# 2018

# 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.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- **F** Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 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
- M 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	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Re Bypas - Bypass R Truck - Truck Rou ALT - Alternate Re Wye - Wye Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600	The VDOT Mainta	inenance Jurisdiction number is displayed below the Secondary Route

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.

Route	Jurisdiction	Length AADT	04	4Tire	Bue		Tru			QC	K	QK	Dir	AAWDT	OW
	From			FILC	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	GIN	Factor	AAWDI	QW
1 301 Jefferson Davis Hwy	City of Richmond	SCL Richmon 2.13 <b>11000</b>	F	94%	2%	1%	1%	2%	0%	С	0.088	F	0.617	12000	F
	Ta	Bellmeade Ro	d												
1 Jan Jefferson Davis Hwy	City of Richmond	0.86 13000	A	96%	1%	1%	1%	2%	0%	С	0.106	А	0.549	14000	А
$\bigcirc \bigcirc$	To: From:	Hopkins Rd													
(1) $(301)$ Jefferson Davis Hwy	City of Richmond	1.01 <b>19000</b>	F	96%	1%	1%	1%	2%	0%	F	0.086	F	0.56	21000	F
	Ta: From:	US 360 Hull S													
1 301 Cowardin Ave	City of Richmond	0.39 <b>24000</b>	F	97%	1%	1%	0%	1%	0%	С	0.093	F	0.579	26000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Semmes Ave													
1 301 Lee Bridge	City of Richmond	0.76 <b>35000</b>	F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.626	40000	F
	To: From:	2nd St	_	000/	10/		00/	00/	00/	_		_	0.040		
1 301 Belvidere St	City of Richmond	0.92 <b>28000</b>	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.649	32000	F
Balvidara St	City of Richmond	Franklin St		98%	1%	19/	00/	0%	0%	F	0.085	F	0.545	44000	G
1 301 Belvidere St		0.15 <b>39000</b>	G	90%	170	1%	0%	0%	0%	Г	0.085	Г	0.545	44000	G
(1) (301) Belvidere St	From From City of Richmond	US 250 Broad 0.40 <b>35000</b>	St G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.611	40000	G
1 301 Beindere St		Chamberlayne A		90 /0	1 /0	1 /0	0 /0	0 /0	0 /0	'	0.005	'	0.011	40000	G
~~~~	From:	Belvidere St													
1 301 Chamberlayne Ave	City of Richmond	1.02 <b>23000</b>	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.508	27000	F
~~~~	To: From:	Edge Hill Rd										_			
1 301 Chamberlayne Ave	City of Richmond	0.31 <b>23000</b>	F	98%	1%	1%	0%	0%	0%	С	0.092	F	0.535	26000	F
		Brookland Park I		000/	10/		00/	00/	00/		0.400	-	0.005	00000	
1 301 Chamberlayne Ave	City of Richmond	0.86 <b>17000</b>	F	98%	1%	1%	0%	0%	0%	С	0.103	F	0.625	20000	F
Chemberleume Aug	City of Richmond	Laburnum Av		000/	10/	19/	00/	00/	00/	F	0 100	F	0.607	10000	F
1 301 Chamberlayne Ave		0.26 <b>14000</b>	F	98%	1%	1%	0%	0%	0%	Г	0.108	Г	0.607	16000	Г
(1) (301) Chamberlayne Ave	City of Richmond	Claremont Av 0.94 <b>16000</b>	F	98%	1%	1%	0%	0%	0%	С	0.106	F	0.525	18000	F
(1) (301) Chambenayne Ave		Azalea Ave	•	30 /8	1 /0	1 /8	0 /6	0 /6	0 /6	U	0.100	'	0.525	10000	1
$\sim$	From:	Chamberlayne A													
1 Azalea Ave	City of Richmond	0.26 19000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.549	21000	G
	Franc	NCL Richmon	nd												
T Ramp	City of Richmond (Maint: 43)	US 1 0.07 <b>14000</b>	G								0.099	F		14000	G
		I-95 South	ŭ								0.000	'		14000	u
North	From:	US 1 Belvidere	St												
Amp	City of Richmond (Maint: 43)	0.04 <b>7300</b>	G								0.101	F		7300	G
No oth	Ter	127-99006 A													
North	City of Richmond (Maint: 43)	127-99006- A 0.06 <b>5300</b>	G								0.105	F		5300	G
	та	US 01-S093A									5	•			

						Tru	ick			К		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	US 1 Chamberlayne Ave; Belvid	ere St											
1 Ramp	City of Richmond (Maint: 43)	0.12 <b>9800 A</b>								0.226	A		11000	A
~	10:	I-95 North												
South	From:	US 1 S, Belvidere St												
1 Ramp	City of Richmond (Maint: 43)	0.28 <b>5000 A</b>								0.116	A		5400	A
~	10:	US 1 N Exit 93A to I-95 Sou	th											
	From:	Azalea Ave							_		_		.=	_
(2) $(301)$ Chamberlayne Ave	City of Richmond	0.04 <b>16000 F</b>	98%	1%	1%	0%	1%	0%	F	0.106	F	0.536	17000	F
~ ~	10.	NCL Richmond												
	From:	25th St	<i>.</i>						~		_			_
5 $60$ Main St	City of Richmond	0.30 <b>17000 F</b>	94%	2%	1%	2%	1%	0%	С	0.097	F	0.585	19000	F
$\diamond$	To: From:	Williamsburg Rd Williamsburg Ave												
5 Main St	City of Richmond	0.40 <b>16000 F</b>	97%	1%	1%	1%	0%	0%	С	0.099	F	0.654	18000	F
5 Mildan Ot			0170	170	170	170	070	070	U	0.000		0.004	10000	•
	Tron From:	Nicholson St	070/	10/		10/	0.01	00/	-	0.400	-		10000	-
5 Main St	City of Richmond	0.26 <b>12000 F</b>	97%	1%	1%	1%	0%	0%	F	0.103	F	0.729	13000	F
		ECL Richmond												
	From:	WCL Richmond	000/	10/		00/	0.01	00/	~	0 1 0 0	_		4 5 0 0 0	_
6 Patterson Ave	City of Richmond	1.30 <b>13000 F</b>	99%	1%	0%	0%	0%	0%	С	0.108	F	0.507	15000	F
<u> </u>	T <sub>C</sub> . From:	Libbie Ave												
6 Patterson Ave	City of Richmond	1.67 <b>12000 F</b>	99%	1%	1%	0%	0%	0%	С	0.118	F	0.531	14000	F
$\checkmark$	To	Malvern Ave			<u> </u>									
6 Patterson Ave	City of Richmond	0.38 <b>9700 F</b>	98%	1%	1%	0%	0%	0%	С	0.117	F	0.537	11000	F
	To	Thompson St												
6 Kensington Ave	City of Richmond	0.71 <b>2200 F</b>	99%	0%	0%	0%	0%	0%	С	0.127	F	0.594	2500	F
0) is in a set of the	Тос	Boulevard	0070	0,0		0,0	0,0	0,0	Ū	01121	•	0.001	2000	•
	From:	US 360 Hull St												
10 Broad Rock Rd	City of Richmond	0.81 <b>11000 F</b>	98%	1%	1%	0%	0%	0%	С	0.084	F	0.548	12000	F
					. , .	• / •	• • •	• / •	-		-			-
Dread Beek Blud	City of Richmond	<u>N Belt Blvd</u> 0.43 <b>16000 F</b>	98%	1%	10/	0%	0%	0%	F	0.084	F	0.514	18000	F
10 161 Broad Rock Blvd		0.43 <b>10000 F</b>	98%	1%	1%	0%	0%	0%	Г	0.064	Г	0.514	18000	Г
	To: From:	S Belt Blvd									_			_
(10) Broad Rock Blvd	City of Richmond	2.10 <b>20000 F</b>	99%	0%	1%	0%	0%	0%	С	0.085	F	0.632	21000	F
	To: From:	W. Belmont Rd												
10 Iron Bridge Rd	City of Richmond	0.56 <b>13000 F</b>	99%	0%	1%	0%	0%	0%	F	0.086	F	0.53	14000	F
$\smile$	To:	SCL Richmond												
	From	WCL Richmond												
33 Staples Mill Rd	City of Richmond	0.03 <b>20000 G</b>	98%	1%	1%	0%	0%	0%	F	0.092	F	0.518	23000	G
$\searrow$	To	US 250 Broad St												
	From	US 250; Staples Mill Rd									-			
(33) (250) Broad St	City of Richmond	0.79 <b>24000 A</b>	98%	1%	1%	0%	0%	0%	С	0.113	А	0.508	27000	Α
$\sim$	Tor	Malvern Ave												

Devite	Looke all all an	L a matte		~ .	47	Dur		True	ck		~~~	К	01/	Dir		
Route	Jurisdiction	0		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
(33) (250) Broad St	City of Richmond	0.97	Malvern Ave 24000	F	97%	1%	1%	0%	0%	0%	С	0.095	F	0.534	28000	F
(33) (230) - 1042 00	та		Sheppard St	-					• • •	• / •	Ĩ					
33 (250) Broad St	City of Richmond	0.38	20000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.563	23000	F
$\sim \sim$	To	SR 39	9 Terminal Pla	lace												
33 (250) Broad St	City of Richmond	0.94	17000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.563	19000	F
~~~	To: From:		3 P, Harrison													
33) (250) Broad St	City of Richmond	0.08		G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.569	25000	G
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	34000	G	97%	1%	1%	0%	0%	0%	F	NA			38000	G
~	To: From:		S 250 Broad St		0.004	1.5/				<b></b>	_		_			
33 Hancock Rd	City of Richmond	0.23	760	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.785	830	G
-	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	<b>4500</b> Leigh St	G	96%	1%	1%	1%	1%	0%	F	0.076	F	0.579	4800	G
	From:	LIC.	33 Hancock S	24												
33) Leigh St	City of Richmond	0.27	12000	F	98%	1%	0%	0%	0%	0%	F	0.092	F	0.511	13000	F
	Ta		1 Belvidere S	2t												
33) Leigh St	City of Richmond	1.60	<b>11000</b>	F	98%	1%	0%	0%	0%	0%	С	0.106	F	0.767	12000	F
<u> </u>	T <sub>oc</sub> From:		uther King Jr I	Bridge												
33) Mosby St	City of Richmond	0.30	11000	F	97%	2%	0%	0%	0%	0%	С	0.102	F	0.558	12000	F
~	Fom:	ŀ	Fairmont Ave Mosby St													
33) Fairmont Ave	City of Richmond	0.43	7300	F	99%	1%	0%	0%	0%	0%	С	0.102	F	0.522	7700	F
$\smile$	To: From:		25th St													
33) Nine Mile Rd	City of Richmond	0.90	9900	F	97%	2%	1%	0%	0%	0%	С	0.103	F	0.680	11000	F
$\smile$	To:	E	CL Richmond													
	From:		Broad St		0.001	10/		10/	10/	00/	0	0.001	_	0.704	4000	-
33) Harrison St	City of Richmond	0.24	3800	F	96%	1%	1%	1%	1%	0%	C F	0.081	F	0.734	4000	F
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	<b>4500</b> Leigh St	G	96%	1%	1%	1%	1%	0%	г	0.076	F	0.579	4800	G
	From:		Harrison St													
33) Leigh St	City of Richmond	0.07	12000	F	96%	1%	1%	1%	1%	0%	F	0.089	F	0.527	13000	F
	Combined Traffic Estimates for Parallel Roadw	,	NA									NA			NA	
	To:		Hancock St													
	From:	SR 150 Chippen				00/		00/	00/	00/	-	0.000	_	0.50	40000	_
60 Midlothian Tpke	City of Richmond	0.38	45000	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.53	48000	F
Miellesthiere Teles			Carnation St	_	0001	10/		00/	001	001		0.000	-	0.504	00000	
60 Midlothian Tpke	City of Richmond	1.78	27000	G	98%	1%	1%	0%	0%	0%	С	0.088	F	0.594	29000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		161 Belt Blvd								_		_			_
60 Midlothian Tpke	City of Richmond	0.62	21000	F	99%	1%	1%	0%	0%	0%	С	0.095	F	0.589	23000	F

						_		Tru	ck			K		Dir		<u></u>
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		idlothian Tp								_		_			_
$\binom{60}{60}$ Roanoke St	City of Richm		9500	F	98%	1%	0%	0%	0%	0%	С	0.1	F	0.607	10000	F
~	1o: From:		orest Hill Av	/e												
Forest Hill Ave	City of Richm		Roanoke St 23000	F	98%	1%	1%	0%	0%	0%	С	0.097	F	0.63	25000	F
60 Forest Hill Ave		-	Semmes Ave		30 /8	1 /0	1 /0	078	0 /0	078	0	0.037	1	0.05	23000	
	From:		orest Hill Av													
60 Semmes Ave	City of Richm		21000	F	98%	1%	0%	0%	0%	0%	С	0.101	F	0.664	23000	F
	Ta		C 201 C													
Semmes Ave	City of Richm		S 301 Cowa 12000	rdin Ave	98%	1%	0%	0%	0%	0%	F	0.119	F	0.704	13000	F
60 Semmes Ave			nchester Bri	-	30 /8	1 /0	0 /8	078	0 /0	0 /8		0.115	1	0.704	13000	1
	From:		Semmes Ave													
60 Manchester Bridge	City of Richm		18000	G	98%	1%	0%	0%	0%	0%	F	0.121	F	0.601	20000	G
	To:		9th St													
	From:	Ма	nchester Bri	dge												
60 9th St	City of Richm	nond 0.25	10000	G	98%	1%	0%	0%	0%	0%	F	0.164	F		11000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	98%	1%	0%	0%	0%	0%	F	0.114	F	0.641	19000	G
	To:	S	R 147 Cary	St												
$\sim$	From:		R 147; 9th S													
60 Cary St	City of Richm	nond 0.45	4000	F	98%	1%	0%	0%	0%	0%	F	0.085	F		4300	F
}	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	F	98%	1%	0%	0%	0%	0%	F	0.097	F	0.635	15000	F
	To:		360 14th St													
	Other of Dishar		IS 360 14th S		000/	00/	10/	00/	00/	00/	NI	0.000	-	0 507	15000	NI
60 360 14th St	City of Richm		13000	N	99%	0%	1%	0%	0%	0%	Ν	0.093	F	0.507	15000	Ν
	From:	K1 30	0/MAIN ST 14th St	REEI												
60 360 Main St	City of Richm	nond 0.30	17000	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.748	18000	G
00 (300)	To:	0.00	RT 360	•	0070	070	.,,,	0,0	0,0	0,0	•	00	•	017.10		0.
	From:	U	S 360, 18th	St												
60 Main St	City of Richm	nond 0.18	15000	F	98%	1%	0%	0%	0%	0%	F	0.087	F	0.768	16000	F
$\bigcirc$	To	1	21st St													
60 Main St	City of Richm	nond 0.25	17000	F	98%	1%	0%	0%	0%	0%	F	0.089	F	0.765	18000	F
(80)				•	0070	. /0		0,0	0,0	0,0	•	0.000	•	011 00		•
	From:		25th St		0.40/	00/		00/	10/	00/	0	0.007	-	0 505	40000	_
$\left\{60\right\}$ $\left(5\right)$ Main St	City of Richm		17000	F	94%	2%	1%	2%	1%	0%	С	0.097	F	0.585	19000	F
	From:	W1	lliamsburg A Main St	Ave												
(60) Williamsburg Ave	City of Richm	L0.46	11000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.602	12000	G
	та:		toney Run E		01/0	170		170	170	070	•	0.007		0.002	12000	G
	From:		lliamsburg A													
60 Stoney Run Dr	City of Richm		2800	G	97%	1%	1%	1%	1%	0%	F	0.106	F	0.579	3000	G
	- To:		overnment F	Rd												
~~~~	From:		toney Run E													
60 Government Rd	City of Richm		6400	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.591	7000	G
$\sim$	To:	W	illiamsburg l	Rd												

						T	ruck			К		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle 3+Axl			QC	Factor	QK	Factor	AAWDT	QW
	From:		ernment Rd	0.00/	10/		00/	00/	~	0.007	-	0.500	11000	-
(60) Williamsburg Rd	City of Richmond		9900 F Richmond	96%	1%	1% 1%	2%	0%	С	0.097	F	0.509	11000	F
	From:		nester Bridge											
(60) 8th St	City of Richmond		7500 F	98%	1%	0% 0%	0%	0%	F	0.163	F		8000	F
	Combined Traffic Estimates for 2 Parallel Roadway			98%	1%	0% 0%	0%	0%	F	0.114	F	0.641	19000	G
	To		Canal St											
60 8th St	City of Richmond		8400 F	98%	1%	0% 0%	0%	0%	F	0.135	F		9500	F
	Combined Traffic Estimates for 2 Parallel Roadway		8000 G	98%	1%	0% 0%	0%	0%	F	NA			20000	G
	Τα		Aain St											
	From:		8th St	000/	4.0/		00/	00/	_	0.405	F		11000	_
(60) Main St	City of Richmond		9800 F	98%	1%	0% 0% 0% 0%	0%	0% 0%		0.105	F	0.005	11000	F
	Combined Traffic Estimates for 2 Parallel Roadway		4000 F	98%	1%	0% 0%	0%	0%	Г	0.097	Г	0.635	15000	Г
Foot	From:		County Line											
East (64)	City of Richmond (Maint: 43		74000 A	97%	0%	0% 1%	1%	0%	F	0.099	А		82000	А
04	Combined Traffic Estimates for 2 Parallel Roadway			97%	0%	0% 1%	1%	0%	F	0.097	А	0.500	169000	А
	Τα	I-9	95; I-195											
East	From:		o I-195 South	070/	00/		10/	00/	_	0.000	_		50000	~
64 I-64 E Ramp	City of Richmond (Maint: 43)		50000 G	97%	0%	0% 1%	1%	0%	F	0.088	F	0.504	56000	G
	Combined Traffic Estimates for 2 Parallel Roadway		06000 G	97%	0%	0% 1%	1%	0%	F	0.091	F	0.591	119000	G
East	From:		Fo I-95 North											
(64) I-64 E Ramp	City of Richmond (Maint: 43)	) 0.15 <b>3</b>	8000 G	97%	0%	0% 1%	1%	0%	F	0.088	F		42000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 8	32000 G	97%	0%	0% 1%	1%	0%	F	NA			92000	G
Fast	Tor	Ramp Fro	om I-195 North											
(64) I-64 E Ramp	City of Richmond (Maint: 43	0.20 4	10000 G	97%	0%	0% 1%	1%	0%	F	0.087	F		45000	G
64) + 6 + 2 + tamp	Combined Traffic Estimates for 2 Parallel Roadway			97%	0%	0% 1%	1%	0%	F	0.088	F	0.524	93000	G
	Та:		95 South		• / •		.,.	• / •	-		-			
East South	From:		95; I-195						_					
(64) (95)	City of Richmond (Maint: 43)		33000 A	93%	1%	1% 1%	4%	0%	F	0.081	Α		86000	A
<b>~ ~</b>	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 16	62000 A	93%	1%	1% 1%	4%	0%	F	0.078	А	0.524	168000	A
East South	T <sub>co</sub> From:	SR 16	1 Boulevard											
(64) (95)	City of Richmond (Maint: 43)	) 2.19 <b>8</b>	80000 A	93%	1%	1% 1%	4%	0%	С	0.08	Α		84000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 1	55000 A	93%	1%	1% 1%	4%	0%	С	0.078	Α	0.518	162000	Α
<b>E i i i</b>	То: г	Leigh S	St, Gilmer St											
East South	City of Richmond (Maint: 43		68000 A	93%	1%	1% 1%	4%	0%	F	0.08	А		71000	А
64 95	Combined Traffic Estimates for 2 Parallel Roadway	-		93 <i>%</i>	1%	1% 1%	4 % 4%	0%	F	0.08	A	0.501	137000	A
		US 1, US 3		00 /0	ı /0	1/0 1/0	- <b>t</b> /0	0 /0	1	0.00	~	0.001	10/000	~

								Tru	ick			К		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East South	From:	US 1	US 301 Belv	videre St				OTANC	TTan	Zmail		T dotoi		T dotoi		
$\overline{(64)}$ $\overline{(95)}$	City of Richmond (		82000	A	93%	1%	1%	1%	4%	0%	F	0.08	А		86000	А
	Combined Traffic Estimates for 2 Parallel	, ,	159000	Α	93%	1%	1%	1%	4%	0%	F	0.077	А	0.500	164000	А
	To:		East Interch					.,.	.,.	• / •						
East	From:		I-95 S													
$\overline{64}$ I-64 E Ramp	City of Richmond (	(Maint: 43) 0.15	27000	Ν	93%	1%	1%	1%	4%	0%	Ν	0.101	F		28000	Ν
	To: From:		Ramp to 3rd	St												
$\overline{(64)}$ I-64 E Ramp	City of Richmond (	(Maint: 43) 0.38	27000	G	93%	1%	1%	1%	4%	0%	F	0.101	F		28000	G
64 1 04 E Manip	Combined Traffic Estimates for 2 Parallel			G	95%	1%	1%	1%	- 70 3%	0%	F	NA	•		53000	G
			np from I-95		3378	1 /0	1 /0	1 /0	J /0	078		11/1			55000	u
East	From:		East Interch													
(64)	City of Richmond (	(Maint: 43) 1.14	52000	Α	96%	1%	1%	1%	2%	0%	F	0.101	А		56000	А
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	102000	Α	96%	1%	1%	1%	2%	0%	F	0.083	А	0.588	109000	А
	To	US 360	Mechanicsv	ville Toke												
East (64)	From:					10/		10/	001	00/	-					
(64)	City of Richmond (		41000	Α	96%	1%	1%	1%	2%	0%	-	0.1	Α		44000	A
$\sim$	Combined Traffic Estimates for 2 Parallel			Α	96%	1%	1%	1%	2%	0%	F	0.084	А	0.543	88000	A
East	10. From:		ECL Richmo WCL Richm													
$\overline{(64)}$	City of Richmond (		41000	A	96%	1%	1%	1%	2%	0%	F	0.1	А		44000	А
04	Combined Traffic Estimates for 2 Parallel	, ,		A	96%	1%	1%	1%	2%	0%	F	0.084	A	0.543	88000	A
	To:		ECL Richmon		00/0	.,.		. /0	- /0	0,0	•	0.001		01010		
East	From:		I-64 East													
$(\overline{64})$ Exit 186 Ramp I-64 E to	DI-195 S City of Richmond (	(Maint: 43) 0.16	29000	G								0.12	F		29000	G
	Tra											-				-
East	From:		p to Laburnu	m Ave												
$\left(\frac{64}{64}\right)$ Exit 186 Ramp I-64 E to	DI-195 S City of Richmond (	(Maint: 43) 0.08	24000	G								0.126	F		24000	G
$\checkmark$	То:	<u> </u>	I-195 South	1												
East	From:		4 East Exit 1													
$\overline{64}$ Ramp	City of Richmond (		5200	G								0.097	F		5200	G
$\sim$	To:	127-7	555 Laburnu	ım Ave												
East	From:		I-64 East													
$\overline{64}$ Ramp	City of Richmond (	(Maint: 43) 0.14	13000	G								0.157	F		13000	G
$\checkmark$	То:		I-195 North	ı												
East	From:		East Collect													
$\overline{64}$ Ramp	City of Richmond (		2500	G								0.087	F		2500	G
$\smile$	То:	US 360 V	V, Mechanic	sville Tp	ke											
East	Fram		I-64 East													
64 Collector Road	City of Richmond (	(Maint: 43) 0.10	17000	G								0.109	F		17000	G
$\smile$	To	I-64 East E	xit 192A to U	US 360 V	Vest											

								Tru	ick			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	From:	Hen	rico County	Line				017.040		a.						
64)	City of Richmond (	Maint: 43) 0.09	78000	Α	97%	0%	0%	1%	1%	0%	F	0.107	Α		87000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	152000	Α	97%	0%	0%	1%	1%	0%	F	0.097	Α	0.500	169000	Α
	To:		I-95; I-195													
West	City of Richmond (I		From I-195 56000	North G	97%	0%	0%	1%	1%	0%	F	0.101	F		63000	G
64 I-64 W Ramp	Combined Traffic Estimates for 2 Parallel	,		G	97% 97%	0% 0%	0%	1%	1%	0%	г с	0.091	F	0.591	119000	G
					91 /0	0 /8	0 /0	1 /0	1 /0	0 /0	1	0.091	1	0.591	119000	a
West	From:	•	From I-195													
$\overline{64}$ I-64 W Ramp	City of Richmond (I		44000	G	97%	0%	0%	1%	1%	0%	F	0.099	F		50000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	82000	G	97%	0%	0%	1%	1%	0%	F	NA			92000	G
West	To: From:	Ramp From	n SR 197 La	burnum	Ave											
(64) I-64 W Ramp	City of Richmond (	Maint: 43) 0.04	39000	G	97%	0%	0%	1%	1%	0%	F	0.096	F		44000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	97%	0%	0%	1%	1%	0%	F	NA			86000	G
	Ta	Ram	p To I-195	South												
West	City of Richmond (I		43000	G	97%	0%	0%	1%	1%	0%	F	0.097	F		48000	G
64 I-64 W Ramp	Combined Traffic Estimates for 2 Parallel	/		G	97% 97%	0%	0%	1%	1%	0%	F	0.097 NA	Г		48000 93000	G
		nuauways on this nutle.	I-95 North		91 /0	0 /8	0 /0	1 /0	1 /0	0 /0	1	INA			93000	a
West North	From:		I-95; I-195													
(64)(95)	City of Richmond (	,	79000	Α	93%	1%	1%	1%	4%	0%	F	0.083	А		82000	А
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	162000	Α	93%	1%	1%	1%	4%	0%	F	0.078	А	0.524	168000	А
West North	Ta: Fron:	SR	R 161 Boules	/ard												
$(\overline{64})$ $(\overline{95})$	City of Richmond (I	Maint: 43) 1.97	76000	Α	93%	1%	1%	1%	4%	0%	С	0.078	А		78000	А
04 33	Combined Traffic Estimates for 2 Parallel	,		Α	93%	1%	1%	1%	4%	0%	С	0.078	А	0.518	162000	А
	То		US 301 Belv	videre St												
West North	From:					40/	10/	10/	40/	00/	_	0.000	•		00000	
64 95	City of Richmond (I	,	64000	A	93%	1%	1%	1%	4%	0%	F	0.082	A	0.504	66000	A
	Combined Traffic Estimates for 2 Parallel	,			93%	1%	1%	1%	4%	0%	F	0.08	A	0.501	137000	A
West North	To: From:	Ch	amberlayne	Ave												
64 95	City of Richmond (	Maint: 43) 0.30	76000	Α	93%	1%	1%	1%	4%	0%	F	0.081	А		78000	А
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	159000	Α	93%	1%	1%	1%	4%	0%	F	0.077	А	0.500	164000	Α
	To:	I-95	East Interch													
$\frac{\text{West}}{64}$ I-64 W Ramp	City of Richmond (I	Maint: 43) 0.23	I-95 North 27000	G	93%	1%	1%	1%	4%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Parallel	,		G	96%	1%	1%	0%	4 /8 2%	0%	F	NA			81000	G
					0070	170	- /3	0 /0	270	0 /0	•	1.17.1			01000	G
West	From:		mp From 5t													_
64 I-64 W Ramp	City of Richmond (I	,	24000	G	96%	1%	1%	1%	2%	0%	F	NA			25000	G
$\sim$	Combined Traffic Estimates for 2 Parallel			G	95%	1%	1%	1%	3%	0%	F	NA			53000	G
	To:	Ram	p to I-95 S;	5th St												

							_		Tru	ıck			К		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:			East Interch	12							_					
(64)	City of Richmond (	,	1.44	50000	Α	96%	1%	1%	1%	2%	0%	F	0.095	Α		53000	A
$\checkmark$	Combined Traffic Estimates for 2 Parallel	Roadways on this				96%	1%	1%	1%	2%	0%	F	0.083	A	0.588	109000	A
West	10: From:			ECL Richmo WCL Richm													
(64)	City of Richmond (	Maint: 43)	0.24	41000	A	96%	1%	1%	1%	2%	0%	F	0.102	А		44000	А
04	Combined Traffic Estimates for 2 Parallel	· · · ·			Α	96%	1%	1%	1%	2%	0%	F	0.084	А	0.543	88000	А
	To:			CL Richmo													
West	From:			I-64 West													
$\overline{(64)}$ Ramp	City of Richmond (	(Maint: 43)	0.11	4200	G								0.107	F		4200	G
	To:			I-195 South	1												
West	From:			I-64 West													
$\left(\overline{64}\right)$ Ramp	City of Richmond (	Maint: 43)	0.26	30000	G								0.102	F		30000	G
	To:		I-95	South, 5th S													
$(\overline{64})$ Ramp	City of Richmond (	(Maint: 43)	0.23	I-64 West 20000	Α								0.086	А		21000	А
64 Hamp		(Maint: 40)											0.000	~		21000	~
West	To: From:		Ram	p from 7th S	Street												
$\overline{64}$ Ramp	City of Richmond (	Maint: 43)	0.09	23000	Α								0.094	А		25000	А
$\smile$	To:			I-95 South													
	From:	SR 150 Chi										_		_			
76 Powhite Pkwy	City of Richmond (	(Maint: 20)	1.23	96000	F	98%	0%	0%	0%	1%	0%	F	0.105	F	0.63	109000	F
<u> </u>	T <sub>or</sub> From:			est Hill Ave													
(76) Powhite Pkwy	City of Richmond (	(Maint: 20)	0.61	105000	F	98%	0%	0%	0%	1%	0%	F	0.106	F	0.666	119000	F
<u> </u>	To: From:		Powl	hite Pkwy B	Bridge												
(76) Powhite Pkwy	City of Richmond (	(Maint: 43)	0.66	105000	F	98%	0%	0%	0%	1%	0%	F	0.106	F	0.666	119000	F
$\smile$	To: Four			SR 146													
(76) Powhite Pkwy	City of Richmond (	Maint: 43)	0.94	71000	G	98%	0%	0%	0%	1%	0%	F	0.108	F	0.676	80000	G
$\bigcirc$	To:			I-195													
East	From:	SR-00076-E	E013A(R)	/SPLIT OF	RAMP I	FROM RT	76										
(76) Ramp	City of Richmond (		0.11	NA									NA			NA	
$\smile$	To:	IS-	00195-N	012A(B)/FR	ROM RT	195											
	From:			20 FROM R	T 95												
$\overline{95}$ Ramp	City of Richmond (	(Maint: 20)	0.05	NA									NA			NA	
~	To:	l		SR 161- A													
	From:			95 North 73		010/	10/		10/	<b>0</b> 0/	<b>0</b> 01	_	0.005			4 5 9 9 6	
95 Ramp	City of Richmond (	Maint: 20)	0.22	14000	A	91%	1%	1%	1%	6%	0%	F	0.098	Α		15000	A
~	10:	1		-7561 Mau													
		(Malata 40)		orth Exit 74									0.450	_	0.005	7000	~
95 Ramp	City of Richmond (	iviaint: 43)	0.16	7200	G								0.153	F	0.635	7800	G
	10'		US	S 250 Broad	i St												

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	Prom:		CL Richmon								_					
95	City of Richmond (Maint: 2	,	53000	Α	91%	1%	1%	1%	6%	0%	F	0.108	Α		55000	Α
$\sim$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	106000	Α	91%	1%	1%	1%	6%	0%	F	0.084	Α	0.645	110000	Α
North	T <sub>co</sub> From:	SF	R 161 Bells I	Rd												
95)	City of Richmond (Maint: 2	20) 3.81	52000	Α	91%	1%	1%	1%	6%	0%	С	0.099	А		53000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	106000	Α	91%	1%	1%	1%	6%	0%	С	0.083	А	0.614	108000	Α
North	T <sub>cc</sub> From:		Maury St													
95)	City of Richmond (Maint: 2	20) 0.45	59000	Α	91%	1%	1%	1%	6%	0%	F	0.090	А		61000	А
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	120000	Α	91%	1%	1%	1%	6%	0%	F	0.081	Α	0.58	124000	А
North	Tax From:	Jan	es River Bri	dge												
95)	City of Richmond (Maint: 4	13) 0.40	59000	Α	91%	1%	1%	1%	6%	0%	F	0.090	А		61000	А
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	120000	Α	91%	1%	1%	1%	6%	0%	F	0.081	А	0.58	124000	А
Nente	To	SR 195 D	owntown Ex	presswa	ay											
North (95)	City of Richmond (Maint: 4	13) 0.62	66000	Α	91%	1%	1%	1%	6%	0%	F	0.089	А		68000	А
(33)	Combined Traffic Estimates for 2 Parallel Roadwa	,		Α	91%	1%	1%	1%	6%	0%	F	0.079	А	0.512	151000	А
	Τα	US	S 250 Broad	St												
North	City of Richmond (Maint: 4		70000	A	91%	1%	1%	1%	6%	0%	F	0.083	А		72000	А
(95)	Combined Traffic Estimates for 2 Parallel Roadwa	,		Ā	91%	1%	1%	1%	6%	0%	F	0.079	A	0.512	149000	A
	To	-	South Interch			.,.			• • •	• / •						
North East	From				93%	1%	10/	10/	40/	00/	F	0.001	^		70000	^
95 64	City of Richmond (Maint: 4 Combined Traffic Estimates for 2 Parallel Roadwa	,	76000	A A	93% 93%	1%	1% 1%	1% 1%	4% 4%	0% 0%	г с	0.081 0.077	A A	0.500	78000 164000	A A
		,			90 /0	1 /0	1 /6	1 /0	4 /0	0 /0	'	0.077	A	0.500	104000	A
North East	Prom		amberlayne A								_					
95 64	City of Richmond (Maint: 4	,	64000	Α	93%	1%	1%	1%	4%	0%	F	0.082	A		66000	A
0	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	133000	Α	93%	1%	1%	1%	4%	0%	F	0.08	A	0.501	137000	A
North East	Ta: From:	US 1, U	JS 301 Belvi	idere St												
(95) (64)	City of Richmond (Maint: 4	,	76000	Α	93%	1%	1%	1%	4%	0%	С	0.078	А		78000	Α
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	155000	Α	93%	1%	1%	1%	4%	0%	С	0.078	Α	0.518	162000	Α
North East	T <sub>cc</sub> From:	SR	161 Boulev	ard												
(95) $(64)$	City of Richmond (Maint: 4	43) 0.78	79000	Α	93%	1%	1%	1%	4%	0%	F	0.083	А		82000	А
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	162000	Α	93%	1%	1%	1%	4%	0%	F	0.078	А	0.524	168000	Α
North	Tee From	<u>I-64 Nor</u>	th Interchang	ge; I-19	5											
North (95)	City of Richmond (Maint: 4	43) 1.07	62000	Α	92%	1%	1%	1%	6%	0%	F	0.085	А		63000	А
35	Combined Traffic Estimates for 2 Parallel Roadwa	,		A	92%	1%	1%	1%	6%	0%	F	0.082	A	0.584	133000	A
	Τα	NCL Richmo		Hermita												

Route	Jurisdiction	n Length	AADT QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
North 95 Ramp	From: City of Richmond (I Tee	,	I-95 North <b>6100 F</b> uth Exit 69A Ramp							0.146	F		6500	F
North 95 Ramp	<sup>Front</sup> City of Richmond (I Te	,	I-95 North <b>2300 A</b> South Exit 73A							0.189	A		2700	А
North 95 Ramp	Fron: City of Richmond (I تد	Maint: 43) 0.26	I-95 North NA SR 195							NA			NA	
North 95 Ramp	From City of Richmond (I ت	-	I-95 North 9800 G	0						0.135	F		11000	G
North 95 Ramp	From City of Richmond (I ⊤∝	Maint: 43) 0.14	t 74D Ramp to 17th <b>3800 G</b> uth Exit 74C Ramp							0.184	F		4100	G
North 95 Ramp	<sup>Frome</sup> City of Richmond (I تد	Maint: 43) 0.15	BROAD ST VIA 1 6000 G 127-7608 VENABL							0.115	F		6500	G
North 95 Ramp	From: City of Richmond (I تد	,	I-95 North <b>23000 A</b> mp to 7th Street							0.083	A		25000	A
North 95 Ramp	Front City of Richmond (I Ter	I-95	North Exit 75A 2000 G 7th Street							0.134	F		2000	G
North 95 Ramp	From City of Richmond (I Te	,	I-95 North <b>14000 G</b> Chamberlayne Pkwy	Ŷ						0.105	F		14000	G
North 95 Ramp	From City of Richmond (I Tec	Maint: 43) 0.12	I-95 North 4600 G 603 Hermitage Rd							0.130	F		4600	G
North 95 Ramp	From City of Richmond (I Te	Maint: 43) 0.15	I-95 North <b>5200 A</b> 76 Westbrook Ave	99%	0%	1%	0% 0%	0%	F	0.108	A		5500	А
South 95	From City of Richmond (I Combined Traffic Estimates for 2 Parallel I	s Maint: 20) 1.39	CL Richmond 53000 A	91% 91%	1% 1%		1% 6% 1% 6%	0% 0%	F F	0.107 0.084	A A	0.645	55000 110000	A A
South 95	Tay From City of Richmond (I Combined Traffic Estimates for 2 Parallel I ۲۰	Maint: 20) 3.86	161 Bells Rd           53000         A           106000         A           Maury St	91% 91%	1% 1%		1% 6% 1% 6%	0% 0%	C C	0.1 0.083	A A	0.614	55000 108000	A A

						_		Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		Maury St		0.1.0/	10/		10/	00/	0.01	-					
95	City of Richmond ( Combined Traffic Estimates for 2 Parallel		61000	A	91%	1%	1%	1%	6%	0%	F	0.093	A A	0.50	63000	A
	Combined Tranic Estimates for 2 Parallel	-		Α	91%	1%	1%	1%	6%	0%	F	0.081	А	0.58	124000	A
South	Ta: From:	SR 19	5 Downtown	n Expy												
(95)	City of Richmond (	Maint: 43) 0.45	80000	Α	91%	1%	1%	1%	6%	0%	F	0.085	А		83000	А
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	145000	Α	91%	1%	1%	1%	6%	0%	F	0.079	А	0.512	151000	А
South	Ta: From:	US	S 250 Broad	St												
(95)	City of Richmond (	Maint: 43) 1.02	74000	Α	91%	1%	1%	1%	6%	0%	F	0.079	А		77000	А
00	Combined Traffic Estimates for 2 Parallel	,	144000	Α	91%	1%	1%	1%	6%	0%	F	0.079	А	0.512	149000	А
	Та	I-64 S	South Intercl	hange												
South East	From: City of Richmond (			17	93%	1%	1%	1%	4%	0%	F	0.08	А		86000	А
95 64	Combined Traffic Estimates for 2 Parallel	,	82000	A	93% 93%	1%	1%	1%	4% 4%	0% 0%	г с	0.08	A	0.500	164000	A
		-		Α	90 /0	1 /0	1 /0	1 /0	4 /0	0 /0	1	0.077	A	0.500	104000	~
South East	Ta- From:	<u>.</u>	JS 301 Belv	idere St												
(95) (64)	City of Richmond (	,	68000	Α	93%	1%	1%	1%	4%	0%	F	0.08	А		71000	А
$\lor$ $\lor$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	133000	Α	93%	1%	1%	1%	4%	0%	F	0.08	А	0.501	137000	А
South East	T <sub>a:</sub> From:	Lei	gh St; Gilme	er St												
(95) $(64)$	City of Richmond (	Maint: 43) 2.19	80000	Α	93%	1%	1%	1%	4%	0%	С	0.08	А		84000	А
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	155000	Α	93%	1%	1%	1%	4%	0%	С	0.078	А	0.518	162000	А
	Та	SR	161 Boulev	ard												
South East	City of Richmond (	B	83000	A	93%	1%	1%	1%	4%	0%	E	0.081	Δ		86000	А
95 64	Combined Traffic Estimates for 2 Parallel	,		A	93% 93%	1%	1%	1%	4%	0%	F	0.078	A	0.524	168000	A
		-				1 /0	1 /0	1 /0	4 /0	0 /0	1	0.078	A	0.524	100000	~
South	Ta- From:	I-64 Nor	th Interchan	ge, I-19:	5											
(95)	City of Richmond (	,	68000	Α	91%	1%	1%	1%	6%	0%	F	0.092	А		70000	А
$\checkmark$	Combined Traffic Estimates for 2 Parallel			Α	92%	1%	1%	1%	6%	0%	F	0.082	А	0.584	133000	A
	10:	NCL Richmo		Hermita	ge Rd											
South			I-95 South									0 1 0 0	F		5000	F
95 Ramp	City of Richmond ( تیر	,	5000 orth Exit 694	F								0.103	Г		5300	F
0th	From:	1-95 N		A Kallip												
South (95) Ramp	City of Richmond (	Maint: 20) 0.22	I-95 South 11000	Α	88%	1%	2%	3%	5%	0%	F	0.094	А		12000	А
(95) Hump	To:		North Exit		0070	170		070	0,0	070	•	0.001	,,		12000	7.
South	From:		I-95 South													
(95) I-95 S Exit 74 B	City of Richmond (	Maint: 43) 0.07	12000	F								NA			7100	F
	Τα	·	Franklin St													
South	From:		I-95 South													
$\overline{(95)}$ Ramp	City of Richmond (	Maint: 43) 0.11	3400	G								0.121	F		3700	G
$\smile$	To:	I-95	North Exit	74C												

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 95 Ramp	From City of Richmond (Maint: 43)	0.08	95 South 9600 33 Leigh St	G								0.094	F		9600	G
South 95 Ramp	From: City of Richmond (Maint: 43)	I- 0.21	95 South	G	96%	1%	1%	1%	2%	0%	С	0.114	F		10000	G
146	From: City of Richmond (Maint: 43)	SR 76 0.86	Powhite Pkv	wy G	98%	0%	0%	0%	0%	0%	F	0.114	F	0.724	35000	G
South 146 Ramp	City of Richmond (Maint: 20)	-00146(L)/RAM 0.08 S011A(R)/RAM	IP TO ROSE NA	EWOC		ROM						NA			NA	
147 Huguenot Rd	From: City of Richmond	SCI	Richmond	N	99%	0%	0%	0%	0%	0%	N	0.095	F	0.588	40000	N
147 Huguenot Rd	Tom City of Richmond ™	1.24	hippenham I 26000 2 Richmond	Pkwy F	99%	0%	0%	0%	0%	0%	С	0.1	F	0.586	28000	F
147 River Rd	From City of Richmond	WCI	L Richmond	F	99%	0%	0%	0%	0%	0%	F	0.081	F	0.525	28000	F
147 Cary St	City of Richmond	0.16		F	99%	0%	0%	0%	0%	0%	F	0.08	F	0.559	23000	F
147 Cary St	City of Richmond	1.10	bbie Ave 16000 moreland St	F	99%	0%	0%	0%	0%	0%	С	0.083	F	0.509	17000	F
147 Cary St	City of Richmond	0.83		F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.549	16000	F
147 Cary St	City of Richmond Combined Traffic Estimates for 2 Parallel Roadways on t	0.77 his Route:	8400 17000	F F	99% 97%	0% 1%	0% 1%	0% 0%	0% 0%	0% 0%	F F	0.08 0.078	F F	0.507	9000 18000	F F
(147) Cary St	City of Richmond Combined Traffic Estimates for 2 Parallel Roadways on t	1.59		f F F	98% 98%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	C C	0.085 0.094	F F	0.761	11000 23000	F F
(147) Cary St	City of Richmond Combined Traffic Estimates for 2 Parallel Roadways on t	0.81 his Route:	301 Belvide 6700 16000 60, 9th St	F F F	99% 99%	0% 1%	0% 0%	0% 0%	0% 0%	0% 0%	F F	0.132 0.088	F F	0.692	7200 17000	F F
147 Ramp	From City of Richmond (Maint: 43)	0.09	147 Cary St 5200 195 South	G								0.184	F		5200	G

						_		Tru	ick			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	0.07	Cary St		000/	10/		0.01	0.01	0.01	-	0.004	-	0.040	1 1000	_
147 Thompson St	City of Richmond	0.07	13000	F	98%	1%	1%	0%	0%	0%	-	0.091	F	0.818	14000	F
-	Combined Traffic Estimates for 2 Parallel Roady			F	99%	1%	0%	0%	0%	0%	F	NA			23000	F
	Fom:		Ellwood Av Thompson S													
147 Ellwood Ave	City of Richmond	0.77	8700	F	96%	2%	1%	0%	0%	0%	С	0.091	F		9300	F
(F)	Combined Traffic Estimates for 2 Parallel Roadv	ways on this Route:	17000	F	97%	1%	1%	0%	0%	0%	F	0.078	F	0.507	18000	F
	Too	SR	161 Boulev	ard												
147 Main St	City of Richmond	1.56	11000	F	98%	1%	1%	0%	0%	0%	С	0.099	F		12000	F
( p)	Combined Traffic Estimates for 2 Parallel Roadv	ways on this Route:	22000	F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.760	23000	F
	То	US 1 U	S 301 Belv	idere St			<u> </u>									
147)Main St	City of Richmond	0.81	9400	F	98%	1%	1%	0%	0%	0%	F	0.103	F		10000	F
	Combined Traffic Estimates for 2 Parallel Roadv	wavs on this Route:		F	99%	1%	0%	0%	0%	0%	F	0.088	F	0.692	17000	F
	То		S 60 P, 8th	St												
	From:	N	CL Richmo	nd												
150 Willey Bridge	City of Richmond	1.51	45000	F	98%	0%	1%	0%	1%	0%	F	0.106	F	0.62	49000	F
$\bigcirc$	То	SR 1	47 Hugueno	ot Rd												
(150) Chippenham Pkwy	City of Richmond	1.36	46000	F	98%	0%	1%	0%	1%	0%	F	0.103	F	0.53	50000	F
$\smile$	To	Fo	orest Hill A	ve												
(150)Chippenham Pkwy	City of Richmond	0.46	57000	F	98%	0%	1%	0%	1%	0%	F	0.1	F	0.503	62000	F
$\bigcirc$	To:	E	CL Richmon	nd												
	From:		I-95													
161)Commerce Rd	City of Richmond	0.21	20000	F	87%	1%	2%	2%	7%	0%	F	0.078	F	0.636	21000	F
$\bigcirc$	Τα		Bells Rd													
			commerce R		070/	10/	00/	00/	70/	00/	~	0.070	F	0 501	0500	-
161 Bells Rd	City of Richmond	1.17	8900	F	87%	1%	2%	2%	7%	0%	С	0.079	F	0.501	9500	F
	To: From:	US 1, US 30											_			_
161 Bells Rd	City of Richmond	0.49	12000	F	91%	2%	2%	2%	3%	0%	С	0.09	F	0.536	13000	F
$\bigcirc$	To: From:		Belt Blvd Bells Rd													
161)Belt Blvd	City of Richmond	0.84	5500	F	91%	2%	2%	2%	3%	0%	F	0.087	F	0.605	5900	F
181) 2011 2110	-				0.70	270		_/0	0,0	0,0	•	01007	•	0.000		•
161)Belt Blvd	From City of Richmond	0.98	Cerminal Av 6600	e F	91%	2%	2%	2%	3%	0%	F	0.1	F	0.541	7100	F
161 Beit Bivo			W; Broad R		91%	2%	2%	2%	3%	0%	Г	0.1	Г	0.541	7100	Г
	From:		) Broad Ro				_									
(161) (10) Broad Rock Blvd	City of Richmond	0.43	16000	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.514	18000	F
	To:		N RT 10													
	From:		E, Broad R													
161 Belt Blvd	City of Richmond	0.30	13000	F	96%	2%	1%	0%	0%	0%	С	0.09	F	0.618	14000	F
<u> </u>	To: From:	U	S 360 Hull	St												
(161)Belt Blvd	City of Richmond	0.87	19000	F	96%	3%	1%	0%	0%	0%	С	0.087	F	0.561	20000	F
$\smile$	To:	US 60	Midlothiar	n Tpke												

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	US 60 Midlothia		000/	00/	10/	00/	00/	00/	~	0 000	_	0 500	10000	-
161 Westover Hills Blvd	City of Richmond	0.92 18000	F	96%	2%	1%	0%	0%	0%	С	0.088	F	0.529	19000	F
	To: From:	Forest Hill A													
(161) Westover Hills Blvd	City of Richmond	0.40 <b>11000</b>	F	96%	2%	1%	0%	0%	0%	F	0.120	F	0.67	12000	F
$\smile$	To: From	Evelyn Byrd	Rd												
(161) Westover Hills Blvd	City of Richmond	0.21 <b>11000</b>	F	100%	0%	0%	0%	0%	0%	F	0.125	F	0.763	12000	F
$\bigcirc$	Ta	South End of H	Bridge												
(161)Nickel Bridge	City of Richmond (Maint: TOL)	0.38 11000	<u> </u>	100%	0%	0%	0%	0%	0%	F	0.125	F	0.763	12000	F
	To	North End of I	Duidaa												
(161) Park Dr	City of Richmond	0.31 <b>11000</b>		100%	0%	0%	0%	0%	0%	F	0.125	F	0.763	12000	F
				10070	070		070	070	070	•	0.120	•	0.700	12000	•
	City of Dichmond	Shirley La		1000/	00/		09/	00/	0%	С	0.11	F	0.005	11000	F
161 Park Dr	City of Richmond	0.43 <b>10000</b>	F	100%	0%	0%	0%	0%	0%	U	0.11	Г	0.625	11000	Г
	Ta- From:	Rugby Ro													
(161)Blanton Ave	City of Richmond	0.22 10000	F	100%	0%	0%	0%	0%	0%	F	0.123	F	0.665	11000	F
$\smile$	To: From	Grant St													
(161)Boulevard	City of Richmond	0.38 10000	F	99%	0%	0%	0%	0%	0%	С	0.105	F	0.507	11000	F
$\bigcirc$	Тс	SR 147 Car	v St												
(161)Boulevard	City of Richmond	0.84 18000		99%	0%	0%	0%	0%	0%	F	0.106	F	0.516	19000	F
	Trail						- / -	• / •	• / •						
(161)Boulevard	City of Richmond	US 33; US 250 H 1.05 <b>25000</b>		98%	1%	1%	0%	1%	0%	С	0.093	F	0.507	27000	F
161 Boulevard			Г	90 /0	1 /0	1 /0	0 /8	1 /0	0 /8	U	0.093	1	0.507	27000	I
	To: From:	I-95										_			_
161 Boulevard	City of Richmond	0.12 <b>13000</b>	F	96%	1%	1%	1%	2%	0%	F	0.104	F	0.521	14000	F
<u> </u>	Tax From:	Westwood A	Ave												
(161)Hermitage Rd	City of Richmond	1.23 <b>9400</b>	F	98%	1%	1%	0%	0%	0%	С	0.125	F	0.657	10000	F
$\bigcirc$	Tœ	I-95													
(161)Hermitage Rd	City of Richmond	0.24 15000	F	99%	0%	1%	0%	0%	0%	F	0.106	F	0.518	16000	F
	To:	NCL Richm	ond												
	From:	SR 161 Comme	erce Rd												
(161)Ramp	City of Richmond (Maint: 20)	0.19 5000	Α								0.159	А		6000	А
	To:	I-95 Sout	h												
	From:	SR 161													
(161)Ramp	City of Richmond (Maint: 20)	0.50 4100	F								0.106	F		4400	F
	To:	I-95 North	h												
	From:	SR 161 Boule	evard												
(161)Ramp	City of Richmond (Maint: 43)	0.15 <b>12000</b>									0.106	F		12000	G
	То	I-95 Nort													
	From:	SR 161 Hermit													
(161)Ramp	City of Richmond (Maint: 43)	0.11 7700	G								0.124	F		7700	G
	To:	I-95 Sout				1									
	•														

								Tru	ck			К		Dir		
Route	Jurisdictic	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North	From:		Downtown	Expwy												
(195)	City of Richmond (	(Maint: 43) 0.48	13000	Α	98%	0%	1%	0%	1%	0%	F	0.206	А		16000	А
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	Α	98%	0%	1%	0%	1%	0%	F	0.156	А	0.714	33000	А
North	Too	SR 7	6 Powhite P	kwy												
(195)	City of Richmond (	(Maint: 43) 0.79	40000	Α	98%	0%	1%	0%	1%	0%	С	0.139	А		45000	А
	Combined Traffic Estimates for 2 Parallel	, ,	82000	Α	98%	0%	1%	0%	1%	0%	С	0.125	А	0.573	94000	А
	Too	М	Ionument Av	ve												
North (195)	City of Richmond (	(Maint: 43) 0.41	46000	G	98%	0%	1%	0%	1%	0%	F	0.131	в		53000	G
(195)	Combined Traffic Estimates for 2 Parallel	, ,		G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.743	110000	G
	Tor	-	, US 250 Br													
North	From: City of Richmond (		42000	A	98%	0%	1%	0%	1%	0%	E	0.123	А		47000	А
195	Combined Traffic Estimates for 2 Parallel	, ,		A	98%	0%	1%	0%	1%	0%	F	0.123	A	0.562	90000	A
					30 /8	0 /8	1 /0	0 /0	1 /0	0 /8	1	0.112	~	0.502	30000	~
North	From:		Hamilton St								_		_			-
195	City of Richmond (	, ,	45000	G	98%	0%	1%	0%	1%	0%	F	0.118	F		53000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	,		G	96%	1%	1%	0%	2%	0%	F	0.087	F	0.512	81000	G
North	From:		CL Richmor CL Richmor													
(195)	City of Richmond (	(Maint: 43) 0.12	45000	G	98%	0%	1%	0%	1%	0%	F	0.118	F		53000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	84000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.512	96000	G
North	To: From:	SR 19	97 Laburnun	n Ave												
North (195)	City of Richmond (	(Maint: 43) 0.15	41000	Α	98%	0%	1%	0%	1%	0%	F	0.113	А		46000	А
133	Combined Traffic Estimates for 2 Parallel	, ,		Α	98%	0%	1%	0%	1%	0%	F	0.107	А	0.553	93000	А
	To:		I-64; I-95													
North	From: City of Richmond (		np to I-64 W 20000		98%	0%	10/	0%	1%	0%	г	0.103	F		22000	G
195 I-195 N Ramp	Combined Traffic Estimates for 2 Parallel	, ,		G G	98% 98%	0% 0%	1% 1%	0% 0%	1%	0% 0%	F	0.103	F		22000 48000	G
		, ,				0 /0	1 /0	0 /0	1 /0	0 /0	1	0.102	1		48000	a
North	From:	· · · ·	I-64 East, I-													
(195)I-195 N Ramp	City of Richmond (		17000	G	98%	0%	1%	0%	1%	0%	F	0.108	F		20000	G
$\sim$	Combined Traffic Estimates for 2 Parallel		<b>36000</b> p From I-64	G	98%	0%	1%	0%	1%	0%	F	NA			41000	G
North	From:		p From 1-64 np From I-6													
(195)I-195 N Ramp	City of Richmond (		27000	Α	98%	0%	1%	0%	1%	0%	F	0.093	А		30000	А
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.575	64000	G
	To:		I-95 N													
North	From:		I-195 North									0.400	~		00000	~
195 Ramp	City of Richmond (		2900	<b>A</b>								0.169	А		3200	A
	10.	SR /	6 North Exit	13B												

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North 195 Ramp	From: City of Richmond ( Trat		76 North Exit <b>3600</b> Thompson St	G								0.128	F		3600	G
North 195 Ramp	From: City of Richmond ( تم:	Maint: 43) 0.11	I-195 North 8700 Thompson S	G								0.133	F		8700	G
North 195 Ramp	From: City of Richmond ( Tree	Maint: 43) 0.11	I-195 North 5700 Clay St									0.177	F		6200	G
North 195 Ramp	From: City of Richmond ( Tree	Maint: 43) 0.10	LABURNUI 4300 FROM RT 19	G								0.125	F		4300	G
North 195 Ramp	From: City of Richmond ( Tree		I-195 North 26000 I-64 West									0.124	F		26000	G
North 195 Ramp	From City of Richmond ( Tay	Maint: 43) 0.13	I-195 North <b>2800</b> I-64 East	G								0.092	F		2800	G
South 195	From City of Richmond ( Combined Traffic Estimates for 2 Parallel	Maint: 43) 0.61	5 Downtown 14000 : 28000	Expwy A A	98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.197 0.156	A A	0.714	17000 33000	A A
South 195	City of Richmond ( Combined Traffic Estimates for 2 Parallel	Maint: 43) 0.22	76 Powhite P 42000 : 82000	kwy A A	98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	C C	0.142 0.125	A A	0.573	48000 94000	A A
South 195	From From City of Richmond ( Combined Traffic Estimates for 2 Parallel	,	Grove Ave 50000 : 96000	G G	98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.121 0.108	F F	0.743	58000 110000	G G
South	Toor From City of Richmond ( Combined Traffic Estimates for 2 Parallel	Maint: 43) 0.65	3 US 250 Bro 39000 : 81000	A A A	98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.119 0.112	A A	0.562	43000 90000	A A
South 195	Ture From City of Richmond ( Combined Traffic Estimates for 2 Parallel	Maint: 43) 0.37	NCL Richmor 39000 : 84000	A G	98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.119 0.112	A A	0.562	43000 96000	A G
South 195	Town From City of Richmond ( Combined Traffic Estimates for 2 Parallel	Maint: 43) 0.07 Roadways on this Route	SCL Richmon <b>39000</b> : <b>84000</b> 197 Laburnun	A G	98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.119 0.112	A A	0.562	43000 96000	A G

									Ta	l.			K		Dia		
Route	Jurisdictic	on	Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	QW
		•						2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
South				97 Laburnur		000/	00/	10/	00/	10/	00/	-	0.440	•		47000	•
195	City of Richmond (	· /	0.24	42000	Α	98%	0%	1%	0%	1%	0%	F	0.119	A		47000	A
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:		Α	98%	0%	1%	0%	1%	0%	F	0.107	А	0.553	93000	A
0	To: From		D	I-64; I-95	<b>F</b> (												
South (195)I-195 S Ramp	City of Richmond (	(Maint: 12)	0.16	p From I-64 23000	G	98%	0%	1%	0%	1%	0%	F	0.101	F		26000	G
195 1-195 3 Hallp	-	. ,										F		F			
	Combined Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	42000	G	98%	0%	1%	0%	1%	0%	г	0.102	г		48000	G
South	Tor From:		Ramp Fron	n I-64 West	, I-95 No	orth											
(195)I-195 S Ramp	City of Richmond (	(Maint: 43)	0.10	19000	G	98%	0%	1%	0%	1%	0%	F	0.103	F		21000	G
	Combined Traffic Estimates for 2 Parallel	Roadwavs on t	his Route:	36000	G	98%	0%	1%	0%	1%	0%	F	0.104	F	0.500	41000	G
						0070	070	.,.	0,0	. , 0	0,0	•	0.101	•	0.000		0.
South	From:		Ran	ър То I-64 V	Nest												
(195)I-195 S Ramp	City of Richmond (	(Maint: 43)	0.43	30000	G	98%	0%	1%	0%	1%	0%	F	0.104	F		35000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	57000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.575	64000	G
	То			I-95 South													
South	From			I-195 South	1												
(195)Ramp	City of Richmond (	(Maint: 43)	0.19	4700	Α								0.137	Α		5000	А
	To:		R	osewood A	ve												
South	From:			I-195 South	1												
(195)Ramp	City of Richmond (	(Maint: 43)	0.11	8200	G								0.102	F		8900	G
	To			Floyd Ave													
South	From:			I-195 South	1												
(195)Ramp	City of Richmond (	(Maint: 43)	0.12	8500	G								0.112	F		8500	G
(195)	To	(		Hamilton S													
South	From			I-195 South													
(195)Ramp	City of Richmond (	(Maint: 43)	0.19	13000	G								0.110	F		13000	G
1957 141119	To:	(Maint: 40)	0.10	I-64 West	u								0.110			10000	G
	From																
North (195)Downtown Expressway	City of Richmond (	(Maint: 43)	1.02	I-95 S 17000	G	98%	0%	0%	0%	0%	0%	F	0.141	F		20000	G
195 Downtown Expressway	-	,										F		F	0 705		
	Combined Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	28000	G	99%	0%	0%	0%	0%	0%	г	0.132	г	0.705	32000	G
North	Tor	R	amp to Canal	Street near	3rd St C	verpass											
(195)Downtown Expressway	City of Richmond (	(Maint: 43)	2.10	24000	G	98%	0%	0%	0%	0%	0%	С	0.221	В		28000	G
	Combined Traffic Estimates for 2 Parallel				G	99%	0%	0%	0%	0%	0%	С	0.152	В	0.749	55000	G
		riouunujo on i			ŭ	0070	070		0,0	070	070	Ũ	0.102	D	0.7 10	00000	G
North	To From:	1		SR 146													
(195)Downtown Expressway	City of Richmond (	(Maint: 43)	0.25	15000	G	98%	0%	0%	0%	0%	0%	F	NA			19000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	25000	G	99%	0%	0%	0%	0%	0%	F	NA			30000	G
	Ta	-		dlewood Av													
North	From		10		C												
(195)Downtown Expressway	City of Richmond (	(Maint: 43)	0.02	16000	Α								0.197	А		19000	А
$\sim$	To:			I-195-N													

						_		Tru	ck			K	<b>.</b>	Dir		<b></b>
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From		I-95 N								_		_			_
(195) Downtown Expressway	City of Richmond	. ,	11000	G	99%	0%	0%	0%	0%	0%	F	0.111	F		12000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	99%	0%	0%	0%	0%	0%	F	0.132	F	0.705	32000	G
South	To	Ramp from Byr	d Street nea	r 3rd St (	Overpass											
(195) Downtown Expressway	City of Richmond	(Maint: 43) 2.15	22000	G	99%	0%	0%	0%	0%	0%	С	0.216	В		26000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	99%	0%	0%	0%	0%	0%	С	0.152	В	0.749	55000	G
	То	-	SR 146													
South		(Mainta 40) 0.04			000/	00/		00/	00/	00/	_	0.005	•		10000	
195 Downtown Expressway	City of Richmond	, ,	9400	A	99%	0%	0%	0%	0%	0%	F	0.265	A	0.70	12000	A
-	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000 I-195 S	G	99%	0%	0%	0%	0%	0%	F	0.022	В	0.79	30000	G
•																
South (195)Ramp	City of Richmond		SR 195 Sou 4300	th G	97%	0%	1%	1%	1%	0%	С	0.202	F		4300	G
195 Hamp			I-95 South		51 /6	0 /8	1 /0	1 /0	1 /0	0 /8	0	0.202			4300	u
	From		Cary Stree													
(197) Malvern Ave	City of Richr	nond 1.22	6400	<u>ر</u> ۲	98%	1%	1%	0%	0%	0%	С	0.111	F	0.536	6800	F
197	То		ECL Richmo		0070	. /0		0,0	070	0,0	•		•	0.000		•
	From		/CL Richmo													
197)Westwood Ave	City of Richr	nond 0.11	13000	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.699	14000	G
$\leq$	To From		Saunders Av	ve												
197 Saunders Ave	City of Richr	nond 0.42	8500	F	98%	1%	1%	0%	0%	0%	F	0.112	F	0.721	9100	F
$\bigcirc$	To		Laburnum A													
(197) Laburnum Ave	City of Richr		Saunders Av 19000	ve F	98%	1%	1%	0%	0%	0%	F	0.106	F	0.784	20000	F
					0070	170	170	070	0 /0	070	•	0.100		0.704	20000	•
	City of Richr		Rosedale Av	ve F	98%	1%	1%	0%	0%	0%	С	0 107	F	0.600	23000	F
197 Laburnum Ave	City of Richi	1010 0.35	22000	Г	98%	1%	1%	0%	0%	0%	U	0.107	Г	0.600	23000	Г
<b>A</b>			Hermitage F		000/	40/		00/	00/	00/	_	0.000	-	0.544	04000	_
197 Laburnum Ave	City of Richr	nond 0.62	20000	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.541	21000	F
	To From	1	Brook Roa													
197 Laburnum Ave	City of Richr		19000	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.547	20000	F
<u> </u>	10		amberlayne													
			97 Laburnu									0.400	_		0500	~
197 Ramp	City of Richmond	(Maint: 43) 0.41	6500 I-64 West	G								0.103	F		6500	G
-	-															
250 Broad St	City of Richr		VCL Richmo 26000	ond G	98%	1%	1%	0%	0%	00/	F	0.094	F	0.508	29000	G
	City of Richi				30%	1 70	1 70	U 70	U 70	0%	Г	0.094	1-	0.000	29000	a
			33 Staples N		000/	40/		001	001	001	~	0.110	^	0.500	07000	
250 33 Broad St	City of Richr	nond 0.79	24000	Α	98%	1%	1%	0%	0%	0%	С	0.113	A	0.508	27000	А
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To		Malvern Av													
250 (33) Broad St	City of Richr		24000	F	97%	1%	1%	0%	0%	0%	С	0.095	F	0.534	28000	F
$\rightarrow$ $\rightarrow$	Та		Sheppard S	St												

						_		Tru	ıck			К		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		Sheppard St		000/	10/	10/	00/	00/	00/	-	0.007	-	0.500	00000	F
250 33 Broad St	City of Richmond	0.38	20000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.563	23000	F
(250) (33) Broad St	City of Richmond	SR 3 0.94	99 Terminal 17000	Place F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.563	19000	F
(250) (33) Broad St					0070	170	170	070	070	070	•	0.007	•	0.000	10000	•
250 33 Broad St	From: City of Richmond	0.08	3 Par Harris 23000	G G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.569	25000	G
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	34000	G	97%	1%	1%	0%	0%	0%	F	NA			38000	G
	To: From	US	33 Hancock	k St												
(250) Broad St	City of Richmond	0.76	17000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.618	19000	G
~	Tax From:		2nd St													
(250)Broad St	City of Richmond	0.38	13000	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.550	14000	F
<u>~</u>	T <sub>o</sub> . From		8th St										_			
250 Broad St	City of Richmond	0.38	16000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.507	18000	G
		0.00	14th St	0	000/	10/	10/	00/	00/	00/	-	0.007	-	0.000	07000	~
250 Broad St	City of Richmond	0.29	24000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.823	27000	G
Broad St	City of Richmond	<u>ر</u> 0.20	JS 360 18th 5 14000	St F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.563	15000	F
250 Broad St	Ta				30 /8	1 /0	1 /0	0 /6	0 /8	0 /8	1	0.005		0.505	13000	
Broad St	From: City of Richmond	0.13	JS 60, 21st S 8400	F	97%	1%	1%	1%	1%	0%	F	0.086	F	0.600	9000	F
230	Τα		23rd St													
~~~	From:	US 250- 166			DUTH											
250 Ramp	City of Richmond (Maint: 4		14000	G								0.098	F		14000	G
~	10	I-95-N FROM R			STREET											
East 250 Ramp	City of Richmond (Maint: 4		250 E, Broa 8500	<u>id St</u>								NA			9300	G
(250) Hamp			m US 250 W		St							107			0000	G
West	From:	US	250 W, Broa	ad St												
(250)Ramp	City of Richmond (Maint: 4	,	13000	G								NA			14000	G
	To:		East Exit 166		р											
301 Jefferson Davis Hwy	y City of Richmond		CL Richmor 11000	nd F	94%	2%	1%	1%	2%	0%	С	0.088	F	0.617	12000	F
(301) (1) Jefferson Davis Hwy					J <del>-</del> 70	270	170	170	270	070	0	0.000	•	0.017	12000	
(301) (1) Jefferson Davis Hwy	y City of Richmond	0.86	Bellmeade Ro 13000	<u>d</u>	96%	1%	1%	1%	2%	0%	С	0.106	А	0.549	14000	А
	т.		Hopkins Rd		/ •	. /0			_/0	- / 0	-					
(301) (1) Jefferson Davis Hwy	y City of Richmond	1.01	19000	F	96%	1%	1%	1%	2%	0%	F	0.086	F	0.56	21000	F
	- Ta:	T	JS 360 Hull S	St												
(301) (1) Cowardin Ave	City of Richmond	0.39	24000	F	97%	1%	1%	0%	1%	0%	С	0.093	F	0.579	26000	F
$\bigcirc \bigcirc$	Ta:		Semmes Ave	e												

								Tru	ick			К		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~~~	From:		emmes Ave													
$\begin{pmatrix} 301 \end{pmatrix} \begin{pmatrix} 1 \end{pmatrix}$ Lee Bridge	City of Richmond	0.76	35000	F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.626	40000	F
	To: From:		2nd St													
(301) 1 Belvidere St	City of Richmond	0.92	28000	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.649	32000	F
<u> </u>	To: From:		ranklin St													
(301) (1) Belvidere St	City of Richmond	0.15	39000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.545	44000	G
<u>~~</u> ~	T <sub>o</sub> . From:	US 2	250 Broad	St												
301 1 Belvidere St	City of Richmond	0.40	35000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.611	40000	G
$\bigcirc$	To:		nberlayne A	Ave												
	From:		elvidere St	_	000/	40/		00/	00/	00/	~	0.000	-	0 500	07000	_
(301) (1) Chamberlayne Ave	City of Richmond	1.02	23000	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.508	27000	F
	To: From:		lge Hill Rd										_			_
(301) (1) Chamberlayne Ave	City of Richmond	0.31	23000	F	98%	1%	1%	0%	0%	0%	С	0.092	F	0.535	26000	F
<u>~~</u>	T <sub>oc</sub> From:	Brook	land Park l	Blvd												
(301) $(1)$ Chamberlayne Ave	City of Richmond	0.86	17000	F	98%	1%	1%	0%	0%	0%	С	0.103	F	0.625	20000	F
$\sim$	To: From:	Lat	ournum Av	e												
(301) $(1)$ Chamberlayne Ave	City of Richmond	0.26	14000	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.607	16000	F
<u>~~</u>	T <sub>oc</sub> From:	Cla	remont Av	'e												
$\left(301\right)\left(1\right)$ Chamberlayne Ave	City of Richmond	0.94	16000	F	98%	1%	1%	0%	0%	0%	С	0.106	F	0.525	18000	F
<u>~~</u>	To: From:	А	zalea Ave													
$\left\{301\right\}$ (2) Chamberlayne Ave	City of Richmond	0.04	16000	F	98%	1%	1%	0%	1%	0%	F	0.106	F	0.536	17000	F
	To:	NC	L Richmor	nd												
	From:	Parkir	ng Lot; 13t	h St												
(353)Duvall St	City of Richmond (Maint: 43)	0.38	4400	G	99%	1%	0%	0%	0%	0%	С	NA			4700	G
$\smile$	To:	8	8th Street													
	From: S	R 150 Chippenha	am Pkwy; `	WCL R	chmond											
(360)Hull Street Rd	City of Richmond	0.61	21000	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.62	24000	F
<u></u>	Tor		Hey Rd													
(360) Hull Street Rd	City of Richmond		20000	F	99%	0%	1%	0%	0%	0%	F	0.098	F	0.631	23000	F
	To	SR 1	61 Belt Bl	vd												
(360) Hull St	City of Richmond		16000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.698	18000	F
	Tre															
360 Hull St	City of Richmond		lcGuire Dr 16000	F	97%	2%	1%	0%	0%	0%	С	0.084	F	0.649	18000	F
					31/0	د /٥	1 /0	0 /0	U /0	0 /0	0	0.004		0.049	10000	I
	To: From:		lothian Tp		07-1	4.5.1		0.67	0.5 /	0.51		0.000	_	0.000	0.4555	
(360) Hull St	City of Richmond	0.54	22000	F	97%	1%	1%	0%	0%	0%	С	0.083	F	0.600	24000	F
	T <sub>cc</sub> From:	US 1 Jeff	ferson Dav	is Hwy												
(360) Hull St	City of Richmond	0.55	12000	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.563	14000	F
$\sim$	Τα	Co	mmerce R	d												

								Tru	ck			К		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From: City of Richn		Commerce R	rd F	97%	1%	10/	10/	00/	09/	С	0.087	F	0.520	21000	F
(360) Hull St	City of Richin	nond 0.37	18000	Г	97%	170	1%	1%	0%	0%	C	0.087	Г	0.520	21000	Г
(360) Mayo Bridge	City of Richn	nond 0.51	1st St 17000	F	99%	0%	1%	0%	0%	0%	F	0.097	F	0.501	20000	F
(360) Midyo Bridge				•	0070	070	170	070	070	070		0.007	•	0.001	20000	•
(360)14th St	City of Richn	nond 0.08	Dock St 13000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.507	15000	F
	To		JS 60 Cary S	- C+												
360 60 14th St	City of Richn		13000	<u>N</u>	99%	0%	1%	0%	0%	0%	Ν	0.093	F	0.507	15000	Ν
	To:		60 Par, Mai	in St												
Main St	City of Richn	nond 0.00	14th St	G	000/	00/	1%	00/	00/	00/	F	0.102	F	0.748	10000	0
(360) (60) Main St		nond 0.30	17000 18th St	G	99%	0%	1%	0%	0%	0%	Г	0.102	Г	0.748	18000	G
	From:	t t	JS 60 Main	St												
(360)18th St	City of Richn	nond 0.14	6900	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.677	7900	F
<u></u>		-	Grace St													
(360)18th St	City of Richn	nond 0.06	6000	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.887	6900	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8600	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.733	9800	F
~~~	Too From	U	S 250 Broad	St												
(360)18th St	City of Richn		11000	F	99%	0%	1%	0%	0%	0%	F	0.113	F		12000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	F	99%	0%	1%	0%	0%	0%	F	0.109	F	0.842	30000	F
~~~	Too From	-	Venable St													
(360)18th St	City of Richn		3200	F	99%	0%	1%	0%	0%	0%	F	0.126	F	0.656	3600	F
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	98%	0%	1%	1%	0%	0%	F	0.109	F	0.842	8500	F
	To:	c	Balding St 18th St													
360 Balding St	City of Richn	nond 0.03	3200	Ν	99%	0%	1%	0%	0%	0%	Ν	0.126	F	0.656	3600	Ν
	Combined Traffic Estimates for 2 Parallel		7400	Ν	98%	0%	1%	1%	0%	0%	Ν	0.109	F	0.842	8500	Ν
	To:		17th St													
(360)17th St, Oliver Hill Way		nond 0.19	Balding St 6900	F	98%	1%	0%	10/	0%	0%	С	0 104	F	0.585	7900	F
	City of Richn		Fairfield Wa		90%	170	0%	1%	0%	0%	C	0.104	Г	0.565	7900	Г
	From:	2	17th St	y												
(360) Fairfield Way	City of Richn	nond 0.54	5800	Α	99%	0%	1%	0%	0%	0%	С	0.148	А	0.827	6700	Α
$\smile$	To:		hanicsville '													
(360) Mechanicsville Tpke	City of Richn		Fairfield Wa 12000	y F	97%	1%	1%	0%	1%	0%	С	0.108	F	0.761	14000	F
				•	01 /0	1 /0	1 /0	0 /0	1 /0	0 /0	0	0.100		0.701	1-1000	
(360) Mechanicsville Tpke	City of Richn	nond 0.25	I-64 36000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.659	38000	G
360 Mechanicsvine Tpke	Та		CL Richmon		30 /8	0 /8	1 /8	0 /0	1 /0	0 /6	1	0.032		0.000	30000	u
	From		Mechanicsv		e											
(360)Ramp	City of Richmond (		16000	G								0.091	F		16000	G
	To:		I-64 West													-

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	К	QK	Dir	AAWDT	<u>ow</u>
noute	501501011	Length	AADT	QA	41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QR	Factor	AAVUDI	QVV
East	From:	US 360 E,	Mechanics	ville Tp	ĸe											
(360)Ramp	City of Richmond (M	laint: 43) 0.15	1200	G								0.114	F		1200	G
$\rightarrow$	To:	I-64 E	East Collecto	or Rd												
	From:	US	5 360; 18th	St												
Grace St	City of Richmo	ond 0.06	1900	G	99%	0%	1%	0%	0%	0%	F	0.119	F	0.896	2200	G
<u> </u>	Combined Traffic Estimates for Parallel R	oadways on this Route:	NA									NA			NA	
	Τœ	···· ··, · · · · · · · · · · · · · · ·	17th St													
	From:		Grace St													
360 17th St	City of Richmo	ond 0.08	2600	F	99%	0%	1%	0%	0%	0%	F	0.124	F	0.788	2900	F
(P)	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	8600	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.733	9800	F
	Ta	LIC	250 Broad	St												
360 17th St	City of Richmo		15000	F	99%	0%	1%	0%	0%	0%	F	0.131	F		17000	F
3p0 Mar Ot	Combined Traffic Estimates for 2 Parallel R		26000	F	99%	0%	1%	0%	0%	0%		0.109	F	0.843	30000	
		badways on this noute.	20000	Г	3378	0 /8	1 /0	0 /8	0 /8	0 /8	1	0.105		0.040	30000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		om I-95; Ve													
360 17th St	City of Richmo	ond 0.50	4300	F	98%	1%	1%	1%	0%	0%	С	0.131	F		4900	F
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	7400	F	98%	0%	1%	1%	0%	0%	F	0.109	F	0.843	8500	F
	Τœ		Balding St													
	From:		I-64 E													
Ramp From I-64 E to Th	ird St City of Richmo	ond	3300	Α								0.407	А		3500	Α
-	To:		3rd St													

							Richmo	inu								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From				Me	adow St									
(F270) Grayland Ave	0.46	2800	G			IVIC	adow St				0.098	F	0.669	2800	G	2018
0		То				Rol	binson St									
$\sim$		From					Hull St									
(1) Bryce Ln	1.02	2400 <sup>To</sup>	F	98%	0%	1%	0%	0%	0%	С	0.117	F	0.746	2600	F	2018
<u> </u>		From	<u> </u>				d Rock Ro									
2 Orcutt Ln	1.24	2800	F	98%	1%	1%	Hull St 0%	0%	0%	С	0.098	F	0.505	3000	F	2018
		То	-		.,.		d Rock Ro					-			-	
		From				Walr	nsley Blvd	[								
3 Clearfield St	0.78	580	F	97%	2%	1%	0%	0%	0%	С	0.103	F	0.530	620	F	2018
<u> </u>		To				Orc	cutt Lane									
3 Clearfield St	0.31	420	F	97%	2%	1%	0%	0%	0%	С	0.113	F	0.654	450	F	2018
$\bigcirc$		То				Bry	yce Lane									
	0.66	From	Ļ	050/	00/		Davis Hwy		00/		0.004	F	0 500	1000	F	0010
4 Royall Ave	0.66	1700 то	F	95%	2%	2%	1% merce Rd	0%	0%	С	0.094	F	0.588	1800	F	2018
		From					ale Ave									
5 Lynhaven Ave	0.53	460	F	97%	2%	1%	0%	0%	0%	С	0.105	F	0.6	490	F	2018
		То				SR 16	51 Bells R	h								
5 Lynhaven Ave	1.19	570	F	97%	2%	1%	0%	0%	0%	С	0.098	F	0.515	610	F	2018
		To				Bell	meade Rd				—ı					
5 Lynhaven Ave	0.24	620	F	97%	2%	1%	0%	0%	0%	F	0.101	F	0.563	660	F	2018
$\bigcirc$		То				Ro	yall Ave									
0		From					US 1									
( 6 ) Dale Ave	0.10	260	F	94%	1%	3%	1%	1%	0%	С	0.117	F	0.571	280	F	2018
0		To					naven Ave									
Castlewood Rd	0.83	Erom 2300	F	96%	1%	Walr	nsley Blvd 1%	1%	0%	С	0.093	F	0.594	2500	F	2018
7 Castlewood Rd	0.00	2300	·	5070	170			170	078	0	0.000	•	0.004	2000	'	2010
7 Castlewood Rd	0.45	From 2000	F	96%	2%	<u>в</u> 1%	ells Rd 0%	1%	0%	С	0.106	F	0.517	2100	F	2018
	0.40	To		0070	270		uffin Rd	170	070	0	0.100	•	0.017	2100	•	2010
		From					ewood Rd	l								
8 Ruffin Rd	0.03	1500	F	96%	2%	1%	0%	0%	0%	F	0.108	F	0.576	1600	F	2018
$\bigcirc$		To				Jeff I	Davis Hwy	7								
8 Ruffin Rd	0.75	2100	F	96%	2%	1%	0%	0%	0%	С	0.082	F	0.585	2300	F	2018
$\bigcirc$		То				Com	merce Rd									
		From					mont Rd			_		_			_	
9 W. Belmont Rd	0.32	<b>1100</b> то	F	99%	1%	1%	0%	0%	0%	С	0.102	F	0.549	1200	F	2018
		From					Bridge Rd									
(10) Hioaks Rd	0.46	5300	F	98%	1%	1%	mation St 0%	0%	0%	С	0.090	F	0.590	5700	F	2018
	0.10	То	·	0070	170		hnke Rd	070	070	0		•	0.000	0,00	·	2010
		From				1	US 60									
(11) Carnation St	0.68	5700	F	98%	1%	1%	0%	0%	0%	С	0.083	F	0.551	6100	F	2018
$\bigcirc$		To				Hi	oaks Rd									
<b>~</b> -		From	L	-			byhill Rd			_		_			_	
(12) Traylor Dr	0.97	530 <sup>To</sup>	F	99%	1%	0%	0%	0%	0%	С	0.176	F	0.717	570	F	2018
		From	1				rokee Rd									
(13) Duryea Dr	1.01	1100	F	97%	2%	01d 1%	l Gun Rd 0%	0%	0%	С	0.156	F	0.553	1200	F	2018
(13) Duryea Dr	1.01	То	·	01/0	2 /0		Field Dr	0 /0	0 /0	5	0.100	•	0.000	1200	•	2010
		From	<u> </u>				ıryea Dr									
(14) Old Field Dr	0.08	430	F	96%	3%	1%	0%	0%	0%	С	0.13	F	0.509	460	F	2018
$\mathbf{X}$		То					stgate Dr									

						City of I	Richmond								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		F	-			**									
(15) Old Gun Rd	1.09	2000	F	98%	0%	Hugu 1%	1% 09	6 0%	С	0.097	F	0.524	2100	F	2018
	1.00	To	Ċ	5078	070		Richmond	0 070	0	0.007	•	0.524	2100	•	2010
		From:				Forest	Hill Ave								
(16) Stratford Rd	1.12	210	F	98%	0%	1%	0% 0%	6 0%	С	0.112	F	0.6	230	F	2018
0		To				Chipper	iham Pkwy								
(16) Stratford Rd	0.66	220	F	99%	0%	1%	1% 09	6 0%	С	0.256	F	0.831	240	F	2018
		To				Chero	okee Rd								
		From				Le	igh St								
(17) Dmv Dr	0.22	3700	F	93%	4%	2%	1% 19	6 0%	С	0.101	F	0.548	3900	F	2018
$\bigcirc$		To:				Bro	oad St								
<b>—</b>		From					nes Ave		_					_	
(18) Forest Hill Ave	0.38	6000 Ta	F	93%	4%	2%	1% 19	6 0%	F	0.09	F	0.514	6400	F	2018
0		To					Rock Rd								
Poe St	0.05	From:	F	95%	4%	Nor 0%	th Ave 1% 09	% 0%	С	0.101	F	0.543	2100	F	2018
(20) Poe St	0.05	2900		90%	4 70			ro U70	U	0.101	Г	0.045	3100	1-	2010
		From	Ļ	000/	40/		on Ave	/ 00/			-	0 500	0000	-	0010
20 Poe St	0.11	3100 To:	F	93%	4%	1%	1% 09	6 0%	С	0.100	F	0.566	3300	F	2018
		From	r				Ionteiro Ave								
(21) Monteiro Ave	0.25	3300	F	94%	4%	0%	2 Fritz St 1% 09	6 0%	С	0.097	F	0.609	3500	F	2018
(21) Monteiro Ave	0.25	JJUU To:	<u> </u>	3470	4 /0		0 Poe St	0 0 /0	0	0.037	'	0.003	3300	1	2010
		From													
(22) 1st St	0.73	3300	F	95%	4%	0%	igh St 0% 0%	6 0%	С	0.104	F	0.563	3500	F	2018
	0110	To	-	0070	. / 0		itz St	0 0/0	-		•	0.000		·	2010
		From:					ain St								
(43) 8th St	0.22	10000	G	93%	4%	2%	1% 19	6 0%	F	0.138	F		11000	G	2018
		To				US 250	) Broad St								
(43) 8th St	0.32	5800	F	93%	4%	2%	1% 19	6 0%	F	0.104	F		6100	F	2018
40		To					igh St								
		From				Ca	nal St								
(44) 7th St	0.37	7100	G	99%	0%	1%	0% 09	6 0%	F	0.143	F		7800	G	2018
$\bigcirc$		To				US 250	) Broad St								
(44) 7th St	0.33	8100	F	99%	0%	1%	0% 0%	6 0%	F	0.157	F	0.865	8600	F	2018
$\odot$		To				Ie	igh St								
(44) 7th St	0.14	From: 9000	F	99%	0%	1%	0% 0%	6 0%	F	0.146	F		9600	F	2018
( <b>+</b> + <b>)</b>		To				I	-95								
North		From				71	th St								
(44) Ramp	0.09	3700	Α							0.194	Α		4600	А	2018
$\bigcirc$		To				Ramp from	m I-64 West								
-		From		_		Bro	oad St								
(45) 5th St	0.41	9100	G	99%	0%	1%	0% 09	% 0%	F	0.137	F		9900	G	2018
$\bigcirc$		To:				Ι	-95								
$\sim$		From					Class Change								
(46) 4th St	0.45	1400	F	99%	0%	1%	0% 09	% 0%	F	0.144	F		1500	F	2018
-		To					Broad St on Street								
(46) 4th St	0.24	2400	F	96%	1%	0%	1% 19	6 0%	С	0.186	F		2500	F	2018
		To					-95						<u> </u>		
		From				Ca	nal St								
(47) 3rd St	0.76	3300	F	99%	0%	1%	0% 0%	6 0%	F	0.137	F		3500	F	2018
$\bigcirc$		To					m I-64 East								
(47) Ramp	0.07	From: 6600	G	99%	0%	3rd 1%	Street 0% 0%	6 0%	F	0.2	F		7000	G	2018
(47) Ramp	0.07	<b>0000</b>	G	3370	U 70		0% 07	ro U70	Г	0.2	Г		1000	a	2010
			I			Kamp to	5 1-04 East								

						City of	Richmo	nd								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	••••		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From			Т		201 Dalvid	ana Ct								
(48) 2nd St	0.28	<b>6800</b>	F	99%	0%	1%	301 Belvide 0%	0%	0%	С	0.136	F	0.622	7300	F	2018
(48) 2nd St	0.23	6900	F	97%	1%	1%	oring St 0%	0%	0%	С	0.123	F	0.893	7300	F	2018
(48) 2nd St	0.30	From: 6800	F	99%	0%	1%	47 Cary St 0%	0%	0%	F	0.125	F		7300	F	2018
(48) 2nd St	0.15	From: 5600 To:	F	99%	0%	1%	50 Broad St 0% 53 Clay St	0%	0%	F	0.126	F		5900	F	2018
		From	I													
(49) Adams St	0.29	1700	F	98%	0%	1%	anal St 0%	0%	0%	F	0.122	F	0.615	1800	F	2018
(49) Adams St	0.25	From: 2900 To:	F	98%	0%	1%	50 Broad St 0%	0%	0%	F	0.127	F	0.688	3100	F	2018
		From					3 Leigh St									
50 Chamberlayne Pkwy	0.44	7000 <sub>To:</sub>	F	98%	0%	1%	eigh St 0% videre St	0%	0%	F	0.107	F		7500	F	2018
		From					Th St									
51) Canal St	0.76	5800 <sub>To:</sub>	F	98%	0%	1%	0% videre St	0%	0%	F	0.213	F		6200	F	2018
		From				US 1 I	Belvidere S	t								
52 Marshall St	0.07	2800 To	N	98%	0%	1%	0% enry St	0%	0%	Ν	0.09	F		3000	Ν	2018
52 Marshall St	0.86	From: 2800 To:	G	98%	0%	1%	0% 9th St	0%	0%	С	0.09	F		3000	G	2018
		From				1	2nd St									
53 Clay St	0.07	1000 <sub>To</sub>	F	98%	1%	1%	0% 3rd St	0%	0%	F	0.11	F		1100	F	2018
		From				5	3Th St									
54 Clay St	0.05	<b>1400</b>	F	98%	1%	1%	0% 9Th St	0%	0%	F	0.134	F	0.707	1500	F	2018
-		From					7th St									
(55) Jackson St	0.05	5000	F	98%	1%	1%	0%	0%	0%	F	0.119	F	0.855	5300	F	2018
0		To					8th St									
59 Terminal Ave	0.76	From: 1100	F	99%	0%	0%	oad Rock I 0%	0%	0%	С	0.095	F	0.549	1100	F	2018
		From					fain St									
(60) 21st St	0.23	8900	F	98%	1%	0%	0%	0%	0%	F	0.094	F	0.527	9500	F	2018
		To	-				50 Broad St									
(60) Broad St	0.13	From: 3900	N	97%	1%	US 2 1%	50; 23rd St 1%	1%	0%	N	0.087	F	0.650	4200	Ν	2018
(60) Broad St	0.67	Tor From <b>3900</b>	F	97%	1%	2 1%	25th St 1%	1%	0%	С	0.087	F	0.650	4200	F	2018
<u> </u>		From				3	86th St									
60 Government Rd	0.46	3900 To	Ν	97%	1%	1% US 60 S	1% toney Run	1% Dr	0%	Ν	0.087	F	0.650	4200	Ν	2018
		From					Richmond									
(7505) Hopkins Rd	0.55	5400	F	98%	1%	1% Walr	0% nsley Blvd	0%	0%	F	0.106	F	0.695	5700	F	2018
(7505) Hopkins Rd	0.48	From: 9900	F	98%	1%	1%	0%	0%	0%	С	0.102	F	0.687	11000	F	2018
(7505) Hopkins Rd	0.79	From: 10000 To:	F	98%	1%	1%	rwick Rd 0%	0%	0%	F	0.095	F	0.665	11000	F	2018
		10.	I			SK 16	Delt BIV	1								

						Richmond									
Length	AADT	QA	4Tire	Bus		Truck 3+Axle 17		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	Е.	-			05.15	DIDI									
1.05	10000	F	98%	1%	1%	0% 0	)%	0%	F	0.094	F	0.516	11000	F	2018
0.69	From <b>11000</b> To:	F	98%	1%	1%	0% 0	)%	0%	F	0.09	F	0.546	11000	F	2018
	From														
0.38	3700 <sub>To:</sub>	F	98%	2%	1%	0% 0	)%	0%	F	0.111	F	0.745	4000	F	2018
0.67	From: <b>7200</b>	F	98%	2%		Rock Rd	)%	0%	С	0.110	F	0.641	7600	F	2018
0.06	From: 8200	F	98%	1%	21s 1%		)%	0%	F	0.109	F	0.652	8800	F	2018
0.14	From: From: 10000 To:	F	98%	1%	1%	0% 0	)%	0%	С	0.097	F	0.566	11000	F	2018
	From:			Jef			Ave								
0.52	5500	F	98%	1%	1%		)%	0%	С	0.109	F	0.681	5900	F	2018
	To:														
2.54	From: 2100	F	99%	0%	0%	0% 0	)%	0%	С	0.137	F	0.545	2300	F	2018
1.92	From: 2200	F	99%	0%	0%	0% 0	)%	0%	С	0.106	F	0.530	2400	F	2018
	From:						3								
1.11	17000 To	G	97%	2%	1%	0% 0	)%	0%	С	0.117	F	0.546	18000	G	2018
1.15	From: 30000	G	97%	2%	1%	0% 0		0%	F	0.1	F	0.578	33000	G	2018
1.27	From: 22000	G	98%	1%	0%	0% 0	)%	0%	С	0.097	F	0.583	24000	G	2018
0.21	From: 27000	G	98%	1%	0%	0% 0	)%	0%	F	0.096	F	0.591	29000	G	2018
0.86	From: 18000 To:	F	98%	1%	0%	0% 0	)%	0%	С	0.099	F	0.589	19000	F	2018
	From:														
0.88	6400 Ter	F	80%	1%	2%	5% 1	1%	0%	F	0.148	F	0.853	6800	F	2018
1.08	From: 3900 To:	F	80%	1%	2%	5% 1	1%	0%	С	0.157	F	0.842	4200	F	2018
	From:				WCL	Richmond									
1.44	8700	F	98%	1%	1%	0% 0		0%	С	0.091	F	0.621	9300	F	2018
0.82	From: 9900	F	98%	1%	1%	0% 0		0%	F	0.094	F	0.57	11000	F	2018
1.61	From: 5300	F	98%	1%	1%	0% 0		0%	F	0.093	F	0.569	5700	F	2018
0.11	From: 130	F	91%	1%	3%	2% 4		0%	С	0.132	F	0.55	140	F	2018
1.05	From: 11000	F	97%	1%		noke St	)%	0%	С	0.090	F	0.507	11000	F	2018
	То				Ц					1					
	10				1.	ull St									· · · · · · · · · · · · · · · · · · ·
	1.05         0.69         0.38         0.67         0.06         0.14         0.52         2.54         1.92         1.11         1.15         1.27         0.21         0.86         0.88         1.08         1.44         0.82         1.61         0.11	11000 Feat           0.69         11000 To           0.38         3700 To           0.67         7200 Form           0.67         7200 To           0.67         7200 Form           0.14         10000 To           0.52         5500 To           1.92         2200 To           1.11         17000 To           1.127         22000 To           1.15         30000 To           1.15         30000 To           1.15         30000 To           1.15         30000 To           1.15         30000 To           1.14         7000 To           1.15         30000 To           1.27         22000 To           1.27         2000 To           To         Form           0.88         6400 To           To         Form           0.88         5400 To           To         Form           0.88         6400 To           To         Form           0.88         5300 To           To         Form           1.61         5300 To	From         From           1.05         10000         F           0.69         11000         F           0.69         11000         F           0.38         3700         F           0.67         7200         F           0.68         8200         F           0.74         10000         F           1.07         5500         F           1.92         2200         F           1.92         2200         F           1.11         17000         G           1.15         30000         G           1.15         30000         G           0.86         18000         F           1.08         3900         F           1.08         3900         F           1.08         3900         F      <	Prom         From         Prom           1.05         10000         F         98%           0.69         11000         F         98%           0.69         11000         F         98%           0.38         3700         F         98%           0.38         3700         F         98%           0.67         7200         F         98%           0.68         8200         F         98%           1.92         5500         F         98%           1.92         2200         F         99%           1.11         17000         G         97%           1.11         17000         G         98%           1.15         30000         F         98%           0.21         27000         G         98%           1.08         3900         F         80%	Point         1.05       10000       F       98%       1%         Total       Total         Total       Total <td>Length         AADT         QA         4 Tire         Bus Base 2Axle           1.05         10000         F         98%         1%         1%           0.69         11000         F         98%         1%         1%           0.69         11000         F         98%         1%         1%           0.69         11000         F         98%         2%         1%           0.67         7200         F         98%         2%         1%           0.67         7200         F         98%         1%         1%           0.66         8200         F         98%         1%         1%           0.67         7200         F         98%         1%         1%           0.66         8200         F         98%         1%         1%           0.72         5500         F         98%         1%         1%           0.52         5500         F         98%         1%         1%           1.11         17000         G         97%         2%         1%           1.11         17000         G         97%         2%         1%           1.111<td>Length         AADT         GA         4 Tire         Bus Bus 2Axle 3+Axle 1           1.05         10000         F         98%         1%         1%         0%         0           0.69         11000         F         98%         1%         1%         0%         0           0.63         3700         F         98%         2%         1%         0%         0           0.63         3700         F         98%         2%         1%         0%         0           0.63         3700         F         98%         2%         1%         0%         0           0.67         7200         F         98%         1%         1%         0%         0           0.67         7200         F         98%         1%         1%         0%         0           0.68         8200         F         98%         1%         1%         0%         0           0.14         10000         F         98%         1%         1%         0%         0           0.52         5500         F         98%         0%         0%         0%         0          1.10         1000         G</td><td><math display="block"> \begin{array}{c c c c c c c c c c c c c c c c c c c </math></td><td><math display="block"> \begin{array}{c c c c c c c } \math \$ AADT \$ QA \$ 4 Tire \$ Bus \$ 2Axle 3+Axle 1 Trail 2 Trail \$ 2Trail \$ 2Axle 3+Axle 1 Trail 2 Trail \$ 2Axle 3+Axle 1 Trail 2 Trail \$ 2Axle 3+Axle 1 Trail 2 Trail \$ 2Axle 3+Axle 1 Trail \$ 2Trail \$ 2Axle 3+Axle 1 Trail \$ 2Trail \$ 0.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ </math></td><td><math display="block"> \begin{array}{c c c c c c c c c c c c c c c c c c c </math></td><td></td><td>Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK SR 161 Bell Blvd</td><td>Length         AADT         QA         4 Tire         Bus Bus 2Axle 3+Axle 1Trail         2Trail 2Trail         QC CC CC Factor         Factor         CK CK Factor         Factor         CK CK CK           1.05         10000         F         98%         1%         1%         0%         0%         0%         F         0.094         F         0.516           0.69         11000         F         98%         1%         1%         0%         0%         0%         F         0.094         F         0.546           0.69         11000         F         98%         2%         1%         0%         0%         0%         F         0.111         F         0.745           0.67         7200         F         98%         1%         1%         0%         0%         0%         C         0.111         F         0.641           0.06         8200         F         98%         1%         1%         0%         0%         0%         0         0.0111         F         0.652           0.14         10000         F         98%         1%         1%         0%         0%         0%         0         0.0191</td><td>Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Factor AAWDT 1.05 10000 F 98% 1% 1% 0% 0% 0% 0% F 0.094 F 0.516 11000 0.69 11000 F 98% 1% 1% 0% 0% 0% 0% F 0.094 F 0.516 11000 0.69 11000 F 98% 2% 1% 0% 0% 0% 0% F 0.011 F 0.546 11000 0.67 7200 F 98% 2% 1% 0% 0% 0% 0% C 0.110 F 0.651 7600 0.67 7200 F 98% 1% 1% 0% 0% 0% 0% C 0.110 F 0.651 7600 0.67 7200 F 98% 1% 1% 0% 0% 0% 0% C 0.100 F 0.651 1000 0.67 7200 F 98% 1% 1% 0% 0% 0% 0% C 0.100 F 0.651 1000 0.67 7200 F 98% 1% 1% 0% 0% 0% 0% C 0.100 F 0.651 1000 0.67 7200 F 98% 1% 1% 0% 0% 0% 0% C 0.100 F 0.651 1000 0.67 7200 F 98% 1% 1% 0% 0% 0% C 0.100 F 0.651 1000 0.67 7200 F 98% 1% 1% 0% 0% 0% C 0.100 F 0.651 1000 0.14 10000 F 98% 1% 1% 0% 0% 0% C 0.100 F 0.651 1000 0.12 2100 F 98% 0% 0% 0% 0% 0% C 0.107 F 0.566 11000 1.12 2100 F 99% 0% 0% 0% 0% 0% 0% C 0.117 F 0.545 2300 1.11 17000 G 97% 2% 1% 0% 0% 0% 0% C 0.117 F 0.546 18000 1.12 2200 F 99% 0% 0% 0% 0% 0% 0% C 0.017 F 0.546 18000 1.12 2200 F 99% 0% 0% 0% 0% 0% 0% C 0.017 F 0.546 18000 1.12 2200 F 99% 0% 0% 0% 0% 0% 0% C 0.017 F 0.546 18000 1.12 27000 G 98% 1% 0% 0% 0% 0% 0% C 0.017 F 0.546 18000 1.27 2200 F 98% 1% 0% 0% 0% 0% 0% 0% C 0.017 F 0.546 18000 1.28 81.05(10); 0% 0% 0% 0% 0% 0% C 0.017 F 0.548 18000 1.29 WCL Richmand 20.683 1.11 7000 G 98% 1% 0% 0% 0% 0% 0% C 0.017 F 0.583 24000 0.86 18000 F 98% 1% 0% 0% 0% 0% 0% 0% C 0.017 F 0.583 24000 0.86 18000 F 98% 1% 0% 0% 0% 0% 0% C 0.099 F 0.583 24000 0.86 18000 F 98% 1% 0% 0% 0% 0% 0% 0% C 0.091 F 0.583 8600 0.88 6400 F 98% 1% 0% 0% 0% 0% 0% 0% C 0.0157 F 0.842 4200 1.44 8700 F 98% 1% 0% 0% 0% 0% 0% 0% C 0.0157 F 0.842 4200 0.88 6400 F 98% 1% 0% 0% 0% 0% 0% C 0.0157 F 0.583 8600 0.88 6400 F 98% 1% 0% 0% 0% 0% 0% C 0.0157 F 0.551 1000 0.81 8000 F 98% 1% 0% 0% 0% 0% 0% C 0.0157 F 0.551 1000 0.82 990 F 98% 1% 1% 0% 0% 0% 0% 0% C 0.0132 F 0.551 11000 0.82 990 F 98% 1% 1% 0% 0% 0% 0% 0% C 0.0132 F 0.555 140 0.81 8000 F 0.555 140 F 0.555 140</br></td><td>Length AADT QA 4 Tire Bus 2Axle 3:AXle 1Trail 2Trail QC Factor QK Factor AXWDT QW Factor AXWDT QW Factor AXWDT QW Factor XAWDT QW FACTOR XAWDT</td></td>	Length         AADT         QA         4 Tire         Bus Base 2Axle           1.05         10000         F         98%         1%         1%           0.69         11000         F         98%         1%         1%           0.69         11000         F         98%         1%         1%           0.69         11000         F         98%         2%         1%           0.67         7200         F         98%         2%         1%           0.67         7200         F         98%         1%         1%           0.66         8200         F         98%         1%         1%           0.67         7200         F         98%         1%         1%           0.66         8200         F         98%         1%         1%           0.72         5500         F         98%         1%         1%           0.52         5500         F         98%         1%         1%           1.11         17000         G         97%         2%         1%           1.11         17000         G         97%         2%         1%           1.111 <td>Length         AADT         GA         4 Tire         Bus Bus 2Axle 3+Axle 1           1.05         10000         F         98%         1%         1%         0%         0           0.69         11000         F         98%         1%         1%         0%         0           0.63         3700         F         98%         2%         1%         0%         0           0.63         3700         F         98%         2%         1%         0%         0           0.63         3700         F         98%         2%         1%         0%         0           0.67         7200         F         98%         1%         1%         0%         0           0.67         7200         F         98%         1%         1%         0%         0           0.68         8200         F         98%         1%         1%         0%         0           0.14         10000         F         98%         1%         1%         0%         0           0.52         5500         F         98%         0%         0%         0%         0          1.10         1000         G</td> <td><math display="block"> \begin{array}{c c c c c c c c c c c c c c c c c c c </math></td> <td><math display="block"> \begin{array}{c c c c c c c } \math \$ AADT \$ QA \$ 4 Tire \$ Bus \$ 2Axle 3+Axle 1 Trail 2 Trail \$ 2Trail \$ 2Axle 3+Axle 1 Trail 2 Trail \$ 2Axle 3+Axle 1 Trail 2 Trail \$ 2Axle 3+Axle 1 Trail 2 Trail \$ 2Axle 3+Axle 1 Trail \$ 2Trail \$ 2Axle 3+Axle 1 Trail \$ 2Trail \$ 0.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ </math></td> <td><math display="block"> \begin{array}{c c c c c c c c c c c c c c c c c c c </math></td> <td></td> <td>Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK SR 161 Bell Blvd</td> <td>Length         AADT         QA         4 Tire         Bus Bus 2Axle 3+Axle 1Trail         2Trail 2Trail         QC CC CC Factor         Factor         CK CK Factor         Factor         CK CK CK           1.05         10000         F         98%         1%         1%         0%         0%         0%         F         0.094         F         0.516           0.69         11000         F         98%         1%         1%         0%         0%         0%         F         0.094         F         0.546           0.69         11000         F         98%         2%         1%         0%         0%         0%         F         0.111         F         0.745           0.67         7200         F         98%         1%         1%         0%         0%         0%         C         0.111         F         0.641           0.06         8200         F         98%         1%         1%         0%         0%         0%         0         0.0111         F         0.652           0.14         10000         F         98%         1%         1%         0%         0%         0%         0         0.0191</td> <td>Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Factor AAWDT 1.05 10000 F 98% 1% 1% 0% 0% 0% 0% F 0.094 F 0.516 11000 0.69 11000 F 98% 1% 1% 0% 0% 0% 0% F 0.094 F 0.516 11000 0.69 11000 F 98% 2% 1% 0% 0% 0% 0% F 0.011 F 0.546 11000 0.67 7200 F 98% 2% 1% 0% 0% 0% 0% C 0.110 F 0.651 7600 0.67 7200 F 98% 1% 1% 0% 0% 0% 0% C 0.110 F 0.651 7600 0.67 7200 F 98% 1% 1% 0% 0% 0% 0% C 0.100 F 0.651 1000 0.67 7200 F 98% 1% 1% 0% 0% 0% 0% C 0.100 F 0.651 1000 0.67 7200 F 98% 1% 1% 0% 0% 0% 0% C 0.100 F 0.651 1000 0.67 7200 F 98% 1% 1% 0% 0% 0% 0% C 0.100 F 0.651 1000 0.67 7200 F 98% 1% 1% 0% 0% 0% C 0.100 F 0.651 1000 0.67 7200 F 98% 1% 1% 0% 0% 0% C 0.100 F 0.651 1000 0.14 10000 F 98% 1% 1% 0% 0% 0% C 0.100 F 0.651 1000 0.12 2100 F 98% 0% 0% 0% 0% 0% C 0.107 F 0.566 11000 1.12 2100 F 99% 0% 0% 0% 0% 0% 0% C 0.117 F 0.545 2300 1.11 17000 G 97% 2% 1% 0% 0% 0% 0% C 0.117 F 0.546 18000 1.12 2200 F 99% 0% 0% 0% 0% 0% 0% C 0.017 F 0.546 18000 1.12 2200 F 99% 0% 0% 0% 0% 0% 0% C 0.017 F 0.546 18000 1.12 2200 F 99% 0% 0% 0% 0% 0% 0% C 0.017 F 0.546 18000 1.12 27000 G 98% 1% 0% 0% 0% 0% 0% C 0.017 F 0.546 18000 1.27 2200 F 98% 1% 0% 0% 0% 0% 0% 0% C 0.017 F 0.546 18000 1.28 81.05(10); 0% 0% 0% 0% 0% 0% C 0.017 F 0.548 18000 1.29 WCL Richmand 20.683 1.11 7000 G 98% 1% 0% 0% 0% 0% 0% C 0.017 F 0.583 24000 0.86 18000 F 98% 1% 0% 0% 0% 0% 0% 0% C 0.017 F 0.583 24000 0.86 18000 F 98% 1% 0% 0% 0% 0% 0% C 0.099 F 0.583 24000 0.86 18000 F 98% 1% 0% 0% 0% 0% 0% 0% C 0.091 F 0.583 8600 0.88 6400 F 98% 1% 0% 0% 0% 0% 0% 0% C 0.0157 F 0.842 4200 1.44 8700 F 98% 1% 0% 0% 0% 0% 0% 0% C 0.0157 F 0.842 4200 0.88 6400 F 98% 1% 0% 0% 0% 0% 0% C 0.0157 F 0.583 8600 0.88 6400 F 98% 1% 0% 0% 0% 0% 0% C 0.0157 F 0.551 1000 0.81 8000 F 98% 1% 0% 0% 0% 0% 0% C 0.0157 F 0.551 1000 0.82 990 F 98% 1% 1% 0% 0% 0% 0% 0% C 0.0132 F 0.551 11000 0.82 990 F 98% 1% 1% 0% 0% 0% 0% 0% C 0.0132 F 0.555 140 0.81 8000 F 0.555 140 F 0.555 140</br></td> <td>Length AADT QA 4 Tire Bus 2Axle 3:AXle 1Trail 2Trail QC Factor QK Factor AXWDT QW Factor AXWDT QW Factor AXWDT QW Factor XAWDT QW FACTOR XAWDT</td>	Length         AADT         GA         4 Tire         Bus Bus 2Axle 3+Axle 1           1.05         10000         F         98%         1%         1%         0%         0           0.69         11000         F         98%         1%         1%         0%         0           0.63         3700         F         98%         2%         1%         0%         0           0.63         3700         F         98%         2%         1%         0%         0           0.63         3700         F         98%         2%         1%         0%         0           0.67         7200         F         98%         1%         1%         0%         0           0.67         7200         F         98%         1%         1%         0%         0           0.68         8200         F         98%         1%         1%         0%         0           0.14         10000         F         98%         1%         1%         0%         0           0.52         5500         F         98%         0%         0%         0%         0          1.10         1000         G	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	$ \begin{array}{c c c c c c c } \math $ AADT $ QA $ 4 Tire $ Bus $ 2Axle 3+Axle 1 Trail 2 Trail $ 2Trail $ 2Axle 3+Axle 1 Trail 2 Trail $ 2Axle 3+Axle 1 Trail 2 Trail $ 2Axle 3+Axle 1 Trail 2 Trail $ 2Axle 3+Axle 1 Trail $ 2Trail $ 2Axle 3+Axle 1 Trail $ 2Trail $ 0.00 $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK SR 161 Bell Blvd	Length         AADT         QA         4 Tire         Bus Bus 2Axle 3+Axle 1Trail         2Trail 2Trail         QC CC CC Factor         Factor         CK CK Factor         Factor         CK CK CK           1.05         10000         F         98%         1%         1%         0%         0%         0%         F         0.094         F         0.516           0.69         11000         F         98%         1%         1%         0%         0%         0%         F         0.094         F         0.546           0.69         11000         F         98%         2%         1%         0%         0%         0%         F         0.111         F         0.745           0.67         7200         F         98%         1%         1%         0%         0%         0%         C         0.111         F         0.641           0.06         8200         F         98%         1%         1%         0%         0%         0%         0         0.0111         F         0.652           0.14         10000         F         98%         1%         1%         0%         0%         0%         0         0.0191	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Factor AAWDT 1.05 10000 F 98% 1% 1% 0% 0% 0% 0% F 0.094 F 0.516 11000 	Length AADT QA 4 Tire Bus 2Axle 3:AXle 1Trail 2Trail QC Factor QK Factor AXWDT QW Factor AXWDT QW Factor AXWDT QW Factor XAWDT

						City of	Richmo	nd								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond																
(7530) Jahnke Rd	1.26	From: 10000	F	98%	1%	1%	emore Rd 0%	0%	0%	С	0.098	F	0.646	11000	F	2018
7530 Prince Arthur Rd	0.30	From 570	F	99%	0%	1%	t Hill Ave 0%	0%	0%	С	0.122	F	0.538	610	F	2018
(7530) New Kent Rd	0.13	From: 630	F	99%	0%		Arthur Ro 0%	d 0%	0%	С	0.122	F	0.538	680	F	2018
(7530) New Kent Rd	0.69	From: <b>1100</b> To:	F	99%	s 0%	<u>R 161 We</u> 0%	stover Hill 0% 2nd St	s Blvd 0%	0%	С	0.149	F	0.69	1100	F	2018
		From														
(7531) Hey Rd	0.58	2000	F	98%	0%	1%	0%	0%	0%	С	0.092	F	0.553	2100	F	2018
(7531) Hey Rd	0.25	From: 4300 To:	F	98%	1%	1%	ead Rd 0% Hull Street	0% Rd	0%	F	0.092	F	0.553	4600	F	2018
		From:					hardt Rd				1					
(7533) Whitehead Rd	1.18	4500 To	F	98%	1%	1%	0% wick Rd	1%	0%	F	0.126	F	0.787	4800	F	2018
(7533) German School Rd	0.57	From: 5000	F	98%	1%	1%	0% thian Tpke	1%	0%	С	0.108	F	0.529	5400	F	2018
(7533) German School Rd	0.91	From: 6600	F	98%	1%	1%	0% nway Dr	1%	0%	F	0.092	F	0.528	7000	F	2018
(7533) Glenway Dr	0.14	From: <b>3600</b> To:	F	97%	2%	1%	n School R 0% emore Rd	d 0%	0%	С	0.103	F	0.536	3900	F	2018
(7533) Blakemore Rd	0.21	From: 2100	F	97%	2%		nway Dr 0%	0%	0%	С	0.099	F	0.623	2200	F	2018
(7533) Blakemore Rd	0.47	From: 3600	F	97%	1%	1%	nnke Rd 1%	0%	0%	С	0.101	F	0.601	3900	F	2018
	0.57	To: From:		000/	10/	Blak	iley Rd emore Rd	00/	00/			F	0.700	0000		0010
(7533) Bliley Rd	0.57	3400 To:	F	98%	1%	0%	0% at Hill Ave	0%	0%	С	0.104	Г	0.726	3600	F	2018
		From														
(7534) Riverside Dr	0.04	<b>670</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.112	F	0.586	720	Ν	2018
(7534) Riverside Dr	1.97	670	F	99%	0%	0%	Huguenot 0%	0%	0%	С	0.112	F	0.586	720	F	2018
		To:					tview Dr			-						
Cootto dana Da	0.00	From		000/	00/		erside Dr	00/	00/	~	0.117	-	0.077	070	-	0010
(7534) Scottview Dr	0.22	250 To:	F	99%	0%	1% 100	0% gview Dr	0%	0%	С	0.117	F	0.677	270	F	2018
		From					tview Dr									
(7534) Longview Dr	0.20	1300 <sub>To:</sub>	F	99%	0%	0% Hath	0%	0%	0%	С	0.105	F	0.57	1400	F	2018
		From					away Rd gview Dr									
(7534) Hathaway Rd	0.30	2400 <sub>то</sub>	F	98%	0%	0% Fores	0% at Hill Ave	0%	0%	С	0.099	F	0.547	2500	F	2018
		From				SR 10 Br										
(7535) Warwick Rd	1.00	17000 To	F	97%	1%	1% US 3	0% 60 Hull St	0%	0%	С	0.087	F	0.522	18000	F	2018
(7535) Warwick Rd	1.09	17000	F	97%	1%	1%	0%	0%	0%	F	0.086	F	0.511	18000	F	2018
(7535) WarwicK Rd	0.20	From: 17000	F	97%	1%	Whit 1%	ehead Rd 0%	0%	0%	F	0.084	F	0.563	18000	F	2018
<u> </u>		To: From:					k Concour									
(7535) Warwick Rd	0.40	15000 To:	F	97%	1%	1% Car	0% nation St	0%	0%	F	0.083	F	0.530	16000	F	2018

Boulevard         Boulevard           Total         Boulevard         Combardy St           Lombardy St         Lombardy St         Combardy St							City of	Richmon	nd								
Cit of Richmond           WCL Richmond           (53)         Monument Ave         0.83         24000         F         9%         0%         0%         0%         0%         0%         0%         0.11         F         0.501         25000         F         2018           (33)         Monument Ave         0.95         19000         G         9%         0%         0%         0%         0%         0%         0%         0.118         F         0.516         25000         F         2018           (33)         Monument Ave         0.95         19000         G         0%	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Monument Ave         0.83         20000         F         99%         0%	City of Richmond						LINIC	OTTAIC	i i i uii	Ziran		1 40101		1 40101			
Monument Ave         1.05         23000         F         99%         0%	$\frown$	0.83		F	99%	0%			0%	0%	С	0.115	F	0.561	25000	F	2018
Word         Monument Ave         0.95         19000         G         99%         0% <td>(7538) Monument Ave</td> <td>1.05</td> <td>23000</td> <td>F</td> <td>99%</td> <td>0%</td> <td></td> <td></td> <td>0%</td> <td>0%</td> <td>F</td> <td>0.118</td> <td>F</td> <td>0.516</td> <td>25000</td> <td>F</td> <td>2018</td>	(7538) Monument Ave	1.05	23000	F	99%	0%			0%	0%	F	0.118	F	0.516	25000	F	2018
Franklin St         0.61         6800         F         98%         0%         1%         0%         0%         0%         C         0.120         F         7300         F         2018           Franklin St         0.92         6100         F         98%         0%	(7538) Monument Ave	0.95	From 19000	G	99%	0%			0%	0%	С	0.102	F	0.545	20000	G	2018
Franklin St         0.32         6100         F         98%         0%         1%         0%         0%         0%         F         0.099         F         6600         F         2018           End (53)         Ramp         0.10         6700         G         -         0.132         F         -         6         -         0.132         F         -         700         G         2018           (53)         Grove Ave         0.31         800         F         99%         1%         1%         0%         0%         C         0.115         F         0.723         9200         F         2018           (54)         Grove Ave         0.31         800         F         99%         1%         1%         0%         0%         C         0.115         F         0.723         9200         F         2018           (54)         Grove Ave         0.76         6900         F         99%         1%         1%         0%         0%         0%         0%         0%         0%         0.012         F         0.530         7300         F         2018           (54)         Grove Ave         0.89         5500         F	(7538) Franklin St	0.61			98%	0%			0%	0%	С	0.120	F		7300	F	2018
East Table $1127.5318$ Memment Ave $0.132$ F         6700         G         2018           East Table         Ramp $0.10$ $6700^{-1}$ G $1.195.50mh$ $0.132$ F $6700^{-1}$ $6$ $2018$ (sc)         Grove Ave $0.31$ $8600^{-1}$ F $97\%$ $1\%$ $1\%$ $0\%$ $0\%$ $0\%$ $0.115$ F $0.723$ $9200^{-1}$ F $2018^{-1}$ (sc)         Grove Ave $0.01^{-1}$ F $97\%$ $1\%$ $1\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0\%$ $0.607$ $11000^{-1}$ F $0.75^{-1}$ $1000^{-1}$ F $0.76^{-1}$ $1000^{-1}$	(7538) Franklin St	0.92	6100		98%	0%	1%	0%	0%	0%	F	0.099	F		6600	F	2018
Sime         Ramp         0.10         6700         G         127/201 Products PACE         0.132         F         6700         G         2018           (sige)         Grove Ave         0.31         8600         F         97%         1%         1%         0%         0%         C         0.115         F         0.723         9200         F         2018           (sige)         Grove Ave         0.01         10000         F         99%         1%         1%         0%         0%         C         0.115         F         0.677         11000         F         2018           (sige)         Grove Ave         0.76         6900         F         96%         1%         1%         0%         0%         C         0.107         F         0.530         7300         F         2018           (sige)         Grove Ave         0.89         5500         F         96%         1%         1%         1%         0%         0%         C         0.107         F         0.567         5900         F         2018           (sige)         Grove Ave         0.89         550         F         86%         0%         C         0.108         F	<u> </u>																
Image: Second		0.10		<u> </u>			127-7538	Monument	Ave			0.100	F		6700	~	0010
Three Chops Rd         Three Chops Rd           Three Chops Rd         Three Chops Rd         Three Chops Rd           Three Chops Rd         Three Chops Rd         Three Chops Rd         Three Chops Rd           Three Chops Rd         Three Chops Rd         Three Chops Rd         Three Chops Rd         Three Chops Rd           Three Chops Rd         Three Chops Rd         Three Chops Rd         Three Chops Rd         Three Chops Rd         Three Chops Rd         Three Chops Rd           Three Chop	(7538) Ramp	0.10		G			T 10	5 South				0.132	г		6700	G	2018
Table Control       Index Control <thindex control<="" th=""> <thindex <="" control<="" td=""><td></td><td></td><td>From</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></thindex></thindex>			From														
State         2.00         10000         F         99%         1%         1%         0%         0%         C         0.115         F         0.677         11000         F         2018           State         Grove Ave         0.76         6900         F         98%         1%         1%         0%         0%         0%         C         0.115         F         0.637         11000         F         2018           State         Grove Ave         0.89         5500         F         98%         1%         1%         0%         0%         C         0.102         F         0.530         7300         F         2018           State         Bellmeade Rd         0.75         6800         F         88%         2%         2%         3%         6%         0%         C         0.102         F         0.666         7300         F         2018           Total         F         88%         1%         2%         3%         5%         0%         C         0.088         F         0.525         13000         F         2018           Total         F         88%         1%         2%         3%         5%         0%	(7542) Grove Ave	0.31			97%	1%	1%	0%	0%	0%	С	0.115	F	0.723	9200	F	2018
Grove Ave         0.76         6900         F         98%         1%         1%         0%         0%         C         0.102         F         0.530         7300         F         2018           SR         Grove Ave         0.89         5500         F         98%         1%         1%         0%         0%         C         0.102         F         0.567         5900         F         2018           SR         Bellmeade Rd         0.75         6800         F         88%         2%         2%         3%         6%         0%         C         0.107         F         0.567         5900         F         2018           Total         F         88%         2%         2%         3%         6%         0%         C         0.088         F         0.567         5900         F         2018           Total         F         88%         1%         2%         3%         5%         0%         F         0.606         7300         F         2018           Total         F         88%         1%         2%         3%         5%         0%         F         0.010         F         2018           Total <td>(7542) Grove Ave</td> <td>2.00</td> <td></td> <td>F</td> <td>99%</td> <td>1%</td> <td>1%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>С</td> <td>0.115</td> <td>F</td> <td>0.677</td> <td>11000</td> <td>F</td> <td>2018</td>	(7542) Grove Ave	2.00		F	99%	1%	1%	0%	0%	0%	С	0.115	F	0.677	11000	F	2018
Final Conversion       0.89       5500       F       98%       1%       1%       0% <th< td=""><td>(7542) Grove Ave</td><td>0.76</td><td>From 6900</td><td>F</td><td>98%</td><td>1%</td><td>1%</td><td>0%</td><td></td><td>0%</td><td>С</td><td>0.102</td><td>F</td><td>0.530</td><td>7300</td><td>F</td><td>2018</td></th<>	(7542) Grove Ave	0.76	From 6900	F	98%	1%	1%	0%		0%	С	0.102	F	0.530	7300	F	2018
US J Jeff Davis Hwy         VIC         US J Jeff Davis Hwy         Commerce Rd         0.075         6800         F         88%         2%         2%         0.088         F         0.016         7300         F         2018           7545         Commerce Rd         1.27         12000         F         88%         1%         2%         3%         6%         0.088         F         0.0130         F         0.0130         F         0.012         F         0.012         F         0.018         F         0.011         F         0.011         F         0.011         F         0.011         F         0.011         0.000         F         0.011         0.0100         F         0.011           F         8800         F         8800	(7542) Grove Ave	0.89			98%	1%	1%	0%		0%	С	0.107	F	0.567	5900	F	2018
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $			From						W			1					
$T_{046}$ Commerce Rd         1.27         12000         F         88%         1%         2%         3%         5%         0%         C         0.088         F         0.525         13000         F         2018 $T_{546}$ Commerce Rd         0.44         8600         G         88%         1%         2%         3%         5%         0%         F         0.130         F         0.76         9200         G         2018 $T_{546}$ Commerce Rd         0.45         11000         F         88%         1%         2%         3%         5%         0%         F         0.130         F         0.607         12000         F         2018 $T_{5646}$ Commerce Rd         0.45         11000         F         88%         1%         1%         1%         0%         C         0.126         F         0.607         12000         F         2018 $T_{5646}$ Snead Rd         1.23         1800         F         96%         2%         1%         1%         0%         C         0.126         F         0.603         10000         F         2018 $T_{5566}$ <td< td=""><td>(7545) Bellmeade Rd</td><td>0.75</td><td></td><td>F</td><td>88%</td><td>2%</td><td>2%</td><td>3%</td><td></td><td>0%</td><td>С</td><td>0.089</td><td>F</td><td>0.606</td><td>7300</td><td>F</td><td>2018</td></td<>	(7545) Bellmeade Rd	0.75		F	88%	2%	2%	3%		0%	С	0.089	F	0.606	7300	F	2018
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	(7545) Commerce Rd	1.27		F	88%	1%			5%	0%	С	0.088	F	0.525	13000	F	2018
Total         Commerce Rd         0.45         11000         F         88%         1%         2%         3%         5%         0%         F         0.096         F         0.607         1200         F         2018           (7545)         W Commerce Rd         0.39         9400         F         97%         1%         1%         1%         0%         C         0.126         F         0.603         10000         F         2018           (7549)         Snead Rd         1.23         1800         F         96%         2%         1%         0%         0%         C         0.135         F         0.526         2000         F         2018           (7549)         Snead Rd         1.23         1800         F         96%         2%         1%         0%         0%         C         0.135         F         0.526         2000         F         2018           (7549)         Snead Rot         1.23         1800         F         88%         1%         2%         3%         5%         0%         F         0.122         F         0.556         9500         F         2018           (755)         Holly Spring Ave         0.48	(7545) Commerce Rd	0.44		G	88%	1%			5%	0%	F	0.130	F	0.76	9200	G	2018
No.         No. <td><u> </u></td> <td></td>	<u> </u>																
Total         W Commerce Rd         0.39         9400         F         97%         1%         1%         1%         1%         0%         C         0.126         F         0.603         10000         F         2018           7548         Nead Rd         1.23         1800         F         96%         2%         1%         1%         0%         C         0.126         F         0.603         10000         F         2018           7548         Snead Rd         1.23         1800         F         96%         2%         1%         1%         0%         0%         C         0.135         F         0.526         2000         F         2018           7553         Dumbarton Rd         0.05         8900         F         88%         1%         2%         3%         5%         0%         F         0.122         F         0.556         9500         F         2018           7553         Dumbarton Rd         0.48         4800         F         88%         1%         2%         3%         5%         0%         F         0.503         5200         F         2018           7555         Laburnum Ave         0.17         15000<	(7545) Commerce Rd	0.45	11000	F	88%	1%	2%	3%	5%	0%	F	0.096	F	0.607	12000	F	2018
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		0.00			070/	10/			10/	00/		0.100	-	0.000	10000	-	0010
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	(7545) W Commerce Rd	0.39	• • • • •	-	97%	170				0%	U	0.126	Г	0.603	10000	Г	2018
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$			From						C								
Total Network       Inclusion       Inclusion </td <td>(7548) Snead Rd</td> <td>1.23</td> <td></td> <td></td> <td>96%</td> <td>2%</td> <td>1%</td> <td>1%</td> <td></td> <td>0%</td> <td>С</td> <td>0.135</td> <td>F</td> <td>0.526</td> <td>2000</td> <td>F</td> <td>2018</td>	(7548) Snead Rd	1.23			96%	2%	1%	1%		0%	С	0.135	F	0.526	2000	F	2018
$\begin{array}{c c c c c c c c c c c c c c c c c c c $			From	E			WCL	Richmond									
From         Hopkins Rd           7553         Holly Spring Ave         0.48 <b>4800 F</b> 88%         1%         2%         3%         5%         0%         F         0.082         F         0.503         5200         F         2018           7555         Laburnum Ave         0.17 <b>15000 F</b> 98%         1%         1%         0%         0%         F         0.102         F         0.679         16000         F         2018           7555         Laburnum Ave         0.17 <b>15000 F</b> 98%         1%         1%         0%         0%         F         0.102         F         0.679         16000         F         2018           7555         Laburnum Ave         0.50 <b>20000 F</b> 98%         1%         1%         0%         0%         0%         0%         0.102         F         0.679         16000         F         2018           7555         Laburnum Ave         0.50 <b>20000 F</b> 98%         1%         1%         0%         0%         0%         0.090         F         0.570         22000         F         2018	(7552) Dumbarton Rd	0.05	8900	F	88%	1%			5%	0%	F	0.122	F	0.556	9500	F	2018
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\smile$		То	c			Br	ook Rd									
From         I-64           (7555) Laburnum Ave         0.17         15000         F         98%         1%         0%         0%         0%         F         0.102         F         0.679         16000         F         2018           To         SR 197 Laburnum Ave; Saunders Ave         Chamberlayne Ave	(7553) Holly Spring Ave	0.48	4800	-	88%	1%	2%	3%	5%	0%	F	0.082	F	0.503	5200	F	2018
F       98%       1%       0%       0%       F       0.102       F       0.679       16000       F       2018         To       SR 197 Laburnum Ave; Saunders Ave       SR 197 Laburnum Ave; Saunders Ave	<u> </u>			1													
Tots       Chamberlayne Ave         (7555) Laburnum Ave       0.50       20000       F       98%       1%       1%       0%       0%       C       0.090       F       0.570       22000       F       2018         Tot       ECL Richmond         From       127-7555 Laburnum Ave         0.16       3900       G       0.119       F       3900       G       2018	(7555) Laburnum Ave	0.17		F	98%		1%	0%			F	0.102	F	0.679	16000	F	2018
From         127-7555 Laburnum Ave           (7555) Ramp         0.16 <b>3900 G</b> 0.119         F         3900         G         2018	(7555) Laburnum Ave	0.50		F	98%		Chamb	erlayne Ave	e		С	0.090	F	0.570	22000	F	2018
(7555) Ramp 0.16 <b>3900 G</b> 0.119 F 3900 G 2018	$\bigcirc$		То	0			ECL	Richmond									
In I-195 South	(7555) Ramp	0.16	3900	G					Ave			0.119	F		3900	G	2018
	$\smile$		То	2			I-19	95 South									

CAde 3-Asie 1Trail 2Trail         Factor         Factor           Colspan="2">Colspan="2">Factor         Factor           Colspan="2">Colspan="2">Colspan="2">Factor         Factor           Colspan="2">Colspan="2"Colspan="2">Colspan="2"							City of	Richmo	ond														
City of Richmond         F         98%         1%         1%         0%<	Route	Length	AADT	QA	4Tire	Bus		-	-		QC		QK		AAWDT	QW	Year						
The Darbytown Rd         0.20         5100         F         98%         1%         1%         0%         0%         F         0.001         F         0.592         5500         F         201           Terms Hill Ave (100)         F         99%         0%	City of Richmond																						
Event EM Avr           Figure 14 Avr         Figure 1	7559 Darbytown Rd	0.20		F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.592	5500	F	2018						
Figs:         42nd St.         0.44         1500         F         99%         0% <			From																				
Final Priverside Dr         1.28         2200         F         99%         0	(7560) 42nd St	0.44		F	99%	0%	0%	0%		0%	С	0.233	F	0.883	1600	F	2018						
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	(7560) Riverside Dr	1.28	2200	F	99%	0%			0%	0%	С	0.228	F	0.890	2400	F	2018						
Transport         Topology State Action         F         State State         Topology State Action         F         Output State         State State																							
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	(7561) Maury St	0.97		F	93%	1%				0%	F	0.083	F	0.581	8000	F	2018						
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	(7561) Maury St	0.73	From: 9900	F	93%	1%				0%	С	0.071	F	0.586	11000	F	2018						
First       Maury St       0.35       12000       F       92%       1%       2%       4%       0%       C       0.067       F       0.68       13000       F       201         Maury St       0.30       700       F       94%       1%       1%       2%       1%       0%       C       0.131       F       820       F       201         Maury St       0.30       700       F       94%       1%       1%       0%       C       0.131       F       820       F       201         Maury St       0.30       700       %       7%       0%       0%       0%       0%       0%       0%       0%       0%       0%       0%       0%       0.094       F       0.525       9100       F       201         Maury St       0.65       4900       F       99%       0% <th< td=""><td><math>\bigcirc</math></td><td></td><td>To</td><td></td><td></td><td></td><td>Con</td><td>merce Rd</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	$\bigcirc$		To				Con	merce Rd															
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	(7561) Maury St	0.35		F	92%	1%			4%	0%	С	0.067	F	0.68	13000	F	2018						
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	O and St	0.00	From:	Ļ	0.49/	10/			10/	00/	0	0 101			000		2019						
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	(7561) 2nd St	0.30		F	94%	1%			1%	0%	U	0.131	Г		820	F	2018						
Robinson St           Interm         Robinson St		- · ·		_	0051	0.57			0.57	0.57	-		-		0/00	-	00/0						
Note Inderwood Ave N           Metwood Ave N           Metwood Ave N           Metwood Ave N           Metwood Ave N           Image: F         99% 0% 0% 0% 0% 0%         F         0.05         P         200         F         201           FR-270 Grayland Ave; Gap         F         0.05         2100         F         201           FR-270 Grayland Ave; Gap         F         0.05         2100         F         201           F         99% 0% 0% 0% 0% 0%         6         0.0567         1900         G         201           F         Potemac Street         O         0.100         F         0.656         Colorado Ave         0.34         100         F         98% 1% 1% 1% 0% 0%         C         0.6658         1200         F         98% 1%         C         0.6658         1200	(7562) Idlewood Ave	0.14		F	99%	0%			0%	0%	F	0.094	F	0.525	9100	F	2018						
Trisp         Robinson St         0.05         4900         F         99%         0% <td>_</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>۱</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	_								۱														
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	(7562) Robinson St	0.05	Та	F	99%					0%	F	0.092	F	0.581	5200	F	2018						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	(7562) Idlewood Ave	1.38	2000	F	99%	0%	0%	0%	0%	0%	С	0.099	F	0.703	2100	F	2018						
$\begin{array}{c c} \hline \hline rescale \\ \hline resca$			From																				
Total         0.28         1400         G         98%         0%         1%         1%         0%         0%         C         0.100         F         0.605         1600         G         201           SCL Richmond           Total         F         98%         1%         1%         0%         0%         C         0.100         F         0.605         1600         G         201           SCL Richmond           Total         F         98%         1%         1%         0%         0%         C         0.011         F         0.644         1900         F         201           Totavis Hwy         Totavis Hwy           Totavidice Ave         1.11         1200         F         96%         1%         1%         2%         1%         0%         C         0.087         F         0.644         1900         F         201           Totavis Hwy         Totavis Hwy           Total         9800         F         99%         0%         0%         0%         0%         0.608         F         0.699         10000         F         201 <th colspan="6" td="" totavis<=""><td>(7565) Hatcher St</td><td>0.17</td><td>1800</td><td>G</td><td>98%</td><td>0%</td><td>1%</td><td>1%</td><td>0%</td><td>0%</td><td>F</td><td>0.112</td><td>F</td><td>0.567</td><td>1900</td><td>G</td><td>2018</td></th>	<td>(7565) Hatcher St</td> <td>0.17</td> <td>1800</td> <td>G</td> <td>98%</td> <td>0%</td> <td>1%</td> <td>1%</td> <td>0%</td> <td>0%</td> <td>F</td> <td>0.112</td> <td>F</td> <td>0.567</td> <td>1900</td> <td>G</td> <td>2018</td>						(7565) Hatcher St	0.17	1800	G	98%	0%	1%	1%	0%	0%	F	0.112	F	0.567	1900	G	2018
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	(7565) Newton Rd	0.28	1400	G	98%	0%	1%	1%	0%	0%	С	0.100	F	0.605	1600	G	2018						
Colorado Ave         0.34         1800         F         98%         1%         1%         0%         0%         C         0.091         F         0.644         1900         F         201           (7566)         Dinwiddie Ave         1.11         1200         F         96%         1%         1%         2%         1%         0%         C         0.091         F         0.644         1900         F         201           (7567)         Dinwiddie Ave         1.11         1200         F         96%         1%         1%         2%         1%         0%         C         0.087         F         0.658         1200         F         201           (7567)         4th St         0.21         9800         F         99%         0%         0%         0%         0%         0%         0.081         F         0.658         1200         F         201           (7567)         4th St				1																			
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	(7566) Colorado Ave	0.34	1800	F	98%	1%	1%	1%	0%	0%	С	0.091	F	0.644	1900	F	2018						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$																							
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Dinwiddie Ave	1 1 1			96%	1%				0%	C	0.087	F	0.658	1200	F	2018						
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$			. <b>200</b>		0070	1 /0			170	570	0	0.007		0.000	1200	_	2010						
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$					0.000		Dinv	viddie Ave			-		-	0.00		_	001-						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	(7567) 4th St	0.21	9800	F	99%	0%			0%	0%	F	0.081	F	0.699	10000	F	2018						
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	(7567) 4th St	0.29		F	99%	0%			0%	0%	С	0.15	F		1300	F	2018						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$							]	Hull St															
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	○ Domo	0.00		_	000/	00/			00/	00/	F	0.107	^	0.640	15000	^	0010						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	(7567) Hamp	0.23	14000	A	99%					υ%	F	0.107	А	0.048	15000	А	2018						
From         127-7567 Exit 1A         1           (7567) Ramp         0.42         10000         A         91%         1%         1%         6%         0%         F         0.1         A         11000         A         201           Tri         I-95 North         I-95 North         I         I         I         I         I         0%         F         0.1         A         11000         A         201           Tri         I-95 North         I	(7567) Ramp	0.20		Α	99%		0%	0%		0%	F	0.197	А		3900	А	2018						
Top       0.42       10000       A       91%       1%       1%       1%       6%       0%       F       0.1       A       11000       A       201         Tro       I-95 North         Tro       I-95 North         Tro       I-95 North         Tro       I-95 North         Tro       I 1000 A       201         Tro       I I-95 North         Tro       I I-95 North         Tro       I I I I I I I I I I I I I I I I I I I	$\sim$																						
From         SR 197 Saunders Ave           (7568)         Westwood Ave         0.71         8000         F         96%         2%         1%         0%         C         0.125         F         0.715         8600         F         201	(7567) Ramp	0.42	10000	A	91%	1%	1%	1%		0%	F	0.1	Α		11000	А	2018						
Vestwood Ave         0.71         8000         F         96%         2%         1%         0%         C         0.125         F         0.715         8600         F         201	_			I					A														
	(7568) Westwood Ave	0.71		F	96%	2%	1%	0%	1%	0%	С	0.125	F	0.715	8600	F	2018						
	(7568) Westwood Ave	0.84	4900	F	96%		1%	0%	1%		F	0.141	F	0.509	5200	F	2018						
US 1, US 301 Chamberlayne Ave	$\smile$		To:			US	1, US 301	Chamberl	ayne Ave														

						City of	Richmo	nd								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Citv of Richmond			-													
(7570) Grace St	0.65	Prom 2300	N	98%	0%	SR 161 1%	Boulevar 0%	d 1%	0%	Ν	0.119	F	0.783	2400	Ν	2018
(7570) Grace St	0.31	2300	F	98%	0%	Mea 1%	adow St 0%	1%	0%	С	0.119	F	0.783	2400	F	2018
(7570) Grace St	0.01	2000	·	5078	070		bardy St	170	078	0	0.110	1	0.700	2400	I	2010
(7570) Grace St	0.60	From 5600	F	98%	0%	1%	0%	1%	0%	F	0.104	F	0.764	5900	F	2018
(7570) Grace St	0.92	From 4800	F	98%	0%	<u>US 1, US 3</u> 1%	01 Belvide	ere St 1%	0%	F	0.128	F		5100	F	2018
(7570) Grace St	0.52	<b>4000</b>		30 /8	0 /8		O /8 Oth St	1 /0	0 /6	1	0.120			5100	I	2010
		From					5Th St									
(7573) P St	0.54	1100	F	98%	0%	2%	0%	0%	0%	С	0.091	F	0.748	1200	F	2018
$\bigcirc$		To					vood Ave									
(7573) Oakwood Ave	0.54	From 2100	F	98%	0%	0%	P St 0%	0%	0%	С	0.095	F	0.543	2300	F	2018
(7573) Oakwood Ave	0.54	<b>2100</b>		90 /0	0 /8		mond Rd	0 /8	0 /0	0	0.095		0.545	2300	I	2010
		From					vood Ave									
(7573) Richmond Rd	0.65	3400	F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.509	3700	F	2018
$\smile$		То				ECL I	Richmond									
	0.05	From		000/	0.01		adow St	10/	00/			_			~	0010
(7574) Parkwood Ave	0.65	3600	G	98%	0%	1%	0%	1%	0%	F	0.13	F		3900	G	2018
	o / o	From	<u> </u>		<b></b>		rison St		<b></b>	-		_			_	
(7574) Cumberland St	0.40	7500 To	F	98%	0%	1%	0%	1%	0%	F	0.111	F		8000	F	2018
		From					videre St									
(7576) Westbrook Ave	0.08	7900	F	98%	0%	Hern 1%	nitage Rd 0%	1%	0%	F	0.099	F	0.867	8500	F	2018
(15/6) 11001010011100	0.00			0070	0 /0			170	0,0			•	0.007	0000		2010
(7576) Westbrook Ave	0.86	From 5400	F	98%	0%	1%	Off Ramp 0%	1%	0%	F	0.096	F	0.54	5700	F	2018
(7576) Westbrook Ave	0.00	То	Ċ	0070	070		ook Rd	170	070		0.000	•	0.04	0/00		2010
		From					lull St									
(7577) 21st St	0.07	720	F	97%	1%	1%	1%	0%	0%	F	0.133	F		770	F	2018
$\bigcirc$		To					catur St									
(7577) Decatur St	0.13	From 850	F	97%	1%	2 1%	1st St 1%	0%	0%	F	0.133	F		910	F	2018
(7577) Decatur St	0.10	000	·	57 /0					070	1	0.100	•		510	'	2010
(7577) Decatur St	0.59	From 1800	F	97%	1%	US 1 Jeffer 1%	son Davis 0%	Hwy 0%	0%	С	0.089	F	0.515	1900	F	2018
(15/1) Decator Of	0.00	1000	·	57 /0	170			078	070	U	0.000	•	0.010	1500	'	2010
(7577) Decatur St	0.35	From 2100	F	97%	1%	Comi 1%	merce Rd 1%	0%	0%	F	0.184	F	0.688	2300	F	2018
(7577) Decatur St	0.00	<b>2100</b>		51 /8	1 /0		1 Street	0 /8	078	1	0.104		0.000	2000	1	2010
		From					kins Rd									
(7578) Cofer Rd	0.97	4400	F	97%	1%	1%	1%	0%	0%	F	0.092	F	0.576	4700	F	2018
		To				Jeff D	Davis Hwy									
		From				22	2nd St									
(7579) Leigh St	0.08	940	Ν	98%	0%	1%	0%	0%	0%	Ν	0.104	F	0.551	1000	Ν	2018
$\bigcirc$		To				Jeffe	rson Ave									
(7579) Leigh St	0.72	940	F	98%	0%	1%	0%	0%	0%	С	0.104	F	0.551	1000	F	2018
$\bigcirc$		To				3	5th St									
(7579) Glenwood Ave	0.34	850	F	99%	0%	0%	0%	0%	0%	С	0.107	F	0.647	910	F	2018
$\smile$		То				Gover	rnment Rd									<u></u>
		From					nitage Rd	-		_		_			_	
(7580) Bellevue Ave	0.85	2100 <sup>To</sup>	F	98%	0%	1%	0%	0%	0%	С	0.108	F	0.598	2200	F	2018
			1				erlayne Av	/e								
(7582) Robin Hood Rd	0.51	From 18000	F	97%	1%	Bo 1%	ulevard 1%	0%	0%	F	0.081	F	0.538	20000	F	2018
(7582) Robin Hood Rd	0.01	18000 <sup>To</sup>		JI /0	I /0		I % On Ramp	0 /0	U /0	1.	0.001	1.	0.000	20000	I	2010
						1-75	on namp									

	امحمله	AADT	0.1	47:44	Dur		Truck		00	К	01	Dir		0144	Verr
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	+Axle 1Trai	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
<u>Citv of Richmond</u>		From				127-7582-Е	000A Ramp								
(7582) Ramp	0.10	5700 Tor	G			I-95 S	South			0.118	F		5700	G	2018
		From:				Broa									
(7583) Chimborazo Blvd	0.56	680	F	97%	1%	1%	1% 0%	0%	С	0.115	F	0.505	720	F	2018
$\bigcirc$		To:				Oakwo	od Ave								
(758) Terminal Ave	1.03	From: 3000	F	98%	0%	Jeff Dav 1%	vis Hwy 1% 1%	0%	С	0.093	F	0.587	3300	F	2018
(7584) Terminal Ave	1.05	<b>3000</b> To:		30 /8	0 /8	Belt		0 /8	0	0.035		0.507	5500		2010
		From:				Broad	Street								
(7585) 31st St	1.20	2100 To:	F	98%	0%	1%	1% 0%	0%	С	0.092	F	0.647	2200	F	2018
<u> </u>		From:			CD	Nine N		1							
(7586) Brookland Pkwy	0.83	7200	F	98%	2%	1%	ge Rd; Boulevar	a 0%	С	0.104	F	0.510	7600	F	2018
		To				Broo	k Rd			<b></b> _					
(7586) Brookland Park Blvd	0.23	9800	F	97%	1%	1%	0% 0%	0%	F	0.098	F	0.572	10000	F	2018
$\overline{\bigcirc}$		To: From:				Chamberl									
(7586) Brookland Park Blvd	1.01	10000	F	97%	1%	1%	0% 0%	0%	С	0.093	F	0.559	11000	F	2018
	0.50	From:	F	000/		Richmond-H		09/	0			0.550	8000		0010
(7586) Brookland Park Blvd	0.56	8400 To:	F	98%	1%	1% Dill	0% 0% Ave	0%	С	0.099	F	0.552	8900	F	2018
		From:				Brookland	Park Blvd		_		_				
(7586) Dill Ave	0.40	5400 To:	F	99%	1%	1% NCL Ri	0% 0%	0%	С	0.108	F	0.579	5700	F	2018
		From:				Mai									
(7587) 25th St	0.22	5300	F	96%	2%	1%	0% 0%	0%	С	0.094	F	0.533	6000	F	2018
		To: From:				Broa	ıd St			<u> </u>					
(7587) 25th St	0.76	4600 To:	F	99%	1%	1%	0% 0%	0%	F	0.095	F	0.512	4900	F	2018
0		From:				SR 33 Nin									
(7588) Overbrook Ave	0.90	2000	F	97%	1%	Hermit 1%	1% 0%	0%	С	0.106	F	0.524	2200	F	2018
0		To: From:				US 1 Chamb	erlayne Ave								
(7588) Overbrook Ave	0.61	5100	F	99%	1%	0%	0% 0%	0%	С	0.099	F	0.631	5400	F	2018
$\bigcirc$		To:				North	n Ave								
(7590) Leigh St	0.59	From: 9400	F	98%	1%	Bould 1%	evard 0% 0%	0%	С	0.1	F	0.505	10000	F	2018
(7590) Leigh St	0.00	<u></u>	•	0070	170	Hermit		070	0			0.000			2010
(7590) Leigh St	0.72	From: 8800	F	98%	1%	1%	0% 0%	0%	С	0.102	F	0.526	9400	F	2018
$\bigcirc$		To: From:				Harris	son St								
(7590) O St	0.10	1800	F	98%	1%		y St; Leigh St 0% 0%	0%	F	0.122	F	0.639	1900	F	2018
		To:				Carring	gton St								
(7590) Carrington St	0.38	From: 80	F	94%	2%		<u>St</u> 1% 1%	0%	С	0.130	F	0.583	90	F	2018
(7590) Carrington St	0.00	To:	•	0470	270	N 25		070	0	0.100		0.000	00		2010
		From:				Lomba	urdy St								
(7592) Admiral St	0.18	4200	F	98%	1%	1%	0% 0%	0%	F	0.093	F	0.547	4500	F	2018
	0.00	To: From:	-	000/	10/	Broo		00/	-	0.101	-	0 5 40	5000		0010
(7592) School St	0.29	<b>4700</b>	F	98%	1%	1% Chamberl	0% 0% ayne Aye	0%	F	0.101	F	0.549	5000	F	2018
		From:				US 60, US 3				 I					
(7593) 14th St	0.21	14000	F	98%	1%		0% 0%	0%	F	0.079	F	0.669	15000	F	2018
$\smile$		To:				US 250	Broad St								
(7595) 9th St	0.22	From: 11000	G	98%	1%	Car 1%	y St 0% 0%	0%	F	0.127	F		12000	G	2018

							Richmo									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond						_										
	0.00	From		000/	10/		Brace St	00/	00/			-		0100	~	0010
(7595) 9th St	0.08	8300	G	98%	1%	1%	0%	0%	0%	F	0.123	F		9100	G	2018
		From	L	000/	10/		broad St	00/	00/	_		_		5000	_	
(7595) 9th St	0.23	5600 <sub>To:</sub>	F	98%	1%	1%	0% eigh St	0%	0%	F	0.114	F		5900	F	2018
		F														
(7596) Azalea Ave	0.13	16000	F	98%	1%	1%	perlayne A 0%	.ve 0%	0%	F	0.097	F	0.512	17000	F	2018
(7596) Azalea Ave	0.10	To:		0070	170		Richmond		0,0			•	0.012	17000		2010
		From:					guenot Rd				Î					
(7597) Westgate Dr	0.51	640	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.508	680	F	2018
		To				Ceo	lar Grove									
		From				Cham	perlayne A	ve								
(7598) Ladies Mile Rd	1.39	2100	F	99%	0%	0%	0%	0%	0%	С	0.091	F	0.647	2300	F	2018
$\bigcirc$		To				Meado	owbridge I	Rd								
		From					enable St									
(7599) Mosby St	0.14	6300	F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.576	6800	F	2018
$\smile$		To: From:					King Bridg mount Ave									
(7599) Mechanicsville Tpke	0.42	7300	F	98%	1%	1%	0%	0%	0%	С	0.096	F	0.65	7800	F	2018
		To:	_				rfield Ave									
		From:	1	-	-		orado Ave		-		l					
(7601) Lombardy St	0.49	740	F	95%	0%	4%	0%	0%	0%	С	0.097	F	0.5	800	F	2018
		To				Idle	wood Ave									
	0.00	From	Ļ	000/	00/		wood Ave		00/			-	0.00	0000	-	0010
(7601) Lombardy St	0.86	6100	F	99%	0%	0%	0%	0%	0%	С	0.118	F	0.62	6600	F	2018
		From					eigh St					_			_	
(7601) Lombardy St	0.49	6600	F	98%	1%	0%	0%	0%	0%	С	0.090	F	0.555	7100	F	2018
<u> </u>		To: From:					rook Rd									
(7601) Lombardy St	0.35	5100	F	98%	1%	1%	0%	0%	0%	С	0.085	F	0.618	5500	F	2018
<u> </u>		To				Chamb	perlayne A	ve								
	4 40	From:	Ļ	050/	00/		orado Ave		00/			-	0 5 4 0	4400	-	0010
(7603) Meadow St	1.49	4100 To:	F	95%	2%	1%	1%	1%	0%	F	0.094	F	0.546	4400	F	2018
		From:					Hermitage eadow St	Ra								
(7603) Hermitage Rd	1.16	9900	F	95%	2%	1%	1%	1%	0%	С	0.093	F	0.64	11000	F	2018
$\bigcirc$		To				Robi	n Hood Ro	d								
(7603) Hermitage Rd	0.12	6700	F	95%	2%	1%	1%	1%	0%	F	0.076	F	0.971	7100	F	2018
		To				Domr	os from I-9									
(7603) Hermitage Rd	0.20	From: 2000	F	98%	1%	1%	0%	0%	0%	С	0.111	F	0.587	2200	F	2018
(7003)		To:	-		. / .		kland Pkw		• / •	-		-			-	
		From				127-76	08 Venabl	e St								
(7605) 22nd St	0.30	1200	F	97%	1%	1%	0%	0%	0%	С	0.089	F	0.555	1300	F	2018
$\bigcirc$		To				SR 33	Fairmont A	Ave								
	0.50	From:	Ļ	000/	00/		mount Ave		00/			_	0.004	1000	-	0010
7605 22nd St	0.52	1100 To	F	92%	6%	1% Eai	0% rfield Ave	0%	0%	С	0.084	F	0.621	1200	F	2018
		From	I													
(7606) Dove St	0.23	3600	F	95%	2%	1%	orth Ave 1%	1%	0%	F	0.097	F	0.506	3800	F	2018
(7606) Dove St	0.20	0000	•	5570	<u>ر</u> م				0 /0	1	0.037	'	0.000	0000	,	2010
(7606) Dove St	0.29	From: 2700	F	080/	10/		d-Henrico		0%	F	0.094	F	0 520	2000	F	2018
(7606) Dove St	0.28	<b>2100</b>	r	98%	1%	1%	0% nd Ave	0%	0%	Г	0.094	Г	0.529	2900	1.	2010
		From	1								1					
(7608) Venable St	0.20	5200	G	98%	1%	1%	7Th St 0%	0%	0%	С	0.087	F	0.559	5600	G	2018
	0.20	0100	<u> </u>	0070	. /0			070	0 /0	0		•	0.000	0000	9	2010
(7608) Venable St	0.45	5500		080/	10/		losby St	0%	0%	F	0.094	F	0 562	3800	G	2018
(7608) Venable St	0.45	3500 To:	G	98%	1%	1%	0% 25Th St	0%	0%	Г	0.094	Г	0.562	3000	G	2010
			1			2	III 3l									

						City of	Richmo	nd								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From	-			1.05										
(7609) 5th St	0.20	4800	F	96%	2%	1%	Overpass 1%	1%	0%	F	0.126	F	0.735	5200	F	2018
7609 5th St; Rowen Ave	0.36	5000 From	F	96%	2%	1%	ospital St 1%	1%	0%	F	0.087	F	0.609	5400	F	2018
(7609) Rowen Ave; 1st Ave	0.28	From 2600	F	98%	1%	0%	th Ave 1% nd Ave	0%	0%	С	0.097	F	0.619	2800	F	2018
_		From					Ave; 1st A	ve								
(7609) 2nd Avenue	0.18	550 To	F	96%	2%	1% w	1% /illow St	1%	0%	F	0.097	F	0.609	590	F	2018
(7609) 2nd Avenue	0.34	From 1300	F	97%	1%	1%	1%	0%	0%	С	0.097	F	0.59	1300	F	2018
(7609) 2nd Avenue	0.28	3100	F	98%	1%	1%	st Ave 0%	0%	0%	С	0.094	F	0.594	3300	F	2018
	0.04	From	L_	0.00/	00/		land Pk Bly		001			_	0.570	5000	_	0010
(7609) Meadowbridge Rd	0.91	5300 <sup>то</sup>	F	96%	2%	1% NCL	1% Richmond	1% I	0%	С	0.092	F	0.578	5600	F	2018
$\bigcirc$ -		From				127-7	7609 5th St	t								
(7609) Ramp	0.08	2500 <sub>то</sub>	G				( A XY )				0.202	F		2700	G	2018
~		To	I			I-(	64 West									
(7610) Jefferson Ave	0.32	5700	G	96%	2%	1%	21St 1%	1%	0%	F	0.095	F	0.657	6200	G	2018
(7610) Jefferson Ave	0.02	То	Ĕ.	5070	2 /0		25Th St	170	070	•	0.000	•	0.007	0200	u	2010
		From					guenot Rd									
(7611) Stony Point Rd	0.26	5200	F	98%	1%	0%	0%	0%	0%	F	0.094	F	0.519	5500	F	2018
		То					isway Lane									
(7611) Evansway Ln	0.72	From 5000	F	98%	1%	Ston	y Point Rd 0%	0%	0%	С	0.139	F	0.589	5400	F	2018
(7611) Evansway Lh	0.72	5000	г ———	90%	1 70			0%	0%	U	0.139	Г	0.569	5400	Г	2010
(7611) Cedar Grove Rd	0.76	1400	F	97%	2%	<u>We</u> 0%	stgate Dr 0%	0%	0%	С	0.116	F	0.509	1500	F	2018
(7611) Cedar Grove Rd	0.70	1400 To		31 /0	2 /0		ndera Dr	0 /8	0 /8	0	0.110		0.505	1500	I	2010
~		From				Por	ndera Rd									
(7611) Croatan Rd	0.52	340	F	99%	0%	0%	0%	0%	0%	С	0.116	F	0.548	360	F	2018
0		18					erokee Rd									
(7612) Magnolia St	0.96	From <b>10000</b>	F	95%	1%	Meado 1%	owbridge R 2%	1%	0%	F	0.086	F	0.629	11000	F	2018
(7612) Magnolia St	0.00	То	<u> </u>	0070	170		nicsville Tp		070	•	0.000	•	0.025	11000	1	2010
		From					oney Run I									
(7614) Williamsburg Ave	0.60	12000	G	95%	1%	1%	2%	1%	0%	С	0.095	F	0.614	13000	G	2018
$\bigcirc$		To				Ha	atcher St				<b>—</b> —					
(7614) Williamsburg Rd	0.74	7200	F	98%	0%	1%	1%	0%	0%	С	0.088	F	0.5	7700	F	2018
$\bigcirc$		To				US 60 G	Government	t St.								
0		From					Aain St									
(7616) Orleans St	0.21	1700	G	99%	1%	0%	0%	0%	0%	F	0.112	F	0.659	1800	G	2018
0		То					amsburg Ro									
(7618) Fairfield Ave	0.20	5300	F	99%	1%	Mechar 0%	nicsville Tp 0%	oke 0%	0%	F	0.094	F	0.518	5700	F	2018
(7618) Fairfield Ave	0.20	5500	г ———	9970	1 /0			0 /0	0 /6	I	0.094		0.516	5700	I	2010
(7618) Fairfield Ave	0.91	4300	F	99%	1%	2 0%	20Th St 0%	0%	0%	С	0.106	F	0 702	4600	F	2018
(7618) Fairfield Ave	0.91	4300 To	-	99/0	ı /0		Richmond		0 /0	0	0.100	1	0.793	4000	I	2010
		From	•				field Way									
(7619) 17th St, Oliver Hill Way	0.16	7500	F	96%	2%	1%	1%	0%	0%	С	0.103	F	0.508	8000	F	2018
		То				Нс	ospital St									
	0.00	From	L	069/	00/		5Th St	09/	00/	-	0.100	-	0 501	7100	- -	0010
(7619) Hospital St	0.30	6700 <sup>To</sup>	F	96%	2%	1%	1% Oliver Hill	0% Way	0%	F	0.106	F	0.521	7100	F	2018
			1			1711131, 9		may			I					

City of Richmond	ngth	AADT	QA	4Tire	Bus		Truck-				К		Dir			
(7621) St. James St 0.				4110	Dus	2Axle 3	3+Axle 1T		Frail	QC	Factor	QK	Factor	AAWDT	QW	Year
(7621) St James St. North Ave 0	.14	From 210	F	96%	2%	1%	Leigh St 1% 0 vall St	% 0	)%	F	0.098	F	0.511	220	F	2018
(7621) St James St. North Ave 0		From					ker St									
	.70	1000 To:	F	97%	1%	1% Pa	1% 0 be St	% 0	)%	С	0.086	F	0.57	1100	F	2018
(7621) North Ave 0.	.79	7000	F	96%	3%	1%		% 0	)%	F	0.091	F	0.505	7500	F	2018
	0.4	To: From:	_	000/	00/		d Park Blvd	0/ 0	20/			-	0.500	5000	_	0010
(7621) North Ave 1.	.64	4800 <sub>To</sub>	F	96%	3%	1%		% 0	)%	С	0.091	F	0.562	5200	F	2018
		From:					rlayne Ave									
(7623) Valley Rd 0.	.41	2700 To:	F	98%	1%	0%			)%	F	0.084	F	0.580	2900	F	2018
		From:					Henrico Tpke ley Rd	2								
(7623) Richmond-Henrico Tpke 1.	.18	2500	F	98%	1%	0%	0% 0	% 0	)%	С	0.095	F	0.606	2700	F	2018
(7623) Richmond-Henrico Tpke 0.	29	From: 1700	F	99%	0%	Brookland 0%	d Park Blvd 0% 0	% 0	)%	С	0.093	F	0.622	1800	F	2018
(7623) Richmond-Henrico Tpke U.	0		•	0070	0 /0			,0 C		5	0.000	•	0.022	1000		2010
Richmond Honrico Toko 0	45	To: From: 1600	F	98%	1%	Gladst 0%	tone Ave	% 0	)%	С	0.094	F	0.506	1700	F	2018
(7623) Richmond-Henrico Tpke 0.	.45	1 <b>000</b> To:	F	98%	170		1% U	% (	J%	U	0.094	Г	0.506	1700	Г	2018
		From:														
(7625) Brook Rd 0.	.70	8400	F	98%	1%	1%	layne Pkwy 0% 0	% 0	)%	С	0.113	F	0.637	8900	F	2018
		To					ardy St									
(7625) Brook Rd 0.	.66	11000	F	98%	1%	1%	0% 0	% 0	)%	F	0.12	F	0.651	11000	F	2018
<u> </u>		To: From:				Brookland	d Park Blvd									
(7625) Brook Rd 0.	.85	9600	F	99%	0%	0%	0% 0	% 0	)%	С	0.119	F	0.665	10000	F	2018
$\bigcirc$		To				Laburr	num Ave				<b>_</b>					
(7625) Brook Rd 1.	.18	10000	F	99%	0%	0%		% C	)%	F	0.118	F	0.528	11000	F	2018
0		To:				NCL R	lichmond									
		From:				Ca	ry St									
(7627) Crenshaw Ave 0.	.25	390	F	99%	0%	0%	0% 0	% C	)%	F	0.121	F		420	F	2018
$\bigcirc$		To:				Grov	ve Ave									
		From:				Ellwo	od Ave									
(7629) Thompson St 0.	.08	12000	F	99%	0%	0%	0% 0	% (	)%	F	0.094	F	0.599	12000	F	2018
$\bigcirc$		To				Flov	d Ave				<b></b>					
(7629) Thompson St 0.	.89	From: 16000	F	98%	0%	1%		% (	)%	С	0.102	F		17000	F	2018
1023		To:					ad St									
North		From:				127-7629	Thompson St									
$\sim$	.09	16000	G								0.114	F		16000	G	2018
		To:				I-195	5 North									
		From:				Ca	ry St									
(7631) Hamilton St 0.	.13	2000	F	98%	1%	1%		% 0	)%	С	0.124	F	0.735	2100	F	2018
$\bigcirc$		To				Flor	d Ave							<u> </u>		
(7631) Hamilton St 0.	.12	5300	F	95%	1%	2%		% 0	)%	F	0.124	F	0.735	5600	F	2018
			-	0070	. /0					•		•	000	0000	•	_0.0
(7631) Hamilton St 0.	.60	From: 2200	F	98%	0%	Grov 0%	ve Ave 0% 0	% 0	)%	С	0.094	F	0.550	2300	F	2018
(7631) Hamilton St $0.$	.00	2200	Г	JO /0	0 /0			∕₀ (	<i>,</i> /0	U	0.094	1.	0.000	2000	I	2010
	14	From		050/	10/		ment Ave	0/ 7	20/			<b>-</b>		0000	-	0010
(7631) Hamilton St 0.	.14	3300	F	95%	1%	2%	1% 1	% 0	)%	F	0.113	F		3600	F	2018
		To: From:					Ramp									
(7631) Hamilton St 0.	.13	13000	F	98%	1%	1%	0% 1	% 0	)%	С	0.113	F		14000	F	2018
$\smile$		To				Bro	ad St									
0	.61	4100	F	95%	1%	2%	1% 1	% (	)%	С	0.102	F	0.553	4400	F	2018
(7631) Hamilton St 0.		To:				Weatry	ood Ave									

						City OI	Richmo	nu								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From				127 762	1 Hamilto	n St								
(7631) Ramp	0.09	6900	G			127-703	1 Hammo	11 31			0.158	F		6900	G	2018
		To				I-19	95 South									
		From				127-763	1 Hamilton	n St								
(7631) Ramp	0.10	5200 To:	G								0.125	F		5200	G	2018
		From	<u> </u>				95 North									
(7633) Roseneath Rd	0.76	1600	F	98%	1%	Gro 1%	ove Ave 0%	0%	0%	С	0.115	F	0.639	1700	F	2018
(7633) Roseneath Rd	0.70	To:		5078	170		road St	070	070	0	0.110	•	0.000	1700	'	2010
		From:	1				gnolia St									
(7637) Rady St	0.49	5000	F	95%	1%	2%	1%	1%	0%	F	0.102	F	0.503	5300	F	2018
$\bigcirc$		To:				D	ill Ave									
		From					Cary St									
(7639) Westmoreland St	0.25	2100	F	97%	1%	1%	1%	0%	0%	С	0.142	F	0.573	2200	F	2018
		To: From:				Gro	ove Ave									
(7639) Westmoreland St	1.04	2400	F	99%	0%	0%	0%	0%	0%	С	0.110	F	0.609	2600	F	2018
$\smile$		To	I			Bi	road St									
		From	L_	000/	0.01		Cary St	00/	00/			_		5000	-	0040
(7641) Libbie Ave	0.29	5500	F	99%	0%	0%	0%	0%	0%	F	0.078	F	0.578	5900	F	2018
		To From:					ove Ave									
(7641) Libbie Ave	0.72	11000	G	99%	0%	0%	0%	0%	0%	С	0.084	F	0.535	12000	G	2018
<u> </u>		To					Richmond	1								
Manla Ava	0.57	From		000/	10/		Cary St	00/	00/		0.110	F		2000	~	0010
(7643) Maple Ave	0.57	1900 To	G	98%	1%	1%	0% hrie Ave	0%	0%	С	0.118	F	0.595	2000	G	2018
		From					ple Ave									
(7643) Guthrie Ave	0.12	1300	F	97%	1%	1%	0%	0%	0%	С	0.151	F	0.602	1400	F	2018
$\bigcirc$		To				Lib	bie Ave									
		From					Cary St									
(7645) Three Chopt Rd	0.60	11000	F	98%	0%	1%	0%	0%	0%	С	0.099	F	0.514	12000	F	2018
<u> </u>		To: From:				Тоу	wana Rd									
(7645) Three Chopt Rd	0.79	7900	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.559	8400	F	2018
$\bigcirc$		To				Han	over Ave									
(7645) Three Chopt Rd	0.35	11000	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.501	12000	F	2018
$\bigcirc$		To				WCL	Richmone	d								
		From:					okins Rd									
(7691) Warwick Rd	0.74	11000	F	96%	2%	1%	0%	1%	0%	С	0.088	F	0.541	11000	F	2018
<u> </u>		To				SR 10 Bro										
	0.00	From	Ļ	070/	4.0/		erson Ave		00/			-	0 575	0000	-	0040
(7722) Willow Lawn Dr	0.29	6500 <sub>To:</sub>	F	97%	1%	1%	0%	0%	0%	С	0.104	F	0.575	6900	F	2018
		From					Richmond									
(99006) Ramp	0.03	940	G		DU	JVAL STR	CEET BRO	JOK RD			0.124	F		940	G	2018
99006 Hamp	0.00	JHU To	ŭ		US 01	-N093A FI	ROM BRO	OOK ROA	D		0.124			340	u	2010
		From			00 01		erett St				1					
13th St		NA				Lv	cicit St				NA			NA		
		To				Sto	ckton St									
		From				B	road St									
1st St		3200	F								0.097	F		3400	F	2018
		To					rshall St									
1 of Ct		From:				N	1ain St				0 100	F		2000	F	0040
1st St		2800 To:	F			<i>c</i>	Cary St				0.139	F		3000	F	2018
		From	I													
20th Street		NA	<u> </u>			Т	Street				NA			NA		
						T	Street							1 11/21		
						0	Succi				1					

					City of Ri	chmond								
Route	Length AADT	QA	4Tire	Bus		Truck ⊦Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Citv of Richmond	From	1			RS	2+			1					
24th St	460	G			K.	51			0.097	F	0.510	500	G	2018
	To				Fairmou	int Ave								
	From				Alde	r St								
3rd Avenue	880	F							0.102	F	0.525	940	F	2018
	To:				Chestr	nut St								
Addiese Ct	From				Cary	/ St						NIA		
Addison St	ΝΑ	<b></b>			Maiı	a St			NA			NA		
	From	I			Damle									
Archale Rd	NA				Danik	Jy Di			NA			NA		
	To:				Abbe	y Rd								
	From				Dupon	t Ave								
Atlantic Ave	170	F							0.118	F	0.533	180	F	2018
	To:				Navaro	ne Ave								
	From:				9th S	treet								
Bank Street	NA				~	~			NA			NA		
	To:	1			Governo									
Roy St	From:	G	97%	2%	Henr 1%	i Rd 0% 0%	5 0%	С	0.224	F	0.65	270	C	2018
Bay St	<b>270</b>	G	97%	2%	Somers		o 0%	U	0.224	Г	0.65	270	G	2018
	From				Comme				1					
Bells Rd	4900	G	79%	1%		3% 14%	% 0%	F	0.093	F	0.723	5400	G	2018
	To:				Deepwater 7			-		-			•	
	From				Stuart	Ave								
Belmont Ave	2500	G	98%	1%		0% 0%	s 0%	С	0.09	F	0.527	2500	G	2018
	To				Kensing	ton Ave								
Belmont Rd	From:				SCL Ric	chmond								
	6300	F							0.092	F	0.516	6800	F	2018
	10				Walmsle									
Poroughbridgo Dd	From:	F			Sherida	n Lane			0.094	F	0 557	1200	F	2018
Boroughbridge Rd	<b>1200</b>	<u> </u>			Tilfor	d Rd			0.094	Г	0.557	1300	Г	2010
	From				Dorse									
Britannia Rd	270	F			Doise	i Ku			0.105	F	0.516	280	F	2018
	To:				Laurad	ale Ln								
	From				Flood	Wall								
Byrd St Alley	460	G	97%	1%		0% 0%	5 0%	С	0.136	F	0.706	460	G	2018
	To:				Virgir	nia St								
	From:				Sherid	an Ln								
Byswick Ln	NA								NA			NA		
	To:				Basset									
Caldwell Ave	From: 440	F			Falling Ci	eek Ave			0.102	F	0 55	470	F	0010
Caldwell Ave	44U To:				Pate	Δve			0.103	Г	0.55	470	F	2018
	From:													
Carlisle Ave	940	F	96%	3%	Creedm 1%	0% 0%	5 0%	С	0.118	F	0.550	1000	F	2018
	To:	-		• • •	Centra			-		-			-	
	From:				Governn								~	
Carlisle Ave	<b>990</b>	G			<u> </u>				0.097	F	0.567	990	G	2018
		I			Creedm									
Carlisle St	From: <b>1700</b>	G			Parke	er St			0.11	F	0.530	1700	G	2018
Canisle St	To:									1.	0.000	1700	G	2010
	From:				24Tl									
Carrington St	70	G			2411	1.51			0.137	F		80	G	2018
<u>.</u>	To:				25TI	n St								

					City of Richmond							
	ength AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2	00	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Richmond	From				9Th St							
Cary St	4400	G			71n St		0.094	F		4700	G	2018
•	To				14Th St							
	From:				Dale Ave							
Castlewood Rd	2600	G					0.093	F	0.649	2800	G	2018
	To:				Lancelot Ave							
Oh an al Du	From				Legions Ave			-	0 550	4500	0	0010
Chapel Dr	1400 <sub>то:</sub>	G			Deve for A		0.093	F	0.553	1500	G	2018
	From	<u> </u>			Bundy Ave							
Cheyenne Rd	140	F			Cherokee Rd		0.122	F	0.65	150	F	2018
oneyenne na	To:	·			Yuma Rd		0.122	•	0.00	150	I	2010
	From				Banister Lane							
Clarendon Dr	90	F			Danister Lane		0.161	F	0.75	90	F	2018
	To				Channing Lane							
	From:				Walmsley Blvd							
Commerce Rd	4500	F			*		0.108	F	0.819	4800	F	2018
	To				Trenton Ave							
	From:				Chatham Rd							
Confederate Ave	460	F					0.159	F	0.524	490	F	2018
	To				Glouchester Rd							
Ocalia Dil	From				Alaska Dr			_			_	
Cooks Rd	1100 <sub>To:</sub>	F					0.113	F	0.539	1200	F	2018
	10				Allwood Ave							
Creighton St	From	Ļ			Nine Mile Rd			-	0 500	0100	-	004
	1900 <sub>то</sub>	F			Walcott Pl		0.097	F	0.506	2100	F	201
	From						_					
Dale Avenue	420	G			Castlewood Rd		0.12	F	0.598	420	G	201
	To:				US 1						•	
	From:				Bells Rd							
Deepwater Terminal Rd	1400	F			Deno Ra		0.12	F	0.758	1500	F	201
	To:			R	chmond Deep Water Terminal							
December Territori Del	From:	L	700/	10/	Bells Rd	00/ 0		-	0 755	4500	~	004
Deepwater Terminal Rd	1400 <sub>то:</sub>	G	79%	1%	4%     3%     14%       achmond Deep Water Terminal	0% C	0.122	F	0.755	1500	G	201
	From:	I		K			_					
Deloak Ave	180	F			Floral Ave		0.105	F	0.619	190	F	201
Deloak Ave	To:	·			Greystone Ave		0.100	•	0.015	150	I	201
	From:				Tennyson Ave		1					
Derwent Rd	1200	F			Tennyson Ave		0.107	F	0.618	1300	F	201
	To				Stansbury Ave							
	From:				Laveta Dr							
Deter Rd	610	G					0.107	F	0.575	670	G	201
	To:				Lasalle Dr							
	From				New kent Rd							
Dorchester Rd	170	F					0.131	F	0.569	180	F	201
	To				Burton Rd							
	From				Waldor Dr							
Dorset Rd	830	F					0.097	F	0.542	890	F	201
	To:	I			Pusey Lane							
	From:				French St		0.00.	-	0.007			
Douglasdale Rd	<b>3600</b>	F			Dolmont Avia		0.094	F	0.665	3900	F	2018
	-	I			Belmont Ave							
Dunston Ave	From: 320	F			41St Street		0.145	F	0.723	340	F	2018
Dunsion Ave	JZU To:	F			Roanoke St		0.140	1.	0.723	340	I	2010
	10	I			Koanoke St							

					City of Richmo	nd								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-		QC I	K =actor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond	From				Cary St									
E Lock Ln	NA				2				NA			NA		
	To				Grandway Rd									
	From:				Boatwright Dr							NIA		
Edgehill Rd	<b>NA</b>				Bandy Rd				NA			NA		
	From				Kirby Rd									
Elkhardt Ln	NA								NA			NA		
	To:				Dead End									
	From:				Hull St					_	0.504	7400	-	0040
Elkhardt Rd	6900 To:	F			Whitehead Rd				0.087	F	0.524	7400	F	2018
	From:				Montrose Ave									
Essex St	160	F			Montrose Ave				0.148	F		170	F	2018
	To:				Edgewood Ave									
	From:				Nottoway Ave									
Faquier Ave	530	F							0.151	F	0.659	570	F	2018
	To:				Claremont Ave									
Falkan Del	From:				Warwick Rd							NIA		
Felton Rd	<b>NA</b>				Ridgecliff Dr				NA			NA		
	From:				Spokane St									
Franklin St	200	F			Spokale St				0.135	F	0.567	210	F	2018
	To:				Willow Lawn D	r								
	From				Heartwood Rd									
Glyndon Ln	220	F	95%	3%	2% 0%	0%	0%	С	0.145	F	0.528	230	F	2018
	To				Forest Hill Ave									
Gordon Avenue	From:	G	94%	4%	22nd St 1% 0%	0%	0%	С	0.116	F	0.517	1300	G	2018
Gordon Avenue	1300 To:	G	94%	4 70	21st St	0%	0%	U		Г	0.517	1300	G	2010
	From:				Parker St									
Government Rd	4600	G							0.094	F	0.582	4600	G	2018
	To:				Carlisle St									
	From:				Matoaka Rd									
Granite Ave	920	F							0.126	F	0.526	980	F	2018
	To:				Tuckahoe Ave									
Hanover Ave	From:				Mulberry St				NA			NA		
	To:				Robinson St							11/1		
	From:				Wainfleet Dr				Ì					
Hastings Dr	NA								NA			NA		
	To:				Apache Rd									
	From:				Westwood Ave									
Hawthorne Ave	380	G	98%	1%	1% 0%	0%	0%	С	0.119	F	0.551	380	G	2018
	To <sup>.</sup> From:				Walton Ave									
Hunt Ave	1900	F			Hazelhurst Rd				0.109	F		2000	F	2018
	To:				Meadowbridge R	d						2000		2010
	From				Stony Run Dr				Ī					
Jennie Scher Rd	3600	F			,				0.1	F	0.526	3900	F	2018
	To				Richmond Rd									
	From:				Junaluska Ct									
Junaluska Dr	360	F			~				0.126	F	0.585	390	F	2018
	To:				Blakemore Rd									
Kenmore Rd	From: <b>320</b>	F			Sterncroft Dr				0.102	F	0.632	340	F	2018
	320 To:				Kenmore Cir				0.102	r	0.032	340	Г	2010

					City of Richmo	ina								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Richmond	From				21st St				-					
Keswick Ave	NA				2101 01				NA			NA		
	To				18th St									
	From:	Ļ			Wilton Rd					_			-	
Kingsbury Rd	<b>220</b>	G	98%	1%	1% 0% Matoaka Rd	0%	0%	С	0.129	F	0.567	220	G	2018
	From				Shadybrook Lar									
Kirby Rd	740	G	100%	0%	0% 0%	0%	0%	С	0.093	F	0.804	740	G	2018
	To:				Brookhaven Ro									
	From:				Davis Ave									
Lakeview Ave	NA								NA			NA		
	To:	Ļ			Stafford Ave									
Lamb Ave	From: <b>360</b>	G	95%	4%	Graham Rd 1% 0%	0%	0%	С	0.135	F	0.661	360	G	201
Lamb Ave	<b>300</b> To:	G	93 /8	4 /0	Lancaster Rd	0 /8	0 /8	0	0.135	1	0.001	300	a	201
	From:				Ilex Ave									
Lanewood Dr	260	F			10,1110				0.104	F	0.509	270	F	201
	To:				Terminal Ave									
	From:				Stratford Ave									
Lorraine Ave	160	F	97%	1%	1% 1%	1%	0%	С	0.119	F	0.524	170	F	201
	To:				Newport Dr									
M St	From: 2800	F			27th St				0.093	F	0.710	3000	F	201
IVI SL	<b>2000</b>				28th St				0.093	Г	0.710	3000	Г	201
	From	1			Piney Rd									
Maggie Walker Ave	NA				T mey red				NA			NA		
	To				Corbin St									
	From:				Westower Dr									
Merrifield Dr	NA								NA			NA		
	To:	L			Huntland Rd									
Mike Rd	From:	F			Clemson Ave				0.127	F	0.630	180	F	201
IVIIKE NU	170 To:				Gavan Ave				0.127	Г	0.030	100	Г	201
	From:	<u> </u>			Laburnum Ave									
Moss Side Ave	880	F			Labumum Ave				0.106	F	0.603	940	F	201
	To:				Henrico Blvd									
	From:				Government Ro	1								
National St	580	G	97%	2%	1% 0%	0%	0%	С	0.134	F	0.562	580	G	201
	To:				Creedmore St									
Nou Kart Dd	From:				Breckenridge R	d								
New Kent Rd	<b>NA</b>				St James Ct	NA			NA					
	From:													
Newell Rd	2100	F			Jahnke Rd				0.077	F	0.507	2200	F	201
	To	·			Huntland Rd									-
	From:				Sulgrave Rd									
Nottingham Rd	160	F							0.108	F	0.553	170	F	201
	To:				Dover Rd									
	From	Ľ			Grove Ave					-			-	
Oak Lane	<b>390</b>	F			Stuatford C.				0.115	F	0.546	420	F	201
	From:	<u> </u>			Stratford Cres									
Old Brook Rd	2800	F	97%	2%	Westbrook Ave	e 0%	0%	С	0.120	F	0.505	3000	F	201
Old Brook Rd	2000 To:	·	01 /0	L /0	Westminister Av		0.10			'	0.000	0000	•	201
	From:				Hickory Rd				-					
		<u> </u>			interior j rid		,			_		100	_	201
Old Holly Rd	120	F							0.142	F	0.539	130	F	201

					City of Richmo	ona								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond	From				Classication D.1				-					
Palmyra Ave	280	F			Gloucester Rd				0.218	F	0.879	300	F	2018
,	To				Lamont St									
	From:				Columbine Rd									
Patsy Anne Dr	470	F							0.120	F	0.565	500	F	2018
	10:				Rebecca Rd									
Peyton Ave	240	F			Larchmont Lan	e			0.099	F		260	F	2018
I Cyton Ave	240 To:				Mardick Rd				0.000			200		2010
	From:	1			26th St									
Phaup St	NA								NA			NA		
	To:				27th St									
	From:				North Ave					_		1000	_	
Pilots Ln	<b>1200</b>	F			ECL Richmond	1			0.12	F	0.659	1300	F	2018
	From:					1								
Plum St	910	G	99%	0%	W Main St 0% 0%	0%	0%	С	0.084	F	0.792	910	G	2018
	To:	Ŭ	0070	0,0	Floyd Ave	0,0	0,0	Ū		•	0.702	0.0	0.	2010
	From:				Dill Ave									
Pollock St	630	G	99%	0%	0% 0%	0%	0%	С	0.113	F	0.692	630	G	2018
	To:				4th Ave									
	From:	_			Hermitage Rd					-			-	
Princeton Rd	<b>140</b>	F			Pope Ave				0.126	F	0.705	150	F	2018
	From													
Ramp	NA				Idlewood Ave				NA			NA		
	To				I-195 North									
	From:				Rivercrest Rd									
Riverside Dr	1300	G	99%	0%	0% 0%	0%	0%	С	0.104	F	0.550	1300	G	2018
	To:				Butte Rd									
C Kingley Ave	From:	Ļ			Orlando Rd				0.000	-	0.005	000	-	0010
S Kinsley Ave	<b>270</b>	F			Leake Ave				0.086	F	0.635	290	F	2018
	From:				Rennie Ave									
Seminary Ave	NA				Kellille Ave				NA			NA		
•	To:				Westwood Ave	2								
	From:				Franklin St									
Shafer St	640	F							0.107	F		680	F	2018
	To:				Grace St									
Charbraak Dd	From:		000/	00/	Halesworth Rd		00/		0.129	F	0.606	240	0	0010
Sherbrook Rd	<b>340</b>	G	96%	0%	4% 0% Cherokee Rd	0%	0%	С	0.129	F	0.636	340	G	2018
	From:				Huth Rd									
Snead Rd	1300	F			Huti Ku				0.09	F	0.615	1400	F	2018
	To				Clearfield St									
	From:				Robert Bruce D	r								
Stafford Rd	520	G	97%	1%	1% 0%	0%	0%	С	0.109	F	0.621	520	G	2018
	To:				Forest Hill Ave	2								
Ohand A	From				Stratford Dr					-	0.545	000	~	0015
Stanhope Avenue	220 Tor	G			Brook Rd				0.154	F	0.515	220	G	2018
	From:	I							 					
Swanson Rd	1700	F			Whitehead Rd				0.099	F	0.574	1900	F	2018
Citanoon nu	To:	· ·			Bolton Rd					•	0.07 4	1000	•	2010
	From:								Ì					
T Street	NA	•							NA			NA		
	To:				21st St									

						City 0	f Richmo	na								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond																
		From					ncaster Rd									
The Terrace		180	G	98%	1%	1%	0%	0%	0%	С	0.121	F		180	G	2018
		To				Nor	wood Ave									
		From				We	eyburn Rd					_			_	
Trabue Rd		140 To:	F				1 11 5 1				0.130	F	0.721	150	F	2018
							cknell Rd									
Trades Da		From	L			Che	erokee Rd					_	0 550	04.0	-	0010
Traylor Dr		<b>290</b>	F			D	1:10				0.158	F	0.556	310	F	2018
			<u> </u>				enbigh Dr									
Tulip St		From:				V	enable St					_	0.570	000	~	0010
		910 To:	G								0.109	F	0.573	990	G	2018
							rington St									
		From				Ke	ttering Dr									
Wainfleet Dr		ΝΑ	r				1 51				NA			NA		
							pache Rd									
Wainwright Dr		From:				E	Erich Rd					_		. = .	-	~ ~ / ~
		170	G								0.113	F	0.737	170	G	2018
		To: From:					Irby Dr enway Dr									
Wainwright Dr		270	G	96%	3%	1%	1%	0%	0%	С	0.133	F	0.59	270	G	2018
Wallwight Di		To:	<u> </u>	00/0	0,0		andy Ave	0,0	0,0	•		•	0.00		0.	2010
		From:					ardley Dr				1					
Westower Dr		2100	F			10	articy Di				0.094	F	0.657	2300	F	2018
		To	· ·			Liı	nerick Dr					•	01007	2000		2010
		From:					thorne Ave	<b>`</b>			1					
Westwood Ave		1300	G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.729	1300	G	2018
		To:			• / •		oble Ave		• / •	-					<b>.</b>	
		From					ussex St									
Whitcomb St		2600	F			5	ussex or				0.092	F	0.797	2800	F	2018
		To:	-			Red	lwood Ave									
		From:					ebora Dr				1					
Whitlone Dr		NA					coora Di				NA			NA		
		To				В	liley Rd									
		From:					atoaka Rd									
Wilton Rd		490	F			1110	noaka Ku				0.108	F	0.59	520	F	2018
		To:	-			Tuc	kahoe Ave									
		From	-				kwood Rd				İ					
Woodhaven Dr		770	F			5100					0.117	F	0.518	820	F	2018
		To:	-			Alt	berene Rd					-				
		From:					arwick Rd									
Woodstock Rd		NA	L			VV 2	II WICK NU				NA			NA		
		To:				T	arvis Rd									