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

2020

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

Glossary of Terms:

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

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

Route Shield Legend

Route Systems

North

81

Interstate Route

Interstate Route

Interstate Route

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

29 US Route

7 Virginia State Route

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Track Bypass - 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

Route	Jurisdiction	Length AADT	QA 4Tir	e Bus				QC	K Factor	QK	Dir Factor	AAWDT	Q
	From:	North Carolina S	tate Line										
1	Mecklenburg County	1.99 1100	G 89%	1%	1% 1%	8%	0%	С	0.093	F	0.547	1100	(
	To:	58-712 Paschall Rd; Pal	mer Springs Rd										
_	From:	58-712 Palmer Sp	orings Rd										
1	Mecklenburg County	6.98 2000	G 91%	1%	1% 2%	5%	0%	С	0.089	F	0.639	1900	
	To	US 58 Big F	iork										
T) (F0)	Mecklenburg County	3.23 10000	G 93%	2%	2% 1%	2%	0%	F	0.122	F	0.534	11000	
1 (58)	Wednerburg edung	0.20 10000	u 557	270		270	0 /0	•	0.122	•	0.004	11000	
~ ~~	To: From:	US 1 Southbound, Bus US 5											
\ 		0.20 6100	N 79%	1%	<u> </u>	18%	1%	Ν	0.083	F	0.522	6100	
2 \$	To:	58-780 Theat											
Bus	From:	Bus US 58; 58-780		00/		00/	00/		0.400	_	0.504	4000	
$\binom{58}{58}$ Danville St	Mecklenburg County	0.16 4700	N 93%	2%	2% 1%	2%	0%	N	0.122	F	0.534	4600	
	To	SCL South	Hill										
Bus Danvilla St	Town of Courth Hill	1.00 4700	C 020	2%	 2% 1%	2%	00/	_	0.100	F	0.504	4600	
58 Danville St	Town of South Hill	1.89 4700	G 93%	2%	2% 1%	2%	0%	С	0.122	Г	0.534	4600	
Pue	To: From:	Locust S	t										
Bus 58 Danville St	Town of South Hill	0.28 6200	G 93%	2%	2% 1%	2%	0%	F	0.102	F	0.53	6100	
Danville St	10WIT 01 30dti111iii	0.20 0200	G 957	2 /0		2/0	0 /6	•	0.102	•	0.55	0100	
Bus	To: From:	Plank Ro	l										
58 Danville St	Town of South Hill	0.09 6700	G 93%	2%	2% 1%	2%	0%	F	0.099	F	0.550	6600	
) (36) 24						_,,	0,0	•	0.000	•	0.000	0000	
Bus	To: From:	Goodes Ferry	Blvd										
58 Danville St	Town of South Hill	0.23 6200	G 93%	2%	2% 1%	2%	0%	F	0.099	F	0.556	6100	
	То:	Mecklenburg	Ave										
Bus	From:	Danville S	St										
Mecklenburg Ave	Town of South Hill	0.16 6400	G 96%	1%	1% 1%	1%	0%	F	0.093	F	0.503	6300	
	To:	US 58 BUS; SR 47	Atlantia Ct										
Mecklenburg Ave	Town of South Hill	0.08 7300	G 96%	1%	 1% 1%	1%	0%	F	0.099	F	0.57	7200	
Mecklenburg Ave	10WIT 01 30dti111iii	0.00 7300	G 907	0 1/0		1 /0	0 /6	•	0.033	•	0.57	1200	
~	To: From:	Windsor S											
Mecklenburg Ave	Town of South Hill	0.58 8700	G 96%	1%	1% 1%	1%	0%	F	0.095	F	0.532	8500	
~	Toe	E Ferrell S	St .										
Mecklenburg Ave	Town of South Hill	2.26 7500	G 96%	1%	 1% 1%	1%	0%	С	0.099	F	0.522	7400	
Westurneary 7176	101111010001111111	2.20 1000	u 007			1 70	0 70	Ŭ	0.000	•	0.022	7 100	
~	To: From:	NCL South											
1 }	Mecklenburg County	3.54 1600	G 83%	1%	<u>1</u> % 2%	12%	0%	С	0.097	F	0.589	1600	
~	To:	Brunswick Cour											
~	From:	Mecklenburg Cou						_		_			
Boydton Plank Rd	Brunswick County	0.57 1500	G 82%	1%	2% 2%	14%	0%	С	0.11	F	0.539	1400	
	To: From:	12-657 Tanner T	own Rd										
Boydton Plank Rd	Brunswick County	4.32 1300	G 80%	1%	2% 2%	16%	0%	С	0.109	F	0.5	1300	
	-												
	From:	12-644 Grandy Rd; E		2		,		_		_	0.5		
~~								\sim	0 101		0 576	1400	
Boydton Plank Rd	Brunswick County	3.23 1400 SR 46 Coch	G 80%	2%	<u>2</u> % 1%	15%	0%	C	0.101	Г	0.576	1400	

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

Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	
	From:	SR 46 Coo	hran			ZAXIE	3+AXIE	TITALI	ZIIali		1 actor		i actor		
Boydton Plank Rd	Brunswick County	2700	G	80%	1%	2%	2%	16%	0%	F	0.097	F	0.505	2600	
,	To:	I-85 South of	Alberta			<u> </u>									
Boydton Plank Rd	Brunswick County	0.46 2300		90%	1%	1%	2%	6%	0%	F	0.106	F	0.557	2300	
	To	SCL Alb	erta			— —									
Boydton Plank Rd	Town of Alberta (Maint: 12)	1.55 150 0		90%	1%	1%	2%	6%	0%	F	0.101	F	0.523	1500	
	To	NCL Alb	erta			— —									
Boydton Plank Rd	Brunswick County	4.07 130 0		90%	1%	1%	2%	6%	0%	С	0.111	F	0.523	1300	
	To	12-630 S, Stu	geon Rd			— —									
Boydton Plank Rd	Brunswick County	5.39 770	G	87%	1%	1%	2%	9%	0%	С	0.115	F	0.575	750	
	To:	Dinwiddie Co	_												
Boydton Plank Rd	Dinwiddie County	Brunswick Co 2.46 1300		88%	1%	3%	2%	7%	0%	С	0.096	F	0.574	1200	
) Boyaton r iai iii r ia	To-			0070	. 70			1 70	0 70	Ŭ	0.000	•	0.07	1200	
Boydton Plank Rd	Town of McKenney (Maint: 26)	SCL McKe 0.23 1300		88%	1%	3%	2%	7%	0%	N	0.096	F	0.574	1200	
) Boyaton Filanik Fila	Town of Workeriney (Waint. 20)				1 /0		270	1 /0	0 70	.,	0.000	•	0.07 4	1200	
Boydton Plank Rd	Town of McKenney (Maint: 26)	SR 40 Doyl 0.33 1700		91%	2%	2%	1%	4%	0%	С	0.090	F	0.599	1700	
) Boyaton i lank i ta	Town of Workeriney (Waint: 20)			0170	270		1 /0	470	0 70	Ü	0.000	•	0.000	1700	
Boydton Plank Rd	Dinwiddie County	NCL McK 4.05 1700	•	91%	2%	2%	1%	4%	0%	N	0.090	F	0.599	1700	
) Boydion i laim i la	Diffwidate County			0170	270		170	470	0 70	.,	0.000	•	0.000	1700	
Boydton Plank Rd	Dinwiddie County	26-649 Snap I 5.65 200 0		93%	2%	1%	1%	3%	0%	С	0.1	F	0.652	2000	
) Boyaton r iaim r ia	5v						170	0,0	0 70	Ŭ	0.1	•	0.002	2000	
Boydton Plank Rd	Dinwiddie County	26-627 Courth 2.48 3800		95%	1%	1%	1%	3%	0%	С	0.100	F	0.587	3700	
) Boyaton r iaim r ia	5v				1,0		170	0,0	0 70	Ŭ	0.100	•	0.007	0700	
Boydton Plank Rd	Dinwiddie County	26-740 Turkey 3.61 5100		95%	1%	1%	1%	3%	0%	F	0.097	F	0.540	4900	
) Boyaton r Iaim r Ia	To-			0070	. 70		170	0,70	0 70	•	0.007	•	0.010	1000	
Boydton Plank Rd	Dinwiddie County	S 26-613 Dabno 3.09 7600		95%	1%	1%	1%	3%	0%	F	0.094	F	0.637	8000	
) Doyalon i lank i la	To-			0070	. 70		170	0,70	0 70	•	0.001	•	0.007	0000	
Bus	From:	Bus US 460 A													
Boydton Plank Rd	Dinwiddie County	1.69 1000) F	95%	1%	1%	1%	3%	0%	F	0.091	F	0.602	11000	
Bus	To: From:	I-85 SW of Pe	tersburg												
(460 Boydton Plank Rd	Dinwiddie County	1.23 1600) F	98%	0%	1%	1%	0%	0%	F	0.1	F	0.524	16000	
	To:	SR 226 Cc	x Rd												
Bus	Pipuiddio County			98%	0%	1%	10/	0%	0%	С	0.103	В	0.517	10000	
(460)	Dinwiddie County	0.45 9400		30%	U%	170	1%	U%	U%	U	0.103	D	0.517	10000	
Bus	To: From:	WCL Peter	sburg												
(460) Washington St	City of Petersburg	0.40 1200) F	99%	0%	1%	0%	0%	0%	F	0.091	F		12000	
	To:	Summit	St												

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

				4			Truc	:k			K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length AAC		4Tire	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	QW
Bus 1 (460) Washington St	City of Petersburg	0.18 120		99%	0%	1%	0%	0%	0%	С	0.091	F		12000	F
460 Washington of	Too	Elm	-	0070	0 70	170	0 70	0 70	070		0.001			12000	
Bus 1 (460) Washington St	City of Deterology	0.57 110		97%	0%	1%	1%	1%	0%	F	0.088	F	0.524	12000	G
1 460 Washington St	City of Petersburg	US 1 Par: V		97%	0%	1%	170	170	0%	Г	0.000	Г	0.524	12000	G
Bus Bus	From:	US 1 Par, Washington	n St; Batterse												
460 460 Wythe St	City of Petersburg	800	-	97%	0%	1%	1%	1%	0%	F	0.089	F		8600	F
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 1700	00 F	98%	0%	1%	1%	0%	0%	F	0.090	F	0.549	19000	F
Bus Bus	To: From:	Perry	St												
1 (460)(460) Wythe St	City of Petersburg	0.15 850	00 G	97%	0%	1%	1%	1%	0%	F	0.091	F		9000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 1900	00 G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.523	20000	G
Bus	To- Front	SR 36 Ma	arket St												
1 (460) (36) Wythe St	City of Petersburg	0.20 850	00 G	97%	0%	1%	1%	1%	0%	F	0.09	F		9000	G
1) (400) (60)	Combined Traffic Estimates for Parallel Roadways of	n this Route: NA	4								NA			NA	
	To:	ALT US 301 S	Sycamore St												
ALT Bus (301) 460 (36) Wythe	e St City of Petersburg	0.20 120		97%	0%	1%	1%	1%	0%	F	0.086	F		13000	(
301 460 36 Wythe	Combined Traffic Estimates for Parallel Roadways of			31 /0	0 /0	1 /0	1 /0	1 /0	0 /6	•	NA	'		NA	•
	To:	Bus US 460 J									1471			14/1	
ALT	From:	Bus US 460		222	221		221	221	221	_		_			
301 Jefferson St	City of Petersburg	0.09 300	-	99%	0%	1%	0%	0%	0%	F	0.091	F	0.724	3200	F
	Combined Traffic Estimates for Parallel Roadways o										NA			NA	
ALT	To: From	Bus US 460 Par,	Washington	St											
) (301) Jefferson St	City of Petersburg	0.26 65 0	0 F	99%	0%	1%	0%	0%	0%	F	0.112	F	0.516	690	I
	Combined Traffic Estimates for Parallel Roadways of	n this Route: NA	4								NA			NA	
ΔΙΤ	To: From:	Henry	y St												
301 3rd St	City of Petersburg	0.05 330	0 F	97%	1%	1%	0%	0%	0%	С	0.113	F	0.531	350	F
	Combined Traffic Estimates for Parallel Roadways of	n this Route: NA	4								NA			NA	
	Too	US 301 Par	. Bank St												
ALT 301 3rd St	City of Petersburg	0.05 380		97%	0%	1%	1%	0%	0%	С	0.118	F	0.512	410	F
301) 614 61	Combined Traffic Estimates for Parallel Roadways of			01 70	0 /0	1 70	1 /0	0 /0	0 70	Ü	NA	•	0.012	NA	·
	Tor	US 301 Bollin													
ALT	From	US 301; 3RE		0051	061	10'	10/	001	200	_	0.4.1	_	0.700	0000	
301 301 36 Bollin	gbrook St City of Petersburg	0.08 370	-	98%	0%	1%	1%	0%	0%	F	0.117	F	0.722	3900	(
	Combined Traffic Estimates for Parallel Roadways o										NA			NA	
) () Ond ()	To From College Colleg	US 1 Par; US 301 Pa			007	10/	Γ0/	100/	007		0.000		0.540	10000	
1 301 2nd St	City of Petersburg	0.35 130 0 SCL Colonia		84%	0%	1%	5%	10%	0%	С	0.089	F	0.542	13000	F
	105	SCL COIOIII	ai rieigius												

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

Route	Jurisdiction	Length AADT	QΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	ГС
	Found					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
301 Boulevard	City of Colonial Heights	NCL Petersb 0.53 12000	urg G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.505	13000	
301 Boulevald	Oity of Colonial Fleights			33 /6	0 70	0 /6	0 /6	0 /6	0 /6		0.004	'	0.303	13000	
301 Boulevard	City of Colonial Heights	Dupuy Av 0.40 22000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.535	NA	
301 Bodievard	City of Colonial Heights			99 /6	0 /6	0 /6	0 /6	0 /0	0 /6	•	0.003	'	0.555	INA	
Paulauard	City of Colonial Heights	Westover A		000/	00/	00/	00/	00/	00/		0.105	Α	0.510	21000	
301 Boulevard	City of Colonial Heights	0.33 20000	Α	99%	0%	0%	0%	0%	0%	С	0.105	А	0.513	21000	
\	From:	Branders Bridg		2021				001				_			
301 Boulevard	City of Colonial Heights	0.26 24000	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.503	NA	
· · · · · · · · · · · · · · · · · · ·	To: From:	Temple Av	e												
301 144 Boulevard	City of Colonial Heights	0.74 18000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.519	20000	
	To: From:	Lakeview A	ve												
301 (144) Boulevard	City of Colonial Heights	0.17 20000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.517	NA	
	To: From:	Ellerslie Av	ve			—									
301 144 Boulevard	City of Colonial Heights	0.19 25000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.501	NA	
	To	Sherwood A	ve			—									
(301) (144) Boulevard	City of Colonial Heights	0.62 21000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	22000	
	To	NCL Colonial H	[aighte			<u> </u>									
(301) (144) Jefferson Davis Hwy	Chesterfield County	0.22 21000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.56	23000	
(301) (144) ***********************************							- 7.								
301 Jefferson Davis Hwy	Chesterfield County	SR 144 Harrows 1.32 16000	ate Rd	98%	0%	1%	1%	0%	0%	С	0.093	F	0.593	17000	
301) delicison bavis riwy	- F			0070	0 70	1 70	1 /0	0 70	070	Ü	0.000	•	0.000	17000	
301 Jefferson Davis Hwy	Chesterfield County	20-620 Woods E	dge Rd G	98%	0%	1%	1%	0%	0%	F	0.093	F	0.594	16000	
301 Jenerson Davis Hwy		0.14 15000		90 /6	0 /0	1 /0	1 /0	0 /0	0 /6	'	0.033	'	0.554	10000	
Latterna Devia Harr	Tro- From:	20-619 Happy F		000/	00/	10/	40/	00/	00/		0.004		0.500	45000	
301 Jefferson Davis Hwy	Chesterfield County	2.44 14000	G	98%	0%	1%	1%	0%	0%	F	0.094	F	0.589	15000	
· · · · · · · · · · · · · · · · · · ·	To: From:	20-618 Old Bermuda								_					
Jefferson Davis Hwy	Chesterfield County	0.90 17000	G	98%	0%	1%	1%	0%	0%	F	0.093	F	0.569	18000	
~~~	To: From:	SR 10 West Hune													
301 Jefferson Davis Hwy	Chesterfield County	1.65 <b>20000</b>	G	98%	0%	1%	1%	0%	0%	F	0.103	F	0.631	21000	
	To: From:	SR 288				$\Box$ $\vdash$									
) (301) Jefferson Davis Hwy	Chesterfield County	1.62 <b>17000</b>	G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.726	18000	
	To: From:	20-613 Willis	Rd												
Jefferson Davis Hwy	Chesterfield County	0.64 <b>15000</b>	G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.726	16000	
	Too	SR 145 Cheste	r Rd			$\neg$ $\vdash$									
301 Jefferson Davis Hwy	Chesterfield County	2.41 17000	G	96%	1%	1%	1%	1%	0%	С	0.095	F	0.638	18000	
,	To	SR 150 Chippenha													
301 Jefferson Davis Hwy	Chesterfield County	1.17 <b>20000</b>	G G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.605	22000	
301)	To:	SCL Richmo			. , ,	<del>-</del> i	. , •	- / -	0,0	•	5.00		0.000		

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

Route	Jurisdiction	Length AAD	Γ ΟΛ	4Tire	Rue		I ru	ICK		QC	K	QK	Dir	AAWDT	г (
riodic		Length AAD	ı QA	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	
	From:	SCL Rich								_		_			
301 Jefferson Davis Hwy	City of Richmond	2.13 <b>1100</b>	) G	94%	2%	1%	1%	2%	0%	С	0.088	F	0.617	12000	
	To	Bellmead	e Rd												
} (301) Jefferson Davis Hwy	City of Richmond	0.86 1300		96%	1%	1%	1%	2%	0%	С	0.101	Α	0.504	14000	
٠	To	** 1:	D 1												
301 Jefferson Davis Hwy	City of Richmond	Hopkins		95%	1%	1%	1%	1%	0%	С	0.09	F	0.564	20000	
301 Jenerson Davis Hwy	City of Alchinoria	1.01 <b>1800</b>	) G	95%	1 70	1 70	1 70	1 70	076	C	0.09	Г	0.364	20000	
	To: From:	US 360 H	ıll St												
(301) Cowardin Ave	City of Richmond	0.39 <b>2400</b>	) G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.579	26000	
	To	Semmes	Δνε												
(301) Lee Bridge	City of Richmond	0.76 <b>3000</b>		98%	1%	1%	0%	0%	0%	F	0.1	F	0.626	34000	
(301) 200 211090	City of Filenment	0.70 0000		0070	. 70		070	0 70	0 / 0	•	0	•	0.020	0.000	
~~~	To: From:	2nd S													
(301) Belvidere St	City of Richmond	0.92 2400) G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.649	27000	
<u> </u>	To	Franklin	St												
(301) Belvidere St	City of Richmond	0.15 3300		98%	1%	1%	0%	0%	0%	F	0.085	F	0.545	37000	
(601)	To	V/G 250 D	1.0												
Dalvidana Ct	From:	US 250 Bro		000/	10/	10/	00/	00/	00/		0.000		0.011	0.4000	
Belvidere St	City of Richmond	0.40 3000		98%	1%	1%	0%	0%	0%	F	0.083	F	0.611	34000	
	From:	Chamberlay Belvider													
301 Chamberlayne Ave	City of Richmond	1.02 2000		98%	1%	1%	0%	0%	0%	С	0.093	F	0.508	23000	
Chamberlayne Ave	City of Flictimona	1.02 2000	<i>,</i> G	30 /6	1 /0	1 /0	0 /6	0 /6	0 76	O	0.033	•	0.500	23000	
~~~	To: From:	Edge Hil													
(301) Chamberlayne Ave	City of Richmond	0.31 <b>1900</b>	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.535	22000	
<u> </u>	To: From:	Brookland Pa	rk Blvd												
(301) Chamberlayne Ave	City of Richmond	0.86 <b>1500</b>		98%	1%	1%	0%	0%	0%	С	0.103	F	0.625	17000	
,	,														
Chambarlauna Aug	City of Diehmand	Laburnum		000/	10/	10/	00/	00/	00/	F	0.100		0.607	14000	
Chamberlayne Ave	City of Richmond	0.26 <b>1200</b>	) G	98%	1%	1%	0%	0%	0%	Г	0.108	F	0.607	14000	
	To: From:	Claremont	Ave												
(301) Chamberlayne Ave	City of Richmond	0.94 <b>1300</b>	) G	98%	1%	1%	0%	0%	0%	С	0.106	F	0.525	15000	
$\bigcirc$	То:	Azalea A	ve												
	From:	Chamberlay								_		_			
Azalea Ave	City of Richmond	0.26 <b>1500</b>	) G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.572	17000	
	To	NCL Rich	nond			$\neg$ $\vdash$									
Brook Rd	Henrico County	0.30 1300		98%	1%	1%	0%	0%	0%	F	0.095	F	0.587	NA	
)	, T-	*													
Drook Dd	Honrico County	I-95		000/	00/	10/	10/	00/	00/		0.001	г	0.500	10000	
Brook Rd	Henrico County	0.83 <b>1800</b>	) G	98%	0%	1%	1%	0%	0%	С	0.091	F	0.522	19000	
	To: From:	Hilliard													
Brook Rd	Henrico County	0.72 <b>2000</b>	G G	98%	0%	1%	1%	0%	0%	F	0.104	F	0.523	21000	
/	To	Wilkinson	Rd												
Brook Rd	Henrico County	0.48 <b>1800</b>		98%	0%	1%	1%	0%	0%	F	0.101	F	0.529	19000	
	richildo Courty	0.70 1000	. u	00/0	0 /0	1 /0	1 /0	0 /0	0 /0		0.101		0.020	10000	

12

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

Route	Jurisdiction	Length AADT	ΟΔ	4Tire	Bus		Truc			QC	K	QK	Dir	AAWDT	0
Tiouto	ounsalouen			71110	Duo	2Axle 3	3+Axle	1Trail	2Trail	Q0	Factor	QI.	Factor	70,000	<u> </u>
Drack Dd	From:	SR 73 Parham		000/	00/	10/	10/	10/	00/	0	0.00	_	0.550	NΙΛ	
Brook Rd	Henrico County	1.42 <b>21000</b>	G	98%	0%	1%	1%	1%	0%	С	0.09	F	0.553	NA	
~	To: From:	I-295		000/	00/		40/	40/	00/		0.400		0.500	00000	
Brook Rd	Henrico County	0.73 <b>31000</b>	G	98%	0%	1%	1%	1%	0%	F	0.103	F	0.533	33000	
~	To: From:	Virginia Center Pa													
Brook Rd	Henrico County	0.38 <b>21000</b>	G	98%	0%	1%	1%	1%	0%	F	0.099	F	0.530	23000	
	To: From	J.E.B. Stuart Park	cway												
Brook Rd	Henrico County	0.60 <b>18000</b>	G	98%	0%	1%	1%	1%	0%	F	0.099	F	0.501	19000	
	To: From:	Hanover County Henrico County													
Washington Hwy	Hanover County	0.47 <b>18000</b>	N	98%	0%	1%	1%	1%	0%	Ν	0.099	F	0.501	19000	
)	. id.iove. Gediny						. , 0	. , 0	0 / 0	•	0.000	•	0.00	.0000	
Washington Hwy	Hanover County	42-656 Sliding Hi 1.94 <b>13000</b>	II Rd F	98%	0%	1%	1%	1%	0%	F	0.092	F	0.549	14000	
Y 4 4 5 1 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1	rianover County			30 /o	0 /0	1 /0	1 /0	1 /0	U /0	'	0.032		0.543	14000	
Washington Llung	To:	42-802 Lewistow		000/	00/	10/	10/	10/	00/	г	0.000		0.517	14000	
Washington Hwy	Hanover County	0.79 <b>13000</b>	F	98%	0%	1%	1%	1%	0%	F	0.096	F	0.517	14000	
~	To: From:	SCL Ashland													
Washington Hwy	Town of Ashland	1.41 <b>14000</b>	F	94%	1%	2%	1%	2%	0%	F	0.096	F	0.552	15000	
	To: From:	Ashcake Rd				-									
Washington Hwy	Town of Ashland	0.85 <b>15000</b>	F	94%	1%	2%	1%	2%	0%	С	0.096	F	0.569	16000	
~	To	SR 54 England	St			<u> </u>									
Washington Hwy	Town of Ashland	0.23 13000	F	93%	1%	2%	1%	4%	0%	F	0.09	F	0.506	14000	
	To: From:	Randolph Circ	le			<u> </u>									
Washington Hwy	Town of Ashland	1.94 <b>8600</b>	G	93%	1%	2%	1%	4%	0%	С	0.093	F	0.563	9100	
· ~	To	NCL Ashland	1												
Washington Hwy	Hanover County	2.17 <b>8600</b>	N	93%	1%	2%	1%	4%	0%	Ν	0.093	F	0.563	9100	
	Too														
Washington Hwy	Hanover County	42-738 Gum Tı 1.89 <b>6400</b>	F	93%	1%	2%	1%	4%	0%	F	0.098	F	0.643	6300	
T Tracining to 1 1 1 11	rianover county				1 70		1 70	1,0	0 70	·	0.000	•	0.010	0000	
Washington Hwy	Hanover County	SR 30 Kings Dominion 3.04 <b>4400</b>	Bouleva <b>F</b>	ard 89%	1%	1%	3%	6%	0%	С	0.109	F	0.606	4300	
washington Hwy	To:	Caroline County		03 /6	1 /0	1/0	J /6	0 /6	0 /6	O	0.103	'	0.000	4300	
	From:	Hanover County													
Jefferson Davis Hwy	Caroline County	2.99 <b>4200</b>	G	89%	1%	1%	3%	6%	0%	F	0.117	F	0.662	4200	
	To	SR 207 Carmel C	hurch			<u> </u>									
Jefferson Davis Hwy	Caroline County	6.29 <b>4400</b>	G	95%	0%	1%	1%	2%	0%	F	0.103	F	0.596	4300	
	To	16 630 Ladvamit	h Dd												
Jefferson Davis Hwy	Caroline County	16-639 Ladysmit 3.06 <b>6000</b>	G	95%	0%	1%	1%	2%	0%	F	0.092	F	0.587	5900	
	To.				- , -			•	- / •						
Jefferson Davis Hwy	Carolina County	16-632 Cedon Rd; Qu			00/	10/	10/	20/	00/	C	0.003	F	0.627	5500	
) deficisoff Davis Hwy	Caroline County	2.53 <b>5600</b> Spotsylvania Count	G ty Line	95%	0%	1%	1%	2%	0%	U	0.093	1-	0.027	5500	

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

Route	Jurisdiction	Length AA	DT 04	4Tire	Ruc		Tru	ıck		QC	K	QK	Dir	AAWDT	
noute	Junsuiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
Jefferson Davis Hwy	Spotsylvania County	2.61 <b>130</b>		97%	1%	1%	0%	1%	0%	С	0.097	F		12000	
Jenerson Davis Hwy	Spotsylvania dounty			31 /6	1 /0	1 /6	0 /6	1 /0	0 /6	O	0.037	'		12000	
\(\) Jefferson Davis Hwy	Spotsylvania County	88-606 T 4.25 <b>140</b>		93%	0%	1%	2%	4%	0%	F	0.094	F		14000	
Jenerson Davis riwy	Spotsylvania County				0 /0	1 /0	2/0	4 /0	0 /6	•	0.034	'		14000	
) leffereen Devie Llucy	Controlly and County	88-608 Massapo			10/	10/	1%	1.40/	1%	F	0.088	F		42000	
Jefferson Davis Hwy	Spotsylvania County	2.27 <b>40</b> 0	00 F	82%	1%	1%	176	14%	170	Г	0.000	Г		43000	
\	To: From	US 17 Poor		000/	00/		00/	00/	00/		0.074		0.570	E4000	
Jefferson Davis Hwy	Spotsylvania County	1.18 480	000 G	98%	0%	1%	0%	0%	0%	F	0.074	F	0.576	51000	
`	To: From:	I-9													
Jefferson Davis Hwy	Spotsylvania County	0.96 230		98%	0%	1%	0%	0%	0%	F	0.078	F	0.544	25000	
	To: From:	Bus US 1; SR 203 US 1 Bus; SR 20													
Jefferson Davis Hwy	Spotsylvania County	1.30 <b>250</b>		98%	0%	1%	0%	0%	0%	F	0.084	F	0.542	27000	
),	Tol						- 7.	- , -							
Jefferson Davis Blvd	City of Fredericksburg	SCL Frede 1.48 <b>29</b> 0		98%	0%	1%	0%	0%	0%	С	0.109	Α	0.616	31000	
OCHCISON DAVIS BIVA	Oity of Fredericksburg			30 /6	0 70	1 /0	0 70	0 /0	0 70	O	0.103		0.010	31000	
) Lefferson Davis Blad	City of Franciscopyra	SR 0.00		000/	00/	10/	00/	00/	00/	С	0.000	F		22000	
Jefferson Davis Blvd	City of Fredericksburg	0.90 300	000 F	99%	0%	1%	0%	0%	0%	C	0.089	Г		32000	
N	To: From:	Colleg		2221		<u>⊢</u>									
Jefferson Davis Blvd	City of Fredericksburg	0.59 <b>250</b>	000 F	99%	0%	1%	0%	0%	0%	F	0.087	F		27000	
	To: From:	Fall Hi													
Jefferson Davis Blvd	City of Fredericksburg	0.32 <b>240</b>	00 G	98%	0%	1%	0%	0%	0%	F	0.077	F	0.611	26000	
Bus	To: From:	Bus US 1 Princ	ess Anne Av	e											
Jefferson Davis Blvd	City of Fredericksburg	0.08 <b>340</b>	000 N	98%	0%	1%	0%	0%	0%	N	0.098	F	0.592	NA	
) (1)	Tol						- 7.	- , -							
Bus	From:	NCL Frede	•												
) (17) Jefferson Davis Hwy	Stafford County	0.35 <b>340</b>	00 G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.592	NA	
	To: From:	Bus US 17, SR	218 Falmout	h											
Jefferson Davis Hwy	Stafford County	2.72 <b>190</b>	00 G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.724	20000	
	To: From:	89-676 Crane	s Corner Rd												
Jefferson Davis Hwy	Stafford County	2.84 <b>160</b>	00 G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.788	17000	
	To:	89-628 Eskimo Hill Re	d: Ramoth Cl	nurch Rd		$\neg$ $\vdash$									
Jefferson Davis Hwy	Stafford County	2.45 <b>140</b>		98%	1%	1%	0%	0%	0%	F	0.106	F	0.797	15000	
	То	89-687 I	Jone Rd												
Jefferson Davis Hwy	Stafford County	1.50 <b>140</b>		98%	1%	1%	0%	0%	0%	F	0.09	F	0.703	15000	
,	Too	89-631 Coal Landin													
Jefferson Davis Hwy	Stafford County	1.32 140		98%	1%	1%	0%	0%	0%	N	0.09	F	0.703	15000	
) delicioni bavis riwy	- F			JU /6	1 /0	1 /0	0 /0	0 /0	0 /0		0.00	'	0.700	10000	
Lefferen Devis Llun	Stoffard County	89-610 Garr		000/	10/	10/	00/	00/	00/		0.147	^	0.747	20002	
\ Jefferson Davis Hwy	Stafford County	1.46 <b>20</b> 0	00 A	98%	1%	1%	0%	0%	0%	С	0.147	Α	0.747	20000	

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	Fron:	89-63	9 Woodstock	Lane			2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
1 Jefferson Davis Hwy	Stafford Cou		20000		98%	1%	1%	0%	0%	0%	Ν	0.147	Α	0.747	20000	N
lofferson Davis Llun	To: From:		ittle Forest Ch		000/	10/	10/	00/	00/	00/		0.000	F	0.001	10000	
Jefferson Davis Hwy	Stafford Cou		17000 William Count	G ty Line	98%	1%	1%	0%	0%	0%	F	0.092	Г	0.831	18000	G
~	From:		ford County L	•												
Jefferson Davis Hwy	Prince William (	County 2.15	13000	G	98%	1%	1%	0%	0%	0%	F	0.131	F	0.568	13000	C
leffereen Devie Llung	France William		6-619 Fuller R		000/	10/	10/	00/	00/	00/	F	0.104	F	0.550	12000	
Jefferson Davis Hwy	Prince William (				98%	1%	1%	0%	0%	0%	Г	0.104	Г	0.553	13000	(
Fraley Blvd	Prince William (	•	S 1 Par Main S		98%	1%	10/	00/	00/	00/		0.104	F		8300	
Fraley blvd		•	7900		96%	1%	1% 1%	0% 2%	0% 1%	0% 0%	F F	0.184 0.129	F	0.769	16000	
	Combined Traffic Estimates for 2 Parallel	-			90%	1 70	1 70	270	I 70	0%	г	0.129	Г	0.769	16000	
Erolov Plud	Town of Dumfring		SCL Dumfries		069/	10/	10/	10/	20/	00/		0.096			10000	,
Fraley Blvd	Town of Dumfries ( Combined Traffic Estimates for 2 Parallel	` '	9600		96% 97%	1% 1%	1% 1%	1% 1%	2% 1%	0% 0%	F F	0.086	F F	0.512	10000 22000	
	Combined Trainic Estimates for 2 Faraner		near Possum l		9170	1 70	1 70	170	170	0%	Г	0.090	Г	0.312	22000	
Jefferson Davis Hwy	Town of Dumfries (		23000		96%	1%	1%	1%	2%	0%	F	0.079	F	0.598	NA	
,	Tac	,	NCL Dumfries													
Jefferson Davis Hwy	Prince William (				96%	1%	1%	1%	2%	0%	N	0.079	F	0.598	NA	
٠ (	Tal	, SD	234 Dumfries	Dd												
Jefferson Davis Hwy	Prince William (				96%	1%	1%	1%	2%	0%	F	0.081	F	0.552	33000	
~	To: From:		0 North of Ga													
Jefferson Davis Hwy	Prince William (	County 2.15	31000	G	96%	1%	1%	1%	2%	0%	F	0.083	F	0.637	33000	(
<u></u>	To: From:		Reddy Dr; Op													
Jefferson Davis Hwy	Prince William (		28000		96%	1%	1%	1%	2%	0%	С	0.081	F	0.847	30000	(
	To:		rfax County Li William Count													
Richmond Hwy	Fairfax Cou		32000	•	98%	1%	1%	0%	0%	0%	F	0.084	F	0.834	33000	
٠ (	Tal	I 05 N	orth of Woodh													
Richmond Hwy	Fairfax Cou		34000		97%	2%	1%	0%	0%	0%	F	0.079	F	0.738	36000	(
,	Tal		242 Gunston l													
Richmond Hwy	Fairfax Cou		34000		97%	2%	1%	0%	0%	0%	F	0.096	F	0.796	36000	(
, ייי ל	Tac		0-642 Lorton R													
Richmond Hwy	Fairfax Cou		42000		97%	2%	1%	0%	0%	0%	F	0.087	F	0.763	45000	(
٠ (١	To-		511 Telegraph													
Richmond Hwy	Fairfax Cou		32000		97%	2%	1%	0%	0%	0%	F	0.096	F	0.796	33000	(
	Tao	-				, -			- , -							
Richmond Hwy	Form: Fairfax Cou	•	Fairfax County 33000	g Pkwy <b>G</b>	97%	2%	1%	0%	0%	0%	F	0.096	F	0.796	35000	(
	To:		18 Woodlawn		3. 70	_ /0		0 / 0	0 / 0	0 /0		0.000		000	22000	,

15

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

			d Intersta					Tru	ok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	29-61	8 Woodlawi	n Rd			27.00	017100	TTTGII			1 40101		1 40101		
1 Richmond Hwy	Fairfax County	0.49	33000	G	97%	2%	1%	0%	0%	0%	F	0.076	F	0.524	34000	G
<b>→</b>	To	SR 235 S, Mou	ınt Vernon M	1emoria	ıl Hwv											
1 Richmond Hwy	Fairfax County	2.84	28000	Α	97%	2%	1%	0%	0%	0%	С	0.094	Α	0.512	30000	Α
<i>\rightarrow</i>	Tec	SR 235 N.	, Mount Ver	non Hw	v											
1 Richmond Hwy	Fairfax County	3.19	46000	G	97%	2%	1%	0%	0%	0%	F	0.072	F	0.521	48000	G
$\rightarrow$	To	SR 241	Kings Hwy	North												
1 Richmond Hwy	Fairfax County	1.31	41000	G	97%	2%	1%	0%	0%	0%	F	0.068	F	0.527	44000	G
÷)	To	SCL Alexandria,	1.05 1.405 (	Canital	Reltway											
1 Patrick St	City of Alexandria (Main		64000	G G	97%	2%	1%	0%	0%	0%	F	0.078	F	0.677	67000	G
.)	· .	•														
1 Patrick St	City of Alexandria	0.15	Franklin St 64000	N	97%	2%	1%	0%	0%	0%	N	0.078	F	0.677	67000	N
.) · a.mon or	Tree Tree				0.70			0 / 0	0,0	0,0		0.07.0	•	0.0	0.000	•
1 Patrick St	City of Alexandria	0.36	zes St, US 1	G G	97%	2%	1%	0%	0%	0%	F	0.081	F		23000	G
T dillok of	Combined Traffic Estimates for 2 Parallel Road			G	97%	2%	1%	0%	0%	0%	F	0.068	F	0.617	44000	G
	Tamo Estimates for E 1 drains Freday	mayo on the riodio.			0.70			070	0 70	0 70	·	0.000	•	0.017	11000	Ğ
1 Patrick St	City of Alexandria	0.72	King St 19000	G	97%	2%	1%	0%	0%	0%	F	0.09	F		20000	G
- atriox of	Combined Traffic Estimates for 2 Parallel Road			G	97%	2%	1%	0%	0%	0%	F	0.03	F	0.568	39000	G
	- Tame Estimates for 21 araner read	ways on this riodic.		<u> </u>	07 70	270		070	0 /0	0 70	•	0.070	•	0.000	00000	ŭ
1 Patrick St	City of Alexandria		1st St 40000	G	97%	2%	1%	0%	0%	0%	F	0.079	F	0.642	42000	G
T atriok of	Oity of Alexandria			<u> </u>	37 70	270	1 70	0 70	0 70	0 70	•	0.073	•	0.042	42000	G
1 Richmond Hwy	City of Alexandria	N	Monroe Ave 26000	G	97%	2%	1%	0%	0%	0%	F	0.068	F	0.611	28000	G
1 Alcilliona i wy	Oity of Alexandria				31 /6	2 /0	1 /0	0 /6	0 /0	0 /6	'	0.000	•	0.011	20000	G
Dishmand Llus	Adjustes County		CL Alexandri		070/	20/	10/	00/	00/	00/	F	0.075	F	0.610	22000	
1 Richmond Hwy	Arlington County	0.15	31000	G	97%	2%	1%	0%	0%	0%	F	0.075	Г	0.612	33000	G
~~ 5: 1	To- From:		120 Glebe F		070/	00/		00/	00/	00/		0.070		0.070	0.4000	
1 Richmond Hwy	Arlington County	0.65	33000	G	97%	2%	1%	0%	0%	0%	F	0.076	F	0.678	34000	G
~	To: From:	SR 233 Reagan V														
1 Richmond Hwy	Arlington County	0.87	39000	G	97%	2%	1%	0%	0%	0%	F	0.077	F	0.593	41000	G
~	From:		0; Ramp to I		v											
Ramp	Arlington County	0.16	NA	ila IIw	<i>y</i>							NA			NA	
÷ .	To:		I-395 NB													
	Author where O country	0.55	I-395		0 -	- 1.005	. (			. 1						
1 (395)	Arlington County	0.55	454000	_				ectional t					s seg	lment.	105000	_
	Combined Traffic Estimates for 4 Parallel Road			G		1%	1%	1%	1%	0%	F	NA			165000	G
~	To- From:		Vashington F	arkway		- 1.005		-4111	tt: - ·	ali ina a	41	fr :: 11 '				
1 395	Arlington County	0.02	454600					ectional t					s seg	inent.	105000	
-	Combined Traffic Estimates for 4 Parallel Road	•	154000 rict of Colum	N	97%	1%	1%	1%	1%	0%	N	NA			165000	N
	10:	Distr	act of Colum	idia												

Route	Jurisdiction	n Lenc	th <b>AADT</b>	QA	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	QV
	From:		Exit N018A &				2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
1 Ramp	Town of South Hill (I				96%	1%	1%	1%	1%	0%	F	0.079	F		2100	G
$\stackrel{\sim}{\sim}$	To:		I-85 South													
~~	From:		Exit N018B &		2221	4-7		4-7		221	_		_		4000	
1 Ramp	Mecklenburg Co	ounty 0.1	3 <b>1200</b> I-85 North	G	96%	1%	1%	1%	1%	0%	F	0.094	F		1200	G
	From:	110	1-85 North	1. D.1												
1 Ramp	Brunswick Cou				90%	1%	1%	2%	6%	0%	F	0.116	F		630	G
÷ '	To:		I-85 North													
	From:	US	1 Boydton Plan	nk Rd												
Ramp	Brunswick Cou	unty 0.2		G	90%	1%	1%	2%	6%	0%	F	0.131	F		280	G
<del>~</del>	To:		I-85 South													
Pomp	From:	untu 0.0	US 1									0.004	F		6200	G
1 Ramp	Dinwiddie Cou	unty 0.2	3 <b>6300</b> I-85 North	G								0.094	Г		6300	Ċ
	From:		US 1													
1 Ramp	Dinwiddie Cou	unty 0.2		G								0.115	F		1300	C
·) ·	To:	•	I-85 South													
~~~	From:		US 1													
1 Ramp	City of Richmond (N	Maint: 43) 0.0		G								0.086	F		13000	C
~	10:		I-95 South													
1 Ramp	Henrico Cour	nty 0.1	US 1 Brook R 1 5500	G G								0.078	F		5800	C
1 Manip	To:	11ty 0.1	I-95 South	G								0.076	'		3000	`
	From:	US	1 Jefferson Dav	is Hwv			i									
1 Ramp	Spotsylvania Co			G								0.097	F		8500	C
~	To:		I-95 South													
~~~	From:		1 Jefferson Dav													
1) (17) Ramp US 1, US 17 to I-95 N at Exit 126	Spotsylvania Co	ounty 0.1		G								0.087	F		NA	
•	From:		I-95 North													
1 Ramp	Stafford Cou		1 Jefferson Dav 4 <b>5400</b>	-	98%	0%	1%	0%	1%	0%	С	0.172	Δ		5700	ļ
1 Ramp	To:	11ty 0.11	I-95 North		30 /0	0 70		0 70	1 /0	0 70	J	0.172	^		3700	,
	From:	Ramps f	rom US 1 NB ar	nd US 1 S	SB											
Ramp From US N,S to I-95 3 at Exit 177	City of Alexandria (M			G			<u>'</u>					0.080	F		6900	(
~	To:	I-	95 Express Lane	es SB												
~~, <u>_</u>	From:		01-S191C TO F													
1 Ramp	City of Alexandria (N		9 <b>6600</b>	G								0.086	F	0.699	6600	C
	10:		-95-S FROM R													
lorth	Dinwiddie Cou		1 Boydton Plan 6 <b>4400</b>									0.097	F		4400	C
) Tamp	To:		66A US 01- 66.		85							0.037			4400	G
		22 31 50	23 01 00													
10/2021			17													

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

		1 minary and microtate modies			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail		AAWDT QW
North 1 Ramp	Dinwiddie County	US 1 Boydton Plank Rd 0.03 <b>560 G</b>		NA	560 G
1 namp	To:	US 01- 66B US 01-S066B TO RT 85		IVA	300 G
North 1 Ramp	City of Richmond (Maint: 43)	US 1 Belvidere St 0.04 <b>6200 G</b>		0.101 F	6200 G
	To:	127-99006 A 127-99006- A			
North 1 Ramp	City of Richmond (Maint: 43)	0.06 <b>4500 G</b>		0.105 F	4500 G
North	To: From:	US 01-S093A US 1 Chamberlayne Ave; Belvidere St			
Ramp	City of Richmond (Maint: 43)	0.12 <b>7100 A</b>		0.153 A	7300 A
North	To: From:	I-95 North US 1 N, Brook Rd	<u> </u>		
(1) Ramp	Henrico County	0.21 <b>1800 G</b>		0.113 F	1900 G
North	To: From:	I-295 East US 1 N, Brook Rd			
1 Ramp	Henrico County	0.15 <b>1100 G</b>		0.12 F	1200 G
North	From	I-295 West Collector Rd US 1 N, Richmond Hwy			
1 Ramp	Fairfax County	0.84 <b>7200 G</b> I-95 North		0.133 F	7200 G
North	From:	US 1 Richmond Hwy NB			
1 Ramp	City of Alexandria (Maint: 29)	0.17 <b>NA</b>		NA	NA
North 1 Ramp	City of Alexandria (Maint: 29)	US 1 North Exit 191B Ramp 0.16 13000 G		0.078 B	13000 G
1 Tramp	To:	I-95 North		0.070 В	13000 G
North 1 Ramp	City of Alexandria (Maint: 29)	US 1 Richmond Hwy NB 0.39 NA		NA	NA
	Too.	US 01-N191C TO RT 241; 95 SOUTH			
North (1) Ramp	City of Alexandria (Maint: 29)	NA		NA	NA
North	To: From:	US 01- 191B US 01-S191B FROM RT 1 US 01-N191B TO RT 241; 95 SOUTH			
1 Ramp	City of Alexandria (Maint: 29)	NA		NA	NA
South	To: From	US 01-S191C TO RT 241 US 1 Boydton Plank Rd			
1 Ramp	Dinwiddie County	0.03 <b>2900 G</b>		0.116 F	2900 G
South	From:	US 01-N066A US 01- 66A TO RT 85  US 1 TO RT 85 SB			
1 Ramp	Dinwiddie County	0.06 <b>970 G</b>		0.124 F	970 G
	10	US 01- 66B US 01-N066B TO RT 85			

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

			Primary and	d Intersta	ate Ro	utes											
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 1 Ramp	Front City of Richmond (	(Maint: 43)	0.28	S, Belvider 4100 tit 93A to I-	Α	:h							0.119	Α		4400	Α
South 1 Ramp	From: Henrico Cou To:	unty	US	1 S, Brook 5500 East Collect	Rd <b>G</b>								0.104	F		5900	G
South 1 Ramp	From: Henrico Cou To:	unty	US 1	1 S, Brook 3300 Vest Collect	Rd <b>G</b>								0.118	F		3600	G
South 1 Ramp	Front Fairfax Cou To:	ınty		US 1 <b>15000</b> I-95 South	G	88%	1%	1%	1%	10%	0%	F	0.11	F		14000	G
South 1 Ramp	City of Alexandria (	(Maint: 29)	US 1 0.11	Patrick St 20000	G								0.099	F		20000	G
South 1 Ramp	City of Alexandria (	(Maint: 29)	0.09	NA 91B TO 95				<u> </u> -					NA			NA	
South 1 Ramp	Front City of Alexandria (	,	0.22 US 01-S191D T	NA									NA			NA	
South 1 Ramp	City of Alexandria (		0.28	9900 ROM RT 1	G								0.126	F		9900	G
South 1 Ramp	City of Alexandria (	(Maint: 29)	0.09	Patrick St NA ward I-95 S									NA			NA	
South 1 Ramp	Front City of Alexandria ( To:	(Maint: 29)	US 01-S1917 0.21 US 01-N191C 1	NA									NA			NA	
South 1 Ramp	City of Alexandria (		US 01-S191A T 0.34 I-95-1 FROM	6000	G								0.132	F		6000	G
Henry St	City of Alexar Combined Traffic Estimates for 2 Parallel			Wilkes St 20000	G G	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.074 0.068	F F	0.617	21000 44000	G G
Henry St	City of Alexar Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	R 7 King St 18000 37000 1st Street	G G	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.077 0.078	F F	0.568	19000 39000	G G
		1		131 541001													

#### 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
~~~	From	US 1 Fraley												1 dotoi		
Main St	Prince William	,	7200	F	94%	1%	1%	3%	1%	0%	С	0.099	F		7600	F
<u></u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	F	96%	1%	1%	2%	1%	0%	F	0.128	F	0.765	16000	F
	To:	S	CL Dumfrie	es			\neg \vdash									
Main St	Town of Dumfries	(Maint: 76) 1.45	11000	G	97%	1%	1%	1%	0%	0%	С	0.098	F	0.927	12000	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	97%	1%	1%	1%	1%	0%	F	0.090	F	0.508	22000	G
	To:	US 1 Fraley	Blvd North	Intersec	ction											
Bus Bus	From	US 1 Wy	the St Batter	rsea Lar	ie											
(1) (460)(460) Washington	St City of Peters	sburg 0.31	9300	F	98%	0%	1%	1%	0%	0%	F	0.092	F		10000	F
(F) (LS) (FS)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	F	98%	0%	1%	1%	0%	0%	F	0.090	F	0.551	19000	F
	To	123	3-9025 West	t St			—									
Bus Bus	From										_		_			_
(1) (460) (460) Washington		· ·	9700	F	99%	0%	1%	0%	0%	0%	С	0.09	F		10000	F
* * *	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	F	98%	0%	1%	0%	0%	0%	F	NA			19000	F
Due Due	To: From	123	-9029 South	h St												
Bus Bus Washington	St City of Peters	sburg 0.27	11000	F	98%	0%	1%	1%	0%	0%	F	0.091	F		11000	F
(1) (460) (460) Washington	Combined Traffic Estimates for 2 Parallel	•		G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.527	20000	G
	Combined Traine Estimates for 21 araner	-			31 /6	0 76	1 /0	1 /0	1 /0	0 /6	•	0.003	•	0.521	20000	u
Bus Bus	To From:	(Guarantee S	t												
(1) (460) (460) Washington	St City of Peters	sburg 0.24	11000	F	99%	0%	1%	0%	0%	0%	F	0.09	F		11000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	G	98%	0%	1%	1%	0%	0%	F	NA			20000	G
	To:	BUS US 46														
~~ ~ ~ · · ·	From	SR 36; Bus U											_			
(1) (36) Market St	City of Peters	•	2200	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.514	2300	F
\(\)	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To:		36 Grove A													
1 36 Old St	City of Peters		36; Market 1700	F	97%	1%	I 1%	1%	1%	0%	С	0.099	F	0.58	1800	F
36 Old St	Combined Traffic Estimates for Parallel		NA	•	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	O	NA	•	0.50	NA	'
	To		Sycamore St	f								INA			INA	
	From		Old St													
Sycamore St	City of Peters	sburg 0.04	2400	F	99%	0%	1%	0%	0%	0%	С	0.101	F	0.668	2500	F
(P) (P)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To		ollingbrook	St												
~~ ~	From		Sycamore St													
Bollingbrook St	City of Peters	· ·	2500	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.676	2700	F
\sim \circ	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To	US 1	, US 301 2r	nd St												
~~~	From		R 110, US													
(1) (395) Ramp	Arlington Co	unty	18000	G	97%	2%	1%	0%	0%	0%	F	0.07	F		NA	
	To		I-395 South													

6/10/2021 20

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

		Filliary and	microtate	Tioutes			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT G	A 4Tire	e Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	US	S 1, US 58												
$\begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 58 \end{pmatrix} \begin{pmatrix} 58 \end{pmatrix}$ Danville St	Mecklenburg County			G 94%		1%	1%	2%	0%	С	0.122	F		1800	G
Combined To	raffic Estimates for 2 Parallel Roadways o	on this Route: US 1, Bus US		G 94%	2%	1%	1%	2%	0%	F	0.113	F	0.575	4500	G
Pug	From:	<i>'</i>	S 1, SR 208	icatei Ku											
Bus 1 LaFayette Blvd	Spotsylvania County			<b>F</b> 97%	0%	1%	1%	1%	0%	С	0.08	F	0.51	20000	F
,	To	SCI E	Fredericksburg	,											
Bus 1 LaFayette Blvd	City of Fredericksburg		•	F 97%	0%	1%	1%	1%	0%	F	0.083	F	0.522	21000	F
1 Lai ayelle bivu	Oity of Fredericksburg				0 70	1 /0	1 /0	1 /0	0 /6	•	0.000	•	0.522	21000	'
Bus	From:	<u> </u>	and Grey Par									_			
1 LaFayette Blvd	City of Fredericksburg	0.38	8300	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.085	F	0.588	8800	F
Bus	Too From:	111-39	957 Sunken Ro	d											
1 LaFayette Blvd	City of Fredericksburg	0.56	7600 I	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.088	F	0.594	8100	F
Bus	To- From:	111-396	61 Kenmore A	ve											
1 LaFayette Blvd	City of Fredericksburg	0.10	4700 I	N 99%	0%	1%	0%	0%	0%	Ν	0.107	F	0.545	4900	N
	To	Bus US 1 Par, Bu	ıs 17 Par Princ	ess Anne St											
Bus 1 LaFayette Blvd	City of Fredericksburg	0.06		G 99%	0%	1%	0%	0%	0%	F	0.107	F	0.545	4900	G
Tar dyono Bird	To:		S 17 Caroline S	-	070		0 70	0 70	070	·	0.107	·	0.010	1000	<u> </u>
Bus Bus Bus	From:		17, Lafayette E		00/	40/	00/	00/	00/	_	0.00	_		4000	
1) (17) (17) (2) Caroline St	City of Fredericksburg raffic Estimates for 2 Parallel Roadways or	0.38		G 99% G 99%		1% 1%	0% 0%	0% 0%	0% 0%	F	0.09 0.086	F	0.564	4300 9700	G G
Combined in	Tallic Estilliates for 2 Farallel Hoadways o				0 /0	1 /0	0 /6	0 /6	0 /6	'	0.000	'	0.504	3700	G
Bus Bus Bus	From		R 3 William S												
1) (17) (17) Caroline St	City of Fredericksburg	0.51		G 99%		1%	0%	0%	0%	С	0.09	F	0.500	6300	G
Combined II	raffic Estimates for 2 Parallel Roadways o		12000 ( Ierndon St	<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	12000	G
Bus Bus	From:	C	Caroline St												
1) (17) Herndon St	City of Fredericksburg	0.06		F 99%	0%	1%	0%	0%	0%	F	0.092	F		3800	F
Bus Bus	From:		Par Princess Au 1 Par Herndon												
1) (17) Princess Anne St	City of Fredericksburg			<b>F</b> 99%	0%	1%	0%	0%	0%	С	0.093	F	0.668	8100	F
$\bigcirc$	To:	US 1 Jeffer	rson Davis Hig	ghway											
Bus Bus Bus	From:	Bus US 1, Bus			001	40′	00/	00/	00/	_	0.000	_		F.400	_
Princess Anne St	City of Fredericksburg	0.37		G 98%		1%	0% 0%	0% 0%	0% 0%	F F	0.082	F F	0.564	5400 9700	G
Combined II	raffic Estimates for 2 Parallel Roadways o			<b>G</b> 99%	0%	1%	0%	0%	0%	Г	0.086	Г	0.564	9700	G
Bus Bus Bus	To- From:		R 3 William S												
Princess Anne St	City of Fredericksburg	0.52		F 98%		1%	0%	0%	0%	С	0.1	F	0.500	6100	F
Combined T	raffic Estimates for 2 Parallel Roadways of	n this Route:	12000 (	<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	12000	G
	To:		S 1 Herndon S												

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

Azalea Ave 4 13000  NCL Richmo 5 12000  I-95 0 7100 te: 17000  Upham Dr 7 19000  Parham Rd 7 27000  Hanover County Henrico County 0 28000  I-295 7 19000	G G G Line	97% 97% 97% 97% 97%	1% 1% 0% 0% 0%		3+Axle 0% 0% 1% 1%			QC F C	0.106 0.107 0.1107 0.111	QK F F F	Dir Factor 0.536 0.533 0.709 0.745	14000 13000 7500 18000	G G G G
13000  NCL Richmo 5 12000  I-95 0 7100 te: 17000  Upham Dr 7 19000  Parham Rd 7 27000  Hanover County Henrico County 0 28000  I-295 7 19000	G G G Line Line	97% 97% 97%	1% 0% 0%	1% 1% 1% 1% 1% 1%	0% 0% 1% 1%	1% 1% 1% 1%	0% 0% 0% 0%	C F F	0.106 0.107 0.11 0.107	F F F	0.536 0.533 0.709	13000 7500	G G
13000  NCL Richmo 5 12000  I-95 0 7100 te: 17000  Upham Dr 7 19000  Parham Rd 7 27000  Hanover County Henrico County 0 28000  I-295 7 19000	G G G Line Line	97% 97% 97%	1% 0% 0%	1% 1% 1% 1% 1%	0% 1% 1%	1% 1% 1%	0% 0% 0%	C F F	0.107 0.11 0.107	F F F	0.533	13000 7500	G G
NCL Richmo 5 12000  I-95 0 7100 te: 17000  Upham Dr 7 19000  Parham Rd 7 27000  Hanover County Henrico County 0 28000  I-295 7 19000	G G G Line Line	97% 97% 97%	1% 0% 0%	1% 1% 1% 1% 1%	0% 1% 1%	1% 1% 1%	0% 0% 0%	C F F	0.107 0.11 0.107	F F F	0.533	13000 7500	G G
1-95 0 7100 te: 17000 Upham Dr 7 19000 Parham Rd 7 27000 Hanover County Henrico County 0 28000 I-295 7 19000	G G G Line	97% 97% 97%	0% 0%	1% 1% 1%	1% 1%	1% 1%	0% 0%	F F	0.11 0.107	F F	0.709	7500	G
I-95 0 7100 te: 17000 Upham Dr 7 19000 Parham Rd 7 27000 Hanover County Henrico County 0 28000 I-295 7 19000	G G Line	97% 97% 97%	0% 0%	1% 1% 1%	1% 1%	1% 1%	0% 0%	F F	0.11 0.107	F F	0.709	7500	G
0 7100 te: 17000  Upham Dr 7 19000  Parham Rd 7 27000  Hanover County Henrico County 0 28000  I-295 7 19000	G G Line Line	97%	0%	1% 1%	1%	1%	0%	F	0.107	F			
te: 17000  Upham Dr 7 19000  Parham Rd 7 27000  Hanover County Henrico County 0 28000  I-295 7 19000	G G Line Line	97%	0%	1% 1%	1%	1%	0%	F	0.107	F			
Upham Dr 7 19000  Parham Rd 7 27000  Hanover County 0 28000  I-295 7 19000	G G Line	97%	0%	1%							0.745	18000	G
7 19000  Parham Rd 7 27000  Hanover County 0 28000  I-295 7 19000	G Line				1%	1%	0%	С	0.11	_			
Parham Rd 7 27000  Hanover County Henrico County 0 28000  I-295 7 19000	G Line				1%	1%	0%	С	0.11				
7 27000  Hanover County Henrico County 0 28000  I-295 7 19000	Line Line	97%	0%	1%						F	0.709	20000	G
Hanover County Henrico County 0 28000  I-295 7 19000	Line Line	97%	0%	1%									
Henrico County 0 <b>28000</b> I-295 7 <b>19000</b>	Line				1%	1%	0%	F	0.106	F	0.709	29000	G
0 <b>28000</b> I-295 7 <b>19000</b>													
I-295 7 <b>19000</b>	G												
7 19000		97%	0%	1%	1%	1%	0%	F	0.102	F	0.629	30000	G
	F	96%	0%	1%	1%	2%	0%	F	0.097	F	0.584	20000	F
42-640													
0 14000	F	98%	0%	1%	1%	1%	0%	F	0.101	F	0.53	15000	F
2-643 Pearsons (7 <b>8500</b>	F	93%	1%	1%	1%	4%	0%	F	0.107	F	0.693	9000	F
7 0300	-	30 /6	1 /0	1 /6	1 /0	4 /0	0 /6	'	0.107	•	0.035	3000	•
								_		_			
8 <b>6900</b>	F	96%	0%	1%	1%	1%	0%	С	0.115	F	0.689	6800	F
42-651													
4 7100	F	95%	0%	1%	3%	1%	0%	С	0.117	F	0.619	7000	F
12-1002 Hanove	r CH			$\lnot$ $lacktriangle$									
4 4900	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.830	4900	F
Caroline County	Line												
Hanover County	Line												
6 <b>4200</b>	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.653	4100	G
SR 30 Daw	1												
4 2900	G	91%	1%	1%	2%	5%	0%	F	0.090	F	0.564	2800	G
16 647													
	G	91%	1%	1%	2%	5%	0%	C	0.092	F	0.519	2400	G
		0170	1 /0	1 70	270	070	0 70	Ü	0.002	•	0.010	2400	G
		010/	10/	10/	007	FC/	00/	_	0.000		0.000	4000	
	-	91%	1%	1%	2%	5%	0%	F	0.092	۲	0.603	4300	G
		91%	1%	1%	2%	5%	0%	N	0.092	F	0.603	4300	Ν
		0.70	. ,0	Ť	_ / 0	0,0	0,0		0.002		0.000	.500	
- 12 - 12 - 13 - 14 - 15 - 16 - 16 - 16 - 16 - 16 - 16 - 16 - 16	42-651 4 7100 42-651 4 7100 4-651 4 4900 Caroline County Hanover County 6 4200 SR 30 Dawn 4 2900 16-647 0 2500 -721 Near de Ja 6 4400 Bus US 301 SCL Bowling G	42-651 4 7100 F 42-651 4 7100 F 42-1002 Hanover CH 4 4900 F Caroline County Line Hanover County Line 6 4200 G SR 30 Dawn 4 2900 G 16-647 0 2500 G -721 Near de Jarnette 6 4400 G Bus US 301 SCL Bowling Green 1 4400 N	42-651 4 7100 F 95%  22-1002 Hanover CH 4 4900 F 98%  Caroline County Line Hanover County Line 6 4200 G 96%  SR 30 Dawn 4 2900 G 91%  16-647 0 2500 G 91%  -721 Near de Jarnette 6 4400 G 91%  Bus US 301  SCL Bowling Green 1 4400 N 91%	42-651 4 7100 F 95% 0%  42-651 4 7100 F 95% 0%  22-1002 Hanover CH 4 4900 F 98% 1%  Caroline County Line Hanover County Line 6 4200 G 96% 0%  SR 30 Dawn 4 2900 G 91% 1%  16-647 0 2500 G 91% 1%  -721 Near de Jarnette 6 4400 G 91% 1%  Bus US 301  SCL Bowling Green 1 4400 N 91% 1%	-653 Whippoorwill Rd  8 6900 F 96% 0% 1%  42-651  4 7100 F 95% 0% 1%  22-1002 Hanover CH  4 4900 F 98% 1% 1%  Caroline County Line Hanover County Line 6 4200 G 96% 0% 1%  SR 30 Dawn  4 2900 G 91% 1% 1%  16-647  0 2500 G 91% 1% 1%  -721 Near de Jarnette 6 4400 G 91% 1% 1%  Bus US 301  SCL Bowling Green 1 4400 N 91% 1% 1%	-653 Whippoorwill Rd  8 6900 F 96% 0% 1% 1%  42-651  4 7100 F 95% 0% 1% 3%  22-1002 Hanover CH  4 4900 F 98% 1% 1% 0%  Caroline County Line Hanover County Line 6 4200 G 96% 0% 1% 1%  SR 30 Dawn  4 2900 G 91% 1% 1% 2%  -721 Near de Jarnette 6 4400 G 91% 1% 1% 2%  Bus US 301  SCL Bowling Green 1 4400 N 91% 1% 1% 2%	Acceptable of the second of th	-653 Whippoorwill Rd  8 6900 F 96% 0% 1% 1% 1% 0%  42-651  4 7100 F 95% 0% 1% 3% 1% 0%  2-1002 Hanover CH  4 4900 F 98% 1% 1% 0% 0% 0%  Caroline County Line Hanover County Line 6 4200 G 96% 0% 1% 1% 2% 0%  SR 30 Dawn  4 2900 G 91% 1% 1% 2% 5% 0%  16-647  0 2500 G 91% 1% 1% 2% 5% 0%  -721 Near de Jarnette 6 4400 G 91% 1% 1% 2% 5% 0%  Bus US 301  SCL Bowling Green 1 4400 N 91% 1% 1% 2% 5% 0%	-653 Whippoorwill Rd  8 6900 F 96% 0% 1% 1% 1% 0% C  42-651  4 7100 F 95% 0% 1% 3% 1% 0% C  2-1002 Hanover CH  4 4900 F 98% 1% 1% 0% 0% 0% F  Caroline County Line Hanover County Line 6 4200 G 96% 0% 1% 1% 2% 0% F  SR 30 Dawn  4 2900 G 91% 1% 1% 2% 5% 0% F  16-647  0 2500 G 91% 1% 1% 2% 5% 0% C  -721 Near de Jarnette 6 4400 G 91% 1% 1% 2% 5% 0% F  Bus US 301  SCL Bowling Green 1 4400 N 91% 1% 1% 2% 5% 0% N	-653 Whippoorwill Rd  8 6900 F 96% 0% 1% 1% 1% 0% C 0.115  42-651  4 7100 F 95% 0% 1% 3% 1% 0% C 0.117  22-1002 Hanover CH  4 4900 F 98% 1% 1% 0% 0% 0% F 0.108  Caroline County Line Hanover County Line  6 4200 G 96% 0% 1% 1% 2% 0% F 0.1  SR 30 Dawn  4 2900 G 91% 1% 1% 2% 5% 0% F 0.090  16-647  0 2500 G 91% 1% 1% 2% 5% 0% C 0.092  -721 Near de Jarnette  6 4400 G 91% 1% 1% 2% 5% 0% F 0.092  Bus US 301  SCL Bowling Green  1 4400 N 91% 1% 1% 2% 5% 0% N 0.092	1	1	1

22

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

		Primary and	u miersia	ale noi	lles											
						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Bus	From:		US 301													
2) (301) Main St	Town of Bowling Green (Maint: 10	6) 0.22	3700	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.566	3600	C
2) (301)		<u>'</u>														
Bus	From:	SCL	Bowling G	reen												
2)(301)Main St	Town of Bowling Green (Maint: 10	6) 0.74	3700	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.561	3600	G
	To:	F	Bus SR 207	1												
	From:		301, Bus S	SR 207												
2 ) Main St	Town of Bowling Green (Maint: 10	6) 0.39	4900	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.547	4900	(
	To:	NCL.	Bowling G	ireen			<u> </u>									
Fredericksburg Tpke	Caroline County	7.73	4900	N	96%	0%	1%	1%	2%	0%	Ν	0.087	F	0.547	4900	-
<u></u>	From		onewall Jac			00/		40/	00/	00/	_	0.000		0.010	4000	
Fredericksburg Tpke	Caroline County	3.71	4400	G	96%	0%	1%	1%	2%	0%	С	0.092	F	0.618	4300	(
	From:		vania Coun	_												
Sandy Lane Dr	Spotsylvania County	1.36	ine County 4700	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.65	4700	(
Sandy Lane Dr	Spoisylvania County		5 17 Mills I		30 /6	0 /6	1 /0	1 /0	2/0	0 /6	'	0.000	'	0.03	4700	,
Bus	From:		Bus US 17													
2) (17) Tidewater Trail	Spotsylvania County	3.56	7800	F	93%	0%	1%	2%	3%	0%	С	0.092	F	0.566	8300	
	-	0.00		•				_,-			_					
Bus	To: From:		88-1301													
Tidewater Trail	Spotsylvania County	0.97	21000	F	93%	0%	1%	2%	3%	0%	F	0.077	F	0.542	23000	
	To	ECL	Fac. 4 and almost	1												
Bus	From:		Fredericks	burg												
$\left(\frac{17}{17}\right)$ Dixon St	City of Fredericksburg	0.55	20000	G	93%	1%	2%	1%	3%	0%	С	0.084	F	0.538	21000	(
-	To	Ramp fro	om SR 3 Co	onnector			<u> </u>									
Bus Diven St	City of Exaderial charge	0.06	0400		000/	10/	10/	00/	00/	00/	0	0.005	F	0.500	9000	
Dixon St	City of Fredericksburg	0.26	8400	G	98%	1%	1%	0%	0%	0%	С	0.095	г	0.562	8900	(
Bus	To: From:		Charles St													
D: 0:	City of Fredericksburg	0.06	4100	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.584	4300	(
2 17 Dixon St	Combined Traffic Estimates for 2 Parallel Roadways				98%	1%		0%	0%	0%		0.095		0.733	7500	(
	To Tollow Traile Estimates for 2 Parallel Hoadways		7000	G	90%	1 70	1%	0%	0%	076	Г	0.095	Г	0.733	7500	
Bus	From:		Dixon St	ડા												
<b>→</b> ~~~	City of Fredericksburg	0.26	2900	F	98%	0%	1%	1%	0%	0%	С	0.107	F		3100	
Princess Anne St	Combined Traffic Estimates for 2 Parallel Roadways		5400	F	98%	0%	1%	1%	0%	0%	C	0.09	F	0.587	5700	
	Combined Traine Estimates for 21 drainer Hodeways			•	0070	0 /0	1 70	1 /0	0 /0	0 /0	J	0.00		0.007	0700	
Bus Bus Bus	To: From:		Bus US 1													
	ess Anne St City of Fredericksburg	0.37	5100	G	98%	0%	1%	0%	0%	0%	F	0.082	F		5400	(
	Combined Traffic Estimates for 2 Parallel Roadways		9200	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	9700	(
	To:		SR 3 Willia		0070	0 70	Ť	0 /0	0 / 0	0 / 0	·	0.000		0.00	0.00	
	From															
Germanna Hwy	Town of Culpeper		S 15 Orang		009/	0%	10/	0%	00/	00/	C	0.000	F	0.520	8500	
522 Germanna nwy	Town of Culpeper	0.96	7900	F	99%	U%	1%	0%	0%	0%	С	0.089	г	0.520	0000	
- ·	To: From:	EC	CL Culpepe	er												
1 / \	Culpeper County	0.34	11000	F	96%	0%	1%	1%	1%	0%	С	0.09	F	0.509	12000	- 1
3 (522) Germanna Hwy	Calpeper County	0.04	11000				1 /0	. , •								

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	Q'
	From:	US 15, US 2	19			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
3) (522) Germanna Hwy	Culpeper County	0.32 <b>16000</b>	F	94%	1%	1%	1%	3%	0%	С	0.085	F	0.573	16000	F
	To	US 522 Zachary Ta	ylor Hwy			<u> </u>									
Germanna Hwy	Culpeper County	4.63 <b>2800</b>	F	96%	0%	1%	0%	2%	0%	F	0.095	F		2700	
	To: From:	23-663 Batna	Rd			<u> </u>									
Germanna Hwy	Culpeper County	3.73 <b>3100</b>	F	96%	0%	1%	0%	2%	0%	F	0.094	F		3000	
<u></u>	Tac From	23-750 Ellis l	Rd												
Germanna Hwy	Culpeper County	4.37 <b>4200</b>	F	95%	1%	1%	1%	3%	0%	С	0.075	F		4200	
	To: From:	Orange County Culpeper County				_									
Germanna Hwy	Orange County	4.89 <b>3800</b>	F	93%	1%	1%	1%	4%	0%	F	0.075	F		4000	
	To	SR 20 Wilderr	ness			<u> </u>									
Germanna Hwy	Orange County	0.12 <b>22000</b>	G	96%	0%	1%	0%	2%	0%	F	0.082	F	0.512	22000	
	To: From:	Spotsylvania Cour													
Plank Rd	Spotsylvania County	Orange County 5.27 <b>30000</b>	F F	99%	0%	1%	0%	0%	0%	С	0.084	F		30000	
3)	To								• , •			-			
Plank Rd	Spotsylvania County	88-610 Elys For 2.99 <b>28000</b>	<u>а ка</u> <b>F</b>	95%	0%	1%	1%	2%	0%	F	0.082	F	0.602	28000	
	То	88-626 Andora	Dr												
Plank Rd	Spotsylvania County	36000	F	96%	0%	1%	0%	2%	0%	С	0.082	F	0.602	36000	
9	Tav	88-627 Gordor	n Rd												
3 Plank Rd	Spotsylvania County	48000	F	97%	0%	1%	0%	1%	0%	С	0.084	F	0.599	48000	
	To	88-639 Salem Chu	ırch Rd			<u> </u>									
3 Plank Rd	Spotsylvania County	1.09 <b>67000</b>	G	96%	0%	1%	0%	2%	0%	F	0.073	F	0.579	72000	
	To: From:	WCL Fredericks	sburg			<u> </u>									
3 Plank Rd	City of Fredericksburg (Maint: 88)	0.34 <b>72000</b>	G	96%	0%	1%	0%	2%	0%	F	0.071	F	0.525	76000	
	To: From	I-95													
Plank Rd	City of Fredericksburg (Maint: 88)	0.61 <b>49000</b>	G	95%	1%	1%	1%	3%	0%	F	NA			49000	
<u> </u>	To: From	Oakwood S	t												
Plank Rd	City of Fredericksburg	0.63 <b>42000</b>	G	95%	1%	1%	1%	3%	0%	F	0.073	F	0.519	NA	
	To: From:	US 1 Jefferson Da													
William St	City of Fredericksburg	0.24 37000	G	95%	1%	1%	1%	3%	0%	F	0.074	F	0.521	40000	(
	From:	Bus SR 3; Blue and C Bus SR 3 Willia		У											
Blue and Grey Parkway	City of Fredericksburg	0.53 <b>33000</b>	G	95%	1%	1%	1%	3%	0%	С	0.077	F	0.55	NA	
	To: From:	Bus US 1 LaFayet	te Blvd												
Blue and Grey Parkway	City of Fredericksburg	1.00 <b>40000</b>	F	98%	0%	1%	0%	0%	0%	С	0.083	F	0.512	43000	
	To: From:	Bus US 17 SR 2 D	Dixon St												
Blue and Grey Parkway	City of Fredericksburg	0.36 <b>37000</b>	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.503	40000	
	To:	ECL Fredericks	huro												

Route	Jurisdiction	Length AADT	QA 4	Tire	Bus		Tru 3+Axle	-		QC	K	QK	Dir	AAWDT	
	From:	ECL Fredericksh	niro			ZAXIE .	3+Axie	TTRAIL	ZTraii		Factor		Factor		
Blue and Grey Parkway	Stafford County	0.33 37000		99%	0%	1%	0%	0%	0%	С	0.096	F	0.503	40000	
, ,	To:	Bus SR 3 Kings Hi													
	From:	Bus SR 3													
) Kings Hwy	Stafford County	0.82 <b>27000</b>	<b>G</b> 9	97%	0%	1%	1%	2%	0%	F	0.09	F	0.502	29000	
/	To	89-680 Leonard Rd, F	ederal Dr												
Kings Hwy	Stafford County	0.16 <b>19000</b>		94%	0%	1%	1%	4%	0%	Ν	0.09	F	0.509	20000	
,	To	00.744 P. C. 1	I.D. I												
Kings Hwy	Stafford County	89-744 Rumford 5.38 <b>19000</b>		94%	0%	1%	1%	4%	0%	С	0.09	F	0.509	20000	
Kings Hwy	Stanord County	3.30 19000	G 3	/4 /0	0 76	1 /0	1 /0	4 /0	0 /6	O	0.03	'	0.503	20000	
<b></b>	To- From:	89-601 East Ir										_			
) Kings Hwy	Stafford County	0.40 <b>20000</b>		97%	0%	1%	1%	2%	0%	F	0.096	F	0.511	19000	
	To:	King George Count													
Kings Hwy	Stafford County	Stafford County 1 3.68 <b>17000</b>		97%	0%	1%	1%	2%	0%	F	0.094	F	0.541	17000	
Kings Hwy	Stanord County	3.00 17000	G 9	07 /0	0 /6	1 /0	1 /0	Z /0	0 /6	'	0.034	'	0.541	17000	
	To: From:	48-605 Bloomsbury Rd; La													
) Kings Hwy	King George County	4.79 <b>16000</b>	<b>G</b> 9	97%	0%	1%	1%	2%	0%	С	0.093	F	0.512	16000	
,	To: From:	SR 206 Arnolds C	orner			$\neg$ $\vdash$									
Kings Hwy	King George County	2.58 <b>15000</b>	<b>G</b> 9	96%	0%	1%	2%	2%	0%	С	0.095	F	0.521	14000	
,	Too	CD 205 Duwlsing C													
Kings Hwy	King George County	SR 205 Purkins C 1.56 <b>7200</b>		97%	0%	1%	1%	2%	0%	F	0.091	F	0.625	7100	
) rungs rung	rang deorge edunty			,,,,	0 70		1 /0	270	0 70	•	0.001	•	0.020	7100	
7.4	To: From:	US 301 Office F				- <del> </del>		221	221	_		_			
Kings Hwy	King George County	7.18 <b>5300</b>		93%	0%	1%	2%	3%	0%	С	0.087	F	0.706	5200	
	From:	Westmoreland Coun King George Count													
Kings Hwy	Westmoreland County	2.84 <b>4500</b>		93%	0%	1%	2%	3%	0%	F	0.083	F	0.662	4400	
)ge,	Treetimerenana eeamy				0 / 0		_,,	0,0	0,0	•	0.000	•	0.002		
) War I have	From:	SR 205 Oak Gro		200/	00/	10/	00/	00/	00/		0.004	_	0.050	F700	
Kings Hwy	Westmoreland County	2.83 <b>5800</b>	<b>G</b> 9	93%	0%	1%	2%	3%	0%	F	0.081	F	0.652	5700	
	To: From:	SR 204 N Of Potoma	ac Mills												
Kings Hwy	Westmoreland County	2.05 <b>5700</b>	<b>G</b> 9	93%	0%	1%	2%	3%	0%	F	0.087	F	0.648	5600	
/	Tœ	96-624 West													
Kings Hwy	Westmoreland County	2.83 <b>5200</b>		93%	0%	1%	2%	3%	0%	F	0.081	F	0.656	5100	
,	To														
) Kings Hwy	Westmoreland County	SR 347 Westmoreland Sta 0.68 <b>5100</b>			1%	1%	1%	3%	0%	С	0.086	F	0.657	5000	
Kings riwy	Westinoreland County	0.00 5100	G 9	7 <del>4</del> /0	1 /0	1 /0	1 /0	J /0	0 /6	C	0.000	'	0.037	3000	
	Te- From:	SR 214 Lerty													
Kings Hwy	Westmoreland County	3.57 <b>4600</b>	<b>G</b> 9	94%	1%	1%	1%	3%	0%	F	0.083	F	0.614	4500	
	To: Fran-	WCL Montros	ss			$\Box$									
Kings Hwy	Town of Montross (Maint: 96)	0.95 <b>4600</b>		94%	1%	1%	1%	3%	0%	Ν	0.083	F	0.614	4500	
-	Too														
Kings Hwy	Town of Montross (Maint: 96)	96-622 Peach Gro 1.49 <b>6100</b>		95%	1%	1%	1%	3%	0%	C	0.085	F	0.605	6000	
) Talligo Tiwy	To:	ECL Montros		,0 /0	1 /0	70	1 /0	0 /0	0 /6	J	0.000		0.000	0000	
		LCL MORIOS	-												_

Davita	lunia ali ati a la	Lamenth AADT O	A 4Tius	D		Tru	ck		00	K	OK	Dir	AAMOT	
Route	Jurisdiction 	Length AADT QA	<b>A</b> 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:	ECL Montross	050/	40/		40/	00/	00/		0.005	_	0.005	2222	
Kings Hwy	Westmoreland County	1.89 <b>6100 N</b>	95%	1%	1%	1%	3%	0%	N	0.085	F	0.605	6000	
7.6	To: From:	SR 202 Cople Hwy	0==/	121										
Kings Hwy	Westmoreland County	5.89 <b>3700 G</b>		1%	1%	1%	3%	0%	F	0.084	F	0.565	3600	
	From:	Richmond County Line Westmoreland County Li												
Kings Hwy	Richmond County	0.15 <b>4300 G</b>		0%	1%	1%	4%	0%	F	0.081	F	0.5	4200	
	Too	SR 203 Oldhams Rd			—									
Historyland Hwy	Richmond County	1.46 <b>5400</b> G	i 93%	0%	1%	1%	4%	0%	С	0.08	F	0.551	5300	
	To	79-653 Sanfords Lane												
Historyland Hwy	Richmond County	0.79 <b>5400 N</b>		0%	1%	1%	4%	0%	N	0.08	F	0.551	5300	
) <b>,</b>	то					.,.	.,.	- , -						
Historyland Hwy	Town of Warsaw (Maint: 79)	NCL Warsaw 0.20 <b>5400 N</b>	93%	0%	1%	1%	4%	0%	N	0.08	F	0.551	5300	
Historyland Hwy	Town or Warsaw (Maint. 73)		30 70	0 70	1 /0	1 /0	7/0	0 70	14	0.00	·	0.551	3000	
Historyland Huny	Town of Wordow (Maint: 70)	Bus SR 3 Main St	i 88%	1%	1%	2%	8%	0%	С	0.086	F	0.721	2900	
Historyland Hwy	Town of Warsaw (Maint: 79)	1.23 <b>3000 G</b>		170	176	270	0%	0%	C	0.066	Г	0.721	2900	
	From	US 360, SR 3 Bus Richmon		40/		00/	00/	00/		0.111		0.500	0500	
Historyland Hwy	Town of Warsaw (Maint: 79)	0.11 <b>6700 G</b>	i 92%	1%	2%	2%	3%	0%	F	0.111	F	0.589	6500	
	To: From:	SCL Warsaw			-									
Historyland Hwy	Richmond County	2.37 <b>4500 G</b>	i 92%	1%	2%	2%	3%	0%	F	0.091	F	0.665	4500	
	To: From:	79-620 Richmond Hill R												
Historyland Hwy	Richmond County	3.83 <b>4100 G</b>	i 92%	1%	2%	2%	3%	0%	F	0.084	F	0.523	4100	
	To: From:	79-642 Sharps Rd												
Historyland Hwy	Richmond County	3.07 <b>3200 G</b>	93%	1%	1%	2%	3%	0%	С	0.09	F	0.539	3100	
	To	79-692, N Farnham Churcl	h Rd											
Historyland Hwy	Richmond County	2.37 <b>3000 G</b>		1%	1%	2%	3%	0%	С	0.092	F	0.510	3000	
	Too	79-608 Farnham Creek F	Rd		<u> </u>									
Historyland Hwy	Richmond County	2.70 <b>2700 G</b>		1%	1%	2%	3%	0%	С	0.087	F	0.517	2600	
	To:	Lancaster County Line												
<b></b>	From:	Richmond County Line		40/	00/	00/	00/	00/	_	0.000	_	0.500	0000	
Historyland Hwy	Lancaster County	5.30 <b>2400 F</b>	92%	1%	2%	2%	3%	0%	С	0.089	F	0.539	2300	
	To: From:	SR 201 White Chapel R												
Historyland Hwy	Lancaster County	3.48 <b>5100 F</b>	92%	1%	2%	2%	3%	0%	F	0.088	F	0.571	5100	
	To: From	51-604 W, Merry Point I	Rd		<u> </u>									
Historyland Hwy	Lancaster County	4.36 <b>7100 F</b>	92%	1%	2%	2%	3%	0%	F	0.085	F	0.586	7000	
	To: From:	51-607 Goodluck Rd												
Historyland Hwy	Lancaster County	0.34 <b>9600 F</b>	92%	1%	2%	2%	3%	0%	F	0.087	F	0.584	9500	
	To:	NCL Kilmarnock												
N Main St	Town of Kilmarnock (Maint: 51)	1.63 <b>9600 N</b>	92%	1%	2%	2%	3%	0%	Ν	0.087	F	0.584	9500	
,		SR 200 W Int												

Route	Jurisdiction	Length	AADT G	DA -	4Tire	Bus		_	-		QC	K	QK	Dir	AAWDT	. С
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:				0501	121			221		_		_			
200)S Main St	Town of Kilmarnock (Mair	nt: 51) 0.09	12000 l	F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.525	11000	
	To	SR 200	M Int Irvington	n Rd			$\neg$ $\vdash$									
S Main St	Town of Kilmarnock (Mair				95%	1%	1%	1%	2%	0%	F	0.089	F	0.512	9100	
	To	,	Y Y7'1 1													
Historyland Huny	Languator County			NI.	OE9/	10/	10/	10/	20/	00/	NI	0.000	F	0.512	9100	
Historyland Hwy	Lancaster County	1.02	9300 1	IN	95%	170	1 70	1 70	270	0%	IN	0.069	F	0.512	9100	
	To: From:															
Historyland Hwy	Lancaster County	1.67	7400	G	95%	1%	1%	1%	2%	0%	F	0.093	F	0.525	7400	
/	State   Stat															
Rappahannock Dr	Town of White Stone (Mai				95%	1%	1%	1%	2%	0%	N	0.093	F	0.525	7400	
Section   Company   Comp		•	0.020													
<u> </u>	From										_					
Rappahannock Dr	Town of White Stone (Mai	int: 51) 0.46	9500	F	95%	1%	1%	1%	2%	0%	С	0.111	Α	0.552	9300	
	To	SC	L White Stone				$\neg$ $\vdash$									
Historyland Hwy	Lancaster County			Α	95%	1%	1%	1%	2%	0%	С	0.111	Α	0.552	7300	
, , ,	To:	Middlesex Couny	Line, Rappaha	annock	River											
	From:	Lancaster County	Line, Rappaha	annock	River											
Greys Point Rd	Middlesex County	5.84	6100	G	95%	1%	1%	1%	2%	0%	С	0.111	Α	0.552	6000	
/	To:	SR 33	W, Puller Hw	/y												
) (33) General Puller Hwy	Middlesex County	3.45	5500 (	G	95%	1%	<u>1%</u>	1%	1%	0%	С	0.093	F	0.604	5400	
, 🔾	To:															
Tuines Form Rd	Middle and County		_		050/	10/	10/	10/	10/	00/	_	0.000	_	0.504	F700	
Twiggs Ferry Rd	Middlesex County				95%	1%	1%	1%	1%	0%	г	0.088	F	0.534	5700	
	From:															
Twiggs Ferry Rd					97%	O%	1%	0%	1%	0%	C	0.086	F	0.509	5600	
) Twiggs I city Ha	Mathews County	1.07	3000 (	<u> </u>	01 70	0 70		0 70	1 /0	0 /0	J	0.000	•	0.000	0000	
	To: From:															
) (198) Buckley Hall Rd	Mathews County	1.55	6600	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.573	6300	
	To:	SR 10	98 W Dutton R	Rd			<b>—</b> —									
Windsor Rd	Mathews County				98%	0%	1%	0%	1%	0%	С	0.085	F	0.6	5300	
)	To:															
	From:															
14 John Clayton Mem Hwy	Mathews County	0.11	9700	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.652	9500	
	To:	Glouce	ester County Li	ine												
			ews County Lin													
$\binom{14}{14}$ John Clayton Memorial Hwy	Gloucester County	4.07	12000	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.64	12000	
	To	36.62	3 Ware Neck D	Rd												
John Clayton Memorial Hwy					98%	0%	1%	0%	1%	0%	F	0.090	F	0.621	16000	
14) John Glayton Womonar (Wy	To:					0 / 0		0 /0	. /0	0 /0		0.000		0.021	. 5000	
	F															
St Daniel	Oite of Free deviates				000/	00/		00/	00/	00/	_	0.007	_		0400	
Ramn	City of Fredericksburg (Ma	unt: 88) 0.28	6900 (	G	96%	0%	1%	0%	2%	0%	F	0.087	F		6100	
Ramp																

Route	Jurisdiction			OA		Puo		Tru	ck		QC	K	OK	Dir	AAWDT	OW
	Junsaiction		AADT		41116	Bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
East 3 Ramp	City of Fredericksburg		R 3 E, Plank I 16000 I-95 North	G G								0.099	F		17000	G
West	From:	SR	R 3 W, Plank	Rd												
Ramp	Spotsylvania Co	ounty	2600	G								0.104	F		7100	G
<u> </u>	To:	an	I-95 South	D.1												
West  Ramp at I-95 Exit 130	Spotsylvania Co		7100	G								0.097	F		17000	G
<u> </u>	To:		I-95 North													
Bus	From:		ue and Grey I													_
3 William St	City of Frederick	ssburg 0.14	11000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.553	12000	G
Bus	To: From:		-3958 Hanove	er St												
3 William St	City of Frederick	ssburg 0.30	8800	G	98%	0%	1%	0%	0%	0%	С	0.09	F	0.563	9300	G
Bus	To: From:	111-0	3955 College	Ave												
William St	City of Frederick	ssburg 0.48	9900	G	98%	0%	1%	0%	0%	0%	С	0.09	F	0.541	11000	G
Bus	To: From:	SR 3 P	ar, Washingto	on Ave												
William St	City of Frederick	•	4900	G	98%	0%	1%	0%	0%	0%	С	0.084	F		5200	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	9800	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.521	10000	G
Bus	To: From:	Bus	US 1 Carolin	ne St												
William St	City of Frederick	-	5600	G	98%	0%	1%	0%	0%	0%	F	0.095	F		6000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	12000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.579	12000	G
Bus	To: From:	Bus S	SR 3 Par, Sop	hia St												
William St	City of Frederick	•	13000	N	99%	0%	1%	0%	0%	0%	Ν	0.104	F	0.546	13000	Ν
Bus	To: From:		WCL Stafford L Fredericksb													
(3) Kings Hwy	Stafford Cour		13000	G	99%	0%	1%	0%	0%	0%	С	0.104	F	0.546	13000	G
Bus	To: From:	SR 212	Chatham Hei	ights Rd	l											
3 Kings Hwy	Stafford Cour	nty 1.26	26000	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.553	28000	G
$\bigcirc$	To:	SR 3 Blu	ue and Grey I	Parkway	y											
Bus Washington Ava	City of Franciscus		SR 3 William		98%	0%	10/	00/	0%	09/	F	0.005	F	0.04	5200	-
Washington Ave	City of Frederick Combined Traffic Estimates for 2 Parallel F	· ·	4900 9800	G G	98% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	F	0.095 0.092	F	0.94 0.521	10000	G G
	To:	111	-3963 Amelia	ia St	0070	J /0		0 /0	0 /0	0 /0		0.002		0.021	10000	ď
Bus 3 Amelia St	From: City of Frederick		63, Washingt 4000	ton Ave	98%	0%	1%	0%	0%	0%	С	0.094	F		4300	G
Amelia St	Combined Traffic Estimates for 2 Parallel F	•		G	98%	0%	1%	0% 0%	0% 0%	0% 0%	С	0.094 NA	1-		9500	G
		.oudajo on ino riodio.	0000	a St	00,0	0 / 0	. /3	0 / 0	0 / 0	0 / 0	•	, .			0000	~

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

5 .						4			Tru	ick		6.0	K	617	Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
us	From:																
Sophia St	City of Frederic	ŭ			G	98%	0%	1%	0%			F	0.099	F		6400	(
	Combined Traffic Estimates for 2 Parallel	Roadways on th			G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.579	12000	(
	To:		Bus	SR 3 Willia	ım St												
us	From:																
Main St	Town of Warsaw (	Maint: 79)				95%	1%	1%	1%	3%	0%	N	0.084	F	0.609	12000	
	To:																
3 (360) Richmond Rd	Town of Warsaw (	Maint: 79)				95%	1%	1%	1%	3%	0%	F	0.084	F	0.609	12000	
3 (360)	To:	ivianti 70)			-	0070	1 /0		1 70	0 / 0	0 70	•	0.001	•	0.000	12000	
	From:							<del></del>									
Buggs Island Rd	Mecklenburg C	County				96%	1%	1%	0%	1%	0%	C	0.12	F	0.58	490	
Buggs Island Rd	Weeklehburg	- Journey					1 /0	1 70	0 70	1 /0	0 70	O	0.12	•	0.50	430	
	From	(14 : 1 000)					40/		00/	40/	00/		0.400		0.500	200	
Buggs Island Rd	Mecklenburg County	(Maint: 999)	0.53	920	N	98%	1%	1%	0%	1%	0%	N	0.100	F	0.523	900	
	To: From:																
4 ) Buggs Island Rd	Mecklenburg C	County	1.46	920	G	98%	1%	1%	0%	1%	0%	С	0.100	F	0.523	900	
	To	58	8-707 China	Grove Rd,	Castle H	eights											
Buggs Island Rd	Mecklenburg C	County	4.50	1000	G	95%	1%	1%	0%	2%	0%	С	0.093	F	0.522	1000	
	To:	Company   Comp															
	From:			25th St													
Main St	City of Richm	nond	0.30		G	94%	2%	1%	2%	1%	0%	С	0.097	F	0.585	16000	
	To:		Wi	illiamsburg	Rd												
	From:		Wil									_		_			
5 ) Main St	City of Richm	nond		13000	G	97%	1%	1%	1%	0%	0%	С	0.099	F	0.654	15000	
	To: From:		1	Nicholson S	t												
Main St	City of Richm	nond	0.26	10000	G	97%	1%	1%	1%	0%	0%	F	0.103	F	0.729	11000	
	To:		FC	CL Richmon	nd												
Osborne Tpke	Henrico Cou	unty				97%	0%	1%	2%	1%	0%	С	0.105	F	0.743	9200	
	To:	:	Ne	ew Market l	Rd												
	From:		0	sborne Tpk	ке												
5 ) New Market Rd	Henrico Cou	unty	2.13	7200	G	96%	1%	1%	2%	1%	0%	С	0.108	F	0.662	7600	
	Too		La	aburnum Av	ve			$ \vdash$									
5 New Market Rd	Henrico Cou	unty	3.27	7700	G	96%	1%	1%	2%	1%	0%	F	0.107	F	0.605	8100	
	To:			I 205													
5 New Market Rd	Henrico Cou	untv	4,70		G	96%	1%	1%	1%	2%	0%	С	0.116	F	0.675	1800	
							. , 5		. , 0	_,~	0,0	Ū	20	•	5.5.5	.000	
Now Market Dd	To:					060/	00/	10/	10/	20/	00/		0.10	Г	0.644	1000	
New Market Rd	Henrico Cou	urity				90%	υ%	1%	1%	2%	0%	Ü	0.12	F	0.644	1900	
	From:				_												
5 (156) John Tyler Memoria	I Hwy Charles City C	County				97%	0%	2%	1%	0%	0%	С	0.111	F	0.533	1800	
5 / (150) 55 1 JISI MISITIONA	To:					J. 70	J / U		. 70	0 /0	0,0	_	0.7.		0.000	. 500	

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

2020

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

#### Glossary of Terms:

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

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

#### Route Shield Legend

#### Route Systems

North

81

Interstate Route

Interstate Route

Interstate Route

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

29) US Route

7 Virginia State Route

Frontage Road (F precedes frontage route number)

(600) Secondary Route

#### Special Routes

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

LT 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

Route	Jurisdiction	Length AADT	QA 4Tir	e Bus				QC	K Factor	QK	Dir Factor	AAWDT	Q
	From:	North Carolina S	tate Line										
1	Mecklenburg County	1.99 <b>1100</b>	<b>G</b> 89%	1%	1% 1%	8%	0%	С	0.093	F	0.547	1100	(
	To:	58-712 Paschall Rd; Pal	mer Springs Rd										
_	From:	58-712 Palmer Sp	orings Rd										
1	Mecklenburg County	6.98 <b>2000</b>	<b>G</b> 91%	1%	1% 2%	5%	0%	С	0.089	F	0.639	1900	
	To	US 58 Big F	iork										
T) (F0)	Mecklenburg County	3.23 <b>10000</b>	G 93%	2%	2% 1%	2%	0%	F	0.122	F	0.534	11000	
1 (58)	Wednersurg educty	0.20 10000	<b>u</b> 557	270		270	0 /0	•	0.122	•	0.004	11000	
~ ~~	To: From:	US 1 Southbound, Bus US 5											
<b>\                                    </b>		0.20 <b>6100</b>	N 79%	1%	<u> </u>	18%	1%	Ν	0.083	F	0.522	6100	
> \	To:	58-780 Theat											
Bus	From:	Bus US 58; 58-780		00/		00/	00/		0.400	_	0.504	4000	
$\binom{58}{58}$ Danville St	Mecklenburg County	0.16 <b>4700</b>	N 93%	2%	2% 1%	2%	0%	N	0.122	F	0.534	4600	
	To	SCL South	Hill										
Bus Danvilla St	Town of Courth Hill	1.00 4700	<b>C</b> 020	2%	 2% 1%	2%	00/	_	0.100	F	0.504	4600	
58 Danville St	Town of South Hill	1.89 <b>4700</b>	<b>G</b> 93%	2%	2% 1%	2%	0%	С	0.122	Г	0.534	4600	
Pue	To: From:	Locust S	t										
Bus 58 Danville St	Town of South Hill	0.28 <b>6200</b>	<b>G</b> 93%	2%	2% 1%	2%	0%	F	0.102	F	0.53	6100	
Danville St	10WIT 01 30dti111iii	0.20 0200	<b>G</b> 957	2 /0		2/0	0 /6	•	0.102	•	0.55	0100	
Bus	To: From:	Plank Ro	l										
58 Danville St	Town of South Hill	0.09 6700	<b>G</b> 93%	2%	2% 1%	2%	0%	F	0.099	F	0.550	6600	
) (36) 24						_,,	0,0	•	0.000	•	0.000	0000	
Bus	To: From:	Goodes Ferry	Blvd										
58 Danville St	Town of South Hill	0.23 6200	<b>G</b> 93%	2%	2% 1%	2%	0%	F	0.099	F	0.556	6100	
	То:	Mecklenburg	Ave										
Bus	From:	Danville S	St										
Mecklenburg Ave	Town of South Hill	0.16 <b>6400</b>	<b>G</b> 96%	1%	1% 1%	1%	0%	F	0.093	F	0.503	6300	
	To:	US 58 BUS; SR 47	Atlantia Ct										
Mecklenburg Ave	Town of South Hill	0.08 <b>7300</b>	<b>G</b> 96%	1%	 1% 1%	1%	0%	F	0.099	F	0.57	7200	
Mecklenburg Ave	10WIT 01 30dti111iii	0.00 7300	<b>G</b> 907	0 1/0		1 /0	0 /6	•	0.033	•	0.57	1200	
~	To: From:	Windsor S											
Mecklenburg Ave	Town of South Hill	0.58 <b>8700</b>	<b>G</b> 96%	1%	1% 1%	1%	0%	F	0.095	F	0.532	8500	
~	Toe	E Ferrell S	St .										
Mecklenburg Ave	Town of South Hill	2.26 <b>7500</b>	<b>G</b> 96%	1%	 1% 1%	1%	0%	С	0.099	F	0.522	7400	
Westurneary 7176	10111 01 000111 1111	2.20 1000	<b>u</b> 007			1 70	0 70	Ŭ	0.000	•	0.022	7 100	
~	To: From:	NCL South											
1 }	Mecklenburg County	3.54 <b>1600</b>	<b>G</b> 83%	1%	<u>1</u> % 2%	12%	0%	С	0.097	F	0.589	1600	
~	To:	Brunswick Cour											
~	From:	Mecklenburg Cou						_		_			
Boydton Plank Rd	Brunswick County	0.57 <b>1500</b>	<b>G</b> 82%	1%	2% 2%	14%	0%	С	0.11	F	0.539	1400	
	To: From:	12-657 Tanner T	own Rd										
Boydton Plank Rd	Brunswick County	4.32 1300	<b>G</b> 80%	1%	2% 2%	16%	0%	С	0.109	F	0.5	1300	
	-												
	From:	12-644 Grandy Rd; E		2		,		_		_	0.5		
~~								_	0 101		0 576	1400	
Boydton Plank Rd	Brunswick County	3.23 <b>1400</b> SR 46 Coch	<b>G</b> 80%	2%	<u>2</u> % 1%	15%	0%	C	0.101	Г	0.576	1400	

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

Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	
	From:	SR 46 Coo	hran			ZAXIE	3+AXIE	TITALI	ZIIali		1 actor		i actor		
Boydton Plank Rd	Brunswick County	2700	G	80%	1%	2%	2%	16%	0%	F	0.097	F	0.505	2600	
,	To:	I-85 South of	Alberta			<u> </u>									
Boydton Plank Rd	Brunswick County	0.46 2300		90%	1%	1%	2%	6%	0%	F	0.106	F	0.557	2300	
	To	SCL Alb	erta			<b>—</b> —									
Boydton Plank Rd	Town of Alberta (Maint: 12)	1.55 <b>150</b> 0		90%	1%	1%	2%	6%	0%	F	0.101	F	0.523	1500	
	To	NCL Alb	erta			<b>—</b> —									
Boydton Plank Rd	Brunswick County	4.07 <b>130</b> 0		90%	1%	1%	2%	6%	0%	С	0.111	F	0.523	1300	
	To	12-630 S, Stu	geon Rd			<b>—</b> —									
Boydton Plank Rd	Brunswick County	5.39 770	G	87%	1%	1%	2%	9%	0%	С	0.115	F	0.575	750	
	To:	Dinwiddie Co	_												
Boydton Plank Rd	Dinwiddie County	Brunswick Co 2.46 <b>1300</b>		88%	1%	3%	2%	7%	0%	С	0.096	F	0.574	1200	
) Boyaton r iai iii r ia	To-			0070	. 70		_,0	1 70	0 70	Ŭ	0.000	•	0.07 1	1200	
Boydton Plank Rd	Town of McKenney (Maint: 26)	SCL McKe 0.23 <b>1300</b>		88%	1%	3%	2%	7%	0%	N	0.096	F	0.574	1200	
) Boyaton Filanik Fila	Town of Workeriney (Waint. 20)				1 /0		270	1 /0	0 / 0	.,	0.000	•	0.07 4	1200	
Boydton Plank Rd	Town of McKenney (Maint: 26)	SR 40 Doyl 0.33 <b>1700</b>		91%	2%	2%	1%	4%	0%	С	0.090	F	0.599	1700	
) Boyaton i lank i ta	Town of Workeriney (Waint: 20)			0170	270		1 /0	470	0 70	Ü	0.000	•	0.000	1700	
Boydton Plank Rd	Dinwiddie County	NCL McK 4.05 <b>1700</b>	•	91%	2%	2%	1%	4%	0%	N	0.090	F	0.599	1700	
) Boydion i laim i la	Bill Widale County			0170	270		170	470	0 70	.,	0.000	•	0.000	1700	
Boydton Plank Rd	Dinwiddie County	26-649 Snap I 5.65 <b>200</b> 0		93%	2%	1%	1%	3%	0%	С	0.1	F	0.652	2000	
) Boyaton r iaim r ia	5v						170	0,0	0 70	Ŭ	0.1	•	0.002	2000	
Boydton Plank Rd	Dinwiddie County	26-627 Courth 2.48 <b>3800</b>		95%	1%	1%	1%	3%	0%	С	0.100	F	0.587	3700	
) Boyaton r iaim r ia	5v				1,0		170	0,0	0 70	Ŭ	0.100	•	0.007	0700	
Boydton Plank Rd	Dinwiddie County	26-740 Turkey 3.61 <b>5100</b>		95%	1%	1%	1%	3%	0%	F	0.097	F	0.540	4900	
) Boyaton r iaim r ia	To-			0070	. 70		170	0,70	0 70	•	0.007	•	0.010	1000	
Boydton Plank Rd	Dinwiddie County	S 26-613 Dabno 3.09 <b>7600</b>		95%	1%	1%	1%	3%	0%	F	0.094	F	0.637	8000	
) Doyalon i lank i la	To-			0070	. 70		170	0,70	0 70	•	0.001	•	0.007	0000	
Bus	From:	Bus US 460 A													
Boydton Plank Rd	Dinwiddie County	1.69 <b>1000</b>	) F	95%	1%	1%	1%	3%	0%	F	0.091	F	0.602	11000	
Bus	To: From:	I-85 SW of Pe	tersburg												
(460 Boydton Plank Rd	Dinwiddie County	1.23 <b>1600</b>	) F	98%	0%	1%	1%	0%	0%	F	0.1	F	0.524	16000	
	To	SR 226 Cc	x Rd												
Bus	Pipuiddio County			98%	0%	1%	10/	0%	0%	С	0.103	В	0.517	10000	
(460)	Dinwiddie County	0.45 <b>9400</b>		30%	U%	170	1%	U%	U%	U	0.103	D	0.517	10000	
Bus	To: From:	WCL Peter	sburg												
(460) Washington St	City of Petersburg	0.40 <b>1200</b>	) F	99%	0%	1%	0%	0%	0%	F	0.091	F		12000	
	To:	Summit	St												

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

				4			Truc	:k			K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length AAD		4Tire	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	QW
Bus 1 (460) Washington St	City of Petersburg	0.18 <b>120</b>		99%	0%	1%	0%	0%	0%	С	0.091	F		12000	F
460 Washington of	Too	Elm	-	0070	0 70	170	0 70	0 70	070		0.001			12000	
Bus 1 (460) Washington St	City of Deterology	0.57 <b>110</b>		97%	0%	1%	1%	1%	0%	F	0.088	F	0.524	12000	G
1 460 Washington St	City of Petersburg	US 1 Par: V		97%	0%	1%	170	170	0%	Г	0.000	Г	0.524	12000	G
Bus Bus	From:	US 1 Par, Washington	n St; Batterse												
460 460 Wythe St	City of Petersburg	800	-	97%	0%	1%	1%	1%	0%	F	0.089	F		8600	F
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 1700	00 F	98%	0%	1%	1%	0%	0%	F	0.090	F	0.549	19000	F
Bus Bus	To: From:	Perry	St												
1 (460)(460) Wythe St	City of Petersburg	0.15 <b>850</b>	00 G	97%	0%	1%	1%	1%	0%	F	0.091	F		9000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 1900	00 G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.523	20000	G
Bus	To- Front	SR 36 Ma	arket St												
1 (460) (36) Wythe St	City of Petersburg	0.20 850	00 G	97%	0%	1%	1%	1%	0%	F	0.09	F		9000	G
1) (400) (60)	Combined Traffic Estimates for Parallel Roadways of	n this Route: NA	4								NA			NA	
	To	ALT US 301 S	Sycamore St												
ALT Bus (301) 460 (36) Wythe	e St City of Petersburg	0.20 120		97%	0%	1%	1%	1%	0%	F	0.086	F		13000	(
301 460 36 Wythe	Combined Traffic Estimates for Parallel Roadways of			31 /0	0 /0	1 /0	1 /0	1 /0	0 /6	•	NA	'		NA	•
	To:	Bus US 460 J									1471			14/1	
ALT	From:	Bus US 460		222	221		221	221	221	_		_			
301 Jefferson St	City of Petersburg	0.09 300	-	99%	0%	1%	0%	0%	0%	F	0.091	F	0.724	3200	F
	Combined Traffic Estimates for Parallel Roadways o										NA			NA	
ALT	To: From	Bus US 460 Par,	Washington	St											
) (301) Jefferson St	City of Petersburg	0.26 <b>65</b> 0	0 F	99%	0%	1%	0%	0%	0%	F	0.112	F	0.516	690	I
	Combined Traffic Estimates for Parallel Roadways of	n this Route: NA	4								NA			NA	
ΔΙΤ	To: Front	Henry	y St												
301 3rd St	City of Petersburg	0.05 330	0 F	97%	1%	1%	0%	0%	0%	С	0.113	F	0.531	350	F
	Combined Traffic Estimates for Parallel Roadways of	n this Route: NA	4								NA			NA	
	Too	US 301 Par	. Bank St												
ALT 301 3rd St	City of Petersburg	0.05 380		97%	0%	1%	1%	0%	0%	С	0.118	F	0.512	410	F
301) 614 61	Combined Traffic Estimates for Parallel Roadways of			01 70	0 /0	1 70	1 /0	0 /0	0 70	Ü	NA	•	0.012	NA	·
	Tor	US 301 Bollin													
ALT	From	US 301; 3RE		0051	061	10'	10/	001	200	_	0.4.1	_	0.700	0000	
301 301 36 Bollin	gbrook St City of Petersburg	0.08 370	-	98%	0%	1%	1%	0%	0%	F	0.117	F	0.722	3900	(
	Combined Traffic Estimates for Parallel Roadways o										NA			NA	
) ( ) Ond ()	To From College Colleg	US 1 Par; US 301 Pa			007	10/	Γ0/	100/	007		0.000		0.540	10000	
1 301 2nd St	City of Petersburg	0.35 <b>130</b> 0 SCL Colonia		84%	0%	1%	5%	10%	0%	С	0.089	F	0.542	13000	F
	105	SCL COIOIII	ai rieigius												

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

Route	Jurisdiction	Length AADT	QΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	ГС
	Found					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
301 Boulevard	City of Colonial Heights	NCL Petersb 0.53 <b>12000</b>	urg <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.084	F	0.505	13000	
301 Boulevald	Oity of Colonial Fleights			33 /6	0 70	0 /6	0 /6	0 /6	0 /6		0.004	'	0.303	13000	
301 Boulevard	City of Colonial Heights	Dupuy Av 0.40 <b>22000</b>	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.535	NA	
301 Bodievard	City of Colonial Heights			99 /6	0 /6	0 /6	0 /6	0 /0	0 /6	•	0.003	'	0.555	INA	
Paulauard	City of Colonial Heights	Westover A		000/	00/	00/	00/	00/	00/		0.105	Α	0.510	21000	
301 Boulevard	City of Colonial Heights	0.33 <b>20000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.105	А	0.513	21000	
\	From:	Branders Bridg		2021				001				_			
301 Boulevard	City of Colonial Heights	0.26 <b>24000</b>	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.503	NA	
· · · · · · · · · · · · · · · · · · ·	To: From:	Temple Av	e												
301 144 Boulevard	City of Colonial Heights	0.74 <b>18000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.519	20000	
	To: From:	Lakeview A	ve												
301 (144) Boulevard	City of Colonial Heights	0.17 <b>20000</b>	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.517	NA	
	To: From:	Ellerslie Av	ve			<b>—</b>									
301 144 Boulevard	City of Colonial Heights	0.19 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.501	NA	
	To	Sherwood A	ve			<b>—</b>									
(301) (144) Boulevard	City of Colonial Heights	0.62 <b>21000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	22000	
	To	NCL Colonial H	[aighte			<u> </u>									
(301) (144) Jefferson Davis Hwy	Chesterfield County	0.22 <b>21000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.56	23000	
(301) (144) ***********************************							- 7.								
301 Jefferson Davis Hwy	Chesterfield County	SR 144 Harrows 1.32 <b>16000</b>	ate Rd	98%	0%	1%	1%	0%	0%	С	0.093	F	0.593	17000	
301) delicison bavis riwy	- F			0070	0 70	1 70	1 /0	0 70	070	Ü	0.000	•	0.000	17000	
301 Jefferson Davis Hwy	Chesterfield County	20-620 Woods E	dge Rd <b>G</b>	98%	0%	1%	1%	0%	0%	F	0.093	F	0.594	16000	
301 Jenerson Davis Hwy		0.14 <b>15000</b>		90 /6	0 /0	1 /0	1 /0	0 /0	0 /6	'	0.033	'	0.554	10000	
Latterna Devia Harr	Tro- From:	20-619 Happy F		000/	00/	10/	40/	00/	00/		0.004		0.500	45000	
301 Jefferson Davis Hwy	Chesterfield County	2.44 14000	G	98%	0%	1%	1%	0%	0%	F	0.094	F	0.589	15000	
· · · · · · · · · · · · · · · · · · ·	To: From:	20-618 Old Bermuda								_					
Jefferson Davis Hwy	Chesterfield County	0.90 <b>17000</b>	G	98%	0%	1%	1%	0%	0%	F	0.093	F	0.569	18000	
~~~	To: From:	SR 10 West Hune													
301 Jefferson Davis Hwy	Chesterfield County	1.65 20000	G	98%	0%	1%	1%	0%	0%	F	0.103	F	0.631	21000	
	To: From:	SR 288				\Box \vdash									
) (301) Jefferson Davis Hwy	Chesterfield County	1.62 17000	G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.726	18000	
	To: From:	20-613 Willis	Rd												
Jefferson Davis Hwy	Chesterfield County	0.64 15000	G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.726	16000	
	Too	SR 145 Cheste	r Rd			\neg \vdash									
301 Jefferson Davis Hwy	Chesterfield County	2.41 17000	G	96%	1%	1%	1%	1%	0%	С	0.095	F	0.638	18000	
,	To	SR 150 Chippenha													
301 Jefferson Davis Hwy	Chesterfield County	1.17 20000	G G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.605	22000	
301)	To:	SCL Richmo			. , ,	Ť	. , •	- / -	0,0	•	5.00		0.000		

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

Route	Jurisdiction	Length AAD	Γ ΟΛ	4Tire	Rue		I ru	ICK		QC	K	QK	Dir	AAWDT	г (
riodic		Length AAD	ı QA	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	
	From:	SCL Rich								_		_			
301 Jefferson Davis Hwy	City of Richmond	2.13 1100) G	94%	2%	1%	1%	2%	0%	С	0.088	F	0.617	12000	
	To	Bellmead	e Rd												
} (301) Jefferson Davis Hwy	City of Richmond	0.86 1300		96%	1%	1%	1%	2%	0%	С	0.101	Α	0.504	14000	
٠	To	** 1:	D 1												
301 Jefferson Davis Hwy	City of Richmond	Hopkins		95%	1%	1%	1%	1%	0%	С	0.09	F	0.564	20000	
301 Jenerson Davis Hwy	City of Alchinoria	1.01 1800) G	95%	1 70	1 70	1 70	1 70	076	C	0.09	Г	0.364	20000	
	To: From:	US 360 H	ıll St												
(301) Cowardin Ave	City of Richmond	0.39 2400) G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.579	26000	
	To	Semmes	Δνε												
(301) Lee Bridge	City of Richmond	0.76 3000		98%	1%	1%	0%	0%	0%	F	0.1	F	0.626	34000	
(301) 200 211090	City of Filenment	0.70 0000		0070	. 70		070	0 70	0 / 0	•	0	•	0.020	0.000	
~~~	To: From:	2nd S													
(301) Belvidere St	City of Richmond	0.92 <b>2400</b>	) G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.649	27000	
<u> </u>	To	Franklin	St												
(301) Belvidere St	City of Richmond	0.15 3300		98%	1%	1%	0%	0%	0%	F	0.085	F	0.545	37000	
(601)	To	V/G 050 D	1.0												
Dalvidana Ct	From:	US 250 Bro		000/	10/	10/	00/	00/	00/		0.000		0.011	0.4000	
Belvidere St	City of Richmond	0.40 3000		98%	1%	1%	0%	0%	0%	F	0.083	F	0.611	34000	
	From:	Chamberlay Belvider													
301 Chamberlayne Ave	City of Richmond	1.02 <b>2000</b>		98%	1%	1%	0%	0%	0%	С	0.093	F	0.508	23000	
Chamberlayne Ave	City of Flictimona	1.02 2000	<i>,</i> G	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	O	0.033	•	0.500	23000	
~~~	To: From:	Edge Hil													
(301) Chamberlayne Ave	City of Richmond	0.31 1900	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.535	22000	
<u> </u>	To: From:	Brookland Pa	rk Blvd												
(301) Chamberlayne Ave	City of Richmond	0.86 1500		98%	1%	1%	0%	0%	0%	С	0.103	F	0.625	17000	
,	,														
Chambarlauna Aug	City of Diehmand	Laburnum		000/	10/	10/	00/	00/	00/	F	0.100		0.607	14000	
Chamberlayne Ave	City of Richmond	0.26 1200) G	98%	1%	1%	0%	0%	0%	Г	0.108	F	0.607	14000	
	To: From:	Claremont	Ave												
(301) Chamberlayne Ave	City of Richmond	0.94 1300) G	98%	1%	1%	0%	0%	0%	С	0.106	F	0.525	15000	
\bigcirc	То:	Azalea A	ve												
	From:	Chamberlay								_		_			
Azalea Ave	City of Richmond	0.26 1500) G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.572	17000	
	To	NCL Rich	nond			\neg \vdash									
Brook Rd	Henrico County	0.30 1300		98%	1%	1%	0%	0%	0%	F	0.095	F	0.587	NA	
)	, T-	*													
Drook Dd	Hanrian County	I-95		000/	00/	10/	10/	00/	00/		0.001	г	0.500	10000	
Brook Rd	Henrico County	0.83 1800) G	98%	0%	1%	1%	0%	0%	С	0.091	F	0.522	19000	
	To: From:	Hilliard													
Brook Rd	Henrico County	0.72 2000	G G	98%	0%	1%	1%	0%	0%	F	0.104	F	0.523	21000	
/	To	Wilkinson	Rd												
Brook Rd	Henrico County	0.48 1800		98%	0%	1%	1%	0%	0%	F	0.101	F	0.529	19000	
	richildo Courty	0.70 1000	. u	00/0	0 /0	1 /0	1 /0	0 /0	0 /0		0.101		0.020	10000	

12

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

Route	Jurisdiction	Length AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	г (
Houte	- Canadiction	Length AAD1	Q,A	41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	
	From:	SR 73 Parham R													
Brook Rd	Henrico County	1.42 21000	G	98%	0%	1%	1%	1%	0%	С	0.09	F	0.553	NA	
,	To:	I-295													
Brook Rd	Henrico County	0.73 31000	G	98%	0%	1%	1%	1%	0%	F	0.103	F	0.533	33000	
) =	-														
\	From	Virginia Center Par		2021					221			_			
Brook Rd	Henrico County	0.38 21000	G	98%	0%	1%	1%	1%	0%	F	0.099	F	0.530	23000	
	To	J.E.B. Stuart Park	way			— —									
Brook Rd	Henrico County	0.60 18000	G	98%	0%	1%	1%	1%	0%	F	0.099	F	0.501	19000	
)	To:	Hanover County I	Line												
	From:	Henrico County L	Line												
Washington Hwy	Hanover County	0.47 18000	N	98%	0%	1%	1%	1%	0%	Ν	0.099	F	0.501	19000	
	To	42 656 Clidina IIII	1 D.4												
Washington Hwy	Hanover County	42-656 Sliding Hil 1.94 13000	F	98%	0%	1%	1%	1%	0%	F	0.092	F	0.549	14000	
) **asimigion riwy	rianovei County	1.04 13000		30 /6	0 /0	1 /0	1 /0	1 /0	0 /6	'	0.032	'	0.549	14000	
`	To: From:	42-802 Lewistowr	ı Rd												
Washington Hwy	Hanover County	0.79 13000	F	98%	0%	1%	1%	1%	0%	F	0.096	F	0.517	14000	
	To	SCL Ashland													
ີ Washington Hwy	Town of Ashland	1.41 14000	F	94%	1%	2%	1%	2%	0%	F	0.096	F	0.552	15000	
) Washington Filip	- Town or Alemana	1111 14000	•	0170	1 70		1 /0	_ /0	0 / 0	•	0.000	•	0.002	10000	
`	To: From:	Ashcake Rd													
Washington Hwy	Town of Ashland	0.85 15000	F	94%	1%	2%	1%	2%	0%	С	0.096	F	0.569	16000	
	Tec	SR 54 England	St												
Washington Hwy	Town of Ashland	0.23 13000	F	93%	1%	2%	1%	4%	0%	F	0.09	F	0.506	14000	
	7.														
Washington U.S.	From:	Randolph Circl		000/	10/	00/	10/	40/	00/	_	0.000		0.500	0100	
Washington Hwy	Town of Ashland	1.94 8600	G	93%	1%	2%	1%	4%	0%	С	0.093	F	0.563	9100	
	To: From:	NCL Ashland													
Washington Hwy	Hanover County	2.17 8600	N	93%	1%	2%	1%	4%	0%	Ν	0.093	F	0.563	9100	
	To	42-738 Gum Tre	20												
Washington Hwy	Hanover County	1.89 6400	F	93%	1%	2%	1%	4%	0%	F	0.098	F	0.643	6300	
Washington riwy	Transver deality	1.00	•	30 /0	1 /0	2 /0	1 /0	770	0 70		0.000		0.040	0000	
\	To: From:	SR 30 Kings Dominion													
Washington Hwy	Hanover County	3.04 4400	F	89%	1%	1%	3%	6%	0%	С	0.109	F	0.606	4300	
	To:	Caroline County I													
N	From:	Hanover County I		2021					0-1	_	- · · -	_		4000	
Jefferson Davis Hwy	Caroline County	2.99 4200	G	89%	1%	1%	3%	6%	0%	F	0.117	F	0.662	4200	
	To: From:	SR 207 Carmel Ch	urch												
) Jefferson Davis Hwy	Caroline County	6.29 4400	G	95%	0%	1%	1%	2%	0%	F	0.103	F	0.596	4300	
,	To														
Lefferson Davis Ll	From:	16-639 Ladysmith		OE0/	00/	10/	10/	00/	00/	г	0.000	г	0.507	E000	
Jefferson Davis Hwy	Caroline County	3.06 6000	G	95%	0%	1%	1%	2%	0%	Г	0.092	Г	0.587	5900	
-	To: From:	16-632 Cedon Rd; Qua	arters R	d											
Jefferson Davis Hwy	Caroline County	2.53 5600	G	95%	0%	1%	1%	2%	0%	С	0.093	F	0.627	5500	
	To:	Spotsylvania County													

13

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

Route	Jurisdiction	Length AA	DT 04	4Tire	Ruc		Tru	ıck		QC	K	QK	Dir	AAWDT	
noute	Junsuiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
Jefferson Davis Hwy	Spotsylvania County	2.61 130		97%	1%	1%	0%	1%	0%	С	0.097	F		12000	
Jenerson Davis Hwy	Spotsylvania dounty			31 /6	1 /0	1 /6	0 /6	1 /0	0 /6	O	0.037	'		12000	
\(\) Jefferson Davis Hwy	Spotsylvania County	88-606 T 4.25 140		93%	0%	1%	2%	4%	0%	F	0.094	F		14000	
Jenerson Davis riwy	Spotsylvania County				0 /0	1 /0	2/0	4 /0	0 /6	•	0.034	'		14000	
) leffereen Devie Llucy	Controlly and County	88-608 Massapo			10/	10/	1%	1.40/	1%	F	0.088	F		42000	
Jefferson Davis Hwy	Spotsylvania County	2.27 40 0	00 F	82%	1%	1%	176	14%	170	Г	0.000	Г		43000	
\	To: From	US 17 Poor		000/	00/		00/	00/	00/		0.074		0.570	E4000	
Jefferson Davis Hwy	Spotsylvania County	1.18 480	000 G	98%	0%	1%	0%	0%	0%	F	0.074	F	0.576	51000	
`	To: From:	I-9													
Jefferson Davis Hwy	Spotsylvania County	0.96 230		98%	0%	1%	0%	0%	0%	F	0.078	F	0.544	25000	
	To: From:	Bus US 1; SR 203 US 1 Bus; SR 20													
Jefferson Davis Hwy	Spotsylvania County	1.30 250		98%	0%	1%	0%	0%	0%	F	0.084	F	0.542	27000	
),	Tol						- 7.	- , -							
Jefferson Davis Blvd	City of Fredericksburg	SCL Frede 1.48 29 0		98%	0%	1%	0%	0%	0%	С	0.109	Α	0.616	31000	
OCHCISON DAVIS BIVA	Oity of Fredericksburg			30 /6	0 70	1 /0	0 70	0 /0	0 70	O	0.103		0.010	31000	
) Lefferson Davis Blad	City of Franciscopyra	SR 0.00		000/	00/	10/	00/	00/	00/	С	0.000	F		22000	
Jefferson Davis Blvd	City of Fredericksburg	0.90 300	000 F	99%	0%	1%	0%	0%	0%	C	0.089	Г		32000	
N	To: From:	Colleg		2221		<u>⊢</u>									
Jefferson Davis Blvd	City of Fredericksburg	0.59 250	000 F	99%	0%	1%	0%	0%	0%	F	0.087	F		27000	
	To: From:	Fall Hi													
Jefferson Davis Blvd	City of Fredericksburg	0.32 240	00 G	98%	0%	1%	0%	0%	0%	F	0.077	F	0.611	26000	
Bus	To: From:	Bus US 1 Princ	ess Anne Av	e											
Jefferson Davis Blvd	City of Fredericksburg	0.08 340	000 N	98%	0%	1%	0%	0%	0%	N	0.098	F	0.592	NA	
) (1)	Tol						- 7.	- , -							
Bus	From:	NCL Frede	•												
) (17) Jefferson Davis Hwy	Stafford County	0.35 340	00 G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.592	NA	
	To: From:	Bus US 17, SR	218 Falmout	h											
Jefferson Davis Hwy	Stafford County	2.72 190	00 G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.724	20000	
	To: From:	89-676 Crane	s Corner Rd												
Jefferson Davis Hwy	Stafford County	2.84 160	00 G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.788	17000	
	To:	89-628 Eskimo Hill Re	d: Ramoth Cl	nurch Rd		\neg \vdash									
Jefferson Davis Hwy	Stafford County	2.45 140		98%	1%	1%	0%	0%	0%	F	0.106	F	0.797	15000	
	То	89-687 I	Jone Rd												
Jefferson Davis Hwy	Stafford County	1.50 140		98%	1%	1%	0%	0%	0%	F	0.09	F	0.703	15000	
,	Too	89-631 Coal Landin													
Jefferson Davis Hwy	Stafford County	1.32 140		98%	1%	1%	0%	0%	0%	N	0.09	F	0.703	15000	
) delicioni bavis riwy	- F			JU /6	1 /0	1 /0	0 /0	0 /0	0 /0		0.00	'	0.700	10000	
Lefferen Devis Llun	Stoffard County	89-610 Garr		000/	10/	10/	00/	00/	00/		0.147	^	0.747	20002	
\ Jefferson Davis Hwy	Stafford County	1.46 200	00 A	98%	1%	1%	0%	0%	0%	С	0.147	Α	0.747	20000	

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	Fron:	89-63	9 Woodstock	Lane			2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
1 Jefferson Davis Hwy	Stafford Cou		20000		98%	1%	1%	0%	0%	0%	Ν	0.147	Α	0.747	20000	N
lofferson Davis Llun	To: From:		ittle Forest Ch		000/	10/	10/	00/	00/	00/		0.000	F	0.001	10000	
Jefferson Davis Hwy	Stafford Cou		17000 William Count	G ty Line	98%	1%	1%	0%	0%	0%	F	0.092	Г	0.831	18000	G
~	From:		ford County L	•												
Jefferson Davis Hwy	Prince William (County 2.15	13000	G	98%	1%	1%	0%	0%	0%	F	0.131	F	0.568	13000	C
leffereen Devie Llung	France William		6-619 Fuller R		000/	10/	10/	00/	00/	00/	F	0.104	F	0.550	12000	(
Jefferson Davis Hwy	Prince William (98%	1%	1%	0%	0%	0%	Г	0.104	Г	0.553	13000	(
Fraley Blvd	Prince William (•	S 1 Par Main S		98%	1%	10/	00/	00/	00/		0.104	F		8300	
Fraley blvd		•	7900		96%	1%	1% 1%	0% 2%	0% 1%	0% 0%	F F	0.184 0.129	F	0.769	16000	
	Combined Traffic Estimates for 2 Parallel	-			90%	1 70	1 70	270	I 70	0%	г	0.129	Г	0.769	16000	
Erolov Plud	Town of Dumfrion		SCL Dumfries		069/	10/	10/	10/	20/	00/		0.096			10000	,
Fraley Blvd	Town of Dumfries (Combined Traffic Estimates for 2 Parallel	` '	9600		96% 97%	1% 1%	1% 1%	1% 1%	2% 1%	0% 0%	F F	0.086	F F	0.512	10000 22000	
	Combined Trainic Estimates for 2 Faraner		near Possum l		9170	1 70	1 70	170	170	0%	Г	0.090	Г	0.312	22000	
Jefferson Davis Hwy	Town of Dumfries (23000		96%	1%	1%	1%	2%	0%	F	0.079	F	0.598	NA	
,	Tac	,	NCL Dumfries													
Jefferson Davis Hwy	Prince William (96%	1%	1%	1%	2%	0%	N	0.079	F	0.598	NA	
٠ (Tal	, SD	234 Dumfries	Dd												
Jefferson Davis Hwy	Prince William (96%	1%	1%	1%	2%	0%	F	0.081	F	0.552	33000	
~	To: From:		0 North of Ga													
Jefferson Davis Hwy	Prince William	County 2.15	31000	G	96%	1%	1%	1%	2%	0%	F	0.083	F	0.637	33000	(
<u></u>	To: From:		Reddy Dr; Op													
Jefferson Davis Hwy	Prince William (28000		96%	1%	1%	1%	2%	0%	С	0.081	F	0.847	30000	(
	To:		rfax County Li William Count													
Richmond Hwy	Fairfax Cou		32000	•	98%	1%	1%	0%	0%	0%	F	0.084	F	0.834	33000	
٠ (Tal	I 05 N	orth of Woodh													
Richmond Hwy	Fairfax Cou		34000		97%	2%	1%	0%	0%	0%	F	0.079	F	0.738	36000	(
,	Tac		242 Gunston l													
Richmond Hwy	Fairfax Cou		34000		97%	2%	1%	0%	0%	0%	F	0.096	F	0.796	36000	(
, ,	Tac		0-642 Lorton R													
Richmond Hwy	Fairfax Cou		42000		97%	2%	1%	0%	0%	0%	F	0.087	F	0.763	45000	(
٠ (١	To-		511 Telegraph													
Richmond Hwy	Fairfax Cou		32000		97%	2%	1%	0%	0%	0%	F	0.096	F	0.796	33000	(
	Tao	-				, -			- , -							
Richmond Hwy	Form: Fairfax Cou	•	Fairfax County 33000	g Pkwy G	97%	2%	1%	0%	0%	0%	F	0.096	F	0.796	35000	(
	To:		18 Woodlawn		3. 70	_ /0		0 / 0	0 / 0	0 /0		0.000		000	22000	,

15

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

			d Intersta					Tru	ok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	29-61	8 Woodlawi	n Rd			27.00	017100	TTTGII			1 40101		1 40101		
1 Richmond Hwy	Fairfax County	0.49	33000	G	97%	2%	1%	0%	0%	0%	F	0.076	F	0.524	34000	G
→	To	SR 235 S, Mou	ınt Vernon M	1emoria	ıl Hwv											
1 Richmond Hwy	Fairfax County	2.84	28000	Α	97%	2%	1%	0%	0%	0%	С	0.094	Α	0.512	30000	Α
<i>\rightarrow</i>	Tec	SR 235 N.	, Mount Ver	non Hw	v											
1 Richmond Hwy	Fairfax County	3.19	46000	G	97%	2%	1%	0%	0%	0%	F	0.072	F	0.521	48000	G
\rightarrow	To	SR 241	Kings Hwy	North												
1 Richmond Hwy	Fairfax County	1.31	41000	G	97%	2%	1%	0%	0%	0%	F	0.068	F	0.527	44000	G
÷)	To	SCL Alexandria,	1 05 1 405 (Canital	Reltway											
1 Patrick St	City of Alexandria (Main		64000	G G	97%	2%	1%	0%	0%	0%	F	0.078	F	0.677	67000	G
.)	· .	•														
1 Patrick St	City of Alexandria	0.15	Franklin St 64000	N	97%	2%	1%	0%	0%	0%	N	0.078	F	0.677	67000	N
.) . ao o.	Tree Tree				0.70			0 / 0	0,0	0,0		0.07.0	•	0.0	0.000	•
1 Patrick St	City of Alexandria	0.36	zes St, US 1	G G	97%	2%	1%	0%	0%	0%	F	0.081	F		23000	G
T dillok of	Combined Traffic Estimates for 2 Parallel Road			G	97%	2%	1%	0%	0%	0%	F	0.068	F	0.617	44000	G
	Tallio Estimates for E 1 drains Freday	mayo on the riodio.			0.70			070	0 70	0 70	·	0.000	·	0.017	11000	Ğ
1 Patrick St	City of Alexandria	0.72	King St 19000	G	97%	2%	1%	0%	0%	0%	F	0.09	F		20000	G
- atriox of	Combined Traffic Estimates for 2 Parallel Road			G	97%	2%	1%	0%	0%	0%	F	0.03	F	0.568	39000	G
	- Tame Estimates for 21 araner read	ways on this riodic.		<u> </u>	07 70	270		070	0 /0	0 70	•	0.070	•	0.000	00000	ŭ
1 Patrick St	City of Alexandria		1st St 40000	G	97%	2%	1%	0%	0%	0%	F	0.079	F	0.642	42000	G
T atriok of	Oity of Alexandria			<u> </u>	37 70	270	1 70	0 70	0 70	0 70	•	0.073	•	0.042	42000	G
1 Richmond Hwy	City of Alexandria	N	Monroe Ave 26000	G	97%	2%	1%	0%	0%	0%	F	0.068	F	0.611	28000	G
1 Alcilliona i wy	Oity of Alexandria				31 /6	2 /0	1 /0	0 /6	0 /0	0 /6	'	0.000	•	0.011	20000	G
Dishmand Llus	Adjustes County		CL Alexandri		070/	20/	10/	00/	00/	00/	F	0.075	F	0.610	22000	
1 Richmond Hwy	Arlington County	0.15	31000	G	97%	2%	1%	0%	0%	0%	F	0.075	Г	0.612	33000	G
~~ 5: 1	To- From:		120 Glebe F		070/	00/		00/	00/	00/		0.070		0.070	0.4000	
1 Richmond Hwy	Arlington County	0.65	33000	G	97%	2%	1%	0%	0%	0%	F	0.076	F	0.678	34000	G
~	To: From:	SR 233 Reagan V														
1 Richmond Hwy	Arlington County	0.87	39000	G	97%	2%	1%	0%	0%	0%	F	0.077	F	0.593	41000	G
~	From:		0; Ramp to I		v											
Ramp	Arlington County	0.16	NA	ila IIw	<i>y</i>							NA			NA	
÷ .	To:		I-395 NB													
	Author where O country	0.55	I-395		0 -	- 1.005	. (. 1						
1 (395)	Arlington County	0.55	454000	_				ectional t					s seg	lment.	105000	_
	Combined Traffic Estimates for 4 Parallel Road			G		1%	1%	1%	1%	0%	F	NA			165000	G
~	To- From:		Vashington F	arkway		- 1.005		-4111	tt: - ·	ali ina a	41	fr :: 11 '				
1 395	Arlington County	0.02	454600					ectional t					s seg	inent.	105000	
-	Combined Traffic Estimates for 4 Parallel Road	•	154000 rict of Colum	N	97%	1%	1%	1%	1%	0%	N	NA			165000	N
	10:	Distr	act of Colum	idia												

Route	Jurisdiction	n Lenc	th AADT	QA	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	QV
	From:		Exit N018A &				2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
1 Ramp	Town of South Hill (I				96%	1%	1%	1%	1%	0%	F	0.079	F		2100	G
$\stackrel{\sim}{\sim}$	To:		I-85 South													
~~	From:		Exit N018B &		2221	4-7		4-7		221	_		_		4000	
1 Ramp	Mecklenburg Co	ounty 0.1	3 1200 I-85 North	G	96%	1%	1%	1%	1%	0%	F	0.094	F		1200	G
	From:	110	1-85 North	1. D.1												
1 Ramp	Brunswick Cou				90%	1%	1%	2%	6%	0%	F	0.116	F		630	G
÷ '	To:		I-85 North													
	From:	US	1 Boydton Plan	nk Rd												
Ramp	Brunswick Cou	unty 0.2		G	90%	1%	1%	2%	6%	0%	F	0.131	F		280	G
~	To:		I-85 South													
Pomp	From:	untu 0.0	US 1									0.004	F		6200	G
1 Ramp	Dinwiddie Cou	unty 0.2	3 6300 I-85 North	G								0.094	Г		6300	·
	From:		US 1													
1 Ramp	Dinwiddie Cou	unty 0.2		G								0.115	F		1300	C
·) ·	To:	•	I-85 South													
~~~	From:		US 1													
1 Ramp	City of Richmond (N	Maint: 43) 0.0		G								0.086	F		13000	C
~	10:		I-95 South													
1 Ramp	Henrico Cour	nty 0.1	US 1 Brook R 1 <b>5500</b>	G G								0.078	F		5800	C
1 Manip	To:	11ty 0.1	I-95 South	G								0.076	'		3000	`
	From:	US	1 Jefferson Dav	is Hwv			i									
1 Ramp	Spotsylvania Co			G								0.097	F		8500	C
~	To:		I-95 South													
~~~	From:		1 Jefferson Dav													
1) (17) Ramp US 1, US 17 to I-95 N at Exit 126	Spotsylvania Co	ounty 0.1		G								0.087	F		NA	
•	From:		I-95 North													
1 Ramp	Stafford Cou		1 Jefferson Dav 4 5400	-	98%	0%	1%	0%	1%	0%	С	0.172	Δ		5700	ļ
1 Ramp	To:	11ty 0.11	I-95 North		30 /0	0 70		0 70	1 /0	0 70	J	0.172	^		3700	,
	From:	Ramps f	rom US 1 NB ar	nd US 1 S	SB											
Ramp From US N,S to I-95 3 at Exit 177	City of Alexandria (M			G			<u>'</u>					0.080	F		6900	(
~	To:	I-	95 Express Lane	es SB												
~~, <u>_</u>	From:		01-S191C TO F													
1 Ramp	City of Alexandria (N		9 6600	G								0.086	F	0.699	6600	C
	10:		-95-S FROM R													
lorth	Dinwiddie Cou		1 Boydton Plan 6 4400									0.097	F		4400	C
) Tamp	To:		66A US 01- 66		85							0.037			4400	G
		22 31 50	23 01 00													
10/2021			17													

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

		1 minary and microtate modies			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail		AAWDT QW
North 1 Ramp	Dinwiddie County	US 1 Boydton Plank Rd 0.03 560 G		NA	560 G
1 namp	To:	US 01- 66B US 01-S066B TO RT 85		IVA	300 G
North 1 Ramp	City of Richmond (Maint: 43)	US 1 Belvidere St 0.04 6200 G		0.101 F	6200 G
	To:	127-99006 A 127-99006- A			
North 1 Ramp	City of Richmond (Maint: 43)	0.06 4500 G		0.105 F	4500 G
North	To: From:	US 01-S093A US 1 Chamberlayne Ave; Belvidere St			
Ramp	City of Richmond (Maint: 43)	0.12 7100 A		0.153 A	7300 A
North	To: From:	I-95 North US 1 N, Brook Rd	<u> </u>		
(1) Ramp	Henrico County	0.21 1800 G		0.113 F	1900 G
North	To: From:	I-295 East US 1 N, Brook Rd			
1 Ramp	Henrico County	0.15 1100 G		0.12 F	1200 G
North	From	I-295 West Collector Rd US 1 N, Richmond Hwy			
1 Ramp	Fairfax County	0.84 7200 G I-95 North		0.133 F	7200 G
North	From:	US 1 Richmond Hwy NB			
1 Ramp	City of Alexandria (Maint: 29)	0.17 NA		NA	NA
North 1 Ramp	City of Alexandria (Maint: 29)	US 1 North Exit 191B Ramp 0.16 13000 G		0.078 B	13000 G
1 Tramp	To:	I-95 North		0.070 В	13000 G
North 1 Ramp	City of Alexandria (Maint: 29)	US 1 Richmond Hwy NB 0.39 NA		NA	NA
	Too.	US 01-N191C TO RT 241; 95 SOUTH			
North (1) Ramp	City of Alexandria (Maint: 29)	NA		NA	NA
North	To: From:	US 01- 191B US 01-S191B FROM RT 1 US 01-N191B TO RT 241; 95 SOUTH			
1 Ramp	City of Alexandria (Maint: 29)	NA		NA	NA
South	To: From	US 01-S191C TO RT 241 US 1 Boydton Plank Rd			
1 Ramp	Dinwiddie County	0.03 2900 G		0.116 F	2900 G
South	From:	US 01-N066A US 01- 66A TO RT 85 US 1 TO RT 85 SB			
1 Ramp	Dinwiddie County	0.06 970 G		0.124 F	970 G
	10	US 01- 66B US 01-N066B TO RT 85			

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

			Primary and	d Intersta	ate Ro	utes											
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 1 Ramp	Front City of Richmond ((Maint: 43)	0.28	S, Belvider 4100 tit 93A to I-	Α	:h							0.119	Α		4400	Α
South 1 Ramp	From: Henrico Cou To:	unty	US	1 S, Brook 5500 East Collect	Rd G								0.104	F		5900	G
South 1 Ramp	From: Henrico Cou To:	unty	US 1	1 S, Brook 3300 Vest Collect	Rd G								0.118	F		3600	G
South 1 Ramp	Front Fairfax Cou To:	ınty		US 1 15000 I-95 South	G	88%	1%	1%	1%	10%	0%	F	0.11	F		14000	G
South 1 Ramp	City of Alexandria ((Maint: 29)	US 1 0.11	Patrick St 20000	G								0.099	F		20000	G
South 1 Ramp	City of Alexandria ((Maint: 29)	0.09	NA 91B TO 95				<u> </u> -					NA			NA	
South 1 Ramp	Front City of Alexandria (,	0.22 US 01-S191D T	NA									NA			NA	
South 1 Ramp	City of Alexandria (0.28	9900 ROM RT 1	G								0.126	F		9900	G
South 1 Ramp	City of Alexandria ((Maint: 29)	0.09	Patrick St NA ward I-95 S									NA			NA	
South 1 Ramp	Front City of Alexandria (To:	(Maint: 29)	US 01-S1917 0.21 US 01-N191C 1	NA									NA			NA	
South 1 Ramp	City of Alexandria (US 01-S191A T 0.34 I-95-1 FROM	6000	G								0.132	F		6000	G
Henry St	City of Alexar Combined Traffic Estimates for 2 Parallel			Wilkes St 20000	G G	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.074 0.068	F F	0.617	21000 44000	G G
Henry St	City of Alexar Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	R 7 King St 18000 37000 1st Street	G G	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.077 0.078	F F	0.568	19000 39000	G G
		1		131 541001													

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
~~~	From	US 1 Fraley												1 dotoi		
Main St	Prince William	,	7200	F	94%	1%	1%	3%	1%	0%	С	0.099	F		7600	F
<u></u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	F	96%	1%	1%	2%	1%	0%	F	0.128	F	0.765	16000	F
	To From	S	CL Dumfrie	es			$\neg$ $\vdash$									
Main St	Town of Dumfries	(Maint: 76) 1.45	11000	G	97%	1%	1%	1%	0%	0%	С	0.098	F	0.927	12000	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	97%	1%	1%	1%	1%	0%	F	0.090	F	0.508	22000	G
	To	US 1 Fraley	Blvd North	Intersec	ction											
Bus Bus	From	US 1 Wy	the St Batter	rsea Lar	ie											
(1) (460)(460) Washington	St City of Peters	sburg 0.31	9300	F	98%	0%	1%	1%	0%	0%	F	0.092	F		10000	F
(F) (LS) (FS)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	F	98%	0%	1%	1%	0%	0%	F	0.090	F	0.551	19000	F
	To	123	3-9025 West	t St			—									
Bus Bus	From				2221				221		_		_		40000	_
(1) (460) (460) Washington		•	9700	F	99%	0%	1%	0%	0%	0%	С	0.09	F		10000	F
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	F	98%	0%	1%	0%	0%	0%	F	NA			19000	F
Bus Bus		123	3-9029 South	h St												
1 460 460 Washington	St City of Peters	sburg 0.27	11000	F	98%	0%	1%	1%	0%	0%	F	0.091	F		11000	F
( ) (460) (460) Washington	Combined Traffic Estimates for 2 Parallel	•		G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.527	20000	G
	Combined Traine Estimates for 2 Taraner	·			31 /6	0 70	1 /0	1 /0	1 /0	0 70	•	0.003	•	0.527	20000	ч
Bus Bus	To From	(	Guarantee S	t												
(1) (460) (460) Washington	St City of Peters	sburg 0.24	11000	F	99%	0%	1%	0%	0%	0%	F	0.09	F		11000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	G	98%	0%	1%	1%	0%	0%	F	NA			20000	G
	То	BUS US 46														
~ C	From	SR 36; Bus U				00/		00/	00/	00/	_	0.000	_	0.544	0000	_
[ ] Market St	City of Peters	•	2200	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.514	2300	F
~ ~	Combined Traffic Estimates for Parallel		NA									NA			NA	
	From		36 Grove A													
(1) (36) Old St	City of Peters		1700	F	97%	1%	1%	1%	1%	0%	С	0.099	F	0.58	1800	F
(1) (30) S.G. S.	Combined Traffic Estimates for Parallel	~	NA	•	01 70	1 /0	1 70	1 70	1 /0	0 70	Ŭ	NA	•	0.00	NA	
	To		Sycamore St	t								14/1			1471	
	From		Old St													
(36) Sycamore St	City of Peters	sburg 0.04	2400	F	99%	0%	1%	0%	0%	0%	С	0.101	F	0.668	2500	F
(P) (P)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To		ollingbrook													
~~ C =	From		Sycamore St		2021				221		_		_		.=	_
Bollingbrook St	City of Peters	ŭ	2500	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.676	2700	F
~ ~	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To	US 1	, US 301 2r	nd St												
~~~	From		SR 110, US													
(1) (395) Ramp	Arlington Co		18000	G	97%	2%	1%	0%	0%	0%	F	0.07	F		NA	
\sim	To		I-395 South													

6/10/2021 20

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

		Filliary and	d microtat	ic rioc	103			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	U	JS 1, US 58													
$\begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 58 \end{pmatrix} \begin{pmatrix} 58 \end{pmatrix}$ Danville St	Mecklenburg County		1800	G	94%	2%	1%	1%	2%	0%	С	0.122	F		1800	G
Combined Traffic I	Estimates for 2 Parallel Roadways of	on this Route: US 1, Bus US	4600	G	94%	2%	1%	1%	2%	0%	F	0.113	F	0.575	4500	G
Pue	From:	<i>'</i>	S 1, SR 208	Theate	Ku											
Bus 1 LaFayette Blvd	Spotsylvania County	1.52	19000	F	97%	0%	1%	1%	1%	0%	С	0.08	F	0.51	20000	F
<u>,</u>	To	SCI	Fredericksbu	uro												
Bus 1 LaFayette Blvd	City of Fredericksburg	1.42	20000	F	97%	0%	1%	1%	1%	0%	F	0.083	F	0.522	21000	F
Lai ayelle bivo	only of Fredericksburg			•		0 76	1 /0	1 /0	1 /0	0 /0	•	0.000	•	0.522	21000	'
Bus	From:	<u> </u>	e and Grey F										_			
1 LaFayette Blvd	City of Fredericksburg	0.38	8300	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.588	8800	F
Bus	To: From:	111-3	3957 Sunken	Rd												
1 LaFayette Blvd	City of Fredericksburg	0.56	7600	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.594	8100	F
Bus	To- From:	111-39	61 Kenmore	Ave			\Box \vdash									
1 LaFayette Blvd	City of Fredericksburg	0.10	4700	N	99%	0%	1%	0%	0%	0%	Ν	0.107	F	0.545	4900	Ν
	To:	Bus US 1 Par, B	us 17 Par Pri	incess A	Anne St											
Bus 1 LaFayette Blvd	City of Fredericksburg	0.06	4700	G	99%	0%	1%	0%	0%	0%	F	0.107	F	0.545	4900	G
Tan ayono zira	To:		S 17 Carolin		0070	070		0 70	0 70	070	·	0.107	·	0.010	1000	<u> </u>
Bus Bus Bus	From:		17, Lafayette		000/	00/	10/	00/	00/	00/	_	0.00	_		4000	
1) (17) (17) (2) Caroline St	City of Fredericksburg Estimates for 2 Parallel Roadways	0.38	4100 9200	G G	99% 99%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	F	0.09 0.086	F	0.564	4300 9700	G G
Combined Trainic	Estillates for 2 Farallel hoadways (9970	0%	1 70	0%	0%	076	г	0.000	Г	0.564	9700	G
Bus Bus Bus	From:		SR 3 William													
1 (17) (17) Caroline St	City of Fredericksburg	0.51	5900	G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.500	6300	G
Combined Traffic	Estimates for 2 Parallel Roadways o		Herndon St	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	12000	G
Bus Bus	From:	(Caroline St													
Herndon St	City of Fredericksburg	0.06	3600	F	99%	0%	1%	0%	0%	0%	F	0.092	F		3800	F
Bus Bus	From:		Par Princess 1 Par Hernd		t											
Princess Anne St	City of Fredericksburg		7700	F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.668	8100	F
	To:	US 1 Jeffe	erson Davis I	Highwa	у											
Bus Bus Bus	From:	Bus US 1, Bu				00/	10/	00/	00/	00/	_	0.000	_		F.400	_
Princess Anne St	City of Fredericksburg	0.37	5100	G	98%	0% 0%	1%	0% 0%	0% 0%	0% 0%	F F	0.082	F F	0.564	5400 9700	G
Combined Traffic I	Estimates for 2 Parallel Roadways of		9200	G	99%	0%	1%	0%	0%	0%	_	0.086	Г	0.564	9700	G
Bus Bus Bus	From:		SR 3 William													
Princess Anne St	City of Fredericksburg Estimates for 2 Parallel Roadways o	0.52	5700	F	98%	0%	1%	0%	0%	0%	С	0.1	F	0.500	6100	F
· · · · · · · · · · · · · · · · · · ·	etimates for 2 Parallel Roadways (on this Route	12000	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	12000	G
Combined Trainc	To:		JS 1 Herndon		33 76	0 70		0 / 0	0 70	0,0		0.002	·			O .

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

		Primary and Inters					T.v.	ıalı			I/		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K	QK	Dir Factor	AAWDT	QW
	From:	Azalea Av	0			ZAXIE	3+Axie	TITAII	ZITali		Factor		Factor		
2) (301) Chamberlayne Ave	City of Richmond	0.04 13000	G	97%	1%	1%	0%	1%	0%	F	0.106	F	0.536	14000	G
2 301 Chamberlayne Ave					. , ,		0,0	. , 0	0,0	•	000	•	0.000	000	
2)(301)Chamberlayne Ave	Henrico County	NCL Richm 0.55 12000	ond G	97%	1%	1%	0%	1%	0%	С	0.107	F	0.533	13000	G
2 301 Chamberlayne Ave	Herrico County	0.55 12000	G	9770	I 70	1 70	076	1 70	0%	C	0.107	Г	0.555	13000	G
	To: From:	I-95					121				211				
2 301 Chamberlayne Ave NB	Henrico County	0.90 7100	G	97%	0%	1%	1%	1%	0%	F	0.11	F	0.709	7500	G
Combined Tra	ffic Estimates for 2 Parallel Roadways on t	his Route: 17000	G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.745	18000	G
	To: From	Upham D	r												
2)(301)Chamberlayne Ave	Henrico County	1.57 19000	G	97%	0%	1%	1%	1%	0%	С	0.11	F	0.709	20000	G
	To From	Parham R	d			<u> </u>									
2 (301) Chamberlayne Ave	Henrico County	0.17 27000	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.709	29000	G
	To:	Hanover Count	y Line												
	From:	Henrico Count													
2 (301) Chamberlayne Rd	Hanover County	0.40 28000	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.629	30000	G
<u> </u>	To: From:	I-295													
2 (301) Chamberlayne Rd		1.87 19000	F	96%	0%	1%	1%	2%	0%	F	0.097	F	0.584	20000	F
	To	42-640													
2) (301) Chamberlayne Rd	Hanover County	1.30 14000	F	98%	0%	1%	1%	1%	0%	F	0.101	F	0.53	15000	F
2)(301)	7.														
2)(301)Chamberlayne Rd	Hanover County	42-643 Pearsons 1.27 8500	F	93%	1%	1%	1%	4%	0%	F	0.107	F	0.693	9000	F
2 301 Chamberlayne Rd		1.27 6500		93 /6	1 /0	1 /0	1 /0	4 /0	0 /6	'	0.107	•	0.093	3000	'
	To: From:	42-653 Whippoo													
2 (301) Hanover Courthouse Rd	Hanover County	2.58 6900	F	96%	0%	1%	1%	1%	0%	С	0.115	F	0.689	6800	F
<u> </u>	To: From:	42-651													
2 (301) Hanover Courthouse Rd	Hanover County	2.94 7100	F	95%	0%	1%	3%	1%	0%	С	0.117	F	0.619	7000	F
	To:	42-1002 Hanov	er CH			<u> </u>									
2)(301) Hanover Courthouse Rd	Hanover County	1.64 4900	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.830	4900	F
2)(60)	To:	Caroline Count	y Line												
¬	From:	Hanover Count	y Line												
2)(301)Richmond Tpke	Caroline County	3.16 4200	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.653	4100	G
	To From	SR 30 Dav	/n			\neg \vdash									
2)(301)Richmond Tpke	Caroline County	4.44 2900	G	91%	1%	1%	2%	5%	0%	F	0.090	F	0.564	2800	G
	To	16-647													
2) (301) Richmond Tpke	Caroline County	7.50 2500	G	91%	1%	1%	2%	5%	0%	С	0.092	F	0.519	2400	G
2 301 Richmond Tpke	- Carolino Gounty			0170	1 /0		270	0,0	0 70	Ū	0.002	•	0.010	2100	<u> </u>
Dishmand Tales	Corolina	16-721 Near de		010/	10/	10/	00/	E0/	00/		0.000	Г	0.600	4000	
2 301 Richmond Tpke	Caroline County	2.46 4400	G	91%	1%	1%	2%	5%	0%	F	0.092	F	0.603	4300	G
	From:	Bus US 30 SCL Bowling													
2) (301) Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11 4400	N	91%	1%	1%	2%	5%	0%	Ν	0.092	F	0.603	4300	Ν
2)(301)	To:	Bus US 30		0.75	. , ,	Ť	-/-	0,0	0,0		5.002		3.003	.000	
						•									

22

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

		Primary an	u miersia	ale no	ules											
Route	Jurisdiction	Length	AADT	ΟΛ	4Tire	Bus		Tru	ick		QC	K	QK	Dir	AAWDT	- OV
Tioute	Junsaiction	Length		QA.	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIX	Factor	AAWDI	Q۷
Bus	From:	(Animate 40) 0.00	US 301		070/	00/	10/	40/	40/	00/	_	0.000	_	0.500	0000	_
2 301 Main St	Town of Bowling Green (M	Maint: 16) 0.22	3700	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.566	3600	G
Bus	To- From:	SCL	Bowling Gr	reen												
2)(301)Main St	Town of Bowling Green (N	Maint: 16) 0.74	3700	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.561	3600	G
	To:		Bus SR 207	D 207												
Main St	Town of Bowling Green (N		301, Bus S 4900	G 207	96%	0%	1%	1%	2%	0%	F	0.087	F	0.547	4900	G
2 Main St	Town or bowning Groom (in	<u> </u>			0070	0 70		1 70	270	0 70	•	0.007	•	0.047	4000	
2 Fredericksburg Tpke	Caroline County		Bowling G	reen N	96%	0%	1%	1%	2%	0%	N	0.087	F	0.547	4900	N
2 Fredericksburg Tpke	Caroline County					0 70	1 70	1 /0	270	0 70	11	0.007	•	0.547	4300	,
2 Fredericksburg Tpke	Caroline County		tonewall Jac 4400	kson Ro G	1 96%	0%	1%	1%	2%	0%	С	0.092	F	0.618	4300	G
2 Fredericksburg Tpke	To:		vania Count		30 /6	0 /6	1 /0	1 /0	2/0	0 /6	C	0.032	'	0.010	4300	G
	From:		ine County													
2 Sandy Lane Dr	Spotsylvania Coun	•	4700	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.65	4700	G
D	To:		S 17 Mills E	Or												
Bus 2 17 Tidewater Trail	Spotsylvania Coun		Bus US 17 7800	F	93%	0%	1%	2%	3%	0%	С	0.092	F	0.566	8300	F
	Te							_,-		-,-						
Bus	From		88-1301													
2 Tidewater Trail	Spotsylvania Coun	nty 0.97	21000	F	93%	0%	1%	2%	3%	0%	F	0.077	F	0.542	23000	F
Bus	To: From:	ECL	Fredericksh	ourg												
2) (17) Dixon St	City of Fredericksbu	urg 0.55	20000	G	93%	1%	2%	1%	3%	0%	С	0.084	F	0.538	21000	G
	Te	Ramp fro	om SR 3 Co	nnector												
Bus 2 17 Dixon St	City of Fredericksbu		8400	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.562	8900	C
2) (17) Dixon St	City of Fredericksbit			G	90 /6	1 /0	1 /0	0 /6	0 /0	0 /6	C	0.095	'	0.502	0300	
Bus	To: From:		Charles St													
2) (17) Dixon St	City of Fredericksbu		4100	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.584	4300	G
	Combined Traffic Estimates for 2 Parallel Roa		7000	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.733	7500	G
Bus	To: From:	Pri	Dixon St	St												
2) (1,7) Princess Anne St	City of Fredericksbu	urg 0.26	2900	F	98%	0%	1%	1%	0%	0%	С	0.107	F		3100	F
5 (1)	Combined Traffic Estimates for 2 Parallel Roa	~	5400	F	98%	0%	1%	1%	0%	0%	С	0.09	F	0.587	5700	F
	To		Bus US 1													
Bus Bus Bus	From:				000/	00/		00/	00/	00/	_	0.000	_		F 400	_
2 1 17 17 Prince	ess Anne St City of Fredericksbu	~	5100	G	98%	0%	1%	0%	0%	0%	-	0.082	-	0.504	5400	(
	Combined Traffic Estimates for 2 Parallel Roa			G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	9700	C
	From:		SR 3 Willian													
3) (522) Germanna Hwy	Town of Culpepe		S 15 Orange 7900	e Road F	99%	0%	1%	0%	0%	0%	С	0.089	F	0.520	8500	F
3 / (522) Goilliailia i Wy	- F				0070	0 /0	1 70	0 /0	0 /0	0 /0	5	0.000		0.020	0000	,
Gormanna Henri	Culpapar Causti		CL Culpepe		069/	00/	10/	10/	10/	00/		0.00	F	0.500	12000	-
3 522 Germanna Hwy	Culpeper County		11000 S 15, US 29	F	96%	0%	1%	1%	1%	0%	С	0.09	F	0.509	12000	F
		U	o 15, US 25	7												

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	Q'
	From:	US 15, US 2	29			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
3) (522) Germanna Hwy	Culpeper County	0.32 16000	F	94%	1%	1%	1%	3%	0%	С	0.085	F	0.573	16000	F
	To	US 522 Zachary Ta	ylor Hwy			<u> </u>									
Germanna Hwy	Culpeper County	4.63 2800	F	96%	0%	1%	0%	2%	0%	F	0.095	F		2700	
	T _O : From	23-663 Batna	Rd			<u> </u>									
Germanna Hwy	Culpeper County	3.73 3100	F	96%	0%	1%	0%	2%	0%	F	0.094	F		3000	
	To: From:	23-750 Ellis	Rd												
Germanna Hwy	Culpeper County	4.37 4200	F	95%	1%	1%	1%	3%	0%	С	0.075	F		4200	
	From:	Orange County Culpeper County													
Germanna Hwy	Orange County	4.89 3800	F	93%	1%	1%	1%	4%	0%	F	0.075	F		4000	
	To: From	SR 20 Wilder	ness												
Germanna Hwy	Orange County	0.12 22000	G	96%	0%	1%	0%	2%	0%	F	0.082	F	0.512	22000	
	To: From:	Spotsylvania Cour Orange County													
Plank Rd	Spotsylvania County	5.27 30000	F	99%	0%	1%	0%	0%	0%	С	0.084	F		30000	
	Tox	88-610 Elys Fo	rd Rd												
Plank Rd	Spotsylvania County	2.99 28000	F	95%	0%	1%	1%	2%	0%	F	0.082	F	0.602	28000	
	To: From:	88-626 Andors	a Dr			\neg \vdash									
Plank Rd	Spotsylvania County	36000	F	96%	0%	1%	0%	2%	0%	С	0.082	F	0.602	36000	
	To: From:	88-627 Gordon	n Rd			\neg \vdash									
Plank Rd	Spotsylvania County	48000	F	97%	0%	1%	0%	1%	0%	С	0.084	F	0.599	48000	
	To: Frant	88-639 Salem Chi													
Plank Rd	Spotsylvania County	1.09 67000	G	96%	0%	1%	0%	2%	0%	F	0.073	F	0.579	72000	
	To From (A4 : 1 00)	WCL Frederick		000/	00/		00/	00/	00/		0.074	_	0.505	70000	
Plank Rd	City of Fredericksburg (Maint: 88)	0.34 72000	G	96%	0%	1%	0%	2%	0%	F	0.071	F	0.525	76000	
Plank Rd	City of Fredericksburg (Maint: 88)	I-95 0.61 49000	G	95%	1%	1%	1%	3%	0%	F	NA			49000	
Plank Rd	city of Fredericksburg (Maint. 88)			95 /6	1 /0	1 /0	1 /0	J /0	0 /0		INA			43000	
Plank Rd	City of Fredericksburg	Oakwood S 0.63 42000	G G	95%	1%	1%	1%	3%	0%	F	0.073	F	0.519	NA	
J. Idiiix 11d	Too			0070	170		1,0	070	070	·	0.070		0.010		
William St	City of Fredericksburg	US 1 Jefferson Da 0.24 37000	G G	95%	1%	1%	1%	3%	0%	F	0.074	F	0.521	40000	
	To:	Bus SR 3; Blue and 0	Gray Pkw												
Blue and Grey Parkway	City of Fredericksburg	Bus SR 3 Willia 0.53 33000		95%	1%	1%	1%	3%	0%	С	0.077	F	0.55	NA	
Blue and Grey Parkway	oity of Fledericksburg		G	35%	1 70	1 70	1 /0	J %	U-76	U	0.077	1-	0.55	INA	
Blue and Grey Parkway	City of Fredericksburg	Bus US 1 LaFayer	tte Blvd F	98%	0%	1%	0%	0%	0%	C	0.083	F	0.512	43000	
5 Jose and Groy Fantway				0070	0 /0		U /0	0 /0	0 /0		0.000		0.012	10000	
Blue and Grey Parkway	City of Fredericksburg	Bus US 17 SR 2 I 0.36 37000	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.503	40000	
	, <u></u>	2.22		/-	- / -	. , ,	- , -	- / -	- / -	_					

Route	Jurisdiction	Length AADT	QA 47	Tire	Bus		Tru 3+Axle	-		QC	K	QK	Dir	AAWDT	. (
	From:	ECL Fredericksb	niro			ZAXIE	3+Axie	TTRAIL	ZTraii		Factor		Factor		
Blue and Grey Parkway	Stafford County	0.33 37000		9%	0%	1%	0%	0%	0%	С	0.096	F	0.503	40000	
, ,	To:	Bus SR 3 Kings Hig													
	From:	Bus SR 3													
) Kings Hwy	Stafford County	0.82 27000	G 97	7%	0%	1%	1%	2%	0%	F	0.09	F	0.502	29000	
/	To:	89-680 Leonard Rd, Fe	ederal Dr			\neg \blacksquare									
Kings Hwy	Stafford County	0.16 19000		4%	0%	1%	1%	4%	0%	Ν	0.09	F	0.509	20000	
,	To	00 744 P 6 1	D 1			_									
Kings Hwy	Stafford County	89-744 Rumford 5.38 19000		4%	0%	1%	1%	4%	0%	С	0.09	F	0.509	20000	
Kings Hwy	Stanoid County	3.30 19000	G 3	+ /0	0 /6	1 /0	1 /0	4 /0	0 /6	O	0.03	•	0.503	20000	
	To: From:	89-601 East In													
Kings Hwy	Stafford County	0.40 20000		7%	0%	1%	1%	2%	0%	F	0.096	F	0.511	19000	
	To:	King George Count				_									
Kings Hwy	Stafford County	Stafford County I 3.68 17000		7%	0%	1%	1%	2%	0%	F	0.094	F	0.541	17000	
Kings Hwy	Stanoid County	3.00 17000	G 3	7 70	0 /6	1 /0	1 /0	2 /0	0 /6	'	0.034	•	0.541	17000	
	To: From:	48-605 Bloomsbury Rd; La													
Kings Hwy	King George County	4.79 16000	G 97	7%	0%	1%	1%	2%	0%	С	0.093	F	0.512	16000	
	To: From:	SR 206 Arnolds Co	orner												
Kings Hwy	King George County	2.58 15000	G 96	6%	0%	1%	2%	2%	0%	С	0.095	F	0.521	14000	
	To	SR 205 Purkins Co	orner												
Kings Hwy	King George County	1.56 7200		7%	0%	1%	1%	2%	0%	F	0.091	F	0.625	7100	
)go ,	Tanig Goorge County			. ,0	0 70		1 70	_ / 0	0 70	•	0.001	•	0.020	7.00	
) Kinasa Hasa	From	US 301 Office H		00/	00/	10/	00/	00/	00/		0.007	_	0.700	5000	
Kings Hwy	King George County	7.18 5300		3%	0%	1%	2%	3%	0%	С	0.087	F	0.706	5200	
	From:	Westmoreland Coun King George Count													
Kings Hwy	Westmoreland County	2.84 4500		3%	0%	1%	2%	3%	0%	F	0.083	F	0.662	4400	
Vince I have	From:	SR 205 Oak Gro		3%	0%	10/	20/	20/	00/	г	0.001	F	0.650	F700	
Kings Hwy	Westmoreland County	2.83 5800	G 90	3%	0%	1%	2%	3%	0%	F	0.081	Г	0.652	5700	
	To: From:	SR 204 N Of Potoma													
Kings Hwy	Westmoreland County	2.05 5700	G 93	3%	0%	1%	2%	3%	0%	F	0.087	F	0.648	5600	
<u></u>	To	96-624 West				\neg \vdash									
Kings Hwy	Westmoreland County	2.83 5200		3%	0%	1%	2%	3%	0%	F	0.081	F	0.656	5100	
	To	SR 347 Westmoreland Sta	ta Dault Daa	.d											
Kings Hwy	Westmoreland County	0.68 5100			1%	1%	1%	3%	0%	С	0.086	F	0.657	5000	
) rungs runy	Westmoreland essenty			770	1 /0		1 /0	0 /0	0 70	J	0.000	•	0.007	0000	
) (Same 11)	From	SR 214 Lerty		40/	40/	16′	401	001	061		0.000	_	0.014	4500	
Kings Hwy	Westmoreland County	3.57 4600	G 94	4%	1%	1%	1%	3%	0%	F	0.083	F	0.614	4500	
	To: From:	WCL Montros	SS												
Kings Hwy	Town of Montross (Maint: 96)	0.95 4600	N 94	4%	1%	1%	1%	3%	0%	Ν	0.083	F	0.614	4500	
	Too	96-622 Peach Gro	ve St			\neg									
Kings Hwy	Town of Montross (Maint: 96)	1.49 6100		5%	1%	1%	1%	3%	0%	C	0.085	F	0.605	6000	
) ·····go ·····,	To:			- /-	. 70	Ť	1 /0	5,0	0 /0	Ŭ	3.000		3.000	0000	
,	To:	ECL Montross													

Davita	li inia di ati a a	Lamenth AADT C	A 4T:	D		Tru	ck		00	K	OK	Dir	A A \ A \ D T	
Route	Jurisdiction 	Length AADT C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:	ECL Montross	050/	40/		40/	00/	00/		0.005	_	0.005	2000	
Kings Hwy	Westmoreland County	1.89 6100 l	N 95%	1%	1%	1%	3%	0%	N	0.085	F	0.605	6000	
<u> </u>	From:	SR 202 Cople Hwy		121				221		2 2 2 4				
Kings Hwy	Westmoreland County		G 95%	1%	1%	1%	3%	0%	F	0.084	F	0.565	3600	
	From:	Richmond County Lis Westmoreland County 1												
Kings Hwy	Richmond County		G 93%	0%	1%	1%	4%	0%	F	0.081	F	0.5	4200	
	To	SR 203 Oldhams Ro	1		—									
Historyland Hwy	Richmond County		G 93%	0%	1%	1%	4%	0%	С	0.08	F	0.551	5300	
	To	79-653 Sanfords Lan												
Historyland Hwy	Richmond County		N 93%	0%	1%	1%	4%	0%	N	0.08	F	0.551	5300	
),	т.					.,.	.,.				-			
Historyland Hwy	Town of Warsaw (Maint: 79)	NCL Warsaw 0.20 5400 I	N 93%	0%	1%	1%	4%	0%	N	0.08	F	0.551	5300	
Historyland Hwy	Town of Warsaw (Maint. 75)		30 70	0 70	1 /0	1 /0	7/0	0 70	14	0.00	•	0.551	3000	
Historyland Hung	Town of Waran (Maint: 70)	Bus SR 3 Main St	G 88%	1%	1%	2%	8%	0%	С	0.086	F	0.721	2900	
Historyland Hwy	Town of Warsaw (Maint: 79)			170	176	2%	0%	0%	C	0.066	Г	0.721	2900	
	To: From:	US 360, SR 3 Bus Richmo		40/		00/	00/	00/		0.444		0.500	0500	
Historyland Hwy	Town of Warsaw (Maint: 79)	0.11 6700 (G 92%	1%	2%	2%	3%	0%	F	0.111	F	0.589	6500	
	To: From	SCL Warsaw			-									
Historyland Hwy	Richmond County	2.37 4500	G 92%	1%	2%	2%	3%	0%	F	0.091	F	0.665	4500	
	To: From	79-620 Richmond Hill												
Historyland Hwy	Richmond County	3.83 4100 (G 92%	1%	2%	2%	3%	0%	F	0.084	F	0.523	4100	
_	To: From:	79-642 Sharps Rd			\neg \vdash									
Historyland Hwy	Richmond County	3.07 3200	G 93%	1%	1%	2%	3%	0%	С	0.09	F	0.539	3100	
	To- From:	79-692, N Farnham Chur	ch Rd		\Box \vdash									
Historyland Hwy	Richmond County	2.37 3000	G 93%	1%	1%	2%	3%	0%	С	0.092	F	0.510	3000	
	To	79-608 Farnham Creek	Rd		<u> </u>									
Historyland Hwy	Richmond County		G 93%	1%	1%	2%	3%	0%	С	0.087	F	0.517	2600	
	То:	Lancaster County Lir	ne											
Nictor dead Here	From:	Richmond County Lin		10/	00/	00/	00/	00/	_	0.000	_	0.500	0000	
Historyland Hwy	Lancaster County	5.30 2400	F 92%	1%	2%	2%	3%	0%	С	0.089	F	0.539	2300	
	To: From:	SR 201 White Chapel			<u> </u>				_		_			
Historyland Hwy	Lancaster County	3.48 5100	F 92%	1%	2%	2%	3%	0%	F	0.088	F	0.571	5100	
	To: From:	51-604 W, Merry Point			\neg \vdash									
Historyland Hwy	Lancaster County	4.36 7100	F 92%	1%	2%	2%	3%	0%	F	0.085	F	0.586	7000	
	To: From:	51-607 Goodluck Ro	i											
Historyland Hwy	Lancaster County	0.34 9600	F 92%	1%	2%	2%	3%	0%	F	0.087	F	0.584	9500	
	Tre- From:	NCL Kilmarnock			$\Box\vdash$									
N Main St	Town of Kilmarnock (Maint: 51)		N 92%	1%	2%	2%	3%	0%	Ν	0.087	F	0.584	9500	
	To:	SR 200 W Int												

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	C
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		0 W Int Churc		2501	101			221		_		_			
200 S Main St	Town of Kilmarnock (Main	nt: 51) 0.09	12000	F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.525	11000	
<i>,</i> <u> </u>		SR 200	M Int Irvingto	on Rd			\neg \vdash									
S Main St	Town of Kilmarnock (Main		9300	F	95%	1%	1%	1%	2%	0%	F	0.089	F	0.512	9100	
	To	,	V Y7'1 1													
Historyland Hung	Lancaster County		L Kilmarnock		95%	1%	1%	1%	2%	0%	N	0.089	F	0.512	9100	
Historyland Hwy	Lancaster County	1.02	9300	N	95%	1 70	1 70	170	270	0%	IN	0.069	F	0.512	9100	
	To: From	51-6	647 Chases Ro	d												
Historyland Hwy	Lancaster County	1.67	7400	G	95%	1%	1%	1%	2%	0%	F	0.093	F	0.525	7400	
/	To	NC	L White Stone	e												
Rappahannock Dr	Town of White Stone (Mair		7400	N	95%	1%	1%	1%	2%	0%	Ν	0.093	F	0.525	7400	
) Happanamoon 2.	Tomas of the state					. , ,		. , 0	_,,	0,0		0.000	•	0.020		
<u> </u>	From		SR 200 E Int								_					
Rappahannock Dr	Town of White Stone (Mair	nt: 51) 0.46	9500	F	95%	1%	1%	1%	2%	0%	С	0.111	Α	0.552	9300	
,	To:	SC	L White Stone	e			\neg \vdash									
Historyland Hwy	Lancaster County	1.09	6900	Α	95%	1%	1%	1%	2%	0%	С	0.111	Α	0.552	7300	
	To:	Middlesex Couny	y Line, Rappal	hannoc	k River											
	From:	Lancaster County														
Greys Point Rd	Middlesex County	5.84	6100	G	95%	1%	1%	1%	2%	0%	С	0.111	Α	0.552	6000	
/	To:	SR 33	3 W, Puller Hv	wy												
	From:		W; Greys Poir													
) (33) General Puller Hwy	Middlesex County	3.45	5500	G	95%	1%	1%	1%	1%	0%	С	0.093	F	0.604	5400	
, 🔾	To:		E; Twiggs Ferr													
Tuine Fam. Dd	Middles or County		33 E Puller Hw		050/	10/	10/	10/	10/	00/	_	0.000	_	0.504	F700	
Twiggs Ferry Rd	Middlesex County	3.20	5800	G	95%	1%	1%	1%	1%	0%	F	0.088	F	0.534	5700	
	From:		ews County L esex County L													
Twiggs Ferry Rd	Mathews County	1.37	5600	G	97%	0%	1%	0%	1%	0%	С	0.086	F	0.509	5600	
) Twiggs I city Ha	Matricwa County	1.07	3000	<u> </u>	01 70	0 70	1 70	0 70	1 /0	0 /0	J	0.000	•	0.000	0000	
	To: From:		SR 198 East													
198 Buckley Hall Rd	Mathews County	1.55	6600	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.573	6300	
	To:	SR 10	98 W, Dutton	Rd			\neg \vdash									
Windsor Rd	Mathews County	2.07	5400	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.6	5300	
)	To:		Clayton Memo													
	From:		dor Rd, Fort N													
14 John Clayton Mem Hwy	Mathews County	0.11	9700	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.652	9500	
	To:	Glouce	ester County I	Line												
	From:	Mathe	ews County L													
) (14) John Clayton Memorial Hwy	Gloucester County	4.07	12000	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.64	12000	
	To: From:	36-62	3 Ware Neck	Rd												
14 John Clayton Memorial Hwy	Gloucester County		17000		98%	0%	1%	0%	1%	0%	F	0.090	F	0.621	16000	
, (14)	To:		Main St, Gloud			- , -	Ť	- / -	. , 🗸	2,0						
	Draw															
St Down	City of Erodevielselser (A4-)		3 E, Plank Ro		060/	00/	10/	00/	00/	00/	г	0.007	г		6400	
Ramp	City of Fredericksburg (Mai	int: 88) 0.28	6900	G	96%	0%	1%	0%	2%	0%	F	0.087	F		6100	
/ '	To:		I-95 South													

luriodiatio	n Lone		OA		Puo		Tru	ıck		00	K	OK	Dir	A A W D T	OW/
Junsuiction	n Leng			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
City of Fredericksburg	g (Maint: 88) 0.28	3 16000	G								0.099	F		17000	G
From:															
Spotsylvania C	ounty	2600	G								0.104	F		7100	G
To:															
Spotsylvania C		7100									0.097	F		17000	G
To:	,	I-95 Nor													
From:															
City of Frederick	ksburg 0.14	1 11000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.553	12000	G
To: From:		11-3958 Han	over St												
City of Frederick	ksburg 0.30	8800	G	98%	0%	1%	0%	0%	0%	С	0.09	F	0.563	9300	G
To: From:	11	1-3955 Colle	ge Ave												
City of Frederic	ksburg 0.48	9900	G	98%	0%	1%	0%	0%	0%	С	0.09	F	0.541	11000	G
To: From:	SR	B Par, Washii	ngton Ave												
•	O .		G	98%	0%	1%	0%	0%	0%	С	0.084	F		5200	G
Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 9800	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.521	10000	G
To: From:	В	us US 1 Card	oline St												
	-		G	98%	0%	1%	0%	0%	0%	F	0.095	F		6000	G
Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 12000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.579	12000	G
To: From:	Bu	s SR 3 Par, S	ophia St												
City of Fredericl	ksburg 0.00			99%	0%	1%	0%	0%	0%	Ν	0.104	F	0.546	13000	N
To: From:	J														
Stafford Cou				99%	0%	1%	0%	0%	0%	С	0.104	F	0.546	13000	G
To- From:	SR 2	12 Chatham	Heights R	d											
Stafford Cou	inty 1.20	26000	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.553	28000	G
To:	SR 3	Blue and Gre	y Parkwa	У											
From:				000/	00/	10/	00/	00/	00/	г	0.005	_	0.04	E000	
•	•											•			G G
To:	•			00 /0	0 /0	1 /0	<u> </u>	0 /0			0.002		0.021	10000	<u> </u>
From:					00/	10/	09/	00/	00/	C	0.004	_		4200	-
City of Frederick Combined Traffic Estimates for 2 Parallel	•		G	98% 98%	0% 0%	1%	0% 0%	0% 0%	0% 0%	C	0.094 NA	Г		9500	G G
Complined Traffic Estimates for 2 Parallel						10/2		110/2		(:	NΔ				(-
	City of Fredericksburg Spotsylvania C Spotsylvania C Spotsylvania C City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick Combined Traffic Estimates for 2 Parallel City of Frederick City	City of Fredericksburg (Maint: 88) 0.28 From Spotsylvania County Tro Spotsylvania County Spotsylvania Cou	City of Fredericksburg (Maint: 88) 0.28 16000	City of Fredericksburg (Maint: 88)	City of Fredericksburg (Maint: 88) 0.28 16000 G	City of Fredericksburg (Maint: 88) 0.28 16000 G	Section Combined Traffic Estimates for 2 Parallel Roadways on this Route: Section Sectio	City of Fredericksburg City of Fredericksb	SR 3 Plank Name Name	SR 3 F F F F	SR 3 Frame SR 3	Section Sect	Section Sect	Section Sect	City of Fredericksburg (Maint: 88)

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

5 .						4			Tru	ick			K	617	Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
us	From:	r.		3973, Amel													
3 Sophia St	City of Frederic	cksburg	0.07	6000	G	98%	0%	1%	0%	0%	0%	F	0.099	F		6400	(
	Combined Traffic Estimates for 2 Parallel	Roadways on th			G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.579	12000	(
	To:		Bus	SR 3 Willia	ım St												
us	From:	:	SR 3	Historyland	l Hwy												
3) Main St	Town of Warsaw ((Maint: 79)	0.77	12000	N	95%	1%	1%	1%	3%	0%	Ν	0.084	F	0.609	12000	
	To:			60 Richmor													
3 (360) Richmond Rd	Town of Warsaw (Maint: 79)	0.78	360; Main 12000	G G	95%	1%	1%	1%	3%	0%	F	0.084	F	0.609	12000	
Richmond Rd	Town or warsaw ((Mairit. 79)		Historyland	-	33 /6	1 /0	1 /0	1 /0	J /0	0 /6	'	0.004	'	0.009	12000	
	From																
Dugge Jeland Dd				Carolina Sta 500		96%	1%	10/	00/	1%	00/	С	0.10	F	0.50	400	
Buggs Island Rd	Mecklenburg C	Journey	4.53	500	G	96%	176	1%	0%	170	0%	C	0.12	Г	0.58	490	
¬	To: From:			Of John H.													
Buggs Island Rd	Mecklenburg County	(Maint: 999)	0.53	920	N	98%	1%	1%	0%	1%	0%	N	0.100	F	0.523	900	
	Too From:		North End	of John H.	Kerr Da	m											
Buggs Island Rd	Mecklenburg C	County	1.46	920	G	98%	1%	1%	0%	1%	0%	С	0.100	F	0.523	900	
	To:	55	8-707 China	Grove Rd	Castle H	eights											
Buggs Island Rd	Mecklenburg C		4.50	1000	G	95%	1%	1%	0%	2%	0%	С	0.093	F	0.522	1000	
) 990 10.00.10	To:	:		US 58 Gills					- , -	_,-		_					
	From:			25th St													
5) (60) Main St	City of Richn	mond	0.30	14000	G	94%	2%	1%	2%	1%	0%	С	0.097	F	0.585	16000	
5) (60)	To:			illiamsburg		0 . 70			_,,	. , 0	0,0		0.00.	•	0.000	.0000	
	From:	E		lliamsburg A													
5) Main St	City of Richn	nond		13000	G	97%	1%	1%	1%	0%	0%	С	0.099	F	0.654	15000	
	Tec	-	N	Nicholson S	St			<u> </u>									
Main St	City of Richn	nond	0.26		G	97%	1%	1%	1%	0%	0%	F	0.103	F	0.729	11000	
	To		E	CI Dishass	4												
Osborne Tpke	Henrico Cou	- untv	1.99	CL Richmon 8600	G G	97%	0%	1%	2%	1%	0%	С	0.105	F	0.743	9200	
Osborne Tpke	To:	z z		ew Market l		37 76	0 70		270	1 /0	0 70	O	0.103	•	0.740	3200	
	From:	e		sborne Tpk													
New Market Rd	Henrico Cou	unty	2.13	7200	G	96%	1%	1%	2%	1%	0%	С	0.108	F	0.662	7600	
	To:		Ι.	aburnum Av	ve												
New Market Rd	Henrico Cou	unty	3.27	7700	G	96%	1%	1%	2%	1%	0%	F	0.107	F	0.605	8100	
	T																
Now Market Pd	From:	-Lunty	4.70	I-295	_	96%	1%	1%	1%	2%	00/	С	0.116	F	0.675	1800	
New Market Rd	Henrico Cou	unity		1700	G	90%	170	176	170	270	0%	U	0.116	Г	0.075	1000	
	To:			llis Church													
New Market Rd	Henrico Cou	unty	1.72	1900	G	96%	0%	1%	1%	2%	0%	С	0.12	F	0.644	1900	
	To: From:			S City Coun	_												
5 (156) John Tyler Memori			4.34	rico County 1900	F Line	97%	0%	2%	1%	0%	0%	С	0.111	F	0.533	1800	
5) (156) John Tyler Memori	ai riwy Charles City C	Journey	4.34	1900	Г	3170	U 70	2/0	1 70	U 7/6	U-/6	U	0.111	Г	0.553	1000	

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

Route	Jurisdiction	Longth	AADT	ΟΛ	/Tiro	Bus		Tru	ck		00	K	OK	Dir	AAWDT	. ,
noute	Junsuiction	Length	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	
	From:	S	SR 156 E Int													
John Tyler Memorial Hwy	Charles City County	3.69	6000	F	97%	0%	1%	1%	2%	0%	F	0.106	F	0.505	5900	
/	To:	18.6	009 Barnetts R	d												
John Tyler Memorial Hwy	Charles City County	5.68	2300		98%	0%	1%	0%	0%	0%	С	0.088	F	0.565	2200	
John Tyler Memorial Hwy	Chanes City County	3.00	2300	•	JU /0	0 70	1 /0	0 70	0 /0	0 70	O	0.000		0.505	2200	
	To: From:		Charles City													
) John Tyler Memorial Hwy	Charles City County	3.81	2200	F	89%	1%	2%	3%	6%	0%	С	0.094	F	0.561	2200	
	To:		2 Tyler's Mill													
	From:		2 Tylers Mill													
) John Tyler Memorial Hwy	Charles City County	9.23	2900	F	94%	1%	1%	1%	3%	0%	С	0.099	F	0.568	2800	
		mes City County		_												
7 -	·	narles City Count									_		_			
John Tyler Memorial Hwy	James City County	3.33	3300	G	95%	0%	1%	2%	1%	0%	С	0.096	F	0.546	3200	
/	To	47-500	0 Monticello	Ave												
John Tyler Memorial Hwy	James City County	1.29	2700		94%	0%	1%	3%	1%	0%	С	0.093	F	0.535	2900	
<i>,</i>	-				, •			- / -		- / -	-					
)	From		4 Centerville			16:			•	•			_			
John Tyler Memorial Hwy	James City County	2.04	6600	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.535	7000	
	To	47-61	5 Ironbound I	Rd			\neg \vdash									
John Tyler Memorial Hwy	James City County	1.51	9400		98%	1%	1%	0%	0%	0%	С	0.09	F	0.602	9900	
, , , , , , , , , , , , , , , , , , , ,																
D =	From		652 Stanley D					221	221						4=000	
John Tyler Memorial Hwy	James City County	0.29	16000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.578	17000	
	To: From:	SR	R 199, 46-616													
(199)	James City County	0.22			97%	0%	1%	1%	1%	0%	F	0.088	F	0.565	35000	
) (100)	, ,															
	Other of MACHE and leaves (Machel 47)		L Williamsbur	•	070/	00/		40/	40/	00/	_	0.000	_	0.505	05000	
(199)	City of Williamsburg (Maint: 47)	0.24		G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.565	35000	
	To:		R 31, SR 199	CD 100												
Jamastaum Dd	City of Williamshura		nestown Rd; S		98%	0%	1%	10/	00/	00/	F	0.100	F	0.620	7100	
Jamestown Rd	City of Williamsburg	0.27	6700	G	90%	0%	170	1%	0%	0%	Г	0.109	Г	0.620	7100	
	To: From:	137-7073 Jol	hn Tyler Mem	orial Hv	vy											
Jamestown Rd	City of Williamsburg	1.50	7300	G	98%	0%	1%	1%	0%	0%	С	0.097	F	0.616	7700	
	To:	137-7	075 Boundary	/ St												
_	From:	Ja	mestown Rd													
Boundary St	City of Williamsburg	0.07	7500	G	98%	0%	1%	1%	0%	0%	F	0.096	F	0.559	8000	
	To:		Francis St													
	From:		Boundary St													
Francis St	City of Williamsburg	0.09	5800		98%	0%	1%	1%	0%	0%	F	0.106	F	0.527	6100	
	To:	SR	132 Henry St	t												
	From:		Francis St													
132 Henry St	City of Williamsburg	0.38	3700	G	98%	0%	1%	1%	0%	0%	F	0.081	F	0.618	3900	
	To:		62 Lafayette													
	From:		132 Henry St													
Lafayette St	City of Williamsburg	0.33	8300	G	97%	1%	1%	0%	0%	0%	F	0.105	F	0.531	8900	
	To:	Cani	ital Landing R	14												

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

				T	ruck			K		Dir		
Route	Jurisdiction	Length AADT QA 4T	ire Bus	2Axle 3+Axl			QC	Factor	QK	Factor	AAWDT	- (
Lafayette St	From:	Capital Landing Rd	0/ 10/	10/ 00/	00/	00/		0.104	_	0.551	7400	
Lafayette St	City of Williamsburg	0.73 7000 G 97	% 1%	1% 0% 	0%	0%	С	0.104	F	0.551	7400	
Page St	City of Williamsburg	US 60 Page St 0.25 11000 G 98	% 0%	1% 0%	0%	0%	С	0.09	F	0.567	12000	
60 Page St	City of Williamsburg		76 076	1% 0%	076	0%	C	0.09	Г	0.567	12000	
) (60) Page St	City of Williamsburg	Second St 0.31 12000 G 98	% 0%	1% 0%	0%	0%	F	0.092	F	0.576	13000	
) (60) 1 age 31	only of Williamsburg		76 076	176 076	0 76	0 /6	'	0.032	•	0.570	13000	
Capitol Landing Rd	City of Williamsburg	US 60 Page St 0.62 5500 G 98	% 0%	1% 0%	0%	0%	С	0.079	F	0.543	5800	
Capitol Landing Rd	To:	SR 143 Merrimac St	76 076	1/8 0/8	0 76	0 /6	O	0.073	•	0.545	3000	
<u>st</u>	From:	SR 5 E, New Market Rd										
Ramp	Henrico County	0.25 2600 G						0.121	F		2700	
<i>)</i>	To:	I-295 East										
<u>st</u>	From:	SR 5 E, New Market Rd										
Ramp	Henrico County	0.22 1800 G						0.149	F		1700	
	То:	I-295 West										
st	From:	SR 5 W, New Market Rd										
Ramp	Henrico County	0.18 610 G						0.158	F		650	
,	To:	I-295 East										
st	From:	SR 5 W, New Market Rd										
Ramp	Henrico County	730 G						0.141	F		780	
	To:	I-295 West										
After Mountain Dd	From:	US 250 Rockfish Gap Trnpk	0/ 00/	10/ 00/	20/	00/	F	0.114	_	0.577	640	
Afton Mountain Rd	Nelson County	3.72 660 F 96 SR 151 Critzers Shop Rd	% 0%	1% 0%	2%	0%	Г	0.114	F	0.577	640	
	From:	SR 151 Chizers Shop Ru										
(151)	Nelson County	6.22 7600 G 93	% 1%	1% 1%	5%	0%	С	0.089	F	0.589	7000	
	To:	SR 151 Martins Store										
River Rd	Noloon County	SR 151 Rockfish Valley Hwy 5.79 4400 G 90	% 1%	 1% 1%	7%	0%	С	0.093	F	0.552	4400	
River Rd	Nelson County	5.79 4400 G 90	70 170	170 170	1 70	0%	C	0.093	Г	0.552	4400	
The control Note on the control	No. 1 - 1 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	US 29 W, Thomas Nelson Hwy	0/ 40/	10/ 10/	00/	00/		0.004		0.070	40000	
Thomas Nelson Hwy	Nelson County	3.94 11000 F 96	% 1%	1% 1%	2%	0%	F	0.091	F	0.679	10000	
	To: From:	US 29 E, Thomas Nelson Hwy										
Irish Rd	Nelson County	3.43 2200 F 99	% 0%	0% 0%	0%	0%	С	0.104	F	0.794	2100	
	From:	Albemarle County Line Nelson County Line										
Irish Rd	Nelson County (Maint: 02)	7.19 950 G 94	% 1%	3% 1%	2%	0%	С	0.107	F	0.619	930	
	To											
Irish Rd	Albemarle County	02-627 Porters Rd 5.68 1100 G 94	% 1%	2% 1%	2%	0%	С	0.104	F	0.6	1100	
Irish Rd	755a.io 55a.ity		.3 1/3		_/3	0,0	J	00		0.0	. 100	
20 Valley Rd	Albemarle County	SR 20 W, Scottsville Rd 0.28 6200 G 94	% 1%	3% 1%	2%	0%	E	0.108	F	0.603	6100	
L Loo I Valloy Pd					/ /0	11/0		U. IUO		0.095	0100	

31

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

Route	Jurisdiction	Length AADT	ΟΔ 4	4Tire	Rus		Tru	ıck		QC	K	QK	Dir	AAWDT	- ر
Tiouto		Longin AAD1	Q,A	71110	Бао	2Axle	3+Axle	1Trail	2Trail	QO	Factor	Q, t	Factor	70000	,
	From:	WCL Scotts													
) (₂₀) Valley Rd	Town of Scottsville (Maint: 02	2) 0.30 6200	N	94%	1%	3%	1%	2%	0%	Ν	0.108	F	0.693	6100	
	To:	SR 20 E; Mai	n St												
	From:	SR 20 E, Vall								_		_			
Main St	Town of Scottsville (Maint: 02			97%	1%	1%	1%	1%	0%	F	0.1	F	0.515	3100	
	To:	Fluvanna Count													
Main Ct	Town of Contavilla (Mainta OC	Albemarle Coun		070/	10/	10/	10/	10/	00/	0	0.007	_	0.510	0000	
Main St	Town of Scottsville (Maint: 32	2) 0.24 2300	G	97%	1%	1%	1%	1%	0%	С	0.097	F	0.510	2300	
	To: From:	32-675 Cana	l St												
West River Rd	Town of Scottsville (Maint: 32	2) 0.08 2300	N	97%	1%	1%	1%	1%	0%	Ν	0.097	F	0.510	2300	
	To	ECL Scottsv	:11.												
West River Rd	Fluvanna County	7.98 2300		97%	1%	1%	1%	1%	0%	N	0.097	F	0.510	2300	
West River Rd	i idvarina County	7.30 2300	14	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.037	'	0.510	2000	
	To: From:	32-620 Rolling Ro				}									
West River Rd	Fluvanna County	5.30 2000	G	95%	0%	1%	1%	2%	0%	С	0.103	F	0.605	2000	
	To	32-612 Winnsv	ille Dr												
West River Rd	Fluvanna County	2.26 950		95%	1%	1%	1%	2%	0%	С	0.099	F	0.628	960	
, , , , , , , , , , , , , , , , , , , ,	To:	US 15 James Mad		0070	. , ,		. , 0	_,,	0 / 0	Ū	0.000	•	0.020	000	
	From:	US 15 Fork U													
James Madison Hwy	Fluvanna County	1.99 3600		91%	2%	2%	1%	4%	0%	F	0.082	F	0.636	3700	
,	To:	US 15 Dix													
	From:	US 15 James Mad													
East River Rd	Fluvanna County	4.28 1600	G	91%	1%	1%	1%	6%	0%	С	0.092	F	0.518	1600	
	To	WCL Colum	hio												
Saint James St	From I Town of Columbia (Maint: 32			91%	1%	1%	1%	6%	0%	N	0.092	F	0.518	1600	
Saint James St	Town of Columbia (Maint. 52	Goochland County Line,			1 /0	1 /0	1 /0	0 /6	0 /6	IN	0.032	'	0.510	1000	
	From:	Fluvanna County Line,													
River Rd West	Goochland County	6.01 1700		88%	1%	1%	1%	9%	0%	С	0.1	F	0.561	1700	
,	Good mana county			0070	. , 0	. , , ,	. , 0	0,0	0 / 0	Ū	· · · ·	•	0.00.		
	From:	SR 45 Georges										_			
River Rd West	Goochland County	6.47 3600	G	88%	1%	1%	1%	9%	0%	F	0.085	F	0.621	3500	
	To	37-600 Rock Ca	stle Rd			— —									
River Rd West	Goochland County	3.41 4500		88%	1%	1%	1%	9%	0%	F	0.101	F	0.655	4400	
	To:	US 522 W, Sandy													
	From:	W US 522													
6) (522) River Road West	Goochland County	1.74 6200	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.526	6100	
	То:	E US 522													
	From:	US 522 E, Maid	ens Rd												
River Rd West	Goochland County	4.95 3900	G	98%	0%	1%	1%	0%	0%	F	0.107	F	0.696	3900	
	To-	37-628 Lee	Rd												
River Rd West	Goochland County	6.62 5200		98%	0%	1%	1%	0%	0%	F	0.107	F	0.555	5100	
River Rd West	Goodiland County			JU /0	0 /0	1 /0	1 /0	0 /0	0 /0	,	0.107		0.000	0100	
	To: From:	37-621 Manak													
Patterson Ave	Goochland County	1.84 8900	G	95%	0%	1%	2%	2%	0%	С	0.122	F	0.602	8800	
	To:	SR 288													

32

Route	Jurisdiction	n Length	AADT	ΟΛ	4Tire	Rue		Tru	ck		QC	K	QK	Dir	AAWDT	_
rioute	From:	n Lengin		Q,A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI.	Factor	AAWDI	
Patterson Ave	Goochland Co	ounty 2.36	SR 288 22000	G	98%	0%	1%	1%	0%	0%	С	0.106	F	0.549	23000	
) i alloioon / wo	To:		rico County		0070	0 70	—i~	1 /0	0 / 0	0 70	Ū	0.100	•	0.0.0	20000	
	From:		nland County													
Patterson Ave	Henrico Cou	ınty 1.04	20000	G	99%	0%	0%	0%	0%	0%	F	0.114	F	0.539	23000	
	To		Pump Rd													
Patterson Ave	Henrico Cou	inty 0.69	23000	G	99%	0%	0%	0%	0%	0%	F	0.107	F	0.54	26000	
/	То		Gaskins Rd													
Patterson Ave	Henrico Cou		20000	G	99%	0%	0%	0%	0%	0%	F	0.102	F	0.549	23000	
)	тоГ	-														
Patterson Ave	From Henrico Cou		Starling Dr 19000	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.51	22000	
) I allerson Ave	Herrico God	111ty 0.52	19000	<u> </u>	33 /6	0 76	<u> </u>	0 /6	0 /6	0 /6	'	0.030	'	0.51	22000	
) n	To: From:		Parham Rd		000/	00/		00/	00/	00/	_	0.000	_	0.507	00000	
Patterson Ave	Henrico Cou	unty 0.97	17000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.597	20000	
	To- From		Forest Ave													
Patterson Ave	Henrico Cou	inty 0.94	14000	Α	99%	0%	0%	0%	0%	0%	С	0.144	Α	0.585	16000	
/	To:	W	CL Richmon	nd			\neg									
Patterson Ave	City of Richm	nond 1.30	11000	G	99%	1%	0%	0%	0%	0%	С	0.108	F	0.507	12000	
/	To		Libbie Ave													
Patterson Ave	From I City of Richm		9700	G	99%	1%	1%	0%	0%	0%	С	0.118	F	0.531	11000	
)								• , •		- , -	_					
Patterson Ave	City of Richm		Malvern Ave 7900	e G	98%	1%	1%	0%	0%	0%	С	0.117	F	0.537	9100	
Patterson Ave	City of Alchin	1011d 0.56	7900	<u> </u>	30 /6	1 /0	1 /0	0 /0	0 /6	0 /6	C	0.117	'	0.557	3100	
) ₁ , , ,	To: From:		Thompson S				<u> </u>	0-1				2 10=		0.504	0.400	
Kensington Ave	City of Richm	nond 0.71	1800	G	99%	0%	0%	0%	0%	0%	С	0.127	F	0.594	2100	
	10.		Boulevard													
e Tidbit Trail	From:		R 6 River R													
Tidbit Trail	Nelson Cour		560	R								NA			NA	
	.0.		Thomas Nels													
	From:		5 522 Par, Br			00/	10/	10/	10/	00/	_	0.100	_		1000	
50 522 Boscawen St			1200	F	97%	0%	1%	1%	1%	0%	-	0.102	F	0.505	1300	
	Combined Traffic Estimates for 2 Parallel I			F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.525	9000	
	From:		11 Cameror Boscawen St													
11 11 50 Camer	on St City of Winche		5700	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.643	6000	
/ (' ') ('5') (90)	Combined Traffic Estimates for 2 Parallel I			F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.504	11000	
	To:	1	Piccadilly St				TÎ.									
	From:	US	11 Cameror	n St												
Piccadilly St	City of Winche	ester 0.18	8600	F	96%	1%	1%	1%	2%	0%	F	0.095	F	0.543	9200	
	To:		East Lane													
Fact Land	City of Winche		Piccadilly St		069/	10/	10/	10/	20/	09/	C	0.007	F	0.515	9400	
East Lane	-		7900 Fairfax Lane	F	96%	1%	1%	1%	2%	0%	U	0.097	Г	0.515	8400	
/	To:															

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	- 0
	From:	Н	lighland Ave				ZAXIE	J+AXIE	TITAII	ZIIdil		Factor		1 actor		
National Ave	City of Winchester	0.32	8200	F								0.092	F	0.571	8700	
<u>′</u>	To: From	138-5213	B Pleasant Va	illey Ro												
Berryville Ave	City of Winchester	0.79	21000	F	99%	0%	1%	0%	0%	0%	С	0.087	F	0.538	22000	
	To: From:		Ross St													
Berryville Ave	City of Winchester (Maint: 34)	0.16	28000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.578	30000	
<u> </u>	To: From:		ECL Winche													
Berryville Pike	Frederick County	3.69	12000	F	93%	1%	1%	1%	5%	0%	F	0.078	F	0.538	13000	
	From:		ke County Li rick County													
Harry Flood Byrd Hwy	Clarke County	3.80	24000	Α	93%	1%	1%	1%	5%	0%	С	0.106	Α	0.652	26000	
	To: From:	Bus SR 7	7 West of Be	rryville												
Harry Flood Byrd Hwy	Clarke County	1.45	22000	G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.701	24000	
	To- From	US 340	North of Ber	ryville												
Harry Flood Byrd Hwy	Clarke County	1.65	20000	G	93%	1%	1%	1%	5%	0%	F	0.093	F	0.771	21000	
	To: From	Bus SR	7 East of Ber	rryville												
Harry Flood Byrd Hwy	Clarke County	4.16	20000	G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.792	23000	
	To: From	21-	-606 River R	d			\neg \vdash									
Harry Flood Byrd Hwy	Clarke County	2.51	21000	G	96%	0%	1%	1%	2%	0%	F	0.098	F	0.822	24000	
	To: From:		oun County I ke County L													
Harry Flood Byrd Hwy	Loudoun County	0.89	28000	F	96%	0%	1%	1%	2%	0%	F	0.099	F	0.797	31000	
	Too	53-76	0 Near Bluer	nont												
Harry Flood Byrd Hwy	Loudoun County	3.02	27000	F	97%	1%	1%	0%	1%	0%	С	0.119	Α	0.799	28000	
	To	Bus SR 7	West of Ro	und Hil	1		<u> </u>									
Harry Flood Byrd Hwy	Loudoun County	1.07	28000	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.801	31000	
	To:	Bus SR 7	West of Pur	cellville												
Harry Flood Byrd Hwy	Loudoun County	2.07	31000	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.792	35000	
	To From	WC	CL Purcellvil	le												
Harry Flood Byrd Hwy	Town of Purcellville (Maint: 53)	0.94	31000	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.792	35000	
	To From:	EC	L Purcellvill	e												
Harry Flood Byrd Hwy	Loudoun County		31000	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.792	35000	
	To: From:	SR 287 N	North of Purc	ellville			\neg \vdash									
Harry Flood Byrd Hwy	Loudoun County		48000	F	96%	0%	1%	1%	2%	0%	F	0.093	F	0.757	53000	
	To: From:		Hamilton Stat	tion Rd												
Harry Flood Byrd Hwy	Loudoun County	2.37	47000	F	96%	0%	1%	1%	2%	0%	F	0.093	F	0.77	53000	
	To: From		s SR 7 Clark	es Gap			\Box \vdash									
Harry Flood Byrd Hwy	Loudoun County			Α	97%	0%	1%	1%	1%	0%	С	0.118	Α	0.780	60000	
	To:	Bus SR	7; WCL Lee	esburg												

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

Route	Jurisdiction	Length	AADT O	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	. (
						2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
Market St West	Town of Leesburg (Maint: 53)		7; WCL Leesbur 50000 F	g 97%	0%	1%	1%	1%	0%	F	0.083	F	0.744	55000	
Market St West	Town of Leesburg (Maint. 33)			31 /6	0 /6	1 /0	1 /0	1 /0	0 /0		0.003	'	0.744	33000	
) (15) Leesburg Bypass	Town of Leesburg		15 King St 65000 F	96%	1%	1%	1%	1%	0%	F	0.082	F	0.725	69000	
) (15) Lecopally Dypass	Town of Eddsburg			0070	1 /0		170	1 /0	0 70	•	0.002	•	0.720	00000	
) (15) Leesburg Bypass	From		SR 267 43000 G	96%	1%	1%	1%	1%	0%	С	0.079	F	0.538	NA	
15) Lecopuly Dypass	T-				1 /0		170	1 /0	0 70	J	0.070	•	0.000	1471	
Market St East	Town of Leesburg (Maint: 53)		JS SR 7 Market 55000 G	97%	0%	1%	1%	1%	0%	F	0.072	F	0.551	59000	
) Warket of East	Town of Leesburg (Warnt. 30)			37 76	0 70	1 70	1 /0	1 /0	0 70	•	0.072	•	0.551	33000	
Harry Flood Burd Hany	From County		<u>L Leesburg</u> 99000 F	97%	0%	1%	1%	1%	0%	F	0.070	F	0.642	105000	
Harry Flood Byrd Hwy	Loudoun County	2.30	99000 F	9170	076	1 70	170	1 70	076	Г	0.079	Г	0.042	103000	
),, 5, 15, 11,	111111	01 Claiborne Pkw					40/	40/	00/		0.077		0.500	70000	
Harry Flood Byrd Hwy	Loudoun County	2.93	69000 G	97%	0%	1%	1%	1%	0%	F	0.077	В	0.538	73000	
)	To: From:		28 Sully Rd												
Harry Flood Byrd Hwy	Loudoun County		62000 F	97%	0%	1%	1%	1%	0%	F	80.0	F	0.549	66000	
	10: From:		x County Line un County Line			_									
Leesburg Pike	Fairfax County		62000 N	97%	0%	1%	1%	1%	0%	N	0.08	F	0.549	66000	
Ü	Too	CD 296 Ec:													
Leesburg Pike	Fairfax County		irfax County Pk 42000 G	wy 97%	0%	1%	1%	1%	0%	F	0.072	F	0.601	45000	
)	Tallian Stalling				0,0		. , 0	. , 0	0,0	•	0.0	•	0.00.	.0000	
Leesburg Pike	Fairfax County		Georgetown Pik 41000 G	97%	0%	1%	1%	1%	0%	F	0.075	F	0.6	44000	
Leesburg I ike	Talliax County			31 /6	0 76	1 /0	1 /0	1 /0	0 /6	'	0.075	'	0.0	44000	
L cooburg Biko	Foirfox County		Dulles Toll Rd	079/	00/	10/	10/	10/	00/	F	0.075	F	0.525	NΙΔ	
Leesburg Pike	Fairfax County	1.15 (60000 G	97%	0%	1%	1%	1%	0%	Г	0.075	Г	0.525	NA	
), , , , , , , , , , , , , , , , , , ,	From		Tysons Corner	070/	00/		40/	40/	00/		0.005		0.704	20222	
Leesburg Pike	Fairfax County	0.88	64000 G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.761	68000	
	To- From:		Captital Beltway												
Leesburg Pike	Fairfax County	1.43	31000 G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.633	33000	
	To: From:		I-66												
Broad St	Fairfax County	0.52	23000 N	97%	0%	1%	1%	1%	0%	N	0.084	F	0.503	24000	
	To: From:	WCL	Falls Church			\neg									
Broad St	City of Falls Church	0.38	23000 F	97%	0%	1%	1%	1%	0%	F	0.084	F	0.503	24000	
	Τα	110-6	6749 West St												
Broad St	City of Falls Church		18000 F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	19000	
	To From	IIS 20.1	Washington St												
Broad St	City of Falls Church	0.34	Washington St 15000 F	97%	0%	1%	1%	1%	0%	F	0.095	F	0.518	16000	
)	To.						.,,		- , -						
Broad St	City of Falls Church	0.53	799 Cherry St 15000 F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.522	16000	
) bload St	City of Fails Church		Falls Church	31 /0	0 /0	1 /0	1 /0	1 /0	U /o		0.032	1	0.522	10000	

35

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

Route	Jurisdiction	Length AAD	ΔΩ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	C
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Leesburg Pike	Foirfox County	ECL Falls C		070/	0%	1%	10/	1%	00/	F	0.000	F	0.636	14000	
Leesburg Pike	Fairfax County	0.23 13000		97%	0%	1 70	1%	170	0%	Г	0.083	Г	0.030	14000	
	From	US 50 Arlingt		070/	00/		40/	40/	00/		0.070		0.540	07000	
Leesburg Pike	Fairfax County	0.50 2500 0) G	97%	0%	1%	1%	1%	0%	F	0.076	F	0.512	27000	
	To: From:	29-2327 Patrick													
Leesburg Pike	Fairfax County	1.57 2700 0) G	97%	0%	1%	1%	1%	0%	F	0.077	F	0.538	29000	
	To: From	SR 244 Baileys C	ross Road	s											
Leesburg Pike	Fairfax County	0.69 2400 0) G	97%	0%	1%	1%	1%	0%	F	0.077	F	0.513	26000	
/	To: From:	29-2503 Jeffe	rson St												
Leesburg Pike	Fairfax County	0.46 2700 0) G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.552	29000	
	To	WCL Alexa	ındria												
King St	City of Alexandria	1.09 32000		97%	0%	1%	1%	1%	0%	F	0.075	F	0.533	34000	
<i>)</i> -	To	I-395													
King St	City of Alexandria	0.65 1400) G	97%	0%	1%	1%	1%	0%	F	0.08	F	0.546	15000	
)	To														
King St	City of Alexandria	Braddock 1.91 8800		97%	0%	1%	1%	1%	0%	F	0.093	F	0.522	9400	
) King of				37 76	0 70	1 70	1 /0	1 /0	0 70	·	0.000	•	0.522	3400	
Vina Ct	City of Alexandria	Russell I		070/	00/	10/	10/	10/	00/		0.006		0.64	0000	
King St	City of Alexandria	0.38 8200	G	97%	0%	1%	1%	1%	0%	Г	0.086	F	0.64	8800	
7.4	To- From:	West S		0==/		<u> </u>				_				4.400	
King St	City of Alexandria	0.48 4200		97%	0%	1%	1%	1%	0%	F	0.075	F	0.615	4400	
		Washingto	n St												
Ramp to I-81 S at Exit 315	From:	SR 7 0.20 8600	G								0.086	F		8600	
Ramp to I-81 S at Exit 315	To:	I-81 Sou				1					0.000	Г		0000	
	From:					1									
Ramp to I-81 N at Exit 315	Frederick County	SR 7 Berryvi 0.20 6500									0.088	F		6500	
Tramp to 101 IV at Exit 010	To:	I-81 No									0.000	•		0000	
	From:	SR 07-E062B SR 07-W		m Rt 7											
Ramp	Fairfax County	0.15 NA	002B 110.	III IXt 7							NA			NA	
) '	_	SR 07- 62C To Co		-4											
Ramp	Fairfax County	0.14 6700		ot							0.079	F		6700	
)	To:	I-66 Ea									0.0.0	•		0.00	
	From:	SR 07- 62B To Co	mmuter I	ot											
Ramp	Fairfax County	0.13 NA	minute D	0.							NA			NA	
<i></i>	To:	From SR 7 Eas	t & West												
st	From:	SR 7 SR 07-W060A	To Rt 495	South											
Ramp	Fairfax County	0.24 14000									0.076	F		14000	
	To:	I-495-S048X From Rt 7 Ea		-1 D'1											

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

Route	Jurisdiction	Length AADT	QA 4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QI
est OP 7 FP 1 405 NP	From:	SR 7 Leesburg P							0.070	_		15000	,
Ramp From SR 7 EB to I-495 NB	Fairfax County	15000	G		_				0.076	F		15000	(
		I-495 Capital Beltway Ir											
ast 7 Ramp	Fairfax County	SR 7 Leesburg 0.08 11000							0.075	_		11000	(
Ramp	Famax County								0.075	г		11000	,
ast	To: From:	SR 07-E062B TO RT	Γ 66 EAST										
Ramp	Fairfax County	0.14 7400	G						0.086	F		7400	
	То:	I-66 West											
ast	From:	SR 07-E062A To R	t 66 East										
Ramp	Fairfax County	0.35 4600	G 97%	0%	1% 1%	1%	0%	F	0.105	F		4900	
	То:	SR 07-W062B SR 07- 6	2B From Rt 7										
ast	From:	SR 7; 30th St. To	Rt 395										
Ramp	City of Alexandria (Maint:	00) 0.11 11000	G						0.088	F		11000	
	To	SR 07-E069B TO RT 395 N	ORTH & SOUTH	H									
Bomp	City of Alexandria (Mainty			-					0.080	F		26000	
Ramp	City of Alexandria (Maint:	00) 0.13 26000 I-395-S FROM RT 7 EAS							0.060	Г		20000	
ast 7 Ramp	City of Alexandria (Maint:	SR 07-E069A To Rt 395 00) 0.23 8800	North & South G						0.088	F		8800	
Ramp	City of Alexandria (Maint.	I-395-N From Rt 7 Eas							0.000	Г		0000	
	Erony												
/est 7 Ramp	Fairfax County	SR 7 SR 07-E060A To 3200	G South						0.109	F		3200	
Ramp	To:	I-495-S048X From Rt 7 Wes		re .					0.103			3200	
1	From												
est 7 Ramp From SR 7 WB to I-495 NB	Fairfax County	SR 7 Leesburg Pi 8300	G G						0.076	F		8300	
Trainp From STL7 WB to 1 400 NB	To:	I-495 Capital Beltway Ir							0.070	•		0000	
4	From		•										
est 7 Ramp	Fairfax County	SR 7 Broad St; Lees 0.15 2900							0.095	F		2900	
/) riding	To:	I-66 West							0.000	•		2000	
and the state of t	From:	SR 7 TO RT 66 EAST & CO		,	l l								
est 7 Ramp	Fairfax County	0.13 NA	JMINIUTER LOT						NA			NA	
/) riding	To:	SR 07-E062B SR 07- 621	B FROM RT 7						1471			1471	
aat	From:				l l								
est 7 Ramp	Arlington County	SR 7 TO RT 395 NORT 0.25 NA	п & SUU I Н						NA			NA	
Ramp	To:	SR 7 TO RT 395 NORT	H & SOUTH						INA			14/3	
204	From:												
est 7 Ramp	Arlington County	SR 7 West 0.12 NA							NA			NA	
	To:	Ramps to I-395 South an	d I-395 North		\neg				14/1			14/1	
est	From:	Ramp from SR 7											
7 Ramp	Arlington County	0.07 4100	G						0.18	F		4100	
	To:	I-395 North											

Devite	Lucia d'arta	<u> </u>	AADT		4T!	Divis		Tru	ck			K	01/	Dir	AAMOT	014/
Route	Jurisdictio			QA 4	4 I Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
7 (522) (11) (50) Braddo	ck St City of Winch		50 Boscawen 5100		98%	1%	1%	0%	0%	0%	F	0.089	F	0.670	5400	F
	Combined Traffic Estimates for 2 Parallel				98%	1%	1%	0%	0%	0%	F	0.003	· F	0.504	11000	F
	То:		Piccadilly St		0070	. , 0		0,70	0,0	0,70	•	0.000	•	0.00		•
Diagodillo Ct	From:		Braddock St	_	000/	00/	10/	00/	00/	00/	_	0.000	_	0.000	7000	_
7 50 522 Piccadilly St	City of Winch Combined Traffic Estimates for 2 Parallel		7300 8500		99% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	С	0.096 0.091	F	0.630 0.525	7800 9000	F F
·	Combined Hamic Estimates for 2 Faraner		R 7 Cameron S		90%	076	170	0%	076	0%	Г	0.091	Г	0.525	9000	Г
Bus	From:	SR 7	West of Berry	yville												
7 West Main St	Clarke Cou	nty 0.80	5800	G	98%	1%	1%	0%	0%	0%	С	0.106	F	0.548	5700	G
Pup	To: From:	W	/CL Berryville	e												
Bus 7 West Main St	Town of Berryville ((Maint: 21) 0.86	5800	N	98%	1%	1%	0%	0%	0%	N	0.106	F	0.548	5700	N
\bigcirc	To		340 Berryvil													
Bus 7 East Main St	Town of Berryville (4800		96%	1%	1%	0%	2%	0%	С	0.102	F	0.676	4800	G
/ Last Iviairi St	TOWIT OF BETTYVIIIE (,			JU /0	1 70	1 70	U /6	Z /0	U 70	U	0.102	ı	0.076	4000	G
Bus	From:		CL Berryville													
7 East Main St	Clarke Cou	•	4800		96%	1%	1%	0%	2%	0%	N	0.102	F	0.676	4800	N
	Fron:		East of Berry													
Bus 7 Market St	Loudoun Cou		West of Leesl		99%	0%	0%	0%	0%	0%	F	0.105	F	0.779	12000	F
(1) amainst St	To:		VCL Leesburg					0,70	0,0	0,70	•	01.00	•	0.7.0		•
Bus	From:				000/	00/	20/	00/	00/	00/		0.405	_	0.770	10000	_
7 Market St	Town of Lees	burg 0.02	11000	F	99%	0%	0% ——	0%	0%	0%	F	0.105	F	0.779	12000	F
Bus	To: From:		Fairview St													
7 Market St	Town of Lees	burg 0.25	8700	F	99%	0%	0%	0%	0%	0%	С	0.101	F	0.750	9200	F
Bus	To: From:	253-	4206 Loudour	n St												
7 Market St	Town of Lees	burg 0.27	6100	F	99%	0%	0%	0%	0%	0%	F	0.106	F	0.801	6400	F
\smile	To:	25	53-4205 Ayr S	St												
Bus 7 Market St	Town of Lees		6800		99%	0%	0%	0%	0%	0%	F	0.091	F	0.683	7100	F
\bigcirc	Tol		Bus US 15													
Bus Market St	Town of Load	burg 0.00		G	000/	00/	10/	00/	00/	09/	F	0.075	F	0.506	7600	G
7 Market St	Town of Lees	sburg 0.09	7100	G	98%	0%	1%	0%	0%	0%		0.075	r	0.506	7600	G
Bus	To: From:		Church St													
7 Market St	Town of Lees	burg 0.23	7300	F	98%	0%	1%	0%	0%	0%	С	0.085	F	0.607	7800	F
Bus	To: From:	253-	4206 Loudour	n St												
7 Market St	Town of Lees	burg 0.27	15000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.517	16000	F
Pure	To:	253-42	200 Catoctin C	Circle												
Bus 7 Market St	Town of Lees		26000		98%	0%	1%	0%	0%	0%	F	0.08	F	0.585	NA	
	To:		US 15; SR 7		- , -				-,-	- , -						
6/10/2021			38													
10/2021			00													

Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	Q'
<u>s</u>	From:	SR 7 W	est Of Round H	ill		ZAXIE 3	TAXIC	IIIali	ZITAII		1 actor		1 actor		
Loudoun Street West	Loudoun County	0.31	2000 F	97%	1%	1%	1%	0%	0%	С	0.112	F	0.542	2100	F
is	To: From:	WC	L Round Hill												
Loudoun St	Town of Round Hill (Maint: 53)	0.32	2000 N	97%	1%	1%	1%	0%	0%	Ν	0.112	F	0.542	2100	١
	To From:	53-	-719 Main St												
Loudoun St	Town of Round Hill (Maint: 53)	0.25	4300	97%	0%	1%	1%	0%	0%	F	0.112	F	0.542	4500	(
	To- From	EC	L Round Hill			\Box \vdash									
Loudoun Street East	Loudoun County	0.24	4300 N	97%	0%	1%	1%	0%	0%	N	0.096	F	0.611	4500	
	To	SR 7 Between R	Round Hill and I	Purcellville											
Loudoun Street East	Loudoun County	1.66	9500 F		0%	1%	1%	0%	0%	С	0.107	F	0.605	10000	
)	То		L Purcellville				.,.				••	•			
Main St	Town of Purcellville (Maint: 53)	2.06	9500 N	97%	0%	1%	1%	0%	0%	N	0.107	F	0.605	10000	
) Wall St	Town of Furcenvine (Maint. 33)			37 /6	0 76	1 /6	1 /0	0 /6	0 76	IN	0.107	'	0.005	10000	
G Coloriol III interess	From:		87 Berlin Tpke	. 070/	00/	10/	40/	00/	00/		0.000	_	0.500	7000	
Colonial Highway	Town of Purcellville (Maint: 53)	0.07	6900 N	97%	0%	1%	1%	0%	0%	N	0.096	F	0.588	7300	
	To: From:		L Purcellville												
Colonial Highway	Loudoun County	1.00	6900 F	97%	0%	1%	1%	0%	0%	F	0.096	F	0.588	7300	
3	To- From:	Wo	CL Hamilton												
West Colonial Hwy	Town of Hamilton (Maint: 53)	0.96	6900 N	97%	0%	1%	1%	0%	0%	Ν	0.096	F	0.588	7300	
6	To From:	EC	CL Hamilton												
Colonial Highway	Loudoun County	2.41	6900 N	97%	0%	1%	1%	0%	0%	Ν	0.096	F	0.588	7300	
	To:	SR 7, S	SR 9 Clarkes Ga	p		<u> </u>									
Salem Hwy	Patrick County	North C 5.08	Carolina State Li		1%	1%	1%	2%	0%	С	0.107	F	0.509	1500	
Salem rwy	rather County		ond Hwy South		170	170	170	2%	0%	C	0.107	Г	0.509	1300	
<u> </u>	From:	SR 103 South 0	Of Stuart Dry P	ond Hwy	4.2.	121		2-1	221			_			
Salem Hwy	Patrick County	3.42	3900 F	95%	1%	1%	1%	2%	0%	С	0.097	F	0.573	3900	
Patrick Ave	Town of Stuart (Maint: 70)		SCL Stuart 3900 N	95%	1%	1%	1%	2%	0%	N	0.097	F	0.573	3900	
) I allick Ave	Town of Stuart (Maint. 70)	,		35 /6	1 /0	1 /6	1 /0	270	0 76	IN	0.037	•	0.575	3300	
Bus Didas Ot	From:		Bus US 58	000/	40/		00/	00/	00/	_	0.007	_	0.505	0500	
West Blue Ridge St	Town of Stuart (Maint: 70)	1.00	2500 F	98%	1%	1%	0%	0%	0%	С	0.097	F	0.595	2500	
Bus	To: From:		VCL Stuart												
58	Patrick County	0.51	2500 N	98%	1%	1%	0%	0%	0%	N	0.106	F	0.521	2500	
200	To: From:		Bus US 58		4-1	10:	404	401	061		0.60=	_	0.505	4=00	
58 Jeb Stuart Hwy	Patrick County	2.01	4800 F JS 58 North	92%	1%	1%	1%	4%	0%	С	0.097	F	0.595	4700	
		U	D DO INOI III												

Route	Jurisdiction	Length AADT	QA 4Tire	Bus	-			QC	K	QK	Dir	AAWDT	C
5510	Curiodiotion				2Axle 3+Ax	le 1Trai	2Trail	٧٥	Factor	۵ı٠	Factor	7.0.7751	
) Manhaina I han	From:	US 58 N, Jeb Stuart		10/		00/	00/	0	0.004	_	0.577	0700	
Woolwine Hwy	Patrick County	3.89 2700	F 94%	1%	1% 1%	3%	0%	С	0.094	F	0.577	2700	
	To: From:	SR 57 Fairystone Par											
Woolwine Hwy	Patrick County	6.22 1900	F 93%	1%	2% 1%	3%	0%	С	0.099	F	0.511	1900	
_	To: From:	SR 40 Woolwin	e										
Woolwine Hwy	Patrick County	6.14 1000	F 92%	1%	2% 2%	4%	0%	С	0.097	F	0.505	1000	
	То:	Floyd County Lin											
Darkway Lana Cauth	Fron:	Patrick County Li		20/		40/	00/	0	0.100	_	0 EE1	1100	
Parkway Lane South	Floyd County	0.34 1100	F 91%	2%	2% 1%	4%	0%	С	0.102	F	0.551	1100	
	To: From:	Blue Ridge Parkw											
Parkway Lane South	Floyd County	5.69 1900	F 93%	1%	2% 1%	3%	0%	С	0.098	F	0.514	1900	
	To: From:	SCL Floyd											
South Locust St	Town of Floyd (Maint: 31)	0.27 1900	N 93%	1%	2% 1%	3%	0%	Ν	0.098	F	0.514	1900	
	Too	US 221 Main S	f										
North Locust St	Town of Floyd (Maint: 31)	0.30 6200	G 96%	1%	1% 1%	2%	0%	F	0.089	F	0.558	6400	
	Tol.		5. 5270					·					
Webbs Mill Rd	Floyd County	NCL Floyd 4.07 6200	N 96%	1%	1% 1%	2%	0%	N	0.089	F	0.558	6400	
Webbs Mill Rd	Floyd County			1 70	170 170	∠-/₀	U 70	IN	0.069	Г	0.556	0400	
	To- From:	31-730 Ridge View							_ ,				
Webbs Mill Rd	Floyd County	5.95 4500	A 96%	1%	1% 1%	2%	0%	С	0.118	Α	0.605	4700	
	To: From:	Montgomery County											
Riner Rd	Montgomery County	Floyd County Lin 5.99 6400	ne G 96%	1%	 1% 1%	2%	0%	F	0.098	F	0.584	6800	
Riner Rd				1 /3		_ /3	3,0		0.000		0.00 1	3300	
Dinay Dd	Monterana	60-658 N of Riner; Meado		10/	10/ 10/	00/	00/		0.100		0.00	11000	
Riner Rd	Montgomery County	3.26 10000	G 96%	1%	1% 1%	2%	0%	F	0.100	F	0.66	11000	
	To: From:	SCL Christiansburg ne											
W Main St	Montgomery County	12000	G 97%	1%	1% 0%	1%	0%	F	0.103	F	0.567	13000	
	To	Old SCL Christians	burg										
W Main St	Town of Christiansburg	10000	G 97%	1%	1% 0%	1%	0%	С	0.097	F	0.568	11000	
	To:	US 11; Radford	St										
	From:	SR 8 W Main S	it										
Ramp to I-81 N at Exit 101	Town of Christiansburg (Maint: 60)	0.20 3600	G						0.154	F		3800	
	To:	I-81 North											
	From:	SR 8 W Main S	it										
Ramp to I-81 S at Exit 101	Town of Christiansburg (Maint: 60)	2100	G		•				0.116	F		2200	
	To:	I-81 South											
	From:	West Virginia State	Line										
Charles Town Pike	Loudoun County	3.10 16000	F 97%	0%	1% 1%	1%	0%	F	0.086	F	0.776	16000	
	Tod												
Charles Town Pike	Loudoup County	53-671 Harpers Ferr 1.80 6500	ry Rd F 96%	1%	1% 1%	2%	0%	Е	0.142	Р	0.591	6700	
onalies Town Fike	Loudoun County	WCL Hillsboro		1 70	1/0 170	∠-/0	U 70	Г	0.142	Б	0.591	0700	

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	C
	From:	WCL Hillsbor					017.00				. 40101				
Charles Town Pike	Town of Hillsboro (Maint: 53)	0.41 6500	N	96%	1%	1%	1%	2%	0%	N	0.142	В	0.591	6700	
	To: From:	ECL Hillsboro													
Charles Town Pike	Loudoun County	0.27 6500	N	96%	1%	1%	1%	2%	0%	N	0.142	В	0.591	6700	
D 01 1 = D11	From	53-690 Hillsboro					4.57	4.57	221					45000	
Charles Town Pike	Loudoun County	2.19 16000	F	97%	0%	1%	1%	1%	0%	F	0.072	F	0.661	15000	
Objects Term Bills	To	SR 287 Berlin T		000/	00/	10/	00/	40/	00/		0.440		0.740	0000	
Charles Town Pike	Loudoun County	3.10 8400		98%	0%	1%	0%	1%	0%	F	0.118	В	0.718	8600	
Charles Town Dike	To:	53-704 Hamilton Sta		070/	0%	10/	10/	10/	00/		0.086	F	0.705	21000	
Charles Town Pike	Loudoun County	2.21 20000 SR 7 Clarkes G		97%	0%	1%	1%	1%	0%	С	0.066	Г	0.735	21000	
	From:	US 360 Hull S													
Broad Rock Rd	City of Richmond	0.81 9400		98%	1%	1%	0%	0%	0%	С	0.084	F	0.548	10000	
9	To	N Belt Blvd													
0) (161) Broad Rock Blvd	City of Richmond	0.43 14000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.514	15000	
9 (6)	To	S Belt Blvd													
0 Broad Rock Blvd	City of Richmond	2.10 17000		99%	0%	1%	0%	0%	0%	С	0.085	F	0.632	18000	
	To	W. Belmont R	d												
0 Iron Bridge Rd	City of Richmond	0.56 11000		99%	0%	1%	0%	0%	0%	F	0.086	F	0.53	12000	
9	To	SCL Richmon	nd												
0 Iron Bridge Rd	Chesterfield County	0.60 12000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.59	13000	
9	To	SR 150 Chippenhan	n Pkwv												
0 Iron Bridge Rd	Chesterfield County	1.21 33000	G	96%	1%	1%	2%	1%	0%	F	0.093	F	0.598	35000	
シ	To	20-638 Cogbill	Rd												
0 Iron Bridge Rd	Chesterfield County	3.19 26000	G	96%	1%	1%	2%	1%	0%	F	0.092	F	0.539	28000	
J	To	SR 288													
0 Iron Bridge Rd	Chesterfield County	1.47 38000	G	96%	1%	1%	2%	1%	0%	F	0.088	F	0.508	40000	
	To	20-655 Beach I	Rd												
0 Iron Bridge Rd	Chesterfield County	4.03 21000	G	96%	1%	1%	2%	1%	0%	F	0.096	F	0.547	23000	
	To	20-749 Womack	c Rd												
0 Iron Bridge Rd	Chesterfield County	0.67 19000		96%	1%	1%	2%	1%	0%	С	0.086	F	0.503	21000	
	To	SR 144 W, Harrows	gate Rd			— —									
0 (144)Hundred Rd	Chesterfield County	0.25 29000	-	98%	0%	1%	1%	1%	0%	F	0.085	F	0.554	31000	
	To: From:	SR 144 E, Cheste	er Rd												
0 Hundred Rd	Chesterfield County	1.68 27000		98%	0%	1%	1%	1%	0%	С	0.094	F	0.580	29000	
	To	US 1, US 301 Jefferson	Davis H	wy											
0 West Hundred Rd	Chesterfield County	0.44 34000		98%	0%	1%	1%	1%	0%	F	0.103	F	0.644	37000	
	To:	I-95													

								Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		-	-		QC		QK		AAWDT	Q
	F						2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
West Hundred Dd	From:	0.47	I-95		0.40/	00/	10/	10/	40/	00/	_	0.000	_	0.504	E 4000	
West Hundred Rd	Chesterfield County	2.47	48000	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.521	54000	(
	To: From:	20-618 Old	Bermuda H	Hundred	Rd											
0 Hundred Rd East	Chesterfield County	1.46	35000	G	94%	0%	1%	1%	4%	0%	F	0.098	F	0.515	39000	
	To:		I-295													
0 Hundred Rd East	Chesterfield County	0.90	28000	Α	94%	0%	1%	1%	4%	0%	С	0.114	Α	0.528	30000	
o) Handred Ha East	- Chosternold County	0.00	20000		0 1 70	0 70	1 /0	1 /0	770	0 /0	J	0.114	,,	0.020	00000	
	To: From:		Enon Chui													
O Hundred Rd East	Chesterfield County	2.07	20000	G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.506	23000	
	To:		eorge Cou	_												
Dandalah Dd	Duines Court		rfield Count	•	0.40/	00/	10/	10/	40/	00/	N.I	0.005	_	0.500	00000	
0 Randolph Rd	Prince George County	0.32	20000	N	94%	0%	1%	1%	4%	0%	N	0.095	F	0.506	23000	
	To: From	W	CL Hopewe	ell												
Randolph Rd	City of Hopewell		18000	N	94%	0%	1%	1%	4%	0%	Ν	0.083	F	0.523	20000	
	To:	Maint	amamaa Day	dow.												
0 Randolph Rd	City of Hopewell	0.12	enance Bou 18000	F	94%	0%	1%	1%	4%	0%	F	0.083	F	0.523	20000	
0) Handolphi Nd	Oity of Flopeweii	0.12	10000	•	J+ 70	0 70	1 /0	1 /0	770	0 70	'	0.000		0.520	20000	
	From	No	orth 6th Av													
Randolph Rd	City of Hopewell	0.40	12000	F	94%	0%	1%	1%	4%	0%	F	0.079	F	0.569	13000	
	To: From:		Main St													
0 Randolph Rd	City of Hopewell	0.74	9800	F	94%	0%	1%	1%	4%	0%	F	0.079	F	0.503	11000	
Davidalah Dil	From		Vinston Ch			00/		40/	40/	00/		0.000		0.500	0.400	
0 (156) Randolph Rd	City of Hopewell	1.26	8600	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.568	9400	
	To: From:	EC	CL Hopewe	ell			_									
0 (156) James River Dr	Prince George County	1.17	8300	F	90%	0%	1%	1%	7%	0%	С	0.092	F	0.609	9100	
	To:	SR 156 W, V	Winston Ch	nurahhill	Dd											
0) (106) (156) James River Dr	Prince George County		12000	F	99%	0%	1%	0%	0%	0%	С	0.09	F	0.569	12000	
0 106 156 James River Dr	Timee deorge dounty	0.70	12000	•	JJ 76	0 70	1 /0	0 70	0 70	0 70	O	0.00		0.505	12000	
	To: From:		SR 156 E, .													
O) James River Dr	Prince George County	2.24	4100	G	92%	0%	1%	1%	6%	0%	F	0.095	F	0.675	4100	
	To:	74-6	641 Moody	Rd												
0 James River Dr	Prince George County	2.54	3400	G	92%	0%	1%	1%	6%	0%	F	0.091	F	0.569	3400	
)	From		609 Garysv		000/	40/	-	00/	4.40/	00/		0.005		0.54	0700	
James River Dr	Prince George County	5.93	2700	F	80%	1%	2%	3%	14%	0%	F	0.095	F	0.54	2700	
	Toe From:	74-1201	Morning S	Star Rd												
0 James River Dr	Prince George County	2.00	2500	F	80%	1%	2%	3%	14%	0%	С	0.103	F	0.505	2500	
9	To:	Surr	y County L													
	From:		eorge Cou													
O Colonial Trail	Surry County		1700	G	89%	1%	1%	1%	8%	0%	С	0.102	F	0.506	1600	
	To:															
O Colonial Trail	Surna County		0 Spring G		020/	10/	10/	10/	10/	09/	C	0.112	٨	0.502	2200	
() / COlOffial I fall	Surry County	7.90		Α	93%	1%	1%	1%	4%	0%	C	0.113	А	0.592	2300	
9	To:		1 S, Rolfe l	T T												

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

		Primary and interstate i	100168											
Route	Jurisdiction	Length AADT Q	4Tire	Bus		Tru			QC	_ K	QK	Dir _	AAWDT	QW
					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Colonial Trail	From:	SR 31 S, Rolfe Hwy	000/	10/	10/	10/	40/	00/	_	0.100	_	0.017	F000	_
(10) (31) Colonial Trail	Surry County	0.47 5100 G	93%	1%	1%	1%	4%	0%	F	0.106	F	0.617	5000	G
	To: From:	SCL Surry												
$\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 31 \end{pmatrix}$ Colonial Trail	Town of Surry (Maint: 90)	0.57 5100 N	93%	1%	1%	1%	4%	0%	Ν	0.106	F	0.617	5000	Ν
\cup	Too	N SR 31												
(10) Colonial Trail	Town of Surry (Maint: 90)	0.72 5500 G	93%	1%	1%	1%	4%	0%	F	0.098	F	0.581	5400	G
(10)														-
Colonial Trail	From	ECL Surry	000/	10/	10/	10/	40/	00/	N.I.	0.000		0.501	F400	N.I.
(10) Colonial Trail	Surry County	6.02 5500 N	93%	1%	1%	1%	4%	0%	N	0.098	F	0.581	5400	N
<u> </u>	To: From:	90-617 Bacons Castle												
(10) Colonial Trail	Surry County	3.14 4400 G	93%	1%	1%	1%	4%	0%	F	0.097	F	0.523	4300	G
$\overline{}$	To:	Isle of Wight County Li	ne											
	From:	Surry County Line							_		_			
(10) Old Stage Hwy	Isle of Wight County	4.12 6400 G	93%	1%	1%	1%	4%	0%	F	0.106	F	0.515	6400	G
\smile	To: From:	Bus SR 10 West Of Smith	field		\neg \vdash									
10	Isle of Wight County	2.96 6300 G	96%	1%	1%	1%	2%	0%	С	0.110	F	0.508	6700	G
	Tec													
	Town of Smithfield (Maint: 46)	NCL Smithfield 0.78 8200 F	96%	1%	1%	1%	2%	0%	F	0.092	F	0.558	8700	F
10	To:	US 258 Main St West		1 /0	1 /0	1 /0	Z /0	0 /6		0.032	'	0.556	6700	'
	From:	Main St West			-									
10)(258)	Town of Smithfield (Maint: 46)	2.30 15000 F	95%	1%	1%	1%	2%	0%	С	0.092	F	0.523	16000	F
10 (230)	, , , , , , , , , , , , , , , , , , ,		~ ~ .											
10) 258 Benns Church Blvd	Town of Smithfield (Maint: 46)	Bus US 258, Bus SR 10 Church		1%	10/	2%	2%	0%	F	0.092	F	0.521	24000	F
10 258 Benns Church Blvd	Town of Smittillela (Maint. 46)	0.31 23000 F	95%	1 70	1%	2%	2 70	0%	Г	0.092	Г	0.521	24000	Г
\sim	To: From:	Old ECL Smithfield												
(10) (258) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.65 20000 F	95%	1%	1%	2%	2%	0%	F	0.09	F	0.528	21000	F
\bigcirc	To:	SCL Smithfield												
10) (258) Benns Church Blvd	Isle of Wight County	1.00 22000 G	95%	1%	1%	2%	2%	0%	F	0.09	F	0.528	23000	G
10 (230)	To:	SR 32 Brewers Neck Bl												
	From:	US 258 S, Brewers Neck												
(10) (32) Benns Church Blvd	Isle of Wight County	4.15 8300 F	95%	0%	1%	2%	2%	0%	С	0.088	F	0.504	8800	F
\circ	To:	NCL Suffolk												
	From:	Isle of Wight County Li							_		_			_
(10) (32) Godwin Rd	City of Suffolk	1.31 9600 G	95%	0%	1%	1%	2%	0%	F	0.103	F	0.597	10000	G
$\overline{}$	Too From:	SR 125 Chuckatuck												
(10) (32) Godwin Blvd	City of Suffolk	0.87 12000 G	95%	0%	1%	1%	2%	0%	F	0.101	F	0.61	12000	G
	Tec	122 (02 E p.d.												
Godwin Blyd	City of Suffolk	133-603 Everets Rd 4.81 10000 G	95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	11000	G
10 32 Godwin Blvd	Oity of Surioin	7.01 10000 G	JJ /6	0 /0	1 /0	1 /0	L /0	0 /0	J	0.000	,	0.550	11000	u
	To: From:	133-634 Kings Fork Ro												
$\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix}$ Godwin Blvd	City of Suffolk	1.36 20000 F	95%	0%	1%	1%	2%	0%	F	0.095	F	0.536	21000	F
	To	US 58 Suffolk Bypass												
(10) (32) Godwin Blvd	City of Suffolk	0.54 17000 G		0%	1%	1%	2%	0%	F	0.084	F	0.524	18000	G
	To:	Pruden Blvd US 460												
					•									

43

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

		Primary and Interst	ale Hol	uies											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trı			QC	K	QK	Dir	AAWDT	ΓQ
	From					2AXI6	e 3+Axle	1 I rail	21rail		Factor		Factor		
Bus	City of Suffolk	Bus US 460 Eleph: 1.49 25000	Ant Fork	99%	0%	1%	0%	0%	0%	С	0.104	Α	0.514	26000	
0)(460)(32)	Oity of Sulloik	Bus US 460, Bus		33 /6	0 /6	1 /0	0 /6	0 /6	0 /6	U	0.104	^	0.514	20000	
Bus	From:	Bus US 460													
0) (32) (460) Main St	City of Suffolk	0.09 26000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	27000	
	To:	Bus US 58													
Bus	From:	Bus US 58, Bus U								_		_			
0) (32) (13) Main St	City of Suffolk	0.68 16000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	17000	
	10:	SR 337 Washing													
st _	From:	SR 10 E, West Hur										_			
O) Ramp	Chesterfield County	0.40 4100	G								0.073	F		4400	
	То:	I-95 South													
st	From:	SR 10 E, West Hur	ndred Rd												
Ramp	Chesterfield County	0.13 3000	G								0.092	F		3200	
	То:	I-95 North													
ast	From:	SR 10 E, Hundred	Rd East												
0 Ramp	Chesterfield County	0.39 3900	G								0.111	F		4200	
	То:	I-295 East													
<u>ist</u>	From:	SR 10 Hundred R	d East												
Ramp	Chesterfield County	0.26 1900	G								0.108	F		2000	
	To:	I-295 West													
est	From:	SR 10 W, West Hu	ndred Rd												
0 Ramp	Chesterfield County	0.31 2400	G								0.095	F		2600	
	To:	I-95 South													
est	From:	SR 10 W, West Hur	ndred Rd												
Ramp	Chesterfield County	0.25 12000	G								0.097	F		13000	
<i>y</i>	To:	I-95 North													
est	From:	SR 10 W, East Hur	dred Rd												
Ramp	Chesterfield County	1000	G								0.12	F		1100	
	To:	I-295 East													
est	From:	SR 10 W, East Hur	dred Rd												
Ramp	Chesterfield County	0.45 2100	G								0.117	F		2200	
9 - 1	To:	I-295 West													
us Bus	From:	SR 10													
0) 258 South Church St		0.85 11000	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.555	12000	
0) (258) 33411 31141311 31				0070	0 70		070	070	070	•	0.000	•	0.000	12000	
is Bus	From:	Battery Park	Rd												
0) (258) South Church St	Town of Smithfield (Maint: 46)	0.79 9900	F	99%	0%	0%	0%	0%	0%	С	0.103	F	0.525	10000	
	Too	Red Point D)r												
us Bus	From:														
0 258 Church St	Town of Smithfield (Maint: 46)	0.79 9600	F	99%	0%	0%	0%	0%	0%	F	0.121	F	0.509	10000	
<i>-</i>	To:	Bus SR 258 Smit	thfield												

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

Route	Jurisdiction	Length AADT C	٠,	4Tire	Ruc		Tru	ck		QC	K	QK	Dir	AAWDT	
noute	Julistiction	Length AADI C	AK.	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
	From:	Bus US 258 Main S		000/	00/		00/	00/	00/	_	0.447	_	0.010	5500	
North Church St	Town of Smithfield (Maint: 46)	0.85 5200	G	99%	0%	0%	0%	0%	0%	С	0.117	F	0.613	5500	
3	Ta: From:	Berry Hill Rd													
North Church St	Town of Smithfield (Maint: 46)	0.43 4600	F	99%	0%	0%	0%	0%	0%	F	0.113	F	0.639	4800	
	Tos	NCL Smithfield													
Old Stage Hwy	Isle of Wight County		F	96%	2%	1%	1%	0%	0%	С	0.115	F	0.547	3100	
Old Stage Hwy	isic of wight county			JU 70	270	1 /0	1 /0	0 70	0 70	O	0.113	•	0.547	0100	
	From:	46-674 Blounts Corner	r Rd												
West Main St	Isle of Wight County			97%	1%	1%	0%	1%	0%	С	0.107	F	0.682	1300	
	To:	SR 10 West of Smithf	ield												
	From:	State St													
Euclid Ave	City of Bristol	0.75 11000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.539	12000	
`~~	To: From:	Vance St													
)(421)Euclid Ave	City of Bristol	0.19 9700	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.514	10000	
~~~	To: From:	Bob Morrison Blvd													
Euclid Ave	City of Bristol	0.18 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	13000	
	Ta: From:	SR 381 Commonwealth	ı Ave												
19 Euclid Ave	City of Bristol	0.48 <b>6300</b>	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	6700	
	Ta: From:	Piedmont Ave				-									
19 Euclid Ave	City of Bristol	0.56 <b>4900</b>	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.56	5200	
	To:	Moore St				$\neg$ $\vdash$									
) (19) Lee Highway	City of Bristol	0.48 <b>10000</b>	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	11000	
	To: From:	Valley Dr													
∫ ∫19 Lee Highway	City of Bristol		G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	11000	
	To:	I-81													
Lee Highway	City of Printol	End State Maintenan 1.43 <b>12000</b>		000/	0%	0%	00/	1%	0%	F	0.102	F	0.524	12000	
Lee Highway	City of Bristol		G	98%	076	U 70	0%	I 70	0%	Г	0.102	г	0.524	12000	
) — Las Historia	To:	Bonham Rd		000/	00/		00/	10/	00/		0.105		0.500	10000	
19 Lee Highway	City of Bristol	0.51 <b>13000</b>	G	98%	0%	0%	0%	1%	0%	F	0.105	F	0.528	13000	
\	Ta: From:	Old Airport Rd	_	000/	00/	<u> </u>	00/	40/	00/		0.404		0.504	10000	
19 Lee Highway	City of Bristol	0.68 <b>12000</b>	G	98%	0%	0%	0%	1%	0%	F	0.124	Α	0.581	12000	
~ ~~ · · · · · ·	To: From:	NCL Bristol				<u> </u>									
) (19) Lee Highway	Washington County	2.83 <b>7200</b>	Α	98%	0%	0%	0%	1%	0%	С	0.124	Α	0.581	7400	
~	To: From:	95-1717 Wash Co Ind Pa				$\Box$									
(19) Lee Highway	Washington County	0.80 <b>6100</b>	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.578	6300	
~	To: From:	95-869 Astor Rd				$\Box$ $\vdash$									
Lee Highway	Washington County		G	95%	0%	1%	1%	3%	0%	С	0.104	F	0.634	8100	
<i>\</i>	To:	95-611 Diver Rd													

45

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

Route	Jurisdiction	Length <b>AADT QA</b> 4	Tire Bu		Tru	ck		QC	K	QK	Dir	AAWDT	
				2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	,,,,,,,,,,	
Lee Highway	Washington County	95-611 Spring Creek Rd 1.72 <b>6400 G</b> 9	5% 0%	1%	1%	3%	0%	F	0.111	F	0.621	6600	
Lee Highway	Washington County		370 07	1 /0	1 /0	0 /0	0 70	•	0.111	•	0.021	0000	
Main Ct	Town of Alein release	WCL Abingdon	F0/ 00/	10/	10/	00/	00/		0.000		0.570	0000	
Main St	Town of Abingdon	0.55 <b>6300 G</b> 9	5% 0%	1%	1%	3%	0%	F	0.092	F	0.576	6600	
$\sim$	To: From:	SR 140 Jonesboro Rd											
(19) Main St	Town of Abingdon	0.43 <b>21000 G</b> 9	8% 0%	1%	0%	0%	0%	F	0.09	F	0.548	22000	
<del>~</del>	To: From:	Colonial Rd											
19 Main St	Town of Abingdon	0.47 <b>20000 G</b> 98	8% 0%	1%	0%	0%	0%	F	0.089	F	0.536	21000	
$\bigcirc$	To	US 19 Porterfield Hwy											
Main St/Lee Hwy	Town of Abingdon		8% 0%	1%	0%	0%	0%	F	0.086	F	0.532	11000	
·	Tec												
Main St	Town of Abingdon	Palmer St 0.35 <b>11000 G</b> 9	8% 0%	1%	0%	0%	0%	С	0.087	F	0.541	12000	
Wall of	To:	US ALT 58, Russell Rd	070 070	1 /0	0 70	0 /0	0 70	O	0.007	•	0.541	12000	
ALT	From:	US ALT 58, Russell St											
Main St	Town of Abingdon	0.24 <b>9300 G</b> 9	8% 0%	1%	0%	0%	0%	F	0.083	F	0.531	9900	
	To	US Alt 58, SR 75, Cummings St											
Main St/Lee Hwy	Town of Abingdon		9% 1%	1%	0%	0%	0%	F	0.085	F	0.524	9600	
ŕ	Tec												
Main St/Lee Hwy	Town of Abingdon	Tanner St 0.93 <b>11000 G</b> 99	9% 1%	1%	0%	0%	0%	F	0.091	F	0.526	11000	
Wall Stree Twy	Town of Abiligatin		3/6 1/6	1 /0	0 /6	0 /6	0 /6		0.031	•	0.520	11000	
NA : 0:4	From	Thompson Dr	00/ 10		00/	00/	00/		0.000		0.507	47000	
Main St/Lee Hwy	Town of Abingdon	0.13 <b>16000 G</b> 9	9% 1%	1%	0%	0%	0%	F	0.093	F	0.527	17000	
	To- From	Hillman Hwy											
Main St/Lee Hwy	Town of Abingdon	0.74 <b>14000 G</b> 99	9% 1%	1%	0%	0%	0%	С	0.091	F	0.541	15000	
	To: From:	ECL Abingdon		<u> </u>									
Lee Highway	Washington County	0.20 <b>14000 N</b> 9	9% 1%	1%	0%	0%	0%	Ν	0.091	F	0.541	15000	
	To:	I-81, US 58											
· · · · · · · · · · · · · · · · · · ·	From:	I-81, US 58 Exit 19	00/ 00/		40/	40/	00/	_	0.004	_	0.500	05000	
58 Lee Highway	Washington County	0.30 <b>23000 G</b> 9	8% 0%	0%	1%	1%	0%	F	0.084	F	0.508	25000	
	To: Prom:	US 58 East of Abingdon											
Lee Highway	Washington County	2.58 <b>5000 G</b> 9	8% 0%	0%	1%	1%	0%	F	0.099	F	0.645	5300	
	To- From	95-704 Enterprise Rd											
Lee Highway	Washington County	2.09 <b>3900 G</b> 9	8% 0%	0%	1%	1%	0%	F	0.116	F	0.734	3900	
<u> </u>	To:	SR 80 Cedarville											
) Las Historia	From:	SR 80 Cedarville Glenbrook Ave	00/ 00	20/	10/	10/	00/	_	0 117	_	0.747	0000	
Lee Highway	Washington County	4.46 <b>3200 G</b> 9	8% 0%	0%	1%	1%	0%	С	0.117	F	0.747	3200	
	To: From	SR 91 Maple St											
Lee Highway	Washington County		5% 0%	1%	2%	2%	0%	С	0.121	F	0.565	1200	
	To:	I-81 West of Chilhowie Exit 32											
Lee Highway	Washington County	I-81 West of Chllhowie 2.21 <b>2200 G</b> 9	60/ 00/	10/	10/	20/	00/	C	0.112	F	0.556	2200	
Lee Highway	Washington County	Smyth County Line	6% 0%	1%	1%	2%	0%	С	0.112	-	0.556	2200	

46

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

Route	Jurisdiction	Length	AADT	04	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	
Tioute		Lengin	AADI	QA.	TING	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	`
S	From:		ngton County		000/	00/	101	40/	40/	00/	_	0.400	_	0.504	0.400	
Lee Highway	Smyth County	0.04	2400	G	96%	0%	1%	1%	1%	0%	С	0.102	F	0.581	2400	
	To: From:	W	CL Chilhowi	ie												
Lee Highway	Town of Chilhowie (Maint: 86)	,	2400	N	96%	0%	1%	1%	1%	0%	Ν	0.102	F	0.581	2400	
	To:		07 Whitetop													
Lee Highway	Town of Chilhowia (Maint: 96)		07 Whitetop		96%	1%	<b>1</b> %	0%	1%	0%	С	0.11	F	0.563	5800	
Lee Highway	Town of Chilhowie (Maint: 86)	) 1.51	5900	G	90%	1 70	1 70	076	1 70	0%	C	0.11	Г	0.565	3600	
<b>\( \)</b>	To: From:		CL Chilhowi													
Lee Highway	Smyth County	2.80	5900	N	96%	1%	1%	0%	1%	0%	N	0.11	F	0.563	5800	
	To: From:		86-645													
Lee Highway	Smyth County	4.32	2900	G	96%	1%	1%	0%	1%	0%	F	0.096	F	0.515	2800	
	To	FR '	7 Trillium La	ane												
Lee Highway	Smyth County	0.66	8300	G	96%	1%	1%	0%	1%	0%	F	0.091	F	0.643	8800	
.) • •	To	MCI M :	06 720 W													
S Main St	Town of Marion	WCL Marion; 0.52	7000	snington <b>G</b>	98%	0%	1%	0%	0%	0%	С	0.084	F	0.587	7500	
y o main or	Town of Iviation	0.52	7000	<u> </u>	30 /6	0 70	1 70	0 70	0 /0	0 70	O	0.004	•	0.507	7500	
2011 0	From	G	reenway Ave		2221				221	221	_		_	o == /	=	
S Main St	Town of Marion		6700	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.571	7100	
	To: From:		College St				$\neg$ $\vdash$									
Main St	Town of Marion		6800	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.519	7200	
	To	SR 16 S	S Commerce	Street												
1) (16) Main St	Town of Marion	0.08	8700	G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.507	9200	
	To	т	East Main St													
(16) Main St	Town of Marion	0.17	12000	G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.507	12000	
18)						0 70		0,0	0 / 0	0,0	•	0.000	•	0.007	000	
Main St	Town of Marion		hatham Hill			0%	00/	00/	0%	00/	С	0.081	F	0.510	14000	
16 Main St		0.94	13000	G	99%	0%	0%	0%	0%	0%	C	0.061	Г	0.519	14000	
~	To: From:		16 Park Blv													
N Main St	Town of Marion	0.20	13000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.544	13000	
	To: From:	119-4	1459 Keller I	Lane												
N Main St	Town of Marion	0.65	8700	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.51	9300	
	To: From:	I	ECL Marion				$\neg$ $\vdash$									
1 Lee Highway	Smyth County	0.23	8700	N	98%	0%	1%	0%	1%	0%	Ν	0.092	F	0.51	9300	
	Tec	ED.														
Lee Highway	From: Smyth County	2.20	10; I-81 Exit <b>4300</b>	G G	98%	0%	1%	0%	1%	0%	F	0.104	F	0.537	4600	
Lee Highway	Sillytil County	2.20	4300	<u> </u>	30 /6	0 /0	1 /0	0 /6	1 /0	0 /6	'	0.104	•	0.557	4000	
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Ta- From		W, Bear Cre		0751	4 = 1		4.57	401	021		0.400		0.500	0000	
Lee Highway	Smyth County	4.72	2700	G	97%	1%	1%	1%	1%	0%	С	0.106	F	0.503	2800	
	To: From	86-6	83 Winsor A	Ave												
1 Lee Highway	Smyth County	2.65	2300	G	98%	0%	1%	0%	1%	0%	С	0.108	F	0.551	2200	
	To:	Wyt	he County L	ine												

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

			Primary an	ia intersta	ate Ro	utes											
						4			Tru	ıck			K	011	Dir		2111
Route	Jurisdictio	on	Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	c	Smy	th County	Line												
11 W Lee Highway	Wythe Cou	inty	3.07	2000	G	97%	0%	1%	1%	1%	0%	С	0.103	F	0.516	2000	G
	To:	,		cklick Rd;													-
	From:			k Lick Rd;													
11 W Lee Highway	Town of Rural Retrea	at (Maint: 98)	5.73	2200	G	98%	0%	1%	1%	0%	0%	С	0.102	F	0.542	2200	G
	To		09.662.5-	П:-1 Т	P1	r											
W Loo Highway	Wythe Cou	IL	2.68	st Bishop T 2800		<u>98%</u>	1%	0%	0%	0%	0%	F	0.099	F	0.612	2800	G
(11) W Lee Highway	wythe Cou	y	2.00	2000	G	90%	1 70	0%	076	0%	0%	F	0.099	Г	0.012	2000	G
~~~	To:		W	CL Wythev	ille												
{11} W Lee Hwy	Town of Wyth	neville	0.29	3900	G	98%	1%	0%	0%	0%	0%	С	0.100	F	0.627	4100	G
\hookrightarrow	Ta	-		24th St				<u> </u>									
11 W Lee Hwy	Town of Wyth	neville	2.03	6500	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.512	7000	G
	To:			S 21 Main				TÎ.				Ū					
	From:	c		12th St													
11 21 Main St	Town of Wyth	neville	0.31	4900	G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.537	5200	G
	To:	c		4th St													
~~~	From:			JS 21, 4th S													
11 Main St	Town of Wyth	neville	0.33	5600	G	98%	1%	0%	0%	0%	0%	F	0.085	F	0.518	5900	G
$\hookrightarrow$	Ta	-		5th St				<u> </u>									
11 Main St	Town of Wyth	neville	0.20	5600	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.527	5900	G
											-,-	-		-			-
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	1	0.50	11th St	_	070/	40/	10/	00/	40/	00/	_	0.000		0.500	0000	_
(11) E Main St	Town of Wyth	ieville	0.50	8300	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.536	8800	G
	To: From:			Liberty St													
11 E Main St	Town of Wyth	neville	0.78	7700	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.537	8200	G
\bigcirc	To	_	12	9-3 Lithia I	D.d												
11 E Main St	Town of Wyth	ı Leville	0.08	7700	Nu N	97%	1%	1%	0%	1%	0%	Ν	0.095	F	0.537	8200	N
TI) L Main St	To:	:	0.00	I-81	- ''	01 70	1 /0		0 70	1 /0	0 70	.,	0.000	•	0.007	0200	
	From:	4US-(00011-P(U)/US-0		2A(R)/T	O RT 81 N	IOR										
11 (11) Ramp to I-81 N a	at Exit 73 Town of Wytheville		0.27		, , , -			1 for dir	ectional	traffic v	olume e	stima	tes for th	is se	gment.		
	To:		00081-N(R)/US-0	00011-N072	2A(R)/F									•			
	From:	c		I-81													
11 81 77 77	Town of Wytheville	(Maint:)	0.96			Se	ee I-81	for dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways or	n this Route:	51000	F	68%	1%	1%	1%	27%	2%	С	0.1	F	0.515	48000	F
	To			CL Wythevi	1110												
	Wythe Cou	ıntv	2.18	L w ymevi	IIIC	S	ee I-81	for dire	ctional tr	affic vo	lume es	timat	es for this	SSECI	ment		
11 81 77 77	•	•		E1000	_									_		49000	_
	Combined Traffic Estimates for 2 Parallel	noadways of	ii tilis noute:	51000	F	68%	1%	1%	1%	27%	2%	С	0.1	г	0.515	48000	F
	To: From:		_	FR-42													
(11) (81) (77) (77)	Wythe Cou	inty	2.61			Se	ee I-81	for dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways or	n this Route:	48000	Α	68%	1%	1%	1%	27%	2%	F	0.113	Α	0.566	46000	Α
	To:		TT	S 52; SR 12	21												
	Wythe Cou	.L	1.44	3 J2; 3K 12	21	0,	ا ۵۵	for dire	ctional tr	affic vo	lume ec	timat	es for this	2 200	ment		
[11] [81] [77] [77]		-		46000										_		44000	^
	Combined Traffic Estimates for 2 Parallel	noadways of			Α	68%	1%	1%	1%	27%	2%	F	0.113	А	0.558	44000	Α
	103	l	1-77	7 Fort Chisy	well												

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

			riillary	and interst	ale no	ules											
Route		Jurisdictio	in Lenat	h AADT	ΟΛ	4Tire	Rue		Tr	uck		QC	K	QK	Dir	AAWDT	. OW
rioute		Junsaictio	n Lengt	II AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QΙ	Factor	AAWDI	QVV
		From:		-77 Fort Chisy	well												
11 (81)		Wythe Cour	-			S	ee I-81	for dire	ctional	traffic vo	lume es	timate	es for thi	s seg	ment.		
\sim \circ	Combined Traffic Estima	tes for 2 Parallel	Roadways on this Route	e: 36000	Α	69%	1%	1%	1%	26%	2%	F	0.097	Α	0.582	36000	Α
		To:		98-619													
11 (81)		Wythe Coul	nty 1.99			S	ee I-81	for dire	ctional	raffic vo	lume es	timate	es for thi	s seg	ment.		
	Combined Traffic Estima	tes for 2 Parallel	Roadways on this Route	e: 34000	F	69%	1%	1%	1%	26%	2%		0.074	_	0.501	35000	F
		т						 i									
~ ~		From	ntv 1.44	98-618			01	fa., ali., a	-4:1		l	4! 4.					
11) (81)	0 1: 17 " 5 "	Wythe Cour	•										es for thi	_		05000	
·	Combined Traffic Estima	tes for 2 Parallel			Α	69%	1%	1%	1%	26%	2%	F	0.099	Α	0.564	35000	Α
		From:		laski County ythe County													
		Pulaski Cou			LIIIC	S.	ا <u>۱</u> ـ81	for dire	ctional	raffic vo	luma as	timate	es for thi	222	mant		
11) 81	Combined Traffic Estima		•					1%	1%	26%	2%		0.099		0.564	35000	٨
	Combined Trainc Estima	iles ioi 2 Faraller To:	noadways on this noute	SR 100	Α	09%	I 70	1 70	1 70	20%	270	Г	0.099	A	0.564	33000	Α
		From:		I-81 NB													
11 (81) Ramp I-81 N Ex	it 89B to US 11 N	Pulaski Cou	inty 0.15			S	ee I-81	for dire	ctional	raffic vo	lume es	timate	es for this	s sea	ment.		
		To:	,	S 11 Lee High	nway							-		3			
		From:		31 South of Pu													
11 Lee Highway		Pulaski Cou	ınty	1800	G	96%	0%	2%	1%	1%	0%	С	0.109	F	0.695	1800	G
~		To:		SCL Pulask	i												
11 Washington Ave		Town of Pula	aski 0.71		F	98%	0%	1%	0%	1%	0%	С	0.106	F	0.653	2900	F
		To:	0111	2nd St	•	0070	0,0		0,0	. , 0	0 / 0		000	•	0.000		•
		From:		2nd St SW	,												
Washington St		Town of Pula	aski 0.30	3400	F	99%	0%	1%	0%	0%	0%	С	0.100	F	0.624	3600	F
~		To:	Mai	n St SR 99; 2r	nd St N												
~~		From:		Main St; SR													
Washington Ave		Town of Pula	aski 0.22		F	99%	0%	1%	0%	0%	0%	F	0.106	F	0.636	3400	F
~		To:		5th St													
5th St		Town of Pula		Washington A	Ave F	99%	0%	1%	00/	0%	00/	F	0.1	F	0.578	5200	F
5th St		TOWIT OF Pula	aski 0.20			99%	0%	1%	0%	0%	0%	Г	0.1	Г	0.576	5200	Г
		From:		Lee Highwa 5th St	ıy												
11 Lee Highway		Town of Pula	aski 0.84		F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.506	7300	F
200g									0,0	0,0	0 / 0		0.000	•	0.000	. 000	•
~, ,,,,		From		Alum Spring		000/	00/		00/	201	201		0.404		0.570	0000	
Lee Highway		Town of Pula	aski 1.60	9300	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.576	9900	G
~		To: From:		ECL Pulask	i												
Lee Highway		Pulaski Cou	inty 2.49	10000	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.573	11000	G
~		To	77.1	643 Cougar Ti	rail Rd												
11 Lee Highway		Pulaski Cou			G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.543	12000	G
,		1 4145111 004	1.00			00 /0	0 / 0	. , ,	0 / 0	0 / 0	0 / 0		3.100		3.0.13	12000	<u> </u>
~~ 10:		From:	4	WCL Dubli		0001	051			0-1	001		0.405	_	0.510	10000	
11 Broad St		Fown of Dublin (N		11000 100 Oakwoo	N	99%	0%	1%	0%	0%	0%	N	0.106	F	0.543	12000	N

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	Q
	From:	SR 100 Cleburi	ne Ave			ZAXIE	3+Axle	TTTAII	ZTrall		Factor		Factor		
Broad St	Town of Dublin (Maint: 77)	0.97 12000	F	96%	0%	1%	1%	2%	0%	F	0.091	F	0.563	14000	
)	To														
Lee Highway	Pulaski County	1.23 12000	n N	96%	0%	1%	1%	2%	0%	N	0.091	F	0.563	14000	
) 200 i iigiiii ay	- Talaski Southy			0070	0 70		1 70	_ / 0	0 70	.,	0.001	•	0.000	1 1000	
) Las Highway	Pulaski County	77-1085 Wrigh		96%	0%	1%	1%	2%	0%	С	0.115	Α	0.6	13000	
Lee Highway	Pulaski County	2.64 11000	Α	90%	0%	1%	170	2%	0%	C	0.115	А	0.6	13000	
~ · · · · ·	To: From:	77-747 Old Ro													
Lee Highway	Pulaski County	1.99 13000	G	96%	0%	1%	1%	2%	0%	F	0.097	F	0.578	15000	
	To: From:	SR 114 Peppers F	erry Blvd												
Lee Highway	Pulaski County	0.29 18000	G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.514	19000	
	To	77-600 Belspri	ng Rd												
Lee Highway	Pulaski County	0.46 22000	G	96%	0%	1%	1%	2%	0%	F	0.094	F	0.519	23000	
	To:	Montgomery Cou	nty Line												
	From:	Pulaski County													
	Montgomery County	0.15 23000	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.537	25000	
	To: From:	WCL Radfo	ord												
Lee Hwy	City of Radford	0.21 23000	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.537	25000	
	To	SR 232, Firs	t St												
Norwood St	City of Radford	0.26 16000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.574	17000	
)	and a realist				0,0		. , 0	. , 0	0 / 0	•	0.000	•	0.07		
E Main St	City of Radford	Grove Av 0.77 11000		98%	0%	1%	0%	0%	0%	F	0.085	F	0.561	10000	
E Main St	City of Hadiord	0.77 11000	G	90%	0%	1 70	0%	070	0%	Г	0.065	Г	0.561	12000	
>	To: From:	SR 177 Tyler				 _						_			
E Main St	City of Radford	0.93 9300	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.589	10000	
	To: From:	Whitehall	St												
E Main St	City of Radford	1.46 4600	G	98%	0%	0%	1%	0%	0%	С	0.110	F	0.611	5000	
	To	ECL Radfo	rd												
Radford Rd	Montgomery County	1.47 7400	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.574	8000	
	т.														
Radford Rd	Montgomery County	60-663 Walto 2.32 6900	n Rd G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.529	7300	
Radford Rd	Workgomery County	2.32 6900	<u> </u>	33 /o	0 /6	U /6	0 /6	0 /0	0 /6	C	0.055	'	0.525	7300	
\	To: From:	60-662 Harmo													
Radford St	Montgomery County	0.65 7100	G	99%	0%	0%	0%	0%	0%	F	0.098	F		7500	
	To: From:	WCL Christian	sburg												
Radford St	Town of Christiansburg	1.40 10000	G	98%	0%	1%	0%	1%	0%	С	0.105	F	0.518	11000	
	To:	SR 8 W Mai													
NAME OF	From:	SR 8, Radfor		000/	001	407	001	467	001	_	0.005	_	0.540	4000	
W Main St	Town of Christiansburg	0.30 4400	F	98%	0%	1%	0%	1%	0%	F	0.095	F	0.512	4600	
Bus	To- From:	Bus US 460 S Fra	anklin St												
460 E Main St	Town of Christiansburg	0.12 5700	F	98%	0%	1%	0%	1%	0%	F	0.095	F	0.526	6000	
)(700)=	To.	Roanoke S		0070	0 /0		0 / 0	. ,0	0 /0		0.000		0.020	5500	

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	. (
Bus (460) Roanoke St	From:	E Main St		000/	00/	10/ 00/	10/	00/	F	0.000	_	0.57	11000	
Roanoke St	Town of Christiansburg	0.11 9700	G	98%	0%	1% 0% 	1%	0%	F	0.098	F	0.57	11000	
Bus	To: From:	First St SE									_			
Roanoke St	Town of Christiansburg	0.98 10000	F	98%	0%	1% 0%	1%	0%	F	0.097	F	0.510	11000	
	To:	SR 111 Depot	St											
Bus (460) Roanoke St	Town of Christian churc			000/	0%	10/ 00/	00/	00/	0	0.100	F	0.500	1.4000	
Roanoke St	Town of Christiansburg	0.86 13000	F	98%	076	1% 0% 	0%	0%	С	0.100	Г	0.568	14000	
Roanoke St	To- From:	US 460												_
Roanoke St	Town of Christiansburg	1.15 14000	G	96%	0%	1% 1%	1%	0%	С	0.095	F	0.528	15000	
~~~	To- From:	I-81												-
(460) Roanoke St	Town of Christiansburg	0.09 <b>8200</b>	N	96%	0%	1% 1%	2%	0%	Ν	0.1	F	0.558	8900	
<u> </u>	To: Foom	Tower Rd, Hampto	ton Rd											
Roanoke St	Town of Christiansburg	8200	G	96%	0%	1% 1%	2%	0%	F	0.1	F	0.558	8900	
	To:	ECL Christiansh	hura											
(1460 Roanoke Rd	Montgomery County	5900	G	96%	0%	1% 1%	2%	0%	F	0.1	F	0.521	6200	
400	Tol													
(460) Roanoke Rd	Montgomery County	60-753 Old Town 3.21 <b>6400</b>	n Ka G	96%	0%	1% 1%	2%	0%	F	0.101	F	0.626	6800	
460 1104110110 114	Workgomery County			0070	0 70		270	0 /0	•	0.101		0.020	0000	
Parada Bd	From	60-631 Brake I		000/	00/	10/ 10/	00/	00/		0.445	_	0.040	7000	_
Roanoke Rd	Montgomery County	2.43 6600	G	96%	0%	1% 1%	2%	0%	С	0.115	F	0.618	7000	
	From:	Roanoke County  Montgomery Count									_			-
(460) West Main St	Roanoke County	1.26 <b>8000</b>	G	96%	0%	1% 1%	2%	0%	F	0.108	F	0.547	7900	
, (-50)	To	90 (20 W+ P:												
(460) West Main St	Roanoke County	80-639 West Rive 0.60 <b>8000</b>	N N	96%	0%	1% 1%	2%	0%	N	0.108	F	0.547	7900	
460	- Touristic Scartty			0070	0 70		270	0 70		0.100		0.017	7000	
West Main St	Page 16 County	80-647 Dow Hollo		069/	00/	10/ 10/	20/	00/	F	0.000	F	0.501	0000	Т
West Main St	Roanoke County	2.93 <b>9200</b>	G	96%	0%	1% 1% 	2%	0%	Г	0.092	Г	0.501	9800	
~~~	From	80-643 Daughert	_											_
(460) West Main St	Roanoke County	0.39 13000	G	96%	0%	1% 1%	2%	0%	F	0.093	F	0.55	14000	
<u>~</u>	To- From	80-642 Alleghan	ıy Dr											_
(460) West Main St	Roanoke County	0.64 24000	G	96%	0%	1% 1%	2%	0%	F	0.089	F	0.668	26000	
,	To: From:	WCL Salem	1											
) (460) West Main St	City of Salem	1.12 16000	G	96%	0%	1% 1%	2%	0%	F	0.108	F	0.504	18000	
	To	SR 112 Wildwoo	nd Rd											
(1460) West Main St	City of Salem	1.31 21000	G	98%	1%	0% 0%	0%	0%	F	0.136	F	0.698	23000	
400														
West Main St	City of Salem	ALT US 460, 4t 0.60 12000		98%	1%	0% 0%	0%	0%	F	0.079	F	0.525	14000	
(46U) West Main St				30 /0	1 /0	0 /6 0 /6	0 /0	0 /0	1	0.078	'	0.525	14000	
	To: From:	Academy St	t											
(460) West Main St	City of Salem	0.35 11000	G	98%	1%	0% 0%	0%	0%	_	0.080		0 510	12000	

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

		Primary and Intersta													
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	ГС
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
^ a " ·	From:	US 460, Main		2221					0-1	_		_	0 = 40	4000	
College Ave	City of Salem	0.09 1700	G	98%	1%	0%	0%	0%	0%	F	0.080	F	0.519	1900	
	To: Frant	SR 311, Thompson Me	emorial	Dr											
College Ave	City of Salem	0.72 4400	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.625	4900	
	To	8th St													
Colorado St	City of Salem	0.43 13000	G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.595	15000	
) colorado et	To:	Apperson Dr		0070	1 /0		0 70	0 70	070	•	0.001	•	0.000	10000	
	From:	Colorado St													
Apperson Dr	City of Salem	1.03 17000	G	98%	1%	0%	0%	0%	0%	F	0.09	F	0.545	19000	
)	To	CD 410 El	D.1												
Apperson Dr	City of Salem	SR 419 Electric 1.04 11000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.536	12000	
Apperson bi	To:	WCL Roanok		30 /6	1 /0		0 /6	0 /6	0 /6	'	0.007	'	0.550	12000	
	From:	ECL Salem	<u> </u>												
Brandon Ave	City of Roanoke	1.35 17000	G	98%	1%	0%	0%	0%	0%	F	0.094	F	0.633	19000	
)	,					i									
Drandan Ava	City of Doopoles	Edgewood St; Mud I		000/	10/	00/	00/	00/	00/	F	0.004	F	0.500	11000	
Brandon Ave	City of Roanoke	1.03 10000	G	98%	1%	0%	0%	0%	0%	Г	0.084	г	0.582	11000	
	From:	Grandin Rd Brandon Ave													
Grandin Rd	City of Roanoke	0.70 6200	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.59	6900	
Grandin Fla	To:	Memorial Aven		0070	1 /0		0 70	0 70	0 70	•	0.000	•	0.00	0000	
	From:	Grandin Rd	iuc												
Memorial Avenue	City of Roanoke	0.84 10000	Α	98%	1%	0%	0%	0%	0%	С	0.120	Α	0.613	11000	
	To:	Campbell Ave	e												
_	From:	13th St													
Campbell Ave	City of Roanoke	0.53 4200	G	98%	1%	0%	0%	0%	0%	F	0.102	F	0.601	4600	
	To- From-	7th St													
Campbell Ave	City of Roanoke	0.47 4700	G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.522	5200	
)	-						-,-								
O - manufa all A	Too From:	3rd St		000/	40/		00/	00/	00/		0.005	_	0.700	7700	
Campbell Ave	City of Roanoke	0.28 6800	G	98%	1%	0%	0%	0%	0%	F	0.085	F	0.729	7700	
	To: Fram:	US 221 Jefferson	n St												
Campbell Ave	City of Roanoke	0.16 6800	N	98%	1%	0%	0%	0%	0%	Ν	0.085	F	0.729	7700	
	To:	Williamson R													
	From:	Campbell Ave				J.				_		_			
) (221) (116) Williamson Rd	City of Roanoke	0.15 19000	G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.514	22000	
	To: From:	Shenandoah A	ve												
) (221) (116) Williamson Rd	City of Roanoke	0.15 14000	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.709	16000	
	To	T 501													
Williamson Rd	City of Roanoke	0.50 9800	G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.539	10000	
221 116 Williamson Rd	City of noarloke	0.50 9600	G	3376	U 70	0 70	0 %	070	076	r	0.076		0.558	10000	
`	To: From:	US 460 Orange													
Williamson Rd	City of Roanoke	0.92 14000	G	99%	0%	0%	0%	0%	0%	F	0.079	F	0.523	15000	
	To:	Liberty Rd													

52

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

Route	Jurisdiction	Length AADT	. 04	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	
noute	Junsaiction	Length AAD1	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	G
	From:	Liberty R													
Williamson Rd	City of Roanoke	0.51 14000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.503	15000	
	Too From:	10th St													
Williamson Rd	City of Roanoke	1.27 16000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.510	17000	
	To: From:	SR 101 Hershb	erger Rd												
Williamson Rd	City of Roanoke	0.11 15000		99%	0%	0%	0%	0%	0%	F	0.086	F	0.542	16000	
	To														
Williamson Rd	City of Roanoke	SR 118 Airpo 0.39 14000		99%	0%	0%	0%	0%	0%	F	0.085	F	0.525	14000	
y william son rid	Oity of Hoarloke			33 76	0 70		0 70	0 70	0 70		0.000	'	0.020	14000	
~	To: From:	NCL Roan													
Lee Highway	Roanoke County	3.19 9400	Α	99%	0%	0%	0%	0%	0%	С	0.109	Α	0.510	9600	
	10: From:	Botetourt Cour Roanoke Cour	_												
Lee Highway	Botetourt County	0.10 14000	_	99%	0%	0%	0%	0%	0%	F	0.101	F	0.597	15000	
200 1 119111114)				0070	0 70		0 70	0 70	0 70	•	0.101	•	0.007	10000	
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Too From	80-601 Shadv		000/	00/		00/	00/	00/	_	0.000	_	0.570	0000	
Lee Highway	Botetourt County	2.73 9400	G	99%	0%	0%	0%	0%	0%	г	0.089	F	0.573	9600	
~ ~~~	To: From:	ALT SR 220 Clov													
Lee Highway	Botetourt County	0.25 5400	N	99%	0%	0%	0%	0%	0%	N	0.098	F	0.589	5500	
	To: From:	Ramp From I-81 NB	at Exit 15	60 B		\neg \vdash									
Lee Highway	Botetourt County	1.09 5400	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.589	5500	
	To	SCL Trout	ville												
Lee Highway	Town of Troutville (Maint: 11)	1.85 5400	N	99%	0%	0%	0%	0%	0%	Ν	0.098	F	0.589	5500	
	Tor	NO. T.	*11												
Lee Highway	Botetourt County	NCL Trout 2.98 4500	ville G	95%	1%	1%	1%	2%	0%	С	0.094	F	0.712	4800	
Lee Highway	Bototourt County			0070	1 70		1 /0	270	0 /0	Ü	0.004	•	0.712	4000	
∑1 18-b	From:	11-640 Brughs		050/	40/		40/	00/	00/	_	0.407	_	0.045	0000	
Lee Highway	Botetourt County	5.86 2800	G	95%	1%	1%	1%	2%	0%	F	0.107	F	0.645	3000	
2	To: From:	I-81 South of B	uchanan												
Lee Highway	Botetourt County	2.23 3600	G	96%	1%	0%	1%	1%	0%	F	0.103	F	0.632	3800	
	To: From:	WCL Buch	anan			\neg \vdash									
Main St	Town of Buchanan (Maint: 11)	0.43 3600	N	96%	1%	0%	1%	1%	0%	Ν	0.103	F	0.632	3800	
	To	11-625 Mt Jo	ov Rd												
1 Main St	Town of Buchanan (Maint: 11)	2.09 3500	-	96%	1%	0%	1%	1%	0%	С	0.104	F	0.609	3700	
	T-									_			0.000		
Moin St	Town of Buchanan (Maint: 11)	SR 43 Parkw 0.18 3600		93%	1%	1%	1%	4%	0%		0.093	F	0.504	3800	
Main St	Town of Buchanan (Maint. 11)	0.18 3600	G	93%	1 70	1 76	170	470	0%	C	0.093	Г	0.504	3000	
~ · · · ·	To: From:	SR 43 Firs				<u> </u>						_			
Main St	Town of Buchanan (Maint: 11)	0.78 2400	G	96%	1%	0%	1%	1%	0%	F	0.092	F	0.542	2600	
	To: From:	NCL Bucha	anan												
1 Lee Highway	Botetourt County	0.35 2400	N	96%	1%	0%	1%	1%	0%	Ν	0.092	F	0.542	2600	
	To:	I-81 North of B	uchanan												

53

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	C
Daniel Lot Nat	F.4.407	From	303-0001	11-P(U)/US-			RT 81 NO	R						0.447	_		400	
Ramp to I-81 N at	EXIL 167	Botetourt Co		0.13	410	G								0.117	Г		400	(
		From	IS-0008	81-N(B)/US-	00011- 180. Iorth of Buc		OM RT 11											
		Botetourt Co	Lunty	0.61	torur or Buc	панан	Sa	ا م	or dire	ctional ti	raffic vo	luma as	timate	s for this	2 2001	ment		
1) (81)	Combined Traffic Estimate		•		24000	_		1%	1%	1%	33%	3%		0.110	·		31000	
	Combined Trainic Estimate	es ioi 2 Farailei	noadways on in	is noute.	34000	G	0176	170	1 70	1 70	33%	3%	Г	0.110	А	0.549	31000	
~ ~~		To From		11-0	514 Arcadia	Rd												
1 } (81)		Botetourt Co	ounty	5.49			See	e I-81 f	or dire	ctional t	raffic vo	lume es	timate	es for this	seg	ment.		
	Combined Traffic Estimate	es for 2 Parallel	Roadways on th	is Route:	32000	G	61%	1%	1%	1%	33%	3%	F	0.073	F	0.506	30000	
		To			ridge Count													
		From	i:		ourt County	Line												
(81)		Rockbridge C	•	1.95			See	e I-81 f	or dire	ctional t	raffic vo	lume es		s for this				
	Combined Traffic Estimate	es for 2 Parallel	Roadways on th	is Route:	32000	Α	61%	1%	1%	1%	33%	3%	F	0.073	F	0.506	31000	
		To	e		th of Natura													
~ ~ ~		From	-	081-N(B)/IS	-00081-N17	75A(L)/T												
Ramp I-81 N Exit	175 to US 11	Rockbridge C		0.14					or dire	ctional ti	raffic vo	lume es	timate	es for this	seg	ment.		
		To	5US-0001	1-P(U)/IS-0			OM RT 81	N										
~ 0.1 1 l'alaman		Prom			th of Natura		050/	40/	10/	40/	00/	00/	_	0.404	_	0.545	4700	
S Lee Highway		Rockbridge C	ounty	1.73	1700	G	95%	1%	1%	1%	2%	0%	С	0.101	F	0.545	1700	
		To		SR 13	30 Natural B	ridge			_									
S Lee Highway		Rockbridge C	County	3.47	2600	G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.558	2600	
.)		To		I O1 Nor	th of Natura	1 Daidee												
S Lee Highway		Rockbridge C	-L	8.45	3300	G G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.615	3200	
O Lee Flighway		riockbridge C	Journey	0.40	3300	G	37 70	0 70	1 /0	0 /0	1 /0	0 70	•	0.101		0.013	0200	
~		To From			US 11 Mai				_									
S Lee Highway		Rockbridge C	County	1.02	7100	G	97%	0%	1%	0%	1%	0%	С	0.104	F	0.571	7600	
		To		US	60 Nelson	St												
S Lee Highway		Rockbridge C	County	0.32	7100	N	97%	0%	1%	0%	1%	0%	Ν	0.104	F	0.571	7600	
701 1111		From			CL Lexingto		070/	00/	10/	40/	00/	00/	_	0.005		0.507	11000	
S Lee Highway		City of Lexin	igton	0.59	10000	G	97%	0%	1%	1%	0%	0%	С	0.095	F	0.507	11000	
		To			Main St													
N Lee Highway		City of Lexin	gton		9500	G	97%	0%	1%	1%	0%	0%	F	0.091	F	0.501	10000	
		To			D 110 11				_									
N Lee Highway		City of Lexin	gton		Bus US 11 16000	N	97%	0%	1%	1%	1%	0%	N	0.092	F	0.552	17000	
N Lee Highway		City of Lexin	igion		10000	N	9170	U 70	170	1 70	1 70	0%	IN	0.092	Г	0.552	17000	
_		To From		N	CL Lexingto	on												
N Lee Highway		Rockbridge C	County	0.88	16000	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.552	17000	
		To		1.64 N	orth of Lexi	ington												
N Lee Highway		Rockbridge C	County	3.89	7100	G G	94%	0%	2%	1%	3%	0%	С	0.098	F	0.528	6900	
N Lee Highway		Hockbridge C		0.03	7100	u	J4 /0	0 /0	Z /0	1 /0	J /6	0 /6	U	0.030	'	0.520	0300	
~		To From			orth of Lexi	-			\Box \vdash									
N Lee Highway		Rockbridge C	County	5.66	4600	G	95%	1%	2%	1%	2%	0%	С	0.111	F	0.51	4500	
		To		81-	710 Sterrett	Rd												

54

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

Doute	I contact the second	Longth AADT C	A 4Time	Desc		Tru	ck		00	K	OK	Dir	AAMOT	
Route	Jurisdiction	Length AADT C	A 41 Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Ç
~	From:	81-710 Sterrett Rd												
N Lee Highway	Rockbridge County	5.40 3200	G 95%	1%	2%	1%	2%	0%	F	0.109	F	0.523	3100	
	To:	Augusta County Lin												
) Las Jaskasa I horo	A	Rockbridge County L		10/	00/	10/	00/	00/	N.I.	0.100	_	0.500	0100	
1) Lee Jackson Hwy	Augusta County	0.04 3200	N 95%	1%	2%	1%	2%	0%	N	0.109	F	0.523	3100	
~	To: From:	SR 56 Steeles Taver												
1 Lee Jackson Hwy	Augusta County	5.24 4200	G 92%	0%	1%	1%	5%	1%	С	0.164	F	0.764	4200	
<i></i>	To	07-675 Broad Head Sci	hool											
1 Lee Jackson Hwy	Augusta County	6800	G 92%	0%	1%	1%	5%	1%	F	0.095	F	0.618	6700	
	To	I-81 North of Greenvi	:110											
1 Lee Jackson Hwy	Augusta County		G 97%	0%	1%	1%	1%	0%	F	0.105	F	0.592	3800	
1) 200 000.00,	- Tagasta sound					. , 0	. , 0	0,0	•	01.00	•	0.002	0000	
Croonville Ave	Augusts County	07-654 White Hill R		00/	10/	10/	10/	00/	С	0.101	F	0.64F	E400	
Greenville Ave	Augusta County	3.47 5100	G 97%	0%	1%	1%	1%	0%	C	0.101	Г	0.645	5400	
~	To: From:	SR 262												
1 Greenville Ave	Augusta County	0.65 11000	N 99%	0%	1%	0%	0%	0%	N	0.093	F	0.534	12000	
	To	SCL Staunton												
Greenville Ave	City of Staunton	0.68 11000	G 99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	12000	
	To:	SR 261 Statler Blvd	1											
1 Greenville Ave	City of Staunton		G 99%	0%	1%	0%	0%	0%	С	0.093	F	0.567	11000	
1) 666	-		G 0070			0,0	0 / 0	0,0	Ū	0.000	•	0.00.		
1 Greenville Ave	City of Staunton	Hampton St	G 99%	0%	10/	00/	00/	0%	F	0.001		0.550	0500	
Greenville Ave	City of Stauritori	0.32 8100	G 99%	0%	1%	0%	0%	0%	Г	0.091	F	0.553	8500	
~~~-	To: From:	US 250 Richmond R			<del> </del> _									
1) (250) Greenville Ave	City of Staunton	0.07 <b>13000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.086	F	0.502	13000	
<del></del>	To: From:	US 250, SR 254												
1) (254) Commerce Rd	City of Staunton	0.68 <b>2200</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.096	F	0.6	2300	
	To:	SR 254 New Hope R	?d											
Commerce Rd	City of Staunton		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.086	F	0.502	2400	
)	To													
Commerce Rd	City of Staunton	SR 261 Statler Blvd 1.25 <b>5100</b>	G 98%	0%	1%	0%	1%	0%	F	0.1	F	0.508	5400	
Sommerce rid	·		G 3078	0 70	1 70	0 /0	1 /0	0 70		0.1	•	0.500	3400	
~ 51	To: From:	Bells Lane	• 000/	00/	10/	00/	40/	00/	_	0.400	_	0.550	4000	
Commerce Rd	City of Staunton	0.67 <b>4600</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	С	0.102	F	0.558	4900	
	To- From:	Bus US 11												
Commerce Rd	City of Staunton	0.49 <b>10000</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	С	0.099	F	0.521	11000	
	To	SR 262 Woodrow Wilson	Pkwy											
1 Commerce Rd	City of Staunton		<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.094	F	0.620	15000	
.)	To													
1 Lee Highway	Augusta County	NCL Staunton 0.47 <b>11000</b>	<b>G</b> 97%	0%	1%	0%	1%	0%	С	0.098	F	0.515	12000	
1 Lee Highway	Augusta County	Functional Class Char		U /0	1 /0	0 /0	1 /0	0 /0	U	0.030	'	0.515	12000	

55

Route	Jurisdiction	Length AAI	OT GA	4Tire	Bus		Truc	ck		QC	K	QK	Dir	AAWDT	O.V
	Front					2Axle 3	8+Axle	1Trail	2Trail		Factor		Factor		
1 Lee Highway	Augusta County	Functional Cl 0.62 <b>110</b>		97%	0%	1%	0%	1%	0%	С	0.098	F	0.515	12000	G
		7-612 Laurel Hill R	d. Ouicks M	ill Rd											
1 Lee Highway	Augusta County	5.17 <b>660</b>		98%	0%	1%	0%	1%	0%	F	0.106	F	0.541	7000	(
<i>~</i>	Toe Front	07-750 Keezlo	etown Road												
1 Lee Highway	Augusta County	2.12 <b>590</b>	00 G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.644	5800	(
~	To- From	SR 256 South of	of Burketowr												
1 Lee Highway	Augusta County	1.90 <b>640</b>		98%	0%	1%	0%	1%	0%	F	0.11	F	0.643	6200	(
	From:	Rockingham Co Augusta Co													
1 Lee Highway	Rockingham County	2.46 <b>630</b>	00 G	97%	0%	1%	1%	1%	0%	С	0.115	F	0.612	6200	(
	To From	SCL Mt C	rawford												
Lee Highway	Town of Mount Crawford (Maint: 82)	0.92 630	00 N	97%	0%	1%	1%	1%	0%	Ν	0.115	F	0.612	6200	
~	To: From:	82-919 Pars													
1 Lee Highway	Town of Mount Crawford (Maint: 82)	0.20 660	00 G	97%	0%	1%	1%	1%	0%	F	0.116	F	0.576	7000	(
~	Toe	NCL Mt C		070/	00/		40/	401	00/		0.440	_	0.570	7000	
1 Lee Highway	Rockingham County	0.03 660	00 G	97%	0%	1%	1%	1%	0%	F	0.116	F	0.576	7000	
Loo Highway	******	SR 257 Friedens Cl 1.12 <b>110</b>			0%	1%	1%	1%	0%	F	0.095	F	0.603	12000	
Lee Highway	Rockingham County			97%	0%	1 70	1 70	1 70	0%	Г	0.095	Г	0.603	12000	
1 Lee Highway	Rockingham County	82-704 Cecil V		97%	0%	1%	1%	1%	0%	F	0.092	F	0.512	11000	
) 200 r ligitina)	To Tool and Tool			0170	0 70		1 70	170	070		0.002	•	0.012	11000	
Main St	City of Harrisonburg	SCL Harri 0.91 <b>110</b>	_	97%	0%	1%	1%	1%	0%	F	0.091	F	0.504	12000	
	то	I-8													
1 Main St	City of Harrisonburg	1.77 190		96%	0%	1%	1%	1%	0%	F	0.084	F	0.564	21000	
	To	Pleasant	Hill Rd												
S Main St	City of Harrisonburg	0.87 <b>150</b>		96%	0%	1%	1%	1%	0%	С	0.090	F	0.516	16000	
	To From	Port Repu	ıblic Rd												
S Main St	City of Harrisonburg	0.65 <b>190</b>	00 G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.513	20000	
~ ~	To: From	S Liber	rty St												
1) Main St NB	City of Harrisonburg	0.47 <b>490</b>		96%	0%	1%	1%	1%	0%	F	0.092	F	0.527	5200	
	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route: 100	00 G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.760	11000	
~ Main OLAID	To From L	US		000/	00/	10/	40/	40/	00/	N.	0.000	_	0.507	5000	
1) (33) Main St NB	City of Harrisonburg Combined Traffic Estimates for 2 Parallel Roadways on thi	0.02 <b>490</b>		96% 95%	0%	1%	1%	1%	0% 0%	N	0.092	F	0.527	5200	
	Full combined trainic estimates for 2 Faraner Hoadways off the			95%	1%	2%	1%	2%	0%	N	0.084	F	0.760	9600	
1) (33) Main St NB	City of Harrisonburg	US 33 E Ma 0.03 <b>490</b>		96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	5200	
1) (33) Wall of 14B	Combined Traffic Estimates for 2 Parallel Roadways on thi			96%	0%		1%	1%	0%		0.032	F	0.760	8000	
	To:	US 33						.,.							
0/2021		56	3												

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	
	From:		US 33 Par				2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
Main St NB	City of Harrisonburg	0.34	4900	N	96%	0%	1%	1%	1%	0%	Ν	0.092	F	0.527	5200	
)	Combined Traffic Estimates for Parallel Roadways on	this Route:	NA									0.084	F	0.760	NA	
	Tac From	I	Kratzer Ave	:												
N Main St	City of Harrisonburg	0.68	7300	G	95%	0%	1%	0%	2%	0%	С	0.094	F	0.613	7800	
2	To: From		Charles St													
N Main St	City of Harrisonburg	0.44	6200	G	95%	0%	1%	0%	2%	0%	F	0.090	F	0.600	6600	
\\\	To From:		L Harrisonb		222							2 22 4				
Valley Pike	Rockingham County	3.16	8100	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.594	8700	
\\	From		765 Gravels		000/	00/		40/	201	00/		0.400		0.000	5000	
Valley Pike	Rockingham County	4.14	6000	G	96%	0%	1%	1%	2%	0%	F	0.103	F	0.698	5900	
Valley Pike	Rockingham County		6 Lacy Sprii	_	96%	0%	1%	1%	2%	0%	С	0.098	F	0.639	4200	
Valley Pike	nockingham County	1.88	4200	G	90%	076	1 70	1 70	270	076	C	0.096	Г	0.039	4200	
Valley Pike	Rockingham County	6.04	I-81 Mauzy 3100	G	95%	0%	1%	1%	3%	0%	F	0.102	F	0.662	3100	
Valley Pike	Tiockingham county				33 /6	0 76	1 /0	1 /0	J /6	0 /6	•	0.102	•	0.002	3100	
South Congress St	Town of New Market (Maint: 85)	1.16	doah Count 4100	ty Line <b>F</b>	96%	0%	1%	1%	1%	0%	F	0.098	F	0.514	4100	
) South Songrood St	Tol.					0 70		1 70	1 70	070	•	0.000		0.011	1100	
Congress St	Town of New Market (Maint: 85)	0.27	outh Int Nev 6700	<u>w магке</u>	96%	0%	1%	1%	1%	0%	С	0.083	F	0.504	6700	
1) (211)	To		orth Int Nev													
North Congress St	Town of New Market (Maint: 85)	0.36	5600	F F	96%	0%	1%	1%	1%	0%	С	0.091	F	0.533	5600	
.)	та	NC	L New Mar	ket												
Old Valley Pike	Shenandoah County	1.83	5600	N	96%	0%	1%	1%	1%	0%	Ν	0.091	F	0.533	5600	
<i></i>	To: From:		orth of New		t											
Old Valley Pike	Shenandoah County	2.17	7 Quicksbur 4800	rg Rd <b>F</b>	98%	1%	1%	0%	0%	0%	F	0.098	F	0.557	4800	
) 0.4 14	Tod					. , ,		0,70	0 70	0,0	•	0.000	•	0.007	.000	
Old Valley Pike	Shenandoah County	1.52	Moreland C 4900	<i>т</i> ар ка <b>F</b>	99%	0%	0%	0%	0%	0%	С	0.095	F	0.524	4900	
,	то		L Mt. Jacks													
Main St	Town of Mount Jackson (Maint: 85)		4900	N	99%	0%	0%	0%	0%	0%	Ν	0.095	F	0.524	4900	
)	Та	SR 26	63 Orkney C	Trade												
Main St	Town of Mount Jackson (Maint: 85)		7900	F	97%	0%	1%	1%	1%	0%	С	0.093	F	0.503	7900	
	To: From	SR 29	92 Conicvill	le Rd			<u> </u>									
Main St	Town of Mount Jackson (Maint: 85)		5700	F	96%	1%	1%	1%	2%	0%	С	0.093	F	0.503	5700	
	Toe From:	NC	L Mt. Jacks	son												
Old Valley Pike	Shenandoah County	5.07	5700	N	96%	1%	1%	1%	2%	0%	Ν	0.093	F	0.503	5700	
2	To: From:	So	CL Edinbur	g			$\Box$ $\vdash$									
Main St	Town of Edinburg (Maint: 85)	0.28	5700	N	96%	1%	1%	1%	2%	0%	N	0.093	F	0.503	5700	

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	Q١
	From:			Stoney Cree	l Blvd			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Main St	Town of Edinburg (	(Maint: 85)		6000		98%	0%	1%	0%	1%	0%	F	0.089	F	0.519	6300	F
	Too	,	NC	CL Edinburg	7			—									
1 Old Valley Pike	Shenandoah C	County	1.28	6000		98%	0%	1%	0%	1%	0%	Ν	0.089	F	0.519	6300	1
	Too		85-837 Io	hn Manville	e Drive												
1 Old Valley Pike	Shenandoah C	County	1.69	6900		94%	1%	1%	1%	4%	0%	F	0.092	F	0.514	7300	ı
·)	To:		SCI	_ Woodstoc	·k												
1 Main St	Town of Woodstock	(Maint: 85)	0.22	7500		99%	0%	1%	0%	0%	0%	С	0.093	F	0.515	7900	
9	To	·	Ιa	akeview Dr													
Main St	Town of Woodstock	(Maint: 85)	0.30	8300		98%	0%	1%	0%	1%	0%	С	0.091	F	0.517	8800	
9	To:	· ,	SD 42 3	W Reservo	ir Dd												
Main St	Town of Woodstock	(Maint: 85)	0.65	9300		98%	1%	1%	0%	0%	0%	С	0.084	F	0.506	9800	
9	To	. ,	India	an Spring R													
Main St	Town of Woodstock	(Maint: 85)		9000		99%	0%	1%	1%	0%	0%	С	0.092	F	0.531	9600	
	Too																
Main St	Town of Woodstock	(Maint: 85)		V North St 7000	N	96%	0%	1%	1%	1%	0%	N	0.093	F	0.506	7400	
J	To	. (							.,.	.,.	- , -			-			
Old Valley Pike	Shenandoah C	County	3.22	<u> Woodstoc</u> <b>7000</b>		96%	0%	1%	1%	1%	0%	F	0.093	F	0.506	7400	
old valley i like	- I	Journey				0070	0 70		1 70	1 /0	0 70	•	0.000	•	0.000	7400	
Old Valley Pike	Shenandoah C	County		Zion Church 6600		97%	0%	1%	0%	2%	0%	F	0.096	F	0.502	6900	
Old Valley I like	onenandoan e	Curity				<i>31 7</i> 0	0 70	1 70	0 70	270	0 70	'	0.000	'	0.502	0300	
Main St	Town of Toms Brook	(Maint: 95)	0.73	Toms Broo		97%	0%	1%	0%	2%	0%	N	0.096	F	0.502	6900	
1) Iwam St	TOWN OF TOINS BIOOK	(Mairit. 00)				31 /6	0 76	1 /0	0 /6	2 /0	0 76	IN	0.030	'	0.502	0300	
Old Valley Pike	From C	`ounty		Toms Broo		070/	00/	10/	00/	20/	00/	NI	0.006	F	0.502	6000	
Old Valley Pike	Shenandoah C	Journey	0.41	6600	N	97%	0%	1%	0%	2%	0%	N	0.096	Г	0.502	6900	
Old Valley Biles	To: From:			Mount Olive		000/	40/	10/	00/	00/	00/		0.000		0.504	E400	
Old Valley Pike	Shenandoah C	county	4.03	5000	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.594	5100	
~	To: From:			L Strasburg													
Stover Ave	Town of Strasburg	(Maint: 85)		5600	F	99%	0%	1%	0%	0%	0%	F	0.098	F	0.579	5900	
	From:			King St tover Ave													
1 King St	Town of Strasburg	(Maint: 85)		5600	N	99%	0%	1%	0%	0%	0%	Ν	0.098	F	0.579	5900	
9 3	To:	,	н	Iolliday St				<u> </u>									
King St	Town of Strasburg	(Maint: 85)	0.16	6100	F	95%	4%	0%	1%	0%	0%	F	0.092	F	0.540	6500	
	To:			Massanutte													
~ <u> </u>	From:			55 King St													
N Massanutten St	Town of Strasburg	(Maint: 85)	0.23	11000	F	97%	0%	1%	1%	1%	0%	С	0.092	F	0.543	12000	
~	To: From:			John Marsh													
1 N Massanutten St	Town of Strasburg	(Maint: 85)	0.70			95%	4%	0%	1%	0%	0%	F	0.094	F	0.618	13000	
~	To:		NC	L Strasburg	or												

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

			and Interst					Tru	ok			K		Dir		
Route	Jurisdiction	n Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Dir Factor	AAWDT	QV
	From:		NCL Strasbu	ıro			ZAXIE	3+Axie	TITALI	ZIIali		i actor		i actor		
Old Valley Pike	Town of Strasburg (I	Maint: 85) 0.91		F	95%	1%	1%	1%	2%	0%	F	0.09	F	0.612	12000	F
	To:	<u> </u>		1												
Old Valley Pike	From:L Shenandoah Co		North of Str. 3700	asburg <b>G</b>	94%	0%	0%	2%	3%	0%	С	0.109	F	0.692	3700	G
Old Valley I like	To:		arren County		0470	0 70		270	0 /0	0 70	Ü	0.100	•	0.002	0700	
	From:		nandoah Cour													
Old Valley Pike	Warren Cour	nty 0.19	3700	G	94%	0%	0%	2%	3%	0%	С	0.109	F	0.692	3700	G
~ <i>)</i>	To:		derick Count	·												
~~ Valley Biles	From:		arren County		0.40/	00/	00/	00/	00/	00/	_	0.11	_	0.070	0000	
Valley Pike	Warren County (Ma	aint: 34) 1.98	3800	F	94%	0%	0%	2%	3%	0%	F	0.11	F	0.676	3800	F
~	To: From:		SCL Middleto	own												
1) Main St	Town of Middletown (	(Maint: 34) 0.89	4300	F	94%	1%	1%	1%	2%	0%	F	0.112	F	0.541	4300	F
	To	]	NCL Middleto	own												
1 Valley Pike	Frederick Cou			F	94%	1%	1%	1%	2%	0%	С	0.097	F	0.554	5200	F
	Too		CI Stanhana	City												
Main St	Town of Stephens City		CL Stephens 5200	N N	94%	1%	1%	1%	2%	0%	N	0.097	F	0.554	5200	1
) Main ot	rown or etephens only				0470	1 70		1 /0	270	0 70		0.007	•	0.004	0200	
~\u.: 0:	Too From:		R 277 Fairfax		000/	40/		401	40/	00/	_	0.000	_	0.010	2000	
Main St	Town of Stephens City	(Maint: 34) 0.71	6500	F	96%	1%	1%	1%	1%	0%	С	0.088	F	0.619	6800	F
~	To: From:	N	ICL Stephens	City												
1 Valley Pike	Frederick Cou	inty 2.45	6500	N	96%	1%	1%	1%	1%	0%	Ν	0.088	F	0.619	6800	1
~	To	SR 3	7 South of Wi	inchester												
1 Valley Pike	Frederick Cou	inty 1.18	14000	Α	94%	1%	1%	1%	4%	0%	С	0.104	Α	0.542	15000	,
	To	•	CCL Windows	-4												
1 Valley Ave	City of Winche		SCL Winches 12000	F F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.536	13000	
) valicy Ave	Only of Williams	1.07			30 70	1 /0	1 /0	0 /0	0 70	0 70	'	0.003	'	0.550	10000	
~~	To: From:		Middle Rd		0==/			221	1.57	221			_	0.510	10000	
1) Valley Ave	City of Winche	ester 0.12	17000	F	97%	0%	1%	0%	1%	0%	F	0.091	F	0.512	18000	F
	To: From:		Weems Lan	ne												
1 Valley Ave	City of Winche	ester 0.67	13000	F	96%	1%	1%	1%	2%	0%	F	0.092	F	0.509	15000	I
	To:		Jubal Early I	Dr												
(11) Valley Ave	City of Winche	ester 0.59		F	94%	1%	1%	1%	4%	0%	F	0.093	F	0.503	8700	F
) ,	T															
1 Valley Ave	From: City of Winche		11 Par Bradd	F	97%	1%	1%	10/	1%	09/	F	0.097	F		1400	
Valley Ave	· ·							1%		0% 0%	_	0.087	F	0.55	1400	
	Combined Traffic Estimates for 2 Parallel F	nuauways on this Houte		F	97%	1%	1%	0%	0%	0%	Г	0.091	Г	0.55	9800	
	From:		Gerrard St Valley Ave													
1) (50) (522) Gerrard St	City of Winche	ester 0.10		F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.56	7200	
	To:		Cameron S													
~ ~~ ~~	From:		US 50 Gerrard	d St												
11) (1,1) (50) (522) Came				F	98%	1%	1%	0%	0%	0%	С	0.09	F	0.550	5400	ı
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	e: 11000	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.817	11000	F
	To:		Boscawen S	St.												

59

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

						_		Tru	ck			K		Dir		
Route	Jurisdictio	on Lengti	1 AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From		Boscawen S		000/	10/	101	00/	00/	00/		0.000	_	0.040	2222	
1) (1,1) (50) (50) Camer	on St City of Winch		5700	F	98%	1%	1%	0%	0%	0%	F	0.088	F -	0.643	6000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.504	11000	
~ o	To From		Piccadilly S		070/	40/	101	00/	00/	00/		0.000			4000	
Cameron St	City of Winch		4600	F	97%	1%	1%	0%	0%	0%	С	0.099	F		4900	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 8200	F	97%	1%	1%	0%	1%	0%	F	0.092	F	0.732	8700	
~	To:		11 Par, Loudo								_					
Martinsburg Pike	City of Winch	nester 0.31	7100	F	97%	1%	1%	1%	1%	0%	F	0.092	F	0.548	7500	
~	To From		ICL Winches													
Martinsburg Pike	Frederick Co	ounty 1.04	11000	F	97%	1%	1%	1%	1%	0%	F	0.078	F	0.654	12000	
	From	SD 3'	SR 37 Winchester	Rymace												
Martinsburg Pike	Frederick Co		33000	G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.654	NA	
)	To															
Martinsburg Pike	Frederick Co		North of Win 12000	F	94%	1%	1%	2%	2%	0%	F	0.084	F	0.64	13000	
) Martinobary r into	Trodonon de					1 70		270	_,0	0,0	•	0.001	·	0.01	10000	
Martinsburg Pike	Frederick Co		Old Charles ' 7200	F	94%	1%	1%	2%	2%	0%	F	0.093	F	0.68	7600	
J Wartinsburg File	Tredefick oc				J+70	1 /0	1 70	270	2 /0	0 70	•	0.000	•	0.00	7000	
Martinghura Dika	To From		6 Walters M		049/	10/	10/	20/	20/	00/	С	0.093	F	0.68	7000	
Martinsburg Pike	Frederick Co		6800	F	94%	1%	1%	2%	2%	0%	C	0.093	Г	0.00	7200	
7 Martinale Dila	To From From From From From From From Fro		671 Cedar Hi		0.40/	40/	10/	00/	00/	00/		0.000		0.740	0000	
Martinsburg Pike	Frederick Co		6300 Virginia Sta	F to Line	94%	1%	1%	2%	2%	0%	F	0.093	F	0.713	6300	
	From															
Ramp to I-81 N at Exit 5	City of Bristol (M		US 11, US 1 3200	9 <b>F</b>								0.097	F		3400	
) Hamp to FOT IV at Exit o	To:	:	I-81 North									0.007	•		0400	
	From	E C	US 11, US 1													
Ramp to I-81 S at Exit 5	City of Bristol (M		3600	F								0.094	F		3800	
י (י	To	,	I-81 South													
	From	E	US 11													
Ramp to I-81 N at Exit 32	Washington C	County 0.14	270	G								0.135	F		270	
	To	e.	I-81 N													
_	From	E .	US 11													
Ramp to I-81 S at Exit 32	Washington C	County	350	G								0.153	F		350	
	To	e e	I-81 S													
\	From		US 11													
Ramp to I-81 S at Exit 39	Smyth Cou		710	G								0.129	F		710	
		<u> </u>	I-81 S													
Down to LO1 N at First 00	From		US 11									0.117	_		1400	
Ramp to I-81 N at Exit 39	Smyth Cou		1400 I-81 N	G								0.117	F		1400	
			1-01 IV													_

60

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

		Timary and interstate riodies				
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Facto	QK Dir or Factor	AAWDT	QW
11) Ramp to I-81 S at Exit 44	Smyth County	Ramps US 11 N042A; US 11 S042A 0.15 <b>1200 G</b> I-81 South	0.126	ß F	1200	G
Ramp to I-81 S at Exit 67	Wythe County	US 11 W Lee Highway 0.47 <b>450 F</b>	0.142	2 F	450	F
11) Ramp		US 11 FROM RT 460 TO 81 SOUTH & PARK 0) 0.10 <b>2400 G</b>	0.108	B F	2400	G
11) Ramp	Town of Christiansburg (Maint: 60	US 11- 120C TO PARKWAY DRIVE 0) 0.18 <b>1100 G</b> 460-E124A FROM RT 11 AND PARKWAY DRIV	0.112	2 F	1100	G
11) Ramp	From: Town of Christiansburg (Maint: 60	Ramp from US 460 East 0) 0.15 <b>5700 G</b>	0.139	) F	5700	G
11) Ramp	Town of Christiansburg (Maint: 60	US 11- 120A TO PARKWAY DRIVE 0) 0.13 1300 G US 460 FROM RT 11	0.133	7 F	1300	G
11) Ramp	Town of Christiansburg (Maint: 60	US 11, Bus US 460 Roanoke St	0.10	I F	6800	G
11) Ramp to I-81 N at Exit 150	Botetourt County	US 11 0.23 <b>2000 G</b> I-81 North	0.072	2 F	2000	G
11) Ramp to I-81 S at Exit 162	Botetourt County	US 11 Lee Highway 0.11 1100 G  I-81 South	0.142	2 F	1100	G
Ramp to I-81 N at Exit 162	Botetourt County	US 11 Lee Highway 0.19 <b>260 G</b>	0.138	) F	260	G
Ramp to I-81 N at Exit 167	From: Botetourt County To:	US 11 Lee Highway 0.13 <b>410 G</b> 1-81 North	0.117	7 F	400	G
Ramp to I-81 S at Exit 175	Rockbridge County	US 11 0.19 <b>770 G</b> I-81 S	0.106	6 F	770	G
11) Ramp to I-81 N at Exit 175	Rockbridge County	US 11 0.21 <b>320 G</b> I-81 N	0.088	3 F	320	G
11 Ramp	From: Rockbridge County	US 11 0.09 <b>1100 G</b>	0.112	2 F	1100	G

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

Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK F	Dir actor AAWD	T QV
11) Ramp	Rockbridge County	US 11 N Lee Highway 0.23 <b>2600 G</b> I-64 East			0.104	F	2600	G
1) Ramp	Rockbridge County	US 11 N Lee Highway 0.21 <b>1400 G</b>			0.103	F	1400	G
Ramp to I-81 S at Exit 195	Rockbridge County	US 11 N 0.14 <b>1400 G</b>			0.094	F	1400	G
Ramp to I-81 N at Exit 195	Rockbridge County	I-81 N  Ramps US 11 S209B; US 11 N20  0.16 <b>2300 G</b>	)9B		0.078	F	2300	G
1) Ramp to I-81 N at Exit 213	Front Augusta County	US 11 Ramps 0.28 <b>3000 G</b>			0.103	F	3000	G
Ramp to I-81 S at Exit 213	Augusta County	I-81 North  US 11 Ramps  0.34 1800 G			0.089	F (	0.614 1800	G
1) Ramp US 11 to I-81 at Exit 243	Front: Rockingham County	US 11 6900 G			0.089	F	6900	G
1) Ramp US 11 to I-81 S at Exit 251	Rockingham County	Ramp Split NB and SB 0.24 <b>3200 F</b> I-81 South		¬——— ¬	0.091	F	3400	F
Ramp US 11 to I-81 N at Exit 251	Rockingham County	Ramp Split NB and SB 0.35 <b>3400 F</b> I-81 North			0.104	F	3600	F
1) Ramp US 11 to I-81 at Exit 251	Rockingham County	US 11 Valley Pike  4200 F  Ramp Split NB and SB			0.079	F (	).551 4400	F
Ramp US 11 to I-81 S at Exit 251	Rockingham County	Ramp to I-81 North 0.15 <b>2400 F</b> I-81 South		† 	0.090	F	2500	F
1) Ramp US 11 to I-81 N at Exit 251	Rockingham County	Ramp to I-81 South 0.49 <b>1800 F</b> I-81 North			0.089	F	1900	F
Ramp to I-81 S at Exit 257	Rockingham County	US 11, SR 259 0.17 <b>4200 F</b> I-81 South			0.122	F	4100	F
1 Ramp to I-81 N at Exit 257	From: Rockingham County	US 11 Valley Pike 0.14 <b>530 F</b>			0.097	F	520	F

62

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

		Primary and Interstate Route	es							
Route	Jurisdiction	Length AADT QA	4Tire Bus	le 3+Axle 1Trail	(	QC Fac	< ctor	QK Dir Factor	AAWDT	QW
Ramp to I-81 N at Exit 298	Shenandoah County To:	US 11 Old Valley Pike <b>3500 G</b> I-81 North				0.1	106	F	3500	G
Ramp to I-81 S at Exit 298	Shenandoah County	US 11 Old Valley Pike  1300 G  I-81 South				0.1	136	F	1300	G
Ramp to I-81 S at Exit 317	From From Too	US 11 Martinsburg Pike 0.16 <b>8200 G</b> I-81 South				0.0	)75	F	8200	G
Ramp to I-81 N at Exit 317	From From Too	US 11 Martinsburg Pike 0.20 <b>4600 G</b> I-81 North				0.1	107	F	4600	G
North 11 Ramp to I-81 S at Exit 19	Washington County	US 11 N, US 58 E 0.06 <b>1500 F</b> I-81 South				0.0	)98	F	1500	F
North 11 Ramp to I-81 N at Exit 19	Washington County	US 11 N, US 58 E 0.20 <b>930 F</b> I-81 North				0.1	126	F	990	F
North 11 Ramp to I-81 N at Exit 73	Town of Wytheville (Maint: 98)	US 11 N, E Main St 0.27 <b>2700 F</b> I-81 North				0.0	)97	F	2900	F
North Ramp to I-81 S at Exit 73	Town of Wytheville (Maint: 98)	US 11 North <b>790 F</b> I-81 South				0.0	)95	F	830	F
North 11 Ramp to I-81 S at Exit 89	Pulaski County Te-	US 11 N, Lee Highway 0.17 <b>180 G</b> I-81 South				0.1	163	F	180	G
North (11) Ramp	Town of Christiansburg (Maint: 6	US 11 N, Roanoke St 50) 0.15 <b>930 G</b> I-81 South Exit 118 Collector Rd	1			0.1	113	F	980	G
North (11) Ramp	Town of Christiansburg (Maint: 6	US 11 N, Roanoke St 0) 0.22 <b>800 G</b> I-81 North Exit 118 Collector Rd	1			0.0	)99	F	850	G
North (11) Ramp	City of Roanoke (Maint: 80)	US 11 Williamson Rd 0.13 <b>3500 G</b> I-581 North				0.1	131	F	3800	G
North Ramp to I-81 S at Exit 180	Rockbridge County	US 11 N 0.07 <b>60 G</b> I-81 S				0.1	167	F	60	G
North 11 Ramp to I-81 N at Exit 195	Rockbridge County	US 11 N 0.03 <b>2300 G</b> Ramp US 11 S209B				0.0	)78	F	2300	G
0/4.0/0004										

63

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

Route	Jurisdiction	Length AADT Q	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 11 Ramp toward I-81 N at Exit 213	Augusta County	US 11 N 0.03 <b>2500 G</b> Ramp US 11 227A							0.099	F		2500	G
North Ramp toward I-81 S at Exit 213	Augusta County	US 11 N 0.07 <b>1600</b> G Ramp US 11 227B							0.084	F		1600	G
South 11 Ramp to I-81 S at Exit 19	From: Washington County To:	US 11 S, US 58 W 0.19 <b>4100</b> F I-81 South							0.103	F		4200	F
South Ramp to I-81 N at Exit 19	From: Washington County To:	US 11 S, US 58 W 0.14 <b>1500 F</b> I-81 North	78%	1%	1% 1%	18%	1%	F	0.091	F		1600	F
South Ramp to I-81 N at Exit 89	Pulaski County	US 11 S, Lee Highway 0.17 <b>110 G</b> I-81 North							0.177	F		110	G
South 11 Ramp to I-81 S at Exit 89	Pulaski County	US 11 S, Lee Highway 0.24 <b>320</b> G							0.153	F		320	G
South 11 Ramp	From: Town of Christiansburg (Maint: 60)	US 11 S, Roanoke St 0.22 <b>1400 G</b> I-81 South Exit 118 Collect							0.119	F		1400	G
South 11 Ramp	Town of Christiansburg (Maint: 60)	US 11 S, Roanoke St							0.12	F		250	G
South Ramp to I-81 S at Exit 180	Rockbridge County	US 11 S 0.11 <b>620 G</b> I-81 S							0.113	F		620	G
South Ramp to I-81 N at Exit 195	Rockbridge County	US 11 S 0.03 <b>46 G</b> Ramp US 11 S209B							0.18	F		46	G
South 11 Ramp toward I-81 N at Exit 213	Augusta County	US 11 S 0.02 <b>480 G</b> Ramp US 11 227A							0.144	F		480	G
South 11 Ramp toward I-81 S at Exit 213	Augusta County	US 11 S 0.11 <b>210</b> G Ramp US 11 227B							0.306	F		210	G
Braddock St  Combined Traff	City of Winchester ic Estimates for 2 Parallel Roadways or	US 11 Valley Ave 0.09 <b>7900 F</b>		1% 1%	1% 0% 1% 0%		0% 0%	F F	0.096 0.091	F F	0.645 0.55	8400 9800	F F

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Gerrard St													
(1,1) $(50)$ $(50)$ $(522)$ Brade	dock St (Maint: 13	,	5600	F	98%	1%	1%	0%	0%	0%	С	0.098	F		5900	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.817	11000	F
	To: From:	]	Boscawen St	t			<b>□</b>									
(1,1) (522) (50) (50) Brade	dock St City of Winche	ester 0.17	5100	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.670	5400	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.504	11000	F
	To		Piccadilly St	:			$\neg$									
Braddock St	City of Winche	ester 0.28	1900	F	98%	0%	1%	0%	0%	0%	С	0.099	F	0.586	2100	F
<b>P</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6500	F	98%	1%	1%	0%	0%	0%	С	NA			6900	F
	To		North Ave													
Alarth Ava	City of Winche		Braddock St 360	F	94%	1%	1%	1%	4%	0%	F	0.116	F	0.533	380	F
North Ave	Combined Traffic Estimates for Parallel			г	94%	170	170	170	4%	0%	Г	NA	Г	0.533		Г
	Combined Trainic Estimates for Parallel	Hoadways on this houte.	NA Loudoun St									INA			NA	
	From:		North Ave													
Loudoun St	City of Winch	ester 0.18	2100	F	94%	1%	1%	1%	4%	0%	F	0.096	F	0.713	2300	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6700	F	96%	1%	1%	0%	1%	0%	F	NA			7100	F
	To:		Wyck St				$\lnot$ $\vdash$									
Loudoun St	City of Winche	ester 0.36	3600	F	96%	1%	1%	1%	2%	0%	F	0.092	F	0.645	3800	F
(P)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8200	F	97%	1%	1%	0%	1%	0%	F	0.092	F	0.732	8700	F
	To	US	11 Cameror	ı St												
	From:		S Main St													
Liberty St	City of Harrison	· ·	5500	G	96%	0%	1%	1%	1%	0%	С	0.079	F		5900	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	15000	N	96%	0%	1%	1%	1%	0%	Ν	NA			16000	Ν
	To:	US 33	B, W Market	Street			$\neg$ $\vdash$									
11 (33) Liberty St	City of Harrison	nburg 0.23	4100	G	94%	1%	2%	1%	2%	0%	С	0.079	F		4300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9000	N	95%	1%	2%	1%	2%	0%	Ν	NA			9600	Ν
	To		Rock St				$\neg$ $\vdash$									
(1,1) (3,3) Noll Dr	City of Harrison	nburg	2600	G	96%	0%	1%	1%	1%	0%	F	0.082	F		2800	G
(F) (F)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7500	N	96%	0%	1%	1%	1%	0%	Ν	NA			8000	Ν
	To		Kratzer Ave													
ALT ALT	From:		W Main St													
(11) (460) 4th St	City of Sale	em 0.40	13000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.521	14000	G
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	To		Elm St				$\neg$ $\vdash$									
ALT ALT	City of Sale	em 0.37	16000	G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.504	17000	G
11 (460) 4th St	Oity of Sale	0.37		G	3170	U-76	1 70	1 /0	1 70	076	U	0.091	Г	0.304	17000	G
ALT ALT	Ta: From:		Union St													
11 460 4th St	City of Sale	em 0.29	13000	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.531	14000	G
$\sim$	To:		Colorado St													

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

		Primary ar	na interstate	Routes	<b>3</b>										
Route	Jurisdictio	n Lenath	AADT C	QA 4T	īra R		Trι	ıck		QC	K	QK	Dir	AAWDT	ΟW
Houte	dunisalictio		אאסו (	** *	11C D	2A>	de 3+Axle	1Trail	2Trail	QU	Factor	GIV	Factor	AAWDI	QVV
ALT ALT	From:		Colorado St									_			
(11) (460) 4th St	City of Sale	em 0.28	7900	<b>G</b> 97	7% 1	% 1%	% 0%	1%	0%	F	0.089	F	0.5	8400	G
ALT ALT	To: From:	R	Roanoke Blvd												
11 (460) Texas St	City of Sale	em 0.31	9800	<b>G</b> 97	7% 1	% 1%	6 0%	1%	0%	С	0.099	F	0.566	10000	G
	To:		Idaho St												
ALT ALT	From:	0.04		• 0=	70/ 0	0/ 10	, 40,	40/	00/	_	0.400	_	0.507	5000	_
11 460 Texas St	City of Sale	em 0.61	5600	<b>G</b> 97	7% 0	% 1%	% 1%	1%	0%	С	0.102	F	0.507	5900	G
ALT ALT	To: From:	Ly	nchburg Tnpk												
11 (460) Texas St	City of Sale	em 0.24	2600	<b>G</b> 97	7% 0	% 1%	6 1%	1%	0%	F	0.113	F	0.938	2800	G
	To:		Electric Rd												
ALT ALT	City of Sol	0.50	Texas St	<b>C</b> 07	70/ 0	% 1%	/ 10/	10/	00/	F	0.000	F	0.555	10000	0
11 460 419 Electric Rd	City of Sale	em 0.53	17000 E Main St	<b>G</b> 97	7% 0	70 19	% <b>1</b> %	1%	0%	Г	0.099	Г	0.555	18000	G
ALT	From:	SR -	419 Electric Rd	1											
11 460 E Main St	City of Sale				5% 1	% 1%	6 1%	1%	0%	F	0.087	F	0.518	18000	G
$\bigcirc$	To: From:		VCL Roanoke												
ALT (11) (460) Melrose Ave	City of Roan		14000	<b>G</b> 96	6% 1	% 19	6 1%	1%	0%	F	0.083	F	0.514	16000	G
Melrose Ave	Oity of Hoari				J /0 I	/0 1/	0 1/0	1 /0	0 /6	•	0.003	'	0.514	10000	ч
ALT	To: From:		7 Peters Creek	Rd											
(11) (460) Melrose Ave	City of Roan	noke 1.75	11000	<b>G</b> 96	5% 1	% 19	6 1%	1%	0%	F	0.089	F	0.502	13000	G
ALT	To: From:		24th St												
11 (460) (116) Melrose Av	e City of Roan	noke 0.41	10000	<b>G</b> 96	5% 1	% 19	6 1%	1%	0%	F	0.080	F	0.548	11000	G
(11) (400) (110)	To						,.	.,.		•		-			-
ALT ~~~	From:		alem Turnpike												
(11) (460) (116) Orange Ave	e City of Roan	noke 1.00	13000	<b>G</b> 96	5% 1	% 19	% 1%	1%	0%	F	0.075	F	0.545	14000	G
ALT	To: From:	10TH	ST, Gainsboro	Rd											
(11) (460) (116) Orange Ave	e City of Roan	noke 0.90	19000	<b>A</b> 96	6% 1	% 1%	6 1%	1%	0%	С	0.096	Α	0.523	21000	Α
	Tool		IS 220, ALT SR	220											
ALT	From:		·		20/ 1	0/ 10		40/	00/	_	0.000	^	0.500	00000	0
11 460 116 220 Oran	ge ave	0.24			5% 1	% 1%	% 1%	1%	0%	F	0.096	Α	0.523	36000	G
	From:		1 Williamson R	u											
Bus (11) (250) Johnson St	City of Staur		9100	<b>G</b> 99	2% n	% 0%	% 0%	0%	0%	F	0.087	F	0.531	9700	G
11 (250) Johnson St	To:	0.10	New St	<b>u</b> 93	,,0 0	/3 0/	0 0/0	0 /0	0 /0	,	0.007		0.551	3700	u
Bus	From:		Johnson St												
(11) (250) New St	City of Staur	nton 0.17	790	<b>G</b> 98	3% 1	% 19	% 0%	0%	0%	F	0.108	F		840	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5500	<b>G</b> 99	9% 0	% 1%	% 0%	0%	0%	F	0.091	F	0.600	5900	G
Rue	To: From:		Frederick St												
Bus (11) (250) New St	City of Staur			<b>G</b> 98	3% 1	% 1%	% 0%	0%	0%	С	0.111	F		790	G
(1) (230)3 01	Combined Traffic Estimates for 2 Parallel					% 1%		0%	0%	С	0.094	F	0.509	5300	G
	To:		hurchville Ave		,,,	1	- 070	0 70	0,0	J	0.00 /		0.000	2300	<u></u>

66

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Augusta Ct	From:		chville Ave	000/	10/	10/	00/	00/	00/	N.I	0.000	_	0.014	0000	N.
11 250 Augusta St	City of Staunton		9200 N	98%	1%	1%	0%	0%	0%	N	0.093	F	0.614	9800	N
Bus	From:		chville Ave												
11 Augusta St	City of Staunton	0.41	6900 G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.566	7300	G
Bus	To: From:	Edge	ewood Rd												
Bus 11 Augusta St	City of Staunton	0.28	7500 G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.519	8000	G
Bus	To: From:	Lar	mbert St			$\Box$ $\vdash$									
11 Augusta St	City of Staunton	1.14	4200 G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.522	4400	G
Pun	To: From:	Co	oalter St												
Bus 11 Augusta St	City of Staunton	0.71	5900 G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.514	6300	G
<u> </u>	To:		Commerce Rd												
Bus	From:	Au	ıgusta St												
Johnson St	City of Staunton		8600 G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.608	9100	G
	Combined Traffic Estimates for Parallel Roadway		NA								0.091	F	0.600	NA	
n .	To:		Par, New St 4 Beverly St												
Bus 1,1 (250 Augusta St	City of Staunton		4700 G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.692	5000	G
(1) (250) Adgasta St	Combined Traffic Estimates for 2 Parallel Roadways			99%	0%	1%	0%	0%	0%	F	0.091	F	0.600	5900	G
	To:		hnson St		0 70		0 / 0	0,0	0,0	•	0.00	•	0.000	0000	
Bus	From:		ar; Sunnyside St												
(1,1) (250) Augusta St	City of Staunton		4300 G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.574	4500	G
~ ~	Combined Traffic Estimates for 2 Parallel Roadway		5000 G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.509	5300	G
	100		4 Beverly St												
Bus 11	Poolsky day of County		US 11	000/	0%	10/	00/	00/	00/	N	0.007	F	0.505	0000	N.I
11)	Rockbridge County		2200 N	99%	0%	1%	0%	0%	0%	IN	0.097	Г	0.505	2300	N
Bus	To: From:	SCL	Lexington												
Bus 11 Main St	City of Lexington	0.39	2200 G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.505	2300	G
Rus	Ta: From:	Tho	ornhill Rd												
Bus 11 Main St	City of Lexington	0.16	3700 G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.530	4000	G
$\bigcirc$	To Front	Wa	allace St												
Bus 11 Main St	City of Lexington	0.31	3300 G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	3500	G
	To:		Vhite St			$\neg$ $\sqsubseteq$									
Bus 11 Main St	City of Lexington		2300 G	99%	0%	1%	0%	0%	0%	F	0.124	F		2400	G
(11) Wall St	Combined Traffic Estimates for 2 Parallel Roadway			99%	0% 0%	1%	0%	0%	0%	F	0.124	F	0.808	4000	G
$\hookrightarrow$			3800 G												

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

		Primary ar	u miersie	ale Ho	uics											
_						_		Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2 A vlo	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
							ZAXIE	3+Axie	THAII	ZIIali		i actor		i actor		
Bus	From:		Nelson St								_		_			_
Main St	City of Lexin	•	3900	G	99%	0%	1%	0%	0%	0%	F	0.082	F		4100	(
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6800	G	97%	1%	1%	1%	0%	0%	F	0.087	F	0.538	7200	(
	_															
Bus	From:		Jefferson St													
Main St	City of Lexin	gton 0.18	5600	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.523	5900	(
II) Main St	Oily of Loxiii	9.10			0070	0 70		0 / 0	0 70	0 / 0	•	0.007	•	0.020	0000	•
Due .	To: From:		Letcher St													
Bus Main Ct	City of Lavin	gton 0.53	7200	G	99%	0%	10/	00/	00/	00/	_	0.004	_	0.566	7700	(
1) Main St	City of Lexin		7200			0%	1%	0%	0%	0%	С	0.094	F	0.566	7700	,
~	To	US 11 N Lee	Highway; S	Lee Hig	ghway											
us	From:	Bus	US 11 Mair	n St												
Jefferson St	City of Lexin		1500	G	99%	0%	1%	0%	0%	0%	С	0.121	F		1600	(
p) conciscin st	•	~												0.000		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3800	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.808	4000	(
	To	US	60 Nelson	St												
<u>us</u>	From:															
Jefferson St	City of Lexin	gton 0.24	2900	G	96%	1%	2%	1%	0%	0%	С	0.1	F		3100	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6800	G	97%	1%	1%	1%	0%	0%	F	0.087	F	0.537	7200	
	To:		US 11 Mair													
uck Truck	From:		Commonwe	alth Ave												
1 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	City of Bris	itol 0.21	900	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	980	
	T															
uck Truck	From:	102-33	305 Piedmor	nt Ave												
1) (19) Cumberland St	City of Bris	tol 0.34	2200	G	98%	0%	1%	0%	0%	0%	С	0.1	F	0.584	2300	(
	To:		US 11 Rand													
uck Truck	From:		1 Cumberla													
~ ~~	g Jr., Blvd City of Bris		4900	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.548	5200	(
1) (19) Martin Luther King	Joi., Divu					0 /6	1 /0	0 /6	1 /0	0 /6	O	0.032	'	0.540	3200	
<del>-</del> -	From:		oore St; Oal		ve											
uck Truck			umberland S		070/	40/		00/	00/	00/	_	0.000	_	0.544	0500	
1)(113)(19) Moore St	City of Bris	tol 0.12	6200	G	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	6500	
	To:		Euclid Ave													
	From:	North (	Carolina Sta	te I ine												
3 Whaleyville Blvd	City of Suff		5000	A	88%	0%	1%	1%	11%	0%	С	0.103	Α	0.620	5100	
Whaleyville Biva	Oity of Our	OIK 3.57	3000	^	00 /0	0 /0	1 /0	1 /0	11/0	0 /0	O	0.100	^	0.020	3100	
<b>Y</b>	To	133-616	Mineral Sp	oring Rd												
Whaleyville Blvd	City of Suff		11000	G	88%	0%	1%	1%	11%	0%	F	0.071	F	0.553	11000	
5)	5, or can	20		-		- , ,		. , •	, •	- / -						
<b>~</b>	To: From:		77 Great Fo	rk Rd												
Whaleyville Blvd	City of Suff	olk 0.82	7700	G	88%	0%	1%	1%	11%	0%	F	0.087	F	0.704	7600	(
	To		a ~	15.												
~	From		Cypress Ch					10:		00:						
3 Whaleyville Blvd	City of Suff	olk 2.22	7500	G	88%	0%	1%	1%	11%	0%	F	0.082	F	0.706	7400	(
	To	122 750 0	iborty Cart	na D 4 W	Voct											
Mhalandilla Dhal	City of Cyff					00/	10/	10/	110/	00/		0.000		0.700	0000	
3 Whaleyville Blvd	City of Suff	olk 1.06	8800	G	88%	0%	1%	1%	11%	0%	Г	0.088	F	0.708	8600	
	To: From:	133_75	9 N, Babbto	wn Rd												
Whalevuille Blvd					000/	00/	10/	10/	110/	09/	_	0.082	_	0.729	9900	
Whaleyville Blvd	City of Suff		9000	G	88%	0%	1%	1 70	11%	0%		0.082		0.738	8800	(
			32 Carolina													

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

		I IIIIaiy and	d Interstate Ro	atos											
_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:	SR 32 1	Whaleyville Blvd			1	017.0.00		=		. 4010.		. 4010.		
Carolina Rd	City of Suffolk		16000 G	88%	0%	1%	1%	11%	0%	F	0.081	F	0.696	15000	
32 Carolina Rd	To:		Bus US 13	00 70	0 70	170	1 /0	11/0	0 70	'	0.001	•	0.000	13000	
	From:		, SR 32 Carolina	24											
Southwest Suffolk Bypass	City of Suffolk		11000 F	86%	1%	1%	2%	10%	0%	С	0.094	F	0.661	11000	
Southwest Suffolk Bypass	To:		58 Holland Rd	0070	1 /0		270	10 /0	0 70	J	0.004	•	0.001	11000	
	From:		Bus US 58			-									
Suffolk Bypass	City of Suffolk		37000 F	82%	1%	1%	1%	16%	0%	F	0.095	F	0.65	37000	
) (36) Garrent 2) page				0_70	. , ,		. , ,	. 0 / 0	0,0	•	0.000	•	0.00	0.000	
~	To: From:		4 Pitchkittle Rd												
Suffolk Bypass			40000 F	82%	1%	1%	1%	16%	0%	F	0.087	F	0.601	39000	
	To:	LIS 46	60 Pruden Blvd												
) (58) (460) Suffolk Bypass	From:L		45000 F	90%	0%	1%	1%	7%	0%	F	0.086	F	0.599	47000	
(38) (460) 566 2) page				0070	0,0		. , 0	. ,0	0,0	•	0.000	•	0.000		
~~~	To: From:		R 32 Godwin Blvo												
) (58) (460) Suffolk Bypass	City of Suffolk	1.87	55000 F	90%	0%	1%	1%	7%	0%	F	0.085	F	0.575	58000	
	To	61-6	42 Wilroy Rd												
) (58) (460) Suffolk Bypass	City of Suffolk		47000 F	90%	0%	1%	1%	7%	0%	F	0.085	F	0.591	49000	
Suffolk Bypass	Oity of Guiloin	2.00	47000 1	0070	0 70	170	1 /0	1 /0	0 70	•	0.000	•	0.001	40000	
· ~~	To: From:		us US 58 Military												
) (58) (460) Military Highway		3.46	68000 G	90%	0%	1%	1%	7%	0%	F	0.083	F	0.612	71000	
	To:		Bus US 13												
· ~ ~	From:		CL Suffolk												
) (58) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94	70000 A	90%	0%	1%	1%	7%	0%	С	0.099	Α	0.567	74000	
	To:		I-664												
(58) (460)	City of Chesapeake	0.11	9200 G	90%	0%	1%	1%	7%	0%	F	0.11	F	0.52	9700	
(58) (460)	To:		Bus US 13	0070	0,0		. , ,	. , ,	0,0	•	•	•	0.02	0.00	
	From:		5 58; SR 191												
(460)(191)	City of Chesapeake		6900 G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	7300	
400 (191)															
· · · · · · · · · · · · · · · · · · ·	From	SR 191	, S Military Hwy							_					
Military Highway	City of Chesapeake		5800 G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	6100	
Combined Tr	affic Estimates for 2 Parallel Roadways on	this Route:	5800 G								NA			NA	
	To	Pamp from	n I-664; Shaefer A	V/A											
Military Highway	City of Chesapeake	2.44	9300 G	90%	1%	2%	3%	4%	0%	С	0.148	F	0.813	9800	
Military Highway				0070	1 70		0 70	170	0 70	Ū	0.1.10	•	0.010	0000	
· ~~~	To: From:		I-64												
Military Highway	City of Chesapeake	1.37	17000 G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.607	18000	
	To	US 17 Geor	rge Washington H	WW											
) (460) Military Highway	City of Chesapeake		18000 G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	20000	
(400)				07 70	0 /0	. 70	. 70	. 70	0 /0		0.701		0.014	_55555	
`~~	From:		196 Canal Dr												
Military Highway	City of Chesapeake		35000 A	97%	0%	1%	1%	1%	0%	С	0.115	Α	0.531	38000	
	To	SD 166	Bainbridge Blvd												
Military Highway	City of Chesapeake		34000 F	93%	0%	1%	1%	5%	0%	F	0.096	F	0.500	37000	
Military Highway	To-		I-464	JU /6	0 70	1 /6	1 /0	J /6	0 /0	'	0.030		0.500	07000	
			1-4()4												

69

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

		Primary and Intersta	ate Ro	utes											
5 .				4	_		Tru	ıck			K	017	Dir		0111
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	I-464				1	017100	111411	Liian		1 40101		1 40101		
13 Military Highway	City of Chesapeake	0.78 25000	F	95%	0%	1%	1%	3%	0%	F	0.094	F	0.511	27000	F
(13)	enty or onlocapound	0.70 20000	•	0070	0 70		1 70	0,0	0 70	•	0.00	•	0.011	2,000	•
~~~	To: From:	Campostella I													
(13) Military Highway	City of Chesapeake	0.65 <b>24000</b>	F	98%	0%	0%	0%	0%	0%	F	0.092	F	0.534	26000	F
<u> </u>	To	SR 168 Battlefield	d Blvd			$\neg$ $\vdash$									
13 Military Highway	City of Chesapeake	0.72 <b>23000</b>	F	98%	0%	0%	0%	0%	0%	F	0.09	F	0.520	25000	F
, , ,	T-1														
Military I Palary	Fram	Allison Dr		070/	00/	40/	40/	40/	00/		0.000		0.000	NI A	
(13) Military Highway	City of Chesapeake	0.41 <b>25000</b>	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.603	NA	
~	To: From:	Greenbrier Pk	wy			_									
13 Military Highway	City of Chesapeake	1.67 <b>28000</b>	F	97%	0%	2%	0%	1%	0%	С	0.092	F	0.544	29000	F
	To:	SCL Virginia B	each												
	From:	NCL Chesapea	ake												
13 Military Hwy	City of Virginia Beach	0.67 <b>24000</b>	G	98%	1%	1%	1%	1%	0%	С	0.109	F	0.611	NA	
	To:	Indian River I	0.4												
13 Military Hwy	City of Virginia Beach	1.02 <b>39000</b>	G	98%	1%	1%	1%	1%	0%	F	0.097	F	0.607	42000	G
Military Hwy	To:	SCL Norfoll		30 /6	1 /0	1 /0	1 /0	1 /0	0 /6		0.037	'	0.007	42000	G
	From:	WCL Virginia B													
13 Military Highway	City of Norfolk	0.85 <b>42000</b>	G	98%	1%	1%	1%	1%	0%	F	0.101	F	0.779	45000	G
Military Highway	Oity of Norioik	0.00 42000		0070	1 70		1 /0	1 /0	0 /0	•	0.101	•	0.770	40000	ŭ
~~~	To: From:	I-264													
13 Military Highway	City of Norfolk	50000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.656	53000	G
\hookrightarrow	To	US 58 Virginia Bea	ch Blyd												
13 Military Highway	City of Norfolk	34000	G	97%	1%	1%	0%	1%	0%	С	0.077	F	0.555	NA	
(13)	To:	SR 165, SR 166 Prince			.,,	Ti.				_					
	From:	SR 165; SR 1													
(13) (165) (166) Northampton Blvd	City of Norfolk	0.26 23000	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	25000	G
	To	OD 16577	u D.												
North country Dhad	From:	SR 165 Kempsvi		000/	00/	10/	10/	00/	00/	F	0.000	F	0.000	00000	
(13) (166) Northampton Blvd	City of Norfolk	0.62 31000	G	96%	0%	1%	1%	3%	0%	Г	0.092	Г	0.602	32000	G
~ ~	To- From	I-64													
13 (166) Northampton Blvd	City of Norfolk	0.20 73000	G	96%	0%	1%	1%	3%	0%	F	0.081	F	0.557	75000	G
	To:	WCL Virginia B	each												
	From:	NCL Norfol	k												
13 (166) Northampton Blvd	City of Virginia Beach	0.95 49000	G	96%	0%	1%	1%	3%	0%	F	0.072	F	0.593	51000	G
	Ter	SP 166 Diamond Sr	ringe D	1											
Northampton Blvd	City of Virginia Beach	SR 166 Diamond Sp 2.14 33000	A A	96%	0%	1%	1%	3%	0%	С	0.101	Α	0.549	34000	Α
(13) Northampton Biva	Oity of Virginia Deach	Z.17 33000	^	0070	0 /0	1 /0	1 /0	0 /0	0 /0	J	0.101		0.040	0-7000	^
~~~	To: From:	SR 225 Independer													
Northampton Blvd	City of Virginia Beach	1.19 <b>21000</b>	G	96%	0%	1%	1%	3%	0%	F	0.074	F	0.576	22000	G
$\sim$	To	US 60 Shore	Dr												
Northampton Blvd	City of Virginia Beach	0.78 <b>8900</b>	G	96%	0%	1%	1%	3%	0%	F	0.081	F	0.505	9100	G
(13) Northampton Bivd	Only of Virginia Deach			JU /6	0 /0	1 /0	1 /0	0 /0	0 /0	,	0.001	'	0.505	3100	u
~~	To: From:	NCL Virginia B													
(13) Chesapeake Bay Bridge Tunnel	Northampton County	19.14 <b>9300</b>	G	92%	0%	1%	1%	6%	0%	F	0.08	F	0.579	8500	G
~	То:	65-600 Seaside	Rd												
0/4.0/0004															

70

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

Route	Jurisdiction	Length	AADT QA	4Tire	Rus		Tru	ck		QC	K	QK	Dir	AAWDT	- C
110010	ounouion.					2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	70000	
Lankford Hwy	Northampton County		9800 G	92%	0%	1%	1%	6%	0%	F	0.079	F	0.579	8900	
Lankford Hwy	Northampton County			JZ /0	0 70		1 /0	0 70	0 70	•	0.073	•	0.575	0300	
Lankford Hwy	Northampton County		4 Capeville Dr 12000 G	92%	0%	1%	1%	6%	0%	F	0.078	F	0.584	11000	
5),	Tol.						. , ,	0,0	0,0	•	0.07.0	•	0.00		
Lankford Hwy	Northampton County		13 S of Cheriton 13000 G	92%	0%	1%	1%	6%	0%	F	0.082	F	0.543	12000	
, , ,	то-		CL Cheriton												
Lankford Hwy	Town of Cheriton (Maint: 65)		13000 N	92%	0%	1%	1%	6%	0%	N	0.082	F	0.543	12000	
<u>,                                     </u>		S Mid	l CL Cheriton			<u> </u>									
Lankford Hwy	Town of Cheriton (Maint: 65)	0.29		92%	0%	1%	1%	6%	0%	Ν	0.082	F	0.543	12000	
	To	N Mid	d CL Cheriton												
2 Lankford Hwy	Town of Cheriton (Maint: 65)	0.07		92%	0%	1%	1%	6%	0%	Ν	0.082	F	0.543	12000	
ر -	To	Bus US 1	13 N of Cheriton			<u> </u>									
3 Lankford Hwy	Town of Cheriton (Maint: 65)		13000 G	92%	0%	1%	1%	6%	0%	F	80.0	F	0.555	12000	
	To: Economic	NC	L Cheriton			$\neg$ —									
Lankford Hwy	Northampton County	2.73	13000 N	92%	0%	1%	1%	6%	0%	Ν	0.08	F	0.555	12000	
ر 	To: From:	Bus US 1	13 S of Eastville												
3 Lankford Hwy	Northampton County	1.06	12000 G	92%	0%	1%	1%	6%	0%	F	0.078	F	0.564	11000	
~ ~	To- From	SCI	L Eastville			$\neg$ $\vdash$									
Lankford Hwy	Town of Eastville (Maint: 65)	0.24	12000 N	92%	0%	1%	1%	6%	0%	Ν	0.078	F	0.564	11000	
~ ~	To: From	NC	L Eastville												
3 Lankford Hwy	Northampton County	1.03	12000 N	92%	0%	1%	1%	6%	0%	N	0.078	F	0.564	11000	
~	To: From:		13 N of Eastville			$\neg$									
Lankford Hwy	Northampton County	2.45	13000 G	92%	0%	1%	1%	6%	0%	F	0.078	F	0.534	12000	
~	To From:		James Allen Dr	2221	221		4.57	221	221						
3 Lankford Hwy	Northampton County	3.29	12000 G	92%	0%	1%	1%	6%	0%	F	0.077	F	0.566	11000	
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	To: From:		) Birdsnest Dr	000/	00/	10/	10/	<b>C</b> 0/	00/		0.070		0.500	11000	
3 Lankford Hwy	Northampton County	2.41	12000 G	92%	0%	1% ——	1%	6%	0%	F	0.078	F	0.536	11000	
ankford Hung	Town of Nassawadox (Maint: 65)		Nassawadox	92%	0%	1%	1%	6%	0%	NI	0.078	F	0.536	11000	
3 Lankford Hwy	TOWIT OF INASSAWAGOX (Maint. 65)		12000 N	92%	0%	1 70	1 70	0%	0%	IN	0.076	Г	0.556	11000	
3 Lankford Hwy	Town of Nassawadox (Maint: 65)		78 Pine Ave <b>13000 G</b>	92%	0%	1%	1%	6%	0%	F	0.084	F	0.511	12000	
2 Lanklord Tiwy	Town of Nassawadox (Maint. 03)			JZ /0	0 /6	1 /0	1 /0	0 /0	0 /0	•	0.004	'	0.511	12000	
3 Lankford Hwy	Northampton County		Nassawadox 13000 N	92%	0%	1%	1%	6%	0%	N	0.084	F	0.511	12000	
3) Lankiola riwy	Tabitila in profit Obdatty			JL /0	0 /0	1 /0	1 /0	0 /0	0 /0	IN	0.004	,	0.511	12000	
3 Lankford Hwy	Northampton County		13 S of Exmore <b>G</b>	92%	0%	1%	1%	6%	0%	F	0.08	F	0.519	13000	
5) Lamilora 1 my	To:		L Exmore	UL /0	0 /0	. 70	1 /0	0 /0	0 /0	'	0.00	'	0.010	10000	

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	- Q
	From:	SCL Exm				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Lankford Hwy	Town of Exmore (Maint: 65)	0.15 <b>14000</b>		92%	0%	1%	1%	6%	0%	Ν	0.08	F	0.519	13000	1
9 .	To	SR 183 Exi	nore												
Lankford Hwy	Town of Exmore (Maint: 65)	0.52 14000		92%	0%	1%	1%	6%	0%	F	0.079	F	0.526	13000	(
,	To	SR 178 Belle H	oven Dd												
Lankford Hwy	Town of Exmore (Maint: 65)	0.21 <b>1300</b> 0		92%	0%	1%	1%	6%	0%	F	0.079	F	0.524	12000	
9) " " " ,	Tos	NCL Exm													
Lankford Hwy	Town of Exmore (Maint: 65)	0.14 <b>13000</b>		92%	0%	1%	1%	6%	0%	N	0.079	F	0.524	12000	
3) =,	то:	Bus US 13 Exmo					. , ,	0,0	0 / 0	•	0.07.0	•	0.02	000	
~	Fron:	US 13 Bus Exmo													
3 Lankford Hwy	Accomack County (Maint: 65)	0.19 <b>16000</b>		92%	0%	1%	1%	6%	0%	F	0.080	F	0.536	NA	
	To: From:	Accomack Cou Northhampton Co													
Lankford Hwy	Accomack County	2.94 <b>15000</b>	-	92%	0%	1%	1%	6%	0%	F	0.081	F	0.518	14000	
5),	Tol.			0270			. , ,	0,0	0 / 0	•	0.00	•	0.0.0		
Lankford Hwy	Town of Painter (Maint: 01)	O.43 15000		92%	0%	1%	1%	6%	0%	N	0.081	F	0.518	14000	
23 Lankiold Tiwy	To:	01-614 Hickr		3L /6	0 70		1 /0	0 /0	0 70	14	0.001	•	0.510	14000	
_	From:	01-614 Ways													
Lankford Hwy	Town of Painter (Maint: 01)	0.46 <b>16000</b>	G	92%	0%	1%	1%	6%	0%	F	0.079	F	0.530	14000	
	To: From:	NCL Pain	ter			<u> </u>									
Lankford Hwy	Accomack County	1.84 <b>1600</b> 0	N	92%	0%	1%	1%	6%	0%	Ν	0.079	F	0.530	14000	
	Tos	SCL Kell	er			<u> </u>									
3 Lankford Hwy	Town of Keller (Maint: 01)	0.38 16000		92%	0%	1%	1%	6%	0%	Ν	0.079	F	0.530	14000	
	To	S SR 18	0												
180 Lankford Hwy	Town of Keller (Maint: 01)	0.45 <b>16000</b>		92%	0%	1%	1%	6%	0%	F	0.079	F	0.544	15000	
	To	NCL Kel	lar												
180 Lankford Hwy	Accomack County	0.01 <b>16000</b>		92%	0%	1%	1%	6%	0%	Ν	0.079	F	0.544	15000	
,	Too														
Lankford Hwy	Accomack County	0.53 <b>1700</b> 0		96%	0%	1%	1%	3%	0%	F	0.080	F	0.519	16000	
3),	7.1000doit.y						. , ,	0,0	0 / 0	•	0.000	•	0.0.0	.0000	
3 Lankford Hwy	Accomack County	01-734 Gospel T 1.01 <b>1800</b> 0	_	92%	0%	1%	1%	6%	0%	F	0.090	F	0.545	17000	
3 Lankford Hwy	Accomack County			JZ /6	0 76	1 /0	1 /0	0 /6	0 /6	•	0.030	•	0.545	17000	
) Landstord Llung	Town of Molec (Mainty O1)	SCL Mel		000/	00/	10/	10/	60/	00/	F	0.00		0.561	15000	
2 Lankford Hwy	Town of Melfa (Maint: 01)	0.37 17000	G	92%	0%	1%	1%	6%	0%	Г	0.08	F	0.561	15000	
~	Ta: From:	01-T626			221								. =		
Lankford Hwy	Town of Melfa (Maint: 01)	0.50 17000	G	92%	0%	1%	1%	6%	0%	F	0.075	F	0.736	16000	
~	To- From:	NCL Me													
Lankford Hwy	Accomack County	2.16 <b>1700</b> 0	G	92%	0%	1%	1%	6%	0%	F	0.075	F	0.544	16000	
	To- From:	SCL Onle	ey												
Lankford Hwy	Town of Onley (Maint: 01)	1.00 <b>22000</b>		92%	0%	1%	1%	6%	0%	F	0.08	F	0.646	20000	
	To:	SR 179													

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

Route	Jurisdiction	Length AADT	ΩΔ	4Tire	Rus		Tru			QC	K	QK	Dir	AAWDT	- (
Tiouto	Caribalotion			71110	Duo	2Axle	3+Axle	1Trail	2Trail	<b>Q</b> O	Factor	Qit	Factor	70,000	
Lankford Hwy	Town of Onley (Maint: 01)	SR 179 Main	St <b>G</b>	92%	0%	10/	10/	60/	00/	F	0.070	F	0.510	16000	
Lankford Hwy	Town of Onley (Maint. 01)	0.17 <b>18000</b>		92%	0%	1%	1%	6%	0%	Г	0.078	Г	0.519	16000	
Lankford Hwy	Accomack County	NCL Onley 2.97 <b>15000</b>	G	92%	0%	1%	1%	6%	0%	F	0.077	F	0.527	14000	
Lankiold Tiwy	Accomack County			JZ /0	0 70	1 /0	1 /0	0 /0	0 70	'	0.077	•	0.527	14000	
Lankford Hwy	Town of Accomac (Maint: 01)	SCL Accom 0.15 <b>16000</b>	G G	92%	0%	1%	1%	6%	0%	F	0.077	F	0.518	15000	
Lankidid riwy	Town of Accordac (Maint: 01)			JZ /6	0 76	1 /6	1 /0	0 /6	0 /6	'	0.077	•	0.510	13000	
Lankford Hwy	Accomack County	NCL Accom 1.39 <b>16000</b>	ac <b>G</b>	92%	0%	1%	1%	6%	0%	F	0.077	F	0.505	15000	
Lankiold Tiwy	Accomack County			3Z /6	0 76	1 /0	1 /0	0 /6	0 /6	'	0.077	'	0.505	13000	
Lankford Hwy	Accomack County	US 13 Bus N of A 4.48 <b>16000</b>	ccomac <b>G</b>	92%	0%	1%	1%	6%	0%	F	0.075	F	0.508	14000	
Lankford Hwy	Accomack County			3Z /6	0 /6	1 /0	1 /0	0 /0	0 /6	'	0.073	•	0.500	14000	
Lankford Hwy	Accomack County	01-676 Muttonhu 8.19 <b>16000</b>	mk Rd <b>G</b>	92%	0%	1%	1%	6%	0%	F	0.077	F	0.536	15000	
Lankford Hwy	Accomack County				0 /6	1 /0	1 /0	0 /0	0 /6	'	0.077	•	0.550	13000	
Lankford Hwy	Accomack County	01-695 Temperanceville 3.69 <b>16000</b>	Rd; Sax	is Rd 92%	0%	1%	1%	6%	0%	F	0.076	F	0.519	14000	
Lankford Hwy	Accomack County			JZ /0	0 /6	1 /0	1 /0	0 /0	0 /6	'	0.076	•	0.519	14000	
Lankford Hwy	Accomack County	SR 175 Nashs C 4.09 <b>17000</b>		92%	0%	1%	1%	6%	0%	С	0.146	Α	0.502	16000	
Lankloid Hwy	Accomack County	Maryland State	A Line	92%	076	170	1 70	070	0%	C	0.146	А	0.302	16000	
	From	US 13 Military H													
Ramp	City of Chesapeake (Maint: 64)	3900	G								0.125	F		4100	
	To:	I-64 West													
-	From:	US 13 Military H	ighway												
Ramp	City of Chesapeake (Maint: 64)	5200	G								0.089	F		5600	
	To:	I-64 East													
~ Da	From:	US 13 Military H									0.117	_		0000	
Ramp	City of Chesapeake (Maint: 64)	8200 I-464 South	G			1					0.117	F		8800	
	From:	US 13 Military H				<u>!</u>									
Ramp	City of Chesapeake (Maint: 64)	4200	G								0.102	F		4500	
3) " +	To:	I-464 North													
	From:	US 13 North R	amp												
Ramp	City of Norfolk (Maint: 64)	19000	G								0.080	F		21000	
	To:	I-64 East													
th	From:	US 13 N, Northamp	ton Blvo	i											
Ramp	City of Norfolk (Maint: 64)	NA Walaa da				i					NA			NA	
	The Court	US 13 South R													
rth 3 Ramp	City of Norfolk (Maint: 64)	US 13 N, Military 1	Highway <b>G</b>								0.117	F		9000	
3 Ramp	To	I-264 East Collec									0.117			0000	

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

Route	Jurisdiction	Length AADT QA 4T	Tire Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor AAWD	)T (
orth	From:	US 13 N, Military Highway		ZAXIC C	TAXIC TITALI	ZITAII		1 actor		1 40101	
Ramp	City of Norfolk (Maint: 64)	0.10 <b>2500 G</b>						0.132	F	2700	)
	To:	I-264 West Collector Rd									
ith	From:	US 13 S, Northampton Blvd									
oth Ramp	City of Norfolk (Maint: 64)	26000 G						0.086	F	26000	n .
Ramp	To:	Ramp to I-64 East						0.000		20000	,
uth	From:	US 13 South Ramp									
Ramp	City of Norfolk (Maint: 64)	NA						NA		NA	
	То:	US 13 North Ramp									
th	From:	US 13 South Ramp									
Ramp	City of Norfolk (Maint: 64)	9400 G						0.089	F	10000	o
)	To:	I-64 West									
åla.	From:	US 13 S, Military Highway		i							
th Ramp	City of Norfolk (Maint: 64)	0.11 <b>8800 G</b>						0.097	F	9400	
3) Hamp	To:	I-264 East Collector Rd						0.007		0400	
	Erony										
uth Ramp	City of Norfolk (Maint: 64)	US 13 S, Military Highway 0.19 <b>6300 G</b>						0.108	F	6700	
Ramp	To:	I-264 West Collector Rd		_				0.100	'	0700	
											_
IS Constal Photo	From:	US 13 S of Onley	00/ 00/	10/	40/ 40/	00/	_	0.007	_	0.544	
Coastal Blvd	Town of Onley (Maint: 01)	0.98 <b>3500 G</b> 98	8% 0%	1%	1% 1%	0%	F	0.097	F	0.541 3600	
S	To: From:	NCL Onley									_
Coastal Blvd	Accomack County	0.37 <b>3500 N</b> 98	8% 0%	1%	1% 1%	0%	Ν	0.097	F	0.541 3600	,
s	From:	US 13									
Front St	Accomack County	0.42 <b>2200 N</b> 96	6% 0%	1%	1% 1%	0%	Ν	0.098	F	0.502 2100	)
	To	SR 126; SR 316									
S Creat Ct	A control of County	·	00/ 00/	10/	10/ 10/	00/	_	0.000	_	0.500 0100	
Front St	Accomack County	1.01 <b>2200 F</b> 96	6% 0%	1%	1% 1%	0%	С	0.098	F	0.502 2100	
e	To: From:	01-659 Wharton Rd									
Front St	Accomack County	0.79 <b>1700 F</b> 98	8% 0%	1%	1% 1%	0%	С	0.101	F	0.583 1700	,
9)	-					- , .	_				
S	From:	SCL Accomac									
Front St	Town of Accomac (Maint: 01)	0.31 <b>1700 N</b> 98	8% 0%	1%	1% 1%	0%	Ν	0.101	F	0.583 1700	)
	To	01-764 Courthouse Ave									
us	From:		001 001	00/	40/ 05/	00/	_	0.004	_	0.517	
Front St	Town of Accomac (Maint: 01)	0.89 <b>2000 F</b> 96	6% 0%	2%	1% 2%	0%	С	0.094	F	0.517 2000	
-	To: From:	NCL Accomac									_
s Front St	Accomack County	0.96 <b>2000 N</b> 96	6% 0%	2%	1% 2%	0%	N	0.094	F	0.517 2000	
)	To:	US 13 N of Accomac	0 /0 0 /0		.70 270	0 /0		0.004	•	5.517 2000	
	Eronol										
	From:	US 13 S of Exmore									
JS Main Ct	Town of Eymore (Mainty CE)		E0/ 00/	20/	10/ 10/	00/	_	0.000		0.000	
Main St	Town of Exmore (Maint: 65)		5% 0%	2%	1% 1%	0%	С	0.098	F	0.525 2300	)

#### 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	Г (
·	Front		NOT TO			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Main St	Town of Exmore (Maint: 65)	1.10	2400 N	95%	0%	2%	1%	1%	0%	Ν	0.098	F	0.525	2300	
	To: From:	SR 17	8 Belle Haven Ro	[		$\neg$ $\vdash$									
Lincoln Ave	Town of Exmore (Maint: 65)	0.47	2400 N	95%	0%	2%	1%	1%	0%	N	0.098	F	0.525	2300	
	To: From:	N	NCL Exmore												
Lincoln Ave	Town of Exmore (Maint: 65)	0.17	2400 N	95%	0%	2%	1%	1%	0%	N	0.098	F	0.525	2300	
	То:	US	13 N of Exmore												
	From:	US	13 S of Eastville												
Courthouse Rd	Northampton County	1.17	1500 G	97%	1%	1%	1%	1%	0%	С	0.102	F	0.538	1400	
	To: From:	S	CL Eastville												
Courthouse Rd	Town of Eastville (Maint: 65)	0.17	1500 N	97%	1%	1%	1%	1%	0%	N	0.102	F	0.538	1400	
300,00000000000000000000000000000000000	То:		-631 Eastville	0.70	. , 0		. , 0	. , 0	0 / 0	•	002	•	0.000		
	From:		1 Willow Oak Rd												
Courthouse Rd	Town of Eastville (Maint: 65)	0.19	2000 G	95%	2%	2%	0%	0%	0%	С	0.154	F	0.505	1900	
	To: From:	N	ICL Eastville												
Courthouse Rd	Northampton County	1.18	2000 N	95%	2%	2%	0%	0%	0%	N	0.154	F	0.505	1900	
Courtinouse rid	To:		3 N of Eastville	0070	270		0 70	0 /0	0 70	.,	0.104	•	0.000	1000	
	From:		13 S of Cheriton												_
Bayside Dr	Northampton County	0.80	2300 G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.615	2300	
	Tee									_					
	From:		CL Cheriton												
Bayside Dr	Town of Cheriton (Maint: 65)	0.79	2300 N	98%	0%	1%	0%	1%	0%	N	0.087	F	0.615	2300	
	To:		S 13 Cheriton												
Operation Del	From:		thwest Suffolk By		00/	10/	40/	440/	00/	_	0.000	_	0.500	44000	
(32) Carolina Rd	City of Suffolk	1.17	11000 G	88%	0%	1%	1%	11%	0%	F	0.080	F	0.566	11000	
	To: From:	Ole	d SCL Suffolk												
(32) Carolina Rd	City of Suffolk	0.54	10000 G	88%	0%	1%	1%	11%	0%	F	0.084	F	0.535	10000	
	To:		Fayette St												
Main Ct	From:		; SR 32 Fayette S		00/	10/	00/	00/	00/	_	0.070	_	0.500	0000	
Main St	City of Suffolk	0.34	9400 G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	9900	
	To: From:		Begin SR 10												_
(32) (10) Main St	City of Suffolk	0.68	16000 G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	17000	
$\circ$	To:		58; Bus US 460												
Bus Bus (58) (460) Constance Rd	From:		R 32 Main St <b>14000 G</b>	97%	0%	<b>I</b> 1%	1%	1%	0%	F	0.085	F	0.592	14000	
	To- From:		Pinner St												
Bus Bus (58) 460 Portsmouth Blvd	City of Suffolk	1.60	16000 F	97%	0%	1%	1%	1%	0%	С	0.088	F	0.539	17000	
	To:	SR 33	37 Washington St												

75

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

					т	باما			<i>V</i>		D:v		
Route	Jurisdiction	Length AADT QA	4Tire E	Bus	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
us Bus Bus	From:	SR 337 Washington St		2/1/16	JTANIC	IIIaii	ZITAII		1 actor		1 actor		
3) (58) (460) Portsmouth Blvd	City of Suffolk	*	96% 0	0% 1%	1%	2%	0%	С	0.086	F	0.589	23000	(
9) (30) (400)	To:	US 13, US 58, US 460											
	From:	US 60 Anderson Hwy											
3) Old Buckingham Rd	Cumberland County		88% (	)% 1%	2%	9%	0%	С	0.094	F	0.579	1100	
3) S.a. 245g	To:	Powhatan County Line	0070		_,0	0,0	0,0	Ū	0.00	•	0.0.0		
	From:	Cumberland County Line											
3) Old Buckingham Rd	Powhatan County	4.07 <b>1500 G</b>	95% 1	1% 1%	1%	2%	0%	С	0.107	F	0.679	1500	
	To:	72-638 Gills Road											
	From:	72-638 Gills Rd						_		_			
3) Old Buckingham Rd	Powhatan County	6.51 <b>2000 G</b>	96% 1	1% 1%	1%	1%	0%	С	0.1	F	0.897	2000	(
	To	72-609 Giles Bridge Rd											
3) Old Buckingham Rd	Powhatan County	2.22 <b>7400 F</b>	95% 1	1% 1%	1%	3%	0%	С	0.092	F	0.699	7300	
9	Tec	72 1002 F 1 Charact D.1											
3) Old Buckingham Rd	Powhatan County	72-1002 Emmanual Church Rd 1.44 <b>2700 F</b>		5% 2%	0%	0%	0%	С	0.115	F	0.543	2700	
3) Old Buckingham Rd	1 Ownatan County	1.44 2700 F	30 /6	7/0 2/0	0 /6	0 /6	0 /6	O	0.113	'	0.545	2700	
	To: From:	72-1005 Skaggs Rd											
3) Old Buckingham Rd	Powhatan County	0.28 <b>2700 F</b>	97% 1	1% 1%	0%	0%	0%	С	0.097	F	0.502	2600	
	To	SR 300 Courthouse Tavern Lane	e										
3) Old Buckingham Rd	Powhatan County			1% 1%	1%	0%	0%	С	0.101	F	0.543	2600	
9	To:	US 60 James Anderson Hwy											
	From:	US 360; St Stephens Church											
4) The Trail	King & Queen County		89% 1	1% 2%	1%	7%	0%	С	0.139	F	0.625	400	
	g :												
The Trail	King & Ousen County	49-629 Walkerton Landing Rd		)0/ O0/	20/	70/	00/		0.115		0.550	420	
The Trail	King & Queen County	1.81 <b>440 G</b>	85% 2	2% 3%	3%	7%	0%	С	0.115	F	0.552	430	
	To: From:	49-620 W, Duck Pond Rd											
4) The Trail	King & Queen County	9.74 <b>290 G</b>	78% 1	1% 4%	2%	16%	0%	С	0.096	F	0.529	280	
	Tor	49-617 Carletons Corner Rd											
4) The Trail	King & Queen County		92% 1	1% 2%	1%	5%	0%	С	0.114	F	0.5	700	
ン	7												
The Trail	From:	49-614 Clifton Lane	80% 1	1% 1%	2%	15%	0%		0.107	F	0.527	1500	
4) The Trail	King & Queen County	6.81 <b>1500 G</b>	00% I	70 170	270	15%	0%	С	0.107	Г	0.527	1300	
	To: From:	SR 33 Shacklefords											
4) (33) Lewis Puller Mem. Hwy	King & Queen County	1.66 <b>11000 G</b>	92% 1	1% 1%	1%	5%	0%	С	0.094	F	0.643	11000	
	To:	SR 33 Shacklefords Fork											
Duana Viata Bd	King & Overs County	SR 33 Lewis Puller Mem Hwy		10/ 10/	10/	40/	00/	_	0.000	_	0.004	0000	
4) Buena Vista Rd	King & Queen County		93% 1	1% 1%	1%	4%	0%	С	0.093	F	0.624	3800	
	To: From:	Gloucester County Line King & Queen County Line											
4) Adner Rd	Gloucester County		93% 1	1% 1%	1%	4%	0%	F	0.088	F	0.631	4200	
7	To:	US 17 W, George Washington Mem			. ,0	. 70	0 / 0		0.000		0.00	00	
	From:	W US 17 Adner	1211 3										
4) 17 George Washington Mem Hwy	Gloucester County		97% (	)% 1%	0%	1%	0%	F	0.086	F	0.545	9500	

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

Pouto	luriodiation	Longth	AADT O	1Tira	Duc		Tru	ıck		00	K	OK	Dir	AAWDT	r <i>c</i>
Route	Jurisdiction	Length	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	
	From:	,	36-615												
) (17) George Washington Mem Hwy	Gloucester County	1.65 1	11000 G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.519	11000	
	To	36	-606 Ark			_									
George Washington Mem Hwy	Gloucester County	2.45 1	13000 G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.570	14000	
	To	US 17	7; Bus US 17			<u> </u>									
Bus Main St	Gloucester County			99%	1%	1%	0%	0%	0%	С	0.004	F	0.562	5300	
Main St	Gloucester County	0.56	5400 G	99%	1 70	1 76	0%	076	0%	C	0.094	Г	0.362	3300	
Bus	To: From:	3	36-1007												
4) (17) Main St	Gloucester County	0.71	7200 G	99%	1%	1%	0%	0%	0%	F	0.095	F	0.505	7100	
	To:		SR 3												
John Clayton Memorial Hwy	Gloucester County		us US 17 17000 G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.621	16000	
John Clayton Memorial Hwy	Gloucester County			90 /6	0 /6	1 /0	0 /6	1 /0	0 /6	'	0.090	'	0.021	10000	
Labor Olastan Managial Illian	From		36-623	000/	00/		00/	40/	00/		0.000		0.04	10000	
4) (3) John Clayton Memorial Hwy	Gloucester County		vs County Line	98%	0%	1%	0%	1%	0%	С	0.089	F	0.64	12000	
	From:		ter County Line	<u> </u>											
4) (3) John Clayton Mem Hwy	Mathews County		9700 G		0%	1%	0%	1%	0%	F	0.082	F	0.652	9500	
	То:	SR 3 F	Fort Nonsense												
	From:		Windsor Rd	2001	00/		40/	40/	00/	_	0.000	_	0.000	5400	
John Clayton Mem Hwy	Mathews County		5200 G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.608	5100	
<u> </u>	To: From:		North River Rd			$\neg$ $\vdash$									
4) John Clayton Mem Hwy	Mathews County	1.38	4200 G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.587	4100	
	To: From:	57-660	Philpotts Ave												
4) John Clayton Mem Hwy	Mathews County	3.15	4700 G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.543	4600	
	To: From:	SR 1	198 WEST												
4)(198)	Mathews County	1.69	5000 G	98%	0%	1%	1%	1%	0%	С	0.088	F	0.506	4900	
	To	SR 198 E.	Buckley Hall I	Rd		$\neg$ $\vdash$									
4) Main St	Mathews County		4100 G		0%	1%	1%	1%	0%	С	0.086	F	0.531	4000	
	Toe	57-611	Tabernacle Rd												
4 John Clayton Mem Hwy	Mathews County		2400 G	97%	0%	1%	1%	1%	0%	С	0.087	F	0.552	2400	
<i>y</i>	To	57.60	4 Antioch Rd												
4 John Clayton Mem Hwy	Mathews County	1.88	930 G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.541	910	
4)	aee eedy				0,0		0,0	0,0	0 / 0	ŭ	0.000	•	0.0	0.0	
4 John Clayton Mem Hwy	Mathews County	1.74	Sand Bank Rd 260 G	98%	1%	1%	0%	0%	0%	С	0.11	F	0.579	250	
John Clayton Mem Hwy	To:		side Wharf	30 /6	1 /0	1/0	0 76	0 /6	0 /6	O	0.11		0.573	230	
	From:			_		1									
	Mecklenburg County		rolina State Lin 2700 G		1%	1%	1%	5%	0%	C	0.089	F	0.564	2700	
5)					1 /0		. 70	J /0	0 /0	J	0.000		0.00	2700	
-) Callaga St	Mooklophus County		Noblin Farm Rd		00/	10/	00/	10/	00/		0.1	Г	0.541	2400	
5 College St	Mecklenburg County	0.59	2500 G	98%	0%	1%	0%	1%	0%	С	0.1	Г	0.541	2400	

77

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

Route	Jurisdiction	Length AADT	04	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	. 0
Tioute	ounsaletion			71116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAVVDI	Q
~	From:	SCL Clarksv													
5 College St	Town of Clarksville (Maint: 58)	0.73 <b>2500</b>	N	98%	0%	1%	0%	1%	0%	N	0.1	F	0.541	2400	ı
~~	To:	US 58 Virginia				-									
Bus (58) (49) Virginia Ave	Town of Clarksville (Maint: 58)	US 58; Colleg 0.88 <b>5800</b>	ge St G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.533	5700	(
15) (58) (49) Virginia Ave	Town of Clarksville (Maint. 56)			99 /o	0 /6	0 /6	0 /6	0 /6	0 /6	U	0.007	'	0.555	3700	
Bus	To- From:	NCL Clarksy	ville												
15) (58) (49)	Mecklenburg County	0.84 <b>5800</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.087	F	0.533	5700	
	Too	110 50 E + CCI													
	Mecklenburg County	US 58 East of Cla 1.60 <b>4700</b>	G	90%	1%	1%	2%	7%	0%	F	0.087	F	0.595	4600	
5) (49)	Wecklefibulg County	1.00 4700	G	90 /6	1 /0	1 /0	2/0	1 /0	0 /6		0.007	'	0.595	4000	
~	To: From:	SR 49 Near Dorte													
5)	Mecklenburg County	6.83 <b>1500</b>	G	90%	1%	1%	2%	7%	0%	С	0.096	F	0.548	1400	
	To:	Charlotte Count													
Parnes ille Lluni	Charlette Court:	Mecklenburg Cou		909/	10/	10/	10/	00/	00/	0	0.100	_	0.500	1400	
Barnesville Hwy	Charlotte County	7.39 <b>1400</b>	G	89%	1%	1%	1%	8%	0%	С	0.109	F	0.532	1400	
-	To- From:	SR 92 Barnes Ju	unction												
Barnesville Hwy	Charlotte County	3.24 <b>2000</b>	G	92%	1%	1%	1%	5%	0%	С	0.093	F	0.509	1900	
~	Too	US 360 Near Wy	lliechurg												
15 (360 Kings Hwy	Charlotte County	3.88 <b>4700</b>	G	80%	1%	1%	1%	16%	1%	F	0.082	F	0.537	4600	
3) (360) (360)	chanotte edanty			0070	1 70		1 /0	1070	1 /0	•	0.002	•	0.007	1000	
	To From	SR 47 Krafton		000/	40/	10/	40/	100/	40/		0.005	_	0.574	4000	
5) (360) Kings Hwy	Charlotte County	6.60 <b>4700</b>	G	80%	1%	1%	1%	16%	1%	F	0.085	F	0.571	4600	
~	To: From:	BUS US 15 South o	f Keysvill	le											
15 360 Kings Hwy	Charlotte County	3.36 <b>4400</b>	G	84%	1%	1%	1%	13%	0%	F	0.087	F	0.568	4300	
	Too	SR 40 Keysv	rille												
(360) Kings Hwy	Charlotte County	5500	G	90%	0%	1%	1%	8%	0%	F	0.084	F	0.564	5400	
(300)90	- Tanone sounty				0,0		. , 0	0,0	0,0	•	0.00	•	0.00	0.00	
~	From	US 360, BUS US 15 No			00/		00/	40/	00/		0.000		0.045	4400	
Farmville Hwy	Charlotte County	1.73 <b>4200</b>	G	91%	0%	1%	3%	4%	0%	F	0.082	F	0.615	4100	
~	rom:	Prince Edward Co Charlotte Count													
Farmville Rd	Prince Edward County	4.49 <b>3600</b>	F	91%	0%	<b>1</b> %	3%	4%	0%	С	0.088	F	0.611	3500	
15) I diffiville rid	- Timee Edward County	7.70 3000	•	3170	0 70	1 /0	0 70	₹ /0	0 70	O	0.000		0.011	0300	
~	To: From:	73-633 Mt Pleas													
15) Farmville Rd	Prince Edward County	7.65 <b>11000</b>	F	91%	0%	1%	3%	4%	0%	F	0.088	F	0.665	10000	
<del>~</del>	To	SR 133 Kingsvi	ille Rd			$\neg$ $\vdash$									
Farmville Rd	Prince Edward County	11000	F	87%	1%	1%	1%	10%	0%	F	0.088	F	0.623	11000	
ي ا	To:	US 460 Prince Edward H	łwy; Bus	US 15											
~ ~~	From:	US 460, BUS US 15, N	l Farmvill	e Rd											
15 (460) Prince Edward Hwy	Prince Edward County	8900	Α	87%	1%	1%	2%	9%	1%	С	0.106	Α	0.572	8900	
~~	To:	US 460; Sheppa													
Bus	From:	US 460 Prince Edv			4-1		461	001	0.57	_	0.000	_	0.500	7.00	
15) (460) Sheppards Rd	Prince Edward County	0.14 <b>7600</b>	F	89%	1%	1%	1%	9%	0%	F	0.088	F	0.596	7400	
~ ~	To:	Bus US 15, Bus US 46	60, W 3rd	l St											

78

		Primary and interstate Ro	atoo											
<b>.</b>			4	_		Tru	ck			K	017	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Due UC 15 Due UC 460 W 2m	4 C+		27100	OTTIAL	TTTGII	ZIIGII		1 doloi		1 40101		
Channada Dd	Drives Edward County	Bus US 15, Bus US 460, W 3rd		00/	20/	F0/	050/	00/	^	0.000	_	0.500	E400	_
(15) Sheppards Rd	Prince Edward County	1.77 <b>5600 F</b>	66%	0%	3%	5%	25%	0%	С	0.086	F	0.583	5400	F
~	To:	Buckingham County Line												
~~~	From:	Prince Edward County Line												
[15]	Buckingham County	9.30 4700 G	93%	0%	1%	1%	5%	0%	С	0.095	F	0.513	4600	G
\bigcirc	To	14-600 Plank Rd												
15 James Madison Hwy	Puokinghom County		93%	0%	1%	1%	5%	0%	F	0.094	F	0.509	4600	G
15 James Madison Hwy	Buckingham County	5.46 4700 G	93%	0%	1 70	1 70	3%	076	Г	0.094	Г	0.509	4600	G
~	To	US 60 Sprouses Corner												
15 James Madison Hwy	Buckingham County	1.45 10000 G	90%	1%	1%	2%	6%	0%	F	0.095	F	0.558	9700	G
15) 0400			0070	. , 0		-/-	0,0	0 / 0	•	0.000	•	0.000	0.00	<u> </u>
~~~	To- From	SR 20; 14-1003 Main St												
15 James Madison Hwy	Buckingham County	0.39 <b>8500 G</b>	90%	1%	1%	2%	6%	0%	F	0.089	F	0.565	8300	G
	Tu													
~~~	From	WCL Dillwyn; 14-1010 Goldmi					221	221		2 22 4	_			
15 Oak St	Town of Dillwyn (Maint: 14)	0.58 8500 N	90%	1%	1%	2%	6%	0%	Ν	0.091	F	0.573	8300	N
\hookrightarrow	To:	14-1003 E, Main St												
Main St	Town of Dillwyn (Maint: 14)	0.52 8500 N	90%	1%	1%	2%	6%	0%	N	0.091	F	0.573	8300	Ν
15 Main St	Town of Dillwyn (Maint. 14)		30 /6	1 /0	1 /0	2/0	0 /6	0 /6	IN	0.091	'	0.573	0300	IN
	Eron.	ECL Dillwyn; 14-650	. 1											
~~	FIGH.	ECL Dillwyn; 14-650 Bell R		40/		00/	00/	00/	_	0.000	_	0.505	4700	_
15 James Madison Hwy	Buckingham County	6.39 4800 G	90%	1%	1%	2%	6%	0%	F	0.089	F	0.565	4700	G
\hookrightarrow	To:	14-622 Trents Mill Rd												
15 James Madison Hwy	Buckingham County	5.44 3600 G	90%	1%	1%	2%	6%	0%	С	0.095	F	0.518	3500	G
15 James Madison Hwy	Bucking nam County	3.44 3000 G	30 /6	1 /0	1 /0	2/0	0 /6	0 /6	O	0.033	•	0.510	3300	ч
•	To: From:	14-715 Circle Drive Rd												
15 James Madison Hwy	Buckingham County	3.03 3900 G	90%	1%	1%	2%	6%	0%	F	0.085	F	0.612	3800	G
,	To:	Fluvanna County Line												
	From:	Buckingham County Line												
15 James Madison Hwy	Fluvanna County	4.54 3200 G	90%	1%	1%	2%	6%	0%	F	0.08	F	0.616	3200	G
15 James Madison Hwy	- Idvainia County	4.04 3200 G	0070	1 70		270	0 /0	0 /0	•	0.00	•	0.010	0200	G
•	To: From:	SR 6 West River Rd; Fork Un	ion											
15 6 James Madison Hwy	Fluvanna County	1.99 3600 G	91%	2%	2%	1%	4%	0%	F	0.082	F	0.636	3700	G
	_													
~~	To: From:	SR 6 East River Rd; Dixie												
15 \ James Madison Hwy	Fluvanna County	4.31 4200 G	91%	2%	2%	1%	4%	0%	F	0.123	F	0.547	4200	G
~	To:	22 (40 C												
Inner Madie en Iller	From:	32-649 Central Plains Rd	040/	00/		40/	40/	00/	^	0.400	_	0.507	4000	_
15 James Madison Hwy	Fluvanna County	4900 G	91%	2%	2%	1%	4%	0%	С	0.130	F	0.537	4900	G
~	To:	SR 53 Thomas Jefferson Parky	wav											
15 James Madison Hwy	Fluvanna County	5700 G	89%	1%	1%	1%	7%	0%	F	0.089	F	0.562	5800	G
15 James Madison Hwy	ridvanna Oddrity	3700 G	00 /0	1 /0	1 /0	1 /0	1 /0	0 /0	•	0.000	•	0.502	3000	ч
	To: From	32-1002 Palmyra Way; 32-1005 Cl	hurch St											
15 James Madison Hwy	Fluvanna County	8.23 7000 G	89%	1%	1%	1%	7%	0%	F	0.085	F	0.633	7100	G
		Louisa County Line; US 250 Three I												
		Fluvanna County Line; US 250 Three												
15 James Madison Hwy	Louisa County	16000 G	89%	1%	1%	1%	7%	0%	F	0.082	F	0.583	16000	G
15 James Madison Hwy	Louisa County	10000 G	03/6	1 /0	1 /0	1 /0	/ /0	0 /0	'	0.002	'	0.565	10000	G
•	To: From:	I-64												
15 James Madison Hwy	Louisa County	19000 G	89%	1%	1%	1%	7%	0%	F	0.089	F	0.534	NA	
15)	To:	54-617 S, E Green Springs R		. 70	— j	. , 0	. ,0	5 70		0.000		0.50		
		54-017 5, E Ofecii springs R	···											

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

Jurisdiction	Length AADT	OA 4Tire	Rus		Tru	ck		OC	K	OK	Dir	AAWDT	٠ ,
			Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	
			10/	10/	10/	70/	00/	0	0.000	_	0.524	7500	
Louisa County	4.43 7700	G 69%	170	1%	170	170	0%	C	0.069	Г	0.534	7500	
To: From:													
Louisa County	3.61 6400	G 88%	1%	1%	1%	8%	0%	С	0.09	F	0.536	6200	
To: From:	US 33 South Spotsw	ood Trail											
Louisa County	0.45 8700	G 88%	1%	1%	1%	8%	0%	F	0.092	F	0.569	9000	
To:	SCL Gordonsy	rille		<u> </u>									
Town of Gordonsville (Maint: 54)	1.12 8100	G 88%	1%	1%	1%	8%	0%	F	0.098	F	0.542	8100	
To:	SR 231 S, Gordonsv	ille Circle											
From:	*												
Town of Gordonsville (Maint: 68)	0.18 3900	N 97%	0%	1%	1%	1%	0%	N	0.085	F		3900	
Too From:	NCL Gordons	ville											
Orange County	4.51 3900	F 97%	0%	1%	1%	1%	0%	F	0.085	F		3900	
Too	68-639 Chicken Mo	untain Rd											
Orange County			0%	1%	3%	4%	0%	F	0.082	F		3500	
Tod													
Town of Orange	•		1%	1%	1%	1%	0%	C	0.086	F	0 597	11000	
Town of Orange	1.10 11000	G 5576	1 70	1 /0	1 /0	7/0	0 70	J	0.000	•	0.557	11000	
To: From:			40/	⊢	401	00/	00/	_	0.000		0.507	10000	
Town of Orange	0.28 13000	G 94%	1%	1%	1%	3%	0%	C	0.086	F	0.567	13000	
To: From:	SR 20 S, Berryh												
Town of Orange	0.17 11000		1%	1%	1%	5%	0%	F	0.093	F	0.524	11000	
To:													
Town of Orango			00/	10/	10/	20/	n o/	C	0.000	_	0.526	7500	
Town of Orange	0.24 7400	G 95/8	0 /6	1 /0	1 /0	J /0	0 /6	C	0.000	•	0.550	7 300	
From									2 2 2 4			10000	
I own of Orange	0.61 13000	G 96%	0%	1%	1%	2%	0%	C	0.084	F	0.508	13000	
To: From:	Lafayette Str	eet											
Town of Orange	1.10 12000	G 96%	0%	1%	1%	2%	0%	С	0.086	F	0.501	12000	
To	68-721 NCL O	ange											
Orange County	1.32 7000	G 95%	0%	1%	1%	3%	0%	F	0.087	F	0.566	7000	
To:													
I			00/	101	40/	00/	00/	_	0.007	_	0.545	0000	
Madison County	0.39 6800	G 95%	0%	1%	1%	3%	0%	F	0.087	F	0.545	6800	
To: From:	SR 230 Orange												
Madison County	4.92 5000	G 95%	0%	1%	1%	3%	0%	С	0.090	F	0.523	5100	
To:													
Culpanar County			10/	10/	10/	10/	00/	0	0.001	Е	0.601	E000	
Culpeper County	5.10 3800	r 9/%	176	170	170	170	0%	C	0.061	Г	0.021	5600	
To: From:	23-649 Cedar Mou 2.75 6500	ntain Dr F 97%	0%		1%	1%	0%	С	0.083	F	0.556	6400	
Culpeper County				1%									
	Town of Gordonsville (Maint: 54) Town of Gordonsville (Maint: 68) Town of Orange County Town of Orange Town of Orange	Section Sect	Section Sect	Section Sect	Section Length AAD1 QA 4 He Bus 2 2 2 2 2 2 2 2 2	Section Content Cont	Section Sect	Second	Section Sect	Second S	Second S	Second S	Section Cengin AAD1 QA 11/6 BUS 2Axle 3+Axle 1Trail 2Trail Center Cente

80

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	
	From:	SR 299 Madisor	ı Rd			ZAXIE	3+Axle	ııraıl	21rail		Factor		Factor		
James Madison Hwy	Culpeper County	4900	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.531	5200	
	To:	US 29 South Of Cu	ılpeper			<u> </u>									
) (29) James Madison Hwy	Culpeper County	20000	G	93%	1%	1%	1%	5%	0%	F	0.080	F	0.598	19000	
	To	US 522													
James Madison Hwy	Culpeper County	21000	G	93%	1%	1%	1%	5%	0%	F	0.083	F	0.590	20000	
	To: From:	BUS US 15,BUS US 29 No													
James Madison Hwy	Culpeper County	BUS US 15,29 North o	G Cuipe	99%	1%	1%	1%	7%	0%	F	0.079	F	0.625	23000	
29) 04	To:				. , 0	-,,	. , 0	. , 0	0,0	•	0.07.0	•	0.020		
James Madison Hwy	Culpeper County	23-663 Alanthus 4.31 27000	G	89%	1%	1%	1%	7%	0%	F	0.081	F	0.638	26000	
23)	To						.,.	. , ,							
James Madison Hwy	Culpeper County	Bus US 15, Bus US 29 Sout 0.24 25000	G G	mington 89%	1%	1%	1%	7%	0%	F	0.080	F	0.645	24000	
,	To:	Fauquier County													
A Company Market and Harry	From:	Culpeper County		000/	40/	10/	40/	70/	00/	_	0.000	_	0.050	05000	
James Madison Hwy	Fauquier County	2.17 25000	G	89%	1%	1%	1%	7%	0%	F	0.083	F	0.658	25000	
^~~	From	BUS US 15, BUS US 29 No			40/	10/	40/	70/	00/		0.004		0.000	07000	
James Madison Hwy	Fauquier County	0.30 28000	G	89%	1%	1%	1%	7%	0%	F	0.084	F	0.662	27000	
\ \tag{\tag{\tag{\tag{\tag{\tag{\tag{	From	SR 28 Catlett 1		000/	40/	10/	40/	70/	00/		0.000		0.007	04000	
James Madison Hwy	Fauquier County	4.00 21000	G	89%	1%	1%	1%	7%	0%	F	0.083	F	0.687	21000	
\ \tag{\tag{\tag{\tag{\tag{\tag{\tag{	From	US 17 Marsh I		000/	10/	10/	10/	70/	00/		0.100	^	0.000	20000	
James Madison Hwy	Fauquier County	2.28 38000	Α	89%	1%	1%	1%	7%	0%	С	0.102	Α	0.608	38000	
\ \tag{\tag{\tag{\tag{\tag{\tag{\tag{	From	30-684 Lees Ridg		000/	10/	10/	10/	70/	00/	F	0.070		0.04	20000	
James Madison Hwy	Fauquier County	2.43 39000	G	89%	1%	1%	1%	7%	0%	Г	0.078	F	0.64	38000	
Control Burner	From	Bus US 15,17,29 South o			10/	10/	10/	70/	00/		0.00		0.501	0.4000	
Eastern Bypass	Fauquier County	2.44 34000	G	89%	1%	1%	1%	7%	0%	F	0.08	F	0.591	34000	
Eastern Pynese	Fouguier County	US 17	NI.	900/	10/	10/	10/	70/	00/	NI	0.00	F	0.501	24000	
Eastern Bypass	Fauquier County	0.36 34000	N	89%	1%	1%	1%	7%	0%	N	0.08	Г	0.591	34000	
Eastern Bypass	Town of Warrenton (Maint: 30)	SCL Warrento 0.26 41000	on G	89%	1%	1%	1%	7%	0%	F	0.081	F	0.606	40000	
Eastern Bypass	10wii di Waitenton (Maint. 30)			09 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.001	•	0.000	40000	
Eastern Bypass	Fauquier County	NCL Warrento 0.22 41000	on N	89%	1%	1%	1%	7%	0%	N	0.081	F	0.606	40000	
Eastern Bypass	adquier County				1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.001	'	0.000	40000	
29 Lee Highway	To: From:	BUS US 15, BUS US 29 No 39000	rth of W G	arrenton 95%	1%	1%	1%	2%	0%	F	0.074	F	0.824	40000	
Lee Highway	_			33 /6	1 /0	1 /0	1 /0	2 /0	0 /6	'	0.074		0.024	40000	
) (29) Lee Highway	Fauguier County	30-693 Old Alexand 3.22 43000	lria Tpk F	95%	1%	1%	1%	2%	0%		0.086	R	0.555	43000	
Lee Highway	auquiei County			3376	1 70	1 70	1 70	∠ 70	070	U	0.000	ם	0.555	43000	
(29) Lee Highway	Fauguier County	SR 215 Vint Hil		050/	10/	10/	10/	20/	00/	NI	0.072	F	0.501	41000	
5 () 29 (Lee Highway	Fauquier County	0.13 41000	N	95%	1%	1%	1%	2%	0%	IN	0.072		0.591	41000	

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	
	From:	Fauquier Count	v I ine			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
(29) Lee Highway	Prince William County	0.82 41000	G	95%	1%	1%	1%	2%	0%	F	0.072	F	0.591	41000	
	Toe	US 29 Lee H	Iwv												
James Madison Hwy	Prince William County	2.77 10000	G	95%	1%	1%	1%	3%	0%	С	0.085	F	0.661	11000	
James Madison Hwy	To	SR 55 John Mars	hall Hwy												
James Madison Hwy	Prince William County	0.06 26000	G	96%	1%	1%	1%	2%	0%	С	0.074	F	0.567	NA	
	To	WCL Hayma	rket												
James Madison Hwy	Town of Haymarket (Maint: 76)	0.09 26000	N	96%	1%	1%	1%	2%	0%	Ν	0.074	F	0.567	NA	
	To .	I-66													
James Madison Hwy	Town of Haymarket (Maint: 76)	0.24 32000	G	94%	1%	1%	2%	2%	0%	F	0.087	F	0.506	33000	
,	To	NCL Hayma	rkat												
James Madison Hwy	Prince William County	3.66 32000	N	94%	1%	1%	2%	2%	0%	Ν	0.087	F	0.506	33000	
,	To	SR 234 Sudle	v DA												
James Madison Hwy	Prince William County	2.08 14000	<u>у ки</u> А	94%	1%	1%	2%	2%	0%	С	0.115	Α	0.667	15000	
,	Too														
James Madison Hwy	Prince William County	76-701 Logmi 2.17 12000	G G	94%	1%	1%	2%	2%	0%	F	0.092	F	0.664	13000	
) • • • • • • • • • • • • • • • • • • •	To:	Loudoun Count		0.70	.,,		_,,	_,,	0 / 0	•	0.002	•	0.00	.0000	
	From:	Prince William Co	unty Line												
James Monroe Hwy	Loudoun County	13000	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.768	14000	
	To: From	US 50 John Mos	by Hwy												
James Monroe Hwy	Loudoun County	11000	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.540	11000	
	To: From:	53-651 Gap	Rd			<u> </u>									
James Monroe Hwy	Loudoun County	1.93 12000	F	96%	0%	1%	1%	1%	0%	С	0.093	F	0.540	12000	
	To: From:	53-704 Harmony C	Church Rd												
James Monroe Hwy	Loudoun County	1.25 13000	G	95%	1%	1%	1%	2%	0%	С	0.091	F	0.595	14000	
	To: Econo	SCL Leesb	ırg												
King St	Town of Leesburg	1.09 11000	G	95%	1%	1%	1%	2%	0%	С	0.091	F	0.686	11000	
	Too	253-4209 Evergree	n Mill Ro	<u> </u>		<u> </u>									
King St	Town of Leesburg	0.22 23000	F	95%	1%	1%	1%	2%	0%	F	0.089	F	0.537	24000	
	To:	Bus US 15; Leesbu		3											
Leesburg Bypass	Town of Leesburg	Bus US 15 Ki 0.44 65000	ng St F	96%	1%	1%	1%	1%	0%	F	0.082	F	0.725	69000	
7 Leesburg Bypass	Town of Leesburg			30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.002	'	0.723	03000	
) Lanahuma Bumana	Town of Landburg (Mainty FO)	SR 267 Dulles G	-	000/	10/	10/	10/	10/	00/		0.070		0.500	NIA	
7 Leesburg Bypass	Town of Leesburg (Maint: 53)	43000	G	96%	1%	1%	1%	1%	0%	С	0.079	F	0.538	NA	
\	From:	SR 7 Market Str								_					
Leesburg Bypass	Town of Leesburg	41000	F	95%	1%	1%	1%	3%	0%	F	0.085	F	0.565	42000	
	To: From:	253-4208 Edwards													
Leesburg Bypass	Town of Leesburg	1.18 24000	F	95%	1%	1%	1%	3%	0%	F	0.080	F	0.557	24000	
	To:	NCL Leesb	nro												

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	Г
	From:		VCL Lh				2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
Leesburg Bypass	Loudoun County	0.59	NCL Leesbur 20000	F	96%	1%	1%	1%	1%	0%	С	0.075	F	0.616	21000	
)						. , •		. , 0	. , 0	0,0	Ū	0.0.0	•	0.0.0		
James Monroe Hwy	Loudoun County	5.56	15 North of I 20000	Leesburg A	95%	1%	1%	1%	3%	0%	С	0.105	Α	0.556	21000	
dames wernes rwy	- County				0070	1 70		1 70	0 70	0 70	Ü	0.100	٠,	0.000	21000	
James Monroe Hwy	Loudoun County	53- 4.41	662 Lucketts 15000	s Rd F	90%	1%	1%	2%	6%	0%	F	0.081	F	0.650	16000	
James Monioe Hwy	To:		tate Line, Po			1 /0	1 /0	2/0	0 /0	0 /6	'	0.001	•	0.030	10000	
	From:		James Madis		1101											
Ramp	Louisa County	03 13 3	4600	F								0.088	F		4500	
) · · · · · · · · ·	To:		I-64 East	-												
	From:	US 15.1	James Madis	son Hwy												
Ramp	Louisa County		5500	F								0.138	F		5300	
	To:		I-64 West													
	From:	US 15 J	James Madis	on Hwy												
Ramp	Town of Haymarket (Maint:	76)	11000	G								0.108	F		11000	
4	То:		I-66 East													
_	From:	US 15 J	James Madis	on Hwy												
Ramp	Prince William County		1600	G								0.114	F		1600	
	To:		I-66 West													
King St	From:		US 15, SR 7													
King St	Town of Leesburg	0.56	23000	F	96%	3%	0%	0%	0%	0%	F	0.090	F	0.509	24000	
	To: From:	253-42	200 Catoctin	Circle												
King St	Town of Leesburg	0.08	9400	F	96%	3%	0%	0%	0%	0%	F	0.097	F	0.521	9900	
,	To		Fairfax St													
Vina Ct	Town of Loophurg	0.40			069/	3%	00/	00/	00/	00/	F	0.106	_	0.500	E000	
King St	Town of Leesburg	0.40	5400	F	96%	3%	0%	0%	0%	0%	Г	0.106	F	0.502	5800	
_	To: From:	253-	-4206 Loudou	un St												
King St	Town of Leesburg	0.23	6800	F	98%	0%	1%	0%	0%	0%	С	0.09	F	0.585	7200	
,	Too		North St													
Vina St	Town of Leesburg	1.30	6800	F	98%	0%	1%	0%	0%	0%	F	0.107	F	0.592	7100	
King St	Town of Leesburg				90%	076	1 70	076	076	0%	г	0.107	Г	0.592	7100	
3	To: From:	1	NCL Leesbur	rg												
James Monroe Highway	Loudoun County	0.32	6800	F	96%	3%	0%	0%	0%	0%	С	0.144	F	0.516	8200	
	To:	US 15	5 Leesburg B	Bypass												
Bus Bus	From:	US 15, US 17,		s Madiso												
) (17) (29) James Madison Hwy	Fauquier County	0.55	9300	Α	97%	0%	1%	1%	1%	0%	С	0.108	Α	0.511	9700	
Pug Pug	To: From:	S	CL Warrento	on												
Bus Bus (17) (29) James Madison Hwy	Town of Warrenton	0.34	9300	N	97%	0%	1%	1%	1%	0%	N	0.108	Α	0.511	9700	
\ / 1/\ /29\ barrios Madisor 11Wy	10WII OI WAITCHIOII	0.04	5555		31 /0	0 / 0	1 /0	1 /0	1 /0	0 / 0		5.100	, ,	3.011	0,00	

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

		Primary and Interst													
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	F	***************************************				2Axie	3+Axle	1 I rail	21raii		Factor		Factor		
Bus 15 Falmouth St	Town of Warrenton	US 17 Bus; Shirl 4100	ey Ave G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.560	4400	G
15) Falmouth St	Town or Warrenton	4100	<u> </u>	90 /6	0 /6	1 /0	0 /6	0 /0	0 /6	C	0.034	'	0.300	4400	G
Bus	To: From:	Mockingbird I	Lane												
15) Main St	Town of Warrenton	5200	G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.593	5600	G
Pug	To: From:	Culpeper S	t												
Bus 15 Main St	Town of Warrenton	0.05 5200	N	99%	0%	1%	0%	0%	0%	Ν	0.089	F	0.593	5600	Ν
Dura Dura	To- From:	US 211 Bu	S												
Bus Bus 15 211 Main St	Town of Warrenton	0.01 5200	N	99%	0%	1%	0%	0%	0%	N	0.089	F	0.593	5600	Ν
15) (211) 31	To:	Alexandria P			0,0		0,0	0,0	0 / 0		0.000	•	0.000	0000	• •
Bus Bus	From:	Main St													
15) (211) Alexandria Pike	Town of Warrenton	0.24 5600	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.502	5900	G
~ <u>-</u>	To	King St													
Bus Bus 15 211 Alexandria St	Town of Warrenton	0.21 6000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.515	6400	G
15) (211) Alexandria St	To:	Blackwell R	-	99 /6	0 /6		0 /6	0 /0	0 /6	'	0.032	'	0.515	0400	G
Bus Bus	From:	Alexandria P													
15 (211) Blackwell Rd	Town of Warrenton	0.58 6200	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.549	6700	G
	To:	US 29 Bus US 211;													
Bus Bus	From:	US 29 Bus US 211; B			00/	00/	00/	00/	00/	_	0.007	_	0.500	00000	_
15 (29) Lee Highway	Town of Warrenton	0.59 27000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	29000	G
Bus Bus	To: From:	NCL Warren	ton												
15 29 Lee Highway	Fauquier County	0.27 27000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	29000	G
	To:	US 15, US 29 Easte	rn Bypas	S											
Bus Bus	From:	US 15, US 29 South o	f Reming	ton											
15) (29) Remington Rd	Culpeper County	0.56 1600	G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.529	1600	G
	To:	Fauquier County	y Line												
Bus Bus	From:	Culpeper Count													
15) (29) James Madison St	Fauquier County	0.16 1500	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.538	1700	G
Bus Bus	To: From:	SCL Reming	ton												
Bus Bus 15 (29) James Madsion St	Town of Remington (Maint: 30)	0.21 1500	N	98%	0%	1%	0%	1%	0%	N	0.096	F	0.538	1700	Ν
\rightarrow	To	30-651 Main	St			\neg _									
Bus Bus 15 (29) James Madsion St	Town of Remington (Maint: 30)	0.30 2300	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.649	2400	G
15) (29) James Madsion St	Town of Hernington (Maint. 50)	0.30 2300	G	90%	076	1 70	0%	I 70	0%	Г	0.093	Г	0.049	2400	G
Bus Bus	To: From:	NCL Reming	ton			╝									
15 29 James Madsion St	Fauquier County	1.48 2300	N	98%	0%	1%	0%	1%	0%	Ν	0.093	F	0.649	2400	Ν
	To:	US 15, US 29 North o	f Reming	ton											
Bus	From:	US 15 South of C	ulpeper												
				0==/	00/		401	00/	00/	0	0.091	F	0.544	7400	F
15 Orange Rd	Culpeper County	0.07 7000	F	95%	2%	1%	1%	2%	0%	С	0.091	г	0.544	7400	Г

		Filliary and					Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Culpeper												
15 Orange Rd	Town of Culpeper	1.32	6400 F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.55	6900	F
Bus	To: From:	US 522 C	Germanna Hwy												
15 522 Germanna Highway	Town of Culpeper	0.12	4400 F	96%	1%	2%	1%	0%	0%	С	0.092	F	0.538	4600	F
\bigcirc	To: From:		n Street S												
Bus Bus (15) (29) (522) Main St	Town of Culpeper		nna Highway 1000 F	97%	0%	1%	1%	1%	0%	С	0.082	F	0.547	11000	F
(19) (29) (322)	To:			0.,0	0,0		. , 0	. , 0	0,0		0.002	•	0.0		•
Bus Bus	From:		1 Orange Rd	070/	00/		40/	40/	00/	_	0.000	_	0.500	10000	_
15 (29) (522) Main St	Town of Culpeper	0.59 1	7000 F	97%	0%	1%	1%	1%	0%	С	0.080	F	0.522	18000	F
Bus Bus	Te- From:	US 522	Evans Street												
15) (29) Main St	Town of Culpeper	0.20 1	5000 F	100%	0%	0%	0%	0%	0%	С	0.08	F	0.537	16000	F
\hookrightarrow	To- From:	Beg	in SR 229												
Bus Bus (29) (229) Main St	Town of Culpeper	0.06 1	5000 F	100%	0%	0%	0%	0%	0%	С	0.08	F	0.537	16000	F
\bigcirc	To:		Madison Hwy												
Bus Bus 15 / 29 Madison Highway	Town of Culpeper		29, Main St 9000 F	94%	1%	1%	1%	3%	0%	F	0.081	F	0.509	20000	F
(15) (29) Madison Highway	rown of Culpeper			94%	1 70	1 70	1 70	3%	0%	Г	0.061	Г	0.509	20000	F
Bus Bus	To: From:		gham Street												
15 (29) Madison Highway	Town of Culpeper	0.91 2	0000 F	97%	0%	1%	0%	1%	0%	С	0.082	F	0.511	22000	F
Bus Bus	To: From:	NCL	Culpeper												
15) (29) Madison Highway	Town of Culpeper (Maint: 23)	2.03 1	1000 A	96%	0%	2%	1%	2%	0%	С	0.098	Α	0.624	11000	Α
~ ~	To:	US 15, U	JS 29, 23-762												
Bus	From:		5, US 460	2221	221		221		221	_		_		40000	_
15 S Main St	Town of Farmville	0.52 1	7000 G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.592	18000	G
Bus	To: From:	Belm	nont Circle												
15 Main St	Town of Farmville	0.47 1	7000 F	98%	0%	1%	0%	1%	0%	С	0.091	F	0.550	18000	F
Rue	To: From:	Milr	iwood Rd												
Bus 15 Main St	Town of Farmville	0.28 1	8000 G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.561	19000	G
<u> </u>	To		lliam Dr												
Bus 15 Main St	Town of Farmville			98%	0%	0%	0%	1%	00/	F	0.090	F	0.514	14000	G
Main St	Town of Familyille			30%	0%	U%	0%	1 %	0%		0.090	r	0.514	14000	G
Bus	Tod From:		ffin Blvd												
15 Main St	Town of Farmville	0.16	9100 G	98%	0%	0%	0%	1%	0%	F	0.089	F	0.500	9700	G
Bus	To: From:	G	ross St												
15 Main St	Town of Farmville	0.41 1	1000 G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.642	12000	G
	To:	Pı	itney St												

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

Town of Farmville To From: Town of Farmville To From: Town of Farmville	0.21 9 High Mair 0.07 3: Venat 0.29 4: Oak Hi 0.28 6: Th Oak	they St 2100 G th Street in Street 3900 G the Street 4300 G k Street ligh St 5200 G hird St	98% 98% 98%	0% 0% 0%		3+Axle 0% 0%		2Trail 0% 0%	QC C F	0.083 0.086	QK F F	Dir Factor 0.56	9600 4100	G G
To From Town of Farmville Town of Farmville Town of Farmville To From Town of Farmville To From Town of Farmville	0.21 9 High Mair 0.07 3: Venat 0.29 4: Oak Hi 0.28 6: Th Oak	2100 G th Street in Street 3900 G the Street 4300 G k Street ligh St 5200 G hird St	98%	0%	0%	0%	1%	0%	F					
To From Town of Farmville Town of Farmville Town of Farmville To From Town of Farmville To From Town of Farmville	High Mair 0.07 3: Venat 0.29 4: Oak Hi 0.28 6: Th Oak	th Street in Street 3900 G the Street 4300 G k Street ligh St 5200 G hird St	98%	0%	0%	0%	1%	0%	F					
Town of Farmville To From Town of Farmville To From Town of Farmville To From	Mair O.07 38 Venatron O.29 44 O.28 67 Th Oak	in Street 3900 G able Street 1300 G k Street ligh St 5200 G hird St	98%		\supset					0.086	F	0.585	4100	G
Town of Farmville To From Town of Farmville To From Town of Farmville To From	Venat 0.29 4: Oak Hi 0.28 6: Th Oak	1300 G k Street ligh St 5200 G hird St	98%		\supset					0.086	F	0.585	4100	G
To From Town of Farmville To From:	0.29 4: Oak Hi 0.28 6: Th Oak	1300 G k Street ligh St 5200 G hird St		0%	1%	0%	1%	00/						
To From Town of Farmville To From:	Oak Hi 0.28 6 ; Th Oak	k Street ligh St 6200 G hird St		0%	1%	0%	1%	00/	_					
To: From:	0.28 6 ; Th	ligh St 6200 G hird St	98%				1 /0	0%	F	0.09	F	0.544	4500	(
To: From:	0.28 6 2 Th Oak	6200 G hird St	98%											
To: From:	Th Oak	hird St	98%	0%	10/	00/	10/	00/	F	0.000	F	0.505	0000	
Town of Farmville	Oak			0%	1%	0%	1%	0%	Г	0.092	Г	0.585	6600	
Town of Farmville	1.29	k Street												
To- From	0	3500 F	98%	0%	1%	0%	1%	0%	С	0.087	F	0.525	9300	
	Industri	ial Park Rd												
Town of Farmville	0.94 6	6200 G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.643	6700	
Toe	73-695 W	VCL Farmville												
Prince Edward County	, , , , , , , , , , , , , , , , , , ,		Ω70/	10/	10/	10/	10/	n o/	C	0.115	٨	0.507	6300	
To:			31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	C	0.113	^	0.557	0300	
From:														
Charlotte County			93%	1%	1%	1%	5%	0%	С	0.110	F	0.579	1200	
To	CL K	Kevsville												
Town of Keysville (Maint: 19)			93%	1%	1%	1%	5%	0%	N	0.110	F	0 579	1200	
Town of Reysvine (Maint: 15)			0070	1 /0		1 /0	0 / 0	0 / 0	.,	0.110	•	0.070	1200	
From														
Town of Keysville (Maint: 19)	0.56 5 0	5000 G	93%	1%	1%	1%	5%	0%	F	0.092	F	0.548	4900	
To: From:	N S	SR 40												
Town of Keysville (Maint: 19)	0.37 4	1500 G	93%	1%	1%	1%	5%	0%	F	0.086	F	0.534	4400	
	CL K	Keysville												
Charlotte County	4	1500 N	93%	1%	1%	1%	5%	0%	N	0.086	F	0.534	4400	
To:			0070	. , 0		. , ,	0,0	0,70		0.000	•	0.00		
From:	North Caro	olina State Line												_
Grayson County	4.06 7	770 G	89%	0%	2%	2%	7%	0%	С	0.099	F	0.653	800	
To:														
Grayson County			91%	1%	3%	1%	4%	0%	С	0.104	F	0.503	1200	
To:						. , •	.,,							
From:			0.1				4.5.1	00:	_	0 /				
Grayson County			91%	1%	3%	1%	4%	0%	F	0.113	F	0.595	1100	(
	Prince Edward County To From: Charlotte County Tog From: Town of Keysville (Maint: 19) Town of Keysville (Maint: 19)	Town of Farmville	Time	Town of Farmville	Town of Farmville	Town of Farmville	Town of Farmville 0.94 6200 G 97% 1% 1% 1% 1% 1% 73-695, WCL Farmville Prince Edward County 1.22 5700 A 97% 1% 1% 1% 1% 1% 1	Town of Farmville	Town of Farmville	Town of Farmville 0.94 6200 G 97% 1% 1% 1% 1% 0% F Town Town	Town of Farmville	Town of Farmville 0.94 6200 G 97% 1% 1% 1% 1% 0% F 0.088 F 73-695, WCL Farmville Prince Edward County 1.22 5700 A 97% 1% 1% 1% 1% 0% C 0.115 A 1% 1% 1% 1% 1% 0% C 0.115 A 1% 1% 1% 1% 1% 1% 0% C 0.115 A 1% 1% 1% 1% 1% 1% 0% C 0.110 F 1% 1% 1% 1% 1% 1% 1% 1% 0% C 0.110 F 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	Town of Farmville 0.94 6200 G 97% 1% 1% 1% 1% 0% F 0.088 F 0.643 Town of Farmville	Town of Farmville 0.94 6200 G 97% 1% 1% 1% 1% 0% F 0.088 F 0.643 6700 Town of Farmville 1.22 5700 A 97% 1% 1% 1% 1% 0% C 0.115 A 0.597 6300 Town of Farmville 1.22 5700 A 97% 1% 1% 1% 1% 0% C 0.115 A 0.597 6300 Town of Farmville 1.22 5700 A 97% 1% 1% 1% 1% 5% 0% C 0.115 A 0.597 6300 Town of Farmville 1.22 5700 A 97% 1% 1% 1% 5% 0% C 0.110 F 0.579 1200 Town of Farmville 1.22 5700 A 93% 1% 1% 1% 5% 0% C 0.110 F 0.579 1200 Town of Farmville 1.22 5700 A 93% 1% 1% 1% 5% 0% N 0.110 F 0.579 1200 Town of Keysville (Maint: 19) 0.49 1300 N 93% 1% 1% 1% 5% 0% F 0.092 F 0.548 4900 Town of Keysville (Maint: 19) 0.56 5000 G 93% 1% 1% 1% 5% 0% F 0.092 F 0.548 4900 Town of Keysville (Maint: 19) 0.37 4500 G 93% 1% 1% 1% 5% 0% F 0.086 F 0.534 4400 Town of Farmville (Maint: 19) 0.37 4500 N 93% 1% 1% 1% 5% 0% F 0.086 F 0.534 4400 Town of Farmville (Maint: 19) 0.37 4500 N 93% 1% 1% 1% 5% 0% F 0.086 F 0.534 4400 Town of Farmville (Maint: 19) 0.38 4500 N 93% 1% 1% 1% 5% 0% F 0.086 F 0.534 4400 Town of Farmville (Maint: 19) 0.38 4500 N 93% 1% 1% 1% 5% 0% N 0.086 F 0.534 4400 Town of Farmville (Maint: 19) 0.38 4500 N 93% 1% 1% 1% 5% 0% C 0.099 F 0.653 800

Route	Jurisdiction	Length AADT	QA 4T	ire Bu	c	Trı			QC	K	QK	Dir	AAWDT	- (
110010	Cariodiction				2Axl	e 3+Axle	1Trail	2Trail		Factor	۵.۱	Factor	,,,,,,,,,,	
Troutdale Hwy	Town of Troutdale (Maint: 38)	2.26 770	ale G 91	% 19	6 3%	1%	4%	0%	F	0.113	F	0.592	800	
Troutdate Tiwy	rown or frontaile (Marit: 50)			/0 1/	0 070	1 /0	7/0	0 70	•	0.110	'	0.552	000	
Troutdale Hwy	Grayson County	WCL Troute 0.82 770	lale N 91	% 1%	· 3%	1%	4%	0%	N	0.113	F	0.592	800	
Troutdale riwy	Grayson County	Smyth County		/0 1/	0 3/0	1 /0	4 /0	0 /6	IN	0.113	'	0.552	000	
	From:	Grayson Count												
Sugar Grove Hwy	Smyth County	4.48 1000	G 90	1%	6 1%	1%	7%	0%	С	0.117	F	0.632	990	
	То:	86-676 Quarter B												
Sugar Crava Lluni	Fron:	86-676 Quarter		0/ 10	/ 10/	00/	60/	00/	0	0.111	F	0.606	1100	
Sugar Grove Hwy	Smyth County	1.38 1100	G 91	% 19	6 1% 	2%	6%	0%	С	0.111	Г	0.626	1100	
	To: From:	86-601 Flatrid												
Sugar Grove Hwy	Smyth County	9.25 1800	G 93	1%	6 1%	1%	4%	0%	С	0.081	F	0.588	1700	
	To: From:	SCL Marie	on		-									_
S Commerce St	Town of Marion	3100	G 96	5% 0%	6 1%	1%	2%	0%	С	0.085	F	0.556	3300	
	To: Enom:	I-81			<u> </u>									
S Commerce St	Town of Marion	6200	G 96	5% 0%	6 1%	1%	2%	0%	F	0.082	F	0.559	6600	
	To	SR 217 Stat	- St											
S Commerce St	Town of Marion	0.68 5700	G 96	5% 0%	6 1%	1%	2%	0%	F	0.082	F	0.557	6000	
	To													
11 Main St	Town of Marion	US 11 Mair 0.08 8700	G 99	1% 0%	6 0%	0%	0%	0%	F	0.080	F	0.507	9200	
(11) Main St	- Town of Marien			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		0,0	070	0 70	•	0.000	•	0.007	0200	
Main St	Town of Marion	East Main 0.17 12000		1% 0%	⊢ 6 0%	0%	0%	0%	F	0.080	F	0.507	12000	
11 Main St	TOWIT OF MAINOR	0.17 12000	G 99	176 07	0 070	0%	0%	0%	Г	0.000	Г	0.507	12000	
~~	To: From:	Chatham Hill Ro										0.510		
11 Main St	Town of Marion	0.94 13000	G 99	1% 0%	6 0%	0%	0%	0%	С	0.081	F	0.519	14000	
	To: From:	US 11 Mair												
Park Blvd	Town of Marion	1.27 4000	G 99	0%	6 1%	0%	0%	0%	С	0.085	F	0.571	4300	
	To: From:	NCL Mari	on											
Park Blvd	Smyth County	0.59 1500	G 98	19	6 1%	0%	0%	0%	С	0.098	F	0.645	1600	
	To	86-617 Mitchell Valley	Rd N of Mario	1	<u> </u>									
Park Blvd	Smyth County	1.93 1200	G 98		6 1%	0%	0%	0%	С	0.096	F	0.534	1200	
	To	SR 348 Hungry Mot	her State Pk											
Park Blvd	Smyth County	9.43 500	G 98	3% 0%	6 2%	1%	0%	0%	С	0.096	F	0.576	490	
	To	CD 42 C Dl												
(42) BF Buchanan Hwy	Smyth County	SR 42 S, Bluegra 0.32 440	G 95	5% 2%	г 6 1%	1%	1%	0%	С	0.12	F	0.530	430	
42) 51 5461411111	To:	SR 42 N, Old Wild		,,0,		1,0	1 /0	0,0	Ū	0.12	•	0.000	100	
	From:	N SR 42 Old Wild												
B F Buchanan Hwy	Smyth County	2.96 210	G 98	3% 0%	<u>6 1%</u>	0%	0%	0%	С	0.124	F	0.556	210	
	To: From:	Tazewell Coun												
B F Buchanan Hwy	Tazewell County	Smyth County 3.66 210	Line F 97	'% 0%	6 1%	1%	1%	0%	С	0.13	F	0.618	210	
DI Buchanan iwy	razeweli Gourity	92-601 Freestone		/0 U7	o 17/0	1 70	1 70	070	C	0.13	Г	0.010	210	

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

Dauta	luviadiation	Longth AAD	T 04	4Tiro	Due		Tru	ıck		00	K	ΟK	Dir	A A W D T	- 0
Route	Junsalction	Length AAL	I QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	Q
	From:				00/	40/	40/	00/	00/	_	0.407	_	0.540	400	,
B F Buchanan Hwy	l azeweii County	4.95 400	G	98%	0%	1%	1%	0%	0%	C	0.107	F	0.542	420	(
	To: From:			Rd											
B F Buchanan Hwy	Tazewell County	2.77 110) F								0.096	F	0.578	1100	
_	To: From:	92-604 Thomps	n Valley Ro	l											
B F Buchanan Hwy	Tazewell County			95%	0%	1%	1%	3%	0%	F	0.098	F	0.628	2100	
	To:			St											
Bus Bus Crob Orobord Pd	Tozowall County			000/	00/	10/	10/	Λο/	09/	0	0.004	_	0.560	1000	
6) (19) (460) Crab Orchard Rd	razewell County	1.11 180) F	90%	0%	1%	170	0%	0%	C	0.064	Г	0.569	1000	
Bus Bus	Second County Second Second County Second Second County Second Second Second County Second Second Second County Second Se														
6) (19) (460)	Tazewell County	0.44 190) N	99%	0%	1%	0%	0%	0%	Ν	0.098	F	0.563	1900	
	To:	SR 1	6												
Bus Bus	From:														
6) {19} {460} Main St	Town of Tazewell	0.20 190) F	99%	0%	1%	0%	0%	0%	С	0.098	F	0.563	1900	
,	To: From:	ALT SR 16 Fai	grounds Rd			-									
Bus Bus 6) (19) (460) Main St	Town of Tazewell	0.81 290) F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.516	2900	
Pug Pug	To: From:	Church	Ave												
Bus Bus (19) (460) Fincastle Trpk	Town of Tazewell	0 44 330) G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.519	3400	
19 (460) 1 11000110 11511	To:				0 / 0		070	0 / 0	070	·	0.000	•	0.010	0.00	
	From:														
6 Tazewell Ave	Town of Tazewell	0.83 400) G	99%	0%	1%	0%	0%	0%	С	0.099	F	0.559	4200	
/	Tax	US 19 U	S 460			<u> </u>									
a) Tazewell Ave	******	· · · · · · · · · · · · · · · · · · ·		98%	0%	1%	0%	1%	0%	С	0.091	F	0.584	2500	
	To:	SR 61 Rive	rside Dr												
6) Riverside Dr	Town of Tazewell	1.30 290) F	98%	1%	1%	0%	1%	0%	С	0.093	F	0.55	2900	
	To Grown	ALT SR 16 Fai	grounds Rd			\neg \vdash									
6 Riverside Dr	Town of Tazewell	0.54 370) F	97%	0%	2%	1%	1%	0%	С	0.092	F	0.625	3700	
	To	NCI Tos	avvall												
6) Stoney Ridge Rd	Tazewell County			94%	0%	1%	1%	3%	0%	F	0.095	F	0.535	2700	
of Stories, rings rid					0 70		. , ,	0,0	0 / 0	•	0.000	•	0.000		
Ctanani Didaa Dd	To a wall County	-		0.40/	00/	10/	10/	00/	00/	Г	0.000		0.510	0000	
Stoney Ridge Rd	razeweii County	2.62 200) F	94%	0%	1%	1%	3%	0%	г	0.099	г	0.518	2000	
	To: From:		-			\neg									
Stoney Ridge Rd	Tazewell County		-								0.101	F	0.630	1200	
	То:	West Virginia	State Line												
	From:	SR 16 S Con	merce St												
6 Ramp to I-81 N at Exit 45	Town of Marion (Maint: 86)	850	G								0.098	F		850	
	To:	I-81	V												

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

		Tillia	ily and inters	1010 110												
Route	Jurisdiction	Le	ngth AADT	ΩΔ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. O/
	00000						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Dawn to 1 04 0 at Fait 45	From:		SR 16 N032B;)32B							0.400	_		4000	_
Ramp to I-81 S at Exit 45	Town of Marion (Mai	nt: 86) U.	.13 1900	G			_					0.123	F		1900	G
~	10.		I-81 S													
<u>LT</u>	From:		US 19 Bus M	ain St												
16) Fairgrounds Rd	Town of Tazewe	ell 0	.73 2400	F	98%	1%	1%	0%	1%	0%	С	0.11	F	0.523	2400	F
	To:	NC	L Tazewell; US		60											
<u>LT</u>	From:		NCL Tazev										_			
16) Fairgrounds Rd	Town of Tazewe	ell 0.	.15 2400	N	98%	1%	1%	0%	1%	0%	Ν	0.11	F	0.523	2400	1
	To		US 19 Taze	well			\neg \vdash									
LT	From:				070/	00/	40/	40/	00/	00/	_	0.000	_	0.500	0.400	,
16) Fairgrounds Rd	Town of Tazewe)II U.	.45 2400	G	97%	0%	1%	1%	2%	0%	С	0.093	F	0.536	2400	(
	To: From:		SCL Tazev	/ell			_									
LT	Town of Tazewe	oll 0	00 0400	N	070/	0%	10/	10/	20/	00/	N.I	0.000	_	0.506	0400	
Fairgrounds Rd	TOWN OF TAZEWE	JII U.	.28 2400	N N	97%	0%	1%	1%	2%	0%	N	0.093	F	0.536	2400	1
	10.		SR 16 Riversi	de Dr												
~~	From:		North Carolina S	tate Line												
George Washington Hwy	City of Chesapea	ike 3.	.58 13000	Α	93%	0%	1%	1%	5%	0%	С	0.112	Α	0.732	14000	ŀ
	To:		131-8796 Ballal	nack Rd												
George Washington Hwy	City of Chesapea		.71 13000	F	98%	0%	1%	0%	0%	0%	С	0.092	F	0.689	14000	ı
2) doorgo Tracimigion Tim)	ony or oncoupou					0 70		0 / 0	0 70	0 70	Ū	0.002	•	0.000	1 1000	
~	To: From:		S 17 George Wa													
Dominion Blvd	City of Chesapea	ike 3.	.86 10000	F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.662	10000	F
~	To		SR 165 Ceda	r Rd												
Dominion Blvd	City of Chesapea	ake 0	.94 23000		93%	0%	2%	2%	2%	0%	С	0.093	F	0.671	25000	F
·/)	,															
~~	From:		SR 166 Bainbrio	•	000/	00/	10/	00/	00/	00/	_	0.000	_	0.047	05000	
17) Dominion Blvd	City of Chesapea	ike 1.	.60 25000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.647	25000	F
~	To: From:	S	R 190 Great Bri	dge Blvd			_									
Dominion Blvd	City of Chesapea	ake 0.	.28 36000	F	88%	0%	1%	2%	9%	0%	F	0.088	F	0.647	36000	F
	To:	SR	168 Oak Grove	Connecto	or											
	From:		US 17 (Rar	np)												
17 (17) Ramp	City of Chesapeake (M	faint: 64) 0	.30		Se	e US 17	for dire	ctional t	traffic v	olume e	stima	es for th	is se	gment.		
\rightarrow	To:		I-464 (Ran	np)												
	From:		I-64													
17) (464) Ramp	City of Virginia Beach (N	Maint: 64) 0	.20		Se	e I-464	for direc	ctional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
\sim	To:	IS-00064-E(B)/	IS-00464-N001	B(L)/FRC	OM RT 46	4 N										
~ ~	From:		I-464													
(64) Hampton Roads Beltway	City of Chesapeake (M	laint: 64) 4.	.31		S	ee I-64 1	for direc	tional tr	affic vo	lume es	timate	s for this	segi	ment.		
Combined ¹	Traffic Estimates for 2 Parallel Ro	adways on this Ro	ute: 83000	F	93%	0%	1%	1%	5%	0%	F	0.072	F		88000	F
	To:		I-64													
~ ~	From:	IS-00064-E(B)/		A(R)/TO												
17 (64) Ramp	City of Chesapeake (M		.23				for direc	tional tr	affic vo	lume es	timate	s for this	segi	ment.		
\sim \sim	To:	3US-00017-P(U		6A(R)/FI	ROM RT 6	64 E										
~~	From:		I-64													
	City of Change	ako 0	.90 24000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.583	26000	
17 George Washington Hwy	City of Chesapea		.90 24000			0 /6	1 /0	1 /0	1 /0	0 /0	'	0.000		0.000		`

89

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

_			_	Tri	uck			K		Dir		
Route	Jurisdiction	Length AADT QA 4T	re Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Ċ
- Goorgo Washington Hwy	City of Chasanaska	US 13; US 460 Military Hwy 1.00 11000 G 97	% 0%	 1% 1%	10/	0%	С	0.085	F	0.61	12000	
George Washington Hwy	City of Chesapeake	1.00 11000 G 97	70 U70	170 170	1%	0%	C	0.065	Г	0.61	12000	
~ On a way Washington House	To: From:	SR 196 Canal Dr	2/ 00/	10/ 10/	40/	00/		0.070	_	0.577	00000	
George Washington Hwy	City of Chesapeake	0.63 26000 G 97	% 0%	1% 1%	1%	0%	F	0.079	F	0.577	28000	
	From:	SCL Portsmouth NCL Chesapeake										
George Washington Hwy	City of Portsmouth	0.15 29000 G 97	% 0%	1% 1%	1%	0%	F	0.092	F	0.655	NA	
	To											
George Washington Hwy	City of Portsmouth	SR 239 Victory Blvd 0.42 19000 G 97	% 0%	1% 1%	1%	0%	F	0.079	F	0.609	20000	
deorge Washington Timy	only of Fortsmouth		70 070		1 /0	0 /0	•	0.070	•	0.000	20000	
No Washington Illinois	To-	Derby Rd	2/ 00/	10/ 10/	40/	00/	_	0.000	_	0.500	NIA	
George Washington Hwy	City of Portsmouth	0.52 20000 G 97	% 0%	1% 1%	1%	0%	F	0.082	F	0.598	NA	
	To: From:	124-8540 Greenwood Dr										
George Washington Hwy	City of Portsmouth	0.31 21000 G 97	% 0%	<u>1</u> % 1%	1%	0%	F	0.082	F	0.630	NA	
	To: From:	SR 141, Frederick Blvd										
Frederick Blvd	City of Portsmouth	SR 141 George Washington Hwy 0.70 12000 G 97	% 0%	 1% 1%	1%	0%	F	0.077	F	0.512	12000	
) Trederick Bivd	Oity of 1 oftsmouth	0.70 12000 G 97	76 0 76	1 /6 1 /6 	1 /0	0 /6	'	0.077	•	0.512	12000	
\	To- From:	SR 337 Portsmouth Blvd		12/ 12/		221						
Frederick Blvd	City of Portsmouth	0.09 13000 G 97	% 0%	1% 1%	1%	0%	F	0.077	F	0.520	14000	
	To- From:	124-8547 Deep Creek Blvd										_
Frederick Blvd	City of Portsmouth	0.53 18000 G 97	% 0%	1% 1%	1%	0%	F	0.076	F	0.533	19000	
	To From:	I-264										
Frederick Blvd	City of Portsmouth	0.35 23000 G 99	% 0%	1% 0%	0%	0%	F	0.079	F	0.517	25000	
	То	ALT SR 337 Turnpike Rd										
Frederick Blvd	City of Portsmouth	0.51 17000 G 99	% 0%	1% 0%	0%	0%	F	0.082	F	0.508	NA	
)	-		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		0,0	0 / 0	·	0.002	•	0.000		
Fraderick Blad	City of Portsmouth	US 58 Airline Blvd	0/ 00/	10/ 00/	00/	00/	F	0.00	F	0.55	11000	
Frederick Blvd	City of Portsmouth	0.16 11000 G 99	% 0%	1% 0%	0%	0%	Г	0.08	Г	0.55	11000	
	From:	124-8758, Frederick Blvd										
High St	City of Portsmouth	0.29 14000 G 99	% 0%	1% 0%	0%	0%	F	0.079	F	0.669	14000	
) -	To	Rodman Ave										
High St	City of Portsmouth	2.13 19000 G 99	% 0%	1% 0%	0%	0%	F	0.094	F	0.624	20000	
) mg. o					- , -		-		•			
Think Ct	City of Dortomouth	124-8525 Cedar Lane	00/	10/ 00/	00/	00/		0.006	F	0.500	17000	
High St	City of Portsmouth	0.93 16000 G 99	% 0%	1% 0%	0%	0%	F	0.086	Г	0.522	17000	
2	To: From:	124-8528 Churchland Blvd										
High St	City of Portsmouth	0.21 11000 G 99	% 0%	1% 0%	0%	0%	F	0.086	F	0.525	12000	
	To: From:	124-8532 Tyre Neck Rd										
Western Branch Blvd	City of Portsmouth	0.22 14000 G 99	% 0%	1% 0%	0%	0%	F	0.086	F	0.513	15000	
	To:	ECL Chesapeake										
~	From:	WCL Portsmouth										
Western Branch Blvd	City of Chesapeake	0.69 16000 G 99	% 0%	1% 0%	0%	0%	F	0.085	F	0.568	17000	
	To:	131-8524 Churchland Blvd										

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

		Primary and Inters	7.4.0				Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	ΓQ
	From:	131-8524 Church	land Blvd			ZAXIC	OTAXIC	TTTAII	ZITAII		1 40101		1 actor		
7	City of Chesapeake	0.56 20000		99%	0%	1%	0%	0%	0%	С	0.103	Α	0.518	21000	
	To:	ECL Suffe													
~	From:	WCL Chesay													
7 Bridge Rd	City of Suffolk	0.66 23000	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.527	24000	
~	To: From	I-664; SR 164 West	ern Freew	ay											
Bridge Rd	City of Suffolk	1.81 26000	F	97%	0%	1%	1%	1%	0%	F	0.082	F	0.554	28000	
	Tœ	133-626 Knots Neck Road	: Shoulder	s Hill Rd		\neg \vdash									
7 Bridge Rd	City of Suffolk	1.54 26000		97%	0%	1%	1%	1%	0%	F	0.094	F	0.604	28000	
.) -	Too	133-627 Bennetts	Dactura Da	1											
7 Bridge Rd	City of Suffolk	2.47 18000		95%	0%	1%	2%	2%	0%	С	0.093	F	0.554	20000	
) =g	T-														
7 Bridge Rd	City of Suffolk	133-628 Critter 1.17 14000		97%	0%	1%	1%	1%	0%	N	0.096	F	0.542	15000	
7) Bridge Rd	City of Suffor	Isle of Wight Co		31 /6	0 /0	1 /0	1 /0	1 /0	0 /6	IN	0.030	'	0.542	13000	
	From:	NCL Suffe													
7 Carrolton Blvd	Isle of Wight County	2.43 14000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.542	15000	
	To	US 258; SR 32	Rartlett												
7) (258) (32) Carrolton Blvd	Isle of Wight County	2.17 26000		97%	0%	1%	1%	1%	0%	С	0.124	Α	0.663	28000	
7) (230) (32)	Tec														
7 (650) (60)	Isle of Wight County	FR-807 Entrance R 4.64 25000		97%	0%	1%	1%	1%	0%	F	0.101	F	0.755	27000	
7] [258] [32]	To:	SCL Newport		31 /6	0 70	170	1 /0	1 /0	0 70	'	0.101	'	0.755	27000	
	From:	Isle of Wight Co													
7) (258) (32) Mercury Blvd	City of Newport News	0.22 25000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.755	27000	
	To:	US 60 Warwic	k Blvd			\neg \vdash									
7) (258) (32) Mercury Blvd	City of Newport News	0.56 31000		97%	0%	1%	1%	1%	0%	F	0.104	F	0.539	34000	
	To:	US 258, SR 143 Je	fferson Av	re e											
~ · · · ·	From:	US 258 Mercu	_									_			
7) 143) Jefferson Ave	City of Newport News	1.31 36000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.566	39000	
	To: From:	SR 152 Ma	in St												
7) (143) Jefferson Ave	City of Newport News	1.69 41000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.582	NA	
	Tœ	SR 306 Harpers	ville Rd			\neg \vdash									
7 (143) Jefferson Ave	City of Newport News	1.12 45000		97%	0%	1%	1%	1%	0%	F	0.085	F	0.513	49000	
	To:	SR 312 J Clyde M	Iorris Blvd												
~	From:	SR 143 Jeffers								_		_			
7 J Clyde Morris Blvd	City of Newport News	1.28 35000	G	97%	0%	1%	1%	1%	0%	F	0.08	F	0.55	38000	
	To: From:	I-64				}									
J Clyde Morris Blvd	City of Newport News	0.80 33000	G	97%	0%	1%	0%	1%	0%	F	0.082	F	0.589	36000	
	To	121-7034 Harper	sville Rd			-									
7 J Clyde Morris Blvd	City of Newport News	0.25 30000		97%	0%	1%	0%	1%	0%	F	0.084	F	0.536	32000	
·)	To:	NCL Newport	Morro												

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

Route	Jurisdiction	Longth	AADT	04	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	- ,
i loute					+1116	Du5	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	,
\	From:		Newport Ne		070/	00/	10/	00/	40/	00/		0.00	_	0.507	00000	
George Washington Mem Hwy	York County	1.20	30000	G	97%	0%	1%	0%	1%	0%	F	0.08	F	0.524	32000	
	To: From:	SR 1	71 Victory Bl	lvd												
George Washington Mem Hwy	York County	0.93	30000	G	97%	0%	1%	0%	1%	0%	F	0.08	F	0.524	32000	
~	Too	SR 13	34 Hampton F	łwv			\neg \vdash									
George Washington Mem Hwy	York County	2.08	40000	G	97%	0%	1%	0%	1%	0%	F	0.089	В	0.523	43000	
	To:	00 (21 F	D1 C 6													
George Washington Mem Hwy	York County	1.07	Dare Rd; Graf 30000	G G	97%	0%	1%	0%	1%	0%	F	0.082	F	0.549	32000	
deorge Washington Went Tiwy	Tork County	1.07	30000	<u> </u>	31 /6	0 76	1 /0	0 /6	1 /0	0 /6	'	0.002	'	0.543	32000	
~	To: From:		73 Denbigh B										_			
George Washington Mem Hwy	York County	1.39	30000	G	97%	0%	1%	0%	1%	0%	F	0.082	F	0.549	32000	
	To: From:	SR 10:	5 Fort Eustis 1	Blvd												
George Washington Mem Hwy	York County	0.59	22000	G	97%	0%	1%	0%	1%	0%	F	0.082	F	0.549	24000	
	To	99.	-704 Cook Ro	d			$ \vdash$									
George Washington Mem Hwy	York County	2.38	17000	G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.784	18000	
	To															
Coorgo Washington Mam Hung	Vork County	0.28	238 Goosley F 24000		97%	0%	1%	0%	1%	0%	F	0.096	F	0.729	26000	
George Washington Mem Hwy	York County	0.20	24000	G	91 /6	0 /0	1 /0	0 /6	1 /0	0 /6	'	0.030	'	0.729	20000	
~	To: From:		003 Colonial I								_		_			
George Washington Mem Hwy	York County	0.69	27000	G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.754	29000	
	To: From:	99-1	001 Mathew	St												
George Washington Mem Hwy	York County	0.09	31000	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.716	34000	
	То:	Glouce	ester County 1	Line												
~	From:		rk County Lin		~= -/					0-1	_		_	. =	0.4000	
George Washington Mem Hwy	Gloucester County	1.47	31000	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.716	34000	
	To: From:	36-1	1208 Roper R	Rd												
George Washington Mem Hwy	Gloucester County	1.49	28000	Α	97%	0%	1%	0%	1%	0%	С	0.112	Α	0.711	30000	
	To	SR	216 Guinea R	βd												
7 George Washington Mem Hwy	Gloucester County	2.92	28000	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.651	30000	
	To															
7 George Washington Mem Hwy	Gloucester County	36-636 Bra	27000	Grdina	97%	0%	1%	0%	1%	0%	F	0.089	F	0.632	29000	
7 George Washington Mem Hwy	Gloucester County	3.12	27000	G	97%	076	1 70	0%	1 70	0%	Г	0.069	Г	0.032	29000	
~	To: From:		8 TC Walker				<u> </u>									
George Washington Mem Hwy	Gloucester County	3.01	23000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.568	24000	
	To: From:	Bus US 17 Main	St, South of	Glouce	ster CH											
George Washington Mem Hwy	Gloucester County	1.68	16000	G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.664	17000	
	To:	Bus US 17 Main	St North of	Gloves	ster CH											
(14) George Washington Mem Hwy	Gloucester County	2.45	13000	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.570	14000	
(14) Good of the standard with the standard of	and add do to to do they				0.70	0 70	. 70	0 /0	. 70	0 /0		0.000		0.070	1 1000	
2 Common World Common Market	From:		6-606 Ark Rd		070/	001	401	001	467	001		0.000		0.510	44000	
7) (14) George Washington Mem Hwy	Gloucester County	1.65	11000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.519	11000	
~ ~	To:	36-	-615 Willis Ro	d												

Route	Jurisdiction	Length	AADT QA	1 4Tire	Rus		Tru	-		QC	K	QK	Dir	AAWDT	0
Houto		Longin	AADI QA	4 41110	Бао	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q. (Factor	7000001	G
~	From:		615 Willis Rd							_		_			
7) (14) George Washington Mem Hwy	Gloucester County	3.73	8900 G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.545	9500	(
	To: From:	SR	14 Adner Rd												
George Washington Mem Hwy	Gloucester County	4.77	5400 G	97%	0%	1%	0%	1%	0%	F	0.084	F	0.52	5800	
<i>~</i>	To	SR 33, 5	SR 198 Glenns R	d											
7 (33) George Washington Mem Hwy	Gloucester County	1.55	9900 G		0%	1%	0%	1%	0%	F	0.089	F	0.504	11000	
	To:	Middle	esex County Line	;											
~ · · · · · ·	From:		ester County Line		00/		00/	40/	00/	_	0.000	_	0.540	10000	
7) (33) Tidewater Trail	Middlesex County	0.81	9600 G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.549	10000	
	To: From:	Bus US 17, SR 33 C	Gloucester Rd, So	outh of Salu											
7 Tidewater Trail	Middlesex County	1.02	4600 G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.539	4900	
2	To	Bus U	US 17 School St			<u> </u>									
7 Tidewater Trail	Middlesex County	2.79	6200 G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.501	6600	
	To:	59-603 Warner	r Road; Farley Pa	rk Road											
7 Tidewater Trail	Middlesex County	2.38	4400 G		0%	1%	0%	1%	0%	F	0.085	F	0.528	4700	
	To														
7 Tidewater Trail	Middlesex County	7.46	Old Virginia Stre 4500 G		0%	1%	0%	1%	0%	F	0.088	F	0.531	4800	
7) Hoewater Hall	To:		ex County Line	31 /6	0 /0	1 /0	0 /6	1 /0	0 /6		0.000	'	0.551	4000	
	From:		esex County Line	;											
7 Tidewater Trail	Essex County	4.67	4200 G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.536	4400	
	Tos	28-68	84 Center Cross												
7 Tidewater Trail	Essex County	5.64	4400 G	97%	0%	1%	0%	1%	0%	F	0.079	F	0.555	4600	
	To	20.00	0 F M:II D 1												
7 Tidewater Trail	Essex County	3.03	9 Essex Mill Rd 6500 G	97%	0%	1%	0%	1%	0%	F	0.080	F	0.572	6900	
7) Hocward Hall	Essex County			37 70	0 70	1 /0	0 70	1 /0	0 70	•	0.000	•	0.572	0300	
Tanankananali Dhud	From		360 Brays Fork	0.40/	00/	10/	10/	F0/	00/		0.000		0.515	10000	
7 360 Tappahannock Blvd	Essex County	0.20	20000 G	94%	0%	1%	1%	5%	0%	F	0.082	F	0.515	18000	
~ ~~~	To: From:		Tappahannock												
7 } { 360 }	Town of Tappahannock (Ma	aint: 28) 2.24	20000 N	94%	0%	1%	1%	5%	0%	N	0.082	F	0.515	18000	
	To: From:	US 36	0 Tappahannock												
	Town of Tappahannock (Ma	aint: 28) 0.62	6400 A	94%	0%	1%	1%	5%	0%	С	0.125	Α	0.635	5900	
	To	NCL	Tappahannock			<u> </u>									
7	Essex County	2.53	6400 N	94%	0%	1%	1%	5%	0%	Ν	0.125	Α	0.635	5900	
')	To														
7 Tidewater Trail	Essex County	3.71	3 Gwynnfield Rd 5900 G		0%	1%	1%	5%	0%	F	0.080	F	0.503	5200	
7) Hocward Hair	_ <u></u>			J+70	0 70	1 70	1 /0	370	0 70		0.000	'	0.500	3200	
Tidowata a Tuail	From:		8-624 Caret	0.407	00/		10/	FC/	00/	г	0.000		0.555	4000	
7 Tidewater Trail	Essex County	9.35	4800 G	94%	0%	1%	1%	5%	0%	F	0.082	F	0.555	4200	
~	To: From:		Rose Mount Ro												
7 Tidewater Trail	Essex County	4.45	5000 G	94%	0%	1%	1%	5%	0%	F	0.082	F	0.692	4400	
	To:	C1	ine County Line												

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

Route		Jurisdictio		rimary ar			4Tire	Puo		Tru	uck		QC	K	QK	Dir	AAWDT	. 0
noute		Junsaictio	л	Lengin	AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	Q
Tidowatan Tuail		From:			ex County I		0.40/	00/	10/	10/	F 0/	00/	_	0.070	_	0.000	4000	
Tidewater Trail		Caroline Cou	unty	5.89	5200	G	94%	0%	1% 	1%	5%	0%	F	0.078	F	0.662	4600	
^ -· · · - ·		From:	<u>. </u>		301 Port Ro		0.40/	00/		40/	5 0/	00/		0.000		0.500	4.400	
7) Tidewater Trail		Caroline Cou	unty	9.66	5000	G	94%	0%	1%	1%	5%	0%	F	0.093	F	0.522	4400	
~		From	<u> </u>) Pepmeier I		0.457					221				0.540		
Tidewater Trail		Caroline Cou	unty	2.57	5700	G	94%	0%	1%	1%	5%	0%	F	0.083	F	0.543	5100	
		From:	ć		Ivania Coun line County	_												
Mills Dr		Spotsylvania C	County	1.89	6100	F	94%	0%	1%	1%	5%	0%	F	0.075	F		5700	
		To	4	SR	2; Bus US	17												
Mills Dr		Spotsylvania C	County	1.23	6100	F	94%	0%	1%	1%	5%	0%	F	0.09	F	0.566	5700	
)		To		609 Jim Mor	.:. D.4. Th	t D .	11: D.4											
Mills Dr		Spotsylvania C		3.17	13000	F	96%	0%	1%	1%	2%	0%	С	0.094	F	0.508	12000	
)		opotoji a ma o				-		0,0		. , 0	-70	0,0	ŭ	0.00	•	0.000	000	
Mills Dr		Spotsylvania C	1	1.05	Cosner Dr; 8	88-103 <u>5</u> F	94%	0%	1%	1%	5%	0%	F	0.079	F	0.512	17000	
VIVIIIIS DI		Spotsylvaria C	2 Curity	1.03	Bus US 17		34 /0	0 /6	1 /0	1 /0	J /0	0 /6	'	0.079	•	0.512	17000	
		From:		Bus	US 17 Mill	Rd												
Mills Dr		Spotsylvania C	County	0.27	17000	G	94%	0%	1%	1%	5%	0%	F	0.088	F	0.750	15000	
		To:	j		efferson Day													
Jefferson Davis Hwy	,	Spotsylvania C	County	1.18	7 Poor Hous 48000	se Rd G	98%	0%	1%	0%	0%	0%	F	0.074	F	0.576	51000	
J Jellerson Davis Tiwy		To:	- Journey	1.10	I-95 N	G	30 /6	0 76	1 /0	0 /6	0 /6	0 78		0.074	•	0.570	31000	
		From:			US 1													
Ramp US 1, US 17 t	o I-95 N at Exit 126	Spotsylvania C	County	0.12	17000	G								0.087	F		NA	
		To:		TIC 1 I	I-95 N													
95)		Spotsylvania C	County	2.81	efferson Day	/IS HWY	S	ee I-95	for dire	ctional t	raffic vo	lume es	timate	es for this	s sea	ment.		
/ \ /	Combined Traffic Estima	' '	•	-	105000	Α		1%	1%	1%	14%	1%		0.089	J		101000	
	70	To	·				0070	. , ,		. , 0	, 0	. , ,	•	0.000	•	0.007	.0.000	
95)	City	of Fredericksbur	ra (Maint: 88)	0.89	Fredericks	burg	S	ee I-95	for dire	ctional t	raffic vo	lume es	timate	es for this	s seni	ment		
	Combined Traffic Estima		,		105000	Α		1%	1%		14%	1%		0.089	_		101000	
	70111011100 Traine Editina	Too	Tioddwayo on an	10 110010.				1 /0		1 70	1170	1 70	•	0.000	,,	0.007	101000	
	City	of Fredericksburg	(Maint: 88)	2.29	SR 3		9	00 I-05	for dire	ctional t	raffic vo	duma as	timate	es for this	c coa	mont		
95	Combined Traffic Estima				121000	Α		1%	1%	1%	14%	1%		0.065		0.570	128000	
	Johnshied Trailic Estima	To:	·		ford County		00 /6	1 /0	1 /0	1 /0	14 /0	1 /0		0.003	•	0.570	120000	
		From:			Fredericks													
95)		(Maint: 89	,	0.74			S	ee I-95	for dire	ctional t	raffic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estima	ites for 2 Parallel	Roadways on thi				83%	1%	1%	1%	14%	1%	F	0.065	F	0.570	128000	
		To:			17; BUS US 95 NB, US													
Collector Rd		Stafford Cou	unty	0.45	NB, US	1 /	S	ee I-95	for dire	ctional t	raffic vo	lume es	timate	es for this	ssea	ment		
95 Collector Rd		To:		Exit 133 A	Pamp To R	ne IIS 1		50.00		otional t	٧0		mul		Jogi			

		Primary and Interstate R												
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:	Exit 133 A Ramp To Bus US	17 S											
17 (95) Collector Rd	Stafford County	0.30	S	ee I-95	for direc	tional tr	affic vol	ume es	timate	es for this	s segi	ment.		
\sim	To	Ramp From US 17 S												
77 (95) Collector Rd	Stafford County	0.20	S	ee I-95	for direc	tional tr	affic vol	ume es	timate	s for this	s sear	ment		
17 95 Collector Rd	To:	Exit 133 B Ramp To US 1		00100	101 01100	otional ti	amo voi	unic co	iiiiai	,5 101 1111	Jucy	mont.		
	From:	I-95 Exit 133 N Collector												
7) (95) Ramp, I-95 N to US 17 N	Stafford County	0.16		ee I-95	for direc	tional tr	affic vol	ume es	timate	s for this	s seai	ment.		
7) (93)	To:	Bus US 17									9			
	From:	I-95, BUS US 17												
Warrenton Rd	Stafford County	59000 G	81%	1%	2%	2%	14%	1%	F	0.085	F	0.564	NA	
\mathcal{D}														
~	From	89-655 Holly Corner Ro		40/		00/	4.407	40/		0.00		0.540	10000	
17) Warrenton Rd	Stafford County	2.36 20000 G	81%	1%	2%	2%	14%	1%	F	0.08	F	0.513	19000	G
~	To	89-705 Hartwood			<u> </u>									
Warrenton Rd	Stafford County	4.24 17000 G	81%	1%	2%	2%	14%	1%	F	0.079	F	0.501	16000	G
	To:	Fauquier County Line												
	From:	Stafford County Line												
Marsh Rd	Fauquier County	1.89 14000 G	81%	1%	2%	2%	14%	1%	F	0.083	F	0.54	13000	G
	To:	30-615 Goldvein Rd												
	From:	30-615 Goldvein												
Marsh Rd	Fauguier County	4.28 13000 A	81%	1%	2%	2%	14%	1%	С	0.123	Α	0.535	13000	Α
	To	20 (24.24 : 11												
March Dd	From	30-634 Morrisville	010/	10/	00/	00/	1.40/	10/		0.00		0.540	1 1000	
Marsh Rd	Fauquier County	7.51 15000 G	81%	1%	2%	2%	14%	1%	F	0.08	F	0.546	14000	G
~	To: From:	SR 28 Catlett Rd												
Marsh Rd	Fauquier County	3.24 18000 G	86%	1%	1%	1%	11%	1%	F	0.08	F	0.551	17000	G
	To	110 15 110 20 O 1			_									
James Madison Llung	Fourty	US 15, US 29 Opal	000/	10/	10/	10/	70/	00/	С	0.100	Α	0.600	20000	^
17) (15) (29) James Madison Hwy	Fauquier County	2.28 38000 A	89%	1%	1%	1%	7%	0%	C	0.102	А	0.608	38000	Α
	To: From:	30-684 Lees Ridge Rd												
17 (15) (29) James Madison Hwy		2.43 39000 G	89%	1%	1%	1%	7%	0%	F	0.078	F	0.64	38000	G
	To	DUG 10 15 17 20 C 4 CW			_									
Footory Dynaso	From:	BUS US 15,17,29 South of Wa		1%	10/	10/	70/	00/	F	0.00	F	0.501	24000	G
17) (15) (29) Eastern Bypass		2.44 34000 G	89%	170	1%	1%	7%	0%	Г	0.08	Г	0.591	34000	G
~ ~ ~	To: From:	US 15, US 29 North of Warr	enton		_									
17	Fauquier County	0.38 11000 N	86%	1%	1%	1%	11%	1%	Ν	0.087	F	0.509	12000	Ν
\mathcal{D}	To	CCV W			 _									
\supset	Town of Morronton (Maint: 20)	SCL Warrenton	060/	10/	10/	10/	110/	10/		0.007		0.500	10000	
7	Town of Warrenton (Maint: 30)	1.52 11000 G	86%	1%	1%	1%	11%	1%	F	0.087	F	0.509	12000	G
	To: From	NCL Warrenton												
7	Fauquier County	0.32 11000 N	86%	1%	1%	1%	11%	1%	Ν	0.087	F	0.509	12000	Ν
\mathcal{L}	To													
James Madison Llur	From:	Bus US 17	000/	10/	10/	10/	110/	10/	NI	0.070	г	0.511	20000	
James Madison Hwy	Fauquier County	0.29 20000 N	86%	1%	1%	1%	11%	1%	IV	0.078	Г	0.511	20000	N
~	To: From:	Moffet Dr												
17 James Madison Hwy	Fauquier County	1.59 20000 G	86%	1%	1%	1%	11%	1%	F	0.078	F	0.511	20000	G
	Tul													
	10.	30-628 Blantyre Rd												

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

Route	lurisdictic	nn .	Length				Rue		Trι	ıck		OC	K	OK	Dir	ΔΔΜΠΤ	0
Tiouto						71110	Бао	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QI.	Factor	700001	
7 James Madison Hwy			5.52	17000	A A	86%	1%	1%	1%	11%	1%	С	0.117	Α	0.510	17000	/
Second Survisidation Sur																	
7) Winchester Rd	Fauquier Co	ounty				86%	1%	1%	1%	11%	1%	F	0.085	F	0.5/2	15000	(
7 Winchester Rd	Fauquier Co	ounty	30-7			86%	1%	1%	1%	11%	1%	F	0.084	F	0.599	14000	(
.)	To	o:			17												
7 (17) Ramp	rion				F	97%	0%	1 %	2%	0%	0%	С	0.128	Α		6400	
0 (1)	То	o:	I-66-W FROM RT		-					• , •							
· ~~	From	n:	US														
7 66	•	•		40000												4.4000	
	Combined Traπic Estimates for 2 Parallel	: Roadwa				90%	1%	1%	1%	7%	0%	F	0.11	А	0.604	44000	
	From	n:						-									
66 55	Fauquier Co	ounty				S	ee I-66	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel	l Roadwa	ys on this Route:	44000	A									_		43000	
	To From	n:		I-66													
Ramp	Fauquier Co	unty	0.25			S	ee I-66	for dire	ectional tr	affic vo	lume es	timate	es for this	segi	ment.		
	To	o:															
Winchester Rd	Fauguier Co	"Lunty	0.64		G	0/10/-	10/_	10/	0%	10/-	0%	E	0.080	E	0.596	8300	
Route Jurisdiction Length AADT DA ATTREE Substitute Trail 2 Trail																	
	Combined Traine Estimates for 21 araner	Tioauwa	<u> </u>										0.073	'	0.551	INA	
\war-t	To From	n.				0.40/	40/	10/	00/	40/	00/		0.000	_	0.045	7400	
Winchester Rd	Fauquier Co	ounty	5.68	7100	G	94%	1%	1%	0%	4%	0%	F	0.082	F	0.615	/100	
V														_			
Winchester Rd	Fauquier Co	ounty	1.48	7100	G	86%	1%	1%	1%	11%	1%	F	0.089	F	0.610	7100	
· ~~		n.	1	US 50 Paris	3												
$\left\{ \left\{ 50 \right\} \right\}$ John S Mosby Hwy	Fauquier County	(<u>Maint:</u>	,			95%	1%	1%	1%	3%	0%	С	0.1	F	0.723	11000	
	To	o:															
John S Machy Hun	Clarke Cou	intv				0/10/-	10/	10/-	10/	30/	0%	F	U UQ3	E	0.697	13000	
50 30111 3 Wosby 1 W	To Tarke Out	o:				34 /6	1 /0	1 /8	1 /0	J /6	0 /6	'	0.033	'	0.037	13000	
	From	n:															
Millwood Pike	Clarke Cou	unty	1.97	13000	G	94%	1%	1%	1%	3%	0%	С	0.095	F	0.651	13000	
	To From	n:		SR 255													
Millwood Pike	Clarke Cou	unty	2.83	12000	G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.683	12000	
· · · · · · · · · · · · · · · · · · ·	To From	n.						<u> </u>						_			
7 \ \ 50 \ Millwood Pike	Clarke Cou	inty				94%	1%	1%	1%	3%	0%	F	0.094	F	0.657	11000	
~	To	n:															
														_		0000	
7) (FO) Millwood Pike	Fraderick Co	aunty	2 72	3600	F	60%	10/	10/	10/-	36%	20/-		Ո ՈՋ	-		.3800	

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	34-723	Carpers Valle	ey Rd			ZAXIE	3+Axle	TTRIII	ZTrall		Factor		Factor		
17 50 Millwood Pike	Frederick County (Maint:	:) 2.71	15000	G	95%	1%	1%	1%	2%	0%	С	0.096	F	0.598	16000	G
17) (50) (522) Millwood Pike	Frederick County	US 522 0.23	Front Royal 15000		95%	1%	1%	1%	2%	0%	N	0.096	F	0.598	16000	N
[17] [50] [522] Millwood Pike	Touchak Gounty		L Winchester		0070	1 70	/°	1 /0	270	070	.,	0.000		0.000	10000	
17 50 522 Millwood Pike	City of Winchester (Maint		15000		95%	1%	1%	1%	2%	0%	N	0.096	F	0.598	16000	N
(17) (50) (522) Millwood Pike	From	0.02	I-81 27000	N	98%	0%	1%	0%	1%	0%	N	0.087	F	0.501	29000	N
(17) (30) (322)	To:	Ju	ıbal Early Dr													
(17) (50) Millwood Ave	City of Winchester	US 50 I 0.13	Par, Millwood 27000		98%	0%	1 %	0%	1%	0%	С	0.087	F	0.501	29000	G
17 50 522 Millwood Ave	To:		ole Blossom D		30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	U	0.007	•	0.501	29000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Ju	ıbal Early Dr						4							
17 50 522 Millwood Ave	City of Winchester	0.05	12000 Par, Millwoo		94%	1%	1%	1%	4%	0%	F	0.086	F	0.501	13000	F
	From:		r; Apple Blos													
17 50 522 Millwood Ave	City of Winchester	0.75	9600		97%	0%	1%	0%	1%	0%	F	0.086	F	0.547	10000	F
<b>* * *</b>	To:	US	11 Cameron S	St												
17 Ramp	City of Suffolk (Maint: 6	61) 0.13	US 17 <b>12000</b>	G								0.084	F		12000	G
(17) Hamp	To:		I-664 East	<u> </u>								0.004	•		12000	u
	From:	US 1	7 Winchester	Rd												
(17) Ramp	Fauquier County		450	Α								0.253	Α		500	Α
<u> </u>	To:		I-66 East													
17 Ramp	From: Fauquier County	US 1	7 Winchester 6500		97%	0%	1%	2%	0%	0%	С	0.128	Α		6400	F
Ramp	To:		I-66 West	-	31 /6	0 /6	1 /0	2/0	0 /6	0 /6	U	0.120	^		0400	'
North	From:		JS 17 North													
Ramp	City of Chesapeake (Main		5800	G								0.127	F		6200	G
	To:		I-64 West													
North	From:		JS 17 North									0.100	F		F000	
Ramp	City of Chesapeake (Main	t: 64) 0.17	<b>5500</b> I-64 East	G								0.122	Г		5800	G
North	From:	US 17 T	O RT 168 SC	HTIL												
17 Ramp	City of Chesapeake (Main		NA	20111								NA			NA	
	To:	I-64-W291B	FROM RT 1	7 NORT	Ή											
North	From:		O RT 464 NO													
17 Ramp	City of Chesapeake (Main		4200	G	164 NO	)D						0.24	F		4400	G
Navida	From:	SR 168-N015B FROM	N, Dominion		404 NC	ЛK										
North 17 Ramp	City of Chesapeake (Main		N, Dominion	DIVU								NA			NA	
	To:		Iorth Exit 15A	Ramp								, ,			, .	
6/10/2021			97													

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

		i iiiiai	y and intersta	ato i toutos										
Route	Jurisdiction	n Len	gth <b>AADT</b>	QA 4T	ire Bus	20 yla 2 : 0 y			QC	K	QK	Dir	AAWDT	QW
North	From:	SR 1	68 North Exit 15	5A Ramp		2Axle 3+Ax	ie i i rail	2 i rail		Factor		Factor		
17 Ramp	City of Chesapeake		21000	G						0.09	F		23000	G
	To:	I-64 V	Vest Exit 291 Co	llector Rd										
North	Fron:	Ţ	JS 17 Dominion	Blvd										
17 Ramp	City of Chesapeake	(Maint: 64) 0.3	3 <b>800</b>	<b>G</b> 95	5% 0%	1% 1%	3%	0%	F	0.162	F		4000	G
<u> </u>	To:		I-464 North											
North	From:		S 17 N, Frederick	k Blvd										
(17) Ramp	City of Portsmouth (	(Maint: 64) 0.0		G						0.112	F		1500	G
~	10:		I-264 East											
North	From:		S 17 N, Frederick							0.450	_		4400	_
Ramp	City of Portsmouth (	(Maint: 64) 0.1	4 1100 I-264 West	G						0.158	F		1100	G
North	Drawn	TIO 45 TO		A CTCOLITE	•									
North Ramp	City of Suffolk (M		O ROUTE 664 E 13 <b>4500</b>	G G	l .					0.092	F		4500	G
(1/)	To:		17-S034A TO R							3.002			1000	G
North	From:		7 N, J Clyde Mo											
Ramp	City of Newport News			G						0.092	F		12000	G
	To:	,	I-64 East											
North	From:	US 1	7 N, J Clyde Mo	orris Blvd										
17 Ramp	City of Newport News			G						0.117	F		5300	G
$\smile$	To:		I-64 West											
North	From:		S 17 N, Warrento											
(17) Ramp	Stafford Cou	inty 0.2		<b>G</b> 81	% 1%	2% 2%	14%	1%	F	0.135	F		2600	G
~	10:		I-95 South											
South	From:	(Mainte C4) 0.4	US 17 South							0.110	_		4100	_
17 Ramp	City of Chesapeake	(Maint: 64) 0.1	9 <b>3900</b> I-64 West	G						0.110	Г		4100	G
0 "	From:													
South Ramp	City of Chesapeake	(Maint: 64) 0.2	US 17 South 29 <b>1100</b>	<b>G</b> 95	5% 0%	1% 1%	3%	0%	F	0.082	F		1200	G
(17)	To:	(Mante 01)	I-64 East	<u> </u>	7,0 0,0	170 170	0,0	0 70	•	0.002	•		1200	<u> </u>
South	From:	ŢŢ	S 17 S, Frederick	c Blvd										
17 Ramp	City of Portsmouth (		3000	G						0.086	F		3200	G
	To:	·	I-264 East											
South	From:		US 17 South											
17 Ramp	City of Portsmouth (	(Maint: 64) 0.1		G						0.093	F		3100	G
	To:		I-264 West											
South	From:	US 17 T	O ROUTE 664 E		I									
(17) Ramp	City of Suffolk (M			G						0.092	F		7100	G
	To:		34A US 17- 34 <i>A</i>		E									
South	From:		7 S, J Clyde Mo							0.000	_		F000	0
17 Ramp	City of Newport News	s (Maint: 99) 0.2		G						0.089	F		5900	G
	· ·		I-64 East											
6/10/2021			98											

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

			d Interstate				Tr	uck			K	014	Dir	4 A M/DT	0111
Route	Jurisdiction	3			re Bus	2Ax	le 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South 17 Ramp	City of Newport News	(Maint: 99) 0.16	J Clyde Morris <b>2400</b> ( I-64 West	Blvd G							0.091	F		2500	G
South 17 Ramp	Front Stafford Cou	nty 0.22	S, Warrenton R 6300 C orth Collector F	<b>G</b> 81°	% 1%	2%	£ 2%	14%	1%	F	0.086	F		5900	G
South 17 Ramp	Front Stafford Cou	nty	S, Warrenton R 17000 (	Rd <b>G</b> 81°	% 1%	2%	s 2%	14%	1%	F	0.074	F		16000	G
South 17 55 Ramp	Form Fauquier Cou		JS 17 South 4300 I	F							0.09	F		4200	F
South 17 Ramp	Fauquier Cou	unty 0.13	JS 17 South	F							0.216	F		330	F
ALT 17 Latitude St	Front: Spotsylvania Co To:	ounty 0.09	S 17 Mills Dr	F 93°	% 0%	1%	£ 2%	3%	0%	F	0.100	F	0.602	1700	F
Bus 17 1 Jefferson Davis Hw	From:	NCL 0.35	Fredericksburg	<b>3</b> 98°	% 0%	1%	. 0%	0%	0%	F	0.098	F	0.592	NA	
Bus 17 Warrenton Rd	Fron: Stafford Cou	US 1 Jeffers nty 1.65	on Davis Hwy;		% 0%	1%	ú 1%	1%	0%	С	0.079	F	0.579	NA	
Bus 17 Ramp	From Stafford Cou	US 17 nty 0.28	N, Warrenton F	<b>G</b> 979	% 0%	1%	ú 1%	1%	0%	F	0.1	F		5200	G
Bus 17 2 Tidewater Trail	Front: Spotsylvania Co	US 17 Mills l	Dr; SR 2 Sandy		% 0%	1%	. 2%	3%	0%	С	0.092	F	0.566	8300	F
Bus 17 2 Tidewater Trail	Spotsylvania C	ounty 0.97	21000		% 0%	1%	. 2%	3%	0%	F	0.077	F	0.542	23000	F
Bus 17 2 Dixon St	City of Frederick	ksburg 0.55	Fredericksburg	<b>a</b> 93°	% 1%	2%	ú 1%	3%	0%	С	0.084	F	0.538	21000	G
Bus 17 2 Dixon St	City of Frederick	ksburg 0.26		G 98°	% 1%	1%	s 0%	0%	0%	С	0.095	F	0.562	8900	G
Bus 17 2 2 Dixon St	City of Frederick Combined Traffic Estimates for 2 Parallel F	ksburg 0.06		G 98°		1% 1%		0% 0%	0% 0%	F F	0.095 0.095	F F	0.584 0.733	4300 7500	G G
	То	Pri	ncess Anne St												

			na microtati	- 100100	<u></u>		Tru	ıck			K		Dir		
Route	Jurisdict	tion Length	AADT	QA 4T	ire Bu	S	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	P	From: Pt	incess Anne S	t							. 4010.		. 4010.		
17 2 Dixon St	City of Freder	ricksburg 0.06	2800	<b>F</b> 98	3% 1%	<u>'</u> 1%	0%	0%	0%	F	0.088	F		3000	F
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	5800	<b>F</b> 98	3% 0%	ú 1%	1%	0%	0%	F	0.092	F	0.539	6100	F
		То:	Caroline St												
Bus Caralina Ct	City of Frado	ricksbura 0.24	Dixon Street	<b>F</b> 98	20/ 00	′ 10/	00/	00/	00/	0	0.007	F		0600	F
(17) (2) Caroline St	City of Freder		2400		3% 0% 3% 0%		0%	0%	0%	С	0.087	F	0.507	2600	F
	Combined Traffic Estimates for 2 Paralle	ei Roadways on this Route:	5400	F 98	3% 0%	1%	1%	0%	0%	С	0.09	г	0.587	5700	г
Bus Bus	P	To: From:	ayfayette Blvd	<u> </u>											
17 1 2 Carolin	ne St City of Freder	ricksburg 0.38	4100	<b>G</b> 99	9% 0%	ú 1%	0%	0%	0%	F	0.09	F		4300	G
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	9200	<b>G</b> 99	9% 0%	ú 1%	0%	0%	0%	F	0.086	F	0.564	9700	G
		Bus	SR 3 William	St		<u> </u>									
Bus Bus Caroline St	City of Freder		5900		9% 0%	 6 1%	0%	0%	0%	С	0.09	F		6300	G
(17) (1) Caroline St	Combined Traffic Estimates for 2 Paralle	· ·			9% 07 9% 09		0%	0%	0%	С	0.092	, F	0.599	12000	G
	Combined Trainic Estimates for 2 Faranti	To:	Herndon St	G 98	9 /6 0 /	0 1/0	0 /6	0 /0	0 /6	C	0.032	'	0.555	12000	G
Bus Bus	F	rom:	Caroline St												
17 1 Herndon St	City of Freder	ricksburg 0.06	3600	<b>F</b> 99	9% 0%	5 1%	0%	0%	0%	F	0.092	F		3800	F
$\bigcirc$			1 Par Princess												
Bus Bus 17 1 Princess An	oo St. City of Erodo		IS 1 Par Hernd		9% 0%	, 1%	0%	0%	0%	С	0.093	F	0.668	8100	F
[17] [1] Princess An	ne St City of Freder		7700 ferson Davis H		976 07	0 170	0%	076	0%	C	0.093	Г	0.000	0100	Г
Bus	F		1 Princess An												
17 1 Jefferson Da	vis Blvd City of Freder	ricksburg 0.08	34000	N 98	3% 0%	1%	0%	0%	0%	Ν	0.098	F	0.592	NA	
$\bigcirc$		To: NC	L Fredericksbu	ırg											
Bus	F		Dixon Street												
Princess An		•	2900	<b>F</b> 98	3% 0%	1%	1%	0%	0%	С	0.107	F		3100	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	5400	<b>F</b> 98	3% 0%	1%	1%	0%	0%	С	0.09	F	0.587	5700	F
Due Due	F	Bus US 1, E	Bus US 17 Lafa	ayette Blvd											
Bus Bus   Prince	ss Anne St City of Freder	ricksburg 0.37	5100	<b>G</b> 98	3% 0%	 6 1%	0%	0%	0%	F	0.082	F		5400	G
(A) (A) (A) (MINO	Combined Traffic Estimates for 2 Paralle				9% 0%		0%	0%	0%	F	0.086	F	0.564	9700	G
		-													
Bus Bus	P		SR 3 William												
[17] [1] Princess An	•	· ·	5700		3% 0%		0%	0%	0%	С	0.1	F		6100	F
~ ~	Combined Traffic Estimates for 2 Paralle				9% 0%	1%	0%	0%	0%	С	0.092	F	0.599	12000	G
		Bus	US 1 Herndon	St											
Bus	Fi .	Prom:	I-66, US 17	0 00	20/ 6=	, , , , ,	00/	461	00′	_	0.007	_	0.544	0700	_
Winchester Rd	Fauquier C		6500		3% 0%	1%	0%	1%	0%	С	0.087	F	0.541	6700	G
Bus	F		Main St, Mar 10; Winchester												
17 (55) John Marsha	ıl Hwy Fauquier C	•	5400		5% 0%	, 1%	1%	2%	0%	F	0.091	F	0.618	5500	G
			R-185 Grove L	n											
Bus	Fr	rom:						•	061						
VIII I Eroo Ctoto E	d Fauguier C	County 0.14	5400	N 96	5% 0%	6 1%	1%	2%	0%	N	0.091	F	0.618	5500	N
[17] [55] Free State F	. aaqaaa (		17 North of M		J / 0 /	1 /0	1 /0	_ /0	0 /0	.,	0.001	•	0.010	3300	14

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

		Primary and inters	tate Houte	<i>-</i>											
Devite	Leader Markers	Laurette AADT	0.4	4 <b>-</b>	D		Tru	ck		00	K	01/	Dir	A A \ A \ D T	- ~
Route	Jurisdiction	Length AADT	QA 4	+ i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
JS	From:	SR 55 I-66-W027A FRO	M & TO RT	ີ 66											
7) (55) (55) Ramp		620	F								0.143	F		600	
7) (35) (35)	То:	I-66-W FROM RT 55 E	-	CT.		_					00	•			
	-					_									
us Clausestan Rd	NA: della a acción della	US 17 George Washington Mer				40/	40/	00/	00/	_	0.00	_	0.540	F000	
7) (33) Gloucester Rd	Middlesex County	0.80 <b>6100</b>		94%	1%	1%	1%	3%	0%	С	0.09	F	0.519	5900	(
	From:	SR 33 Puller Hwy SR 33 Puller													
us 7 \ School Rd	Middlesex County	0.83 <b>3300</b>		94%	1%	1%	1%	3%	0%	F	0.105	F	0.561	3300	
7) School Ad	ivilodiesex County					1 /0	1 /0	3 /0	0 /6		0.103	'	0.501	3300	
	<b>_</b>	US 17 George Washington Mer	n Hwy West	or Salud	ıa										
us.	From:	US 17 South of G													
Main St	Gloucester County	1.20 <b>20000</b>	<b>G</b> 9	98%	0%	1%	0%	1%	0%	С	0.090	F	0.584	19000	
	To:	SR 3, SR 14 John Clay		vy											
$\begin{pmatrix} 14 \end{pmatrix}$ Main St	From:	SR 3 John Clayton								_		_			
7) (14) Main St	Gloucester County	0.71 <b>7200</b>	<b>G</b> 9	99%	1%	1%	0%	0%	0%	F	0.095	F	0.505	7100	
	To	36-1007 Cary	Ave			$\neg$									
s O	From:			2221					0-1	_		_			
7) (14) Main St	Gloucester County	0.56 <b>5400</b>		99%	1%	1%	0%	0%	0%	С	0.094	F	0.562	5300	
	То:	US 17 North of Glo	ucester CH												
s Bus Bus	From:	US 15 US 17 V	US 29												
7) (15) (29) James Madison Hwy	Fauquier County	0.55 <b>9300</b>	<b>A</b> 9	97%	0%	1%	1%	1%	0%	С	0.108	Α	0.511	9700	
	To	CCL W													
s Bus Bus	From:	SCL Warrer	iton												
7 (15) (29) James Madison Hwy	Town of Warrenton	0.34 <b>9300</b>	<b>N</b> 9	97%	0%	1%	1%	1%	0%	Ν	0.108	Α	0.511	9700	
	То:	Bus US 1													
us Bus	From:	Bus US 15 Falm								_		_			
(29) East Shirley Ave	Town of Warrenton	0.96 <b>10000</b>	<b>G</b> 9	97%	0%	1%	1%	0%	0%	С	0.084	F	0.521	11000	
-	To	Culpeper S	St			$\neg$ $\vdash$									
us Bus	T			200/	00/	40/	00/	00/	00/	_	0.000	_	0.50	45000	
7) (29) West Shirley Ave	Town of Warrenton	0.80 <b>14000</b>	<b>G</b> 9	98%	0%	1%	0%	0%	0%	С	0.086	F	0.53	15000	
	To	Bus US 211 Wat	erloo St			_									
us Bus 7 29 211 Broadview Ave	Town of Morronton	0.00 07000	•	000/	0%	10/	00/	00/	00/	0	0.00	_	0.504	NIA	
7) (29) (211) Broadview Ave	Town of Warrenton	0.86 <b>27000</b>	<b>G</b> 9	98%	0%	1%	0%	0%	0%	С	0.08	F	0.584	NA	
	To: From:	Bus US 29 Lee	Hwy												
us 7 Broadview Ave	Town of Warrenton	0.57 <b>8800</b>	<b>G</b> 9	97%	0%	1%	1%	1%	0%	С	0.097	F	0.627	9400	
bloadview Ave	Town or Warrenton	0.97	G 3	31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	O	0.037	•	0.027	3400	
IS	To: From:	NCL Warrer	nton												
7 Broadview Ave	Fauquier County	0.25 8800	<b>G</b> 9	97%	0%	1%	1%	1%	0%	F	0.104	F	0.513	9300	
) Diodaviow / Wo	To:	US 17 James Mad		J 1 /0	0 /0	70	1 /0	1 /0	0 /0		0.107		0.010	0000	
s	From:	US 17 Dominio		200/	001		461	<b>F</b> 6'	001	_	0.600	_	0.700		
George Washington Hwy	City of Chesapeake	4.07 <b>5500</b>	<b>G</b> 9	93%	0%	1%	1%	5%	0%	F	0.093	F	0.763	5700	
	To:	SR 165 Ceda	r Rd			$\neg$ $\vdash$									
	Prom:			200/	001	401	461	FC/	001	_	0.075	_	0.500	00000	
George Washington Hwy	City of Chesapeake	1.19 <b>31000</b>	<b>G</b> 9	93%	0%	1%	1%	5%	0%	F	0.075	F	0.592	32000	
	To:	I-64													

101

Route	Jurisdiction	Length AADT	QA 4T	ire Bus		_	ck		QC	K	QK	Dir	AAWDT	
s	From:	US 17 Mills I	Dr		2Axle 3	3+Axie	TTRAIL	ZTrall		Factor		Factor		
Mill Rd	Spotsylvania County	0.30 9700	F							0.075	F	0.871	10000	
)	To:	US 1 Jefferson Day												
	From:	SR 311 Paint B			1									
Potts Creek Rd	Craig County	5.12 <b>160</b>	<b>F</b> 95	5% 1%	3%	0%	2%	0%	С	0.117	F	0.526	160	
Potts Creek Rd	To:	Alleghany Count		/0 1/0	370	0 /6	2 /6	0 /6	O	0.117	'	0.520	100	
	From:	Craig County I												
Potts Creek Rd	Alleghany County	0.43 <b>180</b>	<b>G</b> 98	3% 1%	0%	1%	1%	0%	С	0.125	F	0.793	180	
,,														
Datta Crasti Dd	Alla ela ese Countre	03-607 Potts C		00/	00/	10/	10/	00/	^	0.115	_	0.050	100	
Potts Creek Rd	Alleghany County	2.82 180	<b>G</b> 98	3% 0%	0%	1%	1%	0%	С	0.115	F	0.852	190	
	From:	03-608 Wolfe F 03-608 Wolfe												
Potts Creek Rd	Alleghany County	7.93 <b>930</b>	<b>G</b> 99	9% 0%	0%	1%	0%	0%	С	0.090	F	0.535	960	
Potts Creek Rd	Allegitariy County	7.33 930	<b>G</b> 33	76 0 76	0 78	1 /0	0 /6	0 /6	O	0.030	'	0.555	300	
	To: From:	03-614 Near A												
Potts Creek Rd	Alleghany County	3.20 <b>1200</b>	<b>G</b> 98	3% 0%	0%	1%	0%	0%	С	0.099	F	0.688	1200	
	To:	03-657 Pitzer Ridg												
Datte On the Dat	From:	03-657 Pitzer Rid	•	00/	00/	40/	00/	00/	0	0.000	_	0.000	4500	
Potts Creek Rd	Alleghany County	4.04 <b>1500</b>	<b>G</b> 99	0% 0%	0%	1%	0%	0%	С	0.098	F	0.669	1500	
	To: From:	SCL Covingto	on											
Indian Valley	City of Covington	0.37 <b>2800</b>	<b>G</b> 97	<b>'</b> % 1%	0%	0%	0%	0%	F	0.172	F	0.587	3000	
	To	CD: D:1												
S Carpenter Dr	City of Covington	S Pitzer Ridg 0.44 <b>4000</b>	ge <b>G</b> 97	'% 1%	0%	0%	0%	0%	С	0.136	F	0.611	4300	
3 Carpenter Di	City of Covington			70 170	0%	076	0%	0%	C	0.136	Г	0.611	4300	
	From:	Gordon Stree East Gordon St												
S Carpenter Dr	City of Covington	0.31 <b>4500</b>	<b>G</b> 97	'% 1%	0%	0%	0%	0%	F	0.112	F	0.62	4800	
)							-,-	- , -		• • • • • • • • • • • • • • • • • • • •		*		
7	From:	Edgemont Dri				121		221	_	0.440		0.004	4400	
Carpenter Dr	City of Covington	1.20 <b>3900</b>	<b>G</b> 97	<u>'% 1%</u>	0%	1%	1%	0%	С	0.110	F	0.631	4100	
	10:	US 220 Madiso	n St											
~ ~~~	From:	State St; Tennessee S												
(381)(421)Commonwealth Ave	City of Bristol	0.07 <b>11000</b>	<b>G</b> 95	5% 0%	1%	0%	4%	0%	F	0.095	F	0.573	12000	
	To	US 421 Goode	- St											
(381) (421) Commonwealth Ave	City of Bristol	0.16 <b>12000</b>	<b>G</b> 95	5% 0%	1%	0%	4%	0%	F	0.093	F	0.545	13000	
301/421								- , -						
Common till A	City of Deletal	SR 113 Cumberlar		20/ 00/	10/	001	00/	00/	г	0.000		0.547	14000	
381 (421) Commonwealth Ave	City of Bristol	0.16 <b>13000</b>	<b>G</b> 96	5% 0%	1%	0%	3%	0%	F	0.093	F	0.547	14000	
~ ~ ~	To: From:	SR 133 Par Sycan	nore St											
(381) (421) Commonwealth Ave	City of Bristol	0.19 <b>13000</b>	<b>G</b> 96	6% 0%	1%	0%	3%	0%	F	0.094	F	0.554	14000	
	To:	US 11 Euclid A	Ave											
2 ~~~	From:	SR 381 Commonwe	ealth Ave											
(11) Euclid Ave	City of Bristol	0.48 <b>6300</b>	<b>G</b> 99	9% 0%	1%	0%	0%	0%	F	0.093	F	0.515	6700	
	To: From:	Piedmont Av	/e.											
11 Euclid Ave	City of Bristol	0.56 <b>4900</b>	<b>G</b> 99	9% 0%	1%	0%	0%	0%	C	0.097	F	0.56	5200	
7) ( 1 1 ) = 40.14 / 110	Oily of Dilotoi	0.00 4000	<u>-</u>	,5 0 /0	1 /0	0,0	0 /0	0 /0	_	0.007		0.00	0_00	

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

		Primary and inter					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	Moore S	St				017.04.0				· uoto:		. 45151		
Control Lee Highway	City of Bristol	0.48 10000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	11000	
	To	Valley I	)r												
Lee Highway	City of Bristol	1.26 <b>1100</b> 0		99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	11000	
	To:	I-81													
~ ~~	From:	End State Mair													
(11) Lee Highway	City of Bristol	1.43 <b>1200</b> 0	G	98%	0%	0%	0%	1%	0%	F	0.102	F	0.524	12000	
~	To: From:	Bonham	Rd												
Eee Highway	City of Bristol	0.51 <b>1300</b> 0	G	98%	0%	0%	0%	1%	0%	F	0.105	F	0.528	13000	
	To	Old Airpor	t Rd												
Lee Highway	City of Bristol	0.68 12000	G	98%	0%	0%	0%	1%	0%	F	0.124	Α	0.581	12000	
	To	NCL Bris	tol												
Control (1) Lee Highway	Washington County	2.83 <b>7200</b>	A	98%	0%	0%	0%	1%	0%	С	0.124	Α	0.581	7400	
	To	95-1717 Wash Co	Ind Dorle I	D.d.											
(11) Lee Highway	™L Washington County	0.80 <b>6100</b>		95%	0%	1%	1%	3%	0%	F	0.088	F	0.578	6300	
, (11) = 00 : "ga,	T. dog.c				0,0		. , ,	0,0	0 / 0	•	0.000	•	0.070	0000	
) (11) Lee Highway	Washington County	95-869 Asto	or Rd <b>G</b>	95%	0%	1%	1%	3%	0%	С	0.104	F	0.634	8100	
Lee Highway	washington County			95 /6	0 /6	1 /0	1 /0	J /0	0 /6	C	0.104	'	0.034	0100	
\	From	95-611 Div		050/	00/		40/	00/	00/	_	0.444	_	0.004	2000	
Lee Highway	Washington County	1.72 <b>6400</b>	G	95%	0%	1%	1%	3%	0%	F	0.111	F	0.621	6600	
n ~~	To: From:	WCL Abin													
Main St	Town of Abingdon	0.55 <b>6300</b>	G	95%	0%	1%	1%	3%	0%	F	0.092	F	0.576	6600	
~ ~ ~	To: From:	SR 140 Jones	oro Rd			-									
Main St		0.43 <b>2100</b> 0	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.548	22000	
<del></del>	To	Colonial	Rd												
Main St	Town of Abingdon	0.47 <b>2000</b> 0	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.536	21000	
	То:	US 11 Ma													
Downsield Llung	Town of Abjunction	US 11 Main St;		050/	0%	10/	10/	20/	00/	F	0.000	_	0.504	14000	
Porterfield Hwy	Town of Abingdon	0.45 <b>1400</b> 0	) G	95%	0%	1%	1%	3%	0%	г	0.089	F	0.524	14000	
ALT	To: From:	Alt US	8												
9\ \( \sum_{58} \)\ Porterfield Rd	Town of Abingdon	0.21 19000	G	95%	0%	1%	1%	3%	0%	F	0.086	F	0.616	20000	
	To	NCL Abin	rdon												
ALT	From:		-	2.424	221		221	4	0-1	_		_			
Porterfield Hwy	Washington County	1.20 <b>2000</b> 0	G	94%	0%	1%	2%	4%	0%	С	0.091	F	0.587	20000	
ALT	To: From:	95-766 W	EST												
) 58 Porterfield Hwy	Washington County	2.59 37000	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.617	40000	
,	To-														
ALT	From:	95-700 Rich V													
9) (58) Porterfield Hwy	Washington County	3.03 16000		95%	0%	1%	1%	3%	0%	F	0.091	F	0.608	17000	
<i>-</i> ~	То:	95-802 Mend	ota Rd												

103

Route	Jurisdiction	Length AADT			Rue		Truc	ck		QC	K	QK	Dir	AAWDT	OW
ALT	From	95-802 Mendot			203	2Axle 3-	+Axle	1Trail	2Trail	40	Factor	QI.	Factor	70.0001	Q V V
19 58 Porterfield Hwy	Washington County	3.25 <b>15000</b>		95%	0%	1%	1%	3%	0%	F	0.091	F	0.586	16000	G
,	То:	Russell County	Line												
ALT	Russell County	Washington Coun 1.98 <b>13000</b>		95%	0%	l 1%	1%	3%	0%	F	0.092	F	0.621	14000	F
[19] [58]	nussell County			JJ /6	0 /0	1 /0	1 /0	J /0	0 /6	•	0.032	'	0.021	14000	'
(10)	Russell County	Alt US 58 Hanso 3.44 <b>11000</b>		75%	1%	1%	1%	21%	1%	F	0.093	F	0.588	12000	F
19)	Trassell County			7 5 70	1 /0		1 /0	2170	1 /0	•	0.000		0.500	12000	'
19)	Russell County	83-841 Pioneer 2.19 <b>10000</b>		75%	1%	1%	1%	21%	1%	F	0.093	F	0.55	11000	F
19)	Tradocti County			70	1 /0		1 /0	2170	1 /0	•	0.000	•	0.00	11000	•
19)	Town of Lebanon (Maint: 83)	WCL Leband 0.15 <b>10000</b>		75%	1%	1%	1%	21%	1%	N	0.093	F	0.55	11000	N
19)	To-			. 0 / 0	. , ,		. , 0	,,	. , 0		0.000	•	0.00		
19 Harry Carter Stuart Hwy	Russell County	W Mid CL Leb 1.15 <b>11000</b>		97%	0%	1%	1%	0%	0%	С	0.092	F	0.532	11000	F
	To	E Mid CL Leba													
19	Town of Lebanon (Maint: 83)	0.81 <b>11000</b>		97%	0%	1%	1%	0%	0%	N	0.092	F	0.532	11000	N
	To	252- 654 Pittsto													
19)	Town of Lebanon (Maint: 83)	1.60 <b>9500</b>		98%	0%	1%	1%	0%	0%	С	0.092	F	0.561	10000	F
.9	To:	ECL Lebano	nn .												
19 Trail of the Lonesome Pine	Russell County	4.76 <b>12000</b>		95%	0%	1%	1%	3%	0%	F	0.093	F	0.559	13000	F
	To	SR 80 Hayters G	an Pd												
19) (80)	Russell County	2.57 <b>11000</b>	-	94%	0%	1%	1%	3%	0%	F	0.090	F	0.572	12000	F
	To:	SR 80 Roseda	ale												
19	Russell County	8.11 <b>8400</b>		95%	0%	1%	1%	3%	0%	С	0.112	Α	0.513	9100	Α
	To:	Tazewell County													
·	Tazewell County	Russell County 2.38 <b>8500</b>		95%	0%	1%	1%	3%	0%	F	0.100	F	0.681	9200	F
19	razewell County				0 /6	1 /0	1 /0	J /0	0 /6	•	0.100	•	0.001	9200	'
10)	Tazewell County	92-609 Kents Ridge Rd 3.04 <b>10000</b>		<u>d</u> 95%	0%	1%	1%	3%	0%	F	0.089	F	0.587	11000	F
19)	razeweii Gounty			JJ /6	0 /0	1 /0	1 /0	J /0	0 /6	•	0.009	'	0.567	11000	•
	Tazewell County	US 460 Claypoo 5.73 <b>9200</b>		95%	0%	1%	1%	3%	0%	F	0.098	F	0.763	10000	F
19 (460)	razewell County			JJ /6	0 /6	1 /0	1 /0	J /0	0 /6	•	0.030	•	0.703	10000	
	Tazewell County	92-639 Earls Brar 5.13 <b>8500</b>		95%	0%	1%	1%	3%	0%	F	0.088	F	0.536	9200	F
19 (460)	razeweii Gounty			JJ /6	0 /0	1 /0	1 /0	J /0	0 /6	•	0.000	'	0.550	9200	'
10 (100)	Tazewell County	US 19, Bus US 1.68 <b>8400</b>		95%	0%	1%	1%	3%	0%	F	0.09	F	0.523	9100	F
19 (460)	i azeweii County			JJ /0	0 /0	1 /0	1 /0	J /0	U 70	٢	0.09	r	0.323	9100	Г
TO (100)	Town of Tazewell (Maint: 92)	WCL Tazew		35%	<b>Nº</b> /	10/	10/_	30/	00/	Е	0.089	F	0.527	8800	F
19 (460)	To:	1.57 <b>8200</b> SR 61 Riversid		95%	0%	1%	1%	3%	0%		0.069	٢	0.537	0000	Г
	From:	SR 61													
19 (460)	Town of Tazewell (Maint: 92)	0.62 <b>6300</b>		95%	0%	1%	1%	3%	0%	F	0.089	F	0.529	6900	F
~ ~	To:	ECL Tazewe	ell												
/10/2021		404													
/10/2021		104													

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

Route	Jurisdiction	Length AAD	· •	4Tiro	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	r (
noute		Length AAD	QA.	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
(460)	From:	ECL Taze		2==/	221		4.27		0-1			_			
(460)	Tazewell County	2.03 <b>6300</b>	N	95%	0%	1%	1%	3%	0%	N	0.089	F	0.529	6900	
~~~	To: From:	Bus US 4													
} {460}	Tazewell County	5.75 8400	F	95%	0%	1%	1%	3%	0%	F	0.09	F	0.53	9100	
~~~	To- From	92-680 E, H	urt Rd												
(460)	Tazewell County	4.86 <b>1100</b>	) A	95%	0%	1%	1%	3%	0%	С	0.106	Α	0.579	11000	
	To- From	92-720 W, Hech	man Pike												
(460)	Tazewell County	0.10 1000	) G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.515	11000	
,	To: From:	US 46	)												
Trail of The Lonesome Pine	Tazewell County	2700	F	95%	0%	1%	1%	3%	0%	F	0.096	F	0.569	2900	
,	To	WCL Blue	field												
}	Town of Bluefield	1.16 <b>2600</b>		96%	1%	1%	1%	1%	0%	С	0.106	F	0.603	2700	
)	То	Montrose	St												
Virginia Ave	Town of Bluefield	0.95 <b>2700</b>		98%	0%	1%	0%	1%	0%	F	0.085	F	0.627	2800	
) 3 " "	То:	Walnut													
	From:	Tazewell													
Walnut Ave	Town of Bluefield	0.05 <b>490</b>	G	97%	0%	1%	2%	1%	0%	С	0.095	F	0.934	520	
	To- From	SR 102 Colle	ge Ave			$\neg$ $\vdash$									
}	Town of Bluefield	0.80 <b>3600</b>		98%	0%	1%	0%	1%	0%	С	0.090	F	0.544	3800	
	To:	West Virginia S	State Line												
	From:	US 19		070/	00/		40/	401	00/	_	0.007	_	0.550	0000	
Main St	Town of Lebanon	0.48 <b>6200</b>		97%	0%	1%	1%	1%	0%	С	0.097	F	0.559	6200	
	From:	SR 71 Finca SR 71	stie Ku												
Main St	Town of Lebanon	0.60 5900	F	98%	0%	1%	0%	0%	0%	С	0.091	F	0.537	6000	
<u> </u>	To	SR 82 Clevel	and Rd												
Main Ct	From:			99%	0%	10/	00/	00/	00/	F	0.001	_	0.571	0000	
Main St	Town of Lebanon	0.42 <b>6600</b> Fugate A		99%	0%	1%	0%	0%	0%	Г	0.091	F	0.571	6900	
	From:	252-701 Chu													
Main St	Town of Lebanon	1.07 <b>8200</b>	F	99%	0%	1%	0%	0%	0%	С	0.089	F	0.515	8300	
, 	To:	W 252- 654 H	laber Dr												
Main St	Town of Lebanon	0.51 6600		98%	0%	1%	0%	0%	0%	F	0.086	F	0.524	6700	
) Wall St	TOWIT OF LEDATION			30 /6	0 /0	1 /0	0 /6	0 /6	0 /0		0.000		0.524	0700	
	To: From:	Gilmer A	ve												
Main St	Town of Lebanon	0.78 <b>4700</b>	F	98%	0%	1%	0%	0%	0%	С	0.088	F	0.575	4700	
,	To	ECL Leba	non												
Main St	Russell County	0.17 3800		98%	0%	1%	0%	1%	0%	С	0.092	F	0.579	3800	
) Wall of	To:	US 19 No		30 /6	0 /0	1 /0	0 /0	1 /0	0 /0	U	0.032		0.013	3000	

105

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

		i ililiai y ali	a interstate H	outoo											
Route	Jurisdiction	I enath	AADT QA	4Tire	Bus		Tr			QC	K	QK	Dir	AAWDT	- (
	5454.51.					2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor	, , , , , , ,	
S Bus	From:		S 19, US 460	070/	00/	10/	40/	40/	00/	_	0.400	_	0.005	4500	
(460) Crab Orchard Rd	Tazewell County	1.58	1500 F	97%	0%	1%	1%	1%	0%	С	0.103	F	0.625	1500	
s Bus	To: From:	SR 91 V	Whitten Valley R	1											
9 (460) Crab Orchard Rd	Tazewell County	0.27	1400 F								0.098	F	0.627	1400	
s Bus	To: From:	SR 16 E	BF Buchanan Hw	y											
(16) (16) Crab Orchard Rd	Tazewell County	1.11	1800 F	98%	0%	1%	1%	0%	0%	С	0.084	F	0.569	1800	
Bus	To: From:	92-633 I	Peery Addition R	d											
S Bus 0 (460) (16)	Tazewell County	0.44	1900 N	99%	0%	1%	0%	0%	0%	Ν	0.098	F	0.563	1900	
	Too	W	CL Tazewell												
s Bus	From:											_			
(16) (16) Main St	Town of Tazewell	0.20	1900 F	99%	0%	1%	0%	0%	0%	С	0.098	F	0.563	1900	
s Bus	To: From:	ALT SR	16 Fairgrounds I	Rd											
(460) (16) Main St	Town of Tazewell	0.81	2900 F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.516	2900	
	To:		Church Ave												
S Bus	From:		Church St	000/	00/	00/	00/	00/	00/	F	0.000	F	0.510	2400	
Fincastle Trpk	Town of Tazewell	0.44	3300 G	99%	0%	0%	0%	0%	0%	Г	0.090	F	0.519	3400	
s Bus	To: From:	Ta	azewell Ave												
Fincastle Trpk	Town of Tazewell	1.65	4700 G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.543	4800	
	To	SR 61	1 Ben Bolt Blvd												
s Bus 0 (460 Fincastle Trpk	Town of Tazewell	0.65	3600 F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.524	3600	
(460)sastis 1.by	Town or rezerven		-		0 70		0,0	0 70	0,0	•	0.000	·	0.02 1	0000	
Bus Bus	From:	EC	CL Tazewell												
9 (460)	Town of Tazewell (Maint: 92)	0.93	2700 F	97%	0%	1%	1%	1%	0%	С	0.091	F	0.594	2700	
	То:	US	S 19, US 460												
k Truck Truck	From:		Commonwealth A												
(11) (11) Goode St	City of Bristol	0.21	900 G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	980	
ck Truck Truck	To: From:	102-33	05 Piedmont Ave	:											
Cumberland St	City of Bristol	0.34	2200 G	98%	0%	1%	0%	0%	0%	С	0.1	F	0.584	2300	
	To:	Truck \	US 11 Randall St												
ck Truck	From:		State St												
Martin Luther King Jr., Blvd	City of Bristol	0.93	4900 G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.548	5200	
ck Truck	From:		amberland St bakview Ave												
(113) (11) Moore St	City of Bristol	0.12	6200 G	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	6500	
	То		Euclid Ave												
	From:	US 15 Ia	nmes Madison Hy	vv											
O Constitution Route	Buckingham County	2.56	4100 G	94%	1%	1%	0%	4%	0%	F	0.094	F	0.507	4000	
	To:	14.6	531 Buffalo Rd												

106

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

		Filliary and interstal					Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	14-631 Buffalo F													
Constitution Route	Buckingham County	7.99 <b>3000</b>	G	94%	1%	1%	0%	4%	0%	С	0.093	F	0.549	3000	G
	To: From:	14-655 Glenmore		0.101	1.01		221	4-7	221					4.400	_
Constitution Route	Buckingham County	8.50 <b>4300</b> Albemarle County	G	94%	1%	1%	0%	4%	0%	F	0.083	F	0.814	4400	G
	From:	Buckingham County													
20) Valley St	Albemarle County	0.12 4900	G	96%	0%	1%	1%	2%	0%	С	0.100	F	0.728	4800	G
	To: From:	SCL Scottsville	e												
20) Valley St	Town of Scottsville (Maint: 02)	0.17 <b>4900</b>	N	96%	0%	1%	1%	2%	0%	Ν	0.100	F	0.728	4800	١
	To From	SR 6 S, Main S	St			_									
(6) Valley Rd	Town of Scottsville (Maint: 02)	0.30 <b>6200</b>	N	94%	1%	3%	1%	2%	0%	Ν	0.108	F	0.693	6100	١
	To- From	CL Scottsville													
20) (6) Valley Rd	Albemarle County	0.28 <b>6200</b>	G	94%	1%	3%	1%	2%	0%	F	0.108	F	0.693	6100	C
	To- From	SR 6 N, Irish R													_
Scottsville Rd	Albemarle County	5.51 <b>6400</b>	G	97%	1%	1%	1%	1%	0%	F	0.102	F	0.809	6200	C
<u> </u>	To- From	02-712 Plank Rd, K													_
Scottsville Rd	Albemarle County	4.06 <b>7500</b>	G	97%	1%	1%	1%	1%	0%	F	0.106	F	0.841	7400	(
	To: From:	02-708 Red Hill 1		0==/					221						_
Scottsville Rd	Albemarle County	5.16 <b>7400</b>	G	97%	1%	1%	1%	1%	0%	С	0.099	F	0.815	7900	(
O H III - D -I	To From	02-742 Avon S		070/	40/		40/	40/	00/		0.400		0.774	F700	
Scottsville Rd	Albemarle County	2.16 <b>5400</b>	G	97%	1%	1%	1%	1%	0%	F	0.102	F	0.774	5700	(
Coattovilla Dd	Albamada Cauntu	SR 53 Thomas Jefferso		<b>,</b>	1%	<b>⊢</b> 1%	1%	1%	0%	F	0.113	F	0.703	19000	(
Scottsville Rd	Albemarle County	0.54 18000	G	97%	1 70	1 70	1 70	1 70	0%	г	0.113	г	0.703	19000	(
20 Scottsville Rd	Albemarle County	I-64 0.24 <b>15000</b>	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.642	15000	
Ocollsville Ha	Albertaile Gourity			30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	•	0.101	•	0.042	13000	`
Monticello Ave	City of Charlottesville	SCL Charlottesvi 0.26 <b>13000</b>	ille G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.724	13000	(
Northodilo 7 (Ve	Only of Official Control			0070	0 70		0 / 0	0 /0	0 /0	•	0.102	•	0.724	10000	`
20 Monticello Ave	City of Charlottesville	Altavista Ave 0.28 <b>12000</b>	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.668	13000	(
Nonticone 7 tve	To To						070	0 70	070	•	0.101	•	0.000	10000	`
Monticello Ave	City of Charlottesville	Carlton Rd 0.35 <b>6900</b>	G	98%	0%	1%	0%	0%	0%	С	0.106	F	0.673	7300	
	To:	Avon St		0070	0,0		0,0	0 70	0,0		01.00	•	0.0.0	7 000	
<b></b>	From:	Monticello Ave		222			221	0-1	221					40000	
Avon St	City of Charlottesville	0.41 <b>11000</b> Market Street	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.709	12000	(
Bus	From:	Market Street Market St													
20) (250) 9th St	City of Charlottesville	0.12 <b>11000</b>	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.618	12000	(
	Combined Traffic Estimates for Parallel Roadways on										NA			NA	
	To:	US 250 High S	St												

6/10/2021 107

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

		Primary and Interst	ale no	ules											
Pouto	Jurisdiction	Longth AADT	Ο Δ	4Tiro	Puo		Tru	ıck		QC	K	QK	Dir	AAWDT	- 0
Route	Julisdiction	Length <b>AADT</b>	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	Q
Bus	From:	US 250 High													
20) (250) High St	City of Charlottesville	0.23 <b>10000</b>	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.609	11000	(
D.::-	To: From:	11th ST													
Bus 20) (250) High St	City of Charlottesville	0.21 <b>8200</b>	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.737	8700	(
20) (250) High St	Oity of Ghanottesville			33 /6	0 /0	1 /0	0 /6	0 /0	0 /6	O	0.034	•	0.737	0700	`
Bus	To- From:	Gillespie A	ve												
20) (250) High St	City of Charlottesville	0.45 <b>17000</b>	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.644	18000	(
	To	US 250 & BUS 1	IS 250												
20) (250) Long St	City of Charlottesville	0.06 44000	N 230	98%	0%	1%	1%	1%	0%	N	NA			NA	
20) (250) Long St	Only of Gridifonesville			0070	0 70	1 70	1 /0	1 /0	0 70	.,	14/1			1471	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	ECL Charlotte					101		221	_					
Richmond Rd	Albemarle County	0.20 44000	G	98%	0%	1%	1%	1%	0%	F	NA			NA	
	To- From:	US 250 Richmo	nd Rd												
Stony Point Rd	Albemarle County	3.12 8600	G	97%	0%	1%	0%	1%	0%	F	0.108	F	0.608	9200	(
	To	Urban Bound	arv												
Stony Point Rd	Albemarle County	1.77 7200	G	97%	0%	1%	0%	1%	0%	F	0.108	F	0.608	7100	(
	T-1														
Stony Boint Bd	Albemarle County	02-649 Proffit 2.82 4100		97%	0%	1%	0%	1%	0%	F	0.150	F	0.807	4000	(
O Stony Point Rd	Albernarie County	2.82 4100	G	97%	0%	170	0%	170	0%	Г	0.150	Г	0.607	4000	,
	To: From:	02-600 Stony Poi													
Stony Point Rd	Albemarle County	5.84 2500	G	97%	0%	1%	0%	1%	0%	С	0.137	F	0.873	2400	(
	To:	Orange County													
Constitution Hung	Orange County	Albemarle Coun 1.30 2300		95%	0%	1%	3%	1%	0%	С	0.123	F	0.817	2300	(
Onstitution Hwy	Orange County	1.30 2300 US 33 Spotswoo	G d Tuoil	95%	076	170	3%	1 70	0%	C	0.123	Г	0.017	2300	,
	From:	W US 33	u man												
0) (33) Spotswood Trail	Orange County	0.22 6400	G	94%	1%	1%	1%	4%	0%	F	0.1	F	0.588	6400	
0) (33) -1 -1 -1	То:	E US 33													
	From:	US 33 E, Spotswo	od Trail												
O Constitution Hwy	Orange County	5.63 2300	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.610	2300	
	Too	SR 231 Gordonsvi	lle Tnke												
O Constitution Hwy	Orange County	5.76 3500	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.564	3500	
9										_					
W Main St	Town of Orange	WCL Orang		070/	00/	10/	10/	10/	00/	С	0.101	F	0.504	4200	
W Main St	Town of Orange	0.47 4200	G	97%	0%	1%	1%	1%	0%	C	0.101	Г	0.504	4300	(
	To: From:	Bus SR 20)			-									
O) Caroline St	Town of Orange	0.15 4100	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.514	4100	(
	To:	US 15 N, S Madison Stree	t; Carolir	ne Street											
Caralina Ot	From:	W US 15	_	000/	10/	10/	40/	FC/	00/	_	0.000	_	0.504	11000	
0) (15) Caroline St	Town of Orange	0.17 11000	G	92%	1%	1%	1%	5%	0%	F	0.093	F	0.524	11000	(
**	From:	E RT 15 US 15 S, Carolin	a Straat												
Berry Hill Rd	Town of Orange	0.66 8700	G	96%	1%	1%	0%	2%	0%	F	0.091	F	0.655	8800	(
20 / 50119 1 1111 1 10	TOWIT OF CTAINGE	0.00 0700	u	JU /6	1 /0	1 /0	0 /0	2 /0	0 /0	1	0.031	1	0.000	0000	,

108

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

		Filliary and interstate not				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Berry Hill Rd	From: Town of Orange	68-612 Monrovia Rd 0.08 11000 G	96%	1%	1%	0%	2%	0%	F	0.082	F	0.64	11000	(
Berry Hill Rd	Town of Orange		90%	1 70	1 70	076	270	0%	Г	0.002	Г	0.04	11000	
Constitution Hwy	Orange County	ECL Orange 2.24 11000 N	96%	1%	1%	0%	2%	0%	N	0.082	F	0.64	11000	
0) 55:10:110:10:11	To-	68-629 Lahore Rd		. , ,		0,0		0,70		0.002	•	0.0.		
O Constitution Hwy	Orange County	6.01 8000 G	96%	1%	1%	0%	2%	0%	F	0.08	F	0.583	8000	
,	To Take	US 522 East of Unionville												
Constitution Hwy	Orange County	2.28 8200 G	96%	1%	1%	0%	2%	0%	F	0.084	F	0.577	8100	
	Tot	68-650 Independence Rd												
O Constitution Hwy	Orange County	6.38 8000 G	96%	1%	1%	0%	2%	0%	F	0.082	F	0.556	8000	
	Tor	68-611 Gold Dale Rd; Zoar R	d		<u> </u>									
Constitution Hwy	Orange County	4.73 10000 A	96%	1%	1%	0%	2%	0%	С	0.098	Α	0.582	10000	
	To:	SR 3 Germanna Hwy												
	From:	SR 20												
0) Ramp	Albemarle County	0.13 3500 G								0.129	F		3800	
	From:	I-64 East												
rth 0 Ramp	Albemarle County	SR 20 TO I-64 EAST 0.06 1800 G								0.113	F		1800	
0) 1 (4.11)	To:	SR 20-S037A SR 20- 37A FROM	RT 2							0.110	•		1000	
rth	From:	SR 20 N, Scottsville Rd												
Ramp	Albemarle County	0.10 3700 G								0.145	F		4000	
	То:	I-64 West												
uth	From:	SR 20 TO I-64 EAST												
Ramp	Albemarle County	0.05 1700 G	D.T. O							0.165	F		1700	
	From:	SR 20- 37A SR 20-N037A FROM	R12		<u> </u>									
uth 0 Ramp	Albemarle County	SR 20 S, Scottsville Rd 0.19 2200 G								0.145	F		2300	
0)	To:	I-64 West								0.1.10	•		2000	
ıs	From:	SR 20; W Main St												
Main St	Town of Orange	0.14 3400 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.512	3400	
	To	US 15 Madison St; S Madison	St		_									
us 0 Main St	Town of Orange	3600 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.512	3700	
o)	To:	May Fray Ave; Byrd St		- 70										
us D. LO.	From:	Main St	00-1	0.51	057	001	061	051	_	0.004	_	0.505	0000	
Byrd St	Town of Orange	3900 G	99%	0%	0%	0%	0%	0%	С	0.084	F	0.535	3900	
	Econo	SR 20 Berry Hill Rd												
New River Pkwy	Grayson County	North Carolina State Line 3.39 1600 G	94%	0%	1%	1%	4%	0%	С	0.101	F	0.569	1600	
21 New River Pkwy	To	SCL Independence	0 1 70	0 /0	. /0	1 /0	. /0	0 /0	J	0.701		0.000	. 500	

109

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

		Primary and Intersta					Т	. د ا د			IZ.		D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q'
	From	CCI Indonesia				ZAXIE	3+Axle	Hraii	ZTraii		Factor		Factor		
	Town of Independence (Maint: 38)	SCL Independer 0.47 1600	N N	94%	0%	1%	1%	4%	0%	N	0.101	F	0.569	1600	1
1) (221)	Town of macpendence (Maint: 00)			J+70	0 70	1 70	1 /0	T /0	0 70	14	0.101	•	0.505	1000	
\sim	Town of Lodge and (Mainta CO)	US 58 Main S		000/	40/	10/	40/	00/	00/	_	0.440	_	0.505	4000	
21)	Town of Independence (Maint: 38)	1.64 1700	Α	96%	1%	1%	1%	2%	0%	С	0.118	Α	0.595	1800	,
	To: From:	NCL Independe													
21)	Grayson County	8.75 1700	N	96%	1%	1%	1%	2%	0%	N	0.118	Α	0.595	1800	
	To	38-791 Country	Ln			$ \vdash$									
Elk Creek Pkwy	Grayson County	1.45 1200	F	94%	1%	1%	1%	3%	0%	С	0.090	F	0.586	1300	
	Too	38-805 Spring Vall	lov Dd												
1 Elk Creek Pkwy	Grayson County	1200	F	94%	1%	1%	1%	3%	0%	С	0.095	F	0.566	1300	
<u></u>	To:	Wythe County I		0.70	.,,		. , ,	0,0	0,0	Ū	0.000	•	0.000	.000	
	From:	Grayson County													
Grayson Tpke	Wythe County	1300	G	95%	1%	1%	1%	3%	0%	С	0.104	F	0.640	1300	
<i></i>	To	98-684 Chaney Bra	nch Rd			<u> </u>									
Grayson Tpke	Wythe County	3.67 1800	G	96%	1%	1%	1%	2%	0%	F	0.097	F	0.597	1800	
	To:	98-690 Cripple Cre	ek Rd												
~		98-690 Cripple Creek Rd;	; Crocke	ett Rd											
1 Grayson Tpke	Wythe County	6.75 2900	G	96%	1%	1%	1%	2%	0%	F	0.092	F	0.7	2900	
<i></i>	To	SCL Wythevil	le												
Grayson St	Town of Wytheville	0.36 3700	G	97%	0%	0%	1%	1%	0%	С	0.098	F	0.669	3900	
	To:	Main St													
~	From:	Grayson St								_		_			
Main St	Town of Wytheville	0.49 5400	G	97%	0%	0%	1%	1%	0%	F	0.094	F	0.646	5800	
	From:	US 11, W Lee Hwy; W Lee Hwy; 12t		1											
1) (11) Main St	Town of Wytheville	0.31 4900	G G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.537	5200	
1) (11) Main St	То:	4th Street	<u> </u>		.,,		0,0	0 / 0	0,0	•	0.000	•	0.00.	0200	
	From:	US 11 Main S	St												
4th St	Town of Wytheville	0.53 11000	G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.578	12000	
<u></u>	To:	W Ridge Rd													
4th St	Town of Wytheville	0.40 13000	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.512	13000	
	To	Tazewell St													
4th St	Town of Wytheville	0.12 14000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.514	15000	
1) 411 61	To:	I-81; US 52	<u> </u>	30 70	0 70		0 70	1 /0	0 70	•	0.000	•	0.514	13000	
	From:	•	- 11												
Louisa Rd	Albemarle County	US 250 Shadw 2.44 7700	G G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.680	7500	
2) 200000 110	Austrianc County			01 /0	1 70	1 /0	1 /0	1 /0	0 /0		0.000		0.000	7 300	
District Di	To: From:	02-616 Black Ca		070/	401		401	401	001		0.004		0.070	7000	
Louisa Rd	Albemarle County	2.91 7300	G	97%	1%	1%	1%	1%	0%	С	0.094	F	0.676	7200	(
	To: From:	SR 231 Near Cisi	mont												
22) Louisa Rd	Albemarle County	3.71 1700	G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.743	1600	(
	To:	Louisa County I	ine												

110

		Pr	imary and	d Interstat	e Rol	ites									D:		
Route	Jurisdiction	า	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir	AAWDT	QV
	From:		Albema	arle County l	Line			ZAXIE	3+Axie	IIIaii	ZIIali		i actor		Factor		
22 Louisa Rd	Louisa Coun	nty	3.99	1900	G	98%	1%	1%	0%	0%	0%	С	0.103	F	0.559	1800	G
\smile	To		US 15 I	Boswells Ta	vern												
22 Louisa Rd	Louisa Coun	nty	6.23	1700	G	97%	1%	1%	1%	0%	0%	С	0.093	F	0.664	1700	G
	To		US	33 Trevilian	ıs												
22) (33) Louisa Rd	Louisa Coun	nty	3.84	5200	G	96%	1%	1%	1%	2%	0%	F	0.092	F	0.5	5100	G
	To:		W	VCL Louisa													
22) (33) West Main St	Louisa Coun	nty	1.08	6200	G	96%	1%	1%	1%	2%	0%	F	0.090	F	0.527	6100	G
	To: From:		SR 208	8 LOUISA 0	СН												
22) (33) (208) West Main St	Louisa Coun	nty	0.40	14000	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.55	14000	G
	To: From:			E US 33													
22 208 Louisa Rd	Town of Louisa (Ma	laint: 54)	0.33	9800	G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.504	9600	G
	To- From:		Е	ECL Louisa				_									
22 208 Davis Hwy	Louisa Coun	nty	4.73	9800	N	96%	0%	1%	1%	2%	0%	Ν	0.089	F	0.504	9600	Ν
	To: From:		W	CL Mineral													
22 208 Davis Hwy	Town of Mineral (M	faint: 54)	0.15	9800	N	96%	0%	1%	1%	2%	0%	N	0.089	F	0.504	9600	Ν
\smile	To:			US 522													
~~~	From:	<b>+</b> ,,		essee State L 18000	ine <b>G</b>	93%	1%	1%	1%	4%	0%	F	0.092	F	0.587	18000	G
23)	Scott Count	ıy				93%	1 70	1 70	1 70	4 70	076	г	0.092	Г	0.567	10000	G
	Town of Weber City (	(Maint: 94)	SCI 0.51	L Weber City	y <b>G</b>	93%	1%	<b>⊢</b> 1%	1%	4%	0%	F	0.086	F	0.589	18000	G
23)	TOWIT OF WEDET Oily (	(Mairit. 04)				30 /6	1 /0	1 /0	1 /0	7 /0	0 /6	•	0.000	'	0.503	10000	ч
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Town of Weber City (	(Maint: 84)		14 N Yuma I 18000	Rd <b>G</b>	93%	1%	1%	1%	4%	0%	F	0.083	F	0.544	18000	G
23)	TOWIT OF WEDET Only	(Want. 04)				JU 70	1 /0	1 70	1 /0	7/0	0 70	•	0.000	•	0.544	10000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Town of Weber City (	(Maint: 84)		Shady Elm I 18000	Lane G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.562	18000	G
23)	Town or Weber Oity (	(Marrit: 04)				00 70	1 /0		1 70	470	0 70	•	0.000	•	0.002	10000	Ğ
23 (58) (421)	Town of Weber City (	(Maint: 84)		US 421 Hilto <b>23000</b>	G Rd	93%	1%	1%	1%	4%	0%	F	0.091	F	0.601	24000	G
23) (36) (421)	To:	(17141111111111111111111111111111111111					. , ,		. 70	170	070	•	0.001	•	0.001	21000	ŭ
23 (58) (421)	Town of Weber City (	(Maint: 84)		L Weber City 23000	G G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.601	24000	G
23) (36) (421)	To:	(				0070	. , ,		. , ,	.,0	0 / 0	•	0.00.	•	0.00		Ŭ.
23 (58) (421)	Town of Gate City (N	Maint: 84)		CL Gate City 23000	N	93%	1%	1%	1%	4%	0%	N	0.091	F	0.601	24000	N
23) (36) (421)	Tec									.,.							
23 (58) (421)	Town of Gate City (N	Maint: 84)		3 East of Ga 12000	A A	93%	1%	1%	1%	4%	0%	С	0.104	Α	0.505	12000	Α
20) (30) (421)	To To	2.,		CL Gate City			. , •		. , •	.,,							
23 (58) (421)	Town of Gate City (N	Maint: 84)		12000		93%	1%	1%	1%	4%	0%	N	0.104	Α	0.505	12000	N
20) (30) (421)	To-	,					, -				- , -						
23) (58) (421)	Town of Gate City (N	Maint: 84)	0.33	CL Gate City 12000	N	93%	1%	1%	1%	4%	0%	N	0.104	Α	0.505	12000	N
(23) (30) (421)	To:			CL Gate City			. 70		. 70	. , 0							
5/10/2021				111													

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

Doub	Lorda D. C.	1		•	(T:	ъ.		Tru	ck			K	014	Dir	A A14/DT	
Route	Jurisdiction	Length	AADT (	QA 4	lire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
	From:		CL Gate City													
3 (58) (421)	Town of Gate City (Maint: 84)	1.77	12000	N S	93%	1%	1%	1%	4%	0%	N	0.104	Α	0.505	12000	
	To: From:	Bus US 2	23 West of Gat	te City												
58 (421) Daniel Boone Heritage Hwy	Scott County	5.92	11000	G S	93%	1%	1%	1%	4%	0%	F	0.086	F	0.544	12000	
	To	84-870	Daniel Boone	Trail			$\neg$ $\vdash$									
(58) (421)	Scott County	3.56			93%	1%	1%	1%	4%	0%	F	0.085	F	0.524	12000	
	Too		SR 65													
(58) (421)	Scott County	4.67		G S	93%	1%	1%	1%	4%	0%	F	0.085	F	0.511	12000	
	То	110 50	, US 421 Duffi	iold												
}	Scott County	03.36	·		93%	1%	1%	1%	4%	0%	F	0.084	F	0.553	8300	
		C		-												
)	Town of Duffield (Maint: 84)		SCL Duffield 8100	N S	93%	1%	1%	1%	4%	0%	N	0.084	F	0.553	8300	
)	rown or Barnola (Mariti 61)			., ,	0070	. , 0		1 70	170	0 70	.,	0.001	•	0.000	0000	
}	Scott County	2.82	ICL Duffield 8100	N S	93%	1%	1%	1%	4%	0%	N	0.084	F	0.553	8300	
)	To:		e County Line		90 /0	1 /0		1 /0	4 /0	0 /6	IN	0.004	'	0.555	0300	
	From:		ott County Line													
	Lee County	4.04	7600	G S	95%	1%	1%	0%	4%	0%	F	0.089	F	0.515	8000	
<u> </u>	To: From:		se County Line													
Orby Cantrell Hwy	Wise County	Le 2.10	e County Line 8400		95%	1%	1%	0%	4%	0%	F	0.093	F	0.518	8900	
) Croy Curities ( ) Wy	<u>-</u>				JO 70	1 /0	170	0 /0	470	0 70	•	0.000	•	0.010	0000	
Orby Cantrell Hwy	Wise County	97-84 <b>1.84</b>	14 S, Wildcat F 3500		95%	1%	1%	0%	4%	0%	С	0.262	Α	0.522	3600	
Olby Gailliell Tiwy	·					1 /0	1 /0	0 /6	4 /0	0 /6	C	0.202	^	0.522	3000	
ALT ALT	To: From:	BUS US 23	South of Big S	Stone Ga	р											
58 (58) Orby Cantrell Hwy	Wise County	1.31	10000	G S	95%	1%	1%	0%	4%	0%	F	0.089	F	0.506	11000	
	To: From:		S, Powell Valle	_												
ALT ALT (58) (58) Orby Cantrell Hwy	Wise County		S Powell Valle 14000		95%	1%	1%	0%	4%	0%	F	0.089	F	0.568	15000	
) (38) (38) 616) 64111611 1111	wise scartly				JO 70	1 /0		0 /0	470	0 70	•	0.000	•	0.000	10000	
ALT ALT	From:	97-610 1	N Powell Valle													
58 58 Orby Cantrell Hwy	Wise County	0.86	12000	G S	95%	1%	1%	0%	4%	0%	F	0.085	F	0.530	13000	
ALT ALT	To: From:	V	WCL Norton													
	City of Norton (Maint: 97)	1.09	12000	N S	95%	1%	1%	0%	4%	0%	N	0.085	F	0.530	13000	
(58) (58)	Tes						<del></del> 1		.,.	-,-			-			
ALT ALT	From:		h St; 12th St Ex													
) (58) (58) Orby Cantrell Hwy	City of Norton (Maint: 97)	1.44	13000	G S	94%	1%	1%	1%	4%	0%	С	0.09	F	0.511	14000	
~ ~	To- From:	ALT US 58, SR	283 Norton-C	Coeburn l	Hwy											
Orby Cantrell Hwy	City of Norton (Maint: 97)	0.74	18000	N S	95%	0%	0%	0%	3%	0%	Ν	0.086	F	0.506	19000	
,	To: From	1	NCL Norton													
	Wise County	0.88	18000	G 9	95%	0%	0%	0%	3%	0%	F	0.086	F	0.506	19000	
	To:	Bus US	23 North of No	orton												

112

# Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA 4	Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QV
	From:						2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor		
22	Wise County		23 North of N		95%	0%	0%	0%	3%	0%	С	0.105	Α	0.511	18000	Α
23)	To		SCL Wise													
23	Town of Wise (Maint: 9		17000	<b>N</b> 9	95%	0%	0%	0%	3%	0%	N	0.105	Α	0.511	18000	1
<del>-</del> 9)	To:	,	23 South of													
Only Control House	From:		S of Wise No		NF0/	00/	00/	00/	00/	00/	_	0.001	_	0.574	10000	,
Orby Cantrell Hwy	Town of Wise (Maint: 9	•	12000	<b>G</b> 9	95%	0%	0%	0%	3%	0%	F	0.081	F	0.574	13000	(
~	To: From		NCL Wise	N 0	NF0/	00/	00/	00/	00/	00/	N.	0.001		0.574	10000	
3)	Wise County	0.52	23 North of '		95%	0%	0%	0%	3%	0%	N	0.081	F	0.574	13000	ı
	From:		North of Wise													
Orby Cantrell Hwy	Wise County	4.10	11000	<b>G</b> 9	95%	0%	0%	0%	3%	0%	F	0.078	F	0.594	12000	(
J	To- From	97-63	34 Bean Gap	Rd			_									
3 Orby Cantrell Hwy	Wise County	3.56	11000	<b>G</b> 9	95%	0%	0%	0%	3%	0%	F	0.079	F	0.625	12000	
	To	Bus US	23 South of F	ound			$\neg$									
3 Orby Cantrell Hwy	Wise County	2.40	6400	<b>G</b> 9	95%	0%	0%	0%	3%	0%	F	0.074	F	0.553	6800	
	To	7	VCL Pound				$\neg$ —									
3	Town of Pound (Maint:		6400	<b>N</b> 9	95%	0%	0%	0%	3%	0%	Ν	0.074	F	0.553	6800	
	Tot	Bus	S US 23 North	1			$\neg$ $\vdash$									
3	Town of Pound (Maint:		6100		95%	0%	0%	0%	3%	0%	Ν	0.075	F	0.533	6500	
<u></u>	To: From:	1	NCL Pound				$\neg$ $\vdash$									
3 Orby Cantrell Hwy	Wise County	2.02	6100	<b>G</b> 9	95%	0%	0%	0%	3%	0%	F	0.075	F	0.533	6500	
<u></u>	То:	Kent	ucky State Li	ne												
us Bus Bus	From:		South of Gate													
3) (58) (421)	Town of Gate City (Maint	t: 84) 0.23	15000	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.096	F	0.505	16000	
us Bus Bus	To: From:	84	-836 Jones St				$\Box$									
3) (58) (421)	Town of Gate City (Maint	t: 84) 0.47	8100	<b>G</b> 9	98%	0%	1%	0%	0%	0%	С	0.089	F	0.546	8700	
	To	-	1 E Jackson	St .			—									
us Bus Bus	From:				00/	00/	10/	00/	00/	00/	_	0.000	_	0.601	E200	
3) (58) (421) W Jackson St	Town of Gate City (Maint		ville Rd; Mu		98%	0%	1%	0%	0%	0%	F	0.088	F	0.621	5300	
us Bus Bus	From:		anville Rd; M													
3) (58) (421)W Jackson St	Town of Gate City (Maint	t: 84) 0.15	3500	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.088	F	0.542	3700	
	To	8	4-763 Fir St													
us Bus Bus 3) (58) (421) Daniel Boone Rd	Town of Gate City (Maint		2700	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.094	F	0.55	2900	
3) (58) (421) Barner Boorie Fid	Town of date only (Maint	-			70 70	0 /0		0 /0	0 70	0 / 0	•	0.004	•	0.00	2000	
us Bus Bus	From:		762 Starnes S													
Daniel Boone Rd	Town of Gate City (Maint	t: 84) 0.80	2000	<b>G</b> 9	97%	0%	1%	1%	1%	0%	С	0.106	F	0.565	2100	(
us Bus Bus	To: From:	W	CL Gate City													
23) (58) (421)	Scott County	0.04	2000	<b>N</b> 9	97%	0%	1%	1%	1%	0%	N	0.106	F	0.565	2100	ı
) ( ) ( )	_ <del>'</del>		23 Bus W. IN													

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

Devite	Louis attation	Lavanth	4457		4	D		Tru	ıck			K	01/	Dir	A A14/DT	- ^
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
	From:		3 South of Pou													
3	Wise County	0.34	5200	G	97%	0%	1%	1%	1%	0%	С	0.090	F	0.613	5200	
	To: From:	Ş	SCL Pound													
us 3	Town of Pound (Maint: 97)	2.74	5200	N	97%	0%	1%	1%	1%	0%	Ν	0.090	F	0.613	5200	
	То:	N US	S 23 & 97-T63	30												
S	From:	US 23 (	Orby Cantrell l	_												
Norton Rd	Town of Wise		8600	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.516	9400	
\$	To: From:	SCL Wise; 97	-757 Norton C	Coebur	n Rd											
Norton Rd	Town of Wise		11000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.522	12000	
	To:		Main Street													
Moin Ct	Town of Wise	0.36	Norton Rd 4700	G	98%	0%	<b>1</b> %	0%	0%	0%	F	0.103	F	0.604	5000	
Main St	Town or wise	0.30		G	90%	070	1 70	0%	076	0%	г	0.103	г	0.604	3000	
IS .	To: From:		Hall Ave													
Main St	Town of Wise	0.42	3000	G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.560	3300	
is	To: From:	Ac	ddington Ave													
Main St	Town of Wise	0.11	3100	N	98%	0%	1%	0%	1%	0%	Ν	0.097	F	0.549	3300	
9	To:		NCL Wise													
IS Wast Main Ct	Prom:			_	000/	00/	10/	00/	10/	00/	_	0.007	_	0.540	0000	
West Main St	Wise County	0.70	3100 3 North of Wi	G	98%	0%	1%	0%	1%	0%	С	0.097	F	0.549	3300	
s ALT	From:	03 2	US 23	.30			_									
s ALT 3 (58) Gilley Ave	Wise County	0.35		N	97%	0%	1%	0%	2%	0%	N	0.089	F	0.57	9400	
	то:		Big Stone Ga													
s ALT	From:		•	•	070/	00/	40/	00/	00/	00/	0	0.000	_	0.57	0.400	
Gilley Ave	Town of Big Stone Gap	0.93	<b>8800</b> E 5th St	G	97%	0%	1%	0%	2%	0%	С	0.089	F	0.57	9400	
s ALT	From:		Gilley Ave													
58 E 5th St	Town of Big Stone Gap	0.24	7200	G	97%	0%	1%	0%	2%	0%	F	0.085	F	0.536	7700	
	To: From:	ALT U	US 58 Wood A	Ave			$\Box$ $\vdash$									
us 3 E 5th St	Town of Big Stone Gap	0.28	5900	G	97%	0%	1%	0%	2%	0%	F	0.084	F	0.503	6300	
3)	Та		2nd Ave													
us = ===	From:			_	0==/			4.57	421	0-1				0.504	4000	
E 5th St	Town of Big Stone Gap	0.47	4300	G	95%	0%	1%	1%	4%	0%	С	0.085	F	0.504	4600	
S	Tec From:	NCL	Big Stone Ga	ıp												
Roaring Branch Rd	Wise County	1.49	4300	N	95%	0%	1%	1%	4%	0%	Ν	0.085	F	0.504	4600	
	To: From:	SC	L Appalachia													
us 3 Main St	Town of Appalachia (Maint: 97)	1.98		N	95%	0%	1%	1%	4%	0%	N	0.085	F	0.504	4600	
3)	Town of Apparacina (Maint. 97)		L Appalachia		00 /0	0 /0	- /0	1 /0	1 /0	0 /0		0.000		0.004	1000	

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

Davita	Lucia di akia a	l a a a tha	AADT		4Tius	Dua		Tru	ck		00	K	OK	Dir	AAWDT	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	
Kent Junction Rd	From:		CL Appalachia		95%	0%	10/	10/	40/	00/	N.I	0.005	F	0.504	4600	
Kent Junction Rd	Wise County	7.83	4300	N	95%	0%	1%	1%	4%	0%	N	0.085	F	0.504	4600	
<b>3</b>	To: From:		97-621													
Kent Junction Rd	Wise County	0.13	3300	N	95%	0%	1%	1%	3%	0%	Ν	0.081	F	0.521	3500	
-	To From	(	SCL Norton													
s Rark Ave	City of Norton	0.59	3300	G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.521	3500	
9)	Tool							.,.			-					
Park Ave	From:		15th Street	_												
Park Ave	City of Norton	0.56	6900	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.508	7400	
S	To: From:		11th St													
Park Ave	City of Norton	0.33	6700	G	95%	0%	1%	1%	3%	0%	F	0.086	F	0.51	7200	
2	To		8th St													
3 Park Ave	City of Norton	0.34	7600	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.526	8100	
3) I aik Ave	Oity of Norton				33 /6	0 /6	1 /0	1 /0	J /6	0 /6	'	0.000	'	0.520	0100	
ıs	To: From:	SR '	74 Coeburn R	Rd												
Park Ave	City of Norton	0.26	9400	G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.523	10000	
ic.	To: From:		23, SR 283; P US 23, SR 2		e											
S 3 Park Ave	City of Norton	1.46	3800	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.569	4100	
9	To		12th St NE													
is .	From:				000/	00/	40/	00/	40/	00/	_	0.000	_	0.500	4000	
Park Ave	City of Norton	0.04	4000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.538	4300	
JS	To: From:	1	NCL Norton													
Esserville Rd	Wise County	0.40	3700	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.531	3900	
	To:	US 23 N of N	orton Orby C	antreli	Hwy											
	From:		116 Jefferson													
4) Elm Avenue	City of Roanoke	0.17	12000	G	97%	1%	1%	0%	1%	0%	F	0.073	F	0.562	13000	
	To: From:		I-581													
Elm Avenue	City of Roanoke	0.25	23000	G	97%	1%	1%	0%	1%	0%	С	0.112	F		25000	
	To: From		24 Par, 6th S	St			$\neg$ $\vdash$									
Bullitt Avenue	City of Roanoke		10000	G	98%	1%	1%	0%	1%	0%	С	0.112	F		11000	
	Combined Traffic Estimates for 2 Parallel Roa			G	98%	1%	1%	0%	1%	0%	С	0.087	F	0.615	22000	
	To: From:	SR	124 P, 13th S 13th St	t												
Jamison Ave	City of Roanoke	0.19	23000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.628	25000	
7	To:		Dale Ave													
Dale Ave	From:		amison Ave	_	000/	00/	10/	00/	10/	00/	_	0.000	_	0.500	00000	
4 Dale Ave	City of Roanoke	0.69	21000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.599	22000	

6/10/2021 115

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	WCL Vinton					017.000				. 40101		. 4010.		
Virginia Ave	Town of Vinton	0.51 <b>22000</b>	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.614	24000	
4)				0070	0,0		0,0	. , 0	0 / 0	•	0.00	•	0.0		
	From:	Pollard St										_			
24) Virginia Ave	Town of Vinton	0.80 <b>19000</b>	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.65	20000	
	To:	Clearview St													
<b></b>	From:	Hardy Rd								_		_			
4) By Pass Rd	Town of Vinton	0.39 <b>13000</b>	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.59	14000	
	To:	Washington Ave	e												
	rrom:	Bypass Rd		000/	00/		00/	40/	00/	_	0.007	_	0.070	00000	
Washington Ave	Town of Vinton	0.53 <b>20000</b>	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.679	22000	
	To	ECL Vinton				_									
Washington Ave	Roanoke County	1.25 <b>18000</b>	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.639	19000	
	To:	Bedford County L													
	From:	Roanoke County L													
4) Stewartsville Rd	Bedford County	0.08 <b>15000</b>	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.719	16000	
9	To: E	80-651 Mountain View Rd; Ches	stnut M	ountain D	r										
	From:	80-651 East of Vinton; Mour	ntain V	iew Rd											
4) Stewartsville Rd	Bedford County	4.90 <b>13000</b>	G	98%	0%	0%	1%	0%	0%	F	0.095	F	0.736	14000	
9	To	00.625.1				<del></del>									
Ctavia de villa Del	Fram:	09-635 Lovers La		000/	00/	00/	10/	00/	00/	С	0.000	F	0.700	7000	
Stewartsville Rd	Bedford County	2.04 <b>7400</b>	G	98%	0%	0%	1%	0%	0%	C	0.093	Г	0.706	7800	
	To: From:	09-755 W, Morgans N	Mill Rd												
Stewartsville Rd	Bedford County	2.15 <b>6700</b>	G	98%	0%	0%	1%	0%	0%	F	0.093	F	0.685	7100	
	To:	09-746 Dickerson M	ill Rd												
	From:	09-746 Chamblissburg, Dick	erson l	Mill Rd											
4) Stewartsville Rd	Bedford County	4.57 <b>4100</b>	G	98%	0%	0%	1%	0%	0%	F	0.095	F	0.640	4300	
	To:	09-801 Stony Fork	D.d												
4) Stewartsville Rd	Bedford County	3.69 <b>2000</b>	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.575	2100	
4) Stewartsville Rd	Bediord County			30 /6	0 /6	0 /0	1 /0	0 /6	0 /6		0.034	'	0.575	2100	
	From:	SR 122 Moneta F SR 122 Maneta F													
4) Shingle Block Rd	Bedford County	5.51 <b>1700</b>	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.512	1800	
Shingle Block Rd	Bediord County	3.31 1700	G	30 /6	0 /6	0 /0	1 /0	0 /6	0 /6		0.031	'	0.512	1000	
	To: From:	SR 43 W, Virginia B	Byway												
24) (43) Glenwood Dr	Bedford County	2.58 <b>2300</b>	G	94%	0%	1%	1%	3%	0%	С	0.088	F	0.552	2400	
	To:	SR 43 E, Leesville	Dd												
Wyatts Way	Bedford County	7.59 <b>2200</b>	G	96%	0%	1%	1%	1%	0%	С	0.1	F	0.711	2300	
4) Wyallo Way	To:	Campbell County I		30 /6	0 /0	1 /0	1 /0	1 /0	0 /6	U	0.1	'	0.711	2000	
	From:	Bedford County L													
Colonial Hwy	Campbell County	2.06 <b>220</b>	G	94%	2%	3%	0%	1%	0%	С	0.142	F	0.622	210	
4 Colonial Hwy	Campbell County	2.00 220	G	J+ /0	Z /0	J /6	0 /6	1 /0	0 /6	U	0.142	'	0.022	210	
_	To: From:	15-811 Near Eving	gton												
(4) Colonial Hwy	Campbell County	6.68 <b>1300</b>	G	97%	1%	1%	0%	1%	0%	С	0.11	F	0.534	1300	
	To	110.00													
Coloriel Ulum	From:	US 29	_	010/	00/	10/	10/	F0/	00/		0.110	_	0.504	0100	
Colonial Hwy	Campbell County	4.32 <b>3200</b>	G	91%	2%	1%	1%	5%	0%	Ü	0.112	Г	0.531	3100	
	To:	US 501 SW of Rust	tburg												

116

Route	Jurisdictio	on Le	ngth <b>AADT</b>	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	From		US 501 SW of R				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
24) (501) Campbell Hwy	Campbell Co		.92 <b>9000</b>	G	96%	1%	1%	0%	2%	0%	F	0.086	F	0.541	8900	G
	Te		US 501 SW of R	Rustburg			<u> </u>									
Village Hwy	Campbell Co		.38 <b>3900</b>	G	92%	2%	1%	1%	4%	0%	F	0.098	F	0.558	3900	G
<u></u>	To: From	15-656	Crews Shop Rd;	Plum Bra	nch Rd											
24) Village Hwy	Campbell Co	ounty 3	.16 <b>3600</b>	G	92%	2%	1%	1%	4%	0%	С	0.095	F	0.567	3500	G
¬~~	To: From:		W US 460													
Lynchburg Hwy	Campbell Co		.11 15000 Appomattox Cou	nty Line	97%	0%	1%	1%	1%	0%	N	0.088	F	0.618	16000	Ν
	From:		Campbell Coun													
Richmond Hwy	Appomattox C	County 3	.28 <b>15000</b>	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.618	16000	F
<del></del>	To: From:		06-689													
Richmond Hwy	Appomattox C	County 4	.09 <b>15000</b>	F	95%	0%	1%	1%	2%	0%	С	0.086	F	0.578	15000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To:		CL Appomat													
Richmond Hwy	Town of Appomattox	κ (Maint: 06) 0	.42 15000	N	95%	0%	1%	1%	2%	0%	N	0.086	F	0.578	15000	Ν
Distance diller	To: From:		BUS US 46		040/	00/	10/	00/	F0/	00/		0.000		0.540	10000	_
Richmond Hwy	To:	0	.72 9800 E RT 460	<u>F</u>	91%	0%	1%	2%	5%	0%	С	0.083	F	0.518	10000	F
_	From:		US 460 Richmon													
Old Courthouse Rd	Appomattox C	Sounty 5	.23 4100	F	86%	1%	1%	1%	11%	0%	С	0.094	F	0.518	4000	F
<u> </u>	To: From:		Wildway Rd; Ol				<u> </u>									
Old Courthouse Rd	Appomattox C		.92 2300	<u>F</u>	87%	1%	1%	1%	10%	0%	F	0.105	F	0.509	2300	F
	From:		Buckingham Cou Appomattox Cou													
24)	Buckingham C		.71 1500	G	89%	1%	2%	1%	7%	0%	С	0.093	F	0.655	1400	(
	To:		US 60 Mt R	ush												
¬-	From:		SR 24 Elm Av													
Ramp	City of Roanoke (I		.09 5400 S 220 Roy Webb	G or Every	7							0.087	F		5700	(
	From	0	SR 24 Elm Av		у											
Ramp	City of Roanoke (I	Maint: 80) 0	.08 9800	G								0.086	F		10000	(
'	To:	,	I-581 Nort													
	From:		6th St													
Jamison Ave	City of Roan		11000	G	98%	0%	1%	0%	1%	0%	С	0.097	F	0.544	11000	(
	Combined Traffic Estimates for 2 Parallel				98%	1%	1%	0%	1%	0%	С	0.087	F	0.615	22000	(
	10:		4 Jamison Ave; B		enue											
Oakville Rd	Appomattox C		US 460 Richmon	nd Hwy G	93%	0%	1%	1%	4%	0%	С	0.089	F	0.567	2500	(
Oakville Rd	7 pportatiox o					0 /0		. , , ,	. /0			0.000		0.507		`
26) Oakville Rd	Appomattox C		Piney Mountain R 7.80 1300	Rd; Stones G	wall Rd 89%	0%	1%	2%	8%	0%	С	0.099	F	0.565	1300	(
	, spoattox o			_		- / -	. , •		- / -	- / -	_		-			_

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SR 27-W001A		IA FROI	M RT 2		ZAXIO	OTANIC	IIIaii	ZIIali				1 actor		
27 Ramp	Arlington Cou	0.13 00-6624 TO AR	NA	DIDGE	DOAD							NA			NA	
	From:	Ramp from S														
27 Ramp	Arlington Cou	•	12000	G								0.112	F		12000	G
<u> </u>	To:		I-395 South													
East (27) Washington Blvd	From L Arlington Cou		ington Blvd 28000	l; 00-670 G	98%	1%	0%	0%	0%	0%	F	0.084	F		30000	G
27) Washington Biva	Combined Traffic Estimates for 2 Parallel F			G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.512	62000	G
_	To:		14 Columbia													
East (27) Washington Blvd	Arlington Cou		37000	G	98%	1%	0%	0%	0%	0%	F	0.085	F		39000	G
(27) Washington Biva	Combined Traffic Estimates for 3 Parallel F	•		G	98%	1%	1%	0%	0%	0%	F	NA	·		NA	Ğ
	_ Tec	•	I-395													
East (27) Washington Blvd	Arlington Cou	inty 0.52	21000	G	98%	1%	0%	0%	0%	0%	С	0.126	F		NA	
21)	Combined Traffic Estimates for 2 Parallel F			G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.613	NA	
	To:	SR	244; Pentag	gon												
East (27) Washington Blvd	Arlington Cou	inty 0.33	24000	G	98%	1%	0%	0%	0%	0%	F	0.126	F		26000	G
21)	Combined Traffic Estimates for 2 Parallel F	-		G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.675	55000	G
E	To:	SR 11	0 Richmond	d Hwy												
East (27) Washington Blvd	Arlington Cou	inty	23000	G	98%	1%	0%	0%	0%	0%	F	0.133	F		24000	G
	Combined Traffic Estimates for 2 Parallel F			G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.791	42000	G
	To:	Во	oundary Driv	ve												
East (27) Ramp	From: Arlington Cou	SR 27-E TO RT 395	SOUTH & 15000	ARLIN	GTON RI	D						0.077	F		15000	G
(27) Ramp	Annigton Cou	SR 27-W001A			RT 2							0.077	Г		13000	G
East	From	SR 27-E TO RT 395				RI										
27 Ramp	Arlington Cou		20000	G								0.097	F		20000	G
East	To: From:	I-395-N008D FROM	I RT 395 NO	ORTH &	k ARLINO	ЭT	┰									
(27) Ramp	Arlington Cou	inty 0.19	24000	G								NA			NA	
	To: From:	SR 27-E001C	ΓΟ ARMY I	NAVY I	DRIVE											
East (27) Ramp	Arlington Cou	inty 0.22	15000	G								0.092	F		15000	G
	To:	•	I-395 North													
East	Fron:	SR 27-E001B		NAVY I	DRIVE											
Ramp	Arlington Cou ™-	Inty 0.14 I-395-N008	NA C EDOM B	T 27 F 4	CT							NA			NA	
	100	1-395-N008	C FROM R	1 2/ EA	1.51											

6/10/2021 118

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

		Primary an	iu iiileisiai	le noi	utes			Tru	ok.			I/		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
Rev	From:	I-395	Reversible La	anes			ZAXIC	O+AXIC	TITALI	ZIIali		1 actor		1 actor		
(27) Washington Blvd	Arlington Cou		5200	G	99%	0%	0%	0%	0%	0%	С	0.121	F		NA	
	Combined Traffic Estimates for 3 Parallel F	•	79000	G	98%	1%	1%	0%	0%	0%	F	NA			NA	
	To:	SR 27	7 EB; SR 27	WB												
West	From	US 50 Arl	lington Blvd;	00-670	00											
(27) Washington Blvd	Arlington Cou	inty	30000	G	98%	1%	0%	0%	0%	0%	F	0.08	F		32000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	58000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.512	62000	G
	To	SR 24	14 Columbia 1	Pike			\neg \vdash									
West 27 Washington Blvd	Arlington Cou	inty 0.60	37000	G	98%	0%	1%	1%	0%	0%	С	0.08	F		NA	
Vasilington biva	Combined Traffic Estimates for 3 Parallel F	-		G	98%	1%	1%	0%	0%	0%	F	NA	•		NA	
	- F	toadways on this riodic.		<u> </u>	30 70	1 /0	1 70	0 /0	0 70	0 70	į	14/3			INA	
West	To: From:		I-395													
(27) Washington Blvd	Arlington Cou	•	19000	G	98%	1%	0%	0%	0%	0%	F	0.103	F		20000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	40000	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.613	NA	
West	To: From:	SR 24	14 Columbia 1	Pike												
(27) Washington Blvd	Arlington Cou	inty 0.62	27000	G	98%	1%	0%	0%	0%	0%	F	0.113	F		29000	G
21)	Combined Traffic Estimates for 2 Parallel F	•		G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.675	55000	G
	To		SR 110										-			
West	From:															
(27) Washington Blvd	Arlington Cou	-	17000	G	98%	1%	0%	0%	0%	0%	F	0.103	F		18000	G
	Combined Traffic Estimates for 2 Parallel F		39000 oundary Drive	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.791	42000	G
West Ramp	Arlington Cou	SR 27-W TO RT 395	NA	ARLIN	IGTON RI	ID						NA			NA	
(27) Ramp	Annigion God	•										INA			INA	
West	To: From:	SR 27-W001	1B TO RT 39	95 SOU	TH											
(27) Ramp	Arlington Cou	•	NA									NA			NA	
	To:	SR 27- 1A SR	R 27-E001A F	FROM	RT 2											
West	From		1A TO RT 39		TH											
(27) Ramp	Arlington Cou	•	18000	G								0.087	F		18000	G
	10"		I-395 South													
Codet Dd	From:		S 29 N of Re			10/	10/	00/	00/	00/	F	0.000	F	0.050	0000	_
28 Catlett Rd	Fauquier Cou	inty 2.30	8300	G	94%	1%	1%	2%	3%	0%	F	0.089	F	0.652	9000	G
0 " " " " " " " " " " " " " " " " " " "	Toe From:		North of Bea		0.457	461		001	061	001	_	0.004		0 ====	10000	
28 Catlett Rd	Fauquier Cou	inty 2.70	12000	G	94%	1%	1%	2%	3%	0%	F	0.091	F	0.705	12000	G
	To: From:		-610 Midland													
(28) Catlett Rd	Fauquier Cou	inty 3.72	13000	G	94%	1%	1%	2%	3%	0%	F	0.092	F	0.723	13000	G
<u> </u>	To From	30-	-616 Calverto	on												
		. 0.40		_	0.40/	10/	10/	20/	3%	0%	F	0.091	F	0.763	12000	G
(28) Catlett Rd	Fauquier Cou	inty 2.40	12000	G	94%	1%	1%	2%	3%	0%	'	0.091	'	0.703	12000	G

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

Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. (
	From						2Axle	3+Axle	1Trail	2Trail		Factor	٠.,	Factor		
Catlett Rd	Fauquier Coun		30-806 Catle 13000	G G	94%	1%	1%	2%	3%	0%	С	0.093	F	0.757	14000	
Catlett Rd	To:	•	William Cou		0 1 70	170		270	0,0	070	Ū	0.000	•	0.707	1 1000	
	From:		quier County	_												
Nokesville Rd	Prince William Co	ounty 2.18	14000	G	94%	1%	1%	2%	3%	0%	F	0.091	F	0.699	14000	
	To	76	-652 Fitzwate	ar Dr												
Nokesville Rd	Prince William Co		7000	F	92%	1%	2%	3%	3%	0%	С	0.12	F	0.572	7400	
) Honooviiio Ha	Times William Se				0270	1,0		070	0,0	070	Ū	0.12	•	0.072	7 100	
D	From		215 Vint Hil		000/	40/		00/	00/	00/		0.000		0.000	04000	
Nokesville Rd	Prince William Co	ounty 0.12	20000	G	92%	1%	2%	3%	3%	0%	F	0.086	F	0.639	21000	
	To: From:	76	-619 Bristow	/ Rd												
8 Nokesville Rd	Prince William Co	ounty 0.78	29000	G	92%	1%	2%	3%	3%	0%	F	0.084	F	0.622	31000	
	Too	76	5-660 Piper L	ane												
8 Nokesville Rd	Prince William Co			G	92%	1%	2%	3%	3%	0%	F	0.075	F	0.548	32000	
9)						. , ,		0,0	0,0	0 / 0	•	0.0.0	•	0.0.0	02000	
Nata a dila Bat	City of Marian		34, WCL Ma		070/	40/	10/	40/	40/	00/	_	0.000	_	0.504	07000	
8) Nokesville Rd	City of Manassa	as 0.56	34000	G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.504	37000	
	To: From:	15	55-5 Godwin	Dr												
Nokesville Rd	City of Manassa	as 1.22	18000	G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.504	19000	
	To	,	Wellington R	P.d.												
Center St	From I City of Manassa		_	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.57	24000	
8 Center St	Only of Managor				07.70	1,0	. 70	1 /0	1 /0	070	•	0.000	•	0.07	21000	
<u> </u>	From		Church St		0==/					0-1			_		44000	
8) Center St	City of Manassa		10000	G	97%	1%	1%	1%	1%	0%	F	0.087	F		11000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route	20000	G	97%	1%	1%	1%	1%	0%	F	0.08	F	0.512	22000	
	To: From:	Bus	SR 234 Gran	nt Ave												
8 Center St	City of Manassa	as 0.37	11000	G	97%	1%	1%	1%	1%	0%	F	0.077	F		12000	
)	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route	23000	G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.696	25000	
	To:	•	Zebedee St													
	From:		Center St													
28 Zebedee St	City of Manassa	as 0.09	6800	G	97%	1%	1%	1%	1%	0%	F	0.073	F		7200	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route	19000	G	97%	1%	1%	1%	1%	0%	F	0.077	F	0.572	20000	
		This lin	nk is signe	d SR 2	8											
	To	1SR 2	28 P, Centrev	rille Rd												
(8) Centreville Rd	City of Manassa		29000	G	97%	1%	1%	1%	1%	0%	F	0.075	F	0.524	31000	
9 3011110111101110	To:		William Cou		0,70	. 70		. 70	. 70	0 /0		0.070		0.0L	0.000	
	From:		NCL Manass	-												
Centreville Rd	Prince William Co		29000	N	97%	1%	1%	1%	1%	0%	Ν	0.075	F	0.524	31000	
	To:		L Manassas													
	From:		William Cou	inty Line												
8 Centreville Rd	City of Manassas Park ((Maint: 76) 0.01	29000	N	97%	1%	1%	1%	1%	0%	Ν	0.075	F	0.524	31000	
	To		Liberia Ave	,												
Centreville Rd	City of Manassas	Park 0.31	46000	G	97%	1%	1%	1%	1%	0%	F	0.068	F	0.581	49000	
.0 / 55 51	Sity of Mariaboab		ECL Manass		0.70	. /0	. , ,	. 70	. ,0	0 /0		0.000		0.501	.5000	

120

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

Pouto	luriadiation	Longth AADT	0.4	4Tire	Duc		Tru	ıck		00	K	OK	Dir	AAWDT	
Route	Jurisdiction	Length AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	
	From:	NCL Manassas	Park												
Centreville Rd	Prince William County	2.13 51000	G	97%	1%	1%	1%	1%	0%	F	0.072	F	0.569	54000	
	To:	Fairfax County l													
0	From:	Prince William Cour			40/		40/	40/	00/	_	0.005	_	0.040	00000	
Centreville Rd	Fairfax County	1.83 62000	G	97%	1%	1%	1%	1%	0%	F	0.065	F	0.612	66000	
	To: From:	New Braddock	Rd												
Centreville Rd	Fairfax County	0.80 62000	G	97%	1%	1%	1%	1%	0%	F	0.067	F	0.622	67000	
	To- From	US 29 Centrev	ille												
Sully Rd	Fairfax County	0.54 61000	G	97%	1%	1%	1%	1%	0%	F	0.073	F	0.691	65000	
3) 54, 1.15				0.70	. , ,		. , ,	. , 0	0 / 0	•	0.0.0	•	0.00	00000	
0 " 0"	From	I-66 North of Cent		070/	40/		40/	40/	201	_	0.070		0.704	07000	
Sully Rd	Fairfax County	83000	G	97%	1%	1%	1%	1%	0%	C	0.079	В	0.731	87000	
	To: From:	29-662 Westfields	s Blvd												
Sully Rd	Fairfax County	77000	G	97%	1%	1%	1%	1%	0%	F	0.09	В	0.549	85000	
	To	US 50 Dulles Air	rnort												
Sully Rd	Fairfax County	4.18 70000	G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.509	70000	
3) 54, 1.15	To:	Loudoun County		0.70	. , 0		. , ,	. , 0	0 / 0	•	0.0.0	•	0.000		
	From:	Fairfax County l													
Sully Rd	Loudoun County	0.66 70000	N	97%	1%	1%	1%	1%	0%	Ν	0.078	F	0.509	70000	
	Too	SR 267 Dulles To	JI D.J												
Sully Bd	Loudoun County	1.00 151000	F	97%	1%	1%	1%	1%	0%	F	0.084	F	0.614	161000)
Sully Rd	Loudoun County			31 /0	1 /0	1 /0	1 /0	1 /0	0 /0	•	0.004		0.014	101000	
70 " 51	To: From:	53-606 Old Ox		0==/		⊢	101		221			_	0.04.4	440000)
Sully Rd	Loudoun County	0.54 104000	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.614	112000)
	To: From:	54-846 Sterling l	Blvd												
Sully Rd	Loudoun County	94000	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.614	103000)
	To:	53-625 Waxpoo	1 D.d												
Sully Rd	Loudoun County	61000	G	97%	1%	1%	1%	1%	0%	F	0.083	В	0.599	66000	
3) 54, 1.15	To:	SR 7 Harry Byrd		0.70	. , 0		. , ,	. , 0	0 / 0	•	0.000	_	0.000	00000	
	From:	SR 28 North													
Ramp	Fairfax County	0.18 9300	F								0.099	F		9800	
Tiamp	To:	I-66 East	-								0.000			3000	
						<u> </u>									
Rama	From:	SR 28 South		OE9/	10/	10/	10/	20/	00/	_	0.000	_		16000	
Ramp	Fairfax County	15000	F	95%	1%	1%	1%	2%	0%	С	0.092	Г		16000	
		I-66 West													
th	From:	SR 28 RO RT 66		0001	4-1		001	461	001	•	0.000	_		44000	
Ramp	Fairfax County	0.12 11000	G	98%	1%	1%	0%	1%	0%	С	0.093	F		11000	
	To:	SR 28-S030A SR 28- 30	A TO R	Т 66											
th	From:	SR 28 TO RT 66	WEST	•									_		
Ramp	Fairfax County	NA									NA			NA	
	To:	SR 28-S030B FRO	M 28 S												

121

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

			rimary an	ia inicisia	iic rio	1103											
Route	Jurisdictio	on	Lenath	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	ΓQ
	00.104.101.							2Axle	e 3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor		
uth	From:	·		R 28 Sully R		050/	10/	10/	40/	00/	00/	_	0.077	_		10000	,
Ramp	Fairfax Cou			12000 A SR 28- 30	G	95%	1%	1%	1%	2%	0%	С	0.077	F		12000	(
		•				1 00											
Dame	From			TO RT 66 V	VEST								NIA			NIA	
8 Ramp	Fairfax Cou		0.07	NA SR 28- 30B	EDOM	120 0		_					NA			NA	
] 3K				1 20 3		_									
Ohah Ot	From:			R 28 Center S		070/	10/	10/	10/	10/	00/	_	0.001	_		11000	,
8 Church St	City of Manas			10000	G	97%	1%	1%	1%	1%	0%	-	0.081	F	0.540	11000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	20000	G	97%	1%	1%	1%	1%	0%	F	0.08	F	0.512	22000	(
	To: From:			R 234 Grant													
B Church St	City of Manas		0.38	12000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.606	13000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this			G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.696	25000	(
	To:		SR 2	8 Centreville	e Rd												
~ ~~	From:			US 58													
9 (58) Danville Expwy	City of Danville (M	Maint: 71)	1.12	15000	G	82%	1%	1%	2%	14%	0%	F	0.084	F	0.601	15000	
<i>></i>	To: From:]	Elizabeth St													
9 58 Danville Expwy	City of Danville (M	Maint: 71)	2.63	15000	Α	82%	1%	1%	2%	14%	0%	С	0.100	Α	0.573	15000	
	Tec		SR	86, S Main	St												
9 (58) Danville Expwy	City of Danville (N	Maint: 71)		17000	G	82%	1%	1%	2%	14%	0%	F	0.083	F	0.568	17000	
9) (30)	Too			4 D1													
9 58 Danville Expwy	City of Danville (N	Maint: 71)	1.36	oodyear Blve 19000	G G	82%	1%	1%	2%	14%	0%	F	0.080	F	0.512	20000	
9) (58) Danville Expwy	Oity of Barivine (iv	viairit. 71)					1 /0	1 /0	270	1 7 70	0 70	•	0.000	•	0.512	20000	
~	To: From:	4		360 South E			40/	101	00/	4.407	00/		0.005		0.540	10000	
Danville Expwy	City of Danville (M	Maint: 71)	2.00	15000	G	82%	1%	1%	2%	14%	0%	F	0.085	F	0.519	16000	
~	To: From:		N	ICL Danville	9												
9 Danville Expwy	Pittsylvania Co	ounty	0.32	15000	G	82%	1%	1%	2%	14%	0%	F	0.085	F	0.519	16000	
2	To:			SR 360													
Danville Expwy	Pittsylvania Co	ounty	6.52	9900	G	82%	1%	1%	2%	14%	0%	F	0.101	В	0.504	9800	(
	To		RUSUS	29 North of	Danvill	a											
9)	Pittsylvania Co	ountv	0.76	19000	G	84%	1%	1%	1%	12%	1%	F	0.085	F	0.518	18000	
9)	Tel																
\widetilde{a}	Pittsylvania Co	County	3.49	Spring Garde 18000	n Road G	84%	1%	1%	1%	12%	1%	F	0.08	F	0.536	18000	
9	i ittsylvania ol						1 /0	1 /0	1 /0	12/0	1 /0	•	0.00	•	0.550	10000	
	To: From:			oath Road; D			40/	101	40/	100/	40/		0.005		0.544	10000	
9	Pittsylvania Co	ounty	3.18	17000	G	84%	1%	1%	1%	12%	1%	F	0.095	F	0.511	16000	(
	To: From:		S	CL Chatham	n												
9	Town of Chatham ((Maint: 71)	0.03	17000	N	84%	1%	1%	1%	12%	1%	Ν	0.095	F	0.511	16000	- 1
	Tac		Bus US	S 29 South M	Iain St												
9)	Town of Chatham ((Maint: 71)	0.76	12000	G	84%	1%	1%	1%	12%	1%	F	0.080	F	0.511	12000	(
	To:		N	ICL Chathan													

122

Route	Jurisdiction	Length AADT	QA 4T	ire Bus		Tru	-		QC	K	QK	Dir	AAWDT	QI
	From:	NCL Chathan	n		ZAXIE	3+Axle	TTTAII	ZTrall		Factor		Factor		
29	Pittsylvania County	2.70 12000	N 84	% 1%	1%	1%	12%	1%	Ν	0.080	F	0.511	12000	١
<u>ټ</u>	Tα	Bus US 29 North of 0	Chatham											
9	Pittsylvania County	6.17 12000	G 84	% 1%	1%	1%	12%	1%	F	0.087	F	0.507	11000	(
	To	Bus US 29 South of	Gretna											
99	Pittsylvania County	1.83 9600	A 84	% 1%	1%	1%	12%	1%	С	0.113	Α	0.533	9400	
<u>ت</u>	To	SR 40 West Gretn	na Rd											
9	Pittsylvania County	2.48 10000	G 84	% 1%	1%	1%	12%	1%	F	0.085	F	0.522	10000	(
2)	Too	N US 29 Bus N of												
9	Pittsylvania County	3.08 12000	G 84	% 1%	1%	1%	12%	1%	F	0.086	F	0.52	12000	(
م الم	Tro					.,.	,-	.,.	•		-			
	Pittsylvania County	71-643 Derby I 4.08 13000	G 84	% 1%	1%	1%	12%	1%	F	0.086	F	0.540	12000	(
9)	- Insylvania obany			70 170		1 70	1270	1 /0	•	0.000	•	0.040	12000	
3	Pittsylvania County	Bus US 29 Main St Sou 3.15 13000		% 1%	10/	1%	12%	1%	F	0.087	F	0.587	12000	
9	To:	3.15 13000 Campbell County		70 I 70	1%	170	1270	1 70	г	0.067	Г	0.567	12000	
	From:	Pittsylvania County												
9 Wards Rd	Campbell County	0.72 15000	G 84	% 1%	1%	1%	12%	1%	F	0.080	F	0.6	14000	
	To	SR 43 Bedford A	Ave											
9 Wards Rd	Campbell County	3.45 13000	G 84	% 1%	1%	1%	12%	1%	F	0.086	F	0.588	12000	
-)	To:	Dearing Ford Rd Bus US	29 Main St											
Words Pd	Comphell County	0.10 12000	N 04	0/ 10/	10/	10/	100/	10/	NI	0.006	_	0 500	12000	
Wards Rd	Campbell County	0.19 13000 BUS US 29 N of Al	N 84	% 1%	1%	1%	12%	1%	N	0.086	F	0.588	12000	
	From:	Dearing Ford Rd Bus US												
9 Wards Rd	Campbell County	4.24 17000	G 93	% 1%	1%	1%	4%	0%	F	0.084	F	0.587	17000	
	Too	15-696 Marysville	e Rd		─ ─									
9 Wards Rd	Campbell County	4.99 17000	G 93	% 1%	1%	1%	4%	0%	F	0.082	F	0.589	18000	
	Те	SR 24 Colonial I	łwy											
9 Wards Rd	Campbell County	4.58 19000	G 93	% 1%	1%	1%	4%	0%	F	0.088	F	0.582	19000	
2)	To	15-738 English Tav	orn Dd											
9 Wards Rd	Campbell County	1.84 29000	A 93	% 1%	1%	1%	4%	0%	С	0.101	Α	0.581	31000	
	То:	US 460 Lynchburg Hwy:			T i				_					
~ ~~	From:	US 460; Bus US 29 V												
9}{460}{29}	Campbell County	0.03 46000	G 93	% 0%	1%	1%	5%	0%	F	0.099	F	0.623	48000	
	To: From:	SCL Lynchbur												
9 (460) (29)	City of Lynchburg (Maint: 15)	1.38 46000	G 93	% 0%	1%	1%	5%	0%	F	0.099	F	0.623	48000	(
	To- From:	Candler Mountain	n Rd											
9 460 29	City of Lynchburg (Maint: 15)	0.49 40000	G 93	% 0%	1%	1%	5%	0%	F	0.095	F	0.614	41000	(
	Tec	US 501												
29 (460) (29) (501)	City of Lynchburg (Maint: 15)	35000	G 93	% 0%	1%	1%	5%	0%	С	0.105	Α	0.531	37000	(
- // / / / / / /	· · · · · · · · · · · · · · · · · · ·	US 501 Campbell												

Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus	20 Aylo 2 . A			QC	K	QK	Dir	AAWDT	C
	From:	Functional Class C	Change			2Axle 3+A	xie i i ra	ıı Zıraıı		Factor		Factor		
Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 27000		93%	0%	1% 19	6 5%	0%	F	0.092	F	0.553	27000	
	То:	US 29												
<u> </u>	From:	US 460 Lynchbur		200/	401		, 00,	00/	_	0.000	_	0.540	47000	
)	Campbell County	17000	G 8	89%	1%	1% 19	% 9%	0%	F	0.089	F	0.548	17000	
	To: From	SCL Lynchbu												
	City of Lynchburg (Maint: 15)	17000	G 8	89%	1%	1% 19	6 9%	0%	F	0.089	F	0.548	17000	
	To: From:	NCL Lynchbu	ırg			—								
	Amherst County	1.09 17000	G 8	89%	1%	1% 19	6 9%	0%	F	0.089	F	0.548	17000	
	To	SR 210												
9	Amherst County	3.79 18000	G 8	89%	1%	1% 19	6 9%	0%	F	0.088	F	0.531	17000	
9)	Tod													
	Amherst County	7.13 SR 130	A 9	90%	1%	1% 19	6 8%	0%	С	0.115	Α	0.517	15000	
9	Annerst County			JU 76	1 /0		0 0/0	0 /6	U	0.113	^	0.517	13000	
~	From	SCL Amherst; Bus		200/	401	10/ 10	, 00/	00/		0.000	_	0.500	10000	
9	Town of Amherst (Maint: 05)	1.71 20000	G 8	89%	1%	1% 19	% 9%	0%	F	0.083	F	0.508	19000	
	To: From	US 60 Richmond	Hwy											
9	Town of Amherst (Maint: 05)	1.45 17000	G 8	89%	1%	1% 19	6 9%	0%	F	0.082	F	0.521	16000	
	To	BUS US 29 Near NC	L Amherst											
9 N Amherst Hwy	Town of Amherst (Maint: 05)	0.65 16000	N 8	89%	1%	1% 19	6 9%	0%	Ν	0.081	F	0.554	15000	
	To	NCL Amhers	et											
9 N Amherst Hwy	Amherst County	1.35 16000		89%	1%	1% 19	6 9%	0%	F	0.081	F	0.554	15000	
2)	Too													
g N Amherst Hwy	Amherst County	SR 151 North of A 4.10 12000		89%	1%	1% 19	6 9%	0%	F	0.079	F	0.614	11000	
9 N Amherst Hwy	To:	Nelson County		03 /6	1 /0	1/6	0 3/0	0 /6		0.073	'	0.014	11000	
	From:	Amherst County												
9 Thomas Nelson Hwy	Nelson County	4.47 12000	F 9	96%	1%	1% 19	6 2%	0%	F	0.087	F	0.631	11000	
	To	SR 56 Near Col	leen											
9 (56) Thomas Nelson Hwy	Nelson County	4.28 14000		89%	0%	1% 19	6 8%	0%	С	0.086	F	0.623	14000	
9 00	Tod													
g Thomas Nelson Hwy	Nelson County	BUS US 29 South of I 0.82 13000		93%	1%	2% 19	6 3%	0%	С	0.089	F	0.660	13000	
9 Thomas Nelson Hwy					1 /0		0 3/0	0 /6	U	0.003	'	0.000	13000	
~	To: From:	BUS US 29 North of I					, ,,,		_				10000	
Thomas Nelson Hwy	Nelson County	6.51 14000	A 8	89%	1%	1% 19	% 9%	0%	С	0.115	Α	0.550	13000	
	To: From:	SR 6 River R	d											
9 (6) Thomas Nelson Hwy	Nelson County	3.94 11000	F S	96%	1%	1% 19	6 2%	0%	F	0.091	F	0.679	10000	
	To: From:	SR 6 Irish R	d			\neg \vdash								
9 Thomas Nelson Hwy	Nelson County	1.44 11000		93%	0%	1% 19	6 4%	0%	С	0.093	F	0.717	11000	
·	To:	Albemarle County												
~	From:	Nelson County												
Monacan Trail Rd	Albemarle County	7.89 2200		88%	1%	1% 19	6 9%	1%	С	0.495	Α	0.617	2200	
	To:	02-692 Plank	Rd											

Route	Jurisdiction	Length AADT QA 4Tire	Rus	Tru	uck		QC	K	QK	Dir	AAWDT	0
- Toute			Buo	2Axle 3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	,,,,,,,	
9 Monacan Trail Rd	Albemarle County	02-692 Plank Rd 2.69 13000 G 89%	1%	 1% 1%	9%	0%	F	0.090	F	0.693	13000	(
9) Mondodin maii ma	Tree Tree		170		0 70	070	·	0.000	·	0.000	10000	
9 Monacan Trail Rd	Albemarle County	02-708 Red Hill Rd 6.17 15000 G 89%	1%	1% 1%	9%	0%	F	0.091	F	0.694	14000	
9) Mondodin maii ma	, abomano ocanty		. 70	170 170	0 70	0,0	·	0.001	·	0.001	1 1000	
Monacan Trail Rd	Albemarle County	I-64 0.36 46000 G 89%	1%	1% 1%	9%	0%	F	0.1	F	0.694	44000	
9 Monacan Trail Rd	Albernarie Gounty			1/6 1/6	3 /6	0 /6	'	0.1	'	0.034	44000	
Managan Trail Dd	Albemarle County	BUS US 29 Fontaine Ave S of Charlottesville		10/ 10/	00/	00/		0.100	F	0.61	41000	
Monacan Trail Rd	Albernarie County	1.52 43000 G 89% US 250 Ivy Rd	1%	1% 1%	9%	0%	F	0.103	Г	0.61	41000	
	From:	Bus US 250 Ivy Rd										
Monacan Trail Rd	Albemarle County	47000 G 96%	1%	1% 1%	2%	0%	F	0.097	F	0.542	49000	
	Tα	WCL Charlottesville										
9) (250) Monacan Trail Rd	City of Charlottesville	0.35 37000 G 96%	1%	1% 1%	2%	0%	F	0.100	F	0.554	39000	
9) = 09	To:	Bus US 29										
75	From:	US 250, Bus US 29	401		00/	00/	_	0.000	_	0.500	40000	
9 Emmet St	City of Charlottesville	46000 G 96%	1%	1% 1%	2%	0%	F	0.083	F	0.506	48000	
~	To: From:	NCL Charlottesville										
Seminole Trail	Albemarle County	1.70 44000 G 96%	1%	1% 1%	2%	0%	F	0.082	F	0.501	46000	
	To: From:	02-631 Rio Rd										
9 Seminole Trail	Albemarle County	3.11 37000 G 96%	1%	1% 1%	2%	0%	F	0.089	F	0.575	39000	
	To: From:	02-1520 Hollymeade Dr										
9 Seminole Trail	Albemarle County	1.01 33000 G 96%	1%	1% 1%	2%	0%	F	0.111	Α	0.543	34000	
	Too	02-649 Airport Rd, Proffit Rd										
9 Seminole Trail	Albemarle County	1.80 32000 A 96%	1%	1% 1%	2%	0%	С	0.111	Α	0.543	34000	
2	To	02-1510 Camelot Dr										
9 Seminole Trail	Albemarle County	2.89 27000 G 96%	1%	1% 1%	2%	0%	F	0.091	F	0.626	29000	
9)	To:	Greene County Line										
~	From:	Albemarle County Line										
9 Seminole Trail	Greene County	3.21 24000 G 96%	1%	1% 1%	2%	0%	F	0.089	F	0.602	25000	
~	To: From:	US 33 Spotswood Trail										
9 Seminole Trail	Greene County	3.68 15000 G 93%	1%	<u>1</u> % 1%	5%	0%	F	0.081	F	0.543	14000	
	To: From:	Madison County Line										
S Seminole Trail	Madison County	Greene County Line 5.57 14000 A 93%	1%	1% 1%	5%	0%	С	0.118	Α	0.568	14000	
9) 0 00010	T-		. , ,		0,0	0,0	Ū	00		0.000		
Seminole Trail	Madison County	SR 230 Wolftown-Hood Rd 0.52 17000 G 93%	1%	1% 1%	5%	0%	F	0.078	F	0.503	15000	
9 230 S Seminole Trail	Wadison County	0.52 17000 G 9576	1 /0	1 /6 1 /6 ———	J /6	0 /6		0.076		0.505	13000	
Con C Comingle Trail	Modi	SR 230, SR 231 Orange Rd	10/	10/ 10/	E0/	00/	Г	0.070	Г	0.500	16000	
231 S Seminole Trail	Madison County	1.34 17000 G 93%	1%	1% 1% 	5%	0%	F	0.079	F	0.520	16000	
~~	From:	Bus US 29 South of Madison									10	
Seminole Trail	Madison County	2.02 14000 G 93%	1%	1% 1%	5%	0%	F	0.079	F	0.542	13000	
	10.	Bus US 29 North of Madison										

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

Devite	1	1 11		4.	_		Tru	ck		00	K	<u> </u>	Dir	A A \ A \ C =	-
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	1 (
	From:	Bus US 29 North	of Madison	n											
N Seminole Trail	Madison County	3.16 1400 0) G	93%	1%	1%	1%	5%	0%	F	0.077	F	0.507	13000	
<u> </u>	To	56-607 Ridgeview Rd;	Lillards Fo	ord Rd											
N Seminole Trail	Madison County	4.03 1400 0		93%	1%	1%	1%	5%	0%	F	0.08	F	0.563	13000	
)	To:	Culpeper Cour						- , -							
_	From:	Madison Cour	•												
James Monroe Hwy	Culpeper County	2.79 1700 0) G	93%	1%	1%	1%	5%	0%	F	0.080	F	0.614	15000	
	To	23-603 White	Shop Rd												
James Monroe Hwy	Culpeper County	3.65 2100 0	•	93%	1%	1%	1%	5%	0%	F	0.086	F	0.594	20000	
, 545	-				. , ,	.,,,	. , 0	0,0	0,0	•	0.000	•	0.00		
	From	Bus US 29 South			40/	- 10′	40/	5 0/	00/		0.000		0.500	45000	
James Monroe Hwy	Culpeper County	17000) G	93%	1%	1%	1%	5%	0%	F	0.082	F	0.589	15000	
	To: From	US 15 James Ma	dison Hwy	,											
15 James Madison Hwy	Culpeper County	20000) G	93%	1%	1%	1%	5%	0%	F	0.080	F	0.598	19000	
\bigcirc	To	US 522	,												
15 James Madison Hwy	Culpeper County	21000		93%	1%	1%	1%	5%	0%	F	0.083	F	0.590	20000	
(13)								- , -							
Laure Marker at Llaure	From	Bus US 15, Bus US 29 I			40/	10/	40/	70/	00/		0.070	_	0.005	00000	
(15) James Madison Hwy		23000) G	89%	1%	1%	1%	7%	0%	F	0.079	F	0.625	23000	
	To: From:	23-663 Alant	hus Rd			\neg \vdash									
15 James Madison Hwy	Culpeper County	4.31 2700 0) G	89%	1%	1%	1%	7%	0%	F	0.081	F	0.638	26000	
	To	Bus US 15, Bus US 29 S	outh of Re	mington											
15 James Madison Hwy	Culpeper County	0.24 2500 0		89%	1%	1%	1%	7%	0%	F	0.080	F	0.645	24000	
,	To:	Fauguier Cour													
	From:	Culpeper Cour	nty Line												
15 James Madison Hwy	Fauquier County	2.17 25000) G	89%	1%	1%	1%	7%	0%	F	0.083	F	0.658	25000	
	Too	Bus US 15, Bus US 29 N	orth of Re	mington											
) (15) James Madison Hwy	Fauquier County	0.30 2800 0		89%	1%	1%	1%	7%	0%	F	0.084	F	0.662	27000	
,															
Ismaa Madiaan I luu	Foundation County	SR 28 Catle		000/	10/	10/	10/	70/	00/	F	0.000		0.687	01000	
James Madison Hwy	Fauquier County	4.00 21000) G	89%	1%	1%	1%	7%	0%	Г	0.083	F	0.007	21000	
~~~	To: From:	US 17 Mars	h Rd												
15 (15) (17) James Madison Hwy	Fauquier County	2.28 <b>3800</b> 0	) A	89%	1%	1%	1%	7%	0%	С	0.102	Α	0.608	38000	
$\Rightarrow \Rightarrow$	Tac From:	30-684 Lees R	idge Rd												
) (15) (17) James Madison Hwy	Prom:	2.43 39000	-	89%	1%	1%	1%	7%	0%	F	0.078	F	0.64	38000	
	Tod	D. 110 15 17 20 0	1 CXX												
15 (17) Eastern Bypass	From	Bus US 15,17,29 Sout 2.44 <b>34000</b>		89%	1%	1%	1%	7%	0%	F	0.08	F	0.591	34000	
Eastern Bypass	To:				1 /0		1 /0	1 /0	0 70		0.00		0.551	04000	
	From:	US 15, US 29 North US 17		1011											
(15) Eastern Bypass	Fauquier County	0.36 <b>3400</b> 0		89%	1%	1%	1%	7%	0%	Ν	0.08	F	0.591	34000	
	Too														
( ) (15) Eastern Bypass	Town of Warrenton (Maint: 30)	SCL Warre		80%	10/	10/	10/	70/	0%	F	0.091	F	0.606	40000	
( ) 15 ( Eastern Bypass	(ivialit. 30)	0.26 <b>4100</b> 0	) G	89%	1%	1%	1%	7%	0%		0.081	F	0.606	40000	

126

		Primary and Interstate Rout												
Б	n e e		4.	_		Tru	ck			K	014	Dir	A A \ A \ A \ D T	
Route	Jurisdiction	Length AADT QA	4 I Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	NCL Warrenton												
29) (15) Eastern Bypass	(Maint: 30)		89%	1%	1%	1%	7%	0%	Ν	0.081	F	0.606	40000	Ν
20 (10)	,													
~ Las Historia	From	Bus US 15, Bus US 29 North of Warr		10/	10/	10/	00/	00/		0.074		0.004	40000	
29) (15) Lee Highway	Fauquier County	39000 G	95%	1%	1%	1%	2%	0%	F	0.074	F	0.824	40000	G
~ ~	To: From:	30-693 Old Alexandria Tpke												
29 (15) Lee Highway	Fauquier County	3.22 <b>43000 F</b>	95%	1%	1%	1%	2%	0%	С	0.086	В	0.555	43000	F
	To	OD 215 V 111 D 1												
Loo Highway	Foundier County	SR 215 Vint Hill Rd	95%	1%	1%	1%	2%	0%	NI	0.072	F	0.591	41000	N
29 (15) Lee Highway	Fauquier County	0.13 <b>41000 N</b>	95%	I 70	1 70	1 70	270	0%	N	0.072	Г	0.591	41000	IN
	From:	Prince William County Line Fauquier County Line												
29 (15) Lee Highway	Prince William County	•	95%	1%	1%	1%	2%	0%	F	0.072	F	0.591	41000	G
29 (15) Lee Highway	Times William Sealty	0.02 41000 d	0070	1 /0	170	1 /0	270	0 /0	•	0.072	•	0.001	41000	u
~~	Toc From:	US 15 James Madison Hwy												
29 Lee Highway	Prince William County	3.31 <b>37000 G</b>	95%	1%	1%	1%	2%	0%	F	0.070	F	0.576	37000	G
~	To	SR 55 John Marshall Hwy			$\neg$ $\vdash$									
29 Lee Highway	Prince William County	0.89 <b>54000 G</b>	95%	1%	1%	1%	2%	0%	F	0.073	F	0.598	55000	G
29)														-
~	From	I-66 East of Gainesville	2221	221		0-1	221	221					4=000	
29 Lee Highway	Prince William County	5.04 <b>15000 G</b>	99%	0%	0%	0%	0%	0%	F	0.091	F	0.593	17000	G
~	To: From:	Fairfax County Line												
29 Lee Highway	Fairfax County	Prince William County Line 1.60 13000 G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.808	14000	G
Lee Highway	Tamax County	1.00 <b>13000 G</b>	33 /6	0 /6	0 /0	0 /6	0 /6	0 /6		0.093	'	0.000	14000	G
	To: From:	29-609 Pleasant Valley Rd			<u> </u>									
29 Lee Highway	Fairfax County	1.55 <b>19000 G</b>	99%	0%	0%	0%	0%	0%	F	0.118	F	0.84	21000	G
$\hookrightarrow$	To	I-66 West of Centreville												
29 Lee Highway	Fairfax County		99%	0%	0%	0%	0%	0%	F	0.081	F	0.579	34000	G
29 200 1 11911112)	- amax county		0070	0 70		070	070	070	•	0.001	•	0.070	0.000	<u> </u>
~~	From	SR 28 Centreville												
29 Lee Highway	Fairfax County	3.15 <b>25000 G</b>	99%	0%	0%	0%	0%	0%	F	0.085	F	0.729	27000	G
<u> </u>	To	29-7100 Fairfax County Pkwy			$\neg$ $\vdash$									
29 Lee Highway	Fairfax County		99%	0%	0%	0%	0%	0%	С	0.120	Α	0.675	22000	Α
20)	T-1	W.G. 7. 1.												
/ Las Historia	From:	WCL Fairfax	000/	00/	00/	00/	00/	00/		0.000		0.000	20000	
Lee Highway	City of Fairfax	0.16 <b>28000 G</b>	99%	0%	0%	0%	0%	0%	F	0.088	F	0.603	30000	G
	To: From:	Jermantown Rd												
29 Lee Highway	City of Fairfax	0.44 <b>22000 G</b>	99%	0%	0%	0%	0%	0%	F	0.081	F	0.606	24000	G
	To:	US 50; SR 236 Main St												
29 50 Lee Highway	City of Fairfax	0.96 <b>22000 G</b>	99%	0%	0%	0%	0%	0%	F	0.083	F	0.541	24000	G
29 (50) Lee Highway		0.00 <b>22000 G</b>	JJ /6	0 /0	U /6	0 /6	0 /0	0 /6		0.000		0.041	27000	u
~~~	From:	SR 123 Chain Bridge Rd												
29 50 Lee Highway	City of Fairfax	0.21 21000 G	99%	0%	0%	0%	0%	0%	F	0.075	F	0.629	23000	G
~ ~	To From:	University Dr												
29 50 Lee Highway	City of Fairfax		99%	0%	0%	0%	0%	0%	F	0.081	F	0.604	29000	G
23 (30) 233	To:	Plantation Parkway	3070	0 /0	Ť	0,0	0,0	0 /0	·	0.001		0.001	_5555	<u> </u>
5/10/2021		127												

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

		-	Interstate Ro												
Route	Jurisdiction	Longth A	AADT QA	4Tiro	Buc		Tru	ck		QC	K	QK	Dir	AAWDT	. ر
noute	Julistiction	Length F	AADI QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI	Factor	AAWDI	
	From:	Plantat	tion Parkway												
(50) Lee Hwy	City of Fairfax		37000 G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.626	40000	
,	,														
· /···	From		per Drive												
(50) Lee Highway	City of Fairfax	0.28 2	28000 F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.517	30000	
2	To:	1	US 50												
Lee Highway	City of Fairfax		28000 N	99%	0%	0%	0%	0%	0%	Ν	0.091	F	0.517	30000	
, · · · · · · · · · · · · · · · · ·							- , -								
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	To: Fram:		Fairfax Circle												
(237)Lee Highway	City of Fairfax	0.13 2	25000 N	97%	0%	1%	1%	0%	0%	Ν	0.087	F	0.529	NA	
	To:	FC	L Fairfax												
237 Lee Highway	Fairfax County	0.80 1		97%	0%	1%	1%	0%	0%	F	0.087	F	0.718	19000	
Lee Highway	Tulliax County	0.00	17000 G	01 /0	0 70	1 /0	1 /0	0 /0	0 /0	•	0.007	•	0.7 10	10000	
	To: From:		13 Nutley St												
(237)Lee Highway	Fairfax County	1.90 2	23000 G	97%	0%	1%	1%	0%	0%	F	0.082	F	0.591	26000	
	To:	20,650) Gallows Rd												
237)Lee Highway	Fairfax County		25000 G	97%	0%	1%	1%	0%	0%	F	0.087	F	0.529	NA	
237 Lee Highway	Taillax County	1.90 2	25000 G	31 /6	0 /6	1 /0	1 /0	0 /6	0 /6	'	0.007	'	0.523	INA	
	To: From:	29-1720 Woodl	ley Place; Grahan	n Rd											
(237)Lee Highway	Fairfax County	0.42 1	18000 G	97%	0%	1%	1%	0%	0%	F	0.103	F	0.530	20000	
	To:	20. 1717 Marchall	1 Ct. WCL Falls (المسملة											
(237) Washington St	City of Falls Church	29-1717 Marshall 0.29 1		97%	0%	1%	1%	0%	0%	F	0.101	F	0.591	19000	
237 Washington St	Oity of Falls Church	0.29	17000 F	31 /0	0 /6	1 /0	1 /0	0 /6	0 /6	'	0.101		0.551	13000	
	To: From:	29-1712	Cavalier Trail			_									
(237) Washington St	City of Falls Church	0.24 1	14000 G	97%	0%	1%	1%	0%	0%	F	0.098	F	0.550	15000	
	To	CD 220.1	TT'11 1 A												
(237) Washington St	City of Follo Church		Hillwood Ave	97%	0%	1%	1%	0%	0%	F	0.100	F	0.558	9200	
Washington St	City of Falls Church	0.28	8300 G	9170	0%	1 70	1 70	076	076	Г	0.100	Г	0.556	9200	
	To: From:	SR 7	7 Broad St												
(237) Washington St	City of Falls Church	0.18 1	17000 F	97%	0%	1%	1%	0%	0%	F	0.090	F	0.664	19000	
	To	110 (7(7	7.0 . 17.11.0.												
Mashinston Ct	From:		7 Great Falls St	070/	00/	10/	10/	00/	00/		0.007		0.550	10000	
237 Washington St	City of Falls Church	0.32 1		97%	0%	1%	1%	0%	0%	F	0.087	F	0.558	18000	
	From:		on County Line												
) and Highway			Falls Church	97%	0%	1%	10/	0%	0%	F	0.005	F	0.539	19000	
237 Lee Highway	Arlington County	0.11 1	17000 G	9170	0%	1 70	1%	076	076	Г	0.085	Г	0.559	19000	
	To: From:	SR 237 W	Vashington Blvd			\neg \vdash									
237 Lee Highway	Arlington County	0.07 1	17000 N	92%	1%	2%	2%	3%	0%	Ν	0.137	Α	0.501	18000	
	To	CD 227 P	Wti-												
Loo Highway	Arlington County		Washington Blv		10/	20/	20/	20/	00/	г	0.107	۸	0.501	10000	
Lee Highway	Arlington County	2.16 1	17000 F	92%	1%	2%	2%	3%	0%	F	0.137	Α	0.501	18000	
	To: From	SR 12	20 Glebe Rd												
Lee Highway	Arlington County		12000 G	97%	0%	1%	1%	0%	0%	F	0.089	F	0.66	14000	
	To:		Old Dominion Dr												
	From:		09; Lee Hwy												
	Arlington County		25000 G	97%	0%	1%	1%	0%	0%	F	0.103	F	0.634	NA	
(309)Old Dominion Dr	Anniquin County		23000 G												

128

Route	Jurisdictio	on Lenath	AADT QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	. O
	From:		R 309 Lee Hwy;			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Old Dominion Dr	Arlington Cou		14000 G	97%	0%	1%	1%	0%	0%	F	0.102	F	0.644	15000	
9	Ta.		Lee Hwy; Quinc												
g Lee Highway	Arlington Cou		17000 G		0%	1%	1%	0%	0%	F	0.107	F	0.776	19000	
	To		I-66												
) Lee Highway	Arlington Cou	unty 0.19	27000 G	97%	0%	1%	1%	0%	0%	F	0.107	F	0.776	NA	
<u>ت</u>	Tod	SR 12	24; Kirkwood Rd												
) Lee Highway	Arlington Cou	•		97%	0%	1%	1%	0%	0%	F	0.113	F	0.803	16000	
ر	Too	21s	t St; US 29 Par			\neg \vdash									
9 Lee Highway NB	Arlington Cou	unty 1.00	12000 G	97%	0%	1%	1%	0%	0%	F	0.117	F		13000	
	Combined Traffic Estimates for 2 Parallel				0%	1%	1%	0%	0%	F	0.097	F	0.901	19000	
	To		t of Columbia Lin	e											
Dama	From:		US 29								0.100	_		7000	
9 Ramp	Albemarle Co		7100 G I-64 West								0.123	Г		7600	
	From:	I-66-W043A FROM		LI % 6UI.	ГЦ										
9 (66) Ramp	Prince William (US 2900- NUK			for dire	ctional tr	affic vo	lume es	timate	es for this	s seai	ment.		
9 60 1	Tol	I-66-W043A TO	DT 66 WESTDT												
Ramp	Prince William (NA	29 & 10 K							NA			NA	
ا رح	To:		I-66 West												
	From:	US 2	29 Ramp Merge												
9 Ramp	Fairfax Cou	nty 0.08	7000 F								0.133	F		7400	
7	To:		I-66 East												
~\ D	From:		29 Lee Highway								0.00	_		4000	
9 Ramp	Arlington Cou		4900 G I-66 West			_					0.09	F		4900	
	From:			1											
orth 9 Ramp	Albemarle Co		Monacan Trail Ro	<u>u</u>							0.291	Α		2600	
9)	To:		I-64 East								0.20.				
orth	From:	US 29	9 TO I-64 WEST												
9 Ramp	Albemarle Co		950 G								0.087	F		950	
ر	То:	US 29-S133B U	US 29- 133B FRO	OM RT 2											
orth	From:		29 Lee Highway									_			
9 Ramp	Prince William (County	17000 G								0.099	F		17000	
	10.		I-66 East												
rth 9 Ramp	Fairfax Cou		29 Lee Highway 6900 F	99%	0%	0%	0%	0%	0%	C	0.138	F		7300	
9)	To:		I-66 West	3376	0 /0	7,8	0 /0	0 /0	0 /0	J	0.100	,		7 300	
	From:		52A FROMCON	NECTOR											
orth		CD 2) I 00 E00			10/	00/	20/	10/	0%	0	0.100	_		5200	
orth 9 Ramp	Fairfax Cou	inty 0.07	5200 G	96%	1%	0%	2%	1%	070	C	0.106	г		3200	

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

		Primary ar	ia miersia	ale no	utes											
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
N 1 1	From						2AxI	e 3+Axle	1 I rail	21rail		Factor		Factor		
North (29) Ramp	Arlington Cou		Lee Highwa 12000	ay NB G								0.093	F		12000	G
29) Hamp	To:		I-66 East	<u> </u>								0.000	•		12000	G
0	From:	110 20 6	S, Monacan	Tuoil Da												
South (29) Ramp	Albemarle Co	05270	8500	G								0.143	F		9100	G
(29) Hamp	To:		I-64 East	<u> </u>								0.140	•		3100	G
0	From:	US 29 I-64-W		1 0 TO	IC CA											
South (29) Ramp	Albemarle Co		6300	<u> </u>	15 04							0.146	F		6300	G
(29) Hamp	To:			-	ART 2							0.140			0000	G
0	From:		29 Lee High		HRI Z											
South (29) Ramp	Prince William (5200	G								0.097	F		5200	G
(29) Hamp	To:	County	I-66 East	<u> </u>								0.007			3200	u
Countle	Econol	110.00		WECE												
South	Fairfax Cou		TO RT 66 V	G WEST	98%	0%	1%	1%	1%	0%	С	0.112	F		5200	G
29 Ramp	To:		ROM RT 29			0 /0		1 /0	1 /0	0 /6	J	0.112			3200	u
0 "	- Learner - Lear				11											
South	Fairfax Cou		2100	G	99%	0%	0%	0%	0%	0%	С	0.084	F		2100	G
29 Ramp	Taillax Coul	US 29- 226B				0 /6		0 /6	0 /0	0 /6	U	0.004	•		2100	G
	E				X1 00											
29 Lee Highway SB	Arlington Cou		JS 29; 21st S 5300	G	97%	0%	1%	1%	0%	0%	_	0.143	F		6000	G
Lee Highway SB	Combined Traffic Estimates for 2 Parallel					0%			0%	0%	F	0.143	F	0.901		G
	Combined Trainic Estimates for 2 Parallel		Lynn St at E	G	97%	0%	1%	1%	0%	0%	Г	0.097	Г	0.901	19000	G
		•														
Car Dama	A rlington Co.		-P TO RT 66									0.006	F		6000	_
29 Ramp	Arlington Co		6000 -P TO RT 66	G	,							0.086	Г		6000	G
$\sim\sim\sim$	From:		US 29 Ward		000/	00/	10/	10/	F0/	00/	_	0.000	_	0.000	40000	_
[29] [460] [29]	Campbell Co	ounty 0.03	46000	G	93%	0%	1%	1%	5%	0%	F	0.099	F	0.623	48000	G
~~ ~~ ~~	To: From		CL Lynchbu													
{2 ₉ }{460}{29}	City of Lynchburg ((Maint: 15) 1.38	46000	G	93%	0%	1%	1%	5%	0%	F	0.099	F	0.623	48000	G
	To: From:	Cano	iler Mountai	n Rd												
(29)(460)(29)	City of Lynchburg ((Maint: 15) 0.49	40000	G	93%	0%	1%	1%	5%	0%	F	0.095	F	0.614	41000	G
	To		US 501													
(29) (460) (29) (501)	From I City of Lynchburg ((Maint: 15)	35000	G	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.531	37000	G
[29] [460] [29] [501]	To:		: US 501 Ca			0,0	Ť	. , 3	0,0	0,0	Ū	303		3.00.	0.000	Ū.
Bus	From:		9 Danville E													
29 West Main St	L City of Danv		11000	G G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.521	11000	G
(29)	Sity of Bank				0. 70	0 70	. , , 0	3,0	. 70	0 / 0		0.002		0.02		_
Bus	To: From:		Withers Rd													
(29) West Main St	City of Danv	ville	13000	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.556	14000	G
\rightarrow	To:	Old	Greensboro	Rd												

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

		Primary and Interstate Ro	utes											
Davida	to color all salts on	Leadle AART OA	4	D		Tru	ick		-00	K	01/	Dir	AAVADT	- 01
Route	Jurisdiction	Length AADT QA	411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:	Old Greensboro Rd												
29 West Main St	City of Danville	14000 G	97%	0%	1%	0%	1%	0%	С	0.092	F	0.555	15000	C
~	To: From:	Memorial Dr												
Bus 29 Memorial Dr	City of Danville	SR 293 W Main St 0.73 12000 G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.550	12000	c
29 Memorial Br	Oity of Bartville		31 /6	0 70	1 70	0 /0	1 /0	0 70		0.000	'	0.550	12000	
Bus	From:	Bishop St												
Memorial Dr	City of Danville	0.17 16000 G	97%	0%	1%	0%	1%	0%	С	0.09	F	0.565	16000	C
~	To	Robertson Bridge												
Bus 29 Memorial Dr	City of Danville	0.14 13000 G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.595	14000	G
viellional Di	City of Dariville		31 /6	0 /0	1 /0	0 /6	1 /0	0 /6	'	0.032	'	0.595	14000	
us	To: From:	Park Ave												
Memorial Dr	City of Danville	0.71 10000 G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.601	11000	C
	Ta	Primrose Pl												
Bus Marrarial Dr	From:		070/	00/	10/	00/	10/	00/	_	0.007	_	0.004	0000	_
Memorial Dr	City of Danville	9000 G SR 86 Central Blvd	97%	0%	1%	0%	1%	0%	F	0.087	F	0.684	9800	C
us	From:	Memorial Dr												
(9) Central Blvd	City of Danville	29000 G	97%	0%	1%	0%	1%	0%	F	0.09	F	0.513	32000	(
	Too	Bus US 58 Riverside Dr												
us	From:			221		221		221	_		_		0.4000	
Central Blvd	City of Danville	0.38 22000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.556	24000	(
us	To: From:	Piedmont Dr												
Central Blvd	City of Danville	0.59 26000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.809	NA	
	To:	Piney Forest Rd												
US Pin Format D.I	From:	Central Blvd	000/	00/	10/	00/	00/	00/	_	0.005	_	0.550	NIA	
Piney Forest Rd	City of Danville	0.52 27000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.553	NA	
us	To: From:	Audubon Dr												
Piney Forest Rd	City of Danville	0.60 23000 G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.556	24000	(
	т	Wendell Scott Dr			—									
us S: E . B.	From:		000/	00/		00/	00/	00/	_	0.007	_	0.555	00000	,
Piney Forest Rd	City of Danville	0.38 25000 G	99%	0%	1%	0%	0%	0%	С	0.087	F	0.555	26000	(
lus	To: From:	Arnette Blvd												
Piney Forest Rd	City of Danville	0.91 25000 G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.543	26000	(
9	To	SR 41 Franklin Tpke												
us	From:	·												
Piney Forest Rd	City of Danville	0.44 13000 G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.513	14000	(
us	From:	North Main Street Piney Forest Rd			_									
North Main St	City of Danville	0.13 11000 G	98%	0%	0%	0%	1%	0%	С	0.09	F	0.595	12000	C
	Tod													
Bus	From:	NCL Danville												
Bus 29 North Main St	Pittsylvania County	4.88 10000 G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.562	11000	C
~	To:	US 29 Danville Expwy												

131

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

Route	Jurisdiction	Length AAI	T 04	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	
	Junsaiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	·
S Main St	Town of Chatham (Maint: 71)	US 29 South 1.36 520		97%	0%	1%	1%	1%	0%	С	0.098	F	0.556	5100	
S Main St	Town of Chatham (Maint. 71)			31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	C	0.090	•	0.550	3100	
	To- From:	SR-57 S, H	alifax Rd												
S Main St	Town of Chatham (Maint: 71)	0.19 520	0 N	97%	0%	1%	1%	1%	0%	Ν	0.098	F	0.556	5100	
<u> </u>	To: From:	SR-57 N, 1	Depot St												
N Main St	Town of Chatham (Maint: 71)	0.90 320	0 G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.621	3200	
/	Ta	NCL Ch	atham												
	Pittsylvania County	1.08 250		97%	0%	1%	1%	1%	0%	F	0.109	F	0.590	2500	
)	To:	US 29 N of		31 /6	0 70	1/8	1 /0	1 /0	0 /6	'	0.103	•	0.550	2300	
	From:	US 29 South													
}	Pittsylvania County	1.64 410		98%	0%	1%	0%	1%	0%	F	0.093	F	0.664	4100	
	To	SCL G	retna			<u> </u>									
	Town of Gretna (Maint: 71)	0.13 410		98%	0%	1%	0%	1%	0%	N	0.093	F	0.664	4100	
	Town of Great (Maint. 71)			0070	0 70		0 / 0	1 /0	0 /0		0.000	•	0.004	4100	
	From	SR 40 C								_					
	Town of Gretna (Maint: 71)	0.88 410	0 G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.509	4000	
	To: From:	NCL G	retna												
s)	Pittsylvania County	1.47 410	0 N	98%	0%	1%	0%	1%	0%	Ν	0.087	F	0.509	4000	
	То:	N US 29 Nort	h of Gretna												
	From:	US 29 Sout		2221	221		221	0-1	221					2222	
	Pittsylvania County	1.38 330	0 G	99%	0%	1%	0%	0%	0%	С	0.087	F	0.572	3300	
	To: From:	WCL	Hurt												
	Town of Hurt (Maint: 71)	1.17 330	0 N	99%	0%	1%	0%	0%	0%	Ν	0.087	F	0.572	3300	
	To: From:	71-924 H	urt Rd												
3	Town of Hurt (Maint: 71)	0.28 400	0 G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.571	3900	
)	To:	Campbell Co	ounty Line												
Moin Ct	Town of Hurt (Maint: 15)	Pittsylvania C		98%	0%	1%	0%	0%	0%	С	0.096	F	0.596	4900	
Main St	Town of Hurt (Maint. 15)	0.03 480 SCL Alt		90%	0%	1%	0%	0%	0%	C	0.096	Г	0.596	4900	
	From:	NCL I													
Main St	Town of Altavista (Maint: 15)	0.29 480	0 N	98%	0%	1%	0%	0%	0%	Ν	0.096	F	0.596	4900	
	To: From:	SR 43; Bed	ford Ave												
Main St	Town of Altavista (Maint: 15)	0.34 560	0 G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.592	5800	
,	Та	Pittsylvar	ia Ave												
Main St	Town of Altoviate (Maint: 15)			000/	00/	10/	00/	00/	00/	_	0.000	г	0.565	0100	
Main St	Town of Altavista (Maint: 15)	0.30 920	0 G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.565	9100	

132

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

		Filliary and intersta	10 1100				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Amherst Ave	:			Z/ txic	OTTAKE	TTTGII	211411		1 40101		1 40101		
(29) Main St	Town of Altavista (Maint: 15)	0.49 9700	G	96%	0%	1%	0%	2%	0%	F	0.082	F	0.524	9500	G
<u> </u>	To: From:	Wood Lane													
Bus (29) Main St	Town of Altavista (Maint: 15)	0.64 10000	G	96%	0%	1%	0%	2%	0%	С	0.088	F	0.515	10000	G
~		Lynch Mill Rd													
Bus (29) Main St	Town of Altavista (Maint: 15)	1.36 6300	G	94%	1%	1%	1%	3%	0%	С	0.084	F	0.544	6200	G
vain St	Town of Altavista (Maint. 13)			34 /0	1 /0	1 /0	1 /0	3 /0	0 /6	C	0.004	'	0.544	0200	G
Bus	From:	NCL Altavista													
Bus (29)	Campbell County	0.24 6300	G	94%	1%	1%	1%	3%	0%	С	0.084	F	0.544	6200	G
	The state of the s	US 29, 15-712													
Bus (29) Wards Rd	Campbell County	US 460 South of Lyn 0.31 24000	nchburg G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.558	25000	G
(29) Maido Ma	To			01 70			0,0	1 70	0 70	•	0.000	•	0.000	20000	ŭ
Bus	From:	SCL Lynchbur		.=-/	0-1		221		221	_		_	0 = 10		
29 Wards Rd	City of Lynchburg	1.64 38000 US 501 Lynchburg Express	G	97%	0%	1%	0%	1%	0%	F	0.078	F	0.513	NA	
Bus	From:	SR 163 Wards F		X 103											
(29) (501) Lynchburg Expressway	City of Lynchburg	0.33 39000	N	97%	0%	1%	0%	1%	0%	Ν	0.093	F	0.539	40000	Ν
Bus	To: From:	US 501, SR 128 Candlers	Mounta	in Rd											
29 Lynchburg Expressway	City of Lynchburg	1.33 39000	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.539	40000	G
\bigcirc	To	Odd Fellows R	ld.												
Bus (29) Lynchburg Expressway	City of Lynchburg	1.46 35000	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.506	36000	G
29 Lynchburg Expressway	only of Lynchibung			31 /0	0 /0	1 /0	0 70	1 /0	0 70		0.000	•	0.500	00000	ч
Bus	From:	Kemper Street					4								
29 Lynchburg Expressway	City of Lynchburg	1.02 35000	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.504	36000	G
Bus	To: From:	Main Street													
29 Lynchburg Expressway	City of Lynchburg	0.22 24000	G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.612	24000	G
Pue	To: From:	Amherst County I													
Bus (29)	Amherst County	NCL Lynchbur 2.06 24000	rg G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.612	24000	G
	To.	SR 163 North of Lyn													
Bus S Amboret Hung	Amherst County	2.20 25000		97%	0%	1%	0%	1%	0%	F	0.081	F	0.6	24000	G
(29) S Amherst Hwy	Annerst County		G	3170	U-76	1 70	U 70	1 70	U-76	Г	0.001	Г	0.6	24000	G
Bus	To: From:	SR 130 Elon R													
29 S Amherst Hwy	Amherst County	2.11 11000	G	89%	1%	1%	1%	9%	0%	F	0.092	F	0.501	11000	G
Bus	To: From:	05-657 Cedar Gate	e Rd												
29 S Amherst Hwy	Amherst County	0.89 9700	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.519	9300	G
\bigcirc	To:	05-671 Bruner F	Rd												

6/10/2021 133

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	- 0
	From:					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
s S Amherst Hwy	Amherst County	05-671 Brun 2.42 7400	er Rd G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.529	7100	
)	та	05-663 Coolv						.,,							
s S Amherst Hwy	Amherst County		G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.519	8400	
S Amherst Hwy	To:	2.64 8700 US 29 South of		9770	0%	1 %	0%	1 70	0%	Г	0.007	Г	0.519	0400	
3	From:	US 29 South of													
	Amherst County	1.61 4200	G	96%	2%	1%	0%	1%	0%	С	0.118	F	0.715	4500	
	To: From	SCL Amh	erst												
s S Main St	Town of Amherst (Maint: 05)	0.86 4200	N	96%	2%	1%	0%	1%	0%	N	0.118	F	0.715	4500	
)	Tor	US 60 Lexington	on Tnke												
s N Main St	Town of Amherst (Maint: 05)	1.07 2800	G	96%	2%	1%	0%	1%	0%	F	0.103	F	0.600	2900	
N Main St	Town of Armerst (Wallit. 00)			30 /0	270		0 70	1 /0	0 70	•	0.100	'	0.000	2300	
9	From	NCL Amh		000/	00/	10′	00/	10/	00/	N	0.100	_	0.000	0000	
95	Town of Amherst (Maint: 05)	0.20 2800 US 29 North of	Amheret	96%	2%	1%	0%	1%	0%	N	0.103	F	0.600	2900	
IS	From:	US 29 South of I													
9 (56) Front Rd	Nelson County	0.30 2800	G	97%	1%	1%	0%	1%	0%	С	0.1	F	0.588	2800	
	Tax	SR 56 James F	liver Rd												
us 19 Front Rd	Nelson County	0.63 2500	G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.563	2500	
9	To:	US 29 North of I						.,.	• , •						
us	From:	US 29													
Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37 12000	G	98%	0%	1%	1%	0%	0%	С	0.097	F	0.562	13000	
IS	To: From:	SCL Charlott	esville												
9 Fontaine Ave	City of Charlottesville	0.42 11000	G	97%	0%	1%	1%	0%	0%	С	0.097	F	0.53	12000	
	To: From:	Jefferson Par Fontaine													
us 9 Jefferson Park Ave	City of Charlottesville	0.69 1000 0		97%	0%	1%	1%	0%	0%	F	0.077	F	0.644	11000	
ت	To:	Emmet S													
us 29 Emmet St	From: City of Charlottesville	Jefferson Par 0.53 13000		97%	0%	1%	1%	0%	0%	F	0.079	F	0.528	14000	
9) 2	Trail			01 70	0 70		1 70	0 70	070	•	0.070		0.020	14000	
US France Ct	From City of Charlettee : U.	Ivy Rd		000/	00/	10/	00/	00/	00/	^	0.004	_	0.504	00000	
Emmet St	City of Charlottesville	0.55 20000		99%	0%	1%	0%	0%	0%	С	0.084	F	0.584	22000	
JS	To: From:	Arlington I	Blvd												
Emmet St	City of Charlottesville	0.45 19000	G	99%	0%	1%	0%	0%	0%	F	0.077	F	0.585	20000	
JS	To- From:	Barracks	Rd												
us 29 Emmet St	City of Charlottesville	27000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.511	29000	
~	To:	US 250 By	pass												

134

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

Route	Jurisdiction	Length A	ADT OA	4Tire	Puo		Tru	ck		QC	K	QK	Dir	AAWDT	- 0
noute	Junsaiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	G
S (231) Main St	Madison County		th of Madison 300 G	98%	0%	1%	1%	1%	0%	С	0.093	F	0.516	3300	
231 Main St	Wadison County			90%	076	1 70	170	1 70	U70	C	0.093	Г	0.516	3300	
s	Tro: From:	SCL I	Madison												
Main St	Town of Madison (Maint: 56)	0.91 3 :	300 N	98%	0%	1%	1%	1%	0%	N	0.093	F	0.516	3300	
	To: From:	SR 231, N B	lue Ridge Tpk	e		\Box									
s Main St	Town of Madison (Maint: 56)	0.05 2	400 G	98%	0%	1%	1%	1%	0%	F	0.107	F	0.538	2500	
	To	NCL 1	Madison			<u> </u>									
Main St	Madison County		400 N	98%	0%	1%	1%	1%	0%	N	0.107	F	0.538	2500	
) Main St	To:		th of Madison	0070	0 70		1 /0	1 /0	0 / 0		0.107	•	0.000	2000	
}	From:	U	S 29			ĺ									
Madison Rd	Culpeper County	0.28 13	000 F	95%	0%	1%	1%	3%	0%	F	0.088	F	0.584	14000	
-	To- From:	SCL (Culpeper												
ns Madison Rd	Town of Culpeper	1.27 16	000 F	97%	0%	2%	0%	0%	0%	С	0.087	F	0.501	17000	
3)	To		t Street									-			
IS No dia an Dal	From:			000/	40/	40/	40/	40/	00/	_	0.004	_	0.504	40000	
Madison Rd	Town of Culpeper	0.12 12 US 522, Bus US 1	2000 F	96%	1%	1%	1%	1%	0%	С	0.081	F	0.504	13000	
s Bus	From:		5 BUS	iig Ku											
9) (15) (522) Main St		0.26 11	000 F	97%	0%	1%	1%	1%	0%	С	0.082	F	0.547	11000	
is Bus	To: From:	204-3651	Orange Rd												
9) 15) 522 Main St	Town of Culpeper	0.59 17	'000 F	97%	0%	1%	1%	1%	0%	С	0.080	F	0.522	18000	
	To:	US 522 EV	ANS STREET			<u> </u>									
Bus O 15 Main St	Town of Culpeper	0.20 15		100%	0%	0%	0%	0%	0%	С	0.08	F	0.537	16000	
Main St	Town of Gulpeper			100 /6	0 76	U /0	0 /6	0 /6	0 /0	O	0.00	'	0.557	10000	
is Bus	From:		SR 229												
9) (15) (229) Main St	Town of Culpeper		000 F	100%	0%	0%	0%	0%	0%	С	0.08	F	0.537	16000	
s Bus	From:		Iadison Hwy , Main St												
9) (15) Madison Highway	Town of Culpeper		000 F	94%	1%	1%	1%	3%	0%	F	0.081	F	0.509	20000	
	To: From:	NOTTINGE	HAM STREET			_									
us Bus 9 (15) Madison Highway	Town of Culpeper	0.91 20	000 F	97%	0%	1%	0%	1%	0%	С	0.082	F	0.511	22000	
, , , , , , , , , , , , , , , , , , , ,	To-		ULPEPER		- 70			.,,							
s Bus	From:			000/	001	00′	401	001	001	_	0.000		0.004	11000	
Madison Highway	Town of Culpeper (Maint: 23)	2.03 11	000 A 5 29, 23-762	96%	0%	2%	1%	2%	0%	С	0.098	Α	0.624	11000	
s Bus	From:	US 15,US 29 Se	,	rton											
Bus O 15 Remington Rd	Culpeper County		600 G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.529	1600	
9 (9)	To:		County Line							_					

135

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

Route	Jurisdiction	Length AADT	QA 4	Tire Bu	3	Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q۱
Bus Bus	From:	Culpeper County	y Line											
29 (15) James Madison St	Fauquier County	0.16 1500	G 9	98% 0%	1%	0%	1%	0%	F	0.096	F	0.538	1700	G
<i>→ →</i>	To	SCL Reming	ton											
Bus Bus (15) James Madsion St	Town of Remington (Maint: 30)	0.21 1500	N 9	98% 0%	1%	0%	1%	0%	N	0.096	F	0.538	1700	١
29) (15) odinos Madsion et	Town of Hermington (Maint: 00)					070	1 /0	0 70		0.000	•	0.000	1700	
Bus Bus	From:	30-651												
9) (15) James Madsion St	Town of Remington (Maint: 30)	0.30 2300	G 9	98% 0%	1%	0%	1%	0%	F	0.093	F	0.649	2400	(
us Bus	To: From:	NCL Reming	ton											
us Bus 19 (15) James Madsion St	Fauquier County	1.48 2300	N 9	98% 0%	1%	0%	1%	0%	N	0.093	F	0.649	2400	1
9 (13)	To:	US 15,US 29 North of				- 7.	.,.	- 7			-			-
us Bus Bus	From:	US 15 US 17 U	IS 29		1									
9) 15 17 James Madison Hwy	Fauquier County	0.55 9300		97% 0%	1%	1%	1%	0%	С	0.108	Α	0.511	9700	
	то	SCL Warrent	ton											
us Bus Bus	From:										_	0 = 4 4	.=	
9 (15) (17) James Madison Hwy	Town of Warrenton	0.34 9300		97% 0%	1%	1%	1%	0%	N	0.108	Α	0.511	9700	
us Bus	From:	BUS US 17 Shirl BUS US 13												
9 17 East Shirley Ave	Town of Warrenton	0.96 10000		97% 0%	1%	1%	0%	0%	С	0.084	F	0.521	11000	
9 (1)	Too													
us Bus	From:	Culpeper S												
9) (17) West Shirley Ave	Town of Warrenton	0.80 14000	G 9	98% 0%	1%	0%	0%	0%	С	0.086	F	0.53	15000	(
us Bus	To: From:	US 17, US 2	211											
9) (17) (211) Broadview Ave	Town of Warrenton	0.86 27000	G 9	98% 0%	1%	0%	0%	0%	С	0.08	F	0.584	NA	
3) (1) (21)	то		-											
us ~~~	From:	Bus US 17 Broady												
9) (211) Lee Highway	Town of Warrenton	0.55 22000		98% 0%	1%	0%	1%	0%	С	0.077	F	0.537	NA	
us Bus	To: From:	Bus US 15 Black BUS US 15												
19 (15) Lee Highway		0.59 27000		99% 0%	0%	0%	0%	0%	F	0.087	F	0.526	29000	(
9) (13)	To						- , -	- 7						
us Bus	From:	NCL Warren												
9) (15) Lee Highway	_	0.27 27000		99% 0%	0%	0%	0%	0%	F	0.087	F	0.526	29000	(
	To:	US 15 US 2	29											
	From:	US 1 Washingto												
(0) Kings Dominion Boulevard	Hanover County	0.61 4900	F 8	31% 1%	1%	6%	10%	0%	С	0.089	F	0.572	4800	
	To: From:	I-95			_									
0) Kings Dominion Boulevard	Hanover County	0.59 14000	G 8	36% 0%	1%	3%	9%	0%	F	0.070	F	0.517	14000	(
	To	42-688 Doswell	Road											
(80) Kings Dominion Boulevard	Hanover County	1.00 6300		36% 0%	1%	3%	9%	0%	С	0.09	F	0.658	6200	ı
	То:	Caroline County												
	From:	Hanover County		200/		001	061	021	_	0.00=	_	0.00=	4000	
Dawn Blvd	Caroline County	3.47 4900		36% 0%	1%	3%	9%	0%	F	0.087	F	0.695	4800	(
	10:	US 301, SR 2 Richm	nond Trnpk											

136

Route	Jurisdiction	Length AADT	QA 4Tire	Bus				QC	K	QK	Dir	AAWDT	Q
	From:	US 301, SR 2 Richmond	l Trook		2Axle 3+	Axle 1Tra	il 2Trail		Factor		Factor		
Dawn Blvd	Caroline County		G 79%	0%	1% 4	% 169	6 0%	F	0.090	F	0.75	3800	(
,	To:	King William County											
<u> </u>	From:	Caroline County Li											
) King William Rd	King William County	7.75 3100	G 79%	0%	1% 4	% 169	6 0%	С	0.09	F	0.647	3100	
	To- From:	50-608 Globe Rd											
) King William Rd	King William County	4.37 4100	G 79%	0%	1% 4	% 169	6 0%	F	0.079	F	0.520	4000	
	To	US 360 Richmond Tappahar	nnock Hwy										
King William Rd	King William County		G 86%	0%	1% 2	% 119	6 0%	С	0.092	F	0.545	4500	
	To	50-633 Powhatan Ti	rail										
King William Rd	King William County		G 86%	0%	1% 2	% 119	6 0%	F	0.076	F	0.56	3000	
	To To												
King William Rd	King William County	50-632 Mt Olive-Coho 5.62 3600	G 86%	0%	1% 2	% 119	6 0%	F	0.079	F	0.624	3500	
Tring William Fld	King William County			0 70	170 2	. 70	0 070	•	0.075	•	0.024	0300	
DAMetic Or	Towns of Mark (Mariata 50)	WCL West Point		00/	10/	0/ 446	/ 00/	N.	0.070		0.004	0500	
Main St	Town of West Point (Maint: 50)	2.19 3600	N 86%	0%	1% 2	% 119	6 0%	N	0.079	F	0.624	3500	
	From:	SR 33, 14th St SR 33 Main St											
(33) 14th St	Town of West Point (Maint: 50)		G 90%	1%	1% 2	% 6%	0%	С	0.092	F	0.622	16000	
3) (30)	To:	New Kent County L											
	From:	King William County											
(33) Eltham Rd	New Kent County	4.65 13000	G 90%	1%	1% 2	% 6%	0%	F	0.083	F	0.585	13000	
	To- From	SR 33; SR 249 Angelview	v Church										
New Kent Hwy	New Kent County	3.43 4600	F 93%	1%	2% 2	% 3%	0%	С	0.093	F	0.642	4500	
	To	SR 273 Farmers Dri	ive										
New Kent Hwy	New Kent County	0.78 9400	F 89%	1%	1% 1	% 8%	0%	F	0.090	F	0.658	9200	
	To:	James City County I	ine										
7	From:	New Kent County L						_		_			
Old Stage Hwy	James City County	2.13 11000	G 86%	1%	2% 5	% 6%	0%	F	0.097	F	0.703	11000	
	To: From:	I-64											
) Barhamsville Rd	James City County	1.71 8800	G 95%	1%	1% 1	% 2%	0%	С	0.103	F	0.606	9300	(
	To	US 60 Richmond R	Rd										
Rochambeau Dr	James City County	2.95 8200	G 97%	1%	1% (% 0%	0%	С	0.099	F	0.63	8700	
		47-607 Croaker Rd; 47-755 Rd	ochambeau Dr										
70 . 5.	From:	47-755 Rochambeau Dr;				-,		_		_		40000	
Croaker Rd	James City County		G 97%	1%	1% (% 0%	0%	F	0.099	F	0.63	13000	
	10.	I-64											
	From:	SR 30 Kings Dominion B							0.001	_		0000	
Ramp	Hanover County		G		_				0.094	F		2800	
	10.	I-95 North											
	From:	SR 30 Old Stage Hy							0.4.4=			1000	
Ramp	James City County		Α						0.145	Α		1300	
	10:	I-64 West											

		Primary and	d Interstate Ro	utes											
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	R	amp Merge			27 000	7 0 17 10.10	111411			1 40101		1 40101		_
30 Ramp	Hanover County	0.13	1000 G								0.147	F		68000	G
90	To:		I-95 South								-				
Foot	From:		, Barhamsville Rd												
East 30 Ramp	James City County		3400 G								0.127	F		3400	G
(30) Ramp	To:		I-64 East			_					0.127	•		3400	u
East	From:		E, Croaker Rd								0.404	_		0000	_
30 Ramp	James City County		3900 G								0.121	F		3800	G
<u> </u>	10:		I-64 East												
East	From:		E, Croaker Rd												
(30) Ramp	James City County	y 0.23	760 G								0.086	F		740	G
\bigcirc	To:		I-64 West												
West	From:	SR 30 Kings	s Dominion Boulev	ard											
30 Ramp	Hanover County	0.20	1800 G								0.155	F		7600	G
	To:	J	I-95 South												
West	From:	SD 30 W	, King William Rd												
(30) Ramp	James City County		980 G								0.097	F		1000	G
30) Hamp	To:	•	I-64 East								0.007	•		1000	ŭ
	From:														
West			W, Croaker Rd								0.11	_		1000	0
Ramp	James City County		1300 G			_					0.11	F		1200	G
	10.		I-64 East												
West	From:		W, Croaker Rd									_			
30 Ramp	James City County		580 G								0.103	F		570	G
<u> </u>	To:		I-64 West												
	From:		US 460												
31 Main St	Town of Wakefield (Mair	int: 91) 0.44	3800 F	95%	1%	1%	1%	1%	0%	С	0.101	F	0.502	3700	F
\bigcirc	To	NC	L Wakefield												
21	Sussex County	3.22	3800 N	95%	1%	1%	1%	1%	0%	N	0.101	F	0.502	3700	Ν
31	To:		y County Line	0070	170	Ť	1 70	1 /0	0 70		0.101	•	0.002	0,00	
	From:		ex County Line												
31 Rolfe Hwy	Surry County	1.93	1600 F	93%	1%	1%	1%	3%	0%	С	0.108	F	0.557	1500	F
	To	W	CT D 1			_									
31 Rolfe Hwy	Town of Dendron (Main		<u>CL Dendron</u> 1600 N	93%	1%	1%	1%	3%	0%	N	0.108	F	0.557	1500	N
31) Holle Hwy	Town of Deficion (Main	11. 30) 0.70	1000 IN	3070	1 /0	1 70	1 70	J /0	0 %	IN	0.106	1-	0.557	1300	IN
	To: From:		643 James St			—									
(31) Rolfe Hwy	Town of Dendron (Main	nt: 90) 0.89	1600 G	95%	1%	1%	0%	2%	0%	С	0.145	F	0.555	1600	G
\smile	To:		CL Dendron												
	From:		CL Dendron	050	401	1-1	051	061	061		0.4.1	_	0.555	1000	
(31) Rolfe Hwy	Surry County	7.47		95%	1%	1%	0%	2%	0%	N	0.145	F	0.555	1600	N
	To: From:		S, Colonial Trail												
Colonial Trail			S SR 10	029/	10/	10/	10/	10/	00/	_	0.106	_	0.617	E000	_
31 10 Colonial Trail	Surry County	0.47		93%	1%	1%	1%	4%	0%	Г	0.106	Г	0.017	5000	G
	100		SCL Surry												
/10/2021			138												

Davida	la colo all'agli a la	Lamenth AADT OA	4T:	D		Tru	ck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Route	Jurisdiction		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
10 Colonial Trail	Town of Surry (Maint: 90)	SCL Surry 0.57 5100 N	93%	1%	1%	1%	4%	0%	N	0.106	F	0.617	5000	
Colonial Trail	Town of Surry (Maint: 90)	N SR 10	93%	I 70	170	1 70	4 70	0%	IN	0.106	Г	0.017	3000	
_	From:	SR 10 N, Colonial Trail												
Rolfe Hwy	Town of Surry (Maint: 90)	0.41 2000 G	98%	0%	1%	0%	1%	0%	С	0.113	F	0.614	2000	
	To: From:	NCL Surry												
Rolfe Hwy	Surry County	4.00 2000 N	98%	0%	1%	0%	1%	0%	Ν	0.113	F	0.614	2000	
	To	Jamestown Ferry			— —									
Jamestown Rd	James City County	2.10 6200 G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.582	6600	
	To	47-681 Sandy Bay Rd												
Jamestown Rd	James City County	2.30 7800 G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.602	8300	
)	To	WCL Williamsburg												
Jamestown Rd	City of Williamsburg	0.04 13000 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.579	14000	
	Tod													
Jamestown Rd	City of Williamsburg	State Maintenance Boundary 0.02 13000 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.579	14000	
) camosioum na	To:	SR 5; SR 199	0070	170		0 70	0 / 0	0 70	•	0.007	•	0.070	1 1000	
	From:	North Carolina State Line												
Carolina Rd	City of Suffolk	2.89 3400 G	93%	1%	1%	1%	5%	0%	С	0.094	F	0.721	3600	
.)	To	133-642 Adams Swamp Rd												
Carolina Rd	City of Suffolk		93%	1%	1%	1%	5%	0%	F	0.088	F	0.703	4000	
	Tod													
Carolina Rd	City of Suffolk	133-675 Cypress Chapel Rd 1.40 3900 G	94%	0%	1%	1%	4%	0%	С	0.095	F	0.764	4100	
ouromia ria	T-1		0170	0 / 0		1 70	170	0 70	Ū	0.000	·	0.701	1100	
Carolina Rd	City of Suffolk	133-759 Babbtown Rd 0.65 4200 G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.783	4400	
Carolina Rd	Oity of Surioik		J4 /0	0 /6	1 /0	1 /0	4 /0	0 /6		0.031	•	0.700	4400	
Carolina Ed	City of Cyffolls	133-647 Copeland Rd	040/	0%	10/	10/	40/	00/	F	0.000	F	0.705	4400	
Carolina Rd	City of Suffolk	2.45 4100 G US 13 South of Suffolk	94%	070	1%	1%	4%	0%	Г	0.092	Г	0.785	4400	
	From:	Whaleyville Blvd												
2) (13) Carolina Rd	City of Suffolk	1.64 16000 G	88%	0%	1%	1%	11%	0%	F	0.081	F	0.696	15000	
	To: From	61-731 Dill Rd												
Bus 2) 13 Carolina Rd	City of Suffolk	1.17 11000 G	88%	0%	1%	1%	11%	0%	F	0.080	F	0.566	11000	
2) (13) Carolina Rd	Oity of Guildik		00 70	0 70	1 70	1 /0	11/0	0 70	•	0.000	•	0.500	11000	
Bus	To- From:	Old SCL Suffolk												
2) (13) Carolina Rd	City of Suffolk	0.54 10000 G	88%	0%	1%	1%	11%	0%	F	0.084	F	0.535	10000	
	To:	Bus US 58 Constance Rd												
Bus 2) 13 Main St	City of Suffolk	Fayette St 0.34 9400 G	98%	0%	1%	0%	0%	0%	C	0.078	F	0.532	9900	
2) [13] Main St	ony of duffolk		0070	0 /0		0 /0	0 /0	0 /0	J	5.070		5.002	0000	
Bus	From:	SR 337 Washington St												
2) (13) (10) Main St	City of Suffolk		98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	17000	
	To	Bus US 58, Bus US 460												

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

Route	Jurisdiction	Length AADT	QA 4	Tire E	lus -	Tru			QC	_ K	QK	Dir	AAWDT	- (
Bus	From:	Bus US 58, Bus US	460		2.	Axle 3+Axle	1 I rail	21rail		Factor		Factor		
(460) (10) Main St	City of Suffolk	0.09 26000		8% ()%		0%	0%	F	0.081	F	0.502	27000	
7(400) (10)	Toc	Old NCL of Suffo												
Bus	From:													
2 (460) (10)	City of Suffolk	1.49 25000		9% ()%	1% 0%	0%	0%	С	0.104	Α	0.514	26000	
<u> </u>	From:	SR 10 Elephant Fo Bus US 460	ork											
2) (10) Godwin Blvd		0.54 17000	G 9	5% ()%	 1% 1%	2%	0%	F	0.084	F	0.524	18000	
-) (0)	To	US 58 Suffolk Byp												
2) (10) Godwin Blvd	City of Suffolk	1.36 20000		5% ()%	 1% 1%	2%	0%	F	0.095	F	0.536	21000	
2) (10) 3-3-3-3-3	·					7								
2) (10) Godwin Blvd	City of Suffolk	61-634 Kings Fork 4.81 10000		5% ()%	1% 1%	2%	0%	С	0.095	F	0.536	11000	
Godwin Blvd	•			J /0 (770	1 /0 1 /0 ¬	270	0 70	O	0.000	•	0.550	11000	
Cadwin Blyd	City of Cuffolls	61-603 Everets R		E0/ ()%	10/ 10/	2%	00/	F	0.101	F	0.61	12000	
2) (10) Godwin Blvd	City of Suffolk	0.87 12000	G 9	5% (170	1% 1% _	2%	0%	Г	0.101	Г	0.61	12000	
	To: From:	SR 125 Chuckatu							_		_			
2) (10) Godwin Rd	City of Suffolk	1.31 9600		5% ()%	1% 1% ¬	2%	0%	F	0.103	F	0.597	10000	
	From:	Isle of Wight County NCL Suffolk	Line											
2) (10) Benns Church Blvd	Isle of Wight County	4.15 8300	F 9	5% ()%	1% 2%	2%	0%	С	0.088	F	0.504	8800	
	To:	US 258 Brewers Necl												
	From:	SR 10 Benns Church						221			_			
258 Brewers Neck Blvd	Isle of Wight County	2.85 22000	F 9	5%	%	1% 2%	2%	0%	С	0.097	F	0.619	23000	
¬ ~~	To: From:	US 17 Carrollton B												
(17) (258) Carrolton Blvd	Isle of Wight County	2.17 26000	A 9	7% ()%	1% 1%	1%	0%	С	0.124	Α	0.663	28000	
~ ~	To: From:	F-807]								
2) (17) (258)	Isle of Wight County	4.64 25000	G 9	7% ()%	<u>1</u> % 1%	1%	0%	F	0.101	F	0.755	27000	
	To:	SCL Newport New												
2) (17) (258) Mercury Blvd	City of Newport News	Isle of Wight County 0.22 25000		7% ()%	_ 1 1% 1%	1%	0%	F	0.101	F	0.755	27000	
2) {17} {258} Mercury Blvd	only of Newport News			7 70 (,,0		1 70	0 /0	•	0.101	•	0.700	27000	
2) (17) (258) Mercury Blvd	City of Newport News	US 60 Warwick B 0.56 31000		7% ()%	1% 1%	1%	0%	F	0.104	F	0.539	34000	
2) 17 258 Mercury Blvd	To:	US 258, SR 143 Jeffers		7 /0 (70	7° 1/°	1 /0	0 /6	'	0.104	'	0.559	34000	
	From:													
Rawley Pike	Rockingham County	West Virginia State 11.66 1800		3%	%		4%	0%	С	0.089	F	0.584	1800	
Tiamoy Fine	- Tooking name County			0 70	70		470	0 /0	Ü	0.000	•	0.004	1000	
Rawley Pike	Pookingham County	82-840 Bridger R 2.80 2900		E0/ -	%	1% 1%	3%	0%	С	0.084	F	0.674	2900	
Rawley Pike	Rockingham County				70	170 170	3%	0%	C	0.064	г	0.074	2900	
^ B	From:	82-613 Whitmore Shop Rd; C			0/	10/ 10/	00/	00/		0.000		0.00	0700	
Rawley Pike	Rockingham County	5.70 6200	G 9	5%	%	1% 1%	3%	0%	F	0.093	F	0.62	6700	
~	To: From:	WCL Harrisonbu]———								
W Market St	City of Harrisonburg	1.11 7500	G 9	6%	%	1% 0%	2%	0%	F	0.093	F	0.550	8000	
-	To:	Waterman Dr												

140

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

Route	Jurisdiction	l enath	AADT	QΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	· C
	oaodiotion			٠			2Axle	3+Axle	1Trail	2Trail		Factor	۷.٬	Factor		
M Market Ct	City of Llawia and		Waterman Dr		069/	10/	10/	00/	20/	00/	0	0.000	F	0.500	0500	
W Market St	City of Harrisont		7900	G	96%	1%	1%	0%	2%	0%	С	0.089	Г	0.532	8500	
NA Market Ct	To:		R 42 S High S		000/	10/		00/	00/	00/	F	0.096	F		4400	
W Market St	City of Harrisonb	•	4100 Sus US 33 Par	G	96%	1%	1%	0%	2%	0%	Г	0.096	Г		4400	
	From:	В	US 11													
Main St NB	City of Harrisonk	burg 0.02	4900	N	96%	0%	1%	1%	1%	0%	Ν	0.092	F	0.527	5200	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	9000	N	95%	1%	2%	1%	2%	0%	Ν	0.084	F	0.760	9600	
	To:		S 11 Main St													
E Market St	City of Harrisonb		11 Main St N 5000	G G	96%	0%	1%	1%	1%	0%	E	0.094	F	0.512	5400	
E Market St	Oity of Flamsonic	burg 0.11		G	30 /6	0 /6	1 /6	1 /0	1 /0	0 /6	'	0.034	•	0.512	3400	
) E Marileat Ct	City of Llawing only	h	Mason St		000/	00/	10/	10/	10/	00/		0.000		0.500	11000	
E Market St	City of Harrison	burg 0.87	10000	G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.569	11000	
7	To: From		Vine St										_			
E Market St	City of Harrisont	burg 0.61	16000	G	96%	0%	1%	1%	1%	0%	С	0.091	F	0.557	17000	
~	To: From:		I-81													
E Market St	City of Harrison	burg 0.70	27000	G	95%	1%	1%	1%	3%	0%	F	0.093	F	0.549	28000	
	To: From:	U	niversity Blvd	1												
E Market St	City of Harrison	burg 0.96	23000	G	96%	0%	1%	1%	2%	0%	С	0.094	F	0.559	25000	
<i></i>	To- From	EC	L Harrisonbu	rg			<u> </u>									
3 Spotswood Trail	Rockingham Co	ounty 0.21	23000	N	96%	0%	1%	1%	2%	0%	Ν	0.094	F	0.559	25000	
	To	82-	704 Boyers R	Rd			<u> </u>									
Spotswood Trail	Rockingham Co		22000	G	95%	1%	1%	1%	3%	0%	F	0.092	F	0.584	24000	
	To:	SR 27	76 Cross Keys	e Rd												
Spotswood Trail	Rockingham Co		24000	G	95%	1%	1%	1%	3%	0%	С	0.101	F	0.531	24000	
9 '	To		842 Montevid													
Spotswood Trail	From L Rockingham Co		20000	G	95%	1%	1%	1%	3%	0%	F	0.094	F	0.6	20000	
S) Spotonooda	та-					. , ,		. , 0	0,0	0 / 0	•	0.00	•	0.0		
3 Spotswood Trail	Rockingham Co		ver Dr; Island	G Ford	8d 96%	1%	1%	1%	2%	0%	F	0.091	F	0.605	19000	
3 Spotswood Trail	- F				30 70	1 /0	1 /0	1 /0	270	0 70	'	0.001	•	0.000	13000	
Cnotowood Troil	Poolinghom Co		02 East Point		069/	10/	10/	10/	20/	09/		0.002	F	0.502	12000	
3 Spotswood Trail	Rockingham Co	ounty 3.12	12000	G	96%	1%	1%	1%	2%	0%	С	0.093	Г	0.593	12000	
~	To: From:		Bus West of I		000/	40/		40/	40/	00/		0.000		0.000	0000	
Spotswood Trail	Rockingham Co	ounty 0.89	9300	G	93%	1%	1%	1%	4%	0%	F	0.092	F	0.688	9300	
~ _	To From:		WCL Elkton													
3 Spotswood Trail	Town of Elkton (Ma	aint: 82) 0.69	9300	N	93%	1%	1%	1%	4%	0%	N	0.092	F	0.688	9300	
~	To- From:		ECL Elkton													
Spotswood Trail	Rockingham Co	ounty 0.04	9300	N	93%	1%	1%	1%	4%	0%	Ν	0.092	F	0.688	9300	
	To:		US 340													

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

		Primary and I	intorotato i to												
							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	Eron	***	0.240			ZAXIE	3+Axie	IIIaii	ZIIali		i actor		i actor		
Constant and Trail	Da alija ala ara Carratir		S 340	000/	10/	10/	10/	40/	00/	_	0.001	_	0.570	0000	^
(33) Spotswood Trail	Rockingham County		300 G	93%	1%	1%	1%	4%	0%	С	0.091	F	0.573	6200	G
~	10:		County Line												
/ LT 1	rioni.		m County Line	0.40/	40/		40/	407	00/	_	0.400	_	0.500	4500	_
(33) Spotswood Trail	Greene County	4.38 4	500 G	94%	1%	1%	1%	4%	0%	С	0.102	F	0.566	4500	G
\	To:	39-638 Tur	rkey Ridge Rd												
33 Spotswood Trail	Greene County		100 G	94%	1%	1%	1%	4%	0%	F	0.101	F	0.591	5200	G
(33) - Frience - 11							.,.	.,•	- , -	-		-			-
~~~	To: From:	Bus US 33 S	Spotswood Trail												
33 Standardsville Bypass	Greene County	2.09 <b>2</b>	500 F	92%	1%	1%	1%	5%	0%	С	0.098	F		2400	F
$\bigcirc$	To	Pug IIC 22 C	Spotswood Trail												
Spotswood Trail	Greene County		200 F	96%	0%	1%	1%	1%	0%	F	0.098	F		4200	F
Spotswood Trail	Greene County	0.50 4	200 F	90 /o	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.090	'		4200	
	To: From:	39-609 Free	dericksburg Rd												
33 Spotswood Trail	Greene County	2.15 <b>4</b>	300 F	95%	0%	1%	1%	3%	0%	F	0.097	F		4300	F
	T-1														
On about a d Turk	From:		Amicus Rd	070/	40/	10/	40/	40/	00/		0.005		0.004	47000	
(33) Spotswood Trail	Greene County	2.09 16	6000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.604	17000	G
<u> </u>	To	US 29 Se	eminole Trail												
33 Spotswood Trail	Greene County		300 G	93%	1%	1%	2%	3%	0%	F	0.082	F	0.588	6300	G
(33) -	To:		County Line												-
	From:		County Line												
33 Spotswood Trail	Orange County		200 G	93%	1%	1%	2%	3%	0%	С	0.102	F	0.523	6300	G
(33) - Frience - 11								-,-	- , -	_					-
~~ ·- ·-	From		onstitution Hwy							_					_
(33) (20) Spotswood Trail	Orange County	0.22 <b>6</b>	400 G	94%	1%	1%	1%	4%	0%	F	0.1	F	0.588	6400	G
$\bigcirc$	To	SR 20 F. Co	onstitution Hwy												
33 Spotswood Trail	Orange County		000 G	94%	1%	1%	1%	4%	0%	С	0.092	F	0.538	5000	G
(33) Speciment 114		J <b>V</b>		0.70	. , 0		. , 0	.,0	0,0	·	0.002		0.000	0000	
~~ <u></u>	To: From:	WCL G	ordonsville												
(33) Spotswood Trail	Town of Gordonsville (Maint: 68)	0.01 <b>5</b>	000 N	94%	1%	1%	1%	4%	0%	N	0.092	F	0.538	5000	Ν
$\bigcirc$	To	SD 231 Rh	ue Ridge Tpke												
(33) (231) Spotswood Trail	Town of Gordonsville (Maint: 68)		100 G	94%	1%	1%	1%	3%	0%	С	0.098	F	0.566	6100	G
Spotswood Trail	To.		s Madison Hwy	J+ /0	1 /0		1 /0	0 /0	0 70	J	0.000		0.500	0100	u
	From:		SR 231												
33 15 Martinsburg Ave	Town of Gordonsville (Maint: 54)		100 G	88%	1%	1%	1%	8%	0%	F	0.098	F	0.542	8100	G
(33) (15) Martinsburg Ave	Town or dordonsville (Maint: 94)	1.12 0	100 G	00 70	1 /0	1 /0	1 /0	0 /0	0 70	•	0.000		0.542	0100	u
	To: From:	SCL Go	ordonsville			-									
(33) (15) James Madison Hwy	Louisa County	0.45 <b>8</b>	700 G	88%	1%	1%	1%	8%	0%	F	0.092	F	0.569	9000	G
$\bigcirc$	To:	US 15 South	of Gordonsville	;											
~~~	From:		s Madison Hwy												
33 South Spotswood Trail	Louisa County	8.28 2	800 G	96%	1%	1%	1%	2%	0%	С	0.09	F	0.557	2700	G
\bigcirc	Too														
(a) Lavias Bd	From:		Trevilians	069/	10/	10/	10/	20/	00/	Г	0.000	Г	0 E	E100	
(33) (22) Louisa Rd	Louisa County	3.84 5	200 G	96%	1%	1%	1%	2%	0%	F	0.092	F	0.5	5100	G
- -	To- From	WCI	L Louisa												
(33) (22) West Main St	Louisa County		200 G	96%	1%	1%	1%	2%	0%	F	0.090	F	0.527	6100	G
(33) (22)															
\hookrightarrow \bigcirc	То:	SR 208 C	ourthouse Rd												

142

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	
	From:	SR 208 Courthou	uso Pd			2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
(22) (208) West Main St	Louisa County	0.40 14000		98%	0%	1%	0%	1%	0%	F	0.082	F	0.55	14000	
22 208 West Main St	To:	SR 22; SR 208 East of			0 70		0 70	1 /0	0 70	•	0.002	•	0.00	1 1000	
	From:	SR 22; SR 208 M													
Jefferson Hwy	Louisa County	1.16 3800	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.532	3800	
	Too	ECL I													
Jefferson Hwy	Louisa County	ECL Louisa 5.40 2700		97%	1%	0%	1%	2%	0%	С	0.093	F	0.724	2600	
Jefferson Hwy	Louisa County	3.40 2700	G	31 /6	1 /0	0 78	1 /0	2/0	0 /6	O	0.033	•	0.724	2000	
· · · · · · · · · · · · · · · · · · ·	To: From:	US 522 Pendleto													
) (522) Jefferson Hwy	Louisa County	0.66 5400	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.547	5300	
	To	US 522 Cross Cou	unty Rd												
Jefferson Hwy	Louisa County	9.29 2500		94%	1%	1%	1%	3%	0%	С	0.098	F	0.572	2500	
,	To														
) lofforcon Hung	From:	54-655 Bethany Ch		98%	0%	1%	0%	1%	0%	F	0.097	F	0.66	3500	
Jefferson Hwy	Louisa County	2.63 3600		90%	076	1 70	0%	1 70	0%	Г	0.097	Г	0.00	3300	
	From:	Hanover County Louisa County													
Mountain Rd	Hanover County	4.03 4600		95%	0%	1%	1%	3%	0%	F	0.093	F	0.708	4600	
	- Indicates estating				0 70		. , 0	0,0	0 / 0	•	0.000	•	000	.000	
2	From:	42-715 Beaver Dam Rd;							0-1	_		_			
Mountain Rd	Hanover County	1.96 10000	F	93%	1%	2%	1%	3%	0%	С	0.092	F	0.655	9900	
	Too From:	SR 54 West Patrick	Henry Dr												
Mountain Rd	Hanover County	4.22 7800	F	97%	0%	1%	1%	1%	0%	С	0.101	F	0.656	7700	
	To	42-671 Scotchtov	wn Dd												
Mountain Rd	From•I Hanover County	1.72 9400		87%	0%	2%	2%	9%	0%	F	0.1	F	0.688	9300	
Modificant Flo	rianover edunty	1.72 3400	•	07 70	0 70		270	0 /0	0 70	•	0.1	•	0.000	0000	
7	To: From:	42-670 Farringto													
Mountain Rd	Hanover County	5.50 9300	F	97%	0%	1%	0%	2%	0%	С	0.094	F	0.659	9100	
	To:	Henrico County													
Charles Mill Dd	From:	Hanover County		070/	00/	10/	10/	10/	00/	_	0.000	_	0.750	17000	
Staples Mill Rd	Henrico County	0.38 17000	G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.750	17000	
	To: From	I-295													
Staples Mill Rd	Henrico County	0.61 18000	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.520	19000	
	To:	SR 157; Springfield Rd;	Mountain	Rd											
Staples Mill Rd	Henrico County	2.18 13000		98%	1%	1%	0%	0%	0%	F	0.105	F	0.694	15000	
3)	-									-		•			
70. I MUDI	From	43-7526 Hungar	-	000/	40/	10/	00/	00/	00/		0.005	_	0.740	05000	
Staples Mill Rd	Henrico County	1.05 22000	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.749	25000	
	To: From	Parham Rd	ı												
Staples Mill Rd	Henrico County	1.10 28000	Α	98%	1%	1%	0%	0%	0%	С	0.123	Α	0.548	31000	
	To	Dramas Di	vd.												
Staples Mill Rd	Henrico County	0.37 30000		98%	1%	1%	0%	0%	0%	F	0.094	F	0.534	34000	
Staples Will Flu					1 /0	1 /0	0 /0	0 /0	0 /0	'	0.034	,	0.554	34000	
2	To: From:	SR 356 Hilliard Rd; 43-75													
Staples Mill Rd	Henrico County	1.01 29000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.51	32000	
,		I-64													

Staples Mill Rd	us OAL OAL AT I OT I QC F QK F AA	WDT C
Sapples Mill Rd	2Axle 3+Axle 1Trail 2Trail Factor Factor	
Staples Mill Rd	 %	9000
3 Staples Mill Rd City of Richmond 0.03 17000 G 98% 1% 1% 1% 0% 0% 0% F 0.092 F 0.518		
18.250 Broad St		9000
Second St City of Richmond 0.79 21000 F 37% 0% 1% 1% 2% 0% F 0.122 B 0.516		
Malvern Ave September Se		
250 Broad St City of Richmond 0.97 24000 G 97% 1% 1% 0% 0% 0% 0% C 0.095 F 0.534	% 1% 1% 2% 0% F 0.122 B 0.516 26 	000
Sheppand St		
City of Richmond 0.38 2000 G 97% 1% 1% 0% 0% 0% F 0.087 F 0.563	% 1% 0% 0% 0% C 0.095 F 0.534 28	3000
250 Broad St City of Richmond 0.94 17000 G 97% 1% 1% 0% 0% 0% F 0.087 F 0.563 250 Broad St City of Richmond 0.98 25000 G 97% 1% 1% 0% 0% 0% F 0.083 F 0.569 250 Broad St City of Richmond 0.08 25000 G 97% 1% 1% 0% 0% 0% 0% F 0.083 F 0.569 250 Broad St City of Richmond 0.28 2500 G 97% 1% 1% 0% 0% 0% 0% F 0.083 F 0.569 250 Broad St City of Richmond 0.28 2500 G 97% 1% 1% 0% 0% 0% 0% F 0.484 F 0.973 250 Broad St City of Richmond 0.28 2500 G 97% 1% 1% 1% 0% 0% 0% 0% F 0.484 F 0.973 250 Broad St City of Richmond 0.28 2500 G 97% 1% 1% 1% 1% 0% 0% 0% 0		
City of Richmord 0.94 17000 G 97% 1% 1% 0% 0% 0% 0% F 0.087 F 0.563	% 1% 0% 0% 0% F 0.087 F 0.563 23	3000
Capital St		
City of Richmond 0.08 25000 G 97% 1% 1% 0% 0% 0% 0% F 0.083 F 0.569	% 1% 0% 0% 0% F 0.087 F 0.563 19	9000
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000		3000
Hancock Rd	% 1% 0% 0% 0% F NA 39	0000
Hancock Rd City of Richmond 0.23 1200 G 98% 1% 1% 0% 0% 0% 0% 0 0 0 0 0 0 0 0		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4400 G 97% 1% 1% 1% 0% C 0.076 F 0.579		300
Leigh St	% 1% 1% 1% 0% C 0.076 F 0.579 <i>4</i>	700
Ramp to I-81 S at Exit 247		
To		
Ramp to I-81 N at Exit 247 City of Harrisonburg (Maint: 82) 0.13 730 G 0.142 F	0.084 F 7	500
Ramp to I-81 N at Exit 247		
To		
From US 33 E, Staples Mill Rd	0.142 F	'30
Hamp		
Text US 33 E, Staples Mill Rd		
Ramp Henrico County 0.20 2600 G 0.147 F		700
Ramp Henrico County 0.20 2600 G		
Tec	0.147	000
Ramp Henrico County 0.34 1300 A 0.204 A	U.147 F 2	800
Ramp Henrico County 0.34 1300 A		
Tot I-64 West St US 33 E, Staples Mill Rd Staples Mill Rd Staples Mill Rd O.094 F O.094 F		500
Stand From US 33 E, Staples Mill Rd	0.204 A	500
Ramp Henrico County 0.17 9500 G 0.094 F		
Too I-64 East St US 33 W, E Market St	0.094 F ¢	500
st US 33 W, E Market St	5,55	
Ramo to I.81 S at Evit 247 City of Harrisonburg (Maint: 82) 4200 C		
3 (Hamp to For O at Exit 27) Oily of Hamsonburg (Maint, 02) 4200 G	0.097 F 4	200
To: I-81 S		

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

		Primar	y and Inte	erstate R	outes											
Route	Jurisdiction	n Len	gth AA C	OT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	Fron:		US 33 W, E													
Ramp	City of Harrisonburg	(Maint: 82)	370									0.108	F		3900	F
144	France		I-81 N										_			
West (33) Ramp	Henrico Cou		US 33 Staple 340									0.102	F		3600	G
(33)	To:	,	I-295 V									002				
West	From:	US	S 33 W, Star	ples Mill Ro	l											
(33) Ramp	Henrico Cou	inty 0.3										0.111	F		2800	G
<u> </u>	To:		I-295 I													
West 33 Ramp	Fron: Henrico Cou		S 33 W, Star 21 300		l							0.149	F		3000	G
(33) Ramp	To:	11ty 0.2	I-64 W									0.149	'		3000	G
West	From:	TTS	S 33 W, Star		1											
Ramp	Henrico Cou											0.1	F		8200	G
→	To:		I-64 E	East			Ī									
Main OLAID	From:	- h	US 1		000/	00/	10/	40/	40/	00/		0.000	_	0.507	5000	
Main St NB	City of Harrison Combined Traffic Estimates for 2 Parallel	-			96%	0%	1%	1%	1%	0% 0%	N N	0.092	F	0.527	5200	N
	To To	Hoadways on this Hot	ute: 750 US 3		96%	0%	1%	1%	1%	0%	IN	0.084	Г	0.760	8000	N
Bus	From:	I	JS 33 Spotsv										=			
33 Old Spotswood Trail	Rockingham C				99%	0%	1%	0%	0%	0%	F	0.090	F	0.646	6100	G
Pug	To Front:	7	WCL Elkton	; River Rd												
Bus 33 Spottswood Ave	Town of Elkton (M	Maint: 82) 0.3	37 650	00 G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.617	6500	G
Bus	To From:		Spottswoo	od Terr									-			
33 Spottswood Ave	Town of Elkton (M	Maint: 82) 0.2	27 250	00 G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.509	2500	G
Bus	Tac From:		Stuart	Ave												
33 (340) S Stuart Ave			540	00 N	93%	1%	1%	1%	4%	0%	Ν	0.093	F	0.549	5300	Ν
	To:		US 3	33												
Bus	From:		33 Stanards													
33 Spotswood Trail	Greene Cou	inty 0.7	75 210	00 G	96%	1%	1%	0%	1%	0%	С	0.128	F	0.727	2100	G
Bus	To From:		WCL Stan	ardsville												
33 Main St	Town of Stanardsville				96%	1%	1%	0%	1%	0%	Ν	0.128	F	0.727	2100	N
Bus	To: From:		SR 230 Ma													
Main St	Town of Stanardsville	(Maint: 39) 0.1	11 410	00 G	94%	1%	1%	1%	4%	0%	F	0.102	F	0.545	4200	G
Bus	To: From:		ECL Stana	ardsville			\Box \vdash									
Bus (33) Spotswood Trail	Greene Cou		31 410		94%	1%	1%	1%	4%	0%	Ν	0.102	F	0.545	4200	Ν
\sim	To:	US 33 :	Stanardsville	e Bypass: 3	9-623											

145

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

				utes				-							
Route	Jurisdiction	Length AAD1	Τ ΩΔ	4Tire	Rus		Trι	-		QC	K	QK	Dir	AAWDT	
110010		Longin AAD		11110	Dao	2Axle	e 3+Axle	1Trail	2Trail	۵0	Factor	σ	Factor	70111	
	From:	US 33 Hanc	ock St												
Leigh St	City of Richmond	0.27 11000	0 G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.511	11000	
/	To:	US 1 Belvid	lara Ct												
Leigh St	City of Richmond	1.60 9300		98%	1%	0%	0%	0%	0%	С	0.106	F	0.767	10000	
Leigh St	Oity of Flictimona	1.00 9300	, d	30 70	1 /0	0 70	0 /0	0 70	0 70	O	0.100		0.707	10000	
	To: From:	Martin Luther Kir	ng Jr Bridg												
Mosby St	City of Richmond	0.30 9200) G	97%	2%	0%	0%	0%	0%	С	0.102	F	0.558	9800	
/	To:	Fairmont .	Ave												
	From:	Mosby													
Fairmont Ave	City of Richmond	0.43 6200) G	99%	1%	0%	0%	0%	0%	С	0.102	F	0.522	6600	
	To:	25th S	lt .												
Nine Mile Rd	City of Richmond	0.90 8400		97%	2%	1%	0%	0%	0%	С	0.103	F	0.680	9000	
,				0.70		.,,	0,0	0,0	0,0	Ū	000	•	0.000	0000	
)	From	ECL Richr													
Nine Mile Rd	Henrico County	19000	0 G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.542	20000	
	To	Laburnum	Ave			<u> </u>									
Nine Mile Rd	Henrico County	14000		98%	1%	1%	0%	0%	0%	F	0.082	F	0.546	15000	
	,														
) 5.	From	Beauregard						221	221	_	2 22 4		0 = 1 =		
Nine Mile Rd	Henrico County	10000	0 G	97%	1%	1%	0%	0%	0%	С	0.081	F	0.515	11000	
	To:	SR 156 Airp	ort Dr												
Nine Mile Rd	Henrico County	4700		97%	1%	1%	0%	0%	0%	F	0.091	F	0.574	5000	
	, T-	an													
Nine Mile Del	From	SR 33 1		000/	00/	00/	00/	10/	00/		0.007			1.400	
Nine Mile Rd	Henrico County	0.15 1300		96%	2%	2%	0%	1%	0%	С	0.097	F		1400	
Combined Traffic	Estimates for 2 Parallel Roadways	on this Route: 2600) G	96%	2%	1%	0%	1%	0%	С	0.096	F	0.517	2800	
	To:	US 60 William	sburg Rd												
) (60) (156) Williamsburg Rd	Henrico County	1.40 10000	0 G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.555	11000	
7 (65) (150)	-														
) CO WILL TO BE	From	I-295		0.40/	40/		00/	00/	00/	_	0.400	^	0.040	40000	
(60) (156) Williamsburg Rd		2.24 1200 0	0 A	94%	1%	1%	2%	3%	0%	С	0.123	Α	0.642	12000	
\$ \$	To: From:	SR 156 Elk	ko Rd												
) 60 Williamsburg Rd	Henrico County	1.85 8100	G	94%	1%	1%	2%	3%	0%	F	0.095	F	0.647	8500	
	To:	New Kent Cou	unty Line												
	From:	Henrico Cour													
) (60) Pocahontas Trail	New Kent County	0.91 1300 0	0 G	94%	1%	1%	2%	3%	0%	F	0.086	F	0.599	13000	
/ 🔾	To:	JIC 60 Da#	no Deidaa												
New Kent Hwy	New Kent County	US 60 Bottom 0.22 1900 0		96%	0%	1%	1%	2%	0%	С	0.089	F	0.559	18000	
) INCW INCILL I IWY	New Rent County	0.22 19000	о г	30 /6	0 /0	1 /0	1 /0	L /0	0 /0	U	0.009	'	0.558	10000	
	To: From:	I-64													
$\left(_{33}\right)$ Ramp	New Kent County	0.08		Se	e VA 3	3 for di	rectional	traffic v	olume e	stima	tes for th	is se	gment.		
	To:	SR 33-W016A SR 33													
	From:	SR 33-E016A SR 33-V													
	N. 14 . 0 .	0.23 1600) G	75%	2%	2%	5%	16%	0%	C	0.111	F		910	
) (33) Ramp	New Kent County	I-64-E FROM RT 33EAS			2 /0	2/0	3 /0	1070	0 /0	U	0.111	•		0.0	

146

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

		1 milary a	ina mitorott	ale He	4100											
Route	Jurisdictio	n Lenath	AADT	ΟΛ	4Tiro	Rue			uck		QC	K	QK	Dir	AAWDT	ΟW
Tioute	Junsuiciic	Dii Lengin	AADI	WA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
	From	:	SR 33, SR 24	49												
(33) (64)	New Kent Co	ounty 5.32			S	ee I-64	for direc	ctional t	raffic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	89%	1%	1%	1%	8%	0%	С	0.111	Α	0.55	52000	Α
	То		SR 106													
	From	US	60 Bottoms E	Bridge												
(33) (64)	New Kent Co	ounty 3.47			S	ee I-64 1	for direc	ctional t	raffic vo	lume es	timate	es for this	segi	ment.		
00) 04)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	58000	Α	89%	1%	1%	1%	8%	0%		0.112	·		52000	Α
	Combined Traine Estimates for 2 T drainer	Troddways on this fronte.	. 00000		00 /0	1 /0		1 /0	0 /0	0 70	•	0.112	,,	0.000	02000	,,
	To From		SR 155													
(33) (64)	New Kent Co	ounty 5.69			S	ee I-64	for direc	ctional t	raffic vo	lume es	timate	es for this	segi	ment.		
\circ	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	56000	F	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.506	50000	F
	To		SR 33													
	From	I-	64-E TO RT	33												
(33) (64) Ramp	New Kent Co	ounty 0.49			S	ee I-64	for direc	ctional t	raffic vo	lume es	timate	es for this	segi	ment.		
	To		64 EACE B	VT.												
Car Eltham Dd	From		-64 EAST IN		050/	10/	10/	10/	110/	00/		0.004	г	0.500	0000	
(33) Eltham Rd	New Kent Co		9700	G	85%	1%	1%	1%	11%	0%	С	0.084	F	0.588	9800	G
	To From		SR 30; SR 24		D.CIT											
C C Flab and Dal	Na Varat Ca		ANGELVIE'			10/	10/	00/	C 0/	00/	F	0.000	F	0.505	10000	_
(33) (30) Eltham Rd	New Kent Co	ounty 4.65	13000	G	90%	1%	1%	2%	6%	0%	Г	0.083	г	0.585	13000	G
	To	King V	William Cour	nty Line			<u> </u>									
(33) (30) 14th St	Town of West Point	t (Maint: 50) 0.25	16000	G	90%	1%	1%	2%	6%	0%	С	0.092	F	0.622	16000	G
60) 60)		,	~~ ~~ ~ ~	~												
	From		SR 30 Main							221					45000	
(33) 14th St	Town of West Point		15000	G	92%	1%	1%	1%	5%	0%	F	0.082	F	0.632	15000	G
\smile	To		Queen Cou	_												
	From		William Cour								_		_		40000	_
(33) Lewis Puller Mem Hwy	King & Queen		13000	G	92%	1%	1%	1%	5%	0%	С	0.090	F	0.660	13000	G
\smile	To		8 Centerville													
<u> </u>	From		8 Centerville								_		_			_
(33) Lewis Puller Mem Hwy	King & Queen		12000	G	92%	1%	1%	1%	5%	0%	F	0.093	F	0.643	12000	G
\smile	To	SR 14 Buena			ds Fork											
	From		14 Shackelf		0001	461		4-1		0.57		0.004	_	0.646	11000	_
(33) (14) Lewis Puller Mem	n. Hwy King & Queen		11000	G	92%	1%	1%	1%	5%	0%	С	0.094	F	0.643	11000	G
	To		4 Shackelford													
O	From	SR 14 Buena				461		4-1		0.57	_	0.00	_	0.646	0000	_
(33) Lewis Puller Mem Hwy	King & Queen		6400	G	92%	1%	1%	1%	5%	0%	F	0.09	F	0.649	6300	G
\sim	To		cester Count	7												
O	From		Queen Cou			461		4-1		0.57	_	0.004	_	0.654	0000	_
(33) Lewis Puller Mem Hwy	Gloucester C		7000	G	92%	1%	1%	1%	5%	0%	F	0.091	F	0.651	6900	G
\sim	To	US 17 George V			y, Glenns											
	From		s Puller Men		0=01					221	_		_	:	4.4005	
(33) (17) George Washingt	ton Mem Hwy Gloucester C		9900	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.504	11000	G
\smile	To		ilesex Count	-												
	From		cester Count													
(33) (17) Tidewater Trail	Middlesex Co	ounty 0.81	9600	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.549	10000	G
\sim	To	US	17 South of S	Saluda												

147

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

					Tru	ıck			K		Dir		
Jurisdiction	Length AADT QA	4Tire	Bus					QC		QK		AAWDT	Q\
From:	US 17 South of Saluda												
	0.80 6100 G	94%	1%	1%	1%	3%	0%	С	0.09	F	0.519	5900	G
To:													
Middlesox County			10/	10/	10/	20/	00/	C	0 000	_	0 565	7900	c
Wilddiesex County	1.78 7900 G	94 %	1 70	1 70	1 70	3%	0%	C	0.000	Г	0.565	7000	
To: From:	SR 227 Urbanna Rd									_			
Middlesex County	2.93 8000 G	94%	1%	1%	1%	3%	0%	F	0.094	F	0.581	7800	(
To: From:	59-619 Healys Rd												
Middlesex County	2.18 8200 G	94%	1%	1%	1%	3%	0%	F	0.093	F	0.557	8000	(
To:	SR 3 Greys Point Rd												
From:		050/	40/	10/	40/	40/	00/	_	0.000	_	0.004	E 400	
Middlesex County		95%	1%	1%	1%	1%	0%	C	0.093	F	0.604	5400	(
From:													
Middlesex County		97%	1%	1%	1%	1%	0%	F	0.093	F	0.571	3800	(
Wildelesex County		07 70	1 /0	- 70	1 /0	1 /0	0 70	•	0.000	•	0.07 1	0000	`
From		070/	40/		40/	40/	00/	_	0.007	_	0.500	4400	
Middlesex County	4.26 4200 G	97%	1%	1%	1%	1%	0%	C	0.097	F	0.562	4100	(
To: From:	59-636 Timberneck Rd												
Middlesex County	2.00 640 G	97%	0%	1%	1%	1%	0%	С	0.11	F	0.523	630	(
То:	Stingray Point												
From:	SR 33 Nine Mile Rd												
Henrico County	0.25 1800 G								0.105	F		1900	(
To:	I-64 East												
From:	Ramp fr Rt 33 E & Ramp fr Rt 249	W join											
New Kent County	0.23 1600 G	75%	2%	2%	5%	16%	0%	С	0.111	F		910	
To:	I-64 East												
From:	SR 33 E, Nine Mile Rd												
Henrico County	0.12 1300 G								0.087	F		1400	(
To:	I-64 West												
From:	SR 33: 2SR 33-P I-64-E205B	}											
New Kent County	•								0.085	F		1400	(
То:	SR 33-W016A SR 33- 16A TO 1	[-64											
From:	SR 33 New Kent Hwy												
New Kent County		96%	0%	2%	0%	1%	0%	С	0.181	F		1300	
To:													
From:													
Henrico County	·								0.083	F		8100	(
To:									0.000			0.00	
From		OPT											
New Kent County		UKI							0.121	E		420	(
New Nent County	SR 33-E016A SR 33- 16A TO I								0.121	'		420	,
	Middlesex County To Froze Middlesex County To Froze Middlesex County To Froze Middlesex County To Froze Henrico County To Froze New Kent County To Froze Henrico County To Froze New Kent County To Froze Henrico County To Froze Henrico County To Froze Henrico County To Froze Henrico County To Froze New Kent County To Froze New Kent County To Froze Henrico County To Froze Henrico County	Note	Note	Discription Discription	Length AADT QA 4 lire Bus 2 Axle	Durisdiction Length AADT QA 4 Tire Bus 2Axle 3+Axle	Length AADT QA 4 Tire Bus 2Axle 3+Axle 1Trail	US 17 South of Saluda 17	Length AADT QA 41 Irre Bus 2 2 2 3 4 1 7 1 2 1 1 1 1 1 1 1 1	Companies Comp	Length AADT QA 41 F Bus 2Axle 3+Axle 1Trail 2Trail CC Factor QR	Section Care Care	Substitution Congress Congr

148

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

Route	Jurisdiction	n Length	AADT (QA	4Tire	Bus	0.4	_			QC	K	QK	Dir	AAWDT	Q
est	From:	SR 3	33 W, Eltham R	Rd			2Axle 3	+Axie	TITAII	ZITAII		Factor		Factor		
Ramp	New Kent Co			G								0.112	F		1800	
'	To:		I-64 East													
st	From:	SR 3	33 W, Eltham R	Rd												
Ramp	New Kent Co			G								0.121	F		67000	
9 - 1	To:	,	I-64 West									-				
	From:		Broad St				1									
Harrison St	L City of Richm	ond 0.24		G	96%	1%	1%	1%	1%	0%	С	0.081	F	0.734	3400	
Harrison St	Combined Traffic Estimates for 2 Parallel I			G	97%	1%	1%	1%	1%	0%	C	0.076		0.579	4700	
	To:	noadways on this noute.	Leigh St	G	31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	C	0.070	'	0.579	4700	
	From:		Harrison St													
Leigh St	City of Richm	ond 0.07	10000	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.527	11000	
	Combined Traffic Estimates for Parallel I	Roadwavs on this Route:	NA									NA			NA	
	To:		Hancock St													
<u>/e</u>	From:		SR 33													
3	L Henrico Cou	nty 0.13		G	96%	2%	1%	0%	1%	0%	С	0.109	F		1400	
3)	Combined Traffic Estimates for 2 Parallel I	•		G	96%	2%	1%	0%	1%	0%	C	0.096	F	0.517	2800	
	To:) Williamsburg		30 /6	2 /0	1 /0	0 /6	1 /0	0 /6	C	0.030	'	0.517	2000	
				Ku												
Nadasa Ot	Taura of Cauth I		North Main St		000/	10/	10/	00/	00/	00/	_	0.100	_	0.505	1000	
4) Hodges St	Town of South E			G	98%	1%	1%	0%	0%	0%	С	0.108	F	0.505	1800	
	10.		John Randolph													
	From:		Carolina State I		2221	221					_		_		4=00	
5) Meherrin Rd	Southampton C	County 1.40	1500	G	83%	0%	1%	2%	14%	0%	С	0.099	F	0.53	1500	
_	To: From:		SCL Boykins													
Meherrin Rd	Town of Boykins (N	Maint: 87) 1.24	1500	N	83%	0%	1%	2%	14%	0%	Ν	0.099	F	0.53	1500	
	То	SR	186 Pittman Ro	d												
Meherrin Rd	Town of Boykins (N			G	86%	1%	1%	1%	11%	0%	С	0.098	F	0.574	3800	
3)		<u> </u>						.,.		- , -	_					
Mala amia Dal	From		NCL Boykins		0.40/	40/	10/	00/	100/	00/	_	0.400	_	0.0	4500	
5) Meherrin Rd	Southampton C	County 4.93	1600	G	84%	1%	1%	2%	12%	0%	С	0.108	F	0.6	1500	
	To: From:	87-69	93 Garris Mill F	Rd												
5) Meherrin Rd	Southampton C	County 5.15	1600	G	86%	1%	1%	1%	10%	0%	С	0.124	F	0.687	1600	
	То:		ampton Pkwy;		JS 58											
Bus	From:		West of Courtl		010/	10/	101	401	5 0/	00/	_	0.404	_	0.500	0500	
5) (58) Meherrin Rd		2.03	3500	G	91%	1%	1%	1%	5%	0%	С	0.131	F	0.509	3500	
Pue	To: From:	(CL Courtland													
Bus 5 58 Meherrin Rd	Town of Courtland ((Maint: 87) 0.14	3500	N	91%	1%	1%	1%	5%	0%	N	0.131	F	0.509	3500	
5 (58) Meherrin Rd	To:	,	BUS US 58	14	J 1 /0	1 /0	1 /0	1 /0	J /6	0 /6	IV	0.101	'	0.000	3300	
	From:		S 58; Meherrin	n Rd												
Main St	Town of Courtland (G	76%	1%	1%	2%	20%	0%	F	0.086	F	0.500	5300	
/	T	,	CL Courtland													

6/10/2021 149

Route	Jurisdiction	Length AADT QA	4Tire Bu	S 04.45 0.4.44			QC	K	QK	Dir	AAWDT	. C
	From:	NCL Courtland		2Axle 3+Axle	e iiraii	21raii		Factor		Factor		
Main St	Southampton County		76% 1%	6 1% 2%	20%	0%	Ν	0.086	F	0.500	5300	
	To-	87-616 Ivor Rd										
Main St	Southampton County		78% 1%	6 1% 2%	18%	0%	С	0.093	F	0.514	3000	
	To	87-628 Wakefield Rd										
D) Plank Rd	Southampton County		76% 1%	6 1% 2%	20%	0%	С	0.09	F	0.604	2600	
	To-	87-653 Cary's Bridge Rd										
Plank Rd	Southampton County		75% 1%	6 1% 2%	21%	0%	С	0.091	F	0.521	2500	
)	To:	Sussex County Line										
Lawrendow Blank Bd	From:	Southampton County Line	000/ 10	10/ 00/	00/	00/	0	0.000	_	0.004	0500	
Jeruselem Plank Rd	Sussex County	7.48 2500 F	96% 1%	s 1% 0%	2%	0%	С	0.088	F	0.604	2500	
	From	SR 40 Sussex Dr	000/ 00	10/ 00/	40/	00/		0.000		0.505	0000	
Jeruselem Plank Rd	Sussex County	5.81 2100 F	98% 0%	6 1% 0%	1%	0%	С	0.090	F	0.525	2000	
D	To- From:	91-626 Neblett Mill Rd			4=		_					
Jeruselem Plank Rd	Sussex County		54% 0%	<u>1</u> % 2%	43%	0%	С	0.089	F	0.513	2600	
	From:	Prince George County Line Sussex County Line										
Courtland Rd	Prince George County	-	90% 0%	6 1% 1%	8%	0%	F	0.087	F	0.534	3200	
	To	I-95; SR 156 Prince George Dr										
S) (301) Courtland Rd	Prince George County		84% 0%	. 1% 1%	14%	0%	С	0.099	F	0.607	1200	
	To:	74-605 Spain Dr										
	From:	SR 35 Courtland Rd										
Ramp	Prince George County	0.15 2600 G						0.117	F		2600	
	To:	I-95 North										
	From:	SR 35 Courtland Rd										
Ramp	Prince George County	0.29 320 G						0.105	F		320	
	107	I-95 South										
Divor Dd	From:	20-669 Church Rd	97% 1%	10/ 00/	00/	00/	0	0.106	_	0.660	2000	
River Rd	Chesterfield County	0.87 2900 G	97% 1%	s 1% 0%	0%	0%	С	0.106	F	0.660	3000	
	To: From:	20-601 Little Rd	070/ 10	10/ 00/	00/	00/		0.400		0.057	0500	
River Rd	Chesterfield County	1.13 3300 G	97% 1%	5 1% 0% 	0%	0%	F	0.100	F	0.657	3500	
	To: From:	20-600 E, Pickett Ave		<u> </u>								
River Rd	Chesterfield County	3.05 5300 G	99% 0%	6 1% 0%	0%	0%	F	0.105	F	0.649	5700	
	To: From:	20-1121 Granger Rd										
Chesterfield Ave	Chesterfield County	0.81 4300 G	99% 0%	6 1% 0%	0%	0%	С	0.096	F	0.541	4600	
	To- From	WCL Petersburg										
Fleet St	City of Petersburg		97% 0%	<u>1%</u> 1%	2%	0%	F	0.102	F	0.537	5700	
	To:	Grove Ave										
Grove Ave	City of Petersburg	Fleet St 0.53 2000 F	97% 0%	 6 1% 1%	1%	0%	C	0.102	F	0.555	2100	
	Oity of 1 ctcl souly	0.00 2000 I	0.70	0 1/0 1/0	1 /0	0 /0	0	0.102		0.000	2100	

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

		Primary an	ia interste	110 110				Tru	ol.			I/		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
	From		US 1				ZAXIE	3+Axie	TITAII	211811		Factor		Factor		
Market St	City of Peters	sburg 0.38	2200	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.514	2300	F
36 I Iwarket St	Combined Traffic Estimates for Parallel				33 /6	0 /6	1 /0	0 /6	0 /6	0 /6	O	NA	'	0.514		'
	Combined Trainic Estimates for Parallel	noadways on this houte.	NA									INA			NA	
	To:	US 1 Par; BUS			_								_			
(36) Market St	City of Peters	sburg 0.11	2600	F	81%	0%	1%	1%	17%	0%	F	0.091	F	0.602	2800	F
	To:	US 1, Bı	us US 460 V	Wythe St			_									
Bus 36) 1 (460) Wythe St	City of Peters	sburg 0.20	8500	G	97%	0%	1%	1%	1%	0%	F	0.09	F		9000	G
36) 1 (460) Wyllie 3t	•	•		G	31 /0	0 /0	1 /0	1 /0	1 /0	0 /6	'		'			G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
ALT Bus	To: From:	ALT U	S 301 Sycar	more St												
36) (1) (301) (460) Wythe	e St City of Peters	sburg 0.20	12000	G	97%	0%	1%	1%	1%	0%	F	0.086	F		13000	G
30) (1) (301) (400) (1)	Combined Traffic Estimates for Parallel	_	NA	-	. , , ,		.,-	.,.			•	NA			NA	-
	Combined Traine Estimates for Faranci											14/1			1471	
Bus	To: From:	<u> </u>	Bus US 460)												
36 (460) Wythe St	City of Peters	sburg 0.20	16000	F	98%	0%	1%	1%	0%	0%	F	0.083	F		17000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	31000	G
	To															
Bus	From:		I-85, I-95													
36) (460) Wythe St	City of Peters		12000	F	97%	0%	1%	1%	1%	0%	С	0.079	F		13000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	G	96%	1%	1%	1%	2%	0%	С	0.088	F	0.641	24000	G
	To:		outh Crater 1													
	From:	•	Bus US 460								_		_ 1			_
36) Wythe St	City of Peters	•	10000	F	98%	0%	1%	1%	0%	0%	С	0.08	F		11000	F
\smile	Combined Traffic Estimates for 2 Parallel			F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.613	21000	F
	To	SR 36 Par, W														
Washington Ct	City of Datase		; Wythe St;			10/	10/	10/	150/	00/	_	0.000	_		00000	_
(36) Washington St	City of Peters	sburg 0.87	21000	F	82%	1%	1%	1%	15%	0%	F	0.086	F		22000	F
	To: From:	Pt	ıddledock F	Rd												
(36) Washington St	City of Peters		14000	F	97%	0%	1%	1%	2%	0%	F	0.085	F		15000	F
\smile	To:		George Cou													
	From:		CL Petersbu		070/	00/	101	40/	00/	00/	_	0.000	_		4 4000	_
(36) Oaklawn Blvd	Prince George	County 0.76	13000	F	97%	0%	1%	1%	2%	0%	F	0.088	F		14000	F
	To: From:	Hill Dr	; Ft Lee Ma	in Gate												
(36) Oaklawn Blvd	Prince George	County 1.25	14000	Α	97%	0%	1%	1%	2%	0%	С	0.111	Α	0.569	14000	Α
\vee	To		SR 144													
(36) Oaklawn Blvd	Prince George	County 0.20	30000	N	97%	0%	1%	1%	2%	0%	Ν	0.085	F	0.586	33000	Ν
36) 34	. Imaa daaliga					0,0		. , ,	-/-	0 / 0	•	0.000		0.000	00000	
(36) Oaklawn Blvd	Prince Co.		CL Hopew		070/	00/	10/	10/	00/	00/	г	0.005	F	0.500	00000	
LOO LUBRISWE BIVO	Prince George County	y (Maint: 116) 0.52	30000	G	97%	0%	1%	1%	2%	0%	F	0.085	F	0.586	33000	G
36 Sanawii Biva			Y CC Y	1- D 4												
- Carlawii Bivu	To: From:	74-630	Jefferson F	ark Ka												
(36) Oaklawn Blvd	Tal Promit City of Hope	1	29000	G G	97%	0%	1%	1%	2%	0%	F	0.087	F	0.559	31000	G

Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar						Т	. ale			IZ.		D:-		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	Q
	From:						2Axie	3+Axle	Hraii	21raii		Factor		Factor		
Ooklown Plyd	<u> </u>	vell 0.43	I-295 24000		97%	0%	1%	1%	2%	0%	F	0.083	F	0.553	26000	(
Oaklawn Blvd	City of Hopew	/eii 0.43	24000	G	97%	0%	1%	170	2%	0%	Г	0.063	Г	0.553	20000	'
	To: From:		SR 36 Par													
Oaklawn Blvd	City of Hopew		12000	F	97%	0%	1%	1%	2%	0%	F	0.082	F		12000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	22000	F	97%	0%	1%	0%	2%	0%	F	0.083	F	0.500	23000	
	To:	SR 36 Par, Wo	oodlawn St:	Kenwoo	od Ave											
6) Winston Churchill Dr	City of Hopew		17000	G	97%	0%	1%	1%	2%	0%	F	0.082	F	0.506	18000	
9)	Tol		Miles Asse													
6) Winston Churchill Dr	City of Hopew	vell 0.39	Miles Ave 14000	F	97%	0%	1%	1%	2%	0%	F	0.078	F	0.526	14000	
Winston Churchill Dr	City of Flopew	7eii 0.53	14000	Г	31 /6	0 /6	1 /0	1 /0	2/0	0 /6	'	0.076	'	0.520	14000	
	To: From:		156 High A													_
6) (156) Winston Churchill I	Dr City of Hope <u>w</u>		13000	F	97%	0%	1%	1%	2%	0%	F	0.081	F	0.62	14000	
	To:		56; Arlingto													
Arlington Rd	City of Hopew		Winston Chu 2000	ırchill D F	99%	0%	1%	0%	0%	0%	С	0.099	F	0.509	2100	
Arlington Rd	City of Hopew	/eii 0.12		Г	99%	0%	1%	0%	0%	0%	C	0.099	Г	0.509	2100	
	From:		15th Ave Arlington Ro	1												
6) 15th Avenue	City of Hopew		4300	F	99%	0%	1%	0%	0%	0%	С	0.092	F	0.537	4500	
3)	- F										_					
15th A	City of Honory		City Point Ro		000/	00/	10/	00/	00/	00/	_	0.007	_	0.500	0000	
15th Avenue	City of Hopew		1900	F	98%	0%	1%	0%	0%	0%	С	0.097	F	0.568	2000	
	From:	В	Broadway Av 15th Ave	/e												_
Broadway Ave	City of Hopew	vell 0.44	5500	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.667	5800	
2.500.000	то:		6th Ave	•	0070	0,0		0,0	0 / 0	0 / 0	•	0.000	•	0.00.	0000	
	From:	В	Broadway Av	/e												
6 6th Avenue	City of Hopew	vell 0.31	9800	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.555	10000	
9	To:	SR	10 Randolph	ı Rd												
st	From:	SR 36	E, Oaklawı	n Blvd												_
Ramp	City of Hopewell (M		790	G								0.129	F		790	
'	To:		I-295 East													
st	From	CD 36	E, Oaklawı	n Blvd												
Ramp	City of Hopewell (M		4900	G								0.141	F		4900	
5) · ·······	то:		I-295 West									••••	•		.000	
1	From:															_
est 6 Ramp	City of Hopewell (M		W, Oaklaw 1400	G BIVG								0.100	F		1400	
6 Ramp	To:	iaiii. 74)	I-295 East	<u> </u>								0.100	'		1400	
est Pomp	City of Honoral (A)		W, Oaklaw									0.107	Г		2200	
Ramp	City of Hopewell (M		2300	G								0.137	F		2300	
	10.		I-295 West													
¬ ~~~	From:		36; Market													
6 DId St	City of Petersb		1700	F	97%	1%	1%	1%	1%	0%	С	0.099	F	0.58	1800	
	Combined Traffic Estimates for Parallel R	Roadways on this Route:	NA									NA			NA	
	To:		Sycamore St	t												
0/2021			152													

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
a	From:		Old St		200/	00/	101	00/	00/	00/	_	0.404	F	0.000	0500	_
Sycamore St	City of Peters		2400	F	99%	0%	1%	0%	0%	0%	С	0.101	F	0.668	2500	F
Ŭ ,	Combined Traffic Estimates for Parallel	•	NA .	C.								NA			NA	
	From:		ollingbrook Sycamore S													
(36) (1) Bollingbrook St	City of Peters		2500	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.676	2700	F
4	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To		, US 301 2	nd St												
ALT	From:		1 Par, 2nd													
(36) (301) (1) (301) Bollin		•	3700	G	98%	0%	1%	1%	0%	0%	F	0.117	F	0.722	3900	G
$\lor \lor \lor \lor$	Combined Traffic Estimates for Parallel	•	NA									NA			NA	
	To:	US 1, A	ALT US 301 3rd St	1 3rd St												
36 301 Bollingbrook St	City of Peters	sburg 0.15	3400	F	99%	0%	1%	0%	0%	0%	F	0.101	F	0.636	3500	F
36 301 Bollingbrook St	Combined Traffic Estimates for 2 Parallel	•		F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.659	7500	F
				•	0070	0 70		0,0	0,0	0 / 0	•	0.00.	•	0.000	, 000	•
36 301 Bollingbrook St	City of Peters	sburg 0.23	5th St 2800	F	99%	0%	1%	0%	0%	0%		0.096	F	0.602	3000	F
36 301 Bollingbrook St	Combined Traffic Estimates for 2 Parallel	_	6900	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.602	7300	F
	Combined Trainic Estimates for 2 Parallel	•	Crater Rd		99%	0%	1%	0%	0%	0%	Г	0.09	Г	0.609	7300	Г
	From:		ollingbrook	St												
(36) (301) Crater Rd	City of Peters	sburg 0.14	2300	F	98%	0%	1%	1%	0%	0%	С	0.096	F	0.629	2500	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6900	G	98%	0%	1%	0%	0%	0%	F	NA			7400	G
	To:	US 3	01 Par, Bar	nk St												
(36) (301) Crater Rd	City of Peters		3700	F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.592	3900	F
36) (301)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To	US 301, B		Cuotou I	0.4											
(36) Washington St	City of Peters		10000	F	97%	0%	1%	1%	1%	0%	F	0.09	F		11000	F
Washington St	Combined Traffic Estimates for 2 Parallel			F	98%	0%	1%	1%	0%	0%	F	NA	•		21000	F
	Combined Traine Estimates for 21 drainer	Tioadways on this rioute.		•	30 70	0 70	1 /0	1 /0	0 70	0 70	•	INA			21000	ı
Washington Ct	City of Date of	Ja	Burch St		000/	00/	10/	00/	00/	00/	F	0.00	F		10000	F
36 Washington St	City of Peters	_	9700	F F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.010	10000	F
	Combined Traffic Estimates for 2 Parallel		Vythe St; A		98%	0%	1%	0%	0%	0%	F	0.088	F	0.613	21000	F
	P															
(36) Woodlawn St	City of Hope		6 Oaklawn 10000	Blvd F	97%	0%	1%	0%	2%	0%	С	0.085	F		11000	F
(36) Woodlawn St	•													0.504		F
	Combined Traffic Estimates for 2 Parallel			F	97%	0%	1%	0%	2%	0%	F	0.083	F	0.501	23000	Г
	To: From:		Surry Ave				_}		24:	200						
(36) Woodlawn St	City of Hope		11000	F	97%	0%	1%	0%	2%	0%	F	0.084	F		11000	F -
~	Combined Traffic Estimates for 2 Parallel			F	97%	0%	1%	0%	2%	0%	F	NA			23000	F
	10:	SR 36 Oakla			Ave											
	From:		outh of Win		0.457	061		461	461	061	_	0.000	_	0.500	00000	_
Winchester Bypass	Frederick Co		18000	G	94%	0%	1%	1%	4%	0%	F	0.096	F	0.586	20000	G
	10:	34-622 (Cedar Cree	k Grade												

6/10/2021 153

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

Route	Jurisdiction	Length AADT	QA 4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	- /
rioute		Length AAD1	QA TITE	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	
	From:	34-622 Cedar Creek												
Winchester Bypass	Frederick County	2.32 28000	F 96%	0%	1%	1%	1%	0%	F	0.12	В	0.526	30000	
,	To	US 50 West of Winch	hester		<u> </u>									
Winchester Bypass	Frederick County	1.67 28000	G 94%	0%	1%	1%	4%	0%	F	0.090	F	0.520	31000	
7	7													
Winds to the Bornes	From	US 522 NW of Winc		00/	10/	40/	40/	00/	_	0.000	_	0.500	00000	
Winchester Bypass	Frederick County	2.16 24000	G 94%	0%	1%	1%	4%	0%	F	0.092	F	0.526	26000	
	10:	US 11 North of Winc	chester											
	From:	SR 37 Winchester By	ypass											
7) Ramp to I-81 N at Exit 310	Frederick County	3600	G 94%	0%	1%	1%	4%	0%	F	0.090	F		3900	
	To:	I-81 North												
	From:	SR 37 Winchester B	vnass											
Ramp to I-81 S at Exit 310	Frederick County	6400	G 94%	0%	1%	1%	4%	0%	F	0.104	F		7000	
) to . o . o . a. = // o . o .	To:	I-81 South	J 0170	3,3	Ť	. ,0	. 70	0 / 0		00			. 500	
	-													
th	From:	SR 37 N	- 0.151				4	221	_	0.400	_			
Ramp toward I-81 S at Exit 310	Frederick County	190	G 94%	0%	1%	1%	4%	0%	F	0.132	F		200	
	To:	Ramp SR 37 B												
th	From:	SR 37 S												
Ramp toward I-81 S at Exit 310	Frederick County	6600	G 94%	0%	1%	1%	4%	0%	F	0.104	F		7200	
	To:	Ramp SR 37 B												
	From:	Bus US 360 Goodes Br	ridge Pd											
B) Virginia Ave	Amelia County	0.02 1900	N 98%	0%	1%	1%	0%	0%	N	0.095	F	0.524	1900	
Virginia Ave	To:	04-1007 Court S		0 /0		1 /0	0 70	0 70	14	0.000		0.524	1300	
	From:	04-1007 Court's												
B Court St	Amelia County	0.04 1900	N 98%	0%	1%	1%	0%	0%	N	0.095	F	0.524	1900	
9) 304	To:	04-1007; Washingto		0,0	$\overline{}$. , 0	0,0	0,0		0.000		0.02		
	From:	04-1007, Washingto												
Washington St	Amelia County	0.09 1900	N 98%	0%	1%	1%	0%	0%	Ν	0.095	F	0.524	1900	
3) 9	To:	04-1003 Church St; 04												
	From:	04-1006 Washington St;												
Church St	Amelia County	0.05 1900	N 98%	0%	1%	1%	0%	0%	Ν	0.095	F	0.524	1900	
	To:	04-1003; Five Forks	s Rd											
	From:	04-1003 Church S												
8 Five Forks Rd	Amelia County	0.95 1900	G 98%	0%	1%	1%	0%	0%	С	0.095	F	0.524	1900	
	To:	04-614 Otterburn Rd; Den	misville Rd											
	From:	04-614 Dennisville Rd; Ot	tterburn Rd											
Five Forks Rd	Amelia County	5.88 1100	G 97%	1%	1%	1%	1%	0%	С	0.104	F	0.551	1000	
	To:	SR 153 Military F	Rd											
	From:	West Virginia State	I ine											
9) Mountain Valley Rd	Bath County	4.59 300	G 93%	1%	0%	0%	5%	0%	С	0.093	F	0.559	290	
y mountain validy ha	Dail County			1 /0		0 /0	0 /0	0 /0	0	5.000		3.000	200	
	To: From:	08-600 Big Back Cre												
g) Mountain Valley Rd	Bath County	9.94 440	G 91%	1%	1%	1%	6%	0%	С	0.114	F	0.547	440	
	To:	08-687 Jackson River T	Furnnike											

154

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	. (
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Mauntain Valley Dd	From:	08-687 Jackson Rive			00/	10/	10/	60/	00/	0	0.00	_	0.505	1000	
Mountain Valley Rd	Bath County	2.97 1100	G	92%	0%	1%	1%	6%	0%	С	0.09	F	0.505	1000	
¬ ~~~	To: From:	US 220 Warm S													
9) (220) Sam Snead Hwy	Bath County	0.19 2100	G	94%	0%	1%	1%	4%	0%	С	0.094	F	0.520	2100	
	To	US 220 North of Wa	arm Springs												
9 Mountain Valley Rd	Bath County	4.38 1500		94%	0%	1%	1%	3%	0%	С	0.090	F	0.654	1500	
	Ter	00.620.0: 0													
g Mountain Valley Rd	Bath County	08-630 Stage Coa 8.67 1600		94%	0%	1%	1%	3%	0%	С	0.085	F	0.599	1600	
9 Mountain Valley Rd	Bath County			J+ /0	0 70		1 /0	0 /0	0 70	J	0.000	•	0.555	1000	
	Fram	SR 42 Millboro S													
Mountain Valley Rd	Bath County	5.73 1600		91%	0%	2%	1%	5%	0%	С	0.089	F	0.519	1600	
	To:	Rockbridge Cour													
9) (42) Maury River Rd	Town of Goshen (Maint: 81)	Bath County 1 2.47 1600		94%	1%	1%	1%	3%	0%	С	0.099	F	0.635	1600	
9 42 Maury River Rd	Town of dosner (Maint. 61)			J4 /0	1 /0	1 /0	1 /0	J /6	0 /6	O	0.033	'	0.000	1000	
	To: From:	SR 42 Gosh										_			
9) Maury River Rd	Town of Goshen (Maint: 81)	1.34 1500		93%	0%	2%	1%	4%	0%	С	0.095	F	0.579	1400	
	To:	81-780 South of													
g) Maury River Rd	Town of Goshen (Maint: 81)	81-780 South of Goshen 0.07 580		90%	1%	1%	2%	5%	0%	С	0.097	F	0.632	580	
Maury River Rd	Town of Goshen (Maint. 81)	0.07 360	G	90 /6	1 /0	1 /0	2/0	J /0	0 /6	C	0.037	'	0.032	300	
	To: Fram:	SCL Goshe													
Maury River Rd	Rockbridge County	8.62 580	N	90%	1%	1%	2%	5%	0%	N	0.097	F	0.632	580	
	To: From:	81-602 E, Walkers	Creek Rd			-									
Maury River Rd	Rockbridge County	2.34 1100	G	94%	1%	2%	2%	2%	0%	С	0.099	F	0.512	1100	
	To	CD 252 D	- T11												
9 Maury River Rd	Rockbridge County	SR 252 Brownsburg 7.55 1200		94%	1%	1%	3%	1%	0%	С	0.092	F	0.585	1200	
g ividally rilver rid	To:	US 11 North of La		J+ /0	1 /0		0 /0	1 /0	0 70	J	0.002		0.505	1200	
_	From:														
_T 		SR 42 Gosh		010/	10/		00/	F 0/	00/	_	0.100	_	0.500	000	
9) Main St	Town of Goshen (Maint: 81)	0.35 910		91%	1%	2%	2%	5%	0%	С	0.100	F	0.563	900	
	10.	SR 39 Maury Ri	iver Rd												
	From:	SR 8 Woolwine								_		_			
O Charity Hwy	Patrick County	3.06 500	F	87%	1%	4%	3%	5%	0%	С	0.122	F	0.546	490	
	To- From:	70-708 Lee Elg	gin Rd												
0 Charity Hwy	Patrick County	3.17 250	F	85%	2%	6%	0%	7%	0%	С	0.12	F	0.633	250	
ク	To:	70-622 Deer Ru	n Dood												
Charity Hwy	Patrick County	3.62 140		97%	0%	0%	0%	3%	0%	С	0.112	F	0.625	140	
onanty rwy	To:	Franklin County		<i>31 7</i> 6	0 70		0 70	0 /0	0 70	J	0.112		0.023	140	
	From:	Patrick County	_												
Franklin St	Franklin County	2.83 300		96%	1%	1%	1%	2%	0%	С	0.119	F	0.622	310	
\mathcal{I}	T.														
Franklin Ct	From	33-785 Johnnys R		060/	10/	10/	00/	20/	00/		0.110	Г	0.600	250	
Franklin St	Franklin County	0.75 350		96%	1%	1%	0%	2%	0%	С	0.118	F	0.683	350	
~	10:	33-622 Saint Jol	nns Lp												

155

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

Route	Jurisdiction	Length AADT	QΛ	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	٠ ،
riodic		Longin AADI	αr	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	
	From:	33-622 St. John													
Franklin St	Franklin County	4.76 600	F	97%	1%	1%	0%	1%	0%	С	0.1	F	0.607	610	
	To: From:	33-605 Henry	Rd			\neg \vdash									
Franklin St	Franklin County	4.06 1700	F	96%	0%	1%	1%	2%	0%	С	0.097	F	0.721	1700	
	To:	33-602 Ferrum M	Itn Dd												
Franklin St	Franklin County	8.79 4100	F	96%	0%	1%	1%	2%	0%	F	0.090	F	0.554	4100	
)							. , 0	-/-	0,0	•	0.000	•	0.00		
Franklin Ct	Town of Docky Mount	WCL Rocky M		070/	10/	10/	1%	1%	0%	С	0.093	F	0 FF	8700	
Franklin St	Town of Rocky Mount	0.80 8200	G	97%	1%	1%	170	170	0%	C	0.093	Г	0.55	6700	
	To: From:	Floyd Ave													
Franklin St	Town of Rocky Mount	0.36 7700	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.573	8100	
	To Down	Diamond Av	e			\neg \vdash									
Franklin St	Town of Rocky Mount	0.18 9700	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.574	10000	
	To:	North Main Str													
Bus	From:	North Main S										_			
) (220) N Main St	Town of Rocky Mount	0.03 8500	N	97%	1%	1%	1%	1%	0%	N	0.097	F	0.565	9000	
, <u> </u>	To:	South Main S				-									
Pell Ave	Town of Rocky Mount	South Main Str 0.75 7100	reet G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.519	7400	
Pell Ave	Town of Hocky Would	0.75 7100	<u> </u>	30 /6	1 /0	1 /0	1 /0	1 /0	0 76	O	0.005	•	0.513	7400	
7	To: From:	Tanyard Rd								_					
Pell Ave	Town of Rocky Mount	0.30 16000	G	96%	1%	1%	1%	1%	0%	F	0.090	F	0.577	17000	
	To: From:	Old ECL Rocky I	Mount			<u> </u>									
Franklin St	Town of Rocky Mount	0.17 16000	N	96%	1%	1%	1%	1%	0%	Ν	0.090	F	0.577	17000	
/	To:	US 220													
Franklin Ot	From:	US 220 Virgil H Go			40/	40/	40/	40/	00/	_	0.000	_	0.50	4 4000	
Franklin St	Town of Rocky Mount	0.85 13000	G	93%	1%	1%	1%	4%	0%	F	0.086	F	0.56	14000	
	From:	SR 122 Baldknob; Booker T SR 122 Baldkr		gton Hwy											
Franklin St	Town of Rocky Mount	0.17 9300	N	93%	1%	1%	1%	4%	0%	Ν	0.091	F	0.578	9400	
3)	T-1														
Fronklin St	Franklin County	ECL Rocky Mo 2.56 9300		93%	1%	1%	1%	4%	0%	F	0.091	F	0.578	9400	
Franklin St	Franklin County		F	93%	170	170	170	4%	0%	Г	0.091	Г	0.576	9400	
	To: From:	33-655 Webster				\vdash									
) Franklin St	Franklin County	3.88 5900	F	93%	1%	1%	1%	4%	0%	С	0.094	F	0.533	5800	
	To: From:	33-718 Colonia													
Franklin St	Franklin County	33-718 Colonial 4.48 5600	Грке F	93%	1%	1%	1%	4%	0%	F	0.086	F	0.553	5600	
Franklin St	Trankiii County			93 /6	1 /0	1 /0	1 /0	4 /0	0 /6	'	0.000	'	0.555	3000	
D = •	To: From:	33-945 Kemp Fo										_			
Franklin St	Franklin County	4.01 4000	F	86%	1%	2%	2%	9%	0%	F	0.085	F	0.511	4000	
	To: From:	33-890 Snow Cre	ek Rd			\Box \vdash									
Franklin St	Franklin County	0.63 2300	G	86%	1%	2%	2%	9%	0%	С	0.088	F	0.567	2400	
	To:	Pittsylvania Count	v Line												

156

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

Route	Jurisdiction	Length AADT	ΩΔ	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	- (
110010		Longin AADT	Q,A	11110	Duo	2Axle	3+Axle	1Trail	2Trail		Factor	σ.,	Factor	7011121	
) w a	From:	Franklin Count		0701	221				0-1	_		_			
W Gretna Rd	Pittsylvania County	8.52 2800	G	85%	2%	4%	2%	7%	0%	F	0.078	F	0.525	2700	
	To: From:	71-799 Clima	x Rd												
W Gretna Rd	Pittsylvania County	5.01 3000	G	85%	2%	4%	2%	7%	0%	С	0.086	F	0.597	2900	
	To:	US 29													
	Pittsylvania County	0.14 5500	G	85%	2%	4%	2%	7%	0%	F	0.087	F	0.630	5400	
	To	WCL Greti													
Valden Dr	Town of Gretna (Maint: 71)	0.98 5500	na N	85%	2%	4%	2%	7%	0%	N	0.087	F	0.630	5400	
Valden Dr	Town of Great (Maint: 71)			00 70	270	470	270	7 70	0 70		0.007	•	0.000	0400	
750: 51	From	Bus US 29 Ma		050/	00/	40/	00/	701	00/	_	0.000		0.557	2000	
E Gretna Rd	Town of Gretna (Maint: 71)	0.43 2800	G	85%	2%	4%	2%	7%	0%	F	0.086	F	0.557	2800	
	To: From:	ECL Gretr	na												
E Gretna Rd	Pittsylvania County	1.44 2800	N	85%	2%	4%	2%	7%	0%	Ν	0.086	F	0.557	2800	
	To	71-686 Zion	Rd												
E Gretna Rd	Pittsylvania County	8.11 1400	G	88%	1%	2%	2%	7%	0%	С	0.095	F	0.552	1400	
	To	71 (40 D D4 D) d											
E Gretna Rd	Pittsylvania County	71-640 Renan Rd; R 5.14 810	G	86%	1%	3%	1%	9%	0%	С	0.087	F	0.517	800	
L Gretila Fla	To:	Halifax County		00 70	1 /0		1 /0	3 /0	0 70	O	0.007	•	0.517	000	
	From:	Pittsylvania Coun													
Stage Coach Rd	Halifax County	4.16 1000	F	91%	0%	3%	1%	5%	0%	С	0.083	F	0.593	1000	
	To	41-638 Bull Cre	ek Rd												
Stage Coach Rd	Halifax County	5.96 1100	F	91%	0%	2%	1%	5%	0%	С	0.097	F	0.581	1100	
3)	То:	US 501 North of	Halifax												
¬ ~~~	From:	US 501 Hali	fax												
) (501) L P Bailey Memorial Hwy	Halifax County	0.97 5300	F	88%	0%	2%	1%	8%	0%	С	0.083	F	0.545	5200	
/ 	To:	Campbell Coun	_												
0) (501) Lusardi Dr	Campbell County	Halifax County 0.09 5100	<u>Line</u>	88%	0%	2%	1%	8%	0%	F	0.084	F	0.510	5000	
501 Lusardi Dr	Campbell County			00 /6	0 /0	<u> </u>	1 /0	0 /0	0 /6	'	0.004	'	0.510	3000	
¬~~	Fram:	SCL Brookr													
(501) Lusardi Dr	Town of Brookneal (Maint: 15)	0.76 5100	N	88%	0%	2%	1%	8%	0%	N	0.084	F	0.510	5000	
	10: From:	US 501 US 501 Lynchburg Av	a. Lucard	i Dr											
0) Wickliffe Ave	Town of Brookneal (Maint: 15)	0.87 2300	G G	89%	1%	2%	2%	7%	0%	С	0.090	F	0.587	2200	
0) 11.6.4 7.100	- (Wallit: 10)			00 70	1 /0		270	7 /0	070	Ŭ	0.000	•	0.007	2200	
Wieldiffe A	Companie all Companie	ECL Brooks		000/	10/		00/	70/	00/	N.I.	0.000		0.507	0000	
Wickliffe Ave	Campbell County	1.97 2300	N	89%	1%	2%	2%	7%	0%	IN	0.090	F	0.587	2200	
	To: From:	15-605 Swinging I	Bridge Rd												
Wickliffe Ave	Campbell County	2.15 1600	G	86%	1%	2%	1%	10%	0%	С	0.100	F	0.563	1600	
	To:	Charlotte Count	-												
Potriok Hoppy Hyay	Charlotto County	Campbell Coun		909/	10/	20/	10/	160/	09/	С	0.000	F	0.526	1100	
Patrick Henry Hwy	Charlotte County	6.74 1200	G	80%	1%	2%	1%	16%	0%	U	0.098	Г	0.536	1100	
~	10:	WCL Phen	ix												

157

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

Route	Jurisdiction	Length AADT QA	4Tire	Rue		Tru			QC	K	QK	Dir	AAWDT	٠ ,
. 10010	Gariotion		71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIX	Factor	70.0001	,
Phonix Main St	Town of Phonix (Maint: 10)	WCL Phenix 0.97 1200 N	909/	10/	20/	10/	160/	00/	N	0.000	F	0.536	1100	
Phenix Main St	Town of Phenix (Maint: 19)	0.97 1200 N	80%	1%	2%	1%	16%	0%	IN	0.098	г	0.536	1100	
75	To- From:	19-727 Washington Ave; Red H		401		401	100/	00/		0.405		0.505	0400	
Patrick Henry Hwy	Town of Phenix (Maint: 19)	0.62 2100 G	80%	1%	2%	1%	16%	0%	F	0.105	F	0.585	2100	
	To: From:	ECL Phenix			<u> </u>									
O Patrick Henry Hwy	Charlotte County	0.78 2100 N	80%	1%	2%	1%	16%	0%	N	0.105	F	0.585	2100	
	To: From:	19-746 East of Phenix												
O Patrick Henry Hwy	Charlotte County	4.38 2300 G	87%	2%	1%	3%	7%	0%	С	0.103	F	0.566	2300	
	To- From:	WCL Charlotte C.H.			<u> </u>									
David Bruce Ave	Town of Charlotte C.H. (Maint: 19)	0.98 2300 N	87%	2%	1%	3%	7%	0%	Ν	0.103	F	0.566	2300	
	To	SR 47 Le Grande Ave												
$\binom{1}{47}$ Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)	0.10 12000 G	80%	1%	2%	1%	16%	0%	F	0.101	F	0.525	11000	
,	To	SR 47 Thomas Jefferson H												
George Washington Hwy	Town of Charlotte C.H. (Maint: 19)	0.94 2600 G	89%	2%	1%	3%	6%	0%	С	0.113	F	0.566	2500	
0) deolige Washington (Wy	- [00 70	270		0 70	0 70	0 /0	Ü	0.110	•	0.000	2000	
Coorgo Washington Llury	Charlette County	ECL Charlotte C.H. 7.58 2600 N	89%	2%	10/	3%	6%	0%	N	0.110	F	0.566	2500	
George Washington Hwy	Charlotte County	7.58 2600 N	09%	2%	1%	3%	0%	0%	IN	0.113	Г	0.566	2500	
	To: From:	WCL Keysville					221							
Church St	Town of Keysville (Maint: 19)	0.54 2600 N	89%	2%	1%	3%	6%	0%	N	0.113	F	0.566	2500	
Bus Bus	From:	Bus US 15, Bus US 360 W US 15 BUS												
0) (15) (360) McDonald Rd		0.56 5000 G	93%	1%	1%	1%	5%	0%	F	0.092	F	0.548	4900	
0) (19) (600)	To:	E US 15 BUS												
	From:	US 15, US 360; ECL Keysy												
Dunenburg Hwy	Town of Keysville (Maint: 19)	0.40 2900 G	89%	2%	1%	1%	7%	0%	F	0.101	F	0.694	2800	
	From:	ECL Keysville US 15, US 360; ECL Keysv	ri11a											
0 Lunenburg Hwy	Charlotte County	0.85 2900 N	89%	2%	1%	1%	7%	0%	Ν	0.101	F	0.694	2800	
9	To:	Lunenburg County Line												
	From:	Charlotte County Line												
O Lunenburg County Rd	Lunenburg County	12.70 970 G	89%	2%	1%	1%	7%	0%	С	0.097	F	0.602	950	
	To:	SR 49 Courthouse Rd	D.1											
O (49) Courthouse Rd	Lunenburg County	SR 49; Lunenburg County 0.14 2200 G		1%	1%	1%	5%	0%	С	0.101	F	0.536	2100	
0 49 Courthouse Rd	_			1 /0		. /0	0 /0	0 /0	3	0.101		0.000	_100	
O (49) Courthouse Rd	Lupophura County	55-675 Trinity Rd; Hardy I	Rd 93%	2%	1%	0%	4%	0%	С	0.106	F	0.574	2600	
O Courthouse Rd	Lunenburg County	2.17 2600 G	93%	2%	1%	U%	4%	0%	C	0.106	г	0.574	2000	
	To: From:	WCL Victoria					4					A == :		
0) (49)	Town of Victoria (Maint: 55)	1.08 2600 N	93%	2%	1%	0%	4%	0%	N	0.106	F	0.574	2600	
	To: From:	SR 49 Lunenburg Court Ho	use											
Main St	Town of Victoria (Maint: 55)	0.81 4900 G	95%	1%	1%	0%	3%	0%	F	0.107	F	0.52	4700	
	To:	55-1009 Twin Cemetery F	Rd											

158

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

Route	Jurisdiction	Length AADT	QA 4Tire	e Bus	Tr			QC	K	QK	Dir	AAWDT	Q
	Euro				2Axle 3+Axle	1Trail	2Trail		Factor		Factor		
K-V Rd	Town of Victoria (Maint: 55)	55-1009 Twin Ceme 0.02 4400	G 95%	1%	1% 0%	3%	0%	С	0.102	F	0.505	4300	
K-V Rd	rown or victoria (Maint. 33)			1 /0	176 076 ——	J /6	0 /6	O	0.102	'	0.505	4300	
	From	ECL Victoria		40/	10/ 00/	00/	00/		0.400	_	0.505	4000	
0)	Lunenburg County	3.74 4400	N 95%	1%	1% 0%	3%	0%	N	0.102	F	0.505	4300	
	To: From:	WCL Kenbrid											
0	Town of Kenbridge (Maint: 55)	1.33 4400	N 95%	1%	1% 0%	3%	0%	N	0.102	F	0.505	4300	
	To: From	55-697 Hickory	Rd										
0) Main St	Town of Kenbridge (Maint: 55)	0.89 5500	G 95%	1%	1% 0%	3%	0%	F	0.098	F	0.540	5400	
	To	SR 137, SR 13	38		<u> </u>								
0 N. Broad St	Town of Kenbridge (Maint: 55)	0.66 3200	G 95%	1%	1% 0%	3%	0%	F	0.096	F	0.609	3200	
9	To:	ECL Kenbridg	70										
	Lunenburg County	4.00 3200	N 95%	1%	1% 0%	3%	0%	Ν	0.096	F	0.609	3200	
0)	To:	Nottoway County		,5	70	3,0	J / G		0.000		0.000	3200	
	From:	Lunenburg County											
(0) Kenbridge Rd	Nottoway County	4.80 3100	G 95%	1%	1% 1%	3%	0%	С	0.1	F	0.625	3100	
	Tec	SCL Blackston	ne		<u> </u>								
0 South Main St	Town of Blackstone (Maint: 67)	0.18 3500	G 95%	1%	1% 1%	3%	0%	F	0.102	F	0.618	3500	
9	Too	SR 46 Brunswick	. D.4										
South Main St	From•I Town of Blackstone	0.57 9900	G 96%	0%	1% 1%	2%	0%	С	0.091	F	0.551	10000	
South Main St	- Flactions		u 0070	0 70	170 170	_,0	0,0	Ŭ	0.001	•	0.001	10000	
Couth Main Ct	Town of Blackstone	0.21 8900	G 96%	0%	1% 1%	2%	0%	F	0.085	F	0.557	9000	
O South Main St	TOWIT OF BIACKSTOTIE	0.21 8900	G 96%	0 %	1% 1% 	270	076	Г	0.065	Г	0.557	9000	
	Te- From:	West Entrance			<u> </u>								
O) South Main St	Town of Blackstone	0.47 7500	G 94%	0%	1% 1%	3%	0%	С	0.087	F	0.570	7500	
Ruc	From:	Bus US 460 Chur Church St	ch St										
Bus 10) (460 North Main St	Town of Blackstone	0.59 5600	G 94%	1%	1% 1%	3%	0%	С	0.09	F	0.564	5600	
460)	To:	Dinwiddie Av		, 0		0,0	0,0	Ŭ	0.00	•	0.00	0000	
_	From:	Bus US 460, North											
0) Dinwiddie Ave	Town of Blackstone	0.53 2400	G 91%	0%	1% 2%	6%	0%	С	0.114	F	0.637	2400	
	Too	ECL Blackston	ne										
0 Darvills Rd	Nottoway County	5.76 1600	G 80%	1%	1% 4%	14%	0%	С	0.095	F	0.507	1600	
9	To:	Dinwiddie County	Line										
	From:	Nottoway County						_		_			
Darvills Rd	Dinwiddie County	4.90 990	F 82%	0%	1% 2%	14%	0%	С	0.098	F	0.542	1000	
	To: From:	26-644 Brills F	Rd										
Old Cryors Rd	Dinwiddie County	6.15 920	F 92%	1%	1% 2%	5%	0%	С	0.113	В	0.558	980	
	Tac	26-610 Old White (Oak Rd										
0 McKenney Hwy	Dinwiddie County	2.46 1500	F 86%	1%	2% 2%	10%	0%	С	0.099	F	0.546	1600	
	To												
0 Doyle Blvd	Town of McKenney (Maint: 26)	WCL McKenn 0.34 1500	N 86%	1%	2% 2%	10%	0%	N	0.099	F	0.546	1600	
.0) Doylo Diva	(want or workering)	26-1002 Railroa		, 1/0	270 270	10 /0	0 /0	14	0.000		0.070	1000	

Route	Jurisdiction	Length AADT	QA 4T	ire Bus	:	Tru			QC	_ K	QK	Dir	AAWDT	C
	From:	26-1002 Railro	od Ct		2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
Doyle Blvd	Town of McKenney (Maint: 26)	0.57 2500	F 90	% 1%	1%	2%	7%	0%	С	0.098	F	0.526	2600	
, ,	Too	US 1 Boydton Pla												
Doyle Blvd	Town of McKenney (Maint: 26)	0.43 2400	F 91	% 1%	1%	1%	6%	0%	С	0.105	F	0.530	2400	
) ,	Tol.						-,-		_		-			
McKenney Hwy	Dinwiddie County	ECL McKeni 0.14 2400	ney N 91	% 1%	1%	1%	6%	0%	N	0.105	F	0.530	2400	
increasing riwy	5 inwiddle Gearly		11 01	70 170	170	1 /0	070	0 70		0.100	•	0.000	2400	
McKenney Hwy	Dinwiddie County	0.56 1900	F 89	% 1%	1%	2%	7%	0%	С	0.102	F	0.55	2000	
Wickenney riwy	Diriwiddle County	0.50 1900	F 03	/0 1/0	1 /0	2/0	1 /0	0 /6	C	0.102	'	0.55	2000	
Malesanau I hun	To:	26-692 Sapony Ch		0/ 10/	10/	20/	00/	00/		0.114		0.5	000	
McKenney Hwy	Dinwiddie County	5.15 960 26-609 Old Stag	A 86	% 1%	1%	3%	9%	0%	С	0.114	Α	0.5	980	
	From:	26-609 Cherry F												
McKenney Hwy	Dinwiddie County	2.04 940	F 82	% 1%	2%	2%	13%	0%	С	0.097	F	0.539	960	
	To	26-619 Courthou	ise Rd											
McKenney Hwy	Dinwiddie County	5.19 1100	F 85	% 1%	2%	2%	10%	0%	С	0.101	F	0.538	1100	
	To:	Sussex County	Line											
Succession Day	From:	Dinwiddie Count		0/ 10/	10/	10/	00/	00/	_	0.000	_	0.505	0.400	
Sussex Dr	Sussex County	4.37 2500	F 97	% 1%	1%	1%	0%	0%	С	0.092	F	0.585	2400	
<u> </u>	To: From:	Bus SR 40 Lee												
Sussex Dr	Sussex County	1.04 2400	F 78	% 2%	2%	3%	15%	0%	С	0.084	F	0.563	2400	
	To: From:	US 301 Blue Sta	-		-									
Sussex Dr	Sussex County	0.08 3800	F 89	% 0%	1%	2%	7%	0%	С	0.08	F	0.559	3700	
	To: From:	I-95												
Sussex Dr	Sussex County	6.72 2200	F 69	% 1%	1%	2%	27%	0%	С	0.087	F	0.545	2100	
	To: From:	91-735 Courthou	ise Rd		<u> </u>									
Sussex Dr	Sussex County	6.53 1500	F 69	% 2%	2%	5%	23%	0%	С	0.089	F	0.6	1500	
	To	SR 35 Jeruselem F	lank Rd		<u> </u>									
Sussex Dr	Sussex County	5.99 1800	F 74	% 1%	2%	7%	15%	0%	С	0.086	F	0.565	1800	
	To	WCL Waver	·lv											
W Main St	Town of Waverly (Maint: 91)	0.76 1800	N 74	% 1%	2%	7%	15%	0%	Ν	0.086	F	0.565	1800	
<i>'</i>)	Too	91-651 Lobbs Sh												
W Main St	From: Town of Waverly (Maint: 91)	1.15 3500	F 77	% 1%	1%	3%	18%	0%	С	0.087	F	0.557	3500	
,)	To								_		-			
W Main St	Town of Waverly (Maint: 91)	US 460 General Ma 1.25 3000	hone Hwy F 92	% 1%	1%	1%	5%	0%	С	0.085	F	0.582	3000	
V Wall St				70 170	1 /0	1 /0	370	0 70	O	0.005	'	0.502	5000	
Suggest Dr	Success Country	ECL Waver		0/ 10/	10/	10/	E0/	00/	NI	0.005	Г	0.500	2000	
Sussex Dr	Sussex County	1.86 3000 Surry County	N 92	% 1%	1%	1%	5%	0%	IN	0.085	Г	0.582	3000	
	From:	Sussex County												
Martin Luther King Hwy	Surry County	5.97 1100	G 91	% 1%	1%	3%	4%	0%	С	0.095	F	0.62	1000	
,		90-611 Salisbur												

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

Route	Jurisdiction	Length AADT QA	4Tire Bu	e	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
<u> </u>	From:	90-611 Salisbury Rd											
Martin Luther King Hwy	Surry County	3.04 880 G	92% 19	6 1%	3%	4%	0%	С	0.096	F	0.532	860	(
		SR 10 Spring Grove											
	From:	SR 40 McKenney Hwy							0.007	_		050	
Ramp	Dinwiddie County	0.19 350 G I-85 South							0.087	F		350	
	From:									_			_
Ramp	Dinwiddie County	SR 40 McKenney Hwy 0.21 690 G							0.121	F		690	
Ramp	To:	I-85 North							0.121	·		030	
	From:	SR 40 Sussex Dr		i						_			_
Ramp	Sussex County	0.21 1000 G							0.119	F		1000	
9)	To:	I-95 South											
	From:	SR 40 Sussex Dr											
Ramp	Sussex County	0.21 930 A							0.113	Α		960	
9 .	To:	I-95 North											
JS_	From:	SR 40 Sussex Dr											_
0 Lee Ave	Sussex County	0.37 200 F	84% 19	6 2%	2%	11%	0%	С	0.13	F	0.588	190	
	To	WCL Stony Creek		<u> </u>									
Lee Ave	Town of Stony Creek (Maint: 91)	0.74 200 N	84% 19	6 2%	2%	11%	0%	N	0.13	F	0.588	190	
Dee Ave	Town of Storry Creek (Maint: 91)	US 301 Blue Star Hwy	04 /0 1 /	0 2/0	2/0	11/0	0 /6	IN	0.13	•	0.566	190	
JS	From:	US 301 Stony Creek											
0)(301)	Town of Stony Creek (Maint: 91)	0.22 2900 N	90% 19	6 1%	1%	7%	0%	Ν	0.092	F	0.604	2800	
	To	SCL Stony Creek											
$(301)^{1}$ Blue Star Hwy	Sussex County	0.02 2900 F	90% 19	6 1%	1%	7%	0%	С	0.092	F	0.604	2800	
0 301 Blue Star Hwy	To:	SR 40	30 /6 1 /	0 1/0	1 /0	1 /0	0 /6	O	0.032	•	0.004	2000	
	From:	Bus US 29; Piney Forest Rd		i						_			_
1 Franklin Tpke	City of Danville	0.70 15000 G	98% 09	6 1%	0%	1%	0%	С	0.092	F	0.594	16000	
) · · · · · · · · · · · · · · · · · · ·	To				-,-	.,.		_					
	Pittsylvania County	NCL Danville 0.02 15000 N	98% 09	6 1%	0%	1%	0%	NI	0.092	F	0.594	16000	
1)	Thisylvaina County		30 /0 0 /	0 1/0	0 70	1 /0	0 70	11	0.032	•	0.554	10000	
Franklin Turnnika	Pittouly on in County	71-743 Orphanage Road	000/ 00	/ 10/	00/	10/	00/		0.000		0.502	14000	Т
1) Franklin Turnpike	Pittsylvania County	1.55 13000 G	98% 09	6 1%	0%	1%	0%	С	0.093	F	0.593	14000	
	To- From:	71-1535 Jeanette Drive	000/	<u></u> ⊢	00/	40/	00/		0.000		0.500	4.4000	
1)	Pittsylvania County	0.20 13000 N	98% 09	6 1%	0%	1%	0%	N	0.093	F	0.593	14000	
	To: From:	71-744 Ridgecrest Drive											
Franklin Turnpike	Pittsylvania County	1.16 10000 G	98% 09	6 1%	0%	1%	0%	F	0.091	F	0.612	11000	
<u> </u>	To: From:	71-864 Hunting Hills Road											
1) Franklin Turnpike	Pittsylvania County	2.10 5300 G	98% 09	6 1%	0%	1%	0%	F	0.118	F	0.635	5700	
	To: From:	71-835 Pleasant Gap Drive		\Box \vdash									
1 Franklin Turnpike	Pittsylvania County	3.05 4000 G	98% 09	6 1%	0%	1%	0%	F	0.093	F	0.727	4000	
,		71-718 Dry Fork Road											

Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		Tru 3+Axle	-		QC	K	QK	Dir Factor	AAWDT	. (
	From:	71-718 Dry Fork	Road			ZAXIE	3+Axie	IIIali	ZIIdii		Factor		Facioi		
Franklin Turnpike	Pittsylvania County	3.19 3500		97%	0%	1%	1%	1%	0%	F	0.097	F	0.677	3400	
·	To	71-750 Whitmell Sc	hool Road												
	Pittsylvania County	2.16 2100		97%	0%	1%	1%	1%	0%	С	0.09	F	0.71	2100	
	To														
Franklin Tnpk	Pittsylvania County	71-844 Mount Cro 6.09 1100		93%	1%	2%	1%	3%	0%	С	0.093	F	0.613	1100	
, raman mpa	To:	SR 57 Callar		00 /0	1 /0		1 /0	0 /0	0 70	Ū	0.000	•	0.010	1100	
	From:	SR 293; N Ma													
Franklin Tpke	City of Danville	0.91 9300	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.59	10000	
	То:	US 29 Bus; Piney I	Forest Rd												
_	From:	SR 91 Broads	ford												
Bluegrass Trail	Smyth County	2.91 430	G	91%	3%	5%	1%	1%	0%	С	0.137	F	0.521	430	
	To	86-630 Smith H	Iollow												
Bluegrass Trail	Smyth County	6.68 180		91%	4%	1%	2%	2%	0%	С	0.133	F	0.6	180	
	To:	SR 16 W, BF Buch	anan Hwy												
	From:	SR 16 W; Bluegra								_		_			
) (16) BF Buchanan Hwy	Smyth County	0.32 440		95%	2%	1%	1%	1%	0%	С	0.12	F	0.530	430	
	To: From:	SR 16 E; Old Wilde SR 16 E, BF Bucha													
Old Wilderness Rd	Smyth County	8.29 150		93%	2%	2%	0%	2%	0%	С	0.159	F	0.556	150	
, 0.4 11.1401.1500 1.14	To:	Bland County		0070			0 / 0	-/-	0,0	Ū	000	•	0.000	.00	
	From:	Smyth County													
West Blue Grass Hwy	Bland County	9.58 140	G	90%	3%	1%	2%	4%	0%	С	0.11	F	0.625	140	
	To: From:	10-622 Foglesong Valley F													
Woot Blue Gross Hung		10-622 Foglesong Valley			1%	2%	0%	2%	0%	С	0.117	F	0.765	410	
West Blue Grass Hwy	Bland County	5.39 420	G	95%	I 70	270	0%	∠70	0%	C	0.117	Г	0.765	410	
· · · · · · · · · · · · · · · · · · ·	From	US 52 West of Bland										_			
South Scenic Hwy	Bland County	3.97 1700	G	96%	1%	1%	1%	1%	0%	С	0.125	F	0.707	1600	
	To: From:	I-77 West of Bland C	Court House)											
) (52) South Scenic Hwy	Bland County	0.91 4200	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.551	4200	
\hookrightarrow	To	US 52 Bland Cour	rt House												
E Bluegrass Trl	Bland County	10.25 2300		96%	0%	2%	1%	2%	0%	С	0.116	F	0.589	2300	
	To	10-738 Mechani	achura												
East Blue Grass Hwy	Bland County	3.08 590		94%	0%	2%	2%	2%	0%	С	0.131	F	0.722	590	
, Last Blas Grass Tilly	- Total County			0170	0 / 0		270	_,0	0 70	Ŭ	0.101	•	0.722	000	
Fact Plus Cross Llung	Pland County	10-606 Wilderno		OE0/	0%	10/	10/	20/	00/		0.10	Г	0.005	1000	
East Blue Grass Hwy	Bland County	2.30 1000		95%	0%	1%	1%	3%	0%	С	0.12	F	0.825	1000	
	From:	Giles County Bland County													
Walkers Creek Valley Rd	Giles County	7.95 1200		95%	1%	1%	1%	2%	0%	С	0.1	F	0.701	1200	
	To														
100 Pulaski Giles Tpke	Giles County	SR 100 Poplar 2.13 4600		94%	1%	2%	1%	1%	0%	F	0.090	F	0.642	4600	
/ (100 / 1 didoki diloo i piko	To:	35-750 Cedar Ci		J 1 /U	1 /0		1 /0	1 /0	0 /0		0.000		0.072	1000	

) (460) Virginia Ave	From:	Length AADT				2Axle 3		7 I rail	フIrail	QC	Factor		Lactor	
Virginia Ave		35-730 N, Eggles	eton Pd			ZAXIC	TAXIC	TTTAII	ZIIali		i actor		Factor	
7 (400)	Giles County	2.35 12000		97%	0%	1%	0%	2%	0%	С	0.092	F	0.646	8000
\hookrightarrow	Too	35-700 Mountain												
Virginia Ave	Giles County	1.66 12000		99%	0%	0%	0%	0%	0%	С	0.092	F	0.685	8200
400)	To:	SR 42 Blue Gras		0070	0,70		0,0	0 70	0,0	ŭ	0.002	•	0.000	0200
	From:	US 460 Virgini												
Blue Grass Trail	Giles County	0.99 1900	F	98%	0%	1%	0%	0%	0%	С	0.116	F	0.708	1900
	To	35-601 North of Newport, O	Clover Holl	low Rd										
Blue Grass Trail	Giles County	3.11 1500		98%	0%	1%	0%	0%	0%	С	0.121	F	0.702	1500
	To:	Craig County	Line											
	From:	Giles County								_		_		
Cumberland Gap Rd	Craig County	3.67 1100	F	97%	1%	1%	0%	1%	0%	С	0.121	F	0.732	1100
	To: From:	22-629 Lugar H	lill Rd			\Box								
Cumberland Gap Rd	Craig County	7.93 420	F	95%	2%	1%	1%	1%	0%	С	0.137	F	0.569	420
	To	22-626 Bethel Ch	urch Rd											
Cumberland Gap Rd	Craig County	8.99 420		97%	1%	1%	1%	1%	0%	С	0.138	F	0.536	420
	To	22-645 Loony Sc	hool Dd											
Cumberland Gap Rd	Craig County	4.31 750		97%	1%	1%	1%	0%	0%	С	0.12	F	0.837	750
ournound dap i id				0.70	. , ,		. , 0	0 70	0,0	ŭ	···-	•	0.007	
Main Ct	Town of New Coatle (Maint, 22)	SCL New Ca		070/	10/	10/	10/	0%	00/	NI	0.10	F	0.007	750
Main St	Town of New Castle (Maint: 22)	0.43 750 SR 311 Salem Ave; 22		97%	1%	1%	1%	070	0%	N	0.12	Г	0.837	750
	From:	11-615 Craig Cr		St										
80 Botetourt Rd	Botetourt County	1.32 4600		94%	1%	1%	1%	4%	0%	F	0.080	F	0.574	4900
	To	SR 43 Narrow Pas	naga Pd											
220 Botetourt Rd	Botetourt County	9.95 4600	-	94%	1%	1%	1%	4%	0%	F	0.081	F	0.565	4900
(220) Solotoon 1.10	To:	Alleghany County Line;			. , ,	Ť	. , 0	. , 0	0,0	•	0.00.	•	0.000	.000
	From:	Botetourt Count												
220 Market Ave	Town of Iron Gate (Maint: 03)	0.88 5800	F	94%	1%	1%	1%	4%	0%	F	0.078	F	0.542	6300
<u> </u>	To: From:	NCL Iron G												
()	Alleghany County	SCL Iron Ga 0.66 5800		94%	1%	1%	1%	4%	0%	N	0.078	F	0.542	6300
[220]	Allegitariy County	0.00 5600	IN .	34 /0	1 /0	1 /0	1 /0	4 /0	0 /6	IN	0.076	'	0.542	0300
~~~	From	Bus US 22		0.457	4.57			4-7			2 2 2 4			4000
(220)	Alleghany County	0.61 <b>4500</b>		94%	1%	1%	1%	4%	0%	F	0.081	F	0.53	4800
Bus	From:	Bus US 60 US 220 Marke												
Grafton St	Alleghany County	0.47 <b>5700</b>		89%	1%	1%	1%	8%	0%	С	0.089	F	0.528	6000
00) (220)	To:	03-670 Longdale Fi				i i		- , -	- , -	_				
	From:	I-64, US 60; SI												
Forty Two Rd		5.18 <b>1200</b>	G	98%	0%	0%	1%	1%	0%	С	0.1	F	0.606	1300
	To:	Bath County l												
and landele Furnance Dd	From:	03-632 Longdale Fi		070/	00/	10/	00/	00/	00/	0	0.000	г	0.501	000
269 Longdale Furnace Rd	To:	0.18 <b>900</b> I-64, US 6		97%	0%	1%	0%	2%	0%	C	0.089	F	0.531	930

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

		Primary and Interst	ale no	uies											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	- Q
	From:	A11 1 G				ZAXIE	3+Axie	IIIaii	ZIIali		i actor		i actor		
Cow Pasture River Hwy	Bath County	Alleghany Count	G G	93%	0%	1%	1%	6%	0%	С	0.106	F	0.578	680	G
~	To:	08-632 Crizer's	Gap			_									
Cow Pasture River Hwy	Bath County	5.54 <b>720</b>	G	92%	0%	0%	1%	7%	0%	С	0.104	F	0.561	710	G
	T-1	an 40 1 mm													
Manustain Vallan Bel	From:	SR 39 Millboro S		040/	00/	00/	40/	<b>F</b> 0/	00/	_	0.000		0.540	4000	
2 39 Mountain Valley Rd	Bath County	5.73 1600	G	91%	0%	2%	1%	5%	0%	С	0.089	F	0.519	1600	(
	From:	Rockbridge Cour													
2) (39) Maury River Rd	Town of Goshen (Maint: 81)	Bath County 1 2.47 <b>1600</b>		94%	1%	1%	1%	3%	0%	С	0.099	F	0.635	1600	(
2) (39) Maury River Rd	Town of Gosheri (Maint. 61)	2.47 <b>1600</b>	G	94%	1 70	1 70	1 70	3%	0%	C	0.099	Г	0.033	1000	,
	To: From:	SR 39 Gosh	en												
2) Virginia Avenue	Town of Goshen (Maint: 81)	0.06 <b>1600</b>	G	95%	1%	1%	1%	3%	0%	С	0.088	F	0.629	1600	(
	To	FOI C 1													
2 Virginia Avenue	Poekbridge County	ECL Goshe		OE9/	10/	10/	10/	20/	00/	N.I	0.000	F	0.600	1600	
2) Virginia Avenue	Rockbridge County	5.92 1600	N	95%	1%	1%	1%	3%	0%	N	0.088	Г	0.629	1600	١
	From:	Augusta County													
2 Little Calf Pasture Hwy	Augusto County	Rockbridge Cour 0.38 <b>1400</b>		93%	1%	1%	1%	4%	0%	Ν	0.097	F	0.553	1400	
2) Little Call Pasture Hwy	Augusta County	0.38 <b>1400</b>	N	93%	170	170	170	4%	0%	IN	0.097	Г	0.553	1400	ı
	To- From	07-687 Railroa	d Ave												
Little Calf Pasture Hwy	Augusta County	1.91 <b>1400</b>	G	93%	1%	1%	1%	4%	0%	С	0.097	F	0.553	1400	(
	To	007 C :	***												
Croin Ct	Town of Croiseville (Maint, 07)	SCL Craigsv		020/	10/	10/	1%	40/	00/	N	0.007	F	0.550	1400	
2) Craig St	Town of Craigsville (Maint: 07)	0.58 <b>1400</b>	N	93%	1%	1%	170	4%	0%	IN	0.097	Г	0.553	1400	
	To: From:	07-1101 Hid	y St			_									
2) Craig St	Town of Craigsville (Maint: 07)	1.12 <b>2500</b>	G	95%	1%	1%	1%	2%	0%	С	0.091	F	0.633	2400	(
	To	NCL Corion	.:11 -												
2 Little Calf Pasture Hwy	Augusto County	NCL Craigsv 3.06 <b>2500</b>	nie N	95%	1%	1%	1%	2%	0%	N	0.091	F	0.633	2400	
2) Little Calf Pasture Hwy	Augusta County		N	95%	170	170	170	2%	0%	IN	0.091	Г	0.633	2400	
	From:	07-811 07-811 Augusta Sr	D. 4												
Little Colf Beeture Hung	Augusto County	7.37 <b>3000</b>		96%	1%	1%	1%	2%	0%	С	0.101	F	0.604	3000	
2 Little Calf Pasture Hwy	Augusta County	7.37 3000	G	90%	I 70	1 70	1 70	270	076	C	0.101	Г	0.004	3000	,
	To: From:	07-688 Old Parkers	burg Tpk	e											
Parkersburg Tpke	Augusta County	0.81 3300	G	95%	2%	1%	1%	1%	0%	F	0.099	F	0.602	3300	
	To:	SR 254; Buffalo C	ap Hwy												
	From:	SR 254 Parkersbu	rg Tpke												
2) Buffalo Gap Hwy	Augusta County	2.43 <b>1800</b>	G	95%	2%	1%	1%	1%	0%	С	0.129	F	0.713	1800	(
	To	07.700 M .: MIII D 1	D D	1.0.1											
Buffala Can Lluny	Augusta County	07-720 Morris Mill Rd;	_		2%	10/	10/	10/	00/	F	0.114	F	0.500	2100	
Buffalo Gap Hwy	Augusta County	2.82 3100	G	95%	2%	1%	1%	1%	0%	Г	0.114	Г	0.539	3100	(
	From:	US 250 Churchvi Buffalo Gap I													
2) (250) Churchville Ave	Augusto County	•		069/	1%	1%	1%	1%	0%	F	0.093	F	0.570	5200	,
2) (250) Churchville Ave	Augusta County	0.47 <b>5300</b>	G	96%	1 70	1 70	1 70	1 %	0%	Г	0.093	г	0.572	5200	(
	From:	Scenic Hw	~												
Secrie I have	Augusto Court	US 250 Churchvi		0.40/	20/	10/	10/	20/	00/	0	0.114	_	0.551	1700	
Scenic Hwy	Augusta County	8.06 1800	G	94%	2%	1%	1%	3%	0%	С	0.114	F	0.551	1700	(
	To:	07-607 Mount Solon Rd;	Maccou	Loon											

164

		Primary and Interstate	e Routes											
Doute	le colonali addine	Lamenth AADT	O. 4. 4.T.:	D		Tru	ck		00	K	ΟK	Dir	AAWDT	. 01
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷
	From:	07-607 Mount Solon Rd; Mc	oscow Loop											
42) Scenic Hwy	Augusta County	4.62 <b>2500</b>	<b>G</b> 93%	1%	1%	1%	4%	0%	С	0.104	F	0.714	2500	G
$\bigcirc$	То:	07-809 Iron Works	Rd											
	From:	07-809; Scenic Hw	-											
42) Iron Works Rd	Augusta County	0.79 <b>3600</b>	<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.103	F	0.749	3600	G
$\bigcirc$	To:	Rockingham County												
Warran Oracia and Billian	Prom:	Augusta County Lin		00/		40/	00/	00/	_	0.000	_	0.704	0500	_
Warm Springs Pike	Rockingham County	2.50 <b>3600</b>	<b>G</b> 96%	0%	1%	1%	2%	0%	С	0.093	F	0.721	3500	G
_	To: From:	SCL Bridgewater	r											
(42) S Main St	Town of Bridgewater	0.22 6800	<b>G</b> 97%	0%	1%	1%	2%	0%	С	0.102	F	0.646	7300	G
$\smile$	To:	College Street												
42) N Main St	Town of Bridgewater	0.15 <b>7800</b>	<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.092	F	0.613	8300	G
42) 14 Wall of	Town or Bridgewater	0.10 7000	<b>u</b> 07 70	0 70		1 /0	270	0 70	•	0.002	•	0.010	0000	
	From	Dinkel Ave		,		401	061	021		0.007		0.505	0=00	_
42 257 N Main St	Town of Bridgewater	0.30 <b>8900</b>	<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.084	F	0.567	9500	G
	To: From:	Mt Crawford Ave	e		$\Box$ $\vdash$									
42) (257) N Main St	Town of Bridgewater		<b>G</b> 95%	1%	1%	1%	2%	0%	С	0.087	F	0.549	13000	G
	To:	Mandh Dianan Dal												
42) (257) N Main St	Town of Bridgewater	North River Rd 1.00 <b>12000</b>	<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.084	F	0.573	13000	G
42 257 N Main St	Town or Bridgewater	1.00 12000	<b>G</b> 3576	1 /0	1 /0	1 /0	2/0	0 /6	•	0.004	•	0.575	13000	C
	To: From:	Old NCL Bridgewa												
42) (257) N Main St	Town of Bridgewater	0.30 <b>12000</b>	N 95%	1%	1%	1%	2%	0%	Ν	0.084	F	0.573	13000	N
	To	NCL Bridgewater	r											
42) (257) John Wayland Hwy	Rockingham County		<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.084	F	0.573	12000	G
	To	CCL D			<del></del>									
42) (257) John Wayland Hwy	Town of Dayton (Maint: 82)	SCL Dayton 0.42 <b>11000</b>	N 95%	1%	1%	1%	2%	0%	N	0.104	F	0.527	12000	N
42 257 John Wayland Hwy	Town of Dayton (Maint. 62)	0.42 11000	N 95/6	1 /0	1 /0	1 /0	2/0	0 /6	IN	0.104		0.527	12000	11
	To: Franc	BUS SR 42												
₄₂ ) John Wayland Hwy	Town of Dayton (Maint: 82)	0.45 <b>14000</b>	<b>A</b> 97%	0%	0%	1%	1%	0%	С	0.124	Α	0.502	15000	Α
$\smile$	To:	NCL Dayton												
42) John Wayland Hwy	Rockingham County		N 97%	0%	0%	1%	1%	0%	Ν	0.124	Α	0.502	15000	Ν
, ,	,													
C High Ct	City of Hamis and was	SCL Harrisonburg		00/		10/	10/	00/		0.001	_	0.510	15000	_
S High St	City of Harrisonburg	0.13 <b>13000</b>	<b>G</b> 97%	0%	0%	1%	1%	0%	F	0.091	F	0.512	15000	G
_	To: From:	Erickson Ave												
S High St	City of Harrisonburg	1.27 <b>15000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.093	F	0.541	16000	G
$\mathcal{I}$	To	Sunrise Ave												
42) S High St	City of Harrisonburg	0.40 <b>17000</b>	<b>G</b> 97%	0%	0%	1%	1%	0%	F	0.089	F	0.53	19000	G
42) 0111911 01	only of Figure 500 burg		<b>G</b> 0, 70	0 /0		1 /0	1 /0	0 /0		3.003		0.00	10000	Č
	To: From:	Grace Ave					10:				_			
S High St	City of Harrisonburg	0.55 <b>17000</b>	<b>G</b> 97%	0%	0%	1%	1%	0%	F	0.085	F	0.542	19000	G
$\smile$	To: From	Market St			<u> </u>									
N High St	City of Harrisonburg		<b>G</b> 97%	0%	0%	1%	1%	0%	F	0.087	F	0.571	16000	G
	To:	Gay St												
5/10/2021		165												

Route	Jurisdiction	Length AADT	- QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	
	From	Gay St				2Axie	3+Axle	1 I raii	21rail		Factor		Factor		
Virginia Ave	City of Harrisonburg	0.44 <b>1100</b> 0		97%	0%	0%	1%	1%	0%	F	0.086	F	0.564	12000	
/	To	5th St													
Virginia Ave	City of Harrisonburg	0.60 9700	G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.572	10000	
) 3	To	Mt Clinton													
Virginia Ave	City of Harrisonburg	0.83 <b>1100</b> 0		96%	0%	1%	1%	2%	0%	F	0.091	F	0.604	12000	
) viigiina / tvo	only of Flamoonioung				070		1,0	_,0	070	•	0.001	·	0.001	12000	
Harpine Hwy	Rockingham County	NCL Harriso 5.12 <b>9900</b>	nburg <b>G</b>	96%	1%	1%	1%	1%	0%	F	0.101	F	0.689	9800	
Transmic riwy	- F				1 /0	1 70	1 /0	1 /0	0 70		0.101		0.000	3000	
Haraina Huar	Poolsingham County	82-753 N, Wenge		l <u>96%</u>	1%	1%	1%	1%	0%	F	0.102	F	0.667	8400	
Harpine Hwy	Rockingham County	4.60 <b>8400</b>	G	96%	170	170	170	170	0%	Г	0.102	Г	0.007	6400	
) 0.14 : 0:	To From (AA : 1 CO)	SCL Broad		000/	40/		40/	40/	00/		0.400	_	0.007	0.400	
S Main St	Town of Broadway (Maint: 82)	0.81 <b>8400</b>	N	96%	1%	1%	1%	1%	0%	N	0.102	F	0.667	8400	
ALT	To: From:	ALT SR 259 Broa	adway Av	•											
(259)S Main Street	Town of Broadway (Maint: 82)	0.32 4900	G	96%	1%	1%	1%	1%	0%	С	0.09	F	0.593	5200	
7 🕓	То	SR 259 W I	ee St												
(259) W Lee St	Town of Broadway (Maint: 82)	0.33 <b>6300</b>	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.577	6700	
7 (255)	To														
(259)W Lee St	Town of Broadway (Maint: 82)	ECL Broad 0.29 <b>6300</b>	way N	96%	1%	1%	1%	1%	0%	N	0.083	F	0.577	6700	
W Lee St	Town of Broadway (Maint: 62)				1 /0		170	1 /0	0 70	.,	0.000	•	0.077	0700	
Timber Way	Town of Broadway (Maint: 82)	SR 259 Timbe 10000		96%	1%	1%	1%	1%	0%	F	0.09	F	0.501	11000	
Timber Way	Town of Bloadway (Maint. 62)			30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.03	'	0.501	11000	
Forest ille Dd	Town of Timber ille (Meint, 99)	SCL Timbe		069/	10/	10/	10/	10/	00/	NI.	0.00	F	0.501	11000	
Forestville Rd	Town of Timberville (Maint: 82)	10000	) N	96%	1%	1%	1%	1%	0%	N	0.09	Г	0.501	11000	
Forestville Rd	To From (Addition 200)	SR 211 New M		200/	40/		70/	00/	00/		0.004	_	0.000	5000	
Forestville Rd	Town of Timberville (Maint: 82)	0.68 4900	G	89%	1%	1%	7%	2%	0%	F	0.094	F	0.686	5200	
	From:	82-617 North C 82-617 N, Ch													
Forestville Rd	Town of Timberville (Maint: 82)	0.41 <b>2100</b>		89%	1%	1%	7%	2%	0%	С	0.101	F	0.674	2200	
/	To	NCL Timbe	rvilla			—									
Forestville Rd	Rockingham County	2.56 1600	G	86%	1%	1%	9%	3%	0%	С	0.107	F	0.66	1600	
/	To:	Shenandoah Co													
	From:	Rockingham Co	-												
Senedo Rd	Shenandoah County	2.91 <b>1700</b>	F	91%	1%	2%	3%	4%	0%	С	0.093	F	0.5	1700	
	To- From:	85-767 Fore	stville												
Senedo Rd	Shenandoah County	5.78 <b>950</b>	F	95%	0%	1%	1%	3%	0%	С	0.111	F	0.590	950	
	To From:	SR 263 Orkne	y Grade												
Senedo Rd	Shenandoah County	2.21 <b>690</b>	F	91%	1%	1%	1%	6%	0%	С	0.102	F	0.551	690	
	Too From	85-720 Crooked	l Run Rd												
Senedo Rd	Shenandoah County	3.06 <b>1200</b>		95%	1%	1%	0%	3%	0%	С	0.102	F	0.551	1200	
		85-703 S, Coni													

#### 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	- C
	From:	95.703	3 S, Conicville	, D.d			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Senedo Rd	Shenandoah County		1900	F								0.1	F	0.571	1900	
)	To															
Senedo Rd	Shenandoah County		Columbia Fur 5100	F F	95%	0%	1%	1%	3%	0%	F	0.106	F	0.521	5100	
)	To								-,-	- , -	•		-			
Senedo Rd	Shenandoah County		5-605 Calvary <b>7800</b>	F	96%	0%	1%	1%	1%	0%	F	0.097	F	0.548	7800	
) 55,1545 116	To							1 /0	1 70	0 70	•	0.007	•	0.010	7000	
W Reservoir Rd	Town of Woodstock (Main		CL Woodstock 7700	F	99%	0%	0%	0%	1%	0%	С	0.094	F	0.543	8200	
W Reservoir Rd	- Town or Woodstook (Wall	11. 00)		•	0070	0 70		0 /0	1 /0	0 70	Ü	0.004	•	0.040	0200	
W Reservoir Rd	Town of Woodstock (Main	nt: 85) 0.41	I-81 <b>13000</b>	F	97%	0%	1%	1%	1%	0%	С	0.086	F	0.531	14000	
W Reservoir Rd	Town of Woodstock (Main	11. 65) 0.41	13000	Г	31 /6	0 /0	1 /0	1 /0	1 /0	0 /6	C	0.000	•	0.551	14000	
W Danamicia Dd	Towns of Mandataly (Main		Susan Ave	_	070/	00/	10/	10/	10/	00/		0.000		0.510	1 1000	
W Reservoir Rd	Town of Woodstock (Main		Main Street	F	97%	0%	1%	1%	1%	0%	С	0.086	F	0.518	14000	
	From			D 1			1									
Ramp	Alleghany County	0.34	2 Forty Two F	G								0.167	F		80	
) ramp	To:	0.01	I-64 East									0.107	•		00	
	From:		SR 42													
Ramp	Alleghany County	0.19	940	G								0.125	F		930	
<i>)</i>	To:		I-64 West													
	From:	SR 42	2 W Reservoir	Rd												
Ramp to I-81 S at Exit 283	Town of Woodstock (Main	nt: 85) 0.17	2400	Α								0.111	Α		2400	
	To:		I-81 S													
	From:		2 W Reservoir													
Ramp to I-81 N at Exit 283	Town of Woodstock (Main		2900	G								0.094	F		2900	
	10:		I-81 North													
h Demo	Alloghany County	SR 42 I-64-W0		<u>&amp; TO</u> <b>G</b>	IS 64							0.141	F		1600	
Ramp	Alleghany County	SR 42-S152B S			RT 4							0.141	г		1000	
ih.	From:		2 TO I-64 WE		IXI T											
th Ramp	Alleghany County	0.09	750	G								0.107	F		750	
	To:	SR 42-N152B S			RT 4											
S	From:		257 Mason St													
Main St	Town of Dayton (Maint:			G	97%	0%	1%	2%	1%	0%	F	0.112	F	0.608	1700	
)	To:		290 Huffman													
Main Ct	From:		90 S Huffman		070/	00/	10/	00/	10/	00/	г	0.105	_	0.540	2000	
290 Main St	Town of Dayton (Maint:	82) 0.07	2700	G	97%	0%	1%	2%	1%	0%	F	0.105	F	0.546	2900	
s	To: From:	SR 2	90 N College	St												
Main St	Town of Dayton (Maint:	82) 0.60	1100	G	97%	0%	1%	2%	1%	0%	С	0.097	F	0.56	1100	
	To:	1	NCL Dayton													

167

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

Route	Jurisdiction	Longth	AADT O	A ATivo	Buo		Tru	ıck		00	K	OK	Dir	AAWDT	г /
noule	Junsaiction	Length	AADT G	<b>A</b> 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	. (
)	From:		NCL Dayton	. 070/	00/	101	00/	40/	00/		0.007	_	0.50	1100	
Main St	Rockingham County	0.03		<b>l</b> 97%	0%	1%	2%	1%	0%	N	0.097	F	0.56	1100	
	To:		N SR 42												
`	From:		Main Street												
Bedford Hwy	Town of Altavista (Maint: 15)	0.49	4200	97%	1%	1%	0%	1%	0%	F	0.103	F	0.63	4400	
	To: From:	1	Myrtle Lane												
Bedford Hwy	Town of Altavista (Maint: 15)	0.50	5100	97%	1%	1%	0%	1%	0%	F	0.104	F	0.636	5100	
/	Too	I	Broad Street												
Bedford Hwy	Town of Altavista (Maint: 15			97%	1%	1%	0%	1%	0%	С	0.105	F	0.574	5000	
) =,							- , -	.,.	- , -	_		-			
Bedford Hwy	Complete		/CL Altavista	<b>3</b> 97%	10/	10/	00/	10/	00/	F	0.006	F	0.550	2000	
bediord nwy	Campbell County	1.79	2900 (	97%	1%	1%	0%	1%	0%	Г	0.096	Г	0.552	2900	
`	To: From:		Bishop Creek l												
Bedford Hwy	Campbell County	4.69	780 (	96%	1%	1%	1%	1%	0%	С	0.096	F	0.552	760	
	To-	15-	-682 Leesville												
Bedford Hwy	Campbell County	1.26	240 (	90%	2%	3%	2%	3%	0%	С	0.115	F	0.576	230	
/	To:	Bedf	ord County Line												
)	From:	•	bell County Lin							_		_			
Dearing Ford Rd	Bedford County	5.13	230 (	<b>9</b> 7%	1%	1%	0%	1%	0%	F	0.121	F	0.595	240	
	To: From:	09-626 Smit	th Mountain Lak	e Pkwy		_									
Leesville Rd	Bedford County	2.49	2600	96%	0%	1%	1%	2%	0%	F	0.098	F	0.595	2700	
/	To	SE	R 24 Gillespie												
(24) Glenwood Dr	Bedford County	2.58	-	<b>3</b> 94%	0%	1%	1%	3%	0%	С	0.088	F	0.552	2400	
/ (24)	To	CD 24													
Virginia Byway	Bedford County	8.32	West of Gillesp		1%	1%	0%	0%	0%	F	0.084	F	0.673	1600	
Vilgilia byway	Bediord County	0.32	1500 (	98%	1 70	1 70	0%	070	0%	Г	0.064	Г	0.673	1000	
	To: From:		SCL Bedford												
South St	Town of Bedford	0.96		98%	1%	1%	0%	0%	0%	С	0.091	F	0.536	1600	
	To: From:		43 P Talbott St												
Talbot St	Town of Bedford	0.05	South Street 610	98%	1%	1%	0%	0%	0%	F	0.101	F	0.5	660	
) Taibot ot	Combined Traffic Estimates for 2 Parallel Roadway			98%		1%	1%	0%	0%	F	0.096	F	0.526	1500	
	To:		Otey Street	<b>3</b> 30 /0	1 /0		1 /0	0 /0	0 /6	•	0.030	'	0.520	1300	
	From:		Talbot St												
Otey St	Town of Bedford	0.14		98%	1%	1%	0%	0%	0%	С	0.094	F	0.663	830	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	1300	98%	1%	1%	0%	0%	0%	F	0.100	F	0.660	1400	
	To:		JS 460 E Main S												
Bus	From:	]	Bus US 460												
) (460) E Main St	Town of Bedford	0.07	4800 (	99%	0%	0%	0%	0%	0%	F	0.090	F	0.524	5300	
,	To:		South St												
Bus F Main St	From:	0.00	Main St	000/	00/	00/	00/	00/	00/	г	0.000	г	0.500	E000	
E Main St	Town of Bedford	0.08	4800 (	99%	0%	0%	0%	0%	0%	F	0.093	F	0.588	5200	

168

#### 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	r (
						2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	, , , , , , ,	
Bus N. Bridge Or	From:	Bus US 460, US		000/	40/	10/	00/	00/	00/	_	0.000	_	0.505	5400	
(221) (122) N Bridge St	Town of Bedford	0.16 <b>4700</b>	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	5100	
Bus	To: From:	Bedford Av	/e												
3) (221) (122) N Bridge St	Town of Bedford	0.11 <b>6700</b>	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.526	7300	
3) (221) (122) N Bridge St	To:	US 221Peaks		0070	1 /0		0 70	0 /0	0 70	Ü	0.002	•	0.020	7000	
	From:	N Bridge S													
3) Peaks St	Town of Bedford	0.62 2900	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.591	3100	
9	To	I1 Ct													
3) Peaks St	Town of Bedford	Laurel St <b>2100</b>	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.579	2300	
Peaks St	Town of Bediold	2100	G	99 /o	0 /0	0 /6	0 /6	0 /0	0 /6	C	0.034	'	0.579	2300	
	To: From:	NCL Bedfo													
Peaks Rd	Bedford County	1800	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.517	1900	
	To:	09-643 Near Peaksville													
- Pooko Pd	Podford County	09-643 Jopling Rd; Ne			10/	10/	10/	00/	00/	C	0.100	F	0.50	920	
Peaks Rd	Bedford County	5.03 <b>790</b>	G	97%	1%	1%	1%	0%	0%	С	0.109	Г	0.59	830	
	To: From:	Blue Ridge Par	kway												
3) Parkway Dr	Bedford County (Maint: 11)	0.11 <b>260</b>	G	97%	1%	1%	1%	0%	0%	F	0.105	F	0.674	270	
	To:	Botetourt Count	y Line												
	From:	Bedford County										_			
3) Parkway Dr	Botetourt County	4.00 <b>260</b>	N	97%	1%	1%	1%	0%	0%	Ν	0.105	F	0.571	270	
	To	SCL Buchan	ian			$\neg$ $\vdash$									
3 Parkway Dr	Town of Buchanan (Maint: 11)	0.64 <b>260</b>	N	97%	1%	1%	1%	0%	0%	Ν	0.105	F	0.674	270	
	To	US 11 S, Mai	Ct												
Main St	Town of Buchanan (Maint: 11)	0.18 <b>3600</b>	n St G	93%	1%	1%	1%	4%	0%		0.093	F	0.504	3800	
3) 11 Main St	Town or Buchanan (Maint: 11)			JU 70	1 /0	1 70	1 /0	7/0	0 70	O	0.000	•	0.504	0000	
	To: From:	US 11 N, Mai													
3) First St	Town of Buchanan (Maint: 11)	0.82 <b>1400</b>	G	94%	2%	1%	1%	1%	0%	F	0.111	F	0.62	1500	
	To	NCL Buchar	nan												
Narrow Passage Rd	Botetourt County	2.95 1400	N	94%	2%	1%	1%	1%	0%	Ν	0.111	F	0.62	1500	
	To	11 (20 0 :	151												
Narrow Passage Pd	Pototourt County	11-630 Springwo 5.22 <b>490</b>		94%	2%	1%	1%	1%	0%	F	0.119	F	0.56	510	
Narrow Passage Rd	Botetourt County	5.22 <b>490</b>	G	34%	270	170	1 70	1 70	0%		0.119		0.56	310	
	To: From:	11-688 S Salt Petre	Cave Rd			— <del> </del>									
3) Narrow Passage Rd	Botetourt County	5.26 <b>540</b>	G	94%	2%	1%	1%	1%	0%	С	0.121	F	0.55	570	
	To:	11-688 MID Salt Pet	re Cave R	d											
Second St	Botetourt County	0.06 <b>150</b>	G	94%	2%	1%	1%	1%	0%	F	0.127	F	0.568	150	
9	To:	11-742 Branch		, . , ,				.,.							
	From:	11-742; Secon													
3 Branch Rd	Botetourt County	0.07 240	G	94%	2%	1%	1%	1%	0%	F	0.111	F	0.565	250	
	To:	11-688 N, Chu	rch St												
	From:	11-688 N; Bran	ch Rd												
Church St	Botetourt County	0.47 <b>1000</b>	G	94%	2%	1%	1%	1%	0%	F	0.100	F	0.595	1100	
	To:	SR 43 Y Jame	es St												

169

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

Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Truc			QC	_ K	QK	Dir	AAWDT	. (
	From:	SD.	43 Y James St			2Axle 3	3+Axie	1 I rail	21raii		Factor		Factor		
Narrow Passage Rd	Botetourt County		270 G	94%	2%	1%	1%	1%	0%	F	0.101	F	0.573	290	
,	To:	r .	20 Botetourt Rd						- , -						
	From:		43 P Talbott St												
South St	Town of Bedford		750 G	98%	1%	0%	1%	0%	0%	С	0.094	F	0.544	810	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	1400 G	98%	1%	1%	1%	0%	0%	F	0.096	F	0.526	1500	
	To								- , -						
South St	Town of Bedford		ashington St <b>550 G</b>	98%	1%	1%	0%	0%	0%	F	0.119	F		600	
) dodin di	Combined Traffic Estimates for 2 Parallel Roa		1300 G	98%	1%	1%	0%	0%	0%	' F	0.110	, F	0.661	1400	
	To To	duvays on this rioute.	Main St	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.100	'	0.001	1400	
	From	DHG H				1									
Main St	Town of Farmville		S 15; High Street <b>8200 G</b>	97%	0%	1%	0%	1%	0%	F	0.086	F	0.542	8700	
Main St	Town or Laminin			37 76	0 70	1 /0	0 70	1 /0	0 70		0.000	•	0.542	0700	
)	To: From:		US 460; Third St	070/	00/		00/	40/	00/		0.000	_	0.500	0000	
Main St	Town of Farmville	e 0.40	9300 G	97%	0%	1%	0%	1%	0%	С	0.089	F	0.502	9900	
	To: From:		River Rd												
Main St	Town of Farmville	e 0.18	6300 G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.600	6700	
	To	(	Osborne Rd												
) Main St	Town of Farmville	e 0.73	5200 G	97%	0%	1%	0%	2%	0%	С	0.094	F	0.603	5500	
/	То	N	CL Farmville												
Cumberland Rd	Cumberland Coun		4400 F	99%	0%	0%	0%	0%	0%	С	0.087	F	0.528	4600	
)	T.	<u> </u>					- , -		- , -	-					
Cumberland Rd	Cumberland Coun		6 Raines Tavern <b>3500</b> F	91%	0%	2%	1%	5%	0%	С	0.089		0.501	3700	
) Cumbenana na	Gumberiand Gour	1ty 4.00	3300 F	3176	0 76		1 /0	J /6	0 /6	O	0.003	'	0.501	3700	
70	To: From:		Salem Church R				4.5.1							2522	
Cumberland Rd	Cumberland Coun	nty 5.82	3300 A	96%	1%	1%	1%	2%	0%	С	0.110	Α	0.508	3500	
	To- From	US 60 Wes	t of Cumberland	C.H.											
Anderson Hwy	Cumberland Coun	nty 2.42	6800 F	90%	1%	2%	1%	6%	0%	F	0.088	F	0.548	6600	
	To:		Cumberland C.H												
Anderson Hwy	Cumbarland Coun		Cumberland CH	OE9/	00/	2%	1%	2%	0%	С	0.088	F	0.576	8000	
Anderson Hwy	Cumberland Coun	ity 1.09	8200 F	95%	0%	Z 70	1 70	270	0%	C	0.000	Г	0.576	8000	
· · · · · · · · · · · · · · · · · · ·	To- From:		old Buckingham R							_		_			
Anderson Hwy	Cumberland Coun		6500 F	87%	1%	1%	1%	10%	0%	F	0.088	F	0.576	6300	
~	To: From:		t of Cumberland C East of Cumberlan												
Cartersville Rd	Cumberland Coun		1700 F	95%	0%	1%	2%	3%	0%	С	0.092	F	0.509	1700	
) = 3.10.015 110	Cambonana Gour				0 / 0		-,3	0,0	0 /0	J	0.002		0.000	. , 00	
Cartaravilla Dd	Cumbarland Court		Deep Run Road	900/	10/	20/	20/	70/	00/		0.107	F	0.565	1400	
Cartersville Rd	Cumberland Coun	nty 6.60	1400 F	89%	1%	2%	2%	7%	0%	F	0.107	Г	0.565	1400	
	To: From:		North of Whitevil												
Cartersville Rd	Cumberland Coun	,	2300 F	93%	1%	1%	1%	4%	0%	F	0.103	F	0.627	2300	
	To:	24	-649 High St												

170

Route	Jurisdiction	Length AADT Q	A 4Tire	Rue				$\cap$	K	QK	Dir	AAWDT	- 0
riodic	dunsalction	Longin AADI Q	<b>4</b> +1110	Dus	2Axle 3-	-Axle 1T	ail 2Trai	ا	Factor	QIV	Factor	AAWDI	G
	From:	24-649 High St											
5) Cartersville Rd	Cumberland County	0.75 <b>920 N</b>	95%	1%	1%	1% 29	6 0%	Ν	0.088	F	0.637	910	
	To:	Goochland County Line	e										
_	From:	Cumberland County Lir	ie										
5) Cartersville Rd	Goochland County	2.47 <b>920 G</b>	95%	1%	1%	1% 29	6 0%	С	0.088	F	0.637	910	
9	To	37-707 Hackney Rd											
5 Cartersville Rd	Goochland County	2.57 <b>1300</b> G	97%	0%	1%	1% 2	6 0%	С	0.095	F	0.682	1300	
Cartersville Rd	Goodinand County	SR 6 River Rd West	31 /0	0 /6	1 /0	1/0 2	0 0/0	U	0.093		0.002	1300	
		SK 0 Kivel Ku West											
	From:	North Carolina State Lii											
6) Christanna Hwy	Brunswick County	6.59 <b>1300 G</b>	83%	0%	1%	1% 15	% 0%	С	0.097	F	0.567	1200	
	Tor	12-665 Ankum Rd											
6 Christanna Hwy	Brunswick County	2.71 <b>1700</b> G	81%	1%	2%	2% 15	% 0%	С	0.099	F	0.588	1700	
o motarina i my	Elanomon County	2.71 1700 0	0170	1 70			70 070	Ŭ	0.000	•	0.000	1700	
	Ta- From	12-611 Brunswick											
6) Christanna Hwy	Brunswick County	4.26 <b>2200 G</b>	86%	1%	1%	2% 10	% 0%	С	0.103	F	0.616	2100	
	Ta	12-715 Whitby Rd											
6 Christanna Hwy	Brunswick County	2.87 <b>2500</b> G	87%	1%	1%	1% 9	6 0%	С	0.102	F	0.618	2500	
6)	То:	BUS US 58 SOUTH		. , ,		.,	0 0,0	ŭ	002	•	0.0.0		
Bus	From:	S US 58 BUS											
6) (58)	Brunswick County	0.20 <b>5600 G</b>	96%	1%	1%	0% 29	6 0%	С	0.103	F	0.579	5500	
0) (30)	-												
Bus	From:	CL Lawrenceville											
6) (58)	Town of Lawrenceville (Maint: 12)	0.80 <b>5600 N</b>	96%	1%	1%	0% 2	6 0%	Ν	0.103	F	0.579	5500	
9 (6)	To:	N US 58 BUS											
	From:	BUS US 58 NORTH											
6) Windsor Ave	Town of Lawrenceville (Maint: 12)	0.64 <b>2600 G</b>	90%	4%	1%	1% 59	6 0%	С	0.121	F	0.541	2600	
<b>ク</b>	To	NCL Lill-											
Christoppe Huse	Prupawiok County	NCL Lawrenceville	89%	2%	1%	1% 8'	6 0%	С	0.096	F	0.530	2400	
6) Christanna Hwy	Brunswick County	6.36 <b>2500 G</b>	09%	2%	170	1% 0	6 0%	C	0.096	Г	0.530	2400	
	To- From:	US 1 Boydton Plank R	d										
6) Christanna Hwy	Brunswick County	0.39 <b>1800 G</b>	87%	1%	1%	3% 99	6 0%	С	0.09	F	0.628	1700	
	To	T 05											
6 Christanna Hwy	Brunswick County	7.43 <b>1800 G</b>	i 85%	1%	1%	2% 11	% 0%	С	0.095	F	0.508	1800	
6 Christanna Hwy	Brunswick County	7.43 1000 G	05/6	1 /0	1 /0	∠ /o II	/o U /o	U	0.093		0.506	1000	
	To: From:	12-616 S, Lew Jones R	d										
6) Christanna Hwy	Brunswick County	4.71 <b>1500 G</b>	86%	1%	1%	2% 10	% 0%	С	0.099	F	0.544	1500	
	To:	Nottoway County Line	,										
	From:	Brunswick County Line	e										
6) Brunswick Rd	Nottoway County	5.46 <b>1700 G</b>	91%	0%	1%	1% 6	6 0%	С	0.095	F	0.66	1700	
	To	SCL Blackstone											
Brunswick Rd	Town of Blackstone	0.15 <b>2100 G</b>	92%	0%	1%	2% 5	6 0%	C	0.102	F	0.579	2100	
5) Branswick Fla	To:	SR 40 South Main St		0 /6	1 /0	L/0 J	0 /0	U	0.102	'	0.573	2100	
	From:	SR 46 Christanna Hwy											
	Brunswick County	0.25 <b>400 G</b>	89%	2%	1%	1% 89	6 0%	F	0.159	F		420	
6) Ramp	Branowiok County	I-85 South	. 00,0										

Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	- (
	From:	Mecklenburg A	Ave			ZANE STAN	- IIIaii	ZIIali		1 actor		1 actor		
W Atlantic St	Town of South Hill	0.63 <b>5800</b>	G 9	93%	0%	1% 2%	4%	0%	F	0.085	F	0.557	5700	
	To: Econo	Thomas St												
W Atlantic St	Town of South Hill	0.23 <b>4800</b>	G 9	93%	0%	1% 2%	4%	0%	С	0.094	F	0.595	4700	
/	Too	Opie Rd												
W Atlantic St	Town of South Hill	0.39 <b>5600</b>	G S	93%	0%	1% 2%	4%	0%	F	0.096	F	0.633	5500	
<u>′</u>	To	WCL South H	G11											
	Mecklenburg County	7.70 3300		90%	1%	1% 1%	7%	0%	F	0.087	F	0.625	3300	
/	Too	58-664 Pettys Co	orner			<u> </u>								
	Mecklenburg County	5.28 <b>2600</b>		92%	1%	1% 1%	6%	0%	С	0.094	F	0.596	2500	
	To								_					
	Mecklenburg County	58-660 Old Cox 1.46 <b>2800</b>		90%	1%	1% 1%	7%	0%	С	0.09	F	0.599	2700	
/				00 70	1 /0		1 /0	070	Ū	0.00	•	0.000	2700	
)	Mecklenburg County	58-600 Draper		91%	1%	1% 1%	6%	0%	N	0.091	F	0.509	3500	
	Meckleriburg County	5.20 <b>3600</b>	N S	9170	1 70	176 176	0%	0%	IN	0.091	Г	0.509	3300	
) F 0 1 0t	Towns of Ole and Other (Marinty 50)	ECL Chase C		040/	40/	10/ 10/	00/	00/		0.004		0.500	0500	
E Second St	Town of Chase City (Maint: 58)	0.48 <b>3600</b>	G (	91%	1%	1% 1%	6%	0%	С	0.091	F	0.509	3500	
) E Second St	To: From:	Drew St												
E Second St	Town of Chase City (Maint: 58)	0.21 <b>5000</b>	G S	91%	1%	1% 1%	6%	0%	F	0.094	F	0.52	4900	
	To: From:	186-5 Marshal				-								
E Second St	Town of Chase City (Maint: 58)	0.05 <b>5000</b>	N S	91%	1%	1% 1%	6%	0%	N	0.094	F	0.52	4900	
	To- From	SR 49, SR 9	2											
) (49) N Main St	Town of Chase City (Maint: 58)	0.24 <b>6000</b>	G S	94%	2%	2% 1%	2%	0%	F	0.093	F	0.517	5900	
	To: From:	E FIFTH ST				<u> </u>								
) (49) N Main St	Town of Chase City (Maint: 58)	1.02 <b>6800</b>		95%	1%	1% 1%	2%	0%	С	0.101	F	0.520	6600	
	Ta	SR 49, WCL Chas	se City											
	Mecklenburg County	5.54 <b>1800</b>		91%	1%	1% 2%	5%	0%	С	0.103	F	0.629	1700	
	To:	Charlotte County	Line											
	From:	Mecklenburg Cour		2021				0-1			_		4000	
Craftons Gate Hwy	Charlotte County	2.70 <b>1600</b>		89%	1%	1% 2%	7%	0%	С	0.097	F	0.539	1600	
	From:	US 15 Kings H US 15-360 Kings												
Graftons Gate Hwy	Charlotte County	6.55 <b>1600</b>		87%	1%	1% 2%	9%	0%	С	0.107	F	0.542	1600	
,	To:	SCL Drakes Bra	anah											
	Town of Drakes Branch (Maint: 19)	2.09 <b>1600</b>		87%	1%	1% 2%	9%	0%	Ν	0.107	F	0.542	1600	
	To:				.,,		- 7							
]	Town of Drakes Branch (Maint: 19)	SR 59 0.25 <b>2000</b>	G 8	82%	1%	2% 4%	11%	0%	F	0.099	F	0.688	2000	
	Town of Drakes Drainer (Maint. 19)			OL /0	1 /0	2/0 4/0	11/0	0 /0	'	0.000		0.000	2000	
	From	NCL Drakes Br		0001	10/	00/ 40/	1401	00/	N.I.	0.000		0.000	0000	
)	Charlotte County	3.03 <b>2000</b>		82%	1%	2% 4%	11%	0%	N	0.099	F	0.688	2000	
	100	SCL Charlotte (	√.Π.											

		Primary and Interstate	Routes											
				_		Trι	ıck			K	014	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Charlotte C.H.			1	01715110				. 4010.		. 40101		
47	Town of Charlotte C.H. (Maint: 19		82%	1%	2%	4%	11%	0%	N	0.099	F	0.688	2000	Ν
47)						4 /0	11/0	0 /0	IN	0.099		0.000	2000	IN
	From	R 40 S Thomas Jefferson Hwy; Da	avid Bruce Av	ve										
Thomas leffereen live.	Taura of Charletta C.H. (Maint 10	S SR 40	000/	10/	00/	10/	100/	00/	_	0.101	_	0.505	11000	_
(47) (40) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19		<b>3</b> 80%	1%	2%	1%	16%	0%	F	0.101	F	0.525	11000	G
<u> </u>	10:	N SR 40												
	From:	N SR 40 G. W. Hwy							_		_		4000	_
(47) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19	) 0.98 <b>1600 (</b>	87%	1%	1%	2%	9%	0%	С	0.090	F	0.604	1600	G
$\smile$	To:	NCL Charlotte C.H.												
47	Charlotte County	3.47 <b>1600</b> N	<b>I</b> 87%	1%	1%	2%	9%	0%	Ν	0.090	F	0.604	1600	Ν
47)	Ghanotte Gounty	5.47 1000 I	07 70	1 /0	1 /0	270	3 /0	0 70	14	0.000	•	0.004	1000	14
	To: From:	19-660 Taro Rd												
(47) Thomas Jefferson Hwy	Charlotte County	7.02 <b>1500 C</b>	82%	1%	2%	4%	11%	0%	С	0.091	F	0.536	1400	G
	From	19-649 Madisonville												
(47) Thomas Jefferson Hwy	Charlotte County	2.82 <b>1800 C</b>	83%	1%	1%	2%	13%	0%	С	0.087	F	0.601	1800	G
$\smile$	To:	Prince Edward County I	Line											
	From:	Charlotte County Line	e											
47) Thomas Jefferson Hwy	Charlotte County	1.59 <b>2000 C</b>	84%	1%	1%	3%	12%	0%	С	0.09	F	0.612	1900	G
$\smile$	To:	Appomattox County Li	ne											
	From:	Prince Edward County I	Line											
47 Thomas Jefferson Hwy	Appomattox County	2900 F	93%	1%	1%	1%	4%	0%	F	0.092	F	0.631	2800	F
,														
	From	SCL Pamplin City												
(47) Thomas Jefferson Hwy	Town of Pamplin City (Maint: 06)	2900 N	93%	1%	1%	1%	4%	0%	Ν	0.092	F	0.631	2800	N
$\smile$	To:	Bus US 460												
	From:	West Virginia State Li	ne.											
48 55 Wardensville Pike	Frederick County	4.83 <b>2800</b> A		1%	1%	0%	4%	0%	С	0.151	Α	0.697	2500	Α
46) (55) Warderleville Filte	Trodonok county	1.00 <b>2000</b> P	1 0170	1 70		0 / 0	1,0	0 70	Ŭ	0.101		0.007	2000	
<u>-</u>	To: From:	34-600 Pifer Rd												
48 (55) Wardensville Pike	Frederick County	0.70 <b>4100 F</b>	92%	1%	1%	1%	5%	0%	F	0.091	F	0.682	3600	F
	To:	Shenandoah County Li	ne											
	From:	Frederick County Line												
48 55 John Marshall Hwy	Shenandoah County	4.90 <b>5900 F</b>	93%	1%	1%	1%	4%	0%	F	0.091	F	0.604	5200	F
40) (33)														
~ ~	To: From:	85-628 Lebanon Churc												
48 (55) John Marshall Hwy	Shenandoah County	3.80 <b>7300 F</b>	95%	0%	1%	1%	3%	0%	С	0.094	F	0.587	6400	F
$\rightarrow$ $\bigcirc$	To:	I-81												
	From:	North Carolina State Li	ne											
48 Blue Ridge Parkway	Grayson County (Maint: 999)									NA			NA	
Blue Ridge Parkway	Grayson County (Maint. 999)	1.13 <b>560 C</b>	,							INA			IVA	
~	To- Erosavi	SR 89 Skyline Hwy												
8 Blue Ridge Parkway	Grayson County (Maint: 999)	3.56 <b>560 C</b>	)		•					NA			NA	
Blue Ridge Parkway														
	To: From:	Grayson County Line												
48 Blue Ridge Parkway	Carroll County (Maint: 999)	12.75 <b>660 C</b>	)							NA			NA	
$\smile$	Tool	110.50												
District Posts	From:	US 52								N/ A			N 1 A	
48) Blue Ridge Parkway	Carroll County (Maint: 999)	15.59 <b>890 C</b>	)							NA			NA	
$\smile$	To:	Patrick County Line												
5/10/2021		173												

# Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4T	ire Bus	2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT C
	From:	Carroll County	Line				
Blue Ridge Parkway	Patrick County (Maint: 999)	6.33 <b>690</b>	0			NA	NA
/	To	US 58					
Blue Ridge Parkway	Patrick County (Maint: 999)	0.42 1000	0			NA	NA
) =100 : 110go : aa,	To:	Floyd County					
	From:	Patrick County					
Blue Ridge Parkway	Floyd County (Maint: 999)	5.92 <b>1000</b>	0		<u>-</u> _	NA	NA
,	To:	Patrick County					
	From:	Floyd County	Line				
Blue Ridge Parkway	Patrick County (Maint: 999)	0.88 <b>820</b>	0			NA	NA
, ,	To:	Floyd County	Line				
	From:	Patrick County	Line				
Blue Ridge Parkway	Floyd County (Maint: 999)	5.23 <b>820</b>	0			NA	NA
/	To	CD 0					
Blue Ridge Parkway	Floyd County (Maint: 999)	SR 8 11.62 <b>550</b>				NA	NA
blue hluge Falkway	rioya County (Maint. 999)		0			INA	INA
	From:	Franklin County Floyd County					
Blue Ridge Parkway	Franklin County (Maint: 999)	1.51 <b>550</b>	0			NA	NA
Blue Ridge Parkway	To:				$\neg$	IVA	IVA
	From:	Floyd County Franklin Count					
Blue Ridge Parkway	Floyd County (Maint: 999)	16.05 <b>510</b>	O			NA	NA
Blue Ridge Parkway	Troya County (Maint: 555)	10.00 310				14/1	1471
	To- From:	US 221					
Blue Ridge Parkway	Floyd County (Maint: 999)	0.03 <b>510</b>	0			NA	NA
,	To:	Roanoke Count					
) n. n. n. n.	From:	Floyd County					
Blue Ridge Parkway	Roanoke County (Maint: 999)	14.69 <b>510</b>	0			NA	NA
	To	US 220					
Blue Ridge Parkway	Roanoke County (Maint: 999)	2.12 <b>2400</b>	0			NA	NA
)	, ,						
) DI	From	Urban Bound				N1A	214
Blue Ridge Parkway	Roanoke County (Maint: 999)	6.67 <b>2400</b>	0			NA	NA
	To	SR 24					
Blue Ridge Parkway	Roanoke County (Maint: 999)	3.64 <b>2400</b>	0			NA	NA
,	To:	Botetourt Count					
	From:	Roanoke Count					
Blue Ridge Parkway	Botetourt County (Maint: 999)	2.97 <b>2400</b>	0			NA	NA
/	To	TIC 221 TIC	160		<del></del>		
Blue Ridge Parkway	Pototourt County (Moint: 000)	US 221, US			ı	NA	NA
blue hluge Falkway	Botetourt County (Maint: 999)	12.72 <b>530</b>	0			INA	INA
	To: From:	Bedford Count Botetourt Count					
Blue Ridge Parkway	Bedford County (Maint: 999)	2.18 <b>530</b>	y Line O			NA	NA
) Dido i lidgo i alikway	Dedicite County (Maint. 999)	2.10 330				INA	INA
	To- From:	SR 43					
Blue Ridge Parkway	Bedford County (Maint: 999)	1.80 <b>840</b>	0			NA	NA
	To	Botetourt Count	T :				

Route	Jurisdiction	Length AAD	T QA	4Tire	Rus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	
2	From:	Bedford Co	_							
Blue Ridge Parkway	Bedford County (Maint: 999)	3.11 <b>84</b> 0	0				NA		NA	
	Too	SR 4	3							
Blue Ridge Parkway	Bedford County (Maint: 999)	11.19 <b>29</b> 0	0			<u> </u>	NA		NA	
	To:	Bedford Co	ınty Line							
	From:	Botetourt Co								
Blue Ridge Parkway	Bedford County (Maint: 999)	10.70 <b>29</b> 0	0				NA		NA	
,	Too	US 5	)1							
Blue Ridge Parkway	Bedford County (Maint: 999)	0.19 <b>520</b>					NA		NA	
,	To:	Amherst Co								
	From:	Bedford Co	ınty Line							
Blue Ridge Parkway	Amherst County (Maint: 999)	2.38 <b>52</b> 0	0				NA		NA	
<u> </u>	To	SR 1:	80							
Blue Ridge Parkway	Amherst County (Maint: 999)	15.86 <b>28</b> 0					NA		NA	
)	To:	Rockbridge C								
	From:	Amherst Co								
Blue Ridge Parkway	Rockbridge County (Maint: 999)	0.15 <b>25</b> 0	) G				0.162	F 0.637	230	
	To	US 6	0							
Blue Ridge Parkway	Rockbridge County (Maint: 999)	18.29 <b>30</b> 0					NA		NA	
) =:ao : :ago : a::a,	To:	Nelson Cou								
	From:	Rockbridge C								
Blue Ridge Parkway	Nelson County (Maint: 999)	0.08 300	0				NA		NA	
/	To:	SR 5	6							
Blue Ridge Parkway	Nelson County (Maint: 999)	11.09 <b>39</b> (				•	NA		NA	
) Blue Hage Fanway	To:	Augusta Co					14/1		1471	
	From:	Nelson Cou								_
Blue Ridge Parkway	Augusta County (Maint: 999)	15.97 <b>480</b>	0				NA		NA	
	To	TIC 2	70			_				
Skyline Dr	Augusta County (Maint: 999)	18.17 <b>39</b> 0					NA		NA	
) OKYIII C DI	To:	Albemarle Co					IVA		11/7	
	From:	Augusta Co								
Skyline Dr	Albemarle County (Maint: 999)	3.65 <b>39</b> 0					NA		NA	
	To:	Rockingham C	ounty Line							
	From:	Albemarle Co	ounty Line							П
Skyline Dr	Rockingham County (Maint: 999)	8.44 <b>39</b> 0	0			<u> </u>	NA		NA	
	To:	Greene Cou	_							
Obstice Do	Prom:	Rockingham (					NIA		NI A	
Skyline Dr	Greene County (Maint: 999)	2.08 390				_	NA		NA	
	From:	Rockingham C Greene Cou	nty Line							
Skyline Dr	Rockingham County (Maint: 999)	3.26 <b>39</b> 0					NA		NA	
) Sity iii lo Di	To:	Greene Cou					INA		INA	
	From:	Rockingham (								
Skyline Dr	Greene County (Maint: 999)	1.33 <b>39</b> 0					NA		NA	
,	To	Rockingham (								

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

		Primary and interstate Routes				
Route	Jurisdiction	Length <b>AADT QA</b> 4Tir	e Bus 2Ax	Truckkle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT Q
	From:	Greene County Line				
Skyline Dr	Rockingham County (Maint: 999)	1.93 <b>390 O</b>			NA	NA
	To:	Greene County Line				
	From:	Rockingham County Line				
18) Skyline Dr	Greene County (Maint: 999)	1.01 <b>390 O</b>			NA	NA
	To:	Rockingham County Line				
¬	From:	Greene County Line				
8) Skyline Dr	Rockingham County (Maint: 999)	0.10 <b>390 O</b>			NA	NA
	To	US 33	ļ			
Skyline Dr	Rockingham County (Maint: 999)	2.69 <b>800 O</b>			NA	NA
8) 5.1, 2.	To:	Greene County Line				
	From:	Rockingham County Line				
Skyline Dr	Greene County (Maint: 999)	1.33 <b>800 O</b>			NA	NA
9) 5,	To:	Rockingham County Line				
	From:	Greene County Line				
8 Skyline Dr	Rockingham County (Maint: 999)	2.53 <b>800 O</b>			NA	NA
5) Okymie 21	To:	Page County Line	1		141	
	From:	Rockingham County Line				
Skyline Dr	Page County (Maint: 999)	7.77 <b>800 O</b>			NA	NA
S) OKYMIE DI	To:	Madison County Line	1		147 (	1471
	From:	Page County Line				
Skyline Dr	Madison County (Maint: 999)	14.77 <b>800 O</b>			NA	NA
S) OKYMIE DI	To:	Rappahannock County Line	1		147 (	14/1
	From:	Madison County Line				
Skyline Dr	Rappahannock County (Maint: 999)	4.99 <b>800 O</b>			NA	NA
g okymie bi	Trappanarinock oddiny (Maint. 333)	Page County Line	1		IVA	IVA
	From:	Rappahannock County Line				
Skyline Dr	Page County (Maint: 999)	0.06 <b>800 O</b>			NA	NA
S ORYMINE DI	age obuity (Maint: 935)	0.00 800 0			IVA	IVA
	To: From:	US 211				
Skyline Dr	Page County (Maint: 999)	3.01 <b>650 O</b>			NA	NA
	To:	Rappahannock County Line				
	From:	Page County Line				
Skyline Dr	Rappahannock County (Maint: 999)	4.41 <b>650 O</b>			NA	NA
	To:	Page County Line				
	From:	Rappahannock County Line				
Skyline Dr	Page County (Maint: 999)	2.09 <b>650 O</b>			NA	NA
	To:	Rappahannock County Line				
	From:	Page County Line				
Skyline Dr	Rappahannock County (Maint: 999)	5.92 <b>650 O</b>			NA	NA
	To:	Warren County Line	1			
	From:	Rappahannock County Line				
Skyline Dr	Warren County (Maint: 999)	1.69 <b>650 O</b>			NA	NA
	To:	Rappahannock County Line				
	From:	Warren County Line				
8) Skyline Dr	Rappahannock County (Maint: 999)	3.87 <b>650 O</b>			NA	NA
· , ·	3 (	Warren County Line				

176

## 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	C
	From:	Rappahannock Cour	nty Line			01717110	TTTGII	211411		1 doto:		1 40101		
Skyline Dr	Warren County (Maint: 999)	10.47 <b>650</b>	0							NA			NA	
,	То:	US 340; Front Re	oyal											
	From:	North Carolina Stat												
96 Florence Ave	Town of Virgilina (Maint: 41)	0.13 1800	<b>F</b> 85%	0%	2%	1%	12%	0%	С	0.102	F	0.55	1700	
	To: From:	SR 96 Seventh SR 96 Florence												
Seventh St	Town of Virgilina (Maint: 41)	0.47 <b>810</b>	<b>G</b> 80%	1%	2%	1%	16%	0%	С	0.104	F	0.548	820	
	Te													
	Halifax County	ECL Virgilina 2.05 <b>810</b>	N 80%	1%	2%	1%	16%	0%	N	0.104	F	0.548	820	
	To:	Mecklenburg Count		1 /0		1 /0	10 /0	0 70	11	0.104	•	0.540	020	
	From:	Halifax County I												
Earl Davis Gregory Hwy	Mecklenburg County	8.64 <b>1200</b>	<b>G</b> 87%	1%	1%	1%	9%	0%	С	0.098	F	0.515	1200	
/	To:	US 58 West Clark												
	Mooklanburg County	US 58 East of Clar		1%	10/	10/	120/	00/	E	0.000	E	0.567	7500	
58	Mecklenburg County	1.26 <b>7300</b> Bus US 58	<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.089	F	0.567	7500	
Bus	From:	US 58; 58-81:	5											
58 Virginia Ave	Town of Clarksville (Maint: )	0.55 <b>3400</b>	N 98%	0%	0%	0%	1%	0%	Ν	0.104	F	0.511	3500	
7 (3)	To	WCL Clarksvil	10											
Bus	From:			00/		00/	40/	00/	_	0.404	_	0.514	0500	
Virginia Ave	Town of Clarksville (Maint: 58)	0.97 <b>3400</b>	<b>G</b> 98%	0%	0%	0%	1%	0%	С	0.104	F	0.511	3500	
Bus	From:	US 15, US 58 US 15 W, Colleg												
) (15) (58) Virginia Ave		0.88 <b>5800</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.087	F	0.533	5700	
	To	NCL Clarksvil	10											
Bus	From:			00/		00/	00/	00/		0.007	_	0.500	5700	
(15) (58)	Mecklenburg County	0.84 <b>5800</b>	N 99%	0%	0%	0%	0%	0%	N	0.087	F	0.533	5700	
¬ ~~	To: From:	US 58 EAST OF CLAR												
) [15]	Mecklenburg County	1.60 <b>4700</b>	<b>G</b> 90%	1%	1%	2%	7%	0%	F	0.087	F	0.595	4600	
	To: From	US 15 NEAR DORTC	H STORE											
	Mecklenburg County	2.06 <b>2000</b>	<b>G</b> 95%	1%	1%	0%	2%	0%	С	0.097	F	0.532	2000	
	To	58-609 Trottinridg	re Rd		$\neg$ $\vdash$									
	Mecklenburg County	5.90 <b>1800</b>	<b>G</b> 94%	2%	1%	1%	2%	0%	С	0.117	F	0.528	1700	
)	To	58-696 New Hop	a Dd											
	Mecklenburg County	3.92 <b>1600</b>	<b>G</b> 94%	2%	1%	1%	2%	0%	С	0.104	F	0.581	1500	
<i>'</i> /						.,.	-/-	- , -	_		-			
W Second St	Town of Chase City (Maint: 58)	WCL Chase Ci 0.23 <b>1600</b>	G 94%	2%	2%	1%	2%	0%	С	0.100	F	0.565	1500	
) W Second St		0.20 1000	G 3478	2 /0		1 /0	2 /0	0 /6	O	0.100	'	0.505	1300	
) ( W O O	To:	SR 92	0.000/	40/	10/	40/	F0/	00/	_	0.000		0.545	4000	
92 W Second St	Town of Chase City (Maint: 58)	0.56 <b>4400</b>	<b>G</b> 92%	1%	1%	1%	5%	0%	С	0.093	F	0.545	4300	
	To: From:	Endly St												
92 E Second St	Town of Chase City (Maint: 58)	0.19 <b>5300</b>	<b>G</b> 94%	2%	2%	1%	2%	0%	F	0.094	F	0.539	5200	
· ·	To:	N Main St												

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q
	Fron:						2Axle 3	3+Axle	1Trail	2Trail	-	Factor		Factor		
9) (47) N Main St	Town of Chase City (Mair		E Second St 6000	G	94%	2%	2%	1%	2%	0%	F	0.093	F	0.517	5900	(
47)	То.							.,.			·		•			
9) (47) N Main St	Town of Chase City (Mair	int: 58) 1.02	E Fifth St <b>6800</b>	G	95%	1%	1%	1%	2%	0%	С	0.101	F	0.520	6600	
47)	То.					. , .		.,.			_	• • • • • • • • • • • • • • • • • • • •	•			
	Mecklenburg County	ty 3.95	SR 47 <b>1100</b>	G	92%	1%	1%	1%	5%	0%	С	0.107	F	0.512	1000	
	To:		nburg County		0270	. , 0		. , ,	0,0	0 / 0	Ū	0	•	0.0.2		
	From:		enburg County													
Courthouse Rd	Lunenburg County		920	G	92%	1%	1%	0%	6%	0%	С	0.126	F	0.583	900	
	From:	SR 40 L	Lunenburg Cou SR 40 S	unty Rd												
O (40) Courthouse Rd	Lunenburg County	0.14	2200	G	91%	1%	1%	1%	5%	0%	С	0.101	F	0.536	2100	
7 40	To		55-675													
O (40) Courthouse Rd	Lunenburg County	2.17	<b>2600</b>	G	93%	2%	1%	0%	4%	0%	С	0.106	F	0.574	2600	
, 40	To															
	Town of Victoria (Maint:		CL Victoria 2600	N	93%	2%	1%	0%	4%	0%	N	0.106	F	0.574	2600	
9) (40)	To:		SR 40 N		0070			0 70	170	0 70	.,	0.100	•	0.07	2000	
	From:		R 40; Eighth S	St												
Earl Davis Gregory Hwy	Town of Victoria (Maint	t: 55) 0.51	3300	G	94%	0%	1%	1%	4%	0%	F	0.101	F	0.511	3200	
	To: From:	5:	5-1017 13th S	t												
) Nottoway Blvd	Town of Victoria (Maint	t: 55) 0.65	2900	G	94%	0%	1%	1%	4%	0%	С	0.1	F	0.604	2800	
	To: From:	1	NCL Victoria													
) Earl Davis Gregory Hwy	Lunenburg County	4.88	2900	N	94%	0%	1%	1%	4%	0%	Ν	0.1	F	0.604	2800	
	To: From:		oway County I													
The Falls Rd	Nottoway County	8.54	nburg County 1200	G	95%	1%	1%	0%	3%	0%	С	0.11	F	0.605	1200	
	rolloway county					1 /0		0 70	070	0 70	Ū	0.11	•	0.000	1200	
The Falls Rd	Nottoway County	0.46	2100	G	94%	1%	1%	1%	3%	0%	С	0.088	F	0.554	2100	
The Falls Rd	Notioway County			<u> </u>	J+70	1 /0	1 70	1 /0	J /0	0 70	O	0.000	•	0.554	2100	
Earl Davis Gregory Hwy	Town of Crewe (Maint:		SCL Crewe 2100	N	94%	1%	1%	1%	3%	0%	N	0.088	F	0.554	2100	
Earl Davis Gregory Hwy	Town of Grewe (Maint.	•	0, East Virgini		34 /0	1 /0	1/0	1 /0	J /6	0 /6	IN	0.000	•	0.554	2100	
	From:		US 460 East	14 7110												
O) (460) Virginia Ave	Town of Crewe (Maint:	: 67) 1.80	9900	G	87%	1%	1%	1%	10%	0%	F	0.081	F	0.506	10000	
<i>-</i>	To:		US 460 West	:- A												
Watsons Wood Rd	Town of Crewe (Maint:		), West Virgini 1700	G Ave	92%	1%	1%	1%	5%	0%	С	0.087	F	0.526	1700	
		, , , , , , , , , , , , , , , , , , ,				. 70		. ,0	0 /0	0,0	J	0.007	·	0.020		
Watsons Wood Rd	Nottoway County		1700	N	92%	1%	1%	1%	5%	0%	N	0.087	F	0.526	1700	
Traisons Wood Nu	To:		0 East of Burk		JL /0	1 /0	1 /6	1 /0	J /0	0 /0	IV	0.007		0.020	1700	
	From:		Virginia State													
Northwestern Pike	Frederick County		8100	F	98%	0%	0%	1%	0%	0%	С	0.091	F	0.722	8100	
, ,			-751 E; Gore F		30,0	0,0		. , ,	0,0	0,0	_	3.001		J	0.00	

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

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	- C
						2Axle 3	-Axle 1	Γrail	2Trail		Factor		Factor		
Northwestern Pike	Frederick County		E; Gore Rd <b>2000 G</b>	97%	0%	1%	1% 1	1%	0%	F	0.088	F	0.730	12000	
) Northwestern rike	redeficit county			37 70	0 70	1 /0	1 /0	1 /0	0 70	į	0.000	'	0.700	12000	
Northwestern Pike	Frederick County		k Mountain Rd	60%	1%	1%	1% 3	6%	2%	С	0.106	F		5600	
Northwestern Pike	Tredefick County			00 /6	1 /0	1 /0	1/0 3	0 /6	Z /0	C	0.100	'		3000	
North-condition Dile	To:		nd Hill Rd West	070/	00/	10/	00/	20/	00/	_	0.004		0.700	40000	
Northwestern Pike	Frederick County	2.59 <b>1</b> 7	7000 G	97%	0%	1%	0% 2	2%	0%	С	0.094	F	0.736	18000	
<b>3</b>	To: From:		SR 37												
Northwestern Pike	Frederick County	0.14 <b>18</b>	8000 G	98%	1%	1%	0% (	)%	0%	F	0.086	F	0.612	19000	
	To: From:	WCL V	Winchester												
Amherst St	City of Winchester	0.64 <b>16</b>	6000 F	98%	1%	1%	0% (	)%	0%	F	0.093	F	0.648	17000	
	To	Fo	ox Dr			<u> </u>									
Amherst St	City of Winchester	0.75 <b>1</b> 2	2000 F	98%	1%	1%	0% (	)%	0%	С	0.091	F	0.552	13000	
	To:		cawen St												
D	From:		herst St	000/	40/	10/	00/	20/	00/	_	0.007	_	0.500	0000	
Boscawen St	City of Winchester		3400 F	98%	1%	1%	0% (	)%	0%	F	0.087	F	0.523	8900	
	From:		ddock St cawen St												
) (1,1) (50) (522) Braddock St	City of Winchester		5600 F	98%	1%	1%	0% (	)%	0%	С	0.098	F		5900	
	Estimates for 2 Parallel Roadways or	n this Route: 11	1000 F	98%	1%	1%	0% (	)%	0%	С	0.093	F	0.817	11000	
	To:	Ger	rrard St												
\ \ \ \\ \	From:		ddock St	000/	40/	10/	00/	20/	00/	_	0.000	_	0.544	5000	
Gerrard St	City of Winchester	0.07 <b>5</b>	5500 F	98%	1%	1%	0% (	)%	0%	г	0.086	F	0.514	5800	
\ \tag{\tag{\tag{\tag{\tag{\tag{\tag{	To: From:		lley Ave												
11 522 Gerrard St	City of Winchester	0.10 <b>6</b>	6900 F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.56	7200	
	To: From:	US 11 (	Cameron St												
17 522 Millwood Ave	City of Winchester	0.75 <b>9</b>	9600 F	97%	0%	1%	0% 1	۱%	0%	F	0.086	F	0.547	10000	
	To	Univer	rsity Drive												
) (17) (522) Millwood Ave	City of Winchester	0.05 12	2000 F	94%	1%	1%	1% 4	1%	0%	F	0.086	F	0.501	13000	
	To	Inhal	l Early Dr												
) 17 522 Millwood Ave	City of Winchester		7000 G	98%	0%	1%	0% 1	1%	0%	С	0.087	F	0.501	29000	
) (1) (22)	To:		Millwood Ave												
~~~	From:		Jubal Early Dr												
) (17) (522) Millwood Pike	City of Winchester	0.02 2 7	7000 N	98%	0%	1%	0% 1	1%	0%	N	0.087	F	0.501	29000	
· · · ·	To: From:]	I-81												
) (17) (522) Millwood Pike	City of Winchester (Maint: 34)	0.09 15	5000 N	95%	1%	1%	1% 2	2%	0%	Ν	0.096	F	0.598	16000	
	To: From	ECL V	Winchester												
) (17) (522) Millwood Pike	Frederick County	0.23 15		95%	1%	1%	1% 2	2%	0%	Ν	0.096	F	0.598	16000	
	To: From:		ont Royal Pike												
) (17) Millwood Pike	Frederick County	2.71 1		95%	1%	1%	1% 2	2%	0%	С	0.096	F	0.598	16000	
				00,0	. , .	. , .			0,0	_	3.000		3.000		

179

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

Route	Jurisdiction	Longth AADT	04	4Tire	Buo		Tru	ıck		00	K	QK	Dir	AAWDT	
noute	Julisalction	Length AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From:	34-723 Carpers Va	alley Rd												
0 17 Millwood Pike	Frederick County	2.72 3600	F	60%	1%	1%	1%	36%	2%	F	0.08	F		3800	
	To:	Clarke County													
~ ~~	From:	Frederick County		0.40/	40/		40/	00/	00/	_	0.004	_	0.057	44000	
Millwood Pike	Clarke County	1.67 11000	G	94%	1%	1%	1%	3%	0%	F	0.094	F	0.657	11000	
~ ~~	To: From:	US 340 South of	Boyce												
Millwood Pike	Clarke County	2.83 12000	G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.683	12000	
<i>></i>	To	SR 255 Bishop Me	eade Rd												
Millwood Pike	Clarke County	1.97 13000	G	94%	1%	1%	1%	3%	0%	С	0.095	F	0.651	13000	
9 (6)	Tod														
10 17 John S Mosby Hwy	Clarke County	21-723 Millwoo 3.44 13000	G Ka	94%	1%	1%	1%	3%	0%	F	0.093	F	0.697	13000	
John S Mosby Hwy	To:	Fauguier County		34 /0	1 /0	1 /0	1 /0	J /0	0 /6	'	0.033	'	0.037	13000	
	From:	Clarke County													
50 (17) John S Mosby Hwy	Fauquier County (Maint: 53)	1.11 11000	G	95%	1%	1%	1%	3%	0%	С	0.1	F	0.723	11000	
	Tod	110 17 W. 1 I	0.1 D :												
John S Mosby Hwy	Fauguier County (Maint: 53)	US 17 Winchester F 5.71 5400	F	96%	0%	1%	1%	1%	0%	F	0.108	F	0.858	5300	
John S Mosby Hwy	Tallquier County (Maint: 33)	Loudoun County		30 /6	0 /6	1/0	1 /0	1 /0	0 /6	•	0.100	•	0.000	3300	
	From:	Fauquier County													
John S Mosby Hwy	Fauquier County (Maint: 53)	0.08 6000	F	94%	1%	1%	2%	2%	0%	F	0.107	F	0.805	5800	
ع ا	Tod	20 (22 F P 1 1	D 1												
John S Mosby Hwy	Fauquier County (Maint: 53)	30-623 E, Roket 0.52 5900	у ка F	97%	0%	1%	1%	0%	0%	С	0.106	F	0.812	5800	
born 6 wosby rwy	To:	Fauguier County		31 /0	0 70		1 /0	0 70	0 70	O	0.100	•	0.012	3000	
	From:	Loudoun County													
John S Mosby Hwy	Fauquier County (Maint: 53)	2.10 6500	F	94%	1%	1%	0%	4%	0%	F	0.126	F	0.801	6400	
	To	53-611 Saint Lou	vio Dd												
John S Mosby Hwy	Fauquier County (Maint: 53)	2.03 7400	F F	81%	1%	1%	1%	15%	1%	С	0.103	F	0.769	7300	
our o wosby rwy	To:	Loudoun County		0170	1 /0		1 /0	10 /0	1 /0	O	0.100	•	0.703	7000	
	From:	Fauquier County													
John S Mosby Hwy	Loudoun County	0.63 8600	F	95%	1%	1%	1%	3%	0%	F	0.103	F	0.788	8500	
	To	WCL Middleb	nieo												
00 Washington St W	Town of Middleburg (Maint: 53)	0.61 8700	F	97%	0%	1%	1%	0%	0%	С	0.101	F	0.786	8600	
17 Tradimington of 11	Town or Middleburg (Maint: 66)			0.70	0 70		1 /0	0 / 0	070	Ū	0.101	•	0.700	0000	
~~	From:	W 53-626 The Pla		000/	40/		00/	00/	00/	_	0.400	_	0.740	0.400	
Washington St	Town of Middleburg (Maint: 53)	0.65 8600	F	92%	1%	2%	2%	3%	0%	С	0.102	F	0.712	8400	
~	To: From:	ECL Middlebu	urg			<u> </u>									
John S Mosby Hwy	Loudoun County	5.89 8200	F	97%	1%	1%	0%	1%	0%	F	0.103	F	0.744	8100	
	Tec	US 15 Near A	ldie												
John S Mosby Hwy	Loudoun County	5.77 18000	F	96%	0%	1%	1%	2%	0%	С	0.082	F	0.827	18000	
30)									- , -	-					
John C Mashu I I	From	53-827 Pinebroo		000/	10/		10/	10/	007		0.000		0.007	00000	
John S Mosby Hwy	Loudoun County	0.51 30000	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.827	32000	
•	То:	53-606 Old Ox	Kd												

180

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

		Primary and Intersta		4100											
Route	Jurisdiction	Length AADT	ΟΛ	4Tiro	Ruc		Tru	ıck		QC	K	QK	Dir	AAWDT	- ر
noute	Junsuiction	Lengin AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI	Factor	AAWDI	C
	From:	53-606 Old Ox 1	Rd												
John S Mosby Hwy	Loudoun County	2.75 36000	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.731	38000	
,	To:	Fairfax County L													
	From:	Loudoun County													
Lee Jackson Hwy	Fairfax County	2.06 51000	G	98%	1%	1%	0%	0%	0%	F	0.074	F	0.591	56000	
),															
7	To: From:	SR 28 Dulles Air													
Lee Jackson Hwy	Fairfax County	3.18 52000	G	98%	1%	1%	0%	0%	0%	С	0.085	В	0.532	57000	
	To	SR 286 Fairfax Count	ty Dlava	7											
Lee Jackson Hwy	Fairfax County	1.25 52000	G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.531	57000	
Lee Jackson Hwy	r amax County	1.25 32000	G	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.077	•	0.551	37000	
	To: From:	29-608 West Ox	Rd												
Lee Jackson Hwy	Fairfax County	1.07 71000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.54	78000	
	т														
`	From	I-66		000/	40/	10/	00/	00/	00/		0.004		0.504	40000	
Lee Jackson Hwy	Fairfax County	0.89 42000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.584	46000	
	To:	WCL Fairfax													
Lee Jackson Hwy	City of Fairfax	0.57 24000	G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.616	26000	
,															
· ~	To: From:	US 29 S, Lee High													
29 Lee Highway	City of Fairfax	0.96 22000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.541	24000	
	To	SR 123 Chain Brid	oo Pd												
(29) Lee Highway	City of Fairfax	0.21 21000	G	99%	0%	0%	0%	0%	0%	F	0.075	F	0.629	23000	
Lee Highway	Oity of Famax	0.21 21000	u	JJ 70	0 70	<u> </u>	0 70	0 70	0 70	'	0.075	•	0.023	20000	
	To: From:	University Dr													
29 Lee Highway	City of Fairfax	0.59 27000	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.604	29000	
	To:	Plantation Parkw	1011												
29 Lee Hwy	City of Fairfax	0.68 37000	G G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.626	40000	
29 Lee Hwy	Oily of Fairlax	0.00 37000	G	3376	0 /6	0 /6	0 /6	0 /6	0 /6	'	0.000	•	0.020	40000	
	To: From:	Draper Drive													
29 Lee Highway	City of Fairfax	0.28 28000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.517	30000	
	To:	110 20 N 1 11:-1													
Arlington Plyd	City of Fairfax	US 29 N, Lee High		98%	1%	1%	0%	0%	0%	F	0.080	F	0.542	36000	
Arlington Blvd	City of Famax	0.28 33000	G	90%	I 70	1 70	076	0%	076	Г	0.000	Г	0.543	30000	
	To: From:	SR 237 Pickett l	Rd												
Arlington Blvd	City of Fairfax	0.03 28000	N	98%	1%	1%	0%	0%	0%	Ν	0.085	F	0.592	31000	
) -	т														
Authoritan Dhai	From	ECL Fairfax	_	000/	40/	10/	00/	00/	00/		0.005		0.500	04000	
Arlington Blvd	Fairfax County	2.77 28000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.592	31000	
	To	I-495 Capital Belt	way			_									
Arlington Blvd	Fairfax County	3.24 41000	Ā	98%	0%	1%	0%	0%	0%	С	0.096	Α	0.514	43000	
)															
`	To: From:	SR 7 Leesburg P													
Arlington Blvd	Fairfax County	1.30 41000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.623	43000	
	To:	Arlington County													
	From:	Fairfax County L													
Arlington Blvd	Arlington County	2.03 49000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.653	52000	
		SR 120 Glebe F													

181

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

		Primary and interstate Houtes			Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA 4T	ire Bus	2AxI	e 3+Axle	1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	. QI
~	From:	SR 120 Glebe Rd	-/ 0-/		2-1	221	221			_			
Arlington Blvd	Arlington County	0.97 52000 G 98	% 0%	1%	0%	0%	0%	F	0.083	F	0.576	56000	G
~	From	SR 27 Washington Blvd	-/ 0-/				221					-	
Arlington Blvd	Arlington County	2.02 48000 G 98 District of Columbia Line	% 0%	1%	0%	0%	0%	F	0.09	F	0.571	51000	(
	From:												
Ramp to I-81 N at Exit 313	Frederick County	US 50 Millwood Pike 0.28 12000 G 92	% 1%	1%	1%	6%	0%	С	0.098	F		12000	(
Tramp to 1-01 Wat Exit 313	To:	I-81 North	/0 1/0	1 /0	1 /0	0 /6	0 /6	O	0.030	•		12000	•
	From:	US 50-E069B US 50-W069B FROM RT	· 5										
Ramp	Fairfax County	0.20 28000 G	3						0.081	F		28000	(
0)	To:	US 50-E069B US 50-W069B FROM RT	`5						0.00	•			
ast	From:	US 50 Millwood Ave; Jubal Early Dr		Ī									
Ramp to I-81 S at Exit 313	Frederick County	4900 G							0.101	F		4900	
9	To:	I-81 South											
ast	From:	US 50 TO RT 66 WEST											
0 Ramp	Fairfax County	0.22 5500 G							0.118	F		5500	
	To:	I-66-W FROM RT 50 EAST											
st	From:	US 50 TO RT 66 EAST											
ast 0 Ramp	Fairfax County	0.31 NA							NA			NA	
~	To:	US 50-W069B US 50- 69B FROM RT	5										
ast	From:	US 50 TO RT 495 SOUTH											
ast 0 Ramp	Fairfax County	0.23 NA							NA			NA	
7	To: From:	29-650- 3A FROM RT 650 NORTH TO 49.	5 SO										
ast 0 Ramp	Fairfax County	0.23 8600 G							0.086	F		8600	
o) riamp	To:	I-495-S051X FROM RT 50 EAST-ARLINGT	ГОЛ В						0.000	•		0000	
not.	From:	US 50 I-495-N051B TO & FROM RT 4											
ist 0 Ramp	Fairfax County	0.22 6100 G	9						0.077	F		6100	
0)	To:	I-495-N From RT 50 East							0.07.	•		0.00	
est	From:	US 50 TO RT 66		Ī									
Ramp	Fairfax County	0.34 4500 G							0.111	F		4500	
9 '	To:	I-66-w From RT 50 West											
est	From:	US 50 W, Lee Jackson Hwy											
Ramp	Fairfax County	0.19 4200 G 98	% 1%	1%	0%	0%	0%	F	0.083	F		4600	
	То:	US 50 E Ramp to I-66 East											
est	From:	US 50 TO RT 65000- GALLOWS ROA	D										
Ramp	Fairfax County	0.15 NA							NA			NA	
	To:	I-495-S From RT 50 West											
est	From:	US 50 TO RT 495											
Ramp	Fairfax County	0.15 NA							NA			NA	
)O \													

182

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

				ale noi												
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
Vest	From:	US 50-W076	6C TO RT	495 NOR	TH		1	017.50				. 4010.		. 40101		
Ramp	Fairfax Cou	nty 0.04	NA									NA			NA	
~	To	29-6928- C FROM	FAIRVIEV	V PARK	DRIVE6	9										
Vest	From:				DIG (Do.							0.089	F		6000	G
50 Ramp	Fairfax Cou	•	6900	G	INCTON	D						0.069	Г		6900	G
	From:	1-455-3051A I KOM				Б										
dest 60 Ramp	Fairfax Cou	US 50-W076	NA	495 NOR	IH							NA			NA	
oo Hamp	i airiax oou											INA			INA	
est	To: From:	29-6928- B FROM	1 FAIRVIE	W PARI	DRIVE											
Ramp	Fairfax Cou	nty 0.44	11000	G								0.09	F		11000	(
ر	To:	I-495-N FROM RT 5	0 WEST00	- ARLIN	GTON B	LV										
~ ~~~ ~~~	From:	F	Boscawen S	t												
0 (522) (1,1) (522) Brado			5100	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.670	5400	ı
	Combined Traffic Estimates for 2 Parallel			F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.504	11000	F
	To:		Piccadilly S													
7 (522) Piccadilly S	t City of Winch		3raddock S 7300	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.630	7800	ı
0) (3) (522) I locadilly 0	Combined Traffic Estimates for 2 Parallel			F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.525	9000	
	To:		Cameron St		30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.031		0.525	3000	'
	Fron:		Piccadilly S													
0) (11) (11) (522) Came	eron St City of Winch	ester 0.17	5700	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.643	6000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.504	11000	F
	To:	F	Boscawen S	t			\neg \vdash									
(p) (11) (1,1) (522) Came	eron St City of Winch	ester 0.53	5100	F	98%	1%	1%	0%	0%	0%	С	0.09	F	0.550	5400	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.817	11000	F
	To:	US 5	0 Millwood	l Ave												
_	From:	W US	58; Rivers	ide Dr												
i1)	Pittsylvania Co	ounty 0.16	2500	N	98%	0%	1%	0%	0%	0%	Ν	0.093	F	0.555	2600	١
	Tax	W	CL Danvil	le			<u> </u>									
1) Westover Dr	City of Dany	ville 3.03	2500	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.555	2600	(
	Tec	ī	amberth D	r												
Westover Dr	City of Dany		5700	G	98%	0%	1%	0%	0%	0%	С	0.092	F	0.577	6100	(
	Tool		1 · r . p													
Westover Dr	Ermil City of Dany		lair Loop R 7400	G G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.547	7900	(
) Westever Br	Only of Bank	0.70			0070	0 70		070	0 /0	0 70	•	0.000	•	0.047	7000	`
Wastever Dr	Tot From	illo 0.00	Park Ave		000/	00/	10/	00/	00/	00/		0.001	F	0.540	7000	,
Westover Dr	City of Dany		6800 58; Riversi	G do Dr	98%	0%	1%	0%	0%	0%	С	0.091	F	0.543	7200	C
52 Fancy Gap Highway	From: Carroll Cou	North	Carolina Sta 5800		97%	0%	1%	1%	1%	0%	С	0.089	F	0.675	6100	,
Fancy Gap Highway	Carroll Cou		5800 691 Bear T	G	3170	0%	176	170	1 70	0%	C	0.069	٦	0.575	6100	G
		1/-	ogi bear I	ıdli												

183

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

		i ililiai y ai	nd Interstat	ic i io	atco											
Route	Jurisdiction	n Longth	AADT	Ω4	4Tiro	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	- 0
noule	Julisaiction	n Lengin	AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From:	17	-691 Bear Tra	uil												
Fancy Gap Highway	Carroll Cour	nty 5.01	3700	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.502	3900	(
	Тос	SR 148	Chances Cre	ek Rd												
Fancy Gap Highway	From: Carroll Cour		3200	N	97%	0%	1%	1%	1%	0%	Ν	0.082	F	0.505	3300	
2) randy dap riigiillay	To:		0200 09 MN SR 14		01 70	0 70		1 /0	1 70	0 70	•••	0.002	•	0.000	0000	
	From:		R 148 Chances		c Rd											
Fancy Gap Highway	Carroll Cour	nty 4.72	3200	G	97%	0%	1%	1%	1%	0%	С	0.082	F	0.505	3300	
	To	17	-702 Stable R	.1												
Fancy Gap Highway	Fram Carroll Cour		4000	.a N	97%	0%	1%	1%	1%	0%	N	0.086	F	0.517	4200	
Fancy Gap Highway	Garron Gour	11ty 0.20	4000	IN	31 /6	0 /0	1 /0	1 /0	1 /0	0 /6	IN	0.000	'	0.517	4200	
~	To: From:		CL Hillsville													
Main St	Town of Hillsville (M	Maint: 17) 1.92	4000	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.505	4200	
	To:	US 5	8 West Stuart	t Dr												
Main St	Town of Hillsville (N		2200	G	95%	0%	1%	2%	1%	0%	F	0.091	F	0.583	2300	
5	` r	<u> </u>														
7 Paralan Carran Bd	Ton-		ICL Hillsville		050/	00/	10/	00/	40/	00/		0.004	_	0.500	0000	
Poplar Camp Rd	Carroll Cour	nty 1.17	2200	N	95%	0%	1%	2%	1%	0%	N	0.091	F	0.583	2300	
	To: From:	17-705	Coon Ridge	Road												
Poplar Camp Rd	Carroll Cour	nty 3.15	1200	G	95%	0%	1%	2%	1%	0%	F	0.092	F	0.59	1300	
	Тос	17-620	Coulson Chui	rch Rd												
Poplar Camp Rd	From Carroll Cour		680	G	95%	0%	1%	2%	1%	0%	С	0.090	F	0.623	720	
5) . 56	To:	,	the County Li				Ť	-/-	. , .	-,-	_		-		•	
	From:		roll County Li													
Fort Chiswell Rd	Wythe Cour	nty 0.31	1800	G	94%	1%	1%	2%	2%	0%	С	0.116	F	0.681	1700	
	To	00.4	607 Castleton	D.4												
Fort Chiswell Rd	Franti Wythe Cour		1700	G	94%	2%	1%	2%	2%	0%	С	0.115	F	0.656	1700	
1 of offiswell rid	vvytile doui	11ty 0.10	1700	<u> </u>	J+ /0	270	1 70	270	2 /0	0 70	O	0.115	•	0.000	1700	
~	To: From:		Major Graha													
2 Fort Chiswell Rd	Wythe Cour	nty	2600	G	95%	1%	1%	1%	1%	0%	С	0.098	F	0.61	2600	
	To:	98-	736 Apache R	lun												
Fort Chiswell Rd	Wythe Cour		7200	G	95%	1%	1%	1%	1%	0%	F	0.091	F	0.589	7200	
-)	To:	,	S I-81													
	From:	US 52	2 Fort Chiswe	ll Rd												
Ramp to I-81 S at E	xit 80 Wythe Cour	nty 0.16	2800	F								0.105	F		2800	
	To:	SR-00121(U)/IS-000	081-S080A(R))/US-0	0052- 036	B(
	From:		I-81													
2) (81) (77) (77)	Wythe Cour	•						ctional tr					·			
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	48000	Α	68%	1%	1%	1%	27%	2%	F	0.113	Α	0.566	46000	
	To:		S I-81													
	From:		US 11		_	1 01	f !!									
2 (81) (77) (77)	Wythe Cour	•						ctional tr					·			
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:		F	68%	1%	1%	1%	27%	2%	С	0.1	F	0.515	48000	
	To:		F-43													

184

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

			iu iiileis	tato i tot	1100											
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	. a
	From:		US 11				ZAXIE	3+Axie	TITAL	ZITAII		Factor		Factor		
2) (81) (77) (77)	Town of Wytheville	(Maint: 98) 0.93	03 11		S	ee I-81 f	or direc	ctional t	raffic vo	lume es	timate	es for this	s sea	ment.		
2) 81) 77) 77	Combined Traffic Estimates for 2 Parallel	,	51000	F	68%	1%	1%	1%	27%	2%	С	0.1	_	0.515	48000	
	To:		CL Wythey		00 /6	1 /0		1 /0	21 /0	270	O	0.1		0.515	40000	
	From:	:	US 11	viiic												
2) (81) (77) (77)	Town of Wytheville	(Maint: 98) 1.29			S	ee I-81 f	or direc	ctional t	raffic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel		45000	Α	68%	1%	1%	1%	27%	2%		0.116			43000	
	To:		US 11													
	Town of Wytheville	(Maint: 98) 1.99	03 11		9	ao I₋81 f	or direc	rtional t	raffic vo	duma as	timate	es for this	c coa	mont		
2) (81)	•	,	20000			1%		1%				0.105			28000	
	Combined Traffic Estimates for 2 Parallel		77 Wythev	A	76%	170	1%	170	20%	1%	Г	0.105	А	0.506	20000	
	From:	I-	US 11	ille												
2 (81) Ramp I-81 S Exit 7	0 to US 21; US 58 Town of Wytheville	(Maint: 98) 0.27	0011		S	ee I-81 f	or direc	ctional t	raffic vo	lume es	timate	es for this	s sea	ment.		
5) (61)	To:	IS-00081-S(B)/IS-0	00081-S070	A(R)/TO									9			
	From:		intenance I	\rightarrow	,											
2 4th St	Town of Wyth	neville 1.89	2300	G	98%	0%	1%	1%	1%	0%	С	0.095	F	0.555	2500	
	To	· · · · · · · · · · · · · · · · · · ·	CL Wythey	villa												
Stoney Fork Rd	Wythe Cou		1200	G	93%	1%	2%	3%	1%	0%	С	0.103	F	0.556	1100	
otoney ronk rid	Wythe cou				0070	1 /0		0 70	1 /0	0 /0	Ü	0.100	•	0.000	1100	
\	To: From:		80 Black L													
Stoney Fork Rd	Wythe Cou		810	G	91%	0%	2%	5%	2%	0%	С	0.11	F	0.570	800	
	To: From:		and County													
South Scenic Hwy	Wythe Cou		the County 150	<u>Line</u>	85%	1%	3%	3%	8%	0%	С	0.135	F	0.571	150	
South Scenic Hwy	wythe Cou	4.10	150	G	03 /6	1 /0	J /6	3 /0	0 /0	0 /6	C	0.133	'	0.57 1	130	
~ <u> </u>	To:		West of Bla													
South Scenic Hwy	Bland Cour	nty 3.97	1700	G	96%	1%	1%	1%	1%	0%	С	0.125	F	0.707	1600	
	To:	I-77 V	Vest of Bla	nd C.H.			<u> </u>									
South Scenic Hwy	Bland Cour		4200	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.551	4200	
7	Tec	, an	10.01													
North Soonia Hung	From Bland Cour		42 Bland (1000	<u>с.н.</u> G	97%	1%	1%	1%	0%	0%	С	0.115	F	0.508	1000	
North Scenic Hwy	Biana Cour	11ly 4.36	1000	G	9770	1 70	1 70	1 70	0%	0%	C	0.115	Г	0.506	1000	
~	To: From:	10-6	15 S Angel													
North Scenic Hwy	Bland Cour	nty 2.05	1300	G	97%	1%	1%	1%	1%	0%	С	0.123	F	0.638	1300	
	To:	10-666	Indian Vill	lage Trail												
North Scenic Hwy	Bland Cour		450	G	93%	0%	2%	3%	2%	0%	С	0.128	F	0.581	450	
-5	To:		lear Fork C				i i	- , -			_	****				
	From:		Wolf Cree													
2 61	Bland Cour	nty 0.06	450	N	93%	0%	2%	3%	2%	0%	Ν	0.128	F	0.581	450	
	To:	1 77 Y	Vest of Roc	day Com												
Clear Fork Creek H	Hwy Bland Cour		1900	:ку Gар G	94%	1%	1%	3%	1%	0%	С	0.132	F	0.541	1800	
2 61 Clear Fork Creek F	Dialid Coul				J 7 / 0	1 /0	1 /0	0 /0	1 /0	0 /6	J	0.102	,	0.541	1000	
~	To: From:		Wolf Cree				_									
North Scenic Hwy	Bland Cour		790	G	96%	1%	2%	1%	1%	0%	С	0.121	F	0.63	790	
~	To:		I-77													

185

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

		Fillially at	nd intersta	ile noi	ules											
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
2 (598) Ramp	Front Bland Cour		North Scenic	c Hwy								0.149	F		180	G
2) 630)	To: From:		I-77 North SR 598				1									
2) (77) (52)	Bland Cour	•						ectional tr					_			
	Combined Traffic Estimates for 2 Parallel		25000 Virginia State	G e I ine	72%	1%	1% —	1%	24%	2%	F	0.070	F	0.5	22000	G
2) (77) (5,2)	Unknown County (Maint: 10) 0.50		c Line	S	ee I-77	for dir	ectional tr	affic vo	lume es			-	ment.		
	Combined Traffic Estimates for 2 Parallel	-	25000 Tunnel, West	G Virginia	72%	1%	1%	1%	24%	2%	F	0.070	F	0.5	22000	C
~	From:		JS 52; SR 12													
Ramp to I-81 N at Exit 8	0 Wythe Cou	nty 0.15	2600 I-81 North	F								0.092	F		2600	F
Ramp to I-81 S at Exit 8	From: Wythe Coul		JS 52; SR 12 2800	1 F								0.105	F		2800	-
2) hallip to 1-81 3 at Exit 6	To:	11ty 0.16	I-81 South									0.105	Г		2000	
Ramp to I-81 N at Exit 7	0 Town of Wytheville		US 21; US 58 2600	F								0.1	F		2800	-
2) Hamp to For Ival 2xit /	To:	(11121111111111111111111111111111111111	I-81 North										•			
Ramp to I-81 S at Exit 7	Town of Wytheville		US 21; US 58 1200	F								0.098	F		1300	F
5) '	To:		I-81 South													
2 Ramp	Bland Cour		South Scenic	G Hwy								0.100	F		1200	(
	To:		I-77 South	**												
Ramp	Bland Cour		South Scenic	G Hwy								0.152	F		820	(
	To: From:	110 50 0	I-77 North	a ale Henr												
2 Ramp	Bland Cour		620	G	у							0.131	F		620	(
	To: From:	IIS 52 C	I-77 South	ek Hwy	v		<u> </u>									
2 Ramp	Bland Cour		350	G	,							0.105	F		350	(
	From:		I-77 North I-77 South													
2) (77) Ramp	Bland Cour		E River Mou	ntoin Pa		ee I-77	for dir	ectional tr	affic vo	lume es	timate	s for this	s segr	ment.		
	From:		SR 598	пан Ко		77	(a!!		-#:	l	4! 4	_ f 11. '				
2] 77 [52]	Bland Cour Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G		ee I-77 1 1%	for dir	ectional tr 1%	affic vo 24%	lume es 2%		s for this		ment. 0.511	22000	(
	To:	West	Virginia State	e Line												

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

												17		D:		
Route	Jurisdictio	on Lengt	h AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	C
~ ~~	From:		st Virginia Sta	ate Line												
2 \ (77) {52}	Unknown County (,			S	ee I-77	for direc	tional tr	affic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel			G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.511	22000	
	To:	End of	Tunnel, Wes	st Virginia	ı											
	From:		R 20 Scottsvil	lle Rd												
Thomas Jefferson Pkwy	Albemarle Co	ounty 1.75	9100	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.816	8900	
	To	:	Monticello)												
Thomas Jefferson Pkwy	Albemarle Co	ounty 1.42	7800	G	99%	0%	1%	0%	0%	0%	F	0.122	F	0.899	7600	
	To:	02-79	5 James Mon	roe Pkwy	,											
Thomas Jefferson Pkwy	Albemarle Co			G	99%	0%	1%	0%	0%	0%	С	0.135	F	0.911	4800	
3),	,							0 / 0	0 / 0	0,0	Ŭ	000	•	0.0	.000	
Thomas Jefferson Pkwy	Albemarle Co		02-729 Milton 7400	n Rd G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.916	7200	
Thomas Jefferson Pkwy	Albertarie Co		ıvanna Count		33%	U%	1 %	0%	0%	0%	-	0.106		0.916	7200	
	From:		emarle Count													
Thomas Jefferson Parkwa	ay Fluvanna Co			G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.684	6300	
<u> </u>	To	22.4	660 Ruritan L	oko Dd												
Thomas Jefferson Parkwa	ay Fluvanna Co		3900 Kurtan L	G G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.684	4000	
Thomas ocherson r anwe	To:	:	US 15	<u> </u>	33 76	0 70	170	0 /0	0 70	0 70	•	0.100	•	0.004	4000	
	From	· IIC		C												
West Patrick Henry Rd	Hanover Co		33 Stanleys (F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.623	3400	
West rathor rionly rid	Tianover es				01 70	0 70		1 /0	1 /0	0 70	•	0.000	•	0.020	0400	
We at Batrials Harris Bd	From		71 Scotchtow		070/	40/	10/	00/	00/	00/	_	0.400		0.700	0000	
West Patrick Henry Rd	Hanover Co	unty 5.01	3800	F	87%	1%	1%	2%	9%	0%	С	0.103	F	0.702	3800	
	To: From:		87 Yankeetov	vn Road												
4) West Patrick Henry Rd	Hanover Co	unty 1.71	6000	F	93%	1%	1%	1%	4%	0%	F	0.093	F	0.674	5900	
	To		NCL Ashlar	nd												
Thompson St	Town of Ash	land 0.96	6900	F	96%	1%	1%	0%	1%	0%	С	0.103	F	0.521	7300	
9	To:		Dewey St													
	From:		Dewy Stree								_		_			
Thompson St	Town of Ash	land 0.50	7700	F	96%	1%	1%	0%	1%	0%	F	0.09	F	0.554	8200	
_	To: From:		Hanover Av	ve												
England St	Town of Ash	land 0.56	13000	F	96%	1%	1%	0%	1%	0%	F	0.088	F	0.517	14000	
	Ta	LIS	1 Washingto	n Hwv												
4 England St	Town of Ash			G	90%	1%	1%	1%	7%	0%	С	0.084	F	0.541	22000	
<u> </u>	To															
4) East Patrick Henry Rd	Town of Ash	land 0.81	I-95 6100	F	90%	1%	1%	1%	7%	0%	F	0.097	F	0.564	6500	
4) Last Fallick Helliy Hu	TOWN OF ASI	0.01			30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	,	0.037		0.504	0300	
<u> </u>	To: From:		ECL Ashlar		2221	221				001	_	2 225	_		1005	
East Patrick Henry Rd	Hanover Co			F	98%	0%	1%	1%	1%	0%	F	0.099	F	0.623	4300	
	To:	US 30	1 Hanover Co	nirt House	e.											

187

Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	Q
Ramp	From: Town of Ashland (Main		amp Merge								0.103	F		1000	(
Ramp	Town of Ashiana (Main	,	7600 G I-95 South			\neg					0.103	Г		1000	,
	From:		amp Merge												
Ramp	Town of Ashland (Main		2300 G								0.096	F		1900	
	To:	,	I-95 North												
st	From:	SR	54 TO RT 95												
Ramp	Town of Ashland (Main	it: 42) 0.05	8300 G								0.092	F		8300	
/	To:	SR 54-W	/013A JB-42 FRC)											
st	From:		54 TO RT 95												
Ramp	Town of Ashland (Main		3200 G			_					0.093	F		3200	
	To:	SR 54-W013B	SR 54- 13B JB-4	2 FRO											
st	From:		O AND FROM R	Γ								_			
Ramp	Town of Ashland (Main	· · · · · · · · · · · · · · · · · · ·	830 G	2 ED O							0.118	F		830	
	10.		R 54-E013A JB-42	2 FRO											
St	Town of Ashland (Main		54 TO RT 95 300 G								0.126	F		300	
Ramp	Town of Ashiana (Main	<u>'</u>	R 54-E013B JB-42	2 FR O		_					0.120	•		300	
	From			LIKO											
Wardensville Pike	Frederick County		irginia State Line 2800 A	94%	1%	 1%	0%	4%	0%	С	0.151	Α	0.697	2500	
Wardensville Pike	r redeniek Gedniy			0 1 70	. 70		070	170	0 / 0	Ŭ	0.101	,,	0.007	2000	
Wardensville Pike	Frederick County	0.70	600 Pifer Rd 4100 F	92%	1%	1%	1%	5%	0%	F	0.091	F	0.682	3600	
Wardensville Pike	To:		doah County Line	JZ /0	1 /0		1 /0	J /0	0 /0	•	0.001	•	0.002	0000	
	From:		rick County Line												
$\binom{48}{48}$ John Marshall Hwy	Shenandoah Count	ty 4.90	5900 F	93%	1%	1%	1%	4%	0%	F	0.091	F	0.604	5200	
	To	85-628	Lebanon Church			\neg \vdash									
John Marshall Hwy	Shenandoah Count	ty 3.80	7300 F	95%	0%	1%	1%	3%	0%	С	0.094	F	0.587	6400	
	To		I-81			— —									
John Marshall Hwy	Shenandoah Count	ty 1.02	4800 F	96%	0%	1%	1%	2%	0%	С	0.101	F	0.510	5100	
.)	То	W	CL Strasburg												
John Marshall Hwy	Town of Strasburg (Mair		3900 F	99%	0%	0%	0%	0%	0%	F	0.1	F	0.512	4200	
,	To:		V, Massanutten St												
¬ ~~	From:		Massanutten St												
N Massanutten St	Town of Strasburg (Mair	•	11000 F	97%	0%	1%	1%	1%	0%	С	0.092	F	0.543	12000	
~	10: From:		Massanutten St E, Massanutten St												
King St	Town of Strasburg (Mair		5400 G	97%	0%	1%	0%	2%	0%	С	0.095	F	0.532	5800	
	Too														
Front Royal Rd	Town of Strasburg (Mair		Eberly St 4400 F	95%	4%	0%	1%	0%	0%	F	0.098	F	0.555	4700	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	. 5 5. 5. dassaig (Wall				. , ,	7,0	. , 5	3,3	0,0		0.000		0.000	00	
Front Royal Rd	Shenandoah Count		L Strasburg 4500 F	98%	1%	1%	0%	0%	0%	C	0.101	F	0.565	4500	
) / Front noyal no	Silenanuoan Count	ty 0.99	1 300 Γ	30%	1 70	1 /0	0 /0	0 /0	0 /0	U	0.101	-	0.505	4300	

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

			T Interstate 1 to				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Otro channe Bel	From:		loah County Line	000/	40/	10/	00/	00/	00/		0.404	_	0.505	4500	
Strasburg Rd	Warren County	4.91	4500 N	98%	1%	1%	0%	0%	0%	N	0.101	F	0.565	4500	N
Church Dd	To: From County		6 Andrews Rd	CE0/	10/	10/	00/	000/	00/		0.000		0.000	7500	
55 Strasburg Rd	Warren County	2.30	7000 F	65%	1%	1%	2%	30%	2%	С	0.090	F	0.606	7500	F
55 Strasburg Rd	Warren County	0.90	L Front Royal 8300 G	98%	0%	1%	1%	0%	0%	С	0.093	F	0.629	8800	G
55 Strasburg Flu	To:		522 Shenandoah		0 76	1 /0	1 /0	0 /6	0 /6	O	0.033	•	0.023	0000	ч
	From:	,	US 522												
55 522 340 Shenandoah Ave	Warren County	0.45	26000 N	96%	1%	1%	1%	1%	0%	N	0.091	F	0.523	27000	N
	To: From:		Front Royal												
55 522 340 Shenandoah Ave	Town of Front Royal	0.34	26000 G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.523	27000	G
	From:	Shei	14 ST nandoah Ave												
(55) (522) (340) 14th St			21000 F	97%	0%	2%	0%	0%	0%	С	0.083	F	0.504	23000	F
	To:		th Royal Ave												
(55) (522)(340) North Royal Ave	Town of Front Royal		14TH ST 19000 F	99%	0%	1%	0%	0%	0%	С	0.085	F	0.505	21000	F
55 522 340 North Royal Ave	Town of Front Hoyar			00 /0	0 70		0 70	0 70	070	Ü	0.000	•	0.000	21000	•
55) (340) North Royal Ave	Town of Front Royal		522; US 340 13000 F	99%	0%	0%	0%	0%	0%	С	0.088	F	0.516	14000	F
55 340 North Royal Ave	To	0.20			0 70		070	0 70	070	Ū	0.000	•	0.010	1 1000	·
(55) (340) North Royal Ave	Town of Front Royal	0.57	6th St 12000 F	98%	0%	1%	0%	0%	0%	С	0.084	F	0.509	13000	F
North Royal Ave	Town or Front Hoyar					. ,,	070	0 70	0 70	Ū	0.001	·	0.000	10000	•
(55) (340) South Royal Ave	Town of Front Royal		E Main St 14000 F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.564	15000	F
55 340 South Royal Ave	To:		340; South St	0070	.,,		0 / 0	0,0	0 / 0	•	0.000	•	0.00	.0000	•
	From:		0, S Royal Ave							_		_			
South St	Town of Front Royal	0.54	14000 F	96%	1%	1%	1%	2%	0%	F	0.085	F	0.553	15000	F
	To: From:		S Commerce Ave												
55 John Marshall Hwy	Town of Front Royal	1.72	13000 F	98%	0%	1%	0%	0%	0%	F	0.099	F	0.615	14000	F
	To: From:		Front Royal												
55 John Marshall Hwy	Warren County	2.98	10000 F	93%	0%	1%	1%	4%	0%	С	0.096	F	0.643	10000	F
	To: From:	-	pple Mountain Rd												_
55 John Marshall Hwy	Warren County	1.35	9300 F	90%	1%	1%	2%	6%	0%	F	0.099	F	0.502	9900	F
	From:		en County Line County Line												
55 John Marshall Hwy	Fauquier County	8.91	700 G	97%	0%	1%	1%	1%	0%	С	0.130	F	0.75	690	G
\vee	To:		Winchester Rd												
(55) (17) Winchester Rd	Fauquier County	US 17 So 0.64	outh of Delaplane 8300 G	94%	1%	1%	0%	4%	0%	F	0.080	F	0.596	8300	G
(/ (/	ned Traffic Estimates for 2 Parallel Roady		8300 G 8300 G	J -1 /0	1 /0	1 /0	U /6	7 /0	U /0	'	0.079	F	0.596	NA	G
Combin	To:	ways on this rioute.	I-66								0.073		0.001	11/7	
	From:		7-S225B TO I- 60												
(55) (17) Ramp	Fauquier County	0.36			e US 1	7 for dire	ctional t	raffic v	olume e	stima	tes for th	is seg	gment.		
\smile	To:	I-66-E FROM	M RT US 17 SOU	TH											
6/10/2021			189												

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

Route	Jurisdictio	on Le	anath	AADT	ΟΛ	4Tiro	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	0
110010	From		- Ingili	US 17	<u> </u>	71110		2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	Q, t	Factor	70,000	
5) (66) (17)	Fauguier Co	ounty 3	3.36	03 17		S	ee I-66 f	or dire	ctional tr	affic vo	lume es	timate	es for this	s sea	ment.		
3) (60) (17)	Combined Traffic Estimates for 2 Parallel	•		44000	Α	90%	1%	1%	1%	7%	0%		0.109	_		43000	
	To:			17 Free St				Ť	.,-			-					
	From:			55 EAST &		UTH											
5) (66) Ramp	Fauquier Co	ounty (0.17			S	ee I-66 f	or dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
	To			7 North of													
Bus	From		66, US 1	17 West of										_			
5) (17) Free State Rd	Fauquier Co	ounty		5400	N	96%	0%	1%	1%	2%	0%	N	0.091	F	0.618	5500	
Due	To: From:		FR 18	85 Grove I	Lane												
Bus 5) 17 John Marshal Hw	y Fauquier Co	ounty (0.71	5400	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.618	5500	
	Tec		Bus U	JS 17 Mar	shall			\neg									
5) Main St East	Fauquier Co	unty 2	2.04	4700	G	96%	0%	1%	1%	2%	0%	С	0.088	F	0.628	4800	
	To:	3	0 700 Re	elvoir Rd;	Zulla Dd												
5) John Marshall Hwy	Fauquier Co		2.15	2200	G G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.657	2200	
5) 001111 Maronaii 1 M)	- auquioi oo	-				0070	0 70	- 70	1,70	_,0	070	•	0.002	•	0.007	2200	
Main O	To From	(1.4 - 1 - 1 - 00)		L The Pla		000/	00/	10/	40/	00/	00/		0.000		0.057	0000	
Main St	Town of The Plains	(Maint: 30)	0.32	2200	N	96%	0%	1%	1%	2%	0%	N	0.092	F	0.657	2200	
	To:			5 Fauquier													
Main St	Town of The Plains	(Maint: 30) (0.22	1800	G	97%	0%	1%	1%	1%	0%	С	0.105	F	0.546	1800	
	To: From:		ECI	L The Plai	ns												
5) John Marshall Hwy	Fauquier Co	unty	4.47	1800	N	97%	0%	1%	1%	1%	0%	Ν	0.105	F	0.546	1800	
9	To:	F	Prince Wi	illiam Cou	nty Line												
	From:	_	•	ier County				Щ.				_		_			
5) John Marshall Hwy	Prince William	County 3	3.70	6500	G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.753	6400	
	To: From:	Ţ	US 15 Jar	mes Madis	son Hwy												
John Marshall Hwy	Prince William	County (0.01	10000	N	98%	0%	1%	0%	0%	0%	Ν	0.089	F	0.558	10000	
)	To:		WC	L Haymari	kat												
5) Washington St	Town of Haymarket	(Maint: 76)		10000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.543	10000	
5) 11 doig.to ot	-	(0070	0 / 0		0,0	0 / 0	0 / 0	•	0.000	•	0.0.0		
N/- alain atau Ot	From	(14-1-4-70)		Old Carol		000/	00/	10/	00/	00/	00/		0.000		0.540	0.400	
Washington St	Town of Haymarket	(Maint: 76)	0.45	7900	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.543	8400	
	To:		ECI	L Haymark	ket												
55) John Marshall Hwy	Prince William	County 1	1.44	7900	N	98%	0%	1%	0%	0%	0%	Ν	0.089	F	0.543	8400	
	To:		US 29	Lee High	nway												
	From:	c	SR 55 Jo	hn Marsh	all Hwy												
5 Ramp to I-81 S at Exit 2	96 Shenandoah C	County (0.20	2200	G								0.076	F		2200	
	To:		Į.	-81 South													
	From:		SR 55 Jo	ohn Marsha	all Hwy												
Ramp to I-81 N at Exit 2	296 Shenandoah C	-	0.24	2600	G								0.114	F		2600	
	To:		Ţ.	-81 North													

190

Virginia Department of Transportation Traffic Engineering Division 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	G
	From:	SR 55 Free State I	Rd		1	017.0.00				. 45151		. 45151		
Ramp	Fauquier County	1700	F							0.127	F		1600	
'	To:	I-66 East												
D	From:	SR 55 Free State I	0.4		i									
Bus	Fauquier County	620	F							0.143	F		600	
5) 17 (55) Ramp	rauquier County		Г							0.143	Г		600	
	10.	I-66 West												
Bus	From:	I-66-W FROM RT 55 EAS	T & WEST											
5) (55) (17) Ramp		620	F							0.143	F		600	
	To:	SR 55 I-66-W027A FROM	& TO RT 66											
	From:	US 11 Steeles Tav	ern											
Tye River Turnpike	Augusta County	0.17 1100	G 96%	1%	2%	1%	0%	0%	С	0.108	F	0.534	1100	
'	To:	Rockbridge County												
	From:	Augusta County Li												
Tye River Turnpike	Rockbridge County	1.52 1100	G 96%	0%	2%	1%	0%	0%	С	0.102	F	0.551	1000	
	Tec	01 (00 1/												
Tvo Bivor Turppiko	Poolsbridge County	81-608 Vesuvius 3.74 410		0%	1%	1%	0%	0%	С	0.125	F	0.517	400	
Tye River Turnpike	Rockbridge County			076	176	1 70	0%	0%	C	0.125	Г	0.517	400	
	From:	Nelson County Li Rockbridge County			-									
Crabtree Falls Hwy	Nelson County	8.65 360	F 98%	0%	1%	0%	1%	0%	С	0.125	F	0.565	350	
Crabtree Falls Hwy	Theison Gounty	0.00	1 3070	0 70	1 70	0 70	1 /0	0 /0	O	0.123		0.000	000	
	To: From:	62-687 Nash			\vdash									
Crabtree Falls Hwy	Nelson County	7.65 620	G 95%	1%	1%	1%	2%	0%	F	0.121	F	0.617	620	
	To	62-680 Massies M	r;11											
Crabtree Falls Hwy	Nelson County	1.96 900	G 95%	1%	1%	1%	2%	0%	С	0.096	F	0.547	910	
<i>3)</i>						.,.			_		-			
	From	SR 151 South of Ros									_			
(151) Patrick Henry Hwy	Nelson County	2.56 1900	F 89%	1%	1%	1%	9%	0%	F	0.11	F	0.510	1800	
<i>,</i>	To	SR 151 North of Piney	River		\neg \vdash									
Ty Branch Hwy	Nelson County	0.20 460	F 92%	2%	2%	2%	2%	0%	С	0.115	F	0.579	450	
,	,													
	From	SR 151 Y North of Pine		40/	101	40/	00/	00/	_	0.440	_	0.740	4000	
5)	Nelson County	4.83 1200	G 94%	1%	1%	1%	2%	0%	С	0.113	F	0.712	1200	
	To: From:	US 29 Near Colle	en		_									
1 (29) Thomas Nelson Hwy	Nelson County	4.28 14000	F 89%	0%	1%	1%	8%	0%	С	0.086	F	0.623	14000	
	To	**************************************												
Bus	From:	US 29 South of Lovin	igston											
S) (29) Front Rd	Nelson County	0.30 2800	G 97%	1%	1%	0%	1%	0%	С	0.1	F	0.588	2800	
	To	BUS US 29 Lovings	oton											
James River Rd	Nelson County	3.79 2100	G 97%	0%	1%	1%	1%	0%	С	0.107	F	0.675	2100	
James Hiver Hu	Neison County	5.79 2100	G 31 /0	0 76	1 /0	1 /0	1 /0	0 /6	O	0.107	•	0.073	2100	
	To: From:	62-639 Craigtown												
3) James River Rd	Nelson County	8.03 840	G 97%	0%	1%	1%	1%	0%	F	0.105	F	0.726	840	
	To:	62-626 James River												
	From:	62-626 Union Dr and Ca												
3) James River Rd	Nelson County	2.72 270	G 94%	0%	2%	1%	3%	0%	С	0.111	F	0.633	270	

Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4	Tire	Bus					QC	K	QK	Dir	AAWDT	C
	From					2Axle 3	+Axle 1	Trail	2Trail		Factor		Factor		
James River Hwy	Buckingham County	Nelson County 2 2.65 320		95%	0%	2%	0%	2%	0%	С	0.127	F	0.61	320	
James River Hwy		2.00 320	G 3)J /6	0 70	<u> </u>	0 /6	2/0	0 /6	O	0.127	'	0.01	320	
) . B: II	From	14-604 Meadow Cr		250/	00/		00/	00/	00/	_	0.000	_	0.500	1000	
James River Hwy	Buckingham County	1700		95%	0%	2%	0%	2%	0%	F	0.096	F	0.568	1600	
	10:	US 60 Dentons C	Corner												
_	From:	SR 8 Woolwine										_			
Fairystone Park Hwy	Patrick County	7.88 2100		94%	1%	1%	1%	2%	0%	С	0.1	F	0.545	2000	
<u></u>	To: From:	SR 346 Fairy Stone S													
Fairvetone Bork Hun		SR 346 Fairystone l 2.98 2400		96%	0%	1%	0%	3%	0%	C	0.094	F	0.54	2400	
Fairystone Park Hwy	Patrick County			70 70	070	1 70	076	3%	0%	С	0.094	Г	0.54	2400	
	From:	Henry County I Patrick County I													
Fairystone Park Hwy	Henry County	3.77 4200		98%	1%	1%	0%	1%	0%	F	0.102	F	0.666	4400	
/					. , •			•	- / 0						
) F-1	From	44-904 Krontz		200/	461	101	00/	101	001	^	0.400	_	0.001	0000	
Fairystone Park Hwy	Henry County	2.09 5700	G 9	98%	1%	1%	0%	1%	0%	С	0.102	F	0.681	6000	
	Tac From:	Alt SR 57 Riversi	ide Dr												
Fairystone Park Hwy	Henry County	2.83 5500	G 9	97%	1%	1%	0%	1%	0%	С	0.091	F	0.610	5800	
	Too	44-903 Henry St; Riv	arcida Dr												
Fairystone Park Hwy	Henry County	10000		97%	1%	1%	0%	1%	0%	F	0.091	F	0.579	11000	
) Tallystolle Lark Liwy	To:	US 220 Virginia		<i>J1 /</i> 6	1 /0	1 /0	0 /6	1 /0	0 /6	'	0.031	'	0.573	11000	
	From:	US 220 Virginia													
William F Stone F	łwv	14000		30%	1%	1%	1%	15%	2%	F	0.088	F	0.559	13000	
(220)	To:	US 220 South of Base													
	From:	US 220 William F St													
Appalachian Dr	Henry County	1.60 1800	G 9	95%	1%	1%	1%	3%	0%	С	0.105	F	0.541	1900	
	To	44-609 Daniels Cro	ook Dd												
Appalachian Dr	Henry County	2.00 5800		98%	0%	1%	0%	0%	0%	С	0.107	F	0.608	6200	
/ Appaiaoman Bi	Tierry County	2.00 3000	<u> </u>	70 70	0 70		0 /0	0 /0	0 70	Ū	0.107	•	0.000	0200	
<u></u>	To: From:	44-667 Koehler													
Fayette St	City of Martinsville	1.34 2700	G 9	99%	1%	0%	0%	0%	0%	F	0.111	F	0.572	2900	
	To: From:	Pine Hall Ro	i												
Fayette St	City of Martinsville	0.34 3200	G 9	99%	1%	0%	0%	0%	0%	С	0.106	F	0.554	3400	
	To	LIC 220 Managia	I Di. J												
Bus	From:	US 220 Memorial													
7) (220) Memorial Blvd	City of Martinsville	0.85 9500	G 9	97%	1%	1%	0%	2%	0%	С	0.086	F	0.525	10000	
	To	Broad St													
Bus	City of Martin William		•	270/	10/	10/	00/	00/	00/	_	0.005	_	0.555	1.4000	
7 220 Memorial Blvd	City of Martinsville	0.25 13000	G 9	97%	1%	1%	0%	2%	0%	F	0.085	F	0.555	14000	
Rue	To: From:	US 58; BUS US	220												
Bus 7) 58 Starling Ave		0.82 7500	G 9	98%	1%	1%	0%	0%	0%	C	0.085	F	0.521	8000	
58 Starling Ave				<i>7</i> 0 /0	1 /0	1 /0	U /0	0 /0	0 /0	U	0.003		0.021	0000	
Bus	To: From:	Mulberry Ro	1												
58 Starling Ave	City of Martinsville	0.18 6500	G 9	98%	1%	1%	0%	0%	0%	F	0.086	F	0.542	6900	
	To:														
0/2021		Church St	G 8	JU /0	1 70	1 /0	U /0	U /0	U 70	Г	0.000	I ⁻		U.:)42	0.542 0500

Route	Jurisdiction	Length AADT	QA	4Tire	Bus				QC	K	QK	Dir	AAWDT	- (
Bus	From:	Starling Ave	e			2Axle 3+Ax	ie i i raii	Zirali		Factor		Factor		
Church St		0.10 7700	G	98%	1%	1% 0%	0%	0%	С	0.086	F	0.595	8200	
Pue	To From:	Church St Ex	xt											
Bus (58) Church St	City of Martinsville	0.28 7500	G	98%	1%	1% 0%	0%	0%	F	0.084	F	0.635	8100	
<i>,</i>	Tac	Fairy St												
Bus 7) 58 E Church Rd	City of Martinsville	0.26 7800	G	98%	1%	 1% 0%	0%	0%	F	0.087	F	0.615	8300	
9 - 5 - 6 - 6 - 6 - 6 - 6 - 6 - 6 - 6 - 6	To To	Brookdale S		0070	. , ,		0,0	0,0	•	0.007	•	0.0.0		
Bus (58) E Church Rd	City of Mostingville			000/	10/	10/ 00/	10/	00/	F	0.070	F	0.500	11000	
7 [58] E Church Rd	City of Martinsville	0.13 11000	G	98%	1%	1% 0% ——	1%	0%	Г	0.078	Г	0.583	11000	
Bus	From:	Hooker St												
7 58 E Church Rd	City of Martinsville	0.77 13000	G	98%	1%	1% 0%	1%	0%	С	0.084	F	0.583	14000	
Bus	To: From:	ECL Martinsvi	ille											
7) (58) A L Philpott Hwy	Henry County	0.54 12000	Α	98%	0%	1% 0%	1%	0%	С	0.108	Α	0.647	13000	
	To: From:	US 58 US 58 A L Phillpo	att Hwy											
7) Chatham Rd	Henry County	9.82 2800	G G	96%	1%	1% 0%	2%	0%	С	0.11	F	0.665	2800	
.)	To	44-647 Mountain V	allev Rd											
7) Chatham Rd	Henry County	2.98 1700	G	93%	1%	1% 1%	4%	0%	С	0.109	F	0.583	1700	
	To:	Pittsylvania Count												
7) Callands Rd	Pittsylvania County	Henry County I 4.95 1500	Line G	90%	1%	I 1% 1%	7%	0%	С	0.099	F	0.627	1500	
7) Gamanas na	Tree Tree			0070	. 70		, ,0	0 70	Ū	0.000	•	0.027	1000	
7) Callands Rd	Pittsylvania County	SR 41 Franklin 7 3.24 1900	трке G	90%	1%	2% 1%	6%	0%	С	0.097	F	0.578	1900	
,)	то	71-750 Green Pond Rd; S												
7 Callands Rd	Pittsylvania County	3.97 1500	G	90%	1%	2% 1%	7%	0%	С	0.100	F	0.523	1500	
.)	Too	71-799 Climax	Rd											
7 Callands Rd	Pittsylvania County	3.94 2300	G	94%	1%	1% 1%	4%	0%	С	0.097	F	0.557	2200	
	To	71-1428 E, Moses	Mill Rd											
7) Callands Rd	Pittsylvania County	0.10 3400	G	90%	1%	2% 1%	6%	0%	F	0.090	F	0.615	3300	
	To: From	WCL Chatha	m			-								
7) Depot St	Town of Chatham (Maint: 71)	0.52 3400	N	90%	1%	<u>2</u> % 1%	6%	0%	Ν	0.090	F	0.615	3300	
Bus	To: From:	Bus US 29 N, S M BUS US 29												
7) (29) S Main St	Town of Chatham (Maint: 71)	0.19 5200	N	97%	0%	1% 1%	1%	0%	Ν	0.098	F	0.556	5100	
	To:	BUS US 29												
7 Halifax Rd	Town of Chatham (Maint: 71)	Bus US 29 S, S M 1300	<u>Iain St</u> G	95%	1%	 1% 0%	3%	0 %	С	0.089	F	0.588	1200	
Halifax Rd	Town of Official (Maint. 71)			33 /0	1 /0	1/0 0%	J /0	0%	U	0.003	'	0.566	1200	
7) Halifax Rd	Pittsylvania County	ECL Chathar 0.63 1300	m G	95%	1%	1% 0%	3%	0%	C	0.089	F	0.588	1200	
/ / Haman Hu	i ittoyivania oounty	US 29	۷	00 /0	1 /0	1/0 0/0	0 /0	0 /0	0	0.000		0.000	1200	

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

Route	Jurisdiction	Length AADT	04	4Tire	Buo		Trι	ıck		00	K	OK	Dir	AAWDT	
noute	Junsaiction	Length AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	C
)	From:	US 29													
Halifax Rd	Pittsylvania County	3.56 1400	G	90%	1%	2%	1%	6%	0%	С	0.100	F	0.510	1300	
	To- From	71-649 W, Sho	eva Rd												
Halifax Rd	Pittsylvania County	2.41 1300	G	88%	1%	1%	1%	9%	0%	С	0.084	F	0.556	1300	
/	To	71-895 Coleman M	Iountain R	d											
Halifax Rd	Pittsylvania County	1.38 1200	G	87%	1%	1%	2%	9%	0%	С	0.094	F	0.566	1200	
	To	71-640 Java Rd; Spri	ng Garder	Rd											
Halifax Rd	Pittsylvania County	0.52 1500	G	88%	1%	1%	1%	9%	0%	F	0.088	F	0.571	1400	
	Tec														
Halifax Rd	Pittsylvania County	71-699 Brownville 2.19 1100	Heights R	.a 87%	1%	2%	1%	10%	0%	С	0.093	F	0.545	1100	
Halifax Rd	· _ · ·				1 /0		1 /0	10 /0	0 70	O	0.000	•	0.545	1100	
Halifan Dd	Ta: From County	71-698 Stone Rd; He			10/	10/	10/	1.40/	00/		0.100		0.710	000	
Halifax Rd	Pittsylvania County	2.01 880	G	82%	1%	1%	1%	14%	0%	С	0.100	F	0.716	860	
	To: From:	71-729 W, Picks													
7) Halifax Rd	Pittsylvania County	0.56 980	G	88%	1%	1%	1%	9%	0%	F	0.097	F	0.551	960	
	To- From	71-697 Dabney I	House Rd												
Halifax Rd	Pittsylvania County	1.83 870	G	82%	1%	1%	1%	14%	0%	С	0.1	F	0.723	850	
	To:	Halifax Count	_												
Chatham Rd	Pittoylyania County	Pittsylvania Cou 3.53 710	nty Line G	80%	1%	1%	1%	17%	0%	С	0.098	F	0.615	710	
7) Chatham Rd	Pittsylvania County			00 /6	1 /0	1 /0	1 /0	17 /0	0 /6	C	0.030	'	0.013	710	
	To- From:	41-844 Tune										_			
7) Chatham Rd	Halifax County	1.64 930	G	88%	1%	1%	1%	9%	0%	С	0.096	F	0.554	930	
	To- From:	41-845 Ed Mas	on Lane			<u> </u>									
7) Chatham Rd	Halifax County	3.62 1400	G	89%	1%	1%	1%	9%	0%	С	0.113	F	0.551	1400	
	To	41-676 Asbury C	hurch Rd			<u> </u>									
7 Chatham Rd	Halifax County	4.06 1800	G	94%	1%	1%	1%	4%	0%	С	0.089	F	0.534	1800	
	To:	SR 360 Mount	ain Rd												
.T	From:	SR 57 Bas	sett												
7) Riverside Dr	Henry County	2.87 4500	G	97%	1%	1%	0%	1%	0%	С	0.104	F	0.551	4800	
	To:	44-903 Stanle													
T N Divor Dd	From:	44-903 TB Stan		070/	10/	10/	00/	10/	00/	F	0.112	F	0.622	7200	
7) N River Rd	Henry County	1.22 6700 US 220	G	97%	1%	1%	0%	1%	0%	Г	0.112	Г	0.022	7200	
	<u> </u>														
Daniel Beans Trail	From:	Tennessee Sta		95%	1%	1%	1%	3%	0%	F	0.100	F	0.521	6000	
Daniel Boone Trail	Lee County	1.76 6000	G	95%	170	1%	1%	3%	0%	Г	0.100	Г	0.521	6000	
~- · · · ·	To: From:	52-912 W, Station													
Daniel Boone Trail	Lee County	4.33 5300	G	95%	1%	1%	1%	3%	0%	F	0.099	F	0.513	5300	
	To: From:	52-691 Old Qu	arry Rd												
Daniel Boone Trail	Lee County	3.13 3900	Α	95%	1%	1%	1%	3%	0%	С	0.109	Α	0.511	3900	
	To:	52-690 Caylor Rd; I	Oc Hurst	Rd											

194

Route	Jurisdiction	n L	ength	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QI
	From:		52-6	90 Dochurs	t Rd			2AXIE	3+Axle	TTRAIL	21raii		Factor		Factor		
8 Daniel Boone Trail	Lee County	у	3.09	4500	G	95%	1%	1%	1%	3%	0%	F	0.102	F	0.525	4500	(
	To:			684 Norray													
Daniel Beans Trail	From:			Chadwell Sta			1%	10/	10/	20/	00/	F	0.004	_	0.506	2100	
B) Daniel Boone Trail	Lee County	y 	6.84	3100	G	95%	170	1%	1%	3%	0%	Г	0.094	F	0.536	3100	(
~ Decid Decor Heathers Heat	From			7 Old Nurse	_	050/	40/		40/	00/	00/		0.007		0.507	0000	
Daniel Boone Heritage Hwy	Lee County	У	8.94	3200	G	95%	1%	1%	1%	3%	0%	F	0.097	F	0.527	3200	(
~	To: From:			58 Cony Ho				 _									
B Daniel Boone Heritage Hwy	Lee County	У	4.32	4600	G	95%	1%	1%	1%	3%	0%	F	0.103	F	0.581	4700	(
	To: From:		W	CL Jonesvil	lle												
8)	Town of Jonesville (I	Maint: 52)	0.95	4600	N	95%	1%	1%	1%	3%	0%	Ν	0.103	F	0.581	4700	
2	To:			ALT US 58				<u> </u>									
Wilderness Rd	Town of Jonesville (I	Maint: 52)	0.77	4400	G	93%	1%	1%	2%	4%	0%	F	0.096	F	0.561	4300	
ــــــــــــــــــــــــــــــــــــــ	To:		Е	CL Jonesvill	le												
8 Daniel Boone Trail	Lee County	у	0.84	4400	N	93%	1%	1%	2%	4%	0%	Ν	0.096	F	0.561	4300	
~	To		52-641	East of Jon	esville												
8 Daniel Boone Trail	Lee County	У	7.54	3000	G	93%	1%	1%	2%	4%	0%	F	0.089	F	0.545	2900	
	To			US 421 Dot													
8 (421)	Lee County	V	6.00	4800	G	93%	1%	1%	2%	4%	0%	С	0.086	F	0.553	4700	
0) (421)	To:	,		ott County L													
~ ~~~	From:			e County Li										_			
8 421 Duff Pat Hwy	Scott County (Ma	int: 52)	4.55	4500	G	93%	1%	1%	2%	4%	0%	F	0.094	F	0.654	4500	
~~~	To: From:			VCL Duffiel	d												
8) (421)	Town of Duffield (M	Maint: 84)	0.20	4500	N	93%	1%	1%	2%	4%	0%	N	0.094	F	0.654	4500	
	To: From:			US 23													
8) (23) (421)	Scott Count	ty	4.67	11000	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.511	12000	
	To:			SR 65				<u> </u>									
8) (23) (421)	11/01/		3.56	11000	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.524	12000	
	To			84-870				<u> </u>									
8) (23) (421) Daniel Boone Heritage Hwy	Prom'L		5.92	11000	G	93%	1%	1%	1%	4%	0%	F	0.086	F	0.544	12000	
	To:	F	Rue IIS '	23 West of C	Gate City	7											
8) (23) (421)	Town of Gate City (N		1.77	12000	N	93%	1%	1%	1%	4%	0%	Ν	0.104	Α	0.505	12000	
9 (4)	To	,	N1	CI C-+- Ci													
8 (23) (421)	Town of Gate City (N	Maint: 84)		CL Gate Cit <b>12000</b>	ıу <b>N</b>	93%	1%	1%	1%	4%	0%	N	0.104	Α	0.505	12000	
8] [23] [421]						0070	. ,0		. ,0	. , 0	3 ,0				0.000	000	
	Town of Gate City (N	Maint: 84)		CL Gate Cit		93%	1%	1%	1%	4%	0%	NI	0.104	Δ	0.505	12000	
8) (23) (421)	Town or Gate Oily (P	wanit. 04 <i>)</i>		12000	N	30 /0	1 /0	1 /0	1 /0	4 /0	0 /0	IN	0.104	^	0.505	12000	
~~~	From:			CL Gate Cit		0051	4 - 1		461	46'	051	-	0.404	,	0.505	10000	
8 (23) (421)	Town of Gate City (N			12000 23 East of G	A	93%	1%	1%	1%	4%	0%	С	0.104	Α	0.505	12000	,
	10:				rate ('ity												

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

Route	Jurisdictio	ın Lend	ith AADT	ΟΛ	4Tira	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	. 0/
Tiouto	From:		,			Duo	2Axle	3+Axle	1Trail	2Trail	- 40	Factor	QI.	Factor	70000	۵.
8 23 421	Town of Gate City (US 23 East of 23000	N	93%	1%	1%	1%	4%	0%	N	0.091	F	0.601	24000	Ν
3) (23) (421)	Town of Weber City	(Maint: 84) 0.3	SCL Gate C 5 23000	ity G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.601	24000	C
3) (23) (421)	Town of Weber City	(Maint: 84) 0.0	NCL Weber 0	City G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.601	24000	(
	Tac From	,	US 23													
Hilton Rd	Town of Weber City	<u> </u>	6 10000	G Gap Rd	98%	0%	1%	1%	1%	0%	F	0.092	F	0.558	11000	(
3 (421)	Town of Weber City		2600	G	98%	0%	1%	1%	1%	0%	С	0.106	F	0.704	2600	(
Hilton Rd	Scott Cour	1 nty 4.8	ECL Weber 0	G G	98%	0%	1%	1%	1%	0%	С	0.106	F	0.704	2600	(
B) (421) Bristol Hwy	To Prom! Scott Cour		-709 A P Carte 7 650	er Hwy G	94%	1%	2%	1%	1%	0%	С	0.097	F	0.543	640	(
8 (421) Bristol Hwy	Ta From Scott Cour		6 McMurray I	Hollow Ro	d 92%	1%	3%	2%	2%	0%	С	0.092	F	0.564	350	
	To:	Wa	ashington Cour Scott County	_												
Gate City Hwy	Washington C		5-700 Rich Val	G lov: D.d	97%	0%	1%	1%	1%	0%	С	0.089	F	0.506	740	(
Gate City Hwy	Washington C			G	92%	1%	3%	2%	2%	0%	F	0.112	F	0.603	1900	
Gate City Hwy	Tad From! Washington C		633 E, Reedy C 2 4100	Creek Rd G	97%	0%	1%	0%	1%	0%	С	0.091	F	0.663	4300	
Gate City Hwy	To. From: Washington C	ounty	WCL Bristo	ol G	97%	0%	1%	0%	1%	0%	С	0.091	F	0.663	4300	
	To: From:		I-81; US 42 US 58; US 4													
8) (81)	City of Bristol (MacCombined Traffic Estimates for 2 Parallel			Α				ctional tr 1%				es for this 0.098	·		39000	
3 (81)	To From City of Bristol (Mo	aint: 95) 1.3	I-381		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 Rou			87%	1%	1%	1%	10%	1%	F	0.084	F	0.528	51000	
81	City of Bristol (M.											es for this	_		40000	
	Combined Traffic Estimates for 2 Parallel	-	Old Airport												46000	
81	City of Bristol (M. Combined Traffic Estimates for 2 Parallel	,		Α	S 77%		for dire	ctional tr 1%				es for this 0.096			46000	

196

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

								Trı	ıalı			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From		FR-310													
(58) <del>(81)</del>	Washington C											s for this	·			
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	76%	1%	1%	1%	20%	1%	F	0.096	Α	0.556	44000	Α
	To From		95-611 NCL Bristo	.1												
(58) (81)	Washington C		INCL BIISIO	)1	Se	e I-81 f	or dire	ctional t	raffic vo	lume es	timate	s for this	s sear	ment.		
(30) (01)	Combined Traffic Estimates for 2 Parallel		45000	Δ	77%	1%	1%	1%	19%	1%		0.096	·		46000	Α
	To	Tioddways on this riodic.	FR-310		1170	1 70	Ť	1 /0	1070	1 /0	•	0.000	,,	0.000	10000	, ,
	Prom	,	95-611													
(58) (81)	Washington C				Se	ee I-81 f	or dire	ctional t	raffic vo	lume es	timate	s for this	s segr	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	F	87%	0%	2%	0%	10%	1%	F	0.084	F	0.502	46000	F
	To		SR 140													
58 (81)	Washington C	County 1.93			Se	e I-81 f	or dire	ctional ti	raffic vo	lume es	timate	s for this	s segr	ment.		
	Combined Traffic Estimates for 2 Parallel		41000	Α	76%	1%	1%	1%	20%	1%	С	0.096	Α	0.539	42000	Α
	To		CL Abingdo				_									
(FO) (FI)	Town of Abingdon		CL Abingue	on	Se	ا 21 م	or dire	ctional ti	raffic vo	luma as	timate	s for this	s sear	mont		
[58] [81]	Combined Traffic Estimates for 2 Parallel	,	41000	Α				1%		1%		0.096	_		42000	Α
	Combined Trainic Estimates for 2 Faraner	noadways on this noute.			7076	1 /0	1 /0	1 /0	20 /6	1 /0	C	0.030	^	0.559	42000	^
$\sim$	To From	(441 : 05)	SR 75													
[58] [81]	Town of Abingdon	,		_								s for this	_			_
~ ~	Combined Traffic Estimates for 2 Parallel			F	85%	1%	1%	1%	11%	1%	F	0.079	F	0.501	43000	F
	To From		CL Abingde I-81, US 11													
58 11 Lee Highway	Washington C		23000	G	98%	0%	0%	1%	1%	0%	F	0.084	F	0.508	25000	G
Lee Highway	To		East of Ab		0070	070	Ť	170	. 70	0 70	•	0.001	•	0.000	20000	ŭ
	From		11 Lee High													
58 Jeb Stuart Hwy	Washington C	County 5.53	7000	G	94%	0%	1%	1%	3%	0%	F	0.088	F	0.583	6900	G
$\bigcirc$	То	E 9	5-708 Bethe	el Rd												
58 Jeb Stuart Hwy	Washington C		5100	G	94%	0%	1%	1%	3%	0%	С	0.085	F	0.545	5000	G
,	To		GY D													
58 Jeb Stuart Hwy	Town of Damascus		CL Damaso <b>5100</b>	cus N	94%	0%	1%	1%	3%	0%	N	0.085	F	0.545	5000	N
[58] Jeb Stuart Hwy	Town of Damascus				34 /0	0 /6	1 /0	1 /0	3 /6	0 /6	IN	0.003	'	0.545	3000	IN
~ O	To From		W, Greenw													
(58) (91) Jeb Stuart Hwy	Town of Damascus	(Maint: 95) 0.45	3800	G	94%	0%	1%	1%	3%	0%	F	0.086	F	0.579	3800	G
<del>*</del> *		Е	CL Damasc	cus												
58 91 Jeb Stuart Hwy	Washington C	County 0.54	3800	N	94%	0%	1%	1%	3%	0%	Ν	0.086	F	0.579	3800	Ν
$\sim$	To	SR 91 F	E, Mountain	City Rd												
58 Jeb Stuart Hwy	Washington C	'L	480	G	99%	0%	0%	0%	0%	0%	С	0.112	F	0.535	470	G
30	То		3 Konnarao				Ť			- , -	-		•			
	From		3 Konnaro													
58 Jeb Stuart Hwy	Washington C	County 5.80	370	G	97%	1%	1%	0%	0%	0%	С	0.116	F	0.547	370	G
$\searrow$	To	Cmox	son County	Υ.												

6/10/2021 197

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

Route	Jurisdiction	Length	ΔΔΩΤ	04	4Tire	Bue		Tru	ıck		QC	K	QK	Dir	AAWDT	г (
rioute	- Junisdiction	Length	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	
S	From:		gton Count	-												
Highlands Pkwy; Jeb Stuart Hwy	Grayson County	9.57	400	G	95%	0%	3%	0%	1%	0%	С	0.092	F	0.551	410	
	To: From	SR 362 Grays	on Highlan	ds State	Park											
Highlands Pkwy	Grayson County	3.76	260	G	97%	0%	3%	0%	1%	0%	С	0.123	F	0.539	270	
	To:	38-740	) North of F	Rughy												
Highlands Pkwy	Grayson County	3.99	370	G	98%	0%	1%	0%	1%	0%	С	0.124	F	0.561	390	
,	To:	SR 16	Troutdale	Hwy												
	From:		Highlands 1													
Troutdale Hwy	Grayson County	3.99	1200	G	91%	1%	3%	1%	4%	0%	С	0.104	F	0.503	1200	
	Ta: From:	SR 16	5 Jefferson	Hwy												
Wilson Hwy	Grayson County	3.79	1500	G	90%	1%	3%	2%	4%	0%	С	0.093	F	0.515	1500	
	To:	38-71	1 Fox Cree	k Rd												
Wilson Hwy	Grayson County	8.04	1900	G	92%	1%	2%	2%	3%	0%	С	0.094	F	0.607	2000	
	To	WCI	_ Independe													
W Main St	Town of Independence (Maint: 38)	0.86		N N	92%	1%	2%	2%	3%	0%	N	0.094	F	0.607	2000	
William St	rown of macpenaence (maint: 60)				0270	1 70		270	0 /0	0 /0		0.004	•	0.007	2000	
T Main Ct	Towns of Indonesia design (Maint 20)		Independent		050/	10/	10/	10/	00/	00/	F	0.110	F	0.001	F000	
E Main St	Town of Independence (Maint: 38)	1.20	5700	G	95%	1%	1%	1%	3%	0%	г	0.110	г	0.621	5900	
~ ~~~	To: From:		Independe				$\neg$ $\vdash$									
Grayson Pkwy	Grayson County	1.55	5700	N	95%	1%	1%	1%	3%	0%	N	0.110	F	0.621	5900	
	Ta: From:	SR 2	74 Riversid	e Dr												
Grayson Pkwy	Grayson County	8.68	6300	G	95%	1%	1%	1%	3%	0%	С	0.095	F	0.527	6500	
	To- France	SR 9	4 Riverside	e Dr												
Grayson Pkwy	Grayson County	1.36	7200	G	95%	1%	1%	1%	3%	0%	F	0.099	F	0.561	7500	
	To	T	WCL Galax	,												
8 (221 Reserve Blvd	City of Galax	0.47	7500	G	96%	0%	1%	1%	2%	0%	С	0.094	F	0.537	8200	
221)	and the second s					0,0		. , 0	_,,	0,0	ŭ	0.00	•	0.007	0_00	
Reserve Blvd; W Stuart Dr	City of Galax	Greenvil	lle Rd W St 6600	tuart Dr <b>G</b>	96%	0%	1%	1%	2%	0%	F	0.084	F	0.556	7100	
8) (221) Reserve Blvd; W Stuart Dr	Oity of Galax	1.10	0000	G	30 /6	0 /6	1 /0	1 /0	∠ /0	0 /6	'	0.004	'	0.550	7100	
~~~~	To: From:		Fries Rd							221						
8) (221) W Stuart Dr	City of Galax	0.20	9900	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.574	11000	
~ ~~	To: From:	SF	R 89 Main S	St												
8 (221) E Stuart Dr	City of Galax	0.34	12000	G	96%	0%	1%	1%	3%	0%	F	0.094	F	0.533	13000	
	To	ı	Meadow St													
S (221) E Stuart Dr	City of Galax	1.81	16000	G	96%	0%	1%	1%	3%	0%	F	0.078	F	0.504	17000	
	To	1	Haynes Rd				<u> </u>									
S 221 E Stuart Dr	City of Galax	1.10	13000	G	96%	0%	1%	1%	3%	0%	С	0.079	F	0.54	14000	
5) (221) = 510011 21	- July 5. Galax					0,0		. , ,	0,0	0,0	Ū	3.0.0	•			
Carrellton Dike	Correll County		ECL Galax		060/	10/	10/	10/	20/	00/	г	0.004	Г	0.51	14000	
8 (221) Carrollton Pike	Carroll County		13000 2 Cranberr	G	96%	1%	1%	1%	3%	0%	F	0.084	F	0.51	14000	

198

Route	Jurisdiction	Length AADT	QA 4T	ire Bu	3	Tru			QC	_ K	QK	Dir	AAWDT	
	From:	17-722 Cranberry	v Rd		2AXIE	3+Axle	Hrall	21raii		Factor		Factor		
Carrollton Pike	Carroll County	1.28 14000	G 96	5% 1%	1%	1%	3%	0%	F	0.082	F	0.524	15000	
(221)	To:	17-872 Woodlawn												
`~~	From:	17-872 Woodlaw												
Carrollton Pike	Carroll County	3.69 12000	A 96	5% 1%	1%	1%	3%	0%	С	0.107	Α	0.557	13000	
	To: From:	I-77												
Carrollton Pike	Carroll County	0.72 13000	G 97	'% 0%	1%	1%	0%	0%	F	0.084	F	0.559	13000	
	To:	WCL Hillsvill	le											
) (221) West Stuart Dr	Town of Hillsville (Maint: 17)	2.10 13000	N 97	'% 0%	1%	1%	0%	0%	Ν	0.084	F	0.559	13000	
	To	US 221 Floyd P	Pileo											
East Stuart Dr	Town of Hillsville (Maint: 17)	2.26 1700	пке G 97	'% 0%	1%	1%	0%	0%	С	0.091	F	0.604	1800	
) Laot Gladit B.				70 07		1,70	0 / 0	0 70	Ū	0.001	•	0.001	1000	
Donvilla Dika	Correll County	ECL Hillsville		'0/ 0 0/	10/	10/	00/	00/	NI	0.001	г	0.604	1000	
Danville Pike	Carroll County	5.94 1700	N 97	′% 0%	1%	1%	0%	0%	N	0.091	F	0.604	1800	
`	To: From:	17-680 Crooked O												
Danville Pike	Carroll County	8.14 2100	G 97	'% 0%	1%	1%	0%	0%	F	0.085	F	0.506	2200	
	To: From:	Floyd County L												
Danville Pike	Floyd County	Carroll County I 1.57 1700	G 89	1%	1%	1%	8%	0%	С	0.092	F	0.514	1800	
) Burrellie I ille	Tioya county			7,0 1,1		1 /0	070	0 70	Ü	0.002	•	0.014	1000	
D 211 D21	Post visit of Constant	Patrick County I		10/ 10/	10/	40/	00/	00/		0.000		0.54.4	4000	
Danville Pike	Patrick County	1.38 1700	N 89	1%	1%	1%	8%	0%	N	0.092	F	0.514	1800	
`	To: From:	Bus US 58			<u> </u>									
Danville Pike	Patrick County	1.90 1500	F 76	5% 1%	1%	1%	20%	2%	С	0.108	F	0.515	1500	
	To: From:	Bus US 58):1 C4											
Jeb Stuart Hwy	Patrick County	Bus US 58 E Blue R 1.44 2100	F 88	1% 2%	2%	1%	7%	0%	С	0.112	F	0.52	2100	
Jeb Stuart Hwy	- atrick county			70 27	270	1 /0	1 /0	0 70	O	0.112	•	0.02	2100	
Viele Observations	From	70-764 Mountain V		00/		40/	00/	00/	_	0.405		0.500	4000	
Jeb Stuart Hwy	Patrick County	9.44 1800	F 88	3% 2%	2%	1%	8%	0%	С	0.105	F	0.532	1800	
	From:	N SR 8 Cruzes S N SR 8 Cruzes Store Wo												
8 Jeb Stuart Hwy	Patrick County	2.01 4800	F 92	!% 1%	1%	1%	4%	0%	С	0.097	F	0.595	4700	
	To		D:4 C4											
Jeb Stuart Hwy	Patrick County	Bus US 58 W Blue I 0.86 3900	F 91	% 1%	1%	1%	6%	0%	F	0.098	F	0.653	3900	
Jeb Stuart Hwy	- unon county			70 17	170	1 /0	0 /0	0 70	•	0.000	•	0.000	0000	
Viele Observations	From	70-1025 Johnson		0/ 10/	10/	40/	00/	00/	_	0.004		0.500	4400	
Jeb Stuart Hwy	Patrick County	0.69 4400	F 94	% 1%	1%	1%	3%	0%	С	0.091	F	0.563	4400	
	To- From	Bus US 58 E Blue R												
Jeb Stuart Hwy	Patrick County	3.78 8600	F 99	0%	1%	0%	0%	0%	С	0.093	F	0.537	8600	
	Too Frame	70-680 South Mayo	Drive		\Box \vdash									
Jeb Stuart Hwy	Patrick County	3.63 5200	F 89	1%	1%	1%	8%	0%	F	0.105	F	0.518	5200	
	To	70-626 South of Critz; Abr												
Jeb Stuart Hwy	Patrick County	6.59 5600)% 1%	1%	1%	8%	0%	F	0.108	F	0.576	5600	
)	To:	0.00 0000	. 30			. 70	2 / 0	0 / 0		0.700		0.0.0	2300	

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

		Primary and I	interstate rio	atoo											
Route	Jurisdiction	Length A	VADT OA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	- ~
noute	Junsulction	Length A	AADI QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	C
`	From:	Patrick	County Line												
A L Philpott Hwy	Henry County	2.67 5	5500 G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.555	5500	
	To	44-695 Spe	encer-Preston Rd			<u> </u>									
A L Philpott Hwy	Henry County		6900 G	93%	1%	1%	1%	4%	0%	F	0.094	F	0.581	6800	
,	T-1														
A I Dhilash I has	From		, Soapstone Rd	000/	10/	10/	10/	40/	00/	_	0.000	F	0.000	10000	
A L Philpott Hwy	Henry County		9500 G	93%	1%	1%	1%	4%	0%	С	0.092	г	0.639	10000	
	From:	US 220 William F	st of Martinsville												
William F Stone Hwy			4000 G	80%	1%	1%	1%	15%	2%	F	0.085	F	0.507	13000	
William F Stone Hwy	To:		th of Martinsville		1 70		1 70	1070	_,0	•	0.000	•	0.007	10000	
	From:	US 220; Bus US													
William F Stone Hwy	Henry County	1:	2000 G	93%	1%	1%	1%	5%	0%	F	0.097	F	0.511	13000	
,	Ter	44.650	T.1 D1												
William F Stone Hwy	Henry County		Irisburg Rd 8100 G	93%	1%	1%	1%	5%	0%	F	0.083	F	0.516	8400	
William F Stone Hwy	Telliy County		s US 58	3370	170	1 70	I 70	J-76	U 70	Г	0.063	Г	0.516	0400	
	From:		illiam F Stone H	wv											
A L Philpott Hwy	Henry County		2000 G	93%	1%	1%	1%	5%	0%	F	0.089	F	0.591	12000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					.,.		.,.			-		•			
A L Dielle and Live	From		Old Liberty Dr	000/	40/	10/	40/	F0/	00/		0.00	_	0.504	40000	
A L Philpott Hwy	Henry County	2.11 1	1000 G	93%	1%	1%	1%	5%	0%	F	0.09	F	0.561	12000	
	To: From:	44-610	0 Axton Rd			\lnot									
A L Philpott Hwy	Henry County	1.38 1 0	0000 G	93%	1%	1%	1%	5%	0%	F	0.091	F	0.521	10000	
	То:		ia County Line												
~	From:		County Line	000/	40/		40/	5 0/	00/	_	0.000	_	0.504	10000	
3	Pittsylvania County	3.78 1	1000 G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.524	12000	
	To- From	71-622 W	est of Brosville												
3	Pittsylvania County	0.97 1	1000 F	93%	1%	1%	1%	5%	0%	С	0.087	F	0.508	12000	
	To	71 709	Long Circle												
Martinsville Hwy	Pittsylvania County		4000 G	93%	1%	1%	1%	5%	0%	F	0.087	F	0.508	15000	
Wartinsville Tiwy	To:		s US 58	30 70	1 /0		1 /0	370	0 70	•	0.007		0.500	13000	
	From:		Maritinsville Hw	V											
Danville Expressway	Pittsylvania County		6300 G	93%	1%	1%	1%	5%	0%	F	0.082	F	0.596	6600	
,	Tec	71 12(0.0													
<u> </u>	Pittsylvania County		ikridge Farms Rd		1%	1%	1%	5%	0%	F	0.083	F	0.630	6800	
	Filisylvania County	4.31	6600 G	93%	1 70	1 70	170	5%	0%	Г	0.063	Г	0.630	0000	
	To: From:		L Danville												
	City of Danville (Maint: 71)	0.44 6	6600 G	93%	1%	1%	1%	5%	0%	F	0.083	F	0.630	6800	
	To:	US 29 Dans	ville Expressway			$ \vdash$									
Danville Expwy	City of Danville (Maint: 71)		5000 G	82%	1%	1%	2%	14%	0%	F	0.084	F	0.601	15000	
) () Damilla Furre	From:		zabeth St	000/	10/	10/	00/	1.40/	00/	^	0.400		0.570	15000	
Danville Expwy	T-1		5000 A	82%	1%	1%	2%	14%	0%	С	0.100	Α	0.573	15000	
	10:	SR 86.	, S Main St												

200

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

Route	Jurisdiction	Length	AADT Q	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	- C
	From:	CD.	06 0 14 : 0			2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
29 Danville Expwy		1.85	86, S Main St 17000 G	82%	1%	1%	2%	14%	0%	F	0.083	F	0.568	17000	
Danville Expwy				02 /6	1 /0	1 /0	2 /0	14/0	0 /6	•	0.000	•	0.500	17000	
· · · · · ·	To: From:		oodyear Blvd									_			
) (29) Danville Expwy		1.36	19000 G	82%	1%	1%	2%	14%	0%	F	0.080	F	0.512	20000	
	To: From:	LIC 20 Denville	US 29 Expressway; B	10 11C 50											
South Boston Rd	City of Danville		24000 G		1%	1%	2%	13%	0%	F	0.085	F	0.517	25000	
360 3601110	Only of Barryine			0+70	1 /0	1 70	270	1070	0 70	•	0.000	•	0.017	20000	
~~~	From		Kentuck Rd	0.40/	40/		00/	100/	00/		0.000	_	0.540	10000	
South Boston Rd	City of Danville	1.98	18000 G	84%	1%	1%	2%	13%	0%	F	0.083	F	0.512	18000	
•	To: From:	E	CL Danville												
) (360) Philpott Rd	Pittsylvania County	2.37	11000 G	84%	1%	1%	2%	13%	0%	F	0.078	F	0.515	11000	
, <u> </u>	To:		SR 62			$ \vdash$									
) (360) Philpott Rd	Pittsylvania County	3.32	7000 A	84%	1%	1%	2%	13%	0%	С	0.102	Α	0.552	7400	
(300)	To:		ax County Line						- , -	_					
	From:		ania County Lin	•											
) (360) Philpott Rd	Halifax County	3.48	6500 F	84%	1%	1%	2%	13%	0%	F	0.081	F	0.526	6800	
, <u> </u>	То:		R 119 Delila												
(360) Philpott Rd	From:		19 Calvary Rd	0.40/	40/		00/	100/	00/	_	0.005	_	0.500	0700	
Philpott Rd	Halifax County	6.58	6400 F	84%	1%	1%	2%	13%	0%	F	0.085	F	0.502	6700	
	From:		8 Turbeville Rd beville Rd; Melo	n Dd		_									
) (360) Philpott Rd	Halifax County	9.25	7800 A	84%	1%	1%	1%	13%	0%	С	0.104	Α	0.568	8200	
300)									- , -	_					
Dill Totals I house	Towns of Courtle Doctors (Mainte		Iuell Matthews F	•	10/	10/	10/	100/	00/		0.000	F	0.557	0700	
360 Bill Tuck Hwy	Town of South Boston (Maint: 4	41) 0.18	9500 G	84%	1%	1%	1%	13%	0%	Г	0.083	Г	0.557	9700	
. ~~~	To: From:		South Boston												
} (360 Bill Tuck Hwy	Town of South Boston (Maint: 4	41) 0.52	9500 N	84%	1%	1%	1%	13%	0%	Ν	0.083	F	0.557	9700	
,	Tec	US 360 J	ohn Randolph B	vd											
Bill Tuck Hwy	Halifax County	5.00	5700 F		1%	1%	1%	13%	0%	F	0.081	F	0.542	6000	
, -	Too	41.60	1 Buckshoal Rd												
Bill Tuck Hwy	Halifax County	5.57	4500 F	84%	1%	1%	1%	13%	0%	F	0.084	F	0.501	4800	
Bill Tuck Tiwy	Talliax County		nburg County Li		1 /0	1 /0	1 /0	10 /0	0 /6	•	0.004	•	0.501	4000	
	From:		ax County Line	iC											
}	Mecklenburg County	2.96	4600 G	84%	1%	1%	1%	13%	0%	F	0.085	F	0.504	4700	
)	Too	50	725 Hts D.												
}	Mecklenburg County	2.99	-735 Hite Dr <b>5400 G</b>	84%	1%	1%	1%	13%	0%	F	0.086	F	0.550	5600	
)		2.00	3400 G	0+70	1 /0	1 70	1 /0	10 /0	0 70	•	0.000	•	0.550	3000	
	To: From:		Vest of Clarksvil												
49	Mecklenburg County	1.26	7300 G	84%	1%	1%	1%	13%	0%	F	0.089	F	0.567	7500	
	To: From:	Bus US	S 58 Virginia Av	<u> </u>		$\Box\vdash$									
	Mecklenburg County	1.46	4700 G		1%	1%	1%	13%	0%	F	0.085	F	0.544	4900	
	To:	US 1	15; Bus US 15												

201

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

Route	Jurisdiction	Length	AADT	ΟΛ 4	lTire	Rue		Tru	ck		QC	K	QK	Dir	AAWDT	
i ioute	Junisuiction				-1116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	77101	
$\gamma$	Mecklenburg County	US 2.39	15; Bus US 1: <b>5500</b>		35%	1%	1%	10/	120/	0%	F	0.089	F	0.567	5900	
	Meckleriburg County				55%	170	1 70	1%	12%	0%	Г	0.069	Г	0.567	3900	
$\rightarrow$	Moddonburg County		Bus US 58, S		DE0/	10/	10/	10/	100/	00/		0.107	^	0.610	E200	
3	Mecklenburg County	8.41	4800	<b>A</b> 8	35%	1%	1%	1%	12%	0%	C	0.107	Α	0.618	5200	
	To From		VCL Boydton		250/	40/		40/	100/	00/		0.407		0.010	5000	
	Town of Boydton (Maint: 58)	0.60	4800	N 8	35%	1%	1%	1%	12%	0%	N	0.107	А	0.618	5200	
	To: From:		NCL Boydton				<u> </u>									
3	Mecklenburg County	0.20	4800	N 8	35%	1%	1%	1%	12%	0%	N	0.107	Α	0.618	5200	
	To- From		SR 92				$\Box$									
3	Mecklenburg County	0.92	5400	G 8	35%	1%	1%	1%	12%	0%	F	0.089	F	0.570	5800	
	To: From:	SR 386 Mecklenburg	g Correctional	Center A	Access R	d										
3	Mecklenburg County	4.87	5800	G 8	35%	1%	1%	1%	12%	0%	F	0.098	F	0.577	6200	
	To	SR 4	Buggs Island	Rd												
3	Mecklenburg County	4.23	6500		35%	1%	1%	1%	12%	0%	F	0.084	F	0.527	6900	
	To	τ	IS 1 Big Fork													
3) (1)	Mecklenburg County	3.23		G S	93%	2%	2%	1%	2%	0%	F	0.122	F	0.534	11000	
	То	US 1 No	ar SWCL Sou													
1) (1)	Mecklenburg County	0.20			79%	1%	1%	1%	18%	1%	N	0.083	F	0.522	6100	
	To															
	Mecklenburg County	1.61	780 Theater R <b>6100</b>		79%	1%	1%	1%	18%	1%	F	0.083	F	0.522	6100	
3)	·					. , 0		. , 0	.0,0	. , ,	•	0.000	•	0.022	0.00	
)	Town of South Hill (Maint: 58)		Goodes Ferry 6900		79%	1%	1%	1%	18%	1%	F	0.086	F	0.509	6800	
	Town of Godin Film (Maint: 30)				7 0 70	1 /0	1 /0	1 /0	10 /0	1 /0	'	0.000	·	0.505	0000	
	Town of South Hill (Maint: 58)		th Hill; Maple		7 <b>Ω</b> 0/	10/	10/	10/	18%	1%		0.086		0.509	6500	
3	Town of South Alli (Maint. 56)		6600		79%	1%	1%	1%	10%	1 70	Г	0.000	Г	0.509	6300	
↑ E Atlantia Ot	To From Little (Mariana 50)		S 58; Country		700/	40/		40/	100/	40/		0.005		0.505	10000	
E Atlantic St	Town of South Hill (Maint: 58)	) 0.24	19000	G 7	79%	1%	1%	1%	18%	1%	F	0.085	F	0.525	19000	
~	To: From:		South Hill; I-										_			
3	Mecklenburg County	1.27	22000	G 7	79%	1%	1%	1%	18%	1%	F	0.087	F	0.519	22000	
	To: From:		CL LaCrosse													
8	Town of LaCrosse (Maint: 58)	0.52	22000	N 7	79%	1%	1%	1%	18%	1%	N	0.087	F	0.519	22000	
	To: From	Е	CL LaCrosse													
3	Mecklenburg County	0.61	22000	N 7	79%	1%	1%	1%	18%	1%	Ν	0.087	F	0.519	22000	
	To: From:	58-0	644 Watkins R	Rd			$\neg$ $\vdash$									
3)	Mecklenburg County	1.98	9900	G 7	79%	1%	1%	1%	18%	1%	F	0.08	F	0.5	9800	
	To- From	V	VCL Brodnax													
8	Town of Brodnax (Maint: 58)	0.46	9900	N 7	79%	1%	1%	1%	18%	1%	Ν	0.08	F	0.5	9800	
	To:	Bruns	wick County I													

202

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

Route	Jurisdiction	Length AADT	QΔ	4Tire	Bus	Tru			QC	K	QK	Dir	AAWDT	. (
	- Company					2Axle 3+Axle	1Trail	2Trail		Factor		Factor		
Piney Pond Rd	Town of Brodnax (Maint: 12)	Mecklenburg Count 0.72 <b>8800</b>	_	79%	1%	 1% 1%	18%	1%	F	0.07	F	0.51	8700	
Piney Pond Rd	TOWIT OF BIOGINAX (MAINT. 12)	0.72 6600	G	1976	1 /0	1/0 1/0	10 /0	1 /0	'	0.07	'	0.51	6700	
20	From	ECL Brodnax		<b></b>			1001	4.07		0.400	_	0.510		
Governor Harrison Pkwy	Brunswick County	9.60 7900		79%	1%	1% 1%	18%	1%	С	0.108	Α	0.516	8000	
	From:	12-694 Cattail I 12-694 Cattail Rd; Twin		24										
Governor Harrison Pkwy	Brunswick County	2.99 <b>7400</b>		79%	1%	 1% 1%	18%	1%	F	0.077	F	0.565	7300	
9)								.,.	-		-			
Occupant Harrison Bloom	From	Bus US 58 EAS		700/	10/	10/ 10/	100/	10/		0.00		0.500	7000	
Governor Harrison Pkwy	Brunswick County	3.02 <b>8000</b>	G	79%	1%	1% 1%	18%	1%	F	0.08	F	0.569	7900	
~	To: From:	12-712 Edgerto												
Governor Harrison Pkwy	Brunswick County	6.92 <b>7700</b>	G	79%	1%	<u>1</u> % 1%	18%	1%	F	0.073	F	0.555	7600	
	To:	Greensville County	-											
Discount Chada Dr	Croopovillo County	Brunswick County		700/	10/	10/ 10/	100/	10/	F	0.006	F	0.501	0100	
Pleasant Shade Dr	Greensville County	6.34 <b>9000</b>	F	79%	1%	1% 1%	18%	1%	Г	0.086	Г	0.501	9100	
~	To: From:	WCL Emporia												
West Atlantic St	City of Emporia (Maint: 40)	0.41 <b>11000</b>	F	79%	1%	1% 1%	18%	1%	F	0.088	F	0.517	11000	
	To	Purdy Rd												
West Atlantic St	City of Emporia (Maint: 40)	0.13 <b>19000</b>	G	79%	1%	1% 1%	18%	1%	F	0.086	F	0.554	18000	
	To	1.05												
3	City of Emporia (Maint: 40)	0.92 <b>16000</b>	F	77%	0%	1% 1%	20%	1%	F	0.076	F	0.546	15000	
3	Oity of Emporia (Maint: 40)	0.92 10000	-	11 /0	0 70		20 /0	1 /0	'	0.070	'	0.540	13000	
~	From	US 301 Main S			0-1	12/	2021	4.07			_		40000	
3	City of Emporia (Maint: 40)	0.64 <b>14000</b>	F	77%	0%	1% 1%	20%	1%	F	0.073	F	0.535	13000	
	To- From	Reese St												
3	City of Emporia (Maint: 40)	0.49 <b>13000</b>	F	77%	0%	1% 1%	20%	1%	F	0.075	F	0.53	12000	
	Tor	Davis St												
3	City of Emporia (Maint: 40)	0.65 <b>12000</b>	F	77%	0%	 1% 1%	20%	1%	F	0.072	F	0.535	11000	
9)	T-1													
3)	City of Emporio (Maint: 40)	East Atlantic S		77%	0%	1% 1%	20%	1%	F	0.075	F	0.518	13000	
3	City of Emporia (Maint: 40)	0.40 <b>13000</b>	Г	11/0	0 /6	1/0 1/0	20 /0	1 /0	'	0.075	'	0.516	13000	
~	To: From:	ECL Emporia												
Courtland Rd	Greensville County	1.50 <b>13000</b>	F	77%	0%	<u>1</u> % 1%	20%	1%	F	0.075	F	0.519	12000	
	To: From:	Southampton Count												
Southampton Pkwy	Southampton County	Greensville County 5.44 <b>12000</b>	•	77%	0%	1% 1%	20%	1%	F	0.077	F	0.527	11000	
Southampton Pkwy		5.44 12000	G	11 /0	0 70		20 /0	1 /0	'	0.077	'	0.527	11000	
~	11000.	87-615 W, Adams Grove Rd	_											
Southampton Pkwy	Southampton County	4.72 <b>12000</b>	G	77%	0%	1% 1%	20%	1%	F	0.098	F	0.673	11000	
	To: From:	87-659 Drewry Rd; P	Pinopolis											
Southampton Pkwy	Southampton County	12000		77%	0%	1% 1%	20%	1%	F	0.075	F	0.512	11000	
	To	WCL Capron	0											
Southampton Pkwy	Town of Capron (Maint: 87)	12000		77%	0%	1% 1%	20%	1%	N	0.075	F	0.512	11000	
) \ = = =	. J Japion (Maint. 07)	87-653 Caproi			0 / 0		_3,3	. ,0		0.070		J.J.L		

						Truck			V		Dir		
Route	SR - 553 Main St	AAWDT	Q										
	From:	87-653 Main St			ZAXIE 3-	-AXIC IIIA	ıı Zılalı		i actor		1 actor		
8 Southampton Pkwy	Town of Capron (Maint: 87)		<b>a</b> 77%	0%	1%	1% 20%	1%	F	0.076	F	0.501	12000	(
	To	ECI Conron											
8 Southampton Pkwy	Southampton County		<b>A</b> 77%	0%	1%	1% 20%	1%	С	0.115	Α	0.578	12000	
8) Coamampion :,	Trol					.,,,,	. , ,	Ū	011.0		0.07.0	000	
Southampton Pkwy	Southampton County			Nº/-	10/-	1% 20%	10/-	F	0.074	F	0.551	13000	
8 Southampton Pkwy	Southampton County			0 76	1 /0	1/0 20/0	) 1/0	'	0.074	•	0.551	13000	
7	From From			10/	10/	10/ 100/	00/		0.100	^	0.545	10000	
8)	Soutnampton County	2.34 <b>20000 A</b>	4 82%	1%	1%	1% 16%	0%	C	0.106	А	0.545	19000	
~	To: From:												
8	Southampton County	0.16 <b>20000 N</b>	<b>N</b> 82%	1%	1%	1% 16%	0%	N	0.106	Α	0.545	19000	
~	To: From:	US 58 Bus West of Fran	klin										
Southampton Pkwy	Southampton County	3.74 <b>16000 C</b>	<b>3</b> 82%	1%	1%	1% 16%	0%	F	0.076	F	0.523	15000	
	To	US 258 South of Frank	lin										
Southampton Pkwy	Southampton County			1%	1%	1% 16%	0%	F	0.078	F	0.553	16000	
	To:												
~~~F B	From:			401	10/	10/ 100/	00/	_	0.074	_	0.540	47000	
Franklin Bypass	City of Suffolk	1.2/ 17000 F	- 82%	1%	1%	1% 16%	5 0%	F	0.074	F	0.548	17000	
7		US 258											
Franklin Bypass	City of Suffolk	0.18 17000 N	N 82%	1%	1%	1% 16%	0%	Ν	0.075	F	0.527	16000	
~	To: From	SR 189											
8 189 189 Franklin Bypass	City of Suffolk	1.01 17000 F	82%	1%	1%	1% 16%	0%	F	0.075	F	0.527	16000	
	Too	SR 272 South Ouav R	:d										
8 (189) (189) S Quay Rd				1%	1%	1% 16%	0%	F	0.075	F	0.543	18000	
5) (189)	To:	CD 190 C Oney Dd											
8 Holland Bypass	City of Suffolk		82%	1%	1%	1% 16%	0%	F	0.078	F	0.594	18000	
6)			0270	. , ,		.,,	0,0	•	0.0.0	•	0.00	.0000	
8 (Holland Rd	City of Suffolk		= 920/	10/	10/	10/ 160/	Nº/		0.091		0.500	21000	
Holland Rd	City of Sulloik			1 /0	1 /0	1/0 10/0	0 /0	'	0.001	'	0.555	21000	
~	To: From:			401		10/ 100/	00/		0.004		0.007	01000	
8)	City of Suffolk			1%	1%	1% 16%	5 0%	F	0.081	F	0.607	21000	
	From:												
8 Holland Rd	City of Suffolk			1%	1%	1% 16%	0%	F	0.08	F	0.613	22000	
9)	Too	122 642 Manning Bridge	. D.4										
8 Holland Rd	City of Suffolk			1%	1%	1% 16%	. 0%	F	0.086	F	0.539	25000	
9)				. 70	. ,0	. /5 10 /6	370		0.000		0.000		
Wolland Dd	City of Cytholly			10/	10/	10/ 100/	00/		0.004		0 F40	20000	
8 Holland Rd		0.38 31000 (a 8∠%	1%	1%	1% 16%	0%	г	0.084	г	0.549	29000	
~	To: From:												
Holland Rd				1%	1%	1% 16%	0%	F	0.087	F	0.528	29000	
	To:	US 13 Southwest Suffolk F	Symace										

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

Б	1			47	_		Tru	ıck			K	611	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	
	From:	Bus US	58												
) (13) Suffolk Bypass	City of Suffolk	1.41 3700		82%	1%	1%	1%	16%	0%	F	0.095	F	0.65	37000	
	To	133-604 Pitch	hittle D.A												
Suffolk Bypass	City of Suffolk	4000		82%	1%	1%	1%	16%	0%	F	0.087	F	0.601	39000	
Suffolk Bypass	only of current			0270	1,0		1 70	1070	070	•	0.007	•	0.001	00000	
3 (460 Suffolk Bypass	City of Suffolk	US 460 Prud		000/	00/	10/	10/	7%	00/	F	0.096	F	0.500	47000	
Suffolk Bypass	City of Suffolk	4500	U F	90%	0%	1%	1%	170	0%	Г	0.086	Г	0.599	47000	
~~~	To: From:	SR 10, SR 32 G													
) (13) (460) Suffolk Bypass	City of Suffolk	1.87 <b>5500</b>	0 F	90%	0%	1%	1%	7%	0%	F	0.085	F	0.575	58000	
<del></del>	To: From:	133-642 Wi	roy Rd												
(13) (460) Suffolk Bypass	City of Suffolk	2.30 4700	0 F	90%	0%	1%	1%	7%	0%	F	0.085	F	0.591	49000	
	To:	Bus US 13, Bus US	8 Military	Hwy											
	From:	Bus US 58 Military							221	_		_		=	
Military Highway	City of Suffolk	3.46 6800		90%	0%	1%	1%	7%	0%	F	0.083	F	0.612	71000	
~ ~	10: From:	WCL Ches ECL Suf	•												
Military Highway	City of Chesapeake (Maint: 64)	2.94 <b>7000</b>		90%	0%	1%	1%	7%	0%	С	0.099	Α	0.567	74000	
(13) (400)	ony or emocapeante (mainte e t)				0 70		. , ,	. , 0	0,0		0.000	•	0.00.		
	City of Change and I	I-664		000/	00/	10/	10/	70/	00/		0.11		0.50	0700	
[13] [460]	City of Chesapeake	0.11 <b>920</b>	G	90%	0%	1%	1%	7%	0%	F	0.11	F	0.52	9700	
ALT	To: From:	SR 191 Jolliff Rd; US 1	3 Military I	Highway											
Airline Blvd	City of Chesapeake	1.72 6300	G	96%	2%	1%	0%	2%	0%	С	0.091	F	0.569	6700	
400	To:	WCL Ports													
ALT	From:	ECL Chesa	peake												
(460) Airline Blvd	City of Portsmouth	0.29 <b>1000</b>	0 G	96%	2%	1%	0%	2%	0%	F	0.093	F	0.577	11000	
<u></u>	To	Greenwoo	d Dr												
ALT (460) Airline Blvd	City of Portsmouth	0.20 1000		96%	2%	1%	0%	2%	0%	F	0.084	F	0.528	11000	
460 Allille Bivd	City of Portsilloutif	0.20 1000	U G	90%	270	1 70	0%	270	0%	Г	0.064	Г	0.526	11000	
ALT	To: From:	Elmhurst	Lane												
(460) Airline Blvd	City of Portsmouth	1.30 7700	G	96%	2%	1%	0%	2%	0%	F	0.083	F	0.504	8200	
	To	SR 239 Victo	wy Dlyd												
ALT	From:														
(460) Airline Blvd	City of Portsmouth	0.28 <b>790</b> 0	) G	96%	2%	1%	0%	2%	0%	F	0.089	F	0.56	8400	
	To: From:	SR 337 Portsn	outh Blvd												
Airline Blvd	City of Portsmouth	1.40 9600	G	96%	2%	1%	0%	2%	0%	F	0.091	F	0.532	10000	
	To:	US 17 Freder	ick Blvd												
Airline Blvd	City of Portsmouth	0.19 <b>1200</b>		97%	1%	1%	0%	1%	0%	F	0.089	F	0.573	12000	
	To														
London Blvd	City of Portsmouth	High 5		97%	1%	1%	0%	1%	0%	С	0.086	F	0.602	17000	
London biva	Oity of Portsilloutif	1600		3170	1 70	1 70	U //o	1 70	070	U	0.000	Г	0.002	17000	
	From	SR 141 Lond				$\Box$									
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	4900		97%	1%	1%	0%	1%	0%	F	0.084	F	0.557	52000	
	То:	SR 164 West	ern Frwy												

205

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

Route	Jurisdiction	Longth	AADT O	ATiro	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	
noute	Junsuiction			4Tire	DuS	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	
Martin Luther King France	City of Doytomouth (Mainty		64 Western Frwy	050/	00/	00/	10/	20/	00/	0	0.000	۸	0 E1E	21000	
Martin Luther King Freeway	City of Portsmouth (Maint:	,	25000 G		0%	0%	1%	3%	0%	С	0.092	Α	0.515	31000	
	From:		River Midtown T uther King Freev												
Elizabeth River Midtown Tunnel	City of Portsmouth (Maint:		25000 G		0%	0%	1%	3%	0%	С	0.092	Α	0.515	31000	
9)										_					
Time beth Diver Midden Turnel	City of November (Majorty Co		L Portsmouth	050/	00/	00/	10/	20/	00/	^	0.000	^	0.515	01000	
Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64	•	25000 G		0%	0%	1%	3%	0%	С	0.092	Α	0.515	31000	
	From:	SK 33	7 Brambleton Av SR 337	2											
8 337 Brambleton Ave	City of Norfolk		30000 G	94%	0%	0%	1%	4%	0%	F	0.08	F	0.561	NA	
8) (337) = 1							. , .	.,.		-		-			
Dramblatan Ava	City of Nowfolls		Colley Ave	0.40/	00/	00/	10/	40/	00/	F	0.007	_	0.704	00000	
B 337 Brambleton Ave	City of Norfolk	0.83	31000 G	94%	0%	0%	1%	4%	0%	г	0.087	F	0.704	36000	
	From:		E SR 337 37 Brambleton A	iie.											
Duke St	City of Norfolk	0.17	7200 G		1%	2%	1%	1%	0%	F	0.099	F	0.68	7900	
8) Jame 81	-				. , ,		. , 0	. , 0	0,0	•	0.000	•	0.00		
Visibile Decelo Divid	Oltro of North H	0.07	Olney Rd	000/	40/		40/	40/	00/		0.000	_	0.004	5000	
8) Virginia Beach Blvd	City of Norfolk	0.07	5200 G	96%	1%	2%	1%	1%	0%	F	0.090	F	0.661	5600	
~	To: From:	I	Boush Street												
8 Virginia Beach Blvd	City of Norfolk	0.24	5000 G	96%	1%	2%	1%	1%	0%	F	0.092	F	0.558	5300	
٦	To:		icello Ave; St Pa	uls Blvd											
Viscolala Danak Blood	From:		onticello Ave	000/	40/	00/	40/	40/	00/	_	0.004	_	0.004	40000	
8) Virginia Beach Blvd	City of Norfolk	0.70	12000 G	96%	1%	2%	1%	1%	0%	F	0.094	F	0.634	13000	
~	To: From:	SR 1	68 Tidewater Dr												
8 Virginia Beach Blvd	City of Norfolk	0.53	13000 G	96%	1%	2%	1%	1%	0%	С	0.095	F	0.561	14000	
	To:		Park Ave												
8 Virginia Beach Blvd	City of Norfolk	0.96	15000 G	96%	2%	2%	1%	1%	0%	С	0.088	F	0.525	16000	
	,														
g Virginia Beach Blvd	City of Norfolk	0.88	5 Ballentine Blvd 26000 G		2%	2%	1%	1%	0%	F	0.098	F	0.617	28000	
Virginia Beach Blvd	City of Norion	0.00	20000 G	90 /6	2 /0	Z /0	1 /0	1 /0	0 /6	•	0.030	'	0.017	20000	
~	To: From:		ilea Garden Rd												
78 Virginia Beach Blvd	City of Norfolk	1.35	29000 G	96%	2%	2%	1%	1%	0%	F	0.091	F	0.666	31000	
	To- Erony	US 1	13 Military Hwy			$\neg$									
(8) Virginia Beach Blvd	City of Norfolk	0.79	23000 G	96%	2%	2%	1%	1%	0%	F	0.087	F	0.521	24000	
<b>ン</b>	To	CD 14	55 Kempsville Rd												
8 Virginia Beach Blvd	City of Norfolk	0.93	24000 G		0%	1%	0%	0%	0%	С	0.092	F	0.571	26000	
8) Virginia Beach Biva	To:		Beach; Newtown		0 70		0 70	0 70	0 70	O	0.032	'	0.57 1	20000	
	From:		rfolk; Newtown												
8 Virginia Beach Blvd	City of Virginia Beach	1.33	30000 G		0%	1%	0%	0%	0%	F	0.093	F	0.536	28000	
ン	To	CD 10													
8 Virginia Beach Blvd	City of Virginia Beach	SR 19	90 Witchduck Rd 30000 F		0%	1%	1%	1%	0%	С	0.108	В	0.519	30000	
38 Virginia Beach Blvd	Oity of Virginia Beach	SR 225	30000 F		U /0	1 /0	1 /0	1 /0	0 /0	U	0.100	В	0.519	30000	

206

#### 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 Factor	AAWDT	Q
	From:	SD 225	Independence	Dlud			ZAXIE	3+Axle	TITAII	ZITAII		Factor		Factor		
8 Virginia Beach Blvd	City of Virginia Beac		35000	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.5	34000	(
8 Virginia Beach Blvd	City of Virginia Beac		osemont Rd 43000	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.502	41000	(
<u> </u>	To	Dla	za Trail North													
Virginia Beach Blvd	City of Virginia Beac			G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.557	29000	(
8 Virginia Beach Blvd	City of Virginia Beac		nnhaven Pkwy 32000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.57	31000	
9	To:	SD 27	9 Great Neck	Dd												
Virginia Beach Blvd	City of Virginia Beac		27000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.572	NA	
~	To: From:		58; Va Beach													
Laskin Rd	City of Virginia Bead	ch	25000	Α	99%	0%	0%	0%	0%	0%	С	0.106	Α	0.57	25000	
~	To: From:		st Colonial Rd													
Laskin Rd	City of Virginia Beac		23000 Birdneck Rd	G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.567	24000	
8 Laskin Rd	City of Virginia Beac	ch 0.97	24000	G	99%	0%	0%	0%	0%	0%	F	0.078	F	0.558	24000	
	10.		60 Pacific Ave													
Ramp to I-81 S at Exit 1	City of Bristol (Maint:		3 E 96A; US 5		96A							0.000	F		1000	
Ramp to I-81 S at Exit 1	City of Bristor (Maint.		<b>1700</b> I-81 South	F								0.099	Г		1800	
	From:	Ramps US 58	E 96B; US 4	21 W	66B											
Ramp to I-81 N at Exit 1	City of Bristol (Maint:		1800	F	78%	1%	1%	1%	18%	1%	F	0.093	F		1900	
			I-81 North													
Ramp	Carroll County	US 58 0.18	Carrollton Pi 2100	ike <b>G</b>								0.084	F		2100	
Ramp	To:		I-77 South	G								0.004	'		2100	
	From:		Carrollton Pi	ilra												
Ramp	Carroll County	0.21	3100	G								0.072	F		3100	
9)	To:		I-77 North													
ast	From:	US 58 I	JS 421 Eastbo	ound												
Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Maint:	95) 0.03	460	G								0.132	F		460	
~	To:	Rar	np US 58 96A	1												
ast	From:		JS 421 Eastbo													
Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Maint:		830	G								0.138	F		830	
¥	10:	•	8 96B; US 42		6B											
ast 58 Ramp	Mecklenburg Count		E, E Atlantic		79%	1%	1%	1%	18%	10/	F	0.090	F		1900	
Ramp	weckierburg Count	ıy	1900	G	19%	1 %	1 70	1 /0	10%	1%	Г	0.090	Г		1900	

207

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

			rimary and inters									17				
Route	Jurisdiction	า	Length AADT	. ΟΔ	4Tire	Bus		Tr			QC	K	QK	Dir	AAWDT	ΟW
riodio	_	•	Longin AAD1	Q,A	110	Buo	2Axl	e 3+Axle	1Trail	2Trail	u.	Factor	٠.٠	Factor	7011151	۵.,
East	From:		US 58 Ea													
East (58) Ramp	Mecklenburg Co	ounty	1000	G	79%	1%	1%	1%	18%	1%	F	0.097	F		1000	G
	To:		I-85 Nor	th												
Cost	From:		US 58 E, West A	Atlantia Ct												
East (58) Ramp	City of Emporio (M	loint: 40\										0.126	_		1700	G
(58) Hallip	City of Emporia (ivi	laint. 40)										0.136	Г		1700	G
~	10:		1-95 Sou	th												
East	From:		US 58 Ea	ıst												
East (58) Ramp	City of Emporia (M	laint: 40)	0.13 <b>1100</b>	G								0.136	F		1100	G
	To:	,														
East (58) Ramp	Prom:			T 258												
58 Ramp	· _	ounty										NA			NA	
<u> </u>	To:		US 258; 1US	258-P												
East	Possible   Possible															
(58) (258) Ramp	City of Emporia (Maint: 40)   0.18   1700   G	510	G													
(56) (256) (4.11)	only or came	/IIX	0.17									0.111	•		0.0	<u> </u>
Fact	To: From:	U	S 58-E451B TO RT	E 189 SO	JTH											
East	City of Suffo	Alle	0.05 210	G								0 112	_		210	G
[58] [258] Ramp	Oity of Suito				OPP.		_					0.113	'		210	G
•	10.				.51											
East (58) Ramp	From:		US 58 E, Military	Highway												
Samp Ramp	City of Chesapeake (	(Maint: 64)	25000	G								0.115	F		25000	G
	тГ			~ >												
East	From:	R	amps to and from U	S Military	Hwy											
758 Ramp	City of Chesapeake (	(Maint: 64)	24000	) G								0.101	F		25000	G
(30)	To:	( /														-
_																
East	From:												_			_
(58) Ramp		(Maint: 64)										0.077	F		9500	G
$\hookrightarrow$	To:		I-664 We	est												
West	From:		US 58 US 421 W	/estbound												
Bamp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Ma	int: 95)										0.09	F		900	G
(58) Hamp 60 00 W 60 421 W 10 1 0 1 0 at 2 xit 1	To:				6 A		$\overline{}$					0.00	•		000	G
					UA											
West			US 58 W, E At	lantic St												
Ramp	Mecklenburg Co	ounty	2000	G	79%	1%	1%	1%	18%	1%	F	0.081	F		2000	G
	To:		I-85 Sou	th												
West	From:		Gap TO RT	85 SB												
Famp	Mecklenburg Co	ounty										NA			1900	G
	To:	•														
							_									
West	<u></u>															
(58) Ramp		ounty										0.099	Α		1500	Α
<b>\( \)</b>	To:		I-85 Nor	th												
	From:		IIS 58 W	est												
West			05 50 W										_		0500	0
West Ramp	City of Emporia (M	laint: 40)	3500	G								വ വരാ	-			
West 58 Ramp	City of Emporia (M	laint: 40)	<b>3500</b> I-95 Sou									0.092	F		3500	G

208

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

		i iiiiai	y and interst	ale He	atoo											
Route	Jurisdiction	Len	gth <b>AADT</b>	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QV
/est	From:		IIS 58 Was	·t			ZAXIE	3+Axie	TITAL	ZITAII		Factor		Factor		
88 Ramp	City of Emporia (Maint	t: 40) 0.:										0.099	F		1300	G
000	To:			-								0.000	•		.000	
est	From:															
68 (258 Ramp	Southampton Coun	ity 0.		220								NA			NA	
280) (280) ramp	To:	,		JS 258-	9BU										100	
lost	From:															
/est ₅₈ Ramp	City of Chesaneake (Mai				<u> </u>							0 107	F		410	(
000	To:											0.107	•		110	
Vest	From:	IIC			,											
Ramp	City of Chesapeake (Mai				'							0 109	F		2900	(
000	To:											0.100	•		2000	`
/est	From:															
Ramp	City of Virginia Beach (Ma											0.091	F		14000	F
	To:											0.00	•			·
	From:	Eli														
WB Ramp from Brambleton Ave to N	Company   Comp															
	State   Stat															
Combined	To:				0070	0 70	<del>-</del>	170	0 /0	0 70	.,	1471			00000	
ĻŢ	From:															
Main St	Town of Jonesville (Mair	nt: 52) 0.5			96%	1%	1%	1%	1%	0%	С	0.097	F	0.571	5300	G
30)	To	, ,					_									
ALT.	From:		NCL Jonesvi													
ALT 58	Lee County				96%	1%	1%	1%	1%	0%	Ν	0.097	F	0.571	5300	١
	To:															
ALT 58 W Morgan Ave					96%	10/_	10/-	10/	20/-	0%	F	0.002	E	0.512	7200	c
W Worgan Ave	Lee County				30 70	1 /0	1 /0	1 /0	270	0 70	•	0.032	•	0.512	7200	
ALT	To: From:		WCL Pennington	n Gap												
Morgan Ave	Town of Pennington Gap (M	Maint: 52) 1.8	35 <b>7300</b>	N	96%	1%	1%	1%	2%	0%	Ν	0.092	F	0.512	7200	N
~	To:	T'	S 421 W Old 7	ion Rd												
ALT AAAAAAA AAA	Town of Donainates Con (A				000/	10/	10/	10/	00/	00/	0	0.00	_	0.504	0000	_
58 (421) E Morgan Ave	Town of Pennington Gap (II	viaint: 52) 0.2	+0 <b>9900</b>	G	96%	1%	1%	1%	2%	0%	C	0.09	г	0.524	9800	C
ALT	To: From:	U	S 421 E, Woody	way Rd												
Trail of the Lonesome Pine	Town of Pennington Gap (N	Maint: 52) 0.2	25 <b>6100</b>	G	96%	1%	1%	1%	2%	0%	С	0.087	F	0.519	6000	(
<del>\$</del>	To		ECL Deminotes													
LT	From:															
Trail of the Lonesome Pine	Lee County	4.5			96%	1%	1%	1%	2%	0%	N	0.087	F	0.519	6000	Ν
W.T.	To: From:															
ALT 58 Trail of the Lonesome Pine		21			97%	0%	1%	1%	2%	0%	F	0.09	F	0.576	3600	G
58) Trail of the Lonesonie i me	To:				31 /6	0 /6		1 /0	<b>2</b> /0	0 /6	'	0.03	'	0.570	3000	

209

Route	Jurisdiction	Length	AADT (	QA 4Tir	e Bus		Tru			QC	K	QK	Dir	AAWDT	(
T	From:		old Woodway			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Trail of the Lonesome Pine	Lee County			<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.102	F	0.535	3400	
	To	52-982 S, Se	eminary Chu	ırch Rd											
T 3 Trail of the Lonesome Pine	Lee County			<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.102	F	0.535	3500	
	та		eminary Chu				.,,		• , •		*****				
T $3$ Trail of the Lonesome Pine	Lee County		-	<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.102	F	0.535	4000	
Trail of the Lonesome Fine	To:		County Line	-	0 /0	1 /0	1 /0	2/0	0 /6	'	0.102	'	0.555	4000	
	From:		County Line		00/	10/	40/	00/	00/	_	0.004	_	0.000	4500	
Pennington Gap Hwy	Wise County			<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.094	F	0.626	4500	
Ţ	To: From:		illiams Hollo												-
Pennington Gap Hwy	Wise County	0.56	4600	N 97%	0%	1%	1%	2%	0%	Ν	0.094	F	0.626	4500	
Г	To From:	WCL I	Big Stone Ga	ар											
Cumberland Ave; Wood Ave	Town of Big Stone Gap	1.15	5200	<b>G</b> 97%	0%	1%	1%	2%	0%	С	0.092	F	0.640	5600	
Ţ	To- From	W	1st Street												
Wood Ave	Town of Big Stone Gap	0.13	5000	<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.087	F	0.544	5400	
	To: From:	Е	1st Street												
T Wood Ave	Town of Big Stone Gap	0.42	4600	<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.082	F	0.574	4900	
	To:	Bus U	US 23, 5th St												
T Bus 3) (23) E 5th St	Town of Big Stone Gap		US 23 <b>7200</b>	<b>G</b> 97%	0%	1%	0%	2%	0%	F	0.085	F	0.536	7700	
23) 2 311 31	To:		illey Ave	<b>u</b> 57 7	0 70	170	0 70	270	0 70		0.000		0.000	7700	
Bus Ciller Ave	From:		E 5th St	0.70	00/	10/	00/	00/	00/		0.000	_	0.57	0.400	
Gilley Ave	Town of Big Stone Gap			<b>G</b> 97%	0%	1%	0%	2%	0%	С	0.089	F	0.57	9400	
T Bus	To: From:		Big Stone Ga												
Gilley Ave	Wise County	0.35	8800	N 97%	0%	1%	0%	2%	0%	N	0.089	F	0.57	9400	
Г	To: From:	US 23	3; Bus US 23	3											۰
Orby Cantrell Hwy	(Maint: 97)	1.31	10000	<b>G</b> 95%	1%	1%	0%	4%	0%	F	0.089	F	0.506	11000	
Т	To: From:	S	S 97-610												
Orby Cantrell Hwy	Wise County	5.30	14000	<b>G</b> 95%	1%	1%	0%	4%	0%	F	0.089	F	0.568	15000	
Т	To From	N	N 97-610												
Orby Cantrell Hwy	Wise County	0.86	12000	<b>G</b> 95%	1%	1%	0%	4%	0%	F	0.085	F	0.530	13000	
		Wo	CL Norton												
T 3) (23)	City of Norton (Maint: 97)			N 95%	1%	1%	0%	4%	0%	N	0.085	F	0.530	13000	
	То		11th St		.,,			.,,	- 7,0					. 2000	
(23) Orby Cantrell Hwy	From:			<b>G</b> 94%	10/	10/	10/	10/	09/	C	0.09	F	0 E11	14000	
3 ( ) 23 ( Olby Califiell Hwy		1.44	13000	<b>G</b> 94%	1%	1%	1%	4%	0%	С	0.09	-	0.511	14000	

Route	Jurisdiction	Length	AADT Q	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	. (
•	From:	. 3.	US 23			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Norton Coeburn Rd	City of Norton (Maint: 97)		9600 G	94%	0%	1%	1%	3%	0%	F	0.088	F	0.527	10000	
)	To:		County Line				.,.	- 7,5	- , -	•		·	• • • • • • • • • • • • • • • • • • • •		
	From:		CL Norton												
Norton Coeburn Rd	Wise County	2.04	9600 N	94%	0%	1%	1%	3%	0%	N	0.088	F	0.527	10000	
	From:		97-762 2 Mathews Rd												-
Norton Coeburn Rd	Wise County		9200 G	94%	0%	1%	1%	3%	0%	F	0.087	F	0.545	9900	
,	To: From:	97-813 Old	Norton Coebur	n Rd											_
Norton Coeburn Rd	Wise County	1.67	9300 G	94%	0%	1%	1%	3%	0%	F	0.085	F	0.543	10000	
<u> </u>	To From:	WC	CL Coeburn												
Norton Coeburn Rd	Town of Coeburn (Maint: 97)	0.94	9300 N	94%	0%	1%	1%	3%	0%	N	0.085	F	0.543	10000	
<u>'</u>	To- From:	SR 15	8 W, Front St												
Senator M M Long Hwy	Town of Coeburn (Maint: 97)	0.92	7100 G	94%	0%	1%	1%	3%	0%	F	0.082	F	0.578	7700	
,	To: From:	SR 72	Dungannon Rd												
Senator M M Long Hwy	Town of Coeburn (Maint: 97)	2.69	6200 G	94%	0%	1%	1%	3%	0%	F	0.085	F	0.529	6700	
) condition in in 2011g ,	То:	NCL Coeburn			0,0		. , 0	0,0	0,0	•	0.000	•	0.020	0.00	
	From:	NCL C	oeburn; 97-893												П
Bull Run Rd	Wise County	4.35	6100 G	94%	0%	1%	1%	3%	0%	F	0.085	F	0.507	6600	
	To: From:	97-65	57 Carfax Rd												-
Bull Run Rd	Wise County	2.27	6400 G	94%	0%	1%	1%	3%	0%	F	0.083	F	0.504	6900	
	To	97-655 I	Russel Creek R	i											
Bull Run Rd	Wise County	1.34	6500 G	94%	0%	1%	1%	3%	0%	F	0.086	F	0.550	7000	
)	Ter			0.70			. , 0	0,0	0,0	•	0.000	•	0.000		
	From:		L Saint Paul												
Bull Run Rd	Town of Saint Paul (Maint: 97)	0.30	6500 N	94%	0%	1%	1%	3%	0%	N	0.086	F	0.550	7000	
	To: From:	SR	63 Wise St												-
Bull Run Rd	Town of Saint Paul (Maint: 97)	0.48	7400 G	94%	0%	1%	1%	3%	0%	F	0.082	F	0.542	8000	
1	To:		ll County Line												
Castlewood Rd	Russell County	2.56	County Line	94%	0%	1%	1%	3%	0%	С	0.106	Α	0.529	9700	
Castlewood Nd	To:		9100 A SR 65	9470	076	1 %	170	3%	0%	C	0.106	А	0.529	9700	
	From:		Memorial Dr												۰
Castlewood Rd	Russell County	1.04	7600 F	95%	0%	1%	0%	3%	0%	С	0.085	F	0.563	8100	
	To: From	SCL	Castlewood												_
Trail of the Lonesome Pine	Russell County		7600 N	95%	0%	1%	0%	3%	0%	N	0.085	F	0.563	8100	
,	To- From:	SF	R 71 West												
$\left\{\begin{array}{c} 71 \end{array}\right\}$ Trail of the Lonesome Pine	Russell County	1.46	7300 F	95%	0%	1%	1%	3%	0%	F	0.089	F	0.616	7800	
1 \ /	To:	SR 71 E, Trail													

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

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	. QI
ALT	From:	SR 71 E, Trail of			00/	10/	10/	00/	00/	F	0.000	F	0.007	0000	F
58	Russell County		600 F	95%	0%	1%	1%	3%	0%	Г	0.098	г	0.667	6000	r
Щ	To: From:	83-671 Hona	ker Chapel Ro												
LT 88	Russell County	59	900 F	95%	0%	1%	1%	3%	0%	F	0.092	F	0.634	6300	ı
	To: From:	U	S 19												
-T 8 (19)	Russell County	1.98 <b>13</b>	000 F	95%	0%	1%	1%	3%	0%	F	0.092	F	0.621	14000	- 1
<i>&gt;</i>	To: From:		County Line												
T 8) (19) Porterfield Hwy	Washington County		County Line 000 G	95%	0%	1%	1%	3%	0%	F	0.091	F	0.586	16000	(
(19)	Te						170	0,0	070	•	0.001	•	0.000	10000	
T	From:		Iendota Rd	0==/	221		4.57	0.01	221			_		4=000	
Porterfield Hwy	Washington County	3.03 16	000 G	95%	0%	1%	1%	3%	0%	F	0.091	F	0.608	17000	(
T	To: From:	95-700 Ric	ch Valley Rd												
Porterfield Hwy	Washington County	2.59 <b>37</b>	000 G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.617	40000	(
<del>-</del>	To: From:	95-766	6 WEST			<u> </u>									
T 3 (19) Porterfield Hwy	Washington County	1.20 <b>20</b>	000 G	94%	0%	1%	2%	4%	0%	С	0.091	F	0.587	20000	
T	To: From:	NCL A	Abingdon												
Porterfield Rd	Town of Abingdon (Maint: )	0.21 <b>19</b>	000 G	95%	0%	1%	1%	3%	0%	F	0.086	F	0.616	20000	
Т	To: From:	US 19 Por	terfield Hwy												
Russell Rd	Town of Abingdon	1.01 72	200 G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.526	7600	
	To:		y Street												
T 8) (11) Main St	Town of Abingdon		ley St 300 G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.531	9900	
3) (11) Main St	To:		in St	0070	0 70		0 /0	0 /0	0 70	•	0.000	•	0.001	0000	
T	From:		S 11							_					
8 (75) Cummings St	Town of Abingdon		000 G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.552	14000	
_	From:		-81	~											
T B (23) Orby Cantrell Hwy	(Maint: 97)	Bus US 23 South 1.31 <b>10</b>	of Big Stone  000 G	Gap 95%	1%	1%	0%	4%	0%	F	0.089	F	0.506	11000	
Orby Cantrell Hwy	To:		well Valley R		1 /0	1/0	0 70	7/0	0 70	•	0.003	•	0.500	11000	
<u></u>	From:	97-610 S Po	well Valley Rd	l											
T (23) Orby Cantrell Hwy	Wise County	5.30 <b>14</b>	000 G	95%	1%	1%	0%	4%	0%	F	0.089	F	0.568	15000	(
.T	To: From:	97-610 N Po	well Valley Ro	i											
Orby Cantrell Hwy	Wise County	0.86 <b>12</b>	000 G	95%	1%	1%	0%	4%	0%	F	0.085	F	0.530	13000	(
	Toe	WCL	Norton												
LT 58 23	City of Norton (Maint: 97)			95%	1%	1%	00/	10/	<b>0</b> 0/	N	0.085	F	0.530	13000	ı
8 (23)	Oity of Norton (Maint. 97)	1.09 12 11Th St;		33%	170	170	0%	4%	0%	IN	0.000	-	0.550	13000	

6/10/2021 212

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

		Primary and Interstate	e Route	es											
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
ALT	From:	11Th St; 12th St E	xt												
58 (23) Orby Cantrell Hwy		1.44 <b>13000</b>	G 9	94%	1%	1%	1%	4%	0%	С	0.09	F	0.511	14000	G
<b>D</b>	To:	ALT US 58, SR 283 Norton-C	Coeburn l	Hwy											
Bus	From:	US 58 South of Lawren	ceville												
58 (46)	Brunswick County	0.20 <b>5600</b>	G 9	96%	1%	1%	0%	2%	0%	С	0.103	F	0.579	5500	G
Bus	To: From:	SCL Lawrencevill	le			}									
58 (46)	Town of Lawrenceville (Maint: 12)	0.80 <b>5600</b>	N S	96%	1%	1%	0%	2%	0%	Ν	0.103	F	0.579	5500	Ν
Bus	To: From:	SR 46, E Church S	St												
Main St	Town of Lawrenceville (Maint: 12)	0.35 <b>4500</b>	G 9	96%	1%	1%	0%	2%	0%	F	0.093	F	0.527	4400	G
~	To:	ECL Lawrencevill	le			$\neg$ $\vdash$									
Bus 58 Lawrenceville Plank Rd	Brunswick County	1.29 <b>4500</b>	N S	96%	1%	1%	0%	2%	0%	N	0.093	F	0.527	4400	Ν
~	To:	US 58 Governor Harriso	n Pkwy												
Bus	From:	US 58 West of Boyd													
Madison St	Town of Boydton (Maint: 58)	0.48 <b>920</b>	G 9	96%	1%	2%	0%	0%	0%	С	0.116	F	0.667	900	G
Bus	Te: From:	SR 92													
Madison St	Town of Boydton (Maint: 58)	0.55 <b>1100</b>	G S	98%	1%	1%	1%	0%	0%	С	0.124	F	0.753	1100	G
Bus	To: From:	NCL Boydton													
8us 58 )	Mecklenburg County	0.05 <b>1100</b>	N S	98%	1%	1%	1%	0%	0%	Ν	0.124	F	0.753	1100	Ν
~	To:	US 58 East of Boyd	lton												
Bus	From:	US 58 West Intersec	ction												
Market Dr	City of Emporia (Maint: 40)	0.21 <b>12000</b>	F S	97%	0%	1%	0%	1%	0%	С	0.089	F	0.518	12000	F
~	To:	West Atlantic St													
Bus West Atlantia St	City of Emperic (Mainty 40)	US 58 Connector		000/	0%	00/	00/	00/	00/	0	0.088	F	0.622	11000	
West Atlantic St	City of Emporia (Maint: 40)	0.44 11000 North Main Street		99%	0%	0%	0%	0%	0%	С	0.088	Г	0.622	11000	F
Bus	From:			070/	00/	401	40/	401	00/	_	0.400	_	0.007	0000	_
East Atlantic St	City of Emporia (Maint: 40)	0.25 <b>3600</b>	F S	97%	0%	1%	1%	1%	0%	С	0.102	F	0.607	3900	F
Bus	To: From:	Reese St													
58 East Atlantic St	City of Emporia (Maint: 40)	1.20 <b>1800</b>	F 9	98%	0%	0%	0%	0%	0%	F	0.096	F	0.554	1900	F
<del>=</del>	To:	US 58 East Intersect	tion												
Bus	From:	US 58													
Clay St	Southampton County	2.30 <b>2500</b>	Α 9	98%	1%	1%	0%	1%	0%	С	0.153	Α	0.607	2900	F
~	To:	WCL Franklin				$\neg$ $\vdash$									
Bus 58 Clay St	City of Franklin	1.20 <b>2700</b>	G 9	98%	1%	1%	0%	1%	0%	F	0.100	F	0.602	3100	G
~	To: From	Hunterdale Rd													
Bus 58 Clay St	City of Franklin		G 9	98%	1%	1%	0%	1%	0%	F	0.105	F	0.555	3300	G
$\rightarrow$	To:	Homestead Rd													

213

		Fillialy all	- Intorote	210 110				Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Н	omestead R	d												
Bus 58 Clay St	City of Frank	din 0.35	2500	G	98%	1%	1%	0%	1%	0%	F	0.101	F	0.617	2900	G
~	To- From:		Lee St													
Bus 58 Clay St	City of Frank	din 0.16	990	G	97%	1%	1%	0%	1%	0%	С	0.108	F		1200	G
,	Combined Traffic Estimates for 2 Parallel F			G	97%	1%	1%	0%	0%	0%	С	0.084	F	0.67	3100	G
	Toe	· · · · · · · · · · · · · · · · · · ·	Gardner St													
Bus 58 Clay St	City of Frank		1500	G	97%	1%	1%	0%	1%	0%	С	0.101	F	0.525	1800	G
58) Olay Ot	Combined Traffic Estimates for 2 Parallel F		2700	G	97%	1%	1%	0%	1%	0%	С	0.087	F	0.569	3000	G
	To-	todaways on this riodic.			01 70	1 70		0 70	1 70	0 / 0	Ü	0.007	•	0.000	0000	ŭ
Bus	From		High St													
4th Avenue	City of Frank ™-		1000	G	98%	1%	1%	0%	1%	0%	F	0.106	F	0.646	1200	G
Bus	From:		Mechanic St Fourth Ave	<u> </u>			+									
58 Mechanic St	City of Frank	din 0.10	2100	G	96%	1%	2%	1%	1%	0%	С	0.11	F	0.633	2500	G
$\smile$	To:		Second Ave	:												
Bus Bus 58 (258) E 2nd Ave	City of Frank	din 0.19	US 258 <b>6700</b>	G	98%	1%	1%	0%	1%	0%	F	0.091	F	0.553	7900	G
58) (258) L 2110 AVC	ony of Frank				30 /0	1 /0	1 /0	0 70	1 /0	0 /0		0.001	•	0.555	7 300	G
Bus Bus	From:		CL Franklir													
[58] (258)	Southampton C		6700	G	98%	1%	1%	0%	1%	0%	F	0.091	F	0.553	7900	G
Bus Bus	From:		Wight Coun	_												
58 258 Carrsville Hwy	Isle of Wight Co		5300	F	98%	1%	1%	0%	1%	0%	F	0.088	F	0.526	5500	F
	To:	US 2	58 Walters	Hwv												
Bus 58 Carrsville Hwy	Isle of Wight Co		2700	F	93%	1%	1%	1%	4%	0%	С	0.103	F	0.513	2900	F
58 Carraville Hwy	To:	-	VCL Suffolk		30 /0	1 /0		1 /0	770	0 70	J	0.100		0.510	2500	
Bus	From:	Isle of '	Wight Coun	ty Line												
Ruritan Blvd	City of Suffo	olk 2.65	1800	F	97%	0%	1%	1%	0%	0%	С	0.11	F	0.606	1900	F
Bus	To: From:		SR 189													
Bus 58 Holland Rd	City of Suffo	olk 0.26	2300	F	95%	0%	1%	1%	1%	0%	С	0.098	F	0.683	2400	F
~	To:	133-653 Duto	h Rd: Glen	Haven I	Orive											
Bus 58 Holland Rd	City of Suffo		2900	F	96%	0%	1%	1%	1%	0%	С	0.095	F	0.706	3100	F
Holland Rd	To:	0.40	US 58	- '	30 /0	0 70		1 /0	1 /0	0 70	J	0.000	•	0.700	0100	
Bus	From:	R	us 58 Clay S	St												
58 Lee Street	City of Frank		1100	G	97%	1%	2%	0%	0%	0%	С	0.122	F	0.706	1200	G
P	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	2700	G	97%	1%	1%	0%	1%	0%	С	0.087	F	0.569	3000	G
	To:		High St													
Bus 58 High St	City of Frank	din 0.27	Lee Street 1800	G	97%	1%	1%	0%	0%	0%	С	0.101	F	0.547	1900	G
(28) 1 light Ot	Combined Traffic Estimates for 2 Parallel F		2800	G	97%	1%	1%	0%	0%	0%	С	0.101	F	0.67	3100	G

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

		Primary and intersta					Tru	ıck			K	014	Dir		
Route	Jurisdiction 	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:	US 58 East of Ho		0701	221		4.57		221	_		_	0 = 10	.=	
Holland Rd	City of Suffolk	0.05 <b>8200</b>	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.512	8700	F
Bus	To: From:	133-1722 Kilby Sho	ores Rd												
Holland Rd	City of Suffolk	1.79 <b>7700</b>	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.587	8200	C
	To: From:	SR 337 Constance SR 337 Holland													
Bus 58 Constance Rd	City of Suffolk	0.29 <b>7400</b>	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.507	7900	(
~	To	WCL Suffolk Pitchk	ettle Rd												
Bus 58 Constance Rd	City of Suffolk	0.86 <b>8600</b>	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.551	9100	(
Constance Rd	City of Sulloik			90%	0%	1%	0%	170	0%	C	0.000	Г	0.551	9100	(
us Bus Bus	To: From:	SR 32 Main S	St												
(13) (460) Constance Rd	City of Suffolk	0.88 <b>14000</b>	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.592	14000	(
us Bus Bus	To: From:	Pinner Street Highland Ave													
58 13 460 Portsmouth Blvd	City of Suffolk	1.60 <b>16000</b>	F	97%	0%	1%	1%	1%	0%	С	0.088	F	0.539	17000	ı
	To To	SR 337 Washingto	on St												
Bus Bus Bus Bus (13) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>21000</b>	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	23000	(
Portsmouth Blvd	City of Surioik	US 58	G	90%	076	1 %	1 70	270	076	C	0.000	Г	0.569	23000	,
us	From:	US 58 Southampton	ı Pkwy												
(35) Meherrin Rd	Southampton County	2.03 <b>3500</b>	G	91%	1%	1%	1%	5%	0%	С	0.131	F	0.509	3500	(
	To	WCL Courtlan	nd												
dus 58 (35) Meherrin Rd	Town of Courtland (Maint: 87)	0.14 <b>3500</b>	N	91%	1%	1%	1%	5%	0%	N	0.131	F	0.509	3500	ı
Meherrin Rd	To:	SR 35 Main S		0170	1 /0		1 /0	3 /0	0 70	14	0.101	•	0.505	0000	
Bus	From:	SR 35; Meherrin													
Main St	Town of Courtland (Maint: 87)	1.10 <b>7200</b>	G	91%	1%	1%	1%	7%	0%	С	0.088	F	0.509	7000	(
lus	To: From:	ECL Courtland	d												
Jeruselem Rd	Southampton County	1.18 <b>7200</b>	N	91%	1%	1%	1%	7%	0%	Ν	0.088	F	0.509	7000	1
~	To:	US 58 Southampton	n Pkwy												
Bus	From:	US 58 Laskin F													
Virginia Beach Blvd	City of Virginia Beach	1.40 <b>23000</b>	G	97%	1%	1%	1%	0%	0%	F	0.076	F	0.55	25000	(
lus	To: From:	First Colonial F	Rd												
Virginia Beach Blvd	City of Virginia Beach	0.44 <b>16000</b>	G	97%	1%	1%	1%	0%	0%	F	0.079	F	0.541	15000	(
~ ⁻	To	Oceana Blvd	<u> </u>												
₅₈ Virginia Beach Blvd	City of Virginia Beach	0.96 11000	G	97%	1%	1%	1%	0%	0%	F	0.080	F	0.540	10000	(
50)ga 50a5 5.va	Tol			0.70	. 70		1 /0	0 /0	0 /0		0.000	,	0.040	. 5000	,
Bus	From:	Birdneck Rd													
Virginia Beach Blvd	City of Virginia Beach	1.17 9200	G	97%	1%	1%	1%	0%	0%	С	0.079	F	0.547	8700	(
~	To:	Atlantic Ave													

215

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

		Primary and interstat	to Houtes										
Route	Jurisdiction	Length AADT	QA 4Tire	Rue		Truck		QC	K	QK	Dir	AAWDT	. OV
Houte		Length AADI	QA TITE	Dus	2Axle 3	8+Axle 1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q۷
Bus	From:	C7US 58 TO ROUTE 20	64 WEST										
58 Ramp	City of Virginia Beach (Maint: 75)	0.09 <b>NA</b>							NA			NA	
~	To: US	58-W503A TO ROUTE 58 BU	US VA BEACH	BL									
Bus Bus Bus	From:	Bus Us 23											
58 \ (23 \ (421 )	Scott County	0.04 <b>2000</b>	<b>N</b> 97%	0%	1%	1% 1%	0%	Ν	0.106	F	0.565	2100	Ν
~ <del>~</del> ~	To:	CL Gate City			<b>—</b> —								
Bus Bus Bus 58 ( 23 ( 421 ) Daniel Boone Rd	Town of Gate City (Maint: 84)		<b>G</b> 97%	0%	1%	1% 1%	0%	С	0.106	F	0.565	2100	G
58) (23) (421) Daniel Boone Rd	Town of Gate City (Maint. 64)	0.80 <b>2000</b>	G 97%	0%	1 70	170 170	0%	C	0.106	Г	0.565	2100	
Bus Bus Bus	To: From:	84-762											
58) (23) (421) Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84 <b>2700</b>	<b>G</b> 98%	0%	1%	0% 0%	0%	F	0.094	F	0.55	2900	(
(2) (2)	To	84-763											
Bus Bus Bus	From:												
(23) (421) W Jackson St	Town of Gate City (Maint: 84)	0.15 <b>3500</b>	<b>G</b> 98%	0%	1%	0% 0%	0%	F	0.088	F	0.542	3700	(
<del>\times \times \</del>	To: From:	84-665			$\neg$ $\vdash$								
Bus Bus Bus Section Bus Section Bus Section Bus Bus Bus Section Bus	Town of Gate City (Maint: 84)	0.12 <b>4900</b>	<b>G</b> 98%	0%	1%	0% 0%	0%	F	0.088	F	0.621	5300	
(421) W Jackson St	Town of date only (Maint. 64)	0.12 4900	<b>G</b> 30 /8	0 /6	1 /0	076 076	0 /6	'	0.000	'	0.021	3300	
us Bus Bus	To: From:	SR 71											
58 (23) (421)	Town of Gate City (Maint: 84)	0.47 <b>8100</b>	<b>G</b> 98%	0%	1%	0% 0%	0%	С	0.089	F	0.546	8700	(
	To:	84-836											
Bus Bus Bus	From:							_		_			_
58) (23) (421)	Town of Gate City (Maint: 84)	0.23 15000	<b>G</b> 98%	0%	1%	0% 0%	0%	F	0.096	F	0.505	16000	(
· · ·	10:	US 23 South of Gate											
lus	From:	US 58; US 220 William F						_		_			
A L Philpott Hwy	Henry County	2.40 <b>7300</b>	<b>G</b> 98%	0%	0%	0% 1%	0%	С	0.094	F	0.646	7700	(
dus Bus	To: From:	Bus US 220 Greensbo	oro Rd										
58 (220 Memorial Blvd	Henry County	0.75 <b>16000</b>	<b>G</b> 97%	0%	1%	1% 1%	0%	F	0.086	F	0.604	17000	
66) (220) Momenta Biva	Tioning County			070		170 170	0 70	•	0.000	•	0.001	17000	`
Bus Bus	From:	SCL Martinsvill	le										
Memorial Blvd	City of Martinsville	0.71 <b>15000</b>	<b>G</b> 97%	0%	1%	1% 1%	0%	С	0.087	F	0.585	16000	(
	То:	SR 57 Starling Ave											
Bus	From:	Bus US 220 Memoria		40/	10/	00/ 00/	00/	_	0.005	_	0.504	0000	,
58 57 Starling Ave	City of Martinsville	0.82 <b>7500</b>	<b>G</b> 98%	1%	1%	0% 0%	0%	С	0.085	F	0.521	8000	C
Bus	To: From:	Mulberry Rd											
58 57 Starling Ave	City of Martinsville	0.18 <b>6500</b>	<b>G</b> 98%	1%	1%	0% 0%	0%	F	0.086	F	0.542	6900	(
30) (37)	To:	Church St	-										
dus	From:	Starling Ave											
58 (57) Church St	City of Martinsville	0.10 <b>7700</b>	<b>G</b> 98%	1%	1%	0% 0%	0%	С	0.086	F	0.595	8200	C
$\sim$	To:	Oakdale St; Starling		•									
Bus Okamak Ok	From:	Church St Ext		401	101	00/ 00/	001	_	0.004	_	0.005	0400	
58 57 Church St	City of Martinsville	0.28 <b>7500</b>	<b>G</b> 98%	1%	1%	0% 0%	0%	F	0.084	F	0.635	8100	G
~ ~	10:	Fairy St											

216

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

		Primary and	a intersta	te Rol	ites											
						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
Bus	From:		Fairy St				27 (XIC	OTTIAL	TTIGH	ZIIGII		1 40101		1 dotoi		
	City of Martinsville	0.26	7800	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.615	8300	G
E Church Rd	Oity of ivial tillsville	0.20	7000	G	90 /6	1 /0	1 /0	0 /0	0 /6	0 /0	'	0.007	'	0.013	0300	
	To: From:	В	rookdale St				_									
Bus 58 (57) E Church Rd	City of Martinsville	0.10	11000	_	98%	10/	10/	00/	10/	00/	F	0.070	F	0.500	11000	c
58 (57) E Church Rd	City of Martinsville	0.13	11000	G	90%	1%	1%	0%	1%	0%	Г	0.078	Г	0.583	11000	
<del>~</del> ~	To: From:		Hooker St													
US Church Dd	City of Martinavilla	0.77	10000	_	000/	10/	10/	00/	10/	00/	0	0.004	_	0.500	14000	,
E Church Rd	City of Martinsville	0.77	13000	G	98%	1%	1%	0%	1%	0%	С	0.084	F	0.583	14000	(
	To: From:	ECI	L Martinsvil	lle												
US A L Dhille att Lluca	Harry Causty	0.54	10000		000/	00/	10/	00/	10/	00/	0	0.100	۸	0.047	10000	
8 (57) A L Philpott Hwy	Henry County	0.54	12000	Α	98%	0%	1%	0%	1%	0%	С	0.108	Α	0.647	13000	/
	To: From:	SR 5	7 Chatham	Rd			<u> </u>									
us A L Distress Libert	11-1-1-1	0.40	10000	_	000/	00/	40/	00/	40/	00/	_	0.005	_	0.040	44000	,
8 A L Philpott Hwy	Henry County	2.48	10000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.616	11000	(
	To:	44-93	0 Dogwood	l Dr			_									
us	From:				000/	00/	40/	00/	40/	00/	_	0.005	_	0.50	11000	,
A L Philpott Hwy	Henry County		11000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.59	11000	(
	To:	US 58 A	A L Philpott	Hwy												
IS	From:	J	JS 1 South													
8) (1) Danville St			1800	G	94%	2%	1%	1%	2%	0%	С	0.122	F		1800	(
	Combined Traffic Estimates for 2 Parallel Road	dwave on this Route.	4600	G	94%	2%	1%	1%	2%	0%	F	0.113	F	0.575	4500	(
		aways on this riodic.	4000	u	J + 70	270	1 /0	1 /0	270	0 /0	'	0.110	'	0.575	4300	`
JS	To: From:	J	JS 1 North													
8 1 Danville St	Mecklenburg Count	ty 0.16	4700	N	93%	2%	2%	1%	2%	0%	Ν	0.122	F	0.534	4600	
9) (1) 24	To:		L South Hil		0070			. 70	_ /0	0 / 0	•••	0.122	•	0.001	1000	
JS	From:		Locust St	Ц			-									
~ ~ ~	Town of South Hill		6200	G	93%	2%	2%	1%	2%	0%	F	0.102	F	0.53	6100	(
8) 1 Danville St	To:		Plank Rd	<u> </u>	0070	270		1 /0	270	0 /0	•	0.102	•	0.00	0100	`
us	From:		L South Hil	11												
~ ~~~	Town of South Hill		4700	G	93%	2%	2%	1%	2%	0%	С	0.122	F	0.534	4600	(
8) 1 Danville St	Town of South Till			u	30 /6	2 /0		1 /0	2 /0	0 /6	O	0.122	'	0.554	4000	,
	From:		Locust St Plank Rd				-									
us (8) 1 Danville St	Town of South Hill		6700	G	93%	2%	2%	1%	2%	0%	F	0.099	F	0.550	6600	(
8 1 Danville St	TOWN OF SOURT FIN	0.09	0700	G	30 /0	Z /0	Z /0	1 /0	Z /0	U /o	'	0.099	'	0.550	0000	,
	To: From	Good	des Ferry Bl	lvd												
US Depuille St	Town of South Hill	0.23	6000	^	029/	20/	2%	1%	20/	00/	F	0.099	F	0.556	6100	,
Banville St	TOWIT OF South Hill		6200	G	93%	2%	270	170	2%	0%	Г	0.099	Г	0.556	6100	(
	To:		cklenburg A	ve												
US Mooklophurg Avo	Town of South Hill		Danville St	_	069/	10/	10/	10/	10/	00/	F	0.000	F	0.500	6000	,
8 (1) Mecklenburg Ave	Town of South Hill		6400	G	96%	1%	1%	1%	1%	0%	Г	0.093	Г	0.503	6300	(
	To:		SR 47 Atlan													
US Atlantia Ct	T		JS 1; SR 47		070/	00/	10/	00/	00/	00/	0	0.007	_	0.500	0000	
Atlantic St	Town of South Hill	0.48	9500	G	97%	0%	1%	0%	2%	0%	С	0.087	F	0.508	9800	(
~	To:	1	Windsor St													
Bus	From:															
	Town of South Hill	0.66	12000	G	97%	0%	1%	0%	2%	0%	С	0.087	F	0.508	12000	
Atlantic St	TOWIT OF SOULITTIIII		8 E Atlantic		01 70	0 70	1,70	0,0	_,,							

217

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

		rilliary and	d Interstate Ro	นเษร											
Route	Jurisdiction	Length	AADT OA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	- 0
	ounsaiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q
us g CDr Thomas Walker Rd	Lee County	7.00	5 58; 52-687 <b>1200 G</b>	97%	1%	1%	0%	0%	0%	С	0.108	F	0.548	1200	(
B Dr Thomas Walker Rd	Lee County		Daniel Boone Trail	97%	170	1%	0%	0%	0%	C	0.106	Г	0.546	1200	,
IC.	From:		Jeb Stuart Hwy												
us (8) (8)	Patrick County	0.51	2500 N	98%	1%	1%	0%	0%	0%	Ν	0.106	F	0.521	2500	
	To	V	VCL Stuart												
us 8 8 West Blue Ridge St	Town of Stuart (Maint: 70)	1.00	2500 F	98%	1%	1%	0%	0%	00/	С	0.097	F	0.595	2500	
8 West Blue Ridge St	To: To:		Stuart; Patrick Ave		1 70	1 70	0%	076	0%	C	0.097	Г	0.595	2500	
JS	From:		5 58; 58-815												
8 (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.55	3400 N	98%	0%	0%	0%	1%	0%	Ν	0.104	F	0.511	3500	
9	To	WC	L Clarksville												
us 8 (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.97	3400 G	98%	0%	0%	0%	1%	0%	С	0.104	F	0.511	3500	
8 (49) Virginia Ave	Town of Glarksville (Maint. 30)			90 /0	0 /0	0 /0	0 /6	1 /0	0 /6	C	0.104	'	0.511	3300	
us	From:		5 W, College St												
8) (15) (49) Virginia Ave		0.88	5800 G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.533	5700	
us	To: From:	NCI	L Clarksville												
8) (15) (49)	Mecklenburg County	0.84	5800 N	99%	0%	0%	0%	0%	0%	Ν	0.087	F	0.533	5700	
	To:	US 58 E	East of Clarksville												
us	From:		anville Expressway												
8 Martinsville Hwy	Pittsylvania County	1.31	12000 N	93%	1%	1%	1%	5%	0%	N	0.094	F	0.602	13000	
JS	To: From:	WCL Danvill	le; SR 51 Westove	r Dr											
Riverside Dr	City of Danville	4.97	12000 G	93%	1%	1%	1%	5%	0%	F	0.094	F	0.602	13000	
~	To	Bus U	JS 29 Park Ave			<u> </u>									
us 8 Riverside Dr	City of Danville	0.93	12000 G	93%	1%	1%	1%	5%	0%	F	0.083	F	0.530	12000	
6)	To		1 Westover Dr				.,.		• , •		0.000				
us C: :- B	From:			000/	40/	401	401	<b>5</b> 0/	00/	_	0.000	_	0.510	00000	
Riverside Dr	City of Danville	0.43	22000 G	93%	1%	1%	1%	5%	0%	F	0.083	F	0.519	22000	
JS	To: From:	Bus US	S 29 Central Blvd												
Riverside Dr	City of Danville	0.32	23000 G	93%	1%	1%	1%	5%	0%	F	0.085	F	0.556	23000	
	To From:	Pine	ey Forest Rd												
us 58 Riverside Dr	City of Danville	0.92	20000 G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.516	21000	
2)	Too		rnette Blvd												
us Pinancida Du	From:			000/	10/	40/	10/	F0/	00/	_	0.00	г	0.505	10000	
Riverside Dr	City of Danville		12000 G	93%	1%	1%	1%	5%	0%	F	0.08	F	0.535	13000	(
us	To- From:	N	N Main St												
(360) River St	City of Danville		15000 G	93%	1%	1%	1%	5%	0%	F	0.089	F	0.514	15000	(
~ ~	То:	Old	d Halifax Rd												

218

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

		Primary ar	na interstate i	Routes											
5 .				- 4			Tri	uck			K	014	Dir		
Route	Jurisdiction	on Length	AADT Q	A 41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q١
Bus	From	0	old Halifax Rd												
South Boston Rd	City of Dan		14000 G	i 93%	1%	1%	1%	5%	0%	F	0.085	F	0.53	14000	G
360 66411 2631611 116	To		58 Danville Expr		1 /0		1 /0	0 /0	0 70	•	0.000	•	0.00	14000	
				essway											
Bus	From	05.	58 Danville Pike												
58 Jeb Stuart Hwy	Patrick Cou	inty 0.93	510 F	89%	1%	1%	1%	8%	0%	F	0.108	F	0.556	500	F
~	To	Rhie	Ridge Parkway												
Bus	From									_		_			_
Jeb Stuart Hwy	Patrick Cou		1200 F	96%	2%	<u>1%</u>	0%	0%	0%	С	0.112	F	0.52	1200	F
~	To	US:	58 Danville Pike												
Bus	From		Alt US 58												
Dryden Loop	Lee Coun	ty 1.72	3100 G	95%	0%	1%	1%	2%	0%	С	0.09	F	0.585	3300	G
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:	<u> </u>	Alt US 58												
	P														
	Tarres of Dualing Duals		orth of Drakes Br		00/		40/	00/	00/	_	0.007	_	0.500	4000	_
59	Town of Drakes Brand	ch (Maint: 19) 0.55	1300 G	i 93%	2%	1%	1%	3%	0%	С	0.087	F	0.538	1300	G
	Tra	NCI	L Drakes Branch												
59	Charlotte Co	unty 6.77	1300 N	93%	2%	1%	1%	3%	0%	Ν	0.087	F	0.538	1300	Ν
	_	-													
	From		VCL Keysville						221					4000	
59	Town of Keysville		1300 N	93%	2%	1%	1%	3%	0%	N	0.087	F	0.538	1300	Ν
	To	SI	R 40 Keysville												
	From	West '	Virginia State Lir	ie											
$60$ $\overline{64}$	Alleghany Co	ounty 1.83		S	ee I-64	for dire	ctional t	raffic vo	lume es	timate	es for this	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel		8000 G	74%	1%	1%	1%	23%	0%	F	0.086	F	0.549	7700	G
					- , ,		.,.		- , -	-					_
~ ~~	To From		98 Jerrys Run Ro												
60 } (64)	Alleghany Co	•		S	ee I-64	for dire	ctional t	rattic vo	lume es	timate	es for this	s seg	ment.		
$\rightarrow$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8000 G	74%	1%	1%	1%	23%	0%	F	0.087	F	0.541	7600	G
	To	03 66	61 Ogle Creek Ro	1											
~ (T)	Alleghany Co		or Ogic Cicck Re		64 Lea	for dire	ctional t	raffic vo	عم مسال	timata	es for this	2 2 2 1	mont		
60) 64)			====											7000	_
	Combined Traffic Estimates for 2 Parallel				1%	1%	1%	23%	0%	F	0.086	F	0.549	7300	G
	From	I-64 Ea	st Ramp to SR 1	59											
Pomp		0.00	I-64 East		00   64	for dire	ational t	roffic vo	مم مصريا	tim at	a for thi		mant		
60 (64) Ramp	Alleghany Co				ee 1-64	ior dire	Clional t	rame vo	nume es	umate	es for this	s seg	ment.		
<del>~ ~</del>	From	SR 1	59 Midland Trail												
30 Midland Trail Rd	Allaghani	Numby .	I-64	000/	00/	10/	20/	160/	00/	0	0.104	_	0.700	1000	
Midland Trail Rd	Alleghany Co	Junty	1800 G	i 82%	0%	1%	2%	16%	0%	С	0.104	F	0.709	1900	G
	To	W	CL Covington			$\Box$ $\vdash$									
	11111	gton 0.09	3200 G	i 98%	0%	1%	0%	0%	0%	F	0.093	F	0.587	3400	G
N Monroe Avenue	City of Covin	gion													
N Monroe Avenue	City of Covin														
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To From	SR 15	54 W Riverside S		001		001	007	00/		0.007		0.500	0000	
	To	SR 15	54 W Riverside S 2800 G		0%	1%	0%	0%	0%	F	0.094	F	0.586	3000	G
60 N Monroe Avenue	To From	SR 15 gton 0.14	2800 G		0%	1%	0%	0%	0%	F	0.094	F	0.586	3000	G
***	To From	SR 15 gton 0.14		i 98%	0%	1%	0%	0%	0%		0.094			3000 4200	(

219

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

			and Interst					Tru	ıck			K		Dir		
Route	Jurisdiction	on Lengtl	n AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~~	Fron	Ľ	E Oak Stree													
S Monroe Avenue	City of Covir	ngton 0.40	4000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.545	4200	G
~~~~	Fron		20 N Allegha		000/	00/	- 10/	00/	00/	00/		0.000	_	0.500	44000	
60 (220) E Madison Avenu	e City of Covir	ngton 0.12	10000	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.598	11000	G
60 (220 East Madison St	City of Covir		S Highland A 11000	ve G	91%	1%	1%	1%	7%	0%	С	0.084	F	0.628	12000	G
60 (220) Last Madison St	Oity of Govi				3170	1 /0	1 /0	1 /0	1 /0	0 /6	O	0.004	•	0.020	12000	u
60 (220 E Madison St	City of Covir		R 18 Carpente 10000	er St G	90%	1%	1%	2%	7%	0%	С	0.083	F	0.595	11000	G
60) (220) = maaicon st	5.t, c. 55th		ECL Covingt			. , ,			. , 0	0,70		0.000	•	0.000		
60 (220 Madison St	Alleghany C			G	90%	1%	1%	2%	7%	0%	F	0.08	F	0.552	9300	G
00) (220)			US 220													
60)(220)	Alleghany C)'L	8800	N	90%	1%	1%	2%	7%	0%	Ν	0.08	F	0.552	9300	Ν
* *	Tr. From	I-64	East of Covi	ington												
60 (60) (220) Ramp to I-6	64 E at Exit 16 Alleghany C		3600	G								0.098	F		3900	G
	To From	I-64-E FROM I			8SOUTH											
60 (64) (220)	Alleghany C	•	US 60; US 22	20	S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	s sea	ment.		
00) (04) (220)	Combined Traffic Estimates for 2 Parallel	•	: 17000	G								0.079	·	0.527	16000	G
	T. T		03-696													
60 (64) (220)	Alleghany C	ounty 2.37			S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 17000	G	74%	1%	1%	1%	23%	0%	F	0.082	F	0.525	16000	G
	Tr. Fron	BUS US 60 BU	S US 220 We	est of Cli												
60 64 220	Alleghany C			_								es for this	·			_
·	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 10000	G	74%	1%	1%	1%	23%	0%	F	0.083	F	0.505	9900	G
	Town of Clifton Forg		CL Clifton F	orge	0.	20 64	for dire	ational tr	offic vo	lumo oo	timat	es for this		mont		
60) (64) (220)	Combined Traffic Estimates for 2 Parallel	,	. 10000	G				1%		0%		0.083	·	0.505	9900	G
	Tame Estimates for 2 Taransi		CL Clifton Fo		7 - 7 / 0	170		170	2070	0 70	•	0.000		0.000	0000	<u> </u>
60 (64) (220)	Alleghany C		CL CHITON FO	orge	S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	seq	ment.		
00) (04) (220)	Combined Traffic Estimates for 2 Parallel	•	: 10000	G				1%				0.083	·		9900	G
	T	US	5 220; BUS U	JS 60												
60 64	Alleghany C	ounty 1.78	,		S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	seg	ment.		
\sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 8900	G	74%	1%	1%	1%	23%	0%	F	0.086	F	0.528	8400	G
~~~	Tr. Fron	114	SR 42, SR 26	69												
60) (64)	Alleghany C	•		_								es for this			0000	_
~	Combined Traffic Estimates for 2 Parallel		: <b>7300</b> SR 269	G	74%	1%	1%	1%	23%	0%	F	0.081	F	0.503	6900	G
	10		SK 269													

6/10/2021 220

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

			1 1111	iaiy ai	id Intersta	ale Ho	ules											
Route		Jurisdictio	on L	.ength	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	Q'
		From	r.		SR 269				ZAXIE	3+Axie	illall	ZIIali		1 actor		1 actor		
60 (64)		Alleghany Co	ounty	5.34	3K 209		S	ee I-64 f	or dired	ctional t	raffic vo	lume es	timate	es for this	s sea	ment.		
00) (04)	Combined Traffic Estimate				7800	G	74%	1%	1%	1%	23%	0%	F	0.08	F	0.503	7300	(
	Combined Traine Estimate	To	×		ridge Count		7 7 70	1 /0		1 /0	2070	0 /0	•	0.00	•	0.000	7000	`
		From	1:		nany County	_												
60 (64)		Rockbridge C	County	1.92			S	ee I-64 f	or direc	ctional t	raffic vo	lume es	timate	es for this	s seg	ment.		
	Combined Traffic Estimate	es for 2 Parallel	Roadways on this F	Route:	7800	G	74%	1%	1%	1%	23%	0%	F	0.08	F	0.503	7300	(
		To	,		81-780													
		Rockbridge C	County	7.38	01-700		9,	aa l-64 f	or dire	rtional t	raffic vo	duma as	timate	es for this	2 200	mont		
60 64	Combined Traffic Estimate	•	•		7700							0%					7600	
	Combined Trainic Estimate	s ioi 2 Parallei	, Hoadways on this F	route.	US 60	Α	74%	1%	1%	1%	23%	0%	С	0.12	А	0.555	7600	-
		From	r I-6	4-E TO	RT 60WES	T & EA	ST		+									
0 (64) Ramp		Rockbridge C		0.18	111 00 11 110	1 00 12.1		ee I-64 f	or direc	ctional t	raffic vo	lume es	timate	es for this	s sea	ment.		
0) (04)		cocago c							<del></del>	,					Juug			
~		From	Y		NEAR KE			00/	10/	00/	00/	00/	_	0.000	_	0.007	1000	
0}		Rockbridge C	county	0.43	1900	G	94%	0%	1%	3%	2%	0%	С	0.099	F	0.607	1900	
		To From	r T	81-63	31 Big Sprir	ng Dr												
0		Rockbridge C	County	3.09	1900	G	98%	0%	1%	0%	0%	0%	С	0.107	F	0.590	1900	
		To		81 641	West of Le	vington												
2)		Rockbridge C	County	2.08	3500	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.588	3400	
0)		riockbridge o		2.00	3300	<u> </u>	30 70	0 70	1 /0	0 /0	0 70	0 70		0.102		0.500	0400	
~		From	ri .		CL Lexingt													
Nelson St		City of Lexin	igton	0.13	3000	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.595	3100	
		To From	2		Borden Rd													
Nelson St		City of Lexin	igton	0.45	4900	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.535	5200	
7		To		G	lasgow Stre	at												
Nelson St		City of Lexin	naton	0.20	5200	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.561	5500	
) Noison of		Oity of Lexit					30 70	0 70	1 /0	0 /0	0 70	0 70		0.007		0.501	3300	
~		From			1-P, S Jeffe				_									
Nelson St		City of Lexin	igton	0.11	6800	G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.582	7300	
		To			Randolph St													
Nalaaa Ot		City of Lavin			andolph Stre		000/	1%	10/	10/	10/	00/	F	0.005	F	0.500	0000	
Nelson St		City of Lexin	igtori	0.21	6200	G	96%	1%	1%	1%	1%	0%	Г	0.085	г	0.582	6600	
		To From	2	S	potswood E	)r												
Nelson St		City of Lexin	ngton	0.35	11000	G	96%	1%	1%	1%	1%	0%	С	0.091	F	0.533	12000	(
		To		ECI I	exington at	IIC 11												
Midland Trail		Rockbridge C	County	2.15	12000	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.540	12000	
y Wildiand Trail		riockbridge o		2.10	12000	<u> </u>	31 70	0 70	1 /0	1 /0	1 /0	0 70	O	0.000		0.540	12000	
~		From	r .		East of Lexi												10000	
Midland Trail		Rockbridge C	County	2.17	12000	G	94%	0%	1%	1%	3%	0%	F	0.091	F	0.55	12000	(
		To		81-608	W, Pathfin	der Dr			7									
Midland Trail, James A	A. Anderson Memorial Hwy	Rockbridge C	County	0.90	10000	G	94%	0%	1%	1%	3%	0%	F	0.091	F	0.713	NA	
, ,	•				L Buena V				_									

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

Route	Jurisdiction	Length	AADT OA	4Tire	Ruc		Trι	ıck		QC	K	QK	Dir	AAWDT	
Toute	Julisaiction	Length	AADI WA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU.	Factor	QIN	Factor		
~	From:		L Buena Vista												
Lexington Ave	City of Buena Vista	0.08	8600 G	94%	0%	1%	1%	3%	0%	F	0.086	F	0.517	9200	
	To: From:	Al	leghany Ave												
Lexington Ave	City of Buena Vista	0.53	8300 G	94%	0%	1%	1%	3%	0%	С	0.087	F	0.514	8900	
~	To	1	Beech Ave												
60 29th St	City of Buena Vista	1.31	3800 G	91%	1%	1%	2%	5%	0%	С	0.094	F	0.545	4100	
	T-1									_					
7	Rockbridge County	3.12	L Buena Vista 1200 G	91%	1%	1%	2%	5%	0%	F	0.092	F	0.559	1200	
0)	To:		erst County Line	31/6	1 /0	1 /0	2/0	3 /0	0 /6	'	0.032	'	0.559	1200	
	From:		ridge County Line												
Exington Tpke	Amherst County	9.42	900 G	75%	1%	1%	1%	22%	0%	С	0.095	F	0.538	880	
	To	05 (25	Forks of Buffalo												
So Lexington Tpke	Amherst County	6.92	1500 G	82%	1%	2%	2%	13%	0%	С	0.098	F	0.591	1500	
Lexington Tpke	Annerst County			UZ /6	1 /0	2 /0	<b>L</b> /0	10 /6	0 /6	J	0.030		0.001	1300	
~	To: From:		West of Amherst					2021	221	_		_	0.010		
Lexington Tpke	Amherst County	5.30	2200 G	75%	1%	1%	1%	22%	0%	F	0.09	F	0.619	2200	
	To: From:	W	CL Amherst												
Lexington Tpke	Town of Amherst (Maint: 05)	0.44	2200 N	75%	1%	1%	1%	22%	0%	Ν	0.09	F	0.619	2200	
	Τœ	Rus	US 29 Main St												
E. Lexington Ave	Town of Amherst (Maint: 05)		6000 G	75%	1%	1%	1%	22%	0%	F	0.085	F	0.508	6400	
	To	**************************************													
Richmond Hwy	Town of Amherst (Maint: 05)		Pass East of Amhe 5300 G	87%	2%	1%	1%	8%	0%	С	0.108	F	0.534	5600	
Richmond Hwy	Town of Annierst (Maint: 05)		5300 G	07 /6	2 /0	1 /0	1 /0	0 /6	0 /6	C	0.100	'	0.554	3000	
~	To- From:		CL Amherst												
Richmond Hwy	Amherst County	0.75	5300 N	87%	2%	1%	1%	8%	0%	N	0.108	F	0.534	5600	
~~ <u></u>	To- From	05-606	6 W, Dulwich Dr												
Richmond Hwy	Amherst County	0.04	5300 N	87%	2%	1%	1%	8%	0%	Ν	0.108	F	0.534	5600	
~ [_]	То:		6 E, Fox Hall Dr												
~~ 5	From:		00 Riverville Rd	200/	40/	10/	00/	000/	00/	_	0.000	_	0.505	4500	
Richmond Hwy	Amherst County	4.05	1600 G	68%	1%	1%	3%	26%	0%	С	0.090	F	0.535	1500	
~	From:		on County Line erst County Line			_									
Richmond Hwy	Nelson County	6.33	1400 G	76%	1%	2%	1%	21%	0%	С	0.109	F	0.571	1400	
,	To:		attox County Line		.,,	$\overline{}$	. , ,	,0	0 / 0	ŭ	000	•	0.07		
	From:		on County Line												
Anderson Hwy	Appomattox County	4.14	900 F	89%	1%	2%	2%	7%	0%	F	0.095	F	0.592	890	
	To:	Bucking	gham County Line												
~	From:		attox County Line	0==:			46.	05-1	001		0.405	_	0.50		
30 James Anderson Hwy	Buckingham County	9.37	700 G	67%	1%	2%	4%	25%	0%	С	0.105	F	0.52	680	
-	To: From	SR 2	24 Mount Rush												
James Anderson Hwy	Buckingham County	2.02	2500 G	86%	1%	1%	1%	11%	0%	С	0.089	F	0.627	2500	
~	To:	SR 56	Dentons Corner												

222

## 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	- 0
	From:	SR 56 Dentons Cor			2Axle 3+Axle	1 Frail	21rail		Factor		Factor		
James Anderson Hwy	Buckingham County	1.75 <b>3600</b>	<b>G</b> 86%	1%	1% 1%	11%	0%	F	0.092	F	0.727	3600	
) damos / madrosm / my	To:	14-633 Buckingham		1 70	170 170	1170	070	•	0.002	•	0.727	0000	
	From:	14-633 Oak Hill F											
James Anderson Hwy	Buckingham County	4.03 <b>3700</b>	<b>G</b> 86%	1%	1% 1%	11%	0%	F	0.093	F	0.657	3600	
	Toc	UC 15 C C-											
James Anderson Hway	Buckingham County	US 15 Sprouses Co 8.38 <b>2300</b>	<b>G</b> 90%	1%	2% 1%	6%	0%	С	0.098	F	0.570	2300	
James Anderson Hwy	Bucking nam County			1 /0	2/0 1/0	0 /6	0 /6	C	0.090		0.570	2300	
	From:	Cumberland County Buckingham County											
Anderson Hwy	Cumberland County	4.06 <b>2400</b>	<b>G</b> 91%	1%	 1% 1%	5%	0%	С	0.090	F	0.531	2400	
, <b>,</b>				. , 0		0,0	0,0	Ū	0.000	•	0.00.		
~	From	SR 45 West of Cumber											
O (45) Anderson Hwy	Cumberland County	2.42 <b>6800</b>	<b>F</b> 90%	1%	2% 1%	6%	0%	F	0.088	F	0.548	6600	
	To	24-600 Stoney Poin	t Rd										
Anderson Hwy	Cumberland County	1.09 <b>8200</b>	<b>F</b> 95%	0%	2% 1%	2%	0%	С	0.088	F	0.576	8000	
,	7-1												
Andreas Hum	Coursels and an ed. Coursely	SR 13 Old Buckingha		10/	10/ 10/	100/	00/		0.000	_	0.570	0000	
Anderson Hwy	Cumberland County	1.34 <b>6500</b>	<b>F</b> 87%	1%	1% 1%	10%	0%	F	0.088	F	0.576	6300	
	To: From:	SR 45 East of Cumberl	and CH										
Anderson Hwy	Cumberland County	6.05 <b>4400</b>	<b>A</b> 94%	1%	1% 1%	3%	0%	С	0.11	Α	0.548	4500	
	To:	Powhatan County I	ine										
~	From:	Cumberland County											
James Anderson Hwy	Powhatan County	4.19 <b>6700</b>	<b>F</b> 94%	1%	1% 1%	3%	0%	F	0.09	F	0.629	6600	
	To:	72-629 Old Tavern Rd; Tr	enholm Rd										
James Anderson Hwy	Powhatan County	5.41 <b>9800</b>	<b>F</b> 94%	1%	1% 1%	3%	0%	С	0.096	F	0.66	9600	
,	,				<del></del>								
) lamas Andarsan I har	Powel at a County	US 522 Maidens I		00/	10/ 10/	10/	00/		0.000	_	0.710	10000	
James Anderson Hwy	Powhatan County	1.85 <b>17000</b>	<b>G</b> 96%	0%	1% 1%	1%	0%	F	0.088	F	0.716	18000	
	To: From:	SR 300 Scottsville	Rd										
James Anderson Hwy	Powhatan County	5.01 <b>22000</b>	<b>G</b> 96%	0%	1% 1%	1%	0%	F	0.091	F	0.663	22000	
J	То	72-622 Dorset R	d										
James Anderson Hwy	Powhatan County	2.88 <b>26000</b>	<b>G</b> 96%	0%	 1% 1%	1%	0%	С	0.094	F	0.647	26000	
James Anderson Hwy	1 Ownatan County	2.00 2000	<b>G</b> 3076	0 70		1 /0	0 70	J	0.004		0.047	20000	
~	To: From:	Stavemill Rd											
James Anderson Hwy	Powhatan County	2.22 <b>31000</b>	<b>G</b> 96%	0%	<u>1</u> % 1%	1%	0%	F	0.098	F	0.656	31000	
	To:	Chesterfield County											
NA'-II-Ab' and Talles	From:	Powhatan County I		001	10/ 00/	401	00/		0.000	_	0.040	07000	
Midlothian Tpke	Chesterfield County	1.36 <b>35000</b>	N 98%	0%	1% 0%	1%	0%	N	0.092	F	0.649	37000	
	To: From:	20-607 Huguenot Spri	ngs Rd										
Midlothian Tpke	Chesterfield County	1.33 <b>35000</b>	<b>G</b> 98%	0%	1% 0%	1%	0%	F	0.092	F	0.649	37000	
	To												
Midlethian Take	From:	SR 288	C 000/	00/	10/ 00/	10/	00/	г	0.000	г	0.640	27000	
Midlothian Tpke	Chesterfield County	0.63 <b>35000</b>	<b>G</b> 98%	0%	1% 0%	1%	0%	F	0.092	Г	0.649	37000	
	To: From:	20-667 Otterdale l	Rd										
Midlothian Tpke	Chesterfield County	1.46 <b>34000</b>	<b>G</b> 98%	0%	1% 0%	1%	0%	F	0.091	F	0.553	36000	
		20-754 Coalfield I											

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

Devite	Louis at at a		nd Interstate			Divis		Tru	ıck		00	K	OK	Dir	A A1A/DT	
Route	Jurisdictio	n Length	AADT (	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
\	From:		754 Coalfield R		2221			221		221					40000	
Midlothian Tpke	Chesterfield C	county 2.26	43000	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.568	46000	
Midlathian Taka	To: From:		147 Huguenot F		070/	00/	10/	10/	10/	00/	F	0.100	^	0.500	40000	
Midlothian Tpke	Chesterfield C	<u> </u>	46000	F	97%	0%	1%	1%	1%	0%	Г	0.108	Α	0.523	48000	
Midlethies Take	To: From:		-675 Robius Rd		000/	00/	10/	00/	10/	00/	F	0.087	F	0.510	66000	
Midlothian Tpke	Chesterfield C			G	98%	0%	1%	0%	1%	0%	Г	0.067	Г	0.513	66000	
Midlethian Take	To:		6 Powhite Pky		000/	00/	1%	0%	10/	00/	F	0.082	F	0.528	EE000	
Midlothian Tpke	Chesterfield C			G	98%	0%	1%	0%	1%	0%	Г	0.062	Г	0.526	55000	
Midlathian Taka	To: From:		78 Providence 1		000/	00/	10/	00/	10/	00/	F	0.001	F	0.514	00000	
Midlothian Tpke	Chesterfield C			G	98%	0%	1%	0%	1%	0%	Г	0.081	Г	0.514	60000	
Midlethian Take	City of Dispers	SR 150 Chippen				00/	10/	00/	10/	00/	F	0.000	F	0.50	41000	
Midlothian Tpke	City of Richm	nond 0.38	38000	G	98%	0%	1%	0%	1%	0%	Г	0.083	Г	0.53	41000	
Midlathian Taka	To: From:		Carnation St		000/	10/	10/	00/	00/	00/		0.000	F	0.504	NIA	
Midlothian Tpke	City of Richm	nond 1.78	24000	G	98%	1%	1%	0%	0%	0%	С	0.088	Г	0.594	NA	
NACHIAN TALA	To:		R 161 Belt Blvd		000/	40/	10/	00/	00/	00/		0.005		0.500	10000	
Midlothian Tpke	City of Richm		18000 Roanoke St	G	99%	1%	1%	0%	0%	0%	С	0.095	F	0.589	19000	
	From:		idlothian Tpke													
Roanoke St	City of Richm	nond 0.45	8000	G	98%	1%	0%	0%	0%	0%	С	0.1	F	0.607	8600	
	To:		orest Hill Ave													
Forest Hill Ave	City of Richm		Roanoke St 20000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.63	21000	
) 1 0.000 1 1111 7 110	To:		Semmes Ave		0070	1 70		070	0,0	0 70	Ū	0.007	•	0.00	21000	
`	From:		orest Hill Ave													
Semmes Ave	City of Richm	nond 1.13	18000	G	98%	1%	0%	0%	0%	0%	С	0.101	F	0.664	19000	
`	To: From:		S 301 Cowardi													
Semmes Ave	City of Richm			G	98%	1%	0%	0%	0%	0%	F	0.119	F	0.704	11000	
	10: From:		nchester Bridge Semmes Ave	e												
Manchester Bridge	City of Richm			G	98%	1%	0%	0%	0%	0%	F	0.121	F	0.601	17000	
	To:		9th St													
Oth Ct	City of Pichm		nchester Bridge		000/	10/	00/	00/	00/	00/	F	0.154	F		11000	
9th St	City of Richm Combined Traffic Estimates for 2 Parallel			G G	98% 98%	1% 1%	0% 0%	0% 0%	0% 0%	0% 0%	F	0.154	F	0.641	11000 18000	
	Combined Trainic Estimates for 2 Paraller		R 147 Cary St		90%	170	0%	0%	076	0%	Г	0.114	Г	0.041	10000	
	From:		R 147 Cary St R 147; 9th St													
Cary St	City of Richm			G	98%	1%	0%	0%	0%	0%	F	0.085	F		3600	
	Combined Traffic Estimates for 2 Parallel			G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.635	13000	
	To: From:		360 14th Stree JS 360 14th St	et												
360 14th St	City of Richm			N	98%	0%	1%	0%	0%	0%	N	0.093	F	0.507	13000	
, (300)	To:		0/MAIN STRE				— i				-					

224

### 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	. (
	From:	14th St				2Axle 3	3+Axie	TTrail	ZTrall		Factor		Factor		
360 Main St	City of Richmond	0.30 14000	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.748	NA	
(300)	To:	RT 360													
	From:	US 360, 18th	St												
Main St	City of Richmond	0.18 <b>13000</b>	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.768	14000	
	To	21st St				<u> </u>									
Main St	City of Richmond	0.25 <b>14000</b>	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.765	15000	
)	To	25th St													
Main St	City of Richmond	0.30 14000	G	94%	2%	1%	2%	1%	0%	С	0.097	F	0.585	16000	
3	To:	Williamsburg A		0 1 70			_ / 0	1 /0	0 70	Ŭ	0.007	•	0.000	10000	
	From:	Main St	110												
Williamsburg Ave	City of Richmond	0.46 <b>9500</b>	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.602	10000	
/	To:	Stoney Run D	r												
) O	From:	Williamsburg A		07-1	4 = 1	16'	401	461	001	_	0.400	_	0.550	0000	
Stoney Run Dr	City of Richmond	0.50 <b>2400</b>	G	97%	1%	1%	1%	1%	0%	F	0.106	F	0.579	2600	
	To: From:	Government R Stoney Run D													
Government Rd	City of Richmond	0.73 <b>5400</b>	л G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.591	5900	
) 55.57	To:	Williamsburg I		0.70	. 70		1 70	. 70	0 /0		0.001		0.001	0000	
	From:	Government R													
Williamsburg Rd	City of Richmond	0.39 <b>8400</b>	G	96%	1%	1%	1%	2%	0%	С	0.097	F	0.509	9000	
,	To	ECL Richmon	vd.												
∖ Williamsburg Rd	Henrico County	0.57 <b>14000</b>	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.524	15000	
Williamsburg Rd	Tiermies seamy			0,70	1 /0		. 70	1 /0	0 70	•	0.000	•	0.02	10000	
Williamsburg Rd	Liamia County	Charles City R		070/	10/	10/	10/	10/	00/		0.001		0.500	10000	
Williamsburg Rd	Henrico County	1.54 <b>11000</b>	G	97%	1%	1%	1%	1%	0%	С	0.091	F	0.509	12000	
	To: From:	Laburnum Av	re			<u> </u>									
Williamsburg Rd	Henrico County	1.23 <b>13000</b>	G	94%	1%	1%	1%	3%	0%	С	0.082	F	0.571	14000	
,	To	SR 156 Airport	Dr												
(156) Williamsburg Rd	Henrico County	1.48 <b>9400</b>	G	94%	1%	1%	1%	3%	0%	F	0.084	F	0.53	10000	
	To	CD 22 Nino Milo	. D.d												
33 (156) Williamsburg Rd	Henrico County	SR 33 Nine Mile 1.40 <b>10000</b>	G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.555	11000	
33 (156) Williamsburg Rd	Tiermoo County			0 1 70	. 70	. ,0	1 70	J /0	0 /0		0.001		0.000	1.000	
Millians alterna Del	From	I-295		0.40/	40/	10/	00/	00/	00/	^	0.400	_	0.040	10000	
33 (156) Williamsburg Rd	Henrico County	2.24 <b>12000</b>	Α	94%	1%	1%	2%	3%	0%	С	0.123	Α	0.642	12000	
	To: From:	SR 156; Elko I SR 156 Elko I													
33) Williamsburg Rd	Henrico County	1.85 <b>8100</b>	G	94%	1%	1%	2%	3%	0%	F	0.095	F	0.647	8500	
) (33)	To:	New Kent County		0.70	. ,0	Ť	_,0	0,0	0 / 0		0.000		0.017	3300	
	From:	Henrico County													
Pocahontas Trail	New Kent County	0.91 <b>13000</b>	G	94%	1%	1%	2%	3%	0%	F	0.086	F	0.599	13000	
	To:	SR 33 New Kent													
	From:	SR 33 Bottoms B										_			
Pocahontas Trail	New Kent County	4.03 10000	G	94%	0%	1%	3%	2%	0%	F	0.093	F	0.620	10000	
*	To:	SR 106													

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

Route	Jurisdiction	Length AADT	QA 4	Tire	Rus		Tru			QC	K	QK	Dir	AAWDT	
riodio	Caribalotion		QA -	1110	Баз	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QIV	Factor	70,000	
Pocahontas Trail	New Kent County	SR 106 2.62 <b>5500</b>	<b>G</b> 9	94%	0%	1%	3%	2%	0%	F	0.093	F	0.634	5500	
) Tocariontas Trair	New Nem County			74 70	0 70	1 70	0 70	270	0 70	•	0.000	•	0.004	3300	
Pocahontas Trail	New Kent County	63-615 Mountcastle 2.88 <b>6600</b>		94%	0%	1%	3%	2%	0%	С	0.115	F	0.677	6600	
Pocahontas Trail	New Kent County			74 /0	0 /0	1 /0	3 /6	Z /0	0 /6	C	0.113	•	0.077	0000	
Docabantas Trail	Now Kont County	SR 155 Providence I		140/	00/	10/	20/	20/	00/		0.000		0.540	4200	
Pocahontas Trail	New Kent County	8.58 <b>4300</b> James City County		94%	0%	1%	3%	2%	0%	F	0.092	F	0.549	4300	
	From:	New Kent County I													
Richmond Rd	James City County	5.05 <b>6300</b>	<b>G</b> 9	98%	1%	1%	0%	0%	0%	F	0.100	F	0.651	6200	
	To	SR 30 North of To	ano												
Richmond Rd	James City County	3.12 <b>14000</b>		98%	1%	1%	0%	0%	0%	F	0.095	F	0.585	15000	
9	To	47-607 Croaker R	D.A.												
Richmond Rd	James City County	2.85 <b>18000</b>		98%	1%	1%	0%	0%	0%	С	0.09	F	0.548	20000	
	Tol														
Richmond Rd	James City County	47-614 Centerville 0.15 <b>21000</b>		98%	1%	1%	0%	0%	0%	F	0.086	F	0.524	23000	
)	- Tourity		<b>u</b>	. 5 , 5	. 70	- 70	3 /0	0 /0	0 /0		0.000		0.0L	_5000	
Richmond Rd	James City County	SR 199 1.81 <b>11000</b>	<b>G</b> 9	98%	1%	1%	0%	0%	0%	F	0.091	F	0.529	12000	
Alcilliona na	James City County	1.01 11000	G 8	70 70	I 70	1 70	0%	076	0%	Г	0.091	Г	0.529	12000	
Disharand Dd	From:	47-658 Olde Towns		200/	00/	10/	00/	00/	00/		0.000		0.500	00000	
Richmond Rd	James City County	0.43 <b>18000</b>	<b>N</b> 9	99%	0%	1%	0%	0%	0%	N	0.083	F	0.500	20000	
<b>&gt;</b>	To: From	WCL Williamsbu	•												
Richmond Rd	City of Williamsburg	1.37 <b>18000</b>	<b>G</b> 9	99%	0%	1%	0%	0%	0%	F	0.083	F	0.500	20000	
~	To: From:	Ironbound Rd				$\neg$ $\vdash$									
Richmond Rd	City of Williamsburg	0.30 <b>21000</b>	<b>G</b> 9	99%	0%	1%	0%	0%	0%	С	0.077	F	0.551	NA	
	To: From:	Bypass Rd													
Bypass Rd	City of Williamsburg	0.11 <b>20000</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	С	0.077	F	0.541	NA	
5) 2,6400 . 14	T.						0,0	0,0	0,0	Ŭ	0.07.	•	0.0		
Bypass Rd	York County	NCL Williamsbur 1.12 <b>20000</b>		99%	0%	0%	0%	0%	0%	N	0.077	F	0.541	NA	
bypass rid	Tork odding			70 70	0 70	0 70	0 70	0 70	0 70	11	0.077	•	0.541	INA	
Dunger Dd	City of William physics	NCL Williamsbur		00/	00/	10/	00/	00/	00/		0.002	F	0.507	10000	
Bypass Rd	City of Williamsburg	0.50 <b>11000</b>	<b>G</b> 9	98%	0%	1%	0%	0%	0%	С	0.093	Г	0.587	12000	
~	From:	Parkway Dr			221		221	221	221						
Bypass Rd	City of Williamsburg	0.16 <b>9300</b>	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.093	F	0.595	9800	
	To: From:	SR 5 Capitol Landin	g Rd			_									
7 Page St	City of Williamsburg	0.31 <b>12000</b>	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.092	F	0.576	13000	
	To- From:	Second Street													
Page St	City of Williamsburg	0.25 <b>11000</b>	<b>G</b> 9	98%	0%	1%	0%	0%	0%	С	0.09	F	0.567	12000	
	To:	SR 5 Lafayette St; Yo													
Voyle Ct	From:	SR 5 Lafayette St; Pa		00/	10/	10/	00/	00/	00/	0	0.100	_	0.555	11000	
York St	City of Williamsburg	0.60 <b>10000</b> ECL Williamsbur		98%	1%	1%	0%	0%	0%	Ü	0.103	F	0.555	11000	
		ECL Williamsbul	5												_

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

Route	Jurisdiction	Length AADT (	QA 4Tire	Rus		Tru	-		QC	K	QK	Dir	AAWDT	. 0
110010	Cartodiotion			Dus	2Axle	3+Axle	1Trail	2Trail	Q.J	Factor	Q, (	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•
Pocahontas Trail	James City County (Maint: 137)	ECL Williamsburg 1.34 <b>7900</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.089	F	0.522	8300	
Pocahontas Trail	dames only county (Maint. 197)		<b>G</b> 30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.003	•	0.522	0300	
Pocahontas Trail	James City County	SR 199 0.04 <b>7900</b>	N 98%	1%	1%	0%	0%	0%	N	0.089	F	0.522	8300	
Pocahontas Trail	To:	York County Line		1 /0	1 /0	0 /6	0 /6	0 /6	IN	0.003	•	0.522	0300	
	From:	James City County Li												
Pocahontas Trail	York County	0.31 <b>7900</b>	<b>N</b> 98%	1%	1%	0%	0%	0%	Ν	0.089	F	0.522	8300	
	To- From:	Entrance to Busch Gard	dens											
Pocahontas Trail	York County	2.22 <b>8900</b>	<b>G</b> 91%	2%	2%	1%	4%	0%	F	0.086	F	0.54	9500	
<i></i>	To: From:	James City County Li												
Pocahontas Trail	James City County	York County Line 3.10 <b>8900</b>	<b>G</b> 91%	2%	2%	1%	4%	0%	С	0.096	F	0.527	9400	
Pocahontas Trail	To:	NCL Newport New		L /0		1 /0	770	0 /0	J	0.000	'	0.027	0400	
~	From:	James City County Li	ine											
Warwick Blvd	City of Newport News	1.70 <b>9000</b>	<b>G</b> 91%	2%	2%	1%	4%	0%	F	0.085	F	0.534	9600	
~	To: From:	Yorktown Rd												
Warwick Blvd	City of Newport News	1.61 <b>12000</b>	<b>G</b> 93%	1%	1%	1%	3%	0%	С	0.084	F	0.535	13000	
~	To	SR 105 Ft Eustis Blv	vd											
Warwick Blvd	City of Newport News		<b>G</b> 93%	1%	1%	1%	3%	0%	F	0.09	F	0.605	NA	
	Toe	Snidow Blvd												
Warwick Blvd	City of Newport News		<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.082	F	0.543	32000	
	To	Denbigh Blvd												
Warwick Blvd	City of Newport News		<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.080	F	0.51	33000	
30)	Tec	Bland Blvd												
Warwick Blvd	City of Newport News		<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.088	F	0.53	36000	
30)	Te		• • • • •	.,.			- , -	- 7.	•		-			
60 Warwick Blvd	City of Newport News	Oyster Point Rd 2.39 <b>29000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.087	F	0.549	31000	
	ony of Newport News			1 /0		0 /0	0 /0	0 /0		0.007	'	0.040	01000	
SO Warwick Blvd	City of Newport News	Deep Creek Road 0.89 <b>31000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.084	F	0.531	33000	
Warwick Blvd	City of Newport News	0.09 31000	<b>G</b> 90%	1 70	U 76	0%	070	0%	г	0.064	Г	0.551	33000	
~ Marsaiala Dhad	To- From:	J Clyde Morris Blv		40/		00/	00/	00/	_	0.4		0.500	NIA.	
Warwick Blvd	City of Newport News	1.07 <b>26000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	С	0.1	F	0.599	NA	
~	To- Fram:	Harpersville Rd			$\neg$ $\vdash$				_		_			
Warwick Blvd	City of Newport News	1.49 <b>23000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.101	F	0.629	24000	
~	To: From:	Main Street												
Warwick Blvd	City of Newport News	1.08 <b>22000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.112	F	0.722	23000	
~	Ta: From:	Mercury Blvd												
00 Warwick Blvd	City of Newport News	0.61 <b>23000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	С	0.126	F	0.855	NA	
~	To:	Huntington Ave												

### 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:		Varwick Blve	d												
60 Huntington Ave	City of Newport		8800	G	98%	1%	0%	0%	0%	0%	F	0.188	F		9300	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.82	21000	G
	To		50th St													
60 Huntington Ave	City of Newport	t News 0.55	9200	G	98%	1%	0%	0%	0%	0%	F	0.132	F		9800	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	98%	1%	1%	0%	0%	0%	F	0.118	F	0.619	23000	G
	To:		39th St													
60 Huntington Ave	City of Newport	t News 0.50	10000	G	98%	1%	0%	0%	0%	0%	F	0.174	F		11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	98%	1%	1%	0%	0%	0%	F	0.177	F	0.664	14000	G
	Tor	,	29th St													
60 Huntington Ave	City of Newport	t News 0.28	5100	G	98%	1%	0%	0%	0%	0%	F	0.195	F		5400	G
50) Hartington 700	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	0.185	F	0.605	9100	G
	To	Trodunayo on tino riodio.	25th St		0070	1 /0	Ť	0 70	0 70	0 70	·	0.100	•	0.000	0.00	ŭ
	From		untington Av	ve												
25th St	City of Newport	t News 0.23	7600	G								0.225	F		NA	
~	To		I-664													
60 25th St	City of Newport	t News 0.25	2300	G	94%	2%	3%	0%	0%	0%	С	0.225	F		2500	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	ī	efferson Ave	e.												
60 25th St	City of Newport		1900	G	94%	2%	3%	0%	0%	0%	F	0.116	F	0.698	2000	G
00)	Combined Traffic Estimates for 2 Parallel		3000	G	95%	2%	2%	0%	0%	0%	F	0.1	F	0.518	3200	G
	To:		Roanoke Ave													
25th St	City of Newport		1500	G	95%	3%	1%	0%	0%	0%	С	0.103	F	0.560	1600	G
50) 2011 01	Combined Traffic Estimates for 2 Parallel			G	94%	4%	2%	0%	0%	0%	C	0.095	F	0.607	2500	G
	Odmbined Tranic Estimates for 21 drailer	rioddwdys on this riodte.		<u> </u>	J+ /0	T /0		0 /0	0 70	0 70	J	0.000	•	0.007	2500	G
60 25th St	City of November	t News 0.53	26th St <b>3400</b>	G	94%	2%	3%	0%	0%	0%	F	0.089	F	0.507	3600	G
60 25th St	City of Newport		VCL Hampto		94%	2%	3%	0%	0%	0%	Г	0.069	Г	0.507	3600	G
	From:		L Newport N													
60 Kecoughtan Rd	City of Hamp		3700	G	96%	2%	1%	0%	0%	0%	С	0.096	F	0.504	4000	G
	To:	D	owhatan Pkw	1787												
60 Kecoughtan Rd	City of Hamp		4800	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.505	5100	G
20) Hoodagillaii Ha		1.00				1 /0		0 70	0 70	0 70	·	0.000	•	0.000	0.00	Ğ
60 Kecoughtan Rd	City of Hamp	<u>1</u> oton 1.04	Lasalle Ave		98%	1%	1%	0%	0%	0%	С	0.091	F	0.53	6600	G
Necoughtan nu	Oity of Harris	1.04	6200	G	90%	1 70	1 70	0%	076	0%	C	0.091	Г	0.55	0000	G
~~~~	To:		43 Victoria l		0051	4.5.1		061	061	061	_	0.000		0 = 1	0000	
60 143 Kecoughtan Rd	City of Hamp		8500	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.51	9000	G
~ ~	To:		lers Landing ecoughtan R													
60 (143) Settlers Landing F	Rd City of Hamp		12000	G	97%	1%	1%	0%	0%	0%	С	0.087	F	0.585	13000	G
00 1 143 / Cottoo Landing 1	Oity of Flam	0.10		<u> </u>	3. 75	. , ,	. /5	0 / 0	0 / 0	0 / 0	_	3.007		3.000	10000	_

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

			nd Intersta													
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SR 13	34 Armistead	Ave												
60 143 Settlers Landing Rd	City of Hampton	0.46	11000	G	97%	1%	1%	0%	0%	0%	F	0.089	F	0.612	11000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Eaton St													
60 143 Settlers Landing Rd	City of Hampton	0.67	14000	G	97%	1%	1%	0%	0%	0%	F	0.082	F	0.645	15000	G
Con Con Roma	City of Homoton (Mainty 00)	0.10	I-64		OE0/	00/	10/	10/	20/	00/	F	0.114	г		6600	G
(60) (60) Ramp	City of Hampton (Maint: 99)	0.13	6500	G	95%	0%	1%	1%	3%	0%	г	0.114	F		6600	G
<del>*</del> *	Front	I-64-E FROM RTS			RS LAND											
Llemater Beede Beltwey	City of Hamaton (Mainty CO)		) SR 143 Tyl	ier St	C.	00   64	for direc	tional tr	offic vo	luma aa	+i	a for this		mant		
60 64 Hampton Roads Beltway	City of Hampton (Maint: 99)	0.33		_							ımale	es for this				_
Combined	d Traffic Estimates for 2 Parallel Roadways			G	96%	0%	1%	1%	2%	0%	F	0.072	F	0.527	84000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		169 Mallory	St												
(60) (64) Hampton Roads Bridge Tunn	el City of Hampton (Maint: 99)	4.00			Se	ee I-64 t	for direc	tional tr	affic vo	lume es	timate	es for this	s segr	ment.		
Combined	d Traffic Estimates for 2 Parallel Roadways	on this Route:	83000	F	96%	1%	1%	0%	2%	0%	С	0.08	В	0.501	82000	F
	To:	V	VCL Norfolk	(
	From:	E	CL Hamptor	1												
60 (64) Hampton Roads Bridge Tunn	el City of Norfolk (Maint: 64)	0.09			Se	ee I-64 t	for direc	tional tr	affic vo	lume es	timate	es for this	s segr	ment.		
	Traffic Estimates for 2 Parallel Roadways	on this Boute:	83000	F	96%	1%	1%	0%	2%	0%	С	0.08	В	0.501	82000	F
333	- Trame Eemmatee to: E r aramet readinays				0070	. , ,	. , , ,	0 / 0	-70	0 / 0	Ū	0.00	_	0.00	02000	·
~~~	To: From:		Bayville St													
60 (64) Hampton Roads Beltway	City of Norfolk (Maint: 64)	1.74			Se	ee I-64 t	for direc	tional tr	affic vo	lume es	timate	es for this	s segr	ment.		
Combined	d Traffic Estimates for 2 Parallel Roadways	on this Route:	77000	F	96%	0%	1%	1%	2%	0%	F	0.076	F	0.544	80000	F
	To:		4th View St													
	From:	I-64-E	TO 4TH VIE	EW ST												
60 (64) Ramp	City of Norfolk (Maint: 64)	0.17			Se	ee I-64 f	for direc	tional tr	affic vo	lume es	timate	es for this	segr	ment.		
	To:		I-64 W										_			
	From:		I-64													
60 4th View St	City of Norfolk (Maint: 64)	0.25	11000	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.709	11000	G
	To:	Ocea	n View Ave	East												
	From:		4th View St													
60 Ocean View Ave East	City of Norfolk	0.95	12000	G	99%	0%	1%	0%	0%	0%	С	0.096	F	0.514	13000	G
(00)	_															
~~~ - · · · · -	To: From:		460 Granby								_		_			
60 Ocean View Ave East	City of Norfolk	0.47	16000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.514	17000	G
\smile	To	SR 194	1 Chesapeake	e Blvd												
Ocean View Ave East	City of Norfolk	1.41	14000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.631	15000	G
60 Cocan view rive East	Only of Norton	111	14000	<u> </u>	00 70	0 70		0 70	0 70	0 /0	•	0.000	•	0.001	10000	G
~~~	To: From:	122-86	18 Cape Vie	w Ave												
60 Ocean View Ave East	City of Norfolk	1.67	16000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.583	17000	G
$\bigcirc$	To:		21at Ct													
Chara Dr	City of Norfalls		21st Street	_	000/	10/	10/	00/	0%	00/		0.000	F	0 EEE	24000	G
60 Shore Dr	City of Norfolk	0.88	22000	G	98%	1%	1%	0%	0%	0%	С	0.089		0.555	24000	G
	To: From:	SR 17	0 Little Cree	k Rd												
	11000	0.07			000/	00/		00/	00/	00/		0.000	F	0.512	22000	G
Shore Dr	City of Norfolk	0.97	21000	G	99%	0%	1%	0%	0%	0%	F	0.088	Г	0.512	22000	u
60 Shore Dr	City of Norfolk		21000 L Virginia Be		99%	0%	1%	0%	0%	0%	Г	0.000	Г	0.512	22000	a

229

# Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	C
	From:	ECL	Norfolk			2Axle	3+Axie	TTrail	ZTraii		Factor		Factor		
Shore Dr	City of Virginia Beach		3000 G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.508	24000	
	To: From	SR 166 Dian	nond Springs Rd												
Shore Dr	City of Virginia Beach	1.81 <b>1</b> 8	8000 G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.543	19000	
<i></i>	To: From	SR 225 Inde	ependence Blvd												
Shore Dr	City of Virginia Beach	1.05 <b>1</b> :	3000 G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.566	13000	
~	To: From	US 13 Nor	thampton Blvd												
Shore Dr	City of Virginia Beach	0.66 <b>2</b> 0	6000 A	99%	0%	1%	0%	0%	0%	С	0.123	Α	0.582	27000	
~	To: From:		Lake Rd												
Shore Dr	City of Virginia Beach	2.60 <b>2</b> 4	4000 G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.556	26000	
~	To: From:		reat Neck Rd												
O Shore Dr	City of Virginia Beach	1.18 <b>9</b>	1400 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.503	10000	
~	To: From:		te Park Entrance												
Shore Dr	City of Virginia Beach		200 G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.508	7600	
	From:		ntic Ave 3rd St												
Atlantic Ave	City of Virginia Beach		1000 G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.5	11000	
~	To: From:	50	Oth St												
Atlantic Ave	City of Virginia Beach	0.59 <b>1</b> 4	4000 G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.538	14000	
	To: From:		ific Ave												
Pacific Ave	City of Virginia Beach		5000 G	99%	0%	1%	0%	0%	0%	F	0.077	F	0.527	16000	
2	To		Laskin Rd												
0 Pacific Ave	City of Virginia Beach		2000 G	99%	0%	1%	0%	0%	0%	F	0.074	F	0.572	12000	
2	To	22	2nd St												
Pacific Ave	City of Virginia Beach		2000 G	99%	0%	1%	0%	0%	0%	F	0.072	F	0.605	13000	
<u>ک</u>	Tœ	2	1st St												
Pacific Ave	City of Virginia Beach		2000 G	99%	0%	1%	0%	0%	0%	F	0.075	F	0.553	13000	
	To	1	7th St												
Atlantic Ave	City of Virginia Beach		200 G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.555	5600	
<u></u>	To:	5	ith St												
~	From:		dland Trail Rd												
Ramp	Alleghany County		980 G								0.131	F		970	
	10.		4 East												
Ramp	Alleghany County		dland Trail Rd 500 G								0.175	F		500	
Ramp	Allegitariy County		4 West								0.173	'		300	
	From:		Madison St												
Ramp to I-64 W at Exit 16	Alleghany County		300 G								0.101	F		1400	
ت	To:		4 West												

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

Fig.			1 mmary	and microit	alc Ho	uics								
Alleghamy County   1.28   3800   G   1.64   East   1.64	Route	Jurisdiction	n Leng	th <b>AADT</b>	QA	4Tire	Ruc		$\cap$		QK		AAWDT	QW
Ramp   Ramp   Rockbridge Country   Rockbridge Cou	60 (220) Ramp to I-64 E at Exit 16	Alleghany Cou	unty 0.28	<b>3600</b>	G					0.098	F		3900	G
Ramp to 1-81 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbridge County   Rampe to 161 S at Exit 188   Rockbr	Ramp	<u> </u>		523 Frederickb						0.126	F		190	G
Ramp to I-81 S at Exit 188   Rockridge Country   0.21   1400   C   C   C   C   C   C   C   C   C	Ramp	<u> </u>	unty 0.26	US 60 830	G					0.141	F		830	G
Ramp to I-81 N at Exit 188   Rockbridge County   0.16   3300   G	Ramp to I-81 S at Exit 188	FromRockbridge Cor		S 60 E060A; U		060A				0.100	F	0.65	1400	G
City of Newport News (Maint: 99)   0.10   4200   G	Ramp to I-81 N at Exit 188	Rockbridge Cor		S 60 E060B; U	G	060B				0.092	F	0.851	3300	G
City of Newport News (Maint: 99)   0.18   5200   C   0.162   F   5500	60 Ramp	<u> </u>		60 25th; 26th 5	St Split					0.277	F		4500	G
Name	60 Ramp	City of Newport News		JS 60 Ramp M <b>5200</b>	G					0.162	F		5500	G
Second   Float   Second   Se	60) Ramp	City of Hampton (M		60 Settlers Land	ding Rd	95%	0%	1% 1% 3%	0% F	0.114	F		6600	G
City of Norfolk (Maint: 64)   0.17   2200   G   0.107   F   2400	60 Ramp	City of Hampton (M	laint: 99)	US 60, SR 14 <b>8800</b>						0.082	F		9400	G
From   US 60 4th View St   US 60 60 A   US 60 60 A   US 60 E   U	60 Ramp	<u> </u>		US 60 4th View 7 <b>2200</b>						0.107	F		2400	G
Ramp toward I-81 S at Exit 188   Rockbridge County   0.04   790   G     0.118   F   790	60 Ramp	City of Norfolk (Ma		US 60 4th View <b>6400</b>						0.127	F		6800	G
Solution   Solution		Rockbridge Cor	-	US 60 E 790						0.118	F		790	G
US 60 E, Williamsburg Rd US 60 E, Williamsburg Rd Henrico County 0.42 <b>730 G</b> 90% 1% 2% 2% 5% 0% C 0.109 F 770	East 60 Ramp toward I-81 N at Exit 188		unty 0.05	US 60 E 5 <b>540</b>	G					0.113	F		540	G
	East 60 Ramp		US onty 0.42	60 E, Williams 2 <b>730</b>	ourg Rd <b>G</b>	90%	1%		0% C	0.109	F		770	G
10/2021 231	10/2021	ļ												

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

Ramp toward I-81 N at Exit 188			Primary ar	nd Interstate	Routes	i										
Main	_								Fruck			K		Dir		
Sept   Part   Sept	Route	Jurisdictio	on Length	AADT Q	<b>A</b> 4T	ire B	us				QC		QK		AAWDT	QW
Henrico County   1.28   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19   1.19	Foot	From:	116 601	E Williamsburg	Dd			1	io i i i ali	ZIIGII		1 40101		1 dotoi		
		Hanrico Cou				ρο/ ₋ Λ	o/_ 2	] o/	30/	<b>n</b> º/-	C	0 1/2	F		1100	G
Second   S	60 Hamp	Tierinico Cot				1/6 U	/0 Z	/o	3/0	0 /6	U	0.142			1100	G
State   Stat		a Vo			Ka											
State   Stat	East	From:														
State   Stat	∫ ₆₀ Ramp	City of Newport New	s (Maint: 99) 0.20	3200	3							NA			3500	G
Ramp toward I-81 S at Exist 188	$\bigcirc$	To:	US 60- 267A; 4	US 60-P000A F	ROM HU	JN										
Ramp toward I-81 S at Exist 188	West	From:		US 60 W												
No.   State   State	~~~	t Exit 188 Bockbridge C	county 0.03		•			1				0.133	F		610	G
No.   Part   P	60 Hamp toward 1010 a	Tookbridge O			4			1				0.100	•		010	ч
Ramp toward I-81 N at Exit 188																
Ramp   US 60 0 8   S	West															
New   Henrico County   0.23   1900   Ca   93%   1%   1%   1%   4%   0%   Ca   0.150   F   2000   Ga   2000   Ga	60 Ramp toward I-81 N a	t Exit 188 Rockbridge C	ounty 0.07	2800	3							0.087	F		2800	G
Henrico County   12.3   19.00   G   33%   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19.00   19	$\rightarrow$	To:	Ra	mp US 60 60 B												
Henrico County   12.3   19.00   C   19.0	West	From:	112 60 7	W Williamsburg	Rd											
1-295 Bard Collector Rel		Henrico Cou				8% 1	% 1	% 1%	4%	0%	С	0.150	F		2000	G
Nest   Henrico County   10.39   5400   Ramp   Set   10.20   Set   10.2	(60)	To:				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	/U I	1	770	0 /0	J	5.100			2000	G
Henrico County																
F-295 West Collector Ref   F-295 West Collecto	West		C5 00 1					J								
Second   Part   Part	80 Ramp	Henrico Cou				1% 1	% 1	% 2%	3%	0%	С	0.156	F		5800	G
State   City of Richmond   0.19   6400   C   98%   1%   0%   0%   0%   0%   0%   0%   F   0.163   F   0.641   18000   G   98%   1%   0%   0%   0%   0%   0%   0%   0		To:	I-295	West Collector F	Rd											
State   City of Richmond   0.19   6400   C   98%   1%   0%   0%   0%   0%   0%   0%   F   0.163   F   0.641   18000   G   98%   1%   0%   0%   0%   0%   0%   0%   0		From:	Ma	nchester Bridge												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 17000 G 98% 1% 0% 0% 0% 0% 0% F 0.114 F 0.641 18000 G 98% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	(so) 8th St	City of Richn			98	3% 1	% 0	% 0%	0%	0%	F	0.163	F		6800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   G   98%   1%   0%   0%   0%   0%   0%   0%   0	(80) 5 5.	•												0.641		
60 Sth St		Combined Trainc Estimates for 2 Faraner	noadways on this noute.	17000	<b>a</b> 30	) /O I	/o U	/0 0 /0	0 /0	0 /6	'	0.114		0.041	10000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 18000 G 98% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%		To:		Canal St												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 18000 G 98% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	60 8th St	City of Richn	nond 0.21	7100	98	3% 1	% 0	% 0%	0%	0%	F	0.135	F		8000	G
Main St   Main St   Main St   Sth Str   Sth Sth Str   Sth Str   Sth Str   Sth Str   Sth Str   Sth Str   Sth Sth Str   Sth Str   Sth Str   Sth Str   Sth Str   Sth Str   Sth Sth Str   Sth Str   Sth Str   Sth Sth Str   Sth Sth Str   Sth	(F)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	98	3% 1	% 0	% 0%	0%	0%	F	NA			19000	G
Main St   City of Richmond   0.37   8300   G   98%   1%   0%   0%   0%   0%   0%   F   0.105   F   9500   G		To:						1								
60 Main St City of Richmond 0.37 8300 G 98% 1% 0% 0% 0% 0% 0% F 0.105 F 9500 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12000 G 98% 1% 0% 0% 0% 0% F 0.097 F 0.635 13000 G 14th St		From:														
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12000 G 98% 1% 0% 0% 0% 0% F 0.097 F 0.635 13000 G 14th St	60 Main St	City of Richn	nond 0.37		<b>3</b> 98	3% 1	% 0	% 0%	0%	0%	F	0.105	F		9500	G
First	(A)	•									F			0.635		
First		To:	i		, 50	,,,, 1	,5 0	,5 0 /6 1	0 /0	0 /0	'	0.007	'	0.000	10000	J
GO GO Ramp City of Norfolk (Maint: 64) 0.03 700 G																
City of Norfolk   164 W   1	~~~ ~~ <u>-</u>	From:				ALLEL							_			
1-64 W   1	{60} {60} Ramp	City of Norfolk (N	Maint: 64) 0.03	700 C	à							0.3	F		740	G
Go Ocean View Ave City of Norfolk 4900 G 98% 1% 1% 0% 0% 0% C 0.094 F 0.776 5200 G    To	÷ ÷	To		I-64 W				<b></b>								
From	Co Ocean View Ave	City of Nort	folk		98	3% 1	% 1	% 0%	0%	0%	C	0.094	F	0.776	5200	G
City of Norfolk (Maint: 64)   0.03   700   G     0.3   F   740   G	GD) GGGGII VIGWANG	To:			, 00	,,,,	, , ,	1	0 /0	0 /0	J	0.00-7	,	0.770	0_00	J
City of Norfolk (Maint: 64)   0.03   700   G		-														
From   US 60   US 60	~~~ _		03 00					]								
From   US 60   US 60	{ 60 } Ramp	City of Norfolk (N	Maint: 64) 0.03	700 C	à			_				0.3	F		740	G
(60) Warwick Blvd City of Newport News 11000 G 97% 1% 1% 0% 0% 0% C 0.162 F 12000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 20000 G 98% 1% 1% 0% 0% 0% F 0.112 F 0.820 21000 G	5	To:		I-64 West												
(60) Warwick Blvd City of Newport News 11000 G 97% 1% 1% 0% 0% 0% C 0.162 F 12000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 20000 G 98% 1% 1% 0% 0% 0% F 0.112 F 0.820 21000 G		From:		US 60												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 20000 G 98% 1% 1% 0% 0% 0% F 0.112 F 0.820 21000 G	(eg) Warwick Blvd	City of Newpor	t News		97	7% 1	% 1	% 0%	0%	0%	C	0.162	F		12000	G
	(B)												-	0.920		
" SOI'H St		Combined Trainic Estimates for 2 Parallel	noduways on this noute:		<b>a</b> 98	) /o I	/o I	/o U% <b>1</b>	0%	U%	Г	0.112	Г	0.020	21000	G
		10:		50Th St												

232

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

Devite	loods at at		4457		47:	D		Tru	ck		-00	K	01/	Dir	A A)A/DT	
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
(Marwick Blvd	City of Newpor	t News 0.59	50Th St	G	98%	1%	1%	0%	0%	0%	F	0.142	F		13000	C
Warwick Blvd	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	0.118	F	0.619	23000	(
	To T	I	38Th St		0070	1 70		0 70	0 70	070	•	0.110	•	0.010	20000	
Warwick Blvd	City of Newpor	t News 0.77	3500	G	98%	1%	1%	0%	0%	0%	С	0.235	F		3700	(
9)	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	0.177	F	0.664	14000	(
	То	·	25Th St		00,0	. , 0							•			
V	From		US 60													
26th St	City of Newpor		1100	G	96%	2%	2%	0%	0%	0%	C	0.084	F		1200	
	Combined Traffic Estimates for 2 Parallel	-		G	95%	2%	2%	0%	0%	0%	F	0.106	F	0.557	3200	
26th St	City of Newpor		Chestnut Av 890	re <b>G</b>	93%	4%	3%	0%	0%	0%	С	0.086	F		940	
) 2011 01	Combined Traffic Estimates for 2 Parallel			G	94%	4%	2%	0%	0%	0%	С	0.005	F	0.606	2500	
	To T		25th St		0470	770		070	0 70	0 70		0.000		0.000	2000	
	From		60 26th St													
Ramp	City of Newport New		710	G								NA			770	
	To	•	ast Exit 267	•												
	From	I-64-W FROM			RT 159							0.475	_		500	
Ramp	Alleghany Co		<b>500</b> 0 TO I-64 V	G			i					0.175	F		500	
Due	From		I-64. SR 38				<u>l</u>									
Bus 220 Ridgeway St	Alleghany Co		6400	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.543	6800	
,	To		L Clifton F													
Bus 220 Ridgeway St	Town of Cliftor		6900	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.524	7400	
220 Hidgeway St	Town of Clinton	11 orge 0.27		<u> </u>	JJ /0	1 /0	0 /0	0 /0	0 /6	0 /6	'	0.033	'	0.524	7400	
Bus	From		6th St													
Ridgeway St	Town of Cliftor	Forge 0.61	6700	G	99%	1%	0%	0%	0%	0%	С	0.098	F	0.514	7100	
Bus			Roxbury St	t												
Ridgeway St	Town of Cliftor	Forge 0.14	5800	G	99%	1%	0%	0%	0%	0%	F	0.083	F	0.595	6200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6600	G	98%	1%	0%	0%	0%	0%	F	0.090	F	0.531	7000	
	To	Co	ommercial A	Ave												
Bus 220 188 188 Ridg	reway St Town of Cliftor		5800	N	99%	1%	0%	0%	0%	0%	N	0.083	F	0.595	6200	
220 188 188 Ridg	Combined Traffic Estimates for 2 Parallel			N	98%	1%	0%	0%	0%	0%	N	0.000	F	0.531	7200	
	To		US 220 Ma		00 /0	1 /0		0 70	0 70	0 70	.,	0.000	•	0.001	7200	
Bus	From 		S 220 Ridge								_		_		_,	
220 Main St	Town of Cliftor	Forge 0.26	5300	G	98%	1%	0%	0%	0%	0%	С	0.096	F	0.536	5600	
s Bus	To From		B St													
) (220) Main St	Town of Cliftor	Forge 0.06	5200	G	98%	1%	0%	0%	0%	0%	F	0.095	F	0.535	5500	
	То		Bus US 220	1												

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

		Primary a	ind intersta	le no	ules									D:		
Route	Jurisdiction	on Length	n <b>AADT</b>	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
D	From	n	US 220 Bus				2AXI6	3+Axle	TTRAIL	21raii		Factor		Factor		
Bus 60	Town of Cliftor	n Forge 0.87	4400	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.524	4700	G
00)	Town of Cinton					0 70		070	0 / 0	0,0	Ū	0.001	•	0.02 1	1700	ŭ
Bus	Fron	ii:	CL Clifton For													
60 Main St	Alleghany C	ounty 0.34	3600	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.527	3800	G
Bus	T. Fron	US	220 Market A	Ave												
60 220 42 Grafton S	St Alleghany C	ounty 0.47	5700	G	89%	1%	1%	1%	8%	0%	С	0.089	F	0.528	6000	G
30 (220) (42)	т.		Longdale Furn	nga Pag	nd.											
Bus	Fron	11.5						4.57		221	_		_			
60 220 Market Ave	Alleghany C	ounty 0.19	5700	G	89%	1%	1%	1%	8%	0%	F	0.081	F	0.526	6000	G
		* <u> </u>	I-64 US 60				_									
Bus 60 Ramp	Alleghany C	SR 384 Dabney S La ounty 0.14	ncaster Comm 2900	unity C	College Roa	ad S						0.106	F		2900	G
60) Hamp	The grianty of	ounty 0.14	I-64 West	<u> </u>								0.100	•		2500	ч
Bus	Fron	r:	Bus US 60													
Ramp	Alleghany C	ounty 0.20	400	G								0.137	F		400	G
99 .	To	o:	I-64 East													
Bus	Fron		Ramp Merge													_
60 Ramp	Alleghany C		860	G								0.093	F		920	G
~	To	0:	I-64 East													
Bus	Fron	03	-629 Douthat													
60 (220) Ramp	Alleghany C	ounty 0.22	2200	G								0.087	F		2300	G
	10		I-64 West													
Bus 60 Ramp	Alleghany C		60 Gap TO I-6 <b>1800</b>	4 EAST <b>G</b>	Γ							0.107	F		1800	G
Ramp	Allegitariy		003A C1US 6		ROM							0.107	Г		1000	G
Bus Bus	Fron	n:	Ridgeway St		ROM											_
Bus Bus 60 (220 Roxbury St	Town of Cliftor	n Forge 0.05	1800	G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.679	1900	G
90) (220)	Combined Traffic Estimates for Parallel	-		-								NA			NA	_
	To	3:	Kesswick St													
Bus Bus	Fron	n:	Roxbury St													
60 (220) Kesswick St	Town of Cliftor	_	730	G	97%	1%	1%	0%	1%	0%	C	0.111	F		770	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		G	98%	1%	0%	0%	0%	0%	F	0.090	F	0.530	7000	G
Bus Bus	Fron	12	Main St Kesswick St													
60 (220) (188) (188) Ma	ain St Town of Cliftor	n Forge 0.07	940	G	97%	1%	1%	0%	1%	0%	F	0.101	F		990	G
\$ 100 mg	Combined Traffic Estimates for 2 Parallel		: 6800	N	98%	1%	0%	0%	0%	0%	Ν	0.091	F	0.539	7200	Ν
	To		Ridgeway Stre	et												
		1														
Bus	Fron	C1US 60 I-6	4-E027A FRC	)M & T	ORT											
Bus 60 Ramp	Alleghany C		4-E027A FRC <b>110</b>	<u>М &amp; Т</u> <b>G</b>	ORT							0.191	F		110	G

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

Route	Jurisdiction	Length AAD	Γ Ω4	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- (
	Canadiotion	Longin AAD	. 47		240	2Axle	3+Axle	1Trail	2Trail	40	Factor	۵ı٠	Factor	70,000	`
) =	From:	SR 16 Tazew								_		_			
E Riverside Dr	Town of Tazewell	0.86 <b>300</b> 0	F	98%	0%	1%	0%	0%	0%	С	0.093	F	0.561	3000	
	To: From:	US 19, US	3 460												
	Town of Tazewell	0.06 <b>5100</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.096	F	0.536	5200	
/	To	ECL Taze	ryya11												
E Riverside Dr	Town of Tazewell	0.63 <b>510</b> 0		99%	0%	0%	0%	0%	0%	N	0.096	F	0.536	5200	
) E Tilverside Di	Town or razewen	0.00 3100	11	33 76	0 70	<u> </u>	0 70	0 70	0 70	14	0.000		0.550	3200	
<u> </u>	To- From	NCL Taze										_			
E Riverside Dr	Town of Tazewell	0.60 <b>510</b> 0	F	99%	0%	0%	0%	0%	0%	С	0.096	F	0.536	5200	
	To	US 19 BUS, US 460 B	US Fincastl	e Tpke		<u> </u>									
Ben Bolt Ave	Town of Tazewell	0.48 <b>3400</b>		97%	0%	1%	1%	0%	0%	F	0.09	F	0.521	3400	
	Ter	CCI T	11												
Clearfork Rd	Tazewell County	SCL Taze		96%	0%	2%	1%	0%	0%	С	0.088	F	0.653	2600	
Clearfork Rd	razewen County	4.43 <b>2600</b>		30%	U-76	∠ 7/0	1 /0	076	070	U	0.000	٦	0.000	2000	
	To: From:	92-623 Burkes													
Clearfork Rd	Tazewell County	7.31 <b>520</b>	F	97%	0%	1%	1%	1%	0%	С	0.095	F	0.566	520	
	To	92-662 Cove	Creek												
Clearfork Rd	Tazewell County	1.65 <b>410</b>	F	97%	0%	1%	1%	0%	0%	С	0.102	F	0.546	420	
	To:	Bland Coun													
_	From:	Tazewell Cou													
Clear Fork Creek Hwy	Bland County	10.53 <b>340</b>	G	92%	2%	2%	1%	3%	0%	С	0.108	F	0.658	340	
	To:	US 52 North So	enic Hwy												
¬ ~~~	From:	SR 61 Clear Fork													
1 / { 52 }		0.06 <b>450</b>	N	93%	0%	2%	3%	2%	0%	Ν	0.128	F	0.581	450	
, 💝	To	I-77 West of R	ocky Gap			<u> </u>									
52 Clear Fork Creek Hwy	Bland County	0.38 1900		94%	1%	1%	3%	1%	0%	С	0.132	F	0.541	1800	
,	To:	SR 61 Wolf C	eek Hwy												
	From:	US 52 Clear Fork		y											
Wolf Creek Hwy	Bland County	7.42 <b>350</b>	G	95%	2%	1%	2%	1%	0%	С	0.112	F	0.744	340	
	To:	Giles Count	y Line												
	From:	Bland Coun	•												
Wolf Creek Rd	Giles County	5.11 <b>260</b>	F	94%	1%	2%	1%	1%	0%	С	0.139	F	0.622	260	
	To:	35-724 Chapel, Old													
Welf Overale Bal	From:	35-724 Old Wol			40/	40/	40/	100/	40/	_	0.44	_	0.574	<b>500</b>	
Wolf Creek Rd	Giles County	4.60 <b>530</b>	F	78%	1%	1%	1%	19%	1%	F	0.11	F	0.571	530	
	To: From:	35-724 Shumate, Old													
Wolf Creek Rd	Giles County	35-724 Old Wol 2.49 <b>600</b>	r Creek Ra	96%	1%	1%	1%	2%	0%	F	0.112	F		600	
Wolf Creek Rd		2.43 600		90 /o	1 /0	1 /0	1 /0	Z /0	0 /0		0.112	'		000	
	To: From:	WCL Nar													
Park Dr	Town of Narrows (Maint: 35)	0.67 <b>190</b> 0	F	98%	0%	1%	0%	0%	0%	С	0.105	F	0.563	1900	
Park Dr	To:	Monroe													
<b>7</b>	From:	Park S													
Monroe St	Town of Narrows (Maint: 35)	0.17 <b>3500</b>		89%	1%	1%	1%	8%	0%	F	0.099	F	0.547	3500	
	To:	Kimberlir	g St												

235

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus			-		QC		QK		AAWDT	- C
	-					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Manroa St	Town of Narrows (Maint: 35)			900/	10/	10/	10/	<b>Q</b> 0/	09/	_	0.100	_	0.50	4200	
Monroe St	Town of Narrows (Maint. 33)	0.13 4300	Г	09%	1 70	1 70	170	070	0%	Г	0.100	Г	0.59	4300	
)	To: From:									_					
McArthur Ln	Town of Narrows (Maint: 35)	0.11 <b>4900</b>	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.559	4900	
	To: From:	S East of New R	River												
Fleshman St	Town of Narrows (Maint: 35)	0.49 <b>4500</b>	F	98%	1%	1%	0%	0%	0%	С	0.095	F	0.528	4500	
	To:	US 460 Virginia	Ave												
	From:	North Carolina Stat	te Line												
	Pittsylvania County	4.01 <b>3500</b>	G	90%	0%	1%	2%	7%	0%	С	0.099	F	0.541	3500	
	## Stand Park (Maint: 35)   1.14   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.15   1.														
	From:	ALTIIC 50													
Wise St	Town of Saint Paul (Maint: 97)			91%	1%	1%	4%	4%	0%	F	0.088	F	0.576	3400	
,	- Town or Gaint Faur (Maint: 07)			0170	1 /0		170	170	0 70	•	0.000	•	0.070	0.00	
	From			040/	40/		40/	40/	00/		0.000	_	0.570	0.400	
)	Wise County	0.14 <b>3400</b>	N	91%	1%	1%	4%	4%	0%	N	0.088	F	0.576	3400	
	To: From:	Russell County I	Line												
Dante Rd	Russell County	1.50 <b>2800</b>	G	91%	1%	1%	4%	4%	0%	С	0.09	F	0.511	2900	
	Та	NCL Castlawo	od												
Dante Rd	Russell County			89%	1%	1%	5%	4%	0%	С	0.092	F	0.576	1700	
) Barno Ha	ridoon county			00 70	1 /0	. , , ,	070	170	0 70	Ŭ	0.002	•	0.070	1700	
) 5 . 5 .	From			000/	00/		70/	<b>F</b> 2/	00/	_	0.004	_	0.000	1100	
Dante Rd	Russell County		-		0%	1%	/%	5%	0%	C	0.081	F	0.602	1100	
	From:														
Dante Mountain Rd	Dickenson County				1%	1%	3%	4%	0%	С	0.085	F	0.567	1000	
) Barno Moaritairi Ha	Dictionical Scartly			0070	1 /0	. , , ,	070	170	0 70	Ŭ	0.000	•	0.007	1000	
) Dante Mountain Rd	From			0.4.57	4.57			==:	0-1	_		_		1000	
Dante Mountain Rd	Dickenson County	7.83 <b>1200</b>	G	91%	1%	1%	3%	5%	0%	С	0.096	F	0.5/5	1200	
	To: From:	25-714 N, Ritter (	Circle												
Dante Mountain Rd	Dickenson County	2.05 <b>2200</b>	G	90%	0%	2%	2%	6%	0%	С	0.096	F	0.619	2100	
	Tov	CD 92 Framor	nt												
Dickenson Hwy	Dickenson County			90%	1%	2%	2%	5%	0%	С	0.099	F	0.601	2700	
) (83) Biolice 11111)	To:			0070	1 /0		270	070	0 70	Ū	0.000	•	0.001	2,00	
	From:														
Big Ridge Rd	Dickenson County	3.51 <b>770</b>	G	95%	0%	3%	1%	0%	0%	С	0.119	F	0.809	770	
	To	25 616 The Lelve	a D.d												
Big Ridge Rd	Pickenson County			98%	1%	1%	0%	0%	0%	С	0 122	F	0.653	390	
) big rilage ria				0070	1 70		0 /0	0 70	0 70	Ü	0.122		0.000	000	
	From:														
Big Ridge Rd	Dickenson County				1%	1%	1%	0%	0%	С	0.110	F	0.515	810	
,	Too														
)	Town of Housi (Maint: 25)			070/	10/	10/	10/	00/	09/	NI	0.110	F	0.515	910	
)	TOWIT OF MaySI (Maint. 25)			3170	170	170	170	0%	0%	IN	0.110	Г	0.515	010	

236

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	Q\
	From:	I-64 F.	& W Ramp	Merge			2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
Ramp	Henrico Cou		13000	G								0.1	F		13000	G
	To:	US 33	E, Staples M	Aill Rd												
ast	From:	West V	√irginia Stat	e Line												
(60)	Alleghany Co		4100	G	75%	1%	1%	1%	22%	0%	F	0.075	F		3800	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8000	G	74%	1%	1%	1%	23%	0%	F	0.086	F	0.549	7700	(
net	Tac From:	FR-19	98 Jerrys Ru	ın Rd												
ast (4) (60)	Alleghany Co	ounty 5.33	4100	G	75%	1%	1%	1%	22%	0%	F	0.076	F		3900	
, (6)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8000	G	74%	1%	1%	1%	23%	0%	F	0.087	F	0.541	7600	
	Tax		1 Ogle Cree	k Rd												
st	Alleghany Co		4000		75%	1%	1%	1%	22%	0%	_	0.077	F		3700	
4 60	Combined Traffic Estimates for 2 Parallel		7700	G G	75% 74%	1%	1%	1%	23%	0% 0%		0.077	F	0.549	7300	
	Combined Trainic Estimates for 2 Parallel	•	59 Midland		7470	170	170	170	23%	0%	Г	0.000	Г	0.549	7300	
st	From:		R 159 Midla		1											
ast 4	Alleghany Co		4300	G	75%	1%	1%	1%	22%	0%	F	0.081	F		4100	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8700	G	74%	1%	1%	1%	23%	0%	F	0.077	F	0.516	8300	
-1	To: From:	W	CL Covingto	on												
<u>st</u>	City of Covington (	Maint: 03) 0.21	4300	G	75%	1%	1%	1%	22%	0%	F	0.081	F		4100	
*)	Combined Traffic Estimates for 2 Parallel	,		G	74%	1%	1%	1%	23%	0%	F	0.077	F	0.516	8300	
	Tol		154 Durant													
st 1	From:								2221		_		_		- 100	
4)	City of Covington (		5800	G	75%	1%	1%	1%	22%	0%	F	0.086	F	0.547	5400	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	G	74%	1%	1%	1%	23%	0%	F	0.081	F	0.517	11000	
st	To: From:	EC	CL Covingto	on												
ast 4	Alleghany Co	ounty 0.65	5800	G	75%	1%	1%	1%	22%	0%	F	0.086	F		5400	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	10000	G	74%	1%	1%	1%	23%	0%	F	0.081	F	0.517	9600	
	To:	U	S 60, US 22	20												
ast 4) (60) (220)	Alleghany Co	ounty 4.81	8800	G	75%	1%	1%	1%	22%	0%	F	0.086	F		8200	
4) (60) (220)	Combined Traffic Estimates for 2 Parallel	,		G	74%	1%	1%	1%	23%	0%	F	0.079	F	0.527	16000	
	Tollier Traine Estimates for E 1 drainer					1 70		1 70	2070	0 70	•	0.070	•	0.027	10000	
st ~~~	From:		Selma Low N													
4) (60) (220)	Alleghany Co	•	8600	G	75%	1%	1%	1%	22%	0%	F	0.091	F		8100	
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	74%	1%	1%	1%	23%	0%	F	0.082	F	0.525	16000	
ıst	To: From:	Bus U	S 60, Bus U	IS 220												
60 (220)	Alleghany Co	ounty 1.11	5800	G	75%	1%	1%	1%	22%	0%	F	0.091	F		5400	
	Combined Traffic Estimates for 2 Parallel	•		G	74%	1%	1%	1%	23%	0%	F	0.083	F	0.505	9900	
	To:	•	L Clifton Fo	orge												

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

			na intersta	10 110				т				IZ.		D:-		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Foot	From	: W/	CL Clifton Fo				ZAXIE	3+Axle	Hraii	ZTraii		Factor		Factor		
East 60 (220)	Town of Clifton Forg		5800	лge G	75%	1%	1%	1%	22%	0%	F	0.091	F		5400	G
(64) (60) (220)	Combined Traffic Estimates for 2 Parallel	,		G	74%	1%	1%	1%	23%	0%	F	0.083	F	0.505	9900	G
	To To				7 1 70	. 70		170	2070	070	•	0.000	•	0.000	0000	ŭ
East	From		L Clifton Fo													
(64) $(60)$ $(220)$	Alleghany Co	•	5800	G	75%	1%	1%	1%	22%	0%	F	0.091	F		5400	G
$\bigcirc$ $\diamondsuit$ $\diamondsuit$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	10000	G	74%	1%	1%	1%	23%	0%	F	0.083	F	0.505	9900	G
Foot	To	US	220, Bus US	S 60												
East (64) (60)	Alleghany Co	ounty 1.78	4500	G	75%	1%	1%	1%	22%	0%	F	0.090	F		4200	G
(04) (00)	Combined Traffic Estimates for 2 Parallel	•		G	74%	1%	1%	1%	23%	0%	F	0.086	F	0.528	8400	G
	To		SR 42; SR 26		, 0	. , ,		. , 0	_0 /0	0,0	•	0.000	•	0.020	0.00	<b>.</b>
East	From		SR 42, SR 26	9												
East (60)	Alleghany Co	•	3700	G	75%	1%	1%	1%	22%	0%	F	0.089	F		3500	G
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7300	G	74%	1%	1%	1%	23%	0%	F	0.081	F	0.503	6900	G
Foot	To: From	SR 269; 0	3-850, N M	ountain l	Rd											
East (64) (60)	Alleghany Co	ounty 5.34	3900	G	75%	1%	1%	1%	22%	0%	F	0.084	F		3600	G
(04) (00)	Combined Traffic Estimates for 2 Parallel			G	74%	1%	1%	1%	23%	0%	F	0.08	F	0.503	7300	G
	To		oridge Count		, 0	. , ,		. , 0	_0 /0	0,0	•	0.00	•	0.000	, 000	<b>.</b>
East	From		hany County	/ Line												
East (64) (60)	Rockbridge C	•	3900	G	75%	1%	1%	1%	22%	0%	F	0.084	F		3600	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7800	G	74%	1%	1%	1%	23%	0%	F	0.08	F	0.503	7300	G
East	To: From	81	-780 Scenic	Dr												
East (64) (60)	Rockbridge C	Sounty 7.38	3800	Α	75%	1%	1%	1%	22%	0%	С	0.131	Α		3700	Α
(64) (60)	Combined Traffic Estimates for 2 Parallel			A	74%	1%	1%	1%	23%	0%	C	0.12	Α	0.555	7600	Α
	To	· · · · · · · · · · · · · · · · · · ·	Fredericksh		, 0	. , ,		. , 0	_0 /0	0,0	Ŭ	···-		0.000		
East	From		-623 Frederi													
East 64	Rockbridge C	•	4600	G	75%	1%	1%	1%	22%	0%	F	0.077	F		4200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9000	G	74%	1%	1%	1%	23%	0%	F	0.075	F	0.512	8400	G
Foot	To	U	S 11 Lee Hy	vy												
East 64	Rockbridge C	County 0.98	5800	G	75%	1%	1%	1%	22%	0%	F	0.091	F		5300	G
04)	Combined Traffic Estimates for 2 Parallel	•		G	74%	1%	1%	1%	23%	0%	F	0.082	F	0.532	11000	G
	To	· · · · · · · · · · · · · · · · · · ·	South Interc		. 170	. 70	Ť	. ,0	_5,5	0 / 0	·	0.502		0.002		~
East	From		I-64 East	ŭ												
(64) Ramp from I-64 E Exit	-	· · · · · ·	3400	G	75%	1%	1%	1%	22%	0%	F	0.091	F		3200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	74%	1%	1%	1%	23%	0%	F	0.082	F	0.532	6500	G
Foot Novth	To From	T 0.1	I-81 North West Intercl	20,000												
East North (64) (81)	Rockbridge C		20000	nange A	60%	1%	1%	1%	36%	2%	F	0.125	Α		19000	Α
04) (01)	Combined Traffic Estimates for 2 Parallel			Ā	62%	1%	1%	1%	33%	2%	, E	0.123	В	0.506	37000	A
~ ~																

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdictio	n Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
st North	Rockbridge Co	ounty 5.57	US 11 20000	Α	60%	1%	1%	1%	36%	2%	F	0.121	Α		19000	
81	Combined Traffic Estimates for 2 Parallel	,		A	62%	1%	1%	1%	33%	2%	F	0.110	A	0.602	38000	
	To-		81-710			.,.		.,,			•					
st North	Rockbridge Co	ounty 4.49	21000	Α	60%	1%	1%	1%	36%	2%	F	0.120	Α		20000	
81	Combined Traffic Estimates for 2 Parallel	•		A	62%	1%	1%	1%	33%	2%	F	0.120	A	0.588	39000	
	To-	Troadways on this riodic.	81-606		0270	1 /0	170	170	00 70	270	•	0.100	,,	0.000	00000	
t North	From:	0.50			000/	00/	10/	10/	10/	00/	_	0.11	0		00000	
81	Rockbridge Combined Traffic Estimates for 2 Parallel	•	22000	F F	96% 81%	0% 0%	1% 1%	1% 1%	1% 15%	0% 1%	F	0.11 0.1	B B	0.584	20000 40000	
	To		ısta County		01/6	0 /6	1 /0	1 /0	13/0	1 /0	•	0.1	ь	0.364	40000	
North	From:		ridge Coun													
81	Augusta Cou	•	22000	F	96%	0%	1%	1%	1%	0%	F	0.11	В	0.504	20000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	81%	0%	1%	1%	15%	1%	F	0.1	В	0.584	40000	
North	To: From:		US 11													
81)	Augusta Cou	•	21000	Α	60%	1%	1%	1%	36%	2%	F	0.12	Α		20000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	62%	1%	1%	1%	33%	2%	F	0.107	Α	0.53	40000	
North	To: From:		07-654													
81)	Augusta Cou	unty 2.47	23000	Α	60%	1%	1%	1%	36%	2%	F	0.114	Α		23000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	Α	62%	1%	1%	1%	33%	2%	F	0.103	Α	0.550	46000	
North	To: From:		SR 262													
North 81	Augusta Cou	unty 1.31	29000	F	96%	0%	1%	1%	1%	0%	С	0.077	F		28000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	F	80%	1%	1%	1%	15%	1%	F	0.08	F	0.76	56000	
	To: From:	I-81	East Intercl I-81 North													
Ramp from I-81 N Exit	221 to 64 E at Exit 87 Augusta Cou	unty 0.31	9200	Α	86%	1%	1%	1%	11%	0%	F	0.11	Α		9100	
·	Combined Traffic Estimates for 2 Parallel	•	19000	Α	86%	1%	1%	1%	11%	0%	F	0.109	Α	0.538	19000	
	To		I-64 East													
)	Augusta Cou		North Interd	hange A	86%	1%	1%	1%	11%	0%	F	0.103	Α		20000	
	Combined Traffic Estimates for 2 Parallel	,		A	86%	1%	1%	1%	11%	0%	F	0.106	Α	0.543	39000	
	Too		Tinkling S ₁	nring Rd												
	From: Augusta Cou		18000	G G	86%	1%	1%	1%	11%	0%	F	0.084	F		17000	
	Combined Traffic Estimates for 2 Parallel	•		G	86%	1%	1%	1%	11%	0%	F	0.083	F	0.507	35000	
	Tallo		L Waynesl			. 70		1 70	11.70	<b>0</b> /0		0.000		0.007		
	From:		-		000/	10/	10/	10/	110/	00/		0.004	_		17000	
t )	Combined Traffic Estimates for 2 Parallal		18000 36000	G	86%	1%	1% 1%	1%	11%	0% 0%	F	0.084	F F	0.507	17000	
	Combined Traffic Estimates for 2 Parallel		Stuarts Dr	G	86%	1%	1%	1%	11%	0%	Г	0.083	Г	0.507	35000	

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
East	From:		Stuarts Dr	aft Hwy				3+Axie	IIIaii	ZIIali		1 actor		1 actor		
East 64	City of Waynesboro	•	18000	Α	86%	1%	1%	1%	11%	0%	С	0.104	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel			Α	86%	1%	1%	1%	11%	0%	С	0.107	Α	0.545	37000	Α
ast	To: From:		ne Ave, To	07-624												
east 64	City of Waynesboro		16000	Α	86%	1%	1%	1%	11%	0%	F	0.109	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel			Α	86%	1%	1%	1%	11%	0%	F	0.108	Α	0.569	33000	Α
ast	To: From	EC	L Waynesb	oro												_
ast 64	Augusta Cou	•	16000	Α	86%	1%	1%	1%	11%	0%	F	0.109	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	Α	86%	1%	1%	1%	11%	0%	F	0.108	Α	0.569	33000	Α
ast	Ta: From:	US 250	Rockfish G	ap Tpke									_			
ast 64	Augusta Cou	•	15000	Α	86%	1%	1%	1%	11%	0%	F	0.125	Α		15000	P
	Combined Traffic Estimates for 2 Parallel		31000 son County	Α	86%	1%	1%	1%	11%	0%	F	0.11	Α	0.522	31000	Δ
ast	From:		usta County													_
ast 34	Nelson County (M	,	15000	Α	86%	1%	1%	1%	11%	0%	F	0.125	Α		15000	A
	Combined Traffic Estimates for 2 Parallel	•		A	86%	1%	1%	1%	11%	0%	F	0.11	Α	0.522	31000	/
ıst	From:		narle Count son County	_									_			_
ast (4)	Albemarle Co	ounty 5.90	15000	Α	86%	1%	1%	1%	11%	0%	F	0.125	Α		15000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	Α	86%	1%	1%	1%	11%	0%	F	0.11	Α	0.522	31000	1
st	To: From:	US 250	Rockfish G	ap Tpke	;								—			
ast (4)	Albemarle Co	•	18000	F	86%	1%	1%	1%	11%	0%	F	0.096	F		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	35000	F	86%	1%	1%	1%	11%	0%	F	0.09	F	0.639	36000	ı
ust	To: From:	02-63	7 Dick Woo	ods Rd									_			
ast (4)	Albemarle Co	ounty 4.25	19000	Α	86%	1%	1%	1%	11%	0%	F	0.142	Α		19000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	86%	1%	1%	1%	11%	0%	F	0.111	Α	0.556	38000	1
ıst	To: From:	US 29	Monacan T	rail Rd												
ast (4)	Albemarle Co	ounty 1.49	22000	Α	86%	1%	2%	1%	11%	0%	F	0.127	Α		23000	1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	86%	1%	2%	1%	11%	0%	F	0.119	Α	0.55	46000	/
est	To: From:	(	)2-631 5th S	St												
ast 4	Albemarle Co	ounty 1.73	20000	Α	86%	1%	2%	1%	11%	0%	F	0.129	Α		21000	/
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	41000	Α	86%	1%	2%	1%	11%	0%	F	0.121	Α	0.513	42000	A
ast	Tac From:	SR 2	20 Scottsvil	le Rd			$\Box$ $\vdash$									
ast 64)	Albemarle Co	ounty 0.55	18000	Α	86%	1%	2%	1%	11%	0%	F	0.129	Α		19000	ļ
	Combined Traffic Estimates for 2 Parallel		38000	Α	86%	1%	2%	1%	11%	0%	F	0.118	Α	0.522	38000	A
	To	WC	L Charlotte	sville												

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

Route	Jurisdiction	Length	AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
	From		Charlottes		71110		2Axle	3+Axle	1Trail	2Trail	<b>Q</b> 0	Factor	QI.	Factor	700001	۷,,
East 64	City of Charlottesville (N		18000	A	86%	1%	2%	1%	11%	0%	F	0.129	Α		19000	Α
04)	Combined Traffic Estimates for 2 Parallel Roa			Α	86%	1%	2%	1%	11%	0%	F	0.118	Α	0.522	38000	Α
	To		Charlottes	ville												
East 64	Albemarle Count		18000	Α	86%	1%	2%	1%	11%	0%	F	0.129	Α		19000	Α
64)	Combined Traffic Estimates for 2 Parallel Roa	•		A	86%	1%	2%	1%	11%	0%	F	0.118	Α	0.522	38000	Α
	To		50 Richmon	nd Rd												
East 64	Albemarle Count		18000	A	86%	1%	2%	1%	11%	0%	F	0.141	Α		18000	Α
64)	Combined Traffic Estimates for 2 Parallel Roa	,		A	86%	1%	2%	1%	11%	0%	F	0.112	A	0.557	38000	A
	To-		16 Black Ca			1 70		170	1170	070	•	0.112	,,	0.007		,,
East 64)	From:				000/	10/	00/	10/	110/	00/	_	0.100	F		15000	_
64)	Albemarle Count Combined Traffic Estimates for 2 Parallel Roa		16000	F F	86% 86%	1% 1%	2% 2%	1% 1%	11% 11%	0% 0%	F	0.108 0.089	F	0.626	15000 31000	F
	To:	•	nna County		00 /6	1 /0	2/0	1 /0	11/0	0 /6		0.009	'	0.020	31000	'
East 64)	From:		narle County										_			
64)	Fluvanna County (Mai	,	16000	F	86%	1%	2%	1%	11%	0%	F	0.108	F		15000	F
	Combined Traffic Estimates for 2 Parallel Roa	•	sa County I	F Line	86%	1%	2%	1%	11%	0%	F	0.089	F	0.626	31000	F
East	From:		nna County													
East 64	Louisa County		16000	F	86%	1%	2%	1%	11%	0%	F	0.108	F		15000	F
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	33000	F	86%	1%	2%	1%	11%	0%	F	0.089	F	0.626	31000	F
ast	To: From:	US 15 Ja	ames Madis	on Hwy												
East 64	Louisa County	6.32	16000	Α	86%	1%	2%	1%	11%	0%	С	0.128	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	32000	Α	86%	1%	2%	1%	11%	0%	С	0.117	Α	0.615	31000	Α
=aet	To- From	SR 20	8 Courthou	se Rd												
East 64)	Louisa County	4.66	14000	Α	86%	1%	2%	1%	11%	0%	F	0.132	Α		13000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	28000	Α	86%	1%	2%	1%	11%	0%	F	0.121	Α	0.549	27000	Α
<b>-</b>	To- From:	Mainto	enance Bou	ındary			_									
East 64)	Goochland Coun	tv 1.11	14000	A	86%	1%	2%	1%	11%	0%	F	0.132	Α		13000	Α
04)	Combined Traffic Estimates for 2 Parallel Roa	•		A	86%	1%	2%	1%	11%	0%	F	0.121	Α	0.549	27000	Α
	То		Shannon H	Hill Rd												
East 64	Goochland Coun		14000	A	86%	1%	2%	1%	11%	0%	F	0.131	Α		13000	Α
64)	Combined Traffic Estimates for 2 Parallel Roa	,		A	86%	1%	2%	1%	11%	0%	F	0.131	A	0.505	27000	A
	To		d Frederick			. 70		. 70	1170	<b>3</b> / 0		0.720	, ,	0.000		,,
East 64	From Constitution of Constitution					10/	00/	10/	110/	00/	г	0.100	^		14000	^
64)	Goochland Coun	•	15000	A	86%	1%	2%	1%	11%	0% 0%	F	0.129	A	0.500	14000	Α
	Combined Traffic Estimates for 2 Parallel Roa	•	sa County I	Α	86%	1%	2%	1%	11%	0%	F	0.119	Α	0.588	28000	Α

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:		hland Coun	_										1 40101		
East 64	Louisa County (M	,	15000	Α	86%	1%	2%	1%	11%	0%	F	0.129	A	0.500	14000	A
	Combined Traffic Estimates for 2 Parallel			Α	86%	1%	2%	1%	11%	0%	F	0.119	Α	0.588	28000	Α
East 64)	From		22 Cross Co	Ť												
64	Louisa County (M	,	16000	A	86%	1%	2%	1%	11%	0%	F	0.121	A	0.007	15000	A
	Combined Traffic Estimates for 2 Parallel	-	hland Coun	tv Line	86%	1%	2%	1%	11%	0%	F	0.116	Α	0.607	31000	Α
ast	From:	Lo	uisa County	Line												
East 64	Goochland Co	•	16000	Α	86%	1%	2%	1%	11%	0%	F	0.121	A	0.007	15000	A
	Combined Traffic Estimates for 2 Parallel			Α	86%	1%	2%	1%	11%	0%	F	0.116	Α	0.607	31000	Α
ast	To: From:		-617 Oilville													
East 64	Goochland Co	•	21000	Α	86%	1%	2%	1%	11%	0%	F	0.123	A	0.500	20000	A
	Combined Traffic Estimates for 2 Parallel			Α	86%	1%	2%	1%	11%	0%	F	0.110	Α	0.538	40000	Α
ast	To: From:		623 Ashlan													
ast 64	Goochland Co	,	24000	Α	86%	1%	2%	1%	11%	0%	F	0.125	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	86%	1%	2%	1%	11%	0%	F	0.110	Α	0.538	49000	Α
ast	To: From:		SR 288													_
fast 64	Goochland Co	•	31000	Α	86%	1%	2%	1%	11%	0%	F	0.158	Α		33000	Α
	Combined Traffic Estimates for 2 Parallel	•	62000 rrico County	A Line	86%	1%	2%	1%	11%	0%	F	0.145	Α	0.504	66000	Α
ast	From:		hland County													_
ast $64$	Henrico Cou	nty 2.28	31000	Α	86%	1%	2%	1%	11%	0%	F	0.158	Α		33000	Δ
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	62000	Α	86%	1%	2%	1%	11%	0%	F	0.145	Α	0.504	66000	Α
ast	To: From:		I-295													_
ast 64)	Henrico Cou	nty 0.67	28000	Α	96%	0%	1%	1%	2%	0%	F	0.165	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	96%	0%	1%	1%	2%	0%	F	0.154	Α	0.545	62000	Α
ast	To: From:	US 25	0 Near Sho	rt Pump												
East 64)	Henrico Cou	nty 1.43	34000	Α	96%	0%	1%	1%	2%	0%	F	0.14	Α		37000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	68000	Α	96%	0%	1%	1%	2%	0%	F	0.141	Α	0.513	73000	Α
act	To: From:		Gaskins Ro	i												
ast 64)	Henrico Cou	nty 1.39	41000	Α	96%	0%	1%	1%	2%	0%	С	0.135	Α		45000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	81000	Α	96%	0%	1%	1%	2%	0%	С	0.137	Α	0.526	88000	Α
act	To: Poor:		Parham Ro	i												
East 64)	Henrico Cou	nty 2.03	43000	Α	96%	0%	1%	1%	2%	0%	F	0.131	Α		46000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	85000	Α	96%	0%	1%	1%	2%	0%	F	0.134	Α	0.533	92000	Α
	To	US	250; Glensi	de Dr												

### 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	QW
East (64)	From:		250; Glensid		000/	00/	10/	10/	00/	00/	_	0.115	^		F1000	۸
(64)	Henrico Cou	•	47000	A	96%	0%	1%	1%	2%	0%	F	0.115	A	0.550	51000	A
	Combined Traffic Estimates for 2 Parallel			Α	96%	0%	1%	1%	2%	0%	г	0.122	Α	0.559	104000	Α
East	To: From:		3 Staples Mi	ill Rd												
East 64	Henrico Cou	•	60000	Α	96%	0%	1%	1%	2%	0%	F	0.115	Α		65000	Α
	Combined Traffic Estimates for 2 Parallel			Α	96%	0%	1%	1%	2%	0%	F	0.116	Α	0.569	134000	Α
act	To: From:		CL Richmon													
East 64	City of Richmond (		60000	A	96%	0%	1%	1%	2%	0%	F	0.115	Α		65000	Α
<del>••</del>	Combined Traffic Estimates for 2 Parallel		123000	Α	96%	0%	1%	1%	2%	0%	F	0.116	Α	0.569	134000	Α
	To		I-95; I-195													
ast 64) I-64 E Ramp	City of Richmond (		np to I-195 S <b>41000</b>		96%	0%	1%	1%	2%	0%	F	0.076	F		45000	0
64 I-64 E Ramp	Combined Traffic Estimates for 2 Parallel	'		G	96%	0%	1%	1%	2% 2%	0%		0.076	F	0.586	95000	G G
	Combined Trainic Estimates for 2 Parallel			G	90%	0%	176	170	270	0%	Г	0.076	Г	0.566	95000	G
ast	To- From:	Ran	np To I-95 N	lorth												
64) I-64 E Ramp	City of Richmond (	•	32000	G	96%	0%	1%	1%	2%	0%	F	0.072	F		35000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	70000	G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.578	77000	G
ast	To: From:	Ramp	From I-195	North												
1-64 E Ramp	City of Richmond (	(Maint: 43) 0.20	30000	G	96%	0%	1%	1%	2%	0%	F	0.073	F		33000	G
'	Combined Traffic Estimates for 2 Parallel	` '		G	96%	0%	1%	1%	2%	0%	F	0.079	F	0.551	69000	G
	To:	:	I-95 South													
ast South	From:	(Ma-i-t- 40) 0.40	I-95; I-195		040/	40/	10/	40/	00/	00/	_	0.000			74000	
64 95	City of Richmond (		72000	A	91%	1%	1%	1%	6%	0%	F	0.086	A	0.510	74000	A
	Combined Traffic Estimates for 2 Parallel			Α	92%	1%	1%	1%	5%	0%	Г	0.087	Α	0.516	146000	Α
ast South	To: From:	SR	161 Boulev	ard												
64) (95)	City of Richmond (	(Maint: 43) 2.19	67000	Α	91%	1%	1%	1%	6%	0%	С	0.09	Α		69000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	132000	Α	92%	1%	1%	1%	5%	0%	С	0.085	Α	0.501	135000	Α
ast South	To: From:	Lei	gh St, Gilme	r St												
64) (95)	City of Richmond (	(Maint: 43) 0.28	59000	Α	91%	1%	1%	1%	6%	0%	F	0.09	Α		61000	Α
04) (93)	Combined Traffic Estimates for 2 Parallel	` '		Α	92%	1%	1%	1%	5%	0%	F	0.085	Α	0.503	120000	Α
	To		JS 301 Belvi	idere St												
ast South	City of Disharmand	•			010/	10/	10/	10/	60/	00/	г	0.00	۸		75000	Α.
64 95	City of Richmond ( Combined Traffic Estimates for 2 Parallel	•	73000	A A	91% 92%	1% 1%	1%	1% 1%	6% 5%	0% 0%	F	0.09 0.084	A A	0.53	75000 145000	A A
	Combined Trainic Estimates for 2 Parallel		East Interch		92%	1%	1%	1%	5%	0%	Г	0.084	Α	0.53	145000	А
East	From:		I-95 S	150												
64) I-64 E Ramp	City of Richmond (	(Maint: 43) 0.15	24000	N	93%	1%	1%	1%	4%	0%	Ν	0.101	F		25000	Ν
$\smile$	To	R	amp to 3rd S	St												

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
East	From:		Camp to 3rd										_	· doto.		
64 I-64 E Ramp	City of Richmond (	·	24000	G G	93%	1% 0%	1%	1%	4%	0%	F	0.101	F		25000	G G
	Combined Traffic Estimates for 2 Parallel		p from I-95		94%	0%	1%	1%	3%	0%	Г	NA			48000	G
ast	From:	I-95	East Intercl													
ast 64	City of Richmond (		45000	Α	96%	0%	1%	1%	2%	0%	F	0.112	Α		48000	P
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	90000	Α	96%	0%	1%	1%	2%	0%	F	0.092	Α	0.621	95000	ŀ
ast	To: From:	US 360	Mechanicsv	ille Tpk	e											
ast 4	City of Richmond (	(Maint: 43) 0.25	37000	Α	96%	0%	1%	1%	2%	0%	F	0.11	Α		39000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	73000	Α	96%	0%	1%	1%	2%	0%	F	0.093	Α	0.537	77000	
ant .	To: From:	M	ECL Richm	ond												
ast 4	Henrico Cou	untv 0.77	37000	Α	96%	0%	1%	1%	2%	0%	F	0.11	Α		39000	
9	Combined Traffic Estimates for 2 Parallel	•	73000	Α	96%	0%	1%	1%	2%	0%	F	0.093	Α	0.537	77000	
	Too	MY	WCL Richm	ond												
ast 4	City of Richmond (		37000	A	96%	0%	1%	1%	2%	0%	_	0.11	Α		39000	
4)	Combined Traffic Estimates for 2 Parallel	·		A	96%	0%	1%	1%	2%	0%	F	0.11	A	0.537	77000	
	Combined Traile Estimates for 21 drailer				30 /6	0 /6	1 /6	1 /0	2 /0	0 /6	•	0.033	^	0.557	77000	
st	From:		CL Richmo													
st 4	Henrico Cou	,	37000	Α	96%	0%	1%	1%	2%	0%	F	0.11	Α		39000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	73000	Α	96%	0%	1%	1%	2%	0%	F	0.093	Α	0.537	77000	
st	To: From:	SR	33 Nine Mil	e Rd												_
<u>st</u>	Henrico Cou	unty 2.14	29000	Α	96%	0%	1%	1%	2%	0%	F	0.117	Α		30000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	96%	0%	1%	1%	2%	0%	F	0.098	Α	0.631	60000	
a+	To: From:	Ι	aburnum A	ve			$\Box$ $\vdash$									
<u>st</u>	Henrico Cou	untv 1.88	22000	Α	96%	0%	1%	1%	2%	0%	С	0.126	Α		22000	
7	Combined Traffic Estimates for 2 Parallel			Α	96%	0%	1%	1%	2%	0%	С	0.103	Α	0.626	44000	
	To	SR	156 Airpor	t Dr												
st 4	Henrico Cou		16000	Α	96%	0%	1%	1%	2%	0%	F	0.134	Α		16000	
4)	Combined Traffic Estimates for 2 Parallel	,		A	96%	0%	1%	1%	2%	0%	F	0.134	A	0.673	32000	
	To	rioddways on this riodic.			0070	0 70		1 /0	270	070	•	0.100	,,	0.070	02000	
st 4	From		I-295													
4)	Henrico Cou	,	32000	В	89%	1%	1%	1%	8%	0%	F	0.117	Α		30000	
	Combined Traffic Estimates for 2 Parallel		64000 Kent Count	B v I ine	89%	1%	1%	1%	8%	0%	F	0.111	Α	0.501	59000	
ıst	From		rico County	·												
ast (4)	New Kent Co	ounty 1.30	32000	В	89%	1%	1%	1%	8%	0%	F	0.117	Α		30000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	64000	В	89%	1%	1%	1%	8%	0%	F	0.111	Α	0.501	59000	
	To	S	SR 33, SR 24	19												

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

5 .					47"			Tru	ck			K	01/	Dir	A A \ A \ A \ D T	0144
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From New Kent Cou		R 33, SR 24 <b>29000</b>	19 <b>A</b>	89%	1%	1%	1%	8%	0%	С	0.116	Α		26000	Α
64 (33)	Combined Traffic Estimates for 2 Parallel R	,		A	89%	1%	1%	1%	8%	0%	С	0.110	Α	0.55	52000	A
	То		Emmaus Ch					.,.				• • • • • • • • • • • • • • • • • • • •				
East (33)	New Kent Cou		29000	Α	89%	1%	1%	1%	8%	0%	F	0.117	Α		26000	Α
64) (33)	Combined Traffic Estimates for 2 Parallel R			A	89%	1%	1%	1%	8%	0%	F.	0.112	Α	0.508	52000	Α
	To	•	SR 155													
East (33)	New Kent Cou	inty 5.69	28000	F	87%	1%	1%	1%	10%	0%	F	0.116	Α		25000	F
64) (33)	Combined Traffic Estimates for 2 Parallel R	,		F	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.506	50000	F
	To		33 Eltham	Rd			<u> </u>									
East 64	New Kent Cou	inty 4.29	25000	Α	92%	1%	1%	2%	5%	0%	F	0.123	Α		22000	Α
94)	Combined Traffic Estimates for 2 Parallel R	•		Α	92%	1%	1%	1%	5%	0%	F	0.119	Α	0.509	43000	Α
-aat	To: From:		City Count Kent Count	~												
East 64)	James City Cou		25000	A A	92%	1%	1%	2%	5%	0%	F	0.123	Α		22000	Α
9	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	49000	Α	92%	1%	1%	1%	5%	0%	F	0.119	Α	0.509	43000	Α
act	To: Fron:	SR 3	30 Old Stage	e Rd												
East 64)	James City Cou	unty 4.28	27000	Α	92%	1%	1%	2%	5%	0%	F	0.116	Α		25000	Α
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	52000	Α	92%	1%	1%	1%	5%	0%	F	0.111	Α	0.527	47000	Α
aet	To: From:	47-6	607 Croaker	r Rd												
East 64)	James City Cou	unty 1.97	30000	Α	92%	1%	1%	2%	5%	0%	F	0.109	Α		28000	Α
	Combined Traffic Estimates for 2 Parallel R			Α	92%	1%	1%	1%	5%	0%	F	0.108	Α	0.536	55000	Α
ast	To: From:		rk County L City Count													
east 64)	York County		30000	A	92%	1%	1%	2%	5%	0%	F	0.109	Α		28000	Α
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	59000	Α	92%	1%	1%	1%	5%	0%	F	0.108	Α	0.536	55000	Α
ast	To: From	SR 199 W, Humels	ine Pkwy; 9	9-646 N	ewman Ro	i										
East 64	York County	y 4.71	36000	G	92%	1%	1%	2%	5%	0%	С	0.082	F		34000	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	65000	G	92%	1%	1%	1%	5%	0%	С	0.093	В	0.515	61000	G
ast	To From	SR 14	3 Camp Pea	ary Rd												
East 64)	York County	•	36000	G	92%	1%	1%	2%	5%	0%	F	0.071	F		34000	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	65000	G	92%	1%	1%	1%	5%	0%	F	0.075	F	0.565	63000	G
East	To: From	SR 199	E, Humelsii	ne Pkwy												
East 64	York County	•	45000	G	92%	1%	1%	2%	5%	0%	F	0.071	F		43000	G
	Combined Traffic Estimates for 2 Parallel R	· · · · · · · · · · · · · · · · · · ·		G	93%	1%	1%	1%	4%	0%	F	0.077	F	0.523	80000	G
	To	US 60 Pocahontas	Trail; SR 1	43 Merr	mac Trail											

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
East	From:	US 60 Pocahontas	Trail; SR 1	43 Merr	rimac Trail		2Axie	3+Axle	TTRAIL	21raii		Factor		Factor		
East 64	York Coun		37000	G	95%	0%	1%	1%	3%	0%	F	0.074	F		38000	G
	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	F	0.077	F	0.54	79000	G
East	From:		City Count rk County L	_												
East 64	James City County	(Maint: 99) 2.04	37000	G	95%	0%	1%	1%	3%	0%	F	0.074	F		38000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	95%	0%	1%	1%	3%	0%	F	0.077	F	0.54	79000	G
East	To: From:	SR 14	3 Merrimac	Trail												
East 64	James City County	(Maint: 99) 0.30	36000	G	95%	0%	1%	1%	3%	0%	F	0.075	F		37000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	G	95%	0%	1%	1%	3%	0%	F	0.070	F	0.516	74000	G
East	To: From:	WCI	Newport N	News												
East 64	City of Newport News	s (Maint: 99) 1.32	36000	G	95%	0%	1%	1%	3%	0%	F	0.075	F		37000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	G	95%	0%	1%	1%	3%	0%	F	0.070	F	0.516	74000	G
East	Too From:	SR 2	38 Yorktow	n Rd												
East 64	City of Newport News	s (Maint: 99) 2.04	38000	G	95%	0%	1%	1%	3%	0%	F	0.075	F		39000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	95%	0%	1%	1%	3%	0%	F	0.079	F	0.525	79000	G
Fast		SR 10	05 Ft Eustis	Blvd												
East 64	City of Newport News	s (Maint: 99) 5.03	47000	G	95%	0%	1%	1%	3%	0%	F	0.081	F		48000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	92000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.511	94000	G
East	To: From:	SR 1	43 Jeffersor	ı Ave												
East 64	City of Newport News	s (Maint: 99) 1.41	53000	G	95%	0%	1%	1%	3%	0%	F	0.079	F		54000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	108000	G	95%	0%	1%	1%	3%	0%	F	0.076	F	0.514	110000	G
East	To: From:	SR 17	1 Oyster Po	int Rd												
64	City of Newport News	s (Maint: 99) 1.81	61000	Α	95%	0%	1%	1%	3%	0%	С	0.103	Α		62000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	121000	Α	95%	0%	1%	1%	3%	0%	С	0.1	Α	0.558	123000	Α
Fact	To: From:	US 17 J	Clyde Mor	ris Blvd												
East 64	City of Newport News	s (Maint: 99) 1.06	67000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		69000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	135000	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.529	138000	G
East	To- From:		CL Hampto Newport N													
East 64	City of Hampton (I		67000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		69000	G
	Combined Traffic Estimates for 2 Parallel		135000	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.529	138000	G
East	Toe Fran	Hampton I	Roads Cente	er Parkw	ay											
East (64)	City of Hampton (I	Maint: 99) 1.33	61000	G	95%	0%	1%	1%	3%	0%	F	0.074	F		63000	G
	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	F	0.077	F	0.545	125000	G
	To	SR 13	4 Magrude	r Blvd												

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

			,	na intersta					т	-1-			1/		D:-		
Rou	ute	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East		From	CD 1	34 Magruder	· Dlvd			ZAXIE	3+Axie	TITAL	ZITAII		Factor		Factor		
East (64) (134		City of Hampton (		72000	G	95%	0%	1%	1%	3%	0%	F	0.074	F		73000	G
04) (13		Combined Traffic Estimates for 2 Parallel	,		G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.55	147000	G
		To		SR 134 Mero		rd.											
East 64		Prom					00/	40/	40/	00/	00/	_	0.070	F		00000	_
(64)		City of Hampton ( Combined Traffic Estimates for 2 Parallel		67000	G G	95%	0% 0%	1%	1%	3%	0%	F	0.078 0.08	F	0.55	69000	G G
		Combined Trainic Estimates for 2 Parallel		mpton Roads		95%	0%	1%	1%	3%	0%	Г	0.06	Г	0.55	140000	G
East		From	7 00 1 1 1 1	I-664	, 2011	.,											
(64) Ham	mpton Roads Beltway	• • • • • • • • • • • • • • • • • • • •	·	51000	G	96%	0%	1%	0%	2%	0%	F	0.073	F		53000	G
		Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	101000	G	96%	0%	1%	1%	2%	0%	F	0.070	F	0.524	104000	G
East			SR	167 LaSalle	Ave												
	mpton Roads Beltway	City of Hampton (	Maint: 99) 0.68	48000	G	96%	0%	1%	0%	2%	0%	F	0.072	F		49000	G
		Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	90000	G	96%	0%	1%	1%	2%	0%	F	0.067	F	0.541	92000	G
		To		Rip Rap Rd													
East 64 Ham	mpton Roads Beltway	City of Hampton (		38000	G	96%	0%	1%	0%	2%	0%	F	0.074	F		39000	G
64	inploir riodos Bellway	Combined Traffic Estimates for 2 Parallel	· · · · · · · · · · · · · · · · · · ·		G	96%	0%	1%	1%	2%	0%	F	0.069	F	0.546	82000	G
		To T					0 70		1 70	270	0 70	·	0.000	•	0.010	02000	<u> </u>
East	~	From		143 Settlers								_		_			_
64) (60	Hampton Roads B		•	42000	G	96%	0%	1%	0%	2%	0%	F	0.070	F		43000	G
Ů		Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	82000	G	96%	0%	1%	1%	2%	0%	F	0.072	F	0.527	84000	G
East		To From	SR	169 Mallory	y St												
(64) (60	Hampton Roads B	ridge Tunnel City of Hampton (	Maint: 99) 4.00	43000	F	96%	1%	1%	0%	2%	0%	С	0.08	В		41000	F
$\circ$		Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	0%	2%	0%	С	0.08	В	0.501	82000	F
Foot		To From		WCL Norfoll ECL Hampto													
64) 60	Hampton Roads B	Bridge Tunnel City of Norfolk (N		43000	F	96%	1%	1%	0%	2%	0%	С	0.08	В		41000	F
04) (00		Combined Traffic Estimates for 2 Parallel	,	83000	F	96%	1%	1%	0%	2%	0%	С	0.08	В	0.501	82000	F
		To	4	Bayville St													
East	Hampton Boods B	From City of Norfalls (A	Maint: 64) 1.74	39000	F	96%	0%	1%	0%	2%	0%	E	0.072	F		41000	F
64 60	Hampton Roads B	leltway City of Norfolk (N Combined Traffic Estimates for 2 Parallel	,		F	96% 96%	0% 0%	1%	0% 1%	2% 2%	0% 0%	F	0.072	F	0.544	80000	F
		Combined Hailic Estillates for 2 Farallet				JU /0	U /o	1 /0	1 /0	Z /0	U /o		0.070	'	0.544	00000	'
East		To From		4th View St													
(64) Han	mpton Roads Beltway	•	,	37000	F	96%	0%	1%	0%	2%	0%	F	0.070	F		39000	F
$\smile$		Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	74000	F	96%	0%	1%	1%	2%	0%	F	0.072	F	0.533	77000	F
East		To From		Bay Ave													
	mpton Roads Beltway	City of Norfolk (N	Maint: 64) 1.09	41000	F	96%	0%	1%	0%	2%	0%	F	0.076	F		44000	F
		Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	81000	F	96%	0%	1%	1%	2%	0%	F	0.080	F	0.567	85000	F

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

Route	Jurisdictio	nn .	Length	AADT	04	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	
	Junsaictic					+1116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
t Homoton Doods Boltway	City of Norfalls (A	Acint. 64)		New Gate R		060/	00/	10/	00/	20/	00/	_	0.070	F		40000	
Hampton Roads Beltway	City of Norfolk (N	,	0.31	46000	F	96%	0%	1%	0%	2%	0%		0.078	F	0.000	49000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on thi			F	96%	0%	1%	1%	2%	0%	Г	0.073	Г	0.602	86000	
<u> </u>	To From		I-564,	US 460 Gr	anby St												Ī
Hampton Roads Beltway	City of Norfolk (N	faint: 64)	1.38	53000	F	96%	0%	1%	1%	2%	0%	С	0.084	F		55000	
	Combined Traffic Estimates for 3 Parallel	Roadways on thi	s Route:	122000	F	97%	0%	1%	1%	2%	0%	F	NA			129000	
et .			SR 1	68 Tidewat	ter Dr												-
Hampton Roads Beltway	City of Norfolk (N	faint: 64)	1.04	50000	F	96%	0%	1%	0%	2%	0%	F	0.083	F		55000	
.)	Combined Traffic Estimates for 3 Parallel	Roadways on thi	s Route:	118000	G	97%	0%	1%	0%	1%	0%	F	0.073	Α	0.676	128000	
			SR 194	4 Chesapeal	ke Blvd			<u> </u>									
st Hampton Roads Beltway	City of Norfolk (N	Maint: 64)	1.00	57000	Α	96%	0%	1%	0%	2%	0%	С	0.098	Α		61000	
Hampton Roads Beltway	Combined Traffic Estimates for 3 Parallel	,				97%	0%	1%	0%	1%	0%	С	NA	,,		142000	
	To To			47 Norviev		0.70	0,0		0 70	. , 0	0,0						
st	From	4 :				070/	00/	40/	40/	201	00/	_	0.070	_		07000	Ī
Hampton Roads Beltway	City of Norfolk (N	,	1.26	64000	F	97%	0%	1%	1%	2%	0%	F	0.078	F	0.001	67000	
	Combined Traffic Estimates for 3 Parallel	Hoadways on thi				97%	0%	1%	0%	1%	0%	Г	0.081	Г	0.661	152000	
<u>st</u>	To From		SR 1	65 Military	Hwy												-
Hampton Roads Beltway	City of Norfolk (N	,	1.19	54000	F	97%	0%	1%	1%	2%	0%	F	0.078	F		58000	
	Combined Traffic Estimates for 3 Parallel	Roadways on thi	s Route:	135000	F	97%	0%	1%	0%	1%	0%	F	NA			143000	
st	To From		US 13, SR	166 Northa	mpton B	lvd											
Hampton Roads Beltway	City of Norfolk (N	faint: 64)	1.74	69000	Α	97%	0%	1%	1%	2%	0%	F	0.092	Α		73000	
	Combined Traffic Estimates for 3 Parallel	Roadways on thi	s Route:	159000	Α	97%	0%	1%	1%	1%	0%	F	NA			170000	
	To Prom			I-264													
ust 4 Hampton Roads Beltway	City of Norfolk (N		1.34	65000	Α	97%	0%	1%	1%	2%	0%	С	0.108	Α		69000	
/	Combined Traffic Estimates for 2 Parallel	,				97%	0%	1%	1%	1%	0%	С	0.096	Α	0.571	141000	
	To		WCI	L Virginia I	Beach												
ast  A Hampton Roads Beltway	City of Virginia Beac	h (Maint: 64)	1.35	ECL Norfol 65000	k <b>A</b>	97%	0%	 1%	1%	2%	0%	С	0.108	Α		69000	
Hampton Roads Beltway	Combined Traffic Estimates for 2 Parallel					97%	0%	1%	1%	1%	0%	C	0.108	A	0.571	141000	
	Combined Traine Estimates for 21 drainer	Tioadways on the				31 /0	0 70	170	1 /0	1 /0	0 70	O	0.000	^	0.57 1	141000	
st	From	1		dian River													
Hampton Roads Beltway	City of Virginia Beac	` ,	1.57	63000	F	97%	0%	1%	1%	2%	0%	F	0.083	F	0.505	65000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on thi		126000 CL Chesape		97%	0%	1%	1%	1%	0%	F	0.081	F	0.507	133000	
st	From			L Unesape L Virginia F													
Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.98	63000	F	97%	0%	1%	1%	2%	0%	F	0.083	F		65000	
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	s Route:	126000	F	97%	0%	1%	1%	1%	0%	F	0.081	F	0.507	133000	
	To		Gree	enbrier Parl	cway												

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

	Route Jurisdictic	an Longth	AADT	04	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
	Pour Pour Pour Pour Pour Pour Pour Pour		enbrier Park		41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QW
East 64	Hampton Roads Beltway City of Chesapeake		41000	F	97%	0%	1%	1%	2%	0%	F	0.077	F		44000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	78000	F	97%	0%	1%	1%	1%	0%	F	0.074	F	0.535	83000	F
East	To- From	SR 16	8 Battlefield	l Blvd												
64	Hampton Roads Beltway City of Chesapeake	(Maint: 64) 0.58	52000	F	97%	0%	1%	1%	2%	0%	F	0.076	F		55000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	101000	F	97%	0%	1%	1%	1%	0%	F	0.081	F	0.55	108000	F
Fact			I-464													
64	17 Hampton Roads Beltway City of Chesapeake	(Maint: 64) 4.31	40000	F	92%	1%	1%	1%	5%	0%	F	0.082	F		43000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	83000	F	93%	0%	1%	1%	5%	0%	F	0.072	F		88000	F
East	Too Fran	US 17 Ge	orge Washin	gton Hw	<i>y</i> y											
	Hampton Roads Beltway City of Chesapeake	(Maint: 64) 1.46	37000	F	92%	1%	1%	1%	5%	0%	F	0.085	F		40000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	75000	F	93%	0%	1%	1%	5%	0%	F	0.076	F	0.551	80000	F
Foot	To: From:	US 13, US	460 Military	y Highw	ay											
East 64	Hampton Roads Beltway City of Chesapeake	(Maint: 64) 2.31	40000	G	92%	1%	1%	1%	5%	0%	С	0.087	Α		43000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	93%	0%	1%	1%	5%	0%	С	0.084	Α	0.513	81000	G
	To		I-264, I-664													
East	From:	0.40	I-64 East	_								0.400	_		40	
64	Ramp Alleghany Co		40 errys Run Ro	G								0.163	F		40	G
East	From		t to Welcom													
64	Jerry's Run Welcome Center Alleghany Co		400	N	96%	1%	1%	0%	2%	0%	Ν	0.203	Α		260	Ν
	To:	Enter Welco														
East 64	Jerry's Run Welcome Center Alleghany Co		ome Center P	rarking 1	96%	1%	1%	0%	2%	0%	С	0.203	Α		260	G
04)	To		from Welcor													
East	From		I-64 East													
East 64	Ramp Alleghany Co		160	G			i					0.127	F		160	G
	- III	03-6	61 Midland	Trail												
East 64	60 Ramp Alleghany Co	ounty 0.22	I-64 East 480	G								0.153	F		480	G
04)	Too		Dunlap Cre	-												
East	From		I-64 East													
	Ramp City of Covington (		770	G								0.097	F		820	G
	To	SR 154 S I	Ourant Rd/S	Craig A	ve											
East 64	Ramp Alleghany Co	ountv	I-64 East 1100	G								0.101	F		1200	G
04	To:	US 60; 03-64			iew							3				
East	From:		I-64 East													
( <del>64</del> )	Ramp Alleghany Co		2000	G								0.119	F		2000	G
$\sim$	To:	03-696 \$	Selma Low N	Moor Rd												

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

Route Jurisdiction Length AADT QA 4Tire Bus	Truck K Dir AAWDT QW 2Axle 3+Axle 1Trail 2Trail Factor Factor
East From: I-64 East	ZAXIE STAXIE ITIAII ZITAII TACIOI TACIOI
East   From   I-64 East	0.098 F 3000 G
East From I-64 East (64) Ramp Alleghany County 0.27 <b>1900 G</b>	0.096 F 2000 G
Bus US 60, Bus US 220	0.109 F 920 G
SR 42 Forty Two Rd	0.102 F 210 G
East 64 Alleghany Truck Rest Area Alleghany County 0.08 210 N	0.102 F 210 N
East 64 Alleghany Truck Rest Area Alleghany County 0.18 210 N	0.102 F 210 N
East 64 Alleghany Truck Rest Area Alleghany County Truck Parking Area  Alleghany County To:  I-64 East from Truck Rest Area	0.102 F 210 N
East 64 Ramp Alleghany County 0.23 80 G  To SR 269 Longdale Furnace Rd	0.172 F 80 G
East From I-64 East (64) Ramp Rockbridge County 0.20 130 G	0.124 F 130 G
Scenic Dr   Scenic Dr     Scenic Dr     Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr   Scenic Dr	0.113 F 200 G
US 60 Fredericksburg Rd	0.126 F 1100 G
East From I-64 E Exit 56 to I-81 S at Exit 191 Rockbridge County 0.37 2300 G 75% 1%	1% 1% 22% 0% F 0.106 F 2100 G
To   I-81 South     East       East	1% 1% 3% 1% C 0.1 F 5300 G
East From: SR 285 Tinkling Spring Rd  From: I-64 East	
Ramp   Augusta County   0.22   4400   G	0.090 F 4400 G

250

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

		Filliary and interstate houte	<del>2</del> 5									
Route	Jurisdiction	Length AADT QA 4	Tire Bus	2Axle 3+Ax	Truck de 1Trail	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	· Q'
ast Pamp	City of Waynesboro (Maint: 07)	I-64 East 0.22 <b>2900 G</b>							F	. 40.0.	2000	
Ramp	City of Waynesboro (Maint. 07)	0.22 <b>2900 G</b> 136-5118 Delphine Ave						0.097	Г		2900	
st 4) Ramp	Augusta County	I-64 East 0.32 <b>2500 G</b>						0.099	F		2500	(
namp	Augusta County	I-64 West Exit 99A Ramp						0.033	'		2300	
st Ramp	Nelson County (Maint: 02)	I-64 East 0.02 <b>NA</b>						NA			NA	
/	To:	West End of Parking Lot; Gap						INA			INA	
t Ramp	Nelson County (Maint: 02)	East End of Parking Lot; Gap 0.02 <b>NA</b>						NA			NA	
	To:	I-64-E FROM SCENIC VIEW										
t Ramp	Albemarle County	I-64 East 0.07 <b>NA</b>						NA			NA	
t	To: From:	West End Parking Area East End Parking Area										
Ramp	Albemarle County	0.05 <b>NA</b>						NA			NA	
t	From:	I-64-E FROM SCENIC VIEW  I-64 East to Rest Area										
Charlottesville Rest Area	Albemarle County	0.19 <b>830 N</b> 9	96% 1%	1% 0%	2%	0%	N	0.105	F		680	
t	From	Enter Rest Area Parking Lot Exit Rest Area Parking Lot					_					
Charlottesville Rest Area	Albemarle County	0.06 <b>830 F</b> S	96% 1%	1% 0%	2%	0%	F	0.105	F		680	
t	From:	I-64 East							_		4000	
I-64 East Exit 107	Albemarle County	0.14 <b>1600 G</b> US 250 Rockfish Gap Trnpk						0.105	F		1600	
st n	From:	I-64 East							_			
Ramp	Albemarle County	0.17 <b>370 F</b> 02-637 Dick Woods Rd						0.144	F		360	
t 2 p	Front	I-64 East						0.405			450	
Ramp	Albemarle County	0.21 <b>420 G</b> US 29 S, Monacan Trail Rd						0.105	F		450	
t A Domes	Fron:	I-64 East						0.450			7400	
Ramp	Albemarle County	0.19 <b>7000 G</b> US 29 N, Monacan Trail Rd						0.150	F		7400	
l Down	Fron:	I-64 East						0.005	_		0700	
Ramp	Albemarle County	0.16 <b>6300 G</b> 5th Street Ext						0.085	F		6700	
t A Down	Front	I-64 East						0.410	_		4500	
Ramp	Albemarle County	0.20 <b>4200 G</b> SR 20 S, Scottsville Rd						0.118	F		4500	

251

#### 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	(AC)	QK Dir Factor	AAWDT	QW
Ramp	Albemarle County	I-64 East 0.20 <b>2100 G</b> SR 20 N, Scottsville Rd		0.165	F	2300	G
1-64 E Exit 124	Albemarle County	I-64 East  0.21 <b>5800 A</b> US 250 Richmond Rd		0.150	Α	6400	Α
ast 54 I-64 East Exit 129	Albemarle County	I-64 East 0.22 <b>3000 G</b> 02-616 Black Cat Rd		0.158	F	3000	G
ast 34 Ramp	From Louisa County	I-64 East  5500 F  US 15 James Madison Hwy		0.133	F	5300	F
ast 34 Ramp	From: Louisa County To	I-64 East 0.31 <b>3400 F</b> SR 208 Courthouse Rd		0.133	F	3300	F
ast 34 Ramp	From Goochland County	I-64 East 0.19 <b>700 G</b> 37-605 Shannon Hill Rd		0.152	F	690	G
ast 54 Ramp	Goochland County	I-64 East  0.18 <b>500 G</b> 37-629 Old Fredericksburg Rd		0.143	F	490	G
Ramp	From: Goochland County To	I-64 East 0.26 <b>950 G</b> US 522 Cross County Rd		0.139	F	930	G
ast 64 Ramp	Goochland County	I-64 East 0.13 <b>530 G</b> 37-617 Oilville Rd		0.108	F	520	G
ast 64) Goochland Rest Area	Goochland County	I-64 East to Rest Area 0.09 <b>960 N</b> 77% 1%	1% 1% 20% 0%	N 0.096	F	940	N
ast 4 Goochland Rest Area	From Goochland County	Enter Rest Area Parking Lot  Exit Rest Area Parking Lot  0.13 <b>960 F</b> 77% 1%  I-64 East from Rest Area	1% 1% 20% 0%	C 0.096	F	940	F
ast Ramp	Goochland County	I-64 Eastbound 0.21 1500 G 91% 1% 37-623 Ashland Rd	2% 2% 4% 0%	C 0.095	F	1500	G
ast 64 Ramp From I-64 E to SR 288	Goochland County	I-64 East 0.23 <b>5200 A</b> 86% 1%	1% 2% 9% 0%	C 0.125	A	5200	Α
ast Ramp from I-64 E Exit 178A to US 250	From Henrico County	SR 288  I-64 East  0.17	0% 0% 0% 0%	F 0.114	F	6300	G
/10/2021	To	US 250 W, Broad St		7 0.114	'		

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

Route	Jurisdiction	n Lengt	h <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q
st	From:		I-64 East				ZAXIC	OTANIC	TTTAII	ZIIdii		1 actor		1 dotoi		_
Ramp from I-64 E Exit 178B to US 250	Henrico Coun	nty 0.21	4700	G	99%	0%	1%	0%	0%	0%	F	0.215	F		5000	(
	To:	U	S 250 E, Broa	ad St												
st .	From:		I-64 East													
st Ramp	Henrico Coun	nty 0.31	3500	G								0.123	F		3700	
	To:	43-	7514 S, Gaski	ins Rd												
st	From:		I-64 East													
st Ramp	Henrico Coun	nty 0.24	2800	G								0.130	F		3000	
	To:	43-	7514 N, Gask	ins Rd												
st	From:		I-64 East													F
t Ramp	Henrico Coun	nty 0.19		G								0.097	F		7300	
'	To:	,	Parham Rd													
et e	From:	I_6	4 East Collect	tor Rd												=
st Ramp	Henrico Coun			G								0.108	F		7200	
, ,	To:	•	7536 S, Glens										•			
nt	From:		4 East Collect				1									=
st 1) Ramp	Henrico Coun			G								0.141	F		3600	
, mamp	To:	•	S 250 E, Broa									0.111	•		0000	
	From:			uu St												
st Collector Road	Henrico Coun	nty 0.16	I-64 East <b>8000</b>	Α								0.183	Α		9100	
Collector Road	To:	-	Exit 183A to		De		_					0.103	^		3100	
	From:	1-04 East		Gicliside	Di											_
st Pomp	Henrico Coun	nty 0.11	I-64 East									0.108	F		2400	
Ramp	To:		<b>2300</b> 3-7546 Dicken	G no Dd								0.106	Г		2400	
		4:		is Ku												
	From:	0.44	I-64 East									0.000			4700	
Ramp from I-64 E Exit 185B to SR 33	Henrico Coun			A								0.239	Α		1700	
	10.	1-64	West Exit 185	B Ramp												
st	From:	4 1 1 10)	I-64 East										_			
Exit 186 Ramp I-64 E to I-195 S	City of Richmond (M	Maint: 43) 0.16	21000	G								0.105	F		23000	
o [†]	To: From:	Rar	np to Laburnu	ım Ave												_
st 1 Exit 186 Ramp I-64 E to I-195 S	City of Richmond (M	Maint: 43) 0.08	17000	G								0.11	F		19000	
2xit 100 Hamp 104 2 to 1 100 0	To:	viairit. 40) 0.00	I-195 South									0.11	•		10000	
	From:	Y														
st 4) Ramp	City of Richmond (M		64 East Exit 1 4300	G								0.127	F		4600	
Hamp	To:		7555 Laburnu				_					0.127	'		4000	
	Francis	127					_									
st Dama	City of Richmond (M	Maint: 43) 0.14	I-64 East									0.099	F		9800	
Ramp	City of Alchinona (N	viaii11. 43) 0.14		G								0.099	г		9000	
	100		I-195 North													
st 4) Ramp	From:	I-6	4 East Collect	tor Rd								0.65	_		0000	
, ) Hamp	City of Richmond (M		1900	<b>G</b> sville Tpl								0.08	F		2000	

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

		Primary and interstate H				Truck			K		Dir		_
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+Ax			QC	Factor	QK	Factor	AAWDT	C
st Amp	Honrico County	I-64 East Collector Rd 0.17 <b>10000 G</b>							0.000	F		11000	
namp	Henrico County	0.17 <b>10000 G</b> US 360 E, Mechanicsville T							0.099	Г		11000	
t	From:	I-64 East											
Collector Road	City of Richmond (Maint: 43								0.109	F		14000	
,	То:	I-64 East Exit 192A to US 360	) West										
Ramp	From:	I-64 East							0.070	_		4700	
Ramp	Henrico County	0.10 <b>1600 G</b> SR 33 W, Nine Mile Rd			_				0.076	F		1700	
	From:	I-64 East			1								_
t Ramp	Henrico County	0.18 <b>6900 G</b>							0.091	F		7300	
/ ·	To:	SR 33 E, Nine Mile Rd											
t Ramp	From:	I-64 East											
Ramp	Henrico County	0.23 <b>9600 G</b>			_				0.08	F		10000	
	Eromo	43-7555 Laburnum Ave	:										_
Ramp from I-64 E Exit 197A to SR 156 S	Henrico County	I-64 East 6000 G	94%	1%	 1% 1%	3%	0%	F	0.077	F		6300	
)	To:	SR 156 S, Airport Dr	0.70	. , ,	1,0	0,0	0 70	•	0.0.7	•			
t	From:	I-64 East											
Ramp from I-64 E Exit 197B to SR 156 N	Henrico County	0.20 <b>3700 G</b>	92%	1%	1% 2%	3%	0%	F	0.103	F		3900	
<u></u>	To:	SR 156 N, Airport Dr											
t Ramp from I-64 E Exit 200A to I-295 E	Henrico County	I-64 East Collector Rd 0.37 <b>3500 G</b>	75%	1%	 1% 1%	22%	0%	F	0.119	F		3500	
Hamp IIOIII 1-04 L EXIL 200A to 1-293 L	To:	I-295 South Collector Ro		1 /0	1/0 1/0	22 /0	0 /6	'	0.119	'		3300	
t	From:	I-64 East Collector Rd	-										
Ramp from I-64 E Exit 200B to I-295 W	Henrico County	0.22 <b>490 G</b>	88%	1%	1% 1%	9%	0%	F	0.160	F		500	
,	To:	I-295 North Collector Ro	d										
t 20 H · D	From:	I-64 East	200/	40/	10′ 10′	00/	00/	_	0.404	_		4000	
Collector Road	Henrico County	0.54 <b>3900 G</b>	88%	1%	1% 1% 	9%	0%	F	0.121	F		4000	
t	From:	I-64 East Exit 200A Ram	ıp		_								
Collector Road	Henrico County	0.27 <b>510 G</b>							0.169	F		510	
t	To: From:	I-295 South Exit 28E Ran	np										-
Collector Road	Henrico County	0.23 <b>680 G</b>							0.146	F		680	
	To:	I-64 East Exit 200B Ram	ıp										
t Collector Road	Henrico County	0.23 <b>180 G</b>							0.136	F		180	
)													
st		I-295 South Exit 28C & I-295 North E		ips					0.00=	_	0.700	10000	
Collector Road	Henrico County	0.33 <b>16000 G</b> I-64 East			_				0.087	F	0.763	16000	

254

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

Б.	1 2 12 12		_	Tri	uck		00	K	014	Dir	A A) A/E T	011
Route	Jurisdiction	Length AADT QA 4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ast	From:	I-64 East		27000 017000	TTTGII			1 40101		1 40101		
Ramp	New Kent County	0.25 <b>5500 G</b> 97%	0%	1% 0%	1%	0%	С	0.162	F		NA	
54) Hamp	To To	Ramp Split prior to Rt 33 & Rt 249	0 70	170 070	1 /0	0 70	J	0.102	•		INA	
ast 64) Ramp	From:	I-64 East										
84) Ramp	New Kent County	0.19 <b>1400 G</b>						0.092	F		5200	G
$\mathcal{I}$	To:	SR 106 Emmaus Church Rd										
ast	From:	I-64 East to Rest Area										
New Kent Welcome Center	New Kent County	0.09 <b>1800 A</b> 89%	1%	1% 1%	8%	0%	F	0.160	Α		1600	Α
<del>,</del>	To:	Enter Rest Area Parking Lot										
ast	From:	Exit Rest Area Parking Lot										
New Kent Welcome Center	New Kent County	0.18 <b>1800 N</b> 89%	1%	1% 1%	8%	0%	Ν	0.160	Α		1600	١
•	To:	I-64 East from Rest Area										
	From:			1								
ast 54) Ramp		I-64 East						0.100	_		0.400	,
sa) Hamp	New Kent County	0.22 <b>1800 G</b>						0.136	F		6400	(
	To:	SR 155 Courthouse Rd; N Courthouse Rd										
ast	From:	I-64 East										
$\frac{1}{12}$ $\frac{1}{12}$ Ramp	New Kent County	0.49 <b>3900 G</b>						0.114	F		1600	(
	То:	SR 33 E, Eltham Rd										
1	From			i								
ast (4) Ramp	James City County	I-64 East 0.33 <b>1600 G</b>						0.101	_		1600	(
4) Ramp	James City County			_				0.101	Г		1600	(
	10.	I-64 East Exit 227B to SR 30 East										
ast 54) Ramp	From:	I-64 East										
Ramp	James City County	720 G						0.103	F		710	(
	To:	SR 30 W, Croaker Rd										
aet	From:	I-64 East										
ast 54) Ramp	James City County	0.20 <b>360 G</b>						0.099	F		350	
54) Hamp	To:	SR 30 E, Croaker Rd						0.000	•		000	`
	<u>L</u>											
ast	From:	I-64 East							_			_
ast (34) Ramp	York County	7900 G						0.093	F		7800	(
	To:	SR 199 Humelsine Pkwy										
ast	From:	I-64 East										
ast 54) Ramp	York County	0.16 <b>3300 G</b>						0.09	F		3300	(
	To:	SR 143 Merrimac Trail										
	From:											
ast		I-64 East						0.000	_		4700	
Ramp	York County	0.31 <b>1600 G</b>						0.096	F		1700	(
	To:	SR 199 West										
ast	From:	I-64 East										
Ramp	York County	0.21 <b>1800 G</b>		_				0.198	F		1800	(
	То:	SR 199 East										
oot	From:											
dSl	York County	0.30 <b>2100 G</b>						0.147	г		2200	
Pomp	* OLK L OHUM	0.30 Z100 G						0.147	Г		2200	(
ast 64) Ramp	Tork County	US 60										

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

Route	Jurisdiction	Length AADT QA 47	Tiro Rue	Truckxle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT	QW
East 64 Ramp	York County	I-64 East  130 G  I-64 West Exit 243B to SR 143 North	h	1	0.115	F	140	G
East 64 Ramp	James City County	I-64 East  0.25 <b>1900 G</b> SR 143 Merrimac Trail			0.188	F	1900	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.29 <b>3800 G</b> SR 105 W, Ft Eustis Blvd			0.132	F	4000	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East  0.19 4000 G  SR 105 E, Ft Eustis Blvd			0.117	F	4300	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East Collector Rd 0.35 <b>7200 G</b> SR 143 S, Jefferson Ave			0.096	F	7600	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East Collector Rd 0.12 2400 G SR 143 N, Jefferson Ave			0.102	F	2500	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.27 <b>12000 G</b>			0.089	F	13000	G
East 64 Collector Rd	City of Newport News (Maint: 99)	1-64 East Exit 255A to SR 143 South 0.07 <b>4800 G</b>	1		0.088	F	5100	G
East Collector Rd	City of Newport News (Maint: 99)	Ramp from SR 143 South  0.21 <b>15000 G</b> I-64 East Exit 255B to SR 143 North			0.086	F	16000	G
East 64 Collector Rd	City of Newport News (Maint: 99)	0.07 <b>13000 G</b> Ramp from SR 143 North		1	0.085	F	14000	G
East 64 Collector Rd	City of Newport News (Maint: 99)	0.33 <b>16000 G</b> I-64 East		1	0.087	F	16000	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.36 <b>1700 G</b> SR 171 W, Victory Blvd			0.105	F	1800	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.25 <b>4000 G</b> SR 171 E, Victory Blvd			0.129	F	4200	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East  5100 G  US 17 S, J Clyde Morris Blvd			0.095	F	5400	G
	•	es 17 6, y cifuc Monis Divu						

256

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

		Timaly and moretate reacted			
Route	Jurisdiction	Langth AADT OA (Tire Due	Truck QC K Axle 3+Axle 1Trail 2Trail Factor	QK Dir AAW	VDT QW
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.15 <b>1700 G</b> US 17 N, J Clyde Morris Blvd	0.12	F 180	00 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East  0.21 <b>3800 G</b> 114-7026 W, Hampton Rds Ctr Pkwy	0.118	F 410	00 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.33 <b>7900 G</b>	0.133	F 840	00 G
East (134) Ramp	City of Hampton (Maint: 99)	114-7026 E, Hampton Rds Ctr Pkwy  I-64 East  0.10 16000 G	0.098	F 170	000 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East Exit 263B  0.13 <b>8700 G</b> US 258 W, Mercury Blvd	0.091	F 930	00 G
East 134 Ramp	City of Hampton (Maint: 99)	I-64 East Exit 263A 0.32 7700 G US 258 E, Mercury Blvd	0.109	F 820	00 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.24 5300 G 114-7035 W, Lasalle Ave	0.094	F 570	00 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.11 <b>9200 G</b> Rip Rap Rd	0.100	F 980	00 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.07 <b>7300 G</b> US 60 Settlers Landing Rd	0.090	F 780	00 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.13 <b>2000 G</b> 114-7057 Mallory St	0.096	F 220	00 G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East	1% 0% 0% 0% F 0.233	F 86	60 G
East 60 Ramp	City of Norfolk (Maint: 64)	I-64 East 0.17 4300 F US 60 4th View St	0.086	F 460	00 F
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East 0.14 <b>9900 F</b>	0.086	F 100	000 F
East 64 Ramp	City of Norfolk (Maint: 64)	4 East Exit 276B to US 460 West, Granby St I-64 East Exit 276B 0.15 <b>7300 G</b>	0.117	F 780	00 G

257

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

		Filliary and interstate houtes								
Route	Jurisdiction	Length AADT QA 4Tire	L 110	xle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East Exit 276A 0.06 <b>4800 G</b> US 460 W, Granby St				0.087	F		5100	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. LANE 0.04 <b>5800 G</b>				0.282	F		5800	G
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-R I-64-R000A FROM 64 EAST  I-64 East  0.35 7700 G				0.099	F		8200	G
East (64) Ramp	From: City of Norfolk (Maint: 64)	SR 168 S, Tidewater Dr I-64 East 0.13 <b>1800 G</b>				0.093	F		2000	G
East 64 Ramp	From: City of Norfolk (Maint: 64)	SR 168 N, Tidewater Dr  I-64 East  0.18 <b>2600 G</b>				0.115	F		2800	G
East 64 Ramp	From: City of Norfolk (Maint: 64)	SR 194 S, Chesapeake Blvd  I-64 East  3700 G 98%	0% 19	% 0% 1% 0%	С	0.123	F		4000	G
East 64 Ramp	From: City of Norfolk (Maint: 64)	SR 247 Norview Ave  I-64 East  0.16 <b>2400 F</b>				0.091	F		2600	F
East 64 Ramp	From: City of Norfolk (Maint: 64)	Robin Hood Rd  I-64 East  0.17 <b>5700 G</b>				0.089	F		6100	G
East 64 Ramp	From: City of Norfolk (Maint: 64)	SR 165 S, Military Hwy North  I-64 East  0.19 <b>9100 G</b>				0.113	F		9700	G
East (64) Ramp	From: City of Norfolk (Maint: 64)	US 13 N, Northampton Blvd  I-64 East  0.16 38000 F				0.069	F	0.675	40000	F
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East Exit 284C  0.14 13000 F				0.069	F		13000	F
East 64 Ramp	City of Norfolk (Maint: 64)	I-264 West Collector Rd  I-64 East  0.17 <b>5600 F</b>				0.105	F		5900	F
East 64 Ramp	City of Norfolk (Maint: 64)	I-264 East Collector Rd  I-64 East Exit 284A Ramp  0.45 <b>25000 F</b>				0.070	F		27000	F
East (64) Ramp	From: City of Virginia Beach (Maint: 6					0.097	F		5900	G
	To:	134-7 W, Indian River Rd	_							

258

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

		y and interst													
Route Jurisdic	tion Len	gth <b>AADT</b>	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 64 Ramp City of Virginia Be		I-64 East 20 <b>14000</b> 4-7 E, Indian R	G iver Pd								0.096	F		15000	G
East	irom:	-64 East Collect													
Ramp City of Chesapea	<u> </u>	26 <b>5700</b> 8665 W, Greenb	<b>G</b> orier Pkw	95% 'y	1%	1%	1%	2%	0%	С	0.117	F		6100	G
East 64 Ramp City of Chesapea		-64 East Collect	tor Rd								0.094	F		13000	G
Oily of Officeaper		8665 E, Greenb		y							0.004	•		10000	<u> </u>
East (64) Collector Rd City of Chesapea	ke (Maint: 64) 0.1	I-64 East 4 19000	F								0.091	F		20000	F
East		Exit 289A to G TO GREENBR													
Ramp City of Chesapea			G	D I D I MILL	****						0.092	F		17000	G
East (64) Ramp City of Chesapea	131-8665-W001A ke (Maint: 64) 0.2		G G	PARKWA	Y W						0.082	F		26000	G
East	To I-64-E289B	TO GREENBR	IER PA	RKWAY		⊐									
Ramp City of Chesapea		3 <b>12000</b>	G		7.77.4						0.087	F		12000	G
East 64 Ramp City of Chesapea	· ,	22 <b>NA</b>			( EA						NA			NA	
East 64 Ramp City of Chesapea	TOTAL .	MP TO EXIT 2  0 NA	290 COL	L RD							NA			NA	
	To: I-64-E END CC	LL RD FROM		BRIER PA	.R										
East 64 Ramp City of Chesapea		-64 East Collect 27 4800 SR 168 North	G	94%	0%	1%	2%	3%	0%	С	0.137	F		5100	G
East	rom:	I-64 East		000/	00/		00/	40/	00/		0.400			11000	
Ramp City of Chesapea	ke (Maint: 64) 0.2	23 <b>10000</b> SR 168 Sout	G th	98%	0%	0%	0%	1%	0%	С	0.180	F		11000	G
East (64) I-64 E Exit 290 City of Chesapea	ke (Maint: 64) 0.6	I-64 East 17000	G								0.107	F		19000	G
East	rom:	I-64 East Exit 2 I-64 E Exit 29													
64 I-64 East Collector Rd City of Chesapea		0 <b>12000</b> 1 Bus SR 168 B	F	Dlud N							0.099	F		12000	F
East 64 I-64 E Exit 290 City of Chesapea	TORIL.	20 <b>000</b>	G	DIVU IV							0.089	F		22000	G
East (64) I-64 E Exit 290 City of Chesapea	ke (Maint: 64) 0.1	I-64 E Exit 29 2 9800	<u>0 В</u>								0.088	F		11000	G
	To: Ramp From	n Bus SR 168 B	attlefield	Blvd S											

259

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

Route	Jurisdictio		AADT			Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 64 I-64 E Exit 290	From City of Chesapeake To:	(Maint: 64) Ramp From Bus (0.20	SR 168 Bat 13000 I-64 E	ttlefield <b>G</b>	Blvd S							0.082	F		14000	G
East 64 Ramp	From: City of Chesapeake		I-64 East <b>10000</b> I-464 North	G								0.075	F		11000	G
East 64 Ramp	City of Chesapeake	(Maint: 64) 0.23	I-64 East 18000 I-464 South	G								0.082	F		19000	G
East 64 17 Ramp	City of Chesapeake		I-64 East <b>3800</b>	<b>G</b>	Iwv							0.074	F		4000	G
East 64 Ramp	City of Chesapeake	(Maint: 64)	I-64 East <b>5000</b> US 17 South	G			j					0.096	F		5300	G
East 64 Ramp	City of Chesapeake	(Maint: 64) 0.31	I-64 East 4000 Military Hig	F								0.139	F		4200	F
Rev 64	City of Norfolk (M Combined Traffic Estimates for 3 Parallel	Begin Rev laint: 64) 5.99	rersible Lane		100% 97%	0% 0%	0% 1%	0% 0%	0% 1%	0% 0%	C F	0.170 0.081	A F	0.999 0.661	17000 152000	A F
Rev 64	City of Norfolk (M Combined Traffic Estimates for 3 Parallel	laint: 64) 2.18 Roadways on this Route:		A A	100% 97%	0% 0%	0% 1%	0% 1%	0% 1%	0% 0%	F F	0.164 NA	A		16000 170000	A A
Rev 64 Ramp	From: City of Norfolk (M	End WB Re	eversible Lan  2900  I-64-W	ne At I-:	100%	0%	0%	0%	0%	0%	F	0.301	F		3100	G
Rev 64 Ramp	From City of Norfolk (M		64 Reversible <b>5100</b> I-64 East	е <b>F</b>								0.095	F		5400	F
Rev 64 Ramp	From: City of Norfolk (M To:		64 Reversible <b>4300</b> I-64 East	е <b>F</b>	100%	0%	0%	0%	0%	0%	F	0.186	F		4600	F
West 60	Alleghany Co Combined Traffic Estimates for 2 Parallel	nunty 2.12 Roadways on this Route:		G G	73% 74%	1% 1%	1% 1%	1% 1%	24% 23%	0% 0%	F F	0.091 0.086	F F	0.549	3800 7700	G G
West 60	Alleghany Co Combined Traffic Estimates for 2 Parallel	ounty 5.06 Roadways on this Route:	3900 8000 1 Ogle Creel	G G	73% 74%	1% 1%	1% 1%	1% 1%	24% 23%	0% 0%		0.092 0.087	F F	0.541	3700 7600	G G
6/10/2021		0.5 0.0	260	-												

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

Davita	le contra all'agrica ca	l anasth	AADT		4T:	Dura		Tru	ıck		00	K	OK	Dir	A A \ A \ \ D T	. 01
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
Vest	From:		1 Ogle Cree		700/	40/	10/	40/	0.40/	00/	_	0.004	_		0000	_
64) (60)	Alleghany County	3.23	3700	G	73%	1%	1%	1%	24%	0%	-	0.091	F		3600	G
	Combined Traffic Estimates for 2 Parallel Roads	•	7700	G	74%	1%	1%	1%	23%	0%	F	0.078	F	0.508	7300	G
est	From:		59 Midland R 159 Midl		1											
<u>/est</u>	Alleghany County	4.27	4400	G	73%	1%	1%	1%	24%	0%	F	0.087	F		4200	(
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	8700	G	74%	1%	1%	1%	23%	0%	F	0.082	F	0.551	8300	(
	То		CL Covingt	on												
est	City of Covington (Maint:		4400		73%	1%	10/	10/	040/	00/	_	0.087	F		4000	(
4		,		G			1%	1%	24%	0% 0%	F		F	0.551	4200	,
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	8700	G	74%	1%	1%	1%	23%	0%	г	0.082	г	0.551	8300	
est	Ta: From:	SR	154 Durant	Rd												
4)	City of Covington (Maint:	1.08	5700	G	73%	1%	1%	1%	24%	0%	F	0.089	F		5500	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	12000	G	74%	1%	1%	1%	23%	0%	F	0.080	F	0.508	11000	
	To	ECL Coving	oton: Ramp	from US	60											
est	City of Covington (Moint	•	4300			1%	10/	1%	24%	00/	_	0.000	_		4100	
4	City of Covington (Maint:	*		G	73%		1%			0% 0%	F	0.092	F	٥ ٥ ٥	4100	
	Combined Traffic Estimates for 2 Parallel Roads			G	74%	1%	1%	1%	23%	0%	г	0.088	г	0.555	9600	
est	Ta: From:	Urban Bound	lary; I-64 W	est Exit	16A											
4	Alleghany County	0.13	7500	G	73%	1%	1%	1%	24%	0%	F	0.084	F		7300	
	To	U	S 60, US 22	20												
est	Alleghany County	4.98	8400	G	73%	1%	1%	1%	24%	0%	F	0.085	F		8000	
4) (60) (220)	Combined Traffic Estimates for 2 Parallel Roads			G	74%	1%	1%	1%	23%	0%	F	0.079	F	0.527	16000	
	- Tame Laminates for 21 arailer House					1 /0	1 70	1 /0	20 /0	0 70	•	0.073	'	0.527	10000	
est	From:	03-696 S	elma Low I	Moor Ro												
4) (60) (220)	Alleghany County	2.34	8600	G	73%	1%	1%	1%	24%	0%	F	0.079	F		8200	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	17000	G	74%	1%	1%	1%	23%	0%	F	0.085	F	0.527	16000	
-1	To- From:	Bus U	S 60, Bus U	JS 220												
est 4) (60) (220)	Alleghany County	0.86	4700	G	73%	1%	1%	1%	24%	0%	F	0.073	F		4500	
4) (60) (220)	Combined Traffic Estimates for 2 Parallel Roads			G	74%	1%	1%	1%	23%	0%	F	0.083	F.	0.505	9900	
	T.	•			7 1 70	1 /0		170	2070	0,0	•	0.000	•	0.000	0000	
est ~~~	From:		L Clifton Fo													
4) (60) (220)	Town of Clifton Forge (Mai	,	4700	G	73%	1%	1%	1%	24%	0%	F	0.073	F		4500	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	10000	G	74%	1%	1%	1%	23%	0%	F	0.083	F	0.505	9900	
net	To: From	ECI	L Clifton Fo	orge												
est 4) (60) (220)	Alleghany County	1.06	4700	G	73%	1%	1%	1%	24%	0%	F	0.073	F		4500	
,4) (00) (220)	Combined Traffic Estimates for 2 Parallel Roads			G	74%	1%	1%	1%	23%	0%	F	0.083	F.	0.505	9900	
	20	, 0 00 1 10010.		-	, , ,	. ,0	. , ,	. , ,	_5,5	0 / 0		5.500		0.000	0000	

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

Devite	to and a site of the	L a sauth	4457		4 <b></b>	D		Tru	ıck			K	01/	Dir	AAVAADT	. 014
Route	Jurisdictio				4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
/est	Alleghany Co		220, Bus US 4400	S 60 <b>G</b>	73%	1%	1%	1%	24%	0%	F	0.083	F		4200	G
60	Combined Traffic Estimates for 2 Parallel	· · · · · · ·	8900	G	73 % 74%	1%	1%	1%	23%	0%	, E	0.080	F	0.529	8400	G
	To		R 42, SR 26					. , ,	2070	0,0	•	0.000	•	0.020	0.00	
/est	Alleghany Co		3600	G	73%	1%	1%	1%	24%	0%	F	0.087	F		3500	G
64 (60)	Combined Traffic Estimates for 2 Parallel	•	7300	G	73% 74%	1%	1%	1%	23%	0% 0%	F	0.087	F	0.571	6900	(
	To T	SR 269; 03				1 /0		1 /0	2070	0 70	'	0.000		0.57 1	0300	
est	From All and a new O					10/	10/	10/	040/	00/	_	0.070	_		0700	,
60	Alleghany Co Combined Traffic Estimates for 2 Parallel	•	3900 7800	G G	73% 74%	1% 1%	1% 1%	1% 1%	24% 23%	0% 0%	-	0.078 0.078	F F	0.528	3700 7300	
	To T		ridge Count		7470	1 /0	1 /0	1 /0	23 /6	0 /6	'	0.076	'	0.520	7300	•
est	From		nany County													
4 (60)	Rockbridge C	•	3900	G	73%	1%	1%	1%	24%	0%	F	0.078	F	0.500	3700	(
	Combined Traffic Estimates for 2 Parallel			G	74%	1%	1%	1%	23%	0%	F	0.078	F	0.528	7300	(
est	To From		780 Scenic	Dr												
<del>4</del> ) (60)	Rockbridge C	•	3900	Α	73%	1%	1%	1%	24%	0%	С	0.124	Α		3900	
	Combined Traffic Estimates for 2 Parallel		7700 Fredericksb	A	74%	1%	1%	1%	23%	0%	С	0.12	Α	0.555	7600	
est	From	US 60; 81-6			Rd											
4)	Rockbridge C	ounty 5.90	4500	G	73%	1%	1%	1%	24%	0%	F	0.083	F		4200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9000	G	74%	1%	1%	1%	23%	0%	F	0.081	F	0.571	8400	
est	To From	US	11 Lee Hv	vy			$\Box$ $\vdash$									
4)	Rockbridge C	ounty 0.61	6100	G	73%	1%	1%	1%	24%	0%	F	0.083	F		5800	
9	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	G	74%	1%	1%	1%	23%	0%	F	0.082	F	0.532	11000	
	To From		outh Intercl	hange												
est A Ramp from I-81 S Exit 1	91 to I-64 W at Exit 56 Rockbridge C		I-64 West 3400	Α	73%	1%	1%	1%	24%	0%	F	0.126	Α		3300	
)	Combined Traffic Estimates for 2 Parallel	•	6800	G	74%	1%	1%	1%	23%	0%	F	0.082	F	0.532	6500	(
	To		I-81 South													
est South	Rockbridge C		Vest Interch	hange A	65%	1%	1%	1%	30%	3%	F	0.114	Δ		19000	
81	Combined Traffic Estimates for 2 Parallel	,		A	62%	1%	1%	1%	33%	2%	F	0.111	Α	0.522	37000	
	To		US 11					.,,		_,,						
est South	Rockbridge C	ounty 5.59	20000	^	65%	1%	1%	1%	30%	3%	Е	0.116	Α		19000	
4 81	Combined Traffic Estimates for 2 Parallel	•		A A	65% 62%	1% 1%	1% 1%	1% 1%	30%	3% 2%	F	0.116	A	0.602	38000	
	Tallet Trailet Estimates for 2 Farallet	Tiodaways on this noute.			UL /0	1 /0	1 /0	1 /0	JJ /6	<b>2</b> /0	'	0.110	^	0.002	30000	,
est South	From		81-710													
54 81	Rockbridge C	•	20000	A	65%	1%	1%	1%	30%	3%	F	0.115	A	0.500	19000	,
-	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	41000	Α	62%	1%	1%	1%	33%	2%	F	0.108	Α	0.588	39000	ŀ

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

		Filliary at		410 110	ules			Tru	ıok			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West South	From:		81-606				ZAXIE	3+Axie	IIIaii	ZIIali		Factor		Facioi		
(64) (81)	Rockbridge C	ounty 0.33	21000	В	65%	1%	1%	1%	30%	3%	С	0.111	Α		20000	В
04) (01)	Combined Traffic Estimates for 2 Parallel	•		F	81%	0%	1%	1%	15%	1%	F	0.1	В	0.584	40000	F
	To:		ısta County	Line												
West South	From:		ridge Coun													
64 81	Augusta Cor	•	21000	В	65%	1%	1%	1%	30%	3%	С	0.111	A		20000	В
V V	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	F	81%	0%	1%	1%	15%	1%	F	0.1	В	0.584	40000	F
West South	To: From:		US 11													
64 81	Augusta Co	unty 4.64	21000	Α	65%	1%	1%	1%	30%	3%	F	0.114	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	62%	1%	1%	1%	33%	2%	F	0.107	Α	0.53	40000	Α
	To		07-654													
West South	From	0.50			050/	101	40/	40/	000/	00/	_	0.407			00000	^
64 81	Augusta Co	•	23000	A	65%	1%	1%	1%	30%	3%	F F	0.107	A	0.550	23000	A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	46000	Α	62%	1%	1%	1%	33%	2%	F	0.103	Α	0.550	46000	Α
West South	To: From:		SR 262													
( <del>64</del> ) ( <del>81</del> )	Augusta Co	unty 0.51	29000	F	65%	1%	1%	1%	30%	3%	F	0.091	F		28000	F
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	F	80%	1%	1%	1%	15%	1%	F	0.076	F	0.51	56000	F
	To:		East Intercl													
West Ramp from I-64 W Evi	t 87 to I-81 S at Exit 221 Augusta Co	•	I-81 South 9800	Α	86%	1%	<b>1</b> %	1%	11%	0%	F	0.122	Α		9900	Α
Ramp from I-64 W Exi	Combined Traffic Estimates for 2 Parallel	•		A	86%	1%	1%	1%	11%	0%	' F	0.122	Α	0.538	19000	A
	To:	Tioadways on this riodle.	I-64 West		00 /6	1 /0	1 /0	1 /0	11/0	0 /6	'	0.103	^	0.550	13000	^
West	From:	I-81 N	North Interc	hange												
64)	Augusta Co	•	19000	Α	86%	1%	1%	1%	11%	0%	F	0.114	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	86%	1%	1%	1%	11%	0%	F	0.106	Α	0.543	39000	Α
West	To: From:	SR 285	Tinkling S ₁	pring Rd												
West (64)	Augusta Co	unty 3.08	18000	G	86%	1%	1%	1%	11%	0%	F	0.09	F		18000	G
(04)	Combined Traffic Estimates for 2 Parallel	•		G	86%	1%	1%	1%	11%	0%	F	0.087	F	0.523	35000	G
	To					.,.		.,.	, .		•		-	0.020		<u>-</u>
West 64	From:		L Waynest		0.00										10	
64	City of Waynesboro	,	18000	G	86%	1%	1%	1%	11%	0%	F	0.09	F		18000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	G	86%	1%	1%	1%	11%	0%	F	0.087	F	0.523	35000	G
West	To: From:	US 340	Stuarts Dr	aft Hwy												
64)	City of Waynesboro	(Maint: 07) 2.15	19000	Α	86%	1%	1%	1%	11%	0%	С	0.117	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α	86%	1%	1%	1%	11%	0%	С	0.107	Α	0.545	37000	Α
	To	Delnhii	ne Ave, To	07-624												
West	City of Waynesboro		16000		86%	10/	10/	10/	110/	00/	_	0.124	Α		17000	۸
64				A A		1% 1%	1%	1% 1%	11%	0% 0%	F		A	0.560		A A
	Combined Traffic Estimates for 2 Parallel		L Waynesh		86%	170	1%	1%	11%	0%	Г	0.108	А	0.569	33000	А
		EC	L 11 ayrıcsu													

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:		L Waynesb											. 40101		
64	Augusta Cou Combined Traffic Estimates for 2 Parallel F	•	16000	A A	86% 86%	1% 1%	1%	1% 1%	11% 11%	0% 0%	F	0.124 0.108	A A	0.569	17000 33000	A A
	Combined Trainic Estimates for 2 Faraner r	<u> </u>	Rockfish G			170	1%	1 70	1170	0%	Г	0.106	A	0.569	33000	A
West	Front_					1%	10/	1%	110/	0%	_	0.107	Α		16000	Α
64	Augusta Cou Combined Traffic Estimates for 2 Parallel F	,	16000 31000	A A	86% 86%	1%	1% 1%	1%	11% 11%	0% 0%	F	0.127 0.11	A	0.522	31000	A
	To To	Nels	on County	Line	0070	170		1 70	1170	070		0.11		0.022	01000	,,
West	From L Nelson County (M		sta County 16000	Line A	86%	1%	1%	1%	11%	0%	F	0.127	Α		16000	Α
64	Combined Traffic Estimates for 2 Parallel F			Ā	86%	1%	1%	1%	11%	0%	F	0.127	A	0.522	31000	A
	To	Alben	narle County													
Vest 64	From L Albemarle Coi		on County 1	Line A	86%	1%	1%	1%	11%	0%	F	0.127	Α		16000	Α
64)	Combined Traffic Estimates for 2 Parallel F	•		A	86%	1%	1%	1%	11%	0%	F	0.11	Α	0.522	31000	Α
	To	US 250	Rockfish G	ap Tpke												
Vest 64)	Albemarle Co		18000	F	86%	1%	1%	1%	11%	0%	F	0.099	F		18000	F
04)	Combined Traffic Estimates for 2 Parallel F	,		F	86%	1%	1%	1%	11%	0%	F	0.083	F	0.593	36000	F
	To. From	02-63	7 Dick Woo	ds Rd												
Vest 64)	Albemarle Co	unty 3.76	19000	Α	86%	1%	1%	1%	11%	0%	F	0.138	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	38000	Α	86%	1%	1%	1%	11%	0%	F	0.111	Α	0.556	38000	Α
Vost	To. From	US 29	Monacan T	rail Rd												
Vest 64)	Albemarle Co.	unty 1.84	23000	Α	86%	1%	2%	1%	10%	0%	F	0.121	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	45000	Α	86%	1%	2%	1%	11%	0%	F	0.119	Α	0.55	46000	Α
Vest	To From	0	2-631 5th S	St												
64)	Albemarle Cou	unty 1.52	20000	Α	86%	1%	2%	1%	10%	0%	F	0.125	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	41000	Α	86%	1%	2%	1%	11%	0%	F	0.121	Α	0.513	42000	Α
Vest	To From	SR 2	0 Scottsvill	e Rd												
64)	Albemarle Co.	unty 0.41	19000	Α	86%	1%	2%	1%	10%	0%	F	0.121	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	38000	Α	86%	1%	2%	1%	11%	0%	F	0.118	Α	0.522	38000	Α
Vest	To: From	WCI	L Charlottes	sville												
64)	City of Charlottesville	'	19000	Α	86%	1%	2%	1%	10%	0%	F	0.121	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	38000	Α	86%	1%	2%	1%	11%	0%	F	0.118	Α	0.522	38000	Α
Vest	To From:	ECL	Charlottes	ville												
Nest 64	Albemarle Co.		19000	Α	86%	1%	2%	1%	10%	0%	F	0.121	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel F		38000	Α	86%	1%	2%	1%	11%	0%	F	0.118	Α	0.522	38000	Α
	To	US 2:	50 Richmor	nd Rd												

# Virginia Department of Transportation Traffic Engineering Division 2020 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		50 Richmor		000/	40/	201	40/	100/	00/	_	0.45			00000	
64	Albemarle Co Combined Traffic Estimates for 2 Parallel	,	19000	A	86%	1%	2%	1% 1%	10% 11%	0% 0%	F	0.15 0.112	A A	0.557	20000	A
	Combined Trainic Estimates for 2 Parallel	-		Α	86%	1%	2%	170	1170	0%	Г	0.112	А	0.557	38000	Α
West	Too From:		16 Black Ca													
64	Albemarle Co		17000	F	86%	1%	2%	1%	10%	0%	F	0.097	F		16000	F
Ŭ	Combined Traffic Estimates for 2 Parallel		mna County	F Line	86%	1%	2%	1%	11%	0%	F	0.081	F	0.64	31000	F
West	From	Alben	narle County													
64)	Fluvanna County (	Maint: 54) 1.44	17000	F	86%	1%	2%	1%	10%	0%	F	0.097	F		16000	F
	Combined Traffic Estimates for 2 Parallel			F	86%	1%	2%	1%	11%	0%	F	0.081	F	0.64	31000	F
West	To: From:		isa County l nna County													
64)	Louisa Cou		17000	F	86%	1%	2%	1%	10%	0%	F	0.097	F		16000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	F	86%	1%	2%	1%	11%	0%	F	0.081	F	0.64	31000	F
West	To: From:	US 15 J	ames Madis	son Hwy												
(64)	Louisa Cou	nty 6.32	16000	Α	86%	1%	2%	1%	10%	0%	С	0.117	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	Α	86%	1%	2%	1%	11%	0%	С	0.117	Α	0.615	31000	Α
W	Too:	SR 20	8 Courthou	ise Rd			<b>—</b> —									
West 64	Louisa Cou	nty 4.36	14000	Α	86%	1%	2%	1%	10%	0%	F	0.124	Α		13000	Α
04)	Combined Traffic Estimates for 2 Parallel	,		A	86%	1%	2%	1%	11%	0%	F	0.121	Α	0.549	27000	Α
	Tax	Maint	enance Bou	ındarv												
West	Goochland Co		14000	A	86%	1%	2%	1%	10%	0%	F	0.124	Α		13000	Α
64	Combined Traffic Estimates for 2 Parallel	•		Ā	86%	1%	2%	1%	11%	0%	F	0.121	Α	0.549	27000	A
	Tao		Shannon H					.,,	, .			****				
West	Goochland Co		14000	A	86%	1%	2%	1%	10%	0%	_	0.123	Α		14000	Α
64	Combined Traffic Estimates for 2 Parallel	•		A	86%	1%	2% 2%	1%	11%	0%	F	0.123	A	0.505	27000	A
	To:	<u> </u>	ld Frederick			1 /0		1 /0	1170	0 70	•	0.120	^	0.505	27000	^
West	From:					40/	201	40/	100/	00/	_	0.400			1 1000	
64	Goochland Co Combined Traffic Estimates for 2 Parallel	•	15000	A A	86% 86%	1%	2%	1%	10%	0% 0%	F	0.122 0.119	A	0.500	14000	A
	Combined Trainic Estimates for 2 Parallel		isa County l		00%	1%	2%	1%	11%	0%	Г	0.119	Α	0.588	28000	Α
West	From	Gooch	land Count	y Line												
64	Louisa County (M	,	15000	Α	86%	1%	2%	1%	10%	0%	F	0.122	Α		14000	Α
~	Combined Traffic Estimates for 2 Parallel	<u> </u>		Α	86%	1%	2%	1%	11%	0%	F	0.119	Α	0.588	28000	Α
West	Too Promi	US 522	2 Cross Cou	inty Rd												
64	Louisa County (M		16000	Α	86%	1%	2%	1%	10%	0%	F	0.124	Α		15000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel			Α	86%	1%	2%	1%	11%	0%	F	0.116	Α	0.607	31000	Α
	To	Gooch	land Count	y Line												

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

		Filliary and			nes			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	Louis	sa County I	ine			27 000	0171010	TTTGII	Ziiaii		- uotoi		1 40101		
64)	Goochland County	5.02	16000	Α	86%	1%	2%	1%	10%	0%	F	0.124	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	32000	Α	86%	1%	2%	1%	11%	0%	F	0.116	Α	0.607	31000	Α
West	To- From	37-6	17 Oilville	Rd												
West 64	Goochland County	6.56	20000	Α	86%	1%	2%	1%	10%	0%	F	0.125	Α		20000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	41000	Α	86%	1%	2%	1%	11%	0%	F	0.110	Α	0.538	40000	Α
	To	37-62	23 Ashland	Rd												
West	Goochland County		24000	Α	86%	1%	2%	1%	10%	0%	F	0.127	Α		25000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways on			Ā	86%	1%	2%	1%	11%	0%	F	0.127	Α	0.556	49000	A
	Tool	tillo i touto.			0070	1 70		1 70	1170	0 70	•	0.100	,,	0.000	40000	,,
West	From		SR 288		0051	461		461	4.001	051	_	0.4.1=			00005	
64	Goochland County		31000	A	86%	1%	2%	1%	10%	0%	F	0.147	A	0.504	33000	A
	Combined Traffic Estimates for 2 Parallel Roadways on		co County	A Line	86%	1%	2%	1%	11%	0%	F	0.145	Α	0.504	66000	Α
West	From:		and County													
West 64	Henrico County	2.57	31000	Α	86%	1%	2%	1%	10%	0%	F	0.147	Α		33000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	62000	Α	86%	1%	2%	1%	11%	0%	F	0.145	Α	0.504	66000	Α
West	To: From:		I-295													
(64)	Henrico County	0.79	28000	Α	96%	0%	1%	1%	2%	0%	F	0.169	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	57000	Α	96%	0%	1%	1%	2%	0%	F	0.154	Α	0.545	62000	Α
	Too	US 250	Near Short	Pump												
West 64	Henrico County	1.67	33000	Α	96%	0%	1%	1%	2%	0%	F	0.149	Α		36000	Α
64)	Combined Traffic Estimates for 2 Parallel Roadways on			A	96%	0%	1%	1%	2%	0%	F	0.141	Α	0.513	73000	Α
	To		Gaskins Rd					.,.		*,*						
West	From:				000/	00/	40/	40/	00/	00/	0	0.4.40	^		44000	
64	Henrico County		40000	A	96%	0%	1%	1%	2%	0%	С	0.143	A	0.500	44000	A
	Combined Traffic Estimates for 2 Parallel Roadways on			Α	96%	0%	1%	1%	2%	0%	С	0.137	Α	0.526	88000	Α
West	To: From	F	Parham Rd													
West 64	Henrico County		43000	Α	96%	0%	1%	1%	2%	0%	F	0.143	Α		46000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	85000	Α	96%	0%	1%	1%	2%	0%	F	0.134	Α	0.533	92000	Α
West	To. From	US 25	50; Glensid	e Dr												
(64)	Henrico County	1.53	49000	Α	96%	0%	1%	1%	2%	0%	F	0.134	Α		53000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	96000	Α	96%	0%	1%	1%	2%	0%	F	0.122	Α	0.559	104000	Α
NAV.	To Econo	US 33	Staples Mi	ill Rd			_									
West 64	Henrico County		63000	Α	96%	0%	1%	1%	2%	0%	F	0.127	Α		69000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on			Ā	96%	0%	1%	1%	2%	0%	F	0.127	Α	0.569	134000	
	To		L Richmor		0070	0 / 0		. ,0	_ / 0	3 / 0		55		0.000	.0.000	, ,

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

									Tru	ck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From			rico County	Line												
64	City of Richmond (	,	0.09	63000	Α	96%	0%	1%	1%	2%	0%	F	0.127	Α		69000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this			Α	96%	0%	1%	1%	2%	0%	F	0.116	Α	0.569	134000	Α
West	From			I-95; I-195 From I-195													
(64) I-64 W Ramp	City of Richmond (	Maint: 43)	0.18	46000	G	96%	0%	1%	1%	2%	0%	F	0.085	F		51000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	87000	G	96%	0%	1%	1%	2%	0%	F	0.078	F	0.586	95000	G
Most	To From		Ramp	From I-195	South												
West (64) I-64 W Ramp	City of Richmond (	Maint: 43)	0.16	38000	G	96%	0%	1%	1%	2%	0%	F	0.084	F		42000	G
	Combined Traffic Estimates for 2 Parallel	'	Route:	70000	G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.578	77000	G
N/ .		Ra	amp From	SR 197 La	burnum .	Ave		<u> </u>									
West (64) I-64 W Ramp	City of Richmond (	Maint: 43)	0.04	33000	G	96%	0%	1%	1%	2%	0%	F	0.081	F		36000	G
04)	Combined Traffic Estimates for 2 Parallel				G	96%	0%	1%	1%	2%	0%	F	NA			72000	G
	To	-	Ramp	To I-195 S	South												
West (64) I-64 W Ramp	City of Richmond (	Maint: 43)	0.45	33000	G	96%	0%	1%	1%	2%	0%	F	0.081	F		36000	G
(04)	Combined Traffic Estimates for 2 Parallel			63000	G	96%	0%	1%	1%	2%	0%	F	0.079	F	0.551	69000	G
	To			I-95 North													
West North	City of Richmond (	Maint: 42)	0.78	I-95; I-195 <b>69000</b>	Α	93%	1%	<b>1</b> %	1%	4%	0%	_	0.092	Α		71000	Α
64 95	Combined Traffic Estimates for 2 Parallel	,			A	92%	1%	1%	1%	5%	0%	, F	0.092	A	0.516	146000	A
	To To	I loadwayo on timo		161 Bouley		0270	1 70		1,0	070	070		0.007	,,	0.010	1 10000	,,
West North	From	(Mainte 40)				000/	10/	10/	10/	40/	00/	_	0.000	^		67000	^
64 95	City of Richmond ( Combined Traffic Estimates for 2 Parallel		1.97	65000	A A	93% 92%	1% 1%	1% 1%	1% 1%	4% 5%	0% 0%	C	0.086 0.085	A A	0.501	67000 135000	A A
	To T	Tioadways on this				JZ /6	1 /0	1 /0	1 /0	J /0	0 /6	O	0.005	^	0.501	133000	^
West North	From			S 301 Belv										_			
64 95	City of Richmond (	,	0.24	58000	A	93%	1%	1%	1%	4%	0%	F	0.086	A	0.500	59000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this				92%	1%	1%	1%	5%	0%	г	0.085	Α	0.503	120000	Α
West North	To From			mberlayne													
64 95	City of Richmond (	,	0.30	68000	Α	93%	1%	1%	1%	4%	0%	F	0.086	Α		70000	Α
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this		141000 East Interch		92%	1%	1%	1%	5%	0%	F	0.084	Α	0.53	145000	Α
West				I-95 North													
(64) I-64 W Ramp	City of Richmond (	(Maint: 43)	0.23	24000	G	91%	1%	1%	1%	6%	0%	F	NA			25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	55000	G	94%	1%	1%	1%	3%	0%	F	NA			59000	G
West	To From		Ran	np From 5tl	h St			$\Box$ $\vdash$									
(64) I-64 W Ramp	City of Richmond (	(Maint: 43)	0.03	21000	G	96%	0%	1%	1%	2%	0%	F	NA			23000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	45000	G	94%	0%	1%	1%	3%	0%	F	NA			48000	G
	To		Ramp	to I-95 S;	5th St												

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q'
est	Front		East Interch		0==/										4=000	
54	City of Richmond (I Combined Traffic Estimates for 2 Parallel	,	45000	A A	95% 96%	1% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.102 0.092	A A	0.621	47000 95000	A
	Combined Trainic Estimates for 2 Faraners	-	ECL Richme		30 /6	0 /6	1 /0	1 /0	2/0	0 /6	'	0.032	^	0.021	93000	
est	From				050/	40/	40/	40/	00/	00/	_	0.400			47000	
4	Henrico Cou Combined Traffic Estimates for 2 Parallel	.,	45000	A A	95% 96%	1% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.102 NA	Α		47000 95000	,
	Tollied Trainic Estimates for 2 Faraners					0 /6	1 /0	1 /0	2/0	0 /6	'	INA			93000	,
st	From:		Mechanicsy			10/	10/	10/	20/	00/	_	0.11	۸		20000	
<b>1</b>	Henrico Cou Combined Traffic Estimates for 2 Parallel	•	36000	A A	95% 96%	1% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.11 0.093	A A	0.537	38000 77000	
	Tallic Estimates for 21 araner				30 /6	0 76	1 /0	1 /0	2 /0	0 /6	•	0.035	^	0.557	77000	
t A	From:		VCL Richm		050/	40/	40/	40/	00/	00/	_	0.44			00000	
)	City of Richmond (I Combined Traffic Estimates for 2 Parallel	,	36000	A A	95% 96%	1% 0%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.11 0.093	A A	0.537	38000 77000	
	Combined Trainic Estimates for 2 Faraners				90 /6	0 /6	1 /0	1 /0	2/0	0 /6	'	0.033	^	0.557	77000	
t 2	From:		CL Richmo		050/	40/	40/	40/	00/	00/	_	0.11			00000	
)	Henrico Cou	•	36000	A	95%	1%	1%	1%	2%	0% 0%	F	0.11	A	0.507	38000	
	Combined Traffic Estimates for 2 Parallel	•		Α	96%	0%	1%	1%	2%	0%	г	0.093	Α	0.537	77000	
i	From:		3 Nine Mile													
)	Henrico Cou	•	28000	Α	95%	1%	1%	1%	2%	0%	F	0.118	Α		29000	
	Combined Traffic Estimates for 2 Parallel			Α	96%	0%	1%	1%	2%	0%	F	0.098	Α	0.631	60000	
	To: From:	L	aburnum A	ve												_
)	Henrico Cou	,	21000	Α	95%	1%	1%	1%	2%	0%	С	0.134	Α		22000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	Α	96%	0%	1%	1%	2%	0%	С	0.103	Α	0.626	44000	
	To: From:	SR	156 Airpor	Dr												
)	Henrico Cou	•	15000	Α	95%	1%	1%	1%	2%	0%	F	0.139	Α		16000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	Α	96%	0%	1%	1%	2%	0%	F	0.105	Α	0.673	32000	
<u> </u>	To From:		I-295													-
)	Henrico Cou	,	32000	В	90%	1%	1%	1%	8%	0%	F	0.116	Α		29000	
	Combined Traffic Estimates for 2 Parallel			В	89%	1%	1%	1%	8%	0%	F	0.111	Α	0.501	59000	
	To: From:		rban Boundarico County													-
t )	New Kent Co		32000	В	90%	1%	1%	1%	8%	0%	F	0.116	Α		29000	
)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	64000	В	89%	1%	1%	1%	8%	0%	F	0.111	Α	0.501	59000	
•	To: From:	S	R 33, SR 24	19												
) (33)	New Kent Co	unty 5.79	29000	Α	90%	1%	1%	1%	8%	0%	С	0.115	Α		26000	
	Combined Traffic Estimates for 2 Parallel	•	57000	Α	89%	1%	1%	1%	8%	0%	С	0.111	Α	0.55	52000	
	Το·	SR 106	Emmaus Cl	urch Ro	1											

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From	SR 106	Emmaus Cl	nurch Ro			ZAXIE	3+Axie	IIIali	ZIIali		racioi		Factor		
(64) (33)	New Kent Co	,	29000	Α	90%	1%	1%	1%	8%	0%	F	0.116	Α		26000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	89%	1%	1%	1%	8%	0%	F	0.112	Α	0.508	52000	Α
West	To: From:		SR 155													
(64) (33)	New Kent Co	,	28000	A	90%	1%	1%	1%	8%	0%	F	0.119	Α		25000	A
Ů Ů	Combined Traffic Estimates for 2 Parallel			F	88%	1%	1%	1%	9%	0%	F	0.104	В	0.544	50000	F
West	To: From:	SR	33 Eltham	Rd												
64	New Kent Co	•	24000	Α	92%	1%	1%	1%	6%	0%	F	0.128	Α		21000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel		49000 City Count	A	92%	1%	1%	1%	5%	0%	F	0.119	Α	0.509	43000	Α
Vest	From		Kent Count	_												
64)	James City Co	•	24000	Α	92%	1%	1%	1%	6%	0%	F	0.128	Α		21000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	92%	1%	1%	1%	5%	0%	F	0.119	Α	0.509	43000	Α
West	To- From:	SR :	30 Old Stag	e Rd												
64)	James City Co	•	25000	Α	92%	1%	1%	1%	6%	0%	F	0.122	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	92%	1%	1%	1%	5%	0%	F	0.111	Α	0.527	47000	Α
Vest	To: From:	47-	607 Croake	r Rd												
64)	James City Co	•	29000	Α	92%	1%	1%	1%	6%	0%	F	0.114	Α		27000	Α
	Combined Traffic Estimates for 2 Parallel	•		Α.	92%	1%	1%	1%	5%	0%	F	0.108	Α	0.536	55000	Α
Vest	From:		rk County I City Count													_
64)	York Coun	ty 1.43	29000	Α	92%	1%	1%	1%	6%	0%	F	0.114	Α		27000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	59000	Α	92%	1%	1%	1%	5%	0%	F	0.108	Α	0.536	55000	Α
Vest	To: From:	SR 199 W, Humels	ine Pkwy; 9	99-646 N	Newman R	.d										
64)	York Coun	ty 4.97	29000	G	92%	1%	1%	1%	6%	0%	С	0.098	В		27000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	G	92%	1%	1%	1%	5%	0%	С	0.093	В	0.515	61000	G
Vest	To: Prom	SR 14	3 Camp Pe	ary Rd												
64)	York Coun	ty 3.14	29000	G	92%	1%	1%	1%	6%	0%	F	0.085	F		30000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	G	92%	1%	1%	1%	5%	0%	F	0.075	F	0.565	63000	G
Vest	To: From:	SR 199	E, Humelsi	ne Pkwy	7											
64)	York Coun	ty 1.41	36000	G	95%	1%	1%	1%	3%	0%	F	0.083	F		37000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	82000	G	93%	1%	1%	1%	4%	0%	F	0.077	F	0.523	80000	G
Nest	To: Front	US 60 Pocahontas	Trail; SR 1	43 Mer	rimac Trail	1										
West 64	York Coun	ty 0.34	40000	G	95%	1%	1%	1%	3%	0%	F	0.081	F		40000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	95%	0%	1%	1%	3%	0%	F	0.077	F	0.54	79000	G
	To	James	City Count	y Line												

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:		rk County L											1 actor		
64	James City County	· ·	40000	G	95%	1%	1%	1%	3%	0%	F	0.081	F		40000	G
	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	F	0.077	F	0.54	79000	G
<u>Vest</u>	To: From:		L Newport I													
64	City of Newport News		40000	G	95%	1%	1%	1%	3%	0%	F	0.081	F		40000	G
	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	F	NA			79000	G
Vest	To: From:		43 Jefferson								_		_			
64	City of Newport News	,	36000	G	95%	1%	1%	1%	3%	0%	F	0.081	F	0.540	37000	G
	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	F	0.078	F	0.516	74000	G
Vest	Too From:		38 Yorktow													
64	City of Newport News		39000	G	95%	1%	1%	1%	3%	0%	F	0.083	F F	0.505	40000	G
	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	г	0.079	г	0.525	79000	G
/est	From:		5 Fort Eusti													
64)	City of Newport News	,	45000	G	95%	1%	1%	1%	3%	0%	F F	0.080	F	0.510	46000	G
	Combined Traffic Estimates for 2 Parallel	<u> </u>		G	95%	0%	1%	1%	3%	0%	Г	0.081	Г	0.510	94000	G
/est	From		43 Jefferson													
64	Combined Treffic February for 2 Payellal	,	55000	G	95%	1% 0%	1%	1%	3% 3%	0% 0%	F	0.081	F F	0.526	56000 110000	G
	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	Г	0.079	Г	0.526	110000	G
/est	From:		1 Oyster Po		0==/	4.57			221	221	_				0.4.000	
64	Combined Treffic Estimates for 2 Parallel	` ,	60000	A	95% 95%	1% 0%	1% 1%	1% 1%	3% 3%	0% 0%	C	0.111 0.1	A A	0.558	61000 123000	A A
	Combined Traffic Estimates for 2 Parallel			Α		0%	1%	170	3%	0%	C	0.1	А	0.556	123000	А
Vest	From:		Clyde Mor			40/	40/	40/	00/	00/	_	0.000	_		00000	_
64)	City of Newport News Combined Traffic Estimates for 2 Parallel		68000	G G	95% 95%	1% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.086 0.076	F F	0.528	69000 138000	G G
	To To	•	/CL Hampto		95/6	0 /6	1 /0	1 /0	3 /0	0 /6	'	0.070	'	0.526	130000	G
Vest	From City of Hamman (		Newport N		050/	40/	40/	40/	00/	00/	_	0.000	_		00000	_
64)	City of Hampton (I Combined Traffic Estimates for 2 Parallel		68000	G G	95% 95%	1% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F =	0.086 0.076	F	0.528	69000 138000	G G
	To	<u> </u>				0 76	1 /0	1 /0	J /6	0 /6	'	0.070	'	0.520	130000	u
Vest	Prom.	•	Roads Cente			10/	10/	10/	00/	00/	_	0.000	_		00000	
64	City of Hampton (I Combined Traffic Estimates for 2 Parallel	,	61000	G G	95% 95%	1% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.083	F F	0.528	62000 125000	G G
	Combined Trainic Estimates for 2 Faraller	<u> </u>			90 /0	0 /0	1 /0	1 /0	J /0	0 /6		0.079		0.020	123000	
Vest	Prom		34 Magrude		050/	10/	40/	10/	00/	00/	_	0.000	_		74000	
64 (134)	City of Hampton (I Combined Traffic Estimates for 2 Parallel	•	72000	G G	95% 95%	1% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.089 0.078	F F	0.537	74000 147000	G G
	To	,	SR 134 Mer			U-76	1 70	1 70	370	U 76	Г	0.076	Г	0.557	147000	G

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

			and int					Tru	ck			K		Dir		
Route	Jurisdictio	on Lenç	th <b>AA</b> l	DT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
Vest	From		-,	4 Mercury Bl							_		_			_
64)	City of Hampton (	,			95%	1%	1%	1%	3%	0%	F	0.085	F		71000	G
	Combined Traffic Estimates for 2 Parallel			7000 G Roads Beltw	95%	0%	1%	1%	3%	0%	F	0.071	F	0.606	140000	G
est	From	1-004	1-6		ay											
(64) Hampton Roads Beltway	y City of Hampton (	Maint: 99) 1.0	5 <b>500</b>	000 G	95%	1%	1%	1%	3%	0%	F	0.072	F		51000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>101</b> 0	000 G	96%	0%	1%	1%	2%	0%	F	0.067	F	0.542	104000	(
	To From		SR 167 La	aSalle Ave												
est 34) Hampton Roads Beltway	v City of Hampton (	Maint: 99) 2.3	6 <b>420</b>	000 G	95%	1%	1%	1%	3%	0%	F	0.069	F		43000	(
14) Hampton Houde Bolling	Combined Traffic Estimates for 2 Parallel	′			96%	0%	1%	1%	2%	0%	F	0.079	F	0.501	82000	(
	To							.,,			-		-			
est	From	-		ettlers Landin		401		40/	00/	00/		0.076	_		44000	
Hampton Roads E	• • • • • • • • • • • • • • • • • • • •	′			95%	1%	1%	1%	3%	0%	F	0.072	F	0.500	41000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>820</b>	000 G	96%	0%	1%	1%	2%	0%	F	0.07	F	0.502	84000	(
est	To From		SR 169 M	Mallory St												
4) 60 Hampton Roads E	Bridge Tunnel City of Hampton (	Maint: 99) 3.9	3 <b>400</b>	000 A	97%	1%	1%	0%	2%	0%	С	0.081	Α		40000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>830</b>	000 F	96%	1%	1%	0%	2%	0%	С	0.075	F	0.508	82000	
1	To From	r	WCL N													
(60) Hampton Roads E	Bridge Tunnel City of Norfolk (N	Naint: 64) 0.1	ECL Ha	•	97%	1%	1%	0%	2%	0%	С	0.081	Α		40000	
(60) Hampton Hoddo 2	Combined Traffic Estimates for 2 Parallel	,			96%	1%	1%	0%	2%	0%	С	0.075	F	0.508	82000	
	To			ın View Ave									-			
est	From				0==/			121		221			_			
4) (60) Hampton Roads B	· ·	,			95%	1%	1%	1%	3%	0%	F	0.073	F	0 = 0 /	39000	
·	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>770</b>	000 F	96%	0%	1%	1%	2%	0%	F	0.071	F	0.501	80000	
est	To From		4th Vi	iew St												
Hampton Roads Beltway	y City of Norfolk (N	Maint: 64) 0.8	0 <b>370</b>	000 F	95%	1%	1%	1%	3%	0%	F	0.069	F		37000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>740</b>	000 F	96%	0%	1%	1%	2%	0%	F	0.07	F	0.516	77000	
	To From		Bay .	Ave												
(64) Hampton Roads Beltway	y City of Norfolk (N	Maint: 64) 0.9	0 <b>400</b>	000 F	95%	1%	1%	1%	3%	0%	F	0.068	F		41000	
Tidinploii rioddo Bellway	Combined Traffic Estimates for 2 Parallel	,			96%	0%	1%	1%	2%	0%	F	0.072	F	0.549	85000	
	To To					0,0		. , 0	-/-	0,0	•	0.0	•	0.0.0	00000	
est	From		New G		05::	,			0.00						0====	
Hampton Roads Beltway	•				95%	1%	1%	1%	3%	0%	F	0.069	F -		37000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>830</b>	000 F	96%	0%	1%	1%	2%	0%	F	0.072	F	0.538	86000	
est	To From	I-5	64, US 46	60 Granby St												
Hampton Roads Beltway	y City of Norfolk (N	Maint: 64) 0.9	2 <b>540</b>	000 F	97%	0%	1%	0%	1%	0%	F	0.078	F		57000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Rou	te: <b>122</b> 0	000 F	97%	0%	1%	1%	2%	0%	F	NA			129000	ı
	To		R 168 Tid	dewater Dr												

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

				ale noi				Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From City of Norfalls (A		68 Tidewate		070/	00/	10/	00/	10/	00/	F	0.000	Α		E7000	
Hampton Roads Beltway	City of Norfolk (M Combined Traffic Estimates for 3 Parallel	,	53000	G G	97% 97%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%		0.092	A F	0.706	57000 128000	G G
	Combined Traine Estimates for 3 Faraner				31 /6	0 /6	1 /0	0 /0	1 /0	0 /6	'	U	'	0.700	120000	G
Vest	From		4 Chesapeak								_					
Hampton Roads Beltway		,	61000	Α	97%	0%	1%	0%	1%	0%	С	0.086	Α		65000	Α
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	133000	Α	97%	0%	1%	0%	1%	0%	С	NA			142000	Α
/est	To From	SR 2	47 Norview	Ave												
64) Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.24	69000	F	97%	0%	1%	0%	1%	0%	F	0.075	F		68000	F
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	147000	F	97%	0%	1%	0%	1%	0%	F	0.081	F	0.661	152000	F
/est	To: From	SR 1	65 Military	Hwy												
Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 1.07	67000	F	97%	0%	1%	0%	1%	0%	F	0.073	F		68000	F
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	135000	F	97%	0%	1%	0%	1%	0%	F	NA			143000	F
		US 13, SR	166 Northar	mpton B	lvd											
/est 54) Hampton Roads Beltway	City of Norfolk (N	Maint: 64) 2.20	76000	Α	97%	0%	1%	1%	1%	0%	F	0.092	Α		81000	Α
,,	Combined Traffic Estimates for 3 Parallel	<b>'</b>		Α	97%	0%	1%	1%	1%	0%	F	NA			170000	
	To	,	I-264													
(est) (a) Hampton Roads Beltway	City of Norfolk (M	Maint: 64) 0.83	67000	Α	97%	0%	1%	1%	1%	0%	С	0.110	Α		72000	А
Hampton Roads Beltway	Combined Traffic Estimates for 2 Parallel	,		A	97%	0%	1%	1%	1%	0%	C	0.096	A	0.571	141000	
	To:		L Virginia B		07.70	0 70		1 70	1 70	0 70		0.000	,,	0.07 1	111000	
est	From		ECL Norfolk		.=-/	221		4-7		221	_					
Hampton Roads Beltway	, ,	,	67000	A	97%	0%	1%	1%	1%	0%	С	0.110	A	0.574	72000	Α.
	Combined Traffic Estimates for 2 Parallel			Α	97%	0%	1%	1%	1%	0%	С	0.096	Α	0.571	141000	Α
est	To: From:	In	dian River R	Rd												
Hampton Roads Beltway	, ,	,	63000	F	97%	0%	1%	1%	1%	0%	F	0.082	F		67000	F
	Combined Traffic Estimates for 2 Parallel			<u> </u>	97%	0%	1%	1%	1%	0%	F	0.091	В	0.551	133000	F
'est	From		L Chesapea L Virginia B													
Hampton Roads Beltway	City of Chesapeake		63000	F	97%	0%	1%	1%	1%	0%	F	0.082	F		67000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	126000	F	97%	0%	1%	1%	1%	0%	F	0.091	В	0.551	133000	F
last	To: From	Gree	enbrier Park	way												
(est) (64) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 2.10	37000	F	97%	0%	1%	1%	1%	0%	F	0.086	F		39000	F
,	Combined Traffic Estimates for 2 Parallel	'	78000	F	97%	0%	1%	1%	1%	0%	F	0.081	F	0.502	83000	F
	_ Ta	SR 16	8 Battlefield	l Blvd												
Vest 168 Hampton Roads B	eltway City of Chesapeake		49000	N	97%	0%	1%	1%	1%	0%	N	0.082	F		53000	N
Hampton Roads B	Combined Traffic Estimates for 2 Parallel	,		N	97%	0%	1%	1%	1%	0%	N	0.062 NA			108000	N
	Compilior Traine Edilliates for 2 1 afailer	rioddwdyd o'r tillo riodte.	US 17		01/0	0 /0	1 /0	1 /0	1 /0	0 /0		14/1			100000	1.4

### 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:		68 Battlefield													
Hampton Roads Beltway		,	49000	F	97%	0%	1%	1%	1%	0%	F	0.082	F		53000	F
J	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	101000	F	97%	0%	1%	1%	1%	0%	F	0.073	F	0.558	108000	F
West	To: From:		I-464													
(64) (17) Hampton Roads B	Beltway City of Chesapeake	(Maint: 64) 0.41	41000	G	93%	0%	1%	1%	5%	0%	F	0.076	F		43000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	81000	G	93%	0%	1%	1%	5%	0%	F	NA			86000	G
West	To: From:	SR 190	) Great Bridg	ge Blvd												
West (64) (17) Hampton Roads B	Beltway City of Chesapeake	(Maint: 64) 3.86	43000	F	93%	0%	1%	1%	5%	0%	F	0.083	F		45000	F
(4) (1)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	83000	F	93%	0%	1%	1%	5%	0%	F	0.080	F	0.500	88000	F
	Tav		orge Washin	ogton Hy	/V											
West  (64) Hampton Roads Beltway	y City of Chesapeake		38000	F	93%	0%	1%	1%	5%	0%	F	0.085	F		40000	F
64 Hampton Hoads Bellway	Combined Traffic Estimates for 2 Parallel	,		F	93%	0%	1%	1%	5%	0%	r F	0.003	F	0.521	80000	, F
	Combined Traine Estimates for 21 araner	-				0 76	1 /0	1 /0	J /6	0 /6	'	0.073	'	0.521	00000	'
West	From:		US 460 Milit													
Hampton Roads Beltway			37000	G	93%	0%	1%	1%	5%	0%	С	0.085	F		38000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	<b>77000</b> I-264, I-664	G	93%	0%	1%	1%	5%	0%	С	0.084	Α	0.513	81000	G
\A/ +	From		I-64 West													
West (64) Ramp	Alleghany Co	ounty 0.15	60	G								0.127	F		60	G
(04)	To		98 Jerrys Ru									••••				
West	From:	:	I-64 West													
(64) Ramp	Alleghany Co	•	1000	G								0.112	F		990	G
	To:	US 60	) Midland Tr	ail Rd												
West	From	(14.1	I-64 West										_			
64 Ramp	City of Covington (		2100 Durant Rd/S	G Croic A	***							0.104	F		2200	G
NA	From	SK 134 S		Claig A	.ve											
West (64) Ramp	Alleghany Co	ounty 0.05	I-64 West <b>2900</b>	G								0.086	F		3100	G
(64) Hamp	To:		60 Madisor									0.000	·		0100	<u> </u>
West	Prom:		I-64 West													
(64) (220) Ramp	Alleghany Co	ounty 0.05	760	G								0.110	F		760	G
	To	03-110	04 Valley Ric	dge Rd												
West	From:		I-64 West										_			-
Ramp	Alleghany Co		1800	G								0.178	F		1800	G
	10:	03-696	Selma Low N	Moor Rd												
West	Alleghany Co	ounty 0.18	I-64 West	G								0.194	F		340	G
Ramp	Allegrany Oc	SR 384 Dabney S Lar			ollege Ro	ad S						0.134	'		340	G
		22.23. Duone, o Eur	Com													

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

		Filliary and interstate no	uics							
Route	Jurisdiction	Length AADT QA	4Tire Bus	Truc			K Factor	QK	Dir Factor	DT Q
/est	From:	I-64 West								
Ramp	Alleghany County	0.14 <b>770 G</b>					0.100	F	820	) (
<u> </u>	To:	03-629 Douthat Rd, Bus US	60							
/est	From:	I-64 West								
Ramp	Alleghany County	0.24 <b>120 G</b>		<del></del>			0.13	F	120	) (
	To:	SR 42 Forty Two Rd								
rest	From:	I-64-W TO MAINTENANCE AREAAU	JTHORIZED							
Ramp	Alleghany County	0.03 <b>NA</b>		_			NA		NA	
	To	ROAD UNUSED								
lest	From:									
Ramp	Alleghany County	0.18 <b>NA</b>					NA		NA	١
V	From:	Gap EAST END PARKING A Gap WEST END PARKING A	REA							
$\frac{\sqrt{\text{est}}}{\sqrt{64}}$ Ramp	Alleghany County	0.14 <b>NA</b>	KEA				NA		NA	
54) ridinp	Allogramy County						1471		100	•
/est	To: From:	ROAD UNUSED								
Ramp	Alleghany County	0.07 <b>NA</b>					NA		NA	
	To:	I-64-W FROM MAINTENANCE AREA	AUTHORIZ							
est	From:	I-64 West								
Ramp	Alleghany County	0.26 <b>150 G</b>					0.153	F	150	) (
	To:	SR 269 Longdale Furnace R	.d							
/est	From:	I-64 West								
Ramp	Rockbridge County	0.29 <b>220 G</b>					0.143	F	220	) (
9	To:	81-780 Scenic Dr								
/est	From:	I-64 West								
Ramp	Rockbridge County	0.20 <b>660 G</b>					0.112	F	660	) (
	To:	US 60 Fredericksburg Rd								
/est	From:	I-64 West								
Ramp	Rockbridge County	0.24 <b>2300 G</b>					0.112	F	230	0 (
,	To:	US 11 N Lee Highway								
/est	From:	I-64 West								
Ramp from I-64 W Exit 87A to I-81 N	Augusta County	0.33 <b>9400 A</b>	86% 1%	1% 1%	11% 09	% F	0.109	Α	1000	00 /
54) Hamp Home of the 2001 to 1 of the	To:	I-81 North	2070 170		,0		000			
lest	From:	I-64 West								
Vest Ramp from I-64 W Exit 91A to SR 285	Augusta County	0.23 <b>2700 G</b>	98% 0%	1% 1%	1% 09	% F	0.103	F	280	0 (
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	To:	SR 285 Tinkling Spring Rd		1,0	. 70		0.100		200	
loot	From									
/est	Augusta County	I-64 West 0.18 <b>5400 G</b>		_			0.112	E	540	0 (
Ramp	Augusta County	US 340 Rosser Ave					0.112	-	540	0 (
	- 1									
Vest	City of Mayrachers (Maint	I-64 West 07) 0.24 <b>1300 G</b>					0.160	Г	100	0
Ramp	City of Waynesboro (Maint: C	07) 0.24 <b>1300 G</b> 136-5118 Delphine Ave					0.162	Г	130	0 (
~	10.	L30-3 LIX Delphine Ave								

274

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

		Primary and interstate Houtes					
Route	Jurisdiction	Length AADT OA ATire Rue	 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT	. C
est	From:	I-64 West	Eridio officio i fraii Effaii	1 40101	1 40101		_
Ramp	Augusta County	0.12 <b>1900 G</b>		0.146	F	1900	(
•) · · · · · · · ·	To:	I-64 East Exit 99A Ramp to US 250					
	Draw						
est 4 Ramp	Albamaria Caunty	I-64 West		0.171	_	4100	(
4) Ramp	Albemarle County	0.15 <b>4200 G</b>		0.171	F	4100	
	To:	US 250 Rockfish Gap Trnpk					
est	From:	I-64 West to Rest Area					
Charlottesville Rest Area	Albemarle County	0.12 <b>1000 F</b>		0.115	F	980	
/	To:	Enter Rest Area Parking Lot					
st	From:	Exit Rest Area Parking Lot					
Charlottesville Rest Area	Albemarle County	0.15 <b>1000 N</b>		0.115	F	980	
/	To:	I-64 West from Rest Area					
et	From:	I-64 West					
Ramp	Albemarle County	0.17 <b>2100 G</b>		0.128	F	2000	
.)	To:	02-637 Dick Woods Rd					
	From:						
st Ramp		I-64 West		0.440	_	0000	
, ) Hamp	Albemarle County	0.22 <b>2100 G</b>		0.116	F	2300	
	To:	US 29 S, Monacan Trail Rd					_
st Ramp	From:	I-64 West					
Ramp	Albemarle County	0.14 <b>8300 A</b>		0.209	Α	9300	
	To:	US 29 Monacan Trail Rd					
st	From:	I-64 West					
Ramp	Albemarle County	0.10 <b>4100 G</b>	<u> </u>	0.105	F	4300	
7	To:	5th Street					
	From:						
st A Roma	Albemarle County	I-64 West 0.15 <b>4400 G</b>		0.107	F	4700	
Ramp	Albernarie County			0.107	Г	4700	
	IV.	SR 20 Scottsville Rd					
st	From:	I-64 West					
Ramp	Albemarle County	0.23 <b>1800 G</b> 98% 0%	<u>1</u> % 1% 1% 0%	F 0.237	F	2600	
	To:	US 250 Richmond Rd					
st	From:	I-64 West					
st Ramp	Albemarle County	0.22 <b>430 G</b> 99% 0%	1% 0% 0% 0%	F 0.113	F	430	
)	To:	02-616 Black Cat Rd					
	From:						
st A Roma		I-64 West <b>4400 F</b>		0.000	F	4000	
Ramp	Louisa County			0.088	F	4200	
	10.	US 15 James Madison Hwy					
st	From:	I-64 West					
Ramp	Louisa County	0.29 <b>1000 F</b>		0.118	F	980	
	To:	SR 208 Courthouse Rd					
<u> </u>	From:	I-64 West					f
		1011160					
est 4 Ramp	Goochland County	0.19 <b>800 G</b>		0.237	F	780	

275

### 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	AAWDT	C
	r			2Axle 3	+Axle 1Tra	ıl 21raıl		Factor		Factor '		_
est Domn	Casabland County	I-64-W TO RT 629WEST & EAST						0.000	۸		700	
Ramp	Goochland County	0.17 <b>760 A</b>						0.203	Α		790	
	10.	37-629; 37-629- 1B FROM & TO I-64										
st	From:	I-64-W TO US 522SOUTH & NORTH										
est 4 Ramp	Goochland County	0.24 <b>3000 G</b>						0.149	F		3000	
	To:	US 522 US 522- 18B FROM & TO I-64										
st	From:	I-64 West										
Ramp	Goochland County	0.14 <b>5100 G</b>						0.135	F		5000	
'	To:	37-617 Oilville Rd										
	From:	I-64 West to Rest Area		1								Ξ
st Goochland Rest Area	Goochland County	0.05 <b>760 F</b>						0.116	F		740	
Goochland Rest Area	GOOCHIANG COUNTY							0.110	1		740	
st	From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot										-
Goochland Rest Area	Goochland County	0.08 <b>760 N</b>						0.116	F		740	
) addeniand riest / ired	To:	I-64 West from Rest Area						0.110			7 40	
												_
st	From:	I-64 West				0-1	_		_			
Ramp from I-64 W Exit 173A to 37-623	Goochland County	0.18 <b>6400 G</b> 95%	0%	2%	2% 1%	0%	F	0.112	F		6300	
,	To:	37-623 Ashland Rd										_
st	From:	I-64 West										Ī
Ramp from I-64 W Exit 175A to SR 288	Goochland County	<b>23000 G</b> 99%	0%	0%	0% 1%	0%	F	0.194	Α		29000	
/	To:	SR 288 S										
st	From:	I-64 West										-
Ramp from I-64 W Exit 177B to I-295 S (E)	Henrico County	0.60 <b>18000 G</b> 90%	1%	1%	1% 8%	0%	F	0.123	F		16000	
	To:	I-295 East										
-4	From:	I-64 West		1								
st Ramp from I-64 W Exit 178A to US 250	Henrico County	0.16 <b>11000 G</b> 99%	0%	0%	0% 0%	0%	F	0.114	F		12000	
11amp 110m 1-04 W Exit 170A to 03 230	To:		0 /6	0 /8	0 / 0 0 / 0	0 /6	'	0.114	'		12000	
		US 250 W, Broad St										
st	From:	I-64 West					_		_			
Ramp from I-64 W Exit 178B to US 250	Henrico County	0.14 <b>4000 G</b> 99%	0%	1%	0% 0%	0%	F	0.182	F		4200	
<u>′</u>	To:	US 250 E, Broad St										L
st	From:	I-64 West										ī
Ramp	Henrico County	0.23 <b>7500 G</b>						0.118	F		8000	
	To:	43-7514 S, Gaskins Rd										
st	From:	I-64 West										
Ramp	Henrico County	0.46 <b>7200 G</b>						0.130	F		7600	
)	To:	43-7514 N, Gaskins Rd						0.700			, 000	
Ramp	From:	I-64 West						0.400	_		0000	
натр	Henrico County	0.16 <b>3600 G</b>						0.103	F		3900	
	To:	43-7518 S, Parham Rd										_
st Ramp	From:	I-64 West										
Pomp	Henrico County	0.39 <b>5000 G</b>						0.098	F		5400	
1) hallip	ricinioo oodinty	0.00										

276

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

Route	Jurisdiction	Length AADT Q	A 4Tire Bus	Truck	K QC Facts	QK	Dir Factor	AAWDT	QW
West	From:	I-64 West		2Axle 3+Axle 1Trail	2Trail Facto	r	Factor		
64 Ramp	Henrico County	0.19 6000 0			0.108	3 F		6400	G
West	From:	43-7536 S, Glenside E I-64 West	)r						
Ramp	Henrico County	0.17 <b>2900 G</b>			0.13	3 F		3100	G
	To:	US 250 E, Broad St							
West 64 Ramp	Henrico County	I-64 West 0.32 <b>7800 6</b>	<u> </u>		0.09	7 F		8300	G
	To:	US 250 W, Broad St							
West (64) Ramp	Henrico County	I-64 West 0.16 <b>21000 6</b>	<u> </u>		0.088	3 F	0.57	21000	G
$\vee$	To	I-64 West Exit 185B Ramp to U		<u> </u>					
West (64) Ramp	Henrico County	0.10 <b>10000 G</b>			0.09	F		10000	G
	To:	US 33 W, Staples Mill							
West (64) Ramp	Henrico County	I-64 West Exit 185A Ra 0.36 11000 0			0.018	3 A		11000	G
(64) (64)	To:	I-64 East Exit 185B Rai							
West	City of Richmond (Maint: 43)	I-64 West 0.11 <b>3700 6</b>			0.092	2 F		3900	G
Ramp	To:	I-195 South	7		0.092	4 F		3900	G
West	From:	I-64 West						05000	
64 Ramp	City of Richmond (Maint: 43)	0.26 <b>24000</b> G			0.08	7 F		25000	G
West	City of Richmond (Maint: 43)	I-64 West			0.000	) A		19000	Α
64 Ramp	City of Alcrimona (Maint. 43)	0.23 <b>18000 A</b> Ramp from 7th Street			0.090	) А		19000	А
West (64) Ramp	City of Richmond (Maint: 43)	0.09 <b>21000</b> A			0.099	) A		22000	Α
(64) (18.11)	To:	I-95 South	`						
West	Henrico County	I-64 West 0.17 <b>3700 6</b>			0.102	2 F		3900	
64 Ramp	To:	0.17 <b>3700</b> US 360 Mechanicsville T			0.102	2 F		3900	G
West	From:	I-64 West							
64 Ramp	Henrico County	0.16 <b>1100</b> G			0.083	3 F		1200	G
West	From:	I-64 West							
64 Ramp	Henrico County	0.12 <b>540 6</b>			0.099	) F		580	G
West	From:	SR 33 E, Nine Mile R I-64 West	a						
(64) Ramp	Henrico County	0.24 <b>2100 G</b>			0.083	3 F		2300	G
	To:	43-7555 Laburnum Av	re						

277

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

		Timary and interstate fleates			Tru	ck			K		Dir	
Route	Jurisdiction	Length AADT QA 4Tire	Bus		3+Axle			QC	Factor	$\cap$ k	ctor AAWDT	QW
West	From:	I-64 West								_		
Ramp from I-64 W Exit 197A to SR 156 S	Henrico County	0.19 <b>2000 G</b> 94%	1%	1%	1%	3%	0%	F	0.103	F	2100	G
	10:	SR 156 S, Airport Dr										
West	From:	I-64 West						_		_		_
Ramp from I-64 W Exit 197B to SR 156 N	Henrico County	0.26 <b>550 G</b> 92%	1%	1%	2%	3%	0%	F	0.119	F	580	G
<u> </u>	To:	SR 156 N, Airport Dr										
West	From:	I-64 West Collector Rd										
Ramp	Henrico County	0.19 <b>3400 G</b> 84%	1%	1%	0%	13%	0%	С	0.107	F	3600	G
$\smile$	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	0.49 <b>11000 G</b> 83%	1%	1%	1%	15%	0%	С	0.09	F	12000	G
$\smile$	To:	I-295 North Collector Rd										
West	From:	I-64 West										
(64) Collector Road	Henrico County	0.41 <b>15000 G</b> 82%	1%	1%	1%	15%	0%	С	0.084	F	15000	G
$\smile$	To:	I-64 West Exit 200B Ramp										
West Collector Bood	Hanria County	·							0.004	_	0000	_
64 Collector Road	Henrico County	0.26 <b>3600 G</b>							0.084	F	3600	G
West	To- From:	I-295 North Exit 28D Ramp										
(64) Collector Road	Henrico County	0.27 <b>7500 G</b>							0.084	F	7500	G
04)	T-											
West	From:	I-64 West Exit 200A Ramp										
(64) Collector Road	Henrico County	0.19 <b>3900 G</b>							0.084	F	3900	G
$\vee$	To:	I-295 South Exit 28D Ramp										
West Callactor Board	Hanria County	·							0.004	_	4000	_
64 Collector Road	Henrico County	0.33 <b>4200 G</b>							0.084	F	4200	G
	10.	I-64 West										
West	From:	I-64 West			4-7		0-1	_		_		_
Ramp	New Kent County	0.24 <b>1300 G</b> 79%	2%	2%	4%	14%	0%	С	0.097	F	2000	G
<u> </u>	10:	SR 249 New Kent Hwy										
West	From:	I-64 West										
(64) Ramp	New Kent County	0.19 <b>1900 G</b>							0.095	F	4400	G
$\smile$	To:	SR 106 Emmaus Church Rd										
West	From:	I-64 West to Rest Area										
(64) New Kent Rest Area	New Kent County	0.14 <b>1900 A</b> 90%	1%	1%	1%	8%	0%	F	0.191	Α	1600	Α
	To:	Enter Rest Area Parking Lot										
West	Now Kont County	Exit Rest Area Parking Lot	10/	10/	10/	00/	00/	NI	0.101	۸	1600	NI
New Kent Rest Area	New Kent County	0.11 <b>1900 N</b> 90%	1%	1%	1%	8%	0%	N	0.191	Α	1600	N
	10.	I-64 West from Rest Area										
West	From:	I-64 West							0.440	_	4 400	_
Ramp	New Kent County	0.22 <b>940 G</b>							0.143	F	1400	G
~	To:	SR 155 Courthouse Rd										

278

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

		Timary and interstate riodi	.03					
Route	Jurisdiction	Length AADT QA	4Tire Rus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK	Dir AAWDT Factor	QW
West	From	I-64 West						
64 Ramp	New Kent County	0.24 <b>780 G</b> SR 33 E, Eltham Rd		$\neg$	0.119	F	2100	G
West 64 Ramp	From	I-64 West				_		
64 Ramp	James City County ™	0.29 <b>4400 G</b> I-64 West Exit 227B to SR 30 We	est	$\neg$	0.135	F	4300	G
West 64 Ramp	From:	I-64 West						
64 Ramp	James City County ™	0.21 <b>3600 G</b> SR 30 W, Croaker Rd		$\neg$	0.123	F	3500	G
West	From:	I-64 West						
64 Ramp	James City County ™	0.31 <b>1000 G</b> SR 30 E, Croaker Rd			0.11	F	980	G
West	From:	I-64 West						
64 Ramp	York County	0.20 <b>4700 G</b> 99-646 W, Newman Rd			0.118	F	4600	G
West 64 Ramp	From	I-64 West						
64 Ramp	York County	<b>770 G</b> 99-646 E, Newman Rd		$\neg$	0.122	F	760	G
West 64 Ramp	Fron:	I-64 West						
64 Ramp	York County	0.16 <b>5300 G</b> I-64 West Exit 238B to SR 143 So	uth		0.093	F	5200	G
West 64 Ramp	From:	I-64 West			0.400	_	0400	
(64) Hamp	York County	0.22 <b>9300 G</b> SR 199 West			0.109	F	9100	G
West	Pron:	I-64 West			0.01		0000	
64 Ramp	York County	0.39 <b>3000 G</b> SR 199 East			0.21	F	2900	G
West	Fron: York County	I-64 West			0.115		0000	
64 Ramp	York County	0.82 <b>2900 G</b> I-64 East Exit 243A			0.115	F	2900	G
West	Fron: York County	I-64 West			0.100		4000	
Ramp	York County	0.27 <b>3800 G</b> I-64 East Exit 243B to SR 143 No	rth		0.163	Г	4000	G
West 64 Ramp	City of Newport News (Maint: 9	I-64 West 99) 0.14 <b>2800 G</b>			0.121		3000	G
	City of Newport News (Maint. s	99) 0.14 <b>2800 G</b> SR 238 Yorktown Rd			0.121	Г	3000	G
West 64 Ramp	City of Newport News (Maint: 9	I-64 West 99) <b>8200 G</b>			0.111		8700	G
<u> </u>	Oity of Newport News (Maint: S	99) <b>8200 G</b> SR 105 W, Ft Eustis Blvd			0.111	Г	6700	G
West 64 Ramp	City of Nowport Nova (Moints	I-64 West			0.110	Е	4000	
64 namp	City of Newport News (Maint: 9	99) 0.21 <b>4500 G</b> SR 143 Jefferson Ave			0.118	Г	4800	G
6/10/2021		279						
		Liv						

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

Route	Jurisdiction	Length AADT QA 4Tire	Pue	Truck	QC _ K	QK Dir	AAWDT	OW/
West	Front	I-64 West Collector Rd	2A>	de 3+Axle 1Trail 2Trail	Factor	Factor	AAWDI	QVV
64 Ramp	City of Newport News (Maint: 99)	0.12 <b>2400 G</b> SR 143 S, Jefferson Ave			0.125	F	2500	G
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West Collector Rd  0.33 15000 G  SR 143 N, Jefferson Ave			0.082	F	16000	G
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.21 <b>17000 G</b>			0.084	F	18000	G
West Collector Rd	City of Newport News (Maint: 99)	4 West Exit 255B to SR 143 N, Jefferson A 0.07 <b>2500 G</b>	/e		0.123	F	2600	G
West 64 Collector Rd	City of Newport News (Maint: 99)	Ramp from SR 143 North 0.17 <b>7500 G</b>			0.098	F	8000	G
West 64 Collector Rd	City of Newport News (Maint: 99)	0.08 5100 G	ve		0.088	F	5400	G
West 64 Ramp	City of Newport News (Maint: 99)	Ramp from SR 143 S, Jefferson Ave  0.34 <b>7800 G</b> I-64 West			0.086	F	7800	G
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.30 <b>6900 G</b> SR 171 W, Victory Blvd			0.11	F	7300	G
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.39 <b>4000 G</b> SR 171 E, Victory Blvd			0.138	F	4300	G
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West  11000 G  US 17 S, J Clyde Morris Blvd			0.102	F	11000	G
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.30 <b>6500 G</b> US 17 N, J Clyde Morris Blvd			0.110	F	6900	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West 0.28 <b>5200 G</b> 114-7026 W, Hampton Rds Ctr Pkwy			0.110	F	5500	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West 0.23 <b>5800 G</b> US 258 W, Mercury Blvd			0.084	F	6200	G
West (64) Ramp	City of Hampton (Maint: 99)	I-64 West  0.17 <b>5700 G</b> US 258 E, Mercury Blvd			0.089	F	6000	G

280

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

		Filliary and interstate hout	ies					
Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Tra	OC .	QK Dir Factor	AAWDT	QW
Vest 64 Ramp	City of Hampton (Maint: 99)	I-64 West 0.46 <b>12000 G</b> I-664 East			0.128	F	13000	G
Vest 64) Ramp	From City of Hampton (Maint: 99)	I-64 West <b>890 G</b>			0.091	F	940	G
Vest 64) Ramp	From: S City of Hampton (Maint: 99)	SR 134 Armistead Ave, SR 167 Lasal  I-64 West  0.19 <b>2800 G</b>	le Ave		0.086	F	3000	G
Vest	To From	SR 134 Armistead Ave			0.000	'		
Ramp	City of Hampton (Maint: 99)	SR 143 County St	95% 1%	1% 1% 3% 0%	% F 0.094	F	4600	G
Vest Ramp	City of Hampton (Maint: 99)	I-64 West  0.15 <b>2400 G</b> 114-7057 Mallory St			0.119	F	2500	G
Vest 64 Ramp	City of Norfolk (Maint: 64)	I-64 West  0.03 <b>390 G</b> US 60 Ocean View Ave			0.132	F	410	G
Vest 64 Ramp	City of Norfolk (Maint: 64)	I-64 West  0.18 <b>1800 G</b> US 60 4th View St			0.106	F	1900	G
Vest 64 Ramp	City of Norfolk (Maint: 64)	I-64 West  0.15 <b>3400 G</b> Bay Ave			0.205	F	3700	G
Vest 64 Ramp	City of Norfolk (Maint: 64)	I-64 West  0.11 <b>4500 G</b> US 460 E, Granby St			0.120	F	4800	G
Vest 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 <b>4000 F</b>			0.081	F	4200	F
Vest Ramp	From: City of Norfolk (Maint: 64)	SR 165 Little Creek Rd  I-64 West  0.11			0.098	F	4800	G
Vest 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.21 4000 G SR 168 N, Tidewater Dr			0.111	F	4300	G
Vest Ramp	City of Norfolk (Maint: 64)	I-64 West 0.25 <b>8300 G</b> SR 194 N, Chesapeake Blvd			0.105	F	8900	G
Vest Ramp	City of Norfolk (Maint: 64)	I-64 West	98% 0%	1% 0% 0% 0%	% C 0.1	F	3900	G
		, 1.01.12 1170						

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

Route	Jurisdiction		Length AADT	QA	4Tire	Bus		Trι e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	G
est	From:	Sat. C4)	I-64 West		000/	0%								- actor	2000	
Ramp	City of Norfolk (Mair	int: 64)	0.13 <b>3600</b> SR 247 E, Norvie	<b>G</b> w Ave	99%	0%	0%	0%	0%	0%	С	0.092	F		3900	(
st 4) Ramp	City of Norfolk (Mair	int: 64)	I-64 West 0.20 <b>8600</b>	G								0.094	F		9200	(
, ) riamp	To:	mt. 0+)	Robin Hood I									0.004			0200	
st Ramp	From:	int: 64)	I-64 West 0.11 <b>23000</b>	G								0.1	F		24000	
)	To:		I-64 West Exit 2													
t Ramp	Fron: City of Norfolk (Mair	int: 64)	0.09 <b>3500</b>	F								0.18	F		3700	
,	To:	,	I-64 Reversib	le												
Ramp	City of Norfolk (Mair	int: 64)	I-64 West 0.13 <b>7200</b>	F								0.091	F		7600	
	To:		I-264 West Collec	tor Rd			1									
st Ramp	City of Norfolk (Mair	int: 64)	I-64 West 0.23 <b>21000</b>	F								0.077	F		22000	
<u>′</u>	To:		I-264 East Collec	tor Rd												
st Ramp	City of Norfolk (Mair	int: 64)	I-64 West 0.12 <b>4600</b>	F	100%	0%	0%	0%	0%	0%	F	0.175	F		4800	
/	To:		I-64 Reversib	le												
st Ramp	City of Virginia Beach (I	(Maint: 64)	0.22 <b>5100</b>	G								0.120	F		5400	
st	To:		134-7 W, Indian R I-64 West	iver Rd												
Ramp	City of Virginia Beach (	(Maint: 64)	0.20 <b>11000</b>	G								0.091	F		12000	
ıt	From:		134-7 E, Indian Ri													
Ramp	City of Chesapeake (M		0.28 <b>5600</b>	G	95%	1%	1%	1%	2%	0%	С	0.114	F		5900	
st	To: From:		131-8665 W, Greenb		У											
Ramp	City of Chesapeake (M	Maint: 64)	0.25 <b>10000</b> 131-8665 E, Greenbr	G								0.088	F		11000	
st	From:		I-64 West	iei PKW	y											
Collector Rd	City of Chesapeake (N		0.66 <b>16000</b>	F								0.088	F		17000	
ct Collector Rd	Tae From: City of Chesapeake (M		Exit 289B Ramp to C		ır Pkwy Ea	ıst						0.11	F		7400	
	Oily of Offesapeake (IV		0.10 <b>7000</b> Ramp from Greenbrian	G Pkwy E	last							0.11			7400	
st Collector Rd	City of Chesapeake (M		0.23 <b>11000</b>	G								0.087	F	0.773	12000	
	To:		Exit 289A Ramp to G		r Pkwy W	est										

282

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

Route	Jurisdiction	า	Length	AADT	QA	4Tire	Bus		Tri e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
est Collector Pd	City of Chesapeake		Vest Exit 289A 1	Ramp to Gr <b>5700</b>		Pkwy We	est						0.101	F	0.826	6100	G
Collector Rd	Oity of Offesapeake	(Mairit. 64)			G								0.101	Г	0.020	6100	G
est Del	From:	(Mainte 0.4)	Ramp from 0			est							0.005	_		47000	
Collector Rd	City of Chesapeake	(Maint: 64)		16000 I-64 West	F								0.095	F		17000	F
est	From:			est Collecte	or Rd			l									
(168) Ramp	City of Chesapeake	(Maint: 64)	0.18	3600	G	86%	1%	1%	2%	9%	1%	С	0.078	F		3900	G
	To:			us SR 168 N													
est (4) Ramp From I-64 W to SR 168 S	City of Chesapeake	(Maint: 64)	0.30	est Collecte 8100	or Rd G	97%	0%	1%	0%	1%	0%	С	0.098	F		8700	G
ン '	To:	,	Bus SR 16	68 Battlefiel													
est	From:	(1.1		I-64 West										_			
4 168 I-64 W Exit 290	City of Chesapeake	(Maint: 64)	I-64 V	14000 West Exit 29	<b>G</b> 90 B								0.079	F		14000	(
est	From:		I-64	W Exit 290	0 B												
4 168 I-64 W Exit 290	City of Chesapeake		0.10	6600	F								0.086	F		6900	١
est	To- From:		Ramp From Bus			Blvd S											
4 168 I-64 W Exit 290	City of Chesapeake	(Maint: 64)	0.20	11000	G								0.079	F	0.673	11000	(
est	To: From:		I-64	W Exit 290	0 S												
4 I-64 W Exit 290	City of Chesapeake	(Maint: 64)	0.12	7000	G								0.085	F	0.536	7400	(
est	To: From:	I	Ramp From Bus	SR 168 Ba	ttlefield	Blvd N		}									
I-64 W Exit 290	City of Chesapeake	(Maint: 64)	0.35	16000	G								0.082	F		17000	(
est	To: From:		Ramp t	o I-64 E Ex	xit 289												
1-64 W Exit 290	City of Chesapeake	(Maint: 64)		10000	F								0.083	F		11000	
	To:			I-64 West													
est 4 Ramp	City of Chesapeake	(Maint: 64)	I-64 West I 0.26	Exit 291 Co <b>3800</b>	ollector F <b>G</b>	97%	0%	1%	1%	1%	0%	F	0.106	F		4000	(
7	To:	( ,		464; US 17													
est	From:			I-64 West													
Ramp	City of Chesapeake	(Maint: 64)	Ramp f	<b>7900</b> From US 17	North								0.098	F		8400	(
est	From:		US 17-N017A	FROM RT		RTH											
Ramp	City of Chesapeake	,	0.05	NA DT (4 WE	CT 0 17	NODTH							NA			NA	
act	From:	181	R 168-P FROM	I-64 West	1 × 1 × 1	NOKIH											
est 4) I-64 West Collector Rd	L City of Chesapeake	(Maint: 64)		NA									NA			NA	
<u> </u>	To- From		Ramp to SR 16	8 Oak Groo	ove Con	nector											
est (4) I-64 West Collector Rd	City of Chesapeake	(Maint: 64)		9100	F								0.097	F		9600	ı
)	To:		Ramp	from I-464	South												
0/2021				283													

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

			rimary and	microtati	- 1100				Tru	ıok			K		Dir		
Route	Jurisdiction	l	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q
st	From:		Ramp fr	om I-464 So	outh			ZAXIC	OTAXIC	TTTAII	ZIIdii		1 actor		1 actor		
I-64 West Collector Rd	City of Chesapeake (I	Maint: 64)	0.15	NA	Juli								NA			NA	
	To	,	D.	. Y 464 NY	4												
est	From:		Ramp t	to I-464 No	rtn												
I-64 West Collector Rd	City of Chesapeake (I	Maint: 64)		NA									NA			NA	
est	To: From:		Ramp fro	om US 17 N	lorth												
I-64 West Collector Rd	City of Chesapeake (I	Maint: 64)		NA									NA			NA	
9	To:	,	Ram	p to SR 168	3												
st	From:		Ţ-	-64 West													
Ramp	City of Chesapeake (I	Maint: 64)		2200	G								0.090	F		2300	
	То:	,	SR 190 G	reat Bridge	Blvd												
st	From:		I-	-64 West													
Ramp	City of Chesapeake (I	Maint: 64)		5200	G	97%	0%	1%	1%	1%	0%	F	0.102	F		5500	
.)	To:			US 17													
st	From:		I-	-64 West													
Ramp	City of Chesapeake (I	Maint: 64)	0.23	4400	G								0.076	F		4700	
	To:		US 13 M	Iilitary High	way												
	From:			US 58													
	Scott County	у	0.04	1200	G	95%	3%	2%	0%	0%	0%	С	0.109	F	0.566	1100	
	Too		WCI	L Clinchport													
5)	Town of Clinchport (N	Maint: 84)		1200	N	95%	3%	2%	0%	0%	0%	Ν	0.109	F	0.566	1100	
	To:		ECI	_ Clinchport													
	Scott County	v		1200	N	95%	3%	2%	0%	0%	0%	Ν	0.109	F	0.566	1100	
	To:	,		84-649													
	From:			ye Cove Me	m Ctr												
Clinch River Hwy	Scott County	У	2.28	400	G	96%	1%	1%	1%	1%	0%	С	0.099	F	0.531	390	
,	To: From:		84-645	5 Manville F	Rd			$\Box$ $\vdash$									
Clinch River Hwy	Scott County	у	8.03	240	G	95%	2%	2%	0%	0%	0%	С	0.115	F	0.556	240	
	To		SR 72 Veter	rans Memor	ial Hwy	V											
5) (72)	Scott County	.y		1200	G	97%	1%	2%	1%	1%	0%	С	0.103	F	0.542	1200	
	To		WCI	_ Dungannoi													
5) (72)	Town of Dungannon (	(Maint: 84)		. 1200	N N	97%	1%	2%	1%	1%	0%	N	0.103	F	0.542	1200	
5) (12)	- F	, ividiniti 0 1)				07 70	1 /0		170	1 70	0 70	.,	0.100	•	0.012	1200	
Veterans Memorial Hwy	Town of Dungannon (	(Maint: 94)		9 Jefferson 1600	St <b>G</b>	97%	0%	2%	0%	1%	0%	С	0.088	F	0.571	1600	
(72) Veterans Memorial Hwy	Town of Dungamion (	(Mairit. 04)	SR 72 E, Ha			9170	U 7/0	270	076	170	0%	C	0.000	Г	0.571	1000	
	From:			Vetrans Mer													
Sinking Creek Hwy	Town of Dungannon (	(Maint: 84)		1200	G	96%	1%	2%	0%	1%	0%	С	0.103	F	0.570	1200	
	To:		FCI	Dungannon	1												
3	From: L Scott County	V		1200	N	96%	1%	2%	0%	1%	0%	N	0.103	F	0.570	1200	
5)	To:	,		Long Hollow		/ -	. , •		3,0	. , •	- / -						

284

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

Route	Jurisdiction		AADT			Bus		Tru	ıck		00	K	OK	Dir	AAWDT	
noute	Julisuiction	- 9-			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
Sinking Creek Hwy	Front L Scott Coun		Long Holle 480	ow Rd <b>G</b>	96%	1%	2%	1%	0%	0%	С	0.107	F	0.509	480	(
S) Giriking Greek riwy	To:	,	sell County		0070	1 /0		170	0 /0	070	J	0.107	•	0.000	400	
	From:		ott County L													П
Mew Rd	Russell Cou	nty 2.83	590	G	97%	1%	1%	0%	1%	0%	С	0.097	F	0.541	610	
	To- From:		CL Castlewo													-
5)	Russell Cou ™	,	590	N	97%	1%	1%	0%	1%	0%	N	0.097	F	0.541	610	
	Front		LT Banners													
Ramp	Fairfax Cour	I-66-E060A I- ntv 0.26	-66-W060A <b>NA</b>	FROM	RT 6							NA			NA	
Ramp	To:	SR 123 FROM		AST & V	VEST							INA			INA	
†	From:		I-81 North													Ξ
t ) I-66 E Ramp	Warren Cou		7800	G	82%	1%	1%	1%	15%	1%	F	0.071	F		7200	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	16000	G	81%	1%	1%	1%	15%	1%	F	0.071	F	0.619	15000	
	To:	Ramp	from I-81 S	South												
t )	Warren Cou	nty 6.36	I-81 <b>15000</b>	Α	82%	1%	1%	1%	15%	1%	F	0.117	Α		15000	
	Combined Traffic Estimates for 2 Parallel I	,		A	81%	1%	1%	1%	15%	1%	F	0.106	Α	0.587	30000	
	та		S 522 Wind					. , 0	.070	. , 0	•	000		0.007		
t 2	From:					40/		40/	450/	40/		0.405			4 4000	
st D	Warren Cou	,	14000	A	82%	1% 1%	1%	1% 1%	15%	1% 1%	C F	0.125	A	0.004	14000	
	Combined Traffic Estimates for 2 Parallel I	Hoadways on this Houte:		F	77%	1%	1%	1%	19%	1%	г	0.104	Α	0.604	28000	
	To: From:		SR 79													Т
t )	Warren Coul	•	17000	Α	82%	1%	1%	1%	15%	1%	F	0.125	Α		17000	
	Combined Traffic Estimates for 2 Parallel I	•		Α	81%	1%	1%	1%	15%	1%	F	0.099	Α	0.646	33000	
t	10: From:		uier County ren County													-
st	Fauquier Cou		17000	Α	82%	1%	1%	1%	15%	1%	F	0.125	Α		17000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	34000	Α	81%	1%	1%	1%	15%	1%	F	0.099	Α	0.646	33000	
	To	30-688	Leeds Mar	nor Rd												
st 5	Fauguier Cou	unty 5.21	18000	Α	82%	1%	1%	1%	15%	1%	F	0.126	Α		18000	
	Combined Traffic Estimates for 2 Parallel I	•		A	82%	1%	1%	1%	15%	1%	F	0.109	Α	0.638	35000	
	To	30-731 Cobbler Mtn I	Rd; SR 55, 1		Vinchester											
t	From:		R 55 Winch			00/	10/	10/	70/	00/	_	0.105	۸		01000	
17 (55)	Fauquier Cou	•	22000	Α .	90%	0% 1%	1% 1%	1%	7% 7%	0% 0%	F F	0.125	A A	0.632	21000 43000	
	Combined Traffic Estimates for 2 Parallel I			Α	90%	170	170	1%	170	U%		0.109	А	0.032	43000	
t	To: From	Bus US 17, SR	55; 30-721	Free St	ate Rd											f
5) (17)	Fauquier Cou	,	23000	Α	90%	0%	1%	1%	7%	0%	F	0.124	Α		22000	
	Combined Traffic Estimates for 2 Parallel I	•		Α	90%	1%	1%	1%	7%	0%	F	0.11	Α	0.604	44000	
	10:	US 17, Bus	US 17 Win	nchester	Rd											-

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	US 17, Bus	SUS 17 Wi	nchester				OTTIAL		ZIIGII		1 40101		1 40101		
East 66	Fauquier Co	•	18000	Α	90%	0%	1%	1%	7%	0%	С	0.131	Α		18000	Α
V	Combined Traffic Estimates for 2 Parallel	<u> </u>		Α	90%	1%	1%	1%	7%	0%	С	0.109	Α	0.577	36000	Α
East	To: From:	SR 24	45 Old Tave	ern Rd												
East 66	Fauquier Co	•	19000	Α	90%	0%	1%	1%	7%	0%	F	0.132	Α		19000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	•		Α	90%	1%	1%	1%	7%	0%	F	0.110	Α	0.625	37000	Α
East	Prom:		Villiam Cou uier County		2											
East 66	Prince William	County 3.61	19000	Α	90%	0%	1%	1%	7%	0%	F	0.132	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	90%	1%	1%	1%	7%	0%	F	0.110	Α	0.625	37000	Α
act	To: From:		US 15													
East 66	Prince William	County 0.19	31000	G	90%	0%	1%	1%	7%	0%	F	0.254	Α		31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	90%	1%	1%	1%	7%	0%	F	0.087	Α	0.645	71000	G
- aat	To: From:	W	CL Haymar	ket												
east 66	Town of Haymarket	(Maint: 76) 0.84	31000	G	90%	0%	1%	1%	7%	0%	F	0.254	Α		31000	G
	Combined Traffic Estimates for 2 Parallel	,	61000	G	90%	1%	1%	1%	7%	0%	F	0.087	Α	0.645	71000	G
	Too	EG	CL Haymar	ket			<u> </u>									
ast 66	Prince William		31000	G	90%	0%	1%	1%	7%	0%	F	0.254	Α		31000	G
00)	Combined Traffic Estimates for 2 Parallel	•		G	90%	1%	1%	1%	7%	0%	F	0.087	Α	0.645	71000	G
	Tax	US	29 Gainesv	ville												
East 66	Prince William (		53000	G	90%	0%	1%	1%	7%	0%	F	0.102	Α		54000	G
66)	Combined Traffic Estimates for 2 Parallel	•			90%	1%	1%	1%	7%	0%	F	0.083	Α	0.642	109000	G
	To:		SR 234			.,,		. , 0	. , ,	0,0		0.000		0.0.2		Ŭ.
East	Prince William	County 2.08			000/	0%	10/	1%	70/	00/	_	0.000	F		E4000	_
66 234	Prince William ( Combined Traffic Estimates for 2 Parallel	•	56000	G G	90% 90%	1%	1% 1%	1%	7% 7%	0% 0%	F	0.093	F	0.64	54000 110000	G G
	To	•			30 /0	1 /0	1 70	1 /0	1 /0	0 70		0.070	•	0.04	110000	G
East 66	From		234; Bus SR					4.57		221	_	2 22 4	_			
66	Prince William		74000	G	90%	0%	1%	1%	7%	0%	F	0.091	F	0.054	72000	G
	Combined Traffic Estimates for 2 Parallel		fax County		90%	0%	1%	1%	7%	0%	г	0.069	Г	0.651	127000	G
East	From	Prince V	Villiam Cou		2											
East 66	Fairfax Cou	,	74000	G	90%	0%	1%	1%	7%	0%	F	0.091	F		72000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	126000	G	90%	0%	1%	1%	7%	0%	F	0.069	F	0.651	127000	G
East	Too From:	US 29	Near Cent	reville												
East 66	Fairfax Cou	•	51000	G	95%	1%	1%	1%	2%	0%	F	0.092	F		54000	G
	Combined Traffic Estimates for 2 Parallel	•		G	97%	1%	1%	0%	1%	0%	F	0.067	F	0.643	107000	G
	To-	Sl	R 28 Sully I	Rd												

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:		R 28 Sully R				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
East 66	Fairfax Count		66000	F	95%	1%	1%	1%	2%	0%	F	0.075	F		70000	F
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	128000	G	97%	1%	1%	0%	1%	0%	F	0.067	F	0.623	135000	G
East	To: From:	29-7100 Fa	airfax Count	y Parkw	ay											
East 66	Fairfax Count	,	49000	G	95%	1%	1%	1%	2%	0%	F	0.085	F		51000	G
$\smile$	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	95000	G	97%	1%	1%	0%	1%	0%	F	0.061	F	0.6	100000	G
East	To From		US 50													
East 66	Fairfax Count		70000	G	95%	1%	1%	1%	2%	0%	F	0.074	F		74000	G
$\smile$	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	140000	G	97%	1%	1%	0%	1%	0%	F	0.063	F	0.504	148000	G
East	To: From	SR 12	3 Chain Brid	ige Rd												
East 66	Fairfax Count	•	71000	G	96%	1%	1%	1%	2%	0%	C	0.083	В		74000	G
Ü	Combined Traffic Estimates for 2 Parallel R			G	97%	1%	0%	0%	1%	0%	F	0.07	В	0.555	144000	G
East 66	To: From:		243 Nutley													
66	Fairfax Count	•	62000	G	95%	1%	1%	1%	2%	0%	F	0.073	F	0.547	65000	G
	Combined Traffic Estimates for 2 Parallel R	•		G	97%	1%	1%	0%	1%	0%	F	0.066	F	0.517	134000	G
East 66	Ton: Fron:		WCL Vienna								_		_			
66	Town of Vienna (Ma	,	62000	G	95% 97%	1% 1%	1%	1%	2%	0%	F	0.073	F F	0.517	65000	G G
	Combined Traffic Estimates for 2 Parallel R			G	97%	170	1%	0%	1%	0%	Г	0.066	Г	0.517	134000	G
East 66	From		ECL Vienna		050/	40/		40/	00/	00/	_	0.070			05000	
(66)	Fairfax Count Combined Traffic Estimates for 2 Parallel R	•	62000	G G	95% 97%	1% 1%	1% 1%	1% 0%	2% 1%	0% 0%	F	0.073 0.066	F F	0.517	65000 134000	G G
	Tallet Trailet Estimates for 2 Farance Fro	-	Capital Bel		31 /6	1 /0	1 /0	0 76	1 /0	0 76	'	0.000	'	0.517	134000	а
East 66	_{From} ∟ Fairfax Count		20000	G	99%	1%	0%	0%	0%	0%	_	0.082	F		22000	G
(66)	Combined Traffic Estimates for 2 Parallel R			G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.553	44000	G
	то	<u> </u>	7 Leesburg 1			.,,					•	0.000	•	0.000		<u> </u>
East 66	Fairfax Count		20000	G	99%	1%	0%	0%	0%	0%	F	0.084	F		21000	G
(66)	Combined Traffic Estimates for 2 Parallel R	•		G	99%	1%	0%	0%	0%	0%	F	0.069	F	0.566	43000	G
	To	-	Dulles Acc													
East 66	Fairfax Count		36000	G	99%	1%	0%	0%	0%	0%	F	0.068	F		39000	G
00	Combined Traffic Estimates for 2 Parallel R	•		G	99%	1%	0%	0%	0%	0%	F	0.063	F	0.515	80000	G
	Tor	Arlin	gton County													
East 66	Arlington Cour		fax County 1 36000	Line <b>G</b>	99%	1%	0%	0%	0%	0%	F	0.068	F		39000	G
00)	Combined Traffic Estimates for 2 Parallel R	•		G	99%	1%	0%	0%	0%	0%	F	0.063	F	0.515	80000	G
	To	•	estmoreland	St												

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

		T Timal y al	iu intersta	ilo i ioi	1103			Tru	ol.			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Fast	From:	We	estmoreland	St			ZAXIC	JTAXIC	TITALI	ZIIali		1 actor		i actor		
East 66	Arlington Cou		35000	G	99%	1%	0%	0%	0%	0%	F	0.069	F		38000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	85000	G	99%	1%	0%	0%	0%	0%	F	0.065	F	0.524	89000	G
	Tar		Sycamore St													
66)	Arlington Cou	•	•	G	99%	1%	0%	0%	0%	0%	F	0.062	F		34000	G
(66)	Combined Traffic Estimates for 2 Parallel			G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.548	90000	G
	Combined Trainic Estimates for 21 araner				33 /6	1 /0	0 /6	0 /6	0 /6	0 /6	•	0.005		0.540	30000	ч
East 66	From:	•	237 Fairfax D													
(66)	Arlington Cou		25000	G	99%	1%	0%	0%	0%	0%	F	0.068	F		26000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.519	68000	G
East	To: From:	SR	120 Glebe I	Rd												
66 East	Arlington Co.	unty 0.97	30000	Α	99%	1%	0%	0%	0%	0%	С	0.117	Α		30000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	В	99%	1%	0%	0%	0%	0%	С	0.070	В	0.53	58000	В
	To:	US 29 I	ee Hwy Che	errydale			_									
66 East	Arlington Cou	unty 1.05	26000	G	99%	1%	0%	0%	0%	0%	F	0.067	F		28000	G
(00)	Combined Traffic Estimates for 2 Parallel	,		G	99%	1%	0%	0%	0%	0%	F	0.063	F	0.535	69000	G
	Tol				0070	1 /0		0,0	0 70	0,0	•	0.000	·	0.000	00000	ŭ
East 66	From:		29 Near 20th								_		_			
66	Arlington Cou	•	22000	G	99%	1%	0%	0%	0%	0%	F -	0.067	F		23000	G
Ŭ	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.537	58000	G
East	To: From:	Ly	nn St Rossly	yn												_
66 East	Arlington Cou	unty 0.50	29000	G	99%	1%	0%	0%	0%	0%	F	0.07	F		31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.539	76000	G
	To:	DC Line, Poton	nac River; Ro	oosevelt	Bridge											
East	From		I-66 East													
66 Ramp	Warren Cou		5000 East Exit 6B 1	G								0.089	F		5000	G
	Front	1-00 E		Kamp												
East (66) Ramp	Warren Cou	Intv 0.19	I-66 East 2100	G								0.127	F		2100	G
(66) Hamp	To:	,	Apple Mount									0.127	•		2100	u
East	From:		I-66 East													
East (66) Ramp	Fauquier Cou	unty 0.24	120	G								0.639	Α		70	G
	To:	30-688	8 Leeds Man	or Rd												
East	From:		I-66 East													
Ramp	Fauquier Cou		310	F								0.18	F		300	F
	To:	30-731 C	Cobbler Mou	ntain Ro	1											
East	Fron:	2.15	I-66 East									0.400			050	_
66 (55) Ramp	Fauquier Cou		660 55 Free State	F D4								0.123	F		650	F
-	10.	SR S	os Free State	Ku												

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

		Primary and interstate	Tioutes											
						Trι	ıck			K		Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		e 3+Axle			QC	Factor	QK	Dir Factor	AAWDT	Q١
act	From:	I-66 East				7 017100	· · · · · ·			1 40101		1 40101		
ast 66) Ramp	Fauquier County		<b>F</b> 98%	0%	1%	0%	0%	0%	C	0.113	۸		6200	F
66) Hamp	Tauquier County	0.000		0 /6	1 /0	0 /6	0 /6	0 /6	U	0.113	^		0200	'
	10.	US 17 Winchester R	ld											
ast	From:	I-66 East												
Ramp	Fauquier County	0.13 <b>460</b>	F							0.167	F		450	F
	To:	SR 245 Old Tavern F	Rd											
	From:													
ast 56 Ramp		I-66 East								0.400	_		0400	,
66) Ramp	Prince William County		G							0.102	Г		2100	(
	To:	US 15 James Madison	Hwy											
ast	From:	I-66 East CD Road	1											
ast 86 Ramp	Prince William County		G		•					0.671	Α		2400	(
,p	To:	US 29 S	<del>-</del>		_									
ast 66) Ramp	From:	I-66 East												
Ramp	Prince William County	0.23 <b>1700</b>	G							0.133	F		1700	(
	То:	US 29 Lee Highway	y											
act	From:	I-66 East												
ast 56 Ramp	Prince William County		G							0.118	F		9900	(
66) Hamp	Troil Troil									0.110	'		3300	`
	10.	SR 234 Prince William I	PKWY											
ast 66) (234) Ramp	From:	I-66 East												
(234) Ramp	Prince William County	0.20 <b>5800</b>	G							0.085	F		5800	(
	To:	I-66-E047B TO RT 23400-	NORTH											
aat	From:	I-66 East to Rest Are	200											
ast 66) Manassas Rest Area	Prince William County		F							0.117	F		750	ı
Manassas Hest Alea	Troil Troil									0.117	'		750	'
ant .	From:	Enter Rest Area Parking												
ast 66) Manassas Rest Area	Prince William County	Exit Rest Area Parking								0.117	_		750	1
66) Mariassas nest Area	Finice William County		N							0.117	Г		750	'
<u> </u>	10.	I-66 East from Rest A	rea											
ast	From:	I-66 East												
ast 66) Ramp	Fairfax County	0.24 <b>6500</b>	<b>F</b> 98%	0%	1%	1%	1%	0%	С	0.08	F		6900	F
	To:	US 29 Lee Highway												
	-													
ast 66 Ramp	From:	I-66 East Ramp Split to SR 28 N	North & South	1										
Ramp	Fairfax County	0.04 <b>NA</b>								NA			NA	
	To:	SR 28 N, Sully Rd	i											
ast	From:	I-66-E053A TO RT 29 NORTH	H & SOUTH											
ast 66 Ramp	Fairfax County	NA								NA			NA	
,	To:	SR 28 SR 28-S030A FROM &	70 PT 66											
ast 66 Ramp	From:	I-66 East Collector F	···											
Ramp	Fairfax County	0.30 <b>12000</b>	<b>F</b> 96%	1%	1%	1%	2%	0%	С	0.082	F		13000	
	To:	SR 286 S, Fairfax County	y Pkwy											
act	From:	I-66 East Collector F												
East 66 Ramp	Fairfax County			00/	00/	00/	10/	00/	C	0.000	E		9700	
	railiax Coully	U.23 <b>3200</b>	<b>F</b> 98%	0%	0%	0%	1%	070		0.082	Г		9700	
36) Hamp	To:	SR 286 N, Fairfax County												

289

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

		· ·····ary and microtate realise					
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir	AAWDT	. QV
ast	From:	I-66 East	ZAXIE STAXIE III ZII ZII ZII ZII ZII ZII ZII ZII Z	Factor	racioi		
Ramp	Fairfax County	0.22 <b>21000</b> F		0.074	F	22000	F
		I-66 East Exit 55A to SR 286 South	<b>—</b> ——				
ast Collector Dood	4 1 5 9 4 4			NA		NA	
Collector Road	Fairfax County	0.15 <b>NA</b>		INA		INA	
ast	Too From:	Ramp from SR 286 South					
Collector Road	Fairfax County	0.16 <b>NA</b>		NA		NA	
act	To: From:	I-66 East Exit 55B Ramp to SR 286 North					
ast 66) Collector Road	Fairfax County	0.12 <b>NA</b>		NA		NA	
	To- From:	Ramp from SR 286 North					
ast							
Ramp	Fairfax County	0.29 <b>NA</b>		NA		NA	
	From:	I-66 East					
Ramp	Fairfax County	I-66 East 0.36 11000 G		0.126	F	11000	(
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	To:	US 50 E, Lee Jackson Hwy	$\neg$	0.120	•	11000	
ast	From:	I-66 East	i				
Ramp	Fairfax County	0.24 <b>1700 G</b>		0.100	F	1700	(
9	To:	US 50 W, Lee Jackson Hwy					
ast	From:	I-66 East Collector Rd					
ast 6 Ramp	Fairfax County	0.33 <b>4200 G</b>		0.074	F	4200	(
	To:	I-66 West Exit 60A to SR 123 South					
ast 66 Ramp	From:	I-66 East Collector Rd			_		
Ramp	Fairfax County	0.24 <b>5300 G</b>		0.085	F	5300	(
	From:	SR 123 N, Chain Bridge Rd					
ast 66 Ramp		I-66 East 0.04 <b>13000 G</b>		0.097	_	13000	,
namp				0.097	1	13000	,
ast	Too From:	I-66 East Exit 60A to SR 123 South					
ast 6 Ramp	Fairfax County	0.39 <b>9000 G</b>		0.119	F	9000	(
	To: From:	SR 123 South Ramp to I-66 East Collector Rd					
Ramp	· ·	SR 123-S016A FROM RT 12300- SOUTH 0.08 <b>NA</b>	1	NA		NA	
						100	
ast 060 Ramp		I-66-E060B TO RT 12300- NORTH					
Ramp	Fairfax County	0.32 <b>NA</b>		NA		NA	
_	To: From:	SR 123-N016A FROM RT 12300- NORTH					
ast 6 Ramp	Fairfax County	0.11 <b>NA</b>		NA		NA	
	To:	I-66-E COLLECTOR ROAD FROM RT 123-CHAI					
ast 66 Ramp	From:	I-66 East Collector Rd					
Ramp	Fairfax County	0.10 <b>9700 G</b>		0.106	F	9700	(
06 / Hallip							

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

Route   Jurisdiction   Length   AADT   QA   ATTHE   Bus   AADT   AADT			.,						
East	Route	Jurisdiction	Length AADT QA 4Tire	Bus 2A	TruckAxle 3+Axle 1Trail 2Tra	K il Factor	QK Dir Factor	AAWDT	QW
Fairfax County	East	From:	I-66-E062B TO RT 243 SOUTH						
COMMITTER LOT   LAG FECUL PLOTOR ROAD PROMIT NOT ARE   NA   NA   NA   NA   NA   NA   NA   N	Ramp	Fairfax County			<del>-</del>	NA		NA	
Fairfax County   0.18   NA		To:	COMMUTER LOT						
Fairfax County   0.18   NA	Fast	From:	I-66-E COLLECTOR ROAD TO METRO LOT &	ż R					
Fairfax County	Ramp	Fairfax County	0.18 <b>NA</b>		<b>-</b>	NA		NA	
Test	Fast	To: From:	29-99022- P FROM METRO COMMUTER LO	T					
	Ramp		0.39 <b>NA</b>		_	NA		NA	
SR 241-S000A PROM RT 243 SQUTH		To: From:	I-66-E062A TO RT 243 SOUTH & METRO CO	M					
SR 241-S000A PROM RT 243 SQUTH	Ramp	•			_	0.099	F	6400	G
Feet		To: From:	SR 243-S000A FROM RT 243 SOUTH		]				
Feet	Ramp	Fairfax County	0.11 <b>NA</b>			NA		NA	
Fairfax County	(90)				7			, .	
SR 243-N000 FROM RT 243 NORTH	East	From:							
SR 243-N000 FROM RT 243 NORTH	Ramp	Fairfax County			_	0.09	F	3400	G
Fairfax County		To:	SR 243 North						
Fairfax County   1.66 East	East								
Fairfax County   1.66 East	(66) Ramp				_	NA		NA	
Fairfax County   0.26   24000   G			I-66-E COLLECTOR ROAD FROM RT 243 & N	ИE					
This   1-495 South   1-495 S	East	From:	I-66 East						
Fairfax County	Ramp	Fairfax County	0.26 <b>24000 G</b>		_	0.069	F	24000	G
Fairfax County		To:	I-495 South						
Fairfax County	Fast	From:	I-66 East						
Tole	Ramp				_	0.091	F	20000	G
First									
Fairfax County   O.15   7200   G   98%   1%   0%   0%   0%   0%   0%   0%   0	Foot								
Flair   Flai	Ramp			1% 0	┛ № 0% 0% 0%	C 0.111	F	7200	G
Fairfax County   0.08   NA   NA   NA   NA   NA   NA   NA   N	(66) Hamp	•		170 0	- -	0 0.111	•	7200	ч
SR 7 FROM RT 66 EAST   SR 7 FROM RT 66 EAST	East	To: From:	I-66-E066B TO RT 7 WEST						
SR 7 FROM RT 66 EAST	Ramp	Fairfax County	0.08 <b>NA</b>			NA		NA	
Fairfax County		To:	SR 7 FROM RT 66 EAST						
Fairfax County   0.04   NA   NA   NA	Fast	From:	I-66-E066A TO RT 7 WEST						
SR 7 FROM RT 66 EAST     SR 7 FROM RT 66 EAS	Ramp	Fairfax County			_	NA		NA	
From:	000	То:							
Arlington County   0.10   2900   G   99%   0%   0%   0%   0%   0%   0%   0	Fact	From:							
Westmoreland St	Ramp		1 00 2450	0% 0	ע איר 1% 0% 0% 0%	C 0.095	F	2900	G
East	00)			0,0	7	0.000	•	_500	Ŭ.
(66) Ramp Arlington County 0.09 <b>8900 G</b> 99% 0% 0% 0% 0% 0 C 0.083 F 8900 G									
66 Fairly Fairfax Dr	Easi Pamp			00/ 0	<b>1</b> 0/ 00/ 00/	C 0.000	_	9000	G
" Fairiax Dr	(66) namp			U-76 U	7/0 07/0 07/0 07/0 <b>7</b>	0.063	1	0900	G
		10	<b>F</b> антах Dr		l				

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

Douto	luvia diation	Longth AADT			Due		Tru	ck		00	K	OK	Dir	AAWDT	OW/
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
East 66) Ramp	Arlington County	0.25 <b>12000</b>	G	100%	0%	0%	0%	0%	0%	С	0.081	F		12000	G
60) . rab	To:	N Fairfax Dr		.0070	0,0		0,70	0,0	0,0		0.00	•			
East	Fron:	I-66 East													
66 Ramp	Arlington County	0.19 5700	G								0.085	F		5700	G
-	Tool	US 29 Lee High	way												
East (66) Ramp	Arlington County	0.12 <b>6000</b>	G								0.072	F		6000	G
00) - 13p	To:	US 29 Lee Highwa													
East	From:	I-66 East													
East 66 26th St	Arlington County	0.13 <b>19000</b>	G								0.083	F		19000	G
<u> </u>	To:	SR 110 Jefferson Da	vis Hw	y											
West 66 I-66 W Ramp	Frederick County (Maint: 93)	0.42 <b>8500</b>	G	81%	1%	1%	1%	15%	1%	F	0.089	F		7800	G
66) 1 00 W Hamp	Combined Traffic Estimates for 2 Parallel Roadways		G	81%	1%	1%	1%	15%	1%	F	0.003	F	0.619	15000	G
	To:	Warren County I		0.70	- , ,		.,,-		.,,						
West 66) I-66 W Ramp	Warren County	Frederick County 0.04 <b>8500</b>		81%	1%	 1%	10/	15%	1%	F	0.089	F		7800	G
66 I-66 W Ramp	Combined Traffic Estimates for 2 Parallel Roadways		G G	81%	1%	1%	1% 1%	15%	1%	F	0.069 NA	Г		15000	G
	To:	Ramp to I-81 No		0170	1 /0		1 /0	13 /0	1 /0	•	INA			13000	ч
West	From:	I-81		040/	40/	10/	40/	150/	40/	_	0.400			15000	
66	Warren County Combined Traffic Estimates for 2 Parallel Roadways of	6.62 <b>15000</b>	A A	81% 81%	1% 1%	1% 1%	1% 1%	15% 15%	1% 1%	F F	0.122 0.106	A A	0.587	15000 30000	A A
	Combined Trainic Estimates for 2 Parallel Hoadways (				1 70	1 70	1 70	13%	1 70	г	0.106	A	0.567	30000	А
Vest	From:	US 340, US 522 Winc										_			
66	Warren County	6.55 14000	F	73%	1%	1%	1%	23%	2%	F	0.126	A	0.004	14000	F
	Combined Traffic Estimates for 2 Parallel Roadways		F	77%	1%	1%	1%	19%	1%	F	0.104	Α	0.604	28000	F
Vest	To: From:	SR 79													
West 66	Warren County	1.20 <b>17000</b>	Α	81%	1%	1%	1%	15%	1%	F	0.135	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: <b>34000</b> Fauquier County	A Line	81%	1%	1%	1%	15%	1%	F	0.099	Α	0.646	33000	Α
Vest	From:	Warren County I													
66	Fauquier County	4.34 <b>17000</b>	Α	81%	1%	1%	1%	15%	1%	F	0.135	Α		17000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 34000	Α	81%	1%	1%	1%	15%	1%	F	0.099	Α	0.646	33000	Α
Vest	To: From:	30-688 Leeds Man	or Rd			$\Box$									
66	Fauquier County	4.81 <b>18000</b>	Α	82%	1%	1%	1%	15%	1%	F	0.135	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 36000	Α	82%	1%	1%	1%	15%	1%	F	0.109	Α	0.638	35000	Α
West	Ta: From	US 17, SR 55 Winch	ester R	d		$\Box$ $\vdash$									
66) (17) (55)	Fauquier County	3.42 <b>22000</b>	Α	90%	1%	1%	1%	7%	0%	F	0.133	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 44000	Α	90%	1%	1%	1%	7%	0%	F	0.109	Α	0.632	43000	Α
	To:	Bus US 17, SR 55; 30-721	Free St	ate Rd											

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

					4			Tru	ıck			K	01/	Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
est	Fourtier Co	Bus US 17, SF untv 1.27	23000		ate Rd 90%	1%	1%	1%	7%	0%	F	0.125	Α		22000	А
6 [17]	Fauquier Co Combined Traffic Estimates for 2 Parallel	•		A A	90%	1%	1%	1%	7% 7%	0% 0%	F	0.135 0.11	A	0.604	44000	F
	Combined Trainic Estimates for 2 Farallel					1 70	1 70	170	170	0%	F	0.11	A	0.604	44000	′
est	From		s US 17 Wi								_					
56	Fauquier Co	•	18000	A	90%	1%	1%	1%	7%	0%	С	0.138	Α		18000	
	Combined Traffic Estimates for 2 Parallel			Α	90%	1%	1%	1%	7%	0%	С	0.109	Α	0.577	36000	
est	To From	SR 24	45 Old Tave	ern Rd												
6)	Fauquier Co	,	19000	Α	90%	1%	1%	1%	7%	0%	F	0.14	Α		19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	90%	1%	1%	1%	7%	0%	F	0.110	Α	0.625	37000	
st	To From	U	rban Bound	ary												
5	Prince William	County 1.30	19000	Α	90%	1%	1%	1%	7%	0%	F	0.14	Α		19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	90%	1%	1%	1%	7%	0%	F	0.110	Α	0.625	37000	
st		W	CL Haymar	ket			$\Box$ $\vdash$									
3	Town of Haymarket	(Maint: 76) 0.04	19000	Α	90%	1%	1%	1%	7%	0%	F	0.14	Α		19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	90%	1%	1%	1%	7%	0%	F	NA			37000	
_1	To From		US 15				_									
st S	Town of Haymarket	(Maint: 76) 0.80	30000	G	90%	1%	1%	1%	7%	0%	F	0.113	F		40000	
	Combined Traffic Estimates for 2 Parallel	,		G	90%	1%	1%	1%	7%	0%	F	0.077	F	0.648	71000	
	To	Е	CL Haymar	ket												
st	Prince William		30000	G	90%	1%	1%	1%	7%	0%	F	0.113	F		40000	
2)	Combined Traffic Estimates for 2 Parallel	,		G	90%	1%	1%	1%	7%	0%	F	0.077	F.	0.648	71000	
	To		29 Gaines													
st <del>-</del>	Prince William		53000	G	90%	1%	1%	1%	7%	0%	_	0.105	Α		55000	
5)	Combined Traffic Estimates for 2 Parallel	•		G	90%	1%	1%	1%	7% 7%	0%	F	0.103	A	0.642	109000	
	To T	- Iodaways on this ricate.	SR 234		0070	1 /0		170	7 70	0 70		0.000	,,	0.042	100000	
est	From	0.70			000/	40/	40/	40/	70/	00/	_	0.000	_		F7000	
234	Prince William	•	59000	G	90%	1%	1%	1%	7%	0% 0%	F	0.096	F	0.646	57000	
	Combined Traffic Estimates for 2 Parallel				90%	1%	1%	1%	7%	0%	Г	0.073	Г	0.646	110000	
st	To From		234; Bus SR													П
	Prince William	,	52000	G	90%	1%	1%	1%	7%	0%	F	0.091	F		55000	
	Combined Traffic Estimates for 2 Parallel		fax County		90%	0%	1%	1%	7%	0%	F	0.075	F	0.666	127000	
st	From		William Cou													
est 6	Fairfax Cou	inty 3.13	52000	G	90%	1%	1%	1%	7%	0%	F	0.091	F		55000	
	Combined Traffic Estimates for 2 Parallel			G	90%	0%	1%	1%	7%	0%	F	0.075	F	0.666	127000	
	To	US 29	9 Near Cent	treville												

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

			id intersta		4100			T	ıok			I/		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From	US 29	Near Centre	eville			ZAXIE	3+Axie	IIIali	ZIIdii		Factor		Facioi		
66	Fairfax County	0.83	50000	G	99%	1%	0%	0%	0%	0%	F	0.087	F		53000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	101000	G	97%	1%	1%	0%	1%	0%	F	0.067	F	0.643	107000	G
NA	To: From:	SI	R 28 Sully R	d												
West 66	Fairfax County	3.03	62000	G	99%	1%	0%	0%	0%	0%	F	0.079	F		65000	G
00)	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	128000	G	97%	1%	1%	0%	1%	0%	F	0.067	F	0.623	135000	G
	To	29-7100 Fa	airfax County	y Parkw	/av											
West 66	Fairfax County	2.20	46000	G	99%	1%	0%	0%	0%	0%	F	0.076	F		49000	G
(66)	Combined Traffic Estimates for 2 Parallel Roadw			G	97%	1%	1%	0%	1%	0%	F	0.061	F	0.6	100000	
	То		US 50						. , ,			*****				
West 66	Fairfax County	2.01	70000	G	99%	1%	0%	0%	0%	0%	F	0.071	F		74000	G
(66)	Combined Traffic Estimates for 2 Parallel Roadw			G	95%	1%	1%	0%	1%	0%	F	0.071	F	0.504	148000	
	Tollined Traine Estimates for 2 Taraner Floadwi				37 70	1 /0	1 70	0 78	1 /0	0 70	•	0.000	•	0.504	140000	G
West	From		3 Chain Brid		2221			0-1	221	221	_		_			_
66	Fairfax County	1.41	65000	G	99%	1%	0%	0%	0%	0%	F	0.073	F	0.505	69000	G
	Combined Traffic Estimates for 2 Parallel Roadw			G	97%	1%	0%	0%	1%	0%	F	0.066	F	0.565	144000	G
West	To: From:	SR	243 Nutley	St												
66	Fairfax County	1.34	65000	G	99%	1%	0%	0%	0%	0%	F	0.07	F		69000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	126000	G	97%	1%	1%	0%	1%	0%	F	0.066	F	0.517	134000	G
West	To: Fron:	1	VCL Vienna	l												
( <del>66</del> )	Fairfax County	0.41	65000	G	99%	1%	0%	0%	0%	0%	F	0.07	F		69000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	126000	G	97%	1%	1%	0%	1%	0%	F	0.066	F	0.517	134000	G
West	To: From:	]	ECL Vienna													
(66)	Fairfax County	1.87	65000	G	99%	1%	0%	0%	0%	0%	F	0.07	F		69000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	126000	G	97%	1%	1%	0%	1%	0%	F	0.066	F	0.517	134000	G
Woot	To: From	I-495	Capital Belt	tway												
West 66	Fairfax County	1.35	22000	G	99%	1%	0%	0%	0%	0%	F	0.076	F		23000	G
00)	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	42000	G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.559	44000	G
	To	SR ´	7 Leesburg F	Pike												
West 66	Fairfax County	0.42	21000	G	99%	1%	0%	0%	0%	0%	F	0.07	F		22000	G
00	Combined Traffic Estimates for 2 Parallel Roadw			G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.525	43000	G
	To		Dulles Acc					- / -	.,.	- 7 -						-
West 66	Four		38000	G	99%	10/	00/	00/	09/	00/	Е	0.00	F		41000	G
66	Fairfax County Combined Traffic Estimates for 2 Parallel Roadw	0.97		G	99% 99%	1% 1%	0% 0%	0% 0%	0% 0%	0% 0%	F	0.08 0.069	F	0.578	80000	G G
	Tolling Traine Estimates for 2 Farailet Nodum	Arlin			JJ /0	1 /0	0 /0	0 /0	0 /0	0 /0	1	0.003	-	0.576	00000	G

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

Devite		la collegal de		4457		47:	D		Tru	ck		-00	K	01/	Dir	AAMADT	0)4/
Route		Jurisdictio	- <u>-                                  </u>	AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West 66		Arlington Co		fax County 38000	Line <b>G</b>	99%	1%	0%	0%	0%	0%	F	0.08	F		41000	G
00	Combined Traffic Estimates	-			G	99%	1%	0%	0%	0%	0%	F	0.069	F	0.578	80000	G
		To	SR 237 Washir	ngton Blvd;	US 29 L	ee Hwy											
West 66		Arlington Co	ounty 0.81	49000	G	99%	1%	0%	0%	0%	0%	F	0.068	F		52000	G
(00)	Combined Traffic Estimates	0	,	85000	G	99%	1%	0%	0%	0%	0%	F	0.065	F	0.524	89000	G
		To From	r v	Sycamore S	t			_									
West 66		Arlington Co	ounty 1.70	54000	G	99%	1%	0%	0%	0%	0%	F	0.068	F		56000	G
00)	Combined Traffic Estimates	-	•	85000	G	99%	1%	0%	0%	0%	0%	F	0.066	F	0.505	90000	G
A/		To From	SR 2	237 Fairfax l	Drive												
West 66		Arlington Co	ounty 0.61	40000	G	99%	1%	0%	0%	0%	0%	F	0.066	F		42000	G
	Combined Traffic Estimates	for 2 Parallel	Roadways on this Route:	65000	G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.519	68000	G
West		To From	SF	R 120 Glebe	Rd												
66		Arlington Co	ounty 1.02	27000	В	99%	1%	0%	0%	0%	0%	С	0.122	Α		27000	В
	Combined Traffic Estimates	for 2 Parallel	Roadways on this Route:	57000	В	99%	1%	0%	0%	0%	0%	С	0.115	Α	0.564	58000	В
West		To From	US 29 I	Lee Hwy Ch	errydale												
66)		Arlington Co	ounty 0.98	40000	G	99%	1%	0%	0%	0%	0%	F	0.065	F		42000	G
	Combined Traffic Estimates	for 2 Parallel	Roadways on this Route:	66000	G	99%	1%	0%	0%	0%	0%	F	0.063	F	0.535	69000	G
West		To From	US	29 Near 20t	h Rd												
66		Arlington Co	ounty 0.87	33000	G	99%	1%	0%	0%	0%	0%	F	0.064	F		35000	G
$\bigcirc$	Combined Traffic Estimates	for 2 Parallel	Roadways on this Route:	55000	G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.537	58000	G
West		To From	L	ynn St Ross	lyn												
66		Arlington Co	ounty 0.49	43000	G	99%	1%	0%	0%	0%	0%	F	0.067	F		45000	G
$\bigcirc$	Combined Traffic Estimates	for 2 Parallel			G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.539	76000	G
		To	DC Line, Potor		Roosevelt	Bridge											
(66) Ramp I-66 W Exit 1 to	81 N Exit 300	Frederick Co	untv 0.51	I-66 West	G	82%	1%	 1%	1%	15%	1%	F	0.087	F		6200	G
00) Hamp 1 00 W ZXII 1 10	OT IV EXIL GOO	To	2.01	I-81 North		0270	170		170	1070	170		0.007			0200	ŭ
West		From	Ľ	I-66 West													
66 Ramp		Warren Cou		4100	G								0.114	F		4100	G
Mont		To	US 340, U	JS 522 Win		Kd .											
West (66) Ramp		Warren Cou	" <u>l</u> unty 0.18	I-66 West <b>4500</b>	G								0.155	F		4500	G
		To	,	Apple Mour													
West		From	r	I-66 West													
Ramp		Fauquier Co		1100	F								0.262	Α		1000	F
-		To	30-68	8 Leeds Ma	nor Rd												

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

		i iiiiai y and interstat	ic rioutes						
Route	Jurisdiction	Length AADT	QA 4Tire Bi	 e 3+Axle 1Trail 2Trail	$\cap$	K Factor	QK Dir	AAWDT	QW
West (66) (17) Ramp	Fauquier County	I-66 West 0.25 <b>4500</b>	F			0.106	F	4400	F
West (66) Ramp	From Fauquier County	US 17 Winchester  I-66 West  0.15 <b>1600</b>	F			0.132	F	1500	F
	To:	SR 55 Free State				0.102	'	1300	
West 66 Ramp	Fauquier County  T□	I-66 West  0.25 1600  US 17 Winchester	A · Rd			0.147	Α	1700	Α
West (66) Ramp	Fauquier County	I-66 West 0.15 <b>1200</b>	A			0.250	Α	1300	A
West	To: Fron:	SR 245 Old Taverr I-66 West							
66 Ramp	Town of Haymarket (Maint: 7	US 15 James Madison	G n Hwy			0.101	F	11000	G
West 66 Ramp	Prince William County	I-66 West 0.02 <b>15000</b> US 29 Lee Hwy	G			0.080	F	15000	G
West (66) (29) Ramp	Prince William County	US 29- 217B FROM RT 2900- N 0.26 <b>15000</b>	ORTH & SOUTH			0.080	F	15000	N
West (66) Ramp	Prince William County	US 29- 217B TO RT 66 WEST 0.26 <b>15000</b>	TRT 29 & TO R			0.080	F	15000	N
	To:	IS 66; SR 6							
West 66 Ramp	Prince William County	I-66 West <b>8600</b> US 29 Lee Highw	<b>G</b>			0.126	F	8600	G
West 66 Ramp	Prince William County	I-66 West 11000	G			0.101	F	11000	G
West	To: From:	SR 234 I-66 West							
66 Ramp	Prince William County	0.19 <b>18000</b> SR 234 Sudley R	G Rd			0.086	F	18000	G
West 66 Ramp	Prince William County	I-66 West 0.20 <b>2100</b>	G			0.088	F	2100	G
West Manager Walcome Contar	From:	SR 234 Sudley R  I-66 West to Welcome	e Center			0.105	D	F40	NI
Manassas Welcome Center  West	Prince William County To From	0.04 <b>540</b> Enter Welcome Center Pa				0.125	В	540	N
Manassas Welcome Center	Prince William County	0.03 <b>540</b> I-66 West from Welcom	F			0.125	В	540	F

296

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

		Filliary and interstate				Tru	ck			K		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	E 000/	40/	40/	00/	40/	00/	_				0000	_
66 Ramp	Fairfax County	0.31 <b>5900</b> US 29 Lee Highwa	F 96%	1%	1%	2%	1%	0%	С	0.096	F		6300	F
West	From:	I-66 West	ау											
(66) Ramp	Fairfax County	0.11 <b>15000</b>	G							0.097	F		15000	G
$\smile$	To:	I-66 West Ramp Split to SR 28 Nor		Rd										
West (66) Ramp	From: Fairfax County	I-66-W053C TO BRADDO <b>2600</b>	CK ROAD <b>G</b> 98%	1%	0%	0%	0%	0%	С	0.102	E		2600	G
(66) Hamp	To:	FROM RT 66 WE		1 /0		0 /6	0 /6	0 /6	O	0.102	'		2000	u
West	From:	I-66 West												
(66) Ramp	Fairfax County		<b>F</b> 98%	1%	1%	0%	1%	0%	С	0.088	F		11000	F
	To:	SR 28 S, Sully R	d											
West	From:	I-66-W053A TO BRADDO		101		4-7	221	221	_		_		40000	
66 Ramp	Fairfax County	0.05 <b>13000</b> SR 28; 29-620	<b>G</b> 95%	1%	1%	1%	2%	0%	С	0.111	F		13000	G
West	From:	I-66 West Collector												
Ramp	Fairfax County	0.24 <b>2100</b>	<b>G</b> 95%	1%	1%	0%	3%	0%	С	0.102	F		2100	G
	To:	SR 286 S, Fairfax Coun												
West	From:	I-66 West Collector												
West 66 Ramp	Fairfax County		<b>G</b> 97%	1%	1%	0%	0%	0%	С	0.093	F		4000	G
	To: From:	SR 286 N, Fairfax Coun	ity Pkwy											
West (66) Ramp	Fairfax County	0.28 <b>6100</b>	G							0.083	F		6100	G
(96) . Id. II.	<u> </u>			1						0.000	·		0100	ŭ
West	Too Prom:	I-66 West Exit 55B to SR 286 N, F	_	KW						0.400	_		0400	
66 Ramp	Fairfax County	0.19 <b>2100</b>								0.103	F		2100	G
West	To: From:	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, F	airfax County P	kw										
(66) Ramp	Fairfax County	0.14 <b>NA</b>								NA			NA	
$\smile$	To: From	Ramp from SR 286 S, Fairfax	County Pkwy											
West 66 Ramp	Fairfax County	0.25 <b>NA</b>								NA			NA	
(96) . Id.ii.b	To	I-66 West												
West	From:	I-66 West											_	
Ramp	Fairfax County	0.14 <b>3400</b>	G							0.086	F		3400	G
	To:	US 50 E, Lee Jackson	n Hwy											
West	From:	I-66 West								0.075	_		22000	_
Ramp	Fairfax County	0.86 <b>23000</b> US 50 W, Lee Jackson	n Hwy							0.075	F		23000	G
		CG 50 11, Lee Jackson												

297

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

		Timary and interestate related			
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus 2.	Truck Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
West 66 Ramp	Fairfax County	I-66-W TO RT 12300- NORTH & SOUTH 0.24 NA		NA	NA
West 66 Ramp	Fairfax County	I-66-W060B TO RT 12300- NORTH I-66 West 0.49 6700 G		0.085 F	6700 G
West	To:	I-66-W060A TO RT 12300- NORTH		N/A	N/A
66 Ramp	Fairfax County  To:  From:	0.18 NA SR 123 FROM RT 66 WEST	1	NA	NA 
West 66 Ramp	Fairfax County	I-66 West Collector Rd 0.13 <b>2600 G</b> Country Creek Rd	_ 	0.111 F	2600 G
West 66 Ramp	Fairfax County	I-66-W062X TO RT 243 SOUTH 0.13 <b>4200 G</b>		0.113 F	4200 G
West	To: From:	SR 243 FROM RT 66 WEST  I-66-W062X TO RT 243 NORTH		0.100	4400
66 Ramp	Fairfax County  To:  From:	0.22 <b>4400 G</b> SR 243; 29-9784 FROM RT 66 WEST	1	0.103 F	4400 G
West 66 Ramp		I-66 West 0.54 <b>12000 G</b> I-66-W062C TO RT 243 NORTH	J 7	0.098 F	12000 G
West 666 Ramp	Fairfax County	0.12 <b>7300 G</b>	_	0.099 F	7300 G
West 66 Ramp		SR 243-N000B FROM RT 243 NORTH  0.10 <b>NA</b>	_	NA	NA
West 66 Ramp	Fairfax County	I-66-W062B TO RT 243 SOUTH  0.08 NA	]	NA	NA
West	11000	R 243-S000B FROM RT 243 SOUTH & METRO C 0.42 <b>16000 G</b>	]	0.077 F	16000 G
West	To: From:	I-66-W062A TO METRO COMMUTER LOT	]		
66 Ramp	Fairfax County	0.07 <b>13000 G</b> I-66 West	1	0.083 F	13000 G
West 66 Ramp	Fairfax County	I-66-W TO RT 495 SOUTH  0.40 <b>6900 G</b> I-495-S I-495-S009A FROM & TO RT		0.082 F	6900 G
West (66) Ramp	Fairfax County	I-66 West 0.13 <b>920 G</b>		0.110 F	920 G
	To:	SR 7 Leesburg Pike	1		

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

Route	Jurisdictio		AADT			Bus		Tru			QC	K	QK	Dir	AAWDT	Q
est	From:	<u> </u>	I-66 West				2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
Ramp	Fairfax Cou	nty 0.23	5200	G								0.089	F		5200	(
9	To:		7 Leesburg	Pike												
est	From:		I-66 West													
Ramp	Arlington Cou		4300	G								0.099	F		4300	(
	To:		Ramp Split													
est _	From:		I-66 West													
Ramp	Arlington Cou		5400	G								0.097	F		5400	
		J.	R 120 Glebe													
St Pomp	Arlington Cou		I-66 West									0.105	F		0500	
Ramp	Anington Cot		8500 S 29, N Lynn	G			_					0.105	Г		8500	
-1	From:		I-66 West	151												
st Ramp	Arlington Cou	unty 0.21	8200	G								0.152	F		8700	
)	To:		shington Me		kwy							002			0.00	
	From:		80 Honnake				i									
Swords Creek Rd	Russell Cou		2500	G	92%	0%	0%	4%	4%	0%	F	0.093	F	0.569	2600	
/	To	83 63	3 Clarks Val	lov Dd												
Swords Creek Rd	From I Russell Cou		2300	G	92%	0%	0%	4%	4%	0%	F	0.093	F	0.611	2400	
	Too															
Swords Creek Rd	From Russell Cou		7 Pumpkin (	G	92%	0%	0%	4%	4%	0%	С	0.094	F	0.59	2300	
) Shords Grook Ha	To:		well County	-	0270			.,0	.,0	0 / 0	Ū	0.00		0.00		
	From:	Rus	sell County	Line												
Raven Rd	Tazewell Cou	unty 1.41	3800	G	92%	0%	0%	4%	4%	0%	F	0.093	F	0.533	4100	
	Ta: From:	V	VCL Richlar	ıd												
	Town of Richl		3800	N	92%	0%	0%	4%	4%	0%	Ν	0.093	F	0.533	4100	
	To:		US 460 Fro													
(460)	Town of Richlands		JS 460 Rave 11000	G G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.534	12000	
(460)	To:	,	CL Richland		0070	070		170	_,0	070	·	0.000		0.001	12000	
Bus	From:	US 4	160; BUS US													
Front St	Town of Richl	lands 0.27	10000	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.516	11000	
Pup	To: From:	BUS	US 460 P, 2	2nd St												
Bus 460 Front St	Town of Richl	lands 0.58	4200	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.549	4500	
400)	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.777	10000	
	Tree				/ •	.,,		- / 0	. , •	- / •						
Bus Bus	From:		7 P Railroad					_			_		_			
(460)(460) Front St	Town of Richl		3600	F	99%	0%	1%	0%	0%	0%	F	0.092	F		3900	
~ ~	Combined Traffic Estimates for 2 Parallel			N	96%	0%	1%	1%	1%	0%	N	NA			6800	
	To:	BUS	US 460 Fro	nt St												

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

_			u miersiai			_		Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		US 460 Front			221			221	221	_	0.440	_			_
67 Norfolk St	Town of Richl		660	F	97%	0%	2%	0%	0%	0%	С	0.112	F	0.642	700	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1200	F	97%	0%	2%	1%	0%	0%	F	0.109	F	0.891	1200	F
Bus	To:		2nd St Norfolk St													
67) (460) 2nd St	Town of Richl		2800	N	93%	0%	1%	2%	3%	0%	Ν	0.097	F	0.682	3000	Ν
(67) (480) =	Combined Traffic Estimates for 2 Parallel		6400	N	96%	0%	1%	1%	1%	0%	N	NA	•	0.002	6800	N
	To:	SR 67 Par, Bu				0 /0		1 /0	1 /0	0 /0		1471			0000	.,
	From		Bus US 460 P													
67) Railroad St	Town of Richl	lands 0.41	2800	F	93%	0%	1%	2%	3%	0%	F	0.097	F	0.682	3000	F
$\bigcirc$	To		US 460													
67) Railroad St	Town of Richl	lands 0.92	1500	F	96%	0%	1%	2%	0%	0%	С	0.096	F	0.528	1600	F
01)	Tec															
67 Jewell Ridge Rd	Tazewell Co	1	CL Richlands 1300	G	93%	0%	1%	2%	3%	0%	С	0.089	F	0.506	1300	G
67 Jewell Ridge Rd	To:		16 Whites Sto		33 /6	0 /0	1 /0	2/0	J /0	0 /6	C	0.003	'	0.500	1300	G
	Power						_									
67 Railroad St	Town of Richl		US 460 Front <b>500</b>	F	96%	0%	1%	2%	0%	0%	F	0.12	F		520	F
Railroad St											•		-	0.000		-
	Combined Traffic Estimates for 2 Parallel		1200 . 67 Second St	F	97%	0%	2%	1%	0%	0%	F	0.109	F	0.890	1200	F
Custon Dd	Prom:		ounty Line; 52		070/	00/	10/	00/	10/	00/	_	0.000	_	0.050	700	_
68 Exeter Rd	Wise Cour		760	G	97%	2%	1%	0%	1%	0%	С	0.086	F	0.659	760	G
			23 S of Appa													
Load Mina Dd	From:		36 Store Hill I		000/	10/	10/	00/	70/	00/	_	0.100	_	0.500	700	_
69 Lead Mine Rd	Wythe Cou	inty 1.80	770	G	89%	1%	1%	2%	7%	0%	С	0.102	F	0.582	760	G
	To:		oll County Li													
69 Lead Mine Rd	Wythe Cou	nty 0.23	770	N	89%	1%	1%	2%	7%	0%	N	0.102	F	0.582	760	N
$\bigcirc$	Too	Carr	oll County Li	ine			_									
69 Lead Mine Rd	Wythe Cou	nty 1.26	960	G	90%	1%	2%	1%	6%	0%	С	0.091	F	0.537	950	G
	To:	1 77 W	est of Poplar C	Camp												
69 Lead Mine Rd	Wythe Cou		1800	G	95%	1%	1%	2%	2%	0%	С	0.115	F	0.585	1800	G
09)	То:		52 Poplar Can		0070	. , 0		_,,	_,,	0,0	ŭ	00	•	0.000	.000	<u> </u>
	From:		9 Lead Mine													
69 Ramp	Wythe Cou		820	G								0.086	F		820	G
69) Hamp	To:		I-77 South	<u> </u>								0.000	•		020	<u> </u>
	From:		9 Lead Mine	DA												
69 Ramp	Wythe Cou		600	G								0.098	F		600	G
oa) i milb	To:		I-77 North	<u> </u>								0.000			300	u
	Erony															
70	Lee Coun		essee State Li 150	G G	96%	0%	2%	0%	1%	0%	С	0.103	F	0.526	150	G
70	To:		4 Blackwater		30 /0	U /0	2 /0	U /6	1 /0	U /o	U	0.103		0.520	150	G
		32-60	4 Diackwater	Ku												

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

		Primary and Inters	iaie no	นเธร											
Devite	Lordon d'Entre de	Leventh AART	•	4	D		Trι	ıck		00	K	01/	Dir	A A \ A \ A \ D T	
Route	Jurisdiction	Length AADT	QA	411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:	52-604 Blackwa	ater Rd												
Trail of the Lonesome Pine	Lee County	3.69 <b>200</b>	G	94%	0%	3%	2%	0%	0%	С	0.104	F	0.583	190	
	To:	52-612 Glasses	Store			$\neg$ $\vdash$									
Trail of the Lonesome Pine	Lee County	4.69 <b>600</b>	G	97%	0%	2%	1%	0%	0%	С	0.093	F	0.635	590	
9	To:	CCL I	:11 -												
0)	Town of Jonesville (Maint: 52)	SCL Jonesy 0.15 <b>600</b>	N	97%	0%	2%	1%	0%	0%	N	0.093	F	0.635	590	
)	To:	US 58	- 11	01 70	0 /0		1 /0	0 /0	070	.,	0.000	•	0.000	000	
	From:	Bus 23 Bu	10												
E Jackson St	Town of Gate City (Maint: 84)	0.55 <b>2800</b>	G	97%	0%	1%	1%	1%	0%	F	0.126	F	0.545	3000	
) = sacresii si	rown or date only (maint: 01)			0,70	0 70		1,0	1 /0	070	·	0.120	·	0.010	0000	
T laskage Ct	Town of Cata City (Mainta Od)	84-904 Jone		070/	00/	10/	10/	10/	00/		0.000		0.750	7700	
E Jackson St	Town of Gate City (Maint: 84)	0.85 <b>7200</b>	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.756	7700	
	To: From:	ECL Gate C													
) Nicklesville Hwy	Scott County	1.86 <b>3500</b>	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.619	3700	
,	To: From:	84- 791 Rattlers I													
Nicklesville Hwy	Scott County	84-791 Rattlers F 3.02 <b>3300</b>	G G	96%	0%	1%	1%	1%	0%	F	0.086	F	0.661	3300	
) There exists a rivey				0070	0 /0	1 70	1 /0	1 /0	070	•	0.000	•	0.001	0000	
NE-LI	To:	84-671 Snow		000/	00/	10/	40/	40/	00/		0.007	_	0.00	0000	
Nicklesville Hwy	Scott County	6.46 <b>2300</b>	G	96%	0%	1%	1%	1%	0%	С	0.087	F	0.68	2300	
	To: From:	WCL Nickels	ville												
)	Town of Nickelsville (Maint: 84)	0.51 <b>2300</b>	N	96%	0%	1%	1%	1%	0%	N	0.087	F	0.68	2300	
,	To: From	84-682 W, Bet	nel Rd												
Nicklesville Rd	Town of Nickelsville (Maint: 84)	0.31 <b>2600</b>	G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.626	2600	
/	To:	ECL Nickels	ville												
	Scott County	3.86 <b>2600</b>	N	96%	0%	1%	1%	1%	0%	Ν	0.084	F	0.626	2600	
/	To:	Russell County	Line												
	From:	Scott County													
	Russell County	5.60 <b>1100</b>	G	95%	1%	1%	1%	2%	0%	С	0.106	F	0.503	1200	
	To: From:	83-602 Ridgew	ay Rd			<u> </u>									
	Russell County	2.59 <b>1300</b>	G	95%	1%	2%	1%	1%	0%	С	0.099	F	0.537	1400	
	To	US 58 ALT Par	sonage												
ALT	From:			050/	00/	10/	10/	00/	00/	_	0.000	_	0.010	7000	
Trail of the Lonesome Pine	Russell County	1.46 <b>7300</b>	F	95%	0%	1%	1%	3%	0%	F	0.089	F	0.616	7800	
	To: From:	US 58 ALT DICKEN	SONVIL			—— -									
)	Russell County	7.35 <b>2400</b>	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.647	2500	
,	To	WCL Lebar	ion			-									
Fincastle Rd	Town of Lebanon	1.40 <b>4100</b>	F	97%	0%	1%	1%	1%	0%	С	0.103	F	0.52	4100	
	To:	US 19 Bus Mair	Street												
	From:	SR 71 Nicklesvi	lle Hwy												
Veterans Memorial Hwy	Scott County	1.23 <b>2900</b>	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.58	3100	
-/	To:	84-660 Golf Co													

301

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

Davita	le colo all'atte co	l auantha	AADT O	AT:	D		Tr	uck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	- 0
Route	Jurisdiction	Length	AADT Q	4 411	е в	us 2.	Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	G
	From:		Golf Course Ro												
2) Veterans Memorial Hwy	Scott County	9.85	1700 G		% 0	%	<u>1</u> % 0%	0%	0%	С	0.084	F	0.636	1700	
	To: From:		Clinch River Hw T BLACKMOR	_											
2) (65)	Scott County	7.79	1200 G		/ ₆ 1	% :	<b>_</b> 2% 1%	1%	0%	С	0.103	F	0.542	1200	
2) (65)	Goott Godiny					70	<b>–</b>	1 70	0 70	J	0.100	•	0.012	1200	
	From		L Dungannon	07		21	20/ 10/	101	00/		0.400	_	0.540	1000	
2) (65)	Town of Dungannon (Maint: 8	4) 0.32	1200 N	979	% 1	% :	2% 1%	1%	0%	N	0.103	F	0.542	1200	
	To: From		84-1009												
(65) Veterans Memorial Hwy	Town of Dungannon (Maint: 8	4) 0.28	1600 G	979	% 0	% :	2% 0%	1%	0%	С	0.088	F	0.571	1600	
	To:		DUNGANNON												
D		SR 65 Sinking Creek							221	_		_	0 = 10		
Hanging Rock Pkwy	Town of Dungannon (Maint: 8	4) 0.29	730 G	989	% 1	%	1% 0%	1%	0%	С	0.09	F	0.548	730	
_	To: From:	NC	L Dungannon												
2	Scott County	5.16	730 N	989	% 1	%	1% 0%	1%	0%	Ν	0.09	F	0.548	730	
	To	94.75	5 Flatwoods Rd												
Hanging Rock Pkwy	Scott County	0.32	600 G	989	% 1	%	 1% 0%	1%	0%	С	0.095	F	0.52	600	
2) Hanging Hook Fixing	To:		e County Line			70	7 70	1 70	070	Ŭ	0.000	•	0.02	000	
	From:		tt County Line												
Dungannon Rd	Wise County	5.30	1400 G	999	% O	%	1% 0%	0%	0%	С	0.106	F	0.513	1400	
	To	C.	OT C. 1				_								
	Town of Coeburn (Maint: 97)		CL Coeburn  1400 N	999	/ ₋ 0	%	1% 0%	0%	0%	N	0.106	F	0.513	1400	
2)	Town of Goesam (Maint: 97)	0.55	1400 1	99	70 U	/0		0 /6	0 /6	IN	0.100	•	0.515	1400	
	From		Alt US 58												
Dungannon Rd	Town of Coeburn (Maint: 97)		1700 G	869	% 0	%	<u>1</u> % 0%	12%	0%	F	0.101	F	0.517	1700	
	To:	SR	158 Front St												
2) (158) Front St	Town of Coeburn (Maint: 97)	0.65	SR 158	999	/ 0	%	 1% 0%	0%	0%	F	0.090	F	0.593	3100	
2 158 Front St	Town of Coepum (Maint: 97)	0.03	3100 G	99	% U	/0	1/0 0/0	0 /6	0 /6	•	0.030	'	0.535	3100	
	To: From:		8 SR 158 BUS I												
2) Laurel Ave	Town of Coeburn (Maint: 97)	) 1.36	2900 G	869	% 0	%	1% 0%	12%	0%	F	0.091	F	0.587	2800	
	To	N	CL Coeburn				T								
2)	Wise County	0.29	2900 N	869	% O	%	1% 0%	12%	0%	Ν	0.091	F	0.587	2800	
7	To	07.652					_								
2 Cranes Nest Rd	Wise County	1.74	Toms Creek Ro		/ n	%	0% 1%	6%	0%	С	0.093	F	0.630	1200	
2 Cranes Nest Rd	wise County	1./4	1200 G	93	⁄o U	70	U% 1% 	070	0%	C	0.093	Г	0.630	1200	
	To: From:		Craney Ridge R												
2) Cranes Nest Rd	Wise County	6.69	540 G	869	% 0	%	1% 0%	12%	0%	С	0.101	F	0.5	540	
	To: From:		e County Line												
Cookiiga Dd			nson County Lin		/ 4	2/	10/ 10/	40/	00/	0	0.110	г	0.540	670	
Coeburn Rd	Dickenson County	2.55	680 G	939	/o I	%	1% 1% <b></b>	4%	0%	С	0.116	F	0.543	670	
	From:	25.66	25-665 5 Lick Fork Rd												
2) Coburn Rd	Dickenson County	5.13	1400 G	959	/ ₀ 0	% :		2%	0%	С	0.095	F	0.54	1300	
2) 5550111 110	Diokonson County		3 Georges Fork	55		, 0	7	2 /0	0 /0	J	0.000	•	0.07	1000	

302

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

		Primary and Interstate												
Route	Jurisdiction	Length AADT Q	QA 4T	ire Bus		Trι le 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:	US 1 Brook Rd, 43-75	518			C OTTINIC	TTTU	211411		1 dotoi		1 dotoi		
73) Parham Rd	Henrico County		<b>G</b> 98	3% 1%	1%	0%	0%	0%	F	0.095	F	0.578	31000	G
73) 1 4114111 114	To:	I-95, 43-7518	<u> </u>	7,0 1,0	ΤĨ	0 70	070	0 / 0	•	0.000	•	0.070	0.000	Ğ
	- 1													
ast	From:	SR 73 E, Parham Rd								0.000	_		5000	_
73) Ramp	Henrico County		G							0.089	F		5300	G
<u> </u>	To:	I-95 South												
<u>ast</u>	From:	SR 73 E, Parham Rd	d											
ast 73) Ramp	Henrico County	0.20 <b>3400 (</b>	G							0.114	F		3600	G
9	То:	I-95 North												
est	From:	SR 73 W, Parham Ro	d											
Ramp	Henrico County		G G							0.179	F		1400	(
73)	To:	I-95 South	<u> </u>							0.170	•		1 100	·
	<u> </u>													
est	From:	SR 73 Parham Rd											4.400	
Ramp	Henrico County		Α							0.2	Α		1100	F
	To:	I-95 North												
	From:	Park Ave												
Coeburn Ave	City of Norton	0.45 <b>2000 (</b>	<b>G</b> 97	7% 0%	1%	1%	1%	0%	С	0.096	F	0.524	2200	(
9	То:	Kentucky Ave												
_	From:	Coeburn Rd												
Kentucky Ave	City of Norton	1.32 <b>970 (</b>	<b>G</b> 96	5% 1%	1%	1%	2%	0%	С	0.103	F	0.61	1000	(
	To	12th St												
Kentucky Ave	City of Norton		<b>G</b> 96	5% 1%	1%	1%	2%	0%	С	0.102	F	0.513	990	(
A) Remucky Ave	Oity of Norton	0.00 930	<b>u</b> 50	770 170	1 /0	1 /0	270	0 70	O	0.102	'	0.510	330	•
	Toe From:	ECL Norton			H									
Kentucky Ave	Wise County	0.26 <b>930 N</b>	<b>N</b> 96	S% 1%	1%	1%	2%	0%	Ν	0.102	F	0.513	990	1
	To:	Alt US 58												
	From:	Tennessee State Line	e											
75) Green Spring Rd	Washington County		<b>G</b> 97	7% 1%	1%	0%	1%	0%	С	0.106	F	0.516	1500	(
9	,													
One or Oreston Bd	From	95-670 Green Springs Chur		70/ 00/	40/	00/	00/	00/	_	0.004	_	0.005	0.400	,
Green Spring Rd	Washington County		<b>G</b> 97	7% 0%	1%	0%	0%	0%	С	0.094	F	0.605	3400	(
	From:	SCL Abingdon	CL 1											
Groon Spring Bd	Town of Abingdon	SCL Abingdon Country		70/ <b>1</b> 0/	1%	1%	1%	0%	С	0.088	F	0.601	7000	,
Green Spring Rd	Town of Abinguon		<b>G</b> 97	7% 1%	170	170	1 70	0%	C	0.000	Г	0.601	7000	(
ALT	From:	I-81 Commerce Dr I-81												
<b>—</b>	Town of Abingdon		<b>G</b> 98	3% 0%	1%	0%	1%	0%	С	0.088	F	0.552	14000	(
Cummings St	Town of Abingdon	US 11 Lee Hwy	<b>u</b> 50	7/0 0/0		0 70	1 /0	0 70	O	0.000	'	0.552	14000	`
	From:	SR 75 Cummings St; Green S									_		46.5.5	
Ramp to I-81 N at Exit 17	Town of Abingdon (Maint: 95)		F							0.098	F		4000	F
	To:	I-81 North												
	From:	SR 75 Cummings St	t											
Ramp to I-81 S at Exit 17	Town of Abingdon (Maint: 95)		F							0.108	F		3400	F
' '	Test													
	10.	I-81 South												

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

Davida	hard a disable or	Filliary and				Divis		Tru	ıck		-00	K	01/	Dir	AANAIDT	014
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Davidita Divini	From:		Old Hundre		000/	0%	00/	00/	10/	00/	F	0.111	F	0.700	20000	_
76) Powhite Pkwy	Chesterfield Cou	unty 1.29	26000	G	98%	0%	0%	0%	1%	0%	Г	0.111	Г	0.736	30000	G
76 Powhite Pkwy	Chesterfield Cou	unty 2.00	SR 288 <b>37000</b>	G	98%	0%	0%	0%	1%	0%	F	0.107	F	0.702	42000	G
Powhite Pkwy	Chesterneid Cou				30 /6	0 /6	0 /6	0 /6	1 /0	0 /6	'	0.107	'	0.702	42000	G
Powhite Pkwy	Chesterfield Cou		3 Courthouse	Rd <b>G</b>	98%	0%	0%	0%	1%	0%	F	0.11	F	0.744	47000	G
Powhite Pkwy	Chesterneid Cou		42000		90%	0%	U%	0%	170	0%	Г	0.11	Г	0.744	47000	Ċ
Davikita Divini	Chapterfield Co.		Midlothian T	•	000/	00/	00/	00/	10/	00/		0.100		0.005	40000	
Powhite Pkwy	Chesterfield Cou	unty 2.42	43000	G	98%	0%	0%	0%	1%	0%	С	0.108	F	0.665	49000	(
	To From:		686 Jahnke R													
Powhite Pkwy	Chesterfield Cou		58000	G	98%	0%	0%	0%	1%	0%	F	0.107	F	0.646	66000	(
	From:	SR 150 Chippenl SR 150 Chippenham l				ine										
76) Powhite Pkwy	City of Richmond (Ma	• •	99000	G	98%	0%	0%	0%	1%	0%	F	0.105	F	0.63	111000	(
	To	Fore	est Hill Aven	ne												
76) Powhite Pkwy	City of Richmond (Ma		108000	G	98%	0%	0%	0%	1%	0%	F	0.106	F	0.666	122000	(
9	To	Powh	nite Pkwy Bri	daa												
Powhite Pkwy	From L City of Richmond (Ma		108000	G	98%	0%	0%	0%	1%	0%	F	0.106	F	0.666	122000	(
9	Tro								.,.		-		-			
76) Powhite Pkwy	City of Richmond (Ma	aint: 43) 0.94	SR 146 <b>73000</b>	G	98%	0%	0%	0%	1%	0%	F	0.104	F	0.665	83000	(
76)	To:		I-195		0070	0,0		0 / 0	. , 0	0,0	•	0	•	0.000	00000	
ast	From:	SR-00076-E013A(R)/5	SPLIT OF R.	AMP F	ROM RT	76										
Ramp	City of Richmond (Ma	aint: 43) 0.11	NA									NA			NA	
9	To:	IS-00195-N0	12A(B)/FRO	M RT	195											
orth	From:	North C	Carolina State	Line												
77)	Carroll County	,	16000	Α	66%	1%	1%	1%	29%	2%	F	0.134	Α		15000	-
	Combined Traffic Estimates for 2 Parallel Ro			Α	69%	1%	1%	1%	26%	2%	F	0.127	Α	0.558	30000	1
orth	To: From:		Old Pipers G	_												
lorth 77)	Carroll County		16000	A A	64%	1%	1%	1%	31%	3%	С	0.137	Α		15000	1
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	32000	Α	64%	1%	1%	1%	31%	3%	С	0.128	Α	0.581	29000	,
	To		Chances Cre													
orth	From:				2221	4.57			222	221	_		_		4=000	
77)	Carroll County	,	17000	G	66%	1%	1%	1%	29%	2%	F	0.079	F	0.500	15000	(
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Houte:	33000	G	69%	1%	1%	1%	26%	2%	F	0.076	F	0.538	30000	(
orth	To: From:		US 58													
	Carroll County	y 4.18	17000	Α	66%	1%	1%	1%	29%	2%	С	0.129	Α		16000	1
77)	carron county															
Jorth 77	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	37000	F	70%	1%	1%	1%	26%	2%	С	0.075	Α		32000	F

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

		Primary an						T	-1-			1/		D:-		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Nimate	From:	17 (20 N	, Coulson C	11. D	1		ZAXIE	3+Axle	TTRAIL	ZTrali		Factor		Factor		
North	Carroll Cou		18000	G G	66%	1%	1%	1%	29%	2%	F	0.074	F		16000	G
77	Combined Traffic Estimates for 2 Parallel	•		G	69%	1%	1%	1%	26%	2%	F	0.074	F	0.533	33000	G
	Combined Trainc Estimates for 2 Faraner				03 /6	1 /0	1 /0	1 /0	20 /0	2/0	'	0.074	'	0.555	33000	G
North	To: From:	SR 6	9 Lead Min	e Rd												
77	Carroll Cou	nty 0.23	17000	Α	66%	1%	1%	1%	29%	2%	F	0.129	Α		17000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	35000	Α	69%	1%	1%	1%	26%	2%	F	0.119	Α	0.55	33000	Α
	To:		the County 1													
North	From		oll County		000/	40/	101	40/	000/	00/	_	0.400			47000	
77	Wythe Cou	,	17000	Α	66%	1%	1%	1%	29%	2%	-	0.129	A		17000	A
<u> </u>	Combined Traffic Estimates for 2 Parallel			Α	69%	1%	1%	1%	26%	2%	F	0.119	Α	0.55	33000	Α
North	From		I Fort Chisy I-77 North	vell												
Ramp From I-77 N Exit	32 to I-81 S at Exit 81 Wythe Cou		12000	F	66%	1%	1%	1%	29%	2%	F	0.129	Α		11000	F
(1)	Combined Traffic Estimates for 2 Parallel	•		F	70%	1%	1%	1%	26%	2%	F	0.119	Α	0.55	23000	F
	To:	•	I-81 South	-	. 0 / 0	. , 0		. , 0	_0 / 0	_,,	•			0.00		•
North South	From:		1 Fort Chisv	vell												
(77)(81)(11)	Wythe Cou	nty 0.93	22000	Α	69%	1%	1%	1%	26%	2%	F	0.124	Α		21000	Α
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	Α	68%	1%	1%	1%	27%	2%	F	0.113	Α	0.558	44000	Α
	To	U	S 52; SR 12	21												
North South	Wythe Cou		24000	Α	69%	1%	1%	1%	26%	2%	_	0.122	Α		23000	Α
77 81 (11) (52)		,									F	-		0.500		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	68%	1%	1%	1%	27%	2%	г	0.113	Α	0.566	46000	Α
North South	To: From:		FR-43													
(77) $(81)$ $(11)$ $(52)$	Wythe Cou	nty 2.37	27000	F	69%	1%	1%	1%	26%	2%	С	0.092	В		24000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	F	68%	1%	1%	1%	27%	2%	С	0.1	F	0.515	48000	F
	Too		CL Wythevi	110												
North South	From:															
(77) $(81)$ $(11)$ $(52)$	Town of Wytheville	'	27000	F	69%	1%	1%	1%	26%	2%	С	0.092	В		24000	F
$\circ$ $\circ$ $\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	F	68%	1%	1%	1%	27%	2%	С	0.1	F	0.515	48000	F
North Courth	To: From:		US 11													
North South $(77)$ $(81)$ $(52)$	Town of Wytheville	(Maint: 98) 1.29	22000	Α	69%	1%	1%	1%	26%	2%	F	0.122	Α		21000	Α
(1) (01) (02)	Combined Traffic Estimates for 2 Parallel	'		A	68%	1%	1%	1%	27%	2%	F	0.116	Α	0.555	43000	Α
	To		81 Wythevil		00 /0	1 /0	1	1 /0	L1 /0	<b>L</b> /0		0.110	, ,	0.000	10000	^
North	From		I-81 South													
(77) Ramp I-81 S Exit 72 to I	-77 N at Exit 40 Town of Wytheville	(Maint: 98) 0.41	10000	F	72%	1%	1%	1%	24%	2%	F	0.077	F		9400	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	F	72%	1%	1%	1%	24%	2%	F	0.070	F	0.554	19000	F
	To		I-77 North													
North	From		81 Wythevil		700/	10/	10/	10/	0.407	00/	_	0.444	^		10000	^
77	Town of Wytheville	` '	13000	A	72%	1%	1%	1%	24%	2%	-	0.144	A	0.554	12000	A
	Combined Traffic Estimates for 2 Parallel	· · · · · · · · · · · · · · · · · · ·		A	72%	1%	1%	1%	24%	2%	F	0.133	Α	0.551	24000	Α
	10	Per	opers Ferry	KI												

# 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
North	From		ppers Ferry													
(77)	Town of Wytheville	•	13000	Α	72%	1%	1%	1%	24%	2%	F	0.138	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	72%	1%	1%	1%	24%	2%	F	0.131	Α	0.503	24000	Α
North	To From	N	CL Wythevi	lle												
77)	Wythe Cou	nty 4.57	13000	Α	72%	1%	1%	1%	24%	2%	F	0.138	Α		12000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	72%	1%	1%	1%	24%	2%	F	0.131	Α	0.503	24000	Α
	To		nd County I													
North 77	Bland Cou		the County 1 13000	Line A	72%	1%	1%	1%	24%	2%	F	0.138	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel	•		A	72%	1%	1%	1%	24%	2%	F	0.131	Α	0.503	24000	A
	To Take Traine Estimates for 2 Taken	-			1270	1 /0	- 70	1 /0	2470	270	•	0.101	,,	0.000	24000	, · ·
North	From		Little Cree										_			
77	Bland Cou	•	12000	G	72%	1%	1%	1%	24%	2%	F	0.080	F		11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	G	72%	1%	1%	1%	24%	2%	F	0.076	F	0.519	21000	G
North	To From	J	JS 52, SR 4	2												
77)	Bland Cou	nty 6.11	12000	G	72%	1%	1%	1%	24%	2%	F	0.077	F		11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	G	72%	1%	1%	1%	24%	2%	F	0.073	F	0.531	22000	G
N		10-666	Indian Villa	ge Trail			$\neg$ $\vdash$									
North 77	Bland Cou	ntv 3.94	13000	G	72%	1%	1%	1%	24%	2%	F	0.077	F		12000	G
(11)	Combined Traffic Estimates for 2 Parallel	,		G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.501	22000	G
	To Take Traine Estimates for 2 Taken				1270	1 /0	- 70	1 /0	2470	270	•	0.074	•	0.001	22000	u
North	From		06 Wilderne													
77)	Bland Cou	•	13000	G	72%	1%	1%	1%	24%	2%	F	0.077	F		11000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	72%	1%	1%	1%	24%	2%	F	0.075	F	0.501	23000	G
North	To From	Ţ	JS 52, SR 6	1												_
(77)	Bland Cou	nty 2.24	12000	Α	72%	1%	1%	1%	24%	2%	С	0.149	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	Α	72%	1%	1%	1%	24%	2%	С	0.133	Α	0.578	23000	Α
N		U	S 52; SR 59	98			_									
North	Bland Cou	nty 0.79	13000	G	72%	1%	1%	1%	24%	2%	F	0.078	F		11000	G
77 [52] [52]	Combined Traffic Estimates for 2 Parallel	•		G	72%	1%	1%	1%	24%	2%	F	0.070	F	0.5	22000	G
	Combined Traine Estimates for 21 drainer				1270	1 /0	1 70	1 /0	Z-T /0	270		0.070	•	0.5	22000	ч
North ~~~	To From		Virginia Sta													
(77) (52) (52)	Unknown County (	,	13000	G	72%	1%	1%	1%	24%	2%	F	0.078	F		11000	G
$\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel			G	72%	1%	1%	1%	24%	2%	F	0.070	F	0.5	22000	G
	To	•	unnel, West													
North	Contor Correll Correll		me Center I	Parking 1		10/	10/	00/	1/10/	00/	C	0.192	Α		1200	٨
Lambsburg Welcome	e Center Carroll Cou		from Welco		83%	1%	1%	0%	14%	0%	С	0.182	Α		1300	Α
	10	I-// North	nom welco	лие Cen	ici											

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

		Timary and interstate i									
Route	Jurisdiction	Length AADT QA	4 4Tire E	Ruc	Truck		QC	K	QK	Dir Factor	DT
rth	From:	I-77 North		2AX	de 3+Axle 1Trai	21raii		Factor	_	Factor	
7 Ramp	Carroll County	0.28 <b>1600 G</b>						0.099	F	160	00
, ,	To:	17-620 Old Pipers Gap F						0.000		. 50	, ,
rth	From:	I-77 North									
7) Ramp	Carroll County	0.22 <b>660 G</b>						0.096	F	660	0
7)	To:	SR 148 Chances Creek F									-
rth	From:	I-77 North									
orth 77 Ramp	Carroll County	0.17 <b>2000</b> G						0.085	F	200	00
	To:	US 58 Carrollton Pike									
rth	From:	I-77 North									
7 Ramp	Carroll County	0.24 <b>270</b> G						0.108	F	27	0
	To:	17-620 Coulson Church I									-
rth	From:	I-77 North									
Ramp	Wythe County	0.42 <b>560 G</b>						0.09	F	560	0
	To:	SR 69 Lead Mine Rd									
orth	From:	I-77 North									
Ramp	Wythe County	0.34 <b>6400</b> F	66%	1% 1%	6 1% 29%	2%	F	0.083	F	610	00
	To:	I-81 North									
rth	From:	I-77 North									
orth 7 Ramp	Town of Wytheville (Maint:							0.084	F	130	00
')	To:	Peppers Ferry Rd		$\overline{}$							
rth	From:	I-77 North									
Ramp	Bland County	170 G						0.136	F	170	0
	To:	10-717 Little Creek Hw									
rth	From:	Gap VENT BUILDING	ì								
7 Ramp	Bland County	0.10 <b>NA</b>						NA		NA.	4
.)	To:	I-77-N VENT BUILDING R	OAD								
orth	From:	I-77 North									
7 Ramp	Bland County	0.23 <b>1300 G</b>						0.113	F	120	00
9	То:	US 52 South Scenic Hw									
orth	From:	I-77 North to Scales									
7 Ramp	Bland County	0.22 <b>1600 G</b>						0.073	F	160	00
.)	To:	I-77 North from Scales									
orth	From:	I-77 North									
7 Ramp	Bland County	0.20 <b>1000 G</b>						0.097	F	100	00
.)	To:	10-666 Indian Village Tr									
rth	From:	I-77 North to Rest Area									
7 Rocky Gap Rest Area Ramp	Bland County	0.13 <b>520 N</b>	81% 1	1% 1%	6 0% 16%	1%	N	0.120	F	510	0
	То:	Enter Rest Area Parking I									
	From:	Exit Rest Area Parking L	ot								
orth		0.04 500 0	010/	10/ 10/	/ 00/ 100/	10/	_	0.100		510	0
orth 77) Rocky Gap Rest Area Ramp	Bland County	0.24 <b>520 G</b> I-77 North from Rest Are		1% 1%	6 0% 16%	1%	C	0.120	' '	٥.	_

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

North 77 Ramp	Jurisdiction	n Lenath						Tru						Dir		
_		Longin	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
(77) Ramp	From:		I-77 North													
	Bland Count	•	460	G								0.115	F		450	G
	From:		06 Wildernes	is Ka												
North (77) Ramp	Bland Count		I-77 North <b>640</b>	G	93%	0%	2%	2%	3%	0%	F	0.173	F		630	G
(77) Hamp	To:	•	lear Fork Cre	-		0 70		270	0 /0	0 70	•	0.170	•		000	ŭ
North	From:		I-77 North													
(77) Ramp	Bland Count		70	G								0.193	F		60	G
	To:	US 52	North Sceni	c Hwy												
South	From:	North (	Carolina Stat	te Line												
(77)	Carroll Coun	•	16000	Α	73%	1%	1%	1%	23%	2%	F	0.135	Α		15000	Α
Combined 7	Traffic Estimates for 2 Parallel F	Roadways on this Route:	32000	Α	69%	1%	1%	1%	26%	2%	F	0.127	Α	0.558	30000	Α
South	To: From:	17-62	20 Lambsbur	g Rd												
(77)	Carroll Coun	nty 7.92	16000	Α	64%	1%	1%	1%	31%	2%	С	0.136	Α		15000	Α
	Traffic Estimates for 2 Parallel F	Roadways on this Route:	32000	Α	64%	1%	1%	1%	31%	3%	С	0.128	Α	0.581	29000	Α
	To	17-775	Chance Cre	ek Rd												
South	Carroll Coun		17000	G	73%	1%	1%	1%	23%	2%	F	0.096	F		15000	G
Combined 7	Traffic Estimates for 2 Parallel F	•		G	69%	1%	1%	1%	26%	2%	F	0.036	F	0.538	30000	G
Combined	To To	toadways on this floate.	US 58		00 70	1 /0		1 /0	2070	270	•	0.070	•	0.000	00000	ŭ
South	From:										_					
77)	Carroll Coun	•	20000	F	73%	1%	1%	1%	23%	2%	С	0.075	Α		16000	F
Combined	Traffic Estimates for 2 Parallel F	Roadways on this Route:	37000	F	70%	1%	1%	1%	26%	2%	С	0.075	Α		32000	F
South	To: From:	17-620	Coulson Chu	arch Rd												
$\overline{77}$	Carroll Coun	ty 4.76	18000	G	73%	1%	1%	1%	23%	2%	F	0.094	F		16000	G
	Traffic Estimates for 2 Parallel F	•		G	69%	1%	1%	1%	26%	2%	F	0.074	F	0.531	33000	G
Courth	To: From:		the County I				-									
South (77)	Wythe Coun		18000	G	73%	1%	1%	1%	23%	2%	F	0.094	F		16000	G
	Traffic Estimates for 2 Parallel F	•		G	69%	1%	1%	1%	26%	2%	F	NA			33000	G
	To:	•	SR 69													
South	Mode Com	.tu 7.00		_	720/	10/	10/	10/	220/	20/	F	0.100	٨		16000	Λ
Combined 3	Wythe Coun Traffic Estimates for 2 Parallel F	,	17000	A A	73% 69%	1% 1%	1% 1%	1% 1%	23% 26%	2% 2%	F	0.122 0.119	A A	0.55	16000 33000	A A
Combined	To To	•	South Interch		03%	T 70	1 70	I 70	20%	270	Г	0.119	A	0.55	33000	A
South	From:		I-77 South													
Ramp I-81 N Exit 81 to I-77 S at Exit	•	•	14000	F	73%	1%	1%	1%	23%	2%	F	0.08	F		12000	F
Combined 7	Traffic Estimates for 2 Parallel F			F	70%	1%	1%	1%	26%	2%	F	0.077	F	0.504	23000	F
South North	To: From:		I-81 North 1 Fort Chisw	ell												
(77) (81) (11)	Wythe Coun		24000	A	67%	1%	1%	1%	28%	2%	F	0.113	Α		23000	Α
	Traffic Estimates for 2 Parallel F	Roadways on this Route:	46000	Α	68%	1%	1%	1%	27%	2%	F	0.113	Α	0.558	44000	Α
	To:		S 52; SR 12	1												

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

		Primary ar	iu iiileisia	ale no	utes											
Route	Jurisdictio	on Lenath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South North	Prom		S 52; SR 12		C70/	10/	10/	10/	000/	00/	F	0.110	^		00000	^
77 81 (11) (52)	Wythe Cou	•	24000	Α	67%	1%	1%	1%	28%	2%	-	0.113	A	0.500	23000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	68%	1%	1%	1%	27%	2%	F	0.113	Α	0.566	46000	Α
South North	To From		F-42													
(77) $(81)$ $(11)$ $(52)$	Wythe Cou	inty 2.18	25000	Α	67%	1%	1%	1%	28%	2%	С	0.117	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	F	68%	1%	1%	1%	27%	2%	С	0.1	F	0.515	48000	F
	To		CL Wythevil	110												
South North	From		-													
(77) (81) (11) (52)	Town of Wytheville	,	25000	Α	67%	1%	1%	1%	28%	2%	С	0.117	Α		23000	Α
$\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	F	68%	1%	1%	1%	27%	2%	С	0.1	F	0.515	48000	F
Carrith North	To: From		US 11													
South North $(77)$ $(81)$ $(52)$	Town of Wytheville	(Maint: 98) 0.82	23000	Α	67%	1%	1%	1%	28%	2%	F	0.118	Α		22000	Α
(1) (61) (52)	Combined Traffic Estimates for 2 Parallel	,		A	68%	1%	1%	1%	27%	2%	F	0.116	Α	0.555	43000	Α
	To:		81 Wythevil		0070	170	Ť	1 /0	2,70	270	•	0.110	,,	0.000	10000	٠,
South	From		I-81 North													
(77) Ramp I-77 S Exit 40 to 8	31 N Exit 72 Town of Wytheville	(Maint: 98) 0.66	10000	F	72%	1%	1%	1%	24%	2%	F	0.074	F		9600	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	F	72%	1%	1%	1%	24%	2%	F	0.070	F	0.554	19000	F
0 "	To	·	I-77 South													
South	Town of Wytheville		81 Wythevil 13000	<u>le</u> <b>А</b>	72%	1%	1%	1%	24%	2%	_	0.134	Α		12000	Α
77	•	,			72% 72%	1%	1%	1%	24%	2% 2%	F	0.134	A	0.551	24000	A
	Combined Traffic Estimates for 2 Parallel			Α	12%	170	170	170	24%	2%	Г	0.133	А	0.551	24000	A
South	To- From	N	CL Wythevil	lle												
(77)	Town of Wytheville	(Maint: 98) 0.02	13000	Α	72%	1%	1%	1%	24%	2%	F	0.134	Α		12000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	72%	1%	1%	1%	24%	2%	F	0.133	Α	0.551	24000	Α
	To	Per	ppers Ferry	Rd												
South	From		•		700/	10/	10/	10/	0.40/	00/	_	0.105	Α		10000	^
77	Town of Wytheville	· ·	13000	A	72%	1%	1%	1%	24%	2%	-	0.135		0.504	12000	A
	Combined Traffic Estimates for 2 Parallel		nd County L	A	72%	1%	1%	1%	24%	2%	F	0.132	Α	0.561	24000	Α
South	From		the County I													
South $(77)$	Bland Cou		13000	Α	72%	1%	1%	1%	24%	2%	F	0.135	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	72%	1%	1%	1%	24%	2%	F	0.132	Α	0.561	24000	Α
	To		Little Creel	k Hww												
South	From				7651	4-1	4.57	401	0.454	001	_	0.6==	_		11000	_
77	Bland Cou	,	12000	G	72%	1%	1%	1%	24%	2%	F	0.075	F		11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.548	21000	G
South		J	JS 52, SR 42	2												
South $(77)$	Bland Cou	nty 6.05	12000	G	72%	1%	1%	1%	24%	2%	F	0.077	F		11000	G
"	Combined Traffic Estimates for 2 Parallel	•		G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.504	22000	G
	To To		Indian Villa			. ,0		. ,0	, 0	_ / 0		0.0, ,		0.00 1		<u></u>

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

	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 25000 G 72% 1% 1% 1% 24% 2% F 0.074 F 0.511 22000 G  West Virginia State Line  Unknown County (Maint: 10) 0.50 13000 G 72% 1% 1% 1% 24% 2% F 0.076 F 11000 G  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 25000 G 72% 1% 1% 1% 24% 2% F 0.074 F 0.511 22000 G  Tot End of Tunnel, West Virginia  From: I-77 South															
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Avlo				QC		QK		AAWDT	QW
South	From:	10-666	Indian Villa	ge Trail			ZAXIE	3+Axie	TITALI	ZIIali		i actor		1 actor		
South $\overline{(77)}$	Bland Cour			-	72%	1%	1%	1%	24%	2%	F	0.077	F		10000	G
		-									F		F	0.501		
	Too							.,,		_,-	-					
South (77)	From:															
(77)		•									F					
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.535	23000	G
South	To: From:	SR 61 C	Clear Fork C	reek Rd												
South (77)	Bland Cour	nty 1.79	12000	Α	72%	1%	1%	1%	24%	2%	С	0.137	Α		11000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	Α	72%	1%	1%	1%	24%	2%	С	0.133	Α	0.578	23000	Α
	To			98												
South	From:				=0.01				0.427				_		44005	
(77) (52) (5 ₂ )		•											-			
$\lor \lor \lor$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.511	22000	G
South	Ta: From:	West V	Virginia Stat	te Line												
(77) $(52)$ $(52)$	Unknown County (	Maint: 10) 0.50	13000	G	72%	1%	1%	1%	24%	2%	F	0.076	F		11000	G
(1) (32) (32)	· · · · · · · · · · · · · · · · · · ·	,		-							F		F	0.511		
	To:					.,,		. , ,	, 0	_,,	•	0.07	•	0.0		<u> </u>
South	From		I-77 South													
Ramp to NC Welcome	Center Carroll Cou	nty 0.11		G								NA			1100	G
	To	North (	Carolina Sta	te Line												
South	From:		I-77 South													
(77) Ramp	Carroll Cou	nty 0.19	1000	G								0.094	F		1000	G
$\cup$	To:	17-62	20 Lambsbu	rg Rd												
South	From:		I-77 South													
(77) Ramp	Carroll Cou	nty 0.20	940	G								0.111	F		990	G
$\overline{}$	To	SR 148	Chances Cı	reek Rd												
South	From:		I-77 South													
Ramp	Carroll Cou											0.091	F		2400	G
$\overline{}$	То:	US 5	8 Carrollton	Pike												
South	From:															
Ramp	Carroll Cou											0.186	F		1000	G
$\smile$	To:	17-620	Coulson Ch	urch Rd												
South	From:															
77 Ramp	Wythe Cou											0.1	F		550	G
<u> </u>	To:	SR 6	9 Lead Min	e Rd												
South	From:															
Parent L 77 C Full	40 to I-81 S at Exit 72 Town of Wytheville	(Maint: 98) 0.22	2500	F	72%	1%	1%	1%	24%	2%	F	0.084	F		2300	F
(77) Ramp From 1-77 S Exit	40 to 1 01 0 at Exit 12 Town of Wythevine	(	I-81 South		7 = 70	1 /0	. , ,	. , 0		_,,		0.00.				

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

		Primary and interstate Routes									
Route	Jurisdiction 	Length <b>AADT QA</b> 4Tire	Ruc	Truck xle 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW
outh 777 Ramp	Town of Wytheville (Maint: 98)	I-77 South  0.33 <b>1600 G</b> I-77 South Exit 41B		1			0.096	F		1700	G
outh 777 Ramp	Town of Wytheville (Maint: 98)	I-77-S041B FROM RT 77 0.03 NA 139-5258 FROM RT 77		<del> </del> 			NA			NA	
outh 77 Ramp	Town of Wytheville (Maint: 98)	I-77-S041A FROM RT 77 0.05 <b>NA</b> 139-5258 FROM RT 77		] ]			NA			NA	
outh 77) Ramp	Bland County	I-77 South  120 G  10-717 Little Creek Hwy		1			0.139	F		110	G
outh 77) Ramp	Bland County	I-77 South to Scales  0.22 2000 G  I-77 South from Scales		1			0.067	F		2000	G
outh 777 Ramp	Bland County To	I-77 South 0.22 1300 G US 52 South Scenic Hwy		]			0.108	F		1200	G
outh 77) Ramp	Bland County	I-77 South 0.19 <b>1500 G</b> 10-666 Indian Village Trail		1			0.103	F		1400	G
outh 77 Rocky Gap Welcome Center	From: Bland County To:	I-77 South to Welcome Center  0.17 950 N 69%  Enter Welcome Center Parking Lot	1% 1	] % 1% 279 ]	% 2%	N	0.16	Α		880	N
Outh Rocky Gap Welcome Center	Bland County To:	Exit Welcome Center Parking Lot  0.12 950 A 69%  I-77 South from Welcome Center	1% 1	% 1% 27%	% 2%	С	0.16	Α		880	Α
outh 77 Ramp	Bland County	I-77 South 0.15 <b>400 G</b> 10-606 Wilderness Rd		] ]			0.113	F		390	G
outh 77 Ramp	From: Bland County To:	I-77 South 0.26 <b>370 G</b> US 52 Clear Fork Creek Hwy		]			0.138	F		360	G
outh 52 Ramp	From: Bland County Too	I-77 South 0.17 <b>350 G</b> SR 598 E River Mountain Rd					0.128	F		340	G
78 Callahan Ave	Town of Appalachia (Maint: 97)	Bus US 23, ALT US 58 1.39 <b>1700 G</b> 88%	0% 1	] % 1% 109	% 0%	С	0.088	F	0.593	1800	G
78 Callahan Ave	Wise County	WCL Appalachia 0.37 1700 N 88% 97-686 Derby Rd	0% 1	% 1% 10°	% 0%	N	0.088	F	0.593	1800	N

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trι			QC	_ K	QK	Dir	AAWDT	· C
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Callahan Ave	Wigo County	97-686 Derby I 1.08 <b>920</b>		88%	0%	1%	1%	11%	0%	С	0.087	F	0.624	910	
Callahan Ave	Wise County	1.00 920	G	00%	076	1 70	1 70	1170	0%	C	0.067	Г	0.024	910	
) - · · · ·	To: From:	97-685 Roda F													
Stonega Rd	Wise County	1.01 390	N	59%	0%	1%	1%	39%	0%	N	0.099	F	0.54	380	
	10:	97-600 Stonega	Rd												
	From:	SR 55 West of Li													
Apple Mountain Rd	Warren County	0.23 <b>12000</b>	F	97%	0%	1%	0%	1%	0%	С	0.098	F	0.701	13000	
	То:	I-66													
	From:	SR 79 Apple Moun	tain Rd												
Ramp	Warren County	0.23 <b>4500</b>	G								0.153	F		4500	
	To:	I-66 East													
	From:	SR 79 Apple Mount	tain Rd												
Ramp	Warren County	0.20 <b>1500</b>	G			_					0.096	F		1500	
	To:	I-66 West													
	From:	US 11 Lee Hw	vy												
Glennbrook Ave	Washington County	1.06 <b>2800</b>	G	98%	1%	1%	0%	0%	0%	F	0.123	F	0.71	2700	
	Too	05 600 11:11													
Lindell Rd	Washington County	95-609 Hillman I 2.19 <b>780</b>	G G	98%	1%	0%	0%	0%	0%	С	0.096	F		770	
Lindell Tid	To:	95-740 N, Old Saltw			1 /0	0 /8	0 /6	0 /6	0 76	O	0.030	'		770	
	From:	95-740 N, Old Saltw 95-740 N, Robinda													
Hayters Gap Rd	Washington County	6.00 <b>580</b>	G	98%	1%	1%	0%	0%	0%	С	0.108	F	0.756	570	
	To	05 (00 P 1 G	D.1												
Hayters Gap Rd	اتستا Washington County	95-689 Brumley G <b>360</b>	ap Ka <b>G</b>	98%	1%	0%	1%	0%	0%	С	0.098	F	0.659	350	
Traylers dap nu	vv asriington County	300	G	30 /6	1 /0	0 /6	1 /0	0 /6	0 76	O	0.030	'	0.000	550	
	To: From:	95-613 Poor Valle	_												
Hayters Gap Rd	Washington County	150	G	92%	0%	0%	8%	0%	0%	С	0.126	F	0.64	150	
	To: From:	Russell County I													
Hayters Gap Rd	Russell County	Washington Count 6.23 <b>350</b>	y Line G	98%	0%	1%	1%	0%	0%	С	0.108	F	0.5	370	
Trayters dap no	To:	US 19 South		30 /6	0 /0	1/8	1 /0	0 /6	0 78	O	0.100	'	0.5	370	
	From:	US 19 Elway													
(19)	Russell County	2.57 <b>11000</b>	F	94%	0%	1%	1%	3%	0%	F	0.090	F	0.572	12000	
7 (3)	To:	US 19 Roseda	le												
	From:	US 19 North													
) Honnaker Rd	Russell County	4.50 <b>5800</b>	G	96%	0%	1%	1%	2%	0%	С	0.095	F	0.599	6000	
	To:	SR 67 Swords Cre	ek Rd												
Redbud Hwy	Russell County	1.17 <b>7100</b>	G	96%	0%	1%	1%	2%	0%	F	0.098	F	0.542	7400	
-	To:														
Big A Mountain Rd	Russell County	83-645 New Gard		96%	0%	1%	1%	20/-	0%	F	0.105	F	0.546	2400	
Big A Mountain Rd	Tussell County	5.67 <b>2300</b> Buchanan County	G (Line	30 /6	0 /0	1 /0	1 /0	2%	0 /0	'	0.103	'	0.540	2400	
	From:	Russell County I													
Red Bud Hwy	Buchanan County	9.85 <b>1400</b>	G	94%	1%	1%	2%	1%	0%	С	0.094	F	0.5	1300	
,	To	Dickenson County													

312

# 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				QC	Factor	QK	Factor	AAWDT	Q
Dilates Handenson Han	From:		anan County		0.40/	40/		<b>5</b> 0/	100/	00/	_	0.007	_	0.5	4000	
0 Helen Henderson Hwy	Dickenson County	3.49	1000	G	84%	1%	2%	5%	10%	0%	С	0.097	F	0.5	1000	(
	To- From:		32 Priest For													
O Helen Henderson Hwy	Dickenson County	7.05	1200	G	87%	1%	2%	2%	8%	0%	С	0.096	F	0.531	1200	
	To: From:		SCL Haysi													
Helen Henderson Hwy	Town of Haysi (Maint: 25	5) 0.27	2300	G	87%	1%	2%	2%	8%	0%	F	0.106	F	0.548	2300	
	To:	SR 83	S Dickenson	n Hwy												
	From:	<u>-, 004</u>	S SR 83		0.40/	40/		40/	00/	00/	_	0.007	_	0.500	0.400	
Dickenson Hwy	Town of Haysi (Maint: 25	5) 0.34	3400	G	94%	1%	2%	1%	2%	0%	F	0.097	F	0.509	3400	
	To: From:		E SR 63													
) 83 Dickenson Hwy	Town of Haysi (Maint: 25	5) 1.08	2600	G	94%	1%	2%	1%	2%	0%	F	0.093	F	0.584	2600	
	To		CL Haysi													
0) (83)	Town of Haysi (Maint: 25	5) 0.01	2600	N	94%	1%	2%	1%	2%	0%	Ν	0.093	F	0.584	2600	
,) (60)	To:	<u>′</u>	SR 83 N													
	From:	SR 83	S, Dickenso	n Hwy												
) Breaks Park Rd	Dickenson County		640	G	96%	0%	1%	0%	2%	0%	С	0.111	F	0.591	640	
	To:		anan County													
Duradia Dadi Dd	Prom:	Dicke	enson County		0.40/	10/	10/	00/	00/	00/	0	0.400	F	0.05	000	
Breaks Park Rd	Buchanan County	17	610	G	94%	1%	1%	2%	2%	0%	С	0.122	г	0.65	600	
			tucky State I				J									
Dames to LOCAL STATE OF	From:		) Glennbrook		000/	00/	10/	00/	00/	00/	F	0.000	_		4500	
Ramp to I-81 N at Exit 24	Washington County	0.14	1500	F	96%	0%	1%	0%	3%	0%	F	0.096	F		1500	
	10.		I-81 North													
7	From:		) Glennbrool		/	4.57			0.4.57	4.57	_		_		4=00	
Ramp to I-81 S at Exit 24	Washington County	0.16	1700	F	75%	1%	1%	1%	21%	1%	F	0.091	F		1700	
	10.		I-81 South				<u> </u>									
<b>7. </b>	From:		1N 243A; I-	81 S 24	3A											
Lateral Ramp from I-81 to US 11 at Exit 243	Rockingham County	0.10	NA									NA			NA	
		US 11 S	outh of Harri	risonburg	3											
<b>7</b>	From:	Ramps I-8	1N 251A; I-		1A											
Lateral Ramp from I-81 to US 11 at Exit 251	Rockingham County		4200	F								0.098	F	0.631	4400	
,	To:	US 11 N	orth of Harri	risonburg	3											
h	From:		nessee State													
	Washington County	0.65	20000	G	78%	1%	1%	1%	19%	1%	С	0.097	Α		19000	
Combined Traffic Esti	mates for 2 Parallel Roadw	ays on this Route:	39000	G	77%	1%	1%	1%	19%	1%	С	0.095	Α	0.509	39000	
	Too		SCL Bristol													
th	City of Bristol (Maint: 95				78%	1%	10/	10/	100/	10/	0	0.007	Α		10000	
Occabined Traffic Fall	•	•	20000	G			1%	1%	19%	1%	С	0.097		0.500	19000	
Combined Traffic Esti	mates for 2 Parallel Roadw			G	77%	1%	1%	1%	19%	1%	С	0.095	Α	0.509	39000	
	To:	US 58, U	S 421 Gate 0	City Hw	y y											

313

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

		T Tilliary at	na intersta	210 1101								17		Б.		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
N I = -skl-	From	110.50 11	S 421 Gate	C: II			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
North (58)	City of Bristol (M		20000	City Hw A	78%	1%	1%	1%	19%	1%	F	0.100	Α		20000	Α
(61) (36)	Combined Traffic Estimates for 2 Parallel	,		A	77%	1%	1%	1%	19%	1%	F	0.098	Α	0.532	39000	Α
	To To		I-381		,	. , ,		. , ,	.070	. , ,	•	0.000		0.002	00000	
North	From:															_
81 (58)	City of Bristol (M	•	27000	F	96%	0%	1%	0%	3%	0%	F	0.089	F		27000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	F	87%	1%	1%	1%	10%	1%	F	0.084	F	0.528	51000	F
North	To: From:	J	JS 11, US 1	9												
(81) (58)	City of Bristol (M	aint: 95) 2.13	24000	Α	78%	1%	1%	1%	19%	1%	F	0.094	Α		25000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	77%	1%	1%	1%	19%	1%	F	0.096	Α	0.517	48000	Α
	To	0	ld Airport R	2d			_									
North (58)	City of Bristol (M		22000	Α	78%	1%	1%	1%	19%	1%	F	0.093	Α		23000	Α
81 (58)	Combined Traffic Estimates for 2 Parallel	•		Ā	77%	1%	1%	1%	19%	1%	F	0.096	Α	0.508	46000	A
	Tombined Traine Estimates for 2 Taraner				1170	1 /0		1 /0	10 /0	1 /0	•	0.000	٠,	0.000	40000	, · ·
North	From:		NCL Bristol													
(81) (58)	Washington C	· ·	22000	Α	78%	1%	1%	1%	19%	1%	F	0.093	Α		23000	Α
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	77%	1%	1%	1%	19%	1%	F	0.096	Α	0.508	46000	Α
North	To: From:		FR-310													
81) (58)	Washington C	County 0.99	22000	Α	75%	1%	1%	1%	21%	1%	F	0.095	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	Α	76%	1%	1%	1%	20%	1%	F	0.096	Α	0.556	44000	Α
	Te	95-611	1 Spring Cre	ek Rd												
North	Washington C		22000	F	97%	0%	2%	0%	1%	0%	С	0.083	E		23000	F
81 (58)	Combined Traffic Estimates for 2 Parallel			F	87%	0%	2%	0%	10%	1%	F	0.084	F	0.502	46000	F
	Combined Traine Estimates for 21 drainer				01 70	0 70		0 70	10 /0	1 /0	•	0.004	•	0.502	40000	
North	From:		40 Jonesbor	o Rd												
(81) (58)	Washington C	•	21000	Α	75%	1%	1%	1%	21%	1%	С	0.095	Α		21000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	41000	Α	76%	1%	1%	1%	20%	1%	С	0.096	Α	0.539	42000	Α
North	To: From:	S	CL Abingdo	n												
(81) (58)	Town of Abingdon	(Maint: 95) 0.14	21000	Α	75%	1%	1%	1%	21%	1%	С	0.095	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel	` '		Α	76%	1%	1%	1%	20%	1%	С	0.096	Α	0.539	42000	Α
	To:		75 Cumming	es St												
North	Tourn of Alexander		•		020/	10/	20/	10/	40/	00/	0	0.001	_		22000	Е
81 (58)	Town of Abingdon		22000	F F	92%	1%	2%	1%	4%	0% 1%	С	0.081	F	0.501	22000	F
	Combined Traffic Estimates for 2 Parallel		CL Abingdo		85%	1%	1%	1%	11%	1%	F	0.079	F	0.501	43000	F
North	From:		ingdon US 1		3											
(81)	Washington C	•	18000	Α	75%	1%	1%	1%	21%	1%	F	0.101	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel			Α	76%	1%	1%	1%	20%	1%	F	0.096	Α	0.546	36000	Α
	To	95-70	04 Enterpris	e 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:	95-70	04 Enterpris	e Rd			27.00	017100	TTTQIII	Liian		1 40101		1 40101		
( <del>81</del> )	Washington Co	ounty 2.66	17000	F	75%	1%	1%	1%	21%	1%	F	0.082	F		18000	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	34000	F	85%	1%	1%	1%	11%	1%	F	0.086	F	0.547	35000	F
North	To. Fron:	SR 80	) Glenbrook	Ave												
(81)	Washington Co	ounty 1.52	17000	F	96%	1%	2%	1%	1%	0%	С	0.08	F		18000	F
0.0	Combined Traffic Estimates for 2 Parallel I	•	34000	F	97%	1%	1%	1%	1%	0%	С	0.086	F	0.55	34000	F
NI II	To: From:	95-7	737 College	Dr												
North 81	Washington Co	ounty 2.97	15000	G	75%	1%	1%	1%	21%	1%	F	0.083	F		15000	G
(01)	Combined Traffic Estimates for 2 Parallel I			G	85%	1%	1%	1%	12%	1%	F	0.077	F	0.507	31000	G
	To	SF	R 91 Maple	St												
North 81	Washington Co		13000	G	75%	1%	1%	1%	21%	1%	F	0.073	F		14000	G
(81)	Combined Traffic Estimates for 2 Parallel I			G	76%	1%	1%	1%	20%	1%	F	0.086	F	0.544	28000	G
	To	US 11 Lee Hwy						.,,		.,,						
North	From: <b>W</b> ashington Co				75%	1%	1%	10/	21%	10/	_	0.074	F		13000	G
81	Combined Traffic Estimates for 2 Parallel I		13000	G G	75% 76%	1%	1%	1% 1%	20%	1% 1%	F	0.074	F	0.509	27000	G
	To:	-	rth County I		7070	1 /0	1/8	1 /0	20 /6	1 /0	•	0.075	'	0.503	27000	ч
North	From:		ngton Count	•												
81	Smyth Cour	•	13000	G	75%	1%	1%	1%	21%	1%	F	0.074	F	0.500	13000	G
	Combined Traffic Estimates for 2 Parallel I			G	76%	1%	1%	1%	20%	1%	F	0.073	F	0.509	27000	G
North	To: From:		CL Chilhow	ie												
81)	Town of Chilhowie (		13000	G	75%	1%	1%	1%	21%	1%	F	0.074	F		13000	G
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	27000	G	76%	1%	1%	1%	20%	1%	F	0.073	F	0.509	27000	G
North	To From:	SR 10	7 White Top	p Ave												
(81)	Town of Chilhowie (	(Maint: 86) 0.45	13000	G	75%	1%	1%	1%	21%	1%	F	0.074	F		13000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	27000	G	76%	1%	1%	1%	20%	1%	F	0.074	F	0.540	28000	G
North	To: From:	No	CL Chilhow	ie												
(81)	Smyth Cour	nty 3.44	13000	G	75%	1%	1%	1%	21%	1%	F	0.074	F		13000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	27000	G	76%	1%	1%	1%	20%	1%	F	0.074	F	0.540	28000	G
Ninada	To From	US 11 Lee Hwy:	; 86-645 Ch	estnut R	idge Rd											
North 81	Smyth Cour	nty 4.07	13000	G	75%	1%	1%	1%	21%	1%	F	0.074	F		14000	G
01)	Combined Traffic Estimates for 2 Parallel I			G	76%	1%	1%	1%	20%	1%	F	0.078	F	0.522	29000	G
	To		S 11 Lee Hv													
North	From L Smyth Cour		14000	<u>у,</u> А	75%	1%	1%	1%	21%	1%	F	0.115	Α		14000	Α
81	Combined Traffic Estimates for 2 Parallel I			A	75% 76%	1%	1%	1%	20%	1%	F	0.115	A	0.561	28000	A
	" F	· · · · · · · · · · · · · · · · · · ·	) Washingto		7070	1 /0	- /0	1 /0	20 /0	1 /0	•	0.100	^	0.001	20000	

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

		Filliary an			ules			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	86-730	Washingto	n Ave				017.00.0				. 45151		. 40101		
81	Smyth County	y 0.69	15000	Α	75%	1%	1%	1%	21%	1%	F	0.113	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	29000	Α	76%	1%	1%	1%	20%	1%	F	0.101	Α	0.556	29000	Α
North	To: From:	V	VCL Marior	ì												
(81)	Town of Marion (Ma	aint: 86) 0.22	15000	Α	75%	1%	1%	1%	21%	1%	F	0.113	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	29000	Α	76%	1%	1%	1%	20%	1%	F	0.101	Α	0.556	29000	Α
N	To	F	ECL Marion													
North 81	Smyth County	v 0.28	15000	Α	75%	1%	1%	1%	21%	1%	F	0.113	Α		15000	Α
(61)	Combined Traffic Estimates for 2 Parallel Ro	,		A	76%	1%	1%	1%	20%	1%	F	0.101	Α	0.556	29000	Α
	To:		SCL Marion													
North	From L Town of Marion (Ma		15000	Α	75%	1%	1%	1%	21%	1%	F	0.113	Α		15000	Α
81	Combined Traffic Estimates for 2 Parallel Ro	,		A	75% 76%	1%	1%	1%	20%	1%	F	0.113	A	0.556	29000	A
	Combined Trailic Estimates for 21 drailer fit				7076	1 /0	1 /0	1 /0	20 /6	1 /0	•	0.101	^	0.550	23000	^
North	From:		6 Commerc													
81	Town of Marion (Ma	,	12000	G	75%	1%	1%	1%	21%	1%	F	0.074	F	0.540	12000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	25000	G	76%	1%	1%	1%	20%	1%	F	0.078	F	0.519	26000	G
North	To: From:	N	NCL Marion	Į.												
81)	Smyth County	,	12000	G	75%	1%	1%	1%	21%	1%	F	0.074	F		12000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	25000	G	76%	1%	1%	1%	20%	1%	F	0.078	F	0.519	26000	G
North	To: From:		Rifton Dr													
(81)	Smyth County	y 2.99	11000	G	75%	1%	1%	1%	21%	1%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	24000	G	76%	1%	1%	1%	20%	1%	F	0.078	F	0.509	25000	G
Nouth	To- From:	86-622	Nicks Cree	ek Rd												
North 81	Smyth County	v 3.98	13000	В	75%	1%	1%	1%	21%	1%	F	0.113	Α		13000	В
01)	Combined Traffic Estimates for 2 Parallel Ro	,	24000	В	76%	1%	1%	1%	20%	1%	F	0.114	Α	0.516	23000	В
	To	86-6	683 Winsor	Rd												
North 81	Smyth County		11000	G	75%	1%	1%	1%	21%	1%	F	0.076	F		11000	G
81)	Combined Traffic Estimates for 2 Parallel Ro	•		G	75 <i>%</i>	1%	1%	1%	20%	1%	, F	0.076	F	0.508	22000	G
	To		he County I		. 3 ,0	. 70		. 70		. 70		0.57.0		0.500		<u> </u>
North	From		th County L		750/	40/	101	40/	040/	40/	_	0.070	_		11000	
81	Wythe County	•	11000	G	75%	1%	1%	1%	21%	1%	F	0.076	F	0.500	11000	G
	Combined Traffic Estimates for 2 Parallel Re			G	76%	1%	1%	1%	20%	1%	F	0.076	F	0.508	22000	G
North	To- From	SR 90; 98	8-680 Black	Lick Ro	d											
81	Wythe County	•	14000	Α	75%	1%	1%	1%	21%	1%	F	0.121	Α		13000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Ro			Α	76%	1%	1%	1%	20%	1%	F	0.107	Α	0.562	26000	Α
	To	US 1	11, W Lee H	łwy												

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

				ate Ro					_			17		ъ:		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
N	From	110	11. W Lee H	т			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
North	Wythe Cou		11, w Lee F	F	75%	1%	1%	1%	21%	1%	F	0.071	F		12000	F
81	Combined Traffic Estimates for 2 Parallel	•		F	76%	1%	1%	1%	20%	1%	' 	0.085	F	0.568	23000	· F
	Combined Trainc Estimates for 2 Faraner				70 /6	1 /0	1 /0	1 /0	20 /0	1 /0	'	0.005	'	0.500	23000	'
North	To: From:	SC	CL Wythevil	le												
81	Town of Wytheville	(Maint: 98) 2.03	11000	F	75%	1%	1%	1%	21%	1%	F	0.071	F		12000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	F	76%	1%	1%	1%	20%	1%	F	0.085	F	0.568	23000	F
	To	/	US 52, N Fo													
North	Taura of We the will a		21, N Fourtl		750/	10/	10/	10/	010/	10/	_	0.110	۸		1 1000	
81 (52)	Town of Wytheville	,	14000	A	75%	1%	1%	1%	21%	1%	-	0.119	A	0.500	14000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	Α	76%	1%	1%	1%	20%	1%	F	0.105	Α	0.508	28000	Α
North North South	To:	I-	77 Wythevil	le			<u></u>									
(81)     (77)     (77)     (52)	Town of Wytheville	(Maint: 98) 0.82	23000	Α	67%	1%	1%	1%	28%	2%	F	0.118	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	68%	1%	1%	1%	27%	2%	F	0.116	Α	0.555	43000	Α
	To															
North North South	From:		11, E Main													
(81) (77) (77) (11)	Town of Wytheville	,	25000	Α	67%	1%	1%	1%	28%	2%	С	0.117	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	F	68%	1%	1%	1%	27%	2%	С	0.1	F	0.515	48000	F
North North Couth	To: From:	NO	CL Wythevil	lle												
North North South $(81)$ $(77)$ $(77)$ $(11)$	Wythe Cou	ntv 2.18	25000	Α	67%	1%	1%	1%	28%	2%	С	0.117	Α		23000	Α
81 77 77 [11]	Combined Traffic Estimates for 2 Parallel	,		F	68%	1%	1%	1%	27%	2%	C	0.1	F	0.515	48000	F
	Combined Traine Estimates for 21 drainer					1 /0	1 /0	1 /0	21 /0	270	J	0.1	•	0.515	40000	•
North North South	To: From:	FR 326; FR 42 C	hapman Rd;	FR 43	Lee Hwy											
(81) $(77)$ $(77)$ $(11)$	Wythe Cou	nty 2.61	24000	Α	67%	1%	1%	1%	28%	2%	F	0.113	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	68%	1%	1%	1%	27%	2%	F	0.113	Α	0.566	46000	Α
	To:	SR 121 Max Me														
North North South	Wythe Cou	us 52 Fort Chiswell	1 Rd; SR 121 <b>24000</b>		1eadows R 67%	1%	10/	1%	28%	00/	_	0.113	Α		22000	^
81 77 77 11	•	,		A			1%			2%				0.550	23000	A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	46000	Α	68%	1%	1%	1%	27%	2%	F	0.113	Α	0.558	44000	Α
North	To:	I-7	7 Fort Chisw	vell												
(81) (11)	Wythe Cou	nty 2.31	18000	Α	68%	1%	1%	1%	27%	2%	F	0.104	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	69%	1%	1%	1%	26%	2%	F	0.097	Α	0.582	36000	Α
	To		Major Grah	ame DA												
North	From:							101		•					.=	_
(81)     (11)	Wythe Cou	,	16000	F	68%	1%	1%	1%	27%	2%	F	0.073	F		17000	F
<b>→</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	F	69%	1%	1%	1%	26%	2%	F	0.074	F	0.501	35000	F
North	To: From:		98-618													
North	Wythe Cou	nty 1.44	18000	Α	68%	1%	1%	1%	27%	2%	F	0.105	Α		18000	Α
(81) (11)					00,0	. , 5	. , 5	. , .	,	-,0		550				
81 11	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	35000	Α	69%	1%	1%	1%	26%	2%	F	0.099	Α	0.564	35000	Α

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

Route	Jurisdiction	Length	ΔΔΩΤ	ΩΔ	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	. OI
orth	From:		he County				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
11)	Pulaski County	2.68	18000	A	68%	1%	1%	1%	27%	2%	F	0.105	Α		18000	А
	Combined Traffic Estimates for 2 Parallel Road	dwavs on this Route:		Α	69%	1%	1%	1%	26%	2%	F	0.099	Α	0.564	35000	А
	To:	•	S 11 Lee Hy	wy												
orth	From:		1 Lee High													
31)	Pulaski County	0.14	19000	N	68%	1%	1%	1%	27%	2%	N	0.100	Α		19000	Ν
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	37000	N	69%	1%	1%	1%	26%	2%	N	0.098	Α	0.574	37000	١
orth	To: From:	SR	100 Wysor	Rd			$\Box$ $\vdash$									
100	Pulaski County	2.11	19000	Α	68%	1%	1%	1%	27%	2%	F	0.100	Α		19000	1
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	37000	Α	69%	1%	1%	1%	26%	2%	F	0.098	Α	0.574	37000	1
th	Too From	FR 47; FR	327 Old Ba	altimore I	Rd											
100	Pulaski County	1.67	19000	F	68%	1%	1%	1%	27%	2%	F	0.074	F		19000	
1) (100)	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:		F	69%	1%	1%	1%	26%	2%	F	0.074	F	0.501	38000	
	Tay	SR 99	Count Pula	ski Dr												
th 100)	Pulaski County	4.35	20000	Α	68%	1%	1%	1%	27%	2%	F	0.102	Α		20000	
(100)	Combined Traffic Estimates for 2 Parallel Road			A	69%	1%	1%	1%	26%	2%	F	0.097	Α	0.573	39000	
	Tollies Traine Estimates for 2 Taraner Trade				00 70	1 /0		1 /0	2070	270	•	0.007	,,	0.070	00000	
h N	From:		00 Cleburne													
	Pulaski County	2.59	19000	F	68%	1%	1%	1%	27%	2%	F	0.075	F		20000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	39000	F	69%	1%	1%	1%	26%	2%	F	0.076	F	0.53	40000	
h	To: From:	77-66	0 State Par	rk Rd												
7	Pulaski County	4.00	19000	G	68%	1%	1%	1%	27%	2%	F	0.091	В		19000	
	Combined Traffic Estimates for 2 Parallel Road			G	69%	1%	1%	1%	26%	2%	F	0.088	В	0.504	35000	
	To:		mery Coun													
h <del>)</del>	Montgomery Count		ski County 19000	G	68%	1%	1%	1%	27%	2%	F	0.091	В		19000	
)	Combined Traffic Estimates for 2 Parallel Road	•		G	69%	1%	1%	1%	26%	2%	F	0.088	В	0.504	35000	
	Total	-	R 232 First		00 70	1 70		170	2070	270	•	0.000	_	0.001	00000	
h N	From															
J	Montgomery County	-	19000	Α	68%	1%	1%	1%	27%	2%	F	0.104	Α		19000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	37000	Α	69%	1%	1%	1%	26%	2%	F	0.096	Α	0.54	38000	
h	To: From:	SR	177 Tyler	Rd												
Ť	Montgomery County	y 5.12	20000	Α	68%	1%	1%	1%	27%	2%	С	0.1	Α		21000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	38000	Α	69%	1%	1%	1%	26%	2%	С	0.098	Α	0.502	39000	
th	To: From	SR 8 F	Riner Rd; M	Iain St			$\Box$ $\vdash$									
th	Montgomery Count	y 0.08	21000	G	68%	1%	1%	1%	27%	2%	F	0.079	F		21000	
7	Combined Traffic Estimates for 2 Parallel Road	•		G	69%	1%	1%	1%	26%	2%	F	0.08	F	0.549	40000	
	Tor		Christians		/ -	. , •	Ť	,,,	_3,0	_,,						

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

Route	Jurisdiction	Length	AADT	ΟΛ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. OI
	From				71110	Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	- Cit	Factor	70,000	
orth 31	Town of Christiansburg		Christiansl	G	68%	1%	1%	1%	27%	2%	F	0.079	F		21000	G
	Combined Traffic Estimates for 2 Parallel Ro	,		G	69%	1%	1%	1%	26%	2%	F	0.08	F	0.549	40000	(
	То	<u> </u>	S 11, US 46					.,,-								
rth	From:				740/	10/	10/	10/	220/	20/	_	0.100	۸		22000	
31	Town of Christiansburg Combined Traffic Estimates for 2 Parallel Ro	` '	22000	G G	74% 72%	1% 1%	1% 1%	1% 1%	22% 23%	2% 2%	C F	0.103	A F	0.632	22000 40000	
	Combined Trainic Estimates for 2 Faraner No	<u> </u>			1270	1 70	1 70	1 70	23%	270	г	0.099	Г	0.032	40000	
rth	Too From:		. Christians													
1)	Montgomery Cou	•	22000	G	74%	1%	1%	1%	22%	2%	С	0.103	Α		22000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	41000	G	72%	1%	1%	1%	23%	2%	F	0.099	F	0.632	40000	
th	To: From:	60-60	03 Northfor	k Rd												
1)	Montgomery Cou	unty 2.22	22000	Α	74%	1%	1%	1%	22%	2%	F	0.101	Α		22000	
	Combined Traffic Estimates for 2 Parallel Ro			Α	72%	1%	1%	1%	23%	2%	F	0.097	Α	0.556	44000	
1L	To:		oke County omery Coun													
rth 1	Roanoke Coun		22000	A	74%	1%	1%	1%	22%	2%	F	0.101	Α		22000	
9	Combined Traffic Estimates for 2 Parallel Ro	•		A	72%	1%	1%	1%	23%	2%	F	0.097	Α	0.556	44000	
	То		Dow Hollo													
rth	Roanoke Coun				74%	1%	1%	1%	22%	2%	F	0.080	F		24000	
1	Combined Traffic Estimates for 2 Parallel Ro	,	25000	G G	74% 72%	1%	1%	1%	23%	2% 2%	F	0.080	В	0.580	47000	
	Combined Trainic Estimates for 2 Faraner Ac				12/0	1 /0	1 /0	1 /0	23 /0	2/0	•	0.093	ь	0.560	47000	
th	From:		ban Bounda													
1)	Roanoke Coun	,	25000	G	74%	1%	1%	1%	22%	2%	F	0.080	F		24000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	47000	G	72%	1%	1%	1%	23%	2%	F	0.093	В	0.580	47000	
rth	To: From:		SCL Salem													
1)	City of Salem (Mair	nt: 80) 0.20	25000	G	74%	1%	1%	1%	22%	2%	F	0.080	F		24000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	47000	G	72%	1%	1%	1%	23%	2%	F	0.093	В	0.580	47000	
#h	To: From:	SR 11	12 Wildwoo	od Rd												
orth 1	City of Salem (Mair	nt: 80) 0.22	27000	Α	74%	1%	1%	1%	22%	2%	F	0.097	Α		28000	
ソ	Combined Traffic Estimates for 2 Parallel Ro	•		Α	76%	1%	1%	1%	19%	2%	F	0.082	F	0.540	55000	
	Too		NCL Salem	1			<u> </u>									
rth	Poons!:- Cours				749/	10/	10/	10/	220/	20/	г	0.007	Α		20000	
IJ.	Roanoke Coun Combined Traffic Estimates for 2 Parallel Ro	,	27000	A	74%	1% 1%	1%	1%	22%	2% 2%	F	0.097 0.082	A F	0.540	28000	
	Combined Trainic Estimates for 2 Parallel Ro			Α	76%	170	1%	1%	19%	2%	г	0.062	Г	0.540	55000	
th	To: From:		ompson Me	emorial I	Or											
31)	Roanoke Coun	•	28000	Α	74%	1%	1%	1%	22%	2%	С	0.098	Α		29000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	56000	Α	75%	1%	1%	1%	21%	2%	С	0.097	Α	0.505	58000	

# 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
North	From:	SR 4	419 Electric	Rd												
81)	Roanoke Co	unty 2.48	32000	F	91%	1%	1%	1%	6%	0%	С	0.102	В		33000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	62000	F	85%	1%	1%	1%	12%	1%	С	0.099	В	0.52	65000	F
NI. II.	To:	I-	581, US 22	0												
North (220)	Roanoke Co	unty 2.34	I-581 <b>27000</b>	Α	73%	1%	1%	1%	23%	2%	С	0.104	Α		27000	Α
(61) (220)	Combined Traffic Estimates for 2 Parallel	,		A	74%	1%	1%	1%	22%	2%	С	0.099	Α	0.501	54000	Α
	To:		15 Plantatio					.,.								
North	From:				700/	10/	10/	10/	000/	00/	_	0.000	F		0.4000	_
81 [220]	Roanoke Co	,	24000	G G	73%	1% 1%	1%	1%	23%	2%	F	0.089	F	0.570	24000	G
	Combined Traffic Estimates for 2 Parallel		ourt County	-	74%	1%	1%	1%	21%	2%	F	0.081	Г	0.579	49000	G
North	From:		oke County													
81) (220)	Botetourt Co	unty 3.27	24000	G	73%	1%	1%	1%	23%	2%	F	0.089	F		24000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	G	74%	1%	1%	1%	21%	2%	F	0.081	F	0.579	49000	G
Morth	To: From:	US 220 Roanoke F	Rd; Alt US 2	220 Clov	verdale Rd											
North 81	Botetourt Co	unty 5.76	18000	G	59%	1%	1%	1%	35%	3%	F	0.08	F		17000	G
(U)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	G	61%	1%	1%	1%	33%	3%	F	0.073	F	0.507	33000	G
	Tai		0 Brughs M	ill Rd												
North	From:				F00/	10/	10/	10/	050/	00/	_	0.110	^		17000	^
81	Botetourt Co Combined Traffic Estimates for 2 Parallel	,	17000	A	59%	1%	1%	1%	35%	3% 3%	F	0.118 0.107	A A	0.500	17000	A A
	Combined Trainic Estimates for 2 Faraner			Α	61%	1%	1%	1%	33%	3%	г	0.107	A	0.533	34000	A
North	To: From:	US 11 Lee H	Iwy, South	of Buch	anan											
81	Botetourt Co	,	17000	Α	59%	1%	1%	1%	35%	3%	С	0.122	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	Α	61%	1%	1%	1%	33%	3%	С	0.110	Α	0.549	32000	Α
North	Tac From:	US 11 Lee F	Iwy, South	of Buch	anan		┰┣╴									
(81) (11)	Botetourt Co	unty 0.61	17000	G	59%	1%	1%	1%	35%	3%	F	0.122	Α		16000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	G	61%	1%	1%	1%	33%	3%	F	0.110	Α	0.549	31000	G
	Too	11-6	514 Arcadia	Rd			$\neg$									
North	Botetourt Cor		16000	Α	59%	1%	1%	1%	35%	3%	F	0.121	Α		15000	Α
81 (11)	Combined Traffic Estimates for 2 Parallel	•		G	61%	1%	1%	1%	33%	3%	F	0.121	F	0.506	30000	G
	Tario Estimates for 2 Farallel		ridge Count		01/0	1 /0	1 /6	1 /0	JJ /6	0 /0	,	0.070		0.500	50000	u
North	From	Botet	ourt County	Line												
(81)     (11)	Rockbridge Co	•	16000	Α	59%	1%	1%	1%	35%	3%	F	0.121	A		15000	Α
<b>→</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	Α	61%	1%	1%	1%	33%	3%	F	0.073	F	0.506	31000	Α
North	Ta- From	US 11 Lee Hw	y, South of	Natural	Bridge		$\Box$									
(81)	Rockbridge Co	ounty 4.46	16000	G	59%	1%	1%	1%	35%	3%	F	0.07	F		15000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	G	61%	1%	1%	1%	33%	3%	F	0.072	F	0.533	30000	G
	To:	US 11 Lee Hw	v North of	Natural	Bridge											

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

	1 11111	ary arr	d Intersta	ale Ho	uics			Tru	ıok			K		Dir		—
Route	Jurisdiction Le	ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	Front: US 11 1	Lee Hwy	, North of	Natural	Bridge		ZAXIC	OTANIC	TTTAII	ZITAII		1 actor		1 40101		
(81)			17000	Α	59%	1%	1%	1%	35%	3%	F	0.124	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this R	Route:	34000	Α	61%	1%	1%	1%	33%	3%	F	0.111	Α	0.549	32000	Α
	Τα	US 60	0 Midland	Trail												
North	Rockbridge County	3.01	18000	Α	59%	1%	1%	1%	35%	3%	F	0.117	Α		18000	Α
81	Combined Traffic Estimates for 2 Parallel Roadways on this R			Ā	61%	1%	1%	1%	33%	3%	F	0.117	Α	0.595	35000	A
	Tol.				0170	1 /0		1 /0	00 /0	070	•	0.107	,,	0.000	00000	<i>,</i> ,
North East West	From		outh Intercl													
81 (64) (64)	3		20000	Α	60%	1%	1%	1%	36%	2%	F	0.125	A		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this R			Α	62%	1%	1%	1%	33%	2%	F	0.11	В	0.506	37000	Α
North East West			wy, North													
(81)     (64)     (64)			20000	A	60%	1%	1%	1%	36%	2%	F	0.121	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this R	Route:	40000	Α	62%	1%	1%	1%	33%	2%	F	0.110	Α	0.602	38000	Α
	To	81-7	710 Sterret	Rd												
North East West	Rockbridge County				60%	1%	1%	1%	36%	2%	F	0.120	Α		20000	Α
81 64 64	Combined Traffic Estimates for 2 Parallel Roadways on this R	_	21000	A	62%	1%	1%	1%	33%	2%	F	0.120	A	0.588	39000	A
	Combined Trainic Estimates for 2 Parallel Hoadways on this H			Α	02%	170	1%	170	33%	270	Г	0.106	А	0.566	39000	А
North East West	To: From:	81-60	06 Raphine	Rd												
81 64 64	ů ,		22000	F	96%	0%	1%	1%	1%	0%	F	0.11	В		20000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this R			F	81%	0%	1%	1%	15%	1%	F	0.1	В	0.584	40000	F
North East West	To: From:		sta County idge Count													
North East West (64)	Augusta County	7.44	22000	y Line F	96%	0%	1%	1%	1%	0%	F	0.11	В		20000	F
01) (04) (04)	Combined Traffic Estimates for 2 Parallel Roadways on this R			F	81%	0%	1%	1%	15%	1%	F	0.1	В	0.584	40000	F
			ackson Me	morial L												
North East West	rom.				•	401	40/	401	000/	00/	_	0.40			00000	
81 64 64	- 9		21000	A	60%	1%	1%	1%	36%	2%	-	0.12	A	0.50	20000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this R			Α	62%	1%	1%	1%	33%	2%	F	0.107	Α	0.53	40000	Α
North East West	To: From	07-65	4 White Hi	ll Rd												
(81) (64) (64)	Augusta County 2	2.47	23000	Α	60%	1%	1%	1%	36%	2%	F	0.114	Α		23000	Α
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this R	Route:	46000	Α	62%	1%	1%	1%	33%	2%	F	0.103	Α	0.550	46000	Α
N	To-		SR 262				$\neg$ $\vdash$									
North East West	Augusta County	1.31	29000	F	96%	0%	1%	1%	1%	0%	С	0.077	F		28000	F
81 64 64	Combined Traffic Estimates for 2 Parallel Roadways on this R		58000	F	80%	1%	1%	1%	15%	1%	F	0.077	F	0.76	56000	F
					00 /6	1 /0	1 /0	1 /0	13 /0	1 /0	1	0.00	,	0.70	30000	,
North	To: From:	I-64 N	orth Intercl	hange												
81)	ů ,		27000	Α	70%	1%	1%	1%	25%	2%	F	0.099	Α		27000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this R			Α	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.531	54000	Α
	To	US 250	0 Jefferson	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	Q
rth	From:	US 25	0 Jefferson	Hwv			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
1)	Augusta Cour		25000	A	70%	1%	1%	1%	25%	2%	F	0.101	Α		26000	,
9	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	50000	Α	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.549	52000	
	To: From:	SR 262 W	oodrow Wi	lson Pkw	y		$\neg$ $\vdash$									
rth 1	Augusta Cour	nty 2.08	26000	Α	70%	1%	1%	1%	25%	2%	F	0.1	Α		26000	
9	Combined Traffic Estimates for 2 Parallel R	•	50000	Α	71%	1%	1%	1%	24%	2%	F	0.098	Α	0.527	51000	
	To		2 Laurel H	ill Rd												
th	Augusta Cour	nty 7.73	24000	Α	70%	1%	1%	1%	25%	2%	F	0.102	Α		25000	
	Combined Traffic Estimates for 2 Parallel R	,		Α	71%	1%	1%	1%	24%	2%	F	0.098	Α	0.528	49000	
	Tar		Weyers C	ave Rd												
) }	Augusta Cour		24000	Α	70%	1%	1%	1%	25%	2%	F	0.099	Α		25000	
)	Combined Traffic Estimates for 2 Parallel R	•		A	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.511	49000	
	To:	Rockin	gham Coun	ty Line												
h )	From:_ Rockingham Co		sta County 24000	Line A	70%	1%	l 1%	1%	25%	2%	_	0.099	Α		25000	
)	Combined Traffic Estimates for 2 Parallel R	,		A	70% 71%	1%	1%	1%	24%	2%	F	0.099	A	0.511	49000	
	Tollined Traine Estimates for 2 Taraner in				7 1 70	1 /0	1 /0	1 /0	Z-770	270	•	0.007	^	0.511	+3000	
1	From:		Friedends C		700/	40/	40/	40/	050/	00/	_	0.404			00000	
)	Rockingham Co	•	25000	A	70%	1% 1%	1%	1%	25%	2% 2%	F F	0.101	A A	0.521	26000	
	Combined Traffic Estimates for 2 Parallel R			Α	71%	170	1%	1%	24%	2%	Г	0.097	А	0.521	50000	
	To: From:		_ Harrisonb													
)	City of Harrisonburg (	'	25000	Α	70%	1%	1%	1%	25%	2%	F	0.101	Α	0.504	26000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Houte:	49000	Α	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.521	50000	
1	To: From:	US 1	l, South Ma	ain St												
)	City of Harrisonburg (	'	24000	Α	70%	1%	1%	1%	25%	2%	С	0.102	Α		25000	
	Combined Traffic Estimates for 2 Parallel R			В	71%	1%	1%	1%	24%	2%	С	0.099	Α	0.551	49000	
า	From:		Port Repui													
7	City of Harrisonburg (	Maint: 82) 1.51	24000	Α	70%	1%	1%	1%	25%	2%	F	0.103	Α		24000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	48000	Α	71%	1%	1%	1%	24%	2%	F	0.098	Α	0.516	49000	
h	To: From:	US 3	33, E Mark	et St												
)	City of Harrisonburg (	Maint: 82) 1.60	22000	Α	70%	1%	1%	1%	25%	2%	F	0.111	Α		22000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	44000	Α	71%	1%	1%	1%	24%	2%	F	0.100	Α	0.527	44000	
	Tor	NCI	L Harrisont	ourg			$\neg$ $\vdash$									
h )	Rockingham Co	ounty 2.48	22000	Α	70%	1%	1%	1%	25%	2%	F	0.111	Α		22000	
	Combined Traffic Estimates for 2 Parallel R	•		A	71%	1%	1%	1%	24%	2%	F	0.100	Α	0.527	44000	
	To:		1, N Valley		, •	. , ,	Ť	. , •	, ,	_,,	•	300		3.02.		

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	. QV
orth	From:		1, N Valley		70%	1%	1%	10/	0E0/	20/		0.111	^		22000	^
81	Rockingham Co Combined Traffic Estimates for 2 Parallel F	•	22000 44000	A A	70% 71%	1%	1%	1% 1%	25% 24%	2% 2%	F	0.111	A A	0.556	43000	A A
	To	US 11, Lee Jackson Me				d Rd	$\overline{}$									
orth 81	Rockingham Co	ounty 6.12	19000	Α	70%	1%	1%	1%	25%	2%	F	0.117	Α		19000	Α
31)	Combined Traffic Estimates for 2 Parallel F	,		Α	71%	1%	1%	1%	24%	2%	F	0.105	Α	0.544	37000	Α
orth	To- From:		doah Coungham Coun													
31)	L Shenandoah C		19000	A	70%	1%	1%	1%	25%	2%	F	0.117	Α		19000	Δ
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	38000	Α	71%	1%	1%	1%	24%	2%	F	0.105	Α	0.544	37000	P
rth	To: From:	US 2	11 Old Cros	ss Rd												_
31)	Shenandoah Co	ounty 0.08	18000	F	70%	1%	1%	1%	25%	2%	F	0.072	F		18000	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	37000	F	71%	1%	1%	1%	24%	2%	F	0.071	F	0.505	36000	ı
rth	To From:		L New Mar	ket												
1	Town of New Market	,	18000	F	70%	1%	1%	1%	25%	2%	F	0.072	F		18000	
	Combined Traffic Estimates for 2 Parallel F			F	71%	1%	1%	1%	24%	2%	F	0.071	F	0.505	36000	
th	To: From:		L New Mai													
1	Shenandoah Co	•	18000	F	70%	1%	1%	1%	25%	2%	F F	0.072	F F	0.505	18000	
	Combined Traffic Estimates for 2 Parallel F			F	71%	1%	1%	1%	24%	2%	Г	0.071	Г	0.505	36000	
th	From Change death C		30 Caverns		700/	10/	10/	10/	050/	00/	_	0.110	۸		10000	
1	Shenandoah Co Combined Traffic Estimates for 2 Parallel F	•	19000 38000	A A	70% 71%	1% 1%	1% 1%	1% 1%	25% 24%	2% 2%	F	0.118	A A	0.556	19000 37000	
	To		92 Conicvil		7 1 70			. 70			•	0.101		0.000	0,000	
rth 1	Shenandoah Co		20000	Α	70%	1%	1%	1%	25%	2%	F	0.115	Α		19000	
ソ	Combined Traffic Estimates for 2 Parallel F	•		F	81%	1%	1%	1%	15%	1%	F	0.095	В	0.644	38000	
	To From	85-614	South Mid	ldle Rd												
orth 1	Shenandoah C	ounty 1.72	19000	Α	70%	1%	1%	1%	25%	2%	F	0.116	Α		19000	
9	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	38000	F	81%	1%	1%	1%	15%	1%	F	0.096	В	0.592	38000	
rth	To- From	SR 185	Stoney Cr	eek Rd												
1)	Shenandoah Co	ounty 3.72	20000	Α	70%	1%	1%	1%	25%	2%	F	0.114	Α		19000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	Α	71%	1%	1%	1%	24%	2%	F	0.103	Α	0.500	38000	
rth	To From:	SC	L Woodsto	ock												
31)	Town of Woodstock	•	20000	Α	70%	1%	1%	1%	25%	2%	F	0.114	Α		19000	,
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	Α	71%	1%	1%	1%	24%	2%	F	0.103	Α	0.500	38000	A

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

Route	Jurisdictio	n Longth	AADT		4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. 0
	Julisuicilo				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIX	Factor	AAWDI	Q
rth 1	Town of Woodstock		12 Reservoi 19000	r Rd <b>F</b>	70%	1%	1%	1%	25%	2%	F	0.069	F		19000	F
ソ	Combined Traffic Estimates for 2 Parallel	'		F	71%	1%	1%	1%	24%	2%	F	0.069	F	0.51	38000	
	To-		CL Woodsto		7 1 70	170		170	2170	270	•	0.000		0.01	00000	
th	From:				700/	40/		40/	050/	00/	_	0.000	_		10000	
Ð	Shenandoah C	•	19000	F	70%	1%	1%	1%	25%	2%	F	0.069	F	0.54	19000	
	Combined Traffic Estimates for 2 Parallel	<u> </u>		F	71%	1%	1%	1%	24%	2%	F	0.069	F	0.51	38000	
า	To: From:		Mount Ol	ive Rd												
	Shenandoah C	,	22000	Α	70%	1%	1%	1%	25%	2%	F	0.109	Α		22000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	Α	71%	1%	1%	1%	24%	2%	F	0.099	Α	0.518	43000	
า	To: From:	SR 55 J	ohn Marsh	all Hwy												-
)	Shenandoah C	County 1.75	24000	Α	70%	1%	1%	1%	25%	2%	F	0.11	Α		24000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	71%	1%	1%	1%	24%	2%	F	0.1	Α	0.621	46000	
h	To: From:		US 11													_
th	Shenandoah C	County	27000	Α	70%	1%	1%	1%	25%	2%	F	0.106	Α		26000	
	Combined Traffic Estimates for 2 Parallel	•		Α	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.601	51000	
	To:	Frederick Co														
h A	Shenandoah County	Shenandoah C	ounty Main 27000	ntenance A	Break 70%	1%	1%	1%	25%	2%	F	0.106	Α		26000	
	Combined Traffic Estimates for 2 Parallel	,		A	70 % 71%	1%	1%	1%	24%	2%	, F	0.100	A	0.601	51000	
	To:	•	ren County		7 1 70	1 70		170	2170	270	•	0.007	٠,	0.001	0.000	
1	From:		doah Coun													
	Warren County (N	•	27000	Α	70%	1%	1%	1%	25%	2%	F	0.106	Α		26000	
	Combined Traffic Estimates for 2 Parallel		52000 ederick Cou	A Intry Line	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.601	51000	
า	From:		arren Cour													
	Warren Cou		23000	Α	75%	1%	1%	1%	20%	2%	F	0.094	Α		24000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.527	47000	
1	To: From:	34-6	27 Reliance	e Rd												-
<del>.</del>	Frederick Co	unty 4.54	24000	Α	75%	1%	1%	1%	20%	2%	F	0.094	Α		25000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	76%	1%	1%	1%	20%	2%	F	0.096	Α	0.55	49000	
	Too	SCI	Stephens	City			<u> </u>									
h )	Frederick Co		24000	A	75%	1%	1%	1%	20%	2%	F	0.094	Α		25000	
	Combined Traffic Estimates for 2 Parallel	,		A	76%	1%	1%	1%	20%	2%	F	0.096	A	0.55	49000	
	To	SR 277 Fairfax								, -						
h A	From:		,			10/	10/	10/	000/	00/	_	0.001	^		07000	
	Frederick Co	•	26000	A	75%	1%	1%	1%	20%	2%	F	0.091	A	0.555	27000	
	Combined Traffic Estimates for 2 Parallel	nuauways on this Houte:	21000	Α	76%	1%	1%	1%	20%	2%	Г	0.096	Α	0.555	52000	

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

		Filliary at	ia interst	alc 110	uics			Т				I/		D:		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
Nicode	From	r	SR 37				ZAXIE	3+Axle	TTTAII	ZTrali		Factor		Factor		
North 81	Frederick Co	ounty 3.66	23000	Α	75%	1%	1%	1%	20%	2%	F	0.093	Α		23000	Α
(61)	Combined Traffic Estimates for 2 Parallel	,		A	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.553	46000	Α
	Tamo Estimates for 2 Farancia					1 /0		1 /0	2070	270	•	0.000	,,	0.000	40000	, · ·
North	From		JS 50 Milly	vood Ave												
(81)	Frederick Co	ounty 1.81	32000	F	75%	1%	1%	1%	20%	2%	С	0.09	В		32000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	63000	F	76%	1%	1%	1%	20%	2%	С	0.087	В	0.545	64000	F
North	To From	SC	L Winches	ster												
North 81	City of Winchester	(Maint: 34) 0.07	32000	F	75%	1%	1%	1%	20%	2%	С	0.09	В		32000	F
(61)	Combined Traffic Estimates for 2 Parallel			F	76%	1%	1%	1%	20%	2%	C	0.087	В	0.545	64000	F
	Tamber Traine Estimated for ET arange	-			7070	. , ,		1 /0	2070	270	Ŭ	0.007	_	0.010	0.000	•
North	From		CL Winches													
(81)	Frederick Co	•	32000	F	75%	1%	1%	1%	20%	2%	С	0.09	В		32000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	63000	F	76%	1%	1%	1%	20%	2%	С	0.087	В	0.545	64000	F
North	To From	SR 7	Berryville	Pike												
North 81	Frederick Co	ounty 2.44	33000	F	75%	1%	1%	1%	20%	2%	F	0.091	F		33000	F
(81)	Combined Traffic Estimates for 2 Parallel	,		F	76%	1%	1%	1%	20%	2%	F	0.081	F	0.553	67000	F
	To the state of th				7070	. , ,		1 /0	2070	270	·	0.001	•	0.000	0,000	•
North	Fron		Martinsbu													
(81)	Frederick Co	•	23000	F	70%	1%	1%	1%	25%	2%	F	0.092	F		25000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	F	71%	1%	1%	1%	24%	2%	F	0.080	F	0.585	50000	F
North	To From	34-6	72 Hopewe	ell Rd												
81)	Frederick Co	ounty 2.55	23000	Α	70%	1%	1%	1%	25%	2%	С	0.104	Α		24000	Α
(61)	Combined Traffic Estimates for 2 Parallel	,		Α	71%	1%	1%	1%	24%	2%	C	0.094	Α	0.550	49000	Α
					, 0	. , •		. , ,	, 0	_,,	Ŭ	0.00		0.000	.0000	
North	Fron		9 Rest Chu													
81)	Frederick Co	,	22000	Α	70%	1%	1%	1%	25%	2%	F	0.099	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel			Α	71%	1%	1%	1%	24%	2%	F	0.093	Α	0.514	46000	Α
	Tr	•	Virginia Sta													
North	From		h to Welco			40/		00/	40/	00/		0.400			400	
81 Bristol Welcome Center	Washington C		530	N De deixe	96%	1%	1%	0%	1%	0%	N	0.182	Α		460	N
North	Fron	Enter Welco Exit Welco														
81 Bristol Welcome Center	Washington C		530	Α	96%	1%	1%	0%	1%	0%	С	0.182	Α		460	Α
	To	I-81 North	from Welc	ome Cen	ter											
North	From	r.	I-81 North	1												
(81) Ramp I-81 N Exit 1	City of Bristol (M	Naint: 95) 0.27	1700	F								0.106	F		1800	F
$\smile$	То	US 5	8 W, US 4	21 W												
North	From		I-81 North													
(81) Ramp I-81 N Exit 3 to I-3	381 S City of Bristol (M	Maint: 95) 0.30	690	F								0.122	F		740	F
$\smile$	To	0.	I-381 South	h												

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

		Primary and Interstate Routes								
Route	Jurisdiction	Length AADT QA 4Tire	Rus	Truck xle 3+Axle 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW
North (81) Ramp I-81 N Exit 5 to US 11, US 19	City of Bristol (Maint: 95)	I-81 North 0.22 <b>3600 F</b>	24.	xie S+Axie TTTali	ZIIdii		0.095	F	3800	F
North	To: Fron:	US 11, US 19 I-81 North								
Ramp I-81 N Exit 7 to Old Airport Rd	City of Bristol (Maint: 95)	0.21 <b>5500 F</b> Old Airport Rd					0.1	F	5900	F
Ramp I-81 N Exit 10 to F-310	Washington County  To	I-81 North  0.12 <b>1700 F</b> 96%  FR-310 Exit 10 Rd	0% 19	l % 0% 2% 	0%	F	0.100	F	1700	F
North 81 Ramp I-81 N Exit 10 to 95-611	Washington County	I-81 North 0.16 <b>1000 F</b>					0.095	F	1100	F
North Abjugger Truck Only Root Area	Front Washington County	95-611 Spring Creek Rd  I-81 North  0.08 <b>650 F</b> 96%	1% 0%	   % 0% 2%	0%	С	0.086	F	680	F
Abingdon Truck-Only Rest Area	Washington County  To: From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot		<u> </u>						
81 Abingdon Truck-Only Rest Area	Washington County	0.09 <b>650 N</b> 96% I-81 North	1% 09	% 0% 2%	0%	N	0.086	F	680	N
North Ramp I-81 N Exit 14 to SR-140; 95-647	Washington County	I-81 North  0.17 <b>4000 F</b> 95-647 Old Jonesboro Rd					0.099	F	4200	F
North 81 Ramp I-81 N Exit 17 to SR-75	Town of Abingdon (Maint: 95)	I-81 North 0.12 <b>3300 F</b>					0.098	F	3400	F
North	From:	SR 75 Cummings St; Green Spring Rd  I-81 North					0.100	Г	6200	F
Ramp I-81 N Exit 19 to US 11, US 58	Washington County  To  From	0.25 <b>5900 F</b> US 11, US 58  I-81 North					0.100	F	6200	Г
81 Ramp I-81 N Exit 22 to 95-704	Washington County	0.32 <b>2100 F</b> 95-704 Enterprise Rd		<u> </u>			0.085	F	2200	F
North Ramp I-81 N Exit 24 to SR-80	Washington County	I-81 North 0.22 <b>2100 F</b> 75% SR 80 Glennbrook Ave	1% 19	 % 1% 21% 	1%	F	0.085	F	2100	F
North 81 Ramp I-81 N Exit 26 to 95-737	From: Washington County To:	I-81 North  0.12 <b>1000 F</b> 95-737 College Dr		1			0.117	F	1000	F
North 81 Ramp I-81 N Exit 29 to SR 91	From: Washington County	I-81 North 0.14 <b>3100 G</b>					0.102	F	3200	G
North Ramp I-81 N Exit 32 to US 11	From: Washington County	SR 91  I-81 North  0.12 <b>630 G</b>					0.155	F	660	G
01)	To	US 11 Lee Highway					5.100		300	<u> </u>
/10/0001		000								

326

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

Route	Jurisdiction 	n Le	ength <b>AADT</b>	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	Q
th Ramp I-81 N Exit 35 to SR 107	Town of Chilhowie (I	Maint: 86) (	I-81 Nort 0.11 <b>2100</b>	G							0.106	F		2200	(
th	To:		SR 107 White T												
Ramp I-81 N Exit 39 to US 11	Smyth Coun	nty (	0.12 <b>900</b> US 11 Lee His	G			<u></u>				0.104	F		950	
th .	From:		I-81 Nort												
Ramp I-81 N Exit 44 to US 11	Smyth Coun	nty (	US 11 Lee His	<b>G</b> ghway							0.111	F		1300	
	From:		I-81 Nort	h											
Ramp I-81 N Exit 45 to SR 16	Town of Marion (M	Maint: 86)	1800 SR 16 S Comm	G nerce St							0.122	F		1800	
1	From:		I-81 Nort								0.404	_		4500	
Ramp I-81 N Exit 47 to FR-10	Smyth Coun	nty (	0.12 <b>1400</b> Rifton D	G r							0.131	F		1500	
h	From:	-t	I-81 Nort								0.100			1000	
Ramp I-81 N Exit 50 to 86-622	Smyth Coun	пу (	0.15 <b>1200</b> 86-622 Nicks C	G reek Rd							0.136	F		1300	
h A Bomp I 91 N Evit 54 to 96 692	From: Smyth Coun	atu (	I-81 Nort	h G							0.107	F		760	
Ramp I-81 N Exit 54 to 86-683	Sillytil Couri	ity (	86-683 Winso								0.107	Г		700	
th Ramp I-81 N Exit 60 to SR 90	From: Wythe Coun	ntv (	I-81 Nort	h <b>F</b>							0.127	F		840	
Ramp I-81 N Exit 60 to SR 90	To:	ity (	SR 90 Mair								0.127	•		040	
th Rural Retreat Rest Area	From: Wythe Coun	ntv (	I-81 North to Re	est Area	97%	0%	1% 0	% 1%	0%	N	0.100	F		450	
/	To:	I	nter Rest Area P	arking Lo		0,0						•			
th Rural Retreat Rest Area	Wythe Coun		Exit Rest Area Pa 0.02 <b>450</b>	F	97%	0%	1% 0	% 1%	0%	С	0.100	F		450	
/	To:		I-81 North from I												
th Ramp I-81 N Exit 67 to US 11	Wythe Coun	nty (	I-81 Nort ).11 <b>480</b>	F							0.148	F		480	
, , , , , , , , , , , , , , , , , , ,	To:		US 11 W Lee H												_
th Ramp I-81 N Exit 70 to US 21; US 58	Town of Wytheville (	(Maint: 98)	).19 <b>1500</b>	F							0.085	F		1600	
th	To:		US 21; US I-81 Nort												
Ramp From I-81 N Exit 72 to I-77 N at Exit	t 40 Town of Wytheville ( To:T	(Maint: 98)	0.54 <b>2700</b> I-77 Nort	F	72%	1%	1% 1	% 24%	% <b>2</b> %	F	0.085	F		2500	
th	From:		I-81 Nort	h											
Ramp I-81 N Exit 73 to US 11	Town of Wytheville (	(Maint: 98)	).11 <b>900</b>	F							0.099	F		950	

# 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 Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT OW
North Ramp I-81 N Exit 77 to FR 42; FR 326	Wythe County	I-81 North 0.09 <b>3300 F</b> FR 42 and FR 326	0.083 F	3300 F
North Ramp I-81 N Exit 80 to US-52; SR 121	Wythe County	I-81 North  0.12 <b>2400 F</b> US 52; SR 121	0.097 F	2400 F
North Ramp	Wythe County	I-81 North 0.14 <b>1500 F</b> 98-619 Major Grahams Rd	0.088 F	1500 F
North 81 Ramp	Wythe County	I-81 North  0.11 <b>400 F</b> 98-618 Reed Creek Dr	0.104 F	400 F
North 81 Ramp I-81 N Exit 89A to SR 100 S	Pulaski County	I-81 North 0.21 <b>170 G</b> SR 100 S, Wysor Hwy	0.128 F	170 G
North 81 (11) Ramp I-81 N Exit 89B to US 11 N	Pulaski County	I-81 North 0.15 <b>320 G</b> US 11 N, Lee Highway	0.141 F	320 G
North (81) Ramp I-81 N Exit 92 to FR 47; FR 327	Pulaski County	I-81 North  0.15 <b>350 G</b> FR 47; FR 327	0.124 F	350 G
North Ramp I-81 N Exit 94A to FR 47	Pulaski County	I-81 North 0.10 <b>490 F</b> FR 47 Kirby Rd	0.101 F	490 F
North 81 Ramp I-81 N Exit 94B to SR 99	Pulaski County	I-81 North 0.15 <b>830 G</b> SR 99 Count Pulaski Dr	0.114 F	830 G
North 81 N Exit 98 to SR 100 N	Pulaski County	I-81 North 0.21 <b>3100 G</b> SR 100	0.095 F	3100 G
North Ramp I-81 N Exit 101 to 77-660	Pulaski County	I-81 North 0.20 <b>1200 F</b> 77-660 State Park Rd	0.103 F	1200 F
North 81 Radford Rest Area	Montgomery County	I-81 North  0.04 890 G  Enter Rest Area Parking Lot	0.106 F	880 G
North Radford Rest Area	Montgomery County  To:	Exit Rest Area Parking Lot 0.06 <b>890 N</b> I-81 North	0.106 F	880 N
North Ramp I-81 N Exit 101 to SR 177	Montgomery County	I-81 North 0.18 <b>1800 G</b> SR 177 Tyler Rd	0.117 F	1700 G
0,10,000		000		

328

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

Route	Jurisdiction	Length AADT QA 4Tire	Bus	Truck e 3+Axle 1Trail 2Trail	QC Fac	QŁ	Dir Factor	AAWDT	QV
Ramp I-81 N Exit 101 to SR 8	Town of Christiansburg (Maint: 60)	I-81 North 0.10 <b>2400 G</b> SR 8 W Main St			0.1	1 F		2600	G
rth 1 Ramp	Town of Christiansburg (Maint: 60)	I-81 North Exit 118 Collector Rd  0.23 570 G  Parkway Drive			0.1	48 F		600	C
rth 1 Ramp	Town of Christiansburg (Maint: 60)	I-81 North Exit 118 Collector Rd  0.18 <b>5000 G</b> US 460 West			0.1	36 F		5300	G
th 1 460 Ramp	Town of Christiansburg (Maint: 60)	I-81 North Exit 118 Collector Rd 0.29 <b>2200 G</b>			0.1	28 F		2300	(
rth 1 I-81 North Exit 118 Collector Rd	From Town of Christiansburg (Maint: 60)	US 11 Roanoke St  I-81 North  0.33 <b>6900 G</b>			0.1	27 F		7300	(
rth 1 l-81 North Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	I-81 North Exit 118A Ramp  0.15 <b>6700 G</b>	-		0.1	27 F		6700	(
th 460 I-81 North Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	Ramp from US 460 East 0.14 11000 G			0.1	03 F		11000	(
th (460) I-81 North Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	I-81 North Exit 118B Ramp 0.15 <b>5400 G</b>			0.	1 F		5400	(
(460) I-81 North Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	0.58 <b>8500 G</b>			0.1	07 F		8500	
h ) I-81 North Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	I-81 North Exit 118C  0.12 6100 G  Ramp from US 11 North			0.1	03 F		6100	
H 1-81 North Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	0.28 <b>7000 G</b> Ramp from US 11 South			0.0	99 F		7000	
th I-81 North Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	0.36 <b>7200 G</b> I-81 North			0.0	97 F		7200	
Ramp I-81 N Exit 128 to 60-603	Montgomery County	I-81 North  0.14 <b>800 G</b> 60-603 Northfork Rd			0.1	04 F		800	
Ironto Rest Area	Montgomery County	I-81 North 0.03 <b>950 G</b>			0.0	93 F		930	
th -) Ironto Rest Area	From:  Montgomery County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.03 950 N			0.0	93 F		930	

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

Route	Jurisdiction	Length AADT QA 4Tire	Rus	Truck +Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
North 81 Ramp	Roanoke County	I-81 North 0.17 <b>740 G</b> 80-647 Dow Hollow Rd			0.097	F	790	G
North 81 Ramp	Roanoke County	I-81 North 0.23 <b>1800 G</b> SR 112 Wildwood Rd			0.098	F	1900	G
North Ramp	Roanoke County	I-81 North  0.17 <b>2300 G</b> SR 311 Thompson Memorial Dr			0.12	F	2500	G
North Ramp	Roanoke County	I-81 North  2100 G  SR 419 Electric Rd			0.107	F	2200	G
North Ramp	Roanoke County	I-81 North  0.15 <b>4500 G</b> 93%  SR 115 Plantation Rd	1% 1%	1% 5% 0%	C 0.149	F	4800	G
North Scale Ramp	Botetourt County	I-81 North  0.46 <b>4100 G</b> I-81 North			0.064	F	4400	G
North Ramp I-81 N Exit 150A to US 11 South	Botetourt County	I-81 North 0.14 1300 G US 11 S, Lee Highway			0.082	F	1400	G
North (81) (220) Ramp I-81 N Exit 150B to US 11	Botetourt County	I-81 North  8300 G  US 11 Lee Highway			0.124	F	8800	G
North Ramp I-81 N Exit 156 to 11-640	Botetourt County	I-81 North 0.19 <b>1100 G</b> 11-640 Brughs Mill Rd			0.133	F	1000	G
North Ramp I-81 N Exit 162 to US 11	Botetourt County	I-81 North  0.11 <b>930 G</b> US 11 Lee Highway			0.140	F	910	G
North Ramp I-81 N Exit 168 to 11-614	From: Botetourt County To:	I-81 North 0.14 <b>560 G</b> 11-614 Arcadia Rd			0.106	F	550	G
North (81) (11) Ramp I-81 N Exit 175 to US 11	Rockbridge County	I-81 North 0.14 770 G US 11 S Lee Highway			0.101	F	770	G
North Ramp I-81 N Exit 180 to US 11	Rockbridge County	I-81 North  0.18 <b>470 G</b> US 11 S Lee Highway			0.113	F	500	G
North Ramp I-81 N Exit 188A to US 60 E	Rockbridge County	I-81 North 0.24 <b>880 G</b> US 60 E, Midland Trail			0.107	F	880	G
6/10/2021		330						

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

Route	Jurisdiction	Length AADT QA 4	Tire Bus				QC	K Factor	QK Dir Factor	AAWDT	Γ
n Ramp I-81 N Exit 188B to US 60 W	Rockbridge County	I-81 North 0.21 <b>890 G</b>						0.101	F	890	
	To:	US 60 W, Midland Trail									
Down From I 01 N Fuit 101 to I 04 W at Fuit FC	Poolshridge County	I-81 North 0.37 <b>2200 G</b> 7	73% 1%	10/ 10/	0.40/	00/	F	0.101	_	0100	
Ramp From I-81 N Exit 191 to I-64 W at Exit 56	Rockbridge County	0.37 <b>2200 G</b> 7 I-64 West	3% 1%	1% 1%	24%	0%	Г	0.101	F	2100	
	From:	I-81 North							_		Т
Ramp I-81 N Exit 195A to US 11 S	Rockbridge County	0.23 <b>1400 G</b> US 11 N Lee Highway						0.122	F	1400	
	From:	I-81 North									_
Ramp I-81 N Exit 200 to 81-710	Rockbridge County	0.18 <b>800 G</b>						0.089	F	800	
· ·	To:	81-710 Sterrett Rd									
	From:	I-81 North							_	2=22	
Ramp I-81 N Exit 205 to 81-606	Rockbridge County	0.13 <b>2700 G</b> 81-606 Raphine Road						0.072	F	2700	
	From:	I-81 North									=
Ramp I-81 N Exit 213 to US 11	Augusta County	0.17 <b>1200 G</b>						0.089	F	1200	
	To:	US 11 Lee Jackson Hwy									
Daniel Od N Erit 047 to 07 054	From:	I-81 North						0.005	_	500	
Ramp I-81 N Exit 217 to 07-654	Augusta County	0.22 <b>560 G</b> 07-654 White Hill Rd						0.095	F	560	
	From:	I-81 North									F
Ramp I-81 N Exit 222 to US 250	Augusta County	0.18 <b>4600 F</b> 8	35% 1%	1% 1%	14%	0%	F	0.084	F	4600	
	To:	I-81 North Exit 222B to US 250 Wes	st								
Ramp I-81 N Exit 225 to SR 275	Augusta County	I-81 North 0.28 <b>2400 F</b>						0.092	F	2400	
Trainip For N Exit 223 to Ort 273	To:	SR 262 Woodrow Wilson Pkwy						0.002	•	2400	
	From:	I-81 North									Ē
Ramp I-81 N Exit 227 to 07-612	Augusta County	0.18 <b>2900 F</b>						0.096	F	3000	
	To:	I-81 North Exit 227B To 07-612 Wes	st								
Mt. Sydney Rest Area	Augusta County	I-81 North to Rest Area 0.11 <b>1500 F</b>						0.093	F	1500	
Cyanoy 1100t/ moa	To:	Enter Rest Area Parking Lot						0.000	•		
Mt. Sydney Rest Area	Augusta County	Exit Rest Area Parking Lot 0.16 1500 N						0.093	F	1500	
Wit. Syuney nest Alea	Augusta County	0.16 <b>1500 N</b> I-81 North from Rest Area						0.093	'	1300	
	From:	I-81 North									-
Ramp I-81 N Exit 235 to SR 256	Augusta County	0.17 <b>2600 F</b>						0.101	F	2600	
	To:	SR 256 Weyers Cave Rd									
Ramp I-81 N Exit 240 to SR 257	Rockingham County	I-81 North 0.19 <b>2600 A</b> 9	91% 1%	 1% 1%	60/	0%	C	0.119	٨	3000	
	HOUNITUHAIH COUNTY	U.13 2000 A 9	71/0 1/0	1/0 170	6%	070	U	0.119	_	3000	

Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	ΓQ
Ramp I-81 N Exit 243	Rockingham County	I-81 North  0.57 <b>3400 F</b> Ramps I-81 S243A; I-81 243A Ramp	a UC 11		0.1	F	3600	
h Ramp	City of Harrisonburg (Maint: 8	I-81 North	0 05 11		0.09	F	4200	
n	To:	SR 253 Port Republic Rd I-81 North						
Ramp	City of Harrisonburg (Maint: 8			 	0.095	F	4800	
) Ramp	City of Harrisonburg (Maint: 8	I-81 North (2) 2300 F US 33 W, E Market St			0.11	F	2400	
) Ramp	Rockingham County	I-81 North 0.38 <b>2100 F</b>		<u></u>	0.126	F	2200	
n ) Ramp I-81 N Exit 257 to US 11	From:  Rockingham County	I-81 South Exit 251A Ramp  I-81 North  0.21 <b>3400</b> F			0.137	F	3400	
	To:	US 11 Valley Pike I-81 North to Rest Area				_		
New Market Rest Area	Rockingham County To: From:	0.06 <b>900 F</b> Enter Rest Area Parking Lot Exit Rest Area Parking Lot			0.092	F	900	
New Market Rest Area	Rockingham County	0.06 <b>900 N</b> I-81 North from Rest Area		 	0.092	F	900	
Ramp I-81 N Exit 264 to US 211	Shenandoah County	I-81 North  0.21 1900 G  US 211 W Old Cross Rd			0.125	F	1900	
Ramp I-81 N Exit 269 to 85-730	Shenandoah County	I-81 North  0.13 <b>970 G</b> 85-730 Caverns Rd			0.135	F	970	
Ramp I-81 N Exit 273 to SR 292	Shenandoah County	I-81 North 0.21 <b>1800 G</b>			0.075	F	1800	
Ramp I-81 N Exit 277 to 85-614	From: Shenandoah County	SR 292 Conicville Rd  I-81 N  0.18 340 A			0.753	A	380	
Ramp I-81 N Exit 279 to SR 185	From: Shenandoah County	85-614 South Middle Rd  I-81 North  0.24 <b>930</b> F			0.108	F	980	
Ramp I-81 N Exit 283 to SR 42	To:  From:  Town of Woodstock (Maint: 8	SR 185 Stoney Creek Blvd  I-81 N  5) 0.16 <b>2400 A</b>			0.114	A	2400	
	To:	SR 42 W Reservoir Rd						

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bu	s 2Axle 3+Axle 1Trail 2Trai	OC OK	AAWDT OW
orth 81 Ramp I-81 N Exit 291 to 85-651	Shenandoah County	I-81 North 0.20 <b>2000 G</b> 85-651 Mount Olive Road		0.086 F	2000 G
orth 81 Ramp I-81 N Exit 296 to SR 55	Shenandoah County	I-81 North  0.13 <b>880 G</b> SR 55 John Marshall Hwy		0.101 F	880 G
orth 81 Ramp I-81 N Exit 298 to US 11	Shenandoah County	I-81 North  1200 G  US 11 Old Valley Pike		0.1 F	1200 G
orth 81 Ramp I-81 N Exit 302 to 34-627	Frederick County	I-81 North  0.12 1500 G  34-627 Reliance Rd		0.117 F	1500 G
orth 81 Scale Ramp	Frederick County	I-81 North to Scales 0.34 4500 G South End of Scales		0.064 F	4500 G
Scale Ramp	Frederick County	North End of Scales  North End of Scales  0.22 4500 G  I-81 North from Scales		0.064 F	4500 G
orth 81) Ramp I-81 N Exit 307 to SR 277	From: Frederick County	I-81 North 0.24 <b>2600 G</b> SR 277 Fairfax Pike		0.099 F	2600 G
Orth Ramp I-81 N Exit 310 to SR 37	Frederick County	I-81 North <b>7100 G</b> 87% 19  SR 37 Winchester Bypass	6 1% 1% 10% 0%	C 0.105 F	7100 G
Ramp I-81 N Exit 313 to US 50	Frederick County	I-81 North 0.17 <b>5100 G</b> I-81 North Exit 313B Ramp		0.106 F	5100 G
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
Ramp I-81 N Exit 315 to SR 7	Frederick County	I-81 North  0.14 9000 G  I-81 North Ext 315B Ramp		0.082 F	9000 G
orth 81 Ramp I-81 N Exit 315 to SR 7	Frederick County	I-81 N 0.08 <b>NA</b> SR 7 ?		NA	NA
orth 81 Ramp I-81 N Exit 317 to US 11	Frederick County	I-81 North  0.16 8300 G  US 11 Martinsburg Pike		0.085 F	8300 G
orth 81) Ramp I-81 N Exit 321 to 34-672	Frederick County	I-81 North 0.20 1100 G		0.101 F	1100 G

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

<u> </u>					4			Tru	ıck			K	211	Dir		
Route	Jurisdic	tion Lengtr	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	to 34-669 Frederick (	County 0.15	I-81 North		700/	10/	20/	10/	050/	00/	_	0.111	F		2700	_
81 Ramp I-81 N Exit 323			<b>3700</b> 69 Rest Chur	Ch Rd	70%	1%	2%	1%	25%	0%	С	0.111	Г		3700	G
South	F		nnessee State													
81)	Washington		19000	Α	77%	1%	1%	1%	19%	2%	С	0.109	Α		20000	Α
	Combined Traffic Estimates for 2 Parall	el Roadways on this Route	39000	G	77%	1%	1%	1%	19%	1%	С	0.095	Α	0.509	39000	G
No. uth	F	To: irom:	SCL Bristol				$\Box$ $\vdash$									
South 81	City of Bristol	(Maint: 95) 0.16	19000	Α	77%	1%	1%	1%	19%	2%	С	0.109	Α		20000	Α
01)	Combined Traffic Estimates for 2 Parall	'	39000	G	77%	1%	1%	1%	19%	1%	С	0.095	Α	0.509	39000	G
		US 58. 1	US 421 Gate	City Hw	v.											
South (58)	City of Bristol		19000	Α	77%	1%	1%	1%	19%	2%	F	0.107	Α		19000	Α
01) (30)	Combined Traffic Estimates for 2 Parall	,		A	77%	1%	1%	1%	19%	1%	F	0.098	Α	0.532	39000	Α
		то:	I-381					.,,		.,,						
South	City of Deistel	(Maintroff) 1 OF			700/	10/	10/	10/	100/	10/	_	0.001	_		0.4000	_
81 (58)	City of Bristol ( Combined Traffic Estimates for 2 Parall	,	24000	F F	78% 87%	1% 1%	1% 1%	1% 1%	18% 10%	1% 1%	F	0.081 0.084	F F	0.528	24000 51000	F
	Combined Trainic Estimates for 2 Faran				07 /6	1 /0	1 /0	1 /0	10 /6	1 /0	•	0.004	'	0.520	31000	'
outh	F	TORIE.	US 11, US 1													
81 (58)	City of Bristol	` '	23000	Α	77%	1%	1%	1%	19%	2%	F	0.103	A	0.547	23000	A
	Combined Traffic Estimates for 2 Parall			Α	77%	1%	1%	1%	19%	1%	F	0.096	Α	0.517	48000	Α
outh	F	To: irom:	Old Airport R	Rd												
81) (58)	City of Bristol	` '	22000	Α	77%	1%	1%	1%	19%	2%	F	0.105	Α		22000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parall	el Roadways on this Route	45000	Α	77%	1%	1%	1%	19%	1%	F	0.096	Α	0.508	46000	Α
outh	F	To: from:	NCL Bristol	l												
81) (58)	Washington	County 3.79	22000	Α	77%	1%	1%	1%	19%	2%	F	0.105	Α		22000	Α
	Combined Traffic Estimates for 2 Parall	el Roadways on this Route	45000	Α	77%	1%	1%	1%	19%	1%	F	0.096	Α	0.508	46000	Α
couth	F	To:	FR-310													
South (58)	Washington	County 1.29	21000	Α	78%	1%	1%	1%	18%	1%	F	0.105	Α		22000	Α
si) @	Combined Traffic Estimates for 2 Parall		43000	Α	76%	1%	1%	1%	20%	1%	F	0.096	Α	0.556	44000	Α
		95-6	11 Spring Cre	ek Rd												
outh 81) (58)	Washington	ion:	23000	F	78%	1%	1%	1%	18%	1%	F	0.084	F		23000	F
01) (30)	Combined Traffic Estimates for 2 Parall			F	87%	0%	2%	0%	10%	1%	F	0.085	F	0.504	46000	F
			140 Jonesbor							.,.						-
South	1A/!:	TOIL:			700/	10/	10/	10/	100/	10/		0.105	^		01000	^
81 (58)	Washington Combined Traffic Estimates for 2 Parall	-	20000	A A	78% 76%	1% 1%	1% 1%	1% 1%	18% 20%	1% 1%	C C	0.105 0.096	A A	0.539	21000 42000	A A
	Combined Trainic Estimates for 2 Parall		SCL Abingdo		70%	170	170	1 70	20%	1 70	U	0.096	А	0.559	42000	А

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

Devite	li interattente				4	D		Tru	ck		-00	K	014	Dir	A A \ A \ D T	
Route	Jurisdictio		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
uth	Town of Abingdon (		CL Abingdo <b>20000</b>	on A	78%	1%	1%	1%	18%	1%	С	0.105	Α		21000	,
1) [58]	Combined Traffic Estimates for 2 Parallel			A	76%	1%	1%	1%	20%	1%	C	0.096	A	0.539	42000	
	та		75 Cumming			.,,		. , 0		. , 0		0.000		0.000		
ith	Town of Abingdon (		21000	F	78%	1%	1%	1%	18%	1%	F	0.08	F		21000	
58	Combined Traffic Estimates for 2 Parallel	,		F	76% 85%	1%	1%	1%	11%	1%	F	0.08	F	0.516	43000	
	Tree		CL Abingdo		00 /0	1 /0	170	1 /0	1170	1 /0		0.073		0.510	40000	
h A	Promi			F	700/	10/	10/	10/	100/	10/	F	0.00	F		01000	
)	Washington C Combined Traffic Estimates for Parallel		21000 NA	Г	78%	1%	1%	1%	18%	1%	Г	0.08 NA	Г		21000 NA	
	Combined Trainic Estimates for Faraner			**								INA			INA	
	From		, US 58 Lee		=0.01			1.57	1001	4.57		0.40=			40000	
)	Washington C	•	18000	A	78%	1%	1%	1%	18%	1%	F	0.105	A	0.540	18000	
	Combined Traffic Estimates for 2 Parallel			Α	76%	1%	1%	1%	20%	1%	F	0.096	Α	0.546	36000	
1	To: From:		04 Enterpris													Ī
)	Washington C	•	17000	F	96%	0%	1%	1%	1%	0%	F	0.073	F		17000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	F	85%	1%	1%	1%	11%	1%	F	0.076	F	0.539	35000	
1	To: From:	SR 8	) Glenbrook	k Ave												-
)	Washington C		16000	F	97%	0%	1%	0%	1%	0%	С	0.073	F		17000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	F	97%	1%	1%	1%	1%	0%	С	0.076	F	0.544	34000	
1	To: From:	95-	737 College	e Dr												-
)	Washington C	ounty 2.94	16000	F	95%	1%	1%	1%	3%	0%	F	0.073	F		16000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	G	85%	1%	1%	1%	12%	1%	F	0.077	F	0.507	31000	
1	Tac From:	SI	R 91 Maple	St			$\Box$ $\vdash$									_
) )	Washington C	ounty 2.88	14000	G	78%	1%	1%	1%	18%	1%	F	0.078	F		14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	76%	1%	1%	1%	20%	1%	F	0.074	F	0.503	28000	
	To: From:	US 11 Lee	Hwy; 95-75	51 Fleet l	Rd											_
) )	Washington C	ounty 1.83	14000	G	78%	1%	1%	1%	18%	1%	F	0.077	F		14000	
)	Combined Traffic Estimates for 2 Parallel	-	27000	G	76%	1%	1%	1%	20%	1%	F	0.075	F	0.517	27000	
	Tor		th County 1													
	Smyth Cou		ngton Count 14000	ty Line <b>G</b>	78%	1%	1%	1%	18%	1%	F	0.077	F		14000	
	Combined Traffic Estimates for 2 Parallel	•		G	76%	1%	1%	1%	20%	1%	F	0.075	F	0.517	27000	
	Ta		CL Chilhow				$\neg$ $\vdash$									
1 \	Town of Chilhowie		14000	G	78%	1%	1%	1%	18%	1%	F	0.077	F		14000	
)	Combined Traffic Estimates for 2 Parallel	` '		G	76%	1%	1%	1%	20%	1%	F	0.077	F	0.517	27000	
	To:		7 White To		7070	1,3	Ť	1 /0	_0 / 0	1 /0	•	5.070		3.017	2,000	

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

Route	Jurisdictio	n Longth	AADT		4Tire	Bus		Tru	ick		QC	K	QK	Dir	AAWDT	
	Junsaictio		AADT		41116	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	G
h )	Town of Chilhowie		7 White To 14000	p Ave <b>G</b>	78%	1%	1%	1%	18%	1%	F	0.083	F		15000	
)	Combined Traffic Estimates for 2 Parallel	` '		G	76%	1%	1%	1%	20%	1%	F	0.003	F	0.548	28000	
	Tel				7070	1 /0	1 /0	1 /0	20 /0	1 /0	•	0.077	'	0.540	20000	
1	From:		CL Chilhow													
)	Smyth Cour	•	14000	G	78%	1%	1%	1%	18%	1%	F	0.083	F	0 = 10	15000	
	Combined Traffic Estimates for 2 Parallel	•		G	76%	1%	1%	1%	20%	1%	F	0.077	F	0.548	28000	
h	To: From:	US 11 Lee Hv	vy; 86-645 I	Fox Vall	ey Rd											
7	Smyth Cour	,	15000	G	78%	1%	1%	1%	18%	1%	F	0.089	F		15000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	76%	1%	1%	1%	20%	1%	F	0.080	F	0.554	29000	
h	To: From:	US	S 11 Lee Hy	vy												
)	Smyth Cou	nty 1.01	14000	Α	78%	1%	1%	1%	18%	1%	F	0.114	Α		14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	Α	76%	1%	1%	1%	20%	1%	F	0.103	Α	0.561	28000	
1.	Too:	86-730	) Washingto	on Ave			_									
th	Smyth Cou	nty 0.66	14000	Α	78%	1%	1%	1%	18%	1%	F	0.113	Α		14000	
	Combined Traffic Estimates for 2 Parallel	•		A	76%	1%	1%	1%	20%	1%	F	0.101	Α	0.556	29000	
	Tool		VCL Mario													
th A	Town of Marion (N		14000	Α	78%	1%	1%	1%	18%	1%	F	0.113	Α		14000	
	Combined Traffic Estimates for 2 Parallel	,		A	76%	1%	1%	1%	20%	1%	F	0.113	A	0.556	29000	
	Tol	•	ECL Marior		7070	1 /0		170	2070	170	•	0.101	,,	0.000	20000	
h S	From:				<b>-</b> 0-/				1001	4.27	_	2 1 1 2				Г
	Town of Marion (N	,	14000	A	78%	1%	1%	1%	18%	1%	F	0.113	A	0.550	14000	
	Combined Traffic Estimates for 2 Parallel			Α	76%	1%	1%	1%	20%	1%	F	0.101	Α	0.556	29000	
th	To- From:		SCL Marion	1												Ī
	Town of Marion (N	,	14000	Α	78%	1%	1%	1%	18%	1%	F	0.113	Α		14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	Α	76%	1%	1%	1%	20%	1%	F	0.101	Α	0.556	29000	
h	To: From:	SR 1	6 Commerc	ce St												-
)	Town of Marion (M	Maint: 86) 0.37	13000	G	78%	1%	1%	1%	18%	1%	F	0.089	F		13000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	76%	1%	1%	1%	20%	1%	F	0.081	F	0.538	26000	
h	Ta: From:	1	NCL Marior	1												_
th	Smyth Cou	nty 1.90	13000	G	78%	1%	1%	1%	18%	1%	F	0.089	F		13000	
	Combined Traffic Estimates for 2 Parallel	•		G	76%	1%	1%	1%	20%	1%	F	0.081	F	0.538	26000	
	Ta		Rifton Dr													
th A	Smyth Cou	nty 2.64	13000	G	78%	1%	1%	1%	18%	1%	F	0.084	F		13000	
D)	Combined Traffic Estimates for 2 Parallel	•		G	76% 76%	1%	1%	1%	20%	1%	F	0.084	F	0.526	25000	
	Tallo Latinates for 21 dialier		2 Nicks Cre		7070	1 /0	1 /0	1 /0	20 /0	1 /0		0.000		0.020	20000	

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

		Primary ar	ia interste	210 110	uics			Т	. دا د			IZ.		D:-		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	86-62	2 Nicks Cre	ek Rd			ZAXIE	3+Axie	HIIAII	ZIIali		Factor		Facioi		
(81)	Smyth Cou		11000	A	78%	1%	1%	1%	18%	1%	F	0.133	Α		11000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	В	76%	1%	1%	1%	20%	1%	F	0.114	Α	0.516	23000	В
	To	86-	683 Winsor	Rd												
South	Smyth Cou		10000	G	78%	1%	1%	1%	18%	1%	_	0.076	F		11000	G
81	Combined Traffic Estimates for 2 Parallel			G	76%	1%	1%	1%	20%	1%	F	0.076	F	0.508	22000	G
	To		the County 1		7076	1 /0	1 /0	1 /0	20 /6	1 /0	•	0.070	•	0.500	22000	u
South	From	Sm	yth County 1													
81)	Wythe Cou	•	10000	G	78%	1%	1%	1%	18%	1%	F	0.076	F		11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	76%	1%	1%	1%	20%	1%	F	0.076	F	0.508	22000	G
South	To: From:	SR 90; 9	8-680 Black	Lick R	d											
81	Wythe Cou	nty 6.54	13000	Α	78%	1%	1%	1%	18%	1%	F	0.115	Α		12000	Α
0.)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	Α	76%	1%	1%	1%	20%	1%	F	0.107	Α	0.562	26000	Α
	To:		11, W Lee I	Hww												
South	From:			*	700/	10/	10/	10/	100/	10/	_	0.005	_		11000	_
81	Wythe Cou Combined Traffic Estimates for 2 Parallel	,	11000	F	78% 76%	1% 1%	1% 1%	1% 1%	18% 20%	1% 1%	F F	0.095	F F	0.533	11000 23000	F F
	Combined Trainic Estimates for 2 Parallel			F	70%	170	1%	170	20%	170	Г	0.095	Г	0.533	23000	Г
South	To- From:	SO	CL Wythevi	lle												
(81)	Wythe Cou	•	11000	F	78%	1%	1%	1%	18%	1%	F	0.095	F		11000	F
	Combined Traffic Estimates for 2 Parallel			F	76%	1%	1%	1%	20%	1%	F	0.095	F	0.533	23000	F
South	To:		US 52, N F 21, N Fourt													
81) (52)	Town of Wytheville		14000	<b>A</b>	78%	1%	1%	1%	18%	1%	F	0.111	Α		14000	Α
(01) (32)	Combined Traffic Estimates for 2 Parallel	,		Α	76%	1%	1%	1%	20%	1%	F	0.105	Α	0.508	28000	Α
	To:	, I.	77 Wythevil	lle												
South North South	From:				CO0/	10/	10/	10/	000/	00/	_	0.100			01000	^
81 77 77 52	Town of Wytheville	,	22000	A	69%	1%	1%	1%	26%	2%	F	0.122	A A	0.555	21000	A
	Combined Traffic Estimates for 2 Parallel			Α	68%	1%	1%	1%	27%	2%	Г	0.116	А	0.555	43000	Α
South North South	To: From:	US	11, E Mair	ı St												
81     77     77     11	Town of Wytheville	,	27000	F	69%	1%	1%	1%	26%	2%	С	0.092	В		24000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	F	68%	1%	1%	1%	27%	2%	С	0.1	F	0.515	48000	F
South North South	To: From:	No	CL Wythevi	lle												
South North South $(81)$ $(77)$ $(77)$ $(11)$	Wythe Cou	nty 2.37	27000	F	69%	1%	1%	1%	26%	2%	С	0.092	В		24000	F
	Combined Traffic Estimates for 2 Parallel	•		F	68%	1%	1%	1%	27%	2%	С	0.1	F	0.515	48000	F
	To	FR 326; FR 42 C								,,						
South North South	From				•	40/	40/	40/	000/	00/		0.400			00000	
81 77 77 11	Wythe Cou	•	24000	A	69%	1%	1%	1%	26%	2%	F	0.122	A	0.500	23000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:  SR 121 Max Me		A Fout Chi	68%	1%	1%	1%	27%	2%	F	0.113	Α	0.566	46000	Α
		SK 121 Max Me	adows Kd;	rort Chi	sweii Ka											

# 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	Q
uth North South	From:	US 52 Fort Chiswell					10/	40/	000/	00/	_	0.404			04000	
1) 77 77 [11]	Wythe Cour	,	22000	A	69%	1%	1%	1%	26%	2%	F	0.124	A	0.550	21000	,
	Combined Traffic Estimates for 2 Parallel			Α	68%	1%	1%	1%	27%	2%	F	0.113	Α	0.558	44000	
ıth	To: From:		Fort Chisy	well												
1) {11}	Wythe Cour	•	18000	Α	70%	1%	1%	1%	25%	2%	F	0.105	Α		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	69%	1%	1%	1%	26%	2%	F	0.097	Α	0.582	36000	
h	To: From:	98-619	Major Grah	ams Rd												
11	Wythe Cour	nty 1.96	18000	F	70%	1%	1%	1%	25%	2%	F	0.078	F		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	F	69%	1%	1%	1%	26%	2%	F	0.073	F	0.510	35000	
	Tor From:	98-61	8 Reed Cre 98-618	ek Rd												
1 11	Wythe Cour	nty 1.21	17000	Α	70%	1%	1%	1%	25%	2%	F	0.107	Α		17000	
(11)	Combined Traffic Estimates for 2 Parallel	•		A	69%	1%	1%	1%	26%	2%	F	0.099	Α	0.564	35000	
	To:		ski County													
h A	From:		he County 1		700/	40/	10/	40/	050/	00/	_	0.407			17000	
(11)	Pulaski Cou	,	17000	A	70%	1%	1%	1%	25%	2%	F	0.107	A	0.504	17000	
	Combined Traffic Estimates for 2 Parallel			Α	69%	1%	1%	1%	26%	2%	Г	0.099	Α	0.564	35000	
1	To: From:	US 11 Lee I	Hwy; SR 10	0 Wysor	Rd											
(100)	Pulaski Cou	,	18000	Α	70%	1%	1%	1%	25%	2%	F	0.108	Α		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α	69%	1%	1%	1%	26%	2%	F	0.098	Α	0.574	37000	
h	To: From:	FR 47; FR	327 Old Ba	altimore I	Rd											
100	Pulaski Cou	nty 1.91	19000	F	70%	1%	1%	1%	25%	2%	F	0.083	F		19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	69%	1%	1%	1%	26%	2%	F	0.076	F	0.501	38000	
	To:	SR 99	Count Pula	ski Dr												
100	Pulaski Cou	nty 4.39	19000	Α	70%	1%	1%	1%	25%	2%	F	0.106	Α		19000	
(100)	Combined Traffic Estimates for 2 Parallel	,		A	69%	1%	1%	1%	26%	2%	F	0.097	Α	0.573	39000	
	To	<u> </u>	0 Cleburne													
h A	Franki Cov				70%	1%	10/	10/	OE0/	20/	_	0.001	_		20000	
	Pulaski Cou Combined Traffic Estimates for 2 Parallel	•	20000	F F		1%	1% 1%	1% 1%	25% 26%	2% 2%	F	0.081 0.073	F	0.531	20000 40000	
	Combined Trainic Estimates for 2 Parallel	<u> </u>			69%	1 70	1 70	170	20%	270	Г	0.073	Г	0.551	40000	
1	Tro From:		60 State Par	k Rd												
	Pulaski Cou	•	17000	G	70%	1%	1%	1%	25%	2%	F	0.093	В		17000	
	Combined Traffic Estimates for 2 Parallel	,		G	69%	1%	1%	1%	26%	2%	F	0.088	В	0.504	35000	
h	From:	<u> </u>	omery Coun ski County	_												
Ť	Montgomery C		17000	G	70%	1%	1%	1%	25%	2%	F	0.093	В		17000	
	Combined Traffic Estimates for 2 Parallel		36000	G	69%	1%	1%	1%	26%	2%	F	0.088	В	0.504	35000	
	To	SI	R 232 First	St												

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

Route	Jurisdiction	Length	ΔΔΩΤ	ΟΔ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	
ıth	From		R 232 First 5			Duo	2Axle	3+Axle	1Trail	2Trail		Factor	<b>Q</b> .(	Factor	,,,,,,,	_
)	Montgomery County		18000	<u>Α</u>	70%	1%	1%	1%	25%	2%	F	0.102	Α		19000	
	Combined Traffic Estimates for 2 Parallel Road	•		A	69%	1%	1%	1%	26%	2%	F	0.096	Α	0.54	38000	
	To		177 Tyler l													
	Montgomery County		18000	Α	70%	1%	1%	1%	25%	2%	С	0.111	Α		18000	
)	Combined Traffic Estimates for 2 Parallel Road	•		A	69%	1%	1%	1%	26%	2%	С	0.098	Α	0.502	39000	
	та	•	Riner Rd; M					.,,				0.000		0.002		
	Montgomery County		19000	G	70%	1%	1%	1%	25%	2%	_	0.092	F		19000	
	Combined Traffic Estimates for 2 Parallel Road			G	69%	1%	1%	1%	26%	2%	F	0.092	, F	0.567	40000	
	To Take Traine Estimates for 2 1 aranel Hode				00 70	1 /0	1 70	1 /0	2070	270	'	0.001		0.507	40000	
	From A Obviet and Lower (M.		Christiansh		700/	40/	40/	40/	050/	00/		0.000	F		10000	
	Town of Christiansburg (Ma	,	19000	G	70%	1%	1%	1%	25%	2%	F	0.092	F	0.567	19000	
	Combined Traffic Estimates for 2 Parallel Road			G	69%	1%	1%	1%	26%	2%	Г	0.081	Г	0.567	40000	
l	Front		S 11, US 46													Ī
)	Town of Christiansburg (Ma	,	19000	G	70%	1%	1%	1%	25%	2%	F	0.075	F		18000	
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	41000	G	72%	1%	1%	1%	23%	2%	F	0.099	F	0.632	40000	
1	To: From:	NCL	Christiansl	burg												
)	Montgomery County	•	19000	G	70%	1%	1%	1%	25%	2%	F	0.075	F		18000	
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	41000	G	72%	1%	1%	1%	23%	2%	F	0.099	F	0.632	40000	
<u> </u>	To: From:	60-60	3 Northfor	k Rd												-
	Montgomery County	y 2.06	22000	Α	70%	1%	1%	1%	25%	2%	F	0.102	Α		22000	
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	44000	Α	72%	1%	1%	1%	23%	2%	F	0.097	Α	0.556	44000	
	To: From:		oke County omery Coun													
	Roanoke County	2.03	22000	A A	70%	1%	1%	1%	25%	2%	F	0.102	Α		22000	
)	Combined Traffic Estimates for 2 Parallel Road			Α	72%	1%	1%	1%	23%	2%	F	0.097	Α	0.556	44000	
	To		Dow Hollo	ow Rd												
n <del>}</del>	Roanoke County	4.40	22000	G	70%	1%	1%	1%	25%	2%	F	0.098	В		23000	
)	Combined Traffic Estimates for 2 Parallel Road			G	72%	1%	1%	1%	23%	2%	F	0.093	В	0.580	47000	
	To:	•	SCL Salem		/ 0	.,,		. , 0	2070		•	0.000		0.000		
1	City of Colors (Mainte)				700/	10/	10/	10/	050/	00/	_	0.000	0		00000	
	City of Salem (Maint: Combined Traffic Estimates for 2 Parallel Roac	•	22000	G G	70% 72%	1% 1%	1% 1%	1% 1%	25% 23%	2% 2%	F	0.098	B B	0.580	23000 47000	
	Combined Trainic Estimates for 2 Parallel Road				12%	1%	170	170	23%	2%	Г	0.093	Ь	0.560	47000	
1	To: From:		2 Wildwoo													Ī
)	City of Salem (Maint:		26000	Α	79%	1%	1%	1%	17%	1%	С	0.1	A		27000	
	Combined Traffic Estimates for 2 Parallel Road		NCL Salem	Α	76%	1%	1%	1%	19%	2%	F	0.082	F	0.516	55000	

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

Route	Jurisdiction	Longth	AADT	ΟΛ.	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	. ,
	Junsuiction			QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
th	Roanoke County	1.51	NCL Salem <b>26000</b>	Α	79%	1%	1%	1%	17%	1%	С	0.1	Α		27000	
)	Combined Traffic Estimates for 2 Parallel Roadwa			A	76%	1%	1%	1%	19%	2%	F	0.082	F	0.516	55000	
	To		SCL Salem		7 0 70	. 70		170	1070	270	•	0.002		0.010	00000	
1 A	From:  Roanoke County				700/	10/	10/	10/	170/	10/	_	0.1	^		27000	
)	Combined Traffic Estimates for 2 Parallel Roadwa	0.90	26000	A A	79% 76%	1% 1%	1% 1%	1% 1%	17% 19%	1% 2%	C F	0.1 NA	Α		27000 55000	
	Combined Trainic Estimates for 2 Faraller Hoadwa	•			70%	1 70	1 70	170	1976	270	г	INA			55000	
1	Front		NCL Salem										_			
)	Roanoke County	0.44	26000	Α	79%	1%	1%	1%	17%	1%	C	0.1	Α		27000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	53000	Α	76%	1%	1%	1%	19%	2%	F	NA			55000	
1	Tax From:	SR 311 Th	ompson Me	morial I	Or											
	Roanoke County	1.37	28000	Α	76%	1%	1%	1%	19%	2%	С	0.100	Α		29000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	56000	Α	75%	1%	1%	1%	21%	2%	С	0.097	Α	0.505	58000	
1	To: From:	SR 4	119 Electric	Rd												
) )	Roanoke County	2.21	30000	Α	78%	1%	1%	1%	18%	2%	С	0.100	Α		31000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	62000	F	85%	1%	1%	1%	12%	1%	С	0.097	В	0.510	65000	
	To: From:	I-:	581, US 220 I-581	0												
220	Roanoke County	3.15	26000	Α	75%	1%	1%	1%	21%	2%	С	0.1	Α		27000	
(220)	Combined Traffic Estimates for 2 Parallel Roadwa			A	74%	1%	1%	1%	22%	2%	С	0.099	Α	0.501	54000	
	To	•	15 Plantation	n Rd												
(000)	Roanoke County	0.39	25000	G	75%	1%	1%	1%	21%	2%	F	0.083	F		25000	
220	Combined Traffic Estimates for 2 Parallel Roadwa			G	74%	1%	1%	1%	21%	2%	F	0.078	F	0.549	49000	
	To:		ourt County		7 170	170		170	2170	270	·	0.070	·	0.010	10000	
	From:		oke County		750/	40/	10/	40/	040/	00/	_	0.000	_		05000	
220	Botetourt County  Combined Traffic Estimates for 2 Parallel Roadwa	3.17	25000	G G	75% 74%	1% 1%	1% 1%	1% 1%	21% 21%	2% 2%	F	0.083	F	0.540	25000 49000	
	To Combined Trainic Estimates for 2 Parallel Roadwa	Roanoke Rd; A				170	1%	1%	21%	2%	Г	0.076	Г	0.549	49000	
L	From	US 220 Roanoke R	Rd; Alt US 2													
)	Botetourt County	6.19	18000	G	63%	1%	1%	1%	31%	3%	F	0.072	F		16000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	36000	G	61%	1%	1%	1%	33%	3%	F	0.071	F	0.565	33000	
 I	To- From:	11-640	) Brughs M	ill Rd												
	Botetourt County	5.49	17000	Α	63%	1%	1%	1%	31%	3%	F	0.111	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	35000	Α	61%	1%	1%	1%	33%	3%	F	0.107	Α	0.533	34000	
	To: From	US 11 Lee H	lwy, South o	of Bucha	nan											_
) )	Botetourt County	5.81	16000	Α	63%	1%	1%	1%	31%	3%	С	0.115	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roadwa			Α	61%	1%	1%	1%	33%	3%	С	0.110	Α	0.549	32000	
	To	US 11 Lee H		of Bucha	nan											

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

				ate Ro												
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir _	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South	Botetourt Co	US 11 Lee F unty 0.88	Iwy, North (	of Bucha <b>G</b>	anan 63%	1%	1%	1%	31%	3%	F	0.115	Α		15000	G
81 (11)	Combined Traffic Estimates for 2 Parallel			G	61%	1%	1%	1%	33%	3%	' -	0.113	A	0.549	31000	G
	Combined Trainic Estimates for 2 Faraner				01%	I 70	1 70	1 70	33%	3%	г	0.110	A	0.549	31000	G
South	To: From:	11-6	514 Arcadia	Rd												
(81) (11)	Botetourt Co	•	16000	Α	63%	1%	1%	1%	31%	3%	F	0.114	Α		16000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	Α	61%	1%	1%	1%	33%	3%	F	NA			31000	Α
0 11	To		ridge Count	_												
South (81) (11)	Rockbridge Co		ourt County 16000	A Line	63%	1%	1%	1%	31%	3%	F	0.114	Α		16000	Α
(81) (11)	Combined Traffic Estimates for 2 Parallel	•		A	61%	1%	1%	1%	33%	3%	F	0.108	Α	0.565	31000	Α
	Combined Traine Estimates for 21 drainer					1 /0	1 70	1 /0	00 /0	0 70	•	0.100	^	0.505	31000	
South	From:	US 11 Lee Hw	y, South of													
South 81	Rockbridge Co	•	17000	G	63%	1%	1%	1%	31%	3%	F	0.078	F		15000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	G	61%	1%	1%	1%	33%	3%	F	0.072	F	0.533	30000	G
Courth	Ta: From:	US 11 Lee Hw	y, North of	Natural	Bridge											
South 81	Rockbridge Co	ountv 7.97	17000	Α	63%	1%	1%	1%	31%	3%	F	0.117	Α		16000	Α
01)	Combined Traffic Estimates for 2 Parallel	•		Α	61%	1%	1%	1%	33%	3%	F	0.111	Α	0.549	32000	Α
	Too		60 Midland								-					
South	From:										_					
81	Rockbridge Co	•	18000	Α	63%	1%	1%	1%	31%	3%	F	0.113	Α		17000	Α
Ŭ	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	61%	1%	1%	1%	33%	3%	F	0.107	Α	0.595	35000	Α
South East West	To: From:	I-64 S	South Intercl	hange												
81 64 64	Rockbridge Co	ounty 3.66	20000	Α	65%	1%	1%	1%	30%	3%	F	0.114	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	Α	62%	1%	1%	1%	33%	2%	F	0.111	Α	0.522	37000	Α
	Tax	US 11 Lee H	Iwy North	of Lexin	gton											
South East West	Rockbridge Co		20000		65%	1%	10/	1%	30%	20/	_	0.116	Α		10000	۸
81 64 64	Combined Traffic Estimates for 2 Parallel	,		A			1%			3%	F	0.116		0.000	19000	A
	Combined Trainic Estimates for 2 Parallel	<u> </u>		Α	62%	1%	1%	1%	33%	2%	Г	0.110	Α	0.602	38000	Α
South East West	To: From:	81-	710 Sterret	Rd												
(81) $(64)$ $(64)$	Rockbridge Co	ounty 4.41	20000	Α	65%	1%	1%	1%	30%	3%	F	0.115	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	41000	Α	62%	1%	1%	1%	33%	2%	F	0.108	Α	0.588	39000	Α
0 " 5 1 "	To	81-6	606 Raphine	e Rd												
South East West	Rockbridge Co		21000	В	65%	1%	1%	1%	30%	3%	С	0.111	Α		20000	В
81 64 64	Combined Traffic Estimates for 2 Parallel	-		F	81%	0%	1%	1%	15%	1%	F	0.111	В	0.584	40000	F
	To	•	usta County		01/0	0 /6	1 /6	1 /0	13/6	1 /0	,	0.1	0	0.504	+0000	'
South East West	From:	ŭ	ridge Count													
81 64 64	Augusta Cou	•	21000	В	65%	1%	1%	1%	30%	3%	С	0.111	Α		20000	В
	Combined Traffic Estimates for 2 Parallel			F	81%	0%	1%	1%	15%	1%	F	0.1	В	0.584	40000	F
	To	US 11 Lee J	Jackson Me	morial E	Ixxx											

# 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	Q۱
outh East West	From:	US 11 Lee J	lackson Me 21000		wy 65%	1%	1%	1%	30%	3%	F	0.114	Α		20000	А
31 64 64	Augusta Coun Combined Traffic Estimates for 2 Parallel R	•		A A	62%	1%	1%	1%	33%	3% 2%	F	0.114	A	0.53	40000	A
	Combined Trainic Estimates for 2 Faraller in				0270	1 70	1 76	1 70	33%	270	Г	0.107	A	0.55	40000	-
uth East West	From:		54 White Hi													
31) (64) (64)	Augusta Coun	•	23000	Α	65%	1%	1%	1%	30%	3%	F	0.107	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	46000	Α	62%	1%	1%	1%	33%	2%	F	0.103	Α	0.550	46000	ŀ
uth East West	To: From		SR 262													
1) (64) (64)	Augusta Coun	,	29000	F	65%	1%	1%	1%	30%	3%	F	0.091	F		28000	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	58000	F	80%	1%	1%	1%	15%	1%	F	0.076	F	0.51	56000	
uth	To: From	I-64 N	North Interc	hange												
1)	Augusta Coun	nty 1.24	26000	Α	73%	1%	1%	1%	23%	2%	F	0.104	Α		27000	
.)	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	53000	Α	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.531	54000	
	To: Economic	US 25	50 Jefferson	Hwy			_									
uth	Augusta Coun	nty 3.36	25000	Α	73%	1%	1%	1%	23%	2%	F	0.102	Α		26000	
	Combined Traffic Estimates for 2 Parallel R	•		A	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.549	52000	
	To		oodrow Wi													
th ⊃	Augusto Cour				73%	1%	10/	10/	23%	2%	F	0.103	Α		25000	
Ð	Augusta Coun Combined Traffic Estimates for 2 Parallel R	•	25000	A A	73% 71%	1%	1% 1%	1% 1%	24%	2%	F	0.103	A	0.527	51000	
	Tolline Traine Estimates for 21 drainer in	•			7 1 70	1 /0	1 70	1 /0	Z-770	270	•	0.000	^	0.527	31000	
th	From:		2 Laurel H													
	Augusta Coun	•	24000	A	73%	1%	1%	1%	23%	2%	F	0.105	A	0.500	24000	
	Combined Traffic Estimates for 2 Parallel R			Α	71%	1%	1%	1%	24%	2%	F	0.098	Α	0.528	49000	
h	To: From:	SR 256	Weyers C	ave Rd												
)	Augusta Coun	•	24000	Α	73%	1%	1%	1%	23%	2%	F	0.107	Α		24000	
	Combined Traffic Estimates for 2 Parallel R			A	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.511	49000	
th	From:		gham Coun sta County	-												
Ä	Rockingham Co		24000	Α	73%	1%	1%	1%	23%	2%	F	0.107	Α		24000	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	48000	Α	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.511	49000	
ı.	To- From	SR 257 1	Friedends C	Curch Rd												
h )	Rockingham Co	unty 2.25	23000	Α	73%	1%	1%	1%	23%	2%	F	0.105	Α		24000	
	Combined Traffic Estimates for 2 Parallel R			A	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.521	50000	
	To	<u> </u>	L Harrisonb	ourg												
th A	From <b>∟</b> City of Harrisonburg (I		23000		73%	1%	1%	1%	23%	20/	E	0.105	Α		24000	
<del>J</del>	Combined Traffic Estimates for 2 Parallel R			A A	73% 71%	1%	1%	1%	23% 24%	2% 2%	F	0.105	A	0.521	50000	
	Tollion Tamo Estimates for 2 Parallel h		1, South Ma		/ 1 /0	1 /0	1 /0	1 /0	Z <del> 7</del> /0	2 /0	'	0.037	^	0.021	50000	

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

Route	Jurisdictio	n Lenath	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	- (
uth	From:	US 1	1, South Ma	ain St			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		_
T	City of Harrisonburg		24000	В	73%	1%	1%	1%	23%	2%	С	0.104	Α		25000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	В	71%	1%	1%	1%	24%	2%	С	0.099	Α	0.551	49000	
h	To: From:	SR 253	Port Repul	blic Rd												
th	City of Harrisonburg	(Maint: 82) 1.50	24000	Α	73%	1%	1%	1%	23%	2%	F	0.101	Α		24000	
	Combined Traffic Estimates for 2 Parallel	,	48000	Α	71%	1%	1%	1%	24%	2%	F	0.098	Α	0.516	49000	
	To	US	33, E Marke	et St												
h )	City of Harrisonburg	(Maint: 82) 1.30	22000	Α	73%	1%	1%	1%	23%	2%	F	0.105	Α		22000	
)	Combined Traffic Estimates for 2 Parallel	,		A	71%	1%	1%	1%	24%	2%	F	0.100	Α	0.527	44000	
	To		L Harrisonb	niro												
	Rockingham C		22000	A	73%	1%	1%	1%	23%	2%	F	0.105	Α		22000	
	Combined Traffic Estimates for 2 Parallel	•		A	71%	1%	1%	1%	24%	2%	F	0.100	Α	0.527	44000	
	To-	•	1, N Valley		7 1 70	170		170	2170	270	•	0.100	,,	0.027	11000	
h A	From:				700/	10/	10/	10/	000/	00/	_	0.105	^		01000	
	Rockingham C Combined Traffic Estimates for 2 Parallel	•	21000	A	73% 71%	1% 1%	1% 1%	1% 1%	23% 24%	2% 2%	F	0.105 0.101	A A	0.556	21000 43000	
	Combined Trainic Estimates for 2 Faraner			Α			1 70	1 70	24 70	270	г	0.101	A	0.556	43000	
ı	From	US 11, Lee Jackson M		•									_			
)	Rockingham C	•	19000	Α	73%	1%	1%	1%	23%	2%	F	0.111	Α		18000	
	Combined Traffic Estimates for 2 Parallel	•	38000 ndoah Coum	A tv Line	71%	1%	1%	1%	24%	2%	F	0.105	Α	0.544	37000	
1	From:		gham Coun	-												
	Shenandoah C	•	19000	Α	73%	1%	1%	1%	23%	2%	F	0.111	Α		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	71%	1%	1%	1%	24%	2%	F	0.105	Α	0.544	37000	
h	To: From:	SC	L New Mar	ket												-
)	Town of New Market	(Maint: 85) 0.24	19000	Α	73%	1%	1%	1%	23%	2%	F	0.111	Α		18000	
/	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	71%	1%	1%	1%	24%	2%	F	NA			37000	
<u> </u>	Ta: From:	US 2	11 Old Cros	ss Rd												_
h )	Town of New Market	(Maint: 85) 0.61	19000	F	73%	1%	1%	1%	23%	2%	F	0.076	F		18000	
)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	71%	1%	1%	1%	24%	2%	F	0.071	F	0.522	36000	
	To	NC	L New Mar	rket			<u> </u>									
1 }	Shenandoah C		19000	F	73%	1%	1%	1%	23%	2%	F	0.076	F		18000	
)	Combined Traffic Estimates for 2 Parallel	,		F	71%	1%	1%	1%	24%	2%	F	0.070	F	0.522	36000	
	To		730 Caverns		, -			, -	.,,							
h <del>-</del>	Shenandoah C				720/	10/	10/	10/	220/	20/	_	0.110	۸		19000	
	Snenandoan C Combined Traffic Estimates for 2 Parallel	•	19000	A A	73% 71%	1% 1%	1% 1%	1% 1%	23% 24%	2% 2%	F	0.110 0.104	A A	0.556	18000 37000	
	Combined Trainic Estimates for 2 Parallel	<b>,</b>	92 Conicvil		/ 17/0	1 70	1 70	1 70	2470	<b>2</b> 70		0.104	Α.	0.556	37000	

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

Route	Jurisdictio	n Longth	AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	- ,
	Julisuicio				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	`
1 }	Shenandoah C		92 Conicvill 19000	le Rd F	93%	1%	1%	1%	4%	0%	С	0.101	В		19000	
	Combined Traffic Estimates for 2 Parallel	,		F	81%	1%	1%	1%	15%	1%	F	0.095	В	0.644	38000	
	To		South Mid	dle Rd												
	Shenandoah C		19000	F	93%	1%	1%	1%	4%	0%	F	0.101	В		19000	
	Combined Traffic Estimates for 2 Parallel	•		F.	81%	1%	1%	1%	15%	1%	F	0.096	В	0.592	38000	
	Too		Stoney Cre	eek Rd												
	Shenandoah C		19000	A	73%	1%	1%	1%	23%	2%	F	0.113	Α		19000	
	Combined Traffic Estimates for 2 Parallel	•		A	71%	1%	1%	1%	24%	2%	F	0.113	A	0.500	38000	
	Tal		L Woodsto					. , ,	,,		•	01.00		0.000		
	Town of Woodstock		19000	A	73%	1%	1%	1%	23%	2%	_	0.113	Α		19000	
	Combined Traffic Estimates for 2 Parallel	,		A	71%	1%	1%	1%	24%	2%	F	0.113	A	0.500	38000	
	To.		12 Reservoir		7 1 70	. 70		170	2170	270	•	0.100	,,	0.000	00000	
	From: Town of Woodstock		20000	F	73%	1%	1%	1%	23%	2%	_	0.078	F		20000	
	Combined Traffic Estimates for 2 Parallel	,		F	73% 71%	1%	1%	1%	24%	2%	F	0.078	F	0.534	38000	
	Tallet Traile Estimates for 2 Taraffer		L Woodsto		7 1 70	1 /0	1 70	1 /0	2470	270		0.072	•	0.554	30000	
	From:				700/	10/	10/	10/	000/	20/	_	0.070	F		20000	
	Shenandoah C Combined Traffic Estimates for 2 Parallel	•	20000	F F	73% 71%	1% 1%	1% 1%	1% 1%	23% 24%	2% 2%	F F	0.078 0.072	F	0.534	20000 38000	
	Tollibrined Traine Estimates for 2 T araner		Mount Oli		1170	1 /0	1 /6	1 /0	24 /0	2/0		0.072	•	0.554	30000	
	From:				700/	10/	10/	10/	000/	00/	_	0.11	^		01000	
	Shenandoah C Combined Traffic Estimates for 2 Parallel	,	21000	A A	73% 71%	1% 1%	1% 1%	1% 1%	23% 24%	2% 2%	F	0.11 0.099	A A	0.518	21000 43000	
	Combined Trainic Estimates for 2 Faraner				/ 1 /0	1 /0	1 /0	1 /0	24 /0	2/0	'	0.055	^	0.516	43000	
	From:		ohn Marsha		700/	40/		40/	000/	00/	_	0.440			00000	
	Shenandoah C	•	23000	A A	73% 71%	1% 1%	1% 1%	1% 1%	23% 24%	2% 2%	F	0.112	A A	0.621	22000 46000	
	Combined Traffic Estimates for 2 Parallel	noadways on this noute.		Α	/ 1%	170	1%	170	24%	2%	Г	0.1	А	0.621	46000	
	From		US 11		=0.07			1.57	2221	2-1	_	0.440			0=000	
	Shenandoah C	•	25000	A	73%	1%	1%	1%	23%	2%	F	0.112	A A	0.001	25000	
	Combined Traffic Estimates for 2 Parallel	Frederick Co		A enance B	71% reak	1%	1%	1%	24%	2%	Г	0.097	А	0.601	51000	
	From:	Shenandoah C														Ī
	Shenandoah County	,	25000	A	73%	1%	1%	1%	23%	2%	F	0.112	A	0.004	25000	
	Combined Traffic Estimates for 2 Parallel	,	ren County	A Line	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.601	51000	
	From	Shenan	doah Count	ty Line												ĺ
	Warren Cou	•	25000	Α	73%	1%	1%	1%	23%	2%	F	0.112	Α		25000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route: Frede		Α	71%	1%	1%	1%	24%	2%	F	NA			51000	

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

Route	Jurisdiction	Length	ΔΔΩΤ	ΟΔ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	٠ ,
	From						2Axle	3+Axle	1Trail	2Trail		Factor	<b>Q</b> , (	Factor	,,,,,,,	_
th	Frederick Count		ren County 1	A A	73%	1%	1%	1%	23%	2%	F	0.112	Α		25000	
	Combined Traffic Estimates for 2 Parallel Ro	•		Α	71%	1%	1%	1%	24%	2%	F	0.097	Α	0.601	51000	
	To		I-66													
) }	Frederick Count	ty 1.95	23000	Α	76%	1%	1%	1%	19%	2%	F	0.102	Α		23000	
)	Combined Traffic Estimates for 2 Parallel Ro	•		A	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.527	47000	
	To	•	27 Reliance													
	Frederick Count		23000	A	76%	1%	1%	1%	19%	2%	F	0.105	Α		24000	
	Combined Traffic Estimates for 2 Parallel Ro	•		A	76%	1%	1%	1%	20%	2%	F	0.096	A	0.55	49000	
	To		Stephens (		7 0 70	170		170	2070	270	•	0.000	,,	0.00	10000	
	Town of Stephens City (			A	76%	1%	 1%	1%	19%	2%	_	0.105	Α		24000	
	Combined Traffic Estimates for 2 Parallel Ro	•	23000	A	76% 76%	1%	1%	1%	20%	2%	F	0.105	A	0.55	49000	
	Tollionied Traine Estimates for 21 drainer no				7076	1 /0	1 /0	1 /0	20 /6	2/0	•	0.030	^	0.55	43000	
	From:		Stephens (		700/	40/	40/	40/	100/	00/	_	0.405	•		0.4000	
	Frederick Count Combined Traffic Estimates for 2 Parallel Ro	•	23000	A	76% 76%	1% 1%	1%	1% 1%	19% 20%	2% 2%	F	0.105 NA	Α		24000 49000	
	Combined Trainic Estimates for 2 Parallel Ro			Α	70%	170	1%	170	20%	2%	Г	INA			49000	
	From:		77 Fairfax										_			Ī
	Frederick Count	,	25000	Α	76%	1%	1%	1%	19%	2%	F	0.106	Α		26000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:		Α	76%	1%	1%	1%	20%	2%	F	0.096	Α	0.555	52000	
L	To: From:		SR 37													Ī
)	Frederick Count	•	22000	Α	76%	1%	1%	1%	19%	2%	F	0.105	Α		23000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	45000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.553	46000	
	To: From:	US 17, U	S 50 Millw	ood Ave												-
	Frederick Count	ty 1.65	31000	F	76%	1%	1%	1%	19%	2%	С	0.086	В		32000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	63000	F	76%	1%	1%	1%	20%	2%	С	0.087	В	0.545	64000	
<u> </u>	To: From:	SC	L Winchest	ter												-
)	City of Winchester (Ma	aint: 34) 0.07	31000	F	76%	1%	1%	1%	19%	2%	С	0.086	В		32000	
)	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	63000	F	76%	1%	1%	1%	20%	2%	С	0.087	В	0.545	64000	
1	Tac From	NC	L Winches	ter												_
	Frederick Count	ty 0.26	31000	F	76%	1%	1%	1%	19%	2%	С	0.086	В		32000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	63000	F	76%	1%	1%	1%	20%	2%	С	0.087	В	0.545	64000	
	To	SR 7	Berryville	Pike			$\neg$									
	Frederick Count	ty 2.20	33000	F	76%	1%	1%	1%	19%	2%	F	0.077	F		33000	
)	Combined Traffic Estimates for 2 Parallel Ro	,		F	76%	1%	1%	1%	20%	2%	F	0.081	F	0.553	67000	
	To		Martinsbur													

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

										Tri	ıck			K		Dir		
Rout	te	Jurisdiction	n Len	gth 🖊	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
South		From:	J	S 11 Ma	artinsburg	g Pike												
81			•			F	72%	1%	1%	1%	23%	2%	F	0.127	F		24000	F
	Combined Traffic	Estimates for 2 Parallel I	Roadways on this Ro	ıte: <b>4</b>	7000	F	71%	1%	1%	1%	24%	2%	F	0.080	F	0.585	50000	F
0 "		To: From:		34-672	Hopewel	ll Rd												
South 81		Frederick Co.	untv 2.	l1 2	23000	Α	72%	1%	1%	1%	23%	2%	С	0.096	Α		25000	Α
(01)	Combined Traffic		,													0.550		
		To:					, •	. , ,		. , 0	,,	_,,		0.00		0.000	.0000	
South		From					700/	40/	40/	40/	000/	00/	_	0.000			00000	
81			,													. =		
Ŭ	Second   S																	
			V	•		e Line												
South Ram	on I-81 S Evit 1A to IIS 58 IIS 421	City of Briefol (Ma	aint: 95) 0:			F								0.124	F		1100	F
81) Hall	ip 1-01 3 Exit 1A to 03 30, 03 421	To:												0.124	'		1100	
South		From:				,,												
Ram Ram	np I-81 S Exit 1B to US 58. US 421	City of Bristol (Ma	aint: 95) 0.3			F	63%	2%	2%	1%	31%	1%	С	0.103	F		700	F
0.7	,	To:	,	5 58 W,	Gate Cit	y Hwy												
South		From:		I-8	31 South													
	np I-81 S Exit 5 to US 11; US 19	City of Bristol (Ma	aint: 95)			F								0.104	F		3000	F
		To:		US 1	11, US 19	9												
South	Section   Companies   Compan																	
(81) Ram	p I-81 S Exit 7 to Old Airport Rd	City of Bristol (Ma	aint: 95) 0.	_										0.125	Α		4000	Α
		To:		Old A	Airport R	ld												
South		From:	1											0.400	_			_
81 Ram	ip I-81 S Exit 10 to F-310	City of Bristol (Ma	aint: 95) 0.											0.100	F		1400	F
		10.				Rd												
South	an I 81 S Evit 13 to 05 611	Washington Co	ounty 0 :											0.101	_		1500	_
81 Ram	ip 1-01 3 Exit 13 to 93-011	vvasnington ot												0.101	•		1300	'
Courth		From:	,			CK Ku												
South (81) Ram	nn I-81 S Exit 14 to SR-140: 95-647	L Town of Abinadon (	(Maint: 95) 0.1			F								0.086	F		3000	F
(81)	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:												0.000	•		0000	•
South	St.   March   St.   March   St.   St.   March   St.   St.   March   St.   St																	
(81) Ram	The control																	
		To:				gs St												
South																		
	np I-81 S Exit 19 to US 11, US 58	Washington Co	ounty 0.2	24 2	2200	F								0.087	F		2300	F
		To:		US 1	11, US 58	8												
South		From:																
(81) Ram	p I-81 S Exit 22 to 95-704	Washington Co		-										0.128	F		1600	F
		To:		95-704 I	Enterprise	e Rd												

346

Route	Jurisdiction	Length AADT QA 4Tir	e Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	. ,
h	From:	I-81 South		ZAXIE	3+Axie	IIIali	ZIIali		Facioi		racioi		
Ramp I-81 S Exit 24 to SR-80	Washington County	0.09 <b>1300 F</b> 78%	6 1%	1%	1%	18%	1%	F	0.089	F		1300	
/	To:	SR 80 Glennbrook Ave											
1	From:	I-81 South											-
Ramp I-81 S Exit 26 to 95-737	Washington County	0.18 <b>540 F</b> 78%	6 1%	1%	1%	18%	1%	F	0.122	F		540	
/	To:	95-737 College Dr											
h	From:	I-81 South											_
Ramp I-81 S Exit 17 to SR 91	Washington County	0.13 <b>1600 G</b>							0.09	F		1700	
	То:	SR 91											
1	From:	I-81 South											
Ramp I-81 S Exit 32 to US 11	Washington County	0.26 <b>280 G</b>							0.109	F		300	
	То:	US 11 Lee Highway											
1	From:	I-81 South											
Ramp I-81 S Exit 35 to SR 107	Town of Chilhowie (Maint: 86)	0.11 <b>2200 G</b>		_					0.102	F		2300	
,	To:	SR 107 White Top Ave											
h	From:	I-81 South											
Ramp I-81 S Exit 39 to US 11	Smyth County	0.11 <b>1300 G</b>							0.131	F		1400	
, <u> </u>	To:	US 11 Lee Highway											
h	From:	I-81 South											
Ramp I-81 S Exit 44 to 86-730	Smyth County	0.13 <b>760 A</b>							0.153	Α		840	
<u> </u>	To:	86-730 Paxton Rd											
h	From:	I-81 South											
Ramp I-81 S Exit 45 to SR 16	Town of Marion (Maint: 86)	0.20 <b>990 G</b>							0.103	F		1100	
,	To:	I-81 South Exit 45B to SR 16											
h	From:	I-81 S											Ī
Ramp I-81 S Exit 47 to US 11	Smyth County	0.32 <b>1200 G</b>							0.101	F		1200	
	To:	US 11 Lee Highway											
h	From:	I-81 South											
Ramp I-81 S Exit 50 to 86-622	Smyth County	0.14 <b>630 G</b>							0.129	F		630	
	То:	86-622 Nicks Creek Rd											
h	From:	I-81 South											Ī
Ramp I-81 S Exit 54 to 86-683	Smyth County	0.27 <b>240 G</b>							0.119	F		240	
<u> </u>	To:	86-683 Winsor Ave											_
h	From:	I-81 South to Rest Area											
Smyth Rest Area	Smyth County	0.11 <b>860 G</b>							0.100	F		860	
h	To: From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot											_
Smyth Rest Area	Smyth County	0.07 <b>860</b> N		ı					0.100	F		860	
) c, a	To:	I-81 South from Rest Area							5.100			000	
	From												
h Ramp I-81 S Exit 60 to SR 90	Wythe County	I-81 South 0.13 <b>1600 F</b>							0.130	F		1600	
	vv ythe County	SR 90; 98-680							0.100			1000	

Devite	London Porton	Legath AADT OA		Truck	- K	Dir	AAMDT	- 01
Route	Jurisdiction		4Tire Bus	2Axle 3+Axle 1Trail 2Trail	QC Factor	QK Facto	or AAWDT	QI
outh (52) Ramp I-81 S Exit 70 to US 21; US 58	Town of Wytheville (Maint: 98)	I-81 South 0.27 <b>2300 F</b>			0.087	F	2400	F
1) (32)	To:	US 21; US 58						
uth	From:	I-81 South						
Ramp I-81 S Exit 73 to US 11	Town of Wytheville (Maint: 98)	0.34 <b>2800 F</b>			0.114	F	2900	
	10:	US 11 South						
uth 1) Ramp I-81 S Exit 77 to FR 42; FR 326	Wythe County	I-81 South 0.13 <b>2300 F</b>			0.078	F	2300	
)	To:	FR 42 and FR 326			0.07.0	•		
uth	From:	I-81 South						
Ramp I-81 S Exit 80 to US-52; SR 121	Wythe County	0.11 <b>2800 F</b>			0.098	F	2800	
	To:	US 52; SR 121						
uth 1 Ramp	Wythe County	I-81 South 0.69 <b>8100 F</b>	73% 1%	 1% 1% 23% 2%	F 0.076	F	7200	
1) Hallip	To:	I-77 South	7376 176	1/6 1/6 25/6 2/6	1 0.070	'	7200	
uth	From:	I-81 South						
1 Ramp	Wythe County	0.14 <b>1700 F</b>		<u></u>	0.091	F	1700	
	To:	98-619 Major Grahams Rd						
uth	From:	I-81 South			0.405	_	500	
Ramp	Wythe County	0.11 <b>570 F</b> 98-618 Reed Creek Dr			0.125	F	560	
uth	From:	I-81 South						
Ramp I-81 S Exit 89 to SR 100	Pulaski County	0.18 <b>1100 G</b>			0.125	F	1100	
	То:	US 11 S, Lee Highway						
uth	From:	I-81 South				_		
Ramp I-81 S Exit 89 to US 11	Pulaski County	0.18 <b>170 G</b>		_	0.199	F	170	
طف	From:	US 11 N, Lee Highway						
uth 1) Ramp I-81 S Exit 92 to FR 47; FR 327	Pulaski County	I-81 South 0.14 <b>550 F</b>			0.149	F	550	
<u> </u>	To:	FR 47; FR 327						
uth	From:	I-81 South						
Ramp I-81 S Exit 94 to SR 99	Pulaski County	0.16 <b>1300 G</b>			0.097	F	1300	
	Erani	SR 99 Count Pulaski Dr						
outh 31) Ramp I-81 S Exit 98 to SR 100 N	Pulaski County	I-81 South 0.17 <b>4200 G</b>			0.104	F	4200	
)	To:	SR 100				•	.200	
uth	From:	I-81 South						
Ramp I-81 S Exit 101 to 77-660	Pulaski County	0.20 <b>1200 G</b>			0.098	F	1200	
	To:	77-660 State Park Rd						
uth 11 Ramp I-81 S Exit 105 to SR 232	Montgomery County	I-81 South 0.26 <b>730 G</b>			0.138	F	770	
1) Hamp 1-01 3 Exit 103 to 3h 232	To:	0.26 <b>730 G</b> SR 232 W Main St			0.138	1	770	
				•				
0/2021		348						

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

		Fillinary and interstate houses				
Route	Jurisdiction	Length AADT OA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Facto	QK or	Dir Factor AAWDT	QW
South (81) Radford Rest Area	Montgomery County	I-81 South 0.04 <b>800 G</b>	0.18	4 F	780	G
South (81) Radford Rest Area	From:  Montgomery County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.05 800 N	0.18	4 F	780	N
$\bigcirc$	То	I-81 South				
South Ramp I-81 S Exit 101 to SR 177	Montgomery County	I-81 South 0.23 <b>4500 G</b> SR 177	0.11	1 F	4500	G
South Ramp I-81 S Exit 101 to SR 8	Town of Christiansburg (Maint: 60)	I-81 South 0.10 <b>3600 G</b>	0.19	4 F	3800	G
South (81) Ramp	Town of Christiansburg (Maint: 60)	SR 8 W Main St  I-81 South Exit 118 Collector Rd  0.17 <b>170 G</b>	0.14	8 F	180	G
	To:	US 460 East				
South Ramp	Town of Christiansburg (Maint: 60)	I-81 South Exit 118 Collector Rd 0.09 <b>6000 G</b> Ramp to US 11	0.09	8 F	6400	G
South Ramp	Town of Christiansburg (Maint: 60)	I-81 South Exit 118 Collector Rd  0.30 1500 G  US 11 Roanoke St	0.09	3 F	1600	G
South [81] I-81 South Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	I-81 South 0.34 <b>7400 G</b>	0.09	5 F	7400	G
South [81] I-81 South Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	I-81 South Exit 118C  0.14 <b>5800 G</b>	0.09	6 F	5800	G
South [81] I-81 South Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	Ramp from US 11 South 0.27 <b>7300 G</b>	0.10	) F	7300	G
South [81] I-81 South Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	Ramp from US 11 North 0.51 <b>8300 G</b>	0.09	6 F	8300	G
South [81] I-81 South Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	I-81 South Exit 118B  0.18 1900 G	0.11	) F	1900	G
South 81 South Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	Ramp from US 460 West 0.14 <b>2200 G</b>	0.10	8 F	2200	G
South [81] I-81 South Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	I-81 South Exit 118A  0.14 2200 G	0.11	F	2200	G
South (81) I-81 South Exit 118 Collector Rd	Town of Christiansburg (Maint: 60)	Ramp from US 11 & US 460 0.32 <b>7800 G</b>	0.13	1 F	7800	G
	To:	I-81 South				

349

Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Tra	$\cap C$	()K	Dir Factor	AAWDT	Q
nth Ramp I-81 S Exit 128 to 60-603	Montgomery County	I-81 South 0.10 <b>1200 G</b>				4 F		1200	(
th	To:	60-603 Northfork Rd I-81 South			0.14	۰		0000	
Ramp	Roanoke County	0.22 <b>1900 G</b> 80-647 Dow Hollow Rd		<u> </u>	0.11	3 F		2000	-
h Ramp	Roanoke County	I-81 South  0.18 <b>6000 G</b> SR 112 Wildwood Rd		<u></u>	0.10	00 F		6300	
h ) Ramp	From: Roanoke County	I-81 South 0.11 <b>3600 G</b>			0.11	2 F		3800	
1	To: From:	SR 311 Thompson Memorial I I-81 South	)r						
Ramp	Roanoke County	0.22 <b>4900 G</b> SR 419 Electric Rd			0.11	1 F		5200	
) (220) Ramp	Roanoke County	I-81 South 0.32 10000 G  I-581 South	93% 1%	1% 1% 5% 0%	F 0.10	9 F		11000	
n ) Ramp	From: Roanoke County	I-81 South 0.31 <b>2100 G</b>			0.12	24 F		2200	
n ) Scale Ramp	From: Botetourt County	SR 115 Plantation Rd  I-81 South  0.61 <b>5400 G</b>			0.06	66 F		5300	
n ) Ramp I-81 S Exit 150A to ALT SR 220	To: From: Botetourt County	I-81 South  U-81 South  0.19 1900 G			0.07	'4 F		2000	
Ramp I-81 S Exit 150A to ALT SR 220	To:	ALT SR 220 S  I-81 South			0.07			2000	
Ramp I-81 S Exit 150B to US 220 N	Botetourt County	0.19 <b>780 G</b> US 220 N, Roanoke Rd			0.18	34 F		830	
) Ramp I-81 S Exit 156 to 11-640	Botetourt County	I-81 South 0.20 <b>280 G</b> 11-640 Brughs Mill Rd			0.13	31 F		300	
Troutville Rest Area	Botetourt County	I-81 South to Rest Area 0.05 <b>1500 N</b>			0.12	?1 A		1400	
Troutville Rest Area	From: Botetourt County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.06 1500 A			0.12	21 A		1400	
n ) Ramp I-81 S Exit 162 to US 11	Front Botetourt County	I-81 South from Rest Area  I-81 South  0.11 <b>260 G</b>			0.13	31 F		260	
	To:	US 11 Lee Highway							

Route	Jurisdiction 	Length <b>AADT QA</b> 4Tire	Rus	Truck Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	. QI
Ramp I-81 S Exit 167 to US 11	Botetourt County	I-81 South 0.07 <b>160 G</b> US 11			0.146	F	150	C
uth 1 Ramp I-81 S Exit 168 to 11-614	Botetourt County	I-81 South 0.10 <b>390 G</b>			0.12	F	380	(
oth Ramp I-81 S Exit 175 to US 11	From: Rockbridge County	11-614 Arcadia Rd  I-81 South  0.21 330 G			0.104	F	350	(
oth Ramp I-81 S Exit 175 to US 11 S	From: Rockbridge County	US 11  I-81 South  0.16 <b>640 G</b>			0.114	F	640	(
outh Ramp I-81 S Exit 175 to US 11	From Rockbridge County	US 11 S, S Lee Highway  I-81 South  0.10 <b>360 G</b>			0.093	F	360	(
th Ramp I-81 S Exit 188 to US 60 E	FromRockbridge County	US 11; FR 232  I-81 South  0.19 2300 G  US 60 E, Midland Trail			0.094	F	2300	
th Ramp I-81 S Exit 188 to US 60 W	From: Rockbridge County	I-81 South  0.21 <b>640 G</b> US 60 W, Midland Trail			0.106	F	640	
th Ramp I-81 S Exit 195 to US 11	Rockbridge County	I-81 South  0.19 1500 G  I-81 South Exit 195B			0.097	F	1500	
th Fairfield Rest Area	Rockbridge County	I-81 South to Rest Area 0.08 <b>960 G</b>			0.095	F	960	
h Fairfield Rest Area	Rockbridge County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.09 960 N  I-81 South from Rest Area			0.095	F	960	
h Ramp I-81 S Exit 200 to 81-710	Rockbridge County	I-81 South 0.20 <b>670 G</b> 81-710 Sterrett Rd			0.123	F	670	
h Ramp I-81 S Exit 205 to 81-606	Rockbridge County	I-81 South 0.15 <b>2200 G</b> 81-606 Raphine Road			0.077	F	2200	
h Ramp I-81 S Exit 213 to US 11 S	Front Augusta County	I-81 South 0.30 1500 G US 11 S, Lee Jackson Hwy			0.114	F	1500	
th	From:	I-81 South			0.166	F	450	

Route	Jurisdictio	on Len	gth <b>AADT</b>	QA	4Tire	Bus		Tru le 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QI
uth	From:		I-81 South										_			
Ramp I-81 S Exit 217 to 07-654	Augusta Co		22 <b>2700</b> 07-654 White H	G								0.111	F		2700	G
u.	From:															_
uth 1) Ramp I-81 S Exit 220 to SR 262	Augusta Co		I-81 South	F	85%	1%	1%	1%	14%	0%	F	0.113	F		6100	F
1) Trainp 1 01 0 Exit 220 to 611 202	To:		2 Woodrow W			1 /0	$\stackrel{\cdot }{=}$	170	1 + 70	0 70	•	0.110	•		0100	
uth	From:		I-81 South	1												
1 Ramp	Augusta Co	unty 0.4		Α	86%	1%	1%	1%	11%	0%	F	0.113	Α		10000	-
)	To:		I-64 East													
uth	From:	s	I-81 South	1												_
Ramp I-81 S Exit 222 to US 250	Augusta Co			F								0.098	F		4000	
	To:	I-81 Sout	h Exit 222B Ra	amp to U	S 250											
uth	From:		I-81 South													
1) Ramp I-81 S Exit 225 to SR 275	Augusta Co			F								0.123	F		2300	
	10:		2 Woodrow W	ilson Pkv	vу											
uth	From:		I-81 South									0.101	_		1000	
Ramp I-81 S Exit 227 to 07-612	Augusta Co		6 <b>1700</b> 07-612 Laurel H	F III Da								0.101	F		1800	
	From:															
uth 1 Mt. Sydney Rest Area	Augusta Co		81 South to Res	st Area <b>F</b>								0.087	F		940	
) with Gyandy Flest Allea	To:		er Rest Area Pa		t							0.007	•		040	
uth	From:	Exi	t Rest Area Par													
1) Mt. Sydney Rest Area	Augusta Co			N								0.087	F		940	
	To:	I-8	1 South from R	est Area												
uth	From:		I-81 South									0.440	_		0000	
Ramp I-81 S Exit 235 to SR 256	Augusta Co		6 <b>2300</b> R 256 Weyers C	F Para Pd								0.113	F		2300	
	Dronny															
uth 1 Ramp	Rockingham C	County 0.1	I-81 South	F	90%	0%	1%	5%	4%	0%	С	0.102	F		2900	
) ramp	Tookingnam		R 257 Friedens		0070	0 70		0 70	470	0 70	Ü	0.102	•		2000	
uth	From:		I-81 South													
1 Ramp	Rockingham C	County 0.1		F								0.095	F		4300	
9 '	To:		243A; I-81 24	3A Ramp	to US 11											
uth	From:	c .	I-81 South	1												
Ramp I-81 S Exit 245 to Port Republic Rd	City of Harrisonburg	(Maint: 82) 0.1	2 <b>3500</b>	Α	97%	0%	1%	0%	1%	0%	F	0.111	Α		3500	
	To:	SF	253 Port Repu	ablic Rd												
uth	From:		I-81 South													
Ramp I-81 S Exit 247 to US 33 E	City of Harrisonburg			F								0.099	F		3700	
	To:	1	JS 33 E, E Mar	rket St												
uth 1 Ramp	From:		I-81 South													
1 Hamp	City of Harrisonburg		2 <b>960</b> JS 33 W, E Ma	F								0.096	F		1000	- 1
	10:	1	IS 33 W F. Ma	rket St												

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

Route	Jurisdiction	Length AADT QA 4Tire I	Bus 2Axle 3+Axle 1Trail 2Trail	OC -	QK Dir Factor	AAWDT	C
ıth	From:	I-81 South					
Ramp	Rockingham County	0.11 <b>2100 F</b>		0.083	F	2200	
/	To:	I-81 North Exit 251A Ramp					
th	From:	I-81 South					
Ramp I-81 S Exit 257 to SR 259	Rockingham County	0.17 <b>570 F</b>		0.108	F	560	
/	To:	SR 259 Mayland Rd					
th	From:	I-81 South to Rest Area					
New Market Rest Area	Rockingham County	0.07 <b>920 F</b>		0.105	F	920	
	To:	Enter Rest Area Parking Lot					
th  New Market Rest Area	Rockingham County	Exit Rest Area Parking Lot 0.08 <b>920 N</b>		0.105	F	920	
New Market Rest Area	To:	I-81 South from Rest Area		0.103	•	320	
	Front		1 1				
ith ☐ Ramp I-81 S Exit 264 to US 211	Shenandoah County	I-81 South 0.19 <b>1800 G</b>		0.106	F	1800	
1 Trainp 1-01 3 Exit 204 to 03 211	To:	US 211 W Old Cross Rd		0.100	•	1000	
ı.	From						
th Ramp I-81 S Exit 269 to 85-730	Shenandoah County	I-81 South 0.14 <b>850 G</b>		0.167	F	850	
Tramp 1-01 3 Exit 209 to 05-750	To:	85-730 Caverns Rd		0.107	•	030	
	From:						
th Ramp I-81 S Exit 273 to SR 292	Shenandoah County	I-81 South 0.23 <b>2400 G</b>		0.082	F	2400	
Tramp 1-01 3 Exit 273 to 311 292	To:	SR 292 Conicville Rd		0.002	•	2400	
.11-	Prom						_
uth   Ramp I-81 S Exit 279 to SR 185	Shenandoah County	I-81 South 0.20 <b>990 G</b>		0.104	F	990	
Thamp i of o Exit 270 to off 100	To:	SR 185 Stoney Creek Blvd		0.104	·	000	
th.	From:	I-81 South					_
uth 1 Ramp I-81 S Exit 283 to SR 42	Town of Woodstock (Maint: 85)	0.18 <b>3100 G</b>		0.105	F	3100	
1) Thamp 1 01 0 2/1/200 to 011 12	To:	SR 42 W Reservoir Rd		0.100	·	0100	
ıth	From:	I-81 South					-
Ramp I-81 S Exit 291 to 85-651	Shenandoah County	0.22 <b>3700 G</b>		0.102	F	3700	
)	To:	85-651 Mount Olive Rd		51.75			
th	From:	I-81 South					
uth 	Shenandoah County	0.27 <b>2300 G</b>		0.141	F	2300	
)	To:	SR 55 John Marshall Hwy					
th	From:	I-81 South	İ				
Ramp I-81 S Exit 298 to US 11	Shenandoah County	0.17 <b>3600 A</b>		0.138	Α	3800	
	To:	US 11 Old Valley Pike					
uth	From:	I-81 South					Ξ
Ramp I-81 S Exit 300 to I-66 E at Exit 1	Frederick County		1% 1% 1% 15% 1%	F 0.088	F	9100	
	To:	I-66 East					
	From:	I-81 South					Ξ
ıth				0.091	_	2700	
uth 1) Ramp I-81 S Exit 302 to 34-627	Frederick County	0.14 <b>2700 G</b>		0.091		2700	

# 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	Tr			QC	K	QK	Dir	AAWDT	QI
46	Prom	I 01 C d. 4- C1	-	2Axle 3+Axle	ııralı	21raii		Factor		Factor		
outh 31) Scale Ramp	Fraderick County	I-81 South to Scales 0.36 <b>4400 G</b>						0.064	F		4400	G
Scale Ramp	Frederick County			<del></del>				0.064	Г		4400	•
puth	From:	North End of Scales South End of Scales										
Scale Ramp	Frederick County	0.12 <b>4400 G</b>						0.064	F		4400	(
ST) Source Hamp	To:	I-81 South from Scales						0.001	•		1100	Ì
outh	Frederick County	I-81 South						0.100	_		4000	
Ramp I-81 S Exit 307 to SR 277	Frederick County	0.17 <b>4200</b> G		_				0.108	F		4200	(
	10:	SR 277 Fairfax Pike										
uth	From:	I-81 South										
Ramp I-81 S Exit 310 to SR 37	Frederick County	<b>4300 G</b> 92%	1%	1% 1%	5%	0%	С	0.108	F		4300	(
	To:	SR 37 Winchester Bypass										
uth	From:	I-81 South										
Ramp I-81 S Exit 313 to US 50 E	Frederick County	0.17 <b>7400 G</b>						0.087	F		7400	(
J	To:	US 50 E, Millwood Ave		_					•			
	T			1								
uth	Francisco Courte	I-81 South <b>4200 G</b> 96%	00/	00/	10/	00/	_	0.000	_		4000	
Ramp I-81 S Exit 313 to US 50 W	Frederick County		0%	2% 0%	1%	0%	С	0.089	F		4200	
	10:	US 50 W, Millwood Ave; Jubal Early Dr										
uth	From:	I-81 South										
11) Ramp I-81 S Exit 315 to SR 7	Frederick County	0.31 <b>6600 G</b>						0.085	F		6600	(
	То:	SR 7 Berryville Ave										
uth	From:	I-81 South										_
Ramp I-81 S Exit 317 to US 11	Frederick County	0.19 <b>5200 G</b>						0.097	F		5200	(
99	To:	US 11 Martinsburg Pike										
	From:			ı								
outh  High Winchester Welcome Center	Frederick County	I-81 South to Welcome Center  0.06 <b>960 F</b> 72%	1%	 1% 1%	23%	2%	F	0.279	F		940	
Winchester Welcome Center	Tredefick County		1 70	170 170	23%	270	F	0.279	Г		940	
uth	From:	Enter Welcome Center Parking Lot Exit Welcome Center Parking Lot										
Winchester Welcome Center	Frederick County	0.08 <b>960 N</b> 72%	1%	 1% 1%	23%	2%	Ν	0.279	F		940	
Windlester Welcome Genter	To Touris	I-81 South from Welcome Center	1 /0	1/0 1/0	20 /6	2 /0	IN	0.273	'		340	
outh	From:	I-81 South							_			
Ramp I-81 S Exit 321 to 34-672	Frederick County	0.21 <b>970 G</b>						0.104	F		970	(
	To:	34-672 Hopewell Rd										
uth	From:	I-81 South										
Ramp I-81 S Exit 323 to 34-669	Frederick County	0.16 <b>2500 A</b> 60%	0%	2% 1%	36%	1%	С	0.099	Α		2600	
	To:	34-669 Rest Church Rd										
	From:			1								
Claveland Pd	Town of Lobones	US 19 Bus Main St	0%	10/ 10/	10/	09/	0	0.006	_	0.604	2200	
Cleveland Rd	Town of Lebanon	0.58 <b>3300 F</b> 98%	U%	1% 1%	1%	0%	С	0.096	F	0.694	3300	
<u>~</u>	To: From:	NCL Lebanon										
Cleveland St	Russell County	5.71 <b>1200 G</b> 96%	1%	<u>1</u> % 1%	0%	0%	С	0.100	F	0.506	1300	(

354

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

		Primary and intersta					Т				1/		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Factor	AAWDT	Q
	From:	SCL Clevelan	d			ZAXI	3+Axie	TITAL	ZIIali		i actor		1 actor		
2)	Town of Cleveland (Maint: 83)	0.55 <b>1200</b>	N N	96%	1%	1%	1%	0%	0%	Ν	0.100	F	0.506	1300	
	To:	83-600 Clevela													
	From:	US 23 Bus Pou	ınd												
3 Clintwood Hwy	Town of Pound (Maint: 97)	0.93 4900	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.556	4900	
<u> </u>	To	ECL Pound													
3)	Wise County	2.64 <b>4900</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.092	F	0.556	4900	
9	To:	Dickenson County	/ Line												
<u></u>	From:	Wise County L													
Dickenson Hwy	Dickenson County	3.91 <b>5200</b>	G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.586	5200	
	To: From	SR 72 Georges I	Fork												
3) W Main St	Dickenson County	0.69 <b>7000</b>	G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.502	7000	
	To: From:	WCL Clintwoo	od			_									
3	Town of Clintwood (Maint: 25)	1.78 <b>7000</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.091	F	0.502	7000	
	To	ECL Clintwoo	od												
3) Dickenson Hwy	Dickenson County	5.57 <b>5600</b>	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.626	5600	
,	To	SR 63 Fremor	at.												
63 Dickenson Hwy	Dickenson County	4.94 <b>2700</b>	G	90%	1%	2%	2%	5%	0%	С	0.099	F	0.601	2700	
,	To:	SR 63 North of Cli								_					
	From:	SR 63 North of Clinchco I													
Dickenson Hwy	Dickenson County	2.44 <b>2600</b>	G	90%	1%	2%	1%	6%	0%	F	0.1	F	0.646	2500	
	To: From	25-607 Road Bra	anch			-									
) Dickenson Hwy	Dickenson County	3.23 <b>2400</b>	G	90%	1%	2%	1%	6%	0%	С	0.098	F	0.585	2300	
	To	WCL Haysi				_									
	Town of Haysi (Maint: 25)	0.56 <b>2400</b>	N	90%	1%	2%	1%	6%	0%	Ν	0.098	F	0.585	2300	
	To	SR 80 Haysi													
B) (80) Dickenson Hwy	Town of Haysi (Maint: 25)	0.34 <b>3400</b>	G	94%	1%	2%	1%	2%	0%	F	0.097	F	0.509	3400	
,	To	E SR 63													
(80) Dickenson Hwy	Town of Haysi (Maint: 25)	1.08 <b>2600</b>	G	94%	1%	2%	1%	2%	0%	F	0.093	F	0.584	2600	
80) 2.6.16.16.1.				0.70	. , 0		. , ,	_,,	0,0	•	0.000	•	0.00		
	Town of Haysi (Maint: 25)	NCL Haysi 0.01 <b>2600</b>	N	94%	1%	2%	1%	2%	0%	N	0.093	F	0.584	2600	
3) 80)	Town of Flaysi (Maint. 23)			34 /0	1 /0		1 /0	Z /0	0 /6	IN	0.033	•	0.564	2000	
76:1	From	SR 80 Breaks Par		0.40/	40/		40/	00/	00/	_	0.000		0.500	4700	
Dickenson Hwy	Town of Haysi (Maint: 25)	0.04 <b>1700</b>	G	94%	1%	2%	1%	2%	0%	С	0.092	F	0.506	1700	
	To: From:	WCL Haysi													
3)	Town of Haysi (Maint: 25)	0.04 <b>1700</b>	N	94%	1%	2%	1%	2%	0%	N	0.092	F	0.506	1700	
	To: From:	ECL Haysi													
3)	Dickenson County	3.38 <b>1700</b>	N	94%	1%	2%	1%	2%	0%	Ν	0.092	F	0.506	1700	
	To:	Buchanan County	Line												

355

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

Route	Jurisdictio	n Lenath	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	- (
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	Buchanan Co		enson County 2300	Line <b>G</b>	95%	1%	1%	1%	3%	0%	С	0.091	F	0.583	2200	
)	Buchanan Co		Sunset Hollo		95%	I 70	170	1 70	3%	0%	C	0.091	Г	0.363	2200	
	From:		04 Sunset Ho													
)	Buchanan Co	ounty 5.79	3000	G	95%	0%	1%	2%	2%	0%	С	0.097	F	0.669	3000	
	To	13-6	19 Lee Maste	r Dr			<b>—</b> —									
Dickenson Hwy	Buchanan Co		4100	G	95%	0%	1%	2%	2%	0%	F	0.093	F	0.681	4100	
-	To.	-	US 460													
(460)	From Buchanan Co	ounty 1.99	7900	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.523	8700	
(400)		_					<del></del> 1	.,.	_,-		·		•	****		
1(100)	From:		SCL Grundy 630	G	95%	0%	2%	2%	1%	0%	С	0.096	F	0.613	700	
<u>460</u>	Tod	1.	JS 460 WEST		33 /6	0 /6		2 /0	1 /0	0 /6	O	0.030	•	0.013	700	
	From:	C	US 460 E													
Edgewater Dr	Town of Grundy (M	Maint: 13)	11000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.741	10000	
	Tod	1	ECL Grundy													
State Creek Rd	Buchanan Co		5600	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.55	5500	
/	To.	13	-642 Elkins B	) p												
)	Buchanan Co		2600	G G	97%	1%	1%	0%	1%	0%	С	0.099	F	0.615	2500	
/	To						<del></del> 1				_					
)	Buchanan Co		-643 Hurley F <b>1600</b>	G	97%	0%	1%	1%	1%	0%	С	0.1	F	0.541	1600	
	Bushanan se				01 70	0 70		1 /0	1 /0	0 70	J	0.1	•	0.041	1000	
	Francis		3-640 Hale Ci	r. G	97%	0%	10/	10/	0%	00/	С	0.096	F	0.655	800	
)	Buchanan Co		<b>820</b> Virginia State		9170	076	1%	1%	076	0%	C	0.096	Г	0.655	000	
	From						<u> </u>									
) Mill Gap Rd	Highland Cou		Virginia State 280	G	49%	1%	1%	41%	7%	0%	С	0.147	F	0.622	280	
) wiiii dap rid	riigilialia oot					1 /0		4170	1 /0	0 70	J	0.147	•	0.022	200	
) Mill Gap Rd	From		Jpper Back C		d 69%	1%	1%	0E9/	5%	0%	С	0.106	F	0.611	460	
Mill Gap Rd	Highland Cou	unty 6.64	460	G	09%	170	1%	25%	5%	0%	C	0.106	Г	0.611	460	
\	Ta: From:		0 Meadowda													
Mill Gap Rd	Highland Cou		620	G	75%	1%	1%	19%	5%	0%	С	0.098	F	0.507	610	
	10:		220 Vanderp													
	From:		Carolina State		040/	40/	10/	40/	100/	40/	_	0.440			0.400	
	Mecklenburg C		11000	G	81%	1%	1%	1%	16%	1%	С	0.113	A	0.504	9400	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	80%	1%	1%	1%	16%	1%	С	0.106	В	0.501	19000	
<u> </u>	To: From:		58-903													
Ò	Mecklenburg C	County 8.14	12000	Α	81%	1%	1%	1%	16%	1%	F	0.13	Α		10000	
	Combined Traffic Estimates for 2 Parallel	•		Α	80%	1%	1%	1%	16%	1%	F	0.122	Α	0.526	21000	
	To:		CL South Hil									_				

356

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

Route	Jurisdictic	on Length	AADT	QΔ	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	O/
	From						2Axle	3+Axle	1Trail	2Trail		Factor		Factor	,,,,,,,	
orth 85	Town of South Hill		CL South H 12000	A	81%	1%	1%	1%	16%	1%	F	0.13	Α		10000	Α
55)	Combined Traffic Estimates for 2 Parallel	,		A	80%	1%	1%	1%	16%	1%	F	0.122	Α	0.526	21000	
	То		US 58					.,.		.,,						
orth	From a f Canada IIIII	(Maint 50) 0.50			010/	10/	10/	10/	100/	10/	_	0.405	^		0700	
35	Town of South Hill	` '	11000	A	81%	1%	1%	1%	16%	1%	F	0.125	A	0.00	9700	,
	Combined Traffic Estimates for 2 Parallel	noadways on this noute.		Α	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.62	19000	,
orth	To From		US 1													
5)	Town of South Hill	'	10000	Α	81%	1%	1%	1%	16%	1%	F	0.129	Α		9000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	Α	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.576	18000	
rth		N	CL South H	Hill												
5)	Mecklenburg (	County 3.84	10000	Α	81%	1%	1%	1%	16%	1%	F	0.129	Α		9000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	Α	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.576	18000	
41-	To From		wick Count	~												
rth 5	Brunswick Co		10000	A A	81%	1%	1%	1%	16%	1%	F	0.129	Α		9000	
	Combined Traffic Estimates for 2 Parallel	,		A	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.576	18000	
	То		44 Brunswi													
rth	From	·	12-644		010/	10/	10/	10/	100/	10/	_	0.100	^		0000	
5	Brunswick Co Combined Traffic Estimates for 2 Parallel	•	9900	A A	81% 80%	1% 1%	1% 1%	1% 1%	16% 16%	1% 1%	F F	0.128	A A	0.536	8900 18000	
	Combined Trainic Estimates for 2 Parallel	noadways on this noute.		Α	00%	170	1 70	170	10%	1 70	Г	0.117	A	0.556	10000	
th	To From		SR 46													Т
5	Brunswick Co	,	9700	Α	81%	1%	1%	1%	16%	1%	F	0.129	Α		8700	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	Α	80%	1%	1%	1%	16%	1%	F	0.117	Α	0.59	18000	
th			US 1													
5)	Brunswick Co	ounty 6.39	10000	Α	81%	1%	1%	1%	16%	1%	F	0.127	Α		9100	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	Α	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.528	18000	
	To From		12-630													
rth 5	Brunswick Co	ounty 4.71	10000	Α	81%	1%	1%	1%	16%	1%	F	0.126	Α		9300	
3)	Combined Traffic Estimates for 2 Parallel	•		A	80%	1%	1%	1%	16%	1%	F	0.128	Α	0.543	19000	
	To		12 Old Stag													
th	From				010/	10/	10/	10/	160/	10/	_	0.105	^		0700	
5)	Brunswick Co	,	11000	A	81%	1%	1%	1%	16%	1%	F	0.125	A	0.500	9700	
	Combined Traffic Estimates for 2 Parallel		iddie Count	v Line	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.589	19000	
rth	From		wick Count	_												
5	Dinwiddie Co	ounty 2.38	11000	Α	81%	1%	1%	1%	16%	1%	F	0.125	Α		9700	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.589	19000	
	To		SR 40													

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

			a intersta						-			17		D:		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
North	From		SR 40		2221	221					_				40000	
85	Dinwiddie Co		11000	Α	80%	0%	2%	1%	16%	1%	F	0.121	Α		10000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	Α	79%	0%	2%	1%	16%	1%	F	0.111	Α	0.581	20000	Α
N. a.	Tron		26-650				$\neg$ $\vdash$									
North 85	Dinwiddie Co	ounty 4.88	11000	Α	80%	0%	2%	1%	16%	1%	F	0.119	Α		10000	Α
85)	Combined Traffic Estimates for 2 Parallel	•		A	79%	0%	2%		16%	1%			F	0.575		
	Combined Trainic Estimates for 2 Parallel	nuadways on this noute.	23000	A	79%	0%	2%	1%	10%	1 70	Г	0.068	Г	0.575	21000	Α
North	To From		26-703													
(85)	Dinwiddie Co	ounty 8.52	12000	Α	80%	0%	2%	1%	16%	1%	С	0.114	Α		12000	Α
000	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	Α	79%	0%	2%	1%	16%	1%	С	0.106	Α	0.544	24000	Α
	T-	- I caamaye en ine i leater						. , 0	.0,0	. , ,	Ū	000		0.0		•
North	From		US 460													
(85) (460)	Dinwiddie Co	ounty 1.77	19000	Α	80%	0%	2%	1%	16%	1%	F	0.098	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	82%	1%	1%	1%	14%	1%	F	0.096	Α	0.531	37000	Α
	To		US 1													
North	From										_					
(85) {460}	Dinwiddie Co	•	24000	Α	85%	1%	1%	1%	11%	1%	С	0.092	Α		24000	Α
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	85%	1%	1%	1%	12%	1%	С	0.094	Α	0.538	48000	Α
N. I	Tro-	SC	CL Petersbu	rg			$\neg$ $\vdash$									
North	City of Petersburg	(Maint: 26) 1.01	24000	Α	85%	1%	1%	1%	11%	1%	С	0.092	Α		24000	Α
85 (460)	•	•									_			0.500		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	85%	1%	1%	1%	12%	1%	С	0.094	Α	0.538	48000	Α
North	To From	Squi	rrel Level R	Road												
(85) (460)	City of Petersburg	(Maint: 26) 2.57	28000	Α	85%	1%	1%	1%	11%	1%	F	0.091	Α		28000	Α
(83) (400)	Combined Traffic Estimates for 2 Parallel	•		Α	85%	1%	1%	1%	12%	1%	F	0.093	Α	0.57	55000	Α
	To:		mp To I-95		00 70	1 70		1 /0	1270	1 /0	•	0.000	,,	0.07	00000	,,
North	From		p To I-95 S													
85) I-85 N Ramp	City of Petersburg	(Maint: 26) 0.46	21000	G	85%	1%	1%	1%	11%	1%	F	0.081	F		21000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	G	82%	1%	1%	1%	14%	1%	F	0.079	F	0.586	43000	G
	To	Ramp to W		t. Wysth o	C+											
North	From			t; wyme												
85 Ramp	City of Petersburg	(Maint: 26) 0.11	19000	Α	85%	1%	1%	1%	11%	1%	F	0.093	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	G	83%	1%	1%	1%	13%	1%	F	0.079	F	0.564	32000	G
	To		I-95 North													
North	From	I-85 North	n to Welcon	ne Cente	r											
85 Bracey Welcome Center	Mecklenburg (	County 0.08	860	N	78%	1%	1%	1%	18%	1%	Ν	0.156	Α		750	Ν
$\bigcirc$	To:	Enter Welco														
North	From	Exit Welco														
85 Bracey Welcome Center	Mecklenburg (		860	Α	78%	1%	1%	1%	18%	1%	С	0.156	Α		750	Α
	To	I-85 North	from Welco	ome Cen	er											
North	From		I-85 North													
85 Ramp	Mecklenburg (	County	1100	G	96%	0%	1%	1%	2%	0%	F	0.089	F		1100	G

358

Route	Jurisdiction	Length AADT QA 4Tir	re Bus	2Axle 3+Axle	-		QC	K Factor	QK	Dir AAWI	ОΤ
h	From:	I-85 North		ZAXIE STAXIE	IIIali	ZIIali		racioi		Factor	
Ramp	Mecklenburg County	0.24 <b>2200 G</b> 79%	% 1%	1% 1%	18%	1%	F	0.076	F	2200	0
	To:	US 58 East									
	From:	I-85 North									
Ramp	Mecklenburg County	<b>1100 G</b> 85%	% 1%	1% 1%	12%	0%	F	0.119	F	1200	0
/	To:	US 58 West									
	From:	I-85 North									
Ramp	Mecklenburg County	0.28 <b>1700 G</b> 80%	% 1%	2% 2%	16%	0%	F	0.112	F	1800	n
,p	To:	US 1 Mecklenburg Ave	,,,,,			0,0	•	···-	•		•
	From:	I-85 North		1							
n ) Ramp	Brunswick County	0.19 <b>170 G</b> 889	% 1%	 1% 1%	9%	0%	F	0.114	F	170	1
Tramp	To:	12-644 Brunswick Dr	70 170	170 170	3 /0	0 /0	•	0.114	•	170	
	Erone										
l N Pama	Brunswick County	I-85 North 0.18 <b>450 G</b> 899	% 2%	 1% 1%	8%	0%	F	0.113	_	460	,
Ramp	To:	SR 46 Christanna Hwy	/0 2/0	1/0 1/0	0 /0	0 /6	'	0.113	'	400	'
	From:										
Pomp	Brunswick County	I-85 North 0.15 <b>260 G</b> 80%	% 1%	 2% 2%	16%	0%	F	0.129	F	270	
Ramp	Tro-	US 1 Boydton Plank Rd	7o 17o	<u> </u>	10%	0%	Г	0.129	Г	270	'
		-									
l D . A	From:	I-85 North to Rest Area						0.445		500	
Alberta Rest Area	Brunswick County	0.11 <b>560 N</b>		_				0.145	Α	520	)
	From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot									
Alberta Rest Area	Brunswick County	0.12 <b>560 A</b>						0.145	Α	520	)
Alberta Rest Area	To:	I-85 North from Rest Area									
	From:	I-85 North									
Ramp	Brunswick County	0.21 <b>320 G</b> 93%	% 1%	1% 1%	4%	0%	F	0.158	F	330	)
Tramp	To:	12-630 Sturgeon Rd	70 170	70 170	470	0 70	•	0.100	•	000	_
	France										
Ramp	Brunswick County	I-85 North 0.18 <b>610 G</b> 899	% 1%	2% 2%	6%	0%	F	0.089	F	640	١
Tramp	To:	12-712 Old Stage Rd	70 170		0 /0	0 /0		0.000	•	0+0	
	From:										
l N Pamp	Dinwiddie County	I-85 North 0.20 <b>360 G</b>						0.102	_	360	
Ramp	To:	SR 40 McKenney Hwy						0.102	1	300	
) A Pomp	Pipuiddio County	I-85 North						0.177	_	170	
Ramp	Dinwiddie County	0.21 <b>170 G</b>	- D.1					0.177	Г	170	
		26-650 Hawkins Church Rd; Hamilton Arms	Kd								
. De man	From:	I-85 North						0.440	_	000	
Ramp	Dinwiddie County	0.37 <b>260 G</b>						0.119	F	260	1
	10:	26-703 Carson Rd									
1	From:	I-85 North to Rest Area									
Dinwiddie Rest Area	Dinwiddie County	0.14 <b>460 N</b> 72%	% 2%	0% 0%	23%	2%	N	0.096	F	450	)
	To	Enter Rest Area Parking Lot									

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

Route	Jurisdictic		n AADT			Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
	Julisuiciic				41116	Dus	2Axl	e 3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
North  (85) Dinwiddie Rest Area	Dinwiddie Co		Rest Area Parl 460	ring Lot	72%	2%	0%	0%	23%	2%	С	0.096	F		450	F
(83)	To		North from Re		, ,											-
North	From		I-85 North													
Ramp	Dinwiddie Co			G								0.116	F		630	G
	То		BUS US 460													
North Ramp	Dinwiddie Co	ounty 0.15	I-85 North <b>500</b>	G								0.09	F		500	G
85 Ramp	Diriwiddie GC		1 Boydton Pla									0.09	г		300	G
North	From	:	I-85 North													
(85) Ramp	Dinwiddie Co	ounty 0.26	820	G								0.085	F		820	G
	To	US 1	N, Boydton P	lank Rd												
North	From		I-85 North													
Ramp	City of Petersburg		1100	G								0.089	F		NA	
<u> </u>	10	123-9	011 Squirrel I													
North (85) (460) Ramp	City of Petersburg	(Maint: 26)	I-85 NORTE 5800	A	88%	0%	1%	1%	10%	0%	С	0.096	Α		6000	Α
85 (460) Ramp	Oity of 1 etersburg	<u> </u>	amp to I-95 S		00 /6	0 76	1 /0	1 /0	10 /6	0 /6	O	0.030	^		0000	^
North	From		rth Ramp to I		h		i									
85 Ramp	City of Petersburg		2500	G								0.104	F		2500	G
$\bigcirc$	To	I-95 North Exit 5			shington S	St										
North (85) Ramp	City of Petersburg	(Maint: 26) 0.22	I-95 North <b>5500</b>	Α								0.107	Α		5900	Α
(85) Trump	To T		e St & Washin									0.107	,,		0000	,,
North	From		35 North Exit													
85 Ramp	City of Petersburg	<u> </u>		A								0.122	Α		2400	Α
N. d	Erom		460-P Washi													
North (85) Ramp	City of Petersburg		35 North Exit 3200	68B								0.103	Α		3400	Α
(65)	To.	,	EUS 460 Wyt													
South	From	Norti	n Carolina Sta	te Line												
(85)	Mecklenburg (	•		G	80%	1%	1%	1%	16%	1%	С	0.105	В		9300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: <b>22000</b>	G	80%	1%	1%	1%	16%	1%	С	0.106	В	0.501	19000	G
Courth	To From		58-903													
South 85	Mecklenburg (	County 7.78	12000	Α	80%	1%	1%	1%	16%	1%	F	0.119	Α		11000	Α
	Combined Traffic Estimates for 2 Parallel	•		A	80%	1%	1%		16%	1%	F	0.122	Α	0.526	21000	Α
	To	-	SCL South H													
South	Town of Court Lill				200/	10/	10/	10/	160/	10/	E	0.110	٨		11000	٨
85	Town of South Hill Combined Traffic Estimates for 2 Parallel	,		A A	80% 80%	1% 1%	1% 1%		16% 16%	1% 1%	F F	0.119 0.122	A A	0.526	11000 21000	A A
	Tombined Hamic Estimates for 2 Parallel	Hoadways on this Houte	US 58	А	00%	1 70	1 %	I 70	1070	1 70	Г	0.122	А	0.526	21000	A
			05.56													

360

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

Route	Jurisdictic	on Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	Q
outh	From	<u> </u>	US 58				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		_
85	Town of South Hill	(Maint: 58) 2.72	11000	Α	80%	1%	1%	1%	16%	1%	F	0.112	Α		9600	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	Α	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.62	19000	Δ
	To From		US 1													
outh 35)	Town of South Hill	(Maint: 58) 0.29	10000	Α	80%	1%	1%	1%	16%	1%	F	0.113	Α		9000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	Α	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.576	18000	,
	To From	N	CL South F	Hill												
uth 5	Mecklenburg (	County 3.74	10000	Α	80%	1%	1%	1%	16%	1%	F	0.113	Α		9000	
9)	Combined Traffic Estimates for 2 Parallel	•		Α	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.576	18000	
	То		wick Count	~												
uth	Brunswick Co		nburg Cour	nty Line  A	80%	1%	 1%	1%	16%	1%	F	0.113	Α		9000	
5)	Combined Traffic Estimates for 2 Parallel	•		A	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.576	18000	
	To		44 Brunswi				<u> </u>									
uth	Brunswick Co		10000	A	80%	1%	1%	1%	16%	1%	F	0.115	Α		9100	
2)	Combined Traffic Estimates for 2 Parallel	,		A	80%	1%	1%	1%	16%	1%	· F	0.113	A	0.536	18000	
	To		SR 46		0070	.,,		. , ,	, .	. , 0	•	01117		0.000	.0000	
th A	Brunswick C	1.66			80%	1%	10/	1%	160/	10/	_	0.115	Α		9000	
	Combined Traffic Estimates for 2 Parallel	•	9900	A A	80%	1%	1% 1%	1%	16% 16%	1% 1%	F F	0.115	A	0.59	8900 18000	
	Tombined Traine Estimates for 2 Taraner	Tioadways on this riodic.	US 1		00 /0	1 /0	170	1 /0	10 /0	1 /0	•	0.117	^	0.55	10000	
h A	From	0.00			000/	40/	40/	40/	100/	40/		0.444	_		0000	
	Brunswick Combined Traffic Estimates for 2 Parallel	•	10000	A A	80% 80%	1% 1%	1% 1%	1% 1%	16% 16%	1% 1%	F	0.114 0.116	A A	0.528	9200 18000	
	Combined Trainic Estimates for 2 Faraner	noadways off this noute.		A	00%	1 70	1 70	1 70	10%	1 70	Г	0.116	A	0.526	10000	
h S	From		12-630													
)	Brunswick Co	•	10000	A	80%	1%	1%	1%	16%	1%	F	0.114	A	0.570	9300	
	Combined Traffic Estimates for 2 Parallel		21000 12 Old Stag	A re Rd	80%	1%	1%	1%	16%	1%	F	0.115	Α	0.576	19000	
h	Fram		12-712													Т
	Brunswick Co	,	10000	Α	80%	1%	1%	1%	16%	1%	F -	0.116	Α		9200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	Α	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.589	19000	
h	To From	Bruns	wick Count	y Line									_			_
)	Dinwiddie Co	,	10000	Α	80%	1%	1%	1%	16%	1%	F	0.116	Α		9200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	Α	80%	1%	1%	1%	16%	1%	F	0.116	Α	0.589	19000	
th	To From		SR 40				$\Box$ $\vdash$									-
uth	Dinwiddie Co	•	11000	Α	79%	0%	2%	1%	17%	1%	F	0.112	Α		10000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	79%	0%	2%	1%	16%	1%	F	0.069	F	0.548	20000	
	То		26-650													

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

		Primary an	iu iiileisi	ale noi	1165											
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South 85	Diouiddia Co	untv 4.95	26-650	_	700/	00/	20/	10/	170/	10/	F	0.110	۸		10000	Α
85	Dinwiddie Co	•	11000	A	79%	0%	2%	1%	17%	1%		0.112	A	0.570		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	Α	79%	0%	2%	1%	16%	1%	F	0.11	Α	0.572	21000	Α
South	To From		26-703													
(85)	Dinwiddie Co	ounty 8.36	13000	Α	79%	0%	2%	1%	17%	1%	С	0.109	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	Α	79%	0%	2%	1%	16%	1%	С	0.106	Α	0.544	24000	Α
	То	,	US 460													
South	From															
(85) (460)	Dinwiddie Co	,	19000	Α	84%	1%	1%	1%	12%	1%	F	0.105	Α		18000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	82%	1%	1%	1%	14%	1%	F	0.096	Α	0.531	37000	Α
0 "	To Comment		US 1													
South	Dinwiddie Co	ounty 0.81	23000	Α	84%	1%	1%	1%	12%	1%	С	0.106	Α		24000	Α
85 (460)	Combined Traffic Estimates for 2 Parallel	•		A	85%	1%	1%	1%	12%	1%	С	0.100	A	0.538	48000	A
	Combined Trainic Estimates for 2 Faraner				00%	I 70	1 70	1 70	1270	1 70	C	0.094	А	0.556	40000	A
South	To:	SC	CL Petersbu	rg												
85) (460)	City of Petersburg	(Maint: 26) 1.25	23000	Α	84%	1%	1%	1%	12%	1%	С	0.106	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	85%	1%	1%	1%	12%	1%	С	0.094	Α	0.538	48000	Α
	To	· coni	rrel Level I	Dood.												
South	From:	1														
(85) (460)	City of Petersburg	,	26000	Α	84%	1%	1%	1%	12%	1%	F	0.106	Α		27000	Α
$\lor \lor$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	Α	85%	1%	1%	1%	12%	1%	F	0.093	Α	0.57	55000	Α
046	Tro-	Ran	np From I-9	5 N												
South [85] I-85 S Ramp	City of Petersburg	(Maint: 26) 0.33	23000	G	80%	0%	2%	1%	16%	1%	F	0.106	Α		22000	G
(85) 1 03 0 Hamp	Combined Traffic Estimates for 2 Parallel	,		G	82%	1%	1%	1%	14%	1%	F	0.093	Α	0.57	43000	G
	Combined Trainic Estimates for 2 Faraner					1 /0	1 /0	1 /0	14 /0	1 /0	'	0.093	^	0.57	43000	G
South	To- From	Ramp Fr	om Washin	gton Ave	;											
(85) I-85 S Ramp	City of Petersburg	(Maint: 26) 0.16	14000	G	80%	0%	2%	1%	16%	1%	F	0.084	В		14000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	G	83%	1%	1%	1%	13%	1%	F	0.079	F	0.564	32000	G
	To		I-95 South													
South	From		I-85 South													
(85) Ramp	Mecklenburg (		1700	Α	96%	0%	1%	1%	2%	0%	F	0.133	Α		1700	Α
	To		58-903													
South	From		I-85 South													
Ramp	Mecklenburg (		950	G	79%	1%	1%	1%	18%	1%	F	0.097	F		940	G
	To		B E, E Atlar													
South	From		I-85 South													
(85) Ramp	Mecklenburg (		1500	Α	97%	0%	1%	0%	2%	0%	F	0.112	Α		1500	Α
000	To		2C TO RT									<b>-</b>				
South	From		I-85 South													
(85) Ramp	Mecklenburg (		1500	G	96%	1%	1%	1%	1%	0%	F	0.106	F		1600	G
03)	To		Mecklenbu		5576	. ,0	Ť	. ,0	. 70	0 / 0		0.100	·		. 500	~
				B												

362

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

		Primary and interstate Routes									_
Route	Jurisdiction	Longth AART OA 4Tiro	Duo	Tru	ıck		00	K	OK	Dir . AAWDT	т ,
noute	Junsaiction	Length <b>AADT QA</b> 4Tire	Dus	2Axle 3+Axle	1Trail	2Trail	QU	Factor	QK Fa	ctor	' '
uth	From:	I-85 South									
Ramp	Brunswick County	0.16 <b>250 G</b> 88%	1%	1% 1%	9%	0%	F	0.126	F	250	
5) · · · · · · · · · ·	To:	12-644 Brunswick Dr	1 /0		0 70	0 70	•	0.120	•	200	
th	From:	I-85 South									
Ramp	Brunswick County	0.13 <b>640 G</b> 96%	1%	<u>1</u> % 1%	1%	0%	F	0.218	F	660	
	To:	US 1 Boydton Plank Rd									
ıth	From:	I-85 South to Rest Area									_
Alberta Rest Area	Brunswick County	0.11 <b>520 N</b> 81%	1%	1% 1%	16%	1%	N	0.141	Α	460	
7 1150114 1155171154	To:	Enter Rest Area Parking	1 /0		1070	1 /0	• • •	0	,,	100	
ıth	From:	Exit Rest Area Parking Lot									_
Alberta Rest Area	Brunswick County	0.12 <b>520 A</b> 81%	1%	1% 1%	16%	1%	F	0.141	Δ	460	
Alberta Hest Alea	To:		1 /0	170 170	10 /6	1 /0	'	0.141	^	400	
		I-85 South from Rest Area									_
th	From:	I-85 South									
Ramp	Brunswick County	0.21 <b>280 A</b> 93%	1%	1% 1%	4%	0%	F	0.164	Α	290	
	То:	12-630 Sturgeon Rd									
th.	From:	I-85 South									
th A Rama	Brunswick County	0.18 <b>1300 G</b> 89%	1%	2% 2%	6%	00/	F	0.084	F	1400	
Ramp			170	2% 2%	0%	0%	Г	0.064	Г	1400	
	To:	12-712 Old Stage Rd									_
h	From:	I-85 South									
Ramp	Dinwiddie County	0.18 <b>710 G</b>		_				0.127	F	710	
	To:	I-85 South Exit 42B to SR 40		$\neg$							
<b>1</b> L	From:	I-85 South									
uth 5) Ramp								0.13	F	410	
namp	Dinwiddie County			_				0.13	Г	410	
	To:	26-650 Hamilton Arms Rd									_
th	From:	I-85 South									
Ramp	Dinwiddie County	0.26 <b>1700 G</b>						0.118	F	1700	
	То:	26-703 Carson Rd									
AIL	From:										
th  Dinwiddie Rest Area	Dinwiddie County	I-85 South to Rest Area 0.15 <b>590 N</b> 76%	1%	 1% 1%	200/	1%	N	0.1	F	570	
Diriwiddle Rest Area	Diriwiddle County		170	1% 1%	20%	170	IN	0.1	Г	570	
	To: From:	Enter Rest Area Parking Lot									_
th		Exit Rest Area Parking Lot	40/		000/	40/	_	0.4	_	F70	
Dinwiddie Rest Area	Dinwiddie County	0.25 <b>590 F</b> 76%	1%	<u>1</u> % 1%	20%	1%	С	0.1	F	570	
,	To:	I-85 South from Rest Area									
th	From:	I-85 South									
Ramp	Dinwiddie County	0.18 <b>6800 G</b>						0.12	F	6800	
	To:	I-85 South Exit 61B to US 460 West									
h N	From:	I-85 South							_		
Ramp	Dinwiddie County	0.19 <b>3100 G</b>						0.100	F	3100	
<b>,</b>	To:	US 1 S, Boydton Plank Rd									
th	From:	I-85 South									
Ramp	Dinwiddie County	0.21 <b>2900 G</b>						0.119	F	2900	
o) rump	To:	US 1 N, Boydton Plank Rd						0.119		2300	

363

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru	-		QC	K .	QK	Dir	AAWDT	Q١
uth	From:	I-85	South			2Axie	3+Axle	Trail	21raii		Factor		Factor		
Ramp	City of Petersburg (Maint: 2		400 A								0.105	Α		4700	A
	To:	123-9011 5	Squirrel Level												
	From:	SCL Danville	e; NC State Line	e											
6) South Main St	City of Danville	10	0000 G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.517	11000	(
	To: From:	Loc	kett Dr												
6 South Main St	City of Danville	9	900 G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.547	11000	(
	To- From:	Broa	dnax St												
South Main St	City of Danville	0.63 <b>16</b>	6000 G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.501	17000	
	To:		ral Blvd												
6 Central Blvd	City of Danville		Main St 5000 G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.528	16000	
9) 00:	To.						0 / 0	0,0	0,0	Ū	0.00.	•	0.020	.0000	
6 Central Blvd	City of Danville		Vest Main St 0000 G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.575	NA	
6 Central Blvd	To:	Bus US 29 & SF			070		0 70	0 70	0 70	Ü	0.002	•	0.070	1471	
	From:		lina State Line												
7) Morehead Rd	Henry County		100 G	93%	0%	0%	0%	6%	0%	С	0.092	F	0.509	7100	
)	Tor	SCL E	Ridgeway												
Morehead Ave	Town of Ridgeway (Maint: 4		300 G	93%	0%	0%	0%	6%	0%	F	0.088	F	0.518	8900	
	To	Rue US 220 C	hurch St; Main	St		—									
7 Morehead Ave	Town of Ridgeway (Maint: 4		300 G	93%	0%	0%	0%	6%	0%	F	0.080	F	0.572	5600	
.)	To:	•	reensboro Rd												
	From:	North Caro	lina State Line												
9 Skyline Hwy	Grayson County	4.89 <b>4</b> :	200 G	98%	0%	1%	0%	1%	0%	С	0.094	F	0.558	4300	
	To	SCI	Galax												
9 Main St	City of Galax	1.26 <b>5</b>	200 G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.566	5600	
	To	SR 97 Pir	pers Gap Rd			$\neg$ —									
9 Main St	City of Galax		400 G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.559	5800	
	To	Maroo	n Tide Dr			$\neg$ —									
9 Main St	City of Galax		200 G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.564	4600	
	To-	Oldt	town St												
9 Main St	City of Galax		600 G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.561	2800	
<u> </u>	To:	US 58	Stuart Dr												
_	From:	98-616 Bau	ımgardner Ave												
Main St	Town of Rural Retreat (Maint	t: 98) 0.60 <b>5</b>	500 G	97%	1%	1%	0%	1%	0%	С	0.099	F	0.527	5500	
	To- From:	NCL Ru	ıral Retreat												
0	Town of Rural Retreat (Maint	t: 98) 0.66 <b>5</b>	500 N	97%	1%	1%	0%	1%	0%	Ν	0.099	F	0.527	5500	-
	To	US 11 Stale	ys Cross Roads												
Main St	Town of Rural Retreat (Maint		200 G		1%	1%	0%	1%	0%	F	0.105	F	0.589	5100	(
			[-81												

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	(C)
	From	SR 90 Main St			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Ramp to I-81 N at Exit 60	Wythe County	0.13 <b>1600 F</b>								0.113	F		1600	
9)	To:	I-81 North												
	From:	SR 90; 98-680												
Ramp to I-81 S at Exit 60	Wythe County	0.13 <b>900 F</b>								0.102	F		900	
	То:	I-81 South												
	From:	Tennessee State Line												
1) Mountain City Rd	Washington County	1.62 <b>2700 G</b>	91%	0%	1%	2%	6%	0%	С	0.086	F	0.542	2700	
	To: From:	US 58 Douglas Dr; Jeb Stuart	Hwy		$\neg$ $\vdash$									
1) (58) Jeb Stuart Hwy	Washington County	0.54 <b>3800 N</b>	94%	0%	1%	1%	3%	0%	Ν	0.086	F	0.579	3800	
	Too	ECL Damascus			<b>—</b> —									
1) (58) Jeb Stuart Hwy	Town of Damascus (Maint: 95)	0.45 <b>3800 G</b>	94%	0%	1%	1%	3%	0%	F	0.086	F	0.579	3800	
	To:	Damascus Dr												
Damasaus Dr	From:	US 58 Jeb Stuart Hwy	0.40/	10/	10/	00/	00/	00/	0	0.110	F	0.500	1000	
Damascus Dr	Town of Damascus (Maint: 95)	0.70 <b>1600 G</b>	94%	1%	1%	2%	3%	0%	С	0.116	F	0.529	1600	
	To: From:	NCL Damascus			<u> </u>						_			
1)	Washington County	6.66 <b>1600 N</b>	94%	1%	1%	2%	3%	0%	N	0.116	F	0.529	1600	
	To: From:	95-803 Liberty Hall Rd									_			
1) Monroe Rd	Washington County	1.22 <b>1900 G</b>	94%	1%	1%	2%	2%	0%	С	0.109	F	0.606	1900	
	To: From:	95-762 Loves Mill Rd			$\neg$ $\vdash$									
1 Monroe Rd	Washington County	3.51 <b>2400 G</b>	94%	1%	1%	2%	3%	0%	F	0.099	F	0.541	2300	
	To:	US 11 Lee Hwy												
	Washington County	US 11 Lee Highway 0.51 <b>7700 N</b>	97%	0%	1%	0%	2%	0%	N	0.088	F	0.629	7600	
1)	vvasnington County	0.51 7700 N	31 /6	0 /6	1 /0	0 /6	2/0	0 /6	IN	0.000	•	0.029	7000	
	To: From:	SCL Glade Spring	070/	00/		00/	00/	00/	_	0.000	_	0.000	7000	
1 Maple St	Town of Glade Spring (Maint: 95)	1.37 <b>7700 G</b>	97%	0%	1%	0%	2%	0%	F	0.088	F	0.629	7600	
	From:	BUS SR 91 Glade St BUS SR 91 Maple St									_			
Monte Vista Dr	Town of Glade Spring (Maint: 95)	0.77 <b>3600 G</b>	97%	0%	1%	0%	2%	0%	С	0.088	F	0.609	3500	
9	To:	NCL Glade Spring												
Crescent Rd	Washington County	5.43 <b>2100 G</b>	97%	0%	1%	0%	2%	0%	F	0.088	F	0.609	2100	
	Total													
S Main St	Town of Saltville (Maint: 95)	WCL Saltville 0.52 <b>2100 G</b>	97%	1%	0%	1%	2%	0%	С	0.093	F	0.53	2100	
J S Main St	To:	Smyth County Line	0.70	1 70		1 70	_ / 0	0 70	Ŭ	0.000		0.00	2100	
_	From:	Washington County Line												
Main St	Town of Saltville (Maint: 86)	1.06 <b>1800 G</b>	90%	0%	0%	8%	1%	0%	С	0.090	F	0.58	1700	
	To: From	Palmer Ave												
1 Main St	Town of Saltville (Maint: 86)	0.35 <b>4700 G</b>	90%	0%	0%	8%	1%	0%	F	0.085	F	0.563	4600	
	Toc n	SR 107 Worthy Blvd			$\neg$ $\vdash$									
E Main St	Town of Saltville (Maint: 86)	1.96 <b>1900 G</b>	98%	0%	1%	0%	1%	0%	С	0.088	F	0.564	1900	
II ) L Maii St														

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

Route	Jurisdiction	Length AADT C	A 4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- (
					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
1	Smyth County	NCL Saltville 0.17 <b>1900</b>	N 98%	0%	1%	0%	1%	0%	N	0.088	F	0.564	1900	
)	Sillytil County	86-743 Clark St	N 30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	IN	0.000	'	0.304	1900	
	From:	86-743 Upper Poor Valle	ev Rd											
Saltville Hwy	Smyth County		G 87%	1%	1%	10%	1%	0%	С	0.093	F	0.586	930	
,	. ,													
Vatarana Dd	Consulta Consulta	SR 42 Bluegrass Tra		00/	10/	70/	00/	00/	_	0.101	_	0.505	410	
Veterans Rd	Smyth County		<b>G</b> 91%	0%	1%	7%	0%	0%	С	0.121	F	0.525	410	
	From:	Tazewell County Line Smyth County Line												
Veterans Rd	Tazewell County		<b>F</b> 97%	0%	2%	0%	0%	0%	С	0.146	F	0.571	40	
) Voterano Ha	ruzewen odunty			0 70		0 70	0 /0	0 70	J	0.140	•	0.07 1	40	
)	To: From:	92-607 Little Tumbling Cr												
Madien Springs Rd	Tazewell County	5.64 <b>80</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.213	F	0.739	80	
	To: From:	92-604 Thompson Valle	y Rd		$\neg$ $\vdash$									
Maiden Spring Rd	Tazewell County	2.62 130	<b>F</b> 93%	1%	2%	1%	3%	0%	С	0.122	F	0.588	130	
, -	To:	92-609 Wardell Rd												
	From:	92-609 College Estates	Rd											
) Whitten Valley Rd	Tazewell County	9.48 <b>80</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	С	0.125	F	0.636	80	
	То:	US 19 Crocketts Sto	re											
	From:	SR 91												
Ramp to I-81 N at Exit 29	Washington County	0.19 <b>1800</b>	G							0.087	F		1800	
	To:	I-81 North												
	From:	SR 91												
Ramp to I-81 S at Exit 29	Washington County		G							0.116	F		3900	
	To:	I-81 S												
	From:	S SR 91 Glade Sprin	ıσ											
) Glade St	Town of Glade Spring (Maint: 95)		G 98%	1%	1%	0%	0%	0%	С	0.108	F	0.583	670	
, diado de	To:	N SR 91 Glade Spring; M		1 70		0 70	0 / 0	070	Ū	0.100	•	0.000	0,0	
	From		tupic bi											
	Town of Boydton (Maint: 58)	US 58 Bus 0.32 <b>810</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.119	F	0.591	800	
	Town of Boydton (Maint. 38)	0.02 610	<b>G</b> 30 /6	1 /0	1 /0	0 /6	0 /0	0 /6	C	0.119	'	0.591	800	
\	To: From:	NCL Boydton												
	Mecklenburg County	9.25 <b>810</b>	N 98%	1%	1%	0%	0%	0%	Ν	0.119	F	0.591	800	
	To	SCL Chase City												
S Main St	Town of Chase City (Maint: 58)		<b>G</b> 92%	1%	2%	1%	3%	0%	С	0.095	F	0.539	2900	
	T-1				1									
S Main St	Town of Chase City (Maint: 58)	"B" ST	<b>G</b> 92%	1%	2%	2%	3%	0%	С	0.095	F	0.577	3000	
S Main St	rown or chase City (Maint: 58)	0.23 <b>3100</b>	<b>G</b> 92%	1%	2%	2%	3%	0%	C	0.095	Г	0.5//	3000	
	To: From:	Sycamore St	•											
N Main St	Town of Chase City (Maint: 58)	0.21 <b>3700</b>	<b>G</b> 92%	1%	2%	1%	3%	0%	F	0.093	F	0.524	3600	
	To:	E Second St												
	From:	S RT 49					•		_		_			
49 E Second St	Town of Chase City (Maint: 58)		<b>G</b> 94%	2%	2%	1%	2%	0%	F	0.094	F	0.539	5200	
$\sim$	To:	Endly St												

366

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

		Primary and Interst	ale Ho	uics											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- Q
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:	Endly St		000/	40/		40/	<b>5</b> 0/	00/	_	0.000	_	0.545	4000	
2) (49) W Second St	Town of Chase City (Maint: 58)	0.56 <b>4400</b>	G	92%	1%	1%	1%	5%	0%	С	0.093	F	0.545	4300	(
	To: From	N SR 49													
2) W 2nd St	Town of Chase City (Maint: 58)	0.22 <b>2700</b>	G	90%	1%	1%	1%	7%	0%	С	0.092	F	0.527	2600	
	To:	WCL Chase C	itv			$ \vdash$									
	Mecklenburg County	3.42 <b>2700</b>	N	90%	1%	1%	1%	7%	0%	Ν	0.092	F	0.527	2600	
2)	T.														
	Maaklanhuwa Caunty	58-609; 58-6		000/	10/	10/	10/	70/	00/	N	0.000		0.507	2600	
2)	Mecklenburg County	0.21 <b>2700</b>	N	90%	1%	1%	1%	7%	0%	IN	0.092	F	0.527	2600	
	To: From	58-600 Airport	Rd												
2)	Mecklenburg County	1.52 <b>2700</b>	N	90%	1%	1%	1%	7%	0%	Ν	0.092	F	0.527	2600	
	To:	Charlotte County													
) IED 0:	From:	Mecklenburg Cour		000/	00/		40/	00/	00/	_	0.007	_	0.540	0000	
JEB Stuart Hwy	Charlotte County	2.11 <b>2000</b>	G	89%	0%	1%	1%	8%	0%	С	0.097	F	0.519	2000	
	To: From:	US 15 Barnes Ju	nction												
JEB Stuart Hwy	Charlotte County	3.80 <b>1900</b>	G	90%	1%	1%	1%	7%	0%	F	0.096	F	0.537	2000	
	To- From:	US 360 Kings I	Цууу												
JEB Stuart Hwy	Charlotte County	0.70 <b>410</b>	G	92%	4%	2%	1%	0%	0%	F	0.120	F	0.558	420	
5) 022 Gladit i y	To:	Halifax County		0270	170		1 70	0 70	0 70	•	0.120	•	0.000	120	
	From:	Charlotte County													
Clover Rd	Halifax County	4.19 <b>180</b>	G	92%	4%	2%	1%	0%	0%	С	0.149	F	0.5	180	
	Tod	NOT CI													
Clover Rd	Halifax County	NCL Clove 0.47 <b>180</b>	r N	92%	4%	2%	1%	0%	0%	N	0.149	F	0.5	180	
5) Clover Hu	Tialilax County	0.47 100	IN	3Z /0	4 /0		1 /0	0 /6	0 /6	IN	0.145	'	0.5	100	
	To: From:	41-746; 41-10													
Clover Rd	Halifax County	0.33 <b>180</b>	N	92%	4%	2%	1%	0%	0%	N	0.149	F	0.5	180	
	To	SCL Clover	r			<u> </u>									
2 Clover Rd	Halifax County	0.80 180	N	92%	4%	2%	1%	0%	0%	Ν	0.149	F	0.5	180	
	To:	US 360 South of	Clover												
	From:	North Carolina Sta	ate I ine												
Wilson Hwy	Grayson County	0.92 <b>500</b>	G	84%	0%	1%	8%	6%	0%	С	0.125	F	0.663	520	
3)	To:	US 58 Near Mouth (					- , ,		-,-	_	****	•			
	From	US 58 West of C													
Riverside Dr	Grayson County	4.26 <b>1700</b>	F	97%	0%	1%	1%	1%	0%	С	0.095	F	0.618	1700	
Riverside Dr	drayson dounty	4.20 1700	F	31 /6	0 /6	1 /6	1 /0	1 /0	0 /6	O	0.033	'	0.010	1700	
	To: From:	SR 274 Riversio													
Scenic Rd	Grayson County	2.05 <b>1800</b>	F	96%	1%	1%	1%	1%	0%	С	0.109	F	0.701	1800	
	To:	38-805 Southwest of Fries		Valley											
Scanic Pd	Grayon County	38-805 Spring Va		069/	20/	10/	00/	10/	09/	C	0.110	F	0.554	1600	
Scenic Rd	Grayson County	2.20 <b>1600</b>	F	96%	2%	1%	0%	1%	0%	С	0.110	Г	0.554	1600	
	To: From:	WCL Fries													
4)	Town of Fries (Maint: 38)	0.48 <b>1600</b>	N	96%	2%	1%	0%	1%	0%	Ν	0.110	F	0.554	1600	
	To:	38-1001 W Ma	in Ct												

367

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

Route	Jurisdiction	l enath	AADT QA	4Tire	Rus		Tru	ıck		QC	K	QK	Dir	AAWDT	
Tiouto	Curiodiction			1 -1110	Бао	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q. (	Factor	70000	
`	From:		001 W Main St												
Scenic Rd	Town of Fries (Maint:	t: 38) 0.56	1500 F	96%	2%	1%	0%	1%	0%	С	0.105	F	0.588	1500	
	To:		NCL Fries			<u> </u>									
	Grayson County		1500 N	96%	2%	1%	0%	1%	0%	Ν	0.105	F	0.588	1500	
	To:		oll County Line												
	From:	Grays	son County Line												
Ivanhoe Rd	Carroll County	9.20	790 G	96%	2%	1%	0%	1%	0%	F	0.086	F	0.519	830	
	To:	Wyth	he County Line												
	From:		oll County Line												
) Ivanhoe Rd	Wythe County	0.85	1100 G	96%	2%	1%	0%	1%	0%	F	0.092	F	0.612	1100	
/	Tec	98-63	9 Riverview Rd												
Ivanhoe Rd	Wythe County	2.66	1900 G	97%	0%	1%	1%	1%	0%	С	0.086	F	0.621	1900	
) Ivaniioo ria	Tryine county				0 70		1 70	. 70	070	Ŭ	0.000	•	0.021	1000	
Y	To: From:		tinville Rd; Hudo												
Vanhoe Rd	Wythe County	3.48	3000 G		2%	1%	0%	1%	0%	F	0.101	F	0.713	3000	
	To:		s Gap Rd; Ricke												
), , 5,	From:		ots Gap Rd Ricky		00/		00/	40/	00/	_	0.000	_	0.75	0000	
Ivanhoe Rd	Wythe County	2.06	3300 G	96%	2%	1%	0%	1%	0%	F	0.096	F	0.75	3300	
	To:	US 52	2 Farmers Store												
	From:		JB-20 FROM F	T 95											
Ramp	City of Colonial Heights (N	Maint: 20)	14000 G								0.097	F	0.670	14000	
	To:	SR 14	14 FROM RT 95												
	From:	JB-20	0 FROM RT 95												
Ramp	City of Richmond (Mair		NA			<u>-</u>					NA			NA	
'	To:	· · · · · · · · · · · · · · · · · · ·	SR 161- A Gap T	O.											
	From:														
Pomp	City of Richmond (Mair		95 North 73A	89%	1%	1%	10/	00/	00/	F	0.000	Α		12000	
Ramp	City of Alcrimond (Mair		12000 A	09%	170	170	1%	8%	0%	Г	0.089	А		13000	
	10.		7561 Maury St												
<b>~</b>	From:		rth Exit 74C Ran												
Ramp	City of Richmond (Mair	int: 43) 0.16	6100 G								0.153	F	0.635	6600	
/	То:	US	250 Broad St												
	From:	I-95-N1	72A FROM RT	95											
Ramp	Fairfax County	0.09	NA								NA			NA	
'	To:	29-613; 29-613	- 6A TO AND F	ROM RT											
	From:		175B TO ROUTI												
Ramp	Fairfax County	0.08	<b>NA</b>	3							NA			NA	
namp	Taillax County										INA			INA	
	10.		11 FROM RT 95												
N 2	From:		press Roadway												
NB Express Lanes	City of Alexandria (Mai	· · · · · · · · · · · · · · · · · · ·	40000 N	90%	1%	1%	1%	8%	0%	N	0.074	F		43000	
	Combined Traffic Estimates for 4 Parallel Roa	adways on this Route:	194000 N	91%	1%	1%	0%	7%	0%	Ν	NA			197000	
	To:														

#### 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
ExpN	From:	US 1	Patrick St; N	Aill Rd												
95) NB Express Lanes	City of Alexandria	(Maint: 29) 0.87	40000	G	90%	1%	1%	1%	8%	0%	F	0.074	F		43000	G
	Combined Traffic Estimates for 4 Parallel			G	91%	1%	1%	0%	7%	0%	F	NA			201000	G
	To:	District of Col			River											
ExpS (95) SB Express Lanes	City of Alexandria		Express Lan		000/	0%	10/	0%	60/	0%	NI	0.070	F		20000	NI
95 SB Express Lanes	Combined Traffic Estimates for 4 Parallel	` '	38000	N N	92% 91%	1%	1% 1%	0% 0%	6% 7%	0% 0%	N N	0.072 NA	Г		39000 197000	N N
	Combined Trainic Estimates for 4 Faraner				9170	170	1 70	0%	1 70	0%	IN	INA			197000	IN
ExpS	To: From:	US 1	Patrick St; N	Aill Rd												
95 SB Express Lanes	City of Alexandria	(Maint: 29) 0.95	38000	G	92%	0%	1%	0%	6%	0%	F	0.072	F		39000	G
$\smile$	Combined Traffic Estimates for 4 Parallel			G	91%	1%	1%	0%	7%	0%	F	NA			201000	G
	10:	District of Col			River											
ExpS (95) Ramp	City of Alexandria		SB Express	Lanes								NIA			NA	
95) Ramp	City of Alexandria	(Maint: 29) 0.65	NA Mill Rd									NA			NA	
North	From	NY- ad-		4. T to .												
North 95	Greensville C		Carolina Sta 19000	A A	82%	1%	1%	1%	15%	0%	С	0.135	Α		17000	Α
93)	Combined Traffic Estimates for 2 Parallel	,		A	81%	1%	1%	1%	16%	0%	C	0.127	Α	0.597	33000	Α
	To		)-629 Skippe					.,,				• • • • • • • • • • • • • • • • • • • •				
North	From:		**		000/	40/	40/	40/	450/	00/	_	0.400			47000	
95	Greensville C	•	19000	A	82%	1%	1%	1%	15%	0%	F	0.132	A	0.500	17000	A
	Combined Traffic Estimates for 2 Parallel			Α	81%	1%	1%	1%	16%	0%	F	0.124	Α	0.503	33000	Α
North	To: From:	US 30	1 South of E	Emporia												
95)	Greensville C	ounty 1.70	19000	Α	82%	1%	1%	1%	15%	0%	F	0.133	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α	81%	1%	1%	1%	16%	0%	F	0.126	Α	0.540	32000	Α
North	To: From:		SCL Empori	a												
North 95	City of Emporia (N	Maint: 40) 1.05	19000	Α	82%	1%	1%	1%	15%	0%	F	0.133	Α		17000	Α
33	Combined Traffic Estimates for 2 Parallel	,	37000	Α	81%	1%	1%	1%	16%	0%	F	0.126	Α	0.540	32000	Α
	To	•	US 58													
North	City of Emporia (N	Maint: 40) 0.62		_	82%	1%	10/	1%	15%	0%	E	0.120	Α		14000	۸
95	Combined Traffic Estimates for 2 Parallel	,	16000	A A	82% 82%	1%	1% 1%	1%	15%	0% 0%	F	0.138 0.129	A	0.558	28000	A A
	Combined Trainic Estimates for 2 Faraner				02 /0	1 /0	1 /0	1 /0	13/6	0 /6	•	0.123	^	0.556	20000	^
North	To: From:		NCL Empori													
95)	Greensville C	,	16000	Α	82%	1%	1%	1%	15%	0%	F	0.138	Α		14000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	Α	82%	1%	1%	1%	15%	0%	F	0.129	Α	0.558	28000	Α
North	To- From:	US 30	l North of E	Emporia												
95)	Greensville C	ounty 0.52	16000	Α	82%	1%	1%	1%	15%	0%	F	0.14	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel		32000	Α	82%	1%	1%	1%	15%	0%	F	NA			27000	Α
	To:		14 Otterdar	n Rd												

#### 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
North	From:	40-6	14 Otterdam	ı Rd			2Axle	3+Axie	TITAII	ZITAII		Factor		Factor		—
95	Greensville Coul	,	16000	Α	82%	1%	1%	1%	15%	0%	F	0.137	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Ro			Α	82%	1%	1%	1%	15%	0%	F	0.128	Α	0.571	28000	Α
orth	To: From:		ex County L ville County													
95)	Sussex County		16000	A	82%	1%	1%	1%	15%	0%	F	0.137	Α		14000	A
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	33000	Α	82%	1%	1%	1%	15%	0%	F	0.128	Α	0.571	28000	F
	To		US 301													
orth 95)	Sussex County	v 2.95	16000	Α	82%	1%	1%	1%	15%	0%	F	0.139	Α		14000	,
95)	Combined Traffic Estimates for 2 Parallel Ro	•		A	82%	1%	1%	1%	15%	0%	F.	0.13	Α	0.564	27000	,
	Too		1-631 Jarrati					.,.		• , •						
orth	From:				000/	40/	40/	40/	450/	00/	_	0.400			10000	
95	Sussex County Combined Traffic Estimates for 2 Parallel Ro	,	13000	A	82% 82%	1% 1%	1% 1%	1% 1%	15% 15%	0% 0%	F	0.186 0.133	A A	0.556	12000	
	Combined Trainic Estimates for 2 Parallel Ru	Dadways on this Houte.		Α	02%	170	1%	170	15%	0%	Г	0.133	А	0.556	24000	
orth	To: From:		91-645													
95)	Sussex County	•	16000	Α	82%	1%	1%	1%	15%	0%	F	0.136	Α		14000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	33000	Α	82%	1%	1%	1%	15%	0%	F	0.126	Α	0.629	28000	
orth	To: From:	SR 4	40 Stony Cre	eek												
95)	Sussex County	y 0.22	17000	Α	81%	0%	1%	1%	17%	0%	F	0.135	Α		15000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	33000	Α	81%	1%	1%	1%	16%	0%	F	0.124	Α	0.51	29000	
	To: From:	SC	L Stony Cre	ek			_									
orth 95	Town of Stony Creek (N	Maint: 91) 0.09	17000	Α	81%	0%	1%	1%	17%	0%	F	0.135	Α		15000	
15)	Combined Traffic Estimates for 2 Parallel Ro	,		A	81%	1%	1%	1%	16%	0%	F	0.124	Α	0.51	29000	
	To		L Stony Cre	oek												
orth	From:				010/	0%	10/	1%	17%	00/	_	0.105	Α		15000	
95)	Sussex County Combined Traffic Estimates for 2 Parallel Ro	,	17000	A A	81% 81%	0% 1%	1% 1%	1%	16%	0% 0%	F	0.135 0.124	A	0.51	15000 29000	
	Combined Trainic Estimates for 2 Faraner Ac				01/6	1 /0	1 /0	1 /0	10 /6	0 /6		0.124	^	0.51	29000	
orth	Too From		2 Cabin Poir													
95)	Sussex County	,	17000	Α	81%	0%	1%	1%	17%	0%	F	0.135	Α		15000	
	Combined Traffic Estimates for 2 Parallel Ro	•		A	81%	1%	1%	1%	16%	0%	F	0.124	Α	0.510	30000	
orth	From:		George County L													
95)	Prince George Co		17000	Α	81%	0%	1%	1%	17%	0%	F	0.135	Α		15000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	34000	Α	81%	1%	1%	1%	16%	0%	F	0.124	Α	0.510	30000	
o utla	Too From	74	1-623 Carson	n												
lorth 95	Prince George Co	ounty 3.73	18000	F	89%	1%	1%	1%	9%	0%	F	0.108	В		15000	
33)	Combined Traffic Estimates for 2 Parallel Ro	-	32000	F	93%	0%	1%	0%	5%	0%	F	0.1	В	0.596	30000	
	To		1, SR 35, SI	R 156				- / -		- , -	-		_			

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

			nd intersta	110 110				Tru	ıok					Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
North	From:	US 30	01, SR 35, S	R 156			ZAXIC	JTANE	IIIaii	ZITAII		1 actor		1 actor		
95)	Prince George		21000	F	81%	0%	1%	1%	17%	0%	С	0.088	F		18000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	F	81%	1%	1%	1%	16%	0%	С	0.081	F	0.584	36000	F
NI	Tro- Front		US 301				$\Box$ $\vdash$									
North 95	Prince George	County 1.11	21000	Α	81%	0%	1%	1%	17%	0%	F	0.123	Α		19000	Α
93)	Combined Traffic Estimates for 2 Parallel	•		Α	81%	1%	1%	1%	16%	0%	F	0.111	Α	0.523	38000	Α
	To	,	I-295 West													
North	Prince George		14000	Α	81%	0%	1%	1%	17%	0%	_	0.130	Α		13000	Α
95	Combined Traffic Estimates for 2 Parallel	•		G	81%	1%	1%	1%	16%	0%	F	0.130	F	0.517	24000	G
	Combined Traine Estimates for 21 drainer	rioadways on this riodle.		<u> </u>	0176	1 /0	1 /0	1 /0	10 /6	0 /6	'	0.000	•	0.517	24000	u
North	From:		I-295 East													
95	Prince George	•	15000	Α	81%	0%	1%	1%	17%	0%	F	0.126	Α		14000	A
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	Α	81%	1%	1%	1%	16%	0%	F	0.109	Α	0.578	27000	Α
North	To: From:	Rives F	Rd; SCL Pete	ersburg												
95)	City of Petersburg	(Maint: 74) 1.15	18000	Α	81%	0%	1%	1%	17%	0%	F	0.117	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α	81%	1%	1%	1%	16%	0%	F	0.107	Α	0.583	34000	Α
North			Wagner Rd													
95)	City of Petersburg	(Maint: 74) 1.91	23000	Α	81%	0%	1%	1%	17%	0%	F	0.107	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	81%	1%	1%	1%	16%	0%	F	0.098	Α	0.536	45000	Α
Nt. il		US 460 (	County Rd C	D Ram	p		$\neg$ $\vdash$									
North 95	City of Petersburg	(Maint: 74) 0.88	20000	Α	81%	0%	1%	1%	17%	0%	F	0.107	Α		19000	Α
95)	Combined Traffic Estimates for 2 Parallel			A	81%	1%	1%	1%	16%	0%	F	0.098	Α	0.536	38000	Α
	To		Crater Rd C													
North	Prom:			•		00/	40/	40/	470/	00/	_	0.400			00000	
95	Combined Treffic Fetimetes for 2 Parallal	` '	30000	A	81%	0%	1%	1%	17%	0% 0%	F	0.103	A A	0.550	30000	A
	Combined Traffic Estimates for 2 Parallel			Α	81%	1%	1%	1%	16%	0%	Г	0.098	А	0.558	49000	Α
North	To: From:		-85 SOUTH	I												
95)	City of Petersburg	'	26000	Α	81%	0%	1%	1%	17%	0%	F	0.105	Α		25000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α								0.063	F	0.542	NA	
North	To: From:	I	-85 NORTH	ł												
95)	City of Petersburg	(Maint: 74) 0.44	45000	Α	90%	1%	1%	1%	8%	0%	F	0.095	Α		44000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	97000	G	89%	1%	1%	1%	8%	0%	F	0.077	В	0.516	95000	G
Novth	Tree From	US 301, Bus	s US 460 W	ashingto	on St											
North (95)	City of Petersburg	(Maint: 74) 0.64	51000	Α	90%	1%	1%	1%	8%	0%	F	0.093	Α		51000	Α
	Combined Traffic Estimates for 2 Parallel	•		A	89%	1%	1%	1%	8%	0%	F	0.093	Α	0.523	96000	Α
	To		Colonial He													

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

		1 11111	ary arr	d intersta	iic rio	atco			T:	-l.			1/		D:		
Route	Jurisdictio	on Le	ength	AADT	QA	4Tire	Bus	200	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	. QI
North	From:		NC	L Petersbu	ro			ZAXIE	3+Axie	TITAII	ZITAII		Factor		Factor		
95)	City of Colonial Heigh	its (Maint: 20) 0	).21	51000	A	90%	1%	1%	1%	8%	0%	F	0.093	Α		51000	Α
<b></b>	Combined Traffic Estimates for 2 Parallel		oute:	97000	Α	89%	1%	1%	1%	8%	0%	F	0.093	Α	0.523	96000	Α
	Too			uthpark Bly	/d												
North	City of Colonial Heigh	te (Maint: 20)	0.98	44000	Α	90%	1%	1%	1%	8%	0%	E	0.095	Α		43000	ļ
95	Combined Traffic Estimates for 2 Parallel				A	90 % 89%	1%	1%	1%	8%	0%	' E	0.093	A	0.546	86000	F
	To					03 /6	1 /0	1 /0	1 /0	0 /0	0 /6	'	0.032	^	0.540	00000	′
lorth	From			44 Temple													
95	City of Colonial Heigh	` ,	2.38	48000	Α	90%	1%	1%	1%	8%	0%	С	0.093	Α		48000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	95000	Α	89%	1%	1%	1%	8%	0%	С	0.092	Α	0.501	95000	,
North	To:		NCL (	Colonial He	ights												
95)	Chesterfield C	County 1	1.55	48000	Α	90%	1%	1%	1%	8%	0%	С	0.093	Α		48000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	95000	Α	89%	1%	1%	1%	8%	0%	С	0.092	Α	0.501	95000	,
L. d	To:		20-620	Woods Ed	ge Rd			$\neg$ $\vdash$									
North 95	Chesterfield C	County 2	2.90	47000	Α	90%	1%	1%	1%	8%	0%	F	0.092	Α		47000	
33)	Combined Traffic Estimates for 2 Parallel	•			A	89%	1%	1%	1%	8%	0%	F	0.092	Α	0.516	91000	
	To			West Hundr					.,.			•					
lorth	From:					000/	40/	40/	40/	00/	201	_	0.007			50000	
95	Chesterfield C	•	1.81	56000	A	90%	1%	1%	1%	8%	0% 0%	F	0.097	A	0.500	58000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:		Α	89%	1%	1%	1%	8%	0%	Г	0.095	Α	0.522	116000	
orth	To: From:			SR 288													
95)	Chesterfield C	County 2	2.04	49000	Α	90%	1%	1%	1%	8%	0%	F	0.108	Α		51000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	98000	Α	89%	1%	1%	1%	8%	0%	F	0.092	Α	0.597	100000	
lorth			20-6	613 Willis I	Rd												
95)	Chesterfield C	County 2	2.77	51000	Α	90%	1%	1%	1%	8%	0%	F	0.104	Α		52000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	102000	Α	89%	1%	1%	1%	8%	0%	F	0.092	Α	0.607	105000	
	To	S	SR 150 C	Chippenhan	n Pkwy												
North	Chesterfield C	County	0.80	48000	Α	89%	1%	1%	1%	8%	0%	F	0.111	Α		50000	,
95	Combined Traffic Estimates for 2 Parallel	•			A	89%	1%	1%	1%	8%	0%	F	0.09	Α	0.644	100000	
	To			L Richmon					. , 0	0,0	0 / 0	•	0.00		0.0		
lorth	From																
95	City of Richmond (	,	1.12	48000	A	89%	1%	1%	1%	8%	0%	F	0.111	A	0.044	50000	
_	Combined Traffic Estimates for 2 Parallel	Hoadways on this Re			Α	89%	1%	1%	1%	8%	0%	F	0.09	Α	0.644	100000	,
North	To:		SR	161 Bells F	Rd												
95)	City of Richmond (	'	3.81	47000	Α	89%	1%	1%	1%	8%	0%	С	0.102	Α		48000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	95000	Α	89%	1%	1%	1%	8%	0%	С	0.089	Α	0.564	97000	A
	To			Maury St													

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

Route	Jurisdiction	Longth	AADT		4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	. ,
	Junsuiction	Lengin	AADT	QA_	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
th	City of Richmond (M	laint: 20) 0.45	Maury St <b>54000</b>	A	89%	1%	1%	1%	8%	0%	F	0.092	Α		56000	
	Combined Traffic Estimates for 2 Parallel Re	,		A	89%	1%	1%	1%	8%	0%	F	0.086	Α	0.575	114000	
	То		es River Bri													
1 <del>}</del>	City of Richmond (M		54000	A	89%	1%	1%	1%	8%	0%	F	0.092	Α		56000	
)	Combined Traffic Estimates for 2 Parallel Re	,		A	89%	1%	1%	1%	8%	0%	F	0.032	A	0.575	114000	
	То		owntown Ex					. , ,	0,0	0,0	•	0.000		0.0.0		
	City of Richmond (M		61000	A	89%	1%	1%	1%	8%	0%	_	0.092	Α		63000	
	Combined Traffic Estimates for 2 Parallel Re	,		A	89%	1%	1%	1%	8%	0%	F	0.032	A	0.583	137000	
	Tallie Estimates for 2 Taraner Ta				00 70	1 70	1 70	1 /0	0 70	0 70		0.000		0.500	107000	
	From		250 Broad		000/	40/	40/	40/	00/	00/	_	0.000	^		00000	
	Combined Treffic Fetimetes for 2 Parellal P.	,	65000	A	89% 89%	1% 1%	1% 1%	1% 1%	8% 8%	0% 0%	F	0.092 0.086	A A	0.583	66000 135000	
	Combined Traffic Estimates for 2 Parallel R			Α	09%	1 70	1 70	1 70	070	0%	Г	0.000	А	0.565	133000	
East West	From:		South Intercl													Ī
64 64	City of Richmond (M.	,	68000	Α	93%	1%	1%	1%	4%	0%	F	0.086	Α		70000	
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	141000	Α	92%	1%	1%	1%	5%	0%	F	0.084	Α	0.53	145000	
East West	To- From:	Cha	mberlayne A	Ave												Ė
( <del>64</del> ) ( <del>64</del> )	City of Richmond (M	laint: 43) 0.24	58000	Α	93%	1%	1%	1%	4%	0%	F	0.086	Α		59000	
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	117000	Α	92%	1%	1%	1%	5%	0%	F	0.085	Α	0.503	120000	
East West	To: From:	US 1, U	JS 301 Belv	idere St												
(64) (64)	City of Richmond (Ma	laint: 43) 1.97	65000	Α	93%	1%	1%	1%	4%	0%	С	0.086	Α		67000	
$\circ$	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	132000	Α	92%	1%	1%	1%	5%	0%	С	0.085	Α	0.501	135000	
East West	To- Fron:	SR	161 Boulev	ard												_
East West 64	City of Richmond (M	laint: 43) 0.78	69000	Α	93%	1%	1%	1%	4%	0%	F	0.092	Α		71000	
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	141000	Α	92%	1%	1%	1%	5%	0%	F	0.087	Α	0.516	146000	
	To From	I-64 Nor	th Interchan	ge; I-195	i											
	City of Richmond (M		54000	В	89%	0%	2%	1%	7%	0%	F	0.095	Α		55000	
	Combined Traffic Estimates for 2 Parallel Re	•		В	89%	0%	2%	1%	8%	0%	F	0.092	Α	0.508	115000	
	To	NCL Richmon	nd. SR 161	Hermitas	re Rd											
	Henrico Count		51000	A	89%	0%	2%	1%	7%	0%	F	0.095	Α		52000	
	Combined Traffic Estimates for 2 Parallel Re	,		A	89%	0%	2%	1%	8%	0%	, E	0.095	Α	0.52	106000	
	To To	<del>-</del>	S 1 Brook F		00 /0	0 /0		. /0		0 /0		0.00		0.02		
	From				000/	00/		10/	70/	00/	г	0.000	_		47000	
	Henrico Count	•	46000	A	89%	0% 0%	2%	1%	7%	0% 0%	F	0.098	A	0.522	47000	
	Combined Traffic Estimates for 2 Parallel Ro		Chamberlay	Α	89%	0%	2%	1%	8%	0%	Г	0.092	Α	0.522	95000	

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

		Primary an	u mersia	ile Hot	ales .			T	.al.			I/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
North	From:	LIC 201	Chamberlay	ma Ava			ZAXIE	3+Axle	TTTAII	ZTrali		Factor		Factor		
95	Henrico County		45000	A	89%	0%	2%	1%	7%	0%	С	0.097	Α		45000	Α
95)	Combined Traffic Estimates for 2 Parallel Roa			Α	89%	0%	2%	1%	8%	0%	С	0.093	Α	0.538	89000	Α
	Too		73 Parham l	Rd												
North	Honrico County			A	000/	00/	20/	10/	70/	00/	F	0.101	۸		42000	۸
95	Henrico County		43000		89% 89%	0% 0%	2% 2%	1%	7%	0% 0%		0.101	A A	0.500	43000	Α _
	Combined Traffic Estimates for 2 Parallel Roa	adways on this houte.		Α	09%	0%	<u> </u>	1%	8%	0%	Г	0.092	А	0.533	86000	Α
North	To: From:		I-295													
95)	Henrico County		52000	Α	83%	1%	1%	1%	12%	1%	F	0.099	Α		50000	Α
	Combined Traffic Estimates for 2 Parallel Roa			Α	83%	1%	1%	1%	12%	1%	F	0.093	Α	0.574	111000	Α
North	To: From:		ver County lico County l													
95)	Hanover County		52000	A	83%	1%	1%	1%	12%	1%	F	0.099	Α		50000	Α
(33)	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	115000	Α	83%	1%	1%	1%	12%	1%	F	0.093	Α	0.574	111000	Α
	Too	42-65	6 Sliding Hi	11 R.d												
North	From:		•		000/	10/	10/	10/	100/	10/	_	0.001	_		FF000	_
95	Hanover County	•	59000	G	83%	1%	1%	1%	12%	1%	F	0.081	F	0.554	55000	G
	Combined Traffic Estimates for 2 Parallel Roa			G	83%	1%	1%	1%	12%	1%	F	0.073	F	0.554	105000	G
North	To: From:	42-80	2 Lewistow	n Rd												
95)	Hanover County	y 2.12	49000	Α	83%	1%	1%	1%	12%	1%	F	0.102	Α		46000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	100000	Α	83%	1%	1%	1%	12%	1%	F	0.095	Α	0.503	93000	Α
North	To: From:	S	CL Ashland	1												
95)	Town of Ashland (Mai	int: 42) 0.53	49000	Α	83%	1%	1%	1%	12%	1%	F	0.102	Α		46000	Α
95)	Combined Traffic Estimates for 2 Parallel Roa	,		Α	83%	1%	1%	1%	12%	1%	F	0.095	Α	0.503	93000	Α
	Too		R 54 Ashlan													
North	From:				070/	40/	40/	40/	100/	00/	_	0.400			44000	
95	Town of Ashland (Mai	,	46000	A	87%	1%	1%	1%	10%	0%	-	0.108	A	0.505	41000	A
	Combined Traffic Estimates for 2 Parallel Roa			Α	85%	1%	1%	1%	11%	0%	F	0.101	Α	0.505	83000	Α
North	To: From:	N	ICL Ashland	i												
95)	Hanover County	y 4.29	46000	Α	87%	1%	1%	1%	10%	0%	F	0.108	Α		41000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	92000	Α	85%	1%	1%	1%	11%	0%	F	0.101	Α	0.505	83000	Α
N.I. and I.	To: From:	SR 30 King	s Dominion	Bouleva	ard											
North 95	Hanover County	v 3.36	45000	Α	83%	1%	1%	1%	14%	1%	F	0.109	Α		40000	Α
33)	Combined Traffic Estimates for 2 Parallel Roa			A	83%	1%	1%	1%	13%	1%	F	0.102	Α	0.508	81000	Α
	To	•	line County			. , ,		. , •	, .	. , •						
North	From		ver County					161				0 /			10	
95	Caroline County	•	45000	Α	83%	1%	1%	1%	14%	1%	F	0.109	A		40000	Α
~	Combined Traffic Estimates for 2 Parallel Roa			A	83%	1%	1%	1%	13%	1%	F	0.102	Α	0.508	81000	Α
	To		Rogers Clar	k Blvd												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	SR 207	Rogers Cla	rk Blvd												
95)	Caroline Cou	inty 6.12	41000	Α	83%	1%	1%	1%	14%	1%	F	0.107	Α		37000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	81000	F	89%	1%	1%	1%	8%	0%	F	0.063	F	0.537	73000	F
North	To From:	16-63	39 Ladysmit	th Rd												
North 95	Caroline Cou	inty 6.35	43000	Α	83%	1%	1%	1%	14%	1%	F	0.105	Α		39000	Α
99)	Combined Traffic Estimates for 2 Parallel	•		Α	83%	1%	1%	1%	14%	1%	F	0.099	Α	0.525	78000	Α
	To	Spotsyl	vania Coun	-												
North	From:		line County		000/	10/	10/	10/	1.40/	10/	_	0.105	^		00000	^
95	Spotsylvania C	•	43000	A	83%	1%	1%	1%	14%	1%	F	0.105	A	0.505	39000	A
	Combined Traffic Estimates for 2 Parallel			Α	83%	1%	1%	1%	14%	1%	F	0.099	Α	0.525	78000	Α
North	To: From:	88-606	Mudd Tav	ern Rd												
95)	Spotsylvania C	•	43000	Α	83%	1%	1%	1%	14%	1%	С	0.104	Α		40000	Α
	Combined Traffic Estimates for 2 Parallel			Α	83%	1%	1%	1%	14%	1%	С	0.099	Α	0.549	79000	Α
N I =Ali-	To:	US 1, US 1 US 1, US 1	17, Ramp I-													
North (95) (17)	Spotsylvania C		51000	A	83%	1%	1%	1%	14%	1%	F	0.093	Α		50000	Α
93) (17)	Combined Traffic Estimates for 2 Parallel	•		A	83%	1%	1%	1%	14%	1%	F	0.089	Α	0.507	101000	
	To.		Fredericks			. , ,		. , 0	, 0	. , 0	•	0.000		0.007	.0.000	, ,
North	Fron:															
95 [17]	City of Fredericksburg	• •	51000	Α	83%	1%	1%	1%	14%	1%	F	0.093	Α		50000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	105000	Α	83%	1%	1%	1%	14%	1%	F	0.089	Α	0.507	101000	Α
North	To: From:	S	R 3 Plank R	ld.												_
95) (17)	City of Fredericksburg	g (Maint: 88) 2.29	66000	Α	83%	1%	1%	1%	14%	1%	F	0.084	Α		65000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	131000	Α	83%	1%	1%	1%	14%	1%	F	0.065	F	0.570	128000	Α
	To:		ord County													
North	Stafford Cou		Fredericks 66000	burg A	83%	1%	1%	1%	14%	1%	F	0.084	Α		65000	Α
95 (17)	Combined Traffic Estimates for 2 Parallel	•		A	83%	1%	1%	1%	14%	1%	, E	0.065	F	0.570	128000	
	Tallo Estimates for 2 1 didner					1 /0		1 /0	1470	1 /0	•	0.000	•	0.070	120000	٨,
North	From:	US 17; BUS														
95)	Stafford Cou		53000	G	90%	1%	1%	0%	8%	0%	F	0.079	В		55000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	113000	G	89%	1%	1%	1%	9%	0%	F	0.072	В	0.503	113000	G
North	To: From:	89-890	0 Centrepor	t Pkwy												
95)	Stafford Cou	nty 4.22	62000	Α	90%	1%	1%	0%	8%	0%	F	0.084	Α		62000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	121000	Α	89%	1%	1%	1%	9%	0%	F	0.079	Α	0.511	121000	Α
	_ To:	89-63	0 Courthous	se Rd												
North	Stafford Cou		67000	F	90%	1%	1%	0%	8%	0%	С	0.073	E		63000	E
95	Combined Traffic Estimates for 2 Parallel	•		F	90% 89%	1%	1%	0% 1%	6% 9%	0%	С	0.073	F	0.511	123000	F
	Combined Traine Estimates for a Faraller	noadways on this noute.	121000		03/0	1 /0	1 /0	1 /0	3 /0	0 /0	0	0.074		0.511	123000	

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

		Primary ai	ila ilitorati	alc 110	uics			Tru	ıok			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From	89-61	0 Garrisonv	ille Rd			ZAXIO	OTANIC	TTTAII	ZIIdii		1 actor		1 40101		
95	Stafford Co		65000	Α	90%	1%	1%	0%	8%	0%	F	0.088	Α		65000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	127000	Α	89%	1%	1%	1%	9%	0%	F	0.074	Α	0.526	127000	Α
	To		William Cou	-	<b>)</b>											
North	Prince William		ford County 65000	Line	90%	1%	1%	0%	8%	0%	F	0.088	Α		65000	Δ
95	Combined Traffic Estimates for 2 Parallel	•		A	89%	1%	1%	1%	9%	0%	F	0.074	Α	0.526	127000	A
	Tombined Traine Estimates for 2 Taraner				0070	1 /0		170	0 70	0 70	•	0.074	٠,	0.020	127000	,,
North	From		sell Rd Qua													
95	Prince William	•	63000	Α	90%	1%	1%	0%	8%	0%	F	0.077	Α		64000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	124000	Α	89%	1%	1%	1%	9%	0%	F	0.074	Α	0.524	124000	Α
North		76	6-619 Joplin	Rd												
95)	Prince William	County 2.39	66000	G	90%	1%	1%	0%	8%	0%	F	0.072	F		65000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	141000	G	90%	1%	1%	1%	8%	0%	F	NA			139000	G
	То	SR	234 Dumfrie	s Rd												
North	Prince William		67000	Α	90%	1%	1%	1%	8%	0%	С	0.077	Α		67000	Α
95	Combined Traffic Estimates for 3 Parallel	•		G	91%	1%	1%	0%	7%	0%	F	0.077	В	0.556	145000	G
	Combined Trainic Estimates for 31 arailer				3176	1 /0	1 /0	0 /6	1 /0	0 /6	'	0.00	Ь	0.550	143000	u
North	From	•	-784 Dale B	lvd												
95)	Prince William	•	74000	G	90%	1%	1%	1%	8%	0%	F	0.061	F		74000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	169000	G	91%	1%	1%	0%	7%	0%	F	NA			170000	G
North		76-3000	Prince Willi	iam Pkw	yy											
95)	Prince William	County 1.92	83000	G	90%	1%	1%	1%	8%	0%	F	0.076	F		84000	G
00)	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	181000	G	92%	1%	1%	0%	6%	0%	F	NA			NA	
	To	SR	123 Gordon	Blvd												
North	Prince William		85000	G	90%	1%	1%	1%	8%	0%	_	0.077	F		85000	G
95	Combined Traffic Estimates for 3 Parallel	•			90%	1%	1%	0%	6%	0%		NA	Г		194000	G
	To Taille Little 101 3 Faraller	Fairfax Cour				1 /0	1 /0	0 /6	0 /6	0 /6	'	INA			134000	G
North	From	Prince William C														
95)	Fairfax Cou	•	85000	G	90%	1%	1%	1%	8%	0%	F	0.077	F		85000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	189000	G	92%	1%	1%	0%	6%	0%	F	NA			194000	G
North	To From	US	1 Richmond	Hwy												
North 95	Fairfax Cou	unty 2.49	86000	G	90%	1%	1%	1%	8%	0%	F	0.081	F		86000	G
	Combined Traffic Estimates for 3 Parallel	,		G	92%	1%	1%	0%	6%	0%	F	NA			204000	G
	To		-642 Lorton													
North	From				000/	40/	467	00/	00/	00/	_	0.075	_		00000	0
(95)		•									F		F		96000	G
	Combined Traffic Estimates for 3 Parallel				92%	1%	1%	0%	6%	0%	F	NA			220000	G
North 95	Fairfax Cou Combined Traffic Estimates for 3 Parallel	unty 1.92 Roadways on this Route:	96000	G G	90% 92%	1% 1%	1% 1%	0% 0%	8% 6%	0% 0%	F F	0.075 NA	F			

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

		Primary ar	nd Intersta	ite Roi	utes											
Doute	luviadiation	Langth	AADT	~ ^	4Tiro	Due		Tru	ck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	OW
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
North	From:	Ramp	to Express l	Lanes												
95)	Fairfax County	0.86	80000	G	90%	1%	1%	1%	8%	0%	F	0.082	F		79000	G
	Combined Traffic Estimates for 3 Parallel Roa	adways on this Route:	168000	G	91%	1%	1%	1%	6%	0%	F	NA			173000	G
North	To: From:	29-617 Backlick Ro	i, SR 286 Fa	irfax Co	ounty Pkw	y										
North 95	Fairfax County	2.41	105000	G	90%	1%	1%	1%	8%	0%	F	0.070	F		105000	G
95)	Combined Traffic Estimates for 3 Parallel Roa			G	91%	1%	1%	1%	7%	0%	F	NA	•		222000	G
	To:		ress Lane Ra		0170	1 70		170	,,,	070	•				222000	
North	From:	•		•	2221				221				_			
95)	Fairfax County		105000	N	90%	1%	1%	1%	8%	0%	N	0.070	F		105000	N
	Combined Traffic Estimates for 3 Parallel Roa	adways on this Route:	231000	N	91%	1%	1%	1%	7%	0%	N	NA			236000	N
North	To: From:	I-395; 29-644 Fran	nconia Rd; C	old Keer	ne Mill Rd		$\Box$ $\vdash$									
95)	Fairfax County	2.06	105000	G	90%	1%	1%	1%	8%	0%	F	0.073	F		106000	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	179000	G	91%	1%	1%	0%	7%	0%	F	NA			179000	G
	To:	I-495	Capital Bel	tway												
North	From:	2.22	I-495		000/	40/		40/	00/	00/	_	0.000			00000	
95 Capital Beltway	Fairfax County		80000	Α	90%	1%	1%	1%	8%	0%	F -	0.093	Α		83000	Α .
	Combined Traffic Estimates for 2 Parallel Roa	•		Α.	91%	1%	1%	0%	7%	0%	F	0.092	Α	0.517	167000	Α
		Capital Beltway	y is also s	igned	as I-495	5										
North	To: From:	29-6	13 Van Dor	n St												
(95) Capital Beltway	Fairfax County	1.54	78000	G	90%	1%	1%	1%	8%	0%	F	0.081	F		84000	G
93)	Combined Traffic Estimates for 2 Parallel Roa			G	91%	1%	1%	0%	7%	0%	F	0.069	F	0.549	169000	G
		Capital Beltwa					. , •	0,0	. ,0	0,0	•	0.000	•	0.0.0	.00000	<u> </u>
	To:		wer Ave Co													
North	From:												_			_
95 Capital Beltway	Fairfax County		54000	G	90%	1%	1%	1%	8%	0%	F	0.084	В		54000	G
	Combined Traffic Estimates for 2 Parallel Roa	•		G	91%	1%	1%	0%	7%	0%	F	0.072	В	0.545	137000	G
		Capital Beltway	y is also s	igned	as I-495	5										
North	To: From:	Lo	cal Lanes Sp	olit												
95 Capital Beltway	Fairfax County		51000	N	90%	1%	1%	1%	8%	0%	N	0.078	F		57000	N
93) Supriui Zonina)	Combined Traffic Estimates for 4 Parallel Roa			N	91%	1%	1%	0%	7%	0%	N	0.072	F	0.504	201000	N
	Tallo Estimates for 11 drains 1100				0170	1 /0		0 70	, ,0	0 70	.,	0.072	•	0.001	201000	
North	Too From		41 Telegrapi													
95 Capital Beltway	Fairfax County		45000	G	90%	1%	1%	1%	8%	0%	F	0.078	F		44000	G
	Combined Traffic Estimates for 4 Parallel Roa	adways on this Route:	194000	N	91%	1%	1%	0%	7%	0%	Ν	0.067	F	0.516	197000	Ν
	-	Capital Beltwa			as I-495	5										
NI	To:		CL Alexandi													
North (95) Capital Beltway	City of Alexandria (Ma		fax County I 51000	Line G	90%	1%	1%	1%	8%	0%	F	0.078	F		57000	G
95 Capital Beltway	Combined Traffic Estimates for 4 Parallel Roa	•		N	91%	1%	1%	0%	7%	0%	ı N	0.078	F	0.504	201000	N
	Combined Trainic Estimates for 4 Faidher No.	adways on this houte. Capital Beltwa					1 /0	0 /0	1 /0	0 /0	IN	0.072		0.304	201000	IN
	To:		Richmond l		as 1-430	,										
		051	Kiciiiioila	iiwy												

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

Separa   S			Primary ar	nd Intersta	ite Ko	utes											
Section   Sect	Davita	172 - 2727		AADT		4Ting	Dura		Tru	ıck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	OW.
Sept   Capital Bellway   City of Alexandria (Main: 29) 1.07   \$1000   \$0   90% 1% 1% 1% 8% 0% F   0.078   F   0.5700   \$0   \$0   \$0   \$0   \$0   \$0   \$0	Houte	Jurisdiction	on Length	AADT	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
Capital Beltway	North	Fron	us 1	Richmond F	Hwv												
Combined Traffic Estimates for 4 Parallel Roadways on this Route: 185000		City of Alexandria				90%	1%	1%	1%	8%	0%	F	0.078	F		57000	G
Subject   Subj	93) 5-42-10-10	•	,									F		F	0.504		
Separa   Part	Combined Traine Estimates for 41 araner						1 /0	0 /6	1 /0	0 /6	•	0.072	•	0.504	201000	ч	
Skippers Welcome Center Ramp   Greensville County   0.05   1300   0 N   97%   0%   1%   0%   N   0.173   A   970   N		Т		,			)										
Skippers Welcome Center Ramp   Greensville Country   0.05   1300   N 97%   0%   1%   0%   N 0.173   A 970   N			*														
Sept New Network   Sept New Ne	North	From															
Solid   Soli	(95) Skippers Welcome Ce	nter Ramp Greensville C					0%	1%	0%	1%	0%	Ν	0.173	Α		970	N
Second   General Ramp   General Ra	$\smile$	To															
Supplement   Sup		From					00/	401	00/	40/	00/		0.470			070	
Septemble   Greensville   County   0.01   1300   A   97%   0%   1%   0%   0   0   0   0   0   0   0   0	95) Skippers Welcome Ce	nter Ramp Greensville C	County 0.04	1300	N	97%	0%	1%	0%	1%	0%	N	0.1/3	Α		970	N
Skippers    N. II	To Erox	Ramp to A	dditional Par	rking A	rea												
1-95 North   1-9	Skippore Walcome Co	enter Pama Granavilla C	11.				Λο/	10/	09/	10/	09/	C	0.179	٨		070	٨
Some	95 Skippers Welcome Ce	mer namp Greensville C	ounty 0.01		Α	31%	U%	170	U%	1 70	0%	U	0.173	А		9/0	А
Second   County   0.15   2400   G   C   C   C   C   C   C   C   C   C																	
North   195 Nort	North	From	n:														
South   Sout	(95) Ramp	Greensville C	County 0.15	2400	G								0.213	F		2400	G
Second   S	$\smile$	Te	40-629	Moores Fer	rry Rd												
Second   S	North	From	n:	I-95 North													
1-95 South Exist   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-10   3-	Ramp	Greensville C	County 0.18	1100	G								0.096	F		1100	G
Sorth   Sort		To	I-9:	5 South Exit	8A												
Sorth   Sort	North	From	n:	I-95 North													
1-95 North   1-9		City of Emporia (	Maint: 40) 0.13		G								0.073	F		2900	G
South   Sout	95) Hamp	The state of the s				lit							0.070	•		2000	G
State   City of Emporia (Maint: 40)   1200   G			1-93 1000		ашр зр	int .											
Second		Other of Francisch (	Ma-1										0.400	_		4000	_
Sorth   Greensville County   0.08   500   A	(95) Ramp	City of Emporia (			G								0.182	F		1200	G
State   Subsect County   Subsect Count		10	0:	US 58 West													
North	North	From	n:	I-95 North													
North	(95) Ramp	Greensville C	County 0.08	500	Α								0.201	Α		700	Α
Susset   County   C		Te	0:	US 301													
Susset   County   C	North	Fron	n:	I-95 North													
North		Greensville C	County 0.24		G								0.102	F		220	G
North   Sussex County   1.95 North     1.95 North	33	Ti.															
Sussex County   0.16   400   G	NI	Linux	m!														
Voorth   From:   I-95 North		Cuesay Ca	upty 0.16										0.160	F		400	G
North   Sussex County   1-95 North     1-95 North	95 namp												0.102	Г		400	G
Sussex County   0.22   290   G   0.119   F   290   G	-		US 3		нwy												
Vorth   Sussex County   91-631 Jarratt Rd	North	From	n:														
Vorth   I-95 North	(95) Ramp	Sussex Cor	,										0.119	F		290	G
95) Ramp Sussex County 0.21 <b>80 G</b> 0.156 F 80 G	$\vee$	To	91	-631 Jarratt F	Rd												
95         Ramp         Sussex County         0.21         80         G         0.156         F         80         G	North	From	n:	I-95 North													
	(95) Ramp	Sussex Co	unty 0.21		G								0.156	F		80	G
	'																

378

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

Route	Jurisdiction	n Lengtl	AADT QA	4Tire	Rus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW
lorth 95 Ramp	From: Sussex Coun		I-95 North <b>970 G</b> R 40 Sussex Dr							0.074	F		970	G
eorth 95 Ramp	Front Sussex Coun	-	I-95 North  1300 G  02 Cabin Point Rd							0.082	F		1300	G
Carson Rest Area Ramp	Prince George Co	County 0.19	North to Rest Area 610 F Rest Area Parking L	78%	0%	1% 0%	20%	0%	С	0.113	F		600	F
Orth 95 Carson Rest Area Ramp	Prince George Co	Exit R County 0.20	est Area Parking Lo 610 N  North from Rest Are	78%	0%	1% 0%	20%	0%	N	0.113	F		600	N
Ramp	Prince George Co		I-95 North  350 G  623 Rowanty Rd							0.098	F		350	G
North Ramp	Prince George Co	County 0.36	orth to Weigh Station 1200 F rth from Weigh Station							0.089	F		1200	F
Ramp	Prince George Co		I-95 North <b>480 G</b> 35 Courtland Rd							0.119	F		480	G
eorth 95 Ramp	Prince George Co		I-95 North <b>800 G</b> S 301 Crater Rd							0.103	F		800	G
Ramp	City of Petersburg (N		I-95 North <b>830 A</b> 3-9008 Rives Rd							0.109	Α		810	Α
Ramp	City of Petersburg (N		I-95 North <b>260</b> A -9010 Wagner Rd							0.140	Α		280	Α
orth 95 Ramp	City of Petersburg (N	Maint: 74) 0.23	I-95 North  830 G  010 W, Wagner Ro	1						0.085	F		830	G
orth 95 Ramp	City of Petersburg (N	I-95 Maint: 74) 0.11	North Collector Rd 560 G 460 E, County Dr							0.17	F		560	G
orth 95 Ramp	City of Petersburg (N	I. Maint: 74) 0.14	95 Collector Rd  400 G  301 N, Crater Rd							0.09	F		400	G
lorth 95 Ramp	City of Petersburg (N	I-95 Maint: 74) 0.16	North Collector Rd							0.122	F		1300	G
5/10/2021	Tec	US	301 S, Crater Rd 379											

## Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length		4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K	QK r	Dir Factor	AAWDT	QW
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 7	74) 0.04	I-95 North  2700 G			0.09	F		2700	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 7	⁷ 4) 0.15	2100 G			0.100	F		2100	G
North 95   I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 7	74) 0.26	9700 A to US 301 North			0.155	. А		11000	Α
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 7	Ramp to US 74) 0.22	301 Crater Rd N	ORTH		NA			NA	
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 7	•	301 Crater Rd S 9200 G			0.134	· F		9200	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 7		14000 A			0.13	Α		15000	Α
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 7		Wythe St, US 46  NA  I-95 North	0 Washington St		NA			NA	
North 95 Ramp	City of Petersburg (Maint: 2	I-95 N	orth Collector Ro			0.089	F		2800	G
North 95 Ramp	City of Petersburg (Maint: 2	26) 0.43	I-95 North <b>5200 G</b> I-85 South			0.107	F		5200	G
North 95 Ramp	Front City of Petersburg (Maint: 7	(4) 0.19	I-95 North  1400 G  01 Par, Bank St			0.125	F		1400	G
North 95 Ramp	City of Colonial Heights (Main	t: 20) 0.21	I-95 North  9500 A Southpark Blvd			0.113	6 A		9600	Α
North 95 Ramp	Front Front Tot	t: 20)	I-95 North  4600 G  uth Exit 54A Ran		0% 0% 1% 0%	C 0.094	· F		4900	G
North 95 Ramp	Chesterfield County	0.29	I-95 North 6100 G 6 Ruffin Mill Rd			0.087	F		6500	G
North 95 Ramp	Chesterfield County	0.38	I-95 North 2100 G , West Hundred			0.072	. F		2200	G

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

		Filliary and interstate houtes			
Route	Jurisdiction	Length AADT QA 4Tire E	Bus 2Axle 3+Axle 1Trail 2Tra	OC OK	AAWDT QW
orth 95 Ramp	Chesterfield County	I-95 North 0.24 <b>3600 G</b> SR 10 W, West Hundred Rd		0.11 F	3800 G
orth 05) Ramp	Chesterfield County	I-95 North 0.09 <b>3400 A</b>		0.121 A	3900 A
lorth 95) Ramp	From: Chesterfield County	20-613 Willis Rd  I-95 North  0.70 <b>2100 A</b>		0.125 A	2300 A
orth 95) Ramp	To: From: Chesterfield County	SR 895 East  I-95 North  0.48 <b>12000 G</b>		0.1 F	13000 G
lorth	To: From:	1SR 150-P I-95 North			
95 Ramp	City of Richmond (Maint: 20)	0.30 <b>5200 G</b> I-95 South Exit 69A Ramp  I-95 North		0.146 F	5500 G
95 Ramp	City of Richmond (Maint: 20)	0.50 <b>2100 A</b> I-95 South Exit 73A		0.191 A	2300 A
lorth 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.26 <b>NA</b> SR 195		NA	NA
North 95 Ramp	City of Richmond (Maint: 43)			0.135 F	9000 G
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North Exit 74D Ramp to 17th Street  0.14		0.184 F	3500 G
lorth 95 Ramp	City of Richmond (Maint: 43)	I-95-N074C TO BROAD ST VIA 17TH ST <b>5100 G</b>		0.115 F	5500 G
lorth 95) Ramp	City of Richmond (Maint: 43)	1US 360-P; 127-7608 VENABLE ST  I-95 North  0.14 21000 A		0.09 A	23000 A
lorth 95) Ramp	City of Richmond (Maint: 43)	Ramp to 7th Street  I-95 North Exit 75A  0.16 1600 G		0.106 F	1700 G
North	To:	7th Street  I-95 North  0.10 <b>8600 G</b>		0.081 F	9200 G
95 Ramp	To: From:	127-50 Chamberlayne Pkwy I-95 North			
95 Ramp	City of Richmond (Maint: 43)			0.099 F	4600 G
/10/2021		381			

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

Devite	li ui adiati a a	l amentla	AADT	^^	4T:u=	Dura		Trı	uck		00	K	ΟV	Dir	AAWDT	. ^
Route	Jurisdiction		AADT	QA	41116	bus	2Axl	e 3+Axle	1Trail	2Trail	QC	Factor	QN	Dir Factor	AAWDI	Q
Ramp	City of Richmond (Maint: 43		I-95 North <b>4200</b>	Α	99%	0%	1%	0%	0%	0%	F	0.114	Α		4400	
	To:		6 Westbrook	Ave												
th Ramp	From:		I-95 North													
Ramp	Henrico County	0.13	Vilmer Ave	G								0.085	F		4700	
<u> </u>	From:		I-95 North													
Ramp	Henrico County	0.18		Α								0.13	Α		5600	
	To:		US 301-P FR													
) Ramp	From:		I-95 North													
Ramp	Henrico County	0.27		G								0.135	F		2000	
	From:		B E, Parham I	Rd												
Ramp	Henrico County	0.22	I-95 North 4800	G								0.088	F		5100	
)	To:		W, Parham													
1	From:		I-95 North													
Ramp	Henrico County	0.30		G								0.137	F		3700	
	To:		st Collector	Road												
l Ramp	Henrico County	0.24	I-95 North	G								0.105	F		9200	
Ramp	To:		est Collector									0.100	•		0200	
1	From:	I-95 No	orth Collector	r Rd			Ī									
Ramp	Hanover County	0.40	8900	G								0.113	F		8900	
	To:		E, Sliding Hi													
n A Rama	Hanover County	I-95 No 0.24	orth Collector									0.148	F		4000	
Ramp	To:		W, Sliding H	<b>G</b> ill Rd								0.140	'		4000	
1	From:		I-95 North													
Collector Distributor Ramp	Hanover County		13000	G								0.114	F		13000	
	To: From:	I-95 Nor	th Exit 86A l	Ramp												
h Collector Distributor Ramp	Hanover County	0.16	3900	G								0.144	F		3900	
	To- From:	Ramp from 42	2-656 E. Slid	ing Hil	l Rd		<u> </u>									
h Collector Distributor Ramp	Hanover County	0.19		G								0.125	F		5200	
Collector Distributor Ramp	To											0.120	•		0200	
Callantar Distributor Dansa	From:		th Exit 86B I									0.000	_		1000	
Collector Distributor Ramp	Hanover County	0.18		G								0.086	F		1300	
h	To: From:	Ramp from 42	-656 W, Slid	ling Hil	ll Rd											
Collector Distributor Ramp	Hanover County	0.08		G								0.091	F		2400	
	То:	I	I-95 North													

382

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

Route	Jurisdiction	Length AADT	QA	4Tire	Rus	Truck 2Axle 3+Axle 1		ററ	K Factor	QK	Dir Factor	AAWDT	QW
orth 95) Ramp	Hanover County	I-95 North <b>4900</b>	G						0.090	F		2800	G
orth	From: Town of Ashland (Maint:	42-802 Lewistov I-95 North : 42) 0.19 <b>1300</b>							0.112	F		3800	G
Ramp	To:	SR 54 East Patrick  I-95 North	Henry Rd			1			0.112			3800	G
ndh 15 Ramp	Town of Ashland (Maint:		G	d		_ 			0.105	F		5400	G
Orth   Ramp	Hanover County	I-95 North 0.17 <b>2700</b>	G						0.114	F		1500	G
orth	Front Caroline County	Ramp Spli  I-95 North  0.29 <b>7200</b>		58%	1%	2% 1% 3	37% 1%	. C	0.088	F		7000	F
Ramp orth	To:	SR 207 N, Rogers C	lark Blvd	JU /6	1 /0	7 1/0	01 /0 170	, 0	0.000			7000	1
Ladysmith Rest Area Ramp	Caroline County	0.17 <b>2300</b> Enter Rest Area Pa	N king Lot			_ 			0.136	Α		2100	N
Ladysmith Rest Area Ramp	Caroline County	Exit Rest Area Par 0.07 <b>2300</b> I-95 North from R	Α			 ¬			0.136	Α		2100	Α
Porth (95) Ramp	Caroline County	I-95 North 0.15 <b>3000</b>	F						0.108	F		2900	F
orth 05) Ramp	Front   Prome   Spotsylvania County	16-639 Ladysmi I-95 North 0.22 <b>2200</b>							0.101	F		6100	G
orth	To:	88-606 Mudd Tav I-95 North	ern Rd			<u> </u>			0.101			0100	
Ramp	Spotsylvania County		G			_ 			0.11	F		2900	G
orth 95 Ramp	From: Spotsylvania County  To	I-95 North  1 0.08 1800  US 1 S, Jefferson D	G						0.094	F		2600	G
orth 95) Ramp	City of Fredericksburg (Mai	I-95 North							0.095	F		3800	G
orth	To: From:	SR 3 E, Plank I-95 North	Rd										
Ramp	City of Fredericksburg (Mai	SR 3 W, Plank				]			0.075	F		1900	G
orth 95 Ramp	Stafford County	I-95 North Collec 0.29 <b>1900</b> US 17 Sout	G	92%	1%	2% 1%	3% 0%	, C	0.123	F		2000	G
0/2021		383											

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

Route	Jurisdiction	Length AADT	QA 4Tire	e Bus		Tru			QC	K	QK Dir	AAWDT	QV
lorth	From:	I-95 North Collecto			2Axle	3+Axle	1Trail	2Trail		Factor	Factor		
95) 17 Ramp, I-95 N to US 17 N	Stafford County	0.16 <b>15000</b>	<b>G</b> 87%	1%	1%	1%	9%	0%	С	0.09	F	16000	G
9 (1)	To:	US 17 N, Warrento											
orth	From:	I-95 North											
Collector Rd	Stafford County	0.45 <b>16000</b>	<b>G</b> 87%		1%	1%	9%	0%	С	0.09	F	17000	G
orth	To- From:	I-95 North Exit 133A Ramp to	US 17 South	l									
5) (17) Collector Rd	Stafford County	0.30 <b>14000</b>	G							0.092	F	15000	(
	To:	Ramp from US 17 S		ria									
orth  5) (17) Collector Rd	Stafford County	US 17-S180A FROM RT 17 SC 0.20 <b>20000</b>		US						0.090	F	21000	(
5) (17) Gollector Flu	To:	I-95-N133B RAMP TO								0.000	•	21000	•
rth	From:	I-95 North Collecto											
5 Collector Rd	Stafford County	0.18 <b>5100</b>	G							0.094	F	5400	
	To	C1US 17-N002A FROM RT 1	7 BUS NORT	Н									
orth  S  Collector Rd	Stafford County	0.36 <b>10000</b>	<b>G</b> 97%		1%	1%	1%	0%	F	0.088	F	11000	(
5) Collector Fid	To:	I-95 North	G 3776	0 76	1 /8	1 /0	1 /0	0 /6	•	0.000	'	11000	
rth	From:	I-95 North											
Ramp	Stafford County	0.37 <b>4500</b>	G							0.117	F	4400	
3)	To:	Centreport Pkw								· · · · ·	•		
rth	From:	I-95 North											
Ramp	Stafford County	0.19 <b>5700</b>	F							0.088	F	6100	
9	To:	89-630 Courthouse	Rd										
rth	From:	I-95 North											
Ramp	Stafford County	0.20 <b>4400</b>	<b>G</b> 96%	0%	1%	1%	2%	0%	С	0.089	F	4700	
	To:	US 1 Jefferson Davis	Hwy										
orth	From:	I-95 North											
Ramp	Stafford County	0.25 6000	<b>F</b> 97%	1%	1%	0%	1%	0%	С	0.085	F	6400	
	To:	89-610 W, Garrisonv	lle Rd										
rth	From:	I-95 N											
5	Stafford County	0.12 <b>NA</b>								NA		NA	
	To:	Temp South End of I	95 R.										
orth	From:	I-95-N TO GOVERNM											
Ramp	Prince William County	0.13 <b>3200</b>	G							0.199	F	3200	
<u> </u>	To:	FROM RT 95											
rth	From:	I-95 North											
Ramp	Prince William County	0.08 <b>2500</b>	<b>G</b> 99%		1%	0%	0%	0%	F	0.11	F	3000	(
	To:	Split of ramp from I-95 North to	76-619 Joplin	Rd									
orth	From:	I-95 North								_ ,	_		
Ramp	Prince William County	0.24 1800	G							0.114	F	1800	(
	To:	SR 234 Dumfries	Rd										

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

Route	Jurisdiction		AADT C			Rus		Trι			QC	K	QK	Dir	AAWDT	OW
North	From:		I-95 North	<b>3</b> A	71110		2Axle	3+Axle	1Trail	2Trail	Q.O	Factor	QI.	Factor	70,000	
95) Ramp	Prince William Cour			G								0.098	F		7000	G
	To:		34 Dumfries Ro	d												
North	From:	I-95	North to Scales	s												
95 Dale City Truck-Only Rest Area Ramp	Prince William Cour	•		N	38%	4%	2%	2%	52%	2%	N	0.104	F		5600	Ν
North	To: From:		Enter Scales at Area Parking	Lot												
95) Dale City Truck-Only Rest Area Ramp	Prince William Cour			G	38%	4%	2%	2%	52%	2%	С	0.104	F		5600	G
	To:		rth from Rest A	Area												
North	From:		orth Collector l	Rd												
(95) Ramp	Prince William Cour	•		G								0.091	F		4100	G
	To:		784 Dale Blvd													
North	From:		Collector Rd									0.104	_		4000	0
95 Ramp	Prince William Cour	•	<b>4000</b> 784 Dale Blvd	G								0.124	F		4000	G
North	From:		orth to Rest Ar													
95) Dale City Car-Only Rest Area Ramp	Prince William Cour			N	97%	0%	1%	0%	0%	0%	N	0.298	Α		1500	N
	To:	-	st Area Parking	g Lot												
North	From:		t Area Parking		070/	00/	10/	00/	00/	00/	_	0.000	^		1500	^
95 Dale City Car-Only Rest Area Ramp	Prince William Cour	•	1700 rth from Rest A	A rea	97%	0%	1%	0%	0%	0%	С	0.298	Α		1500	Α
North	From:		I-95 North	nca												
95) Collector Rd	Prince William Cour			G								0.131	F		10000	G
<u> </u>	To:	I-95 North Exit			Blvd											
North Callacter Dd	Prince William Cour		om Opitz Blvd									NIA			01000	0
95 Collector Rd	Prince William Cour		19000 I-95 North	G								NA			21000	G
North	From:		orth Collector I	Dα												
95) Ramp	Prince William Cour			G								0.091	F		3400	G
	To:	SR 294 P	rince William I	Pkwy												
North	From:	I-95 No	orth Collector l	Rd												
(95) Ramp	Prince William Cour			G								0.085	F		5500	G
$\smile$	To:	SR 294 P	rince William I	Pkwy												
North	From:		I-95 North													
95 Ramp	Prince William Cour	-		G	г							NA			9900	G
North	From:	76-3000-W0141	A TO RT 3000 B FROM RT 3													
(95) Ramp	Prince William Cour			G								NA			16000	G
$\vee$	To:		I-95 North													
North	From:		I-95 North													
95 Ramp	Prince William Cour	•		G								0.084	F		1100	G
	То:	SR 12	23 Gordon Blv	'd												

385

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

Route	Jurisdiction		Truck QC Axle 3+Axle 1Trail 2Trail	K Factor	Dir Factor AAW	DT QW
North 95 Ramp	Prince William County	I-95 North 0.13 <b>8000 G</b>	_	0.081 F		00 G
North 95 Ramp	Prince William County	Commuter Parking Lot Exit  0.14 8000 N	_	0.081 F	800	00 N
North 95 Ramp	Prince William County	Commuter Parking Lot Entrance  0.01 8000 N  SR 123 Gordon Blvd		0.081 F	800	00 N
North 95 Exit 161 Ramp	From: Fairfax County	I-95 North	] 1% 0% 8% 0% F	0.131 F	110	00 G
North 95 Ramp	Fairfax County	I-95 North  0.23 <b>2700 G</b> 29-642 Lorton Rd	<u> </u>	0.106 F	270	00 G
North 95 Ramp	From: Fairfax County To:	I-95 North  0.22 5000 G  I-95 North Exit 166C to Loisdale Road	<del>]</del>	0.128 F	500	00 G
North 95 Ramp	Fairfax County	1-95 NOTH EXIT 100C to LOISQUE ROUGH 1-95-N166C TO LOISDALE ROAD @ FFX CO P 0.04 NA FROM ROUTE 95 NORTH	<u> </u> 	NA	N.A	
North 95 Ramp	Fairfax County	I-95 North 0.18 <b>4600 G</b> SR 286 N, Fairfax County Pkwy	]	0.117 F	460	00 G
North 95 Ramp		1-95-N166A TO LOISDALE ROAD @ FFX CO P  0.03 NA  FAIRFAX CO PARKWAY FIARFA	<u> </u>	NA	N <i>A</i>	
North 95 Ramp	From:	I-95 North  0.33 8300 G	İ	0.103 F	830	00 G
North 95 Ramp	Fairfax County	I-95 North Exit 169B Ramp to Old Keene Mill Rd  0.12 6100 G  29-789 Loisdale Rd	]	0.110 F	610	00 G
North Ramp		I-95-N169A TO RT 64400- OLD KEEN MILL R 0.59 <b>2300 G</b>	]	0.095 F	230	00 G
North 95 Ramp	From Form Fairfax County	29-644 FROM 95 NORTH  I-95 North  0.18 10000 A	]	0.104 A	1100	00 A
North 95) Ramp	From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From:	29-613 Van Dorn St I-95 North 0.10 <b>4100 G</b>	_	0.169 F	410	00 G
	To:	Eisenhower Ave Connector				

386

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 95 Ramp	Fairfax Cou _{To:}		I-95 North <b>7800</b> 41 Telegraph	<b>G</b> h Rd								0.102	F		7800	G
North 95 Ramp	Fairfax Cou To:	,	I-95 North <b>9300</b> uth Exit 1751	<b>G</b> 3 Ramp								0.164	F		9300	G
North 95 Exit 177 A B	City of Alexandria (	,	I-95 N <b>NA</b> 177 A; Exit 1	77 B								NA			NA	
North 95 Exit 177 A	City of Alexandria (	Maint: 29)	Exit 177 A B  NA  Richmond H									NA			NA	
North 95 Ramp	From City of Alexandria (	,	I-95 N <b>NA</b> 1 Patrick St	: N								NA			NA	
Rev 95	Prince William (	Stafi	ford County 1	Line <b>A</b>	Dumfries	Rd						0.182	Α		10000	Α
Rev 95	From: Stafford Cou	I-95 Near unty	89-610 Gar 10000 William Cour	risonvil <b>N</b>	le	Ku						0.182	Α		10000	N
95	Prince William ( Combined Traffic Estimates for 3 Parallel	I-95 Between 76-6 Jo County Roadways on this Route:	plin Rd and 11000 141000	SR 234 <b>A</b> <b>G</b>	Dumfries 99% 90%	1% 1%	0% 1%	0% 1%	0% 8%	0% 0%	C F	0.184 0.063	A F	0.524	12000 139000	A G
Rev 95	Prince William ( Combined Traffic Estimates for 3 Parallel	•	11000	N	99% 92%	1% 1%	0% 1%	0% 0%	0% 6%	0% 0%	N N	0.184 NA	Α		12000 147000	N N
Rev 95	Prince William ( Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	7000 142000	G G	99% 91%	1% 1%	0% 1%	0% 0%	0% 7%	0% 0%	F F	0.097 NA	F		9700 145000	G G
Rev 95	Prince William ( Combined Traffic Estimates for 3 Parallel	County 0.95 Roadways on this Route:	5300 169000 Prince Willia	G G	99% 91%	1% 1%	0% 1%	0% 0%	0% 7%	0% 0%	F F	0.122 NA	F		6900 170000	G G
95	From: Stafford Cou To:	ınty 1.30	6800 6800 9-610 Garriso	Α	Rd.							0.170	Α		6900	Α
95	Prince William ( Combined Traffic Estimates for 3 Parallel	County 1.65 Roadways on this Route:	Prince Willia 17000 181000 23 Gordon I	G G	97% 92%	1% 1%	0% 1%	0% 0%	2% 6%	0% 0%	F F	0.107 NA	F		NA NA	

#### 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
Rev	From:		23 Gordon				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
95)	Prince William Co		23000	A	98%	1%	1%	0%	0%	0%	С	0.247	Α	1	28000	Α
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	189000	G	92%	1%	1%	0%	6%	0%	F	NA			194000	G
	To:	Fairfax Coun	., .,													
95)	Fairfax Count		Villiam Cou 23000	nty Line <b>A</b>	98%	1%	1%	0%	0%	0%	С	0.247	Α	1	28000	Α
95)	Combined Traffic Estimates for 3 Parallel Ro	•		G	92%	1%	1%	0%	6%	0%	F	NA	^	•	194000	G
	To To	<u> </u>	Richmond		0270	1 /0		070	070	0 70	•	14/1			104000	
Rev (95)	From				070/	40/	00/	00/	00/	00/	_	0.404	_		00000	0
(95)	Fairfax Count	,	28000	G	97%	1%	0%	0%	2%	0%	F	0.101	F		33000	G
	Combined Traffic Estimates for 3 Parallel Ro			G	92%	1%	1%	0%	6%	0%	Г	NA			204000	G
Rev	To: From:	Frm I-95 NB N	North of 29-	642 Lort	on Rd											
95)	Fairfax Count	y 0.41	28000	N	97%	1%	0%	0%	2%	0%	Ν	0.101	F		33000	Ν
$\smile$	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	167000	N	92%	1%	1%	0%	6%	0%	N	NA			169000	Ν
Rev	To: From:	To I-95 SI	3 South of N	Newingto	on											
Rev (95)	Fairfax Count	y 0.92	29000	G	94%	1%	1%	1%	3%	0%	F	0.085	F		38000	G
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	168000	G	91%	1%	1%	1%	6%	0%	F	NA			173000	G
	To- Fron:	To I-95 N	NB North of	29-7100	)		$\neg$ $\vdash$									
Rev (95)	Fairfax Count		25000	G	94%	1%	1%	1%	3%	0%	F	0.085	F		25000	G
(95)	Combined Traffic Estimates for 3 Parallel Ro	,		G	91%	1%	1%	1%	7%	0%	F	NA	•		222000	G
	To-	Frm I-95 SB C				1,0		1 70	. 70	070	·				222000	
Rev (95)	From:		•					4.57	221	221					0.4000	
95	Fairfax Count	,	19000	G	94%	1%	1%	1%	3%	0%	F	0.094	F		24000	G
	Combined Traffic Estimates for 3 Parallel Ro				91%	1%	1%	1%	7%	0%	N	NA			236000	N
Rev	To: From:	29-7900 Franconia-S	Springfield I	Pkwy Po	inting Sou	th										
95)	Fairfax Count	y 0.38	19000	N	94%	1%	1%	1%	3%	0%	Ν	0.094	F		24000	Ν
$\smile$	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	231000	N	91%	1%	1%	1%	7%	0%	Ν	NA			236000	Ν
Rev	To: From:	29-7900 Franconia-S	Springfield I	Pkwy Po	inting Nor	th										
Rev (95)	Fairfax Count	y 0.28	19000	N	94%	1%	1%	1%	3%	0%	Ν	0.094	F		24000	Ν
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	231000	N	91%	1%	1%	1%	7%	0%	Ν	NA			236000	Ν
	To	I 395 Rerversit	ble Lanes S	outh of 2	29-644											
Rev	From:		outh End of	f I-95 R												
Rev 95	Stafford Count	ty 0.20	NA									NA			NA	
	To:		I-95 S													
South 95	From:		Carolina Sta		000/	10/	10/	10/	170/	10/	_	0.105	۸		16000	۸
95)	Greensville Cou Combined Traffic Estimates for 2 Parallel Ro	•	19000	A	80%	1%	1%	1%	17%	1%	С	0.135 0.113	A B	0.610	16000	A
	Combined Trainic Estimates for 2 Parallel Ro		-629 Skippe	Α	81%	1%	1%	1%	16%	0%	С	0.113	D	0.612	33000	Α

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

Route	Jurisdiction	Length	ΔΔΠΤ	ΩΔ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	г (
ıth	From		629 Skippe				2Axle	3+Axle	1Trail	2Trail	40	Factor	Ψ.,	Factor		
	Greensville County	3.83	19000	A	80%	1%	1%	1%	17%	1%	F	0.130	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	38000	Α	81%	1%	1%	1%	16%	0%	F	0.124	Α	0.503	33000	
	Tac		South of E	Imporia												
	Greensville County	1.81	18000	Α	80%	1%	1%	1%	17%	1%	F	0.133	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roadway			A	81%	1%	1%	1%	16%	0%	F	0.126	Α	0.540	32000	
			CL Emporis					. , ,	.0,0	0,70	•	00		0.0.0	02000	
	City of Emporia (Maint: 40)		18000	<u></u>	80%	1%	1%	1%	17%	1%	F	0.133	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roadway			A	81%	1%	1%	1%	16%	0%		0.133	A	0.540	32000	
	Tollined Hame Estimates for 21 drailer Hoadway	s on this rioute.			0176	1 /0	1 /0	1 /0	10 /6	0 /6		0.120	^	0.540	32000	
	From		US 58		2221			1.21		221	_	2 4 2 2				
	City of Emporia (Maint: 40)		16000	A	82%	1%	1%	1%	15%	0%	-	0.138	A	0.550	14000	
	Combined Traffic Estimates for 2 Parallel Roadway			Α	82%	1%	1% ——	1%	15%	0%	F	0.129	Α	0.558	28000	
l	To: From:		CL Empori	ia												Ī
)	Greensville County	1.89	16000	Α	82%	1%	1%	1%	15%	0%	F	0.138	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	32000	Α	82%	1%	1%	1%	15%	0%	F	0.129	Α	0.558	28000	
 I	To: From:	40-61	14 Otterdan	n Rd												٠
)	Greensville County	3.63	16000	Α	82%	1%	1%	1%	15%	0%	F	0.135	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadway			Α	82%	1%	1%	1%	15%	0%	F	0.128	Α	0.571	28000	
1	To: From:		ex County l													_
)	Sussex County	0.58	16000	A	82%	1%	1%	1%	15%	0%	F	0.135	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	33000	Α	82%	1%	1%	1%	15%	0%	F	0.128	Α	0.571	28000	
	To		US 301													
1 }	Sussex County	3.04	16000	Α	82%	1%	1%	1%	15%	0%	F	0.138	Α		14000	
)	Combined Traffic Estimates for 2 Parallel Roadway			A	82%	1%	1%	1%	15%	0%	F	0.13	Α	0.564	27000	
	То		1-631 Jarrat	tt												
1 \	Sussex County	3.92	14000	<u></u> А	82%	1%	1%	1%	15%	0%	_	0.126	Α		12000	
)	Combined Traffic Estimates for 2 Parallel Roadway			A	82%	1%	1%	1%	15%	0%	, E	0.120	Α	0.556	24000	
	Tool	3 on this riodic.			02 70	1 /0		1 /0	10 /0	0 70	•	0.100	,,	0.000	24000	
	Prom	0.7:	91-645		0051	4-1		461	455	051	_	0.405			44005	
	Sussex County	6.54	16000	A	82%	1%	1%	1%	15%	0%	F	0.133	A	0.000	14000	
	Combined Traffic Estimates for 2 Parallel Roadway			Α	82%	1%	1% ——	1%	15%	0%	F	0.126	Α	0.629	28000	
	To: From	SR 4	10 Stony Cr	reek												ĺ
)	Sussex County	2.52	17000	Α	82%	1%	1%	1%	15%	0%	F	0.132	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	33000	Α	81%	1%	1%	1%	16%	0%	F	0.124	Α	0.51	29000	

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	. C
uth	From:	91-60	2 Cabin Po	int Rd			2AXIE	3+Axle	TTRAIL	21raii		Factor		Factor		
5)	Sussex Cou		17000	Α	82%	1%	1%	1%	15%	0%	F	0.130	Α		15000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	Α	81%	1%	1%	1%	16%	0%	F	0.124	Α	0.510	30000	
	To:		George Cou	- 2												
ith	Prince George		17000	Line A	82%	1%	<b>1</b> %	1%	15%	0%	F	0.130	Α		15000	
5	Combined Traffic Estimates for 2 Parallel	•		A	81%	1%	1%	1%	16%	0%	F	0.130	A	0.510	30000	
	To	<u> </u>			0170	1 /0	- 70	1 /0	1070	0 70	•	0.12-	,,	0.010	00000	
ith	From		1-623 Carso										_			
5)	Prince George	•	15000	F	99%	0%	0%	0%	0%	0%	F -	0.105	В		15000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	F	93%	0%	1%	0%	5%	0%	F	0.1	В	0.596	30000	
<u>t</u> h	To: From:	US 30	1, SR 35, S	R 156												-
5	Prince George	County 5.45	21000	F	82%	1%	1%	1%	15%	0%	С	0.085	F		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	F	81%	1%	1%	1%	16%	0%	С	0.081	F	0.584	36000	
. th	To- From:		US 301													_
uth 5	Prince George	County 0.16	21000	Α	82%	1%	1%	1%	15%	0%	F	0.115	Α		19000	
9)	Combined Traffic Estimates for 2 Parallel	•		Α	81%	1%	1%	1%	16%	0%	F	0.111	Α	0.523	38000	
	Tac		from I-295													
ıth ⇒	Prince George	•	13000	G	82%	1%	1%	1%	15%	0%	F	0.073	F		11000	
5	Combined Traffic Estimates for 2 Parallel	•		G	o∠% 81%	1%	1%	1%	16%	0% 0%	F	0.073	F	0.517	24000	
	Combined Traine Estimates for 21 araner	<u> </u>			0176	1 /0	1 /0	1 /0	10 /6	0 /6	•	0.000	'	0.517	24000	
ith	From:		p to I-295 V	West												П
5	Prince George	•	15000	Α	82%	1%	1%	1%	15%	0%	F	0.119	Α		13000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	Α	81%	1%	1%	1%	16%	0%	F	0.109	Α	0.578	27000	
ıth	To: From:	Rives R	d; SCL Pet	ersburg												۰
5)	City of Petersburg	Maint: 74) 1.56	19000	Α	82%	1%	1%	1%	15%	0%	F	0.111	Α		17000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α	81%	1%	1%	1%	16%	0%	F	0.107	Α	0.583	34000	
			Wagner Rd	Į												
uth 5	City of Petersburg	Maint: 74) 1.50	24000	Α	82%	1%	1%	1%	15%	0%	F	0.099	Α		23000	
3)	Combined Traffic Estimates for 2 Parallel	,		A	81%	1%	1%	1%	16%	0%	F	0.098	Α	0.536	45000	
	Too	End Collecto														
th ⊃	City of Data					40/	10/	10/	150/	00/	_	0.407	^		10000	
5)	Combined Traffic Estimates for 2 Parallal	'	20000	A	82%	1%	1%	1%	15%	0% 0%	F	0.107	A	0.506	19000	
	Combined Traffic Estimates for 2 Parallel			Α	81%	1%	1%	1%	16%	0%	F	0.098	Α	0.536	38000	
<u>it</u> h	To- From:	Begin Collect	or Rd US 3	301 Crate	er Rd											
5	City of Petersburg	Maint: 74) 0.20	20000	Α	82%	1%	1%	1%	15%	0%	F	0.099	Α		19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	50000	Α	81%	1%	1%	1%	16%	0%	F	0.098	Α	0.536	49000	

#### 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	C
uth	From	Ramp From BUS U	S 460 Wash	nington S	St; Wythe	St	ZAXIC	STANIC	IIIaii	ZIIali		1 actor		1 actor		_
	City of Petersburg	(Maint: 74) 0.33	NA				-					NA			NA	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
h	To: From:		I-85 SOUTH	ł												_
th 5	City of Petersburg	(Maint: 74) 0.66	52000	G	89%	1%	1%	1%	8%	0%	F	0.083	В		51000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	97000	G	89%	1%	1%	1%	8%	0%	F	0.077	В	0.516	95000	
	To	US 301, Bu	s US 460 W	ashingto	n St											
th A	City of Petersburg		46000	A	89%	1%	1%	1%	8%	0%	F	0.097	Α		46000	
	Combined Traffic Estimates for 2 Parallel	•		A	89%	1%	1%	1%	8%	0%	F	0.093	A	0.523	96000	
	To-		Colonial He		00 70	1 /0	170	170	070	0 70	•	0.000	,,	0.020	00000	
1	From		CL Petersbu		222/			101		221	_				10000	Г
)	City of Colonial Heigh	,	46000	Α	89%	1%	1%	1%	8%	0%	F	0.097	A	0.500	46000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	97000	Α	89%	1%	1%	1%	8%	0%	F	0.093	Α	0.523	96000	
'n	To: From:		outhpark Blv	vd												_
	City of Colonial Heigh	its (Maint: 20) 1.05	43000	Α	89%	1%	1%	1%	8%	0%	F	0.093	Α		43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	Α	89%	1%	1%	1%	8%	0%	F	0.092	Α	0.546	86000	
h		SR	144 Temple	Ave												-
 )	City of Colonial Heigh	its (Maint: 20) 2.15	47000	Α	89%	1%	1%	1%	8%	0%	С	0.095	Α		47000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	95000	Α	89%	1%	1%	1%	8%	0%	С	0.092	Α	0.501	95000	
	To	NCL	Colonial He	eights												
th A	Chesterfield C		47000	Α	89%	1%	1%	1%	8%	0%	С	0.095	Α		47000	
	Combined Traffic Estimates for 2 Parallel	,		A	89%	1%	1%	1%	8%	0%	C	0.092	A	0.501	95000	
	To	_	0 Woods Ed		0070	170		170	070	070		0.002	,,	0.001	00000	
th	From:				2221			101		221					4.4000	
5)	Chesterfield C	•	44000	A	89%	1%	1%	1%	8%	0%	-	0.098	A	0.540	44000	
	Combined Traffic Estimates for 2 Parallel			Α	89%	1%	1%	1%	8%	0%	F	0.092	Α	0.516	91000	
th	To- From:	SR 10	West Hund	red Rd												_
5)	Chesterfield C	Sounty 1.46	56000	Α	89%	1%	1%	1%	8%	0%	F	0.097	Α		58000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	112000	Α	89%	1%	1%	1%	8%	0%	F	0.095	Α	0.522	116000	
th	To- From:		SR 288													-
<u> </u>	Chesterfield C	County 2.18	49000	Α	89%	1%	1%	1%	8%	0%	F	0.107	Α		50000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	98000	Α	89%	1%	1%	1%	8%	0%	F	0.092	Α	0.597	100000	
		20	-613 Willis	Rd												
uth	Chesterfield C	County 3.14	51000	Α	89%	1%	1%	1%	8%	0%	F	0.105	Α		53000	
	Combined Traffic Estimates for 2 Parallel	•		A	89%	1%	1%	1%	8%	0%	F	0.092	A	0.607	105000	
	To-		Chippenhar		00,0	. , ,	—i	. , •	0,0	0,0		0.002		3.00.	.00000	

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

		Primary ar	id interste	110 110	1103			Tru	ok			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 150	Chippenhar	n Pkwy			ZANIC	0+AXIC	TTTAII	ZITAII		1 actor		1 40101		
95)	Chesterfield C		49000	Α	89%	1%	1%	1%	8%	0%	F	0.110	Α		50000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	97000	Α	89%	1%	1%	1%	8%	0%	F	0.09	Α	0.644	100000	Α
O#b-	Tree Front	S	CL Richmon	nd												
South 95	City of Richmond (	Maint: 20) 1.39	49000	Α	89%	1%	1%	1%	8%	0%	F	0.110	Α		50000	Α
<u></u>	Combined Traffic Estimates for 2 Parallel	,	97000	Α	89%	1%	1%	1%	8%	0%	F	0.09	Α	0.644	100000	Α
	To	SE	R 161 Bells I	Rd												
South	City of Richmond (		48000	Α	89%	1%	1%	1%	8%	0%	С	0.105	Α		49000	Α
95)	Combined Traffic Estimates for 2 Parallel	,		Ā	89%	1%	1%	1%	8%	0%	С	0.103	Α	0.564	97000	A
	To	riodawaya an ima riodia.			00 70	1 /0		1 70	0 /0	0 /0	Ü	0.000	,,	0.004	07000	^`
South	From:	14	Maury St		200/	40/	40/	40/	00/	00/		0.005	•		50000	
95	City of Richmond (	,	56000	A	89%	1%	1%	1%	8%	0%	F	0.095	A	0.575	58000	A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	111000	Α	89%	1%	1%	1%	8%	0%	F	0.086	Α	0.575	114000	Α
South	To- From:		5 Downtown	1 Expy												
95)	City of Richmond (	(Maint: 43) 0.45	72000	Α	89%	1%	1%	1%	8%	0%	F	0.093	Α		74000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	133000	Α	89%	1%	1%	1%	8%	0%	F	0.086	Α	0.583	137000	Α
South	To: From:	US	S 250 Broad	St												
95)	City of Richmond (	(Maint: 43) 1.02	67000	Α	89%	1%	1%	1%	8%	0%	F	0.087	Α		69000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	131000	Α	89%	1%	1%	1%	8%	0%	F	0.086	Α	0.583	135000	Α
Courth Foot Woot	Tree Front	I-64 S	South Interch	hange												
South East West (95) (64) (64)	City of Richmond (	(Maint: 43) 0.25	73000	Α	91%	1%	1%	1%	6%	0%	F	0.09	Α		75000	Α
(93) (04) (04)	Combined Traffic Estimates for 2 Parallel			Α	92%	1%	1%	1%	5%	0%	F	0.084	Α	0.53	145000	Α
	To	US 1 I	JS 301 Belvi	idere St												
South East West	City of Richmond (		59000	A	91%	1%	1%	1%	6%	0%	_	0.09	Α		61000	Α
95 64 64	Combined Traffic Estimates for 2 Parallel	•		A	92%	1%	1%	1%	5%	0%	F	0.085	A	0.503	120000	
	To				JZ /0	1 /0	1 70	1 /0	370	0 70	•	0.000	^	0.500	120000	^
South East West	From		gh St; Gilme		0451	4-1		461	051	0-1	_	0.00			00000	
95 64 64	City of Richmond (	'	67000	A	91%	1%	1%	1%	6%	0%	С	0.09	A	0.504	69000	A
	Combined Traffic Estimates for 2 Parallel			Α	92%	1%	1%	1%	5%	0%	С	0.085	Α	0.501	135000	Α
South East West	To- From:		161 Boulev	ard												
95 (64) (64)	City of Richmond (		72000	Α	91%	1%	1%	1%	6%	0%	F	0.086	Α		74000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	141000	Α	92%	1%	1%	1%	5%	0%	F	0.087	Α	0.516	146000	Α
South	To: From:	I-64 Nor	th Interchang	ge, I-195	5											
95)	City of Richmond (	(Maint: 43) 1.01	59000	В	89%	0%	2%	1%	8%	1%	F	0.101	Α		60000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	113000	В	89%	0%	2%	1%	8%	0%	F	0.092	Α	0.508	115000	В
	To	NCL Richmon	nd; SR 161 I	Hermita	ge Rd											

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. QI
outh	Front	NCL Richmon	nd; SR 161 I	Hermita	ge Rd		2Axie	3+Axle	TTRAIL	21raii		Factor		Factor		
95	Henrico Cou	,	53000	Α	89%	0%	2%	1%	8%	1%	F	0.094	Α		54000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	104000	Α	89%	0%	2%	1%	8%	0%	F	0.09	Α	0.52	106000	Α
uth	To: From:	U	S 1 Brook R	ld												
95)	Henrico Cou	nty 1.06	48000	Α	89%	0%	2%	1%	8%	1%	F	0.099	Α		48000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	Α	89%	0%	2%	1%	8%	0%	F	0.092	Α	0.522	95000	F
uth	To From	US 301	Chamberlay	ne Ave	:											
95)	Henrico Cou	nty 1.60	44000	Α	89%	0%	2%	1%	8%	1%	С	0.093	Α		44000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	89000	Α	89%	0%	2%	1%	8%	0%	С	0.093	Α	0.538	89000	/
uth	To From:	SR	73 Parham	Rd												
uth 5	Henrico Cou	nty 2.04	43000	Α	89%	0%	2%	1%	8%	1%	F	0.098	Α		43000	
9	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	Α	89%	0%	2%	1%	8%	0%	F	0.092	Α	0.533	86000	
	Too From		I-295													
uth 5	Henrico Cou	nty 0.98	63000	Α	83%	1%	1%	1%	12%	1%	F	0.095	Α		61000	
9)	Combined Traffic Estimates for 2 Parallel	,		A	83%	1%	1%	1%	12%	1%	F	0.093	Α	0.574	111000	
-	To:		ver County													
uth 5	Hanover Cou		ico County 1 <b>63000</b>	Line A	83%	1%	1%	1%	12%	1%	F	0.095	Α		61000	
9)	Combined Traffic Estimates for 2 Parallel	•		A	83%	1%	1%	1%	12%	1%	F	0.093	Α	0.574	111000	
	To		6 Sliding Hi													
uth	Hanover Cou		53000	Α	83%	1%	1%	1%	12%	1%	С	0.094	Α		50000	
5	Combined Traffic Estimates for 2 Parallel	•		G	83%	1%	1%	1%	12%	1%	F	0.073	F	0.554	105000	
	To		2 Lewistow			- , ,		.,.		.,,			-			
uth	From: Hanover Cou		51000	A	83%	1%	1%	1%	12%	1%	_	0.096	Α		47000	
5	Combined Traffic Estimates for 2 Parallel	•		A	83%	1%	1%	1%	12%	1%	F	0.095	A	0.503	93000	
	Tollishing Traine Estimates for 2 Taraner	<u> </u>	CL Ashland		00 /0	1 /0	170	170	1270	1 /0		0.000	,,	0.000	30000	
uth	Front				000/	40/	40/	40/	100/	40/	_	0.000	^		47000	
95	Town of Ashland (N Combined Traffic Estimates for 2 Parallel	,	51000	A A	83% 83%	1% 1%	1% 1%	1% 1%	12% 12%	1% 1%	F	0.096 0.095	A A	0.503	47000 93000	
	Combined Traine Estimates for 2 Faraners	<u> </u>			00 /6	1 /0	1 /0	1 /0	12/0	1 /0	'	0.093	^	0.505	93000	
uth	Front		54 England		0.5 : :			4.5.	10	4	_	0 /			40	
5	Town of Ashland (N	,	47000	A	83%	1%	1%	1%	12%	1%	F	0.102	A	0.505	42000	
	Combined Traffic Estimates for 2 Parallel	<u> </u>		Α	85%	1%	1%	1%	11%	0%	F	0.101	Α	0.505	83000	
uth	To: From	Ν	ICL Ashland	d												
outh 95	Hanover Cou	•	47000	Α	83%	1%	1%	1%	12%	1%	F	0.102	Α		42000	
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	92000	Α	85%	1%	1%	1%	11%	0%	F	0.101	Α	0.505	83000	-

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

Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	. (
uth	From:	SR 30 King					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		_
;;	Hanover Cour		45000	A	83%	1%	1%	1%	12%	1%	F	0.104	Α		41000	
	Combined Traffic Estimates for 2 Parallel R	Roadwavs on this Route:	90000	Α	83%	1%	1%	1%	13%	1%	F	0.102	Α	0.508	81000	
	То:	•	line County	Line												
	From:		ver County													
	Caroline Cour	•	45000	Α	83%	1%	1%	1%	12%	1%	F	0.104	Α		41000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	90000	Α	83%	1%	1%	1%	13%	1%	F	0.102	Α	0.508	81000	
	To: From	SR 207	Rogers Cla	ırk Blvd												-
	Caroline Cour	nty 6.02	40000	F	96%	1%	1%	1%	2%	0%	F	0.066	F		36000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	81000	F	89%	1%	1%	1%	8%	0%	F	0.063	F	0.537	73000	
	To	16-63	39 Ladysmi	th Rd												
	Caroline Cour		43000	Α	82%	1%	1%	1%	14%	1%	F	0.102	Α		39000	
	Combined Traffic Estimates for 2 Parallel R	•		Ā	83%	1%	1%	1%	14%	1%	F	0.099	Α	0.525	78000	
	To:	•	vania Cour		0070	1 /0		1 70	1470	1 /0	•	0.000	,,	0.020	70000	
	From:	Carol	line County	Line												Ī
	Spotsylvania Co	•	43000	Α	82%	1%	1%	1%	14%	1%	F	0.102	Α		39000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	86000	Α	83%	1%	1%	1%	14%	1%	F	0.099	Α	0.525	78000	
	To: From:	88-606	Mudd Tav	ern Rd												-
	Spotsylvania Co	ounty 7.07	44000	Α	82%	1%	1%	1%	14%	1%	С	0.101	Α		40000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	88000	Α	83%	1%	1%	1%	14%	1%	С	0.099	Α	0.549	79000	
	To	US 1, US 1	7 Jefferson	Davis H	wy											
17	Spotsylvania Co	ounty 3.10	54000	Α	82%	1%	1%	1%	14%	1%	F	0.09	Α		51000	
(1/)	Combined Traffic Estimates for 2 Parallel R	•		A	83%	1%	1%	1%	14%	1%	F	0.089	Α	0.507	101000	
	Tol				0070	1 /0		1 70	1470	1 /0	•	0.000	,,	0.007	101000	
~~	From:		Fredericks													Ī
[17]	City of Fredericksburg	` ,	54000	Α	82%	1%	1%	1%	14%	1%	F	0.09	Α		51000	
~	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	105000	Α	83%	1%	1%	1%	14%	1%	F	0.089	Α	0.507	101000	
	To: From:	SI	R 3 Plank F	Rd												-
17	City of Fredericksburg	(Maint: 88) 1.76	65000	Α	82%	1%	1%	1%	14%	1%	F	0.084	Α		64000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	131000	Α	83%	1%	1%	1%	14%	1%	F	0.081	Α	0.527	128000	
	To		ord County													
	Chaffered Comm		Fredericks		000/	10/	10/	10/	1.40/	10/	г	0.004	Α		64000	
[17]	Stafford Cour	,	65000	A	82%	1%	1%	1%	14%	1%	F	0.084	,,	0.507	64000	
	Combined Traffic Estimates for 2 Parallel R			Α	83%	1%	1%	1%	14%	1%	Г	0.081	Α	0.527	128000	
	To: From	US 17; BUS	S US 17 W	arrenton	Rd											i
) )	Stafford Cour	nty 2.58	60000	G	88%	1%	1%	1%	10%	0%	F	0.076	В		58000	
	Combined Traffic Estimates for 2 Parallel P	Roadways on this Route:	113000	G	89%	1%	1%	1%	9%	0%	F	0.072	В	0.503	113000	
	To	89-890	O Centrepoi	rt Pkwy												

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	- QV
South	From:	89-890	0 Centrepor	rt Pkwy			ZAXIE	3+Axie	IIIali	ZIIdii		racioi		Factor		
95	Stafford Cou	•	59000	Α	88%	1%	1%	1%	10%	0%	F	0.085	Α		59000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	121000	Α	89%	1%	1%	1%	9%	0%	F	0.079	Α	0.511	121000	) A
South	To: From:	89-63	30 Courthou	se Rd												_
95)	Stafford Cou		60000	Α	88%	1%	1%	1%	10%	0%	С	0.085	Α		59000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	127000	F	89%	1%	1%	1%	9%	0%	С	0.074	F	0.511	123000	F
outh	To: From:	89-61	0 Garrisonv	ille Rd												
95)	Stafford Cou	unty 4.06	63000	Α	88%	1%	1%	1%	10%	0%	F	0.084	Α		62000	Α
	Combined Traffic Estimates for 2 Parallel			Α	89%	1%	1%	1%	9%	0%	F	0.075	F	0.527	127000	Α
outh	To:		William Cou ford County		2											
95)	Prince William		63000	A	88%	1%	1%	1%	10%	0%	F	0.084	Α		62000	Þ
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	127000	Α	89%	1%	1%	1%	9%	0%	F	0.075	F	0.527	127000	) <i>A</i>
outh.	To: From:	Rus	sell Rd Qua	ntico												
outh 95)	Prince William	County 2.02	61000	Α	88%	1%	1%	1%	10%	0%	F	0.079	Α		60000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	124000	Α	89%	1%	1%	1%	9%	0%	F	0.074	Α	0.524	124000	)
		76	-619 Joplin	Rd			<u> </u>									
outh 95	Prince William	County 2.85	63000	G	88%	1%	1%	1%	10%	0%	F	0.069	F		62000	(
33)	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	141000	G	90%	1%	1%	1%	8%	0%	F	NA			139000	) (
	Ta	SR 2	234 Dumfrie	s Rd			<u> </u>									
outh 95)	Prince William	County 4.23	69000	Α	92%	0%	1%	0%	6%	0%	С	0.078	Α		68000	
95)	Combined Traffic Estimates for 3 Parallel				91%	1%	1%	0%	7%	0%	F	0.065	F	0.649	145000	-
	Tie	76	-784 Dale B	lvd			<u> </u>									
outh	Prince William		90000	G	92%	0%	1%	0%	6%	0%	F	0.073	F		89000	(
95)	Combined Traffic Estimates for 3 Parallel				91%	1%	1%	0%	7%	0%	F	NA	'		170000	
	To:		Prince Will													
outh	Prince William		81000	G	92%	0%	1%	0%	6%	0%	_	0.065	F		80000	(
95)	Combined Traffic Estimates for 3 Parallel	•			92%	1%	1%	0%	6%	0%	F	0.003 NA	'		NA	`
	To To	•	23 Gordon		0270	170		070	070	070						
outh	From:				000/	00/	40/	00/	00/	00/	_	0.070	_		04000	
95	Prince William Combined Traffic Estimates for 3 Parallel	•	81000	G G	92% 92%	0% 1%	1% 1%	0% 0%	6% 6%	0% 0%	F	0.072 NA	F		81000 194000	) (
	To	Fairfax Cour				1 /0	1 /0	0 /0	0 /0	0 /6	'	INA			134000	,
outh 95	From	Prince William C	County Line,	, Оссоці	an River						_					
95)	Fairfax Cou	•	81000	G	92%	0%	1%	0%	6%	0%	F	0.072	F		81000	
_	Combined Traffic Estimates for 3 Parallel			Hwy	92%	1%	1%	0%	6%	0%	F	NA			194000	(

# Virginia Department of Transportation Traffic Engineering Division 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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		Richmond										_			
95	Fairfax Count	,	85000	G	92%	0%	1%	0%	6%	0%	F	0.071	F		84000	G
	Combined Traffic Estimates for 3 Parallel R			G	92%	1%	1%	0%	6%	0%	F	NA			204000	G
South	To: From:	29-	642 Lorton	Rd												
95)	Fairfax Coun	-,	91000	G	92%	0%	1%	0%	6%	0%	F	0.071	F		91000	G
	Combined Traffic Estimates for 3 Parallel R	oadways on this Route:	216000	G	92%	1%	1%	0%	6%	0%	F	NA			220000	G
South	To: From	Ramp F	rom Expres	s Lanes												
95)	Fairfax Coun	ty 0.66	58000	G	92%	0%	1%	0%	6%	0%	F	0.079	F		57000	G
	Combined Traffic Estimates for 3 Parallel R	oadways on this Route:	168000	G	91%	1%	1%	1%	6%	0%	F	NA			173000	G
Oth-	To: From:	29-617 Backlick Rd	; 29-7100 F	airfax C	ounty Pkw	/у										
South 95	Fairfax Coun	ty 1.27	93000	G	92%	0%	1%	0%	6%	0%	F	0.069	F		92000	G
(33)	Combined Traffic Estimates for 3 Parallel R		223000	G	91%	1%	1%	1%	7%	0%	F	NA			222000	G
	To	Ramp	to Express	Lanes												
South	Fairfax Coun	·	108000	G	92%	0%	1%	0%	6%	0%	F	0.072	F		107000	G
95	Combined Traffic Estimates for 3 Parallel R	•		N	91%	1%	1%	1%	7%	0%	N	NA	•		236000	N
	To-	29-644 Franco				. , •		. , ,	. , ,	0,0						
South	From:					00/	10/	00/	<b>C</b> 0/	00/	F	0.075	_		70000	_
95	Fairfax Coun Combined Traffic Estimates for 3 Parallel R	,	74000	G G	92% 92%	0% 1%	1% 1%	0% 0%	6% 6%	0% 0%	F	0.075 NA	F		73000 209000	G G
	Combined Trainic Estimates for 3 Faraner n	loadways on this houte.		<u> </u>	9270	1 70	1 70	076	076	070	Г	INA			209000	G
South	Front		I-395													
95 Ramp	Fairfax Coun	,	74000	N	92%	0%	1%	0%	6%	0%	N	0.075	F		73000	N
V	Combined Traffic Estimates for 2 Parallel R			N	91%	1%	1%	0%	7%	0%	N	NA			179000	N
South	From:	1-495	Capital Be I-495	itway												
95 Capital Beltway	Fairfax Coun	ty 1.22	80000	Α	92%	0%	1%	0%	6%	0%	F	0.094	Α		84000	Α
	Combined Traffic Estimates for 2 Parallel R	•			91%	1%	1%	0%	7%	0%	F	0.092	Α	0.517	167000	Α
		Capital Beltwa	y is also s	signed	as I-495	5										
South	To: From	29-6	13 Van Do	rn St												
95 Capital Beltway	Fairfax Coun	ty 1.20	83000	G	92%	0%	1%	0%	6%	0%	F	0.078	F		85000	G
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	161000	G	91%	1%	1%	0%	7%	0%	F	0.069	F	0.549	169000	G
		Capital Beltwa	y is also s	signed	as I-495	5										
South	To: From	Eisenho	wer Ave Co	onnector			$\Box$ $\vdash$									
(95) Capital Beltway	Fairfax Coun	ty 0.54	78000	G	92%	0%	1%	0%	6%	0%	F	0.076	F		83000	G
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	132000	G	91%	1%	1%	0%	7%	0%	F	0.072	В	0.545	137000	G
		Capital Beltwa	y is also s	signed	as I-495	5										
	To:	Lo	cal Lanes Jo	oin												

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

				rillialy a						Tru	ck			K		Dir		
Route	e	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South		From:		L	ocal Lanes J	oin												
95 Capita	al Beltway	Fairfax Cou	inty	1.87	56000	N	92%	0%	1%	0%	6%	0%	Ν	0.084	F		62000	Ν
		Combined Traffic Estimates for 4 Parallel	Roadways on	this Route:	190000	N	92%	0%	1%	0%	6%	0%	Ν	NA			206000	Ν
		To		SR 2	241 Telegra	ph Rd												
South 95 Capita	al Roltway	Fairfax Cou	ıntv	0.48	72000	G	92%	0%	1%	0%	6%	0%	F	0.084	F		71000	G
95 Oapit	ai beliway	Combined Traffic Estimates for 4 Parallel	•				91%	1%	1%	0%	7%	0%	N	0.067	F	0.516	197000	N
		Combined Traine Estimates for 41 araner		nital Beltwa					1 /0	0 /6	1 /0	0 /6	IN	0.007	'	0.510	137000	14
		To:	: Oak		CL Alexand		as 1 400											
outh		From			rfax County													
95) Capita	al Beltway	City of Alexandria (	(Maint: 29)	0.15	56000	G	92%	0%	1%	0%	6%	0%	F	0.084	F		62000	G
		Combined Traffic Estimates for 4 Parallel	Roadways on	this Route:	185000	N	91%	1%	1%	0%	7%	0%	Ν	0.072	F	0.504	201000	Ν
			Сар	oital Beltwa	y is also	signed	as I-495	5										
		To:		ι	JS 1 Patrick	St												
South	al Beltway	City of Alexandria (	(Maint: 20)	1.17	56000	G	92%	0%	1%	0%	6%	0%	F	0.084	F		62000	G
95 Capit	ai Deitway	Combined Traffic Estimates for 4 Parallel	•				91%	1%	1%	0%	7%	0%	F	0.004	F	0.504	201000	G
		Combined Trainic Estimates for 4 Faraner		uiis noute. pital Beltwa					170	0%	1 70	0%	Г	0.072	Г	0.504	201000	G
		To:		District of Col				,										
		From:		District of Co.	I-95 South		e reiver											
outh 95) Ramp	<b>1</b>	Greensville C	Ounty	0.14	1-95 South	G								0.079	F		1800	G
95)	,	To:	:		9 Moores Fe									0.073	'		1000	ч
outh		From:		10 02	I-95 South													
	o from I-95 South t	to Ramp to US 301 Greensville C	ounty		1100	G								0.117	F		1100	G
33)		To:	:	Ramp from	n I-95 North		01								-			-
outh		From:			I-95 South	ı												
95) Ramp	)	City of Emporia (N	Maint: 40)	0.13	1200	G								0.091	F		1200	G
		To:	,		US 58 East	t												
outh		From:			I-95 South	ı												
95) Ramp	)	City of Emporia (N	Maint: 40)		1400	G								0.116	F		1400	G
		To:		US 58	W, West At	lantic St												
outh		From:			I-95 South	l												
95) Ramp	)	Greensville C	ounty	0.16	1200	G								0.109	F		1200	G
		To:		40-0	614 Otterda	m Rd												
South		From:			I-95 South													
95) Ramp	)	Sussex Cou	unty	0.15	140	G								0.122	F		140	G
		To:		US 3	01 Blue Sta													
South		From:		2.25	I-95 South									0.40=			<b>-</b>	
95 Ramp	0	Sussex Cou	unty	0.23	550	Α								0.197	Α		590	Α
~				91	-631 Jarratt													
South		From:		0.04	I-95 South									0.450			000	
95 Ramp	0	Sussex Cou	ınty	0.21	210	A D.1								0.156	Α		200	Α
		10.		91	-645 Owen	Kd												

397

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

		Filliary and ii	iterstate nout	62									
Route	Jurisdiction	Length A	ADT QA	4Tire Bu	IS	Truc xle 3+Axle		$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW
outh 95) Ramp	Sussex County		South A						0.124	Α		870	Α
95) (1411)	To:		Sussex Dr						0.124			070	
outh 95) Ramp	Sussex County		FO RT 602						0.114	Δ		1500	Α
95) (1811)	To:		2- 1A TO RT 95						0.114			1300	
outh	Prince George Count		South F						0.160	В		690	F
95 Ramp	To:		Crater Rd						0.100	Ь		090	
outh 95) Ramp	Prince George Count		Weigh Station 400 F						0.083	F		1400	F
95 hallip	To:		om Weigh Station						0.063	Г		1400	Г
outh Pomp	Prince Coorge Count		South						0.106			0400	
Ramp	Prince George Count		400 G ath Exit 41B						0.106	F		2400	G
outh 95) Ramp	Prince George Count		NA						NA			NA	
<u></u>	To:		ourtland Rd										
outh 95) Ramp	Prince George Count		th Exit 41A						NA			NA	
<u> </u>	To:	-	ourtland Rd										
outh 95) Ramp	Prince George Count		South <b>200 A</b>						0.141	Α		2200	Α
$\supset$	To:		Crater Rd										
outh 95) Ramp	Prince George Count		South <b>G</b> G	78% 19	% 19	% 1%	20% 0%	F	0.092	F		1100	G
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:		5 North										
outh <del>95)</del> Ramp	City of Petersburg (Maint		900 G						0.09	F		3900	G
,	To:		8 Rives Rd										
outh 95) Ramp	City of Petersburg (Maint		800 G						0.084	F		1800	G
	To:		E, Wagner Rd										
outh <del>95</del> Ramp	City of Petersburg (Maint		700 A						0.108	Α		5100	Α
95)	To:		W, Wagner Rd										
outh 05) Ramp	City of Petersburg (Maint		Collector Rd 600 G	99% 09	% 09	% 0%	0% 0%	С	0.162	F		5600	G
, , , , , , , , , , , , , , , , , , ,	To:		Graham Rd	2370 07		3,0	2,0 0,0		5 <b>0</b> L				
outh 95) (460) CD Ramp Near I-85	City of Petersburg (Maint		South <b>000 A</b>						0.102	Δ		9600	Α
400 OD Hamp Near 1-00	To:		ı I-85 NORTH						0.102	^		3000	
40/0004													
0/2021		3	398										

# Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			illialy allu	microta	210 1100	1100			Tr	ıck			K		Dir		
Route	Jurisdiction	า	Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		Ramp Fro	om I-85 N	ORTH												
95 CD Ramp Near I-85	City of Petersburg (	Maint: 74)	•	15000	Α								0.093	Α		16000	Α
South	To: From:		Ramp	to Graham	ı Rd												
(95) (460) CD Ramp Near I-85	City of Petersburg (N	Maint: 26)	0.07	10000	G	91%	0%	1%	1%	7%	0%	С	0.112	F		10000	G
	To	,	Ramn	from US 3	301												
South Bus (95) 460 (460 CD Ramp Near I-85	City of Petersburg (N	Maint: 26)	0.18	NA	501								NA			NA	
95 (460) (460) CD Ramp Near I-85	City of Fetersburg (i	wani. 20)											INA			INA	
South Bus	From:		Ramp	from US													
95) (460) (460) CD Ramp Near I-85	City of Petersburg (N	Maint: 26)	0.27	10000	G								0.097	F	0.786	11000	G
South	To: From:		US	460 Ramp	р												
(95) CD Ramp Near I-85	City of Petersburg (M	Maint: 26)	0.22	3200	G								0.082	F		3200	G
	To:		I-	95 South													
South	From:			95 South													
95) Ramp	City of Petersburg (N	Maint: 74)	0.12	8600	G								NA			NA	
South	To: From:		I-95-S052B t	o Washing	gton Stre	et											
(95) Ramp	City of Petersburg (M	Maint: 74)	0.19	NA									NA			NA	
	To:	(	CEUS 460 FI	ROM RT 9	95 SOUT	Ή											
South	From:			95 South													
95) Ramp	City of Colonial Heights	s (Maint: 20)		2400	G								0.098	F		2600	G
	10:			t Roslyn R	Rd												
South (95) Ramp	City of Colonial Heights	e (Maint: 20)		95 South 9000	G	97%	0%	1%	1%	1%	0%	С	0.100	F		9600	G
(95) Hamp	To:	5 (Maint. 20)		h Exit 54A		31 /6	0 76	1/8	1 /0	1 /0	0 /6	O	0.100			3000	u
South	From:			95 South				i									
(95) Ramp	Chesterfield Co	ounty		2800	G								0.122	F		3000	G
	To:		20-620 E,	Woods E	dge Rd												
South	From:			95 South													
95 Ramp	Chesterfield Co	ounty		3900	G								0.119	F		4200	G
	To:		20-620 W		Edge Rd												
South	From:	ounty	0.17	95 South	G								0.106	F		13000	G
95 Ramp	Chesternela Co	*											0.100			13000	G
South	From:		-95 South Exi		SR 10 W	est											
95 Ramp	Chesterfield Co	ounty	0.07	NA									NA			NA	
$\smile$	To:		SR 10 E,		dred Rd												
South	Chesterfield Co	ounty		95 South									0.118	F		4100	G
95 Ramp	Chesterneid Co	Junty	SR 10 W,	3900 West Hun	G dred Rd								0.118	Г		4100	G
	L		SIC TO W,	Cot Hun	a.cu itu												

#### 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 24	Truck	il 2Trail	QC	K Factor	OK	AAWDT	. QI
outh	From:	I-95 South Exit 61A to SR 10 East	27.	AIC STAXIC III	ıı Zılalı		actor	1 6	actor	
95) Ramp	Chesterfield County	NA		•			NA		NA	
	To:									
outh	From:		00/ 10	10/ 00/	00/	_	0.101	_	5500	-
95) Hamp			0% 19	% 1% 3% 	0%	F	0.131	Г	5500	r
oth										
Ramp							0.09	F	5200	C
33)	To:	20-613 Willis Rd								
outh	From:	I-95 South								
Ramp	City of Richmond (Maint: 20)	0.31 <b>4200 G</b>					0.103	F	4500	C
Second   Control   Contr										
	From:		12/		221	_			40000	
95) Ramp			1% 29	% 3% 5% I	0%	F	0.085	Α	10000	F
outh	City of Richmond (Maint: 43)						NΑ		NΑ	
95) 1 00 0 EXIL 7 + B	To:						1471		107	
Pamp										
	City of Richmond (Maint: 43)						0.121	F	3100	(
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout										
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout										
Ramp	City of Richmond (Maint: 43)		1	1			0.076	F	8000	(
Part										
Domp			10/ 10	/ 10/ 20/	00/	C	0 000	_	0400	
95) hallip			170 17	/o 17o 27o 	076	C	0.000	Г	9400	,
outh	From:									
Ramp							0.109	F	3500	
	To:									
outh	From:	I-95 South								
Ramp		0.09 <b>860 G</b>		•			0.149	F	910	(
	### Section									
outh										
95 Hamp							0.104	F	3700	(
	From:						0.135	Δ	19000	1
	Henrico County	1 42 20000 A							10000	
							0.100	^		
95 Ramp		I-295 East					0.100	, ,		
Ramp outh	To:	I-295 East I-95 South								

400

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

Route	Jurisdiction	n Lengt	h <b>AADT</b>	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW
South 95 Ramp	Hanover Cour	•	I-95 South <b>1600</b>	G								0.085	F		1600	G
South Ramp	Hanover Cour		I-95 South									N 138	F		1500	G
<u> </u>	To:	•	66 W, Sliding F				<u> </u>					0.100				
95 Ramp	Hanover Cour	•	1700	<b>G</b> n Rd								0.105	F		3200	G
1-95 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-96 South   1-9		NA														
South Ramp	<u></u>		I-95 South									0.076	F		1900	G
South	To: From:		Ramp Split													
95 Ramp	Caroline Cour				48%	1%	1%	3%	46%	0%	С	0.080	F		4000	F
South 95 Ladysmith Rest Area Ramp	<u> </u>	inty 0.13	1600	N	81%	2%	2%	1%	15%	0%	N	0.093	F		1500	N
Substitution   Continue   Conti		F														
Mamp   Hanover County   0.21   1500   G		F														
South	<u> </u>		I-95 South									0.110			0500	
Addition   Control   Con		G														
95 Ramp	Spotsylvania Co		17000									0.102	F		1200	G
South 95 Ramp at I-95 Exit 130			5800									0.078	F		4100	G
South (95) Ramp at I-95 Exit 130		g (Maint: 88) 0.36	I-95 South <b>16000</b>	G								0.096	F		18000	G
South  South  Fredericksburg Welcome Center Ramp	<u>L</u>	I-95 So	uth to Welcom	e Cente		1%	1%	1%	14%	1%	N	0.137	A		1500	N
133) 1330 Total Trainip						1 /0	1 /0	1 /0	1-7/0	1 /0		0.107	- 1		1000	
6/10/2021			401													

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

Route	Jurisdictio	on Length	AADT QA	4Tire	Bus				QC		QK	Dir Factor	AAWDT	Q
Predericksburg Welcome Center Ramp   Spotsylvania County   O.06   16.00   A   82%   1%   1%   1%   1%   1%   1%   1%														
Fredericksburg Welcome Center Ramp					1%	1% 1%	14%	1%	F	0.137	Α		1500	,
		1-93 5000		enter										
ith				000/	10/	10/	00/	00/	0	0.007	_		5500	
Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoisylvania   Spoi														
Stafford County   Stafford   St														
Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carr														
Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Sub														
195 South from Worksone Courter   195 South from Worksone Courter   195 South from Worksone Rd   196 South   196 Ramp   196 South   196 Ramp   195 South   196 Ramp   195 South   195 So														
South   Spots   Spot														
Product   Substitution   Length   AADT   OA   4 Tire   Bus   Substitution   County														
uth	From:					<u> </u>								_
Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Process   Proc														
Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Substance   Subs														
uth	From:		I-95 South											Ŧ
Ramp	Stafford Cou	unty 0.22		98%	0%	1% 0%	1%	0%	С	0.129	F		4500	
9	To:	89-610	E, Garrisonville R	.d										
Route   Spotsymalia County   Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spotsymalia Spots														
Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part														
Special Country   0.06   1600   A   82%   1%   1%   14%   1%   F   0.137   A   1500														
Ext Websers Coarder Pathers   Ext Websers Coarder   Ext   Ext Websers Coarder   Ext   Ex														
S Ramp	Prince William	County 0.26								NA			4600	
Periode Nethodor Welcome Center Ramp   Spotsylvania Country   0.06   1600   A 28%   1%   1%   1%   1%   1%   1%   1500   A   1500														
Feederickeburg Welcome Center Ramp														
5) Ramp	Prince William									0.117	F		4400	
Predericksburg Welcome Center Ramp														
September   Substitution   Substit														
5) Ramp at I-95 Exit 150	Prince William									0.114	F		370	
Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   Spoisy   S														
Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Sub														
5) EXIL 152 A	Prince vviillam To:					_				0.111	Г		5600	
	F	J. J. J. J. J. J. J. J. J. J. J. J. J. J												_
		County 0.22								0.156	F		5400	
Part   Statistic County   Stat														
uth		Sit 2												
Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statistical County   Statist														
September   Substitute   Subs														
	From:			Area Lot										
5) Dale City Truck-Only Rest Area Ramp	Prince William	County 0.32	2500 A	8%	4%	3% 4%	78%	4%	С	0.143	Α		3600	

#### 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	QV
outh	From:	I-95 South Collector Rd					
Ramp	Prince William County	0.25 <b>8300 G</b>		0.113	F	8300	(
	To:	76-784 Dale Blvd					
uth	From:	I-95 South Collector Rd	Ī				
outh	Prince William County	0.22 <b>13000 G</b>		0.099	F	14000	(
Ramp	Fillice William County	0.22 13000 G		0.033	1	14000	,
outh	To: From:	I-95-S156C TO RT 1780					
Ramp	Prince William County	0.30 <b>NA</b>		NA		NA	
15) Hamp	To:	76-784 FR RT 95	<del></del>	INA		INA	
uth	From:	I-95 Exit 156 B					
95) Exit 156 C	Prince William County	0.18 <b>NA</b>		NA		NA	
	To:	76-1780 Potomac Mills Rd					
uth	From:	I-95 South to Rest Area					
5) Dale City Car-Only Rest Area Ramp	Prince William County	0.06 <b>440 G</b>		0.086	F	470	(
5) - 3 5, 5, 1.000711001100110	To:	Enter Rest Area Parking Lot		0.000	•	0	
uth	From:	Exit Rest Area Parking Lot					
5) Dale City Car-Only Rest Area Ramp	Prince William County	0.08 <b>440 N</b>		0.086	F	470	
5) Baile Oily Gair Grilly Floot Floor Flamp	To:	I-95 South from Rest Area		0.000	•	., 0	
uth	From:	I-95 South			_		
Collector Rd	Prince William County	0.20 <b>23000 G</b>		0.102	F	25000	
	To:	I-95 South Exit 156B Ramp					
outh	From:	I-95 South					
Ramp	Prince William County	0.19 <b>1500 G</b>		0.108	F	1500	(
,	To:	SR 294 Prince William Pkwy					
	From						
outh	Drings William County	I-95 South		0.104	-	13000	,
Ramp	Prince William County	0.22 <b>13000 G</b>		0.104	Г	13000	(
	10:	SR 294 Prince William Pkwy					
uth	From:	I-95 South					
Ramp	Prince William County	0.23 <b>11000 G</b>		0.119	F	11000	(
	To:	SR 123 N, Gordon Blvd					
uth	From:	I-95-S TO ROUTE 1 SOUTH					
Ramo	Fairfax County	0.03 <b>NA</b>		NA		NA	
5 Ramp	Taillax County	FROM REVERSIBLE LANE		INA		INA	
th	From:	Ramp from Reversible Lanes	+				
uth	Fairfax County	0.12 <b>9000 G</b>		0.089	E	9000	(
Ramp	Taillax County			0.009	1	3000	
		US 1 S, Richmond Hwy					
uth	From:	I-95 South					
Ramp	Fairfax County	0.24 <b>8200 G</b>		0.103	F	8200	(
	To:	29-642 Lorton Rd					
uth	From:	I-95 South					
Ramp	Fairfax County	0.22 <b>11000 G</b>		0.134	F	11000	(
95) 1 141111	To:	SR 286 S, Fairfax County Pkwy		0.104	•	11000	,

403

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

	Filliary and interstate houtes							
Jurisdiction	Length AADT QA 4Tire	Bus 2Axle	Truck	QC K Factor	QK	Dir Factor	AAWDT	QW
Fairfax County	I-95 South						4800	G
To:	Fairfax County Pkwy			0.102			4000	
Fairfax County				0.092	F		8500	G
To:	29-617 Backlick Rd			0.002	·			
Fairfax County	I-95 South			0.084	F		6000	G
To:	S Van Dorn St			0.004	·			
Fairfax County	I-95 South			0.111	F		4700	G
To:	Eisenhower Ave Connector			0.111	·		4700	
Fairfay County	I-95 South Collector Rd			0.137	F		3500	G
To:	SR 241 S, Telegraph Rd			0.107			0000	
Fairfay County	I-95 South Collector Rd			0.134	F		9300	G
To:	I-95 North Exit 175B Ramp			0.134	'		9300	G
				NΙΔ			NΙΛ	
Talliax County				IVA			INA	
Fairfax County	NA			NA			NA	
To: From:	SR 241-N001B FROM RT 241							
Fairfax County	NA			NA			NA	
Toe From:	I-95-S175A TO RT 241							
Fairfax County				NA			NA	
Fairfay County				NΔ			NΙΔ	
				IVA			INA	
City of Alexandria (Maint: 29)	I-95 S			NΔ			NΙΔ	
To:	US 1 Richmond Hwy S			IVA			INA	
City of Alexandria (Maint: 29)	I-95 South			0.122	R		11000	G
To:	I-95 S Exit 177 B; I-95 S Exit 177 C			0.132	ь		11000	G
From:				0.454	_		6100	G
City of Alexandria (Maint: 29)	0.09 <b>6000 G</b>			0.151	В		0100	G
	From From From From From From From From	Jurisdiction   Length   AADT   QA   4Tire	Durisdiction	Length   AADT   QA   4Tire   Bus   2Axie   3+Axie   1Trail   2Trail	Jurisdiction	Sum	Jurisdiction	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   S

		Primary ar	nd Interstate H	outes											
Route	Jurisdictio	n Lenath	AADT QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
	-					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South	City of Alexandria		S Exit 177 B C								0.100	В		4600	0
95 I-95 S Exit 177 C	City of Alexandria	(Maint: 29) 0.10	4500 G								0.122	Ь		4600	G
			Church St												
Viveiline Dd	From:		S of Cluster Sprin		10/	00/	00/	100/	00/	0	0.400	_	0.570	1500	_
96) Virgilina Rd	Halifax Cou	nty 7.11	1600 F	82%	1%	2%	2%	13%	0%	С	0.106	F	0.578	1500	F
	To: Franci		VCL Virgilina												
96)	Town of Virgilina (I	Maint: 41) 0.59	1600 N	82%	1%	2%	2%	13%	0%	N	0.106	F	0.578	1500	N
$\smile$	To:		N SR 49			$\neg$ $\vdash$									
96 (49) Florence Ave	Town of Virgilina (I	Maint: 41) 0.13	1800 F	85%	0%	2%	1%	12%	0%	С	0.102	F	0.55	1700	F
	To:	North (	Carolina State Lin	e											
	From:	S	R 89 Main St												
97) Pipers Gap Rd	City of Gala		2200 G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.611	2300	G
97	Tol														
Pipers Gan Pd	Groves Co.		ECL Galax 1900 F	98%	0%	1%	0%	0%	0%	С	0.09	F	0.623	2000	F
97) Pipers Gap Rd	Grayson Cou			30%	U%	170	U%	0%	0%	C	0.09		0.023	2000	
	From:		roll County Line												
97 Pipers Gap Rd	Carroll Cou		1900 G	99%	0%	1%	0%	0%	0%	С	0.091	F	0.605	2000	G
97)	T														
Dinara Can Dd	France		pstone Rd, Elk Ho		00/	10/	00/	00/	00/	F	0.100	F	0.510	1000	
97 Pipers Gap Rd	Carroll Cou		980 G	99%	0%	1%	0%	0%	0%	Г	0.103	Г	0.518	1000	G
			Ridge Parkway												
Main Ot	From:	03 32 3 3	Scenic Hwy Bland		00/	40/	00/	00/	00/	_	0.4.40	_	0.00	000	_
98 Main St	Bland Cour		200 G		0%	1%	0%	0%	0%	С	0.142	F	0.69	200	G
	10.	10-605	South of Bland C	H											
	From:		NCL Pulaski							_		_			_
(99) Randolph Ave	Town of Pula	aski 0.68	1100 F	97%	1%	1%	1%	0%	0%	С	0.11	F	0.524	1100	F
<u> </u>	To: From:		9th St												
99 Randolph Ave	Town of Pula	aski 0.47	2200 F	97%	1%	1%	1%	0%	0%	С	0.093	F	0.545	2300	F
	To		3rd St												
99 Randolph Ave	From: Town of Pula	aski 0.08	2400 F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.695	2500	F
gg Handolph 7 Wo	To:		lain St; 2nd St	0070	1 70		0 70	0 / 0	070	Ū	0.1	•	0.000	2000	•
	From:		lph Ave; Valley S	t											
99) Main St	Town of Pula		900 F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.911	950	F
$\vee$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1800 G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.635	1900	G
	To														
Main St	From Town of Pula		ngton Ave; US 11 <b>2400 F</b>	98%	0%	1%	0%	1%	0%	С	0.098	F		2500	F
99 Main St	Combined Traffic Estimates for 2 Parallel			98%	0%					С		F	0.506	5000	, E
	Complined Trainic Estimates for 2 Parallel	Hoadways of this noute.	4700 F	30 %	U 7/0	1%	0%	1%	0%	C	0.09		0.506	3000	
	To: From:		3rd St			}_				,		_			_
99 Main St	Town of Pula	aski 1.10	9000 F	98%	0%	1%	0%	0%	0%	С	0.090	F	0.503	9500	F
$\sim$	To:	Во	ob White Blvd			$\Box$ $\vdash$									
99 Main St	Town of Pula		6800 F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.572	7200	F
	To:		ECL Pulaski												
5/10/2021			405												

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

Route	luriodiatio		AADT			Puo		Tru	ck		00	K	OK	Dir	A A M/D/T	· OW
noute	Junsaictio			QA .	41116	Dus	2Axle	e 3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QVV
Count Pulaski Dr	Pulaski Cou			_	95%	10/_	20/-	0%	30/	0%	C	0 003	F	0.604	6900	E
99 Count Pulaski Dr	To:	,			33 /6	1 /0		0 /6	J /6	0 /6	O	0.033	'	0.004	0300	
	From:	•	•													
99) Ramp to I-81 S at Exit 9	94 Pulaski Cou		1400	G								0.104	F		1400	G
	To:		I-81 South													
East	From:		E, Count Pulas													
99) Ramp to I-81 N at Exit 9	94 Pulaski Cou	inty 0.24		G								0.126	F		840	G
<u> </u>	To:															
Vest	From:											0.140	г		70	_
99 Ramp to I-81 N at Exit 9	74 Pulaski Gou			G								0.146	Г		70	G
	From:															
99 3rd St	Town of Pula		890	G	98%	0%	1%	0%	0%	0%	С	0.113	F	0.968	940	G
**	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.635	1900	G
	To															
99 3rd St	Town of Pula	•	1400	G	98%	0%	1%	0%	0%	0%	F	0.103	F		1400	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2300	G	98%	0%	1%	0%	0%	0%	F	NA			2400	G
	Too	US 11	Washington .	Ave			_									
99 3rd St	Town of Pula	•	2300	F	98%	0%	1%	0%	0%	0%	С	0.092	F		2500	F
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4700	F	98%	0%	1%	0%	1%	0%	С	0.09	F	0.506	5000	F
	То	S	R 99 Main St													
	From:															
100 Sylvatus Highway	Town of Hillsville (	Maint: 17)	2900	N	94%	0%	1%	4%	1%	0%	N	0.097	F	0.545	3100	N
	To: From:						<u></u>									
Sylvatus Highway	Carroll Cou				94%	0%	1%	4%	1%	0%	С	0.097	F	0.545	3100	G
	From:															
100)Wysor Hwy	Wythe Cou		3200	G	93%	0%	1%	3%	2%	0%	С	0.091	F	0.614	3200	G
	To:															
(100) Wysor Rd	Pulaski Cou		-		93%	0%	1%	3%	2%	0%	F	0 103	F	0.542	3700	F
100 / 100	To:				30 /6	0 /6	1 /0	J /6	2 /0	0 /6	'	0.103	'	0.542	3700	'
	From:	1SR-00100-P(U)/SR-0			) RT 81 N	OR										
100 (100) Ramp to I-81 N at	Exit 89 Pulaski Cou						0 for c	irectional	traffic v	volume e	estima	ites for th	nis se	gment.		
	To: From:				OM RT 100	0 N										
100 (81)	Pulaski Cou		LST OF DRA	II LIX	Se	ee I-81	for dir	ectional tr	affic vo	lume es	timate	es for this	segi	ment.		
	Pulaski Dr															
	TCL   Pulsaki   Dr.   Pulsaki   County   1.35   6900   F   95%   1%   2%   0%   3%   0%   C   0.093   F   0.604   6900															

6/10/2021 406

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

		i iiiiai y ai	nd Intersta		atos											
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q'
	From:	R	T F-47 S IN	Т												
00 (81)	Pulaski Cou	nty 1.67			Se	ee I-81	for dire	ctional t	raffic vo	lume es	timate	s for this	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	69%	1%	1%	1%	26%	2%	F	0.074	F	0.501	38000	
	To	PT F 17	M INT & SF	2 00 IN	Т											
00 (81)	Pulaski Cou		WI IIVI & SI	X 99 11V		e I-81	for dire	ectional t	raffic vo	lume es	timate	s for this	s sea	ment		
00) (81)	Combined Traffic Estimates for 2 Parallel		30000	Α		1%	1%	1%		2%		0.097	_		39000	
	To:	rioddways on this riodic.	FR 47		00 70	1 /0		1 /0	2070	270	•	0.037		0.570	03000	
	From:	IS-00081-N(B)/IS-0		(L)/TO	RT 100 &	F										
Ramp I-81 N Exit	98 to SR 100 N Pulaski Cou	nty 0.21			Se	ee I-81	for dire	ctional t	raffic vo	lume es	timate	s for this	s segi	ment.		
	To:		FR-47													
	From:		I-81													
00)	Pulaski Cou	inty	13000	Α	94%	0%	1%	1%	4%	0%	С	0.107	Α	0.578	14000	
	To	77-6	682 Newbern	Rd												
OO Cleburne Blvd	Pulaski Cou		15000	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.537	16000	
,,,	To	•	CCL D-11:													
	From Town of Dublin (N		SCL Dublin 15000	N	94%	0%	1%	1%	4%	0%	N	0.094	F	0.537	16000	
00)	Town of Dublin (iv	Maint. 77) 0.51	13000	14	34 /0	0 /6	1 /0	1 /0	4 /0	0 /6	IN	0.034	'	0.557	10000	
	To: From:		US 11 Dublin													
00)	Town of Dublin (N	Maint: 77) 0.21	5000	N	91%	1%	1%	3%	5%	0%	N	0.094	F	0.547	5400	
	To		NCL Dublin													
OO)Clebone Rd	Pulaski Cou	nty 4.16	5000	G	91%	1%	1%	3%	5%	0%	С	0.094	F	0.547	5400	
9	To:	77.6	527 Highland	I DA												
OO)Celburne Blvd	From Pulaski Cou		4500	G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.53	4600	
00 Octobarrio Biva	To:		les County Li		0 + 70	0 70		1 /0	470	0 70	•	0.000	•	0.00	4000	
	From:		aski County I													
Pulaski Giles Tpke	Giles Coun		3900	G	89%	1%	2%	2%	7%	0%	F	0.096	F	0.556	4100	
.9	To:	SR	R 42 Poplar H	Hill												
	From:	SR 42 Poplar H	ill Walkers C	Creek V	alley Rd											
$_{00})(_{42})$ Pulaski Giles Tpk	e Giles Coun	nty 2.13	4600	F	94%	1%	2%	1%	1%	0%	F	0.090	F	0.642	4600	
	To	35-75	50 Cedar Cre	st Rd												
OO) Pulaski Giles Tpke	Giles Coun		4400	F	91%	1%	1%	2%	5%	0%	С	0.089	F	0.679	4400	
'	Tol	25.6		D.1												
DO Pulaski Giles Tpke	Giles Coun		60 Post Offic 4800	e Ra F	91%	1%	1%	2%	5%	0%	F	0.086	F	0.654	4800	
00 Fulaski Giles Tpke	Giles Couri	ity 0.45	4000	Г	9176	1 70	1 70	270	5%	0%	Г	0.000	Г	0.034	4000	
	To: Franci		06 Meadows	s Rd												
Pulaski Giles Tpke	Giles Coun	ty 4.37	5000	F	89%	1%	2%	2%	7%	0%	С	0.094	F	0.6	5000	
	Too	35-665	Wilburn Val	llev Rd			$\neg$									
Pulaski Giles Tpke	Giles Coun		7500	F	94%	1%	2%	1%	1%	0%	F	0.099	F	0.524	7500	
'	T	<u> </u>														
OO)South Main St	Town of Pearisburg		CL Pearisbur 7200	rg F	98%	0%	1%	0%	0%	0%	С	0.093	F	0.529	7200	
00 / South Main St	Town of rearisburg	(Maint: 35) U.46  Bus US			90%	0%	170	0%	0%	0%	U	0.093		0.529	1200	ı

407

# Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Leng	h <b>AADT</b>	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	Q'
Bus	From:	Rus	US 460 Wenon	nah Ave			ZAXIE	3+Axle	TTRAIL	21raii		Factor		Factor		
00) (460) Main St	_	0.38		F	98%	1%	1%	0%	0%	0%	С	0.087	F	0.56	11000	F
	Too	Bus	US 460 North I	Main St												
00)Main St	Town of Pearisburg (M			F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.525	2900	
	To		WCL Pearisbu	ırg			$\neg$ $\vdash$									
00 Narrows Rd	Giles County	3.86	1900	F	94%	1%	2%	1%	1%	0%	F	0.103	F	0.668	1900	
	To: From:		ECL Narrow	s												
00)Main St	Town of Narrows (Ma	,		F	96%	3%	0%	0%	0%	0%	F	0.103	F	0.587	2000	
	To:	S	R 61 Main Mo	nroe												
Down to LO1 N at Evit 00	Pulceki Count	<b>t.</b> ,	SR 100									0.000	_		4000	
Ramp to I-81 N at Exit 98	Pulaski Count	ıy	<b>4200</b> I-81 North	G								0.092	F		4200	•
	From:		SR 100													
00)Ramp to I-81 S at Exit 98	Pulaski Count	tv	3000	G								0.112	F		3000	
00)	To:	,	I-81 South													
orth	From:	SI	R 100 N, Wyso	or Rd												
Ramp to I-81 N at Exit 89	Pulaski Count	ty 0.22	1200	G								0.147	F		1200	
	To:		I-81 North													
	From:		1018A TO RT													
<b>β</b> ο <i>)</i>	Pulaski Count		3700	N	93%	0%	1%	3%	2%	0%	N	0.103	F	0.542	3700	
	- Dominion 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 Con		N089B FROM		NORT											
01)Hershberger Rd	City of Roanok		117 Peters Cre 7900	ek Rd G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.525	8600	
JI) Herenberger He	only of Hounds				00 70	0 70	——————————————————————————————————————	0 70	0 70	0 / 0	Ü	0.000	•	0.020	0000	
01)Hershberger Rd	City of Roanok		SR 116 Cove I 21000	Rd <b>G</b>	96%	1%	1%	1%	1%	0%	F	0.091	F	0.508	24000	
01) Hersinger Ha	To:	0.00	I-581		0070	1 70		1 70	1 /0	0 / 0	•	0.001	•	0.000	24000	
	From:		Valley View													
Hershberger Rd	City of Roanok			G	96%	1%	1%	1%	1%	0%	F	0.084	F	0.547	31000	
	10:		S 11 Williamso													
ast 01)Ramp	City of Roanoke (Ma		01 E, Hershber	rger Rd <b>G</b>								0.097	F		3500	
01) Hamp	Oity of Floatione (ivia	ant. 00) 0.50	I-581 South									0.037	•		3300	
ast	From:	SR 1	01 E, Hershber				1									
Ramp	City of Roanoke (Ma			G								0.137	F		1100	
	To:		I-581 North													
est	From:		01 W, Hershbe													
01)Ramp	City of Roanoke (Ma	aint: 80)	6200	G								0.106	F		6600	
	To:		I-581 South													
est	From:		01 W, Hershbe			0		•		24:			_		10.55	
01 Ramp	City of Roanoke (Ma	aint: 80) 0.27	4300 I-581 North	G	98%	0%	0%	0%	1%	0%	С	0.094	F		4600	(
	10:		I SVI Morth													

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

Pouto	Jurisdiction	Longth AADT	OA 4T:	Duc		Tru	ck		00	K	OK	Dir	A A M D T	
Route	Junsaiction	Length <b>AADT</b>	QA 41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
<b></b>	From:	West Virginia State												
2)Stadium Dr	Town of Bluefield	6400	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.078	F	0.535	6700	
	To:	College Ave												
College Ave	Town of Bluefield	Stadium Dr 0.92 <b>10000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.089	F	0.511	11000	
J2 College Ave	Town or Bideneid	0.32 10000	G 3376	0 /6	0 /6	0 /6	0 /6	0 78	O	0.003	'	0.511	11000	
	To: From:	Valleydale St												
College Ave	Town of Bluefield	0.80 <b>7400</b>	<b>G</b> 98%	0%	0%	0%	1%	0%	С	0.086	F	0.506	7800	
	To: From:	Rollins St												
O2 College Ave	Town of Bluefield	0.31 <b>7400</b>	<b>G</b> 98%	0%	0%	0%	1%	0%	F	0.084	F	0.509	7800	
	To	Tazewell Ave			<u> </u>									
O2 College Ave	Town of Bluefield	0.07 <b>6400</b>	<b>G</b> 98%	0%	0%	0%	1%	0%	F	0.087	F	0.515	6800	
02)	Tol	**************************************												
02)College Ave	Town of Bluefield	US 19; US 460 Virgini 0.58 <b>3200</b>	1a Ave <b>G</b> 95%	0%	1%	1%	3%	0%	С	0.092	F	0.587	3400	
02 College Ave	Town or bluefield	0.30 3200	<b>G</b> 95/6	0 /6	1 /0	1 /0	J /0	0 /6	C	0.032	'	0.567	3400	
	To: From:	NCL Bluefield												
02)	Tazewell County	4.13 <b>3900</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	С	0.094	F	0.565	4100	
	To: From:	West Virginia State Lir	ne, Gap											
02)Bramwell Rd	Tazewell County	0.20 <b>900</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	С	0.102	F	0.534	910	
	To: From:	West Virginia State Lir	ne Gan											
02 Boissevain Rd	Tazewell County	0.60 <b>980</b>	<b>F</b> 96%	1%	1%	0%	1%	0%	С	0.1	F	0.596	980	
	T-									-				
	Town of Pocahontas (Maint: 92)	ECL Pocahontas 0.25 <b>980</b>	N 96%	1%	1%	0%	1%	0%	N	0.1		0.596	980	
02)	To:	92-1103 Center S		170	1 70	0%	1 70	0%	IN	0.1	Г	0.596	900	
	From:													
Clavel illa I live		North Carolina State		1%	10/	10/	40/	00/	_	0.001	_	0.000	1700	
03 Claudville Hwy	Patrick County	4.43 <b>1700</b> 70-773 Near Claudy	F 92%	170	1%	1%	4%	0%	С	0.091	F	0.636	1700	
	From:	70-773 Near Claudville A												
03) Dry Pond Hwy	Patrick County	9.00 <b>2700</b>	F 98%	0%	0%	0%	1%	0%	С	0.087	F	0.566	2700	
03)	To:	SR 8 South of Stuart Sal												
	From:	Ft Eustis												
05)Ft Eustis Blvd	City of Newport News	0.04 <b>19000</b>	<b>G</b> 96%	0%	1%	1%	1%	0%	F	0.112	F	0.823	21000	
03)** = = = = = = =	and a second					. , .					-			
Et Evetie Blad	City of Novement Nove	US 60	• 069/	0%	1%	1%	1%	0%	F	0.1	F	0.644	38000	
75 Ft Eustis Blvd	City of Newport News	1.01 <b>35000</b>	<b>G</b> 96%	0%	1%	170	170	0%	Г	0.1	Г	0.644	30000	
	To: From:	I-64												
75)Ft Eustis Blvd	City of Newport News	0.23 <b>21000</b>	<b>G</b> 96%	0%	1%	1%	1%	0%	F	0.093	F	0.602	NA	
	To: From:	SR 143 Jefferson A	Ave											
05)Ft Eustis Blvd	City of Newport News	1.26 <b>15000</b>	<b>A</b> 96%	0%	1%	1%	1%	0%	С	0.121	Α	0.643	17000	
	To	NCL Newport Nev												
05)Ft Eustis Blvd	From: York County	2.36 <b>15000</b>	ws N 96%	0%	1%	1%	1%	0%	N	0.121	Α	0.643	17000	
05/1 1 = 43113 10144	TOIR County	US 17 George Washington	14 30/0	0 /0	1 /0	1 /0	1 /0	0 /6	14	0.121	^	0.043	17000	

409

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

		Primary and Interstate	e Hou	les											
Route	Jurisdiction	Length AADT (	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir	AAWDT	QI
ast	Fron:	SR 105 E, Ft Eustis E	Dlvd			ZAXIE	3+Axie	TITAII	ZITali		Factor		Factor		
nos)Ramp	City of Newport News (Maint: 99		G								0.129	F		9600	C
05) (411)	To:	I-64 East	<u> </u>								0.123			3000	
ast	From:	SR 105 E, Ft Eustis E									0.404	_		0000	,
05)Ramp	City of Newport News (Maint: 99)		G								0.121	F		3600	(
	10:	I-64 West													
est	From:	SR 105 W, Ft Eustis I	Blvd												
₀₅ )Ramp	City of Newport News (Maint: 99)	4600	G								0.118	F		4900	(
	To:	I-64 East													
	From:	US 460 County Ro	d												
O6)Courthouse Rd	City of Petersburg	0.10 <b>6300</b>	F	94%	0%	1%	1%	3%	0%	С	0.092	F	0.561	6700	
	To	ECL Determine													
O6)Courthouse Rd	Prince George County	ECL Petersburg 2.39 <b>8700</b>	F	90%	0%	1%	1%	8%	0%	F	0.085	F	0.536	9200	
06 Coditiouse Fid	Time delige county	2.09 6700		30 /6	0 76	1 /0	1 /0	0 /6	0 /6	•	0.003	'	0.550	3200	
	To: From:	74-634 Allin Rd													
06)Courthouse Rd	Prince George County	0.86 <b>9400</b>	F	92%	0%	1%	1%	6%	0%	С	0.1	F	0.567	10000	
	To	74-616 Laurel Spring	Rd.												
06 Courthouse Rd	Prince George County	1.50 <b>6000</b>	F	79%	1%	1%	3%	17%	0%	С	0.098	F	0.543	6400	
30)	-				- , ,			,.	- , -	_		-		0.00	
Bypas	To: From:	BYP SR 156 Ruffin	Rd												
06) (156) Ruffin Rd	Prince George County	1.09 <b>6400</b>	F	90%	0%	1%	1%	8%	0%	С	0.09	F	0.559	6900	
30) (30)	To	74.600													
Bypas	From:	74-609													
06) (156) Ruffin Rd	Prince George County	3.47 <b>3900</b>	F	90%	0%	1%	2%	7%	0%	С	0.087	F	0.524	4200	
	To:	RT 156 BUS & RT	10												
06) (10) (156) James River Dr	Prince George County		F	99%	0%	1%	0%	0%	0%	С	0.09	F	0.569	12000	
06 10 156 James River Dr	- Timee deorge deality	0.70 12000	•	33 76	0 70	1 /0	0 70	0 /0	0 70	O	0.00		0.505	12000	
	To: From:	RT 10 & RT 156													
06)(156)Jordan Point Rd		2.69 <b>6000</b>	F	99%	0%	0%	0%	0%	0%	С	0.097	F	0.501	5800	
	To:	Charles City County l													
	Prom:	Prince George County		000/	00/	101	00/	40/	00/	_	0.007	_	0.540	5000	
06/(156)	Charles City County	1.31 <b>5400</b>	F	98%	0%	1%	0%	1%	0%	С	0.087	F	0.510	5200	ı
	To: From:	SR 5; SR 156 Tyler Memo	orial Hy	wy		_									
Roxbury Rd	Charles City County	6.67 <b>3100</b>	F	87%	0%	1%	3%	9%	0%	С	0.102	F	0.508	3000	
	To	10.656 D. II. D.	1												
06)Roxbury Rd	Charles City County	18-656 Bradley Ro 3.13 <b>3500</b>	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.508	3500	
of hoxbury hu	Charles City County			99%	076	176	0%	0%	0%	Г	0.000	Г	0.506	3300	
	From:	New Kent County L Charles City County l													
06)Roxbury Rd	New Kent County (Maint: 18)		N	99%	0%	1%	0%	0%	0%	N	0.086	F	0.508	3500	1
00). 10,001) 110	To:	New Kent County L		30 /0	0 /0		0 /0	0 /0	0 /0		5.000		3.000	0000	
	From:	Charles City County I													
06)Roxbury Rd	New Kent County	0.91 <b>7600</b>	F	96%	0%	1%	1%	1%	0%	С	0.085	F	0.511	7400	
00/	To:	US 60 Pocahontas T	•	5570	0 / 0	. ,0	. ,0	. , ,	0 /0	_	5.500		0.011	. 100	

410

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

Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus		Trι			QC	_ K	QK	Dir	AAWDT	Q'
	From	LIC (O D1-	T 1			2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
06)Emmaus Church Rd	New Kent County	US 60 Pocaho 3.04 <b>390</b> 0		91%	0%	1%	1%	7%	0%	С	0.090	F	0.535	3800	
000	To		•	0.70			. , 0	. , ,	0 / 0	Ū	0.000	•	0.000	0000	
06)Emmaus Church Rd	New Kent County	I-64 1.68 <b>430</b> 0	) F	94%	1%	2%	1%	2%	0%	С	0.102	F	0.564	4200	
08)2	To:	SR 249 New I		0 1 70	1 /0		1 70	- 70	070	Ū	0.102	•	0.001	1200	
	From:	SR 106 Emmaus													
06)Ramp	New Kent County	0.30 <b>2000</b>									0.104	F		3200	
	To:	I-64 Ea	st												
	From:	SR 106 Emmaus	Church Ro	l											
06)Ramp	New Kent County	0.31 <b>150</b> 0	G								0.098	F		970	(
	To:	I-64 W	est												
	From:	I-81													
07) White Top Ave	Town of Chilhowie (Maint: 86	0.32 <b>960</b> 0	G	96%	0%	1%	1%	2%	0%	С	0.08	F	0.516	9400	(
	To:	US 11 Lee													
07)White Top Ave	Town of Chilhowie (Maint: 86	US 11 Lee H		95%	0%	1%	2%	3%	0%	С	0.078	F	0.537	4300	(
07)	- Town of Grantowie (Mariti et	<u> </u>			0 70		270	0,0	070	Ū	0.070	•	0.007	1000	
	Smyth County	NCL Chill 4.62 <b>4400</b>		95%	0%	1%	2%	3%	0%	N	0.078	F	0.537	4300	
07)	Sillytil County			95 /6	0 /0	1 /0	2/0	J /0	0 /6	IN	0.076	•	0.557	4300	
Marthur Dhad	Town of Colbillo (Maint OC)	SCL Salt		000/	10/	10/	10/	00/	00/		0.007		0.500	2000	(
07 Worthy Blvd	Town of Saltville (Maint: 86)	2.66 <b>3300</b> SR 91 E Main S		96%	1%	1%	1%	2%	0%	С	0.087	F	0.539	3300	
	From														
07) Ramp to I-81 N at Exit 35	Town of Chilhowie (Maint: 86	SR 107; 86 0.14 <b>220</b> 0									0.111	F		2200	(
07) Hamp to 1 01 14 at 2xit 00	To:	I-81 N									0.111	•		2200	
	From:	SR 107 White													
07)Ramp to I-81 S at Exit 35	Town of Chilhowie (Maint: 86										0.113	F		2500	(
	To:	I-81 S													
	From:	SR 174 Kings M	ountain Ro												
08) Figsboro Rd	Henry County	4.24 3300	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.65	3600	(
	To:	44-657 Old Q	uary Rd												
	From:	US 460 Cou	nty Rd												
09)Hickory Hill Rd	City of Petersburg	0.88 <b>480</b> 0	F	99%	0%	1%	0%	0%	0%	F	0.113	F	0.805	5200	
	To: From:	ECL Peter	sburg												
09)Hickory Hill Rd	City of Petersburg	0.03 <b>480</b> 0	N	99%	0%	1%	0%	0%	0%	Ν	0.113	F	0.805	5200	- 1
	To:	Dead End; Fort Lee Military l	Reservation	, Mahone	Av										
	From:	Arlington Ri	dge Rd												
10)Richmond Hwy	Arlington County	1.29 <b>5200</b>	0 G	97%	1%	1%	1%	0%	0%	F	0.079	F	0.575	55000	(
	To Erron	SR 27 Washin	gton Blvd			$\neg$ $\vdash$									
10)Richmond Hwy	Arlington County	1.12 4600		97%	2%	1%	1%	0%	0%	F	0.081	F	0.578	NA	
	To:	US 1; 4US 01-P SR11	0 EAST &	BEGI											

411

Route	Jurisdiction	Length	AADT	QA 4Ti	re Bus	3	Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
ast	From:		TO RT 395 NO												
Ramp	Arlington Coun			G							0.081	F		9100	(
ont .	To: From:		MY NAVY DI												
ast 10)Ramp	Arlington Coun		to Army Navy 7500	G G							0.077	F		7500	(
U) Tump	To:		I-395 North								0.077	•		7000	
est	From:		0 Richmond H	Iww.		1									
Ramp	Arlington Coun			<b>G</b> 97	% 2%	1%	1%	0%	0%	F	0.087	F		18000	
	To:	,	I-66 West			T i									
	From:		BUS 460												
1)Cambria St	Town of Christians	sburg 0.79	6100	<b>F</b> 96	% 0%	1%	2%	1%	0%	С	0.1	F	0.545	6400	
9	To														
1)Cambria St	From L Town of Christians	sburg 0.39	Ellett Rd 5400	<b>F</b> 98	% 1%	1%	1%	0%	0%	С	0.108	F	0.508	5700	
) Odmbrid Ot	To:	35dig 0.00	Depot St	1 30	70 170	170	1 /0	0 /0	0 70	J	0.100	•	0.500	3700	
	From:		Cambria St												
Depot St	Town of Christians	sburg 0.97	4000	<b>F</b> 97	% 1%	1%	1%	0%	0%	F	0.104	F	0.521	4300	
	To		Park St												
1)Depot St	Town of Christians	sburg 0.11	4800	<b>F</b> 97	% 1%	1%	1%	0%	0%	С	0.103	F	0.597	5000	
<i>y</i> .	To:		11 Roanoke S	t											
	From:	US 11	, US 460 Maii	n St											
2)Wildwood Rd	City of Salem			<b>G</b> 99	% 0%	0%	0%	0%	0%	F	0.084	F	0.56	17000	
7	To		NCL Salem												
2)Wildwood Rd	Roanoke Coun		16000	N 99	% 0%	0%	0%	0%	0%	Ν	0.084	F	0.56	17000	
	To														
2)Wildwood Rd	Roanoke Coun	nty 0.04	I-81 <b>780</b>	N 98	% 1%	1%	1%	0%	0%	N	0.125	F	0.742	840	
2) Wildwood Hd	To:		70 Skyview R		70 170	170	1 /0	0 /0	0 70	11	0.125	•	0.742	040	
	From:		12 Wildwood l												
Ramp to I-81 N at Exit 13	B7 Roanoke Coun			G							0.098	F		6400	
2)	To:		I-81 North								0.000	•		0.00	
	From:		12 Wildwood	Rd		1									
2)Ramp to I-81 S at Exit 13	Roanoke Coun		2000	G							0.084	F		2200	
'	То:		I-81 South												
	From:	SR 381 0	Commonwealt	h Ave											
3)Cumberland St	City of Bristo		1800	<b>G</b> 98	% 0%	1%	0%	0%	0%	С	0.107	F	0.608	1900	
	Combined Traffic Estimates for 2 Parallel Re		2300	<b>G</b> 98			0%	0%	0%	С	0.105	F	0.58	2500	
	To:	· · · · · · · · · · · · · · · · · · ·	21 Piedmont A												
	From:	-	umberland St												
Piedmont Ave	City of Bristo		2100	<b>G</b> 97			0%	0%	0%	F	0.107	F	0.521	2200	
	Combined Traffic Estimates for 2 Parallel Re			<b>G</b> 97	% 1%	2%	0%	0%	0%	F	0.104	F	0.501	2800	
	To: From:		3 P, Sycamore												
3)Piedmont Ave	City of Bristo		P, Sycamore <b>2200</b>	Ave 97	% 1%	2%	0%	0%	0%	F	0.114	F	0.539	2400	
3)	To:		Dakview Ave	<b>u</b> 57	,5 170		0 /0	0 /0	0 /0		0.117		0.000	2.700	
															_

		Primary ar	nd Interstate Ro	outes											
5 .				4	-		Tru	ck		00	K	014	Dir	4 4 1 4 / D.T.	0144
Route	Jurisdiction	n Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	P	Piedmont Ave			1	017.0.0				. 40101		. 4010.		
113)Oakview Ave	City of Brist		1500 G	97%	1%	2%	0%	0%	0%	С	0.118	F	0.502	1600	G
113	To:	0.00	Moore St	01 70	1 /0		0 /0	0 /0	0 /0	J	0.110	•	0.002	1000	ď
Truck Truck	From:	(	Oakview Ave												
113 (11) (19) Moore St	City of Brist		6200 G	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	6500	G
(113) (11) (19)	To:		Euclid Ave	0.70	.,,		0 / 0	0 / 0	0 / 0	•	0.000		0.0	0000	٠.
0	City of District		Commonwealth Av		00/		00/	40/	00/	_	0.400	_	0.040	550	_
1 _β 3 Sycamore St	City of Brist		520 G	97%	0%	2%	0%	1%	0%	С	0.123	F	0.613	550	G
	Combined Traffic Estimates for 2 Parallel I			98%	0%	1%	0%	0%	0%	С	0.105	F	0.58	2500	G
	To:	P	Piedmont Ave												
	From:	US 11	West of Radford												
114 Peppers Ferry Blvd	Pulaski Cou	nty 0.37	16000 G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.605	18000	G
,	Г														
Dannara Farm Divid	From:		500 Belspring Rd	070/	00/	00/	10/	10/	00/		0.007	_	0.557	15000	
114 Peppers Ferry Blvd	Pulaski Cour		14000 G	97%	0%	0%	1%	1%	0%	С	0.097	F	0.557	15000	G
~	To: From:		omery County Line	;											
Bonnero Formi Blud	L.		aski County Line	000/	0%	0%	00/	10/	00/	_	0.004	г	0.570	14000	_
Peppers Ferry Blvd	Montgomery Co		13000 G	98%	0%	0%	0%	1%	0%	С	0.094	F	0.578	14000	G
	From:		2 Centerville Circle												
114 Peppers Ferry Blvd	Montgomery C		12 Centreville Rd 10000 G	98%	0%	0%	0%	1%	0%	F	0.1	F	0.510	11000	G
114 reppers remy blvd	Monigoniery Of	ounty 3.02	10000 G	30 /6	0 /6	0 /6	0 /6	1 /0	0 /6		0.1	'	0.510	11000	G
	To: From:		9 Vicker Switch R												
114 Peppers Ferry Blvd	Montgomery Co	ounty 1.34	11000 G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.548	12000	G
	To	WC	L Christiansburg												
114 Peppers Ferry Rd	From L Town of Christia		14000 G	98%	0%	0%	1%	1%	0%	F	0.104	F	0.53	15000	G
114) reppers remy rid	Town of Official	anobarg 0.01	14000 G	00 70	0 70		1 /0	1 /0	0 /0	•	0.104	•	0.00	10000	ď
	To: From:		Somerset St												
114 Peppers Ferry Rd	Town of Christian	insburg 0.53	16000 G	98%	0%	0%	1%	1%	0%	С	0.102	F	0.586	17000	G
$\overline{}$	To:		Bus US 460												
(114)Peppers Ferry Rd	Town of Christia		13000 F	97%	0%	1%	0%	1%	0%	С	0.105	F	0.501	14000	F
114). oppose i ony na	To:	0.00	US 460	07.70	070		0 / 0	1 /0	070	Ŭ	0.100	•	0.001	1 1000	•
	From:		Orange Ave	000/	10/		00/	00/	00/	_	0.000	_	0.504	0000	_
115 Hollins Rd	City of Roand	oke 1.02	5800 G	92%	1%	2%	2%	3%	0%	С	0.093	F	0.531	6200	G
	To: From:		Liberty St												
Liborty Rd	L.	oko 0.00	Hollins Rd	000/	10/	20/	20/	20/	00/	Г	0.107	г	0.501	2000	_
115 Liberty Rd	City of Roand		3700 G	92%	1%	2%	2%	3%	0%	F	0.107	F	0.581	3900	G
	To: From:	I	Plantation Rd												
(115)Plantation Rd	City of Poor	oke 0.88	Liberty Rd	97%	1%	1%	1%	1%	00/	С	0.09	F	0.564	8100	G
115 Flamation No	City of Roand	UNG U.00	7500 G	3170	1 70	1 70	1 70	1 70	0%	U	0.09	Г	0.304	0100	G
	To: From:		Hollins Rd												
(115) Plantation Rd	City of Roand	oke 0.66	13000 G	97%	1%	1%	1%	1%	0%	С	0.096	F	0.528	14000	G
	To. Front														
(115) Plantation Rd	From: Roanoke Cou	unty 0.27	13000 G	97%	1%	1%	1%	2%	0%	F	0.095	F	0.571	14000	G
115 Flamation No	To:			3170	1 70	1 70	1 70	2 70	070	1-	0.095	Г	0.571	14000	G
	10.	80-62	5 Hershburger Rd												
6/10/2021			413												
			-												

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

В .	1		4			Tru	ck		-00	K	01/	Dir	A A14/DT	
Route	Jurisdiction		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	(
Disease from Del	From:	80-625 Hershburger Ro		40/		40/	00/	00/	0	0.007	_	0.500	40000	
5 Plantation Rd	Roanoke County	0.17 <b>9800 G</b>	97%	1%	1%	1%	2%	0%	С	0.097	F	0.532	10000	
	To: From:	80-1855 Vista Ave												
15) Plantation Rd	Roanoke County	1.16 <b>7800 G</b>	97%	1%	1%	1%	2%	0%	F	0.098	F	0.583	8400	
	Toe From:	80-834 Crestland Dr												
15)Plantation Rd	Roanoke County	0.59 <b>9200 F</b>	97%	1%	1%	1%	2%	0%	F	0.097	F	0.636	9800	
	Too	US 11 Lee Highway												
15)Plantation Rd	Roanoke County	0.15 <b>13000 G</b>	96%	1%	1%	1%	1%	0%	F	0.097	F	0.659	15000	
19)	Too													
15)Plantation Rd	Roanoke County	80-1801 Indian Rd 0.80 <b>11000 G</b>	96%	1%	1%	1%	1%	0%	F	0.106	F	0.633	12000	
15)1 1411411011 114	To:	I-81	30 /6	1 /0	1/0	1 /0	1 /0	0 /6	•	0.100	'	0.000	12000	
	From:				<u> </u>									
15)Ramp to I-81 N at Exit 146	Roanoke County	SR 115 Plantation Road 0.30 <b>1800</b> G		0%	1%	0%	2%	0%	С	0.12	F		1900	
19/14/19 10 1 01 14 41 Exit 140	To:	I-81 North	31 /6	0 /6	1 /6	0 /0	<b>L</b> /0	0 /0	J	0.12			1300	
	From:		1											
15)Ramp to I-81 S at Exit 146	Roanoke County	SR 115 Plantation Road 0.17 <b>4400 G</b>								0.136	F		4700	
15 Hamp to 1-01 3 at Exit 140	To:	I-81 South								0.150	'		4700	
	Frame				1									
16)Jubal Early Hwy	Franklin County	SR 122 Booker T Washing 5.92 <b>2900</b> F		1%	3%	1%	2%	0%	С	0.098	F	0.667	2900	
16 Juda Lany Tiwy	Trankin Sounty			1 /0	<u> </u>	1 /0	<i>L</i> /0	0 70	O	0.000	'	0.007	2300	
hab at Eagle there	Formal Line Country	33-678 Truman Hill Ro		40/	10/	40/	40/	00/		0.000	_	0.004	0.400	
16 Jubal Early Hwy	Franklin County	3.58 <b>3400 F</b>	96%	1%	1%	1%	1%	0%	С	0.099	F	0.821	3400	
	From:	Roanoke County Line Franklin County Line												
16)Jae Valley Rd	Roanoke County	2.11 <b>4800 G</b>	99%	0%	1%	0%	0%	0%	F	0.13	F	0.807	5100	
10)	To													
16)Jae Valley Rd	Roanoke County	80-663 Sterling Rd 1.17 <b>5400</b> G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.883	5600	
16 July 1 tu	Tioanoke County	1.17 5400 G	33 /6	0 76	1 /0	0 /6	0 /6	0 /6	•	0.112	'	0.000	3000	
	From:	SCL Roanoke	000/	00/		00/	00/	00/		0.440	_	0.005	2000	
16 Mt Pleasant Blvd	City of Roanoke	0.70 <b>5800 G</b>	98%	0%	1%	0%	0%	0%	F	0.113	F	0.905	6200	
	From:	Riverland Rd Mt Pleasant Blvd												
16)Riverland Rd	City of Roanoke	0.62 <b>8100</b> G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.705	8700	
10)	·													
16)Riverland Rd	City of Roanoke	9th St 0.73 <b>6700 G</b>	98%	0%	1%	0%	0%	0%	F	0.101	F	0.701	7200	
16) Hiveriand Hu	City of Hoarloke	Piedmont St	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.101	'	0.701	7200	
	From:	Riverland Rd												
16)Piedmont St	City of Roanoke	0.07 <b>3700 G</b>	98%	0%	1%	0%	0%	0%	F	0.110	F	0.699	4000	
	To:	Walnut Ave												
	From:	Piedmont St												
16) Walnut Ave	City of Roanoke	0.26 <b>5700 G</b>	98%	0%	1%	0%	0%	0%	С	0.102	F	0.644	6100	
	To:	Jefferson St												

414

### 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:	Walnut Ave						_					
16 Jefferson St	City of Roanoke	0.42 <b>9100 G</b>	98%	0%	1% 0%	0%	0%	F	0.09	F	0.599	9800	(
	To: From:	Elm Ave US 221; 1US 221-P; 128-8015	Con T										
16)(221)Franklin Rd	City of Roanoke	0.14 <b>4100 G</b>	98%	0%	1% 0%	0%	0%	F	0.117	F	0.685	4400	
10/(221)	To:	US 11	0070	0,0		0,0	0,70	•	0	•	0.000		
	From:	Campbell Ave											
16) (11) (221) Williamson Rd	City of Roanoke	0.15 <b>19000 G</b>	98%	1%	0% 0%	0%	0%	F	0.088	F	0.514	22000	(
	To: From:	Shenandoah Ave											
16) (11) (221) Williamson Rd	City of Roanoke	0.15 <b>14000 G</b>	98%	1%	0% 0%	0%	0%	F	0.092	F	0.709	16000	
	To From:	I-581											
16) (11) (221) Williamson Rd	⊦rom' <b>t</b>	0.50 <b>9800 G</b>	99%	0%	0% 0%	0%	0%	F	0.076	F	0.539	10000	
	To:	US 11											
ALT ALT	From:	US 460											
16)(460)(11)(220)Orange Ave		0.24 <b>33000 G</b>	96%	1%	1% 1%	1%	0%	F	0.096	Α	0.523	36000	
ALT	To: From:	I-581, US 220, ALT SR 22	20										
16)(460)(11) Orange Ave	City of Roanoke	0.90 <b>19000 A</b>	96%	1%	 1% 1%	1%	0%	С	0.096	Α	0.523	21000	
10 (400) (11) Stanger 110				. , ,		. , 0	0,70	Ū	0.000		0.020		
ALT	From:	10th St, Gainsboro Rd											
16)(460)(11) Orange Ave	City of Roanoke	1.00 <b>13000 G</b>	96%	1%	1% 1%	1%	0%	F	0.075	F	0.545	14000	
	Too	Salem Turnpike											
ALT 16) 460 \ 11 \ Melrose Ave	City of Roanoke		96%	1%	 1% 1%	1%	0%	F	0.080	F	0.548	11000	
16 (460) (11) Melrose Ave	City of Hoarloke	0.41 <b>10000 G</b>	90 /6	1 /0	1/0 1/0	1 /0	0 /6	'	0.000	'	0.540	11000	
	To- From:	Melrose Ave								_			
6 Lafayette Blvd	City of Roanoke	0.73 <b>6100 G</b>	98%	0%	1% 0%	0%	0%	С	0.084	F	0.575	6500	
	10: From:	Cove Rd Lafayette Blvd											
16)Cove Rd	City of Roanoke	0.72 <b>11000 G</b>	98%	0%	1% 0%	0%	0%	F	0.081	F	0.522	11000	
16) 0010 110	To:	SR 101 Hershberger Rd	0070	0 70	70 070	0 70	070	•	0.001	•	0.022	11000	
	From:	US 11 Brandon Ave			<u> </u>								
17)Peters Creek Rd Ext	City of Roanoke	2.34 <b>15000 G</b>	96%	1%	1% 1%	1%	0%	F	0.091	F	0.539	18000	
TITI CHOICE CHOCK THE ZIM	-			. , 0		. , 0	0,70	•	0.00	•	0.000	.0000	
Datara Craak Dd	City of Doopales	US 460 Melrose Ave	069/	10/	10/ 10/	10/	00/	F	0.000	F	0.501	22000	
Peters Creek Rd	City of Roanoke	0.46 <b>20000 G</b>	96%	1%	1% 1% 	1%	0%	Г	0.090	Г	0.521	23000	
	From:	SR 101 Hershberger Rd								_			
17) Peters Creek Rd	City of Roanoke	0.87 <b>14000 G</b>	96%	1%	1% 1%	1%	0%	F	0.093	F	0.541	16000	
	To: From:	Cove Rd											
17)Peters Creek Rd	City of Roanoke	1.37 <b>16000 G</b>	96%	1%	1% 1%	1%	0%	F	0.097	F	0.573	19000	
	Too	I-581											
Peters Creek Rd	City of Roanoke	0.82 <b>17000 A</b>	96%	1%	1% 1%	1%	0%	С	0.128	Α	0.536	20000	
		NCL Roanoke											
17)Peters Creek Rd	Roanoke County	17000 G	96%	1%	1% 1%	1%	0%	F	0.094	F	0.504	20000	
17). State Greek He	To:	US 11 North of Roanoke		1 /0	1/0 1/0	1 70	0 /0	'	0.004		0.504	20000	
	,	CO II III OI ROMORE			1								

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Truck +Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	C
ast	From:	SR 117 E, Peters Creek Ro 0.28 <b>3600 G</b>	l						0.115	_		2000	
Ramp	City of Roanoke (Maint: 80)	0.28 <b>3600 G</b> I-581 South			1				0.115	г		3800	(
st	From:	SR 117 E, Peters Creek Ro	1		l								
Ramp	City of Roanoke (Maint: 80)	1500 G							0.108	F		1500	
	To:	I-581 North											
est	From:	SR 117 W, Peters Creek R	d										
17)Ramp	City of Roanoke (Maint: 80)	0.18 <b>3900 G</b>							0.113	F		4100	
	From:	I-581 South											
est 17)Ramp	City of Roanoke (Maint: 80)	SR 117 W, Peters Creek R 0.31 <b>1800 G</b>	1						0.102	F		1900	
17) (4)	To:	I-581 North							0.102	•		1000	
	From:	US 11 Williamson Rd											
18)Airport Rd	City of Roanoke	0.63 <b>4800 G</b>	99%	0%	0%	0% 0%	0%	F	0.103	F	0.540	5200	
	To: From	Municipal Rd			<u> </u>								
18)Airport Rd	City of Roanoke	1.01 <b>7900 A</b>	99%	0%	0%	0% 0%	0%	С	0.128	Α	0.540	8300	
<u></u>	To: From	NCL Roanoke											
Airport Rd	Roanoke County	0.20 <b>9200 G</b>	99%	0%	0%	0% 0%	0%	F	0.1	F	0.525	9800	
	To:	SR 117 Peters Creek Rd											
Calvany Rd	Halifax County	North Carolina State Line 3.08 <b>680 G</b>	87%	1%	1%	1% 109	6 0%	С	0.098	F	0.517	680	
19 Calvary Rd	To:	3.08 <b>680 G</b> US 58 Philpott Rd	0776	1 70	170	1% 10	o U70	C	0.096	F	0.517	000	
	From:	SR 123 Chain Bridge Rd			l								
20)Glebe Rd	Arlington County	2.49 <b>10000 G</b>	97%	2%	1%	1% 0%	0%	F	0.107	F	0.625	11000	
	To	SR 309 Old Dominion Driv	'e		<b>—</b>								
Glebe Rd	Arlington County	0.55 <b>12000 G</b>	97%	2%	1%	1% 0%	0%	F	0.092	F	0.557	13000	
	To:	US 29 Lee Highway											
20)Glebe Rd	Arlington County	0.79 <b>14000 G</b>	97%	2%	1%	1% 0%	0%	F	0.091	F	0.502	15000	
	To: From	I-66			-								
Glebe Rd	Arlington County	0.14 <b>24000 G</b>	97%	2%	1%	1% 0%	0%	F	0.086	F	0.613	NA	
	To: From:	SR 237 Washington Blvd											
20)(237)Glebe Rd	Arlington County	0.25 <b>22000 G</b>	97%	2%	1%	1% 0%	0%	F	0.09	F	0.633	NA	
		SR 237 Fairfax Dr			<b>—</b>								
Glebe Rd	Arlington County	1.13 <b>20000 G</b>	97%	2%	1%	1% 0%	0%	С	0.081	В	0.615	22000	
	To: From:	US 50 Arlington Blvd											
Glebe Rd	Arlington County	0.86 <b>26000 G</b>	97%	2%	1%	1% 0%	0%	F	0.079	F	0.588	NA	
	To: From:	SR 244 Columbia Pike											
Glebe Rd	Arlington County	1.24 <b>18000 G</b>	97%	2%	1%	1% 0%	0%	F	0.084	F	0.525	19000	

416

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

		Primary and intersta	ile Houle	<del>C</del> 3											
Route	Jurisdiction	Length AADT	QA 4	4Tiro	Rue		Trι			QC	K	QK	Dir	AAWDT	- 0
Tioute		Longin AAD1	QA -	41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q
	From:	I-395													
Glebe Rd	Arlington County	0.92 <b>22000</b>	G	97%	2%	1%	1%	0%	0%	F	0.077	F	0.559	24000	(
	To	Arlington Ridge	Rd			$\neg$									
Glebe Rd	Arlington County	0.73 19000	G	97%	2%	1%	1%	0%	0%	F	0.078	F	0.772	20000	
	To:	US 1 Richmond 1	Hwy												
	From:	SR 120 Glebe l	Rd												
20)Ramp	Arlington County	0.12 6000	G								0.112	F		6000	
<del>-9</del>	To:	I-66 East													
ast	From:	SR 120 Glebe l	Rd												
Ramp	Arlington County	0.13 <b>3600</b>	G								0.075	F		3600	
	To:	I-395 South Collec													
ıst	From:	SR 120 Glebe l				ì									
Ramp	Arlington County	0.15 <b>2000</b>	G								0.113	F		2000	
20)	To:	I-395 North									00	•		_000	
ant .	From	SR 120 TO RT 395 NORT		TTII											
est 20 Ramp	Arlington County	0.10 <b>NA</b>	.п & SOU	П							NA			NA	
0) riamp											14/1			14/1	
est	To: From:	SR 120-W007B TO RT 3	395 NORT	ГH											
Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
	То:	I-395-S007X FROM RT 120 WI	EST00- GI	LEBE RO	Э										
est	From:	SR 120-W007A TO RT 3	395 NORT	ГН											
20)Ramp	Arlington County	0.10 <b>2400</b>	G								0.113	F		2400	
	To:	I-395-N FROM RT 120 WEST	00- GLEB	Ε ROAΓ	)										
	From:	I-81 Fort Chiswell l	Exit 80												
Max Meadows Rd	Wythe County	1.83 <b>2500</b>	G	96%	1%	1%	0%	2%	0%	С	0.107	F	0.580	2600	
	To:	98-1004 Ayers	St												
	From:	SR 40 Baldkno	ob												
22)	Town of Rocky Mount	0.31 <b>4500</b>	N	96%	1%	1%	1%	2%	0%	Ν	0.085	F	0.509	4600	
	To	NCL D1 M				_									
Booker T Washington Hwy	Franklin County	NCL Rocky Mo 5.68 <b>4500</b>		96%	1%	1%	1%	2%	0%	F	0.085	F	0.509	4600	
22) Booker T Washington Tiwy	- Tankiin Gounty			30 70	1 /0	1 /0	1 /0	270	0 70	•	0.000	•	0.505	4000	
	From	33-697 Wirtz I		2221			101	221	221			_		0.100	
Booker T Washington Hwy	Franklin County	1.15 <b>8100</b>		96%	1%	1%	1%	2%	0%	F	0.089	F	0.558	8100	
	From:	SR 116 Jubal Early SR 116 Burnt Chi													
22)	Franklin County	5.34 <b>9200</b>		96%	1%	1%	1%	2%	0%	С	0.109	Α	0.574	9500	
	. randin county			5070	. 70	. 70	. 70	_ /0	0 /0	J	0.700	,,	0.07	0000	
De ales TWeek's star Hear	To From Line County	33-636 Lost Mt		000/	40/	10/	40/	00/	00/		0.004		0.505	4.4000	
Booker T Washington Hwy	Franklin County	1.31 <b>14000</b>	F	96%	1%	1%	1%	2%	0%	F	0.084	F	0.505	14000	
	To: From:	33-616 Scruggs	Rd												
Booker T Washington Hwy	Franklin County	3.61 <b>12000</b>	F :	96%	1%	1%	1%	2%	0%	F	0.087	F	0.529	12000	
		Bedford County													

417

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

Route	Jurisdiction	Length AADT Q	Λ /Tiro	Ruc	T	ruck		QC	K	QK	Dir	AAWDT	-
TIOUIG				Dus	2Axle 3+Axl	e 1Trail	2Trail	QU	Factor	QΙΝ	Factor	77101	
)Moneta Rd	Bedford County	Franklin County Line 3.77 6600	95%	1%	1% 1%	3%	0%	F	0.086	F	0.531	7000	
) Woneta i tu	To:	09-608 White House I		1 /0	170 170	J /6	0 /6	'	0.000	•	0.551	7000	
	From:	09-608 Moneta, White Ho											
Moneta Rd	Bedford County		95%	1%	1% 1%	3%	0%	F	0.087	F	0.563	6200	
9	, T.												
Marata Dd	De dée rel Courte	09-801 Stony Fork R		10/	10/ 10/	00/	00/	_	0.007	_	0.0	F100	
Moneta Rd	Bedford County	2.09 <b>4800 (</b>	95%	1%	1% 1%	3%	0%	г	0.087	F	0.6	5100	
	To: From:	SR 24 Stewartsville Rd Shingle	Block Rd										
Moneta Rd	Bedford County	4.06 <b>4900</b> (	95%	1%	1% 1%	3%	0%	F	0.084	F	0.600	5200	
	To:	09-747 Joppa Mill R	1										
Moneta Rd	Bedford County		95%	1%	1% 1%	3%	0%	С	0.092	F	0.634	7000	
2)	Dodicia County		<b>1</b> 0070	1 70		0,0	070	Ŭ	0.002	•	0.001	7000	
7	From	SCL Bedford				221	221	_			0.040		
2 Burks Hill Rd	Town of Bedford	0.54 <b>9100</b> (	96%	1%	1% 1%	2%	0%	С	0.088	F	0.642	9900	
	To: From:	US 460											
2)(460)	Bedford County	0.50 <b>19000</b> (	89%	1%	1% 1%	7%	0%	F	0.087	F	0.554	20000	
	To	SCL Bedford											
0(400)	Town of Bedford (Maint: 09)		89%	1%	1% 1%	7%	0%	F	0.087	F	0.554	20000	
2/(460)	To:	US 460	<b>a</b> 00 70	1 /0	170 170	1 /0	0 70		0.007	•	0.554	20000	
	From:	Bus US 460 E Main S	St										
2)Independence Blvd	Town of Bedford		95%	1%	1% 1%	3%	0%	F	0.090	F	0.592	11000	
2)													
ladonoudouso Dhad	To:	Orange St	050/	10/	10/ 10/	00/	00/	_	0.001	_	0.570	11000	
2 Independence Blvd	Town of Bedford	0.29 <b>9700</b> (	95%	1%	1% 1%	3%	0%	С	0.091	F	0.576	11000	
	To: From:	Dawn Dr											
2)Independence Blvd	Town of Bedford	0.50 <b>8600</b> (	95%	1%	1% 1%	3%	0%	F	0.086	F	0.506	9300	
	To:	Longwood Ave											
	From:	Independence Ave						_		_			
Longwood Ave	Town of Bedford	0.65 <b>4600 (</b>	94%	2%	1% 0%	2%	0%	С	0.135	F	0.507	5100	
	To: From:	NCL Bedford											
2)Big Island Hwy	Bedford County	8.08 <b>2700</b> (	94%	2%	1% 0%	2%	0%	F	0.087	F	0.577	2800	
	Tec												
2)Big Island Hwy	Bedford County	09-639 N, Coltons Mill 8.72 <b>1600</b> (	94%	2%	1% 0%	2%	0%	F	0.089	F	0.524	1700	
2 big island riwy	Dedicia County	US 501 Lee Jackson H		2 /0	1/6 0/6	2/0	0 /6	'	0.009	'	0.524	1700	
			wy										
as a second	From:	US 460				221	0-1	_		_	0 = 40	4400	
2 Crenshaw St	Town of Bedford	0.96 <b>3800</b> (	98%	1%	1% 0%	0%	0%	С	0.097	F	0.513	4100	
Due .	To: From	W Main St											
Bus Bus W Main St	Town of Bedford		98%	1%	 1% 0%	1%	0%	F	0.097	F	0.533	5600	
2 221 460 W Main St	To:		<b>3</b> 070	1 70	1 /0 0 //0	1 70	0 70	Г	0.097		0.555	3000	
e	From:	N Bridge St E Main St											
$\frac{s}{2(221)}$ $(43)$ N Bridge St	Town of Bedford		98%	1%	 1% 0%	0%	0%	F	0.093	F	0.535	5100	
2)(221 ( (43 ) N Bridge St	TOWN OF DOGIOID	Bedford Ave	. 00/0	1 /0	1/0 0/0	0 /0	0 / 0		5.000	•	3.000	0100	

418

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

Route	Jurisdiction	Length AADT	04	4Tire	Ruc		Tru	ck		QC	K	QK	Dir	AAWDT	
noute	Junsaiction	Length AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	Q
IS CONTRACTOR	From:	Bedford Ave													
22)(221) (43) N Bridge St	Town of Bedford	0.11 <b>6700</b>	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.526	7300	(
	To: From:	Peaks St				$\neg$ $\vdash$									
22) 221 Longwood Ave	Town of Bedford	0.71 <b>6200</b>	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	6700	
22)(221) 2011gwood 7100	Town of Bealera			0070	1 /0		0 70	0 /0	0 70	•	0.001	•	0.040	0700	
us	To: From:	Oakwood St	t												
22)(221) Longwood Ave	Town of Bedford	0.47 <b>8400</b>	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.507	9100	(
	To:	Forest Rd													
	From:	US 1 Jefferson Day	is Hwy												
23)Gordon Blvd	Prince William County	0.61 <b>15000</b>	G	95%	1%	1%	2%	2%	0%	С	0.078	F	0.743	16000	(
<u> </u>	To:	I-95													
23)Gordon Blvd	Prince William County	0.77 <b>57000</b>	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.645	NA	
23) doidoi. 2.14	1 miles William Seamy			07.70	0 70		1 70	1 /0	0 70	•	0.002	•	0.010	100	
O a mala va Pila val	From (NA-int. 70)	SCL Occoqua		070/	00/	10/	40/	40/	00/		0.000	_	0.045	NIA	
Gordon Blvd	Town of Occoquan (Maint: 76)	0.15 <b>57000</b>	N	97%	0%	1%	1%	1%	0%	IN	0.082	F	0.645	NA	
	To: From:	76-1203 Commer	rce St												
23)Gordon Blvd	Town of Occoquan (Maint: 76)	0.18 <b>41000</b>	G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.624	44000	(
	To:	NCL Occoqua	an			$\neg$ $\vdash$									
23)Gordon Blvd	Town of Occoquan (Maint: 76)	0.07 <b>41000</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.080	F	0.624	44000	
	To:	Fairfax County													
	From:	Prince William Cou	_												
23)Ox Rd	Fairfax County	1.05 <b>40000</b>	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.759	43000	(
	To: From:	29-642 Lorton	Rd			$\neg$ $\vdash$									
23)Ox Rd	Fairfax County	6.04 <b>36000</b>	G	97%	0%	1%	1%	1%	0%	F	80.0	F	0.680	39000	(
9	To:	29-645 Burke Lal	ka Dd												
23)Ox Rd	Fairfax County	1.83 <b>30000</b>	A	97%	0%	1%	1%	1%	0%	С	0.093	Α	0.626	32000	
23) 07.10	To:	29-7100 Fairfax Cou			0,0		. , 0	. , 0	0,0	Ū	0.000		0.020	02000	•
	From:	29-7100 Fairfax Cou													
23)Ox Rd	Fairfax County	0.68 <b>22000</b>	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.640	24000	(
	To:	29-643 Burke Cente	er Pkwy												
23)Ox Rd	Fairfax County	2.13 <b>27000</b>	G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.639	29000	(
23)									- , -						
Ov Dd	To: From:	29-620 Braddoci		070/	00/	10/	10/	10/	00/	NI	0.075	F	0.550	04000	
23 Ox Rd	Fairfax County	0.71 <b>22000</b>	N	97%	0%	1%	1%	1%	0%	IN	0.075	Г	0.558	24000	
	To: From:	SCL Fairfax				<del> </del>									
23)Chain Bridge Rd	City of Fairfax	0.47 <b>22000</b>	G	97%	0%	1%	1%	1%	0%	F	0.075	F	0.558	24000	(
	To	Judicial Dr				$\neg$ $\vdash$									
23)Chain Bridge Rd	City of Fairfax	0.26 13000	F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.571	14000	
	Too	CD 226 M-:-	C+												
23) Chain Bridge Rd	City of Fairfax	SR 236 Main 0.19 <b>11000</b>	<u><b>Γ</b></u>	97%	0%	1%	1%	1%	0%	F	0.086	F	0.61	12000	
123 Onain Driuge Hu	City of Famax	Whitehead S		31 /0	0 /0	1 /0	1 /0	1 /0	0 /0	'	0.000	-	0.01	12000	-

419

### 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	- (
	From:	W/h:t-h1 C				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Chain Bridge Rd	City of Fairfax	0.10 <b>Whitehead S</b>	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.642	11000	
3) Onam Bridge Nd	Oity of Fairlax			31 /6	0 70	1 /0	1 /0	1 /0	0 70	'	0.000	'	0.042	11000	
Chain Bridge Dd	City of Fairfax	0.58 <b>12000</b>	r F	97%	0%	1%	1%	1%	00/		0.086	F	0.592	13000	
Chain Bridge Rd	Oily of Fairlax	0.58 <b>12000</b>	Г	97%	0%	1 70	170	I 70	0%	Г	0.000	Г	0.592	13000	
	To: From:	US 29; US 50 Le													
Chain Bridge Rd	City of Fairfax	0.35 <b>31000</b>	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.504	34000	
	To: From	I- 66 NCL Fair	fax												
Chain Bridge Rd	Fairfax County	3.09 <b>17000</b>	G	97%	0%	1%	1%	1%	0%	F	0.081	F	0.668	19000	
	To: From:	SCL Vienna	ı			$\neg$ $\vdash$									
Maple Ave	Town of Vienna	0.07 <b>21000</b>	G	97%	0%	1%	1%	1%	0%	F	0.081	F	0.680	22000	
	To	SR 243 Nutley	St												
Maple Ave	Town of Vienna	1.53 <b>25000</b>	G	97%	0%	1%	1%	1%	0%	F	0.072	F	0.562	27000	
	To	Follin Lane													
Maple Ave	Town of Vienna	0.50 <b>25000</b>	G	97%	0%	1%	1%	1%	0%	F	0.073	F	0.763	27000	
23) maple 7 (16				01 70	0 70		1 70	1 /0	070	•	0.070	•	0.700	27000	
Chain Bridge Dd	Foirfax County	NCL Vienna		000/	00/	10/	00/	00/	00/	F	0.075	F	0.60	20000	
Chain Bridge Rd	Fairfax County	0.82 16000	G	99%	0%	1%	0%	0%	0%	Г	0.075	Г	0.62	20000	
	To: From:	SR 7 Leesburg								_		_			
Chain Bridge Rd	Fairfax County	0.87 <b>19000</b>	G	99%	0%	1%	0%	0%	0%	F	0.076	F	0.658	24000	
	To: From:	I-495 Capital Be													
Dolley Madison Blvd	Fairfax County	0.84 <b>37000</b>	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.505	NA	
	To: From:	SR 267 Dulles Acc	ess Rd			$\neg$ $\vdash$									
Dolley Madison Blvd	Fairfax County	1.20 <b>24000</b>	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.505	29000	
	To: From:	SR 309 Old Domini	on Drive												
23)Dolley Madison Blvd	Fairfax County	1.93 <b>21000</b>	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.510	26000	
,	Tot														
Chain Bridge Rd	Fairfax County	SR 193 Georgetov 1.85 <b>19000</b>	A	99%	0%	1%	0%	0%	0%	С	0.168	Α	0.548	22000	
23) Sham Bhago ria	To:	Arlington County		0070	0 70		0 70	0 / 0	070	Ū	0.100	,,	0.010	22000	
_	From:	Fairfax County													
Chain Bridge Rd	Arlington County	0.40 <b>7800</b>	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.535	9400	
	To:	DC Line, Chain I	Bridge												
orth_	From:	SR 123 Gordon	Blvd												
23)Ramp	Prince William County	0.37 <b>3900</b>	G								0.155	F		4300	
	To:	I-95 North													
th	From:	SR 123 Gordon	Blvd												
Ramp	Prince William County	0.19 <b>1200</b>	G								0.129	F		1200	
	То:	I-95 South													
rth	From:	SR 123 TO RT 66													
23)Ramp	Fairfax County	0.46 <b>4600</b>	G								0.077	F		4600	
	То:	SR 123 TO RT 66	EAST												

420

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT	QW
North 123 Ramp	Fairfax County  To:	SR 123 TO RT 66 WEST  0.23 <b>4700 G</b> I-66-W FROM RT 12300- NORTH		0.109		4700	G
North 123 Ramp	Fairfax County To:	SR 123 TO RT 495 SOUTH  0.18 <b>9600 G</b> I-495-S From RT 123 North00- Dolley Madison		0.114	F	9600	G
North 123 Ramp	Fairfax County To:	SR 123 TO RT 495 NORTH  0.24 <b>8200 G</b> I-495-N From RT 123 North00- Dolley Madison		0.088	F	8200	G
South 123 Ramp	Prince William County	SR 123 Gordon Blvd 0.23 <b>9700 G</b> I-95 North		0.128	F	9700	G
South 123 Ramp	Prince William County	SR 123 Gordon Blvd 0.18 <b>8700 G</b> I-95 South		0.093	F	8700	G
South 123 Ramp	From: Fairfax County To:	SR 123 TO RT 66 EAST 0.21 <b>2300 G</b> I-66-E060X FROM RT 12300- SOUTH		0.088	F	2300	G
South 123 Ramp	Fairfax County	SR 123 TO RT 66 WEST  0.47 <b>7800 G</b> I-66-W FROM RT 12300- SOUTH		0.126	F	7800	G
South 123 Ramp	Fairfax County	SR 123 TO RT 495 SOUTH  0.24 <b>6800 G</b> I-495-S From RT 123 South00- Dolley Madison		0.108	F	6800	G
South 123 Ramp	Fairfax County	SR 123 TO RT 495 NORTH  0.13 <b>2400 G</b> I-485-N From RT 123 South		0.141	F	2400	G
124 Spout Run Pkwy	Arlington County	US 29 Lee Hwy 0.17 <b>13000 G</b> 99% 0% Spout Run Parkway	0% 0% 0% 0%	C 0.089	F 0.586	14000	G
125 Kings Hwy	City of Suffolk	SR 10; SR 32 Godwin Blvd 0.69 <b>2500 F</b> 97% 0%	2% 1% 1% 0%	C 0.121	F 0.5	2600	F
125 Kings Hwy	City of Suffolk	133-628 Crittenden Rd 1.09 <b>550 F</b> 97% 0%  133-620 Ferry Point Rd	1% 0% 1% 0%	C 0.121	F 0.5	580	F
125 Kings Hwy	City of Suffolk Tot	0.91 <b>220 F</b> 97% 1%  Dead End  Dead End @ Nansemond River	0% 1% 0% 0%	C 0.143	F 0.667	230	F
125 Kings Hwy	City of Suffolk	1.34 <b>480 F</b> 96% 1% 133-629 W, Sleepy Hole Rd	2% 1% 0% 0%	C 0.114	F 0.606	510	F
(125)Kings Hwy	City of Suffolk	1.22 <b>860 F</b> 97% 0% 133-627 Bennetts Pasture Rd	1% 1% 0% 0%	C 0.101	F 0.615	910	F
6/10/2021		421					

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

Route	Jurisdiction	Length AADT	QA 4Tir	e Rus		Tru			QC	K	QK	Dir	AAWDT	- c
Tiouto					2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QI.	Factor	70000	
Kings Hwy	City of Suffolk	133-627 Bennetts 2500	Pasture Rd  F 94%	6 0%	2%	2%	1%	0%	С	0.101	F	0.615	2600	
5 Kings riwy	Oity of Suffork	SR 337 Nansemon		0 70		2/0	1 /0	0 /6	O	0.101		0.013	2000	
	From:	SR 179 Onar												
Fairgrounds Rd	Town of Onancock (Maint: 0		F 98%	6 0%	1%	1%	1%	0%	С	0.092	F	0.561	2800	
26) rungrounde rid	Town or originated (Mainte					1 70	. 70	0 70	Ū	0.002	•	0.001	2000	
Pairgrounds Rd	Accomack County	ECL Onano 1.27 <b>2700</b>	ock <b>G</b> 98%	6 0%	1%	1%	0%	0%	С	0.091	F	0.542	2700	
6 Fairgrounds Ad	Accomack County	BUS US 13; S		0 070	170	1 70	070	0%	C	0.091	Г	0.542	2700	
	From	•												
Bloomery Pike	Frederick County	West Virginia Si 3.35 <b>4900</b>	F 94%	6 1%	1%	0%	4%	0%	F	0.1	F	0.709	4900	
27 Bloomery I like	To:	US 522 Frederi		0 1/0	1 /0	0 /6	4 /0	0 /6	'	0.1		0.703	4300	
	From:	SR 163 Ward												
Candler Mt Rd	City of Lynchburg	14000		6 3%	4%	3%	3%	0%	F	0.087	F	0.539	15000	
28) 54:14:15	To:	Bus US 29, US 501 Ly		3 7,0		0,0	0,0	0 / 0	•	0.007	•	0.000	.0000	
	From:	RT 501 V												
28)(501) Candlers Mtn Rd	City of Lynchburg	0.43 <b>35000</b>	<b>G</b> 97%	6 0%	1%	0%	2%	0%	F	0.080	F	0.513	NA	
	To:	RT 501 I												
28)Mayflower Dr	City of Lynchburg	US 501 Candler 1.30 <b>4500</b>	G 87%	ъ 3%	4%	3%	3%	0%	С	0.091	F	0.532	4800	
28 Mayriower Di	City of Lynchiburg			0 0/0	4 /0	3 /6	J /6	0 /6	O	0.031		0.552	4000	
Marifornia	City of Lynch by use	Odd Fellows		4.07	<b>⊢</b>	F0/	10/	00/		0.000		0.507	1000	
Mayflower Dr	City of Lynchburg	1.48 <b>1200</b> Bus US 501 Cam	G 90%	1%	3%	5%	1%	0%	С	0.099	F	0.507	1200	
	From:													
29)North Main St	Town of South Boston	US 501 P; Wilborn A 0.09 <b>2900</b>	Ave; Main St G 99%	6 1%	1%	0%	0%	0%	F	0.093	F	0.819	3100	
29 North Main St				0 1/0	1 /0	0 /6	0 /0	0 /6	'	0.033	'	0.019	3100	
Nicoda Nacio Ot	To From a County Do a to a	US 501 Broa		, 40/	10/	00/	00/	00/	_	0.000		0.504	4700	
North Main St	Town of South Boston	0.38 <b>4400</b>	<b>G</b> 99%	6 1%	1%	0%	0%	0%	С	0.098	F	0.591	4700	
	To: From:	SR 34 Hodg												
29 North Main St	Town of South Boston	0.16 <b>5500</b>	<b>G</b> 99%	6 1%	1%	0%	0%	0%	F	0.092	F	0.548	5800	
	To: From	Edmunds	St											
North Main St	Town of South Boston	0.19 <b>6000</b>	<b>G</b> 99%	6 1%	0%	0%	0%	0%	F	0.091	F	0.502	6400	
	To	College S	St											
29 North Main St	Town of South Boston	0.63 <b>5600</b>	<b>G</b> 99%	6 1%	0%	0%	0%	0%	F	0.094	F	0.547	5900	
9	To	Hamilton B	llvd		<u> </u>									
29)North Main St	Town of South Boston	0.93 <b>10000</b>		6 1%	0%	0%	0%	0%	С	0.093	F	0.502	11000	
9	To													
29)Old Halifax Rd	Town of South Boston (Maint:	NCL South B 0.80 <b>14000</b>		6 1%	1%	0%	0%	0%	С	0.095	F	0.523	14000	
29) Old Flamax Fld	To:	US 501 Cente		0 170		0 /0	0 70	0 70	O	0.000	•	0.525	14000	
	From:													
30) Wert Faulkner Hwy	Rockbridge County	US 11 S Lee H 3.19 <b>3000</b>	ignway G 94%	6 1%	1%	1%	3%	0%	F	0.09	F	0.618	2900	
30) TOTE I GUILLIOI TIWY	Tookbridge County	81-759 Arnolds V		1 /0	1 /0	1 /0	0 /0	0 /0		0.00	•	0.010	2000	

422

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

Route	Jurisdiction	Length AAD	T QA	4Tire	Bus					QC	_ K	QK	Dir	AAWDT	Q'
	Franc					2Axle 3	-Axle 17	rail	2Trail		Factor		Factor		
30)Wert Faulkner Hwy	Rockbridge County	81-759 Arnolds 1.25 <b>290</b> 0		94%	1%	1%	1% 3	3%	0%	С	0.096	F	0.513	2900	(
30) Wort Fadiminer Filmy	- Teolianage County			0170	1 /0		.,,	,,0	0 / 0	Ū	0.000	•	0.010	2000	
30)Rockbridge Rd	Town of Glasgow (Maint: 81	) 1.60 <b>290</b> (		94%	1%	1%	1% 3	3%	0%	N	0.096	F	0.513	2900	
30 Hockbridge Hd	Town of Glasgow (Maint. 81	1.00 2900	J 14	34 /0	1 /0	1 /0	1/0	0 /0	U /o	IN	0.030	'	0.515	2900	
Mart Faullin and have	Do alderidas Constant	ECL Glas		0.40/	40/	10/	10/ 0	20/	00/		0.000	_	0.540	0000	
Wert Faulkner Hwy	Rockbridge County	0.26 <b>290</b> 0	) N	94%	1%	1%	1% 3	3%	0%	N	0.096	F	0.513	2900	l
	To: From:	US 501 Glass													
30 (501) Glasgow Hwy	Rockbridge County	1.81 1700		90%	1%	1%	1% 6	6%	0%	С	0.094	F	0.577	1700	(
	From:	Amherst Cou Rockbridge Co	_												
30)(501)	Amherst County	4.56 <b>160</b> 0		85%	1%	2%	2% 1	1%	0%	С	0.091	F	0.649	1500	(
30/(301)	T-						-,-			_		-			
Blon Rd	Amherst County	US 501 Near 9.49 <b>110</b> 0		79%	1%	1%	2% 1	8%	0%	С	0.095	F	0.571	1100	
30 / LIOH NO	Annierst County			1970	1 /0	1 /0	Z/0 I	0 /0	U /o	U	0.033	'	0.571	1100	,
	From	05-635 Near		000/	00/	20/	10/ -	70/	20/		0.004		0.040	0000	
Elon Rd	Amherst County	4.08 <b>280</b> 0	) G	90%	0%	2%	1% 7	7%	0%	С	0.091	F	0.649	2800	
	To: From:	05-652 I													
Elon Rd	Amherst County	3.86 <b>590</b> 0	) G	90%	0%	2%	1% 7	7%	0%	F	0.094	F	0.611	5800	
	To: From:	05-679 Don	igan Dr												
30)Elon Rd	Amherst County	2.10 6000	G G	90%	0%	2%	1% 7	7%	0%	F	0.094	F	0.644	6400	
	To:	Bus US	29												
Amelon Expressway	Amherst County	2.05 <b>730</b> (		95%	1%	1%	1% 3	3%	0%	С	0.1	F	0.544	7700	
	To:	US 2	0												
30)Amelon Expressway	Amherst County	0.48 <b>370</b>		97%	1%	1%	1% 1	%	0%	С	0.101	F	0.653	4000	(
30) =	To:	05-66		0.70	. , ,		. , .	, 0	0,0	Ū	0	•	0.000		
	From:	Bus US 460 Cont	federate Rly	ıd											
31)Oakleigh Ave	Town of Appomattox (Maint: (			97%	0%	1%	1% 1	%	0%	С	0.090	F	0.58	600	
31)	To:	Church													
	From:	Oakleigh													
Church Street	Town of Appomattox (Maint: 0	•		99%	0%	0%	0% 0	)%	0%	F	0.095	F	0.540	5100	(
<u></u>	From:	Main : Church													
31)Main St	Town of Appomattox (Maint: (			91%	0%	1%	2% 6	6%	0%	С	0.118	F	0.769	850	
31)	To:	Court								_		-			
	From:	Main	St												
31 Court Street	Town of Appomattox (Maint: 0	•		92%	1%	2%	3% 2	2%	0%	С	0.095	F	0.540	6500	
Pue	To: From:	Bus US 460 Cont	160	/d											
Bus 31)(460)Pamplin Rd	Town of Appomattox (Maint: 0	06) 0.07 <b>1400</b>		99%	0%	0%	1% (	)%	0%	N	0.089	F	0.55	14000	ı
31/(400), 4	To:	CFUS 460/JB-165/STREET				0 /0	. 70	, ,0	0 /0		0.000		0.00	1-7000	
	From:	Bus US 460, NCI													
31)Old Courthouse Rd	Appomattox County	3900			1%	1%	0% 0	)%	0%	С	0.082	F	0.538	3900	
	To:	SR 24 Northeast of	f Ammomot	tov.											

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

Route	Jurisdiction	Length AAD1	. 04	4Tire	Buc		Trι			QC	K	QK	Dir	AAWDT	- ,
noute	Julisalction	Length AAD	QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	
	From:	SR 199													
Henry St South	City of Williamsburg	1.77 <b>2200</b>	G	98%	0%	1%	1%	1%	0%	С	0.091	F	0.578	2400	
	To	Ireland St	reet .												
2 Henry St South	City of Williamsburg	0.08 <b>2700</b>	F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.578	2800	
2) - ,	To:	SR 5 Henry St;													
	From:	SR 5													
32) 5 Henry St	City of Williamsburg	0.38 <b>3700</b>	G	98%	0%	1%	1%	0%	0%	F	0.081	F	0.618	3900	
	То:	FRANCIS	ST												
	From:	Lafayette													
Henry St North	City of Williamsburg	0.44 <b>4000</b>	G	97%	1%	2%	1%	0%	0%	С	0.085	F	0.526	4200	
	Toc	SR 132	Y												
N.Henry St	City of Williamsburg	0.16 <b>5700</b>	G	97%	1%	2%	1%	0%	0%	F	0.091	F	0.531	6100	
2)	To:	York County		0.70	. , ,		. , ,	0,0	0,0	•	0.00.	•	0.00.	0.00	
	From:	NCL William													
32	York County	0.10 <b>5700</b>	N	97%	1%	2%	1%	0%	0%	Ν	0.091	F	0.531	6100	
	To:	US 60													
	From:	US 60 Bypa	ss Rd	•											
32)	York County	1.16 <b>7100</b>	G	98%	1%	1%	1%	1%	0%	С	0.087	F	0.508	7400	
	To:	SR 143 Merrin	nac Trail												
ye	From:	Colonial Par	kway												
32)	City of Williamsburg	0.29 <b>4200</b>	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.611	4400	
5	To:	SR 132 N.He	nry St												
	From:	73-692 W, King	sville Rd												
Kingsville Rd	Prince Edward County	1.04 <b>2700</b>		91%	1%	4%	1%	3%	0%	С	0.099	F	0.672	2600	
33)	· ·····oo _a.i.a.ia ooaii.ky			0.70	. , ,	.,,	. , ,	0,0	0,0	Ū	0.000	•	0.07.	_000	
	From	73-692 West of	-	2221				221	221					1000	
Kingsville Rd	Prince Edward County	0.15 <b>4100</b>		90%	0%	1%	1%	8%	0%	F	0.084	F	0.533	4000	
	10:	US 15 King	sville												
	From:	US 17 George Washingt	on Memor	ial Hwy											
Hampton Hwy	York County	0.98 <b>1400</b> 0	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.642	15000	
	To	SR 171 Victo	ry Blyd												
Hampton Hwy	York County	1.54 22000		99%	0%	0%	0%	0%	0%	С	0.094	F	0.615	NA	
34)	-						• / •			_		-			
	From:	99-600 Big Be		000/	00/		00/	00/	00/		0.005		0.000	04000	
Hampton Hwy	York County	1.77 19000		99%	0%	0%	0%	0%	0%	F	0.095	F	0.689	21000	
<u> </u>	To: From:	NCL Ham													
Magruder Blvd	City of Hampton	York County 0.28 <b>1600</b> 0		99%	0%	0%	0%	0%	0%	С	0.101	F	0.685	17000	
Magrader bivd	Oity of Hampton	0.20 16000	) G	33 /o	0 /0	0 /0	0 /0	0 /0	0 /0	U	0.101	'	0.003	17000	
	To: From:	Semple Far													
Magruder Blvd	City of Hampton	0.84 <b>2300</b> 0	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.673	NA	
	To:	SR 172 Cmdr Sho	enard Blvd	1											
Magruder Blvd	City of Hampton	1.45 <b>2700</b> 0	•	98%	0%	1%	0%	0%	0%	F	0.092	F	0.56	29000	
54 / Mag. add. Diva	To:	1.40 27000	<u> </u>	0070	0 / 0	1 /0	0 /0	0 /0	0 /0		5.002		0.00	20000	

424

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

		Primary a	nd Intersta	ate Hol	ites											
Route	Jurisdictio	n Lenath	AADT	QA	4Tire	Bus		Trι	_		QC	K	QK	Dir	AAWDT	. O/
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Manus day Dhyd	Prom:		n Roads Cen			00/	10/	00/	00/	00/	_	0.000	_	0.570	00000	
Magruder Blvd	City of Hamp		30000	G	98%	0%	1%	0%	0%	0%	г	0.092	F	0.573	32000	G
	From:		Iardy Cash I Iardy Cash F													
Ramp	City of Hamp		14000	G	98%	0%	1%	0%	0%	0%	F	0.077	F		15000	G
134)	Combined Traffic Estimates for 2 Parallel			G	98%	0%	1%	0%	1%	0%	F	NA			29000	G
	To:		to Cunningh		0070	0 70		0 / 0	1 /0	0 70	•	1471			20000	
	From:	Kump	I-64	um Di												
34)(134)Ramp	City of Hampton (N	Maint: 99) 0.20			See	VA 13	4 for di	rectional	traffic v	volume e	estima	tes for th	nis se	gment.		
	To:	I-64-E F	ROM RT 13	34 EAST	•											
<b>—</b>	From		34 Magrude	Blvd												
34) (64)	City of Hampton (N				Se	ee I-64	for dire	ctional tr	affic vo	lume es	timate	s for this	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	144000	G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.55	147000	(
	To:	US 258.	SR 134 Mer	curv Blv	d											
34) (64) Ramp	City of Hampton (N		511 15 1 11101	cury Div		ee I-64	for dire	ctional tr	affic vo	lume es	timate	s for this	s sea	ment.		
04) (04) 1 1 1 1 1	То:		3B TO RT 2	58 WES									9			
	From:	I-64-E TO RT 258 I	EAST-MER	CURY B	OULEVA	R										
34) (64) Ramp	City of Hampton (N	Maint: 99) 0.32			Se	ee I-64	for dire	ctional tr	affic vo	lume es	timate	s for this	segi	ment.		
	To:	US 258	FROM I-64	4 EAST												
	From:		I-64								_		_			
34)(258)Mercury Blvd	City of Hamp	oton 0.36	53000	G	98%	0%	0%	1%	1%	0%	F	0.088	F	0.549	55000	(
<i>y</i>	To:		Coliseum D	r												
34)(258) Mercury Blvd	City of Hamp	oton 0.42	38000	G	98%	0%	0%	1%	1%	0%	F	0.081	F	0.555	39000	(
	Too	CD 16	52 Cunningh	om Du												
34)(258)Mercury Blvd	From City of Hamp		43000	am Dr G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.554	44000	(
34) 258 Mercury Blvd	To:		8; Arminste		30 /0	0 70		1 /0	1 /0	0 70	'	0.003		0.004	44000	`
	From:		258 Mercury													
34)Armistead Ave	City of Hamp			G	97%	1%	1%	1%	0%	0%	С	0.09	F	0.502	16000	(
37)	, , , , , , , , , , , , , , , , , , ,															
Armists ad Ava	From: City of Llower		ine Chapel F		000/	1%	10/	00/	0%	00/	С	0.001	F	0.510	17000	,
Armistead Ave	City of Hamp		16000	G	98%	170	1%	0%	0%	0%	C	0.091	Г	0.518	17000	(
	From:	1-0	64; Lasalle A I-64	ve												
34 Armistead Ave	City of Hamp	oton 0.41	12000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.627	13000	(
34)								- , -			-		•			
A	From	0.00	Rip Rap Rd		000/	00/	10/	00/	00/	00/		0.007	_	0.505	44000	
Armistead Ave	City of Hamp	oton 0.38	11000	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.525	11000	(
	To: From:	SR 3	51 Pembrok	e Ave												
34)Armistead Ave	City of Hamp	oton 0.27	8800	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.561	9400	(
	Tol		Queen St													
Armistead Ave	From City of Hamp	oton 0.10	8800	N	98%	1%	1%	0%	0%	0%	N	0.098	F	0.561	9400	1
34)	To:		Settlers Lan		0070	. 70		0,0	0 /0	0,0		0.000		0.001	0.100	
	F															
Pamp	City of Hampton (N		34 Armistea									0.086	Е		12000	,
34)Ramp	City of Hampton (i	viaii il. 33) U.22	11000	G								0.000	F		12000	(
	To:		I-64 West													

425

		Primary a	nd Interstate	Route	es											
Route	Jurisdictio	n Longth	AADT (	04	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	Ο\/
noute	Julisaictio	Length	AADI (	QA '	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
East	From:		to Cunningham		050/	00/		40/	00/	00/	_	0.004	_		44000	_
134 Ramp	City of Hampton (N	Maint: 99) 0.20		G	95%	0%	1%	1%	3%	0%	F	0.084	F		11000	G
		1	I-64 East													
Pamp from L64 W to SP 134	W City of Hamr		y Cash Dr; Ente 13000		97%	0%	1%	0%	1%	0%	_	0.098	F		14000	G
Ramp from I 64 W to SR 134	W City of Hamp bined Traffic Estimates for 2 Parallel				98%	0%	1%	0%	1%	0%	F	0.096 NA	Г		29000	G
Com	To	noadways on this noute.	I-64 West	G	90%	070	1 70	0%	1 70	0%	Г	INA			29000	G
	From:		S 17 Bridge Rd				1									
135 College Dr	L City of Suffo	U			99%	0%	0%	0%	0%	0%	F	0.082	F	0.52	24000	F
133) 56696 21	only of carre				00 70	0 / 0		0,0	0 / 0	0,0	•	0.002	•	0.02	21000	·
Collogo Dr	City of Suffo		4 Western Free		99%	0%	0%	0%	0%	0%	С	0.079	F	0.505	20000	F
135 College Dr	City of Suite	OIK 0.65	19000	Г	9970	076	0%	0%	076	0%	C	0.079	Г	0.505	20000	Г
	To: From:		58 Towne Point		000/	00/		00/	40/	00/	_	0.075	_	0.505	04000	_
135 College Dr	City of Suffo	folk 0.76	19000	F	98%	0%	1%	0%	1%	0%	С	0.077	F	0.505	21000	F
	To- From		I-664				$\Box$ $\vdash$									
135 College Dr	City of Suffo		10000		90%	1%	2%	3%	4%	0%	С	0.093	F	0.633	11000	F
<u> </u>	To:	SR 367 Tide	water Communi	ity Colle	ege											
North	From:	OK I	135 N, College I													
135 Ramp	City of Suffolk (M	Maint: 61) 0.37		G								0.1	F		3700	G
	10.		I-664 West													
North	From:		135 N, College I									0 1 4 1	_		4000	0
135)Ramp	City of Suffolk (M	Maint: 61) 0.12	4000 I-664 East	G			_					0.141	F		4000	G
0 11	From:	an -														
South	City of Suffolk (M	SIC .	135 S, College I 1200	G G								0.114	_		1200	G
135 Ramp	Oity of Surioik (W	0.10	I-664 West	<u>u</u>								0.114	'		1200	G
0	From:	CD :		D.,												
South 135 Ramp	City of Suffolk (M		135 S, College I 2200	G								0.146	F		2200	G
135)	To:	0.10	I-664 East									0.1.10	•		2200	<u> </u>
	From:		WCL Alberta													
(136) Second Ave	Town of Alberta (N			G	93%	1%	2%	0%	4%	0%	С	0.132	F	0.571	350	G
100	To:		US 1 Alberta													
	From:	SR 40 I	N. Broad St; Ma	ain St												
(137)(138)	Town of Kenbridge				89%	1%	1%	2%	7%	0%	F	0.102	F	0.555	3600	G
(6)	To		ECL Kenbridge													
(137)(138)	Frankl Lunenburg Co			N	89%	1%	1%	2%	7%	0%	N	0.102	F	0.555	3600	N
137/130	-					.,,		_,,	. , •	- , •	•			2.200	- 500	
107 (100)	Lunenburg Co		Fletcher Chape 3300		89%	1%	1%	2%	7%	0%	F	0.1	F	0.516	3200	G
137 138	Lune liburg Oc	-			03 /6	1 /0	1 /6	2 /0	7 /0	0 /6		0.1		0.510	3200	u
Courth Hill Dd	To: From:		38 Lafoons Cor		900/	10/	10/	00/	70/	00/		0.114		0.540	700	
South Hill Rd	Lunenburg Co				89%	1%	1%	2%	7%	0%	Ü	0.114	Г	0.543	760	G
	10.	Bruns	swick County L	ane												
6/10/2021			426													

From County  To From:  South Hill  To From:  To From:  To Gounty	Lunenburg Count 3.56 620  SR 46 Danielte  US 1 Mecklenbur 0.38 3500  NCL South F 2.89 3000  Lunenburg Count Mecklenburg Count Mecklenburg Count 9.83 2500  SR 137 Lafoons 0 1.93 3300	G own rg Ave G Hill G ty Line	94%	1%	1% 1% 1%	3+Axle 1% 1%	11%	0% 0%	C F	0.092 0.098	F	0.6 0.57	610	(
To From:  South Hill  From:  From:  To From:  To From:  To County  To From:	3.56 620 SR 46 Danielto US 1 Mecklenbur 0.38 3500  NCL South F 2.89 3000  Lunenburg Count Mecklenburg Coun 9.83 2500  SR 137 Lafoons 6	G own rg Ave G Hill G ty Line ntty Line	94%	1%	1%									
From South Hill  To From Prom Prom Prom Prom Prom Prom Prom P	US 1 Mecklenbur 0.38 3500  NCL South F 2.89 3000  Lunenburg Count Mecklenburg Count 9.83 2500  SR 137 Lafoons 6	G Hill G ty Line nty Line				1%	4%	0%	F	0.098	F	0.57	3400	
South Hill  To From:  From:  To From:  To Grounty  To From:  To Grounty  To From:  To	0.38 3500  NCL South F 2.89 3000  Lunenburg Count Mecklenburg Coun 9.83 2500  SR 137 Lafoons 6	G Hill G ty Line nty Line				1%	4%	0%	F	0.098	F	0.57	3400	
To From:  To: From:  To: From:  To: From:  To: From:  To: From: From:  To: From: Fro	NCL South F 2.89 3000 Lunenburg Count Mecklenburg Coun 9.83 2500 SR 137 Lafoons 6	Hill  G  ty Line  nty Line				1%	4%	0%	F	0.098	F	0.57	3400	
To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To Fro	2.89 <b>3000</b> Lunenburg Count Mecklenburg Coun  9.83 <b>2500</b> SR 137 Lafoons 6	G ty Line nty Line	94%	1%	1%									
To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To Fro	Lunenburg Count Mecklenburg Count 9.83 <b>2500</b> SR 137 Lafoons 6	ty Line nty Line	94%	1%	1%									
rg County	Mecklenburg Cour 9.83 <b>2500</b> SR 137 Lafoons 0	nty Line			1 /0	1%	4%	0%	С	0.106	F	0.557	2900	
rg County	9.83 <b>2500</b> SR 137 Lafoons 0													
rg County	SR 137 Lafoons	G	0.40/	10/	10/	10/	40/	00/	0	0.101	F	0.511	0500	
To: From:			94%	1%	1%	1%	4%	0%	С	0.101	Г	0.511	2500	
To: From:	1 น่ว วากก								_	2.4	_	0.510		
rg County	1.30 3300	G	89%	1%	1%	2%	7%	0%	F	0.1	F	0.516	3200	
rg County	55-601				$\Box$									
•	0.74 <b>3700</b>	N	89%	1%	1%	2%	7%	0%	N	0.102	F	0.555	3600	
To: From:	CL Kenbridg	ge												
idge (Maint: 55)	1.13 <b>3700</b>	G	89%	1%	1%	2%	7%	0%	F	0.102	F	0.555	3600	
То:	SR 40													
From:	40-610 CL Jar	rratt												
att (Maint: 40)	0.76 <b>1600</b>	F	97%	0%	2%	1%	1%	0%	С	0.105	F	0.615	1600	
To:	Sussex County													
att (Maint: 91)	Greensville Coun 0.23 <b>2700</b>	ty Line <b>F</b>	97%	0%	1%	1%	1%	0%	F	0.102	F	0.542	2600	
att (Mairit: 01)				0 70		1 /0	1 /0	0 / 0	•	0.102		0.012	2000	
ett (Moint, O1)	91-646 Kientz Rd; F			10/	20/	20/	00/	00/		0.000		0.541	2200	
att (Maint: 91)	0.49 <b>2400</b>	F	86%	1%	2%	2%	8%	0%	С	0.089	F	0.541	2300	
F														_
Ahinadan			0/1%	Nº/-	10/-	10/	10/-	<b>0</b> %	C	0.001	E	0.556	17000	
To:			J+70	0 70		1 /0	7/0	0 /0	J	0.031	·	0.550	17000	
From:											_			_
ortsmouth			98%	0%	1%	0%	0%	0%	F	0.089	F	0.671	18000	
Tor						-,-	- , -							
Prom:			98%	N%	1%	0%	N%	O%	F	0.092	F	0.706	15000	
Jitailloutii			30 70	0 70	1 /0	0 70	0 70	0 /0	į	0.032	·	0.700	13000	
From			000/	00/	10/	00/	00/	00/		0.007		0.601	25000	
ortsmouth	0.76 23000	G	98%	0%	1%	0%	0%	0%	Г	0.087	Г	0.691	25000	
From:	I-264				<u> </u>				_					_
ortsmouth	0.18 <b>21000</b>	G	98%	0%	1%	0%	0%	0%	F	0.073	F	0.526	22000	
To: From:	South St				$\Box$ $\vdash$									
ortsmouth	0.25 <b>22000</b>	G	98%	0%	1%	0%	0%	0%	F	0.07	F	0.568	23000	
To: From:	High St													
ortsmouth	0.06 <b>17000</b>	G	98%	0%	1%	0%	0%	0%	F	0.071	F	0.641	18000	
	London Blv	d												
	From: Abingdon To: From: Ortsmouth  To: From: Ortsmouth  To: From: Ortsmouth  To: From: Ortsmouth  To: From: Ortsmouth  To: From: Ortsmouth  To: From: Ortsmouth  To: From: Ortsmouth  To: From: Ortsmouth  To: From: Ortsmouth	Tool	SCL Abingdon   SCL Abingdon	SCL Abingdon	SCL Abingdon   SCL Abingdon	SCL Abingdon	SCL Abingdon	SCL Abingdon	SCL Abingdon   SCL Abingdon   Abingdon   16000   G   94%   0%   1%   1%   4%   0%	SCL Abingdon   SCL Abingdon   Abingdon   16000   G   94%   0%   1%   1%   4%   0%   C	To   US 301 Jarratt   SCL Abingdon   Abingdon   16000   G   94%   0%   1%   1%   4%   0%   C   0.091	SCL Abingdon   SCL Abingdon   Abingdon   16000   G   94%   0%   1%   1%   4%   0%   C   0.091   F	Tisk	Tree   US 301 Jarratt   Free   SCL Abingdon   16000   G   94%   0%   1%   1%   4%   0%   C   0.091   F   0.556   17000

### 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	C
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
N andan Dhid	City of Dayton author	Effingham St		000/	0%	10/	00/	00/	00/	_	0.000	F	0.04	17000	
1 London Blvd	City of Portsmouth	0.33 <b>16000</b>	G	98%	0%	1%	0%	0%	0%	F	0.080	Г	0.64	17000	
	To: From:	Elm Ave													
London Blvd	City of Portsmouth	0.80 <b>22000</b>	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.692	23000	
	To:	M L King Freewa	ay												
	From:	SR 141 Effingham													
A1)Ramp	Norfolk Maintenance Area		G								0.108	F		10000	
<u></u>	To:	I-264 East													
orth	From:	SR 141 N, Effinghar													
A1)Ramp	City of Portsmouth (Maint: 64)	0.30 <b>5300</b>	G								0.135	F		5600	
	To:	I-264 West													
outh	From:	SR 141 S, Effinghan	m St												
A1)Ramp	City of Portsmouth (Maint: 64)	0.14 <b>2900</b>	G								0.143	F		3100	
	To:	I-264 West													
	From:	US 1 Boydton Plank	k Rd												
42)Simpson Rd	Dinwiddie County	1.27 <b>2400</b>	F	97%	0%	0%	0%	2%	0%	С	0.103	F	0.574	2500	
	To	WCL Petersburg	2			<u> </u>									
42)Boydton Plank Rd	City of Petersburg	0.16 <b>2500</b>	G	97%	0%	0%	1%	1%	0%	F	0.106	F	0.506	2700	
	To	Dumw Pd													
42)Boydton Plank Rd	City of Petersburg	Dupuy Rd 1.24 <b>2400</b>	G	97%	0%	0%	1%	1%	0%	С	0.105	F	0.562	2500	
42) 20 y d to 11 1 1 1 1 1 1 1	only of Following			0.70	0 / 0		1 /0	1 /0	070	Ŭ	0.100	•	0.002	2000	
Halifay Dd	From L	Rt 604 Halifax Ro		000/	00/	10/	00/	00/	00/	N.I.	0.007		0.550	7000	
42 Halifax Rd	City of Petersburg	0.06 <b>7400</b>	N	99%	0%	1%	0%	0%	0%	N	0.087	F	0.559	7900	
	-	CSX RR													
In calls Del	City of Homestee (Mainty 2001)	US 258 Mercury Bl		000/	00/	10/	00/	00/	00/	0	0.000	_	0.517	0000	
43)Ingalls Rd	City of Hampton (Maint: 999)	0.28 <b>2100</b>	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.517	2200	
	To: From:	Begin State Maintena				_									
43)Mellen St	City of Hampton	0.41 <b>2100</b>	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.517	2200	
	To	SR 169 Mallory S	St			_									
43)County St	City of Hampton	0.59 4000	G	98%	1%	1%	0%	0%	0%	С	0.108	F	0.727	4200	
	To:	I-64													
	From:	Tyler St	_							_		_			
43) (60) Settlers Landing Rd	City of Hampton	0.67 <b>14000</b>	G	97%	1%	1%	0%	0%	0%	F	0.082	F	0.645	15000	
<u> </u>	To: From:	Eaton St													
43) (60) Settlers Landing Rd	City of Hampton	0.46 <b>11000</b>	G	97%	1%	1%	0%	0%	0%	F	0.089	F	0.612	11000	
	To: From:	SR 134 Armistead A	Ave												
43) 60 Settlers Landing Rd	From: L	0.13 <b>12000</b>	G	97%	1%	1%	0%	0%	0%	С	0.087	F	0.585	13000	
	To:	Kecoughtan Rd													
	From:	Settlers Landing R													
43) (60) Kecoughtan Rd	City of Hampton	0.26 <b>8500</b>	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.51	9000	
	To:	US 60 Kecoughtan	Rd												

428

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

Doute	Lord - disal-		AADT	<b>^</b>	4T:	D		Tru	ıck		00	K	OI/	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Route	Jurisdictio	n Lengtr	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Ċ
_	From:	US	60 Kecoughta	an Rd												
3)Victoria Blvd	City of Hamp	oton 0.54	2600	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.64	2800	
	To		Lasalle Ave													
3)Victoria Blvd	City of Hamp	oton 1.25	5100	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.558	5400	
13)	- 1					. , 0		0,0	0,0	0,0	•	01.00	·	0.000	0.00	
Vieterie Dlud	From City of Llower		owhatan Pky	_	000/	10/	10/	00/	00/	00/		0.000	F	0.505	4700	
Victoria Blvd	City of Hamp		4400	G	98%	1%	1%	0%	0%	0%	С	0.096	г	0.585	4700	
	From:		L Newport N WCL Hampto													
13)27th St	City of Newport		5900	G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.565	6200	
+3)= e.	Combined Traffic Estimates for Parallel			_	0070	. , 0	. , 0	0,0	0,0	0,0	•	NA	•	0.000	NA	
	To:	•	143 Par, 28t	th St								INA			INA	
	From:		143 Par, 27t													
28th St	City of Newport	t News 0.48	1500	G	96%	1%	3%	0%	0%	0%	F	0.162	F		1600	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	3600	G	97%	1%	1%	0%	0%	0%	F	0.123	F	0.581	3800	
	Tac															
3)28th St	City of Newport		Chestnut Ave	e G	96%	1%	3%	0%	0%	0%	С	0.155	F	0.669	1800	
43/2011 31	, '					1%	2%				С		F			
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte	3700	G	97%	170	2%	0%	0%	0%	C	0.115	Г	0.600	3900	
	To: From:		143 Par, 27t													
Jefferson Ave	City of Newport	t News 0.33	8300	G	96%	1%	1%	1%	0%	0%	С	0.101	F	0.519	8800	
	To		I-664													
Jefferson Ave	City of Newport	News 0.61	21000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.54	22000	
.9	Tac		5041. C4													
Jefferson Ave	Errorri City of Newport	t News 1.89	50th St 23000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.557	25000	
3 Jenerson Ave	To:		258 Mercury		30 /6	0 70		0 /6	0 /6	0 78	•	0.007	'	0.557	23000	
	From:		Mercury Blv													
43) 17 Jefferson Ave	City of Newport			G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.566	39000	
	Tool		D 152 M :	C.												
Jefferson Ave	City of Newport		41000	G G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.582	NA	
Jefferson Ave	Oity of Newport	Tivews 1.03	41000	G	31 /6	0 76	1 /6	1 /0	1 /0	0 76	•	0.007	'	0.302	INA	
	To- From:		06 Harpersvil										_			
43) (17) Jefferson Ave	City of Newport		45000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.513	49000	
<i>&gt;</i>	To:		lyde Morris l		1											
Jefferson Ave	City of Newport		J Clyde Mor 44000	G G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.519	47000	
13 Julierson Ave	Oity of Newport	inews i.ii	44000	G	30 /6	0 76	1 /6	0 /6	0 /6	0 76	•	0.002	'	0.513	47000	
	To- From:		ddle Ground										_			
Jefferson Ave	City of Newport	t News 1.29	46000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.55	48000	
	To	SR 1	71 Oyster Po	int Rd			$\neg$ $\vdash$									
Jefferson Ave	City of Newport		48000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.52	51000	
	Tac		I-64													
Jefferson Ave	From: City of Newport	t News 1.13	73000	G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.544	78000	
43 /0011613011 AVE	Oity of Newport	1.13	73000	G	30 /6	0 /0	1 /0	0 /0	0 /0	0 /0		0.00		0.544	70000	

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

Route	Jurisdiction	Length AADT QA	4Tiro	Buc		Tru	ck		QC	K	QK	Dir	AAWDT	
noute	Julistiction		4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	·
) letterness A.	From:	Bland Blvd	000/	00/	10/	00/	00/	00/	_	0.070	_	0.544	50000	
3 Jefferson Ave	City of Newport News	0.86 <b>49000 G</b>	98%	0%	1%	0%	0%	0%	F	0.078	F	0.544	52000	
Lefferson Ave	City of November November	SR 173 Denbigh Blvd	98%	0%	10/	00/	0%	0%	С	0.102	^	0.500	21000	
3 Jefferson Ave	City of Newport News	0.84 <b>29000 A</b>	90%	0%	1%	0%	076	0%	C	0.102	Α	0.508	31000	
3 Jefferson Ave	City of Newport News	Richneck Rd 2.19 <b>25000 G</b>	98%	0%	1%	0%	0%	0%	F	0.096	F	0.56	26000	
3 Julierson Ave	City of Newport News		90%	0%	1 70	0%	0%	0%	Г	0.096	Г	0.56	20000	
Lofferson Ave	City of Novembert Nove	SR 105 Ft Eustis Blvd	97%	0%	10/	2%	0%	0%	С	0.103	F	0.526	8700	
3 Jefferson Ave	City of Newport News	2.55 <b>8200 G</b>	97%	0%	1% ——	2%	0%	0%	C	0.103	Г	0.526	6700	
lefferen A	City of Newsont News	Yorktown Rd	070/	00/	10/	00/	00/	00/	F	0.000	F	0.500	10000	
3 Jefferson Ave	City of Newport News	1.12 11000 G  James City County Line	97%	0%	1%	2%	0%	0%	Г	0.099	Г	0.568	12000	
	From:	NCL Newport News												
3 Merrimac Trail	James City County	2.44 <b>8200 G</b>	97%	0%	1%	2%	0%	0%	F	0.11	F	0.687	8700	
	To:	York County Line												
Merrimac Trail	York County	James City County Line 2.50 12000 G	97%	0%	1%	2%	0%	0%	F	0.096	F	0.567	13000	
3) Werninge Trail	To:	James City County Line		0 70	170	270	0 70	0 70	'	0.000	•	0.507	10000	
	From:	York County Line												
Merrimac Trail	James City County	1.12 <b>14000 G</b>	97%	0%	1%	2%	0%	0%	F	0.091	F	0.529	14000	
	To: From:	York County Line James City County Line												
Merrimac Trail	York County	0.76 <b>5900 G</b>	97%	0%	1%	2%	0%	0%	F	0.137	F	0.696	6300	
	To	ECL Williamsburg												
Merrimac Trail	City of Williamsburg	0.90 <b>5400 G</b>	98%	0%	1%	0%	0%	0%	С	0.093	F	0.533	5800	
2	Tec	SR 5 Capital Landing Ro	ı											
Merrimac Trail	City of Williamsburg	0.37 <b>7500 G</b>	98%	0%	1%	0%	0%	0%	С	0.090	F	0.505	8000	
2	To:	York County Line												
Manuina a Tuail	From:	NCL Williamsburg	000/	0%	10/	00/	00/	00/	F	0.001	F	0.540	0000	
Merrimac Trail	York County	0.22 <b>8500 G</b>	98%	0%	1%	0%	0%	0%	Г	0.091	Г	0.542	8800	
Marries as Tueil	Tos From:	SR 132	000/	00/	10/	00/	00/	00/		0.000		0.055	1 1000	
Merrimac Trail	York County	0.60 <b>15000 G</b>	98%	0%	1%	0%	0%	0%	F	0.093	F	0.655	14000	
	From:	I-64		1.01				221		0.400		2 2 4 2		
Merrimac Trail	York County _™	0.24 <b>3000 G</b>	98%	1%	1%	0%	0%	0%	С	0.160	F	0.916	2900	
	n 1	Camp Peary Main Gate												
Ramp	City of Newport News (Maint: 99)	121-7006 Jefferson Ave; 34 0.34 <b>5600 G</b>	h St							0.104	F		5900	
Ramp	To:	I-664 East								0.104	'		3300	
	From:	SR 143 Jefferson Ave												
Ramp	City of Newport News (Maint: 99)	0.14 <b>4500 G</b>								0.093	F		4800	
10)	To:	I-64 West												

430

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

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Trι e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
	From:	· (Maint: OO)		43 Jeffersor									0.000	_		0000	
3 Ramp	City of Newport News	s (Maint: 99)	0.22	<b>2100</b> I-64 West	G								0.086	F		2300	(
	From:		CD 1	43 Jeffersor	Avo												
Ramp	City of Newport News	s (Maint: 99)	0.25	1900	G								0.13	F		2000	
.9	To:	( 11 1 11)		I-64 East	-												
	From:		SR 14	13 Merrimac	Trail												
Ramp	York Coun	ty		5400	G								0.084	F		5300	
<i></i>	То:			I-64 East													
th	From:			3 N, Jefferso													
3)Ramp	City of Newport News		0.13	2300	G								0.101	F		2500	
	To:			East Collect													
rth Dames	From:	(Maint: 00)		N, Jefferso									0.004	_		E400	
Ramp	City of Newport News	s (Maint: 99)	0.19	5100 Vest Collect	G on Dd								0.084	F		5400	
	From:																
rth 3 Ramp	York Coun		0.16	13 Merrimac 2800	G								0.106	F		2800	
13)	To:	-,	00	I-64 West									000	•			
uth	From:		SR 14	3 S, Jefferso	on Ave												
Ramp	City of Newport News	s (Maint: 99)	0.23	13000	G								0.085	F		14000	
7	To:		I-64 l	East Collect	or Rd												
uth	From:			3 S, Jefferso													
Ramp	City of Newport News	s (Maint: 99)	0.13	2200	G								0.093	F		2400	
	To:		I-64 V	Vest Collect	or Rd												
ith	From:			13 Merrimac									0.000	_		0000	
3)Ramp	York Coun	ty	0.20	<b>3000</b> I-64 West	G								0.098	F		2900	
	Francis		-		α.												
27th St	City of Newport	News	Si	2000 R 143; 28th	G G	98%	1%	1%	0%	0%	0%	С	0.097	F		2200	
13)27111 01	Combined Traffic Estimates for 2 Parallel		s Boute:		G	97%	1%	1%		0%	0%	F	0.123	F	0.582	3800	
	To.					0.70	. , ,		0,0	0 / 0	0 / 0	•	00	•	0.002	0000	
3)27th St	From City of Newport	News	0.90	2000	G G	98%	1%	1%	0%	0%	0%	С	0.115	F	0.643	2200	
3)-1 61	Combined Traffic Estimates for 2 Parallel				G	97%	1%	2%		0%	0%	C	0.115	F	0.600	3900	
	To:			efferson Av						• , •							
<u> </u>	From:			27th St													
Jefferson Ave	City of Newport		0.05	2000	N	98%	1%	1%	0%	0%	0%	N	0.115	F	0.643	2200	
	Combined Traffic Estimates for Parallel	Hoadways on this		<b>NA</b> R 143; 28th	C+								NA			NA	
Temple Ave	Prince George (	County	1.99	6 Oaklawn 24000	Blvd <b>F</b>	98%	0%	0%	0%	0%	0%	F	0.106	Α	0.578	25000	
14) Tolliple Ave	To:	County		5 Puddledo		30 /6	0 /6	- 0 /0	0 /6	0 /6	0 /6		0.100	^	0.570	23000	

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	74-645 Puddledocl	k Rd												
Temple Ave	Prince George County	0.68 <b>30000</b>	Α	98%	0%	0%	0%	0%	0%	С	0.106	Α	0.578	32000	Α
	To:	Chesterfield County													
Tomple Ave	Chesterfield County	Prince George Count 0.10 <b>30000</b>		98%	0%	0%	0%	0%	0%	С	0.106	Α	0.578	32000	Α
Temple Ave	Chesterned County	0.10 <b>30000</b>	Α	90%	076	0%	0%	076	0%	C	0.106	А	0.576	32000	А
	To- From:	ECL Colonial Hei	•												_
Temple Ave	City of Colonial Heights	0.93 <b>26000</b>	G	98%	0%	0%	0%	0%	0%	F	0.085	F	0.584	27000	G
	To- From	Conduit Rd													
Temple Ave	City of Colonial Heights	29000	G	98%	0%	0%	0%	0%	0%	F	0.089	F	0.54	30000	G
	To	I-95													
Temple Ave	City of Colonial Heights	22000	G	98%	0%	0%	0%	0%	0%	F	0.089	F	0.548	24000	G
<i>D</i>	Tec														
44) 1 (301) Boulevard	City of Colonial Heights	US 1 Boulevard 0.74 <b>18000</b>	G G	99%	0%	0%	0%	0%	0%	F	0.093		0.519	20000	G
44/ 1 301 Bodievaid	City of Colonial Fleights	0.74 10000	<u>u</u>	33 /o	0 /0	0 /6	0 /6	0 /6	0 /6	'	0.033	'	0.519	20000	C
¬~~	To- From:	Lakeview Ave										_			
44 (1) (301) Boulevard	City of Colonial Heights	0.17 <b>20000</b>	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.517	NA	
<u> </u>	To- From	Ellerslie Ave													
44) (1) (301) Boulevard	City of Colonial Heights	0.19 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.501	NA	
	Tor	Sherwood Ave	<b>a</b>												
44) (1) (301) Boulevard	City of Colonial Heights	0.62 <b>21000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	22000	G
44) (1) (301)	To														
44) (1) (301) Jefferson Davis Hwy	Chesterfield County	NCL Colonial Hei 0.22 <b>21000</b>	ights <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.093	F	0.56	23000	G
44) 1 301 Jefferson Davis Hwy		0.22 21000	G	99 /o	0 /0	0 /0	0 /6	0 /0	0 /6	'	0.033	'	0.50	23000	
	To- From:	US 1 Jefferson Davi	•			, <del>L</del>									_
44 Harrowgate Rd	Chesterfield County	1.44 <b>8600</b>	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.547	9200	C
	To- From	20-1136 North	St												
44) Harrowgate Rd	Chesterfield County	2.24 <b>7800</b>	G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.552	8300	C
	To	20-619 Happy Hil	1 Rd												
Harrowgate Rd	Chesterfield County	1.76 <b>9400</b>	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.582	10000	G
<del>11</del> )	T-1														
144) (10) Hundred Rd	Chesterfield County	SR 10 West Interse 0.25 <b>29000</b>	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.554	31000	(
44) 10) Hundred Ha	Chesterned County	0.25 29000	G	90%	076	1 70	1 70	1 70	0%	Г	0.065	Г	0.554	31000	C
	To: From:	SR 10 EAST INTERS				$\vdash$									
Chester Rd	Chesterfield County	1.77 <b>10000</b>	G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.629	11000	C
	To:	SR 145 Centralia	Rd												
	From:	SR 144 Temple A													
Ramp	City of Colonial Heights (Maint: 20)	8800	G	97%	0%	1%	1%	1%	0%	С	0.081	F	0.654	9300	G
	To:	Ramp Split													
Domo	City of Colonial Heights (Maint CO)	SR 144 Ramp to I-95		000/	00/	00/	10/	10/	00/	0	0.000	_		E000	_
Ramp	City of Colonial Heights (Maint: 20)	5500	G	98%	0%	0%	1%	1%	0%	С	0.086	F		5900	G
<u> </u>	10.	I-95 South													

432

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 144 Ramp to I-95 Sout		221				221	_	- · · · -	_		2522	
Ramp	City of Colonial Heights (Maint: 20)	3200 G I-95 North	97%	0%	1%	1%	1%	0%	С	0.115	F		3500	G
	From:	SR 10 Iron Bridge Rd												
45) Centralia Rd	Chesterfield County	2.81 <b>7900 G</b>	98%	1%	1%	0%	0%	0%	С	0.103	F	0.502	8400	(
43)	To							• , •			-			
45)Chester Rd	Chesterfield County	SR 144 Chester Rd 0.46 <b>21000 G</b>	98%	1%	1%	0%	0%	0%	F	0.103	F	0.502	22000	(
43)	To							• , •	•		-			
45)Chester Rd	Chesterfield County	SR 288 <b>5500 G</b>	98%	1%	1%	0%	0%	0%	F	0.112	F	0.81	5900	(
43) 51100101 110	To:	US 1, US 301 Jefferson Davis		170		0 70	0 / 0	0 70	•	0.1.12	•	0.01	0000	
	From:	SR 76 Powhite Pkwy												
46)	City of Richmond (Maint: 43)	0.86 <b>23000 G</b>	98%	0%	0%	0%	0%	0%	F	0.109	F	0.714	28000	(
	To:	SR 195 Downtown Expw	y											
outh	From:	SR 146 South												
46)Ramp	City of Richmond (Maint: 43)	0.08 <b>500 F</b>								0.153	F		500	ı
	To:	Rosewood Ave												
$\overline{}$	From:	US 60 Midlothian Tpke												
Huguenot Rd	Chesterfield County	1.33 <b>30000 G</b>	99%	0%	0%	0%	0%	0%	F	0.089	F	0.505	32000	(
<u></u>	To From	20-711 Robious Rd												
47)Huguenot Rd	Chesterfield County	3.08 <b>32000 G</b>	99%	0%	0%	0%	0%	0%	С	0.095	F	0.553	35000	(
	To: From	20-678 Buford Rd												
47)Huguenot Rd	Chesterfield County	0.59 <b>31000 G</b>	99%	0%	0%	0%	0%	0%	F	0.095	F	0.588	34000	(
	To- Boos-	SCL Richmond												
47)Huguenot Rd	City of Richmond	0.10 <b>31000 N</b>	99%	0%	0%	0%	0%	0%	Ν	0.095	F	0.588	34000	ı
	To-	SR 150 Chippenham Pkw	v											
47)Huguenot Rd	City of Richmond	1.24 <b>22000 G</b>	99%	0%	0%	0%	0%	0%	С	0.1	F	0.586	23000	(
	To	NCL Richmond												
47)Huguenot Rd	Henrico County (Maint: 20)	0.38 <b>22000 N</b>	99%	0%	0%	0%	0%	0%	Ν	0.1	F	0.586	23000	-
	To	Huguenot Memorial Bridg	Δ.											
47)Huguenot Rd	Henrico County	0.45 <b>22000 G</b>	99%	0%	0%	0%	0%	0%	С	0.098	F	0.592	24000	(
**) °	Too	43-7506 River Rd												
47)River Rd	Henrico County	0.02 <b>22000 N</b>	99%	0%	0%	0%	0%	0%	N	0.081	F	0.525	23000	1
41)	To			• , •		- , ,	- , -					****		
47)River Rd	City of Richmond	WCL Richmond 0.68 <b>22000 G</b>	99%	0%	0%	0%	0%	0%	F	0.081	F	0.525	23000	(
47)	·		0070	0 /0		0 /0	0 /0	0 /0		0.001		0.020	20000	,
(any St	City of Richmond	Three Chopt Rd 0.16 <b>18000 G</b>	99%	00/	0%	0%	0%	0%	F	0.08	F	0.550	19000	,
Cary St			3370	U 70	U-76	0 %	0 %	U 70	Г	0.06	Г	0.558	19000	,
	To- From:	Libbie Ave	000/	00/		00/	00/	00/		0.000	_	0.500	15000	
47 Cary St	City of Richmond	1.10 <b>14000 G</b> Westmoreland St	99%	0%	0%	0%	0%	0%	C	0.083	F	0.509	15000	(

### 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:		estmoreland										_			
147 Cary St	City of Richmor	nd 0.83	12000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.549	13000	G
	Ta From		Thompson St		000/	00/		00/	00/	00/	_	0.00			7700	
147) Cary St	City of Richmor		7200	G	99%	0%	0%	0%	0% 0%	0% 0%	F F	0.08	F F	0.507	7700	G
	Combined Traffic Estimates for 2 Parallel Ro			G	97%	1%	1%	0%	0%	0%	Г	0.078	г	0.507	16000	G
147 Cary St	City of Richmor		161 Bouleva 9000	ard <b>G</b>	98%	1%	1%	0%	0%	0%	С	0.085	F		9600	G
14/ Cary St	Combined Traffic Estimates for 2 Parallel Ro			G	98%	1%	1%	0%	0%	0%	С	0.003	F	0.761	20000	G
	Combined Traine Estimates for 21 araner no	•			30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	O	0.034	'	0.701	20000	u
147)Cary St	City of Richmor		JS 301 Belvi <b>5700</b>	G G	99%	0%	0%	0%	0%	0%	F	0.132	F		6100	G
147 Oury Ot	Combined Traffic Estimates for 2 Parallel Ro			G	99%	1%	0%	0%	0%	0%	F	0.088	F	0.692	15000	G
	To:		JS 60, 9th St		0070	. , 0		0,0	0,0	0 / 0	•	0.000	•	0.002	.0000	<u> </u>
	From:	SF	R 147 Cary S	St												
(147)Ramp	City of Richmond (Ma	aint: 43) 0.09	4400	G								0.184	F		4400	G
	To:	1	I-195 South													
	From:		Cary St													
147 Thompson St	City of Richmor		11000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.818	12000	G
	Combined Traffic Estimates for 2 Parallel Ro		18000 Ellwood Ave	G	99%	1%	0%	0%	0%	0%	F	NA			20000	G
	From:		Thompson St													_
147 Ellwood Ave	City of Richmor	nd 0.77	7400	G	96%	2%	1%	0%	0%	0%	С	0.091	F		7900	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	15000	G	97%	1%	1%	0%	0%	0%	F	0.078	F	0.507	16000	G
	To: From:	SR	161 Bouleva	ard			$\Box$ $\vdash$									
147 Main St	City of Richmor	nd 1.56	9500	G	98%	1%	1%	0%	0%	0%	С	0.099	F		10000	G
· ·	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	18000	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.760	20000	G
	Tac From:	US 1 U	S 301 Belvio	dere St												
147 Main St	City of Richmor		8000	G	98%	1%	1%	0%	0%	0%	F	0.103	F		8500	G
	Combined Traffic Estimates for 2 Parallel Ro			G	99%	1%	0%	0%	0%	0%	F	0.088	F	0.692	15000	G
	Tor	U	S 60 P, 8th S	St												
Changes Creak Dd	From:	v 0.87	I-77 <b>2700</b>		94%	1%	1%	10/	20/	00/	С	0.106	F	0.630	2000	G
148 Chances Creek Rd	Carroll County	,	ancy Gap Hi	G	94%	1%	1%	1%	3%	0%	C	0.106	г	0.630	2900	G
	Fron:		R 148; 17-77.													
148 Ramp	Carroll County		<b>710</b>	G G								0.085	F		710	G
140)	To:	,	I-77 South										-			
	From:	SR 148	Chances Cre	eek Rd												
(148)Ramp	Carroll County		1600	G								0.089	F		1600	G
$\overline{}$	To:		I-77 North													
	From:		5; N Landin													
149 Princess Anne Rd	City of Virginia Be		9700	G	97%	1%	1%	1%	0%	0%	С	0.098	F	0.576	10000	G
$\smile$	To:	Prii	ncess Anne F	Rd												

434

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trı			QC	_ K	QK	Dir	AAWDT	ГС
	From:					2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
Ramp	Chesterfield County	I-95 North 12000	G								0.121	F		12000	
0) Hamp	Onesterned County										0.121	•		12000	
Down	Chasterfield County	SR 150 East Exit 15A Ramp 24000		South							0.095	F	0.602	26000	
Ramp	Chesterfield County	SR 150 E, Chippenhai	G Dkwa	.,							0.095	Г	0.002	20000	
	From:	I-95	IIIKW	y											
Chippenham Pkwy	Chesterfield County	0.32 <b>56000</b>	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.575	61000	
	To	US 1 Jefferson Davi	s Hwv												
Chippenham Pkwy	Chesterfield County	1.98 <b>56000</b>	Α	98%	0%	1%	0%	1%	0%	С	0.116	Α	0.566	59000	
	Too	20-637 Hopkins	Rd												
Chippenham Pkwy	Chesterfield County	0.94 <b>64000</b>	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.509	69000	
	To:	SR 10 Iron Bridge	Pd			<u> </u>									
Chippenham Pkwy	Chesterfield County	2.59 <b>70000</b>	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.572	76000	
30) - 1-1 ,	Tot														
50)Chippenham Pkwy	Chesterfield County	US 360 Hull Stree 1.67 <b>69000</b>	G Rd	98%	0%	1%	0%	1%	0%	F	0.095	F	0.625	74000	
50) Omporman i kwy	Onesterned County			30 70	0 70	1 70	0 70	1 /0	0 70	•	0.000	•	0.023	74000	
Chiananham Blum	Clasata of all Carrets	US 60 Midlothian T		000/	00/	10/	00/	10/	00/	F	0.104	F	0.000	70000	
Chippenham Pkwy	Chesterfield County	1.07 <b>65000</b>	G	98%	0%	1%	0%	1%	0%	Г	0.104	Г	0.686	70000	
	Te: From:	20-686 Jahnke F										_			
Chippenham Pkwy	Chesterfield County	0.52 <b>61000</b>	G	98%	0%	1%	0%	1%	0%	F	0.099	F	0.681	66000	
	To: From:	SR 76 Powhite Pk	wy												
Chippenham Pkwy	Chesterfield County	0.50 <b>49000</b>	G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.503	53000	
<u></u>	To: From:	ECL Richmond	1			<u> </u>									
Chippenham Pkwy	City of Richmond	0.46 <b>49000</b>	G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.503	53000	
	To	Forest Hill Ave													
Chippenham Pkwy	City of Richmond	1.36 39000	G	98%	0%	1%	0%	1%	0%	F	0.103	F	0.53	43000	
	To	SR 147 Huguenot	Rd												
50) Willey Bridge	City of Richmond	1.51 <b>38000</b>	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.62	42000	
, ,	Tor														
Chippenham Pkwy	Henrico County	NCL Richmond 1.25 <b>32000</b>	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.533	35000	
50) Ompportant i kwy	To:	Parham Rd	<u> </u>	0070	0 70		0 70	1 /0	0 70	•	0.100	•	0.000	00000	
ast	From:	SR 150 Ramp													
asi 50)Ramp	Chesterfield County	12000	G	98%	0%	1%	0%	1%	0%	F	0.108	F		13000	
30)	To:	SR 895 West Exit A				Ť									
ast	From:	SR 895 W Exit A F	•												
Ramp	Chesterfield County	14000	G	98%	0%	1%	0%	1%	0%	F	0.113	F		15000	
	To:	I-95 South													
	From:	SR 150 W, SR 89													
Ramp	Chesterfield County	23000	G	98%	0%	1%	0%	1%	0%	F	0.103	F	0.548	25000	
	To:	I-95 North Exit 67B	Ramp												

435

Route	Jurisdiction	Length AADT QA	4Tire	Bus	Tr	uck		QC	K	QK	Dir	AAWDT	. OI
					2Axle 3+Axle	1Trail	2Trail		Factor		Factor		
Bamp	Chesterfield County	I-95 North Exit 67B Ram 0.34 <b>11000 G</b>		0%	1% 0%	1%	0%	F	0.113	F		12000	c
Ramp	To:	I-95 South	30 /6	0 /6	178 078	1 /0	0 /6	'	0.113	•		12000	•
	From:												
- Datrial Happy Hung		US 29 N Amherst Hwy 6.34 <b>2400 G</b>	94%	1%	2% 3%	2%	0%	_	0.092	F	0.573	2200	(
Patrick Henry Hwy	Amherst County	6.34 <b>2400 G</b> Nelson County Line	94 %	I 70	2% 3%	270	0%	С	0.092	Г	0.573	2200	
	From:	Amherst County Line											
51)	Nelson County	1.46 <b>1800 G</b>	94%	0%	1% 2%	2%	0%	С	0.095	F	0.506	1700	(
51)	To												
	Nelson County	SR 151 Y North of Piney R 0.21 <b>1600 G</b>		1%	2% 2%	1%	0%	F	0.103	F	0.503	1400	(
51	Neison County	0.21 <b>1000 G</b>	34 /0	1 /0		1 /0	0 /6	'	0.103	•	0.505	1400	
	To: From:	S SR 56											
51 56 Patrick Henry Hwy	Nelson County	2.56 <b>1900 F</b>	89%	1%	1% 1%	9%	0%	F	0.11	F	0.510	1800	
	To- From:	N SR 56											
51)Patrick Henry Hwy	Nelson County	2.30 <b>1700 F</b>	91%	1%	3% 1%	4%	0%	F	0.096	F	0.575	1600	
	To	62-666 Jonesboro Rd											
51) Patrick Henry Hwy	Nelson County	8.09 <b>1300</b> F	89%	1%	1% 1%	9%	0%	F	0.104	F	0.746	1200	
51). a.nok 1.0m, 1.m,	readon county			1 /0		0 70	0 70	•	0.101	•	0.7 10	1200	
Deal-Cale Walles I have	From	62-664 Beach Grove Ro		40/	10/ 10/	40/	00/		0.004	_	0.540	0000	
Rockfish Valley Hwy	Nelson County	5.52 <b>4000 G</b>	96%	1%	1% 1%	1%	0%	С	0.091	F	0.540	3600	(
	To: From:	SR 6 River Rd			<u> </u>								
51)(6)	Nelson County	6.22 <b>7600 G</b>	93%	1%	1% 1%	5%	0%	С	0.089	F	0.589	7000	(
	To	SR 6 Avon											
51)	Nelson County	1.41 <b>8300 G</b>	93%	1%	1% 1%	5%	0%	F	0.087	F	0.601	7700	(
31)	To:	Albemarle County Line											
	From:	Nelson County Line											
51)Critzers Shop Rd	Albemarle County (Maint: 62)	1.11 <b>8700 G</b>	93%	1%	1% 1%	5%	0%	F	0.088	F	0.613	8000	(
	То:	US 250 Rockfish Gap R	d										
/ye	From:	SR 151											
Tye Brook Hwy	Nelson County	0.23 <b>800 G</b>	94%	1%	1% 2%	2%	0%	С	0.113	F	0.695	810	(
	To:	SR 56											
	From:	US 60 Warwick Blvd											
52)Main St	City of Newport News	0.41 <b>8800 G</b>	98%	1%	1% 1%	0%	0%	С	0.095	F	0.501	9400	(
02)	To												
- Main St	City of Newport News	US 17, SR 143 Jefferson A 0.56 <b>7500 G</b>		1%	1% 0%	0%	0%	С	0.1	F	0.523	8000	(
Main St	City of Newport News	WCL Hampton	90%	I 70	176 076	0%	0%	C	0.1	Г	0.525	8000	,
	From:	ECL Newport News											
52)Todds Lane	City of Hampton	1.21 <b>14000 G</b>	98%	1%	0% 0%	0%	0%	С	0.093	F	0.537	15000	(
	To												
Todda Lana	City of Llamaton	Big Bethel Rd	000/	10/	00/ 00/	00/	00/	_	0.006		0.550	16000	
52 Todds Lane	City of Hampton	1.03 <b>15000 G</b>	98%	1%	0% 0%	0%	0%	Г	0.096	F	0.558	16000	(
_	To: From:	Aberdeen Rd											
₅₂ )Todds Lane	City of Hampton	17000 G		1%	<u>0%</u> 0%	0%	0%	С	0.095	F	0.565	18000	(
		Mag-Cunningham Connec											

Pouto	luvia diatia s	Lanath AAF	т 🗛	4T:	Dua		Tru	ıck		00	K	OV	Dir	AAWDT	C)
Route	Jurisdiction	Length AAC		4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	ایی
Oversia share Dr	From:	Mag-Cunningha			10/	00/	00/	00/	00/	_	0.000	_	0.540	10000	,
52 Cunningham Dr	City of Hampton	1700	00 G	99%	1%	0%	0%	0%	0%	F	0.098	F	0.549	18000	(
	To Prom	Coliseu										_			
Cunningham Dr	City of Hampton	0.77 810		99%	1%	0%	0%	0%	0%	С	0.099	F	0.608	8600	(
	10:	US 258, SR 134	Mercury Blv	⁄d											
	From:	US 460 Colo								_		_			
Rocky Hill Rd	Nottoway County	6.52 <b>240</b>		91%	0%	1%	1%	6%	0%	С	0.094	F	0.5	2400	(
	From:	Amelia Cou Nottoway Co													
53)Military Rd	Amelia County	4.70 <b>270</b>		93%	1%	1%	2%	3%	0%	С	0.111	F	0.539	2700	(
(33)	T-							- 7.5			• • • • • • • • • • • • • • • • • • • •				
Military Rd	Amelia County	04-708 Cra 3.01 <b>430</b>		94%	1%	1%	1%	3%	0%	С	0.109	F	0.551	4200	(
53 Military Rd	Amena County	3.01 430	0 G	94%	1 70	1 70	170	3%	0%	C	0.109	Г	0.551	4200	,
	From	SR 38 Five		25::			04.1		200			_		4555	
53 Military Rd	Amelia County	1.25 <b>450</b>	0 G	95%	0%	1%	2%	3%	0%	С	0.109	F	0.581	4500	•
	To: From	04-628 Bu	lers Rd												
153 Military Rd	Amelia County	1.67 <b>460</b>	0 G	94%	1%	1%	1%	3%	0%	F	0.097	F	0.583	4500	(
	To:	US 360 Patrick	Henry Hwy												
	From:	I-64 Cov	ington												
54)S Durant Rd/S Craig Ave	City of Covington (Maint:	03) 0.75 <b>840</b>	0 G	98%	0%	0%	0%	1%	0%	С	0.097	F	0.567	8900	(
	To	Chestnut	Street												
54)Craig Ave	City of Covington	0.56 <b>360</b>		98%	0%	0%	0%	0%	0%	С	0.101	F	0.663	3800	(
3.7)	To:	Locust S	Street												
	From:	Lexington													
54)E Riverside St	City of Covington	220	0 G	98%	0%	1%	1%	1%	0%	С	0.1	F	0.618	2400	(
$\smile$	To: From:	Monroe A	venue			$\neg$ $\vdash$									
54)E Riverside St	City of Covington	0.24 <b>430</b>	0 G	80%	0%	1%	2%	17%	0%	С	0.09	F	0.544	4500	
	To:	Magazine													
	From:	Riversio		000/	00/	10/	40/	00/	00/	_	0.407	_	0.757	000	
East Hickory St	City of Covington	0.09 840	-	98%	0%	1%	1%	0%	0%	С	0.107	F	0.757	890	
	10.	Alleghany													
	From:	SR 1:									<del>-</del>	_		0.4.0.0	
54 Ramp	City of Covington (Maint:										0.107	F		2100	(
	10:	I-64 E													
	From:	SR 154 S Durant I		Ave							0.40	_		000	
54)Ramp	City of Covington (Maint:	-									0.12	F		860	
	10.	I-64 W													
outh D	From:	SR 154 TO I									0.40=	_		4 400	
54 Ramp	City of Covington (Maint:	•									0.107	F		1400	(
	10:	SR 154- A; 107-3605-													
	From:	SR 5 John Tyler I													
55 Courthouse Rd	Charles City County	3.67 <b>180</b>		96%	0%	1%	0%	2%	0%	F	0.098	F	0.560	1700	
	To:	18-612 Ruti	wille Rd												

						Tru	ماد			I/		Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	Q
	From	18-612 Ruthville Ro												
Courthouse Rd	Charles City County	1.61 <b>2100</b>	<b>F</b> 87%	0%	2%	2%	9%	0%	С	0.097	F	0.534	2000	ı
	To- From	18-614 Sturgeon Point	Rd		$\Box$ $\vdash$									
Courthouse Rd	Charles City County	1.14 <b>3600</b>	F							0.096	F	0.589	3500	
	To:	New Kent County Li												
	From:	Charles City County L								0.000	_	0.500	0500	
55)	New Kent County	1.09 <b>3600</b>	N							0.096	F	0.589	3500	
	To- From:	US 60 Pocahontas Tr												
N Courthouse Rd	New Kent County	3.83 <b>3300</b>	<b>F</b> 96%	0%	1%	1%	2%	0%	F	0.092	F	0.519	3200	
<i></i>	Too From:	I-64												
Courthouse Rd	New Kent County	2.19 <b>2600</b>	<b>F</b> 95%	0%	1%	1%	2%	0%	С	0.098	F	0.506	2500	
	То:	SR 249 New Kent Hy	wy											
	From:	SR 155 Courthouse Rd; N Cou	urthouse Rd											
Ramp	New Kent County		G		-					0.126	F		2200	
	To:	I-64 East												
	From:	SR 155 Courthouse F	Rd											
₅₅ )Ramp	New Kent County	0.26 <b>1900</b>	G							0.150	F		1600	
	To:	I-64 West												
	From:	SR 35 Courtland Ro	d											
66)(301) Prince George Dr	Prince George County	0.17 <b>2300</b>	<b>F</b> 85%	0%	2%	3%	10%	0%	С	0.091	F	0.547	2300	
	To	US 301 Crater Rd												
Prince George Dr	Prince George County		<b>F</b> 95%	0%	1%	1%	3%	0%	С	0.086	F	0.763	1800	
°	Tod													
56)Prince George Dr	Prince George County	74-626 Tavern Rd 3.07 <b>2200</b>	<b>F</b> 95%	0%	1%	1%	3%	0%	F	0.094	F	0.701	2200	
of Time deolige Di	- Time deorge County	5.07 <b>2200</b>	F 3376	0 76	1 /0	1 /0	J /6	0 /6	•	0.034	'	0.701	2200	
	From	US 460 West of Disput		00/		40/	00/	00/	_	0.000	_	0.505	5.400	
Prince George Dr	Prince George County	5.73 <b>5100</b>	<b>F</b> 95%	0%	1%	1%	3%	0%	С	0.082	F	0.525	5400	
	11000.	R 106 Courthouse Rd; Bypass SF												
56)Prince George Dr	Prince George County	0.89 <b>8400</b>	<b>F</b> 95%	0%	1%	1%	3%	0%	F	0.094	F	0.576	9000	
	To	74-674 Mount Sinai I	Rd		$\neg$ $\vdash$									
Prince George Dr	Prince George County		<b>F</b> 95%	0%	1%	1%	2%	0%	С	0.091	F	0.557	9300	
	To:	SCL Hopewell												
66)Arlington Rd	City of Hopewell		<b>F</b> 95%	0%	1%	1%	3%	0%	F	0.089	F	0.563	9300	
56)gto td			. 0070			. , 0	0,0	0,0	•	0.000	·	0.000	0000	
Lligh Ave	From:	Berry Street	<b>-</b> 000/	0%	10/	10/	10/	00/	С	0.004	F	0.604	E000	
High Ave	City of Hopewell	0.38 <b>4700</b> SR 36 Winston Churchi	F 98%	0%	1%	1%	1%	0%	C	0.094	Г	0.684	5000	
	From:	SR 36 Winston Churchi SR 36, High Ave												
(36) (36) Winston Churchill Dr	City of Hopewell	=	<b>F</b> 97%	0%	1%	1%	2%	0%	F	0.081	F	0.62	14000	
	To													
56)Winston Churchill Rd	City of Hopewell	SR 36 Arlington Ro <b>15000</b>	<b>F</b> 98%	0%	0%	0%	0%	0%	F	0.081	F	0.593	16000	
DD VVIII STOTI CHUICHIII FIG	To:	South 6th Ave	30 /0	0 /0	0 /0	0 /0	0 /0	0 /0	'	0.001	'	0.535	10000	

### 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	- (
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Winston Churchill Dr	City of Hopewell	South 6th A 7200	ve <b>F</b>	98%	0%	0%	0%	0%	0%	F	0.082	F	0.665	7600	
Willston Charcilli Di	City of Flopeweil	SR 10; Randolr		90 /6	0 /6	0 /0	0 /6	0 /6	0 /6		0.002	'	0.003	7000	
	From:	SR 10; Randoir S RT 10	on Ku												
Randolph Rd		1.26 <b>8600</b>	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.568	9400	
7 (10)				0.70		.,,	. , 0	. , 0	0,0	•	0.000	•	0.000	0.00	
	From	ECL Hopew													
James River Dr	Prince George County	1.17 <b>8300</b>	F	90%	0%	1%	1%	7%	0%	С	0.092	F	0.609	9100	
<u> </u>	To: From:	W SR 156	i												
(10) (106) James River Dr	Prince George County	0.73 <b>12000</b>	F	99%	0%	1%	0%	0%	0%	С	0.09	F	0.569	12000	
	To	N CD 10													
(106) Jordan Point Rd	Prince George County	N SR 10 2.69 <b>6000</b>	F	99%	0%	0%	0%	0%	0%	С	0.097	F	0.501	5800	
106 Jordan Point Rd	To Too			99%	076	0%	0%	076	0%	C	0.097	Г	0.501	3600	
	From:	Charles City Cour Prince George Cou													
100	Charles City County	1.31 <b>5400</b>	F	98%	0%	1%	0%	1%	0%	С	0.087	F	0.510	5200	
106	enames only sounty		•	0070	0 / 0	1 /0	0 70	1 /0	0 70	Ū	0.007	•	0.010	0200	
	To: From:	E SR 5													
$\binom{5}{5}$ John Tyler Memorial Hwy	Charles City County	4.34 1900	F	97%	0%	2%	1%	0%	0%	С	0.111	F	0.533	1800	
	To:	Henrico County													
	From:	Charles City Cour		2221	221					_		_			
New Market Rd	Henrico County	1.72 <b>1900</b>	G	96%	0%	1%	1%	2%	0%	С	0.12	F	0.644	1900	
	To	W SR 5				_									
Willis Church Rd	Henrico County	3.70 <b>320</b>	G	94%	3%	1%	1%	0%	0%	С	0.113	F	0.837	340	
9	To:	Charles City	Rd												
	From:	Willis Church	Rd												
Charles City Rd	Henrico County	1.19 <b>1500</b>	G	96%	2%	1%	1%	1%	0%	С	0.114	F	0.583	1600	
	To:	Elko Rd													
	From:	Charles City													
Elko Rd	Henrico County	4.40 <b>1500</b>	G	96%	2%	1%	0%	1%	0%	С	0.103	F	0.623	1600	
,	To	Elko Tract F	Rd			$\neg$ $\vdash$									
Elko Rd	Henrico County	0.54 4400	G	96%	2%	1%	0%	1%	0%	F	0.111	F	0.584	4700	
											-				
	From	E US 60		0.40/	401		00/	00/	00/	_	0.400		0.040	10000	
(60) (33) Williamsburg Rd		2.24 <b>12000</b>	Α	94%	1%	1%	2%	3%	0%	С	0.123	Α	0.642	12000	
<del></del>	To: From:	I-295				_									
6) (60) (33) Williamsburg Rd	Henrico County	1.40 <b>10000</b>	G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.555	11000	
	To	GD 22 M. M.	1 D 1												
6) 60 Williamsburg Rd	Henrico County	SR 33 Nine Mi 1.48 <b>9400</b>	ie Ka <b>G</b>	94%	1%	1%	1%	3%	0%	F	0.084	F	0.53	10000	
Williamsburg Rd	Henrico County		G	94%	170	170	170	3%	0%	Г	0.064	Г	0.53	10000	
•	From:	US 60 US 60 Williamsb	ura P.4												
Airport Dr	Henrico County	28000	urg Ka <b>G</b>	94%	1%	1%	1%	3%	0%	С	0.078	F	0.528	30000	
J'All Port Di	Tiennico Gounty	20000	<u> </u>	J+ /6	1 /0	1 /0	1 /0	J /6	0 /6	U	0.076	'	0.520	30000	
	To: From:	I-64													
Airport Dr	Henrico County	0.76 <b>18000</b>	G	96%	1%	1%	0%	2%	0%	С	0.087	F	0.582	19000	
	To:	SR 33 Nine Mi	le Rd												

439

		· ·····a· , and ·····orotato · ··outoo									
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	RHC	Truc 2Axle 3+Axle		( )( :	K Factor	QK	Dir Factor	AAWDT	QI
	From:	SR 33 Nine Mile Rd		TARIC OTTARIC	TTAII ZTTAII		1 40101		1 40101		
156)Airport Dr	Henrico County	1.86 <b>13000 G</b> 92%	1%	1% 2%	3% 0%	С	0.095	F	0.555	14000	G
$\smile$	To	I-295		¬							
56 Airport Dr	Henrico County	1.09 <b>4300 G</b> 96%	0%	1% 1%	1% 0%	F	0.108	F	0.695	4500	G
	То:	Hanover County Line									
	From:	Henrico County Line	00/	00/	00/ 00/	_	0.440	_	0.500	F700	_
56 Cold Harbor Rd	Hanover County	0.58 <b>5300 F</b> 99%	0%	0% 0%	0% 0%	С	0.112	F	0.566	5700	F
	To: From	42-630 Market Rd									
56 Cold Harbor Rd	Hanover County	2.69 <b>1500 F</b> 96%	0%	1% 0%	2% 0%	F	0.112	F	0.566	1600	F
	Toe From:	42-633 Beulah Church Rd									_
56 Cold Harbor Rd	Hanover County	1.28 <b>2600 G</b> 98%	1%	1% 0%	0% 0%	С	0.095	F	0.577	2700	(
	To	42-718 Wyatt House Rd		7							
56 Cold Harbor Rd	Hanover County	1.67 <b>3700 G</b> 98%	1%	1% 0%	0% 0%	F	0.097	F	0.614	3900	(
30)	Too	42-615 Creighton Rd		_							
56)Cold Harbor Rd	Hanover County	1.23 <b>6100 F</b> 98%	1%	1% 0%	0% 0%	F	0.107	F	0.546	6500	F
36) 3614 1141301 114	rianover county		. , ,	7	070 070	•	0.107	•	0.010	0000	
56)Cold Harbor Rd	Hanover County	42-643 Lee Davis Rd 1.13 <b>10000 F</b> 96%	0%	1% 0%	2% 0%	С	0.104	F	0.623	11000	F
56 Cold Harbor Nd	Harlover County		076	1% 0%	270 070	C	0.104	Г	0.023	11000	,
	To: From:	42-642 Bell Creek Rd		<u> </u>				_			_
56 Cold Harbor Rd	Hanover County	1.20 <b>12000 F</b> 97%	0%	1% 1%	1% 0%	F	0.101	F	0.619	12000	F
	10.	US 360 Bus Mechanicsville									
orth	From:	SR 156 N, Airport Dr	00/		70/ 00/	_	0.444	_		0500	,
56 Ramp	Henrico County	0.37 <b>2400 G</b> 88%	2%	1% 1%	7% 0%	С	0.111	F		2500	(
		I-64 East									_
orth Bomp	Henrico County	SR 156 N, Airport Dr 0.21 <b>5500 G</b> 96%	1%	 1% 1%	2% 0%	С	0.075	F		5800	(
56 Ramp	Herrico County	0.21 <b>5500 G</b> 96%	1 70	176 176	270 070	C	0.075	Г		3600	,
	From:										
orth 56)Ramp	Henrico County	SR 156 N, Airport Dr 0.35 <b>600 G</b>					0.128	F		640	(
56) Hamp	To:	I-295 South		$\neg$			0.120	•		040	,
l	From										_
orth 56)Ramp	Henrico County	SR 156 Airport Dr 0.22 <b>5800 G</b>					0.111	F		6100	(
36)	To:	I-295 West		$\neg$			0.111	•		0100	
outh	From:	SR 156 S, Airport Dr		<u> </u>							
Ramp	Henrico County	0.20 <b>450 G</b> 89%	1%	1% 0%	9% 0%	С	0.116	F		480	(
30)	To:	I-64 East		<u> </u>							
outh	From:	SR 156 S, Airport Dr									
56)Ramp	Henrico County	0.29 <b>4100 G</b> 97%	1%	1% 0%	1% 0%	С	0.125	F		4300	(
	To:	I-64 West									
outh	From:	SR 156 S, Airport Dr									
56)Ramp	Henrico County	0.20 <b>490 G</b>					0.167	F		510	C
100	To:	I-295 South						·			
/10/2021		440									

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

		Primary and interstate	0 1 100												
Route	Jurisdiction	Length AADT	^^	4Tire	Duo		Tru	ıck		QC	K	QK	Dir	AAWDT	. 0
noute	Junsulction	Length AADI	QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
outh	From:	SR 156 S, Airport	Dr												
56)Ramp	Henrico County	0.38 <b>1200</b>	G								0.186	F		1300	(
	To:	I-295 North													
ypas	From:	SR 106, SR 156 Prince G	George l	Dr											
156 106 Ruffin Rd	Prince George County	1.09 <b>6400</b>	F	90%	0%	1%	1%	8%	0%	С	0.09	F	0.559	6900	l
ypas	To: From:	74-609 Old Stage I	Rd												
156 (106) Ruffin Rd	Prince George County	3.47 <b>3900</b>	F	90%	0%	1%	2%	7%	0%	С	0.087	F	0.524	4200	ı
	To:	SR 10-156 East of Hop	pewell												
	From:	SR 6 Patterson Aver	nue												
57)Gaskins Rd	Henrico County	0.82 <b>16000</b>	G	99%	1%	0%	0%	0%	0%	F	0.109	F	0.541	17000	(
	Too	Quioccasin Rd													
Quioccasin Rd	Henrico County		G	99%	1%	0%	0%	0%	0%	F	0.101	F	0.619	11000	(
	To:	Pemberton Rd													
	From:	Quioccasin Rd													
Pemberton Rd	Henrico County	1.47 <b>6000</b>	G	99%	1%	0%	0%	0%	0%	F	0.107	F	0.554	6300	(
	To:	Three Chopt Rd	[			<u> </u>									
Pemberton Rd	Henrico County		G	99%	1%	0%	0%	0%	0%	С	0.111	F	0.589	8400	(
<u> </u>	To: From:	US 250 Broad St	t			$\neg$ $\vdash$									
57)Springfield Rd	Henrico County	0.59 <b>14000</b>	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.502	15000	(
<u> </u>	To:	Hungary Rd				$\neg$ $\vdash$									
Springfield Rd	Henrico County	0.97 <b>16000</b>	G	99%	0%	0%	0%	0%	0%	С	0.108	F	0.604	17000	(
	To	Nuckols Rd													
Springfield Rd	Henrico County	1.78 <b>4600</b>	G	99%	0%	0%	0%	0%	0%	F	0.138	F	0.558	4900	(
57) Springhold Fld	Tiermoe county			0070	0 70		070	0 70	0 70	•	0.100	•	0.000	1000	•
	From:	Francistown Rd		2221			221	221	221			_	0.504		
Springfield Rd	Henrico County	0.28 10000	G	99%	0%	0%	0%	0%	0%	F	0.119	F	0.524	11000	(
$\smile$	10:	US 33 Staples Mill	Rd												
	From:	SR 72 W Int								_		_			
_{[58} ) ( ₇₂ ) Front St	Town of Coeburn (Maint: 97)	0.65 <b>3100</b>	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.593	3100	(
	To: From:	SR 72 E Int													
Front St	Town of Coeburn (Maint: 97)	1.04 <b>600</b>	G	99%	0%	1%	0%	0%	0%	С	0.102	F	0.535	590	(
9	To	ECL Coeburn													
450	Wise County	0.43 <b>600</b>	N	99%	0%	1%	0%	0%	0%	N	0.102	F	0.535	590	1
58)	Wisc Sounty			0070	0 70		0 /0	0 70	0 70		0.102	•	0.000	000	
	To: From:	97-893 Bull Run I													
58)	Wise County	0.07 <b>600</b>	N	99%	0%	1%	0%	0%	0%	N	0.102	F	0.535	590	1
	To:	ALT US 58													
	From:	ALT US 58													
158 Front St	Town of Coeburn (Maint: 97)	0.33 <b>2600</b>	G	97%	0%	1%	1%	2%	0%	С	0.092	F	0.755	2600	(
F	To:	SR 72 Laurel Ave													

Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus				QC	K	QK	Dir	AAWDT	· (.
	From:					2Axle 3+Ax	e 1Trail	2Trail		Factor		Factor		
Dunlap Creek Rd	Alleghany County	SR 311 Kanawha 8.52 <b>620</b>		91%	1%	 0% 1%	8%	0%	С	0.092	F	0.7	640	
13)	To	03-665 Moss Ru												
59)Dunlap Creek Rd	Alleghany County	2.81 <b>890</b>		93%	0%	0% 1%	5%	0%	С	0.101	F	0.708	920	
	To:	I-64												
_	From:	Kentucky State												
Trail of the Lonesome Pine	Wise County	6.31 <b>210</b>	G S	96%	1%	1% 0%	2%	0%	С	0.127	F		210	
	To: From	WCL Appalac												
60 <i>)</i>	Town of Appalachia (Maint: 97)	1.71 <b>210</b>	N S	96%	1%	1% 0%	2%	0%	N	0.127	F		210	
	To:	SR 68												
Commorco Dd	City of Diahmand	I-95	•	070/	10/	00/ 00/	70/	00/	_	0.070	г	0.606	10000	
Commerce Rd	City of Richmond	0.21 <b>17000</b> Bells Rd	G 8	87%	1%	2% 2%	7%	0%	F	0.078	F	0.636	18000	
	From:	Commerce R	d											
Bells Rd	City of Richmond	1.17 <b>7600</b>	G 8	87%	1%	2% 2%	7%	0%	С	0.079	F	0.501	8100	
	To- From:	US 1, US 301 Jefferson	Davis Hw	у										
Bells Rd	City of Richmond	0.49 <b>10000</b>	G S	91%	2%	2% 2%	3%	0%	С	0.09	F	0.536	11000	
	To: From:	Belt Blvd												
Belt Blvd	City of Richmond	0.84 <b>Bells Rd</b>	G 9	91%	2%	 2% 2%	3%	0%	F	0.087	F	0.605	5000	
31)-311-311	Tree Tree						0,0	0,0	•	0.007	•	0.000	0000	
Belt Blvd	City of Richmond	Terminal Ave		91%	2%	2% 2%	3%	0%	F	0.1	F	0.541	6000	
51) 114	To:	SR 10 W; Broad R		0.70			0,0	0,0	•	· · ·	•	0.0	0000	
	From:	SR 10 Broad Roo							_		_			
Broad Rock Blvd	Tol	0.43 14000	G (	98%	1%	1% 0%	0%	0%	F	0.084	F	0.514	15000	
	From:	N RT 10 SR 10 E, Broad Ro	ock Rd											
Belt Blvd	City of Richmond	0.30 11000		96%	2%	1% 0%	0%	0%	С	0.09	F	0.618	12000	
	To	US 360 Hull	St											
Belt Blvd	City of Richmond	0.87 <b>16000</b>		96%	3%	1% 0%	0%	0%	С	0.087	F	0.561	17000	
	To	US 60 Midlothian	Tnke											
Mestover Hills Blvd	City of Richmond	0.92 <b>15000</b>		96%	2%	1% 0%	0%	0%	С	0.088	F	0.529	16000	
	To	Forest Hill Av	ve											
Mestover Hills Blvd	City of Richmond	0.40 <b>9500</b>		96%	2%	1% 0%	0%	0%	F	0.120	F	0.67	10000	
9	Too	Evelyn Byrd F	D.d.			—								
Mestover Hills Blvd	City of Richmond	0.21 <b>9700</b>		100%	0%	 0% 0%	0%	0%	F	0.125	F	0.763	10000	
	To: From	South End of Br												
Nickel Bridge	City of Richmond	0.38 <b>9700</b>		100%	0%	0% 0%	0%	0%	F	0.125	F	0.763	10000	
	To- From													
Park Dr	City of Richmond	North End of Br 0.31 <b>9700</b>	G 1	100%	0%	0% 0%	0%	0%	F	0.125	F	0.763	10000	
	Sity Striistinistia	0.01	<u> </u>	00/0	0 / 0		0,0	0 / 0		3.123		3.7 00	.0000	

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

Route	Jurisdiction	Length AAI	)T 04	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	
noute	Junsaiction	Length AAL	JI QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
	From:	Shirley													
Park Dr	City of Richmond	0.43 <b>880</b>	00 G	100%	0%	0%	0%	0%	0%	С	0.11	F	0.625	9400	
	To: From:	Rugby	Rd			$\neg$ $\vdash$									
1)Blanton Ave	City of Richmond	0.22 880	00 G	100%	0%	0%	0%	0%	0%	F	0.123	F	0.665	9400	
	To	Gran	t St												
Boulevard	City of Richmond	0.38 <b>89</b> 0		99%	0%	0%	0%	0%	0%	С	0.105	F	0.507	9400	
1)200.010.0					0 70		0,0	0,0	0,0	Ū	000	•	0.00.	0.00	
Dr. de cond	From From	SR 147 (		000/	00/		00/	00/	00/		0.400	_	0.540	40000	
1 Boulevard	City of Richmond	0.84 <b>150</b>	00 G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.516	16000	
	To: From:	US 33; US 25	50 Broad St												
Boulevard	City of Richmond	1.05 <b>210</b>	00 G	98%	1%	1%	0%	1%	0%	С	0.093	F	0.507	23000	
	To:	I-9	5			$\neg$ $\vdash$									
1)Boulevard	City of Richmond	0.12 130		96%	1%	1%	1%	2%	0%	F	0.104	F	0.521	14000	
	Tot														
Hermitage Rd	City of Richmond	1.23 <b>790</b>		98%	1%	1%	0%	0%	0%	С	0.125	F	0.657	8500	
1 Tremmage rid	Oity of Hichimona	1.20 790	, G	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	O	0.123	•	0.037	0300	
	To: From:	I-9													
Hermitage Rd	City of Richmond	0.24 <b>130</b>	00 G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.518	14000	
	To: From:	NCL Ric	hmond			$\neg$ $\vdash$									
1)Lakeside Ave	Henrico County	0.35 <b>130</b>	00 G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.547	14000	
	To	Dumbar	on Dd												
Lakeside Ave	Henrico County	0.93 <b>110</b>		99%	0%	1%	0%	0%	0%	С	0.104	F	0.501	12000	
1)-4.100.007.110	To:	SR 356 Hi		0070	0 70		0,0	0,0	0,0	Ū	0	•	0.00.	000	
	From:	Lakesid													
Hilliard Rd	Henrico County	0.74 <b>570</b>	00 G	97%	0%	1%	1%	1%	0%	С	0.115	F	0.686	6100	
	To:	US 1; Br	ook Rd												
	From:	SR 161 Con	nmerce Rd												
Ramp	City of Richmond (Maint: 20					<u> </u>					0.158	Α		5500	
	To:	I-95 S	outh												
	From:	SR 1	61												
Ramp	City of Richmond (Maint: 20										0.106	F		3800	
	To:	I-95 N													
	From:	SR 161 Be	oulevard												
Ramp	City of Richmond (Maint: 43										0.109	F		10000	
	To:	I-95 N													
	From:	SR 161 Her													
1)Ramp	City of Richmond (Maint: 43										0.125	F		7700	
1)	To:	I-95 S									3.123	•		,,,,,	
	From														
2)Second St	York County	ECL Willi 110		98%	0%	1%	0%	0%	0%	NI	0.088	F	0.544	12000	
2)0000114 01	To:	SR 143 Men		30 /6	0 /0	1 /0	0 /0	0 /0	0 /0	IN	0.000	'	0.544	12000	
		5K 145 MEI	mac Hall												_

443

## 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	- C
						2Axl	e 3+Axle	1Trail	2Trail		Factor		Factor		
Wards Dd	City of Lynnah by year	Bus US 29, US 501 Lynch			00/	10/	00/	00/	00/	_	0.007	_	0.557	15000	
Wards Rd	City of Lynchburg	0.44 <b>14000</b>	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.557	15000	
	To: From:	SR 128 Candler	Mtn Rd			_									
Wards Rd	City of Lynchburg	0.42 <b>22000</b>	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.525	24000	
	То:	Bus US 460 Fort													
Bus	From:	Wards Ro								_		_			
Fort Ave	City of Lynchburg	1.19 <b>20000</b>	G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.513	21000	
	To:	Memorial A	ve												
Mamorial Ava	City of Lypobburg	Fort Ave		99%	0%	1%	0%	0%	0%	С	0.081	F	0.62	10000	
Memorial Ave	City of Lynchburg	0.60 <b>9700</b>	G	99%	070	1 70	0%	0%	076	C	0.061	Г	0.02	10000	
	To: From:	Oakley Av	e												
Memorial Ave	City of Lynchburg	0.47 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.635	13000	
	To	Park Ave													
Memorial Ave	City of Lynchburg	0.33 9000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.581	9600	
30)					- / •		3,0	- , 0	- / 0					2000	
) 511 O	From	Langhorne		000/	00/		00/	00/	201		0.004		0.000	11000	
5th St	City of Lynchburg	0.17 <b>10000</b>	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.622	11000	
	To: From:	Pollard S													
63)5th St	City of Lynchburg	0.26 <b>10000</b>	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.606	11000	
	To	Pierce St													
53)5th St	City of Lynchburg	0.22 9300	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.61	9900	
33/011/01	enty of Lynoniburg			0070	0 70		0 70	. 70	0 70	•	0.002	•	0.01	0000	
	To: From:	Park Ave	_			-	221		221	_		_		40000	
53)5th St	City of Lynchburg	0.40 <b>9700</b>	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.586	10000	
<u> </u>	To	Clay St				_									
53)5th St	City of Lynchburg	0.60 <b>13000</b>	G	98%	0%	0%	0%	1%	0%	С	0.093	F	0.632	14000	
	То:	Amherst Count	y Line												
	From:	NCL Lyncht													
Amherst Hwy	Amherst County	1.64 <b>7600</b>	G	98%	0%	0%	0%	1%	0%	С	0.093	F	0.606	8100	
	To:	Bus US 2	)												
	From:	US 17 Bridge	Road												
Western Freeway	City of Suffolk (Maint: 61)	0.80 <b>22000</b>	F	96%	0%	0%	1%	3%	0%	F	0.088	F	0.726	25000	
	To	I-664													
64 Western Freeway	City of Suffolk (Maint: 61)	0.68 38000	F	96%	0%	0%	1%	3%	0%	F	0.087	F	0.570	42000	
54) Western Freeway	Oity of Guiloik (Maint: 01)	0.00 30000		30 70	0 70	0 70	1 /0	0 /0	0 70	•	0.007	•	0.570	42000	
	To: From:	SR 135 Colleg				H									
Western Freeway	City of Suffolk (Maint: 61)	0.09 <b>50000</b>	Α	96%	0%	0%	1%	3%	0%	С	0.114	Α	0.575	56000	
	To:	WCL Portsm													
NA/antawa Francisco	From:	ECL Suffo		000/	00/	00/	40/	00/	00/	_	0 1 1 1		0.575	F0000	
Western Freeway	City of Portsmouth (Maint: 64)	0.77 <b>50000</b>	Α	96%	0%	0%	1%	3%	0%	С	0.114	Α	0.575	56000	
	To: From	Towne Point	Rd												
Western Freeway	City of Portsmouth (Maint: 64)	1.39 <b>57000</b>	G	96%	0%	0%	1%	3%	0%	F	0.09	F	0.626	NA	
	To:	Cedar Lan	2												

444

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

Route	Jurisdiction	Length AADT	QA 4	1Tiro	Rue	T			QC	K	QK	Dir	AAWDT	- (
i ioul <del>c</del>	Junsuiction			T1110	Dus	2Axle 3+Axl	e 1Trail	2Trail	QU	Factor	QIN	Factor	77.MD.I	_
Western Freeway	City of Portsmouth (Maint: 64)	1.70 Cedar Lane		96%	0%	 0% 1%	3%	0%	F	0.09	F	0.626	54000	
Western Freeway	City of Fortsmouth (Maint. 04)			30 /o	0 /0	0/6 1/6	3 /6	0 /6	'	0.09	'	0.020	34000	
Western Freeway	City of Portsmouth (Maint: 64)	West Norfolk 1.89 <b>50000</b>		96%	0%	0% 1%	3%	0%	F	0.089	F	0.631	57000	
Western Freeway	To:	US 58, SR 337 Martin Lu			0 /6	0 /0 1 /0	3 /6	0 /6	'	0.009	'	0.031	37000	
act	From:	SR 164 E, Western	·	,										
ast 64)Ramp	City of Suffolk (Maint: 61)	0.20 <b>2200</b>		96%	0%	0% 1%	3%	0%	F	0.134	F		2500	
· · · · · · · · · · · · · · · · · · ·	To:	I-664 West												
est	From:	SR 164 W, Western	Freeway											
Ramp	City of Suffolk (Maint: 61)	0.22 <b>5400</b>	G 9	96%	0%	0% 1%	3%	0%	F	0.087	F		6100	
	To:	I-664 East												
est	From:	SR 164 W, Western												
Ramp	City of Suffolk (Maint: 61)	0.35 <b>8600</b>		96%	0%	<u>0</u> % 1%	3%	0%	F	0.122	F		9700	
	To:	I-664 West												
	From:	Bus US 17 George Wash		-	40/	10/ 00/	00/	00/	_	0.000	_	0.510	10000	
Moses Grandy Trail	City of Chesapeake	12000	G S	98%	1%	1% 0%	0%	0%	С	0.099	F	0.519	12000	
	From	US 17 Dominion												
Gedar Rd	City of Chesapeake	23000	G 9	98%	1%	1% 0%	0%	0%	С	0.09	F	0.535	24000	
	To: From:	Bells Mill Rd V												
G5 Cedar Rd	City of Chesapeake	27000	G S	98%	1%	1% 0%	0%	0%	F	0.089	F	0.529	29000	
	To: From	131-8798 Bells Mill												
65 Cedar Rd	City of Chesapeake	1.73 <b>24000</b>	G S	98%	1%	1% 0%	0%	0%	F	0.081	F	0.57	26000	
Bus	To: From:	Bus SR 168 Battlefi	eld Blvd											
65) (168) Battlefield Blvd	City of Chesapeake	0.26 <b>28000</b>	G S	99%	0%	1% 0%	0%	0%	С	0.083	F	0.505	NA	
33) (100)	Too	BUS SR 168 Battleft												
Mt Pleasant Rd	City of Chesapeake	0.75 <b>17000</b>		97%	1%	1% 1%	1%	0%	F	0.102	F	0.613	18000	
03)	To				.,,		. , -	- 7	-		-			
65)Mt Pleasant Rd	City of Chesapeake	SR 168 Great Bridge 2.57 <b>17000</b>		97%	1%	1% 1%	1%	0%	С	0.097	F	0.511	18000	
55 mr r rododin r ro	only or oncoapound			01 70	1 /0		170	070	Ŭ	0.007	•	0.011	10000	
65)Mt Pleasant Rd	City of Chesapeake	131-866 Centervill 4.53 <b>9100</b>	•	97%	0%	1% 1%	1%	0%	С	0.110	F	0.558	9700	
65 Juli 1 leasant riu	Oily of Offesapeake			31 /6	0 76	1/0 1/0	1 /0	0 /6	O	0.110	'	0.550	3700	
Mt Discount Dd	City of Changanaka	131-8667 Fentress A		070/	0%	10/ 10/	10/	00/	F	0.116		0.661	10000	
Mt Pleasant Rd	City of Chesapeake	0.91 <b>9700</b> WCL Virginia B		97%	0%	1% 1%	1%	0%	Г	0.116	F	0.661	10000	
	From:	ECL Chesapea												
North Landing Rd	City of Virginia Beach	1.49 <b>9200</b>		99%	0%	1% 0%	0%	0%	F	0.110	F	0.617	9900	
	. To:	134-8667 Salem	n Rd			$\neg$ —								
North Landing Rd	City of Virginia Beach	2.64 11000		99%	0%	1% 0%	0%	0%	С	0.110	F	0.626	11000	
	To:	SR 149 Princess A												

445

Route	Jurisdiction	l enath	AADT QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	
House	Juliadiction			71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QΙΝ	Factor	AAWDI	
5)Princess Anne Rd	City of Virginia Be		th Landing Rd 28000 G	98%	0%	1%	1%	0%	0%	F	0.087	F	0.553	30000	
9)	To.						170	0 70	0 70	•	0.007	•	0.000	00000	
5)Princess Anne Rd	City of Virginia Be		43000 G	98%	0%	1%	0%	0%	0%	С	0.098	Α	0.556	47000	
9	To:		ndence Blvd South												
	From:		ndence Blvd Blvd	2021	221		401	221	221					10000	
Princess Anne Rd	City of Virginia Be	each 0.48	41000 G	98%	0%	1%	1%	0%	0%	F	0.098	Α	0.556	43000	
	From		nnhaven Pkwy	000/	00/		401	00/	00/		0.000	_	0.550	F1000	
Princess Anne Rd	City of Virginia Be	each 0.40	48000 G	98%	0%	1%	1%	0%	0%	F	0.098	Α	0.556	51000	
	To: From:		Ferrell Pkwy			$\Box$									
Princess Anne Rd	City of Virginia Be	each 0.69	31000 G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.597	33000	
	From		40 Providence Rd	2		$\Box$				_					
Princess Anne Rd	City of Virginia Be	each 1.07	24000 G	98%	0%	1%	1%	0%	0%	С	0.095	F	0.564	25000	
	To: From:		7837 Edwin Dr												
Princess Anne Rd	City of Virginia Be	each	24000 G	98%	0%	1%	1%	0%	0%	F	0.096	F	0.580	26000	
	To: From:	SR 19	0 Kempsville Rd			<u> </u>									
Princess Anne Rd	City of Virginia Be	each	22000 G	98%	1%	1%	0%	0%	0%	С	0.105	F	0.624	23000	
<u></u>	To: From:	134-8	730 Cheyenne Rd			$\neg$									
Princess Anne Rd	City of Virginia Be		23000 G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.676	24000	
	To: From:		rfolk; Newtown Ro												
65)Kempsville Rd	City of Norfolk		17000 G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.651	18000	
39) - 1	To:														
65)Kempsville Rd	City of Norfolk		/irginia Beach Blvd 9800 G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.587	11000	
33)	To:		Northampton Blvd			Ť		- , -	- , -	·					
	From:		empsville Rd									_			
Northampton Blvd	City of Norfolk		23000 G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	25000	
	From:	US 13 Northampton	R 166, US13 Blvd: SR 166 Princ	cess Anne	Rd										
65)Military Hwy North	City of Norfolk		30000 G	97%	1%	1%	0%	0%	0%	F	0.085	F	0.535	32000	
	To		I-64												
65)Military Hwy North	City of Norfolk	0.60	18000 G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.577	20000	
	To	SR 192	Azalea Garden Ro	1											
65)Military Hwy North	City of Norfolk		17000 G	97%	1%	1%	0%	0%	0%	С	0.085	F	0.551	18000	
	To	SR 2	47 Norview Ave												
65)Military Hwy North	City of Norfolk		19000 G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.511	20000	
	To:		0 Little Creek Rd												
65)Little Creek Rd	City of Norfolk		32000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.536	NA	
9	To														
65)Little Creek Rd	City of Norfolk		Chesapeake Blvd 22000 G		1%	1%	1%	1%	0%	F	0.091	F	0.585	24000	
03)=0 0.00	To:		* & Sewells Point I		. 70		. ,0	. ,0	0 /0		0.001		0.000	000	

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

		Primary and Intersta	ile Houle	CS											
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	- O
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Limbs Overals Bel	From:	Tidewater & Sewells		070/	40/	10/	40/	40/	00/	_	0.404	_	0.070	00000	
Little Creek Rd	City of Norfolk	0.86 20000		97%	1%	1%	1%	1%	0%	F	0.101	F	0.672	22000	(
	From:	NHS Change I-64				-									
65)Little Creek Rd	City of Norfolk	0.36 <b>23000</b>	G S	97%	1%	1%	1%	1%	0%	F	0.074	F	0.525	25000	
63) Zittio Greek Ha	Only of Horion				170		1 /0	1 70	0 70	•	0.07	•	0.020	20000	
	To: From:	US 460 Granby		000/	40/	10/	00/	201	00/	_	0.004		0.557	00000	
Little Creek Rd	City of Norfolk	1.19 <b>18000</b>	G S	98%	1%	1%	0%	0%	0%	С	0.084	F	0.557	20000	(
	To: From:	Diven St													
65)Little Creek Rd	City of Norfolk	0.79 <b>10000</b>	G S	98%	1%	1%	0%	0%	0%	F	0.084	F	0.582	11000	(
	To:	SR 337 Hampton	Blvd												
	From:	SR 165 Little Cree	k Rd												
₆₅ )Ramp	City of Norfolk (Maint: 64)	0.11 <b>4800</b>	G								0.084	F		5100	(
	To:	I-64 East													
orth	From:	SR 165 N, Military Hy	wv North												
Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>									NA			NA	
9	To	Dakia Harad Dal D													
orth	From:	Robin Hood Rd R													
Ramp	City of Norfolk (Maint: 64)	0.11 <b>7100</b>	G								0.102	F		7600	(
	To:	I-64 West													
	From:	US 17 Dominion	Blvd												
66 Bainbridge Blvd	City of Chesapeake	1700	G 8	87%	1%	2%	7%	3%	0%	F	0.093	F	0.682	1900	(
	To	SR 190 Great Bridg	e Blvd			$\neg$ $\vdash$									
66)Bainbridge Blvd	City of Chesapeake	0.69 <b>5800</b>		87%	1%	2%	7%	3%	0%	С	0.101	F	0.578	6500	
	-		<b>Y</b>												
66)(460)(Bainbridge Blvd	To: From:	US 13 Military F <b>9600</b>		94%	0%	1%	1%	3%	0%	F	0.103	F	0.561	10000	
66 460 Ballibridge Bivd		9000	Г	J4 /0	0 /0	1 /6	1 /0	3 /6	0 /6	•	0.105	•	0.501	10000	
	To- From:	Freeman Ave													
66)(460)Bainbridge Blvd	City of Chesapeake	1.25 <b>8900</b>	G S	94%	0%	1%	1%	3%	0%	F	0.086	F	0.534	9400	(
<i></i>	To	Chesapeake D	r			$\neg$ $\vdash$									
66)(460)Bainbridge Blvd	City of Chesapeake	0.81 <b>7500</b>		94%	0%	1%	1%	3%	0%	С	0.085	F	0.631	8000	
	To:	SR 337 Poindexte	er St												
	From:	Bainbridge Blv													
66)(460)Poindexter St	City of Chesapeake	0.56 <b>6800</b>	G S	98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	7200	(
<i></i>	To	Liberty St				$\neg$ $\vdash$									
66)(460)22nd St	City of Chesapeake	0.39 <b>5100</b>	G S	98%	1%	1%	0%	0%	0%	F	0.122	F	0.738	5400	(
	To:	SCL Norfolk													
	From:	NCL Chesapeal													
66)(460)Wilson Rd	City of Norfolk (Maint: 131)	0.65 <b>6400</b>		98%	1%	1%	0%	0%	0%	F	0.1	F	0.542	6800	(
	To:	Campostella A	ve												
Compostello Dd	City of Norfolk	Wilson Rd	•	OE0/	10/	10/	10/	20/	00/	г	0.110	Е	0.700	40000	
66 460 168 Campostella Rd	City of Norfolk	0.73 <b>45000</b>		95%	1%	1%	1%	2%	0%	F	0.113	F	0.783	49000	(
	10.	Kimball Terr													

447

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

Route	Jurisdiction	Length A	AADT OA	4Tire	Buc		Tru	ck		QC	K	QK	Dir	AAWDT	. ر
noute	3411S4ICtion	Lengin A	AADI QA	41116	Dus	2Axle 3	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
- · · · ·	From:		nball Terr									_			
Brambleton Ave	City of Norfolk	0.30 4	11000 G	96%	1%	1%	1%	1%	0%	С	0.082	F	0.614	NA	
<del></del>	To: From:	US 460 E	Brambleton Ave												
Park Ave	City of Norfolk	0.45 <b>1</b>	12000 G	97%	1%	1%	0%	0%	0%	С	0.098	F	0.523	13000	
	To:	US 58 V	/a Beach Blvd												
Park Ave	City of Norfolk		10000 G	97%	1%	1%	0%	0%	0%	F	0.101	F	0.556	12000	
	To:		ess Anne Rd												
	From:		ark Ave												
Princess Anne Rd	City of Norfolk	0.65 <b>1</b>	17000 G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.505	18000	
	To:	Mer	rimac Ave												
Princess Anne Rd	City of Norfolk		18000 G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.522	19000	
9	To	D 11	.: DI 1												
Princess Anne Rd	City of Norfolk		entine Blvd	97%	1%	1%	1%	1%	0%	С	0.101	Α	0.547	20000	
66) Tilless Aille Hu	Oity of Norioik	0.95	19000 A	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	O	0.101	^	0.547	20000	
	To: From:		a Garden Rd									_			
Princess Anne Rd	City of Norfolk	1.46 <b>1</b>	17000 G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.537	19000	
<u></u>	To: From:	US 13 1	Military Hwy												
66) (13) (165) Northampton Blvd	City of Norfolk	0.26 2	23000 G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.538	25000	
	To:		rincess Anne Rd												
	From:		Military Hwy	000/	00/	101	40/	00/	00/	_	0.000	_	0.000	00000	
Northampton Blvd	City of Norfolk	0.62 3	31000 G	96%	0%	1%	1%	3%	0%	F	0.092	F	0.602	32000	
	To: From:		I-64												
66) (13) Northampton Blvd	City of Norfolk	0.20 <b>7</b>	73000 G	96%	0%	1%	1%	3%	0%	F	0.081	F	0.557	75000	
	To:	CL Vi	rginia Beach												
66) (13) Northampton Blvd	City of Virginia Beach		19000 G	96%	0%	1%	1%	3%	0%	F	0.072	F	0.593	51000	
	To:	US 13; Dia	mond Springs Re	1											
	From:	US 13 No	orthampton Blvd												
66 Diamond Springs Rd	City of Virginia Beach	1.32 <b>2</b>	25000 G	97%	0%	1%	1%	1%	0%	С	0.08	F	0.590	26000	
	To:	US 6	0 Shore Dr												
	From:	North Car	olina State Line												
Battlefield Blvd	City of Chesapeake	1.79 <b>2</b>	26000 A	97%	1%	1%	1%	1%	0%	С	0.157	Α	0.538	24000	
	To:	Bus SR 168 Battle	efield Blyd: Galll	nish Rd											
68)Chesapeake Expressway	City of Chesapeake		12000 F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.715	11000	
, , ,		ID 160 D1 C 11	D1 1 37 Y 1	G 1 F											
Chesapeake Expressway	City of Chesapeake (Maint: TOL)	SR 168 Battlefield	*	an Creek F 98%	€a 0%	1%	1%	0%	0%	F	0.086	F	0.716	11000	
68 Chesapeake Expressway	Oity of Chesapeake (Maint. TOL)	2.94 <b>1</b>	12000 F	90%	076	1 70	1 70	076	0%	Г	0.000	Г	0.716	11000	
	To- From:		crest Pkwy												
Chesapeake Expressway	City of Chesapeake (Maint: TOL)	3	35000 F	97%	1%	1%	1%	1%	0%	F	0.086	F	0.663	33000	
	To From	End	Toll Road												
G8 Great Bridge Bypass	City of Chesapeake		35000 F	97%	1%	1%	1%	1%	0%	F	0.086	F	0.663	33000	
	To:	Due CD 169	8 Battlefield Blve												

448

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

Route	Jurisdi	ction	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q'
		From:	Bus SR	168 Battlefie	eld Blvd												
Great Bridge Bypass	City of Che	sapeake	0.20	32000	F	97%	1%	1%	1%	1%	0%	F	0.084	F	0.65	30000	ı
		To		Hanbury Rd													
Great Bridge Bypass	City of Che	sapeake	1.50	44000	F	97%	1%	1%	1%	1%	0%	F	0.084	F	0.65	41000	
		To	SR 16	55 Mt Pleasa	nt Rd												
Great Bridge Bypass	City of Che	sapeake	2.49	58000	F	97%	0%	2%	0%	1%	0%	С	0.085	F	0.643	54000	
		To: From:	Bus SR	168 Battlefie	eld Blvd												
Oak Grove Connector	City of Che	sapeake	1.82	61000	F	97%	1%	1%	0%	1%	0%	F	0.084	F	0.589	57000	
		To: From:		I-64													
(64) Hampton Roads I	Beltway City of Chesapea	ake (Maint: 64)	0.50			Se	ee I-64	for dir	ectional t	affic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Para	llel Roadways or	n this Route:	101000	N	97%	0%	1%	1%	1%	0%	Ν	NA			108000	
		To:		I-64; US 17													
		From:		R 168 CD R	d												
3 64 I-64 W Exit 290						Se	ee I-64	for dir	ectional t	affic vo	lume es	timate	s for this	segi	ment.		
		To	Ramp	to Bus SR 1	168 S			-									
68 64 I-64 W Exit 290	City of Chesapea	ake (Maint: 64)	0.10			Se	ee I-64	for dir	ectional t	affic vo	lume es	timate	es for this	segi	ment.		
		To: From:	Ram	p From SR 1	68 S			-									
						_		£		offic vo	مم مصريا	+:	a far thic				
8 (64) I-64 W Exit 290	City of Chesapea	ake (Maint: 64)	0.20			Se	ee I-64	for air	ectional ti	anic vo	iume es	umate	es for tries	s segi	ment.		
64 I-64 W Exit 290	City of Chesapea	ake (Maint: 64)		SR 168, Bus	SR 168		ee I-64	for dir	ectional ti	anic vo	iume es	ımaıe	es for tries	s segi	ment.		
	City of Chesapea	ake (Maint: 64)	Ramp to	SR 168, Bus			ee I-64	tor dir	ectional ti	anic vo	iume es	umate	es for tries	s segi	ment.		
	City of Chesapea	To: From:	Ramp to			1			ectional ti								
88 64 Ramp		To: From:	Ramp to Ram 0.18			1											
8 64 Ramp		To: From:  Ake (Maint: 64)	Ramp to Ram 0.18	np to Bus SR		1										57000	
68 64 Ramp	City of Chesapea	To: From:  Ake (Maint: 64)	Ramp to Ram 0.18	Bus SR 168 54000	168 <b>N</b>	Se	ee I-64	for dir	ectional to	affic vo	lume es	timate	es for this	segi	ment.	57000	
Ramp Bus 168 Battlefield Blvd	City of Chesapea	To: From:  Ake (Maint: 64)	Ramp to Ram 0.18  0.35	Bus SR 168	168 <b>N</b>	Se	ee I-64	for dir	ectional to	affic vo	lume es	timate	es for this	segi	ment.	57000	
Ramp  Bus 168 Battlefield Blvd	City of Chesapea	To From Ake (Maint: 64)  Sapeake To From From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From To From	Ramp to Ram 0.18  0.35	Bus SR 168  54000  and Bus SR 16	168 <b>N</b>	Se	ee I-64	for dir	ectional to	affic vo	lume es	timate	es for this	segi	ment.	57000	
8 64 Ramp  Bus 168 Battlefield Blvd  8 Battlefield Blvd	City of Chesapea City of Che	To- From  Ake (Maint: 64)  To- From  Sapeake  To- From  Sapeake	0.18 0.35 Er	Bus SR 168  54000  and Bus SR 16  I-64; US 17	N 58	Se 89%	ee I-64 1%	for dir	ectional to	raffic vo	lume es	timate N	es for this	s segi	ment. 0.553		
Bus Battlefield Blvd Battlefield Blvd	City of Chesapea	To- From  Ake (Maint: 64)  To- From  Sapeake  To- From  Sapeake	0.18 0.35 Er	Bus SR 168 54000 ad Bus SR 164; US 17 34000	N 58	Se 89%	ee I-64 1%	for dir	ectional to	raffic vo	lume es	timate N	es for this	s segi	ment. 0.553		
Bus 168 Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd	City of Chesapea City of Che	To- From  Ake (Maint: 64)  To- From  Sapeake  To- From  Sapeake	0.18  0.35  Er  0.54  US  0.47	Bus SR 168 54000 ad Bus SR 164; US 17 34000 13 Military F	N 68 F G	89% 95%	1% 0%	for dir	ectional to 3%	7%	lume es 0% 0%	n N F	0.086 0.086	s segi F	0.553 0.547	36000	
Bus Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd	City of Chesapea City of Che	To From Ake (Maint: 64)  Ake (Maint: 64)  Sapeake  To From Sapeake  To From Sapeake	0.18  0.35  Er  0.54  US  0.47	Bus SR 168 54000 ad Bus SR 16 I-64; US 17 34000 3 Military F 20000	N 68 F G	89% 95%	1% 0%	for dir	ectional to 3%	7%	lume es 0% 0%	n N F	0.086 0.086	s segi F	0.553 0.547	36000	
Bus Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd	City of Chesapea City of Che City of Che	To From Ake (Maint: 64)  Ake (Maint: 64)  Sapeake  To From Sapeake  To From Sapeake	0.18  0.35  Er  0.54  US 0.47	Bus SR 168 54000 and Bus SR 164; US 17 34000 13 Military F 20000 20000 200000 200000000000000000	N 58 F G Rd G	\$6 89% 95%	ee I-64  1%  0%	for dir 1% 1% 1%	3% 1%	7% 3% 2%	0% 0% 0%	N F F	0.086 0.086 0.082	s segi	0.553 0.547 0.519	36000 21000	
Bus Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd	City of Chesapea City of Che City of Che	To From Ake (Maint: 64)  To From Sapeake  To From Sapeake  To From Sapeake  To From Sapeake	0.18  0.35  Er  0.54  US 0.47	Bus SR 168 54000 ad Bus SR 164; US 17 34000 13 Military F 20000 ampostella R 14000	N 58 F G Rd G	\$6 89% 95%	ee I-64  1%  0%	for dir 1% 1% 1%	3% 1%	7% 3% 2%	0% 0% 0%	N F F	0.086 0.086 0.082	s segi	0.553 0.547 0.519	36000 21000	
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave	City of Chesapea City of Che City of Che City of Che	To From Ake (Maint: 64)  To From Sapeake  To From Sapeake  To From Sapeake  To From Sapeake	Ramp to Ram 0.18  0.35  Er  0.54  US 0.47  Cr 0.42  P 1.16	Bus SR 168 54000 ad Bus SR 16 1-64; US 17 34000 13 Military F 20000 ampostella R 14000 rrovidence Re	N 68 F G Rd G A A	89% 95% 96%	1% 0% 1%	1% 1% 1% 1%	3% 1% 1%	7% 3% 2%	0% 0% 0% 0%	N F F	0.086 0.086 0.082 0.093	F F	0.553 0.547 0.519	36000 21000 15000	
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave	City of Chesapea  City of Che   To From Sapeake To From Sapeake To From Sapeake To From Sapeake To From Sapeake To From Sapeake To From Sapeake To From Sapeake To From Sapeake	Ramp to Ram 0.18  0.35  Er  0.54  US 0.47  Cr 0.42  P 1.16	Bus SR 168 54000 ad Bus SR 16 I-64; US 17 34000 ampostella R 14000 ampostella R 14000 arovidence Re 15000	N 68 F G Rd G A A	89% 95% 96%	1% 0% 1%	1% 1% 1% 1%	3% 1% 1%	7% 3% 2%	0% 0% 0% 0%	N F F	0.086 0.086 0.082 0.093	F F	0.553 0.547 0.519	36000 21000 15000		
Bus 168 Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd Battlefield Blvd	City of Chesapea  City of Che   To From Ake (Maint: 64)  To From Sapeake	0.18  0.35  Er  0.54  US 0.47  CC 0.42  P 1.16  Old 0.39	Bus SR 168 54000 ad Bus SR 16 I-64; US 17 34000 ampostella R 14000 ampostella R 14000 ampostella R 15000 Atlantic Ave	N 558 F Hwy G ad A enue G	89% 95% 96% 96%	1% 0% 1% 1%	for dir 1% 1% 1% 1% 1%	1% 1% 1%	7% 3% 2% 2%	0% 0% 0% 0% 0%	N F F C	0.086 0.086 0.082 0.093	F F A F	0.553 0.547 0.519 0.542 0.512	36000 21000 15000 16000 9300		
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave 168 Atlantic Ave 168 Atlantic Ave	City of Chesapea  City of Che	To From Ake (Maint: 64)  To From Sapeake	0.18  0.18  0.35  Er  0.54  US  0.47  CC  0.42  P  1.16  Old  0.39  SR	Bus SR 168 54000 ad Bus SR 161 I-64; US 17 34000 13 Military F 20000 ampostella R 14000 Providence Re 15000 Atlantic Ave	N 558 F Hwy G ad A enue G	89% 95% 96% 96%	1% 0% 1% 1%	for dir 1% 1% 1% 1% 1%	1% 1% 1% 1%	7% 3% 2% 2%	0% 0% 0% 0% 0%	N F F C	0.086 0.086 0.082 0.093 0.113	F F A F	0.553 0.547 0.519 0.542 0.512	36000 21000 15000 16000	
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave 168 Atlantic Ave 168 Atlantic Ave 168 Campostella Rd	City of Chesapea  City of Che   To From Ake (Maint: 64)  To From Sapeake	Ramp to Ram 0.18  0.35  Er  0.54  US 0.47  Cr 0.42  P 1.16  Old 0.39  SR 0.35	Bus SR 168 54000 and Bus SR 161 I-64; US 17 34000 13 Military F 20000 ampostella R 14000 Providence Re 15000 Atlantic Ave 8700 246 Liberty	N 68 F G G G A Penue G Rd F	95% 96% 96% 96%	1% 0% 1% 1% 1%	for dir  1%  1%  1%  1%  1%  1%  1%  1%	1% 1% 1% 1%	2% 2% 2% 2%	0% 0% 0% 0% 0% 0%	N F F C F	0.086 0.086 0.082 0.093 0.113	F F A F	0.553 0.547 0.519 0.542 0.512	36000 21000 15000 16000 9300		
68 64 Ramp	City of Chesapea  City of Che   To From Ake (Maint: 64)  Take (Maint: 64)  Sapeake  To From Sapeake  To From Sapeake  To From Sapeake  To From Sapeake  To From Sapeake  To From Sapeake  To From Sapeake  To From Sapeake  To From Sapeake  To From Sapeake	Ramp to Ram 0.18  0.35  Er  0.54  US  0.47  Cr  0.42  P  1.16  Old  0.39  SR  0.35	Bus SR 168 54000 and Bus SR 164; US 17 34000 13 Military F 20000 ampostella R 14000 rrovidence Re 15000 Atlantic Ave 8700 246 Liberty 15000	N 68 F G G G A Penue G Rd F	95% 96% 96% 96%	1% 0% 1% 1% 1%	for dir  1%  1%  1%  1%  1%  1%  1%  1%	1% 1% 1% 1% 1%	2% 2% 2% 2%	0% 0% 0% 0% 0% 0%	N F C F	0.086 0.086 0.082 0.093 0.113	F F A F	0.553 0.547 0.519 0.542 0.512	36000 21000 15000 16000 9300 16000		

449

Route	Jurisdiction	Length AADT	<b>QA</b> 47	Γire B	Rije	Trı	-		QC	K	QK	Dir	AAWDT	O/
	From:				2	Axle 3+Axle	1Trail	2Trail		Factor		Factor		
Campostella Rd	City of Norfolk	SR 407 Indian Riv 0.26 <b>22000</b>		6% 1	1%	 1% 1%	2%	0%	F	0.103	F	0.62	24000	(
os oumpostona rid	To:	US 460 Wilson		370 1	1 70	70 170	270	0 70	•	0.100	•	0.02	24000	`
	From:	Wilson Rd	110											
68)(460)(166)Campostella Rd	City of Norfolk	0.73 <b>45000</b>	<b>G</b> 98	5% 1	1%	1% 1%	2%	0%	F	0.113	F	0.783	49000	(
	Too	Kimball Ten	r			<b></b>								
68)(460)(166)Brambleton Ave	City of Norfolk	0.30 41000		6% 1	1%	1% 1%	1%	0%	С	0.082	F	0.614	NA	
	To:	Park Ave				¬								
68)(460)Brambleton Ave	City of Norfolk	0.40 <b>34000</b>	<b>G</b> 95	5% 1	1%	1% 1%	2%	0%	С	0.082	F	0.558	NA	
00/400	To				-	7								
68)Tidewater Dr	City of Norfolk	Brambleton A 0.31 <b>31000</b>		8% C	)%	1% 0%	1%	0%	F	0.082	F	0.508	NA	
68) Fidewater Di	Oity of Norion			3 70 0	770	70 070	1 /0	0 /0	•	0.002	•	0.500	INA	
Tidouada Du	From From I	US 58 Va Beach		20/ 0	20/	10/ 00/	40/	00/		0.004	_	0.500	NIA	
Tidewater Dr	City of Norfolk	0.89 <b>29000</b>	<b>G</b> 98	8% C	)%	1% 0%	1%	0%	F	0.081	F	0.503	NA	
	To: From:	Lindenwood A				J <del></del>								
68 Tidewater Dr	City of Norfolk	0.81 <b>28000</b>	<b>G</b> 98	8% C	)%	1% 0%	1%	0%	F	0.080	F	0.514	NA	
<u></u>	To: From:	Cromwell D	r											
Tidewater Dr	City of Norfolk	1.03 <b>34000</b>	<b>A</b> 98	8% C	)%	1% 0%	1%	0%	С	0.096	Α	0.531	37000	
	Too	Norview Ave	e			<b></b>								
68 Tidewater Dr	City of Norfolk	1.11 39000		8% C	)%	1% 0%	1%	0%	F	0.085	F	0.517	NA	
9	To:	I-64				¬								
68)Tidewater Dr	City of Norfolk	0.60 <b>28000</b>	<b>G</b> 99	9% 0	)%	1% 0%	0%	0%	F	0.085	F	0.618	NA	
00)	To					_								
68)Tidewater Dr	City of Norfolk	SR 165 Little Cre 1.29 <b>16000</b>		9% 0	)%	1% 0%	0%	0%	С	0.091	F	0.630	17000	(
68) Flacward Bi	Oity of Norion			J 70 C	770	70 070	0 70	0 70	O	0.001	•	0.000	17000	`
Tidoustor Dr	City of Novfolk	Bay View Bly		20/ 0	0%	10/ 00/	00/	00/	F	0.005		0.500	11000	
68 Tidewater Dr	City of Norfolk	1.01 10000	<b>G</b> 99	9% C	J%	1% 0% 	0%	0%	Г	0.095	F	0.532	11000	(
	To: From:	US 460 Granby				<u>.</u>								
68 Tidewater Dr	City of Norfolk	0.75 <b>7800</b>		9% C	)%	1% 0%	0%	0%	F	0.095	F	0.636	8300	(
	10:	US 60 Ocean Vie												
orth	From:	SR 168; 1SR 168-P SR	168-N015B											
68 Ramp	City of Chesapeake (Maint: 64	,	CA WECE			_				NA			NA	
	- 1	US 17-N017C TO RT												
orth Romp	City of Chesapeake (Maint: 64	SR 168; 1SR 168-P SR NA	168-N015A							NA			NA	
Ramp	Oity of Chesapeake (Maint. 04					_				INA			INA	
orth	To: From:	SR 168-N015C TO RT 17	SOUTH & 1	90										
Ramp	City of Chesapeake (Maint: 64	) 0.05 <b>17000</b>	G							0.110	F		19000	(
	To: T	JS 17-N017B FROM RT 17 NO	ORTH TO 46	64 NOR		1								
orth				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		_				0.407	_		FF00	
68 Ramp	City of Chesapeake (Maint: 64		G 7 NO17			_				0.127	F		5500	(
	10.	I-64-W291A US 1	/-INU1 /											
10/2021		450												

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

Route	Jurisdiction	Longth	n <b>AADT</b>	OA ATivo	Due		Tru	ıck		00	K	OK	Dir	AAWDT	_
	Julisalction				: Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	_
rth 68)Ramp	City of Chesapeake (Ma		B TO RT 17 SO <b>NA</b>	OUTH & 190							NA			NA	
58) i tamp	To:	· · · · · · · · · · · · · · · · · · ·	A TO RT 17 SC	OUTH & 190							14/1			14/1	
rth	From:	SR 1	68 N, Tidewate	er Dr											=
Ramp	City of Norfolk (Maint:	: 64) 0.27	5200	G							0.092	F		5500	
	To:		I-64 West												
rth	From:		168 Tidewater								0.004	_		E400	
Ramp	City of Norfolk (Maint:	: 64) 0.20	4800 I-64 East	G							0.094	F		5100	
uth	From	100	168-P TO RT	100								_			
Ramp	City of Chesapeake (Ma		14000	<b>G</b>							0.084	F		15000	
9 - 1	To:		C TO RT 17 SO												
uth	From:			30 III & 130							NIA			NIA	
Ramp	City of Chesapeake (Ma		NA FROM & TO	RT 464 64 &							NA			NA	
ıth	From:		68 S, Tidewate												
Ramp	City of Norfolk (Maint:		3300	G							0.086	F		3500	
,	To:	,	I-64 East												
uth	From:	SR	168 Tidewater	Dr											
Ramp	City of Norfolk (Maint:	: 64) 0.13	2900	G							0.096	F		3100	
	То:		I-64 West												_
OD 400 OD 5 1 404 O to south of late	From:		S south of Interc	change							NIA			NIA	
SR 168 SB From I 464 S to south of Inte	erchange City of Chesapeak	.e	NA I-464 S								NA			NA	
JS.	From:	SR 168 Chesapea		. Dattlafiald D	lud							_			=
08 Battlefield Blvd	City of Chesapeak			<b>G</b> 97%		1%	1%	1%	0%	F	0.088	F	0.630	14000	
	To:		ndian Creek Rd	1											
JS Dawleffeld Divid	From:				10/	10/	10/	10/	00/	F	0.000	F	0.500	17000	
Battlefield Blvd	City of Chesapeak			<b>G</b> 97%	1%	1%	1%	1%	0%	Г	0.088	Г	0.599	17000	
us_	To: From:	C	Centerville Tpke	e											_
Battlefield Blvd	Other of Ohanamania	2.70	19000	<b>G</b> 97%	1%	1%	1%	1%	0%	F	0.121	F	0.553	20000	
batticilcia biva	City of Chesapeak	ke 3.78	19000	G 31/0	1 /0	1 /0				•	-				
	City of Criesapeak		Great Bridge I		170					•					_
Js	To- From:	SR 168	Great Bridge I	Bypass					0%		0.103	F	0.687	10000	
us	City of Chesapeak	SR 168	Great Bridge I	Bypass <b>G</b> 99%		1%	0%	0%	0%			F	0.687	10000	
Battlefield Blvd	City of Chesapeak	SR 168 Se 0.28	9800 9800 -8802 Hanbury	Bypass  G 99%  Rd	0%	1%	0%	0%		F	0.103				
Battlefield Blvd	To- From:	SR 168 Se 0.28	9800 9800 -8802 Hanbury	Bypass <b>G</b> 99%	0%				0%			F	0.687	10000	
Battlefield Blvd  Battlefield Blvd  Battlefield Blvd	City of Chesapeak	SR 168 Se 0.28	9800 -8802 Hanbury 11000	Bypass <b>G</b> 99%  Rd <b>G</b> 99%	0%	1%	0%	0%		F	0.103				
Battlefield Blvd  Battlefield Blvd  Battlefield Blvd	City of Chesapeak	SR 168  SR 168  131  SR 165 S, Mou	9800 -8802 Hanbury 11000	Bypass <b>G</b> 99%  Rd <b>G</b> 99%	0%	1%	0%	0%		F	0.103				
us 68) Battlefield Blvd us 68) Battlefield Blvd	City of Chesapeak  City of Chesapeak  City of Chesapeak	SR 168  Ke 0.28  131  Ke 1.70  SR 165 S, Mou	9800 -8802 Hanbury 11000 unt Pleasant Rd, 28000	G   99%   Rd   G   99%   Johnstown Rd   G   99%   G   99%	0%	1% 1% 1%	0%	0%	0%	F	0.103	F	0.687	12000	
Bus Battlefield Blvd Bus Battlefield Blvd Bus Battlefield Blvd	City of Chesapeak  City of Chesapeak  City of Chesapeak	SR 168  SR 168  131  SR 165 S, Mou  SR 165 S, Mou  SR 165 SR 16	9800 -8802 Hanbury 11000 int Pleasant Rd, 28000 5 North; Cedar	G   99%   Rd   G   99%   Johnstown Rd   G   99%   G   99%	0%	1% 1% 1%	0%	0%	0%	F	0.103	F	0.687	12000	

Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		Tru	_		QC	_ K	QK	Dir	AAWDT	Q
us	From:	SR 190 Gr	reat Bridge Blvd			2Axle 3	3+Axle	1 I rail	21rail		Factor		Factor		
Battlefield Blvd	City of Chesapeake		32000 G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.566	34000	(
	To- From	SR 168 Gre	at Bridge Bypass	3		<u> </u>									
us 68)Battlefield Blvd	City of Chesapeake	1.39 <b>3</b>	34000 F	96%	1%	1%	1%	1%	0%	С	0.087	F	0.650	36000	
	To	Hollywood R	Rd; Oak Grove R	d		<u> </u>									
us 68)Battlefield Blvd	City of Chesapeake		4000 F	96%	1%	1%	2%	1%	0%	С	0.087	F	0.650	47000	
30)	То		lvo Pkwy					.,,				•			
us 68)Battlefield Blvd	City of Chesapeake		64000 F	89%	1%	1%	3%	7%	0%	С	0.086	F	0.553	57000	
58) Dattiefield Divd	Oity of Offesapeake	0.50 3		03 /6	1 /0	1 /6	J /6	1 /0	0 /6	O	0.000	'	0.555	37000	
us	From:	0.05	I-64	000/	40/	40/	00/	70/	00/		0.000	_	0.550	F7000	
168 Battlefield Blvd	City of Chesapeake		Sattlefield Blvd	89%	1%	1%	3%	7%	0%	N	0.086	F	0.553	57000	
us	From:		R 168 North			<u> </u>									
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)		9100 G	99%	0%	0%	0%	0%	0%	С	0.083	F		9800	
	To:	I-64 Wes	st Collector Rd												
us	From:		R 168 North	070/	00/	10/	00/	40/	00/	0	0.070	_		0400	
Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)		7600 G t Collector Rd	97%	0%	1%	0%	1%	0%	С	0.076	F		8100	
JS	From:		attlefield Blvd S			<u> </u>									
68)Ramp	City of Chesapeake (Maint: 64)		3800 G	94%	0%	2%	1%	3%	0%	С	0.076	F		4000	
	To:	I-64 Wes	st Collector Rd												
us Domai	From:		Battlefield Blvd		10/	10/	00/	00/	10/		0.070	_		2000	
Ramp	City of Chesapeake (Maint: 64)		<b>3600 G</b> 64 East	86%	1%	1%	2%	9%	1%	С	0.078	F		3900	
	From:		3 Mellen St												
Mallory St	City of Hampton		7200 N	99%	1%	0%	0%	0%	0%	Ν	0.083	F	0.669	7700	
	To From:	SR 143	3 County St												
Mallory St	City of Hampton	0.15	7200 G	99%	1%	0%	0%	0%	0%	F	0.083	F	0.669	7700	
	To: From:		Mercury Blvd			<u> </u>									
Mallory St	City of Hampton	1.95	4400 G	99%	1%	0%	0%	0%	0%	С	0.080	F	0.594	4600	
Described Asse	To From:		, Pembroke Ave	070/	40/	00/	00/	00/	00/		0.00	_	0.005	0.400	
9 351 Pembroke Ave	City of Hampton		2200 G	97%	1%	2%	0%	0%	0%	С	0.09	F	0.625	2400	
Old Buckroe Rd	City of Hampton		, Pembroke Ave	99%	1%	0%	0%	0%	0%	С	0.086	F	0.571	5000	
gg Join Buckloc Flu	To:		x Hill Rd	33 76	1 /0		0 70	0 70	0 70	O	0.000	'	0.57 1	3000	
	From:		Buckroe Rd	2221	4.57		0-1	221	221		2 22 4	_		40000	
Fox Hill Rd	City of Hampton	1.08 <b>1</b>		99%	1%	0%	0%	0%	0%	F	0.091	F	0.626	12000	
69)Fox Hill Rd	City of Hampton	0.88 <b>1</b>	odland Rd 7000 G	99%	1%	0%	0%	0%	0%		0.088	F	0.611	18000	
	CILV OF HATHDION	0.00	7000 G	3370	170	U-70	U 70	070	U/0		0.000	Г	0.011	10000	

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

Route	Jurisdiction	Length AADT Q	Δ 4Tire	Rus	Tr			QC	K	QK	Dir	AAWDT	
.10410			71116	Dus	2Axle 3+Axle	1Trail	2Trail	<b>Q</b> U	Factor	αi	Factor	70.0001	
Fox Hill Rd	City of Hampton	Clemwood Pkwy 0.95 <b>22000</b> (	99%	1%	0% 0%	0%	0%	F	0.089	F	0.617	23000	
FOX HIII NU	City of Hampton			1 70	0% 0%	0%	0%	Г	0.069	Г	0.017	23000	
		US 258; Mercury Blv											
Little Creek Dd	City of Norfolk	SR 165 N Military Hv	•	0%	10/ 00/	10/	00/	F	0.001	F	0.515	22000	
Little Creek Rd	City of Nortoik	1.08 <b>21000 (</b>	98%	0%	1% 0%	1%	0%	Г	0.081	Г	0.515	23000	
	To- From:	Halprin Drive											
Little Creek Rd	City of Norfolk	0.48 <b>19000 (</b>	98%	0%	1% 0%	1%	0%	F	0.091	F	0.525	21000	
	To: From:	SR 192 Azalea Garden	Rd										
Little Creek Rd	City of Norfolk	1.09 <b>18000</b> (	98%	0%	1% 0%	1%	0%	F	0.088	F	0.518	20000	
	To:	US 60 Shore Drive											
	From:	SR 143 Jefferson Av	2										
Oyster Point Rd	City of Newport News	0.70 <b>38000 (</b>	98%	1%	1% 0%	0%	0%	F	0.087	F	0.53	40000	
	To	121-12 Canon Blvd											
71)Oyster Point Rd	City of Newport News	0.17 <b>42000</b> (	98%	1%	1% 0%	0%	0%	F	0.104	F	0.543	45000	
	T-1												
71)Victory Blvd	City of Newport News	I-64 0.74 <b>42000 (</b>	`						0.094	F	0.629	44000	
VICTORY BIVE	To:	York County Line	2						0.034	'	0.029	44000	
	From:	WCL Newport News											
71 Victory Blvd	York County	0.82 <b>35000</b> (		0%	0% 0%	0%	0%	С	0.088	F	0.588	38000	
9	To: From:	US 17 George Washington M	lam Unny										
71)Victory Blvd	York County	0.35 <b>28000</b> (	-	0%	0% 0%	0%	0%	F	0.092	F	0.573	NA	
, j,							- , -						
Wiston, Blad	Vorte County	SR 134 Hampton Hw		00/	00/ 00/	0%	00/	F	0.000	F	0.61	10000	
Victory Blvd	York County	1.02 <b>16000 (</b>	99%	0%	0% 0%	0%	0%	Г	0.083	Г	0.61	18000	
	To: From:	99-600 Big Bethel Ro											
Victory Blvd	York County	1.48 <b>17000 (</b>	99%	0%	0% 0%	0%	0%	F	0.092	F	0.573	18000	
	To: From:	WCL Poquoson											
71 Victory Blvd	City of Poquoson	York County Line 0.79 <b>10000</b> (	99%	0%	0% 0%	0%	0%	С	0.089	F	0.579	11000	
VIOLOTY BIVE	ony or requestion			0 70		0 70	070	Ŭ	0.000	•	0.070	11000	
Little Floride Dd	City of Prom	SR 172 Wythe Creek I		00/	00/ 00/	00/	00/		0.000		0.050	11000	
Little Florida Rd	City of Poquoson	1.00 9900 (	99%	0%	0% 0%	0%	0%	F	0.089	F	0.652	11000	
	To: From:	Far Street			<u> </u>								
71)Little Florida Rd	City of Poquoson	0.44 <b>6800 (</b>	99%	0%	0% 0%	0%	0%	F	0.091	F	0.668	7300	
	To: From:	Poquoson Ave											
71 Poquoson Ave	City of Poquoson	0.50 <b>5900</b> (	98%	1%	0% 0%	0%	0%	С	0.094	F	0.642	6300	
	To	Bunting Rd											
71)Poquoson Ave	City of Poquoson	•	98%	1%	0% 0%	0%	0%	F	0.095	F	0.626	3400	
	To.												
Paguagan Ava	City of Doguesor	147-7050 Ridge Rd	070/	10/	09/ 09/	00/	00/		0.006	г	0.640	2500	
71)Poquoson Ave	City of Poquoson	1.00 <b>2400</b> (	97%	1%	<u>0%</u> 0%	0%	0%	С	0.096	F	0.643	2500	

453

Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle 3+A			QC	K	QK	Dir Factor	AAWDT	C
	From:	Poquoson Ave			ZAXIE 3+F	xie i i i ai	ZIIdii		Factor		Facioi		
Messick Rd	City of Poquoson	1.27 <b>1100</b>	<b>G</b> 97%	2%	0% 09	6 1%	0%	С	0.100	F	0.613	1200	
<i>y</i>	To:	Messick Pt											
ıst	From:	SR 171 E, Victory Blvd; Oys	ster Point Rd										
71)Ramp	City of Newport News (Maint:	99) 0.33 <b>8100</b>	G						0.084	F		8700	
	To:	I-64 East											
ast	From:	SR 171 E, Victory E	Blvd										
71)Ramp	City of Newport News (Maint:	99) 0.25 <b>1900</b>	G						0.133	F		2000	
	To:	I-64 West											
est	From:	SR 171 W, Victory I	Blvd										
71)Ramp	City of Newport News (Maint:	99) 4400	G						0.116	F		4700	
	To:	I-64 East											
est	From:	SR 171 W, Victory I	Blvd										
71)Ramp	City of Newport News (Maint:	99) <b>5000</b>	G		<del>.</del>				0.114	F		5300	
	To:	I-64 West											
	From:	SR 134 Magruder B	Blvd										
72)Cmdr Shepard Blvd	City of Hampton	0.61 <b>8600</b>	<b>G</b> 98%	0%	1% 19	6 0%	0%	F	0.114	F	0.812	9200	
	To:	Armistead Ave											
Cmdr Shepard Blvd	City of Hampton		<b>G</b> 98%	0%	1% 19	6 0%	0%	С	0.102	F	0.524	14000	
	To	NASA Main Gate											
72)Armistead Ave	City of Hampton		G 98%	0%	1% 09	6 0%	0%	С	0.104	F	0.753	11000	
72)/	ony or riampion			070		0 070	0 70	Ū	0.101		0.700	11000	
Wytha Crack Dd	City of Llompton	Semple Farm Rd		0%	1% 09	6 0%	0%	F	0.105	F	0.750	12000	
Wythe Creek Rd	City of Hampton	1.03 <b>12000</b> SCL Poquoson	<b>F</b> 98%	076	1% 0	6 U76	0%	Г	0.105	Г	0.750	12000	
	From:	NCL Hampton								-			
Wythe Creek Rd	City of Poquoson	•	<b>G</b> 99%	0%	1% 09	6 0%	0%	С	0.093	F	0.691	12000	
	To	SR 171 Little Florida Rd; V	Gotory Dlyd										
Wythe Creek Rd	City of Poquoson	0.24 <b>10000</b>	<b>G</b> 99%	0%	1% 09	6 0%	0%	F	0.097	F	0.604	11000	
72), 6.66	5.ky 5 equese		<b>u</b> 0070			0 0,0	0,0	•	0.00.	i i	0.00		
Wytho Crook Bd	City of Poguago	Hudgins Rd	C 000/	0%	10/ 00	/ 00/	00/	F	0.000	F	0.600	6700	
Wythe Creek Rd	City of Poquoson	0.62 <b>6300</b>	<b>G</b> 99%	0%	1% 09	% 0%	0%	Г	0.098	Г	0.623	6700	
		Poquoson Ave								_			
Danbigh Blad	City of Novembert Nove	Moyer Drive	070/	20/	10/ 00	/ 00/	00/	0	0.000	_	0.540	2400	
Denbigh Blvd	City of Newport News	0.53 <b>3200</b>	<b>G</b> 97%	2%	1% 09	% 0%	0%	С	0.090	F	0.549	3400	
	From:	Catalina Drive Catalina Dr								_			
73 Denbigh Blvd	City of Newport News	0.74 <b>7200</b>	<b>G</b> 97%	2%	1% 09	6 0%	0%	F	0.088	F	0.612	7700	
Denhigh Blvd	City of Newport News	<u>Lucas Creek Rd</u> 0.55 <b>14000</b>		2%	1% 09	% 0%	0%	F	0 082	F	0.608	15000	
Denbigh Blvd				2 /0	170 0	0 0/0	0 /6	,	0.002	•	0.000	13000	
	From	US 60 Warwick Bl		,,	20/	,	001	_	0.070	_	0.511	00000	
73 Denbigh Blvd	City of Newport News	1.14 21000		1%	0% 09	6 0%	0%	С	0.079	F	0.514	22000	
	10:	SR 143 Jefferson A	ve										

_						Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4	Tire Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Donbigh Blyd	City of Newport News	SR 143 Jefferson 1.32 <b>23000</b>		9% 0%	1%	0%	0%	0%	F	0.091	F	0.571	24000	(
Denbigh Blvd	City of Newport News	York County Li		976 076	170	0%	076	0%	Г	0.091	Г	0.571	24000	
	From:	NCL Newport No												
73 Denbigh Blvd	York County	2.20 <b>12000</b>	A 99	9% 0%	1%	0%	0%	0%	С	0.107	Α	0.545	12000	
<i>y</i>	Tor	US 17 GW Mem	Hwv											
Goodwin Neck Rd	York County	1.05 <b>7000</b>		5% 1%	2%	1%	2%	0%	С	0.093	F	0.579	7500	
19	To													
Goodwin Neck Rd	York County	99-630 Wolf Trap		5% 0%	1%	1%	3%	0%	С	0.104	F	0.57	2400	
73) GOOGWIII INCCK FIG	Tork County			370 070	1 /0	1 /0	J /0	0 70	U	0.104	•	0.57	2400	
On a durin Navela Del	To Frank	99-718 Back Cree		-0/ do/	10/	40/	00/	00/		0.400		0.007	4000	
Goodwin Neck Rd	York County	2.23 1500		5% 1%	1%	1%	3%	0%	С	0.106	F	0.667	1600	
	10	99-629 East of Tampico St		ie										
	From:	Bus US 220 Virgini		70/ 10/		00/	00/	00/	_	0.000	_	0.000	10000	
Kings Mountain Rd	Henry County	1.45 <b>12000</b>	<b>G</b> 9	7% 1%	0%	0%	2%	0%	С	0.092	F	0.636	12000	
	Tre- From	44-1172 Kings Mar									_			
Kings Mountain Rd	Henry County	1.12 <b>11000</b>	<b>G</b> 9	7% 1%	0%	0%	2%	0%	F	0.095	F	0.587	12000	
	To	SR 108 Figsboro	Rd		<u> </u>									
Kings Mountain Rd	Henry County	1.72 <b>12000</b>	<b>G</b> 9	7% 1%	0%	0%	2%	0%	F	0.091	F	0.533	13000	
9	To	NCL Martinsvil	110											
Liberty St	City of Martinsville	0.49 <b>11000</b>		6% 1%	1%	0%	2%	0%	F	0.103	F	0.534	12000	
4),								- , -						
Liberty St	City of Martinsville	0.20 Inman St	<b>C</b> 0	6% 1%	1%	0%	2%	0%	F	0.098	F	0.545	13000	
Liberty St	City of Martinsville			J/0 I/0	1 /0	0 /6	Z /0	0 /6	'	0.030	'	0.545	13000	
	To: From:	Clearview Dr			.						_			
Liberty St	City of Martinsville	0.60 7400		5% 1%	1%	0%	2%	0%	С	0.087	F	0.596	8100	
	To:	Commonwealth E	Blvd											
	From:	US 13 Lankford F	_						_					
Chincoteague Rd	Accomack County	1.65 <b>6800</b>	<b>A</b> 9	7% 1%	1%	1%	1%	0%	С	0.117	Α	0.524	6700	
_	To: From:	01-704 Coardtown	n Rd											
75)Chincoteague Rd	Accomack County	1.87 <b>7200</b>	<b>G</b> 9	7% 1%	1%	1%	1%	0%	F	0.089	F	0.565	7300	
	To:	01-798 Mill Dam	Rd		<u> </u>									
75)Chincoteague Rd	Accomack County	4.85 <b>6700</b>		7% 1%	1%	1%	1%	0%	F	0.085	F	0.503	6700	
	To	WCL Chincotea												
Chincoteague Rd	Town of Chincoteague (Maint: 01		-	7% 0%	1%	1%	1%	0%	С	0.091	F	0.572	6600	
5) Ormitoticague rid	To:	Main St	<u>u</u>	70 070		1 /0	1 /0	0 70	J	0.001		0.072	0000	
	From:		D.1								_			
E)	Town of Chincoteague (Maint: 01	SR 175 Chincoteag ) 360	rue Rd F							NA			360	
75)	To:	Dead End								INA			500	
	From		A											
Bennett St	Town of Parksley (Maint: 01)	SR 316 Cossatt A 0.38 <b>2400</b>		5% 1%	2%	0%	1%	0%	C	0.094	F	0.547	2400	
76) Berniell Ol	Town of Faiksiey (Maiill. 01)	ECL Parksley		J/0 I/0	- /0	0 /0	1 /0	0 /0	U	0.034	'	0.547	2400	(
		LCL I diksicy												

Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus	Tri	_		QC	K	QK	Dir	AAWDT	C
	From:	ECL Parksle	ev.			2Axle 3+Axle	TTrail	ZTrall		Factor		Factor		
6)Parksley Rd	Accomack County	2.20 <b>2500</b>		96%	2%	2% 0%	1%	0%	С	0.098	F	0.607	2500	
9	To:	US 13 Lankford												
	From:	60-600 S, Tyle	r Rd											
77)Tyler Rd	Montgomery County	2.33 9700	G	98%	0%	1% 0%	1%	0%	С	0.103	F	0.535	10000	
	To	SCL Radford; Re	ock Rd			$\neg$ $\vdash$								
77)Tyler Ave	City of Radford	0.86 7400		98%	0%	1% 0%	1%	0%	F	0.107	F	0.594	8000	
	To:	Auburn Av	e											
77)Tyler Ave	City of Radford	0.78 9900		98%	0%	1% 0%	1%	0%	F	0.105	F	0.587	11000	
<i>)</i>	To	Adams St												
77)Tyler Ave	City of Radford	0.44 <b>7700</b>	G	98%	0%	1% 0%	1%	0%	F	0.090	F	0.501	8400	
<i>'</i>	To:	US 11 E Mai												
	From:	SR 177 Tyler	Rd											
Ramp to I-81 N at Exit 109	Montgomery County	0.20 4800	G							0.11	F		4700	
	To:	I-81 North	1											
	From:	SR 177 Ramp N	Merge											
Ramp to I-81 S at Exit 109	Montgomery County	0.12 <b>2000</b>	G							0.118	F		2000	
	To:	I-81 South	1											
rth	From:	SR 177 N, Tyle												
Ramp toward I-81 S at Exit 109	Montgomery County	0.03 1000	G							0.091	F		1000	
	10.	Ramp SR 17												
uth	Montgomery County	SR 177 S, Tyle								0.116	_		050	
Ramp toward I-81 S at Exit 109	Montgomery County	0.06 <b>950</b> Ramp SR 17'	<b>G</b>							0.116	F		950	
	From													
Main St	Town of Exmore (Maint: 65)	Bus US 13, Lino 1700		98%	0%	0% 1%	1%	0%	С	0.112	F	0.511	1600	
78)	Town of Exmerc (Manie 60)			0070	0 70		1 70	070	Ū	0.112	•	0.011	1000	
Belle Haven Rd	Town of Exmore (Maint: 65)	US 13 Lankford 0.15 <b>3000</b>		98%	0%	0% 1%	1%	0%	F	0.11	F	0.622	2900	
78 Delie Flaven Flu	To:	SCL Belle Ha		30 /6	0 76	78 178	1 /0	0 /6	•	0.11	'	0.022	2300	
	From:	NCL Exmo												
Belle Haven Rd	Town of Belle Haven (Maint: 65	) 0.35 <b>3000</b>	N	98%	0%	<u>0%</u> 1%	1%	0%	Ν	0.11	F	0.622	2900	
	To:	Accomack Coun												
Belle Haven Rd	Town of Belle Haven (Maint: 01	Northampton Cou ) 0.48 <b>3000</b>		79%	1%	2% 3%	15%	0%	С	0.089	F	0.599	3000	
9)20110 1 111011 1110					. , ,		.0,0	0,0	Ū	0.000	•	0.000	0000	
Shields Bridge Rd	Town of Belle Haven (Maint: 01	SR 181 King St; 1 ) 1.24 <b>1800</b>		91%	1%	2% 1%	5%	0%	С	0.101	F	0.644	1800	
8) Official Bridge Fla		-		J 1 /0	1 /0	2/0 1/0	J /6	0 /0	U	0.101	'	0.044	1000	
Shioldo Pridgo Pd	Accompany County	WCL Belle H		010/	10/	20/ 10/	E0/	00/	NI	0.101	Г	0.644	1000	
Shields Bridge Rd	Accomack County	2.67 <b>1800</b>		91%	1%	2% 1% 	5%	υ%	IN	0.101	Г	0.044	1800	
	To: From:	01-615 Cradocky		0.44:	4.5.						_		1000	
Boston Rd	Accomack County	3.95 <b>1200</b> 01-609 S, Big P		94%	1%	1% 1%	3%	0%	С	0.1	F	0.570	1200	

Route	Jurisdiction	Length AADT	QA 4T	Γire B	us	Tru	-		QC	K	QK	Dir	AAWDT	
	From:	01-609 S, Big Pi	ne Rd		2AXI	e 3+Axle	1 I rail	21rail		Factor		Factor		
Bobtown Rd	Accomack County	0.38 <b>1600</b>		8% 0	% 0%	1%	0%	0%	С	0.103	F	0.529	1600	
<u> </u>	To	SR 180 S, Harbon	ton Rd											
78)(180)Bobtown Rd	Accomack County	0.03 <b>2500</b>		0% 0	1% 2%	1%	7%	0%	С	0.096	F	0.549	2400	
	To- From:	SR 180 N, Pungote	ague Rd											
78)Bobtown Rd	Accomack County	1.90 <b>2100</b>		7% 0	1% 0%	0%	2%	0%	С	0.094	F	0.568	2000	
	To:	01-620 Whareho	use Rd											
	From:	01-1023 King S		00/ 0	201	401	00/	00/	_	0.400	_	0.014	0000	
Market St	Town of Onancock (Maint: 01)	0.36 <b>2000</b>	<b>F</b> 98	8% 0	0%	1%	0%	0%	F	0.109	F	0.614	2000	
	To From (AA i i a AA)	W 01-658 North		00/ 0	-	401	00/	00/		0.005		0.500	4000	
Market St	Town of Onancock (Maint: 01)	1.16 <b>4000</b>	<b>G</b> 98	8% 0	0%	1%	0%	0%	С	0.095	F	0.523	4000	
Market Ct	Towns of Occasion (Administration)	SR 126 Fairgrou		00/		40/	00/	00/		0.000	_	0.540	5000	
Market St	Town of Onancock (Maint: 01)	0.10 <b>5800</b>	<b>G</b> 98	8% 0	0%	1%	0%	0%	F	0.096	F	0.543	5900	
	Tay From	ECL Onanco		00/ 0	10/ 00/	40/	00/	00/		0.000	_	0.540	5000	
79)	Accomack County	0.61 <b>5800</b>	<b>N</b> 98	8% 0	0%	1%	0%	0%	N	0.096	F	0.543	5900	
Main Ot	Too From	WCL Onle		00/ 0		40/	00/	00/		0.000		0.540	5000	
Main St	Town of Onley (Maint: 01)	0.71 <b>5800</b> US 13 Bus		8% 0	% 0%	1%	0%	0%	N	0.096	F	0.543	5900	
	From		<u> </u>											
Shore Dr	Accomack County	Dead End 0.18 <b>210</b>	<b>F</b> 94	4% 0	1%	1%	3%	0%	С	0.098	F	0.573	210	
300)	To:	Harborton F												
Hadradan Bd	From:	Shore Dr	- 00	00/ 4	0/ 10/	00/	100/	00/	_	0.000	_	0.570	450	
Harborton Rd	Accomack County	0.85 <b>450</b>	<b>F</b> 80	0% 1	% 1% 	2%	16%	0%	F	0.098	F	0.573	450	
	To From:	01-631 Hacksne		00/ 0	-	401	40/	00/		0.000	_	0.570		
Harborton Rd	Accomack County	2.03 <b>810</b> SR 178 S, Bobto		8% 0	0%	1%	1%	0%	С	0.098	F	0.573	800	
	From:	S SR 178	wii Ku											
80 178 Bobtown Rd	Accomack County	0.03 <b>2500</b>	<b>F</b> 90	0% 0	1% 2%	1%	7%	0%	С	0.096	F	0.549	2400	
	To: From:	N SR 178 SR 178 N, , Bobb	own Dd											
80)Pungoteauge Rd	Accomack County	2.89 <b>600</b>		8% 1	% 1%	2%	8%	0%	С	0.08	F	0.539	590	
	то	WCL Kelle												
80)	Town of Keller (Maint: 01)	0.46 <b>600</b>		8% 1	% 1%	2%	8%	0%	N	0.08	F	0.539	590	
	To:	US 13 S, Lankfor												
Lankford Llung	Town of Kaller (Maint, C1)	S US 13	<b>C</b> 00	20/	10/	10/	60/	00/	г	0.070	_	0.544	15000	
13 Lankford Hwy	Town of Keller (Maint: 01)	0.45 <b>16000</b>		2% 0	1% ———	1%	6%	0%	F	0.079	F	0.544	15000	
Lankford Llung	Accement County	CL Keller		20/ 0	10/	10/	60/	00/	NI	0.070		0.544	15000	
13 Lankford Hwy	Accomack County	0.01 <b>16000</b> US 13 NOR		2% 0	1%	1%	6%	0%	IN	0.079	F	0.544	15000	
_	From:	US 13 N, Lankfo												
80)Wachapreague Rd	Accomack County	4.07 <b>1200</b>	<b>F</b> 87	7% 1	% 1%	3%	8%	0%	С	0.109	F	0.566	1200	
	To:	WCL Wachapro	eague											

Route	Jurisdiction	Length AADT QA	A 4Tire	Bus	TI			QC		QK		AAWDT	Q
	From:	WCL Wachapreague			2Axle 3+Axle	ııran	ZTrall		Factor		Factor		
Main St	Town of Wachapreague (Maint: 01		87%	1%	1% 3%	8%	0%	Ν	0.109	F	0.566	1200	
9	To:	01-1701 Atlantic Ave											
/e	From:	SR 180 Main St											
Brooklyn St	Town of Wachapreague (Maint: 01	l) 0.42 <b>160 F</b>	97%	0%	2% 0%	0%	0%	С	0.130	F	0.556	150	
	To:	01-1712 Richardson Av											
ye Diahawdaaa Aa	From:	01-1712; Brooklyn St		10/		<b>C</b> 0/	00/	0	0.100	_	0.5	100	
Richardson Ave	Town of Wachapreague (Maint: 01	0.13 <b>160 F</b> 01-1706 Church St; WCL Wach		1%	2% 1%	6%	0%	C	0.130	г	0.5	160	
			lapicague										
Main St	Town of Belle Haven (Maint: 01)	01-609 Main St 0.25 <b>1700 F</b>	96%	0%	 1% 1%	2%	0%	0	0.004	_	0.520	1700	
Main St	Town of Belle Haven (Maint. 01)	0.25 <b>1700 F</b> SR 178 Shields Bridge R		0%	170 170	270	0%	C	0.064	Г	0.520	1700	
	From:	SR 178 Belle Haven Ro											
King St	Town of Belle Haven (Maint: 01)	0.32 <b>820 F</b>	87%	1%	1% 1%	10%	0%	F	0.113	F	0.663	810	
	To	ECL Belle Haven											
King St	Accomack County	0.38 <b>820 N</b>	87%	1%	1% 1%	10%	0%	N	0.113	F	0.663	810	
31)	To:	US 13 Lankford Hwy	0.70	- 7,0			- , -						
	From:	US 13 Lankford Hwy			i								
Mappsburg Rd	Town of Painter (Maint: 01)	0.63 <b>1300</b> F	98%	0%	0% 1%	1%	0%	F	0.118	F	0.65	1300	
	Tod												
Quinby Bridge Rd	Accomack County	ECL Painter 3.08 <b>1000 F</b>	95%	0%	1% 1%	3%	0%	C	0 102	F	0.64	990	
32) Quillby Bridge Ha	To:	01-605 Quinby	33 /6	0 70	170 170	0 /0	0 /0	J	0.102	•	0.04	330	
	From:	65-613 Near Silver Beac	o la					Factor       Factor         N       0.109       F       0.566       126         C       0.130       F       0.556       15         C       0.130       F       0.5       16         C       0.084       F       0.520       176         F       0.113       F       0.663       81         N       0.113       F       0.663       81         F       0.118       F       0.663       81         C       0.102       F       0.64       99         C       0.102       F       0.54       99         C       0.117       F       0.565       160         C       0.117       F       0.565       160         C       0.11       F       0.592       130         N       0.097       F       0.510       230         N       0.097       F       0.539       490         N       0.089       F       0.539       490         F       0.101       F       0.521       560					
Occohannock Neck Rd	Northampton County	6.94 <b>1700 G</b>		2%	0% 1%	1%	0%	С	0 117	F	0.565	1600	
33) eccentarinock reck ric	- F		0070			1 /0	0 70	Ŭ	0.117	•	0.000	1000	
Occohannock Neck Rd	Town of Exmore (Maint: 65)	WCL Exmore	i 98%	0%	1% 1%	1%	0%		0.11	г	0.500	1200	
33 Occordinock Neck Ad	To:	0.51 <b>1300 G</b> Bus US 13	90%	0%	170 170	1 70	0%	C	0.11	Г	0.592	1300	
	Eron												
Bay Ave;Mason Ave	Town of Cape Charles (Maint: 65)	65-1101 Pine St; 65-1106 Washi ) 1.21 <b>2400 G</b>		0%	1% 0%	0%	0%	F	0 097	F	0.510	2300	
Bay Ave, Mason Ave	Town of Sape Chaires (Maint: 05)			0 70	170 070	0 70	0 /0	•	0.007	•	0.510	2000	
Ctoro Dd	Towns of Cons Charles (Mainte CE)	65-1105 Fig St; 65-1112 Rando	-	00/	10/ 00/	00/	00/	N.I.	0.007		0.510	0000	
Stone Rd	Town of Cape Charles (Maint: 65)	) 0.21 <b>2400 N</b>	98%	0%	1% 0%	0%	0%	N	0.097	F	0.510	2300	
	To: From:	Heritage Acres Ct											
Stone Rd	Town of Cape Charles (Maint: 65)	) 0.06 <b>5000 G</b>	i 98%	0%	1% 0%	0%	0%	С	0.089	F	0.539	4900	
	To: From:	ECL Cape Charles			<u> </u>								
Stone Rd	Town of Cape Charles (Maint: 65)	) 1.72 <b>5000 N</b>	98%	0%	1% 0%	0%	0%	Ν	0.089	F	0.539	4900	
	To:	US 13 South of Bayviev	W										
	From:	85-686 South Ox Rd											
Stoney Creek Blvd	Shenandoah County	0.08 <b>5300 F</b>	95%	0%	1% 1%	3%	0%	F	0.101	F	0.521	5600	
	To	I-81											
Stoney Creek Blvd	Shenandoah County	0.26 <b>4500 N</b>	94%	0%	0% 1%	4%	0%	Ν	0.092	F	0.526	4800	
/		WCL Edinburg											

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

				ia intersta													
Route	Jurisdictio	on I	Lenath	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	Q
								2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From			CL Edinbu								_		_			
Stoney Creek Blvd	Town of Edinburg	(Maint: 85)	0.66	4500	F	94%	0%	0%	1%	4%	0%	С	0.092	F	0.526	4800	
	To		U	S 11 Main S	St												
	From		SR 185	Stoney Cree	ek Blvd												
Ramp to I-81 S at Exit 2	79 Shenandoah (	County	0.21	840	G								0.121	F		840	
	To			I-81 South													
	From		SR 185	Stoney Cree	ek Blvd												
Ramp to I-81 N at Exit 2	79 Shenandoah (	County	0.26	1000	G								0.111	F		1000	
35 Hamp to 101 IV at Exit 2	To			I-81 North									0.111	•		1000	
	From			Carolina Sta								_		_			
₃₆ )Hugo Rd	Southampton (	County	2.98	970	G	72%	1%	2%	2%	24%	0%	С	0.092	F	0.611	950	
	To		WO	CL Branchvi	ille												
36)	Town of Branchville	(Maint: 87)	0.62	970	N	72%	1%	2%	2%	24%	0%	Ν	0.092	F	0.611	950	
30)		( /															
	From	<u> </u>		L Branchvi						1001	221	_		_	0.510	4.400	
Pittman Rd	Southampton (	County	2.35	1500	G	79%	1%	1%	1%	18%	0%	С	0.107	F	0.519	1400	
<u></u>	Tra		W	/CL Boykin	IS			$\neg$ $\vdash$									
Pittman Rd	Town of Boykins (	Maint: 87)	0.26	2100	G	84%	1%	1%	1%	13%	0%	С	0.102	F	0.557	2000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To		SR 3	35 Meherrin													
	From					. 1											
87)Guilford Rd	Accomack Co		1.06	interville Re		96%	2%	1%	0%	0%	0%	С	0.111	F	0.571	390	
87 Guillola Ha	Accomack Co	ounty	1.00	390	G	90%	270	170	0%	0%	0%	C	0.111	Г	0.571	390	
	To: From		V	VCL Bloxor	n			_									
Shoremain Dr	Town of Bloxom (	Maint: 01)	0.44	390	N	96%	2%	1%	0%	0%	0%	Ν	0.111	F	0.571	390	
	To		CD (	316 Bayside	. D.												
Shoremain Dr	Town of Bloxom (	T Maint: 01)	0.60	1100		96%	1%	2%	1%	1%	0%	С	0.089	F	0.555	1100	
87 Shoreman Di	TOWIT OF BIOXOTTI (	Mairit. 01)	0.60	1100	G	90%	1 70	270	1 70	1 70	076	C	0.069	Г	0.555	1100	
	To From		F	ECL Bloxon	1												
Nelsonia Rd	Accomack Co	ounty	1.60	1400	F	97%	0%	2%	1%	1%	0%	С	0.084	F	0.612	1400	
	To		TIC 1	2 11-61	Y Y												
Nelsonia Rd	Accomack Co	Quety.	1.73	3 Lankford 590	G G	96%	0%	1%	2%	1%	0%	С	0.107	F	0.64	600	
87 Neisonia nu	ACCOMACK OF	Junity				90%	076	170	270	1 70	0%	C	0.107	Г	0.04	600	
	10.		01-67	9 Metompk	ın Kd												
Bus Bus	From:			Ridgeway St													
88) (60) (220) (188) Main S			0.07	940	G	97%	1%	1%	0%	1%	0%	F	0.101	F		990	
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	6800	N	98%	1%	0%	0%	0%	0%	Ν	0.091	F	0.539	7200	
	To			Keswick St													
	From		US 60	) Par, Keswi	ick St												
Main St	Town of Clifton	Forge	0.05	220	G	99%	0%	0%	0%	0%	0%	F	0.133	F		230	
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	1400	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.659	1500	
	To			Cormick Bl													
	From		1,10	Main St													
McCormick Blvd	Town of Clifton	Forge	0.07	220	G	99%	0%	0%	0%	0%	0%	F	0.128	F		230	
JU /		-			G					0%		_	0.091	F	0.504	1300	
	Combined Traffic Estimates for 2 Parallel	Roadwave on this	RULITA.	1200	(	99%	0%	0%	0%	()0/2	0%	-	() () () ()				

459

# 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	Q
Ma Campaiale Bleed	From:		88 Par, Church St	000/	00/	00/	00/	00/	00/	_	0.101	_	0.507	F00	
McCormick Blvd	Town of Clifton		520 G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.527	560	
	From:		Lafayette St Cormick Blvd												
88 Lafayette St	Town of Clifton		190 G	99%	0%	0%	0%	0%	0%	F	0.118	F	0.633	200	
,	To:	Ŭ	Rose Ave												
	From:		Lafayette St												
Rose Ave	Town of Clifton		470 G	97%	1%	1%	1%	0%	0%	С	0.101	F	0.524	500	
	To:		Tremont St												
788 Tremont St	Town of Clifton	Forge 0.03	Rose Ave <b>470 G</b>	97%	1%	1%	1%	0%	0%	С	0.101	F	0.524	500	
11emont St	To:		Sioux Ave	31 /6	1 /0	1 /0	1 /0	0 /6	0 /6	C	0.101	'	0.524	300	
	From:		Tremont St												
Sioux Ave	Town of Clifton	Forge 0.17	470 G	97%	1%	1%	1%	0%	0%	С	0.101	F	0.524	500	
	To:	105-	3551 Sioux Ave												
Bus Bus	From:		Main St												
88) (60) (220) (188) Ridge	way St Town of Clifton	Forge 0.07	5800 N	99%	1%	0%	0%	0%	0%	Ν	0.083	F	0.595	6200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6800 N	98%	1%	0%	0%	0%	0%	Ν	0.090	F	0.531	7200	
	To:		60 Commercial A												
	From:		us US 220, E Rid												
Commercial Ave	Town of Clifton		800 G	99%	0%	0%	1%	0%	0%	F	0.105	F	0.738	850	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA								NA			NA	
	Ta: From:		Bus US 220 Par, M	Aain Street											
Commercial Ave	Town of Clifton	Forge 0.06	1200 G	99%	0%	0%	1%	0%	0%	F	0.106	F	0.631	1300	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1400 G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.659	1500	
	To:		Church Street												
Observate Ob	From:		ommercial Ave	000/	00/	00/	40/	00/	00/	_	0.000	_	0.500	4000	
Church St	Town of Clifton	•	990 G	99%	0%	0%	1%	0%	0%	С	0.089	F	0.566	1000	
	Combined Traffic Estimates for 2 Parallel			99%	0%	0%	0%	0%	0%	F	0.091	F	0.504	1300	
	10.		McCormick Blv												
	From:		8 Smiths Ferry Ro		00/	10/	00/	40/	00/	_	0.400	_	0.050	1000	
South Quay Rd	Southampton C	County 2.20	1900 G	98%	0%	1%	0%	1%	0%	С	0.103	F	0.658	1900	
	To- From:	87-	714 Pretlow Rd												
South Quay Rd	Southampton C	•	2500 G	98%	0%	1%	0%	1%	0%	С	0.100	F	0.573	2500	
	To:		SCL Suffolk												
₃₉ )S Quay Rd	City of Suffo		mpton County Lin	<u>1e</u> 98%	0%	1%	0%	1%	0%	С	0.106	F	0.663	1800	
39 3 Quay nu	City of Suite	UIK 1.30	1700 F	90%	076	1 70	0%	170	0%	C	0.106	Г	0.003	1000	
	To: From:		8-666 Gates Rd												
Great Mill Rd	City of Suffo	olk 0.82	2900 G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.714	3100	
	Tac Franci	SR 27	2 South Quay Rd												
89)Great Mill Hwy	City of Suffe		1600 F	79%	0%	1%	2%	18%	0%	С	0.092	F	0.642	1700	
/	- I		US 58												

460

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

		Primary and inters	tato i to	atos											
Route	Jurisdiction	Length AADT	04	4Tire	Buc		Trι	ıck		QC	K	QK	Dir	AAWDT	
noute	Julisaiction	Lengin AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI	Factor	AAWDI	
	From:	US 58													
9 (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000</b>	F	82%	1%	1%	1%	16%	0%	F	0.075	F	0.527	16000	
(36) (189)a 2) bace	only or camen	1.01		0270	. , 0	. , , ,	. , 0	. 0 , 0	0 / 0	•	0.07.0	•	0.027		
	From:	SR 272													
39) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>18000</b>	F	82%	1%	1%	1%	16%	0%	F	0.075	F	0.543	18000	
	To:	SR 189 S Qua	y Rd												
	From:	US 58 Holland	Bypass												
39)S Quay Rd	City of Suffolk	0.37 <b>610</b>	F	94%	1%	2%	2%	2%	0%	С	0.104	F	0.536	650	
	From:	Cumberland I		0.457				221	221	_		_		= 40	
S Quay Rd	City of Suffolk	0.12 <b>700</b>	F	94%	1%	2%	1%	2%	0%	С	0.096	F	0.558	740	
	To:	Bus US 5	8												
	From:	SR 189-N005A TO F	T 58 FA	T											
	City of Suffolk	1600	N	79%	0%	1%	2%	18%	0%	Ν	0.092	F	0.642	1700	
99)	To To	US 258 US 58-E451A FR			0 70		270	1070	0 /0		0.002	•	0.012	1700	
	From:	SR 189	JM KIE	38 EAS											
Franklin Bynasa			F	000/	1%	1%	1%	16%	0%	F	0.075	F	0.527	16000	
9 (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000</b>	г	82%	170	170	170	10%	0%	Г	0.075	Г	0.527	10000	
	To:	SR 272 South Q	uay Rd												
9) (58) (189) S Quay Rd	City of Suffolk	4.23 18000	F	82%	1%	1%	1%	16%	0%	F	0.075	F	0.543	18000	
9) 58 (189) S Quay Rd	To:	SR 189	-			<del>-i</del>	. , .			-		-			
_	From:	SR 166 Bainbrid	_												
Great Bridge Blvd	City of Chesapeake	0.83 <b>3600</b>	G	89%	3%	1%	3%	3%	0%	С	0.110	F	0.705	3800	
	To	131-8763 Campo	stalla D.d												
Great Bridge Blvd	City of Chesapeake		G	89%	3%	1%	3%	3%	0%	F	0.110	F	0.705	7600	
0) Great Bridge Bivd	City of Chesapeake	0.30 <b>7100</b>	G	0976	3%	I 70	3%	3%	076	Г	0.110	Г	0.705	7000	
	To- From:	I-64													
Great Bridge Blvd	City of Chesapeake	11000	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.643	11000	
9	, -														
	From:	US 17 Dominio													
Great Bridge Blvd	City of Chesapeake	2.34 <b>10000</b>	F	98%	0%	1%	0%	0%	0%	С	0.095	F	0.665	11000	
	To	Bus SR 168 Battle	Gald Dlyd	1											
- Kampavilla Dd	City of Change and C				0%	00/	1%	1%	00/	F	0.087	F	0.578	29000	
Kempsville Rd	City of Chesapeake	0.48 <b>28000</b>	G	98%	0%	0%	170	170	0%	Г	0.067	Г	0.576	29000	
	To	Clearfield A	ve												
Kempsville Rd	City of Chesapeake	0.81 28000	G	98%	0%	0%	1%	1%	0%	С	0.088	F	0.512	30000	
0)epe+e + .u		0.01 20000		0070	0,0		. , 0	. , 0	0 / 0	Ū	0.000	•	0.0.2	00000	
	To: From:	Greenbrier P	kwy			<b>—</b>									
(Nempsville Rd	City of Chesapeake	1.81 <b>19000</b>	G	99%	0%	0%	1%	0%	0%	F	0.096	F	0.562	20000	
	Too	X7 1 701													
Marana dila Da	From:	Volvo Pkw		000/	00/		10/	00/	00/		0.007	г	0.544	10000	
(Nempsville Rd	City of Chesapeake	0.49 <b>17000</b>	G	99%	0%	0%	1%	0%	0%	F	0.097	F	0.541	19000	
	To:	WCL Virginia													
	From:	ECL Chesape													
(0) Kempsville Rd	City of Virginia Beach	1.00 <b>20000</b>	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.501	22000	
	To:	Centerville T	nka												
Kompavilla Pd	City of Virginia Page			000/	00/	10/	00/	00/	00/	F	0.001	г	0.517	27000	
(90) Kempsville Rd	City of Virginia Beach	1.52 <b>25000</b>	G	99%	0%	1%	0%	0%	0%	Г	0.091	F	0.517	27000	
	To:	Indian River	D.J												

461

Jurisdictio	n	Length AADT	QA	4Tire	Bus		_	-		QC	K	QK	Dir	AAWDT	· Q
From:		Indian River	Rd			2Axie	3+Axie	1 I rail	21rail		Factor		Factor		
City of Virginia	Beach	1.29 <b>25000</b>	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.545	27000	(
To. From:		Providence 1	Rd												
City of Virginia	Beach	29000	G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.542	31000	
To: From:															
City of Virginia I	Beach	27000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.578	29000	
To: From:	Danah	I-264		000/	00/	10/	00/	10/	00/		0.070		0.507	00000	
City of Virginia i	Beach				0%	1%	0%	1%	0%	C	0.076	г	0.507	29000	
City of Virginia	Reach				0%	0%	0%	O%	0%	F	0.089	F	0.518	15000	
Only of Virginia i	Бсасп			33 70	0 70	——————————————————————————————————————	0 70	0 70	0 70	•	0.005		0.510	15000	
City of Virginia	Beach			99%	0%	0%	0%	0%	0%	С	0.085	F	0.521	8900	
To:															
From:			OM WITO	С											
City of Virginia Beach	n (Maint: 75)		G								0.108	F		7000	
From:															
City of Virginia Beach	n (Maint: 75)										0.082	F		13000	
To:	,														
From:			264												
City of Virginia Beach			. FDO	, ware							NA			NA	
From:	SR			TWIIC											
City of Virginia Beach	n (Maint: 75)		204								NA			NA	
To:	,		OM WITO	C											
From:															
City of Chesap	peake			90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	7300	
From:															
City of Chesap	oeake	2.22 <b>3100</b>	G	96%	1%	1%	1%	0%	0%	С	0.122	F	0.676	3300	
To: From:						$\neg$ $\vdash$									
City of Chesap	peake			98%	0%	1%	0%	0%	0%	С	0.111	F	0.527	3800	
From:															
City of Norfe	olk			97%	1%	1%	1%	1%	0%	F	0.087	F	0.594	13000	
_															
From:															
Fairfax Cour	nty	3.98 <b>14000</b>	G	98%	1%	1%	0%	0%	0%	С	0.079	F	0.645	15000	
To: From:		W 29-683 Leigh 2.36 <b>12000</b>		98%	1%	1%	0%	0%	0%		0.076			13000	
Fairfax Cour															
	City of Virginia  City of Virginia  City of Virginia  City of Virginia  City of Virginia  City of Virginia  City of Virginia  City of Virginia  City of Virginia Beach  City of Chesap   City of Virginia Beach (Maint: 75)  To:  From:  City of Chesapeake  To: From:  City of Chesapeake  To: From:  City of Chesapeake  To: From:  City of Norfolk  To: From: From:  City of Norfolk  To: From: From: From: From: From: From: From: County	City of Virginia Beach   1.29   25000	City of Virginia Beach   1.29   25000   G	City of Virginia Beach   1.29   25000   G   99%	City of Virginia Beach   1.29   25000   G   99%   0%   0%   0%   0%   0%   0%   0	Length AADT QA 4Tire Bus   2Axle   Indian River Rd	Durisdiction	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	Indian River Rd	City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia Beach   City of Virginia   Length   AADT   QA   4Thre   Bus   2Axle   3Axle   1Trail   2Trail   QC   Factor	Autor   College   Colleg	City of Virginia Beach   1.29   25000   G   99%   0%   1%   0%   0%   0%   0%   F   0.087   F   0.542	Second College   Second Processes   Second Proces		

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

Devite	lunia di sti an	ا ملامد ا	NADT OA	4T:u=	Dura		Truc	ck		00	K	OK	Dir	AAWDT	OW/
Route	Jurisdiction	Length A		4Tire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
193)Georgetown Pike	Fairfax County		Towlston Rd 2000 G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.689	13000	G
193) doorgotomi i iko	To:		n Boundary	0070	1 70		0 70	070	070		0.001	•	0.000	10000	
193)Georgetown Pike	Fairfax County		6000 G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.634	17000	G
	To:	I-495 Ca	apital Beltway												
193)Georgetown Pike	Fairfax County		8300 G	97%	2%	1%	0%	0%	0%	С	0.104	F	0.646	8900	G
$\smile$	Toe From:	29-3563 C	Chain Bridge Rd												
193 Georgetown Pike	Fairfax County		6600 G	97%	2%	1%	0%	0%	0%	F	0.112	F	0.772	7000	G
	To:		ley Madison Blvo	1											
Pomp	Fairfax County		eorgetown Pike								0.127	Α		11000	G
193)Ramp	ramax County		<b>9600 G</b> 95 North								0.127	А		11000	G
	From:		eorgetown Pike												
193)Ramp	Fairfax County		6000 G								0.084	F		59000	G
	То:	I-49	95-South												
	From:		rincess Anne Rd												_
194 Sewells Point Rd	City of Norfolk		3000 G	97%	1%	2%	1%	1%	0%	С	0.091	F	0.506	13000	G
	From:		view Ave												
194)Chesapeake Blvd	City of Norfolk	0.88 <b>1</b>	5000 G	97%	1%	2%	1%	1%	0%	F	0.090	F	0.535	16000	G
$\subseteq$	To: From:		I-64			$\neg$ $\vdash$									
194 Chesapeake Blvd	City of Norfolk	0.85 <b>2</b>	2000 G	97%	1%	1%	0%	0%	0%	F	0.077	F	0.587	23000	G
	To: From:		Little Creek Rd												
194 Chesapeake Blvd	City of Norfolk	1.31 <b>2</b>	20000 G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.575	21000	G
	To: From:		View Blvd												
194 Chesapeake Blvd	City of Norfolk	0.61	9700 G	97%	1%	1%	0%	0%	0%	F	0.083	F	0.516	10000	G
Ohanana ka Dhud	To- From:		sapeake St	070/	10/	10/	00/	00/	00/		0.000	F	0.510	F400	
194 Chesapeake Blvd	City of Norfolk		5000 G cean View Ave	97%	1%	1%	0%	0%	0%	С	0.089	F	0.513	5400	G
North	From:		Chesapeake Blvd	1											
(194) Ramp	City of Norfolk (Maint: 6		1500 G								0.095	F		1600	G
	To:		64 West												
South	From:		Chesapeake Blvd												
194 Ramp	City of Norfolk (Maint: 6	•	8000 G								0.107	F		8500	G
$\sim$	To:		64 East												
North 195	City of Richmond (Maint:		8500 A	97%	0%	1%	0%	1%	0%	F	0.300	Α		9600	Α
195	Combined Traffic Estimates for 2 Parallel Roads		6000 A	97%	0%	1%	0%	1%	0%	F	0.243	A	0.650	18000	A
	To:		Powhite Pkwy	01 /0	0 /0	- /0	0 /0	1 /0	0 /0		0.270	,,	0.000	10000	

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

		Filliary at						Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From	SR 7	6 Powhite P	kwy												
195)	City of Richmond (	'	30000	Α	97%	0%	1%	0%	1%	0%	С	0.174	Α		33000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	62000	Α	97%	1%	1%	0%	1%	0%	С	0.162	Α	0.586	69000	Α
North		M	Ionument Av	ve												
195)	City of Richmond (	(Maint: 43) 0.41	34000	G	97%	0%	1%	0%	1%	0%	F	0.117	F		39000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	67000	G	97%	0%	1%	0%	1%	0%	F	0.108	F	0.743	76000	G
N Id.l.	To From	US 33	, US 250 Bro	oad St			$\Box$ $\vdash$									
North 195	City of Richmond (	(Maint: 43) 0.34	32000	Α	97%	0%	1%	0%	1%	0%	F	0.151	Α		35000	Α
193)	Combined Traffic Estimates for 2 Parallel	,		Α	97%	1%	1%	0%	1%	0%	F	0.14	Α	0.527	68000	Α
	To		Hamilton St													
North 195	City of Richmond (		31000	G	97%	0%	1%	0%	1%	0%	F	0.110	В		34000	G
195	Combined Traffic Estimates for 2 Parallel	,		G	94%	1%	1%	1%	3%	0%	F	0.110	В	0.542	59000	G
	To To				0470	1 /0		1 70	0 /0	0 /0	•	0.100		0.042	00000	ŭ
North	From		CL Richmor		0=0/			221	4.57	221	_		_		0.4000	
195	Henrico Cou	,	31000	G	97%	0%	1%	0%	1%	0%	-	0.110	В	0.540	34000	G
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	1%	0%	F	0.103	В	0.542	67000	G
North	To From:	S .	CL Richmon	nd												
195	City of Richmond (	,	31000	G	97%	0%	1%	0%	1%	0%	F	0.110	В		34000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	97%	1%	1%	0%	1%	0%	F	0.103	В	0.542	67000	G
North	To From	SR 19	97 Laburnun	n Ave												
(195)	City of Richmond (	(Maint: 43) 0.15	32000	Α	97%	0%	1%	0%	1%	0%	F	0.133	Α		35000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	97%	1%	1%	0%	1%	0%	F	0.13	Α	0.552	70000	Α
North	To: From	Dor	I-64; I-95 np to I-64 W	Vact			_									
195)I-195 N Ramp	City of Richmond (		15000	G	97%	0%	1%	0%	1%	0%	F	0.094	F		17000	G
	Combined Traffic Estimates for 2 Parallel		31000	G	97%	1%	1%	0%	1%	0%	F	0.086	F		36000	G
	To	Ramp to	I-64 East, I-	95 Sout	h											
North 195 I-195 N Ramp	City of Richmond (		13000	G	97%	0%	1%	0%	1%	0%	F	0.099	F		15000	G
195)1 100 14 114111	Combined Traffic Estimates for 2 Parallel	` '		G	97%	1%	1%	0%	1%	0%	F	NA			30000	G
	To		p From I-64	-	0.70	. , ,		0,0	. , 0	0,0	•					
North	From Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles Charles C		mp From I-6		070/	00/	10/	00/	10/	00/	_	0.100	^		0.4000	-
195 I-195 N Ramp	Combined Treffic Estimates for 2 Parallal	` '	22000 43000	B G	97% 97%	0% 1%	1% 1%	0% 0%	1%	0% 0%	F	0.108	A F	0.575	24000	В
	Combined Traffic Estimates for 2 Parallel	noadways on this Houte:	I-95 N	G	9/%	170	1 %	0%	1%	0%	г	0.095	Г	0.575	48000	G
North	From		I-195 North													
195)Ramp	City of Richmond (		1800	Α								0.220	Α		1900	Α
	To		6 North Exit	t 13B												

6/10/2021 464

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

Route	Jurisdictio	n Len	gth <b>AAD</b> 1	ΓQA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 195 Ramp	Front City of Richmond (I ™		8R 76 North I 8 <b>2800</b> Thompson	G								0.187	F		3000	G
North 195 Ramp	From: City of Richmond (I	Maint: 43) 0	I-195 No 1 <b>8200</b> Thompso	G								0.137	F		8700	G
North 195 Ramp	From City of Richmond (I	Maint: 43) 0.7	I-195 No 1 <b>5900</b> Clay S	G								0.152	F		6200	G
North 195 Ramp	From: City of Richmond (I		I-195 No	orth <b>G</b>			j T					0.111	F		4300	G
North 195 Ramp	From: City of Richmond (I		I-195 No	orth O G								0.114	F		20000	G
North 195 Ramp	Front City of Richmond (I	Maint: 43) 0.1	I-195 No	orth <b>G</b>								0.085	F		2700	G
South 195	City of Richmond (I Combined Traffic Estimates for 2 Parallel	Maint: 43) 0.6 Roadways on this Rou	195 <u>Downto</u> 61 <b>7100</b> ute: <b>16000</b>	wn Expwy	97% 97%	1% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.302 0.243	A A	0.650	8000 18000	A A
South 195	City of Richmond (I	Maint: 43) 0.2		) A	97% 97%	1% 1%	1% 1%	0% 0%	1% 1%	0% 0%	C C	0.179 0.162	A A	0.586	36000 69000	A A
South 195	City of Richmond (I Combined Traffic Estimates for 2 Parallel			) G	98% 97%	1% 0%	1% 1%	0% 0%	1% 1%	0% 0%	C F	0.140 0.098	A F	0.598	37000 76000	G G
South 195	City of Richmond (I Combined Traffic Estimates for 2 Parallel	Maint: 43) 0.6		) A	97% 97%	1% 1%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.144 0.14	A A	0.527	33000 68000	A A
South 195	City of Richmond (I	,		) А	97% 97%	1% 1%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.144 0.14	A A	0.527	33000 67000	A G
South 195	City of Richmond (I	Roadways on this Rou		) A ) G	97% 97%	1% 1%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.144 0.14	A A	0.527	33000 67000	A G

6/10/2021 465

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

			na interst					Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From	SR	97 Laburnui	n Ave												
195	City of Richmond (		32000	Α	97%	1%	1%	0%	1%	0%	F	0.144	Α		36000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		Α	97%	1%	1%	0%	1%	0%	F	0.14	Α	0.527	70000	Α
South	From	Rar	I-64; I-95 np From I-64	East												
195)I-195 S Ramp	City of Richmond (		16000	G	97%	1%	1%	0%	1%	0%	F	0.107	F		19000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	31000	G	97%	1%	1%	0%	1%	0%	F	0.086	F		36000	G
South	To From	Ramp Fro	m I-64 West	, I-95 No	orth											
195)I-195 S Ramp	City of Richmond (	(Maint: 43) 0.10	13000	G	97%	1%	1%	0%	1%	0%	F	0.118	F		15000	G
1000	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	26000	G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.512	30000	G
	To		mp To I-64 V	West												
South (195)I-195 S Ramp	City of Richmond (		20000	G	97%	1%	1%	0%	1%	0%	F	0.090	F		23000	G
195)1 100 0 1141115	Combined Traffic Estimates for 2 Parallel	,		G	97%	1%	1%	0%	1%	0%	F	0.086	F	0.566	48000	G
	To		I-95 South		0.70	. , 0		0,0	. , 0	0,70	•	0.000	•	0.000	.0000	<u> </u>
South	From		I-195 South	ì												
195 Ramp	City of Richmond (		3100	Α								0.163	Α		3100	Α
<u> </u>	To	]	Rosewood A													
South	City of Diahmand	Maint: 43) 0.11	I-195 South									0.086	F		7600	G
195 Ramp	City of Richmond (	(Mairit. 43) 0.11	7200 Floyd Ave	G			1					0.066	Г		7600	G
South	From		I-195 South													
195 Ramp	City of Richmond (	(Maint: 43) 0.12	6600	G								0.096	F		7000	G
	To		Hamilton S	t												
South	From		I-195 South													
195 Ramp	City of Richmond (	(Maint: 43) 0.19	8700	G								0.093	F		9200	G
	10		I-64 West													
North 195 Downtown Expressway	City of Richmond (	(Maint: 43) 1.02	I-95 S <b>13000</b>	G	98%	0%	0%	0%	0%	0%	F	0.137	F		15000	G
195) Downtown Expressivaly	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0%	0%	0%	0%	F.	0.132	F	0.705	25000	G
	To	Ramp to Cana								* / *						
North	From					00/	00/	00/	00/	00/	_	0.000	^		10000	۸
195 Downtown Expressway	City of Richmond ( Combined Traffic Estimates for 2 Parallel	,	16000	A G	98% 99%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	C	0.300 0.152	A B	0.749	18000 41000	A G
	Combined Trainic Estimates for 2 Parallel	noadways on this Route		G	JJ 70	U 70	0-76	U 7/0	U-76	U-76	C	0.132	D	0.749	41000	G
North	To From		SR 146													
195 Downtown Expressway	City of Richmond (		11000	G	98%	0%	0%	0%	0%	0%	F	NA			13000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	15000	G	99%	0%	0%	0%	0%	0%	F	NA			18000	G
North	To From		Idlewood Av	/e												
195 Downtown Expressway	City of Richmond (	(Maint: 43) 0.02	10000	Α								0.288	Α		11000	Α
	To		I-195-N													

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

		Primary ar	ia interst	ate Ro	utes											
D .	r e e				4	_		Tru	ck		00	K	01/	Dir	A A \ A \ C T	0144
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From		I-95 N					017.0.00		=		. 4010.		. 4010.		
195 Downtown Expressway	City of Richmond	(Maint: 43) 1.00	9800	G	99%	0%	0%	0%	0%	0%	F	0.111	F		10000	G
195 Bowntown Expressivay											F	-	F	0.705		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	99%	0%	0%	0%	0%	0%	Г	0.132	г	0.705	25000	G
Country	To From	Ramp from Byrd	l Street near	r 3rd St C	Overpass											
South	City of Biohmand	(Maint: 42) 2.15	10000	G	99%	0%	0%	0%	0%	0%	С	0.216	В		22000	G
195 Downtown Expressway	City of Richmond		19000	G												
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	35000	G	99%	0%	0%	0%	0%	0%	С	0.152	В	0.749	41000	G
-	To		SR 146				$\neg$ $\vdash$									
South	Oly ( D) I	(1.1.1.10)			2221						_				4000	
195 Downtown Expressway	City of Richmond		4000	Α	99%	0%	0%	0%	0%	0%	F	0.476	Α		4800	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	99%	0%	0%	0%	0%	0%	F	0.022	В	0.79	18000	G
	To		I-195 S													
South	From	: 5	SR 195 Sout	th			1									
(195)Ramp	City of Richmond		3700	G	97%	0%	1%	1%	1%	0%	С	0.202	F		3700	G
195/14/11	To	: 0.14	I-95 South		01 /0	0 /0		1 /0	1 /0	0 70	Ü	0.202	•		0700	ŭ
	From		13 Military													
(196) Canal Dr	City of Chesa	peake 0.96	19000	F	98%	0%	0%	1%	0%	0%	С	0.081	F	0.508	20000	F
	То	US 17 Geo	orge Washi	ngton Hy	vy											
	From	e e	Cary Street	t												
(197) Malvern Ave	City of Richr		5400	G	98%	1%	1%	0%	0%	0%	С	0.111	F	0.536	5800	G
(197) Marrom 7110	City of Filerii				0070	. 70	- 70	0 70	0 70	0 70	Ū	0	•	0.000	0000	ŭ
	To From	'L	CL Richmo													
197)Westwood Ave	Henrico Co	unty 0.52	13000	G	98%	1%	1%	0%	0%	0%	F	0.107	F	0.710	14000	G
$\bigcirc$	To	W/	CL Richmo	and												
(197) Westwood Ave	City of Richr		11000	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.699	12000	G
197) Westwood Ave	Oity of Flictin		11000	G	30 /0	1 /0	1 /0	0 /0	0 70	0 70		0.102	•	0.000	12000	ч
	To From	S	Saunders Av	ve												
197)Saunders Ave	City of Richr	nond 0.42	7200	G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.721	7700	G
$\bigcirc$	To	· L	aburnum A	ve												
	From	S	Saunders Av	ve												
(197)Laburnum Ave	City of Richr	nond 0.14	18000	G	98%	1%	0%	0%	0%	0%	F	0.106	F	0.784	18000	G
	To															
L about Acce	From City of Disloyer		Rosedale Av		000/	10/	10/	00/	00/	00/	^	0.107		0.000	01000	
197 Laburnum Ave	City of Richr	nond 0.35	20000	G	98%	1%	1%	0%	0%	0%	С	0.107	F	0.600	21000	G
	To		Hermitage R	Rd												
197 Laburnum Ave	City of Richr		18000	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.541	19000	G
	_	-														
	From		Brook Road		000/	461	000	001	001	001	_	0.00	_	0.547	10000	
(197) Laburnum Ave	City of Richr		17000	G	98%	1%	0%	0%	0%	0%	F	0.09	F	0.547	18000	G
$\sim$	To	Cha	amberlayne	Ave												
	From	SR 19	97 Laburnui	m Ave												
(197)Ramp	City of Richmond		5400	G								0.115	F		5700	G
	To		I-64 West													
					, ,,		_									
	From	US 17, SR 33 Ge				461		461	461	0-1	_	0.000	_	0 =0 :	4000	
198 Glenns Rd	Gloucester C		1900	G	95%	1%	1%	1%	1%	0%	С	0.099	F	0.731	1800	G
	To	36-	-601 Pampa	Rd												

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

Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	
						2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
Dutton Pd	Clausester County		Pampa Rd	OE9/	10/	10/	10/	10/	00/	0	0.101	г	0.500	2000	
Dutton Rd	Gloucester County	2.92 <b>20</b>	000 G	95%	1%	1%	1%	1%	0%	С	0.101	F	0.588	2000	
	To: From:	36-606 H	larcum Rd												
B)Dutton Rd	Gloucester County	4.10 <b>20</b>	000 G	96%	1%	1%	1%	1%	0%	С	0.103	F	0.524	2000	
	То:	Mathews C													
	From:		County Line	0==/			001		0-1	_		_		4000	
8 Dutton Rd	Mathews County		00 G	95%	0%	1%	2%	2%	0%	С	0.086	F	0.507	1900	
<u> </u>	To:	SR 3 W, V	Vinsdor Rd												
Buckley Hall Rd	Mathews County		600 G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.573	6300	
Buckley Hall Rd	Mathews County			30 /6	0 70	1 /0	0 /6	1 /0	0 /6	•	0.004	'	0.575	0300	
	To: From:		3 E												
Buckley Hall Rd	Mathews County	6.24 <b>33</b>	800 G	97%	1%	1%	1%	1%	0%	С	0.085	F	0.539	3300	
	To	SR 223 Crie	cket Hill Rd			<u> </u>									
Buckley Hall Rd	Mathews County		00 G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.566	4900	
<u> </u>	To:	SR 14 N, John C	layton Mem H	wy											
	From:	SR 14 North	Intersection												
98)(14)	Mathews County		00 G	98%	0%	1%	1%	1%	0%	С	0.088	F	0.506	4900	
	To:		Intersection												
	From:		Main St	000/	00/		40/	00/	00/	_	0.000	_	0.0	4400	
Buckley Hall Rd	Mathews County	1.01 <b>11</b>		98%	0%	1%	1%	0%	0%	С	0.090	F	0.6	1100	
	To:	57-642 Fitche	etts Wharf Rd												
	From:		64												
99)	York County	0.71 <b>250</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.516	27000	
	To	99-603 Mo	oretown Rd												
9	York County		000 G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.54	24000	
	Tec	HC (O.D.	1 101												
	James City County	US 60 Ric 2.48 <b>230</b>		97%	0%	1%	1%	1%	0%	F	0.091	F	0.511	25000	
9)	James City County	2.40 230	000 G	31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.031	'	0.511	23000	
	To: From:	47-612 Lo													
9)	James City County	1.83 <b>27</b> 0	000 G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.537	29000	
	To	SR 321 Mo	nticello Ave												
99 99 99	James City County		000 G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.567	28000	
9)	Tol														
	James City County	SR 5, 47-616, 137-7073 0.22 <b>33</b> 0			0%	1%	10/	1%	0%	F	0.088	F	0.565	35000	
99 (5)	James City County	0.22 330	000 G	97%	0%	1 70	1%	1 70	0%	Г	0.000	Г	0.565	33000	
	To: From:	WCL Wil	lliamsburg												
9)(5)	City of Williamsburg (Maint: 47)	0.24 330	000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.565	35000	
	Too	SR 5; SR 31 J	Iamestown Rd			-									
	City of Williamsburg (Maint: 47)		000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.551	36000	
9)	To:		County Line	,0	- / -	Ť	. , •	. , •	- , 0					22000	
	From:	ECL Will													
99)	James City County	0.07 330	000 N	97%	0%	1%	1%	1%	0%	Ν	0.088	F	0.551	36000	
	To:	WCL Wil	Hiomohumo												

468

# 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	Г (
	From:		City County				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	City of Williamsburg (Mair		33000	N N	97%	0%	1%	1%	1%	0%	N	0.088	F	0.551	36000	
9)	To	<u> </u>	_ Williamsbu													
	James City County			G G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.551	36000	
9	то!								.,.	- 7.	·		-			
	James City County		0 Brookwoo <b>31000</b>	G Dr	97%	0%	1%	1%	1%	0%	F	0.09	F	0.563	33000	
99	barnes only county					0 70	1 /0	1 /0	1 /0	0 70	'	0.03	•	0.500	00000	
	Iomas City County	SR 132 Henr				00/	10/	10/	10/	0%	F	0.001		0.550	24000	
99	James City County	1.11	31000	G	97%	0%	1%	1%	1%	0%	Г	0.091	F	0.550	34000	
	To: From:		y Rd, Quart										_			
99)	James City County		29000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.550	31000	
	From:	York County Lin	Pocahontas		as Trail											
99)	York County	0.09	29000	N	97%	0%	1%	1%	1%	0%	Ν	0.092	F	0.550	31000	
39)	To	CD 14	2 Maurinaga													
	York County	0.86	3 Merrimac 25000	A	97%	0%	1%	1%	1%	0%	С	0.117	Α	0.545	27000	
99)	Tonk Soundy	0.00			0.70	0 70		1 70	1 /0	070	Ū	0.117	, .	0.010	2,000	
	York County	0.47	I-64 <b>13000</b>	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.613	14000	
99)	Fork County					076	1 70	1 70	1 70	0%	Г	0.1	г	0.013	14000	
	To: From	99-640 V	Vater Countr	-			<b>⊢</b>									
99)	York County	00.6	6500	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.609	7000	
	10.		41 Penniman													
ast	From:		SR 199 East		070/	00/	10/	10/	10/	00/	F	0.001	_		0600	
Ramp	York County	0.32	<b>8900</b> I-64 East	G	97%	0%	1%	1%	1%	0%	Г	0.091	Г		9600	
	From:															
ast 99)Ramp	York County	0.22	SR 199 East 1200	G	97%	0%	1%	1%	1%	0%	F	0.110	F		1300	
99) Hamp	To:		I-64 West	<u> </u>	31 /6	0 70		1 /0	1 /0	0 70	•	0.110	•		1000	
oot .	From:		R 199 West													
est 99)Ramp	York County	0.21	2000	G	97%	0%	1%	1%	1%	0%	F	0.130	F		2100	
99)	To:		I-64 East				Ť									
est	From:	S	R 199 West	•												
99)Ramp	York County	0.27	1300	G	97%	0%	1%	1%	1%	0%	F	0.129	F		1400	
	To:		I-64 West													
	From:	SR 3 J	Rappahannoo	ck Dr												
OO)Irvington Rd	Town of White Stone (Mai		5900	N	98%	0%	1%	1%	0%	0%	Ν	0.09	F	0.501	5800	
	Too	WC	L White Sto	one												
Irvington Rd	Lancaster County		5900	N	98%	0%	1%	1%	0%	0%	N	0.09	F	0.501	5800	
	To															
00)Irvington Rd	Town of Irvington (Maint		CL Irvingtor <b>5900</b>	n N	98%	0%	1%	1%	0%	0%	N	0.09	F	0.501	5800	
00 hvington na	Town of Irvington (Maint		CL Irvingtor		30 /6	U /0	1 /0	1 /0	U /0	0 /0	IN	0.03	'	0.501	3000	

469

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

Route	Jurisdiction	Length	AADT OA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- 0
					Вао	2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor	70000	
Indicator Dd	Lancaster County		CL Irvington F	98%	0%	1%	10/	0%	00/	С	0.09	F	0.501	5800	
0 Irvington Rd	Lancaster County			90%	0%	1%	1%	0%	0%	C	0.09	Г	0.501	5600	
Industry Dd	Town of Kilmornook (Moi		L Kilmarnock	000/	0%	10/	10/	00/	00/	N.I.	0.00	F	0.501	E000	
00 Irvington Rd	Town of Kilmarnock (Mair	,	<b>5900</b> N 3 S, N Main St	98%	0%	1%	1%	0%	0%	N	0.09	Г	0.501	5800	
	From:	SK.	S SR 3												
3 S Main St	Town of Kilmarnock (Mair	int: 51) 0.09	12000 F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.525	11000	
	To:		N SR 3												
Fact Church St	Town of Kilmornook (Mai		N, N Main St	069/	00/	10/	10/	20/	00/	F	0.006	F	0.545	E000	
East Church St	Town of Kilmarnock (Mair	<u> </u>	5900 F	96%	0%	1%	1%	2%	0%	Г	0.086	Г	0.545	5800	
	To: From:		L Kilmarnock												
East Church St	Lancaster County		5900 N		0%	1%	1%	2%	0%	N	0.086	F	0.545	5800	
	From:		perland County L ster County Line	ine											
00) Jesse DuPont Memorial Hwy	Northumberland Cour		5200 F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.571	5200	
	To		o Rd; Browns Sto	ro Dd											
) Jesse DuPont Memorial Hwy	Northumberland Cour		4900 F	96%	0%	1%	1%	2%	0%	С	0.083	F	0.529	4800	
,	То:	•	60 Burgess P O			ī				_					
	From:	SR	354 River Rd												
01)White Chapel Rd	Lancaster County		2200 F	98%	0%	1%	1%	1%	0%	С	0.084	F	0.629	2200	
	To:		SR 3 Lively												
01)White Chapel Rd	Lancaster County		820 F	97%	0%	1%	0%	1%	0%	С	0.119	F	0.595	820	
'	To														
O1)Court House Rd	Lancaster County	3.29	SR 201 Y <b>1400</b> F	92%	0%	0%	0%	7%	0%	С	0.105	F	0.529	1400	
51) Sodit 118480 114	To:		perland County L		0 70		070	, ,0	070	Ū	0.100	•	0.020	1 100	
	From:	Lanca	ster County Line												
01)Courthouse Rd	Northumberland Cour		1600 F	95%	0%	1%	1%	2%	0%	F	0.092	F	0.528	1600	
	To:	US 360 N	orthumberland H	wy											
ye	From:		White Chapel Ro												
O1 Courthouse Rd	Lancaster County		550 F	94%	1%	1%	1%	2%	0%	С	0.104	F	0.596	550	
	10:		0 Courthouse Rd												
One la Ultra	From:		3 Kings Hwy	000/	40/	10/	40/	00/	00/	_	0.070	_	0.570	0000	
Cople Hwy	Westmoreland Count	ity	3300 G	96%	1%	1%	1%	2%	0%	С	0.079	F	0.573	3200	
	To: From:		767 Emmas Dr			<u> </u>									
O2 Cople Hwy	Westmoreland Count	•	2600 G	95%	1%	1%	1%	2%	0%	С	0.078	F	0.602	2500	
	To: From:		626 Erica Rd 26 W, Erica Rd												
O2)Cople Hwy	Westmoreland Count		26 w, Erica Rd <b>2700 G</b>	95%	1%	1%	1%	2%	0%	С	0.078	F	0.57	2600	
J2) p	To Same To Same				.,,		. , ,	-/-	0,0	Ū	3.0.0		0.0.		
Coplo Huny	Wootmaraland Course		Zion Church Rd		1%	10/	10/	20/	09/	F	0.079	F	0.522	2100	
02)Cople Hwy	Westmoreland Count	•	<b>3100 G</b> 3 W, Oldhams Rd		1%	1%	1%	2%	0%	Г	0.078		0.533	3100	

470

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

Route	Jurisdiction	Longth AADT O	A ATira	Buc		Tru	ıck		00	K	OK	Dir	AAWDT	
Houle	Jurisaiction	Length AADT Q	A 4111e	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From:	SR 203 W, Oldhams F												
203 Cople Hwy	Westmoreland County	0.60 <b>2300 C</b>	93%	0%	1%	1%	4%	0%	С	0.087	F	0.516	2200	(
	To:	SR 203 Greys Corner												
Occile these	Prom:	SR 203 Greys Corner E		40/	10/	40/	00/	00/	_	0.000	_	0.575	0000	
O2 Cople Hwy	Westmoreland County		95%	1%	1%	1%	2%	0%	С	0.080	F	0.575	2000	
	From:	Northumberland County Westmoreland County I			-									
)2)Hampton Hall Rd	Northumberland County		= 97%	0%	1%	1%	0%	0%	С	0.089	F	0.507	2800	
12) Hampton Ham Ha	To:	US 360 Callao	01 70	0 70		1 /0	070	0 / 0	Ŭ	0.000	•	0.007	2000	
	r													
Oldhama Dd	Dishmand County	SR 3 Historyland Hw 0.40 <b>2200</b> C		0%	10/	10/	40/	00/	_	0.000	F	0.600	2200	
O3 Oldhams Rd	Richmond County			0%	1%	1%	4%	0%	С	0.088	г	0.608	2200	
	From:	Westmoreland County I Richmond County Lin												
Oldhams Rd	Westmoreland County	5.82 <b>1900 C</b>		0%	1%	1%	4%	0%	С	0.093	F	0.586	1900	
)3) Sidname (1d	Trockmorolana odanty			0 70		1 /0	170	0 70	Ŭ	0.000	•	0.000	1000	
	To: From:	96-604 Sandy Point R												
Oldhams Rd	Westmoreland County	1.21 <b>530 (</b>		0%	1%	1%	10%	0%	С	0.109	F	0.533	520	
	To: From:	SR 202 W, Cople Hw	У											
03)(202)Cople Hwy	Westmoreland County	W SR 202 0.60 <b>2300 C</b>	93%	0%	I	1%	4%	0%	С	0.087	F	0.516	2200	
202 Cople Hwy	To:	E SR 202	<b>3</b> 30 /0	0 /6	1 /0	1 /0	4 /0	0 /6	C	0.007		0.510	2200	
	From:	SR 202 E, Cople Hw	V											
)3)Kinsale Rd	Westmoreland County		93%	0%	1%	0%	5%	0%	С	0.105	F	0.602	730	
33)	To:	96-608 Kinsale			<u> </u>									
	From:	SR 3 North of Potomac N	Mille											
O4)Popes Creek Rd	Westmoreland County		98%	0%	0%	1%	1%	0%	С	0.134	F	0.565	120	
14)1 opes oreck na	To:	Dead End	<b>2</b> 0070	0 70		1 /0	1 /0	0 /0	Ü	0.104	•	0.000	120	
	License													
Pidao Pd	King Coorgo County	SR 3 Purkins Corner		09/	10/	10/	10/	00/	F	0.101	F	0.627	9200	
Ridge Rd	King George County	1.26 <b>8400 (</b>	<b>9</b> 7%	0%	1%	1%	1%	0%	Г	0.101	Г	0.637	8300	
	To: From:	US 301 Edge Hill												
Ridge Rd	King George County	2.81 <b>3900 (</b>	<b>9</b> 7%	0%	1%	1%	1%	0%	F	0.088	F	0.643	3900	
	To:	48-617 Carruthers Corr	ner											
notation (1) Ridge Rd	King George County		97%	0%	1%	1%	1%	0%	С	0.088	F	0.657	3300	
39	To:	Westmoreland County I							_					
	From:	King George County Li												
05)Ridge Rd	Westmoreland County		97%	0%	1%	1%	1%	0%	F	0.085	F	0.665	4300	
	To: From	NWCL Colonial Beac	h											
	Town of Colonial Beach (Maint: 96)		<b>1</b> 97%	0%	1%	1%	1%	0%	N	0.085	F	0.665	4300	
05)	. Sim of Colonial Bodon (Marit. 90)		. 57.70	370	. 70	. 70	1 /0	0 /0		0.000		0.000	.000	
	From	Y SR 205		651		461	461	0.51		0.000		0.510	4000	
James Monroe Hwy, McKinney Blvd	Town of Colonial Beach (Maint: 96)	0.29 <b>4300 (</b>	<b>9</b> 7%	0%	1%	1%	1%	0%	F	0.092	F	0.510	4300	(
	To: Econol	SCL Colonial Beach			$\neg$ $\vdash$									
05)	Westmoreland County	3.34 <b>4300</b> N		0%	1%	1%	1%	0%	Ν	0.092	F	0.510	4300	
	Total	96-628 S, Stoney Knoll; Pon												

471

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus	Tru			QC	K	QK	Dir	AAWDT	Q
	From:	96-628 S, Stoney Knoll; Pomona	a Rd		2Axle 3+Axle	TITAII	ZITAII		Factor		Factor		
₀₅ )James Monroe Hwy	Westmoreland County	2.08 <b>5000 G</b>	97%	0%	1% 1%	1%	0%	С	0.098	F	0.628	4900	(
	To:	SR 3 Oak Grove											
ye	From:	SR 205 James Monroe Hwy	,										
05)Colonial Ave	Town of Colonial Beach (Maint: 9	6) 0.02 <b>5300 G</b>	98%	0%	1% 0%	0%	0%	С	0.080	F	0.585	5200	
·	To	WCL Colonial Beach											
/ <u>ye</u> 05)Colonial Ave	Town of Colonial Beach (Maint: 9		98%	0%	 1% 0%	0%	0%	N	0.080	F	0.585	5200	
05 Colonial Ave	Town of Colonial Beach (Maint. 9	End State Maintenance SR 20		0 /0	1/6 0/6	0 /6	0 /6	IN	0.000	'	0.565	3200	
	Erope		15										
Dahlgren Rd	King George County	SR 3 Arnolds Corner 2.18 <b>8900 G</b>	98%	1%	0% 0%	1%	0%	F	0.105	F	0.662	8700	
J6/Danigren rid	Tang deorge County	2.10 <b>8900 G</b>	30 /6	1 /0	<u> </u>	1 /0	0 /6	'	0.103	'	0.002	0700	
	To: From:	48-610 Indiantown Rd	2221				221		2 1 2 2		0 = 10	0.100	
Dahlgren Rd	King George County	4.26 <b>8300 G</b>	98%	1%	0% 0%	1%	0%	С	0.106	F	0.713	8100	
	To: From:	SR 218 Berthaville											
06)(218)Dahlgren Rd	King George County	2.19 <b>8900 G</b>	98%	1%	0% 0%	1%	0%	F	0.111	F	0.867	8800	
	To	SR 218 Owens											
06) Dahlgren Rd	King George County	0.62 <b>8300 G</b>	98%	1%	0% 0%	1%	0%	F	0.092	F	0.781	8100	
	То	US 301 East of Owens											
Dahlgren Rd	King George County	1.79 <b>8500 G</b>	99%	0%	0% 0%	0%	0%	С	0.101	F	0.854	8300	
50) - 4g 1	To:	48-604 Twelfth St					- , -	_		-			
	From:	US 1 Jefferson Davis Hwy											
Rogers Clark Blvd	Caroline County	0.53 <b>5100 G</b>	89%	1%	1% 1%	8%	0%	F	0.092	F	0.55	4800	
31)	Tol				<del></del>								
07)Rogers Clark Blvd	Caroline County	I-95 5.07 <b>7800 A</b>	89%	1%	1% 1%	8%	0%	С	0.145	Α	0.740	7500	
J/ Trogers Clark Biva	Garonic Gounty		00 70	1 /0	170 170 ——	0 70	0 /0	O	0.143		0.740	7500	
	From:	16-601 S, Penola Rd	2001	40/	10′ 10′	00/	00/		0.000	_	0.544	0500	
Rogers Clark Blvd	Caroline County	4.31 <b>9000 G</b>	89%	1%	1% 1%	8%	0%	F	0.088	F	0.541	8500	
	From:	16-722 Milford 16-722 Colonial Rd											
Rogers Clark Blvd	Caroline County	0.57 <b>9600 G</b>	89%	1%	1% 1%	8%	0%	F	0.088	F	0.548	9000	
01)	To-												
	Caroline County	Bus SR 207 1.45 <b>7700 G</b>	89%	1%	1% 1%	8%	0%	F	0.088	F	0.555	7200	
07)	To:	US 301 Richmond Tpke	03 /6	1 /0	1/6 1/6	0 /6	0 /6	'	0.000	'	0.555	7200	
	From:	•											
07)Ramp	Caroline County	SR 207 East Exit B Ramp 0.16 <b>4400 F</b>	58%	2%	2% 1%	37%	0%	С	0.071	F		4300	
)/ Itamp	To:	I-95 North	30 /6	2 /0		J1 /6	0 /6	O	0.071	'		4300	
	Erope												
ast Bamp	Caroline County	SR 207 N, Rogers Clark Blv 0.32 <b>2200 F</b>		1%	 1% 1%	29%	0%	C	0.108	E		2100	
Ramp	Caroline County	I-95 South	0776	1 70	1/0 1/0	2370	070	C	0.108	Г		2100	
	L												
est	From:	SR 207 W, Rogers Clark Blv		10/	10/ 20/	010/	10/	0	0.000	г		4100	
07)Ramp	Caroline County	0.18 <b>4300 F</b> I-95 South	74%	1%	1% 3%	21%	1%	Ü	0.088	Г		4100	
	• • •	1-95 SOUTH											

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

Pouto	Jurisdiction	Longth AAD	т ол	4Tire	Dua		Tru	ıck		00	K	OK	Dir	AAWDT	- ^
Route	Junsaiction	Length AAD	I QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	G
IS_	From:	SR 207 Rogers	Clark Blvd												
Rogers Clark Blvd	Caroline County	0.54 <b>270</b>	0 G	96%	1%	1%	1%	1%	0%	С	0.086	F	0.502	2700	
	To	WCL Bowli	ng Green												
us	From:		• •							_		_			
07)W Broaddus Ave	Town of Bowling Green (Maint: 16)	0.73 <b>410</b>		97%	0%	1%	0%	1%	0%	С	0.083	F	0.519	4000	
	To:	Bus US 301, S	R 2 Main St												
	From:	US 250 F													
Courthouse Rd	Louisa County	0.38 <b>350</b>	0 G	95%	1%	1%	1%	3%	0%	F	0.095	F	0.554	3400	
	To:	I-64 North of	f Ferncliff			-									
Courthouse Rd	Louisa County	8.31 <b>630</b>		95%	1%	1%	1%	3%	0%	С	0.094	F	0.560	6200	
	To	54 (20 YY :	G 1 D1												
08 Courthouse Rd	Louisa County	54-630 Harris 0.64 <b>730</b>		95%	1%	1%	1%	3%	0%	F	0.089	F	0.531	7100	
08 Courthouse Hu	Louisa County	US 33 West		95 /6	1 /0	1 /0	1 /0	3 /0	0 /6	•	0.009	'	0.551	7100	
	From:	SR 22, US 33				-									
08) (33) (22) West Main St	Louisa County	0.40 <b>140</b> 0		98%	0%	1%	0%	1%	0%	F	0.082	F	0.55	14000	
00) (33) (22)															
Laurian Dd	Town of Louise (Maint 54)	US 33 EAST OF			00/	10/	10/	00/	00/	_	0.000	F	0.504	0000	
08) (22) Louisa Rd	Town of Louisa (Maint: 54)	0.33 980	0 G	96%	0%	1%	1%	2%	0%	С	0.089	г	0.504	9600	
	To: From:	CL Lo	iisa			_									
08) (22) Davis Hwy	Louisa County	4.73 <b>980</b>	0 N	96%	0%	1%	1%	2%	0%	Ν	0.089	F	0.504	9600	
	To	CL Mir	neral												
(22) Davis Hwy	Town of Mineral (Maint: 54)	0.15 980		96%	0%	1%	1%	2%	0%	Ν	0.089	F	0.504	9600	
,	, , , , , , , , , , , , , , , , , , ,														
Laurian Ava	Town of Mineral (Moint, 54)	US 522 & SR 2			00/	10/	10/	20/	00/	F	0.007	F	0.500	2600	
08 522 Louisa Ave	Town of Mineral (Maint: 54)	0.39 <b>370</b>	0 G	95%	0%	1%	1%	3%	0%	Г	0.087	Г	0.580	3600	
	To: From	CL Mir	eral												
208) (522) Zachary Taylor Hwy	Louisa County	5.04 <b>370</b>	0 N	95%	0%	1%	1%	3%	0%	Ν	0.087	F	0.580	3600	
	To:	US 522 WARES O													
N	From:	US 522 Zachary			40/	101	40/	00/	00/	_	0.007	_	0.540	0700	
New Bridge Rd	Louisa County	3.62 690		95%	1%	1%	1%	3%	0%	F	0.087	F	0.518	6700	
	From:	Spotsylvania C													
08)Courthouse Rd	Spotsylvania County	Louisa Cou 3.64 <b>680</b>	•	97%	0%	1%	1%	1%	0%	F	0.081	F	0.501	6700	
08) Coditiouse rid	——————————————————————————————————————	0.04 000		31 /6	0 70	1 70	1 /0	1 /0	0 70	•	0.001		0.501	0700	
	To- From:	88-601 Lew										_			
Courthouse Rd	Spotsylvania County	870	-	97%	0%	1%	1%	1%	0%	F	0.091	F	0.601	8600	
<u></u>	To: From:	88-648 Block													
Block House Rd	Spotsylvania County	Bus SR 208 Co 1200		97%	0%	1%	1%	1%	0%	С	0.095	F	0.655	11000	
08 Plock Llouse Lu	Spoisylvania County	1200	л г	3770	U-76	1 70	1 70	1 70	070	U	0.093	٦	0.000	11000	
	To: From:	88-608 S, Robe													
108)	Spotsylvania County	0.98 <b>120</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.653	13000	
	Tα	88-613 Br	ock Rd			$\neg$ _									
08)	Spotsylvania County	0.87 <b>150</b> 0		97%	0%	1%	2%	1%	0%	С	0.084	F	0.608	16000	
.00)	To:	Bus SR 208 Co			- / -		_, •	. , •	- / -				2.300	. 5000	

473

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

Route	Jurisdiction	Length	AADT	04	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	. 0
Tiodio				Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q. (	Factor	70000	
O - with - was Did	From:		Bus SR 208		070/	00/	10/	00/	40/	00/	_	0.004	_	0.570	0.4000	
Courthouse Rd	Spotsylvania County	2.25	23000	F	97%	0%	1%	2%	1%	0%	F	0.084	F	0.578	24000	
	To: From:		8 Smith Statio										_			
O8 Courthouse Rd	Spotsylvania County	3.74	35000	G	97%	0%	1%	2%	1%	0%	F	0.081	F	0.603	37000	
	To:	US 1 Je	efferson Davis	s Hwy												
	From:	SR 20	08 Courthouse	e Rd												
Ramp	Louisa County	0.22	970	F								0.128	F		940	
	To:		I-64 East													
	From:	SR 20	08 Courthouse	e Rd												
Ramp	Louisa County	0.23	3400	F								0.15	F		3300	
	То:		I-64 West													
ıs	From:	SR 208; 8	88-648 Block I													
O8 Courthouse Rd	Spotsylvania County	2.43	3000	F	94%	1%	1%	1%	3%	0%	С	0.106	F	0.642	2900	
	To	88-606 Mor	ris Rd; 88-738	3 Parlov	v Rd											
us Courthouse Pd	Spotsylvania County	3.41	2700			1%	1%	1%	3%	0%	F	0.092	F	0.520	2700	
O8 Courthouse Rd	Spoisylvania County	3.41	2700	G	94%	1 70	1 70	1 70	3%	0%	Г	0.092	Г	0.520	2700	
us	To: From:	88-608 M	Iassaponax Cl	nurch R	d								-			
08 Courthouse Rd	Spotsylvania County	0.54	7100	F	94%	1%	1%	1%	3%	0%	F	0.094	F	0.511	7500	
	Too	20	3-613 Brock R	1.4												
us	From:															
Courthouse Rd	Spotsylvania County	0.71	4500	F	94%	1%	1%	1%	3%	0%	F	0.097	F	0.562	4800	
	To:	SR 20	08 Courthouse	e Rd												
	From:		SR 208													
08)	Louisa County	0.07	1100	N	98%	0%	1%	0%	0%	0%	N	0.11	F	0.669	1100	
	To: From		SCL Louisa													
08 Elm Ave	Town of Louisa (Maint: 54)	,	1100	G	98%	0%	1%	0%	0%	0%	С	0.11	F	0.669	1100	
	То:	SR 22.	, US 33 Louis	а С Н												
_	From:	S	SR 28 Sully Ro	1												
09)Innovation Ave	Loudoun County		3600	F	97%	0%	1%	1%	1%	0%	С	0.090	F	0.558	3800	
	То:	En	ntrance to C.I.	Γ.												
	From:	SR 1	163 Amherst F	_												
10)Colony Rd	Amherst County	0.54	4200	G	96%	0%	1%	1%	2%	0%	С	0.103	F	0.719	4500	
	To: From:	Bus US	S 29 Lynchbur	g Hwv												
10)Colony Rd	Amherst County		11000	Ğ	97%	0%	1%	1%	2%	0%	С	0.099	F	0.741	11000	
	To:	0′	5-622 CVT R	d												
	Amherst County	2.44	6800	G G	97%	0%	1%	1%	2%	0%	F	0.105	F	0.567	7200	
10)	To:	2.77	US 29		0.70	0 /0	1,73	. 70	_ /0	0 /0		0.700		0.007	, 200	
	From	101 1		Noul+												
11 W Old Cross Rd	Town of New Market (Maint:		Vest of New N 11000	/larket_	94%	1%	1%	0%	4%	0%	F	0.081	F	0.574	11000	
T Old Oloss Hu	To:	,	New Market S			1 /0	1 /0	0 /0	→ /0	0 /0		0.001		0.374	11000	

474

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

Route	Jurisdiction	Length AADT	QA 4Tire	Bus	Tru	ıck		QC	K	QK	Dir	AAWDT	OV
noute	Junsuiction			Dus	2Axle 3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QV
211 (11) Congress St	Town of New Market (Maint: 85)	US 11 S, Congress St; South 0.27 <b>6700</b>	F 96%	0%	 1% 1%	1%	0%	С	0.083	F	0.504	6700	F
211 Congress St	To:	US 11 N, North Congress St;		070		. 70	0,0	Ū	0.000	•	0.001	0,00	·
	From:	US 11 New Market No											
211 Lee Highway	Town of New Market (Maint: 85)	) 0.45 <b>6400</b>	<b>F</b> 91%	1%	2% 4%	3%	0%	С	0.089	F	0.549	6400	F
<del>~</del>	To: From:	ECL New Marke	et										
211 Lee Highway	Shenandoah County	0.11 <b>6400</b>	<b>N</b> 91%	1%	2% 4%	3%	0%	Ν	0.089	F	0.549	6400	Ν
<del>~</del>	To	85-1002 Old Cross	Rd										
Lee Highway	Shenandoah County	3.14 6600	<b>F</b> 96%	1%	1% 1%	2%	0%	F	0.087	F	0.607	6600	F
	To:	Page County Line	e										
~~	From:	Shenandoah County											
211 Lee Highway	Page County	2.92 <b>5900</b>	<b>G</b> 90%	1%	1% 2%	6%	0%	F	0.089	F	0.617	5900	G
~	To: From:	US 340											
211 (340) Lee Highway	Page County	5.46 <b>7500</b>	<b>G</b> 95%	1%	1% 1%	2%	0%	С	0.085	F	0.503	7400	(
~~	To	WCL Luray											
211 (340 Lee Highway	Town of Luray (Maint: 69)	0.36 13000	<b>G</b> 95%	1%	1% 1%	2%	0%	F	0.083	F	0.535	13000	C
	To	Bus US 211											
211 (340 Lee Highway	Town of Luray (Maint: 69)	0.69 <b>7000</b>	<b>G</b> 96%	0%	<b>1</b> % 1%	2%	0%	С	0.083	F	0.530	7000	(
11)(340) = 3 · · · · · · · · · · · · · · · · · ·			• • • • • • • • • • • • • • • • • • • •			_,-		_		-			
211 (340) Lee Highway	Page County	ECL Luray 0.53 <b>7000</b>	N 96%	0%	1% 1%	2%	0%	N	0.083	F	0.530	7000	١
211 (340) Lee Highway	rage County	0.55 7000	N 30 /6	0 /6	1/0 1/0	2/0	0 /6	IN	0.003	'	0.550	7000	- 1
~~~	To:	WCL Luray	000/	00/	10/ 10/	00/	00/		0.000	_	0.500	7000	_
211 340 Lee Highway	Town of Luray (Maint: 69)	0.56 7000	N 96%	0%	1% 1%	2%	0%	N	0.083	F	0.530	7000	١
~~	To: From:	US 340											
211 Lee Highway	Town of Luray (Maint: 69)	0.38 4300	N 96%	0%	1% 1%	2%	0%	N	0.096	F	0.54	4300	١
~	Too From:	ECL Luray											
211 Lee Highway	Page County	1.35 4300	G 96%	0%	1% 1%	2%	0%	С	0.096	F	0.54	4300	(
~	Tα	WCL Luray; 69-656 Whispe	ering Hill Rd		<u> </u>								
211 Lee Highway	Town of Luray (Maint: 69)	0.28 2800	N 96%	0%	1% 1%	2%	0%	Ν	0.092	F	0.588	2700	١
	To	ECL Luray											
Lee Highway	Page County	0.46 2800	G 96%	0%	1% 1%	2%	0%	С	0.092	F	0.588	2700	(
211)=00 : "9:a,	. age coanty					-/-	0,70	ŭ	0.002	•	0.000		
211 Lee Highway	Page County	Bus US 211 East of I 6.40 2400	Luray 96%	1%	1% 1%	2%	0%	С	0.106	F	0.661	2400	(
211 Lee Highway	rage County	Rappahannock County Line;		1 /0	1/0 1/0	2/0	0 /6	C	0.100	'	0.001	2400	
	From:	Page County Line; Skylin	*										
211 Lee Highway	Rappahannock County	7.09 1800	G 95%	1%	1% 1%	2%	0%	С	0.093	F	0.579	1800	C
~	To: From:	US 522 Sperryvill	le										
211 (522) Lee Highway	Rappahannock County	4.62 3800		0%	1% 2%	2%	0%	С	0.091	F	0.556	3800	G
, , , , , , , , , , , , , , , , , , ,	Too												
211 (522) Lee Highway	Rappahannock County	US 211 Bus South of Wa 0.68 3800	G 96%	1%	1% 1%	2%	0%	F	0.092	F	0.508	3700	C
211)(322) Lee riigilway	To:	WCL Washington		1 /0	1/6	2 /0	0 /0		0.002	'	0.000	0700	
	1	C.Z. i. ushingtoi											
10/2021		475											
/10/2021		475											

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

Second S	Jurisdiction	Length	AADT	ΟΔ 4	4Tire	Rus		I ruck-			OC	K	OK	Dir	AAWDT	0
Rappahannock County	Gunsalotion				11110	Duo	2Axle 3+	Axle 1T	rail	2Trail	Q.O	Factor	Q., \	Factor	70000	•
Second S	Bannahannock Co				96%	1%	1%	1% 2	0/_	0%	N	0.092	F	0.508	3700	ı
Rappahamock County	паррапапноск ос				JO 70	1 /0	1 70	1/0 2	70	0 70	14	0.032	•	0.500	0700	
US 211 Bits East of Weabharmook 2.38 4200 G 99% 1% 1% 1% 2% 0% F 0.089 F 0.522 4100	Pannahannak Ca				060/	10/	10/	10/ 2	0/	00/	NI	0.002	Е	0.500	2700	
Rappahannock County 2.38 4200 G 96% 1% 1% 2% 0% F 0.689 F 0.522 4100	паррапаппоск Ос					I 70	1 70	170 2	70	U 70	IN	0.092	Г	0.506	3700	
SS 229 Reversible No. 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 1% 0% 0	Pannahannaak Ca					10/	10/	10/ 2	0/	00/		0.090		0.522	4100	(
Rappahannock County 9.17 5.00 G 98% 0% 1% 0% 1% 0% F 0.087 F 0.612 5100	наррапаппоск О	ounty 2.36	4200	G	90%	170	1%	170 2	70	0%	Г	0.069	Г	0.522	4100	,
Culpeper County Culpeper C	From				000/	00/		20/ 4	۰,	00/		0.007		0.010	5100	
Culpeper County 2.95 6800 G 98% 0% 1% 0% 0% 0 0.086 F 0.677 6400	Rappanannock Co				98%	0%	1% ()% 1	%	0%	F	0.087	F	0.612	5100	
Culpeper County 2.95 6600 G 98% 0% 1% 0% 1% 0% C 0.086 F 0.677 6400	From:															
SR 229 Risesyville Rd	Culpeper Coun			•	98%	0%	1% ()% 1	%	0%	С	0.086	F	0.677	6400	
Culpeper County	To:	SR	220 Riveyville	Rd												
Fauquier County Fauquier C	Culpeper Coun				98%	0%	1% (0% 0	%	0%	F	0.089	F	0.735	12000	
Fauquier County 5.33 13000 G 98% 0% 1% 0% 0% 0% F 0.091 F 0.727 13000	To:	-														
Town of Warrenton 1,000																
Town of Warrenton 1.48 20000 20 38% 0% 1% 0% 0% 0% 0% 0% 0	Fauquier Coun	ity 5.33	13000	G	98%	0%	1% ()% 0	%	0%	F	0.091	F	0.727	13000	
Bus Bus Survey To: From:		VCL Warrenton														
Bus Bus Bus Town of Warrenton 1.86 27000 1.80 1.81 1.8	Town of Warren				98%	0%	1% (0% 0	%	0%	С	0.087	F	0.678	NA	
Town of Warrenton 0.86 2700 G 98% 0% 1% 0% 0% 0% 0% 0% 0	To: From:															
Town of Warrenton 0.55 22000 G 98% 0% 1% 0% 1% 0% C 0.077 F 0.537 NA	Town of Warren				98%	0%	1% (0% 0	%	0%	С	0.08	F	0.584	NA	
Town of Warrenton 0.55 22000 G 98% 0% 1% 0% 0% 0 0.077 F 0.537 NA 1 0 0 0 0 0 0 0 0 0	To- From:	Bus U	S 17 Broadviev	w Ave												
Ramp to I-81 S at Exit 264 Shenandoah County O.19 Z100 G O.129 F Z100	Town of Warren	nton 0.55	22000	G	98%	0%	1% ()% 1	%	0%	С	0.077	F	0.537	NA	
Ramp to I-81 S at Exit 264 Shenandoah County 0.19 2100 G	To:															
Town of Warrenton 15 18 18 18 18 18 18 18	From:	US 2	11 W Old Cros	ss Rd												
Town	Shenandoah Cou	unty 0.19	2100	G								0.129	F		2100	
Ramp to I-81 N at Exit 264 Shenandoah County O.15 1800 G	To:		I-81 South													
Town of Warrenton 1-81 North 1-81 Nort	From:	US 2	11 W Old Cros	ss Rd												
Broadview Ave Standard Pike Broadview Ave Standard Pike Standard Pik	Shenandoah Cou	unty 0.15	1800	G								0.130	F		1800	
Town of Warrenton 0.62 5500 G 99% 0% 1% 0% 0% 0% C 0.098 F 0.609 5900	То:		I-81 North													
US 15 Main St Town of Warrenton O.10 4900 G 99% 0% 1% 0% 0% 0% F 0.097 F 0.515 5300																
Town of Warrenton 0.10 4900 G 99% 0% 1% 0% 0% 0% F 0.097 F 0.515 5300	Town of Warren	nton 0.62	5500	G	99%	0%	1% (0% 0	%	0%	С	0.098	F	0.609	5900	(
Town of Warrenton 0.10 4900 G 99% 0% 1% 0% 0% 0% F 0.097 F 0.515 5300	To: From:		Diagonal St													
Sus Sus	Town of Warren	nton 0.10	4900	G	99%	0%	1% ()% 0	%	0%	F	0.097	F	0.515	5300	
Bus US 15 Bus US 15 Town of Warrenton 0.01 5200 N 99% 0% 1% 0% 0% 0% N 0.089 F 0.593 5600	To:			-												
Tor Alexandria Pike	Land to the second seco		Bus US 15													
Main St Main St 1 (15) Alexandria Pike Town of Warrenton 0.24 5600 G 99% 0% 0% 0% 0% 0% 0% 0	Town of Warren				99%	0%	1% (0% 0	%	0%	N	0.089	F	0.593	5600	
11 (15) Alexandria Pike Town of Warrenton 0.24 5600 G 99% 0% 0% 0% 0% 0% C 0.097 F 0.502 5900	To: From:			9												
	Town of Warren	nton 0.24		G	99%	0%	0%)% 0	%	0%	С	0.097	F	0.502	5900	
King St	To:	V.L-1			20,0	0 / 0			. •	0,0	J	0.007		0.002	0000	
•		Rappahannock C Rappahannock C Rappahannock C Rappahannock C Rappahannock C Rappahannock C Rappahannock C Culpeper Cour Culpeper Cour Toc From Town of Warrer	Rappahannock County 0.02 From E	Rappahannock County	Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Rappahannock County Line Culpeper County Line Rappahannock County Line Rappahannock County Line Culpeper County Rappahannock County Line Culpeper County Rappahannock County Line Rappahannock Cou	Rappahannock County	NCL Washington Rappahannock County 0.02 3800 N 96% 1%	Automatical County County	Durisdiction	Durisdiction	MCL Washington	Comparison Com	Company Comp	Company Comp	Section County Second County C	

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

			ites											
			4	-		Tru	ıck		00	K	014	Dir	4 4 1 4 / D.T.	- 01
Jurisdiction	Length AA	ADT QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۱
From:	Kir	ing St				01710110				. 45151		. 4010.		
Town of Warrenton			99%	0%	0%	0%	0%	0%	F	0.092	F	0.515	6400	(
To:			33 /6	0 70		0 70	0 70	0 70		0.032	•	0.515	0400	`
From:														
Town of Warrenton			99%	0%	0%	0%	0%	0%	С	0.093	F	0 549	6700	
To:				0 70		0 /0	0 70	0 70	Ŭ	0.000	•	0.040	0700	`
From:									_		_			
Rappahannock County	0.72	300 G	99%	0%	0%	1%	0%	0%	С	0.096	F	0.548	830	(
To:	SCL W	/ashington												
From:			2221	221							_	0 = 40		
Town of Washington (Maint: 78)	·		99%	0%	0%	1%	0%	0%	N	0.096	F	0.548	830	١
To:														
Taxaa af Marabia atau (Majata 70)			000/	00/	00/	40/	00/	00/	N.	0.000	_	0.540	000	
rown or washington (Maint: 78)	0.26	800 N	99%	0%	0%	1%	0%	0%	IN	0.096	г	0.548	830	1
To: From:	ECL W	/ashington												
Dannahannask Caunty	0.15	200 N	000/	00/	00/	10/	00/	00/	N.I	0.006	_	0.540	000	1
· · · <u> </u>			99%	076	0%	1 70	0%	0%	IN	0.096	Г	0.546	030	'
<u> </u>	US 211 East	of Washington												
	US 211 L	ee Highway												
Town of Luray	0.15 62	200 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.519	6200	(
Ta	Leaks	sville Rd			\neg \sqsubseteq									
From:									_					
Town of Luray	0.85 55	500 G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.539	5500	(
To	Le	ee St			<u> </u>									
From:			000/	00/	40/	00/	00/	00/	_	0.005	_	0.50	0.400	_
Town of Luray	0.33 65	500 G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.52	6400	(
Tor	US	S 340												
Taura of Luran	0.00 7/		000/	00/	10/	00/	00/	00/	_	0.070	_	0.500	7000	,
Town of Luray	0.98 /6	600 G	98%	0%	1%	0%	0%	0%	г	0.078	г	0.502	7600	(
To: From:	Reserv	voir Ave			_									
Town of Luray	0.14 60	200 C	000/	00/	10/	00/	00/	00/	_	0.006	_	0.57	6200	C
Town of Luray	0.14 62	200 G	90%	0%	170	076	0%	0%	C	0.000	Г	0.57	0200	
To: From:	Collin	ins Ave												
Town of Luray	0.72 45	300 G	08%	O°/-	0%	0%	10/	0%	F	0 006	F	0.560	4300	(
Town of Euray	0.72 43	300 G	30 /6	0 /6	0 /6	0 /6	1 /0	0 /6		0.090		0.509	4300	•
To- From:	ECL	Luray												
Page County	0.93 1/	400 G	98%	0%	0%	0%	1%	0%	C	0.103	F	0 533	1400	(
To:			0070	0 70		0 /0	1 /0	0 70	Ŭ	0.100	•	0.000	1400	`
		•												
							•		_		_		0000	
Town of Timberville (Maint: 82)	0.69 37	700 G	90%	1%	1%	2%	6%	0%	С	0.097	F	0.501	3900	(
To	ECL Ti	imberville			\neg \vdash									
From:			000/	00/		40/	40/	00/	_	0.090	F	0.543	4900	(
Rockingham County	3.58 49	900 G	93%	()%	1%	1%	4%	11%		0.090		0.040		
Rockingham County		900 G h County Line	93%	0%	1%	1%	4%	0%	F	0.090	Г	0.545	4300	
	Town of Warrenton Town of Warrenton Town From: Town of Warrenton Town From: Rappahannock County Town From: Town of Washington (Maint: 78) From: Town of Washington (Maint: 78) From: Town of Washington (Maint: 78) From: Town of Luray From: Town of Luray Town Town Town Town of Timberville (Maint: 82)	Town of Warrenton O.21 6	Town of Warrenton Size S	Town of Warrenton 10.21	Town of Warrenton Color Length AADT QA 4Tire Bus 2Axle	Durisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle Sus Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Note State Section Continue Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail Composition Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail Co Factor OX	Section Continue Company Comp						

477

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

		Fillidiy and interstate noutes		Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	Rus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Dwollo Bi	From:	Rockingham County Line	00/	10/ 00/	40/	00/	_	0.005	_	0.500	7000	
W Old Cross Rd	Shenandoah County	0.94 7900 F 93%	0%	1% 2% —	4%	0%	С	0.085	F	0.502	7900	
11)W Old Cross Rd	Town of New Market (Maint: 85)	WCL New Market 0.42 7900 N 93%	0%	1% 2%	4%	0%	N	0.085	F	0.502	7900	
TITUTE OIL OILOSS FILE	To:	I-81 West of New Market	0 70	170 270	470	0 70	.,	0.000		0.002	7000	,
	From:	Bus SR 3 East of Frederickburg										
Chatham Heights Rd	Stafford County	0.87 8000 G 98%	0%	1% 1%	0%	0%	F	0.092	F	0.545	8600	(
	To:	SR 218 Butler Rd										
Manassas Dr	City of Manassas Park	WCL Manassas Park, 76-1501 0.04 7400 G 96%	2%	2% 0%	0%	0%	F	0.084	F	0.54	7900	
13)	To-	Baker St			0 70	070	•	0.001		0.01	7000	
13)Manassas Dr	City of Manassas Park	1.16 6100 G 96%	2%	2% 0%	0%	0%	С	0.082	F	0.508	6500	
.9	To	152-4402 Cabbel Dr										
13)Manassas Dr	City of Manassas Park	0.69 8500 G 96%	2%	2% 0%	0%	0%	F	0.094	F	0.645	9000	
	To:	SR 28 Centreville Rd										
	From:	SR 3 Lerty	1-1		221	221		0.400	_			
Stratford Hall Rd	Westmoreland County	2.48 990 G 98% 96-609 Stratford Hall Rd	1%	0% 1%	0%	0%	С	0.103	F	0.667	970	
	From:	US 29 Lee Hwy										
Vint Hill Rd	Fauquier County	2.13 9400 G 98%	0%	1% 1%	0%	0%	С	0.086	F	0.563	9800	
9	To:	Prince William County Line										
15)Vint Hill Rd	Prince William County	Fauquier County Line 3.68 8500 G 98%	0%	_ 1% 1%	0%	0%	С	0.115	F	0.718	9000	
15) VIII. T III. T IG	Trail Trail		0 70	170 170	0 70	0 70	O	0.115	•	0.710	3000	
15)Vint Hill Rd	Prince William County	76-658 Owls Nest Rd 6200 G 98%	0%	1% 1%	0%	0%	F	0.103	F	0.596	6600	
19	To:	SR 28 Near Bristow										
_	From:	US 17 Hayes										
Guinea Rd	Gloucester County	3.61 6900 G 98%	1%	1% 0%	0%	0%	С	0.093	F	0.602	7300	(
	10:	36-649 Achilles										
17)State St	Town of Marion (Maint: 86)	Bagley Circle 940 G 98%	0%	 1% 0%	1%	0%	С	0.139	F	0.83	1000	(
17) State St	To:	SR 16 S Commerce Street	0 70	70 070	1 /0	0 70	Ü	0.100	•	0.00	1000	
	From:	US 1 Falmouth										
18 Butler Rd	Stafford County	1.13 19000 G 94%	0%	1% 2%	2%	0%	С	0.074	F	0.513	21000	(
	To: From:	SR 212 White Oak Rd SR 218 Butler Rd										
18)White Oak Rd	Stafford County	0.63 14000 G 98%	0%	1% 1%	0%	0%	F	0.09	F	0.519	15000	(
	To	89-1158 Baron Park Rd										
White Oak Rd	Stafford County	1.82 7800 G 98%	0%	1% 1%	0%	0%	С	0.09	F	0.519	8300	(
	To:	89-606 Ferry Rd										

478

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

Route	Jurisdiction	Length AAD	T 04	4Tire	Ruc		Trι	ıck		QC	K	QK	Dir	AAWDT	- 0
rioute		Length AAL) QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	G
	From:	89-606 Fe													
18)White Oak Rd	Stafford County	2.05 730	0 G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.520	7200	(
	To: From:	89-603 Cai	isson Rd			$ \vdash$									
18)White Oak Rd	Stafford County	2.09 470	0 G	98%	0%	1%	1%	0%	0%	F	0.102	F	0.559	4600	
9	To:	King George (
	From:	Stafford Co								_		_			
Caledon Rd	King George County	5.93 340	0 G	98%	0%	1%	0%	0%	0%	F	0.106	F	0.628	3300	
	To: From:	48-696 Fair	rview Dr												
Caledon Rd	King George County	1.05 300	0 G	98%	0%	1%	0%	0%	0%	С	0.111	F	0.754	2900	
	To:	48-609 Cas	h Corner												
18 Caledon Rd	King George County	6.81 300		98%	0%	1%	0%	0%	0%	С	0.115	F	0.808	2900	
10)	To	CD 206 D													
18)(206) Dahlgren Rd	King George County	SR 206 Be 2.19 890		98%	1%	0%	0%	1%	0%	F	0.111	F	0.867	8800	
18 206 Danigren nu	King George County			30 /6	1 /0	0 /6	0 /6	1 /0	0 /6	'	0.111	'	0.007	0000	
	To: From:	SR 206 C										_			
Windsor Dr	King George County	0.28 120	0 G	97%	1%	1%	1%	0%	0%	С	0.159	F	0.772	1100	
<u> </u>	To: From:	US 301 South	n of Owens												
18)Windsor Dr	King George County	6.02 520	0 G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.748	5100	
	То:	SR 205 East	of Tetotum												
	From:	US 460 Virg	ginia Ave												
19 Federal St	Town of Rich Creek (Maint: 35)	0.57 840	0 F	98%	0%	1%	0%	1%	0%	С	0.090	F	0.666	9100	
~	Tax	ECL Rich	Creek												
19	Giles County	840		98%	0%	1%	0%	1%	0%	Ν	0.090	F	0.666	9100	
19)	To:	West Virginia					• , •								
	From:	North Carolina	a State Line												
Greensboro Rd	Henry County	3.05 990		80%	1%	1%	1%	15%	2%	С	0.099	Α	0.518	9900	
20)							.,.		_,,	_					
Craenebera Dd	From:	Bus US 220 S 0.34 110 0	·	80%	1%	1%	1%	15%	2%	F	0.074	F	0.516	11000	
Greensboro Rd	Henry County			60%	170	170	170	15%	2%	Г	0.074	Г	0.516	11000	
~	To: From:	SCL Rid				<u> </u>									
Greensboro Rd	Town of Ridgeway (Maint: 44)	0.36 110 0	00 N	80%	1%	1%	1%	15%	2%	N	0.074	F	0.516	11000	
~	To	SR 87 More	head Ave			$ \vdash$									
Greensboro Rd	Town of Ridgeway (Maint: 44)	0.58 140 0	00 G	80%	1%	1%	1%	15%	2%	F	0.074	F	0.516	14000	
~ <u>)</u>	To	NCL Rid	gaway												
20 Greensboro Rd	Henry County	0.03 140 0		80%	1%	1%	1%	15%	2%	Ν	0.072	F	0.563	14000	
20) (31-661162616-1-16	Tierry Searcy			0070	1 /0		1 /0	1070	270		0.072	•	0.000	1 1000	
~	From	Bus US 220 1		000/	40/		40/	450/	00/	_	0.070	_	0.505	40000	
Greensboro Rd	Henry County	1600		80%	1%	1%	1%	15%	2%	F	0.079	F	0.525	16000	
•	10: From:	US 58 William F Stone Bus US 220 S. C													
20 (58) William F Stone Hwy	Henry County	1400		80%	1%	1%	1%	15%	2%	F	0.085	F	0.507	13000	
.20) (30)	To:	US 58; Bus US 58 A			. , ,	~~~	. , ,	, .	_,~		3.000		3.00.	.0000	

479

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

			iu miersiale				Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	US 58; Bus I	US 58 A L Philp	ott Hwy											
20 William F Stone Hwy	Henry County	4.00	14000	80%	1%	1%	1%	15%	2%	F	0.088	F	0.531	13000	(
~ <u></u>	To	44-60	9 Dillons Fork F	.d											
William F Stone Hwy	Henry County	3.22	12000	3 80%	1%	1%	1%	15%	2%	F	0.084	F	0.51	11000	(
	To	CD 5'	7 Appalachian D												
220 (57) William F Stone Hwy	Henry County	SK 3		80%	1%	1%	1%	15%	2%	F	0.088	F	0.559	13000	(
20) (37) ************************************							. , ,	.070	_,,	•	0.000	•	0.000	.0000	
20 Virginia Ave	Hoory County	SR 57 Fairystone Pl				1%	1%	10%	1%	F	0.077	F	0.551	17000	(
20 Virginia Ave	Henry County		16000	86%	170	1%	170	10%	170	Г	0.077	Г	0.551	17000	,
~	To: Prom:		9 Murry Hill Lai												
Virginia Ave	Henry County	3.84	15000 (1%	1%	1%	10%	1%	F	0.082	F	0.61	15000	(
~	To: From:		klin County Line	:											
20 Virgil H Goode Hwy	Franklin County	1.90		86%	1%	1%	1%	10%	1%	F	0.075	F	0.532	15000	(
20) viigii 11 doode 11wy	Transmit Goding			2 00 70	1 70		1 /0	10 /0	1 /0	•	0.070	•	0.002	10000	`
~ \\(\(\)	From		-605 Henry Rd	000/	40/	10/	40/	100/	40/	_	0.075	_	0.547	45000	
Virgil H Goode Hwy	Franklin County	3.96	14000	3 86%	1%	1%	1%	10%	1%	F	0.075	F	0.547	15000	(
~	To- From	33-719	8 McNeil Mill F	.d											
Virgil H Goode Hwy	Franklin County	6.73	14000	86%	1%	1%	1%	10%	1%	F	0.079	F	0.593	15000	(
<u> </u>	To	BUS US 2	220 S of Rocky I	Mount											
20)	Franklin County		17000		1%	1%	1%	10%	1%	С	0.1	Α	0.570	18000	
	To	SCI	L Rocky Mount												
20)	Town of Rocky Mount (Main		17000	86%	1%	1%	1%	10%	1%	С	0.1	Α	0.570	18000	,
20)	то:	55) 5.52	SR 40	. 0070	. , ,		. , ,	. 0 70	. , ,	ŭ	· · ·		0.0.0	.0000	•
	From:		40 Franklin St												
Virgil H Goode Hwy	Town of Rocky Mount (Mair	nt: 33) 1.29	21000	86%	1%	1%	1%	10%	1%	F	0.077	F	0.545	21000	(
~	To:	BUS US 220 N													
	Town of Dooky Mount (Mai		20 N of Rocky		10/	10/	10/	100/	10/	_	0.070	_	0.564	05000	,
20)	Town of Rocky Mount (Main		L Rocky Mount	86%	1%	1%	1%	10%	1%	F	0.079	F	0.564	25000	(
	From:		ky Mount N Ma	in St											
Virgil H Goode Hwy	Franklin County	3.43	24000 (1%	1%	1%	10%	1%	F	0.079	F	0.564	25000	(
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Tool	22													
Virgil H Goode Hwy	Franklin County	3.97	697 S Wirtz Rd 22000 (86%	1%	1%	1%	10%	1%	F	0.082	F	0.619	23000	(
20 Virgii 11 Goode 11wy	Trankin County	5.37	22000 (a 00 /6	1 /0	1 /0	1 /0	10 /6	1 /0	•	0.002	'	0.013	23000	`
~	To: From:		L Boones Mill												
Virgil H Goode Hwy	Town of Boones Mill (Main	nt: 33) 1.32	23000	86%	1%	1%	1%	10%	1%	F	0.083	F	0.633	24000	(
~_	To: From	NC	L Boones Mill												
Virgil H Goode Hwy	Franklin County	1.17	25000	86%	1%	1%	1%	10%	1%	F	0.086	F	0.662	26000	(
~	To:	32	3-613 Naff Rd												
Franklin Rd; Virgil H Goode Hwy	Franklin County	0.37	24000 (86%	1%	1%	1%	10%	1%	F	0.084	F	0.658	25000	(
	т		oke County Lin												

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

lurisdictio	n Length	AADT	ΟΛ	/Tire	Rue		Tru	ıck		00	K	OK	Dir	AAWDT	. 0
Gundalotto				71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q
Roanoke Cou				86%	1%	1%	1%	10%	1%	F	0.096	F	0.673	30000	
Todallo No Cook				0070	1 70		1,0	1070	170		0.000	•	0.070	00000	
From Roanoke Cou				86%	1%	1%	1%	10%	1%	F	0.083	F	0.647	30000	
To															
City of Roanoke (N		29000	G	86%	1%	1%	1%	10%	1%	F	0.083	F	0.667	30000	
To	BUSUS	220: SR 419	Electric	Rd											
City of Roanoke (N		46000	G	86%	1%	1%	1%	10%	1%	F	0.089	F	0.511	48000	
To Every		Wonju St													
City of Roanoke (N	Maint: 80) 1.65	58000	G	86%	1%	1%	1%	10%	1%	F	0.09	F	0.518	61000	
To	SR :	24 Elm Ave;	; I-581			—									
,	,			Se	ee I-581	for dir	ectional t	raffic v	olume e	stimat	es for th	is seç	gment.		
Combined Traffic Estimates for 2 Parallel	Roadways on this Route	61000	G	93%	1%	1%	1%	4%	0%	F	0.092	F	0.545	68000	
To: From:		11 Williams	on Rd												
· · · · · · · · · · · · · · · · · · ·	,											_	•		
Combined Traffic Estimates for 2 Parallel	Roadways on this Route	69000	G	93%	1%	1%	1%	4%	0%	F	0.088	F	0.527	77000	
To- From:		460 Orange	e Ave									_			
,	,		_									•	•	77000	
Combined Traffic Estimates for 2 Parallel I				93%	1%	1%	1%	4%	0%	F	0.091	F	0.510	77000	
City of Donaldo (A		alley View E	Blvd		I E01	for div	antional t	roffic v	aluma a	atim at	oo for th		am ont		
`	,	. 50000	G											64000	
Combined Traine Estimates for 21 drainers				30 /6	1 /0	1 /0	1 /0	4 /0	0 /6	O	0.032	'	0.500	04000	
City of Boanoke (A		01 Hershber	rger Rd	Se	≥e I-581	for dir	ectional t	raffic v	olume e	stimat	es for th	is sec	nment		
·	,	48000	Δ									•	•	53000	
To	•														
Roanoke Coi		17 Teters er	cck Ru	Se	e I-581	for dir	ectional t	raffic v	olume e	stimat	es for th	is seg	ment.		
Combined Traffic Estimates for 2 Parallel	Roadways on this Route	42000	G				1%	4%	0%					47000	
To:		I-81													
Roanoke Cou		0581-N006A	A(L)/TO			for dir	ectional t	raffic v	oluma a	etimat	ee for th	ic cor	ament		
To:	,	0581-N006A	A(R)/FRC			101 011	ectional t	iailic v	olullie e.	suma	.63 101 111	is set	giii c iii.		
From:		I-581													
	•														
Combined Traffic Estimates for 2 Parallel	Roadways on this Route	53000	Α	74%	1%	1%	1%	22%	2%	С	0.099	Α	0.501	54000	
To From:		115 Plantation	on Rd					•							
Roanoke Cou Combined Traffic Estimates for 2 Parallel I	•	40000	G		ee I-81 1%	for dire		affic vo			es for this		ment. 0.579	49000	
	Roanoke Control Roanoke Control Roanoke Control City of Roanoke (Note o	Roanoke County 6.13 Roanoke County 0.33 Roanoke County 0.33 City of Roanoke (Maint: 80) 1.70 City of Roanoke (Maint: 80) 1.66 City of Roanoke (Maint: 80) 1.65 City of Roanoke (Maint: 80) 0.66 Combined Traffic Estimates for 2 Parallel Roadways on this Route City of Roanoke (Maint: 80) 0.31 Combined Traffic Estimates for 2 Parallel Roadways on this Route City of Roanoke (Maint: 80) 1.68 Combined Traffic Estimates for 2 Parallel Roadways on this Route City of Roanoke (Maint: 80) 1.68 Combined Traffic Estimates for 2 Parallel Roadways on this Route City of Roanoke (Maint: 80) 1.11 Combined Traffic Estimates for 2 Parallel Roadways on this Route City of Roanoke (Maint: 80) 1.75 Combined Traffic Estimates for 2 Parallel Roadways on this Route Tombound Traffic Estimates for 2 Parallel Roadways on this Route Roanoke County 0.84 Combined Traffic Estimates for 2 Parallel Roadways on this Route Roanoke County 0.29 Tombound Traffic Estimates for 2 Parallel Roadways on this Route Roanoke County 0.29 Tombound Traffic Estimates for 2 Parallel Roadways on this Route Roanoke County 0.29 Roanoke County 6.13 28000 Roanoke County 0.33 28000 Roanoke County 0.33 28000 Roanoke (Maint: 80) 1.70 29000 Roanoke (Maint: 80) 1.66 46000 Roanoke (Maint: 80) 1.65 58000 Roanoke (Maint: 80) 1.65 Roanoke (Maint: 80) 1.65 Roanoke (Maint: 80) 1.66 Roanoke (Maint: 80) 1.68 Roanoke (Maint: 80) 1.75 Roanoke (Maint: 80) 1.75 Roanoke (Maint: 80) 1.75 Roanoke (Roanoke (Maint: 80) 1.75 Roanoke (Roanoke	Roanoke County	Roanoke County	Roanoke County Franklin County Line Roanoke County Part	Second S	Second Residence Second Resi	Pranklin County 1	City of Roanoke (Maint: 80)	Second Combined Second Combined Part	Second S				

6/10/2021 481

Route	Jurisdictio	n Length	AADT C	A 4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۷
	From:	Roan	noke County Lin	ie		ZAXIE STAXIE	IIIaii	ZIIali		1 actor		i actor		
220 (81)	Botetourt Co	unty 3.27	-	S	ee I-81 fo	or directional t	raffic vo	lume es	timate	es for this	segr	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	G 74%		1% 1%	21%			0.081	-		49000	G
	To:		it 150; ALT SR											
	From:		I-81 N											
20 (81) Ramp I-81 N Exit	150B to US 11 Botetourt Co	unty		S	ee I-81 fo	or directional t	raffic vo	lume es	timate	es for this	segr	ment.		
\sim	To		11 Lee Highway											
~~ ~~	From		n I-81 NB at Ex								_			
220 \ (11 \) Lee Highway		0.25		N 99%	0%	0% 0%	0%	0%	N	0.098	F	0.589	5500	Ν
~	To		220 Cloverdal											
ALT 20 (220) Roanoke Rd	Pototourt Co		11 Lee Highway		10/	10/ 10/	70/	00/	_	0.082	F	0.660	22000	_
20 220 Roanoke Rd	Botetourt Co			G 90%	1%	1% 1%	7%	0%	F	0.062	Г	0.662	32000	G
<u> </u>	From:		Alt SR 220 at I 1; ALT SR 220											_
Roanoke Rd	Botetourt Co			G 94%	1%	1% 1%	4%	0%	F	0.091	F	0.616	25000	G
20)	2 Stotlant Go				1 /0		1,3	0 / 0		3.001	•	3.010	20000	J
~	To:		779 Catawba Ro			101			_					_
Roanoke Rd	Botetourt Co	unty 3.69	14000	G 94%	1%	1% 1%	4%	0%	F	0.085	F	0.636	14000	G
~	To:	11-	-670 Trinity Rd			—								
Roanoke Rd	Botetourt Co	unty 3.15	10000	F 94%	1%	1% 1%	4%	0%	С	0.102	В	0.538	11000	F
=======================================	Tool		CI Financia			_								
Botetourt Rd	Botetourt Co		CL Fincastle	N 94%	1%	1% 1%	4%	0%	N	0.102	В	0.538	11000	Ν
220 Bolelouit Hu	Botetourt Go	unity 0.11	10000	N 34 /0	1 /0	1/0 1/0 	4 /0	0 /6	IN	0.102	ь	0.556	11000	IN
~~	To: From:		1-630 Main St											
Botetourt Rd	Botetourt Co	unty 0.18	7600	G 94%	1%	1% 1%	4%	0%	F	0.083	F	0.553	8100	G
~	To	N	ICL Fincastle			-								
Botetourt Rd	Botetourt Co			N 94%	1%	1% 1%	4%	0%	Ν	0.083	F	0.553	8100	Ν
	Tool		1 5:1 37.7	W: 1D1		_								
Botetourt Rd	Botetourt Co		ber Ridge; W V		1%	1% 1%	4%	0%	F	0.081	F	0.564	5900	G
220 Bolelouri nu	Botetourt Co	unity 6.79	3600	G 94%	1 70	170 170	470	0%	F	0.061	Г	0.364	3900	G
~~	To: From:		43 Y James St											
Botetourt Rd	Botetourt Co	unty 0.83	5000	G 94%	1%	1% 1%	4%	0%	F	0.081	F	0.563	5400	G
~	To	11-61	5 Craig Creek I	2d										
220 (42) Botetourt Rd	Botetourt Co			G 94%	1%	1% 1%	4%	0%	F	0.080	F	0.574	4900	G
20) (42)							, -		·					
~~ (From		Narrow Passage		40/	10/ 10/	40/	00/		0.004	_	0.505	4000	_
Botetourt Rd	Botetourt Co			G 94%	1%	1% 1%	4%	0%	F	0.081	F	0.565	4900	G
~ 0	10: From:		unty Line; SCL											
220 (42) Market Ave	Town of Iron Gate (Doice	tourt County Lir 5800	_{1е} F 94%	1%	1% 1%	4%	0%	F	0.078	F	0.542	6300	F
Market Ave	Town or non date ((Mant. 00) 0.00	3000	34 /0	1 /0	1/0 1/0	7 /0	0 /0	'	0.076		0.542	0300	-
~~	To: From:		CL Iron Gate			_								
220 \ (42)	Alleghany Co	ounty 0.66	5800	N 94%	1%	1% 1%	4%	0%	N	0.078	F	0.542	6300	N
~ ~	Too:	BUS	US 220 Verge	St										
220 (42)	Alleghany Co			G 94%	1%	1% 1%	4%	0%	F	0.081	F	0.53	4800	G
.20) (42)	To:		BUS US 60	5.75	.,•	<u> </u>	.,0	- / 0					. 300	Ĭ

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

		Primary	and interst	iate Ro	utes											
Route	Jurisdict	tion Leng	gth AADT	QA	4Tire	Bus		Tr			QC	K Factor	QK	Dir Factor	AAWDT	QV
Bus	Fr	rom:	Bus US 60)			ZAXIE	3+Axie	IIIaii	ZIIali		1 actor		1 actor		
220 60 42 Grafton St	Alleghany (County 0.4		G	89%	1%	1%	1%	8%	0%	С	0.089	F	0.528	6000	G
Bus	Fr	To- rom:	03-670													
220 60 Market Ave	Alleghany (G	89%	1%	1%	1%	8%	0%	F	0.081	F	0.526	6000	G
Bus	Fr	To: I-64 EA	ST OF CLIFT	ON FOR	RGE											
220 (60) Ramp	Alleghany (County 0.2	2 2200	G								0.087	F		2300	G
		To: I-64-W FROM	M BUS RT 60V	WEST &	RT 629E											
~~ ~~	Fr		JS 220; BUS U	JS 60												
20 \ (64) \ (60 \)	Alleghany (•					for dire	ctional t	raffic vo	lume es	timate	es for this	s seg	ment.		
\rightarrow \bigcirc \bigcirc	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	te: 10000	G	74%	1%	1%	1%	23%	0%	F	0.083	F	0.505	9900	G
		To:	ECL Clifton Fo	orge												
20 (64) (60)	Town of Clifton For	1 1111 2		orge	S	ee I-64 t	for dire	ctional t	raffic vo	lume es	timate	es for this	s sea	ment.		
20) (04) (00)	Combined Traffic Estimates for 2 Parallel	- '		G			1%	1%	23%	0%		0.083	·	0.505	9900	C
	Combined Traine Estimates for 21 arain				7 - 7 / 0	1 /0	1 70	1 /0	2070	0 / 0	•	0.000	•	0.000	0000	
~~~	Fr		WCL Clifton F	Forge			!_									
20 (64) (60)	Alleghany (											es for this	٠			
$\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Rou	te: <b>10000</b>	G	74%	1%	1%	1%	23%	0%	F	0.083	F	0.505	9900	C
		To: BU	IS US 60 BUS	US 220			$\neg$ $\vdash$									
20 (64) (60)	Alleghany				S	ee I-64 1	for dire	ctional t	raffic vo	lume es	timate	es for this	s seq	ment.		
20 04 00	Combined Traffic Estimates for 2 Paralle		te: 17000	G		1%	1%	1%	23%	0%		0.085	·		16000	
					, 0	. , ,		. , 0	2070	0,0	•	0.000	•	0.02.		Ĭ
~=~	All a sila a sa sa sa	2	03-696			04	مدناه برما	-4:14			4! 4.					
20 64 60	Alleghany (			_								es for this	_		40000	_
·	Combined Traffic Estimates for 2 Parallel	el Roadways on this Rou		G	74%	1%	1%	1%	23%	0%	F	0.079	F	0.527	16000	(
	Fi	rom: L 64 W/TC	US 60 O RT 60 WEST	C V/I A D'	T 1104											
20 (64) Ramp	Alleghany (			VIAK		oo I-64 t	for dire	ctional t	raffic vo	عم مسال	timate	es for this	2 2001	ment		
20 64 1141119	Alleghany		04 FROM RT	64 WES		CC 1 0+1		Clionari	rame ve	nume es	iiiiai	23 101 1111	o ocgi	non.		
	Fr	rom:	I-64	04 WES	1											
20 60 Madison St	Alleghany (	County 0.6		G	90%	1%	1%	2%	7%	0%	F	0.08	F	0.552	9300	G
20 (00)	ű ,	T														
Madison St	City of Cov	ington 0.4	ECL Covingt	ton <b>G</b>	90%	1%	10/	2%	7%	0%	С	0.083	F	0.595	11000	(
E Madison St	City of Cov	ington 0.4	6 <b>10000</b>	G	90%	170	1%	2%	170	0%	C	0.063	Г	0.595	11000	(
	Fr	To:	SR 18 Carpent	ter St												
20 60 East Madison St	City of Cov	ington 0.2	6 <b>11000</b>	G	91%	1%	1%	1%	7%	0%	С	0.084	F	0.628	12000	(
		To:	S Highland Av	enue												
20 60 E Madison Avenue	e City of Cov		2 <b>10000</b>	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.598	11000	(
20 (00) =	3., 61 000	-			0070	0 / 0	. 70	0,0	0 /0	0,0		0.000		0.000		•
~\A   A	O'. C	INIT L	S Monroe Ave		070/	001	101	401	401	00/		0.070		0.507	0500	
N Alleghany Ave	City of Cov	rington 0.9	3 <b>8000</b>	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.527	8500	C
~	Fi-	To	E Locust Stre	eet												
~~	City of Cov	ington 0.6		G	97%	0%	1%	1%	1%	0%	F	0.076	F	0.518	8300	G
220 N Alleghany Ave	City of Cov	ington 0.0	_ /300	G	31 /0	0 /0	1 /0	1 /0	1 /0	0 / 0		0.0.0				_

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

Route	Jurisdiction	Length	AADT OA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	
rioute		Length	AADI QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	J
~	From:		iverside St												
N Alleghany Ave	City of Covington	0.66	4800 G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.588	5100	
	To: From:	NCI	Covington												
Hot Springs Rd	Alleghany County	1.61	3900 G	95%	0%	0%	2%	2%	0%	С	0.088	F	0.617	4100	
	To:		ackson River Rd												
Not Ondon Bd	From:		7 Clearwater	0.40/	40/	10/	40/	40/	00/	_	0.007	_	0.540	4000	
Hot Springs Rd	Alleghany County		County Line	94%	1%	1%	1%	4%	0%	С	0.087	F	0.512	1200	
	From:		ny County Line												
Ingalls Boulevard	Bath County		1800 G	96%	1%	1%	0%	3%	0%	С	0.085	F	0.568	1800	
	Tod														
Ingalls Boulevard	Bath County		8 Park Lane 2700 G	96%	1%	1%	0%	3%	0%	F	0.085	F	0.522	2700	
20 Ingalis Boulevald	Datif Gounty	3.43	2700 G	30 /6	1 /0	1 /0	0 /6	J /6	0 /6	'	0.005	'	0.522	2700	
~~~	To: From:		Warm Springs	0.157			101	427		_		_		0.100	
39 Sam Snead Hwy	Bath County	0.19	2100 G	94%	0%	1%	1%	4%	0%	С	0.094	F	0.520	2100	
	To: From:	SR 39 Nort	h of Warm Spring	s		\Box \vdash									
Sam Snead Hwy	Bath County	4.17	780 G	93%	0%	1%	0%	6%	0%	С	0.096	F	0.607	780	
~~ <u></u>	To:	08-614	Muddy Run Rd												
Sam Snead Hwy	Bath County	5.56	460 G	88%	0%	1%	0%	10%	0%	С	0.111	F	0.590	460	
	To	00 622 1	Poor Farm Road												
Stuart Hwy	Bath County	4.11	410 G	86%	1%	1%	0%	12%	0%	С	0.098	F	0.542	410	
o Johan Timy	To:		d County Line	0070	1 70		0 70	1270	0 70	Ū	0.000	•	0.012	110	
	From:		County Line												
Jackson River Rd	Highland County	8.62	430 G	85%	1%	1%	1%	12%	0%	С	0.113	F	0.509	430	
	Too	45-607 N	I, Big Valley Rd												
Jackson River Rd	Highland County	3.47	530 G	87%	1%	2%	1%	9%	0%	С	0.095	F	0.544	530	
0)	To:		Mill Gap Rd			<u> </u>		- , -	- , -	_				-	
	From:		Vanderpool												
Jackson River Rd	Highland County	3.54	1200 G	82%	0%	2%	10%	6%	0%	С	0.093	F	0.562	1200	
<i></i>	To	SCI	Monterey												
20)	Town of Monterey (Maint: 45)		1200 N	82%	0%	2%	10%	6%	0%	Ν	0.093	F	0.562	1200	
- 9	To	1	US 250												
Jackson River Rd; Potomac River Rd	Town of Monterey (Maint: 45)		1500 G	85%	0%	2%	9%	4%	0%	С	0.096	F	0.548	1400	
20 Journal Pilver Pia, Potomae Pilver Pia	rown or Monterey (Maint: 40)			0070	0 70		0 70	470	0 70	J	0.000	•	0.040	1400	
~	Ton: From:		Monterey	050/	00/		00/	40/	00/	NI	0.000		0.540	1400	
20)	Highland County		1500 N	85%	0%	2%	9%	4%	0%	N	0.096	F	0.548	1400	
	From:		Near Blue Grass e Grass Valley Ro	1											
Potomac River Rd	Highland County	1.12	630 G	93%	0%	1%	1%	5%	0%	С	0.101	F	0.609	620	
0)	To:		ginia State Line		2,0	Ť	,,,	- / 0	2,0	-			2.200	5-0	
rth.	From:		y Webber Expwy	,											
rth 20 Ramp	City of Roanoke (Maint: 80)		5200 G								0.091	F		5500	
20)	only of Hourione (Maint. 00)		Elm Avenue								0.001			0000	

484

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

		Filliary at	ia interetati					T	-1-			17		D:-		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	ΔΙ΄	Γ SR 220 Nort	th.			ZAXI	e 3+Axie	TITAL	ZIIali		Factor		racioi		
Ramp to I-81 S at Exit	150 Botetourt Co		3900	G								0.166	F		4200	G
(220)	To:		I-81 South	-												
South	From:	US 22	20 S, Roanoke	e Rd												
Ramp to I-81 S at Exit	150 Botetourt Co	ounty 0.42	6600	G								0.113	F		7000	G
	To:		I-81 South													
	From:	I-64-E FROM R	↑ 60EAST & I	RT 648	SOUTH											
(220) (60) (60) Ramp to I-	-64 E at Exit 16 Alleghany Co		3600	G								0.098	F		3900	G
	To:		648 I-64-E01													
(000)	FIOIL	1-64 EAS	T OF COVIN 8800	NGTON N	90%	1%	1%	2%	7%	0%	N	0.08	F	0.552	9300	N
[220] [60]	To:		US 220	IV	30 /6	1 /0		2/0	1 /0	0 /6	IN	0.00	'	0.552	3300	IN
Bus	From:	116 330	Near Clifton	Force			i									
220 Verge Street	Alleghany Co		1500	G	97%	0%	1%	0%	1%	0%	С	0.092	F	0.561	1600	G
220	To To															
Bus	From:		L Clifton Forg													
(220) Verge Street	Town of Clifton	Forge 0.70	1600	G	98%	1%	1%	0%	1%	0%	С	0.096	F	0.512	1700	G
Bus Bus	To- From:		Bus US 60													
220 60 Main St	Town of Clifton	Forge 0.06	5200	G	98%	1%	0%	0%	0%	0%	F	0.095	F	0.535	5500	G
(220) (00)	To			-												
Bus Bus	From:		B ST										_			
(220) (60) Main St	Town of Clifton	Forge 0.26	5300	G	98%	1%	0%	0%	0%	0%	С	0.096	F	0.536	5600	G
Bus Bus	To: From:		Ridgeway St													
(220) (60) (188) (188) Mair	n St Town of Clifton	Forge 0.07	940	G	97%	1%	1%	0%	1%	0%	F	0.101	F		990	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6800	N	98%	1%	0%	0%	0%	0%	Ν	0.091	F	0.539	7200	Ν
	To:		Keswick St													
Bus Bus	From:	- C	Main St	_	070/	40/		00/	40/	00/	_	0.444	_		770	_
(220) (60) Kesswick St	Town of Clifton	•	730	G	97%	1%	1%		1%	0%	С	0.111	F	0.500	770	G
	Combined Traffic Estimates for 2 Parallel		6600 Roxbury St	G	98%	1%	0%	0%	0%	0%	F	0.090	F	0.530	7000	G
Bus Bus	From:		Keswick St													
220 60 Roxbury St	Town of Clifton		1800	G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.679	1900	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		Ridgeway St													
Bus Bus 220 60 Ridgeway St	Town of Clifton		Roxbury St	6	99%	1%	0%	0%	0%	0%	С	0.098	F	0.514	7100	G
(220) (60) Ridgeway St	Town of Ciliton	11 Olge 0.61	6700	G	JJ 70	1 70	0-76	U-70	076	U 70	C	0.096	Г	0.514	7100	G
Bus Bus	To: From:		6th St													
220 60 Ridgeway St	Town of Clifton	Forge 0.27	6900	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.524	7400	G
\bigcirc	To	WC	L Clifton Forg	ge			\neg L									
Bus Bus Pidgoway St	Allochony		•		000/	1%	10/	00/	00/	00/	С	0.089	F	0 E42	6900	G
(220) (60) Ridgeway St	Alleghany Co		6400 I-64 SR 384	G	98%	170	1%	0%	0%	0%	C	0.069	Г	0.543	6800	G
		l	1-04 SK 304													

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

						Tru	ck			K		Dir		
Jurisdiction				Bus					QC	Factor	QK	Factor	AAWDT	Q
From:				00/	10/	00/	00/	00/		0.007	_	0.55	00000	,
City of Roanoke (Maint: 80)	0.27 19000	G	99%	0%	1%	0%	0%	0%	C	0.087	F	0.55	20000	(
To: From:	Penarth Ro	ad												
City of Roanoke	1.26 14000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.63	15000	
To- From:	128-3 Wonji	ı St												
City of Roanoke	0.38 10000	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.579	11000	
To	128-8003 McCla	nahan St			<u> </u>									
City of Poppaka			000/	00/	10/	00/	00/	00/	_	0.002	_	0.540	0100	
City of Hoarloke				0%	170	0%	0%	0%	Г	0.093	Г	0.540	9100	
From:														
Franklin County	1.76 4900	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.54	5100	
Tot	SCL Rocky N	fount												
Town of Pooky Mount			Ω70/	00/	10/	10/	10/	n o/	NI	0.003	_	0.54	5100	
Town of Accept Would			31 /0	0 /6	1 /0	1 /0	1 /0	0 /6	IN	0.033	'	0.54	3100	
From:														
Town of Rocky Mount	5400	G	98%	1%	1%	0%	1%	0%	С	0.092	F	0.62	5700	
To: From:	Floyd Ave)												
Town of Rocky Mount	6400	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.542	6800	
To	Tanyard Ro	ad			<u> </u>									
Town of Bocky Mount	-		98%	1%	1%	0%	1%	0%	F	0.100	F	0.519	4600	
Town of Hooky Would				1 70	- 70	0 70	1 /0	0 70	•	0.100		0.010	4000	
From:														
Town of Rocky Mount	0.15 3800	G	98%	1%	1%	0%	1%	0%	F	0.102	F	0.503	4000	
To: From:	Pell Ave													
Town of Rocky Mount	0.03 8500	N	97%	1%	1%	1%	1%	0%	Ν	0.097	F	0.565	9000	
To: From:	Franklin S	t												
Town of Rocky Mount	0.54 8500	G	97%	1%	1%	1%	1%	0%	С	0.097	F	0.565	9000	
To			0.,0	. , ,		. , 0	. , 0	0,0		0.007	•	0.000	0000	
From:			070/	40/	10/	40/	40/	00/	_	0.000	_	0.500	0400	
Town of Rocky Mount	1.05 8600	G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.533	9100	
To: From:	NCL Rocky M	Iount												
Franklin County	0.57 13000	G	97%	1%	1%	1%	1%	0%	F	0.102	F	0.51	14000	
To:	US 220 N of Rock	y Mount												
				0.57	4.57	461	061	051	_	0.000	_	0.555	10000	
Henry County	3.21 11000	G	96%	0%	1%	1%	3%	0%	C	0.086	F	0.557	12000	(
	City of Roanoke (Maint: 80) Total City of Roanoke City of Roanoke City of Roanoke Total Front Front Town of Rocky Mount City of Roanoke (Maint: 80) 0.27 19000	City of Roanoke (Maint: 80) 0.27 19000 G	City of Roanoke (Maint: 80) 0.27 19000 G 99%	City of Roanoke (Maint: 80) 0.27 19000 G 99% 0%	Durisdiction	Second Color Col	Length AADT QA 4 Tire Bus 2Axle 3+Axle 1 Trail	Securiting Hill Rd Security Securiting Hill Rd Securiting Hill R	Secretary South of Route South of	Secretary City of Roanoke (Maint: 80) 0.27 19000 G 99% 0% 1% 0% 0% 0% 0% 0% 0	Second Color Col	Second Control Contr	Length AADT QA 4Tire Bus 2Ade 3 + Ade 1Trail 2Trail CC Factor CK Factor CIty of Roanoke (Maint: 80) 0.27 19000 G 99% 0% 1% 0% 0% 0% 0% 0 % 0 0 % 0 0 % 0 0 0 % 0 0 0 0	

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

		Filliary and	interstate Ro	วนเฮร											
Doute	Jurisdiction	Longth	AADT OA	4Tiro	Due		Trι	ıck		00	K	OK	Dir	AAWDT	. 0
Route	Junsaiction	Length	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
us Bus	From:	US 58 SOUTH	I OF MARTINS												
20) (58) Memorial Blvd	Henry County	0.75	16000 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.604	17000	(
<i></i>	To: From:	SCL M.	ARTINSVILLE			<u> </u>									
Bus Bus 20 58 Memorial Blvd	TOH.	0.71	15000 G	97%	0%	1%	1%	1%	0%	С	0.087	F	0.585	16000	(
(20) (58) Memorial Blvd				31 /6	0 /6	1 /6	1 /0	1 /0	0 78	O	0.007	•	0.505	10000	
ius	To: From:	STAI	RLING AVE												
20 (57) Memorial Blvd	City of Martinsville	0.25	13000 G	97%	1%	1%	0%	2%	0%	F	0.085	F	0.555	14000	(
	To	Br	road Street			<u> </u>									
Sus Mamarial Plud	City of Martinsville			97%	1%	10/	00/	2%	0%	С	0.086	F	0.525	10000	
Memorial Blvd	City of Martinsville	0.85	9500 G	97%	176	1%	0%	2%	0%	C	0.000	Г	0.525	10000	(
us	Te: From:	F	Fayette St												
Memorial Blvd	City of Martinsville	0.65	10000 G	98%	0%	0%	0%	1%	0%	С	0.087	F	0.526	11000	(
	To:	NCI	Martinsville												
Bus	From:			000/	00/		00/	40/	00/	_	0.000	_	0.550	45000	
Virginia Ave	Henry County	2.29	14000 G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.553	15000	(
us	To: From:	44-609 I	Daniel Creek Rd												
20 Virginia Ave	Henry County		17000 G	96%	1%	1%	0%	2%	0%	С	0.095	F	0.55	18000	(
	To:	US 220; SR	57 Fairystone Pk	wy											
us	From:	US 220 S	outh of Ridgewa	v											
Church St	Henry County	0.30	950 G	99%	0%	0%	0%	0%	0%	С	0.107	F	0.702	1000	(
	To:	SCI	L Ridgeway												
us O	From:			2221	221		221	0-1	221			_		4000	
Church St	Town of Ridgeway (Maint: 44)	0.53	950 N	99%	0%	0%	0%	0%	0%	N	0.107	F	0.702	1000	١
us	To: From:	SR 87	Morehead Ave												
20 Main St	Town of Ridgeway (Maint: 44)	0.81	3500 G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.536	3700	(
20)	Tod	NC													
Bus	From:		L Ridgeway												
Main St	Town of Ridgeway (Maint: 44)		3500 N	99%	0%	0%	0%	0%	0%	N	0.097	F	0.536	3700	ı
	To:	US 220 N	North of Ridgeway	У											
ALT ALT	From:		220, ALT SR 22												
20 (460) (11) (116) Orange Ave		0.24	33000 G	96%	1%	1%	1%	1%	0%	F	0.096	Α	0.523	36000	(
LT C	To: From:	US 11	Williamson Rd												
20)(460)(221)Orange Ave	City of Roanoke	0.49	32000 G	96%	1%	1%	1%	1%	0%	F	0.076	F	0.516	36000	(
20/400/221	Tol														
LT ~~~	From:		15 Hollins Rd												
20)(460)(221)Orange Ave	City of Roanoke	1.14	37000 G	95%	1%	1%	1%	3%	0%	F	0.075	F	0.521	39000	(
	To: From:		24th St			\Box \vdash									
NLT (20) (460) (221) Orange Ave	City of Roanoke	1.17	30000 G	95%	1%	1%	1%	3%	0%	F	0.081	F	0.516	31000	(
//U // 4b() (/ /// (Orange Ave	Oily of Hoarloke	1.17	55000 G	33/0	1 /0	1 /0	1 /0	0 /0	U /0	1	0.001	1	0.510	31000	,

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

Davita	London all and a co	Lamenth AASS	٠.	4T!	D		Tru	ıck		00	K	01/	Dir	A A14/DT	- ^
Route	Jurisdiction	Length AADT	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	
<u>T</u>	From:	128-8055 King													
(10) (460) (221) Orange Ave	City of Roanoke	0.38 35000	G	95%	1%	1%	1%	3%	0%	F	0.082	F	0.508	37000	
	To: From:	Roanoke County ECL Roanok													
20) 460 (221 Challenger Ave	Roanoke County	1.63 32000	A	95%	1%	1%	1%	3%	0%	С	0.098	Α	0.502	34000	
400 (221)	To:	US 460 BONS					.,.			_					
<u>.T</u>	From:	US 221, US 4													
20)Cloverdale Rd	Roanoke County	0.50 22000	G	90%	1%	1%	1%	7%	0%	F	0.085	F	0.577	23000	
<i>-</i>	To: From:	Botetourt County	_												
LT 20)Cloverdale Rd	Botetourt County	Roanoke County 4.54 16000	y Line A	90%	1%	1%	1%	7%	0%	С	0.109	Α	0.542	17000	
50) Gloverdale Hu	Botelourt County			30 /6	1 /0	1 /0	1 /0	1 /0	0 78	O	0.103	^	0.542	17000	
_T	To: From:	US 11 Lee High	hway												
20)(220)Roanoke Rd	Botetourt County	0.09 30000	G	90%	1%	1%	1%	7%	0%	F	0.082	F	0.662	32000	
	To:	I-81; US 22	20												
	From:	North Carolina Sta	ate Line												
21) (21) New River Pkwy	Grayson County	3.39 1600	G	94%	0%	1%	1%	4%	0%	С	0.101	F	0.569	1600	
	To	CL Independe	ence												
21 (21)	Town of Independence (Maint: 38)	0.47 1600	N	94%	0%	1%	1%	4%	0%	Ν	0.101	F	0.569	1600	
	Tod														
21) (58) E Main St	Town of Independence (Maint: 38)	US 58 INDEPENI 1.20 5700	G G	95%	1%	1%	1%	3%	0%	F	0.110	F	0.621	5900	
21 (58) E Main St				33 /6	1 /0	1 /0	1 /0	J /6	0 /6		0.110	•	0.021	3300	
~~~	From	CL Independe		0==/					221						
21 58 Grayson Pkwy	Grayson County	1.55 <b>5700</b>	N	95%	1%	1%	1%	3%	0%	N	0.110	F	0.621	5900	
~ ~~	To: From:	SR 274 East of Inde	ependence	2											
21 (58) Grayson Pkwy	Grayson County	8.68 <b>6300</b>	G	95%	1%	1%	1%	3%	0%	С	0.095	F	0.527	6500	
<i></i>	To:	SR 94 WEST OF 0	GALAX			<u> </u>									
21 58 Grayson Pkwy	Grayson County	1.36 <b>7200</b>	G	95%	1%	1%	1%	3%	0%	F	0.099	F	0.561	7500	
	To	WCL Galax	v												
21 58 Reserve Blvd	City of Galax	0.47 <b>7500</b>	^	96%	0%	1%	1%	2%	0%	С	0.094	F	0.537	8200	
21) (36)	7. J									_					
21 ( 58 Reserve Blvd; W Stuart Dr	City of Galax	Oldtown Ro	G G	96%	0%	1%	1%	2%	0%	F	0.084	F	0.556	7100	
21) (58) Reserve Blvd; W Stuart Dr	City of Galax	1.10 6600	<u> </u>	90 /6	0 /0	1 /0	1 /0	∠ /0	0 /6	'	0.004	'	0.550	7100	
~~~~	To: From:	Fries Rd	_	2221		<u>⊢</u>			221						
21) 58 W Stuart Dr	City of Galax	0.20 9900	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.574	11000	
~ ~	To: From:	SR 89 MAIN	ST												
21 (58) E Stuart Dr	City of Galax	0.34 12000	G	96%	0%	1%	1%	3%	0%	F	0.094	F	0.533	13000	
<i></i>	To	Meadow S	t			\neg \vdash									
21 (58) E Stuart Dr	City of Galax	1.81 16000	G	96%	0%	1%	1%	3%	0%	F	0.078	F	0.504	17000	
		Haynes Rd													
21)(58) E Stuart Dr	To: From:	1.10 13000	G G	96%	0%	1%	1%	3%	0%	С	0.079	F	0.54	14000	
21 (58) E Stuart Dr	To:	ECL Galax		30 /6	0 /6	1 /0	1 /0	J /6	0 /0	U	0.079		0.54	14000	

488

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

Doute	luviadiation	Longth AADT	~ ^	4Tiro	Due	7	ruck		00	K	OK	Dir	A A \ A \ D T	- ^
Route	Jurisdiction	Length AADT	QA	4Tire	bus	2Axle 3+Ax	e 1Trai	2Trail	QC	Factor	QK	Factor	AAWDT	Q
O compliant Billion	From:	ECL Galax		000/	10/	10/ 10/	00/	00/	_	0.004	_	0.51	1.4000	,
21 (58) Carrollton Pike	Carroll County	2.05 13000	G	96%	1%	1% 1% 	3%	0%	F	0.084	F	0.51	14000	(
~~~~	From	17-887					221	221					45000	
Carrollton Pike	Carroll County	1.28 <b>14000</b>	G	96%	1%	1% 1%	3%	0%	F	0.082	F	0.524	15000	(
~ ~	To: From:	17-872												
221 ) (58) Carrollton Pike	Carroll County	3.69 <b>12000</b>	Α	96%	1%	1% 1%	3%	0%	С	0.107	Α	0.557	13000	
~	To: From	I-77												
21 (58) Carrollton Pike	Carroll County	0.72 <b>13000</b>	G	97%	0%	1% 1%	0%	0%	F	0.084	F	0.559	13000	
<i></i>	To	CL Hillsville												
21 (58) West Stuart Dr	Town of Hillsville (Maint: 17)	2.10 <b>13000</b>	N	97%	0%	1% 1%	0%	0%	Ν	0.084	F	0.559	13000	- 1
	To:	US 58												
	From:	US 58 Stuart D		000/	40/	10/ 10/	00/	00/	_	0.007	_	0.505	0000	
Floyd Pike	Town of Hillsville (Maint: 17)	1.42 <b>5800</b>	G	96%	1%	1% 1%	2%	0%	F	0.087	F	0.535	6200	(
~	To: From:	ECL Hillsville												
Floyd Pike	Carroll County	0.02 <b>5800</b>	N	96%	1%	1% 1%	2%	0%	N	0.087	F	0.535	6200	
	To: From	SR 100 East of Hill	lsville											
Floyd Pike	Carroll County	6.77 <b>2400</b>	G	96%	1%	1% 1%	2%	0%	F	0.093	F	0.628	2500	
~	To	17-638 Dugspu	ur											
Floyd Pike	Carroll County	3.37 <b>1800</b>	G	96%	1%	1% 1%	2%	0%	F	0.087	F	0.608	1900	
~	To:	Floyd County Li	ine											
Claud Historian Canth	From:	Carroll County L		000/	00/	10/ 00/	00/	00/	_	0.000	_	0.500	1000	
Floyd Highway South	Floyd County	4.50 <b>1700</b>	F	99%	0%	1% 0%	0%	0%	F	0.096	F	0.588	1800	
	From:	31-787 Near Willis Indiar 31-787 Near Wi		е ка										
21 Floyd Highway South	Floyd County	2.91 <b>2500</b>	Α	96%	1%	1% 1%	2%	0%	С	0.113	Α	0.606	2700	
	To:	31-750 Alum Ridg	ro Pd											
21 Floyd Highway South	Floyd County	8.26 <b>3100</b>	F	89%	1%	2% 2%	7%	0%	F	0.097	F	0.604	3300	
21),	Tec												-	
21 East Main St	Town of Floyd (Maint: 31)	0.33 <b>3100</b>	N	89%	1%	2% 2%	7%	0%	N	0.097	F	0.604	3300	
21 Last Wall St	Town of Floyd (Maint: 51)	0.00 3100	14	03 /6	1 /0		1 /0	0 /6	IN	0.037		0.004	3300	
~\Wash Main Ot	From F Floor (Mainte Od)	SR 8 Floyd C I		040/	40/	10/ 10/	00/	00/		0.000		0.500	0000	
West Main St	Town of Floyd (Maint: 31)	0.61 <b>9100</b>	F	91%	1%	1% 1%	6%	0%	F	0.093	F	0.529	9000	
~	To: From:	ECL Floyd												
Floyd Highway North	Floyd County	2.04 9100	N	91%	1%	1% 1%	6%	0%	N	0.093	F	0.529	9000	
	From:	31-860 Northeast of F 31-860 Northeast of Floyd CH S			d									
Floyd Highway North	Floyd County	6.97 <b>3400</b>		-		1% 1%	21%	1%	F	0.088	F	0.543	3400	
	Tool													
21 Floyd Highway North	Floyd County	31-661 Booth Creek Rd Ki 3.79 <b>2500</b>	ings Sto		0%	1% 1%	3%	0%	F	0.093	F	0.54	2500	
21). 1090 1 119111101111	- Ioya Goanty			U-170	0 /0	1/0 1/0	0 /0	0 /0		0.000		0.04	2000	
Claud Highway North	From	31-642 Meadow Rt		000/	20/	00/ 10/	20/	00/		0.000	г	0.501	2200	
Floyd Highway North	Floyd County	7.20 <b>3300</b> Roanoke County	F Line	92%	2%	2% 1%	3%	0%	Ü	0.099	F	0.591	3300	
		Koanoke County	Line											

Route  221 Bent Mountain Rd  221 Bent Mountain Rd  221 Bent Mountain Rd  221 Brambleton Rd	Jurisdiction  From  Roanoke County  Roanoke County  Tool  Roanoke County  Troel	2.40 80-708 1.46	AADT QA  d County Line 2800 G  8 Ivy Ridge Rd 3100 G	98%	Bus 0%	2Axle 3	True 3+Axle 0%			QC F	K Factor	QK F	Dir Factor	AAWDT	QV
Bent Mountain Rd	Roanoke County  Roanoke County  Total  Transport	2.40 80-708 1.46	<b>2800 G</b> 8 Ivy Ridge Rd		0%	1%	0%	0%	0%	F	0.104	F	0.741		
Bent Mountain Rd	Roanoke County	80-708 1.46 80-7	8 Ivy Ridge Rd		0%	1%	0%	0%	0%	-	0.104	F	() //11		_
Bent Mountain Rd	To: From	1.46											0.741	2800	G
Bent Mountain Rd	To: From	80-7	3100 G												_
~	Roanoke County			98%	0%	1%	0%	0%	0%	F	0.108	F	0.757	3100	G
~	Roanoke County		711 Airpoint												
21 Brambleton Rd	To:	7.29	6300 G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.79	6200	G
Brambleton Rd	From:		Cotton Hill Rd tal Creek Dr; 80-	1646											
	Roanoke County		12000 G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.658	13000	(
	To:		Arlington Hills D												
~	From:		3 Arlington Hills												
Brambleton Rd	Roanoke County	1.36	18000 G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.661	19000	(
~	To: From:		19 Electric Rd												
Brambleton Ave	Roanoke County	1.14	12000 G	99%	0%	0%	0%	0%	0%	С	0.104	F	0.709	13000	(
~	To: From:	WC	CL Roanoke												
Brambleton Ave	City of Roanoke	1.39	12000 G	99%	0%	1%	0%	0%	0%	С	0.108	F	0.607	12000	(
~ <u></u>	To	Ove	erland Road												
Brambleton Ave	City of Roanoke	0.52	6500 G	99%	0%	1%	0%	0%	0%	F	0.107	F	0.562	6900	(
~	To:	Br	randon Ave												
Main St	City of Roanoke		8300 G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.578	8900	(
	To		8th St												
Elm Ave	City of Roanoke	0.46	9400 G	98%	0%	1%	0%	0%	0%	С	0.092	F	0.665	10000	(
	To:														
Elm Ave	City of Roanoke	0.30	20 Franklin Rd <b>6100 G</b>	98%	0%	1%	0%	0%	0%	F	0.083	F	0.583	6500	(
Combin	ed Traffic Estimates for 2 Parallel Road			99%	0%	1%	0%	0%	0%	F	0.097	F	0.618	13000	(
G52	To:		24, SR 116	0070	0,0		0 / 0	0 70	0,0	•	0.007		0.0.0	.0000	
$\sim$	From:	SR 116	6 US 221 Bus P												
21) (116) Franklin Rd	City of Roanoke	0.14	4100 G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.685	4400	(
	To: From:		lliamson Rd ranklin Rd												
21 Williamson Rd	City of Roanoke		13000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.553	14000	(
	To:		11 Salem Ave												
$\sim \sim \sim$	From:		Salem Ave												
21) (11) (116) Williamson Rd	City of Roanoke	0.15	19000 G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.514	22000	(
~ ~ ~	To: From:	Sher	nandoah Ave												
21) (11) (116) Williamson Rd	City of Roanoke	0.15	14000 G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.709	16000	(
	To: From:		I-581			$\Box$ $\vdash$									_
21) (11) (116) Williamson Rd		0.50	9800 G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.539	10000	(
$\rightarrow \bigcirc$	To:	Ţ	US 460 S												
ALT (21)(460)(220)Orange Ave	City of Roanoke			96%	1%	1%	1%	1%	00/	F	0.076	Е	0.516	36000	G
221 (460) (220) Grange Ave	City of nodfloke		<b>32000 G</b> 15 Hollins Rd	30%	1 70	1 70	1 /0	1 /0	0%	-	0.076	F	0.516	30000	(
		SK1.	15 Homis Ku												
0/2021			490												

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

			iu iiileisia						_							
Route	Jurisdiction	Length	AADT	ΩΔ	4Tire	Rus		Tru	ck		OC	K	OK	Dir	AAWDT	0
110010		Longin	AADI	Q,A	11110	Bao	2Axle	3+Axle	1Trail	2Trail	u.o	Factor	٠.٠	Factor	7011121	•
ALT	From:	SR	115 Hollins	Rd												
21 \( 460 \( 220 \) Orange Ave	City of Roanoke	1.14	37000	G	95%	1%	1%	1%	3%	0%	F	0.075	F	0.521	39000	(
	To		24th St													
	From:															
21 }{ 460 }\ (220 )Orange Ave	City of Roanoke	1.17	30000	G	95%	1%	1%	1%	3%	0%	F	0.081	F	0.516	31000	(
	To	128	8-8055 King	St												
~~~	Oits of December				050/	10/	10/	10/	00/	00/	_	0.000	_	0.500	07000	
21 (460) (220 Orange Ave	City of Roanoke	0.38	35000	G	95%	1%	1%	1%	3%	0%	Г	0.082	г	0.508	37000	
ALT	To: From:	E	ECL Roanok	e												
~~~	Poppoko County	1 62	22000	^	05%	10/	10/	10/	20/	00/	C	0 000	۸	0.502	34000	
21 (460) (220) Challenger Ave	Hoanoke County	1.03	32000	А	33 /6	1 /0	1 /0	1 /0	3 /0	0 /6	C	0.090	^	0.302	34000	
~ ~~	To: From:	Alt US	220 Clovero	dale Rd												
Challenger Ave	Roanoke County	0.34	25000	G	89%	1%	1%	1%	7%	0%	F	0.089	F	0.578	26000	
	SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15 Hollins Rd   SR   15															
~~~	From:										_		_			
21)(460)Blue Ridge Blvd	Botetourt County	2.55	22000	G	89%	1%	1%	1%	7%	0%	F	0.082	F	0.594	24000	
<i></i>	To	Blue	Ridge Park	way			<u> </u>									
21 (460) Blue Ridge Blvd	Botetourt County				89%	1%	1%	1%	7%	0%	С	0.106	Α	0.541	19000	
1)(400)	To:	Bedf	ford County	Line												
	From:	Botet	tourt County	Line												
21 (460) W Lynchburg Salem Tpke	Bedford County	4.18	15000	G	89%	1%	1%	1%	7%	0%	F	0.086	F	0.608	16000	
	To:	00 605 C	ooso Crook V	Volloy E	D.d.											
W Lynchburg Salem Toke	Redford County			•		1%	1%	1%	7%	0%	F	0.085	F	0.550	14000	
460 W Zynonbarg Galom Tpilo	Board County				0070	1 70		1 /0	, ,0	070	•	0.000	•	0.000	1 1000	
~~~	To: From:															
21 ) 460 W Lynchburg Salem Tpke	Bedford County	2.75	15000	G	89%	1%	1%	1%	7%	0%	F	0.086	F	0.501	16000	
<i></i>	To	V	VCL Bedfor	ď			-									
21)(460)	Town of Bedford (Maint: 09)				89%	1%	1%	1%	7%	0%	F	0.089	F	0.510	18000	
1)(400)	To:	US 46	0 OLD TNP													
Bus	From:															
21 (460)	Town of Bedford (Maint: 09)	0.33	5700	N	98%	1%	1%	0%	1%	0%	Ν	0.094	F	0.506	6200	
	To:		Onlyamont Ct													
Bus	From:		Oakciest St													
21 (460) Blue Ridge Ave	Town of Bedford	0.68	5700	G	98%	1%	1%	0%	1%	0%	С	0.094	F	0.506	6200	
	Τœ		4th St													
Bus	From:				2021					0-1	_		_		4000	
21 )( 460 )W Main St	Town of Bedford	0.07	4600	G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	4900	
<i>-</i>	To	(	Crenshaw St	t			<u> </u>									
Bus Bus	Taura of Dadford				000/	10/	10/	00/	10/	00/	_	0.007	_	0.500	FC00	
21 (460) (122 W Main St	Town or bediord					170	170	0%	170	0%	Г	0.097	Г	0.533	5600	
Puo	From:															
21 (43) (122)N Bridge St	Town of Rodford					10/	10/	00/	00/	00/	E	0.003	F	0.535	5100	
21 ( ( 43 ) ( 122 ) N Bridge St	I OWIT OF DEGICIO	0.10	4700	G	3070	1 70	1 70	U //o	0/0	0 70		0.033		0.555	5100	

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

		Filliary and interstate noutes		Tr	uck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tir	e Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	- QI
Bus	From:	Bedford Ave		12/ 22/	221	221			_			
(21) (43) (122) N Bridge St	Town of Bedford	0.11 <b>6700 G</b> 98%	5 1%	1% 0%	0%	0%	С	0.092	F	0.526	7300	G
Bus	10: From:	Peaks St SR 43 Peaks St										
21 (122) Longwood Ave	Town of Bedford	0.71 <b>6200 G</b> 98%	1%	1% 0%	0%	0%	F	0.091	F	0.545	6700	(
21) (122) =0.19.1000 / 1.10					0,0	0,70	•	0.00	•	0.0.0	0.00	
Bus	From:	Oakwood St										
21 122 Longwood Ave	Town of Bedford	0.47 <b>8400 G</b> 98%	1%	<u>1</u> % 0%	0%	0%	С	0.092	F	0.507	9100	(
$\sim$	To:	Forest Road										
Porest Rd	Town of Bedford	Longwood Ave 0.68 <b>6100 G</b> 96%	5 1%	 1% 1%	2%	0%	С	0.096	F	0.505	6600	(
P21 Folest nu	Town of Bediord	0.68 <b>6100 G</b> 96%	o 176	176 176	270	0%	C	0.096	Г	0.505	0000	(
~~	To- From:	ECL Bedford										
Porest Rd	Bedford County	2.22 <b>5100 G</b> 96%	5 1%	1% 1%	2%	0%	F	0.097	F	0.511	5400	(
<del>~</del>	To: From:	09-671 Centerville Rd										
Forest Rd	Bedford County	7.96 <b>6500 G</b>						0.094	F	0.666	6800	(
~	To:	09-779 Mays Mill Rd										
Porest Rd	Bedford County	1.27 <b>6500 N</b>						0.094	F	0.666	6800	1
<del></del>	To											
21 Forest Rd	Bedford County	09-663 Perrowville Rd 3.05 <b>21000 G</b> 99%	5 0%	0% 0%	0%	0%	F	0.085	F	0.626	23000	(
21) rolest rid	To:	09-1415; 09-1427 Enterprise Dr	0 70	70 070	0 70	0 /0	•	0.000	•	0.020	20000	`
	From:	09-1415 Enterprise Dr; 09-1427 Vista Centre	Dr									
Forest Rd	Bedford County	2.04 <b>25000 G</b> 99%		0% 0%	0%	0%	С	0.09	F	0.58	27000	(
<i>~</i>	To	WCL Lynchburg										
21 Lakeside Dr	City of Lynchburg	0.53 <b>26000 G</b> 99%	0%	0% 0%	1%	0%	С	0.091	F	0.56	28000	(
£1)	To:	Lynchburg Expressway										
~~	From:	US 501 Lynchburg Expressway										
Lakeside Dr	City of Lynchburg	0.94 <b>15000 G</b> 99%	0%	0% 0%	1%	0%	F	0.09	F	0.619	16000	(
<i>~</i>	To	Forest Brook Rd										
21 Lakeside Dr	City of Lynchburg	1.52 <b>13000 G</b> 99%	0%	0% 0%	1%	0%	F	0.087	F	0.587	14000	(
<del></del>	To	Old Forest Rd										
21 Lakeside Dr	City of Lynchburg	0.15 <b>16000 G</b> 99%	0%	0% 0%	1%	0%	F	0.087	F	0.584	17000	(
21)24.00.00 21	To:	Oakley Ave	070	70 70	. 70	070	•	0.007	•	0.001	17000	
	From:	Lakeside Dr										
21 Oakley Ave	City of Lynchburg	0.57 <b>8900 G</b> 99%	0%	0% 0%	1%	0%	F	0.086	F	0.567	9400	(
~	To:	Bus US 29 Memorial Ave										
Ooklay Ava	City of Lypobleurs	Memorial Ave	00/	00/ 00/	10/	00/	F	0.007	F	0.500	0000	,
Oakley Ave	City of Lynchburg	0.24 <b>7700 G</b> 99% Bus US 460 Fort Ave	5 0%	0% 0%	1%	0%	Г	0.087	Г	0.508	8200	(
Bus	From:	Bus US 460 Port Ave Bus US 460 Oakley Ave										
21)(460) Fort Ave	City of Lynchburg	0.42 <b>8700 G</b> 97%	1%	1% 0%	1%	0%	С	0.091	F	0.510	9200	(
	To											
Bus	From:	118-6029 Fort Ave										
221 (460) 12th St	City of Lynchburg	0.25 <b>6400 G</b> 97%	1%	<u>1</u> % 0%	1%	0%	F	0.089	F	0.504	6800	C
~~	To:	Bus US 501 Campbell Ave										

492

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

			IIIIaiy ai						Tru	ıok			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Bus Bus	From:		Bus US	501 Campb	ell Ave												
21 (460)(501) 12th St	City of Lynch	burg	0.18	8400	G	95%	1%	2%	0%	1%	0%	F	0.09	F	0.564	9000	(
Pur Pur	To:			Kemper St 12th Street													
Bus Bus 21 (460) (501 Kemper St	City of Lynch	L Ibura	0.41	6600	G	99%	0%	0%	0%	1%	0%	F	0.081	F	0.552	7200	
21 (460) 501 (Kemper St	To:		-	nchburg Exp			0 70		0 /0	1 /0	0 70	•	0.001	•	0.002	7200	
	From			221 Elm A													
Franklin Rd	City of Roan	noke	- 03	5900	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.659	6300	
	Combined Traffic Estimates for 2 Parallel		s Route:		G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.618	13000	
	To:	Troductayo on the		SR 116 Jeff		0070	0 70		0,0	0 / 0	0 / 0	•	0.00.	•	0.0.0	.0000	
	From:			Dead End													
Weems Rd	Lancaster Co	ounty	4.17	1600	F	96%	0%	1%	1%	1%	0%	С	0.094	F	0.531	1600	
	To:		SR 2	200 Irvington	ı Rd												
	From:		SE	R 198 Hudgir	ns												
Cricket Hill Rd	Mathews Co	unty	2.07	1900	G	98%	0%	1%	0%	0%	0%	С	0.083	F	0.567	1800	
9	To:	5	57-633 Old 1	Ferry Rd; Gv	wynn Isl	and											
	From:		Tenn	essee State	Line												
Wadlow Gap Rd	Scott Cour	nty	1.65	8000	G	97%	0%	1%	0%	2%	0%	F	0.1	F	0.561	8500	
9	To:		84-0	07 Cliffview	. Rd												
Wadlow Gap Rd	Scott Cour	1 1tv	1.67	8000	G	97%	0%	1%	0%	2%	0%	С	0.102	F	0.57	8500	
4)	To:			US 58						_,-		-	•	-			
	From:			South Blvd													
25)Independence Blvd	City of Virginia	Beach	0.07	70000	N	99%	0%	1%	0%	0%	0%	Ν	0.081	F	0.524	NA	
9 '	To			I-264													
25)Independence Blvd	City of Virginia	Beach	0.73	70000	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.524	NA	
25) Independence Biva	ony or virginia	Dedon				0070	0 70	170	070	0 70	0 70	•	0.001	•	0.024	1471	
Indonendance Dlud	City of Virginia	Danah		Virginia Beac		99%	0%	10/	00/	00/	00/		0.107	^	0.500	46000	
Independence Blvd	City of Virginia	Deach	1.35	43000	Α	99%	0%	1%	0%	0%	0%	С	0.107	Α	0.523	46000	
	To:			embroke Blv								_					
25 Independence Blvd	City of Virginia	Beach	0.91	38000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.508	41000	
			l	Haygood Rd													
25)Independence Blvd	City of Virginia	Beach	1.81	33000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.509	37000	
	To		US 13	Northampto	n Blvd												
25)Independence Blvd	City of Virginia	Beach	0.53	18000	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.675	20000	
<i>y</i>	To:		US	S 60 Shore I	Or												
rth	From:		SR 225; 134	1-11; 134-87	736; 134	-87											
Ramp	City of Virginia Beach			5400	G								0.093	F		5800	
	To:		I-264-E FI	ROM HOLL	AND R	D											
orth	From:		SR 225 T	ΓΟ AND FR	OM RT												
Ramp	City of Virginia Beach	h (Maint: 75)	0.19	15000	G								0.092	F		16000	
	To:	I-	-264-W FR	OM HOLLA	AND RO	AD											

493

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle			QC	K	QK	Dir Factor	AAWDT	
th	From	SR 225 TO RT 264			ZAXIE	3+Axie	TTTAII	ZTraii		Factor		Factor		
Ramp	City of Virginia Beach (Maint: 75									0.09	F		7200	
)	To:	I-264-E FROM RT 225								0.00	•			
1	From:	SR 225 TO RT 264			- 1									
Ramp	City of Virginia Beach (Maint: 75									0.08	F		13000	
,	To:	I-264-W FROM RT 22.	5								-			
	From:	US 460 Airport St			- 1									
Cox Rd	Dinwiddie County	0.53 <b>2900 F</b>	88%	1%	1%	9%	2%	0%	С	0.101	F	0.533	3100	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-			. , , ,		0,0	_,,	0 / 0	Ū	0	•	0.000	0.00	
O D-I	To- From	26-706 Old Cox Rd	070/	00/	10/	00/	00/	00/	_	0.004	_	0.047	0700	
Cox Rd	Dinwiddie County	2.85 <b>8200 G</b>	97%	0%	1%	2%	0%	0%	С	0.091	F	0.647	8700	
	10.	US 1 Boydton Plank Ro												
D	From:	SR 33 Cooks Corner	000/	00/		00/	40/	00/	_	0.000	_	0.500	0000	
Urbanna Rd	Middlesex County	2.35 <b>2700 G</b>	96%	0%	1%	2%	1%	0%	С	0.092	F	0.529	2600	
	To- From:	ECL Urbanna												
7)	Town of Urbanna (Maint: 59)	0.63 <b>2700 N</b>	96%	0%	1%	2%	1%	0%	Ν	0.092	F	0.529	2600	
	To:	WCL Urbanna												
	From:	SCL Herndon, 29-657 Centre	ille Rd											
Elden St	Town of Herndon	0.23 <b>28000 G</b>	98%	1%	1%	0%	0%	0%	F	0.089	F	0.528	NA	
	To	Herndon Pkwy			<u> </u>									
8 Elden St	Town of Herndon	15000 F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.524	16000	
9	Ter	41.1 D												
8)Elden St	Town of Herndon	Alabama Dr <b>14000 F</b>	98%	0%	1%	0%	0%	0%	F	0.095	F	0.519	14000	
3) Liden of	Town of Herndon		30 70	0 70	1 /0	0 70	0 70	0 70		0.000	'	0.515	14000	
7-11	To- From:	Sterling Rd	2221	221	<u>⊢</u>	221	221	001	_		_		10000	
8 Elden St	Town of Herndon	13000 F	98%	0%	1%	0%	0%	0%	С	0.084	F	0.523	13000	
	To- From:	Center St												
Elden St	Town of Herndon	14000 F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.526	14000	
	To: From:	Spring St			<u> </u>									
Elden St	Town of Herndon	13000 F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.505	14000	
9	To:	235-6656 Monroe St												
	From:	235-6656 Elden St												
Monroe St	Town of Herndon	4600 F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.520	4800	
	To: Brown	Pine St			$\neg$ $\vdash$									
Monroe St	Town of Herndon	4000 F	98%	0%	1%	0%	0%	0%	С	0.106	F	0.563	4300	
	To:	Park Ave												
7	From:	Monroe St					•	•	_		_	:-		
Park Ave	Town of Herndon	4600 F	98%	0%	1%	0%	0%	0%	F	0.101	F	0.547	4800	
	Toc From:	Grant St												
8)Park Ave	Town of Herndon	4500 F	98%	0%	2%	0%	0%	0%	F	0.102	F	0.608	4800	
	То:	Dranesville Rd												

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

Davita	levela all attaca	l amenda AADT	-	4T:	Dest		Tru	ıck		00	K	OK	Dir	A A \ A \ C T	
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	G
_	From:	Park Ave													
B)Dranesville Rd	Town of Herndon	5200	N	98%	0%	2%	0%	0%	0%	Ν	0.101	F	0.599	5500	
	To	Worchester St	t			<b>—</b> —									
8)Dranesville Rd	Town of Herndon	5200	F	98%	0%	2%	0%	0%	0%	С	0.101	F	0.599	5500	
	To	Herndon Pkwy													
28)Dranesville Rd	Town of Herndon	0.23 <b>11000</b>	F	99%	0%	1%	0%	0%	0%	F	0.099	F	0.531	12000	
28) Branesville rid	10WII OI HEIMEON			0070	0 70	1 70	070	0 /0	070	•	0.000	•	0.001	12000	
Dysamon illa Dd	Fairfay County	NCL Herndon		000/	00/	10/	00/	00/	00/		0.004	F	0.501	14000	
Dranesville Rd	Fairfax County	2.01 <b>13000</b>	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.521	14000	
		SR 7 Leesburg P													
Bus Bus	From:	Begin SR 229		10001	221		0-1	0-1	0-1	_		_		40000	
29) (15) (29) Main St	Town of Culpeper	0.06 <b>15000</b>	F	100%	0%	0%	0%	0%	0%	С	0.08	F	0.537	16000	
	To: From	US 15 Bus													
29 Main St	Town of Culpeper	6600	F	98%	0%	1%	0%	0%	0%	F	0.081	F	0.523	7000	
	To:	NCL Culpeper	r			<u> </u>									
29)Rixeyville Rd	Culpeper County	1.21 <b>9200</b>	F	95%	0%	1%	1%	3%	0%	F	0.09	F	0.518	9800	
,	Tol		1.0												
29)Rixeyville Rd	Culpeper County	23-685 Chestnut Fork R 4.92 <b>6900</b>	d; Cata <b>F</b>	.lpa 97%	0%	1%	1%	1%	0%	С	0.092	F	0.58	6800	
29 hixeyville hu	Culpeper County	4.92 6900	Г	9770	0%	1 70	1 70	1 70	0%	C	0.092	Г	0.56	0000	
		23-640 Monumental Mills I				_									
29)Rixeyville Rd	Culpeper County	5.45 <b>7100</b>	F	91%	0%	1%	3%	4%	0%	С	0.101	F	0.697	7000	
<u></u>	To: From:	23-621 Jefferson													
29)Rixeyville Rd	Culpeper County	23-621 Jeffersonto 2.15 <b>7100</b>	<u> </u>	98%	0%	1%	0%	1%	0%	С	0.096	F	0.749	7000	
29) Thine y ville Tid	To:	US 211 Lee High		30 70	0 70		0 70	1 /0	0 70	O	0.000	•	0.743	7000	
	From					<u>_</u>									
30)Madison Rd	Town of Stanardsville (Maint: 39)	Bus US 33 Main 0.50 <b>3500</b>	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.707	3600	
30) Madison Ha	Town of Standardsvine (Maint: 55)			30 78	1 /0	1 70	1 /0	1 /0	0 70	'	0.000	•	0.707	0000	
	From	NCL Stanardsvi		2221					221			_		2222	
30 Madison Rd	Greene County	2.91 3500	N	96%	1%	1%	1%	1%	0%	N	0.089	F	0.707	3600	
	From:	Madison County I Greene County I													
30) Wolftown-Hood Rd	Madison County	7.46 <b>2400</b>	G	96%	1%	1%	1%	1%	0%	С	0.086	F	0.616	2500	
30) Womown Flood Flo	Madison Geanty			0070	1 /0	1 70	1 /0	1 /0	070	J	0.000	•	0.010	2000	
	From	US 29 S Seminole		000/	40/	101	40/	<b>5</b> 0/	00/	_	0.070	_	0.500	45000	
30 29 S Seminole Trail	Madison County	0.52 17000	G	93%	1%	1%	1%	5%	0%	F	0.078	F	0.503	15000	
-	From:	US 29, SR 231 S Semi US 29, SR 231, S Semi													
30)(231)Orange Rd	Madison County	0.64 <b>3100</b>	G	an 96%	0%	1%	1%	1%	0%	С	0.094	F	0.629	3100	
30/231/5-2.35					0 70	- , , ,	. ,0	. 70	0,0	J	0.00		0.020	0.00	
Overes Dd	From	SR 231, S Blue Ridg			00/	10/	10/	007	00/		0.000		0.504	0000	
Orange Rd	Madison County	2.53 <b>2900</b>	G	96%	0%	1%	1%	2%	0%	С	0.088	F	0.504	2900	
	To: From	56-607 Elly Ro	d												
30)Orange Rd	Madison County	2.86 <b>2600</b>	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.557	2600	
	To:	56-705 Twymans M	C11 D.4												

495

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	<b>QA</b> 4	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	56-705	Twymans Mill l	Rd				3 017100	TTTGII	Liiaii		1 40101		1 40101		
30)Orange Rd	Madison County	3.16			96%	0%	1%	1%	2%	0%	F	0.094	F	0.589	5100	(
30)	To:	US 15 Ja	ames Madison F													
	From:	SR	22 Louisa Rd													
31)Gordonsville Rd	Albemarle County	8.11		G (	96%	1%	1%	0%	2%	0%	С	0.098	F	0.678	4900	(
	To:	Loui	isa County Line													
	From:		narle County Lin	ne												
Gordon Ave	Louisa County	0.27			96%	1%	1%	0%	2%	0%	С	0.098	F	0.678	4900	(
	To:		nge County Line													
31)Gordon Ave	Orange County	0.58	isa County Line 5000 C		96%	1%	<b>1</b> %	0%	2%	0%	F	0.089	F	0.631	5100	(
31 Goldon Ave	Orange County	0.56	5000 0	٠ •	90%	I 70	1 70	076	270	0%	Г	0.069	Г	0.031	3100	,
	To: From:		L Gordonsville													
Gordon Ave	Town of Gordonsville (Mair				96%	1%	1%	0%	2%	0%	N	0.089	F	0.631	5100	1
	To:		33 Gordonsville		e											
31) (33) Spotswood Trail	Town of Gordonsville (Mair		Gordonsville Cir 6100 C		94%	1%	1%	1%	3%	0%	С	0.098	F	0.566	6100	(
31) 33 Spotswood Trail	To:	,	Ridge Turnpike		J4 /6	1 /0	1 /0	1 /0	J /6	0 /6	O	0.030	•	0.500	0100	`
	From:		Spottswood Tra													
31)Blue Ridge Tpke	Town of Gordonsville (Mair				98%	0%	1%	0%	1%	0%	С	0.087	F	0.604	900	(
	To:	NC	L Gordonsville													
31)Blue Ridge Tpke	Orange County	6.09		N S	98%	0%	1%	0%	1%	0%	N	0.087	F	0.604	900	1
31) Blue Flidge Tpike	Crange County				00 70	0 70	1 /0	0 / 0	1 /0	0 70		0.007	•	0.004	000	· ·
Diver District Teles	From		Constitution Hw		000/	00/		40/	40/	00/		0.404	_	0.550	4400	
31 Blue Ridge Tpke	Orange County	0.58			98%	0%	1%	1%	1%	0%	С	0.104	F	0.559	1100	(
	From:		son County Line age County Line													
31)S Blue Ridge Tpke	Madison County	9.36			98%	0%	1%	1%	1%	0%	С	0.104	F	0.548	1100	(
31)	-									-,-	_					
Orongo Dd	Madiana Caunty	SR 230 Orange 1 0.64				0%	1%	10/	1%	0%	С	0.004	F	0.629	2100	(
Orange Rd	Madison County		S Seminole Tra		96%	0%	170	1%	170	0%	C	0.094	Г	0.629	3100	,
	From:		230 Orange Rd	a11												
31) (29) S Seminole Trail	Madison County			G 9	93%	1%	1%	1%	5%	0%	F	0.079	F	0.520	16000	(
31) (23)	To:		US 29 Main St													
Bus	From:	US 29	S Seminole Tra													
$(31)$ $\{29\}$ Main St		0.33	3300	G (	98%	0%	1%	1%	1%	0%	С	0.093	F	0.516	3300	(
<i>-</i>	To	S	CL Madison													
Bus Main St	Town of Madison (Maint:			N S	98%	0%	1%	1%	1%	0%	N	0.093	F	0.516	3300	١
31 (29) Main St	TOWIT OF MAGISOTI (Maint.	,			90%	076	1 70	1 70	1 70	0%	IN	0.093	Г	0.516	3300	1
	From:		e Ridge Turnpik US 29 Main St													
31)N Blue Ridge Tpke	Town of Madison (Maint:				98%	0%	1%	1%	1%	0%	Ν	0.085	F	0.520	3200	1
	To	<u>'</u>														
N Plus Pidas Taks	Modicon County		CL Madison <b>3200 C</b>	G 9	000/	0%	1%	1%	1%	00/	F	0.005	F	0.520	2200	(
N Blue Ridge Tpke	Madison County	5.44			98%	0%	1%	1%	1%	0%	Г	0.085	Г	0.520	3200	(
-	100	36-670 U	Old Blue Ridge T	1 рке												

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

		riiiiaiy aii	id Interstate F	outes											
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	r 0/
	-					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South F T Valley Rd	Madison County	56-670 C 7.19	1300 G	ke 95%	0%	1%	1%	2%	0%	С	0.092	F	0.526	1300	G
231 South 1 Valley Nu	To:		annock County Li		0 /6	1 /0	1 /0	2/0	0 /6	O	0.032	'	0.520	1300	C
	From:		son County Line	ic .											
₂₃₁ )F T Valley Rd	Rappahannock County	8.19	1300 G	93%	0%	1%	3%	3%	0%	С	0.095	F	0.568	1300	G
	To:	US 52	2 Sperryville Pike												
	From:		I-81 North												
232)Ramp I-81 N Exit 105 to SR-232	Montgomery County	0.52	1700 G								0.132	F		1600	G
	To:	Ramp	from I-81 South												
IM Main Ct	From:	0.00	I-81	000/	00/	10/	00/	10/	00/	_	0.000	_	0.540	F000	F
W Main St	Montgomery County	0.06	6000 F	98%	0%	1%	0%	1%	0%	F	0.093	F	0.543	5900	F
	To: From:	S	CL Radford												
W Main St	City of Radford	2.71	4700 G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.514	5100	C
	To	В	Bolling Street												
First St	City of Radford	0.63	6900 G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.504	7500	G
	To	77	Vadsworth St												
232)First St	City of Radford	0.31	7900 G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.513	8600	Ċ
32)1 1131 31	Oily of Fiduroid			0070	0 70		0 /0	1 70	0 /0	•	0.00	•	0.010	0000	
	From		Arlington St	000/	00/		00/	401	00/		0.000	_	0.55	10000	
First St	City of Radford		11000 G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.55	12000	G
	10.		11 Norwood St												
Dames to 1.04.0 at Fait 4.05	From:		232 W Main St								0.407	_		4000	_
Ramp to I-81 S at Exit 105	Montgomery County	0.19	1600 G								0.127	F		1600	G
	10.		I-81 South												
Danie to 1 04 N at 5 4 405	From:		I-81 North								NIA			NIA	
Ramp to I-81 N at Exit 105	Montgomery County	an 222 n	NA	GD 222							NA			NA	
	10.		I-81 N Exit 105 to	SR 232											
	From:		Richmond Hwy	070/	00/		00/	00/	00/	_	0.070	_	0.040		
233)	Arlington County	0.33	26000 G	97%	0%	2%	0%	0%	0%	С	0.070	F	0.618	NA	
	10.	<u> </u>	n National Airpor												
	From:		on Davis Hwy, Di				221		221	_		_			_
Dumfries Rd	Prince William County	0.55	35000 G	92%	1%	1%	2%	3%	0%	F	0.076	F	0.557	38000	G
_	To: From:		I-95												
Dumfries Rd	Prince William County	1.93	44000 G	92%	1%	1%	2%	3%	0%	F	0.083	F	0.606	47000	G
	To: From:	76-1450	0 Country Club D	r											
Dumfries Rd	Prince William County		35000 G	92%	1%	1%	2%	3%	0%	F	0.077	F	0.576	37000	G
	Tool														
Dumfries Rd	Prince William County		643 Spriggs Rd <b>24000 G</b>	92%	1%	1%	2%	3%	0%	F	0.077	F	0.528	26000	G
Dumfries Rd	Finice william County		24000 G	9∠%	170	176	270	3%	0%		0.077	Г	0.526	20000	G
	To: From:		0 Minnieville Rd												
Dumfries Rd	Prince William County		24000 A	92%	1%	1%	2%	3%	0%	С	0.092	Α	0.55	25000	Α
	To:	OCD 224	Independent Hill	D 1											

497

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

		Primary	and Interst	ate Ro	utes											
Route	Jurisdictio	on Lengt	Length   AADT   QA													
	Prop	ogn a	247.11	· IIII D			ZAXIE	3+Axie	HHall	ZITali		racioi		ractor		
Dumfrica Rd	Prince William					10/	10/	20/	20/	00/	_	0.00	_	0.550	21000	G
Dumfries Rd	Prince William		29000	G	<i>32</i> /6	1 /0	1 /0	2/0	J /0	0 /6	'	0.00	'	0.556	31000	G
	To From	· · · · · · · · · · · · · · · · · · ·														
234 Dumfries Rd	Prince William	County 1.59	38000	G	92%	1%	1%	2%	3%	0%	F	0.077	F	0.589	41000	G
<u> </u>	To Fron	70	6-727 Olympi	ic Dr												
Dumfries Rd	Prince William	County 1.83	36000	G	92%	1%	1%	2%	3%	0%	F	0.075	F	0.611	39000	G
	ъ	Rue	SR 234 Dumi	fries Rd												
Prince William Pkwy	Prince William				92%	1%	1%	2%	3%	0%	F	0.077	F	0.561	42000	G
234)		-														-
Drings William Dlans	Drings William				000/	10/	20/	20/	20/	00/		0.070		0.507	24000	
Prince William Pkwy	Prince William	County 2.11	32000	G	92%	170	2%	3%	3%	0%	Г	0.070	Г	0.527	34000	G
	To From			on Rd												
Prince William Pkwy	Prince William	County 2.00	34000	G	92%	1%	2%	3%	3%	0%	С	0.087	F	0.512	NA	
$\bigcirc$	Tr	76	-621 Balls Fo	rd Rd			<u> </u>									
234) Prince William Pkwy	Prince William	County 0.44	39000	G	92%	1%	2%	3%	3%	0%	F	0.075	F	0.527	41000	G
	To	- -	1.66													
234)(234)Ramp	Prince William	County	1-00		Sac	VΔ 23	34 for di	irectional	traffic	voluma 4	aetima	ates for t	hie ee	ament		
234 Ramp	Tr. Tr.		FROM RT 23	4 NORT		, VA 20	101 01	rectional	tramo	volume (	Journe	103 101 11	1113 30	gillelit.		
	From	n:		HORT	11											
234) (66)	Prince William	County 2.08			S	ee I-66	for dire	ectional tr	affic vo	lume es	timate	es for this	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 115000	G	90%	1%	1%	1%	7%	0%	F	0.070	F	0.64	110000	G
	To															
	From	•		lap >>												
234) (66) Ramp	Prince William				S	ee I-66	for dire	ectional tr	affic vo	lume es	timate	es for this	s seg	ment.		
$\bigcirc$	To															
Sudley Rd	Prince William				02%	Nº/-	10/-	5%	10/-	0%	C	0.08	F	0.547	11000	G
234 Sudiey Hu	i ince william		10000	<u> </u>	JZ /6	0 /6	1 /0	376	1 /0	0 /6	O	0.00	'	0.547	11000	ч
	To From															
Sudley Rd	Prince William	County 2.27	10000	G	87%	1%	1%	9%	2%	0%	С	0.081	F	0.548	9800	G
<u> </u>	To Fron	76-	659 Gum Spr	ing Rd												
234)Sudley Rd	Prince William				87%	1%	1%	9%	2%	0%	F	0.095	F	0.783	8700	G
	To	US 15	James Madi	son Hwy												
	From	sr 234	-S000A FRO	M RT 23	4											
234 Ramp	Prince William											0.088	F		11000	G
	Te	32														
	From	SP 234			34											
Ramp	Prince William	5R 234										0.094	F		9700	G
204)	To	: 0.E-T										0.50 7			0,00	<u> </u>
	Erran	C1CD 224 NO			O DT (											
Ramp	Prince William				UKI 6							0.103	E		19000	G
234)Ramp	THICE WINDER											0.103	'		13000	G
		1-0	J-E FKUM K	1 234												
(4.0./0004			400													

498

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

		Primary and Interst	ate Ro	utes											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	. C
	From:	SR 234 Sudley	, D.d			2AXIE	3+Axle	Hrall	21raii		Factor		Factor		
Ramp	Prince William County	0.25 <b>6500</b>	G								0.084	F		6500	
.)	To:	I-66 West									0.00	•		0000	
:h	From:	SR 234 Prince Willi	am Pkw	v											
Ramp	Prince William County	10000	G								0.105	F		10000	
	To:	I-66 East													
h	From:	SR 234 Nor	th												
A)Ramp	Prince William County	0.61 <b>9900</b>	G								0.112	F		10000	
	To:	I-66 West													
S Downstrian Dal	From:	SR 234; 76-6		070/	40/	10/	00/	00/	00/	_	0.007	_	0.504	0000	
4 Dumfries Rd	Prince William County	0.90 <b>6500</b>	G	97%	1%	1%	0%	0%	0%	С	0.087	F	0.591	6900	
<u> </u>	To: From:	SCL Manass	as												
Dumfries Rd	City of Manassas	0.46 <b>7900</b>	G	97%	1%	1%	0%	0%	0%	F	0.085	F	0.602	8400	
	To: From:	155-6 Hastings	s Dr			_									
us ₀₄ )Dumfries Rd	City of Manassas	0.55 <b>11000</b>	G	97%	1%	1%	0%	0%	0%	F	0.091	F	0.59	11000	
4)24,	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s				1 /0		070	070	070	•	0.001	•	0.00	11000	
IS	From:	155-4352 Welling													
Grant Ave	City of Manassas	0.63 <b>12000</b>	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.63	13000	
IS .	To: From:	Prince William	n St												
Grant Ave	City of Manassas	0.12 <b>15000</b>	G	97%	1%	1%	1%	1%	0%	F	0.080	F	0.628	16000	
	To	SR 28 Church	n St												
S Grant Ave	City of Manassas	0.44 <b>7000</b>	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.555	7500	
4 Grant Ave	City of ividiassas			31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.007	1	0.555	7 300	
S	To: From:	Beauregard A	ve												Т
4)Grant Ave	City of Manassas	0.32 <b>6200</b>	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.542	6600	
	To: From:	Sudley Rd Grant Ave													
is ₄ )Sudley Rd	City of Manassas	1.18 <b>21000</b>	G	97%	1%	1%	1%	1%	0%	С	0.08	F	0.531	22000	
7	To:	NCL Manass													
	From:			0==/			4.57		221	_		_			
Sudley Rd	Prince William County	1.60 <b>28000</b>	G	97%	1%	1%	1%	1%	0%	F	0.080	F	0.524	30000	
IS	To: From:	76-1566 Sudley M	anor Dr												
Sudley Rd	Prince William County	0.30 <b>38000</b>	G	97%	1%	1%	1%	1%	0%	F	0.077	F	0.539	40000	
	To:	76-1500 Rosema													
Sudley Rd	From: Prince William County	Functional Class	_	070/	10/	10/	10/	1%	00/	F	0.076	F	0.537	39000	
Sudley Rd	To:	0.45 <b>37000</b> I-66, SR 23	<b>G</b> 4	97%	1%	1 70	1%	1 70	U 70	r	0.076	ı	0.557	39000	
	From:	Dead End													
Rosita Ct	Prince William County	80	G	91%	4%	2%	3%	0%	0%	С	0.153	F	0.526	80	
7	To:	Bristow Ro		/ -	.,,	—i	- / -	- / -	- / -	-		-		30	

499

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

Route	Jurisdiction	Length	AADT	QA 4	1Tiro	Ruc		Truc	:k		QC	K	QK	Dir	AAWDT	
noule	Julisuiction	Lerigiri		QA 4	+1116	Bus	2Axle 3	8+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	<u> </u>
Bristow Rd	Prince William Co	ounty	Rosita Ct 6100	G 9	97%	1%	1%	0%	0%	0%	F	0.093	F	0.631	6500	(
Bristow Rd	To Front  Prince William Co		-646 Aden Rd		97%	1%	1%	0%	0%	0%	С	0.101	F	0.638	6900	
Bristow Flu	To:		Independent F		<i>31 7</i> 6	1 /0	170	0 70	0 /0	0 70	O	0.101	•	0.000	0300	
	From:	76-6	519 Bristow R	Rd												
Independent Hill Rd	Prince William Co		<b>4400</b> 234 Dumfries		97%	1%	1%	0%	0%	0%	F	0.108	F	0.615	4600	
	From:															
5)Mount Vernon Memorial Hwy	Fairfax County		nond Hwy, W 10000		97%	2%	1%	0%	0%	0%	С	0.101	F	0.585	11000	
9	To		l Mt Vernon F	Rd South												
5)Mount Vernon Memorial Hwy	Fairfax County		7800		97%	2%	1%	0%	0%	0%	F	0.101	F	0.502	8400	
9	Too	George Washi	ngton Memor	ial Parkw	vav											
Mount Vernon Hwy	Fairfax County	•	2400		97%	2%	1%	0%	0%	0%	F	0.126	F	0.656	2500	
	To: From:	29-623 Old N	Mount Vernon	n Rd Nort	th											
5)Mount Vernon Hwy	Fairfax County		7600		97%	2%	1%	0%	0%	0%	F	0.097	F	0.563	8100	
<u> </u>	To:	US 1 Richmon	d Highway, C	Gum Sprir	ngs											
_	From:	US 29 Lee Highw	ay; US 50 Le	e Jacksor	n Hwy											
6)Main St	City of Fairfax	x 0.94	28000	G 9	99%	0%	0%	0%	0%	0%	F	0.073	F	0.622	30000	
	To From:		West St													
6 Main St	City of Fairfax	X	7700	F 9	99%	0%	0%	0%	0%	0%	F	0.08	F	0.583	8100	
Combi	ned Traffic Estimates for 2 Parallel Ro	oadways on this Route:	23000	G S	99%	1%	0%	0%	0%	0%	F	0.076	F	0.574	24000	
	To:		North St E													
Main St	City of Foirfox		Old Lee Hwy	•	99%	0%	0%	0%	0%	0%	С	0.079	F	0.51	NA	
6 Main St	City of Fairfax	x 1.31	29000	G S	9970	076	U 76	076	076	076	C	0.078	Г	0.51	INA	
D 5:	To- From:		Whitacre Rd		222			221	221	221				0.504		
6 Little River Tpke	City of Fairfax	x 0.57	30000	G S	99%	0%	0%	0%	0%	0%	F	0.083	F	0.521	32000	
	To- From:		ECL Fairfax													
Little River Tpke	Fairfax County	ty 1.94	30000	G S	99%	0%	0%	0%	0%	0%	F	0.085	F	0.523	32000	
	To: From:	SR 376 Lake Dr,	NVCC Anna													
Little River Tpke	Fairfax County	ty 0.89	37000	G S	99%	0%	0%	0%	0%	0%	F	0.079	F	0.537	39000	
	To: From:		I-495													
Little River Tpke	Fairfax County	ty 1.78	42000	G S	99%	1%	0%	0%	0%	0%	F	0.08	F	0.616	45000	
	To	29-7	730 Carrico D	)r												
Little River Tpke	Fairfax County	ty 1.40	23000	G 9	99%	1%	0%	0%	0%	0%	F	0.079	F	0.554	25000	
	To: From:	29-62	20 Braddock l	Rd												
6)Little River Tpke	Fairfax County		26000		99%	1%	0%	0%	0%	0%	С	0.105	Α	0.559	27000	
	To:	WC	CL Alexandria	a												
	From:		ax County Li		2001	401		00/	001	061		0.40=		0.550	07000	_
Duke St	City of Alexandria (Ma	iaint: 29) 0.06	26000	N 9	99%	1%	0%	0%	0%	0%	N	0.105	Α	0.559	27000	
10) = 1	To:	****	CL Alexandria													

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

Route	Jurisdictio	ın.	Length	AADT	ΟΛ	4Tiro	Rue		Tru	ck		QC	K	QK	Dir	AAWDT	Гί
Tiouto	Cansaiotio	···				71110	Duo	2Axle	3+Axle	1Trail	2Trail	Q.O	Factor	Q. (	Factor	70,000	
Duly Ct	From:	(Mainty 00)		CL Alexand		000/	10/	00/	00/	00/	00/	F	0.071	_	0.500	40000	
Duke St	City of Alexandria (	(Maint: 29)	0.34	43000	G	99%	1%	0%	0%	0%	0%	F	0.071	F	0.502	46000	
	To: From:			I-395													
Duke St	City of Alexar	ndria		38000	G	98%	1%	1%	0%	0%	0%	F	0.074	F	0.551	42000	
	To- From:		SR 4	101 Van Do	orn St												
Duke St	City of Alexar	ndria		24000	G	98%	1%	1%	0%	0%	0%	F	0.076	F	0.533	26000	
/	To:		1	N Pickett S	lt												
Duke St	City of Alexar	ndria	2.66	23000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.606	25000	
Duke St	City of Alexar		1.26	41 Telegrar <b>16000</b>	G Ra	98%	1%	1%	0%	0%	0%	С	0.08	F	0.541	17000	
Duke St	Oity of Alexai	IIIIII				30 /6	1 /0	1 /6	0 /6	0 /6	0 /6	O	0.00	'	0.541	17000	
20.1.0	From	L		1 SB Henr		2021	4.57		221	221	221			_			
Duke St	City of Alexar	ndria	0.24	6400	G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.636	6800	
	10.			00 Washing													
	From:	(14 )		010B; SR 2		)B								_			
Ramp from Ramps from SR 236 EB and N	WB to K3369501NB3lexandria ( 	(Maint: 29)	0.14	6200	G								0.077	F		6200	
	10:			I-395 North													
<u>t</u>	From:			TO RT 495		I								_			
Ramp	Fairfax Cou	•	0.19	6200	G								0.079	F		6200	
	10:		053X FROM	1 RT 236 E.	AST00-	DUKE ST	R										
- -	From:			TO RT 495		I								_			
Ramp	Fairfax Cou	nty	0.11	3800	G								0.115	F		3800	
	10:			5 From RT													
t	From:	(14 )		R 236 Duke		2221	4.57		221		0-1	_				.=000	
Ramp From SR 236 EB to I-395 NB and S	SB City of Alexandria (	(Maint: 29)	0.05	14000	G	99%	1%	0%	0%	0%	0%	F	NA			15000	
	To: From:		Sl	R 236 E010	)B												
t S)Ramp From SR 236 to I-395 SB	City of Alexandria (	(Maint: 29)	0.23	5000	G	99%	1%	0%	0%	0%	0%	F	0.073	F		5400	
)	To:	(		I-395-S						- , -							
t e	From:	SR 23	6-E010A TO		JORTH A	HTILO2 &											
Ramp	City of Alexandria (		0.28	NA	OKIII	2 500 111							NA			NA	
,	To:		6-E010A TO		ORTH &	& SOUTH											
st	From:		SR 236	TO RT 495	SOUTH	ī											
Ramp	Fairfax Cou	L	0.14	4500	G	•							0.093	F		4500	
	To:	-,		From RT 2													
t	From:			TO RT 495													
Ramp	Fairfax Cou		0.20	6900	G	•							0.08	F		6900	
	To:	-,		From RT 2													
*	From:			TO RT 395													
st 3)Ramp	City of Alexandria (	(Maint: 29)	0.13	5500	<b>G</b>								0.071	F		5500	
3/1 1411114	Oity of Alexandria (	(Mant. 20)		TO RT 395									0.071			0000	

501

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

est 66 Ramp	From				Tire		ソハマ	3 1 V VIA	1 Trail	2Trail	QC	Factor	QK	Factor	AAWDT	(
6 Ramp		SR 236 JB-29-1	00 MAINT B	REAK RT	395		ZAXIC	3+Axle	TTTAII	ZIIdii		1 actor		1 actor		
	City of Alexandria	(Maint: 29) 0.14	8000	G								0.068	F		8000	
	To	SR 236 JB-29-1	00 MAINT B	REAK RT	395											
	From	SR	236 W, Main	St												
North St	City of Fair	fax 0.30	15000	<b>G</b> 9	8%	1%	0%	0%	0%	0%	С	0.090	F	0.581	16000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	<b>G</b> 9	9%	1%	0%	0%	0%	0%	F	0.076	F	0.574	24000	
	To	SR	236 E, Main	St												
	From	S	R 236 Main S	t												
Pickett Rd	City of Fair	fax 0.49	18000	<b>F</b> 9	5%	0%	1%	1%	3%	0%	F	0.088	F	0.539	19000	
/	To		Colonial Ave													
Pickett Rd	City of Fair		17000	<b>F</b> 9:	5%	0%	1%	1%	3%	0%	С	0.089	F	0.523	18000	
')	To		50 A 1'													
37) (50) Arlington Blvd	City of Fair		50 Arlington E 33000		8%	1%	1%	0%	0%	0%	F	0.080	F	0.543	36000	
Arlington Blvd					0 70	1 70		0 70	0 70	0 70	•	0.000	•	0.040	00000	
	To From		29 Lee Highw		70/	00/	10/	40/	00/	00/	N.	0.007	_	0.500	NIA	
Lee Highway	City of Fair		25000	<b>N</b> 9	7%	0%	1%	1%	0%	0%	N	0.087	F	0.529	NA	
	From		ECL Fairfax x													
29 Lee Highway	Fairfax Cou	inty 0.80	17000	<b>G</b> 9	7%	0%	1%	1%	0%	0%	F	0.087	F	0.718	19000	
1) (23)		-														
29 Lee Highway	Fairfax Cou		23000	<b>G</b> 9	7%	0%	1%	1%	0%	0%	F	0.082	F	0.591	26000	
29 Lee Highway	To	1.50	X	u y	70	0 70	170	1 /0	0 70	0 70	•	0.002	'	0.551	20000	
	From		ECL Fairfax													
29 Lee Highway	Fairfax Cou	inty 1.93	25000	<b>G</b> 9	7%	0%	1%	1%	0%	0%	F	0.087	F	0.529	NA	
	To	29-1717 Mars		Falls Chur	ch											
	From		X	•	70/	00/	10/	40/	00/	00/	_	0.400	_	0.500	00000	
29 Lee Highway	Fairfax Cou	inty 0.42	18000	<b>G</b> 9	7%	0%	1%	1%	0%	0%	F	0.103	F	0.530	20000	
	From	29-1717 Mars	shall St. WCL	Falls Chur	ch											
(29) Washington St	City of Falls C				7%	0%	1%	1%	0%	0%	F	0.101	F	0.591	19000	
	To		712 C1:													
Washington St	City of Falls C		712 Cavalier 7		7%	0%	1%	1%	0%	0%	F	0.098	F	0.550	15000	
Washington St	·				7,0	0 70		1 /0	0 70	0 70	•	0.000	•	0.000	10000	
Washington St	To From		338 Hillwood		70/	00/	10/	10/	0%	00/	Г	0.100	F	0.550	0000	
Washington St	City of Falls C	Church 0.28	8300	<b>G</b> 9	7%	0%	1%	1%	0%	0%	Г	0.100	Г	0.558	9200	
¬~~	To:		SR 7 Broad St													
Washington St	City of Falls C	Church 0.18	17000	<b>F</b> 9	7%	0%	1%	1%	0%	0%	F	0.090	F	0.664	19000	
	To From	110-6	6767 Great Fa	lls St												
Washington St	City of Falls C	church 0.32	16000	<b>G</b> 9	7%	0%	1%	1%	0%	0%	F	0.087	F	0.558	18000	
	To		ngton County													
) ( ) Las I l'alama	A all and a Co		CL Falls Churc		70/	00/	10/	10/	00/	00/	_	0.005	_	0.500	10000	
Lee Highway	Arlington Co		<b>17000</b> JS 29 Lee Hw		7%	0%	1%	1%	0%	0%	F	0.085	F	0.539	19000	

502

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

Davita	luviadiation	l anath	AADT	<u> </u>	4Tiro	Dua		Truc	ck		00	K	ΟĽ	Dir	A A M/DT	OW
Route	Jurisdiction			QA	4 i ire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Washington Plyd	Arlington Cou		29 Lee Hwy		000/	10/	10/	00/	00/	00/	C	0.004	F		0600	G
Washington Blvd	Arlington Cou	•	9000	G	98%	1%	1%	0%	0%	0%	С	0.094		0.504	9600	G
	Combined Traffic Estimates for 2 Parallel F		19000	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.524	20000	G
	From:	SR 237	P, Washingto 1SR 237-P	n Biva												
Washington Blvd	Arlington Cou	inty 2.31	9300	G	97%	1%	1%	1%	0%	0%	С	0.102	F	0.512	9900	G
	To- From L		120 Glebe R		070/	00/	10/	40/	00/	00/		0.00		0.000	NIA	
120 Glebe Rd	Arlington Cou	inty 0.25	22000	G	97%	2%	1%	1%	0%	0%	F	0.09	F	0.633	NA	
	To: From:		Glebe Rd, Ba													
37) Fairfax Dr	Arlington Cou	inty 0.91	15000	G	99%	1%	0%	0%	0%	0%	F	0.078	F	0.58	16000	G
	To:		10th St													
1011 01	Audio otara O au	to	Fairfax Dr		000/	40/		00/	00/	00/	_	0.000	_	0.505	44000	
10th St	Arlington Cou	-	10000	G	99%	1%	0%	0%	0%	0%	С	0.088	F	0.525	11000	G
	10:	US 5	) Arlington B	Blvd												
<b>—</b> ~	From:		SR 237													
(29) Lee Highway	Arlington Cou	inty 0.07	17000	N	92%	1%	2%	2%	3%	0%	Ν	0.137	Α	0.501	18000	Ν
	To	III	29 Lee Hwy	v												
Washington Blvd	Arlington Cou		10000	G	98%	1%	1%	0%	0%	0%	С	0.082	F		11000	G
37) Washington Biva	Combined Traffic Estimates for 2 Parallel F	•		G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.524	20000	9
	To:		Washington		30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.004		0.524	20000	
	From:		0 Warwick B		2021	101				221	_		_		4400	_
38 Yorktown Rd	City of Newport	News 0.94	3800	G	93%	1%	2%	1%	3%	0%	С	0.091	F	0.669	4100	G
	To: From:		I-64				_									
38 Yorktown Rd	City of Newport	News 0.18	8900	G	98%	0%	1%	1%	1%	0%	F	0.097	F	0.584	9900	G
39	Too	CD 1	12 1-66	A												
Vorktown Pd	City of Nowport		13 Jefferson A 8700	G G	98%	0%	1%	1%	1%	0%	F	0.099	F	0.591	9600	Ċ
38 Yorktown Rd	City of Newport				90%	070	1 70	1 70	1 70	076	Г	0.099	Г	0.591	9000	Ċ
	From:		k County Lir Newport Ne													
Old Williamsburg Rd	York Count		8200		98%	0%	1%	1%	1%	0%	С	0.123	Α	0.62	9000	F
38 Old Williamsburg Rd	ronc count	y 1.00	0200		0070	0 70		1 /0	1 /0	0 /0	Ū	0.120	, ,	0.02	0000	,
	To: From:		660 Baptist R													
Old Williamsburg Rd	York Count	•	7500		98%	0%	1%	1%	1%	0%	F	0.091	F	0.69	8000	C
	To: From:		20; Goosley													
0	<u>L</u>		Old Williams	•		00/	10/	40/	40/	00/	_	0.400	_	0.757	5500	,
Goosley Rd	York Count	y 1.18	5200	G	98%	0%	1%	1%	1%	0%	F	0.108	F	0.757	5500	G
	To: From:	US 17 Georg	Washington	n Mem H	Iwy											
Goosley Rd	York Count	y 0.51	1400	G	98%	0%	1%	0%	0%	0%	С	0.13	F	0.936	1400	(
	To:	SR	704 Cook R	.d												
	From:		04; Goosley	Rd												
38)Cook Rd	York Count	-	6100	G	98%	0%	1%	1%	1%	0%	F	0.113	F	0.598	6500	G
	To:		) Moore Hou													
	From:		1020; Cook F													
Moore House Rd	York Count				98%	0%	1%	1%	1%	0%	С	0.13	F	0.936	2800	G
	To:	00	676; Ballard	C+												
<u> </u>			570; Dallaru	Sι												

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

Route	Jurisdiction	Length AADT QA	4Tiro	Ruc		Tru	ck		QC	K	QK	Dir	AAWDT	. ^
Tioute	Julistiction	Length AADT QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Qίλ	Factor	AAWDI	Q
	From:	99-676 Moore House Rd				0-1	221	0-1	_		_			
Ballard St	York County	0.62 <b>2100 G</b>	98%	0%	1%	0%	0%	0%	С	0.152	F	0.946	2200	(
	To:	Main Gate Naval Mine Dep	oot											
	From:	SR 238 Yorktown Rd												
Ramp	City of Newport News (Maint: 99)	0.20 <b>2700 G</b>								0.111	F		2900	
	To:	I-64 East												
	From:	SR 337 Portsmouth Blvd												
Nictory Blvd	City of Portsmouth	0.22 <b>6800 G</b>	95%	1%	1%	1%	2%	0%	F	0.094	F	0.577	7200	
	Tœ	US 58 Airline Blvd												
Nictory Blvd	City of Portsmouth	0.33 <b>16000 G</b>	95%	1%	1%	1%	2%	0%	F	0.083	F	0.508	17000	
39)	T-1													
Victory Blad	City of Portsmouth	I-264	OE9/	10/	1%	10/	2%	00/	С	0.000	F	0.506	22000	
Victory Blvd	City of Portsmouth	0.59 <b>20000 G</b>	95%	1%	170	1%	2%	0%	C	0.082	Г	0.506	22000	
	To: From:	Greenwood Dr												
39 Victory Blvd	City of Portsmouth	1.08 <b>16000 G</b>	95%	1%	1%	1%	2%	0%	F	0.082	F	0.537	17000	
	To	Deep Creek Blvd												
39)Victory Blvd	City of Portsmouth	0.44 <b>16000 G</b>	93%	0%	1%	1%	4%	0%	F	0.081	F	0.576	17000	
	To		Y											
Nictory Blvd	City of Portsmouth	US 17 George Washington F 0.42 <b>9000 G</b>	93%	0%	1%	1%	4%	0%	С	0.102	F	0.772	9600	
Victory Bive	Oity of Foliamouti	0.42 <b>9000 G</b>	30 /6	0 70	1 /0	1 /0	770	0 70	O	0.102		0.772	3000	
	To- From:	Frailey Pl												
Victory Blvd	City of Portsmouth	0.83 <b>6200 G</b>	93%	0%	1%	1%	4%	0%	F	0.113	F	0.708	6600	
	To: From:	Afton Pkwy			<u> </u>									
Nictory Blvd	City of Portsmouth	0.55 <b>6800 G</b>	93%	0%	1%	1%	4%	0%	F	0.114	F	0.715	7200	
	To:	SR 337 Elm Ave												
	From:	SR 239 I-264-W003A TO AND F	ROM RT											
Ramp	City of Portsmouth (Maint: 64)	0.11 <b>NA</b>								NA			NA	
	To:	BELMONT AVENUE												
	From:	Belmont Ave									_			
Ramp	City of Portsmouth (Maint: 64)	0.11 <b>4900 G</b>								0.088	F		5200	
<u> </u>	To:	I-264 West												
	From:	Cavalier Blvd												
Ramp	City of Portsmouth (Maint: 64)	0.13 <b>7400 G</b>								0.074	F		7900	
	То:	I-264 East												
	From:	US 250 Rockfish Gap Trn	ok											
Crozet Ave	Albemarle County	1.43 <b>6600 G</b>	97%	1%	1%	1%	0%	0%	С	0.097	F	0.556	7000	
	To:	02-810; Three Notchd Ro												
	From:	02-810 Crozet Ave	0701	40/	10/	401	40/	00/	_	0.00=	_	0.550	5000	
Three Notchd Rd	Albemarle County	2.40 <b>5000 G</b>	97%	1%	1%	1%	1%	0%	F	0.097	F	0.556	5300	
_	Ta: From:	02-802 Old Three Notchd l	Rd											
10)Three Notchd Rd	Albemarle County	0.68 <b>5800 G</b>	97%	1%	1%	1%	1%	0%	С	0.104	F	0.684	5700	
	To:	US 250 Ivy Rd												

504

											1.6				
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QV
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Vinga I hay North	From:		US 1	070/	20/	10/	00/	00/	00/	F	0.004	_	0.005	10000	
Kings Hwy North	Fairfax County	1.14 <b>1</b>	17000 G	97%	2%	1%	0%	0%	0%	г	0.084	F	0.685	19000	G
	To: From:		Telegraph Rd			$\Box$ $\vdash$									
7241 Telegraph Rd	Fairfax County		16000 G	97%	2%	1%	0%	0%	0%	F	0.095	F	0.626	49000	G
	To:		Alexandria												
241)Telegraph Rd	City of Alexandria (Maint: 2		County Line	97%	2%	1%	0%	0%	0%	N	0.095	F	0.626	49000	N
241 Telegraph Nu	Oity of Alexandria (Maint. 2	.9) 0.39 4	16000 N	31 /6	2 /0	1 /0	0 /6	0 /0	0 /6	IN	0.033	'	0.020	43000	IN
	To: From:		enance Break									_			_
241)Telegraph Rd	City of Alexandria		19000 G	97%	2%	1%	0%	0%	0%	F	0.090	F	0.697	53000	G
<u> </u>	To:	SR	236 WB												
North	From:		1 TO RT 95												
241)Ramp	Fairfax County		4800 G								0.125	F		4800	G
<u> </u>	To:	I-95-N FROM RT	241 TELEGRA	PH RD											
lorth	From:	SR 241	Telegraph Rd												
₂₄₁ )Ramp	Fairfax County	3	3100 G								0.094	F		3100	G
	To:	I-9	95 South												
South	From:	SR 24	1 TO RT 95												
241)Ramp	Fairfax County	4	4400 G								0.112	F		4400	G
	To:	I-95-N FROM RT	241 TELEGRA	PH RD											
outh	From:	SR 241	Telegraph Rd												
Pamp Ramp	Fairfax County		6300 G								0.139	F		6300	G
	To:	I-9	95 South												
	From:	US 1 Ri	ichmond Hwy												
Gunston Rd	Fairfax County	0.71	2900 G	96%	2%	1%	1%	0%	0%	С	0.092	F	0.542	3100	C
9	To	20 611 01	d Colchester Rd												
Gunston Rd	Fairfax County		2000 G	97%	1%	1%	1%	0%	0%	С	0.086	F	0.589	2100	G
242) Garioton 1 to	To:		Gunston Rd	07 70	1 /0	$\overrightarrow{}$	1 70	0 / 0	070	Ū	0.000	•	0.000	2100	Ŭ
	From:		Lee Highway												
Nutley St	Fairfax County		29000 G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.526	31000	G
243) Naticy St	T direct Goding			0070	1 /0	1 70	070	0 /0	0 70	•	0.001	•	0.020	01000	
Northern Ot	From:		I-66	000/	40/	10/	00/	00/	00/		0.004	_	0.500	00000	
Nutley St	Fairfax County	0.42 <b>2</b>	21000 G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.526	22000	G
	To: From:	ECI	L Vienna			_									
Nutley St	Town of Vienna	0.25 <b>2</b>	21000 N	98%	1%	1%	0%	0%	0%	Ν	0.091	F	0.526	22000	١
	To:	Tapa	awingo Rd												
Nutley St	Town of Vienna	0.32 <b>1</b>		98%	1%	1%	0%	0%	0%	F	0.086	F	0.571	19000	G
	Tod														
243 Nutley St	Town of Vienna	0.31 <b>1</b>	Courthouse Rd	98%	1%	1%	0%	0%	0%	F	0.088	F	0.801	14000	C
243 Mulley St	To:		3 Maple Ave	30 /6	1 /0	1 /0	0 /6	0 /0	0 /0	'	0.000	'	0.001	14000	G
	- 1														
North	From:		O RT 66 EAST								0.004	_		0100	,
	Fairfax County	0.15	3100 G								0.081	F		3100	G
Ramp	To	I CC ECCAY ED		DTH											
243 /hallip	To:	I-66-E062X FR		RTH											

		Primary and Interstate R	outes											
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	SR 243; 29-2087 TO RT 66 V	VEST											
243)Ramp	Fairfax County	0.12 <b>7400 G</b>								0.090	F		7400	G
	To:	I-66-W062X FROM RT 243 N	ORTH											
South	From:	SR 243 TO RT 66 EAST	,											
(243)Ramp	Fairfax County	0.13 <b>3700 G</b>								0.076	F		3700	G
$\smile$	To:	I-66-E062X FROM RT 243 S0	DUTH											
South	From:	SR 243 TO RT 66 WEST	[											
243)Ramp	Fairfax County	0.11 <b>NA</b>								NA			NA	
$\bigcirc$	То	29-99021- P FROM COMMUTI	FRIOT											
South	From:		LK LOT							0.004	_		0400	_
243 Ramp	Fairfax County	0.07 <b>3100 G</b>		~						0.091	F		3100	G
<u> </u>		I-66-W062X FROM RT 243 SOUTH	& METRO	C										
	From:	SR 236 Little River Tpke							_		_			
244 Columbia Pike	Fairfax County	0.61 <b>22000 G</b>	98%	1%	1%	0%	0%	0%	F	0.078	F	0.566	23000	G
	To Epone.	29-711 Gallows Rd			$\neg$ $\vdash$									
244)Columbia Pike	Fairfax County	0.85 <b>22000 G</b>	98%	1%	1%	0%	0%	0%	F	0.086	F	0.604	23000	G
	To	29-613 Sleepy Hollow Ro	1											
244 Columbia Pike	Fairfax County	0.76 <b>22000</b> G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.551	24000	G
244) 5616514 :5	- amax county		0070	. , ,	- 70	0,0	0 / 0	0,0	Ū	0.000	•	0.00		<u> </u>
0 1 1: 5:	From	29-613 Lincolnia Rd	000/	40/	101	00/	00/	00/		0.00		0.040	10000	
244 Columbia Pike	Fairfax County	0.39 <b>18000 G</b>	98%	1%	1%	0%	0%	0%	F	0.09	F	0.643	19000	G
	To: From:	29-620 Braddock Rd			_									
244 Columbia Pike	Fairfax County	1.45 <b>26000 G</b>	98%	1%	0%	0%	0%	0%	С	0.09	F	0.643	NA	
	To:	SR 7 Leesburg Pike			<b>—</b> —									
244 Columbia Pike	Fairfax County	0.52 <b>21000 G</b>	97%	2%	1%	0%	0%	0%	F	0.085	F	0.62	22000	G
244	To:	Fairfax County Line												
	From:	State Maintenance Bounda	ry											
244 Columbia Pike	Arlington County	0.37 <b>5900 N</b>	97%	2%	1%	0%	0%	0%	Ν	0.128	F	0.697	6200	Ν
$\smile$	То:	SR 27; Pentagon Rd												
	From:	US 17 Old Tavern												
245 Old Tavern Rd	Fauquier County	2.05 <b>2700 G</b>	97%	0%	1%	0%	1%	0%	С	0.120	F	0.806	2800	G
$\bigcirc$	To	I-66												
(245)Old Tavern Rd	Fauquier County	0.95 <b>3400 G</b>	97%	0%	1%	0%	1%	0%	F	0.087	F	0.568	3500	G
243) 515 1 415 1 15	- adquier county		0.70	0,0		0,0	. , 0	0,0	•	0.00.	•	0.000	0000	<u> </u>
Complete Acce	From:	SCL The Plains	070/	00/	10/	00/	40/	00/	N.	0.007	_	0.500	0500	N.
245 Fauquier Ave	Town of The Plains (Maint: 30	·	97%	0%	1%	0%	1%	0%	N	0.087	F	0.568	3500	N
	10.	SR 55 The Plains												
	From:	SR 245 Old Tavern Rd									_			
245 Ramp	Fauquier County	0.16 <b>1600 F</b>								0.098	F		1600	F
	To:	I-66 East												
	From:	SR 245 Old Tavern Rd												
( ₂₄₅ )Ramp	Fauquier County	0.19 <b>390 A</b>								0.349	Α		360	Α
$\smile$	To:	I-66 West												
6/10/2021		506												

Pouto	Jurisdiction	Longth	AADT	04	4Tiro	Buc		Tru	ck		00	K	OK	Dir	AAWDT	_
Route		Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	
D	From:		60 Poindexte		070/	00/		00/	00/	00/	_	0.004	_	0.500	0000	
6 Liberty St	City of Chesapeak	ke 0.39	6400	F	97%	0%	2%	0%	0%	0%	С	0.091	F	0.533	6800	
	To: From:		atham Street													
46 Liberty St	City of Chesapeak		4200	F	97%	0%	2%	0%	0%	0%	F	0.090	F	0.539	4500	
	To:	SR 168	8 Campostel	la Rd												
	From:		7 Hampton								_		_			
26th St	City of Norfolk	0.63	3500	G	97%	1%	1%	1%	1%	0%	F	0.105	F		3700	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	11000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.636	12000	
	To: From:		Colonial Ave													
47)26th St	City of Norfolk	0.10	8300	G	97%	1%	1%	1%	1%	0%	F	0.105	F		8900	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	16000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.611	17000	
	To From:	Li	lewellyn Ave	e			<u> </u>									
47)26th St	City of Norfolk	0.17	8700	G	97%	1%	1%	1%	1%	0%	F	0.099	F		9300	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.589	18000	
	To	Mo	onticello Av	re.												
47)26th St	City of Norfolk	0.23	8700	G	97%	1%	1%	1%	1%	0%	С	0.095	F		9200	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.581	18000	
	To		Church St													
47)26th St	City of Norfolk	0.21	8200	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.582	8700	
47)-5 51	Combined Traffic Estimates for 2 Parallel Roa			G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.533	18000	
		advage on the riodic.			0.70	1 /0		1 70	1 /0	0 70	•	0.00	•	0.000	10000	
- I ofovotto Plud	City of Norfolk	1.07	27th St 14000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.513	15000	
Lafayette Blvd	City of Norloik				9770	1 70	1 70	170	I 70	0%	Г	0.000	Г	0.513	13000	
	To: From:		68 Tidewate			4.57									10000	
Lafayette Blvd	City of Norfolk	0.66	15000	G	97%	1%	1%	0%	0%	0%	С	0.081	F	0.505	16000	
	From:		esapeake Bly afayette Blyo													
Chesapeake Blvd	City of Norfolk	1.34	16000	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.513	17000	
'	To:	SR 194	Sewells Poi	int Rd												
	From:		esapeake Blv													
Norview Ave	City of Norfolk	0.29	19000	G	97%	1%	1%	0%	0%	0%	F	0.08	F	0.511	21000	
	To: From:		I-64				_									
Norview Ave	City of Norfolk	0.61	22000	G	99%	0%	1%	0%	0%	0%	С	0.080	F	0.540	24000	
	To:	SR 16	65 Military I	Hwy												
ast	From:		7 E, Norview													
₄₇ )Ramp	City of Norfolk (Maint	,	5200	G	99%	1%	0%	0%	0%	0%	С	0.102	F		5600	
	To:		I-64 East													
est	From:		W, Norviev													
Ramp	City of Norfolk (Maint		6900	G	99%	0%	0%	0%	0%	0%	С	0.082	F		7400	
	To:		I-64 East													

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

		1 mary an				Tr	uck			K		Dir		
Route	Jurisdictio	on Length	AADT QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
/est	From		47 Norview Ave	000/	00/	10/ 00/	00/	00/	0	0.075			4500	
Ramp	City of Norfolk (M		<b>4200 G</b> I-64 West	99%	0%	1% 0%	0%	0%	С	0.075	F		4500	G
	From	•	37 Hampton Blvd											
247)27th St	City of Norf		7900 G	97%	1%	1% 1%	1%	0%	С	0.087	F		8500	(
-3/	Combined Traffic Estimates for 2 Parallel			97%	1%	1% 1%	1%	0%	F	0.083	F	0.636	12000	(
	To		lewellyn Ave											
247)27th St	City of Nort		8600 G	97%	1%	1% 1%	1%	0%	F	0.084	F		9100	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		97%	1%	1% 1%	1%	0%	F	0.083	F	0.589	18000	(
	To	SF	R 247 26Th St											
	From		I-64											
New Kent Hwy	New Kent Co	ounty 0.50	14000 F	98%	0%	1% 0%	1%	0%	F	0.092	F	0.649	14000	ا
	To:		13 Dispatch Rd											_
New Kent Hwy	New Kent Co	ounty	6800 F	98%	0%	1% 1%	1%	0%	С	0.103	F	0.635	6700	
	To From	63-612 Tu	ınstall Rd; Airport I	Rd										_
New Kent Hwy	New Kent Co	ounty	3100 F	91%	1%	2% 2%	4%	0%	С	0.105	F	0.514	3000	
	To From	SR	106 Talleysville											
New Kent Hwy	New Kent Co	ounty 3.78	2700 F	95%	1%	1% 1%	2%	0%	С	0.112	F	0.516	2600	
	To From	SR 1:	55 Carys Corner											
New Kent Hwy	New Kent Co	ounty 5.04	2900 F	86%	1%	2% 5%	6%	0%	С	0.109	F	0.507	2800	
		63-	-626 Paige Rd											
New Kent Hwy	New Kent Co	ounty 3.00	1900 F	86%	1%	2% 5%	6%	0%	F	0.11	F	0.558	1900	ı
	To	SR 30 & 3	3 Angel View Chur	ch										
/est	From		9 New Kent Hwy								_			
Ramp	New Kent Co		3200 G	98%	1%	1% 0%	1%	0%	С	0.2	F		1100	(
	10		I-64 West											
Highland Turnpike	Highland Co	West	Zirginia State Line 250 G	88%	1%	 1% 2%	9%	0%	С	0.113	F	0.576	250	(
250 Trigilland Turripike	riigilianu oo					1/6 2/6	3 /6	0 /6	O	0.113	'	0.570	230	
Highland Turnpike	Highland Co		s Valley Rd; Meado	owdale Rd 93%	0%	1% 1%	4%	0%	С	0.113	F	0.59	300	(
nighiand rumpike	Highland Co			93%	0%	176 176	470	0%	C	0.113	Г	0.59	300	,
$\sim$	Town of Montorov		CL Monterey 300 N	93%	0%	1% 1%	4%	0%	N	0.113	F	0.59	300	-
250	Town of Monterey			93%	0%	176 176	470	0%	IN	0.113	Г	0.59	300	'
$\simeq$	Town of Montorey		220 Monterey	000/	00/	20/ 20/	20/	00/	NI	0.006		0.676	1000	
250	Town of Monterey		1000 N	92%	0%	2% 2%	3%	0%	N	0.096	F	0.676	1000	1
~ I liabland Towns !! -	To From		CL Monterey	000/	00/	20/ 00/	20/	00/		0.000		0.670	1000	
Highland Turnpike	Highland Co		1000 G		0%	2% 2% 	3%	0%	C	0.096	F	0.676	1000	(
Liberal Towns "	To From		Bullpasture River Ro		40/	40/ 60/	00/	00/		0.007	_	0.507	000	
Highland Turnpike	Highland Co		1000 G	93%	1%	1% 2%	3%	0%	C	0.097	F	0.527	990	(
		Augu	ista County Line			I								
10/2021			508											

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

Route	Jurisdiction	n Length	ΔΔΩΤ	ΟΔ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	. 0
riouto	Guristiction				TITE	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QΙ	Factor	AAWUI	Q
~	From:		land County I								_		_			
Hankey Mountain Hwy	Augusta Cou	inty 6.50	1000	G	92%	0%	1%	1%	5%	0%	С	0.095	F	0.535	990	
-	To: From:	07-629 I	Deerfield Val	lley Rd												
Hankey Mountain Hwy	Augusta Cou	inty 6.86	2100	G	94%	1%	1%	1%	3%	0%	С	0.091	F	0.601	2100	(
~ <u> </u>	To:	07-736	Jennings Ga	n Rd												
Hankey Mountain Hwy	Augusta Cou		2400	G	94%	1%	1%	1%	2%	0%	С	0.098	F	0.618	2400	
, ,	тоГ															
Churchville Ave	From L Augusta Cou		42 Scenic Hv 5300	G G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.572	5200	(
Churchville Ave	Augusta Oou				30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.033	'	0.572	3200	
~~	To: From:		Buffalo Gap													
Churchville Ave	Augusta Cou	inty 3.45	6600	G	96%	1%	1%	1%	1%	0%	С	0.102	F	0.666	6500	(
~	To: From:	07-73	2 Franks Mill	l Rd												
Churchville Ave	Augusta Cou	inty 1.48	6800	G	96%	1%	1%	1%	1%	0%	F	0.095	F	0.686	6700	(
~	To	W	/CL Staunton	1			$ \vdash$									
Churchville Ave	City of Staun		6800	N	96%	1%	1%	1%	1%	0%	Ν	0.095	F	0.686	6700	
	тоГ	CD 2/2 W	1 3371	DI												
Churchville Ave	From L City of Staun		oodrow Wilse 3800	G PKW	y 98%	1%	1%	0%	0%	0%	F	0.090	F	0.53	4000	
50 Ondictiville Ave	Oity of Stauri					1 /0	1 /0	0 /6	0 /6	0 /6	'	0.030	'	0.55	4000	
~~	To: From:		d Dr Near He													
Churchville Ave	City of Staun	iton	6000	G	98%	1%	1%	0%	0%	0%	С	0.090	F	0.53	6400	(
~~	To: From:		Grubert Ave				$\neg$ $\vdash$									
Churchville Ave	City of Staun	ton 0.99	7000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.566	7500	
~~ <u></u>	To-	T	hornrose Ave	;												
Churchville Ave	City of Staun		9200	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.614	9800	(
	To:		Augusta St													
Bus	From:		nurchville Ave										_			
250 (11) Augusta St	City of Staun		9200	N	98%	1%	1%	0%	0%	0%	N	0.093	F	0.614	9800	1
Dua Dua	To:		New St; Sur	_	St											
Bus Bus 250 11 11 Augusta St	City of Staun		Par; Sunnysi 4300	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.574	4500	(
(250) $(11)$ $(11)$ Augusta St	Combined Traffic Estimates for 2 Parallel I			G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.509	5300	(
	Combined Trainic Estimates for 2 Faraneri				JJ /0	0 /6	1 /0	0 /6	0 /0	0 /6	C	0.034	'	0.505	3300	,
Bus Bus	To- From:	SR	254 Beverly	St												
250 (11) (11) Augusta St	City of Staun	ton 0.07	4700	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.692	5000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	5500	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.600	5900	(
	To:		Johnson St													
Bus	From:		Augusta St													
50 (1,1) Johnson St	City of Staun		8600	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.608	9100	(
~ ~	Combined Traffic Estimates for Parallel I		NA									0.091	F	0.600	NA	
<b>D</b>	To:		250 Par, New													
Bus 250 (11 ) Johnson St	City of Staun		9100	St G	99%	0%	0%	0%	0%	0%	_	0.087	F	0.531	9700	(
250 \ \ 11 \ Johnson St	Gity of Staun		S 11, SR 254		33%	U%	0%	0%	0%	0%		0.067		0.331	9700	,

509

Route	Jurisdiction	Length AADT	QA 4	Tire Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	From:	US 11, SR 254 NE			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
250 (11) Greenville Ave	City of Staunton	0.07 <b>13000</b>		9% 0%	1%	0%	0%	0%	F	0.086	F	0.502	13000	G
	To	US 11 GREENVILL	E AVE											
Richmond Rd	City of Staunton	0.75 <b>8300</b>		8% 1%	1%	0%	0%	0%	F	0.083	F	0.52	8800	G
	To	Statler Blvd												
Richmond Rd	City of Staunton	0.96 <b>19000</b>	<b>G</b> 9	8% 0%	0%	0%	1%	0%	С	0.089	F	0.51	20000	G
30)	To:	Frontier Dr						- 7	_					
~~	From:	Frontier Rd												
Richmond Rd	City of Staunton	0.44 <b>24000</b>	<b>G</b> 9	7% 0%	1%	1%	1%	0%	С	0.092	F	0.518	NA	
~	Ta: From:	ECL Staunton												
) Jefferson Hwy	Augusta County	0.07 <b>24000</b>	<b>N</b> 9	7% 0%	1%	1%	1%	0%	Ν	0.092	F	0.518	NA	
~	To	I-81												
250 Jefferson Hwy	Augusta County	2.51 <b>15000</b>	<b>G</b> 9	9% 0%	0%	0%	0%	0%	F	0.092	F	0.572	17000	G
~	To	07-1316 Idlewood	Blvd											
Jefferson Hwy	Augusta County	2.01 13000		9% 0%	0%	0%	0%	0%	F	0.095	F	0.541	14000	C
	To	SR 285 Tinkling Spr	ing Dd											
Jefferson Hwy	Augusta County	2.11 <b>15000</b>		9% 0%	0%	0%	0%	0%	С	0.112	Α	0.529	16000	A
30)	Tagasta seamy					0,0	0,0	0,0	Ū	0		0.020	.0000	•
Main St	City of Waynesboro	WCL Waynesbo 0.90 <b>16000</b>		9% 0%	0%	0%	0%	0%	F	0.084	F	0.522	18000	(
Main St	City of Waynesboro	0.90 10000	G 9	9 /0 0 /0	U /6	0 /6	0 /6	0 /6	'	0.004	'	0.522	10000	
Main Ot	To: From:	Carman Ave	•	00/ 00/		00/	00/	00/		0.000	_	0.500	10000	
Main St	City of Waynesboro	0.30 <b>16000</b>	<b>G</b> 9	9% 0%	0%	0%	0%	0%	F	0.083	F	0.509	18000	G
~	To: From:	Hopeman Pkw			_  -									
Main St	City of Waynesboro	0.67 <b>11000</b>	<b>G</b> 9	9% 0%	0%	0%	0%	0%	F	0.086	F	0.518	11000	G
~	To: From:	US 340 Rosser A												
Broad St	City of Waynesboro	0.25 <b>12000</b>	<b>G</b> 9	9% 0%	0%	0%	0%	0%	F	0.085	F	0.902	12000	G
~	To: From:	Poplar Ave			<u> </u>									
Proad St	City of Waynesboro	0.50 <b>9200</b>	<b>G</b> 9	9% 0%	0%	0%	0%	0%	F	0.084	F	0.589	9800	G
~	To	Wayne Ave												
Broad St	City of Waynesboro	0.12 <b>8200</b>	<b>G</b> 9	9% 0%	0%	0%	0%	0%	F	0.083	F	0.589	8700	G
	To	Arch Ave												
Broad St	City of Waynesboro	0.44 <b>8300</b>	<b>G</b> 9	8% 0%	1%	0%	1%	0%	С	0.085	F	0.531	8800	G
250) 27 044 01	To:	US 340 Main S		070 070		0,0	1 /0	070	Ū	0.000	•	0.001	0000	
~~~	From:	US 340 Broad S												
250 (340 Main St	City of Waynesboro	0.19 10000	G 9	8% 0%	1%	0%	1%	0%	F	0.084	F	0.563	11000	G
~	To: From:	US 340 Delphine	Ave		-									
Main St	City of Waynesboro	1.00 7500		7% 0%	1%	0%	1%	0%	F	0.092	F	0.619	8000	G
~	To	Hunter St												
Main St	City of Waynesboro	0.44 7500	G 9	7% 0%	1%	0%	1%	0%	С	0.092	F	0.639	8000	G
	To:	ECL Waynesbo												
/10/2021		F10												
/10/2021		510												

Route	Jurisdiction	Length AADT	04 4	Tire Bu	c	Tru			QC	K	QK	Dir	AAWDT	
- Touto	Enga			1110 Bu	2Axl	e 3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	,,,,,,,	
	Augusta County	ECL Waynesbor 1.76 8200		97% 0%	6 1%	0%	1%	0%	F	0.101	F	0.654	8000	
0)	ragasta sounty			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		070	1 /0	070	•	0.101	•	0.001	0000	
\sim	Augusta County	I-64 Afton Mount 0.23 10000		93% 1%	 6 1%	2%	4%	0%	С	0.103	F	0.617	10000	
50	Augusta County	0.23 10000 Nelson County L		13% 1%	, 1%	2%	4%	0%	C	0.103	Г	0.617	10000	
	From:	Augusta County I												
Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.27 10000		93% 1%	6 1%	2%	4%	0%	Ν	0.103	F	0.617	10000	
	To	SR 6 Afton Mounta	in Pd											
Rockfish Gap Trnpk	Nelson County (Maint: 02)	0.13 6600		93% 1%	6 1%	1%	4%	0%	С	0.136	F	0.715	6500	
30)	To													
Rockfish Gap Trnpk	Albemarle County	Albemarle Co Li 0.32 6600		93% 1%	6 1%	1%	4%	0%	N	0.136	F	0.715	6500	
50 Hockiisii Gap Tilipk	Albertarie County	0.32 6600	N 3	75 /6 1 /6) 1/0	1 /0	4 /0	0 /6	IN	0.130	'	0.713	0300	
~~	To: From:	FR-172 Little Rock		2004		,	4-1	021		0.400	_	0.7:-	0500	
Rockfish Gap Trnpk	Albemarle County	1.45 6600	N 9	93% 1%	6 1%	1%	4%	0%	N	0.136	F	0.715	6500	
~	To- From:	SR 151 Critzers Sho	-											
Rockfish Gap Trnpk	Albemarle County	4.00 6400	G 9	97% 0%	6 1%	1%	1%	0%	С	0.143	F	0.808	6200	
	To:	FR-852 Bluebird I	ane		$\neg \neg$									
Rockfish Gap Trnpk	Albemarle County	0.56 7600		97% 1%	6 1%	0%	1%	0%	С	0.139	F	0.793	7000	
	To	I-64 Near Yancey l	Millo		—									
Rockfish Gap Trnpk	Albemarle County	1.69 11000		98% 1%	6 1%	0%	0%	0%	F	0.096	F	0.52	11000	
50)						0,70	0,0	0,0	•	0.000	•	0.02		
Rockfish Gap Trnpk	Albemarle County	SR 240 Crozet Ave; 02-635 M		ool Rd 98% 1%	 6 1%	0%	0%	0%	F	0.096	F	0.603	8700	
50 Hockiisii Gap Tilipk	Albertarie County	2.97 8100	G 9	10% 1%) 170	0%	076	0%	Г	0.096	Г	0.603	6700	
~	To: From:	SR 240 Three Notel												
lvy Rd	Albemarle County	3.29 11000		98% 1%	6 1%	0%	0%	0%	С	0.107	F	0.694	10000	
~	From:	02-637 Woods F 02-637 Dick Wood			-+									
lvy Rd	Albemarle County	11000		98% 1%	6 1%	0%	0%	0%	F	0.097	F	0.689	11000	
30),				.,.		0,70	0,0	0,0	•	0.007	•	0.000		
50 (29) Monacan Trail Rd	Albemarle County	US 29; Bus US 250 I		96% 1%	6 1%	1%	2%	0%	F	0.097	F	0.542	49000	
50) (29) Monacan Trail Rd	Albertarie County	47000	G 9	70% 1%) 170	170	270	0%	Г	0.097	Г	0.342	49000	
~~	To: From:	WCL Charlottesy												
50) (29) Monacan Trail Rd	City of Charlottesville	0.35 37000	G 9	96% 1%	6 1%	1%	2%	0%	F	0.100	F	0.554	39000	
~	To: From:	US 29, Emmet S												
50	City of Charlottesville	0.32 20000	G 9	98% 0%	6 1%	1%	1%	0%	F	0.099	F	0.500	22000	
~	To:	104-3431 Hydrauli	c Rd		$\neg \neg$									
50}	City of Charlottesville	0.42 34000		98% 0%	6 1%	1%	1%	0%	F	0.088	F	0.516	38000	
	_	Dairy Rd			—— <u>L</u>									
50}	City of Charlottesville	0.60 34000	A 9	98% 0%	6 1%	1%	1%	0%	С	0.119	Α	0.581	37000	
	21., 2. 3.14.15.11.5			37		. , •	. , •	- , -	Ū				2.000	
	City of Charlettee :!!!	Rugby Ave E Ir		200/ 00	10/	10/	10/	00/	_	0.007	г	0.500	07000	
50	City of Charlottesville	0.33 33000 McIntire Rd	G 9	98% 0%	<u>6 1%</u>	1%	1%	0%	Г	0.087	Г	0.502	37000	

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

	· ······a·· , a.··a ······o··o··a··													
Jurisdiction	Length AADT	QA	4Tire	Bus		_			QC		QK		AAWDT	QW
From:	McIntire Rd				27000	71710	TTTGII	ZIIGII		1 40101		1 40101		—
City of Charlottesville	0.27 36000	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.54	40000	G
To	Park St													
City of Charlottesville		G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.531	NA	
To														
City of Charlottesville		G	98%	0%	1%	1%	1%	0%	F	0.077	F	0.573	37000	G
only of offendated vine			0070	0 / 0		. 70	1 /0	0 70	•	0.077	•	0.070	0,000	ŭ
City of Charlettonville			000/	00/	10/	10/	10/	00/	NI	NΙΛ			NIA	
City of Chanottesville	0.06 44000	IN	90%	0%	1 70	1 70	1 70	0%	IN	INA			IVA	
To: From:														-
Albemarle County	0.20 44000	G	98%	0%	1%	1%	1%	0%	F	NA			NA	
To- From	SR 20 Stony Point													
Albemarle County	1.79 29000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.628	33000	G
To: From:	I-64 East of Charlott	tesville												
Albemarle County	2.01 20000	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.658	19000	G
To:	SR 22 Louisa R	Rd												
Albemarle County	4.40 4300	G	92%	0%	2%	5%	1%	0%	F	0.103	F	0.748	4200	G
To:	Fluvanna County l	Line												
From:														
Fluvanna County (Maint: 54)	6.00 3200	G	92%	0%	2%	5%	1%	0%	С	0.096	F	0.633	3200	G
To: From:	US 15 Zion Cross F	Roads												_
Louisa County	2.72 2900	G	94%	0%	1%	2%	2%	0%	С	0.091	F	0.638	2800	G
To: From:	54-759 Rollins La	ane												
Louisa County	3.81 2800	G	93%	0%	1%	2%	3%	0%	С	0.094	F	0.6	2800	G
To:	54-659: SR 208 Fer	rncliff												
Louisa County	2.43 1300		95%	1%	1%	1%	2%	0%	С	0.094	F	0.641	1200	G
To:	Fluvanna County l													
From:														
Fluvanna County (Maint: 54)			95%	1%	1%	1%	2%	0%	N	0.094	F	0.641	1200	N
From:														_
Fluvanna County (Maint: 54)			95%	0%	1%	1%	3%	0%	С	0.101	F	0.648	1000	G
To:								- , -	_					
From:	Fluvanna County l	Line												
Goochland County (Maint: 54)	2.05 1000	N	95%	0%	1%	1%	3%	0%	N	0.101	F	0.648	1000	Ν
To: From:	37-605 Shannon Hi	ill Rd												
Goochland County (Maint: 54)	0.29 1400	G	96%	0%	1%	0%	2%	0%	С	0.098	F	0.619	1400	G
To:	Richmond Maintenance	Bounds	ırv											
From:		G	95%	0%	1%	1%	3%	0%	С	0.101	F	0.552	1500	G
Goochland County	3.23 1600													
				0,0				- , -						
	7-606 Three Chopt Rd; Hade 6.80 1100			0%	0%	0%	2%	0%	С	0.098	F	0.667	1100	G
	City of Charlottesville City of Charlottesville City of Charlottesville City of Charlottesville City of Charlottesville City of Charlottesville City of Charlottesville Albemarle County Albemarle County From Albemarle County From Albemarle County From Louisa County City From Louisa County From Louisa County From From Louisa County From From Louisa County From From From County From From From County From From From Goochland County (Maint: 54) From Goochland County (Maint: 54)	City of Charlottesville 0.27 36000 Park St.	City of Charlottesville 0.27 36000 G	City of Charlottesville	City of Charlottesville	City of Charlottesville	Length AADT QA 4Tire Bus 2Axle 3+Axle	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Melntire Rd	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail CC 2Trail Melatric Rd City of Charlottesville 0.27 36000 G 98% 0% 1% 1% 1% 0% F 1	City of Charlottesville	City of Charlottesville	Albernaric Country Alberna	City of Charlottesville

512

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
	From:	Goochland County Line			27000 017000	TTTGII	Ziran		1 40101		1 40101		
Broad Street Rd	Louisa County (Maint: 37)	0.48 2200 G	97%	0%	0% 1%	1%	0%	С	0.095	F	0.696	2100	(
2	To:	US 522 Cross County Rd; Sandy H											
<u></u>	From:	US 522 Cross County Rd											
Broad Street Rd	Louisa County (Maint: 37)	1.63 1600 G	97%	0%	<u>1</u> % 1%	1%	0%	С	0.11	F	0.709	1500	
~ <u></u>	To:	Goochland County Line											
~\Dua ad Otac at Dd	Prom:	Louisa County Line	000/	00/		40/	00/	_	0.400	_	0.707	0000	
Broad Street Rd	Goochland County	6.72 2300 G	98%	0%	1% 0%	1%	0%	С	0.109	F	0.737	2300	
	To: From:	37-670 Cardwell Rd											
Broad Street Rd	Goochland County	5.58 5900 G	98%	0%	1% 0%	1%	0%	F	0.102	F	0.747	5800	
~	To	37-621 Manakin Rd											
Broad Street Rd	Goochland County	0.47 14000 G	98%	0%	1% 0%	1%	0%	F	0.102	F	0.747	14000	
39)	T-1												
Broad Street Rd	Goodland County	37-623 W, Hockett Rd 1.47 14000 G	97%	0%	1% 1%	1%	0%	С	0.082	F	0.545	15000	
50 Broad Street Nu	Goochland County	1.47 14000 G	9770	U 70	176 176 	170	0%	C	0.062	Г	0.545	13000	
~ ~	To: From:	SR 288											
Broad Street Rd	Goochland County	0.40 31000 G	98%	0%	<u>1</u> % 1%	0%	0%	F	0.107	F	0.632	31000	
~	To: From:	Henrico County Line											
Broad St		Goochland County Line	000/	00/		00/	00/	F	0.000	F	0.500	20000	
50 Broad St	Henrico County	1.48 26000 G	99%	0%	0% 0%	0%	0%	г	0.088	г	0.522	28000	
~ ~	To: From:	Lauderdale Drive											
Broad St	Henrico County	0.54 31000 G	99%	0%	0% 0%	0%	0%	С	0.088	F	0.522	33000	
<i>~</i>	To:	SR 271 Pouncy Tract Rd		_									
76078	Henrico County	0.84 64000 G	98%	0%	1% 1%	0%	0%	F	0.092	F	0.613	NA	
30)													
Broad St	Henrico County	I-64 0.75 39000 G	98%	0%	1% 0%	0%	0%	F	0.094	F	0.511	41000	
broad St	Herrico County	0.75 39000 G	90%	0%	176 076	076	0%	F	0.094	Г	0.511	41000	
~	To: From:	Cox Rd											
Broad St	Henrico County	0.81 34000 G	98%	0%	1% 0%	0%	0%	F	0.091	F	0.725	36000	
<i></i>	To-	Gaskins Rd											
50 Broad St	Henrico County	0.50 28000 G	98%	0%	1% 0%	0%	0%	F	0.097	F	0.633	29000	
	To	CD 157 Dombouton D.d. Caninofia	14 D.4										
Broad St	From: Henrico County	SR 157 Pemberton Rd; Springfie 1.57 31000 G		0%	1% 0%	0%	0%	F	0.096	F	0.520	33000	
50) Broad or	<u> </u>		0070	0 70		0 70	0 /0	•	0.000	•	0.020	00000	
~	To- From:	Parham Rd											
Broad St	Henrico County	0.72 36000 G	97%	1%	1% 0%	0%	0%	F	0.086	F	0.524	NA	
	To: From:	Hungary Springs Rd											
Broad St	Henrico County	1.15 36000 G	97%	1%	1% 0%	0%	0%	F	0.093	F	0.54	40000	
لہ	Tov	I-64											
Broad St	Henrico County	0.90 36000 G	97%	1%	1% 0%	0%	0%	F	0.099	F	0.579	41000	
20 2.000 01	Tienned County		J1 /0	1 /0	1 /0 0 /0	0 /0	0 /6	'	0.000	,	0.073	+ 1000	
	To: From:	Horsepen Rd										29000	
So Broad St	Henrico County	1.32 26000 G	97%	1%	1% 0%	0%	0%	F	0.096	F	0.536		

513

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

Route	Jurisdictio	n Longth	AADT	04	4Tiro	Puo		Tru	ck		QC	K	OK	Dir	AAWDT	· 01
noute	Junsaictio	Lengin	AADI	QA	4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	Q
~~\n	From:		CL Richmon		070/	40/	10/	00/	00/	00/	_	0.004	_	0.500	0.400	_
Broad St	City of Richm	nond 0.04	29000	G	97%	1%	1%	0%	0%	0%	F	0.094	F	0.508	2400	C
Droad Ct	To:		3 Staples Mi		97%	0%	10/	10/	2%	0%	F	0.122	D	0.516	26000	F
250 (33) Broad St	City of Richm		21000	F	9770	076	1%	1%	270	0%	г	0.122	В	0.516	26000	-
250 (33) Broad St	Tool From: City of Richm		Malvern Ave	G	97%	1%	1%	0%	0%	0%	С	0.095	F	0.534	28000	G
250 33 Broad St	City of Alcilli			<u> </u>	31 /0	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.033		0.554	20000	
P50 (33) Broad St	City of Richm		Sheppard St 20000	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.563	23000	(
250 (33) Broad St	Oity of FileIIII				31 /6	1 /0	1 /6	0 /6	0 /6	0 /6	'	0.007		0.505	23000	
50 (33) Broad St	City of Richm		99 Terminal 17000	Place G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.563	19000	(
250 (33) Broad St	Oity of FileIIII				31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.007	•	0.505	13000	`
250 (33) Broad St	City of Richm		3 Par Harriso 25000	on St G	97%	1%	1%	0%	0%	0%	F	0.083	F	0.569	28000	(
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	, F	NA	•	0.503	39000	(
	Tallo				01 70	1 /0		0 70	0 70	0 70	•	1471			00000	Ì
Broad St	City of Richm		33 Hancock 13000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.594	15000	(
:30)=.000 01					0.70	. , •		0,0	0 / 0	0,0	•	0.000	•	0.00	.0000	
Broad St	City of Richm		2nd St 13000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.550	14000	,
30)	Too							- , -		- , ,						
Broad St	City of Richm	nond 0.38	8th St 17000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.507	19000	(
230)=************************************	Too		14th St					- , -								
Broad St	City of Richm	nond 0.29	28000	G	97%	1%	1%	0%	0%	0%	F	0.079	F	0.786	31000	(
30)	To:		JS 360 18th S													
Broad St	City of Richm		14000	G G	97%	1%	1%	0%	0%	0%	F	0.079	F	0.786	15000	(
-50)	To:		JS 60, 21st S													
Broad St	City of Richm		7100	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.600	7600	(
30)	To:		23rd St													
	From:	Ü	JS 250 Ramp	os												
Ramp to I-81 S at Exit 22	2 Augusta Cou	unty 0.06	4800	F								0.103	F		5100	- 1
~	To:		I-81 South													
	From:		50 Jefferson									0.400	_		4000	
Ramp to I-81 N at Exit 22	2 Augusta Cou		3800 I-81 North	F								0.108	F		4000	
	From:		O I-64 WEST	Γ Ø- E ^ G	e T											
Ramp	Augusta Cou	CB 230 1 V	4600	G G) 1							0.115	F		4600	(
,	To:	US 250- 73B	TO RT 64 W		EAST											
~~	From:	0.10	US 250									0.004	_		0700	
250 Ramp	Augusta Cou	•	2700 I-64 West	G								0.094	F		2700	(
	100		1-04 West													

514

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

		i iiiiai y ai	a microtate m	oatoo										
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	T	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:	US 250	Ramp to I-64 We	st										
Ramp	Augusta Coun	nty 0.24	1900 G							0.172	F		1900	G
	To:		I-64 East											
	From:		US 250											
Ramp	Albemarle Cour	ntv 0.18	4100 G							0.144	F		4100	C
50) (41)	To:	0.10	I-64 East							0.144	•		4100	
~~_	From:	US 250-E081B U		ROM RT 2							_		.=	_
Ramp	Albemarle Cour	,	1700 G							0.094	F		1700	C
~	To:	I-64-W FROM	1 US 250WEST &	EAST										
	From:	US 2	50 Richmond Rd											
Ramp	Albemarle Cour	nty 0.16	6400 A							0.158	Α		7100	F
	To:		I-64 West											
	From:		50 Richmond Rd											
₅₀ }Ramp	Albemarle Cour									0.15	Α		4500	P
50 Hamp	Albernarie Cour	0.17								0.13	^		4300	
			I-64 East											
~~	From:													
Ramp	Henrico Count	ty 0.11	16000 G	98%	0%	<u>1</u> % 0%	1%	0%	С	0.092	F		18000	(
<i>→</i>	To:		I-64 East											
	From:	US 250- 166A	TO ROUTE 95	SOUTH										
Ramp	City of Richmond (Ma		11000 G							0.098	F		11000	(
30)	To:	-		D STREET		1								
	From:			D DITTED										
ast			0 TO I-64 EAST							0.400	_		4500	_
50 Ramp	Albemarle Cour		1500 G							0.169	F		1500	(
~	10:		US 250- 81A FR											
ast	From:	US 250 I-64-W	107A FROM & '	TO IS 64										
Ramp	Albemarle Cour	nty 0.03	120 G							0.149	F		120	C
	To:	US 250- 81B US	S 250-W081B FR	OM RT 2										
act	From:	LIS 2	50 TO I-64 East											
ast 50 Ramp	Henrico Count		13000 G	98%	0%	0% 0%	1%	0%	С	0.088	F		14000	(
50) 1 141115	To:	-			0 70	70 070	1 /0	0 70	J	0.000	•		14000	`
		05 250 11 15 111		OWI KI Z										
ast	From:	US												
Ramp	Henrico Count	•		98%	0%	<u>1</u> % 0%	1%	0%	С	0.096	F		5100	(
<i>~</i>	To:		I-64 West											
ast	From:	US	250 E, Broad St											
ast 50 Ramp	City of Richmond (Ma		7200 G							NA			7900	(
	To:		uS 250 W, Broa	d St										
loot	From:													
/est	Albamaria		107A FROM & T	O 15 04						0.189	F		2200	
Ramp	Albemarle Cour			01 / D= -						0.189	Г		2200	(
<u> </u>	To:		US 250- 81A FR	JM RT 2										
/est	From:		0 TO I-64 WEST											
Ramp	Albemarle Cour	nty 0.04	1300 G							0.112	F		1300	C

515

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

5 .					4	_		Tru	ıck			K	011	Dir	4.4.WD.T	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
est	From:		50 TO I-64 E		000/	00/	10/	00/	00/	00/	_	0.170	_		0000	G
Ramp	Henrico County	y 0.17 US 250-E154A U	3300 IS 250, 154A	G V ED ON	98%	0%	1%	0%	0%	0%	С	0.172	F		3300	(
est	From		50 W, Broad		VI KI Z											
Ramp	Henrico County		4600	G	97%	1%	1%	0%	0%	0%	С	0.208	F		5000	
• •	To:		I-64 West													
est	From:	US 2	50 W, Broad													
Ramp	Henrico County	,	3600	G								0.15	F		3800	
	To:		I-64 West													
est	From:		50 W, Broad 3200	St G								0.135	F		3400	
Ramp	Henrico County		ast Collector				_					0.135	Г		3400	
est	From		50 W, Broad													
Ramp	City of Richmond (Ma		11000	G								NA			12000	
	To:	,	ast Exit 166A	A Ramp)											
Bus Bus	From:		urchville Ave	e												
(0) (11) (1,1) New St	City of Staunton		740	G	98%	1%	1%	0%	0%	0%	С	0.111	F		790	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	5000	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.509	5300	
Bus Bus	To- From:	F	rederick St													
(0) (11) (11) New St	City of Stauntor	n 0.17	790	G	98%	1%	1%	0%	0%	0%	F	0.108	F		840	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	5500	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.600	5900	
	To:	,	Johnson St													
IS_	From:		S 29, US 250													
lvy Rd	Albemarle Coun	nty 0.61	12000	G	98%	0%	1%	0%	0%	0%	С	0.102	F	0.67	12000	
JS	To: From:	WCL	Charlottesvi	ille												
lvy Rd	City of Charlottesy	ville 0.50	10000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.533	11000	
رـــــــــــــــــــــــــــــــــــــ	To	Bus U	JS 29 Emmet	: St												
us 00 University Ave	City of Charlottes	ville 0.28	11000	G	97%	0%	2%	1%	0%	0%	F	0.068	F	0.526	11000	
50 Johnversity 7100	Combined Traffic Estimates for 2 Parallel Ro			G	97%	0%	2%	0%	0%	0%	F	0.082	F	0.520	16000	
	Too	<u> </u>	S 250P, Rugh				`_						-			
IS	From:				.=-/			4-7		221					40000	
University Ave	City of Charlottes		11000	G	97%	0%	2%	1%	0%	0%	-	0.068	F	0.526	12000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Houte:	16000	G	97%	0%	2%	0%	0%	0%	F	0.077	г	0.509	17000	
JS	To: From:	C	hancellor St													
University Ave	City of Charlottesy		11000	G	97%	0%	2%	1%	0%	0%	F	0.067	F	0.513	12000	
	Combined Traffic Estimates for 2 Parallel Ro			G	97%	0%	2%	0%	0%	0%	F	0.078	F	0.541	16000	
	To:	C&0	RR Crossin	ng												

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

		Fillialy at			iles .			Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	C&	O RR Cross	sing												
250 Main St	City of Charlott	esville 0.09	11000	G	99%	0%	1%	0%	0%	0%	F	0.068	F	0.524	12000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	99%	0%	1%	0%	0%	0%	F	0.072	F	0.506	17000	G
Bus	To: From:	Jeff	erson Park A	Ave			\Box									
250 Main St	City of Charlott	esville 0.73	10000	G	97%	0%	2%	1%	0%	0%	С	0.075	F	0.61	11000	G
200)	Combined Traffic Estimates for 2 Parallel		29000	G	98%	0%	1%	0%	0%	0%	С	0.08	F	0.552	31000	G
	Tor		McIntire Rd													
Bus 250 McIntire Rd	City of Charlott	tesville 0.22	Main St 21000	G	99%	0%	1%	0%	0%	0%	_	0.076	F	0.528	23000	G
250 Working Hu	Combined Traffic Estimates for 2 Parallel			G	99%	0%	1%	0%	0%	0%	F	0.076	F	0.520	27000	G
	Combined Traine Estimates for 21 arailer				33 /6	0 76	1 /0	0 /6	0 /6	0 /6	'	0.002	'	0.501	27000	u
Bus	From:		05, Bus US 2													
(250) McIntire Rd	City of Charlott	tesville 0.03	21000	N	99%	0%	1%	0%	0%	0%	N	0.076	F	0.528	23000	N
Bus	To: From:]	Preston Ave													
250 Market St	City of Charlott	tesville 0.53	7700	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.564	8200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.568	14000	G
	To:	SR 20	9th St; Av	on St												
Bus (250) (20) 9th St	City of Charlott	tesville 0.12	Market St 11000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.618	12000	G
(250) (20) 5111 51	Combined Traffic Estimates for Parallel		NA	~	0070	0 70	1 /0	0 70	0 70	0 70	·	NA	•	0.010	NA	Ğ
	To:	rioddinajo on tino riodior	High St													
Bus	From:		SR 20 9th St		222	221		2-1	221	0-1					44000	
250 (20) High St	City of Charlott	tesville 0.23	10000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.609	11000	G
Bus	To: From:		11th St													
(250) (20) High St	City of Charlott	esville 0.21	8200	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.737	8700	G
\smile	To:	(Gillespie Ave	e												
Bus (250) (20) High St	City of Charlott	tesville 0.45	17000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.644	18000	G
(230) (20)	To:		Long St		0070	0,0		0,0	0,0	0 / 0	•	0.000	•	0.0	.0000	٥.
Bus	From:	U	niversity Av	/e												
Rugby Rd	City of Charlott	esville 0.38	3600	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.58	3900	G
CF)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	27000	G
	To:		Grady Ave													
Bus (250) Grady Ave	City of Charlott	Lesville 0.57	Rugby Rd 4500	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.535	4800	G
(280) 2	Combined Traffic Estimates for 2 Parallel			G	97%	0%	2%	0%	0%	0%	F	0.078	F	0.541	16000	G
	To		Preston Ave		2,3				- / -		•		•			
Bus	From		Grady Ave		000/	00/	101	00/	00/	201	_	0.00:	_	0.516	00000	
Preston Ave	City of Charlott		19000	G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.510	20000	G
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Route:		G	98%	0%	1%	0%	0%	0%	С	0.08	F	0.552	31000	G
	10.		Market St													

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

		Filliary at	nd intersta	ile noi	JIES											
Davita	le circalitatia	ملعميم ا	AADT	•	4T:	Dua		Tru	ck		00	K	ΟK	Dir	A A \ A \ D T	- ^
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
us Bus	From:	c	Market St													
McIntire Rd	City of Charlott	tesville 0.03	21000	N	99%	0%	1%	0%	0%	0%	Ν	0.076	F	0.528	23000	
30)(250)	ony or orianous	0.00	21000		0070	0 70	1 /0	0 70	0 / 0	0 / 0		0.070	•	0.020	20000	
us	To: From:		Preston Ave													
High St	City of Charlott	tesville	5100	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.560	5400	
50 J. light St	•												F			
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	99%	0%	1%	0%	0%	0%	г	0.089	Г	0.568	14000	
	10.		9th St													
	From:	81-77	70 Turnpike I	Road												
Collierstown Rd	Rockbridge C	Sounty 4.43	740	G	96%	0%	2%	1%	0%	0%	С	0.109	F	0.699	730	
	Ter															
	From:		31-675 Murat		050/	00/		40/	00/	00/	_	0.000		0.700	4000	
Collierstown Rd	Rockbridge C		1800	G	95%	0%	2%	1%	2%	0%	С	0.099	F	0.726	1800	•
	To:		South of Lex													
Th 111 D. 1	From:		4 Possum Ho		050/	00/		401	001	001	_	0.000	_	0.740	0000	
Thornhill Rd	Rockbridge C	Sounty 1.05	3100	G	95%	0%	2%	1%	2%	0%	F	0.089	F	0.712	3000	
	To:	w	CL Lexingto	on			\neg \vdash									
Thornhill Rd	City of Lexin		4300	G	97%	0%	1%	0%	1%	0%	С	0.104	F	0.661	4500	
51)	To:	:	Link Rd	<u> </u>	07.70	0 70		0 70	1 /0	0 / 0	Ū	0.101	•	0.001	1000	
	From:		Thornhill Rd	_			-									
Link Rd	City of Lexing		3800	G	97%	0%	1%	0%	1%	0%	F	0.103	F	0.658	4000	
SI) LIIIK HU	Oity of Ecking	0.24	Main St		31 /0	0 70	170	0 70	1 /0	0 /0	•	0.100	•	0.000	4000	
			Maiii St													
_	From:		Maury River													
Brownsburg Turnpike	Rockbridge C	Sounty 6.03	480	G	94%	1%	3%	1%	2%	0%	С	0.115	F	0.621	480	
	To	91.7	722 Rocky L	ane												
Brownsburg Turnpike	Rockbridge C		722 ROCKY L 240	G	93%	0%	4%	1%	1%	0%	С	0.114	F	0.552	230	
2 Blownsburg Fullipike	Tockbridge C				30 /6	0 /6	4 /0	1 /0	1 /0	0 /6	O	0.114	•	0.552	200	
	From:		usta County loridge County				-+									
Middlebrook Pd	Augusta Coi				97%	0%	2%	1%	0%	0%	С	0.146	F	0.692	90	
Middlebrook Rd	Augusta Cot	unity 0.69	90	G	9170	0%	270	1 70	076	076	C	0.146	Г	0.092	90	
	To: From:	07-62	0 N, Newpo	ort Rd			\neg \vdash									
Middlebrook Rd	Augusta Cou	unty 2.54	250	G	97%	2%	1%	0%	0%	0%	С	0.1	F	0.546	250	
	_															
<u></u>	From		82 McKinley													
Middlebrook Rd	Augusta Cou	unty 4.50	370	G	95%	0%	2%	2%	1%	0%	С	0.104	F	0.65	390	
	To:	07-670) Cherry Gro	ive Rd			\neg _									
Middlebrook Rd	Augusta Col		1200	G	97%	1%	1%	1%	0%	0%	С	0.112	F	0.689	1200	
52) Wildaic Brook Fla	Augusta Cot		1200	<u> </u>	01 70	1 /0	1 70	1 /0	0 70	0 /0	J	0.112	•	0.000	1200	
	To: From:	07-693 1	N, Stingy Ha	llow Rd	i											
Middlebrook Rd	Augusta Cou	unty 1.62	2600	G	98%	0%	1%	0%	0%	0%	С	0.107	F	0.693	2500	
	Too		CD 262													
Middlobrook Ave	A	lunty 0.15	SR 262		000/	00/	00/	00/	00/	00/		0.107	Г	0.544	2400	
Middlebrook Ave	Augusta Cou	unty 0.15	2300	G	99%	0%	0%	0%	0%	0%	С	0.107	F	0.544	2400	
	To	S	SCL Stauntor	n			\neg \vdash									
Middlebrook Ave	City of Staur		2300	G	99%	0%	0%	0%	0%	0%	С	0.107	F	0.544	2400	
	2, 3. 3.0.00											-				

518

		1 milary ar					Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		Bridge St							_		_			
Middlebrook Ave	City of Staun		2200	G	99%	0%	<u>0</u> % 0%	0%	0%	F	0.105	F	0.519	2300	G
	To: From:		Lewis Street Lewis St												
52)(254)Beverly St	ı City of Staun	nton 0.11	2000	G	98%	0%	1% 0%	0%	0%	F	0.078	F		2100	(
32/234/2000,00	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0% 0%	0%	0%	F	0.086	F	0.501	4600	(
	To:		Augusta St; Jo							-		-			
	From:	US	S 11 S Main S	St											
Port Republic Rd	City of Harrison		23000	G	97%	0%	1% 0%	1%	0%	С	0.082	F	0.505	25000	(
	To	-	I-81												
Port Republic Rd	From L City of Harrison	nburg 0.85	22000	G	97%	0%	1% 0%	1%	0%	F	0.085	F	0.542	24000	(
53) r ort riopusiio rid	- F				0.70	0 70	-70 070	1 /0	0,0	•	0.000	·	0.012	21000	Ì
53)Port Republic Rd	City of Horrison		ach Grove Av		97%	0%	1% 0%	1%	0%	F	0.085	F	0.532	12000	(
53 Fort nepublic nu	City of Harrison	nburg 0.48	11000	G	97%	076	176 076	1 70	076	Г	0.065	Г	0.552	12000	,
	To: From:		L Harrisonbu												
Port Republic Rd	Rockingham C	Sounty 0.59	9000	G	97%	0%	1% 1%	1%	0%	F	0.09	F	0.579	9600	(
	To: From:	82-710 Rese	ervoir St; Gre	eendaile	Rd										
Port Republic Rd	Rockingham C	Sounty 1.43	9900	G	97%	0%	1% 1%	1%	0%	F	0.096	F	0.674	11000	(
	To	Urban Bound	ary; 82-689 S	Shen La	ke Dr										
Port Republic Rd	Rockingham C		5700	G	97%	0%	1% 1%	1%	0%	F	0.101	F	0.707	6100	(
	To	82-6	80 Oak Ridge	- Rd											
Port Republic Rd	Rockingham C		5200	G	97%	0%	1% 1%	1%	0%	F	0.099	F	0.716	5600	
	Tool		7. C V	- D.1											
Port Republic Rd	From I Rockingham C		76 Cross Key 5900	G	97%	0%	1% 1%	1%	0%	С	0.1	F	0.689	5800	(
53) r ort r topublic r to	- I				01 70	0 70		1 /0	0,0	Ŭ	0.1	·	0.000	0000	
Port Republic Rd	Pookinghom C		08 Goods Mil		079/	00/	10/ 10/	10/	00/	F	0.107	F	0.689	F700	(
53 Port Republic Rd	Rockingham C	Sounty 4.28	5800	G	97%	0%	1% 1%	1%	0%	Г	0.107	Г	0.009	5700	'
	To: From:		SR 331												
Port Republic Rd	Rockingham C	Sounty 0.22	5800	G	97%	0%	1% 1%	1%	0%	F	0.106	F	0.671	5700	(
	To: From:	82-	655 Lawyer l	Rd											
Port Republic Rd	Rockingham C	county 0.76	5800	G	97%	0%	1% 1%	1%	0%	F	0.107	F	0.636	5700	(
	To	82-	1603 Lower l	Rd											
Port Republic Rd	Rockingham C	ounty 0.91	3300	G	97%	0%	1% 1%	1%	0%	F	0.104	F	0.592	3300	(
	To:	US 3-	40 East Side	Hwy											
	From:	SR 42	Buffalo Gap	Hwy											
Parkersburg Turnpike	Augusta Cou	unty 2.66	3800	G	96%	1%	1% 0%	1%	0%	F	0.095	F	0.654	3700	(
	To: From:	07-	876 Swoope	Rd											
Parkersburg Turnpike	Augusta Cou		4800	G	96%	1%	1% 0%	1%	0%	С	0.098	F	0.652	4700	(
	Trol														
54)Beverly St	From City of Staun	nton 0.97	SR 262 6600	G	98%	0%	1% 0%	0%	0%	C	0.100	F	0.504	7000	(
54 Boveriy or	To:		Grubert St	J	JU /6	0 /0	1/0 0/0	0 /0	0 /6	J	0.100		0.504	7000	
			Sidocit of												
10/2021			519												

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

		1 mary ar	nd Intersta	110 110	4100											
Route	Jurisdiction	n Lanath	AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	
riouto	ounsalchoi	ii Longiii	ושא	Q,A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAVIDI	G
	From:		Grubert St													
Beverly St	City of Staun	nton 0.69	6000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.548	6400	
ン ・	, r															
	From		hornrose Av													
Beverly St	City of Staun	iton 0.25	4100	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.511	4400	
	To:		Frederick St													
Beverly St	City of Staun		3600	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.59	3800	
4),									-,-		-					
	To: From:		54 P Jeffers													
Beverly St	City of Staun	iton 0.23	2300	G	98%	0%	1%	0%	0%	0%	F	0.083	F		2400	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	4000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.506	4300	
	To		Lewis St													
Povorty St	From City of Staun	nton 0.11	2000	G	98%	0%	10/	0%	0%	0%	F	0.078	F		2100	
4 252 Beverly St	•						1%								2100	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	4300	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.501	4600	
	To:	US	250 Augusta	a St												
4)Beverly St	City of Staun		2000	N	98%	0%	1%	0%	0%	0%	Ν	0.078	F		2100	
4)	Combined Traffic Estimates for 2 Parallel I			N	99%	0%	0%	0%	0%	0%	N	0.086	F	0.501	4100	
	Combined Trainic Estimates for 2 Faraller	Hoadways on this houte.	3000	IN	99 /o	0 /6	0 /6	0 /6	0 /6	0 /6	IN	0.000	1	0.501	4100	
_	To: From:		250 P New	St												
Beverly St	City of Staun	nton 0.16	1500	G	98%	0%	1%	0%	0%	0%	F	0.086	F		1600	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	3300	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.608	3500	
	To:		Coalter St													
	From:	SR 25	54 P, E Beve	rly St												
4)Coalter St	City of Staun	nton 0.16	3900	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.626	4100	
9	To:	US 11, U	JS 250 Com	merce S	t											
	From:	US 11 U	IS 250 Com	nerce S	t											
Commerce Rd	City of Staun	nton 0.68	2200	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.6	2300	
	From		1 Commerc		000/	00/	101	00/	00/	00/	^	0.444	_	0.570	4000	
4)New Hope Rd	City of Staun	ton 2.45	1200	G	98%	0%	1%	0%	0%	0%	С	0.114	F	0.572	1300	
	To:	F	ECL Staunto	n												
New Hope Rd	Augusta Cou		1700	G	97%	1%	1%	1%	1%	0%	С	0.126	F	0.643	1700	
7																
	From		oodrow Wil		_											
Hermitage Rd	Augusta Cou	ınty 3.92	6000	G	97%	0%	1%	1%	1%	0%	F	0.110	F	0.605	5900	
	To:	07-608	Long Mead	ow Rd												
Hermitage Rd	Augusta Cou		5300	G	97%	0%	1%	1%	1%	0%	С	0.11	F	0.570	5200	
4)	, agasa ssa	,			0.70	0,0	. , ,	. , 0	. , 0	0 / 0	Ū	• • • • • • • • • • • • • • • • • • • •	•	0.0.0	0_00	
$\overline{}$	To: From:		Old White B													
4)Hermitage Rd	Augusta Cou	inty 0.93	3900	G	97%	0%	1%	1%	1%	0%	F	0.111	F	0.552	4100	
	Too	W	CL Wavnesb	oro												
lvv St	From L City of Waynes		5200	G	97%	0%	1%	1%	1%	0%	С	0.102	F	0.538	5500	
lvy St	Oity of Wayries	1.19	3200	G	01 /0	0 /0	1 /0	1 /0	1 /0	0 /6	J	0.102	,	0.550	5500	
	To- From:		opeman Pkw	уу												
(54) Ivy St	City of Waynes	sboro 0.52	5200	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.521	5500	
	To:															

520

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

		Primary ar	nd Intersta	ate Ro	utes											
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:		King Ave				27 000	0171010	1111411	Ziran		1 40101		1 40101		
Poplar Ave	City of Wayne	sboro 0.30	10000	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.567	11000	G
	To: From:		Broad St													
Poplar Ave	City of Wayne:	sboro 0.07	2400 Main St	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.576	2500	G
	Fron:	SR	254 Beverly	v St			i									
Jefferson St	City of Staur		950	G	97%	1%	2%	0%	0%	0%	С	0.103	F		1000	G
-81	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To:	•	V Frederick	St												
	From:		Jefferson St													
Frederick St	City of Staur	nton 0.28	1700	G	99%	0%	0%	0%	0%	0%	С	0.103	F		1800	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.505	4300	G
	To		Central Ave	;												
Frederick St	City of Staur	nton 0.11	2200	G	99%	0%	0%	0%	0%	0%	F	0.093	F		2400	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4300	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.501	4600	G
	To:		Bus US 11 Pa	ar, New	St											
	From:	US 250, Bus														
Frederick St	City of Staur		1800	G	99%	0%	0%	0%	0%	0%	F	0.101	F		1900	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3300	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.608	3500	C
	To:		Coalter St	~												
Coaltor St	City of Staur		Frederick S 3600	G G	99%	0%	0%	0%	0%	0%	_	0.094	F	0.772	3900	G
Coalter St	Combined Traffic Estimates for Parallel			G	33 /6	0 /6	0 /6	0 /6	0 /0	0 /6	'	NA	'	0.772		
	Combined Trainic Estimates for Faraner		NA 254, E Bever	elv, Ct			_					IVA			NA	
	From:															
Pichon Moodo Pd	Clarke Cou		0 Millwood	Pike G	98%	0%	1%	10/	0%	00/	С	0.096	F	0.599	1400	G
Bishop Meade Rd	Glaike Coul	nty 0.79	1400	G	90%	076	1 70	1%	076	0%	C	0.096	Г	0.599	1400	Ċ
	To: From:		3 N, Millwo													
Bishop Meade Rd	Clarke Cou		1900	G	98%	1%	1%	0%	0%	0%	С	0.106	F	0.614	1900	G
	To	US 340) Lord Fairfa	ax Hwy												
	From:		11 Lee High													
Weyers Cave Rd	Augusta Cou	unty 0.14	7400	G	92%	1%	2%	1%	4%	1%	С	0.101	F	0.56	7300	G
	To		I-81													
Weyers Cave Rd	Augusta Cou	unty 1.22	9500	G	91%	0%	1%	1%	6%	0%	С	0.100	F	0.587	10000	G
9	To:	SR 276	6 Keezletow	n Road												
	From:		SR 276													
Weyers Cave Rd	Augusta Cou	unty 4.50	5700	Α	93%	0%	1%	1%	4%	0%	С	0.118	Α	0.629	6300	Α
	To: From:	Rockii	ngham Coun	ty Line												
256)3rd St	Town of Grottoes (4800	G	93%	0%	1%	1%	4%	0%	F	0.092	F	0.583	5300	G
	Tec	г	Dogwood Av	/e												
256)3rd St	Town of Grottoes (4900	G	93%	0%	1%	1%	4%	0%	F	0.091	F	0.585	5300	G
56 BIO SI																

521

Route	Jurisdiction	Length AADT	. QA	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	ГС
	From					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
6)3rd St	Town of Grottoes (Maint: 07)	Aspen A: 0.13 4100	ve G	93%	0%	1%	1%	4%	0%	F	0.089	F	0.558	4500	
5)0.0 0.	To:	US 340 East Si		0070	0 70		1 70	1,0	070	•	0.000	•	0.000	1000	
	From:	SR 256 Weyers	Cave Rd												
Ramp to I-81 S at Exit 235	Augusta County	0.18 2600	F	78%	1%	1%	1%	18%	1%	F	0.093	F		2600	
9 '	То:	I-81 Sou	th												
	From:	SR 256 Weyers	Cave Rd												
Ramp to I-81 N at Exit 235	Augusta County	0.20 2600	F								0.095	F		2600	
	To:	I-81 Nor	th												
	From:	82-924 Briery B	ranch Rd												
Briery Branch Rd	Rockingham County	2.89 620	G	97%	1%	1%	1%	0%	0%	С	0.102	F	0.675	610	
	To: From:	82-731 Community	y Center R	d											
Briery Branch Rd	Rockingham County	2.78 2000	G	95%	1%	2%	1%	1%	0%	С	0.099	F	0.699	2000	
	To:	82-613 Clover													
Ottobine Rd	Rockingham County	82-613 W, Clove 4.29 2200		95%	1%	1%	1%	2%	0%	С	0.095	F	0.716	2200	
37) 611651116 1116	Tooking name occurry				1 /0		1 70		0 70	Ū	0.000	•	0.7.10	2200	
Ottobine Rd	Rockingham County	82-738 W Dry I 1.86 3600	River Rd G	95%	1%	2%	1%	1%	0%	F	0.102	F	0.563	3800	
Ottobine rid	Hockingham County			33 /6	1 /0		1 /0	1 /0	0 /6	•	0.102	•	0.505	3000	
Ottobino Dd	Town of Double (Maint 00)	WCL Day		050/	1%	2%	10/	10/	00/	N.I.	0.100		0.500	2000	
Ottobine Rd	Town of Dayton (Maint: 82)	0.42 3600 W SR 42 1	N Puo	95%	170	2%	1%	1%	0%	N	0.102	F	0.563	3800	
	From:	E RT 42 B													
(42) John Wayland Hwy	Town of Dayton (Maint: 82)	0.42 11000	N	95%	1%	1%	1%	2%	0%	Ν	0.104	F	0.527	12000	
	To	CL Dayte	on												
₅₇ (42) John Wayland Hwy	Rockingham County	0.63 11000		95%	1%	1%	1%	2%	0%	F	0.084	F	0.573	12000	
	Toc	CL Bridgev	vater												
57) (42) N Main St	Town of Bridgewater	0.30 12000		95%	1%	1%	1%	2%	0%	Ν	0.084	F	0.573	13000	
	Tα	NCL BRIDGE	WATER												
(42) N Main St	Town of Bridgewater	1.00 12000		95%	1%	1%	1%	2%	0%	F	0.084	F	0.573	13000	
	To	NORTH RIV	ED DIJ												
57) (42) N Main St	Town of Bridgewater	0.08 1200 0		95%	1%	1%	1%	2%	0%	С	0.087	F	0.549	13000	
37) (42)	To	MT CRAWFOI													
57) (42) N Main St	Town of Bridgewater	0.30 8900	G	95%	1%	1%	1%	2%	0%	F	0.084	F	0.567	9500	
42)	Tod				. , ,				- 7.						
Dinkel Ave	Town of Bridgewater	SR 42 MAI 1.37 5900		94%	0%	1%	1%	4%	0%	С	0.093	F	0.506	6300	
5//				O 170	0 70		. 70	. 70	0 /0	J	0.000		0.000	0000	
Dinkel Ave	Town of Bridgewater	Mt Crawford		94%	0%	1%	1%	4%	0%	NI	0.097	F	0.517	9400	
Dinkel Ave		0.39 9500		J+ /0	0 /0	1 /0	1 /0	7 /0	U /0	IN	0.037	'	0.517	3400	
Distract Ave	To: From:	ECL Bridge		0.40/	00/	10/	40/	407	00/		0.007		0.547	0.400	
Dinkel Ave	Rockingham County	0.80 9500		94%	0%	1%	1%	4%	0%	F	0.097	F	0.51/	9400	
	10.	US 11 W, Lee 1	nignway												

Route	Jurisdiction	Length AADT Q	4Tire	Bus	0.4			QC	K	QK	Dir	AAWDT	Q
	From:	US 11 W, Lee Highwa	V		2Axle 3+Ax	de i i raii	ZTrall		Factor		Factor		
7)Friedens Ch Rd	Rockingham County	0.86 11000 G		0%	1% 1%	4%	0%	F	0.097	F	0.577	12000	
,	To:	I-81											
	From:	SR 257 Friedens Ch Ro	1		1								
Ramp to I-81 S at Exit 240	Rockingham County	0.20 2400 A							0.143	Α		2800	
7) Hamp to 1 o 1 o at Exit 240	To:	I-81 South							0.140	,,		2000	
Down to LO1 N at Fuit 040	De alsia ala ara Cauratu	SR 257 Friedens Ch Ro							0.100	_		0000	
Ramp to I-81 N at Exit 240	Rockingham County	0.03 2300 G			_				0.100	F		2300	
	From:	82-682-W000A TO RT 81 N 82-682 West Ramp	ORTH		_								
Ramp to I-81 N at Exit 240	Rockingham County	0.16 3000 F							0.123	F		3100	
7) Hamp to 1 of 14 at Exit 240	To:	I-81 North							0.120	•		0100	
	- 1				-								
Consider Forms Dd	Courte property Court	North Carolina State Lin		10/		100/	00/	_	0.000	_	0.570	FF00	
Smith Ferry Rd	Southampton County	5.28 5600 G	86%	1%	1% 1%	12%	0%	F	0.082	F	0.579	5500	
	To: From:	SR 189 South Quay Ro	1										
Smith Ferry Rd	Southampton County	3.43 4100 G	86%	1%	1% 1%	12%	0%	С	0.095	F	0.65	4000	
	To	87-684 Dogwood Bend I	24										
Smith Ferry Rd	Southampton County	0.29 4700 G		1%	1% 1%	12%	0%	F	0.088	F	0.568	4600	
B) Similar Ferry Fla		US 58 Southhampton Parkway; Bus U				1270	0 70	•	0.000	•	0.000	4000	
	From:	X	75 250 50util	. Dt									
8)(258)Ramp	Southampton County	0.20 NA							NA			NA	
	To:	х											
	From:	US 58 Southhampton Parkway; Bus U	IS 258 South	St									
Southampton Pkwy	Southampton County	3.02 17000 G	82%	1%	<u>1</u> % 1%	16%	0%	F	0.078	F	0.553	16000	
	To:	WCL Suffolk											
~~~ = =	From:	Southampton County Li		40/	10/ 10/	400/	00/	_	0.074	_	0.540	47000	
(8) (58) Franklin Bypass	(Maint: 133)	1.27 <b>17000 F</b>		1%	1% 1%	16%	0%	F	0.074	F	0.548	17000	
	From:	US 58 Franklin Bypass	8										
8 (58) Ramp	City of Suffolk	0.17	So	۵ I I S 58	for direction	al traffic	volume e	etima	toe for th	ic co	amont		
8 58 Ramp	Oity of Surioik	X X	- 00	e 03 30	ioi directioi	ai tiailic	volullie e	Suma	1103 101 11	113 30	giii <del>c</del> iii.		
	From:	US 58-E451B TO RTE 189 S	OUTH										
(8) (58) Ramp	City of Suffolk	0.05		e US 58	for direction	al traffic	volume e	estima	tes for th	is se	ament.		
0) (30)	To:	1SR 189-P FROM RTE 58								,	9		
	From:	US 58 Franklin Bypass; SR											
Great Mill Rd	City of Suffolk	2200 F	62%	0%	1% 5%	32%	0%	С	0.079	F	0.505	2300	
2	To:	NCL Suffolk											
General Mill Hwy	Isle of Wight County	3100 F	90%	0%	 2% 1%	7%	0%	F	0.08	F	0.540	3100	
S General Willi Tiwy	To:	46-656 Union Camp Dri		0 70		1 /0	0 70		0.00	•	0.540	3100	
	From:	46-656 Union Camp D											
8 Camp Family Hwy	Isle of Wight County	1200 F		0%	1% 0%	0%	0%	С	0.086	F	0.585	1200	
	To:	US 258, C4US 58											
	From:	Bus US 58 Carrsville Hy	vy										
Walters Hwy	Isle of Wight County	6.79 <b>3000 F</b>		1%	1% 1%	11%	0%	С	0.090	F	0.596	2900	
		46-614 W, River Run Tr											

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

Route	Jurisdiction		Length	AADT	04	4Tire	Ruc		Tru	ck		QC	K	QK	Dir	AAWDT	. 0
noute	Julisdiction	L	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	Q
$\sim$	From:			V, River Ru													
8 Walters Hwy	Isle of Wight Cou	unty	5.85	5000	F	91%	1%	1%	1%	7%	0%	С	0.100	F	0.695	4900	F
	To- From		W	CL Windso	or												
Prince Blvd S	Town of Windsor (Ma	aint: 46)	0.19	4800	F	91%	1%	1%	1%	7%	0%	F	0.094	F	0.68	4700	- 1
~	To		US 460	0 Windsor	Blvd												
Prince Blvd N	Town of Windsor (Ma	aint: 46)	0.25	5200	F	93%	1%	1%	1%	4%	0%	F	0.09	F	0.593	5100	ı
<del>~</del>	To		NC	CL Windso:	r												
Courthouse Hwy	Isle of Wight Cou	unty	7.49	4400	F	93%	1%	1%	1%	4%	0%	F	0.109	F	0.595	4300	
,	To		46.6	(27 O 1 : P	2.1												
Courthouse Hwy	Isle of Wight Cou	unty	5.68	637 Orbit R <b>4900</b>	<b>F</b>	93%	1%	1%	1%	4%	0%	С	0.093	F	0.548	4700	
S8 Codifficuse Tiwy	isic of Wight Got				-		1 /0	1 70	1 /0	770	0 70	J	0.000	'	0.540	4700	
~	To Promi			l; 46-709 W			40/	10/	40/	00/	00/		0.004	_	0.000	0500	
Courthouse Hwy	Town of Smithfield (M	/laint: 46)	0.27	8000	F	94%	1%	1%	1%	3%	0%	С	0.091	F	0.603	8500	
~	To: From:			VCL Smith													
Main St	Town of Smithfield (M	Maint: 46)	0.76	10000	F	94%	1%	1%	1%	2%	0%	С	0.094	F	0.573	11000	
<del>~</del>	To: From:			SR 10													
58 (10)	Town of Smithfield (M	/laint: 46)		Main St 15000	F	95%	1%	I 1%	1%	2%	0%	С	0.092	F	0.523	16000	
58 10	rown or ormanica (w	maint. 40)			•	0070	1 /0		1 /0	270	0 70	Ü	0.002	•	0.020	10000	
Parasa Church Blad	Town of Contact of All	4-i 40)		us US 258	_	050/	10/	10/	00/	00/	00/		0.000		0.501	04000	
58 (10) Benns Church Blvd	Town of Smithfield (M	/laint: 46)	0.31	23000	F	95%	1%	1%	2%	2%	0%	F	0.092	F	0.521	24000	
~	To: From:			CL Smithf													
58 (10) Benns Church Blvd	Town of Smithfield (M	Maint: 46)	0.65	20000	F	95%	1%	1%	2%	2%	0%	F	0.09	F	0.528	21000	ı
~ ~	To: From:		CL Smithfie	eld; 46-644	1 Turner	Dr		$\lnot$ $\vdash$									
258 ( 10 ) Benns Church Blvd	Isle of Wight Cou	unty	1.00	22000	G	95%	1%	1%	2%	2%	0%	F	0.09	F	0.528	23000	(
<i>~</i> ·	To:			rewers Nec													
958 (32) Brewers Neck Blvd	Isle of Wight Cou	unty		enns Churc <b>22000</b>	h Blvd F	95%	1%	 1%	2%	2%	0%	С	0.097	F	0.619	23000	
Brewers Neck Blvd	To:	unty		Carrollton		33 /6	1 /0	1 /0	2/0	2/0	0 /6	C	0.037	'	0.019	23000	
	From:			, SR 32 Ba													
258 (17) (32) Carrolton Blvd	Isle of Wight Cou	unty	2.17	26000	Α	97%	0%	1%	1%	1%	0%	С	0.124	Α	0.663	28000	1
	To:			FR-807													
258) (17) (32)	Isle of Wight Cou	untv		25000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.755	27000	(
36) (17) (32)	To:			Newport N				Ti .			-,-						
~ ~ ~	From:		Isle of W	Vight Count	ty Line												
58) (17) (32) Mercury Blvd	City of Newport N	News	0.22	25000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.755	27000	(
$\sim$ $\sim$	Too		US 60	Warwick 1	Blvd												
(32) Mercury Blvd	City of Newport N	News		31000	G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.539	34000	(
$\sim$	To-		Ief	fferson Ave	e.												
258 Mercury Blvd	City of Newport N	News		37000	G	98%	0%	0%	1%	1%	0%	F	0.09	F	0.583	NA	
-00)	To	_		CL Hampto							•						

524

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

Route	Jurisdiction	Length A	ADT OA	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	. 0
Toute	Junsuiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QΝ	Factor	AAVVUI	Q
~	From:		wport News		221				0-1			_	. =		
Mercury Blvd	City of Hampton	0.74 <b>37</b>	7000 G	98%	0%	0%	1%	1%	0%	F	0.097	F	0.563	39000	
	To: From:	114-7019	Chestnut Ave												
Mercury Blvd	City of Hampton	0.52 <b>42</b>	2000 B	98%	0%	0%	1%	1%	0%	С	0.101	Α	0.511	43000	
~ <u></u>	To: From:	114-7021 I	Big Bethel Rd			$\neg$ $\vdash$									
Mercury Blvd	City of Hampton	0.80 41	000 G	98%	0%	0%	1%	1%	0%	F	0.094	F	0.557	43000	
	To	Abero	deen Rd												
Mercury Blvd	City of Hampton		0000 G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.520	51000	
,	To														
Mercury Blvd	City of Hampton		ver Plant Pkwy 8000 G	98%	0%	0%	1%	1%	0%	F	0.085	F	0.501	60000	
58 Mercury Biva	Oity of Hampton			30 78	0 70	0 70	1 /0	1 /0	0 70	'	0.005	•	0.501	00000	
Marrows Blad	From From		-64	000/	00/	00/	40/	40/	00/	_	0.000	_	0.540	55000	
Mercury Blvd	City of Hampton	0.36 <b>53</b>	8000 G	98%	0%	0%	1%	1%	0%	F	0.088	F	0.549	55000	
~	To: From:		eum Dr												
Mercury Blvd	City of Hampton	0.42 <b>38</b>	8000 G	98%	0%	0%	1%	1%	0%	F	0.081	F	0.555	39000	
	To: From:	SR 152 Cu	ınningham Dr			$\neg$ $\vdash$									
Mercury Blvd	City of Hampton	0.24 <b>43</b>	8000 G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.554	44000	
	To	SR 134 A	rmistead Ave												
Mercury Blvd	City of Hampton		6000 G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.583	NA	
,	Tol														
Mercury Blvd	City of Hampton		ille Ave	99%	0%	0%	0%	0%	0%	F	0.094	F	0.609	54000	
58 Weredry Biva	Oity of Hampton			33 78	0 70	0 70	0 70	0 /0	0 70	'	0.054	•	0.000	34000	
~ Name of Physics	From From		8 King St	000/	40/	00/	00/	00/	00/		0.000	_	0.010	NIA	
Mercury Blvd	City of Hampton	1.12 <b>26</b>	6000 G	99%	1%	0%	0%	0%	0%	С	0.096	F	0.618	NA	
~	To: From:		ews Blvd			$\neg\vdash$									
Mercury Blvd	City of Hampton	0.55 <b>15</b>	6000 G	99%	1%	0%	0%	0%	0%	F	0.104	F	0.655	16000	
ر_	To: From:	SR 351 Pe	embroke Ave			$\neg$ $\vdash$									
Mercury Blvd	City of Hampton	0.94 <b>9</b>	500 G	98%	1%	1%	0%	0%	0%	С	0.106	F	0.570	10000	
~	To	SR 169	Mallory St												
Mercury Blvd	City of Hampton		500 G	98%	1%	1%	0%	0%	0%	F	0.123	F	0.537	3700	
,	To:		Ingalls Rd												
	From:	US 258:	1US 258-P												
Ramp	Southampton County		NA								NA			NA	
	To:	US 58 FRO	OM RTE 258												
	From:	1US 258-P C2US	258 US 58-W4	47AU											
Ramp	Southampton County		NA	.,							NA			NA	
	To:	US 58 FROM R	TE 258 & 258	BUS											
	From:	US 258 East Exit 63	3B Ramp to I-6	4 West											
Ramp	City of Hampton (Maint: 99)		8000 F								0.086	F	0.53	19000	
	To:		l West												

525

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

		Filliary and interstate no	วนเฮร											
Route	Jurisdiction	Length AADT QA	4Tire	Ruc		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 258 Ramp	City of Hampton (Maint: 99)	US 258 E, Mercury Blvd 0.05 <b>16000 G</b>			J					0.079	F		17000	G
<u> </u>	To From:	US 258 East Exit 63B Ramp to I-0	64 West							0.070	•		17000	
East (258) Ramp	City of Hampton (Maint: 99)	0.14 <b>6300 G</b>								0.067	F		6700	G
East	To:	I-64 East US 258 East Exit 63A Ramp to I-	64 Foot											
258 Ramp	City of Hampton (Maint: 99)	0.56 <b>9800 F</b>			<u> </u>					0.092	F		10000	F
West	To: From:	US 258 West Exit 63B Ramp to I- US 258 W, Mercury Blvd												
(258) Ramp	City of Hampton (Maint: 99)	3800 G			<u> </u>					0.084	F		4100	G
West	To:	I-64 East US 258 W, Mercury Blvd			1									
(258) Ramp	City of Hampton (Maint: 99)	0.26 <b>7800 F</b>			<u> </u>					0.093	F		8300	F
<u> </u>	To:	I-64 West												
~~~~ <u>-</u>	From:	US 58 TO RTE 258			<b>.</b>									
258 58 Ramp	Southampton County	0.14		e US 58 fo	or direc	tional ti	rattic vo	olume e	stıma	tes for th	ıs se	gment.		
	10.	1US 258-P C2US 258 US 258-	9BU											
Bus 258 Main St	Town of Smithfield (Maint: 46)	SR 10 Bypass 0.20 6900 F	99%	0%	0%	0%	0%	0%	F	0.103	F	0.589	7300	F
	To: From:	Grace Street			—									
Bus (258) Main St	Town of Smithfield (Maint: 46)		99%	0%	0%	0%	0%	0%	F	0.102	F	0.519	4400	F
Bus	To: From:	Cary Street												
(258) Main St	Town of Smithfield (Maint: 46)	0.34 2800 F	97%	1%	1%	1%	0%	0%	С	0.102	F	0.521	2900	F
	To:	Church Street												
Bus Bus Church Ct	From:	Main Street	000/	00/	00/	00/	00/	00/	_	0.101	_	0.500	10000	_
258 10 Church St	Town of Smithfield (Maint: 46)	0.79 9600 F	99%	0%	0%	0%	0%	0%	F	0.121	F	0.509	10000	F
Bus Bus	To: From:	Red Point Drive												
258 10 South Church St	Town of Smithfield (Maint: 46)		99%	0%	0%	0%	0%	0%	С	0.103	F	0.525	10000	F
Bus Bus	To: From:	Battery Park Road			_									
258 10 South Church St	Town of Smithfield (Maint: 46)		99%	0%	0%	0%	0%	0%	F	0.098	F	0.555	12000	F
•	10:	SR 10 Bypass												
Bus	From:	US 258 Smith Ferry Road		00/	10/	00/	001	001	_	0.070	_	0.500	0400	_
258 South St	Southampton County	0.01 8500 G	98%	0%	1%	0%	0%	0%	F	0.076	F	0.508	9100	G
Bus	To: From:	SCL Franklin]									
South St	City of Franklin	0.28 5700 G	98%	0%	1%	0%	0%	0%	С	0.081	F	0.513	6100	G
Bus	To: From:	College Drive			_									
258 South St	City of Franklin	0.25 6900 G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.502	7400	G
\smile	To:	Bank Street												

526

Jurisdiction	Length	AADT	۸۸	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	0
- Carlodiolion	Longin	AADI	G.A.	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	7011101	Q
From:		Bank Street													
City of Franklin	0.35	6200	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.51	6700	C
To	Ro	oosevelt Stre	et			<u> </u>									
City of Franklin				000/	00/	10/	00/	00/	00/	_	0.005	_	0.517	6600	(
City of Franklin	0.15	6200	G	90%	0%	1%	0%	0%	0%	Г	0.065	Г	0.517	0000	(
To: From:		Oak Street													
City of Franklin	0.16	11000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.534	12000	(
Too	т	Justlavy Ctuas	.+												
From:												_			
City of Franklin	0.21	4600	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.514	4900	(
To: From:		High Street													
City of Franklin	0.16	2400	G	95%	10/-	10/-	10/-	20/	0%	C	0.08	F	0.54	2600	(
To:			<u> </u>	33 78	1 /0		1 /0	270	0 70	O	0.00	•	0.54	2000	•
From:															
City of Franklin	0.29	2200	G	96%	1%	1%	1%	1%	0%	С	0.078	F	0.553	2300	(
To:	Se	econd Avenu	ıe												
From:		Main Street													
City of Franklin	0.12			96%	1%	1%	1%	1%	0%	F	0.087	F	0.511	4700	(
To:	Bus US		c Street												
	0.10			000/	10/	10/	00/	10/	00/	_	0.001	_	0.552	7000	
City of Franklin	0.19	6700	G	90%	170	1 70	076	1 70	0%	Г	0.091	Г	0.555	7900	(
From:	F	ECL Franklin	1												
		6700	G	98%	1%	1%	0%	1%	0%	F	0.091	F	0.553	7900	(
To:	Isle of	Wight Count	ty Line												
From:		mpton Count	ty Line												
	1.57	5300	F	98%	1%	1%	0%	1%	0%	F	0.088	F	0.526	5500	
То:	US 2	58 Walters I	Hwy												
From:		Main St													
Town of Smithfield (Maint: 46)	0.14	3300	G	98%	0%	1%	1%	0%	0%	С	0.101	F	0.584	3500	(
Too		Cary St													
From:	0.04			000/	00/	40′	00/	00/	00/	_	0.444	_	0.70	0.400	
Town of Smithfield (Maint: 46)				98%	0%	1%	0%	0%	0%	C	0.114	F	0.73	2400	l
10:	No	orth Church S	St												
From:															
Rockingham County	2.34	8200	G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.602	8200	(
To:	82-619 Wam	pler Rd; Phil	lips Stor	re Rd											
Rockingham County	1.61	8200	G	93%	1%	1%	1%	4%	0%	С	0.092	F	0.571	8100	(
To:	17	CI Drands	NX7												
Town of Broadway (Maint: 82)				93%	1%	1%	1%	4%	0%	N	0.092	F	0.571	8100	
10mil of Broadway (Maint. 02)				00 /0	1 /0	1 /0	1 /0	1 /0	0 /0		0.002		0.07 1	0100	
From:															
Town of Broadway (Maint: 82)	0.29	6300	N	96%	1%	1%	1%	1%	0%	Ν	0.083	F	0.577	6700	- 1
To:	(CL Broadway	y												
	City of Franklin From City of Franklin City of Franklin From City of Franklin From City of Franklin To From To From Toc From Rockingham County	City of Franklin O.29 To Bus US From Southan 1.57 To US 2 From Town of Smithfield (Maint: 46) O.34 Town of Smithfield (Maint: 46) O.34 Town of Smithfield (Maint: 46) Town of Smithfield (Maint: 46) Town of Smithfield (Maint: 46) O.34 Town of Smithfield (Maint: 46) Town of Smithfield (Maint: 46) Town of Smithfield (Maint: 46) O.34 City of Franklin 0.35 6200	City of Franklin 0.35 6200 G	City of Franklin 0.35 6200 G 98%	City of Franklin 0.35 6200 G 98% 0%	City of Franklin 0.35 6200 G 98% 0% 1%	City of Franklin	Bank Street	City of Franklin	Bank Street	City of Franklin 0.35 6200 G 98% 0% 1% 0% 0% 0% F 0.084	City of Franklin 0.35 6200 G 98% 0% 1% 0% 0% 0% F 0.084 F	City of Franklin 0.35 6200 G 98% 0% 1% 0% 0% 0% F 0.084 F 0.51	City of Franklin 0.35 6200 G 98% 0% 1% 0% 0% 0% F 0.084 F 0.51 6700	

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		_	-		QC	K	QK	Dir	AAWDT	QI
	From:	CL Broadwa				2Axle 3	3+Axle	1Trail	2Trail		Factor		Factor		
59) (42) W Lee St	Town of Broadway (Maint: 82)	0.33 6300		96%	1%	1%	1%	1%	0%	F	0.083	F	0.577	6700	(
	To	SR 42 BROAD	WAY												
Brocks Gap Rd	Town of Broadway (Maint: 82)	0.36 7900		93%	1%	1%	1%	4%	0%	F	0.088	F	0.633	8500	(
	To	WCL Broady	vav			<u> </u>									
₅₉)Brocks Gap Rd	Town of Broadway (Maint: 82)	2.92 7900	N	93%	1%	1%	1%	4%	0%	Ν	0.088	F	0.633	8500	-
	To	82-613 E, Turleyt	own Rd			<u> </u>									
₅₉)Brocks Gap Rd	Rockingham County	3.75 5100		85%	1%	1%	2%	11%	0%	F	0.084	F	0.648	5100	(
	To	82-612 Hopkins (Gap Rd												
59 Brocks Gap Rd	Rockingham County	7.35 2700		85%	1%	1%	2%	11%	0%	С	0.095	F	0.723	2700	
	To:	82-820 Fitzw													
Brocks Gap Rd	Rockingham County	82-820 Bergto 2.41 1800		79%	1%	2%	3%	16%	0%	С	0.101	F	0.682	1800	
59 Brooks dap rid	- Tookingham County			7 3 70	1 /0	270	0 /0	10 /0	0 70	O	0.101	'	0.002	1000	
59)Carpers Pike	Frederick County	West Virginia Sta 4.99 2900		91%	1%	1%	5%	1%	0%	С	0.097	F	0.758	2900	
59) Garpers i ike	To:	US 50 Northweste		J 1 /0	1 /0	170	370	1 /0	0 70	O	0.037	'	0.750	2500	
LT	From:	SR 259 SOU				l									
$\left(\frac{1}{69}\right)\left(\frac{1}{42}\right)$ S Main Street	Town of Broadway (Maint: 82)	0.32 4900		96%	1%	1%	1%	1%	0%	С	0.09	F	0.593	5200	
	To:	SR 42													
LT Prooducy Ave	Town of Proodway (Maint: 92)	SR 42 Main 0.72 1200	St G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.511	1200	
Broadway Ave	Town of Broadway (Maint: 82)	SR 259 Mayland Rd,			1 70	170	0%	0%	0%	C	0.093	Г	0.511	1200	
	From:	Old Greenville		-9											
Statler Blvd	City of Staunton	0.84 7700		99%	0%	0%	0%	0%	0%	С	0.092	F	0.557	8200	
<i>9</i>	To	Richmond F	2d												
Statler Blvd	City of Staunton	0.78 11000		99%	0%	0%	0%	0%	0%	С	0.092	F	0.504	12000	
	Too	New Hope I	Rd												
Statler Blvd	City of Staunton	0.14 12000		99%	0%	0%	0%	0%	0%	F	0.093	F	0.515	13000	
9	Too	Commerce I	Rd												
61)Statler Blvd	City of Staunton	0.25 9200		99%	0%	0%	0%	0%	0%	F	0.088	F	0.552	9700	
<i>y</i>	To: From:	Beverly St													
Statler Blvd	City of Staunton	0.04 8500		99%	0%	0%	0%	0%	0%	F	0.089	F	0.556	9000	
	To:	Coalter St													
	From:	I-81 North	1												
32)Ramp I-81 N Exit 220 to SR 262	Augusta County	0.21 2000	F	98%	0%	1%	0%	1%	0%	F	0.094	F		2000	
	To: From:	SR 262 Woodrow W	ilson Pkwy	1											
32)	Augusta County	1.07 14000	G	95%	1%	1%	1%	2%	0%	С	0.096	F	0.615	NA	
62)	To			,	. , •			_,,							
62)	Augusta County	US 11 Greenvill 0.94 13000		95%	1%	1%	1%	2%	0%	F	0.1	F	0.635	14000	
	, lagadia dounty	0.0	_	00,0	1 /0	. , .	1 /0	_ / 0	0 / 0		0.1		3.000		

		Primary and Interstate F	100100											
Route	Jurisdiction	Longth AADT O	4Tire	Buo		Truck	(00	K	QK	Dir	AAWDT	OW
noute	Junsaiction	Length AADT Q	41116	bus	2Axle 3	3+Axle 1	Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
	From:	07-613 Old Greenville F	Rd											
262	Augusta County	1.13 14000 G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.624	15000	G
	Tot	SD 252 Milli 1 1 D												
	Augusta County	SR 252 Middlebrook R		10/	10/	10/	2%	00/	F	0.1	F	0.624	10000	
262	Augusta County	1.87 11000 G	95%	1%	1%	1%	2 %	0%	Г	0.1	Г	0.624	12000	G
<u> </u>	To: From:	SR 254												
262)	Augusta County	1.83 7000 G	95%	1%	1%	1%	2%	0%	F	0.106	F	0.544	7400	G
\bigcirc	To	WCL Staunton												
999	City of Staunton (Maint: 07)	0.58 7000 G	95%	1%	1%	1%	2%	0%	F	0.106	F	0.544	7400	G
262)	Oity of Staumon (Maint: 07)	0.50 7000 G	3370	1 /0	1 /0	1 /0	_ /0	0 70		0.100		0.544	7 400	ч
	To: From:	US 250 Churchville Av												
₂₆₂)Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	2.22 7300 G	97%	1%	1%	1%	1%	0%	С	0.1	F	0.719	7700	G
	To:	07-613 Spring Hill Rd												
262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.74 8700 G		1%	1%	1%	1%	0%	С	0.096	F	0.741	9200	G
202)								·	-					-
Was down Wiless B'	Promi	US 11 Commerce Rd		401	161	40/	10/	00′		0.400	_	0.547	40000	
262 Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.34 11000 G	97%	1%	1%	1%	1%	0%	F	0.103	F	0.517	12000	G
<u> </u>	To: From:	ECL Staunton												
262)Woodrow Wilson Pkwy	Augusta County	0.05 11000 N	97%	1%	1%	1%	1%	0%	Ν	0.103	F	0.517	12000	Ν
	To	Y 01												
262)Woodrow Wilson Pkwy	Augusta County	I-81 0.93 5900 G	96%	0%	1%	1%	1%	0%	С	0.111	F	0.559	5800	G
262 WOOdrow Wilson Pkwy	Augusta County			0%	1 70	1 70	1 70	076	C	0.111	Г	0.559	3600	G
		SR 254 Hermitage Rd; New F	юре ка											
	From:	SR 262 Ramps									_			_
Ramp to I-81 S at Exit 225	Augusta County	0.21 2600 F								0.091	F		2600	F
<u> </u>	То:	I-81 South												
	From:	SR 262 Ramps												
262) Ramp to I-81 N at Exit 225	Augusta County	0.23 2400 F								0.106	F		2400	F
	То:	I-81 North												
East	From:	SR 262 Woodrow Wilson I	Pkwv											
262) Ramp to I-81 S at Exit 220	Augusta County	1700 F								0.091	F		1800	F
202)	To:	I-81 South												
- ·	Drone													
East 262)Ramp toward I-81 S at Exit 225 E	Augusta County	SR 275 E 0.06 2600 G								0.102	F		2600	G
262 Harrip toward 1-61 5 at Exit 225 E	Augusta County									0.102	Г		2000	G
	4.05	Ramp SR 275 5A												
East	From:	SR 262 Woodrow Wilson I									_			
Ramp toward I-81 N at Exit 225 E	Augusta County	0.02 2400 G								0.215	F		2400	G
\smile	To:	Ramp SR 262 13B												
West	From:	SR 262 W, Woodrow Wilson	n Pkwy											
262)Ramp toward I-81 S at Exit 225 W	Augusta County	0.03 430 G								0.121	F		430	G
	To:	Ramp SR 262 13A												
West	From:	SR 262 Woodrow Wilson I	Pkwv											
262)Ramp toward I-81 N at Exit 225 W	Augusta County	0.03 700 G								0.137	F		700	G
202) Tamp toward 1 01 14 at Exit 220 W	To:	Ramp SR 262 13B								3.107			700	G
	L	Капр 3К 202 13В												
440,000														
5/10/2021		529												

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

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	
	From:			I-81 North				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Ramp to I-81 N at Exit 22	20 Augusta Cou	Luntv		5200	F								0.091	F		5200	
	To:		262 Ramp			R 262							0.00.	•		0200	
	From:		85-659	Shrine Mor	nt Circle												
3)Orkney Grade	Shenandoah C	County	1.75	740	F	97%	0%	1%	0%	1%	0%	F	0.131	F	0.56	670	
9	Tac	-	85 713	7 Alum Spri	nge Pd												
Orkney Grade	Shenandoah C	County	4.74	1900	F	91%	1%	1%	3%	4%	0%	С	0.103	F	0.531	1800	
.9	To:			W SR 42													
	From:	<u> </u>	1 10	E SR 42		000/	40/		40/	20/	00/	_	0.440		0.04	1000	
63)	Shenandoah C	ounty	1.46	1900	<u>A</u>	98%	1%	1%	1%	0%	0%	С	0.119	Α	0.61	1900	
	From:			Graveltow Lutz Hollo													
Orkney Grade	Shenandoah C	County	4.36	3400	F	95%	1%	1%	1%	3%	0%	С	0.091	F	0.522	3100	
	Too		WO	CL Mt. Jack	son			\neg \vdash									
63	Town of Mount Jackson	on (Maint: 85)	0.52	3400	N	95%	1%	1%	1%	3%	0%	Ν	0.091	F	0.522	3100	
	To:			US 11													
	From:	1-20+ Las	t Exit 8A &	I-264 West	Exit 8A	Ramp Me	erge										
337 Ramp	City of Norfolk (M	laint: 64)	0.18	8200	F								0.148	F		8700	
	To:		SR 3	337 Berkley	Ave												
□ _B	From:		4 East Exit			xit 14A							0.004	_	0.707	00000	
Ramp	City of Norfolk (M	laint: 64)	0.12	25000 I-64 East	F								0.081	F	0.707	26000	
	From	1.20	4 W . F :		(4 E 4 E	1.140											
Ramp	City of Norfolk (M	1-20	4 West Exit 0.18	45000	54 East E	XII 14C							0.076	F	0.694	48000	
54) 1 14111	To:	14.11.101)	0.10	I-64 West	•								0.070	•	0.001	10000	
ast	From:			I-64; I-664													
ast 64)	City of Chesapeake	(Maint: 64)	1.10	22000	G	93%	0%	1%	2%	5%	0%	F	0.125	F		25000	
	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	46000	G	93%	1%	1%	1%	5%	0%	F	0.087	F	0.708	51000	
	Too		W	CL Portsmo	outh												
ast	City of Portsmouth	(Maint: 64)	0.23	22000	G	93%	0%	1%	2%	5%	0%	F	0.125	F		25000	
64)	Combined Traffic Estimates for 2 Parallel	•			G	93%	1%	1%	1%	5%	0%	, F	0.123	F	0.708	51000	
	Tame Estimates for 21 drailer	Tioadways on in				JU /0	1 /0	1 /0	1 /0	370	0 70	•	0.007	'	0.700	31000	
ast	To: From:			eenwood Di													
64)	City of Portsmouth	,	1.29	21000	G	93%	0%	1%	2%	5%	0%	F	0.126	F		24000	
	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	44000	G	93%	1%	1%	1%	5%	0%	F	0.111	F	0.932	48000	
et	To: From:		SR 2	39 Victory	Blvd			⊐⊢									
ast 64)	City of Portsmouth	(Maint: 64)	1.16	25000	Α	93%	0%	1%	2%	5%	0%	С	0.134	Α		28000	
5)	Combined Traffic Estimates for 2 Parallel				Α	93%	1%	1%	1%	5%	0%	С	0.107	Α	0.662	55000	
	To:	.,		7 Portsmout													

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

Route	Jurisdictio	on Le	ength	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
East ALT ALT 264 460 460	City of Portsmouth	(Maint: 64)	0.50	Portsmout 24000	G	93%	0%	1%	2%	5%	0%	F	0.116	F		27000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this R		49000 Frederick	G Blvd	93%	1%	1%	1%	5%	0%	F	0.085	F	0.682	54000	G
East ALT ALT (264) (460)	City of Portsmouth	(Maint: 64) C	0.99	18000	G	93%	0%	1%	2%	5%	0%	F	0.114	F		20000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	oute:		G	93%	1%	1%	1%	5%	0%	F	0.094	F	0.742	51000	G
East ALT ALT	To From City of Portsmouth	(Maint: 64)	0.67	SR 164 30000	G	93%	0%	1%	2%	5%	0%	F	0.113	F		33000	G
264 (460)(460)	Combined Traffic Estimates for 2 Parallel	` '			G	93%	1%	1%	1%	5%	0%	F	0.113	F	0.577	70000	G
East ALT ALT	To From		SR 14	41 Effingha	ım St												
264 460 460 Elizabeth	River Downtown Tunnel City of Portsmouth Combined Traffic Estimates for 2 Parallel		0.87	32000	G G	93% 93%	0% 1%	1% 1%	2% 1%	5% 5%	0% 0%	F	0.086 0.090	F A	0.502	33000 69000	G G
	To Taille Latinates for 21 drailer	Tioadways on this ri		CL Norfol		33 /6	1 /0	1 /°	1 /0	J /6	0 /6		0.030		0.302	03000	
East ALT ALT (264) 460 (460 Elizabeth	River Downtown Tunnel City of Norfolk (M	faint: 64) 0	0.55	32000	G	93%	0%	1%	2%	5%	0%	F	0.086	F		33000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this R			G	93%	1%	1%	1%	5%	0%	F	0.090	Α	0.502	69000	G
East ALT (264) (460 (337) Berkley E	Bridge City of Norfolk (N	laint: 64)	I 0.41	464, SR 33 47000		93%	0%	1%	2%	5%	0%	F	0.109	F		51000	G
264 460 337 Berkley E	Combined Traffic Estimates for 2 Parallel	′			G G	93%	1%	1%	1%	5%	0%	F	0.109	A	0.667	93000	G
East			A	LT US 460)												
264 337	City of Norfolk (N Combined Traffic Estimates for 2 Parallel	'	0.26	41000	N	93%	0% 1%	1%	2%	5% 5%	0% 0%	N N	0.109 0.085	F F	0.500	44000 87000	N N
	Combined Trainic Estimates for 2 Parallel	Hoadways on this Ri		37 Tidewate	N er Dr	93%	170	1%	1%	5%	0%	IN	0.065	Г	0.508	87000	IN
East ALT (264) (460) (337)	City of Norfolk (N	faint: 64) 0	0.65	41000	G	93%	0%	1%	2%	5%	0%	F	0.109	F		44000	G
	Combined Traffic Estimates for 2 Parallel				G	93%	1%	1%	1%	5%	0%	F	0.085	F	0.508	87000	G
East	To From City of Norfolk (N		US 460 0.81	Brambleto 52000	on Ave G	93%	0%	1%	2%	5%	00/		0.104	F		57000	G
264	Combined Traffic Estimates for 2 Parallel	•			G	93%	1%	1%	1%	5%	0% 0%	F	0.104	F	0.577	116000	
East	To From		SR 405	5 Ballentine	e Blvd												
264	Combined Treffic Estimates for 2 Parallal	'	2.34	51000	G	93%	0%	1%	2%	5% 5%	0%	F	0.106	F	0.576	55000	G
	Combined Traffic Estimates for 2 Parallel	noadways on this R		3 Military 1	G Hwv	93%	1%	1%	1%	5%	0%	F	0.09	F	0.576	113000	G
East (264)	City of Norfolk (N	,	1.05	34000	F	98%	0%	1%	0%	1%	0%	F	0.098	F		36000	F
	Combined Traffic Estimates for Parallel			NA pton Roads	Beltwa	y							0.09	F	0.576	NA	

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

,a., a												
Route Jurisdiction Length AADT	ΓQA	4Tire	BUS	Tru			QC	K	QK	Dir	AAWDT	QW
				2Axle 3+Axle	1Trail	2Trail		Factor		Factor		
East I-64 Hampton Roa		98%	0%	 1% 0%	1%	0%	_	0.097	F		70000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 10600		98%	0%	1% 0%	1%	0%	' -	0.037	F	0.601	112000	G
SR 403 Newtown Rd; W			0%	1% 0%	170	0%	г	0.077	Г	0.001	112000	G
East From: SR 403 Newtown Rd												
(264) Virginia Beach Norfolk Expwy City of Virginia Beach (Maint: 75) 1.40 93000) G	93%	0%	1% 2%	5%	0%	F	0.094	F		98000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19800	0 G	95%	0%	1% 1%	3%	0%	F	0.078	F	0.568	208000	G
To SR 190 Witche	duck Rd											
East (264) Virginia Beach Norfolk Expwy City of Virginia Beach (Maint: 75) 1.28 84000) F	98%	0%	<u></u>	1%	0%	F	0.089	F		90000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16600	-	98%	0%	1% 0%	1%	0%	F	0.086	В	0.570	179000	F
		30 /0	0 70	70 070	1 /0	0 70	•	0.000	٥	0.570	173000	· ·
East SR 225 Independ												
Virginia Beach Norfolk Expwy City of Virginia Beach (Maint: 75) 2.34 62000	F	93%	0%	1% 2%	5%	0%	F	0.087	F		70000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12700	0 F	95%	0%	1% 1%	3%	0%	F	0.080	F	0.517	140000	F
Took Rosemont	Rd											
East City of Virginia Beach (Maint: 75) 1.84 60000	η Δ	98%	0%	 1% 0%	1%	0%	С	0.105	Α		63000	Α
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12100	_	98%	0%	1% 0%	1%	0%	С	0.101	Α	0.551	128000	Α
			0 70		1 70	0,0	Ū	0.101	٠,	0.001	120000	,,
East Lynnhaven I	Pkwy											
Virginia Beach Norfolk Expwy City of Virginia Beach (Maint: 75) 0.54 52000		98%	0%	1% 0%	1%	0%	F	0.084	F		56000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 10900	0 F	95%	0%	1% 1%	3%	0%	F	0.08	F	0.516	116000	F
East London Brid	lge Rd											
(264) Virginia Beach Norfolk Expwy City of Virginia Beach (Maint: 75) 0.63 42000) F	98%	0%	1% 0%	1%	0%	F	0.082	F		44000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 87000	-	98%	0%	1% 0%	0%	0%	F	0.081	F	0.503	92000	F
US 58 Virginia B												
East												
Virginia Beach Norfolk Expwy City of Virginia Beach (Maint: 75) 1.42 28000		98%	0%	1% 0%	1%	0%	F	0.083	F		29000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000) F	95%	0%	1% 1%	3%	0%	F	0.080	F	0.535	64000	F
East First Colonia	ial Rd											
(264) Virginia Beach Norfolk Expwy City of Virginia Beach (Maint: 75) 1.36 24000) F	98%	0%	1% 0%	1%	0%	F	0.083	F		26000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000) F	95%	0%	1% 1%	3%	0%	F	0.080	F	0.535	53000	F
Birdneck												
East		006:		444		•					10000	
Virginia Beach Norfolk Expwy City of Virginia Beach (Maint: 75) 0.64 12000		98%	0%	1% 0%	1%	0%	F	0.079	F		13000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 24000		95%	0%	1% 1%	3%	0%	F	0.079	F	0.502	25000	F
Parks Av	VA											
East From I-264 Ea	ıst							0.455	_		0000	_
	ust G							0.155	F		2300	G

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

		1 minary and interstate modies				
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor	AAWDT	QW
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East 0.10 3200 G	0.097	F	3400	G
East	To: From:	124-8540 W, Greenwood Dr I-264 East				
Ramp	City of Portsmouth (Maint: 64)	0.14 4200 G 124-8599 Cavalier Blvd	0.105	F	4500	G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East 0.14 2100 G	0.099	F	2300	G
East	Front City of Portsmouth (Maint: 64)	SR 337 E, Portsmouth Blvd I-264 East 0.17 11000 G	0.111	F	11000	G
Ramp East	Total Front	I-264 East Exit 5B to SR 164	0.111	Г	11000	G
Ramp	City of Portsmouth (Maint: 64)	3500 G US 17 Frederick Blvd	0.084	F	3500	G
East 264 Ramp	Norfolk Maintenance Area	I-264 East Exit 5A Ramp to US 17 7500 G	0.127	F	7500	G
East	To: From:	SR 164 I-264-E TO DES MOINES AVE				
Ramp	City of Portsmouth (Maint: 64)	2600 G 124-8559 FROM RT 264	0.11	F	2800	G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East 0.20 4700 G SR 141 S, Effingham St	0.167	F	5000	G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264 East 0.10 5900 G	0.126	F	6300	G
East	From:	I-264 East Exit 7C Ramp to Pavilion Dr	0.120	,		
Ramp	City of Portsmouth (Maint: 64)	0.13 2200 G SR 141 N, Effingham St	0.114	F	2300	G
East 264)Ramp	City of Portsmouth (Maint: 64)	I-264 East Exit 7B Ramp to SR 141 N 0.21 3700 G	0.134	F	3900	G
East	To:	Pavilion Dr I-264 East		_	0=22	_
Ramp	City of Norfolk (Maint: 64)	0.42 2600 F I-264 West Exit 8A Ramp	0.251	F	2700	F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264 East 0.21 1200 G	0.129	F	1300	G
East	Prom:	US 460 W, Brambleton Ave I-264 East	0.100	Г	F000	-
(264) Ramp	City of Norfolk (Maint: 64)	0.10 5600 G SR 405 Ballentine Blvd	0.102	F	5900	G

533

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	OC OK	Dir AAWDT QI
ast 64)Ramp	City of Norfolk (Maint: 64)	I-264 East Collector Rd 0.14 2800 G	0.146 F	3000
	To:	US 13 S, Military Highway		
ast 64)Ramp	City of Norfolk (Maint: 64)	I-264 East Collector Rd 0.14 5300 G	_ 0.089 F	5600
54) Turip	To:	US 13 N, Military Highway	3.000	0000
ast_	From:	I-264 East		
Collector Road	City of Norfolk (Maint: 64)	0.11 18000 G	0.102 F	19000
st	To: From:	I-264 East Exit 13A		
Collector Road	City of Norfolk (Maint: 64)	0.07 15000 G	0.1 F	16000
ust	To: From:	US 13 South Exit 47A		
Collector Road	City of Norfolk (Maint: 64)	0.11 24000 G	0.092 F	25000
	To	I-264 East Exit 13B		
ast 64)Collector Road	City of Norfolk (Maint: 64)	0.09 18000 G	 0.095 F	20000
9	To	US 13 North Exit 47A		
Ost Collector Road	City of Norfolk (Maint: 64)	0.42 25000 F 98% 0%	1% 1% 1% 0% F 0.089 F	27000
ast	To: From:	I-264 East Exit 14A		
Collector Road	City of Norfolk (Maint: 64)	0.18 19000 F	0.090 F	20000
ast	To: From:	I-64 East Exit 284B		
Collector Road	City of Norfolk (Maint: 64)	0.21 24000 F	0.090 F	26000
st	To: From:	I-264 East Exit 14B		
Collector Road	City of Norfolk (Maint: 64)	0.09 20000 F	0.094 F	21000
ust .	To: From:	I-64 West Exit 284B		
Collector Road	City of Norfolk (Maint: 64)	0.23 44000 G	0.079 F	48000
)	To: From:	I-264 East Exit 15A		
ast 64 Collector Road	City of Norfolk (Maint: 64)	0.15 NA	NA	NA
ast	To: From:	SR 403 South Exit A		
Collector Road	City of Norfolk (Maint: 64)	0.21 NA	NA	NA
ast	To: From:	I-264 East Exit 15B		
Collector Road	City of Norfolk (Maint: 64)	0.17 37000 G 98% 0% I-264 East	1% 0% 1% 0% F 0.078 F	36000
net	Fron:	I-264 East Collector Rd		
ast 64)Ramp	City of Norfolk (Maint: 64)	0.16 6700 F	 0.097 F	7100
,	To:	I-264 West Exit 14A Ramp to I-64 East		

534

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
East 264 Ramp	City of Norfolk (Maint: 64)	I-264 East Collector Rd 0.12 4300 F I-64 West	0.079	F	4600 F
East 264 Ramp	City of Norfolk (Maint: 64)	I-264 East 0.25 12000 F I-264 West Exit 14C	0.093	F	13000 F
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264 East Collector Rd 0.22 15000 F SR 403 Newtown Rd	0.082	F	16000 F
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E013X 0.25 8100 G SR 403 Newtown Rd	0.087	F	8100 G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E015A FROM RT 264 0.03 NA 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 9100 G SR 190 FROM I-264	0.079	F	9700 G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264 East 0.16 19000 G	0.096	F	20000 G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264 East Exit 17C Ramp to Alicia Dr 0.30 18000 G Independence Blvd South	0.092	F	18000 G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264 East 0.16	0.08	F	12000 G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E017A TO ALICIA DRIVE 0.50 2200 G 134-8700 Bonney Rd	0.135	F	2400 G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264 East 0.24 12000 F 134-13 Rosemont Rd	0.103	F	13000 F
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264 East 9100 G Lynnhaven Pkwy South	0.098	F	9700 G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264 East 0.22 3900 G Lynnhaven Pkwy North	0.094	F	4200 G
East (264) Ramp	City of Virginia Beach (Maint: 75)	I-264 East 0.38 15000 F	0.083	F	16000 F

535

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

Route	Jurisdictio		th AADT		4Tire			Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
East Ramp	City of Virginia Beacl					L						NA			NA	
East 264 Ramp	From: City of Virginia Beacl To:					L						NA			NA	
East 264 Ramp	City of Virginia Beacl		I-264 East 3100 st Colonial Ro	G								0.1	F		3300	G
East 264 Ramp	City of Virginia Beacl	, ,	I-264 East 1-264 East 4800 st Colonial Ro	G								0.083	F		5100	G
East 264 Ramp	City of Virginia Beacl	, ,	I-264 East 13000 4-8723 Birdne	G								0.103	F		14000	G
Rev 264 Ramp	From: City of Norfolk (M To:	laint: 64) 0.0	I-264 Reversi 4700 I-264 East	F								0.179	F		5000	F
West 264 Ramp	City of Chesapeake	(Maint: 64) 0.46	6 6300 264 WB; I-664	F								0.100	F		6700	F
West (264)	City of Chesapeake Combined Traffic Estimates for 2 Parallel			F G	92% 93%	1% 1%	1% 1%	1% 1%	5% 5%	0% 0%	F F	0.111 0.092	F F	0.682	26000 51000	F G
West 264	City of Portsmouth Combined Traffic Estimates for 2 Parallel	,		F G	92% 93%	1% 1%	1% 1%	1% 1%	5% 5%	0% 0%	F F	0.111 0.092	F F	0.682	26000 51000	F G
West 264	City of Portsmouth Combined Traffic Estimates for 2 Parallel	(Maint: 64) 1.34		rrive G G	92% 93%	1% 1%	1% 1%	1% 1%	5% 5%	0% 0%	F F	0.118 0.1	F F	0.643	25000 48000	G G
West 264	City of Portsmouth Combined Traffic Estimates for 2 Parallel	(Maint: 64) 0.75		Blvd A A	92% 93%	1% 1%	1% 1%	1% 1%	5% 5%	0% 0%	C C	0.139 0.107	A A	0.662	27000 55000	A A
West ALT ALT 264 460 460	City of Portsmouth Combined Traffic Estimates for 2 Parallel	(Maint: 64) 0.84 Roadways on this Rout	e: 49000	G G	92% 93%	1% 1%	1% 1%	1% 1%	5% 5%	0% 0%	F F	0.122 0.085	F F	0.682	28000 54000	G G
	To:	U	S 17 Frederick	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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West ALT ALT	From		17 Frederick		000/	10/	10/	10/	F0/	00/	г	0.110	_		01000	
264 460 460	City of Portsmouth Combined Traffic Estimates for 2 Parallel	,	28000	G G	92% 93%	1% 1%	1% 1%	1% 1%	5% 5%	0% 0%	F	0.116	F	0.742	31000 51000	G G
	Combined Trainic Estimates for 2 Faraner	noadways on this noute.		<u> </u>	30 /o	1 /0	1 /0	1 /0	J /0	0 /0	'	0.034	'	0.742	31000	G
West ALT ALT	From		SR 164													
264 (460) (460)	City of Portsmouth	'	33000	G	92%	1%	1%	1%	5%	0%	F	0.114	F	0 577	36000	G
	Combined Traffic Estimates for 2 Parallel			G	93%	1%	1%	1%	5%	0%	F	0.09	F	0.577	70000	G
West ALT ALT	To From		141 Effingha	am St												
(264)(460)(460)Elizabeth	River Downtown Tunnel City of Portsmouth		34000	G	92%	1%	1%	1%	5%	0%	F	0.079	F		36000	G
\bigcirc \leftarrow \leftarrow	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	G	93%	1%	1%	1%	5%	0%	F	0.082	F	0.506	69000	G
West ALT ALT	To From		WCL Norfo	lk												_
(264) (460) (460) Elizabeth I	River Downtown Tunnel City of Norfolk (M	Maint: 64) 0.56	34000	G	92%	1%	1%	1%	5%	0%	F	0.079	F		36000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	G	93%	1%	1%	1%	5%	0%	F	0.082	F	0.506	69000	G
West ALT		į I	-464, SR 33	37												
264) 460 (337) Berkley Br	ridge City of Norfolk (N	Maint: 64) 0.78	40000	G	92%	1%	1%	1%	5%	0%	F	0.081	Α		42000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	G	93%	1%	1%	1%	5%	0%	F	0.086	Α	0.667	93000	G
West	To From	T	idewater Dr	ive												
264 337	City of Norfolk (N	Maint: 64) 0.84	39000	G	92%	1%	1%	1%	5%	0%	F	0.1	F		43000	G
201/00/	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	80000	N	93%	1%	1%	1%	5%	0%	Ν	NA			87000	Ν
\\/ ±	To Prom	US 460, SR 16	58, SR 166 I	Bramble	ton Ave		-									
West (264)	City of Norfolk (N	Maint: 64) 0.87	54000	G	92%	1%	1%	1%	5%	0%	F	0.09	F		59000	G
204)	Combined Traffic Estimates for 2 Parallel	,			93%	1%	1%	1%	5%	0%	F	0.09	F	0.577	116000	G
		SR 4	05 Ballentin	e Blvd												
West (264)	City of Norfolk (N		53000	G	92%	1%	1%	1%	5%	0%	F	0.091	F		57000	G
204)	Combined Traffic Estimates for 2 Parallel	,			93%	1%	1%	1%	5%	0%	F	0.09	F	0.576	113000	G
	To		13 Military													
West	City of Norfolk (N		23000	F	92%	1%	1%	1%	5%	0%	F	0.090	F		25000	F
264	Combined Traffic Estimates for Parallel	,		г	92%	1 70	1 70	170	5%	0%	г	0.090	F	0.576	25000 NA	Г
	To To To To To To To To To To To To To T			- D - I								0.00	•	0.070	14/1	
West	From		npton Roads		•	00/	401	061	461	001	_	0.00	_		40000	_
Virginia Beach Norfolk	Expwy City of Norfolk (N Combined Traffic Estimates for 2 Parallel	,	40000	F G	98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.08 0.079	F F	0.666	42000 112000	F G
	To Thomse Trainic Estimates for 2 Parallel	SR 403 Newton				0%	1%	0%	170	0%	г	0.079	Г	0.000	112000	G
West	From	SR 403 Nev	wtown Rd; I		rfolk											
264 Virginia Beach Norfolk		, ,	104000	F	98%	0%	1%	0%	1%	0%	F	0.075	F		111000	F
	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	F	0.076	F	0.553	208000	G
	10	SR 1	90 Witchdu	ck Kd												

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

		Primary ai	id intersta	ate Ho	utes											
Route	Jurisdictio	on Length	AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	ΟW
rioute	Julisaiciic	Di Lengtii	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
West	From	SR 1	90 Witchduc	k Rd												
(264) Virginia Beach Norfoll	k Expwy City of Virginia Beac	h (Maint: 75) 1.21	82000	F	98%	0%	1%	0%	1%	0%	F	0.076	F		89000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	166000	F	98%	0%	1%	0%	1%	0%	F	0.086	В	0.570	179000	F
	To	SD 225	Independent	ce Blvd												
West	From										_		_			_
Virginia Beach Norfoll		,	65000	F	98%	0%	1%	0%	1%	0%	F	0.081	F		69000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	127000	F	95%	0%	1%	1%	3%	0%	F	0.084	F	0.506	140000	F
· · ·	To]	Rosemont Ro	d			\neg \vdash									
West (264) Virginia Beach Norfoll	k Expwy City of Virginia Beac	h (Maint: 75) 1.59	61000	Α	98%	0%	1%	0%	1%	0%	С	0.103	Α		65000	Α
Virginia Beach Norion		,												0.551		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Houte:	121000	Α	98%	0%	1%	0%	1%	0%	С	0.101	Α	0.551	128000	Α
West	To From	Ly	nnhaven Pky	wy												
Virginia Beach Norfoll	k Expwy City of Virginia Beac	h (Maint: 75) 0.56	57000	F	92%	1%	1%	1%	5%	0%	F	0.08	F		60000	F
204)	Combined Traffic Estimates for 2 Parallel	,		F	95%	0%	1%	1%	3%	0%	F	0.082	F	0.502	116000	F.
	Combined Traine Learnage for ET drainer				0070	070	. , , ,	1 70	0 / 0	0 70	•	0.002	•	0.002	110000	•
West	To From	Lo	ndon Bridge	Rd												
264 Virginia Beach Norfoll	k Expwy City of Virginia Beac	h (Maint: 75) 0.79	45000	F	99%	0%	0%	0%	0%	0%	F	0.09	F		48000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	F	98%	0%	1%	0%	0%	0%	F	0.08	F	0.528	92000	F
	To	110.50	Virginia Bead	ah Dlyd												
West	From															
Virginia Beach Norfoll	k Expwy City of Virginia Beac	h (Maint: 75) 1.19	33000	F	92%	1%	1%	1%	5%	0%	F	0.09	F		35000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	F	95%	0%	1%	1%	3%	0%	F	0.080	F	0.535	64000	F
	To	Fi	rst Colonial F	Rd			\neg \vdash									
West (264) Virginia Beach Norfoll	k Expwy City of Virginia Beac	h (Maint: 75) 1.52	25000	F	92%	1%	1%	1%	5%	0%	_	0.089	F		27000	F
Virginia Beach Norion		,	25000	-							' -		F	0.514		, E
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	50000	F	95%	0%	1%	1%	3%	0%	F	0.081	F	0.514	53000	F
West			Birdneck Rd	l												
Virginia Beach Norfoll	k Expwy City of Virginia Beac	h (Maint: 75) 0.66	12000	F	92%	1%	1%	1%	5%	0%	F	0.103	F		12000	F
204)	Combined Traffic Estimates for 2 Parallel			F	95%	0%	1%	1%	3%	0%	F	0.079	F	0.515	25000	F
	To	·	Parks Ave	•	0070	0 70	$\overrightarrow{1}$	1 /0	0 70	0 /0	•	0.070	•	0.010	20000	•
West	From		I-264 West													
(264) Ramp	City of Chesapeake	(Maint: 64) 0.42	20000	F								0.111	F		21000	F
264) Паттр	To Trouble To	(Maint. 04) 0.42	I-664 West	•								0.111	'		21000	•
•																
West	City of Davidson with	(Mainte C4)	I-264 West	G								0.099	F		1000	G
Ramp	City of Portsmouth											0.099	г		1800	G
_		124-854	10 E, Greenw	vood Dr												
West	From	(14 : 1 : 24)	I-264 West									0.46	_		0500	_
Ramp	City of Portsmouth		2300	G								0.12	F		2500	G
	To	124-854	0 W, Greenv		•											
West	From		I-264 West													
Ramp	City of Portsmouth		6800	G								0.093	F		7200	G
$\overline{}$	То	SR 2	239 Victory I	Blvd												

538

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

		Primary and interstate Route	es						
Route	Jurisdiction	Length AADT QA 4	Tire Bus	Truck2Axle 3+Axle 1Trail 2	()('	. QK	Dir Factor	AAWDT	QW
West ALT 264 460 Ramp	City of Portsmouth (Maint: 64)	I-264 West 0.37 2900 G SR 337 W, Portsmouth Blvd			0.125	F		3100	G
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264 West 0.25 6800 G US 17 N, Frederick Blvd			0.097	F		7200	G
Nest 264 Ramp	City of Portsmouth (Maint: 64)	I-264 West 0.02 11000 G	~		0.134	F		12000	G
Nest 264 Ramp	City of Portsmouth (Maint: 64)	I-264 West Exit 7B Ramp to Court S 0.07 8100 G Bart St	St		0.123	F		8600	G
Nest 264 Ramp	City of Portsmouth (Maint: 64)	I-264 West 7A Ramp to Bart St 0.18			0.169	F		3400	G
Nest 264 337 Ramp	City of Norfolk (Maint: 64)	I-264 West, I-464 South 0.22 5600 F I-264 East Exit 8A Ramp			0.133	F		5900	F
Vest 264 Ramp	City of Norfolk (Maint: 64)	0.06 NA S-00464-S(B)/FROM INSPECTION STA			NA			NA	
Nest 264 Ramp From I-264 WB to City Hall Ave	City of Norfolk (Maint: 64)	I-264 WB NA City Hall Ave WB			NA			NA	
Vest 264 Ramp	City of Norfolk (Maint: 64)	IS-00264-W(B)/TO WATERSIDE DR 0.44 NA SR-00337(U)/A1SR-00337-S003A(L)/Gap			NA			NA	
Vest 264 Ramp	City of Norfolk (Maint: 64)	I-264 West	e Ave		0.119	F		5300	G
Vest 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.12 10000 G US 460 E, Brambleton Ave			0.073	F		11000	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.15 5200 G SR 405 Ballentine Blvd			0.106	F		5500	G
Vest 264 Ramp	City of Norfolk (Maint: 64)	I-264 West Collector Rd 0.12 6400 G US 13 S, Military Highway			0.142	F		6800	G
Vest	From:	I-264 West Collector Rd						9600	G

539

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	. (
st	From:	I-264 West			2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
Ramp	City of Norfolk (Maint: 64)	0.06 1700	F							0.214	F		1800	
4)	To:	I-264 Reversibl								0.211	•		1000	
est	From:	I-264 West												
Collector Road	City of Norfolk (Maint: 64)	0.09 38000	F 92%	1%	1%	1%	5%	0%	F	0.082	F		42000	
9-7	To	Ramp from SR 403												
est	From:									0.004	_		40000	
Collector Road	City of Norfolk (Maint: 64)	0.27 46000	F							0.081	F		49000	
est	To: From:	Ramp from SR 403	South											
Collector Road	City of Norfolk (Maint: 64)	0.45 58000	F							0.079	F		62000	
<i></i>	To- From:	I-264 West Exit 1	4C											
est 64)Collector Road	City of Norfolk (Maint: 64)									0.09	F		28000	
64 Collector Hoad	City of Noriolk (Maint. 64)		F							0.09	Г		20000	
est	To: From:	Ramp from I-64 West E	Exit 284A											
64)Collector Road	City of Norfolk (Maint: 64)	0.17 33000	F							0.085	F		36000	
	To	I-264 West Exit 1	4B											
(est) 64)Collector Road	City of Norfolk (Maint: 64)	0.13 25000	F							0.078	F		27000	
oniccioi ridad	City of Norion (Maint: 04)									0.070	•		27000	
est	To: From:	Ramp from I-64 East E	xit 284A											
Collector Road	City of Norfolk (Maint: 64)	0.42 38000	F							0.074	F		40000	
oot .	To: From:	I-264 West Exit 1	3B											
(est) 64)Collector Road	City of Norfolk (Maint: 64)	0.08 26000	G							0.087	F		28000	
34)	To.										•			
est	From:	Ramp from US 13 I												
Collector Road	City of Norfolk (Maint: 64)	0.11 29000	G							0.084	F		31000	
est	To: From:	I-264 West Exit 1	3A											
Collector Road	City of Norfolk (Maint: 64)	0.09 23000	G							0.085	F		24000	
	To	Ramp from US 13 S	Couth											
est	From:	•									_			
Collector Road	City of Norfolk (Maint: 64)	0.16 28000 I-264 West	G							0.076	F		30000	
	rd													
∕est 64)Ramp	City of Norfolk (Maint: 64)	0.24 I -264 West	F							0.077	F		19000	
64) Hamp	To:	I-264 East Exit 14A Ramp			_					0.077			13000	
not .	From:	I-264 West Collector			_									
est 64)Ramp	City of Norfolk (Maint: 64)	0.18 8600	F							0.108	F		9200	
04)	To:	I-64 East	•							303			0200	
est	From:	I-264 West Collecto	or Rd											
Ramp	City of Norfolk (Maint: 64)	0.08 34000	F							0.072	F		36000	
	To:	I-264 East Exit 14C Ramp			_									

540

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

Route	Jurisdictio	n Leng	th AADT	QA	4Tire	Bus		Tru	_		QC	K	QK	Dir	AAWDT	QV
/est	From:		-264 Collector				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Ramp	City of Virginia Beach			F	92%	1%	1%	1%	5%	0%	F	0.076	F		7200	F
· ·	To:	S	R 403 Newtow	vn Rd												
est	From:		264-W TO R7	Γ 190												
Ramp	City of Virginia Beach			G								0.091	F		6700	C
	To:		R 190 FROM													
est 64)Ramp	City of Virginia Beacl		7 TO HOLLA 5300	ND ROA G	AD							0.107	F		5600	(
64 Hamp	To:	, ,	25 TO AND F		Г							0.107	•		3000	,
est	From:		264-W TO RT		•											
Ramp	City of Virginia Beach			G								0.087	F		7200	(
	To:	(7US 58 TO R	T 44												
est	From:		I-264 West	t												
Ramp	City of Virginia Beach	, ,		G								0.091	F		7800	(
	To:	1:	34-13 Rosemo													
est	From:	(Maint: 75) 0.16	I-264 West	t G								0.111	F		5900	(
Ramp	City of Virginia Beacl		nnhaven Pkwy				1					0.111	Г		5900	,
est	From:		I-264 West													
Ramp	City of Virginia Beach	n (Maint: 75) 0.15		F								0.104	F		3700	
· ·	To:		Lynnhaven Pk	cwy												
est	From:		I-264 West	t												
Ramp	City of Virginia Beach	n (Maint: 75) 0.17		F								0.086	F		4100	
	To:		First Colonial	Rd												
ast Dulles Creenway	Town of Loophurg		15 Leesburg 1		000/	00/	00/	00/	00/	00/	_	0.175	F		12000	
Dulles Greenway	Town of Leesburg (Combined Traffic Estimates for 2 Parallel	` '		G G	98% 98%	0% 0%	0% 1%	0% 0%	0% 1%	0% 0%	F	0.175 0.100	F	0.861	13000 26000	(
	Combined Trainic Estimates for 2 Faraner	noadways on this nout			90%	070	1 70	0%	1 70	0%	Г	0.100	Г	0.001	20000	,
ast	To: From:		SCL Leesbu	rg												
67 Dulles Greenway	Town of Leesburg	'		G	98%	0%	0%	0%	0%	0%	F	0.175	F		13000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 25000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	26000	(
ast	To: From:		Battlefield Pk	wy												
Dulles Greenway	Loudoun Co	unty 2.08	13000	G	98%	0%	0%	0%	0%	0%	F	0.182	F		14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 27000	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.885	28000	(
	Too	53	-653 Shreve M	Iill Rd												
ast 67)Dulles Greenway	Loudoun Co			G	98%	0%	0%	0%	0%	0%	F	0.184	F		15000	(
b/ Dulles diceliway	Combined Traffic Estimates for 2 Parallel			G	98%	0%	1%	0%	1%	0%	, E	0.104	F	0.846	29000	(
~																

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
East	From:	53-659	Belmont Ri	dge Rd			2,000	017100	TTTGII	Liian		1 40101		1 40101		
267 Dulles Greenway	Loudoun Co	unty 1.06	11000	G	98%	0%	0%	0%	0%	0%	F	0.184	F		13000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.861	25000	G
East	To: From:	53-90	1 Claiborne	Pkwy												
Dulles Greenway	Loudoun Co	unty 1.79	12000	G	98%	0%	0%	0%	0%	0%	F	0.184	F		15000	G
,	Combined Traffic Estimates for 2 Parallel		24000	G	98%	0%	1%	0%	1%	0%	F	0.111	F	0.85	29000	G
	To	53-772 A	shburn Vill	age Blvd	[
East (267) Dulles Greenway	Loudoun Co		14000	G	98%	0%	0%	0%	0%	0%	F	0.211	F		16000	G
267) Ballos Grootilla)	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	1%	0%	1%	0%	F	0.115	F	0.873	33000	G
	To		oudoun Co	ıntı Dkx												
East (267) Dulles Greenway	Loudoun Co		16000	G	98%	0%	0%	0%	0%	0%	_	0.213	F		19000	G
267 Dulles Greenway	Combined Traffic Estimates for 2 Parallel	,		G	98% 98%	0% 0%	0% 1%	0% 0%	0% 1%	0% 0%	F	0.213	F	0.911	36000	G
	Combined Traine Estimates for 2 Faraller				JU /6	0 /0	1 /0	0 /0	1 /0	0 /0	,	0.117	,	0.511	50000	u
East	From:		606 Old Ox													_
Dulles Greenway	Loudoun Co	,	15000	G	98%	0%	0%	0%	0%	0%	F	0.202	F	0.074	18000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	98%	0%	1%	0%	1%	0%	F	0.121	F	0.871	35000	G
East	To- From:		R 28 Sully F	Rd												
267 Dulles Toll Rd	Loudoun County (•	30000	G	98%	0%	0%	0%	0%	0%	F	0.127	F		36000	G
	Combined Traffic Estimates for 2 Parallel			G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.691	74000	G
East	To:		fax County oun County													
(267) Dulles Toll Rd	Fairfax Cou		30000	G	98%	0%	0%	0%	0%	0%	F	0.127	F		36000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	62000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.691	74000	G
F	To:	29-65	7 Centrevil	le Rd												
East 267 Dulles Toll Rd	Fairfax County (M	aint: 999) 1.36	36000	G	98%	0%	0%	0%	0%	0%	F	0.112	F		43000	G
201)	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.648	87000	G
	To:	-	/CL Herndo													
East Dulles Toll Rd	Fairfax County (M		36000	G	98%	0%	0%	0%	0%	0%	F	0.112	F		43000	G
Dulles Toll Rd	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	1%	0%	1%	0%	F	0.112	F	0.648	87000	G
	To Tand Latinates for 21 drailer					0 /0	1 70	U /0	1 /0	0 /0		0.000		0.040	<u> </u>	
East	From	29-7100 Fairfax (•		0.51		001	051	0-1	_	0.4.5	_		44000	_
Dulles Toll Rd	Fairfax County (M	,	37000	G	98%	0%	0%	0%	0%	0%	F	0.112	F	0.040	44000	G
	Combined Traffic Estimates for 2 Parallel			G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.648	90000	G
East	To: From:	29-6	02 Reston F	kwy												
267 Dulles Toll Rd	Fairfax County (M	,	40000	G	98%	0%	0%	0%	0%	0%	F	0.121	F		47000	G
	Combined Traffic Estimates for 2 Parallel			G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.570	94000	G
	To	29-8	328 Wiehle	Ave												

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				QC	Factor	QK	Factor	AAWDT	QV
ast	From:		828 Wiehle A								_		_			
Dulles Toll Rd	Fairfax County (M	,	40000	G	98%	0%	0%	0%	0%	0%	F	0.118	F		47000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	79000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.570	93000	G
st	To:	29-67	4 Hunter Mil	ill Rd												
Dulles Toll Rd	Fairfax County (M	laint: 999) 3.41	40000	G	97%	0%	1%	1%	1%	0%	F	0.121	F		50000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	80000	G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.573	101000	(
1	To:	SR 7	7 Leesburg P	Pike			\neg —									
st 7)Dulles Toll Rd	Fairfax County (M	laint: 999) 0.63	37000	G	98%	0%	0%	0%	0%	0%	F	0.115	F		44000	
J Banco Ton Tia	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.585	91000	
	To To				00,0			0,0	. , 0	0,0	•	0.00.	•	0.000	0.000	
st	From:		International		2221			221		221	_		_		40000	
Dulles Toll Rd	Fairfax County (M	,	36000	G	98%	0%	0%	0%	0%	0%	-	0.101	F	0.504	43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	82000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.564	97000	
st	To:	I-495	Capital Belt	tway												
7) Dulles Toll Rd Connecto	r Fairfax Cou	ınty 0.26	20000	G	98%	0%	0%	0%	0%	0%	F	0.1	F		24000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.520	46000	
-1	To: From	SR 123	3 Chain Bridg	ge Rd			_									
st 7)Dulles Toll Rd Connecto	or Fairfax Cou	unty 2.46	19000	G	98%	0%	0%	0%	0%	0%	F	0.093	F		22000	
) Bando Ton Tia Gonnooto	Combined Traffic Estimates for 2 Parallel	•		G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.72	47000	
	To:	:	I-66 East		0070	0,0		0,0	. , 0	0,0	•	0.00.	•	0		
st	From:	SR 267-E TO RT 4	19500- CAPI	ITAL B	ELTWAY	,										
7)Ramp	Fairfax Cou	inty	11000	G								0.116	F		11000	
	Tor	I-495-S	From RT 26	67 East												
<u>st</u>	From:	SR 267-E026A TO R			CAPITAL	В										
7 Ramp	Fairfax Cou		15000	G								0.103	F		15000	
	10.	•	From RT 26													
nst 1977)Ramp	Fairfax Cou	SR 267-E TO WEST F	FALLS CHU NA	JRCH S	TATION-	BU						NA			NA	
7 Hamp	Taillax Oou	29-99004-W00		& TO R	T 267							INA			INA	
est	From		Leesburg By													
Dulles Greenway	Town of Leesburg (12000	G	98%	0%	1%	0%	1%	0%	F	0.161	F		13000	
,	Combined Traffic Estimates for 2 Parallel	•	25000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	26000	
	To		CL Leesburg													
est	From:				000/	00/	10/	00/	10/	00/	_	0.161	_		12000	
	Town of Leesburg	(Maint: 53) 0.34	12000	G	98%	0%	1%	0%	1%	0%	Г	0.161	Г		13000	
Dulles Greenway	Combined Traffic Estimates for 2 Parallel	Poodwaya on this Pouts	25000	G	98%	0%	1%	0%	1%	0%		0.100	F	0.861	26000	(

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		ttlefield Pkv	_												
267 Dulles Greenway	Loudoun Co	•	13000	G	98%	0%	1%	0%	1%	0%	F	0.174	F	0.005	14000	G
	Combined Traffic Estimates for 2 Parallel			G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.885	28000	G
West	To Fron	53-65	3 Shreve Mi	ill Rd												
267 Dulles Greenway	Loudoun Co	•	14000	G	98%	0%	1%	0%	1%	0%	F	0.182	F		15000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	28000	G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.846	29000	G
West	To From	53-659	Belmont Ric	dge Rd												_
267 Dulles Greenway	Loudoun Co	ounty 0.87	11000	G	98%	0%	1%	0%	1%	0%	F	0.183	F		13000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.861	25000	G
West	T. From	53-90	1 Claiborne	Pkwy												
267 Dulles Greenway	Loudoun Co	ounty 1.82	12000	G	98%	0%	1%	0%	1%	0%	F	0.196	F		14000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	24000	G	98%	0%	1%	0%	1%	0%	F	0.111	F	0.85	29000	G
West	T. From	53-772 A	Ashburn Villa	age Blve	1											
267 Dulles Greenway	Loudoun Co	ounty 1.32	14000	G	98%	0%	1%	0%	1%	0%	F	0.2	F		16000	G
,	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	98%	0%	1%	0%	1%	0%	F	0.115	F	0.873	33000	G
NA	T. From	53-1950 I	oudoun Cou	nty Pkv	vy											
West 267 Dulles Greenway	Loudoun Co	ounty 1.24	15000	G	98%	0%	1%	0%	1%	0%	F	0.204	F		18000	G
201)	Combined Traffic Estimates for 2 Paralle	•		G	98%	0%	1%	0%	1%	0%	F	0.117	F	0.911	36000	G
		53-	606 Old Ox	Rd												
West 267 Dulles Greenway	Loudoun Co	11	15000	G	98%	0%	1%	0%	1%	0%	F	0.211	F		17000	G
267 Builes Greenway	Combined Traffic Estimates for 2 Paralle	•		G	98%	0%	1%	0%	1%	0%	F	0.121	F	0.871	35000	G
	т.		R 28 Sully R													
West 267 Dulles Toll Rd	Loudoun County	1:	33000	G	98%	0%	1%	0%	1%	0%	_	0.116	_		39000	G
267 Dulles Toll Ru	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	1%	0%	1%	0%	F	0.116	F	0.691	74000	G
	To Tallio Estimates for 2 T drains		fax County I		0070	0 70		070	1 70	0 70		0.000		0.001	7-1000	J
West	From County (A		oun County		000/	00/	10/	00/	40/	00/	_	0.110	_		00000	
267 Dulles Toll Rd	Fairfax County (N Combined Traffic Estimates for 2 Paralle	,	33000	G G	98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F	0.116 0.093	F F	0.691	39000 74000	G G
	Combined Trainc Estimates for 2 Paralle				90%	0%	1%	0%	170	0%	Г	0.093	Г	0.691	74000	G
West	Tron	111	7 Centrevill													
267 Dulles Toll Rd	Fairfax County (N	,	37000	G	98%	0%	1%	0%	1%	0%	F	0.112	F	0.010	44000	G
	Combined Traffic Estimates for 2 Parallel			G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.648	87000	G
West	To From	V	VCL Herndo	n												
267 Dulles Toll Rd	Town of Herndon (,	37000	G	98%	0%	1%	0%	1%	0%	F	0.112	F		44000	G
	Combined Traffic Estimates for 2 Paralle			G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.648	87000	G
	Т	T	ECL Herndon	1												

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

		Filliary at	nd Intersta	ile no	utes											
Route	Jurisdictio	on Length	AADT	QΔ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	ΟW
Tiouto	Garisaiche				71110	Dus	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QI.	Factor	70.4401	Q V V
West	From		ECL Herndor		2021				4.5.4			0.446			4.400	
267 Dulles Toll Rd	Fairfax County (M	, , , , , , , , , , , , , , , , , , ,	37000	G	98%	0%	1%	0%	1%	0%	F	0.112	F		44000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	74000	G	98%	0%	1%	0%	1%	0%	F	NA			87000	G
West	To From	29-7100	Fairfax Coun	nty Pkw	у											
(267) Dulles Toll Rd	Fairfax County (M	faint: 999) 0.62	39000	G	98%	0%	1%	0%	1%	0%	F	0.112	F		46000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.648	90000	G
	To	29-6	02 Reston Pl	kwv												
West	Fairfax County (M			G	98%	0%	10/	0%	10/	00/	F	0.100	F		47000	G
Dulles Toll Rd	, ,	,	39000			0%	1%		1% 1%	0%	F	0.109	F	0.570		G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	79000	G	98%	0%	1%	0%	1%	0%	г	0.096	г	0.570	94000	G
West	To: From:	29-8	828 Wiehle A	Ave												
267 Dulles Toll Rd	Fairfax County (M	faint: 999) 1.84	39000	G	98%	0%	1%	0%	1%	0%	F	0.109	F		46000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	79000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.570	93000	G
M	To	29-67	4 Hunter Mi	ill Rd												
West 267 Dulles Toll Rd	Fairfax County (M		40000	G	98%	0%	1%	0%	1%	0%	С	0.110	F		50000	G
267) Builes Toll Tid	Combined Traffic Estimates for 2 Parallel	,		G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.573	101000	G
	Combined Traine Estimates for 2 Taraner				31 /6	0 70	1 /0	1 /0	1 /0	0 70	'	0.037	'	0.570	101000	G
West	From	SR '	7 Leesburg F	Pike												
267 Dulles Toll Rd	Fairfax County (M	,	39000	G	98%	0%	1%	0%	1%	0%	F	0.101	F		46000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.585	91000	G
West	To: From	29-684	Internationa	l Drive												
267 Dulles Toll Rd	Fairfax County (M	faint: 999) 1.16	46000	G	98%	0%	1%	0%	1%	0%	F	0.101	F		55000	G
201)	Combined Traffic Estimates for 2 Parallel	, , , , , , , , , , , , , , , , , , ,		G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.608	97000	G
	To		Capital Belt													
West	From		*	·												
Dulles Toll Rd Connecto		•	19000	G	98%	0%	1%	0%	1%	0%	F _	0.108	F		23000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.520	46000	G
West	To Prom	SR 12	3 Chain Brid	lge Rd												
267 Dulles Toll Rd Connecto	r Fairfax Cou	unty 2.40	21000	G	98%	0%	1%	0%	1%	0%	F	0.122	F		25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	G	98%	0%	1%	0%	1%	0%	F	NA			47000	G
	To	r	I-66													
West	From		SR 267 West													
(267)Ramp	Fairfax Cou		4400	G								0.126	F		4400	G
	To		I-495 North													
	From		4, US 60; SR						•	•	_					
(269) (42) Longdale Furnace	Rd Alleghany Co		900	G	97%	0%	1%	0%	2%	0%	С	0.089	F	0.531	930	G
<u> </u>	To: From		ongdale Fur Golf Course		i											
(269) Longdale Furnace Rd	Alleghany Co		440	G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.569	450	G
200	To		I-64, US 60													

545

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

Route	Jurisdiction	Length AADT	QA 4Tire	Bus		·Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	C
	From:	SR 269 Longdale Fur	nace Rd			7 0 17 15 110						. 40.0.		
Ramp	Alleghany County	70	G							0.204	F		70	
	To:	I-64 East												
	From:	SR 269 Longdale Fur	nace Rd											
9 Ramp	Alleghany County	0.32 70	G							0.161	F		70	
	To:	I-64 West												
	From:	US 58 Bus												
Bull Run Rd	Town of Saint Paul (Maint: 97)	0.26 2900	G 99%	0%	0%	0%	0%	0%	С	0.085	F	0.510	2900	
	To:	SR 63												
	From:	US 250 Broad Stre	eet Rd											
1)Pouncey Tract Rd	Henrico County	2.51 9300	G 98%	1%	1%	1%	0%	0%	С	0.1	F	0.540	9900	
	To	Nuckols Rd												
1)Pouncey Tract Rd	Henrico County	1.19 4800	G 96%	1%	1%	2%	0%	0%	F	0.098	F	0.538	5100	
)	To:	Goochland County			TÏ.				·					
_	From:	Henrico County I	Line											
Pouncey Tract Rd	Goochland County	0.53 5700	G 96%	1%	1%	2%	0%	0%	С	0.093	F	0.559	5700	
	To:	Hanover County l												
Dayman, Tract Dd	From:	Goochland County		10/	10/	10/	10/	00/	_	0.400	_	0.000	0100	
Pouncey Tract Rd	Hanover County	3.11 2100	F 97%	1%	1%	1%	1%	0%	С	0.106	F	0.662	2100	
		42-622 Rockville Rd;	; Hill Dr											
0	From:	SR 189	0 070/	00/		40/	00/	00/	_	0.445	_	0.700	4000	
South Quay Rd	City of Suffolk	1.24 1300 US 58 South Quay	G 97%	0%	1%	1%	0%	0%	С	0.115	F	0.732	1300	
		•	-		_									
	From:	SR 30 New Kent		10/	10/	10/	00/	00/	_	0.404	_	0.000	F000	
Farmers Dr	New Kent County	5.33 5300 SR 33	F 94%	1%	1%	1%	3%	0%	F	0.101	F	0.683	5200	
Discount de Do	From:	US 58 Grayson P		00/		00/	40/	00/	_	0.454	_	0.750	700	
Riverside Dr	Grayson County	7.36 770	F 96%	2%	2%	0%	1%	0%	С	0.154	F	0.752	760	
		SR 94 Scenic Rd; Rive												
	From:	SR 256 Weyers Ca		40/		40/	40/	00/	_	0.404	_	0.500	4000	
Keezletown Rd	Augusta County	1.77 4300	G 97%	1%	1%	1%	1%	0%	С	0.101	F	0.533	4200	
	From:	Rockingham County Augusta County I												
Cross Keys Rd	Rockingham County	3.04 3900	G 97%	0%	1%	0%	1%	0%	С	0.106	F	0.503	3900	
9									_					
Cross Koya Pd	Poolsingham County	82-682 Friedens C		0%	10/	00/	10/	00/		0.11	F	0.515	E200	
Cross Keys Rd	Rockingham County	2.42 5200	G 97%	0%	1%	0%	1%	0%	С	0.11	г	0.515	5200	
	To: From:	SR 253 Port Repub												
Cross Keys Rd	Rockingham County	1.36 5300	G 97%	0%	1%	0%	1%	0%	F	0.103	F	0.508	5600	
	To: From:	82-689 Shen Lake	e Dr		\neg									
6)Cross Keys Rd	Rockingham County	0.86 5300	N 97%	0%	1%	0%	1%	0%	Ν	0.103	F	0.508	5600	
	To:	US 33 Spotswood												

546

ECL Sisphere City 1.51 1			Primary and Interstat	e Routes											
151 Mas Street	Route	Jurisdiction	Length AADT	QA 4Ti	ire Bı	IS		-		QC		QK		AAWDT	QW
Town of Stephens City (Maint: 34) 0.15 7500 F 94% 0% 1% 1% 4% 0% C 0.08 F 0.523 8000 1		From:	US 11 Main Stree	et		2/()	e J+Axie	TITAL	ZIIali		i actor		i actor		
First Firederick County 0.08 7500 N 94% 0% 1% 4% 0% N 0.088 F 0.523 8000 1	Pairfax Pike	Town of Stephens City (Maint: 34)			% 0'	% 1%	1%	4%	0%	С	0.088	F	0.523	8000	F
Frederick County 0.08 7600 N 94% 0% 1% 1% 4% 0% N 0.088 F 0.523 8000 1		Tac													
Frederick County	Pairfax Pike	Frederick County			% 0	% 1%	1%	4%	0%	N	0.088	F	0.523	8000	N
Frederick County 1.76 1100 F 33% 1% 1% 1% 3% 0% C 0.094 F 0.577 12000 1 1207 1	277). aa	T			,,,	,,,,,,	. , 0	.,0	0,0	••	0.000	•	0.020	0000	
34726	Fairfax Pike	Frederick County		F 93	% 19	% 1%	1%	3%	0%	С	0 094	F	0 577	12000	F
Finderick County Finderick Plant Finderick County Finderick Co	277) 1 41142 1 1110	Treasner county			/0 I	70 170	1 /0	0 70	0 70	J	0.054	•	0.577	12000	•
SERT Finish Piles SERT	Fairfay Pika	Fraderick			0/ 1/		10/	20/	00/		0.000		0.60	9000	F
SR 277 Fairfax Pike SR 277 Fairfax Pike D.0.81 F Z600 C D.0.81 F Z600 C D.0.81 F Z600 C D.0.81 F Z600 C D.0.81 F 277 Fairlax Fike	To:			70 I	70 170	170	3%	0%	Г	0.093	Г	0.62	0900	Г	
Prederick County		Promi	•												
SE SOUTH SE ST Fair Color SE SE SE SE SE SE SE S	Bamp to I-81 S at Exit 307										0.081	F		2600	G
SR 277 Fairfax Pike SR 277 Fairfax Pike	277) Hamp to 1 of o at Exit oor	To:		<u> </u>							0.001	•		2000	ŭ
Prederick County 0.18 4600 G S S Value S S S S S S S S S		From:		ike											
Second S	Pamp to I-81 N at Exit 307	Frederick County									0.099	F		4600	G
City of Hampton 0.10 19000 G 99% 1% 0% 0% 0% 0% F 0.096 F 0.656 20000 0% 278 2		To:													
City of Hampton 0.10 19000 G 99% 1% 0% 0% 0% 0% 0% F 0.096 F 0.656 20000 0% 278 0.096 F 0.656 20000 0% 0.85 14000 0% 0% 0% 0% 0% 0% 0%		From:	US 258 Mercury B	Blvd											
114-70-70 14 Force 14	278 King Street North	City of Hampton			% 1	% 0%	0%	0%	0%	F	0.096	F	0.656	20000	G
City of Hampton 0.85 14000 G 99% 1% 0% 0% 0% 0% 0% 0% 0		To	114-7047 Old Fox H	GII RA											
City of Hampton 0.69 4800 G 99% 1% 0% 0% 0% 0% 0% 0% 0	278 King St	City of Hampton			% 1	% 0%	0%	0%	0%	F	0.096	F	0.667	15000	G
City of Hampton 0.69 4800 G 99% 1% 0% 0% 0% 0% 0% 0% 0	210)	To	Laminatan Dd												
Langley Air Force Base US 58 Va Beach Blvd US 58 Va Beach Bl	278 King St	City of Hampton			% 1	% 0%	0%	0%	0%	С	0.101	F	0.752	5100	G
City of Virginia Beach 2.35 27000 G 99% 0% 1% 0% 0% 0% F 0.093 F 0.518 28000 0	278)	To:					-,-								-
City of Virginia Beach 2.35 27000 G 99% 0% 1% 0% 0% 0% F 0.093 F 0.518 28000 0% 0% 0% 0% 0% 0% 0%		From:	US 58 Va Beach B	Blvd											
First Colonial Rd Firs	279 Great Neck Rd	City of Virginia Beach			% 0'	% 1%	0%	0%	0%	F	0.093	F	0.518	28000	G
City of Virginia Beach 0.99 3300 G 99% 0% 1% 0% 0% 0% F 0.090 F 0.519 35000 0% 0% 0% 0% 0% 0% 0%		Too	First Colonial Ro	d											
Shorehaven Dr Shorehaven D	279 Great Neck Rd	City of Virginia Beach			% 0'	% 1%	0%	0%	0%	F	0.090	F	0.519	35000	G
City of Virginia Beach 1.42 28000 G 99% 0% 1% 0% 0% 0% F 0.085 F 0.514 30000 0 30000 0 30000 0 30000 0		To	Charahayan Dr												
Adam Keeling Rd Adam Keeli	270 Great Neck Rd	City of Virginia Beach			% 0	% 1%	0%	0%	0%	F	0.085	F	0.514	30000	G
N Great Neck Rd City of Virginia Beach 0.79 23000 G 99% 0% 1% 0% 0% 0% 0% 0 0 0% 0 0 0% 0 0 0 0	2/9) 5/150/115	Tro					0,0	0,0	0,0	•	0.000	•	0.0	00000	_
SR 895 Pocahontass Pkwy 281 Henrico County 3600 G 88% 1% 1% 2% 8% 0% C 0.102 F 0.585 3800 0 3830 0 0 0 0 0 0 0 0 0	ozo N Great Neck Rd	City of Virginia Beach			% 0	% 1%	0%	0%	0%	С	0.086	F	0 549	25000	G
SR 895 Pocahontass Pkwy SR 895 Pocahonta	279 IN GICAL NOOK HA	To:			70 0	70 170	0 70	0 70	0 70	J	0.000	•	0.545	23000	G
Henrico County 3600 G 88% 1% 1% 2% 8% 0% C 0.102 F 0.585 3800 C To 43-7723 Charles City Rd Bus US 23 Trail of the Lonesome Pine City of Norton (Maint: 97) 0.36 9300 G 99% 0% 0% 0% 0% 0% C 0.084 F 0.555 10000 C Alt US 58; US 23 Front 07-935 Expo Rd; SR 285 Augusta County 0.31 10000 N 97% 0% 1% 1% 1% 0% N 0.086 F 0.576 11000 I		From													
Trail of the Lonesome Pine City of Norton (Maint: 97) 0.36 9300 G 99% 0% 0% 0% 0% 0% C 0.084 F 0.555 10000 C Alt US 58; US 23 Prose	281	Henrico County			% 1	% 1%	2%	8%	0%	С	0.102	F	0.585	3800	G
Trail of the Lonesome Pine City of Norton (Maint: 97) 0.36 9300 G 99% 0% 0% 0% 0% 0% C 0.084 F 0.555 10000 C Alt US 58; US 23 Four: 07-935 Expo Rd; SR 285	201)	To:								_					
Trail of the Lonesome Pine City of Norton (Maint: 97) 0.36 9300 G 99% 0% 0% 0% 0% 0% 0% C 0.084 F 0.555 10000 C Alt US 58; US 23 From 07-935 Expo Rd; SR 285 10000 N 97% 0% 1% 1% 1% 0% N 0.086 F 0.576 11000 I		From:	Bus US 23												
Tell Alt US 58; US 23	283 Trail of the Lonesome Pine	City of Norton (Maint: 97)		G 99	% 0'	% 0%	0%	0%	0%	С	0.084	F	0.555	10000	G
285) Tinkling Spring Rd Augusta County 0.31 10000 N 97% 0% 1% 1% 0% N 0.086 F 0.576 11000 I		To:													
(285) Tinkling Spring Rd Augusta County 0.31 10000 N 97% 0% 1% 1% 0% N 0.086 F 0.576 11000 I		From	07-935 Expo Rd; SR	R 285											
	285 Tinkling Spring Rd	Augusta County			% 0'	% 1%	1%	1%	0%	Ν	0.086	F	0.576	11000	N
	\bigcirc	То:	I-64												
547	5/10/2021		547												

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

Doute	luviadiation	Longth AADT	OA 1	1T:ro I	- Dua	Tr	uck		00	K	OK	Dir	AAWDT	
Route	Jurisdiction	Length AADT	QA 4	+ille i	Bus 2	Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	ľ
	From:	I-64												
Tinkling Spring Rd	Augusta County	1.54 14000		98%	0%	<u>1%</u> 1%	1%	0%	С	0.093	F	0.604	15000	
	To:	US 250 Jefferson I	Hwy											_
	From:	SR 285 Tinkling Spri	_											Ī
Ramp	Augusta County	0.25 3000	G S	94%	0%	<u>1%</u> 1%	3%	1%	С	0.09	F		3000	
	To:	I-64 East												
	From:	SR 285 Tinkling Spri												Ī
Ramp	Augusta County	0.25 5300	G 9	94%	0%	<u>1</u> % 1%	3%	1%	С	0.106	F		5300	
	To:	I-64 West												
	From:	US 1 Richmond H	łwy											Ī
Fairfax County Pkwy	Fairfax County	18000	N S	97%	1%	1% 0%	1%	0%	Ν	0.124	Α	0.516	21000	
	To	29-617 Backlick	Rd											
Fairfax County Pkwy	Fairfax County	18000		97%	1%	1% 0%	1%	0%	С	0.124	Α	0.516	21000	
, ,	Tol		D 1			_								
Fairfax County Pkwy	Fairfax County	29-611 Telegraph 31000		97%	1%	1% 0%	1%	0%	F	0.082	F	0.595	36000	Ī
I alliax County Fkwy	Taillax County	I-95; 29-790 Albar		31 /0	1 /0	70 0/0	1 /0	0 /6	'	0.002	'	0.555	30000	
	From:	29-7900 Franconia Spring		v										٠
Fairfax County Pkwy	Fairfax County	46000			1%	0% 0%	0%	0%	F	0.091	F	0.755	51000	
, , ,	Tec	20 (40 5-1	D.4			_								
Fairfax County Pkwy	Fairfax County	29-640 Sydenstricke 40000		97%	1%	 1% 1%	1%	0%	F	0.084	F	0.726	42000	Ī
Trainax County 1 kwy		d Fairfax County Pkwy for					1 70	0 70	•	0.004	•	0.720	42000	
	To:	29-636 Hooes R		ssirig uo	WHSUCE									
	From	SR 123 Ox Rd												Ī
Fairfax County Pkwy	Fairfax County	48000	G 9	97%	1%	1% 1%	1%	0%	F	0.079	F	0.523	51000	
	See Non-Inventori	ed Fairfax County Pkwy f	or the m	nissing เ	ıpstrear	n section.								
	Tor	29-643 Burke Centre	Pkwv											
Fairfax County Pkwy	Fairfax County	53000		97%	1%	 1% 1%	1%	0%	F	0.078	F	0.521	56000	
, ,	T-					_								
Fairfax County Pkwy	Fairfax County	29-654 Popes Head 56000		97%	1%	1% 1%	1%	0%	F	0.076	F	0.534	59000	Ī
I amax County I kwy	Talliax County			31 /6	1 /0	1/0 1/0	1 /0	0 /6	'	0.070	'	0.554	33000	
<u> </u>	From	29-620 Braddock									_			i
Fairfax County Pkwy	Fairfax County	66000	G 9	97%	1%	1% 1%	1%	0%	F	80.0	F	0.566	70000	
	To: From:	US 29 Lee Highw	vay											-
Fairfax County Pkwy	Fairfax County	0.94 61000	G 9	97%	1%	1% 1%	1%	0%	F	0.078	F	0.552	65000	
	To	I-66												
Fairfax County Pkwy	Fairfax County	55000	G 9	98%	0%	1% 1%	0%	0%	F	0.083	F	0.609	59000	
, ,	T-					_								
Fairfay County Plym	Fourtox County	29-7700 Fair Lakes		000/	Nº/	1% 1%	0%	00/	F	0.086	F	0.554	52000	
Fairfax County Pkwy	Fairfax County	48000	G S	98%	0%	1/0 17/0	0%	0%	Г	0.066	Г	0.554	52000	
	T	US 50 Lee Jackson Me	em Huzz											_
	From													
Fairfax County Pkwy	Fairfax County	43000 29-7140 Tuckaway Dr; Spi	G 9		0%	1% 1%	0%	0%	F	0.091	F	0.535	46000	

548

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

		Primary and Intersta	ale noi	iles											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
	From:	29-7140 Tuckaway Dr; S			00/	10/	40/	00/	00/	_	0.004	_	0.504	44000	
Fairfax County Pkwy	Fairfax County	38000	G	98%	0%	1%	1%	0%	0%	F	0.091	F	0.561	41000	(
6) Fairfax County Pkwy	Fairfax County	29-6819 Franklin F 30000	arm Rd	98%	0%	1%	1%	0%	0%	С	0.129	Α	0.594	33000	
6) I amax County Fkwy				30 /0	0 /6	1 /0	1 /0	0 /6	0 /6	C	0.129	^	0.554	33000	,
Fairfax County Pkwy	Fairfax County	29-608 West On 34000	x Rd G	98%	0%	1%	1%	0%	0%	F	0.083	F	0.574	36000	(
36 I alliax County I kwy				30 /6	0 /6	1 /6	1 /0	0 /6	0 /6	'	0.000		0.574	30000	
Fairfax County Pkwy	Fairfax County	29-665 Fox Mil 32000	l Rd G	98%	0%	1%	1%	0%	0%	F	0.082	F	0.566	35000	
36) I amax County I kwy				30 /6	0 /6	1 /6	1 /0	0 /6	0 /6	'	0.002		0.500	33000	
Fairfax County Pkwy	Fairfax County	29-5320 Sunrise Va 41000	alley Dr G	98%	0%	1%	1%	0%	0%	F	0.083	F	0.507	43000	(
36 I amax County I kwy	r amax dounty			30 /6	0 /6	1 /6	1 /0	0 /6	0 /6	'	0.000		0.507	43000	
Fairfax County Pkwy	Fairfax County	SR 267 Dulles To 49000	oll Rd G	98%	0%	1%	1%	0%	0%	F	0.087	F	0.545	52000	
36 I amax county I kwy				30 70	0 70	1 /0	1 /0	0 /0	0 70	•	0.007	•	0.545	32000	
B6) Fairfax County Pkwy	Fairfax County	29-606 Baron Came 20000	eron Ave G	98%	0%	1%	1%	0%	0%	F	0.091	F	0.699	22000	
36 I amax County I kwy	To:	SR 7 Leesburg		30 70	0 70	1/0	1 /0	0 /0	0 70	•	0.001	•	0.000	22000	
rth	From:	SR 286 N, Fairfax Co		/V											
Ramp	Fairfax County	12000	F								0.085	F		13000	
	To:	I-66 West Collect	tor Rd												
orth	From:	SR 286 N, Fairfax Co		/у											
Ramp	Fairfax County	2700	F								0.084	F		2900	
		I-66 East Collect													
_{uth} ₃₆)Ramp	Fairfax County	SR 286 S, Fairfax Cor 7400	unty Pkw F	'y							0.088	F		7900	
36) (41)	To:	I-66 West Collect									0.000	•		7000	
uth	From:	SR 286 S, Fairfax Co		v											
Ramp	Fairfax County	3100	F	-							0.091	F		3300	
	To:	I-66 East Collect	or Rd												
	From:	Bus SR 7													
Berlin Tpke	Town of Purcellville (Maint: 53) 0.55 5600	N	95%	1%	2%	1%	1%	0%	N	0.092	F	0.535	5500	ı
	To: From:	NCL Purcelly													
Berlin Tpke	Loudoun County	3.21 5600	F	95%	1%	2%	1%	1%	0%	С	0.092	F	0.535	5500	
	To: From:	SR 9 Charles Tow													
Berlin Tpke	Loudoun County	2.37 10000	F	95%	1%	1%	2%	1%	0%	С	0.092	F	0.565	9900	
	To: From:	53-693 Morrisonville Rd;			001		061	461	0-1		0.675		0.710	0000	
Berlin Tpke	Loudoun County	3.37 6200	G	96%	0%	1%	2%	1%	0%	F	0.078	F	0.718	6300	(
	To: From	SCL Lovettsvi													
87)Berlin Tpke	Town of Lovettsville (Maint: 53	,	N	96%	0%	1%	2%	1%	0%	N	0.078	F	0.718	6300	- 1
~	10:	SR 287 Par; Town C	Center Di												

549

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

		Filliary	and Interst	ale noi	iles											
5 .					4	_		Tru	ıck			K	01/	Dir		0144
Route	Jurisdictio	n Leng	th AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SD 29	7 Par; Town	Cantar Di			1	017100	TTTQII	ZIIAII		- aotoi		1 40101		
(287) Berlin Tpke	Town of Lovettsville			F	96%	0%	1%	2%	1%	0%	F	0.105	F		4900	F
(287) Beriiii Tpice		,				1%	1%	2%	1%	0%	F		F	0.606		F
	Combined Traffic Estimates for 2 Parallel	noadways on this nout	e: 9800	F	95%	170	170	2%	170	0%	Г	0.094	Г	0.000	10000	Г
	To: From:	53-6	73 S, East Bro	oad Way												
(287) Berlin Tpke	Town of Lovettsville	(Maint: 53) 0.05	6200	N	96%	0%	1%	2%	1%	0%	Ν	0.078	F	0.718	6300	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 11000	N	95%	1%	1%	2%	1%	0%	Ν	NA			11000	N
	Tec	GD 207 D	50 (50 N. V.		1 77 7											
Davis Take	From:		53-673 N, W			00/	10/	00/	10/	00/	N.I.	0.100		0.04	0400	N.I.
Berlin Tpke	Town of Lovettsville	(Maint: 53) 0.58	6100	N	96%	0%	1%	2%	1%	0%	N	0.102	F	0.64	6400	N
	To		NCL Lovettsv	ille			<u> </u>									
287 Berlin Tpke	Loudoun Co	unty 1.75	6100	F	96%	0%	1%	2%	1%	0%	С	0.102	F	0.64	6400	F
	To:	N	Iaryland State	Line												
	From:	•	3-1388 S, To		r Dr											
287)Berlin Tpke	Town of Lovettsville			F F	94%	1%	2%	2%	1%	0%	F	0.095	F		5100	F
287 Dellill Thre		,		-							-		1			•
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 11000	N	95%	1%	1%	2%	1%	0%	N	NA			11000	N
	To: From:	53-13	88 N, Town C	Center Dr			_									
287 Berlin Tpke	Town of Lovettsville	(Maint: 53) 0.06	5200	F	94%	1%	2%	2%	1%	0%	С	0.092	F		5100	F
<u>_</u> B.	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 9800	F	95%	1%	1%	2%	1%	0%	F	0.092	F	0.565	10000	F
	To:		N ; 53-673 I			. , ,		_,,	. , 0	0,0	•	0.002	•	0.000		•
	P	5K 20		roud III	<i>J</i>											
CD 000 N Dame		0.00	I-95 N		000/	10/	10/	10/	00/	00/	F	0.140	Α		1 1000	^
288 SR 288 N Ramp	Chesterfield C	•		Α	90%	1%	1%	1%	8%	0%	•	0.149	,,		14000	A
	Combined Traffic Estimates for 2 Parallel			F	91%	0%	1%	1%	6%	0%	F	0.117	F	0.644	20000	F
	To:		Ramp from I-9	95 S												
	Ol		I-95		050/	00/	40/	40/	00/	00/	_	0.007	F	0.05	40000	_
288	Chesterfield C	ounty	35000	G	95%	0%	1%	1%	3%	0%	F	0.097	F	0.65	40000	G
	To: From:	US	Jefferson Da	vis Hwy												
288	Chesterfield C	county	39000	G	95%	0%	1%	1%	3%	0%	F	0.101	F	0.632	43000	G
	Tec		D 145 Cl +	D 1												
	From:		R 145 Cheste		95%	0%	1%	10/	3%	0%	F	0.101	F	0.606	43000	G
288	Chesterfield C	county 3.88	38000	G	95%	0%	170	1%	3%	0%	Г	0.101	Г	0.000	43000	G
	To: From:	S	R 10 Iron Brid	ge Rd												
288	Chesterfield C	county 2.95	47000	Α	95%	0%	1%	1%	3%	0%	С	0.127	Α	0.564	52000	Α
	Too	20	-604 Courthou	no Dd												
	Chesterfield C			G	95%	0%	1%	1%	3%	0%	F	0.102	F	0.585	45000	G
288	Oriesterneid O	4.03	40000	G	93 /6	0 /6	1 /0	1 /0	3 /0	0 /6	'	0.102	1	0.363	43000	G
	To: From:	U	360 Hull Str	eet Rd												
288	Chesterfield C	Sounty 2.79	51000	G	95%	0%	1%	1%	3%	0%	F	0.097	F	0.564	58000	G
	To:	SR	76 Powhite P	arkway												
	From:		0-720 Lucks 1													
(288)	Chesterfield C	ounty	42000	G	95%	0%	1%	1%	2%	0%	F	0.146	Α	0.613	47000	G
\smile	Tac	20	-668 Woolrid	go DA												
	Chesterfield C		39000	ge Ka G	96%	0%	1%	1%	2%	0%	F	0.146	Α	0.613	45000	G
288	Onesterneta C				30 /6	U /0	1 /0	1 /0	2 /0	0 /0	'	0.140	^	0.013	+3000	G
	10.	US	60 Midlothia	n Ipke												

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

			id Interstate			_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT C	QA 4	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	US 60	Midlothian Tpl	ke												
288)	Chesterfield County				95%	0%	1%	1%	2%	0%	С	0.142	Α	0.621	42000	Α
	To:		atan County Lir													
	Powhatan County		rfield County L		95%	0%	1%	1%	2%	0%	С	0.142	Α	0.621	42000	Α
288)	Fownatan County	1.87	38000	A 9	90%	076	1 70	1 70	270	0%	C	0.142	A	0.021	42000	А
	To: From:		1 Huguenot Tra				\Box									
88)	Powhatan County	1.54			96%	0%	1%	1%	2%	0%	С	0.146	Α	0.613	49000	Α
	To:		aland County Li													
	Goochland County	1.57	atan County Lir 45000		96%	0%	1%	1%	2%	0%	С	0.146	Α	0.613	49000	Δ
88)	docinaria county	1.57	45000 /	н с	JU /6	0 76	1 /0	1 /0	2 /6	0 /6	O	0.140	^	0.013	43000	
	To: From:		6 Patterson Ave								_		_			
88 World War II Veterans Me	m Hwy Goochland County	0.64	37000	G 9	96%	0%	1%	1%	2%	0%	F	0.1	F	0.500	42000	G
<u></u>	To: From:	West	Creek Parkway	y												
88 World War II Veterans Me	m Hwy Goochland County	1.68	37000	G 9	96%	0%	1%	1%	2%	0%	F	0.181	Α	0.584	42000	G
	To:	Tuckah	oe Creek Parkv	vov.												
90	Goochland County	1.79			95%	0%	1%	1%	2%	0%	С	0.181	Α	0.584	43000	Δ
88)	doornand county				JO 70	0 70		1 70	_,0	0 70	Ŭ	0.101	,,	0.001	10000	•
	From		250 Broad St		200/	00/		10/	00/	00/	_	0.440	_	0.54	40000	
88)	Goochland County	0.85		G 9	96%	0%	1%	1%	2%	0%	F	0.140	В	0.54	42000	C
	10.		I-64													
orth	From:	S	R 288 North								_					_
88)Ramp	Goochland County			G S	96%	0%	1%	1%	2%	0%	С	0.189	Α		14000	(
	10:		I-64 East													
orth	From:		SR 288 N													
Ramp	Goochland County			A 8	37%	1%	2%	2%	9%	0%	С	0.128	Α		6000	ŀ
	To:		I-64 W													
outh	From:		, Ramp to I-95													
88)Ramp	Chesterfield County	0.21	12000	F 9	95%	0%	1%	1%	3%	0%	F	0.105	F		14000	F
	To:		I-95 South													
	From:	SR 288 S.	, Ramp to I-95	South												
88) SR 288 S Ramp	Chesterfield County	0.47	5200	F 9	95%	0%	1%	1%	3%	0%	F	0.113	F		5800	F
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	18000	F 9	91%	0%	1%	1%	6%	0%	F	0.101	F	0.795	20000	F
	To:		I-95 North													
	From:	29-7100 Fairfax Co	unty Pkwy; 29-	638 Ro	lling Rd											
89) Franconia Springfield Pkw	y Fairfax County		29000	A 9	99%	1%	0%	0%	0%	0%	С	0.153	Α	0.708	31000	A
	To		I-95													
89) Franconia Springfield Pkw	y Fairfax County			G 9	99%	1%	0%	0%	0%	0%	F	0.097	F	0.571	35000	Ċ
09). Tanoonia opinigiloid i kw	, amax county				J J / O	1 /0	- 70	0 /0	0 /0	0 /0		0.007		0.07 1	00000	,
	To: From:	29-2	677 Frontier Dr		2021	4.5.4			221		_		_	0.505	1000	
Franconia Springfield Pkw				G 9	99%	1%	0%	0%	0%	0%	F	0.095	F	0.503	42000	G
	To:	20_	613 Beulah St													

551

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	· (
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Huffman Dr	Town of Dayton (Maint: 82)	ECL Dayto 0.15 6900	n G	97%	2%	0%	0%	0%	0%	F	0.095	F	0.521	7300	
0)				0.70			0 / 0	0 / 0	0,0	•	0.000	•	0.02	, 000	
0)Huffman Dr	Town of Dayton (Maint: 82)	SR 42 John Wayla 0.06 1500	ind Hwy G	97%	2%	0%	0%	0%	0%	F	0.118	F	0.639	1600	
0)	Toll			0.70			0 / 0	0 / 0	0,0	•	011.0	•	0.000		
Bus	From:	S SR 42 Bu													
90) (42) Main St	Town of Dayton (Maint: 82)	0.07 2700	G	97%	0%	1%	2%	1%	0%	F	0.105	F	0.546	2900	
	To: From:	N SR 42 BU													
College St	Town of Dayton (Maint: 82)	0.33 1700	G	97%	2%	0%	0%	0%	0%	С	0.130	F	0.568	1800	
	To:	NCL Dayto													
	From:	85-703; I-8		000/	40/		00/	00/	00/		0.070	_	0.540	44000	
Conicville Rd	Shenandoah County	0.16 11000	N	90%	1%	1%	2%	6%	0%	N	0.078	F	0.513	11000	
	To: From:	WCL Mt Jack										_			
Onicville Rd	Town of Mount Jackson (Maint: 85)	0.23 11000	F	90%	1%	1%	2%	6%	0%	С	0.078	F	0.513	11000	
	10.	US 11 Main													
Dame to 1.01.0 at Evit 070	From:	SR 292 Conicvi									0.007	_		1000	
Ramp to I-81 S at Exit 273	Shenandoah County	0.19 1800 I-81 South	G								0.087	F		1800	
	From:														
92) Ramp to I-81 N at Exit 273	Shenandoah County	0.16 2700	ge G								0.079	F		2700	
32) Hamp to 10111 at 2xit 270	To:	I-81 North									0.070	•		2700	
	From:	Bus US 29; Mem													
93)West Main St	City of Danville	0.54 4400	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.562	4700	
9	To	Bishop Ro	1			—									
93)West Main St	City of Danville	0.49 3900	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.571	4200	
,,,,	·														
93)West Main St	City of Danville	Park Ave 0.96 5800	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.525	6200	
93) 11 001 11141111 01	To:	Randolph S		0070	.,,		0 / 0	0 / 0	0,0	•	0.000	•	0.020	0200	
	From:	Canterbury													
93) West Main St	City of Danville	0.37 6600	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.547	7000	
	To: From:	SR 86 Central	Blvd												
93) West Main St	City of Danville	0.16 7600	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.641	8100	
	To: From	South Main	St			\neg									
93) Main St	City of Danville	0.04 8100	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.545	8700	
	To	Holbrook A	ve												
93)Main St	City of Danville	0.27 6500	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.515	7000	
	Too	Jefferson A	ve.			\neg $lacktriangle$									
Main St	City of Danville	0.28 6700	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.541	7200	
	To:	Patton St													

552

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
	From	S.	outh Ridge S	St			ZAXIC	OTAXIC	TTTAII	ZIIdii		1 actor		1 actor		
Patton St	City of Dan		4300	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.589	4600	G
193/1 411011 01	•				97%		2%						F			
	Combined Traffic Estimates for 2 Parallel		6800	G		1%	2%	0%	0%	0%	Г	0.1	Г	0.614	7200	G
	From	Bridge S	t; SR 293 P Bridge St	Main St			-									
Main St Bridge	City of Dan	ville 0.22	12000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.625	12000	G
193 Ividin of Bridge	Oity of Barr	VIIIC 0.22	12000	<u> </u>	30 70	1 /0	1 /0	0 70	0 70	0 /0		0.000	•	0.023	12000	
	To:		JS 360 Rive	erside Dr												
North Main St	City of Dan	ville 0.37	8200	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.586	8700	(
	To		Worsham St	t												
93)(360)North Main St	City of Dan		9200	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.579	9700	
93 360 North Main St	Oity of Daily	VIIIE 0.55	3200	u	30 /6	0 76	1 /6	0 76	0 /6	0 /6	•	0.03	'	0.573	3700	•
_	To:	SR 36	0 Richmono	d Blvd												
93)North Main St	City of Dan	ville 0.98	6000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.551	6400	C
	To		Third Ave													
North Main St	City of Dan	ville 0.81	7900	G	98%	0%	1%	0%	0%	0%	С	0.095	F	0.525	8400	
93/NOTH Main St	Oily of Daily	ville 0.01	7900	G	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	U	0.093		0.525	0400	
_	To From	F	ranklin Tpk	e												
93)North Main St	City of Dan	ville 0.91	3800	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.551	4100	
	To	Bus US	29, Piney Fo	orest Rd												
	From	Sp.	293 Ridge	St												
93) Main St	City of Dan		2400	G	97%	1%	2%	0%	0%	0%	С	0.124	F	0.873	2600	(
193 Ividiri Gt	•												·			
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	2%	0%	0%	0%	F	0.1	F	0.614	7200	(
	10.	SR 293	Patton St; B	Bridge St												
	From	SR 2	34 Dumfrie	s Rd												
94) Prince William Pkwy	Prince William	County	21000	G	97%	1%	1%	1%	0%	0%	F	0.079	F	0.566	22000	(
	To	So	CL Manassa	as												
	From	ECL Man	assas; Well	ington R	d											
Prince William Pkwy	Prince William	County	32000	Α	97%	1%	1%	1%	0%	0%	С	0.109	Α	0.534	34000	F
	To	76	5-665 Ellis F	0.4												
Prince William Pkwy	Prince William	•	34000	G	97%	1%	1%	1%	0%	0%	F	0.085	F	0.549	36000	
94) Timee William Tikwy	1 Tillee William	County	34000	G	37 70	1 /0	1 /0	1 /0	0 70	0 /0		0.000	•	0.545	00000	_
	To:	76-61	2 Yates For	rd Rd												
Prince William Pkwy	Prince William	County	25000	G	97%	1%	1%	1%	0%	0%	F	0.08	F	0.503	26000	G
	To	76 907	Scenic Poir	et Dlaga												
Prince William Pkwy	Prince William		23000	G	97%	1%	1%	1%	0%	0%	F	0.082	F	0.518	25000	(
94 Fillice William Fkwy	Fince William	County	23000	G	31 /0	1 /0	1 /0	1 /0	0 /6	0 /6		0.002		0.516	23000	
_	To From	76-	642 Hoadly	Rd												
94) Prince William Pkwy	Prince William	County	38000	G	97%	1%	1%	1%	0%	0%	F	0.082	F	0.512	40000	C
	To	70.00	11 Old Del 4	an D.d												
Prince William Plant	Prince William		1 Old Bridg		97%	1%	1%	1%	0%	0%	F	0.081	F	0.560	NA	
Prince William Pkwy	Prince William	County	37000	G	3170	170	170	1 70	0%	0%		0.061	Г	0.560	INA	
	To: From	76-19	54 Hillenda	ıle Dr												
Prince William Pkwy	Prince William		34000	G	97%	1%	1%	1%	0%	0%	F	0.081	F	0.578	36000	G
,	To	76-64														

553

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	Γ
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Prince William Plans	Prince William Co	ounty	76-640 Minnievil 39000		97%	1%	1%	1%	0%	0%	F	0.077	F	0.588	42000	
Prince William Pkwy	Prince William Co	ounty	39000	G	9770	170	1 70	1 70	076	0%	Г	0.077	Г	0.566	42000	
Doing William Division	From Prom		76-2000 Smoketov		070/	40/	10/	40/	00/	00/		0.077		0.004	05000	
Prince William Pkwy	Prince William Co	ounty	33000	G	97%	1%	1%	1%	0%	0%	F	0.077	F	0.634	35000	
<u> </u>	To: From:		76-1781 Telegrap				<u> </u>									
Prince William Pkwy	Prince William Co	ounty	60000	G	97%	1%	1%	1%	0%	0%	F	0.072	F	0.643	NA	
	To: From:		I-95													
Prince William Pkwy	Prince William Co	ounty	31000	G	98%	1%	1%	0%	1%	0%	F	NA			NA	
	To- From:		76-1299 York Dr; Sum	merland	Dr											
Prince William Pkwy	Prince William Co	ounty	16000	G	97%	1%	1%	1%	1%	0%	С	0.072	F	0.643	18000	
	To:		76-1279 Longviev	w Ave												
Prince William Pkwy	Prince William Co	ounty	19000	G	98%	1%	1%	0%	1%	0%	F	0.073	F	0.552	20000	
/	To:		US 1 Jefferson Day	is Hwy												
	From:		76-3000-W014	4A												
Ramp	Prince William Co	ounty	6800	G								0.086	F		6800	
<u> </u>	To:		I-95 South													
st	From:		SR 294 Prince Willia		у											
A)Ramp	Prince William Co	ounty	11000	G								0.096	F		11000	
	10:		I-95 North Collect													
st	From:		SR 294 Prince Willia		у							0.404	_		4700	
4 Ramp	Prince William Co	ounty	1700 I-95 North Collect	G								0.124	F		1700	
	Farm															
St S Ramp From I-295 S (E) to I-95 N	Prince George Co	ounty	I-295 South 0.28 720	G	75%	1%	1%	1%	22%	0%	F	0.117	E		660	
5) Hamp 1 10m 1-233 3 (L) to 1-33 N	To:	Ourity	I-95 North		7376	1 /0	1 /8	1 /0	ZZ /0	0 /6		0.117	'		000	
t	From:		I-295 East													
Ramp	Prince George Co	ountv	0.35 2200	G								0.091	F		2200	
,,	To:	,	US 460 E, Count													
st _.	From:		I-295 East													
Ramp	Prince George Co	ounty	0.52 1300	Α								0.149	Α		1400	
7	To:		US 460 W, Coun	ty Dr												
st .	From:		I-295 East													
Ramp	City of Hopewell (Ma	aint: 74)	0.17 1900	G								0.127	F		1900	
	To:		SR 36 E, Oaklawr	n Blvd												
<u>t</u>	From:		I-295 East													
Ramp	City of Hopewell (Ma	aint: 74)	0.31 5800	G								0.122	F		5800	
	To:		SR 36 W, Oaklaw													
st 5)Ramp	From:		I-295 East									=	_			
57Hamp	Chesterfield Cou	unty	0.29 1900	G								0.117	F		2000	

554

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

Route	Jurisdiction	Length AADT QA 4Tire	Ruc	xle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 295)Ramp	Chesterfield County	I-295 East 0.33 1500 G]				0.106	F		1600	G
East	From: Henrico County	SR 10 W, East Hundred Rd I-295 East 0.17 700 G						0.127	F		740	G
295 Ramp	To:	SR 5 E, New Market Rd		<u> </u>				0.127	Г		740	
East 295 Ramp	Henrico County	1-299 East 1400 G SR 5 W, New Market Rd		1				0.152	F		1500	G
East 295) Ramp	Henrico County	I-295 East Collector Rd 0.23 4900 G 92%	1% 1] % 2%	4%	0%	С	0.109	F		5200	G
East	To:	US 60 E, Williamsburg Rd I-295 East Collector Rd										
295 Ramp	Henrico County	0.37 1100 G 92% US 60 W, Williamsburg Rd	0% 2	% 2%]	4%	0%	С	0.12	F		1200	G
East 295 Ramp (New Flyover) From I-295 E (SB) to I-64 EB	Henrico County	I-295 South 0.77	1% 1] % 0%]	15%	0%	С	0.087	F		12000	G
East	From: Henrico County	I-295 South Collector Rd 0.33 310 G 72%	2% 1	,] % 3%	22%	0%	С	0.129	F		330	G
East	To: From:	I-64 West Collector Rd I-295 South Collector Rd										
Ramp (Old Loop) From I-295 E (SB) CD to I-64 EB	Henrico County	0.23 170 G 89% I-64 East Collector Rd	1% 3	% 1%]	7%	1%	С	0.116	F		180	G
East 295 Collector Road	Henrico County	I-295 East 0.73 3900 G 90% I-295 East Exit 28D Ramp	1% 1] % 2%	6%	0%	С	0.123	F		4100	G
East 295 Collector Road	Henrico County	I-295 East Exit 28D Ramp I-295 South Exit 28D Ramp 0.23 3800 G						0.128	F		3800	G
East 295 Collector Road	Henrico County	I-64 West Exit 200A Ramp 0.19 7300 G		<u> </u>				0.105	F	0.616	7300	G
East	To- From:	I-295 South Exit 28E Ramp) ——								
Collector Road East	Henrico County	0.20 7100 G I-64 East Exit 200A Ramp						0.106	F	0.609	7100	G
Collector Road	Henrico County	0.27 10000 A						0.132	Α		11000	Α
East 295)Collector Road	Henrico County	I-295 East Exit 28B Ramp 0.17 9900 G		J	_	_		0.153	F	_	11000	G

555

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

		Timary and interstate riodies			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Facto	QK Dir or Facto	AAWDT QV
East	From:	US 60 West Ramp			
Collector Road	Henrico County	0.17 12000 G	0.10	7 F	12000 G
<u> </u>	To: From:	I-295 East Exit 28A Ramp			
East 295 Collector Road	Henrico County	0.22 6600 G		3 F	6600 G
295 Collector Fload			——————————————————————————————————————	, ,	0000 0
East	From:	US 60 East Ramp			
Collector Road	Henrico County	0.28 760 G	0.10) F	760 G
\mathcal{L}	То:	I-295 East			
ast	From:	I-295-E TO ROUTE 156 NORTH-AIRPORT DRIV			
Ramp	Henrico County	0.23 1100 G	0.16	2 F	1200 G
	То:	SR 156 FROM ROUTE 295 EASTSOUTH			
ast	From:	I-295 East			
Ramp	Henrico County	0.28 6400 G	0.10	3 F	6800 G
	То:	SR 156 S, Airport Dr			
ast	From:	I-295 East			
Ramp	Hanover County	0.21 1600 G	0.16	1 F	1600 G
	То:	42-615 N, Creighton Rd			
ast	From:	I-295 East			
Ramp	Hanover County	0.26 3300 G	0.13	3 F	3300 G
	То:	42-615 S, Creighton Rd			
ast	From:	I-295 East			
295 Ramp	Hanover County	0.25 7700 G	0.12	3 F	7700 G
	То:	US 360 E, Mechanicsville Tpke			
ast	From:	I-295 East			
Ramp	Hanover County	0.31 4300 G	<u> </u>	F	4300 G
	To:	US 360 W, Mechanicsville Tpke			
ast	From:	I-295 East			
Ramp	Hanover County	0.18 5800 G	0.14	3 F	5800 G
	To:	42-627 E, Meadowbridge Rd			
ast	From:	I-295 East			
Ramp	Hanover County	0.19 3000 G		7 F	3000 G
	To:	42-627 W, Meadowbridge Rd			
ast	From:	I-295 East			
Ramp	Hanover County	0.27 5400 G	0.13) F	5400 G
<u> </u>	To:	US 301 N, Chamberlayne Rd			
ast	From:	I-295 East		_	
Ramp	Hanover County	0.46 1700 G	0.11	5 F	1700 G
	To:	US 301 S, Chamberlayne Rd			
ast	From:	I-295 East Collector Road			
Ramp (Loop)	Henrico County	0.24 7500 G	0.10	3 F	8000 G
\smile	To:	I-95 North			

556

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

		Filliary and interstate	rioules										
Route	Jurisdiction	Length AADT	QA 4Tire	Rue	Tr Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	I-295 East Collector I	Road										
(295) Ramp	Henrico County	0.17 6800	G		<u> </u>				0.115	F		7200	G
	То:	I-95 South											
East	From:	I-295 East Collector I	Road										
(295)Ramp	Henrico County	0.16 3500	G						0.099	F		3700	G
(293)	To:	US 1 N, Brook Re											
East	From:	I-295 E CD											
East (295) Ramp	Henrico County	0.30 1200	Α						0.202	Α		1400	Α
295) 1 14111	To:	US 1 S, Brook Ro							0.202	,,		1400	, ·
	rl		a										
East	Liangia Camptu	I-295 E							0.140	^		15000	۸
Collector Distributor East at US 1, I-95	Henrico County	0.16 14000	Α						0.146	Α		15000	Α
East	To: From:	I-295 E043D, To US 1 S,	Brook Rd]								
East (295) Collector Distributor East at US 1, I-95	Henrico County	0.14 13000	Α						0.144	Α		14000	Α
295 Concetor Distributor Last at CC 1, 1 33	To:	US 1 S, Ramp from US 1 S.							0.144	^		14000	^
East	From:	US 1 N, Ramp from US 1 N	. Brook Rd										
(295) Collector Distributor East at US 1, I-95	Henrico County	0.25 15000	Α						0.145	Α		16000	Α
,	To:	I-295 E043B To I-9											
Foot	From:	I-295 East			1								
East (295) Ramp	Henrico County	0.19 990	G						0.208	F		1100	G
295) Паттр	To:	43-7663 N, Woodma							0.200			1100	ч
	TI		ii Ku										
East (295) Ramp	Liangia Campin	I-295 East							0.105	F		0100	_
295 Ramp	Henrico County	0.28 1900	G		_				0.135	г		2100	G
	100	43-7663 S, Woodman	n Ra										
East	From:	I-295 East								_			_
(295) Ramp	Henrico County	0.20 1600	G		_				0.162	F		1700	G
	To:	US 33 W, Staples Mi	ll Rd										
East	From:	I-295 East											
295 Ramp	Henrico County	0.31 3200	G						0.125	F		3400	G
	То:	US 33 E, Staples Mil	l Rd										
East	From:	I-295 East											
(295) Ramp	Henrico County	0.22 5400	G						0.19	F		5800	G
	To:	43-7706 W, Nuckols			7								
Fact	From:	I-295 East											
East (295) Ramp	Henrico County	0.47 4200	G 98%	0%	 1% 0%	0%	0%	С	0.223	F		4500	G
293). 121114	To:	43-7706 E, Nuckols		0 70		0 /0	0 /0	J	0.220			.500	4
N. d	Eron		***										
North	Prince Goorge County	I-95 North 0.57 6700	A 78%	1%	10/ 10/	200/	00/	_	0.107	۸		GEOO.	۸
295	Prince George County				1% 1%	20%	0%	_	0.127	A	0.500	6500	A
Combined Tr	affic Estimates for 2 Parallel Roadways		G 77%	1%	1% 1%	21%	0%	F	0.073	F	0.523	12000	G
	10:	Ramp from I-95 South E	xit 46A										

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

							Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	Ramp from I-95													
295	Prince George County	1.75 800		78%	1%	1%	1%	20%	0%	С	0.134	Α		7600	G
	Combined Traffic Estimates for 2 Parallel Roadways on the			77%	1%	1%	1%	21%	0%	С	0.119	Α	0.618	15000	G
	We	st I-295 is signe	ed as Noi	th I-295											
North	To: From:	US 460 C	ounty Dr												
295)	Prince George County	7.38 960	00 A	78%	1%	1%	1%	20%	0%	F	0.118	Α		9600	Α
200	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 190	00 A	77%	1%	1%	1%	21%	0%	F	0.113	Α	0.507	19000	Α
	•	st I-295 is signe		th I-295											
	Tos	SR 36 Oaklawn Bly	d; SCL Hot	ewell											
North 295	City of Hopewell (Maint: 74)	3.12 140		78%	1%	1%	1%	20%	0%	_	0.123	Α		15000	Α
295	Combined Traffic Estimates for 2 Parallel Roadways on the			77%	1%	1%	1%	21%	0%	F	0.125	A	0.563	30000	A
		st I-295 is signe			1 /0	1 /0	1 /0	21/0	0 /6	'	0.113	^	0.505	30000	^
	-			111-233											
North	10. From:	NCL Ho	pewell												
295)	City of Hopewell (Maint: 74)	140		78%	1%	1%	1%	20%	0%	F	0.123	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the			77%	1%	1%	1%	21%	0%	F	0.115	Α	0.563	30000	Α
	We	st I-295 is signe	ed as Noi	th I-295											
North	To: From	SR 10 Hundre	d Road Eas	i											
295)	Chesterfield County (Maint: 43)	190	00 G	78%	1%	1%	1%	20%	0%	F	0.123	Α		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route: 320	00 G	77%	1%	1%	1%	21%	0%	F	0.119	Α	0.519	30000	G
		st I-295 is signe		th I-295											
	To:	Meadow	ville Rd												
North	Henrico County			78%	10/	10/	10/	200/	00/	_	0.100	Α		18000	۸
295	Combined Traffic Estimates for 2 Parallel Roadways on the	170			1% 1%	1% 1%	1%	20%	0% 0%	F	0.123	,,	0.510		A
		st I-295 is signe		77%	170	170	1%	21%	0%	Г	0.119	Α	0.519	35000	Α
	To:	Henrico Co		III 1-295											
North	From:	Chesterfield (
295)	Henrico County	3.85 170	00 A	78%	1%	1%	1%	20%	0%	F	0.123	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 340	00 A	77%	1%	1%	1%	21%	0%	F	0.119	Α	0.519	35000	Α
	We	st I-295 is signe	ed as Noi	th I-295											
North	To: Provi	SR 5 New I	Market Rd												
North (295)	Henrico County	3.49 160	00 A	78%	1%	1%	1%	20%	0%	F	0.121	Α		16000	Α
233)	Combined Traffic Estimates for 2 Parallel Roadways on the			77%	1%	1%	1%	21%	0%	F	0.119	Α	0.504	32000	A
	•	st I-295 is signe			1 /0	1 /0	1 /0	2170	0 /0		3.113	, ,	3.00-₽	02000	, ,
	To:	SR 895 Pocaho													
				_											

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
lorth	Fron:		Pocahontas													
295)	Henrico County	2.21	18000	Α	78%	1%	1%	1%	20%	0%	F	0.124	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways or			A	77%	1%	1%	1%	21%	0%	F	0.121	Α	0.506	37000	Α
		Nest I-295 is	s signed a	as Norti	n I-295											
orth	To I-6	4; US 60 Willia	msburg Rd	Collector	Rd Begii	1										
295)	Henrico County	2.18	11000	Α	88%	1%	1%	1%	9%	0%	F	0.134	Α		11000	Α
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	21000	Α	82%	1%	1%	1%	15%	0%	F	0.126	Α	0.54	22000	Α
	l	Nest I-295 is	signed a	as Norti	h I-295											
41-	To I-0	64; US 60 Willia	amsburg Rd	Collecto	or Rd End											
orth 95)	Henrico County	1.10	30000	Α	88%	1%	1%	1%	9%	0%	F	0.117	Α		29000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadways or			Α	88%	1%	1%	1%	9%	0%	F	0.111	Α	0.528	57000	Α
	•	Nest I-295 is														
	To		Airport Dri													
orth	Harrisa County				000/	10/	10/	10/	00/	00/	_	0.110	^		0.4000	۸
95	Henrico County Combined Traffic Estimates for 2 Parallel Roadways or	1.30	35000	A	88%	1% 1%	1% 1%	1% 1%	9% 9%	0% 0%	F	0.113	A A	0.546	34000 68000	A
	•	i this Route: <i>Nest I-295 is</i>		A Nort	88%	1%	1%	1%	9%	0%	Г	0.109	А	0.546	68000	Α
	Τα:		over County		11-233											
orth	From:		rico County													
295)	Hanover County	1.99	35000	Α	88%	1%	1%	1%	9%	0%	F	0.113	Α		34000	Α
	Combined Traffic Estimates for 2 Parallel Roadways or			Α	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.546	68000	Α
	Į.	Nest I-295 is	s signed a	as Norti	h I-295											
orth	To: From:	42-6	15 Creighto	n Rd												
95)	Hanover County	2.52	37000	Α	88%	1%	1%	1%	9%	0%	F	0.123	Α		36000	Α
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	73000	Α	88%	1%	1%	1%	9%	0%	F	0.1	В	0.53	72000	Α
	l	Nest I-295 is	signed a	as Norti	h I-295											
	To:	US 360	Mechanicsv	ille Tpke	;											
orth 295	Hanover County	1.72	43000	Α	88%	1%	1%	1%	9%	0%	С	0.133	Α		43000	Α
295)	Combined Traffic Estimates for 2 Parallel Roadways or			A	88%	1%	1%	1%	9%	0%	С	0.116	Α	0.590	86000	Α
		Nest I-295 is				. , 0	. , 0	. , 0	0,0	0 / 0	ŭ	00		0.000	00000	, ,
		42-627 Pole Gr														
orth	From:					40/		40/	00/	00/	_	0.400			40000	
95	Hanover County	2.46	46000	A	88%	1%	1%	1%	9%	0%	F	0.133	A	0.505	46000	A
	Combined Traffic Estimates for 2 Parallel Roadways or			A	88%	1%	1%	1%	9%	0%	F	0.118	Α	0.585	91000	Α
	т	West I-295 is														
	100	US 301, S	R 2 Chamb	eriayne F	Ku											

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					QC	Factor	QK	Factor	AAWDT	QW
North	From:	· · · · · · · · · · · · · · · · · · ·														
295		,								0%	F					Α
	Combined Traffic Estimates for 2 Parallel	•				1%	1%	1%	9%	0%	F	0.119	Α	0.593	87000	Α
	Tol				h I-295											
North	From:															
295)	Henrico Cou		43000	Α	88%	1%	1%	1%	9%	0%	F	0.129	Α		43000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	Α	88%	1%	1%	1%	9%	0%	F	0.119	Α	0.593	87000	Α
		West I-295 is	signed a	s Nort	h I-295											
	To:		I-95													
North	Henrico Cou	inty 1.83	17000	Δ	92%	1%	1%	1%	5%	0%	F	0.188	Δ		18000	Δ
295)		•			0270	1 /0	1 70	1 /0	0 70	0 70	•		F	0.625		
	Combined Traine Estimates for 41 drainer				h I-295							0.120	•	0.020	00000	,,
	Hanover County 1.55 43000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 87000 A West I-295 is signed as Nort Henrico County Line Henrico County Line Henrico County Line Henrico County O.29 43000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 87000 A West I-295 is signed as Nort West I-295 is signed as Nort To Henrico County 1.83 17000 A Combined Traffic Estimates for 4 Parallel Roadways on this Route: 66000 A West I-295 is signed as Nort West I-295 is signed as Nort Henrico County 0.91 30000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 A West I-295 is signed as Nort West I-295 is signed as Nort Henrico County 3.22 28000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 55000 A West I-295 is signed as Nort Nuckols Rd Henrico County 2.31 27000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 55000 A West I-295 is signed as Nort West I-295 is signed as Nort Nuckols Rd Henrico County 1.79 25000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000 A West I-295 is signed as Nort Nuckols Rd Henrico County 1.79 25000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000 A West I-295 is signed as Nort Nuckols Rd															
North	153 153															
295	Combined Traffic Estimates for 2 Parallel Roadways on this Route: Signed as North L295	,,														
	Combined Traffic Estimates for 2 Parallel	•				1%	1%	1%	4%	0%	F	0.151	Α	0.584	65000	Α
	_	West 1-295 is	signed a	s Norti	h I-295											
North	To: From:	V	Voodman R	d												
295)	Henrico Cou	inty 3.22	28000	Α	92%	1%	1%	1%	5%	0%	С	0.164	Α		29000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	Α	92%	1%	1%	1%	4%	0%	С	0.154	Α	0.573	58000	Α
		West I-295 is	signed a	s Nort	h I-295											
N I al-	To: From:	US 33	3 Staples M	ill Rd												
North (295)	Substitute	0.176	Α		28000	Α										
293)		•									F		Α	0.624		
		•														
	Street S															
North	Substitution Caregin ADJ Care Caregin ADJ	٨														
295	Segret Appl Care															
	US 301, SR 2 Chambertay Hanover County			1%	1%	1%	4%	0%	Г	0.157	А	0.560	53000	А		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 A 82% 1% 1% 1% 5% 0% F 0.129 A 0.593 87000															
North	List of the property of the															
Ramp From I-295 N (W	1.03 1.03															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8000	F	0.146	Α	0.511	29000	Α									
	## 1.50 Section Sectio															
South	State Stat															
295 Hamp	1.00 1.00															
	Combined Traffic Estimates for 2 Parallel	•			//%	1%	1%	1%	21%	0%	F	0.119	А	0.618	12000	G
	18:	Exit	1 A to 1-95 N	vortn												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		1A to I-95 N	North												
295)	Prince George County	2.57	7300	Α	75%	1%	1%	1%	22%	0%	С	0.127	Α		7000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways of			G	77%	1%	1%	1%	21%	0%	С	0.119	Α	0.618	15000	G
		East I-295 is	signed a	s Souti	h I-295											
Pouth	To: From	US	460 County	Dr Dr			\Box									
South 295	Prince George County	6.54	9500	Α	75%	1%	1%	1%	22%	0%	F	0.119	Α		9500	Α
293)	Combined Traffic Estimates for 2 Parallel Roadways of		19000	Α	77%	1%	1%	1%	21%	0%	F	0.113	Α	0.507	19000	Α
	•	East I-295 is		s Souti	h I-295											
	To:	SR 36 Oakla														
South	Promit					40/	40/	40/	000/	00/	_	0.445			45000	
295	City of Hopewell (Maint: 74)	3.19	15000	A	75%	1%	1%	1%	22%	0%	-	0.115	A	0.500	15000	A
	Combined Traffic Estimates for 2 Parallel Roadways or			A	77%	1%	1%	1%	21%	0%	F	0.115	Α	0.563	30000	Α
		East I-295 is	signed a	s Souti	h I-295											
South	To: From	N	CL Hopewe	ell												
295)	City of Hopewell (Maint: 74)		15000	Α	75%	1%	1%	1%	22%	0%	F	0.115	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	29000	Α	77%	1%	1%	1%	21%	0%	F	0.115	Α	0.563	30000	Α
		East I-295 is	signed a	s Souti	h I-295											
	To:	SR 10	Hundred R	d East			_									
South 295	Chesterfield County (Maint: 43)		13000	G	75%	1%	1%	1%	22%	0%	F	0.121	Α		13000	G
295)	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:		G	77%	1%	1%	1%	21%	0%	F	0.119	Α	0.519	30000	G
	•	East I-295 is				1 /0	1 /0	1 /0	2170	0 /0	•	0.110	,,	0.010	00000	ŭ
	Tot															
South	From	M	eadowville l													
295	Henrico County		17000	Α	75%	1%	1%	1%	22%	0%	F	0.121	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of			Α	77%	1%	1%	1%	21%	0%	F	0.119	Α	0.519	35000	Α
	Tot	East I-295 is			h I-295											
South	From:		rico County erfield Coun													
295)	Henrico County	4.44	17000	A	75%	1%	1%	1%	22%	0%	F	0.121	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	34000	Α	77%	1%	1%	1%	21%	0%	F	0.119	Α	0.519	35000	Α
		East I-295 is			h I-295											
	To:	SR 5	New Mark	et Rd												
South	Hanrias Country				75%	1%	10/	10/	220/	00/	г	0.101	Α		16000	۸
295	Henrico County	2.91	16000	A			1%	1%	22%	0% 0%	F	0.121		0.504	16000	A
	Combined Traffic Estimates for 2 Parallel Roadways or			A o Sout	77%	1%	1%	1%	21%	0%	F	0.119	Α	0.504	32000	Α
	To:	East I-295 is	Signea as Pocahonta		11-295											
		SK 69.	1 Ocanolită	s r kwy												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 895 Pocahor													
295)	Henrico County	2.23 1800 0		75%	1%	1%	1%	22%	0%	F	0.123	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of			77%	1%	1%	1%	21%	0%	F	0.121	Α	0.506	37000	Α
		East I-295 is signed	as Sout	th I-295											
South	To. From:	I-64; US 60 Collec	ctor Rd Er	nd											
295)	Henrico County	2.49 10000) A	75%	1%	1%	1%	22%	0%	F	0.13	Α		11000	Α
200	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 2100) А	82%	1%	1%	1%	15%	0%	F	0.126	Α	0.54	22000	Α
	·	East I-295 is signed		th I-295											
	To	I-64; US 60 Collec	tor Rd Be	oin .											
South 295	Henrico County	1.34 3000 0		88%	1%	1%	1%	9%	0%	_	0.116	Α		28000	Α
295	Combined Traffic Estimates for 2 Parallel Roadways of			88%	1%	1%	1%	9% 9%	0%	F	0.116	A	0.528	57000	A
	Combined Tranic Estimates for 2 Farallet hoadways to	East I-295 is signed			I 70	1 70	170	970	0%	г	0.111	A	0.526	37000	A
	-														
South	To. Front	SR 156 Airport I	Orive Nortl	n											
295)	Henrico County	0.75 3500 0) A	88%	1%	1%	1%	9%	0%	F	0.118	Α		34000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 70000) A	88%	1%	1%	1%	9%	0%	F	NA			68000	Α
		East I-295 is signed		th I-295		_									
Carrette	To:	Hanover Cour Henrico Cour	_												
South 295	Hanover County	2.53 3500		88%	1%	1%	1%	9%	0%	F	0.118	Α		34000	Α
(293)	Combined Traffic Estimates for 2 Parallel Roadways of			88%	1%	1%	1%	9%	0%	F	0.109	Α	0.546	68000	Α
		East I-295 is signed			. , 0	. , ,	.,,	0 / 0	0 / 0	•	000		0.0.0	00000	, ,
	To	42-615 Creigl													
South	From:			000/	40/		40/	00/	00/	_	0.400			05000	
295	Hanover County	2.60 36000		88%	1%	1%	1%	9%	0%	-	0.126	A	0.500	35000	A
	Combined Traffic Estimates for 2 Parallel Roadways of			88%	1%	1%	1%	9%	0%	F	0.111	Α	0.583	72000	Α
		East I-295 is signed													
South	To: From:	US 360 Mechanic	sville Tpk	e											
295)	Hanover County	1.63 4300 0) A	88%	1%	1%	1%	9%	0%	С	0.136	Α		43000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 86000) A	88%	1%	1%	1%	9%	0%	С	0.116	Α	0.590	86000	Α
		East I-295 is signed	as Sout	th I-295											
0. "	To:	42-627 Meadowbridge F	Rd; Pole G	reen Rd											
South (295)	Hanover County	2.73 44000) A	88%	1%	1%	1%	9%	0%	F	0.141	Α		45000	Α
290	Combined Traffic Estimates for 2 Parallel Roadways of			88%	1%	1%	1%	9%	0%	F	0.141	Α	0.585	91000	A
	Johnshied Hamo Edilitates for 21 drailer Hoadways C	East I-295 is signed			1 /0	1 /0	1 /0	J /0	0 /0		0.110	, ,	0.000	01000	, ,
	To:	US 301, SR 2 Char													
		00 001, 011 2 Chai	cria, ne												

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	. (
uth	From:	US 301, S	R 2 Chambe	erlayne I	Rd		ZAXIC	OTANIC	TITAL	ZIIdii		1 actor		1 doloi		
5)	Hanover Coun	ty 0.75	44000	Α	88%	1%	1%	1%	9%	0%	F	0.138	Α		44000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	87000	Α	88%	1%	1%	1%	9%	0%	F	0.119	Α	0.593	87000	
		East I-295 is	signed a	s Souti	h I-295											
	To:		ico County													
uth	From:		ver County								_					
95)	Henrico Count		44000	Α	88%	1%	1%	1%	9%	0%	F	0.138	Α		44000	
	Combined Traffic Estimates for 2 Parallel Ro			Α	88%	1%	1%	1%	9%	0%	F	0.119	Α	0.593	87000	
		East I-295 is	signed a	s Souti	h I-295											
uth	To: From		I-95													
15)	Henrico Count	tv 1.88	16000	Α	93%	1%	1%	1%	4%	0%	F	0.194	Α		17000	
9)	Combined Traffic Estimates for 4 Parallel Ro	•	66000	Α								0.128	F	0.625	69000	
		East I-295 is			h I-295							020	•	0.020	00000	
	To															
<u>ıth</u>	From		S 1 Brook F	Ka												
95)	Henrico Count		31000	Α	93%	1%	1%	1%	4%	0%	F	0.169	Α		33000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	61000	Α	92%	1%	1%	1%	4%	0%	F	0.151	Α	0.584	65000	
		East I-295 is	signed a	s Souti	h I-295											
	To:	V	Voodman R	d												
uth	Henrico Count	ty 3.42	27000	Α	93%	1%	1%	1%	4%	0%	С	0.178	Α		29000	
95	Combined Traffic Estimates for 2 Parallel Ro			A	92%	1%	1%	1%	4%	0%	C	0.176	Α	0.573	58000	
	Combined Trainic Estimates for 2 Faraner no	East I-295 is				1 /0	1 /0	1 /0	4 /0	0 /6	C	0.134	^	0.573	30000	
					111-233											
th	To: From:	US 33	Staples M	ill Rd												
95)	Henrico Count	ty 2.43	25000	Α	93%	1%	1%	1%	4%	0%	F	0.201	Α		27000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	52000	Α	92%	1%	1%	1%	4%	0%	F	0.161	Α	0.624	55000	
		East I-295 is	signed a	s Souti	h I-295											
	To:	,	Nuckols Rd	ı												
uth	From:				000/	40/	40/	40/	40/	00/	_	0.400			07000	
95	Henrico Count		25000	Α	93%	1%	1%	1%	4%	0%	-	0.168	A	0.500	27000	
	Combined Traffic Estimates for 2 Parallel Ro			A	92%	1%	1%	1%	4%	0%	F	0.157	Α	0.560	53000	
	To	East I-295 is	signed as I-64	s Souti	n I-295											
ıth	From:		IS 295 E													
Ramp From I-64	E to I-295 E (S) Henrico Count	ty 0.85	13000	Α	86%	1%	2%	1%	11%	0%	F	0.152	Α		14000	
	Combined Traffic Estimates for 2 Parallel Ro	•		Α	89%	1%	1%	1%	8%	0%	F	0.146	Α	0.511	29000	
	To		I-64 E			. , •	ĺ	. , 0	- / -	- / •						
est	From:		I-295 West				i									
95)Ramp	Prince George Co		780	G								0.083	F		780	
'	To:		60 E, Coun	ty Dr												

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			K Factor	QK Dir Factor	AAWDT	QW
Nest 295 Ramp	Prince George County	I-295 West 340 G US 460 W, County Dr		1			0.192	F	340	G
Vest 295 Ramp	City of Hopewell (Maint: 74)	I-295 West 0.28 1400 G					0.096	F	1400	G
West 295 Ramp	City of Hopewell (Maint: 74)	SR 36 E, Oaklawn Blvd I-295 West 690 G					0.144	F	690	G
Vest 295) Ramp	Front Chesterfield County	SR 36 W, Oaklawn Blvd I-295 West 0.34 1100 G					0.125	F	1200	G
West 295) Ramp	To: From: Chesterfield County	SR 10 E, East Hundred Rd I-295 West 0.29 3700 G					0.109	F	3900	G
Vest 295 Ramp	Front: Henrico County	SR 10 W, East Hundred Rd I-295 West 0.33 600 G					0.141	F	630	G
West 295) Ramp	To: Front Henrico County	SR 5 E, New Market Rd I-295 West 2900 G					0.113	F	3100	G
West 295) Ramp	To Prott: Henrico County	SR 5 W, New Market Rd I-295 West Collector Rd 0.44 2000 G 88%	1% 19]] % 1% 9'	% 0%	F	0.147	F	2000	G
West 295 Ramp	Front Henrico County	US 60 E, Williamsburg Rd I-295 West Collector Rd 0.23 770 G 88%	1% 19	<u> </u> 	% 0%		0.119		770	G
West_	To: Front	US 60 W, Williamsburg Rd I-295 North Collector Rd								
295 Ramp West	Henrico County To	0.38 3700 G 88% I-64 East Collector Rd I-295 North Collector Rd	1% 19	% 1% 9º] I	% 0%	F	0.091	F	3800	G
Ramp	Henrico County	0.24 3800 G 88% I-64 West Collector Rd	1% 19	1 % 1% 9°	% 0%	F	0.155	F	3900	G
West 295 Collector Road	Henrico County	I-295 West 0.33 7200 G 88% I-295 West Exit 28A Ramp	1% 19] % 1% 9º 1	% 0%	F	0.096	F	7600	G
West 295 Collector Road	Henrico County	0.22 5300 G 88%	1% 19		% 0%	F	0.098	F	5600	G
West 295 Collector Road	Henrico County	US 60 East Ramp 0.16 6300 G 88% I-295 West Exit 28B Ramp	1% 19	% 1% 9	% 0%	F	0.098	F	6700	G

564

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

					Tru	ok			- K		Dir		
Route	Jurisdiction	Length AADT QA 4Ti	e Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۷
West	From:	I-295 West Exit 28B Ramp											
Collector Road	Henrico County	0.17 5600 G 889	6 1%	1%	1%	9%	0%	F	0.097	F		5900	G
Vest	To: From:	US 60 West Ramp											
Collector Road	Henrico County	0.27 11000 A 889	6 1%	1%	1%	9%	0%	F	0.132	Α		11000	Α
<u> </u>	To:	I-295 West Exit 28C Ramp											
Vest	From:	I-295 North Exit 28C Ramp	/ 10/	10/	10/	00/	00/	F	0.100	F		10000	_
Collector Road	Henrico County	0.16 11000 G 88	6 1%	1%	1%	9%	0%	Г	0.123	Г		12000	G
Vest	To: From:	I-64 East Exit 200B Ramp											
Collector Road	Henrico County	0.21 8300 G 889	6 1%	1%	1%	9%	0%	F	0.145	F		8800	G
Vest	To: From:	I-295 North Exit 28D Ramp											
Ollector Road	Henrico County	0.27 4600 G 889	6 1%	1%	1%	9%	0%	F	0.138	F		4900	C
	To- From	I-64 West Exit 200B Ramp		— —									
/est 195 Collector Road	Henrico County	0.46 16000 G 88	6 1%	1%	1%	9%	0%	F	0.094	F		17000	c
95 Collector Hoad	Tiermico County	I-295 North	0 1/0	1 /0	1 /0	3 /0	0 /6	•	0.034	'		17000	
est	From: T	2-295-W TO ROUTE 156 NORTH-AIRPORT	DDIV										
95)Ramp	Henrico County	0.32 480 G	DKIV						0.176	F		510	(
33)	То:	SR 156 FROM ROUTE 295 WESTNORT	Н										
/est	From:	I-295 West											
95)Ramp	Henrico County	0.26 560 G							0.125	F		600	(
	To:	SR 156 S, Airport Dr											
est	From:	I-295 West											
95 Ramp	Hanover County	0.29 2000 G							0.123	F		2000	(
	To:	42-615 N, Creighton Rd											
/est	From:	I-295 West							0.131	F		460	(
Ramp	Hanover County	0.20 460 G 42-615 S, Creighton Rd							0.131	Г		460	(
	From												
/est 195 Ramp	Hanover County	I-295 West 0.37 3300 G							0.109	F		3300	(
93)	To:	US 360 E, Mechanicsville Tpke							000	•			
est	From:	I-295 West											
95)Ramp	Hanover County	0.24 1500 G							0.121	F		1500	(
	To:	US 360 W, Mechanicsville Tpke											
/est	From:	I-295 West											
95)Ramp	Hanover County	0.27 1500 G							0.103	F		1500	(
	То:	42-627 E, Pole Green Rd											
Vest	From:	I-295 West								_			
Ramp	Hanover County	0.28 2900 G							0.124	F		2900	(
	To:	42-627 W, Meadowbridge Rd											

565

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

Dir Factor AAWDT 4200 5400 19000 2200 6900 6900
4200 5400 19000 2200
5400 19000 2200
5400 19000 2200
19000
19000
19000
2200
2200
2200
6900
6900
0900
1700
7800
18000
14000
940
5100
0100
0500
2500
2800
5500

566

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

		<u> </u>	Timary and interst	410 110								17		ъ:		
Route	Jurisdiction	n	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K	QK	Dir Factor	AAWDT	Q۷
Vest	From:		I-295 West	t			ZAXIE	3+Axie	IIIali	ZIIdii		Factor		racioi		
295)Ramp	Henrico Cou	ınty	0.25 4700	G								0.236	F		5000	G
233) 1	To:	,	43-7706 E, Nuck													
Vest	From:		I-295 West													
295 Ramp From I-295 N (W) to I-64 E	Henrico Cou		0.47 12000	G	92%	1%	1%	1%	5%	0%	F	0.122	F		13000	G
295) Hamp 1 10111 1 200 14 (11) to 1 0 4 2	To:	inty	I-64 East		0270	1 /0		1 70	0 /0	0 /0	•	0.122	•		10000	Č
	Erom.			12												
Kirby St	Town of West Point	(Maint: 50)	SR 30, SR 3 0.22 510		98%	1%	0%	0%	0%	0%	С	0.110	F	0.689	500	G
Nirby St	Town of West Form	(Marrit. 50)		G	90%	1 70	0%	0%	070	0%	C	0.110	Г	0.009	300	
	From:		50-1107; 50-1126, 50-1107 Kirby St;													
296)10th St	Town of West Point	(Maint: 50)	0.17 160	G G	96%	3%	0%	0%	0%	0%	С	0.117	F	0.704	160	G
36)	To:	(SR 298 Lee		0070	0,0		0,0	0 / 0	0,0	Ū	0	•	0.70	.00	Ĭ
	From:															
298)5th St	Town of West Point	(Maint: 50)	Dead End 0.24 46	G	100%	0%	0%	0%	0%	0%	С	0.212	F	0.5	46	G
998/3111 31	To:	(Marrit. 50)	50-1109 Lee St; 5		100 /6	0 /6		0 /6	0 /0	0 /6	O	0.212	'	0.5	40	
	From:		50-1109 Lee St; 5				-									
298)Lee St	Town of West Point	(Maint: 50)	0.29 1100	G	97%	0%	1%	0%	1%	0%	С	0.096	F	0.589	1100	G
30)	To:	(,	SR 296, 10th													
	From:		SR 296 10th													
298)Lee St	Town of West Point	(Maint: 50)	0.22 1000	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.574	1000	C
	To:		SR 33 14th	St												
	From:		US 15 James Madi	son Hwy	,											
299)Madison Rd	Culpeper Cou	unty	0.79 4100	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.574	4200	G
	To:	1	US 29; Bus US 29 Sout	h of Culp	oeper											
	From:		SR 13 Old Bucking	ham Rd												
Oourthouse Tavern Lane	Powhatan Co	ountv	0.08 460	F	99%	0%	1%	0%	0%	0%	С	0.112	F	0.533	460	F
500)	To:		72-1004 Tilmai				i i		- , -		_	•	-			•
	From:		72-1004; Courthouse		ane											
Tilman Rd	Powhatan Co	unty	0.02 960	N	98%	0%	1%	0%	0%	0%	Ν	0.112	F	0.533	940	١
	To:		SR 13 Wye; Scotts	sville Rd												
	From:		SR 13 Wye, Tiln													
Scottsville Rd	Powhatan Co	unty	0.54 960	F	98%	0%	1%	0%	0%	0%	С	0.112	F	0.533	940	F
	To:		US 60 James Ande	erson Rd												
Nye	From:		72-1001 Marion Har	land Lar	ne											
Tilman Rd	Powhatan Co	unty	0.04 520	F	97%	0%	2%	0%	0%	0%	С	0.095	F	0.521	510	F
	To:		SR 300 Scottsvi	lle Rd												
	From:		North Carolina Sta	ate Line												
Skippers Rd	Greensville Co	ounty	4.74 1700	F	95%	1%	1%	2%	1%	0%	С	0.1	F	0.545	1700	F
	_		620 Zion Charalt D.L.3	100# F	omm, D.1											
Skippers Rd	Greensville Co		629 Zion Church Rd; N 2.80 3000	loores F		0%	1%	0%	1%	0%	C	0.098	F	0.606	2900	F
301 Jordphera Lin	Greensville GC	Junty	2.00 3000	Г	30 /6	0 /0	1 /0	0 /0	1 /0	0 /0	U	0.030		0.000	2300	,
~~	To: From:		Urban Bound													
Skippers Rd	Greensville Co		1.17 3000	N		0%	1%	0%	1%	0%	N	0.098	F	0.606	2900	Ν
~	To:		40-689 Old Halifax	Rd; I-95	5											
10/2021			567													
1 U/ LUL I			307													

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	- C
	From:	40-689 Old Halifax	Rd; I-95	i		ZANIC	O+Axic	TTTAII	ZIIali		1 actor		Tactor		
Skippers Rd	Greensville County	0.39 6000	F	96%	0%	1%	0%	2%	0%	С	0.098	F	0.528	6500	
	To	SCL Empor	ia			\neg \vdash									
South Main St	City of Emporia	0.45 6400	F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.544	6800	
	то:	Low Ground	D.A												
South Main St	City of Emporia	0.24 8600	F	97%	0%	1%	0%	1%	0%	F	0.089	F	0.594	9200	
01)	Tool						-,-								
O1 South Main St	City of Emporia	Jefferson S 0.36 9300	F	93%	0%	1%	1%	5%	0%	С	0.089	F	0.607	9900	
OT GOURT Main of	Oity of Emporia			30 70	0 70	1 /0	1 /0	3 /0	0 70	Ü	0.005	•	0.007	3300	
Occasio Maria Os	Other of Europe of	Brunswick A		050/	00/	10/	40/	00/	00/		0.000	_	0.500	45000	
South Main St	City of Emporia	0.49 14000	F	95%	0%	1%	1%	3%	0%	С	0.093	F	0.583	15000	
~	To: From:	Valley St													
South Main St	City of Emporia	0.20 13000	F	95%	0%	1%	1%	3%	0%	F	0.091	F	0.556	14000	
~	To: From	Atlantic Av	ve												
01 North Main St	City of Emporia	0.74 8400	F	99%	0%	0%	0%	0%	0%	С	0.094	F	0.556	9000	
~	Too	US 58													
North Main St	City of Emporia	0.34 8600	G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.669	9100	
÷)	To	Halifax S													
North Main St	City of Emporia	0.16 8100	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.591	8600	
01). 10.11 61							. , 0	. , 0	0,0	•	0	•	0.00	0000	
O1 Sussex Dr	Greensville County	NCL Empo 1.53 4900	ria G	97%	0%	1%	1%	1%	0%	С	0.101	F	0.655	5200	
01 Sussex Di	Greensville County	1.55 4900	G	31 /6	0 /0	1 /0	1 /0	1 /0	0 /6	U	0.101	•	0.055	3200	
~	To: From:	40-614 Otterda		0.40/	40/		40/	00/	00/		0.007	_	0.505	4000	
01)	Greensville County	2.77 3900	<u> </u>	94%	1%	2%	1%	2%	0%	С	0.097	F	0.525	4200	
	From:	Sussex County Greensville Cour													
01 Blue Star Hwy	Sussex County	0.78 3900	N	94%	1%	2%	1%	2%	0%	Ν	0.097	F	0.525	4200	
• •	To														
O1 Blue Star Hwy	Sussex County	2.91 2900	G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.661	2900	
DI Blue Glai Tiwy	oussex oounty			31 /6	0 70	1 /0	1 /0	1 /0	0 70		0.107	•	0.001	2300	
Place Charleline	From	SR 139 Jarr		010/	10/	10/	10/	C0/	00/		0.115		0.504	1000	
Blue Star Hwy	Sussex County	4.00 1400	F	91%	1%	1%	1%	6%	0%	С	0.115	F	0.564	1300	
~	To: From:	91-645 Ower				\neg \vdash									
O1)Blue Star Hwy	Sussex County	3.93 1000	F	93%	1%	1%	1%	4%	0%	С	0.122	F	0.595	970	
~	To: From:	91-734													
01 Blue Star Hwy	Sussex County	2.77 1100	F	100%	0%	0%	0%	0%	0%	С	0.097	F	0.506	1100	
~ <i></i>	To. From:	SR 40													
Bus Plus Star Llung				000/	10/	10/	10/	70/	00/	0	0.000	_	0.604	2000	
01 40 Blue Star Hwy	Sussex County	0.02 2900	F	90%	1%	1%	1%	7%	0%	С	0.092	F	0.604	2800	
Bus	To: From:	SCL Stony C	reek												
01) (40)	Town of Stony Creek (Maint: 91)	0.22 2900	N	90%	1%	1%	1%	7%	0%	Ν	0.092	F	0.604	2800	
.) ()	Tool	BUS SR 4													

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

Route	Jurisdiction	n Lena	th AADT	QA	4Tire	Bus		Truc			QC	K	QK	Dir	AAWDT	QV
	From.	- 3	BUS SR 40				2Axle 3	3+Axle	1Trail	2Trail		Factor		Factor		
01 Blue Star Hwy	L Sussex Cour	nty 3.52		<u>, </u>	86%	1%	2%	2%	8%	0%	F	0.102	F	0.530	2000	F
<u></u>	To:	•	e George Cou			. , 0		_,,	0,0	0,0	·	002	•	0.000		
	From:		ussex County													
O1 Crater Rd	Prince George C	County 2.69	1000	F	84%	0%	1%	1%	14%	0%	F	0.122	F	0.602	1000	- 1
→	To:	74-60	4; 74-623 Roy	wanty Rd	ı											
Crater Rd	Prince George C			F	89%	0%	1%	2%	8%	0%	С	0.107	F	0.537	1600	
01)	To:		R 35 Courtlan				- i	_,,		- , -	_		-			
	From:		Invalid Overl													
01 35 Courtland Rd	Prince George C	County 0.72	1200	F	84%	0%	1%	1%	14%	0%	С	0.099	F	0.607	1200	
\sim	To:	<<	Invalid Overl	lap >>												
~~	From:		R 35 Courtlan		0==/					221	_		_			
01 156 Prince George Dr	Prince George C	County 0.17	2300	F	85%	0%	2%	3%	10%	0%	С	0.091	F	0.547	2300	
· · ·	To- From	SR :	156 Prince Ge	orge Dr												
O1 Crater Rd	Prince George C	County 4.24	2100	F	93%	1%	2%	2%	3%	0%	С	0.109	F	0.726	2100	- 1
~	Tor		I-95													
01 Crater Rd	Prince George C	County 2.25		F	98%	0%	1%	0%	1%	0%	С	0.100	F	0.615	7000	
01)	- F									- , -	_					
Cratar Dd	City of Petersl	h	SCL Petersbu		000/	00/	00/	00/	10/	00/	С	0.001	F	0.600	0.400	
01 Crater Rd	City of Peterst	burg 0.21	8000	F	98%	0%	0%	0%	1%	0%	C	0.091	Г	0.602	8400	
~~	To: From:		Rives Rd				-									
01 Crater Rd	City of Petersk	burg 0.90	8600	F	95%	0%	1%	1%	3%	0%	С	0.090	F	0.603	9000	
~	To		Wagner Rd	i			<u> </u>									
O1 Crater Rd	City of Petersh	burg 0.43	18000	F								0.084	F	0.505	19000	
	то		Flank Rd													
01 Crater Rd	City of Petersh	burg 0.87		F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.529	19000	
01) 6.4.6.	- F					0,0		0,0	0,0	0,0	·	0.00	•	0.020		
Custon Dd	From: From: Oits of Detough		US 301 Syca		000/	00/	10/	00/	00/	00/		0.000		0.545	1.4000	
O1 Crater Rd	City of Petersh	burg 0.26	13000	F	99%	0%	1%	0%	0%	0%	С	0.086	F	0.545	14000	- 1
~~	To: From:		South Blvd	i												
01 Crater Rd	City of Petersk	burg 0.73	18000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.519	18000	- 1
~ <u> </u>	To		I-95, Bus US	460												
Bus Creater Dd	City of Datasahassa (99%	00/	10/	00/	0%	00/	N.I	0.005	F	0.50	0700	
01 460 Crater Rd	City of Petersburg (ا ترم		8300 S US 460 Par,	N		0%	1%	0%	0%	0%	N	0.085	Г	0.56	8700	1
Bus Bus	From:		ance Jurisdict													
01 460 460 Crater Rd	L City of Petersh			F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.56	8700	
01)(400)(480)	Combined Traffic Estimates for Parallel I	•										NA			NA	
	- F															
Bus	To: From:		, Bus US 460	Wythe S	t											
01 (460) Crater Rd	City of Petersk	burg 0.10	6000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.568	6300	(
~~~~	Combined Traffic Estimates for Parallel F	Roadways on this Route	e: NA									NA			NA	
	To:	SR 36 Par, B	us US 460 Par	r, Washir	ngton St											
10/2021			569													
I O/ LUL I			303													

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

			na intersta													
Route	Jurisdictio	n Lenath	AADT	ΟΛ	4Tire	Rue		Tru	ck		QC	K	QK	Dir	AAWDT	
Houle	Junsuictio	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI	Factor	AAWDI	G
	From	SR 36 Par, Bus	US 460 Par,	Washir	ngton St											
O1 36 Crater Rd	City of Peters	sbura 0.18	3700	F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.592	3900	
71) (30) 0	Combined Traffic Estimates for Parallel			-		- , -		- , -	-,-		_	NA			NA	
	Combined Trainic Estimates for Faraner	Hoadways of this Houte.	INA									INA			INA	
<u></u> .	To From	US	301 Par, Banl	ık St												
01 (36) Crater Rd	City of Peters	sburg 0.14	2300	F	98%	0%	1%	1%	0%	0%	С	0.096	F	0.629	2500	
	Combined Traffic Estimates for 2 Parallel	Boadways on this Boute:	6900	G	98%	0%	1%	0%	0%	0%	F	NA			7400	
	To:		Bollingbrook S		0070	0,0	Ť	0,0	0,0	0 / 0	•				,	
	From	:	Crater Rd	<i>5</i> t												
1 (36) Bollingbrook St	City of Peters	sburg 0.23	2800	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.602	3000	
1) (30) 2090.00 01	•	· ·		F	99%	0%	1%	0%	0%			0.09	F	0.609	7300	
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte.	6900	Г	99%	0%	170	0%	0%	0%	Г	0.09	Г	0.609	7300	
	To: From		5th St													
1 (36) Bollingbrook St	City of Peters	sburg 0.15	3400	F	99%	0%	1%	0%	0%	0%	F	0.101	F	0.636	3500	
1) 40	Combined Traffic Estimates for 2 Parallel	~	7100	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.659	7500	
	To	:	3rd St	•	33 76	0 70	170	0 /0	0 70	0 /0		0.001	•	0.000	7300	
ALT	From	IIS 1	ALT US 301	3rd St												
~ ~~ ~	ngbrook St City of Peters		3700	G	98%	0%	1%	1%	0%	0%	F	0.117	F	0.722	3900	
1) (1) (301) (36) Bollin		ŭ		G	30 /6	0 /6	1 /0	1 /0	0 /6	0 /6	'	-	•	0.722		
, ,	Combined Traffic Estimates for Parallel											NA			NA	
	To	U	S 1 Par, 2nd S	St												
^~~	FIGH	`L	N RT 1								_		_			
1 } { 1 } 2nd St	City of Peters		13000	F	84%	0%	1%	5%	10%	0%	С	0.089	F	0.542	13000	
	To		Colonial Hei													
~~~	From		ICL Petersbur								_		_			
1 } { 1 } Boulevard	City of Colonial	Heights 0.53	12000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.505	13000	
<i>-</i>	To	4	Dupuy Ave													
Boulevard	City of Colonial	Heights 0.40	22000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.535	NA	
Boulevard	Tro		ynchburg Av		00 70	0 70		0 70	0 70	0 /0	•	0.000	•	0.000	1471	
	From		Westover Ave													
Boulevard	City of Colonial		20000	Α	99%	0%	0%	0%	0%	0%	С	0.105	Α	0.513	21000	
1 Boulevard	City of Colonial	Tieignis 0.55	20000	^	3376	0 /6	0 /6	0 /6	0 /6	0 /6	O	0.103	^	0.515	21000	
	To From	Bra	inders Bridge	Rd												
Boulevard	City of Colonial	Heights 0.26	24000	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.503	NA	
~~~~~·	From		Temple Ave		2021			221	001	221	_		_	0.510	22222	
1) (1) (144) Boulevard	City of Colonial	Heights 0.74	18000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.519	20000	
	To	ı	Lakeview Ave	e.												
1) (1) (144) Boulevard	City of Colonial	1	20000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.517	NA	
1 1 144 Boulevard	Oity of Colonial		20000	<u> </u>	00 70	0 70	0 70	0 70	0 70	0 /0	•	0.000	•	0.017	1471	
	Trom		Ellerslie Ave													
1 (144) Boulevard	City of Colonial	Heights 0.19	25000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.501	NA	
	To		Nameria - 4 A													
) CO Deuleus de	From		Sherwood Ave		000/	00/	00/	00/	00/	00/		0.000		0.54	00000	
1) (1) (144) Boulevard	City of Colonial	Heights 0.62	21000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	22000	
	To	NCI	Colonial Hei	ights												
	Pavis Hwy Chesterfield C		21000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.56	23000	
)1																

570

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

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- (
	From:					2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
Jefferson Davis Hwy	Chesterfield County		arrowgate Rd 6000 G	98%	0%	1%	1%	0%	0%	С	0.093	F	0.593	17000	
1 Jefferson Davis Hwy	Onesterned County			30 /6	0 76	1 /0	1 /0	0 /6	0 /6	O	0.033	'	0.555	17000	
North Latination Provide Library	From Character of the Constant		oods Edge Rd	000/	00/		40/	00/	00/	F	0.000	F	0.504	40000	
Jefferson Davis Hwy	Chesterfield County	0.14 <b>1</b> 5	5000 G	98%	0%	1%	1%	0%	0%	г	0.093	г	0.594	16000	
î 🕋	To: From:		appy Hill Rd												
) (1) Jefferson Davis Hwy		2.44 <b>1</b> 4	4000 G	98%	0%	1%	1%	0%	0%	F	0.094	F	0.589	15000	
~	To: From	20-618 Old Ber	rmuda Hundred	Rd											
) (1) Jefferson Davis Hwy		0.90 17	7000 G	98%	0%	1%	1%	0%	0%	F	0.093	F	0.569	18000	
	Tœ	SR 10 Wes	st Hundred Rd			-L									
Jefferson Davis Hwy	Chesterfield County (Maint: )		0000 G	98%	0%	1%	1%	0%	0%	F	0.103	F	0.631	21000	
	To	CI	R 288												
Jefferson Davis Hwy	Chesterfield County		7000 G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.726	18000	
Jefferson Davis Hwy	Chesterned County			0070	1 /0		1 /0	1 /0	0 70	•	0.00	•	0.720	10000	
Letterees Devile Llucy	From:		Chester Rd	000/	10/	10/	10/	10/	00/		0.005		0.000	10000	
Jefferson Davis Hwy	Chesterfield County	2.41 <b>1</b> 7	7000 G	96%	1%	1%	1%	1%	0%	С	0.095	F	0.638	18000	
· ~~	To: From:		ppenham Pkwy												
) (1) Jefferson Davis Hwy		1.17 <b>20</b>	0000 G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.605	22000	
<del></del>	To: From:	SCL F	Richmond			$\neg$									
1 Jefferson Davis Hwy	City of Richmond	2.13 <b>1</b> 1	1000 G	94%	2%	1%	1%	2%	0%	С	0.088	F	0.617	12000	
	To	Rellm	neade Rd												
) 1 Jefferson Davis Hwy	City of Richmond		3000 A	96%	1%	1%	1%	2%	0%	С	0.101	Α	0.504	14000	
,	To	**				_									
Jefferson Davis Hwy	City of Richmond		kins Rd 8000 G	95%	1%	1%	1%	1%	0%	С	0.09	F	0.564	20000	
Jefferson Davis Hwy	Oity of Filefilliona			JJ 76	1 /0	1 /0	1 /0	1 /0	0 70	J	0.03	•	0.504	20000	
) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	From:		60 Hull St	070/	40/	10/	00/	40/	00/		0.000	_	0.570	00000	
Cowardin Ave	City of Richmond	0.39 <b>2</b> 4	4000 G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.579	26000	
` ~~	To: From:		mes Ave			}									
} (1) Lee Bridge	City of Richmond	0.76 <b>30</b>	0000 G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.626	34000	
<del></del>	To: From	21	nd St												
) 1 Belvidere St	City of Richmond	0.92 <b>2</b> 4	4000 G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.649	27000	
	Ta	Fran	nklin St												
) 1 Belvidere St	City of Richmond		3000 G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.545	37000	
	To	110.25	0 Broad St			_									
Belvidere St	City of Richmond		0000 G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.611	34000	
Belvidere St	To:		erlayne Ave	30 76	1 /0	170	0 /0	0 70	0 70	•	0.000	•	0.011	04000	
	From:		videre St												
Chamberlayne Ave	City of Richmond	1.02 <b>20</b>	0000 G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.508	23000	
	To	Edge	Hill Rd												
Chamberlayne Ave	City of Richmond		9000 G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.535	22000	
	To:		nd Park Blvd			Ť				_		-			

571

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

Route	Jurisdiction	Length AAD		4Tire	Ruc		Tru	ıck		QC	K	OK	Dir	AAWDT	- /
Route	Junsaiction	Length AAD	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	
· ~	From:	Brookland Pa													
Chamberlayne Ave	City of Richmond	0.86 <b>1500</b>	) G	98%	1%	1%	0%	0%	0%	С	0.103	F	0.625	17000	
<del>)</del>	To: Grons	Laburnum	Ave			<u> </u>									
Chamberlayne Ave	City of Richmond	0.26 <b>1200</b>	) G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.607	14000	
	Too	Claremont	Avia												
1 Chamberlayne Ave	City of Richmond	0.94 <b>1300</b>		98%	1%	1%	0%	0%	0%	С	0.106	F	0.525	15000	
1) Chamberlayne Ave	ony of the minoria			0070	1 /0		0 /0	0 /0	070	J	0.100	•	0.020	10000	
~	From	Azalea A		0==/			221		0-1			_		4 4000	
Chamberlayne Ave	City of Richmond	0.04 <b>1300</b>	) G	97%	1%	1%	0%	1%	0%	F	0.106	F	0.536	14000	
	To- From	NCL Rich	nond												
2 Chamberlayne Ave	Henrico County	0.55 <b>1200</b>	) G	97%	1%	1%	0%	1%	0%	С	0.107	F	0.533	13000	
	Tæ	I-95													
Chamberlayne Ave NB	Henrico County	0.90 <b>7100</b>	G	97%	0%	1%	1%	1%	0%	F	0.11	F	0.709	7500	
. ) ( = )	ic Estimates for 2 Parallel Roadways			97%	0%	1%	1%	1%	0%	F	0.107	F	0.745	18000	
Combined Train	- F			07.70	0 70		1,0	1 /0	070	•	0.107	•	0.7 10	10000	
Observation of Assert	Ton-	Upham		070/	00/	10/	40/	40/	00/		0.44	_	0.700	00000	
1 2 Chamberlayne Ave	Henrico County	1.57 <b>1900</b>	) G	97%	0%	1%	1%	1%	0%	С	0.11	F	0.709	20000	
~ ~	To: From:	Parham	Rd												
1)(2) Chamberlayne Ave	Henrico County	0.17 <b>2700</b>	) G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.709	29000	
	To:	Hanover Cou													
Chambadaus Dd	From:	Henrico Cour		070/	00/	10/	10/	10/	00/	_	0.100	_	0.000	00000	
2 Chamberlayne Rd	Hanover County	0.40 <b>2800</b>	) G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.629	30000	
~ _	To: From:	I-295													
1)(2)Chamberlayne Rd	Hanover County	1.87 <b>1900</b>	) F	96%	0%	1%	1%	2%	0%	F	0.097	F	0.584	20000	
	Too	42-640 Shady	Grove Rd												
Chamberlayne Rd	Hanover County	1.30 1400		98%	0%	1%	1%	1%	0%	F	0.101	F	0.53	15000	
	To	42 (42 Nov. Asharla F	4. D1 D	- i D.1											
Chamberlayne Rd	Hanover County	42-643 New Ashcake R 1.27 <b>8500</b>		93%	1%	1%	1%	4%	0%	F	0.107	F	0.693	9000	
1) 2 Chamberlayne Rd	Tianover County	1.27 6500	Г	30 /6	1 /0	1 /0	1 /0	7/0	0 /6	'	0.107	'	0.033	3000	
~	To: From:	42-653 Whippo													
1 \ ( 2 ) Hanover Courthouse Rd	Hanover County	2.58 <b>6900</b>	F	96%	0%	1%	1%	1%	0%	С	0.115	F	0.689	6800	
	To: From:	42-651 George	town Rd			<u> </u>									
1) (2) Hanover Courthouse Rd	Hanover County	2.94 <b>710</b> 0		95%	0%	1%	3%	1%	0%	С	0.117	F	0.619	7000	
	To:	SR 54 Patrick	Janes D.4												
Hanover Courthouse Rd	Hanover County	1.64 <b>490</b> 0		98%	1%	1%	0%	0%	0%	F	0.108	F	0.830	4900	
1 2 Hanover Courthouse Rd	To:	Caroline Cou		30 /8	1 /0	1/8	0 /0	0 /0	0 /0	'	0.100	'	0.000	7000	
	From:	Hanover Cou	_												
Richmond Tpke	Caroline County	3.16 <b>420</b> 0	-	96%	0%	1%	1%	2%	0%	F	0.1	F	0.653	4100	
	To:	CD 20 D	11												
Richmond Tpke	Caroline County	SR 30 Dawn E 4.44 <b>290</b> 0		91%	1%	1%	2%	5%	0%	F	0.090	F	0.564	2800	
1 ( 2 ) Richmond Tpke	Caroline County	16-647 Doggett		JI/0	1 /0	1 /0	2 /0	J /0	U /o	'	0.030	-	0.504	2000	

572

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

		Primary and interst					Т	. د ا د			1/		D:-		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	F					2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Dishmand Take	Caralia a Caratri	16-647 Doggetts F		010/	10/	10/	00/	<b>F</b> 0/	00/	_	0.000	F	0.510	0.400	_
Richmond Tpke	Caroline County	7.50 <b>2500</b>	G	91%	1%	1%	2%	5%	0%	С	0.092	г	0.519	2400	G
~~	To: From:	16-721 Near De J	arnette												
301 ( 2 ) Richmond Tpke	Caroline County	2.46 <b>4400</b>	G	91%	1%	1%	2%	5%	0%	F	0.092	F	0.603	4300	G
~ 0	Τα	SCL Bowling G	Freen												
Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11 4400	N	91%	1%	1%	2%	5%	0%	Ν	0.092	F	0.603	4300	Ν
	Tor	D 110 201 M													
Richmond Tpke	Town of Bowling Green (Maint: 16)	Bus US 301 Ma 0.23 <b>4400</b>	nn St N	91%	1%	1%	2%	5%	0%	N	0.092	F	0.603	4300	N
301 Hichinoria Tpke	Town of Bowling Green (Maint. 10)	0.23 4400	IN	91/6	1 /0	1 /0	2 /0	J /0	0 /6	IN	0.032	'	0.003	4300	IN
~~	To: From:	SR 207													
Richmond Tpke	Town of Bowling Green (Maint: 16)	1.03 <b>6500</b>	G	92%	1%	1%	1%	6%	0%	F	0.094	F	0.519	6300	G
<del>~</del>	To: B	Bus US 301, Bus SR 207	Broaddu	s Ave											
01 A P Hill Blvd	Town of Bowling Green (Maint: 16)	0.98 <b>7400</b>	G	92%	1%	1%	1%	6%	0%	F	0.094	F	0.509	7200	C
9.)		CL Bowling Green; 16-60	)8 Lakew	ood Rd											
	From:	16-608 Lakewoo	od Rd												
01 A P Hill Blvd	Caroline County	9.90 <b>5900</b>	G	92%	1%	1%	1%	6%	0%	F	0.098	F	0.526	5800	C
~~	Top	US 17 Tidewater	r Trail												
01 A P Hill Blvd	Caroline County	0.39 <b>9900</b>	G	89%	1%	1%	1%	8%	0%	С	0.096	F	0.542	9600	(
01) 2	-				. , ,		. , ,	0,0	0,0	•	0.000	•	0.0	0000	
~ A D LEW DL.	Town of Doub Doubl (Mariata 40)	SCL Port Roy		000/	40/	10/	40/	00/	00/		0.000	_	0.540	0000	
01 A P Hill Blvd	Town of Port Royal (Maint: 16)	0.47 <b>9900</b>	N	89%	1%	1%	1%	8%	0%	N	0.096	F	0.542	9600	١
	To: From:	NCL Port Roy	yal												
01 A P Hill Blvd	Caroline County	0.29 9900	N	89%	1%	1%	1%	8%	0%	Ν	0.096	F	0.542	9600	١
~	To:	King George Cour													
~ <u>-</u> .	From:	Caroline County								_		_			-
01 James Madison Pkwy	King George County	3.05 <b>8500</b>	G	92%	1%	1%	1%	6%	0%	F	0.1	F	0.606	8300	C
<del>~</del>	To: From:	48-623 Jersey	Rd												
01 James Madison Pkwy	King George County	2.05 <b>8200</b>	G	92%	1%	1%	1%	6%	0%	F	0.1	F	0.646	8000	(
	To	CD 2 Vince II													
01 James Madison Pkwy	From: King George County	SR 3 Kings H 1.91 <b>8400</b>	G G	92%	1%	1%	1%	6%	0%	F	0.095	F	0.585	8100	(
01 James Madison i kwy	King deorge dounty	1.91 0400	G	JZ /6	1 /0	1 /0	1 /0	0 /6	0 /6	•	0.033	•	0.505	0100	•
~~	To: From:	SR 205 Ridge													
01 James Madison Pkwy	King George County	5.91 <b>12000</b>	Α	92%	1%	1%	1%	6%	0%	С	0.141	Α	0.703	11000	F
<i></i>	To	SR 218 Windso	or Dr												
01 James Madison Pkwy	King George County	0.56 <b>15000</b>	G	92%	1%	1%	1%	6%	0%	F	0.101	F	0.707	14000	(
,	, , , , , , , , , , , , , , , , , , ,														
01 James Madison Pkwy	King George County	SR 206 Dahlgre 3.58 <b>15000</b>	n Rd <b>G</b>	92%	1%	1%	1%	6%	0%	F	0.088	F	0.662	15000	G
01 James Madison Pkwy	King George County			92%	I 70	1 70	1 70	0%	0%	Г	0.000	Г	0.002	13000	Ċ
		Maryland State													
~~_	From:	US 301; 40-689 Old 1		ld.								_		4600	
Ramp	Greensville County	0.23 <b>1800</b>	G								0.141	F		1800	G
~	To:	I-95 North													

573

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

		•									
Route	Jurisdiction	Length	AADT Q	4 4Tire	Rue	Truck xle 3+Axle 1Trail 2Trail	QC K Factor	QK	Dir Factor	AAWDT	QW
301 Ramp	Greensville County		US 301 <b>910</b> G I-95 South			]	0.139	F		910	G
301 Ramp	Sussex County	US 30 0.23	1 Blue Star Hwy 540 G			]	0.113	F		540	G
301 Ramp	Sussex County	US 30 0.25	1100 G 1-95 South			1	0.105	F		1100	G
301 Ramp	Prince George Cour	us nty 0.14	301 Crater Rd <b>540</b> G  I-95 South			1	0.094	F		540	G
301 Ramp	Prince George Cour	nty 0.17	301 Crater Rd  2000 G  I-95 North			] ]	0.136	F		2000	G
301 Ramp	Prince George Cour	us nty 0.15	301 Crater Rd <b>710 G</b> I-95 South			] ]	0.095	F		710	G
301 Ramp	City of Petersburg (Mair	int: 74) 0.19	US 301 5300 G orth Collector R			] ]	0.079	F		5300	G
North 301 Ramp	City of Petersburg (Mair	US Int: 74) 0.10	301 Crater Rd  1300 G  Collector Rd, U			]	0.079	F		1300	G
North 301 Ramp	Henrico County	US 301 N, 0	Chamberlayne A 3500 G I-95 North	ve NB		]	0.111	F		3800	G
North 301 Ramp	Hanover County	US 301 N 0.44	N, Chamberlayne 5000 G I-295 East			]	0.153	F		5000	G
North 301 Ramp	Hanover County	US 301 N 0.25	N, Chamberlayne  1300 G  I-295 West			]	0.104	F		1300	G
South Bus 301 S to I-95 S at Exit ???	City of Petersburg (Mair	US 3 (int: 74) 0.20	01 S, Crater Rd 530 G Collector Rd, U		0% 1	] % 1% 1% 0% ]	F 0.096	F		560	G
South 301 Ramp	Hanover County	US 301 S 0.26	S, Chamberlayne 3600 G I-295 East	Rd		]	0.100	F		3600	G
South 301 Ramp	Hanover County	US 301 S 0.40	5, Chamberlayne 5600 G I-295 West			]	0.117	F		5600	G
6/10/2021			574			1					

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

		1 milary an	id intersta	10 110				Tru	ok			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Factor	AAWDT	QW
	From:	US	301 Crater S	St			ZAXIC	JTANE	IIIaii	ZIIali		1 actor		1 actor		
(301) (36) Bank St	City of Peters		4100	F	99%	0%	0%	0%	0%	0%	С	0.09	F	0.610	4400	F
CP. CP.	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6900	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.609	7300	F
	Too		5th St													
(301) (36) Bank St	City of Peters	burg 0.15	3800	F	99%	0%	1%	0%	0%	0%	С	0.087	F		4000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7100	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.659	7500	F
A1 T	To:		3rd St													
(301) $(1)$ $(301)$ $(36)$ Bank	St City of Peters	sburg 0.09	3300	F	98%	0%	1%	0%	0%	0%	С	0.093	F		3500	F
311 (1) (301) (36) 2011111	Combined Traffic Estimates for 2 Parallel		7000	G	98%	0%	1%	0%	0%	0%	F	NA	•		7400	G
	То:	•	JS 301 Par, 2		0070	0,0		0,0	0,0	070	•					
	From:	Ramp	from I-95 N	lorth												
(301) 2 Chamberlayne Ave	e SB Henrico Cou	inty	9800	G	97%	0%	1%	1%	1%	0%	F	0.138	F		10000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.745	18000	G
	To:		Upham Dr													
~~~ <u>-</u>	From:		2US 301-P													
3g1 Ramp	Henrico Cou		7400	G			i					0.126	F		7900	G
	Power		I-95 South													
(301)Ramp	Henrico Cou		amberlayne F 340	G G								0.127	F		360	G
(3)1)1141111	To:	•	I-95 North				1					0.127	•		000	ŭ
ALT	From:	US	301 Crater F	Rd												
301 Sycamore St	City of Peters		5400	F	99%	0%	0%	1%	0%	0%	С	0.086	F	0.556	5700	F
<u> </u>	Ta		South Blvd													
ALT 301 Sycamore St	City of Peters		4200	F	86%	1%	1%	4%	8%	0%	С	0.093	F	0.582	4500	F
301 Sycamore St	Oity of Feters				00 /6	1 /0	1 /6	4 /0	0 /6	0 /6	O	0.035	'	0.502	4300	'
ALT	To: From:		North Blvd													
(301) Sycamore St	City of Peters	sburg 0.42	8000	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.587	8500	F
ALT	To: From:		Graham Rd													
301 Sycamore St	City of Peters	sburg 0.56	8900	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.503	9500	F
(001)	To:		S 1 Wythe S	t												
ALT Bus	From:		US 1			221			4.2.		_		_		40000	
(301) (1) (460) (36) Wythe		•	12000	G	97%	0%	1%	1%	1%	0%	F	0.086	F		13000	G
	Combined Traffic Estimates for Parallel	•	NA S 460 Jeffers	on St								NA			NA	
ALT	From:		JS 460 Jeners JS 460 Wyth													
301 1 Jefferson St	City of Peters		3000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.724	3200	F
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	Bus US 46	60 Par, Wash	ington	St											

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

				and milersi													
Route		Jurisdictio	n Lenat	h AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
rioute	•	Junsuictio	iii Leiigi	AADI	GA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIX	Factor	AAWDI	QVV
ALT ~~		From:		460 Par, Wa	-												
{301}{1}	Jefferson St	City of Peters	· ·	650	F	99%	0%	1%	0%	0%	0%	F	0.112	F	0.516	690	F
\hookrightarrow		Combined Traffic Estimates for Parallel	Roadways on this Route	: NA									NA			NA	
		To		Henry St													
ALT	Ourd Ot	City of Dataya	Ja		F	070/	1%	10/	00/	00/	00/	0	0.110	F	0.504	050	F
[301] [1]	3rd St	City of Peters	· ·	330	г	97%	1%	1%	0%	0%	0%	С	0.113	г	0.531	350	г
		Combined Traffic Estimates for Parallel	Roadways on this Route	: NA									NA			NA	
ALT		To: From:	US	301 Par, Ba	ınk St												
~~~	3rd St	City of Peters	sburg 0.05	380	F	97%	0%	1%	1%	0%	0%	С	0.118	F	0.512	410	F
301)	0.00	Combined Traffic Estimates for Parallel	· ·		-	0.70	0,0	. , 0	. , 0	0,0	0 / 0	Ū	NA	•	0.0.2	NA	•
		To:		301 Bollingbi	rook St								INA			INA	
ALT		From:		, ALT US 30													
301 (301)	Bolling	brook St City of Peters	burg 0.08	3700	G	98%	0%	1%	1%	0%	0%	F	0.117	F	0.722	3900	G
		Combined Traffic Estimates for Parallel	Roadways on this Route	: NA									NA			NA	
		To:	•	US 301													
ALT		From:		US 1 Wythe	St												
301 Sycar	more St	City of Peters	burg 0.09	5700	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.581	6100	G
(g).		Combined Traffic Estimates for Parallel	Roadways on this Route	: NA									NA			NA	
		To:	•	S 460 Washi	ington St												
ALT Bus	Bus	From:		Bus US 460 l	Par												
(301)(460)		ngton St City of Peters	•	13000	G	94%	1%	1%	2%	2%	0%	F	0.078	F		13000	G
	$\hookrightarrow$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: <b>25000</b>	G	96%	1%	1%	2%	1%	0%	F	NA			26000	G
		To	Bus U	S 460 Washi	ington St												
ALT	o Ct	City of Peters	sburg 0.06	7400	F	93%	0%	1%	1%	4%	0%	С	0.083	F	0.561	7800	F
(301) Adam	15 31	•	•		-	93%	076	170	1 70	470	0%	C		Г	0.561		Г
		Combined Traffic Estimates for Parallel	Roadways on this Route	: NA									NA			NA	
ALT		To: From:		Franklin St	t												
301 Adam	ıs St	City of Peters	burg 0.16	7300	F	98%	0%	1%	1%	0%	0%	С	0.085	F	0.588	7700	F
(gå)		Combined Traffic Estimates for Parallel	· ·										NA			NA	
		To:		Henry St													
Bus		From		US 301													
$\sim$	Main St	Town of Bowling Gree	en (Maint: 16) 0.22		G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.566	3600	G
(301) (2)	Main ot	rown or bowning Groot				0, 70	0 70		1 70	1 /0	070	•	0.000	•	0.000	0000	<u> </u>
Bus		To: From:	SC	CL Bowling C	Green												
(301)(2)	Main St	Town of Bowling Gree	en (Maint: 16) 0.74	3700	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.561	3600	G
$\smile$		To:		Bus SR 20													
Bus		From:	(14.1.16)	SR 2 Main S		07-1	001	451	461	461	001	_	0.000	_	0.654	0500	_
(301) E Bro	addus Ave	Town of Bowling Gree	en (Maint: 16) 0.27	2500	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.654	2500	G
Pug		Ta: From:	EC	CL Bowling C	Green												
Bus 301 E Bro	addus Ave	Town of Bowling Gree	en (Maint: 16) 0.27	2000	G	97%	1%	1%	1%	1%	0%	С	0.096	F	0.672	2000	G
/301/- 510	addus AVE	Town or bowning Gree	' '	North of Boy	-		1 /0	1 /0	1 /0	1 /0	0 /0	J	0.030		0.072	2000	u
						an a											

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

Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	O
	From:					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
O4)Seymour Dr	Town of South Boston	US 501 P; Mai <b>2400</b>		94%	3%	2%	1%	1%	0%	F	0.100	F	0.540	2600	(
<u> </u>	To	US 501 Broad	1 St												
Seymour Dr	Town of South Boston	2700		94%	3%	2%	1%	1%	0%	С	0.1	F	0.524	2900	(
	To- From:	Marshall St	t												
Seymour Dr	Town of South Boston	2400		94%	3%	2%	1%	1%	0%	F	0.105	F	0.568	2500	(
	To:	US 360 John Rando													
George Collins Parkway	Town of New Market (Maint:	SR 211 W Old Cr 85) 0.42 <b>130</b>		98%	0%	1%	1%	0%	0%	С	0.175	F	0.577	130	(
105 George Collins Farkway	To:	Battlefield Park E		30 /6	0 /6	1 /0	1 /0	0 /0	0 /0	C	0.173	'	0.577	130	,
	From:	US 60 Warwick				1									
Harpersville Rd	City of Newport News	0.88 7700		98%	1%	1%	0%	0%	0%	С	0.103	F	0.566	8200	(
	To:	US 17, SR 143 Jeffe	erson Ave												
	Fron:	US 460													
07)	Prince Edward County	2.83 5000		93%	1%	1%	1%	5%	1%	С	0.108	Α	0.502	5000	
	From:	Nottoway County Prince Edward Cou													
Holly Farm Rd	Nottoway County	5.57 <b>4800</b>		93%	1%	1%	1%	5%	1%	F	0.078	F	0.509	4600	
	To: From:	Amelia County													
Holly Farms Rd	Amelia County	Nottoway County 0.92 <b>5100</b>		93%	1%	1%	1%	5%	1%	F	0.079	F	0.520	5100	
	To:	US 360 Patrick Her													
	From:	US 58 Southampto	on Pkwy												
Three Creeks Rd	Southampton County	3.65 <b>600</b>	-	85%	1%	1%	2%	11%	0%	С	0.12	F	0.532	590	
	To:	87-612 Rivers M													
09)Old Dominion Dr	Fairfax County	SR 123 Dolley Mad 2.81 <b>13000</b>		98%	1%	0%	0%	0%	0%	F	0.093	F	0.584	14000	
109 Old Dollillion Di	To:	Arlington County	-	30 /6	1 /0	0 /8	0 /6	0 /0	0 /0		0.033	'	0.564	14000	
	From:	Fairfax County	Line												
Old Dominion Dr	Arlington County	1.18 <b>11000</b>	G :	98%	1%	0%	0%	0%	0%	F	0.115	F	0.554	12000	
	To: From:	SR 120 Glebe													
Old Dominion Dr	Arlington County	0.59 <b>10000</b>	G	98%	1%	0%	0%	0%	0%	С	0.112	F	0.511	11000	
Old Description Du	To From	US 29 Lee H	•	070/	00/	10/	40/	00/	00/		0.400		0.004	NIA	
09 29 Old Dominion Dr	Arlington County	0.05 <b>25000</b>	G	97%	0%	1%	1%	0%	0%	F	0.103	F	0.634	NA	
l og Highway	Arlington County	US 29 Old Dominion Dr,			10/	00/	00/	00/	00/		0.1		0.696	F200	
09 Lee Highway	Arlington County	0.70 <b>4900</b> US 29 Lee Hwy, Q		98%	1%	0%	0%	0%	0%	F	0.1	F	0.686	5200	
	From:	North Carolina Sta													
Berry Hill Rd	Pittsylvania County	1.97 <b>2000</b>		95%	0%	1%	1%	3%	0%	F	0.082	F	0.546	2000	
	To:	71-862 Oak Hil				$\neg$ $\bot$									
Berry Hill Rd	Pittsylvania County	4.54 <b>1900</b>		95%	0%	0%	1%	4%	0%	С	0.084	F	0.505	1900	
,		71- 878 Duncar													

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

Route	Jurisdiction	Length AADT	QA 4	4Tiro	Ruc		Tru	ck		QC	K	QK	Dir	AAWDT	
noute	Julisdiction	Lengin AADI	QA ²	+1110	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
~	From:	71- 878 Duncan I		0501	221		4.57	221	0-1			_		0.500	
Berry Hill Rd	Pittsylvania County	0.62 <b>2600</b>		95%	0%	1%	1%	3%	0%	С	0.091	F	0.527	2500	(
	To:	Urban Boundary	1												
	From:	College Ave		000/	00/	101	00/	40/	00/	_	0.440	_	0.504	7400	
11)Thompson Memorial Dr	City of Salem	0.17 <b>6600</b>	G S	98%	0%	1%	0%	1%	0%	F	0.110	F	0.591	7100	
	To: From:	Main St													
11)Thompson Memorial Dr	City of Salem	0.94 <b>11000</b>	G S	98%	0%	1%	0%	1%	0%	С	0.106	F	0.559	12000	
	To: From	Rose Ln													
11)Thompson Memorial Dr	City of Salem	0.55 <b>12000</b>	G S	98%	0%	1%	0%	1%	0%	F	0.107	F	0.540	13000	
	Ter	NCL Salem													
11)Thompson Memorial Dr	Roanoke County	1.27 <b>5100</b>	G S	98%	0%	1%	0%	1%	0%	F	0.113	F	0.525	5500	(
	-														
11)Catawba Valley Dr	Roanoke County	SR 419 Electric R 6.70 <b>8100</b>		97%	0%	1%	1%	1%	0%	С	0.099	F	0.662	8700	
11 Calawba Valley Di	noanoke County	0.70 6100	u .	31 /0	0 /6	1 /0	1 /0	1 /0	0 /6	C	0.055	'	0.002	6700	
	To: From:	80-779 Catawba Cree													
11)Catawba Valley Dr	Roanoke County	0.52 <b>4600</b>	G S	97%	0%	1%	1%	1%	0%	С	0.104	F	0.727	4600	
	To: From:	80-785 Blacksburg	Rd												
11)Catawba Valley Dr	Roanoke County	2.54 <b>4200</b>	G S	97%	0%	1%	1%	1%	0%	F	0.098	F	0.723	4200	
	To:	Craig County Lin													
Craig Valley Dr	From:	Roanoke County L		070/	00/	10/	10/	10/	00/	F	0.007	_	0.700	2700	
Craig Valley Dr	Craig County	9.38 <b>3700</b>	F S	97%	0%	1%	1%	1%	0%	Г	0.097	F	0.738	3700	
	From	SCL New Castle										_			
11)Salem Ave	Town of New Castle (Maint: 22)	0.18 <b>3700</b>	N S	97%	0%	1%	1%	1%	0%	N	0.097	F	0.738	3700	
	To: From:	SR 42 New Castl	le												
11)Salem Ave	Town of New Castle (Maint: 22)	0.18 <b>1500</b>	F S	98%	1%	1%	0%	1%	0%	С	0.102	F	0.630	1500	
	To:	NCL New Castle	e.												
11)	Craig County	5.02 <b>1500</b>		98%	1%	1%	0%	1%	0%	Ν	0.102	F	0.630	1500	
	To:	22-658 Near Craig Sp													
	From:	22-658 Johns Creek													
11) Paint Bank Rd	Craig County	7.40 <b>290</b>	F S	94%	3%	1%	0%	2%	0%	С	0.106	F	0.552	290	
	To: From:	22-602 Back Valley	Rd			$\neg$ $\vdash$									
11)Paint Bank Rd	Craig County	3.66 <b>300</b>	F 9	94%	2%	2%	0%	2%	0%	С	0.124	F	0.526	300	
9	To:	SR 18 Paint Bank	Dd			—									
11)Potts Creek Rd	Craig County	3.39 <b>190</b>		96%	2%	0%	0%	1%	0%	С	0.143	F	0.5	190	
TIJ) one cross re							0,0	. , 0	0 / 0	ŭ	00	•	0.0		
Kanawha Trail	Allachany County	West Virginia State		000/	10/	10/	10/	00/	00/	C	0.005	Г	0.700	600	
11 Kanawha Trail	Alleghany County	6.62 <b>610</b>	G S	90%	1%	1%	1%	8%	0%	С	0.095	F	0.703	630	(
	To- From:	SR 159 Dunlap Cree													
11)Kanawha Trail	Alleghany County	5.87 <b>460</b>		98%	0%	1%	1%	1%	0%	С	0.112	F	0.567	480	(
	To:	West Virginia State	Line												

578

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Ti	re Bus		Truck		QC	K	QK	Dir	AAWDT	- C
	From:	SR 311 Thompson Memorial Dr		2Axie 3	+Axle 1Trail	21raii		Factor		Factor		
1)Ramp to I-81 N at Exit 140	Roanoke County	0.14 <b>3600 G</b>						0.117	F		3800	
	To:	I-81 North										
	From:	SR 311 Thompson Memorial Dr										
11)Ramp to I-81 S at Exit 140	Roanoke County	0.15 <b>2200 G</b>						0.115	F		2300	
	To:	I-81 South										
	From:	US 60 Warwick Blvd										
12)J Clyde Morris Blvd	City of Newport News	1.11 <b>29000 G</b> 98	% 1%	1%	0% 0%	0%	С	0.085	F	0.526	NA	
	To:	US 17; SR143										
	From:	US 460										
Southgate Dr	Town of Blacksburg (Maint: 60)	<b>9200 G</b> 98	% 0%	0%	1% 0%	0%	С	0.120	F	0.769	9800	
	10:	0.15 Mile E US 460										
Cranibush Dd	From:	SR 126 Fairgrounds Rd	00/	10/	00/ 10/	00/	F	0.1	_	0.504	0700	
Greenbush Rd	Accomack County	2.58 <b>3700 G</b> 98	% 0%	1%	0% 1%	0%	Г	0.1	F	0.591	3700	
	To: From:	01-764 Parsons Rd										
16)Greenbush Rd	Accomack County	3.16 <b>3400 G</b> 98	% 0%	1%	0% 1%	0%	С	0.099	F	0.6	3500	
	To: From	SCL Parksley										
Cossatt Ave	Town of Parksley (Maint: 01)	0.07 <b>3400 N</b> 98	% 0%	1%	0% 1%	0%	N	0.099	F	0.6	3500	
	To- From:	SR 176 Parkesley Rd		$\neg$ —								
Cossatt Ave	Town of Parksley (Maint: 01)	0.61 <b>2300 G</b> 97	% 0%	1%	0% 1%	0%	С	0.103	F	0.571	2400	
	To	NCL Parksley										
16 Hopeton Rd	Accomack County	2.68 <b>2300 N</b> 97	% 0%	1%	0% 1%	0%	Ν	0.103	F	0.571	2400	
9	Too	SCL Bloxom										
16)Bayside Dr	Town of Bloxom (Maint: 01)	0.39 <b>2300 N</b> 97	% 0%	1%	0% 1%	0%	Ν	0.103	F	0.571	2400	
3	To:	SR 187 Shoremain Dr										
	From:	US 11 Greenville Ave										
17)Staunton Correctional Facility	City of Staunton (Maint: 07)	NA						NA			NA	
	To:	West Village Dr										
	From:	80-779 Catawba Creek Rd										
20 Catawba Hospital Dr	Roanoke County	<b>170 G</b> 96	% 2%	1%	1% 0%	0%	С	0.144	F	0.655	160	
	To:	80-698 Keffer Rd										
	From:	SR 199										
Monticello Ave	James City County	<b>28000 G</b> 99	% 0%	0%	0% 0%	0%	F	0.090	F	0.586	29000	
<u></u>	To: From:	47-615 Ironbound Rd										
Monticello Ave	City of Williamsburg (Maint: 47)	<b>15000 G</b> 99	% 0%	0%	0% 0%	0%	С	0.091	F	0.514	16000	
	To:	Compton Dr										
	From:	Bus US 58 Constance Rd										
37) Washington St	City of Suffolk	0.34 <b>6200 G</b> 98	% 1%	1%	0% 0%	0%	F	0.095	F	0.550	6600	
	To:	Broad St										

579

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

Doute	Jurisdiction	Longth AADT (	A 4Tir	o Duo		Tru	ck		QC	K	OK	Dir	AAWDT	,
Route		Length AADT C	(A 4111	e bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	
- Washington St	City of Suffolk	Broad St	2 000	10/	10/	09/	00/	00/	0	0.002	F	0.521	6000	
Washington St	City of Suffolk		G 98%	5 1%	1%	0%	0%	0%	С	0.092	Г	0.531	6900	
Washington Ct	City of Cuffolls	SR 32 Main St	070	10/		00/	00/	00/		0.000		0.507	6600	
Washington St	City of Suffolk	0.20 <b>6300</b>	<b>G</b> 97%	5 1%	2%	0%	0%	0%	С	0.088	F	0.527	6600	
	Frant	Pinner St				221	221					0.510	10000	
Washington St	City of Suffolk	11000	F 97%	1%	2%	0%	0%	0%	F	0.081	F	0.519	12000	
	To: From:	Old ECL Suffolk												
7) Washington St	City of Suffolk	10000	<b>G</b> 97%	1%	2%	0%	0%	0%	F	0.086	F	0.562	11000	
	Ta: From	Bus US 58 Portsmouth												
Nansemond Parkway	City of Suffolk	3.03 <b>4400</b>	<b>G</b> 97%	1%	1%	1%	0%	0%	С	0.088	F	0.552	4700	
	To: From:	133-642 Wilroy Rd			-									
7)Nansemond Parkway	City of Suffolk	11000	<b>G</b> 97%	1%	1%	1%	0%	0%	F	0.094	F	0.588	12000	
	To	Whitley Lane			<u> </u>									
7)Nansemond Parkway	City of Suffolk		<b>G</b> 97%	1%	1%	1%	0%	0%	F	0.095	F	0.555	9100	
	To:	SR 125 Kings Hwy												
Nansemond Parkway	City of Suffolk		<b>G</b> 95%	1%	1%	1%	1%	0%	С	0.095	F	0.604	13000	
•	То:	WCL Chesapeake												
	From:	ECL Suffolk												
7 Portsmouth Blvd	City of Chesapeake	0.72 <b>12000</b>	<b>G</b> 95%	1%	1%	1%	1%	0%	F	0.095	F	0.537	12000	
	To: From	SR 191 Joliff Rd												
Portsmouth Blvd	City of Chesapeake	0.68 <b>17000</b>	<b>G</b> 96%	6 0%	1%	1%	2%	0%	F	0.090	F	0.560	18000	
	To: From:	I-664												
7)Portsmouth Blvd	City of Chesapeake	0.60 <b>29000</b>	F 99%	0%	0%	0%	0%	0%	С	0.093	F	0.507	31000	
	To	Capri Circle West												
Portsmouth Blvd	City of Chesapeake	0.67 <b>20000</b>	G 98%	5 0%	0%	0%	0%	0%	С	0.084	F	0.515	21000	
	To	Taylor Rd												
Portsmouth Blvd	City of Chesapeake		F 94%	1%	2%	2%	1%	0%	С	0.094	F	0.511	26000	
9	To:	Dock Landing Rd												
Portsmouth Blvd	City of Chesapeake		F 96%	5 0%	2%	2%	1%	0%	С	0.093	F	0.518	26000	
	To:	WCL Portsmouth							_					
	From:	ECL Chesapeake							_		_			
7)Portsmouth Blvd	City of Portsmouth	0.34 <b>24000</b>	<b>G</b> 98%	6 0%	1%	0%	0%	0%	F	0.092	F	0.533	25000	
	To- From	Hodges Ferry Rd			<u> </u>									
Portsmouth Blvd	City of Portsmouth	0.60 <b>19000</b>	<b>G</b> 98%	6 0%	1%	0%	0%	0%	F	0.093	F	0.564	20000	
	Ta: From:	Elmhurst Lane												
Portsmouth Blvd	City of Portsmouth	1.17 <b>17000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.09	F	0.599	18000	
	To	SR 239 Victory Blv	1											
Portsmouth Blvd	City of Portsmouth		G 98%	5 0%	1%	0%	0%	0%	F	0.088	F	0.626	12000	
	To:	US 58, ALT US 460 Airlin												
0/2021		580												

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

Route	Jurisdiction	Length AADT Q	A 4Tire	Rus				QC	K	QK	Dir	AAWDT	. O
	Canadion				2Axle 3+A	xle 1Trai	l 2Trail	- 40	Factor	QIV	Factor	70,000	
ALT 17)(460)Portsmouth Blvd	City of Portsmouth	US 58, ALT US 460 Airling 0.10 <b>11000 G</b>		0%	 1% 0°	6 0%	0%	F	0.08	F	0.544	12000	(
7) 460 Portsmouth Blvd	only of the moduli			0 70	170 0	0 070	0 70	•	0.00	•	0.044	12000	
ALT	From:	ALT SR 337 Turnpike l	Rd										
Portsmouth Blvd	City of Portsmouth	0.16 <b>10000 G</b>	98%	0%	<u>1</u> % 0'	6 0%	0%	F	0.089	F	0.621	11000	
ALT	To: From:	Ramp to I-264 E	Ch										
ALT 37)(460)Portsmouth Blvd	City of Portsmouth	Ramp to I-264 E; Functional Cla 0.29 <b>10000</b> N		0%	 1% 0'	6 0%	0%	N	0.089	F	0.621	11000	
460 Portsmouth Blvd	Only of 1 only mount			0 70	170 0	0 070	0 70	.,	0.000	•	0.021	11000	
Davida wa a vitla Dlivid	City of Daytons author	Ramp From I-264 E, US		10/	10/ 1/	/ 00/	00/		0.000		0.5	11000	
Portsmouth Blvd	City of Portsmouth	0.98 <b>10000 0</b>	97%	1%	1% 1	% 0%	0%	F	0.092	F	0.5	11000	
$\overline{}$	To: From:	Deep Creek Blvd											
Portsmouth Blvd	City of Portsmouth	0.17 <b>6100 G</b>	<b>9</b> 7%	1%	1% 19	6 0%	0%	F	0.092	F	0.615	6400	
	Toe From:	ALT US 17 Frederick B	lvd										
Portsmouth Blvd	City of Portsmouth	0.79 <b>7600 G</b>	97%	1%	1% 19	% 0%	0%	С	0.096	F	0.687	8000	
	To:	US 17 Elm Ave											
	From:	US 17 Portsmouth Blv		40/	40/ 4/	. 00/	00/	_	0.444	_	0.504	0000	
Elm Ave	City of Portsmouth	0.32 <b>5900 C</b>		1%	1% 1	% 0%	0%	F	0.111	F	0.531	6300	
	From:	US 17 George Washington Hw US 17 George Washington Hw	-										
Elm Ave	City of Portsmouth	0.72 <b>7300 0</b>		1%	1% 1	% 0%	0%	F	0.103	F	0.544	7800	
	Too	SR 239 Victory Blvd											
B7)Elm Ave	City of Portsmouth	0.23 <b>11000 G</b>		0%	1% 29	% 3%	0%	F	0.121	F	0.648	11000	
	To	Burtons Point Rd											
BT Elm Ave	City of Portsmouth	0.32 <b>9000 G</b>	94%	0%	1% 29	6 3%	0%	С	0.136	F	0.715	9500	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:	WCL Chesapeake			<del></del>	,.	-,-	_		•			
	From:	ECL Portsmouth											
37)Jordan Bridge	City of Chesapeake	0.39 <b>9000 N</b>	94%	0%	1% 29	6 3%	0%	Ν	0.136	F	0.715	9500	
	To	Toll Authority Boundar	īV										
Poindexter St	City of Chesapeake	0.11 <b>9000 G</b>		0%	1% 29	6 3%	0%	С	0.136	F	0.715	9500	
	To	I-464											
Poindexter St	City of Chesapeake	0.56 11000 0	97%	1%	1% 1°	6 0%	0%	F	0.094	F	0.671	11000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:	US 460 Bainbridge Bly				,.	-,-						
	From:	US 460; Poindexter S											
Bainbridge Blvd	City of Chesapeake	0.74 <b>1800 F</b>	92%	1%	2% 29	6 3%	0%	С	0.127	F	0.827	1900	
	То:	SCL Norfolk											
Detained as Divid	From:	NCL Chesapeake	000/	00/	00/ 0/	. 00/	00/	_	0.474	_	0.005	4000	
Bainbridge Blvd	City of Norfolk	0.28 <b>1500</b> 0	93%	0%	3% 2	% 2%	0%	С	0.171	F	0.905	1600	
	To: From:	Main St Bainbridge Blvd											
Main St	City of Norfolk	0.21 <b>5900 6</b>	93%	0%	3% 2	% 2%	0%	F	0.171	F	0.905	6200	
	To:	Liberty St											
	From:	Main St											
₃₇ )Liberty St	City of Norfolk	0.11 <b>4500 G</b>	93%	0%	3% 29	<b>6</b> 2%	0%	F	0.096	F	0.719	4900	
,	To:	State St											

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

		Primary an	a mersia	ite Ko	utes											
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
State St	City of Norfo Combined Traffic Estimates for Parallel		4500 NA	N	93%	0%	3%	2%	2%	0%	N	0.096 NA	F	0.719	4900 NA	N
37)State St	Tool From City of Norfo		Berkley Ave	G			<u></u>					0.113	F	0.683	13000	G
37)(337)Ramp	To: From:	SF	I-464 R 337 State S	St <b>F</b>								0.130	F		6900	F
	To: Proce:		I-464 NB State St													
37 464	City of Norfolk (M Combined Traffic Estimates for 2 Parallel		<b>45000</b> I-264	N	Se 95%	e I-464 0%	for dire	ectional 1 2%	traffic vo 2%	olume e: 0%	stimat N	es for thi 0.094	J	ment. 0.63	51000	N
ALT 37)(264)(460)(Berkley Brid	From City of Norfolk (M	aint: 64) 0.41	I-264 I-464		Se	e I-264	for dire	ectional	traffic vo	olume e:	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	EndLabel	G	93%	1%	1%	1%	5%	0%	F	0.086	Α	0.667	93000	G
37 264 460	City of Norfolk (M Combined Traffic Estimates for 2 Parallel		State St	G	Se 93%	e I-264 1%	for dire	ectional 1	traffic vo	olume e:		es for thi 0.085		ment. 0.508	87000	G
ALT	To: From:	ALT US	S 460 St Pau I-264		3070			1 70	<u> </u>			0.000	•	0.500		
(460)	City of Norfolk (M	. Т	25000 idewater Dr		98%	1%	1%	0%	0%	0%	N	0.084	F	0.782	NA	
37 (264)	L City of Norfolk (M		S 460 St Pau	is bivu		e I-264	for dire	ectional	traffic vo	olume e	stimat	es for thi	s sea	ment.		
37)(204)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	80000 idewater Dr	N	93%	1%	1%	1%	5%	0%	N	0.085	F	0.508	87000	Ν
37) Tidewater Dr	From: City of Norfo	olk 0.63	22000	G	94%	0%	0%	1%	4%	0%	F	0.091	F	0.587	25000	G
	From:	US 460 Bran US 460	Brambleton .													
37 460 Brambleton Ave	City of Norfo	olk 0.10	30000 Church St	G	95%	1%	1%	1%	2%	0%	F	0.077	F	0.595	33000	G
37) 460 Brambleton Ave	City of Norfo	ALT US	<b>20000</b> S 460 St Pau		95%	1%	1%	1%	2%	0%	F	0.079	F	0.573	21000	G
37 Brambleton Ave	From: City of Norfo		25000 Saint Pauls	G Blvd	94%	0%	0%	1%	4%	0%	F	0.084	F	0.579	29000	G
Brambleton Ave	Tod Frame City of Norfo		31000	N	94%	0%	0%	1%	4%	0%	N	0.087	F	0.704	36000	N
337) (58) Brambleton Ave	City of Norfo		337 Par Duke 31000	e St <b>G</b>	94%	0%	<del>_</del> 0%	1%	4%	0%	F	0.087	F	0.704	36000	G

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

			Primary and intersta					Tru	ıck			K		Dir		
Route	Jurisdictio	n	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		Colley Ave		0.40/	00/	20/	40/	40/	00/	_	0.00	_	0.504		
Brambleton Ave	City of Norf	olk	30000	G	94%	0%	0%	1%	4%	0%	F	0.08	F	0.561	NA	
	From:		US 58 US 58 .				-									
337 Brambleton Ave	City of Norf	olk	30000	N	94%	0%	0%	1%	4%	0%	Ν	0.08	F	0.561	NA	
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route: 30000	N								NA			NA	
	To:		Hampton Blv													
337)Hampton Blvd	City of Norf	iolk	US 58 Brambleton 33000	1 Ave G	94%	0%	0%	1%	4%	0%	F	0.079	F	0.639	NA	
337 Hampion Bivu	City of North	UIK		G	94%	076	U 70	1 70	4 70	0%	Г	0.079	Г	0.039	INA	
Llamentan Dhud	To: From		21st Street		0.40/	00/		10/	40/	00/		0.004		0.505	05000	
Hampton Blvd	City of Norf	OIK	0.22 <b>30000</b>	G	94%	0%	0%	1%	4%	0%	F	0.084	F	0.565	35000	G
	To: From:	L	SR 247, 26th S													
Hampton Blvd	City of Norf	olk	0.71 <b>24000</b>	G	94%	0%	0%	1%	4%	0%	F	0.084	F	0.709	28000	G
<u> </u>	To: From:		49th St, Old Dominion													
337 Hampton Blvd	City of Norf	olk	2.07 <b>26000</b>	F	76%	0%	2%	4%	18%	0%	С	0.106	В	0.575	30000	F
$\overline{}$	To: From:		SR 165 Little Cree	ek Rd												
337 Hampton Blvd	City of Norf	olk	0.18 <b>27000</b>	G	94%	0%	0%	1%	4%	0%	F	0.078	F	0.609	32000	G
	Too		SR 406 Terminal	Blvd			$\neg$ $\vdash$									
337) Hampton Blvd	City of Norf	olk	1.94 22000	G	94%	0%	0%	1%	4%	0%	F	0.093	F	0.52	25000	G
	To:		Admiral Taussig													
	From:		Hampton Blvd; Mary			00/		40/	407	00/	_	0.004	_	0.000	00000	_
337 Admiral Taussig Blvd	City of Norf	OIK	0.91 <b>24000</b> I-564	G	94%	0%	0%	1%	4%	0%	F	0.094	F	0.838	29000	G
337)Ramp	City of Norfolk (M	laint: 64)	SR 337 Berkley <b>6500</b>	Ave <b>F</b>								0.130	F		6900	F
337/114111	City of Norion (IV	iaiiii. 64)	I-464 North									0.130	•		0300	'
F+	From:	<u>.                                    </u>	SR 337 E, Portsmou													
East 337 Ramp	City of Chesapeake	(Maint: 64)	0.29 <b>3200</b>	G								0.111	F		3400	G
337)	To:	(	I-664 East									0	•		0.00	<u> </u>
East	Fron:		SR 337 E, Portsmou	ıth Blvd			i									
Ramp	City of Chesapeake	(Maint: 64)	0.28 <b>2200</b>	G								0.085	F		2400	G
	To:		I-664 West													
East ALT	From:		SR 337 E, Portsmou	ıth Blvd												
337)(460)Ramp	City of Portsmouth	(Maint: 64)	0.57 <b>2600</b>	G								0.107	F		2700	G
	To:		I-264 East													
East	From:		SR 337 Poindexto	er St												
337)Ramp	City of Chesapeake	(Maint: 64)	2200	G								0.258	F		2300	G
	То:		I-464 South Collec	tor Rd												
East	From:		SR 337 E, Poindex													
337 Ramp	City of Chesapeake		0.17 <b>1700</b>	G								0.252	F		1800	G
$\sim$	To:		I-464 North													

583

Route	Jurisdiction	Length AADT	QA 4Tire B	Rus	Tru kle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
st	City of Chesapeake (M	SR 337 W, Portsm Maint: 64) <b>5300</b>							0.079	F		5700	,
Ramp	City of Criesapeake (iv	I-664 Eas	G						0.079	Г		5700	(
	Parameter 1									_			
st - Pamp	City of Chesapeake (N	SR 337 W, Portsm Maint: 64) <b>4400</b>	outh Blvd <b>G</b>						0.075	F		4700	
7 Ramp	To:	I-664 Wes							0.073	'		4700	
	From:												
st 7)Ramp	City of Portsmouth (M	SR 337 W, Portsm laint: 64) <b>1400</b>	G G						0.118	F		1500	
7) (11)	To:	I-264 Wes		$\overline{}$					0.110			1000	
st	From:	SR 337 W, Poince								_			
si 7)Ramp	City of Chesapeake (M		G						0.104	F		1900	
7)1141119	To:	I-464 South Colle							0.104			1000	
at at	From:	SR 337 W, Poince								_			
st 7)Ramp	City of Chesapeake (M		G						0.091	F		2800	
7)	To:	I-464 Nort							0.001			2000	
-t	From:	1SR-00337-P(B)/TO WAT											
st 7)Ramp	City of Norfolk (Mair		EKSIDE DKIVE						NA			NA	
7)	To:	IS-00264-W010B(B)/FROM T	TIDEWATER DRIVE										
	From:	IS-00264-E008A(L)/IS-00264-W		7									
7)(264)Ramp	City of Norfolk (Mair		F	-					0.148	F		8700	
7 264 Ramp	To:	1SR-00337-P(L)/122-08592- 0										0.00	
	From:	IS-00264-W(B)/IS-00464-S(L)											
7)(264)Ramp	City of Norfolk (Mai			-264 for c	directional t	raffic vo	lume es	stimate	es for thi	s seg	ment.		
	To:	IS-00264-E008A(L)/IS-00264-											
7 Ramp From Tidewater Dr to I-264 W	City of Norfolk	I-264 W 0.13 <b>NA</b>							NA			NA	
//Hamp From Fidewater Dr to 1-204 W	City of Norion	Tidewater	Dr						INA			INA	
	From:	Ramp to I-26								_			
7)Tidewater Dr	City of Norfolk								NA			NA	
9	To	East City Hall	1 Ava										
7)Tidewater Dr	City of Norfolk		Ave						NA			NA	
1)	To:	Charlotte S	St										
Т	From:	SR 337 Portsmot											
7)Turnpike Rd	City of Portsmou			1% 2%	% 1%	0%	0%	С	0.086	F	0.530	3400	
	T-1							_					
T	From:	US 17 Frederic	k Blvd										
7)Turnpike Rd	City of Portsmou	uth 0.30 <b>6300</b>	<b>G</b> 97% 1	1% 1%	% 1%	1%	0%	F	0.084	F	0.513	6700	
-	To: From:	Howard S	St										
T 7)Turnpike Rd	City of Portsmou			l% 1%	% 1%	1%	0%	C	0.084	Е	0.537	3800	
/ Tumpike nu	Oily of PortSiffor	uth 0.54 <b>3600</b> Harbor D		/0 17	0 170	1 /0	U /o	U	0.004	ľ	0.557	3000	
Т	From:	Cassell Av											
7)Harbor Dr	City of Portsmou			l% 1%	6 1%	1%	0%	F	0.097	F	0.552	4300	
	,												

		Primary an	ia intersta	ale no	utes											
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Trι 3+Axle	-		QC	K	QK	Dir	AAWDT	QW
ALT	From:		County St				ZAXIE	3+Axie	TITAL	ZITali		Factor		Factor		
(337) Harbor Dr	City of Portsn	nouth	5200	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.583	5500	G
001)	To:		High St													
ALT	From:				070/	40/	40/	401	40/	00/	_	0.007	_	0.507	10000	_
337 Harbor Dr	City of Portsm	nouth	12000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.587	13000	G
ALT	From:	ALT US 460	US 58 Overpass: B	erklev I	Bridge											
Waterside Dr/Boush St	City of Norf		18000	G	95%	1%	2%	1%	0%	0%	F	0.101	F	0.610	19000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	G	95%	1%	2%	1%	0%	0%	F	0.101	F	0.606	20000	G
	To		City Hall Ave	e			<u> </u>									
ALT 337 Waterside Dr/Boush St	City of Norf		17000	G	95%	1%	2%	1%	0%	0%	F	0.101	F	0.610	18000	G
337) Waterside Bi/Bodsii ot	Combined Traffic Estimates for 2 Parallel			G	95%	1%	2%	1%	0%	0%	F	0.101	E	0.606	20000	G
	To		37 Bramblet		33 /6	1 /0		1 /0	0 /0	0 70	'	0.101	•	0.000	20000	ч
ALT	From:		337 Waters				Ť									
Ramp	City of Norfolk (M		13000	G								0.166	F		13000	G
1	To:	,	I-264 East													
	From:	US 2	9 Washingto	on St												
338 Hillwood Ave	City of Falls C		8600	G	98%	0%	1%	1%	0%	0%	F	0.104	F	0.537	9200	G
	To:	110-66	509 Annanda	ale Rd												
338 Hillwood Ave	City of Falls C		6700	F	98%	0%	1%	1%	0%	0%	С	0.11	F	0.550	7100	F
	To:	110.	-6799 Cherr	v St			<u> </u>									
338 Hillwood Ave	City of Falls C	•	5700	F	98%	0%	1%	1%	0%	0%	F	0.108	F	0.548	6000	F
0007	To		0-6792 South	- C+												
338 Hillwood Ave	City of Falls C		4700	Γ <b>F</b>	98%	0%	1%	1%	0%	0%	F	0.107	F	0.536	4900	F
330)																
338 Hillwood Ave	Fairfax Cou		L Falls Chur 8000	rcn G	98%	0%	1%	1%	0%	0%	F	0.101	F	0.668	8700	G
338	To:		7 Leesburg I		0070	0 70	$\overline{}$	1 /0	0 /0	0 /0	•	0.101	•	0.000	0700	u
	From:		Lee Jackson													
340 Stuarts Draft Hwy	Augusta Coo		5700	G	96%	1%	1%	1%	2%	0%	С	0.090	F	0.607	5600	G
,	Tor		54 White Hi													
340 Stuarts Draft Hwy	Augusta Coi		12000	G	97%	0%	0%	1%	2%	0%	F	0.089	F	0.53	13000	G
340) Ottain Drain)	To To	-						. , 0	_,,	0,0	•	0.000	•	0.00	.0000	
340 Stuarts Draft Hwy	Augusta Coi	07-608 Tink unty 3.47	13000	Rd; Mai <b>G</b>	n St 97%	0%	0%	1%	2%	0%	С	0.094	F	0.513	14000	G
Oldaris Brait Tiwy	Augusta Ool				31 /6	0 70	0 70	1 /0	270	0 70	J	0.054	•	0.510	14000	ч
340 Stuarts Draft Hwy	Augusts Co.		32 Shalom F 13000	Road <b>G</b>	97%	0%	0%	10/	2%	0%	F	0.088	F	0.512	14000	G
340 Studits Didit Hwy	Augusta Cou				3170	0-76	070	1%	∠ 70	070	Г	0.000	٢	0.512	14000	G
Pagage A.::	To-		L Waynesb		070/	00/	00/	10/	00/	00/		0.007	Г	0.550	16000	
Rosser Ave	City of Wayne	esboro 0.34	15000	G	97%	0%	0%	1%	2%	0%	Г	0.087	F	0.553	16000	G
~~~	To: From:		I-64		2221			221	0-1	221	_		_		05000	_
Rosser Ave	City of Wayne		23000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.557	25000	G
•	10:	Le	w Dewitt Bl	lvd												
2/10/0001			FOF													
5/10/2021			585													

Route	Jurisdiction	Leng	th AADT	04	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	0
Tiouto		ŭ			71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI.	Factor	AAWDI	Q
Rosser Ave	City of Waynesbo		14000	lvd G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.53	15000	
10 Niossel Ave	Oity of Waynesbo	JIO			33 /6	0 /6	1 /0	0 /0	0 /6	0 /6	O	0.004	'	0.55	13000	
Rosser Ave	City of Waynesbo	oro	Northgate Av	G G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.524	9800	
40) 100001 740	ony of waynesse	<i>7</i> 10			0070	0 70		0 70	0 /0	070	•	0.007	•	0.024	0000	
Rosser Ave	City of Waynesbo	oro 0.56	Forrest Dr 9200	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.525	9800	
40) 100001 740	To:		US 250 Main		0070	0 70		0 70	0 /0	070	•	0.000	•	0.020	0000	
~	From:		Rosser Ave)												
Main St	City of Waynesbo	oro 0.38	6300	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.514	6700	
~	To: From:		New Hope R													
Main St	City of Waynesbo	oro 0.35	5000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.504	5300	
~	To: From:		Wayne Ave	;												
Main St	City of Waynesbo	oro 0.14	3500	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.505	3700	
~	To: From:		Arch Ave													
Main St	City of Waynesbo	oro 0.39	4200	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.567	4500	
~	To: From:		US 250 Broad	St			\Box									
40 (250 Main St	City of Waynesbo	oro 0.19	10000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.563	11000	
	To: From:		Main St				\neg \vdash									
Delphine Ave	City of Waynesbo	oro 0.25	11000	G	95%	0%	1%	1%	2%	0%	F	0.09	F	0.549	12000	
~ <u></u>	To: From:		7th St													
Delphine Ave	City of Waynesbo	oro 0.60	11000	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.555	11000	
~ <u></u>	To: From:		Second St				\neg \vdash									
Oelphine Ave	City of Waynesbo	oro 0.81	7900	G	95%	0%	1%	1%	2%	0%	F	0.094	F	0.554	8400	
<i></i>	To- From-		Hopeman Pkw	хy			\neg									
0 Delphine Ave	City of Waynesbo	oro 0.25	9100	G	95%	0%	1%	1%	2%	0%	С	0.095	F	0.587	9700	
~ <u></u>	To	1	NCL Waynesb	oro			\neg									
East Side Hwy	Augusta County	y 4.69	8200	G	95%	0%	1%	1%	2%	0%	F	0.087	F	0.635	8100	
<u> </u>	To	07-612 Cri	imora Mine Rd	l; Crimo	ra Rd		\neg									
East Side Hwy	Augusta County	y 4.66	5100	G	93%	1%	1%	1%	4%	0%	С	0.098	F	0.507	5000	
<i>→</i>	To	07-77	78 N, Patterson	Mill Rd			\neg									
East Side Hwy	Augusta County	y 2.69	5900	G	93%	1%	1%	1%	4%	0%	F	0.098	F	0.559	5800	
→	To:		SCL Grottoe	es.												
East Side Hwy	Town of Grottoes (Mai	nint: 07) 0.05		N	93%	1%	1%	1%	4%	0%	Ν	0.098	F	0.559	5800	
~	To:		kingham Coun	_												
East Side Hway	Town of Grottoos (Ma		ugusta County		0/10/	10/	10/	10/	20/	00/	C	0.005	E	0.561	5500	
East Side Hwy	Town of Grottoes (Mai	aint: 82) 0.46		G	94%	1%	1%	1%	3%	0%	C	0.095	Г	0.561	5500	
Foot Cide Llun	To:	int. 00) 0.47	Cary St		0.407	10/	10/	10/	00/	00/		0.005	_	0.550	F700	
East Side Hwy	Town of Grottoes (Mai	aint: 82) 0.47	7 5800 NCL Grottoe	G	94%	1%	1%	1%	3%	0%	F	0.095	F	0.558	5700	•
	10.		NCL Grouge	20												

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	. (
	From					2Axle	3+Axle	1Trail	2Trail	.,.	Factor		Factor		
East Side Hwy	Rockingham County	NCL Grottes 1.39 5300	G	93%	1%	1%	1%	4%	0%	С	0.099	F	0.570	5300	
,,,,	Tel						.,.	.,.		_		-			
East Side Hwy	Rockingham County	SR 253 Port Repul 8.27 3200	G G	90%	1%	1%	2%	6%	0%	С	0.1	F	0.58	3200	
U Last olde i wy	- F				1 /0	170	270	070	0 70	Ü	0.1	•	0.00	0200	
East Side Hwy	Rockingham County	82-649 Island Ford Rd; E 2.97 4000	G G	Rd 93%	1%	1%	1%	4%	0%	F	0.103	F	0.673	4000	
Last Side Hwy	HOCKINGHAM COUNTY			90 /0	1 /0	1 /0	1 /0	4 /0	0 /6	'	0.103	'	0.073	4000	
~	To- From:	82-754 South Bran		000/	40/		401	40/	00/		0.005		0.540	4000	
East Side Hwy	Rockingham County	2.36 4900	G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.549	4900	
~	To: From:	82-634 Sapling Ric	ige Rd												
East Side Hwy	Rockingham County	0.52 5400	G	93%	1%	1%	1%	4%	0%	F	0.093	F	0.549	5300	
~ <u></u>	Toe From:	SCL Elkton													
S Stuart Ave	Town of Elkton (Maint: 82)	5400	N	93%	1%	1%	1%	4%	0%	Ν	0.093	F	0.549	5300	
~	. To:	US 33				$ \vdash$									
Bus 10 33 S Stuart Ave	Town of Elkton (Maint: 92)		N	93%	1%	1%	1%	4%	0%	N	0.093	F	0.549	5300	
33 S Stuart Ave	Town of Elkton (Maint: 82)	5400	14	3070	170	1 70	1 /0	4 70	U 70	IN	0.083	Г	0.349	5500	
~~~	To	Bus US 33		0761	4-1		061	061	061		0.000	_	0.01-	7.00	
N Stuart Ave	Town of Elkton (Maint: 82)	0.19 <b>7400</b>	N	97%	1%	1%	0%	2%	0%	N	0.089	F	0.615	7400	
^	To: From	Spottswood A	ve			<u> </u>									
N Stuart Ave	Town of Elkton (Maint: 82)	0.59 <b>7400</b>	G	97%	1%	1%	0%	2%	0%	С	0.089	F	0.615	7400	
	To- From:	NCL Elkton, 82-1706 She	enandoah	Ave		$\neg$ $\vdash$									
Stuart Ave	Rockingham County	3.30 <b>5700</b>	G	97%	1%	1%	0%	2%	0%	F	0.084	F	0.595	5700	
	To:	Page County L													
Third Ct	From:	Rockingham Coun	_	070/	10/	10/	00/	00/	00/	_	0.007	_	0.500	FF00	
Third St	Page County	1.02 <b>5500</b>	G	97%	1%	1%	0%	2%	0%	F	0.087	F	0.569	5500	
<u>~</u>	To: From:	SCL Shenando										_			
(0)	Town of Shenandoah (Maint: 69)	1.22 <b>5500</b>	N	97%	1%	1%	0%	2%	0%	N	0.087	F	0.569	5500	
	To: From:	69-706 Junior A	Ave												
Fifth St	Town of Shenandoah (Maint: 69)	0.65 <b>6300</b>	G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.562	6200	
<u> </u>	To	NCL Shenando	ah												
40)	Page County	2.57 <b>6300</b>	N	96%	0%	1%	1%	2%	0%	Ν	0.086	F	0.562	6200	
ے	To:	69-650 River R	oad												
$\sim$	From:	69-650 Grove Hill F		2221			4.57		0-1	_		_		4000	
40)	Page County	4.33 <b>4900</b>	G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.501	4900	
	To: From:	Bus US 340													
(0)	Page County	3.16 <b>4700</b>	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.606	4700	
	To:	US 211 Lee High	nway												
10 (211 Lee Highway	Page County	5.46 <b>7500</b>	G	95%	1%	1%	10/	20/	00/	С	0.095	F	0.503	7400	
10 (211) Lee Highway	rage County			3070	170	1 70	1%	2%	0%	U	0.085	Г	0.303	7400	
~~~	To- From:	WCL Luray		0561	4-1		461	061	061		0.000	_	0.505	16005	
40 211 Lee Highway	Town of Luray (Maint: 69)	0.36 13000	G	95%	1%	1%	1%	2%	0%	F	0.083	F	0.535	13000	
	10.	BUS US 211													
/2021		587													

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

Route	Jurisdiction	Length AADT	QΔ	4Tire	Bus	T			QC	K	QK	Dir	AAWDT	C
	Tanioulotion				243	2Axle 3+Axl	e 1Trail	2Trail	40	Factor	QI.	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•
340)(211)Lee Highway	Town of Luray (Maint: 69)	0.69 7000	G G	96%	0%	 1% 1%	2%	0%	С	0.083	F	0.530	7000	(
340 (211) Lee Flighway	Town of Euray (Maint: 00)			30 /0	0 70	170 170	270	0 70	O	0.000	'	0.550	7000	•
340 (211) Lee Highway	Page County	0.53 CL Luray	N	96%	0%	1% 1%	2%	0%	N	0.083	F	0.530	7000	
340 (211) Lee riigiway	r age obuity		- 11	30 70	0 70	176 176	270	0 70	14	0.000	'	0.550	7000	
340 (211) Lee Highway	Town of Luray (Maint: 69)	CL Luray 0.56 7000	N	96%	0%	1% 1%	2%	0%	N	0.083	F	0.530	7000	
340 (211) Lee riigilway	To:	S RT 211	IN	30 /6	0 76	176 176	2 /0	0 /6	IN	0.003	'	0.550	7000	
	From:	US 211												
N Broad St	Town of Luray	5300	G	97%	0%	1% 1%	1%	0%	С	0.085	F	0.538	5300	
~	To From	NCL Luray	/											
Stonewall Jackson Memorial Hwy	Page County	0.21 5300	N	97%	0%	1% 1%	1%	0%	Ν	0.085	F	0.538	5300	
~	To:	69-731 Collins												
Stangual Jackson Mamorial Hung	From:	69-731 Collins 1.03 5700		97%	0%	I 1% 1%	1%	0%	F	0.084	F	0.563	5600	
Stonewall Jackson Memorial Hwy	Page County	1.03 5700	G	9170	0%	176 176	1 70	076	Г	0.064	Г	0.565	3600	
~~~	From	69-648 Sandy Hoo		070/	00/	10/ 10/	401	00/		0.000		0.01	1000	
Stonewall Jackson Memorial Hwy	Page County	5.93 <b>4800</b>	G	97%	0%	1% 1%	1%	0%	F	0.089	F	0.61	4800	
~~~	To- From:	69-662 Rileyvil												
Stonewall Jackson Memorial Hwy	Page County	4.06 4000	G	97%	0%	1% 1%	1%	0%	F	0.088	F	0.704	4000	
~	To: From:	Warren County Page County I												
340 Stonewall Jackson Hwy	Warren County	2.46 9200	F	98%	1%	1% 1%	0%	0%	F	0.096	F	0.707	9200	
,	Tod													
Stonewall Jackson Hwy	Warren County	93-613 N, Bentonville B 5.30 6600	F F	97%	0%	1% 0%	1%	0%	F	0.097	F	0.642	6600	
340 Storiewan Gadrison Tiwy	wanen county			07 70	0 70		170	0 /0	•	0.007	•	0.042	0000	
Stonowall Jackson Hung	Worren County	93-607 Rocky		0 E0/	1%	1% 2%	11%	0%	С	0.097	F	0.642	8100	
Stonewall Jackson Hwy	Warren County	2.77 8100	F	85%	1 70	1% 2% 	1170	076	C	0.097	Г	0.042	0100	
~~~	From:	93-619 Rivermo		000/	40/	10/ 10/	401	00/		0.004		0.500	1 1000	
Stonewall Jackson Hwy	Warren County	0.84 <b>13000</b>	F	96%	1%	1% 1%	1%	0%	F	0.091	F	0.599	14000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	SCL Front Ro	_											
South Royal Ave	Town of Front Royal	0.31 15000	F	98%	1%	1% 0%	0%	0%	С	0.088	F	0.638	16000	
~	To: From:	SR 55 South	St											
340 55 South Royal Ave	Town of Front Royal	0.40 14000	F	98%	1%	1% 0%	0%	0%	F	0.086	F	0.564	15000	
~ _	To	E Main St												
North Royal Ave	Town of Front Royal	0.57 12000	F	98%	0%	1% 0%	0%	0%	С	0.084	F	0.509	13000	
	Tot	6th St												
340 (55) North Royal Ave	Town of Front Royal	0.25 13000	F	99%	0%	0% 0%	0%	0%	С	0.088	F	0.516	14000	
,														
340 (522) (55) North Royal Ave	Town of Front Royal	US 522, 8th 19000	St F	99%	0%	1% 0%	0%	0%	С	0.085	F	0.505	21000	
340 522 55 North Royal Ave	To:	14th St		00 /0	0 /0	1,0 0,0	J /0	0 /0	J	0.000		0.000	21000	
	From:	North Royal A	Ave											
340 (522) (55) 14th St		21000	F	97%	0%	2% 0%	0%	0%	С	0.083	F	0.504	23000	
~~~	To:	Shenandoah A	Ave											
6/10/2021		588												

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

Doute	luviadiation	Longth	AADT	^^	4Tiro	Dua		Tru	ıck		00	K	ΟK	Dir	AAMDT	- ~
Route	Jurisdiction	Length		QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Ċ
Characadach Aus	From:		14th St		000/	10/	10/	10/	10/	00/	_	0.001	_	0.500	07000	
Shenandoah Ave	Town of Front Royal	0.34	26000	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.523	27000	
~~~~	From		Front Royal									2 2 2 4				
552 Shenandoah Ave	Warren County	0.45	26000	N	96%	1%	1%	1%	1%	0%	N	0.091	F	0.523	27000	
~~~	To: From:		R 55 West													
)(522)Shenandoah Ave	Warren County	0.22	27000	N	97%	0%	1%	0%	1%	0%	N	0.087	F	0.554	29000	
	To: From:	Old NO	CL Front Ro	yal			$\neg$ $\vdash$									
0)(522)Winchester Rd	Warren County	0.83	27000	F	97%	0%	1%	0%	1%	0%	С	0.087	F	0.554	29000	
	To		I-66													
0 ∫ 522 Winchester Rd	Warren County	1.28	19000	G	88%	1%	1%	2%	9%	0%	С	0.086	F	0.521	20000	
0)(322)	T-								- , -	- , -	_			****		
0)(522)Winchester Rd	Warren County		7 Reliance F 14000	G G	85%	1%	1%	2%	11%	0%	С	0.085	F	0.522	15000	
10 522 Windlester Hu	wanen county			<u>u</u>	05 /6	1 /0	1 /0	∠ /0	11/0	0 /6	C	0.003	'	0.522	13000	
~~~ <u>-</u>	To: From:		93-802													
(522) Winchester Rd	Warren County	0.30	4900	F	97%	0%	1%	0%	1%	0%	С	0.076	F		5000	
	To: From:		ick County L en County Li													
Winchester Rd	Warren County		4900	F	97%	0%	1%	0%	1%	0%	С	0.076	F		5000	
0 522 Winchester Rd	To:		en County Li		01 /0	0 /0		0 /0	1 /0	0 70	J	0.070	•		0000	
	From:		ick County L													
Winchester Rd	Warren County	0.39	4900	F	97%	0%	1%	0%	1%	0%	С	0.076	F		5000	
	To:		ick County L													
~~~	From:		en County Li								_		_			
(522)Winchester Rd	Warren County	0.30	4900	F	97%	0%	1%	0%	1%	0%	С	0.076	F		5000	
	To: From:		en County Li													
10) 522 Winchester Rd	Warren County	0.16	4900	F	97%	0%	1%	0%	1%	0%	С	0.076	F		5000	
0)(522) Willonester Hu	To:		e County Lin		01 /0	0 /0		0 70	1 /0	0 70	J	0.070	•		0000	
	From:		en County Li													
522 Stonewall Jackson Hwy	Warren County	1.79	4900	F	97%	0%	1%	0%	1%	0%	С	0.076	F		5000	
	To	US 522 I	Double Toll	Gate												
Lord Fairfax Hwy	Clarke County	2.09	7600	G	92%	1%	1%	1%	6%	0%	С	0.092	F	0.656	7500	
,	To															
Lord Fairfax Hwy	Clarke County	1.83	7800	G	92%	1%	1%	1%	6%	0%	F	0.09	F	0.646	7700	
Lord Famax Hwy	Clarke County	1.00	7000	G	3Z /0	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.03	'	0.040	7700	
~ <b>-</b>	To: From:		South of Bo	•			. <b>⊢</b>									
Cord Fairfax Hwy	Clarke County	1.19	8100	G	91%	1%	1%	1%	6%	0%	С	0.095	F	0.642	8000	
	To: From:	S	CL Boyce													
Lord Fairfax Hwy	Town of Boyce (Maint: 21)	0.81	8100	N	91%	1%	1%	1%	6%	0%	Ν	0.095	F	0.642	8000	
	To	N	CL Boyce													
Lord Fairfax Hwy	Clarke County		8100	N	91%	1%	1%	1%	6%	0%	N	0.095	F	0.642	8000	
10)	To		55 Old Chap		0.70	. 70		. /0	0 / 0	0 /0		0.000		0.012	2300	

589

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

Pouto	luriadiation	Longth AADT	0.4	4Tiro	Buo		Tru	ck		00	K	OK	Dir	AAWDT	. ^
Route	Jurisdiction	Length <b>AADT</b>		4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
1 and Falistan I have	From:	SR 255 Bishop Me		040/	40/	40/	40/	00/	00/	_	0.000	_	0.500	0.400	
O Lord Fairfax Hwy	Clarke County	2.99 <b>9400</b>	G	91%	1%	1%	1%	6%	0%	F	0.092	F	0.592	9400	
~~~	From	SCL Berryvi		040/	40/		401	00/	00/		0.000		0.500	0.400	
S Buckmarsh St	Town of Berryville (Maint: 21)	0.51 9400	N	91%	1%	1%	1%	6%	0%	N	0.092	F	0.592	9400	
~	To- From:	Bus SR 7 Mai													
N Buckmarsh St	Town of Berryville (Maint: 21)	0.45 8800	G	91%	1%	1%	1%	6%	0%	F	0.09	F	0.55	8800	
~	To: From:	NCL Berryvi	lle												
Lord Fairfax Highway	Clarke County	0.24 8800	N	91%	1%	1%	1%	6%	0%	Ν	0.09	F	0.55	8800	
	To	SR 7													
OLord Fairfax Hwy	Clarke County	1.29 16000	G	88%	1%	1%	1%	9%	0%	F	0.084	F	0.58	15000	
<u> </u>	To	21-611 Summit P	oint Rd												
Lord Fairfax Highway	Clarke County	2.82 12000	A	88%	1%	1%	1%	9%	0%	С	0.109	Α	0.551	13000	
	To:	West Virginia Sta	te Line												
~	From:	Maryland State													
Jo Jefferson Pike	Loudoun County	0.57 25000	G	88%	1%	1%	1%	9%	0%	F	0.091	F	0.646	24000	
	To:	West Virginia Sta	te Line												
→ -	From:	US 340 Ran													
Ramp	Augusta County	0.30 5000	G								0.099	F	0.569	5000	
	103	I-64 East													
~	From:	US 340 Ran	•								0.000	_		5000	
Ramp	Augusta County	0.19 5300	G								0.090	F		5300	
		I-64 West													
th Down	Augusta County	US 340 TO I-64									0.103	F		2700	
Ramp	Augusta County	0.03 2700 US 340-S012A US 340- 12	G	4 DT 2							0.103	г		2700	
rth	Augusta County	US 340 I-64-W094A FRO 0.04 5200	<u>М & ТС</u> G	IS 64							0.095	F	0.593	5200	
Ramp	Augusta County	US 340-S012B US 340- 12		1 DT 3							0.033	'	0.595	3200	
	From														
_{uth} ₄₀ Ramp	Augusta County	US 340 I-64-E094A FRO 0.04 2300	<u>м & 10</u>	15 64							0.095	F		2300	
o Tramp	To:	US 340-N012A US 340- 1		ART 3							0.000	'		2000	
, the	From	US 340 TO I-64		TRI 5											
_{uth} ₁₀ }Ramp	Augusta County	0.06 3200	G								0.091	F		3200	
o) namp	To:	US 340-N012B US 340- 1		ART 3							0.001	•		0200	
0	From:	US 340	2 1101												
us LO	Page County	0.20 3800	N	94%	1%	1%	1%	3%	0%	N	0.086	F	0.641	3700	
40)	To:	69-615		3173	1,0		1 /0	0,0	0,0	.,	3.000		3.0 . 1	0,00	
JS	From:	69-615 Riverber	nd Rd												
Stonewall Jackson Memorial Highway	Page County	3.80 3800	G	94%	1%	1%	1%	3%	0%	С	0.086	F	0.641	3700	
~	To:	SCL Stanle	v												

590

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

Route	Jurisdiction	Lenath	AADT QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	- (
						2Axl	e 3+Axle	1Trail	2Trail		Factor		Factor		
}	Town of Stanley (Maint: 69)	2.08	SCL Stanley N	94%	1%	1%	1%	3%	0%	N	0.086	F	0.641	3700	
	Town of Startley (Maint. 69)			34 /0	1 /0	1 /0	1 /0	3 /0	0 /6	IN	0.000	•	0.041	3700	
3	To: From:		NCL Stanley												
	Page County	1.99	3800 N	94%	1%	1%	1%	3%	0%	Ν	0.086	F	0.641	3700	
	To:		69-632 Stanley												
Stonewall Jackson Memorial Highway	Page County	3.73	9-632 Alans Rd 5100 G	98%	0%	. 1%	0%	1%	0%	С	0.086	F	0.624	5000	
Storiewan dackson Memorial Highway	r age County	5.75		30 /6	0 76	1 /0	0 /6	1 /0	0 78	O	0.000	•	0.024	3000	
	To: From:		SCL Luray												
Virginia Ave	Town of Luray	0.09	5200 G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.637	5200	
	To		Linden Ave												
S Virginia Ave	Town of Luray	0.52	4900 G	97%	0%	1%	0%	1%	0%	С	0.089	F	0.551	4900	
y viigilia Ave		0.52		31 /6	0 /6	1 /0	0 /6	1 /0	0 /6	C	0.003	•	0.551	4300	
6	To: From:		Bus US 211												
Broad St	Town of Luray	0.54	5100 G	97%	1%	1%	1%	1%	0%	С	0.082	F	0.506	5000	
	To:		US 211												
	From:	SF	R 360 Bethel Rd												
4)Scottsburg Rd	Halifax County		960 G	87%	2%	3%	3%	5%	0%	С	0.095	F	0.5	970	
	To: From:	N	ICL Scottsburg												
4)	Town of Scottsburg (Maint: 41)		960 N	87%	2%	3%	3%	5%	0%	Ν	0.095	F	0.5	970	
	To- Front	41-72	20 Green Level Rd												
4)McDonald Rd	Town of Scottsburg (Maint: 41)		740 G	81%	1%	2%	11%	4%	0%	С	0.091	F	0.543	750	
9	To	F	ECL Scottsburg												
4)	Halifax County		740 N	81%	1%	2%	11%	4%	0%	Ν	0.091	F	0.543	750	
9	To	Ctornet	ton River State Parl												
4)McDonald Rd	Halifax County	Staum	150 G	97%	0%	0%	1%	3%	0%	С	0.116	F	0.818	150	
4)	To:		End of Route	0.70	0,0		. , 0	0,0	0,0	ŭ	00	•	0.0.0		
	From:		360 Mountain Rd												
9 Edmunds Blvd	Town of Halifax (Maint: 41)	0.12	560 G	98%	1%	1%	1%	0%	0%	С	0.152	F	0.519	590	
9	To:	U	JS 501 Main St												
	From:	US 6	60 Huntington Ave												
(1) 39th St	City of Newport News	0.64	4200 G	95%	2%	2%	1%	0%	0%	F	0.126	F	0.704	4400	
)	To		Marshall Ave												
1)39th St	City of Newport News	0.87	8700 G	95%	2%	2%	1%	0%	0%	С	0.126	F	0.704	9300	
9	Tool														
Pembroke Ave	City of Hampton	0.36	7500 G	95%	2%	2%	1%	0%	0%	F	0.126	F	0.704	8000	
1). 55.616 / 115	- F			00 /0	2 /0		1 /0	0 /0	0 /0	,	0.120		0.704	5000	
Dombroko Avo	City of Llamonton		7025 Aberdeen Rd	050/	00/	00/	10/	00/	00/	Г	0.110	г	0.670	0000	
1 Pembroke Ave	City of Hampton	1.17	7700 G Powhatan Pkwy	95%	2%	2%	1%	0%	0%	F	0.113	F	0.679	8200	
		Р	Ownatan PKWy												

591

		Primary and Intersta												
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus				QC	K	QK	Dir	AAWDT	
						2Axle 3+A	xle 1Trai	l 2Trail		Factor		Factor		
7	From:	Powhatan Pkw		0==/	121			221	_		_		0.400	
Pembroke Ave	City of Hampton	1.52 8500	G S	97%	1%	1% 19	6 0%	0%	С	0.121	F	0.720	9100	
	To: From:	Settlers Landing	Rd											
Pembroke Ave	City of Hampton	0.14 8700		97%	1%	1% 1%	0%	0%	F	0.119	F	0.661	9300	
	To	Lasalle Ave												
Pembroke Ave	City of Hampton	0.73 6700		97%	2%	1% 0%	6 0%	0%	С	0.112	F	0.677	7100	
ST) I CHIDIONE AVE	Oity of Flampton	0.70 0700	ч ·	37 /0	2 /0		5 076	0 70	O	0.112	•	0.011	7 100	
	To: From:	SR 134 Armistead												
Pembroke Ave	City of Hampton	1.41 8600	G S	98%	1%	1% 0%	0%	0%	С	0.136	F	0.706	9200	
	To	US 258 Mercury	Blvd											
Pembroke Ave	City of Hampton	0.20 11000		98%	1%	1% 0%	0%	0%	F	0.097	F	0.664	11000	
	, ,													
Dambroka Ava	City of Homoston	Woodland Rd		000/	10/	10/ 00	00/	00/		0.000		0.511	10000	
Pembroke Ave	City of Hampton	1.10 9600	G S	98%	1%	1% 0%	6 0%	0%	С	0.083	F	0.511	10000	
	To: From	SR 169 W, Old Buck	kroe Rd											
169 Pembroke Ave	City of Hampton	0.60 2200	G S	97%	1%	2% 0%	0%	0%	С	0.09	F	0.625	2400	
	To:	SR 169 E, Mallor	ry St											
Pembroke Ave	City of Hampton	0.07 2200		97%	1%	2% 0%	6 0%	0%	N	0.09	F	0.625	2400	
T) CINDIONE AVE	To:	Second St	- 11	<i>31 7</i> 0	1 /0		5 076	0 /0	14	0.00	•	0.023	2400	
	From:													
Ot Obadaa Dd		US 421		070/	10/	00/ 00	10/	00/	0	0 111	_	0.570	1000	
St Charles Rd	Lee County	2.13 1300	G S	97%	1%	0% 0%	5 1%	0%	С	0.111	F	0.572	1300	
	To: From:	SCL Saint Char	les			—								
52)	Lee County	0.27 1300	N S	97%	1%	0% 0%	1%	0%	Ν	0.111	F	0.572	1300	
	То:	52-634 Bunny Blu	ie Rd											
	From:	Parking Lot; 13th	h St											
Duvall St	City of Richmond (Maint: 43)	4200		99%	1%	0% 0%	0%	0%	С	0.114	F	0.596	4400	
	To:	8th Street												
	From	End of Route	`			Ī								
River Rd	Lancaster County	3.64 340		96%	1%	 1% 19	s 1%	0%	С	0.095	F	0.559	340	
111101111	Editodator County	0.04 040	•	0070	1 70		3 170	0 /0	J	0.000	•	0.000	040	
	From:	51-604 Ottoman Ferr							_					
River Rd	Lancaster County	3.62 2100	F S	94%	1%	1% 3%	2%	0%	С	0.092	F	0.524	2100	
	To: From:	SR 201 White Chap	pel Rd											
River Rd	Lancaster County	4.10 1000	F 9	98%	0%	1% 0%	0%	0%	С	0.099	F	0.545	1000	
	To	51 (00 M . w)	D.1											
Pivor Pd	Lancaster County	51-622 Morattico 2.17 910		97%	0%	2% 0%	s 1%	0%	С	0.089	F	0.582	900	
River Rd	Lancaster County			JI /0	0 %		D 170	U 70	C	0.009	Г	0.362	900	
		SR 3 Historyland												
	From:	US 33; Staples Mi		204:	161				_		_			
6 Hilliard Rd	Henrico County	0.67 14000	G S	98%	1%	1% 0%	1%	0%	F	0.104	F	0.597	14000	
	Ta: From:	Thornrose Ave	e											
	Henrico County			98%	1%	1% 0%	1%	0%	С	0.109	F	0.587	13000	
56)Hilliard Rd	ricinico ocunty													
Hilliard Rd	To:	Hermitage Rd												

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

Route	Jurisdiction	Length AADT C	A 4Tire	Bus	T			QC	_ K	QK	Dir	AAWDT	Q
	From:	Hermitage Rd			2Axle 3+Axle	e i i raii	21raii		Factor		Factor		
56)Hilliard Rd	Henrico County		G 98%	1%	1% 0%	1%	0%	F	0.107	F	0.554	17000	(
9	To:	SR 161; Lakeside Av	ve										
	From:	Colonial Pkwy											
59)Jamestown Festival Parkway	James City County	0.34 1200	G 96%	0%	3% 0%	0%	0%	С	0.15	F	0.680	1300	(
9	To:	SR 31 Jamestown R	d										
Bus	From:	N Main St											
60 58 River St	City of Danville	0.64 15000	G 93%	1%	1% 1%	5%	0%	F	0.089	F	0.514	15000	
	Too	Old Halifax Rd											
Bus Counth Doctor Dd	City of Domillo		000/	10/	10/ 10/	F0/	00/	_	0.005	_	0.50	1 4000	
60 58 South Boston Rd	City of Danville	1.24 14000	G 93%	1%	1% 1%	5%	0%	F	0.085	F	0.53	14000	(
~ ~	To: From:	US 29 Danville Express											
60) (58) South Boston Rd	City of Danville	0.90 24000	G 84%	1%	1% 2%	13%	0%	F	0.085	F	0.517	25000	
~ ~	To: From:	Kentuck Rd											
60 58 South Boston Rd	City of Danville	1.98 18000	G 84%	1%	1% 2%	13%	0%	F	0.083	F	0.512	18000	
	Top	ECL Danville											
60 58 Philpott Rd	Pittsylvania County		G 84%	1%	1% 2%	13%	0%	F	0.078	F	0.515	11000	
00 (00)	To												
60 (58) Philpott Rd	Pittsylvania County	SR 62 3.32 7000	A 84%	1%	1% 2%	13%	0%	С	0.102	Α	0.552	7400	
Philpott Rd	To:	Halifax County Line		1 /0	1/6 2/6	10 /6	0 /6	U	0.102	^	0.552	7400	
	From:	Pittsylvania County L											
60) (58) Philpott Rd	Halifax County	3.48 6500	F 84%	1%	1% 2%	13%	0%	F	0.081	F	0.526	6800	
	To	SR 119 Delila											
60) (58) Philpott Rd	Halifax County	6.58 6400	F 84%	1%	1% 2%	13%	0%	F	0.085	F	0.502	6700	
30) (36)	To:	41-658 Turbeville Rd; Me			<u> </u>						****	5.00	
	From:	41-658											
60) (58) Philpott Rd	Halifax County	9.25 7800	A 84%	1%	<u>1</u> % 1%	13%	0%	С	0.104	Α	0.568	8200	
~	To:	US 501 Huell Mathews	Hwy										
Dill Tuels Lluns	Town of South Poston (Maint, 41)	US 501 Riverdale	0.40/	10/	10/ 10/	100/	00/	_	0.000	_	0.557	0700	
60 58 Bill Tuck Hwy	Town of South Boston (Maint: 41)	0.18 9500	G 84%	1%	1% 1% 	13%	0%	F	0.083	F	0.557	9700	
~ ~	To: From:	CL South Boston											
60) (58) Bill Tuck Hwy	Town of South Boston (Maint: 41)		N 84%	1%	1% 1%	13%	0%	N	0.083	F	0.557	9700	
~ ~	To: From:	E US 58											
60 John Randolph Blvd	Halifax County	US 58 E, Bill Tuck H 0.45 9600	wy G 90%	0%	1% 1%	8%	0%	F	0.088	F	0.507	9500	
bu journ landolph Biva	Trainax Oddiny			0 /0	170 170	0 /0	0 /0		3.000		5.507	0000	
laha Dandalah Disd	Tours of Courts Doctors (Maint, 44)	SCL South Boston		00/	10/ 10/	00/	00/		0.000		0.507	0500	
John Randolph Blvd	Town of South Boston (Maint: 41)	0.16 9600	G 90%	0%	1% 1%	8%	0%	F	0.088	F	0.507	9500	
~	To: From:	SR 304 Seymour D											
3 John Randolph Blvd	Town of South Boston	0.52 9200	G 90%	0%	1% 1%	8%	0%	F	0.089	F	0.520	9000	(
~	To: Cross	SR 34 Hodges St											
60 John Randolph Blvd	Town of South Boston		G 90%	0%	1% 1%	8%	0%	F	0.085	F	0.508	10000	
,		Hamilton Blvd											

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

		Primary and inters													
					_		Tru	ick			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Avla	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	P					ZAXIE	3+Axie	TITALI	ZIIali		i actor		i actor		
~	T (O II D (III)	Hamilton B		0001						_		_		0.400	
60 John Randolph Blvd	Town of South Boston (Maint: 41)	0.09 9600	G	90%	0%	1%	1%	8%	0%	F	0.098	F	0.677	9400	(
→	To	ECL South Bo	a a t a m												
lamas D Haggad Hung	Holifox County			000/	00/	10/	10/	00/	00/	F	0.005	_	0.607	6600	
60 James D Hagood Hwy	Halifax County	1.43 6500	F	90%	0%	1%	1%	8%	0%	г	0.095	F	0.607	6600	l
<i>~</i>	To:	41-716 W Dan River													
~~	From:	41-716 W Pan River	Church R												
60 James D Hagood Hwy	Halifax County	5.28 6100	G	90%	0%	1%	1%	8%	0%	F	0.089	F	0.523	6000	(
~	To	GD 260 D 4	1.0.1												
~	From	SR 360 Bethe													
3 James D Hagood Hwy	Halifax County	2.40 6900	F	90%	0%	1%	1%	8%	0%	F	0.089	F	0.576	7000	
\sim	To:	41 (07 D - 4 Cl-	1 D	1											
~ D d	From	41-607 Rodgers Ch	•		00/	10/	40/	00/	00/	_	0.000	_	0.505	5000	
)James D Hagood Hwy	Halifax County	2.79 5100	F	90%	0%	1%	1%	8%	0%	F	0.089	F	0.535	5200	
~~	To:	SR 92 South of	Clover												
~ ~	From:	SR 92 South of Clove	er Clover l	Rd											
60 James D Hagood Hwy	Halifax County	2.73 4500	F	90%	0%	1%	1%	8%	0%	F	0.087	F	0.514	4600	
	To:	Charlotte Count	ty Line												
	From:	Halifax County	-												
60 Kings Hwy	Charlotte County	1.73 4900	G	90%	0%	1%	1%	8%	0%	F	0.086	F	0.511	4800	
60 Julia 1 my	Chanotic County	1.70 4900	G	30 /0	0 /0	1 /0	1 /0	0 /0	0 70	•	0.000		0.511	4000	
~	To	SR 92 JEB Stua	rt Hwy			_									
60 Kings Hwy	Charlotte County	4.64 3400	Ğ	90%	0%	1%	1%	8%	0%	F	0.083	F	0.514	3300	(
30)90)				0070	0,0	. , , ,	. , 0	0,0	0,0	•	0.000	•	0.0	0000	
	To: From:	W US 15				_									
60 (15) Kings Hwy		3.88 4700	G	80%	1%	1%	1%	16%	1%	F	0.082	F	0.537	4600	(
30) (19)															
~ ~~	To: From:	SR 47 Krafton	Gate												
60 (15) Kings Hwy	Charlotte County	6.60 4700	G	80%	1%	1%	1%	16%	1%	F	0.085	F	0.571	4600	(
	_														
~ ~	From	S US 15 BU				-									
60 15 Kings Hwy	Charlotte County	3.36 4400	G	84%	1%	1%	1%	13%	0%	F	0.087	F	0.568	4300	(
\rightarrow	To	OD 40 W	***												
~~	From:	SR 40 Keysy													
60 (15) Kings Hwy		5500	G	90%	0%	1%	1%	8%	0%	F	0.084	F	0.564	5400	(
~ ~ ·	To	E HC 15													
~\Vince I had	Charlette County	E US 15		000/	00/	10/	10/	00/	00/		0.000		0.507	4700	
60 Kings Hwy	Charlotte County	1.69 4800	G	90%	0%	1%	1%	8%	0%	F	0.083	F	0.507	4700	(
~	To:	Prince Edward Co													
~~	From:	Charlotte Coun	ty Line												
60 Kings Hwy	Prince Edward County	2.23 4200	F	98%	0%	1%	0%	1%	0%	С	0.09	F	0.603	4200	
~	From:	55-701 Brucevi													
60 Kings Hwy	Prince Edward County	3.13 4200	F	99%	0%	1%	0%	0%	0%	С	0.09	F	0.609	4300	
	Tec	72.720.14 °	1. F.												
~	From	73-728 Moores Or						221	221	_		_	0.015	1005	
Kings Hwy	Prince Edward County	0.26 4100	F	93%	1%	2%	2%	3%	0%	С	0.088	F	0.618	4200	
	To	72.620 E	-4- D 1												
~	From:	73-630 Free St		00::			00:			_		_	0.00:	4.5.5.	
60 Kings Hwy	Prince Edward County	3.09 4200	F	92%	2%	2%	2%	2%	0%	С	0.087	F	0.691	4300	
~	To	73-696 Green F	Pov D4												
~	From:			0051	0=1		461	00.	0-1		0.400		0.01=	4.00	
60 }	Prince Edward County	5.56 4100	Α	90%	0%	1%	1%	8%	0%	C	0.103	Α	0.615	4100	

594

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

Route	Jurisdiction	Length AADT	ΩΔ	4Tire	Rus		Truck-			QC	K	QK	Dir	AAWDT	O)
1.0010	Carloadelleri			11110		2Axle 3+	Axle 1T	rail 2	Trail		Factor	<u> </u>	Factor		
60 Patrick Henry Hwy	Nottoway County	Prince Edward Co 1.12 4200	unty Line F	90%	0%	1 % 1	% 8'	2/2	0%	F	0.087	F	0.634	4300	F
attick Fierry Fiwy	Notioway County			30 70	0 70		/0 U	/0	0 70	•	0.007		0.004	4000	
	Nottoway County	67-621 Burkes Ta 0.44 4000	avern Rd G	82%	1%	1% 2	2% 13	%	0%	С	0.079	F	0.613	4000	(
360	Notioway County		<u> </u>	02 /6	1 /0	1 /0 Z	./0 10	70	0 /6	U	0.073	'	0.013	4000	
360 (460)	Nottoway County	0.14 10000	F	90%	0%	1% 1	% 8'	% (0%	F	0.088	F	0.578	10000	F
(100)	То	WCL Burke	ville												
360 (460)	Town of Burkeville (Maint: 67)	1.06 10000	N	90%	0%	1% 1	% 8	%	0%	N	0.088	F	0.578	10000	1
	Tai	Bus US 46	50												
360 (460)	Town of Burkeville (Maint: 67)	0.08 12000	F	90%	0%	1% 1	% 8	% (0%	F	0.087	F	0.565	12000	ı
	To	ECL Burkey	ille												
360 (460)	Nottoway County	0.35 12000		90%	0%	1% 1	% 8	%	0%	Ν	0.087	F	0.565	12000	1
~	To- From	US 460 East Colonia	al Trail Hw	y											
East Patrick Henry Hwy	Nottoway County	0.23 3400	F	92%	1%	1%	% 5	%	0%	F	0.086	F	0.52	3400	
~	To- From	67-723 Lewiston	Plank Rd												
East Patrick Henry Hwy	Nottoway County	2.46 4300	G	92%	1%	1% 1	% 5	%	0%	F	0.084	F	0.513	4300	(
~	To- From	SR 49 Watsons V	Wood Rd			<u> </u>									
60 East Patrick Henry Hwy	Nottoway County	4.17 5600	F	92%	1%	<u>1</u> % 1	% 5	%	0%	F	0.089	F	0.525	5700	
~ <u></u>	To: From:	Amelia County Nottoway County													
Patrick Henry Hwy	Amelia County	0.49 6100	G G	92%	1%	I 1% 1	% 5	% (0%	F	0.078	F	0.571	6100	
, ,	To	SR 307 Holly Fa													
Patrick Henry Hwy	Amelia County	8.55 12000		92%	1%	1 % 1	% 5	%	0%	F	0.090	F	0.551	12000	
, ,	To	04-681 Pridesv													
Patrick Henry Hwy	Amelia County	2.64 14000		92%	1%	1% 1	% 5	% (0%	С	0.104	Α	0.537	15000	
***	То	Bus US 360 Goodes	Rridge Ro	d											
Patrick Henry Hwy	Amelia County	2.77 14000		92%	1%	1% 1	% 5	%	0%	F	0.086	F	0.576	15000	
"	То	04-604 Chul	a Rd												
Patrick Henry Hwy	Amelia County	3.37 15000	G	92%	1%	1%	% 5	%	0%	F	0.087	F	0.584	15000	
~	To:	Chesterfield County Line;													
Hull Street Rd	Chesterfield County	Amelia County Line; Ap 5.16 15000	•	River 92%	1%	 1%1	% 5	o/ i	0%	_	0.084	F	0.579	15000	(
360 Tidii Street Na	Chesterned County			JZ /0	1 /0	1 /0	/6 J	/0	U /o	•	0.004	'	0.575	13000	
Hull Street Rd	Chestorfield County	20-603 W, Skinq		92%	1%	19/	% 5	0/_	0%	F	0.086	F	0.576	17000	(
360) Tuli Street nu	Chesterfield County	2.84 17000		J270	170	1% 1 ——	% 5	/0	U-76	-	0.000	Г	0.576	17000	,
Hull Stroot Pd	Chasterfield County	20-730 Baldwin (020/	10/	10/	0/ 5	0/	N 9/	F	0.000	F	0.577	21000	
Hull Street Rd	Chesterfield County	1.31 21000		92%	1%	1% 1 ——	% 5	/0	0%	г	0.080	Г	0.577	21000	(
Livil Street Dd	Chockers of all County	20-667 Otterda		000/	10/	10/	0/ 5	2/	00/	_	0.000		0.570	2000	
Hull Street Rd	Chesterfield County	1.48 35000 20-3600 Woodlake		92%	1%	1% 1	% 5	/o	0%	F	0.086	F	0.5/2	36000	(
		20-3000 Woodiake	v mage rK												

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

Route	Jurisdiction	Length AAD	T 04	4Tiro	Pue		Tru	ıck		00	K	OK	Dir	AAWDT	- 0
noute	Junsuiction			4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
All Chroat Dd	From:	20-3600 Woodlake			10/	10/	10/	F 0/	00/	_	0.004	_	0.500	47000	,
Hull Street Rd	Chesterfield County	0.99 4600	0 G	92%	1%	1%	1%	5%	0%	F	0.084	F	0.598	47000	(
~ I ball Ours at Dal	To- From	20-702 Spri		000/	40/	10/	40/	F0/	00/		0.005		0.000	00000	
Hull Street Rd	Chesterfield County	2.19 6800	0 G	92%	1%	1%	1%	5%	0%	F	0.085	F	0.623	69000	(
~~	To: From:	SR 28													
Hull Street Rd	Chesterfield County	3.20 4100	0 G	92%	1%	1%	1%	5%	0%	F	0.085	F	0.576	42000	(
~	To: From	20-653 Courth	nouse Rd												
60 Hull Street Rd	Chesterfield County	2.21 3600	0 G	92%	1%	1%	1%	5%	0%	F	0.095	F	0.729	37000	(
~	To- From:	20-647 Walms	sley Blvd												
Hull Street Rd	Chesterfield County	2.25 3300	0 G	92%	1%	1%	1%	5%	0%	F	0.100	F	0.748	34000	(
~	To	SR 150 Chippenham Pkv	vv: WCL R	ichmond		— —									
60 Hull Street Rd	City of Richmond	0.61 1800		98%	0%	1%	0%	0%	0%	F	0.09	F	0.62	20000	
,	To	Hey R	d												
60 Hull Street Rd	City of Richmond	2.18 1700		98%	0%	1%	0%	0%	0%	F	0.098	F	0.631	19000	
00)	Tol.														
60 Hull St	City of Richmond	SR 161 Bel 0.18 1300		98%	0%	1%	0%	0%	0%	F	0.091	F	0.698	15000	
60) 1 1411 31	Oity of Hierimona			30 70	0 70	1 70	0 /0	0 /0	0 70	•	0.001	•	0.000	13000	
Carried Ct	City of Richmond	McGuire 1.05 1300		079/	2%	1%	0%	0%	0%	С	0.084	F	0.649	15000	(
60 Hull St	City of Richmond	1.05 1300	0 G	97%	2%	176	0%	0%	0%	C	0.064	Г	0.649	15000	
~	To: From:	Midlothian	-	.=-/		<u> </u>	221	001							
60 Hull St	City of Richmond	0.54 1900	0 G	97%	1%	1%	0%	0%	0%	С	0.083	F	0.600	20000	•
~	To: From	US 1 Jefferson l	Davis Hwy												
Hull St	City of Richmond	0.55 1000	0 G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.563	12000	
~ <u></u>	To- From:	Commerc	e Rd			—									
60 Hull St	City of Richmond	0.37 1500	0 G	97%	1%	1%	1%	0%	0%	С	0.087	F	0.520	17000	
~ <u></u>	To	1st St	:			— —									
Mayo Bridge	City of Richmond	0.51 1500		98%	0%	1%	0%	0%	0%	F	0.097	F	0.501	17000	(
=	To	Dock S	2+												
60 14th St	City of Richmond	0.08 1100		98%	0%	1%	0%	0%	0%	F	0.093	F	0.507	13000	(
90)	Tol														
60 (60) 14th St	City of Richmond	US 60 Ca 0.08 1100	-	98%	0%	1%	0%	0%	0%	N	0.093	F	0.507	13000	
50 (60) 14(1) 51	To:	US 60 Par, 1		30 70	0 70	170	0 /0	0 /0	0 70	14	0.000	•	0.507	10000	
	From:	14th S													
60 (60) Main St	City of Richmond	0.30 1400	0 G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.748	NA	
~ ~	To:	18th S													
~	From:	US 60 Ma		000/	00/	10/	00/	00/	00/	_	0.000	_	0.077	0000	
360 18th St	City of Richmond	0.14 570 0	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.677	6600	(

5 .					4	_		Tru	ck		00	K	014	Dir	A A14/DT	
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
60 18th St	City of Richmond	0.06	Grace St 5000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.887	5800	
50 1011 31	Combined Traffic Estimates for 2 Parallel Roadway		7200	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.733	8200	(
	Combined Traine Estimates for 2 Parallel Hoadway	<u></u>			30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.090	'	0.733	0200	
18th St	City of Richmond	0.19	250 Broad 9100	G	98%	0%	1%	0%	0%	0%	F	0.113	F		10000	
50 10111 01	Combined Traffic Estimates for 2 Parallel Roadway		22000	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.842	25000	
	Tol.				0070	0 70		070	0 70	0 / 0	•	0.100	•	0.012	20000	
18th St	City of Richmond	V	Venable St 2600	G	98%	0%	1%	0%	0%	0%	F	0.126	F	0.656	3000	
0)1011101	Combined Traffic Estimates for 2 Parallel Roadway	vs on this Route		G	98%	0%	1%	1%	0%	0%	F	0.109	F	0.842	7100	
	To-		Balding St		0070	0 70		1 /0	0 70	0 70	•	0.100	•	0.012	7100	
^	From:		18th St													
Balding St	City of Richmond		2600	N	98%	0%	1%	0%	0%	0%	N	0.126	F	0.656	3000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:		N	98%	0%	1%	1%	0%	0%	N	0.109	F	0.842	7100	
	To: From:	F	17th St Balding St				-									
17th St, Oliver Hill Way	City of Richmond	0.19	5800	G	98%	1%	0%	1%	0%	0%	С	0.104	F	0.585	6600	
9)	To:		irfield Wa													
~ _	From:		17th St													
Fairfield Way	City of Richmond	0.54	4800	Α	98%	0%	1%	0%	0%	0%	С	0.148	Α	0.629	5300	
	10: From:		anicsville '													
Mechanicsville Tpke	City of Richmond		10000	G	97%	1%	1%	0%	1%	0%	С	0.108	F	0.761	11000	
٠ .	To		I-64													
Mechanicsville Tpke	City of Richmond		32000	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.659	NA	
<u></u>	To								.,.		-					
Mechanicsville Tpke	Henrico County		L Richmon 29000	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.652	33000	
U Missing indevine i pice	Tollines					0 70		070	1 /0	0 70	·	0.000	•	0.002	00000	
Mechanicsville Tpke	Henrico County		burnum Av 27000	ve A	97%	0%	1%	0%	1%	0%	С	0.12	Α	0.605	29000	
U Wechanicsville Tpke	To:		er County		31 /6	0 /6	1 /0	0 /6	1 /0	0 /6	O	0.12	^	0.003	23000	
	From:		co County													
Mechanicsville Tpke	Hanover County	0.27	27000	Α	97%	0%	1%	0%	1%	0%	С	0.12	Α	0.605	29000	
~	To:	Bus US 360,	, Mechanic	sville T ₁	pke		\neg \vdash									
Mechanicsville Bypass	Hanover County	0.73	22000	G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.577	25000	
رـــ	To	SR 156	Cold Hart	oor Rd			\neg									
Mechanicsville Bypass	Hanover County		22000	N	97%	0%	1%	0%	1%	0%	Ν	0.095	F	0.577	25000	
	To	Bus US 360,	Mechanic	sville Ti	nke											
Mechanicsville Tpke	Hanover County		22000	N	97%	0%	1%	0%	1%	0%	Ν	0.095	F	0.577	25000	
	To		I-295													
Mechanicsville Tpke	Hanover County	1.30	46000	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.606	49000	
ooriariiooviilo Tpiko	- F				0, 70	0 70	- 70	0 /0	. /0	0 /0		0.000		0.000	10000	
Mechanicsville Tpke	Hanover County		Lee Davis 25000		97%	0%	1%	0%	1%	0%	F	0.082	F	0.613	26000	
0 Intechallicsville Take	nanover County	1.19	20000	G	3/70	070	170	U 70	1 70	070	Г	0.062	Г	0.013	20000	

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

		Primary and	a micorotato	riout												
Route	Jurisdiction	Length	AADT (QA ·	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	ΓQ
	- 1						2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Machanian illa Talca	Lianavan Cavintu		Creighton Pk		070/	00/	10/	00/	10/	00/	_	0.005	_	0.070	10000	(
Mechanicsville Tpke	Hanover County	1.37	17000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.678	18000	,
<u></u>	To: From	42-615 V	Walnut Grove													
Mechanicsville Tpke	Hanover County	3.23	21000	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.667	21000	(
~	To:	42-606 Old C	Church Rd: Str	udlev R	Rd		<u> </u>									
Mechanicsville Tpke	Hanover County				97%	0%	1%	0%	1%	0%	F	0.096	F	0.688	18000	
	To:	King Wil	lliam County													
	From:	Hanov	ver County Lin	ne												
Richmond Tappahannock Hwy	King William County	2.35	17000	G	94%	0%	1%	1%	3%	0%	F	0.095	F	0.700	16000	
~	To	50-605.0	Old Newcastle	- Rd												
Richmond Tappahannock Hwy	King William County				94%	0%	1%	1%	3%	0%	С	0.097	F	0.527	NA	
50) · · · · · · · · · · · · · · · · · · ·					0.70	0,0		. , 0	0,0	0 / 0	Ū	0.007	•	0.02.		
~ 5:1	From		King William		0.40/	00/		40/	00/	00/	_	0.00		0.05	10000	
Richmond Tappahannock Hwy	King William County				94%	0%	1%	1%	3%	0%	F	0.09	F	0.65	10000	
	From:		Queen County													
Richmond Hwy	King & Queen County	2.91			94%	0%	1%	1%	3%	0%	F	0.087	F	0.662	9400	
50 7 Horimona 1 Wy				<u> </u>	0 + 70	0 70		1 /0	0 /0	0 70	•	0.007	•	0.002	0400	
~	To: From:		14 The Trail										_			
Richmond Hwy	King & Queen County	6.29			92%	1%	1%	2%	4%	0%	С	0.087	F	0.634	7700	
~	To:		x County Line													
Richmond Hwy	Essex County	0.45	Queen County 8200		92%	1%	1%	2%	4%	0%	F	0.091	F	0.567	8300	
50 Hichinoria riwy	Lissex County	0.43	0200	G	JZ /0	1 /0	1 /0	2/0	4 /0	0 /6	'	0.031	'	0.507	0300	
~	To: From:	28-620 Dunb														
Richmond Hwy	Essex County	6.41	9300	F	97%	1%	1%	1%	1%	0%	С	0.094	F	0.559	9200	
	To-	,	W US 17				<u> </u>									
60 (17) Tappahannock Blvd	Essex County			G	94%	0%	1%	1%	5%	0%	F	0.082	F	0.515	18000	
	To	CI. T	r 1 1													
\mathbb{R}^{2}	Town of Tappahannock (Maint: 28)		<u>Fappahannock</u> 20000		94%	0%	1%	1%	5%	0%	N	0.082	F	0.515	18000	
60 (17)	Town or rappariannock (maint: 28)	2.24	20000	IN	J4 /0	0 /6	1 /0	1 /0	J /0	0 /6	IN	0.002	'	0.515	10000	
~	To: From:		E US 17													
Queen St	Town of Tappahannock (Maint: 28)				95%	1%	1%	1%	3%	0%	F	0.081	F	0.562	13000	
~	To:		ond County Li													
~\Diabassand Dd	Pielement County		x County Line		050/	10/	10/	10/	00/	00/	_	0.000	_	0.000	10000	
Richmond Rd	Richmond County	3.98			95%	1%	1%	1%	3%	0%	F	0.082	F	0.603	13000	
	From:		W; Newland													
Richmond Rd	Richmond County		· ·		95%	1%	1%	1%	3%	0%	С	0.103	Α	0.591	13000	
50)	Thermona Sounty				0070	1 /0		1 70	0 / 0	0 70	Ŭ	0.100		0.001	10000	
~~	From:		CL Warsaw		250			101	221	221				0.504	10000	
Richmond Rd	Town of Warsaw (Maint: 79)	2.02	12000	N	95%	1%	1%	1%	3%	0%	N	0.103	Α	0.591	13000	
Pur	To: From:	W	V SR 3 Bus													
Bus Pichmond Pd	Town of Warsey (Maint: 70)	0.70	12000	G	95%	1%	1%	1%	3%	09/	F	0.084	F	0.609	12000	
60 3 Richmond Rd	Town of Warsaw (Maint: 79)	0.78	R 3 Bus, SR 3		30%	176	170	170	3%	0%	Г	0.064	Г	0.609	12000	(
	10.	E SR	K 3 Bus, SR 3													

598

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

		Primary and interstate Route												
				_		Tru	ıck			K	٠.,	Dir		
Route	Jurisdiction	Length AADT QA 4	lire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	E SR 3 Bus, SR 3										. 4010.		
Richmond Rd	Town of Warsaw (Maint: 79)		95%	1%	1%	1%	3%	0%	F	0.086	F	0.662	5800	(
60 Jaichinona aa	10wil of Walsaw (Maille, 79)	0.37 5900 G 9	95%	I 70	1 70	I 70	3%	076	Г	0.000	Г	0.002	3600	,
-	To	ECL Warsaw												
Richmond Rd	Richmond County	4.59 5900 N 9	95%	1%	1%	1%	3%	0%	Ν	0.086	F	0.662	5800	1
00)														
~~	To: From:	79-661 Totuskey Church Rd												
Richmond Rd	Richmond County	2.97 4800 G 9	95%	1%	1%	1%	3%	0%	F	0.093	F	0.622	4700	(
~	To:	Northumberland County Line												
	From:	Richmond County Line												
Richmond Rd	Northumberland County	3.19 5200 F 9	95%	1%	1%	1%	3%	0%	F	0.087	F	0.531	5100	
~~	From	SR 202 Hampton Hall Rd												
Northumberland Hwy	Northumberland County	0.39 7600 F 9	95%	1%	1%	1%	3%	0%	F	0.085	F	0.505	7500	١
→	To	66-750 Supply Lane												
Northumberland Hwy	Northumborland County		050/	1%	1%	10/	3%	00/	F	0 000	F	0.502	7000	
60 Inormumberiand riwy	Northumberland County	6.74 7100 F 9	95%	170	170	1%	3%	0%	Г	0.083	Г	0.502	7000	
~	To	SR 201 Courthouse Rd												
Northumberland Hwy	Northumberland County		95%	1%	1%	1%	3%	0%	С	0.084	F	0.530	4500	
60)		1.01	00,0	. , 0	. , ,	. , 0	0,0	0 / 0	·	0.00		0.000	.000	
	To: From:	SR 200 Jesse DuPont Memorial Hw	vy											
Northumberland Hwy	Northumberland County	3.05 5200 F 9	95%	1%	1%	1%	3%	0%	F	0.089	F	0.539	5100	
~	From	66-646 E, Fairport Rd				221	221	221	_		_		2222	
Northumberland Hwy	Northumberland County	2.14 2700 F 9	96%	0%	1%	0%	2%	0%	С	0.09	F	0.558	2600	ı
~	To	66-657 Fleeton Rd												
60 Main St	Northumberland County		98%	0%	1%	0%	1%	0%	С	0.114	F	0.546	710	
60 Wall St	To Take		JO 70	0 70	1 /0	0 /0	1 /0	0 /0	U	0.114	'	0.540	710	
	200	66-644 Reed Ave; Main Street												
	From:	US 360 Mechanicsville Tpke												
Ramp	City of Richmond (Maint: 43)	0.11 11000 G								0.083	F		12000	(
	To:	I-64 West												
	From													
ast _		US 360 E, Mechanicsville Tpke									_			
Ramp	City of Richmond (Maint: 43)	0.15 980 G								0.102	F		1000	(
~~	To:	I-64 East Collector Rd												
ast	From:	US 360 E, Mechanicsville Tpke												
Ramp	Hanover County	0.43 2000 G								0.106	F		2000	(
60 Tramp	Transver County									0.100	'		2000	`
	10.	I-295 East												
ast	From:	US 360 E, Mechanicsville Tpke												
60 Ramp	Hanover County	0.23 3700 G								0.138	F		3700	(
	To:	I-295 West												
	F				_									
est	From:	US 360 W, Mechanicsville Tpke									_			
Ramp	Henrico County	0.19 2500 G								0.111	F		2600	(
~	To:	I-64 East Collector Rd												
est	From:	US 360 W, Mechanicsville Tpke												
	Hanover County	0.20 2900 G								0.089	F		2900	(
60 Ramp	Harlover County	0.20 2900 G I-295 East								0.009			2300	,

599

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

		ia miorotat													
Jurisdictio	n Length	AADT	QA	4Tire	Bus		_	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
From:				2							0.440	_		7000	
Hanover Col	•		G			_					0.119	F		7600	G
10.															
Prom:				000/	00/	10/	00/	00/	00/	_	0.440	_	0.000	4000	_
			G	98%	0%	1%	0%	0%	0%	г		г	0.896		G
Combined Traffic Estimates for Parallel	Roadways on this Route:					_					NA			NA	
From:												_			
City of Richm	nond 0.08	2100	G	98%	0%	1%	0%	0%	0%	F	0.124	F	0.788	2500	G
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7200	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.733	8200	G
To	TTC	250 Daged C	١,												
City of Richm				98%	0%	1%	0%	0%	0%	F	0.131	F		14000	G
•										-		-	0.843		G
zemente Trame Estimates for ET araner					0 / 0		0 70	0 70	0 70	·	0.100		0.010	20000	ŭ
City of Piohr				Ω00/	10/	10/	10/	N 0/	00/		0 121			4100	G
												-	0.843		G
Tollibilied Hame Estimates for 2 Faraner	Hoadways on this houte.		<u> </u>	30 /6	0 /0	1/0	1 /0	0 /6	0 /6	'	0.103	'	0.043	7100	G
From	11C 260 W														
Hanover Cou					1%	1%	0%	0%	0%	С	0.1	F	0.651	4700	G
Tianover cool	•				1 /0	- 70	0 70	0 70	0 /0	Ü	0.1		0.001	4700	ŭ
To: From:	SR 156 Cold H	arbor Rd; 42-	638 Atle	ee Rd											
Hanover Cou	unty 0.29	4700	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.989	4900	G
To:	US 360 E	ast of Mechai	nicsville												
From:															
-				98%	0%	1%	1%	1%	0%	С	0.091	F	0.553	3900	G
To:	US 36	60 East of Am	nelia												
From:		US 460													
Nottoway Co	unty 0.18	720	G	96%	0%	1%	2%	1%	0%	С	0.113	F	0.567	730	G
To: From:	W	CL Burkeville	e												
Town of Burkeville	(Maint: 67) 0.30	720	N	96%	0%	1%	2%	1%	0%	N	0.113	F	0.567	730	Ν
-J.	·						_,,								
From:		Harris Sprin													
Town of Burkeville	(Maint: 67) 0.21	1500	G	96%	0%	1%	2%	1%	0%	F	0.097	F	0.592	1600	G
To:	67-	628 Agnew S	St												
Town of Burkeville				97%	0%	1%	1%	1%	0%	С	0 094	F	0 584	1800	G
Town of Burkeville ((Maint: 67) 0.44	1800	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.584	1800	G
Town of Burkeville Toe	(Maint: 67) 0.44 US 460	1800 East of Burk	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.584	1800	G
To:	(Maint: 67) 0.44 US 460 US 15 3	1800 East of Burk	G eville												
Town of Burkeville (To: From: Charlotte Co:	(Maint: 67) 0.44 US 460 US 15 9 unty 3.17	1800 East of Burk S OF KEYSV 1300	G eville	97%	1%	1% 1% 1%	1%	1% 5%	0%	C	0.094		0.584	1800	G G
To:	(Maint: 67) 0.44 US 460 US 15 9 unty 3.17	1800 East of Burk	G eville												
To:	(Maint: 67) 0.44 US 460 US 15: unty 3.17	1800 East of Burk S OF KEYSV 1300	Geville TILLE G												
(Hanover Cot To From City of Richm Combined Traffic Estimates for Parallel To From City of Richm Combined Traffic Estimates for 2 Parallel City of Richm Combined Traffic Estimates for 2 Parallel City of Richm Combined Traffic Estimates for 2 Parallel To City of Richm Combined Traffic Estimates for 2 Parallel To From Hanover Cot To Amelia Cou To From Nottoway Co Town of Burkeville	Hanover County Total	Hanover County Total	Name	Name	Note	AADT QA 4Tire Bus 2Axle	Length AADT QA 4Tire Bus 2Axle 3+Axle 1	Surface Surf	US 360 W, Mechanicsville Tiple Hanover County T600 G Heat Hanover County T600 G Heat He	Section Companies Compan	Second Second	Second Company Compa	Second Second	March County Co

600

Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	Q
us Bus	From:		SR 40			2Axle 3	3+Axle	1Trail	2Trail		Factor		Factor		
s Bus 0 (15) (40) McDonald Rd			5000 G	93%	1%	1%	1%	5%	0%	F	0.092	F	0.548	4900	
	To:	N	SR 40												
Bus Four Locust Hwy	Town of Keysville (Maint: 19)		4500 G	93%	1%	1%	1%	5%	0%	F	0.086	F	0.534	4400	
Four Locust Hwy	Town of Reysville (Maint. 19)			93 /6	1 /0	1 /0	1 /0	J /0	0 /0	•	0.000	'	0.554	4400	
us Bus	From:	CL 1	Keysville												
60 (15)	Charlotte County		4500 N	93%	1%	1%	1%	5%	0%	N	0.086	F	0.534	4400	
	10:		OF KEYSVILL	E											
00 (293) North Main St	City of Danville		erside Dr 8200 G	98%	0%	1%	0%	0%	0%	_	0.089	F	0.586	8700	
North Main St	City of Dariville			30 /6	0 /0	1 /0	0 /6	0 /0	0 /6		0.009	'	0.566	8700	
0)(293)North Main St	City of Danville		orsham St 9200 G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.579	9700	
North Main St	City of Dariville		9200 G	90%	076	170	0%	076	0%	г	0.09	Г	0.579	9700	
	From:		North Main St												
Richmond Blvd	City of Danville	1.31	2800 G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.528	3000	
	To: From	ECL	_ Danville												
Old Richmond Rd	Pittsylvania County	0.41	4200 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.594	4100	
	To: From:	Ţ	US 29												
Old Richmond Rd	Pittsylvania County	5.79 1	1700 G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.598	1700	
	To From: 71	-726 Malmaison Ro	oad; Kentuck (Church Roa	d	\neg \vdash									
Old Richmond Rd	Pittsylvania County	3.66	520 G	95%	1%	1%	1%	2%	0%	С	0.110	F	0.731	510	
	To From:	71-716 I	Keeling Drive			\neg \vdash									
Old Richmond Rd	Pittsylvania County	7.32	990 G	95%	1%	2%	1%	2%	0%	С	0.100	F	0.658	970	
	To: From:		County Line												
Mountain Rd	Halifax County		nia County Line 1100 F	95%	0%	1%	0%	4%	0%	С	0.092	F	0.537	1100	
0)	Tol						0 / 0	.,0	0,0	Ū	0.002	•	0.007		
Mountain Rd	Halifax County		ak Level Road 1800 F	96%	0%	1%	1%	2%	0%	С	0.100	F	0.551	1800	
50)	Tol						. , 0	_,,	0 / 0	ŭ	000	•	0.00	.000	
Mountain Rd	Halifax County		ion Church Ro 5100 F		0%	1%	0%	4%	0%	F	0.092	F	0.568	5000	
50)	Tol						0 / 0	.,0	0 / 0	•	0.002	•	0.000	0000	
Mountain Rd	Halifax County		54 Singi Rd 1600 N	96%	0%	1%	0%	2%	0%	N	0.086	F	0.565	1700	
50)ounia r.id	Tol.						070	270	070	.,	0.000	•	0.000	1700	
Mountain Rd	Town of Halifax (Maint: 41)		L Halifax 1600 F	96%	0%	1%	0%	2%	0%	С	0.086	F	0.565	1700	
50)	To:		501 South	0070	0 / 0		3,0	_ / 0	0 / 0	Ü	3.000		3.000	1700	
¬~~	From:	US	S 501 S												
(501) Main St	Town of Halifax (Maint: 41)	0.78		96%	1%	1%	0%	2%	0%	F	0.081	F	0.617	8500	
	To: From:	US 501 N, L P E	S 501 N Bailey Memori	al Hwy											
60)Bethel Rd	Town of Halifax (Maint: 41)		3200 G		1%	1%	2%	8%	0%	С	0.087	F	0.599	3400	
	`	ECI													

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

Davita	l		AADT		4T:u=	Dura		Tru	ck		00	K	OK	Dir	AAWDT	0111
Route	Jurisdictio	<u> </u>	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
360)Bethel Rd	Halifax Cou		ECL Halifax 2500	G	86%	0%	1%	2%	11%	0%	С	0.095	F	0.536	2500	G
360) 201101 110	To		ames D Hago			070		270	1170	070		0.000	•	0.000	2000	
North	From	SR 381	Commonweal	lth Ave												
381)	City of Bristol (M	•	6600	Α	96%	0%	1%	0%	3%	0%	С	0.11	Α		7000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	96%	0%	1%	0%	2%	0%	С	0.11	Α	0.527	13000	Α
North	From	Rar	I-81 np to I-81 Sou	uth												
381 I-381 N Ramp	City of Bristol (M	faint: 95) 0.25	5800	F	99%	0%	1%	1%	0%	0%	С	0.092	F		6100	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	89%	0%	1%	1%	9%	1%	F	0.11	Α	0.527	12000	F
	To		I-81 North													
North 381 Ramp I-381 N to I-81 S	City of Bristol (M		I-381 North	F								0.111	F		930	F
381 Mailip 1-301 N 10 1-01 S	City of Bristoi (M	iaini. 95) 0.31	I-81 South				1					0.111	Г		930	Г
South	From	SR 381	Commonweal	lth Ave												
381)	City of Bristol (M		6000	Α	96%	0%	1%	0%	2%	0%	С	0.113	Α		6400	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	Α	96%	0%	1%	0%	2%	0%	С	0.11	Α	0.527	13000	Α
20.1th	To: From	D	I-81	Y =41s												
South 381 S Ramp	City of Bristol (M	•	5400 From I-81 N	F F	78%	1%	1%	1%	18%	1%	F	0.113	Α		5700	F
301)	Combined Traffic Estimates for 2 Parallel	/		F	89%	0%	1%	1%	9%	1%	F	0.093	F	0.515	12000	F
	To		I-81 South													
	From	State St;	Tennessee St	tate Line												
381) [19] [421] Commonwe	alth Ave City of Bris	stol 0.07	11000	G	95%	0%	1%	0%	4%	0%	F	0.095	F	0.573	12000	G
	To From		3 421 Goode S													
381 19 421 Commonwe	alth Ave City of Bris	stol 0.16	12000	G	95%	0%	1%	0%	4%	0%	F	0.093	F	0.545	13000	G
	To From		13 Cumberlan		222/	221			221	221			_			
381 19 421 Commonwe	alth Ave City of Bris	stol 0.16	13000	G	96%	0%	1%	0%	3%	0%	F	0.093	F	0.547	14000	G
	To From City of Drie		3 Par; Sycamo		000/	00/	10/	00/	00/	00/		0.004	_	0.554	1 1000	
381 (19) (421) Commonwe	alth Ave City of Bris		13000	G	96%	0%	1%	0%	3%	0%	F	0.094	F	0.554	14000	G
Commonwoolth Avo	To From City of Bris		11 Euclid Av 13000	ve G	96%	0%	1%	0%	3%	0%	F	0.092	F	0.564	14000	G
381 Commonwealth Ave	City of Bris		Yeys St; I-381		90%	0%	1 %	0%	3%	0%	Г	0.092	Г	0.564	14000	G
	From		S001B TO R													
395 Ramp	Fairfax Cou		NA	,,,								NA			NA	
	To	I-495-N	FROM 395	N & S												
ExpN	From		ersible Lane S													
Northbound Express Lar		•	17000	G	97%	2%	1%	0%	0%	0%	F	0.127	F		22000	G
	Combined Traffic Estimates for 4 Parallel	· · · · · · · · · · · · · · · · · · ·		G	97%	1%	1%	1%	1%	0%	F	NA			117000	G
	10.	Distric	t of Columbia	a Line												

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

									-							
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		TruTru- 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW
ExpN	From:	I-395-1 TO PENTAG	GON & EA	DS ST-	BUSES O	NL										
(395)Ramp	Arlington Co.	unty 0.10	2900	G								0.251	F		2900	G
	To:	00-6723; 00-672	23- 1A FRO	M & T	O RT 39											
ExpS	From:	Reve	rsible Lane	Split												
395 Southbound Expres	s Lane Arlington Col	unty 1.25	5400	G	97%	2%	1%	0%	0%	0%	F	0.124	F		7100	G
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	108000	G	97%	1%	1%	1%	1%	0%	F	NA			117000	G
	To:	Distric	t of Columb	ia Line												
ExpS	From:	I-395-3	TO RT 395	SOUTI	Н											
(395)Ramp	Arlington Co.	unty 0.03	NA									NA			NA	
	To	I-395-S FROI	M RT 395 S	SO EXP	RESS											
ExpS	From:	I-395-3 TO PENTAG	GON & EA	DS ST-	BUSES OF	NL										
ExpS (395)Ramp	Arlington Co.	unty 0.12	1900	G								0.121	F		1900	G
	To:	00-6723 PENTAGON	ROTARY I	ROADV	WAY FRO	M R										
North	From:	I-95; 29-644	Franconia S	pringfie	eld Rd											
(395)	Fairfax Cou		77000	N	97%	1%	1%	1%	1%	0%	Ν	0.074	F		79000	Ν
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	178000	N	97%	1%	1%	1%	1%	0%	Ν	NA			190000	Ν
	To:	1.405	Capital Be	ltsvov												
North	From		•								_		_			_
395	Fairfax Cou	,	77000	G	97%	1%	1%	1%	1%	0%	F	0.074	F		79000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	178000	G	97%	1%	1%	1%	1%	0%	F	NA			190000	G
North	To: From:	29-	-648 Edsall	Rd												
North (395)	Fairfax Cou	nty 0.91	74000	G	97%	1%	1%	1%	1%	0%	F	0.072	F		77000	G
(395)	Combined Traffic Estimates for 3 Parallel	•		G	97%	1%	1%	1%	1%	0%	F	NA	•		178000	G
	- I					1 /0		170	1 /0	0 70	•	1471			170000	ŭ
North	To: From:	Turkeycock	Reversible	Lane Ra	amps											
395)	Fairfax Cou	nty 0.51	71000	Α	97%	1%	1%	1%	1%	0%	С	0.082	Α		74000	Α
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	142000	G	97%	1%	1%	1%	1%	0%	С	NA			149000	G
	To:		CL Alexand													
North	From:		fax County		070/	10/	10/	10/	10/	00/	0	0.000	^		74000	^
395	City of Alexandria (,	71000	Α	97%	1%	1%	1%	1%	0%	С	0.082	Α		74000	A
Ŭ	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	142000	G	97%	1%	1%	1%	1%	0%	С	NA			149000	G
North	To: From:	SF	R 236 Duke	St												
395)	City of Alexandria ((Maint: 29) 1.64	70000	G	97%	1%	1%	1%	1%	0%	F	0.074	F		72000	G
033	Combined Traffic Estimates for 3 Parallel	'			97%	1%	1%	1%	1%	0%	F	NA			155000	G
					0,70	1,3	. , , ,	1 /0	. ,0	0,0					100000	~
North	To: From:		Seminary Ro	d												
395)	City of Alexandria ((Maint: 29) 1.11	73000	G	97%	1%	1%	1%	1%	0%	F	0.075	F		75000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	162000	G	97%	1%	1%	1%	1%	0%	F	NA			173000	G
	To:	SR 7 King S	t, Arlington	County	Line											

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK I	Factor	AAWDT	QW
North	From:	SR 7 King S														
395)	Arlington Cou	•	78000	G	97%	1%	1%	1%	1%	0%	F	0.073	F		80000	G
	Combined Traffic Estimates for 3 Parallel				97%	1%	1%	1%	1%	0%	F	NA			183000	G
North	To: From:	Quaker L Quaker Lane	ane, WCL													
North 395	City of Alexandria(78000	G	97%	1%	1%	1%	1%	0%	F	0.073	F		80000	G
395	Combined Traffic Estimates for 3 Parallel				97%	1%	1%	1%	1%	0%	F	NA	•		165000	
	To.		gton Count		07.70	1 /0		1,0	1 /0	0,0	•				.00000	ŭ
North	From		CL Alexano													
(395)	Arlington Cou	,	78000	G	97%	1%	1%	1%	1%	0%	F	0.073	F		80000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	159000	G	97%	1%	1%	1%	1%	0%	F	NA			165000	G
Novelo	To: From:	SR	120 Glebe	Rd												
North 395	Arlington Cou	unty 1.20	77000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		79000	G
(393)	Combined Traffic Estimates for 3 Parallel	•			97%	1%	1%	1%	1%	0%	F	NA	•		161000	
	Tallo					1 70		1,0	1 /0	0,0	•				101000	Ğ
North	From:		ashington I													
395)	Arlington Cou	,	42000	G	97%	1%	1%	1%	1%	0%	F	0.08	F		43000	G
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	108000	G	97%	1%	1%	1%	1%	0%	F	NA			117000	G
North	To: From:	US 1	Richmond	Hwy												
395) 1	Arlington Cou	unty 0.55	57000	G	97%	1%	1%	1%	1%	0%	F	0.066	F		58000	G
(393) (1)	Combined Traffic Estimates for 4 Parallel	•			97%	1%	1%	1%	1%	0%	F	NA			165000	G
	Tool		Washington					.,.	.,.							
North	From:															
395 1	Arlington Cou	,	57000	N	97%	1%	1%	1%	1%	0%	N	0.066	F		58000	N
	Combined Traffic Estimates for 4 Parallel				97%	1%	1%	1%	1%	0%	N	NA			165000	N
	10.		t of Columb													
North	Fairfax Cou		N TO 495 N NA	NORTH								NA			NA	
395 Ramp	Famax Coul	•										INA			INA	
North	To: From:	29-789-N003A FROM	RT 78900-	- COMM	ERCE RC	OAD										
(395) Ramp	Fairfax Coul	nty 0.09	NA									NA			NA	
\bigcirc	To	29-644-W006	C FROM F	RT 644 W	/EST											
North 395 Ramp	Fairfax Cou		NA									NA			NA	
(395) Hallip	To:	,	S001B TO 1	RT 495								INA			INA	
North	From:		I-395 North													
(395) Exit 2A	L Fairfax Cou		7000	G								0.087	F		7000	G
033) =	To:	<u> </u>	648 E, Edsa										·			Ŭ.
North	From:		I-395 North													
(395) Exit 2B	Fairfax Cou		6100	G								0.13	F		6100	G
033)==	To:		48 W. Edsa										•			

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		QK Dir Factor	AAWDT	QW
North 395 Turkeycock Interchange	Fairfax County	I-395 North 0.24 2200 I-395 R Reversible Lan	G nes NB		0.272	F	2200	G
North 395 Ramp	City of Alexandria (Maint: 29	I-395 North 9) 0.20 6400 SR 236 E, Duke S	G St		0.092	F	6400	G
North 395 Ramp	City of Alexandria (Maint: 29	I-395 North 9) 0.13 5400 SR 236 W, Duke S	G St		0.082	F	5400	G
North 395 Ramp	City of Alexandria (Maint: 29	I-395 North 9) 0.18 9700 Seminary Rd	G		0.075	F	9700	G
North 395 Ramp	City of Alexandria (Maint: 29	SR 420-W000X RT 395 N & RT 4			NA		NA	
North 395 Ramp	City of Alexandria (Maint: 00	I-395 North 0) 0.30 7600 Ramp Split	G		0.088	F	7600	G
North 395 Ramp	City of Alexandria (Maint: 00	I-395-N005A TO RT EAST & WI 0) 0.27 3800 I-395-N005A TO RT EAST & WI	G		0.083	F	3800	G
North 395 Ramp	City of Alexandria (Maint: 00	I-395 North 0) 0.07 6300 I-395 North Exit 6B F	G		0.092	F	6300	G
North 395 Ramp	City of Alexandria (Maint: 00		G		0.121	F	1900	G
North 395 Ramp	City of Alexandria (Maint: 00	I-395 North Exit 6A F 0) 0.30 4500 SR 402 Ramp	Ramp G		0.09	F	4500	G
North 395 Ramp	Arlington County	I-395 North 0.12 9200 SR 120 Glebe Ro	G		0.073	F	9200	G
North 395 Ramp	Arlington County	I-395 North 0.11 4200 SR 120 W, Glebe I	G Rd		0.099	F	4200	G
North 395 Ramp	Arlington County	Ramp from Arlington Ri			0.094	F	12000	G
North 395 Ramp	Arlington County	00-6624-N000A FROM ARLINGTO 0.12 NA I-395-N008D TO ARMY NA			NA		NA	_

605

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

Route	Jurisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail Factor Facto	AAWDT QW
North 395 Ramp	I-395-N008D TO ARMY NAVY DRIVE	NA
North 395 Ramp	From: I-395 North Arlington County 0.25 17000 G 0.124 F SR 27	17000 G
North 395 Ramp	Arlington County 0.14 7500 G 0.108 F	7500 G
North 395 Ramp	Tot SR 27-E001C FROM RT 27 EAST SR 27-E001C FROM RT 27 EAST	NA
North 395 Ramp	I-395-N008A TO ARMY NAVY DRIVE	3100 G
North 395 Ramp	I-395-N TO RT 395 NO EXPRESS Arlington County	14000 G
North 395 Ramp	I-395 North Arlington County 0.01 4000 G 0.102 F	4000 G
North 395 Ramp	I-395-N010D BUS RAMPBARRICADED	NA
North 395 Ramp	Arlington County 0.09 NA NA To: BOUNDARY CHANNEL DRIVE BOUNDARY CHANNEL CR	NA
North 395 Ramp	I-395-N010A TO GEORGE WASHNGTN MEM PKWY	4700 G
North Ramp	I-395 North Arlington County (Maint: 999) 0.07 2600 G 0.088 F SR 90005 George Washington Pkwy	2600 G
North 395 Ramp	I-395-N010A BUS RAMPBARRICADED	NA
Rev 395	I 95 Reversible Lanes	24000 G 236000 N

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
Rev	From:		anconia Spr	-												
395	Fairfax Cou	,	23000	G	97%	2%	1%	0%	0%	0%	F	0.104	F		30000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	178000	G	97%	1%	1%	1%	1%	0%	F	NA			190000	G
Rev	To: From:	Ramp to	o 395 at Tui	rkeycock												
395)	Fairfax Cou	nty 0.16	9400	Α	97%	2%	1%	0%	0%	0%	С	0.389	Α	1	13000	Α
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	142000	G	97%	1%	1%	1%	1%	0%	С	0.083	В	0.626	149000	G
	To		CL Alexand													
Rev	City of Alexandria (rfax County 9400	Line	97%	2%	1%	0%	0%	0%	С	0.389	Α	-1	13000	۸
395	Combined Traffic Estimates for 3 Parallel	•			97%	1%	1%	1%	1%	0%	С	0.083	В	0.626	149000	G
	Combined Trainc Estimates for 3 Faraner				31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	C	0.003	ь	0.020	143000	G
Rev	To: From:		Seminary R													
Rev 395	City of Alexandria (,	23000	G	97%	2%	1%	0%	0%	0%	F	0.095	F		30000	G
	Combined Traffic Estimates for 3 Parallel				97%	1%	1%	1%	1%	0%	F	NA			173000	G
Day	To: From:		rlington Co	_	2											
Rev (395)	Arlington Cou		23000	G	97%	2%	1%	0%	0%	0%	F	0.095	F		30000	G
395)	Combined Traffic Estimates for 3 Parallel			G	97%	1%	1%	1%	1%	0%	F	NA	•		183000	
	To:		ane; WCL			1 /0	1/0	1 /0	1 /0	0 70	•	INA			100000	а
Rev	From:	Quaker Lan														
395)	City of Alexandria (Maint: 00) 0.26	8900	G	97%	2%	1%	0%	0%	0%	F	0.101	F	0.593	12000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	159000	G	97%	1%	1%	1%	1%	0%	F	NA			165000	G
	To:		gton County	~												
Rev	From:		CL Alexand		070/	00/	10/	00/	00/	00/	_	0.404	_	0.500	10000	_
395	Arlington Cou		8900	G	97%	2%	1%	0%	0%	0%	-	0.101	F	0.593	12000	G
	Combined Traffic Estimates for 3 Parallel	Reversible Lane S			97%	1%	1%	1%	1%	0%	F	NA			165000	G
<u> </u>	From:		TO RT 395			1										
Rev 395 Ramp	Fairfax Cou		NA	30011	1							NA			NA	
395) 1 101115	Ta	I-395-S FRO		SIBLE L	ANES							1471			1471	
South	From:	I-95; 29-644	Franconia	Springfie	ld Rd		1									
395)	Fairfax Cou		78000	N	98%	1%	0%	1%	1%	0%	Ν	0.074	F		80000	Ν
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	178000	N	97%	1%	1%	1%	1%	0%	Ν	NA			190000	Ν
	Tex	I-49 ⁴	5 Capital Be	ltway												
South	Four-				000/	10/	00/	10/	10/	09/	_	0.074	F		90000	C
395	Fairfax Cou	,	78000	G	98%	1%	0%	1%	1%	0% 0%	F	0.074	Г		80000	G
	Combined Traffic Estimates for 3 Parallel	<u> </u>			97%	1%	1%	1%	1%	0%	F	NA			190000	G
South	To: From:	29	-648 Edsall	Rd												
395)	Fairfax Cou	nty 0.69	69000	G	98%	1%	0%	1%	1%	0%	F	0.071	F		71000	G
\smile	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	166000	G	97%	1%	1%	1%	1%	0%	F	NA			178000	G
	To:	Turkeycock	Reversible	Lane Ra	mne											

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
South	From	Turkeycock				40/	20/	40/	40/	00/	_	0.074	_		00000	_
395	Fairfax Cou	•	61000	G	98%	1%	0%	1%	1%	0%	С	0.074	В		63000	G
	Combined Traffic Estimates for 3 Parallel				97%	1%	1%	1%	1%	0%	С	0.083	В	0.626	149000	G
South	From		CL Alexand fax County													
395)	City of Alexandria		61000	G	98%	1%	0%	1%	1%	0%	С	0.074	В		63000	G
000	Combined Traffic Estimates for 3 Parallel	` '	142000	G	97%	1%	1%	1%	1%	0%	С	0.083	В	0.626	149000	G
0 11	To From	SI	R 236 Duke	St			\neg									
South 395	City of Alexandria	(Maint: 29) 1.44	68000	G	98%	1%	0%	1%	1%	0%	F	0.076	F		71000	G
393)	Combined Traffic Estimates for 3 Parallel	'		G	97%	1%	1%	1%	1%	0%	F	NA	•		155000	G
	To	-	Seminary Ro						.,.							
South	From				000/	40/		40/	40/	00/	_	0.077	_		00000	_
395	City of Alexandria	` '	67000	G	98%	1%	0%	1%	1%	0%	F	0.077	F		69000	G
	Combined Traffic Estimates for 3 Parallel	SR 7 King S		G	97%	1%	1%	1%	1%	0%	F	NA			173000	G
South	From		g St, WCL A													
395)	Arlington Co		72000	G	98%	1%	0%	1%	1%	0%	F	0.072	F		74000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	172000	G	97%	1%	1%	1%	1%	0%	F	NA			183000	G
	To		ane, WCL A													
South	City of Alexandria	Quaker Land (Maint: 00) 0.26	e, Arlington 72000		Line 98%	1%	0%	1%	1%	0%	_	0.072	F		74000	G
395	Combined Traffic Estimates for 3 Parallel			G G	90% 97%	1%	1%	1%	1%	0%	F	NA	Г		165000	G
	Combined Trainc Estimates for 3 Faraner		gton County		9170	I 70	170	1 70	I 70	0%	г	INA			163000	G
South	From		CL Alexand													
395)	Arlington Co	unty 0.52	72000	G	98%	1%	0%	1%	1%	0%	F	0.072	F		74000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	159000	G	97%	1%	1%	1%	1%	0%	F	NA			165000	G
South		SR	120 Glebe	Rd												
South 395	Arlington Co	untv 0.74	68000	G	98%	1%	0%	1%	1%	0%	F	0.074	F		70000	G
000	Combined Traffic Estimates for 3 Parallel	•	154000	G	97%	1%	1%	1%	1%	0%	F	NA			161000	G
	To		Washington	n Blvd												
South	From												_			
395	Arlington Co		44000	G	98%	1%	0%	1%	1%	0%	F	0.074	F		45000	G
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	108000	G	97%	1%	1%	1%	1%	0%	F	NA			117000	G
South	To From		SR 110				\Box									
395 1	Arlington Co	unty 0.52	75000	G	98%	1%	0%	1%	1%	0%	F	0.075	F		78000	G
	Combined Traffic Estimates for 4 Parallel	•	154000	G	97%	1%	1%	1%	1%	0%	F	NA			165000	G
	To		t of Columb	oia Line												
South	From	I-395	-S RAMP T	O 644												
(395)Ramp	Fairfax Cou		NA									NA			NA	
$\overline{}$	To	I-495-N058A FRO	M RT 495 N	NORTH!	95 SOUTH	Н										

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

		Filliary and	a 111101510	ato i toute										
Route	Jurisdiction	Length	AADT	QA 4	Tire Bus	2Ax	Truck de 3+Axle 17	rail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	I-495-N058A FROM	1 RT 495 N	NORTH95	SOUTH									
Ramp	Fairfax County	0.21	NA							NA			NA	
	To	I-495-S058C I	TOM DT	405 COLUT	TT.	1								
South	From:			493 8001	н									
395 Ramp	Fairfax County	0.05	NA							NA			NA	
	To	I-495-S058D FROM	1 495 SOU	TH TO 644	4 EAST	-								
South 395 Ramp	Fairfax County	0.54	NA							NA			NA	
395 hallip	Fairfax County	I-395-S001D TO RT		F00 OLD I	VEEN M	1				INA			INA	
South	From:	I-393-3001D 10 R1	South Exit	t 1D	KEEN IVI									_
Ramp	Fairfax County		17000							0.137	F		17000	G
	To:		E, Francon											
Courth	From:	I-395-S TO I			r	i								
South 395)Ramp	Fairfax County	0.19) NORTH						NA			NA	
390)	r amax bounty									,				
South	To: From:	I-395-S0010	C TO RT 9	5 NORTH										
395 Ramp	Fairfax County	0.48	NA							NA			NA	
	To:	I-395-N001B	I-395- 1B	TO RT 49:	5									
South	From:	I-395-S0011	B TO RT 9:	5 NORTH										
Ramp	Fairfax County	0.74	NA							NA			NA	
	To	29-644-W000	CD TO DT	05 MODES										
South	From:		OB TO RT	95 NOR 11	1									
395 Ramp	Fairfax County	0.16	NA							NA			NA	
	To:	I-495-S FROM RT	395 SOUT	TH & 644	WEST									
South_	From:		-395 South											
395) Ramp	Fairfax County		21000							0.106	F		21000	G
\smile	To:	Brandon Ave, Bacl	dick Rd, O	old Keene N	Mill Rd									
South	From:	I	-395 South											
395 Exit 2A	Fairfax County	0.12	2400	G						0.074	F		2400	G
	To:		8 E, Edsall											
South	From:	Ţ.	-395 South											
395 Exit 2B	Fairfax County		5400							0.085	F		5400	G
3339	To:		8 W, Edsal											
South	From:		I-395 S			1								
395)Turkeycock Interchage	Fairfax County	0.05								NA			NA	
395) ramoyoosk micronago	To:		eversible L	anes SB									10.	
20.14b	From:					1								
South 395 Ramp	City of Alexandria (Maint:	29) 0.11		G						0.086	F		7700	G
395), (411)	To:		36 E, Duke			1				0.000			7700	u
	, Teesesse													
South	City of Alayandria (Maint		-395 South							0.005	F		0000	G
395 Ramp	City of Alexandria (Maint:			G						0.085	г		8000	G
	10.	SR 2	36 W, Duk	e St										

609

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

Route	Jurisdiction		AADT QA		Truck	- QC K	QK Dir Factor	AAWDT	QW
South (395)Ramp	From City of Alexandria (N		-395 South G		2Axle 3+Axle 1Trail 2Tra	Factor 0.079	Factor	8700	G
South	To:	Į.	eminary Rd -395 South						
395 Ramp	Arlington Cou	I	12000 G Ramp Split ton County Line		_	0.097	F	12000	G
Ramp	City of Alexandria (N		12000 N	&EAST-KI		0.097	F	12000	N
South 395 Ramp	From City of Alexandria (N	Maint: 00)	3500 G 7 E, King St			0.129	F	3500	G
South Ramp	From City of Alexandria (N	Maint: 00) 0.15	outh Collector Rd 5400 G 1250 JB100 FRO	M RT		0.122	F	5400	G
South Ramp	From City of Alexandria (N	Maint: 00) 0.16	outh Collector Rd 6100 G airlington Rd			0.106	F	6100	G
South Ramp	From Arlington Cou		120 NORTH00- G NA OM RT 395 SOUT			NA		NA	
South 395 Ramp	Arlington Cou	nty 0.10	N COLLECTOR R			NA		NA	
South 395 Ramp	From L Arlington Cou		10000 G		_	0.105	F	11000	G
South 395 Ramp	From L Arlington Cou ™	SR 120-W007A FROM nty 0.13 SR 120-E007A FROM	NA		_	NA		NA	
South (395) Ramp	From City of Alexandria (N	JB100 W Maint: 00) 0.01	CL ALEXANDRI NA	A		NA		NA	
South (395) Ramp	City of Alexandria (N		17000 G			0.096	F	18000	G
South Ramp	City of Alexandria (N	I-395-S006A TO SHI Maint: 00) 0.01 I-395-S END COLL	NA			NA		NA	
South Ramp	From Arlington Cou	nty 0.13	-395 South G			0.094	F	16000	G
South 395 Ramp	Arlington Cou	I-395-S008D TO PE inty 0.18 00-6605- 2B FROM A	NA			NA		NA	
6/10/2021			610						

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

		1 milary and n	incrotate inc	outes										
Route	Jurisdiction	Length A	ADT QA	4Tire I	Bus	Trukle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q'
outh	From:	00-6605- 2B FROM ARM		IVE & HAYE		NO OTTIALO	TTTGII	ZIIGII				1 dotor		
Ramp	Arlington County	y 0.30 I	NA							NA			NA	
	To:	SR 27-W FROM	M RT 395 SOU	JTH										
outh_	From:	I-39	95 South						_		_			
Ramp	Arlington County		2000 G							0.082	F		12000	(
93)	To:		erson Davis Hw	/V										
	From:			J							_			
	FIORE		895-SB	070/	00/ 10	. 00/	00/	00/	_	0.07	_		NIA	
95) () Ramp			8000 G	97%	2% 19	% 0%	0%	0%	F	0.07	F		NA	
<u> </u>	10:		10, US 1											
outh	From:	I-395-S008A TO PENT	ΓAGON ROTA	ARY ROAD										
Ramp	Arlington County	y 0.11 1	1900 G							0.108	F		1900	(
	To:	PENTAGON ROTARY R	OAD FROM R	RT 395 SOUT	Н									
ath	From:													
outh	Arlington County		95 South 490 G							0.103	F		490	(
Ramp	Anington County									0.103	,		450	,
	10:	Boundary	Channel Drive											
outh	From:		95 South											
Ramp	Arlington County	y 0.08 1	1500 G							0.208	F		1500	(
	To:	Boundary	Channel Drive											
outh	From:	I-39	95 South						_		_			
Ramp	Arlington County (Main		3000 G							0.088	F		13000	(
95/1141116	To:	SR 90005 Georg		Dlava						0.000			10000	`
				i kwy							_			
outh	From:		95 South											
95)Ramp	Arlington County (Main	,	1000 G							0.091	F		11000	(
	To:	SR 90005 Georg	ge Washington I	Pkwy										
outh	From:	I-395-S I-395-S010	OA TO BNDY	CHAN										
Ramp	Arlington County	y 0.03	80 G							0.106	F		90	(
	To:	I-395-S; 00-99015-N0	000A RAMP H	OV-3 Lane										
	From:	George Washington Memo	omiol Domlarray C	CI Alawandai										
Washington St					1% 0%	% 0%	0%	0%	С	0.106	F	0.795	NA	
Washington St	City of Alexandria	a 0.91 2 3	3000 G	98%	1% 07	⁄o U%	0%	0%	C	0.106	Г	0.795	IVA	
	To: From:	SR 23	6 Duke St											
100)(90005)Washington St	City of Alexandria	a 0.32 2 4	4000 G	98%	1% 0%	% 0%	0%	0%	F	0.083	F	0.846	NA	
	T				1									
NA Indicate Ot	From:		ueen St	000/	10/ 00	. 00/	00/	00/	_	0.005	_	0.004	NIA	
Washington St	City of Alexandria	a 0.39 26	6000 G	98%	1% 0%	% 0%	0%	0%	F	0.085	F	0.801	NA	
	To	Mac	dison St											
(90005) Washington St	City of Alexandria		7000 G	98%	1% 0%	6 0%	0%	0%	F	0.087	F	0.604	NA	
30)	To:	1st Street; George Wash												
	r													
Van Darn Ct	City of Alexandria		Alexandria	000/	10/ 10	/ 00/	00/	00/	_	0.070	_	0.500	07000	
01 Van Dorn St	City of Alexandria	a 0.62 3 5	5000 G	98%	1% 19	% 0%	0%	0%	F	0.076	F	0.502	37000	(
	Too P	Ed	sall Rd											
Van Dorn St	City of Alexandria			98%	1% 19	% 0%	0%	0%	F	0.075	F	0.552	25000	(
	To:		6 Duke St											
10/0001			011											
/10/2021		(611											

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

		Primary and interstate Route	es									
Route	Jurisdiction	Length AADT QA 4	ITire Bue	T	ruck		QC	K	QK	Dir	AAWDT	ΟW
rioute	Junsaichon		Fille Dus	2Axle 3+Axl	e 1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q۷
Van Davn Ct	City of Alexandria	SR 236 Duke St 1.56 19000 G 9	98% 1%	 1% 0%	00/	00/	0	0.000	F	0.661	20000	_
Van Dorn St	City of Alexandria	1.56 19000 G 9 Seminary Rd	90% 1%	1% 0%	0%	0%	С	0.082	Г	0.001	20000	G
	From:	SR 420 Seminary Rd		I								
402)Quaker Lane	City of Alexandria	*	98% 1%	1% 0%	0%	0%	F	0.080	F	0.502	16000	G
402)	To						·					_
402)Quaker Lane	City of Alexandria	SR 7 King St 0.96 19000 G 9	98% 1%	1% 0%	0%	0%	С	0.085	F	0.583	20000	G
402)	To:	I-395										
	From:	SR 402 Ramp										
402 Ramp	City of Alexandria (Maint: 00							0.108	F		10000	G
\bigcup	To:	I-395 North										
	From:	1SR 402-P TO RT 395 SOUTH										
402 Ramp	City of Alexandria (Maint: 00							0.085	F		6200	G
	10:	I-395 South										
North	City of Alexandria (Maint: 00	SR 402; 00-6714 TO SHIRLINGTON CI 0.04 NA	IRCLE					NA			NA	
402 Ramp	The state of the s	00-1250 FROM SHIRLINGTON CIRCLE	NORTH					INA			INA	
	From:	1SR 402-P Gap CONNECTOR TO SH										
402 Ramp	City of Alexandria (Maint: 00		ПІК					NA			NA	
482	To:	SR 402 Gap FROM SHIRLINGTON (CIR									
	From:	SR 165 Kempsville Rd										
403 Newtown Rd	City of Norfolk	0.31 25000 G 9	98% 0%	1% 0%	0%	0%	С	0.078	F	0.549	27000	G
	To: From	I-264 Va Beach Norfolk Expwy		<u> </u>								
(403) Newtown Rd	City of Norfolk	0.71 29000 G 9	98% 0%	1% 0%	0%	0%	F	0.079	F	0.535	31000	G
	To:	US 58 Va Beach Blvd										
North	From:	SR 403 N, Newtown Rd										
403 Ramp	City of Virginia Beach (Maint: To			_				0.08	F		6000	F
	From	I-264 West Collector Rd										
North (403) Ramp Spur	City of Virginia Beach (Maint: 7	SR 403 Newtown Rd 75) 0.03 NA						NA			NA	
403) Tamp Spai	To:	Rammp from SR 43 Newtown Rd to I-26	64 EB					1471			1471	
South	From:	SR 403 TO RT 264										
(403)Ramp	City of Virginia Beach (Maint: 7							NA			NA	
	To:	SR 403-N000C FROM NEWTOWN	RD									
South	From: City of Virginia Beach (Maint: 7	SR 403 Newtown Rd		l				0.091	F		7000	F
Domn		75) 0.14 6500 F						0.091	Г		7000	Г
403 Ramp	To:	L264 Fact Collector Dd										
	To:	I-264 East Collector Rd										
South (403) Ramp	City of Virginia Beach (Maint: 7 Ton) From: City of Virginia Beach (Maint: 7 Ton)	SR 403 S, Newtown Rd						0.091	F		11000	F

612

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

		Primary an	d Interstate R	outes											
Route	Jurisdiction	Longth	AADT OA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
noute	Julisalction	Length	AADI QA	41116	Dus	2Axle	e 3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
	From:		8; Tidewater Dr												
Princess Anne Rd	City of Norfoll		14000 G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.535	15000	G
	To:	SR	166 Park Ave												
	From:		I-264												
8405 Ballentine Blvd	City of Norfoll		20000 G	93%	1%	2%	2%	2%	0%	С	0.081	F	0.564	21000	G
	To:	US	58; 122-8573												
	From:		5 Ballentine Blvd												
A05 Ramp	City of Norfolk (Mai	aint: 64) 0.14	4600 G								0.092	F		4900	G
	To:		I-264 East												
	From:		5 Ballentine Blvd												
Ramp	City of Norfolk (Mai	aint: 64) 0.12	6900 G								0.1	F		7300	G
	To:		I-264 West												
	From:	SR 33	7 Hampton Blvd												
406 International Blvd	City of Norfoll		19000 A	97%	0%	1%	0%	2%	0%	С	0.100	Α	0.569	21000	Α
	Combined Traffic Estimates for 2 Parallel Ro	Roadways on this Route:	35000 G								NA			38000	G
	To														
406) Terminal Blvd	From L. City of Norfolk (Mai		19000 N	97%	0%	1%	0%	2%	0%	N	0.100	Α	0.569	21000	N
406) Torrinia Biva	To:	mit. 0+) 0.20	I-564	01 /0	0 / 0		0 / 0	270	0 /0	.,	0.100	٠,	0.000	21000	
F	From	D 6 CD 406		4.E. d.		1									
East	City of Norfolk (Mai	Ramp from SR 406	5500 G	4 Eastboun	ıd						0.105	F		5900	G
406)Ramp	City of Norion (Mai	Ramps to I-64 Wes		O Granby	1+						0.103	'		3900	G
	r	•		o Grandy S	ot .										
Pomp	City of Norfolk (Mai		1-564 North								0.119	F		16000	G
406 Ramp			15000 G									Г			
	Combined Traffic Estimates for 2 Parallel Ro										NA			38000	G
	100		W, Terminal Blvo	1											
	From:		8 Campostella Rd	2==/			001		221	_		_		.=	_
407 Indian River Rd	City of Norfoll		14000 G	95%	0%	1%	2%	2%	0%	С	0.099	F	0.57	15000	G
<u> </u>	From:		CL Chesapeake CL Norfolk												
407)Indian River Rd	City of Chesape		18000 G	98%	0%	1%	1%	0%	0%	F	0.097	F	0.523	19000	G
407) III GIATI TIIVOI TIA	Only of officeaper			0070	0 / 0		170	0 /0	0 /0	•	0.007	•	0.020	10000	<u> </u>
	From		Daklette Ave	000/	00/		40/	00/	00/	_	0.000	_	0.500	0.4000	
407 Indian River Rd	City of Chesape		23000 G	98%	0%	1%	1%	0%	0%	С	0.093	F	0.539	24000	G
<u> </u>	103	WCL	Virginia Beach												
	From:		US 460												
412)Prices Fork Rd	Town of Blacksb	burg 1.07	21000 F	96%	2%	1%	0%	1%	0%	С	0.087	F	0.549	22000	F
\smile	Too	Tc	oms Creek Rd			\neg \vdash									
412)Prices Fork Rd	Town of Blacksb		18000 G	96%	2%	1%	0%	1%	0%	F	0.088	F	0.518	20000	G
	To:		Main St												
	From:	Rue II	S 29 Central Blvd												
413)Memorial Dr	City of Danvill		12000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.621	13000	G
710	To:		Court; Goode St									·			-
			,												
140/0004			010												

613

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

Pouto	luriodiation	Longth AADT CA	4Tira	Duc		Tru	ck		00	K	OK	Dir	A A W D T	
Route	Jurisdiction	Length AADT QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:	Cahill Court; Goode St												
Memorial Dr	City of Danville	0.64 13000 G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.608	14000	
	To:	Poplar St			<u> </u>									
3)Memorial Dr	City of Danville	0.26 11000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.594	12000	
2	To- From	High St												
3)Craghead St	City of Danville	0.23 8500 G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.613	9000	
3)3	To:	SR 293 P; N Main St												
	From:	SR 293 P; Main St												
Craghead St	City of Danville	0.06 4800 G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.787	5100	
<i></i>	To:	SR 293 Patton St												
	From:	US 258 Mercury Blvd												
5)Power Plant Pkwy	City of Hampton	0.72 12000 G	98%	1%	0%	0%	0%	0%	F	0.101	F	0.601	13000	
	To: From	Pine Chapel Rd												
15)Power Plant Pkwy	City of Hampton	0.47 18000 G	98%	1%	0%	0%	0%	0%	С	0.103	F	0.567	19000	
	_ To:	Briarfield Rd												
Queen St	City of Hampton	0.84 9000 G	97%	2%	1%	0%	0%	0%	С	0.101	F	0.526	9600	
シ	To	Michigan Dr												
Settlers Landing Rd	City of Hampton	0.56 8700 G	97%	2%	1%	0%	0%	0%	F	0.1	F	0.551	9200	
5) Octions Editioning Flo	To:	SR 351 Pembroke Ave	01 70	270		0 /0	0 /0	0 70	•	0.1	•	0.001	0200	
	From:	US 220; Bus US 220 Franklin	Dd											
9)Electric Rd	Roanoke County	0.07 35000 G	98%	0%	0%	0%	1%	0%	F	0.081	F	0.551	39000	
9)	To:	Roanoke County Line												
_	From:	WCL Roanoke												
9)Electric Rd	Roanoke County	0.77 35000 N	98%	0%	0%	0%	1%	0%	N	0.081	F	0.551	39000	
	To: From:	80-904 Starkey Rd			<u> </u>									
19)Electric Rd	Roanoke County	1.44 23000 A	98%	0%	0%	0%	1%	0%	С	0.105	Α		25000	
	To From	US 221 Brambleton Ave												
9)Electric Rd	Roanoke County	3.16 19000 G	98%	0%	0%	0%	1%	0%	F	0.094	F	0.506	21000	
19	To													
19)Electric Rd	City of Salem	SCL Salem 0.69 17000 G	98%	0%	0%	0%	1%	0%	F	0.096	F	0.516	19000	
19 Electric Fid	·		30 /6	0 70	<u> </u>	0 70	1 /0	0 70	•	0.000	'	0.510	13000	
Floatric Dd	To:	US 11 Apperson Dr	000/	00/	00/	00/	10/	00/		0.007		0.000	10000	
Electric Rd	City of Salem	0.58 16000 G	98%	0%	0%	0%	1%	0%	F	0.097	F	0.606	18000	
	To: From:	Roanoke Boulevard												
9 Electric Rd	City of Salem	0.89 12000 G	97%	1%	1%	1%	1%	0%	С	0.099	F	0.570	14000	
ALT. ALT	To: From:	ALT US 460 Texas St												
ALT ALT 19)(460)(11) Electric Rd	City of Salem	0.53 17000 G	97%	0%	1%	1%	1%	0%	F	0.099	F	0.555	18000	
19) 460 111 Electric Rd	City of Galom		01 /0	0 70	. 70	1 /0	1 /0	0 /0	,	0.000		0.000	10000	
Electric Bri	To: From:	US 460 East Main St	050/	40/		461	001	001		0.400	_	0.000	4 4000	
19) Electric Rd	City of Salem	0.88 13000 G	95%	1%	1%	1%	2%	0%	F	0.108	F	0.606	14000	
	To:	NCL Salem												

614

		1 mary a	ina microta	1101	1103			Tru	ol.			L/		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		1 rui 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:		NCL Salem				ZAXIE	3+Axie	TTTAII	ZIIali		i actor		1 actor		
419 Electric Rd	Roanoke Coun	nty 0.95	11000	Α	95%	1%	1%	1%	2%	0%	С	0.136	Α	0.563	12000	Α
	To	•	I-81													
419)Electric Rd	Roanoke Coun	nty 0.58	7700	G	95%	1%	1%	1%	2%	0%	F	0.094	F	0.632	8700	G
4.0	To:	•	l Catawba Va													
	From:	SR	419 Electric	Rd												
419)Ramp to I-81 N at Exit 141	Roanoke Coun	nty 0.23	4800	G								0.109	F		5100	G
	To:		I-81 North													
	From:		419 Electric													
419 Ramp to I-81 S at Exit 141	Roanoke Coun	nty 0.24		G								0.109	F		2400	G
	10:		I-81 South													
Cominant Dd	City of Alayand		hirley Hwy, 10			10/	10/	10/	00/	00/	0	0.000	_	0.660	12000	0
420 Seminary Rd	City of Alexand		12000	G	97%	1%	1%	1%	0%	0%	С	0.092	F	0.668	13000	G
	City of Alassand		402 Quaker L		070/	40/		40/	00/	00/		0.404		0.057	5000	
Janneys Lane	City of Alexand		5400 SR 7 King St	G	97%	1%	1%	1%	0%	0%	F	0.124	F	0.657	5800	G
	Econo															
420 Ramp	City of Alexandria (M	Maint: 29)	SR 420 1600	G								0.131	F		1600	G
420) 1 14111	To:	nam. 20)	I-395 R				$\overline{}$					0.101	•		1000	ŭ
East	From:	SR-00420-E000X(B)/		AMP FR	OM RT	6706										
(420)Ramp	Arlington Coun		12000	G		0,00						0.12	F		12000	G
1.20	To:	IS-00395-S004X(L)/RAMP FRO	OM RT 6	5706/SR42	20										
East	From:	SR 420; 100	-6706 SR 420)-W0002	X CO											
(420)Ramp	City of Alexandria (M	Maint: 29) 0.12	NA				-					NA			NA	
\smile	To: From:	I-395-S004X RT	395 S & RT	420 EAS	ST COLL		\neg \vdash									
East 420 Ramp	City of Alexandria (M	Maint: 29) 0.06	NA									NA			NA	
East	To: From:	I-395-N004X RT	395 N & RT	420 EA	ST COLL	,	\Box \vdash									
(420)Ramp	City of Alexandria (M	Maint: 29) 0.10	NA									NA			NA	
	To:	SR 420 SR 420-V		LECTOR	R ROADS											
West	From:	SR 420 SR 420-1	E000X COLL	ECTOR	ROADS											
(420)Ramp	City of Alexandria (M	Maint: 29)	NA				-					NA			NA	
	To	I-395-N004X RT	395 N & RT	420 WE	EST COLL		\neg \vdash									
West 420 Ramp	City of Alexandria (M		NA									NA			NA	
420) 1411	ony or Alexandria (W											1471			14/1	
West	From:	SR 420- A TO &		ERSIBI	LE LANE											
420 Ramp	City of Alexandria (M	Maint: 29) 0.03	NA									NA			NA	
West	To: From:	I-395-S004X RT	395 S & RT 4	420 WE	ST COLL	,	\Box \vdash									
(420)Ramp	City of Alexandria (M	Maint: 29)	NA									NA			NA	
120	To:		0-6706 SR 420	0-E000X	(CO											
6/10/2021			615													
U, . U, = U = 1			010													

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

_				d Intersta			_		Tru	ck			K		Dir		
Route	Jurisdiction	ı L	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
7	From:			ucky State I		000/	0%	2%	20/	00/	00/	0	0.001	_	0.555	1400	(
1)	Lee County	/	4.55	1400 52 St Charle	G es St	86%	0%		3%	8%	0%	С	0.091	F	0.555	1400	,
	From:			52 St Charle													
1	Lee County	/	2.18	3400	G	93%	1%	1%	1%	4%	0%	С	0.094	F	0.518	3300	(
	To: From:		NCL	Pennington	Gap												
1)	Town of Pennington Ga	ap (Maint: 52)	0.77	3400	N	93%	1%	1%	1%	4%	0%	N	0.094	F	0.518	3300	
ALT	To: From:		Al	LT US 58 W	V			\Box									
1)(58) E Morgan Ave	Town of Pennington Ga	ap (Maint: 52)	0.40	9900	G	96%	1%	1%	1%	2%	0%	С	0.09	F	0.524	9800	
	To:			LT US 58 E													
7	Town of Pennington Ga		JS 58 E T 0.21	Trail of the I	Loneson G	<u>1e Pine</u> 94%	1%	1%	2%	3%	0%	F	0.095	F	0.532	4500	
	Town of t chinington da	tp (Mant. 52)				J + 70	1 /0	1 /0	2 /0	0 /0	0 70	•	0.000	•	0.552	4300	
1)	Lee County	ı	2.61	Pennington 4600	Gap N	94%	1%	1%	2%	3%	0%	N	0.095	F	0.532	4500	
	T-F	1				0470	1 /0		270	0 /0	0 / 0	.,	0.000	•	0.002	4000	
.)	Lee County	ı	52-642	Old Woodw 3300	vay Rd G	94%	1%	1%	2%	3%	0%	С	0.094	F	0.538	3200	
	To:	<u> </u>	US 58 I	Daniel Boon		0.70	1 70	Ť	270	070	070	Ū	0.001	•	0.000	0200	
1~	From:			US 58													
1) (58)	Lee County	/	6.00	4800	G	93%	1%	1%	2%	4%	0%	С	0.086	F	0.553	4700	
	From:			tt County Li													
Duff Pat Hwy	Scott County (Mai	int: 52)	4.55	4500	G	93%	1%	1%	2%	4%	0%	F	0.094	F	0.654	4500	
	To: From:		(CL Duffield				\Box									
1 (58)	Town of Duffield (M	faint: 84)	0.20	4500	N	93%	1%	1%	2%	4%	0%	Ν	0.094	F	0.654	4500	
	To: From:		U	S 23, US 58	8			\neg —									
1)(23)(58)	Scott County	ty	4.67	11000	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.511	12000	
	To: From:			SR 65													
1)(23) (58)			3.56	11000	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.524	12000	
	To: From:			84-870													
1)(23) (58) Daniel Boone Heritage Hwy			5.92	11000	G	93%	1%	1%	1%	4%	0%	F	0.086	F	0.544	12000	
~ ~ ~	To: From:			Bus West o				\neg									
1) [23] [58]	Town of Gate City (N	Maint: 84)	1.77	12000	N	93%	1%	1%	1%	4%	0%	N	0.104	Α	0.505	12000	
~~~	To: From:			CL Gate Cit	-	2221	4.2.1	$\neg$ $\vdash$		427	221					40000	
1) (23) (58)	Town of Gate City (N	Maint: 84)	0.33	12000	N	93%	1%	1%	1%	4%	0%	N	0.104	Α	0.505	12000	
~~~	From:	14 : 04)		CL Gate Cit	_	000/	40/		40/	40/	00/		0.101		0.505	10000	
1) [23] [58]	Town of Gate City (N	viaint: 84)	0.41	12000	N	93%	1%	1%	1%	4%	0%	N	0.104	Α	0.505	12000	
	From:	M-1-1- 0.43		CL Gate Cit		000/	461	16′	467	401	001		0.404		0.505	10000	
21 } { 23 } { 58 }	Town of Gate City (N	viaint: 84)	0.23	12000	Α	93%	1%	1%	1%	4%	0%	С	0.104	Α	0.505	12000	

616

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

Big St St St St St St St S	K QK Dir AAWDT Q'	QC _					Bus	4Tire	QΔ	gth AADT	l er	Jurisdiction	Route
Town of Gate City (Maint: 84)	Factor Factor	Fa	2Trail	1Trail	3+Axle	2Axle	Dus					our is diction	. 10410
SCT. Gaic Clay Scale Sca	0.091 F 0.601 24000 N	N 0.	0%	4%	1%	1%	1%					Town of Gate City (N	421 (23) (58)
ECL Weber City Chaint: 84) 0.08 23000 G 33% 1% 1% 1% 4% 0% F 0.091 F 0.601 2401						\neg \vdash			ty	SCL Gate Ci		To: From:	~~~
Town of Weber City (Maint: 84) 0.08 23000 G 93% 1% 1% 1% 4% 0% F 0.091 F 0.601 2401 (22) [58] Hillion Rd (Maint: 84) 0.26 10000 G 98% 0% 1% 1% 1% 1% 0% F 0.092 F 0.558 1101 (24) [58] Hillion Rd (Maint: 84) 0.26 10000 G 98% 0% 1% 1% 1% 1% 0% C 0.106 F 0.704 260 (24) [58] Hillion Rd Scott County 4.86 2600 G 98% 0% 1% 1% 1% 1% 0% C 0.106 F 0.704 260 (24) [58] Hillion Rd Scott County 4.86 2600 G 98% 0% 1% 1% 1% 1% 0% C 0.106 F 0.704 260 (24) [58] Hillion Rd Scott County 4.86 2600 G 98% 0% 1% 1% 1% 1% 0% C 0.106 F 0.704 260 (24) [58] Hillion Rd Scott County 4.86 2600 G 98% 0% 1% 1% 1% 1% 0% C 0.097 F 0.543 644 (24) [58] Bristol Hwy Scott County 3.27 650 G 94% 1% 2% 1% 1% 0% C 0.097 F 0.543 644 (24) [58] Bristol Hwy Scott County 9.35 360 G 92% 1% 3% 2% 2% 0% C 0.092 F 0.564 354 (24) [58] Gate City Hwy Washington County 2.65 750 G 97% 0% 1% 1% 1% 0% C 0.089 F 0.506 744 (24) [58] Gate City Hwy Washington County 1.12 4100 G 97% 0% 1% 0% 1% 0% C 0.091 F 0.663 430 (24) [38] Gate City Hwy Washington County 4.12 4100 G 97% 0% 1% 0% 1% 0% C 0.091 F 0.663 430 (24) [38] Gate City Hwy Washington County 4.10 G 97% 0% 1% 0% 1% 0% C 0.091 F 0.663 430 (24) [38] Gate City Hwy Washington County 4.10 G 97% 0% 1% 0% 1% 0% C 0.091 F 0.663 430 (24) [38] Gate City Hwy Washington County 4.100 G 97% 0% 1% 0% 1% 0% C 0.091 F 0.663 430 (24) [38] Gate City Hwy Washington County 4.100 G 97% 0% 1% 0% 1% 0% C 0.091 F 0.663 430 (24) [38] Gate City Hwy Washington County 4.100 G 97% 0% 1% 0% 1% 0% C 0.091 F 0.663 430 (24) [38] Gate City Hwy City of Bristol 0.15 1800 G 98% 0% 1% 0% 1% 0% 0% 0% F 0.091 F 0.539 120 (24) [38] Gate City Hwy City of Bristol 0.15 1800 G 98% 0% 1% 0% 0% 0% F 0.091 F 0.539 120 (24) [38] Gate City Hwy City of Bristol 0.19 1800 G 98% 0% 1% 0% 0% 0% F 0.091 F 0.539 120 (24) [38] Gate City Hwy City of Bristol 0.19 1800 G 98% 0% 1% 0% 0% 0% F 0.091 F 0.539 120 (24) [38] Gate City Hwy City of Bristol 0.19 1800 G 98% 0% 1% 0% 0% 0% F 0.091 F 0.539 120 (24) [38] Gate City Hwy City of Bristol 0.19 1800 G 98% 0% 1% 0% 0% 0% F 0.091 F	0.091 F 0.601 24000 C	F 0.	0%	4%	1%	1%	1%	93%	G	35 23000	(Maint: 84) 0.3	Town of Weber City (421 23 58
Maint: 84 0.26 10000 G 98% 0% 1% 1% 1% 0% F 0.092 F 0.558 1100	0.091 F 0.601 24000 C	F 0.	0%	4%	1%	1%	1%	93%			(Maint: 84) 0.0	Town of Weber City (421) (23) (58)
Company Comp	0.092 F 0.558 11000 C	F 0.	0%	1%	1%	1%	0%	98%	G		0.3	To From (Maint: 84)	421 \ \(\sum_{58} \) Hilton Rd
Signature Sign	0.106 F 0.704 2600 C	C 0.	0%	1%	1%	1%	0%	98%	G			To From (Maint: 84)	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
Sal Hilton Rd Scott County 4.86 2600 G 98% 0% 1% 1% 1% 0% C 0.106 F 0.704 260						\Box				X		To:	(30)
Scott County 3.27 650 G 94% 1% 2% 1% 1% 0% C 0.097 F 0.543 644 State City Hwy	0.106 F 0.704 2600 C	C 0.	0%	1%	1%	1%	0%	98%	G		y 4.	Scott County	121 58 Hilton Rd
Scott County 9.35 360 G 92% 1% 3% 2% 2% 0% C 0.092 F 0.564 350 S 93% 1% 3% 2% 2% 0% C 0.092 F 0.564 350 S 93% 1% 3% 2% 2% 0% C 0.092 F 0.564 350 S 93% 1% 1% 1% 1% 0% C 0.092 F 0.564 350 S 93% 1% 1% 1% 1% 1% 0% C 0.089 F 0.506 744 S 95.700 S 95.70	0.097 F 0.543 640 C	C 0.	0%	1%	1%	2%	1%	94%	G		y 3.:	Scott County	421 58 Bristol Hwy
Scott County Line Scot	0.092 F 0.564 350 C	C 0.	0%	2%	2%	3%	1%	92%	G		y 9.:	From Scott County	Firstol Hwy
Same City Hwy Washington County 2.65 750 G 97% 0% 1% 1% 1% 0% C 0.089 F 0.506 744									-		V	To: From:	~~ <u>~</u>
Salade City Hwy Washington County 2.47 1900 G 92% 1% 3% 2% 2% 0% F 0.112 F 0.603 1900 1	0.089 F 0.506 740 C	C 0.	0%	1%	1%	1%	0%	97%			ounty 2.0	<u> </u>	21 58 Gate City Hwy
Same City of Bristol Cit	0.112 F 0.603 1900 C	F 0.	0%	2%	2%	3%	1%	92%	G		ounty 2.	Washington Co	21 58 Gate City Hwy
WCL Bristol Washington County 4100 G 97% 0% 1% 0% 1% 0% C 0.091 F 0.663 430	0.091 F 0.663 4300 C	C 0.	0%	1%	0%	1%	0%	97%	G		unty 1.	To From Washington Co	21 \ (58) Gate City Hwy
SSS; 1-81 SSS;						\neg \vdash			1	WCL Bristo		To: From:	~
City of Bristol (Maint: 95) 0.21 7600 G 98% 0% 1% 0% C 0.098 F 0.547 800	0.091 F 0.663 4300 C	C 0.	0%	1%	0%	1%	0%	97%			unty	Washington Co	Gate City Hwy
Saland Rd Sala												From:	
City of Bristol 0.80 7600 G 98% 0% 1% 0% C 0.098 F 0.547 800	0.098 F 0.547 8000 C	C 0.	0%	1%	0%	1%	0%	98%	G		int: 95) 0.3	City of Bristol (Mai	Gate City Hwy
Variety WUS 11 N Euclid Ave; W State St WUS 11 N Euclid Ave; W State St WUS 11 State St WUS	0.098 F 0.547 8000 C	C 0.	0%	1%	0%	1%	0%	98%	G		i.0	City of Bristo	Gate City Hwy
21 11 Euclid Ave City of Bristol 0.75 11000 G 99% 0% 1% 0% 0% 0% F 0.091 F 0.539 1200								e St	; W Stat		W US	To:	~
City of Bristol 0.19 9700 G 99% 0% 1% 0% 0% 0% F 0.093 F 0.514 1000 Bob Morrison Blvd Bob Morrison Blvd	0.091 F 0.539 12000 C	F 0.	0%	0%	0%	1%	0%	99%	G		ol 0.		21) (11) Euclid Ave
Sob Morrison Blvd Solution	0.093 F 0.514 10000 C	F 0.	0%	0%	0%	1%	0%	99%	G		ol 0.	City of Bristo	21) (11) Euclid Ave
ERT I1 ERT I1 From ERT I1 State ERT I1 ERT I										Bob Morrison		To: From:	
(19) Commonwealth Ave City of Bristol 0.19 13000 G 96% 0% 1% 0% 3% 0% F 0.094 F 0.554 1400	0.096 F 0.526 13000 C	F 0.	0%	0%	0%	1%	0%	99%	G		ol 0.	·	Euclid Ave
SK 133 Par Sycamore St	0.094 F 0.554 14000 C	F 0.	0%	3%	0%	1%	0%	96%		9 13000		City of Bristo	421 381 19 Commonwealth Ave
									nore St	k 133 Par Sycar	S	10.	

		Filliary and	u miersiai	e noute	3											
Route	Jurisdiction	Length	AADT	QA 4	Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~	From:	SR 133	Par Sycamo													
421 (381) (19) Commonwealth Ave	City of Bristol	0.16	13000	<b>G</b> 9	96%	0%	1%	0%	3%	0%	F	0.093	F	0.547	14000	G
~ ~ ~	To: From:		Cumberland													
(421) (381) (19) Commonwealth Ave	City of Bristol	0.16	12000	-	95%	0%	1%	0%	4%	0%	F	0.093	F	0.545	13000	G
· · ·	From:		Commonweal Fennessee Sta													
421 (381) (19) Commonwealth Ave	City of Bristol		11000		95%	0%	1%	0%	4%	0%	F	0.095	F	0.573	12000	G
<del>~~~</del>	To:		421 Goode S	St												
West 421 Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	0.07	US 421 W 1500	G								0.111	F		1500	G
421 Mainp 03 421 W 1-01 N at Exit 1	To:		58 E 96B; U				$\neg$					0.111	'		1300	G
Bus Bus Bus	From:		South of Gate				i									
421 (23) (58)	Town of Gate City (Maint: 84		15000		98%	0%	1%	0%	0%	0%	F	0.096	F	0.505	16000	G
$\hookrightarrow$ $\hookrightarrow$	To: From:		84-836				$\neg$ $\vdash$									
Bus Bus Bus (421) (23) (58)	Town of Gate City (Maint: 84	0.47	8100	<b>G</b> 9	98%	0%	1%	0%	0%	0%	С	0.089	F	0.546	8700	G
$\hookrightarrow$	To	,	SR 71													
Bus Bus Bus (421) (23) (58) W Jackson St	Town of Gate City (Maint: 84	0.12	4900	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.088	F	0.621	5300	G
421 23 58 W Jackson St	Town of date only (Maint. 04	0.12		<b>u</b> 3	70 70	0 70	170	0 70	0 70	0 70	•	0.000	•	0.021	3300	ч
Bus Bus Bus	From:		84-665													
(421) (23) (58) W Jackson St	Town of Gate City (Maint: 84	0.15	3500	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.088	F	0.542	3700	G
Bus Bus Bus	To: From:		84-763				┷									
(421) (23) (58) Daniel Boone Rd	Town of Gate City (Maint: 84	0.84	2700	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.094	F	0.55	2900	G
Bus Bus Bus	To- From:		84-762													
421 23 58 Daniel Boone Rd	Town of Gate City (Maint: 84	0.80	2000	<b>G</b> 9	97%	0%	1%	1%	1%	0%	С	0.106	F	0.565	2100	G
$\bigcirc$	To	C	L Gate City				$\neg$ $\vdash$									
Bus Bus Bus (421) (23) (58)	Scott County	0.04	2000	<b>N</b> 9	97%	0%	1%	1%	1%	0%	N	0.106	F	0.565	2100	N
421 (23) (36)	To:		us US 23 W		,0	0 70		. , 0	. , ,	0,0		000	•	0.000		
	From:	SR 57 BUS	US 220 Mem	orial Blvd	l											
(457) Church St	City of Martinsville	0.59	3800	<b>G</b> 9	98%	0%	0%	0%	1%	0%	F	0.091	F	0.583	4000	G
Combined Tra	offic Estimates for 2 Parallel Roadway	s on this Route:	6700	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.094	F	0.566	7100	G
	From:		Moss St Fayette St													
(457)Market St	City of Martinsville	0.20	8800	<b>G</b> 9	98%	0%	0%	0%	1%	0%	F	0.086	F	0.54	9400	G
	To: From:		monwealth Bl	lvd												
457)Commonwealth Blvd	City of Martinsville		12000	<b>G</b> 9	98%	0%	0%	0%	1%	0%	F	0.086	F	0.52	13000	G
	To		Vorthside Dr													
457 Commonwealth Blvd	City of Martinsville		16000	<b>G</b> 9	98%	0%	0%	0%	1%	0%	С	0.087	F	0.552	17000	G
	raffic Estimates for Parallel Roadway		NA									NA			NA	
	To:		Fairy St													
6/10/2021			618													
0/10/2021			010													

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

Combined Traffic Estimates for Parallel Roadways on this Route: NA   NA   NA   NA   NA   NA   NA   NA																
Route   Jurisdiction   Length   AADT   QA   4 Tire   Bus   Jurisdiction   Length   AADT   QA   4 Tire   Bus   Jurisdiction   Carbinaris   Carbinar			Q۷													
	From:															
_{.57} )Commonwealth Blvd	City of Martinsville	le 0.48	4800	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.524	5100	G
	Combined Traffic Estimates for Parallel Roa	adways on this Route:	NA									NA			NA	
	To:															
Ole attacas Del	City of Marking will				000/	00/		40/	40/	00/	_	0.005	_	0.554	4000	,
57 Chatham Rd	City of Martinsville	ie 0.99	4100	G	98%	0%	1%	1%	1%	0%	C	0.095	F	0.551	4300	(
	To: From:															
57)Old Chatham Rd	Henry County	2.62		G	99%	0%	0%	1%	0%	0%	С	0.105	F	0.585	2600	(
	To:		SR 57													
	From:	US 22	0 Memorial	Blvd												
Fayette St	City of Martinsville	le 0.61	2900	G	99%	1%	0%	0%	0%	0%	С	0.097	F	0.544	3100	(
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	6700	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.566	7100	(
	To	SR -	457 Market	St												
	From:	SR 457 C	Commonwea	alth Blvd												
Fairy St	City of Martinsville	le 0.29	6200	G	98%	1%	0%	0%	1%	0%	С	0.091	F	0.595	6600	(
· ·	Combined Traffic Estimates for Parallel Roa	adwavs on this Route:	NA									NA			NA	
	To:		JS 58 Churc	ch St												
	From:	Kent	ucky State I	line												
20)	Buchanan Count				80%	1%	2%	12%	5%	0%	С	0.088	F	0.502	2500	
90)		<u> </u>									_		-			
$\sim$	Puohanan Caunti				000/	10/	10/	40/	E0/	00/		0.001		0.500	2700	
60)	Buchanan County	ly 2.09	2400	G	09%	170	170	4%	5%	0%	C	0.091	Г	0.522	2700	,
~	To: From:															
60 }	Buchanan Count	•			96%	0%	1%	1%	2%	0%	F	0.094	F	0.546	3500	(
~~	To:															
~~	Puphanan Countr				069/	00/	10/	10/	20/	00/	_	0.000	_	0.601	4000	,
60)	Buchanan Count	ly 2.59	4300	G	96%	0%	1%	1%	2%	0%	г	0.099	г	0.631	4800	,
~~	To- From	13-650	6 Looneys C	Creek												
60 }	Buchanan County	ty 1.56	4600	G	96%	0%	1%	1%	2%	0%	F	0.097	F	0.653	5100	(
	To	W	CL Grundy	v												
60	Town of Grundy (Mair				96%	0%	1%	1%	2%	0%	Ν	0.097	F	0.653	5100	- 1
	To:	US 460 Pa	ar; 13-1006	NORTI	ł											
~ _	From:		Par; 13-100	6 South												
60 \ (83 )	Town of Grundy (Mair	nt: 13)	630	G	95%	0%	2%	2%	1%	0%	С	0.096	F	0.613	700	(
	To	S	CL Grundy	,												
60 (83)	Buchanan Count				96%	0%	1%	1%	2%	0%	F	0.088	F	0.523	8700	(
	To	<u>*                                      </u>														
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Pughanan County				069/	00/	10/	10/	20/	09/		0.080		0.514	7200	
60)	buchanan Count	J.59	0000	G	90%	0%	170	1 70	2 %	0%		0.069	Г	0.514	7200	,
	To From:															
60 }	Buchanan County	•			96%	0%	1%	1%	2%	0%	F	0.083	F	0.506	5800	(
~	To:	13-110	Keen Mtn	Camp												

619

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

Route	Jurisdiction	I enath	AADT	AΩ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	ГС
	From						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
en)	Buchanan County	2.21	Keen Mtn. 5200		96%	0%	1%	1%	2%	0%	F	0.082	F	0.542	5800	
60)	Ta					0,0		. , ,	_,,	0,0	•	0.002	•	0.0.2	0000	
60	Buchanan County	6.30	Contrary Cre 5300	G G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.549	5900	
00)	To:		vell County I		0070	0,0		. , ,	_,,	0,0	•	0.00.	•	0.0.0	0000	
~	From:		nan County l													
60)	Tazewell County	3.99	6200	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.548	6900	
	To- From:		ed Ash Cam	•												
60)	Tazewell County	1.88	6600	G	96%	0%	1%	1%	2%	0%	F	0.081	F	0.523	7300	
	To- From		CL Richlands				\Box									
60)	Town of Richlands (Maint: 92)	0.18	6600	N	96%	0%	1%	1%	2%	0%	N	0.081	F	0.523	7300	
	To: From		SR 67													
60 67	Town of Richlands (Maint: 92)	1.38	11000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.534	12000	
	To: From	В	Bus US 460													
60 }	Town of Richlands (Maint: 92)	1.32	8900	G	96%	0%	1%	1%	2%	0%	F	0.083	F	0.503	9800	
~~	To From		SR 67				\Box \vdash									
60)	Town of Richlands (Maint: 92)	0.38	11000	F	96%	0%	1%	1%	2%	0%	С	0.101	В	0.536	12000	
<i></i>	To: From:	EC	CL Richlands	S			<u> </u>									
60 60 60	Tazewell County	0.87	11000	N	96%	0%	1%	1%	2%	0%	Ν	0.101	В	0.536	12000	
	To- From	WC	L Cedar Blu	ıff												
60) 60)	Town of Cedar Bluff (Maint: 92	0.44	11000	N	96%	0%	1%	1%	2%	0%	Ν	0.101	В	0.536	12000	
<u> </u>	To From	Bus US 460 I	Near WCL C	Cedar Bl	uff		\neg \vdash									
60}	Town of Cedar Bluff (Maint: 92) 1.18	13000	G	96%	0%	1%	1%	2%	0%	F	0.101	В	0.536	14000	
~	To- From:	Bus US 460	Near ECL C	Cedar Blu	ıff		\neg \vdash									
60	Town of Cedar Bluff (Maint: 92) 0.09	15000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.523	17000	
	To	ECI	L Cedar Blut	ff												
60)	Tazewell County		15000	N	96%	0%	1%	1%	2%	0%	Ν	0.082	F	0.523	17000	
	To	US 19	West Interse	ection												
60 19	Tazewell County	5.73	9200	F	95%	0%	1%	1%	3%	0%	F	0.098	F	0.763	10000	
	To- Brown	92-639	Earls Branc	h Rd												
60 (19)	Tazewell County	5.13	8500		95%	0%	1%	1%	3%	0%	F	0.088	F	0.536	9200	
	To	US 1	9, Bus US 4	-60												
60 (19)	Tazewell County	1.68	8400		95%	0%	1%	1%	3%	0%	F	0.09	F	0.523	9100	
	Ta	We	CL Tazewell	1												
60 (19)	From L	1.57	8200		95%	0%	1%	1%	3%	0%	F	0.089	F	0.537	8800	
	To		SR 61													
60 (19)	From:	0.62	6300	F	95%	0%	1%	1%	3%	0%	F	0.089	F	0.529	6900	
30 (3)	To:		CL Tazewell													

620

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q
	From:	ECL Tazew	ell			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		_
60)(19)	Tazewell County	2.03 6300	N	95%	0%	1%	1%	3%	0%	Ν	0.089	F	0.529	6900	Ν
~ ~	To- From:	Bus US 46													_
60 } (19)	Tazewell County	5.75 8400	F	95%	0%	1%	1%	3%	0%	F	0.09	F	0.53	9100	ı
~~	Too From:	92-680													_
60] [19]	Tazewell County	4.86 11000	Α	95%	0%	1%	1%	3%	0%	С	0.106	Α	0.579	11000	,
60 (19)	Tazewell County	92-720 W 0.10 10000	G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.515	11000	(
30 (19)	To	US 19 East Inter													
60	Tazewell County	1.91 9500	F	96%	0%	1%	1%	2%	0%	F	0.091	F	0.579	11000	
3	To	WCL Bluefi	eld												
60	Town of Bluefield (Maint: 92)	1.86 9500	F	96%	0%	1%	1%	2%	0%	F	0.091	F	0.579	11000	ı
	To:	92-720 Hockman Pike;	Fincastle												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Town of Bluefield (Maint: 92)	92-720 1.26 <b>13000</b>	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.531	15000	(
60	Town of Bidefield (Maint. 92)		G	90%	0%	1%	1%	2%	0%	Г	0.067	Г	0.531	15000	'
	Town of Bluefield (Maint: 92)	0.09 <b>FR-868</b>	G	95%	0%	1%	1%	3%	0%	С	0.09	F	0.516	16000	(
60	Town of Blacheld (Maint. 32)			33 /0	0 70	1 /0	1 /0	0 70	0 70	Ü	0.00	•	0.510	10000	
ON Virginia Ave	Town of Glen Lyn (Maint: 35)	West Virginia Sta 0.81 <b>8400</b>	ate Line <b>G</b>	89%	1%	1%	1%	8%	0%	F	0.078	F	0.531	8900	(
50) * "9" "4 / 1 / 1	Tol.			00 70	. , ,		1 70	070	0 70	•	0.070	•	0.001	0000	
Virginia Ave	Town of Glen Lyn (Maint: 35)	35-1308 Housto 0.59 <b>7800</b>	n Lane G	89%	1%	1%	1%	8%	0%	F	0.083	F	0.514	8300	(
30)	To-						.,.								
60	Giles County	WCL Glen I 1.24 <b>7800</b>	.yn <b>N</b>	89%	1%	1%	1%	8%	0%	N	0.083	F	0.514	8300	1
60)	То	WCL Rich C													
60)	Town of Rich Creek (Maint: 35)	0.65 <b>7800</b>	N	89%	1%	1%	1%	8%	0%	Ν	0.083	F	0.514	8300	ı
50)	To:	US 219 Rich C	Creek												
~	From:	US 219 Rich Creek			40/		40/	00/	00/	_	0.000	_	0.005	4000	
O Virginia Ave	Town of Rich Creek (Maint: 35)	0.73 <b>6900</b>	F	89%	1%	1%	1%	8%	0%	F	0.083	F	0.635	4800	
~	To Prom	35-712 Riversi		050/	00/		40/	00/	00/		0.000		0.01.1	0500	
60)	Town of Rich Creek (Maint: 35)	0.18 <b>12000</b>	N	95%	0%	1%	1%	3%	0%	N	0.089	F	0.614	8500	1
	To: From:	ECL Rich Cr		0==/	221		151	221						2522	_
60)	Giles County	2.01 <b>12000</b>	N	95%	0%	1%	1%	3%	0%	N	0.089	F	0.614	8500	l
~~	To: From:	NCL Narro								_		_			
Virginia Ave	Town of Narrows (Maint: 35)	0.76 <b>12000</b>	F	95%	0%	1%	1%	3%	0%	F	0.089	F	0.614	8500	
~	To: From:	SR 61 Fleshm													
Virginia Ave	Town of Narrows (Maint: 35)	0.60 <b>15000</b>	F	96%	3%	0%	0%	0%	0%	F	0.089	F	0.623	10000	
~	To From:	ECL Narrov													
60 Virginia Ave	Giles County	3.00 <b>15000</b>	F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.641	10000	١
	10.	WCL Pearish	urg												

# 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+				QC	Factor	QK	Factor	AAWDT	Q\
460 Virginia Ave	Town of Pearisburg (Maint: 35)	WCL Pearisbu 0.60 <b>12000</b>	urg <b>F</b>	89%	1%	1%	1%	8%	0%	F	0.089	F	0.626	12000	F
460) 11911111 7110	Town of F Carlobary (Maint. 00)			00 70	170		1 70	0 70	0 70		0.000		0.020	12000	
460	Giles County	ECL Pearisbu 0.73 <b>14000</b>	ng N	89%	1%	1%	1%	8%	0%	N	0.089	F	0.621	9800	N
+00)	To	WCL Pearisbu													
460	Town of Pearisburg (Maint: 35)		N	89%	1%	1%	1%	8%	0%	Ν	0.089	F	0.621	9800	Ν
	To	ECL Pearisbu	ırg			<u> </u>									
Virginia Ave	Giles County	5.01 <b>14000</b>	F	89%	1%	1%	1%	8%	0%	F	0.089	F	0.621	9800	F
~ <u></u>	To: From:	WCL Pembro	ke			<u> </u>									
(60) W Main St	Town of Pembroke (Maint: 35)	0.86 <b>13000</b>	F	98%	0%	1%	1%	0%	0%	С	0.092	F	0.65	9100	F
~	To: From	35-626 Mill R													
Virginia Ave	Town of Pembroke (Maint: 35)	0.73 <b>13000</b>	F	89%	1%	1%	1%	8%	0%	F	0.094	F	0.647	9000	F
<u>~</u>	To: From:	ECL Pembrol													
Virginia Ave	Giles County	1.27 <b>11000</b>	F	89%	1%	1%	1%	8%	0%	F	0.095	F	0.612	12000	F
~	From	35-613 Doe Cree		000/	40/	10/	10/	00/	00/		0.400		0.000	11000	
60)	Giles County	2.82 10000	F	89%	1%	1%	1%	8%	0%	С	0.102	F	0.689	11000	F
Wirginia Ava	Cilco County	35-730 Egglesto		070/	0%	10/	0%	20/	0%	С	0.000	F	0.646	8000	F
60 (42) Virginia Ave	Giles County	2.35 <b>12000</b>	F	97%	0%	1%	J%	2%	0%	C	0.092	Г	0.646	8000	Г
60 (42) Virginia Ave	Giles County	35-700 Mountain L 1.66 <b>12000</b>	Lake Rd	99%	0%	0%	0%	0%	0%	С	0.092	F	0.685	8200	F
Virginia Ave	Tol			33 76	0 70		<i>J</i> 70	0 70	0 70	O	0.002	'	0.000	0200	'
00 Virginia Ave	Giles County	SR 42 Blue Grass 1.16 <b>13000</b>	s trail	89%	1%	2%	2%	7%	0%	F	0.095	F	0.718	8800	F
80)	To:	Montgomery Coun		0070	. , ,		_,,	. , 0	0,0	•	0.000	•	00	0000	•
~~	From:	Giles County L		2021	4.57			<b></b> /	221					10000	
Pandapas Pond Rd	Montgomery County	3.46 <b>12000</b>	G	89%	1%	1%	1%	8%	0%	F	0.096	F	0.679	13000	C
~	Taura of Diaglacka (Alacina CO)	NCL Blacksbu		000/	40/	10/	40/	00/	00/		0.000		0.070	10000	
60)	Town of Blacksburg (Maint: 60)	) 0.40 <b>12000</b> Bus US 460	G	89%	1%	1%	1%	8%	0%	F	0.096	F	0.679	13000	G
	From:	Bus US 460, N M				1									
60	Town of Blacksburg (Maint: 60)	) 3.30 <b>13000</b>	G	89%	1%	1%	1%	8%	0%	F	0.105	F	0.733	14000	G
	To: From:	SR 412 Prices Fo	rk Rd												
60	Town of Blacksburg (Maint: 60)		G	95%	0%	1%	1%	3%	0%	С	0.105	F	0.566	35000	C
<del>~</del>	From:	Southgate D: BUS US 460													
60)	Town of Blacksburg (Maint: 60)		G	95%	0%	1%	1%	3%	0%	F	0.11	F	0.646	40000	C
	To	SCL Blacksbu	ırg												
60	Montgomery County	1.76 <b>38000</b>	G	95%	0%	1%	1%	3%	0%	F	0.11	F	0.646	40000	C
~	To:	SR 114	D. 1												
460	Montgomery County	SR 114 Peppers Fe 0.95 <b>25000</b>	erry Rd G	95%	0%	1%	1%	3%	0%	F	0.107	F	0.607	27000	(
+OU )	Montgomery Sounty	0.00 2000		30 /0	0 / 0	1 /0	. ,0	0 /0	0 / 0		5.107		5.007	2,000	_

622

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus		-	ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	Q
	Montgomery Cou	intv	2.47	Bus US 460 33000	G	94%	1%	1%	1%	4%	0%	С	0.105	F	0.6	35000	(
60)	To:	лпц		11 Roanoke		34 /6	1 /0	1/0	1 /0	7 /0	0 /6	O	0.103	'	0.0	33000	
~~~	From:		S 460 PARKWA														
60)(460)Ramp toward I-81 N (to CD Road) a	at Ex ītoMr8 of Christiansbur <u>g</u>	(Maint: 60)	0.14			See	US 460	for dire	ectional	traffic v	olume e	estima	ites for th	nis se	gment.		
<i></i>	To:		-N118X FROM														
60 (81) I-81 North Exit 118 Collector Rd	Town of Christiansburg		60-E124B FRON) 0.14	1 K1 46000-	- PAKK			or direc	tional tr	affic vo	luma as	timate	es for this	e eaar	nont		
60 81 I-81 North Exit 118 Collector Rd	To:	(IVIAITIL OU)		N118C TO F	PT 11		Je 1-01 II		lionai li	anc vo	iuiiie es	ımaıc	75 IOI (III)	s segi	nent.		
	From:	I-	81-N118B TO R			Y DRIVE											
60 (81) I-81 North Exit 118 Collector Rd	Town of Christiansburg	(Maint: 60)	0.15			Se	ee I-81 fe	or direc	tional tr	affic vo	lume es	timate	es for this	segr	nent.		
	To	-	60-99027-N000 <i>A</i>	EDOM DA	DVWAY	V DDIVE											
60 (81) I-81 North Exit 118 Collector Rd	Town of Christiansburg			TROM PA	KKWA		2e I-81 f	or direc	tional tr	affic vo	lume es	timate	es for this	sear	nent		
60 81 I-81 North Exit 118 Collector Rd	To:	(IVIAITIE: OO)		I-81-N118C				1	lional ti	amo vo	iamo os	iiiiaic	20 101 11110	Joegi	nont.		
	From:			N118X TO F													
60 (81) Ramp	Town of Christiansburg	(Maint: 60)	0.29			Se	ee I-81 fe	or direc	tional tr	affic vo	lume es	timate	es for this	segr	nent.		
	To:		US 11 F	ROM RT 81	NORTI	Н											
~~~-	From:	_		I-81s										_			
(60) $(11)$ Roanoke St	Town of Christians	sburg	0.09	8200	N	96%	0%	1%	1%	2%	0%	N	0.1	F	0.558	8900	
~ ~	To: From:		Towe	r Rd, Hampt	on Rd			$\neg$ —									
Roanoke St	Town of Christians	sburg		8200	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.558	8900	
	To:		EC	L Christiansl	nura												
60 (11) Roanoke Rd	From:		EC	5900	G G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.521	6200	
Roanoke Rd						0070	070		. 70	_ /0	0 70	•	0.1	•	0.021	0200	
~~~	From			53 Old Tow		000/	00/		40/	00/	00/		0.404		0.000	2000	
Roanoke Rd	Montgomery County (N	viaint:)	3.21	6400	G	96%	0%	1%	1%	2%	0%	F	0.101	F	0.626	6800	
	From:		60	-631 Brake 1 60-631	Rd												
60 (11) Roanoke Rd	Montgomery County (N	Maint:)	2.43	6600	G	96%	0%	1%	1%	2%	0%	С	0.115	F	0.618	7000	
00) (11)	To:	,		noke County				Τ̈́	. , ,	_,,	0,0	Ŭ	00	·	0.0.0		
	From:			39 West Rive													
00 11 West Main St	Roanoke Coun	ty	1.26	8000	G	96%	0%	1%	1%	2%	0%	F	0.108	F	0.547	7900	
	To:		80-64	7 Dow Hollo	ow Rd												
~~~	From:			omery Coun										_			
60 (11) West Main St	Roanoke Coun	ty	0.60	8000	N	96%	0%	1%	1%	2%	0%	N	0.108	F	0.547	7900	
<del>~</del>	To: From:			39 West Rive 7 Dow Holle													
60 (11) West Main St	Roanoke Coun	tv	2.93	9200	G	96%	0%	<b>1</b> %	1%	2%	0%	F	0.092	F	0.501	9800	
60 11 West Main St	Tiodrioke Court	· y	2.00	3200	<u> </u>	0070	0 70		1 /0	270	0 70	•	0.002	•	0.001	0000	
~~~	From			80-643	_	2221		<u> </u>			221	_		_			
West Main St	Roanoke Coun	ty	0.39	13000	G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.55	14000	
	To: From:			80-642													
00 (11) West Main St	Roanoke Coun	ty	0.64	24000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.668	26000	
	To: From:			WCL Salem													
60 (11) West Main St	City of Salem			16000	G	96%	0%	1%	1%	2%	0%	F	0.108	F	0.504	18000	
00) (11)	To:		1.12	SR 112		0070	0,0		. 70	_ /0	0 /0		000		0.004	10000	
				U1. 112													

Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_		riiiiaiy and interst			_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Mast Main Ct	From:	SR 112		000/	10/	00/	00/	00/	00/		0.100	_	0.000	00000	_
60) (11) West Main St	City of Salem	1.31 21000	G	98%	1%	0%	0%	0%	0%	F	0.136	F	0.698	23000	G
ISO (11) West Main St	City of Salem	ALT US 460, 4 0.60 12000	th St G	98%	1%	0%	0%	0%	0%	F	0.079	F	0.525	14000	G
460) (11) West Main St	City of Salem			90 /6	1 /0	0 /0	0 /6	0 /6	0 /6	•	0.079	'	0.525	14000	C
460 (11) West Main St	City of Salem	Academy S 0.35 11000	t G	98%	1%	0%	0%	0%	0%	F	0.080	F	0.519	12000	G
Nost Main St	Tre-			0070	1 /0		0 70	0 70	0 /0	•	0.000	•	0.010	12000	
Main St	City of Salem	US 11 College 0.11 12000	Ave G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.590	13000	(
00)	To	SR 311 Thompson M					.,.	.,.				•			
60 E Main St	City of Salem	0.29 13000	G	96%	1%	1%	1%	1%	0%	F	0.090	F	0.610	14000	(
•••	To:	Lynchburg Tp													
60 E Main St	City of Salem	0.93 12000	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.654	14000	(
~	Tos	Kessler Mill l	Rd			<u> </u>									
60 E Main St	City of Salem	0.24 11000	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.559	12000	
~ <u></u>	To: From:	SR 419 Electric	e Rd												
ALT 60 (11) E Main St	City of Salem	0.44 16000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.518	18000	(
	To:	WCL Roanol	ke												
ALT 60 (11) Melrose Ave	City of Roanoke	ECL Salem		96%	1%	1%	1%	1%	0%	F	0.083	F	0.514	16000	,
60) (11) Melrose Ave	City of Hoarloke	0.65 14000	G	90%	1 70	1 70	1 70	1 70	0%	Г	0.063	Г	0.514	16000	(
ALT	From:	SR 117 Peters Cre	eek Rd												
60) (11) Melrose Ave	City of Roanoke	1.75 11000	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.502	13000	(
ALT	To: From:	24th St													
Melrose Ave	City of Roanoke	0.41 10000	G	96%	1%	1%	1%	1%	0%	F	0.080	F	0.548	11000	(
	To: From:	Salem Tpke)												
ALT 60 (11) (116) Orange Ave	City of Roanoke	1.00 13000	G	96%	1%	1%	1%	1%	0%	F	0.075	F	0.545	14000	(
	То	10th St, Gainsbo													
ALT 60 (11) (116) Orange Ave	City of Booneka			96%	1%	1%	1%	1%	0%	0	0.096	Α	0.523	21000	
60 (11) (116) Orange Ave	City of Roanoke	0.90 19000	A	90%	1 70	1 70	1 70	1 70	076	С	0.096	A	0.525	21000	,
ALT ALT	From:	I-581, US 220, ALT	SR 220												
60) (11) (116) (220) Orange Ave	City of Roanoke	0.24 33000	G	96%	1%	1%	1%	1%	0%	F	0.096	Α	0.523	36000	(
ALT	To: From:	US 11 Williamso	on Rd												
60 (221) (220) Orange Ave	City of Roanoke	0.49 32000	G	96%	1%	1%	1%	1%	0%	F	0.076	F	0.516	36000	(
	To: From:	SR 115 Hollins	Rd												
ALT 60 (221)(220)Orange Ave	City of Roanoke	1.14 37000	G	95%	1%	1%	1%	3%	0%	F	0.075	F	0.521	39000	(
	Те	24th St	-	, .	, -			- / -	- 7 -						
ALT Orongo Avo	City of Doopoles			OE9/	10/	10/	10/	20/	00/	_	0.001	_	0.516	21000	,
60 221 220 Orange Ave	City of Roanoke	1.17 30000 128-8055 King	G St	95%	1%	1%	1%	3%	0%	Г	0.081	Г	0.516	31000	(
10/2021	•		,												
0/2021		624													

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

													—
Route	Jurisdiction	Length AADT	QA 4Tire	Bus			 ail 2Trail		K Factor	QK	Dir Factor	AAWDT	. (
ALT	From:	128-8055 King	g St		27 0.10 0	17000 111	an Erran		1 40101		1 40101		
0)(221)(220)Orange Ave	City of Roanoke	0.38 35000	G 95%	1%	1%	1% 39	% 0%	F	0.082	F	0.508	37000	
ALT.	To: From:	ECL Roanok	æ										
ALT (221) Challenger Ave	Roanoke County	1.63 32000	A 95%	1%	1%	1% 39	% 0%	С	0.098	Α	0.502	34000	
221 (220) Challenger Ave	To			. , ,		. 70	0 0,0	Ŭ	0.000	•	0.002	0.000	
Challenger Ave	Roanoke County	Alt US 220 Clovere 0.34 25000	G 89%	1%	1%	1% 79	% 0%	F	0.089	F	0.578	26000	
))(221) Griding in 7110	To:	Botetourt County		170		1,0 ,	0 070		0.000	·	0.070	20000	
~~~~	From:	Roanoke County											
221 Blue Ridge Blvd	Botetourt County	2.55 <b>22000</b>	<b>G</b> 89%	1%	1%	1% 79	% 0%	F	0.082	F	0.594	24000	
~~~	To: From	Blue Ridge Park											-
))(221)Blue Ridge Blvd	Botetourt County	2.94 18000	A 89%	1%	1%	1% 79	% 0%	С	0.106	Α	0.541	19000	
	To: From:	Bedford County Botetourt County											-
) (221) W Lynchburg Salem Tpke	Bedford County	4.18 15000	G 89%	1%	1%	1% 79	% 0%	F	0.086	F	0.608	16000	
	To	09-695 Goose Creek											
221 W Lynchburg Salem Tpke	Bedford County	7.69 14000	G 89%	1%	1%	1% 79	% 0%	F	0.085	F	0.550	14000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To	09-831 Thaxton Sci											
) 221 W Lynchburg Salem Tpke	Bedford County	2.75 15000	G 89%	1%	1%	1% 79	% 0%	F	0.086	F	0.501	16000	
(221) = ,	To					.,.				•			
)(221)	Town of Bedford (Maint: 09)	WCL Bedfor 0.67 17000	ra G 89%	1%	1%	1% 79	% 0%	F	0.089	F	0.510	18000	
(221)	To:		G 3070	. , ,		. , ,	0 0,0	·	0.000	•	0.0.0	.0000	
	Town of Bedford (Maint: 09)	US 221 0.18 14000	G 89%	1%	1%	1% 79	% 0%	F	0.086	F	0.542	15000	
	,			. , ,		.,	0 0,0	·	0.000	•	0.0.2	.0000	
	Bedford County	ECL Bedford 0.24 14000	a G 89%	1%	1%	1% 79	% 0%	F	0.086	F	0.542	15000	
	To			. , ,		.,	0 0,0	·	0.000	•	0.0.2	.0000	
9	Town of Bedford (Maint: 09)	WCL Bedfor 0.90 14000	ra G 89%	1%	1%	1% 79	% 0%	F	0.086	F	0.542	15000	
	Town of Bediera (Maint: 00)			170		170 7	0 070		0.000	•	0.042	10000	
<u> </u>	Bedford County	ECL Bedford 0.06 14000	G 89%	1%	1%	1% 79	% 0%	F	0.086	F	0.542	15000	
	z C			170		170 7	0 070		0.000	•	0.042	10000	
)(100)	Bedford County	SR 122 Ram 0.50 19000	ър G 89%	1%	1%	1% 79	% 0%	F	0.087	F	0.554	20000	П
122	Bediord County			170	1 70	170 7	0 070	•	0.007	•	0.554	20000	
	Town of Bedford (Maint: 09)	SCL Bedford 0.94 19000	d G 89%	1%	1%	1% 79	% 0%	F	0.087	F	0.554	20000	
122	Town of Bediord (Maint. 09)			1 /0	1 /0	1/0 /	0 076	'	0.007	'	0.554	20000	
`	Town of Bedford (Maint: 09)	SR 122, US 221, Bus 0.28 14000		1%	1%	1% 79	% 0%	N	0.084	F	0.532	15000	Т
}	rown of Bediord (Maint. 09)			1 /0	1 /0	1/0 /	0 0/0	IN	0.004		0.552	13000	
E Lynahhura Salam Taka	Podford County	ECL Bedford		10/	10/	10/ 7/	00/		0.004	г	0.500	15000	Ī
E Lynchburg Salem Tpke	Bedford County	4.40 14000	G 89%	1%	1%	1% 79	% 0%	F	0.084	F	0.532	15000	
E Lynchburg Salem Tpke	Bedford County	09-803 Timber Ric	•	40/	10/	10/ 7/	00/		0.405	_	0.517	17000	
	Regiona County	7.88 16000	A 90%	1%	1%	1% 79	% 0%	С	0.105	Α	0.517	17000	

625

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
	From:	Bedford County	Line			ZAXIO	OTAXIC	IIIaii	ZIIali		1 actor		1 actor		
60 Lynchburg Hwy	Campbell County	1.33 23000	G	89%	1%	1%	1%	7%	0%	F	0.09	F	0.548	24000	C
~ <u></u>	To: From:	Bus US 460)												
Lynchburg Hwy	Campbell County	3.95 24000	G	89%	1%	1%	1%	7%	0%	F	0.101	F	0.613	25000	(
~	To: From	15-678 Airport													
Lynchburg Hwy	Campbell County	1.36 39000		89%	1%	1%	1%	7%	0%	F	0.096	F	0.619	42000	(
~	From:	US 29; Bus US 29 W Bus US 29 Ward													
60 (29) (29)	Campbell County	0.03 46000		93%	0%	1%	1%	5%	0%	F	0.099	F	0.623	48000	(
~	To- From	SCL Lynchbu	ırg			\neg \vdash									
60 (29) (29)	City of Lynchburg (Maint: 15)	1.38 46000	G	93%	0%	1%	1%	5%	0%	F	0.099	F	0.623	48000	(
***	To: From:	Candler Mountai	in Rd												
60 (29) (29)	City of Lynchburg (Maint: 15)	0.49 40000	G	93%	0%	1%	1%	5%	0%	F	0.095	F	0.614	41000	(
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From	US 501 Ram	-												
60 (29) (29) (501)	City of Lynchburg (Maint: 15)	35000		93%	0%	1%	1%	5%	0%	С	0.105	Α	0.531	37000	(
	From:	Bus US 501; US 501 Ca Functional Class C		ve											
60 29 Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 27000		93%	0%	1%	1%	5%	0%	F	0.092	F	0.553	27000	(
\rightarrow	To	US 29				\neg \vdash									
Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 25000	N	93%	1%	1%	1%	4%	0%	Ν	0.092	F	0.553	26000	-
<i>~</i>	To- From:	ECL Lynchbu	ırg			\neg \vdash									
Richmond Hwy	Campbell County	25000	G	93%	1%	1%	1%	4%	0%	F	0.092	F	0.553	26000	(
~ <u></u>	To: From:	15-726 Mount Ath	nos Rd												
Ricmond Hwy	Campbell County	21000	G	93%	1%	1%	1%	4%	0%	F	0.094	F	0.67	22000	(
~~ ~~	To- From	15-1017 Circle													
Ricmond Hwy	Campbell County	1.21 17000	N	93%	1%	1%	1%	4%	0%	N	0.094	F	0.641	18000	١
~~	To- From:	15-656 Crews Sho													
Ricmond Hwy	Campbell County	1.42 17000	G	93%	1%	1%	1%	4%	0%	F	0.094	F	0.641	18000	(
~~	From	SR 24 Village F		2=4	221		121	4.5.1					2 2 4 2	40000	_
Lynchburg Hwy	Campbell County	0.11 15000 Appomattox Count		97%	0%	1%	1%	1%	0%	N	0.088	F	0.618	16000	1
<u> </u>	From:	Campbell County													
Richmond Hwy	Appomattox County	3.28 15000	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.618	16000	
\sim	To: From:	06-689 Spout Spri	ing Rd												
60 24 Richmond Hwy	Appomattox County	4.09 15000	F	95%	0%	1%	1%	2%	0%	С	0.086	F	0.578	15000	ı
	To: From:	WCL Appomat	ttox												
(24) Richmond Hwy	Town of Appomattox (Maint: 06)			95%	0%	1%	1%	2%	0%	Ν	0.086	F	0.578	15000	-
~ ~	To: From:	Bus US 460)												
460 (24) Richmond Hwy	Town of Appomattox (Maint: 06)	0.72 9800	F	91%	0%	1%	2%	5%	0%	С	0.083	F	0.518	10000	ı

626

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

		T minary ar	ia interstati	0 1100												
Route	lurisdiction	Length	AADT	ΟΛ	4Tiro	Rue		Tru	ck		00	K	OK	Dir	ΔΔWDT	- 0
riodic	dunsalction	Longin	AADI	GA.	41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q
	From:	SR 24, SR	131 Old Court	thouse	Rd											
Richmond Hwy	Town of Appomattox (Maint: 06	3) 1.87	8000	F	87%	1%	1%	1%	10%	0%	F	0.083	F	0.532	8400	
	To	,	Rus US 460													
Richmond Hwy	Town of Appomattox (Maint: 06			N	92%	1%	1%	1%	5%	0%	N	0.083	F	0.562	11000	
50)	- om or rippomation (mainted	,			0_70	. , 0		. , 0	0,0	0 / 0	• •	0.000	•	0.002		
~	From				2221			1.51		221					4.4000	
Richmond Hwy	Appomattox County	0.27	10000	N	92%	1%	1%	1%	5%	0%	N	0.083	F	0.562	11000	
~	To- From:	06	5-707 Peach St	t												
Richmond Hwy	Appomattox County	2.88	10000	F	92%	1%	1%	1%	5%	0%	С	0.083	F	0.562	11000	
	Too	06.620	OUE	D 1												
Pichmond Hung	Appenditor County				070/	10/	10/	10/	09/	10/	_	0.105	۸	0.504	9400	
Richmond Hwy	Appointation County	5.20	0300	A	07 /6	1 /0	1 /0	1 /0	3 /0	1 /0	C	0.103	^	0.304	0400	
<u></u>	To: From:	Bus U	S 460 Pamplir	n Rd												
Richmond Hwy	Appomattox County	0.99	6500	N	90%	0%	1%	1%	8%	0%	Ν	0.082	F	0.504	6700	
ر	SR 24 SR 131 ON Courbose Rd 1.87 8000 F 87% 1% 1% 1% 1% 1% 0% 0% F 0.083 F 0.532 8400															
~	From:										_		_			
Prince Edward Hwy	Prince Edward County	1.07	6500	F	90%	0%	1%	1%	8%	0%	F	0.082	F	0.504	6/00	
~	To	Bus U	S 460 Pamplir	n Rd												
Prince Edward Hwy	Prince Edward County	5.83	7700	F	89%	1%	1%	1%	9%	0%	F	0.082	F	0.541	7900	
٠	Tec	72	(2(D. 1. D.	1												
Prince Edward Hwy	Prince Edward County				070/	10/	10/	10/	100/	09/		0.005	Е	0.624	0200	
60 Filice Edward Twy	To To				07 /6	1 /0	1 /0	1 /0	10 /6	0 /6	'	0.005		0.024	9300	
	From:															
00 15 Prince Edward Hwy		05.10			87%	1%	1%	2%	9%	1%	С	0.106	Α	0.572	8900	
(13)	To:	US 15					Ť		- , -		_					
	From:															
Prince Edward Hwy	Prince Edward County	2.98	8100	F	87%	1%	1%	2%	9%	1%	F	0.087	F	0.529	8400	
	Too	D LIC	160 E+ - f E-	:11.												
Prince Edward Hwy	Prince Edward County					10/-	20/-	20/-	1%	Nº/-		0.001	F	0.554	1/000	
1 Time Edward Tiwy	Time Edward County	4.20	13000		34 /6	1 /0		2 /0	1 /0	0 /6	O	0.031	'	0.554	14000	
~	To: From:	SR 30	7 Holly Farms	s Rd												
Prince Edward Hwy	Prince Edward County	4.67	6800	F	98%	0%	1%	0%	0%	0%	С	0.087	F	0.514	7100	
~	To:															
~~			-	-			1			0-1	_		_			
W Colonial Trail Hwy	Nottoway County				87%	1%	1%	1%	10%	0%	F	0.093	F	0.525	6800	
	To:	US 360		Hwy												
2000	Nottoway County	0.14		_	Q0°/	00/	19/	10/	Q0/	00/	F	0.000	E	0.579	10000	
50 (360)	Notioway County	0.14	10000	г	90%	0%	1 70	1 70	070	0%	Г	0.000	Г	0.576	10000	
~ ~~~	To: From:		CL Burkeville													
60 (360)	Town of Burkeville (Maint: 67)	1.06	10000	N	90%	0%	1%	1%	8%	0%	Ν	0.088	F	0.578	10000	
	To:	,	Bus US 460				\neg \vdash									
60 (360)	Town of Burkeville (Maint: 67)			F	90%	0%	1%	1%	8%	0%	F	0.087	F	0.565	12000	
00)(000)	Tomin or Burkevine (Maint. 07)		000	•	00/0	0 /0	. /0	. /0	0 /0	0 /0		0.007		0.000	000	

627

						Tru				1/		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	Q۱
	From:	CL Burkeville			ZANIE	JTANIC	TITALI	ZIIali		1 actor		1 actor		
60 (360)	Nottoway County	0.35 12000 N	90%	0%	1%	1%	8%	0%	Ν	0.087	F	0.565	12000	Ν
50)(650)	To:	Bus US 360												
~~	From:	US 360 Patrick Henry Hy	-											
Colonial Trail Hwy	Nottoway County	0.19 8500 F	87%	1%	1%	1%	10%	0%	F	0.089	F	0.909	8800	F
~	To: From:	67-723 Lewiston Plank R												
Colonial Trail Hwy	Nottoway County	1.29 8700 F	87%	1%	1%	1%	10%	0%	F	0.086	F	0.595	9000	F
~	To- From:	WCL Crewe			\Box \vdash									
Virginia Ave	Town of Crewe (Maint: 67)	0.76 8700 N	87%	1%	1%	1%	10%	0%	Ν	0.086	F	0.595	9000	Ν
~	To	SR 49 Watsons Wood R	d											
160 (49) Virginia Ave	Town of Crewe (Maint: 67)	1.80 9900 G		1%	1%	1%	10%	0%	F	0.081	F	0.506	10000	G
100 40	Tos	CD 40 F1 Di- C	T											
Virginia Ave	Town of Crewe (Maint: 67)	SR 49 Earl Davis Gregory I 0.70 9300 G		1%	1%	1%	10%	0%	F	0.085	F	0.53	9400	G
160) * "9""	- Town or orono (Maint: 07)		0, 70	1 70		1 70	1070	070	•	0.000	•	0.00	0.00	·
Colonial Trail Huny	Nottoway County	ECL Crewe 1.35 9300 N	87%	1%	1%	1%	10%	0%	N	0.085	F	0.53	9400	١
Colonial Trail Hwy	Nottoway County	1.35 9300 N	0770	1 70	1 70	1 70	10%	0%	IN	0.065	Г	0.55	9400	יו
~~~	To: From:	67-1006 CCC Rd	0==/	121									0.400	
Colonial Trail Hwy	Nottoway County	1.35 <b>8200 G</b>	87%	1%	1%	1%	10%	0%	F	0.087	F	0.511	8400	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Bus US 460 Old Nottoway	Rd		-									
160)	Nottoway County	5.30 5300 F	87%	1%	1%	1%	10%	0%	F	0.083	F	0.573	5400	F
~	To: From:	67-606 Cottage Rd												
Colonial Trail Hwy	Nottoway County	2.23 4600 F	87%	1%	1%	1%	10%	0%	F	0.082	F	0.555	4700	F
~	To- From:	67-609 Yellowbird Rd												
160	Nottoway County	3.71 7800 F	87%	1%	1%	1%	10%	0%	F	0.087	F	0.558	8100	F
	To:	Dinwiddie County Line	:											
~~	From:	Nottoway County Line	070/	40/		40/	400/	00/	_	0.004	_	0.500	F 400	_
160	Dinwiddie County	6.80 5200 F	87%	1%	1%	1%	10%	0%	F	0.094	F	0.522	5400	F
	To: From:	26-625 Wells Rd												
160	Dinwiddie County	2.99 5300 F	87%	1%	1%	1%	10%	0%	F	0.095	F	0.529	5500	F
	To- From:	26-622 Baltimore Rd			\Box \vdash									
460	Dinwiddie County	2.32 6300 A	87%	1%	1%	1%	10%	0%	С	0.105	Α	0.530	6500	Α
~	To:	26-611 Trinity Church R	d											
460	Dinwiddie County	3.29 6600 F		1%	1%	1%	10%	0%	F	0.095	F	0.554	6800	F
	To	26-627 Courthouse Rd												
New Cox Rd	التربية Dinwiddie County	2.36 6800 G	87%	1%	1%	1%	10%	0%	F	0.09	F	0.568	6900	C
160 11611 302 114	5 inwidale deality			1 70		1 /0	1070	0 70	•	0.00	•	0.000	0000	
Cov. Pd	Piperiddia County	26-628 Tranquility Lane		10/	10/	10/	100/	00/		0.007		0.600	0200	
Cox Rd	Dinwiddie County	2.12 9000 F	87%	1%	1%	1%	10%	0%	г	0.097	г	0.608	9300	F
~~	To: From:	26-631 Claiborne Rd												
Cox Rd	Dinwiddie County	0.25 12000 F	87%	1%	1%	1%	10%	0%	F	0.096	F	0.61	13000	F
~	To:	26-743 Hart Rd												

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

		1 111116	ary ariu	intersta	ile Hot	1103			т				IZ.		D:-		
Route	Jurisdiction	on Le	ength	AADT	QA	4Tire	Bus		TrıTrı. 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From	r	26-7	743 Hart R	d			ZAXIC	OTANIC	TTTAII	ZITAII		1 actor		1 40101		
460 Cox Rd	Dinwiddie Co	ounty 2		8100	F	87%	1%	1%	1%	10%	0%	F	0.089	F	0.641	8400	F
	To Table		W 26-0	632 Olgers	Rd												
(460)Cox Rd	Dinwiddie Co	ounty 0	0.61		G	87%	1%	1%	1%	10%	0%	F	0.095	F	0.613	15000	G
<u> </u>	To Table		E 26-632	2 Buttewoo	od Rd												
(460) Cox Rd	Dinwiddie Co		0.18		F	86%	1%	1%	2%	10%	0%	С	0.092	F	0.602	16000	F
	To Table		SR 2	226 Cox R	d												
460 Airport St	Dinwiddie Co	ounty		16000	F	87%	1%	1%	1%	10%	0%	F	0.096	F	0.559	17000	F
	То	32	I-85;	Bus US 40	60												
Bus	Dinwiddie Co	il	0.19	X		Soo D	uo I IC a	160 for	direction	aal traffi	io volum	o ooti	mataa fa	r thio	aaamant		
460 460 Ramp	Diffwiddle Go	in the state of th	J. 19	X		See D	us US 2	+60 101	direction	iai liaiii	ic voluiti	e esu	mates 10	1 11115	segment	•	
	From	E		I 85 N													
(460) (85)	Dinwiddie Co	•	1.77			Se	ee I-85	for dire	ctional t	raffic vo	lume es	timate	es for this	s segi	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	38000	Α	82%	1%	1%	1%	14%	1%	F	0.096	Α	0.531	37000	Α
	To From	, , , , , , , , , , , , , , , , , , ,		US 1													
460 85	Dinwiddie Co		1.18			Se	ee I-85	for dire	ctional t	raffic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	48000	Α	85%	1%	1%	1%	12%	1%	С	0.094	Α	0.538	48000	Α
	To From	, , , , , , , , , , , , , , , , , , ,	SCL	L Petersbur	g												
460 85	City of Petersburg	'	1.01			Se	ee I-85	for dire	ctional t	raffic vo	lume es	timate	es for this	s segi	ment.		
\hookrightarrow \circ	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	48000	Α	85%	1%	1%	1%	12%	1%	С	0.094	Α	0.538	48000	Α
	To From	,	Squirr	rel Level Re	oad												
460 (85)	City of Petersburg	(Maint: 26) 2	2.57			Se	ee I-85	for dire	ctional t	raffic vo	lume es	timate	es for this	s segi	ment.		
\hookrightarrow \bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	54000	Α	85%	1%	1%	1%	12%	1%	F	0.093	Α	0.57	55000	Α
	To From	1		I-85 S													
(460) (85) Ramp	City of Petersburg	(Maint: 26)				Se	ee I-85	for dire	ctional t	raffic vo	lume es	timate	es for this	s segi	ment.		
\hookrightarrow \bigcirc	To From	2		I-95 SB I-85													
(460) (95) CD Ramp Near	I-85			1-83		Se	ee I-95	I for dire	ctional t	raffic vo	lume es	timate	es for this	s seal	ment.		
460 (95)	T								o					o oog.			
460 (95) CD Ramp Near	I-85 City of Petersburg	(Maint: 26)	0.07	raham Rd		Se	e I-95	for dire	ctional ti	raffic vo	lume es	timate	es for this	s sea	ment		
400 (95)	To the state of th			Collector l	Ramp			1	outonal ti	anio vo		······att	JO 101 (111	o oogi			
Bus	From			om US 301	South												
(460) (95) (460) CD Ramp	Near I-85 City of Petersburg		0.18			Se	ee I-95	for dire	ctional t	raffic vo	lume es	timate	es for this	s segi	ment.		
Bus	To From	r:		om US 301 from US 3													
460 (95) 460 CD Ramp	Near I-85 City of Petersburg	(Maint: 26)	<u>катр</u>).27	, HOIII US 3	501	Se	ee I-95	for dire	ctional to	raffic vo	lume es	timate	es for this	s sea	ment.		
400 (33) (400) 32	To Storidading	:	-	US 460													
~~~	From		I-95 Soutl	h Collector													
(460)Ramp	City of Peters			7900	G								0.106	F		7900	G
~	To	Ramr	n from I-G	95 North C	ollector	Rd											

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

Route	Jurisdiction	Longth	AADT OA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	
Tioute		Length			Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	C
County Dr	From:		Jurisdiction Cha		00/	10/	20/	40/	00/	0	0.005	г	0.607	17000	
County Dr	City of Petersburg	0.28	17000 F	93%	0%	1%	2%	4%	0%	С	0.085	F	0.607	17000	
~-	To: From:		Hickory Hill Rd												
County Dr	City of Petersburg	2.16	9400 A	88%	0%	1%	2%	9%	0%	С	0.101	Α	0.526	9700	
~	To: From	SR 106	Courthouse Rd												
County Dr	City of Petersburg		12000 F	98%	0%	0%	0%	1%	0%	F	0.077	F	0.548	12000	
~	To:		Petersburg												
County Dr	Prince George County		die County Line 12000 F	98%	0%	0%	0%	1%	0%	F	0.077	F	0.548	12000	
80) coam, 2.	oo doolgo oody				0,0		0,0	. , 0	0 / 0	•	0.0	•	0.0.0	000	
County Dr	Prince George County	0.74	I-295 <b>14000</b> N	80%	1%	1%	2%	16%	0%	N	0.088	F	0.533	13000	
GOUNTY DI	To:		West Quaker Rd	00 /6	1 /0	1 /0	2/0	10 /6	0 /6	IN	0.000	'	0.555	13000	
	From:		s Rd; W Quaker	Rd											
60 County Dr	Prince George County	3.07	14000 F	80%	1%	1%	2%	16%	0%	F	0.088	F	0.533	13000	
~	Too	SR 156 F	Prince George Dr												
60 County Dr	Prince George County	6.20		80%	1%	1%	2%	16%	0%	F	0.089	F	0.544	13000	
	To:	Susses	x County Line												
~	From:		orge County Line		40/	10/	00/	4.007	00/	_	0.005	_	0.500	44000	
General Mahone Hwy	Sussex County	6.24	11000 F	80%	1%	1%	2%	16%	0%	F	0.085	F	0.562	11000	
~	To: From:		CL Waverly												
60)	Town of Waverly (Maint: 91)	0.66	11000 N	80%	1%	1%	2%	16%	0%	N	0.085	F	0.562	11000	
	To: From:	SR 4	0 W Main St												
60)	Town of Waverly (Maint: 91)	0.72	9800 N	93%	1%	1%	1%	4%	0%	Ν	0.080	F	0.530	9400	
	To: From:	EC	L Waverly												
60)	Sussex County	6.28	9800 N	93%	1%	1%	1%	4%	0%	Ν	0.080	F	0.530	9400	
	Too	WC	L Wakefield												
60)	Town of Wakefield (Maint: 91)		9800 N	93%	1%	1%	1%	4%	0%	Ν	0.080	F	0.530	9400	
	To:	ECI	_ Wakefield												
60 General Mahone Hwy	Sussex County		9800 F	93%	1%	1%	1%	4%	0%	С	0.080	F	0.530	9400	
00) ,	To:		oton County Line												
~~	From:		x County Line												
General Mahone Blvd	Sussex County	3.72	9400 A	80%	1%	1%	2%	16%	0%	С	0.145	Α	0.610	9000	
	To: From:	W	VCL Ivor												
60 General Mahone Blvd	Town of Ivor (Maint: 87)	0.65	9400 N	80%	1%	1%	2%	16%	0%	Ν	0.145	Α	0.610	9000	
رـــ	To-	87-6	516 Main St			<u> </u>									
60 General Mahone Blvd	Town of Ivor (Maint: 87)		8500 G	80%	1%	1%	2%	16%	0%	F	0.086	F	0.549	7900	
~	To	F	ECL Ivor												
60 General Mahone Blvd	Southampton County		8500 N	80%	1%	1%	2%	16%	0%	N	0.086	F	0.549	7900	
	To:		ight County Line												

630

Route	Jurisdiction	Length	AADT O	4 4Tire	Ruc		Truck	<b>&lt;</b>		QC	K	QK	Dir	AAWDT	$\cap$
noute	Junsuiction				Dus	2Axle 3	+Axle 1	Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	Qı
Window Divid	From:		npton County Li		10/	10/	00/	160/	00/	F	0.004	F	0.528	0700	F
Windsor Blvd	Isle of Wight County	6.10	10000 F	80%	1%	1%	2%	16%	0%	Г	0.084	Г	0.526	9700	Г
~	From		CL Windsor	200/	40/		00/	100/	00/		0.004		0.500	0700	
.60)	Town of Windsor (Maint: 46)	0.07	10000 F	80%	1%	1%	2%	16%	0%	F	0.084	F	0.528	9700	F
~~	To: From:		e Blvd N; Prince												
Windsor Blvd	Town of Windsor (Maint: 46)		15000 F	98%	0%	0%	1%	0%	0%	С	0.08	F	0.518	14000	
~	To: From:		Street North; Co -610 Court St	art Street											
60	Town of Windsor (Maint: 46)			80%	1%	1%	2%	16%	0%	Ν	0.088	F	0.567	15000	ı
60)	To				-										
Windsor Blvd	Isle of Wight County		CL Windsor <b>16000 F</b>	80%	1%	1%	2%	16%	0%	F	0.088	F	0.567	15000	
50) Williasor Biva	To:		/CL Suffolk	00 70	1 /0	1/0	270	10 70	0 70		0.000	•	0.507	13000	
	From:		Wight County Li	ne											
60 Pruden Blvd	City of Suffolk	3.08	11000 F	80%	1%	1%	2%	16%	0%	F	0.092	F	0.745	11000	
~	To	133-604 Lake I	Prince Dr; Provi	dence Rd		<u> </u>									
60 Pruden Blvd	City of Suffolk		17000 F		1%	1%	2%	16%	0%	F	0.088	F	0.589	16000	
	To	122 62	4 Kings Fork R	1											
60 Pruden Blvd	City of Suffolk	133-03	22000 F		1%	1%	2%	16%	0%	F	0.092	F	0.745	21000	
30)	To:	US 58, BUS I	US 460; Suffolk						- , -						
~ ~ ~	From:		US 460, Purde	n Blvd											
60 (58) (13) Suffolk Bypass			45000 F	90%	0%	1%	1%	7%	0%	F	0.086	F	0.599	47000	
<del>~ ~ ~</del>	To: From:	SR 10 S	R 32 Godwin Bl	vd											
60 (58) (13) Suffolk Bypass	City of Suffolk	1.87	55000 F	90%	0%	1%	1%	7%	0%	F	0.085	F	0.575	58000	
	To	61-6	642 Wilroy Rd												
60 58 13 Suffolk Bypass	City of Suffolk		47000 F	90%	0%	1%	1%	7%	0%	F	0.085	F	0.591	49000	
	То:	Bus US 13,B	us US 58 Milita	ry Hwy											
~~~~	From:	XXX Bus US 13					4.57			_		_	0.040	=	
Military Highway	To	3.46	68000 G	90%	0%	1%	1%	7%	0%	F	0.083	F	0.612	71000	(
	From:		L Chesapeake CL Suffolk												
60 \ 58 \ 13 \ Military Highway	City of Chesapeake (Maint: 6		70000 A	90%	0%	1%	1%	7%	0%	С	0.099	Α	0.567	74000	
	To	<u></u>	I-664												
60 (58) (13)	City of Chesapeake	0.11	9200 G	90%	0%	1%	1%	7%	0%	F	0.11	F	0.52	9700	(
00 (30) (13)							.,.		- , -	-	• • • • • • • • • • • • • • • • • • • •				
(1) (1)	City of Chesapeake	US	S 58; SR 191 6900 G	90%	1%	2%	3%	4%	0%	F	0.113	F	0.576	7300	(
60 \ (13 \ (191)					1 /0		0 70	T /0	0 70	į	0.110	·	0.570	7000	
Military Highway	From:	SR 191	, S Military Hw		10/	20/	20/	10/	00/		0.112		0.576	6100	
Military Highway	roffic Fatimates for 2 Barallal Baratura	a an thia Dayte	5800 G		1%	2%	3%	4%	0%	Г	0.113	F	0.576	6100	(
Combined I	raffic Estimates for 2 Parallel Roadway										NA			NA	
~~~	To: From:		Military Hwy									_			
60 (13) Military Highway	City of Chesapeake	2.44	9300 G	90%	1%	2%	3%	4%	0%	С	0.148	F	0.813	9800	(
~ ~	10:		I-64												
0/2021			631												

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

Pouto	Jurisdiction	Lanath	AADT	0.4	4T:	Dua		Tru	ck		00	K	OK	Dir	A A M/DT	-
Route	Junsaiction	Length	AADT	QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	
	From:		I-64													
0 (13) Military Highway	City of Chesapeake	1.37	17000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.607	18000	
	To:	US 17 Geo	orge Washir	oton Hv	vv											
Military Highway	City of Chesapeake	1.01	18000	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.514	20000	
	To	an														
60 (13) Military Highway	City of Chesapeake	SR	196 Canal 35000	Dr A	97%	0%	1%	1%	1%	0%	С	0.115	Α	0.531	38000	
Military Highway	Oity of Offesapeake		Military Hw		31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	C	0.113	^	0.551	30000	
	From:		13 Military	_												
(166) Bainbridge Blvd	City of Chesapeake		9600	F	94%	0%	1%	1%	3%	0%	F	0.103	F	0.561	10000	
	To	т	7													
60 (166) Bainbridge Blvd	City of Chesapeake	1.25	Freeman Ave 8900	e G	94%	0%	1%	1%	3%	0%	F	0.086	F	0.534	9400	
Bainbridge Blvd	Oity of Offesapeake				34 /6	0 76	1 /0	1 /0	J /6	0 /6	'	0.000	'	0.554	3400	
~~	To: From:		iesapeake A													
60 166 Bainbridge Blvd	City of Chesapeake	0.81	7500	F	94%	0%	1%	1%	3%	0%	С	0.085	F	0.631	8000	
	To: From:		37 Poindext													
Poindexter St	City of Chesapeake	ва	6800	G G	98%	1%	1%	0%	0%	0%	С	0.119	F	0.699	7200	
166) Tollidexier of	Only of Onesapeane	0.00		<u> </u>	0070	1 /0	1 70	070	0 /0	0 70	J	0.110	•	0.000	7200	
	To: From:	0.00	Liberty St		000/	40/		00/	00/	00/	_	0.400	_	0.700	F 400	
0 166 22nd St	City of Chesapeake	0.39	5100	G	98%	1%	1%	0%	0%	0%	F	0.122	F	0.738	5400	
	From:		CL Norfoll CL Chesapea													
Wilson Rd	City of Norfolk (Maint: 131)	0.65	6400	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.542	6800	
0) (100)	То:		mpostella A						- , -			• • • •				
	From:		Wilson Rd													
(166) (168) Campostella Rd	City of Norfolk	0.73	45000	G	95%	1%	1%	1%	2%	0%	F	0.113	F	0.783	49000	
	To:	1	Kimball Ter	r												
(166) (168) Brambleton Ave	City of Norfolk	0.30	41000	G	96%	1%	1%	1%	1%	0%	С	0.082	F	0.614	NA	
0 100 100	Tot															
60 (168) Brambleton Ave	City of Norfolk	0.40	Park Ave <b>34000</b>	G	95%	1%	1%	1%	2%	0%	С	0.082	F	0.558	NA	
Brambleton Ave	Oity of Norioik				33 /6	1 /0	1 /0	1 /0	2/0	0 /6	O	0.002	'	0.550	INA	
~~~	To: From:		Tidewater D		250					0-1						
337 Brambleton Ave	City of Norfolk	0.10	30000	G	95%	1%	1%	1%	2%	0%	F	0.077	F	0.595	33000	
	To: From:		Church St				\neg \vdash									
337 Brambleton Ave	City of Norfolk	0.31	20000	G	95%	1%	1%	1%	2%	0%	F	0.079	F	0.573	21000	
	То:		S 460 St Pau													
ALT	From:		460, Bramb			00/	10/	00/	40/	00/	_	0.077	_	0.540	00000	
St Pauls Blvd	City of Norfolk	0.24	18000	G	96%	2%	1%	0%	1%	0%	F	0.077	F	0.542	20000	
	To: From:	ALT US 46	60 Par; Mon	ticello A	ve											
St Pauls Blvd	City of Norfolk	0.07	21000	G	96%	2%	1%	0%	1%	0%	F	0.078	F	0.504	23000	
~	To:	US 58 V	Virginia Bea	ch Blvd			\neg \vdash									
Monticello Ave	City of Norfolk	0.66	19000	G	96%	2%	1%	0%	1%	0%	С	0.077	F	0.505	20000	
	To:		21st St													

632

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

Route	Jurisdiction	Length AADT	ΟΛ	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	r (
Touto			QА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIT	Factor	الاهمام	
Monticello Ave	City of Norfalk	21st St		069/	2%	1%	00/	1%	00/	F	0.004	F	0 565	17000	
Injuniticello Ave	City of Norfolk	0.49 16000	G	96%	2%	1%	0%	1%	0%	Г	0.094	г	0.565	17000	
~	To: From:	Church S													
Granby St	City of Norfolk	0.81 22000	G	96%	2%	1%	0%	1%	0%	F	0.085	F	0.592	23000	
	To- From:	Llewellyn A	Ave												
Granby St	City of Norfolk	0.45 30000	G	96%	2%	1%	0%	1%	0%	F	0.093	F	0.521	32000	
	To: From:	Willow Woo	d Dr			_									
Granby St	City of Norfolk	1.30 30000	G	96%	2%	1%	0%	1%	0%	F	0.084	F	0.559	32000	
~	Too	Thole St													
Granby St	City of Norfolk	0.37 23000	G	96%	2%	1%	0%	1%	0%	F	0.086	F	0.502	25000	
39)	To	SR 165 Little Cr													
Granby St	From L City of Norfolk	0.44 21000	G	96%	2%	1%	0%	1%	0%	F	0.085	F	0.563	22000	
00)	T.						0,0	. 70	0 / 0		0.000		0.000		
Granby St	City of Norfolk	I-64; I-56 0.69 21000	4 G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.665	23000	
GO GIANDY St	City of Norioik			30 /6	1 /0	1 /0	0 /0	0 /6	0 /6	U	0.1	'	0.003	23000	
~	To- From:	I-64 East		2021				221	221						
Granby St	City of Norfolk	0.30 18000	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.665	19000	
~ ~	To- From:	Bay View B													
Granby St	City of Norfolk	0.89 12000	G	98%	1%	1%	0%	0%	0%	С	0.113	F	0.706	13000	
~	To: From:	SR 168 Tidewa	iter Dr			\neg \vdash									
60 Granby St	City of Norfolk	0.71 9800	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.608	10000	
→	To:	US 60 Ocean Vi	ew Ave												
	From:	Ramps from US 460 Eastbo	und and V	Westbound											
Ramp	Dinwiddie County	0.20 740	G								0.105	F		740	
<i></i>	To:	I-85 Sout	h												
~	From:	US 460 Gran	by St												
Ramp	City of Norfolk (Maint: 64)	0.07 3500	G								0.085	F		3800	
~ <u></u>	To:	I-64 Wes	t												
ast	From:	US 460 TO RT 81		[
Ramp	Town of Christiansburg (Maint: 6		G								0.15	F		3700	
~	10: US	S 11- 120A FROM RT 11 AN		KWAY DE	RIV										
ast D	From:	US 460 East, Par									0.404	_		4000	
60 Ramp toward I-81 N (to CD Roa	ad) at Exit 118Town of Christiansburg (Maint: 6		G	D.1							0.101	F		4000	
	10:	I-81 North Exit 118 C		Rd											
ast	From:	US 460 Orang									0.400	_		0400	
Ramp	City of Roanoke (Maint: 80)	0.14 2900	G								0.108	F		3100	
	10.	I-581 Sout													
ast	From:	US 460 E, Oran									0.40-	_		0000	
Ramp	City of Roanoke (Maint: 80)	0.11 3000 I-581 Nort	G								0.127	F		3200	

633

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

Route	Jurisdiction	Length AAD	T QA	4Tire Bus	Truck e 3+Axle 1Trail 2Trail	QC K Factor	QK	Dir Factor	AAWDT	QW
East 460 Ramp	Dinwiddie County	US 460 Airport 0.03 430 Ramp from US 460 Westbour) G	Southbound		0.094	F		430	G
East (460) Ramp	Prince George County	US 460 E, C 0.50 480 I-295 I) G			0.136	F		480	G
East (460) Ramp	Prince George County	US 460 E, C	County Dr			0.099	F		930	G
East (460) Ramp	From: City of Norfolk (Maint: 64	US 460 E, Brar	nbleton Ave			0.114	F		4900	G
East (460) Ramp	City of Norfolk (Maint: 6	US 460 E, C	Granby St			0.237	F		4500	G
West (460) Ramp	Town of Christiansburg (Main	US 460 TC	0 RT 11	E WEST		0.112	F		1900	G
West (460) Ramp	Town of Christiansburg (Main	US 460	West G			0.192	F		290	G
West (460) Ramp	City of Roanoke (Maint: 8	US 460 W, O	range Ave O G	u		0.108	F		7200	G
West (460) Ramp	City of Roanoke (Maint: 8	US 460 W, O	range Ave O G			0.087	F		6900	G
West (460) Ramp to I-85 at Exit 61	Dinwiddie County	US 460 Airport S 0.02 NA Ramp from US 460 Eastboun	St Westbound			NA			NA	
West 460 Ramp	Prince George County	US 460 W, C	County Dr	Southound		0.098	F		460	G
West 460 Ramp	Prince George County	US 460 TO RT 2	95 NORTHW 0 A			0.132	Α		2500	A
West 460 Ramp	From: City of Norfolk (Maint: 6	US 460 W, Bra	mbleton Ave			0.095	F		10000	G
460 Ramp	City of Petersburg (Maint:	I-95 North Co 26) 800	ollector Rd O G			0.146	F		8000	G
	10.	Bus US 46	u west							

634

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

			,		ic rio				Tru	ıck			K		Dir		
Route	Jurisdiction	on Le	ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From			Joliff Rd		2221	0.01		221		221	_	2 22 4	_		.=	_
460 58 Airline Blvd	City of Chesa	peake 1	.72	6300 L Portsmou	G	96%	2%	1%	0%	2%	0%	С	0.091	F	0.569	6700	G
ALT	From	e e		L Portsmot L Chesapea													
460 58 Airline Blvd	City of Portsr	nouth 0).29	10000	G	96%	2%	1%	0%	2%	0%	F	0.093	F	0.577	11000	G
ALT	To From		Gre	eenwood D)r												
ALT (460) (58) Airline Blvd	City of Portsr	nouth 0	0.20	10000	G	96%	2%	1%	0%	2%	0%	F	0.084	F	0.528	11000	G
\hookrightarrow	To From	-	Eln	nhurst Lan	e			— —									
ALT (460) (58) Airline Blvd	City of Portsr	nouth 1	.30	7700	G	96%	2%	1%	0%	2%	0%	F	0.083	F	0.504	8200	G
\hookrightarrow	- 		VICT	TORY BLV	VD			_									
ALT 460 58 Airline Blvd	City of Portsr	nouth 0	0.28	7900	G	96%	2%	1%	0%	2%	0%	F	0.089	F	0.56	8400	G
	To	4		58, SR 33													
ALT (460) (337) Portsmouth Blvd	City of Portsr	nouth 0		11000	G	98%	0%	 1%	0%	0%	0%	F	0.08	F	0.544	12000	G
Portsmouth Blvd	Gity of Fortsi					30 /o	0 /0	1 /0	U /o	U /o	0 /0		0.00		0.544	12000	G
ALT	From	•		337 Turnp			•			0.00	•	_					_
Portsmouth Blvd	City of Portsr	nouth 0).16	10000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.621	11000	G
ALT	To From			I-264													
Portsmouth Blvd	City of Portsr	mouth 0		10000	N	98%	0%	1%	0%	0%	0%	Ν	0.089	F	0.621	11000	N
ALT	From	:		337 & I-26 37 TO RT 2													
(460) (337) Ramp	City of Portsmouth	(Maint: 64) 0).57	37 10 KI	201	See	VA 33	7 for dir	ectional	traffic v	olume e	estima	ates for th	nis se	gment.		
\hookrightarrow	To	c		FROM R													
ALT	City of Portsmouth	(Maint: 64) 0	RT 0.50	337 & I-26	54	92	o I-264	for dire	ctional t	raffic ve	م مسام	etimat	tes for thi	222	ment		
460 264	Combined Traffic Estimates for 2 Parallel	'		49000	G	93%	1%	1%	1%	5%	0%		0.085	F F	0.682	54000	G
	To			Frederick					.,,	- , ,	*,*						
ALT	City of Dorstonousth	(Maint: 64) 0		1 Tederick	Divu	C 0	a L 064	for dire	otional t	roffic v	aluma a	atim at	oo for thi		mont		
460 (264)	City of Portsmouth Combined Traffic Estimates for 2 Parallel).99	46000	G	93%	1%	1%	1%	5%	0%	siimai F	tes for thi 0.094	s seg F		51000	G
	Combined Traine Estimates for 21 araner					30 /6	1 /0	1 /0	1 /0	J /6	0 /6	'	0.034	•	0.742	31000	u
ALT	From			p Creek Bl	vd					***							
460 264	City of Portsmouth	,	0.67	00000	_								tes for thi	·		70000	0
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Ro			G	93%	1%	1%	1%	5%	0%	F	0.09	F	0.577	70000	G
ALT	To From			1 Effingha	m St												
460 264 Elizabeth River De		,).87										tes for thi				
— •	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	65000	G	93%	1%	1%	1%	5%	0%	F	0.090	Α	0.502	69000	G
ALT	To From		W	CL Norfolk	k												
(460)(264) Elizabeth River De	owntown Tunnel City of Norfolk (N	Maint: 64) 0).55			Se	e I-264	for dire	ctional t	raffic vo	olume es	stimat	tes for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:		G	93%	1%	1%	1%	5%	0%	F	0.090	Α	0.502	69000	G
	To			I-464													

635

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

Route Sursidiction Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor AAWDT QW			Fillialy al	id interst	ale Ho	uics			Т	. دا د			1/		D:-		
	Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		_	-		QC	r Factor	QK	Dir Factor	AAWDT	QW
Set 337 Berkley Bridge	ALT	From:	c c	I-464				2/\\\\	J+Axie	THAII	ZIIali		1 actor		1 actor		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 88000 Ray Ra		idge City of Norfolk (M	Maint: 64) 0.41			Se	e I-264	for dire	ectional t	raffic vo	olume e	stimat	es for th	is seg	gment.		
City of Norfolk (Maint: 64) 0.65 0.065			Roadways on this Route:	86000	G	93%	1%	1%	1%	5%	0%	F	0.086	Α	0.667	93000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: S0000 Combined Traffic Estimates for 2 Parallel R	AL T	To:	SR :	337 Main S	Street			\neg \vdash									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 80000 G 93% 1% 1% 1% 0% 0% 0% F 0.085 F 0.088 87000 G 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25		City of Norfolk (M	Maint: 64) 0.65			Se	e I-264	for dir	ectional t	raffic vo	olume e	stimat	es for th	is sec	ment.		
Act	(460)(264)(337)	· · · · · · · · · · · · · · · · · · ·		80000	G							F				87000	G
ALT		To							.,.								
ALT City of Norfolk (Maint: 64) 0.24 2500 City of Norfolk (Maint: 64) 0.25 0.264	$\sim\sim$	From:	4			000/	10/	401	00/	00/	00/		0.004	_	0.700		
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 33000 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.084 F 0.782 NA	460 (337)	City of Norfolk (N	/laint: 64) 0.22	25000	N	98%	1%	1%	0%	0%	0%	N	0.084	F	0.782	NA	
City of Norfolk (Maint: 64) 0.24 25000 0.8 0	ALT	To: From:	SR 33	7 Tidewate	r Drive			\Box \vdash									
Stress	460	City of Norfolk (N	Maint: 64) 0.24	25000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.782	NA	
ALT City of Norfolk (Maint: 64) 0.45 30000 0.96 0.98		Combined Traffic Estimates for 3 Parallel			-								NA			NA	
City of Norfolk (Maint: 64) 0.45 3000	ALT	To- From:						_									
Name	~~~	City of Norfolk (N				98%	1%	1%	0%	0%	0%	F	0.081	F	0.596	NA	
1.24 1800 60 51 Pauls Blvd 1800	400) 51 7 3335 2375	To	,						-,-	- , -		•		-			
ALT A60 Parm ALT US 460 Parr, Morticello Ave Ave Act Ave Act ALT	From:						—										
ALT 460 Ramp City of Norfolk (Maint: 64) NA NA NA NA NA NA NA N	460 St Pauls Blvd	To			-		2%	1%	0%	1%	0%	F	0.077	F	0.542	20000	G
City of Norfolk (Maint: 64) SR SR SR SR SR SR SR S		Town	•	,													
Secondary Seco	ALI	City of Norfolk (M			HALL A	VENUE							NΑ			NΔ	
City of Portsmouth (Maint: 64) 0.37 See -264 for directional traffic volume estimates for this segment.	(460) (1611)	To:			264 EAS	ST VIA A	LT 4										
City of Portsmouth Maint: 64 0.37 See -264 for directional traffic volume estimates for this segment.	AI T	From:	I-26	4-W TO R	Γ 337												
SR 337 FROM RT 264 SR 337 Fortsmouth (Maint: 64) 0.84 See -264 for directional traffic volume estimates for this segment.	~~~	City of Portsmouth				Se	e I-264	for dire	ectional t	raffic vo	olume e	stimat	es for th	is seg	gment.		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4900 G 93% 1% 1% 1% 5% 0% F 0.085 F 0.682 54000 G	\(\tau\)	To:															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4900 G 93% 1% 1% 1% 5% 0% F 0.085 F 0.682 54000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4900 G 93% 1% 1% 1% 5% 0% F 0.085 F 0.682 54000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4600 G 93% 1% 1% 1% 5% 0% F 0.094 F 0.742 51000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 63000 G 93% 1% 1% 1% 5% 0% F 0.094 F 0.742 51000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 63000 G 93% 1% 1% 1% 5% 0% F 0.09 F 0.577 70000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 63000 G 93% 1% 1% 1% 5% 0% F 0.09 F 0.577 70000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 63000 G 93% 1% 1% 1% 5% 0% F 0.082 F 0.506 69000 G	ALT	City of Portsmouth		7 Portsmou	th Blvd	90	no 1 264	for dir	ootional t	raffia v	olumo o	ctimat	oc for th	ic coo	mont		
ALT 460 264 City of Portsmouth (Maint: 64) 0.55 See I-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 93% 1% 1% 1% 5% 0% F 0.094 F 0.742 51000 G ALT 160 264 City of Portsmouth (Maint: 64) 1.17 See I-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 63000 G 93% 1% 1% 1% 5% 0% F 0.099 F 0.577 70000 G ALT 160 264 Elizabeth River Downtown Tunnel City of Portsmouth (Maint: 64) 0.45 See I-264 for directional traffic volume estimates for this segment. SR 141 Effingham St Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 G 93% 1% 1% 1% 5% 0% F 0.092 F 0.506 69000 G	460 (264)	•	'	40000	G										,	54000	G
City of Portsmouth (Maint: 64) 0.55		Combined Traine Estimates for 21 araner				30 /6	1 /0	1 /0	1 /0	J /6	0 /6	•	0.005	'	0.002	34000	ч
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 93% 1% 1% 1% 5% 0% F 0.094 F 0.742 51000 G ALT City of Portsmouth (Maint: 64) 1.17 See I-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 63000 G 93% 1% 1% 1% 5% 0% F 0.09 F 0.577 70000 G ALT SR 141 Effingham St See I-264 for directional traffic volume estimates for this segment. SR 141 Effingham St See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 G 93% 1% 1% 1% 5% 0% F 0.082 F 0.506 69000 G	ALT	From:		7 Frederick	Blvd												
ALT 460 264 City of Portsmouth (Maint: 64) 1.17 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 63000 G 93% 1% 1% 1% 5% 0% F 0.09 F 0.577 70000 G ALT 460 264 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 63000 G 93% 1% 1% 1% 5% 0% F 0.09 F 0.577 70000 G ALT 460 264 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 G 93% 1% 1% 1% 5% 0% F 0.082 F 0.506 69000 G	(460)(264)	•	'											_	•		
City of Portsmouth (Maint: 64) 1.17 See I-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 63000 G 93% 1% 1% 1% 5% 0% F 0.09 F 0.577 70000 G SR 141 Effingham St See I-264 for directional traffic volume estimates for this segment. SR 141 Effingham St See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 G 93% 1% 1% 1% 5% 0% F 0.082 F 0.506 69000 G	~ 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	93%	1%	1%	1%	5%	0%	F	0.094	F	0.742	51000	G
City of Portsmouth (Maint: 64) 1.17 See I-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 63000 G 93% 1% 1% 1% 5% 0% F 0.09 F 0.577 70000 G SR 141 Effingham St See I-264 for directional traffic volume estimates for this segment. SR 141 Effingham St See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment. See I-264 for directional traffic volume estimates for this segment.	AI T	To: From:	De	ep Creek E	Blvd			\Box \vdash									
ALT ALT From SR 141 Effingham St	460 264	City of Portsmouth	(Maint: 64) 1.17			Se	e I-264	for dire	ectional t	raffic vo	olume e	stimat	es for th	is seg	gment.		
ALT 460 264 Elizabeth River Downtown Tunnel City of Portsmouth (Maint: 64) 0.45 See I-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 G 93% 1% 1% 1% 5% 0% F 0.082 F 0.506 69000 G		Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	63000	G									_		70000	G
ALT 460 264 Elizabeth River Downtown Tunnel City of Portsmouth (Maint: 64) 0.45 See I-264 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 G 93% 1% 1% 1% 5% 0% F 0.082 F 0.506 69000 G		To	SR 1	41 Effingh	am St			\neg \sqsubseteq									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 G 93% 1% 1% 5% 0% F 0.082 F 0.506 69000 G		Powntown Tunnel City of Portemouth				90	no 1-264	for dir	actional t	raffic v	oluma o	etimot	ac far th	ie een	ment		
	460 264 Elizabeth River L		,	65000	G							sumal F		_		69000	G
		To:				30 /o	1 /0	1 /0	1 /0	J /0	0 /0	'	0.002		0.500	09000	G
				· CLITOHO													

6/10/2021 636

		Filliary and inter	state 1 to	4100			Tru	ıok			K		Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	WCL Nor	folk	0.	1.00/	1 fau aliua	-4:14				f t-				
460 264 Elizabeth River Downtown Tunnel	City of Norfolk (Maint: 64) ffic Estimates for 2 Parallel Roadways of	0.56) G	93%	e 1-264 1%	ior aire	ctional t	5%	oiume es 0%		es for thi	_		69000	G
Combined Tra	To:	I-464, SR		90 /0	1 /0	1 /0	1 /0	J /6	0 /0		0.002	'	0.500	03000	G
ALT ALT	From:	W Main St US													
460 11 4th St	City of Salem	0.40 13000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.521	14000	G
ALT ALT	To: From:	Elm St													
460 \(\frac{11}{11}\) 4th St	City of Salem	0.37 1600 0) G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.504	17000	G
~ ~	Tay	Union S	St												
ALT ALT 460 \ (11) 4th St	City of Salem	0.29 13000		97%	0%	1%	1%	1%	0%	F	0.09	F	0.531	14000	G
110) (11) 4111 31	Tree			01 70	0 70		1 70	1 70	0 70	•	0.00		0.001	14000	<u> </u>
ALT ALT	From:	Colorado		070/	10/	10/	00/	10/	00/	_	0.000	-	0.5	0.400	_
460 (11) 4th St	City of Salem	0.28 7900	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.5	8400	G
ALT ALT	To: From:	Roanoke I													
160 (11) Texas St	City of Salem	0.31 9800	G	97%	1%	1%	0%	1%	0%	С	0.099	F	0.566	10000	G
ALT ALT	Tee From:	Idaho S	t												
60 (11) Texas St	City of Salem	0.61 5600	G	97%	0%	1%	1%	1%	0%	С	0.102	F	0.507	5900	G
ALT ALT	To: From:	Lynchburg	Tpke			\Box \vdash									
460 (11) Texas St	City of Salem	0.24 2600	G	97%	0%	1%	1%	1%	0%	F	0.113	F	0.938	2800	G
~ ~	To: From:	Electric l													
ALT ALT 460 (11) (419) Electric Rd	City of Salem	0.53 Texas S		97%	0%	1%	1%	1%	0%	F	0.099	F	0.555	18000	G
(1) (419)	To:	E Main					.,,	.,.	*,*						
Bus Bus	From:	US 19, US	460												
(19) Crab Orchard Rd	Tazewell County	1.58 1500	F	97%	0%	1%	1%	1%	0%	С	0.103	F	0.625	1500	F
Bus Bus	To: From:	SR 91													
460 (19) Crab Orchard Rd	Tazewell County	0.27 1400	F								0.098	F	0.627	1400	F
~~	To- From:	SR 16				\rightarrow									
Bus Bus 460 (19) (16) Crab Orchard Rd	Tazewell County	1.11 1800	F	98%	0%	1%	1%	0%	0%	С	0.084	F	0.569	1800	F
$\rightarrow \bigcirc \bigcirc$	To	WCL Taze	well												
Bus Bus	Tazewell County	0.44 1900	N	99%	0%	1%	0%	0%	0%	N	0.098	F	0.563	1900	N
460 (19) (16)	To:	SR 16		0070	0 /0		<u> </u>	U /0	<u> </u>		0.000		0.000	1300	
Bus Bus	From:	WCL Taze	well	000/	00/	401	00′	001	00′		0.000	_	0.500	4000	_
160 (19) (16) Main St	Town of Tazewell	0.20 1900		99%	0%	1%	0%	0%	0%	С	0.098	F	0.563	1900	F
Bus Bus	To: From:	ALT SR 16 Fairs													
Bus Bus 460 19 16 Main St	Town of Tazewell	0.81 2900		98%	1%	1%	0%	0%	0%	С	0.091	F	0.516	2900	F
	To:	Church A	ve												
/10/2021		637													

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

						Tri	ıok			V		Dir		
Jurisdiction	Length AAD	ΓQA	4Tire	Bus					QC		QK		AAWDT	QW
From:	Church A	Ave			ZAXIC	OTAXIC	TTTAII	ZITAII		1 actor		1 40101		
pk Town of Tazewell			99%	0%	0%	0%	0%	0%	F	0.090	F	0.519	3400	G
Tov	Tazewell	Ave.												
Town of Tozovoll			000/	00/	00/	00/	00/	00/	0	0.000	_	0.540	4000	G
Town of Tazewell			9976	0%	U 76	0%	076	0%	C	0.092	Г	0.545	4000	G
To: From:	SR 61 Ben B	olt Blvd												
Town of Tazewell	0.65 3600	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.524	3600	F
To: From	ECL Taze	well												
Town of Tazewell (Maint: 92)	0.93 270 0	F	97%	0%	1%	1%	1%	0%	С	0.091	F	0.594	2700	F
To:						.,,	.,.		_		-			-
From:	US 460 Colonia	Trail Hwy	7											
Nottoway County	1.39 350 0	G	95%	1%	1%	0%	3%	0%	F	0.137	F	0.596	3500	G
Too	67-9457 Nottoway	High Scho	ool		\neg \vdash									
Nottoway County				1%	1%	0%	3%	0%	C	0 114	F	0.513	3200	G
Notioway County			95 /6	1 /0	1 /0	0 /6	J /6	0 /6	O	0.114	•	0.515	3200	u
From:	WCL Black	stone												
Town of Blackstone	0.44 340 0	G	95%	1%	1%	0%	3%	0%	F	0.098	F	0.559	3400	G
To- From:	Amelia A	Ave												
Town of Blackstone	0.74 440 0	G	95%	1%	1%	0%	3%	0%	С	0.096	F	0.502	4400	G
To:	SR 40 South	Main St												
From:			0.40/	10/	10/	10/	00/	00/	_	0.00	_	0.504	FC00	_
To:			94%	1%	1%	1%	3%	0%	C	0.09	Г	0.564	5600	G
From:														
Town of Blackstone	0.14 540 0	G	94%	1%	1%	1%	3%	0%	F	0.093	F	0.508	5500	G
To:	Division	St			\neg \vdash									
Town of Blackstone	0.37 5500	G	94%	1%	1%	1%	3%	0%	F	0.09	F	0.538	5500	G
To.			0.70	. , ,		. , 0	0,0	0,0	•	0.00	•	0.000	0000	<u> </u>
From:														
Town of Blackstone	0.56 340 0	G	94%	1%	1%	1%	3%	0%	F	0.098	F	0.506	3500	G
To: From:	ECL Black	stone												
Nottoway County	2.16 340 0	G	94%	1%	1%	1%	3%	0%	F	0.088	F	0.527	3400	G
To:	US 460 East of	Blackstone												
From:)												
Nottoway County	0.18 720	G	96%	0%	1%	2%	1%	0%	С	0.113	F	0.567	730	G
To: From:	CL Burke	ville												
Town of Burkeville (Maint: 67)			96%	0%	1%	2%	1%	0%	N	0.113	F	0.567	730	N
To:							. 70						. 00	
	Town of Tazewell Town of Tazewell Town of Tazewell Town of Tazewell Town of Tazewell Town of Tazewell Town of Tazewell (Maint: 92) To From Nottoway County Town Nottoway County Town Town of Blackstone Town of Tazewell 0.44 3300	Trypk	Trypk	Trypk	Section Control Ave Cont	Substitution Length AAD QA 4Tire Bus 2Axle 3Axle 3Axle Tripk Town of Tazewell 0.44 3300 G 99% 0% 0% 0% 0% 0% 0% 0	Superscription	Church Ave	Second Control Contr	Second Control Contr	Substitution Congit AADT QA 4Tire Bus 2Axde 1Trail 2Trail 2Trail CT 5 5 5 5 5 5 5 5 5	Sursidiction Clarify MADT Au 4Tire Bus 2Aule 34-Aule 17-ail 2Trail QC Factor Surface Clarge Autor Clarge Autor Clarge Cl		

638

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

Route	Jurisdiction	Length	AADT	QΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Γ,
	Engal			<u> </u>		Buo	2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Bus (360) 2nd St	Town of Burkeville (Maint: 67)	0.21	67-T724 1500	G	96%	0%	1%	2%	1%	0%	F	0.097	F	0.592	1600	
)(360)= 31	To-		67-628		0070	0,0			. , 0	0,0	•	0.007	•	0.002		
Bus	From:				070/	00/	10/	40/	10/	00/	0	0.004	F	0.504	1000	
360 2nd St	Town of Burkeville (Maint: 67)	0.44 US 460 F	1800 East of Bur	G rkeville	97%	0%	1%	1%	1%	0%	С	0.094	Г	0.584	1800	
	From:		58, US 46													=
}	City of Suffolk	1.11	9900	F	99%	0%	1%	0%	0%	0%	F	0.105	F	0.587	10000	
	To- Form	SR	R 10, SR 32	2												
(10) (32)	City of Suffolk	1.49	25000	Α	99%	0%	1%	0%	0%	0%	С	0.104	Α	0.514	26000	
) (10) (32)	To		NCL Suffe													
Main Ct	From:				000/	00/	10/	00/	00/	00/	F	0.001	F	0.500	07000	
32 10 Main St	City of Suffolk		26000	G	98%	0%	1%	0%	0%	0%	Г	0.081	г	0.502	27000	
Bus Bus	To: From:	,	US US 58.													Т
58 (13) Constance Rd		0.88	14000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.592	14000	
Bus Bus	To: From:]	Pinner St													-
) (58) (13) Portsmouth Blvd	City of Suffolk	1.60	16000	F	97%	0%	1%	1%	1%	0%	С	0.088	F	0.539	17000	
Bus Bus	To: From	SR 337	7 Washingt	ton St												
Bus Bus State Bus City of Suffolk	1.22	21000	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	23000		
	To:		US 58													
	From:	US 460 V	West of Pea	arisburg												
)	Giles County	0.34	6000	N	95%	0%	1%	1%	3%	0%	N	0.087	F	0.538	6200	
	To: From:	NCI	L Pearisbu	rg												-
Main St	Town of Pearisburg (Maint: 35)	0.26	6000	G	95%	0%	1%	1%	3%	0%	С	0.087	F	0.538	6200	
)	To:		R 100 North													
100 Main St	Town of Pearisburg (Maint: 35)		N, North M 11000	F	98%	1%	1%	0%	0%	0%	С	0.087	F	0.56	11000	
)(100)	То	SR 100 S,														
Wonanah Ava	Town of Poorisburg (Maint: 25)	1.09	6900		92%	0%	2%	2%	4%	0%	С	0.1	F	0.542	6900	
Wenonah Ave	Town of Pearisburg (Maint: 35)			F	92%	0%	2%	2%	4%	0%	C	0.1	Г	0.542	6900	
	To: From:		L Pearisbu													Т
Wenonah Ave	Town of Pearisburg (Maint: 35)	1.39	7900	F	89%	1%	1%	1%	8%	0%	F	0.099	F	0.546	7900	
	10.		East of Pea													
(221)	Town of Bedford (Maint: 09)	0.33	0 Old Tnpl 5700	k Rd N	98%	1%	1%	0%	1%	0%	N	0.094	F	0.506	6200	
)(221)	To-				0070	1 / 3			. , , ,			3.001				
No. Bishar Assa	From:		Dakcrest St		000/	401		00/	401	001		0.004	_	0.500	0000	
)(221)Blue Ridge Ave	Town of Bedford	0.68	5700 4th St	G	98%	1%	1%	0%	1%	0%	С	0.094	F	0.506	6200	

639

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

Route	Jurisdiction	Length AAI	T QA	4Tire	Bus		Trucl 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus (460)(221)W Main St	Town of Bedford	0.07 460		98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	4900	G
Bus Bus	To From	Crensha	aw St												
(460)(221)(122)W Main St	Town of Bedford	0.19 510	0 G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	5600	G
Bus	To: From:	N Brid	ge St												
(460) (43) E Main St	Town of Bedford	0.08 480	0 G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.588	5200	G
Bus	To: From:	South	St												
(460) (43) E Main St	Town of Bedford	0.07 480	0 G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.524	5300	G
Bus	To: From:	SR 43 C	tey St												
460 E Main St	Town of Bedford	1.11 570	0 G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.605	6100	G
<u> </u>	To:	US 460, S	SR 122												
Bus 460 Main St	From:	US 460; SCL		000/	00/	10/	00/	00/	00/	NI.	0.000	F	0.50	1.4000	N.
460 Main St	Town of Blacksburg	0.29 140		98%	0%	1%	0%	0%	0%	N	0.096	г	0.56	14000	N
Bus 460 Main St	Montgomery County	SCL Blac 0.76 140		98%	0%	1%	0%	0%	0%	F	0.096	F	0.56	14000	F
(460) Walli St	Tol	NCL Chris		0070	0 70		070	0 70	0 70	•	0.000		0.00	14000	· ·
Bus 460 N Franklin St	Town of Christiansburg (Maint: 60)	0.97 140		98%	0%	1%	0%	0%	0%	N	0.096	F	0.56	14000	N
	To: From:	SR 114 Peppe	rs Ferry Rd												
Bus 460 N Franklin St	Town of Christiansburg (Maint: 60)	0.45 200	00 F	98%	0%	1%	0%	0%	0%	С	0.091	F	0.503	21000	F
Pure	To: From:	Farmvie SR 111 Ca													
Bus 460 N Franklin St	Town of Christiansburg	1.38 220		98%	0%	1%	0%	0%	0%	С	0.091	F	0.515	24000	G
Rue	Toe From	Depo	t St												
Bus (460)N Franklin St	Town of Christiansburg	0.28 920		98%	0%	1%	0%	0%	0%	F	0.087	F	0.539	10000	G
Bus	To: From:	US 11, SR 3 US 11 M													
(460) (11) E Main St	Town of Christiansburg	0.12 570	0 F	98%	0%	1%	0%	1%	0%	F	0.095	F	0.526	6000	F
Bus	To: From:	Roanol E Mai													
460 11 Roanoke St	Town of Christiansburg	0.11 970		98%	0%	1%	0%	1%	0%	F	0.098	F	0.57	11000	G
Bus	To: From:	Craig	St												
460 11 Roanoke St	Town of Christiansburg	0.98 100	00 F	98%	0%	1%	0%	1%	0%	F	0.097	F	0.510	11000	F
Bus	To: From:	SR 111 D	epot St												
(460) (11) Roanoke St	Town of Christiansburg Tox Tox	0.86 130 US 4		98%	0%	1%	0%	0%	0%	С	0.100	F	0.568	14000	F
		US 4	00												

6/10/2021 640

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

Route	Jurisdiction	Longth	AADT	04	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. ,
noute	Julisdiction	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	
\	From:	1 01	US 460		070/	00/	201	00/	00/	00/	_	0.11	_	0.015	4000	
Main St	Town of Blacksburg	1.01	4400	G	97%	2%	0%	0%	0%	0%	F	0.11	F	0.615	4800	
.	To: From	M	ount Tabor	Rd												
Main St	Town of Blacksburg	0.87	6500	F	97%	2%	0%	0%	0%	0%	С	0.11	F	0.615	6900	
	Toe From	Pa	trick Henry	Dr			<u> </u>									
s 0 Main St	Town of Blacksburg	0.44	12000	F	97%	2%	0%	0%	0%	0%	F	0.088	F	0.539	12000	
9	To		Broce Dr													
S Main Ct	Town of Displaying	0.00		F	070/	00/		00/	00/	00/	F	0.000	_	0.500	10000	
Main St	Town of Blacksburg	0.26	13000	-	97%	2%	0% ——	0%	0%	0%	Г	0.086	F	0.538	13000	
s	To: From:		Progress St													
Main St	Town of Blacksburg	0.17	16000	F	97%	2%	0%	0%	0%	0%	F	0.086	F	0.506	17000	
ıs_	To: From:	P	rices Fork F	Rd												
Main St	Town of Blacksburg	0.53	18000	F	97%	2%	0%	0%	0%	0%	F	0.081	F	0.501	19000	
ر_	To:		Roanoke St	t.												
us 60 Main St	Town of Blacksburg	0.19	16000	F	98%	1%	1%	0%	0%	0%	F	0.08	F	0.532	17000	
50 Jiviani Ot	Town or Blacksburg	0.13			30 /6	1 /0		0 70	0 /0	0 70		0.00	•	0.552	17000	
JS	From		Clay St													
Main St	Town of Blacksburg	0.53	17000	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.505	18000	
JS	To: From:		Upland Rd													
Main St	Town of Blacksburg	1.00	19000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.522	21000	
<u>.</u>	Toe From		Ellett Rd				<u> </u>									
Main St	Town of Blacksburg	1.43	20000	G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.504	22000	
9	To:	US 46	0; SCL Bla	ckburg												
JS	From:		US 460													
Front St	Town of Richlands	0.27	10000	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.516	11000	
JS	To: From:	Bus	US 460 P, 2	nd St												
Front St	Town of Richlands	0.58	4200	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.549	4500	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	9400	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.777	10000	
		SR 6	7 P Railroad	d Ave												
so (67) Front St	Town of Richlands	0.04	3600	F	99%	0%	1%	0%	0%	0%	F	0.092	F		3900	
0) (67) 1 10111 31	Combined Traffic Estimates for 2 Parallel Roadways on			N	96%	0%	1%	1%	1%	0%	N	NA	·		6800	
	та		R 67 Norfolk						, -							
S Fromt Ct	From				000/	00/	10′	00/	00/	00/	_	0.000			0700	
Front St	Town of Richlands Combined Traffic Estimates for 2 Parallel Roadways on	0.18	2600 5200	F G	99% 98%	0% 1%	1% 1%	0% 0%	0% 0%	0% 0%	F	0.092 0.093	F F		2700 5500	
	Combined Trainic Estimates for 2 Parallel Roadways of	Bus	5200		30%	170	1 70	0%	0%	0%	Г	0.093	Г		5500	

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

			and Interst					Tru	ıok			K		Dir		
Route	Jurisdictio	n Leng	th AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	В	us US 460 P 2	2nd St			1	017.00	TTTQIII	211411		1 40101		1 40101		
Front St	Town of Richl	ands 0.92	2 5100	F	99%	0%	1%	0%	0%	0%	С	0.106	F	0.557	5400	F
\hookrightarrow	To:		WCL Cedar E													
Bus 460 E Cedar Valley Rd	Town of Cedar Bluff	(Maint: 92) 2.25	ECL Richlar	nds F	99%	0%	1%	0%	0%	0%	F	0.111	F	0.516	3700	F
460 L Cedai Valley Hu	Town of Gedai Bidii	(Mairit. 92) 2.23	US 460		33 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.111	•	0.510	3700	•
Bus	From:	р	us US 460 Fro	ont St												_
(460) (67) 2nd St	Town of Richlands			G	97%	1%	1%	0%	0%	0%	F	0.096	F		5500	G
480 (0)	Combined Traffic Estimates for 2 Parallel	'	e: 9400	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.777	10000	G
	To:	·	R 67 Railroad	1 Δνε												
Bus	From:				000/	0%	10/	00/	00/	00/	N.I	0.007	F	0.000	0000	N.
460 67 67 2nd St	Town of Richl			N	93% 96%	0% 0%	1% 1%	2% 1%	3% 1%	0%	N	0.097	Г	0.682	3000	N
	Combined Traffic Estimates for 2 Parallel			N	96%	0%	1%	1%	1%	0%	N	NA			6800	N
Bus	To: From:		SR 67 Norfol	k St												
(460)2nd St	Town of Richlands	(Maint: 92) 0.25	2600	G	97%	1%	1%	0%	0%	0%	С	0.105	F		2700	G
<u>_</u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 5200	G	98%	1%	1%	0%	0%	0%	F	0.093	F		5500	G
	To:	В	us US 460 Fro	ont St												
Bus	From:		460 West of I													
Pamplin Rd	Appomattox C	Sounty 0.42	2 2800	F	77%	1%	1%	1%	19%	2%	F	0.09	F	0.587	2700	F
Bus	To: From:	,	WCL Pamplin	City												
Pamplin Rd	Town of Pamplin City	y (Maint: 06) 0.46	2800	N	77%	1%	1%	1%	19%	2%	Ν	0.09	F	0.587	2700	N
Bus	To: From:	SR 47	Thomas Jeffe	erson Hw	у											
Pamplin Rd	Town of Pamplin City	y (Maint: 06) 0.25	2000	F	91%	1%	3%	1%	4%	0%	С	0.091	F	0.563	1900	F
	To:		e Edward Cou													
Bus (460) Pamplin Rd	Town of Pamplin City		omattox Cour	nty Line F	87%	1%	1%	1%	10%	0%	F	0.104	F	0.546	1900	F
460 Fampiin Ru	Town of Famplin Oil	, , , , , , , , , , , , , , , , , , ,			07 /6	1 /0	1 /0	1 /0	10 /6	0 /6	'	0.104	•	0.540	1900	•
Bus	To- From:		ECL Pamplin	City												
(460)	Prince Edward	County 1.43	1900	N	87%	1%	1%	1%	10%	0%	Ν	0.104	F	0.546	1900	Ν
\hookrightarrow	To:	US	460 East of P	Pamplin												
Bus	From:		60 West of Ly	,												
Timberlake Rd	Campbell Co	ounty	15000	Α	98%	0%	0%	0%	1%	0%	С	0.102	Α	0.522	16000	Α
Bus	To: From:	1:	5-622 Waterlie	ck Rd												
(460) Timberlake Rd	Campbell Co	ounty 1.24	25000	G	98%	0%	0%	0%	1%	0%	F	0.102	Α	0.522	26000	G
Bus	To: From:	15	5-739 Greenvi	ew Dr												
(460) Timberlake Rd	Campbell Co	ounty 0.14	26000	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.520	27000	G
Ruc	To: From:	1	5-1520 Laxto	n Rd												
Bus		0.0			000/	00/		00/	10/	0%	Ν	0.082	F	0.520	28000	N
Timberlake Rd	Campbell Co	ountv 0.04	27000	N	98%	0%	0%	0%	1%	U-70	11	0.002		0.520	20000	I V

642

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

_		riiiiaiy and intersi			_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
3	From:	WCL Lynchb													
Timberlake Rd	City of Lynchburg	0.62 27000	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.520	28000	
is	To: From:	Old Graves Mi	ill Rd												
Timberlake Rd	City of Lynchburg	1.14 23000	G	98%	0%	0%	0%	1%	0%	F	0.08	F	0.515	24000	
IS	To: From:	Leesville R	d												_
Timberlake Rd	City of Lynchburg	0.37 31000	G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.577	32000	
is	To: From:	US 501 Lynchburg E	Expresswa	ay		⊒⊢									
Fort Ave	City of Lynchburg	1.15 16000	G	98%	0%	0%	0%	1%	0%	F	0.093	F	0.526	16000	
	To:	Bus US 29 War													
S 0 163 Fort Ave	City of Lynchburg	Wards Rd 1.19 20000	G G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.513	21000	
0 163 Fort Ave	To:	Memorial A		30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	C	0.004	•	0.515	21000	
S	From:	Bus US 29 Memo													
Fort Ave	City of Lynchburg	8000	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.549	8300	
S	To: From:	US 221 Oakley	Ave Ave												_
221 Fort Ave	City of Lynchburg	0.42 8700	G	97%	1%	1%	0%	1%	0%	С	0.091	F	0.510	9200	
is	To: From:	118-6029 Fort	Ave												
0 221 12th St	City of Lynchburg	0.25 6400	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.504	6800	
s Bus	To: From:	Bus US 501 Camp	bell Ave												
0)(221)(501)12th St	City of Lynchburg	0.18 8400	G	95%	1%	2%	0%	1%	0%	F	0.09	F	0.564	9000	
	To:	Kemper S													
s Bus 0 (221 (501 Kemper St	City of Lynchburg	0.41 6600	G G	99%	0%	0 %	0%	1%	0%	F	0.081	F	0.552	7200	
221 (501) Kemper St	To:	Bus US 29 Lynchburg			0 70		0 /0	1 70	0 70	•	0.001	•	0.002	7200	
s Bus	From:	US 29 Lynchburg E		_											
(501) Kemper St		8500	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.592	9000	
	To:	Campbell A													
s Bus 0 501 Campbell Ave	City of Lynchburg	Kemper S 16000	G G	97%	0%	1 %	1%	1%	0%	С	0.098	F	0.636	17000	
0 501 Campbell Ave	Oity of Lynchburg			31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	O	0.030	•	0.000	17000	
s Bus	From:	Mayflower	Dr												
501 Campbell Ave	City of Lynchburg	0.48 12000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.684	13000	
s Bus	To: From:	Florida Av	e												
Campbell Ave	City of Lynchburg	0.14 16000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	17000	
	To:	US 460, US 501 Rich		vy											
JS	From:	Bus US 50		2221	4.57		221				=	_		1000	
60 (501 Campbell Ave	-			96%	1%	1%	0%	2%	0%	N	0.107	F	0.674	12000	
460 501 Campbell Ave	Te:	10000 US 29, US 4	N	96%	1%	1%	0%	2%	0%	N	0.107	F	0.674		12000

643

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

		T Timal y and Titol					Tru	بماد			K		Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus			-		QC	Factor	QK	Factor	AAWDT	QW
Bus (460) (15) Sheppards Rd	Prince Edward County	0.14 7600	F	89%	1%	1%	10/	00/	00/	F	0.088	F	0.596	7400	F
(460) (15) Sheppards Rd	To:	0.14 /600	Г	09%	170	1%	1%	9%	0%	Г	0.000	Г	0.596	7400	Г
Bus Bus	From:	US 15; Bus	US 15												
460 (15)	Prince Edward County	1.22 5700		97%	1%	1%	1%	1%	0%	С	0.115	Α	0.597	6300	Α
Bus Bus	To: From:	73-695 73-695, WCL													
460 (15) Third St	Town of Farmville	0.94 6200		97%	1%	1%	1%	1%	0%	F	0.088	F	0.643	6700	G
\bigcirc	To	Industrial Pa													
Bus Bus Third St	Town of Farmville	1.29 850 0		98%	0%	1%	0%	1%	0%	С	0.087	F	0.525	9300	F
(460) (15) Third St	To:	RT 15 B		90%	076	1 70	0%	170	0%	C	0.067	Г	0.525	9300	Г
Bus	From:	BUS US 15;													
(460)Third St	Town of Farmville	0.67 6300	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.505	6600	F
Bus	To: From:	SR 45; Ma	in St												
460 3rd St	Town of Farmville	0.17 7300	F	97%	0%	1%	0%	1%	0%	С	0.085	F	0.539	7700	F
<u> </u>	Too	Virginia	St.												
Bus	From:			070/	00/	10/	00/	10/	00/	_	0.000	_	0.505	0000	0
460 3rd St	Town of Farmville	1.22 8300	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.585	8800	G
Bus	To: From:	Milnwood	l Rd												
(460)3rd St	Town of Farmville	0.89 7200	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.572	7700	G
Pup	To: From:	ECL Farm	ville												
8us (460) E 3rd St	Prince Edward County	0.49 8400	F	95%	1%	2%	1%	2%	0%	С	0.092	F	0.57	8200	F
4.00	To:	US 46)												
Bus	From:	I-85; US	460												
Bus (460) Airport St	Dinwiddie County	6600	F	98%	0%	1%	1%	0%	0%	F	0.095	F	0.573	7000	F
Pus	To: From:	US 1 Boydton US 1 Plan													
Bus 460 1 Boydton Plank Rd	Dinwiddie County	1.69 1000		95%	1%	1%	1%	3%	0%	F	0.091	F	0.602	11000	F
400 (1)	To	I-85 SW of Pe	_												
Bus	From:			000/	00/	40/	40/	20/	00/	_	0.4	_	0.504	10000	_
460 1 Boydton Plank Rd	Dinwiddie County	1.23 1600) F	98%	0%	1%	1%	0%	0%	F	0.1	F	0.524	16000	F
Bus	To- From:	SR 226 Co	x Rd												
(460)(1)	Dinwiddie County	0.45 9400	G	98%	0%	1%	1%	0%	0%	С	0.103	В	0.517	10000	G
\hookrightarrow	To: From:	WCL Peter	sburg												
Bus 460 1 Washington St	City of Petersburg	0.40 1200		99%	0%	1%	0%	0%	0%	F	0.091	F		12000	F
(400) (1) Madinington St	To To				0 / 0		0,0	0 /0	0 / 0		0.001			12000	
Bus	From:	Summit													
(460) 1 Washington St	City of Petersburg	0.18 1200		99%	0%	1%	0%	0%	0%	С	0.091	F		12000	F
	10:	Elm S	t												

6/10/2021 644

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

		T Timary ar	ia interst	210 1101				т				I/		D:-		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	Fron	r	Elm St				ZAXIC	UTANIC	TTTAII	ZIIdii		1 40101		1 40101		
460 1 Washington St	City of Peter	sburg 0.57	11000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.524	12000	G
	То		1 Par; Wyth													
Bus	Fron	US 1 Par, Was		Batterse		00/		40/	40/	00/	_	0.000	_		0000	_
460 1 Wythe St	0 1: 17 (5 : 1 (0 5 : 11)		8000	- -	97%	0%	1%	1%	1%	0%	-	0.089	F	0.540	8600	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	F	98%	0%	1%	1%	0%	0%	F	0.090	F	0.549	19000	F
Bus	T. Fron	r.	Perry St													
460 1 Wythe St	City of Peter	sburg 0.15	8500	G	97%	0%	1%	1%	1%	0%	F	0.091	F		9000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.523	20000	G
	Te	SR	36 Market	St												
Bus Whatha Ct	City of Dates	•	8500	G	97%	0%	1%	1%	10/	00/	г	0.00	F		0000	G
(460) (1) (36) Wythe St	City of Peter Combined Traffic Estimates for Parallel	_		G	9/%	0%	170	170	1%	0%	Г	0.09	Г		9000	G
	Combined Traffic Estimates for Parallel	Hoadways on this Houte:	NA									NA			NA	
Bus ALT	Tz Fron	ALT U	S 301 Sycar	more St			_⊢									
(460) (1) (301) (36) Wyth	ne St City of Peter	sburg 0.20	12000	G	97%	0%	1%	1%	1%	0%	F	0.086	F		13000	G
$\bigcirc\bigcirc\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Te	US	1 Jeffersor	St			— —									
Bus 460 (36) Wythe St	City of Peter			F	98%	0%	1%	1%	0%	0%	_	0.083	F		17000	F
(460) (36) Wythe St	Combined Traffic Estimates for 2 Parallel	_	16000	G	96%	1%	1%	1%	1%	0%	' -	0.081	F	0.505	31000	G
	Combined Trainc Estimates for 2 Faraner	noadways on this noute.		G	90 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.001	'	0.505	31000	G
Bus	Tr. Fron		I-85, I-95													
(460) (36) Wythe St	City of Peter	sburg	12000	F	97%	0%	1%	1%	1%	0%	С	0.079	F		13000	F
\bigcirc	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	1%	2%	0%	С	0.088	F	0.641	24000	G
D.	To		US 301 Cr													
460 301 Crater Rd		0.98	US 301 W 8300	F F	99%	0%	I 1%	0%	0%	0%	F	0.085	F	0.56	8700	F
460 301 Crater Rd	Combined Traffic Estimates for Parallel		NA	•	33 78	0 /0	1 /0	0 70	0 70	0 70	•	NA	į	0.50	NA	Į.
	To Tallio Estimates for Farance	Maintenan		ion Chan	ıge		$\overline{}$					1471			14/1	
Bus	Fron	I-95; BUS U														
(460)(301) Crater Rd	City of Petersburg	,	8300	N	99%	0%	1%	0%	0%	0%	Ν	0.085	F	0.56	8700	N
Bus	To Fron	US	301 Crater US 301	Rd												
460 (301 Ramp US 301 S	to I-95 S at Exit ??? City of Petersburg	(Maint: 74) 0.20	03 301		See	US 30	1 for dire	ectional	traffic v	volume e	estima	ates for th	nis se	ament.		
400 (301)	To To Sat Exit 111	(/	95 CD Roa	d			1 101 0							9		
Bus	Fron		from US 30	1South												
(460) (95) (460) CD Ramp I	Near I-85 City of Petersburg	(Maint: 26) 0.18			Se	ee I-95	for direc	tional tr	affic vo	lume es	timate	es for this	segr	ment.		
Rus	Tr. Fron	Ramp 1	from US 30	1North												
Bus (460) (95) (460) CD Ramp I	Near I-85 City of Petersburg	(Maint: 26) 0.27			S	ee I-95	for direc	tional tr	affic vo	lume es	timate	es for this	sear	ment		
(400) (33) (400) 65 Hamp 1	To the state of th		Bus US 460)	- 00			onar tr	VO	.31110 00	mul	.5 101 11110	Jogi			
Rue	Fron		US 460 Exit													
Bus (460)Ramp	City of Petersburg		7000	G								0.096	F		7000	G
400	To To		US 460 Exit													

645

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

Route	Jurisdictio	n Length	AADT (QA	4Tire	Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus 460 Ramp	City of Petersburg			G G								0.092	F		4200	G
Bus	From:	CEUS 460-P002			FROM							0.004	F		7000	
A60 Ramp	City of Petersburg		I-95 North	G								0.091	F		7800	G
Bus 460 Ramp	City of Petersburg	(Maint: 26) 0.08	US 460 Exit 6A 2800 I-85 South	G								0.104	F		2800	G
Bus 460 460 Ramp	From: Dinwiddie Co To:		s US 460 East 5300 I-85 North	G								0.099	F		5300	G
Bus 460 Ramp	City of Petersburg	CEUS 460 TO R' (Maint: 26) 0.17 CEUS 460-P002A TO	3300	G		ND						0.094	F		3300	G
Bus 460 Ramp	City of Petersburg	Bus U	S 460 E, Wyth	e St G								0.088	F		5500	G
Bus 460 1 Washington St	From City of Peters	US 1 Wy	the St Batterse			0%	1%	1%	0%	0%	F	0.092	F		10000	F
480) (j) ********************************	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	F	98%	0%	1%	1%	0%	0%	F	0.090	F	0.551	19000	F
Bus 460 1 Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	sburg 0.40	9700 9700 18000	F F	99% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	C F	0.09 NA	F		10000	F F
Bus	To: From:		-9029 South S				<u> </u>									
Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	•	11000 19000	F G	98% 97%	0% 0%	1% 1%	1% 1%	0% 1%	0% 0%	F F	0.091 0.089	F F	0.527	11000 20000	F G
Bus	To: From:		Guarantee St				<u></u>									
460 D Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000 19000 orth Market St	F G	99% 98%	0% 0%	1% 1%	0% 1%	0% 0%	0% 0%	F F	0.09 NA	F		11000 20000	F G
Bus 460 36 Washington St	City of Peters	US 1 Pa	nr; SR 36 Mark 9500	cet St G	94%	1%	1%	2%	2%	0%	F	0.087	F		10000	G
Pug ALT ALT	Combined Traffic Estimates for 2 Parallel		18000 301 Par, Sycan	G nore S	96% t	1%	1%	2%	1%	0%	F	NA			19000	G
Bus ALT ALT 460 301 301 36 Wash	nington St City of Peters Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G G	94% 96%	1% 1%	1% 1%	2% 2%	2% 1%	0% 0%	F F	0.078 NA	F		13000 26000	G G
	To:	ALT US	301 Par, Adar	ms St												

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

Route	Jurisdictio	on Lengt	n AADT	QA	4Tire	Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QV
Bus ALT	From:		JS 301 Par, A											· doto:		
160 (301) (36) Washington		•	11000	G	94%	1%	1%	2%	2%	0%	F	0.079	F		12000	G
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 24000	G	96%	0%	1%	2%	1%	0%	F	NA			25000	G
ius	To: From:	Ţ	JS 1 Jefferson	n St												
(36) (36) Washington St	City of Peters	sburg	13000	G	94%	1%	1%	2%	2%	0%	F	0.077	F		14000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 29000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	31000	G
	To:		I-95													
(36) Washington St	City of Potors	bura	11000	G	94%	1%	10/	2%	20/	00/	C	0.091	F		11000	C
Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	•				1%	1% 1%		2% 2%	0%	C		F	0.646		(
	Combined Trainic Estimates for 2 Parallel			G	96%	170	170	1%	2%	0%	C	0.088	Г	0.646	24000	,
JS	To: From:	J	S 301 Crater	Rd												
Crater Rd	City of Peters	sburg 0.10	6000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.568	6300	(
	Combined Traffic Estimates for Parallel	Roadways on this Route	: NA									NA			NA	
	To	SR 36,	BUS US 460	Wythe	St											
us 60 (301 Crater Rd	FUSIL	0.98	8300	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.56	8700	
0 301 Oracci rid	Combined Traffic Estimates for Parallel			•	JJ 76	0 70	1 /0	0 70	0 70	0 70	•	NA	•	0.50	NA	
	To:		nce Jurisdict	ion Cha	nge							INA			INA	
IS	From:		S 301 Crater													
Winfield Rd	City of Peters	sburg	1300	F	97%	0%	1%	1%	2%	0%	F	0.106	F	0.975	1400	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 1900	G	97%	0%	1%	1%	1%	0%	F	NA			2000	
	To: From	State I	Maintenance	Boundar	у											
us (0) Winfield Rd	City of Peters	sbura	1300	F	97%	0%	1%	1%	2%	0%	F	0.106	F	0.975	1400	
0)	Combined Traffic Estimates for 2 Parallel	•		G	97%	0%	1%	1%	1%	0%	F	NA	·	0.07.0	2000	
	To:		S 460 Count		0.70			. , 0	. , 0	0,0	•					
JS	From:	CEUS 460-P TC	RTS 85 & 9	5 SOUT	HBOUND)										
Ramp	City of Petersburg		4200	G			-					0.094	F		4200	
ع ا	To	CEUS 460-E006A	TO RTS 85 &	& 95 SO	UTHBOU	ND										
S	From:	Bus US	460 W, Was	hington	St											
Ramp	City of Petersburg	(Maint: 74) 0.08	2300	G								0.097	F		2300	
	To:	Ramp from	Bus US 460	E, Wyt	he St											
JS	From		us US 460 V													
Ramp	Dinwiddie Co	ounty 0.27	1500	G								0.122	F		1500	
	To:		I-85 North													
JS C C L L EL L	From:		JS 460 Richi		_						_					
Confederate Blvd	Town of Appomattox	x (Maint: 06) 0.25	14000	F	99%	0%	0%	1%	0%	0%	С	0.089	F	0.55	14000	
IS	Too: From:	V	CL Appoma	ittox												
us 60 ≀Pamplin Rd	Town of Appomattox	x (Maint: 06) 0.03	14000	N	99%	0%	0%	1%	0%	0%	Ν	0.089	F	0.55	14000	1
	To:		Appomattox,													

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

								Tru	ck			K		Dir		
Route	Jurisdictio	n Lengt	h AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus Pamplin Pd	From: Town of Appomattox		Appomattox 14000	, SR 131 N	99%	0%	0%	1%	0%	0%	N	0.089	F	0.55	14000	N
Pamplin Rd	Town of Appointation	<u> </u>			9970	0%	0%	170	0%	0%	IN	0.009	F	0.55	14000	IN
Bus	From:		SR 131; 06-1													
Confederate Blvd	Town of Appomattox	(Maint: 06) 0.71	8400	F	98%	0%	1%	0%	1%	0%	С	0.085	F	0.501	8300	F
Bus	To: From:		31 Old Court	house Rd												
Confederate Blvd	Town of Appomattox	(Maint: 06) 0.47	3900	F	97%	0%	1%	1%	1%	0%	F	0.099	F	0.559	3800	F
Bus	To: From:		ECL Appoma	ittox												
Pamplin Rd	Appomattox C	ounty 0.53	3900	N	97%	0%	1%	1%	1%	0%	Ν	0.099	F	0.559	3800	Ν
→	То:	US	460 Richmor	nd Hwy												
orth	City of Chesapeake	(Maint: 64) 0.79	I-64 26000	F	95%	0%	1%	1%	2%	0%	F	0.110	F		29000	F
64)	Combined Traffic Estimates for 2 Parallel	,		F	95% 95%	0% 0%	1%	1% 2%	2% 2%	0% 0%	F	0.110	F	0.697	59000	F
	Tel				33 70	0 70	1 70	270	2 /0	0 70	•	0.007	'	0.007	33000	
orth	From:		S 13 Military		050/	00/	40/	40/	00/	00/	_	0.405	_		00000	
64)	City of Chesapeake Combined Traffic Estimates for 2 Parallel	,		F F	95% 95%	0% 0%	1% 1%	1% 2%	2% 2%	0% 0%	F	0.105	F	0.7	26000 53000	ı
	Combined Trainc Estimates for 2 Faraner	Hoadways off this Houte			33 /6	0 /6	1 /0	2/0	2/0	0 /0	•	0.055	'	0.7	33000	'
orth	From	(4.1	Freeman A		0==/	221		101	221	2-1		0.404				
64)	City of Chesapeake Combined Traffic Estimates for 2 Parallel	,		A	95%	0% 0%	1% 1%	1% 2%	2% 2%	0% 0%	C C	0.161	A A	0.698	26000 52000	F
	Combined Trainc Estimates for 2 Parallel	•		Α	95%	0%	170	270	2%	0%	C	0.125	А	0.696	52000	F
orth	Too From:		R 337 Poinde													
64	City of Chesapeake	,		F	95%	0%	1%	1%	2%	0%	F	0.103	F	0.04	27000	F
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte		F	95%	0%	1%	2%	2%	0%	F	0.085	F	0.64	55000	F
orth	To: From:		SCL Norfo	lk												
64)	City of Norfolk (M	•		F	95%	0%	1%	1%	2%	0%	F	0.103	F		27000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		F	95%	0%	1%	2%	2%	0%	F	0.085	F	0.64	55000	F
orth	To: From:		Main Stree													
64)	City of Norfolk (M	•		F	95%	0%	1%	1%	2%	0%	F	0.100	F		26000	F
	Combined Traffic Estimates for 2 Parallel		e: 45000 R 337 Berkle	F Ave	95%	0%	1%	2%	2%	0%	F	0.094	F	0.63	51000	F
rth	Prom:		SR 337	, 11vC												
337	City of Norfolk (M			N	95%	0%	1%	1%	2%	0%	N	0.100	F		26000	1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	E: 45000	N	95%	0%	1%	2%	2%	0%	N	0.094	F	0.63	51000	1
rth	From			L.												
orth 64) 17 Ramp	City of Virginia Beach	l n (Maint: 64)	I-464 Nort	G G								0.095	F		10000	(
	To:	(/ 0.20	I-64 East										•			

6/10/2021 648

Route	Jurisdictio		AADT G		Tire I	Rus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:		I-464 North				AXIE STA	xie iliai	ZIIali		1 actor		i actor		
Ramp	City of Chesapeake			F			_				0.101	F		8300	F
<u> </u>	10:	US 13	3 Military Highw	vay											
North Pamp	City of Chesapeake	(Maint: 64) 0.10	I-464 North	G							0.090	F		4300	G
Ramp	Oity of Offesapeake		Freeman Ave	<u>u</u>							0.090	'		4300	G
Vorth	From:		I-464 North												
Ramp	City of Chesapeake	(Maint: 64) 0.23		G							0.207	F		2300	G
	To:	SR 33	37 E, Poindexter	St											
North	From:		I-464 North												
Ramp	City of Chesapeake			G							0.18	F		2100	G
<u> </u>	To:	SR 33	7 W, Poindexter	r St											
North	City of Norfolk (M	aint: 64) 0.12	I-464 North	F 9	94%	0%	 1% 2%	3 %	0%	F	0.193	F		1800	F
Ramp	City of Norfolk (M		1700 South Main St	<u>Γ</u> ε	94 70	U 70	1% 27 7	0 3%	076	Г	0.193	г		1000	Г
North	From:		I-464 North												
Ramp	City of Norfolk (M	aint: 64) 0.06		G							0.127	F		5500	G
	To:		p Split to State S	St											
lorth	From:	n:nt. 04) 0.07	Ramp Split	_							0.040	_		1000	_
Ramp	City of Norfolk (M	aint: 64) 0.07	State St	G			_				0.248	F		1000	G
lorth	From:		Ramp Split												
North 464 Ramp	City of Norfolk (M	aint: 64) 0.04		G							0.11	F		4600	G
1017	To:		mp from SR 337												
lorth	From:	I-464-N006B INS	SPECTION STA	ATION I	ROAD										
Ramp	City of Norfolk (M	aint: 64)	NA								NA			NA	
	To:	S	TATE STREET												
South 464)	From:	(44.1.1.04)	I-64		2=-/				221		0.400				_
464	City of Chesapeake						1% 2%		0%	F	0.133	F	0.040	30000	F
	Combined Traffic Estimates for 2 Parallel				95%	0%	1% 2% 	6 2%	0%	F	0.089	F	0.642	59000	F
South	To: From:	US	13 Military Hwy	у											
South 464	City of Chesapeake			F 9	95%	0%	1% 2%	6 2%	0%	F	0.136	F		27000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	F 9	95%	0%	1% 2%	6 2%	0%	F	0.085	F	0.775	53000	F
couth	To: From:	Fi	reeman Avenue												
South 464	City of Chesapeake	(Maint: 64) 2.01	23000	A 9	95%	0%	 1% 2%	6 2%	0%	С	0.171	Α		26000	Α
	Combined Traffic Estimates for 2 Parallel						1% 2%		0%		0.125		0.698	52000	Α
	Tac		Collector Road												
South 464	From:				250/	00/	10/ 55		00/	_	0.400	_		07000	_
464)	Combined Treffic Februares for 2 Parallel						1% 2%		0% 0%		0.122	F	0.646	27000	F
	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle \mathrm{To.}}$		SCL Norfolk	F 9	95%	0%	1% 2%	% 2%	0%	F	0.096	F	0.646	55000	F
			SCL NULIUK												
/10/2021			640												
/10/2021			649												

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 464	City of Norfolk (M		SCL Norfolk 24000	F	95%	0%	1%	2%	2%	0%	F	0.122	F	1 actor	27000	F
(404)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000		95%	0%	1%	2%	2%	0%	F	0.096	F	0.646	55000	F
South 464	City of Norfolk (M		Main Street 23000	F	95%	0%	1%	2%	2%	0%	_	0.117	F		26000	F
464	Combined Traffic Estimates for 2 Parallel				95%	0%	1%	2%	2%	0%	F	0.080	F	0.779	51000	F
South Ramp	From: City of Chesapeake		I-464 South 10000 Exit 291 Colle	G	ı							0.101	F		11000	G
South 464 Ramp	City of Chesapeake		I-464 South	G								0.112	F		4600	G
South (464) Ramp	City of Chesapeake	(Maint: 64) 0.14	I-464 South	G								0.117	F		5700	G
South 464 Ramp	From: City of Chesapeake To:	(Maint: 64) 0.13	I-464 South	G								0.103	F		2400	G
South 464 Ramp	City of Chesapeake		I-464 South 3600 Exit 4B Ramp to	G	C.							0.104	F		3900	G
South 464 Ramp	City of Chesapeake	(Maint: 64) 0.08	30	G	on St							0.161	F		30	G
South 464 Ramp	City of Chesapeake	(Maint: 64) 0.23		G								0.103	F		2000	G
South 464 Ramp	Too From: City of Chesapeake	(Maint: 64) 0.14	4000 I-464 South	7 G			_ <u> </u> -					0.183	F		4300	G
495 Ramp	Fairfax Cou	I-495-N051C nty 0.08	I-495-S051C T									NA			NA	
495 Ramp	Fairfax Cou	I-495- 51D TO FA nty 0.04 29-6928-N000B FA	NA				 					NA			NA	
495 Ramp	From: Fairfax Cou To:	I-495- 51C TO FA	IRVIEW PARI	K DRIV	E SOUT	•						NA			NA	
(495)Ramp	Fairfax Cou To	nty	N058B Gap Te NA np FROM RT 4		Т							NA			NA	
6/10/2021			650													

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
EvoN	Fron:		End Express	Lanas			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
ExpN (495)I-495 Express Lanes Nor	thbound Fairfax Coul		8000	A	96%	2%	2%	0%	0%	0%	С	0.301	Α		8900	Α
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	201000	Α	94%	1%	1%	1%	3%	0%	С	NA			212000	Α
	То:	29-6	20 Braddocl	k Rd												
ExpS	From:		End Express		000/	00/	2%	00/	00/	00/	_	0.077	Α		0100	Α
I-495 Express Lanes Sou	uthbound Fairfax Coul Combined Traffic Estimates for 4 Parallel	•	8200	A A	96% 94%	2% 1%	2% 1%	0% 1%	0% 3%	0% 0%	C	0.277 NA	А		9100 212000	, ,
	To:	•	20 Braddocl		J4 /0	1 /0		1 /0	J /6	0 /6	O	INA			212000	^
North	From:		I-95, I-395													
(495) Capital Beltway	Fairfax Cou	nty 3.34	92000	Α	94%	1%	1%	1%	3%	0%	С	0.08	Α		97000	Α
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	201000	Α	94%	1%	1%	1%	3%	0%	С	0.070	F	0.512	212000	Α
North	To: From:	29-6	20 Braddocl	k Rd												
(495) Capital Beltway	Fairfax Cou	nty 1.83	79000	G	94%	1%	1%	1%	3%	0%	F	0.073	F		85000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	159000	G	94%	1%	1%	1%	4%	0%	F	0.064	F	0.554	171000	G
North	To: From:	SR 236	Little Rive	r Tpke												
(495) Capital Beltway	Fairfax Cou	nty 1.35	75000	G	94%	1%	1%	1%	3%	0%	F	0.089	F		80000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	169000	G	94%	1%	1%	1%	4%	0%	F	0.063	F	0.632	181000	G
North	Ta: From:	29-6	550 Gallows	Rd												
(495) Capital Beltway	Fairfax Cou	nty 1.34	71000	G	94%	1%	1%	1%	3%	0%	F	0.072	F		76000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	171000	G	94%	1%	1%	1%	4%	0%	F	0.063	F	0.591	182000	G
North	To: From:	US 5	0 Arlington	Blvd			\equiv									
(495) Capital Beltway	Fairfax Cou	nty 0.76	104000	G	94%	1%	1%	1%	3%	0%	F	0.066	F		110000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	196000	G	94%	1%	1%	1%	4%	0%	F	0.066	F	0.511	209000	G
NI4l-	To:		I-66													
North (495) Capital Beltway	Fairfax Cou	nty 2.33	60000	G	94%	1%	1%	1%	3%	0%	F	0.073	F		64000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	125000	G	94%	1%	1%	1%	4%	0%	F	0.066	F	0.513	134000	G
N. J	To	SR	7 Leesburg I	Pike												
North (495) Capital Beltway	Fairfax Cou	nty 0.42	60000	G	94%	1%	1%	1%	3%	0%	F	0.068	F		64000	G
	Combined Traffic Estimates for 2 Parallel	,		G	94%	1%	1%	1%	4%	0%	F	0.065	F	0.521	130000	
	To		3 Chain Brid	lge Rd												
North (495) Capital Beltway	Fairfax Cou		54000	G	94%	1%	1%	1%	3%	0%	F	0.069	F		57000	G
455) 545.44	Combined Traffic Estimates for 2 Parallel	,		G	94%	1%	1%	1%	4%	0%	F	0.068	F	0.559	122000	G
	To	Dulles Access		Dulles 7	Toll Rd											
North (495) Capital Beltway	Fairfax Cou		65000	G	94%	1%	1%	1%	3%	0%	F	0.092	Α		66000	G
495) Oupital Boltway	Combined Traffic Estimates for 2 Parallel	•		G	94%	1%	1%	1%	4%	0%	F	0.032	В	0.509	132000	G
	To-		Georgetow		. , ,	. , •		. , •	.,•	- / -						-

6/10/2021 651

Virginia Department of Transportation Traffic Engineering Division 2020 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	C
orth	From:		3 Georgetow				2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
5)Capital Beltway	Fairfax County	0.98	72000	G	94%	1%	1%	1%	3%	0%	F	0.097	Α		76000	
	timates for 2 Parallel Road			G	94%	1%	1%	1%	4%	0%	F	0.071	F	0.541	154000	
Combined Traine Le	To.	George Wasl				1 70		1 70	170	0 70	•	0.07 1		0.011	10 1000	
<u>th</u>	From:															
Capital Beltway	Fairfax County	0.49		G	94%	1%	1%	1%	3%	0%	F	0.085	Α		87000	
Combined Traffic Es	timates for 2 Parallel Road			G	94%	1%	1%	1%	4%	0%	F	0.081	Α	0.500	180000	
	Tor	Maryland S	State Line, Po		River											
rth	From:	0.01	I-495 North									0.400			0500	
Ramp	Fairfax County	0.21	3700	G								0.109	Α		3500	
	400	George wa	shington Mei		kwy											
orth	From:	0.00	I-495 North									0.000	_		05000	
95)I-495 Exit 44A	Fairfax County	0.20	65000 93 Georgetow	G m Dilya								0.086	F		65000	
d.	From:				a A CCEC	10							_			
orth 95)Ramp	Fairfax County	I-495-N TO RT 26	NA	DULLE	S ACCES	00						NA			NA	
95) (1411)	Tainax County	SR 267-W FROM R		'H00- C	APITAL I	BLT						INA			14/4	
طلب	From:	I-495-N TO RT 123											_			
orth 95)Ramp	Fairfax County	0.31	NA NA	DOLLE	EY MADI	30						NA			NA	
95) (((1))	To:		ROM RT 49:	5 NORT	ГН							1471			14/1	
orth	From:	I-495-N TO RT 123				SO										
Ramp	Fairfax County	0.10	NA	DOLLI	ZI WIZIDI.	30						NA			NA	
33)	То:		ROM RT 49:	5 NORT	ГН											
orth	From:		I-495 North													
Ramp From I-495 N to SR 7 E	Fairfax County	0.11	4000	G			<u> </u>					0.109	F		4000	
9	To:	SR 7	7 E, Leesburg	g Pike												
orth	From:		I-495 North													
Ramp From I-495 N to SR 7 W	Fairfax County		16000	G								0.087	F		16000	
	To:	SR 7	W, Leesburg	g Pike												
orth	From:		I-495 N													
95)I-495 N Exit 48	Fairfax County		NA									NA			NA	
	To:	I-495 N	Exit 48 A to	SR 7 E	Ξ.											
orth 95)I-495 N Exit 48	Fairfax County		NA									NA			NA	
95). 100 IV ZXIV 10	T amax obany														10.	
orth	From:	Ra	mp From SR	7 E												
95)I-495 N Exit 48	Fairfax County		NA									NA			NA	
orth .	To: From:	I-495 N	Exit 48 B to	SR 7 W	V											
orth 95)I-495 N Exit 48	Fairfax County		NA									NA			NA	
out he	To: From:	Rai	mp From SR	7 W												
orth 95)I-495 N Exit 48	Fairfax County		NA									NA			NA	
90/110011 = 1111110	I dillax County		I-495 N									14/1			14/1	

Route	Jurisdiction	Length AADT QA 4Tire Bus 2	Truck QC K Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor AAWDT QW
North	From:	I-495-N TO RT 66 WEST		
(495)Ramp	Fairfax County	NA	NA	NA
	To:	I-495-N TO RT 66 WEST		
North	From:	I-495-N TO RT 66 EAST		
(495)Ramp	Fairfax County	0.28 NA	NA	NA
	To:	I-66-E FROM RT 495 NORTH		
North	From:	I-495-N TO RT 66 WEST		
(495)Ramp	Fairfax County	NA	NA NA	NA
	То:	I-66-W FROM RT 495 NORTH		
North	From:	I-495 North		
North 495 Ramp	Fairfax County	0.16 NA	NA	NA
	To	I-495-N051C TO FAIRVIEW PARK DRIVE		
North	· · · · · · · · · · · · · · · · · · ·			NIA
Ramp		0.40 NA	NA NA	NA
North	To: From:	FROM FAIRVIEW PARK DRIVE		
(495)Ramp	Fairfax County	0.07 NA	NA	NA
1.00	To:	US 50 FROM RT 495 NORTH		
North	From:	I-495 North Collector Rd		
(495)Ramp	Fairfax County	8700 G	0.088	F 8700 G
	To:	8700 G US 50 W, Arlington Blvd		
North	From:	I-495-N051A TO FAIRVIEW PARK DRIVE		
Ramp	Fairfax County	0.11 NA	NA NA	NA
	To:	I-495-S051C I-495- 51C TO FAIRVI		
North	From:	I-495-N BEGIN COLL RD TO RT 50-ARLINGTO		
Ramp	Fairfax County	0.01 NA	NA NA	NA
	To:	29-650- 2A FROM RT 65000- GALLOWS ROAD		
North		0.50 NA	NA	NA
Ramp		0.50 NA		INA
North	To: From:	I-495-N051A TO RT 50 EAST00- ARLINGTON B		
Ramp	Fairfax County	0.13 NA	NA	NA
	To	US 50-E076C FROM RT 50 EAST00- ARLINGTON		
North				
A95 Ramp	Fairfax County	0.14 NA	NA	NA
North	To: From:	I-495-N051B TO RT 50 WEST00- ARLINGTON B		
(495)Ramp	Fairfax County	0.04 NA	NA	NA
400		I-495-N END COLL RD FROM RT 5000- ARLING		
North		I-495 North		
Ramp	Fairfax County	0.17 NA	NA	NA
1	To:	29-650 Gallows Rd		
	·		•	

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

		1 milary and interstate modes			
Route	Jurisdiction	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail	QC K QK D	oir Ctor AAWDT QW
North	From:	I-495 North Collector Rd		. 4010.	
(495)Ramp	Fairfax County	0.17 3900 G		0.096 F	3900 G
	To:	SR 236 E, Little River Tpke			
North	From:	I-495 North Collector Rd			
(495)Ramp	Fairfax County	0.17 5500 G		0.114 F	5500 G
	То:	SR 236 W, Little River Tpke			
North	From:	I-495-N BEGIN COLL ROAD TO RT 236			
495 Ramp	Fairfax County	0.05 NA		NA	NA
	To	I-495-N053A TO RT 236 EAST00- DUKE STREE			
North (495) Ramp		0.10 NA		NA	NA
(495) (1411)				IVA	INA
North	To: From:	SR 236-E006B FROM RT 236 EAST00- DUKE STR			
A95 Ramp	Fairfax County	0.10 NA		NA	NA
North	To: From:	I-495-N053B TO RT 236 WEST00- DUKE STREE			
North (495) Ramp	Fairfax County	0.06 NA		NA	NA
	To: From:	SR 236-W006B FROM RT 236 WEST00- DUKE STR			
North (495)Ramp	Fairfax County	0.04 NA		NA	NA
493)		I-495-N END COLL ROAD FROM RT 236			
North		I-495 North Collector Rd			
(495)Ramp	Fairfax County	0.16 3100 G		0.087 F	3100 G
	To:	29-620 E, Braddock Rd			
North	From:	I-495 North Collector Rd			
(495)Ramp	Fairfax County	0.19 12000 G	<u> </u>	0.106 F	12000 G
	To:	29-620 W, Braddock Rd			
North	From:	I-495-N BEGIN COLL ROAD TO RT 620			
Ramp		0.19 NA		NA	NA
	To: From:	I-495-N055A TO RT 620 EAST00- BRADDOCK R			
North (495)Ramp		29-620-E017B FROM RT 620 EAST00- BRADDOCK 0.14 NA		NA	NA
\smile	To: From:				
North					
495 Ramp		0.08 NA		NA	NA
North		29-620-W017B FROM RT 620 WEST			
North (495)Ramp	Fairfax County			NA	NA
\smile	To:	I-495-N FROM COLL ROAD RT 620	1		
North	From:	I-495-N TO RT 644			
(495)Ramp	Fairfax County	NA		NA	NA
	To:	I-395-S001A FROM RT 495 NORTH95 SOUTH			
North	From:	I-495-N Gap TO RT 395 NORTH			
A95 Ramp	Fairfax County	NA		NA	NA
	To:	I-495-S058B I-495- 58B Gap Termi			
6/10/2021		654			
		• • •			

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

		Primary ar						Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		I-95, I-395					01715410				. 4010.		. 40101		
495 Capital Beltway	Fairfax Cour	nty 4.19	92000	Α	93%	1%	1%	1%	4%	0%	С	0.09	Α		97000	Α
\bigcirc	Combined Traffic Estimates for 4 Parallel I	Roadways on this Route:	201000	Α	94%	1%	1%	1%	3%	0%	С	0.075	Α	0.558	212000	Α
South	To: From:	29-6	20 Braddock	k Rd												
Capital Beltway	Fairfax Cour	nty 1.49	79000	G	93%	1%	1%	1%	4%	0%	F	0.072	F		86000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	159000	G	94%	1%	1%	1%	4%	0%	F	0.064	F	0.554	171000	G
0	To: From:	SR 230	6 Little River	r Tpke			\Box									
South 495 Capital Beltway	- Fairfax Cour	ntv 1.30	94000	G	93%	1%	1%	1%	4%	0%	F	0.074	F		101000	G
493)	Combined Traffic Estimates for 2 Parallel I	•	169000	G	94%	1%	1%	1%	4%	0%	F	0.063	F	0.632	181000	G
	Τα	29-0	650 Gallows	Rd												
South 495 Capital Beltway	Fairfax Cour		99000	G	93%	1%	1%	1%	4%	0%	F	0.065	F		106000	G
495 Oapital Beitway	Combined Traffic Estimates for 2 Parallel I	•		G	94%	1%	1%	1%	4%	0%	F	0.063	F	0.591	182000	G
	To		0 Arlington						.,,							
South Capital Baltway	From:		•		020/	10/	10/	10/	40/	00/	_	0.070	F		00000	0
495 Capital Beltway	Fairfax Cour Combined Traffic Estimates for 2 Parallel I	-,	92000	G G	93% 94%	1% 1%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.070 0.066	F	0.511	99000 209000	G G
	Combined Trainic Estimates for 2 Parallel I	noadways of this noute.		G	34 /0	1 /0	1 /0	1 /0	4 /0	0 /6	•	0.000	'	0.511	209000	G
South	Front		I-66													_
Capital Beltway	Fairfax Cour	•	65000	G	93%	1%	1%	1%	4%	0%	F	0.069	F	0.510	70000	G
	Combined Traffic Estimates for 2 Parallel I	<u> </u>		G	94%	1%	1%	1%	4%	0%	F	0.066	F	0.513	134000	G
South	To: From:	SR	7 Leesburg I	Pike												
(495) Capital Beltway	Fairfax Cour	•	61000	G	93%	1%	1%	1%	4%	0%	F	0.072	F		66000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	121000	G	94%	1%	1%	1%	4%	0%	F	0.065	F	0.521	130000	G
South	To: From:	SR 12	3 Chain Brid	lge Rd												
(495) Capital Beltway	Fairfax Cour	•	61000	G	93%	1%	1%	1%	4%	0%	F	0.073	F		65000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	114000	G	94%	1%	1%	1%	4%	0%	F	0.068	F	0.559	122000	G
South	To: From	Dulles Access	Rd; SR 267	Dulles 7	Γoll Rd											
(495) Capital Beltway	Fairfax Cour	nty 1.98	63000	G	93%	1%	1%	1%	4%	0%	F	0.085	Α		66000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	128000	G	94%	1%	1%	1%	4%	0%	F	0.081	В	0.533	132000	G
0 "	To Economic	SR 193	3 Georgetow	n Pike			\neg \vdash									
South (495) Capital Beltway	Fairfax Cour		76000	G	93%	1%	1%	1%	4%	0%	F	0.081	Α		79000	G
490) 50011101	Combined Traffic Estimates for 2 Parallel I	•		G	94%	1%	1%	1%	4%	0%	F	0.084	Α	0.551	154000	G
	To	George Wash														
South (495) Capital Beltway	Frant L Fairfax Cour		90000	G	93%	1%	1%	1%	4%	0%	_	0.079	Α		93000	G
495 Capital Bellway	Combined Traffic Estimates for 2 Parallel I	•		G	93% 94%	1%	1%	1%	4% 4%	0% 0%	F	0.079	A	0.500	180000	G
	Tolling Traine Estimates for 2 I afailer i	Maryland St				1 /0	1 /0	1 /0	- /0	0 /0	•	0.001	^	0.500	100000	u

6/10/2021 655

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

		Filliary and interstat								
Route	Jurisdiction	Length AADT	QA 4Tire Bus	2Axle 3+	Truck -Axle 1Trail 2Trail	QC	K Factor	QK F	Dir AAWD ⁻ actor	T Q\
outh	From:	I-495-S043X TO GEORGE WASH	IINGTON MEMORI							
95)Ramp	Fairfax County	0.42 NA					NA		NA	
	To:	I-495-N043A GEORGE WASHING	GTON MEM PKWY							
outh	From:	I-495-S BEGIN COLL RD00- GW	V MEM PKWY & 1							
95)Ramp	Fairfax County	0.22 NA					NA		NA	
	To		HINGTON MEMORI	\neg —						
outh	rioii.						0.404		2222	
95 Ramp	Fairfax County	0.13 7700	G				0.134	А	8900	(
th	To: From:	29-99018-N000B FROM GEORGE W	VASHINGTON MEMO							
outh 95)Ramp	Fairfay County	0.42 NA					NA		NA	
95) (((1))	· ·						14/3		14/3	
outh	To: From:	I-495-S044A TO RT 19300- GEO	RGETOWN PKWY							
Ramp	Fairfax County	0.01 NA					NA		NA	
	To:	I-495-S END COLL RD00- G WA	ASHINGTON MEM							
uth	From:									
95)Ramp	Fairfax County	I-495 South 0.19 8300	G				0.129	Α	9300	(
93)	To:	SR 193 Georgetown					00		0000	
	I.	I-495-S YO RT 267 EAST00- D								
outh 95)Ramp	Fairfax County	0.24 NA	OULLES ACCESS				NA		NA	
95 Hamp	Taillax County	SR 267-E FROM RT 495 SOUTH	IOO CADITAL DIT				INA		INA	
										_
outh D	From:	I-495 South 0.19 NA							NIA	
95 Ramp	Fairfax County						NA		NA	
	I.	SR 267 West								
outh		I-495-S TO RT 123 NORTH00- D	OOLLEY MADISO							
Ramp	Fairfax County	0.15 NA					NA		NA	
		SR 123 FROM RT 495								
outh	From:	I-495-S TO RT 123 SOUTH00- D	OOLLEY MADISO							
Ramp	Fairfax County						NA		NA	
	To:	SR 123 FROM RT 495	SOUTH							
outh	From:	I-495 South Collecte	or Rd							
Ramp	Fairfax County	0.16 3300	G				0.112	F	3300	(
	To:	SR 7 E, Leesburg I	Pike							
outh	From:	I-495 South								
95)Ramp	Fairfax County	0.17 4600					0.139	F	4600	(
	To:	SR 7 W, Leesburg	Pike							
uth	From:	I-495-S BEGIN COLL RD00- RT	Γ 07-LEESBURG P						_	
95)Ramp	Fairfax County	0.08 NA	O' ELEBBORG I				NA		NA	
33)	•								(
outh	To: From:	I-495-S048B TO RT 7 WEST00-	- LEESBURG PIK							
Ramp	Fairfax County	0.07 NA					NA		NA	
	To:	SR 07-W060A FROM RT 7 WES	T00- LEESBURG P							

656

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir AAWDT QW
South	From:	SR 07-W060A FROM RT 7 WEST00- LEESBURG P	1	. 4010.	. 40.0.
495 Ramp	Fairfax County	0.20 NA		NA	NA
Oth-	To: From:	I-495-S048A TO RT 7 EAST00- LEESBURG PIK			
Pamp	Fairfax County	0.09 NA		NA	NA
South 495 Ramp		SR 07-E060A FROM RT 7 EAST00- LEESBURG P		NA	IVA
South	· · · · · · · · · · · · · · · · · · ·				
A95 Ramp	Fairfax County	0.17 NA		NA	NA
	To:	I-495-S END COLL RD00- RT 07-LEESBURG PIK			
South	From:	I-495-S I-66-W064A FROM & TO RT			
(495)Ramp	Fairfax County	NA		NA	NA
493)	To:	I-66-W FROM RT 495 SOUTH			
South 495 Ramp	From:	I-495 South Collector Rd 0.41 11000 G		2442 =	
495 Ramp	Fairfax County			0.118 F	11000 G
$\overline{}$	To:	I-495 South Exit 51C Ramp to Fairview Park Dr			
South 495 Ramp	From:	I-495 South Collector Rd			
Ramp	Fairfax County	0.28 9200 G	<u> </u>	0.093 F	9200 G
433		US 50 W, Arlington Blvd; 29-650 Gallows Rd			
South	To: From:	I-495-S051F TO RT 65000- GALLOWS ROAD			
(495)Ramp	Fairfax County	NA		NA	NA
493)		US 50 FROM GALLOWS RD			
	From:				
South				NIA	NIA
Ramp	Fairfax County	0.07 NA		NA	NA
	10:	I-495-N051C I-495- 51C TO FAIRVI			
South	From:	I-495-S051B TO RT 65000- GALLOWS ROAD			
A95 Ramp	Fairfax County	0.03 NA		NA	NA
	To- From:	US 50-W076A FROM RT 50 WEST			
South 495 Ramp	Fairfax County	0.12 NA		NA	NA
	To- From	I-495-S051G TO RT 650 NORTH00- GALLOWS R			
South (495) Ramp	Fairfax County	0.02 NA		NA	NA
495) 14111	To:	29-650 TO RT 50 WEST TO & FROM RT 50		10/1	14/1
South	From:	I-495-S051F TO RT 650 NORTH00- GALLOWS R			
	Fairfax County	0.02 NA		NA	NA
Ramp	To:	29-650 TO RT 50 WEST FROM 495 SOOUTH		14/1	14/1
South	From:	I-495-S BEGIN COLL RD TO RT 5000- ARLING			
(495) Ramp	Fairfax County	NA		NA	NA
\bigcirc	To	I-495-S051B TO TR 50 WEST00- ARLINGTON B			
South (495) Ramp	Fairfax County	0.13 NA		NA	NA
	To	US 50-W076B FROM RT 50 WEST-ARLINGTON B			
South	From:				
495 Ramp	Fairfax County	0.14 NA	\neg	NA	NA
	10:	I-495-S051A TO RT 50 EAST00- ARLINGTON B			
6/10/2021		657			
6/10/2021		100			

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

			Truck	Dir AAMDT OM
Route	Jurisdiction	Length AADT QA 4Tire Bus 2/	Truck	QK Factor AAWDT QW
South	From:	I-495-S051A TO RT 50 EAST00- ARLINGTON B		
(495)Ramp	Fairfax County	0.14 NA	NA	NA
\smile	To	US 50-E076B FROM RT 50 EAST-ARLINGTON B	7	
South			NIA.	NA
Ramp	Fairfax County	0.05 NA I-495-S END COLL RD FROM RT 5000- ARLING	NA ¬	NA
	100			
South	Fairfay Cayety	I-495 South 0.15 NA		NIA
Ramp	<u>,</u>		NA 	NA
South	To: From:	I-495-S052B TO RT 650 SOUTH00- GALLOWS R		
(495)Ramp	Fairfax County	0.09 NA	NA	NA
433	To:	0.09 NA 29-650 FROM RT 495 SOUTH	7	
South	From:	I-495-S052A TO RT 650 SOUTH00- GALLOWS R		
(495)Ramp		0.03 NA	□ NA	NA
433		29-650; 29-709 FROM RT 495 SOUTH	7	
South				
495 Ramp	Fairfax County	I-495 South Collector Rd 0.17 7700 G	0.077	F 7700 G
433		SR 236 E, Little River Tpke	7	
South	From:	I-495 South Collector Rd	-	
(495)Ramp	Fairfax County	0.18 3800 G	0.087	F 3800 G
433	To:	0.18 3800 G SR 236 W, Little River Tpke	7	
South	From:	I-495-S BEGIN COLL ROAD TO RT 236		
A95 Ramp		0.04 NA	NA NA	NA
	•		¬	
South		I-495-S053B TO RT 236 WEST00- DUKE STREE		
A95 Ramp	Fairfax County	0.11 NA	NA	NA
0. #	To: From:	SR 236-W006A FROM RT 236 WEST00- DUKE STR		
South (495) Ramp	- · · · · · · · · · · · · · · · · · · ·	0.14 NA	 NA	NA
(495) Hamp				INA
South	To: From:	I-495-S053A TO RT 236 EAST00- DUKE STREE		
South 495 Ramp	Fairfax County	0.09 NA	NA	NA
	To: From:	SR 236-E006A FROM RT 236 EAST00- DUKE STR		
South				114
495 Ramp	Fairfax County		NA NA	NA
		I-495-S END COLL ROAD FROM RT 236		
South	From:	I-495 South Collector Rd	0.070	F 4400 0
A95 Ramp	Fairfax County	4400 G	0.079	F 4400 G
	10.	29-620 E, Braddock Rd		
South	From:	I-495 South Collector Rd		5 0000 0
Ramp	Fairfax County	0.19 8900 G	0.094	F 8900 G
<u> </u>	То:	29-620 W, Braddock Rd		

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

		Filliary and interstate	o i toutoo										
Route	Jurisdiction	Length AADT	QA 4Tire		le 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
outh 495)Ramp	Fairfax County	I-495-S BEGIN COLL ROAL NA	O TO RT 620						NA			NA	
	To	I-495-S055B TO RT 620 WEST00)- BRADDOCK R										
douth 1950 Ramp	Fairfax County	NA							NA			NA	
493)	Tol	29-620-W017A FROM RT 620 WES	CTOO DRADDOC	₁₂ L									
outh 495)Ramp	Fairfax County	29-620-W01/A FROM R1 620 WES	S100- BRADDOC	K					NA			NA	
	To	I-495-S055A TO RT 620 EAST00	- BRADDOCK R].									
South 495)Ramp	Fairfax County	NA	BRIDDOCKK						NA			NA	
\smile	Tot	29-620-E017A FROM RT 620 EAS	T00- BRADDOC	(
South 495)Ramp	Fairfax County	NA							NA			NA	
1	To:	I-495-S END COLL ROAD F	ROM RT 620										
South	From:	I-495-S RAMPS TO 95 SO	UTH & 644							_			
Ramp	Fairfax County	NA							NA			NA	
South	To: From:	I-495-S058C TO RT 644	4 WEST							_			
Ramp	Fairfax County	NA							NA			NA	
South	To: From:	I-495-S058D TO RT 64	4 EAST	-						—			
Ramp	Fairfax County	NA							NA			NA	
\smile	To:	I-395-S RAMP FROM 49	5 SOUTH										
South	From:	I-495-S TO RT 395 NO	ORTH										
Ramp	Fairfax County	NA							NA			NA	
	To:	I-95-S170B FROM RT 49	5 SOUTH										
South	From:	I-495-S058A TO RT 644	4 WEST										
Ramp	Fairfax County	NA NA							NA			NA	
\smile	To:	I-395-S001A FROM RT 49		<u> </u>									
South	From:	I-495-S058A TO RT 64	4 EAST						NIA			NIA	
Ramp	Fairfax County	I-395-S001A FROM 495 SOUTI	UTO 644 EAST						NA			NA	
	From:									_			
501 Huell Matthews Hwy		North Carolina State 2.46 3000		 0% 1%	, 1%	110/	0%	F	0.092	_	0.572	3000	G
501 Hueli Matthews Hwy	Halifax County	2.46 3000	G 87%	0% 1%	0 170	11%	0%	Г	0.092	Г	0.572	3000	G
~	To: From:	SR 96 Virgilina R											
Huell Matthews Hwy	Halifax County	3.84 4100		0% 1%	s 1%	11%	0%	С	0.089	F	0.535	4100	G
Huell Matthews Hwy	Halifax County	41-658 Cluster Spring 4.64 5000		- 0% 1%	. 1%	11%	0%	F	0.085	F	0.545	5000	G
501)	Tol						- / -				,		
501 Main St	Town of South Boston	US 58, US 360; SCL Sour 0.53 16000		- 0% 1%		1%	0%	С	0.093	Е	0.516	17000	-
501 Jividiii 31	Town or South Boston	US 501 P; Broad S		0% 1%	6 0%	1 70	U%	U	0.093	-	0.516	17000	G
		US JULE, BIORU	Ji										

659

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Frond St	Town of South		US 501 P Ma	in St G	97%	1%	1%	0%	2%	0%	_	0.101	_	0.510	8600	G
501 Broad St	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	2%	0%	F	0.101	F	0.697	15000	G
	To Take Traine Estimates for 2 1 drainer		R 304 Seymo		01 70	170		0 70	270	070		0.000		0.007	10000	ŭ
501 Broad St	Town of South			G	97%	1%	1%	0%	2%	0%	С	0.100	F		7600	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 14000	G	97%	1%	1%	0%	2%	0%	С	0.094	F	0.544	15000	G
		SI	R 129 North M	1ain St												
501 Broad St	Town of South	Boston 0.26	5300	G	97%	1%	1%	0%	2%	0%	F	0.098	F		5600	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 12000	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.545	12000	G
~~~	To: From		Third St													
501 Broad Street	Town of South			G	96%	1%	1%	0%	2%	0%	C	0.1	F		5500	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>14000</b>	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.550	15000	G
Drood Street	Town of South	Boston 0.4	Edmunds S	St G	96%	1%	10/	0%	20/	00/		0.098	F		EE00	
501 Broad Street	Combined Traffic Estimates for 2 Parallel			G	96% 97%	1%	1% 1%	0%	2% 2%	0% 0%	F F	0.098	F	0.547	5500 15000	G G
	To		501 P Wilbo		31 /6	1 /0	1 /8	0 /6	2 /0	0 /6	'	0.031	'	0.547	13000	u
~~~	From		JS 501 P; Bro													
501 Wilborn Ave	Town of South	Boston 0.5	14000	G	96%	1%	1%	0%	2%	0%	F	0.093	F	0.502	15000	G
/ Ualifan Da	To To To To To To To To To To To To To T	Parton 0.00	Hamilton Bl		000/	10/	10/	00/	00/	00/	F	0.000		0.517	15000	
501 Halifax Rd	Town of South			G	96%	1%	1%	0%	2%	0%	Г	0.088	F	0.517	15000	G
501 Halifax Rd	Town of South		1 NCL South	Boston G	96%	1%	1%	0%	2%	0%	F	0.089	F	0.547	16000	G
501 Trialilax Flu	Town of South				30 /6	1 /0	1 /0	0 /6	2 /0	0 /6	'	0.003	'	0.547	10000	u
501 Halifax Rd	Town of South		29 N, Old Ha 18000	alifax Rd G	96%	1%	1%	0%	2%	0%	F	0.087	F	0.557	19000	G
501) Hamax Ha	Town of Court	<u> </u>	NCL South Bo		0070	170		070	270	070	•	0.007	•	0.007	10000	Ğ
(501) Halifax Rd	Halifax Cou			G	95%	1%	1%	0%	3%	0%	С	0.087	F	0.557	11000	G
301)	To	, , , , , , , , , , , , , , , , , , ,	SCL Halifa													
(501) Halifax St	Town of Halifax (I	Maint: 41) 1.56		G	95%	1%	1%	1%	3%	0%	С	0.087	F	0.557	10000	G
	Ta	SR	360 S, Moun	tain Rd												
(501) (360) Main St	Town of Halifax (I	Maint: 41) 0.78	8000	G	96%	1%	1%	0%	2%	0%	F	0.081	F	0.617	8500	G
\bigcirc	To From	S	R 360 N, Beth	nel Rd												
(501) L P Bailey Memorial Hw	y Town of Halifax (I	Maint: 41) 0.67	4500	G	88%	0%	1%	1%	9%	0%	F	0.082	F	0.643	4700	G
~~	To From		ECL Halifa													
(501) L P Bailey Memorial Hw	y Halifax Cou	inty 6.56	5200	F	88%	0%	1%	1%	9%	0%	F	0.085	F	0.637	5100	F
~~~	To From		Meadville Rd													
501 L P Bailey Memorial Hw	y Halifax Cou	inty 5.85		G	88%	0%	1%	1%	9%	0%	С	0.082	F	0.565	3100	G
•	To:		41-603 Cody 41-603 Volen													
501 L P Bailey Memorial Hw	y Halifax Cou			F	86%	1%	3%	1%	10%	0%	С	0.081	F	0.668	3100	F
$\hookrightarrow$	To	4	-645 State Sh	ned Rd												

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

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Γ (
								2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
L P Bailey Memorial Hw	vy Halifax Cou		41-645	5 State She 2900	ed Rd <b>G</b>	88%	0%	1%	1%	9%	0%	F	0.081	F	0.562	2900	
LT Dailey Memorial TW	ny Trainax Goo	anty				00 /6	0 /6	1 /6	1 /0	3 /6	0 78	'	0.001		0.502	2300	
(40) L P Bailey Memor	rial Hwy Halifax Cou	m untv	SR 40 0.97	Stage Coac	ch Rd <b>F</b>	88%	0%	2%	1%	8%	0%	С	0.083	F	0.545	5200	
L P Bailey Memor	те те	o:		bell County	•	00%	076	2%	170	070	0%	C	0.063	Г	0.545	3200	
	From	n:		ax County													
(40) Lusardi Dr	Campbell Co	ounty	0.09	5100	G	88%	0%	2%	1%	8%	0%	F	0.084	F	0.510	5000	
	To	a.	SC	L Brookne	al												
(40) Lusardi Dr	Town of Brookneal	(Maint: 15)	0.76	5100	N	88%	0%	2%	1%	8%	0%	Ν	0.084	F	0.510	5000	
	то	in:	SR 40	) Wickliffe	Ave												
Lynchburg Ave	Town of Brookneal	l (Maint: 15)	1.52	5200	G	90%	1%	1%	1%	7%	0%	С	0.084	F	0.547	5100	
), "	To		NC	L Brookne													
Brookneal Hwy	Campbell Co	ountv	1.40	5200	N	90%	1%	1%	1%	7%	0%	Ν	0.084	F	0.547	5100	
),	Te	in:					. , ,										
Brookneal Hwy	Campbell Co	ounty	3.48	Phelps Cre 4300	G Rd	90%	1%	1%	1%	7%	0%	F	0.080	F	0.52	4200	
Brookhearriwy	- Campbell Co	Junty				30 70	1 /0	1 70	1 /0	1 /0	0 70	'	0.000	•	0.52	7200	
Brookneal Hwy	Comphell Co	ounty.		17 Railview		000/	10/	10/	10/	7%	00/	F	0.084	F	0.501	E200	
brookneal nwy	Campbell Co	Junity	4.79	5300	G	90%	1%	1%	1%	170	0%	Г	0.064	Г	0.581	5200	
^	To From	n.		Long Islan		222		<u> </u>								2522	
Brookneal Hwy	Campbell Co	ounty	8.33	6700	G	90%	1%	1%	1%	7%	0%	F	0.089	F	0.692	6500	
^ <u> </u>	To From	a: n:		W, Colonia													
1) (24) Campbell Hwy	Campbell Co	ounty	0.92	9000	G	96%	1%	1%	0%	2%	0%	F	0.086	F	0.541	8900	
2	To: From	o: n·	SR 24	E, Village	Hwy			$\neg$									
Campbell Hwy	Campbell Co	ounty	4.15	7800	Α	96%	1%	1%	0%	2%	0%	С	0.123	Α	0.676	8800	
	To From	o-	15-670	Sunnymea	de Rd			_									
Campbell Hwy	Campbell Co	ounty	2.82	8000	G	96%	1%	1%	0%	2%	0%	F	0.089	F	0.637	9000	
)	To	a:	SC	L Lynchbu	rg												
Campbell Ave	City of Lynch	nburg		10000	G	96%	1%	1%	0%	2%	0%	F	0.107	F	0.674	12000	
	то	in:	B	Bus US 460	)												
Bus	Prom	n:				000/	10/	10/	00/	00/	00/	N.	0.107	_	0.074	10000	
Campbell Ave	City of Lynch			<b>10000</b> 460 Richn	N nond Hv	96%	1%	1%	0%	2%	0%	N	0.107	F	0.674	12000	
	From	n:		3 29, US 46		у											
(460) (29) (29)	City of Lynchburg	(Maint: 15)		35000	G	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.531	37000	
	To	<u> </u>	211 05 211	460 Richn	nond Hss	V.											
}	City of Lynch	III.	0.32	7500	G	97%	0%	1%	0%	2%	0%	F	0.095	F		8100	
)	Combined Traffic Estimates for 2 Parallel	J			G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.513	18000	
	То			wer Dr; Ca				Ť	, -								
^	From	n:		8 Mayflow													
(1)(128) Candlers Mtn Rd	City of Lynch	nburg	0.43	35000	G	97%	0%	1%	0%	2%	0%	F	0.080	F	0.513	NA	

661

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

						Truck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4T	ire Bus		-Axle 1Tra		QC	Factor	QK	Factor	AAWDT	QV
Bus	From:	SR 128 Candlers N											
501 29 Lynchburg Expressway		0.33 <b>39000</b>	N 97	7% 0%	1%	0% 1%	0%	N	0.093	F	0.539	40000	N
~~	To: From:	Bus US 29 Ward											
501 Lynchburg Expressway	City of Lynchburg	1.37 <b>40000</b>	<b>G</b> 97	7% 0%	1%	0% 2%	0%	F	0.087	F		43000	G
<del>~</del>	To- From:	Bus 460 Timberla	ke Rd										
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>44000</b>	<b>G</b> 97	7% 0%	1%	0% 2%	0%	F	0.091	F	0.536	47000	G
~ <i>_</i>	To	Graves Mill R	?d										
501 Lynchburg Expressway	City of Lynchburg	1.24 32000		7% 0%	1%	0% 2%	0%	F	0.092	F	0.512	34000	G
	To	Lakeside Dr											
501 Lynchburg Expressway	City of Lynchburg	0.31 <b>33000</b>		7% 0%	1%	0% 2%	0%	F	0.082	F	0.531	NA	
201) Lyrioniburg Expressivay	only of Lynonburg			70 070	1 70	070 270	0 70	•	0.002	•	0.001	14/1	
	From	118-6044 Old For		70/ 00/	10/	00/ 00/	00/	F	0.004	F	0.575	1.4000	
Lynchburg Expressway	City of Lynchburg	1.23 <b>13000</b>	<b>G</b> 97	7% 0%	1%	0% 2%	0%	г	0.084	г	0.575	14000	G
~~	To: From:	Wiggington R											_
501 Lynchburg Expressway	City of Lynchburg	1.86 <b>13000</b>		7% 0%	1%	1% 1%	0%	F	0.09	F	0.529	14000	C
~	To:	Boonsboro R											_
501 Boonsboro Rd	City of Lynchburg	Lynchburg Expres		7% 0%	1%	0% 2%	0%	С	0.098	F	0.513	9000	C
2001132010 110	enty of Lyndridal g			70 070	1 70	070 270	0 70	Ŭ	0.000	•	0.010	0000	`
- I a lada a lla	From P	WCL Lynchbu	-	70/ 00/	10/	00/ 00/	00/		0.004		0.000	0000	
Lee Jackson Hwy	Bedford County	3.64 <b>2500</b>	<b>G</b> 97	7% 0%	1%	0% 2%	0%	F	0.081	F	0.639	2600	G
~~	To: From:	09-651 Short Cu											_
Lee Jackson Hwy	Bedford County	6.32 <b>2000</b>	<b>G</b> 97	7% 0%	1%	0% 2%	0%	F	0.097	F	0.560	2100	G
~	To: From:	SR 122 Big Island	l Hwy										
Con Lee Jackson Hwy	Bedford County	4.33 <b>1500</b>	<b>G</b> 87	7% 1%	1%	3% 8%	0%	С	0.098	F	0.622	1600	(
~	То:	Amherst County											
~~	From:	Bedford County		20/ 10/	10/	10/ 100	/ 00/	0	0.005	F	0.606	1500	
501)	Amherst County	0.14 <b>1600</b>	<b>G</b> 86	6% 1%	1%	1% 10%	6 0%	С	0.095	Г	0.626	1500	(
~~	To: From:	SR 130 Elon F			_								_
501 (130)	Amherst County	4.56 <b>1600</b>		5% 1%	2%	2% 11%	6 0%	С	0.091	F	0.649	1500	C
~ _	To: From:	Rockbridge Count											
501 (130)Glasgow Hwy	Rockbridge County	Amherst County 1.81 <b>1700</b>		)% 1%	1%	1% 6%	0%	С	0.094	F	0.577	1700	G
501) (130) Glacegon 1 my	Tiosiasiago County			7,0 1,0	. 70	170 070	0,0	Ŭ	0.001	•	0.077	1700	Ĭ
Olasaan I kan	From:	SR 130 Wert Faulkr		20/ 10/	10/	10/ 40/	00/		0.1		0.500	0700	
Glasgow Hwy	Rockbridge County	6.34 <b>2700</b>	<b>G</b> 93	3% 1%	1%	1% 4%	0%	С	0.1	F	0.563	2700	C
~~~	To: From:	SCL Buena Vi											
Magnolia Ave	City of Buena Vista	0.97 2800	G 93	3% 0%	2%	2% 3%	0%	С	0.108	F	0.501	3000	G
~	To- From:	2nd St											
Magnolia Ave	City of Buena Vista	1.09 5500	G 96	6% 0%	1%	1% 2%	0%	С	0.098	F	0.518	5800	G
~	To: From:	15th St											
Magnolia Ave	City of Buena Vista	0.71 2000	G 93	3% 0%	2%	2% 3%	0%	F	0.104	F	0.539	2100	G
501)	To:	25th St	<u> </u>	0,0			0,0				2.300		
		7											
/10/2021		662											

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

Б					4			Tru	ıck		-00	K	014	Dir	A A) A(D.T.	01/
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
01 Park Ave	City of Buena	Vista 0.28	25th St 2900	G	93%	0%	2%	2%	3%	0%	F	0.094	F	0.59	3100	G
01)	To:	5.26	Beech Ave		0070	0,0		_,,	0,0	0,0	•	0.00	·	0.00	0.00	·
~~	From:		Park Ave													
Beech Ave	City of Buena	Vista 0.12	8700	G	93%	0%	2%	2%	3%	0%	F	0.091	F	0.541	9200	G
•	10.		29th St	~									_			
Ω1 Main St	Town of South		5 501 Broad 6300	G	97%	0%	1%	0%	2%	0%	F	0.089	F		6600	(
BI Jiwaiii St	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	2%	0%	F	0.003	F	0.697	15000	(
	Combined Traine Estimates for 21 drainer				31 /0	1 /0	1 /0	0 70	270	0 70	•	0.000	·	0.007	13000	`
Main St	Town of South		304 Seymou 6900	<u>ir Dr</u> G	97%	0%	1%	0%	2%	0%	С	0.086	F		7300	(
B1 Main St	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	2%	0%	С	0.000	F	0.544	15000	(
	Combined Traine Estimates for 21 drainer				31 /0	1 /0	1 /0	0 70	270	0 70	O	0.054	·	0.544	13000	,
Sol Wilborne Ave	Town of South		29 North M: 6300	aın St G	97%	0%	1%	0%	2%	0%	F	0.09	F	0.888	6700	(
Milportie Ave	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	2%	0%	F	0.091	, F	0.545	12000	(
	Combined Traine Estimates for 21 araner	Tioadways on this rioute.			31 /6	1 /0	1 /0	0 /6	2/0	0 76		0.031	'	0.545	12000	•
01 Wilborne Ave	Town of South	Boston 0.57	Third St 9200		97%	0%	10/	0%	2%	0%	F	0.085	F	0.907	9800	(
Wilborne Ave	Combined Traffic Estimates for 2 Parallel			G G	97% 97%	1%	1%	0% 0%	2% 2%	0% 0%	F	0.085	F	0.807 0.519	15000	
	Combined Trainic Estimates for 2 Parallel		501 Broad S		9170	I 70	1%	076	∠70	0%	Г	0.065	Г	0.519	13000	(
	From:	00.	US 501	ricet									_			
N1 () 46N () 29 () 29 (City of Lynchburg (Maint: 15)	35000	G	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.531	37000	(
01 (460) (29) (29)	City of Lynchburg (Maint: 15) Bus US 501				0%	1%	1%	5%	0%	С	0.105	Α	0.531	37000	(
~	To: From:	Bus US 501 US 29, U	; US 501 Ca S 460 Richn	ampbell nond Hw	Ave									0.531		
	To: From: City of Lynch	Bus US 501 US 29, U burg	; US 501 Ca S 460 Richn 8900	ampbell nond Hw	Ave 'y 97%	0%	1%	1%	1%	0%	F	0.092	F		9600	(
	To: From:	Bus US 501 US 29, U burg Roadways on this Route:	; US 501 Ca S 460 Richn 8900 16000	ampbell nond Hw G G	Ave 7y 97% 97%						F F			0.531		(
	To: From: City of Lynch	Bus US 501 US 29, U burg	; US 501 Ca S 460 Richn 8900 16000 ower Dr; Ca	ampbell nond Hw G G	Ave 7y 97% 97%	0%	1%	1%	1%	0%	F	0.092	F		9600	(
<u>p</u> 1)	To: From: City of Lynch	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl	; US 501 Ca S 460 Richn 8900 16000	ampbell nond Hw G G	Ave 7y 97% 97%	0%	1%	1%	1%	0%	F	0.092	F		9600	(
	To: From: City of Lynch Combined Traffic Estimates for 2 Parallel To: From:	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl	; US 501 Ca S 460 Richn 8900 16000 ower Dr; Ca Bus US 29	ampbell nond Hw G G andlers M	Ave 7y 97% 97% Itn Rd	0%	1%	1%	1%	0%	F	0.092 0.094	F		9600 18000	(
φ1) φ1)	To: From: City of Lynch Combined Traffic Estimates for 2 Parallel To: From: City of Lynch To: From: Fr	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl burg US 501 L	; US 501 Ca S 460 Richn 8900 16000 ower Dr; Ca Bus US 29 NA	ampbell nond Hw G G andlers M	97% 97% 97% Mtn Rd	0%	1%	1%	1%	0%	F	0.092 0.094	F		9600 18000	(
φ1) φ1) LT	To: From: City of Lynch Combined Traffic Estimates for 2 Parallel To: From:	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl burg US 501 L	; US 501 Ca S 460 Richn 8900 16000 ower Dr; Ca Bus US 29 NA ynchburg Ex	ampbell nond Hw G G andlers M	Ave 7y 97% 97% Itn Rd	0%	1%	1%	1%	0%	F	0.092 0.094	F		9600 18000	(
ig1 ig1 ig1 ig1 ig1 ig1 ig1 ig1	To: From: City of Lynch Combined Traffic Estimates for 2 Parallel To: From: City of Lynch To: From: Fr	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl burg US 501 L	; US 501 Ca S 460 Richn 8900 16000 ower Dr; Ca Bus US 29 NA synchburg Ex	ampbell nond Hw G G undlers M	97% 97% 97% Mtn Rd	0% 0%	1%	1% 1%	1% 1%	0% 0%	F	0.092 0.094 NA	F F	0.513	9600 18000 NA	(
Q1) LT O1 Beech Ave	City of Lynch Combined Traffic Estimates for 2 Parallel To: From: City of Lynch To: City of Lynch To: City of Buena	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl burg US 501 L Vista	; US 501 C: S 460 Richn 8900 16000 ower Dr; Ca Bus US 29 NA ynchburg E: Park Ave 5900	ampbell nond Hw G G undlers M	Ave 97% 97% 1tn Rd 95%	0% 0%	1%	1% 1%	1% 1%	0% 0%	F F	0.092 0.094 NA 0.09	F F	0.513	9600 18000 NA 6300	(
Q1 Q1 LT O1 Beech Ave	To: From: City of Lynch Combined Traffic Estimates for 2 Parallel To: From: City of Lynch To: From: Fr	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl burg US 501 L Vista	; US 501 Cz S 460 Richn 8900 16000 ower Dr; Ca Bus US 29 NA synchburg Ez Park Ave 5900 22nd St	ampbell nond Hw G G undlers M	97% 97% 97% Mtn Rd	0% 0%	1%	1% 1%	1% 1%	0% 0%	F	0.092 0.094 NA	F F	0.513	9600 18000 NA	(
SQ1 SQ1 SQ1 Beech Ave SQ1 Sycamore Ave	City of Lynch Combined Traffic Estimates for 2 Parallel To: From: City of Lynch To: City of Buena City of Buena City of Buena	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl burg US 501 L Vista Vista	; US 501 C: S 460 Richn 8900 16000 ower Dr; Ca Bus US 29 NA ynchburg E: Park Ave 5900 22nd St 5300	ampbell nond Hw G G G undlers M	Ave	0% 0% 1%	1% 1% 1% 1%	1% 1%	1% 1% 2%	0% 0% 0%	F F	0.092 0.094 NA 0.09	F F	0.513 0.532 0.558	9600 18000 NA 6300	(
Q1 Q1 LLT Q1 Beech Ave	City of Lynch Combined Traffic Estimates for 2 Parallel To: From: City of Lynch To: City of Lynch To: City of Buena	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl burg US 501 L Vista Vista	; US 501 C: S 460 Richn 8900 16000 ower Dr; Ca Bus US 29 NA ynchburg E: Park Ave 5900 22nd St 5300 18th St	ampbell nond Hw G G undlers M	Ave 97% 97% 1tn Rd 95%	0% 0%	1%	1% 1%	1% 1%	0% 0%	F F	0.092 0.094 NA 0.09	F F	0.513	9600 18000 NA 6300	(
SQ1 SQ1 SQ1 Beech Ave SQ1 Sycamore Ave	City of Lynch Combined Traffic Estimates for 2 Parallel To- From: City of Lynch Tro City of Lynch Tro City of Buena City of Buena City of Buena City of Buena Toc From: City of Buena	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl burg US 501 L Vista Vista	; US 501 C: S 460 Richn 8900 16000 ower Dr; Ca Bus US 29 NA ynchburg E: Park Ave 5900 22nd St 5300	ampbell nond Hw G G G undlers M	Ave	0% 0% 1%	1% 1% 1% 1%	1% 1%	1% 1% 2%	0% 0% 0%	F F	0.092 0.094 NA 0.09	F F	0.513 0.532 0.558	9600 18000 NA 6300	(
501 460 29 29 501 Beech Ave ALT 501 Sycamore Ave ALT 501 Sycamore Ave ALT 501 Sycamore Ave ALT 501 Sycamore Ave	City of Lynch Combined Traffic Estimates for 2 Parallel To: From: City of Lynch To: City of Buena City of Buena City of Buena	Bus US 501 US 29, U burg Roadways on this Route: SR 128 Mayfl burg US 501 L Vista Vista Vista	; US 501 C: S 460 Richn 8900 16000 ower Dr; Ca Bus US 29 NA ynchburg E: Park Ave 5900 22nd St 5300 18th St	ampbell nond Hw G G G undlers M	Ave	0% 0% 1%	1% 1% 1% 1%	1% 1%	1% 1% 2%	0% 0% 0%	F F	0.092 0.094 NA 0.09	F F	0.513 0.532 0.558	9600 18000 NA 6300	

6/10/2021 663

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

											17		- D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	r Q
us Bus	From:	Florida Av													
O1)(460)Campbell Ave	City of Lynchburg	0.48 12000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.684	13000	(
us Bus	To: From:	Mayflower l	Dr												
01 (460 Campbell Ave	City of Lynchburg	16000	G	97%	0%	1%	1%	1%	0%	С	0.098	F	0.636	17000	
	To:	Kemper St													
us Bus	City of Lynchburg	Campbell A 8500	ve G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.592	9000	
(460) Kemper St	To:	Lynchburg Expre		31 /0	0 /6	1 /0	1 /0	1 /0	0 /6	•	0.032	•	0.532	9000	
us Bus	From:	US 221	555 W 43												
(221)(460) Kemper St	City of Lynchburg	0.41 6600	G	99%	0%	0%	0%	1%	0%	F	0.081	F	0.552	7200	
is Bus	To: From:	12th St 118-6027; 118-	.6031												
11)(221)(460)12th St	City of Lynchburg	0.18 8400	G	95%	1%	2%	0%	1%	0%	F	0.09	F	0.564	9000	
	To	Fort Ave													
us 01 Campbell Ave	City of Lynchburg	0.23 7700	G	93%	2%	5%	1%	0%	0%	F	0.089	F	0.720	8200	
Janipbell Ave	City of Lynchburg			30 /6	2 /0	J /6	1 /0	0 /6	0 /6	•	0.003	•	0.720	0200	
JS	From:	Park Ave													
Langhorne Rd	City of Lynchburg	0.27 11000	G	93%	2%	5%	1%	0%	0%	F	0.088	F	0.708	12000	
us	To: From:	Memorial A	ve												
)1 Langhorne Rd	City of Lynchburg	0.29 17000	G	93%	2%	5%	1%	0%	0%	F	0.081	F	0.699	18000	
~	To	Murrell Ro	i												
us 01 (Langhorne Rd	City of Lynchburg	1.19 11000	G	93%	2%	5%	1%	0%	0%	С	0.09	F	0.681	12000	
JT Languerie	To-						1 70	0 / 0	0,0	Ū	0.00	•	0.001	12000	
us	From:	Hill St										_			
Langhorne Rd	City of Lynchburg	0.34 10000	G	93%	2%	5%	1%	0%	0%	F	0.097	F	0.679	11000	
us	To: From:	Cranehill D	r												
Langhorne Rd	City of Lynchburg	1.37 6800	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.562	7200	
رــــــــــــــــــــــــــــــــــــ	To:	Rivermont Ter Langhorne I													
us 01 Rivermont Terrace	City of Lynchburg	0.25 4900	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.567	5200	
<u></u>	To:	Rivermont A							• , •						
us D.	From:	Rivermont Ter		000/	00/		00/	00/	00/	_	0.00	_	0.505	10000	
Rivermont Ave	City of Lynchburg	0.44 15000	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.585	16000	
JS	To: From:	Link Rd													
01 Boonsboro Rd	City of Lynchburg	0.76 12000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.548	13000	
	To From:	Trents Ferry	Rd												
us 01 Boonsboro Rd	City of Lynchburg	1.75 12000	G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.502	13000	
01)	To:	Lynchburg Expre		/-	- , -		- / -	- / -	- , -	_	2.300				

664

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

Route	Jurisdiction	Length AAD	T 04	4Tire	Bus		Tru	ıck		00	K	OK	Dir	AAWDT	
noute	Junsulction	Lengin AAD	i QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	(
	From:	US 60 James An	derson Hwy												
2 Maidens Rd	Powhatan County	4.82 520 0) F	94%	1%	1%	1%	3%	0%	С	0.095	F	0.585	5100	
ر	To	72-711 Hugus	mot Tuoil												
22 Maidens Rd	Powhatan County	3.80 440		94%	1%	1%	1%	3%	0%	F	0.111	F	0.715	4400	
22) Walderie Fla	To:	Goochland Co	-	0 + 70	1 70		1 /0	0 /0	0 /0	•	0.111	•	0.7 10	4100	
	From:	Powhatan Co													
22 Maidens Rd	Goochland County	0.58 500 0		95%	1%	1%	1%	2%	0%	С	0.107	F	0.636	4900	
=	To:	S SR 6 River I													
	From:	S SR 6; Mai													
22 6 River Road West	Goochland County	1.74 620 0) G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.526	6100	
50	To:	N SR 6; Sandy	Hook Rd												
	From:	N SR 6 River I	Road West												
Sandy Hook Rd	Goochland County	6.24 370 0) G	95%	0%	1%	1%	3%	0%	С	0.094	F	0.516	3600	
~	To:	Louisa Cour	-	•											
~	From:	Goochland Co													
Cross County Rd	Louisa County	0.35 450 0) G	94%	1%	1%	1%	3%	0%	F	0.092	F	0.683	4400	
~	Tæ	US 250 Broad	Street Rd			\neg \vdash									
22 Cross County Rd	Louisa County	0.52 570		96%	0%	1%	1%	2%	0%	С	0.099	F	0.668	5600	
22) 01000 000, 1.0				0070	0,0	. ,,	. , ,	_,,	0,0	Ū	0.000	•	0.000	0000	
~ ·	To: From:	I-64													
Cross County Rd	Louisa County	8.52 370 0) G	94%	0%	1%	1%	3%	0%	F	0.106	F	0.741	3600	
~ <u></u>	To	54-648 Gard	ners Rd												
22 Cross County Rd	Louisa County	6.32 230 0) G	94%	0%	1%	1%	3%	0%	С	0.103	F	0.512	2200	
	T-1	**** ** * **													
~ leffereen librar	To- From	US 33 Jeffer	•	000/	00/	10/	00/	10/	00/		0.004		0.547	F000	
22 33 Jefferson Hwy	Louisa County	0.66 540 0) G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.547	5300	
~	To: From:	US 33 Jeffer	on Hwy												
Pendelton Rd	Louisa County	3.19 480 0) G	95%	0%	1%	1%	3%	0%	С	0.100	F	0.539	4700	
-)	To	COL M.													
Mineral Ave	Town of Mineral (Maint: 54)	SCL Mir 0.66 480 0		95%	0%	1%	1%	3%	0%	N	0.100	F	0.539	4700	
Mineral Ave	rown or witterar (Maitt. 54)	0.00 4800	, N	90%	U%	1 70	1 70	3%	0%	IN	0.100	Г	0.559	4700	
	To- From:	SR 22, SI													
22 208 Louisa Ave	Town of Mineral (Maint: 54)	0.39 3700) G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.580	3600	
	To:	NCL Mir	narol												
22 (208) Zachary Taylor Hwy	Louisa County	5.04 370		95%	0%	1%	1%	3%	0%	N	0.087	F	0.580	3600	
22) 208 2 acriary rayior riwy	Louisa County	J.U4 3700	, 11	JJ /6	0 /6	1 /0	1 /0	0 /0	0 /0	IN	0.007	'	0.500	5500	
~	To: From:	SR 208 New I													
Zachary Taylor Hwy	Louisa County	3.78 360 0) G	95%	0%	1%	1%	3%	0%	F	0.098	F	0.513	3500	
ر	To:	Spotsylvania C													
~	From:	Louisa Cour													
Zachary Taylor Hwy	Spotsylvania County (Maint: 54)	0.95 290 0) G	92%	0%	1%	1%	5%	0%	С	0.092	F	0.527	2900	
~	To:	88-612 Mon	ovia Rd												
22 Zachary Taylor Hwy	Spotsylvania County (Maint: 54)	0.94 340		91%	1%	2%	2%	5%	0%	С	0.098	F	0.568	3300	
22)-231141, 14,101 1111,	To To	Orange Cou		0.70	. /0		_ /0	0 /0	0 /0	J	0.000		0.000	0000	

665

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus]			QC	K	QK	Dir	AAWDT	Q
	From					2Axle 3+Ax	e 1Trai	2Trail		Factor		Factor		
Zachary Taylor Hwy	Orange County	Spotsylvania Cou 8.87 2600	G Inty Line	92%	1%	 1% 1%	5%	0%	С	0.091	F	0.604	2600	(
22 Zachary Taylor Tiwy	Crange County	0.07 2000	G	JZ /6	1 /0	1 /6 1 /6 	J /6	0 76	O	0.031	'	0.004	2000	
~	To- From:	SR 20 Constituti												
Zachary Taylor Hwy	Orange County	6.84 5200	G	92%	1%	<u>1</u> % 1%	5%	0%	F	0.095	F	0.633	5300	
	To: From:	Culpeper Coun	•											
Zacham, Taylor I luni		Orange County		0.40/	1%	10/ 10/	20/	00/	0	0.000	F	0 505	6600	
Zachary Taylor Hwy	Culpeper County	6.36 6700	F	94%	170	1% 1%	2%	0%	С	0.090	Г	0.585	6600	
	To: From:	23-652 Cedar G	rove Rd											
Zachary Taylor Hwy	Culpeper County	0.92 8600	F	92%	1%	1% 2%	4%	0%	F	0.093	F	0.589	8500	
	То:	SR 3 Germann	a Hwy											
\sim	From:	SR 3; Zachary Ta												
22 (3) Germanna Hwy	Culpeper County	0.32 16000	F	94%	1%	1% 1%	3%	0%	С	0.085	F	0.573	16000	
	To	US 15, US	29											
Germanna Hwy	Culpeper County	0.34 11000	F	96%	0%	1% 1%	1%	0%	С	0.09	F	0.509	12000	
	T-1													
Company that	From:	ECL Culpe		000/	00/	10/ 00/	00/	00/		0.000	F	0.500	0500	
Germanna Hwy	Town of Culpeper	0.96 7900	F	99%	0%	1% 0%	0%	0%	С	0.089	г	0.520	8500	
Pup	From:	US 15 Bus Oran RT 15 BU												
Bus 2 15 Germanna Highway	Town of Culpeper	0.12 4400		96%	1%	 2% 1%	0%	0%	С	0.092	F	0.538	4600	
Germanna Highway	To:	MAIN STRE		30 /0	1 /0		0 70	0 70	O	0.002		0.000	4000	
Bus Bus	From:	Germanna H												
22) (15) (29) Main St		0.26 11000		97%	0%	1% 1%	1%	0%	С	0.082	F	0.547	11000	
~ ~ ~	To: From:	204-3651 Oran	ige Rd											
Bus Bus Main St	Town of Culpeper	0.59 17000	F	97%	0%	 1% 1%	1%	0%	С	0.080	F	0.522	18000	
22 15 29 Main St	To:	Evans St		31 /6	0 /6	1/6 1/6	1 /0	0 /6	O	0.000	'	0.522	10000	
	From:	Bus US 15, Bus US		t										
Evans St	Town of Culpeper	0.08 6400		98%	0%	1% 1%	0%	0%	С	0.079	F	0.571	6900	
2) - 1 10 01	To:	N West S						- , -	_		-			
	From:	N West Str												
Evans St	Town of Culpeper	1.44 9100	F	98%	0%	 1% 1%	0%	0%	С	0.084	F	0.549	9800	
=)	To:	WCL C 1												
Sperryville Pike	Culpoper County	WCL Culpe 7.34 6900	per F	99%	0%	0% 0%	0%	0%	С	0.083	F	0.568	6900	
22 Sperryville Pike	Culpeper County	7.34 6900	Г	99%	0%	0% 0%	0%	0%	C	0.003	Г	0.566	6900	
	To: From:	23-707 Slate M	ills Rd											
Sperryville Pike	Culpeper County	0.93 2000	F	96%	0%	1% 1%	1%	0%	F	0.092	F	0.579	2000	
~	To:	Rappahannock Co	unty Line											
~	From:	Culpeper Coun							_		_			
Zachary Taylor Ave	Rappahannock County	4.67 1700	G	95%	1%	2% 1%	2%	0%	С	0.096	F	0.634	1600	
	To: From:	78-618 Hawli	n Rd											
Zachary Taylor Ave	Rappahannock County	4.02 1500		94%	1%	2% 1%	2%	0%	С	0.095	F	0.605	1500	
· · ·	7.1													
~	From	SR 231 FT Val		0.40/	00/	10/ 20/	001	00/		0.004	_	0.500	0000	
Sperryville Pike	Rappahannock County	0.66 3100 Sperryville I		94%	0%	1% 2%	2%	0%	C	0.091	F	0.539	3000	

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

		Filliary and interstat				Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tir	e Bu	\$	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Main St; Sperryville	Pike		ZAXIE	3+Axie	IIIaii	ZIIali		i actor		i actor		
Sperryville Pike	Rappahannock County	0.11 2700	G 97%	6 0%	1%	1%	1%	0%	F	0.091	F	0.539	2700	G
(322)	To:	US 211 S, Lee Hy						- , -						-
	From:	S US 211 Lee Hy												
(522)(211) Lee Highway	Rappahannock County	4.62 3800	G 95%	6 0%	1%	2%	2%	0%	С	0.091	F	0.556	3800	G
	To:	US 211 BUS SOUTH OF W.	ASHINGTON	1	-									
(522)(211) Lee Highway	Rappahannock County	0.68 3800	G 96%	6 1%	1%	1%	2%	0%	F	0.092	F	0.508	3700	G
	To	CL Washington												
(522)(211) Lee Highway	Rappahannock County	0.02 3800	N 96%	6 1%	1%	1%	2%	0%	N	0.092	F	0.508	3700	Ν
(322)(211)======				-		.,,	_,-	- , -						
Cara Lan Highway	Pannahannak Caunty	CL Washington		6 1%	10/	10/	20/	00/	NI	0.092	F	0 500	2700	NI
(522)(211) Lee Highway	Rappahannock County	0.39 3800	N 96%	6 17	1%	1%	2%	0%	N	0.092	Г	0.508	3700	N
~~~~	To: From:	Bus US 211 East of Wa			Ē									
(522)(211)Lee Highway	Rappahannock County	2.38 <b>4200</b>	<b>G</b> 96%	6 1%	1%	1%	2%	0%	F	0.089	F	0.522	4100	G
<del>~~~</del>	To: From:	N US 211 Lee Hy												
522 Zachary Taylor Ave	Rappahannock County	US 211 N, Lee H	wy <b>G</b> 95%	6 1%	1%	2%	2%	0%	F	0.095	F	0.503	2800	G
522)24611417 147161 7116	- Tappanamicon County			0 17	170	270	270	0 70	•	0.000	•	0.000	2000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	78-641 N, Foddersta		, ,	- 10′	00/	00/	00/	_	0.004	_	0.510	0400	_
22 Zachary Taylor Ave	Rappahannock County	7.26 3100	G 95%	6 1%	1%	2%	2%	0%	С	0.094	F	0.513	3100	G
<u> </u>	From:	Warren County Li Rappahannock Count												
522 Remount Rd	Warren County	3.77 7200	F 96%	6 0%	1%	1%	1%	0%	С	0.094	F	0.554	7200	F
322	T-1													
522 Remount Rd	Town of Front Royal	SCL Front Roya 0.60 6800	al G 97%	6 1%	1%	1%	1%	0%	С	0.093	F	0.515	7100	G
7522 Helliount Nu	Town of Front Hoyar	0.00 6600	G 917	'0 I /	1 /0	1 /0	1 /0	0 /6	U	0.093	'	0.515	7100	G
~~~	To: From:	Criser Rd			_ <u> </u>									
(522)Remount Rd	Town of Front Royal	0.35 <b>11000</b>	<b>F</b> 98%	6 0%	1%	1%	1%	0%	F	0.097	F	0.615	11000	F
~	To- From:	SR 55 South St; John Mar	rshalll Hwy											
522 Commerce Ave	Town of Front Royal	0.47 <b>14000</b>	<b>F</b> 98%	6 0%	1%	1%	1%	0%	F	0.094	F	0.504	15000	F
<u> </u>	To:	Main St												
522 Commerce Ave	Town of Front Royal	0.74 <b>9200</b>	<b>F</b> 98%	6 0%	1%	1%	1%	0%	С	0.093	F	0.736	9800	F
022	To	H C 1 D	1											
522 Commerce Ave	Town of Front Royal	Happy Creek Ro 0.35 <b>11000</b>	a <b>F</b> 97%	6 1%	1%	1%	1%	0%	F	0.089	F	0.518	11000	F
522 Commerce Ave	To:	US 340 North Royal		0 17	170	1 /0	1 /0	0 /0	•	0.000	•	0.510	11000	
	From:	Commerce Ave												
522 340 55 North Royal Ave	Town of Front Royal	19000	<b>F</b> 99%	6 0%	1%	0%	0%	0%	С	0.085	F	0.505	21000	F
	To:	14th St												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	North Royal Av		,		0-1	051	0.57	_	0.000	_	0.504	00000	_
(522)(340) (55) 14th St	Town of Front Royal	21000	F 97%	6 0%	2%	0%	0%	0%	С	0.083	F	0.504	23000	F
	To: From:	Shenandoah Avo	e											
(522)(340) (55) Shenandoah Ave	Town of Front Royal	0.34 26000	G 96%	6 1%	1%	1%	1%	0%	F	0.091	F	0.523	27000	G
(522)(340) (55) Shenandoah Ave	To:	NCL Front Roya		0 1/0	, 1/0	1 /0	1 /0	0 /6	'	0.001	'	0.020	21000	u
		NCL Front Roya	ш											

667

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

Route	luriediction	Lanath A	ADT OA	4Tiro	Rue		Tru	ck		00	K	OK	Dir	ΔΔΙΛΙΠΤ	
Tioute		Length A	ועא ועא	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QΝ	Factor	AAWDI	G
~~~~	From:						4.57		0-1			_		.=	
22 (340 (55) Shenandoah Ave	Warren County	0.45 <b>26</b>	6000 N	96%	1%	1%	1%	1%	0%	N	0.091	F	0.523	27000	
	To- From	SR 55 W,	Strasburg Rd												
22 (340 Shenandoah Ave	Warren County	0.22 <b>27</b>	'000 N	97%	0%	1%	0%	1%	0%	Ν	0.087	F	0.554	29000	
	To	Old NCL	Front Royal												
22 (340 Winchester Rd	Warren County			97%	0%	1%	0%	1%	0%	С	0.087	F	0.554	29000	
	To														
Route   Jurisdiction   Length AADT   CA   417e   Bits   2Avil   3-Avil   217el   CC   Factor   AVI   Section   CC   Factor   Factor   CC   Factor   CC   Factor   CC   Factor   Fac			20000												
22 (340) Willenester Hu	waiten county	1.20 19	000 G	00 /6	1 /0	1 /0	2 /0	3 /0	0 /6	O	0.000	'	0.521	20000	
~~~	To- From:														
22 (340) Winchester Rd	Warren County	2.81 14	000 G	85%	1%	1%	2%	11%	0%	С	0.085	F	0.522	15000	
	To- From	93-802 Zio	on Church Rd												
22 340 Winchester Rd	Warren County	0.30 49	900 F	97%	0%	1%	0%	1%	0%	С	0.076	F		5000	
Route Jurisdiction Length AADT QA 4Tire Bus AADT Canal															
~~~~				<b></b> /					0-1	_		_			
22 340 Winchester Rd	Warren County			97%	0%	1%	0%	1%	0%	C	0.076	F		5000	
~ ~	Durisdiction														
Winchester Bd	Warren County			97%	0%	1%	0%	1%	0%	C	0.076	F		5000	
22)(340) Willohoster Flu	To:			01 /0	0 /0		0 70	1 /0	0 70	J	0.070	•		0000	
	From:														
22 (340 Winchester Rd	Warren County	0.30 49	900 F	97%	0%	1%	0%	1%	0%	С	0.076	F		5000	
	To:	Warren C	County Line												
~~~~	From:			<b></b> /					0-1	_		_			
22 () 340 Winchester Rd	Warren County			97%	0%	1%	0%	1%	0%	C	0.076	F		5000	
~ ~	From:														
Stonewall Jackson Hwy	Note Property Pr			5000											
22)(340) Gronoman Gaordon Timy	Trainer county				0 70	. 70	0 70	1 /0	070	Ū	0.070	•		0000	
~ Otan	To: From:				40/	10/	40/	100/	00/		0.000	_	0.554	10000	
Route Jurisdiction Length AADT QA 4 Tire Bus Cavil 3+Avie 1 Trail		0%	F	0.082	F	0.551	13000								
	Surface County														
Front Royal Pike	Frederick County			87%	1%	1%	1%	10%	0%	С	0.088	F	0.527	13000	
22)	-									_					
Front Boyol Biko	Francisco County	<i>'</i>			10/	10/	10/	100/	09/		0.005		0.525	15000	
Second S			0.065	Г	0.535	15000									
~~			-												
Pront Royal Pike	Frederick County			87%	1%	1%	1%	10%	0%	F	0.085	F	0.515	13000	
ر	To:														
Route Jurisdiction Length AADT OA 4Tire Bus Truck Trail 2Trail OF Factor OF Factor OF Factor OR OF OF OF OF OF OF OF		16000													
22) (50) (17) Williwood Fike	Tredefick County	0.23 15	OUU IN	95%	1 70	1 70	1 70	2 70	076	IN	0.090	Г	0.590	10000	
~ ~ ~	To: From:														
22 \ \ \ 50 \ \ \ 17 \ Millwood Pike	City of Winchester (Maint: 34)			95%	1%	1%	1%	2%	0%	N	0.096	F	0.598	16000	
~ ~ ~	To:	Ţ.	-81												

668

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

		Primary ar	id intersta	ile Roi	ites											
Doute	luvio di otio	an Langth	AADT	^^	4Tiro	Due		Tru	ıck		00	K	OK	Dir	AAWDT	OW
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
	From	n:	I-81													
522 (50) 17 Millwood Pik	(A	0.02	27000	N	98%	0%	1%	0%	1%	0%	Ν	0.087	F	0.501	29000	Ν
522 50 17 Millwood Pik	Tr		Par; Jubal Ea		30 70	0 /0	1/0	0 70	1 /0	0 70	14	0.007	•	0.501	23000	14
	From		Par, Jubai Ea Par, Millwoo													
522 (50) (17) Millwood Av	e City of Winch		27000	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.501	29000	G
522 \ 50 \ \17 \ Millwood Av	e City of Willon				30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	U	0.007		0.501	29000	G
	From	•	ple Blossom													
Additional Acc	City of Minah		ubal Early D		0.40/	10/	10/	10/	40/	00/	_	0.000	F	0.504	10000	
522 50 17 Millwood Av	e City of Winch		12000	F	94%	1%	1%	1%	4%	0%	F	0.086	Г	0.501	13000	F
* * *	To-		Par, Millwo													
	C': CAC'	— <u>·</u>	ar; Apple Blo			00/		00/	40/	00/	_	0.000	_	0.547	10000	_
522 \ \ 50 \ \ 17 \ Millwood Av	e City of Winch		9600	F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.547	10000	F
$\Rightarrow \Leftrightarrow \Leftrightarrow$	To		11 Cameron													
~~~~	From		Aillwood Ave													
522	ron St City of Winch		5100	F	98%	1%	1%	0%	0%	0%	С	0.09	F	0.550	5400	F
~	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	11000	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.817	11000	F
	To															
	From City of Marin all		Boscawen St		000/	40/	10/	00/	00/	00/		0.000	F	0.040	0000	
$\widetilde{522}$ $\widetilde{11}$ $\widetilde{11}$ $\widetilde{50}$ Came	ron St City of Winch		5700	F	98%	1%	1%	0%	0%	0%	F	0.088	•	0.643	6000	F
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.504	11000	F
	To		7 Piccadilly													
	Fron	-	11 Cameron	ı St												
522 7 (50) Piccadilly St	t City of Winch	nester 0.18	7300	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.630	7800	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8500	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.525	9000	F
	_															
~~	From		SR 7 Bradd													
Piccadilly St	City of Winch	nester 0.19	4700	F	98%	1%	1%	0%	0%	0%	F	0.103	F	0.644	5000	F
~	To		Fairmont Ave													
~~ <u>`</u>	From		Piccadilly St													
Fairmont Ave	City of Winch	nester 0.22	5000	F	97%	1%	1%	1%	1%	0%	С	0.102	F	0.559	5300	F
<del></del>	To	-	Commercial S	2+												
522 Fairmont Ave	City of Winok				96%	1%	1%	0%	1%	0%	С	0.096	F	0.646	10000	F
522 Fairmont Ave	City of Winch	lester 0.55	9800	F	90%	1 70	I 70	076	1 70	076	C	0.096	Г	0.040	10000	F
<u> </u>	To	NO.	CL Winchest	ter			_									
522 Maple St	Frederick Co	ounty 1.60	9800	N	96%	1%	1%	0%	1%	0%	Ν	0.096	F	0.646	10000	Ν
	_	,														
	To From	n'	SR 37								_					
522 Frederick Pike North	Frederick Co	ounty 2.91	19000	G	84%	1%	1%	1%	13%	1%	F	0.086	F	0.657	18000	G
<u> </u>	Te	34.65	4 Cedar Gro	vo Pd												
522 Frederick Pike North	Frederick Co		16000	G	84%	1%	1%	1%	13%	1%	F	0.084	F	0.642	15000	G
522 I rederick i like North	i redefick of	Junty 4.24	10000	G	04 /6	1 /0	1 /0	1 /0	10 /6	1 /0	'	0.004	•	0.042	13000	ч
	To From	34	1-600 Siler R	ld.												
522 Frederick Pike North	Frederick Co	ounty 5.08	14000	G	84%	1%	1%	1%	13%	1%	F	0.082	F	0.654	13000	G
022)		_														
~~			27 Bloomery		0.457	4-1		461	1651	4	_	0.4.4		0.550	7000	
522 Frederick Pike North	Frederick Co	ounty 3.26	7700	Α	84%	1%	1%	1%	13%	1%	С	0.114	Α	0.556	7600	Α
~	To	34-604 (	Cumberland '	Trail Rd			$\neg$ $\sqsubseteq$									
522 Frederick Pike North	Frederick Co	***	7000			1%	1%	1%	13%	1%	F	0.076	F	0.55	6700	G
522) TOUCHOK TIKE NOTH	To Touchick Of			G	U-7 /0	1 /0	1 /0	1 /0	10 /6	1 /0	'	0.070	,	0.00	0700	u
	IC	West	Virginia Stat	e Line												

669

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

Route Jurisdiction   Language   L																
Route	Jurisdictio	on Ler	nath <b>AAD</b>	T QA	4Tire	Bus			-		QC		QK		AAWDT	Q۷
		-					2Axl	e 3+Axle	1Trail	2Trail		Factor		Factor		
~~\n	Consider of C											0.170	_		0000	_
522 Hamp	Goochiand G	ounty 0.										0.178	г		2900	G
	10.	<u> </u>														
~~	From:				O IS 64											
₅₂₂ Ramp	Goochland Co			-								0.126	F		980	G
~	To:	I-64-W FF	ROM US 522S	OUTH &	NORTH											
	From:		US 522 Wincl	nester Rd												
S22 Ramp	Warren Cou	unty 0.	15 <b>4400</b>	) G								0.082	F		4400	G
<b>→</b>	To:		I-66 Ea	ıst												
orth	From:	· U	S 522 N. Win	chester Rd												
	Warren Cou											0.107	F		3700	G
(22)																
	From	· T											_			_
	Warren Co.											0.001	E		1900	G
122 Tamp	To:	onity 0.					_					0.031	•		1300	C
													_			_
~~~~~	From:					40/		40/	40/	00/	_	0.005	_	0.50	7000	_
22 11 50 Gerrard St	City of Winch	nester 0.			97%	1%	1%	1%	1%	0%	F	0.085	F	0.56	7200	F
~~~	To: From:			-												_
22 ( 50 ) Gerrard St	City of Winch	ester 0.			98%	1%	1%	0%	0%	0%	F	0.086	F	0.514	5800	F
<b>~ ~</b>	To:															
Prod	dook St (Moint: 13				000/	10/	10/	00/	00/	00/	_	0.000	_		5000	_
22 (50) (11) (50) Brau	Operation of Traffic Fating stars for O Devallat	,												0.047		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: 1100	0 F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.817	11000	-
	Too From:		US 50 Bosca	awen St			_									
522 \ 11 \ \ 50 \ \ 50 \ Brad	dock St City of Winch	nester 0.	17 <b>510</b> 0	) F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.670	5400	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: 1100	0 F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.504	11000	F
	To:		US 522 Picca	adilly St												
lus Bus	From:	: US 211	SOUTH OF	WASHING	TON											
22 (211 Main St	Rappahannock					0%	0%	1%	0%	0%	С	0.096	F	0.548	830	G
22)(211)									2.2	- , -	_			0.0.0		
Bus Bus	From:		WCL Wash	ington												
22 (211) Main St	Town of Washingtor	n (Maint: 78) 0.	37 <b>800</b>	N	99%	0%	0%	1%	0%	0%	Ν	0.096	F	0.548	830	Ν
	To:	78-	628 Middle S	t; Warren S	St											
Bus Bus	From:		3-628 Middle S	St; Main St												
22 (211) Warren St	Town of Washingtor	n (Maint: 78) 0.	26 <b>800</b>	N	99%	0%	0%	1%	0%	0%	N	0.096	F	0.548	830	Ν
<del></del>	To		ECL Wash	ington												
~~~	Prom:	O			000/	00/		40/	00/	00/	N.	0.000	_	0.540	000	
522 (211)	Happanannock				99%	υ%	0%	1%	0%	0%	N	0.096	F	0.548	830	1
	To:	1	US 211 Lee I	lighway												
orth	From:															
	City of Norfolk (N	(Aaint: 64)	29 1800	0 F								0.127	F		20000	F
Ramp	Oity of Norion (iv	<u> </u>	23 1000	<u> </u>												

670

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

Davita	li. ati aati	and the second	AADT	O. 4. 4Tin	- D		Tru	ck		00	K	QK	Dir	AAWDT	014
Route	Jurisdictio			QA 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
lorth 564)Ramp	City of Norfolk (M		29000	I-564 Rev G							0.129	F	0.759	31000	G
564) 1 141119	To:		rom I-64 Eastl								0.120	•	0.700	0.000	ŭ
lorth	From:	I-64;	US 460 Granb	y St											
564)	City of Norfolk (M	•	32000	G 98%		0%	2%	0%	0%	F	0.159	F		39000	G
	Combined Traffic Estimates for 2 Parallel			G 98%	0%	0%	1%	0%	0%	F	0.101	F	0.902	68000	G
orth	To:		rnational Tern rnational Terr												
lorth	City of Norfolk (M		20000	G 98%	6 0%	0%	2%	0%	0%	С	0.196	F		26000	G
504)	Combined Traffic Estimates for 2 Parallel	•		G 98%		0%	1%	0%	0%	C	0.108	F	0.938	51000	G
	To		Admiral Tauss		0 70		. , ,	0,0	0 / 0	Ū	000	•	0.000	0.000	<u> </u>
Rev	From:		I-64 Rev												
Reversible Ramp	City of Norfolk (M	Maint: 64) 0.31	7400	F							0.131	F		7900	F
'	To:	Ramps to I-50	64 NB and Fro	om I-564 SB											
Rev	From:		I-564 Rev												
Ramp	City of Norfolk (M	Maint: 64) 0.08	2900	F		-					0.23	F		3100	F
9	To:	I-5	64 Northboun	ıd											
puth	From:	: I-	64 Eastbound												
Ramp	City of Norfolk (M		22000	G							0.140	F		22000	G
<i></i>	To:		R 165 Little C												
outh	City of Norfolk (M		US 460 Granb 24000	oy St G 98%	6 0%	0%	0%	1%	0%	_	0.145	F		30000	G
564	Combined Traffic Estimates for 2 Parallel			G 98%		0%	1%	0%	0%	F	0.143	F	0.902	68000	G
	Combined Trainic Estimates for 2 Paramer		06 Terminial E		0 0%	0%	170	076	0%	Г	0.101	Г	0.902	00000	G
outh	From:		rnational Tern												
564)	City of Norfolk (M	Maint: 64) 1.84	19000	G 98%	6 0%	0%	0%	1%	0%	С	0.159	F		25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	G 98%	6 0%	0%	1%	0%	0%	С	0.13	В	0.865	51000	G
	To:	SR 337 A	Admiral Tauss	sig Blvd											
outh	From:		I-564 South												
Ramp	City of Norfolk (M	·	2600	F							0.189	F		2800	F
	То:	SR 165,	East Little Cr	eek Rd											
outh	From:		64 Southboun												
Ramp	City of Norfolk (M	Maint: 64) 0.35	5000	G							0.134	F		5300	G
outh	To: From:	SR	406 East Ram	np											
outh 564 Ramp	City of Norfolk (M	Maint: 64) 0.12	10000	G							0.109	F		11000	G
104	To:		th Ramp to I-0								0.100	•		11000	_
outh	From:	Ramp from I-564 Sou			nl Blvd										
Ramp	City of Norfolk (M		4600	G		_					0.155	F		4900	G
<u> </u>	To:	US	460 Granby S	St											
outh	From:		& SR 406 Ra												
Ramp	City of Norfolk (M		5900	G							0.104	F		6300	G
	To:	[]	64 Westbound	i											

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

		Filliary at	iu iiileisia	ile Hot	1103			Tru	ıok			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From	I-5	64 Southbou	nd				017.00				· doto.		. 40101		
(564) Ramp	City of Norfolk (N	Maint: 64) 0.08	4500	F								0.207	F		4800	F
	To	X	I-564 Rev													
North	From	SR 24 Elm A						121	4-7	0-1	_		_		0.4000	
581 220	City of Roanoke (•	31000	G	94%	1%	1%	1%	4%	0%	-	0.087	F	0.545	34000	G
	Combined Traffic Estimates for 2 Parallel			G	93%	1%	1%	1%	4%	0%	F	0.092	F	0.545	68000	G
North	To From	US 1	1 Williamson	n Rd												
581 220	City of Roanoke (Maint: 80) 0.31	34000	G	94%	1%	1%	1%	4%	0%	F	0.088	F		38000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	69000	G	93%	1%	1%	1%	4%	0%	F	0.088	F	0.527	77000	G
North	To From	US	460 Orange A	Ave												
581) 220	City of Roanoke (Maint: 80) 1.68	38000	G	94%	1%	1%	1%	4%	0%	F	0.096	F		40000	G
	Combined Traffic Estimates for 2 Parallel	′	73000	G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.510	77000	G
		Va	lley View Bl	vd												
North	City of Roanoke (29000	G	94%	1%	1%	1%	4%	0%	С	0.099	F		32000	G
581 220	Combined Traffic Estimates for 2 Parallel	′		G	93%	1%	1%	1%	4% 4%	0%	С	0.093	F	0.500	64000	G
	Combined Traine Estimates for 21 drainer				30 70	1 /0	1 /0	1 /0	770	0 70	O	0.032	'	0.500	04000	G
North	From		1 Hershberg													
581 (220)	City of Roanoke (′	24000	Α	94%	1%	1%	1%	4%	0%	F	0.125	Α		27000	Α
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	93%	1%	1%	1%	4%	0%	F	0.123	Α	0.531	53000	Α
North	To From	SR 11	7 Peters Cree	ek Rd												
581)(220)	Roanoke Co	ounty 0.84	21000	G	94%	1%	1%	1%	4%	0%	F	0.100	F		24000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	47000	G
N I al-	To From	Ran	np to I-81 No	orth												
North (581) I-581 North Ramp	Roanoke Co	ounty 0.29	12000	G	94%	1%	1%	1%	4%	0%	F	0.098	F		14000	G
301)	Combined Traffic Estimates for 2 Parallel	•	25000	G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	28000	G
	Te	r	I-81 South													
North	From		I-581 North													
(581) Ramp	City of Roanoke (7200	G								0.079	F		7600	G
	Тс		60 E, Orange	e Ave												
North	From		I-581 North									0.101	_		0000	_
S81 Ramp	City of Roanoke (,	2500 60 W, Orange	G a Ava			1					0.101	F		2600	G
North	Fran			e Ave												
North (581) Ramp to Valley View BI	vd City of Roanoke (I-581 North 7200	G	99%	0%	0%	0%	0%	0%	С	0.091	F		7700	G
Joi Many to randy riow Bi	To To To To To To To To To To To To To T		lley View Bl		00 /0	0,0		0 / 0	0 / 0	0,0	J	0.001				J
North	From	Ľ	I-581 North													
(581) Ramp	City of Roanoke (6700	G								0.097	F		7200	G
\smile	To	SR 101	E, Hershber	ger Rd												

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

Route	Jurisdiction		AADT			Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
North	From:		I-581 North				2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
TNOILIT TRAMP	L City of Roanoke (M		3300	G								0.098	F		3500	G
	To:	SR 101	W, Hershbe	rger Rd												
North	From:		I-581 North													
581 Ramp	City of Roanoke (M	,	4300 E, Peters Cr	G								0.101	F		4600	G
N. d	From			теек ка									_			
North (581) Ramp	City of Roanoke (M		I-581 North 3200	G								0.107	F		3300	G
301) · · · · · · · · · ·	To:	,	W, Peters C									****				
North	From:		I-581 North													
581 (220) Ramp	Roanoke Cou		10000	G	94%	1%	1%	1%	4%	0%	F	0.103	F		11000	G
$\smile \smile$	To:		I-81 North													
South	From L City of Roanoke (M	SR 24 Elm Av	ve; US 220 V 30000	Webber G	Expy 93%	1%	1%	1%	5%	0%	F	0.1	F		34000	G
581 220	Combined Traffic Estimates for 2 Parallel F			G	93%	1%	1%	1%	3 <i>%</i>	0%	F	0.085	F	0.542	68000	G
	Tallor Tallor Estimates for 2 Taranor Tal				0070	170		170	470	0 70	•	0.000		0.042	00000	ŭ
South	From:		1 Williamso		000/	40/		40/	5 0/	00/		0.000	_		22222	
581 220	City of Roanoke (M Combined Traffic Estimates for 2 Parallel F	, ·	35000	G	93%	1%	1%	1%	5%	0% 0%	F	0.096	F F	0.501	39000	G G
	Combined Trainic Estimates for 2 Parallel F			G	93%	1%	1%	1%	4%	0%	Г	0.093	Г	0.531	77000	G
South	To- From:		160 Orange													
581 (220)	City of Roanoke (M	,	35000	G	93%	1%	1%	1%	5%	0%	F	0.092	F		37000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	73000	G	93%	1%	1%	1%	4%	0%	F	0.102	Α	0.633	77000	G
South	To: From:	Val	lley View Bl	lvd												
581 (220)	City of Roanoke (M	,	29000	G	93%	1%	1%	1%	5%	0%	С	0.093	F		32000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	58000	G	93%	1%	1%	1%	4%	0%	С	0.107	В	0.51	64000	G
South	To: From:	SR 10	1 Hershberg	er Rd												
581 220	City of Roanoke (M	Maint: 80) 1.33	24000	Α	93%	1%	1%	1%	5%	0%	F	0.129	Α		26000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	48000	Α	93%	1%	1%	1%	4%	0%	F	0.123	Α	0.531	53000	Α
Courth	To: From:	N	CL Roanok	e												
South (220)	Roanoke Cou	unty 0.14	24000	Α	93%	1%	1%	1%	5%	0%	F	0.129	Α		26000	Α
03.7(223)	Combined Traffic Estimates for 2 Parallel F	•		Α	93%	1%	1%	1%	4%	0%	F	NA			53000	Α
0 "	To:	SR 11	7 Peters Cre	ek Rd			—									
South	Roanoke Cou		21000	G	93%	1%	1%	1%	5%	0%	F	0.107	F		24000	G
581 220	Combined Traffic Estimates for 2 Parallel F	,		G	93%	1%	1%	1%	4%	0%	F	0.107	F	0.524	47000	G
	To:		I-81			. , ,		. , ,	. , ,							
South 501 C Down	From	•	from I-81 S		000/	10/	10/	10/	F0/	00/		0.107	_		1.4000	
(581)I-581 S Ramp	Roanoke Cou	,	12000	G	93%	1%	1%	1%	5%	0%	F	0.107	F		14000	G
	Combined Traffic Estimates for 2 Parallel F	Doodwaya on this Dayter	05000	G	93%	1%	1%	1%	4%	0%		0.093	F	0.527	28000	G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus		-Truck		QC F	K Factor	QK Dir Facto	AAWDT	QW
South (581) Ramp	City of Roanoke (Maint: 80)	I-581 South 0.09 9700 G SR 24 Elm Avenue					0.089	F	10000	G
South 581 Ramp	City of Roanoke (Maint: 80)	I-581 South 0.08 4800 G I-581 South Exit 2A Ramp Split					0.131	F	5100	G
South 581 Ramp	City of Roanoke (Maint: 80)	I-581 South 0.13 5900 G US 460 E, Orange Ave				(0.092	F	6200	G
South 581 Ramp	City of Roanoke (Maint: 80)	I-581 South 0.13 2700 G US 460 W, Orange Ave					0.097	F	2800	G
South 581 Ramp	City of Roanoke (Maint: 80)	I-581 South 0.20 4100 G 98% 0% SR 101 E, Hershberger Rd	0% 09	% 1%	0%	С	0.097	F	4400	G
South 581 Ramp	City of Roanoke (Maint: 80)	I-581 South 0.27 1000 G SR 101 W, Hershberger Rd					0.096	F	1100	G
South 581 Ramp	City of Roanoke (Maint: 80)	I-581 South 0.19 2300 G SR 117 E, Peters Creek Rd				(0.127	F	2400	G
South 581 Ramp	City of Roanoke (Maint: 80)	I-581 South 0.19 1600 G SR 117 W, Peters Creek Rd				ı	0.128	F	1700	G
598 E River Mountain Rd	Bland County To:	West Virginia State Line 4.27 110 G 94% 2% I-77; US 52 North Scenic Hwy	2% 29	% 1%	0%	С	0.155	F 0.526	110	G
598 Ramp	Bland County To:	SR 598 E River Mountain Rd 0.22 48 G I-77 South				ı	0.179	F	48	G
598 52 Ramp	Bland County	US 52 North Scenic Hwy 0.10 180 G I-77 North					0.149	F	180	G
664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9B Ramp 0.13 6000 G SR 164 E, Western Freeway					0.088	F	6000	G
East Hampton Roads Beltway	City of Hampton (Maint: 99)	I-64 East 0.27 27000 G 93% 1% Ramp from I-64 West	1% 19	% 4%	0%	F	0.103	F	29000	G

674

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
ast	From:		from I-64	West												
64 Hampton Roads Beltway		,	39000	G	93%	1%	1%	1%	4%	0%	F	0.103	F		42000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	93%	1%	1%	1%	4%	0%	F	0.090	F	0.646	83000	G
		East I-664 is	signed a	s Souti	ı I-664											
	To:	Pov	hatan Park	way												
East 664 Hampton Roads Beltway	City of Hampton (I		36000	G	93%	1%	1%	1%	4%	0%	F	0.113	F		39000	G
1 ampion riodds Beitway	Combined Traffic Estimates for 2 Parallel	<i>'</i>		G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.694	77000	G
	Combined Traine Estimates for 2 Taraner	East I-664 is				1 /0	1 /0	1 /0	7/0	0 70	'	0.031	į	0.054	77000	u
	_				77 004											
ast	To: From:	A	berdeen Ro	ad												
64) Hampton Roads Beltway	City of Hampton (I	Maint: 99) 0.66	34000	G	93%	1%	1%	1%	4%	0%	F	0.113	F		37000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	68000	G	93%	1%	1%	1%	4%	0%	F	0.093	F	0.655	74000	G
		East I-664 is			า I-664											
	To:		Newport N													
ast 64)Hampton Roads Beltway	City of Newport New		CL Hampto 34000	G G	93%	1%	1 %	1%	4%	0%	_	0.113	F		37000	G
64 Hampion Hodus Beilway	Combined Traffic Estimates for 2 Parallel			G	93%	1%	1%	1%	4% 4%	0%	F	0.113	F	0.655	74000	G
	Combined Trainic Estimates for 2 Parallel	East I-664 is				170	170	170	4%	0%	Г	0.093	Г	0.655	74000	G
					11-004											
fast	To: From:	Roanok	e Ave; Che	stnut St												
664) Hampton Roads Beltway	City of Newport New	s (Maint: 99) 1.02	31000	G	93%	1%	1%	1%	4%	0%	F	0.115	F		33000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.677	66000	G
		East I-664 is	signed a	s Souti	n I-664											
	To:	SR 143 J	efferson Av	e: 35th S	t											
ast Decide Belline	From:					40/	40/	40/	40/	00/	_	0.000	_		10000	_
Hampton Roads Beltway		,	18000	G	93%	1%	1%	1%	4%	0%	F	0.088	-	0.077	19000	G
	Combined Traffic Estimates for 2 Parallel	•		G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.677	51000	G
		East I-664 is	signea a	s Souti	1 1-664											
ast	To: From:	Т	erminal Av	e												
Monitor Merrimac Memo	rial Bridge Tunnel City of Newport New	s (Maint: 99) 2.84	27000	Α	93%	1%	1%	1%	4%	0%	F	0.129	Α		29000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	93%	1%	1%	1%	4%	0%	F	0.114	Α	0.510	61000	Α
		East I-664 is		s Souti	ı I-664											
	To:		VCL Suffol													
ast	From:		Newport N													
Monitor Merrimac Memo			27000	Α	93%	1%	1%	1%	4%	0%	F	0.129	Α		29000	Α
	Combined Traffic Estimates for 2 Parallel	•		Α	93%	1%	1%	1%	4%	0%	F	0.114	Α	0.510	61000	Α
		East I-664 is			ı I-664											
	To:	SR	135 College	e Dr												

6/10/2021 675

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		135 College													
664 Hampton Roads Beltway			30000	Α	93%	1%	1%	1%	4%	0%	С	0.126	Α		32000	Α
\smile	Combined Traffic Estimates for 2 Parallel			Α	93%	1%	1%	1%	4%	0%	С	0.112	Α	0.539	65000	Α
		East I-664 is	signed a	s Souti	h I-664											
East	To: From:	SR 164	4 Western F	reeway												
664 Hampton Roads Beltway	City of Suffolk (N	Maint: 61) 0.58	24000	F	93%	1%	1%	1%	4%	0%	F	0.105	F		26000	F
,	Combined Traffic Estimates for 2 Parallel	,	50000	F	93%	1%	1%	1%	4%	0%	F	0.085	F	0.581	54000	F
		East I-664 is		s Souti	h I-664											
	To:	: IIS	S 17 Bridge	Rd												
East Decide Beltween	Prom				000/	40/	40/	40/	40/	00/	_	0.000	_		07000	_
664 Hampton Roads Beltway		,	34000	G	93%	1%	1%	1%	4%	0%	-	0.089	F	0.504	37000	G
	Combined Traffic Estimates for 2 Parallel	•		G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.591	77000	G
	To:	East I-664 is	Signea a. CL Chesapea		1 1-664											
East	From:		WCL Suffol													
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 0.16	34000	G	93%	1%	1%	1%	4%	0%	F	0.089	F		37000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	70000	G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.591	77000	G
		East I-664 is	signed a	s Souti	h I-664											
	To:	64-6	59 Pughsvil	le Rd												
East (664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 2.02	37000	F	93%	1%	1%	1%	4%	0%	F	0.091	F		40000	F
664 Hampton Hodds Beitway	Combined Traffic Estimates for 2 Parallel	,		F	93%	1%	1%	1%	4%	0%	F	0.077	F	0.522	79000	F
		East I-664 is		s Souti		. , 0	. , 0	. , 0	.,0	0,0	•	0.0	•	0.022		•
	To		7 Portsmout													
East	From:															
664 Hampton Roads Beltway			33000	F	93%	1%	1%	1%	4%	0%	F	0.085	F		35000	F
\smile	Combined Traffic Estimates for 2 Parallel			F	93%	1%	1%	1%	4%	0%	F	0.076	F	0.516	71000	F
	Te	East I-664 is	_		h I-664											
East	From:		k Landing F Dock Landi													
Hampton Roads Beltway	City of Chesapeake		34000	F	93%	1%	1%	1%	4%	0%	F	0.085	F		36000	F
	Combined Traffic Estimates for 2 Parallel		66000	F	93%	1%	1%	1%	4%	0%	F	0.078	F	0.507	71000	F
		East I-664 is		s Souti												
	To:	US 13, US 58,														
East	From:					10/	10/	10/	40/	00/	г	0.070	_		47000	г
664 Hampton Roads Beltway		,	44000	F	93%	1%	1%	1%	4%	0%	F	0.076	F	0.551	47000	F
	Combined Traffic Estimates for 2 Parallel	•		G	93%	1%	1%	1%	4%	0%	F	0.078	F	0.551	102000	G
	To:	East I-664 is US 13, US 46														
		US 13, US 40	o willtary F	ngnway	Soun											

6/10/2021 676

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

Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		Tru			QC	K Factor	QK	Dir Factor	AAWDT	. QI
ast	Fron:		US 13, US 46				101								. 4010.	45000	
Hampton Roads Beltway			0.27	42000	F	93%	1%	1%	1%	4%	0%	F	0.076	F		45000	F
	Combined Traffic Estimates for 2 Parallel I				G	93%	1%	1%	1%	4%	0%	F	NA			99000	G
	rol	Ea	ast I-664 is		s South	1-664											
ast	From:		L-664 Fas	I-64; I-264 t; Ramp to I	-264 Fac	t		-									
Ramp	City of Chesapeake	(Maint: 64)	0.46	32000	F								0.072	F		34000	F
04)·······	To:	(I-64 West													
ast	From:			I-664 East													
Ramp	City of Hampton (N	Maint: 99)	0.16	5100	G								0.092	F		5400	
''	To:		Pov	ver Plant Pk													
st	From:			I-664 East													
Ramp	City of Hampton (N	Maint: 99)	0.14	5100	G								0.089	F		5400	
<i>y</i> '	To:	,	114-7	025 Aberdee	en Rd												
st	From:			I-664 East													
Ramp	City of Newport News	s (Maint: 99)	0.15	5100	G								0.123	F		5400	
<i>y</i> .	To:	,	121-7	019 Chestnu	ıt Ave												
st _	From:			I-664 East													
Ramp	City of Newport News	(Maint: 99)	0.32	8000	G								0.19	F		8400	
9	To:		I-664 West	Exit 5A To	35th Str	eet											
st	From:			I-664 East													
A)Ramp	City of Newport News	(Maint: 99)	0.15	5700	G								0.147	F		6100	
9	To:		I-664 East	Exit 6B To	27th Stre	et											
st	From:			I-664 East													
A)Ramp	City of Newport News	(Maint: 99)	0.17	550	G								0.091	F		580	
)	To:		7	Terminal Ave	e												
st	From:			I-664 East													
Ramp	City of Suffolk (Ma	aint: 61)	0.26	1300	G								0.106	F		1300	
	To:		SR 1	35 N, Colleg	ge Dr												
st	From:			I-664 East													
A)Ramp	City of Suffolk (Ma	aint: 61)	0.21	3500	G								0.122	F		3500	
	To:		SR 1	35 S, Colleg	ge Dr												
st	From:			I-664 East													
Ramp	City of Suffolk (Ma	aint: 61)	0.23	12000	G								0.088	F		12000	
	To		I-664 I	East Exit 9B	Ramn												
st Dames	From:	aint 01)											0.111	_		0100	
Ramp	City of Suffolk (Mi	am: 61)	0.18	2100	G								0.111	F		2100	
	10.			W, Western													
ast Dame	From:	aint C1)		East Exit 9A									0.007	_		0500	
Ramp	City of Suffolk (Ma	aint: 61)	0.46	9500	G								0.097	F		9500	(
	10.		1-664 V	Vest Exit 9B	Kamp												

677

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

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	
st	From:			I-664 East				ZAXIE	3+Axle	TTRAIL	ZTrall		Factor		Factor		
Ramp	City of Chesapeake	(Maint: 64)	0.35	5800	G								0.128	F		6200	
	To:		I	Pughsville Ro	d												
<u>st</u>	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.36	2400	G								0.09	F		2600	
	10.		SR 337	W, Portsmoi	uth Blvd												
st 4)Ramp	City of Chesapeake	(Maint: 64)	0.22	I-664 East 3900	G								0.096	F		4200	
Mamp	Oity of Offesapeake	(Mairit. 04)		E, Portsmou									0.030	'		4200	
t	From:		GIC 557	I-664 East	au Biva												
Ramp	City of Chesapeake	(Maint: 64)	0.06	1800	F								0.101	F		1900	
	To:		I-664 E	ast Exit 12E	3 Ramp												
t_	From:			I-664 East													
Ramp	City of Chesapeake	(Maint: 64)	0.47	9000	F								0.096	F		9500	
	To:		US 58 V	V, Military F	Highway												
st	From:	(14 : 1 : 24)	0.05	I-664 East									0.400	_		0000	
Ramp	City of Chesapeake	(Maint: 64)	0.25	1900 E, Military H	G								0.138	F		2000	
	P		US 38 I		ngnway												
st 4)Ramp	City of Chesapeake	(Maint: 64)	0.12	I-664 East 1900	F	90%	0%	1%	1%	7%	0%	F	0.104	F		2000	
1)1141111	To:	(Mante 61)		3; 1US 13-P		0070	070	Ť	1 70	1 70	0,0	·	0.101	•		2000	
st _	From:			t; Ramp to I		t											
Ramp	City of Chesapeake	(Maint: 64)	0.56	11000	F								0.094	F		12000	
)	To:			I-264 East													
st	From:			I-64 West													
Hampton Roads Beltway	City of Hampton (I	Maint: 99)	0.43	28000	G	93%	1%	1%	1%	4%	0%	F	0.114	F		31000	
st	Ta: From:		Ra	mp to I-64 E	East												
Hampton Roads Beltway	City of Hampton (I	Maint: 99)	1.23	38000	G	93%	1%	1%	1%	4%	0%	F	0.111	F		41000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	77000	G	93%	1%	1%	1%	4%	0%	F	0.086	F	0.639	83000	
				signed a	s Norti	ı I-664											
	Te:		Pov	vhatan Parkv	way			\neg L									
est	City of Hamatan //	Maint: 00\				030/	1%	1%	10/	10/	00/	E	0.125	F		39000	
Hampton Roads Beltway	City of Hampton (I Combined Traffic Estimates for 2 Parallel		1.27	35000	G G	93% 93%	1%	1%	1% 1%	4% 4%	0% 0%	F	0.125 0.089	F	0.665	38000 77000	
	Combined Traine Estimates for 2 Parallel	•		signed a			1 /0	1 70	1 70	470	070	٢	0.009		0.005	77000	
	7.1	vvesi		_		, , 004											
<u>t</u>	To: From:			berdeen Roa													
Hampton Roads Beltway	City of Hampton (I		0.28	33000	G	93%	1%	1%	1%	4%	0%	F	0.129	F		36000	
	Combined Traffic Estimates for 2 Parallel				G	93%	1%	1%	1%	4%	0%	F	0.094	F	0.676	74000	
		West		signed a		า I-664											
	To:		NCI	Newport N	lews												

678

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

					_		Tru	CK			K		Dir		
Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:				2221	121		4.57	4-7	221	_	0.400	_			
	, ,									-		•	0.070		G
Combined Traffic Estimates for 2 Parallel	•				1%	1%	1%	4%	0%	F	0.094	F	0.676	74000	G
To:															
From:															
City of Newport News	s (Maint: 99) 0.78	30000	G	93%	1%	1%	1%	4%	0%	F	0.131	F		33000	G
Combined Traffic Estimates for 2 Parallel	•		G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.677	66000	G
	West I-664 is	s signed a	s Norti	h I-664											
To: From:	SR 143 J	efferson Av	e; 35th S	t		\Box \vdash									
City of Newport News	s (Maint: 99) 1.41	29000	G	93%	1%	1%	1%	4%	0%	F	0.093	F		32000	G
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	G	93%	1%	1%	1%	4%	0%	F	0.09	F	0.636	51000	G
	West I-664 is	s signed a	as Norti	h I-664											
To:	7	Terminal Av	'e												
ial Bridgo Tunnol City of Nowport Nove				039/	10/	10/	10/	10/	Ω9/	_	0.114	۸		32000	Α
										F	• • • • • •	,,	0.510		A
Combined Traine Estimates for 21 drailer	•				1 /0	1 /0	1 /0	4 /0	0 /6	'	0.114	^	0.510	01000	^
To:				11001											
From:															
										F	• • • • • •				Α
Combined Traffic Estimates for 2 Parallel	•				1%	1%	1%	4%	0%	F	0.114	Α	0.510	61000	Α
_	West I-664 is	s signed a	is Norti	n I-664											
To: From:	SR	135 College	e Dr												
City of Suffolk (M	laint: 61) 1.04	30000	Α	93%	1%	1%	1%	4%	0%	С	0.118	Α		33000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	Α	93%	1%	1%	1%	4%	0%	С	0.112	Α	0.539	65000	Α
	West I-664 is	signed a	s Norti	h I-664											
To: From:	SR 164	4 Western F	reeway												
City of Suffolk (M	laint: 61) 0.40	26000	F	93%	1%	1%	1%	4%	0%	F	0.079	F		28000	F
	,		F	93%	1%	1%	1%	4%	0%	F	0.112	Α	0.539	54000	F
	•		s Norti												
To:															
City of Coffalls (MA		•		029/	10/	10/	10/	10/	09/	_	0.00	_		40000	F
	,											-	0.500		
Combined Trailic Estimates for 2 Parallel	•				170	170	170	470	U%	Г	0.069	Г	0.569	77000	G
To:				11-004											
1	City of Newport News Combined Traffic Estimates for 2 Parallel City of Newport News Combined Traffic Estimates for 2 Parallel City of Newport News Combined Traffic Estimates for 2 Parallel City of Newport News Combined Traffic Estimates for 2 Parallel Too From: City of Suffolk (M Combined Traffic Estimates for 2 Parallel City of Suffolk (M Combined Traffic Estimates for 2 Parallel City of Suffolk (M Combined Traffic Estimates for 2 Parallel City of Suffolk (M Combined Traffic Estimates for 2 Parallel City of Suffolk (M Combined Traffic Estimates for 2 Parallel City of Suffolk (M Combined Traffic Estimates for 2 Parallel City of Suffolk (M Combined Traffic Estimates for 2 Parallel City of Suffolk (M Combined Traffic Estimates for 2 Parallel	City of Newport News (Maint: 99) 0.55 Combined Traffic Estimates for 2 Parallel Roadways on this Route: West I-664 is Roanoke	City of Newport News (Maint: 99) 0.55 33000	City of Newport News (Maint: 99) 0.55 33000 G	City of Newport News (Maint: 99)	City of Newport News (Maint: 99) 0.55 33000 G 93% 1%	City of Newport News (Maint: 99) 0.55 33000 G 93% 1% 1%	City of Newport News (Maint: 99) 0.55 33000 G 93% 1% 1% 1%	SCI_Hampton	City of Newport News (Maint: 99) 0.55 33000 G 93% 1% 1% 1% 4% 0%	SCI_ Hampton SCI_ Hampton SCI_ Hampton City of Newport News (Maint: 99) 0.55 33000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.55 33000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 G 93% 1% 1% 1% 4% 0% F Newport News (Maint: 99) 0.78 30000 0 0 0 0 0 0 0 0	City of Newport News (Maint: 99) 0.55 33000 G 93% 1% 1% 1% 4% 0% F 0.129	SCL Hampton SCL Hampton	City of Newport News (Maint: 99) SCI. Hampton SCI. Hampton Hampton	SCL Hampton SCL Hampto

6/10/2021 679

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

		Pilitary	and inters	state no	utes											
Route	Jurisdictio	n Lend	th AADT	ΩΔ	4Tire	Rus		Tru	ck		QC	K	QK	Dir	AAWDT	ΟW
riodio	ounsaione		Jiii AADI	Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q. C	Factor	70000	QII
West	From		WCL Suff													
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 0.6	2 37000	F	93%	1%	1%	1%	4%	0%	F	0.08	F		40000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 70000	G	93%	1%	1%	1%	4%	0%	F	0.089	F	0.589	77000	G
		West I-66	4 is signed	as Nort	h I-664											
	To	64	-659 Pughsvi	lle Road			-L									
West	From										_		_			_
664 Hampton Roads Beltway		,			93%	1%	1%	1%	4%	0%	F	0.08	F		40000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 74000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	0.522	79000	F
		West I-66	4 is signed	as Nort	h I-664											
	To	SF	337 Portsmo	uth Blvd			┰									
West (664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.0	3 33000	F	93%	1%	1%	1%	4%	0%	_	0.077	F		36000	F
664 Hampton Hoads Beitway		,												0.500		•
	Combined Traffic Estimates for 2 Parallel	•			93%	1%	1%	1%	4%	0%	F	0.078	F	0.532	71000	F
		West I-66	4 is signed	as Nort	n I-664											
Wost	To From		Dock Landing	Road												
West 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.4	8 32000	F	93%	1%	1%	1%	4%	0%	F	0.081	F		35000	F
(664)	Combined Traffic Estimates for 2 Parallel				93%	1%	1%	1%	4%	0%	F	0.079	F	0.536	71000	F
	Combined Traine Estimates for 2 Taraner	•	4 is signed			1 /0	1 /0	1 /0	7/0	0 70	•	0.075	•	0.550	7 1000	
West	To. From:	US 13, US	58, US 460 N	Ailitary H	ighway											
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.2	1 50000	G	93%	1%	1%	1%	4%	0%	F	0.088	F		55000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 94000	G	93%	1%	1%	1%	4%	0%	F	0.076	F	0.571	102000	G
			4 is signed													
	To		I-64; I-26													
West	From		I-664 We	ct												
(664) Ramp	City of Hampton (Maint: 99) 0.2		G								0.121	F		10000	G
(604)	To		I-64 Eas									0	•			<u> </u>
Most	From		I-664 We													
West 664 Ramp	City of Hampton (Maint: 99) 0.1		G G								0.156	F		3300	G
664) 1 141115	To:		lant Pkwy; Po		kwv							0.100	•		0000	ŭ
NAZ	From	10,,611	I-664 We													
West 664 Ramp	City of Hampton (L Maint: 99)		G G								0.117	F		2900	G
664) Hamp	Oity of Hampton (4-7025 Aber									0.117	'		2300	а
	Power	1														
West	City of Novement Nove	s (Maint: 99) 0.1	I-664 We	st G								0.12	F		1100	G
664 Ramp	City of Newport New		3 1000				_					0.12	Г		1100	G
	10	12														
West	From	o (Mainty OC)	I-664 We									0.100	F		0700	0
Ramp	City of Newport New			G								0.123	F		8700	G
	10	I-664 W	est Exit 5C to		Ave											
West	From	(14 : 1 : 00)	I-664 We									0.0	_		0500	•
664 Ramp	City of Newport New			G								0.2	F		2500	G
	To	I-664 V	Vest Exit 6B 7	o 25th St	reet											

680

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

						Truc	k			K		Dir	
Route	Jurisdiction	Length AADT QA	4 l ire	Bus	2Axle 3				QC	Factor	QK F	actor AAWD) QW
Nest 664 1-664 WB (NB) Exit 7 Ramp	City of Newport News (Maint: 99)	I-664 West 0.26 730 G Terminal Ave	98%	0%	1%	0%	0%	0%	F	0.097	F	780	G
West 664 Ramp	From: City of Suffolk (Maint: 61)	I-664 West 0.16 1900 G SR 135 N, College Dr								0.143	F	1900	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.26 4200 G SR 135 S, College Dr								0.117	F	4200	G
West 664 Ramp	City of Suffolk (Maint: 61)	1-664-W TO INSPECTION STA 0.26 130 F 1-664-W FROM INSPECTION ST								0.183	F	140	F
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.24 6400 G SR 164 W, Western Freewa								0.089	F	6400	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.11 11000 G								0.078	F	11000) G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9C Ramp 0.17 6000 G I-664 East Exit 9B Ramp			_ <u>_</u>					0.088	F	6000	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9B Ramp 0.11 4900 G US 17 S, Bridge Rd								0.092	F	4900	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.19 6000 G I-664 West Exit 10B Ramp								0.093	F	6400	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 3100 G SR 337 W, Portsmouth Blvc								0.097	F	3300	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.36 6000 G SR 337 E, Portsmouth Blvd								0.085	F	6400	G
West Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.14 2400 G I-664 West Exit 12B Ramp								0.107	F	2500	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.06 24000 G								0.097	F	26000) G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West Exit 13B 0.53 23000 G US 58 W, Military Highway								0.095	F	24000) G

681

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

Route	Jurisdictic	n Length	AADT QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
West	From		4 West Exit 13A			2Axle	3+Axle	1Trail	2Trail		Factor	Q , (Factor		
Ramp	City of Chesapeake		1200 G								0.153	F		1300	G
	To	US 58 E	E, Military Highwa	ıy											
East	From	I-95; SR 1	50 Chippenham P	kwy											
895 Pocahontas Pkwy	Chesterfield C	County 0.64	8900 G	91%	1%	1%	2%	5%	0%	С	0.093	F		NA	
	Combined Traffic Estimates for 2 Parallel			90%	1%	1%	2%	5%	0%	С	0.094	F	0.532	NA	
East	To From		rico County Line erfield County Line												
895) Pocahontas Pkwy	Henrico Cou		8900 G	91%	1%	1%	2%	5%	0%	С	0.093	F		NA	
,	Combined Traffic Estimates for 2 Parallel	•		90%	1%	1%	2%	5%	0%	С	0.094	F	0.532	NA	
			aburnum Ave												
East 895 Pocahontas Pkwy	Henrico Cou	untv 4.94	3000 G	91%	1%	1%	2%	5%	0%	F	0.093	F		3200	G
695)1 oddrionias i kwy	Combined Traffic Estimates for 2 Parallel	•		90%	1%	1%	2%	5%	0%	F	0.094	F	0.532	8100	G
	To	riodaways on this riodic.	I-295	0070	1 70	170	270	0 70	0 70	•	0.004	•	0.002	0100	ŭ
East	From		SR 895 East												
895)Ramp	Henrico Cou	•	3600 G	91%	1%	1%	2%	5%	0%	F	0.115	В		3600	G
	Combined Traffic Estimates for 2 Parallel			90%	1%	1%	2%	5%	0%	F	0.118	В	0.506	6700	G
	To		I-295 North												
<u>West</u>	From		50 Chippenham P		40/		00/	00/	00/	_	0.400	_			
Pocahontas Pkwy	Chesterfield C	•	8400 G	89%	1%	2%	2%	6%	0%	С	0.102	F F	0.500	NA	
	Combined Traffic Estimates for 2 Parallel		17000 G	90%	1%	1%	2%	5%	0%	С	0.094	F	0.532	NA	
West	From		erfield County Line	;											
895)Pocahontas Pkwy	Henrico Cou	unty 2.38	8400 G	89%	1%	2%	2%	6%	0%	С	0.102	F		NA	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000 G	90%	1%	1%	2%	5%	0%	С	0.094	F	0.532	NA	
Vest		L	aburnum Ave												
895) Pocahontas Pkwy	Henrico Cou	unty 4.60	4800 G	89%	1%	2%	2%	6%	0%	F	0.102	F		4900	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7800 G	90%	1%	1%	2%	5%	0%	F	0.094	F	0.532	8100	G
	To		I-295												
West	From		SR 895 West	000/	10/	00/	00/	C 0/	00/	_	0.400	п		0100	_
895)Ramp	Henrico Cou	•	3000 G 6600 G	89%	1%	2%	2%	6% 5%	0%	F	0.128	B B	0.506	3100	G
	Combined Traffic Estimates for 2 Parallel		6600 G I-295 South	90%	1%	1%	2%	5%	0%	F	0.118	Ь	0.506	6700	G
West	From		SR 895 West												
895)Ramp	Chesterfield C		1600 G								0.154	F		1700	G
093)	To		0 Exit 15A Ramp								0	•			O .
West	From		SR 895 West												
895)Ramp	Chesterfield C		460 G								0.109	F		490	G
	To		I-95 North												
	From	Jamesto	own Visitor Cente	r											
90003 Colonial Parkway	James City County	,	1800 G								0.14	F	0.653	1900	G
\sim	To	Williams	burg Corporate Li	mit											

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

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	James City Coun	_												
Colonial Parkway	City of Williamsburg (Maint: 99	· · · · · · · · · · · · · · · · · · ·	G								0.091	F	0.649	5900	(
	To:	York County I Williamsburg Corpo		14											
₀₀₃)Colonial Parkway	York County (Maint: US)	6000	O C	11							0.14	F	0.653	NA	
	To: Fram:	US 17													
003 Colonial Parkway	York County (Maint: 999)	0.59 2200	0								NA			NA	
	To:	99-1020, Moore House Rd; You	rktown V	isitor Cen	ter										
	From:	Washington Dulles Intern	national A	Airport											
004 Dulles Access Rd	Loudoun County (Maint: 999)	0.71 21000	G								0.099	F	0.52	21000	(
	To:	Fairfax County													
Dullas Assass Dd	From:	Loudoun County									0.000	F	0.50	01000	
Dulles Access Rd	Fairfax County (Maint: 999)	SR 267 Dulles Toll Ro	G								0.099	г	0.52	21000	
George Washington Memorial Parkway	Fairfax County (Maint: US)	SR 235 Mount Vernon N		Hwy							NA			NA	
005/George Washington Memorial Parkway	Fairfax County (Mairit. 03)	16000	0								INA			INA	
	To: From:	SCL Alexand													
005 400 Washington St	City of Alexandria	0.91 23000	G	98%	1%	0%	0%	0%	0%	С	0.106	F	0.795	NA	
	To: From:	SR 236 Duke	St			<u> </u>									
005) 400) Washington St	City of Alexandria	0.32 24000	G	98%	1%	0%	0%	0%	0%	F	0.083	F	0.846	NA	
	To	Queen St													
005) 400) Washington St	City of Alexandria	0.39 26000	G	98%	1%	0%	0%	0%	0%	F	0.085	F	0.801	NA	
	To	Madison S	t												
005)(400)Washington St	City of Alexandria	0.17 27000	์ G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.604	NA	
345	Tol														
005)George Washington Memorial Parkway	City of Alexandria (Maint: US	1st Street) 49000	0								0.076	F	0.619	NA	
005/deorge Washington Memorial Larkway	City of Alexandria (Maint. 03										0.070	'	0.013	INA	
	From	NCL Alexand					0-/		0-1				0.040		
George Washington Memorial Parkway	Arlington County (Maint: US)	65000	G	99%	0%	0%	0%	0%	0%	С	0.076	F	0.619	65000	
	To: From:	00-6741 Spout Run	Parkwa												
George Washington Memorial Parkway	Arlington County (Maint: US)	63000	G	100%	0%	0%	0%	0%	0%	С	0.099	F	0.524	63000	
	To:	Fairfax County													
George Washington Memorial Parkway	Fairfax County (Maint: US)	Arlington County	y Line O								NA			NA	
005 George Washington Memorial Parkway	To:	53000 I-495 Capital Be									INA			INA	
	F		nway			_									
Ramp From I-64 E to Third St	City of Richmond	I-64 E 3200	F	97%	0%	1%	1%	1%	0%	F	0.377	Α		3100	
namp Fium 1-04 E 10 milu St	City of Richinona	3200 3rd St	Г	3/70	U%	1 70	170	170	0%	Г	0.377	А		3100	

6/10/2021 683