Truck		QC	K	QK	Dir	AAWDT	٠ ر
Tioute	Julisuiction		A +1116	מטם	2Axle 3	3+Axle 1Tra	il 2Trail	QU	Factor	QIV	Factor	771	
16)Hopeton Rd	Accomack County	NCL Parksley 2.68 <b>2600 N</b>	97%	0%	1%	0% 1%	0%	N	0.103	F	0.571	2600	
116) Hoperon Hu	Accomack county		37 /6	0 76	1 /0	0 / 0 1 / 0	0 /6	IN	0.103	'	0.571	2000	
Bayside Dr	Town of Bloxom (Maint: 01)	SCL Bloxom 0.39 <b>2600 N</b>	97%	0%	1%	0% 1%	0%	N	0.103	F	0.571	2600	
316) Bayside Bi	Ta Ta	SR 187 Shoremain Di		0 70	1/8	070 170	0 70	14	0.100		0.57 1	2000	
	From	US 11 Greenville Ave			İ								_
Staunton Correctional Facility	City of Staunton (Maint: 07)	0.26 <b>NA</b>							NA			NA	
	To:	West Village Dr											
	From:	80-779 Catawba Creek	Rd										_
Catawba Hospital Dr	Roanoke County	1.75 <b>200 G</b>	96%	2%	1%	1% 0%	0%	С	0.144	F	0.655	200	
	Τα	80-698 Keffer Rd											
_	From:	SR 199											_
321)Monticello Ave	James City County	0.92 <b>32000 F</b>	99%	0%	0%	0% 0%	0%	F	0.090	F	0.586	34000	
<u> </u>	To: From:	47-615 Ironbound Rd											
Monticello Ave	City of Williamsburg (Maint: 47)	0.77 <b>18000 F</b>	99%	0%	0%	0% 0%	0%	С	0.091	F	0.514	19000	
<u> </u>	To:	Compton Dr											
	From:	Bus US 58 Constance F											
Washington St	City of Suffolk	0.34 <b>7100 G</b>	98%	1%	1%	0% 0%	0%	F	0.095	F	0.550	7600	
<u></u>	To: From:	Broad St											_
337)Washington St	City of Suffolk	0.59 <b>7500 G</b>	98%	1%	1%	0% 0%	0%	С	0.092	F	0.531	8000	
	To: From:	SR 32 Main St			$\neg$ $\vdash$								
Washington St	City of Suffolk	0.20 <b>7200</b> G	97%	1%	2%	0% 0%	0%	С	0.088	F	0.527	7600	
$\smile$	To- From	Pinner St											
337) Washington St	City of Suffolk	0.49 <b>13000</b> G	97%	1%	2%	0% 0%	0%	F	0.081	F	0.519	13000	
	To	Old ECL Suffolk											
337)Washington St	City of Suffolk	2.38 <b>12000</b> G	97%	1%	2%	0% 0%	0%	F	0.086	F	0.562	13000	
33.7	Tox	Bus US 58 Portsmouth B	Dlud										
337)Nansemond Parkway	City of Suffolk	3.03 <b>5100</b> G		1%	1%	1% 0%	0%	С	0.088	F	0.552	5400	
337)	To:			.,.		.,.		_		-			
Nansemond Parkway	City of Suffolk	133-642 Wilroy Rd 1.40 <b>13000</b> G	97%	1%	1%	1% 0%	0%	F	0.094	F	0.588	14000	
337 Ivansomena i anway	and the second s		07 70	1 70		170 070	070	•	0.004	•	0.000	14000	
337)Nansemond Parkway	City of Suffolk	Whitley Lane 2.01 <b>9800 G</b>	97%	1%	1%	1% 0%	0%	F	0.095	F	0.555	10000	_
337 Mansemond Farkway	Oity of Surioik		a 31/6	1 /0	1 /0	176 076	0 /6	•	0.033	'	0.555	10000	
Name and Darkson	To:	SR 125 Kings Hwy	050/	40/	10/	10/ 10/	00/	_	0.005	_	0.004	45000	_
Nansemond Parkway	City of Suffolk	2.52 <b>14000 G</b>	95%	1%	1%	1% 1%	0%	С	0.095	F	0.604	15000	
	From:	WCL Chesapeake ECL Suffolk											_
Portsmouth Blvd	City of Chesapeake	0.72 <b>13000</b> G	95%	1%	1%	1% 1%	0%	F	0.095	F	0.537	14000	
$\smile$	Too	SR 191 Joliff Rd			<u> </u>								
Portsmouth Blvd	Gity of Chesapeake	0.68 <b>20000</b> G	96%	0%	1%	1% 2%	0%	F	0.090	F	0.560	21000	
307)	Tr	I-664			i i	/0		-		-			

4/15/2020

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	I-66													
Portsmouth Blvd	City of Chesapeake	0.60 <b>290</b>	00 G	98%	0%	0%	0%	0%	0%	F	0.083	F	0.508	31000	C
<u></u>	To: From:	Capri Circ	le West												
9337)Portsmouth Blvd	City of Chesapeake	0.67 <b>230</b>	00 G	98%	0%	0%	0%	0%	0%	С	0.084	F	0.515	25000	
$\smile$	Too	Taylo	· Rd												
9337)Portsmouth Blvd	City of Chesapeake	0.24 <b>270</b>		98%	0%	0%	0%	0%	0%	F	0.089	F	0.5	28000	
307)	To														
Portsmouth Blvd	City of Chesapeake	Dock Lan		98%	0%	0%	0%	0%	0%	F	0.091	F	0.504	29000	
337 / Ortsinodin bivd	Tax	WCL Por		30 /6	0 /6		0 /6	0 /6	0 /6	'	0.031	•	0.504	23000	
	From:	ECL Che													
Portsmouth Blvd	City of Portsmouth	0.34 <b>270</b>		98%	0%	1%	0%	0%	0%	F	0.092	F	0.533	29000	
	To	Hodges F	omer D.d												
Portsmouth Blvd	City of Portsmouth	0.60 <b>220</b>		98%	0%	1%	0%	0%	0%	F	0.093	F	0.564	23000	
137) Torismodili Biva	Oity of 1 Ortomouti			0070	0 70		070	0 /0	0 70	•	0.000	•	0.004	20000	
	From	Elmhurs		000/	00/		00/	00/	00/	_	0.00	_	0.500	01000	
Portsmouth Blvd	City of Portsmouth	1.17 <b>200</b>	00 F	98%	0%	1%	0%	0%	0%	С	0.09	F	0.599	21000	
_	To: From:	SR 239 Vic	tory Blvd												
Portsmouth Blvd	City of Portsmouth	0.23 <b>140</b>	00 F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.626	14000	
<u> </u>	To	US 58, ALT US 4	60 Airline E	Blvd		<u> </u>									
ALT Double pour le Divid	City of Doubons outle				00/	10/	00/	00/	00/	_	0.00	F	0.544	1 4000	
Portsmouth Blvd	City of Portsmouth	0.10 <b>130</b>	00 F	98%	0%	1%	0%	0%	0%	F	0.08	г	0.544	14000	
ALT	To: From:	ALT SR 337	Turnpike Rd												
937) 460 Portsmouth Blvd	City of Portsmouth	0.16 <b>120</b>	00 F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.621	12000	
100	To:	Ramp to													
ALT	From:	Ramp to I-264 E; Fund	tional Class	Change											
(37)(460) Portsmouth Blvd	City of Portsmouth	0.29 <b>120</b>	00 N	98%	0%	1%	0%	0%	0%	Ν	0.089	F	0.621	12000	
<i></i>	To	Ramp From I-2	64 E, US 46	0											
Portsmouth Blvd	City of Portsmouth	0.98 120		97%	1%	1%	1%	0%	0%	F	0.092	F	0.5	12000	
	Tα	Deep Cre	ale Dlud			—									
Portsmouth Blvd	City of Portsmouth	0.17 <b>69</b> 0		97%	1%	1%	1%	0%	0%	F	0.092	F	0.615	7400	
137) TOTOMOUN BIVE	Oity of 1 Ortomouti				1 70		1 /0	0 /0	0 70		0.002	•	0.010	7400	
	From	ALT US 17 Fr			40/		401	00/	00/		0.000	_	0.007	0000	
Portsmouth Blvd	City of Portsmouth	0.79 870		97%	1%	1%	1%	0%	0%	С	0.096	F	0.687	9200	
	From:	US 17 E US 17 Portsi													
37)Elm Ave	City of Portsmouth	0.32 <b>68</b> 0		97%	1%	1%	1%	0%	0%	F	0.111	F	0.531	7200	
37)27.00	Tre	US 17 George Washi	-		1 /0		1 /0	0 /0	0 70		0.111	•	0.001	7200	
	From	US 17 George Washin													
337)Elm Ave	City of Portsmouth	0.72 840		97%	1%	1%	1%	0%	0%	F	0.103	F	0.544	8900	
	Та	SR 239 Vic	tory Rlud												
Elm Ave	City of Portsmouth	0.23 <b>120</b>		94%	0%	1%	2%	3%	0%	F	0.121	F	0.648	13000	
33/ / LIIII AVE	City of Fortsmouth	Burtons F		J+ /0	U /0	1 /0	∠ /0	J /0	U /0	1	0.121		0.040	13000	

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Ler	igth <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:		Burtons Poir		0.40/	00/	10/	00/	00/	00/	0	0.400		0.745	11000	
Elm Ave	City of Portsm	nouth U.	32 <b>10000</b> WCL Chesar		94%	0%	1%	2%	3%	0%	С	0.136	F	0.715	11000	
	From:		ECL Portsm				-									
37)Jordan Bridge	City of Chesapeake (	(Maint: TOL) 0.3	39 <b>10000</b>		94%	0%	1%	2%	3%	0%	Ν	0.136	F	0.715	11000	
	To:	т	oll Authority B	oundary												
Poindexter St	City of Chesap			F	94%	0%	1%	2%	3%	0%	С	0.136	F	0.715	11000	
	Tool		I-464													
Poindexter St	Front City of Chesap	peake 0.		G	97%	1%	1%	1%	0%	0%	F	0.094	F	0.671	13000	
37)	To:		JS 460 Bainbrio					.,.			•		-			
	From:		US 460; Poinde	exter St												
37)Bainbridge Blvd	City of Chesap	oeake 0.	74 <b>1700</b>	G	90%	1%	1%	2%	5%	0%	С	0.127	F	0.827	1800	
<u> </u>	To:		SCL Norfo													
Bainbridge Blvd	City of Norf	alls 0	NCL Chesap 28 <b>1700</b>	eake G	93%	0%	3%	2%	2%	0%	С	0.171	F	0.905	1900	
37 balliblidge blvd	City of North	OIK U.	28 <b>1700</b> Main St	<u> </u>	93%	0%	3%	270	270	0%	C	0.171	Г	0.905	1900	
	From:		Bainbridge l	Blvd			-									
37) Main St	City of Norf	olk 0.:		G	93%	0%	3%	2%	2%	0%	F	0.171	F	0.905	7200	
31)	To:		Liberty S													
	From:		Main St													
Liberty St	City of Norf	olk 0.		G	93%	0%	3%	2%	2%	0%	F	0.096	F	0.719	5600	
<u> </u>	To:		State St	1-												
State St	City of Norf	olk 0.	Liberty S 05 <b>5200</b>	N N	93%	0%	3%	2%	2%	0%	N	0.096	F	0.719	5600	
337 State St	Combined Traffic Estimates for Parallel			IN	33 /6	0 /0	3 /6	2/0	Z /0	0 /6	IN	NA	'	0.719	NA	
	Combined Trainic Estimates for Faraner	noadways on this no										INA			INA	
	To: From:	"	Berkley A									2 1 1 2			45000	
State St	City of Norf	olk 0.	07 <b>14000</b>	G								0.113	F	0.683	15000	
	From:		I-464 SR 337 Stat	e St			_									
37)(337)Ramp	City of Norfolk (M	laint: 64) 0.	12 <b>8400</b>	G								0.121	F		8400	
37/337/	To:		I-464 NI													
	Fron:		State St													
37 (464)	City of Norfolk (M	laint: 64) 0.	16		Se	ee I-464	for dire	ectional t	raffic v	olume es	stimat	es for th	is seg	ıment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>52000</b>	N	95%	0%	1%	1%	2%	0%	Ν	0.080	F	0.779	59000	
	To:		I-264													
ALT	rom:	Initate CA)	I-464		· ·	1.00/	l fau alius		tt:		. 4: 4					
37 264 460 Berkley B			41	_				ectional t						•	100000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Ro			93%	0%	1%	1%	4%	0%	F	0.086	Α	0.667	100000	
ALT	From:		EndLabe State St													
37)(264)(460)	City of Norfolk (M	laint: 64) 0.	65		Se	ee I-264	for dire	ectional t	raffic v	olume es	stimat	es for th	is sec	ıment.		
337 (204) (400)	Combined Traffic Estimates for 2 Parallel	•		G	93%	0%	1%	1%	4%	0%	F	0.085		0.508	99000	
	Tarlo	-	LT US 460 St F			J /0		. 70	. 70	3 /0	•	0.000	•	0.000	55000	

# 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
ALT	Fron:		I-264													
(337)(460)	City of Norfolk (M	laint: 64) 0.22	29000	N	98%	1%	1%	0%	0%	0%	Ν	0.084	F	0.782	NA	
	To:		Tidewater D													
	From:		S 460 St Pau	uls Blvd			<u></u>									
(337)(264)	City of Norfolk (M											es for thi				
	Combined Traffic Estimates for 2 Parallel			N	93%	0%	1%	1%	4%	0%	N	0.085	F	0.508	100000	Ν
	To:		idewater D													
Tidowator Dr	City of Norf		\$ 460 St Pat		96%	0%	0%	10/	20/	00/	F	0.091	F	0 507	28000	G
337 Tidewater Dr	City of Norfo	olk 0.81 US 460 Bran	24000	G		0%	0%	1%	3%	0%	Г	0.091	Г	0.587	20000	G
	From:		Brambleton		168											
337)(460) Brambleton Ave	City of Norfo		34000	G	95%	1%	1%	1%	2%	0%	F	0.077	F	0.595	37000	G
(337)(460)=1	J., J. 110	····			0070	. , ,		. 70	_,,	0,0	•	0.07.	•	0.000	0.000	•
	From	" 0.01	Church St		050/	10/		40/	00/	00/		0.070	_	0.570	05000	_
337 460 Brambleton Ave	City of Norfo		23000	G	95%	1%	1%	1%	2%	0%	F	0.079	F	0.573	25000	G
<u> </u>	From:		S 460 St Pau O Saint Paul				_									
337 Brambleton Ave	City of Norfe		25000	G G	96%	0%	0%	1%	3%	0%	F	0.084	F	0.579	29000	G
Brambleton Ave	Oity of North	OIK 0.20		<u> </u>	30 70	0 70	<u> </u>	1 /0	0 /0	0 70		0.004	•	0.575	23000	ч
	To: From:		Boush St													
337 Brambleton Ave	City of Norfe	olk 0.07	31000	N	96%	0%	0%	1%	3%	0%	N	0.087	F	0.704	36000	N
<u> </u>	To	SR 3	337 Par Duk	ce St			$\neg$ $\vdash$									
337) 58 Brambleton Ave	City of Norfo		31000	G	96%	0%	0%	1%	3%	0%	F	0.087	F	0.704	36000	G
	To		C 11 A													
337 58 Brambleton Ave	From: City of Norfo		Colley Ave 30000	F	99%	0%	0%	0%	0%	0%	F	0.08	F	0.561	NA	
337 58 Brambleton Ave	City of North	UIK 0.20	US 58	Г	33 /6	0 /6	U/°	0 /6	0 /6	0 /6		0.00	'	0.301	INA	
	From:		US 58 .				_									
(337)Brambleton Ave	City of Norf	olk 0.22	30000	N	99%	0%	0%	0%	0%	0%	Ν	0.08	F	0.561	NA	
(337)	Combined Traffic Estimates for 2 Parallel			N								NA			NA	
	To:		lampton Bly				$\neg$					1471				
	From:		Brambleto													
(337) Hampton Blvd	City of Norfe	olk 0.90	38000	F	96%	0%	0%	1%	3%	0%	F	0.079	F	0.639	NA	
	Tor		21st Street													
(337) Hampton Blvd	From: City of Norfo		33000	G	96%	0%	0%	1%	3%	0%	F	0.084	F	0.565	39000	G
337 Hampton Biva	Oity of North				30 70	0 70	<u> </u>	1 /0	0 /0	0 70		0.004	•	0.505	03000	ч
	To: From:		R 247, 26th										_			
(337) Hampton Blvd	City of Norfo	olk 0.71	26000	G	96%	0%	0%	1%	3%	0%	F	0.084	F	0.709	31000	G
<u> </u>	To	49th St, Ol	d Dominion	Univers	ity											
(337) Hampton Blvd	City of Norfo	olk 2.07	32000	F	96%	0%	0%	1%	3%	0%	С	0.096	В	0.551	38000	F
	Too		5 Little C	alr D.d			— <u>L</u>									
(337) Hampton Blvd	From: City of Norfo		5 Little Cre 29000	G Rd	96%	0%	0%	1%	3%	0%	F	0.078	F	0.609	33000	G
337) Hampton Bivo	Oity of North	U.10	29000	<u> </u>	30 /6	0 /0	0 /6	1 /0	J /0	U /0	'	0.070	'	0.003	55000	u
	To: From:		06 Terminal													
(337) Hampton Blvd	City of Norf		24000	G	96%	0%	0%	1%	3%	0%	F	0.093	F	0.52	28000	G
$\smile$	To:	Admi	iral Taussig	Blvd												

# 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
Admiral Taussig Blvd	City of Norfolk	Hampton Blvd; Maryland Ave 0.91 <b>25000 G</b> I-564	96% 0%	0%	1%	3%	0%	F	0.094	F	0.838	29000	G
337 Ramp	City of Norfolk (Maint: 64)	SR 337 State St 0.12 <b>8400 G</b> I-464 NB							0.121	F		8400	G
East 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 E, Portsmouth Blvd 0.29 <b>3700 G</b> I-664 East							0.111	F		3900	G
East 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 E, Portsmouth Blvd 0.28 <b>2600 G</b> I-664 West							0.085	F		2800	G
East ALT 337 460 Ramp	City of Portsmouth (Maint: 64)	SR 337 E, Portsmouth Blvd 0.57 <b>2900 F</b> I-264 East							0.107	F		3100	F
East 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 Poindexter St 0.15 <b>2500 G</b> I-464 South Collector Rd							0.258	F		2600	G
East 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 E, Poindexter St 0.17 <b>1900 G</b> I-464 North							0.252	F		2000	G
West 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 W, Portsmouth Blvd 0.24 <b>6100 G</b> I-664 East							0.079	F		6600	G
West 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 W, Portsmouth Blvd 0.24 <b>5100 G</b> I-664 West							0.075	F		5400	G
West 337 Ramp	City of Portsmouth (Maint: 64)	SR 337 W, Portsmouth Blvd 0.17 <b>1700 F</b> I-264 West							0.118	F		1800	F
West 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 W, Poindexter St 0.18 <b>2100 G</b> I-464 South Collector Rd							0.104	F		2200	G
West 337 Ramp	City of Chesapeake (Maint: 64)	SR 337 W, Poindexter St 0.12 <b>3000 G</b> I-464 North							0.091	F		3200	G
West 337 Ramp	City of Norfolk (Maint: 64)	1SR-00337-P(B)/TO WATERSIDE D 0.08 <b>NA</b> 0264-W010B(B)/FROM TIDEWATE							NA			NA	
337 264 Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b> -00337-P(L)/122-08592- 000A(U)/TO							NA			NA	

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	· Q
37)(264) Ramp	City of Norfolk (Maint	IS-00264-W(B)/IS-0 t: 64) 0.22	0464-S(L)/4	64-W I			l for dire	otional t	raffic v	olumo o	ctimat	es for thi	c coa	mont		
37 264 Ramp	City of Norion (Maint	IS-00264-E008A(L)/I	S-00264- 00	84(II)/			r ioi dire	Clional	iailic vi	Julile e	Suma	.65 101 1111	s seg	ment.		
	From:	13-00204-E008A(E)/1	I-264 W	on(U)i	TO BEKK	LL										
Ramp From Tidewater Dr	to I-264 W City of Norfolk	0.13	NA									NA			NA	
	To:	7	Tidewater Dr													
	From:		mp to I-264	W												
Tidewater Dr	City of Norfolk	0.12	NA									NA			NA	
	To: From:	Eas	t City Hall A	ve												
Tidewater Dr	City of Norfolk	0.15	NA									NA			NA	
	Τα	-	Charlotte St													
.T	From:	SR 33'	7 Portsmouth	Blvd												
Turnpike Rd	City of Portsmoutl	th 1.05	3600	F	96%	1%	2%	1%	0%	0%	С	0.086	F	0.530	3800	
	To	IIC 1	7 Frederick	Dlvd												
<u>_T</u>	From:										_		_			
Turnpike Rd	City of Portsmouth	th 0.30	7200	F	97%	1%	1%	1%	1%	0%	F	0.084	F	0.513	7700	
<u> </u>	To: From:		Howard St													
<u>-T</u> 37)Turnpike Rd	City of Portsmoutl	th 0.54	4200	F	97%	1%	1%	1%	1%	0%	С	0.084	F	0.537	4400	
Turnpike Rd	Oity of Fortsinout		Harbor Dr	•	31 /6	1 /0	1 /8	1 /0	1 /0	0 /6	O	0.004	•	0.557	4400	
T	From:		Cassell Ave													
Harbor Dr	City of Portsmoutl	th 0.05	4700	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.552	5000	
<u> </u>	To		County St													
<u></u>	From:										_		_			
Harbor Dr	City of Portsmouth	th 0.11	6000	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.583	6400	
	To: From:		High St													
Harbor Dr	City of Portsmoutl	th 0.24	14000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.587	15000	
7)	Tα		US 58		0.70	. , 0		. , ,	. , 0	0 / 0		0.00.	•	0.007	.0000	
T	From:	ALT US 460 (	Overpass; Be	erkley I	Bridge											
Waterside Dr/Boush St	City of Norfolk	0.72	20000	G	95%	1%	2%	1%	0%	0%	F	0.101	F	0.610	22000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	22000	G	95%	1%	2%	1%	0%	0%	F	0.101	F	0.606	23000	
	To		City Hall Ave	,												
LT Mataraida Dr/Dawah Ct	City of North				050/	10/	00/	10/	00/	00/	_	0.404	_	0.010	01000	
Waterside Dr/Boush St	City of Norfolk	0.44	20000	G	95%	1%	2%	1%	0%	0%	_	0.101	_	0.610	21000	
	Combined Traffic Estimates for 2 Parallel Roa			G	95%	1%	2%	1%	0%	0%	F	0.101	F	0.606	23000	
	10.		37 Bramblet													
_T	From:		337 Watersi								· <u>-</u>		_	_	.=	_
Ramp	City of Norfolk (Maint		15000	G								0.166	F		15000	
<u> </u>	To:		I-264 East													
	From:		9 Washingto													
Hillwood Ave	City of Falls Churc	ch 0.10	12000	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.537	13000	
<i></i>		110-66	609 Annanda	le Rd												
Hillwood Ave	City of Falls Churc	ch 0.36	10000	G	98%	0%	1%	0%	0%	0%	С	0.117	F	0.522	11000	
$\mathcal{D}$	To:	110-	-6799 Cherry	/ St												

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

						Truc	:k			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle 3	8+Axle 1	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
LEH	From:	110-6799 Cherry S		00/	10/	00/	00/	00/		0.407	_	0.500	0500	
Hillwood Ave	City of Falls Church	0.45 <b>8900</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.107	F	0.522	9500	G
	From	110-6792 South S		00/		00/	00/	00/		0.404		0.044	11000	
Hillwood Ave	City of Falls Church	0.11 <b>10000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.104	F	0.644	11000	G
	From	ECL Falls Church		00/		00/	00/	00/	_	0.101		0.000	10000	
Hillwood Ave	Fairfax County	0.06 <b>11000</b> SR 7 Leesburg Pik	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.101	F	0.668	12000	(
	Fron:													
Stuarts Draft Hwy	Augusta County	US 11 Lee Jackson F 5.84 <b>6200</b>	F 96%	1%	1%	1%	2%	0%	С	0.090	F	0.607	6100	1
340) Starto Brant Timy	, lagaeta county			170		1 70	_ / 0	0 70	Ü	0.000	•	0.007	0100	
Stuarts Draft Hwy	Augusta County	07-654 White Hill I 0.85 <b>15000</b>	<b>F</b> 97%	0%	0%	1%	2%	0%	F	0.089	F	0.53	15000	
340 State Plant I Wy	Adgusta County			070	——————————————————————————————————————	1 /0	270	0 / 0	•	0.000	•	0.00	10000	
Stuarts Draft Hwy	Augusta County	07-608 Tinkling Spring Rd 3.47 <b>15000</b>	l; Main St F 97%	0%	0%	1%	2%	0%	С	0.094	F	0.513	16000	
340 Stuarts Drait Tiwy	Augusta County			0 /6	0 /6	1 /0	2 /0	0 /6	O	0.034	'	0.515	10000	
Stuarts Draft Hwy	Augusta County	07-632 Shalom Roa 1.64 <b>15000</b>	ad 97%	0%	0%	1%	2%	0%	F	0.088	F	0.512	16000	
340 Stuarts Drait Hwy	Augusta County			0 /6	0 /6	1 /0	Z /0	0 /6	•	0.000	'	0.512	10000	
~	From:	WCL Waynesboro		00/		40/	00/	00/		0.007		0.550	40000	
Rosser Ave	City of Waynesboro	0.34 <b>18000</b>	<b>F</b> 97%	0%	0%	1%	2%	0%	F	0.087	F	0.553	19000	
~~_ ·	To: From:	I-64												
Rosser Ave	City of Waynesboro	0.56 <b>28000</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	F	0.087	F	0.557	29000	ı
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Lew Dewitt Blvd												
Rosser Ave	City of Waynesboro	0.71 <b>16000</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	С	0.084	F	0.53	18000	ı
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Northgate Ave												
Rosser Ave	City of Waynesboro	0.61 <b>11000</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	F	0.087	F	0.524	12000	ı
~	To: From	Forrest Dr												
Rosser Ave	City of Waynesboro	0.56 <b>11000</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	F	0.086	F	0.525	12000	ı
<del>~</del>	To: From	US 250 Main St Rosser Ave												
340 Main St	City of Waynesboro		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.087	F	0.514	8000	(
340)	To						• , •		-		•		-	
340 Main St	City of Waynesboro	New Hope Rd 0.35 <b>6000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.086	F	0.504	6300	(
340 (Waiii St	- The state of the		<b>u</b> 0070	0 70		070	0 70	0 / 0	•	0.000	•	0.004	0000	
340 Main St	City of Waynesboro	0.14 <b>4100</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.085	F	0.505	4300	(
340 Main St	City of Waynesbold		G 99 /6	0 /6	1 /0	0 /6	0 /6	0 /6	•	0.003	'	0.303	4300	`
Main Ct	City of May you have	Arch Ave	000/	00/		00/	00/	00/	F	0.101	F	0.507	F000	
Main St	City of Waynesboro	0.39 <b>5000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	г	0.101	Г	0.567	5300	(
Walter Ot	Toc	US 250 Broad St		001		00/	40′	001		0.004		0.500	40000	
250 Main St	City of Waynesboro	0.19 <b>12000</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	F	0.084	F	0.563	13000	
~	To: From	Main St			_}		_	_						
340 Delphine Ave	City of Waynesboro	0.25 <b>13000</b>	<b>F</b> 95%	0%	1%	1%	2%	0%	F	0.09	F	0.549	14000	F

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	Α 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	7	7th St													
340 Delphine Ave	City of Waynesboro	0.60 1	2000 F	=	95%	0%	1%	1%	2%	0%	F	0.089	F	0.555	13000	F
<u> </u>	To- From:	Sec	cond St													
340 Delphine Ave	City of Waynesboro	0.81	9400 F	=	95%	0%	1%	1%	2%	0%	F	0.094	F	0.554	9900	F
<u> </u>	Tec	Hope	man Pkwy				$\neg$ $\vdash$									
340 Delphine Ave	City of Waynesboro		1000 F	-	95%	0%	1%	1%	2%	0%	С	0.095	F	0.587	11000	F
	Toc	NCL V	Waynesboro													
340 East Side Hwy	Augusta County		9000 F	-	95%	0%	1%	1%	2%	0%	F	0.087	F	0.635	8900	F
1	To	07-612 Crimora I	Mina Dd: Cri	more	DA											
East Side Hwy	From L Augusta County		5600 F		93%	1%	1%	1%	4%	0%	С	0.098	F	0.507	5500	F
340) = 0.00 0.00,	To										_				-	
340 East Side Hwy	Augusta County		Patterson Mill 6500 F		93%	1%	1%	1%	4%	0%	F	0.098	F	0.559	6400	F
2340 Last Gide Tiwy	Augusta County				JU 70	1 /0	1 70	1 /0	T /0	0 70	·	0.000		0.555	0400	
Foot Side Llung	Town of Grottoes (Maint: 07)		Grottoes		93%	1%	10/	10/	40/	00/	N	0.000	F	0.550	6400	N.
East Side Hwy	Town of Grottoes (Maint. 07)		am County Li		93%	170	1%	1%	4%	0%	IN	0.098	Г	0.559	6400	Ν
	From:		County Line													
340 East Side Hwy	Town of Grottoes (Maint: 82)	0.46	6000 G	à	94%	1%	1%	1%	3%	0%	С	0.095	F	0.561	6000	G
<i></i>	Tec	C	Cary St													
340 East Side Hwy	Town of Grottoes (Maint: 82)		6300 G	3	94%	1%	1%	1%	3%	0%	F	0.095	F	0.558	6300	G
-	To:	NCL	Grottoes													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From		L Grottes		000/	40/	10/	40/	40/	00/	_	0.000	_	0.570	5700	_
East Side Hwy	Rockingham County	1.39 5	5800 G	ä	93%	1%	1%	1%	4%	0%	С	0.099	F	0.570	5700	G
~~	To: From:		ort Republic I													
340 East Side Hwy	Rockingham County	8.27	3500 G	3	90%	1%	1%	2%	6%	0%	С	0.1	F	0.58	3500	G
~	To: From:	82-649 Island Fo														
340 East Side Hwy	Rockingham County	2.97 4	4300 G	3	93%	1%	1%	1%	4%	0%	F	0.103	F	0.673	4300	G
<b>~</b>	To: From:	82-754 So	outh Branch F	Rd			$\neg$ $\vdash$									
340 East Side Hwy	Rockingham County	2.36 5	5300 G	à	93%	1%	1%	1%	4%	0%	F	0.095	F	0.549	5300	G
<del>~</del>	Tec	82-634 Sa	pling Ridge I	Rd			$\neg$ $\vdash$									
340 East Side Hwy	Rockingham County		5900 G		93%	1%	1%	1%	4%	0%	F	0.093	F	0.549	5800	G
	To:	SCI	L Elkton				—									
340 S Stuart Ave	From: Town of Elkton (Maint: 82)		5900 N	1	93%	1%	1%	1%	4%	0%	Ν	0.093	F	0.549	5800	Ν
040)	Tec															
Bus	From:		US 33													
340 (33) S Stuart Ave	Town of Elkton (Maint: 82)	0.08 5	5900 N	1	93%	1%	1%	1%	4%	0%	N	0.093	F	0.549	5800	N
~ ~	To: From:	Bus	s US 33													
N Stuart Ave	Town of Elkton (Maint: 82)	0.19 <b>8</b>	B100 N	1	97%	1%	1%	0%	2%	0%	Ν	0.089	F	0.615	8100	Ν
<del>~</del>	To:	Spotts	swood Ave				$\neg$ $\vdash$									
N Stuart Ave	Town of Elkton (Maint: 82)		B100 G	à	97%	1%	1%	0%	2%	0%	С	0.089	F	0.615	8100	G
	To:	NCL Elkton, 82-1	1706 Shenand	doah A	Ave											

4/15/2020

# 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:	NCL Elkton, 82-1706 S			40/	10/	00/	00/	00/	_	0.004	_	0.505	0000	,
Stuart Ave	Rockingham County	3.30 6200	G	97%	1%	1%	0%	2%	0%	F	0.084	F	0.595	6200	(
	From:	Page County Rockingham Cou													
Third St	Page County	1.02 <b>6000</b>	G	97%	1%	1%	0%	2%	0%	F	0.087	F	0.569	6000	(
940)	To														
040	Town of Shenandoah (Maint: 69)	SCL Shenand 1.22 <b>6000</b>	noan N	97%	1%	1%	0%	2%	0%	N	0.087	F	0.569	6000	
340)	Town of offerfational (Maint: 05)			31 /6	1 /0	1 /0	0 70	2 /0	0 70	14	0.007	•	0.505	0000	
~~~ First 6:	From	69-706 Junior		0001				221	221	_		_			
Fifth St	Town of Shenandoah (Maint: 69)	0.65 <b>6800</b>	G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.562	6800	(
~	To: From:	NCL Shenan	doah												
340)	Page County	2.57 <b>6800</b>	N	96%	0%	1%	1%	2%	0%	Ν	0.086	F	0.562	6800	- 1
~ <i>_</i>	To:	69-650 River													
~~ <u>~</u>	From:	69-650 Grove Hill		000/	00/	40/	40/	00/	00/	_	0.000	_	0.504	5000	
340)	Page County	4.32 <b>5300</b>	G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.501	5300	(
	To: From:	Bus US 34	10												
340)	Page County	3.16 <b>5100</b>	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.606	5100	
~ <i>_</i>	To:	US 211 Lee Hi	ghway												
	From:	US 211		050/	40/		40/	00/	00/	_	0.005	_	0.500	0400	
211 Lee Highway	Page County	5.46 <b>8200</b>	G	95%	1%	1%	1%	2%	0%	С	0.085	F	0.503	8100	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	WCL Lura													
340 (211) Lee Highway	Town of Luray (Maint: 69)	0.36 <b>14000</b>	G	95%	1%	1%	1%	2%	0%	F	0.083	F	0.535	14000	(
<b>~</b>	To	BUS US 2	11												
340 (211) Lee Highway	Town of Luray (Maint: 69)	0.69 <b>7600</b>	G	96%	0%	1%	1%	2%	0%	С	0.083	F	0.530	7600	(
	Too	CI I													
340 (211 Lee Highway	Page County	0.53 <b>7600</b>	N	96%	0%	1%	1%	2%	0%	N	0.083	F	0.530	7600	-
340)(211) Lee riigiiway	r age county			30 /6	0 70	1 /0	1 /0	2 /0	0 70	14	0.000	•	0.550	7000	
~~~	From	CL Luray		0001				221	221			_		=	
340 211 Lee Highway	Town of Luray (Maint: 69)	0.56 7600	N	96%	0%	1%	1%	2%	0%	N	0.083	F	0.530	7600	ı
<del>~</del> <del>~</del>	From:	S RT 211 US 211													
N Broad St	Town of Luray	0.30 <b>5800</b>	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.538	5800	(
340 11 21000 01	10Wil of Edity			01 70	0 70	1 70	1 /0	1 /0	0 /0	Ü	0.000	•	0.000	0000	
~~~	From	NCL Lura	-	070/	00/		40/	40/	00/		0.005	_	0.500	5000	
Stonewall Jackson Memorial Hwy	Page County	0.21 5800	N	97%	0%	1%	1%	1%	0%	N	0.085	F	0.538	5800	١
	From:	69-731 Collin													
340 Stonewall Jackson Memorial Hwy	Page County	1.03 <b>6200</b>	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.563	6100	(
240 Stone Wall Gaolison Memorial Tiwy	- ago county			J1 /0	0 /0		1 /0	1 /0	0 /0	•	3.004	•	3.000	0100	`
~~~	To: From:	69-648 Sandy Ho		070/	00/		40/	40/	00/		0.000		0.04	5000	
Stonewall Jackson Memorial Hwy	Page County	5.93 <b>5200</b>	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.61	5200	(
	To: From:	69-662 Rileyvi	ille Rd												
340 Stonewall Jackson Memorial Hwy	Page County	3.96 <b>4400</b>	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.704	4400	(
~	Tor	Warren County	y Line												

# 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	QV
340 Stonewall Jackson Hwy	Warren County	Page County I 2.46 <b>4300</b>	Line <b>G</b>	96%	1%	1%	1%	2%	0%	С	0.088	F	0.672	4400	G
340 Storiewali Jacksoff Tiwy	waiten county				1 /0	1 /0	1 /0	2/0	0 /6	C	0.000	'	0.072	4400	G
340 Stonewall Jackson Hwy	Warren County	93-613 N, Bentonville B 5.30 <b>6200</b>	rowntown <b>G</b>	96%	1%	1%	1%	2%	0%	F	0.091	F	0.750	6400	G
340 Gronewan babkson 1 my	vullen county			0070	1 /0		1 /0	270	0 70	•	0.001		0.700	0400	ŭ
340 Stonewall Jackson Hwy	Warren County	93-607 Rocky 2.78 <b>7600</b>	Lane <b>G</b>	96%	1%	1%	1%	2%	0%	F	0.091	F	0.750	7900	G
340)	To						.,,		* / *			-			
340 Stonewall Jackson Hwy	Warren County	93-619 Rivermo 0.83 <b>12000</b>	G G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.750	13000	G
,	To	SCL Front Ro													
340 South Royal Ave	Town of Front Royal	0.31 <b>14000</b>	G G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.644	15000	G
,	To	SR 55 South													
340 55 South Royal Ave	Town of Front Royal	0.40 <b>13000</b>	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.544	14000	G
310)(60)	To:	E Main St													
340 (55) North Royal Ave	Town of Front Royal	0.57 <b>15000</b>	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.509	16000	G
3.5) 65)	To:	6th St													
340 55 North Royal Ave	Town of Front Royal	0.25 <b>12000</b>	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.542	13000	C
,	To:	US 522, 8th	St												
340 (522) (55) North Royal Ave	Town of Front Royal	0.35 <b>24000</b>	G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.505	26000	G
,	To:	14th St													
	From	North Royal A		000/	40/	101	40/	40/	00/	_	0.000	_	0.504	05000	_
340 (522) (55) 14th St	Town of Front Royal	0.24 <b>24000</b> Shenandoah A	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.504	25000	G
· · · ·	From	Snenandoan A	Ave												
340 522 55 Shenandoah Ave	Town of Front Royal	0.34 <b>30000</b>	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.523	32000	C
	To	CL Front Ro	yal			<b>—</b> —									
340 (522) (55) Shenandoah Ave	Warren County	0.45 <b>30000</b>	N	96%	1%	1%	1%	1%	0%	Ν	0.091	F	0.523	32000	N
	To	SR 55 Wes	it .			<b>—</b> —									
340 (522 Shenandoah Ave	Warren County	0.22 33000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.539	NA	
	To	Old NCL Front	Royal			<b>—</b> —									
340 522 Winchester Rd	Warren County	0.83 31000	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.539	33000	G
	To	I-66													
340 522 Winchester Rd	Warren County	1.28 <b>22000</b>	G	88%	1%	1%	2%	9%	0%	С	0.086	F	0.521	23000	G
	To	93-627 Relianc	e Rd												
340)(522)Winchester Rd	Warren County	2.81 17000	G	85%	1%	1%	2%	11%	0%	С	0.085	F	0.522	18000	G
	To:	93-802													
340 (522 Winchester Rd	Warren County	0.30 <b>18000</b>	G	85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G
	To:	Frederick Count													
340 (522) Winchester Rd	From:	Warren County		0561	461		001	4401	00′	_	0.000	_	0.500	40000	_
340 () 522 (Winchester Rd	Frederick County (Maint: 93)	0.53 <b>18000</b>	G	85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G

4/15/2020

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
_	From	Frederick County Lin	ie.		ZANIC	OTANIC	TTTAII	ZIIali		1 actor		1 40101		
(340)(522)Winchester Rd	Warren County		G 85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G
(340)(322)	To:	Frederick County Lin				_,-			-					-
	From	Warren County Line												
(340) (522) Winchester Rd	Frederick County (Maint: 93)	0.30 <b>18000</b> (	<b>G</b> 85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G
	Tα:	Warren County Line												
~~~~~	From	Frederick County Lin		121				0-1	_		_			_
(340)(522)Winchester Rd	Warren County		<b>G</b> 85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G
<del>~~~</del>	To: From:	Clarke County Line												
340 (522 Stonewall Jackson Hwy	Clarke County (Maint: 93)	Warren County Line 1.79 <b>18000</b> (	<del>.</del> <b>G</b> 85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G
Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79 10000	<b>J</b> 05 /6	1 /0	1 /0	2/0	11/0	0 /6	C	0.003	'	0.302	10000	G
~~~	To: From:	US 522 Double Toll G												
340 Lord Fairfax Hwy	Clarke County	2.09 <b>8300</b> (	<b>G</b> 92%	1%	1%	1%	6%	0%	С	0.092	F	0.656	8200	G
<u> </u>	To	21-658 White Post R	d		<u> </u>									
340 Lord Fairfax Hwy	Clarke County	1.83 <b>8500</b> (	<b>G</b> 92%	1%	1%	1%	6%	0%	F	0.09	F	0.646	8400	G
	Tec	LIC 50 Cth f D	_											
340 Lord Fairfax Hwy	From: Clarke County	US 50 South of Boyo	G 91%	1%	1%	1%	6%	0%	С	0.095	F	0.642	8700	G
2340 Lord Fairlax Flwy	Clarke County	1.19 0000	J 31/6	1 /0	1 /0	1 /0	0 /6	0 /6	C	0.093	'	0.042	6700	G
~~~	To: From:	SCL Boyce												
340 Lord Fairfax Hwy	Town of Boyce (Maint: 21)	0.81 <b>8800 I</b>	<b>N</b> 91%	1%	1%	1%	6%	0%	N	0.095	F	0.642	8700	Ν
<u> </u>	To: From	NCL Boyce			<u> </u>									
340 Lord Fairfax Hwy	Clarke County	2.27 <b>8800 I</b>	<b>N</b> 91%	1%	1%	1%	6%	0%	Ν	0.095	F	0.642	8700	Ν
	To:	SR 255 Old Chapel												
~~~	From	SR 255 Bishop Meade												
340 Lord Fairfax Hwy	Clarke County	2.99 <b>10000</b> (	<b>G</b> 91%	1%	1%	1%	6%	0%	F	0.092	F	0.592	10000	G
<u> </u>	To: From:	SCL Berryville			<u> </u>									
340 S Buckmarsh St	Town of Berryville (Maint: 21)	•	<b>N</b> 91%	1%	1%	1%	6%	0%	Ν	0.092	F	0.592	10000	Ν
340)	, , , , , , , , , , , , , , , , , , ,													
N Buckmarsh St	Town of Berryville (Maint: 21)	Bus SR 7 Main St	<b>G</b> 91%	10/	10/	10/	60/	00/	F	0.00	F	0.55	0600	G
1340 IN BUCKINAISH St	Town of Berryville (Maint. 21)	0.45 <b>9600</b> (	<b>G</b> 91%	1%	1%	1%	6%	0%	Г	0.09	Г	0.55	9600	G
~~~	To: From:	NCL Berryville												
340 Lord Fairfax Highway	Clarke County	0.24 <b>9600 I</b>	<b>N</b> 91%	1%	1%	1%	6%	0%	Ν	0.09	F	0.55	9600	Ν
<u> </u>	To	SR 7			$ \vdash$									
340 Lord Fairfax Hwy	Clarke County		G 89%	1%	1%	1%	9%	0%	F	0.084	F	0.58	17000	G
,	To													
Care Land Fairfay Highway	Clarks County	21-611 Summit Point 2.82 <b>13000</b>		10/	10/	10/	00/	00/	^	0.100	Α	0.500	12000	В
340 Lord Fairfax Highway	Clarke County		B 89%	1%	1%	1%	9%	0%	С	0.102	А	0.538	13000	В
	From	West Virginia State Li Maryland State Line												
340 Jefferson Pike	Loudoun County		G 89%	1%	1%	1%	9%	0%	F	0.091	F	0.646	26000	G
040)-55.5	To:	West Virginia State Li		. 70	—í"	. 70	J / U	0 /0	•	0.501	•	0.0.0	_5555	<u>~</u>
	From	•			<u>.</u>									
Pomp		US 340-N012A US 340-S012A								0.000	F	0.560	6000	G
340 Ramp	Augusta County		8 NODTH							0.099	Г	0.569	6000	G
•	10	I-64-E FROM RT 340SOUTH	& NORTH											

# 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			ıck		QC	K	QK	Dir	AAWDT	QW
	Front	US 340-S012B US 340-N0	112D ED	OM DT 2		2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
340 Ramp	Augusta County	0.19 <b>6200</b>	G	JWI KI 3							0.090	F		6200	G
(340) · ············	To:	I-64-W FROM RT 340SC		NORTH								-			-
North	From:	US 340 TO I-64	EAST												
(340) Ramp	Augusta County	0.03 3200	G								0.103	F		3200	G
	To:	US 340-S012A US 340-1	2A FRO	M RT 3											
North	From:	US 340 I-64-W094A FR	OM & T	O IS 64											
(340) Ramp	Augusta County	0.04 <b>6100</b>	G								0.095	F	0.593	6100	G
<u> </u>	To:	US 340-S012B US 340-1	2B FRO	M RT 3											
South	Fron:	US 340 I-64-E094A FRO		) IS 64											
(340)Ramp	Augusta County	0.04 <b>2700</b>	G								0.095	F		2700	G
<del></del>	Τα	US 340-N012A US 340-		M RT 3											
South	From:	US 340 TO I-64									0.004	_		0000	•
Ramp	Augusta County	0.06 <b>3800</b>	G	M DT 2							0.091	F		3800	G
•		US 340-N012B US 340-	2B FRO	M K1 3											
Bus	Page County	0.20 US 340	N	94%	1%	1%	1%	3%	0%	N	0.086	F	0.641	4100	N
340	rage County	69-615	IN	94%	170	170	1 70	370	0%	IN	0.000	Г	0.041	4100	IN
Bus	From:	69-615 Riverbe	nd Rd												
(340) Stonewall Jackson Memorial Highway	Page County	3.80 <b>4100</b>	G	94%	1%	1%	1%	3%	0%	С	0.086	F	0.641	4100	G
	To:	SCL Stanle	ey			<u> </u>									
Bus (340)	Town of Stanley (Maint: 69)	2.08 <b>4100</b>	N	94%	1%	1%	1%	3%	0%	N	0.086	F	0.641	4100	Ν
(340)	Town of Startey (Maint: 00)			0 1 70	1 70	- 70	170	0 /0	0 70		0.000	•	0.041	4100	
Bus	Fron:	NCL Stanl	•												
Bus (340)	Page County	1.99 <b>4100</b>	N	94%	1%	1%	1%	3%	0%	N	0.086	F	0.641	4100	Ν
Bus	To: From:	69-632 Stan 69-632 Alans													
340 Stonewall Jackson Memorial Highway	Page County	3.73 <b>5500</b>	G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.624	5500	G
340) 0.00.00.00.00.00.00.00.00.00.00.00.00.0	To						0,0	. , 0	0,70		0.000	•	0.02	0000	<b>O</b> .
Bus	From	SCL Lura	*												
(340) Virginia Ave	Town of Luray	0.09 <b>5700</b>	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.637	5700	G
Bus	To: From:	Linden Av	'e												
340 Virginia Ave	Town of Luray	0.52 <b>5400</b>	F	97%	0%	1%	0%	1%	0%	С	0.089	F	0.551	5300	F
040	To														
Bus	From:	Bus US 21													
Broad St	Town of Luray	0.54 <b>5600</b>	F	97%	1%	1%	1%	1%	0%	С	0.082	F	0.506	5500	F
	10°	US 211													
Canttalaum Dd	From:	SR 360 Bethe		070/	00/	20/	00/	F0/	00/	_	0.005	F	0.5	1100	0
344 Scottsburg Rd	Halifax County	1.58 <b>1100</b>	G	87%	2%	3%	3%	5%	0%	С	0.095	Г	0.5	1100	G
	From	NCL Scottsh													
(344)	Town of Scottsburg (Maint: 41)		N	87%	2%	3%	3%	5%	0%	N	0.095	F	0.5	1100	N
~	Tor	41-720 Green L	evel 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:	41-720 Green Level Rd												
344 McDonald Rd	Town of Scottsburg (Maint: 41)	0.42 <b>840 G</b>	81%	1%	2%	11%	4%	0%	С	0.091	F	0.543	850	G
<u> </u>	To: From	ECL Scottsburg												
(344)	Halifax County	7.35 <b>840 N</b>	81%	1%	2%	11%	4%	0%	Ν	0.091	F	0.543	850	Ν
<u> </u>	To: From	Staunton River State Parl	ζ.		<u> </u>									
(344) McDonald Rd	Halifax County	2.18 <b>170 G</b>	97%	0%	0%	1%	3%	0%	С	0.116	F	0.818	170	G
	То:	End of Route												
	From:	SR 360 Mountain Rd							_		_			
349 Edmunds Blvd	Town of Halifax (Maint: 41)	0.12 <b>610 G</b>	98%	1%	1%	1%	0%	0%	С	0.152	F	0.519	640	G
	10.	US 501 Main St												
20th St	City of Newport News	US 60 Huntington Ave 0.64 <b>4800 F</b>	95%	2%	2%	1%	0%	0%	F	0.126	F	0.704	5100	F
351 39th St	City of Newport News		95%	270	<u> </u>	1 70	0%	0%	Г	0.126	Г	0.704	3100	Г
Ooth Ct	Tom From	Marshall Ave	050/	2%		10/	00/	00/		0.100	F	0.704	11000	F
351 39th St	City of Newport News	0.87 <b>10000 F</b>	95%	2%	2%	1%	0%	0%	С	0.126	Г	0.704	11000	Г
	To: From:	WCL Hampton	050/	00/		401	00/	00/		0.100		0.704	0000	
Pembroke Ave	City of Hampton	0.36 <b>8700 F</b>	95%	2%	2%	1%	0%	0%	F	0.126	F	0.704	9200	F
	Too From	114-7025 Aberdeen Rd									_			_
Pembroke Ave	City of Hampton	1.17 <b>8800 F</b>	95%	2%	2%	1%	0%	0%	F	0.113	F	0.679	9400	F
	To: From:	Powhatan Pkwy												
Pembroke Ave	City of Hampton	1.52 <b>9800 F</b>	97%	1%	1%	1%	0%	0%	С	0.121	F	0.720	10000	F
	To: From:	Settlers Landing Rd												
(351) Pembroke Ave	City of Hampton	0.14 <b>10000 F</b>	97%	1%	1%	1%	0%	0%	F	0.119	F	0.661	11000	F
	To: From:	Lasalle Ave												
(351) Pembroke Ave	City of Hampton	0.73 <b>7700 F</b>	97%	2%	1%	0%	0%	0%	С	0.112	F	0.677	8200	F
<u></u>	To: From:	SR 134 Armistead Ave												
(351) Pembroke Ave	City of Hampton	1.41 <b>9900 F</b>	98%	1%	1%	0%	0%	0%	С	0.136	F	0.706	11000	F
<u> </u>	To: From:	US 258 Mercury Blvd												
(351) Pembroke Ave	City of Hampton	0.20 <b>12000</b> F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.664	13000	F
	To: From:	Woodland Rd												
(351) Pembroke Ave	City of Hampton	1.10 <b>11000 F</b>	98%	1%	1%	0%	0%	0%	С	0.083	F	0.511	12000	F
	To: From	SR 169 W, Old Buckroe F	Rd											
(351)(169) Pembroke Ave	City of Hampton	0.60 <b>2600 F</b>	97%	1%	2%	0%	0%	0%	С	0.09	F	0.625	2700	F
	To	SR 169 E, Mallory St			<b>—</b>									
(351) Pembroke Ave	City of Hampton	0.07 <b>2600 N</b>	97%	1%	2%	0%	0%	0%	Ν	0.09	F	0.625	2700	Ν
$\overline{}$	Tα	Second St												
	From:	US 421												
352 St Charles Rd	Lee County	2.13 <b>1500 F</b>	97%	1%	0%	0%	1%	0%	С	0.111	F	0.572	1500	F
$\overline{}$	To:	SCL Saint Charles												

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b> Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	SCL Saint Charles												
352	Town of St. Charles (Maint: 52)	0.27 <b>1500 N</b>	97%	1%	0%	0%	1%	0%	Ν	0.111	F	0.572	1500	1
	Tα:	52-634 Bunny Blue Ro	1											
	From:	Parking Lot; 13th St												
353)Duvall St	City of Richmond (Maint: 43)	0.38 <b>5000 F</b>	99%	1%	0%	0%	0%	0%	С	0.114	F	0.596	5300	
<u> </u>	To:	8th Street												
	From:	End of Route												
River Rd	Lancaster County	3.64 <b>360 G</b>	97%	0%	2%	0%	1%	0%	С	0.096	F	0.622	370	
<u> </u>	To: From:	51-604 Ottoman Ferry R	oad											
River Rd	Lancaster County	3.62 <b>1900</b> G		0%	1%	1%	1%	0%	С	0.082	F	0.711	1900	
1.54)	To													
River Rd	Lancaster County	SR 201 White Chapel F 4.10 <b>820</b> G		0%	1%	1%	1%	0%	С	0.103	F	0.595	830	
354) Tiver rid	Lancaster County		31 /0	0 76	1 /0	1 /0	1 /0	0 /6	O	0.103	•	0.555	000	
	To: From:	51-622 Morattico Rd	0701	221		101	1.57		_		_			
River Rd	Lancaster County	2.17 <b>780 G</b>		0%	1%	1%	1%	0%	С	0.095	F	0.756	790	
	10.	SR 3 Historyland Hwy												
	From:	US 33; Staples Mill Re							_		_			
Hilliard Rd	Henrico County	0.67 <b>16000 F</b>	98%	1%	1%	0%	1%	0%	F	0.104	F	0.597	17000	
<u> </u>	To: From:	Thornrose Ave												
Hilliard Rd	Henrico County	0.60 <b>15000 F</b>	98%	1%	1%	0%	1%	0%	С	0.109	F	0.587	16000	
<u> </u>	Toc	Hermitage Rd												
356)Hilliard Rd	Henrico County	0.16 <b>19000 F</b>	98%	1%	1%	0%	1%	0%	F	0.107	F	0.554	21000	
	To:	SR 161; Lakeside Ave												
	From:	Colonial Pkwy			1									
Jamestown Festival Parkway	James City County	0.34 <b>1400</b> F	96%	0%	3%	0%	0%	0%	С	0.15	F	0.680	1400	
,	To:	SR 31 Jamestown Rd												
Bus	From:	N Main St												
860 (58) River St	City of Danville	0.64 <b>16000</b> G	i 93%	1%	1%	0%	5%	0%	F	0.089	F	0.514	17000	
	To													
Bus	From:	Old Halifax Rd												
South Boston Rd	City of Danville	1.24 <b>16000 G</b>	i 93%	1%	1%	0%	5%	0%	F	0.085	F	0.53	16000	
~ ~	Tx	US 29 Danville Expressy	vav											
360 (58) South Boston Rd	City of Danville	0.90 <b>26000 F</b>	84%	1%	1%	2%	13%	0%	F	0.085	F	0.517	27000	
	To	Kentuck Rd												
660 (58) South Boston Rd	City of Danville	1.98 <b>19000 F</b>	84%	1%	1%	2%	13%	0%	F	0.083	F	0.512	20000	
30) 300 300 300 710	on, or barrent		J-70	. 70	- 70	_ /0	. 5 /0	0 /0	•	0.000	•	0.012	_55555	
Dhile at De	Tor.	ECL Danville	0.40/	10/		00/	100/	00/		0.070		0.515	10000	
Philpott Rd	Pittsylvania County	2.37 <b>12000 G</b>	i 84%	1%	1%	2%	13%	0%	F	0.078	F	0.515	12000	•
	To: From	SR 62												
660 58 Philpott Rd	Pittsylvania County	3.32 <b>7600</b> A	84%	1%	1%	2%	13%	0%	С	0.101	Α	0.511	7800	
~~~	Τo:	Halifax County Line												

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

					_		Trι	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	Pittsylvania	County Line												
360 (58) Philpott Rd	Halifax County	3.48 <b>70</b>	00 G	84%	1%	1%	2%	13%	0%	F	0.087	F	0.504	7100	G
<del></del>	To: From:	SR 119	Delila			$\neg$ $\vdash$									
360 (58) Philpott Rd	Halifax County	6.58 <b>77</b>		84%	1%	1%	2%	13%	0%	F	0.084	F	0.503	7700	G
	To:	41-658 Turbevill	le Rd; Melon	Rd											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	41-								_					
360) (58) Philpott Rd	Halifax County	9.25 <b>87</b>		85%	1%	1%	1%	12%	0%	С	0.101	Α	0.582	9000	Α
<del>*</del> *	To: From	US 501 Huell		у											
360 ( 58 C Bill Tuck Hwy	Town of South Boston	US 501 F 0.18 <b>110</b>		85%	1%	1%	1%	12%	0%	F	0.083	F	0.557	11000	G
360 58 Bill Tuck Hwy	Town or Coult Boston			00 70	1 /0	1 /0	1 /0	12 /0	0 70	•	0.000	•	0.557	11000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	CL Souti										_			
360 (58) Bill Tuck Hwy	Halifax County	0.52 110		85%	1%	1%	1%	12%	0%	N	0.083	F	0.557	11000	Ν
<del>~</del> <del>~</del> <del>~</del> —	From	EU:													
360 John Randolph Blvd	Halifax County	US 58 E, Bit 0.45 <b>110</b>		88%	0%	1%	1%	9%	0%	F	0.088	F	0.507	11000	G
360 Com Handolph Biva	Hamax Gounty	0.45	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	00 70	0 70	1 /0	1 /0	3 70	0 70		0.000	•	0.507	11000	_
~~~	To: From:	SCL Sout													
360 John Randolph Blvd	Town of South Boston (Maint: 41)	0.16 <b>110</b>	000 G	88%	0%	1%	1%	9%	0%	F	0.088	F	0.507	11000	G
<del>~</del>	To: From	SR 304 Se	eymour Dr			$\neg$									
360 John Randolph Blvd	Town of South Boston	0.52 <b>100</b>	000 G	88%	0%	1%	1%	9%	0%	F	0.089	F	0.520	10000	(
	To:	SR 34 H	odgae St												
360 John Randolph Blvd	Town of South Boston	0.44 110		88%	0%	1%	1%	9%	0%	F	0.085	F	0.508	11000	G
360 Jooini Handolph 2114	Town of Count Booton			0070	0 70		1 /0	0 70	070	•	0.000	•	0.000	11000	Ŭ
Valor Devide lab Blad	From Prom	Hamilto		000/	00/	10/	40/	00/	00/	_	0.000	_	0.077	44000	
John Randolph Blvd	Town of South Boston (Maint: 41)	0.09 110	000 G	88%	0%	1%	1%	9%	0%	F	0.098	F	0.677	11000	G
	To: From:	ECL Sout	th Boston												
360 James D Hagood Hwy	Halifax County	1.43 <b>74</b>	00 G	88%	0%	1%	1%	9%	0%	F	0.094	F	0.569	7300	G
<del>~</del>	To:	41-716 W Dan F													
~	From	41-716 W Pan F			00/		40/	00/	00/	_	0.000	_	0.500	0000	_
James D Hagood Hwy	Halifax County	5.28 <b>70</b>	00 G	88%	0%	1%	1%	9%	0%	F	0.089	F	0.523	6900	G
	To: From:	SR 360 E	Bethel Rd												
360 James D Hagood Hwy	Halifax County	2.40 <b>74</b>	00 G	88%	0%	1%	1%	9%	0%	F	0.091	F	0.575	7300	G
~	To- Prom-	41-607 Rodger	s Chapel Roa	d		<b>—</b>									
360 James D Hagood Hwy	Halifax County	2.79 <b>59</b>		88%	0%	1%	1%	9%	0%	F	0.092	F	0.507	5800	G
000)	Τα	SR 92 Sout													_
	From:	SR 92 South of C		Rd											
360 James D Hagood Hwy	Halifax County	2.73 <b>50</b>	00 G	88%	0%	1%	1%	9%	0%	F	0.093	F	0.502	5000	G
<i></i>	То	Charlotte C													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	France	Halifax Co		00			461		•	_		_			_
360 Kings Hwy	Charlotte County	1.73 <b>56</b>	00 G	88%	0%	1%	1%	9%	0%	F	0.086	F	0.511	5500	G
~	To:	SR 92 JEB	Stuart Hwy												
360 Kings Hwy	Charlotte County	4.64 <b>38</b>		88%	0%	1%	1%	9%	0%	F	0.083	F	0.514	3800	G
	To:	WU													

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

Davida	p. 2. 10. 20	1 11	<b>-</b> -	47.	_		Tru	ıck			K	011	Dir	A A14/DT	٠.
Route	Jurisdiction	Length AAD	U QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI 
~~~	From	W US													
360 (15) Kings Hwy	Charlotte County	3.88 <b>530</b>	0 G	80%	1%	1%	1%	16%	1%	F	0.082	F	0.537	5200	(
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	SR 47 Kraf													
360 (15) Kings Hwy	Charlotte County	6.60 <b>530</b>	0 G	80%	1%	1%	1%	16%	1%	F	0.085	F	0.571	5200	(
<del></del>	To: From	S US 15	BUS												
360 (15) Kings Hwy	Charlotte County	3.36 <b>490</b>	0 G	84%	1%	1%	1%	13%	0%	F	0.087	F	0.568	4800	
~~	Tœ	SR 40 Ke	vsville			$ \vdash$									
360 (15) Kings Hwy	Charlotte County	2.10 620	•	88%	0%	1%	1%	9%	0%	F	0.084	F	0.564	6100	
	To	E US	15												
Kings Hwy	Charlotte County	1.69 <b>550</b>		88%	0%	1%	1%	9%	0%	F	0.083	F	0.507	5400	
900)ge)	To:	Prince Edward			0,0		. , 0	0,0	0,0	•	0.000		0.007	0.00	
	From	Charlotte Co													
Kings Hwy	Prince Edward County	2.23 <b>520</b>	0 G	88%	0%	1%	1%	9%	0%	F	0.084	F	0.511	5100	
~	To	55-701 Bruc	eville Rd												
Kings Hwy	Prince Edward County	3.13 <b>480</b>		88%	0%	1%	1%	9%	0%	F	0.083	F	0.568	4700	
	Tα	73-728 Moores	Ordinary R	d											
Kings Hwy	Prince Edward County	0.26 <b>500</b>		88%	0%	1%	1%	9%	0%	F	0.08	F	0.512	5000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To														
Kings Hwy	Prince Edward County	73-630 Free 3.09 <b>470</b>		88%	0%	1%	1%	9%	0%	F	0.083	F	0.608	4700	
360 Tungs Twy	- Finder Edward County			0070	0 70		1 /0	0 70	0 70	•	0.000	•	0.000	4700	
$\sim$	Prince Falson County	73-696 Gree 5.56 <b>460</b>		000/	00/	10/	1%	00/	00/	С	0.103	۸	0.500	4000	
60	Prince Edward County	Nottoway Co		88%	0%	1%	1%	9%	0%	C	0.103	Α	0.599	4600	
<u>-</u>	From:	Prince Edward		e											
Patrick Henry Hwy	Nottoway County	1.12 470		88%	0%	1%	1%	9%	0%	F	0.082	F	0.599	4600	
	To	67-621 Burkes	Toyorn Dd	ı											
360	Nottoway County	0.39 <b>460</b>		82%	1%	1%	2%	13%	0%	С	0.079	F	0.613	4500	
360	Tollients				. , 0		_,,	.070	0,0	Ū	0.07.0		0.0.0	.000	
	Nottoway County	0.19 <b>110</b> 0		88%	0%	1%	1%	9%	0%	F	0.086	F	0.543	11000	
360 (460)	Notioway County			00 /6	0 /6	1 /0	1 /0	3 /0	0 /6	'	0.000	'	0.545	11000	
~~~	To: From:	WCL Bur		000/	00/		40/	00/	00/		0.000	_	0.540	11000	
360 (460)	Town of Burkeville (Maint: 67)	1.06 <b>110</b> 0	00 N	88%	0%	1%	1%	9%	0%	Ν	0.086	F	0.543	11000	
~~~	To: From:	Bus US													
360 )( 460 )	Town of Burkeville (Maint: 67)	0.08 <b>130</b> 0	00 G	88%	0%	1%	1%	9%	0%	F	0.086	F	0.556	13000	
<del></del>	To- From:	ECL Bur	keville			$\neg$ $\vdash$									
660 (460)	Nottoway County	0.35 <b>130</b> 0	00 N	88%	0%	1%	1%	9%	0%	Ν	0.086	F	0.556	13000	
<b>~</b>	To:	US 460 East Colo	nial Trail H	lwv											
860 East Patrick Henry Hwy	Nottoway County	0.23 <b>410</b>		93%	1%	1%	1%	4%	0%	F	0.081	F	0.576	4100	
,,,,	To														
East Patrick Henry Hwy	Nottoway County	67-723 Lewisto 2.46 <b>490</b>		93%	1%	1%	1%	4%	0%	F	0.084	F	0.513	4900	(
360 Last Father Helliy Hwy	Notioway County	SR 49 Watson			I /0	1 /0	1 /0	4 /0	U /0	'	0.004	1	0.513	4300	,

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

Double	Louis and and an	Learning AADT		4	D		Tru	ck		00	K	01/	Dir	A A \ A \ A \ D T	014
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:	SR 49 Watsons We		2221	4.57		4.2.		221	_		_		0.400	
360 East Patrick Henry Hwy	Nottoway County	4.17 <b>6100</b>	G	93%	1%	1%	1%	4%	0%	F	0.088	F	0.511	6100	G
<del></del>	To: From:	Amelia County Nottoway County													
360 Patrick Henry Hwy	Amelia County	0.49 <b>6900</b>	G	93%	1%	1%	1%	4%	0%	F	0.078	F	0.571	6900	G
360)1 44161(11611) 1111)	7 initial country			0070	1 70		1 70	170	070	•	0.070	·	0.07 1	0000	ŭ
Patrial: Hannelbore	From	SR 307 Holly Far		000/	10/	10/	10/	40/	00/	F	0.000	F	0.551	10000	
Patrick Henry Hwy	Amelia County	8.55 <b>13000</b>	G	93%	1%	1%	1%	4%	0%	г	0.090	г	0.551	13000	G
~~	To: From:	04-681 Pridesvill	le Rd												
360 Patrick Henry Hwy	Amelia County	2.64 <b>16000</b>	Α	93%	1%	1%	1%	4%	0%	С	0.099	Α	0.513	17000	Α
<del>~</del>	To	Bus US 360 Goodes 1	Bridge R	.d		$\neg$ $\vdash$									
360 Patrick Henry Hwy	Amelia County	2.77 <b>16000</b>	Ğ	93%	1%	1%	1%	4%	0%	F	0.086	F	0.576	17000	G
***	To	04-604 Chula	D.4												
360 Patrick Henry Hwy	Amelia County	3.37 <b>17000</b>	G	93%	1%	1%	1%	4%	0%	F	0.087	F	0.584	17000	G
360). american, im,	To:	Chesterfield County Line; A			. , 0		. , ,	.,0	0,0	•	0.007	•	0.00		<b>O</b> .
	From:	Amelia County Line; App													
360 Hull Street Rd	Chesterfield County	5.16 <b>17000</b>	G	93%	1%	1%	1%	4%	0%	F	0.084	F	0.579	17000	G
<i></i>	To	20-603 W, Skingua	arter Rd												
360 Hull Street Rd	Chesterfield County	2.84 <b>19000</b>	G	93%	1%	1%	1%	4%	0%	F	0.086	F	0.576	20000	G
300) 61. 61	T.													_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-
360 Hull Street Rd	Charterfield County	20-730 Baldwin Cr 1.31 <b>24000</b>	G G	93%	1%	1%	1%	4%	0%	F	0.080	F	0.577	24000	G
360 Truii Street Au	Chesterfield County			93 /6	1 /0	1 /0	1 /0	4 /0	0 /6	'	0.000	'	0.577	24000	G
~~	To: From:	20-667 Otterdale				<b>⊥</b> ⊢									
360 Hull Street Rd	Chesterfield County	1.48 <b>40000</b>	G	93%	1%	1%	1%	4%	0%	F	0.086	F	0.572	41000	G
<u>~</u>	10: From:	20-3600 Woodlake Vi 20-3600 Woodlake Vil													
360 Hull Street Rd	Chesterfield County	0.99 <b>52000</b>	G	93%	1%	1%	1%	4%	0%	F	0.084	F	0.598	53000	G
360) 11411 011001 114	chesterned county			00 70	1 70	1 70	1 70	170	0 70		0.004	•	0.000	00000	G
~~	From	20-702 Spring I		000/	40/		101	407	00/	_	0.005	_	0.000	70000	_
360 Hull Street Rd	Chesterfield County	2.19 <b>77000</b>	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.623	79000	G
	To: From:	SR 288													
360 Hull Street Rd	Chesterfield County	3.20 <b>47000</b>	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.576	48000	G
<del>~</del>	To	20-653 Courthou	se Rd			$\neg$ $\vdash$									
360 Hull Street Rd	Chesterfield County	2.21 41000	G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.729	42000	G
	To	20-647 Walmsley	. Dlv.d												
360 Hull Street Rd	Chesterfield County	2.25 <b>37000</b>	G G	93%	1%	1%	1%	4%	0%	F	0.100	F	0.748	38000	G
360 Trail Officer rid	Chesternela County				1 /0	1 /0	1 /0	7/0	0 70	'	0.100		0.740	30000	u
~	To: From:	SR 150 Chippenham Pkwy;					221	221	221	_		_		0.4000	_
Hull Street Rd	City of Richmond	0.61 <b>21000</b>	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.62	24000	G
~ ~	To: From:	Hey Rd													
360 Hull Street Rd	City of Richmond	2.18 <b>20000</b>	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.631	23000	G
<b>~</b>	To	SR 161 Belt B	lvd			<u> </u>									
360 Hull St	City of Richmond	0.18 <b>16000</b>	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.698	18000	G
300)	To:	McGuire Dr					- · <del>-</del>								-

4/15/2020

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

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From		McGuire Dr													
360 Hull St	City of Richr	mond 1.05	16000	G	97%	2%	1%	0%	0%	0%	С	0.084	F	0.649	18000	G
~~	To From		Iidlothian Tp													
Hull St	City of Richr	mond 0.54	23000	G	97%	1%	1%	0%	0%	0%	С	0.083	F	0.600	24000	G
<del>~</del>			efferson Dav	is Hwy												
(360) Hull St	City of Richr	mond 0.55	12000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.563	14000	G
<del>~</del>			Commerce R													
(360) Hull St	City of Richr	mond 0.37	18000	G	97%	1%	1%	1%	0%	0%	С	0.087	F	0.520	20000	G
~		r	1st St													
(360) Mayo Bridge	City of Richr	mond 0.51	17000	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.501	20000	G
<u>~</u>	To		Dock St													
(360)14th St	City of Richr	mond 0.08	13000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.507	15000	G
<u> </u>	To From	Ţ	US 60 Cary S	St			<u> </u>									
(360) (60) 14th St	City of Richr	mond 0.08	13000	N	98%	0%	1%	0%	0%	0%	Ν	0.093	F	0.507	15000	Ν
$\bigcirc$	To	US	60 Par, Maii	n St												
(360) (60) Main St	City of Richr	nond 0.30	14th St 16000	F	98%	1%	1%	0%	0%	0%	С	0.102	F	0.748	NA	
(360) (60) Main St	To To	× 0.00	18th St	•	3070	1 /0		0 70	0 /0	070	Ü	0.102	•	0.7 40	1471	
~~~	From		JS 60 Main S													
(360) 18th St	City of Richr	mond 0.14	6800	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.677	7700	G
<del>~</del>		r	Grace St													
(360) 18th St	City of Richr		5900	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.887	6800	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8500	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.733	9700	G
~~~			S 250 Broad				$\Box$									
(360) 18th St	City of Richr		11000	G	98%	0%	1%	0%	0%	0%	F	0.113	F		12000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.842	29000	G
~~~		r	Venable St				$\Box$									
(360) 18th St	City of Richr		3100	G	98%	0%	1%	0%	0%	0%	F	0.126	F	0.656	3600	G
<u></u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	1%	0%	0%	F	0.109	F	0.842	8400	G
	10 From	r	Balding St 18th St				-									
360 Balding St	City of Richr	mond 0.03	3100	N	98%	0%	1%	0%	0%	0%	Ν	0.126	F	0.656	3600	Ν
000	Combined Traffic Estimates for 2 Parallel		7300	N	98%	0%	1%	1%	0%	0%	Ν	0.109	F	0.842	8400	Ν
	То	x	17th St													
474b 04 08 1911 44	From	2 12	Balding St		000/	40/		10/	001	00/	_	0.101	_	0.505	7000	_
360 17th St, Oliver Hill Way	City of Richr		6800	G	98%	1%	0%	1%	0%	0%	С	0.104	F	0.585	7800	G
	From	r.	Fairfield Way 17th St	у												
360 Fairfield Way	City of Richr	mond 0.54	5700	Α	98%	0%	1%	0%	0%	0%	С	0.145	Α	0.830	6600	Α
	To	Med	chanicsville T	Грке												

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

5 .				4=-	_		Tru	ıck			K		Dir		- ـ
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	Q۱
~	From	Fairfield Way													
Mechanicsville Tpke	City of Richmond	0.44 <b>12000</b>	G	97%	1%	1%	0%	1%	0%	С	0.108	F	0.761	13000	(
<del>~</del>	To: Fron:	I-64													
360 Mechanicsville Tpke	City of Richmond	0.25 <b>36000</b>	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.659	NA	
~	To:	ECL Richmond	d												
360 Mechanicsville Tpke	Henrico County	1.53 <b>34000</b>	F	98%	0%	1%	0%	1%	0%	F	0.089	F	0.652	37000	
	To														
Mechanicsville Tpke	Henrico County	Laburnum Ave 1.34 <b>30000</b>	Α	98%	0%	1%	0%	1%	0%	С	0.111	Α	0.619	33000	
360 Nicerianics vine Tpice	To:	Hanover County L		30 /0	0 70	170	0 70	1 /0	0 70	O	0.111	^	0.013	00000	
	From:	Henrico County L													
Mechanicsville Tpke	Hanover County	0.47 30000	Α	98%	0%	1%	0%	1%	0%	С	0.111	Α	0.619	33000	
,	To:	Bus US 360, Mechanics	:11- T	1											
Mechanicsville Bypass	Hanover County	0.60 <b>25000</b>	G G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.577	28000	
Weethaniesville Bypass	Tianover County			30 /0	0 70	1 /0	0 70	1 /0	0 70	•	0.000	'	0.577	20000	
~	To: From:	SR 156 Cold Harbo													
Mechanicsville Bypass	Hanover County	0.13 <b>25000</b>	N	98%	0%	1%	0%	1%	0%	N	0.095	F	0.577	28000	
~	To: From:	Bus US 360, Mechanics	ville Tp	ke											
Mechanicsville Tpke	Hanover County	0.33 <b>25000</b>	N	98%	0%	1%	0%	1%	0%	Ν	0.095	F	0.577	28000	
<del>"</del>	To	I-295													
Mechanicsville Tpke	Hanover County	1.30 <b>55000</b>	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.606	59000	
360 Weenaniesville Thie	rianover county			0070	0 /0	1 70	0 70	1 /0	0 70	•	0.000	•	0.000	00000	
~~	From	42-643 Lee Davis F		2021			221		221				0.040		
Mechanicsville Tpke	Hanover County	1.19 <b>30000</b>	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.613	32000	
· ·	To: From:	42-1015 Creighton I	Pkwy												
Mechanicsville Tpke	Hanover County	1.37 <b>21000</b>	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.678	22000	
<del>~</del>	To	42-615 Walnut Grov	ve Rd												
Mechanicsville Tpke	Hanover County	3.23 <b>24000</b>	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.667	24000	
,e	-				0,0		0,0	. , 0	0,0	•	0.000	•	0.00.		
Marchanilla Tala	From:	42-606 Old Church Rd; S	_		00/		00/	40/	00/	F	0.000	F	0.000	04000	
Mechanicsville Tpke	Hanover County	4.35 <b>21000</b>	G	98%	0%	1%	0%	1%	0%	г	0.096	г	0.688	21000	
	From	King William County Hanover County L	•												
Richmond Tappahannock Hwy	King William County	2.32 <b>21000</b>	F	94%	0%	1%	1%	3%	0%	F	0.095	F	0.700	20000	
,				0.70	0,0		. , 0	0,0	0,0	•	0.000	•	0.7.00		
Pick and Township and Library	To:	50-605 Old Newcast									0.007	_	0.507	NIA	
Richmond Tappahannock Hwy	King William County	2.77 <b>19000</b>	F								0.097	F	0.527	NA	
~	To: From:	SR 30 King William													
Richmond Tappahannock Hwy	King William County	3.34 <b>13000</b>	F	94%	0%	1%	1%	3%	0%	F	0.09	F	0.65	13000	
~	To	King & Queen Count	_												
~~	From	King William County		0.451	001		461	061	061	_	0.00-	_	0.000	10000	
Richmond Hwy	King & Queen County	2.91 <b>12000</b>	G	94%	0%	1%	1%	3%	0%	F	0.087	F	0.662	12000	•
~	To: From:	SR 14 The Trai	il												
Richmond Hwy	King & Queen County	6.29 <b>9800</b>	G	92%	1%	1%	2%	4%	0%	С	0.087	F	0.634	9600	
	To:	Essex County Lin	ine												

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

Davida	loude alterior	Lavantla	4457		4	Б		Tru	ck		00	K	01/	Dir	4 4 1 4 LD T	014
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From		ueen Cour	_												
Richmond Hwy	Essex County	0.45	10000	G	92%	1%	1%	2%	4%	0%	F	0.091	F	0.567	10000	G
~	To: From:	28-620 Dunb	rooke Rd;	Powcan	Rd											
360 Richmond Hwy	Essex County	6.41	9900	G	92%	1%	1%	2%	4%	0%	F	0.086	F	0.542	9900	G
<u> </u>	To	,	W US 17													
360 (17) Tappahannock Blvd	Essex County	0.20	23000	G	94%	0%	1%	1%	4%	0%	F	0.082	F	0.515	20000	G
	Too	CLT	appahanno	nck												
360 \ (17)	Town of Tappahannock (Maint: 28)		23000	N	94%	0%	1%	1%	4%	0%	Ν	0.082	F	0.515	20000	Ν
500) (17)	To															
360 Queen St	Town of Tappahannock (Maint: 28)		E US 17 <b>14000</b>	G	95%	0%	1%	1%	3%	0%	F	0.078	F	0.593	14000	G
360) Queen St	Tα		and County		33 76	0 70	170	1 /0	0 /0	0 /0	'	0.070	•	0.555	14000	u
	From:		County L													
Richmond Rd	Richmond County	3.98	14000	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.603	15000	G
	То:		W; Newlar													
Piek as and Dd	From:		W, Newlar		050/	00/	10/	40/	00/	00/	_	0.000		0.540	4.4000	
Richmond Rd	Richmond County	0.40	14000	Α	95%	0%	1%	1%	3%	0%	С	0.099	Α	0.548	14000	Α
<u> </u>	To: From:		CL Warsav													
Richmond Rd	Town of Warsaw (Maint: 79)	2.02	14000	N	95%	0%	1%	1%	3%	0%	Ν	0.099	Α	0.548	14000	N
Pug	To: From:	W	SR 3 Bus													
Bus 360 3 Richmond Rd	Town of Warsaw (Maint: 79)	0.78	15000	F	95%	0%	1%	1%	3%	0%	F	0.084	F	0.609	14000	F
360) (3) Thermond Tid	Town of Warsaw (Maint: 75)				00 /0	0 70		1 /0	0 /0	0 70	•	0.004	•	0.000	14000	
Dishmand Dd	Town of Words (Moint, 70)		3 Bus, SF	R 3 <b>F</b>	OE9/	00/	10/	1%	20/	00/	F	0.086	F	0.660	7000	F
Richmond Rd	Town of Warsaw (Maint: 79)	0.37	7400	Г	95%	0%	1%	170	3%	0%	Г	0.066	Г	0.662	7200	Г
<b>~</b>	To: From:		CL Warsaw				<del> </del> _									
Richmond Rd	Richmond County	4.59	7400	N	95%	0%	1%	1%	3%	0%	N	0.086	F	0.662	7200	N
<u>~</u>	To- Front	79-661 To	otuskey Ch	urch Rd												
360 Richmond Rd	Richmond County	2.97	6000	F	95%	0%	1%	1%	3%	0%	F	0.093	F	0.622	5900	F
~ <i></i>	To:	Northumb		_	<b>;</b>											
360 Richmond Rd	Northumberland County	3.19	ond County		OE9/	00/	1%	1%	20/	00/	F	0.089	F	0.515	E000	_
360 Richmond Rd	Northumberland County	3.19	5700	G	95%	0%	1%	170	3%	0%	Г	0.069	Г	0.515	5800	G
~~	To: From:		Hampton F				<u> </u>									
Northumberland Hwy	Northumberland County	0.39	7600	G	96%	1%	1%	1%	2%	0%	F	0.089	F	0.531	7700	G
	To- Front	66-75	0 Supply L	Lane												
Northumberland Hwy	Northumberland County	6.74	7000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.5	7000	G
<del>~</del>	Τα	SR 201	Courthous	se Rd			<u> </u>									
Northumberland Hwy	Northumberland County	7.91	4500	G	96%	1%	1%	1%	2%	0%	С	0.09	F	0.520	4500	G
·	To	SR 200 Jesse														
360 Northumberland Hwy	Northumberland County	3.05	4900	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.52	5000	G
360). 10. 11 10. 11 11 11 11 11 11 11 11 11 11 11 11 11	rior manipolitana County				30 /0	1 /0		1 /0	270	0 /0	•	0.000	•	0.02	0000	u
N. I. and D	No who week a dead Constitution		E, Fairpoi		000/	00/		10/	00/	00/		0.000		0.500	0000	
Northumberland Hwy	Northumberland County	2.14	2900	G	96%	0%	1%	1%	3%	0%	С	0.082	F	0.536	2900	G
	10"	66-63	57 Fleeton	Kd												

4/15/2020

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

Route	Jurisdictio	un Longth	AADT	ΟΛ	4Tire	Buc		Tru	-		QC	K	QK	Dir	AAWDT	OW/
noute	Julisticuo				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QVV
360 Main St	Northumberland		657 Fleeton 1	Rd <b>G</b>	98%	0%	1%	0%	1%	0%	С	0.103	F	0.674	800	G
360)	To:		eed Ave; Ma	-		0,0		0 / 0	. , 0	0,0		01.00	•	0.07	000	
	From:	US 360	Mechanicsvil	lle Tpke	;											
360 Ramp	City of Richmond (	Maint: 43) 0.11	16000	G								0.091	F		16000	G
<del>~</del>	To:		I-64 West													
East	From		, Mechanicsv		ке											
360 Ramp	City of Richmond (	·	1200	G								0.114	F		1200	G
<del>~</del>	To:	I-64	East Collecto	or Rd												
East	From:		, Mechanicsv		ke .								_		0.400	_
Ramp	Hanover Cou	unty 0.43	2400	G								0.106	F		2400	G
	10.		I-295 East													
East	From		, Mechanicsy		re							0.138	F		4400	G
Ramp	Hanover Co		<b>4400</b> I-295 West	G								0.138	г		4400	G
	From:															
Vest	Henrico Cou		7, Mechanics 3200	ville Tp	ke							0.094	F		3200	G
Ramp	To:	,	East Collecto				_					0.094	Г		3200	G
1	From						1									
Vest 360 Ramp	Hanover Cou		7, Mechanics 3500	G G	ке							0.089	F		3500	G
360) (1011)	To:	0.20	I-295 East									0.000	•		0000	
Vest	From:	US 360 W	, Mechanics	ville Tn	ke		i									
360 Ramp	Hanover Cou		9100	G	KC .							0.119	F		9100	G
300) 4 1	To:		I-295 West													
	From:	IJ	S 360; 18th S	St			1									
Grace St	City of Richm		1900	G	98%	0%	1%	0%	0%	0%	F	0.119	F	0.896	2100	G
80)	Combined Traffic Estimates for Parallel		NA									NA			NA	
	Tα	, in the second	17th St													
~	From		Grace St		000/	00/		00/	00/	00/	_	0.404	_	0.700	0000	_
3 <sub>60</sub> 17th St	City of Richm		2500	G	98%	0%	1%	0%	0%	0%	-	0.124	F	0.788	2900	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8500	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.733	9700	G
<u>~~</u>	To: From:		S 250 Broad													
3 <sub>β</sub> 0 17th St	City of Richm		15000	G	98%	0%	1%	0%	0%	0%	F	0.131	F		17000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.843	29000	G
	To: From:	Ramp Fr	rom I-95; Ve	nable St												
360 17th St	City of Richm	nond 0.50	4200	G	98%	1%	1%	1%	0%	0%	С	0.131	F		4800	G
<del>-</del>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	1%	0%	0%	F	0.109	F	0.843	8400	G
	То:		Balding St													
Bus	From:		Vest of Mech	anicsvil	le											
Mechanicsville Tpke	Hanover Cou		5300	G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.651	5600	G
~	Τα	SR 156 Cold H	Iarbor Rd; 42	2-638 A	lee 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	Q۷
Bus	From:	SR 156 Cold Harbor Rd; 42		40/	101	00/	00/	00/	_	0.007	_	0.000	5000	
Mechanicsville Tpke	Hanover County	0.29 <b>5600</b> US 360 East of Mecha	G 98%	1%	1%	0%	0%	0%	F	0.087	F	0.989	5900	C
	From													
Bus 360 Goodes Bridge Rd	Amelia County	US 360 West of Ar 2.94 <b>4500</b>	<b>G</b> 98%	0%	1%	1%	1%	0%	С	0.091	F	0.553	4400	(
360 Goodes Bridge Ha	To:	US 360 East of Ar		0 70	170	1 /0	1 /0	0 70	J	0.001	'	0.555	4400	•
Bus Bus	From:	US 460												
360 \(\frac{460}{460}\) 2nd St	Nottoway County	0.18 830	<b>G</b> 96%	0%	1%	2%	1%	0%	С	0.113	F	0.567	840	(
300)(400)	Tec													
Bus Bus	From:	WCL Burkevill									_			
360](460)	Town of Burkeville (Maint: 67)	0.30 <b>830</b>	<b>N</b> 96%	0%	1%	2%	1%	0%	N	0.113	F	0.567	840	1
Bus Bus	To: From:	67-724 Harris Sprir	ng Rd		$\Box$									
360 (460) 2nd St	Town of Burkeville (Maint: 67)	0.21 <b>1800</b>	<b>G</b> 96%	0%	1%	2%	1%	0%	F	0.097	F	0.592	1800	(
400	To	67-628 Agnew	C+											
Bus Bus	From:										_			
360 460 2nd St	Town of Burkeville (Maint: 67)	0.44 <b>2100</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.094	F	0.584	2100	(
<del></del>	10.	US 460 East of Burl												
Bus Bus Oldo Kingo I hay	Charlotte County	US 15 S OF KEYS\		10/	1%	10/	5%	00/	С	0.110	F	0.579	1400	,
Olds Kings Hwy	Charlotte County	2.93 <b>1400</b>	<b>G</b> 93%	1%	1%	1%	5%	0%	C	0.110	г	0.579	1400	(
Bus Bus	To- From:	CL Keysville												
360 (15)	Town of Keysville (Maint: 19)	0.73 <b>1400</b>	<b>N</b> 93%	1%	1%	1%	5%	0%	Ν	0.110	F	0.579	1400	1
~~	Τα	S SR 40			<u> </u>									
Bus Bus 360 (15) (40) McDonald Rd	Town of Keysville (Maint: 19)	0.56 <b>5600</b>	<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.092	F	0.548	5500	(
360 (15) (40) McDonald Rd	Town of Reysville (Maint. 19)		G 95 /6	1 /0	1 /0	1 /0	J /0	0 /6	'	0.032	'	0.540	3300	•
Bus Bus	To: From:	N SR 40												
360 (15) Four Locust Hwy	Town of Keysville (Maint: 19)	0.37 <b>5100</b>	<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.086	F	0.534	5000	(
~~~	To	CL Keysville			<u> </u>									
Bus Bus	Charlotte County	1.34 <b>5100</b>	N 93%	1%	1%	1%	5%	0%	N	0.086	F	0.534	5000	1
360) (15)	Tax Tax	US 15 N OF KEYS		1 /0	1 /0	1 /0	J /0	0 /6	IN	0.000	'	0.554	3000	'
	From	Riverside Dr	, ILLE		1									
360)(293) North Main St	City of Danville	0.37 <b>8900</b>	F 98%	0%	1%	0%	0%	0%	F	0.089	F	0.586	9500	
293) (293)	any or Barrymo		. 0070	070		0,0	070	070	•	0.000	•	0.000	0000	
360 (293) North Main St	City of Danville	0.33 <b>10000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.09	F	0.579	11000	
360 293 North Main St	Gity of Dariville	North Main St		U%	170	U%	U%	U%	Г	0.09	Г	0.579	11000	ı
	From	SR 293 North Mai												
Richmond Blvd	City of Danville	1.36 <b>3100</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.101	F	0.528	3300	(
$\smile$	To	ECL Danville	:		<u> </u>									
360)Old Richmond Rd	Pittsylvania County	0.36 <b>4700</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.088	F	0.594	4700	(
	To:	US 29												

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

		Primary a	na miersi	ale no	utes											
								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From		US 29				- 1	OTTAKE	TTTUI	ZIIGII		1 40101		1 40101		
360 Old Richmond Rd	Pittsylvania C	ounty 5.79	1900	G	99%	0%	0%	0%	0%	0%	_	0.093	F	0.598	1900	G
360 Old Richmond Rd	Filisyivania O	ounty 5.79	1900	G	99%	0%	076	076	0%	076	Г	0.093	Г	0.596	1900	G
_	To: From:	71-726 Malmaiso	n Road; Ke	ntuck Ch	urch Road											
360 Old Richmond Rd	Pittsylvania C	ounty 3.66	590	G	95%	1%	1%	1%	2%	0%	С	0.110	F	0.731	580	G
	To	71.7	16 V1:	Daire												
(360)Old Richmond Rd	Pittoulyania C		16 Keeling 1100	G	95%	1%	2%	1%	2%	0%	С	0.100	F	0.658	1100	G
360 Old Richmond Rd	Pittsylvania C				95%	170	270	170	270	076	C	0.100	Г	0.036	1100	G
	From		ifax County Ivania Coun													
(360) Mountain Rd	Halifax Cou		1200	G	94%	1%	1%	0%	4%	0%	С	0.098	F	0.554	1200	G
360 Mountain Ad	Haillax Cou	iiity 5.11	1200	G	34 /0	1 /0	1 /0	0 /6	4 /0	0 /6	C	0.090		0.554	1200	G
	To: From:	41-68	3 Oak Leve	el Road												
(360) Mountain Rd	Halifax Cou	inty 5.65	1900	G	96%	0%	1%	1%	2%	0%	С	0.099	F	0.605	1900	G
	To	41.601	TT : CI	1.0. 1												
Mountain Dd	From:	·	Union Chu		94%	1%	10/	00/	4%	00/	F	0.000	F	0.600	E200	G
360 Mountain Rd	Halifax Cou	irity 2.57	5100	G	94%	170	1%	0%	4%	0%	Г	0.092	Г	0.608	5200	G
<u> </u>	To:	4.	1-654 Singi	Rd												
(360) Mountain Rd	Halifax Cou	inty 0.30	2100	N	91%	1%	1%	1%	6%	0%	Ν	0.087	F	0.589	2200	Ν
	T-															
	From		WCL Halifa		040/	40/		40/	00/	00/	_	0.007		0.500	0000	_
360 Mountain Rd	Town of Halifax (N		2100	G	91%	1%	1%	1%	6%	0%	С	0.087	F	0.589	2200	G
<u> </u>	To:	ì	US 501 Sou													
Main Ct	Taura of Halifau (A	L	US 501 S <b>8700</b>	G	96%	1%	1%	00/	00/	00/	F	0.001	_	0.617	9200	G
360 (501) Main St	Town of Halifax (N	viaint: 41) 0.78			96%	1%	1%	0%	2%	0%	Г	0.081	F	0.617	9200	G
	From	US 501 N, I	US 501 N		I Ivviv											
(360)Bethel Rd	Town of Halifax (N		3500	G	<del>пуу</del> 89%	1%	1%	2%	8%	0%	С	0.087	F	0.599	3700	G
360 Bether Nu	TOWITOT Halliax (I	viaiiii. 41) 0.20	3300	G	09%	1 70	1 70	270	076	076	C	0.067	Г	0.599	3700	G
<u> </u>	To: From:		ECL Halifa	ıX												
360 Bethel Rd	Halifax Cou	inty 6.19	2800	G	86%	0%	1%	2%	11%	0%	С	0.095	F	0.536	2800	G
	To:	US 360 J	ames D Ha	good Hw	y y											
North	From:	SD 381	Commonwo	aalth Ave	,											
381)	City of Bristol (M		7800	A	96%	0%	1%	0%	2%	0%	С	0.104	Α		8200	Α
381)		,												0.510		
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:		Α	96%	0%	1%	0%	2%	0%	С	0.103	Α	0.513	16000	Α
NIl.	From	Dou	I-81	Courth												
North (381) I-381 N Ramp	City of Bristol (M		6900		96%	0%	1%	0%	2%	0%	_	0.104	Α		7300	G
381 1-361 N Hallip	•	•		G							_			0 = 40		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	96%	0%	1%	0%	2%	0%	F	0.103	Α	0.513	14000	G
	To:	<u> </u>	I-81 North	1												
North	From		I-381 Nortl	h												
(381) Ramp I-381 N to I-81 S	City of Bristol (M	aint: 95) 0.31	950	G	96%	0%	1%	0%	2%	0%	F	0.135	F		1000	G
	To:	,	I-81 South	1			1					_				
0	P	GP 201														
South	City of Duintal (MA		Commonwo			00/	10/	00/	20/	00/	C	0.106	٨		7700	٨
381	City of Bristol (M		7200	Α	96%	0%	1%	0%	2%	0%	С	0.106	Α			Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	Α	96%	0%	1%	0%	2%	0%	С	0.103	Α	0.513	16000	Α
	Tor		I-81													

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

										Tru	ıck			K		Dir		
Route		Jurisdiction	n Le	ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
outh	011	From:			From I-81		2221			221	0-1	221	_	0.400			=100	
1-381 S Ramp		y of Bristol (Ma	,	0.61	6600	G	96%	0%	1%	0%	2%	0%	F	0.106	Α		7100	G
	Combined Traffic Estimates	tor 2 Parallel I	Roadways on this R	Route:		G	96%	0%	1%	0%	2%	0%	F	0.103	Α	0.513	14000	G
		16.			I-81 South													
	anna a laba Anna	From:			Tennessee S			40/	10/	00/	40/	00/	_	0.005	_	0.570	4 4000	_
381 (19) (421) Commo	nwealth Ave	City of Brist	tol	0.07	13000	F	94%	1%	1%	0%	4%	0%	F	0.095	F	0.573	14000	F
		To: From:			S 421 Goode													
381) (19) (421) Commo	nwealth Ave	City of Brist	tol (	0.16	14000	F	94%	1%	1%	0%	4%	0%	F	0.093	F	0.545	15000	F
		To:		SR 1	13 Cumberla	and St			-									
381) (19) (421) Commo	nwealth Ave	City of Brist	tol (	0.16	15000	F	96%	0%	1%	0%	2%	0%	F	0.093	F	0.547	16000	F
		To:		SR 13	3 Par; Sycar	more St												
381) (19) (421) Commo	nwealth Ave	City of Brist		0.19	16000	F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.554	16000	F
301) (13) (421)		To:																
381)Commonwealth Ave		City of Brist	tol (	0.63	11 Euclid A	Ave <b>F</b>	96%	0%	1%	0%	2%	0%	F	0.092	F	0.564	16000	F
381 Commonwealth Ave		To:			Keys St; I-38		30 /6	0 /0	1 /0	0 /6	∠ /0	0 /6	'	0.092	'	0.304	10000	'
		Erome																
Ramp		Fairfax Cour		0.38	S001B TO I	RT 495								NA			NA	
395/114111		To:	,		N FROM 39:	5 N & S								INA			INA	
· . NI		From																
ExpN 395)Northbound Express	Lane	Arlington Cou	unty	1.21	ersible Lane 22000	G	97%	1%	0%	0%	0%	0%	F	0.127	F		29000	c
1401th bound Express	Combined Traffic Estimates	-	•			G	97%	1%	1%	1%	1%	0%	F	NA			154000	
	Combined Trainc Estimates	To:	Hoadways on this H		et of Columb		31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	INA			134000	
·NI		From	I-395-1 TO P				DIEEC O	LYT.										
ExpN 395 Ramp		Arlington Cou		0.10	3900	<u>DS S1-1</u>	SUSES OF	NL						0.251	F		3900	
395) 1 14111		To:			23- 1A FRC		) RT 39							0.201	•		0000	
·0		From	00 0725		ersible Lane		, 111 57		_									
ExpS 395)Southbound Express	: Lane	Arlington Cou	untv	1.21	14000	G G	97%	1%	0%	0%	0%	0%	F	0.124	F		19000	G
395 Coutribouria Express	Combined Traffic Estimates	•	•				97%	1%	1%	1%	1%	0%	' 	NA			154000	
	Combined Trainc Estimates	To:			et of Columb		31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	INA			134000	
		From					,											
ExpS 1395 Ramp		Arlington Cou		0.03	TO RT 395	SOUTE	ı							NA			NA	
395/114111		To:			M RT 395 S	SO EXP	RESS							INA			INA	
		From						LYT.	1									
		Arlington Cou	I-395-3 TO P	0.12	2600 2600	<u>DS ST-1</u> <b>G</b>	SUSES OF	NL						0.121	F		2600	
xpS Bamp		, timigion cot		-		-	VAV EDO	M D						0.121	'		2000	
ExpS 1995 Ramp		To:	00 6723 DENIT	$\Delta GON$	BULYD A													
Ramp		To:	00-6723 PENT					W K										
Ramp		From From	I-95; 2	29-644	Franconia S	Springfie	ld Rd		10/	10/	10/	00/	NI NI	0.074			01000	
ExpS 395 Ramp North 395	Combined Traffic Estimates	Fairfax Coul	I-95; 2	29-644 0.67	Franconia S 89000			1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	N N	0.074 NA	F		91000 225000	N

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

								Tru	ıck			K		Dir		_
Route	Jurisdiction I	∟ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK F	actor	AAWDT	Q'
orth	Front		Capital Bel													
95)	Fairfax County	1.11	89000	G	97%	1%	1%	1%	1%	0%	F	0.074	F		91000	(
	Combined Traffic Estimates for 3 Parallel Roadways on this	Route:	210000	G	97%	1%	1%	1%	1%	0%	F	NA			225000	
orth	To: From	29-	648 Edsall	Rd												
95)	Fairfax County	0.91	86000	G	97%	1%	1%	1%	1%	0%	F	0.072	F		89000	
	Combined Traffic Estimates for 3 Parallel Roadways on this	Route:	197000	G	97%	1%	1%	1%	1%	0%	F	NA			212000	
	Tur	rkeycock	Reversible l	Lane Ra	mps		$ \vdash$									
orth 95	Fairfax County	0.51	82000	В	97%	1%	1%	1%	1%	0%	С	0.071	Α		83000	
95)	Combined Traffic Estimates for 3 Parallel Roadways on this			G	97%	1%	1%	1%	1%	0%	С	NA	^		195000	
	Tax		CL Alexand		01 70	1 /0		1 /0	1 /0	0 70	J	1471			100000	
orth	From:		fax County l													
95)	City of Alexandria (Maint: 29)	0.21	82000	В	97%	1%	1%	1%	1%	0%	С	0.071	Α		83000	
	Combined Traffic Estimates for 3 Parallel Roadways on this	Route:	181000	G	97%	1%	1%	1%	1%	0%	С	NA			195000	
orth	T <sub>G</sub> . From:	SR	236 Duke	St												_
95)	City of Alexandria (Maint: 29)	1.64	81000	G	97%	1%	1%	1%	1%	0%	F	0.074	F		83000	
	Combined Traffic Estimates for 3 Parallel Roadways on this	Route:	178000	G	97%	1%	1%	1%	1%	0%	F	NA			194000	
	To: Bose	S	Seminary Ro	i			_									
orth 95	City of Alexandria (Maint: 29)	1.11	84000	G	97%	1%	1%	1%	1%	0%	F	0.075	F		86000	
95)	Combined Traffic Estimates for 3 Parallel Roadways on this			G	97%	1%	1%	1%	1%	0%	F	NA	•		206000	
	•		t, Arlington						.,.		-					
orth	Toll					40/	40/	40/	40/	00/	_	0.070	_		00000	
95	Arlington County	0.77	90000	G	97%	1%	1%	1%	1%	0%	-	0.073	F		92000	
	Combined Traffic Estimates for 3 Parallel Roadways on this		209000 ane, WCL A	G	97%	1%	1%	1%	1%	0%	F	NA			222000	
orth		<u> </u>	, Arlington													_
95)	City of Alexandria (Maint: 00)	0.26	90000	G	97%	1%	1%	1%	1%	0%	F	0.073	F		92000	
	Combined Traffic Estimates for 3 Parallel Roadways on this	Route:	203000	G	97%	1%	1%	1%	1%	0%	F	NA			216000	
-41-	To:		gton County													
orth 95)	Arlington County	0.15	CL Alexand 90000	rıa G	97%	1%	1%	1%	1%	0%	F	0.073	F		92000	
95)	Combined Traffic Estimates for 3 Parallel Roadways on this			G	97%	1%	1%	1%	1%	0%	F	NA	•		216000	
	Te				0.70	. , ,		. , ,	. , 0	0,0	•					
orth	From:		120 Glebe										_			
95)	Arlington County	1.20	89000	G	97%	1%	1%	1%	1%	0%	F -	0.083	F		91000	
	Combined Traffic Estimates for 3 Parallel Roadways on this	Houte:	197000	G	97%	1%	1%	1%	1%	0%	F	NA			210000	
orth	To: From:	SR 27 W	ashington B	oulevaro	1											_
95)	Arlington County	1.42	49000	G	97%	1%	1%	1%	1%	0%	F	80.0	F		50000	
	Combined Traffic Estimates for 4 Parallel Roadways on this	Route:	140000	G	97%	1%	1%	1%	1%	0%	F	NA			154000	
	Τα	US 1	Richmond	Hwy												

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

Jurisdiction  From:  Arlington Cou  pumbined Traffic Estimates for 4 Parallel F  Arlington Cou  pumbined Traffic Estimates for 4 Parallel F  Too  Promi	unty Roadways on th unty	US 0.55 nis Route: George 0.02	AADT  1 Richmond 66000 186000 Washington 66000	Hwy G G	97% 97%	1% 1%		3+Axle 1% 1%	-		QC F	K Factor 0.066 NA	QK F	Dir Factor	67000	QW G
ombined Traffic Estimates for 4 Parallel From Arlington Cou	Roadways on th	0.55 nis Route: George 0.02	66000 186000 Washington	G G	97%						F		F		67000	G
ombined Traffic Estimates for 4 Parallel From Arlington Cou	Roadways on th	George 0.02	186000 Washington	G	97%						F		F		67000	G
Too Front Arlington Cou	unty	George 0.02	Washington			1%	1%	1%	1%	00/	_	NΔ				
		0.02		n Parkway					. /0	076		INA			202000	G
			66000		y		ightharpoons									
ombined Traffic Estimates for 4 Parallel From:	Roadways on th	sic Pouto:	00000	N	97%	1%	1%	1%	1%	0%	Ν	0.066	F		67000	Ν
To: From:		iis noute.	186000	N	97%	1%	1%	1%	1%	0%	Ν	NA			202000	Ν
From:			t of Columb				$\Box$									
L		I-395-	N TO 495 N	NORTH												
Fairfax Cour	nty	0.10	NA									NA			NA	
To: From:	29-789-N	003A FROM	1 RT 78900	- COMM	IERCE RO	OAD	$\Box$									
Fairfax Cour	nty	0.09	NA									NA			NA	
To:	•	9-644-W00	6C FROM I	RT 644 V	VEST											
From L				K1 044 V	VEST							NIA			NIA	
Fairiax Cour ™	nty			DT 405								NA			INA	
From		1-393-														
Fairfay Cour	ntv	0.16										0.087	F		9800	G
To:	iii.y											0.007	•		0000	u
From:																
Fairfax Cour	nty	0.12	8500	G								0.13	F		8500	G
To:		29-6	648 W, Edsa	all Rd												
From			I-395 North													
_	nty	0.24	3000									0.272	F		3000	G
To:		I-395 R	Reversible l	Lanes NI	3											
From																
City of Alexandria (I تم	Maint: 29)											0.092	F		8900	G
Tour		SK														
City of Alexandria (	Maint: 20)	0.13										0.082	F		7500	G
Oity of Alexandria (i	iviairit. 23)											0.002	•		7300	u
From		511					$\overline{}$									
L Citv of Alexandria (I	Maint: 29)	0.18										0.075	F		14000	G
To:			Seminary R	ld												
From:				RT 420 W	EST COL	L										
City of Alexandria (I				EN (EV)	N/ DO + >							NA			NA	
10:	1-395-	-N FROM R			KY KOAD		<u>-</u>									
City of Alayandria //	Maint: 00\	0.00										0.000	_		11000	_
ال من Alexandria (ا	iviallit. UU)	0.30					—					0.088	г		11000	G
	Fairfax Cou  Fairfax Cou  Fairfax Cou  Fairfax Cou  Fairfax Cou  Fairfax Cou  Fairfax Cou  To  From  Fairfax Cou  To  From  City of Alexandria (  To  From  City of Alexandria (  To  From  City of Alexandria (  To  From  City of Alexandria (  To  From  City of Alexandria (  To  From  City of Alexandria (  To  From  City of Alexandria (  To  From  City of Alexandria (	Fairfax County  Fairfax County  Toc  From:  Fairfax County  Toc  From:  Fairfax County  Toc  From:  Fairfax County  Toc  From:  City of Alexandria (Maint: 29)  Toc  From:  City of Alexandria (Maint: 29)  Toc  From:  City of Alexandria (Maint: 29)  Toc  From:  City of Alexandria (Maint: 29)  Toc  From:  City of Alexandria (Maint: 29)  Toc  From:  City of Alexandria (Maint: 29)  Toc  From:  City of Alexandria (Maint: 29)	Fairfax County	Fairfax County	Prome   29-789-N003A FROM RT 78900- COMM	Fairfax County	Fairfax County	Fairfax County	Fairfax County	Fairfax County	Fairfax County	Fairfax County	Fairfax County	Fairfax County   0.10   NA	Fairfax County	Fairfax County

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

		1 minary and interstate riedtes				
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Factor	QK	Dir Factor AAWD	T QW
North		I-395-N005A TO RT EAST & WEST00- KING ST				
395 Ramp	City of Alexandria (Maint: 00)	0.27 <b>5200 G</b> I-395-N005A TO RT EAST & WEST00- KING ST	0.083	F	5200	G
North	From:	I-395 North	<u> </u>			
395 Ramp	City of Alexandria (Maint: 00)		0.092	F	8600	G
North	To: From:	I-395 North Exit 6B Ramp				
(395) Ramp	City of Alexandria (Maint: 00)		0.121	F	2500	G
	To:	SR 402 Quaker Lane				
North	From:	I-395 North Exit 6A Ramp		_	0400	0
Ramp	City of Alexandria (Maint: 00)	0.30 <b>6100 G</b> SR 402 Ramp	0.09	F	6100	G
North	From	I-395 North				
North (395) Ramp	Arlington County	0.12 <b>13000 G</b>	0.073	F	13000	) G
	To:	SR 120 Glebe Rd				
North	From:	I-395 North				
(395) Ramp	Arlington County	0.11 <b>5700 G</b>		F	5700	G
<u> </u>	To:	SR 120 W, Glebe Rd				
North	From:	I-395 North		_	47000	
395 Ramp	Arlington County	0.17 <b>17000 G</b> Ramp from Arlington Ridge Rd	0.094	F	17000	) G
North	From: 0	0-6624-N000A FROM ARLINGTON RIDGE ROAD				
395 Ramp	Arlington County	0.12 <b>NA</b>	NA		NA	
North	To: From:	I-395-N008D TO ARMY NAVY DRIVE				
(395) Ramp	Arlington County	0.17 <b>NA</b>	NA		NA	
	To: S	SR 27-W FROM RT 395 NORTH & ARLINGTON R				
North	From:	I-395 North				
395 Ramp	Arlington County	0.25 <b>23000 G</b>	0.124	F	23000	) G
	To.	SR 27				
North (395) Ramp	Arlington County	I-395 North 0.14 10000 G	0.108	F	10000	) G
395) Паттр	Annighmodulity			'	10000	, a
North	From:	SR 27-E001C FROM RT 27 EAST				
395 Ramp	Arlington County	0.18 <b>NA</b>	NA		NA	
	10.	00-6605; 00-6606; 00-6605- 2A FRO				
North (395) Ramp	Arlington County	I-395-N008A TO ARMY NAVY DRIVE 0.08 <b>4300 G</b>	0.116	F	4300	G
(282) Light		SR 27-E001B FROM RT 395 NORTH & ARLINGT	0.110	'	4300	u
North	From	I-395-N TO RT 395 NO EXPRESS	i			
(395) Ramp	Arlington County	0.11 <b>19000 G</b>	0.084	F	19000	) G
$\smile$	Tα	I-395-1 FROM RT 395 NORTH				

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
lorth	From		I-395 North					0171710	TTTGII	Liian		1 40101		1 40101		
95 Ramp	Arlington County	ty 0.01	5400	G								0.102	F		5400	(
<u> </u>	To:		orth Exit 10I													
lorth	Auliantas Count	I-395-N010D B		BARRIC	CADED							NIA			NIA	
Ramp	Arlington County	ty 0.01	NA									NA			NA	
orth	To: From:	I-395-N010B TO GEO	RGE WASI	HNGTN	MEM PI	ΚWY										
Ramp	Arlington County	ty 0.09	NA									NA			NA	
<u> </u>	To:	BOUNDARY CHANNEL	DRIVE BO	UNDAI	RY CHAN	INEL CR										
orth	From	I-395-N010A TO GEO	RGE WASI	HNGTN	MEM PI	ΚWY										
95)Ramp	Arlington County	ty 0.11	6400	G								0.11	F		6400	
	To:	GEO WASH MEM I	PKWY FRO	OM RT 3	395 NOR	ГН										
orth	From:		I-395 North													
Ramp	Arlington County	ty 0.07	3600	G								0.088	F		3600	
	To:	SR 90005 Ge	eorge Wash	ington P	kwy											
orth	From:	I-395-N010A B	US RAMPI	BARRIC	CADED											
Ramp	Arlington County	ty 0.06	NA									NA			NA	
<u> </u>	То:	I-395-N; 00-99016	5-S000A FR	OM GE	O WASH											
Rev	From:	I 95 I	Reversible L	anes											-	
95)	Fairfax County	0.46	25000	G	95%	1%	1%	1%	3%	0%	F	0.094	F		32000	
	Combined Traffic Estimates for 3 Parallel Roa	adways on this Route:	267000	N	92%	1%	1%	0%	6%	0%	Ν	NA			274000	
	To	29-644 Fra	anconia Sprii	ngfield l	Rd											
Rev	Fairfax County	2.64	30000	G	97%	1%	0%	0%	0%	0%	_	0.104	F		40000	
95	Combined Traffic Estimates for 3 Parallel Ro			G	97%	1%	1%	1%	1%	0%	F	0.104 NA	'		225000	
	Combined Trainic Estimates for 3 Faraner No.	-				170	1 70	170	I 70	0%	Г	INA			223000	
lev	To: From:	Ramp to	395 at Turk	keycock												_
95)	Fairfax County	0.16	17000	F	97%	1%	0%	0%	0%	0%	С	0.144	F	1	28000	
	Combined Traffic Estimates for 3 Parallel Roa	adways on this Route:	181000	G	97%	1%	1%	1%	1%	0%	С	0.083	В	0.626	195000	
	Τα:		CL Alexandı													
Rev	From:		fax County I		070/	40/	00/	00/	00/	00/	_	0.4.4.4	_	4	00000	
395	City of Alexandria (Ma		17000	F	97%	1%	0%	0%	0%	0%	С	0.144	F	1	28000	
	Combined Traffic Estimates for 3 Parallel Roa	adways on this Route:	181000	G	97%	1%	1%	1%	1%	0%	С	0.083	В	0.626	195000	
Rev	To: From:	5	Seminary Rd	i												_
95)	City of Alexandria (Ma	aint: 29) 0.71	30000	G	97%	1%	0%	0%	0%	0%	F	0.095	F		39000	
	Combined Traffic Estimates for 3 Parallel Roa			G	97%	1%	1%	1%	1%	0%	F	NA			206000	
	Tα	•	rlington Cou													
Rev	From:		; ECL Alexa		•			_								
Rev 895)	Arlington County	•	30000	G	97%	1%	0%	0%	0%	0%	F	0.095	F		39000	
	Combined Traffic Estimates for 3 Parallel Roa			G	97%	1%	1%	1%	1%	0%		NA			222000	

# 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
Rev	From:	Quaker Lane	e; Arlington	County	Line											
(395)	City of Alexandria (M	Maint: 00) 0.26	24000	G	97%	1%	0%	0%	0%	0%	F	0.101	F	0.593	33000	G
	Combined Traffic Estimates for 3 Parallel Re	loadways on this Route:	203000	G	97%	1%	1%	1%	1%	0%	F	NA			216000	G
_	To:		gton County													
Rev (395)	Arlington Cour		CL Alexandı 24000	rıa G	97%	1%	0%	0%	0%	0%	F	0.101	F	0.593	33000	G
(395)	Combined Traffic Estimates for 3 Parallel Re	•		G	97%	1%	1%	1%	1%	0%	, E	NA	•	0.555	216000	
	Trail To Tallie Trailie Listinates for 31 dialier ru	Reversible Lane S					1 /0	1 /0	1 /0	0 78	'	INA			210000	ч
Rev	From		TO RT 395													
(395) Ramp	∟ Fairfax Count		NA	30011	1							NA			NA	
033) 11	To:	I-395-S FROM		IBLE LA	ANES											
South	From	I-95; 29-644	Franconia S	Springfie	ld Rd											
395)	Fairfax Count	<u> </u>	91000	N	98%	1%	0%	1%	1%	0%	Ν	0.074	F		94000	Ν
	Combined Traffic Estimates for 3 Parallel Re	loadways on this Route:	210000	N	97%	1%	1%	1%	1%	0%	Ν	NA			225000	Ν
	To:		Capital Bel	ltway												
South	From L		•		000/	40/	00/	40/	40/	00/	_	0.074	_		0.4000	_
395	Fairfax Count	•	91000	G	98%	1%	0%	1%	1%	0%	-	0.074	F		94000	G
	Combined Traffic Estimates for 3 Parallel Re	oadways on this Houte:	210000	G	97%	1%	1%	1%	1%	0%	F	NA			225000	G
South	T <sub>O</sub> . From	29-	-648 Edsall l	Rd												
395)	Fairfax Count	ty 0.69	80000	G	98%	1%	0%	1%	1%	0%	F	0.071	F		83000	G
	Combined Traffic Estimates for 3 Parallel Re	loadways on this Route:	197000	G	97%	1%	1%	1%	1%	0%	F	NA			212000	G
	To:	Turkeycock	Reversible I	Lane Ra	mps											
South	Fairfax Count	-	82000	G	98%	1%	0%	1%	1%	0%	С	0.074	В		84000	G
395	Combined Traffic Estimates for 3 Parallel Re	•		-	97%	1%	1%	1%	1%	0%	С	0.074	В	0.626	195000	G
			CL Alexand		9770	1 70	170	170	1 70	0%	C	0.063	Ь	0.020	193000	G
South	From		fax County I													
(395)	City of Alexandria (M	Maint: 29) 0.71	82000	G	98%	1%	0%	1%	1%	0%	С	0.074	В		84000	G
$\bigcirc$	Combined Traffic Estimates for 3 Parallel Re	loadways on this Route:	181000	G	97%	1%	1%	1%	1%	0%	С	0.083	В	0.626	195000	G
0 "	To	SI	R 236 Duke	St			$\neg$ $\vdash$									
South	City of Alexandria (M	Maint: 29) 1.44	80000	G	98%	1%	0%	1%	1%	0%	F	0.076	F		83000	G
395	Combined Traffic Estimates for 3 Parallel Re			G	97%	1%	1%	1%	1%	0%	, E	NA	•		194000	G
	Combined Trainic Estimates for 3 Farallel Fi				31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	INA			134000	G
South	To: From:		Seminary Rd	1												
395)	City of Alexandria (M	,	78000	G	98%	1%	0%	1%	1%	0%	F	0.077	F		81000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Re	loadways on this Route:	192000	G	97%	1%	1%	1%	1%	0%	F	NA			206000	G
	Та:	SR 7 King St		_												
	From:	SR 7 King	g St, WCL A	Mexandr	1a											
South	Arlington Cour	aty 0.77	00000	G	000/	10/	Λο/	10/	10/	<b>n</b> o/	_	0.070			01000	G
South 395	Arlington Cour  Combined Traffic Estimates for 3 Parallel Re	•	90000	G G	98% 97%	1% 1%	0% 1%	1% 1%	1% 1%	0% 0%	F	0.072 NA	F		91000 222000	G G

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:	Quaker Lane	Arlington	County	Line		ZAXIC	OTANIC	TTTAII	ZIIali		1 actor		Tactor		
395)	City of Alexandria (M		90000	G	98%	1%	0%	1%	1%	0%	F	0.072	F		91000	G
000	Combined Traffic Estimates for 3 Parallel R	'	203000	G	97%	1%	1%	1%	1%	0%	F	NA			216000	G
	To:	•	gton County													
South	From:		CL Alexand								_		_			_
395	Arlington Cour	•	90000	G	98%	1%	0%	1%	1%	0%	F	0.072	F		91000	G
	Combined Traffic Estimates for 3 Parallel R	oadways on this Route:	203000	G	97%	1%	1%	1%	1%	0%	F	NA			216000	G
South	To: From:	SR	120 Glebe	Rd												
395)	Arlington Cour	nty 0.74	85000	G	98%	1%	0%	1%	1%	0%	F	0.074	F		87000	G
000	Combined Traffic Estimates for 3 Parallel R	-	197000	G	97%	1%	1%	1%	1%	0%	F	NA			210000	G
	To	<del>-</del>	Washingto													
South	From L				98%	40/		40/	40/	00/	F	0.074	_		50000	_
395	Arlington Cour		55000	G		1%	0%	1%	1%	0%	•	0.074	F		56000	G
	Combined Traffic Estimates for 4 Parallel R	oadways on this Route:	140000	G	97%	1%	1%	1%	1%	0%	F	NA			154000	G
South	To: From:		SR 110													
South 395	Arlington Cour	nty 0.52	83000	G	98%	1%	0%	1%	1%	0%	F	0.075	F		87000	G
	Combined Traffic Estimates for 4 Parallel R	oadways on this Route:	186000	G	97%	1%	1%	1%	1%	0%	F	NA			202000	G
	To:	District	t of Columb	oia Line												
South	From:	I-395-	S RAMP T	O 644												
395 Ramp	Fairfax Count	ty 0.15	NA									NA			NA	
Courth	To: From:	I-495-N058A FRO	M RT 495 l	NORTH	95 SOUTI	Н										
South (395) Ramp	Fairfax Count	ty 0.21	NA									NA			NA	
South	To- From:	I-495-S058C	FROM RT	`495 SO	UTH											
Ramp	Fairfax Count	ty 0.05	NA									NA			NA	
South	To: From:	I-495-S058D FRO	M 495 SOU	ЈТН ТО	644 EAS	Γ										
(395) Ramp	Fairfax Count	ty 0.54	NA									NA			NA	
	To:	I-395-S001D TO RT	Γ 644 WES	T00- OL	D KEEN	M										
South	From:		5 South Exi									0.407	_		00000	
395 Ramp	Fairfax Count	-	23000	G								0.137	F		23000	G
	10.		4 E, Franco													
South (395) Ramp	Fairfax Count	I-395-S TO ty 0.19	RT 95 & 4	95 NOR	TH							NA			NA	
395 hallip	Famax Count						_					INA			INA	
South	To: From:	I-395-S001	C TO RT 9	95 NOR	ГН											
(395) Ramp	Fairfax Count		NA									NA			NA	
$\overline{}$	Tα:	I-395-N0011	B I-395- 1B	TO RT	495											
South	From	I-395-S001		95 NOR	ГН											
(395) Ramp	Fairfax Count	,	NA									NA			NA	
	To	29-644-W00	06B TO RT	95 NOF	RTH											

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

		Timary and interstate rioutes						
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Ruc	e 3+Axle 1Trail 2Trail	QC K Factor	QK F	Dir actor AAWDT	QW
South	From:	29-644-W006B TO RT 95 NORTH						
(395) Ramp	Fairfax County	0.16 <b>NA</b>			NA		NA	
	To:	I-495-S FROM RT 395 SOUTH & 644 WEST						
South	From:	I-395 South						
(395) Ramp	Fairfax County	0.16 <b>29000 G</b>			0.106	F	29000	G
393)	To:	Brandon Ave, Backlick Rd, Old Keene Mill Rd				·		-
0 1	Gronv							
South Call	Fairfay County	I-395 South 0.12 <b>3400 G</b>			0.074	F	3400	G
395 Exit 2A	Fairfax County				0.074	Г	3400	G
	10.	29-648 E, Edsall Rd						
South	From:	I-395 South						
(395) Exit 2B	Fairfax County	0.26 <b>7600 G</b>			0.085	F	7600	G
	To:	29-648 W, Edsall Rd						
South	From:	I-395 S						
(395) Turkeycock Interchage	Fairfax County	0.05 <b>NA</b>			NA		NA	
, ,	To:	I-395 R Reversible Lanes SB						
Courth	From	I-395 South						
South (395) Ramp	City of Alexandria (Maint: 29				0.086	F	11000	G
395 Hamp	Oity of Alexandria (Maint. 29	SR 236 E, Duke St			0.000	'	11000	G
South	From:	I-395 South				_		_
(395) Ramp	City of Alexandria (Maint: 29				0.085	F	11000	G
	To:	SR 236 W, Duke St						
South	From:	I-395 South						
(395) Ramp	City of Alexandria (Maint: 29	) 0.42 <b>12000 G</b>			0.079	F	12000	G
	To:	Seminary Rd						
South	From:	I-395 South						
(395) Ramp	Arlington County	0.12 <b>16000 G</b>			0.097	F	16000	G
(393)	To:	Ramp Split			0.007	•	10000	Ğ
South	From:	Arlington County Line						
395)Ramp	City of Alexandria (Maint: 00				0.097	F	16000	Ν
1	To:	I-395-S005B JB-100 TO RT 07-WEST&EAST-KI						
Courth	From	Ramp Split	1					
South (395) Ramp	City of Alexandria (Maint: 00				0.129	F	4800	G
(395) Hamp	To:	SR 7 E, King St			0.123	'	4000	ч
South	From:	I-395 South Collector Rd				_		_
(395) Ramp	City of Alexandria (Maint: 00				0.122	F	7300	G
	To:	1SR 402-P; 00-1250 JB100 FROM RT						
South	From	I-395 South Collector Rd						
(395)Ramp	City of Alexandria (Maint: 00	) 0.16 <b>8400 G</b>			0.106	F	8400	G
	Tor	Shirlington Rd						
Courth	From:	I-395-S007X TO RT 120 NORTH00- GLEBE ROA	1					
South (395) Ramp	Arlington County	0.10 <b>NA</b>			NA		NA	
395 / Tallip	Ariington County	SR 120 FROM RT 395 SOUTH			INA		INA	
	100	5K 120 FKOM K1 393 SOUTH						

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

		Filliary and interstate noutes		
Route	Jurisdiction		Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South (395) Ramp	Arlington County	1-395-S BEGIN COLLECTOR ROAD 0.10 NA	NA	NA
South (395) Ramp	Arlington County	0.06 <b>14000 G</b>	0.105 F	14000 G
South (395) Ramp	Arlington County	0.13 NA R 120-E007A FROM RT 120 WEST00- GLEBE RO 0.13 CR R 120-E007A FROM RT 120 EAST00- GLEBE RO	NA	NA
South (395) Ramp	City of Alexandria (Maint: 00)	JB100 WCL ALEXANDRIA 0.01 NA	NA	NA
South (395) Ramp	City of Alexandria (Maint: 00)		0.096 F	25000 G
South 395 Ramp	City of Alexandria (Maint: 00)	0.01 NA -395-S END COLL ROAD FROM RT 120 SHIRL	NA	NA
South Ramp	Arlington County	I-395 South 0.13 <b>22000 G</b>	0.094 F	22000 G
South (395) Ramp	Arlington County	0.18 NA	NA	NA
South 395 Ramp	Arlington County	0.30 NA SR 27-W FROM RT 395 SOUTH	NA NA	NA
South 395 Ramp	Arlington County  To:	I-395 South 0.09 <b>16000 G</b> SR 110 Jefferson Davis Hwy	0.082 F	16000 G
395 1 Ramp	Arlington County	I-395-SB 0.29 <b>21000 F</b> SR 110, US 1	0.07 F	NA
South Ramp	Arlington County	I-395-S008A TO PENTAGON ROTARY ROAD  0.11 2600 G  NTAGON ROTARY ROAD FROM RT 395 SOUTH	0.108 F	2600 G
South Ramp	Arlington County	I-395 South 0.08 <b>670 G</b> Boundary Channel Drive	0.103 F	670 G
South (395) Ramp	Arlington County	I-395 South 0.08 2100 G  Boundary Channel Drive	0.208 F	2100 G
South 395 Ramp	Arlington County	I-395 South 0.08 <b>17000 G</b>	0.088 F	17000 G
		SR 90005 George Washington Pkwy		

4/15/2020

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

Route	Jurisdiction	Longth	AADT	ΟΛ	4Tire	Ruc		Tru			QC	K	QK	Dir	AAWDT	OW
	Guilduction			QA.	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	GIV	Factor	AAWDI	QVV
South 395 Ramp	Arlington County	0.10	I-395 South	G								0.091	F		16000	G
395)	7 timigton Scarty	SR 90005 G		-	kwy							0.001			10000	u
South	From:	I-395-S I-395-	-S010A TO	BNDY (	CHAN											
(395) Ramp	Arlington County	0.03	110	G								0.106	F		120	G
$\underline{\hspace{1cm}}$	To:	I-395-S; 00-99015	5-N000A RA	AMP HO	V-3 Lane											
	From:	George Washington M														
(400) (90005) Washington St	City of Alexandria	0.91	31000	F	98%	1%	0%	0%	0%	0%	F	0.106	F	0.795	NA	
	To: From		R 236 Duke													
(400) (90005) Washington St	City of Alexandria	0.32	32000	F	97%	0%	1%	1%	1%	0%	F	0.083	F	0.846	NA	
	To: From:		Queen St													
(400) (90005) Washington St	City of Alexandria	0.39	34000	F	98%	1%	1%	0%	0%	0%	С	0.085	F	0.801	NA	
	To: From:		Madison St													
(400) (90005) Washington St	City of Alexandria	0.17	35000	F	98%	1%	0%	0%	0%	0%	С	0.087	F	0.604	NA	
	To:	1st Street; George			al Parkway	у										
	From		CL Alexandi		000/	40/	10/	00/	00/	00/	_	0.070	_	0.500	50000	•
401 Van Dorn St	City of Alexandria	0.62	46000	G	98%	1%	1%	0%	0%	0%	F	0.076	F	0.502	50000	G
	To: From:		Edsall Rd													
Van Dorn St	City of Alexandria	0.43	32000	G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.552	34000	G
	To: From:		R 236 Duke				<u></u>						_			
(401) Van Dorn St	City of Alexandria	1.56	25000	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.661	27000	G
	10.		Seminary Ro													
Ougker Lane	City of Alexandria		420 Seminar 20000		98%	1%	1%	0%	0%	0%	F	0.000	F	0.502	21000	G
Quaker Lane	City of Alexandria	0.69		G	90%	170	170	0%	0%	0%	Г	0.080	Г	0.502	21000	G
Oveley Lene	City of Alexandria		SR 7 King S		000/	10/	10/	00/	00/	00/		0.005		0.500	07000	
Quaker Lane	City of Alexandria	0.96	<b>25000</b> I-395	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.583	27000	G
	From:	C	SR 402 Ram													
(402)Ramp	City of Alexandria (Maint		14000	G								0.108	F		14000	G
402	To:		I-395 North									01.00	•		000	<u> </u>
	From	1SR 402-1	P TO RT 39	5 SOUT	Н											
(402)Ramp	City of Alexandria (Maint		8800	G								0.085	F		8800	G
$\bigcup$	To:		I-395 South													
North	From	SR 402; 00-6714		NGTON	CIRCLE											
(402) Ramp	City of Alexandria (Maint		NA									NA			NA	
<u> </u>	Ter	00-1250 FROM SH	IRLINGTO	N CIRC	LE NORT	H										
	From	1SR 402-P Gap		TOR TO	SHIR											
402 Ramp	City of Alexandria (Maint		NA	DICTO	N CIP							NA			NA	
	To:	SR 402 Gap FI	KOM SHIRI	LINGTO	n CIR											

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

Devite	London Monton	_	1	4407		4	D		Tru	ıck		00	K	01/	Dir	AAMADT	- 0
Route	Jurisdiction	1	Length	AADT	QA	411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	ı Qı
Northwest Dat	From:	. 11 -		5 Kempsvil		000/	00/	10/	00/	00/	00/	0	0.070	_	0.540	04000	_
Newtown Rd	City of Norfo	DIK	0.31	29000	G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.549	31000	G
	To: From			Beach Norfo	_	•	00/		00/	00/	00/	_	0.070	_	0.505	00000	
Newtown Rd	City of Norfo	DIK	0.71	<b>34000</b> 8 Va Beach	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.535	36000	C
	From																
<del>lorth</del> 403)Ramp	City of Virginia Beach	(Maint: 75)	0.20	103 TO RT	264 <b>G</b>								0.088	F		8700	C
403) ramp	To:	I-264-W013				EWTOWN	N R						0.000	•		0,00	`
lorth	From:			03 Newtown													
Ramp Spur	City of Virginia Beach	(Maint: 75)	0.03	NA	110								NA			NA	
	To:		from SR	43 Newtown	n Rd to	I-264 EB											
outh	From:		SR 4	103 TO RT	264												
A03 Ramp	City of Virginia Beach	(Maint: 75)	0.04	NA									NA			NA	
South	Ta: From	SR 4	103-N000C	FROM NE	EWTOW	N RD											
403)Ramp	City of Virginia Beach	(Maint: 75)	0.14	5900	G								0.096	F		5900	(
100)	To:	I-264-E013				EWTOWN	l R										
outh	From		SR 4	103 TO RT	264												
103)Ramp	City of Virginia Beach	(Maint: 75)	0.17	8600	G								0.083	F		8600	(
<u> </u>	Το:	I-264-W013	3X FROM	RT 403 SO	UTH-N	EWTOWN	N R										
	From			68; Tidewate													
Princess Anne Rd	City of Norfo	olk	0.53	16000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.535	17000	(
<u> </u>	10.		SR	166 Park A	ve												
405)Ballentine Blvd	From L City of Norfo		0.64	I-264 <b>22000</b>	G	93%	1%	2%	2%	2%	0%	С	0.081	F	0.564	24000	(
105 Ballerillile Bivu	City of North	JIK		58; 122-85		93%	170	2%	270	270	076	C	0.061	Г	0.564	24000	•
	From			5 Ballentine													
405)Ramp	L City of Norfolk (Ma	aint: 64)	0.14	5300	F								0.092	F		5600	F
1	To:	,		I-264 East													
	From		SR 40	5 Ballentine	Blvd												
405)Ramp	City of Norfolk (Ma	aint: 64)	0.12	7900	F								0.1	F		8400	F
<u> </u>	То:			I-264 West													
	From			7 Hampton													
International Blvd	City of Norfo		1.33	23000	A	97%	0%	0%	1%	2%	0%	С	0.090	Α	0.582	25000	/
	Combined Traffic Estimates for 2 Parallel F	Roadways on this	Route:	40000	F								NA			44000	F
	To: From:			Ruthven Rd													
Terminal Blvd	City of Norfolk (Ma	aint: 64)	0.28	23000	N	97%	0%	0%	1%	2%	0%	N	0.090	Α	0.582	25000	1
	10:			I-564													
<u>≣ast</u> 406)Ramp	From L City of Norfolk (Ma		om SR 406 0.06	Eastbound 6300	to I-564	Eastbound	d						0.105	F		6700	F
voc (Bamn	CIIV OI NOMOIK (Ma	airii. 64)	U.Ub	ซสบบ									บบบ			n/UU	- 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	-		QC	Factor	QK	Factor	AAWDT	QW
Roma	From:	I-564 North	_								0.110	F		10000	F
406 Ramp	City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways o	0.34 <b>18000</b>	F F								0.119 NA	г		19000 44000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	on this Route: <b>40000</b> SR 406 W, Termina									NA			44000	г
	From														
(407) Indian River Rd	City of Norfolk	SR 168 Campostel 0.71 <b>17000</b>	Ia Rd G	95%	0%	1%	2%	2%	0%	С	0.099	F	0.57	18000	G
Indian River Rd	Trac	WCL Chesapea		33 /6	0 78	1 /0	2/0	2 /0	0 /6	O	0.033	•	0.57	10000	u
	From:	ECL Norfolk	KC												
407 Indian River Rd	City of Chesapeake	0.71 <b>20000</b>	G	98%	0%	1%	1%	0%	0%	F	0.097	F	0.523	21000	G
$\overline{}$	Tor	Oaklette Ave													
407 Indian River Rd	City of Chesapeake	0.90 <b>26000</b>	G	98%	0%	1%	1%	0%	0%	С	0.093	F	0.539	28000	G
401	To:	WCL Virginia Be													
	From	US 460													
(412) Prices Fork Rd	Town of Blacksburg	1.07 <b>28000</b>	G	97%	2%	0%	0%	1%	0%	С	0.082	F	0.521	30000	G
412	Tα														
412 Prices Fork Rd	From: Town of Blacksburg	Toms Creek R 0.28 <b>21000</b>	G	97%	2%	0%	0%	1%	0%	F	0.088	F	0.518	23000	G
412)1 11003 1 011 110	Tox	Main St	<u> </u>	07 70	270	- 70	070	1 70	0 70	•	0.000	•	0.010	20000	u
	From	Bus US 29 Central	Dlvd												
(413) Memorial Dr	City of Danville	0.10 <b>13000</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.621	14000	G
413) Wellional Bi	ony or barronic			0070	0 70	1 70	070	0 70	0 70	•	0.000	•	0.021	14000	u
Momerial Dr	City of Donyillo	Cahill Court; Good 0.64 <b>15000</b>	de St <b>F</b>	98%	0%	10/	0%	0%	0%	С	0.096	F	0.608	15000	F
413 Memorial Dr	City of Danville	0.64 <b>15000</b>	Г	90%	0%	1%	0%	U 70	0%	C	0.096	Г	0.000	13000	Г
	To: From:	Poplar St													
413 Memorial Dr	City of Danville	0.26 <b>12000</b>	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.594	13000	F
$\stackrel{\smile}{=}$	To: From:	High St													
(413) Craghead St	City of Danville	0.23 <b>9300</b>	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.613	9800	F
$\overline{}$	To:	SR 293 P; N Mai													
Craghood St	City of Danville	SR 293 P; Main 0.06 <b>5200</b>	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.787	5600	G
413 Craghead St	Tr.	SR 293 Patton		30 /6	0 /6	1 /0	0 /6	0 /0	0 /6	'	0.000	'	0.707	3000	G
	Front					_									
415 Power Plant Pkwy	City of Hampton	US 258 Mercury 1 0.72 <b>14000</b>	F F	98%	1%	0%	0%	0%	0%	F	0.101	F	0.601	15000	F
415 Fower Flank Fkwy	City of Hampton	0.72 14000	-	30 /6	1 /0	0 /6	0 /6	0 /0	0 /6	'	0.101	'	0.001	13000	'
	To: From:	Pine Chapel R		2221			221			_	0.400	_			
415 Power Plant Pkwy	City of Hampton	0.47 <b>20000</b>	F	98%	1%	0%	0%	0%	0%	С	0.103	F	0.567	22000	F
<u>~</u>	To: From:	Briarfield Rd													
415)Queen St	City of Hampton	0.84 <b>10000</b>	F	97%	2%	1%	0%	0%	0%	С	0.101	F	0.526	11000	F
$\overline{}$	To	Michigan Dr				$\neg$ $\vdash$									
(415)Settlers Landing Rd	City of Hampton	0.56 9900	F	97%	2%	1%	0%	0%	0%	F	0.1	F	0.551	11000	F
	Tor	SR 351 Pembroke	Ave												
	From:	US 220; Bus US 220 Fr	ranklin	Rd											
419 Electric Rd	City of Roanoke (Maint: 80)	0.07 <b>40000</b>	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.551	45000	G
	To:	Roanoke County				j									

4/15/2020

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

		<u>`</u>				Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b> C	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Clastria Dd	From:	WCL Roanoke 0.77 <b>40000</b>	N 99%	0%	0%	00/	00/	00/	N	0.081	F	0.551	45000	N
419 Electric Rd	Roanoke County			0%	U%	0%	0%	0%	IN	0.061	Г	0.551	45000	IN
419)Electric Rd	Roanoke County	80-904 Starkey Rd	A 99%	0%	0%	0%	0%	0%	С	0.096	Α		30000	Α
419)=1001110 110	To To	US 221 Brambleton A				0,70	0,70	0,70		0.000				
419)Electric Rd	Roanoke County		<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.094	F	0.506	24000	G
	Tæ	SCL Salem												
419)Electric Rd	City of Salem		<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.096	F	0.516	22000	F
$\smile$	To: From	US 11 Apperson D	r											
419)Electric Rd	City of Salem	0.58 <b>19000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.097	F	0.606	21000	F
<u> </u>	To: From:	Roanoke Boulevard												
419 Electric Rd	City of Salem	0.89 <b>14000</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	С	0.099	F	0.570	16000	F
ALT_ ALT	Tα From:	ALT US 460 Texas	St											
419)(460) (11) Electric Rd	City of Salem	0.53 <b>20000</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.099	F	0.555	21000	F
	To: From	US 460 East Main S	St											
419)Electric Rd	City of Salem	0.88 <b>15000</b>	<b>F</b> 96%	1%	1%	1%	2%	0%	F	0.108	F	0.606	17000	F
<u> </u>	To: From:	NCL Salem												
419 Electric Rd	Roanoke County	0.95 <b>13000</b>	<b>A</b> 96%	1%	1%	1%	2%	0%	С	0.119	Α	0.549	14000	Α
	To: From:	I-81												
419 Electric Rd	Roanoke County	0.58 <b>9400</b> SR 311 Catawba Valle	<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.094	F	0.632	11000	G
	From:	SR 419 Electric Rd			_									
419)Ramp	Roanoke County		G							0.099	F		6500	G
	Tox	I-81 North												
	Fronx	SR 419												
Ramp to I-81 S at Exit 128	Roanoke County	0.24 <b>3400</b> I-81 S	G							0.092	F		3400	G
	Fronx		(70)											
420) Seminary Rd	City of Alexandria	I-395 Shirley Hwy, 100- 1.72 <b>17000</b>	<b>G</b> 97%	1%	1%	1%	0%	0%	С	0.092	F	0.668	18000	G
420)	Τα.	SR 402 Quaker Lan												
420 Janneys Lane	City of Alexandria		<b>G</b> 97%	1%	1%	1%	0%	0%	F	0.124	F	0.657	7800	G
	Tox	SR 7 King St												
	Fronx	SR 420												
420 Ramp	City of Alexandria (Maint: 29)	0.17 <b>2200</b> I-395 R	G							0.131	F		2200	G
Cost	From: CD O	0420-E000X(B)/SPLIT OF RAM	ID EDOM D	r 6706	<u> </u>									
East 420 Ramp	Arlington County		<u>ГР FROM R1</u> <b>G</b>	0/06						0.12	F		16000	G
		-00395-S004X(L)/RAMP FROM		420									-	

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

		1 minary air	4 111101010	210 110010								17		D:		
Route	Jurisdiction	Length	AADT	QA 4	Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	SR 420; 100-6	706 SR 420	)-W000X C	CO											
(420)Ramp	City of Alexandria (Maint:	29) 0.12	NA									NA			NA	
	To	I-395-S004X RT 3	05 C & DT	420 EAST (	COLI											
East	From			420 EAST	COLL											
(420)Ramp	City of Alexandria (Maint:	29) 0.06	NA									NA			NA	
	To	I-395-N004X RT 3	95 N & RT	420 FAST	COLL		$\neg$ L									
East	From			120 12101	COLL											
(420) Ramp	City of Alexandria (Maint:		NA									NA			NA	
$\overline{}$	To:	SR 420 SR 420-W	000X COLI	LECTOR R	OADS											
West	From	SR 420 SR 420-E0	000X COLL	ECTOR RO	OADS											
(420) Ramp	City of Alexandria (Maint:	29) 0.08	NA									NA			NA	
$\bigcirc$	To	I-395-N004X RT 39	05 N & DT	420 WEST	COLL		一									
West	From			420 WEST	COLL											
(420)Ramp	City of Alexandria (Maint:	29) 0.03	NA									NA			NA	
	To	SR 420- A TO & F	FROM REV	ERSIBLE I	LANE		$\neg$									
West	From			ERGIBEE I	2.1.12											
(420) Ramp	City of Alexandria (Maint:	29) 0.03	NA									NA			NA	
<u> </u>	To: From:	I-395-S004X RT 39	95 S & RT	420 WEST	COLL		_									
West	City of Alexandria (Maint)		NA									NIA			NIA	
(420) Ramp	City of Alexandria (Maint:	•		0 E000M C	0		_					NA			NA	
	10.	SR 420; 100-6			Ü											
~~~	From		ucky State I													
{421}	Lee Count <u>y</u>	4.55	1600		36%	0%	2%	3%	8%	0%	С	0.091	F	0.555	1600	F
<u> </u>	To:		52 St Charle													
~~~	From		2 St Charle		2001	40/	40′	40/	407	00/	_	0.004	_	0.540	0000	_
421	Lee County	2.18	3900	<b>F</b> 9	93%	1%	1%	1%	4%	0%	С	0.094	F	0.518	3900	F
	To: From:	NCL	Pennington	Gap												
( <del>421</del> )	Town of Pennington Gap (Mai	nt: 52) 0.77	3900	<b>N</b> 9	93%	1%	1%	1%	4%	0%	Ν	0.094	F	0.518	3900	Ν
()	To	-	TELIC CON	X 7			_									
ALT	From:		LT US 58 V	N .												
421 58 E Morgan Ave	Town of Pennington Gap (Mai	nt: 52) 0.40	12000	<b>G</b> 9	96%	1%	1%	1%	2%	0%	С	0.09	F	0.524	12000	G
$\bigcirc$	To:	A	LT US 58 F	E												
~~~	From	ALT US 58 E T														
421	Town of Pennington Gap (Mai	nt: 52) 0.18	5300	<b>F</b> 9	94%	1%	1%	2%	3%	0%	F	0.095	F	0.532	5300	F
<u></u>	To	SCL	Pennington	Gan			$\neg$ _									
(421)	Lee County	2.64	5300		94%	1%	1%	2%	3%	0%	Ν	0.095	F	0.532	5300	Ν
(421)	255 554				, , , ,	. , 0		-70	0,0	0 / 0		0.000	•	0.002	0000	• •
(421) (421)	From		Old Woodv					0	•	0					2555	
(421)	Lee County	2.39	3800		94%	1%	1%	2%	3%	0%	С	0.094	F	0.538	3800	F
<u> </u>	To: From:	US 58 I	Daniel Boon	ne Trail			_									
$\sim$		0.00	US 58	<b>-</b> ^	200/	10/	40/	00/	40/	00/	_	0.000	_	0.550	5500	_
(421) (58)	Lee County	6.00	5600		93%	1%	1%	2%	4%	0%	С	0.086	F	0.553	5500	F
<del></del>	To		tt County L													
Duff Det Here	Cook County		County Li		20/	10/	10/	00/	40/	00/	_	0.004	_	0.654	E000	_
(421) (58) Duff Pat Hwy	Scott County	4.55	5400		93%	1%	1%	2%	4%	0%	F	0.094	F	0.654	5300	G
~ ~	To	(	CL Duffield													

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

diction  From Line (Maint: 84)  Total County	0.20  4.67  3.56  5.99  BUS US 2: 1.70  0.36  S  0.45  N  0.16  Bus US  0.61	AADT  CL Duffield 5400  US 23, US 5 13000  SR 65 13000  84-870 13000  NCL Gate Ci 13000  NCL Gate Ci 13000  NCL Gate Ci 13000  NCL Gate Ci 13000  NCL Gate Ci 13000  NCL Gate Ci 13000  NCL Gate Ci 13000	Gate City	99% 99% 99%	1% 0% 0% 0% 0% 0% 0%	2Axle 1% 0% 0% 0% 0% 0% 0%	3+Axle 2% 0% 0% 0% 0% 0% 0%	1Trail 4% 1% 1% 1% 1% 1% 1%	2Trail 0% 0% 0% 0% 0% 0% 0%	R C C C C C C C C C C C C C C C C C C C	0.094 0.085 0.085 0.086 0.103 0.103	F F A A A	Dir Factor 0.654 0.511 0.524 0.544 0.525 0.525	5300 14000 14000 13000 14000 14000	QN QN QN QN QN QN QN QN QN QN QN QN QN Q
Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From From County  Too From From Rom Rom Rom Rom From From From From From From From Fr	4.67  3.56  5.99  BUS US 2: 1.70  N 0.36  S 0.45  N 0.16  Bus US 0.61	5400 US 23, US 5 13000 SR 65 13000 84-870 13000 3 Bus West 6 13000 NCL Gate Ci 13000 NCL Gate Ci 13000 NCL Gate Ci 13000 NCL Gate Ci 13000 NCL Gate Ci 23 East of C	Gate City	99% 99% 99% 20ity 99% 99% 99%	0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	1% 1% 1% 1%	0% 0% 0% 0%	F F N N	0.085 0.085 0.086 0.103 0.103	F F A	0.511 0.524 0.544 0.525 0.525	14000 14000 13000 14000 14000	
Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From County  Too From From County  Too From From Rom Rom Rom Rom From From From From From From From Fr	4.67  3.56  5.99  BUS US 2: 1.70  N 0.36  S 0.45  N 0.16  Bus US 0.61	US 23, US 5 13000 SR 65 13000 84-870 13000 3 Bus West 6 13000 NCL Gate Ci 13000 NCL Gate Ci 13000 NCL Gate Ci 13000 NCL Gate Ci 23 East of C	Garage Garage N	99% 99% 99% 20ity 99% 99% 99%	0% 0% 0% 0%	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	1% 1% 1% 1%	0% 0% 0% 0%	F F N N	0.085 0.085 0.086 0.103 0.103	F F A	0.511 0.524 0.544 0.525 0.525	14000 14000 13000 14000 14000	
From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: From: City (Maint: 84)	4.67  3.56  5.99  BUS US 2: 1.70  N 0.36  S 0.45  N 0.16  Bus US 0.61	13000 SR 65 13000 84-870 13000 3 Bus West 13000 NCL Gate Ci 13000 NCL Gate Ci 13000 NCL Gate Ci 13000 SCL Gate Ci 13000 SCL Gate Ci 13000 SCL Gate Ci 13000	G G G Of Gate O N itty N itty N Gate City	99% 99% 000 99% 99% 99%	0% 0% 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0%	1% 1% 1%	0% 0% 0%	F F N	0.085 0.086 0.103 0.103	F F A	0.524 0.544 0.525 0.525	14000 13000 14000 14000	G
From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: County  To From: From: City (Maint: 84)	3.56  5.99  BUS US 2: 1.70  0.36  S 0.45  0.16  Bus US 0.61	SR 65 13000 84-870 13000 3 Bus West 13000 NCL Gate Ci 13000 NCL Gate Ci 13000 NCL Gate Ci 13000 NCL Gate Ci 13000	G G G Of Gate O N itty N itty A Gate City	99% 99% 0000000000000000000000000000000	0% 0% 0% 0%	0% 0% 0% 0% 0%	0% 0% 0% 0%	1% 1% 1%	0% 0% 0%	F F N	0.085 0.086 0.103 0.103	F F A	0.524 0.544 0.525 0.525	14000 13000 14000 14000	G
From County  To From County  To From County  To From County  To From County  To From County  To From County  To From County  To From County  To From County  To From County  To From County  To From County  To From County  To From From County  The From From From County  The From From From From From County  The Fr	5.99  BUS US 2: 1.70  N 0.36  S 0.45  N 0.16  Bus US 0.61	13000 84-870 13000 3 Bus West of 13000 NCL Gate Cit 13000 NCL Gate Cit 13000 NCL Gate Cit 13000 NCL Gate Cit 13000 NCL Gate Cit 13000 NCL Gate Cit 13000 23 East of Cit 13000	G of Gate (  N ity  N ity  N ity  A Gate City	99% City 99% 99%	0% 0% 0%	0% 0% 0% 0%	0% 0% 0%	1% 1% 1%	0% 0%	F N	0.086 0.103 0.103	F A A	0.544 0.525 0.525	13000 14000 14000	N
Proof Roor County  To From City (Maint: 84)  To From County  To From City (Maint: 84)  To From City (Maint: 84)  To From From From From From From From From	BUS US 2: 1.70  N 0.36  S 0.45  N 0.16  Bus US 0.61	13000 3 Bus West 13000 NCL Gate Ci 13000 SCL Gate Ci 13000 NCL Gate Ci 13000 23 East of C	N ity N ity N ity A Gate City	99% 99% 99%	0%	0% 0% 0% 0%	0% 0% 0%	1%	0%	N N	0.103	A	0.525 0.525	14000	N
Proof Roor County  To From City (Maint: 84)  To From County  To From City (Maint: 84)  To From City (Maint: 84)  To From From From From From From From From	BUS US 2: 1.70  N 0.36  S 0.45  N 0.16  Bus US 0.61	3 Bus West 13000  NCL Gate Ci 13000  SCL Gate Ci 13000  NCL Gate Ci 13000  NCL Gate Ci 23000  23 East of C	N ity N ity N ity A Gate City	99% 99% 99%	0%	0% 0% 0% 0%	0% 0% 0%	1%	0%	N N	0.103	A	0.525 0.525	14000	N
Too From City (Maint: 84)  Too From County  Too From City (Maint: 84)  Too From Rom Rom Rom From From From From From From From Fr	1.70  N 0.36  S 0.45  N 0.16  Bus US 0.61	13000  NCL Gate Ci 13000  SCL Gate Ci 13000  NCL Gate Ci 13000  23 East of C	N ity N ity N Gate City	99% 99% 99%	0%	0% 0%	0%	1%	0%	N	0.103	A	0.525	14000	N
Too From City (Maint: 84)  Too From County  Too From City (Maint: 84)  Too From Rom Rom Rom From From From From From From From Fr	0.36 S 0.45 N 0.16 Bus US 0.61	13000 SCL Gate Ci 13000 NCL Gate Ci 13000 23 East of C	N N N N N N N N N N N N N N N N N N N	99%	0%	0% 0%	0%	1%	0%	N	0.103	A	0.525	14000	N
Too From County  Too From City (Maint: 84)  Too From From From From From From From Fr	0.36 0.45 0.16 Bus US 0.61	13000 SCL Gate Ci 13000 NCL Gate Ci 13000	N ity N ity A Gate City	99%	0%	0%	0%								
Too From County  Too From City (Maint: 84)  Too From From From From From From From Fr	0.45 0.16 Bus US 0.61	SCL Gate Ci 13000 NCL Gate Ci 13000	N ity A Gate City	99%	0%	0%	0%								
To From State Stat	0.45 N 0.16 Bus US 0.61	13000 NCL Gate Ci 13000 23 East of C	N ity A Gate City	99%				1%	0%	N	0.103	Α	0.525	14000	
To From State Stat	0.16 Bus US 0.61	NCL Gate Ci 13000 23 East of C	ity  A  Gate City	99%				170			0.100	,,	0.020	14000	
City (Maint: 84)  To From City (Maint: 84)  True From City (Maint: 84)	0.16 Bus US 0.61	13000 23 East of 0	A Gate City		0%	0%	00/								
To: From:	0.61			.,			0%	1%	0%	С	0.103	Α	0.525	14000	A
To: From:	0.61														
From	S		N	99%	0%	0%	0%	1%	0%	Ν	0.091	F	0.601	28000	١
County		SCL Gate Ci	ity												
County	0.35	27000	G	99%	0%	0%	0%	1%	0%	F	0.091	F	0.601	28000	(
From:		CL Weber C		2021						_					
r City (Maint: 84)	0.08	27000	G	99%	0%	0%	0%	1%	0%	F	0.091	F	0.601	28000	C
r City (Maint: 84)	0.26	12000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.558	12000	
To:	0.20			0070	0 70		170	1 /0	070		0.002		0.000	12000	
r City (Maint: 84)	0.06	3100	G	98%	0%	1%	1%	1%	0%	С	0.106	F	0.704	3100	(
To:		X CD 224													
County	4.80		G	98%	0%	1%	1%	1%	0%	С	0.106	F	0.704	3100	(
							.,,	.,,							
County	3.27	770	G	94%	1%	2%	1%	1%	0%	С	0.097	F	0.543	760	(
To: From:		84-696				_									
County	9.35	420	G	92%	1%	3%	2%	2%	0%	С	0.092	F	0.564	420	C
To: From:			-												
ton County	2.65	880	F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.506	870	F
To: From		95-700													
11001	2.47	2300	F	92%	10/	00/	001	20/		F	0 112	F	0.603	2200	F
1	ton County	Tor   From	Tot	Tot	Tot	Tak	Tot	Tot	Title	Tick	Tick	Tick	Test   SR 224   SR 224   Test   SR 224   Test   SR 224   Test   SR 224   Test   SR 224   Test   SR 224   Test   SR 224   Test   SR 224   Test   SR 224   Test   SR 224   Test   SR 224   Test   SR 224   Test   SR 224   Test   SR 225   Test   SR 225   Test   SR 226   Test   Test   SR 226   Test   Test   SR 226   Test   Test   Test   SR 226   Test	Test   SR 224   SR 224   County   4.80   3100   G   98%   0%   1%   1%   1%   0%   C   0.106   F   0.704	Tild   SR 224   SR

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

		Primary and inter	state no	butes											
Doute	Jurisdiction	Longth AAD	- 04	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	01/
Route	Junsuiction	Length AAD	Γ QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷
~~~	From:	95-623													
421 (58) Gate City Hwy	Washington County	1.12 <b>470</b> 0	F	97%	0%	1%	0%	1%	0%	С	0.091	F	0.663	5000	F
$\Rightarrow \Diamond$	To	WCL Bri	stol			$\neg$ $\vdash$									
421 (58) Gate City Hwy	City of Bristol (Maint: 95)	0.50 4700		97%	0%	1%	0%	1%	0%	С	0.091	F	0.663	5000	F
	To:	US 58; I	-81												
~~~	From:	US 58; I-81													
Gate City Hwy	City of Bristol (Maint: 95)	0.21 <b>7500</b>	F	98%	0%	1%	0%	1%	0%	С	0.098	F	0.547	8000	F
<del>~</del>	To	Island F	2d			$\neg$ $\vdash$									
421 Gate City Hwy	City of Bristol	0.80 <b>7500</b>		98%	0%	1%	0%	1%	0%	С	0.098	F	0.547	8000	F
	Τα:	W US 11 N Euclid A	ve; W Sta	ite St											
~~~ ~~~	From:	W US 1													
421 (11) Euclid Ave	City of Bristol	0.75 <b>1100</b>	) F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.539	12000	F
~~ <u></u>	Toc	Vance	St												
421 (11) Euclid Ave	City of Bristol	0.19 1100		99%	0%	1%	0%	0%	0%	F	0.093	F	0.514	12000	F
45000	To	D.I.W.	D1 1												
421 \(\begin{pmatrix} 11 \\ 11 \end{pmatrix}\) Euclid Ave	City of Bristol	Bob Morriso 0.18 <b>1400</b> 0		99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	15000	F
421) [11] Euclid Ave	City of Briston	0.10 1400	, г	33 /6	0 /0	1 /0	0 /6	0 /6	0 /6	'	0.030	'	0.520	13000	'
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	E RT 1													
421 (381) (19) Commonwealth Ave	City of Bristol	0.19 <b>1600</b>	) F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.554	16000	F
<del>~ ~ ~</del>	To	SR 133 Par Syc	amore St			$\neg$ $\vdash$									
421 (381) (19) Commonwealth Ave	City of Bristol	0.16 <b>1500</b>	) F	96%	0%	1%	0%	2%	0%	F	0.093	F	0.547	16000	F
	To	SR 113 Cumbe	dand Ava												
421 (381) (19) Commonwealth Ave	City of Bristol	0.16 <b>1400</b>		94%	1%	1%	0%	4%	0%	F	0.093	F	0.545	15000	F
(19) Commonwealth Ave	Tra	SR 381 Common			1 /0	170	0 70	770	0 70		0.000	'	0.545	13000	
	From:	State St; Tennesse													
421 (381) (19) Commonwealth Ave	City of Bristol	0.07 1300	) F	94%	1%	1%	0%	4%	0%	F	0.095	F	0.573	14000	F
	Τα:	US 421 Go	ode St												
West	From:	US 421	W												
421 Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	0.07 1800									0.111	F		1800	(
421)	To:	Ramps US 58 E 96		96B											
Bus Bus Bus	From:	US 23 South of				i									
421 (23) (58)	Town of Gate City (Maint: 84)	0.23 <b>1700</b>		98%	0%	1%	0%	0%	0%	F	0.096	F	0.505	18000	(
+21) (23) (36)	rown or date only (Mainte or)			0070	070	. , , ,	070	070	070	•	0.000	•	0.000	10000	•
Bus Bus Bus	To: From:	84-836	5												
<del>1</del> 21 (23) (58)	Town of Gate City (Maint: 84)	0.47 <b>9400</b>	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.546	10000	(
	To	CD 71													
Bus Bus Bus	From	SR 71					_		_		_				
421 (23) (58) W Jackson St	Town of Gate City (Maint: 84)	0.12 <b>5700</b>	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.621	6100	(
~ ~ ~	To:	84-665	5			$\neg$ $\vdash$									
Bus Bus Bus	Town of Oaks Oks (Masket Oak)			000/	00/	10/	00/	00/	00/	_	0.000	_	0.540	4000	_
421) (23) (58) W Jackson St	Town of Gate City (Maint: 84)	0.15 4000		98%	0%	1%	0%	0%	0%	F	0.088	F	0.542	4300	C
~ ~ ~	Tα	84-763	3												

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	n <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus Bus	From	0	84-763													
(421)(23)(58) Daniel Boo	ne Rd Town of Gate City	(Maint: 84) 0.84	3200	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.55	3400	G
Bus Bus Bus	To: From:		84-762													
421 23 58 Daniel Boo	ne Rd Town of Gate City	(Maint: 84) 0.80	2300	F	97%	0%	1%	1%	1%	0%	С	0.106	F	0.565	2400	F
(421) (23) (30)	To															
Bus Bus Bus	From:		CL Gate Ci													
(421)(23) (58)	Scott Cour	nty 0.04	2300	N	97%	0%	1%	1%	1%	0%	N	0.106	F	0.565	2400	N
$\Leftrightarrow \Leftrightarrow \diamond$	To:	c .	Bus US 23													
	From		S US 220 M													
457 Church St	City of Martin		4400	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.583	4700	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.566	8300	G
	From:	c	Moss St Fayette St													
457 Market St	City of Martin	nsville 0.20	10000		98%	0%	0%	0%	1%	0%	F	0.086	F	0.54	11000	G
457	To:		mmonwealth			0 70		0,0	. , 0	0 / 0	•	0.000	•	0.0		<u> </u>
	From		Market St													
(457) Commonwealth Blvd	City of Martin	nsville 0.56	14000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.52	15000	G
$\overline{}$	To	-	Northside I	Dr												
457 Commonwealth Blvd	City of Martin	nsville 0.36	18000		98%	0%	0%	0%	1%	0%	С	0.087	F	0.552	19000	G
	Combined Traffic Estimates for Parallel	Roadways on this Route	: NA									NA			NA	
	To		Fairy St													
(457)Commonwealth Blvd	City of Martin	nsville 0.48	5500	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.524	5900	G
401)	Combined Traffic Estimates for Parallel											NA			NA	
	To:	· · · · · · · · · · · · · · · · · · ·	Chatham R	Rd												
	From:		mmonwealth													
(457) Chatham Rd	City of Martin	nsville 0.99	4700	G	98%	0%	1%	1%	1%	0%	С	0.095	F	0.551	5000	G
	To:	E	CL Martins	ville												
(457)Old Chatham Rd	Henry Cou	nty 2.62	2900	G	99%	0%	0%	1%	0%	0%	С	0.105	F	0.585	3100	G
$\overline{}$	To		SR 57													
_	From		220 Memori	al Blvd												
457 Fayette St	City of Martin	nsville 0.61	3300	G	99%	1%	0%	0%	0%	0%	С	0.097	F	0.544	3600	G
(F)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	7700	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.566	8300	G
	To:	S	R 457 Mark	et St												
	From	SR 457	Commonw	ealth Blv	d											
(457) Fairy St	City of Martin	nsville 0.29	7100	G	98%	1%	0%	0%	1%	0%	С	0.091	F	0.595	7600	G
	Combined Traffic Estimates for Parallel											NA			NA	
	To:	Bus	US 58 Chu	ırch St												
~~	From		ntucky State													
(460)	Buchanan Co	ounty 2.61	2600	F	80%	1%	2%	12%	5%	0%	С	0.088	F	0.502	2900	F
$\hookrightarrow$	To	13-64	5 Old Rock	Lick Rd												
460	Buchanan Co		2800	F	89%	1%	1%	4%	5%	0%	С	0.091	F	0.522	3100	F
$\smile$	To:	13-7	00 Thomas 1	Mtn Rd												

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

Б.:				4	_		Tru	ıck		-00	K	01/	Dir	A A14/DT	. 01
Route	Jurisdiction	Length AADT	QA 4	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~ <u></u>	From	13-700 Thomas		2221					221			_	0 = 40	4400	
460	Buchanan County	2.36 <b>3700</b>		96%	0%	1%	1%	2%	0%	F	0.094	F	0.546	4100	F
<del>~</del>	To: Prom:	13-609 Ball C													
	Buchanan County	13-609 Bull Cr 2.59 <b>5000</b>		96%	0%	1%	1%	2%	0%	F	0.099	F	0.631	5600	
460	Buchanan County	2.59 <b>5000</b>	Г	90%	070	1 70	1 70	270	0%	Г	0.099	Г	0.031	3600	ı
	To: From:	13-656 Looneys													
460	Buchanan County	1.56 <b>5300</b>	F	96%	0%	1%	1%	2%	0%	F	0.097	F	0.653	5900	I
	To	WCL Grun	ıdy			$\neg$ $\vdash$									
460)	Town of Grundy (Maint: 13)	1.62 <b>5300</b>	-	96%	0%	1%	1%	2%	0%	Ν	0.097	F	0.653	5900	1
100)	Tox	US 460 Par; 13-100	06 NORTH												
	From:	US 460 Par; 13-10													
460 (83)	Town of Grundy (Maint: 13)	1.96 <b>740</b>	F	95%	0%	2%	2%	1%	0%	С	0.096	F	0.613	820	
<del></del>	Tα	SCL Grun	A.,												
100 00	<sub>From:</sub> Buchanan County	1.99 <b>9400</b>	-	96%	0%	1%	1%	2%	0%	F	0.088	F	0.523	10000	(
460 83	Buonanan Godiny	1.00 3400	<u> </u>	0070	0 / 0		1 /0	270	0 70	•	0.000		0.020	10000	`
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	SR 83 South Inte				<u> </u>						_			
460	Buchanan County	3.59 <b>7600</b>	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.514	8500	
	To	13-638 Dismal F	River Rd												
460	Buchanan County	5.25 <b>6100</b>		96%	0%	1%	1%	2%	0%	F	0.083	F	0.506	6700	
.00	Tox	13-1101 Keen M	tn Camp												
	From:	13-1101 Keen M													
460	Buchanan County	2.21 <b>6100</b>	F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.542	6800	
<del>**</del>	To	13-680 Contrary (	Crook Dd												
100	Buchanan County	6.30 <b>6200</b>		96%	0%	1%	1%	2%	0%	F	0.091	F	0.549	6900	
160	Buchanan County	Tazewell Coun		30 /o	0 /6	1 /0	1 /0	2/0	0 /6	'	0.031	'	0.543	0300	
	From:	Buchanan Coun	_												
460	Tazewell County	3.99 <b>7400</b>		96%	0%	1%	1%	2%	0%	F	0.082	F	0.548	8200	(
+00)							.,.	_,-	- , -	-		-			
~~	From:	92-804 Red Ash C		000/	00/	10/	10/	00/	00/	_	0.001	_	0.500	0700	
460	Tazewell County	1.83 <b>7900</b>	G	96%	0%	1%	1%	2%	0%	F	0.081	F	0.523	8700	(
	To: From:	WCL Richla	ınds												
460	Town of Richlands (Maint: 92)	0.23 7900	N	96%	0%	1%	1%	2%	0%	Ν	0.081	F	0.523	8700	I
~	To	SR 67													
460) 67	Town of Richlands (Maint: 92)	1.38 <b>13000</b>	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.534	15000	(
460 67	Town of Hieritarids (Maint: 32)			30 /0	0 /0	1 /0	1 /0	2 /0	0 70		0.000	'	0.504	13000	`
	To: From:	Bus US 46													
460)	Town of Richlands (Maint: 92)	1.32 <b>11000</b>	G	96%	0%	1%	1%	2%	0%	F	0.083	F	0.503	12000	(
	To	SR 67													
160	Town of Richlands (Maint: 92)	0.38 13000	G	96%	0%	1%	1%	2%	0%	С	0.1	В	0.511	14000	(
460				-		<del></del> i	-			-					
~~	Front	ECL Richla		000/	00/		40/	00/	00/		0.4	_	0.544	4.4000	
460	Tazewell County	0.87 <b>13000</b>	N	96%	0%	1%	1%	2%	0%	Ν	0.1	В	0.511	14000	ı
	Toc From:	WCL Cedar	Bluff			ightharpoons									
460	Town of Cedar Bluff (Maint: 92)	0.44 <b>13000</b>	N	96%	0%	1%	1%	2%	0%	Ν	0.1	В	0.511	14000	1
	Tor	Bus US 460 Near WC													

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:	Bus US 460 Near WC			00/	10/	40/	00/	00/	_	0.000	١	0.505	17000	
460	Town of Cedar Bluff (Maint: 92)	1.18 16000		96%	0%	1%	1%	2%	0%	F	0.082	F	0.525	17000	G
	Too From	Bus US 460 Near EC			00/		40/	00/	00/		0.000		0.500	00000	
460	Town of Cedar Bluff (Maint: 92)	0.09 18000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.523	20000	G
	To- Front	ECL Cedar		000/	00/	10/	40/	00/	00/		0.000	_	0.500	00000	
460	Tazewell County	1.16 <b>18000</b>	N	96%	0%	1%	1%	2%	0%	N	0.082	F	0.523	20000	N
	From:	US 19 West Inte		0==/			101	221		_		_			
460 (19)	Tazewell County	5.73 <b>11000</b>	G	95%	0%	1%	1%	3%	0%	F	0.086	F	0.508	11000	G
~~~	To: From:	92-639 Earls Br													
460 (19)	Tazewell County	5.13 <b>10000</b>	) G	95%	0%	1%	1%	3%	0%	F	0.092	F	0.556	11000	G
	To: From:	US 19, Bus U													
460 \ (19 )	Tazewell County	1.72 <b>9700</b>	G	95%	0%	1%	1%	3%	0%	F	0.091	F	0.576	10000	G
<del>*</del> *	To: From:	WCL Taze	well												
460 \ (19 )	Town of Tazewell (Maint: 92)	1.43 <b>8500</b>	G	95%	0%	1%	1%	3%	0%	F	0.091	F	0.601	9200	G
	Tox	SR 61													
460 (19)	Town of Tazewell (Maint: 92)	0.82 7400	G	95%	0%	1%	1%	3%	0%	F	0.084	F	0.536	8100	G
	Too	ECL Tazev	well												
460 (19)	Tazewell County	1.93 <b>7400</b>		95%	0%	1%	1%	3%	0%	Ν	0.084	F	0.536	8100	Ν
	To	Bus US 4													
460 (19)	Tazewell County	5.75 <b>9500</b>	G	95%	0%	1%	1%	3%	0%	F	0.09	F	0.551	10000	G
400) (13)	To						.,,			-		-			-
460 (19)	Tazewell County	92-680 4.86 <b>1200</b> 0		95%	0%	1%	1%	3%	0%	С	0.103	Α	0.584	13000	Α
460) (19)	razowen county			0070	0 70		1 /0	0 70	0 70	Ü	0.100	,,	0.004	10000	,,
(in) (in)	Tazewell County	92-720 V 0.10 <b>1200</b> 0		95%	0%	1%	1%	3%	0%	F	0.089	F	0.515	13000	G
460 (19)	razewen county			33 /6	0 /6	1 /0	1 /0	J /6	0 /8	'	0.003	'	0.515	13000	u
	To Town	US 19 East Inte		060/	0%	10/	10/	20/	00/	F	0.000	F	0.500	10000	
460	Tazewell County	1.91 <b>11000</b>	G	96%	0%	1%	1%	2%	0%	Г	0.093	Г	0.593	12000	G
	To- From:	WCL Bluet		000/	00/		40/	00/	00/		0.000		0.500	10000	
460	Town of Bluefield (Maint: 92)	1.86 11000		96%	0%	1%	1%	2%	0%	F	0.093	F	0.593	12000	G
	From:	92-720 Hockman Pike; 92-720		Тпрк											
460	Town of Bluefield (Maint: 92)	1.26 16000		96%	0%	1%	1%	2%	0%	F	0.087	F	0.531	18000	G
	To	FR-868													
460	Town of Bluefield (Maint: 92)	0.09 <b>17000</b>		95%	0%	1%	1%	3%	0%	С	0.09	F	0.516	19000	G
400)	To.					i	. , •	0,0	0,0	•	0.00	•	5.5.5		<u> </u>
460 Virginia Ave	Town of Glen Lyn (Maint: 35)	West Virginia S 0.81 <b>1000</b> 0		90%	1%	1%	1%	8%	0%	F	0.078	F	0.531	11000	G
400) VII GIII II AVC	- F			JU /0	1 /0	1 /0	1 /0	0 /0	0 /0	'	0.070	'	0.501	11000	u
Virginia Ava	Town of Clan Lyn (Mainty OC)	35-1308 Houst		000/	10/	10/	10/	00/	00/		0.000		0.514	10000	
460 Virginia Ave	Town of Glen Lyn (Maint: 35)	0.59 <b>9500</b> WCL Glen	G	90%	1%	1%	1%	8%	0%	F	0.083	F	0.514	10000	G

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

				.=:	_		Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	WCL	Glen Lyn												
460	Giles County	1.24 9	9500 N	90%	1%	1%	1%	8%	0%	Ν	0.083	F	0.514	10000	Ν
<u>~</u>	To	WCL I	Rich Creek												
460)	Town of Rich Creek (Maint: 35)		9500 N	90%	1%	1%	1%	8%	0%	Ν	0.083	F	0.514	10000	Ν
<u> </u>	To:		Rich Creek												
Vicariais Assa	From Prom		Creek; Island S		40/	10/	40/	00/	00/	_	0.075	_	0.540	0000	_
Virginia Ave	Town of Rich Creek (Maint: 35)	) 0.73 <b>7</b>	7800 G	90%	1%	1%	1%	8%	0%	F	0.075	F	0.548	8200	G
~~~	To: From		Riverside Dr												
460	Town of Rich Creek (Maint: 35)	) 0.18 <b>1</b> 2	2000 N	90%	1%	1%	1%	8%	0%	N	0.082	F	0.632	13000	N
	To: From	ECL R	Rich Creek												
460)	Giles County	2.01 <b>1</b> 2	2000 N	90%	1%	1%	1%	8%	0%	Ν	0.082	F	0.632	13000	Ν
<del>~</del>	Too	NCL.	Narrows												
Virginia Ave	Town of Narrows (Maint: 35)		2000 G	90%	1%	1%	1%	8%	0%	F	0.082	F	0.632	13000	G
400)	To														
Virginia Ave	Town of Narrows (Maint: 35)		Fleshman St 5000 G	90%	1%	1%	1%	8%	0%	F	0.083	F	0.651	15000	G
460) Virginia Ave	Town of Narrows (Maint. 33)			30 /6	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.003	•	0.051	13000	ч
~	To- From		Narrows												
Virginia Ave	Giles County	3.00 14	4000 G	90%	1%	1%	1%	8%	0%	F	0.086	F	0.608	15000	G
~	To- From		Pearisburg												
460 Virginia Ave	Town of Pearisburg (Maint: 35)	) 0.60 <b>9</b>	9600 G	90%	1%	1%	1%	8%	0%	F	0.087	F	0.536	10000	G
<del>~</del>	To	ECL F	Pearisburg			$\neg$ $\vdash$									
460	Giles County		3000 N	90%	1%	1%	1%	8%	0%	Ν	0.091	F	0.547	14000	Ν
	To	WCL	Pearisburg												
460	From: L Town of Pearisburg (Maint: 35)		3000 N	90%	1%	1%	1%	8%	0%	Ν	0.091	F	0.547	14000	Ν
460)	- Town or Foundating (Maint: 99)			0070	1 /0		1 70	0,0	070		0.001	•	0.017	1 1000	
460 Virginia Ave	Cilco County		Pearisburg 3000 G	000/	1%	1%	10/	8%	00/	F	0.001	F	0.547	14000	G
460 Virginia Ave	Giles County	5.01 <b>1</b> 3	3000 G	90%	170	176	1%	0%	0%	Г	0.091	Г	0.547	14000	G
<u></u>	To: From:		Pembroke												
W Main St	Town of Pembroke (Maint: 35)	0.86 13	3000 G	90%	1%	1%	1%	8%	0%	F	0.085	F	0.582	14000	G
<del></del>	To: From	35-62	26 Mill Rd												
460 Virginia Ave	Town of Pembroke (Maint: 35)	0.73 <b>1</b> 3	3000 G	90%	1%	1%	1%	8%	0%	F	0.086	F	0.6	14000	G
<del>~</del>	Tor	FCL.I	Pembroke												
460 Virginia Ave	Giles County		2000 G	90%	1%	1%	1%	8%	0%	F	0.091	F	0.605	13000	G
100)	To	25 (12 D				_									
100	Giles County		2000 G	90%	1%	1%	1%	8%	0%	С	0.107	В	0.666	13000	G
460)	Glies County			30 /6	1 /0	1 /0	1 /0	0 /0	0 /6	O	0.107	ט	0.000	13000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From		Eggleston Rd	2221			4.5.1		221			_	0.045	10005	
460 (42) Virginia Ave	Giles County	2.35 12	2000 G	90%	1%	1%	1%	8%	0%	F	0.097	F	0.645	13000	G
~ ~	To: From	35-700 Mo	ountain Lake Rd												
460 (42) Virginia Ave	Giles County	1.66 <b>1</b> 2	2000 G	90%	1%	1%	1%	8%	0%	F	0.096	F	0.645	13000	G
$\sim$ $\sim$	To:	SR 42 Bl	lue Grass trail												

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

							Tru	ıck			K	- · ·	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~	From:		e Grass Trail	000/	40/	101	40/	00/	00/		0.000	_	0.075	45000	_
Virginia Ave	Giles County		000 G	90%	1%	1%	1%	8%	0%	F	0.090	F	0.675	15000	G
<u>~</u>	From:		y County Line ounty Line												
Pandapas Pond Rd	Montgomery County		000 G	90%	1%	1%	1%	8%	0%	F	0.096	F	0.679	16000	G
460 T andapas i ond ild	Worldgomery County	3.40 13	000 G	30 /6	1 /0	1 /6	1 /0	0 /6	0 /6	•	0.030	'	0.073	10000	C
	To: From:		lacksburg												
460 }	Town of Blacksburg (Maint: 60	-	000 G	90%	1%	1%	1%	8%	0%	F	0.096	F	0.679	16000	C
<del>~</del>	To:		US 460												
	Town of Blacksburg (Maint: 60		0, N Main St	90%	1%	1%	1%	8%	0%	F	0.105	F	0.733	16000	-
460	Town of Blacksburg (Maint. 60	) 3.30 13	000 F	90%	1 70	1 70	1 70	070	0%	Г	0.105	Г	0.733	16000	,
	Trox From:		ices Fork Rd												
460	Town of Blacksburg (Maint: 60	) 2.97 <b>39</b>	000 F	95%	0%	1%	1%	3%	0%	С	0.105	F	0.566	41000	F
~	To:		gate Dr												
~~	From:		US 460	050/	00/		40/	00/	00/	_	0.44	_	0.040	40000	
460	Town of Blacksburg (Maint: 60	) 0.72 <b>45</b>	000 F	95%	0%	1%	1%	3%	0%	F	0.11	F	0.646	48000	F
	To: From:	SCL B	lacksburg												
460	Montgomery County	1.76 <b>45</b>	000 F	95%	0%	1%	1%	3%	0%	F	0.11	F	0.646	48000	I
<del></del>	To:	SR	114												
~~	From:		pers Ferry Rd												
460 }	Montgomery County		000 F	95%	0%	1%	1%	3%	0%	F	0.107	F	0.607	32000	
<del>~</del>	To:		N Franklin St												
	Maintenant County		US 460	0.40/	10/	10/	10/	40/	00/	_	0.105	F	0.0	40000	
460	Montgomery County		000 F	94%	1%	1%	1%	4%	0%	С	0.105	г	0.6	42000	ı
•	From	US 460 PARKWAY D	loanoke St	RI NORTE	1										
Aco Ramp toward I-81 N (to CC	Road) at ExītoMr8of Christiansburg (Maint: 6		MIVE TO KI			SO for dir	ectional	traffic v	olume e	etim	ates for th	nis se	ament		
460) (460) Hamp toward 1 91 14 (to 02	To: I.	-81-N118X FROM RT 4	6000- PARKY			70 101 011	cotional	tianio (	volunio (	2011111	2100 101 11	110 00	gilloni.		
	From:		X TO RT 11	VIII DIG	· L										
460 (81) Ramp	Town of Christiansburg (Maint: 6	60) 0.29		S	ee I-81	for direc	tional tr	affic vo	lume es	timate	es for this	segr	ment.		
	To:	US 11 FROM	RT 81 NORT	Н											
	From:	I-	81s												
160 ∖ ∫ 11 \ Roanoke St	Town of Christiansburg (Maint: 6	60) 0.09 <b>9</b> 9	500 N	96%	0%	1%	1%	2%	0%	Ν	0.1	F	0.558	10000	1
$\sim$	To:	Tower Rd	Hampton Rd												
460 11 Roanoke St	Town of Christiansburg		500 G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.558	10000	(
100 (11)	-				0,0		. , 0	_,,	0 / 0	•	• • • • • • • • • • • • • • • • • • • •	•	0.000		
~~~	From		ristiansburg					221	0-1	_		_	0.504	<b>-</b> 400	
160 (11) Roanoke Rd	Montgomery County	5.11 <b>7</b> 0	000 G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.521	7400	(
~ ~	To: From:	60-753 O	ld Town Rd												
160 (11) Roanoke Rd	Montgomery County	3.21 <b>7</b> 0	600 G	96%	0%	1%	1%	2%	0%	F	0.101	F	0.626	8000	(
	To:	60-631	Brake Rd												
	From:		-631												
460 (11) Roanoke Rd	Montgomery County	2.43 <b>7</b> 8	800 G	96%	0%	1%	1%	2%	0%	С	0.115	F	0.618	8300	(
~ · · ·	To:	Roanoke	County Line												
~~~~	From:		est River Rd												
460 \ \ 11 \ West Main St	Roanoke County	1.26 <b>9</b> 0	600 G	96%	0%	1%	1%	2%	0%	F	0.108	F	0.547	9500	(
$\sim$	To:	80-647 Do	w Hollow Rd	•											

# 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	Q۱
~~~	From:	Montgomery Co													
$460$ ) $\binom{11}{11}$ West Main St	Roanoke County	0.60 9600	N	96%	0%	1%	1%	2%	0%	N	0.108	F	0.547	9500	Ν
~ ~	To: From:	80-639 West R 80-647 Dow Ho													
460 (11) West Main St	Roanoke County	2.93 11000		96%	0%	1%	1%	2%	0%	F	0.092	F	0.501	11000	(
400 (11)	T						.,.		- , -	-		•			
460 (11) West Main St	Roanoke County	0.39 <b>1500</b> 0	G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.55	16000	,
460) (11) West Main St	Hoanoke County	0.39 <b>1500</b> 0	G	90%	0%	1 70	1 70	270	0%	Г	0.093	Г	0.55	16000	(
~~~~	To: From:	80-642				_									
460) (11) West Main St	Roanoke County	0.64 <b>28000</b>	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.668	30000	(
<del>***</del>	To: From:	WCL Sale	em												
460 11 West Main St	City of Salem	1.12 18000	G	96%	0%	1%	1%	2%	0%	F	0.108	F	0.504	21000	(
~ ~	To:	SR 112													
160 (11) West Main St	City of Salem	1.31 24000		98%	1%	1%	0%	0%	0%	F	0.136	F	0.698	27000	
	To:	ALTIG 460	141- C4												
460 11 West Main St	City of Salem	ALT US 460, 0.60 <b>1400</b> 0		98%	1%	1%	0%	0%	0%	F	0.079	F	0.525	16000	(
(11) West Main St	Oity of Galem			30 70	1 /0	1 70	0 /0	0 /0	0 70	•	0.073	•	0.525	10000	•
~~~~~~~~~	From	Academy		2221				221	221	_		_	0.510		
(11) West Main St	City of Salem	0.35 <b>1300</b> 0	G	98%	1%	1%	0%	0%	0%	F	0.080	F	0.519	14000	(
~~	To: From:	US 11 Colleg	e Ave												
Main St	City of Salem	0.11 <b>1400</b> 0	G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.590	16000	(
<del>~</del>	To: From:	SR 311 Thompson	Memorial	Dr		$\neg$ $\vdash$									
F Main St	City of Salem	0.29 15000	G	96%	1%	1%	1%	1%	0%	F	0.090	F	0.610	17000	(
~	Too	Lynchburg '	Fnke												
160 E Main St	City of Salem	0.93 <b>1500</b> 0	•	96%	1%	1%	1%	1%	0%	F	0.096	F	0.654	16000	(
400)=	To								- , -						
460 E Main St	City of Salem	0.24 <b>1700</b> 0		96%	1%	1%	1%	1%	0%	F	0.096	F	0.625	19000	
160 L Main St	Oity of Salem			90 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.030	'	0.023	19000	
ALT	To: From:	SR 419 Elect	ric Rd												
160 11 E Main St	City of Salem	0.44 19000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.518	21000	(
$\rightarrow$	To:	WCL Roar													
ALT	From:	ECL Sale								_		_			
160 (11) Melrose Ave	City of Roanoke	0.65 <b>1700</b> 0	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.514	18000	•
ALT	To: From:	SR 117 Peters C	reek Rd												
160 (11) Melrose Ave	City of Roanoke	1.75 <b>1300</b> 0	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.502	15000	(
(1)							.,.		- , -			•			
ALT	From	24th St													
460 (11) (116) Melrose Ave	City of Roanoke	0.41 <b>1200</b> 0	G	96%	1%	1%	1%	1%	0%	F	0.080	F	0.548	13000	(
$\sim$	Too	Salem Tp	ke			$\neg$ $\vdash$									
ALT 460 (11) (116) Orange Ave	City of Roanoke	1.00 <b>1500</b> 0		96%	1%	1%	1%	1%	0%	F	0.075	F	0.545	16000	(
460 \ \ 11 \ \ (116 \)Orange Ave															

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT CONTRACTOR AND	From:	10th St, Gainsbo		000/	40/	10/	40/	40/	00/	0	0.004	^	0.540	0.4000	^
460 11 116 Orange Ave	City of Roanoke	0.90 <b>22000</b>	Α	96%	1%	1%	1%	1%	0%	С	0.091	Α	0.518	24000	Α
ALT ALT	To: From:	I-581, US 220, ALT	SR 220	)											
(460) (11) (116) (220) Orange Ave	City of Roanoke	0.24 <b>38000</b>	G	96%	1%	1%	1%	1%	0%	F	0.091	Α	0.518	41000	G
ALT	To- From:	US 11 Williamso	on Rd												
460 (221 (220) Orange Ave	City of Roanoke	0.49 <b>38000</b>	G	96%	1%	1%	1%	1%	0%	F	0.076	F	0.516	41000	G
$\bigcirc$	To	SR 115 Hollins	Rd			_									
ALT 460 (221) (220) Orange Ave	City of Roanoke	1.14 41000	G	95%	0%	1%	1%	3%	0%	F	0.075	F	0.521	43000	G
460 (221) (220) Grainge / 110	Tro			0070	0 70		1 70	070	070	·	0.070	•	0.021	10000	ŭ
ALT	From	24th St													
(460) (221) (220) Orange Ave	City of Roanoke	1.17 <b>33000</b>	G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.516	35000	G
ALT	To: From:	128-8055 King	g St												
(460)(221)(220) Orange Ave	City of Roanoke	0.38 <b>39000</b>	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.508	41000	G
	To: From:	ECL Roanok	ke .												
ALT (460) (221) (220) Challenger Ave	Roanoke County	1.63 <b>35000</b>	Α	95%	0%	1%	1%	3%	0%	С	0.093	Α	0.562	37000	Α
(480)(221)(220) Gridinorigor 7170	To			0070	0 70		1 70	070	070	•	0.000		0.002	0,000	,,
460 (221) Challenger Ave	Roanoke County	Alt US 220 Clover 0.34 <b>28000</b>	Gale Ra	90%	1%	1%	1%	6%	0%	F	0.089	F	0.578	30000	G
(460)(221) Shahorigor 7100	To	Botetourt County		0070	170		1 70	070	0 70	·	0.000	•	0.070	00000	<u> </u>
	From:	Roanoke County													
(460)(221) Blue Ridge Blvd	Botetourt County	2.55 <b>26000</b>	G	90%	1%	1%	1%	6%	0%	F	0.082	F	0.594	27000	G
<u> </u>	To: From	Blue Ridge Park	cway												
460 (221) Blue Ridge Blvd	Botetourt County	2.94 <b>20000</b>	Α	90%	1%	1%	1%	6%	0%	С	0.099	Α	0.560	22000	Α
	To:	Bedford County													
W Lower bloom Octor Toler	From	Botetourt County		000/	40/	10/	40/	00/	00/	F	0.000	_	0.000	10000	_
460 221 W Lynchburg Salem Tpke	Bedford County	4.18 <b>17000</b>	F	90%	1%	1%	1%	6%	0%	F	0.086	F	0.608	18000	F
~~~	To: From:	09-695 Goose Creek													
(460)(221)W Lynchburg Salem Tpke	Bedford County	7.69 <b>16000</b>	F	90%	1%	1%	1%	6%	0%	F	0.085	F	0.550	16000	F
~~~	To: From:	09-831 Thaxton Sc	hool Rd												
(460)(221)W Lynchburg Salem Tpke	Bedford County	2.75 <b>17000</b>	F	90%	1%	1%	1%	6%	0%	F	0.086	F	0.501	18000	F
<del>\</del>	To: From:	WCL Bedfor	rd												
(460)(221)	Town of Bedford (Maint: 09)	0.67 <b>19000</b>	F	90%	1%	1%	1%	6%	0%	F	0.089	F	0.510	21000	F
<del></del>	To: From:	US 221													
460	Town of Bedford (Maint: 09)	0.18 <b>16000</b>	F	90%	1%	1%	1%	6%	0%	F	0.086	F	0.542	17000	F
	To	ECL Bedfor	ď												
460	Bedford County	0.24 16000	F	90%	1%	1%	1%	6%	0%	F	0.086	F	0.542	17000	F
	To	WCL Bedfor	rd			<b>—</b> —									
(460)	Town of Bedford (Maint: 09)	0.90 16000	F	90%	1%	1%	1%	6%	0%	F	0.086	F	0.542	17000	F
	To:	ECL Bedfor	ď												

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

Devite	to other all sales on	Laurentle AADT		4	Б		Tru	ıck		-00	K	01/	Dir	AAMADT	014
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~	Front	ECL Bedfor										_			
460)	Bedford County	0.06 <b>16000</b>	F	90%	1%	1%	1%	6%	0%	F	0.086	F	0.542	17000	F
~~~	Τα From:	SR 122 Ram	ıр												
460 (122)	Bedford County	0.50 <b>22000</b>	F	90%	1%	1%	1%	6%	0%	F	0.087	F	0.554	23000	F
<del>~</del> ~	To: From	SCL Bedfor	·d			$\neg$ $\vdash$									
460 122	Town of Bedford (Maint: 09)	0.94 <b>22000</b>	F	90%	1%	1%	1%	6%	0%	F	0.087	F	0.554	23000	F
	To:	SR 122, US 221, Bu	e IIS 46	0											
460)	Town of Bedford (Maint: 09)	0.28 <b>16000</b>	N	90%	1%	1%	1%	6%	0%	Ν	0.084	F	0.532	17000	Ν
+60)	- Term of Boarda (Maint: 00)			0070	1,0		1 70	0 / 0	070		0.001	•	0.002	17000	
Calama Traka	From	ECL Bedfor		000/	10/	10/	10/	<b>C</b> 0/	00/	F	0.004	Г	0.500	17000	_
E Lynchburg Salem Tpke	Bedford County	4.40 <b>16000</b>	G	90%	1%	1%	1%	6%	0%	F	0.084	F	0.532	17000	G
~	To: From:	09-803 Timber Ri	dge Rd												
460 E Lynchburg Salem Tpke	Bedford County	7.88 <b>19000</b>	Α	91%	1%	1%	1%	6%	0%	С	0.102	Α	0.546	19000	A
~ <u> </u>	To:	Campbell County													
Lunghham Illand	Complete H. County	Bedford County		000/	10/	10/	10/	<b>C</b> 0/	00/	F	0.00	F	0.540	07000	F
Lynchburg Hwy	Campbell County	1.37 <b>26000</b>	F	90%	1%	1%	1%	6%	0%	г	0.09	г	0.548	27000	F
	To: From:	Bus US 460													
Lynchburg Hwy	Campbell County	3.91 <b>27000</b>	F	90%	1%	1%	1%	6%	0%	F	0.101	F	0.613	28000	F
~ <i>_</i>	To: From:	15-678 Airport	t Rd			<u> </u>									
Lynchburg Hwy	Campbell County	1.36 <b>45000</b>	F	90%	1%	1%	1%	6%	0%	F	0.096	F	0.619	48000	F
, , ,	To:	US 29; Bus US 29 V	Wards Ro												
	From:	Bus US 29 Ward	ds Rd												
460] (29] (29]	Campbell County	0.03 <b>45000</b>	F	93%	0%	1%	1%	5%	0%	F	0.099	F	0.623	46000	F
$\Rightarrow \Rightarrow \Rightarrow$	To- From:	SCL Lynchbu	ırg												
460 (29) (29)	City of Lynchburg (Maint: 15)	1.38 <b>45000</b>	F	93%	0%	1%	1%	5%	0%	F	0.099	F	0.623	46000	F
	To	Candlan Maunta	in Dd												
100 (00) (00)	City of Lynchburg (Maint: 15)	Candler Mounta 0.49 <b>39000</b>	<u>п ка</u>	93%	0%	1%	1%	5%	0%	F	0.095	F	0.614	40000	F
460) (29) (29)	City of Lynchburg (Maint: 13)			33 /6	0 /6	1 /0	1 /0	J /0	0 /6	'	0.093	'	0.014	40000	'
~~~	To: From:	US 501 Ram	•			<del> </del> _									_
460 (29) (29) (501)	City of Lynchburg (Maint: 15)	1.91 <b>39000</b>	G	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.531	40000	G
$\stackrel{ op}{\sim} \stackrel{ op}{\sim} \stackrel{ op}{\sim}$	To:	Bus US 501; US 501 C	_	Ave											
460 (29) Richmond Hwy	City of Lynchburg (Maint: 15)	Functional Class 0 2.14 <b>26000</b>	Change <b>F</b>	93%	0%	1%	1%	5%	0%	F	0.092	F	0.553	27000	F
160 (29) Richmond Hwy	City of Lynchburg (Maint: 13)		Г	33 /6	0 /6	1 /0	1 /0	J /0	0 /6	'	0.092	'	0.555	27000	'
~~	To: From:	US 29													
Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 <b>27000</b>	N	93%	0%	1%	1%	4%	0%	N	0.092	F	0.553	28000	Ν
<del>~</del>	To: From:	ECL Lynchbu	ırg			-									
Richmond Hwy	Campbell County	1.78 <b>27000</b>	F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.553	28000	F
~ <i>_</i>	To	15-726 Mount Atl	hos Rd												
460 Ricmond Hwy	Campbell County	2.88 <b>23000</b>	F	93%	0%	1%	1%	4%	0%	F	0.094	F	0.67	24000	F
400)	- F			0070	0 /0	. 70	. 70	. /0	0 /0	•	0.00∓	•	0.07	_ 1000	•
~~~	To:	15-1017 Circle		00-1	0-1		46'	461	051		0.664		0.644	00000	
Ricmond Hwy	Campbell County	1.21 <b>19000</b>	N	93%	0%	1%	1%	4%	0%	N	0.094	F	0.641	20000	Ν
~	To:	15-656 Crews Sh	op Rd												

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

Deute	luula allakia o	Lamenth AADT C	<b>A</b> 4	T:	Dura		Tru	ck		00	K	ΟK	Dir	AAMDT	014
Route	Jurisdiction	Length <b>AADT</b> C	<b>QA</b> 4	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	15-656 Crews Shop I		201	00/		40/	407	00/	_	0.004	_	0.044	00000	_
Ricmond Hwy	Campbell County	1.42 <b>19000</b>	F 9	3%	0%	1%	1%	4%	0%	F	0.094	F	0.641	20000	F
~~~	To: From:	SR 24 Village Hwy													
460 24 Lynchburg Hwy	Campbell County			3%	0%	1%	1%	4%	0%	N	0.095	F	0.505	19000	N
<del>~</del> ~	To: From:	Appomattox County L													
460 24 Richmond Hwy	Appomattox County	Campbell County Lin 3.28 <b>18000</b>		3%	0%	1%	1%	4%	0%	F	0.095	F	0.505	19000	G
460	, appenditor county			0 70	0 70		1 70	170	070	•	0.000	•	0.000	10000	
Dishmand Lhur	From:	06-689 Spout Spring		20/	00/	10/	10/	40/	00/	F	0.000	F	0.500	10000	
460 (24) Richmond Hwy	Appomattox County	4.09 <b>17000</b>	<b>G</b> 9	3%	0%	1%	1%	4%	0%	г	0.089	г	0.568	18000	C
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	WCL Appomattox				_ <del> </del>									
460 (24) Richmond Hwy	Town of Appomattox (Maint: 06)	0.42 <b>17000</b>	<b>N</b> 9	3%	0%	1%	1%	4%	0%	N	0.089	F	0.568	18000	١
<del>~</del> ~	To: From:	Bus US 460				$\neg$ $\vdash$									
460 (24) Richmond Hwy	Town of Appomattox (Maint: 06)		<b>G</b> 9	3%	0%	1%	1%	4%	0%	F	0.087	F	0.51	11000	(
	Toc	SR 24, SR 131 Old Courth	ouse Rd												
Richmond Hwy	Town of Appomattox (Maint: 06)			3%	0%	1%	1%	4%	0%	F	0.087	F	0.562	9500	
400)	T-								- 7						
460 Richmond Hwy	Town of Appomattox (Maint: 06)	Bus US 460 0.26 <b>11000</b>	<b>N</b> 8	8%	1%	1%	10/	9%	00/	NI	0.085	F	0.55	12000	1
460 Richinona Hwy	Town of Appointation (Maint. 06)	0.26 <b>11000</b>	IN O	0%	170	1%	1%	9%	0%	N	0.065	Г	0.55	12000	ľ
~~	Toc From:	ECL Appomattox													
Richmond Hwy	Appomattox County	0.27 <b>11000</b>	<b>N</b> 8	8%	1%	1%	1%	9%	0%	N	0.085	F	0.55	12000	١
<del>~</del>	To: From:	06-707 Peach St													
A60 Richmond Hwy	Appomattox County	2.88 <b>11000</b>	<b>G</b> 8	8%	1%	1%	1%	9%	0%	F	0.085	F	0.55	12000	C
<i>~</i>	To:	06-630 Old Evergreen	Rd												
Richmond Hwy	Appomattox County			9%	1%	1%	1%	8%	1%	С	0.106	Α	0.506	9400	A
,	To		D 1			_									
460 Richmond Hwy	Appomattox County	Bus US 460 Pamplin 0.99 <b>7200</b>		8%	1%	1%	1%	9%	0%	N	0.079	F	0.551	7300	١
460 Thermond Twy	Tax	Prince Edward County		0 70	1 /0		1 /0	J /0	0 70	11	0.073	'	0.551	7000	
	From:	Appomattox County L													
460 Prince Edward Hwy	Prince Edward County	1.07 <b>7200</b>	<b>G</b> 8	8%	1%	1%	1%	9%	0%	F	0.079	F	0.551	7300	C
<i></i>	Toc	Bus US 460 Pamplin	Rd												
460 Prince Edward Hwy	Prince Edward County	•		8%	1%	1%	1%	9%	0%	F	0.079	F	0.565	8400	
,	To					_									
Prince Edward Hwy	Prince Edward County	73-626 Peaks Rd 5.73 <b>9100</b>	<b>G</b> 8	8%	1%	1%	1%	9%	0%	F	0.079	F	0.557	9200	(
460 Timee Edward Tiwy	To:	US 15 Sheppards R		76	1 /0		1 /0	3 /6	0 /6	'	0.073	'	0.557	3200	`
	From:	US 15 West of Farmy													
460 (15) Prince Edward Hwy	Prince Edward County	4.18 <b>10000</b>	<b>A</b> 8	9%	1%	1%	1%	8%	1%	С	0.106	Α	0.597	10000	A
~~~	To:	US 15 South of Farmy	ville												
~~	From:	US 15						•	•	_		_			
460 Prince Edward Hwy	Prince Edward County	2.98 <b>8800</b>	<b>G</b> 8	8%	1%	1%	1%	9%	0%	F	0.084	F	0.501	8900	C
<del></del>	To: From:	Bus US 460 East of Farr	mville												
460 Prince Edward Hwy	Prince Edward County	4.28 <b>14000</b>	<b>G</b> 8	8%	1%	1%	1%	9%	0%	F	0.089	F	0.545	15000	G
~~	Tor	SR 307 Holly Farms 1	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 307 Holly Farm												
(460) Prince Edward Hwy	Prince Edward County	4.44 <b>7500</b>	<b>G</b> 88%	1%	1%	1%	9%	0%	F	0.088	F	0.506	7600	G
<u> </u>	To:	Nottoway County												
460 W Colonial Trail Hwy	Nottoway County	Prince Edward Count 3.05 <b>7300</b>	G 88%	1%	1%	1%	9%	0%	F	0.085	F	0.515	7400	G
460	To:	US 360 Patrick Henr		170		1 70	0 / 0	070	•	0.000	•	0.010	7 100	ŭ
	From	US 360												
(460)(360)	Nottoway County	0.19 <b>11000</b>	<b>G</b> 88%	0%	1%	1%	9%	0%	F	0.086	F	0.543	11000	G
<del></del>	To: From:	CL Burkeville												
(460)(360)	Town of Burkeville (Maint: 67)	1.06 <b>11000</b>	N 88%	0%	1%	1%	9%	0%	Ν	0.086	F	0.543	11000	Ν
	Tor	Bus US 460			$\neg$ $\vdash$									
(460)(360)	Town of Burkeville (Maint: 67)	0.08 13000	<b>G</b> 88%	0%	1%	1%	9%	0%	F	0.086	F	0.556	13000	G
	To	CL Burkeville												
(460)(360)	Nottoway County	0.35 <b>13000</b>	N 88%	0%	1%	1%	9%	0%	Ν	0.086	F	0.556	13000	Ν
(400)(300)	To:	Bus US 360	11 0070	0,0		. , ,	0 / 0	0 / 0		0.000	•	0.000	.0000	•
~~~	From:	US 360 Patrick Henr	y Hwy											
(460) Colonial Trail Hwy	Nottoway County	0.19 <b>9100</b>	<b>G</b> 88%	1%	1%	1%	9%	0%	F	0.086	F	0.91	9300	G
<u> </u>	To: From:	67-723 Lewiston Pla	ınk Rd		$\Box$ $\vdash$									
(460) Colonial Trail Hwy	Nottoway County	1.29 <b>9000</b>	<b>G</b> 88%	1%	1%	1%	9%	0%	F	0.082	F	0.517	9100	G
	Tor	WCL Crewe												
(460) Virginia Ave	Town of Crewe (Maint: 67)	0.76 9000	N 88%	1%	1%	1%	9%	0%	Ν	0.082	F	0.517	9100	Ν
	Та	SR 49 Watsons Woo	od Pd		—									
460 49 Virginia Ave	Town of Crewe (Maint: 67)	1.80 <b>11000</b>	G 88%	1%	1%	1%	9%	0%	F	0.081	F	0.506	11000	G
(400) (49) ***g*********************************	To			.,,		.,.			-		-			-
(460) Virginia Ave	Town of Crewe (Maint: 67)	SR 49 Earl Davis Greg 0.70 <b>11000</b>	G 88%	1%	1%	1%	9%	0%	F	0.085	F	0.53	11000	G
460) Virginia Ave	Town of Orewe (Maint. 07)		<b>G</b> 00 /6	1 /0	1 /0	1 /0	3 /6	0 /6	'	0.003	•	0.55	11000	u
~~~	To: From:	ECL Crewe	NI 000/	40/		401	00/	00/		0.005	_	0.50	11000	
Colonial Trail Hwy	Nottoway County	1.35 <b>11000</b>	N 88%	1%	1%	1%	9%	0%	N	0.085	F	0.53	11000	N
~~~	To: From:	67-1006 CCC R												
(460) Colonial Trail Hwy	Nottoway County	1.35 <b>9400</b>	<b>G</b> 88%	1%	1%	1%	9%	0%	F	0.087	F	0.511	9500	G
<del></del>	To: From:	Bus US 460 Old Notto	oway Rd											
460	Nottoway County	5.30 <b>5400</b>	<b>G</b> 88%	1%	1%	1%	9%	0%	F	0.092	F	0.524	5400	G
<u> </u>	To	67-606 Cottage 1	Rd											
(460) Colonial Trail Hwy	Nottoway County	2.23 5000	<b>G</b> 88%	1%	1%	1%	9%	0%	F	0.082	F	0.572	5000	G
	To:	67-609 Yellowbird	4 D.4											
(460)	From L Nottoway County	3.71 <b>8600</b>	<b>G</b> 88%	1%	1%	1%	9%	0%	F	0.088	F	0.518	8800	G
460	To:	Dinwiddie County		1,75	ΤĨ	. /0	0 /0	3 / 0	•	0.000	•	0.0.0	2300	<u> </u>
~~~	From:	Nottoway County	Line											
460	Dinwiddie County	6.80 <b>5800</b>	<b>G</b> 88%	1%	1%	1%	9%	0%	F	0.086	F	0.502	5800	G
	To: From:	26-625 Wells R	ld											
( <del>460</del> )	Dinwiddie County	2.99 <b>5900</b>	<b>G</b> 88%	1%	1%	1%	9%	0%	F	0.086	F	0.514	5900	G
$\smile$	To	26-622 Baltimore	Rd											

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

			. ,	d intersta					Trı	ıck			K		Dir		
Route	Jurisdiction	on L	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	Fron	m		22 Baltimore													
460)	Dinwiddie C	ounty	2.32	7200	Α	88%	1%	1%	1%	9%	0%	С	0.102	Α	0.549	7300	Α
~	To Provide de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Comp	m:		Trinity Chu		000/	40/		40/	00/	00/		0.000	_	0.500	7400	
460	Dinwiddie C	ounty	3.29	7300	G	88%	1%	1%	1%	9%	0%	F	0.086	F	0.569	7400	G
460 New Cox Rd	Dinwiddie C	'ounty	26-62 2.36	7 Courthous 7800	e Rd <b>G</b>	88%	1%	 1%	1%	9%	0%	F	0.09	F	0.568	7900	G
460 New Cox Hu	Diriwidale O	ounty .				00 /6	1 /0	1 /0	1 /0	3 /6	0 /6	'	0.03	'	0.500	7300	u
460 Cox Rd	Dinwiddie C	county	26-628 2.12	Tranquility 10000	Lane <b>G</b>	88%	1%	1%	1%	9%	0%	F	0.090	F	0.603	10000	G
400)	т.	<u></u>		31 Claiborne					.,.		* / *						
460 Cox Rd	Dinwiddie C	county	0.25	13000	G	88%	1%	1%	1%	9%	0%	F	0.089	F	0.593	14000	G
		~	26	-743 Hart R	d												
460 Cox Rd	Dinwiddie C	ounty	2.00	13000	G	88%	1%	1%	1%	9%	0%	F	0.089	F	0.615	13000	G
<i></i>	Tr. From	or m	W 26	6-632 Olgers	Rd			$\Box$									
Gox Rd	Dinwiddie C	ounty	0.61	17000	G	88%	1%	1%	1%	9%	0%	F	0.095	F	0.613	17000	G
<del>~</del>	Tr Fron	m.	E 26-6	32 Buttewoo				$\Box$ $\vdash$									
Cox Rd	Dinwiddie C	ounty	0.18	17000	G	88%	1%	1%	1%	9%	0%	F	0.089	F	0.588	17000	G
<del>~</del>	To Tron	o- m:		R 226 Cox R				⊐ <del> </del> -									
Airport St	Dinwiddie C	ounty	1.21	18000 5; Bus US 4	G	88%	1%	1%	1%	9%	0%	F	0.101	F	0.571	18000	G
Bus	Fron	m:	1-0.	x X	00												
460 (460 Ramp	Dinwiddie C	ounty	0.19			See B	us US	460 for	direction	nal traffi	c volum	e estii	mates fo	r this	segment		
<del></del>	To Fron	ro: m:		x I 85 N													
460 (85)	Dinwiddie C	ounty	1.77	10511		Se	ee I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	42000	Α	85%	1%	1%	1%	12%	1%	F	0.093	Α	0.524	41000	Α
	Tr. Fron	ior m		US 1				$\Box$ $\vdash$									
460) (85)	Dinwiddie C	•	1.18								lume es		es for this	segr			
~	Combined Traffic Estimates for 2 Parallel	I Roadways on this R	Route:	53000	Α	87%	1%	1%	1%	10%	1%	С	0.09	Α	0.55	53000	Α
	Tron	(Mariata 00)		CL Petersbur	g	0	1.05		-4'14		L						
460 85	City of Petersburg Combined Traffic Estimates for 2 Parallel	,	1.01	E2000	۸	87%	ee 1-85 1%	tor aire	ctional ti 1%	anc vo	iume es 1%	timate C	es for this	s segr A	nent. 0.55	53000	Α
	Combined Traine Estimates for 2 Faraner	- Hoadways on this h			A	07 /6	1 /0	1 /0	1 /0	10 /6	1 /0	C	0.09	^	0.55	33000	^
460 (85)	City of Petersburg	(Maint: 26)	Squi 2.57	rrel Level R	oad	Se	e I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	sear	ment		
460 (65)	Combined Traffic Estimates for 2 Parallel	,		60000	Α		1%	1%	1%	10%	1%	F		A	0.56	60000	Α
	T	~		I-85 S													
460 (85) Ramp	City of Petersburg	(Maint: 26)	0.10	1000		Se	ee I-85	for dire	ctional tı	affic vo	lume es	timate	es for this	segr	ment.		
$\sim$	T	o:		I-95 SB													
460 (95) CD Ramp Near I-	85 City of Petersburg	(Maint: 74)	0.04	I-85		S	ae I-95	for dire	ctional t	affic vo	lume es	timata	es for this	Sear	ment		
400 95 05 1141119 14041 11	To the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of 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	(a:		Graham Rd					onoriai ti	VO			ioi tille	, cogi			

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

Route	Jurisdiction	Length	AADT QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QV
~~~~	From:		raham Rd												
460 (95) CD Ramp Near I-85	City of Petersburg (Maint: 74	,		S	ee I-95 1	or direc	tional t	rattic vo	lume es	timate	es for this	s seg	ment.		
$\Rightarrow$ $\bigcirc$	To:		Collector Ramp												
Bus	From:		om US 301South												
460 (95) (460 CD Ramp Near I-85	City of Petersburg (Maint: 74	0.18		S	ee I-95 1	for direc	tional t	rattic vo	lume es	timate	es for this	s seg	ment.		
$\sim$ $\sim$	To:		om US 301North												
Bus	From:		from US 301												
460 (95) (460 CD Ramp Near I-85	City of Petersburg (Maint: 74	<u>'</u>		S	ee I-95 t	for direc	tional t	raffic vo	lume es	timate	es for this	seg	ment.		
$\sim$	To:		US 460												
~~	From:		n Collector Ramp	)											
Ramp	City of Petersburg	0.21	9500 G								0.106	F		9500	G
~ <i>_</i>	To:	Ramp from I-9	5 North Collecto	or Rd											
	From:	Maintenance	Jurisdiction Cha	nge											
County Dr	City of Petersburg	0.28	19000 G	89%	0%	1%	2%	8%	0%	F	0.102	Α	0.501	20000	G
~	To: From:	SR 109 l	Hickory Hill Rd												
County Dr	City of Petersburg	2.16	9900 A	89%	0%	1%	2%	8%	0%	С	0.102	Α	0.501	10000	Α
<u>~</u>	To: From:	SR 106	Courthouse Rd												
460 County Dr	City of Petersburg	0.34	13000 G	89%	0%	1%	2%	8%	0%	F	0.082	F	0.545	13000	G
100)	To:		Petersburg												
	From:		lie County Line												
Gounty Dr	Prince George County		13000 G	89%	0%	1%	2%	8%	0%	F	0.082	F	0.545	13000	G
460	1 miles deerge ecunity	0.10		00 70	0 70	. , , ,	_ /0	0,0	0 70	•	0.002	•	0.010	10000	~
~~~	To: From:		I-295												
460 County Dr	Prince George County	0.74	15000 N	82%	1%	1%	2%	15%	1%	Ν	0.086	F	0.512	14000	Ν
~ <i>)</i>	To:	74-629 V	West Quaker Rd												
	From:		s Rd; W Quaker	Rd											
460 County Dr	Prince George County	3.07	15000 G	82%	1%	1%	2%	15%	1%	F	0.086	F	0.512	14000	G
	To	CD 156 D	); C D												
~~~	From:		Prince George Dr	000/	40/		00/	450/	40/	_	0.000		٥.	10000	_
County Dr	Prince George County		14000 G	82%	1%	1%	2%	15%	1%	F	0.082	F	0.5	13000	G
~	To:		County Line												
<b>~</b>	From:		orge County Line							_		_			_
General Mahone Hwy	Sussex County	6.24	12000 G	82%	1%	1%	2%	15%	1%	F	0.084	F	0.577	11000	G
<del>~</del>	To	WC	L Waverly												
400	Town of Waverly (Maint: 91)		12000 N	82%	1%	1%	2%	15%	1%	Ν	0.084	F	0.577	11000	N
460	Town of Waverry (Maint. 91)	0.00	12000 11	02 /0	1 /0	1 /0	2/0	13/6	1 /0	IN	0.004	'	0.577	11000	11
	To: From:	SR 40	0 W Main St												
460	Town of Waverly (Maint: 91)	0.72	11000 N	82%	1%	1%	2%	15%	1%	Ν	0.086	F	0.513	10000	Ν
	-														
~~	From		L Waverly												
460	Sussex County	6.28 ·	11000 N	82%	1%	1%	2%	15%	1%	Ν	0.086	F	0.513	10000	Ν
~~	To:	WCI	L Wakefield												
460 \	Town of Wakefield (Maint: 9		11000 N	82%	1%	1%	2%	15%	1%	N	0.086	F	0.513	10000	N
460	Town or wakened (Maill. 9	1, 1.00	11000 14	UZ /0	1 /0	1 /0	£ /0	13/0	1 /0	1 N	0.000	1	0.515	10000	IN
•	To: Prom:	ECI	Wakefield												
460 General Mahone Hwy	Sussex County	1.80	11000 G	82%	1%	1%	2%	15%	1%	F	0.086	F	0.513	10000	G
, ,	_ <del></del>		oton County Line												

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

5 .				4	_		Tru	ıck			K	017	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~	From:	Sussex Count													
General Mahone Blvd	Southampton County	3.72 <b>11000</b>	Α	82%	1%	1%	2%	15%	1%	С	0.151	Α	0.544	10000	A
~	Toc	WCL Ivo	r												
General Mahone Blvd	Town of Ivor (Maint: 87)	0.65 11000		82%	1%	1%	2%	15%	1%	Ν	0.151	Α	0.544	10000	
+00)	To					_									
Canaral Mahana Blud	Town of lyon (Mainty 97)	87-616 Mai		82%	1%	10/	2%	15%	1%	F	0.086	F	0.549	9300	
General Mahone Blvd	Town of Ivor (Maint: 87)	0.64 <b>10000</b>	G	02%	170	1%	2%	15%	170	Г	0.000	Г	0.549	9300	
**	To: From:	ECL Ivo	ř												
General Mahone Blvd	Southampton County	3.59 <b>10000</b>	N	82%	1%	1%	2%	15%	1%	Ν	0.086	F	0.549	9300	
~	To:	Isle of Wight Co	ınty Line												
<b>~</b>	From:	Southampton Co	anty Line												
Windsor Blvd	Isle of Wight County	6.10 <b>11000</b>	G	82%	1%	1%	2%	15%	1%	F	0.087	F	0.522	10000	
<del>~</del>	Too	WCL Wind	sor												
160	Town of Windsor (Maint: 46)	0.07 11000		82%	1%	1%	2%	15%	1%	F	0.087	F	0.522	10000	
+00	-						_,-		.,.	-					
~~	From	US 258 Prince Blvd N					221	4==4				_		40000	
Windsor Blvd	Town of Windsor (Maint: 46)	0.45 <b>17000</b>	G	82%	1%	1%	2%	15%	1%	F	0.088	F	0.552	16000	•
<del>~</del>	To:	46-610 Court Street No	_	Street											
	Tarrier of Mindon (Maint, 40)	46-610 Cou		000/	10/	10/	00/	150/	10/	N.I	0.004	_	0.57	10000	
160)	Town of Windsor (Maint: 46)	0.74 <b>17000</b>	N	82%	1%	1%	2%	15%	1%	N	0.094	F	0.57	16000	
	To: From:	ECL Wind	sor												
Windsor Blvd	Isle of Wight County	2.59 17000	G	82%	1%	1%	2%	15%	1%	F	0.094	F	0.57	16000	
<del>~</del>	Tα	WCL Suff													
<b>~</b> ~	From:	Isle of Wight Co													
Pruden Blvd	City of Suffolk	3.08 <b>17000</b>	G	82%	1%	1%	2%	15%	1%	F	0.087	F	0.592	15000	
~ <u></u>	Toc	133-604 Lake Prince Di	· Provide:	nce Rd											
Pruden Blvd	City of Suffolk	0.54 19000		82%	1%	1%	2%	15%	1%	F	0.087	F	0.592	18000	
100). 1440.1 2114				0_70	. , 0		-/-	.0,0	. , 0	•	0.007	•	0.002	.0000	
~	From	133-634 Kings										_			
Pruden Blvd	City of Suffolk	1.47 <b>25000</b>		82%	1%	1%	2%	15%	1%	F	0.087	F	0.592	23000	(
<del>~</del>	To:	US 58, BUS US 460;													
Coffella Domana	City of Coffells	US 58, BUS US 460,			00/	10/	10/	<b>C</b> 0/	00/	F	0.000	_	0.505	E0000	
160 (58) (13) Suffolk Bypass	City of Suffolk	0.93 <b>51000</b>	G	92%	0%	1%	1%	6%	0%	г	0.083	F	0.585	53000	
<del>* * *</del>	To: From:	SR 10 SR 32 Goo	lwin Blvd												
160 58 13 Suffolk Bypass	City of Suffolk	1.87 <b>62000</b>	G	92%	0%	1%	1%	6%	0%	F	0.084	F	0.562	65000	
	To	61-642 Wilro	v. D.4												
160 (58) (13) Suffolk Bypass	City of Suffolk	2.30 <b>52000</b>		92%	0%	1%	1%	6%	0%	F	0.083	F	0.575	55000	
58 (13) Suffolk Bypass	City of Surfork				0 /6	1 /0	1 /0	0 /6	0 /6		0.003		0.575	33000	
-	From	Bus US 13,Bus US 58 XXX Bus US 13,Bus US		_											
160 (58) (13) Military Highway	City of Suffolk	3.46 <b>76000</b>		92%	0%	1%	1%	6%	0%	F	0.083	F	0.612	79000	
160 (58) (13) Military Highway	To:	WCL Chesar		0L /0	0 /0		1 /0	0 /0	0 /0	•	3.000	•	5.012	70000	
	From	ECL Suffe				_									
160 (58) (13) Military Highway	City of Chesapeake (Maint: 64)	2.94 <b>78000</b>	A	92%	0%	1%	1%	6%	0%	С	0.093	Α	0.556	81000	
+00 ) ( 30 ) ( 13 )	City of Officuapounts (Maint. 04)			J_ /J	0,0	. /0	. / 0	0 / 0	0 / 0	_	3.000	, ,	3.000	0.000	

# 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
	City of Chesapeake (Maint: 64)		I-664 <b>0000 G</b>	92%	0%	1%	10/	60/	0%	_	0.11	_	0.52	11000	G
[460] [58] [13]	City of Chesapeake (Maint. 64)			92%	0%	1%	1%	6%	0%	Г	0.11	Г	0.52	11000	G
(400) (401)	City of Chesapeake		8; SR 191 <b>7900 G</b>	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	8400	G
(460) (13) (191)	only of offesapeane			30 70	1 /0	270	0 /0	770	0 70	'	0.110	'	0.570	0400	u
460 13 Military Highway	City of Chesapeake		Military Hwy 6600 G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	7000	G
(.00)	ned Traffic Estimates for 2 Parallel Roadways on		6600 G	0070	1 70	270	070	470	0 70	•	NA	•	0.070	NA	ŭ
	To		litary Hwy												
(460) (13) Military Highway	City of Chesapeake		1000 G	90%	1%	2%	3%	4%	0%	С	0.148	F	0.813	11000	G
400 (10)	To		I-64												
(460) (13) Military Highway	City of Chesapeake		9000 G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.607	20000	G
7 7	To	LIC 17 Gaarge	e Washington H	*/*/											
(460) (13) Military Highway	City of Chesapeake		9000 G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	21000	G
400 (10)	To		6 Canal Dr												
(460) (13) Military Highway	City of Chesapeake		7000 A	97%	0%	1%	1%	1%	0%	С	0.115	Α	0.536	41000	Α
400 (10)	To:		tary Hwy												
	From		Military Hwy	050/	40/		40/	00/	00/	_	0.400	_	0.504	10000	_
460 166 Bainbridge Blvd	City of Chesapeake	0.74 <b>1</b>	1000 G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.561	12000	G
Pariabelidas Phot	Tor From		eman Ave	050/	40/		40/	00/	00/	F	0.000	F	0.504	11000	_
460 166 Bainbridge Blvd	City of Chesapeake	1.25 <b>1</b>	0000 G	95%	1%	1%	1%	2%	0%	Г	0.086	г	0.534	11000	G
Deinbridge Dhyd	City of Character		peake Ave	050/	10/	10/	10/	00/	00/		0.005		0.001	0.400	
460 166 Bainbridge Blvd	City of Chesapeake		Poindexter St	95%	1%	1%	1%	2%	0%	С	0.085	F	0.631	9400	G
	From:		ridge Blvd												
(460)(166) Poindexter St	City of Chesapeake	0.56 7	7800 G	98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	8200	G
	To	Lit	berty St												
(460)(166)22nd St	City of Chesapeake		5900 G	98%	1%	1%	0%	0%	0%	F	0.122	F	0.738	6200	G
	To:		Norfolk .												
Wilson Dd	Prom:		Chesapeake	000/	40/	10/	00/	00/	00/	_	0.4	_	0.540	7000	_
460 166 Wilson Rd	City of Norfolk		7300 G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.542	7800	G
	From:		ostella Ave ilson Rd												
(460)(166)(168) Campostella Rd	City of Norfolk		2000 G	95%	1%	1%	1%	2%	0%	F	0.113	F	0.783	57000	G
100 100 100	To	Kim	ıball Terr												
(460)(166)(168)Brambleton Ave	From: L City of Norfolk		7000 F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.614	NA	
100 100	To		ark Ave												
(460) (168) Brambleton Ave	City of Norfolk		9000 F	97%	1%	1%	0%	1%	0%	С	0.082	F	0.558	NA	
100 100 = 13	5.c, 5			, ,	. , •		- / -	. , •	- / 0	•	<b></b>	-		• • •	
(460)(337)Brambleton Ave	City of Norfolk		4000 G	95%	1%	1%	1%	2%	0%	F	0.077	F	0.595	37000	G
Brambleton Ave	City of Norioik		nurch St	9J /0	1 /0		1 /0	∠ /0	U /0	'	0.077	•	0.535	37000	G
	<u> </u>	Cli	iui CII St												

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

_				_		ruck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	e Bus	2Axle 3+Ax	le 1Trai	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From	Church St			12/ /2/		221	_		_		07000	
337 Brambleton Ave	City of Norfolk	0.31 <b>23000</b>	<b>G</b> 95%	1%	1% 1%	2%	0%	F	0.079	F	0.573	25000	G
ALT	From	ALT US 460 St Pauls ALT US 460, Brambleto											
460 St Pauls Blvd	City of Norfolk	0.24 <b>21000</b>	<b>G</b> 96%	2%	 1% 0%	1%	0%	F	0.077	F	0.542	23000	G
460 7460 Ot 1 adis Biva	Oity of Norion			2 /0		1 /0	0 70	'	0.077	'	0.542	20000	а
~~~~	To: From:	ALT US 460 Par; Montic											
360 St Pauls Blvd	City of Norfolk	0.07 <b>24000</b>	<b>G</b> 96%	2%	1% 0%	1%	0%	F	0.078	F	0.504	26000	G
	To: From	US 58 Virginia Beach	Blvd										
Monticello Ave	City of Norfolk	0.66 <b>21000</b>	<b>G</b> 96%	2%	1% 0%	1%	0%	С	0.077	F	0.505	23000	G
	To	21st St											
Monticello Ave	City of Norfolk	0.49 18000	<b>G</b> 96%	2%	 1% 0%	1%	0%	F	0.094	F	0.565	19000	G
460 Wierracene 7400	Oity of Norion		<b>u</b> 0070	270		1 70	0 70		0.004		0.000	10000	ď
~~	From	Church St											
Granby St	City of Norfolk	0.81 <b>25000</b>	<b>G</b> 96%	2%	1% 0%	1%	0%	F	0.085	F	0.592	26000	G
	To: From	Llewellyn Ave											
Granby St	City of Norfolk	0.45 <b>35000</b>	<b>G</b> 96%	2%	1% 0%	1%	0%	F	0.093	F	0.521	37000	G
	To	Willow Wood Di	•										
460 Granby St	City of Norfolk		<b>G</b> 96%	2%	1% 0%	1%	0%	F	0.084	F	0.559	37000	G
460 Grandy St	Oity of Norioik		<b>G</b> 30 /6	2 /0		1 /0	0 /6	'	0.004	'	0.555	37000	u
~~	To: From:	Thole St											
Granby St	City of Norfolk	0.37 <b>27000</b>	<b>G</b> 96%	2%	1% 0%	1%	0%	F	0.086	F	0.502	29000	G
<del></del>	To: From	SR 165 Little Creek	Rd										
460 Granby St	City of Norfolk	0.44 <b>24000</b>	<b>G</b> 96%	2%	1% 0%	1%	0%	F	0.085	F	0.563	26000	G
	To	I-64; I-564											
460 Granby St	City of Norfolk		<b>G</b> 98%	1%	1% 0%	0%	0%	С	0.1	F	0.665	26000	G
460 Grandy St	Oity of Norion		<b>u</b> 3070	1 / 0	170 070 ———	0 70	0 70	O	0.1	'	0.005	20000	ч
~~	To: From	I-64 East											
Granby St	City of Norfolk	0.30 <b>21000</b>	<b>G</b> 98%	1%	1% 0%	0%	0%	F	0.1	F	0.665	22000	G
<del>~</del>	Tec. From:	Bay View Blvd											
460 Granby St	City of Norfolk	0.89 <b>13000</b>	<b>G</b> 98%	1%	1% 0%	0%	0%	С	0.113	F	0.706	14000	G
	To:	SR 168 Tidewater	D <sub>n</sub>										
Granby St	City of Norfolk	0.71 <b>11000</b>	<b>G</b> 98%	1%	1% 0%	0%	0%	F	0.096	F	0.608	12000	G
460 Grandy St	To:	US 60 Ocean View		1 /0		0 70	0 70	'	0.000	'	0.000	12000	ч
	Face P												
~		amps from US 460 Eastbound		nd					0.405	_		000	_
Ramp	Dinwiddie County	0.20 890	G						0.105	F		890	G
		I-85 South											
~~_	From:	US 460 Granby S								_			_
A60 Ramp	City of Norfolk (Maint: 64)	0.07 <b>4100</b>	G						0.085	F		4300	G
<del>~</del>	To:	I-64 West											
East	From	US 460 TO RT 81 SO	UTH										
460 Ramp	Montgomery County	0.21 <b>4200</b>	G		<u></u>				0.15	F		4200	G
		1- 120A FROM RT 11 AND I		DRIV									

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

Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK	Dir AAV Factor	/DT	QW
East 460 Ramp toward I-81 N (to CD Roa	ad) at Exit 118Town of Christiansburg (Maint: 60)	US 460; Parkway Drive ) 0.14 4900 G  I-81-N118X Collector Distributor	Rd		0.086	F	49	00	G
East (460) Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 SOUTH 0.14 <b>3500 G</b> 11-S FROM RT 460 EAST00- ORANG	GE AVENU		0.105	F	35	00	G
East 460 Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 NORTH 0.11 <b>3100 G</b> 1-N FROM RT 460 EAST00- ORANG	GE AVENU		0.147	F	31	00	G
East 460 Ramp	Dinwiddie County	US 460 Airport St Eastbound 0.03 510 G p from US 460 Westbound toward I-85	Southbound		0.094	F	51	0	G
East 460 Ramp	Prince George County	US 460 E, County Dr 0.50 <b>580 G</b> I-295 East			0.136	F	58	0	G
East 460 Ramp	Prince George County	US 460 E, County Dr 0.33 <b>1100 G</b> I-295 West			0.099	F	11	00	G
East 460 Ramp	City of Norfolk (Maint: 64)	US 460 E, Brambleton Ave 0.14 <b>5300 F</b> I-264 East			0.114	F	57	00	F
East 460 Ramp	City of Norfolk (Maint: 64)	US 460 E, Granby St 0.13 <b>4800 F</b> I-564 North			0.237	F	51	00	F
West 460 Ramp	Town of Christiansburg (Maint: 60)	US 460 TO RT 11 ) 0.12 <b>2200 G</b> -81-S118D FROM PARKWAY DRIVI	E WEST		0.112	F	22	00	G
West 460 Ramp	Town of Christiansburg (Maint: 60)	US 460 TO RT 81 SOUTH ) 0.18 <b>490 G</b> -81-S118X FROM PARKWAY DRIV	EWEST		0.149	F	49	0	G
West 460 Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 SOUTH 0.09 <b>8600 G</b> 1-S FROM RT 460 WEST00- ORANG	GE AVENU		0.091	F	86	00	G
West 460 Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 NORTH 0.14 <b>13000 G</b> 1-N FROM RT 460 WEST00- ORANG	GE AVENU		0.094	F	130	00	G
West 460 Ramp to I-85 at Exit 61	Dinwiddie County  Te: Ram	US 460 Airport St Westbound 0.02 NA p from US 460 Eastbound toward I-85	Southbound		NA		N	۹	
West 460 Ramp	Prince George County	US 460 W, County Dr 0.36 <b>560 G</b> I-295 East			0.098	F	56	0	G

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

								Tru	ماد			I/		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:		O RT 295 N		V										2222	
(460) Ramp	Prince George (	•	2800	A	_							0.128	Α		2900	Α
	10.		ROM RT 46		Г											
West	From		W, Bramblet									0.005	_		10000	_
460 Ramp	City of Norfolk (Ma	aint: 64) 0.19	11000	F								0.095	F		12000	F
	10.		I-264 East													
~~~ B	From:		orth Collecte									0.4.40	_		0000	_
4 <sub>60</sub> Ramp	City of Petersburg (		9600	G								0.146	F		9600	G
<u> </u>	10.	Bu	s US 460 We	est												
ALT	From:		Joliff Rd				<u></u>	221	0-1		_		_			_
460 (58) Airline Blvd	City of Chesap		7300	G	96%	2%	1%	0%	2%	0%	С	0.091	F	0.569	7700	G
ALT	10: From:		CL Portsmou L Chesapeal													
460 58 Airline Blvd	L City of Portsm		12000	F	96%	2%	1%	0%	2%	0%	F	0.093	F	0.577	12000	F
460 (38) /	- r							0,0	_,,	0,0	•	0.000	•	0.07.	000	•
ALT	From	G	reenwood D	)r												
460 58 Airline Blvd	City of Portsm	outh 0.20	12000	F	96%	2%	1%	0%	2%	0%	F	0.084	F	0.528	12000	F
$\smile$	Toc	E	lmhurst Lane	e			$\neg$ $\vdash$									
ALT Abdison Blood	City of Doubers				000/	00/	40/	00/	00/	00/	_	0.000	_	0.504	0.400	_
460 58 Airline Blvd	City of Portsm	outh 1.30	8900	F	96%	2%	1%	0%	2%	0%	F	0.083	F	0.504	9400	F
ALT	To: From:	VIC	CTORY BLV	VD			<b>-</b>									
460 58 Airline Blvd	City of Portsm	outh 0.28	9100	F	96%	2%	1%	0%	2%	0%	F	0.089	F	0.56	9600	F
440	To		S 58, SR 33	7												
ALT	From:															
960 (337) Portsmouth Blvd	City of Portsm	outh 0.10	13000	F	98%	0%	1%	0%	0%	0%	F	0.08	F	0.544	14000	F
ALT	To: From:	ALT SI	R 337 Turnpi	ike Rd			$\neg$ $\vdash$									
ALT 460 (337) Portsmouth Blvd	City of Portsm	outh 0.16	12000	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.621	12000	F
Portsmouth Blvd	Oity of 1 oftsiri	0.10		•	30 /6	0 76	1 /0	0 /6	0 /6	0 /6	'	0.003	•	0.021	12000	'
ALT	To: From:		I-264													
460 337 Portsmouth Blvd	City of Portsm	outh 0.29	12000	N	98%	0%	1%	0%	0%	0%	Ν	0.089	F	0.621	12000	Ν
$\smile$	To:		Г 337 & І-26													
ALT	From:		337 TO RT 2	264			괻									
460 (337) Ramp	City of Portsmouth (				See	VA 33	7 for dir	ectional	trattic v	olume e	estima	ates for th	nis se	gment.		
ALT	10: From:		E FROM R7 Γ 337 & I-26													
460 (264)	L City of Portsmouth (		1 337 & 1-20	)4	Se	e I-264	for dire	ctional ti	affic vo	olume es	stimat	es for thi	s sea	ment		
460 (264)	Combined Traffic Estimates for 2 Parallel I	'	56000	F	93%	0%	1%	1%	4%	0%	F	0.085	_	0.682	62000	F
	Combined Hamic Estimates for 2 Faraller I				<i>3</i> 0 /0	U /0	1 /0	1 /0	4 /0	U /o	'	0.003	'	0.002	02000	'
ALT	To: From:	US 1	7 Frederick l	Blvd												
460 (264)	City of Portsmouth (	(Maint: 64) 0.99			Se	e I-264	for dire	ctional ti	affic vo	olume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	53000	F	93%	0%	1%	1%	4%	0%	F	0.094	_	0.742	58000	F
	To:	•	ep Creek Bly	vd												

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

Route	Jurisdictio	on Length	n <b>AADT</b>	QA	4Tire	Bus			-		QC	K	QK	Dir	AAWDT	QW
ALT	From	r D	Deep Creek Bl	vd			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
460 (264)	City of Portsmouth				Se	e I-264	for dire	ectional t	raffic v	olume es	stimat	es for th	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	72000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.577	80000	F
ALT	To From	SR	141 Effinghai	m St												
	Substitution   Ling   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name   Name															
400)(204)		,	67000	F							F		-		71000	F
N.T.	To From	x r	WCL Norfolk	k												
ALT Flizabeth River [	Downtown Tunnel City of Norfolk (N	Maint: 64) 0.55			Se	e I-264	for dire	ectional	raffic v	olume es	stimat	es for th	s sec	ıment		
160 264 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		,	67000	F							F		-		71000	F
	To			-				.,.	.,.							
ALT	April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   Apri															
460 264 337 Berkley Br		/		_							stimat		_		100000	_
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	93000	G	93%	0%	1%	1%	4%	0%	F	0.086	А	0.667	100000	G
ALT	To From	SR	337 Main St	reet												
160 (264) (337)	Combined Traffic Estimates for 2 Parallel Roadways on this Route   10.45   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.															
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	92000	G	93%	0%	1%	1%	4%	0%	F	0.085	F	0.508	99000	G
	To		I-264				$\neg$ $\vdash$									
ALT 460 (337)	City of Norfolk (N	Maint: 64) 0.22	29000	N	98%	1%	1%	0%	0%	0%	N	0.084	F	0.782	NA	
T I	To From	SR 3	37 Tidewater	Drive												
ALT 460 )	City of Norfolk (N	Maint: 64) 0.24	29000	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.782	NA	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route	38000	G								NA			NA	
	City of Portsmouth (Maint: 64)															
ALT St Paule Blvd	City of Norfolk (N	12ipt: 64) 0.45										0.091	_	0.506	NΙΛ	
460 St T auis Bivu	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadways on this Route:   Parallel Roadway															
ALT	To From		60 Brambleto	n Ave												
460 (460 St Pauls Blvd	City of Nor					2%	1%	0%	1%	0%	F	0.077	F	0.542	23000	G
~~ <u> </u>	To	ALT US	460 Par; Mont	ticello A	Ave											
ALT_	From		<i></i>	IALL A	VENUE											
Ramp	City of Norfolk (N											NA			NA	
	10				ST VIA A	LT 4										
ALT	City of Dortomouth		64-W TO RT	337		0.1.064	for dire	antional t	roffic w	م مسام	atim at	oo for th		mont		
160 (264) hallip	City of Portsinouti	<u> </u>	27 FDOM D	Т 264	36	te 1-204	ioi dire	Clional	ianic vi	Jiuille es	Suma	es ioi tiii	s seg	jiiieiii.		
ALT	From						$\dashv$									
460 (264)	City of Portsmouth (Maint: 64)			es for th	s seg	ıment.										
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	56000	F	93%	0%	1%	1%	4%	0%	F	0.085	F	0.682	62000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radioways on this Route:   Radio															

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus			-		QC	K	QK	Dir	AAWDT	Q۱
ALT	From:	US 1	7 Frederick	Blvd			2Axle	3+Axle	1 I rail	21raıl		Factor		⊢actor		
~~~	City of Portsmouth				Se	e I-264	for dire	ctional	traffic v	olume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	F	93%	0%	1%	1%	4%	0%	F	0.094	F	0.742	58000	F
AI T	To: From	De	ep Creek Bl	lvd												
~~~	City of Portsmouth	(Maint: 64) 1.17			Se	e I-264	for dire	ctional	traffic v	olume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.577	80000	F
J.T.	To- From	SR 1	41 Effingha	m St												
~~~	r Downtown Tunnel City of Portsmouth	(Maint: 64) 0.45			Se	e I-264	for dire	ctional	traffic v	olume es	stimat	es for thi	s seg	ıment.		
180 (201)		,	67000	F	93%	0%	1%	1%	4%	0%	F	0.09	_		71000	ı
I.T.	To: From	V	VCL Norfoll	k												
Second   S																
80 204		,	67000	F	93%	0%	1%	1%	4%	0%	F	0.09	F	0.542	71000	
	To:	I-	464, SR 33′	7												
~~ ~~	From				070/	00/	101	40/	40/	00/	_	0.007		0.504	10000	
60 11 4th St	City of Sale	em 0.40	15000	F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.521	16000	
	To: From:		Elm St													
60) (11) 4th St	City of Sale	em 0.37	19000	G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.504	20000	
T ALT	To: From:		Union St													
~ ~~	City of Sale	em 0.29	15000	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.531	16000	
T ALT	To: From		Colorado St													
~~ ~~	City of Sale	em 0.28	9200	F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.5	9800	
	Ta:	R	oanoke Blv	d												
~ ~~	City of Sale				97%	1%	1%	0%	1%	0%	С	0 099	F	0.566	12000	
30) (11) Toxac St	To	J		•	01 70	170		0 70	1 70	070		0.000		0.000	12000	
~~ ~~	From:	0.01			070/	00/	10/	10/	10/	00/	_	0.100		0.507	0000	
30 11 Texas St	City of Sale				97%	0%	1%	1%	1%	0%	C	0.102	Г	0.507	6800	
~~ ~~	To: From:															
60 11 Texas St	City of Sale			•	97%	0%	1%	1%	1%	0%	F	0.113	F	0.938	3200	
LT ALT	From															
60 (11) (419) Electric	Rd City of Sale	em 0.53		F	97%	0%	1%	1%	1%	0%	F	0.099	F	0.555	21000	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$7000 F   93%   0%   1%   1%   4%   0%   F   0.09   F   0.542   71000   F   0.000																
~ ~~	From:				059/	09/	10/	20/	10/	00/	_	0.001	_	0.57	1600	
60 19 Crab Orchard	nu razeweli Co	unity 1.58		G	90%	U%	170	270	170	U%	U	0.091	Г	0.57	1000	
Due Due	To: From:		SR 91													
~~ ~~																

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

5 .					4			Tru	ıck			K	017	Dir		- 0
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus Bus	From	4.44	SR 16	_	000/	00/	10/	40/	00/	00/	0	0.000		0.504	1000	_
60 (19) (16) Crab Orchard Rd	Tazewell County	1.11	1900	G	98%	0%	1%	1%	0%	0%	С	0.083	F	0.581	1900	(
Bus Bus	To: From:	W	CL Tazewe	ell												
60 (19) (16)	Tazewell County	0.44	1900	N	98%	1%	1%	0%	0%	0%	Ν	0.098	F	0.798	1900	١
dus Bus	To: From:	W	SR 16 CL Tazewe	a11												
60 (19) (16) Main St	Town of Tazewell	0.20	1900	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.798	1900	(
	Tor	ALT SR	16 Fairgro	unds Rd												
us Bus $(19)$ $(16)$ Main St	Town of Tazewell	0.81	3400	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.523	3500	
(19) (16) Main St	Town of Tazeweii				99 /0	0 /0	0 /0	0 /0	0 /6	0 /6	•	0.005	'	0.525	3300	
us Bus	From:		Church Ave													
(19) (16) Fincastle Trpk	Town of Tazewell	0.44	3800	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.519	4000	(
us Bus	To- From:	Ta	azewell Av	'e												
60 (19) Fincastle Trpk	Town of Tazewell	1.65	5400	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.543	5600	
	Tex	SR 61	l Ben Bolt	Blvd												
us Bus 50 (19) Fincastle Trpk	Town of Tazewell	0.65	4000	G	99%	0%	0%	0%	0%	0%	F	0.107	F	0.521	4200	
19 Timedelle Tipic	To				0070	0 70	<del></del>	0 70	0 70	0 /0	•	0.107	•	0.021	4200	
us Bus	From:		CL Tazewe													
60 (19)	Tazewell County	0.93	<b>3000</b> 19 & US 4	<b>G</b>	99%	0%	0%	0%	0%	0%	F	0.092	F	0.561	3100	•
	From															
us 60 Old Nottoway Rd	Nottoway County	1.39	Colonial Tr 4000	G G	95%	1%	1%	0%	3%	0%	F	0.137	F	0.596	4000	(
00) - 10 110 110 110 110 110 110 110 110 11	To	67-9457 N				. , ,		0,70	0,0	0,0	•	007		0.000	.000	
JS CALLAN III DA	From:							0-1		221			_	0 = 40		
Old Nottoway Rd	Nottoway County	4.10	3600	G	95%	1%	1%	0%	3%	0%	С	0.114	F	0.513	3600	•
JS	To: From:	WC	CL Blacksto	one												
Church St	Town of Blackstone	0.44	3900	G	95%	1%	1%	0%	3%	0%	F	0.098	F	0.559	3900	
J.S	Tor From:	A	Amelia Ave	<b>:</b>												
Church St	Town of Blackstone	0.74	5100	G	95%	1%	1%	0%	3%	0%	С	0.096	F	0.502	5100	
00)	To:		) South Ma			.,,		* / *		• , •						
us	From:		Elm St		0.457	4.07			0-1	221					2522	
North Main St	Town of Blackstone	0.59	6400 nwiddie Av	G	94%	1%	1%	1%	3%	0%	С	0.09	F	0.564	6500	
s	From		0 Dinwidd													
North Main St	Town of Blackstone	0.14	6200	G	94%	1%	1%	1%	3%	0%	F	0.093	F	0.508	6300	
~	To	]	Division St				<u> </u>									
us 60 North Main St	Town of Blackstone	0.37	6300	G	94%	1%	1%	1%	3%	0%	F	0.09	F	0.538	6300	
	Town of Blackstone		Barco Rd	u	J+ /6	1 /0	1 /0	1 /0	J /0	U /0	'	0.03	'	0.550	0000	,

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

Doute	luviadiation	Longth AADT		4Tiro	Due		Trι	ıck		QC	K	QK	Dir	AAWDT	
Route	Jurisdiction	Length <b>AADT</b>		4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Qĸ	Factor	AAWDI	G
Bus 160 North Main St	Town of Blackstone	0.56 Barco Rd	G	94%	1%	1%	1%	3%	0%	F	0.098	F	0.506	4000	(
60 North Wall St	Town of Blackstone			J+ /0	1 /0	1 /0	1 /0	0 70	0 70	'	0.000	'	0.500	4000	
Bus	From	ECL Blackst										_			
60 Cox Rd	Nottoway County	2.10 <b>3900</b> US 460 East of Bl	G	94%	1%	1%	1%	3%	0%	F	0.088	F	0.527	3900	
uo Puo	From:	US 460	ackstone			1									
us Bus 60 (360)2nd St	Nottoway County	0.18 830	G	96%	0%	1%	2%	1%	0%	С	0.113	F	0.567	840	
<i></i>	Too	CL Burkevi	lle												
us Bus 60 ( 360 )	Town of Burkeville (Maint: 67)	0.30 830	N	96%	0%	1%	2%	1%	0%	N	0.113	F	0.567	840	
50 (360)	Town of Burkeville (Maint. 07)			30 /0	0 70	1 /0	270	1 /0	0 70	14	0.110	'	0.507	040	
us Bus	From:	67-T724		2221	0-1		221		221	_		_		4000	
360 2nd St	Town of Burkeville (Maint: 67)	0.21 <b>1800</b>	G	96%	0%	1%	2%	1%	0%	F	0.097	F	0.592	1800	
us Bus	To: From	67-628													
60)(360)2nd St	Town of Burkeville (Maint: 67)	0.44 <b>2100</b>	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.584	2100	
<b></b>	То	US 460 East of B													
us 60 )	City of Suffolk	US 58, US 4		99%	0%	1%	0%	0%	0%	F	0.085	F	0.595	12000	
60)	Gity of Surioik			JJ /0	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.005	'	0.595	12000	
Bus	From:	SR 10, SR 2								_					
60 (10) (32)	City of Suffolk	1.49 <b>25000</b>	Α	99%	0%	1%	0%	0%	0%	С	0.101	Α	0.507	26000	
us	To: From:	Old NCL Suf	folk												
(32) $(10)$ Main St	City of Suffolk	0.09 <b>29000</b>	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	31000	
us Bus Bus	Tac From:	US 13,BUS US 5	8,SR 32												
60 \ 58 \ 13 \ Constance Rd	City of Suffolk	0.88 <b>16000</b>	G	97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	17000	
	Toc	Pinner St													
Bus Bus Bus 60 \( \sum_{58} \) \( \sum_{13} \) Portsmouth Blvd	City of Suffolk	1.60 17000	G	97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	
38) (38) (13) i entermedin 2.14	To To	SR 337 Washin		07.70	0 70		170	2,0	070		0.000		0.000	10000	
us Bus Bus	Front			000/	00/		40/	00/	00/	_	0.000	_	0.500	00000	
60 58 13 Portsmouth Blvd	City of Suffolk	1.22 <b>25000</b> US 58	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	26000	
us	From:	US 460 West of Po	earichura	,											
60	Giles County	0.34 <b>7100</b>	N	95%	0%	1%	1%	3%	0%	Ν	0.087	F	0.538	7400	
		NCL Pearisb	urg												
us 60 Main St	Town of Pearisburg (Maint: 35)	0.26 <b>7100</b>	G G	95%	0%	1%	1%	3%	0%	С	0.087	F	0.538	7400	
60)a 3t	Town of F Canadary (Maint. 33)	SR 100 Noi		JJ /0	0 /0	1 /0	1 /0	J /0	U /0	J	0.007	'	0.550	7 400	
lus	From	SR 100 N, North	Main St							_		_			
60 100 Main St	Town of Pearisburg (Maint: 35)	0.38 9700	G	95%	0%	1%	1%	3%	0%	С	0.084	F	0.545	10000	
<del>~</del> ~	Tor	SR 100 S, South M	laın Stree	t											

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

5 .	1			4	-		Trι	ıck			K	614	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From	SR 100 S, South N													
Wenonah Ave	Town of Pearisburg (Maint: 35)	1.09 <b>7700</b>	G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.542	8000	G
Bus	To: From	ECL Pearis	ourg												
Wenonah Ave	Town of Pearisburg (Maint: 35)	1.39 <b>8000</b>	G	98%	1%	0%	0%	0%	0%	С	0.098	F	0.557	8300	(
<del>~</del>	To:	US 460 East of P	earisburg												
dus	Town of Bedford (Maint: 09)	US 460 Old Tr 0.33 <b>6600</b>	npk Rd <b>N</b>	98%	1%	1%	0%	1%	0%	N	0.094	F	0.506	7200	ı
60 (221)	Town of Bedford (Maint: 09)			90%	1 70	1 70	0%	170	076	IN	0.094	Г	0.506	7200	'
us ~~~	To: From:	Oakcrest													
80 221 Blue Ridge Ave	Town of Bedford	0.68 <b>6600</b>	G	98%	1%	1%	0%	1%	0%	С	0.094	F	0.506	7200	(
us	To: From:	4th St													
60 221 W Main St	Town of Bedford	0.07 <b>5300</b>	G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	5700	(
Pura Bura	To: From	Crenshaw	St												
Bus 60 (221 (122) W Main St	Town of Bedford	0.19 <b>6000</b>	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6500	(
00)(221)(122)	To:	N Bridge	St												
(60) $(43)$ E Main St	Town of Bedford	0.08 <b>5600</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.588	6000	(
30 (40)	To:	South S													
60 (43) E Main St	Town of Bedford	0.07 <b>5600</b>	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.524	6100	(
60) (43) 2 IVIIIIII St	Town of Dealord	SR 43 Otes		0070	0 70		070	0 70	0 70		0.000		0.024	0100	
us	From	-		222	221		221	221	221		0.004	_		7,00	
E Main St	Town of Bedford  T∞	1.11 <b>6600</b> US 460, SR	<b>G</b>	99%	0%	0%	0%	0%	0%	С	0.091	F	0.605	7100	(
JS	From	US 460; SCL B1													_
Main St	Town of Blacksburg	0.29 <b>17000</b>		98%	0%	1%	0%	0%	0%	Ν	0.102	F	0.588	18000	1
~	To	SCL Blacks	burg												
Bus 60 Main St	Montgomery County	0.76 <b>17000</b>		98%	0%	1%	0%	0%	0%	F	0.102	F	0.588	18000	(
bo Main St	Morngomery County			30 /0	0 70	1 70	0 70	0 70	0 70		0.102	•	0.500	10000	`
ius	From	NCL Christian		2221	221		221	221	221		2 422	_		40000	
N Franklin St	Town of Christiansburg (Maint: 60)	0.97 <b>17000</b>	N	98%	0%	1%	0%	0%	0%	N	0.102	F	0.588	18000	
us	To: From	SR 114 Peppers	Ferry Rd												
N Franklin St	Town of Christiansburg (Maint: 60)	0.45 <b>22000</b>		98%	0%	1%	0%	0%	0%	С	0.089	F	0.526	24000	(
JS	To: From	Farmview SR 111 Camb													
00 N Franklin St	Town of Christiansburg	1.38 <b>26000</b>		98%	0%	1%	0%	0%	0%	С	0.091	F	0.515	28000	(
~~		Depot S	<u>.</u>												
Bus 60 N Franklin St	Town of Christiansburg	0.28 <b>11000</b>		98%	0%	1%	0%	0%	0%	F	0.087	F	0.539	12000	(
- July I Talikilli St	Town of Crinstiansburg	US 11, SR 8 N		3070	U 70	1 70	U 70	U 7/0	U 70	Г	0.007	Г	0.558	12000	,

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AAD</b>	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus F Main Ct	From:	US 11 Ma		000/	00/	10/	00/	10/	00/	_	0.001	г	0.540	7700	_
460 (11) E Main St	Town of Christiansburg	0.12 <b>7100</b>		98%	0%	1%	0%	1%	0%	F	0.091	F	0.542	7700	G
Bus	From:	E Main	St												
460 (11) Roanoke St	Town of Christiansburg	0.11 <b>1100</b>	0 G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.57	12000	G
Bus	To: From:	Craig	St												
460 (11) Roanoke St	Town of Christiansburg	0.98 <b>1200</b>	0 G	98%	0%	1%	0%	1%	0%	F	0.103	F	0.577	13000	G
Bus	To: From	SR 111 De	pot St			$\Box$ $\vdash$									
460 (11) Roanoke St	Town of Christiansburg	0.86 <b>1600</b>	0 G	98%	0%	1%	1%	0%	0%	С	0.104	F	0.602	17000	G
	Тα	US 46	0												
Bus 460 Main St	Fron:	US 46		222	1	221	221	221	221	_	2 121	_			
460 Main St	Town of Blacksburg	1.01 <b>510</b> 0		98%	1%	0%	0%	0%	0%	F	0.104	F	0.651	5600	G
Bus	To: From	Mount Tab	or Rd												
Main St	Town of Blacksburg	0.87 <b>770</b> 0	G	98%	1%	0%	0%	0%	0%	С	0.098	F	0.681	8300	G
Bus	To: From:	Patrick Her	ıry Dr												
460 Main St	Town of Blacksburg	0.44 <b>1500</b>	0 G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.681	16000	G
Bus	To: From	Broce 1	Or												
460 Main St	Town of Blacksburg	0.26 <b>1600</b>	0 G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.510	17000	G
<i>~</i>	Ta	Progress	St												
Bus 460 Main St	Town of Blacksburg	0.17 <b>1700</b>		98%	1%	0%	0%	0%	0%	F	0.086	F	0.505	18000	G
~	Town of Diagnosting	Prices For		0070	1 70		070	0 70	070		0.000		0.000	10000	
Bus	From:			000/	40/	00/	00/	00/	00/	_	0.000	F	0.500	04000	0
Main St	Town of Blacksburg	0.53 1900		98%	1%	0%	0%	0%	0%	F	0.082	г	0.523	21000	G
Bus	To: From:	Roanoke													
Main St	Town of Blacksburg	0.19 <b>1700</b>	0 G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.504	19000	G
Bus	To: From:	Clay S	t												
460 Main St	Town of Blacksburg	0.53 <b>1900</b>	0 G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.522	21000	G
Bus	To: From:	Upland	Rd												
Main St	Town of Blacksburg	1.00 <b>2200</b>	0 G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.522	24000	G
<i>~</i>	To:	Ellett F	Rd												
Bus 460 Main St	Town of Blacksburg	1.43 <b>2400</b>		98%	1%	1%	0%	0%	0%	С	0.1	F	0.504	26000	G
400)	To	US 460; SCL 1			. 70			J / O			···	•	0.501		
Bus	From	US 46	0										<u> </u>		
460 67 Front St	Town of Richlands	0.27 <b>1200</b>		97%	0%	1%	1%	1%	0%	С	0.088	F	0.516	12000	G
~ ~	То:	Bus US 460 I	, 2nd St												

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

Devite	Lord add and a		4457		4	D		Tru	ck		00	K	01/	Dir	AAMADT	. 01
Route	Jurisdictio	on Lengtn	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus 160 (67) Front St	Town of Rich		US 460 P, 2	2nd St <b>G</b>	97%	0%	1%	1%	1%	0%	_	0.094	_	0.549	5200	G
Front St	Combined Traffic Estimates for 2 Parallel				97% 97%	0% 1%			1%		F	0.094	F		5200 12000	G
	Combined Trainic Estimates for 2 Parallel			G	97%	170	1%	0%	170	0%	Г	0.069	Г	0.777	12000	Ċ
Bus	To: From:	SR 6	7 P Railroa	d Ave												
60 (67) Front St	Town of Rich		4900	G	99%	1%	0%	0%	0%	0%	F	0.092	F		5200	C
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8700	N	96%	0%	1%	1%	1%	0%	Ν	NA			9200	١
luo.	To: From:	SI	R 67 Norfolk	. St												
us 60 Front St	Town of Rich	lands 0.18	3300	G	99%	1%	0%	0%	0%	0%	F	0.101	F		3500	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	1%	1%	0%	0%	0%	F	0.093	F		6600	(
	Too		US 460 P 2	nd St												
us 60 Front St	Town of Rich		6600	G	99%	1%	0%	0%	0%	0%	С	0.097	F	0.586	7000	(
1 Tont of	To		CL Cedar B		33 76	1 /0		0 70	0 70	0 70	O	0.007	•	0.500	7000	`
JS_	From	F	CL Richlan	ds												
60 E Cedar Valley Rd	Town of Cedar Bluff	f (Maint: 92) 2.25	3900	G	99%	1%	0%	0%	0%	0%	F	0.086	F	0.52	4200	(
	To:		US 460													
JS On d Ot	From		US 460 Fro		070/	10/	10/	00/	00/	00/	_	0.000	_		0.400	
(67) 2nd St	Town of Rich Combined Traffic Estimates for 2 Parallel		6000	G	97%	1%	1%	0%	0%	0%	F	0.096	F	0.777	6400	
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	1%	0%	Г	0.089	Г	0.777	12000	(
us	To: From:	•	67 Railroad	Ave												
(67) $(67)$ 2nd St	Town of Rich		3800	N	93%	0%	1%	2%	3%	0%	Ν	0.087	F	0.683	4000	- 1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8700	N	96%	0%	1%	1%	1%	0%	Ν	NA			9200	ı
10	To: From:	SI	R 67 Norfolk	. St												
us 60 2nd St	Town of Rich	lands 0.25	3000	G	97%	1%	1%	0%	0%	0%	С	0.105	F		3200	(
50)	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	0.093	F		6600	(
	To:		US 460 Fro	nt St												
us	From:	US 46	0 West of F	amplin												
Pamplin Rd	Appomattox C	County 0.42	2100	G	91%	0%	1%	1%	7%	0%	С	0.085	F	0.673	2200	(
<i>ـــ</i>	Tor	Wo	CL Pamplin	City			_									
us 60 ≀Pamplin Rd	Town of Pamplin Cit	v (Maint: 06) 0.46	2100	N	91%	0%	1%	1%	7%	0%	N	0.085	F	0.673	2200	
50 Jr ampiiir ria	Town or Fampin or	,				0 70		1 /0	1 /0	0 70		0.000	•	0.070	2200	
us	From:		homas Jeffe													
Pamplin Rd	Town of Pamplin City	,	1500	G	96%	1%	1%	1%	2%	0%	С	0.107	F	0.571	1500	(
10	To: From:		Edward Counattox Coun		:											
60 Pamplin Rd	Town of Pamplin Cit		1500	G	94%	0%	1%	1%	3%	0%	С	0.097	F	0.546	1500	(
,	To		L Pamplin (													
us	From:		•	_									_			
60 }	Prince Edward	County 1.43	1500	N	94%	0%	1%	1%	3%	0%	N	0.097	F	0.546	1500	- 1

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

Davita	, , , , , ,	1	0.4 4T			Tru	ıck			K	017	Dir	A A \ 4.00	<u> </u>
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	US 460 West of Lyncl				4								
Timberlake Rd	Campbell County	1.94 <b>16000</b>	<b>A</b> 98%	0%	0%	0%	1%	0%	С	0.098	Α	0.513	17000	Α
Bus	To: From	15-622 Waterlick F	Rd											
Timberlake Rd	Campbell County	1.24 <b>27000</b>	<b>G</b> 98%	0%	0%	0%	1%	0%	F	0.098	Α	0.513	28000	G
<u> </u>	Tox	15-739 Greenview	Dr		<u> </u>									
Bus 460 Timberlake Rd	Campbell County		<b>G</b> 98%	0%	0%	0%	1%	0%	F	0.082	F	0.520	30000	G
460 Timberiake Hu	- Campbell County			0 70	078	0 70	1 /0	0 70		0.002		0.520	30000	
Bus	From	15-1520 Laxton R												
Timberlake Rd	Campbell County	0.04 <b>29000</b>	N 98%	0%	0%	0%	1%	0%	Ν	0.082	F	0.520	30000	Ν
Bus	To: From:	WCL Lynchburg	7											
460 Timberlake Rd	City of Lynchburg	0.62 <b>29000</b>	<b>F</b> 98%	0%	0%	0%	1%	0%	F	0.082	F	0.520	30000	F
<i></i>	To	Old Graves Mill R	24											
Bus Timboulaka Dd	From L			00/	00/	00/	10/	00/	F	0.00	F	0.515	00000	-
Timberlake Rd	City of Lynchburg	1.14 <b>24000</b>	<b>F</b> 98%	0%	0%	0%	1%	0%	Г	0.08	Г	0.515	26000	F
Bus	To: From:	Leesville Rd												
460 Timberlake Rd	City of Lynchburg	0.37 <b>33000</b>	<b>G</b> 98%	0%	0%	0%	1%	0%	F	0.085	F	0.577	35000	(
<del></del>	To From	US 501 Lynchburg Expr	ressway		$\neg$ $\vdash$									
Bus 460 Fort Ave	City of Lynchburg	1.15 <b>17000</b>	F 98%	0%	0%	0%	1%	0%	F	0.093	F	0.526	18000	F
400). 51.71.5	To:	Bus US 29 Wards I		0,0		0,0	. , 0	0 / 0	•	0.000	•	0.020	.0000	·
Bus	From:	Wards Rd												
460 163 Fort Ave	City of Lynchburg		<b>F</b> 98%	0%	1%	0%	0%	0%	С	0.084	F	0.513	23000	F
Bus	From:	Memorial Ave Bus US 29 Memorial	l Ave		_									
460 Fort Ave	City of Lynchburg		<b>G</b> 98%	0%	0%	0%	1%	0%	F	0.083	F	0.549	9100	(
	То	US 221 Oakley Av	va.											
Bus	From L	•		40/	40/	00/	40/	00/	_	0.004	_	0.540	10000	
460 221 Fort Ave	City of Lynchburg	0.42 <b>9500</b>	<b>F</b> 97%	1%	1%	0%	1%	0%	С	0.091	F	0.510	10000	ı
Bus	To: From:	118-6029 Fort Av	ve .											
460 (221) 12th St	City of Lynchburg	0.25 <b>7000</b>	<b>F</b> 97%	1%	1%	0%	1%	0%	F	0.089	F	0.504	7400	F
~~~	To	Bus US 501 Campbell	ll Ave		<u> </u>									
Bus Bus 460 (221 (501 )12th St	City of Lynchburg		<b>G</b> 95%	1%	2%	0%	1%	0%	F	0.09	F	0.564	9800	(
460)(221)(501)12th St	To:	Kemper St	G 95/6	1 /0		0 /6	1 /0	0 /6	'	0.03	'	0.504	3000	
Bus Bus	From:	12th Street												
460 (221) (501) Kemper St	City of Lynchburg	0.41 <b>7200</b>	<b>G</b> 95%	1%	2%	0%	1%	0%	С	0.081	F	0.552	7800	(
Pure Pure	To: From:	Bus US 29 Lynchburg Exp												
Bus Bus 460 501 Kemper St	City of Lynchburg	US 29 Lynchburg Expre 0.34 <b>9200</b>	F 97%	0%	1%	1%	1%	0%	F	0.092	F	0.592	9800	F
400 (301)	To:	Campbell Ave	. 01/0	3 /0		. /0	. 70	J /0	•	0.002	•	0.002	5500	
Bus Bus	From:	Kemper St												
460 501 Campbell Ave	City of Lynchburg	0.88 <b>18000</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	С	0.098	F	0.636	19000	F
~~~	To:	Mayflower Dr												

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

Doute	luviadiation	Langth AADT	04	4Tiro	Due		Tru	ıck		00	K	ΟK	Dir	AAWDT	- 0
Route	Jurisdiction	Length <b>AADT</b>		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
us Bus 60 (501 Campbell Ave	City of Lynchburg	Mayflower I 0.48 <b>14000</b>	)r <b>F</b>	97%	0%	1%	1%	1%	0%	F	0.096	F	0.684	14000	
501 Campbell Ave	City of Lynchburg			31 /6	0 /0	1 /0	1 /0	1 /0	0 /6	•	0.030	1	0.004	14000	
us Bus	To: From:	Florida Ave	)												
60 (501) Campbell Ave	City of Lynchburg	0.14 <b>17000</b>	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	19000	
	To: From:	US 460, US 501 Rich Bus US 501		wy											
(50) Campbell Ave	City of Lynchburg	0.15 <b>11000</b>	N	97%	1%	1%	0%	2%	0%	Ν	0.107	F	0.674	13000	
50 ) (50 ) Gampson 7 (10	To:	US 29, US 4		0.70	. , 0		0,0	_,,	0,0	•	0	•	0.07	.0000	
JS .	From	X													
50) (15) Sheppards Rd	Prince Edward County	0.14 <b>6500</b>	G	89%	1%	1%	1%	8%	1%	F	0.088	F	0.592	6500	
	To:	Х													
us Bus	From:	US 15; Bus US		070/	00/	10/	40/	40/	00/	_	0.400		0.040	7000	
60 (15)	Prince Edward County	1.22 <b>6400</b> 73-695	Α	97%	0%	1%	1%	1%	0%	С	0.108	Α	0.642	7000	
is Bus	From:	73-695, WCL Fa	rmville												
00 (15) Third St	Town of Farmville	0.94 <b>7100</b>	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.643	7600	
		Industrial Park	Rd												
us Bus	From:			070/	0%	10/	00/	10/	00/	_	0.00	_	0.510	11000	
(15) Third St	Town of Farmville	1.29 <b>10000</b> RT 15 BUS	G	97%	0%	1%	0%	1%	0%	С	0.09	F	0.516	11000	
us	From:	BUS US 15; O:													
Third St	Town of Farmville	0.67 <b>7600</b>	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.516	8100	
~ <u></u>	To	SR 45; Main	St			$ \vdash$									
us 200 2rd St	Town of Farmville	0.17 <b>8500</b>	G	97%	0%	1%	0%	1%	0%	С	0.083	F	0.574	9000	
3rd St	Town of Laminine			31 /6	0 /0	1 /0	0 /6	1 /0	0 /6	C	0.003	1	0.574	9000	
is	To: From:	Virginia St													
3rd St	Town of Farmville	1.22 <b>9000</b>	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.585	9500	
ر 	To: From:	Milnwood R	d			$\neg$ $\vdash$									
us 60 3rd St	Town of Farmville	0.89 <b>7900</b>	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.572	8400	
50) 6.4 6.	To						0,0	. , 0	0,0	•	0.000	•	0.07	0.00	
us ~	From:	ECL Farmvi													
E 3rd St	Prince Edward County	0.49 <b>8100</b>	G	98%	0%	1%	0%	1%	0%	С	0.093	F	0.570	8100	
	10:	US 460													
us	From	I-85; US 46		2221				0-1	221	_		_		0.400	
Airport St	Dinwiddie County	0.17 <b>7600</b>	G	98%	0%	1%	1%	0%	0%	F	0.091	F	0.564	8100	
JS	From:	US 1 Boydton Pla US 1 Plank I													
60 1 Boydton Plank Rd	Dinwiddie County	1.69 12000	G	96%	1%	1%	0%	2%	0%	F	0.091	F	0.596	13000	
	To:	I-85 SW of Peter	rshuro												
us PL LDL	From			000/	00/		40/	00/	00/	_	0.005	_	0.516	1.1000	
60 1 Boydton Plank Rd	Dinwiddie County	1.23 <b>14000</b>	G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.513	14000	

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

		Fillialy at						Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	Fron:	SI	R 226 Cox R	ld												
(460)(1)	Dinwiddie Co	ounty 0.45	11000	F	98%	0%	1%	1%	0%	0%	С	0.103	В	0.517	12000	F
Rue	To: From	W	CL Petersbu	rg												
Bus (460) 1 Washington St	City of Peters	sburg 0.40	12000	G	98%	0%	1%	1%	0%	0%	F	0.089	F	0.549	12000	G
400 (1)	To															
Bus	From		Summit St		000/	00/	401	401	00/	00/	_	0.000	_	0.500	10000	•
(460) (1) Washington St	City of Peters	sburg 0.18	12000	G	98%	0%	1%	1%	0%	0%	F	0.090	F	0.539	12000	G
Bus	To: From:		Elm St													
(460) (1) Washington St	City of Peters	sburg 0.57	14000	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.524	14000	G
$\hookrightarrow$	To:		1 Par; Wythe													
Bus 460 1 Wythe St	City of Peters	US 1 Par, Was	7500	Batterse <b>G</b>	a Lane 96%	0%	1%	2%	1%	0%	C	0.084	F		8000	G
(460) (1) Wythe St	Combined Traffic Estimates for 2 Parallel	•		G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.540	17000	G
	To	riodanayo on tino riodio.			0070	1 70		270	1 70	0 70	•	0.000	•	0.010	17000	ŭ
Bus	From:		Perry St													_
460 1 Wythe St	City of Peters	•	10000	G	96%	0%	1%	2%	1%	0%	F	0.091	F		11000	G
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.523	21000	G
Bus	To: From:	SR	36 Market	St												
(460) $(1)$ $(36)$ Wythe St	City of Peters	sburg 0.20	10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	G
$\bigcirc$	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
D ALT	To: From	ALT U	S 301 Sycan	nore St												
Bus ALT (36) Wyth	e St City of Peters	sburg 0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	G
400 (1) (301) (30) (1)	Combined Traffic Estimates for Parallel	· ·	NA	-	00,0	0,0	. , ,	_,,	. , 0	0,0	•	NA	•		NA	<u>.</u>
	To		1 Jefferson	Ct.												
Bus	From:				070/	10/	10/	10/	10/	00/	_	0.004	_		10000	0
(460) (36) Wythe St	City of Peters Combined Traffic Estimates for 2 Parallel	•	16000	G	97% 96%	1% 1%	1%	1% 1%	1% 1%	0%	С	0.084 0.081	F F	0.505	16000	G G
	Combined Trainic Estimates for 2 Parallel	Hoadways on this Houte.		G	90%	170	1%	176	170	0%	Г	0.061	Г	0.505	33000	G
Bus	To: From:		I-85, I-95													
(460) (36) Wythe St	City of Peters	•	11000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		12000	G
$\hookrightarrow$ $\circ$	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.641	25000	G
Bus	To:		US 301 Cra US 301 Wy													
460 301 Crater Rd	City of Peters		10000	G	98%	1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	G
400 (001)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	Maintenan	ce Jurisdictio													
Bus Crotor Pd	City of Patarahura	I-95; BUS U (Maint: 26) 0.09				1%	10/	10/	00/	00/	NI	0.000	_	0.554	11000	NI
460 301 Crater Rd	City of Petersburg		<b>10000</b> 301 Crater 1	N Rd	98%	170	1%	1%	0%	0%	N	0.089	Г	0.554	11000	N
Bus	From:	03	US 301	r.u												
(460)(301) Ramp US 301 S	to I-95 S at Exit ??? City of Petersburg	,			See	US 30	1 for di	rectional	traffic v	volume e	estima	ates for th	nis se	gment.		
<u>~~~</u>	To:	I-	95 CD Road	d												

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

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Truc 3+Axle		Ω(	C K	Qł or	Dir Factor	AAWDT	QV
Bus	From:	(NA=i=+= 7.4)		from US 30	1 South		1 05 (			<b>(C</b> l						
95 460 CD Ramp	Near I-85 City of Petersburg	(Maint: 74)	0.18			S	ee I-95 f	or dire	ectional tra	ffic volum	e estima	ites for t	nis se	gment.		
Bus	To: From:		Ramp	from US 30	1North			$\bot$								
.60 (95) (460 CD Ramp I	Near I-85 City of Petersburg	(Maint: 74)	0.27			S	ee I-95 f	or dire	ectional tra	ffic volum	e estima	ates for t	his se	gment.		
$\sim$	To			Bus US 460	)											
Bus	From:		CE	US 460 Exi												
Ramp	City of Petersburg	(Maint: 26)	0.24	8300	G							0.09	6 F		8300	G
Bus	To: From:		CE	US 460 Exi	t 6C											
Ramp	City of Petersburg	(Maint: 26)	0.27	5000	G							0.09	2 F		5000	G
•••	To:			I-95 South												
lus	From	CEU	JS 460-P002	B CEUS 46	0-E0061	3 FROM										
Ramp	City of Petersburg	(Maint: 74)	0.11	9400	G							0.09	1 F		9400	C
<del>~</del>	To:			I-95 North												
Bus	From:			US 460 Exi												
60 Ramp	City of Petersburg	(Maint: 26)	80.0	3300	G			_				0.10	4 F		3300	C
•	10.			I-85 South												
us Domn	Pinuiddia Co	Lunty	Βι 0.19	us US 460 E <b>6400</b>								0.09	9 F		6400	,
60 (460) Ramp	Dinwiddie Co	Junity	0.19	I-85 North	G							0.09	э г		0400	G
Bus	From	CELL	S 460 TO R			IROUND										
60 Ramp	City of Petersburg		0.17	4000	G	IBOUND						0.09	4 F		4000	C
•••	To:		60-P002A T	O RTS 85 &	2 95 SOI	JTHBOU	ND									
Bus	From:		Bus U	S 460 E, W	ythe St											
60 Ramp	City of Petersburg	(Maint: 74)	0.20	6600	G							0.08	8 F		6600	G
~ <i></i>	To	Ra	mp from Bus	s US 460 W	, Washii	ngton St										
Bus	From			the St Batte												
β0)(β) Washington St	City of Peters	· ·	0.31	8100	G	97%	1%	1%	2%		% F	0.09			8600	C
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	16000	G	96%	1%	1%	2%	1% 0	% F	0.08	9 F	0.544	17000	C
Bus	To:		12:	3-9025 Wes	t St			$\Box$								
60 Washington St	City of Peters	sburg	0.40	8600	G	97%	1%	1%	2%	1% 0	% F	0.09	3 F		9100	G
Pro (P)	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	16000	G	96%	1%	1%	2%	1% 0	% F	NA			17000	C
	Too	-	123	3-9029 Sout	h St											
US Washington St	City of Peters	bura				079/	10/	10/	20/	10/ 0	o/ ^	0.00	о г		10000	,
60 Mashington St		•	0.27	9500	G	97%	1%	1%	2%		% C % F			0.507	10000	
	Combined Traffic Estimates for 2 Parallel	noadways on th			G	96%	1%	1%	2%	1% 0	% F	0.08	9 F	0.527	21000	(
us	To: From:	1		Guarantee S	t											
(§0) (1) Washington St	City of Peters	sburg	0.24	9700	G	97%	1%	1%	2%	1% 0	% F	0.09	0 F		10000	C
£) (\$)	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	20000	G	96%	1%	1%	2%	1% 0	% F	NA			21000	G
	To:		N	orth Market	St											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Leng	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From		Par; SR 36													
460 (36) Washington St	City of Peters	-		-	94%	1%	1%	2%	2%	0%	F	0.087	F		12000	G
~ 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>22000</b>	G	95%	1%	1%	2%	2%	0%	F	NA			23000	C
Bus ALT	To From	ALT I	JS 301 Par, S	ycamore	St											
460 (301) (36) Washington	n St City of Peters	sburg 0.09	15000	G	94%	1%	1%	2%	2%	0%	F	0.078	F		16000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>30000</b>	G	95%	1%	1%	2%	2%	0%	F	NA			32000	(
. ALT	To	ALT	US 301 Par,	Adams S	t											
Bus ALT 160 (301 (36) Washington	n St City of Peters	sbura 0.1	14000	G	94%	1%	1%	2%	2%	0%	F	0.079	F		15000	(
160 301 36 Washington	Combined Traffic Estimates for 2 Parallel	-		-	95%	1%	1%	2%	2%	0%	F	NA	•		30000	(
	To		US 1 Jeffers						_,,							
Sus Washington Ct	From				0.40/	10/	10/	00/	00/	00/	_	0.077	_		17000	
Washington St	Carebined Treffic February for 2 Parellal	O .		-	94%	1%	1%	2%	2%	0% 0%	F	0.077	F F	0.511	17000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Roul		G	96%	1%	1%	1%	1%	0%	Г	0.081	Г	0.511	33000	
Bus	To From		I-95													
(36) Washington St	City of Peters	O .		-	94%	1%	1%	2%	2%	0%	С	0.091	F		14000	
$\rightleftharpoons$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>24000</b>	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.646	25000	
us			US 301 Crate	er Rd			<del> </del>									
60 (301) Crater Rd	City of Peters	sburg 0.1	7100	G	98%	1%	1%	1%	0%	0%	F	0.094	F	0.568	7600	
80 (001)	Combined Traffic Estimates for Parallel	Roadways on this Rout	e: NA									NA			NA	
	To	SR 36	, BUS US 46	0 Wythe	St		<u> </u>									
Bus 160 (301 Crater Rd	City of Peters				98%	1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	
(301) Crater Rd	Combined Traffic Estimates for Parallel	•		G	30 70	1 /0	1 /0	1 /0	0 70	0 70	J	NA		0.554	NA	
	To		nance Jurisdio	ction Cha	nge							1471			14/1	
Bus	From		US 301 Crate													
Winfield Rd	City of Peters	_		G	96%	1%	1%	1%	0%	0%	С	0.102	F	0.979	1300	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>1900</b>	G	97%	1%	1%	1%	1%	0%	F	NA			2000	
Bus	To From	State	Maintenance	Boundar	y											
Winfield Rd	City of Petersburg	(Maint: 26) 0.09	1200	G	96%	1%	1%	1%	0%	0%	С	0.102	F	0.979	1300	
₽)	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>1900</b>	G	97%	1%	1%	1%	1%	0%	F	NA			2000	
	То		US 460 Coun	ty Rd												
Bus	From	CEUS 460-P T			HBOUNE	)							_			
β0 Ramp	City of Petersburg			G								0.094	F		5000	
~	10	CEUS 460-E006A				ND										_
Bus	City of Petersburg		S 460 W, Wa	shington G	St							0.097	F		2800	
Ramp	Oity of Petersburg		m Bus US 46	_	he St							0.037	'		2000	
lue .	From		Bus US 460		01											_
Bus 160 (Ramp	Dinwiddie Co			G West								0.122	F		1800	
,	To		I-85 Nort										-		. 500	

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
us	From:	SR 26, U	S 460 Richr	nond Hv	-											
60 Confederate Blvd	Appomattox Cou	inty 0.25	13000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.53	14000	(
	Too From:	We	CL Appoma	ttox												
<sup>Bus</sup> 60 ≀Pamplin Rd	Town of Appomattox (N	Maint: 06) 0.03	13000	N	97%	0%	1%	1%	1%	0%	N	0.089	F	0.53	14000	
00)	To To	<u> </u>						.,.	.,.				-			
us	From:		ppomattox,													
60 131 Pamplin Rd	Town of Appomattox (M	Maint: 06) 0.07	13000	N	97%	0%	1%	1%	1%	0%	N	0.089	F	0.53	14000	
us	To: Front	SF	2 131; 06-10	)12,												
Confederate Blvd	Town of Appomattox (M	Maint: 06) 0.71	8400	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.544	8400	
	Too	<u> </u>														
us	From:		Old Courth													
Confederate Blvd	Town of Appomattox (N	Maint: 06) 0.47	3600	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.557	3700	
us	To: From:	EC	CL Appomat	ttox			$\Box$									
Pamplin Rd	Appomattox Cou	inty 0.58	3600	N	98%	0%	1%	0%	1%	0%	Ν	0.087	F	0.557	3700	
٠ رق	Τα	•	60 Richmon	d Hwy												
rth	From		I-64													_
54)	City of Chesapeake (M	Maint: 64) 0.79	30000	G	95%	0%	1%	1%	2%	0%	F	0.117	F		34000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	62000	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	71000	
	Tα	US	13 Military	Hwv												
orth	From:			*	95%	0%	10/	10/	00/	00/	_	0.121	F		32000	
54	City of Chesapeake (M Combined Traffic Estimates for 2 Parallel Ro	,	28000	G		0%	1% 1%	1%	2% 2%	0% 0%	F	-	F	0.775		
	Combined Trainic Estimates for 2 Parallel Ro			G	95%	0%	176	1%	2%	0%	Г	0.085	Г	0.775	66000	
rth	To: From:		Freeman Av	'e												_
64)	City of Chesapeake (M	Maint: 64) 1.89	27000	Α	95%	0%	1%	1%	2%	0%	С	0.145	Α		31000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	55000	Α	95%	0%	1%	1%	2%	0%	С	0.115	Α	0.698	63000	
	To	SR 3	337 Poindex	ter St												
orth 64)	City of Chesapeake (M		27000	G	95%	0%	1%	1%	2%	0%	F	0.116	F		31000	
04)	Combined Traffic Estimates for 2 Parallel Ro	,		G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.64	62000	
	Combined Traine Estimates for 21 drainer for				33 76	0 70	1 /0	1 /0	270	0 70	•	0.000	•	0.04	02000	
orth	From:		SCL Norfoli	k												
64)	City of Norfolk (Mair	nt: 64) 0.41	27000	G	95%	0%	1%	1%	2%	0%	F	0.116	F		31000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	53000	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.64	62000	
-th	Tro Front		Main Street	t												
rth	City of Norfolk (Mair	nt: 64) 0.60	25000	G	95%	0%	1%	1%	2%	0%	F	0.114	F		29000	
04)	Combined Traffic Estimates for 2 Parallel Ro	,		G	95%	0%	1%	1%	2%	0%	, E	0.080	, F	0.779	59000	
		Jaawayo on tino rioute.			JJ /0	0 /0	- 70	1 /0	<b>-</b> /0	0 /0	•	0.000	•	0.770	55000	
orth	To: From:		SR 337													
337	City of Norfolk (Mair	nt: 64) 0.16	25000	N	95%	0%	1%	1%	2%	0%	Ν	0.114	F		29000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	52000	N	95%	0%	1%	1%	2%	0%	Ν	0.080	F	0.779	59000	
	To:		I-264													

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

		Filliary an	a intersta	ic rioi	1103											
Route	Jurisdiction	Length	ΔΔΩΤ	ΩΔ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	ΩV
riodio	Cancalone	Longin	7,7,0	GA.	11110	Buo	2Axle	e 3+Axle	1Trail	2Trail	α0	Factor	<u> </u>	Factor	70,000	۵.
North	From:		-464 North													
464) (17) Ramp	City of Virginia Beach (Ma	laint: 64) 0.20	11000	G								0.095	F		12000	G
$\bigcirc$	To:		I-64 East													
North	From:	7	-464 North													
A64 Ramp	City of Chesapeake (Mai	aint: 64) 0.18	7700	G								0.100	F		8200	G
	To:	US 13	Military Hig	hway												
North	From		-464 North													
Ramp	City of Chesapeake (Mai		4600	G								0.090	F		5000	G
464 Tramp	Tix		reeman Ave	u								0.030	'		3000	
North	From:		-464 North										_			_
464 Ramp	City of Chesapeake (Mai		2400	G								0.207	F		2600	G
<u> </u>	To:	SR 33	E, Poindex	ter St												
North	From:		-464 North													
Ramp	City of Chesapeake (Mai	aint: 64) 0.10	2200	G								0.18	F		2400	G
	To:	SR 337	W, Poindex	ter St												
Morth	From		-464 North				1									
North 464)Ramp	City of Norfolk (Maint:		1900	G	94%	0%	1%	2%	3%	0%	F	0.187	F		2100	G
464 / 1 14111	Oity of Norion (Maint:	•	outh Main St		J4 /0	0 /6	1 /0	2 /0	J /6	0 /6	'	0.107	'		2100	
North	From:		-464 North										_			_
Ramp	City of Norfolk (Maint:	•	6000	G								0.127	F		6400	C
<u> </u>	To:		Split to Stat	e St												
North	Other of Nie of		Ramp Split									0.040	_		4400	_
Ramp	City of Norfolk (Maint:	t: 64) 0.07	1100	G								0.248	F		1100	G
<u> </u>	10:		State St													
North	From:		Ramp Split													
Ramp	City of Norfolk (Maint:	t: 64) 0.04	5100	G								0.11	F		5100	C
$\overline{}$	To:	Ran	p from SR 3	37												
North	From:	I-464-N006B INS	PECTION S	TATIO	N ROAD											
Ramp	City of Norfolk (Maint:		NA									NA			NA	
404)	To:	•	ATE STREE	Т												
) II	From						_									
South	City of Changes I - (Ma	aint: 64) 1.32	I-64 <b>33000</b>	_	96%	0%	1%	1%	2%	00/	_	0.110	F		37000	_
464	City of Chesapeake (Mai			G						0%	_	0.118	•			(
<u> </u>	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	62000	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.642	71000	(
N4L	To: Come	US !	3 Military H	wy			_									
South	City of Character (Nation			_	000/	00/	10′	10/	00/	00/	_	0.400	_		00000	,
464)	City of Chesapeake (Mai	,	28000	G	96%	0%	1%	1%	2%	0%	-	0.138	F		33000	(
~	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	56000	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	66000	C
	To	Fre	eman Avenu	ie			$\neg$ $\vdash$									
South	Prom:				000/	00/	40′	40/	00/	00/	_	0.404			00000	
464	City of Chesapeake (Mai		28000	Α	96%	0%	1%	1%	2%	0%	С	0.161	Α		32000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	55000	Α	95%	0%	1%	1%	2%	0%	С	0.115	Α	0.698	63000	Α
	To:		ollector Road	1												

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

			-						Tru	ck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:			ollector Roa													
464)	City of Chesapeake	(Maint: 64)	0.43	26000	G	96%	0%	1%	1%	2%	0%	F	0.123	F		31000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	53000	G	95%	0%	1%	1%	2%	0%	F	0.096	F	0.646	62000	G
South	To: From:		S	SCL Norfolk	ζ.												
464)	City of Norfolk (M	laint: 64)	0.36	26000	G	96%	0%	1%	1%	2%	0%	F	0.123	F		31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	53000	G	95%	0%	1%	1%	2%	0%	F	0.096	F	0.646	62000	G
	_Tax			Main Street				<u> </u>									
South	City of Norfolk (M	laint: 64)	0.87	27000	G	96%	0%	1%	1%	2%	0%	F	0.105	F		30000	G
464	Combined Traffic Estimates for 2 Parallel	,			G	95%	0%	1%	1%	2%	0%	, F	0.080	F	0.779	59000	G
	Tax	Hoadways on this	s noute.	I-264	<u> </u>	33 /6	0 /6	1 /0	1 /0	2/0	0 /0	•	0.000	'	0.779	39000	G
South	From:			I-464 South													
(464) Ramp	City of Chesapeake	(Maint: 64)	0.22	11000	G								0.101	F		12000	G
	Τα		I-64 West	Exit 291 Co	ollector I	Rd											
South	From:			I-464 South													
(464) Ramp	City of Chesapeake	(Maint: 64)	0.36	5000	G								0.112	F		5300	G
$\stackrel{\smile}{=}$	Τα			I-64 East													
South	From:	(14 : 1 : 04)		I-464 South									0.447	_		0000	_
Ramp	City of Chesapeake	(Maint: 64)	0.14	6100 Military Hi	G								0.117	F		6600	G
0 "	From																
South (464) Ramp	City of Chesapeake	(Maint: 64)	0.13	I-464 South <b>2600</b>	G								0.103	F		2800	G
464/1141119	Trace	(Marrit: 04)		Freeman Ave									0.100	•		2000	G
South	From:			I-464 South													
(464) Ramp	City of Chesapeake	(Maint: 64)	0.08	4200	G								0.104	F		4400	G
	Tæ	I-46	64 South E	xit 4B Ramp	to Trux	rton St											
South (464) Ramp	City of Chesapeake		0.08	30		ton ot							0.161	F		30	G
464 Hamp	Oily of Offesapeake	(Mairit. 04)			G			_					0.101	•		30	G
South	To: From:		Ramp	from SR 33	7 West												
(464) Ramp	City of Chesapeake	(Maint: 64)	0.23	2100	G								0.103	F		2300	G
Courth	To: From:		Ran	np from SR	337												
South (464) Ramp	City of Chesapeake	(Maint: 64)	0.14	4600	G			<u>_</u>					0.183	F		4900	G
404)	To:	(		I-464 South									000	•			<b>.</b>
	From:	I-49	95-N051C	I-495-S0510	C TO FA	AIRVI											
(495)Ramp	Fairfax Cou		0.08	NA									NA			NA	
	Tα	I-495- 5	1D TO FAI	IRVIEW PA	RK DR	IVE SOU	Т										
(495)Ramp	Fairfax Cou		0.04	NA	21	500							NA			NA	
	Τα		N000B FA	IRVIEW PA	ARK DR	IVE FRO	M										
	From:	I-495- 5	1C TO FAI	IRVIEW PA	RK DR	IVE SOU	Т										
(495)Ramp	Fairfax Cou	,	0.06	NA									NA			NA	
$\overline{}$	То	FAIRVIE	W PARK I	DRIVE TO	TO 50 E	AST FRO	M										

# 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	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~	Fron:		N058B Gap T	ermi												
Ramp	Fairfax County	0.14	NA									NA			NA	
<u> </u>	То	I-395-N Ga	p FROM RT	495 &	RT											
xpN	From:	South:	End Express I	anes												
195 I-495 Express Lanes			NA									0.205	Α		NA	
	Combined Traffic Estimates for Parallel Roa											NA			NA	
	10		20 Braddock													_
xpS 05 I-495 Express Lanes	Prom:	South 1	End Express L 15000	anes	97%	1%	1%	0%	0%	0%	С	0.176	Α		17000	
95 I-495 Express Lanes	Combined Traffic Estimates for 4 Parallel Roa	adways on this Pouts:		A	9170	170	1 70	076	076	0%	C	0.176 NA	А		17000 NA	
	Tax		20 Braddock									INA			INA	
orth	From:		I-95, I-395	114			1									=
95 Capital Beltway	Fairfax County	3.34	109000	Α	95%	1%	1%	1%	3%	0%	С	0.069	Α		112000	
95)	Combined Traffic Estimates for 4 Parallel Roa	adways on this Route:		Α								0.070	F	0.512	NA	
	To		20 Braddock	DA												
orth	Front				0==/				221		_		_		400000	
95 Capital Beltway	Fairfax County	1.83	94000	G	95%	1%	1%	1%	3%	0%	-	0.073	-	0.554	100000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	190000	G	95%	1%	1%	1%	3%	0%	F	0.064	F	0.554	204000	
orth	To: From:	SR 23	6 Little River	Tpke												
95 Capital Beltway	Fairfax County	1.35	76000	G	95%	1%	1%	1%	3%	0%	F	0.089	F		80000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	169000	G	95%	1%	1%	1%	3%	0%	F	0.063	F	0.632	181000	
	To	29-0	650 Gallows F	Rd			$\neg$									
orth 95)Capital Beltway	Fairfax County	1.34	71000	G	95%	1%	1%	1%	3%	0%	F	0.072	F		76000	
95 Capital Deliway	Combined Traffic Estimates for 2 Parallel Roa			G	95%	1%	1%		3%	0%	F	0.072	F	0.591	182000	
	Combined Traine Estimates for 21 drainer floa				JJ 70	1 70	1 70	1 /0	0 /0	0 70	•	0.000	•	0.551	102000	
orth	Front	US 5	0 Arlington B	lvd												_
95 Capital Beltway	Fairfax County		104000	G	95%	1%	1%	1%	3%	0%	F	0.066	F		111000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	196000	G	95%	1%	1%	1%	3%	0%	F	0.066	F	0.511	209000	
orth	To: From:		I-66													
95 Capital Beltway	Fairfax County	2.33	84000	G	95%	1%	1%	1%	3%	0%	F	0.073	F		90000	
,	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	177000	G	95%	1%	1%	1%	3%	0%	F	0.066	F	0.513	189000	
	To		7 Leesburg Pi													
orth	Front				0==/				221		_		_			
Capital Beltway	Fairfax County	0.42	84000	G	95%	1%	1%	1%	3%	0%	F	0.068	F	0.504	90000	
_	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	171000	G	95%	1%	1%	1%	3%	0%	F	0.065	F	0.521	183000	
orth	To: From:	SR 12	3 Chain Bridg	e Rd												_
95)Capital Beltway	Fairfax County	0.92	76000	G	95%	1%	1%	1%	3%	0%	F	0.069	F		81000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	162000	G	95%	1%	1%	1%	3%	0%	F	0.068	F	0.559	173000	
	Tα:	Dulles Access		Oulles 7	Γoll Rd											

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

<u>, — — — — — — — — — — — — — — — — — — —</u>		Filliary at						Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		9 3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North	From:	Dulles Access	Rd: SR 267	Dulles 7	Foll Rd		ZAXIO	5 STANIC	THAII	ZIIali		i actor		1 actor		
(495) Capital Beltway	Fairfax Cou		91000	G	95%	1%	1%	1%	3%	0%	F	0.092	Α		92000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	167000	G	95%	1%	1%	1%	3%	0%	F	0.082	В	0.509	172000	G
	To	SR 19	3 Georgetov	vn Pike												
North (495) Capital Beltway	Fairfax Cou	•	95000	G	95%	1%	1%	1%	3%	0%	_	0.097	Α		100000	G
495 Capital Bellway	Combined Traffic Estimates for 2 Parallel	•		G	95% 95%	1%	1%	1%	3%	0%		0.097	F	0.541	204000	G
	Combined Traine Estimates for 21 arailer	-				1 /0	1 /0	1 /0	J /6	0 /6	'	0.071	'	0.541	204000	ч
North	From:	George Wash			-											
Capital Beltway	Fairfax Cou	•	114000	G	95%	1%	1%	1%	3%	0%	F	0.085	Α		115000	G
	Combined Traffic Estimates for 2 Parallel			G	95%	1%	1%	1%	3%	0%	F	0.081	Α	0.500	238000	G
	10.	Maryland S			liver											
North 495 Ramp	Fairfax Cou		I-495 North <b>5200</b>	G								0.109	Α		4800	G
(495) Tamp	To:	George Was		-	kwv							0.103	^		4000	ч
North	From:		I-495 North													
495)I-495 Exit 44A	Fairfax Cou			G								0.086	F		90000	G
	To:	SR 19	3 Georgetov	vn Pike												
North	From	I-495-N TO RT 26	7 WEST00-	DULLE	S ACCES	SS										
Ramp	Fairfax Cou		NA									NA			NA	
	To:	SR 267-W FROM RT														
North	From	I-495-N TO RT 123		DOLLE	EY MADIS	SO						N.1.A			N.1.A	
495 Ramp	Fairfax Cou		NA ROM RT 49	5 NODT	тı							NA			NA	
North	From	I-495-N TO RT 123				20										
North 495 Ramp	Fairfax Cou		NA	DOLLL	I WADI.	30						NA			NA	
493)	To:		ROM RT 49	5 NORT	Ή											
North	From:		I-495 North	Į.												
Ramp From I-495 N to	o SR 7 E Fairfax Cou	unty 0.11	5600	G								0.109	F		5600	G
$\overline{}$	To:	SR 7	E, Leesburg	g Pike												
North	From		I-495 North													_
Ramp From I-495 N to	to SR 7 W Fairfax Cou		22000	G								0.087	F		22000	G
	10.	SR /	W, Leesbur	g Pike												
North (495)I-495 N Exit 48	Fairfax Cou	unty 0.12	I-495 N <b>NA</b>									NA			NA	
495)1-435 N LAIL 40	i airiax Coo			~~ -								INA			INA	
North	To: Prom:	1	Exit 48 A to	SR 7 E												
495 I-495 N Exit 48	Fairfax Cou	unty 0.06	NA									NA			NA	
North		Rar	np From SR	7 E												
495)I-495 N Exit 48	Fairfax Cou	unty 0.17	NA									NA			NA	
	To		Exit 48 B to	SR 7 W	7											
•	<u> </u>	<u> </u>				_										

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

		Filliary and interstate houtes			
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Factor QK	Dir Factor AAWDT QW
North	From	I-495 N Exit 48 B to SR 7 W			
495 I-495 N Exit 48	Fairfax County	0.08 <b>NA</b>		NA	NA
North	To: From:	Ramp From SR 7 W			
(495) I-495 N Exit 48	Fairfax County	0.17 <b>NA</b>		NA	NA
	To:	I-495 N			
North	From:	I-495-N TO RT 66 WEST			
Ramp	Fairfax County	0.48 <b>NA</b>		NA	NA
	To:	I-495-N TO RT 66 WEST			
North	From:	I-495-N TO RT 66 EAST			
(495) Ramp	Fairfax County	0.24 <b>NA</b>		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
<u> </u>	To:	I-66-W FROM RT 495 NORTH			
North	From:	I-495 North			
Ramp	Fairfax County	0.16 <b>NA</b>		NA	NA
North	To: From:	I-495-N051C TO FAIRVIEW PARK DRIVE			
North (495) Ramp	Fairfax County	0.40 <b>NA</b>		NA	NA
493)	•		_	10.	10.
North	To. From:	FROM FAIRVIEW PARK DRIVE			
(495)Ramp	Fairfax County	0.07 <b>NA</b>		NA	NA
	Tα	US 50 FROM RT 495 NORTH			
North	From:	I-495 North Collector Rd			
(495) Ramp	Fairfax County	0.19 <b>12000 G</b>		0.088 F	12000 G
<u> </u>	To:	US 50 W, Arlington Blvd			
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			A1.A
Ag5 Ramp	Fairfax County	0.01 <b>NA</b>		NA	NA
North	To: From:	29-650- 2A FROM RT 65000- GALLOWS ROAD			
A95 Ramp	Fairfax County	0.50 <b>NA</b>		NA	NA
	To	I-495-N051A TO RT 50 EAST00- ARLINGTON B			
North	From				
495 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
	To				
North	From	I-495-N051B TO RT 50 WEST00- ARLINGTON B			
Ramp	Fairfax County	0.04 <b>NA</b>		NA	NA
<u> </u>	To	I-495-N END COLL RD FROM RT 5000- ARLING			

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

		Timaly and interestate Heates					
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
North	From:	I-495 North					
A95 Ramp	Fairfax County	0.19 <b>NA</b>		NA		NA	
$\smile$	To:	29-650 Gallows Rd					
North	From:	I-495 North Collector Rd					
495)Ramp	Fairfax County	0.21 <b>5400 G</b>		0.096	F	5400	G
$\smile$	To:	SR 236 E, Little River Tpke					
North	Front	I-495 North Collector Rd					
495)Ramp	Fairfax County	0.19 <b>7700 G</b>		0.114	F	7700	G
	To:	SR 236 W, Little River Tpke					
North_	From:	I-495-N BEGIN COLL ROAD TO RT 236					
495 Ramp	Fairfax County	0.05 <b>NA</b>	<u>-</u>	NA		NA	
1	·	V 405 NOSA L TIO DE AAK E LOTTON DAWE OTDEE					
North	Too From	I-495-N053A TO RT 236 EAST00- DUKE STREE					
495 Ramp	Fairfax County	0.10 <b>NA</b>		NA		NA	
	To	SR 236-E006B FROM RT 236 EAST00- DUKE STR					
North 495 Ramp	Fairfay County			NA		NIA	
495 hamp	Fairfax County	0.10 <b>NA</b>		INA		NA	
North	To: From	I-495-N053B TO RT 236 WEST00- DUKE STREE					
495 Ramp	Fairfax County	0.07 <b>NA</b>		NA		NA	
1	· ·	SR 236-W006B FROM RT 236 WEST00- DUKE STR					
North	To: From:						
495 Ramp	Fairfax County	0.07 <b>NA</b>		NA		NA	
	To:	I-495-N END COLL ROAD FROM RT 236					
North	From:	I-495 North Collector Rd					
495)Ramp	Fairfax County	0.19 <b>4300 G</b>		0.087	F	4300	G
$\smile$	To:	29-620 E, Braddock Rd					
North	From:	I-495 North Collector Rd					
495)Ramp	Fairfax County	0.23 <b>17000 G</b>		0.106	F	17000	G
$\smile$	To:	29-620 W, Braddock Rd					
North	Front	I-495-N BEGIN COLL ROAD TO RT 620					
A95 Ramp	Fairfax County	0.19 <b>NA</b>		NA		NA	
$\bigcirc$		I-495-N055A TO RT 620 EAST00- BRADDOCK R					
North		29-620-E017B FROM RT 620 EAST00- BRADDOCK					
495 Ramp	Fairfax County	0.14 <b>NA</b>		NA		NA	
<u> </u>	Toe From:	I-495-N055B TO RT 620 WEST00- BRADDOCK R					
North 495 Ramp	Fairfax County	0.08 <b>NA</b>		NA		NA	
$\stackrel{\smile}{-}$	To. From	29-620-W017B FROM RT 620 WEST					
North (495) Ramp	· · · · · · · · · · · · · · · · · · ·	0.11 <b>NA</b>	<del></del>	NA		NA	
490/1/41114	Taillax County			INA		INA	
N. d							
North	From From From From From From From From	I-495-N TO RT 644 0.08 <b>NA</b>		NIA		NIA	
A95 Ramp	Fairfax County			NA		NA	
	10	I-395-S001A FROM RT 495 NORTH95 SOUTH					

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

Route	Jurisdiction	Longth	AADT	Ο.	4Tiro	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	. 0
noute	Junsdiction	Lengin	AADT	QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	Q
orth_	From		ap TO RT 3	95 NOR	TH											
Ramp	Fairfax Coun ™	<u> </u>	NA									NA			NA	
		I-495-S058			ermı											
Conital Baltway	From:	tv 4.19	I-95, I-395		95%	1%	10/	10/	3%	00/	0	0.075	۸		110000	
Capital Beltway	Fairfax Coun	•	112000	A	95%	170	1%	1%	3%	0%	С	0.075	A	0.558	118000 NA	
	Combined Traffic Estimates for 4 Parallel R	Roadways on this Houte.	235000	Α								0.075	А	0.556	NA	
outh	To: From:	29-6	20 Braddoc	k Rd												
Capital Beltway	Fairfax Coun	ty 1.49	96000	G	95%	1%	1%	1%	3%	0%	F	0.072	F		104000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	190000	G	95%	1%	1%	1%	3%	0%	F	0.064	F	0.554	204000	
	To Good	SR 23	6 Little Rive	er Tpke												
outh 195 Capital Beltway	Fairfax Coun	ty 1.30	94000	G	95%	1%	1%	1%	3%	0%	F	0.074	F		101000	
195 Capital Bellway	Combined Traffic Estimates for 2 Parallel R	,		G	95%	1%	1%	1%	3%	0%	F	0.063	F	0.632	181000	
	- Combined Traine Estimates for 21 drainer				33 78	1 /0	170	1 /0	0 /0	0 70	•	0.000	'	0.002	101000	
outh	Front		650 Gallow	s Rd												
Capital Beltway	Fairfax Coun	•	99000	G	95%	1%	1%	1%	3%	0%	F	0.065	F		106000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	171000	G	95%	1%	1%	1%	3%	0%	F	0.063	F	0.591	182000	
ath	To: From:	US 5	0 Arlington	Blvd												
outh 195 Capital Beltway	Fairfax Coun	tv 1.24	92000	G	95%	1%	1%	1%	3%	0%	F	0.070	F		99000	
193) ouplies 201114)	Combined Traffic Estimates for 2 Parallel R	-7		-	95%	1%	1%	1%	3%	0%	F	0.066	F	0.511	209000	
	Tool							.,.					-			
outh	From:		I-66													
Capital Beltway	Fairfax Coun	,	93000	G	95%	1%	1%	1%	3%	0%	F	0.069	F		99000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	177000	G	95%	1%	1%	1%	3%	0%	F	0.066	F	0.513	189000	
outh	To: From:	SR	7 Leesburg	Pike												
Capital Beltway	Fairfax Coun	ty 0.65	87000	G	95%	1%	1%	1%	3%	0%	F	0.072	F		93000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	171000	G	95%	1%	1%	1%	3%	0%	F	0.065	F	0.521	183000	
	Toc	SR 12	3 Chain Bri	dge Rd												
outh	From L				050/	10/	10/	10/	00/	00/	_	0.070	F		00000	
Capital Beltway	Fairfax Coun	,	86000	G	95%	1%	1%	1%	3%	0%	-	0.073	F	0.550	92000	
	Combined Traffic Estimates for 2 Parallel R	roadways on this Houte:	162000	G	95%	1%	1%	1%	3%	0%	г	0.068	г	0.559	173000	
outh	To: From:	Dulles Access	Rd; SR 267	Dulles	Toll Rd											
95)Capital Beltway	Fairfax Coun	ty 1.95	76000	G	95%	1%	1%	1%	3%	0%	F	0.085	Α		80000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	167000	G	95%	1%	1%	1%	3%	0%	F	0.081	В	0.533	172000	
	_ To:	SR 19	3 Georgetov	vn Pike												
outh 195 Capital Beltway	Fairfax Coun			G	95%	1%	1%	1%	3%	0%	F	0.081	Α		104000	
495 Capital Deliway	Combined Traffic Estimates for 2 Parallel R	,			95% 95%	1%	1%	1%	3% 3%	0% 0%		0.084	A	0.551	204000	
	Combined Trainic Estimates for 2 Parallel H	George Wash				170	170	I 7o	3%	U%	Г	0.004	А	0.351	204000	•

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

											1.4				
Route	Jurisdiction	Length	AADT	QA	4Tire B		Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	George Wash			_			221	221					101000	
495 Capital Beltway	Fairfax County		119000	G			% 1%	3%	0%	F	0.079	Α		124000	G
~	Combined Traffic Estimates for 2 Parallel Roa					% 1	% 1%	3%	0%	F	0.081	Α	0.500	238000	G
	To:	Maryland St													
South	From:	I-495-S043X TO GEO		HINGTO	ON MEMORI										
A95 Ramp	Fairfax County	0.42	NA				-				NA			NA	
$\overline{}$	To:	I-495-N043A GEORC	E WASHIN	IGTON	MEM PKWY										
South	From	I-495-S BEGIN COL		W MEM	PKWY & 1										
495 Ramp	Fairfax County	0.22	NA								NA			NA	
<u> </u>	To	I-495-S043A TO GEO	RGE WAS	HINGTO	ON MEMORI		<b>——</b>								
South 495 Ramp	Fairfax County		11000				<b>_</b>				0.134	Α		12000	G
495 hallip	Famax County						_				0.134	А		12000	G
South	To: From:	29-99018-N000B FROM	GEORGE V	WASHI	NGTON MEM	10	<b>-</b>								
A95 Ramp	Fairfax County	0.42	NA								NA			NA	
	To	I 405 CO44 A TO DT	10200 CEC	DCET	MAN DIZWA										
South	From	I-495-S044A TO RT	19300- GEC	JKGET	JWN PKW I		J								
Ramp	Fairfax County	0.01	NA				-				NA			NA	
$\smile$	To:	I-495-S END COLL	RD00- G W	ASHIN	GTON MEM										
South	From		I-495 South												
495)Ramp	Fairfax County	0.19	12000	G			_				0.129	Α		13000	G
$\overline{}$	To:	SR 193	3 Georgetow	n Pike											
South	From	I-495-S YO RT 26	7 EAST00- I	DULLE	S ACCESS										
495 Ramp	Fairfax County	0.24	NA				_				NA			NA	
$\smile$	To:	SR 267-E FROM RT	495 SOUT	H00- CA	APITAL BLT										
South	From		I-495 South												
495 Ramp	Fairfax County	0.19	NA				_				NA			NA	
$\bigcirc$	To:	(	SR 267 West	t											
South	From	I-495-S TO RT 123	NORTH00-	DOLLE	Y MADISO										
A95 Ramp	Fairfax County	0.17	NA				_				NA			NA	
	To:	SR 123 FI	ROM RT 49	5 SOUT	Ή										
South	From	I-495-S TO RT 123	SOUTH00-	DOLLE	Y MADISO										
495 Ramp	Fairfax County	0.34	NA				4				NA			NA	
	То:	SR 123 FI	ROM RT 49	5 SOUT	Ή										
South	From:	I-495 S	South Collec	tor Rd											
495 Ramp	Fairfax County		4700	G			4				0.112	F		4700	G
	To		E, Leesburg				1								
South	From:		I-495 South												
495 Ramp	Fairfax County		6500	G			1				0.139	F		6500	G
400)	To:		W, Leesburg				1				0.100	•		5500	~
Courth	From	I-495-S BEGIN COI			ECDIDOR										
South 495 Ramp	Fairfax County	0.06	N <b>A</b>	.1 U/-LE	ESBUKU P		j				NA			NA	
495) 1 101111	Tainax County	I-495-S048B TO R		J I EEC	RURG DIK		1				1477			1 1/7	
		1-47J-3U46D 1U K	1 / WES100	- LEES	DOVO LIV		I								

4/15/2020

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
South 495 Ramp	Fairfax County	I-495-S048B TO RT 7 WEST00- LEESBURG PIK 0.10 NA		NA		NA	
South 495 Ramp	Fairfax County	SR 07-W060A FROM RT 7 WEST00- LEESBURG P  0.15 NA		NA		NA	
South	To:	I-495-S048A TO RT 7 EAST00- LEESBURG PIK					
Ramp	Fairfax County	0.12 <b>NA</b>		NA		NA	
South 495 Ramp	Fairfax County	SR 07-E060A FROM RT 7 EAST00- LEESBURG P  0.02 NA  I-495-S END COLL RD00- RT 07-LEESBURG PIK		NA		NA	
South 495 Ramp	From From Fairfax County	I-495-S I-66-W064A FROM & TO RT  0.19 NA  I-66-W FROM RT 495 SOUTH		NA		NA	
South 495 Ramp	From From Fairfax County	I-495 South Collector Rd 0.41 <b>15000 G</b> I-495 South Exit 51C Ramp to Fairview Park Dr		0.118	F	15000	G
South 495 Ramp	From Fairfax County	I-495 South Collector Rd  0.28 <b>13000 G</b> US 50 W, Arlington Blvd; 29-650 Gallows Rd		0.093	F	13000	G
South 495 Ramp	Fairfax County	I-495-S051F TO RT 65000- GALLOWS ROAD  0.02 NA  US 50 FROM GALLOWS RD		NA		NA	
Gouth 495 Ramp	Fairfax County	I-495-S051A TO RT FAIRVIEW PK DR6928 0.07 NA I-495-N051C I-495- 51C TO FAIRVI		NA		NA	
outh 495 Ramp	From From From Fairfax County	I-495-S051B TO RT 65000- GALLOWS ROAD 0.03 <b>NA</b>		NA		NA	
outh 195 Ramp	Fairfax County	US 50-W076A FROM RT 50 WEST 0.12 NA		NA		NA	
South 495 Ramp	Fairfax County	1-495-S051G TO RT 650 NORTH00- GALLOWS R  0.02 NA  29-650 TO RT 50 WEST TO & FROM RT 50		NA		NA	
Gouth 495 Ramp	Fairfax County	I-495-S051F TO RT 650 NORTH00- GALLOWS R  0.02 NA  29-650 TO RT 50 WEST FROM 495 SOOUTH		NA		NA	
South 495 Ramp	Fairfax County	1-495-S BEGIN COLL RD TO RT 5000- ARLING 0.07 NA		NA		NA	
South 495 Ramp	Fairfax County	I-495-S051B TO TR 50 WEST00- ARLINGTON B  0.13 NA  US 50-W076B FROM RT 50 WEST-ARLINGTON B		NA		NA	

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

		Timaly and interestate Heates					
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire But	S 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
South 495) Ramp	Fairfax County	US 50-W076B FROM RT 50 WEST-ARLINGTON B 0.14 NA		NA		NA	
499)	·					10.	
South	To: From:	I-495-S051A TO RT 50 EAST00- ARLINGTON B					
Ramp	Fairfax County	0.14 <b>NA</b>		NA		NA	
South	To: From:	US 50-E076B FROM RT 50 EAST-ARLINGTON B					
<del>495)</del> Ramp	Fairfax County	0.11 <b>NA</b>		NA		NA	
$\smile$	To:	I-495-S END COLL RD FROM RT 5000- ARLING					
outh	From:	I-495 South					
Ramp	Fairfax County	0.18 <b>NA</b>		NA		NA	
outh	To: From:	I-495-S052B TO RT 650 SOUTH00- GALLOWS R					
Ramp	Fairfax County	0.09 <b>NA</b>		NA		NA	
1	To:	29-650 FROM RT 495 SOUTH					
South	From:	I-495-S052A TO RT 650 SOUTH00- GALLOWS R					
495) Ramp	Fairfax County	0.03 <b>NA</b>		NA		NA	
	Tα	29-650; 29-709 FROM RT 495 SOUTH					
outh	From:	I-495 South Collector Rd					
Ramp	Fairfax County	0.22 <b>11000 G</b>		0.077	F	11000	G
$\smile$	To:	SR 236 E, Little River Tpke					
South	From:	I-495 South Collector Rd					
Ag5)Ramp	Fairfax County	0.21 <b>5300 G</b>		0.087	F	5300	G
$\overline{}$	To:	SR 236 W, Little River Tpke					
outh	From:	I-495-S BEGIN COLL ROAD TO RT 236					
Ramp	Fairfax County	0.04 <b>NA</b>		NA		NA	
outh	To: From:	I-495-S053B TO RT 236 WEST00- DUKE STREE					
Ramp	Fairfax County	0.11 <b>NA</b>		NA		NA	
$\mathcal{L}$	To	SR 236-W006A FROM RT 236 WEST00- DUKE STR					
South	110IL						
Ramp	Fairfax County	0.14 <b>NA</b>		NA		NA	
South	To- From	I-495-S053A TO RT 236 EAST00- DUKE STREE					
Ramp	Fairfax County	0.09 <b>NA</b>		NA		NA	
South	To: From	SR 236-E006A FROM RT 236 EAST00- DUKE STR					
Ramp	Fairfax County	0.03 <b>NA</b>		NA		NA	
<del>19</del> 3). ramp	To	I-495-S END COLL ROAD FROM RT 236				10.	
South	From:	I-495 South Collector Rd	Ī				
Ramp	Fairfax County	0.19 <b>6100 G</b>		0.079	F	6100	G
100)	To:	29-620 E, Braddock Rd		3.2.2			
South	From	I-495 South Collector Rd	i				
Ramp	Fairfax County	0.21 <b>12000 G</b>		0.094	F	12000	G
	Tor	29-620 W, Braddock Rd					

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

		i ililiai y ali	a micoroti	410 1104											
Route	Jurisdiction	Length	AADT	QA	4Tire Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	I-495-S BEGIN		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	
$\smile$	To	29-620-W017A FROM	RT 620 W	VEST00- E	BRADDOCK	<b>—</b> —									
South 495)Ramp	Fairfax County	0.09	NA								NA			NA	
$\smile$	Too	I-495-S055A TO RT	620 EAST	Γ00- BRAI	DDOCK R	_									
South 495 Ramp	Fairfax County	0.07	NA	oo Bran	35 0 011 K						NA			NA	
433)	To	29-620-E017A FROM		ACTOO D	DADDOCK										
South	From:			A3100- D	KADDOCK						NA			NIA	
Ramp	Fairfax County	0.19 I-495-S END CC	NA NI POAT	) FDOM E	PT 620						NA			NA	
Cauth	Fron:	I-495-S RAMF				<u>_</u>									
South 495 Ramp	Fairfax County	0.47		500 IT &	044						NA			NA	
$\smile$	To	I-495-S058		644 W/EST	r										
South 495 Ramp	Fairfax County	0.24	NA	044 WES							NA			NA	
	To	I-495-S058	D TO RT	644 EAST		<u> </u>									
South 495 Ramp	Fairfax County	0.19	NA								NA			NA	
400) * ******	To:	I-395-S RAM		495 SOU	ГН										
South	From:	I-495-S T	O RT 395	NORTH											
495)Ramp	Fairfax County	0.55	NA								NA			NA	
	Tα	I-95-S170B F													
South	From:	I-495-S058		644 WEST	Γ										
Ramp	Fairfax County	0.32	NA EDOM DE	7 405 COL	TII						NA			NA	
	From	I-395-S001A				_									
South 495)Ramp	Fairfax County	I-495-S058 0.17	<b>NA</b>	644 EAS1							NA			NA	
493711411115	To	I-395-S001A FRON		JTH TO 6	44 EAST						1471			14/1	
	From:	North C	Carolina Sta	ate Line											
501 Huell Matthews Hwy	Halifax County	2.46	3400		87% 0%	1%	1%	11%	0%	F	0.092	F	0.572	3400	G
~	To: From:	SR 9	6 Virgilina	a Rd		$\Box$ $\vdash$									
501 Huell Matthews Hwy	Halifax County	3.84	4600	G	87% 0%	1%	1%	11%	0%	С	0.089	F	0.535	4600	G
~~	To: From		Cluster Spr												
501 Huell Matthews Hwy	Halifax County	4.64	5600	G	87% 0%	1%	1%	11%	0%	F	0.085	F	0.545	5700	G
~~	To: From	US 58, US 3													
501 Main St	Town of South Boston	0.53			97% 0%	1%	0%	1%	0%	С	0.093	F	0.516	18000	G
<u> </u>	To:	US 5	01 P; Broa	ad St											

# 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	Q'
~~ D d Ot	From	Deathar		501 P Mai		070/	40/	10/	00/	00/	00/	_	0.404	_	0.540	0.400	
Broad St	Town of South		0.09	8900	G	97%	1%	1%	0%	2%	0%	-	0.101	-	0.510	9400	(
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	s Route:	16000	G	97%	1%	1% 	0%	2%	0%	F	0.093	F	0.697	17000	•
~	To- From	D 1		304 Seymo		070/	40/		00/	00/	00/	_	0.400			0000	
Broad St	Town of South		0.22	7800	G	97%	1%	1%	0%	2%	0%	С	0.100	F	0.544	8200	
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	s Route:	15000	G	97%	1%	1%	0%	2%	0%	С	0.094	F	0.544	16000	
~ Durand Ct	To:	Dantan		29 North M		070/	10/	10/	00/	00/	00/		0.000			0100	
01 Broad St	Town of South		0.26	5800	G	97%	1%	1%	0%	2%	0%	F	0.098	F	0.545	6100	
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	s Houte:	13000	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.545	13000	
O1 Broad Street	Town of South	Pastan	0.18	Third St 5700	G	96%	1%	1%	0%	2%	0%	С	0.1	F		6000	
01 Broad Street												F		F	0.550		
	Combined Traffic Estimates for 2 Parallel	Roadways on this			G	97%	1%	1%	0%	2%	0%	г	0.091	г	0.550	17000	
~~ Dunad Chunah	To.	Danta is		Edmunds S		000/	10/	10/	00/	00/	00/		0.000			0000	_
Broad Street	Town of South		0.41	5700	G	96%	1%	1%	0%	2%	0%	F	0.098	F	0.547	6000	
	Combined Traffic Estimates for 2 Parallel	Roadways on thi		16000 01 P Wilbo	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.547	17000	
	From:			501 P; Bro													_
01 Wilborn Ave	Town of South	Boston	0.51	15000	G	96%	1%	1%	0%	2%	0%	F	0.093	F	0.502	16000	
<i>~</i>	To		Н	Iamilton Bl	vd			_									
Halifax Rd	Town of South	Boston	0.69	15000	G	96%	1%	1%	0%	2%	0%	F	0.088	F	0.517	16000	
<del>~</del>	To		Old N	ICL South	Boston												
Halifax Rd	Town of South	Boston	0.79	16000	G	96%	1%	1%	0%	2%	0%	F	0.089	F	0.547	17000	
<del>~</del>	To		SR 129	N. Old Ha	lifax Rd			<u> </u>									
Halifax Rd	Town of South	Boston	0.38	19000	G	96%	1%	1%	0%	2%	0%	F	0.087	F	0.557	20000	
<del>``</del>	To		NC	L South Bo	oston												
01 Halifax Rd	Halifax Cou	inty	0.36	11000	G	95%	1%	1%	0%	3%	0%	С	0.087	F	0.557	11000	
<del>``</del>	To:			SCL Halifa	x												
Halifax St	Town of Halifax (N	Maint: 41)	1.56	11000	G	95%	1%	1%	1%	3%	0%	С	0.087	F	0.557	11000	
<del>*</del>	To		SR 36	0 S, Moun	tain Rd												
(360) Main St	Town of Halifax (N	Maint: 41)	0.78	8700	G	96%	1%	1%	0%	2%	0%	F	0.081	F	0.617	9200	
<u>.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	To:	,	SD 3	360 N, Beth													
01 L P Bailey Memorial Hw	ry Town of Halifax (M	Maint: 41)	0.67	4900	G	88%	0%	1%	1%	9%	0%	F	0.082	F	0.643	5200	
01)	To	,															
01 L P Bailey Memorial Hw	y Halifax Cou	ıntv	6.56	ECL Halifa <b>4500</b>	G	88%	0%	1%	1%	9%	0%	F	0.078	F	0.659	4600	
J	, indirection								. , 0	0 /0	3 / 0	•	0.07.0	•	0.000	.500	
01 L P Bailey Memorial Hw	ry Halifax Cou		41-642 Me	adville Rd,	, Liberty <b>G</b>	Rd 88%	0%	1%	1%	9%	0%	С	0.082	F	0.565	3500	
UI) LI Dalley Mellioliai Hw	Tro	inty		-603 Cody		00 /0	0 /0	1 /0	1 /0	J /0	U /0	J	0.002	'	0.505	5500	
	From			603 Volens													_
601 L P Bailey Memorial Hw	y Halifax Cou	inty	2.57	3100	G	88%	0%	1%	1%	9%	0%	F	0.083	F	0.547	3100	
	Tor		41-64	45 State Sh	ed Rd												

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

Devite	la color all autorio	1	4457 04	4	D		Tru	ıck		00	K	01/	Dir	AAMADT	- 014
Route	Jurisdiction	Length	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
501 L P Bailey Memorial Hw	y Halifax County	41-64 4.90	5 State Shed Rd 3300 G	88%	0%	1%	1%	9%	0%	_	0.081	F	0.562	3300	G
501 L F Balley Mellional TW	y Hailiax County			00 /6	0 /0	1 /0	1 /0	3 /0	0 /0	•	0.001	'	0.502	3300	G
501 (40) L P Bailey Memor	ial Hwy Halifax County	SR 40 0.97	Stage Coach Rd	91%	0%	1%	1%	7%	0%	С	0.083	F	0.561	5200	G
301) (40) = 1 = 24.16)	To:		bell County Line	0.70	0,0		. , ,	. , ,	0,0		0.000	•	0.00	0200	
~~~	From		ax County Line							_		_			
501 40 Lusardi Dr	Campbell County	0.09	5700 F	91%	0%	1%	1%	7%	0%	F	0.084	F	0.510	5600	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To:		L Brookneal			=									
501 (40) Lusardi Dr	Town of Brookneal (Mair	nt: 15) 0.76	5700 N	91%	0%	1%	1%	7%	0%	N	0.084	F	0.510	5600	N
<del>~</del>	To- From		0 Wickliffe Ave												
501 Lynchburg Ave	Town of Brookneal (Mair	nt: 15) 1.52	5900 F	90%	1%	1%	1%	7%	0%	С	0.084	F	0.547	5800	F
<del>~</del>	To- From:		CL Brookneal												
501 Brookneal Hwy	Campbell County	1.40	5900 N	90%	1%	1%	1%	7%	0%	N	0.084	F	0.547	5800	N
<del>~</del>	To- From:		Phelps Creek Ro												
501 Brookneal Hwy	Campbell County	3.48	4800 F	90%	1%	1%	1%	7%	0%	F	0.080	F	0.52	4700	F
~	To- From	15-9	17 Railview Rd												
501 Brookneal Hwy	Campbell County	4.79	6000 F	90%	1%	1%	1%	7%	0%	F	0.084	F	0.581	5900	F
~	To: From:	15-761	l Long Island Rd												
501 Brookneal Hwy	Campbell County	8.33	7500 F	90%	1%	1%	1%	7%	0%	F	0.089	F	0.692	7300	F
~~	To: From:	SR 24	W, Colonial Hwy	1											
501 24 Campbell Hwy	Campbell County	0.92	10000 F	97%	1%	1%	0%	2%	0%	F	0.086	F	0.541	10000	F
<del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del>	To- From	SR 24	E, Village Hwy												
501 Campbell Hwy	Campbell County	4.15	8700 A	97%	1%	1%	0%	2%	0%	С	0.116	Α	0.654	9900	Α
~	To: From:	15-670	Sunnymeade Ro												
501 Campbell Hwy	Campbell County	2.82	8900 F	97%	1%	1%	0%	2%	0%	F	0.089	F	0.637	10000	F
~	To: From:	SC	L Lynchburg												
501 Campbell Ave	City of Lynchburg	0.93	11000 F	97%	1%	1%	0%	2%	0%	F	0.107	F	0.674	13000	F
Pup	Tor From:	Ι	Bus US 460												
Bus 501 ( 460 Campbell Ave	City of Lynchburg	0.15	11000 N	97%	1%	1%	0%	2%	0%	N	0.107	F	0.674	13000	Ν
301)(400) • 4	To:		460 Richmond 1		. , 0		0,0	_,,	0,0	•	0	•	0.07	.0000	• •
~~~~~~	From		S 29, US 460							_					
501 (460) (29) (29)	City of Lynchburg (Main	t: 15) 1.91	39000 G	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.531	40000	G
<u>~~</u>	To: From:		460 Richmond l												
501	City of Lynchburg	0.32	8200 G	97%	0%	1%	0%	2%	0%	F	0.095	F		8800	G
~	Combined Traffic Estimates for 2 Parallel Road			97%	0%	1%	1%	1%	0%	F	0.094	F	0.513	18000	G
	From		wer Dr; Candlers 8 Mayflower Dr	s with Ka											
501 (128) Candlers Mtn Rd	City of Lynchburg	0.43	38000 F								0.080	F	0.513	NA	
	Tor	Bus US 29 I	Lynchburg Expre	ssway											

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

Route	Jurisdiction	Length AADT G	QA 4	4Tire	Duo		Tru	ck		QC	K	QK	Dir	AAWDT	OV
Houte	Junsaiction			+1116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QV
Bus	From	SR 128 Candlers Mtn		070/	00/	10/	00/	40/	00/		0.000	_	0.500	4.4000	
501 29 Lynchburg Expressway	City of Lynchburg	0.33 <b>42000</b> I	N S	97%	0%	1%	0%	1%	0%	N	0.093	F	0.539	44000	N
~~~	To: From:	Bus US 29 Wards R													
501 Lynchburg Expressway	City of Lynchburg	1.37 <b>44000</b>	F S	97%	0%	1%	0%	2%	0%	F	0.087	F		46000	F
<del>~</del>	To: From:	Bus 460 Timberlake I	Rd												
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>48000</b>	F S	97%	0%	1%	0%	2%	0%	F	0.091	F	0.536	51000	F
~ <u></u>	To	Graves Mill Rd				$\neg$ $\vdash$									
501 Lynchburg Expressway	City of Lynchburg		F 9	97%	0%	1%	0%	2%	0%	F	0.092	F	0.512	37000	F
<del></del>	То	Lakeside Dr				—									
Lynchburg Expressway	City of Lynchburg		F								0.082	F	0.531	NA	
501) = J. Torrious g = Aprico and y											0.002	·	0.00		
501 Lynchburg Expressway	City of Lypobburg	118-6044 Old Forest I		97%	0%	1%	0%	2%	0%	F	0.084	F	0.575	15000	F
Construction of Expressivaly	City of Lynchburg	1.23 <b>14000</b>	Г ;	97%	0%	170	0%	2%	0%	Г	0.064	Г	0.575	15000	Г
~~	To: From:	Wiggington Rd								_					
Expressway	City of Lynchburg		F S	97%	0%	1%	1%	1%	0%	F	0.09	F	0.529	16000	F
~~	To: From:	Boonsboro Rd	0.17												
Boonsboro Rd	City of Lynchburg	Lynchburg Expresswa 1.80 <b>9200</b>		97%	0%	1%	0%	2%	0%	С	0.098	F	0.513	9800	F
301 2001132010 114	oity of Eyrionburg			01 70	0 /0		0 70	270	0 70	J	0.000	•	0.010	0000	
) and Jackson House	To From	WCL Lynchburg		070/	00/	10/	00/	00/	00/		0.004	_	0.000	0400	
Lee Jackson Hwy	Bedford County	3.64 <b>3000</b>	G 9	97%	0%	1%	0%	2%	0%	F	0.081	F	0.639	3100	C
~~	To: From:	09-651 Short Cut Ro													
E01 Lee Jackson Hwy	Bedford County	6.32 <b>2400</b>	G 9	97%	0%	1%	0%	2%	0%	F	0.097	F	0.560	2500	C
<del>~</del>	To: From:	SR 122 Big Island Hy	wy			$\neg$ $\vdash$									
Con Lee Jackson Hwy	Bedford County	4.33 <b>1800</b>	G 8	87%	1%	1%	3%	8%	0%	С	0.098	F	0.622	1900	C
~	To:	Amherst County Lin													
~~	From:	Bedford County Line		000/	40/	10/	40/	100/	00/	_	0.005	_	0.000	4700	_
501)	Amherst County	0.14 <b>1800</b>	F 8	86%	1%	1%	1%	10%	0%	С	0.095	F	0.626	1700	F
~~~	To: From:	SR 130 Elon Rd													
501 <u>(</u> 130 <i>)</i>	Amherst County			85%	1%	2%	2%	11%	0%	С	0.091	F	0.649	1700	F
$\sim$	To:	Rockbridge County Li													
601 (130) Glasgow Hwy	Rockbridge County	Amherst County Lin 2.43 1900		90%	1%	 1%	1%	6%	0%	С	0.094	F	0.577	1900	F
130 Clasgow Tiwy	Trockbridge County			30 /6	1 /0	1 /0	1 /0	0 /6	0 /6	O	0.034	'	0.577	1300	'
~~~	From:	SR 130 Wert Faulkner I		000/	40/		40/	40/	00/	_	0.4	_	0.500	0000	
Glasgow Hwy	Rockbridge County	6.34 <b>3000</b>	F 9	93%	1%	1%	1%	4%	0%	С	0.1	F	0.563	2900	F
	To: From:	SCL Buena Vista													
Magnolia Ave	City of Buena Vista	0.97 <b>3300</b>	F 9	93%	0%	2%	2%	3%	0%	С	0.108	F	0.501	3500	F
~		2nd St													
Magnolia Ave	City of Buena Vista		F 9	96%	0%	1%	1%	2%	0%	С	0.098	F	0.518	6900	F
	- Τα	15th St													
Magnolia Ave	City of Buena Vista		F S	93%	0%	2%	2%	3%	0%	F	0.104	F	0.539	2500	F
501) Magnolla Ave	Oity of Ederia Vista	25th St		00 /0	0 /0		£ /0	0 /0	0 /0	'	0.104	•	0.000	2000	'

4/15/2020

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

		Filliary at						Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
<b>─</b>	From:		25th St													
501 Park Ave	City of Buena	Vista 0.28	3400	F	93%	0%	2%	2%	3%	0%	F	0.094	F	0.59	3600	F
~	To: From:		Beech Ave Park Ave													
501 Beech Ave	City of Buena	Vista 0.12	10000	F	93%	0%	2%	2%	3%	0%	F	0.091	F	0.541	11000	F
301)	To:		29th St	-												
	From:	US	501 Broad	St												
5β1 Main St	Town of South		6800	G	97%	0%	1%	0%	2%	0%	F	0.089	F		7200	G
-	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	97%	1%	1%	0%	2%	0%	F	0.093	F	0.697	17000	G
	To	SR 3	304 Seymou	ır Dr												
Main St	Town of South		7500	G	97%	0%	1%	0%	2%	0%	С	0.086	F		7900	G
981)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	97%	1%	1%	0%	2%	0%	С	0.094	F	0.544	16000	G
	To:		29 North M													
Wilborne Ave	Town of South		6900	G	97%	0%	1%	0%	2%	0%	F	0.09	F	0.888	7300	G
301	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.545	13000	G
	Technology (Control of the Control o	- toudhaye on time riouter				. , ,		0,0	_,,	0 / 0	•	0.00.	•	0.0.0	.0000	<b>.</b>
Wilborne Ave	From: Town of South	Boston 0.57	Third St 10000	G	97%	0%	1%	0%	2%	0%	F	0.085	F	0.807	11000	G
501 Wildollie Ave	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	2%	0%	F	0.085	, F	0.519	17000	G
	To:		01 Broad S		31 /6	1 /0	1 /0	0 /6	2/0	0 /6	'	0.003	'	0.519	17000	G
	From		US 501													
591 (460) (29) (29)	City of Lynchburg (	Maint: 15) 1.91	39000	G	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.531	40000	G
591 (460) (29) (29)	To:	Bus US 501					T		-,-							-
~~~	From:		S 460 Richn		-											
501)	City of Lynch	•	8700	G	97%	0%	1%	1%	1%	0%	F	0.092	F		9400	G
	Combined Traffic Estimates for 2 Parallel	•		G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.513	18000	G
	To: From:	SR 128 Mayflo	ower Dr; Ca Bus US 29		Itn Rd											
501	City of Lynch	burg 0.35	NA									NA			NA	
501	To:		ynchburg Ex	xpresswa	ny											
ALT	Fron:		Park Ave													
501 Beech Ave	City of Buena	Vista 0.37	7000	F	95%	1%	1%	1%	2%	0%	С	0.09	F	0.532	7400	F
301)	To		22 10													
ALT_	From:		22nd St													
Sycamore Ave	City of Buena	Vista 0.38	6200	F	95%	0%	1%	1%	2%	0%	С	0.088	F	0.558	6600	F
ALT.	To: From:		18th St													
ALT Sycamore Ave	City of Buena	Vista 0.03	5900	F	95%	0%	1%	1%	2%	0%	F	0.087	F	0.556	6300	F
501) 676am510710	To:	0.00	16th St		0070	0 /0		. 70	_ /0	3 /0	•	0.007	•	0.000	5500	•
Bus Bus	From		US 460													
501 (460 Campbell Ave	City of Lynch	burg 0.14	17000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	19000	G
301 1/ 400 \ Sampson / W	Sity of Lynon	~ag 0.14		<u>~</u>	01,75	0 / 0	. ,5	. , .	. /0	0 / 0	•	3.00-	•	3.0.0	.0000	

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

				47.			Tru	ick			K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus Bus	From	Florida													
Campbell Ave	City of Lynchburg	0.48 <b>140</b>	00 F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.684	14000	F
Bus Bus	To: From:	Mayflov	wer Dr												
501 (460 Campbell Ave	City of Lynchburg	0.88 <b>180</b>	00 F	97%	0%	1%	1%	1%	0%	С	0.098	F	0.636	19000	F
	To:	Kemp	er St												
Bus Bus	From:									_		_			_
Kemper St	City of Lynchburg		-	97%	0%	1%	1%	1%	0%	F	0.092	F	0.592	9800	F
Bus Bus	From:														
501 (221 (460 Kemper St	City of Lynchburg			95%	1%	2%	0%	1%	0%	С	0.081	F	0.552	7800	(
01)(221)(400)	To:	12th	St												
Bus Bus	From:														
501)(221)(460)12th St	City of Lynchburg	0.18 <b>92</b> 0	00 G	95%	1%	2%	0%	1%	0%	F	0.09	F	0.564	9800	(
Bus	To: From	Fort A	Ave												
Campbell Ave	City of Lynchburg	0.23 840	00 F	93%	2%	5%	1%	0%	0%	F	0.089	F	0.720	8900	F
001)	T.						.,.		- , -	-		-		-	-
Bus	From	Park .	Ave												
(01) Langhorne Rd	City of Lynchburg	0.27 <b>120</b>	00 F	93%	2%	5%	1%	0%	0%	F	0.088	F	0.708	13000	F
Bus	To: From	Memori	al Ave												
501 (Langhorne Rd	City of Lynchburg	0.29 180	00 F	93%	2%	5%	1%	0%	0%	F	0.081	F	0 699	19000	F
001)=4.19.10.110	5.ky 6. 2yg						. , 0	0 70	0,0	•	0.00	•	0.000	.0000	
Bus	From	Murre	II Rd												
SO1 Langhorne Rd	City of Lynchburg	1.06 <b>120</b>	00 F	93%	2%	5%	1%	0%	0%	С	0.09	F	0.681	13000	F
Bus	Toc From:	Hill	St												
501 Langhorne Rd	City of Lynchburg	0.47 <b>110</b>	00 F	93%	2%	5%	1%	0%	0%	F	0.097	F	0.679	12000	F
(1)	5.ty 5. 2y5.ig						. , 0	0 70	0,0	•	0.007	•	0.07.0	000	
Bus	From														
Constant 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 Contr	City of Lynchburg			99%	0%	0%	0%	0%	0%	С	0.087	F	0.562	7800	F
2000	To: From														
Bus  So1 Rivermont Terrace	City of Lynchburg			99%	0%	0%	0%	0%	0%	F	0 098	F	0.567	5600	F
Weimont remade	To:			33 /6	0 70		0 70	0 /0	0 70	•	0.000	•	0.507	3000	
Bus	From														
01 Rivermont Ave	City of Lynchburg	0.44 <b>160</b>	00 F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.585	17000	F
~ <u></u>	To	Link	Rd												
<sup>Bus</sup> 01 ∖Boonsboro Rd	City of Lynchburg	0.76 <b>130</b>	00 =	080/	0%	10/-	<b>0</b> º/-	Nº/-	O°/-	F	U U88	F	0.548	14000	
SOL PROGRESSOLO LIG	City of Lynchburg			JU /0	U /o	1 /0	U /o	U /o	U /o	'	0.000	'	0.540	14000	Г
Bus	To: From	Trents Fe	erry Rd												
Boonsboro Rd	City of Lynchburg	1.75 <b>130</b>	00 F	98%	0%	1%	0%	0%	0%	С	0.096	F	0.502	14000	F
~ <i>/</i>	To:	Maythower Dr													

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

Б							Tru	ıck			K	611	Dir		
Route	Jurisdiction	Length I	AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:		es Anderson												
522 Maidens Rd	Powhatan County	4.82	5600 (	94%	1%	1%	1%	3%	0%	С	0.106	F	0.663	5700	G
<del></del>	To	72-711 1	Huguenot Tra	il		$\neg$ $\vdash$									
522 Maidens Rd	Powhatan County		5000 (		1%	1%	1%	3%	0%	F	0.111	F	0.715	5100	G
<del></del>	To:	Goochla	nd County Li	ne											
~~~	From:	Powhata	n County Lin												
522 Maidens Rd	Goochland County		5700 (		1%	1%	1%	2%	0%	С	0.107	F	0.636	5600	G
<del>~</del>	To:		iver Road W												
Piver Bood West	Coopland County		; Maidens Rd		0%	10/	10/	20/	00/	F	0.007	F	0.506	7000	_
522 6 River Road West	Goochland County		7100		0%	1%	1%	3%	0%	г	0.087	г	0.526	7000	G
	From:		Sandy Hook I liver Road W												
522 Sandy Hook Rd	Goochland County		4200 (		0%	1%	1%	3%	0%	С	0.094	F	0.516	4200	G
522 Sandy 1100K 110	Tα		County Line	<b>1</b> 0070	0 70		1 70	070	070	Ŭ	0.001	•	0.010	1200	
	From:		nd County Li	ne											
522 Cross County Rd	Louisa County (Maint: 37)	0.35	5100 (	94%	1%	1%	1%	3%	0%	F	0.092	F	0.683	5000	C
	Too	110 250 1	) 1 Ct t T	1.1											
522 Cross County Rd	Louisa County		3road Street F		0%	1%	1%	2%	0%	С	0.099	F	0.668	6900	F
522 Closs County Hu	Louisa County	0.52	7100	30 /6	0 /6	1 /0	1 /0	2/0	0 /6	O	0.055	'	0.000	0300	'
~~	Toc From:		I-64												
522 Cross County Rd	Louisa County	8.52	4600 I	94%	0%	1%	1%	3%	0%	F	0.106	F	0.741	4400	F
<del>~</del>	To	54-648	Gardners Rd												
522 Cross County Rd	Louisa County			94%	0%	1%	1%	3%	0%	С	0.103	F	0.512	2800	F
,	To	110.22	r cc TT												
522 33 Jefferson Hwy	Louisa County		lefferson Hwy	98%	0%	1%	0%	1%	0%	F	0.094	F	0.547	6500	F
522 (33) Jefferson Hwy	Louisa County	0.66	0700	90%	0%	1 70	0%	1 70	0%	Г	0.094	Г	0.547	6500	Г
~~~	Toc From:		Jefferson Hwy												
522 Pendelton Rd	Louisa County	3.19	6000 I	95%	0%	1%	1%	3%	0%	С	0.100	F	0.539	5900	F
<del>~</del>	To	SC	L Mineral												
522 Mineral Ave	Town of Mineral (Maint: 54)	0.66	6000 1	<b>l</b> 95%	0%	1%	1%	3%	0%	Ν	0.100	F	0.539	5900	Ν
942	To	GD G	22 CD 200												
Too Louise Ave	Town of Mineral (Maint: 54)		22, SR 208 <b>4600</b>	95%	0%	1%	1%	3%	0%	F	0.087	F	0.580	4500	F
522 208 Louisa Ave	Town of Milleral (Maint. 54)	0.39	4000 1	95%	0%	1 70	1 70	3%	0%	Г	0.067	Г	0.560	4500	-
~~~	To: From:		L Mineral												
522 208 Zachary Taylor Hwy	Louisa County	5.04	4600 I	<b>l</b> 95%	0%	1%	1%	3%	0%	Ν	0.087	F	0.580	4500	Ν
~~	To:	SR 208 1	New Bridge R	d		$\neg$ $\vdash$									
522 Zachary Taylor Hwy	Louisa County		4400 I		0%	1%	1%	3%	0%	F	0.098	F	0.513	4300	F
522	To:		nia County L												-
	From		County Line												
522 Zachary Taylor Hwy	Spotsylvania County	1.01	3600 (	92%	0%	1%	1%	5%	0%	С	0.092	F	0.527	3600	G
<i></i>	То	88.612	Monrovia Ro												
522 Zachary Taylor Hwy	Spotsylvania County		3300 (		0%	1%	1%	5%	0%	С	0.088	F	0.564	3300	G
DZZ JZaonary rayior riwy	Spotsylvania County	Orange			0 /0	1 /0	1 /0	J /0	0 /0	J	0.000	'	0.004	0000	u

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

							Trı	uck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus			1Trail		QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	Spotsyl	vania County Lin												
(522) Zachary Taylor Hwy	Orange County	8.87	3200 G	92%	1%	1%	1%	5%	0%	С	0.091	F	0.604	3200	G
<u> </u>	To. From:	SR 20	Constitution Hwy	/		$\neg$ $\vdash$									
522 Zachary Taylor Hwy	Orange County	6.84	6500 G	92%	1%	1%	1%	5%	0%	F	0.095	F	0.633	6500	G
	To:		per County Line												
~~~-	From:		ige County Line	2021				4-7	221	_		_			_
Zachary Taylor Hwy	Culpeper County	6.36	6600 G	93%	0%	1%	2%	4%	0%	F	0.087	F	0.596	6600	G
	To: From:	23-652	Cedar Grove Rd												
522 Zachary Taylor Hwy	Culpeper County	0.92	8500 G	93%	0%	1%	2%	4%	0%	С	0.090	F	0.585	8600	G
<u> </u>	To:		Germanna Hwy												
~~~	From		achary Taylor Hw	-	00/	10/	40/	40/	00/	_	0.004	_	0.504	47000	_
522 (3) Germanna Hwy	Culpeper County	0.32	17000 G	93%	0%	1%	1%	4%	0%	С	0.084	F	0.564	17000	G
~~~	To: From:	U	S 15, US 29												
(522)(3) Germanna Hwy	Culpeper County	0.34	12000 G	96%	0%	1%	1%	2%	0%	С	0.084	F	0.566	13000	G
$\bigcirc$	To	EC	CL Culpeper												
522 3 Germanna Hwy	Town of Culpeper	0.96	8600 G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.532	9100	G
	To:	US 15 1	Bus Orange Road	1											
Bus	From:	F	RT 15 BUS												
522 15 Germanna Highway	Town of Culpeper	0.12	5200 G	97%	0%	1%	0%	1%	0%	С	0.092	F	0.538	5500	G
$\hookrightarrow$	To:		IN STREET S												
Bus Bus	Towns of Outleans on		ermanna Hwy	000/	00/	40/	00/	40/	00/	_	0.077	_	0.500	10000	_
522 15 29 Main St	Town of Culpeper	0.26	11000 G	98%	0%	1%	0%	1%	0%	С	0.077	F	0.526	12000	G
Bus Bus	To: From:	204-3	3651 Orange Rd												
522 (15) (29) Main St	Town of Culpeper	0.59	17000 G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.526	18000	G
322 (13) (23)	To:	0.00	Evans St	0070	0,0		0,0	. , 0	0,0	•	0.07.	•	0.020	.0000	•
	From:	Bus US 15	, Bus US 29 Mai	n St											
522 Evans St	Town of Culpeper	0.08	6900 G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.552	7300	G
<i></i>	Tσ:		N West St												
	From:		West Street							_		_			_
(522) Evans St	Town of Culpeper	1.44	10000 G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.617	11000	G
<del>~</del>	To: From:	W	CL Culpeper												
522 Sperryville Pike	Culpeper County	7.34	6300 G	97%	0%	1%	1%	1%	0%	С	0.083	F	0.568	6400	G
<u> </u>	To	23-70	7 Slate Mills Rd												
522 Sperryville Pike	Culpeper County	0.93	2300 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.560	2300	G
322 0001,1	To		nnock County Li				. , ,	. , 0	0,0	•	0.000	•	0.000		•
	From:		per County Line												
522 Zachary Taylor Ave	Rappahannock County	4.67	2100 F	95%	1%	2%	1%	2%	0%	С	0.096	F	0.634	2000	F
<u> </u>	To	78-6	518 Hawlin Rd												
522 Zachary Taylor Ave	Rappahannock County	4.02	1900 F	94%	1%	2%	1%	2%	0%	С	0.095	F	0.605	1900	F
322				0.70	.,,		.,.	= 73	0,0	•	0.000	•	3.000	.000	•
Coornalilla Dilea	To:		1 FT Valley Rd	0.40/	00/	10/	00/	007	00/		0.004		0.500	0700	
522 Sperryville Pike	Rappahannock County	0.66	3800 F	94%	0%	1%	2%	2%	0%	С	0.091	F	0.539	3700	F
	To:	Spo	erryville Pike												

# 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	Main St; Sperry													
Sperryville Pike	Rappahannock County	0.11 <b>3300</b>		97%	0%	1%	1%	1%	0%	F	0.091	F	0.539	3300	F
~	To:	US 211 S, Le	_												
Loo Highway	Pannahannaak Caunty	S US 211 Le		95%	09/	10/	20/	20/	00/	С	0.091	F	0.556	4700	F
522 211 Lee Highway	Rappahannock County	4.62 <b>4700</b>	F	95%	0%	1%	2%	2%	0%	C	0.091	Г	0.556	4700	
	To: From:	US 211 BUS SOUTH OF													
522)(211) Lee Highway	Rappahannock County	0.68 <b>4700</b>	F	96%	1%	1%	1%	2%	0%	F	0.092	F	0.508	4600	
<del></del>	To- From:	CL Washin	gton												
522 (211) Lee Highway	Town of Washington (Maint: 78	) 0.02 <b>4700</b>	N	96%	1%	1%	1%	2%	0%	Ν	0.092	F	0.508	4600	1
	Tœ	CL Washin	gton												
522 211 Lee Highway	Rappahannock County	0.39 4700		96%	1%	1%	1%	2%	0%	Ν	0.092	F	0.508	4600	1
022 (211)	To														
Loo Highway	Rappahannock County	Bus US 211 East of 2.38 <b>5200</b>		96%	1%	1%	1%	2%	0%	F	0.089	F	0.522	5100	
522 211 Lee Highway	Tappanaimock County	N US 211 Le		30 /6	1 /0	1 /0	1 /0	2/0	0 /6	'	0.009	'	0.522	3100	,
	From:	US 211 N, Le													
522 Zachary Taylor Ave	Rappahannock County	2.82 <b>3600</b>		95%	1%	1%	2%	2%	0%	F	0.095	F	0.503	3500	
, ,	To	70 (41 N F- 11-													
522 Zachary Taylor Ave	Rappahannock County	78-641 N, Fodde 7.26 <b>3800</b>		95%	1%	1%	2%	2%	0%	С	0.094	F	0.513	3800	
522 Zacilary Taylor Ave	Tappanaimock County	Warren Coun		33 /6	1 /0	1/0	2 /6	2 /0	0 /6	O	0.034	•	0.515	3000	
	From:	Rappahannock C	-												
522 Remount Rd	Warren County	3.77 <b>7900</b>		97%	1%	1%	1%	1%	0%	С	0.100	F	0.544	8100	(
=======================================	Tox	SCL Front I	David												
522 Remount Rd	Town of Front Royal	0.60 <b>8000</b>		97%	1%	1%	1%	1%	0%	С	0.093	F	0.515	8300	(
522 Hemount Ha				31 /6	1 /0	1 /0	1 /0	1 /0	0 70	O	0.000	•	0.515	0000	`
~~_	To: From:	Criser R										_			
Remount Rd	Town of Front Royal	0.35 <b>1100</b> 0	) G	97%	1%	1%	1%	1%	0%	F	0.094	F	0.574	12000	(
	To: From:	SR 55 South St; John	Marshalll	Hwy											
522 Commerce Ave	Town of Front Royal	0.47 <b>2000</b> 0	) G	97%	1%	1%	1%	1%	0%	С	0.094	F	0.504	21000	(
<del></del>	To	Main S	t												
522 Commerce Ave	Town of Front Royal	0.74 18000		97%	1%	1%	1%	1%	0%	С	0.093	F	0.501	19000	(
522) 66111116166 7116	- F			01 70	170		1 70	. 70	070	Ū	0.000	•	0.001	10000	
~~_	From:	Happy Cree		070/	40/		10/	40/	00/		0.000	_	0.540	10000	
Commerce Ave	Town of Front Royal	0.35 15000		97%	1%	1%	1%	1%	0%	F	0.089	F	0.518	16000	(
*	From:	US 340 North R Commerce													
522 (340) (55) North Royal Ave	Town of Front Royal	0.35 <b>24000</b>		96%	1%	1%	1%	1%	0%	С	0.085	F	0.505	26000	(
322 (340) (35) Horar Hoyar / Ho	To:	14th St		0070	1 70		1 70	. 70	070	Ū	0.000	•	0.000	20000	Ì
	From	North Roya													
522)(340) (55) 14th St	Town of Front Royal	0.24 <b>2400</b> 0		96%	1%	1%	1%	1%	0%	F	0.083	F	0.504	25000	(
	To:	Shenandoah	Ave												
	From:	14th St							_				_		
522 (340 (55) Shenandoah Ave	Town of Front Royal	0.34 <b>30000</b>	) G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.523	32000	(
$\sim$	To:	NCL Front 1	Royal												

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

				4	_		Tru	ıck			K	011	Dir		01
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:		ront Royal												
(522)(340) (55) Shenandoah Ave	Warren County	0.45 <b>30</b>	0000 N	96%	1%	1%	1%	1%	0%	N	0.091	F	0.523	32000	N
<del>\$\frac{1}{2}\frac{1}{</del>	To: From:	SR 55 W,	Strasburg Rd												
(522)(340)Shenandoah Ave	Warren County	0.22 33	3000 G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.539	NA	
<del></del>	To	Old NCL	Front Royal												
522 (340) Winchester Rd	Warren County		1000 G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.539	33000	G
	To	I	I-66												
522 (340) Winchester Rd	Warren County		2000 G	88%	1%	1%	2%	9%	0%	С	0.086	F	0.521	23000	G
322 (040)	To														
522 (340 Winchester Rd	Warren County		Reliance Rd 7000 G	85%	1%	1%	2%	11%	0%	С	0.085	F	0.522	18000	G
522 (340) Winchester Rd	Wallen Goully			00 /0	1 /0	170	270	1170	0 70	O	0.000	•	0.022	10000	ď
522 (340) Winchester Rd	Warran County		on Church Rd	85%	1%	10/	2%	11%	0%	С	0.083	F	0.502	18000	G
522 340 Winchester Rd	Warren County		County Line	05%	170	1%	270	1170	0%	C	0.063	Г	0.502	10000	G
	From		County Line												
522 (340) Winchester Rd	Frederick County (Maint: 93)		3000 G	85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G
	To:	Warren (	County Line												
	From:		County Line							_		_			_
522 340 Winchester Rd	Warren County		3000 G	85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G
<b>—</b>	From		County Line County Line												
522 (340 Winchester Rd	Frederick County (Maint: 93)		3000 G	85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G
322 (040)	To:		County Line												
~~~	From:		County Line												
522 (340) Winchester Rd	Warren County		3000 G	85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G
<del></del>	To: Fron:		County Line County Line												
522 340 Stonewall Jackson Hwy	Clarke County (Maint: 93)		3000 G	85%	1%	1%	2%	11%	0%	С	0.083	F	0.502	18000	G
322 340 Otorio walii odokoon 11wy	Giarrie Goarry (Mairie Go)				1 /0	170	270	1170	0 70	O	0.000	•	0.002	10000	ď
Ctangual Jackson Lhur	Clarks County (Moints 24)	US 340; SR 277 0.32 <b>13</b>	7 Double Toll C	ate 87%	1%	1%	1%	10%	0%	F	0.082	F	0.551	14000	
522 Stonewall Jackson Hwy	Clarke County (Maint: 34)		County Line	0/%	170	1%	170	10%	0%	Г	0.062	Г	0.551	14000	G
	From		County Line												
522 Front Royal Pike	Frederick County	2.28 <b>1</b> 4	4000 G	87%	1%	1%	1%	10%	0%	С	0.088	F	0.527	14000	G
<del></del>	To:	34-642 N; Mac	redonia Church	Rd											
522 Front Royal Pike	Frederick County		6000 G	87%	1%	1%	1%	10%	0%	F	0.085	F	0.535	17000	G
,	To	24 C44 N	D:11 D 4												
522 Front Royal Pike	Frederick County		Papermill Rd	87%	1%	1%	1%	10%	0%	F	0.085	F	0.515	15000	G
322). 10.11.110/01.11110	To		illwood Pike	01 /0	1 /0		1 /0	10 /0	0 /0	•	3.000	•	5.515	10000	J
	From:		0 Millwood Pik	2											
522 50 17 Millwood Pike	Frederick County	0.16 <b>18</b>	3000 N	95%	1%	1%	1%	2%	0%	Ν	0.096	F	0.598	19000	Ν
	Too	ECL W	Vinchester			——									
522 (50) (17) Millwood Pike	City of Winchester (Maint: 34)		3000 N	95%	1%	1%	1%	2%	0%	Ν	0.096	F	0.598	19000	Ν
	To		I-81												

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

		Primary an	u miersia	ale Hoi	utes											
	1				4			Tru	ıck		-00	K	014	Dir	4 4 1 4 / D.T.	014
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		I-81													
522 50 17 Millwood Pike	City of Winchester	0.09	32000	N	98%	0%	1%	0%	1%	0%	Ν	0.087	F	0.501	34000	Ν
(522) (50) (17) (11) (11)	To:		Par; Jubal E		0070	0 70		0 70	1 /0	0 /0		0.007	•	0.001	04000	
	From:		Par, Millwo	_												
522 50 17 Millwood Ave	City of Winchester	0.06	32000	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.501	34000	G
522 50 17 Millwood Ave	To:		ole Blossom		0070	0 70		0,0	. , 0	0 / 0	Ū	0.007	•	0.00.	0.000	•
	From:		ibal Early D													
522 (50) (17) Millwood Ave	City of Winchester	0.05	14000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.505	15000	G
(322) (30) (17)	To:		Par, Millwo					• , •								-
	From:		r; Apple Blo		r											
522 50 17 Millwood Ave	City of Winchester	0.75	12000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.55	12000	G
322 (30) (17)	To:		11 Camero					• , •								-
	From:		Iillwood Av													
(522) $(11)$ $(11)$ $(50)$ Cameron St	City of Winchester	0.53	6400	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.545	6800	G
522 11 15 50 Cameron St	nates for 2 Parallel Roadways			G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	14000	G
Combined Traine Estil	mates for 21 araller floadways	on this moute.	13000	G	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	O	0.033	'	0.702	14000	ч
	To: From:	I	Boscawen S	t												
(522)(11)(11)(50) Cameron St	City of Winchester	0.17	7700	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.559	8200	G
Combined Traffic Estir	nates for 2 Parallel Roadways	on this Route:	14000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	To:	SR	7 Piccadilly	v St												
	From:		11 Camero													
522 7 (50) Piccadilly St	City of Winchester	0.18	8000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.624	8500	G
- / ( P / ( P /	nates for 2 Parallel Roadways	on this Route:	9500	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.525	10000	G
5555 1.45 25						0 70		0,0	0,0	0 / 0	•	0.00	•	0.020		•
~~	From:		SR 7 Brade													
522 Piccadilly St	City of Winchester	0.19	5100	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.645	5400	G
<del></del>	To:		airmont Av													
~~	From:		Piccadilly St								_		_			_
522 Fairmont Ave	City of Winchester	0.22	5000	G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.581	5300	G
<del></del>	To	C	ommercial S	St												
522 Fairmont Ave	City of Winchester	0.55	10000	G	97%	1%	1%	0%	1%	0%	С	0.105	F	0.659	11000	G
322	-															
~~~	From:		L Winches													
522 Maple St	Frederick County	1.60	10000	N	97%	1%	1%	0%	1%	0%	Ν	0.105	F	0.659	11000	Ν
<u>~</u>	To:		SR 37													
522 Frederick Pike North	Frederick County	2.91	22000	G	85%	1%	1%	1%	13%	0%	F	0.086	F	0.657	21000	G
522) 1 1000 TOTAL	1 readmon equity	2.01			0070	1 70	. 70	1 70	1070	0 / 0	•	0.000	•	0.007	21000	<u> </u>
~~~	To: From:	34-654	Cedar Gro													
522 Frederick Pike North	Frederick County	4.24	18000	G	85%	1%	1%	1%	13%	0%	F	0.084	F	0.642	18000	G
<i></i>	To:	3.1	-600 Siler F	2d												
522 Frederick Pike North	Frederick County	5.08	16000	G	85%	1%	1%	1%	13%	0%	F	0.082	F	0.654	16000	G
DZZ 1 TOGOTOK T INC MOTH	- Todolick County	3.00	10000	G	00 /6	1 /0	1 /0	1 /0	10/0	0 /0	'	0.002	'	0.004	10000	u
	To: From:	SR 12	7 Bloomery	y Pike												
522 Frederick Pike North	Frederick County	3.26	9000	Α	85%	1%	1%	1%	13%	0%	С	0.113	Α	0.554	8700	Α
	To	24 (04 (		T 1 P 1												
Fundavials Dilsa Navilla	From		Cumberland			10/	10/	10/	100/	00/	F	0.070	_	٥.	7000	_
Frederick Pike North	Frederick County	4.40	8200	G	85%	1%	1%	1%	13%	0%	г	0.076	F	0.55	7900	G
<u>~</u>	To:	West V	/irginia Stat	te Line												

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

Route	Jurisd	iction	Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
		From:	US 522	2 Cross Cour	nty Rd			2AXIE	3+Axle	Hraii	21raii		Factor		Factor		
522 Ramp	Goochlan	d County	0.26	3400	G								0.178	F		3400	G
322		To:		I-64 East													
		From:	US 522 I-64-W	/159A FROM	л & TC	IS 64											
522 Ramp	Goochlan	d County	0.27	1100	G								0.126	F		1100	G
<del></del>		To:	I-64-W FROM	US 522SOU	TH & N	ORTH											
		From:	US 52	22 Wincheste	r Rd												
522 Ramp	Warren	County	0.15	5200	G								0.082	F		5200	G
<del>~</del>		To:		I-66 East													
North		From:		N, Winches	ter Rd												
S22 Ramp	Warren	County	0.19	4400	G								0.107	F		4400	G
<del>~</del>		To:		I-66 West													
South _		From:		2 S, Winches													
522 Ramp	Warren	County	0.15	2300	G								0.091	F		2300	G
~		10:		I-66 West													
~~~~	0% (14)	From:		US 11 Cam		000/	00/	40/	00/	40/	00/	_	0.005	_	0.533	0000	_
522 (11) (50) Gerrard St	City of W	nchester	0.10	8400	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.577	8900	G
<u> </u>		To: From:		11 Valley A													
522 (50) Gerrard St	City of W	nchester	0.07	6600	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.541	7000	G
~ ~		From:		Braddock St Gerrard St													
(52) $(50)$ $(11)$ $(50)$ Brade	dock St City of Wi	nchester	0.53	6400	G	98%	1%	1%	0%	0%	0%	С	0.093	F		6800	G
522 50 [1,1] 50 Brade	Combined Traffic Estimates for 2 Para				G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	14000	G
		To	-									_					_
522 (1,1) (50) (522 Brade	dock St City of W	nchester	0.17	50 Boscawer 5800	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.601	6200	G
$522$ $\left(\frac{1}{1}\right)$ $\left(\frac{50}{522}\right)$ Brado	Combined Traffic Estimates for 2 Para				G	98%	1%	1%	0%	0%	0%	E	0.000	F	0.51	14000	G
	Combined Traine Estimates for 21 are	To:		522 Piccadill		30 78	1 /0	170	0 70	0 70	0 70	•	0.03	•	0.51	14000	
Bus Bus		From:	US 211 SOU			ΓΩN											
522 (211) Main St	Rappahann	ock County	0.72	890	G	99%	0%	0%	1%	0%	0%	С	0.096	F	0.548	930	G
322 (211)		To															
Bus Bus		From:		CL Washingt													
522 (211) Main St	Town of Washin	gton (Maint:	,	890	N	99%	0%	0%	1%	0%	0%	N	0.096	F	0.548	930	N
Bus Bus		From:		Middle St; W Middle St; N													
522 211 Warren St	Town of Washin	aton (Maint:		890	N	99%	0%	0%	1%	0%	0%	N	0.096	F	0.548	930	Ν
227(211)		To	<u> </u>			/ -					- / -	-			· <del>-</del>		
Bus Bus		From		L Washingto													
522)(211)	Rappahann	ock County	0.15	890	N	99%	0%	0%	1%	0%	0%	N	0.096	F	0.548	930	Ν
~ ~		To	US 2	11 Lee High	way												
North		From:		4-Westboun													
564 Ramp	City of Norfol	k (Maint: 64)		29000	F								0.130	F		31000	F
$\sim$		To:	Ramps from	US 460 and	I-564 l	Rev											

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

Route	Jurisdiction	n len	ath <b>AADT</b>	ΟΔ	4Tire	Rus	Bus        Truck									
	From						2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> </u>
North 564 Ramp	City of Norfolk (M		from US 460 at	na 1-564 I <b>F</b>	kev							0.129	F	0.759	36000	F
304)	To:	· · · · · · · · · · · · · · · · · · ·	mp from I-64 E	-			$\overline{}$					00		0.7.00	00000	•
lorth	From:		-64; US 460 Gra													
564)	City of Norfolk (M	aint: 64) 0.5	51 <b>37000</b>	F	98%	0%	0%	2%	0%	0%	F	0.159	F		44000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: 65000	F	98%	0%	0%	1%	0%	0%	F	0.101	F	0.902	78000	F
	Τα:		International T	erminial E	Blvd											
orth	From:		International T	erminal B	lvd											
564)	City of Norfolk (M	,		F	98%	0%	0%	2%	0%	0%	С	0.196	F		30000	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Ro	ute: <b>45000</b>	F	98%	0%	0%	1%	0%	0%	С	0.108	F	0.938	59000	F
	Tα:	SR :	337 Admiral Ta	ussig Blvo	i											
Rev	From:		I-64 Rev													
Reversible Ramp	City of Norfolk (M	aint: 64) 0.3										NA			NA	
1	Tα:	,	I-564 NB and	From I-56	64 SB											
Rev	From	•	I-564 Rev													
Ramp	L City of Norfolk (M	aint: 64) 0.0		G								0.292	F		4800	G
64) (1411)	Tα	diiit. 04) 0.0	I-564 Northbo									0.232			4000	
outh D	Other of Nicose House	- ! t- O.4) O.4	I-64 Eastbou									0.440	_		05000	,
Ramp	City of Norfolk (M			G								0.140	F		25000	(
outh .	From:		to SR 165 Littl -64; US 460 Gra		Rd											
64)	L City of Norfolk (M			F	98%	0%	0%	0%	1%	0%	F	0.145	F		34000	
164)	· · · · · · · · · · · · · · · · · · ·	,		F									, F	0.000		F
	Combined Traffic Estimates for 2 Parallel		SR 406 Terminia	-	98%	0%	0%	1%	0%	0%	Г	0.101	Г	0.902	78000	Г
puth	From:		International T		Rlvd											
64)	City of Norfolk (M			F	98%	0%	0%	0%	1%	0%	С	0.159	F		29000	F
104)	Combined Traffic Estimates for 2 Parallel	,		F	98%	0%	0%	1%	0%	0%	C	0.13	В	0.865	59000	F
	Tax	•	337 Admiral Ta			0 /0		1 /0	0 70	0 70	•	0.10		0.000	00000	•
		SIC.														
outh	Oite of North (MA	-:t- C4\	I-564 Sout	h F								0.140	F		0.400	F
64 Ramp	City of Norfolk (M	· · · · · · · · · · · · · · · · · · ·		-								0.149	Г		2400	Г
	10.	SR	165, East Little	Creek Rd												
outh	From:		I-564 Southbo													
Ramp	City of Norfolk (M	aint: 64) 0.3	35 <b>5700</b>	F								0.134	F		6000	F
<u> </u>	Toc		SR 406 East R	Ramp												
outh	From											0.400	_		10000	
Ramp	City of Norfolk (M		12 <b>12000</b>	F								0.109	F		13000	F
<u></u>	To:		South Ramp to			21 1										
outh Romn	City of Norfalls (AM	Ramp from I-564 aint: 64) 0.2		d SR 406 <b>F</b>	rermini I	sivd						0.155	F		E600	F
Ramp	City of Norfolk (M	am. 64) 0.2		•								0.155	г		5600	F
<u> </u>	1α:		US 460 Grant	by St												
outh	From:		outh & SR 406		erge											
Ramp	City of Norfolk (M	aint: 64) 0.4	45 <b>6800</b>	F								0.104	F		7200	F
$\smile$	To:		I-64 Westbox	und												

# 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
South	From		64 Southbour									0.004	_		7000	0
564 Ramp	City of Norfolk (M	Maint: 64) 0.08	<b>7800</b> I-564 Rev	G								0.294	F		7800	G
North	From	SR 24 Elm A		Vehher	Evny											
581)(220)	City of Roanoke (I		32000	G	94%	1%	1%	1%	4%	0%	F	0.088	F		36000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	64000	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.542	72000	G
NI	To:	US 1	1 Williamson	Rd			_									
North (581) (220)	City of Roanoke (I	Maint: 80) 0.31	36000	G	94%	1%	1%	1%	4%	0%	F	0.086	F		40000	G
301)(220)	Combined Traffic Estimates for 2 Parallel	,	74000	G	93%	1%	1%	1%	4%	0%	F	0.088	F	0.527	82000	G
	To	US	460 Orange A	Ave												
North (581) (220)	City of Roanoke (I		38000	G	94%	1%	1%	1%	4%	0%	F	0.108	Α		41000	G
(381)(220)	Combined Traffic Estimates for 2 Parallel	,		G	93%	1%	1%	1%	4%	0%	F	0.102	Α	0.633	83000	G
	To		lley View Bly					.,,	.,,							
North	City of Roanoke (I		29000	G	94%	1%	1%	1%	4%	0%	С	0.11	В		32000	G
581 (220)	Combined Traffic Estimates for 2 Parallel	•		G	93%	1%	1%	1%	4% 4%	0%	C	0.11	В	0.51	68000	G
	To				30 /0	1 /0	1 70	1 /0	770	0 70	O	0.107		0.51	00000	d
North	From:		1 Hershberge		0.40/	40/	40/	40/	40/	00/	_	0.400			00000	
581 [220]	City of Roanoke (I	,	30000	A	94%	1%	1%	1%	4% 4%	0%	F F	0.109	A	0.500	33000	A
	Combined Traffic Estimates for 2 Parallel			Α	93%	1%	1%	1%	4%	0%	Г	0.105	Α	0.503	65000	Α
North	To: From:		7 Peters Cree													
581 (220)	Roanoke Co	,	23000	G	94%	1%	1%	1%	4%	0%	F	0.105	F		25000	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	51000	G
North	To: From	Ran	np to I-81 No	rth												
581 I-581 North Ramp	Roanoke Co	•	13000	G	94%	1%	1%	1%	4%	0%	F	0.103	F		15000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	30000	G
	10:		I-81 South													
North (581) Ramp	City of Roanoke (I		I-581 North <b>9100</b>	G								0.086	F		9100	G
(581) Hamp	Only of Hoanoke (i		50 E, Orange									0.000	'		3100	d
North	From:		I-581 North				1									
(581) Ramp	City of Roanoke (I		3400	G								0.107	F		3400	G
$\overline{}$	To:	US 46	0 W, Orange	Ave												
North	From		I-581 North		0001	001	000/	061	061	061	_	0.000	_		0500	-
Ramp to Valley View B	Blvd City of Roanoke (I		8000 lley View Bly	G	99%	0%	0%	0%	0%	0%	С	0.099	F		8500	G
North	From		I-581 North	vu												
North (581) Ramp	City of Roanoke (I		8200	G								0.093	F		8200	G
(O)	To:		E, Hershberg				$\neg$									

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

Route	Jurisdiction	<u> </u>														
lorth	From						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Ramp	City of Roanoke (Maint: 80			G								0.093	F		3700	(
· · · · · · · · · · · · · · · · · · ·	To:	SR 101 W	, Hershberg	ger Rd												
rth	Front		581 North													
Ramp	City of Roanoke (Maint: 80)	,	5100	G								0.111	F		5100	
	Тα		Peters Cree	ek Rd												
orth 31 Ramp	City of Roanoke (Maint: 80		581 North 4100	G								0.107	F		4100	
31 Tramp	Ta	-	, Peters Cre									0.107	'		4100	
rth	Front		581 North													
31)(220)Ramp	Roanoke County		9300	G	94%	1%	1%	1%	4%	0%	F	0.107	F		10000	
	Tα	I-	81 North													
uth	Front	SR 24 Elm Ave;														
31 (220)	City of Roanoke (Maint: 80)	,	32000	G	93%	1%	1%	1%	5%	0%	F	0.093	F	0 = 40	36000	
	Combined Traffic Estimates for 2 Parallel Roadway	/s on this Route: 6	64000	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.542	72000	
uth	To: From:	US 11 V	Williamson	Rd												
81)(220)	City of Roanoke (Maint: 80)	,	38000	G	93%	1%	1%	1%	5%	0%	F	0.092	F		42000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 7	74000	G	93%	1%	1%	1%	4%	0%	F	0.088	F	0.527	82000	
uth	To: From:	US 460	0 Orange A	ve			$\Box$									
81) 220	City of Roanoke (Maint: 80	) 1.41	39000	G	93%	1%	1%	1%	5%	0%	F	0.101	Α		41000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	77000	G	93%	1%	1%	1%	4%	0%	F	0.102	Α	0.633	83000	
	To: From:	Valle	y View Blve	⁄d												
81)(220)	City of Roanoke (Maint: 80'	) 1.49	32000	G	93%	1%	1%	1%	5%	0%	С	0.108	В		36000	
01)(220)	Combined Traffic Estimates for 2 Parallel Roadway	,		G	93%	1%	1%	1%	4%	0%	C	0.107	В	0.51	68000	
	ть		Hershbergei													
outh	City of Roanoke (Maint: 80		30000	A	93%	1%	1%	1%	5%	0%	_	0.11	Α		32000	
81 (220)	Combined Traffic Estimates for 2 Parallel Roadway	,		A	93%	1%	1%	1%	4%	0%	F	0.115	A	0.503	65000	
	To Tarking Training Estimates for 2 Tarking Production	,			0070	170		170	770	0 70	•	0.100	,,	0.000	00000	
outh	From:		L Roanoke													
81 220	Roanoke County		30000	Α	93%	1%	1%	1%	5%	0%	F	0.11	Α		32000	
	Combined Traffic Estimates for 2 Parallel Roadway			Α	93%	1%	1%	1%	4%	0%	F	NA			65000	
uth	To: From:	SR 117 F	Peters Creek	k Rd												
220	Roanoke County		23000	G	93%	1%	1%	1%	5%	0%	F	0.111	F		26000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 4	45000	G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	51000	
uth	To: From:	Ramr	I-81 from I-81	S			_									
81)I-581 S Ramp	Roanoke County		14000	G	93%	1%	1%	1%	5%	0%	F	0.111	F		15000	
· ·	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 2	27000	G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	30000	
	Τα:		I-81 N													

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

Route	Jurisdiction	Length AADT QA	4Tire	Rue		Truck			QC	K	QK	Dir	AAWDT	- 0/4
	Junsuiction		41110	Dus	2Axle 3	3+Axle 1	Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
outh	City of Roanoke (Maint: 80)	I-581 South 0.09 <b>12000 G</b>								0.084	F		12000	G
Ramp	City of Hoarloke (Maint. 80)	SR 24 Elm Avenue								0.004	1		12000	G
Courth	From:	I-581 South												
South 581 Ramp	City of Roanoke (Maint: 80)	0.08 <b>6400 G</b>								0.141	F		6400	G
301)	To:	I-581 South Exit 2A Ramp S	olit											
South	From:	I-581 South												
Ramp	City of Roanoke (Maint: 80)	0.13 <b>7300 G</b>								0.083	F		7300	G
$\smile$	To:	US 460 E, Orange Ave												
South	From:	I-581 South												
Ramp	City of Roanoke (Maint: 80)	0.13 <b>2700 G</b>								0.089	F		2700	G
<u> </u>	To:	US 460 W, Orange Ave												
South	From:	I-581 South	000/	00/	201	00/	40/	00/	_	0.000	_		0400	_
581 Ramp	City of Roanoke (Maint: 80)	0.20 <b>6100 G</b>	98%	0%	0%	0%	1%	0%	С	0.093	F		6100	G
	100	SR 101 E, Hershberger Rd												
South	City of Roanoke (Maint: 80)	I-581 South 0.27 <b>2300 G</b>								0.375	F		2300	G
Ramp	City of Hoarloke (Maint. 80)	SR 101 W, Hershberger Ro	ı							0.375	Г		2300	G
South	From:	I-581 South	•											
581)Ramp	City of Roanoke (Maint: 80)	0.19 <b>2700 G</b>								0.133	F		2700	G
301)	To:	SR 117 E, Peters Creek Rd	l											
South	From:	I-581 South												
581)Ramp	City of Roanoke (Maint: 80)	0.19 <b>2100 G</b>								0.145	F		2100	G
	To:	SR 117 W, Peters Creek Ro	i											
	From:	West Virginia State Line												
598)E River Mountain Rd	Bland County	4.27 <b>130 G</b>	94%	2%	2%	2%	1%	0%	С	0.155	F	0.526	130	G
<u> </u>	To:	I-77; US 52 North Scenic Hy	vy											
	From:	SR 598 E River Mountain R	d											
598 Ramp	Bland County	0.22 <b>70 G</b>								0.157	F		70	G
<u> </u>	To:	I-77 South												
	From:	US 52 North Scenic Hwy									_			
598 52 Ramp	Bland County	0.10 <b>520 G</b>								0.123	F		520	G
	10.	I-77 North												
Roma	City of Suffolk (Maint: 61)	I-664 West Exit 9B Ramp								0.000	F		6000	G
664 Ramp	Uity of Surrolk (Maint: 61)	0.13 <b>6900 G</b> SR 164 E, Western Freewa	V							0.088	Г		6900	G
	From		y											
East 664 Hampton Roads Beltway	City of Hampton (Maint: 99)	I-64 East 0.27 <b>34000 G</b>	94%	0%	1%	1%	3%	0%	F	0.094	F		36000	G
004 / Tampion Hoads Deliway	Oity of Hampton (Maint. 99)	Ramp from I-64 West	J+ /0	U /0	1 /0	1 /0	J /0	U /0	'	0.034	'		30000	G

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

Б.:					4			Tru	ck		-00	K	01/	Dir	A A14/DT	0144
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From		p from I-64		0.40/	00/	101	40/	00/	00/	_	0.404			50000	_
Hampton Roads Beltway		•	49000	G	94%	0%	1%	1%	3%	0%	F _	0.104	F _		52000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.646	100000	G
		East I-664 is	signed a	s Souti	h I-664											
East	To:	Po	whatan Park	way												
664 Hampton Roads Beltway	City of Hampton (I	Maint: 99) 1.21	45000	G	94%	0%	1%	1%	3%	0%	F	0.108	F		48000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	88000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.665	95000	G
		East I-664 is	signed a	s Souti	h I-664											
	To:	A	berdeen Ro	ad			$\neg$									
ast 64)Hampton Roads Beltway	City of Hampton (I	Maint: 99) 0.66	43000	G	94%	0%	1%	1%	3%	0%	F	0.109	F		46000	G
164) Hampton Houds Beitway	Combined Traffic Estimates for 2 Parallel			G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.655	90000	G
	Combined Traine Learnage for LT drainer	East I-664 is		_		0 70	1 70	1 70	170	0,0	•	0.000	·	0.000	00000	ŭ
	To:		L Newport N													
ast	Prom:		SCL Hampto													
64 Hampton Roads Beltway		,	43000	G	94%	0%	1%	1%	3%	0%	F	0.109	F		46000	G
	Combined Traffic Estimates for 2 Parallel	,		G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.655	90000	G
		East I-664 is	signed a	s Souti	h I-664											
ast	To:	Roano	ke Ave; Che	estnut St												
Hampton Roads Beltway	City of Newport New	s (Maint: 99) 1.02	38000	G	94%	0%	1%	1%	3%	0%	F	0.11	F		41000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	75000	G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	81000	G
		East I-664 is	signed a	s Sout	h I-664											
	То	SR 143 J	lefferson Av	e; 35th S	St											
East 664 Hampton Roads Beltway	City of Newport New	s (Maint: 99) 1.64	24000	G	94%	0%	1%	1%	3%	0%	E	0.081	F		26000	G
164 Hampton Hoads Beitway	Combined Traffic Estimates for 2 Parallel	, ,		G	94%	0%	1%	1%	4%	0%	, E	0.095	F	0.677	63000	G
	Combined Traine Estimates for 21 araner	East I-664 is		-		0 70	1 /0	1 /0	770	0 70	'	0.000	•	0.077	00000	ч
	Tec				77 004											
ast	From:		Terminal Av	/e												
Monitor Merrimac Memo			34000	Α	94%	0%	1%	1%	3%	0%	F	0.105	Α		37000	Α
	Combined Traffic Estimates for 2 Parallel	•		Α	94%	0%	1%	1%	4%	0%	F	0.098	Α	0.529	75000	Α
	Tec	East I-664 is			h I-664											
ast	From		WCL Suffol L Newport N													
Monitor Merrimac Memo	rial Bridge Tunnel City of Suffolk (M		34000	A	94%	0%	1%	1%	3%	0%	F	0.105	Α		37000	Α
,	Combined Traffic Estimates for 2 Parallel	,	70000	Α	94%	0%	1%	1%	4%	0%	F	0.098	Α	0.529	75000	Α
		East I-664 is		s Souti	h I-664											
	To:		135 College													

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

Davita	ll.adiaali		AADT		4T:	Dura		Tru	ck		00	K	OK	Dir	AAWDT	- OW
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
East	From:		135 College		94%	0%	1%	10/	3%	00/	С	0.111	Α		39000	۸
Hampton Roads Beltway		,	36000	A	94%	0% 0%	1%	1% 1%	3% 4%	0% 0%	С	0.111	A	0.543	78000	A A
	Combined Traffic Estimates for 2 Parallel	East I-664 is		A Sout		076	1 70	170	470	0%	C	0.096	А	0.543	76000	А
					11 1-004											
East	To: From:	SR 164	Western F	reeway												
664 Hampton Roads Beltway	City of Suffolk (N	Maint: 61) 0.58	30000	G	94%	0%	1%	1%	3%	0%	F	0.101	F		33000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.601	66000	G
		East I-664 is	signed a	s Souti	h I-664											
ast	To:	US	17 Bridge	Rd			$\Box$ $\vdash$									
Hampton Roads Beltway	City of Suffolk (M	Maint: 61) 0.62	40000	G	94%	0%	1%	1%	3%	0%	F	0.089	F		43000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	82000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	89000	G
		East I-664 is	signed a	s Sout	h I-664											
	To:		L Chesape													
ast	City of Chesapeake		WCL Suffol		94%	0%	1%	1%	3%	00/	_	0.089	_		42000	G
Hampton Roads Beltway		,	40000	G	94%	0% 0%			3% 4%	0%		0.089	F	0.501	43000	G
	Combined Traffic Estimates for 2 Parallel	East I-664 is		G Sout		0%	1%	1%	4%	0%	Г	0.091	Г	0.591	89000	G
	To				11 1-004											
ast	From:		59 Pughsvil													
Hampton Roads Beltway		,	40000	G	94%	0%	1%	1%	3%	0%	F	0.083	F		44000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.077	F	0.522	89000	G
		East I-664 is	signed a	s Souti	h I-664											
East	To:	SR 33	7 Portsmou	th Blvd												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.10	42000	G	94%	0%	1%	1%	3%	0%	F	0.079	F		46000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.516	94000	G
		East I-664 is	signed a	s Souti	h I-664											
	To		k Landing I													
East 664 Hampton Roads Beltway	City of Chesapeake		Dock Landi 45000	ing Road G	94%	0%	 1%	1%	3%	0%	_	0.079	_		49000	G
664 Hampion Hoads Beilway	City of Chesapeake Combined Traffic Estimates for 2 Parallel	,		G	94%	0%	1%	1%	3% 4%	0%		0.079	F	0.507	97000	G
	Combined Trainc Estimates for 2 Parallel	East I-664 is		-		076	1 70	170	470	0%	г	0.076	Г	0.507	97000	G
	To															
East	From:	US 13, US 58,	US 460 M	ılıatry Hı	ghway											
Hampton Roads Beltway		,	57000	G	94%	0%	1%	1%	3%	0%	F	0.09	F		62000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	127000	G
		East I-664 is														
	To:	US 13, US 46	0 Military I	Highway	South											

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

Davida	Looks at sate		1	4457		4	D		Tru	ıck		00	K	ΟV	Dir	A A \ A \ D T	0144
Route	Jurisdictio	on	Length	AADT	QA	411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		US 13, US 460														_
Hampton Roads Beltwa	ay City of Chesapeake		0.27	55000	G	94%	0%	1%	1%	3%	0%	F	0.089	F		60000	G
	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4%	0%	F	NA			124000	G
		Ea	ast I-664 is :		s South	ı I-664											
	To:			I-64; I-264													
East 664 Ramp	City of Chesapeake	(Maint: 64)	1-664 East 0.46	; Ramp to I 37000	-264 Eas <b>G</b>	st							0.075	F		40000	G
664 hamp	City of Chesapeake	(IVIAITIL 64)		I-64 West	G								0.075	Г		40000	G
		<u> </u>															
East	City of Hampton (	Maint: 00\	0.16	I-664 East <b>6200</b>	G								0.095	F		6200	G
664 Ramp	City of Hampton (	Mairit. 99)		er Plant Pk									0.095	Г		0200	G
					wy												
East	City of Harmatan (	Mainte 00\		I-664 East									0.104	F		0500	_
664 Ramp	City of Hampton (	Maint: 99)	0.14	<b>6500</b> 25 Aberdee	G			_					0.104	г		6500	G
					en Ka												
East	From	(14:::00)		I-664 East									0.405	_		5000	_
664 Ramp	City of Newport New	s (Maint: 99)	0.15	5400	G								0.125	F		5900	G
	10.			19 Chestnu	ıt Ave												
East	From:	(1.1		I-664 East										_		.=	_
664 Ramp	City of Newport New	s (Maint: 99)	0.32	9700	G								0.223	F		9700	G
	10:	<u> </u>	I-664 West		35th Str	eet											
East	From:			I-664 East										_			_
664 Ramp	City of Newport New	s (Maint: 99)	0.15	5600	G								0.126	F		6100	G
	10:		I-664 East I		27th Stre	eet											
East	From:	(1.1		I-664 East													_
664 Ramp	City of Newport New	s (Maint: 99)	0.17	610	G								NA			660	G
	103			erminal Ave	e												
East	From			I-664 East										_			_
Ramp	City of Suffolk (N	laint: 61)	0.26	1500	G								0.106	F		1500	G
	103			5 N, Colleg	ge Dr												
East	From			I-664 East													_
664 Ramp	City of Suffolk (M	laint: 61)	0.21	4100	G								0.122	F		4100	G
	10:		SR 13	5 S, Colleg	ge Dr												
East	From:			I-664 East													
664 Ramp	City of Suffolk (M	faint: 61)	0.23	13000	G								0.088	F		13000	G
Foot	Too From		I-664 E	ast Exit 9B	Ramp												
East 664 Ramp	City of Suffolk (N	Maint: 61)	0.18	2400	G								0.111	F		2400	G
004 / ramp	City of Sulloik (IV	iaiii. 01)		V, Western									0.111	'		<u> 2</u> +00	u
	-	1															
East	City of Suffolk (N	Laint: 61)		ast Exit 9A									0.097	F		11000	G
664 Ramp	City of Suffork (IV	iaiii. 01)		<b>11000</b> Test Exit 9B	G								0.097	1-		11000	d
		<u> </u>	1-004 W	est EXIL 9B	капр												

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 664)Ramp	City of Chesapeake (Maint:		I-664 East <b>6600</b>	G								0.128	F		7100	G
	Τα	P	ughsville Rd	1												
East	From:		I-664 East													
Ramp	City of Chesapeake (Maint:	,	2800	G								0.09	F		2900	G
	Τα		W, Portsmou	ıth Blvd												
East	From:		I-664 East									0.000	_		4000	_
Ramp	City of Chesapeake (Maint:		4500 E, Portsmou	G th Dlvd			_					0.096	F		4800	G
	From:			ui Bivu			1									
East 664)Ramp	City of Chesapeake (Maint:		I-664 East 2200	G								0.110	F		2300	G
664)	To:		ast Exit 12B				Ī					0.110	·		2000	<u> </u>
East	From:		I-664 East													
Ramp	City of Chesapeake (Maint:		11000	G								0.087	F		12000	G
	Τα		/, Military H	Iighway												
East	From:		I-664 East													
Ramp	City of Chesapeake (Maint:		2200	G								0.138	F		2300	G
<u> </u>	Τα	US 58 E	E, Military H	ighway												
East	From:		I-664 East													
Ramp	City of Chesapeake (Maint:	,	<b>2500</b> 3; 1US 13-P	G	92%	0%	1%	1%	6%	0%	F	0.123	F		2700	G
	Famil															
East 664)Ramp	City of Chesapeake (Maint:		t; Ramp to I- 21000	-64 We:	st							0.114	F		23000	G
064) Tamp	To:		I-264 East									0.114	•		20000	u
Vest	From:		I-64 West													
Hampton Roads Beltway	City of Hampton (Maint: 9		33000	G	94%	0%	1%	1%	4%	0%	F	0.114	F		36000	G
	To	Rar	np to I-64 Ea	ast												
Vest	From:		•		0.40/	00/	10/	10/	40/	00/	_	0.110	F		48000	_
Hampton Roads Beltway	City of Hampton (Maint: 9 bined Traffic Estimates for 2 Parallel Roadw	,	45000	G G	94%	0% 0%	1%	1%	4%	0%		0.116	F	0.646		G G
Com	bined Trainc Estimates for 2 Parallel Roadwi	west I-664 is			94%	0%	1%	1%	4%	0%	Г	0.090	Г	0.646	100000	G
	- <del></del>				11-004											
Vest	To: From:		hatan Parkw	vay												
Hampton Roads Beltway	City of Hampton (Maint: 9	,	43000	G	94%	0%	1%	1%	4%	0%	F	0.125	F		46000	G
Com	bined Traffic Estimates for 2 Parallel Roadw			G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.665	95000	G
		West I-664 is	signed as	s Nort	h I-664											
Vest	To: From	Al	oerdeen Roa	ıd												
Hampton Roads Beltway	City of Hampton (Maint: 9	99) 0.28	41000	G	94%	0%	1%	1%	4%	0%	F	0.127	F		44000	G
	bined Traffic Estimates for 2 Parallel Roadw	,		G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.676	90000	G
		West I-664 is												-		
	Tor		Newport No				_									

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

Davita	المسالم بالدراء		AADT		4T:u=	Dua		Tru	ck		00	K	01/	Dir	AAWDT	014/
Route	Jurisdiction		AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
West	From		SCL Hampt		94%	0%	10/	10/	40/	00/	_	0.107	F		44000	0
Hampton Roads Beltway			41000	G			1%	1%	4%	0%	r	0.127	F	0.070	44000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	г	0.094	г	0.676	90000	G
	To	West I-664 is	s <i>signea</i> ( e Avenue; C													
Vest	From		ke Ave: Ch		Ji											
Hampton Roads Beltway	City of Newport New	vs (Maint: 99) 0.78	37000	G	94%	0%	1%	1%	4%	0%	F	0.129	F		40000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	75000	G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	81000	G
		West I-664 is	s signed	as Nort	th I-664											
loot	To From	SR 143 .	Jefferson A	ve; 35th	St											
/est 64)Hampton Roads Beltway	City of Newport New	s (Maint: 99) 1.41	34000	G	94%	0%	1%	1%	4%	0%	F	0.094	F		37000	G
004)	Combined Traffic Estimates for 2 Parallel	,		G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.664	63000	G
		West I-664 is			th I-664											
	To		Terminal A													
Vest	From	•														
Monitor Merrimac Memo			35000	Α	94%	0%	1%	1%	4%	0%	F	0.103	Α		38000	Α
	Combined Traffic Estimates for 2 Parallel	•		Α	94%	0%	1%	1%	4%	0%	F	0.098	Α	0.529	75000	Α
	To	West I-664 is			th I-664											
Vest	From		WCL Suffo													
Monitor Merrimac Memo	rial Bridge Tunnel City of Suffolk (N		35000	A	94%	0%	1%	1%	4%	0%	F	0.103	Α		38000	Α
004)	Combined Traffic Estimates for 2 Parallel	•		Α	94%	0%	1%	1%	4%	0%	F	0.098	Α	0.529	75000	Α
		West I-664 is														
	To		135 Colles													
Vest	From		•		0.40/	00/	40/	40/	40/	00/	_	0.400			00000	
Hampton Roads Beltway		•	36000	Α	94%	0%	1%	1%	4%	0%	С	0.109	A	0.540	39000	A
	Combined Traffic Estimates for 2 Parallel	•		Α	94%	0%	1%	1%	4%	0%	С	0.098	Α	0.543	78000	Α
		West I-664 is			n I-664											
Vest	To From	SR 16	4 Western l	Freeway												
Hampton Roads Beltway	City of Suffolk (N	Maint: 61) 0.40	30000	G	94%	0%	1%	1%	4%	0%	F	0.109	Α		33000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	94%	0%	1%	1%	4%	0%	F	0.098	Α	0.543	66000	G
		West I-664 is	s signed	as Nort	th I-664											
		U	S 17 Bridge	Rd												
Vest 664 Hampton Roads Beltway	City of Suffolk (N	Maint: 61) 0.57	42000	G	94%	0%	1%	1%	4%	0%	F	0.091	F		46000	G
004/ Tampion Hoads Beliway	Combined Traffic Estimates for 2 Parallel	,		G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.589	89000	G
	Combined Hame Estimates for 2 Farallet	West I-664 is		-		U /o	1 /0	1 /0	4 /0	U /o	'	0.009	'	0.509	09000	G
	Та		CL Chesape		11 1-004		<del></del> 1									
		I D	ce chesapt	unc												

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

							_		Trı	ıck			K		Dir		
Route	Jurisdictio	Section   Continue	QW														
West	From:																
664 Hampton Roads Beltway		,										F -		-			G
~	Combined Traffic Estimates for 2 Parallel						0%	1%	1%	4%	0%	F	0.089	F	0.589	89000	G
		West	1-664 is	signed a	as Nort	h I-664											
West	To: From:		64-65	9 Pughsville	Road												
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	2.10	41000	G	94%	0%	1%	1%	4%	0%	F	0.086	F		45000	G
\ /		Roadways on this	Route:	81000	G	94%	0%	1%	1%	4%	0%	F	0.077	F	0.522	89000	G
		West	I-664 is	signed a	as Nort	h I-664											
	To		SR 33'	7 Portsmout	th Blvd												
West (664) Hampton Roads Beltway	City of Chesaneake	(Maint: 64)	1.03	44000	G	94%	0%	1%	1%	4%	0%	F	0.081	F		48000	G
												F		-	0.516		G
	Combined Traine Estimates for 21 drainer	•			-		0 70	1 /0	1 70	7/0	0 70	•	0.070	'	0.510	34000	ч
	Tec	77031				77 007											
West	From:				Koaa												
664 Hampton Roads Beltway		,										F	0.076				G
	Combined Traffic Estimates for 2 Parallel	•					0%	1%	1%	4%	0%	F	0.078	F	0.507	97000	G
		West	I-664 is	signed a	as Nort	h I-664											
West	To: From:	US 1	3, US 58,	US 460 Mi	ilitary Hi	ghway											
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.21	59000	G	94%	0%	1%	1%	4%	0%	F	0.088	F		64000	G
		Roadways on this	Route:	116000	G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.571	127000	G
		West	I-664 is	signed a	as Nort	h I-664											
	To:			I-64; I-264													
West	From:			I-664 West													
(664) Ramp	City of Hampton (I	Maint: 99)	0.22	11000	G								0.121	F		12000	G
	To:			I-64 East													
West	From													_			
664 Ramp	City of Hampton (I	· · · · · · · · · · · · · · · · · · ·											0.142	F		4200	G
	10.	Po				cwy											
West	City of Hampton (	Maint: 00\											0.101	_		2500	G
664 Ramp	City of Hampton (i	viairit. 99)											0.101	Г		3300	G
Mask	From							1									
West (664) Ramp	City of Newport New	L s (Maint: 99)											0.088	F		1100	G
004)	To:	- (											0.000	-		. 100	<b>-</b>
West	From			I-664 West				Ì									
(664) Ramp	City of Newport New	s (Maint: 99)	0.20	10000	G								0.131	F		10000	G
	Tor		-664 East	Exit 5A To	35th Str	eet											
West	From			I-664 West						<u> </u>			<u> </u>				
(664) Ramp	City of Newport New	s (Maint: 99)	0.13	2400	G								0.205	F		2600	G
$\smile$	To:	I-	-664 West	Exit 6B To	25th St	eet											

# 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 Factor	AAWDT	QW
West 664 I-664 WB (NB) Exit 7 Ramp	City of Newport News (Maint: 99)	I-664 WB NB  0.26 NA  Terminal Ave	NA NA		NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West  0.16 <b>2200 G</b> SR 135 N, College Dr	0.143	F	2200	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West  0.26 <b>4900 G</b> SR 135 S, College Dr	0.117	F	4900	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSPECTION STATION  0.26 380 G  -664-W FROM INSPECTION STATION	0.119	F	380	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.24 <b>7400 G</b> SR 164 W, Western Freeway	0.089	F	7400	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West  0.11 13000 G  I-664 West Exit 9C Ramp	0.078	F	13000	G
West 664 Ramp	City of Suffolk (Maint: 61)	0.17 <b>6900 G</b> I-664 East Exit 9B Ramp	0.088	F	6900	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9B Ramp 0.11 <b>5600 G</b> US 17 S, Bridge Rd	0.092	F	5600	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.19 <b>6800 G</b> I-664 West Exit 10B Ramp	0.093	F	7300	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.22 <b>3500 G</b> SR 337 W, Portsmouth Blvd	0.097	F	3800	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West  0.36 <b>6900 G</b> SR 337 E, Portsmouth Blvd	0.085	F	7400	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.14 <b>2700 G</b> I-664 West Exit 12B Ramp	0.107	F	2900	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.06 <b>28000 G</b> I-664 West Exit 13B	0.097	F	30000	G
West 664 Ramp	City of Chesapeake (Maint: 64)	0.53 <b>26000 G</b> US 58 W, Military Highway	0.095	F	28000	G

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

			id interstate					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT G	QΑ	4Tire	Bus	2Axl	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:		4 West Exit 13A										_		4=00	
Ramp	City of Chesapeake		1400 (E, Military High	G								0.153	F		1500	G
East 895 Pocahontas Pkwy	Chesterfield C		50 Chippenham 8800	i Pkwy <b>F</b>	у							0.093	F		NA	
895 Tocarionias i kwy	Combined Traffic Estimates for 2 Parallel	,		r F								0.094	F	0.532	NA	
	To:		rico County Line									0.034	'	0.552	INA	
East	From:		rfield County Li													
895 Pocahontas Pkwy	Henrico Cou	ınty 2.22	8800 I	F								0.093	F		NA	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000 I	F								0.094	F	0.532	NA	
	To:	L	aburnum Ave				$\overline{}$									
East 895)Pocahontas Pkwy	Henrico Cou	untv 4.94	3000	G	91%	1%	1%	2%	5%	0%	F	0.093	F		3200	G
095)	Combined Traffic Estimates for 2 Parallel	,			90%	1%	1%		5%	0%	F	0.094	F	0.532	8100	G
	To:	riouanajo on ano riouto.	I-295		0070	.,,	$\vec{\Box}$	_,~	0,0	0,0	•	0.00	•	0.002	0.00	<b>O</b> .
<u>East</u>	From		SR 895 East													
895)Ramp	Henrico Cou	,			91%	1%	1%	2%	5%	0%	F	0.115	В		3600	F
	Combined Traffic Estimates for 2 Parallel	•		F	90%	1%	1%	2%	5%	0%	F	0.118	В	0.506	6700	F
	To:		I-295 North													
West	Fron:		50 Chippenham	_	y											
Pocahontas Pkwy	Chesterfield C	•		F								0.102	F		NA	
$\smile$	Combined Traffic Estimates for 2 Parallel	•		F								0.094	F	0.532	NA	
Mont	To: From:		rico County Line rfield County Li													
West 895)Pocahontas Pkwy	Henrico Cou			F								0.102	F		NA	
695) i dodinomad i kirj	Combined Traffic Estimates for 2 Parallel	,		F								0.094	F	0.532	NA	
	Tol		aburnum Ave	•								0.001	•	0.002		
West	From:				000/	40/		00/	201	00/	_	0.400	_		4000	
895 Pocahontas Pkwy	Henrico Cou	,			89%	1%	2%		6%	0%	F	0.102	F		4900	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	90%	1%	1%	2%	5%	0%	F	0.094	F	0.532	8100	G
Vest	From:		I-295 SR 895 West													
Ramp	Henrico Cou			F	89%	1%	2%	2%	6%	0%	F	0.128	В		3100	F
333) **	Combined Traffic Estimates for 2 Parallel	•			90%	1%	1%		5%	0%	F	0.118	В	0.506	6700	F
	Τα	•	I-295 South													
Vest	From:	S	SR 895 West													
Ramp	Chesterfield C			G								0.154	F		2100	G
	Τα	•	0 Exit 15A Ran	np												
Vest	Fron:		SR 895 West													
895)Ramp	Chesterfield C			G								0.109	F		590	G
	To:		I-95 North													
	Fron:	Jamesto	own Visitor Cen	nter								-				
Olonial Parkway	James City County (			0			•					NA			NA	
	To:	Williams	burg Corporate	<u>Limi</u> t												

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

AAWDT (	Dir	QK	K	QC			uck	Trι		_	Due	4Tire	ΟΛ.	AADT	Length		Jurisdiction	Route
AAWDI	Factor	QN	Factor	QU	2Trail	ail :	1Trai	3+Axle	Axle	2	Dus	41116				лі	Junsuiction	noute
NA	0.649	_	0.001											City County 4700	3.20	(Maint: LIC.)	City of Williamsburg (I	Colonial Barkway
INA	0.649	Г	0.091						7				O	k County L		(Mairit. US)	City of williamsburg (i	Colonial Parkway
									+			t		ourg Corpor			From:	
NA			NA										0	6000	10.77	ıint: US )	York County (Mair	Colonial Parkway
									1—					US 17		:	To:	
NA			NA										0	2200	0.59	ıint: US )	York County (Mair	Colonial Parkway
											iter	sitor Cen	town Vi	se Rd; Yorl	20, Moore Hou	99-103	To:	
												irport	tional A	ulles Interna	Washington D		From:	
30000	0.52	F	0.099						_				G	30000	0.71	√aint: US )	Loudoun County (Ma	Dulles Access Rd
									_					ax County I		<u></u>	To:	
30000	0.52	F	0.099										G	oun County 30000	12.94	laint: LIS )	Fairfax County (Ma	Dulles Access Rd
30000	0.52	'	0.033						7			an			SR 267 Dul		To:	Dulles Access Na
									<del>-</del>				,		SR 235 Moun		From:	
NA			NA						_			пwy	O	16000	8.44	laint: US )	Fairfax County (Ma	George Washington Memorial Parkway
									_								. aax ooa, (a	accigo ir acimigicii memenai i ainmay
NA	0.795	F	0.106		0%		0%	0%	 0%		1%	98%	1a <b>F</b>	L Alexandr 31000	0.91	ndria.	City of Alexand	(400) Washington St
INA	0.733	•	0.100	'	0 /6	)	0 /6	0 /6	J /6	)	1 /0	30 /6				- Iulia	Oity of Alexand	400) washington St
NIA.	0.040	_	0.000	F	00/		40/	40/			00/	070/		236 Duke			From	Washington Ot
NA	0.846	F	0.083	F	0%	•	1%	1%	1%	)	0%	97%	F	32000	0.32	naria	City of Alexand	400 Washington St
				_					╌					Queen St		<u> </u>	To: From:	
NA	0.801	F	0.085	С	0%	•	0%	0%	1%	)	1%	98%	F	34000	0.39	ndria	City of Alexand	400 Washington St
									boundarrow					Madison St			To: From:	
NA	0.604	F	0.087	С	0%	•	0%	0%	0%	•	1%	98%	F	35000	0.17	ndria	City of Alexand	(400) Washington St
									_					1st Street			To: From:	
NA	0.619	F	0.076										0	49000	1.81	Maint: US )	City of Alexandria (M	George Washington Memorial Parkway
									Т				ia	CL Alexandı	NO		To	
NA	0.619	F	0.076						-				0	62000	5.56	Maint: US)	Arlington County (Ma	George Washington Memorial Parkway
													Parkway	Spout Run l	00-6741		Tα	
NA	0.524	F	0.099						_				O	71000	3.10	Maint: US )	Arlington County (Ma	George Washington Memorial Parkway
									7				Line	ax County I		,	To:	, ere eige in actual great me me me at a manual,
														gton County			From:	
NA			NA						_				0	53000	4.62	aint: US )	Fairfax County (Ma	George Washington Memorial Parkway
													tway	Capital Bel	I-495	<u></u>	To:	
														I-64 E			From:	
2900		Α	0.442						_				F	2900		nond	City of Richmo	Ramp From I-64 E to Third St
_		А	∪.44∠										г	3rd St		IOIIU	City of Richmo	namp From 1-04 E to Trile St