### 2016

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

where available

## Special Locality Report 127

City of Richmond

Information in this report is included in Report

20

(Chesterfield County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

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

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State Route

### Special Routes

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

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AAI</b>	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
~~~	From:	SCL Ric												
1) (301) Jefferson Davis Hwy	City of Richmond	2.13 <b>150</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.080	0.568	16000	G
~~~	To: From:	Bellmea												
1 301 Jefferson Davis Hwy	City of Richmond	0.86 <b>130</b>	00 A	96%	1%	1%	1%	2%	0%	С	0.098	0.511	14000	Α
~~~	To: From:	Hopkii												
1 301 Jefferson Davis Hwy	City of Richmond	1.01 <b>180</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.087	0.516	20000	G
<del>~ ~</del>	To: From:	US 360												
1)(301)Cowardin Ave	City of Richmond	0.39 <b>220</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.088	0.565	23000	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	Semme	s Ave											
1)(301)Lee Bridge	City of Richmond	0.76 <b>300</b>	00 G	97%	1%	1%	0%	0%	0%	F	0.097	0.561	34000	G
<del></del>	To: From:	2nd	St											
1)(301)Belvidere St	City of Richmond	0.92 <b>250</b>	00 G	97%	1%	1%	0%	0%	0%	F	0.093	0.547	29000	G
<del>\( \)</del>	Toe From:	Frankl	in St											
1) (301) Belvidere St	City of Richmond	0.15 <b>380</b>	00 F	97%	1%	1%	0%	0%	0%	F	0.083	0.551	44000	F
<del></del>	To: From:	US 250 F	Broad St			$\neg$ $\vdash$								
1)(301)Belvidere St	City of Richmond	0.40 <b>350</b>	00 F	97%	1%	1%	0%	0%	0%	F	0.084	0.586	40000	F
~~	Τα	Chamberla												
1 (301) Chamberlayne Ave	City of Richmond	1.02 <b>200</b>		97%	1%	1%	0%	0%	0%	С	0.085	0.607	23000	G
1 301 Chamberlayne Ave	or riciniona			31 /6	1 /0	1 /6	0 /6	0 /6	0 /6	O	0.005	0.007	23000	u
1 (301) Chamberlayne Ave	City of Richmond	Edge H 0.31 <b>190</b>		97%	1%	1%	0%	0%	0%	F	0.086	0.604	22000	G
1 301 Chamberlayne Ave	City of Alcrimona			31 /6	1 /0	1 /0	0 /6	0 /0	0 /6	'	0.000	0.004	22000	G
1 301 Chamberlayne Ave	City of Richmond	Brookland		97%	1%	1%	00/	0%	00/	С	0.093	0.630	17000	G
1 301 Chamberlaylie Ave	City of Alcrimona	0.86 <b>150</b>		9770	1 70	1 70	0%	0%	0%	C	0.093	0.632	17000	G
Chambada una Aus	City of Dishers and	Laburnu		000/	10/	10/	00/	00/	00/		0.004	0.010	15000	
1 (301) Chamberlayne Ave	City of Richmond	0.26 <b>130</b>	00 G	98%	1%	1%	0%	0%	0%	F	0.094	0.618	15000	G
~~~~	To- From:	Claremo		000/	40/		00/	00/	201		0.000	0.577	10000	
1 301 Chamberlayne Ave	City of Richmond	0.94 <b>140</b> Azalea		98%	1%	1%	0%	0%	0%	С	0.099	0.577	16000	G
	From:	Chamberla												
1 Azalea Ave	City of Richmond	0.26 <b>170</b>		98%	1%	1%	0%	0%	0%	F	0.093	0.549	19000	G
<i></i>	Τα:	NCL Ric	chmond											
~~~	From:	US												
1 Ramp	City of Richmond (Maint: 43)	0.07 <b>120</b>									0.099		12000	G
~	To:	I-95 S												
North Power	Other of Dieless and (Mariety 12)	US 1 Bel									0.404		0500	^
1 Ramp	City of Richmond (Maint: 43)	0.04 <b>650</b>									0.101		6500	G
North	From	127-990				-								
1 Ramp	City of Richmond (Maint: 43)	0.06 480									0.105		4800	G
$\rightarrow$	To	US 01-5	S093A											

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus		Tru			QC	K	QK Dir	AAWDT	QW
North	From:	US 1 Chamberlayne Ave; Belvidere St		2AXIE	3+Axle	1 I raii	21raii		Factor	Factor		
1 Ramp	City of Richmond (Maint: 43)	0.12 <b>9600 A</b>							0.203		10000	Α
$\searrow$	To:	I-95 North										
South	From:	US 1 S, Belvidere St										
1 Ramp	City of Richmond (Maint: 43)	0.28 <b>5400 A</b>							0.115		5900	Α
	100	US 1 N Exit 93A to I-95 South										
2)(301)Chamberlayne Ave	City of Richmond	Azalea Ave 0.04 13000 G 98%	1%	1%	0%	1%	0%	F	0.103	0.571	14000	G
2 301 Chamberlayne Ave	To:	NCL Richmond	1 /0		0 /0	1 /0	0 70		0.100	0.571	14000	u
	From:	25th St										
5) (60) Main St	City of Richmond	0.30 <b>15000 G</b> 100%	0%	0%	0%	0%	0%	F	0.101	0.674	16000	G
	Τo:	Williamsburg Rd										
5 Main St	City of Richmond	Williamsburg Ave 0.40 <b>6700 G</b> 100%	0%	0%	0%	0%	0%	С	0.120	0.734	7600	G
5 Main St	City of Alchinoria		0%	0%	0%	0%	0%	C	0.120	0.734	7600	G
- Main St	City of Richmond	Nicholson St 0.26 <b>11000 F</b> 100%	0%	0%	0%	0%	0%	F	0.118	0.775	13000	F
5 Main St	City of nicilifolid	ECL Richmond	0%	0%	0%	0%	0%	Г	0.116	0.773	13000	Г
	From:	WCL Richmond										
6 Patterson Ave	City of Richmond	1.30 <b>15000 G</b> 99%	0%	0%	0%	0%	0%	F	0.100	0.534	16000	G
	т	Libbie Ave										
6 Patterson Ave	City of Richmond	1.67 <b>11000 G</b> 99%	0%	0%	0%	0%	0%	F	0.11	0.507	13000	G
	To	Malvern Ave										
6 Patterson Ave	City of Richmond	0.38 <b>8900 G</b> 99%	0%	0%	0%	0%	0%	F	0.107	0.520	10000	G
	To	Thompson St										
6 Kensington Ave	City of Richmond	0.71 <b>2300 G</b> 99%	0%	0%	0%	0%	0%	F	0.113	0.715	2600	G
	Τα	Boulevard										
	From:	US 360 Hull St										
10 Broad Rock Rd	City of Richmond	0.81 <b>8800 G</b> 98%	1%	1%	0%	0%	0%	С	0.082	0.527	9600	G
<u> </u>	To: From:	N Belt Blvd										
10 (161) Broad Rock Blvd	City of Richmond	0.43 <b>15000 G</b> 98%	1%	1%	0%	0%	0%	F	0.097	0.517	16000	G
	To: From:	S Belt Blvd										
10 Broad Rock Blvd	City of Richmond	2.10 <b>18000 G</b> 98%	1%	1%	0%	0%	0%	С	0.095	0.631	20000	G
$\smile$	T <sub>C</sub> From	W. Belmont Rd										
10 Iron Bridge Rd	City of Richmond	0.56 <b>12000 G</b> 98%	1%	1%	0%	0%	0%	F	0.094	0.602	13000	G
	To:	SCL Richmond										
~~ 0	From	WCL Richmond					• • •	_				_
33) Staples Mill Rd	City of Richmond	0.03 <b>20000 F</b> 98%	0%	1%	0%	0%	0%	F	0.095	0.538	23000	F
~	Tor From:	US 250 Broad St US 250; Staples Mill Rd										
33 (250) Broad St	City of Richmond	0.79 <b>27000 A</b> 98%	1%	1%	0%	0%	0%	С	0.113	0.513	30000	Α
	To	Malvern Ave										

		City of Richn					Tri	ıck			K		Dir		—
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Malvern Av	/e												
33 (250) Broad St	City of Richmond	0.97 <b>28000</b>	G	98%	1%	1%	0%	0%	0%	F	0.091		0.56	31000	G
~ · ·	To- From:	Sheppard S	St			$\neg$ $\vdash$									
33 (250) Broad St	City of Richmond	0.38 <b>24000</b>	G	98%	1%	1%	0%	0%	0%	F	0.093		0.523	27000	G
~~	To: From:	SR 399 Termina	l Place			<u> </u>									
33) (250) Broad St	City of Richmond	0.94 <b>26000</b>	G	98%	1%	1%	0%	0%	0%	F	0.093		0.523	29000	C
<del>~~~</del>	To: From:	SR 33 P, Harris	on St			<u> </u>									
33) (250) Broad St	City of Richmond	0.08 <b>25000</b>	F	98%	1%	1%	0%	0%	0%	F	0.083		0.544	28000	F
~~	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 35000	G	98%	1%	1%	0%	1%	0%	F	NA			39000	(
	To:	US 250 Broad	1 St												
33 Hancock Rd	City of Richmond	0.23 <b>680</b>	G	98%	1%	1%	0%	0%	0%	F	0.087		0.785	740	(
~	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 4200	G	97%	1%	1%	1%	1%	0%	F	0.076	F	0.579	4600	(
	To:	Leigh St													
	From:	US 33 Hancoo													
33) Leigh St	City of Richmond	0.27 <b>11000</b>	G	98%	1%	1%	0%	0%	0%	F	0.095		0.506	12000	(
<u>~</u>	To: From:	US 1 Belvider				$\Box$									
33) Leigh St	City of Richmond	1.60 <b>10000</b>	G	98%	1%	1%	0%	0%	0%	С	0.109		0.712	11000	(
<u>~</u>	Tac From:	Martin Luther King	Jr Bridg	2											
33) Mosby St	City of Richmond	0.30 <b>8800</b>	G	98%	1%	1%	0%	0%	0%	F	0.114		0.674	9600	(
<u> </u>	To:	Fairmont A				-									
33) Fairmont Ave	City of Richmond	0.43 Mosby St	G	99%	1%	0%	0%	0%	0%	С	0.095		0.583	6700	(
33) 1 4	Tol				1,0		0 70	0 70	0 70	Ū	0.000		0.000	0700	Ì
33 Nine Mile Rd	City of Richmond	25th St 0.90 <b>8300</b>	G	98%	2%	0%	0%	0%	0%	С	0.095		0.602	9000	(
33) Tunie Iville Fla	To:	ECL Richmo		3070	270		0 70	0 /0	0 70	O	0.000		0.002	0000	•
	From:	Broad St													_
33 Harrison St	City of Richmond	0.24 <b>3500</b>	G	97%	1%	1%	1%	1%	0%	С	0.077		0.548	3900	(
\$ 1	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 4200	G	97%	1%	1%	1%	1%	0%	F	0.076	F	0.579	4600	(
	Tα	Leigh St													
	Fron:	Harrison S								_					
33) Leigh St	City of Richmond	0.07 9700	G	97%	1%	1%	1%	1%	0%	F	0.098		0.540	11000	(
	Combined Traffic Estimates for Parallel Roadways on	this Route: NA Hancock S				<del></del> 1					NA			NA	
															_
60 Midlothian Tpke	City of Richmond	R 150 Chippenham Pkwy 0.38 <b>47000</b>	WCL R	ichmond 99%	0%	0%	0%	1%	0%	F	0.088		0.538	50000	
60 Midlothian Tpke	City of nicilliona			JJ 70	U 70	U 7/0	U %	1 70	U 70	Г	0.000		0.556	50000	(
Midlethian Teles	City of Pickers and	Carnation S		000/	10/		00/	00/	00/		0.000		0.504	00000	
60 Midlothian Tpke	City of Richmond	1.78 <b>24000</b>	G	98%	1%	1%	0%	0%	0%	С	0.088		0.594	26000	(
·	To: From:	SR 161 Belt I													
60 Midlothian Tpke	City of Richmond	0.62 <b>18000</b>	G	98%	1%	1%	0%	0%	0%	F	0.091		0.581	19000	(
~	To:	Roanoke S	t												

### Virginia Department of Transportation Traffic Engineering Division 2016

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	Midlothi													
60 Roanoke St	City of Richmond	0.45 <b>80</b>		98%	1%	0%	0%	0%	0%	С	0.092		0.574	8700	G
<del>~</del>	To:	Forest H													
60 Forest Hill Ave	City of Richmond	0.22 <b>220</b>		98%	1%	0%	0%	0%	0%	F	0.093		0.616	24000	G
60 Forest Hill Ave	City of Alcrimond	0.22 <b>220</b>		90%	170	0%	0%	070	0%	Г	0.093		0.010	24000	C
•	From:	Forest F													
60 Semmes Ave	City of Richmond	1.13 <b>190</b>		98%	1%	0%	0%	0%	0%	С	0.097		0.645	21000	(
00)	т.	****				i									
Common Ava	City of Diabonard	US 1, US 301			10/	00/	00/	00/	00/	F	0.115		0.606	10000	,
60 Semmes Ave	City of Richmond	0.56 110		98%	1%	0%	0%	0%	0%	г	0.115		0.686	12000	(
	From:	Manchest Semme													
60 Manchester Bridge	City of Richmond	0.49 180		98%	1%	0%	0%	0%	0%	F	0.119		0.629	19000	
60 Manoriottor Bridge	Tα	9th		0070	1 70		0 70	0 70	070	•	0.110		0.020	10000	
	From:	Manchest													
60 9th St	City of Richmond	0.25 <b>59</b>	00 G	98%	1%	0%	0%	0%	0%	F	0.168			6400	(
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 140	000 G	98%	1%	0%	0%	0%	0%	F	0.114	F	0.641	15000	(
	To:	SR 147													
	From:	SR 147													
60 Cary St	City of Richmond	0.45 <b>44</b>	00 G	98%	1%	0%	0%	0%	0%	F	0.08			4800	
~	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 120	000 G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.635	14000	(
	Tα	US 360 14	4th Street												
~~ ~~	From:	US 360													
60) (360) 14th St	City of Richmond	0.08 <b>140</b>		97%	2%	1%	0%	0%	0%	N	0.094		0.509	15000	ı
~ · ·	To:	RT 360/MA													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	O'the of Distance of	14th		070/	00/	40/	00/	00/	00/	_	0.400		0.740	00000	,
60 (360) Main St	City of Richmond	0.30 180		97%	2%	1%	0%	0%	0%	F	0.102		0.748	20000	(
	From:	US 360,													
60 Main St	City of Richmond	0.18 <b>160</b>		98%	1%	0%	0%	0%	0%	F	0.112		0.83	17000	(
bu) Maiii ot	Oity of Filotimonia			0070	1 70	——	0 70	0 /0	0 70	•	0.112		0.00	17000	•
~~	To: From:	21st		2221						_			. =		
60 Main St	City of Richmond	0.25 <b>160</b>	000 G	98%	1%	0%	0%	0%	0%	F	0.093		0.748	18000	(
~	To: From:	25th	h St												
$\widetilde{60}$ $(5)$ Main St	City of Richmond	0.30 <b>150</b>	000 G	100%	0%	0%	0%	0%	0%	F	0.101		0.674	16000	(
$\sim$	To:	Williamsl	burg Ave												
<b>~~</b> √	From:	Mair													
60 Williamsburg Ave	City of Richmond	0.46 <b>110</b>		97%	1%	1%	1%	0%	0%	F	0.088		0.723	12000	ı
~	To:	Stoney 1													
Ctonov Dun Dr	City of Diobases	Williams		070/	10/	10/	10/	00/	00/	_	0.000		0.601	2000	
60 Stoney Run Dr	City of Richmond	0.50 28		97%	1%	1%	1%	0%	0%	F	0.093		0.631	3000	ı
•	From:	Governr Stoney				-									
60 Government Rd	City of Richmond	0.73 <b>65</b>		97%	1%	1%	1%	0%	0%	F	0.099		0.551	6900	F
dovernment rid	To:	Williams		01/0	1 /0	- 70	1 /0	0 /0	0 /0	•	0.000		3.001	0000	•

5 .						_		Tru	ck			K	01/	Dir		
Route	Jurisdictio	n Lengtr	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Williamahura Dd	From:		Government I		000/	10/	10/	00/	10/	00/	_	0.007		0.550	11000	
60 Williamsburg Rd	City of Richm		9800 ECL Richmon	G	98%	1%	1%	0%	1%	0%	F	0.087		0.558	11000	C
	From:						1									
60 8th St	City of Richm		7700	G G	98%	1%	0%	0%	0%	0%	F	0.148			8300	(
60 8th St	Combined Traffic Estimates for 2 Parallel			G	98%	1%	0%	0%	0%	0%	F	0.114	F	0.641	15000	(
	To:	Trought on the riotic				. , 0		0,0	0,70	0 / 0	•		•	0.0	.0000	
60 8th St	From: City of Richm	nond 0.15	Canal St <b>7300</b>	G	98%	1%	0%	0%	0%	0%	F	0.126			8300	(
60 8th St	Combined Traffic Estimates for 2 Parallel			G	98%	1%	0%	0%	0%	0%	F	NA			15000	
	To:	rioddwdys o'r triis riodto.	Main St	<u> </u>	0070	1 /0		0 70	0 /0	0 /0	•	1471			10000	
	From:		8th St													
<sub>60</sub> े Main St	City of Richm		7900	G	98%	1%	0%	0%	0%	0%	F	0.102		0.649	9000	•
~~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.635	14000	•
	To:		14th St													
East 64)	From:		nrico County			221					_					
64)	City of Richmond (	•	72000	Α	97%	0%	0%	1%	1%	0%	F	0.103			79000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		Α	97%	0%	0%	1%	1%	0%	F	0.1	Α	0.501	164000	
ast	From:	Rar	I-95; I-195 np to I-195 S	South												
64) I-64 E Ramp	City of Richmond (		48000	G	97%	0%	0%	1%	1%	0%	F	0.088			54000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	103000	G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.591	115000	
	To:	Ran	np To I-195 I	North												
ast	From:		np To I-95 N								_					
64 I-64 E Ramp	City of Richmond (	,	36000	G	97%	0%	0%	1%	1%	0%	F _	0.088			41000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	79000	G	97%	0%	0%	1%	1%	0%	F	NA			89000	
East	To: From:	Ram	From I-195	North												
64) I-64 E Ramp	City of Richmond (	Maint: 43) 0.20	39000	G	97%	0%	0%	1%	1%	0%	F	0.087			44000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	81000	G	97%	0%	0%	1%	1%	0%	F	0.088	F	0.524	90000	
	To:		I-95 South													
East South	From:	M-1-1- 40\ 0.40	I-95; I-195		000/	40/	10/	40/	<b>5</b> 0/	00/	_	0.000			05000	
64) (95)	City of Richmond (	,	82000	Α	93%	1%	1%	1%	5%	0%	F _	0.083			85000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	160000	Α	93%	1%	1%	1%	5%	0%	F	0.080	Α	0.524	166000	
ast South	T <sub>CC</sub> From:	SI	R 161 Boulev	ard												
64) (95)	City of Richmond (	Maint: 43) 2.19	78000	Α	93%	1%	1%	1%	5%	0%	С	0.082			81000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	153000	Α	93%	1%	1%	1%	5%	0%	С	0.080	Α	0.515	158000	
	Too	-	igh St, Gilme	er St												
ast South	From:				000/	40/	40/	40/	<b>5</b> 0/	00/	_	0.004			70000	
64 95	City of Richmond (	,	68000	Α	93%	1%	1%	1%	5%	0%	F	0.081			70000	
~ ~	Combined Traffic Estimates for 2 Parallel	Boadways on this Route	132000	Α	93%	1%	1%	1%	5%	0%	F	0.081	Α	0.507	136000	

### Virginia Department of Transportation Traffic Engineering Division 2016

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

				· · · · · · · · · · · · · · · · · · ·						Tru	ck			K		Dir		
Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East South		From:		US 1, U	JS 301 Belvi	idere St												
(64) (95)		City of Richmond (	Maint: 43)	0.25	81000	Α	93%	1%	1%	1%	5%	0%	F	0.082			84000	Α
$\circ$	Combined Traffic Estim	nates for 2 Parallel	Roadways on this	Route:	156000	Α	93%	1%	1%	1%	5%	0%	F	0.08	Α	0.501	162000	Α
		To:		I-95	East Interch	ange												
East		From:			I-95 S													
64 I-64 E Ramp		City of Richmond (	(Maint: 43)	0.15	NA									NA			NA	
East		To: From:		R	amp to 3rd S	St												
(64) I-64 E Ramp		City of Richmond (	Maint: 43)	0.38	26000	F	93%	1%	1%	1%	4%	0%	F	0.088			27000	F
64)	Combined Traffic Estim	•	,			F	94%	1%	1%	1%	3%	0%	F	NA			52000	F
	Combined Traine Estin	To:	Tioadways on this		from I-95 l	•	J+ /0	1 /0		1 /0	0 /0	0 70	'	INA			32000	'
East		From:			East Interch													
East (64)		City of Richmond (	(Maint: 43)	1.14	50000	Α	96%	1%	1%	1%	2%	0%	F	0.104			53000	Α
	Combined Traffic Estim	nates for 2 Parallel	Roadways on this	Route:	99000	Α	96%	1%	1%	0%	2%	0%	F	0.086	Α	0.599	105000	Α
		To:	,	US 2601	Mechanicsvi	illo Teko												
East 64		From:											_					
(64)		City of Richmond (	'	0.25	40000	Α	96%	1%	1%	1%	2%	0%	F	0.103			43000	Α
$\smile$	Combined Traffic Estim	nates for 2 Parallel	Roadways on this			Α	96%	1%	1%	0%	2%	0%	F	0.086	Α	0.585	85000	Α
		To:			ECL Richmo													
East (64)		City of Richmond (	Maint: 42)	0.24	VCL Richmo 40000	ond A	96%	1%	1%	1%	2%	0%	_	0.103			43000	Α
64)		•	'										F		۸	0.505		
	Combined Traffic Estim	rates for 2 Paraller	Hoadways on this		CL Richmor	A	96%	1%	1%	0%	2%	0%	Г	0.086	Α	0.585	85000	Α
				E		IU												
East	. to 1.405.0	City of Disharasad (	(Mainte 40)	0.10	I-64 East									0.10			00000	_
64 Exit 186 Ramp I-64 E	: 10 1-195 5	City of Richmond (	Maint: 43)	0.16	26000	G								0.12			26000	G
East		To: From:		Ramp	to Laburnur	n Ave												
(64) Exit 186 Ramp I-64 E	to I-195 S	City of Richmond (	Maint: 43)	0.08	21000	G								0.126			21000	G
(04) =		To:			I-195 South									****				-
East		From:			East Exit 13				1									
East (64) Ramp		City of Richmond (	Maint: 43)	0.16	4600	G								0.097			4600	G
64) 1141119		To:	want. 40)		55 Laburnu				<del></del> 1					0.007			4000	u
F1		From:	ı	12, 70														
East (64) Ramp		City of Richmond (	Maint: 43)	0.14	I-64 East	G								0.157			11000	G
64) Hamp		To:	Mairit. 43)		I-195 North				1					0.137			11000	u
		F	l I															
East		City of Richmond (	Maint: 42\	0.17	East Collecte 2300	or Rd <b>G</b>								0.087			2300	G
64 Ramp		Oity Of DICHINONG (		-	, Mechanics		ro.							0.087			∠300	G
-		10.		03 300 W		sville I pl	KC											
East		Prom:	(Mainte 40)	0.40	I-64 East									0.400			45000	_
64 Collector Road		City of Richmond (		0.10	15000	G								0.109			15000	G
~		To	I-6	o4 East Ex	it 192A to U	JS 360 V	Vest											

4/27/2017 12

			of Richmo					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	Q۱
Vest	From:	Henr	rico County I	Line												
64)	City of Richmond (	Maint: 43) 0.09	76000	Α	97%	0%	0%	1%	1%	0%	F	0.110			85000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	148000	Α	97%	0%	0%	1%	1%	0%	F	0.1	Α	0.501	164000	P
	To:		I-95; I-195													
/est 34) I-64 W Ramp	City of Richmond (		From I-195	North <b>G</b>	97%	0%	0%	1%	1%	0%	E	0.101			61000	
64 W Ramp	Combined Traffic Estimates for 2 Parallel	,		G	97%	0%	0%	1%	1%	0%	' -	0.101	F	0.591	115000	
	Combined Trainic Estimates for 2 Parallel	<u> </u>			9770	0%	076	1 70	170	0%	Г	0.091	Г	0.591	115000	•
est	To: From:	Ramp	From I-195	South												
(34) I-64 W Ramp	City of Richmond (	Maint: 43) 0.16	43000	G	97%	0%	0%	1%	1%	0%	F	0.099			48000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	79000	G	97%	0%	0%	1%	1%	0%	F	NA			89000	(
	Tax	Ramp From	SR 197 Lab	nırnım	Ave											
est	From:	•				0%		10/	10/	00/	_	0.000			40000	
I-64 W Ramp	City of Richmond (	•	38000	G	97%		0%	1%	1%	0%	-	0.096			43000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	75000	G	97%	0%	0%	1%	1%	0%	F	NA			83000	•
est	To: From:	Ram	p To I-195 S	outh												
4) I-64 W Ramp	City of Richmond (	Maint: 43) 0.45	42000	G	97%	0%	0%	1%	1%	0%	F	0.097			47000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	81000	G	97%	0%	0%	1%	1%	0%	F	NA			90000	
	To:	, in the second	I-95 North													
est North	From:		I-95; I-195								_					
4) (95)	City of Richmond (		78000	Α	93%	1%	1%	1%	4%	0%	F _	0.086			82000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	160000	Α	93%	1%	1%	1%	5%	0%	F	0.080	Α	0.524	166000	
est North	To: From:	SR	161 Bouleva	ard												
4) (95)	City of Richmond (	Maint: 43) 1.97	74000	Α	93%	1%	1%	1%	4%	0%	С	0.080			77000	
7 60	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	153000	Α	93%	1%	1%	1%	5%	0%	С	0.080	Α	0.515	158000	
	To		JS 301 Belvi													
est North	From:	•														
4) (95)	City of Richmond (		64000	Α	93%	1%	1%	1%	4%	0%	F	0.080			66000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	132000	Α	93%	1%	1%	1%	5%	0%	F	0.081	Α	0.507	136000	
est North	To: From:	Cha	amberlayne A	Ave												
4) (95)	City of Richmond (	Maint: 43) 0.30	75000	Α	93%	1%	1%	1%	4%	0%	F	0.084			78000	
4) (93)	Combined Traffic Estimates for 2 Parallel	•		A	93%	1%	1%	1%	5%	0%	F	0.08	Α	0.501	162000	
	To:		East Intercha		0070	. , 0		. , 0	0,0	0,0	•	0.00		0.00	.02000	
est	From:		I-95 North													
4) I-64 W Ramp	City of Richmond (	· /	26000	F	93%	1%	1%	1%	5%	0%	F	0.087			27000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	70000	G	96%	0%	1%	0%	2%	0%	F	NA			79000	
	To	Rai	mp From 5th	St												
est 4 I-64 W Ramp	City of Richmond (	Maint: 43) 0.03	23000	F	96%	1%	1%	1%	2%	0%	F	0.088			25000	
1-64 W Ramp	Combined Traffic Estimates for 2 Parallel	•		F	94%	1%	1%	1%	3%	0%	' -	0.000	F	0.591	52000	1
	Complined Trainic Estimates for 2 Paraller	noadways on this noute.	49000	г	3470	1 70	170	1 70	370	U-70	г	0.075	Г	0.591	32000	Г

Route	Jurisdictio	n Long	h AADT		4Tiro	Puo		Tru	ıck		QC	K	QK	Dir	AAWDT	OW/
noute	Jurisaictio		th <b>AADT</b>		4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QW
West	From: City of Richmond (		95 East Interc		96%	1%	10/	00/	20/	00/	F	0.007			E0000	^
64	,	,		A			1%	0%	2%	0%	F	0.097	^	0.500	52000	A
	Combined Traffic Estimates for 2 Parallel		MECL Richm	A	96%	1%	1%	0%	2%	0%	г	0.086	Α	0.599	105000	Α
West	From:		MWCL Richn													
(64)	City of Richmond (			A	96%	1%	1%	0%	2%	0%	F	0.103			43000	Α
04)	Combined Traffic Estimates for 2 Parallel			Α	96%	1%	1%	0%	2%	0%	F	0.086	Α	0.585	85000	Α
	To:	, , , , , , , , , , , , , , , , , , , ,	ECL Richmo			.,,		-,-	_,,							
West	From:		I-64 West													
(64) Ramp	City of Richmond (	Maint: 43) 0.11		G								0.107			3800	G
	Τα	·	I-195 Sout	h												
West	From:		I-64 West													
(64) Ramp	City of Richmond (	Maint: 43) 0.26	27000	G								0.102			27000	G
$\bigcirc$	To:	I-	95 South, 5th													
West	From:	M :	I-64 West									0.004			00000	
64 Ramp	City of Richmond (	Maint: 43) 0.23	19000	Α								0.091			20000	Α
West	To: From:	R	amp from 7th	Street												
(64) Ramp	City of Richmond (	Maint: 43) 0.09	23000	Α								0.098			25000	Α
	To:	,	I-95 South	1												
	From:	SR 150 Chippenh	am Pkwy; Cho	esterfield	County Li	ine										
76 Powhite Pkwy	City of Richmond (			G	98%	0%	0%	0%	1%	0%	F	0.106		0.682	98000	G
	To:	,	Forest Hill Av	anua												
76 Powhite Pkwy	City of Richmond (			G	98%	0%	0%	0%	1%	0%	F	0.107		0.698	110000	G
76)						0,0		0,70	. , 0	0,0	•	01.07		0.000		<b>O</b> .
Dowleite Dlaws	From:		white Pkwy I		000/	0%	00/	00/	10/	00/	F	0.107		0.000	110000	
76 Powhite Pkwy	City of Richmond (	Maint: 43) 0.66	97000	G	98%	0%	0%	0%	1%	0%	Г	0.107		0.698	110000	G
	To: From:		SR 146													
76 Powhite Pkwy	City of Richmond (	Maint: 43) 0.94		F	98%	0%	0%	0%	1%	0%	F	0.107		0.660	78000	F
<u> </u>	10.		I-195													
East	From:	SR-00076-E013A(		RAMP	FROM RT	76										
(76) Ramp	City of Richmond (			2011 27	105							NA			NA	
	10.		N012A(B)/Fl		195											
□ □ □	From:		3-20 FROM F	RT 95								N: 4			N 1 A	
95 Ramp	City of Richmond (			O TO								NA			NA	
	10:	SR 1	61 SR 161- A													
□ 5	From:	M ' ' 00'	I-95 North 7		0451	4-7		4-1	001	0.57	_				44000	
95 Ramp	City of Richmond (			Α	91%	1%	1%	1%	6%	0%	F	0.115			14000	Α
<u> </u>	To:		27-7561 Mau													
	From:		North Exit 74					· · · · · ·		· · · · · · · · · · · · · · · · · · ·						
95 Ramp	City of Richmond (			F								0.144		0.601	7800	F
$\sim$	To		US 250 Broad	d St												

			of Richmo					Tru	ıck			K		Dir		
Route	Jurisdiction	ı Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
lorth	From:	SC	CL Richmond	d				017.040				· uoto:		. 40101		
95)	City of Richmond (M	Maint: 20) 1.12	52000	Α	91%	1%	1%	1%	6%	0%	F	0.111			54000	Α
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	104000	Α	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.627	108000	Α
	To: From:	SR	161 Bells R	d												
orth 95	City of Richmond (M	Maint: 20) 3.81	50000	Α	91%	1%	1%	1%	6%	0%	С	0.104			52000	A
93)	Combined Traffic Estimates for 2 Parallel R	,		A	91%	1%	1%	1%	6%	0%	C	0.086	Α	0.611	105000	_
	To		Maury St													
orth	From:	4			040/	10/	40/	40/	00/	201	_	0.004			2222	
95	City of Richmond (N	,	58000	A	91%	1%	1%	1%	6%	0%	-	0.094		0.570	60000	
	Combined Traffic Estimates for 2 Parallel R	toadways on this Houte:	118000	Α	91%	1%	1%	1%	6%	0%	F	0.083	Α	0.573	122000	1
orth	To: From:	Jame	es River Brid	lge												
95)	City of Richmond (M	Maint: 43) 0.40	58000	Α	91%	1%	1%	1%	6%	0%	F	0.094			60000	/
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	118000	Α	91%	1%	1%	1%	6%	0%	F	0.083	Α	0.573	122000	/
auth	To: From:	SR 195 Do	owntown Ex	presswa	ay											
orth 95)	City of Richmond (M	Maint: 43) 0.62	64000	Α	91%	1%	1%	1%	6%	0%	F	0.092			66000	
13)	Combined Traffic Estimates for 2 Parallel R	,		Α	91%	1%	1%	1%	6%	0%	F	0.081	Α	0.505	146000	
	To		5 250 Broad 5													
orth	From:				040/	10/	40/	40/	00/	201	_				70000	
95)	City of Richmond (N	,	68000	A	91%	1%	1%	1%	6%	0%	-	0.092		0.505	70000	-
	Combined Traffic Estimates for 2 Parallel R	toadways on this Route:	140000	Α	91%	1%	1%	1%	6%	0%	F	0.081	Α	0.505	145000	,
rth East	To: From:	I-64 S	South Interch	ange												
5 (64)	City of Richmond (M	Maint: 43) 0.30	75000	Α	93%	1%	1%	1%	4%	0%	F	0.084			78000	,
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	156000	Α	93%	1%	1%	1%	5%	0%	F	0.08	Α	0.501	162000	,
orth Foot	T.c. Fron:	Cha	ımberlayne A	ve												
orth East 95) (64)	City of Richmond (M	Maint: 43) 0.24	64000	Α	93%	1%	1%	1%	4%	0%	F	0.080			66000	,
93) (04)	Combined Traffic Estimates for 2 Parallel R	,		Α	93%	1%	1%	1%	5%	0%	F	0.081	Α	0.507	136000	
	To	·	JS 301 Belvio	lara St												
orth East	From:				000/	40/	40/	40/	40/	00/	_	0.000			77000	
95) (64)	City of Richmond (N	,	74000	A	93%	1%	1%	1%	4%	0%	С	0.080		0.545	77000	,
	Combined Traffic Estimates for 2 Parallel R	toadways on this Route:	153000	Α	93%	1%	1%	1%	5%	0%	С	0.080	Α	0.515	158000	
orth East	To: From:	SR	161 Bouleva	ırd												
5 (64)	City of Richmond (M	Maint: 43) 0.78	78000	Α	93%	1%	1%	1%	4%	0%	F	0.086			82000	,
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	160000	Α	93%	1%	1%	1%	5%	0%	F	0.080	Α	0.524	166000	/
a utla	T <sub>O</sub> . From:	I-64 Nort	th Interchang	e; I-19	5											
orth 95	City of Richmond (M	Maint: 43) 1.07	62000	Α	92%	1%	1%	1%	6%	0%	F	0.086			63000	
93)	Combined Traffic Estimates for 2 Parallel R	*		A	92%	1%	1%	1%	6%	0%	F	0.082	Α	0.518	125000	,
	Combined Traine Estimates for 21 dialier	ioaamayo on inio modie.			UL /0	1 /0	1 /0	1 /0	<b>U</b> /0	0 /0	1	0.002	/٦	0.010	123000	,

### Virginia Department of Transportation Traffic Engineering Division 2016

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	QW
North	From:	_	I-95 North				2Axie	e 3+Axle	1 I rail	21rail		Factor		Factor		
95 Ramp	City of Richmond (		<b>6400</b> outh Exit 69 <i>A</i>	G A Ramp								0.188			6400	G
North	From:		I-95 North													
95 Ramp	City of Richmond (		<b>2300</b> 5 South Exit	<b>A</b> 73A								0.202			2600	Α
North	From:		I-95 North													
95 Ramp	City of Richmond (	Maint: 43) 0.26	NA SR 195									NA			NA	
North	From:		I-95 North													
95) Ramp	City of Richmond (	•	11000	F								0.115			11000	F
North	City of Richmond (	I-95 North Ex Maint: 43) 0.14	kit 74D Ramp 4100	to 17th	Street							0.161			4100	F
95 Ramp	City of Alcrimona (	·	outh Exit 740									0.161			4100	Г
North	City of Richmond (	I-95-N074C To	O BROAD S'	T VIA 1	7TH ST							0.097			6500	F
95 Ramp	City of Alcrimona (		127-7608 VI		E ST							0.097			0000	Г
North	City of Dichmond	Moint: 42) 0.14	I-95 North									0.00			22000	٨
95 Ramp	City of Richmond (		amp to 7th Str	A reet								0.09			23000	Α
North	City of Richmond (		5 North Exit	75A <b>G</b>								0.134			1800	G
95 Ramp	City of Alcrimona (	Maint. 43) 0.16	7th Street	G								0.134			1800	G
North	From:	Moint: 42) 0.10	I-95 North									0.105			12000	
95 Ramp	City of Richmond (		Chamberlayı	<b>G</b> ne Pkwy								0.105			12000	G
North	From:	Maint 40) 0.10	I-95 North <b>4100</b>									0.100			4100	
95 Ramp	City of Richmond (		7603 Hermita	<b>G</b> ige Rd								0.130			4100	G
North	From:	Maint 40) 0.45	I-95 North	_	000/	00/	10/	00/	00/	00/		0.405			5500	
95 Ramp	City of Richmond (		<b>5200</b> 576 Westbroo	A ok Ave	99%	0%	1%	0%	0%	0%	F	0.105			5500	Α
South	From:		SCL Richmor		010/	10/	10/	10/	60/	00/		0.100			E 4000	^
95	City of Richmond (I Combined Traffic Estimates for 2 Parallel		52000 : 104000	A A	91% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F	0.109 0.086	Α	0.627	54000 108000	A A
South	To: From:		R 161 Bells I	Rd												
95)	City of Richmond (	Maint: 20) 3.86	52000	Α	91%	1%	1%	1%	6%	0%	С	0.103			53000	Α
(93)	Combined Traffic Estimates for 2 Parallel				91%			1%								

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Lenç	gth <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	(Majot 00) 0.7	Maury S		010/	10/	10/	10/	<b>C</b> 0/	00/	_	0.004			00000	^
95	City of Richmond ( Combined Traffic Estimates for 2 Parallel	,			91% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%		0.094 0.083	Α	0.573	62000 122000	A A
	Combined Trainc Estimates for 2 Faraner				9176	1 70	1 70	1 70	0%	0%	Г	0.063	А	0.573	122000	А
South	From:	-	195 Downto													
95)	City of Richmond (	'			91%	1%	1%	1%	6%	0%	F	0.088			80000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>14100</b> 0	) A	91%	1%	1%	1%	6%	0%	F	0.081	Α	0.505	146000	Α
South	To: From:		US 250 Broa	d St												
95)	City of Richmond (	(Maint: 43) 1.0	2 <b>72000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.088			75000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>14000</b> 0	) A	91%	1%	1%	1%	6%	0%	F	0.081	Α	0.505	145000	Α
Courts Foot	To: From	I-	64 South Inter	change												
South East (95) (64)	City of Richmond (	(Maint: 43) 0.2	5 <b>81000</b>	Α	93%	1%	1%	1%	5%	0%	F	0.082			84000	Α
33 04	Combined Traffic Estimates for 2 Parallel	,		) A	93%	1%	1%	1%	5%	0%	F	0.08	Α	0.501	162000	Α
	To	LIS	1, US 301 Be	lvidere St												
South East	City of Richmond (	•			93%	1%	1%	1%	5%	0%	F	0.081			70000	Α
95 64	Combined Traffic Estimates for 2 Parallel	,			93%	1%	1%	1%	5%	0%	F	0.081	Α	0.507	136000	A
	Combined Traine Estimates for 21 drainer				30 70	1 /0	1 70	1 /0	370	0 70		0.001	^	0.507	100000	^
South East	From:		Leigh St; Gilr								_					
95 64	City of Richmond (	,			93%	1%	1%	1%	5%	0%	С	0.082			81000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>15300</b> 0	) A	93%	1%	1%	1%	5%	0%	С	0.080	Α	0.515	158000	Α
South East	Tor From:		SR 161 Boule	evard												
95 (64)	City of Richmond (	,			93%	1%	1%	1%	5%	0%	F	0.083			85000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>16000</b> 0	) A	93%	1%	1%	1%	5%	0%	F	0.080	Α	0.524	166000	Α
South		I-64	North Intercha	inge, I-19	5											
95)	City of Richmond (	(Maint: 43) 0.8	2 <b>67000</b>	Α	92%	1%	1%	1%	6%	0%	F	0.093			69000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>129000</b>	) A	92%	1%	1%	1%	6%	0%	F	NA			133000	Α
	To		SR 161				<u> </u>									
South 95	City of Richmond (	(Maint: 43) 0.1	9 <b>60000</b>	Α	92%	1%	1%	1%	6%	0%	F	0.088			61000	Α
95)	Combined Traffic Estimates for 2 Parallel	•			92%	1%	1%	1%	6%	0%	F	0.083	Α	0.511	125000	A
	To:	:	NCL Richm		0270	170		170	070	070		0.000	,,	0.011	120000	,,
South	From	:	I-95 Sout	h												
95) Ramp	City of Richmond (	(Maint: 20) 0.3	1 4800	G								0.116			4800	G
$\overline{}$	To	I-9:	North Exit 6	9A Ramp												
South	From:		I-95 Sout								_					_
95 Ramp	City of Richmond (	`			88%	1%	2%	4%	6%	0%	F	0.119			11000	Α
	To	1	I-95 North Ex													
South (95) I-95 S Exit 74 B	City of Richmond (	[	I-95 Sout 7 <b>NA</b>	h								NA			NA	
95) I-95 S Exit 74 B	Oity of Filefilliona (	(Mant. 40) 0.0	Franklin S	2+								14/4			INA	

### Virginia Department of Transportation Traffic Engineering Division 2016

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

Route	Jurisdictio	on Ler	ngth AAD		4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
South	From	:	I-95 Sc	uth			2AXIE	3+Axle	TTRAIL	21raii		Factor		Factor		
95) Ramp	City of Richmond (	(Maint: 43) 0.	11 <b>370</b>									0.124			3700	F
	To	:	I-95 North I													
South Ramp	City of Richmond (	(Maint: 42)	I-95 Sc 08 <b>860</b>									0.094			8600	G
95 Ramp	City of Alchinola (	(Mairit. 43) 0.	SR 33 Le									0.094			8600	G
South	From	:	I-95 Sc													
95) Ramp	City of Richmond (	(Maint: 43) 0.	21 930		96%	1%	1%	1%	2%	0%	С	0.114			9300	G
	To	:	SR 161 Bo	ulevard												
$\overline{}$	From		SR 76 Powh													
146	City of Richmond (		86 <b>290</b> 0		98%	0%	0%	0%	0%	0%	F	0.114		0.745	34000	F
Courth	From		R 195 Downto													
South 146)Ramp	City of Richmond (		08 <b>NA</b>		OD AVE							NA			NA	
140	To	IS-00195-S011A(I			6/RAMP F	ROM										
	From		SCL Rich	mond												
147 Huguenot Rd	City of Richn	nond 0.	10 <b>330</b> 0	0 N	99%	0%	0%	0%	0%	0%	Ν	0.095		0.588	36000	Ν
<u> </u>			R 150 Chippe	nham Pkwy	7											
147 Huguenot Rd	City of Richn	nond 1.	24 <b>230</b> 0		99%	0%	0%	0%	0%	0%	С	0.099		0.581	25000	G
<u> </u>	10: From:		NCL Rich WCL Rich													
147)River Rd	City of Richn	nond 0.	68 <b>230</b> 0		99%	0%	0%	0%	0%	0%	F	0.085		0.547	25000	G
$\bigcirc$	Tran France		Three Cho	pt Rd												
(147)Cary St	City of Richn	nond 0.	16 <b>180</b> 0	0 G	99%	0%	0%	0%	0%	0%	F	0.078		0.583	20000	G
$\overline{}$	To: From		Libbie .	Ave												
147 Cary St	City of Richn	nond 1.	10 <b>140</b> 0	0 G	99%	0%	0%	0%	0%	0%	С	0.079		0.505	15000	G
$\stackrel{\smile}{=}$			Westmore	land St												
147 Cary St	City of Richn	nond 0.	83 <b>1400</b>	0 G	99%	0%	0%	0%	0%	0%	F	0.087			15000	G
$\stackrel{\smile}{=}$			Thomps													
147 Cary St	City of Richn		77 <b>860</b>		99%	0%	0%	0%	0%	0%	F	0.084	_		9400	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: <b>180</b> 0	0 G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.569	20000	G
Com/ Ct	To Charles Charles		SR 161 Bo		000/	00/		00/	00/	00/		0.007			11000	
147 Cary St	City of Richn Combined Traffic Estimates for 2 Parallel		59 <b>980</b>	-	99%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	F F	0.087 0.094	F	0.761	11000	G
	Combined Trainc Estimates for 2 Parallel				99%	0%	0%	0%	U%	0%	Г	0.094	Г	0.761	22000	G
147)Cary St	To City of Richn		81; US 301 3 81 <b>660</b>		99%	0%	0%	0%	0%	0%	F	0.141			7100	G
14/ Joany St	Combined Traffic Estimates for 2 Parallel				99%	0%	0%	0%	0%	0%	F	0.141	F	0.692	17000	G
	To:	: Isasirayo on allo Ho	US 60, 9		00,0	0,0										
	From		SR 147 C	ary St												
147 Ramp	City of Richmond (	(Maint: 43) 0.	09 <b>470</b>	) G								0.184			4700	G
$\smile$	To		I-195 S	outh												

	Dir													
AAWDT (	Factor	QK	K Factor	QC			Tru 3+Axle		Bus	4Tire	QA	Length A	Jurisdiction	Route
												(	From:	
14000	0.759		0.086	F	0%	0%	0%	1%	0%	99%	G	0.07	City of Richmon	147 Thompson St
24000			NA	F	0%	0%	0%	0%	0%	99%	G	on this Route: 2	Combined Traffic Estimates for 2 Parallel Ro	(F)
											/e	Elly	To:	
												Tho	From:	
10000			0.098	F	0%	0%	0%	1%	0%	99%	G	0.77	City of Richmon	147 Ellwood Ave
20000	0.569	F	0.091	F	0%	0%	0%	0%	0%	99%	G	on this Route: 1	Combined Traffic Estimates for 2 Parallel Ro	P
								_			vard	SR 16	To: From:	
11000			0.108	С	0%	0%	0%	1%	0%	99%	G	1.56 1	City of Richmon	147 Main St
22000	0.760	F	0.094	F	0%	0%	0%	0%	0%	99%	G	on this Route: 2	Combined Traffic Estimates for 2 Parallel Ro	· Br
								_					Tor	
9400			0.117	F	0%	0%	0%	1%	0%	99%	G G	US 1 US : 0.81	From: City of Richmon	Main St
	0.692	F		F							G		Combined Traffic Estimates for 2 Parallel Ro	147 Main St
17000	0.692	Г	0.092	Г	0%	0%	0%	0%	0%	99%		US 6	Combined Trainic Estimates for 2 Parallel Ro	
								_						
45000	0.507		0.400	_	00/	10/	00/		00/	000/		NCL	From:	
45000	0.567		0.100	F	0%	1%	0%	0%	0%	98%	G	1.51	City of Richmon	150 Willey Bridge
											ot Rd	SR 147	To: From:	<u> </u>
47000	0.516		0.107	F	0%	1%	0%	0%	0%	98%	G	1.36	City of Richmon	150 Chippenham Pkwy
											ve	Fore	To	$\smile$
58000	0.531		0.104	F	0%	1%	0%	0%	0%	98%	G	0.46	City of Richmon	150 Chippenham Pkwy
												ECL	To:	,
								Ť					From:	
23000	0.651		0.082	F	0%	8%	2%	2%	1%	87%	G	0.21	City of Richmon	161 Commerce Rd
20000	0.001		0.002	'	0 70	0 70	270		1 /0	07 70		0.21 Z	To:	161 Commerce Rd
											Rd	Con	From:	
9600	0.519		0.094	С	0%	8%	2%	2%	1%	87%	G	1.17	City of Richmon	161)Bells Rd
										T	n Dovic I	US 1, US 301	Too	
12000	0.516		0.093	С	0%	4%	2%	2%	1%	92%	G Davis i	0.49	From: City of Richmon	161)Bells Rd
12000	0.510		0.000	O	0 70	770	270		1 /0	JZ /0		0.43 B	To:	161 Delis Fid
													From:	
5400	0.557		0.096	F	0%	4%	2%	2%	1%	92%	G	0.84	City of Richmon	161 Belt Blvd
												Т	To	
7000	0.521		0.090	F	0%	1%	2%	2%	1%	92%			City of Richmon	And Belt Blvd
7000	0.521		0.030	'	0 /6	4 /0	2/0		1 /0	JZ /6			Oity of Michinor	161 Dell Bivd
								$\dashv$				SR 10 W;	From:	
16000	0.517		0.097	F	0%	0%	0%	1%	1%	98%	G	0.43 1	City of Richmon	161 10 Broad Rock Blvd
			-				-	T				N	To:	
	-										lock Rd	SR 10 E,	From:	
13000	0.605		0.093	С	0%	0%	0%	1%	2%	97%	G	0.30	City of Richmon	161)Belt Blvd
											St	IIQ 3	То	$\smile$
20000	0.565		0.091	F	0%	0%	0%	1%	2%	97%			From: City of Richmon	161 Belt Blvd
20000	3.000		0.001	•	0 /0	0 /0	0 /0	- /0	£ /0	01/0			To:	161) Box Bivo
7	0.52		0.090	F F	0%	4%	2%	2%	1%	92%	Rock Rd G G Rock Rd G	Ter 0.98 SR 10 W; SR 10 E 0.43	City of Richmon  City of Richmon  City of Richmon  City of Richmon	161) Belt Blvd  161) Belt Blvd  161) Broad Rock Blvd  161) Belt Blvd  161) Belt Blvd

### Virginia Department of Transportation Traffic Engineering Division 2016

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

							Tru	ıck			К	. Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor Qk	Factor	AAWDT	QW
	From:	US 60 Midlot												
161 Westover Hills Blvd	City of Richmond	0.92 <b>1600</b>	00 G	97%	2%	1%	0%	0%	0%	С	0.088	0.539	18000	G
Washara Hills Blad	Too From:	Forest Hi		070/	00/		00/	00/	00/		0.400	0.040	44000	
161 Westover Hills Blvd	City of Richmond	0.40 <b>1000</b>		97%	2%	1%	0%	0%	0%	F	0.102	0.613	11000	G
161) Westover Hills Blvd	City of Richmond	Evelyn By 0.21 <b>110</b> 0		100%	0%	0%	0%	0%	0%	F	0.100	0.613	12000	G
161 Westover Fills Blvd	City of Alcimond			100 /6	0 /6	0 /6	0 /0	0 /6	0 /6	'	0.100	0.013	12000	G
161)Nickel Bridge	City of Richmond (Maint: TOL)	South End of 0.38 1100		100%	0%	0%	0%	0%	0%	F	0.100	0.613	12000	G
161 Nickel Blidge	orty of recentional (Maint: 102)			100 /6	0 78	U /6	0 /6	0 /6	0 /6	•	0.100	0.013	12000	u
161)Park Dr	City of Richmond	North End o		100%	0%	0%	0%	0%	0%	F	0.100	0.613	12000	G
161)1 411 21	Sity of Histiniona			10070	0 70		0 70	0 70	0 /0	•	0.100	0.010	12000	ŭ
161)Park Dr	City of Richmond	0.43 <b>970</b>		100%	0%	0%	0%	0%	0%	С	0.101	0.604	11000	G
161). a.m. 51	To			10070	0 70		070	0 70	070	Ū	0.101	0.001	11000	ŭ
161)Blanton Ave	City of Richmond	0.22 <b>910</b>		100%	0%	0%	0%	0%	0%	F	0.096	0.602	9900	G
101)=1011011111	Tol						• , •		• , •					
161)Boulevard	City of Richmond	0.38 <b>930</b>		99%	0%	0%	0%	0%	0%	С	0.099	0.552	10000	G
101) 200.010.0	To-			0070	0,0		0,70	0,0	0,0		0.000	0.002		
161)Boulevard	City of Richmond	SR 147 C 0.84 <b>150</b> 0		99%	0%	0%	0%	0%	0%	F	0.111	0.560	16000	G
101)	To	US 33; US 25												
161 Boulevard	City of Richmond	1.05 <b>200</b> 0		98%	1%	1%	0%	1%	0%	С	0.088	0.542	22000	G
101)	то	I-95												
161)Boulevard	City of Richmond	0.12 1400		96%	1%	1%	1%	2%	0%	F	0.095	0.510	15000	G
	то!	Westwoo												
161)Hermitage Rd	City of Richmond	1.23 <b>790</b>		98%	1%	0%	0%	0%	0%	С	0.131	0.734	8600	G
	Too	I-95												
161)Hermitage Rd	City of Richmond	0.24 1800		99%	0%	1%	0%	0%	0%	F	0.1	0.556	19000	G
	To:	NCL Ricl	nmond											
	From:	SR 161 Com	merce Rd											
161 Ramp	City of Richmond (Maint: 20)	0.19 <b>510</b>									0.157		6200	Α
<u> </u>	To:	I-95 Sc	outh											
	From:	SR 161- A JB-201		161							0.400	0.750	10000	
161 Ramp	City of Richmond (Maint: 20)	0.50 <b>120</b> 0									0.102	0.759	12000	G
	From													
(161)Ramp	City of Richmond (Maint: 43)	SR 161 Bo									0.106		11000	G
101)	To To	I-95 N												_
	From:	SR 161 Herr											· ·	
(161)Ramp	City of Richmond (Maint: 43)	0.11 <b>690</b>									0.124		6900	G
$\smile$	То:	I-95 Sc	uth											

4/27/2017 20

						_		Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:		5 Downtown													
195)	City of Richmond (	•	12000	Α	98%	0%	0%	0%	1%	0%	F	0.223			14000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	Α	98%	0%	0%	0%	1%	0%	F	0.162	Α	0.621	30000	Α
lorth	To:	SR	76 Powhite l	Pkwy												
195)	City of Richmond (	(Maint: 43) 0.79	38000	Α	98%	0%	0%	0%	1%	0%	С	0.144			44000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	78000	Α	98%	0%	0%	0%	1%	0%	С	0.130	Α	0.587	89000	Α
L 11	Too Prom		Monument A	ve												
lorth	City of Richmond	(Maint: 43) 0.41	45000	F	98%	0%	0%	0%	1%	0%	F	0.119			51000	F
193)	Combined Traffic Estimates for 2 Parallel	,		F	98%	0%	0%	0%	1%	0%	F	0.108	F	0.743	105000	F
	To	LIS 3	3, US 250 B	road St												
orth	City of Richmond (		40000	A	98%	0%	0%	0%	1%	0%	_	0.128			45000	Α
95)	Combined Traffic Estimates for 2 Parallel	'		A	98%	0%	0%	0%	1%	0%	F	0.126	Α	0.554	87000	A
	Combined Traine Estimates for 21 araner	Tioadways off this floute.			30 /6	0 76	U /8	0 /6	1 /0	0 /6	'	0.110	^	0.554	07000	^
orth	From		Hamilton S													
95)	City of Richmond (		44000	G	98%	0%	0%	0%	1%	0%	F	0.118			51000	G
	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	0%	2%	0%	F	0.087	F	0.512	79000	G
orth	To: From:		NCL Richmo SCL Richmo													
95)	City of Richmond (		44000	G	98%	0%	0%	0%	1%	0%	F	0.118			51000	G
199)	Combined Traffic Estimates for 2 Parallel	•		G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.512	93000	G
	To	SR 1	97 Laburnui	m Ave												
orth	City of Richmond (		40000	Α	98%	0%	0%	0%	1%	0%	_	0.117			44000	Α
195	Combined Traffic Estimates for 2 Parallel			A	98%	0%	0%	0%	1%	0%	F	0.117	Α	0.519	90000	A
	To:	Tioduways off this floate.	I-64: I-95		30 /6	0 70		0 /6	1 /0	0 /6	'	0.110	^	0.515	30000	^
orth	From:		mp to I-64 V	Vest												
195 I-195 N Ramp	City of Richmond (		19000	G	98%	0%	0%	0%	1%	0%	F	0.103			22000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	G	98%	0%	0%	0%	1%	0%	F	0.102	F		46000	G
orth	Tor From:	Ramp to	I-64 East, I	-95 Sout	h											
195)I-195 N Ramp	City of Richmond (	(Maint: 43) 0.16	17000	G	98%	0%	0%	0%	1%	0%	F	0.108			19000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	G	98%	0%	0%	0%	1%	0%	F	NA			39000	G
	To:		np From I-64													
orth 95)I-195 N Ramp	City of Richmond (		mp From I-6 <b>27000</b>	54 E <b>A</b>	98%	0%	0%	0%	1%	0%	F	0.093			29000	Α
190). 100 11 14111	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.575	62000	G
	To:	:	I-95 N		2370				. /0	- 70	•	3.300	•	0.07.0	0_000	
lorth	From		I-195 North	1												
195)Ramp	City of Richmond (	(Maint: 43) 0.27	3900	Α								0.160			4300	Α
<u> </u>	To:	SR 7	76 North Exi	it 13B												

Route	Jurisdiction	Length	n <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	- QV
North 195)Ramp	From: City of Richmond (M		76 North Exit <b>3200</b>	13B <b>G</b>								0.128			3200	G
1999	To:	,	Thompson St													
lorth	From:		I-195 North													
95 Ramp	City of Richmond (N	Maint: 43) 0.11	7900	G								0.133			7900	G
	Too.		Thompson St													
lorth 195)Ramp	City of Richmond (N	Maint: 43) 0.11	I-195 North <b>6200</b>	F								0.180			6200	F
93)	To:		Clay St	•												
orth	From:		LABURNUN	M AVE	NUE											
95 Ramp	City of Richmond (M		3900	G								0.125			3900	(
<u> </u>	To:	127-7555	FROM RT 19	5 NOF	RTH											
orth Pamp	From L City of Richmond (M	Maint: 43) 0.43	I-195 North <b>23000</b>	G								0.124			23000	(
95 Ramp	To:	Mairit. 43) 0.43	I-64 West	G								0.124			23000	,
orth	From:		I-195 North													
95)Ramp	City of Richmond (M	Maint: 43) 0.13	2500	G								0.092			2500	(
<i></i>	То:		I-64 East													
outh	From:		5 Downtown													
95	City of Richmond (M		13000	Α	98%	0%	1%	0%	1%	0%	F	0.210			16000	-
	Combined Traffic Estimates for 2 Parallel F			Α	98%	0%	0%	0%	1%	0%	F	0.162	Α	0.621	30000	•
uth	To: From	SR	76 Powhite P	kwy												
95)	City of Richmond (M		39000	Α	98%	0%	1%	0%	1%	0%	С	0.150			45000	-
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	78000	Α	98%	0%	0%	0%	1%	0%	С	0.130	Α	0.587	89000	-
outh	To: From:		Grove Ave													
95)	City of Richmond (M	Maint: 43) 0.65	47000	F	98%	0%	1%	0%	1%	0%	F	0.123			54000	ı
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	92000	F	98%	0%	0%	0%	1%	0%	F	0.108	F	0.596	105000	I
uth	Τα From:	US 3	3 US 250 Bro	ad St												
outh 95)	City of Richmond (N	Maint: 43) 0.65	38000	Α	98%	0%	1%	0%	1%	0%	F	0.126			42000	,
33)	Combined Traffic Estimates for 2 Parallel F	,		Α	98%	0%	0%	0%	1%	0%	F	0.116	Α	0.554	87000	,
	_та		NCL Richmon	ıd												
outh	From:L City of Richmond (M		38000	A	98%	0%	1%	0%	1%	0%	F	0.126			42000	,
95	Combined Traffic Estimates for 2 Parallel F	,		G	98%	0%	0%	0%	1%	0%	F	0.126	Α	0.554	93000	(
	Tombined Traine Estimates for 21 dialier				00 /0	0 /0	J /3		. /0	J /0	'	0.110		0.004		_ `
outh	From:		SCL Richmon								_					
95	City of Richmond (M	,	38000	A	98%	0%	1%	0%	1%	0%	F	0.126		0.554	42000	,
_	Combined Traffic Estimates for 2 Parallel F		: <b>82000</b> 197 Laburnum	G	98%	0%	0%	0%	1%	0%	F	0.116	Α	0.554	93000	(

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Lenç	th <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From	S:	R 197 Laburn	um Ave												
195)	City of Richmond (	(Maint: 43) 0.2	4 41000	) A	98%	0%	1%	0%	1%	0%	F	0.122			45000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>81000</b>	) A	98%	0%	0%	0%	1%	0%	F	0.110	Α	0.519	90000	Α
	To		I-64; I-9													
South	City of Richmond (		amp From I-		98%	0%	1%	0%	1%	0%	_	0.101			24000	G
195 I-195 S Ramp		'									Г		F			G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te. 40000	) G	98%	0%	0%	0%	1%	0%	Г	0.102	Г		46000	G
outh	To: From:	Ramp I	From I-64 We	st, I-95 N	orth											
195)I-195 S Ramp	City of Richmond (	(Maint: 43) 0.1	0 <b>17000</b>	G	98%	0%	1%	0%	1%	0%	F	0.103			20000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>34000</b>	G	98%	0%	0%	0%	1%	0%	F	0.104	F	0.500	39000	G
	To		Ramp To I-64	1 West												
iouth 195)I-195 S Ramp	City of Richmond (	(Maint: 43) 0.4	3 <b>28000</b>	) G	98%	0%	1%	0%	1%	0%	F	0.104			33000	G
195)1 100 0 114111	Combined Traffic Estimates for 2 Parallel	'			98%	0%	0%	0%	1%	0%	F	0.095	F	0.575	62000	G
	To:	:	I-95 Sou		30 /6	0 70	70	0 70	1 /0	0 70	į.	0.000	•	0.575	02000	ч
outh	From		I-195 Sou													
Ramp	City of Richmond (	(Maint: 43) 0.1										0.143			4500	Α
193)	To	:	Rosewood													
outh	From	:	I-195 Sou	ıth												
Ramp	City of Richmond (	(Maint: 43) 0.1		F								0.098			8900	F
	To		Floyd Av	ve												
outh	From:	:	I-195 Sou	ıth												
Ramp	City of Richmond (	(Maint: 43) 0.1	2 <b>7700</b>	G								0.112			7700	G
<u> </u>	To		Hamilton	St												
outh	From		I-195 Sou	ıth												
Ramp	City of Richmond (	(Maint: 43) 0.1	9 <b>12000</b>	) G								0.110			12000	G
<u> </u>	To		I-64 We	st												
lorth	From:		I-95 S													
<sub>195</sub> Downtown Expressway	City of Richmond (	'			98%	0%	0%	0%	0%	0%	F	0.151			19000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>26000</b>	G	99%	0%	0%	0%	0%	0%	F	0.132	F	0.705	30000	G
lorth	To: From:	Ramp to Ca	nal Street nea	ar 3rd St C	Overpass		<u> </u>									
195 Downtown Expressway	City of Richmond (	(Maint: 43) 2.1	0 <b>23000</b>	В	98%	0%	0%	0%	0%	0%	С	0.229			28000	В
100)	Combined Traffic Estimates for 2 Parallel				99%	0%	0%	0%	0%	0%	C	0.157	Α	0.747	54000	В
	To													-		
lorth	From		SR 146													_
Downtown Expressway	City of Richmond (	'			98%	0%	0%	0%	0%	0%	F	NA			19000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>25000</b>	G	98%	0%	0%	0%	0%	0%	F	NA			30000	G
Vorth			Idlewood A	Ave												
195 Downtown Expressway	City of Richmond (	(Maint: 43) 0.0	2 16000	) A								0.206			18000	Α
190) - Cilliani Expressivaly	To:	. 0.0	I-195-N									0.200			. 5000	
		•	-,- 1													

### Virginia Department of Transportation Traffic Engineering Division 2016

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

									Tru	ck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From	12		I-95 N													
195 Downtown Expressway	City of Richmond	(Maint: 43)	1.00	10000	G	99%	0%	0%	0%	0%	0%	F	0.111			11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	26000	G	99%	0%	0%	0%	0%	0%	F	0.132	F	0.705	30000	G
South		Ramp	from Byrd	Street near	3rd St C	verpass											
195 Downtown Expressway	City of Richmond	(Maint: 43)	2.15	22000	Α	99%	0%	0%	0%	0%	0%	С	0.227			26000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this		45000	В	99%	0%	0%	0%	0%	0%	С	0.157	Α	0.747	54000	В
	To	-		SR 146				$\neg$ _									
South 195 Downtown Expressway	City of Richmond	(Maint: 43)	0.24	9100	Α	99%	0%	0%	0%	0%	0%	F	0.277			11000	Α
195 Downtown Expressivaly	Combined Traffic Estimates for 2 Parallel			25000	G	98%	0%	0%	0%	0%	0%	F	0.022	В	0.79	30000	G
	To	z	rioute.	I-195 S	<u> </u>	30 70	0 70	70	0 /0	0 70	0 70		0.022		0.75	30000	ч
South	From	ı	S	R 195 Sout	th			i									
195)Ramp	City of Richmond	(Maint: 43)	0.14	3800	G	97%	0%	1%	1%	1%	0%	С	0.202			3800	G
	То	x		I-95 South													
	From	1:		Cary Street													
197) Malvern Ave	City of Richr	nond	1.22	5600	G	99%	0%	1%	0%	0%	0%	С	0.105		0.519	6100	G
<u> </u>	To From	12		CL Richmo CL Richmo													
197) Westwood Ave	City of Richr	mond	0.11	13000	F	99%	0%	1%	0%	0%	0%	F	0.104		0.699	14000	F
107)	To		C	aunders Av	10												
197)Saunders Ave	City of Richr	mond	0.42	6300	G	99%	0%	1%	0%	0%	0%	F	0.103		0.722	6900	G
101)	To	X	L	aburnum A													
	From			aunders Av		000/	40/		201	201	00/	_	0.440		0 77 4	47000	_
197 Laburnum Ave	City of Richr	mona 	0.14	17000	G	98%	1%	1%	0%	0%	0%	F	0.118		0.774	17000	G
	To From	2		osedale Av				<u></u>									
197 Laburnum Ave	City of Richr	nond	0.35	20000	G	98%	1%	1%	0%	0%	0%	F	0.108		0.629	20000	G
	To From	r r		lermitage R				<u> </u>									
197 Laburnum Ave	City of Richr	nond	0.62	17000	G	98%	1%	1%	0%	0%	0%	F	0.1		0.573	18000	G
$\overline{}$	To From	<u>.</u>		Brook Road													
197 Laburnum Ave	City of Richr	nond	0.22	16000	G	98%	1%	1%	0%	0%	0%	F	0.099		0.589	17000	G
<u> </u>	10			mberlayne													
197)Ramp	City of Richmond	[	O.41	7 Laburnui <b>5900</b>	n Ave <b>G</b>								0.103			5900	G
197 Hamp	City of Alchimora	(Mairit. 43)		I-64 West	<u> </u>								0.103			3900	C
	From	12		CL Richmo	and			_									
250 Broad St	City of Richr	nond	0.04	29000	G	98%	1%	1%	0%	0%	0%	F	0.094		0.508	33000	G
200)	To	<u>,                                      </u>		Staples M													
250 33 Broad St	City of Richr	nond	0.79	27000	A	98%	1%	1%	0%	0%	0%	С	0.113		0.513	30000	Α
230 (33) = 1344 31								<del></del> -									
250 33 Broad St	City of Richr	mond	0.97	Malvern Av 28000	G G	98%	1%	1%	0%	0%	0%	F	0.091		0.56	31000	G
250 ( ) 33 ( Broad St	City of Fiction		• • • •	Sheppard S		JU /0	1 /0	1 /0	U /0	0 /0	U /0	'	0.031		0.50	31000	G

City of Richmono  City of Rich	d 0.38  SR 39 d 0.94  SR 30 d 0.08 adways on this Route:	AADT Sheppard St 24000 99 Terminal F 26000 3 Par Harriso 25000 35000	G Place G	98% 98%	1% 1%		Tru 3+Axle 0%			QC F	K Factor 0.093	QK Factor 0.523	27000	G QW
City of Richmond  City of Richmond  City of Richmond  City of Richmond  Tag  From  City of Richmond  Tag  Tag  From  City of Richmond	d 0.38  SR 36  d 0.94  SR 3  d 0.08  d 0.08  adways on this Route:	24000 9 Terminal F 26000 3 Par Harriso 25000	Place <b>G</b> on St	98%								0.523	27000	G
City of Richmond  City of Richmond  City of Richmond  City of Richmond  Tag  From  City of Richmond  Tag  Tag  From  City of Richmond	SR 30 d 0.94  SR 3 d 0.08 d 0.08 adways on this Route:	99 Terminal F 26000 3 Par Harriso 25000	Place <b>G</b> on St	98%								0.523	27000	G
City of Richmond  Traffic Estimates for 2 Parallel Roa  To Front  City of Richmond	d 0.94  SR 3 d 0.08 adways on this Route:	26000 3 Par Harriso 25000	G on St		1%	1%	0%	0%	0%	F				
City of Richmond  Traffic Estimates for 2 Parallel Roa  To Front  City of Richmond	d 0.08 adways on this Route:	3 Par Harriso <b>25000</b>	on St		1%	1%	0%	0%	0%	F				
d Traffic Estimates for 2 Parallel Roa	d 0.08 adways on this Route:	25000						5 / 0	0 /0	1"	0.093	0.523	29000	G
d Traffic Estimates for 2 Parallel Roa	d 0.08 adways on this Route:	25000												
City of Richmond	US	35000		98%	1%	1%	0%	0%	0%	F	0.083	0.544	28000	F
To:			G	98%	1%	1%	0%	1%	0%	F	NA		39000	G
To:		33 Hancock	St											
To:		16000	G	98%	1%	1%	0%	0%	0%	F	0.089	0.618	18000	G
City of Richmone														
only of thornion	d 0.38	2nd St 18000	G	98%	1%	1%	0%	0%	0%	F	0.101	0.678	20000	G
	0.00			0070	1 70	170	0 70	0 70	0 /0	•	0.101	0.070	20000	ď
City of Richmond	۸ 0.00	8th St	_	98%	1%	1%	0%	0%	0%	F	0.000	0.507	20000	
City of Richmond	d 0.38	18000	G	96%	170	1%	0%	0%	0%	Г	0.093	0.507	20000	G
To: From:		14th St												
City of Richmone	d 0.29	27000	G	98%	1%	1%	0%	0%	0%	F	0.087	0.823	30000	G
To: From:	U	S 360 18th S	t											
City of Richmond	d 0.20	14000	G	98%	1%	1%	0%	0%	0%	F	0.083	0.525	16000	G
To	U	S 60, 21st St	t											
City of Richmond	d 0.13	8000	G	97%	1%	1%	1%	0%	0%	F	0.096	0.526	8600	G
To:		23rd St												
From:	US 250- 166A	TO ROUTE	E 95 SC	UTH								-		
City of Richmond (Mai		12000	G								0.098		12000	G
To:	I-95-N FROM RO	OUTE 250-B	ROAD	STREET										
From:	US	250 E, Broad	1 St											
City of Richmond (Mai	int: 43) 0.13	9300	F								0.128		9300	F
To:	Ramp from	n US 250 W,	Broad	St										
From:		250 W, Broad	d St											
City of Richmond (Mai	int: 43) 0.04	14000	F								0.098		14000	F
То:	US 250 I	East Exit 166.	A Ramı	)										
From:	S	CL Richmond	d											
City of Richmone	d 2.13	15000	G	96%	1%	1%	1%	2%	0%	F	0.080	0.568	16000	G
To	F	Bellmeade Rd	l											
City of Richmon		13000	Α	96%	1%	1%	1%	2%	0%	С	0.098	0.511	14000	Α
To		Honkins Pd												
City of Richmon			G	96%	1%	1%	1%	2%	0%	F	0.087	0.516	20000	G
				/-	. , •			_,~	- / 0	-		3.0.0		_
City of Disharasa				060/	10/	10/	10/	20/	00/		0.000	0.505	00000	
		Semmes Ave		90%	1%	1%	170	<b>2%</b>	U%	Г	บ.บชช	0.565	∠3000	G
· · · · · · · · · · · · · · · · · · ·	City of Richmond (Ma To:  From:  City of Richmond (Ma To:  From:  City of Richmond (Ma To:  From:  City of Richmond  To:  From:  City of Richmond	Top   L-95-N FROM RC	Too	Tool	Top   US 250 E, Broad St	Total   I-95-N FROM ROUTE 250-BROAD STREET	Too	Tot	Too	Tor	Total	Total   1-95-N FROM ROUTE 250-BROAD STREET   1-95-N FROM ROUTE 250-BROAD STREET   1-95-N FROM ROUTE 250-BROAD STREET   1-95-N FROM ROUTE 250 Road St   1-95-N FROM ROUTE 250 ROUTE 250 ROAD ST   1-95-N FROM ROUTE 250 ROUTE	Total	Test   1-95-N FROM ROUTE 250-BROAD STREET   1-95-N FROM ROUTE 250 BROAD STREET   1-95-N FROM ROUTE 250 BROAD STREET   1-95-N FROM ROUTE 250 W, Broad St   1-95-N FROM ROUTE 250 W, BROAD 250 W, BROAD 250 W,

### Virginia Department of Transportation Traffic Engineering Division 2016

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAI	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Semme	Ave			1								
301 1 Lee Bridge	City of Richmond	0.76 <b>300</b>	00 G	97%	1%	1%	0%	0%	0%	F	0.097	0.561	34000	G
	To	2nd	St											
301 1 Belvidere St	City of Richmond	0.92 <b>250</b>		97%	1%	1%	0%	0%	0%	F	0.093	0.547	29000	G
	To													
301 1 Belvidere St	City of Richmond	Frankl 0.15 <b>380</b>		97%	1%	1%	0%	0%	0%	F	0.083	0.551	44000	F
301 Belvidere St	City of Filenmond			01 70	1 70		0 70	0 /0	0 70	•	0.000	0.001	44000	•
Polyidaya Ct	City of Diobased	US 250 E		070/	10/	10/	00/	00/	00/	F	0.004	0.500	40000	F
Belvidere St	City of Richmond	0.40 <b>350</b>		97%	1%	1%	0%	0%	0%	г	0.084	0.586	40000	r
	From:	Chamberla Belvide												
301 (1) Chamberlayne Ave	City of Richmond	1.02 <b>200</b>		97%	1%	1%	0%	0%	0%	С	0.085	0.607	23000	G
	Too	E4 II	11 D 4											
301 1 Chamberlayne Ave	City of Richmond	Edge H 0.31 <b>190</b>		97%	1%	1%	0%	0%	0%	F	0.086	0.604	22000	(
301 Chamberlayne Ave	Oity of Filenmona			31 70	1 /0	1 70	0 70	0 70	0 70	'	0.000	0.004	22000	
Observational Assessment	City of Pickers and	Brookland 1		070/	40/		00/	00/	00/		0.000	0.000	47000	
301 1 Chamberlayne Ave	City of Richmond	0.86 <b>150</b>	00 G	97%	1%	1%	0%	0%	0%	С	0.093	0.632	17000	C
	To: From:	Laburnu												
301 \ \ 1 \ Chamberlayne Ave	City of Richmond	0.26 <b>130</b>	00 G	98%	1%	1%	0%	0%	0%	F	0.094	0.618	15000	(
$\Rightarrow \Diamond$	To: From:	Claremo	nt Ave			$\vdash$								
301 1 Chamberlayne Ave	City of Richmond	0.94 <b>140</b>	00 G	98%	1%	1%	0%	0%	0%	С	0.099	0.577	16000	C
$\rightarrow$	Toc	Azalea	Ave											
301 2 Chamberlayne Ave	City of Richmond	0.04 130		98%	1%	1%	0%	1%	0%	F	0.103	0.571	14000	C
,	Τα:	NCL Ric												
	From:	Parking Lo	: 13th St											
353 Duvall St	City of Richmond (Maint: 43)	0.38 <b>450</b>		99%	1%	0%	0%	0%	0%	С	0.111	0.621	4700	F
	Τα	8th St	eet											
	From: S	R 150 Chippenham Pl	wv: WCL R	ichmond										
360 Hull Street Rd	City of Richmond	0.61 <b>250</b>		97%	2%	1%	0%	0%	0%	F	0.09	0.587	26000	(
	Too	Hey	2.4											
360 Hull Street Rd	City of Richmond	2.18 <b>240</b>		97%	2%	1%	0%	0%	0%	F	0.093	0.626	25000	
560 7 1 1 1 1 2 1 2 2 1 1 1 1	only of Filefilmonia			07.70			0 70	0 / 0	0 70	•	0.000	0.020	20000	`
	City of Richmond	SR 161 B 0.18 <b>190</b>		97%	2%	1%	0%	0%	0%	F	0.087	0.648	20000	_
Hull St	City of Richmond	0.18 <b>190</b>	<i>J</i> U G	97%	2%	170	0%	0%	0%	Г	0.067	0.646	20000	(
~~	To: From:	McGui												
Hull St	City of Richmond	1.05 <b>170</b>	00 G	97%	2%	1%	0%	0%	0%	F	0.084	0.657	18000	G
~	To: From:	Midlothia	n Tpke											
Hull St	City of Richmond	0.54 <b>220</b>	00 G	97%	2%	1%	0%	0%	0%	С	0.08	0.574	23000	C
~ <i>_</i>	Too	US 1 Jeffersor	Davis Hwv											
360 Hull St	City of Richmond	0.55 <b>140</b>		97%	2%	1%	0%	0%	0%	F	0.077	0.533	14000	G
	Tα	Commer												_

4/27/2017 26

						_		Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		Commerce R		000/	00/		40/	20/	00/	_	0.004		0.500	22222	_
360 Hull St	City of Richm	nond 0.37	20000	G	96%	2%	1%	1%	0%	0%	С	0.084		0.500	22000	G
Mayo Bridge	Tor From:	nand 0.51	1st St		070/	2%	10/	00/	00/	00/	F	0.086		0.500	22000	G
Mayo Bridge	City of Richm	nond 0.51	20000	G	97%	2%	1%	0%	0%	0%	Г	0.086		0.503	22000	G
360 14th St	City of Richm	nond 0.08	Dock St 14000	G	97%	2%	1%	0%	0%	0%	F	0.094		0.509	15000	G
360 14(113)	City of Filerin				31 /6	2 /0	1 /0	0 /6	0 76	0 /6	'	0.034		0.509	13000	ч
360 (60) 14th St	From: City of Richm		US 60 Cary :	St N	97%	2%	1%	0%	0%	0%	N	0.094		0.509	15000	N
360 (60) 1 111 31	To:		60 Par, Ma		07 70			070	0 70	070		0.001		0.000	10000	
~~~~	From:		14th St													
360 60 Main St	City of Richm	nond 0.30	18000 18th St	G	97%	2%	1%	0%	0%	0%	F	0.102		0.748	20000	G
	From:	Ţ	JS 60 Main	St												
360 18th St	City of Richm	nond 0.14	8400	G	97%	2%	1%	0%	0%	0%	F	0.09		0.737	8900	G
<u> </u>	To: From:		Grace St													
360 18th St	City of Richm		8000	G	97%	2%	1%	0%	0%	0%	F	0.091		0.885	8500	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	G	97%	2%	1%	0%	0%	0%	F	0.096	F	0.733	13000	G
~~~	To: From:	U	S 250 Broad													
360 18th St	City of Richm		6900	G	97%	2%	1%	0%	0%	0%	F	0.107			7300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	97%	2%	1%	0%	0%	0%	F	0.095	F	0.67	23000	G
~~	To:		Venable St		2=4		$\Box$	221							4400	_
360 18th St	City of Richm		3900	G	97%	2%	1%	0%	0%	0%	F	0.11	_	0.638	4100	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9000 Balding St	G	97%	2%	1%	0%	0%	0%	F	0.101	F	0.534	9500	G
	From:		18th St													
360 Balding St	City of Richm		3900	N	97%	2%	1%	0%	0%	0%	Ν	0.11		0.638	4100	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		N	97%	2%	1%	0%	0%	0%	Ν	0.101	F	0.534	9500	N
	From:		17th St Balding St													
360 17th St, Oliver Hill Way	City of Richm	nond 0.19	8100	G	97%	2%	1%	0%	0%	0%	F	0.097		0.545	8600	G
<i></i>	To:		Fairfield Wa	y												
360 Fairfield Way	City of Richm	nond 0.54	17th St <b>5800</b>	Α	99%	1%	1%	0%	0%	0%	С	0.136		0.6	6500	Α
360). a	To:		chanicsville		0070	. , 0		0,70	0,0	0 70		000		0.0	0000	
~~	From:		Fairfield Wa		0701			221			_					
360 Mechanicsville Tpke	City of Richm	nond 0.44	12000	G	97%	2%	1%	0%	0%	0%	F	0.098		0.613	13000	G
~~~	To From:	2.25	I-64		000/	00/		00/	40/	00/		0.000		0.050	00000	
Mechanicsville Tpke	City of Richm		36000 ECL Richmo	G	98%	0%	1%	0%	1%	0%	F	0.092		0.659	38000	G
	From:						<u> </u>									
360 Ramp	City of Richmond (		Mechanicsv 14000	Ille Tpke	<del>ن</del>							0.091			14000	G
300)	To:	0.11	I-64 West									3.001				

### Virginia Department of Transportation Traffic Engineering Division 2016

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

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tri le 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 360 Ramp	City of Richmond (	Maint: 43)	US 360 E, 0.15	Mechanics 1100	ville Tpl	Ke .							0.114			1100	G
<u></u>	To:		I-64 E	East Collect	or Rd												
East	From:			0 TO I-64 V	WEST												
(360)Ramp	City of Richmond (	,	0.03	NA									NA			NA	
<u></u>	To:	US 3	860-W143B	US 360- 14	3B FRC	M RT 3											
West	From:			0 TO I-64 V	WEST												
(360) Ramp	City of Richmond (	,	0.04	NA									NA			NA	
<u></u>	To:	US	360-E143B	US 360- 14	3B FRO	M RT 3											
~~~	From:			S 360; 18th	St												
(3 <sub>6</sub> 0) Grace St	City of Richm	nond	0.06	1800	F	97%	2%	1%	0%	0%	0%	F	0.106		0.812	1900	F
	Combined Traffic Estimates for Parallel	Roadways on thi	is Route:	NA									NA			NA	
	To:			17th St													
(agg) 17th St	City of Richm	nond	0.08	Grace St <b>3900</b>	G	97%	2%	1%	0%	0%	0%	F	0.106		0.873	4100	G
360 17th St	Combined Traffic Estimates for 2 Parallel				G	97%	2%	1%		0%	0%		0.096	F	0.733	13000	G
	Combined Trainc Estimates for 2 Faraner	noadways on th		12000		9770	270	1 70	0%	0%	0%	Г	0.096	Г	0.733	13000	G
~~	To: From:	<u> </u>		250 Broad								_					
(360) 17th St	City of Richm		0.18	15000	G	97%	2%	1%		0%	0%	-	0.102	_		16000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	22000	G	97%	2%	1%	0%	0%	0%	F	0.095	F	0.67	23000	G
	To: From:			om I-95; V	enable S												
(360) 17th St	City of Richm	nond	0.50	5100	G	97%	2%	1%	0%	0%	0%	F	0.102			5400	G
<del>F</del>	Combined Traffic Estimates for 2 Parallel	Roadways on thi	is Route:	9000	G	97%	2%	1%	0%	0%	0%	F	0.101	F	0.534	9500	G
	To:		•	Balding St													
	From:			I-64 E													
Ramp From I-64 E to Thir	rd St City of Richm	nond		3800	Α								0.367			4200	Α
	To:			3rd St													

4/27/2017 28

						City of	Richmon	ıd								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle		2Trail	QC	K Factor	QK F	Dir =actor	AAWDT	QW	Year
City of Richmond			1													
(F270) Grayland Ave	0.46	2800				Мє	adow St				0.101		0.771	2800	F	2016
(F270) Grayland Ave	0.40	<b>2000</b>	ŕ			Rol	binson St				0.101	,	0.771	2000	ı	2010
		Fron					Hull St									
1 Bryce Ln	1.02	2100	G	96%	2%	2%	0%	0%	0%	F	0.098	(	0.613	2300	G	2016
		To	c			Broa	d Rock Rd									
		From	·			I	Hull St									
2 Orcutt Ln	1.24	2800	G	96%	2%	2%	0%	0%	0%	F	0.101	(	0.507	3000	G	2016
<u> </u>		To	1			Broa	d Rock Rd									
Classifield Ct	0.70	Fron	<u> </u>	000/	10/		nsley Blvd	00/	00/		0.105		0.507	000	_	0010
3 Clearfield St	0.78	580	G	99%	1%	0%	0%	0%	0%	С	0.105		0.597	630	G	2016
O 01 (1.110)		Fron					cutt Lane				<del></del>					
(3) Clearfield St	0.31	410	G	99%	1%	0%	0%	0%	0%	F	0.114		0.609	440	G	2016
			1				yce Lane									
4 Royall Ave	0.66	1700	G	96%	2%	Jeff I 2%	Davis Hwy 0%	0%	0%	F	0.093		0.526	1800	G	2016
4 Royall Ave	0.00	1700 To		JU /0	£ /0		merce Rd	U /0	U /0		0.093	,	0.020	1000	u	2010
		Fron					ale Ave									
5 Lynhaven Ave	0.53	450	G	96%	2%	2%	0%	0%	0%	F	0.12	(	0.653	480	G	2016
<u> </u>		Te	_				S1 Dalle Dd									
5 Lynhaven Ave	1.19	530 From	G	96%	2%	2%	0%	0%	0%	С	0.105		0.563	580	G	2016
3) =,		т.									<del></del>		0.000		<u>.</u>	_0.0
5 Lynhaven Ave	0.24	670 From	G	96%	2%	2%	meade Rd 0%	0%	0%	F	0.102		0.554	730	G	2016
5 Lynhaven Ave	0.24	070 Tr		30 /6	2 /0		yall Ave	0 /6	0 /6	-	0.102	,	0.554	730	G	2010
		Fron					US 1				<u> </u>					
6 Dale Ave	0.10	240	G	96%	2%	2%	0%	0%	0%	F	0.138		0.605	260	G	2016
		To	c				naven Ave									
		From				Walr	nsley Blvd									
7 Castlewood Rd	0.83	2300	G	96%	2%	2%	0%	0%	0%	F	0.103	(	0.577	2600	G	2016
$\bigcup$		Т	4			В	ells Rd									
7 Castlewood Rd	0.45	1500 From	G	96%	2%	2%	0%	0%	0%	F	0.097	(	0.510	1700	G	2016
		To	×			Rı	ıffin Rd									
_		Fron	i:			Castl	ewood Rd									
8 Ruffin Rd	0.03	1200	G	97%	2%	1%	0%	0%	0%	F	0.09	(	0.506	1300	G	2016
$\overline{}$		Tz Fron				Jeff l	Davis Hwy				$\neg$ —					
8 Ruffin Rd	0.75	1800	G	97%	2%	1%	0%	0%	0%	С	0.088		0.626	1900	G	2016
$\bigcirc$		To	c			Con	merce Rd									
<u> </u>		Fron					mont Rd									
9 W. Belmont Rd	0.32	690	G	99%	1%	0%	0%	0%	0%	С	0.111	(	0.563	750	G	2016
		To	"				Bridge Rd									
O Historia Dd	0.40	Fron	<u> </u>	000/	40/		nation St	001	00/		0.00.6		0.004	0000	_	0010
10 Hioaks Rd	0.46	5500 <sub>To</sub>	G	98%	1%	1%	0%	0%	0%	С	0.094	(	0.601	6000	G	2016
·		-	<u> </u>				hnke Rd				<u> </u>					
(11) Carnation St	0.68	6800	G	98%	0%	1%	US 60 0%	0%	0%	С	0.082		0.527	7200	G	2016
(11) Carnation St	0.00	0000 Tr		JU /0	0 /0		oaks Rd	U /0	U /0		0.002	,	0.021	1200	u	2010
		Fron	:				byhill Rd									
12 Traylor Dr	0.97	310	G	98%	0%	1%	0%	0%	0%	F	0.173	(	0.721	330	G	2016
·		To					rokee Rd									
		Fron					l Gun Rd									
13 Duryea Dr	1.01	860	G	98%	0%	1%	0%	0%	0%	F	0.123	(	0.597	930	G	2016
$\bigcirc$		To				Old	Field Dr									
		Fron				Dι	ıryea Dr									
14) Old Field Dr	0.08	370	G	98%	0%	1%	0%	0%	0%	F	0.111	(	0.553	400	G	2016
$\overline{}$		To	c			We	stgate Dr									

						City of Richm	nond							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK Dir Facto	AAWDT or	QW	Year
City of Richmond		From				Huguenot R	d							
15 Old Gun Rd	1.09	1800 <sub>то</sub>	G	98%	0%	1% 0% WCL Richmo	0%	0%	С	0.099	0.50	5 1900	G	2016
		From				Forest Hill A	ve							
16 Stratford Rd	1.12	180	G	98%	1%	1% 0%	0%	0%	С	0.110	0.5	200	G	2016
16 Stratford Rd	0.66	190 From	G	98%	1%	Chippenham Pl	0%	0%	С	0.110	0.52	210	G	2016
		From				Cherokee R	u							
17 Dmv Dr	0.22	3600 <sub>To</sub>	G	99%	0%	Leigh St 1% 0% Broad St	0%	0%	С	0.115	0.64	2 3900	G	2016
		From								+				
18) Forest Hill Ave	0.38	4300	G	99%	0%	Semmes Av 1% 0%	0%	0%	F	0.099	0.66	1 4600	G	2016
10)		То				Broad Rock I							-	
		From				North Ave								
20) Poe St	0.05	3000	G	99%	0%	1% 0%	0%	0%	F	0.1	0.51	7 3200	G	2016
		To												
20) Poe St	0.11	3100 From	G	99%	0%	Barton Ave 1% 0%	0%	0%	F	0.105	0.52	2 3300	G	2016
20) . 33 31	V.11	To	<u> </u>	20/0	3 /0	127-21 Monteiro		3,0	•		0.02	_ 5500	<u>~</u>	_510
		From				127-22 Fritz								
21) Monteiro Ave	0.25	3200	G	97%	1%	1% 0%	0%	0%	F	0.105	0.55	3500	G	2016
21)	0.20	To	Ť	J. 70	. /0	127-20 Poe S		<b>0</b> /0	-		0.00	3000	<u> </u>	_0.0
		From												
22) 1st St	0.73	3300	G	99%	0%	Leigh St 1% 0%	0%	0%	F	0.104	0.56	3 3600	G	2016
22) 131 31	0.70	To	<u> </u>	00 /0	0 /0	Fritz St	070	0 70		0.104	0.00	3 0000	ď	2010
		From				Main St								
43) 8th St	0.22	11000	F	99%	0%	1% 0%	0%	0%	F	0.121		11000	F	2016
43) 0111 01	0.22			0070	0 70			070				11000	•	20.0
Oth Ct	0.22	From	<u> </u>	000/	Λ0/	US 250 Broad		00/	F	0.000		E000	G	2016
43) 8th St	0.32	5500 <sub>To</sub>	G	99%	0%	1% 0%	0%	0%	F	0.089		5900	G	2016
						Leigh St				_				
711-01	0.07	From	<u> </u>	000/	00/	Canal St	00/	00/				7000	0	0040
(44) 7th St	0.37	6400	G	99%	0%	0% 0%	0%	0%	F	0.143		7000	G	2016
<u> </u>		To From				US 250 Broad								
(44) 7th St	0.33	5900	G	99%	0%	0% 0%	0%	0%	F	0.143		6400	G	2016
		To From				Leigh St				$\supset$				
44) 7th St	0.14	6100	G	99%	0%	0% 0%	0%	0%	F	0.143		6600	G	2016
$\bigcirc$		To				I-95								
North		From	L			7th St								
44) Ramp	0.09	3800	Α							0.199		4600	Α	2016
$\bigcirc$		То				Ramp from I-64	West							
		From				Broad St								
45) 5th St	0.41	8100	G	99%	0%	0% 0%	0%	0%	F	0.137		8900	G	2016
		То				I-95								
		From				Functional Class (	Change							
46) 4th St	0.45	1500	G	99%	0%	0% 0%	0%	0%	F	0.134		1600	G	2016
		To				US 250 Broad	l St							
<u></u>		From	ــــــــــــــــــــــــــــــــــــــ			Jackson Stre								
(46) 4th St	0.24	1900	G	99%	0%	0% 0%	0%	0%	F	0.149		2000	G	2016
		To	<u> </u>			I-95				<u> </u>				
$\widehat{}$		From				Canal St								
(47) 3rd St	0.76	2700	G	99%	0%	0% 0%	0%	0%	F	0.130		2900	G	2016
$\overline{}$		To From				Ramp from I-64	East			_				
Pama	0.07		ᠸ	000/	00/	3rd Street	00/	00/	F			7600	<u></u>	2012
47 Ramp	0.07	7100 <sub>To</sub>	G	99%	0%	0% 0%	0%	0%	Г	0.2		7600	G	2016
		То	1			Ramp to I-64 I	±ast							

						City of F	ticnmo	nd								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond			•													
01.01	0.00	From	<u> </u>	000/		US 1, US 30			00/				0.000	F700	_	0040
(48) 2nd St	0.28	5300	G	99%	0%	0%	0%	0%	0%	С	0.126		0.892	5700	G	2016
		To From					ng St									
(48) 2nd St	0.23	5500	G	99%	0%	0%	0%	0%	0%	F	0.130		0.943	5800	G	2016
<u> </u>		To				SR 147	Cary S				$\neg$ $\vdash$					
48) 2nd St	0.30	5400	G	99%	0%	0%	0%	0%	0%	F	0.114			5900	G	2016
		To	•			US 250	Broad S	+								
48 2nd St	0.15	4400 From	G	99%	0%	0%	0%	0%	0%	F	0.114			4800	G	2016
(48) 2nd St	0.10	To	r <u> </u>	0070	0 70		Clay St	070	070	•	<u> </u>			1000	ŭ	2010
		From														
Adama St	0.20		<u> </u>	000/	00/		nal St	00/	0%	F	0.101		0.634	1600	G	2016
49 Adams St	0.29	1400	G	98%	0%	1%	0%	0%	0 /6	1	0.101		0.034	1600	G	2016
		From				US 250	Broad S	t								
49) Adams St	0.25	2500	G	98%	0%	1%	0%	0%	0%	F	0.128		0.6	2700	G	2016
$\overline{}$		To				SR 33	Leigh St									
		From				Lei	gh St									
50 Chamberlayne Pkwy	0.44	6300	G	98%	0%	1%	0%	0%	0%	F	0.095			6800	G	2016
		To				Belvie	dere St									
		From				9T	h St									
51) Canal St	0.76	5600	G	98%	0%	1%	0%	0%	0%	F	0.202			6100	G	2016
31)		То	Ť				dere St									
		From						14			i					
52 Marshall St	0.07	2500	N	98%	0%	US 1 Be 1%	0%	0%	0%	N	0.09			2700	N	2016
Marshall St	0.07	2300		30 /6	0 76	1 /0	0 /6	0 76	0 76	IN	0.03			2700	IN	2010
		To From					ıry St									
52) Marshall St	0.86	2500	G	98%	0%	1%	0%	0%	0%	С	0.09			2700	G	2016
<u> </u>		To				9tl	n St									
		From				2n	d St									
53) Clay St	0.07	580	G	98%	1%	0%	0%	0%	0%	F	0.124			630	G	2016
$\overline{}$		To				3rc	d St									
_		From				8T	h St									
54) Clay St	0.05	1400	G	98%	1%	0%	0%	0%	0%	F	0.127		0.783	1500	G	2016
		To				9T	h St									
		From				7t1	h St									
55) Jackson St	0.05	5300	G	98%	1%	0%	0%	0%	0%	F	0.136		0.813	5800	G	2016
33)		То					h St								-	
		From						D1 1								
59 Terminal Ave	0.76	060	G	98%	1%	SR 10 Broa	0%	0%	0%	F	0.105		0.522	1000	G	2016
59 Terminal Ave	0.76	960 To		90%	I 70	0%			0%	Г	0.103		0.533	1000	G	2016
		10				SR 161		u								
O 24 + 21	0.55	From	ــِـــ	00-1	4-1		in St	061	051					<b>E</b>	•	001-
60) 21st St	0.23	5100	G	98%	1%	0%	0%	0%	0%	F	0.116		0.575	5600	G	2016
<u> </u>		To				US 250										
Prood St		From				US 250				N	0.096		0.611	0.400	NI	2016
60 Broad St	0.12	From	L N	070/	10/	10/	10/	Λο/	Λο/							
	0.13	3200	N	97%	1%	1%	1%	0%	0%	IN	0.030		0.611	3400	N	2010
		3200				25t	th St							3400		
60) Broad St	0.13		N G	97%	1%			0%	0%	C	0.096		0.611	3400	G	2016
60 Broad St		3200 From 3200				25t 1%	1%									
	0.67	3200 To From 3200		97%		25t 1%	th St 1% th St	0%			0.096		0.611	3400		2016
60 Broad St 60 Government Rd		3200 From 3200	G		1%	25t 1% 36t 1%	th St 1% th St 1%	0%	0%	С					G	2016
	0.67	3200 3200 3200 To	G	97%	1%	25t 1% 36t 1% US 60 Sto	th St 1% th St 1% ney Run	0%	0%	С	0.096		0.611	3400	G	2016
60) Government Rd	0.67	3200 To From 3200 To From From 5	G N	97%	1%	25t 1% 36t 1% US 60 Sto	th St 1% th St 1% ney Run	0% 0% Dr	0%	C N	0.096		0.611	3400 3400	G N	2016
60) Government Rd	0.67	3200 3200 3200 To	G	97%	1%	25t 1% 36t 1% US 60 Sto	th St 1% th St 1% ney Run	0%	0%	С	0.096		0.611	3400	G	2016
Government Rd  7505 Hopkins Rd	0.67	3200 To From 3200 To From From 5	G N	97%	1%	25t 1% 36t 1% US 60 Sto SCL R: 0%	th St 1% th St 1% ney Run	0% 0% Dr	0%	C N	0.096		0.611	3400 3400	G N	2016
60 Government Rd	0.67	3200 3200 To From 3200 To From 4600	G N	97%	1%	25t 1% 36t 1% US 60 Sto SCL R: 0%	th St 1% th St 1% ney Run ichmond 0%	0% 0% Dr	0%	C N	0.096		0.611	3400 3400	G N	
60 Government Rd  7505 Hopkins Rd	0.67 0.46 0.55	3200 Ta 3200 Ta 3200 Ta 3200 To 4600 To 8100	G N G G	97% 97% 98%	1%	25t 1% 36t 1% US 60 Sto SCL R: 0% Walms 0%	th St 1% th St 1% ney Run ichmond 0% ley Blvd 0%	0% 0% Dr	0%	C N	0.096 0.096 0.101		0.611 0.611 0.666	3400 3400 5000	G N G	2016 2016 2016
Government Rd  7505 Hopkins Rd	0.67 0.46 0.55	3200 3200 To From 3200 To From 4600	G N G G	97% 97% 98%	1%	25t 1% 36t 1% US 60 Sto SCL R: 0% Walms 0%	th St 1% th St 1% ney Run ichmond 0%	0% 0% Dr	0%	C N	0.096 0.096 0.101		0.611 0.611 0.666	3400 3400 5000	G N G	2016 2016 2016

						City of	Richmond									
Route	Length	AADT	QA	4Tire	Bus		Truck		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From				CD 16	1 D 1 D1 1									
(7505) Hopkins Rd	1.05	8400	G	98%	1%	0%		)%	0%	F	0.092		0.509	9100	G	2016
O Hankina Dd	0.00	From	<u> </u>	000/	10/		Spring Ave	10/	00/	_			0.567	0700		2016
(7505) Hopkins Rd	0.69	8900 <sub>To</sub>	G	98%	1%	0%	0% C Davis Hwy	)%	0%	F	0.088		0.567	9700	G	2016
		From														
(7509) Broad Rock Rd	0.38	3200	G	98%	1%	1 0%	Hull St	)%	0%	F	0.122		0.655	3400	G	2016
(7509) Broad Rock Rd	0.00	<b>3200</b> To	<u> </u>	30 70	1 /0		st Hill Ave	770	0 70	'	-0.122		0.000	0400	ч	2010
		From					d Rock Rd									
(7509) Bainbridge St	0.67	6200	G	98%	1%	0%	0% 0	)%	0%	С	0.111		0.653	6700	G	2016
		To				21	st Street									
(7509) Bainbridge St	0.06	7000 From	G	98%	0%	1%		)%	0%	F	0.108		0.686	7600	G	2016
,,,,,		To					OTTI C									
(7509) Bainbridge St	0.14	8800 From	G	98%	0%	1%	0Th St 0% 0	)%	0%	F	0.097		0.594	9600	G	2016
(7509) Bainbridge St	0.14	To	<u> </u>	30 70	0 70		rson Hwy	770	0 70	'	0.007		0.554	3000	G	2010
		From			Jef		wy; Cowardin	Ave								
(7509) Bainbridge St	0.52	5100	G	98%	0%	1%		)%	0%	С	0.115		0.673	5500	G	2016
		To				Com	merce Rd									
		From				De	nbigh Dr									
(7512) Cherokee Rd	2.54	1600	G	99%	0%	0%		)%	0%	С	0.158		0.603	1700	G	2016
		To				Цио	manat Dd									
(7512) Cherokee Rd	1.92	1700 From	G	98%	0%	1%	guenot Rd 0% C	)%	0%	F	0.099		0.505	1900	G	2016
(7512) Cherokee Rd	1.52	То	r <u> </u>	30 70	0 70		st Hill Ave	770	0 70	'	0.000		0.505	1300	G	2010
		From	1					2			_					
7520 Forest Hill Ave	1 11	15000	G	97%	2%	1%	0% C		00/	С	0.117		0.546	16000	G	2016
(7520) Forest Hill Ave	1.11	15000	<u> </u>	97%	2%	176	U% C	)%	0%	C	0.117		0.546	16000	G	2016
<u> </u>		From					ippenham Pkv									
(7520) Forest Hill Ave	1.15	30000	F	97%	2%	1%	0% 0	)%	0%	F	0.099		0.589	32000	F	2016
$\overline{}$		To				Pow	hite Pkwy				$\neg$					
(7520) Forest Hill Ave	1.27	22000	F	98%	1%	0%	0% 0	)%	0%	С	0.099		0.589	24000	F	2016
<u> </u>		To				Ial	nnke Rd									
(7520) Forest Hill Ave	0.21	27000 From	F	98%	1%	0%		)%	0%	F	0.095		0.587	29000	F	2016
(7320)																
7520 Forest Hill Ave	0.06	From	<u> </u>	98%	1%	0%	er Hills Blvd 0% 0	10/	0%	F	0.09		0.500	16000	G	2016
(7520) Forest Hill Ave	0.86	15000 <sub>To</sub>	G	90%	I 70		anoke St	)%	076	Г	0.09		0.599	16000	G	2016
Commono Dd	0.00	From	<u> </u>	700/	10/		ells Rd	F0/	00/	_			0.000	0500	_	0010
(7521) Commerce Rd	0.88	6100	G	76%	1%	1%	6% 1	5%	0%	F	0.092		0.662	6500	G	2016
<u> </u>		To From					ıffin Rd									
(7521) Commerce Rd	1.08	3700	G	76%	1%	1%		5%	0%	С	0.091		0.747	4000	G	2016
$\overline{}$		To				Bell	meade Rd									
		From				WCL	Richmond									
(7522) Walmsley Blvd	1.44	7400	G	98%	0%	0%	0% 0	)%	0%	С	0.101		0.616	8000	G	2016
<u> </u>		To				SR 10 Br	oad Rock Blve	d			<b>—</b> —					
(7522) Walmsley Blvd	0.82	8800 From	G	98%	0%	0%		)%	0%	F	0.093		0.573	9600	G	2016
,		To														
(7522) Walmsley Blvd	1.61	4900 From	G	98%	0%	 0%	pkins Rd 0% C	)%	0%	F	0.09		0.539	5400	G	2016
(7522) Walmsley Blvd	1.01	-300		JU /0					U /U	'	J.UJ		0.000	J <del>-</del> 00	u	2010
	0	From	Ļ	0001			rson Davis Hy		001		<u></u>		0.545	070		0015
(7522) Walmsley Blvd	0.11	<b>250</b>	G	98%	0%	0%		)%	0%	F	0.14		0.543	270	G	2016
<u> </u>		To	<u> </u>				ead End									
<u></u>		From	ليا				anoke St									
(7528) Midlothian Tpke	1.05	9000	G	98%	0%	0%		)%	0%	F	0.089		0.507	9800	G	2016
$\overline{}$		То	<u> </u>			I	Hull St									
$\sim$		From					Richmond									
(7530) Jahnke Rd	0.94	16000	G	98%	1%	1%		)%	0%	F	0.101		0.606	17000	G	2016
$\overline{}$		To				Blak	emore Rd									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	0.1	2Trail	QC	K Factor	OK	Dir actor	AAWDT	QW	Year
City of Richmond																
O		From	<u> </u>				emore Rd					_			_	
(7530) Jahnke Rd	1.26	8900	G	98%	1%	1%	0%	0%	0%	С	0.103	0.	.578	9700	G	2016
<u> </u>		To				Fores	t Hill Ave									
7530) Prince Arthur Rd	0.30	570	G	98%	1%	1%	0%	0%	0%	F	0.19	0.	.591	620	G	2016
		To				New	Kent Rd									
		From				Prince	Arthur Ro									
7530 New Kent Rd	0.13	700	G	98%	1%	1%	0%	0%	0%	F	0.137	0.	.565	770	G	2016
$\bigcirc$		To			c	R 161 We	stover Hill	Dlvd								
New Kent Rd	0.69	800 From:	G	98%	1%	1%	0%	0%	0%	F	0.161	0	.502	870	G	2016
New Kent Rd	0.00	To:	<u> </u>	0070	1 70		2nd St	0 70	070	•		0.	.002	0,0	ŭ	2010
O 5.		From	<u> </u>				nsley Blvd					_			_	
(7531) Hey Rd	0.58	1700	G	98%	1%	1%	0%	0%	0%	F	0.095	0.	.561	1800	G	2016
<u> </u>		To:				Sn	ead Rd									
7531) Hey Rd	0.25	3200	G	98%	1%	1%	0%	0%	0%	F	0.095	0.	.561	3500	G	2016
,		To					Hull Street	Rd								
		From:									i					
Whitehead Rd	1 10			96%	2%	1%	hardt Rd 0%	1%	0%	F	0.117	0	.681	4000	G	2016
Whitehead Rd	1.18	3700	G	90%	270	1 70	0%	1 70	0%	F	0.117	U.	.001	4000	G	2010
		To: From:				Wai	wick Rd									
German School Rd	0.57	4400	G	96%	2%	1%	0%	1%	0%	С	0.129	0.	.701	4800	G	2016
<u> </u>		To				Midlo	thian Tpke									
German School Rd	0.91	5400 From:	G	069/	2%			1%	Λο/	F	0.124	0	651	5000	G	2016
German School Rd	0.91	3400 To:		96%	270	1%	0%	1 70	0%	F	0.124	U.	.651	5900	G	2016
		From:					nway Dr	d								
Glanway Dr	0.14	3200	G	96%	20/		School R		00/	F	0.103	0	E26	2500	G	2016
Glenway Dr	0.14	3200 To:		90%	2%	1%	0%	1%	0%	F	0.103	U.	.536	3500	G	2016
<u> </u>		From					emore Rd									
7533) Blakemore Rd	0.21	1800	G	96%	2%	1%	nway Dr 0%	1%	0%	F	0.107	0	.567	2000	G	2016
<sub>7533</sub> Blakemore Rd	0.21	1000	<u> </u>	90 /6	2 /0	1 /0	0 /6	1 /0	0 /6		0.107	U.	.507	2000	G	2010
		To:				Jal	nke Rd									
7533) Blakemore Rd	0.47	2700	G	96%	2%	1%	0%	1%	0%	F	0.107	0.	.608	2900	G	2016
$\overline{}$		To				Bl	iley Rd									
		From					emore Rd									
7533) Bliley Rd	0.57	2700	G	96%	2%	1%	0%	1%	0%	F	0.105	0.	.662	3000	G	2016
		T													-	
<u> </u>		10				Fores	t Hill Ave									
		From						1								
Riverside Dr	0.04		N	98%	0%	South	ampton Re		0%	N	0.13	0.	.568	680		2016
7534) Riverside Dr	0.04	From:	N	98%	0%	Southh	ampton Ro	0%	0%	N	0.13	0.	.568	680	N	2016
		630				Southl 1% SR 147	0% Huguenot	0% Rd							N	
Disconsists Do	0.04	630 Tax		98%	0%	Southly 1% SR 147 1%	0% Huguenot	0%	0%	N C	0.13		.568	680 680		
Disconsists Do		630 From: 630 To:				South 1% SR 147 1% Scot	ampton Ro 0% Huguenot I 0% tview Dr	0% Rd							N	
Riverside Dr	1.97	630 From: 630 To: From:	G	98%	0%	South 1%  SR 147  1%  Scot  Rive	ampton Ro 0% Huguenot 1 0% tview Dr erside Dr	0% Rd 0%	0%	С	0.13	0.	.568	680	N G	2016
Riverside Dr		630 From: 630 To:				Southh 1% SR 147 1% Scot Rive 1%	ampton Ro 0% Huguenot 1 0% tview Dr erside Dr 0%	0% Rd				0.			N	2016
Riverside Dr	1.97	630 From From 230 To	G	98%	0%	Southh 1% SR 147 1% Scot Rive 1% Long	Huguenot 1 0% tview Dr erside Dr 0% gview Dr	0% Rd 0%	0%	С	0.13	0.	.568	680	N G	2016
7534) Riverside Dr 7534) Scottview Dr	1.97	630 From 630 From 230 From From From From From From From From	G G	98%	0%	Southh 1% SR 147 1% Scot Rive 1% Long	Huguenot Downtriew Dreside Drows Owngriew Dreside Drows Dretview Dretview Dretview Dr	0% Rd 0% 0%	0%	C F	0.13	0.	.667	680 250	N G G	2016
Riverside Dr  Scottview Dr	1.97	630 From From 230 To	G	98%	0%	South 1%  SR 147  1%  Scot  Rive  1%  Lon  Scot  1%	Huguenot 0%  Huguenot 0%  tview Dr  erside Dr  0%  gview Dr  tview Dr  tview Dr	0% Rd 0%	0%	С	0.13	0.	.568	680	N G	2016
7534) Riverside Dr 7534) Scottview Dr	1.97	630 From 630 From 230 From 1300 From 70 From 70 From 70 From 70 From 70	G G	98%	0%	Southh 1% SR 147 1% Scot Rive Lon Scot 1% Hath	Huguenot 1 0% Huguenot 1 0% tview Dr erside Dr 0% gyiew Dr tview Dr 0% away Rd	0% Rd 0% 0%	0%	C F	0.13	0.	.667	680 250	N G G	2016
Riverside Dr  7534 Scottview Dr  7534 Longview Dr	1.97 0.22 0.20	630 From 630 From 230 From 1300 From From From From From From From From	G G G	98%	0%	South 1% SR 147 1% Scot Rive 1% Lon, Scot 1% Hatt Lon,	Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr tview Dr tview Dr tview Dr tview Dr away Rd gview Dr	0% Rd 0% 0% 0%	0%	C F	0.13 0.111 0.099	0.	.667	680 250 1400	N G G	2016
Riverside Dr  2534 Scottview Dr  2534 Longview Dr	1.97	630 From 630 From 230 From 1300 From 70 From 70 From 70 From 70 From 70	G G	98%	0%	South 1% SR 147 1% Scot Rive 1% Lon, Scot 1% Hath Lon, 1%	Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr tview Dr tview Dr tview Dr 0% away Rd gview Dr 0%	0% Rd 0% 0%	0%	C F	0.13	0.	.667	680 250	N G G	2016
Riverside Dr  2534 Scottview Dr  2534 Longview Dr	1.97 0.22 0.20	630 From  630 To From  1300 From  1300 To  From  70  70  70	G G G	98%	0%	South 1% SR 147 1% Scott Rive 1% Long Scott 1% Hath Long 1% Fores	Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr tview Dr tview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave	0% Rd 0% 0% 0% 0%	0%	C F	0.13 0.111 0.099	0.	.667	680 250 1400	N G G	2016
Riverside Dr  Solution  So	1.97 0.22 0.20 0.30	630 From  630 To  From  1300 From  2300 To  From  From  From  70  From  70  From  70  From  70	G G G	98%	0%	South# 1%  SR 147 1%  Scott Rive 1%  Lon Scott 1%  Hatt Lon 1%  Fores  SR 10 Bre	Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr tview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave	0% Rd 0% 0% 0% 0%	0%	C F F	0.13 0.111 0.099	0 0 0 0 0	.568 .667 .509	680 250 1400 2500	N G G G	2016 2016 2016 2016
Riverside Dr  7534 Scottview Dr  7534 Longview Dr  7534 Hathaway Rd	1.97 0.22 0.20	630 From  630 To From  1300 From  1300 To  From  70  70  70	G G G	98%	0%	South 1% SR 147 1% Scott Rive 1% Long Scott 1% Hath Long 1% Fores	Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr tview Dr tview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave	0% Rd 0% 0% 0% 0%	0%	C F	0.13 0.111 0.099	0 0 0 0 0	.667	680 250 1400	N G G	2016 2016 2016 2016
7534) Riverside Dr 7534) Scottview Dr 7534) Longview Dr 7534) Hathaway Rd	1.97 0.22 0.20 0.30	630 From  630 To  From  1300 From  2300 To  From  From  From  70  From  70  From  70  From  70	G G G	98%	0%	South! 1%  SR 147 1%  Scot Rive 1%  Lon Scot 1%  Hatt Lon 1% Fores  SR 10 Brd 1%	Huguenot I 0%  Huguenot I 0%  tview Dr erside Dr 0%  gview Dr tview Dr 0%  away Rd gview Dr 0%  t Hill Ave  Dad Rock I 0%	0% Rd 0% 0% 0% 0%	0%	C F F	0.13 0.111 0.099	0 0 0 0 0	.568 .667 .509	680 250 1400 2500	N G G G	2016 2016 2016 2016
Riverside Dr  Scottview Dr  Longview Dr  Hathaway Rd  Warwick Rd	1.97 0.22 0.20 0.30	630 From 630 From 230 From 1300 From 15000 From 15000	G G G	98% 98% 98% 98%	0% 0% 0% 0%	South! 1% SR 147 1% Scot Rive 1% Lon Scot 1% Hatt Lon 1% Fores SR 10 Bre 1% US 3	Huguenot I 0% Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave Dad Rock I 0% 60 Hull St	0% Rd 0% 0% 0% 0%	0%	F F C	0.13 0.111 0.099 0.1 0.096	0.0000000000000000000000000000000000000	.568 .667 .509 .548	680 250 1400 2500	N G G G G	2016 2016 2016 2016
Riverside Dr  Scottview Dr  Longview Dr  Hathaway Rd  Warwick Rd	1.97 0.22 0.20 0.30	630 From  630 To  From  1300 From  2300 To  From  From  From  70  From  70  From  70  From  70	G G G	98%	0%	South! 1%  SR 147 1%  Scot Rive 1%  Lon Scot 1%  Hatt Lon 1% Fores  SR 10 Brd 1%	Huguenot I 0%  Huguenot I 0%  tview Dr erside Dr 0%  gview Dr tview Dr 0%  away Rd gview Dr 0%  t Hill Ave  Dad Rock I 0%	0% Rd 0% 0% 0% 0%	0%	C F F	0.13 0.111 0.099	0.0000000000000000000000000000000000000	.568 .667 .509	680 250 1400 2500	N G G G	2016 2016 2016 2016
Riverside Dr  Scottview Dr  Longview Dr  Hathaway Rd  Warwick Rd	1.97 0.22 0.20 0.30	630 From 630 From 230 From 1300 From 15000 From 15000	G G G	98% 98% 98% 98%	0% 0% 0% 0%	South# 1% SR 147 1% Scot Rive 1% Lon Scot 1% Hatt Lon 1% Fores SR 10 Bre 1% US 3 1%	Huguenot I 0% Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave Dad Rock I 0% 60 Hull St	0% Rd 0% 0% 0% 0%	0%	F F C	0.13 0.111 0.099 0.1 0.096	0.0000000000000000000000000000000000000	.568 .667 .509 .548	680 250 1400 2500	N G G G G	2016 2016 2016 2016
Riverside Dr  7534 Riverside Dr  7534 Scottview Dr  7534 Longview Dr  7535 Warwick Rd  7535 Warwick Rd	1.97 0.22 0.20 0.30	630 From 630 From 230 From 1300 From 15000 From 15000	G G G	98% 98% 98% 98%	0% 0% 0% 0%	South# 1% SR 147 1% Scot Rive 1% Lon Scot 1% Hatt Lon 1% Fores SR 10 Bre 1% US 3 1%	Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr tview Dr 0% saway Rd gview Dr t Hill Ave 0ad Rock I 0%	0% Rd 0% 0% 0% 0%	0%	F F C	0.13 0.111 0.099 0.1 0.096	0.0000000000000000000000000000000000000	.568 .667 .509 .548	680 250 1400 2500	N G G G G	2016 2016 2016 2016 2016
Riverside Dr  7534 Riverside Dr  7534 Scottview Dr  7534 Longview Dr  7535 Warwick Rd  7535 Warwick Rd	1.97 0.22 0.20 0.30 1.00	630 From 630 From 230 From 1300 From 1300 From 15000 To From 15000 To To From 15000	G G G G	98% 98% 98% 98% 97%	0% 0% 0% 0%	South 1%  SR 147 1%  Scot Rive 1%  Lon, Scot 1%  Hath Lon 1% Fores SR 10 Brd 1%  US 3 1%  Whit 1%	Huguenot I 0%  Huguenot I 0%  tview Dr erside Dr 0%  gview Dr tview Dr 0%  haway Rd gview Dr 0%  t Hill Ave  had Rock I 0%  60 Hull St 0%  ehead Rd 0%	0% Rd 0% 0% 0% 0% 0% 0%	0% 0% 0% 0%	F F C F	0.13 0.111 0.099 0.1 0.096	0.0000000000000000000000000000000000000	.568 .667 .509 .548	680 250 1400 2500 16000	N G G G G G	2016 2016 2016 2016 2016
Riverside Dr  7534 Riverside Dr  7534 Scottview Dr  7534 Longview Dr  7535 Warwick Rd  7535 Warwick Rd	1.97 0.22 0.20 0.30 1.00	630 From From 1300 From 1300 From 15000 From 15000	G G G G	98% 98% 98% 98% 97%	0% 0% 0% 0%	South 1%  SR 147 1%  Scot Rive 1%  Lon, Scot 1%  Hath Lon 1% Fores SR 10 Brd 1%  US 3 1%  Whit 1%	Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr 0% away Rd gview Dr t Hill Ave 0ad Rock I 0% 60 Hull St 0% ehead Rd	0% Rd 0% 0% 0% 0% 0% 0%	0% 0% 0% 0%	F F C F	0.13 0.111 0.099 0.1 0.096	0.0000000000000000000000000000000000000	.568 .667 .509 .548	680 250 1400 2500 16000	N G G G G G	2016 2016 2016 2016 2016 2016 2016

						City of i	niciliii	Jilu								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Facto	QK r	Dir Factor	AAWDT	QW	Year
City of Richmond		From				Wet	D: 1	1			-					
Manusant Aug	0.00			000/	00/		Richmon		00/	0			0.500	0.4000	_	0010
Monument Ave	0.83	22000	G	99%	0%	0%	0%	0%	0%	С	0.119	'	0.592	24000	G	2016
		To From	). 			Malv	ern Ave									
7538 Monument Ave	1.05	22000	G	99%	0%	0%	0%	0%	0%	F	0.119	)	0.563	24000	G	2016
		To				Day	alaxiand									
Monument Ave	0.95	18000	G	99%	0%	0%	ulevard 0%	0%	0%	С	0.102	)	0.545	20000	G	2016
Monument Ave	0.95	10000	G	33 /o	0 /6	0 /6	0 /6	0 /6	0 /6	U	0.102	•	0.545	20000	G	2010
		To From	22			Lom	bardy St									
7538) Franklin St	0.61	7200	G	97%	1%	2%	0%	0%	0%	С	0.139	)		7700	G	2016
		To				D 1	:1 0:				_					
Franklin Ct	0.00	From	<u></u>	070/	10/		ridere St	00/	00/		0.110			6600		2016
Franklin St	0.92	6100	G	97%	1%	2%	0%	0%	0%	F	0.119	,		6600	G	2016
<u> </u>		10	):			9	Th St									
ast		From	1:			127-7538 N	<b>M</b> onumer	nt Ave								
Ramp	0.10	6000	G								0.132	)		6000	G	2016
		To	):			I-19:	5-South									
		From						4								
Orace Acce	0.01		<u> </u>	000/	10/		Chopt R		007				0.700	10000	_	001
Grove Ave	0.31	9500	G	98%	1%	1%	0%	0%	0%	С	0.110	)	0.723	10000	G	2016
		To	-			Libb	oie Ave				<u> </u>					
Grove Ave	2.00	8800 From	G	99%	1%	0%	0%	0%	0%	С	0.122	!	0.679	9500	G	2016
342) 3	00	5500		0070	. 70			0 / 0				-	3.070	2300	<u>~</u>	_010
		From	12			Thon	npson St							-		
Grove Ave	0.76	5300	G	99%	1%	0%	0%	0%	0%	F	0.102	<u>!</u>	0.552	5800	G	2016
		To				CD 161	D1	1			_					
Orana Ana	0.00	From		000/	10/		Bouleva		00/				0.550	4700		0010
Grove Ave	0.89	4300	G	99%	1%	0%	0%	0%	0%	F	0.102		0.552	4700	G	2016
		10	,			Lom	bardy St									
		From	1.			US 1 Jeff	f Davis F	łwy								
545) Bellmeade Rd	0.75	5400	G	87%	2%	2%	4%	6%	0%	С	0.086	i	0.509	5900	G	201
		Te					nerce Rd	l								
		From	1-				neade Rd									
Commerce Rd	1.27	9700	G	88%	1%	2%	4%	6%	0%	С	0.096	i	0.537	11000	G	2016
343)															-	
$\widehat{}$		From	17				am Ave									
<sub>'545</sub> ) Commerce Rd	0.44	8300	G	88%	1%	2%	4%	6%	0%	F	0.130	)	0.76	8900	G	2016
		To	y:			M	ory Ct				$\neg$					
Commerce Rd	0.45	9600 From		88%	1%	2%	arx St 4%	6%	0%	F	0.104		0.618	10000	G	2016
Commerce Rd	0.43	9000	G	00%	1 70	270	470	076	0%	F	0.104	•	0.010	10000	G	2010
		To From	2			US 36	0 Hull S	t			$\Box$					
W Commerce Rd	0.39	6400	G	88%	1%	2%	4%	6%	0%	F	0.15		0.76	6800	G	2016
		To	):			US 60 S	emmes /									
		From														
0 101	4.00		<u> </u>	000/	10/		ey Rd	00/	00/				0.500	4000	_	004
Snead Rd	1.23	1500	G	88%	1%	2%	4%	6%	0%	F	0.140	)	0.582	1600	G	2016
<u> </u>		To	):			Broad I	Rock Blv	vd								
		From	1:			WCL I	Richmon	ıd								
Dumbarton Rd	0.05	8200	G	88%	1%	2%	4%	6%	0%	F	0.121		0.615	8900	G	2016
332)		To	):				ook Rd									
			1								_					
<u> </u>		From					kins Rd								_	
Holly Spring Ave	0.48	4000	G	88%	1%	2%	4%	6%	0%	F	0.083	1	0.529	4400	G	201
<i></i>		Te				Broad	Rock Ro	d								
		From	1:			1	I-64									
2555) Laburnum Ave	0.17	12000	G	98%	1%	1%	0%	0%	0%	F	0.111		0.733	13000	G	2016
Laburnum Ave	0.17	12000 Te		JU /0							<del></del>		0.733	13000	u	2010
_		From	1:		SK 19	7 Laburnun			ve							
Lahurnum A	0.50		<u></u>	000/	10/		erlayne A		00/		0.000		0.600	10000	_	004
Laburnum Ave	0.50	16000	G	98%	1%	1%	0%	0%	0%	С	0.093	•	0.622	18000	G	201
		To	).			ECL F	Richmon	d								
		From	1:			127-7555 I	aburnur	n Ave								
555) Ramp	0.16	3500	G								0.119	)		3500	G	2016
333)	3	To	):			I 10	5 South				<u> </u>					_0.1
						1-19.	Jounn									

						City of Alcriff	ona							
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
ity of Richmond		From				******* 1 **								
Darbytown Rd	0.20	4900	G	98%	1%	Williamsburg I	0%	0%	F	0.090	0.601	5400	G	2016
Daibylowii Hu	0.20	4900 To		90 /6	1 /0	ECL Richmor		0 /6	- 1	0.090	0.001	3400	G	2010
		From:	<u> </u>							1				
7560) 42nd St	0.44	1200	G	100%	0%	Forest Hill Av		Nº/	F	0.193	0.000	1200	G	2016
42nd St	0.44	1200 To		100%	0%	0% 0% Riverside Dr	0%	0%	Г	0.193	0.828	1300	G	2016
		From:	-			42nd St								
7560) Riverside Dr	1.28	1800	G	100%	0%	0% 0%	0%	0%	С	0.19	0.861	1900	G	2016
7300)		То	<u> </u>			Cowardin Av								
		From:	_			Holly Spring A								
Maury St	0.97	6800	G	92%	1%	1% 1%	4%	0%	F	0.093	0.59	7400	G	2016
Maury St	0.07	0000	<u> </u>	0L /0	1 70	170 170	770	0 70			0.00	7 400	u	2010
<u> </u>		From	<u> </u>			Jeff Davis Hw	-							
Maury St	0.73	8300	G	92%	1%	1% 1%	4%	0%	С	0.071	0.515	9000	G	2016
<u> </u>		To	-			Commerce R	d							
7561) Maury St	0.35	11000	G	92%	1%	1% 1%	4%	0%	F	0.074	0.57	12000	G	2016
$\mathcal{L}$		To				2Nd St								
$\widehat{}$		From:				Maury St								
<sub>7561</sub> ) 2nd St	0.30	630	G	92%	1%	1% 1%	4%	0%	F	0.16		680	G	2016
		To	<u> </u>			Hull St								
		From:				Boulevard								
7562) Idlewood Ave	0.14	6600	G	96%	1%	2% 0%	0%	0%	F	0.102	0.545	7200	G	2016
$\mathcal{O}_{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline$		То				Robinson St								
$\widehat{}$		From				Idlewood Ave	N							
Robinson St	0.05	4000	G	96%	1%	2% 0%	0%	0%	F	0.090	0.619	4300	G	2016
<u> </u>			-		F	R-270 Grayland A	ve: Gan							
7562) Idlewood Ave	1.38	1600 From:	G	96%	1%	2% 0%	0%	0%	С	0.092	0.559	1700	G	2016
7302) 13.1011011011111		To	<u> </u>			US 1, US 301 Belvi							-	
		From:												
Hatcher St	0.17	1600	G	98%	0%	Williamsburg I	0%	0%	F	0.112	0.567	1700	G	2016
Hatcher St	0.17	1000		30 70	0 70	170 170	0 70	0 70		0.112	0.507	1700	ч	2010
$\widehat{}$		From:	<u> </u>			Potomac Stree								
Newton Rd	0.28	1300	G	98%	0%	1% 1%	0%	0%	С	0.100	0.605	1400	G	2016
		To	<u> </u>			SCL Richmor	ıd							
		From				Meadow St								
7566) Colorado Ave	0.34	1800	G	98%	0%	1% 1%	0%	0%	F	0.088	0.545	1900	G	2016
		To	3			Lombardy St								
		From:				Jeff Davis Hw								
7567) Dinwiddie Ave	1.11	920	G	98%	0%	1% 0%	0%	0%	F	0.135	0.551	1000	G	2016
		To	<u> </u>			4th St				$\neg$				
_		From				Dinwiddie Av	re							
7567) 4th St	0.21	6800	G	98%	0%	1% 0%	0%	0%	F	0.087	0.681	7400	G	2016
$\mathcal{O}$		To				Maury St								
7567) 4th St	0.29	830 From:	G	98%	0%	1% 0%	0%	0%	С	0.182		900	G	2016
4th St	0.23	To		JU /6	U /0	Hull St	U /0	0 /0		0.102		300	u	2010
										<u> </u>				
O Dame:	0.00	From	<u> </u>	0001	001	4th St	001	00/			0.505	10000		001
Ramp	0.23	12000	Α	99%	0%	0% 0%	0%	0%	F	0.112	0.595	13000	Α	2016
		To From			127	7-7567 Exit 1B to I	-95 North							
Ramp	0.20	2100	Α	98%	0%	1% 0%	0%	0%	F	0.268		2500	Α	2016
		To				I-95 South								
		From	=			127-7567 Exit	1 A							
Ramp	0.42	9800	Α	91%	1%	1% 1%	6%	0%	F	0.099		11000	Α	2016
Ramp	0.42	To	<del>~</del>	J 1 /0	1 /0	I-95 North	0 /0	J /0		0.000		11000	~	2010
										<u> </u>				
		From:	1			SR 197 Saunders	Ave							
N/aatamat A	0.74			0701	401			00/	^		0.700	0100	$\sim$	
Westwood Ave	0.71	5600	G	97%	1%	1% 0%	1%	0%	С	0.117	0.703	6100	G	2016
Westwood Ave	0.71		G	97%	1%		1%	0%	С	0.117	0.703	6100	G 	2016
Westwood Ave	0.71	5600	G G	97% 97%	1%	1% 0%	1%	0%	C F	0.117	0.703	6100 4900	G G	2016

						City of Nichill	iona							
Route	Length	AADT	QA	4Tire	Bus	T			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Richmond		From												
O 0:	0.05		<u> </u>	000/	00/	SR 161 Boulev		201			0.700	0.4.0.0		0010
Grace St	0.65	1900	N	98%	0%	1% 1%	0%	0%	N	0.114	0.763	2100	N	2016
<u> </u>		To				Meadow St				_				
7570) Grace St	0.31	1900	G	98%	0%	1% 1%	0%	0%	С	0.114	0.763	2100	G	2016
O 0 0:		From				Lombardy S							_	
<sub>7570</sub> Grace St	0.60	5100	G	98%	0%	1% 1%	0%	0%	F	0.096	0.671	5600	G	2016
$\overline{}$		To			1	US 1, US 301 Belv	idere St							
Grace St	0.92	3900 From	G	98%	0%	1% 1%	0%	0%	F	0.126		4300	G	2016
Grace St	0.02	To	<u> </u>	00 /0	0 70		0 70	0 70	-			4000	G	2010
		-				9th St								
		From				25Th St								
7573) P St	0.54	960	G	98%	0%	1% 1%	0%	0%	F	0.102	0.577	1000	G	2016
		To				Oakwood Av	re e							
		From				P St								
Oakwood Ave	0.54	2100	G	98%	0%	1% 1%	0%	0%	F	0.101	0.521	2300	G	2016
3/3/		To				Richmond R								
		From				Oakwood Av								
Richmond Rd	0.65	3300	G	98%	0%	1% 1%	0%	0%	F	0.097	0.545	3600	G	2016
1573) RICHINONG RG	0.00	T-		JU /0	J /0			J /0		0.007	0.040	0000	G	2010
<u>-</u>		10	<u> </u>			ECL Richmon	nd							
		From				Meadow St						_		
Parkwood Ave	0.65	3200	G	98%	0%	1% 1%	0%	0%	F	0.13		3500	G	2016
		To From				Harrison St								
Cumberland St	0.40	9000	G	98%	0%	1% 1%	0%	0%	F	0.105		9700	G	2016
		To				Belvidere St	t							
		From	1			Hermitage R	A							
Moothrook Avo	0.00		G	000/	00/			00/	F	0.006	0.077	7000	_	2016
Westbrook Ave	0.08	6600	G	98%	0%	1% 1%	0%	0%	Г	0.096	0.877	7200	G	2016
<u> </u>		To				I-95 Off Ram	ıp			_				
(7576) Westbrook Ave	0.86	4700	G	98%	0%	1% 1%	0%	0%	F	0.108	0.528	5100	G	2016
7379		To				Brook Rd			-				-	
<u> </u>		From	<u> </u>			Hull St							_	
21st St	0.07	770	G	88%	10%	1% 1%	1%	0%	F	0.150		840	G	2016
$\mathcal{O}$		To				Decatur St								
_		From				21st St								
7577) Decatur St	0.13	760	G	88%	10%	1% 1%	1%	0%	F	0.141	0.892	830	G	2016
		т-								_				
		From				US 1 Jefferson Day								
Decatur St	0.59	1300	G	88%	10%	1% 1%	1%	0%	F	0.111	0.513	1400	G	2016
$\mathcal{L}$		To				Commerce R	d							
Docatur St	0.35	From		88%	10%	1% 1%	1%	0%	F	0.12	0.592	1200	G	2016
Decatur St	0.33	1100	G	0076	10%		170	076	F	0.12	0.592	1200	G	2010
<u> </u>		10	1			2nd Street								
		From				Hopkins Rd								
7578) Cofer Rd	0.97	3900	G	88%	10%	1% 1%	1%	0%	F	0.096	0.595	4200	G	2016
7.57.69		To				Jeff Davis Hv								
										_				
<u> </u>		From				22nd St								
<sub>7579</sub> Leigh St	0.08	1200	N	88%	10%	1% 1%	1%	0%	Ν	0.086	0.634	1300	N	2016
<u> </u>		То				Inffamon A	2			—				
O Latab OL	0.70	From	┶	000/	400/	Jefferson Av		00/	_		0.004	4000	_	0040
Leigh St	0.72	1200	G	88%	10%	1% 1%	1%	0%	F	0.086	0.634	1300	G	2016
<u> </u>		To				35th St				_				
Glenwood Ave	0.34	1200	G	88%	10%	1% 1%	1%	0%	F	0.102	0.505	1300	G	2016
Glenwood Ave	0.04	1 <b>200</b>	Ĕ	JU /0	.0 /0			J /0	•		0.000	1000	G	2010
			<u> </u>			Government I								
<del></del>		From				Hermitage R	d				<u></u>	<u></u>	_	
				000/	100/	10/ 10/	40/	00/	F	0.104	0.607	2300	G	2016
7580) Bellevue Ave	0.85	2100	G	88%	10%	1% 1%	1%	0%	г	0.104	0.007	2000	u	
Bellevue Ave	0.85	<b>2100</b>	G	88%	10%			0%	Г	0.104	0.007	2000	u	
Bellevue Ave	0.85	To		88%	10%	Chamberlayne .		0%	F	0.104	0.007	2000		
		To				Chamberlayne .  Boulevard	Ave							
Bellevue Ave	0.85	To		88%	10%	Chamberlayne .		0%	F	0.086	0.512		G	2016

						City of his								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW	Yea
City of Richmond			T					Liian		1 40101	1 40101			
7582) Ramp	0.10	5100	G			127-7582-E0	00A Ramp			0.118		5100	G	2016
7582) 1101115	0.10	To	Ť			I-95 S	outh					0100	u	2010
		From				Broad	l St							
(7583) Chimborazo Blvd	0.56	760	G	88%	10%	<b>1</b> % 1	I% 1%	0%	С	0.098	0.521	820	G	2016
$\overline{}$		То				Oakwoo	d Ave							
Townshoot Acce	4.00	From		070/	40/	Jeff Davi		00/		0.007	0.570	0400	_	004
Terminal Ave	1.03	2900 <sub>то</sub>	G	97%	1%	1% ( Belt B	0% 0%	0%	С	0.097	0.576	3100	G	201
		From				Broad S								
7585) 31st St	1.20	2500	G	97%	1%		0% 0%	0%	F	0.087	0.609	2700	G	201
76669		To				Nine Mi	le Rd							
_		From			SR	161 Hermitage	Rd; Boulevard	i						
7586 Brookland Pkwy	0.83	5800	G	98%	1%	1% (	0%	0%	F	0.11	0.507	6400	G	201
		To From				Brook	Rd							
7586 Brookland Park Blvd	0.23	7900	G	98%	1%	1% (	0% 0%	0%	F	0.094	0.581	8500	G	201
<u>~</u>		To From				Chamberla	yne Ave			$\Box$				
7586 Brookland Park Blvd	1.01	8400	G	98%	1%	1% (	0% 0%	0%	С	0.087	0.598	9100	G	201
<u> </u>		To From				Richmond-He	nrico Tpke							
7586 Brookland Park Blvd	0.56	6900	G	98%	1%		0% 0%	0%	F	0.091	0.617	7500	G	201
<u> </u>		To From				Dill A Brookland I				_				
7586) Dill Ave	0.40	5000	G	98%	1%		0% 0%	0%	С	0.100	0.56	5500	G	201
		To				NCL Ric	hmond							
		From				Main	St							
7587) 25th St	0.22	4800	G	98%	1%	0% 1	1% 0%	0%	С	0.096	0.502	5400	G	201
<u> </u>		To From				Broad				$\Box$ $\vdash$				
<sub>7587</sub> 25th St	0.76	4000	G	98%	1%		0% 0%	0%	F	0.099	0.535	4300	G	201
<u> </u>		10				SR 33 Nine								
7588) Overbrook Ave	0.90	1900	G	98%	1%	Hermita;	ge Rd 0% 0%	0%	F	0.097	0.514	2100	G	201
7588 Overbrook Ave	0.90	1900		30 /6				0 /6	'	0.097	0.514	2100	G	201
7588) Overbrook Ave	0.61	4700 From	G	98%	1%	US 1 Chambe	rlayne Ave 0%	0%	F	0.097	0.514	5100	G	201
Overbrook Ave	0.01	4700 To		30 /6	1 /0	North .		0 /6		0.037	0.514	3100	ч	201
		From	I			Bouley				1				
7590 Leigh St	0.59	7300	G	98%	1%		0% 0%	0%	С	0.103	0.519	7900	G	201
		To				Hermita				¬				
7590) Leigh St	0.72	7900 From	G	98%	1%		)% 0%	0%	F	0.101	0.541	8600	G	201
$\overline{}$		To				Harriso								
7590) O St	0.10	970	G	98%	1%	SR 33 Mosby 1% (	St; Leigh St 0% 0%	0%	F	0.131	0.595	1100	G	201
7590) O St	0.10	97U To	٦	JO 70	1 70	Carringt		U-70	Г	0.131	0.080	1100	G	201
		From				OS	t							
7590 Carrington St	0.38	100	G	98%	1%		0% 0%	0%	F	0.117	0.56	110	G	201
		То	<u> </u>			N 25tl				<u> </u>				
Admiral St	0.10	2200	<u> </u>	000/	10/	Lombar		Λο/	F	0.005	O EEG	2500	C	204
Admiral St	0.18	3200	G	98%	1%		0% 0%	0%	F	0.095	0.556	3500	G	201
7592) School St	0.20	4200	G	98%	1%	Brook 1% (	Rd 0%	0%	F	0.101	0.521	4600	G	201
7592) School St	0.29	4200 To	<u> </u>	90%	1 70	Chamberla		U%	Г	0.101	0.531	4000	G	201
		From				US 60, US 36								
7593) 14th St	0.21	12000	G	98%	1%		0% 0%	0%	F	0.085	0.688	13000	G	201
		То				US 250 B								
		From				Cary	St							
7595) 9th St	0.22	9600	G	98%	1%		0%	0%	F	0.127		10000	G	201
$\bigcirc$		To				Grace	St							

						Oity Oi I	iciiiiona							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tra		QC	K Factor	QK Dir Facto	r AAWDT	QW	Year
City of Richmond		From					0:							
9th St	0.08	7500	G	98%	1%	1%	ce St 0% 0%	0%	F	0.123		8100	G	2016
7595) 9111 31	0.06	7500		90%	I 70	1 70	0% 0%	076	Г	0.123		0100	G	2010
Out Ot	0.00	From	<u> </u>	000/	40/		ad St	00/				7000		0046
9th St	0.23	6700	G	98%	1%	1%	0% 0%	0%	F	0.107		7300	G	2016
							gh St			_				
A A	0.10	From	<u> </u>	000/	10/		layne Ave	00/		0.007	0.500	17000	0	001/
Azalea Ave	0.13	15000	G	98%	1%	0%	0% 0%	0%	F	0.097	0.582	17000	G	2016
		10				ECL R	chmond			_				
O W	0.54	From	<u> </u>	000/	40/		not Rd	00/			0.000		•	001
Westgate Dr	0.51	600	G	98%	1%	0%	0% 0%	0%	F	0.095	0.608	650	G	2016
<u> </u>		10				Cedar	Grove							
<u> </u>		From					layne Ave						_	
<sub>7598</sub> Ladies Mile Rd	1.39	2200	G	98%	1%	0%	0% 0%	0%	F	0.102	0.600	2400	G	2016
		To				Meadow	bridge Rd							
$\sim$		From					ble St					_		
Mosby St	0.14	5900	G	98%	1%	0%	0% 0%	0%	F	0.115	0.566	6400	G	201
$\overline{}$		To					g Bridge							
Mochanicavilla Tale	0.40	From	<u> </u>	000/	10/		unt Ave	00/		0.100	0.040	0.400	^	001
Mechanicsville Tpke	0.42	7800 To	G	98%	1%	0%	0% 0%	0%	С	0.102	0.643	8400	G	201
_		10					ld Ave							
<u> </u>		From	پ	0051	4-1		do Ave	651					_	
Combardy St	0.49	700	G	99%	1%	1%	0% 0%	0%	F	0.085	0.612	2 760	G	201
<u> </u>		From					od Ave							
(7601) Lombardy St	0.86	6000	G	99%	1%	1%	ood Ave 0% 0%	0%	С	0.092	0.503	6500	G	2016
Combardy St	0.00	0000	<u> </u>	99 /6	1 /0	1 /0	0/6 0/6	0 /6	U	0.092	0.503	0300	G	2011
$\widehat{}$		To From					gh St							
<sub>7601</sub> ) Lombardy St	0.49	7100	G	99%	1%	1%	0% 0%	0%	F	0.086	0.528	3 7700	G	201
<u> </u>		To From				Broo	k Rd							
Combardy St	0.35	4800	G	99%	1%	1%	0% 0%	0%	F	0.089	0.576	5300	G	201
		To				Chamber	layne Ave							
		From				Colora	do Ave							
7603) Meadow St	1.49	3500	G	95%	1%	1%	1% 1%	0%	F	0.083	0.501	3900	G	201
		To				US 33; He	rmitage Rd							
^		From					ow St							
<sub>7603</sub> Hermitage Rd	1.16	9400	G	95%	1%	1%	1% 1%	0%	С	0.093	0.535	10000	G	201
<u> </u>		To				Robin I	Hood Rd			$\neg$ —				
7603) Hermitage Rd	0.12	6100 From	G	95%	1%	1%	1% 1%	0%	F	0.101	0.934	6700	G	201
3		To				<b>D</b> (				_				
7603) Hermitage Rd	0.20	From	G	95%	1%	1%	rom I-95 1% 1%	0%	F	0.104	0.549	2100	G	201
7603) Hellillage Nu	0.20	1900 <sub>To</sub>		93 /6	1 /0	Brookla		0 /6	- '	0.104	0.545	2100	G	2011
00-404	0.00	From	<u> </u>	050/	40/		Venable St	00/			0.540	050	0	004
7605) 22nd St	0.30	790	G	95%	1%	1%	1% 1%	0%	F	0.087	0.542	2 850	G	201
		From					rmont Ave unt Ave							
7605) 22nd St	0.52	1000	G	95%	1%	1%	1% 1%	0%	F	0.095	0.608	1100	G	201
7605) 22nd St	0.02	To	r <u> </u>	0070	1 /0		ld Ave	0 70		0.000	0.000	1100	u	201
		From								_				
7606) Dove St	ი აა		<u></u>	050/	10/		1 Ave	0%	F	0.083	0 504	2600	G	201
Dove St	0.23	3300	G	95%	1%	1%	1% 1%	U 7/0	Г	0.063	0.504	3600	G	201
$\widehat{}$		To From					Ienrico Tpke			┚─				
Dove St	0.28	2700	G	98%	1%	1%	0% 0%	0%	F	0.096	0.519	2900	G	201
$\overline{}$		To				2nd	Ave							
		From				171	h St							
_								-					_	201
7608) Venable St	0.20	5200	F	98%	1%	1%	0% 0%	0%	С	0.088	0.623	5600	F	2011
Venable St	0.20	To	F	98%	1%			0%	С	0.088	0.623	5600	F 	2010
Venable St	0.20	5200 From 3100	F G	98%	1%		0% 0% by St 0% 0%		C F	0.088	0.623		G F	2016

						Oity of Filorii	nona							
Route	Length	AADT	QA	4Tire	Bus	 2Axle 3+Ax			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Richmond														
C+1- C+	0.00	4400	ـــِــا	070/	00/	I-95 Overpa		00/			0.740	4000	0	0016
5th St	0.20	4400	G	97%	2%	0% 0%	0%	0%	F	0.123	0.740	4800	G	2016
<u> </u>		From				Hospital S				<u> </u>				
5th St; Rowen Ave	0.36	4200	G	97%	2%	0% 0%	0%	0%	F	0.098	0.62	4600	G	2016
0		Fron	1:			4th Ave								
Rowen Ave; 1st Ave	0.28	2200	G	97%	2%	0% 0%	0%	0%	F	0.098	0.62	2400	G	2016
$\overline{}$		Ton Fron	)·			2nd Ave								
2nd Avenue	0.18	4200	N	97%	2%	Rowen Ave; 1s 0% 0%		0%	N	0.098	0.62	4600	N	2016
2nd Avenue	0.10	4200		31 /6	2 /0	076 076	0 76	0 76	11	0.030	0.02	4000	11	2010
<u> </u>		Fron	11			Willow S								
2nd Avenue	0.34	1100	G	97%	2%	0% 0%	0%	0%	F	0.103	0.567	1200	G	2016
		To Fron	). 			1st Ave				$\Box$				
2nd Avenue	0.28	1700	G	97%	2%	0% 0%	0%	0%	F	0.098	0.676	1800	G	2016
$\cup$		To				Brookland Pk	Rlvd							
Meadowbridge Rd	0.91	3400 From	G	97%	2%	0% 0%		0%	С	0.097	0.514	3700	G	2016
		To				NCL Richmo								
		Fron	1:			127-7609 5tl				i				
7609) Ramp	0.08	2700	F			121-1009 SU	1.01			0.129		2700	F	2016
7609) Ramp	3.00	т.				I-64 West				<u> </u>		_, 50	•	_510
		Fron	12							$\dashv$				
7610) Jefferson Ave	0.32	5800	F	97%	2%	21St 0% 0%	0%	0%	F	0.105	0.641	6100	F	2016
Jefferson Ave	0.02	To	):	J1 /6	£ /0	25Th St	0 /0	0 /0	- 1	J. 103	0.041	0100	'	2010
		From								_				
Ctany Daint Dd	0.00		<u> </u>	000/	10/	Huguenot F		00/			0.510	6200	0	2017
Stony Point Rd	0.26	5800 <sub>T</sub>	G	99%	1%	0% 0%		0%	F	0.12	0.518	6300	G	2016
		Fron	1.			Evansway L Stony Point								
Evansway Ln	0.72	4400	G	99%	1%	0% 0%		0%	С	0.127	0.623	4700	G	2016
1011) = 10.10.10.	0				. , ,						0.020		<u> </u>	
Coder Crave Dd	0.76	From		000/	10/	Westgate I		00/	F		0.501	1600		201
Cedar Grove Rd	0.76	1500 <sub>то</sub>	G	99%	1%	0% 0%		0%	Г	0.12	0.581	1600	G	2016
		Fron	1:			Pondera D Pondera R								
7611) Croatan Rd	0.52	360	G	99%	1%	0% 0%		0%	F	0.153	0.504	390	G	2016
7611) 0.001011110	0.02	To	Ť	0070	1,0	Cherokee F		0 70	•		0.001	000	ŭ	
		Fron	1							<u> </u>				
Magnolia St	0.96	8700	G	95%	1%	Meadowbridg 1% 2%		0%	F	0.085	0.685	9500	G	2016
Magnolia St	0.30	0700 To		33 /6	1 /0	Mechanicsville		0 76	-	0.003	0.003	3300	ч	2010
			<u> </u>											
Williamahura Assa	0.60	12000		050/	10/	US 60 Stoney Ru		00/		0.001	0.506	12000	_	2017
Williamsburg Ave	0.60	12000	F	95%	1%	1% 2%	1%	0%	С	0.091	0.586	13000	F	2016
		Fron	1			Hatcher S								
Williamsburg Rd	0.74	8800	G	95%	1%	1% 2%		0%	F	0.089	0.536	9600	G	2016
$\overline{}$		To	):			US 60 Governm	ent St.							
		Fron	1:			Main St								
7616) Orleans St	0.21	1700	F	98%	1%	1% 0%	0%	0%	F	0.104	0.599	1800	F	201
$\mathcal{L}$		To	):			Williamsburg	Rd							
		From	1.			Mechanicsville	Tpke							
7618) Fairfield Ave	0.20	5100	G	98%	1%	1% 0%		0%	F	0.101	0.546	5500	G	201
<u> </u>		ти												
Fairfield Ave	0.91	3900 From	G	98%	1%	20Th St 1% 0%	0%	0%	С	0.108	0.640	4200	G	2016
	0.51	To	, G	<i>3</i> 0 /0	1 /0	ECL Richmo		U /0	U	0.100	0.040	+200	G	2010
7618) 1 dirricia 7000			J			LCL KICHMO								
7618) 1 difficial 7100						_								
	0.10	From		07-1	4-1	Fairfield W		0.51				7	_	
	0.16	6800	G	97%	1%	1% 1%	0%	0%	С	0.098	0.53	7400	G	2016
	0.16	6800 To	G	97%	1%	1% 1% Hospital S	0%	0%	С	0.098	0.53	7400	G	2016
-	0.16		G	97%	1%	1% 1%	0% t	0%	C F	0.098	0.53	7400 5600	G G	2016

Route   Longth   AADT   QA   4   Tree   Bus   2   2   2   2   2   2   2   3   2   2							City of	Richmo	ond							
Sit James St	Route	Length	AADT	QA	4Tire	Bus					QC		OK	r AAWDT	QW	Year
St. James St. North Ave   0.70   100   G   97%   1%   1%   1%   0%   0%   F   0.135   0.862   220   G   2016	City of Richmond															
St. James St. North Ave   0.70   1100   G   97%   1%   1%   1%   0%   0%   0%   0%   0				<u> </u>											_	
St. James St. North Ave   0.70   1100   G   97%   1%   1%   1%   0%   0%   F   0.088   0.602   1200   G   2016	(7621) St. James St	0.14	200	G	97%	1%			0%	0%	F	0.135	0.862	220	G	2016
St. James St., North Ave			To:													
North Ave   0.79   7000   G   96%   3%   1%   0%   0%   0%   0%   0%   0 093   0.503   7600   G   2016	St. James St. North Ave	0.70	1100	G	97%	1%			0%	0%	F	0.088	0.602	1200	G	2016
North Ave   0.79   7000   G   96%   3%   1%   0%   0%   0%   F   0.093   0.503   7600   G   2016	Ot dames St, North 710	0.70	1100		01 70	1 /0			070	070		0.000	0.002	1200	ď	2010
Brook Part   1.64   4800   G   96%   3%   1%   0%   0%   0%   0%   0%   0%   0			From													
North Ave	(7621) North Ave	0.79	7000	G	96%	3%	1%	0%	0%	0%	F	0.093	0.503	7600	G	2016
Sect   North Ave   1.64   4800   G   99%   3%   1%   0%   0%   0%   0%   C   0.090   0.541   5200   G   2016	<u> </u>		To				Brookla	ınd Park B	Blvd							
Comparison Ave   Comp	(7621) North Ave	1.64		G	96%	3%	1%	0%	0%	0%	С	0.090	0.541	5200	G	2016
Valley Richmond-Henrico Tpke   1.18   2000   G   99%   0%   0%   0%   0%   0%   0%   0	$\bigcirc$		To				Chamb	erlayne A	ve							
Valley Rid			From:				Но	spital St								
	Valley Rd	0.41	2400	G	99%	0%			0%	0%	F	0.118	0.642	2600	G	2016
Process   Proc	(7623)	• • • • • • • • • • • • • • • • • • • •	To	<u> </u>							-				-	
Richmond-Henrico Tpke   0.29   1400   C   99%   1%   0%   0%   0%   0%   0%   0%   0			From													
Richmond-Henrico Tpke 0.29	(7623) Richmond-Henrico Tpk	e 1.18	2300	G	99%	0%	0%	0%	0%	0%	С	0.107	0.595	2500	G	2016
Richmond-Henrico Tpke 0.29			To				Date - 1.1	md D- d- P	Olar d							
Record   R	Pichmond Hanrice Tale	0 0 20	From:		000/	10/				09/		0.100	0.567	1500	G	2016
Richmond-Henrico Tpke   0.45   1500   G   99%   1%   0%   0%   0%   0%   0%   0%   0	(7623) Nichiniona-nenifico Tpk	U.29	1400	G	<b>33</b> %	1 70	U%	0%	0%	0%		0.100	0.567	1500	G	2010
NCL Richmond   Note			To: From:				Glad		2							
Columber	(7623) Richmond-Henrico Tpk	e 0.45	1500	G	99%	1%	0%	0%	0%	0%	С	0.102	0.535	1700	G	2016
Company St	$\overline{}$		To				NCL	Richmon	d							
Brook Rd			From				Chambe	erlavne Pk	cwv							
Company St	7625) Brook Rd	0.70	7300	G	98%	1%				0%	С	0.125	0.648	7900	G	2016
Brook Rd   0.66   9600   G   98%   1%   1%   0%   0%   0%   F   0.118   0.747   10000   G   2016	7023)		_												-	
Brook Rd	O D D .	0.00	From	<u> </u>	000/	40/			00/	00/			0.747	10000		0010
Read	7625) Brook Rd	0.66	9600	G	98%	1%	1%	0%	0%	0%	F	0.118	0.747	10000	G	2016
Reg   Brook Rd   1.18   10000   G   99%   0%   0%   0%   0%   0%   0%   0	<u> </u>		To: From:				Brookla	ınd Park B	Blvd							
The color of the	7625) Brook Rd	0.85	9200	G	99%	0%	0%	0%	0%	0%	С	0.123	0.696	10000	G	2016
The color of the			To				Lolar	A								
NCL Richmond   NCL	Brook Rd	1 10	10000	G	00%	Λ°/-				Nº/-	F	0 116	0.628	11000	G	2016
Carry St	7625) Brook 11d	1.10	To:	<u> </u>	33 /6	0 70				0 70			0.020	11000	ч	2010
Tell   Thompson St   12000   G   99%   0%   0%   0%   0%   0%   0%   0									u							
Total   Tota				<u> </u>								<u> </u>			_	
Thompson St	( <sub>7627</sub> ) Crenshaw Ave	0.25		G	99%	0%			0%	0%	F	0.151		370	G	2016
Thompson St 0.08 12000	<u> </u>		To				Gr	ove Ave								
Thompson St 0.89 1300 G 99% 0% 0% 0% 0% 0% 0% F 0.117 14000 G 2016    North   127-7629 Thompson St   127-7629 Thompson St   127-7629 Thompson St   14000 G 2016    North   127-7629 Thompson St   14000 G 2016    North   127-7629 Thompson St   14000 G 2016    North   14000			From				Ellv	vood Ave								
North	(7629) Thompson St	0.08	12000	G	99%	0%	0%	0%	0%	0%	F	0.098	0.575	13000	G	2016
North	$\bigcirc$		To	r			El	ovd Avo								
North   127-7629 Thompson St   127-7629 Thompson St   14000   G   2016	Thompson St	0.89			99%	Λ°/-			0%	N%	F	0 117		14000	G	2016
North   From	(1029)oboon or	5.55	. <b></b>	r <u> </u>	30 /0	J /0			0 /0	370	•	<u> </u>		1-000	G	_010
Ramp			-	I					a.			-				
Topic   Topi		0.00		<u> </u>			127-7629	) Thompso	on St					4 4000	-	0016
Cary St   Cary	(7629) Hamp	0.09	14000	G				05.35				0.114		14000	G	2016
Hamilton St   0.13   1300   G   94%   2%   2%   1%   2%   0%   F   0.092   0.573   1400   G   2016	<u> </u>		To	<u> </u>			I-1	95 North								
Floyd Ave   Floy			From													
Hamilton St   0.12   4600   G   94%   2%   2%   1%   2%   0%   F   0.092   0.573   5000   G   2016	(7631) Hamilton St	0.13	1300	G	94%	2%	2%	1%	2%	0%	F	0.092	0.573	1400	G	2016
Hamilton St   0.12   4600   G   94%   2%   2%   1%   2%   0%   F   0.092   0.573   5000   G   2016	$\overline{}$		To				Fl	ovd Ave				<u> </u>				
7631 Hamilton St 0.60 2000 G 94% 2% 2% 1% 2% 0% F 0.105 0.645 2100 G 2016  To Monument Ave  7631 Hamilton St 0.14 2400 G 94% 2% 2% 1% 2% 0% F 0.114 2600 G 2016  To Monument Ave  1-195 Ramp  7631 Hamilton St 0.13 9400 G 94% 2% 2% 1% 2% 0% F 0.114 10000 G 2016  To Broad St  7631 Hamilton St 0.61 2900 G 94% 2% 2% 1% 2% 0% C 0.114 0.661 3200 G 2016	(7631) Hamilton St	0.12	4600	G	94%	2%			2%	0%	F	0.092	0.573	5000	G	2016
Hamilton St   0.60   2000   G   94%   2%   2%   1%   2%   0%   F   0.105   0.645   2100   G   2016	(1001) - 1011111011 01	J L	.000		0.70	_ /0				3,0			3.070	5500	<u>~</u>	_0.0
Table   Monument Ave   Total   Monument Ave   Monument Ave   Total   Monument Ave   Monument Ave   Total   Monument Ave   Mo	<u> </u>			<u> </u>	- · · ·							<u></u>				
7631     Hamilton St     0.14     2400     G     94%     2%     2%     1%     2%     0%     F     0.114     2600     G     2016       7631     Hamilton St     0.13     9400     G     94%     2%     2%     1%     2%     0%     F     0.114     10000     G     2016       7631     Hamilton St     0.61     2900     G     94%     2%     2%     1%     2%     0%     C     0.114     0.661     3200     G     2016	(7631) Hamilton St	0.60	2000	G	94%	2%	2%	1%	2%	0%	F	0.105	0.645	2100	G	2016
7631     Hamilton St     0.14     2400     G     94%     2%     2%     1%     2%     0%     F     0.114     2600     G     2016       7631     Hamilton St     0.13     9400     G     94%     2%     2%     1%     2%     0%     F     0.114     10000     G     2016       7631     Hamilton St     0.61     2900     G     94%     2%     2%     1%     2%     0%     C     0.114     0.661     3200     G     2016			To:				Mon	ument Ave	e			$\supset -$				
To From 1 1-195 Ramp  (7631) Hamilton St 0.13 9400 G 94% 2% 2% 1% 2% 0% F 0.114 10000 G 2016  (7631) Hamilton St 0.61 2900 G 94% 2% 2% 1% 2% 0% C 0.114 0.661 3200 G 2016	(7631) Hamilton St	0.14	2400	G	94%	2%				0%	F	0.114		2600	G	2016
7631) Hamilton St 0.13 9400 G 94% 2% 2% 1% 2% 0% F 0.114 10000 G 2016  To Broad St			-			-			-	-						-
To Broad St  (7631) Hamilton St  0.61 2900 G 94% 2% 2% 1% 2% 0% C 0.114 0.661 3200 G 2016	O Hamilton Ct	0.10	From	<u> </u>	040/	00/			00/	00/		0 111		10000		0010
(7631) Hamilton St 0.61 <b>2900 G</b> 94% 2% 2% 1% 2% 0% C 0.114 0.661 3200 G 2016	(7631) Hamilton St	0.13	9400	G	94%	2%	2%	1%	2%	0%	F	0.114		10000	G	2016
(7631) Hamilton St 0.61 <b>2900 G</b> 94% 2% 2% 1% 2% 0% C 0.114 0.661 3200 G 2016			To: From:													
	(7631) Hamilton St	0.61	2900	G	94%	2%			2%	0%	С	0.114	0.661	3200	G	2016
	$\bigcup$		To													

						City of Richmo	ma								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From				107 7621 Hit	- C4								
7631) Ramp	0.09	6200	G			127-7631 Hamilton	n St			0.158			6200	G	2016
7001) [		To				I-195 South									
		From				127-7631 Hamilton	n St								
(7631) Ramp	0.10	4700	G							0.125			4700	G	2016
<u> </u>		To				I-195 North									
Decement Del	0.70	From	<u> </u>	0.40/	00/	Grove Ave	00/	00/				0.000	1000	_	0010
Roseneath Rd	0.76	1500 To	G	94%	2%	2% 1% Broad St	2%	0%	F	0.114		0.622	1600	G	2016
		From													
Rady St	0.49	3700	G	94%	2%	Magnolia St 2% 1%	2%	0%	F	0.084		0.649	4000	G	2016
,		To				Dill Ave									
		From	:			Cary St									
7639) Westmoreland St	0.25	1900	G	94%	2%	2% 1%	2%	0%	F	0.14		0.658	2100	G	2016
$\bigcup$		Te From				Grove Ave				$\neg$ —					
7639) Westmoreland St	1.04	2300	G	94%	2%	2% 1%	2%	0%	F	0.12		0.674	2500	G	2016
		To	:			Broad St									
		From				Cary St									
<sub>7641</sub> ) Libbie Ave	0.29	5300	G	99%	0%	0% 0%	0%	0%	F	0.079		0.73	5700	G	2016
		To From				Grove Ave									
<sub>7641</sub> Libbie Ave	0.72	9800	G	99%	0%	0% 0%	0%	0%	С	0.084		0.535	11000	G	2016
<u> </u>		To	c			NCL Richmond	l								
<u> </u>		From		2221		Cary St									
Maple Ave	0.57	1800	G	98%	1%	1% 0%	0%	0%	С	0.118		0.595	1900	G	2016
		From				Guthrie Ave Maple Ave									
Guthrie Ave	0.12	830	G	98%	1%	1% 0%	0%	0%	F	0.127		0.66	910	G	2016
		Te				Libbie Ave									
_		From	i:			Cary St									
Three Chopt Rd	0.60	12000	G	98%	1%	1% 0%	0%	0%	С	0.097		0.593	13000	G	2016
<u> </u>		T <sub>C</sub>				Towana Rd									
7645) Three Chopt Rd	0.79	8300	G	98%	1%	1% 0%	0%	0%	F	0.094		0.549	9000	G	2016
<u> </u>		Te From	_			Hanover Ave				<b>—</b> —					
7645) Three Chopt Rd	0.35	12000	G	98%	1%	1% 0%	0%	0%	F	0.093		0.501	14000	G	2016
		To				WCL Richmond	i								
		From				Hopkins Rd									
7691) Warwick Rd	0.74	8900	G	96%	2%	1% 1%	1%	0%	С	0.092		0.51	9700	G	2016
<u> </u>		To	•			SR 10 Broad Rock	Blvd								
<u> </u>		From				Patterson Ave									
Willow Lawn Dr	0.29	5800	G	99%	0%	0% 0%	0%	0%	С	0.099		0.545	6300	G	2016
		TC.	1			NCL Richmond									
Domo	0.00	From			DU	JVAL STREET BRO	OOK RD			0.104			0.40	_	2016
9006 Ramp	0.03	840 Tr	G		LIS 01	-N093A FROM BRO	OK DO	D		0.124			840	G	2016
		From			03 01		JOK KOP	ND .		_					
13th St		NA				Everett St				NA			NA		
1001 00		To	c			Stockton St				— <u>`</u> ```			107		
		From	1			Broad St				i				_	_
1st St		2600	G							0.091			2900	G	2016
		Te				Marshall St									
1-4-04		From	<u> </u>			Main St						_	0.400	_	001
1st St		<b>2200</b>	G			Com- Ct				0.108			2400	G	2016
			<u> </u>			Cary St									
20th Street		NA From	<u> </u>			T Street				 NA			NA		
2011 311661		INA To				U Street				INA			INA		
			I			O SHEEL									

Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Richmond	Fron	1-			R St				-					
24th St	410	G			KSt				0.097		0.510	450	G	2016
	Te	1.			Fairmount Ave									
	Fron	1:			Alder St				_					
3rd Avenue	890	G							0.095		0.6	970	G	2016
	Te	):			Chestnut St									
Addison St	Fron	1.			Cary St				NA			NA		
Addison St	NA T-	):			Main St							INA		
	Fron	1:			Damley Dr									
Archale Rd	NA				Daniely Br				NA			NA		
	Te	):			Abbey Rd									
	Fron	1:			Dupont Ave									
Atlantic Ave	170	G							0.126		0.58	180	G	201
	Te	1			Navarone Ave									
Pank Street	Fron	1:			9th Street							NΙΛ		
Bank Street	NA To	):			Governor Street	i			NA T			NA		
	Fron	1:			Henri Rd									
Bay St	270	G	97%	2%	1% 0%	0%	0%	С	0.224		0.65	270	G	201
	Te	):			Somerset Ave									
	Fron	1:			Commerce Rd									
Bells Rd	4700	G	79%	1%	4% 3%	14%	0%	F	0.093		0.723	5100	G	201
	To	):			Deepwater Termina	l Rd								
	Fron			121	Stuart Ave				J				_	
Belmont Ave	2500 <sub>т.</sub>	G	98%	1%	1% 0%  Kensington Ave	0%	0%	С	0.09		0.527	2500	G	201
	Fron	1							+					
Belmont Rd	5800	G			SCL Richmond				0.096		0.532	6300	G	201
20	To	·			Walmsley Blvd						0.002	0000	<u> </u>	_0.
	Fron	1:			Sheridan Lane									
Boroughbridge Rd	1100	G							0.110		0.527	1100	G	201
	Te	):			Tilford Rd									
	Fron				Dorset Rd									
Britannia Rd	190	G							0.122		0.632	210	G	201
	Te	):			Lauradale Ln									
Durd Ct Allou	Fron	Ь	070/	10/	Flood Wall	00/	00/	С	0.106		0.706	460	0	201
Byrd St Alley	460	G.	97%	1%	1% 0% Virginia St	0%	0%	C	0.136		0.706	460	G	201
	Fron	1:			Sheridan Ln									
Byswick Ln	NA				Silcridali Eli				NA			NA		
<u> </u>	Te	):			Bassett Ave									
	Fron	1:			Falling Creek Av	re								
Caldwell Ave	390	G							0.106		0.515	420	G	201
	T.	1"			Pate Ave									
	Fron				Creedmore St								_	
Carlisle Ave	980 To	G	96%	3%	1% 0%	0%	0%	С	0.098		0.553	1100	G	201
	Fron	1:			Central Ave Government Rd	Į.								
Carlisle Ave	990	G							0.097		0.567	990	G	201
	To	):			Creedmore St									
	Fron	1:			Parker St									
Carlisle St	1700	G							0.11		0.530	1700	G	201
	To				Government Rd									
Commingston	Fron				24Th St	-			0.107			70	_	004
Carrington St	60 T-	G G			25TL C4				0.137			70	G	201
	10	1			25Th St									

Route	Length AADT	QA	4Tire	Bus	2Axle 3+Ax		$\sim$	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Richmond	From				OTL CA								
Cary St	3900	G			9Th St			0.094			4200	G	2016
outy of	Te				14Th St						00		
	Fron				Dale Ave								
Castlewood Rd	2300	G						0.093		0.649	2500	G	2016
	To				Lancelot A	ve							
	From	i			Legions Av	/e							
Chapel Dr	1300	G			D 1.1			0.093		0.553	1500	G	201
		1			Bundy Av								
Cheyenne Rd	110	G			Cherokee F	<u>Rd</u>		0.126		0.588	120	G	201
Oneyenne na	To				Yuma Rd			0.120		0.500	120	ч	201
	From				Banister La								
Clarendon Dr	80	G			Danioter Ex			0.118		0.667	90	G	201
	To	c			Channing La	nne							
	Fron				Walmsley B	lvd							
Commerce Rd	4000	G						0.108		0.846	4300	G	201
	To				Trenton Av								
Operator described	Fron	لياً			Chatham R	d		0110		0.500	400		001
Confederate Ave	450	G			Glouchester	Rd		0.116		0.508	490	G	201
	Fron												
Cooks Rd	790	G			Alaska Di			0.131		0.508	850	G	201
oono ria	To	Ť			Allwood A	ve				0.000	000	ŭ	
	From	1			Nine Mile I								
Creighton St	2300	G						0.085		0.522	2500	G	201
	Tr				Walcott P	1							
	Fron				Castlewood	Rd							
Dale Avenue	<b>420</b>	G						0.12		0.598	420	G	201
					US 1								
Deepwater Terminal Ro	From	G			Bells Rd			0.113		0.892	980	G	201
Deepwater reminar no	i 900			Ric	hmond Deep Wat	er Terminal		0.113		0.092	900	G	201
	Fron				Bells Rd	Ci Terrimiai							
Deepwater Terminal Ro	1300	G	79%	1%	4% 3%		0% C	0.122		0.755	1400	G	201
	To	C		Ric	hmond Deep Wat	er Terminal							
5	From				Floral Ave	2							
Deloak Ave	160	G			Greystone A	VO.		0.113		0.581	170	G	201
	Fron												
Derwent Rd	1000	G			Tennyson A	ve		0.106		0.516	1100	G	201
	To				Stansbury A	ve						-	
	Fron				Laveta Di								
Deter Rd	550	G						0.107		0.575	600	G	201
	To				Lasalle D	r							
	From				New kent F	Rd							
Dorchester Rd	180	G						0.135		0.655	200	G	201
	Te				Burton Ro								
Dorcot Pd	770	G			Waldor D	r		0.000		0 600	020	G	204
Dorset Rd	<b>770</b>				Pusey Lan	e.		0.089		0.628	830	G	201
	Fron	:			French St			<del></del>					
Douglasdale Rd	3100	G		-	riench St			0.095		0.666	3300	G	201
	То	_			Belmont A	ve							
	Fron				41St Stree	t							
Dunston Ave	280	G						0.123		0.829	300	G	201
	To				Roanoke S								

					City of Richin	oria								
Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Richmond	From	1			Cary St									
E Lock Ln	NA				Cary St				NA			NA		
	To				Grandway Ro	l								
	From:				Boatwright D	r								
Edgehill Rd	NA To:				Dandy Dd				NA			NA		
	From				Bandy Rd				_					
Elkhardt Ln	NA				Kirby Rd				NA			NA		
	To				Dead End									
	From:				Hull St									
Elkhardt Rd	5900	G							0.101		0.524	6400	G	2016
	To				Whitehead R									
Essex St	140	G			Montrose Av	2			0.115			150	G	2016
LSSEX Of	To:				Edgewood Av	e			0.113			130	ч	2010
	From:	1			Nottoway Av				i					
Faquier Ave	530	F							0.138		0.507	560	F	2016
	To				Claremont Av	e								
	From				Warwick Rd				J					
Felton Rd	<b>NA</b>				D:1 1:00 D				NA			NA		
	From	l			Ridgecliff D	'								
Franklin St	190	G			Spokane St				0.118		0.554	210	G	2016
Transmit St	To	Ť			Willow Lawn	Or					0.00 1	2.0	Ğ	
	From				Heartwood R	d								
Glyndon Ln	100	G	95%	3%	2% 0%	0%	0%	С	0.162		0.649	110	G	201
	To				Forest Hill Av	e								
Cardan Avanua	From:		0.40/	40/	22nd St	00/	00/	-	0.110		0.517	1000	_	001
Gordon Avenue	1300 <sub>то:</sub>	G	94%	4%	1% 0% 21st St	0%	0%	С	0.116		0.517	1300	G	201
	From:	! 			Parker St									
Government Rd	4600	G			Turker of				0.094		0.582	4600	G	2016
	To				Carlisle St									
	From:				Matoaka Rd									
Granite Ave	930	G							0.129		0.557	990	G	201
	To				Tuckahoe Av	e								
Hanover Ave	NA From:				Mulberry St				NA			NA		
Tidilovoi 700	To				Robinson St				Π΄.			1471		
	From				Wainfleet Dr									
Hastings Dr	NA								NA			NA		
	To				Apache Rd									
	From:		000/	40/	Westwood Av		00/	_			0.554	000		004
Hawthorne Ave	380 To	G	98%	1%	1% 0% Walton Ave	0%	0%	С	0.119		0.551	380	G	201
	From:				Hazelhurst R				+					
Hunt Ave	1800	G			nazemursi K	1			0.114			1900	G	2016
	To				Meadowbridge	Rd								
	From				Stony Run D	r								
Jennie Scher Rd	2700	G							0.101		0.523	2900	G	201
	To	<u> </u>			Richmond Ro									
Lunghuoka Dr	From	<u> </u>			Junaluska Ct				0.101		0.550	250	6	004
Junaluska Dr	<b>320</b>	G			Blakemore R	1			0.121		0.553	350	G	201
	From	I			Sterncroft Di									
Kenmore Rd	260	G			Stellicion Di				0.107		0.522	280	G	201
									-					

					City of H	lichmon	ıd								
Route	Length AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Richmond	From	I			216	st St				1					
Keswick Ave	NA				218	si Si				NA			NA		
	To				18t	h St									
	From:				Wilto	on Rd									
Kingsbury Rd	220	G	98%	1%	1%	0%	0%	0%	С	0.129		0.567	220	G	2016
	To:				Matoa	aka Rd									
Kisha Dal	From	_	1000/	00/		ook Lane		00/				0.004	740	_	004
Kirby Rd	<b>740</b>	G	100%	0%	0%	0%	0%	0%	С	0.093		0.804	740	G	2016
	From:					aven Rd									
Lakeview Ave	NA				Davi	s Ave				NA			NA		
24.10110117110	To:				Staffo	rd Ave									
	From:				Graha	am Rd									
Lamb Ave	360	G	95%	4%	1%	0%	0%	0%	С	0.135		0.661	360	G	201
	To:				Lancas	ster Rd									
	From:				Ilex	Ave									
Lanewood Dr	520	G								0.14		0.523	570	G	201
	To:				Termin	nal Ave									
	From:	_				ord Ave		<b>5</b> -1					. — -		
Lorraine Ave	160	G	98%	1%	1%	0%	0%	0%	С	0.114		0.7	170	G	201
	10:					ort Dr									
M St	From: <b>2200</b>	G			27t	h St				0.095		0.602	2400	G	201
IVI St	<b>2200</b> To:	<u> </u>			28t	h St				0.095		0.602	2400	G	201
	From														
Maggie Walker Ave	NA				Pille	y Rd				NA			NA		
maggio rramo rivo	To				Cort	oin St									
	From:				Westo	wer Dr				1					
Merrifield Dr	NA									NA			NA		
	To				Huntla	and Rd									
	From:				Clems	on Ave									
Mike Rd	150	G								0.116		0.628	160	G	201
	To:				Gava	n Ave									
Mara Olda Assa	From:	_			Laburn	um Ave						0.550	740	_	004
Moss Side Ave	680	G			TT1	co Blvd				0.102		0.552	740	G	201
	From:														
National St	580	G	97%	2%	1%	ment Rd 0%	0%	0%	С	0.134		0.562	580	G	201
rational of	To:		01 70	270		more St	0 70	0 70		0.104		0.002	000	u	201
	From:					ridge Rd				i					
New Kent Rd	NA				Dicercii	age red				NA			NA		
	To				St Jar	nes Ct									
	From:				Jahnl	ke Rd									
Newell Rd	2100	G								0.083		0.538	2200	G	201
	To				Huntla	and Rd									
	From:				Sulgra	ave Rd									
Nottingham Rd	130	G								0.126		0.539	140	G	201
	To:				Dove	er Rd				<u> </u>					
Ook Laas	From	<u> </u>			Grov	e Ave						0.504	000	_	004
Oak Lane	290 <sub>то</sub>	G			Ctuatf-	rd Cres				0.13		0.594	320	G	201
	From:	l													
Old Brook Rd	2900	G	96%	2%	Westbro	ook Ave	0%	0%	С	0.095		0.539	3100	G	201
OIG DIOUNTIG	2900 To:	G	JU /0	£ /0		nister Ave		U /0		0.093		0.558	3100	u	۷۱ ا
	From:					ory Rd									
Old Holly Rd	120	G			піско	лу KU				0.141		0.537	130	G	201
5.6 ,	To:				Oakle	eaf Rd				<u> </u>		0.007	.00	~	_0.,
		-			Oakit	our ru									

					City of Richini	) i i d								
Route	Length AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Richmond	From				Gloucester Ro									
Palmyra Ave	280	G			Glodecater Re				0.144		0.657	300	G	2016
<u> </u>	To				Lament St									
	From:				Columbine Ro									
Patsy Anne Dr	440	G							0.116		0.554	480	G	2016
	103	<u> </u>			Rebecca Rd									
Peyton Ave	260	G			Larchmont Lar	e			0.117			280	G	201
reylon Ave	<b>∠00</b> To:				Mardick Rd				0.117			200	G	2011
	From:	_			26th St									
Phaup St	NA				2011 31				NA			NA		
'	To:				27th St									
	From:				North Ave									
Pilots Ln	1100	G							0.112		0.53	1200	G	201
	To:				ECL Richmon	1								
	From:				W Main St									
Plum St	910	G	99%	0%	0% 0%	0%	0%	С	0.084		0.792	910	G	201
	To:	<u> </u>			Floyd Ave									
Dellast, Ct	From:	<u> </u>	000/	00/	Dill Ave	00/	00/				0.000	000	0	001
Pollock St	630 <sub>то:</sub>	G	99%	0%	0% 0% 4th Ave	0%	0%	С	0.113		0.692	630	G	201
	From:													
Princeton Rd	100	G			Hermitage Ro				0.118		0.704	100	G	201
i illoctori rid	To:	r <u> </u>			Pope Ave						0.701	100	ŭ	
	From				Idlewood Ave	:								
Ramp	NA								NA			NA		
	To				I-195 North									
	From:				Rivercrest Rd									
Riverside Dr	1300	G	99%	0%	0% 0%	0%	0%	С	0.104		0.550	1300	G	201
	To:				Butte Rd									
0.10	From:	<u> </u>			Orlando Rd				<u></u>					
S Kinsley Ave	300 <sub>то:</sub>	G			Y 1 A				0.127		0.544	330	G	201
		<u> </u>			Leake Ave									
Seminary Ave	From: <b>NA</b>	<u> </u>			Rennie Ave				NA			NA		
Seminary Ave	To:				Westwood Av							INA		
	From:	_			Franklin St									
Shafer St	430	G			Trankini St				0.104			470	G	201
	To:				Grace St									
	From:				Halesworth Ro	i								
Sherbrook Rd	340	G	96%	0%	4% 0%	0%	0%	С	0.129		0.636	340	G	201
	To:				Cherokee Rd									
	From:				Huth Rd									
Snead Rd	1000	G							0.104		0.573	1100	G	201
	To				Clearfield St									
0. "	From:		070/	10/	Robert Bruce I		201				0.004	500	_	004
Stafford Rd	520	G	97%	1%	1% 0% Forest Hill Av	0%	0%	С	0.109		0.621	520	G	201
		<del></del>												
Stanhope Avenue		Щ_			Stratford Dr				0.154		0.515	220	_	201
Starriope Avenue	220	G							0.104				( -	
	220 To-	G			Brook Rd						0.010	220	G	201
					Brook Rd Whitehead Ro						0.515		G 	
Swanson Rd	<b>220</b> To				Brook Rd Whitehead Ro								G	
Swanson Rd	220 To								0.109		0.625	1800		
Swanson Rd	220 To From 1700				Whitehead Ro Bolton Rd									
Swanson Rd  T Street	220 To From 1700				Whitehead Ro									201

						Oity O		ii u								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Richmond																
		From					ncaster Rd				<u></u>				_	
The Terrace		180	G	98%	1%	1%	0%	0%	0%	С	0.121			180	G	2016
							wood Ave				l					
Todaya Dal		From:				We	eyburn Rd						0.057	400	_	004
Trabue Rd		150 To:	G			D:	cknell Rd				0.108		0.857	160	G	2016
Traylor Dr		310	G			Che	erokee Rd				0.249		0.725	330	G	2016
Haylor Di		JIU To:	G			De	enbigh Dr				0.249		0.723	330	G	2010
		From:														
Tulip St		810	G			V	enable St				0.109		0.573	880	G	2016
Tulip St		To:	<u>u</u>			Car	rrington St				0.103		0.575	000	u	2010
		From:									1					
Wainfleet Dr		NA				Ke	ttering Dr				NA			NA		
Wallineel Di		To:				Δι	pache Rd							INA		
		From:									1					
Wainwright Dr		170	G				Erich Rd				0.113		0.737	170	G	201
Walliwinght Di		170 To:	<u>u</u>			1	Irby Dr				0.113		0.737	170	u	2010
		From:					enway Dr									
Wainwright Dr		270	G	96%	3%	1%	1%	0%	0%	С	0.133		0.59	270	G	201
		To:				Bl	andy Ave									
		From:				Ye	ardley Dr									
Westower Dr		1800	G								0.094		0.678	2000	G	2016
		To				Liı	nerick Dr									
		From:				Haw	thorne Ave	;								
Westwood Ave		1300	G	98%	0%	1%	0%	0%	0%	С	0.104		0.729	1300	G	2016
		To:				N	oble Ave									
		From:				S	ussex St									
Whitcomb St		2000	G								0.094		0.782	2200	G	2016
		To:				Red	lwood Ave									
		From:				D	ebora Dr									
Whitlone Dr		NA									NA NA			NA		
		To:				В	liley Rd									
		From:				Ma	atoaka Rd									
Wilton Rd		440	G								0.131		0.551	480	G	2016
		To:				Tuc	kahoe Ave									
		From:				Stoc	kwood Rd									
Woodhaven Dr		660	G								0.124		0.530	710	G	2016
		To:				All	perene Rd									
		From:				Wa	arwick Rd									
Woodstock Rd		NA									NA NA			NA		
		To:				Ja	arvis Rd									