## 2019

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

where available

## Special Locality Report 127

City of Richmond

Information in this report is included in Report

**20** 

(Chesterfield County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

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

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

## Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

## QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

## Route Shield Legend

## Route Systems

| North<br>81   | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|---------------|------------------|--|
| 29            | US Route         |  |
| $\overline{}$ |                  |  |

Frontage Road (F precedes frontage route number)

(600) Secondary Route

## Special Routes

| Bus   | Bus - Business Route      |
|-------|---------------------------|
| 29    | Bypas - Bypass Route      |
|       | Truck - Truck Route       |
| ALT   | ALT - Alternate Route     |
| (220) | Wve - Wve Route connector |
|       |                           |

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

|  |                              |                                  |        | 4     | _    |       | Tru    | ıck    |        |    | K      | 014 | Dir    |       | - 014    |
|--|------------------------------|----------------------------------|--------|-------|------|-------|--------|--------|--------|----|--------|-----|--------|-------|----------|
| Route                                  | Jurisdiction                 | Length <b>AAD</b>                | T QA   | 4Tire | Bus  | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK  | Factor | AAWDT | QW       |
| ~~~~. " B : !!                         | From:                        | SCL Rich                         |        | 0.40/ | 00/  | 10/   | 40/    | 00/    | 00/    |    | 0.000  | _   | 0.047  | 10000 |          |
| 1 (301) Jefferson Davis Hwy            | City of Richmond             | 2.13 <b>1100</b>                 | 0 G    | 94%   | 2%   | 1%    | 1%     | 2%     | 0%     | С  | 0.088  | F   | 0.617  | 12000 | G        |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | To:<br>From:                 | Bellmead                         |        | 000/  | 40/  |       | 40/    | 40/    | 00/    |    | 0.400  | _   | 0.500  | 45000 |          |
| 1 301 Jefferson Davis Hwy              | City of Richmond             | 0.86 <b>1300</b>                 | 0 A    | 96%   | 1%   | 1%    | 1%     | 1%     | 0%     | С  | 0.103  | Α   | 0.503  | 15000 | Α        |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | To:<br>From:                 | Hopkins                          |        | 050/  | 40/  |       | 40/    | 40/    | 00/    |    | 0.00   | _   | 0.504  | 00000 |          |
| 1 301 Jefferson Davis Hwy              | City of Richmond             | 1.01 <b>1800</b>                 | 0 F    | 95%   | 1%   | 1%    | 1%     | 1%     | 0%     | С  | 0.09   | F   | 0.564  | 20000 | F        |
| ~~~~                                   | To:<br>From:                 | US 360 H                         |        | 0==:  |      |       | 221    | 4.5.1  |        |    |        |     |        |       |          |
| 1 301 Cowardin Ave                     | City of Richmond             | 0.39 <b>2400</b>                 | 0 G    | 97%   | 1%   | 1%    | 0%     | 1%     | 0%     | С  | 0.093  | F   | 0.579  | 27000 | G        |
| ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~  | T <sub>C</sub> .<br>From:    | Semmes                           |        |       |      |       |        |        |        |    |        |     |        |       |          |
| 1)(301)Lee Bridge                      | City of Richmond             | 0.76 <b>3600</b>                 | 0 G    | 98%   | 1%   | 1%    | 0%     | 0%     | 0%     | F  | 0.1    | F   | 0.626  | 41000 | G        |
| <del></del>                            | To:<br>From:                 | 2nd S                            |        |       |      |       |        |        |        |    |        |     |        |       |          |
| 1)(301)Belvidere St                    | City of Richmond             | 0.92 <b>2800</b>                 | 0 G    | 98%   | 1%   | 1%    | 0%     | 0%     | 0%     | F  | 0.096  | F   | 0.649  | 32000 | G        |
| ~ ~                                    | To:<br>From:                 | Franklin                         |        |       |      |       |        |        |        |    |        |     |        |       |          |
| 1) (301) Belvidere St                  | City of Richmond             | 0.15 <b>3900</b>                 | 0 G    | 98%   | 1%   | 1%    | 0%     | 0%     | 0%     | F  | 0.085  | F   | 0.545  | 45000 | G        |
| <b>\$</b>                              | To:<br>From:                 | US 250 Br                        | oad St |       |      |       |        |        |        |    |        |     |        |       |          |
| 1)(301)Belvidere St                    | City of Richmond             | 0.40 <b>3600</b>                 |        | 98%   | 1%   | 1%    | 0%     | 0%     | 0%     | F  | 0.083  | F   | 0.611  | 41000 | G        |
| ~ <u> </u>                             | To:                          | Chamberlay                       |        |       |      |       |        |        |        |    |        |     |        |       |          |
| 1) (301) Chamberlayne Ave              | City of Richmond             | 1.02 <b>2400</b>                 |        | 98%   | 1%   | 1%    | 0%     | 0%     | 0%     | С  | 0.093  | F   | 0.508  | 27000 | G        |
| 1) (301) Griambenayne 740              | City of Filenment            |                                  |        | 0070  | 1 /0 |       | 0 /0   | 0 70   | 0 70   | Ü  | 0.000  | •   | 0.000  | 27000 | u        |
| 1 (301) Chamberlayne Ave               | City of Richmond             | Edge Hil<br>0.31 <b>2300</b>     |        | 98%   | 1%   | 1%    | 0%     | 0%     | 0%     | С  | 0.092  | F   | 0.535  | 26000 | G        |
| 1 301 Chamberlayrie Ave                | ·                            |                                  |        | 30 /6 | 1 /0 | 1 /6  | 0 /6   | 0 /6   | 0 /6   | O  | 0.032  | '   | 0.555  | 20000 | u        |
| 1 (301) Chamberlayne Ave               | City of Richmond             | Brookland Pa<br>0.86 <b>1800</b> |        | 98%   | 1%   | 1%    | 0%     | 0%     | 0%     | С  | 0.103  | F   | 0.625  | 20000 | G        |
| 1 301 Chamberlayrie Ave                | City of Alcilliona           |                                  |        | 30 /6 | 1 /0 | 1 /0  | 0 /6   | 0 /6   | 0 /6   | C  | 0.103  | •   | 0.023  | 20000 | G        |
| Chamberlayne Ave                       | City of Richmond             | Laburnum<br>0.26 <b>1400</b>     |        | 98%   | 1%   | 1%    | 00/    | 0%     | 00/    | F  | 0.100  |     | 0.607  | 16000 | G        |
| 1 301 Chamberlayne Ave                 | City of Richmond             | 0.26 <b>1400</b>                 | 0 G    | 90%   | 176  | 176   | 0%     | 0%     | 0%     | Г  | 0.108  | F   | 0.607  | 16000 | G        |
| ~ Chambadana Ana                       | To-<br>From:                 | Claremon                         |        | 000/  | 40/  | 10/   | 00/    | 00/    | 00/    |    | 0.400  |     | 0.505  | 40000 |          |
| 1 (301) Chamberlayne Ave               | City of Richmond             | 0.94 <b>1600</b><br>Azalea A     |        | 98%   | 1%   | 1%    | 0%     | 0%     | 0%     | С  | 0.106  | F   | 0.525  | 18000 | G        |
| · · ·                                  | From:                        | Chamberlay                       |        |       |      | -     |        |        |        |    |        |     |        |       |          |
| 1 Azalea Ave                           | City of Richmond             | 0.26 1800                        |        | 98%   | 1%   | 1%    | 0%     | 0%     | 0%     | F  | 0.097  | F   | 0.572  | 21000 | F        |
| $\stackrel{\checkmark}{\smile}$        | To:                          | NCL Rich                         | mond   |       |      |       |        |        |        |    |        |     |        |       |          |
|  | From                         | US 1                             |        |       |      |       |        |        |        |    |        |     |        |       |          |
| 1 Ramp                                 | City of Richmond (Maint: 43) | 0.07 <b>1400</b>                 | 0 G    |       |      |       |        |        |        |    | 0.099  | F   |        | 14000 | G        |
| ~                                      | To:                          | I-95 So                          | uth    |       |      |       |        |        |        |    |        |     |        |       |          |
| lorth _                                | From:                        | US 1 Belvio                      |        |       |      |       |        |        |        |    |        |     |        |       |          |
| 1 Ramp                                 | City of Richmond (Maint: 43) | 0.04 <b>740</b> 0                |        |       |      |       |        |        |        |    | 0.101  | F   |        | 7400  | G        |
| Joseph                                 | To:<br>From:                 | 127-9900<br>127-9900             |        |       |      |       |        |        |        |    |        |     |        |       |          |
| North Ramp                             | City of Richmond (Maint: 43) | 0.06 <b>540</b> 0                |        |       |      |       |        |        |        |    | 0.105  | F   |        | 5400  | G        |
| 1)                                     | To                           | US 01-S0                         |        |       |      |       |        |        |        |    | 5.700  | •   |        | 5 100 | <u> </u> |

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

|  |                              |                                |         |      |          | Tru    | ck   |      |    | K      |    | Dir    |       |    |
|--|------------------------------|--------------------------------|---------|------|----------|--------|------|------|----|--------|----|--------|-------|----|
| Route  | Jurisdiction                 | Length AADT QA                 | 4Tire   | Bus  |          | 3+Axle |      |      | QC | Factor | QK | Factor | AAWDT | QW |
| North  | From:                        | US 1 Chamberlayne Ave; Belvio  | dere St |      |          |        |      |      |    |        |    |        |       |    |
| A Ramp   | City of Richmond (Maint: 43) | 0.12 <b>9600 A</b>             |         |      |          |        |      |      |    | 0.21   | Α  |        | 10000 | Α  |
|  | To:                          | I-95 North                     |         |      |          |        |      |      |    |        |    |        |       |    |
| South  | From:                        | US 1 S, Belvidere St           |         |      |          |        |      |      |    |        |    |        |       |    |
| 1 Ramp   | City of Richmond (Maint: 43) | 0.28 <b>4900 A</b>             |         |      |          |        |      |      |    | 0.107  | Α  |        | 5300  | Α  |
|  | To:                          | US 1 N Exit 93A to I-95 So     | uth     |      |          |        |      |      |    |        |    |        |       |    |
|  | From:                        | Azalea Ave                     |         |      |          |        |      |      |    |        |    |        |       |    |
| 2 (301) Chamberlayne Ave   | City of Richmond             | 0.04 <b>16000 G</b>            | 97%     | 1%   | 1%       | 0%     | 1%   | 0%   | F  | 0.106  | F  | 0.536  | 17000 | G  |
|  | To:                          | NCL Richmond                   |         |      |          |        |      |      |    |        |    |        |       |    |
|  | From:                        | 25th St                        |         |      |          |        |      |      |    |        |    |        |       |    |
| $\begin{pmatrix} 5 \end{pmatrix} \begin{pmatrix} 60 \end{pmatrix}$ Main St | City of Richmond             | 0.30 <b>17000 G</b>            | 94%     | 2%   | 1%       | 2%     | 1%   | 0%   | С  | 0.097  | F  | 0.585  | 19000 | G  |
|  | To:                          | Williamsburg Rd                |         |      |          |        |      |      |    |        |    |        |       |    |
| Main St  | City of Richmond             | Williamsburg Ave               | 97%     | 1%   | 10/      | 10/    | Λο/  | 00/  | С  | 0.099  | F  | 0.654  | 10000 | G  |
| 5 Main St  | City of Alcrimond            | 0.40 <b>16000 G</b>            | 9/%     | 1%   | 1%       | 1%     | 0%   | 0%   | C  | 0.099  | Г  | 0.654  | 18000 | G  |
|  | To:<br>From:                 | Nicholson St                   |         |      |          |        |      |      |    |        |    |        |       |    |
| (5) Main St  | City of Richmond             | 0.26 <b>12000 G</b>            | 97%     | 1%   | 1%       | 1%     | 0%   | 0%   | F  | 0.103  | F  | 0.729  | 14000 | G  |
|  | To:                          | ECL Richmond                   |         |      |          |        |      |      |    |        |    |        |       |    |
|  | From:                        | WCL Richmond                   |         |      |          |        |      |      |    |        |    |        |       |    |
| ( 6 ) Patterson Ave  | City of Richmond             | 1.30 <b>14000 G</b>            | 99%     | 1%   | 0%       | 0%     | 0%   | 0%   | С  | 0.108  | F  | 0.507  | 16000 | G  |
|  | To:<br>From:                 | Libbie Ave                     |         |      |          |        |      |      |    |        |    |        |       |    |
| 6 Patterson Ave  | City of Richmond             | 1.67 <b>12000 G</b>            | 99%     | 1%   | 1%       | 0%     | 0%   | 0%   | С  | 0.118  | F  | 0.531  | 14000 | G  |
|  | To:                          | Malvern Ave                    |         |      |          |        |      |      |    |        |    |        |       |    |
| 6 Patterson Ave  | City of Richmond             | 0.38 <b>10000 G</b>            | 98%     | 1%   | 1%       | 0%     | 0%   | 0%   | С  | 0.117  | F  | 0.537  | 12000 | G  |
|  | To                           |                                |         |      |          |        |      |      |    |        |    |        |       |    |
| 6 Kensington Ave   | City of Richmond             | Thompson St 0.71 <b>2300 G</b> | 99%     | 0%   | 0%       | 0%     | 0%   | 0%   | С  | 0.127  | F  | 0.594  | 2600  | G  |
| 6 Kensington Ave   | To:                          | Boulevard                      | 3376    | 0 70 | 070      | 0 70   | 0 70 | 0 70 | O  | 0.127  | •  | 0.554  | 2000  | ч  |
|  | From                         | US 360 Hull St                 |         |      |          |        |      |      |    |        |    |        |       |    |
| 10 Broad Rock Rd   | City of Richmond             | 0.81 <b>11000 G</b>            | 98%     | 1%   | 1%       | 0%     | 0%   | 0%   | С  | 0.084  | F  | 0.548  | 12000 | G  |
| 10) Broad Flock Fld  | Oity of Flictimona           |                                | 30 /0   | 1 70 | 1 70     | 0 70   | 0 70 | 0 70 | O  | 0.004  | •  | 0.540  | 12000 | ч  |
| Durand Banda Blad  | From:                        | N Belt Blvd                    | 000/    | 40/  | 10/      | 00/    | 00/  | 00/  |    | 0.004  |    | 0.544  | 40000 |    |
| 10 161 Broad Rock Blvd   | City of Richmond             | 0.43 <b>17000 G</b>            | 98%     | 1%   | 1%       | 0%     | 0%   | 0%   | F  | 0.084  | F  | 0.514  | 18000 | G  |
|  | To:<br>From:                 | S Belt Blvd                    |         |      |          |        |      |      |    |        |    |        |       |    |
| (10) Broad Rock Blvd   | City of Richmond             | 2.10 <b>20000 G</b>            | 99%     | 0%   | 1%       | 0%     | 0%   | 0%   | С  | 0.085  | F  | 0.632  | 22000 | G  |
|  | Trans                        | W. Belmont Rd                  |         |      | <u> </u> |        |      |      |    |        |    |        |       |    |
| 10 Iron Bridge Rd  | City of Richmond             | 0.56 <b>13000 G</b>            | 99%     | 0%   | 1%       | 0%     | 0%   | 0%   | F  | 0.086  | F  | 0.53   | 14000 | G  |
|  | Τα                           | SCL Richmond                   |         |      |          |        |      |      |    |        |    |        |       |    |
|  | From                         | WCL Richmond                   |         |      |          |        |      |      |    |        |    |        |       |    |
| 33 Staples Mill Rd   | City of Richmond             | 0.03 <b>21000 G</b>            | 98%     | 1%   | 1%       | 0%     | 0%   | 0%   | F  | 0.092  | F  | 0.518  | 23000 | G  |
|  | Tor                          | US 250 Broad St                |         |      |          |        |      |      |    |        |    |        |       |    |
| ~~~  | From                         | US 250; Staples Mill Rd        |         |      |          |        |      |      |    |        |    |        |       |    |
| (33) (250) Broad St  | City of Richmond             | 0.79 <b>26000 A</b>            | 98%     | 1%   | 1%       | 0%     | 0%   | 0%   | С  | 0.107  | Α  | 0.528  | 29000 | Α  |
| <u>~~~</u>   | Tor                          | Malvern Ave                    |         |      |          |        |      |      |    |        |    |        |       |    |

|                    |   |             |                  |          |       |     |                 | Tru    | ck  |     |    | K       |    | Dir    |       |    |
|--------------------|---|-------------|------------------|----------|-------|-----|-----------------|--------|-----|-----|----|---------|----|--------|-------|----|
| Route              | Jurisdiction  | Length      | AADT             | QA       | 4Tire | Bus | 2Axle           | 3+Axle |     |     | QC | Factor  | QK | Factor | AAWDT | Q۱ |
|                    | From:   | ı           | Malvern Ave      |          |       |     |                 |        |     |     |    |         |    |        |       |    |
| 33) (250) Broad St | City of Richmond  | 0.97        | 26000            | G        | 97%   | 1%  | 1%              | 0%     | 0%  | 0%  | С  | 0.095   | F  | 0.534  | 30000 | (  |
| <del></del>        | To:<br>From:  |             | Sheppard St      |          |       |     | $\Box$          |        |     |     |    |         |    |        |       |    |
| 33 (250) Broad St  | City of Richmond  | 0.38        | 22000            | G        | 98%   | 1%  | 1%              | 0%     | 0%  | 0%  | F  | 0.087   | F  | 0.563  | 24000 | (  |
| <del></del>        | To:<br>From:  | SR 39       | 9 Terminal I     | Place    |       |     |                 |        |     |     |    |         |    |        |       |    |
| 33) (250) Broad St | City of Richmond  | 0.94        | 18000            | G        | 98%   | 1%  | 1%              | 0%     | 0%  | 0%  | F  | 0.087   | F  | 0.563  | 21000 | (  |
| ~~                 | To:<br>From:  | SR 3        | 3 P, Harriso     | n St     |       |     | $\neg$ $\vdash$ |        |     |     |    |         |    |        |       |    |
| 33) (250) Broad St | City of Richmond  | 0.08        | 24000            | G        | 98%   | 1%  | 1%              | 0%     | 0%  | 0%  | F  | 0.083   | F  | 0.569  | 27000 | (  |
| ~~~                | Combined Traffic Estimates for 2 Parallel Roadways on th                  | nis Route:  | 36000            | G        | 97%   | 1%  | 1%              | 0%     | 0%  | 0%  | F  | NA      |    |        | 40000 | (  |
|                    | To:   | US          | 250 Broad        | St       |       |     |                 |        |     |     |    |         |    |        |       |    |
| 33 Hancock Rd      | City of Richmond  | 0.23        | 1400             | F        | 98%   | 1%  | 1%              | 0%     | 0%  | 0%  | С  | 0.184   | F  | 0.973  | 1500  |    |
|                    | Combined Traffic Estimates for 2 Parallel Roadways on th                  | nis Route:  | 5200             | G        | 97%   | 1%  | 1%              | 1%     | 1%  | 0%  | С  | 0.076   | F  | 0.579  | 5600  |    |
|                    | Τα  |             | Leigh St         |          |       |     |                 |        |     |     |    |         |    |        |       |    |
| _                  | From:   | US          | 33 Hancock       | St       |       |     |                 |        |     |     |    |         |    |        |       |    |
| 33) Leigh St       | City of Richmond  | 0.27        | 13000            | G        | 98%   | 1%  | 0%              | 0%     | 0%  | 0%  | F  | 0.092   | F  | 0.511  | 14000 |    |
| <u> </u>           | To:<br>From:  | US          | 1 Belvidere      | St       |       |     | $\Box$ $\vdash$ |        |     |     |    |         |    |        |       |    |
| 33) Leigh St       | City of Richmond  | 1.60        | 11000            | G        | 98%   | 1%  | 0%              | 0%     | 0%  | 0%  | С  | 0.106   | F  | 0.767  | 12000 |    |
| <u> </u>           | Te  | Martin L    | uther King J     | r Bridge | ;     |     | $ \vdash$       |        |     |     |    |         |    |        |       |    |
| 33) Mosby St       | City of Richmond  | 0.30        | 11000            | G        | 97%   | 2%  | 0%              | 0%     | 0%  | 0%  | С  | 0.102   | F  | 0.558  | 12000 |    |
|                    | To:   | F           | airmont Ave      |          |       |     |                 |        |     |     |    |         |    |        |       |    |
| Fairmannt Assa     | City of Disharand   | 0.40        | Mosby St         |          | 000/  | 10/ |                 | 00/    | 00/ | 00/ | _  | 0.100   | _  | 0.500  | 7000  |    |
| 33 Fairmont Ave    | City of Richmond  | 0.43        | 7400             | G        | 99%   | 1%  | 0%              | 0%     | 0%  | 0%  | С  | 0.102   | F  | 0.522  | 7900  | •  |
|                    | To:<br>From:  |             | 25th St          |          | 0==/  |     |                 |        | 221 |     | _  | 2 1 2 2 |    |        |       |    |
| 33) Nine Mile Rd   | City of Richmond  | 0.90        | 10000            | G        | 97%   | 2%  | 1%              | 0%     | 0%  | 0%  | С  | 0.103   | F  | 0.680  | 11000 |    |
|                    | 10  | E           | CL Richmon       | d        |       |     |                 |        |     |     |    |         |    |        |       |    |
| Llauriaan Ct       | City of Disharand   | 0.24        | Broad St         |          | 000/  | 10/ | 10/             | 10/    | 10/ | 00/ | _  | 0.001   | _  | 0.704  | 4100  |    |
| 33 Harrison St     | City of Richmond Combined Traffic Estimates for 2 Parallel Roadways on th | -           | 3800             | G        | 96%   | 1%  | 1%              | 1%     | 1%  | 0%  | С  | 0.081   | F  | 0.734  | 4100  |    |
|                    | Combined Traffic Estimates for 2 Parallel Roadways on th                  | ils Route:  | 5200<br>Leigh St | G        | 97%   | 1%  | 1%              | 1%     | 1%  | 0%  | С  | 0.076   | г  | 0.579  | 5600  | •  |
|                    | From:   |             | Harrison St      |          |       |     |                 |        |     |     |    |         |    |        |       |    |
| 33 Leigh St        | City of Richmond  | 0.07        | 12000            | G        | 96%   | 1%  | 1%              | 1%     | 1%  | 0%  | F  | 0.089   | F  | 0.527  | 13000 |    |
| <b>P</b> )         | Combined Traffic Estimates for Parallel Roadways on th                    | nis Route:  | NA               |          |       |     |                 |        |     |     |    | NA      |    |        | NA    |    |
|                    | To:   |             | Hancock St       |          |       |     |                 |        |     |     |    |         |    |        |       |    |
| ~~                 |   | 150 Chippen |                  |          |       |     |                 |        |     |     |    |         |    |        |       |    |
| 60 Midlothian Tpke | City of Richmond  | 0.38        | 46000            | G        | 99%   | 0%  | 0%              | 0%     | 0%  | 0%  | F  | 0.083   | F  | 0.53   | 49000 |    |
| ~                  | Toe<br>From   |             | Carnation St     |          |       |     |                 |        |     |     |    |         |    |        |       |    |
| 60 Midlothian Tpke | City of Richmond  | 1.78        | 28000            | F        | 97%   | 1%  | 1%              | 1%     | 1%  | 0%  | F  | 0.088   | F  | 0.594  | NA    |    |
| ~ <u> </u>         | To  | SR          | 161 Belt Bl      | vd       |       |     |                 |        |     |     |    |         |    |        |       |    |
| 60 Midlothian Tpke | City of Richmond  | 0.62        | 22000            | G        | 99%   | 1%  | 1%              | 0%     | 0%  | 0%  | С  | 0.095   | F  | 0.589  | 23000 |    |
| · ·                | Τα:   |             | Roanoke St       |          |       |     |                 |        |     |     |    |         |    |        |       |    |

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

|   |   |  |   |   |   | Tru   | ck     |   |   | K  |  | Dir  |                              |  |
|---|---|--|---|---|---|---|--------|---|---|--|--|--|------------------------------|--|
| Jurisdiction                              | n Length  | AADT QA  | 41 ire  | Bus   | 2Axle 3                                       | 3+Axle  | 1Trail | 2Trail  | QC  | Factor   | QK   | Factor   | AAWDI                        | QV   |
| From:                                     |   |  | 000/  | 10/   |   | 00/   | 00/    | 00/   | 0   | 0.1  | г  | 0.607  | 10000                        | G  |
| City of Richin                            |   |  | 90%   | 170   | 0%  | 0%  | 0%     | 0%  | C   | 0.1  | Г  | 0.607  | 10000                        | G  |
| From:                                     |   |  |   |   |   |   |        |   |   |  |  |  |                              |  |
| City of Richm                             |   |  | 98%   | 1%  | 1%  | 0%  | 0%     | 0%  | С   | 0.097  | F  | 0.63   | 25000                        | G  |
| Tα:                                       |   | Semmes Ave   |   |   |   |   |        |   |   |  |  |  |                              |  |
| From:                                     |   |  |   |   |   |   |        |   |   |  |  |  |                              |  |
| City of Richm                             | nond 1.13   | 22000 G  | 98%   | 1%  | 0%  | 0%  | 0%     | 0%  | С   | 0.101  | F  | 0.664  | 23000                        | C  |
| To:                                       | US 1. U   | S 301 Cowardin A   | ve  |   | $\neg$ $\blacksquare$                         |   |        |   |   |  |  |  |                              |  |
| City of Richm                             |   |  | 98%   | 1%  | 0%  | 0%  | 0%     | 0%  | F   | 0.119  | F  | 0.704  | 13000                        | C  |
| Tα:                                       |   |  |   |   |   |   |        |   |   |  |  |  |                              |  |
| From:                                     |   |  |   |   |   |   |        |   |   |  |  |  |                              |  |
| City of Richm                             | nond 0.49   | 18000 G  | 98%   | 1%  | 0%  | 0%  | 0%     | 0%  | F   | 0.121  | F  | 0.601  | 20000                        |  |
| Tα  |   | 9th St   |   |   |   |   |        |   |   |  |  |  |                              |  |
| From:                                     |   |  |   |   |   |   |        | 0-1   | _   |  | _  |  |                              |  |
| •   |   |  |   |   |   |   |        |   | F   |  | •  |  |                              | (  |
| Combined Traffic Estimates for 2 Parallel |   |  | 98%   | 1%  | 0%  | 0%  | 0%     | 0%  | F   | 0.114  | F  | 0.641  | 19000                        | (  |
| To:                                       |   |  |   |   |   |   |        |   |   |  |  |  |                              |  |
|   |   |  | 000/  | 10/   |   | 00/   | 00/    | 00/   | _   | 0.005  | _  |  | 4000                         | ,  |
|   |   |  |   |   |   |   |        |   | _   |  |  | 0.005  |                              | (  |
| Combined Traffic Estimates for 2 Parallel |   |  | 98%   | 1%  | 0%  | 0%  | 0%     | 0%  | F   | 0.097  | F  | 0.635  | 16000                        | (  |
| From:                                     |   |  |   |   |   |   |        |   |   |  |  |  |                              |  |
| L<br>City of Richm                        |   |  | 98%   | 0%  | 1%  | 0%  | 0%     | 0%  | N   | U U03  | F  | 0.507  | 15000                        | 1  |
| Tr.                                       |   |  | 0070  | 070   |   | 0 70  | 0 70   | 0 70  |   | 0.000  | •  | 0.007  | 10000                        |  |
| From:                                     | KI 50   | 14th St  |   |   |   |   |        |   |   |  |  |  |                              |  |
| City of Richm                             | nond 0.30   | 16000 F  | 98%   | 1%  | 1%  | 0%  | 0%     | 0%  | С   | 0.102  | F  | 0.748  | NA                           |  |
| To:                                       |   | RT 360   |   |   |   |   |        |   |   |  |  |  |                              |  |
| From:                                     |   |  |   |   |   |   |        |   |   |  |  |  |                              |  |
| City of Richm                             | nond 0.18   | 16000 G  | 98%   | 1%  | 0%  | 0%  | 0%     | 0%  | F   | 0.087  | F  | 0.768  | 17000                        | (  |
| Toc                                       |   | 21st St  |   |   | $\neg$ $\vdash$                               |   |        |   |   |  |  |  |                              |  |
| City of Richm                             | nond 0.25   |  | 98%   | 1%  | 0%  | 0%  | 0%     | 0%  | F   | 0.089  | F  | 0.765  | 18000                        | (  |
| Tol                                       |   |  |   |   |   |   |        |   |   |  |  |  |                              |  |
| City of Piohr                             | 2020  |  | 0.49/   | 20/   | 10/   | 20/   | 10/    | 00/   |   | 0.007  |  | 0 505  | 10000                        | (  |
| Oity of Aichin                            |   |  | 94%   | 270   | 170   | 2%  | 1 70   | 0%  | C   | 0.097  | Г  | 0.363  | 19000                        |  |
| From:                                     | WI  |  |   |   | -   |   |        |   |   |  |  |  |                              |  |
| City of Richm                             | nond 0.46   |  | 97%   | 1%  | 1%  | 1%  | 1%     | 0%  | F   | 0.087  | F  | 0.602  | 12000                        | (  |
| Tα:                                       |   |  |   |   |   |   |        |   |   |  |  |  |                              |  |
| Fronc                                     | Wi  |  |   |   |   |   |        |   |   |  |  |  |                              |  |
| City of Richm                             | nond 0.50   | 2800 G   | 97%   | 1%  | 1%  | 1%  | 1%     | 0%  | F   | 0.106  | F  | 0.579  | 3100                         | (  |
| Τα:                                       | G   | overnment Rd   |   |   |   |   |        |   |   |  |  |  |                              |  |
| From                                      |   | . D D  |   |   |   |   |        |   |   |  |  |  |                              |  |
| City of Richm                             |   | 6500 G   | 97%   | 1%  | 1%  | 1%  | 1%     | 0%  | F   | 0.091  | F  | 0.591  | 7100                         | G  |
|   | City of Richm To From City of Richm Combined Traffic Estimates for 2 Parallel City of Richm Combined Traffic Estimates for 2 Parallel To From City of Richm To From City of Richm City of Richm To From City of Richm | City of Richmond   0.45   From   City of Richmond   0.22 | City of Richmond   0.45   9600   G   Forest Hill Ave   Roanoke St   Roanoke St | City of Richmond   0.45   9600   G   98%   Forest Hill Ave   Fo | City of Richmond   0.45   9600   G   98%   1% | Length AADT QA 4Tire   Bus   2Axle   City of Richmond   0.45   9600   G   98%   1%   0% | April  | Seminary   Seminary | City of Richmond   0.45   9600   G   98%   1%   0%   0%   0%   0%   0%   0%   0 | Auto   City of Richmond   City | City of Richmond   City of Ric | Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Combined T | Milestation   Clength And No | Summer   S |

|                        |   |                            | or Richmo                      |                  |                                |      |      | Trı    | ıck      |          |    | K      |        | Dir    |        |    |
|------------------------|---|----------------------------|--------------------------------|------------------|--------------------------------|------|------|--------|----------|----------|----|--------|--------|--------|--------|----|
| Route                  | Jurisdictio   | on Length                  | AADT                           | QA               | 4Tire                          | Bus  |      | 3+Axle |          |          | QC | Factor | QK     | Factor | AAWDT  | Q۱ |
| ~~~ <u>-</u> .         | From:   |                            | overnment R                    |                  |                                |      |      |        |          |          | _  |        |        |        |        |    |
| 60 Williamsburg Rd     | City of Richn   |                            | 10000<br>CL Richmon            | G                | 96%                            | 1%   | 1%   | 1%     | 2%       | 0%       | С  | 0.097  | F      | 0.509  | 11000  | (  |
|                        | From  |                            |                                |                  |                                |      | _    |        |          |          |    |        |        |        |        |    |
| 60 (8th St             | City of Richn   |                            | nchester Brid                  | G                | 98%                            | 1%   | 0%   | 0%     | 0%       | 0%       | F  | 0.163  | F      |        | 8200   | (  |
| 60) 8th St             | Combined Traffic Estimates for 2 Parallel                       |                            |                                | G                | 98%                            | 1%   | 0%   | 0%     | 0%       | 0%       | F  | 0.114  | F      | 0.641  | 19000  | (  |
|                        | To  | ,                          | Canal St                       |                  |                                |      |      |        |          |          |    |        |        |        |        |    |
| 60 8th St              | City of Richn   | nond 0.15                  | 8500                           | G                | 98%                            | 1%   | 0%   | 0%     | 0%       | 0%       | F  | 0.135  | F      |        | 9600   | (  |
| \$                     | Combined Traffic Estimates for 2 Parallel                       |                            | 19000                          | G                | 98%                            | 1%   | 0%   | 0%     | 0%       | 0%       | F  | NA     |        |        | 21000  | (  |
|                        | To:   |                            | Main St                        |                  |                                |      |      |        |          |          |    |        |        |        |        |    |
| 60 Main St             | City of Richn   | nond 0.37                  | 8th St<br>10000                | G                | 98%                            | 1%   | 0%   | 0%     | 0%       | 0%       | _  | 0.105  | F      |        | 11000  |    |
| Main St                | Combined Traffic Estimates for 2 Parallel                       |                            |                                | G                | 98%                            | 1%   | 0%   | 0%     | 0%       | 0%       |    | 0.103  | F      | 0.635  | 16000  | ,  |
|                        | To:   | Tioadways off this floute. | 14th St                        | <u> </u>         | 30 /6                          | 1 /0 | 078  | 0 /6   | 0 /6     | 0 /6     | •  | 0.037  | •      | 0.000  | 10000  |    |
| ast                    | From:   | Hen                        | rico County I                  | Line             |                                |      | 1    |        |          |          |    |        |        |        |        |    |
| east 64)               | City of Richmond (  |                            | 75000                          | В                | 97%                            | 0%   | 0%   | 1%     | 2%       | 0%       | F  | 0.098  | Α      |        | 83000  |    |
|                        | Combined Traffic Estimates for 2 Parallel                       | Roadways on this Route:    | 154000                         | В                | 97%                            | 0%   | 1%   | 1%     | 1%       | 0%       | F  | 0.095  | Α      | 0.567  | 170000 |    |
|                        | To  |                            | I-95; I-195                    |                  |                                |      |      |        |          |          |    |        |        |        |        |    |
| ast<br>64) I-64 E Ramp | City of Richmond (  |                            | np to I-195 So<br><b>51000</b> | outh<br><b>G</b> | 97%                            | 0%   | 0%   | 1%     | 2%       | 0%       | F  | 0.088  | F      |        | 57000  |    |
| 64) 1 04 E Hamp        | Combined Traffic Estimates for 2 Parallel                       | ,                          |                                | G                | 97%                            | 0%   | 1%   | 1%     | 1%       | 0%       | F  | 0.000  | ·<br>F | 0.591  | 120000 |    |
|                        | To  | -                          |                                |                  | 07.70                          | 0 70 |      | 1,0    | 1 70     | 0,0      | •  | 0.001  | •      | 0.001  | 120000 |    |
| ast                    | From  |                            | np To I-95 N                   |                  | 0701                           |      |      | 4-7    | 221      | 221      |    |        | _      |        | 10000  |    |
| 64 I-64 E Ramp         | City of Richmond (  | '                          | 38000                          | G                | 97%                            | 0%   | 0%   | 1%     | 2%       | 0%       | F  | 0.088  | F      |        | 43000  | (  |
|                        | Combined Traffic Estimates for 2 Parallel                       | Roadways on this Route:    | 83000                          | G                | 97%                            | 0%   | 1%   | 1%     | 1%       | 0%       | F  | NA     |        |        | 93000  | •  |
| ast                    | To:<br>From:  | Ramp                       | From I-195                     | North            |                                |      |      |        |          |          |    |        |        |        |        |    |
| 64) I-64 E Ramp        | City of Richmond (  | ,                          | 41000                          | G                | 97%                            | 0%   | 0%   | 1%     | 2%       | 0%       | F  | 0.087  | F      |        | 46000  | (  |
|                        | Combined Traffic Estimates for 2 Parallel                       | Roadways on this Route:    |                                | G                | 97%                            | 0%   | 1%   | 1%     | 1%       | 0%       | F  | 0.088  | F      | 0.524  | 94000  | (  |
| act South              | To:<br>From:  |                            | I-95 South<br>I-95; I-195      |                  |                                |      |      |        |          |          |    |        |        |        |        |    |
| East South 95          | City of Richmond (  | (Maint: 43) 0.48           | 84000                          | Α                | 93%                            | 1%   | 1%   | 1%     | 4%       | 0%       | F  | 0.079  | Α      |        | 87000  |    |
| 04) (33)               | Combined Traffic Estimates for 2 Parallel                       | '                          | 165000                         | Α                | 93%                            | 1%   | 1%   | 1%     | 4%       | 0%       | F  | 0.076  | Α      | 0.529  | 170000 |    |
|                        | To:   | -                          | 161 Bouleva                    | ard              |                                |      |      |        |          |          |    |        |        |        |        |    |
| ast South              | City of Dichmond  |                            |                                |                  | 93%                            | 1%   | 1%   | 1%     | 4%       | Λο/      | С  | 0.076  | Α      |        | 83000  |    |
| 95                     | City of Richmond (<br>Combined Traffic Estimates for 2 Parallel | ,                          | 80000<br>155000                | A                | 93%<br>93%                     | 1%   | 1%   | 1%     | 4%<br>4% | 0%<br>0% | С  | 0.076  | A      | 0.506  | 159000 |    |
|                        | Combined Trainc Estimates for 2 Parallel                        | -                          |                                | Α                | 30 <sup>-</sup> / <sub>0</sub> | 1 70 | 1 70 | I 70   | 470      | U 70     | U  | 0.073  | А      | 0.306  | 103000 |    |
| ast South              | To:<br>From:  |                            | gh St, Gilmei                  | r St             |                                |      |      |        |          |          |    |        |        |        |        |    |
| 64) (95)               | City of Richmond (  | '                          | 68000                          | Α                | 93%                            | 1%   | 1%   | 1%     | 4%       | 0%       | F  | 0.076  | Α      |        | 70000  |    |
| $\smile$               | Combined Traffic Estimates for 2 Parallel                       |                            |                                | Α                | 93%                            | 1%   | 1%   | 1%     | 4%       | 0%       | F  | 0.078  | Α      | 0.504  | 136000 |    |
|                        | To:   | US 1, U                    | JS 301 Belvi                   | dere St          |                                |      |      |        |          |          |    |        |        |        |        |    |

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

|            |                         |   |                        |               | iona       |       |     |         | Tru      | ck     |     |    | K       |    | Dir     |        |    |
|------------|-------------------------|---|------------------------|---------------|------------|-------|-----|---------|----------|--------|-----|----|---------|----|---------|--------|----|
| I          | Route                   | Jurisdiction                              | on Length              | AADT          | QA         | 4Tire | Bus |         | 3+Axle   | -      |     | QC | Factor  | QK | Factor  | AAWDT  | QW |
| East       | South                   | From:                                     | US 1,                  | US 301 Belv   | videre St  |       |     | 2, 0.00 | 01717410 | TTTGII |     |    | 1 40101 |    | 1 40101 |        |    |
| (64)       | 95)                     | City of Richmond (                        | (Maint: 43) 0.25       | 84000         | Α          | 93%   | 1%  | 1%      | 1%       | 4%     | 0%  | F  | 0.076   | Α  |         | 86000  | Α  |
|            |                         | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | 161000        | Α          | 93%   | 1%  | 1%      | 1%       | 4%     | 0%  | F  | 0.075   | Α  | 0.525   | 165000 | Α  |
|            |                         | To:                                       | I-9.                   | East Intercl  | hange      |       |     |         |          |        |     |    |         |    |         |        |    |
| East       | 1.04 E D                | Prom:                                     | (Madiate 40) 0.45      | I-95 S        |            | 000/  | 40/ | 10/     | 40/      | 40/    | 00/ |    | 0.404   | _  |         | 00000  |    |
| 64         | I-64 E Ramp             | City of Richmond (                        | (Maint: 43) 0.15       | 27000         | N          | 93%   | 1%  | 1%      | 1%       | 4%     | 0%  | N  | 0.101   | F  |         | 29000  | N  |
| East       |                         | To:                                       |                        | Ramp to 3rd   | St         |       |     |         |          |        |     |    |         |    |         |        |    |
|            | I-64 E Ramp             | City of Richmond (                        | (Maint: 43) 0.38       | 27000         | G          | 93%   | 1%  | 1%      | 1%       | 4%     | 0%  | F  | 0.101   | F  |         | 29000  | G  |
|            |                         | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | 51000         | G          | 95%   | 1%  | 1%      | 1%       | 3%     | 0%  | F  | NA      |    |         | 54000  | G  |
|            |                         | To:                                       |                        | np from I-95  | North      |       |     |         |          |        |     |    |         |    |         |        |    |
| East 64    |                         | From                                      |                        | East Intercl  |            | 2221  |     |         |          |        |     | _  |         |    |         |        | _  |
| (64)       |                         | City of Richmond (                        |                        | 53000         | Α          | 96%   | 0%  | 1%      | 1%       | 2%     | 0%  | F  | 0.098   | A  |         | 56000  | A  |
| ~          |                         | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | 104000        | Α          | 96%   | 0%  | 1%      | 1%       | 2%     | 0%  | F  | 0.081   | Α  | 0.610   | 110000 | Α  |
| Fast       |                         | To:<br>From:                              | US 360                 | Mechanicsv    | ville Tpke | 2     |     |         |          |        |     |    |         |    |         |        | -  |
| East 64    |                         | City of Richmond (                        | (Maint: 43) 0.25       | 41000         | F          | 96%   | 0%  | 1%      | 1%       | 2%     | 0%  | F  | 0.096   | Α  |         | 44000  | F  |
| 04)        |                         | Combined Traffic Estimates for 2 Parallel | ,                      | 83000         | F          | 96%   | 0%  | 1%      | 1%       | 2%     | 0%  | F  | 0.082   | Α  | 0.604   | 88000  | F  |
|            |                         | To:                                       |                        | ECL Richm     | ond        |       |     |         |          |        |     |    |         |    |         |        |    |
| East       |                         | From:                                     |                        | WCL Richm     |            |       |     |         |          |        |     |    |         |    |         |        |    |
| East 64    |                         | City of Richmond (                        | '                      | 41000         | F          | 96%   | 0%  | 1%      | 1%       | 2%     | 0%  | F  | 0.096   | Α  |         | 44000  | F  |
| $\smile$   |                         | Combined Traffic Estimates for 2 Parallel |                        |               | F          | 96%   | 0%  | 1%      | 1%       | 2%     | 0%  | F  | 0.082   | Α  | 0.604   | 88000  | F  |
|            |                         | 10:                                       |                        | ECL Richmo    | nd         |       |     |         |          |        |     |    |         |    |         |        |    |
| East       | - 11 400 B              | From                                      | (14.140)               | I-64 East     |            |       |     |         |          |        |     |    | 0.40    | _  |         |        | _  |
| 64         | Exit 186 Ramp I-64 E to | I-195 S City of Richmond (                | (Maint: 43) 0.16       | 29000         | G          |       |     |         |          |        |     |    | 0.12    | F  |         | 29000  | G  |
| East       |                         | To:<br>From:                              | Ram                    | p to Laburnu  | ım Ave     |       |     |         |          |        |     |    |         |    |         |        |    |
|            | Exit 186 Ramp I-64 E to | I-195 S City of Richmond (                | (Maint: 43) 0.08       | 24000         | G          |       |     |         |          |        |     |    | 0.126   | F  |         | 24000  | G  |
| 0.7        |                         | To:                                       |                        | I-195 South   | n          |       |     |         |          |        |     |    |         |    |         |        |    |
| East       |                         | From                                      | I-6                    | 4 East Exit 1 | 186A       |       |     |         |          |        |     |    |         |    |         |        |    |
| East 64    | Ramp                    | City of Richmond (                        |                        | 5200          | G          |       |     |         |          |        |     |    | 0.097   | F  |         | 5200   | G  |
|            |                         | To:                                       | 127-7                  | 555 Laburnı   | ım Ave     |       |     |         |          |        |     |    |         |    |         |        |    |
| East       |                         | From                                      |                        | I-64 East     |            |       |     |         |          |        |     |    |         |    |         |        |    |
|            | Ramp                    | City of Richmond (                        | (Maint: 43) 0.14       | 13000         | G          |       |     |         |          |        |     |    | 0.157   | F  |         | 13000  | G  |
| $\bigcirc$ |                         | To:                                       |                        | I-195 North   | n          |       |     |         |          |        |     |    |         |    |         |        |    |
| East       |                         | From                                      | I-64                   | East Collect  | tor Rd     |       |     |         |          |        |     |    |         |    |         |        |    |
| East<br>64 | Ramp                    | City of Richmond (                        | (Maint: 43) 0.17       | 2500          | G          |       |     |         |          |        |     |    | 0.087   | F  |         | 2500   | G  |
| $\bigcirc$ |                         | To:                                       | US 360 V               | V, Mechanic   | sville Tp  | ke    |     |         |          |        |     |    |         |    |         |        |    |
| East       |                         | From                                      |                        | I-64 East     |            |       |     |         |          |        |     |    |         |    |         |        |    |
| (64)       | Collector Road          | City of Richmond (                        | (Maint: 43) 0.10       | 17000         | G          |       |     |         |          |        |     |    | 0.109   | F  |         | 17000  | G  |
| $\bigcirc$ |                         | To  | I-64 East F            | xit 192A to   | US 360 V   | West  |     |         |          |        |     |    |         |    |         |        |    |

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

|                                     |   |                                       | OI MICHIN    |          |       |      |         | Tru    | ck    |        |    | K       |    | Dir     |        |    |
|-------------------------------------|---|---------------------------------------|--------------|----------|-------|------|---------|--------|-------|--------|----|---------|----|---------|--------|----|
| Route                               | Jurisdiction                              | on Length                             | AADT         | QA       | 4Tire | Bus  | 2ΔνΙο   | 3+Axle |       |        | QC | Factor  | QK | Factor  | AAWDT  | QW |
| West                                | From:                                     | Hen                                   | rico County  | Line     |       |      | 27 (XIC | OTTIAL | TTTUI | Ziiaii |    | 1 40101 |    | 1 40101 |        |    |
| (64)                                | City of Richmond (                        |                                       | 79000        | В        | 97%   | 0%   | 1%      | 1%     | 1%    | 0%     | F  | 0.105   | Α  |         | 88000  | В  |
|                                     | Combined Traffic Estimates for 2 Parallel | Roadways on this Route:               | 154000       | В        | 97%   | 0%   | 1%      | 1%     | 1%    | 0%     | F  | 0.095   | Α  | 0.567   | 170000 | В  |
|                                     | To:                                       |                                       | I-95; I-195  |          |       |      |         |        |       |        |    |         |    |         |        |    |
| West                                | From:                                     | · · · · · · · · · · · · · · · · · · · | From I-195   |          |       |      |         |        |       |        |    |         |    |         |        |    |
| (64) I-64 W Ramp                    | City of Richmond (                        | ` '                                   | 57000        | G        | 97%   | 0%   | 1%      | 1%     | 1%    | 0%     | F  | 0.101   | F  |         | 64000  | G  |
| $\smile$                            | Combined Traffic Estimates for 2 Parallel | Roadways on this Route:               | 107000       | G        | 97%   | 0%   | 1%      | 1%     | 1%    | 0%     | F  | 0.091   | F  | 0.591   | 120000 | G  |
| West                                |   | Ramp                                  | From I-195   | South    |       |      |         |        |       |        |    |         |    |         |        |    |
| 64 I-64 W Ramp                      | City of Richmond (                        | (Maint: 43) 0.16                      | 45000        | G        | 97%   | 0%   | 1%      | 1%     | 1%    | 0%     | F  | 0.099   | F  |         | 50000  | G  |
| 04)                                 | Combined Traffic Estimates for 2 Parallel | ,                                     |              | G        | 97%   | 0%   | 1%      | 1%     | 1%    | 0%     | F  | NA      |    |         | 93000  | G  |
|                                     | To  |                                       |              |          |       |      |         |        |       |        |    |         |    |         |        |    |
| West                                | From:                                     |                                       | SR 197 Lat   |          |       |      |         |        |       |        | _  |         | _  |         |        | _  |
| (64) I-64 W Ramp                    | City of Richmond (                        |                                       | 40000        | G        | 97%   | 0%   | 1%      | 1%     | 1%    | 0%     | F  | 0.096   | F  |         | 45000  | G  |
| $\smile$                            | Combined Traffic Estimates for 2 Parallel | Roadways on this Route:               | 78000        | G        | 97%   | 0%   | 1%      | 1%     | 1%    | 0%     | F  | NA      |    |         | 87000  | G  |
| West                                | To:<br>From:                              | Ram                                   | p To I-195 S | South    |       |      |         |        |       |        |    |         |    |         |        |    |
| (64) I-64 W Ramp                    | City of Richmond (                        | (Maint: 43) 0.45                      | 44000        | G        | 97%   | 0%   | 1%      | 1%     | 1%    | 0%     | F  | 0.097   | F  |         | 49000  | G  |
| (64) 1 0 1 1 1 mmp                  | Combined Traffic Estimates for 2 Parallel | ,                                     |              | G        | 97%   | 0%   | 1%      | 1%     | 1%    | 0%     | F  | NA      | •  |         | 94000  | G  |
|                                     | To:                                       | - Tiodamayo on timo riodio:           | I-95 North   |          | 01 70 | 0 70 |         | 1 70   | 1 /0  | 0 70   | •  |         |    |         | 0.1000 | ŭ  |
| West North                          | From                                      |                                       | I-95; I-195  |          |       |      |         |        |       |        |    |         |    |         |        |    |
| (64) (95)                           | City of Richmond (                        | '                                     | 81000        | Α        | 93%   | 1%   | 1%      | 1%     | 4%    | 0%     | F  | 0.080   | Α  |         | 83000  | Α  |
| $\circ$                             | Combined Traffic Estimates for 2 Parallel | Roadways on this Route:               | 165000       | Α        | 93%   | 1%   | 1%      | 1%     | 4%    | 0%     | F  | 0.076   | Α  | 0.529   | 170000 | Α  |
| Maria Maria                         | Tro-<br>Front                             | SR                                    | 161 Boulev   | ard      |       |      |         |        |       |        |    |         |    |         |        |    |
| West North                          | City of Richmond (                        | (Maint: 43) 1.97                      | 75000        | Α        | 93%   | 1%   | 1%      | 1%     | 4%    | 0%     | С  | 0.078   | Α  |         | 76000  | Α  |
| 64 95                               | Combined Traffic Estimates for 2 Parallel | '                                     |              | Ā        | 93%   | 1%   | 1%      | 1%     | 4%    | 0%     | С  | 0.075   | Α  | 0.506   | 159000 | Α  |
|                                     | Combined Traine Estimates for 21 arailer  |                                       |              |          | 30 /6 | 1 /0 | 1 /6    | 1 /0   | 4 /0  | 0 /6   | O  | 0.073   | ^  | 0.500   | 133000 | ^  |
| West North                          | To:<br>From:                              | US 1, U                               | JS 301 Belvi | idere St |       |      |         |        |       |        |    |         |    |         |        |    |
| ( <del>64</del> ) ( <del>95</del> ) | City of Richmond (                        | (Maint: 43) 0.24                      | 65000        | Α        | 93%   | 1%   | 1%      | 1%     | 4%    | 0%     | F  | 0.081   | Α  |         | 66000  | Α  |
| $\circ$                             | Combined Traffic Estimates for 2 Parallel | Roadways on this Route:               | 133000       | Α        | 93%   | 1%   | 1%      | 1%     | 4%    | 0%     | F  | 0.078   | Α  | 0.504   | 136000 | Α  |
|                                     | To  | Cha                                   | amberlayne A | Ave      |       |      |         |        |       |        |    |         |    |         |        |    |
| West North                          | City of Dichmond                          |                                       |              | Α        | 93%   | 10/  | 1%      | 1%     | 4%    | 00/    | _  | 0.079   | Α  |         | 79000  | Α  |
| 64 95                               | City of Richmond (                        | '                                     | 77000        |          |       | 1%   |         |        |       | 0%     |    |         |    | 0.505   |        |    |
|                                     | Combined Traffic Estimates for 2 Parallel |                                       | East Interch | Α        | 93%   | 1%   | 1%      | 1%     | 4%    | 0%     | F  | 0.075   | Α  | 0.525   | 165000 | Α  |
| West                                | From:                                     | 1-95                                  | I-95 North   | ange     |       |      |         |        |       |        |    |         |    |         |        |    |
| (64) I-64 W Ramp                    | City of Richmond (                        | (Maint: 43) 0.23                      | 27000        | G        | 93%   | 1%   | 1%      | 1%     | 4%    | 0%     | F  | NA      |    |         | 28000  | G  |
|                                     | Combined Traffic Estimates for 2 Parallel | Roadways on this Route:               | 69000        | G        | 96%   | 1%   | 1%      | 0%     | 2%    | 0%     | F  | NA      |    |         | 74000  | G  |
|                                     | To  | -                                     | mp From 5th  |          |       |      |         |        |       |        |    |         |    |         |        |    |
| West                                | From:                                     | -                                     |              |          | 0.0   |      |         |        |       | •      |    |         |    |         |        |    |
| 64 I-64 W Ramp                      | City of Richmond (                        | •                                     | 24000        | G        | 96%   | 0%   | 1%      | 1%     | 2%    | 0%     | F  | NA      |    |         | 26000  | G  |
| $\smile$                            | Combined Traffic Estimates for 2 Parallel |                                       |              | G        | 95%   | 1%   | 1%      | 1%     | 3%    | 0%     | F  | NA      |    |         | 54000  | G  |
|                                     | To:                                       | Ram                                   | to I-95 S; 5 | 5th St   |       |      |         |        |       |        |    |         |    |         |        |    |

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

| Route             | Jurisdictio                               | nn.             | Longth       | AADT                      | 04        | 4Tire     | Rue  |                 | Tru    |        |        | QC | K      | QK  | Dir    | AAWDT  | OW |
|-------------------|---|-----------------|--------------|---------------------------|-----------|-----------|------|-----------------|--------|--------|--------|----|--------|-----|--------|--------|----|
|                   | Julisaicilo                               |                 |              |                           |           | 41116     | Dus  | 2Axle           | 3+Axle | 1Trail | 2Trail | QU | Factor | QIV | Factor | AAWDI  |    |
| West              | City of Richmond (                        | Maint: 43)      | 1-95<br>1.44 | East Interch              | ange A    | 96%       | 1%   | 1%              | 1%     | 2%     | 0%     | F  | 0.093  | Α   |        | 54000  | Α  |
| 64                | Combined Traffic Estimates for 2 Parallel | '               |              |                           | A         | 96%       | 0%   | 1%              | 1%     | 2%     | 0%     | F  | 0.033  | Α   | 0.610  | 110000 |    |
|                   | Combined Trainic Estimates for 2 Faraner  | Hoadways on the |              | ECL Richmo                |           | 30 /6     | 0 /6 | 1 /0            | 1 /0   | Z /0   | 0 /6   | •  | 0.001  | ^   | 0.010  | 110000 | ^  |
| West              | From:                                     |                 |              | WCL Richm                 |           |           |      |                 |        |        |        |    |        |     |        |        |    |
| <del>64</del>     | City of Richmond (                        |                 | 0.24         | 42000                     | Α         | 96%       | 1%   | 1%              | 1%     | 2%     | 0%     | F  | 0.099  | Α   |        | 44000  | Α  |
| $\bigcirc$        | Combined Traffic Estimates for 2 Parallel | Roadways on th  | is Route:    | 83000                     | F         | 96%       | 0%   | 1%              | 1%     | 2%     | 0%     | F  | 0.082  | Α   | 0.604  | 88000  | F  |
|                   | Tα  |                 | Е            | CL Richmon                | nd        |           |      |                 |        |        |        |    |        |     |        |        |    |
| West              | From:                                     |                 |              | I-64 West                 |           |           |      |                 |        |        |        |    |        |     |        |        |    |
| (64) Ramp         | City of Richmond (                        | Maint: 43)      | 0.11         | 4300                      | G         |           |      |                 |        |        |        |    | 0.107  | F   |        | 4300   | G  |
| $\overline{}$     | To:                                       |                 |              | I-195 South               |           |           |      |                 |        |        |        |    |        |     |        |        |    |
| West              | From                                      |                 |              | I-64 West                 |           |           |      |                 |        |        |        |    |        |     |        |        |    |
| (64) Ramp         | City of Richmond (                        | (Maint: 43)     | 0.26         | 31000                     | G         |           |      |                 |        |        |        |    | 0.102  | F   |        | 31000  | G  |
| \\\\              | To:                                       |                 | I-95         | South, 5th S<br>I-64 West | Street    |           |      |                 |        |        |        |    |        |     |        |        |    |
| West (64) Ramp    | City of Richmond (                        | Maint: 43)      | 0.23         | 20000                     | В         |           |      |                 |        |        |        |    | 0.085  | Α   |        | 20000  | В  |
| 64) Патр          | Only of Filenmona (                       | want. 40)       |              |                           |           |           |      |                 |        |        |        |    | 0.000  | ,,  |        | 20000  |    |
| West              | To:<br>From:                              |                 | Ram          | p from 7th S              | Street    |           |      |                 |        |        |        |    |        |     |        |        |    |
| 64 Ramp           | City of Richmond (                        | (Maint: 43)     | 0.09         | 23000                     | В         |           |      |                 |        |        |        |    | 0.092  | Α   |        | 25000  | В  |
| $\overline{}$     | То:                                       |                 |              | I-95 South                |           |           |      |                 |        |        |        |    |        |     |        |        |    |
|                   | From                                      |                 |              | n Pkwy; Che               | sterfield | County Li |      |                 |        |        |        |    |        |     |        |        |    |
| (76) Powhite Pkwy | City of Richmond (                        | (Maint: 20)     | 1.23         | 97000                     | G         | 98%       | 0%   | 0%              | 0%     | 1%     | 0%     | F  | 0.105  | F   | 0.63   | 110000 | G  |
| $\overline{}$     | To:<br>From:                              |                 | For          | rest Hill Ave             | nue       |           |      | $\neg$ $\vdash$ |        |        |        |    |        |     |        |        |    |
| 76 Powhite Pkwy   | City of Richmond (                        | Maint: 20)      | 0.61         | 107000                    | G         | 98%       | 0%   | 0%              | 0%     | 1%     | 0%     | F  | 0.106  | F   | 0.666  | 120000 | G  |
|                   | Tœ  |                 | Pow          | hite Pkwy B               | ridge     |           |      | $\neg$ $\vdash$ |        |        |        |    |        |     |        |        |    |
| 76 Powhite Pkwy   | City of Richmond (                        | Maint: 43)      | 0.66         | 107000                    | G         | 98%       | 0%   | 0%              | 0%     | 1%     | 0%     | F  | 0.106  | F   | 0.666  | 120000 | G  |
|                   | To:                                       | ·               |              | SR 146                    |           |           |      |                 |        |        |        |    |        |     |        |        |    |
| 76 Powhite Pkwy   | City of Richmond (                        | Maint: 43)      | 0.94         | 72000                     | F         | 98%       | 0%   | 0%              | 0%     | 1%     | 0%     | F  | 0.104  | F   | 0.665  | 82000  | F  |
| (76) - 6          | To:                                       | 1               | 0.0 .        | I-195                     | -         | 0070      | 0,0  |                 | 0,0    | . , 0  | 0,0    | •  | 0      | •   | 0.000  | 02000  | •  |
| East              | From:                                     | SR-0007         | 6-E013A(R)   | /SPLIT OF                 | RAMP I    | FROM RT   | 76   |                 |        |        |        |    |        |     |        |        |    |
| 76 Ramp           | City of Richmond (                        |                 | 0.11         | NA                        |           |           |      |                 |        |        |        |    | NA     |     |        | NA     |    |
|                   | To:                                       |                 | IS-00195-N   | 012A(B)/FR                | OM RT     | 195       |      |                 |        |        |        |    |        |     |        |        |    |
|                   | From:                                     |                 | JB-2         | 20 FROM R                 | T 95      |           |      |                 |        |        |        |    |        |     |        |        |    |
| 95 Ramp           | City of Richmond (                        | Maint: 20)      | 0.05         | NA                        |           |           |      |                 |        |        |        |    | NA     |     |        | NA     |    |
|                   | Τœ  |                 | SR 161       | SR 161- A                 | Gap TO    |           |      |                 |        |        |        |    |        |     |        |        |    |
| <del></del>       | From                                      | 1               | I-           | -95 North 73              | A         |           |      |                 |        |        |        | -  |        |     |        |        |    |
| 95 Ramp           | City of Richmond (                        | Maint: 20)      | 0.22         | 13000                     | Α         | 91%       | 1%   | 1%              | 1%     | 6%     | 0%     | F  | 0.102  | Α   |        | 14000  | Α  |
| •                 | To:                                       | ·               | 127          | 7-7561 Maur               | y St      |           |      |                 |        |        |        |    |        |     |        |        |    |
|                   | From                                      | <u> </u>        | I-95 No      | orth Exit 740             | C Ramp    |           |      |                 |        |        |        |    |        |     |        |        |    |
| 95 Ramp           | City of Richmond (                        | Maint: 43)      | 0.16         | 7300                      | G         |           |      | •               |        |        |        |    | 0.153  | F   | 0.635  | 7900   | G  |
| $\smile$          | Tor                                       |                 | U            | S 250 Broad               | St        |           |      |                 |        |        |        |    |        |     |        |        |    |

|               |   |                         | OI RICIIIII   |          |       |       |          | Tru     | ck    |        |    | K       |     | Dir     |        |     |
|---------------|---|-------------------------|---------------|----------|-------|-------|----------|---------|-------|--------|----|---------|-----|---------|--------|-----|
| Route         | Jurisdiction                                | Length                  | AADT          | QA       | 4Tire | Bus   |          | 3+Axle  |       |        | QC | Factor  | QK  | Factor  | AAWDT  | QW  |
| North         | From:                                       | S                       | CL Richmon    | d        |       |       | 27000    | OTTINIC | TTTUI | Liiuii |    | 1 40101 |     | 1 40101 |        |     |
| 95)           | City of Richmond (M                         |                         | 54000         | Α        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.105   | Α   |         | 56000  | Α   |
|               | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route: | 109000        | Α        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.082   | Α   | 0.582   | 112000 | Α   |
|               | To  | SF                      | 161 Bells R   | Rd       |       |       |          |         |       |        |    |         |     |         |        |     |
| North         | City of Richmond (M                         |                         | 54000         | Α        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | С  | 0.096   | Α   |         | 54000  | Α   |
| 95            | Combined Traffic Estimates for 2 Parallel R | ,                       |               | A        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | С  | 0.030   | Α   | 0.579   | 110000 |     |
|               | Combined Trainic Estimates for 2 Faraner H  | loadways on this houte. |               | A        | 91/0  | 1 /0  | 1 /0     | 1 /0    | 0 /0  | 0 /6   | C  | 0.00    | ^   | 0.575   | 110000 | ^   |
| North         | To:<br>From:                                |                         | Maury St      |          |       |       |          |         |       |        |    |         |     |         |        |     |
| 95)           | City of Richmond (M                         | ,                       | 60000         | Α        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.089   | Α   |         | 62000  | Α   |
| $\bigcirc$    | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route: | 123000        | Α        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.078   | Α   | 0.563   | 125000 | Α   |
| Nauth         | To:<br>From:                                | Jam                     | es River Brie | dge      |       |       |          |         |       |        |    |         |     |         |        |     |
| North<br>95   | City of Richmond (M                         | Maint: 43) 0.40         | 60000         | Α        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.089   | Α   |         | 62000  | Α   |
| 93)           | Combined Traffic Estimates for 2 Parallel R | ,                       |               | A        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.078   | Α   | 0.563   | 125000 |     |
|               | To To                                       |                         |               |          |       | . , , |          | . , 0   | 0,0   | 0 / 0  | •  | 0.0.0   |     | 0.000   | 0000   |     |
| North         | From:                                       |                         | owntown Ex    |          |       |       |          |         |       |        |    |         |     |         |        |     |
| 95)           | City of Richmond (N                         | ,                       | 67000         | Α        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.087   | Α   |         | 69000  | Α   |
| $\smile$      | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route: | 149000        | Α        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.077   | Α   | 0.504   | 153000 | Α   |
| North         | To:<br>From:                                | US                      | 250 Broad     | St       |       |       |          |         |       |        |    |         |     |         |        |     |
| 95)           | City of Richmond (M                         | Maint: 43) 0.92         | 72000         | В        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.087   | Α   |         | 73000  | В   |
|               | Combined Traffic Estimates for 2 Parallel R |                         | 147000        | В        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.076   | Α   | 0.521   | 151000 | В   |
|               | To  | I_64 S                  | South Interch | ange     |       |       |          |         |       |        |    |         |     |         |        |     |
| North East    | From L                                      |                         |               |          | 000/  | 10/   | 10/      | 10/     | 40/   | 00/    | _  | 0.070   | ^   |         | 70000  | ۸   |
| 95 64         | City of Richmond (M                         |                         | 77000         | A        | 93%   | 1%    | 1%       | 1%      | 4%    | 0%     |    | 0.079   | A   | 0.505   | 79000  | A   |
|               | Combined Traffic Estimates for 2 Parallel R |                         |               | Α        | 93%   | 1%    | 1%       | 1%      | 4%    | 0%     | Г  | 0.075   | Α   | 0.525   | 165000 | Α   |
| North East    | To:<br>From:                                | Cha                     | mberlayne A   | Ave      |       |       |          |         |       |        |    |         |     |         |        |     |
| 95) (64)      | City of Richmond (M                         | Maint: 43) 0.24         | 65000         | Α        | 93%   | 1%    | 1%       | 1%      | 4%    | 0%     | F  | 0.081   | Α   |         | 66000  | Α   |
| $\circ$       | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route: | 133000        | Α        | 93%   | 1%    | 1%       | 1%      | 4%    | 0%     | F  | 0.078   | Α   | 0.504   | 136000 | Α   |
| Note: For     | To:<br>From:                                | US 1, U                 | S 301 Belvi   | dere St  |       |       | <u> </u> |         |       |        |    |         |     |         |        |     |
| North East 64 | City of Richmond (N                         | Maint: 43) 1.97         | 75000         | Α        | 93%   | 1%    | 1%       | 1%      | 4%    | 0%     | С  | 0.078   | Α   |         | 76000  | Α   |
| 95 64         | Combined Traffic Estimates for 2 Parallel R | ,                       |               | Ā        | 93%   | 1%    | 1%       | 1%      | 4%    | 0%     | С  | 0.075   | Α   | 0.506   | 159000 |     |
|               | - T   |                         |               |          | 0070  | 1 70  |          | 1 /0    | 470   | 070    | J  | 0.070   | ,,  | 0.000   | 100000 | ,,  |
| North East    | From  |                         | 161 Bouleva   | ard      |       |       |          |         |       |        |    |         |     |         |        |     |
| 95) (64)      | City of Richmond (M                         | ,                       | 81000         | Α        | 93%   | 1%    | 1%       | 1%      | 4%    | 0%     | F  | 0.080   | Α   |         | 83000  | Α   |
| $\smile$      | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route: | 165000        | Α        | 93%   | 1%    | 1%       | 1%      | 4%    | 0%     | F  | 0.076   | Α   | 0.529   | 170000 | Α   |
| North         | To:<br>From:                                | I-64 Nor                | h Interchang  | e; I-195 | 5     |       |          |         |       |        |    |         |     |         |        |     |
| North 95      | City of Richmond (N                         | Maint: 43) 1.07         | 62000         | Α        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.084   | Α   |         | 63000  | Α   |
| 95)           | Combined Traffic Estimates for 2 Parallel R |                         |               | A        | 91%   | 1%    | 1%       | 1%      | 6%    | 0%     | F  | 0.08    | Α   | 0.52    | 135000 |     |
|               |   | NCL Richmo              |               |          |       | . /0  |          | . /0    | J /0  | 0 /0   | •  | 0.00    | , , | 0.02    | .00000 | , , |

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

| Route            | Jurisdictio  | n Length        | AADT Q                                    | <b>A</b> 4Tire | Bus      |          | True 3+Axle |          |          | QC     | K<br>Factor    | QK     | Dir<br>Factor | AAWDT           | QW     |
|------------------|--|-----------------|---|----------------|----------|----------|-------------|----------|----------|--------|----------------|--------|---------------|-----------------|--------|
| North 95 Ramp    | From:<br>City of Richmond (I   |                 | I-95 North 6200 G uth Exit 69A Rar        |                |          |          |             |          |          |        | 0.146          | F      |               | 6600            | G      |
| North<br>95 Ramp | From:<br>City of Richmond (I   | Maint: 20) 0.50 | I-95 North  2400 A  South Exit 73A        |                |          |          |             |          |          |        | 0.171          | Α      |               | 2700            | Α      |
| North<br>95 Ramp | From:<br>City of Richmond (I   |                 | I-95 North NA SR 195                      |                |          |          |             |          |          |        | NA             |        |               | NA              |        |
| North<br>95 Ramp | City of Richmond (   | ,               | I-95 North 9900 G                         |                |          |          |             |          |          |        | 0.135          | F      |               | 11000           | G      |
| North<br>95 Ramp | City of Richmond (I  | Maint: 43) 0.14 | t 74D Ramp to 1  3900 G  uth Exit 74C Rar | ì              |          |          |             |          |          |        | 0.184          | F      |               | 4200            | G      |
| North<br>95 Ramp | $egin{array}{c} egin{array}{c} \egin{array}{c} \egin{array}{c} \egin{array}{c} \egin{array}$ | •               | BROAD ST VL<br>6100 G<br>27-7608 VENA     | ì              |          |          |             |          |          |        | 0.115          | F      |               | 6600            | G      |
| North<br>95 Ramp | Front<br>City of Richmond (I   | -               | I-95 North 24000 A mp to 7th Street       | <b>.</b>       |          |          |             |          |          |        | 0.081          | Α      |               | 25000           | Α      |
| North<br>95 Ramp | Front<br>City of Richmond (I   |                 | North Exit 75A 2000 G 7th Street          | i              |          |          |             |          |          |        | 0.134          | F      |               | 2000            | G      |
| North 95 Ramp    | From City of Richmond (I   |                 | I-95 North 14000 G Chamberlayne Pk        |                |          |          |             |          |          |        | 0.105          | F      |               | 14000           | G      |
| North 95 Ramp    | City of Richmond (I  | Maint: 43) 0.12 | I-95 North 4600 G 603 Hermitage R         | ì              |          |          |             |          |          |        | 0.130          | F      |               | 4600            | G      |
| North<br>95 Ramp | From:<br>City of Richmond (I   | Maint: 43) 0.15 | I-95 North <b>5100</b> A  76 Westbrook A  | 99%            | 0%       | 1%       | 0%          | 0%       | 0%       | F      | 0.1            | Α      |               | 5300            | A      |
| South 95         | City of Richmond (I<br>Combined Traffic Estimates for 2 Parallel   | Maint: 20) 1.39 | 55000 A<br>109000 A                       |                | 1%<br>1% | 1%<br>1% | 1%<br>1%    | 7%<br>6% | 0%<br>0% | F<br>F | 0.103<br>0.082 | A<br>A | 0.582         | 56000<br>112000 | A<br>A |
| South 95         | City of Richmond (I  | Maint: 20) 3.86 | 55000 A<br>108000 A<br>Maury St           |                | 1%<br>1% | 1%<br>1% | 1%<br>1%    | 7%<br>6% | 0%<br>0% | C<br>C | 0.095<br>0.08  | A<br>A | 0.579         | 56000<br>110000 | A<br>A |

|                      |   |                        |                  |           |        |      |          | Tri    | uck      |        |    | K      |    | Dir    |        |          |
|----------------------|---|------------------------|------------------|-----------|--------|------|----------|--------|----------|--------|----|--------|----|--------|--------|----------|
| Route                | Jurisdiction                              | on Leng                | h <b>AADT</b>    | QA        | 4Tire  | Bus  | 2Axle    | 3+Axle | 1Trail   | 2Trail | QC | Factor | QK | Factor | AAWDT  | QW       |
| South                | From                                      | x                      | Maury St         |           |        |      |          |        |          |        |    |        |    |        |        |          |
| 95                   | City of Richmond                          | '                      |                  | Α         | 91%    | 1%   | 1%       | 1%     | 7%       | 0%     | F  | 0.089  | Α  |        | 64000  | Α        |
|                      | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | e: 123000        | Α         | 91%    | 1%   | 1%       | 1%     | 6%       | 0%     | F  | 0.078  | Α  | 0.563  | 125000 | Α        |
| South                |   | SR                     | 195 Downtov      | vn Expy   |        |      |          |        |          |        |    |        |    |        |        |          |
| 95)                  | City of Richmond                          | (Maint: 43) 0.45       | 82000            | Α         | 91%    | 1%   | 1%       | 1%     | 7%       | 0%     | F  | 0.083  | Α  |        | 84000  | Α        |
|                      | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | e: 149000        | Α         | 91%    | 1%   | 1%       | 1%     | 6%       | 0%     | F  | 0.077  | Α  | 0.504  | 153000 | Α        |
|                      | To  |                        | US 250 Broa      | d St      |        |      | <u> </u> |        |          |        |    |        |    |        |        |          |
| South 95             | City of Richmond                          |                        |                  | В         | 91%    | 1%   | 1%       | 1%     | 7%       | 0%     | F  | 0.077  | Α  |        | 77000  | В        |
| 95)                  | Combined Traffic Estimates for 2 Parallel | ,                      |                  |           | 91%    | 1%   | 1%       | 1%     | 6%       | 0%     | F  | 0.077  | A  | 0.521  | 151000 | В        |
|                      | Combined Traine Estimates for 21 drainer  |                        |                  |           | J 1 /0 | 1 /0 |          | 1 /0   | 0 70     | 0 /0   |    | 0.070  | ^  | 0.521  | 131000 | Ь        |
| South East           | From                                      | •                      | 4 South Inter    |           |        |      |          |        |          |        |    |        |    |        |        |          |
| 95) (64)             | City of Richmond                          | '                      |                  | Α         | 93%    | 1%   | 1%       | 1%     | 4%       | 0%     | F  | 0.076  | Α  |        | 86000  | Α        |
| $\circ$              | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | e: 161000        | Α         | 93%    | 1%   | 1%       | 1%     | 4%       | 0%     | F  | 0.075  | Α  | 0.525  | 165000 | Α        |
| South East           | To<br>From                                | US 1                   | , US 301 Bel     | videre St |        |      |          |        |          |        |    |        |    |        |        |          |
| 95 (64)              | City of Richmond                          | (Maint: 43) 0.28       | 68000            | Α         | 93%    | 1%   | 1%       | 1%     | 4%       | 0%     | F  | 0.076  | Α  |        | 70000  | Α        |
|                      | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | e: 133000        | Α         | 93%    | 1%   | 1%       | 1%     | 4%       | 0%     | F  | 0.078  | Α  | 0.504  | 136000 | Α        |
|                      | _ To                                      | - T                    | eigh St; Gilm    | ner St    |        |      |          |        |          |        |    |        |    |        |        |          |
| South East           | City of Richmond                          | •                      |                  | Α         | 93%    | 1%   | 1%       | 1%     | 4%       | 0%     | С  | 0.076  | Α  |        | 83000  | Α        |
| 95 64                | Combined Traffic Estimates for 2 Parallel | ,                      |                  |           | 93%    | 1%   | 1%       | 1%     | 4%<br>4% | 0%     | С  | 0.076  | A  | 0.506  | 159000 | A        |
|                      | Combined Trainc Estimates for 21 arailer  | -                      |                  |           | 30 /6  | 1 /0 | 1 /6     | 1 /0   | 4 /0     | 0 /6   | O  | 0.073  | ^  | 0.500  | 133000 | ^        |
| South East           | To<br>From                                |                        | SR 161 Boule     | vard      |        |      |          |        |          |        |    |        |    |        |        |          |
| (95) (64)            | City of Richmond                          | ,                      |                  | Α         | 93%    | 1%   | 1%       | 1%     | 4%       | 0%     | F  | 0.079  | Α  |        | 87000  | Α        |
| $\circ$              | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | e: <b>165000</b> | Α         | 93%    | 1%   | 1%       | 1%     | 4%       | 0%     | F  | 0.076  | Α  | 0.529  | 170000 | Α        |
| South                |   | I-64 N                 | orth Intercha    | nge, I-19 | 5      |      |          |        |          |        |    |        |    |        |        |          |
| 95)                  | City of Richmond                          | (Maint: 43) 1.01       | 69000            | Α         | 91%    | 1%   | 1%       | 1%     | 6%       | 0%     | F  | 0.089  | Α  |        | 71000  | Α        |
| 00)                  | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | e: <b>132000</b> | Α         | 91%    | 1%   | 1%       | 1%     | 6%       | 0%     | F  | 0.08   | Α  | 0.52   | 135000 | Α        |
|                      | To  | NCL Richt              | nond; SR 161     | Hermita   | ge Rd  |      |          |        |          |        |    |        |    |        |        |          |
| South                | From                                      | r                      | I-95 South       | 1         |        |      |          |        |          |        |    |        |    |        |        |          |
| 95 Ramp              | City of Richmond                          | (Maint: 20) 0.31       | 5100             | G         |        |      |          |        |          |        |    | 0.103  | F  |        | 5400   | G        |
| $\overline{}$        | To  | I-95                   | North Exit 69    | A Ramp    |        |      |          |        |          |        |    |        |    |        |        |          |
| South                | From                                      | r.                     | I-95 South       |           |        |      |          |        |          |        | _  |        | _  |        |        |          |
| 95 Ramp              | City of Richmond                          |                        |                  | A         | 88%    | 1%   | 2%       | 3%     | 5%       | 0%     | F  | 0.101  | Α  |        | 12000  | Α        |
|                      | 10  | <u> </u>               | 95 North Exi     |           |        |      |          |        |          |        |    |        |    |        |        |          |
| South                | City of Richmond                          | *L                     | I-95 South       | G G       |        |      |          |        |          |        |    | NA     |    |        | NA     |          |
| 95) I-95 S Exit 74 B | Oity of Alchmond (                        | (IVIa(III. 40) 0.07    | Franklin S       |           |        |      | 1        |        |          |        |    | INA    |    |        | INA    |          |
| Cauth                | From                                      | <u> </u>               | I-95 South       |           |        |      |          |        |          |        |    |        |    |        |        |          |
| South (95) Ramp      | City of Richmond                          | ·L<br>(Maint: 43) 0.11 |                  | G G       |        |      |          |        |          |        |    | 0.121  | F  |        | 3700   | G        |
| 90) 1141114          | To  |                        | 95 North Exi     |           |        |      |          |        |          |        |    | 0.121  | •  |        | 0,00   | <u>~</u> |
|                      |   |                        |                  |           |        |      |          |        |          |        |    |        |    |        |        |          |

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

| Route            | Jurisdiction                                | Longth                                | AADT                      |        | 4Tire     | Puo |       | Tru    | ıck    |        | QC     | K      | QK  | Dir    | AAWDT | OW. |
|------------------|---|---------------------------------------|---------------------------|--------|-----------|-----|-------|--------|--------|--------|--------|--------|-----|--------|-------|-----|
|                  | Julisuction                                 | Lengin                                | AADT                      | QA     | 41116     | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | QU     | Factor | QIN | Factor | AAWDI | QVV |
| outh<br>95) Ramp | From City of Richmond (M                    | Maint: 43) 0.08                       | I-95 South<br><b>9700</b> | G      |           |     |       |        |        |        |        | 0.094  | F   |        | 9700  | G   |
| 95) Hamp         | To To                                       |                                       | R 33 Leigh S              |        |           |     |       |        |        |        |        | 0.034  | '   |        | 3700  | u   |
| South            | From:                                       |                                       | I-95 South                |        |           |     |       |        |        |        |        |        |     |        |       |     |
| 95) Ramp         | City of Richmond (M                         | Maint: 43) 0.21                       | 10000                     | G      | 96%       | 1%  | 1%    | 1%     | 2%     | 0%     | С      | 0.114  | F   |        | 10000 | G   |
| <u> </u>         | To:   | SR                                    | 161 Bouleva               | ırd    |           |     |       |        |        |        |        |        |     |        |       |     |
|                  | Fronx                                       |                                       | 6 Powhite P               |        |           |     |       |        |        |        |        |        |     |        |       |     |
| 146)             | City of Richmond (M                         | , , , , , , , , , , , , , , , , , , , | 31000                     | F      | 98%       | 0%  | 0%    | 0%     | 0%     | 0%     | F      | 0.109  | F   | 0.714  | 37000 | F   |
| <u> </u>         | 1α  |                                       | Downtown                  |        |           |     |       |        |        |        |        |        |     |        |       |     |
| outh             | From<br>City of Richmond (M                 | SR-00146(L)/RA<br>Maint: 20) 0.08     | MP TO RO                  | SEWO   | DD AVE    |     |       |        |        |        |        | NA     |     |        | NA    |     |
| Ramp             | City of Alchinolia (IV                      | IS-00195-S011A(R)/RA                  |                           | SR 146 | /RAMP F   | ROM | 1     |        |        |        |        | INA    |     |        | INA   |     |
|                  | From:                                       |                                       | CL Richmon                |        | TO HAIT I | КОМ |       |        |        |        |        |        |     |        |       |     |
| 147) Huguenot Rd | City of Richmo                              |                                       | 37000                     | N N    | 99%       | 0%  | 0%    | 0%     | 0%     | 0%     | Ν      | 0.095  | F   | 0.588  | 41000 | N   |
|                  | To  |                                       | Chippenhan                | Dlwy   |           |     |       |        |        |        |        |        |     |        |       |     |
| 147)Huguenot Rd  | From:                                       |                                       | 26000                     | G      | 99%       | 0%  | 0%    | 0%     | 0%     | 0%     | С      | 0.1    | F   | 0.586  | 28000 | G   |
| 141)             | Τα  |                                       | CL Richmon                | d      |           |     |       |        |        |        |        |        |     |        |       |     |
|                  | From:                                       |                                       | CL Richmon                |        |           |     |       |        |        |        |        |        |     |        |       |     |
| 147 River Rd     | City of Richmo                              | ond 0.68                              | 26000                     | G      | 99%       | 0%  | 0%    | 0%     | 0%     | 0%     | F      | 0.081  | F   | 0.525  | 28000 | G   |
|                  | To:<br>Front                                |                                       | ree Chopt R               |        |           |     |       |        |        |        |        |        | _   |        |       |     |
| 147 Cary St      | City of Richmo                              | ond 0.16                              | 22000                     | G      | 99%       | 0%  | 0%    | 0%     | 0%     | 0%     | F      | 0.08   | F   | 0.559  | 23000 | G   |
|                  | To:<br>From:                                |                                       | Libbie Ave                |        |           |     |       |        |        |        |        |        |     |        |       |     |
| 147)Cary St      | City of Richmo                              | ond 1.10                              | 16000                     | G      | 99%       | 0%  | 0%    | 0%     | 0%     | 0%     | С      | 0.083  | F   | 0.509  | 18000 | G   |
| $\overline{}$    | To:<br>From:                                |                                       | estmoreland               |        |           |     |       |        |        |        |        |        |     |        |       |     |
| 147 Cary St      | City of Richmo                              | ond 0.83                              | 15000                     | G      | 99%       | 0%  | 0%    | 0%     | 0%     | 0%     | F      | 0.082  | F   | 0.549  | 16000 | G   |
|                  | To:<br>From:                                |                                       | Thompson St               |        |           |     |       |        |        |        |        |        |     |        |       |     |
| 147 Cary St      | City of Richmo                              |                                       | 8600                      | G      | 99%       | 0%  | 0%    | 0%     | 0%     | 0%     | F      | 0.08   | F   |        | 9200  | G   |
|                  | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route:               | 17000                     | G      | 97%       | 1%  | 1%    | 0%     | 0%     | 0%     | F      | 0.078  | F   | 0.507  | 19000 | G   |
|                  | To:<br>From:                                |                                       | 161 Bouleva               |        |           |     |       |        |        |        |        |        |     |        |       | _   |
| 147)Cary St      | City of Richmo                              |                                       | 11000                     | G      | 98%       | 1%  | 1%    | 0%     | 0%     | 0%     | С      | 0.085  | F   |        | 11000 | G   |
| <u> </u>         | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route:               | 22000                     | G      | 98%       | 1%  | 1%    | 0%     | 0%     | 0%     | С      | 0.094  | F   | 0.761  | 24000 | G   |
|                  | To:<br>From:                                |                                       | JS 301 Belvi              |        |           |     |       |        |        |        |        |        |     |        |       |     |
| 147 Cary St      | City of Richmo                              |                                       | 6800                      | G      | 99%       | 0%  | 0%    | 0%     | 0%     | 0%     | F<br>- | 0.132  | F   |        | 7300  | G   |
|                  | Combined Traffic Estimates for 2 Parallel R | •                                     | 16000<br>JS 60, 9th St    | G      | 99%       | 1%  | 0%    | 0%     | 0%     | 0%     | F      | 0.088  | F   | 0.692  | 18000 | G   |
|                  | . 1   |                                       |                           |        |           |     |       |        |        |        |        |        |     |        |       |     |
| 147)Ramp         | City of Richmond (M                         |                                       | R 147 Cary S<br>5300      | G      |           |     |       |        |        |        |        | 0.184  | F   |        | 5300  | G   |
| 147              | Tro   | ,                                     | I-195 South               |        |           |     | 1     |        |        |        |        | 0.104  | '   |        | 3300  | G   |

|                                   |   | 0,                      | OI MICHIII           |          |       |      |                | Т      | -l.      |        |        | 1/     |    | D:-    |       |    |
|-----------------------------------|---|-------------------------|----------------------|----------|-------|------|----------------|--------|----------|--------|--------|--------|----|--------|-------|----|
| Route                             | Jurisdictio                               | n Length                | AADT                 | QA       | 4Tire | Bus  |                | Tru    |          |        | QC     | _ K    | QK | Dir    | AAWDT | QW |
|                                   | T   |                         | ~ ~                  |          |       |      | 2Axle          | 3+Axle | 1 I rail | 21rail |        | Factor |    | Factor |       |    |
| Thompson St                       | City of Richm                             | nond 0.07               | Cary St <b>13000</b> | G        | 98%   | 1%   | 1%             | 0%     | 0%       | 0%     | F      | 0.091  | F  | 0.818  | 14000 | G  |
| Thompson St                       | Combined Traffic Estimates for 2 Parallel |                         |                      | G        | 99%   | 1%   | 0%             |        | 0%       | 0%     | ,<br>F |        | '  | 0.010  | 24000 | G  |
|                                   | Combined Trainic Estimates for 2 Parallel |                         | Ellwood Av           |          | 99%   | 170  | 0%             | 0%     | 0%       | 0%     | Г      | NA     |    |        | 24000 | G  |
|                                   | From:                                     |                         | Thompson S           |          |       |      |                |        |          |        |        |        |    |        |       |    |
| 147 Ellwood Ave                   | City of Richm                             |                         | 8800                 | G        | 96%   | 2%   | 1%             | 0%     | 0%       | 0%     | С      | 0.091  | F  |        | 9400  | G  |
| 137                               | Combined Traffic Estimates for 2 Parallel |                         |                      | G        | 97%   | 1%   | 1%             | 0%     | 0%       | 0%     | F      | 0.078  | F  | 0.507  | 19000 | G  |
|                                   | - 1                                       |                         |                      |          |       | .,,  |                | 0 / 0  | 0,70     | 0 / 0  | •      | 0.0.0  | •  | 0.00.  | .0000 | •  |
| Main St                           | From:<br>City of Richm                    |                         | 161 Bouley           |          | 98%   | 1%   | 10/            | 0%     | Λο/      | 00/    | С      | 0.099  | F  |        | 12000 | G  |
| 147 Main St                       | ,   |                         |                      | G        |       |      | 1%             |        | 0%       | 0%     |        |        |    | 0.700  |       |    |
|                                   | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 22000                | G        | 98%   | 1%   | 1%             | 0%     | 0%       | 0%     | С      | 0.094  | F  | 0.760  | 24000 | G  |
|                                   | To:<br>From:                              |                         | S 301 Belv           | idere St |       |      |                |        |          |        |        |        |    |        |       |    |
| 147 Main St                       | City of Richm                             | ond 0.81                | 9600                 | G        | 98%   | 1%   | 1%             | 0%     | 0%       | 0%     | F      | 0.103  | F  |        | 10000 | G  |
| P                                 | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 16000                | G        | 99%   | 1%   | 0%             | 0%     | 0%       | 0%     | F      | 0.088  | F  | 0.692  | 18000 | G  |
|                                   | To:                                       | US                      | S 60 P, 8th          | St       |       |      |                |        |          |        |        |        |    |        |       |    |
|                                   | From:                                     | NO                      | CL Richmo            | nd       |       |      |                |        |          |        |        |        |    |        |       |    |
| (150) Willey Bridge               | City of Richm                             |                         | 46000                | G        | 98%   | 0%   | 1%             | 0%     | 1%       | 0%     | F      | 0.106  | F  | 0.62   | 50000 | G  |
| .00                               | Too                                       | CD 1                    | 47 H                 | 4 D.1    |       |      |                |        |          |        |        |        |    |        |       |    |
| (150) Chippenham Pkwy             | From:<br>City of Richm                    |                         | 47 Hugueno<br>47000  | G        | 98%   | 0%   | 1%             | 0%     | 1%       | 0%     | F      | 0.103  | F  | 0.53   | 51000 | G  |
| 150 Ompperman r kwy               | City of rucini                            |                         |                      |          | 30 /6 | 0 /6 | 1 /0           | 0 /6   | 1 /0     | 0 /6   | '      | 0.103  | •  | 0.55   | 31000 | u  |
|                                   | To:                                       |                         | orest Hill A         |          |       |      | <del> </del> _ |        |          |        |        |        |    |        |       |    |
| (150) Chippenham Pkwy             | City of Richm                             |                         | 58000                | G        | 98%   | 0%   | 1%             | 0%     | 1%       | 0%     | F      | 0.1    | F  | 0.503  | 63000 | G  |
|                                   | To:                                       | EC                      | CL Richmo            | nd       |       |      |                |        |          |        |        |        |    |        |       |    |
|                                   | From:                                     |                         | I-95                 |          |       |      |                |        |          |        |        |        |    |        |       |    |
| ( <sub>161</sub> )Commerce Rd     | City of Richm                             | ond 0.21                | 20000                | G        | 87%   | 1%   | 2%             | 2%     | 7%       | 0%     | F      | 0.078  | F  | 0.636  | 22000 | G  |
| $\overline{}$                     | To:                                       |                         | Bells Rd             |          |       |      |                |        |          |        |        |        |    |        |       |    |
|                                   | From:                                     |                         | ommerce R            |          | 070/  | 40/  |                | 00/    | 70/      | 00/    | _      | 0.070  | _  | 0.504  | 0700  | _  |
| 161 Bells Rd                      | City of Richm                             | nond 1.17               | 9100                 | G        | 87%   | 1%   | 2%             | 2%     | 7%       | 0%     | С      | 0.079  | F  | 0.501  | 9700  | G  |
| <u> </u>                          | To:<br>From:                              | US 1, US 30             | 1 Jefferson          | Davis H  | łwy   |      |                |        |          |        |        |        |    |        |       |    |
| (161)Bells Rd                     | City of Richm                             | ond 0.49                | 13000                | G        | 91%   | 2%   | 2%             | 2%     | 3%       | 0%     | С      | 0.09   | F  | 0.536  | 13000 | G  |
| $\overline{}$                     | To:                                       |                         | Belt Blvd            |          |       |      |                |        |          |        |        |        |    |        |       |    |
|                                   | From:                                     |                         | Bells Rd             |          | 0.101 |      |                |        | 221      |        | _      |        | _  |        |       | _  |
| 161 Belt Blvd                     | City of Richm                             | ond 0.84                | 5600                 | G        | 91%   | 2%   | 2%             | 2%     | 3%       | 0%     | F      | 0.087  | F  | 0.605  | 6000  | G  |
|                                   | To:<br>From:                              | T                       | erminal Av           | e        |       |      |                |        |          |        |        |        |    |        |       |    |
| (161)Belt Blvd                    | City of Richm                             | ond 0.98                | 6800                 | G        | 91%   | 2%   | 2%             | 2%     | 3%       | 0%     | F      | 0.1    | F  | 0.541  | 7200  | G  |
|                                   | Το:                                       | SR 10 V                 | W; Broad R           | ock Rd   |       |      |                |        |          |        |        |        |    |        |       |    |
|                                   | From:                                     |                         | Broad Ro             |          |       |      |                |        |          |        |        |        |    |        |       |    |
| $\binom{161}{10}$ Broad Rock Blvd | City of Richm                             | ond 0.43                | 17000                | G        | 98%   | 1%   | 1%             | 0%     | 0%       | 0%     | F      | 0.084  | F  | 0.514  | 18000 | G  |
| $\overline{}$                     | To:                                       | AVE 40                  | N RT 10              | 1.5.1    |       |      |                |        |          |        |        |        |    |        |       |    |
| Polt Plyd                         | City of Dish                              |                         | E, Broad R           |          | 069/  | 2%   | 10/            | 09/    | Λο/      | 00/    | C      | 0.00   | F  | 0.610  | 14000 | G  |
| 161 Belt Blvd                     | City of Richm                             | nond 0.30               | 13000                | G        | 96%   | ∠%   | 1%             | 0%     | 0%       | 0%     | С      | 0.09   | г  | 0.618  | 14000 | G  |
|                                   | To:<br>From:                              | U                       | S 360 Hull           | St       |       |      |                |        |          |        |        |        |    |        |       |    |
| (161)Belt Blvd                    | City of Richm                             | ond 0.87                | 19000                | G        | 96%   | 3%   | 1%             | 0%     | 0%       | 0%     | С      | 0.087  | F  | 0.561  | 20000 | G  |
| $\smile$                          | To:                                       | US 60                   | Midlothian           | Tpke     |       |      |                |        |          |        |        |        |    |        |       |    |

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

|                           |                               |                                     |        |       |       |  | Tru    | ıck   |      |    | K      |    | Dir    |       |    |
|---------------------------|-------------------------------|-------------------------------------|--------|-------|-------|--|--------|-------|------|----|--------|----|--------|-------|----|
| Route                     | Jurisdiction                  | Length AAD1                         | T QA   | 4Tire | Bus   |  | 3+Axle |       |      | QC | Factor | QK | Factor | AAWDT | QW |
| Washawar Lilla Dhad       | From City of Disharan d       | US 60 Midloth                       |        | 000/  | 00/   | 10/                                    | 00/    | 00/   | 00/  |    | 0.000  | F  | 0.500  | 00000 |    |
| 161 Westover Hills Blvd   | City of Richmond              | 0.92 18000                          |        | 96%   | 2%    | 1%                                     | 0%     | 0%    | 0%   | С  | 0.088  | F  | 0.529  | 20000 | G  |
| (161) Westover Hills Blvd | City of Richmond              | Forest Hill 0.40 <b>1100</b> 0      |        | 96%   | 2%    | 1%                                     | 0%     | 0%    | 0%   | F  | 0.120  | F  | 0.67   | 12000 | G  |
| (161) Westever Time Bive  | To-                           | Evelyn Byr                          |        | 0070  | 270   |  | 070    | 0 70  | 070  |    | 0.120  |    | 0.07   | 12000 | ď  |
| (161) Westover Hills Blvd | City of Richmond              | 0.21 <b>1200</b>                    |        | 100%  | 0%    | 0%                                     | 0%     | 0%    | 0%   | F  | 0.125  | F  | 0.763  | 12000 | G  |
|                           | To:                           | South End of                        | Bridge |       |       |  |        |       |      |    |        |    |        |       |    |
| (161) Nickel Bridge       | City of Richmond (Maint: TOL) | 0.38 12000                          |        | 100%  | 0%    | 0%                                     | 0%     | 0%    | 0%   | F  | 0.125  | F  | 0.763  | 12000 | G  |
|                           | To-<br>From:                  | North End of                        | Bridge |       |       |  |        |       |      |    |        |    |        |       |    |
| 161)Park Dr               | City of Richmond              | 0.31 <b>1200</b> 0                  | ) G    | 100%  | 0%    | 0%                                     | 0%     | 0%    | 0%   | F  | 0.125  | F  | 0.763  | 12000 | G  |
|                           | To-<br>From:                  | Shirley L                           |        |       |       |  |        |       |      |    |        |    |        |       |    |
| 161 Park Dr               | City of Richmond              | 0.43 11000                          | ) G    | 100%  | 0%    | 0%                                     | 0%     | 0%    | 0%   | С  | 0.11   | F  | 0.625  | 11000 | G  |
|                           | To-<br>From:                  | Rugby F                             |        | 10001 | 221   |  |        |       |      |    | 0.400  |    | 2 225  |       |    |
| 161 Blanton Ave           | City of Richmond              | 0.22 11000                          | ) G    | 100%  | 0%    | 0%                                     | 0%     | 0%    | 0%   | F  | 0.123  | F  | 0.665  | 11000 | G  |
| Davidavard                | To:<br>From:                  | Grant S                             |        | 99%   | 0%    | 0%                                     | 00/    | 00/   | 00/  |    | 0.105  |    | 0.507  | 11000 |    |
| 161 Boulevard             | City of Richmond              | 0.38 11000                          |        | 99%   | 0%    | 0%                                     | 0%     | 0%    | 0%   | С  | 0.105  | F  | 0.507  | 11000 | G  |
| 161 Boulevard             | City of Richmond              | SR 147 Ca<br>0.84 <b>1800</b> 0     |        | 99%   | 0%    | 0%                                     | 0%     | 0%    | 0%   | F  | 0.106  | F  | 0.516  | 19000 | G  |
| (161) Bodievard           | oity of riterimona            |                                     |        | 33 78 | 0 70  | —————————————————————————————————————— | 0 /0   | 0 70  | 0 70 |    | 0.100  | •  | 0.510  | 13000 | ч  |
| 161)Boulevard             | City of Richmond              | US 33; US 250<br>1.05 <b>2600</b> 0 |        | 98%   | 1%    | 1%                                     | 0%     | 1%    | 0%   | С  | 0.093  | F  | 0.507  | 27000 | G  |
| 101) 200:014:0            | To:                           | I-95                                |        | 0070  | . , 0 |  | 0,70   | . , 0 | 0,0  | ŭ  | 0.000  | •  | 0.007  | 2,000 |    |
| (161)Boulevard            | City of Richmond              | 0.12 <b>1300</b> 0                  | ) G    | 96%   | 1%    | 1%                                     | 1%     | 1%    | 0%   | F  | 0.104  | F  | 0.521  | 14000 | G  |
|                           | Too                           | Westwood                            | Ave    |       |       |  |        |       |      |    |        |    |        |       |    |
| (161) Hermitage Rd        | City of Richmond              | 1.23 <b>9500</b>                    |        | 98%   | 1%    | 1%                                     | 0%     | 0%    | 0%   | С  | 0.125  | F  | 0.657  | 10000 | G  |
|                           | To:<br>Prom:                  | I-95                                |        |       |       |  |        |       |      |    |        |    |        |       |    |
| (161) Hermitage Rd        | City of Richmond              | 0.24 <b>1600</b> 0                  |        | 99%   | 0%    | 1%                                     | 0%     | 0%    | 0%   | F  | 0.106  | F  | 0.518  | 17000 | G  |
|                           | Τα                            | NCL Richr                           |        |       |       |  |        |       |      |    |        |    |        |       |    |
| (161)Ramp                 | City of Richmond (Maint: 20)  | SR 161 Comm<br>0.19 <b>5000</b>     |        |       |       |  |        |       |      |    | 0.157  | Α  |        | 6100  | Α  |
| 161 namp                  | To:                           | I-95 Sou                            |        |       |       |  |        |       |      |    | 0.137  | ٨  |        | 0100  | ^  |
|                           | From:                         | SR 161                              |        |       |       |  |        |       |      |    |        |    |        |       |    |
| (161)Ramp                 | City of Richmond (Maint: 20)  | 0.50 <b>4200</b>                    |        |       |       |  |        |       |      |    | 0.106  | F  |        | 4500  | G  |
|                           | To:                           | I-95 Nor                            | th     |       |       |  |        |       |      |    |        |    |        |       |    |
| - Pomp                    | From:                         | SR 161 Bou                          |        |       |       |  |        |       |      |    | 0.400  | _  |        | 10000 |    |
| 161 Ramp                  | City of Richmond (Maint: 43)  | 0.15 <b>1200</b> 0<br>I-95 Nor      |        |       |       |  |        |       |      |    | 0.106  | F  |        | 12000 | G  |
|                           | From:                         | SR 161 Hermi                        |        |       |       | <u> </u>                               |        |       |      |    |        |    |        |       |    |
| (161)Ramp                 | City of Richmond (Maint: 43)  | 0.11 <b>7800</b>                    |        |       |       |  |        |       |      |    | 0.124  | F  |        | 7800  | G  |
| $\smile$                  | To:                           | I-95 Sou                            | ıth    |       |       |  |        |       |      |    |        |    |        |       |    |

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

|                   |   |                            |                             |          |       | _    |       | Tru    | ck     |        |        | K      |    | Dir    |        |    |
|-------------------|---|----------------------------|-----------------------------|----------|-------|------|-------|--------|--------|--------|--------|--------|----|--------|--------|----|
| Route             | Jurisdiction                              | on Length                  | AADT                        | QA       | 4Tire | Bus  | 2Axle | 3+Axle | 1Trail | 2Trail | QC     | Factor | QK | Factor | AAWDT  | QW |
| North             | From                                      |                            | Downtown                    |          |       |      |       |        |        |        |        |        |    |        |        |    |
| 195)              | City of Richmond                          | •                          | 14000                       | Α        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.203  | Α  |        | 16000  | Α  |
|                   | Combined Traffic Estimates for 2 Parallel | Roadways on this Route:    | 27000                       | Α        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.158  | Α  | 0.644  | 33000  | Α  |
| North             | To From                                   | SR 7                       | 76 Powhite I                | Pkwy     |       |      |       |        |        |        |        |        |    |        |        |    |
| 195)              | City of Richmond                          | (Maint: 43) 0.79           | 40000                       | Α        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | С      | 0.136  | Α  |        | 46000  | Α  |
|                   | Combined Traffic Estimates for 2 Parallel | Roadways on this Route:    | 83000                       | Α        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | С      | 0.124  | Α  | 0.574  | 95000  | Α  |
| ll.               | To<br>From                                | N                          | Monument A                  | .ve      |       |      |       |        |        |        |        |        |    |        |        |    |
| North             | City of Richmond                          | (Maint: 43) 0.41           | 47000                       | G        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.131  | В  |        | 54000  | G  |
| 193)              | Combined Traffic Estimates for 2 Parallel | '                          |                             | G        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.108  | F  | 0.743  | 113000 | G  |
|                   | То  | LIS 33                     | 3, US 250 Bi                | road St  |       |      |       |        |        |        |        |        |    |        |        |    |
| lorth             | City of Richmond                          |                            | 42000                       | A        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.11   | В  |        | 47000  | Α  |
| 195               | Combined Traffic Estimates for 2 Parallel | ,                          |                             | A        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | ,<br>E | 0.119  | A  | 0.517  | 90000  | Α  |
|                   | Combined Traine Estimates for 2 Tarailer  | Tioadways off this floate. |                             |          | 30 /0 | 0 70 | 1 /0  | 0 78   | 1 /0   | 0 70   |        | 0.103  |    | 0.517  | 30000  |    |
| lorth             | From                                      |                            | Hamilton S                  |          |       |      |       |        |        |        |        |        |    |        |        |    |
| 195)              | City of Richmond                          |                            | 42000                       | F        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.11   | В  |        | 46000  | F  |
|                   | Combined Traffic Estimates for 2 Parallel |                            |                             | G        | 96%   | 1%   | 1%    | 0%     | 2%     | 0%     | F      | 0.103  | В  | 0.553  | 74000  | G  |
| lorth             | From                                      |                            | CL Richmo                   |          |       |      |       |        |        |        |        |        |    |        |        |    |
| 195)              | City of Richmond                          |                            | 42000                       | F        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.11   | В  |        | 46000  | F  |
|                   | Combined Traffic Estimates for 2 Parallel | Roadways on this Route:    | 81000                       | F        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.103  | В  | 0.553  | 90000  | F  |
|                   | To<br>From                                | SR 1                       | 97 Laburnui                 | m Ave    |       |      | _     |        |        |        |        |        |    |        |        |    |
| lorth             | City of Richmond                          | (Maint: 43) 0.15           | 42000                       | Α        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.112  | Α  |        | 46000  | Α  |
| 195)              | Combined Traffic Estimates for 2 Parallel |                            |                             | A        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.105  | Α  | 0.504  | 93000  | Α  |
|                   | То  | : Isaamays on the Houter   | I-64; I-95                  | - ' '    | 0070  | 0,0  |       | 0,0    | . , 0  | 0 / 0  | •      | 000    |    | 0.00   | 00000  |    |
| lorth             | From                                      |                            | mp to I-64 V                |          | 2021  | 221  |       | 2-1    |        | 0-1    | _      |        | _  |        |        |    |
| 195 I-195 N Ramp  | City of Richmond                          | •                          | 20000                       | G        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | -      | 0.103  | F  |        | 23000  | G  |
|                   | Combined Traffic Estimates for 2 Parallel |                            |                             | G        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.102  | F  |        | 50000  | G  |
| lorth             | To:<br>From:                              | •                          | I-64 East, I                | -95 Sout |       |      |       |        |        |        |        |        |    |        |        |    |
| 195) I-195 N Ramp | City of Richmond                          |                            | 17000                       | G        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.108  | F  |        | 20000  | G  |
|                   | Combined Traffic Estimates for 2 Parallel |                            |                             | G        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | NA     |    |        | 42000  | G  |
| lorth             | To From                                   |                            | np From I-64<br>mp From I-6 |          |       |      |       |        |        |        |        |        |    |        |        |    |
| 195)I-195 N Ramp  | City of Richmond                          |                            | 27000                       | A        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.093  | Α  |        | 29000  | Α  |
|                   | Combined Traffic Estimates for 2 Parallel | Roadways on this Route:    | 58000                       | G        | 98%   | 0%   | 1%    | 0%     | 1%     | 0%     | F      | 0.095  | F  | 0.575  | 65000  | G  |
|                   | To  |                            | I-95 N                      |          |       |      |       |        |        |        |        |        |    |        |        |    |
| Vorth             | From                                      |                            | I-195 North                 |          |       |      |       |        |        |        |        |        |    |        |        |    |
| 195 Ramp          | City of Richmond                          |                            | 2700                        | Α        |       |      |       |        |        |        |        | 0.169  | Α  |        | 3100   | Α  |
| $\smile$          | To  | SR 7                       | 6 North Exi                 | it 13B   |       |      |       |        |        |        |        |        |    |        |        |    |

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

| Davita              | Li. ali aki a                                  | مانده در ا            | AADT                     |                | 4T:   | Dura |                        | Tru      | ıck    |        | 00 | K      | 01/ | Dir    | AAMDT  | O\4    |
|---------------------|--|-----------------------|--------------------------|----------------|-------|------|------------------------|----------|--------|--------|----|--------|-----|--------|--------|--------|
| Route               | Jurisdiction                                   | Length                |                          | QA             | 4Tire | Bus  | 2Axl                   | e 3+Axle | 1Trail | 2Trail | QC | Factor | QK  | Factor | AAWDT  | QV     |
| lorth<br>195)Ramp   | City of Richmond (Mair                         |                       | North Exit 13<br>3600    | 3B<br><b>G</b> |       |      |                        |          |        |        |    | 0.128  | F   |        | 3600   | G      |
| 95 Hallip           | Ta Ta  |                       | hompson St               | u              |       |      |                        |          |        |        |    | 0.120  | '   |        | 3000   | G      |
| orth                | From   |                       | -195 North               |                |       |      | i                      |          |        |        |    |        |     |        |        |        |
| 95 Ramp             | City of Richmond (Mair                         |                       |                          | G              |       |      |                        |          |        |        |    | 0.133  | F   |        | 8800   | G      |
| <u> </u>            | Τα   | T                     | hompson St               |                |       |      |                        |          |        |        |    |        |     |        |        |        |
| orth                | From   |                       | -195 North               |                |       |      |                        |          |        |        |    |        |     |        |        |        |
| 95 Ramp             | City of Richmond (Mair                         | int: 43) 0.11         |                          | G              |       |      |                        |          |        |        |    | 0.177  | F   |        | 6400   | G      |
|                     | To an  |                       | Clay St                  |                |       |      |                        |          |        |        |    |        |     |        |        |        |
| orth<br>95)Ramp     | City of Richmond (Mair                         |                       | 4400                     | G              |       |      |                        |          |        |        |    | 0.125  | F   |        | 4400   |        |
| 95) (1411)          | To:  |                       | 55 Laburnum A            |                |       |      |                        |          |        |        |    | 0.120  | •   |        | 4400   | Ì      |
| orth                | From:  |                       | -195 North               |                |       |      |                        |          |        |        |    |        |     |        |        |        |
| <del>95)</del> Ramp | City of Richmond (Mair                         | int: 43) 0.43         | 26000                    | G              |       |      |                        |          |        |        |    | 0.124  | F   |        | 26000  | (      |
| <u> </u>            | To:  |                       | I-64 West                |                |       |      |                        |          |        |        |    |        |     |        |        |        |
| orth                | From:  |                       | -195 North               |                |       |      |                        |          |        |        |    |        |     |        |        |        |
| 95 Ramp             | City of Richmond (Mair                         |                       | <b>2800</b><br>I-64 East | G              |       |      |                        |          |        |        |    | 0.092  | F   |        | 2800   | (      |
|                     | From   |                       |                          |                |       |      |                        |          |        |        |    |        |     |        |        |        |
| outh<br>95)         | City of Richmond (Mair                         |                       | Downtown Ex<br>14000     | A<br>A         | 98%   | 1%   | 1%                     | 0%       | 1%     | 0%     | F  | 0.198  | Α   |        | 16000  | ,      |
| 33)                 | Combined Traffic Estimates for 2 Parallel Roa  | ,                     |                          | Α              | 98%   | 0%   | 1%                     |          | 1%     | 0%     | F  | 0.158  | Α   | 0.644  | 33000  | ,      |
|                     | To:  |                       | 6 Powhite Pkw            | vv             |       |      |                        |          |        |        |    |        |     |        |        |        |
| outh                | City of Richmond (Mair                         |                       |                          | A              | 98%   | 1%   | 1%                     | 0%       | 1%     | 0%     | С  | 0.140  | Α   |        | 49000  | ,      |
| 95)                 | Combined Traffic Estimates for 2 Parallel Roa  | ,                     |                          | A              | 98%   | 0%   | 1%                     |          | 1%     | 0%     | С  | 0.140  | A   | 0.574  | 95000  | ,      |
|                     | To Tool  |                       |                          |                | 30 70 | 0 70 |                        | 0 70     | 1 /0   | 0 70   | O  | 0.124  | ^   | 0.574  | 33000  | ,      |
| uth                 | From   |                       | Grove Ave                | _              |       |      |                        |          |        |        |    |        |     |        |        |        |
| 95)                 | City of Richmond (Mair                         | ,                     |                          | G              | 98%   | 1%   | 1%                     |          | 1%     | 0%     | F  | 0.121  | F   | 0.740  | 59000  | (      |
|                     | Combined Traffic Estimates for 2 Parallel Roa  |                       |                          | G              | 98%   | 0%   | 1%                     | 0%       | 1%     | 0%     | F  | 0.108  | F   | 0.743  | 113000 | (      |
| outh                | To:<br>From:                                   |                       | US 250 Broad             | d St           |       |      |                        |          |        |        |    |        |     |        |        |        |
| 95)                 | City of Richmond (Mair                         | ,                     | 40000                    | Α              | 98%   | 1%   | 1%                     | 0%       | 1%     | 0%     | F  | 0.117  | Α   |        | 44000  | 1      |
|                     | Combined Traffic Estimates for 2 Parallel Roa  | adways on this Route: | 82000                    | Α              | 98%   | 0%   | 1%                     | 0%       | 1%     | 0%     | F  | 0.109  | Α   | 0.517  | 90000  | 1      |
| uth                 | To:<br>From:                                   | NC                    | CL Richmond              |                |       |      |                        |          |        |        |    |        |     |        |        |        |
| 95)                 | City of Richmond (Mair                         | int: 43) 0.37         | 40000                    | Α              | 98%   | 1%   | 1%                     | 0%       | 1%     | 0%     | F  | 0.117  | Α   |        | 44000  | 1      |
|                     | Combined Traffic Estimates for 2 Parallel Road | adways on this Route: | 81000                    | F              | 98%   | 0%   | 1%                     | 0%       | 1%     | 0%     | F  | 0.109  | Α   | 0.517  | 90000  | ı      |
|                     | To Earn  | SC                    | CL Richmond              |                |       |      |                        |          |        |        |    |        |     |        |        |        |
| outh<br>95)         | City of Richmond (Mair                         |                       |                          | Α              | 98%   | 1%   | 1%                     | 0%       | 1%     | 0%     | F  | 0.117  | Α   |        | 44000  | ,      |
| 93)                 | Combined Traffic Estimates for 2 Parallel Roa  | •                     |                          | F              | 98%   | 0%   | 1%                     |          | 1%     | 0%     | F  | 0.109  | Α   | 0.517  | 90000  | ,<br>F |
|                     | To:  |                       | 7 Laburnum A             | •              | 30,0  |      | $\stackrel{\cdot}{	o}$ | 0,0      | . , •  | 0,0    | •  | 300    |     | 3.0    | 00000  | •      |

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

|                                  |   |                     |            |                             |           |         |      |                 | Tru    | ck   |      |        | K      |        | Dir    |        |    |
|----------------------------------|---|---------------------|------------|-----------------------------|-----------|---------|------|-----------------|--------|------|------|--------|--------|--------|--------|--------|----|
| Route                            | Jurisdiction                              | on                  | Length     | AADT                        | QA        | 4Tire   | Bus  |                 | 3+Axle |      |      | QC     | Factor | QK     | Factor | AAWDT  | QW |
| South                            | From                                      | c                   | SR 19      | 97 Laburnur                 | n Ave     |         |      |                 |        |      |      |        |        |        |        |        |    |
| 195)                             | City of Richmond                          | ,                   | 0.24       | 42000                       | Α         | 98%     | 1%   | 1%              | 0%     | 1%   | 0%   | F      | 0.117  | Α      |        | 47000  | Α  |
|                                  | Combined Traffic Estimates for 2 Parallel | Roadways on this    | s Route:   | 84000                       | Α         | 98%     | 0%   | 1%              | 0%     | 1%   | 0%   | F      | 0.109  | Α      | 0.517  | 93000  | Α  |
|                                  | To  |                     |            | I-64; I-95                  | _         |         |      |                 |        |      |      |        |        |        |        |        |    |
| South<br>195)I-195 S Ramp        | City of Richmond                          | (Maint: 43)         | 0.16       | p From I-64<br><b>23000</b> | East<br>G | 98%     | 1%   | 1%              | 0%     | 1%   | 0%   | F      | 0.101  | F      |        | 27000  | G  |
| 195/1-193 3 Hallip               | Combined Traffic Estimates for 2 Parallel | '                   |            |                             | G         | 98%     | 0%   | 1%              | 0%     | 1%   | 0%   | · -    | 0.101  | ,<br>F |        | 50000  | G  |
|                                  | Combined Trainc Estimates for 2 Parallel  |                     |            |                             |           |         | 076  | 1 70            | 0%     | 1 70 | 0%   | Г      | 0.102  | Г      |        | 30000  | G  |
| outh                             | To<br>From                                |                     | Ramp Fron  | ı I-64 West,                | , I-95 No | rth     |      |                 |        |      |      |        |        |        |        |        |    |
| 195)I-195 S Ramp                 | City of Richmond                          | (Maint: 43)         | 0.10       | 19000                       | G         | 98%     | 1%   | 1%              | 0%     | 1%   | 0%   | F      | 0.103  | F      |        | 22000  | G  |
|                                  | Combined Traffic Estimates for 2 Parallel | Roadways on this    | s Route:   | 37000                       | G         | 98%     | 0%   | 1%              | 0%     | 1%   | 0%   | F      | 0.104  | F      | 0.500  | 42000  | G  |
|                                  | To  | -                   | Ran        | np To I-64 V                | Vest      |         |      | $\neg$ $\vdash$ |        |      |      |        |        |        |        |        |    |
| outh<br>195)I-195 S Ramp         | City of Richmond                          | (Maint: 43)         | 0.43       | 31000                       | G         | 98%     | 1%   | 1%              | 0%     | 1%   | 0%   | F      | 0.104  | F      |        | 36000  | G  |
| 195)1 133 0 Hamp                 | Combined Traffic Estimates for 2 Parallel | ,                   |            |                             | G         | 98%     | 0%   | 1%              | 0%     | 1%   | 0%   | ,<br>E | 0.095  | F      | 0.575  | 65000  | G  |
|                                  | To  | ·                   | s Houle.   | I-95 South                  |           | 30 /6   | 0 /6 | 1 /8            | 0 /6   | 1 /0 | 0 /6 | '      | 0.033  | '      | 0.575  | 03000  | ч  |
| o th                             | From                                      |                     |            | I-195 South                 |           |         |      |                 |        |      |      |        |        |        |        |        |    |
| outh<br>95)Ramp                  | City of Richmond                          | (Maint: 43)         | 0.19       | 4700                        | Α         |         |      |                 |        |      |      |        | 0.142  | Α      |        | 4900   | Α  |
| 95)                              | To  | (Iviairit: 10)      |            | osewood A                   |           |         |      |                 |        |      |      |        | 0.1.12 | ,,     |        | 1000   |    |
| outh                             | From                                      | c                   |            | I-195 South                 |           |         |      |                 |        |      |      |        |        |        |        |        |    |
| 95)Ramp                          | City of Richmond                          | (Maint: 43)         | 0.11       | 8400                        | G         |         |      |                 |        |      |      |        | 0.102  | F      |        | 9100   | G  |
| 1                                | To  |                     |            | Floyd Ave                   |           |         |      |                 |        |      |      |        |        |        |        |        |    |
| outh                             | From                                      |                     |            | I-195 South                 | 1         |         |      | 1               |        |      |      |        |        |        |        |        |    |
| Ramp                             | City of Richmond                          | (Maint: 43)         | 0.12       | 8600                        | G         |         |      |                 |        |      |      |        | 0.112  | F      |        | 8600   | G  |
| <u> </u>                         | To  | d                   |            | Hamilton St                 | t         |         |      |                 |        |      |      |        |        |        |        |        |    |
| outh                             | From                                      |                     |            | I-195 South                 | 1         |         |      |                 |        |      |      |        |        |        |        |        |    |
| Ramp                             | City of Richmond                          | (Maint: 43)         | 0.19       | 13000                       | G         |         |      |                 |        |      |      |        | 0.110  | F      |        | 13000  | G  |
| <u> </u>                         | Τα  | c                   |            | I-64 West                   |           |         |      |                 |        |      |      |        |        |        |        |        |    |
| orth                             | From                                      | c                   |            | I-95 S                      |           |         |      |                 |        |      |      |        |        |        |        |        |    |
| 95) Downtown Expressway          | City of Richmond                          | (Maint: 43)         | 1.02       | 17000                       | F         | 98%     | 0%   | 0%              | 0%     | 0%   | 0%   | F      | 0.137  | F      |        | 20000  | F  |
|                                  | Combined Traffic Estimates for 2 Parallel | Roadways on this    | s Route:   | 29000                       | G         | 99%     | 0%   | 0%              | 0%     | 0%   | 0%   | F      | 0.132  | F      | 0.705  | 33000  | G  |
|                                  | To  | Ram                 | p to Canal | Street near                 | 3rd St O  | verpass |      | <u> </u>        |        |      |      |        |        |        |        |        |    |
| lorth<br>195 Downtown Expressway | City of Richmond                          |                     | 2.10       | 24000                       | G         | 98%     | 0%   | 0%              | 0%     | 0%   | 0%   | С      | 0.221  | В      |        | 29000  | G  |
| 195 Downtown Expressival         | Combined Traffic Estimates for 2 Parallel | ,                   |            |                             | G         | 99%     | 0%   | 0%              | 0%     | 0%   | 0%   | С      | 0.152  | В      | 0.749  | 56000  | G  |
|                                  | Combined Traine Estimates for 21 arailer  | Tioadways off tills | s rioute.  |                             | <u> </u>  | 3376    | 0 76 | 0 /6            | 0 /6   | 0 /6 | 0 /6 | O      | 0.132  | Ь      | 0.743  | 30000  |    |
| orth                             | To<br>From                                |                     |            | SR 146                      |           |         |      |                 |        |      |      |        |        |        |        |        |    |
| Downtown Expressway              | City of Richmond                          | (Maint: 43)         | 0.25       | 16000                       | G         | 98%     | 0%   | 0%              | 0%     | 0%   | 0%   | F      | NA     |        |        | 19000  | G  |
|                                  | Combined Traffic Estimates for 2 Parallel | Roadways on this    | s Route:   | 25000                       | G         | 99%     | 0%   | 0%              | 0%     | 0%   | 0%   | F      | NA     |        |        | 30000  | G  |
|                                  |   | +                   | I          | dlewood Av                  | /e        |         |      | <u> </u>        |        |      |      |        |        |        |        |        |    |
| lorth<br>195 Downtown Expressway | City of Richmond                          | (Maint: 43)         | 0.02       | 16000                       |           |         |      |                 |        |      |      |        | 0.194  | Α      |        | 19000  | Α  |
| 95 DOWINOWIT Expressway          | City of highlinoria                       | (IVIAIIII. 40)      | 0.02       | I-195-N                     | Α         |         |      | _               |        |      |      |        | 0.134  | А      |        | 1 3000 | А  |
|                                  |   | <u> </u>            |            | 1"17J"1N                    |           |         |      |                 |        |      |      |        |        |        |        |        |    |

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

|                                       |   |                                       | ,                              |            |                           |      |                 | Trı    | uck   |      |        | K      |        | Dir    |       |    |
|---------------------------------------|---|---------------------------------------|--------------------------------|------------|---------------------------|------|-----------------|--------|-------|------|--------|--------|--------|--------|-------|----|
| Route                                 | Jurisdiction                              | on Lei                                | ngth <b>AAD</b>                | T QA       | 4Tire                     | Bus  |                 | 3+Axle |       |      | QC     | Factor | QK     | Factor | AAWDT | QW |
| South                                 | From                                      | (14.1.1.10)                           | I-95 I                         |            | 0001                      | 00/  | 20/             | 00/    | 00/   | 00/  | -      | 0.444  | -      |        | 10000 |    |
| 195 Downtown Expressway               | City of Richmond                          | ,                                     | 00 <b>1200</b>                 |            | 99%                       | 0%   | 0%              | 0%     | 0%    | 0%   | F<br>- | 0.111  | F<br>- |        | 12000 | G  |
|                                       | Combined Traffic Estimates for 2 Parallel | Roadways on this Ro                   | ute: <b>2900</b>               | 0 G        | 99%                       | 0%   | 0%              | 0%     | 0%    | 0%   | F      | 0.132  | F      | 0.705  | 33000 | G  |
| South                                 | To<br>From                                | Ramp fron                             | Byrd Street                    | ear 3rd St | Overpass                  |      |                 |        |       |      |        |        |        |        |       |    |
| 195 Downtown Expressway               | City of Richmond                          | (Maint: 43) 2.                        | 15 <b>230</b> 0                | 0 G        | 99%                       | 0%   | 0%              | 0%     | 0%    | 0%   | С      | 0.216  | В      |        | 27000 | G  |
|                                       | Combined Traffic Estimates for 2 Parallel | Roadways on this Ro                   | ute: <b>4700</b>               | 0 G        | 99%                       | 0%   | 0%              | 0%     | 0%    | 0%   | С      | 0.152  | В      | 0.749  | 56000 | G  |
| Nal-                                  | Tr.<br>From                               | ×                                     | SR 14                          | 6          |                           |      | $\Box$ $\vdash$ |        |       |      |        |        |        |        |       |    |
| South<br>195 Downtown Expressway      | City of Richmond                          | (Maint: 43) 0.                        | 24 <b>920</b>                  | ) A        | 99%                       | 0%   | 0%              | 0%     | 0%    | 0%   | F      | 0.267  | Α      |        | 12000 | Α  |
| 195) 20111101111 2/1/2001114)         | Combined Traffic Estimates for 2 Parallel | •                                     |                                |            | 99%                       | 0%   | 0%              | 0%     | 0%    | 0%   | F      | 0.022  | В      | 0.79   | 30000 | G  |
|                                       | To  | · · · · · · · · · · · · · · · · · · · | I-195                          |            | 0070                      | 0,0  |                 | 0 70   | 0,0   | 0,0  | •      | 0.022  |        | 017 0  | 00000 |    |
| South                                 | Fron                                      | r                                     | SR 195 S                       | outh       |                           |      |                 |        |       |      |        |        |        |        |       |    |
| 195)Ramp                              | City of Richmond                          | (Maint: 43) 0.                        | 14 <b>440</b>                  | ) G        | 97%                       | 0%   | 1%              | 1%     | 1%    | 0%   | С      | 0.202  | F      |        | 4400  | G  |
|                                       | то  | x                                     | I-95 Sc                        | uth        |                           |      |                 |        |       |      |        |        |        |        |       |    |
|                                       | Fron                                      | r                                     | Cary St                        |            |                           |      |                 |        |       |      |        |        |        |        |       |    |
| 197) Malvern Ave                      | City of Richr                             | mond 1.                               | 22 <b>650</b>                  |            | 98%                       | 1%   | 1%              | 0%     | 0%    | 0%   | С      | 0.111  | F      | 0.536  | 6900  | G  |
| <u> </u>                              | To From                                   | e e                                   | ECL Rich<br>WCL Rich           |            |                           |      |                 |        |       |      |        |        |        |        |       |    |
| 197) Westwood Ave                     | City of Richr                             | mond 0.                               | 11 <b>1300</b>                 |            | 98%                       | 1%   | 1%              | 0%     | 0%    | 0%   | F      | 0.102  | F      | 0.699  | 14000 | G  |
| 197)                                  | TO  |                                       | Saunders                       |            |                           |      |                 | • , •  | - , , |      |        | ••••   |        |        |       |    |
| 197)Saunders Ave                      | City of Richr                             | mond 0.                               | 42 <b>870</b>                  |            | 98%                       | 1%   | 1%              | 0%     | 0%    | 0%   | F      | 0.112  | F      | 0.721  | 9300  | G  |
| 197)                                  | To  | ×                                     | Laburnun                       |            |                           |      |                 |        |       |      |        |        |        |        |       |    |
|                                       | From                                      |                                       | Saunders                       |            | 2021                      |      |                 | 221    | 221   | 221  |        | 0.400  | _      |        |       |    |
| 197 Laburnum Ave                      | City of Richr                             | mond 0.                               | 14 2000                        | 0 G        | 98%                       | 1%   | 1%              | 0%     | 0%    | 0%   | F      | 0.106  | F      | 0.784  | 20000 | G  |
|                                       | To  |                                       | Rosedale                       |            |                           |      |                 |        |       |      |        |        |        |        |       |    |
| 197 Laburnum Ave                      | City of Richr                             | mond 0.                               | 35 <b>2200</b>                 | 0 G        | 98%                       | 1%   | 1%              | 0%     | 0%    | 0%   | С      | 0.107  | F      | 0.600  | 23000 | G  |
|                                       | To<br>Fron                                | r<br>I                                | Hermitag                       |            |                           |      |                 |        |       |      |        |        |        |        |       |    |
| 197 Laburnum Ave                      | City of Richr                             | mond 0.                               | 62 <b>200</b> 0                | 0 G        | 98%                       | 1%   | 1%              | 0%     | 0%    | 0%   | F      | 0.093  | F      | 0.541  | 21000 | G  |
| $\stackrel{\smile}{=}$                | To<br>Fron                                | r.                                    | Brook F                        |            |                           |      |                 |        |       |      |        |        |        |        |       |    |
| 197 Laburnum Ave                      | City of Richr                             | mond 0.                               | 22 <b>1900</b>                 |            | 98%                       | 1%   | 1%              | 0%     | 0%    | 0%   | F      | 0.09   | F      | 0.547  | 20000 | G  |
| <u> </u>                              | Тс  | ×                                     | Chamberlay                     | ne Ave     |                           |      |                 |        |       |      |        |        |        |        |       |    |
|                                       | From                                      |                                       | SR 197 Labu                    |            |                           |      |                 |        |       |      |        | 0.400  | _      |        | 0000  | _  |
| 197 Ramp                              | City of Richmond                          | (Maint: 43) 0.                        | 41 <b>660</b><br>I-64 W        |            |                           |      |                 |        |       |      |        | 0.103  | F      |        | 6600  | G  |
|                                       | From                                      |                                       |                                |            |                           |      |                 |        |       |      |        |        |        |        |       |    |
| 250 Broad St                          | City of Richr                             | mond 0                                | WCL Ricl                       |            | 98%                       | 1%   | 1%              | 0%     | 1%    | 0%   | С      | 0.094  | F      | 0.508  | 2400  | G  |
| 250 151040 51                         | Oity of Filerin                           |                                       |                                |            | JU /0                     | 1 /0 | 1 /0            | U /0   | 1 /0  | U /0 | J      | 0.034  | 1      | 0.500  | 2400  | G  |
| 250 (33) Broad St                     | City of Richr                             |                                       | US 33 Staple<br>79 <b>2600</b> |            | 98%                       | 1%   | 1%              | 0%     | 0%    | 0%   | С      | 0.107  | Α      | 0.528  | 29000 | Α  |
| 250 (33) Broad St                     | City of Richi                             | nonu 0.                               |                                |            | <b>30</b> <sup>-</sup> /₀ | 1 70 | I 70            | U-70   | U-70  | U 70 | O      | 0.107  | А      | 0.320  | 23000 | А  |
|                                       | To From                                   |                                       | Malvern                        |            | 070/                      | 401  |                 | 001    | 001   | 001  |        | 0.005  |        | 0.504  | 00000 |    |
| 250 (33) Broad St                     | City of Richr                             |                                       | 97 <b>2600</b>                 |            | 97%                       | 1%   | 1%              | 0%     | 0%    | 0%   | С      | 0.095  | F      | 0.534  | 30000 | G  |
| · · · · · · · · · · · · · · · · · · · | Te  | 1                                     | Sheppar                        | a St       |                           |      |                 |        |       |      |        |        |        |        |       |    |

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

|   |   |                |                        |            | 4T'      |      |     | Tru    | ıck  |      | -00 | K      | 01/ | Dir    | 4 4 14 / D.T. | 014   |
|---|---|----------------|------------------------|------------|----------|------|-----|--------|------|------|-----|--------|-----|--------|---------------|-------|
| Route                                   | Jurisdiction                                | n Length       | AADT                   | QA         | 4Tire    | Bus  |     | 3+Axle |      |      | QC  | Factor | QK  | Factor | AAWDT         | QW    |
| Prood St                                | From: City of Richmo                        |                | Sheppard St            |            | 98%      | 1%   | 10/ | 00/    | 0%   | 00/  | F   | 0.007  | F   | 0.563  | 24000         | G     |
| 250 (33) Broad St                       | City of Riching                             |                | 22000                  | G          | 90%      | 170  | 1%  | 0%     | 0%   | 0%   | Г   | 0.087  | Г   | 0.563  | 24000         | G     |
| 250 (33) Broad St                       | City of Richmo                              |                | 99 Terminal I<br>18000 | Place<br>G | 98%      | 1%   | 1%  | 0%     | 0%   | 0%   | F   | 0.087  | F   | 0.563  | 21000         | G     |
| 250 (33) Broad St                       | Trof  |                |                        |            | 0070     | 1 70 |     | 0 70   | 0 /0 | 0 70 | •   | 0.007  |     | 0.000  | 21000         | ď     |
| 250 (33) Broad St                       | City of Richm                               |                | 3 Par Harriso<br>24000 | on St<br>G | 98%      | 1%   | 1%  | 0%     | 0%   | 0%   | F   | 0.083  | F   | 0.569  | 27000         | G     |
| 200   ( 00 )                            | Combined Traffic Estimates for 2 Parallel F |                |                        | G          | 97%      | 1%   | 1%  | 0%     | 0%   | 0%   | F   | NA     | •   | 0.000  | 40000         | G     |
|   | та.   |                | 33 Hancock             |            |          |      |     |        |      |      |     |        |     |        |               |       |
| Broad St                                | From: L<br>City of Richm                    |                | 13000                  | F          | 98%      | 1%   | 1%  | 0%     | 0%   | 0%   | F   | 0.093  | F   | 0.594  | 15000         | F     |
|   | To:   |                | 2nd St                 |            |          |      |     |        |      |      |     |        |     |        |               |       |
| 250 Broad St                            | From: L<br>City of Richm                    | ond 0.38       | 14000                  | G          | 98%      | 1%   | 1%  | 0%     | 0%   | 0%   | F   | 0.093  | F   | 0.550  | 15000         | G     |
| <del></del>                             | To:   |                | 8th St                 |            |          |      |     |        |      |      |     |        |     |        |               |       |
| 250 Broad St                            | City of Richm                               | ond 0.38       | 17000                  | G          | 98%      | 1%   | 1%  | 0%     | 0%   | 0%   | F   | 0.093  | F   | 0.507  | 19000         | G     |
| <del></del>                             | Too   |                | 14th St                |            |          |      |     |        |      |      |     |        |     |        |               |       |
| 250 Broad St                            | City of Richm                               | ond 0.29       | 28000                  | F          | 98%      | 1%   | 1%  | 0%     | 0%   | 0%   | F   | 0.079  | F   | 0.786  | 32000         | F     |
| ~ <u> </u>                              | Too   | Ţ              | JS 360 18th S          | St         |          |      |     |        |      |      |     |        |     |        |               |       |
| 250 Broad St                            | City of Richm                               |                | 15000                  | G          | 98%      | 1%   | 1%  | 0%     | 0%   | 0%   | F   | 0.079  | F   | 0.786  | 17000         | G     |
| <del>~</del>                            | _To:  | Ţ              | JS 60, 21st S          | St         |          |      |     |        |      |      |     |        |     |        |               |       |
| 250 Broad St                            | City of Richmo                              |                | 8600                   | G          | 97%      | 1%   | 1%  | 1%     | 1%   | 0%   | F   | 0.086  | F   | 0.600  | 9100          | G     |
| <i></i>                                 | Το:   |                | 23rd St                |            |          |      |     |        |      |      |     |        |     |        |               |       |
| <u>~~</u>                               | From:                                       | US 250- 166A   |                        |            | UTH      |      |     |        |      |      |     |        |     |        |               |       |
| 250 Ramp                                | City of Richmond (N                         |                | 14000                  | G          | OTT FEET |      |     |        |      |      |     | 0.098  | F   |        | 14000         | G     |
|   | 10.   | I-95-N FROM RO |                        |            | STREET   |      |     |        |      |      |     |        |     |        |               |       |
| East<br>250 Ramp                        | City of Richmond (M                         |                | 250 E, Broad<br>8700   | d St<br>G  |          |      |     |        |      |      |     | NA     |     |        | 9400          | G     |
| 250) ( (amp                             | To:   | ,              | m US 250 W,            |            | St       |      |     |        |      |      |     | 14/3   |     |        | 3400          | ч     |
| West                                    | From:                                       | •              | 250 W, Broad           |            |          |      |     |        |      |      |     |        |     |        |               |       |
| 250 Ramp                                | City of Richmond (N                         |                | 13000                  | G          |          |      | 4   |        |      |      |     | NA     |     |        | 14000         | G     |
| <del></del>                             | Τσ:   | US 250 I       | East Exit 166          | A Ram      | р        |      |     |        |      |      |     |        |     |        |               |       |
| ~~ ~~                                   | From:                                       |                | CL Richmon             |            |          |      |     |        |      |      |     |        |     |        |               |       |
| $301$ $\binom{1}{1}$ Jefferson Davis Hw | vy City of Richm                            | ond 2.13       | 11000                  | G          | 94%      | 2%   | 1%  | 1%     | 2%   | 0%   | С   | 0.088  | F   | 0.617  | 12000         | G     |
| ~ ~<br>~ ~                              | To:<br>From:                                |                | Bellmeade Rd           |            |          |      |     |        |      |      |     |        |     |        |               |       |
| 301) (1) Jefferson Davis Hw             | vy City of Richm                            | ond 0.86       | 13000                  | Α          | 96%      | 1%   | 1%  | 1%     | 1%   | 0%   | С   | 0.103  | Α   | 0.503  | 15000         | Α     |
| ~ ~<br>~ ~                              | To:<br>From:                                |                | Hopkins Rd             |            |          |      |     |        |      |      |     |        |     |        |               |       |
| 301 1 Jefferson Davis Hw                | vy City of Richm                            | iond 1.01      | 18000                  | F          | 95%      | 1%   | 1%  | 1%     | 1%   | 0%   | С   | 0.09   | F   | 0.564  | 20000         | F     |
| <del>~</del> <del>~</del> <del>~</del>  | To:<br>From:                                |                | JS 360 Hull S          |            |          |      |     |        |      |      |     |        |     |        |               |       |
| 301 (1) Cowardin Ave                    | City of Richm                               |                | 24000                  | G          | 97%      | 1%   | 1%  | 0%     | 1%   | 0%   | С   | 0.093  | F   | 0.579  | 27000         | G     |
| (301) (1) Cowardin Ave                  | City of Richm                               |                | 24000<br>Semmes Ave    |            | 97%      | 1%   | 1%  | 0%     | 1%   | 0%   | С   | 0.093  | F   | 0.579  | _             | 27000 |

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

| _                        |                              |                                   |         |         | _    |                 | Tru    | ck   |       |    | K      |    | Dir    |       |    |
|--------------------------|------------------------------|-----------------------------------|---------|---------|------|-----------------|--------|------|-------|----|--------|----|--------|-------|----|
| Route                    | Jurisdiction                 | Length <b>AADT</b>                | QA      | 4Tire   | Bus  |                 | 3+Axle |      |       | QC | Factor | QK | Factor | AAWDT | Q۱ |
| ~~. 5::                  | From                         | Semmes Ave                        |         | 000/    | 40/  | 10/             | 00/    | 00/  | 00/   | _  | 0.4    | _  | 0.000  | 44000 |    |
| 1 Lee Bridge             | City of Richmond             | 0.76 <b>36000</b>                 | G       | 98%     | 1%   | 1%              | 0%     | 0%   | 0%    | F  | 0.1    | F  | 0.626  | 41000 | C  |
| Palaidana Ot             | To:<br>From:                 | 2nd St                            |         | 000/    | 40/  |                 | 00/    | 00/  | 00/   |    | 0.000  |    | 0.040  | 00000 |    |
| 301 1 Belvidere St       | City of Richmond             | 0.92 <b>28000</b>                 | G       | 98%     | 1%   | 1%              | 0%     | 0%   | 0%    | F  | 0.096  | F  | 0.649  | 32000 | (  |
| ~~~~                     | To: From:                    | Franklin St                       |         | 000/    | 40/  |                 | 00/    | 00/  | 00/   |    | 0.005  |    | 0.545  | 45000 |    |
| 301 1 Belvidere St       | City of Richmond             | 0.15 <b>39000</b>                 | G       | 98%     | 1%   | 1%              | 0%     | 0%   | 0%    | F  | 0.085  | F  | 0.545  | 45000 | (  |
| ~~~-                     | To:<br>From:                 | US 250 Broad                      |         |         |      | <u> </u>        |        |      |       |    |        |    |        |       |    |
| Belvidere St             | City of Richmond             | 0.40 <b>36000</b>                 | G       | 98%     | 1%   | 1%              | 0%     | 0%   | 0%    | F  | 0.083  | F  | 0.611  | 41000 |    |
| <del>*</del>             | To:<br>From:                 | Chamberlayne A<br>Belvidere St    | Ave     |         |      |                 |        |      |       |    |        |    |        |       |    |
| 301 1 Chamberlayne Ave   | City of Richmond             | 1.02 <b>24000</b>                 | G       | 98%     | 1%   | 1%              | 0%     | 0%   | 0%    | С  | 0.093  | F  | 0.508  | 27000 |    |
| 01) (1)                  | To                           |                                   |         |         |      |                 |        |      | - , - | _  |        |    |        |       |    |
| 301 ( 1 Chamberlayne Ave | City of Richmond             | Edge Hill Rd<br>0.31 <b>23000</b> | G       | 98%     | 1%   | 1%              | 0%     | 0%   | 0%    | С  | 0.092  | F  | 0.535  | 26000 |    |
| Chamberlayne Ave         | Oity of Filefilliona         |                                   |         | 30 /6   | 1 /0 | 1 /6            | 0 /6   | 0 /6 | 0 76  | O  | 0.032  | '  | 0.555  | 20000 |    |
| Observation and Asset    | From                         | Brookland Park I                  |         | 000/    | 40/  |                 | 00/    | 00/  | 00/   | _  | 0.400  | _  | 0.005  | 00000 |    |
| Ohamberlayne Ave         | City of Richmond             | 0.86 <b>18000</b>                 | G       | 98%     | 1%   | 1%              | 0%     | 0%   | 0%    | С  | 0.103  | F  | 0.625  | 20000 |    |
|                          | To:<br>From:                 | Laburnum Av                       |         |         |      |                 |        |      |       |    |        |    |        |       |    |
| 301 (1) Chamberlayne Ave | City of Richmond             | 0.26 <b>14000</b>                 | G       | 98%     | 1%   | 1%              | 0%     | 0%   | 0%    | F  | 0.108  | F  | 0.607  | 16000 |    |
| <del></del>              | To:<br>From:                 | Claremont Av                      | e       |         |      | $\neg$ $\vdash$ |        |      |       |    |        |    |        |       |    |
| 01 (1) Chamberlayne Ave  | City of Richmond             | 0.94 <b>16000</b>                 | G       | 98%     | 1%   | 1%              | 0%     | 0%   | 0%    | С  | 0.106  | F  | 0.525  | 18000 |    |
| $\sim$                   | To:<br>From:                 | Azalea Ave                        |         |         |      | <b>—</b> —      |        |      |       |    |        |    |        |       |    |
| 301 2 Chamberlayne Ave   | City of Richmond             | 0.04 <b>16000</b>                 | G       | 97%     | 1%   | 1%              | 0%     | 1%   | 0%    | F  | 0.106  | F  | 0.536  | 17000 | (  |
|                          | Τα                           | NCL Richmon                       | ıd      |         |      |                 |        |      |       |    |        |    |        |       |    |
|                          | From:                        | Parking Lot; 13tl                 | h St    |         |      |                 |        |      |       |    |        |    |        |       |    |
| Duvall St                | City of Richmond (Maint: 43) | 0.38 <b>5000</b>                  | F       | 99%     | 1%   | 0%              | 0%     | 0%   | 0%    | С  | 0.114  | F  | 0.596  | 5300  |    |
|                          | Τα:                          | 8th Street                        |         |         |      |                 |        |      |       |    |        |    |        |       |    |
|                          | From:                        | R 150 Chippenham Pkwy; V          | WCL Ri  | ichmond |      |                 |        |      |       |    |        |    |        |       |    |
| Hull Street Rd           | City of Richmond             | 0.61 <b>21000</b>                 | G       | 98%     | 0%   | 1%              | 0%     | 0%   | 0%    | F  | 0.09   | F  | 0.62   | 24000 |    |
| <del>~</del>             | Toc                          | Hey Rd                            |         |         |      |                 |        |      |       |    |        |    |        |       |    |
| Hull Street Rd           | City of Richmond             | 2.18 <b>20000</b>                 | G       | 98%     | 0%   | 1%              | 0%     | 0%   | 0%    | F  | 0.098  | F  | 0.631  | 23000 |    |
|                          | To                           |                                   |         |         |      |                 |        |      |       |    |        |    |        |       |    |
| Hull St                  | City of Richmond             | SR 161 Belt Bl                    | va<br>G | 98%     | 0%   | 1%              | 0%     | 0%   | 0%    | F  | 0.091  | F  | 0.698  | 18000 |    |
| 560 ) 1 1 311 31         | Oity of Flictimoria          |                                   | ٦       | JU /0   | 0 /0 | 1 /0            | 0 /0   | 0 /0 | 0 /0  | •  | 0.001  | '  | 0.000  | 10000 |    |
| ~~                       | From                         | McGuire Dr                        |         | 070/    | 00/  |                 | 00/    | 00/  | 00/   | _  | 0.004  |    | 0.040  | 10000 |    |
| Hull St                  | City of Richmond             | 1.05 <b>16000</b>                 | G       | 97%     | 2%   | 1%              | 0%     | 0%   | 0%    | С  | 0.084  | F  | 0.649  | 18000 | •  |
| ·                        | To:<br>From                  | Midlothian Tpl                    |         |         |      |                 |        |      |       |    |        |    |        |       |    |
| Hull St                  | City of Richmond             | 0.54 <b>23000</b>                 | G       | 97%     | 1%   | 1%              | 0%     | 0%   | 0%    | С  | 0.083  | F  | 0.600  | 24000 | •  |
| ~                        | To-<br>From:                 | US 1 Jefferson Davi               | is Hwy  |         |      | $\neg$ $\vdash$ |        |      |       |    |        |    |        |       |    |
| Hull St                  | City of Richmond             | 0.55 <b>12000</b>                 | G       | 98%     | 0%   | 1%              | 0%     | 0%   | 0%    | F  | 0.083  | F  | 0.563  | 14000 |    |
| ~~                       | To                           | Commerce Ro                       | i       |         |      |                 |        |      |       |    |        |    |        |       |    |

|                              |   |                         |                               |                |       | _    |             | Tru    | ck   |      |    | K      |    | Dir    |       |    |
|------------------------------|---|-------------------------|-------------------------------|----------------|-------|------|-------------|--------|------|------|----|--------|----|--------|-------|----|
| Route                        | Jurisdictio                               |                         | AADT                          | QA             | 4Tire | Bus  |             | 3+Axle |      |      | QC | Factor | QK | Factor | AAWDT | QW |
| Casa Hull St                 | City of Richm                             |                         | 18000                         | d <b>G</b>     | 97%   | 1%   | 1%          | 1%     | 0%   | 0%   | С  | 0.087  | F  | 0.520  | 20000 | G  |
| (360) Hull St                | Oity of File.                             | 0.57                    |                               | <u> </u>       | 31 /6 | 1 /0 | 1 /0        | 1 /0   | 0 /6 | 0 /6 | U  | 0.007  | '  | 0.520  | 20000 | G  |
| 360 Mayo Bridge              | From City of Richm                        | nond 0.51               | 1st St<br>17000               | G              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | F  | 0.097  | F  | 0.501  | 20000 | G  |
| 900 , 1                      | To:                                       |                         | Dock St                       |                |       |      |             |        |      |      |    |        |    |        |       |    |
| (360) 14th St                | City of Richn                             | nond 0.08               | 13000                         | G              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | F  | 0.093  | F  | 0.507  | 15000 | G  |
|                              | T <sub>O</sub> . From                     | J                       | JS 60 Cary S                  | St             |       |      |             |        |      |      |    |        |    |        |       |    |
| (360) (60) 14th St           | City of Richm                             |                         | 13000                         | N              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | Ν  | 0.093  | F  | 0.507  | 15000 | Ν  |
| <u>~~~</u>                   | To:                                       | US                      | 60 Par, Mai<br>14th St        | n St           |       |      |             |        |      |      |    |        |    |        |       |    |
| (360) (60) Main St           | City of Richm                             | nond 0.30               | 16000                         | F              | 98%   | 1%   | 1%          | 0%     | 0%   | 0%   | С  | 0.102  | F  | 0.748  | NA    |    |
|                              | To:                                       |                         | 18th St                       |                |       |      |             |        |      |      |    |        |    |        |       |    |
| (360) 18th St                | City of Richn                             |                         | JS 60 Main : 6800             | St<br><b>G</b> | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | F  | 0.096  | F  | 0.677  | 7700  | G  |
| 360 1011 31                  | City of Flictin                           | 0.14                    |                               | G              | 30 /6 | 0 /6 | 1 /6        | 0 /6   | 0 /6 | 0 /6 | •  | 0.030  | '  | 0.077  | 7700  | u  |
| 360 18th St                  | City of Richn                             | nond 0.06               | Grace St<br>5900              | G              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | F  | 0.094  | F  | 0.887  | 6800  | G  |
| 360) 10111 01                | Combined Traffic Estimates for 2 Parallel |                         |                               | G              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | F  | 0.096  | F  | 0.733  | 9700  | G  |
|                              | To To                                     |                         | S 250 Broad                   |                |       | 0,0  |             | 0,0    | 0,0  | 0,0  | •  | 0.000  | •  | 0.700  | 0.00  |    |
| 360 18th St                  | City of Richm                             |                         | 11000                         | G              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | F  | 0.113  | F  |        | 12000 | G  |
| (000)                        | Combined Traffic Estimates for 2 Parallel |                         | 25000                         | G              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | F  | 0.109  | F  | 0.842  | 29000 | G  |
|                              | To:                                       |                         | Venable St                    |                |       |      |             |        |      |      |    |        |    |        |       |    |
| (360) 18th St                | City of Richm                             | nond 0.50               | 3100                          | G              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | F  | 0.126  | F  | 0.656  | 3600  | G  |
|                              | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 7300                          | G              | 98%   | 0%   | 1%          | 1%     | 0%   | 0%   | F  | 0.109  | F  | 0.842  | 8400  | G  |
|                              | To:                                       |                         | Balding St                    |                |       |      |             |        |      |      |    |        |    |        |       |    |
| 360 Balding St               | City of Richm                             | nond 0.03               | 18th St<br><b>3100</b>        | N              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | N  | 0.126  | F  | 0.656  | 3600  | Ν  |
| 300)=4.59                    | Combined Traffic Estimates for 2 Parallel |                         | 7300                          | N              | 98%   | 0%   | 1%          | 1%     | 0%   | 0%   | N  | 0.109  | F  | 0.842  | 8400  | N  |
|                              | To:                                       | ,                       | 17th St                       |                |       |      |             |        |      |      |    |        |    |        |       |    |
| 17th St, Oliver Hill Way     | City of Richn                             | nond 0.19               | Balding St<br>6800            | G              | 98%   | 1%   | 0%          | 1%     | 0%   | 0%   | С  | 0.104  | F  | 0.585  | 7800  | G  |
| 360 17th St, Oliver Fill Way | To:                                       |                         | Fairfield Wa                  |                | 30 /6 | 1 /0 | 0 /8        | 1 /0   | 0 /6 | 0 /6 | C  | 0.104  | '  | 0.565  | 7000  | G  |
| ~~~                          | From:                                     |                         | 17th St                       |                |       |      |             |        |      |      |    |        |    |        |       |    |
| (360) Fairfield Way          | City of Richm                             |                         | 5700                          | Α              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | С  | 0.145  | Α  | 0.830  | 6600  | Α  |
|                              | To:                                       |                         | hanicsville '<br>Fairfield Wa |                |       |      |             |        |      |      |    |        |    |        |       |    |
| 360 Mechanicsville Tpke      | City of Richm                             |                         | 12000                         | G              | 97%   | 1%   | 1%          | 0%     | 1%   | 0%   | С  | 0.108  | F  | 0.761  | 13000 | G  |
|                              | To:                                       |                         | I-64                          |                |       |      | <u> </u>    |        |      |      |    |        |    |        |       |    |
| 360 Mechanicsville Tpke      | City of Richm                             | nond 0.25               | 36000                         | F              | 98%   | 0%   | 1%          | 0%     | 0%   | 0%   | F  | 0.092  | F  | 0.659  | NA    |    |
| $\overline{\qquad}$          | To:                                       | Е                       | CL Richmon                    | nd             |       |      |             |        |      |      |    |        |    |        |       |    |
| ~~~_                         | From:                                     |                         | Mechanicsv                    |                | e     |      |             |        |      |      |    |        |    |        |       |    |
| 360 Ramp                     | City of Richmond (                        | (Maint: 43) 0.11        | 16000                         | G              |       |      | <del></del> |        |      |      |    | 0.091  | F  |        | 16000 | G  |
|                              | 10:                                       |                         | I-64 West                     |                |       |      |             |        |      |      |    |        |    |        |       |    |

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

| Route                  | Jurisdictio                               | n Length                | AADT         | QA       | 4Tire | Bus |        | Tri    |        |        | QC | K      | QK | Dir    | AAWDT | QW |
|------------------------|---|-------------------------|--------------|----------|-------|-----|--------|--------|--------|--------|----|--------|----|--------|-------|----|
|                        |   |                         |              |          |       |     | 2Axle  | 3+Axle | 1Trail | 2Trail |    | Factor |    | Factor |       |    |
| East                   | From:                                     |                         | Mechanics    |          | ke    |     |        |        |        |        |    |        | _  |        |       | _  |
| (360) Ramp             | City of Richmond (                        | Maint: 43) 0.15         | 1200         | G        |       |     |        |        |        |        |    | 0.114  | F  |        | 1200  | G  |
| <u> </u>               | To:                                       | I-64 I                  | East Collect | or Rd    |       |     |        |        |        |        |    |        |    |        |       |    |
|                        | From:                                     | US                      | S 360; 18th  | St       |       |     |        |        |        |        |    |        |    |        |       |    |
| (360) Grace St         | City of Richm                             | ond 0.06                | 1900         | G        | 98%   | 0%  | 1%     | 0%     | 0%     | 0%     | F  | 0.119  | F  | 0.896  | 2100  | G  |
| СВО                    | Combined Traffic Estimates for Parallel   | Roadways on this Route: | NA           |          |       |     |        |        |        |        |    | NA     |    |        | NA    |    |
|                        | To:                                       | ,                       | 17th St      |          |       |     |        |        |        |        |    |        |    |        |       |    |
|                        | From:                                     |                         | Grace St     |          |       |     |        |        |        |        |    |        |    |        |       |    |
| (360) 17th St          | City of Richm                             | ond 0.08                | 2500         | G        | 98%   | 0%  | 1%     | 0%     | 0%     | 0%     | F  | 0.124  | F  | 0.788  | 2900  | G  |
|                        | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 8500         | G        | 98%   | 0%  | 1%     | 0%     | 0%     | 0%     | F  | 0.096  | F  | 0.733  | 9700  | G  |
|                        | To:                                       | LIS                     | 250 Broad    | St       |       |     |        |        |        |        |    |        |    |        |       |    |
| (360) 17th St          | City of Richm                             |                         | 15000        | G        | 98%   | 0%  | 1%     | 0%     | 0%     | 0%     | F  | 0.131  | F  |        | 17000 | G  |
| O BO                   | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 25000        | G        | 98%   | 0%  | 1%     | 0%     | 0%     | 0%     | F  | 0.109  | F  | 0.843  | 29000 | G  |
|                        | To  | Ramp Fr                 | om I-95; V   | enable S | t     |     | $\neg$ |        |        |        |    |        |    |        |       |    |
| (360) 17th St          | City of Richm                             | ond 0.50                | 4200         | G        | 98%   | 1%  | 1%     | 1%     | 0%     | 0%     | С  | 0.131  | F  |        | 4800  | G  |
| OBO)                   | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 7300         | G        | 98%   | 0%  | 1%     | 1%     | 0%     | 0%     | F  | 0.109  | F  | 0.843  | 8400  | G  |
|                        | To:                                       |                         | Balding St   |          |       |     |        |        |        |        |    |        |    |        |       |    |
|                        | From:                                     |                         | I-64 E       |          |       |     |        |        |        |        |    |        |    |        |       |    |
| Ramp From I-64 E to Th | nird St City of Richm                     | ond                     | 2900         | F        |       |     |        |        |        |        |    | 0.442  | Α  |        | 2900  | F  |
|                        | To:                                       |                         | 3rd St       | ,        |       | ,   |        |        |        |        |    |        |    |        |       |    |

|                     |        |                    |          |       |      | City of F     | Richmond               |        |    |             |    |               |       |    |      |
|---------------------|--------|--------------------|----------|-------|------|---------------|------------------------|--------|----|-------------|----|---------------|-------|----|------|
| Route               | Length | AADT               | QA       | 4Tire | Bus  |               | Truck<br>3+Axle 1Trail | 2Trail | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| City of Richmond    |        |                    |          |       |      |               |                        |        |    |             |    |               |       |    |      |
| (F270) Grayland Ave | 0.46   | 2800               | G        |       |      | Meac          | dow St                 |        |    | 0.098       | F  | 0.669         | 2800  | G  | 2019 |
| (F270) Grayland Ave | 0.40   | <b>2000</b>        | _        |       |      | Robir         | nson St                |        |    | 0.030       | '  | 0.003         | 2000  | ч  | 2013 |
|                     |        | Fron               | E.       |       |      | Hu            | ıll St                 |        |    |             |    |               |       |    |      |
| 1 Bryce Ln          | 1.02   | 2400               | G        | 98%   | 0%   | 1%            | 0% 0%                  | 0%     | С  | 0.117       | F  | 0.746         | 2600  | G  | 2019 |
| $\overline{}$       |        | Te                 | 00       |       |      | Broad I       | Rock Rd                |        |    |             |    |               |       |    |      |
| 0                   | 4.04   | Fron               |          | 000/  | 40/  |               | ill St                 | 00/    | _  |             | _  | 0.505         | 0000  | _  | 0040 |
| 2 Orcutt Ln         | 1.24   | 2800 To            | G        | 98%   | 1%   | 1%<br>Broad I | 0% 0%<br>Rock Rd       | 0%     | С  | 0.098       | F  | 0.505         | 3000  | G  | 2019 |
|                     |        | Fron               | 1:       |       |      |               | ley Blvd               |        |    |             |    |               |       |    |      |
| 3 Clearfield St     | 0.78   | 590                | G        | 97%   | 2%   | 1%            | 0% 0%                  | 0%     | С  | 0.103       | F  | 0.530         | 630   | G  | 2019 |
|                     |        | Te                 |          |       |      | Orcut         | tt Lane                |        |    |             |    |               |       |    |      |
| 3 Clearfield St     | 0.31   | 420 From           | G        | 97%   | 2%   | 1%            | 0% 0%                  | 0%     | С  | 0.113       | F  | 0.654         | 450   | G  | 2019 |
| <u> </u>            |        | Te                 | 00       |       |      | Bryce         | e Lane                 |        |    |             |    |               |       |    |      |
|                     |        | Fron               | i:       |       |      | Jeff Da       | vis Hwy                |        |    |             |    |               |       |    |      |
| (4) Royall Ave      | 0.66   | 1700               | G        | 95%   | 2%   | 2%            | 1% 0%                  | 0%     | С  | 0.094       | F  | 0.588         | 1800  | G  | 2019 |
|                     |        | Te                 | × 1      |       |      |               | erce Rd                |        |    |             |    |               |       |    |      |
| Lyphayon Ava        | 0.53   | 470                | <u> </u> | 97%   | 2%   | Dale<br>1%    | e Ave<br>0% 0%         | 0%     | С  | 0.105       | F  | 0.6           | 500   | G  | 2019 |
| 5 Lynhaven Ave      | 0.53   | 470                |          | 3170  | ۷%   |               |                        | U%     | U  | 0.105       |    | 0.6           | 500   | G  | 2019 |
| 5 Lynhaven Ave      | 1.19   | 580 From           | G        | 97%   | 2%   | SR 161<br>1%  | Bells Rd 0% 0%         | 0%     | С  | 0.098       | F  | 0.515         | 620   | G  | 2019 |
| 5 Lynhaven Ave      | 1.19   | 300                |          | 31 /0 | 2 /0 |               |                        | 0 /6   |    | 0.030       | •  | 0.515         | 020   | G  | 2019 |
| 5 Lynhaven Ave      | 0.24   | 630 From           | G        | 97%   | 2%   | Bellme<br>1%  | eade Rd<br>0% 0%       | 0%     | F  | 0.101       | F  | 0.563         | 670   | G  | 2019 |
| 5 Lynhaven Ave      | 0.24   | U3U<br>Tr          |          | 31 /0 | 2 /0 |               | ıll Ave                | 0 /6   | -  | 0.101       | •  | 0.505         | 070   | G  | 2019 |
|                     |        | Fron               | ı:       |       |      |               | S 1                    |        |    | 1           |    |               |       |    |      |
| 6 Dale Ave          | 0.10   | 260                | G        | 94%   | 1%   | 3%            | 1% 1%                  | 0%     | С  | 0.117       | F  | 0.571         | 280   | G  | 2019 |
|                     |        | Te                 | 00       |       |      | Lynhav        | ven Ave                |        |    |             |    |               |       |    |      |
|                     |        | Fron               | 0.       |       |      |               | ley Blvd               |        |    |             |    |               |       |    |      |
| (7) Castlewood Rd   | 0.83   | 2300               | G        | 96%   | 1%   | 1%            | 1% 1%                  | 0%     | С  | 0.093       | F  | 0.594         | 2500  | G  | 2019 |
| <u> </u>            |        | To<br>Fron         | r.       |       |      |               | ls Rd                  |        |    |             |    |               |       |    |      |
| (7) Castlewood Rd   | 0.45   | 2000 <sub>To</sub> | G        | 96%   | 2%   | 1%            | 0% 1%                  | 0%     | С  | 0.106       | F  | 0.517         | 2200  | G  | 2019 |
|                     |        |                    | 00       |       |      |               | fin Rd                 |        |    |             |    |               |       |    |      |
| Ruffin Rd           | 0.03   | 1500               | L        | 96%   | 2%   | Castley<br>1% | 0% 0%                  | 0%     | F  | 0.108       | F  | 0.576         | 1700  | G  | 2019 |
| 8 Ruffin Rd         | 0.00   | 1300               |          | 30 70 | 2 /0 |               |                        | 0 70   | '  | 0.100       | •  | 0.570         | 1700  | G  | 2013 |
| 8 Ruffin Rd         | 0.75   | 2100               | G        | 96%   | 2%   | 1%            | o% 0%                  | 0%     | С  | 0.082       | F  | 0.585         | 2300  | G  | 2019 |
| 8 Ruttin Ha         | 0.70   | Z100               |          | 0070  | 270  |               | erce Rd                | 0 70   |    | 7           | •  | 0.000         | 2000  | u  | 2010 |
|                     |        | Fron               | ı:       |       |      |               | ont Rd                 |        |    |             |    |               |       |    |      |
| 9 W. Belmont Rd     | 0.32   | 1100               | G        | 99%   | 1%   | 1%            | 0% 0%                  | 0%     | С  | 0.102       | F  | 0.549         | 1200  | G  | 2019 |
|                     |        | Te                 | 00       |       |      | Iron Br       | ridge Rd               |        |    |             |    |               |       |    |      |
|                     |        | Fron               | n:       |       |      | Carna         | ation St               |        |    |             |    |               |       |    |      |
| (10) Hioaks Rd      | 0.46   | 5400               | G        | 98%   | 1%   | 1%            | 0% 0%                  | 0%     | С  | 0.090       | F  | 0.590         | 5800  | G  | 2019 |
|                     |        | Te                 | 00       |       |      |               | ke Rd                  |        |    |             |    |               |       |    |      |
| (11) Carnation St   | 0.68   | 5800               | G        | 98%   | 1%   | 1%            | S 60<br>0% 0%          | 0%     | С  | 0.083       | F  | 0.551         | 6200  | G  | 2019 |
| (11) Carnation St   | 0.00   | 3000<br>Tr         | _        | 30 /6 | 1 /0 |               | 1ks Rd                 | 0 /6   |    | 0.003       | •  | 0.551         | 0200  | G  | 2019 |
|                     |        | Fron               | :        |       |      |               | yhill Rd               |        |    | i           |    |               |       |    |      |
| 12 Traylor Dr       | 0.97   | 540                | G        | 99%   | 1%   | 0%            | 0% 0%                  | 0%     | С  | 0.176       | F  | 0.717         | 580   | G  | 2019 |
| $\overline{}$       |        | Te                 | 00       |       |      | Chero         | kee Rd                 |        |    |             |    |               |       |    |      |
|                     |        | Fron               |          |       |      |               | Gun Rd                 |        |    |             |    |               |       |    |      |
| 13 Duryea Dr        | 1.01   | 1200               | G        | 97%   | 2%   | 1%            | 0% 0%                  | 0%     | С  | 0.156       | F  | 0.553         | 1200  | G  | 2019 |
|                     |        | Te                 |          |       |      |               | ield Dr                |        |    |             |    |               |       |    |      |
| (14) Old Field Dr   | 0.08   | 440                |          | 96%   | 3%   | Dury<br>1%    | vea Dr<br>0% 0%        | 0%     | С  | 0.13        | F  | 0.509         | 470   | G  | 2019 |
| (14) Old Field Dr   | 0.00   | 440<br>Te          |          | JU 70 | J 70 |               | gate Dr                | U 70   |    | 0.13        | r  | 0.508         | 4/0   | G  | 2018 |
|                     |        |                    | 1        |       |      | YY CSI}       | Suic Di                |        |    |             |    |               |       |    |      |

|                     |          |             |          |       |       | City of Rich        | iiiioiiu |      |    |             |    |               |       |          |      |
|---------------------|----------|-------------|----------|-------|-------|---------------------|----------|------|----|-------------|----|---------------|-------|----------|------|
| Route               | Length   | AADT        | QA       | 4Tire | Bus   | 2Axle 3+A           |          |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW       | Year |
| City of Richmond    |          |             | ı        |       |       |                     |          |      |    |             |    |               |       |          |      |
| 15 Old Gun Rd       | 1.09     | 2000        | G        | 98%   | 0%    | Huguenot<br>1% 19   |          | 0%   | С  | 0.097       | F  | 0.524         | 2200  | G        | 2019 |
| (15) Old Gun Rd     | 1.03     | <b>2000</b> |          | 30 /6 | 0 /6  | WCL Richt           |          | 0 /6 |    | 0.037       | '  | 0.524         | 2200  | ч        | 2013 |
|                     |          | From:       | !<br>    |       |       | Forest Hill         |          |      |    | 1           |    |               |       |          |      |
| 16) Stratford Rd    | 1.12     | 220         | G        | 98%   | 0%    | 1% 0%               |          | 0%   | С  | 0.112       | F  | 0.6           | 230   | G        | 2019 |
| 10) 5 11 11 11 11   |          | To:         |          |       |       |                     |          |      |    |             | •  |               |       | -        |      |
| 16 Stratford Rd     | 0.66     | 230 From:   | G        | 99%   | 0%    | Chippenham<br>1% 19 |          | 0%   | С  | 0.256       | F  | 0.831         | 240   | G        | 2019 |
| (16) Stratford Rd   | 0.00     | To:         | Ť        |       | 0 70  | Cherokee            |          |      |    |             | •  | 0.00          |       | <u>.</u> | _0.0 |
|                     |          | From:       |          |       |       | Leigh S             | t        |      |    |             |    |               |       |          |      |
| 17) Dmv Dr          | 0.22     | 3700        | G        | 93%   | 4%    | 2% 19               |          | 0%   | С  | 0.101       | F  | 0.548         | 4000  | G        | 2019 |
| $\bigcup$           |          | To          |          |       |       | Broad S             | St       |      |    |             |    |               |       |          |      |
| _                   |          | From:       |          |       |       | Semmes A            | Ave      |      |    |             |    |               |       |          |      |
| 18) Forest Hill Ave | 0.38     | 6100        | G        | 93%   | 4%    | 2% 19               | 6 1%     | 0%   | F  | 0.09        | F  | 0.514         | 6500  | G        | 2019 |
| $\overline{}$       |          | To          |          |       |       | Broad Rock          | k Rd     |      |    |             |    |               |       |          |      |
| <u> </u>            | <u> </u> | From:       |          |       |       | North A             |          |      |    |             | _  |               |       |          |      |
| 20) Poe St          | 0.05     | 2900        | G        | 95%   | 4%    | 0% 19               | % 0%     | 0%   | С  | 0.101       | F  | 0.543         | 3100  | G        | 2019 |
|                     |          | To:         |          |       |       | Barton A            |          |      |    |             |    |               |       |          |      |
| 20) Poe St          | 0.11     | 3100        | G        | 93%   | 4%    | 1% 19               |          | 0%   | С  | 0.100       | F  | 0.566         | 3300  | G        | 2019 |
|                     |          | To:         |          |       |       | 127-21 Monte        |          |      |    |             |    |               |       |          |      |
| <u> </u>            |          | From:       | <u> </u> | 2.424 |       | 127-22 Fri          |          |      |    |             | _  |               |       | _        | 2212 |
| 21) Monteiro Ave    | 0.25     | 3400<br>To: | G        | 94%   | 4%    | 0% 19               |          | 0%   | С  | 0.097       | F  | 0.609         | 3600  | G        | 2019 |
|                     |          |             |          |       |       | 127-20 Po           |          |      |    |             |    |               |       |          |      |
| 22) 1st St          | 0.73     | 3400        | G        | 95%   | 10/   | Leigh S<br>0% 0%    |          | 00/  | С  | 0.104       | F  | 0.562         | 2600  | G        | 2019 |
| 22) 1st St          | 0.73     | 3400<br>To: |          | 95%   | 4%    | 0% 0%<br>Fritz S    |          | 0%   | U  | 0.104       | Г  | 0.563         | 3600  | G        | 2019 |
|                     |          | From:       | l        |       |       |                     |          |      |    | <u> </u>    |    |               |       |          |      |
| 43) 8th St          | 0.22     | 11000       | G        | 93%   | 4%    | Main S<br>2% 19     |          | 0%   | F  | 0.138       | F  |               | 12000 | G        | 2019 |
| 45) 5 51            | 0        | To          |          |       | . , 0 |                     |          | 0,0  | •  |             | •  |               | 000   | <u>.</u> |      |
| 43) 8th St          | 0.32     | 5900        | G        | 93%   | 4%    | US 250 Bro<br>2% 19 |          | 0%   | F  | 0.104       | F  |               | 6300  | G        | 2019 |
| 43) 0111 01         | 0.02     | To:         | Ť        | 0070  | 170   | Leigh S             |          | 070  |    |             | •  |               | 0000  | Ğ        | 2010 |
|                     |          | From:       | I        |       |       | Canal S             |          |      |    | i           |    |               |       |          |      |
| 44) 7th St          | 0.37     | 6700        | F        | 99%   | 0%    | 1% 0%               |          | 0%   | F  | 0.145       | F  |               | 7100  | F        | 2019 |
| ••                  |          | To          |          |       |       | US 250 Bro          | o.4 Ct   |      |    |             |    |               |       |          |      |
| 44) 7th St          | 0.33     | 8200        | G        | 99%   | 0%    | 1% 09               |          | 0%   | F  | 0.145       | F  |               | 8700  | G        | 2019 |
| 44) / 61            | 0.00     | 0200<br>T   |          |       | 0 70  |                     |          |      |    |             | •  |               | 0.00  | <u>.</u> | _0.0 |
| 7th St              | 0.14     | 9100        | G        | 99%   | 0%    | Leigh S<br>1% 09    |          | 0%   | F  | 0.145       | F  |               | 9700  | G        | 2019 |
| 7th St              | 0.14     | To:         | <u> </u> | 0070  | 0 70  | I-95                | 0 070    | 070  |    | 0.140       | •  |               | 0700  | u        | 2010 |
| North               |          | From:       | I        |       |       | 7th St              |          |      |    | i           |    |               |       |          |      |
| 44) Ramp            | 0.09     | 3700        | В        |       |       | 7111 51             |          |      |    | 0.19        | Α  |               | 4500  | В        | 2019 |
| · ·                 |          | To          |          |       |       | Ramp from I-6       | 64 West  |      |    |             |    |               |       |          |      |
|                     |          | From:       |          |       |       | Broad S             | St       |      |    |             |    |               |       |          |      |
| 45) 5th St          | 0.41     | 9300        | F        | 99%   | 0%    | 1% 0%               |          | 0%   | F  | 0.142       | F  |               | 9900  | F        | 2019 |
| $\bigcup$           |          | To          |          |       |       | I-95                |          |      |    |             |    |               |       |          |      |
| _                   |          | From        |          |       |       | Functional Clas     | s Change |      |    |             |    |               |       |          |      |
| 46) 4th St          | 0.45     | 1400        | G        | 99%   | 0%    | 1% 0%               |          | 0%   | F  | 0.144       | F  |               | 1500  | G        | 2019 |
| $\overline{}$       |          | To          | <u> </u> |       |       | US 250 Bro          |          |      |    |             |    |               |       |          |      |
| 46) 4th St          | 0.24     | 2400        | G        | 96%   | 1%    | Jackson St<br>0% 19 |          | 0%   | С  | 0.186       | F  |               | 2600  | G        | 2019 |
| (46) 4th St         | 0.27     | <b>2400</b> |          | 00 /0 | 1 /0  | I-95                | 0 1/0    | 0 /0 |    | 0.100       | •  |               | 2000  | J        | 2013 |
|                     |          | From:       | i<br>I   |       |       | Canal S             | lt .     |      |    | <u> </u>    |    |               |       |          |      |
| 47) 3rd St          | 0.76     | 3400        | G        | 99%   | 0%    | 1% 0%               |          | 0%   | F  | 0.137       | F  |               | 3600  | G        | 2019 |
| <u> </u>            |          | To:         | Ĺ        |       | - /   | Ramp from I-        |          |      |    |             |    |               |       |          |      |
| <u> </u>            |          | From:       |          |       |       | 3rd Stre            | et       |      |    |             |    |               |       |          |      |
| (47) Ramp           | 0.07     | 7400        | G        | 99%   | 0%    | 1% 0%               |          | 0%   | F  | 0.2         | F  |               | 7900  | G        | 2019 |
| <u> </u>            |          | To:         |          |       |       | Ramp to I-6         | 4 East   |      |    |             |    |               |       |          |      |

| Text   Strict   Str   |                      |        |              |          |       |       | City of I | Richmo   | ond         |       |    |                |    |       |       |     |      |
|--|----------------------|--------|--------------|----------|-------|-------|-----------|----------|-------------|-------|----|----------------|----|-------|-------|-----|------|
| 48   2nd St   0.28   6900   G   99%   0%   1%   0%   0%   0%   0%   0%   0   | Route                | Length | AADT         | QA       | 4Tire | Bus   |           |          |             |       | QC |                | QK |       | AAWDT | QW  | Year |
| 48) 2nd St 0.28 6900 G 99% 0% 1% 0% 0% 0% 0% C 0.136 F 0.622 7400 G 2019  48) 2nd St 0.23 7000 G 99% 0% 1% 0% 0% 0% 0% C 0.123 F 0.893 7400 G 2019  48) 2nd St 0.30 6900 G 99% 0% 1% 0% 0% 0% 0% F 0.125 F 7400 G 2019  48) 2nd St 0.15 5700 G 99% 0% 1% 0% 0% 0% 0% F 0.125 F 7400 G 2019  49) Adams St 0.29 1700 G 98% 1% 1% 0% 0% 0% 0% F 0.126 F 6600 G 2019  49) Adams St 0.29 1700 G 98% 1% 1% 0% 0% 0% 0% F 0.126 F 6600 G 2019  49) Adams St 0.29 1700 G 98% 1% 1% 0% 0% 0% 0% F 0.126 F 6600 G 2019  49) Adams St 0.29 1700 G 98% 1% 1% 0% 0% 0% 0% F 0.127 F 0.686 3100 G 2019  40) Adams St 0.25 2000 G 98% 1% 1% 0% 0% 0% 0% F 0.107 F 7600 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 0% 0% 0% 0% F 0.107 F 7600 G 2019  50) Marshall St 0.76 5000 N 98% 1% 1% 0% 0% 0% 0% F 0.117 F 7600 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.117 F 7600 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.117 F 100 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.117 F 100 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.117 F 100 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.117 F 100 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.117 F 100 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.117 F 100 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.119 F 0.855 5400 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.119 F 0.855 5400 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.119 F 0.855 5400 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.119 F 0.855 5400 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.119 F 0.855 5400 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.119 F 0.855 5400 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.119 F 0.855 5400 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 0% 0% 0% 0% F 0.119 F 0.855 5400 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 1% 0% 0% 0% 0% F 0.119 F 0.855 5400 G 2019  50) Marshall St 0.86 2400 F 98% 1%  | City of Richmond     |        |              |          |       |       |           |          |             |       |    |                |    |       |       |     |      |
| Age   2nd St   0.23   7000   G   97%   1%   1%   0%   0%   0%   0%   0   0.123   F   0.893   7400   G   2019   | 0 - 1 01             | 0.00   | From         | پ        | 000/  |       |           |          |             | 00/   |    |                | _  | 0.000 | 7400  | 0   | 0040 |
| 48) 2nd St 0.23 7000 G 97% 1% 1% 0% 0% 0% 0% F 0.125 F 0.893 7400 G 2019  48) 2nd St 0.30 6890 G 99% 0% 11% 15% 0% 0% 0% F 0.125 F 7400 G 2019  48) 2nd St 0.15 5700 G 99% 0% 11% 0% 0% 0% F 0.125 F 6000 G 2019  49) Adams St 0.29 1700 G 98% 11% 15% 0% 0% 0% F 0.125 F 0.601 1900 G 2019  49) Adams St 0.29 1700 G 98% 11% 15% 0% 0% 0% F 0.122 F 0.615 1900 G 2019  49) Adams St 0.29 1700 G 98% 11% 15% 0% 0% 0% F 0.127 F 0.688 3100 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.127 F 0.688 3100 G 2019  40) Adams St 0.25 2900 G 98% 11% 15% 0% 0% 0% F 0.027 F 0.605 1900 G 2019  40) Adams St 0.25 2900 G 98% 11% 15% 0% 0% 0% F 0.027 F 0.688 3100 G 2019  40) Adams St 0.25 2900 G 98% 11% 15% 0% 0% 0% F 0.027 F 0.605 1900 G 2019  40) Adams St 0.25 2900 G 98% 11% 15% 0% 0% 0% F 0.027 F 0.688 3100 G 2019  40) Adams St 0.25 2900 G 98% 11% 15% 0% 0% 0% F 0.027 F 0.605 1900 G 2019  40) Adams St 0.25 2900 G 98% 11% 15% 0% 0% 0% F 0.027 F 0.680 3100 G 2019  40) Adams St 0.25 2900 G 98% 11% 15% 0% 0% 0% F 0.007 F 0.008 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% F 0.007 F 0.008 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.007 F 0.008 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.007 F 0.008 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.007 F 0.008 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.007 F 0.008 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.009 F 0.008 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.009 F 0.008 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.009 F 0.009 F 0.000 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.009 F 0.009 F 0.009 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.009 F 0.009 F 0.009 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.009 F 0.009 F 0.009 G 2019  40) Chamberlayne Pkwy 0.44 7100 G 98% 11% 15% 0% 0% 0% 0% F 0.009 F 0.009 | (48) 2nd St          | 0.28   | 6900         | G        | 99%   | 0%    | 1%        | 0%       | 0%          | 0%    | C  | 0.136          | F  | 0.622 | 7400  | G   | 2019 |
| Second St  | <u> </u>             |        | From         | :        |       |       | Spr       | ing St   |             |       |    |                |    |       |       |     |      |
| 49) 2nd St 0.30 6900 G 99% 0% 1% 0% 0% 0% 0% F 0.125 F 7400 G 2019  48) 2nd St 0.15 5700 G 99% 0% 1% 0% 0% 0% 0% F 0.126 F 6000 G 2019  49) Adams St 0.29 1700 G 98% 1% 1% 0% 0% 0% 0% F 0.122 F 0.615 1900 G 2019  49) Adams St 0.29 2900 G 98% 1% 1% 0% 0% 0% 0% F 0.122 F 0.615 1900 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.122 F 0.615 1900 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.122 F 0.615 1900 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.127 F 0.688 3100 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.107 F 7600 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.107 F 7600 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.107 F 0.688 3100 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.107 F 0.688 3100 G 2019  50) Marshall St 0.76 5900 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.107 F 0.500 G 2019  50) Marshall St 0.68 2400 F 98% 1% 1% 1% 0% 0% 0% 0% F 0.11 F 0.500 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 1% 0% 0% 0% F 0.11 F 1100 G 2019  50) Clay St 0.07 1000 G 98% 1% 1% 1% 0% 0% 0% F 0.11 F 1100 G 2019  50) Jackson St 0.05 5100 G 98% 1% 1% 1% 0% 0% 0% F 0.11 F 0.527 9700 G 2019  50) Jackson St 0.05 5100 G 98% 1% 1% 1% 0% 0% 0% F 0.019 F 0.527 9700 G 2019  50) Broad St 0.67 4000 G 98% 1% 1% 1% 1% 1% 0% 0% 0% F 0.095 F 0.650 4300 N 2019  50) Broad St 0.67 4000 G 98% 1% 1% 1% 1% 1% 0% 0% 0% F 0.005 F 0.650 4300 N 2019  50) Broad St 0.67 4000 G 98% 1% 1% 1% 1% 1% 0% 0% 0% F 0.005 F 0.650 4300 N 2019  50) Broad St 0.68 5000 G 98% 1% 1% 1% 0% 0% 0% F 0.005 F 0.650 4300 N 2019  50) Hopkins Rd 0.48 10000 G 98% 1% 1% 1% 0% 0% 0% F 0.005 F 0.665 11000 G 2019   | (48) 2nd St          | 0.23   | 7000         | G        | 97%   | 1%    | 1%        | 0%       | 0%          | 0%    | С  | 0.123          | F  | 0.893 | 7400  | G   | 2019 |
| 49) 2nd St 0.30 6900 G 99% 0% 1% 0% 0% 0% 0% F 0.125 F 7400 G 2019  48) 2nd St 0.15 5700 G 99% 0% 1% 0% 0% 0% 0% F 0.126 F 6000 G 2019  49) Adams St 0.29 1700 G 98% 1% 1% 0% 0% 0% 0% F 0.122 F 0.615 1900 G 2019  49) Adams St 0.29 2900 G 98% 1% 1% 0% 0% 0% 0% F 0.122 F 0.615 1900 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.122 F 0.615 1900 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.122 F 0.615 1900 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.127 F 0.688 3100 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.107 F 7600 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.107 F 7600 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.107 F 0.688 3100 G 2019  50) Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.107 F 0.688 3100 G 2019  50) Marshall St 0.76 5900 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.107 F 0.500 G 2019  50) Marshall St 0.68 2400 F 98% 1% 1% 1% 0% 0% 0% 0% F 0.11 F 0.500 G 2019  50) Marshall St 0.86 2400 F 98% 1% 1% 1% 0% 0% 0% F 0.11 F 1100 G 2019  50) Clay St 0.07 1000 G 98% 1% 1% 1% 0% 0% 0% F 0.11 F 1100 G 2019  50) Jackson St 0.05 5100 G 98% 1% 1% 1% 0% 0% 0% F 0.11 F 0.527 9700 G 2019  50) Jackson St 0.05 5100 G 98% 1% 1% 1% 0% 0% 0% F 0.019 F 0.527 9700 G 2019  50) Broad St 0.67 4000 G 98% 1% 1% 1% 1% 1% 0% 0% 0% F 0.095 F 0.650 4300 N 2019  50) Broad St 0.67 4000 G 98% 1% 1% 1% 1% 1% 0% 0% 0% F 0.005 F 0.650 4300 N 2019  50) Broad St 0.67 4000 G 98% 1% 1% 1% 1% 1% 0% 0% 0% F 0.005 F 0.650 4300 N 2019  50) Broad St 0.68 5000 G 98% 1% 1% 1% 0% 0% 0% F 0.005 F 0.650 4300 N 2019  50) Hopkins Rd 0.48 10000 G 98% 1% 1% 1% 0% 0% 0% F 0.005 F 0.665 11000 G 2019   | <u> </u>             |        | To           | :        |       |       | SR 14     | 7 Cary S | t           |       |    | $\neg$ —       |    |       |       |     |      |
| 18   | 48) 2nd St           | 0.30   | 6900         | G        | 99%   | 0%    |           |          |             | 0%    | F  | 0.125          | F  |       | 7400  | G   | 2019 |
| ## 2nd St  | O                    |        | To           |          |       |       | LIS 250   | Broad 9  | St          |       |    |                |    |       |       |     |      |
| 49   Adams St   0.29   1700   G   98%   1%   1%   0%   0%   0%   F   0.122   F   0.615   1900   G   2019   | 2nd St               | 0.15   | 5700         | G        | 99%   | 0%    |           |          |             | 0%    | F  | 0 126          | F  |       | 6000  | G   | 2019 |
| Adams St   0.29   1700   G   98%   1%   1%   1%   0%   0%   0%   F   0.122   F   0.615   1900   G   2019   | 48) 2.13 31          | 0.10   | To           | <u> </u> | 0070  | 0 70  |           |          |             | 070   | •  | 7              | •  |       | 0000  | G   | 20.0 |
| 49 Adams St 0.29 1700  |                      |        | From         |          |       |       |           |          |             |       |    | -              |    |       |       |     |      |
| Adams St   0.25   2900   G   98%   1%   1%   0%   0%   0%   F   0.127   F   0.688   3100   G   2019  | Adams St             | 0.20   |              |          | 000/  | 10/   |           |          | <b>N</b> 9/ | 09/   |    | 0.122          | _  | 0.615 | 1000  | G   | 2010 |
| 49 Adams St  | 49 Adams St          | 0.29   | 1700         |          | 90 /6 | 1 /0  | 1 /0      | 0 /0     | 0 /6        | 0 /6  |    | 0.122          | '  | 0.013 | 1900  | G   | 2019 |
| SR 33 Leigh St   |                      |        | From         |          |       |       | US 250    |          | St          |       |    |                |    |       |       |     |      |
| Chamberlayne Pkwy  | (49) Adams St        | 0.25   | 2900         | G        | 98%   | 1%    | 1%        | 0%       | 0%          | 0%    | F  | <u>0.</u> 127  | F  | 0.688 | 3100  | G   | 2019 |
| 60 Chamberlayne Pkwy 0.44 7100 G 98% 1% 1% 0% 0% 0% 0% F 0.107 F 7600 G 2019    Sebader St   | <u> </u>             |        | To           | :        |       |       | SR 33     | Leigh S  | t           |       |    |                |    |       |       |     |      |
| Selection   Sele   | _                    |        | From         |          |       |       | Le        | igh St   |             |       |    |                |    |       |       |     |      |
| STATE   STAT   | 50 Chamberlayne Pkwy | 0.44   | 7100         | G        | 98%   | 1%    | 1%        | 0%       | 0%          | 0%    | F  | 0.107          | F  |       | 7600  | G   | 2019 |
| Canal St   0.76   5900   G   98%   1%   1%   0%   0%   0%   F   0.213   F   6300   G   2019  | $\bigcirc$           |        | То           | :        |       |       | Belv      | idere St |             |       |    |                |    |       |       |     |      |
| Selection   Sele   |                      |        | From         | :        |       |       | 97        | Γh St    |             |       |    |                |    |       |       |     |      |
| Second Process   Seco   | 51 Canal St          | 0.76   | 5900         | G        | 98%   | 1%    | 1%        | 0%       | 0%          | 0%    | F  | 0.213          | F  |       | 6300  | G   | 2019 |
| Second   S   |                      |        | To           | :        |       |       | Belv      | idere St |             |       |    |                |    |       |       |     |      |
| \$\frac{\text{S2}}{\text{Marshall St}}\$  \text{0.07}  \text{2400}  \text{N}  \text{88\times}   \text{1\times}  \text{1\times}  \text{0\times}   \text{N}  \text{0\times}   \text{1\times}   \text{N}  |                      |        | From         | :        |       |       | IIS 1 B   | elvidere | St          |       |    |                |    |       |       |     |      |
| Heury St   St   St   St   St   St   St   St  | Marshall St          | 0.07   | 2400         | N        | 98%   | 1%    |           |          |             | 0%    | N  | 0.089          | F  |       | 2600  | N   | 2019 |
| Second Part  | 32) 51               | 0.0.   |              |          |       | . , , |           |          | 0,0         | 0 / 0 |    |                | •  |       |       | • • | _0.0 |
| Signature   Sign   | <u> </u>             |        | From         | <u> </u> | 2021  |       |           |          |             | 221   |    |                |    |       |       |     | 2212 |
| Start   Star   | (52) Marshall St     | 0.86   | 2400         | <u> </u> | 98%   | 1%    |           |          | 0%          | 0%    | C  | 0.089          | F  |       | 2600  | F   | 2019 |
| 53 Clay St 0.07 1000 G 98% 1% 1% 0% 0% 0% F 0.11 F 1100 G 2019    Sth St   | <u> </u>             |        | 10           | 1        |       |       | 91        | th St    |             |       |    |                |    |       |       |     |      |
| Strict   S   |                      |        |              |          |       |       |           |          |             |       |    |                |    |       |       |     |      |
| STh St   | (53) Clay St         | 0.07   | 1000         | G        | 98%   | 1%    |           |          | 0%          | 0%    | F  | <u>0</u> .11   | F  |       | 1100  | G   | 2019 |
| 54 Clay St 0.05 1400 G 98% 1% 1% 0% 0% 0% F 0.134 F 0.707 1500 G 2019    Solution  | $\smile$             |        | To           |          |       |       | 31        | d St     |             |       |    |                |    |       |       |     |      |
| STA    | _                    |        | From         |          |       |       |           | Γh St    |             |       |    |                |    |       |       |     |      |
| State   Stat   | 54) Clay St          | 0.05   | 1400         | G        | 98%   | 1%    | 1%        | 0%       | 0%          | 0%    | F  | 0.134          | F  | 0.707 | 1500  | G   | 2019 |
| State   Stat   | $\cup$               |        | To           | :        |       |       | 97        | Γh St    |             |       |    |                |    |       |       |     |      |
| 55 Jackson St  0.05 5100   |                      |        | From         | :        |       |       | 71        | th St    |             |       |    |                |    |       |       |     |      |
| Sth St   St   St   St   St   St   St   | 55 Jackson St        | 0.05   | 5100         | G        | 98%   | 1%    |           |          | 0%          | 0%    | F  | 0.119          | F  | 0.855 | 5400  | G   | 2019 |
| 59 Terminal Ave 0.76 1100 G 99% 0% 0% 0% 0% 0% 0% C 0.095 F 0.549 1200 G 2019    SR 161 Belt Blvd  |                      |        | To           | :        |       |       | 81        | th St    |             |       |    |                |    |       |       |     |      |
| 59 Terminal Ave 0.76 1100 G 99% 0% 0% 0% 0% 0% 0% C 0.095 F 0.549 1200 G 2019    SR 161 Belt Blvd  |                      |        | From         | :        |       |       | SR 10 Bro | ad Rock  | Blvd        |       |    |                |    |       |       |     |      |
| SR 161 Belt Blvd   SR 161 Belt Belt Blvd   SR 161 Belt Belt Blvd   SR 161 Belt Belt Belt Belt Belt Belt Belt Belt  | Terminal Ave         | 0.76   | 1100         | G        | 99%   | 0%    |           |          |             | 0%    | С  | 0.095          | F  | 0.549 | 1200  | G   | 2019 |
| Column   C   | 33)                  |        | То           |          |       |       |           |          |             |       |    |                |    |       |       |     |      |
| 60 21st St    0.23 9100  |                      |        | From         | -<br>:   |       |       |           |          |             |       |    | <del>-</del> i |    |       |       |     |      |
| Solution    | 21st St              | 0.23   |              |          | 98%   | 1%    |           |          | 0%          | 0%    | F  | 0 094          | F  | 0 527 | 9700  | G   | 2019 |
| Broad St   0.13   4000   N   97%   1%   1%   1%   1%   0%   N   0.087   F   0.650   4300   N   2019  | 60) 2131 31          | 0.20   | J I UU<br>To |          | 30 /6 | 1 /0  |           |          |             | 0 /6  |    | 0.034          | '  | 0.527 | 3700  | ч   | 2013 |
| 60 Broad St 0.13 4000 N 97% 1% 1% 1% 1% 0% N 0.087 F 0.650 4300 N 2019    Table  |                      |        | From         |          |       |       |           |          |             |       |    | +              |    |       |       |     |      |
| SCL Richmond   From   SCL Richmond   From   Walmsley Blvd   From   Walmsley Blvd   From   Warwick Rd   From   Warwick Rd   St.   S   | Broad St             | 0.13   | 4000         | N        | 97%   | 1%    |           |          |             | 0%    | N  | 0.087          | F  | 0.650 | 4300  | N   | 2019 |
| 60 Broad St 0.67 4000 G 97% 1% 1% 1% 1% 0% C 0.087 F 0.650 4300 G 2019    Comparison of Press  | 00)                  |        |              |          |       |       |           |          |             |       |    |                |    |       |       |     |      |
| SCL Richmond   Government Rd   O.46   4000   N   97%   1%   1%   1%   1%   0%   N   0.087   F   0.650   4300   N   2019  | Prood St             | 0.67   | From         | <u> </u> | 070/  | 10/   |           |          | 10/         | 00/   |    | 0.007          |    | 0.650 | 4200  |     | 2010 |
| Government Rd 0.46 4000 N 97% 1% 1% 1% 1% 0% N 0.087 F 0.650 4300 N 2019    SCL Richmond   SCL R | 60 Broad St          | 0.67   | 4000         | G        | 9170  | 1 70  | 1 70      | 170      | 1 70        | 0%    | C  | 0.067          | F  | 0.650 | 4300  | G   | 2019 |
| Tro US 60 Stoney Run Dr    SCL Richmond   SCL Richm | $\overline{}$        |        |              |          | •     |       |           |          |             |       |    |                |    |       |       |     |      |
| SCL Richmond   SCL    | (60) Government Rd   | 0.46   | 4000         | N        | 97%   | 1%    | 1%        | 1%       | 1%          | 0%    | N  | 0.087          | F  | 0.650 | 4300  | N   | 2019 |
| Hopkins Rd 0.55 <b>5500 G</b> 98% 1% 1% 0% 0% 0% F 0.106 F 0.695 5800 G 2019    Top   Walmsley Blvd  | $\overline{}$        |        | To           | 1        |       |       | US 60 Sto | oney Rui | n Dr        |       |    |                |    |       |       |     |      |
| Walmsley Blvd   Walmsley Blvd   Walmsley Blvd   Warwick Rd   Warwick   | _                    |        | From         |          |       |       | SCL R     | tichmono | d           |       |    |                |    |       |       |     |      |
| Walmsley Blvd   Walmsley Blvd   Walmsley Blvd   Walmsley Blvd   Walmsley Blvd   Walmsley Blvd   Warwick Rd    | 7505) Hopkins Rd     | 0.55   | 5500         | G        | 98%   | 1%    | 1%        | 0%       | 0%          | 0%    | F  | 0.106          | F  | 0.695 | 5800  | G   | 2019 |
| 7505 Hopkins Rd 0.48 10000 G 98% 1% 1% 0% 0% 0% C 0.102 F 0.687 11000 G 2019  Warwick Rd 0.79 10000 G 98% 1% 1% 0% 0% 0% F 0.095 F 0.665 11000 G 2019  | $\bigcirc$           |        | To           |          |       |       |           |          |             |       |    |                |    |       |       |     |      |
| Warwick Rd   War   | Good Honking Rd      | 0.49   | From         |          | 980/  | 10/   |           |          |             | ∩°/   |    | 0.102          | F  | 0.687 | 11000 | C   | 2010 |
| (7505) Hopkins Rd 0.79 <b>10000 G</b> 98% 1% 1% 0% 0% 0% F 0.095 F 0.665 11000 G 2019  | (7505) i lopkilis nu | 0.40   | 10000        | <u> </u> | 30 70 | 1 70  | 1 70      | U /o     | U-76        | U-76  |    | 0.102          | Г  | 0.007 | 11000 | G   | 2019 |
|  | <u> </u>             |        |              |          |       |       |           |          |             |       |    | _}             |    | _     |       |     |      |
|  | (7505) Hopkins Rd    | 0.79   | 10000        | G        | 98%   | 1%    |           |          |             | 0%    | F  | 0.095          | F  | 0.665 | 11000 | G   | 2019 |
|  | $\overline{}$        |        | To           |          |       |       | SR 161    | Belt Blv | vd          |       |    |                |    |       |       |     |      |

|                        |        |                     |               |       |      | City of     | Richmond                    |            |     |     |             |    |               |       |          |      |
|------------------------|--------|---------------------|---------------|-------|------|-------------|-----------------------------|------------|-----|-----|-------------|----|---------------|-------|----------|------|
| Route                  | Length | AADT                | QA            | 4Tire | Bus  |             | Truck-<br>3+Axle 1T         | rail 2T    |     | QC  | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW       | Year |
| City of Richmond       |        | From                | .1            |       |      | CD 16       | 1 D 1 D1 1                  |            |     |     | -           |    |               |       |          |      |
| (7505) Hopkins Rd      | 1.05   | 10000               | G             | 98%   | 1%   | 1%          | 1 Belt Blvd<br>0% 0°        | % 0'       | %   | F   | 0.094       | F  | 0.516         | 11000 | G        | 2019 |
| (7505) Hopkins Rd      | 0.69   | 11000               | G             | 98%   | 1%   | Holly<br>1% | Spring Ave 0% 0'            | % 0        | %   | F   | 0.09        | F  | 0.546         | 12000 | G        | 2019 |
| (7505) Hopkins Rd      | 0.03   | To                  |               | 30 /6 | 1 /0 |             | Davis Hwy                   | /6 U       | /0  | - ' | 0.03        | '  | 0.540         | 12000 | u        | 2013 |
|                        |        | From                | <u>.</u>      |       |      |             | Hull St                     |            |     |     | 1           |    |               |       |          |      |
| (7509) Broad Rock Rd   | 0.38   | 3800 <sub>To</sub>  | G             | 98%   | 2%   | 1%          | 0% 0°                       | % 0        | %   | F   | 0.111       | F  | 0.745         | 4100  | G        | 2019 |
|                        |        | From                | :             |       |      |             | d Rock Rd                   |            |     |     |             |    |               |       |          |      |
| (7509) Bainbridge St   | 0.67   | <b>7300</b>         | G             | 98%   | 2%   | 1%          | 0% 09                       | % 0'       | %   | С   | 0.110       | F  | 0.641         | 7800  | G        | 2019 |
| (7509) Bainbridge St   | 0.06   | 8400 From           | G             | 98%   | 1%   | 1%          | st Street<br>0% 0°          | % 0'       | %   | F   | 0.109       | F  | 0.652         | 8900  | G        | 2019 |
| <u> </u>               |        | To<br>From          |               |       |      |             | 0Th St                      |            |     |     |             |    |               |       |          |      |
| (7509) Bainbridge St   | 0.14   | 10000               | G             | 98%   | 1%   | 1%          |                             | % 0        | %   | С   | 0.097       | F  | 0.566         | 11000 | G        | 2019 |
|                        |        | To<br>From          |               |       | Lof  |             | erson Hwy<br>wy; Cowardin A | Δve        |     |     |             |    |               |       |          |      |
| 7509 Bainbridge St     | 0.52   | 5600                | G             | 98%   | 1%   | 1%          |                             |            | %   | С   | 0.109       | F  | 0.681         | 6000  | G        | 2019 |
| (7509) Bainbridge St   | 5.52   | To                  |               | 0070  | . /0 |             | merce Rd                    | ,,,        | , 0 |     |             | •  | 0.001         | 3300  | <b>J</b> | _0.0 |
|                        |        | From                | :             |       |      |             | nbigh Dr                    |            |     |     | 1           |    |               |       |          |      |
| (7512) Cherokee Rd     | 2.54   | 2100                | G             | 99%   | 0%   | 0%          | 0% 0°                       | % 09       | %   | С   | 0.137       | F  | 0.545         | 2300  | G        | 2019 |
| (7512) Cherokee Rd     | 2.54   | 2100                |               | 33 76 | 0 70 |             |                             | <i>7</i> 0 | 70  |     | 0.107       | '  | 0.545         | 2000  | ч        | 2013 |
| O 01 1 D1              | 4.00   | From                | <u> </u>      | 000/  | 00/  |             | guenot Rd                   | 2/ 0/      | 2/  |     |             |    | 0.500         | 0.400 |          | 0010 |
| (7512) Cherokee Rd     | 1.92   | 2300                | G             | 99%   | 0%   | 0%          |                             | % 0        | %   | С   | 0.106       | F  | 0.530         | 2400  | G        | 2019 |
|                        |        |                     | <u> </u>      |       |      |             | st Hill Ave                 |            |     |     |             |    |               |       |          |      |
| <u> </u>               |        | From                | <u> </u>      | 070/  | 00/  |             | hmond; 20-683               |            | .,  |     |             | _  | 0.550         | 10000 | _        | 0010 |
| (7520) Forest Hill Ave | 1.11   | 15000               | F             | 97%   | 2%   | 1%          | 0% 09                       | % 0        | %   | С   | 0.099       | F  | 0.558         | 16000 | F        | 2019 |
|                        |        | To<br>From          |               |       | Ş    | SR 150 Ch   | ippenham Pkw                | у          |     |     |             |    |               |       |          |      |
| (7520) Forest Hill Ave | 1.15   | 31000               | G             | 97%   | 2%   | 1%          | 0% 09                       | % 0        | %   | F   | 0.1         | F  | 0.578         | 33000 | G        | 2019 |
| <u> </u>               |        | To                  | -             |       |      | Pow         | hite Pkwy                   |            |     |     | <u> </u>    |    |               |       |          |      |
| (7520) Forest Hill Ave | 1.27   | 22000               | G             | 98%   | 1%   | 0%          | 0% 0                        | % 0        | %   | С   | 0.097       | F  | 0.583         | 24000 | G        | 2019 |
|                        |        | To                  |               |       |      | In          | anko Dd                     |            |     |     |             |    |               |       |          |      |
| 7520 Forest Hill Ave   | 0.21   | 27000               | G             | 98%   | 1%   | 0%          | nnke Rd<br>0% 0°            | % 09       | %   | F   | 0.096       | F  | 0.591         | 30000 | G        | 2019 |
| (7520) Forest Hill Ave | 0.21   |                     | <u> </u>      | 0070  | 1 70 |             |                             | ,,,        | ,,  | •   |             | •  | 0.001         | 00000 | ŭ        | 2010 |
| Cornet Lill Ave        | 0.06   | From                | <u> </u>      | 000/  | 10/  |             | er Hills Blvd               | 2/ 0       | 2/  |     | 0.099       | г  | 0.500         | 10000 |          | 2010 |
| 7520 Forest Hill Ave   | 0.86   | 18000               | G             | 98%   | 1%   | 0%          | 0% 0                        | % U        | %   | С   | 0.099       | F  | 0.589         | 19000 | G        | 2019 |
|                        |        |                     | <u> </u>      |       |      |             | anoke St                    |            |     |     | <u> </u>    |    |               |       |          |      |
| Commono Dd             | 0.00   | From                | <u> </u>      | 000/  | 10/  |             | ells Rd                     | 0/ 0/      | 2/  | _   |             | _  | 0.050         | 0000  | 0        | 0010 |
| (7521) Commerce Rd     | 0.88   | 6500                | G             | 80%   | 1%   | 2%          | 5% 11                       | % 0        | %   | F   | 0.148       | F  | 0.853         | 6900  | G        | 2019 |
|                        |        | To<br>From          |               |       |      |             | ıffin Rd                    |            |     |     |             |    |               |       |          |      |
| (7521) Commerce Rd     | 1.08   | 4000                | G             | 80%   | 1%   | 2%          |                             | % 0        | %   | С   | 0.157       | F  | 0.842         | 4200  | G        | 2019 |
| $\overline{}$          |        | То                  | :             |       |      | Bell        | meade Rd                    |            |     |     |             |    |               |       |          |      |
|                        |        | From                |               |       |      | WCL         | Richmond                    |            |     |     |             |    |               |       |          |      |
| (7522) Walmsley Blvd   | 1.44   | 8900                | G             | 98%   | 1%   | 1%          | 0% 09                       | % 0        | %   | С   | 0.091       | F  | 0.621         | 9400  | G        | 2019 |
| <u> </u>               |        | To                  | -             |       |      | SR 10 Br    | oad Rock Blvd               |            |     |     | <u> </u>    |    |               |       |          |      |
| (7522) Walmsley Blvd   | 0.82   | 10000               | G             | 98%   | 1%   | 1%          | 0% 09                       | % 0        | %   | F   | 0.094       | F  | 0.57          | 11000 | G        | 2019 |
| $\bigcirc$             |        | To                  |               |       |      | Но          | pkins Rd                    |            |     |     |             |    |               |       |          |      |
| (7522) Walmsley Blvd   | 1.61   | 5400 From           | G             | 98%   | 1%   | 1%          | 0% 0                        | % 0        | %   | F   | 0.093       | F  | 0.569         | 5800  | G        | 2019 |
| 1022)                  |        | <del></del>         |               | / •   |      |             |                             |            | -   | -   |             | -  |               |       | -        |      |
| Walmalay Divid         | N 11   | From                | <u> </u>      | 010/  |      |             | rson Davis Hw               |            | 0/  |     | 0.100       |    | 0.55          | 140   | C        | 2010 |
| (7522) Walmsley Blvd   | 0.11   | 140<br>To           | G             | 91%   | 1%   | 3%          | 2% 4°                       | % 0        | /0  | С   | 0.132       | F  | 0.55          | 140   | G        | 2019 |
|                        |        | From                | <u> </u>      |       |      |             |                             |            |     |     |             |    |               |       |          |      |
| Midlethian Tales       | 1.05   |                     | $\overline{}$ | 070/  | 10/  |             | anoke St                    | 0/ ^/      | 0/  |     | 0.000       | _  | 0 507         | 11000 | ^        | 2010 |
| 7528 Midlothian Tpke   | 1.05   | 11000 <sub>To</sub> | G             | 97%   | 1%   | 1%          | 0% 0°                       | % 0        | /0  | С   | 0.090       | F  | 0.507         | 11000 | G        | 2019 |
| _                      |        | 10                  | _             |       |      |             | Hull St                     |            |     |     |             |    |               |       |          |      |
| Company Del            | 0.04   | From                |               | 0001  | 401  |             | Richmond                    | 2/ 2:      | 2/  |     |             | _  | 0.534         | 10000 | ^        | 0040 |
| 7530 Jahnke Rd         | 0.94   | 18000               | G             | 98%   | 1%   | 1%          | 0% 09                       | % 0        | %   | С   | 0.096       | F  | 0.571         | 19000 | G        | 2019 |
| <u> </u>               |        | То                  | 1             |       |      | Blak        | emore Rd                    |            |     |     |             |    |               |       |          |      |

| Route  | Length                       | AADT   | QA               | 4Tire                           | Bus                  |  | Tru<br>3+Axle  |                         |                      | QC      | K<br>Factor                               | QK          | Dir<br>Factor                                     | AAWDT                               | QW          | Year                                    |
|--|------------------------------|--|------------------|---------------------------------|----------------------|--|--|-------------------------|----------------------|---------|---|-------------|---|-------------------------------------|-------------|---|
| ity of Richmond  |                              |  |                  |                                 |                      |  |  |                         |                      |         |   |             |   |                                     |             |   |
| ◯ Jahaka Dd  | 1.00                         | 10000  | <u> </u>         | 000/                            | 10/                  |  | emore Rd   | 00/                     | 00/                  |         | 0.000                                     | _           | 0.646   | 11000                               | 0           | 2010                                    |
| Jahnke Rd  | 1.26                         | 10000  | G                | 98%                             | 1%                   | 1%   | 0%   | 0%                      | 0%                   | С       | 0.098                                     | F           | 0.646   | 11000                               | G           | 2019                                    |
|  |                              | From   | <u> </u>         |                                 |                      |  | t Hill Ave   |                         |                      |         |   |             |   |                                     |             |   |
| Prince Arthur Rd   | 0.30                         | 580  | G                | 99%                             | 0%                   | 1%   | 0%   | 0%                      | 0%                   | С       | 0.122                                     | F           | 0.538   | 620                                 | G           | 2019                                    |
|  |                              | From:  |                  |                                 |                      |  | Kent Rd<br>Arthur Rd   | ı                       |                      |         | +   |             |   |                                     |             |   |
| New Kent Rd  | 0.13                         | 640  | G                | 99%                             | 0%                   | 0%   | 0%   | 0%                      | 0%                   | С       | 0.122                                     | F           | 0.538   | 690                                 | G           | 2019                                    |
| <u> </u>   |                              | To   |                  |                                 |                      | CD 161 W.  | T.T:11   | - D11                   |                      |         |   |             |   |                                     |             |   |
| New Kent Rd  | 0.69                         | 1100   | G                | 99%                             | 0%                   | SR 161 Wes<br>0%   | 0%   | 0%                      | 0%                   | С       | 0.149                                     | F           | 0.69  | 1200                                | G           | 2019                                    |
| New Kent Rd  | 0.00                         | To:  | Ĕ                | 0070                            | - 0 70               |  | 2nd St   | - 0 / 0                 | 0 70                 |         |   | •           | 0.00  | 1200                                | ŭ           | 2010                                    |
|  |                              | From:  |                  |                                 |                      |  | nsley Blvd   |                         |                      |         | 1   |             |   |                                     |             |   |
| 7531) Hey Rd   | 0.58                         | 2000   | G                | 98%                             | 0%                   | 1%   | 0%   | 0%                      | 0%                   | С       | 0.092                                     | F           | 0.553   | 2100                                | G           | 2019                                    |
| 531) 1.0) 1.0  | 0.00                         |  |                  | 0070                            | - 70                 |  |  |                         |                      |         |   | •           | 0.000   |                                     | <b>C</b> .  | _0                                      |
|  | 0.05                         | From:  | <u> </u>         | 000/                            | 10/                  |  | ead Rd   | 00/                     | 00/                  | _       |   |             | 0.550   | 4000                                |             | 0010                                    |
| Hey Rd   | 0.25                         | 4300 To:   | G                | 98%                             | 1%                   | 1%   | 0%   | 0%                      | 0%                   | F       | 0.092                                     | F           | 0.553   | 4600                                | G           | 2019                                    |
|  |                              |  | <u> </u>         |                                 |                      |  | Hull Street  | Ra                      |                      |         |   |             |   |                                     |             |   |
| Mileter and Dat  | 4.40                         | From:  | <u> </u>         | 000/                            | 40/                  |  | nardt Rd   | 40/                     | 00/                  |         |   | _           | 0.707   | 4000                                | 0           | 0046                                    |
| Whitehead Rd   | 1.18                         | 4500   | G                | 98%                             | 1%                   | 1%   | 0%   | 1%                      | 0%                   | F       | 0.126                                     | F           | 0.787   | 4800                                | G           | 2019                                    |
|  |                              | From:  |                  |                                 |                      |  | wick Rd  |                         |                      |         |   |             |   |                                     |             |   |
| German School Rd   | 0.57                         | 5100   | G                | 98%                             | 1%                   | 1%   | 0%   | 1%                      | 0%                   | С       | 0.108                                     | F           | 0.529   | 5500                                | G           | 2019                                    |
| <u> </u>   |                              | To:  |                  |                                 |                      | Midlo  | thian Tpke   | ;                       |                      |         |   |             |   |                                     |             |   |
| 7533) German School Rd   | 0.91                         | 6700   | G                | 98%                             | 1%                   | 1%   | 0%   | 1%                      | 0%                   | F       | 0.092                                     | F           | 0.528   | 7100                                | G           | 2019                                    |
| <u> </u>   |                              | To   |                  |                                 |                      | Glei   | nway Dr  |                         |                      |         |   |             |   |                                     |             |   |
|  |                              | From:  | L                |                                 |                      |  | School R   |                         |                      |         |   |             |   |                                     |             |   |
| Glenway Dr   | 0.14                         | 3700   | G                | 97%                             | 2%                   | 1%   | 0%   | 0%                      | 0%                   | С       | 0.103                                     | F           | 0.536   | 4000                                | G           | 2019                                    |
| <u> </u>   |                              | To:<br>From:   | <u> </u>         |                                 |                      |  | emore Rd   |                         |                      |         | _   |             |   |                                     |             |   |
| Blakemore Rd   | 0.21                         | 2100   | G                | 97%                             | 2%                   | 0%   | nway Dr<br>0%  | 0%                      | 0%                   | С       | 0.099                                     | F           | 0.623   | 2200                                | G           | 2019                                    |
| Blakemore Rd   | 0.21                         | 2100   |                  | 31 /6                           | 2 /0                 | 0 /6   | 0 /6   | 0 /6                    | 0 /6                 |         | 0.033                                     | '           | 0.025   | 2200                                | u           | 2013                                    |
|  | 0.47                         | From:  | <u> </u>         | 070/                            | 40/                  |  | nke Rd   | 00/                     | 00/                  | _       |   |             | 0.004   |                                     |             | 0046                                    |
| Blakemore Rd   | 0.47                         | 3700   | G                | 97%                             | 1%                   | 1%   | 1%   | 0%                      | 0%                   | С       | 0.101                                     | F           | 0.601   | 3900                                | G           | 2019                                    |
| <u> </u>   |                              | From:  | <del></del>      |                                 |                      |  | iley Rd<br>emore Rd  |                         |                      |         | +   |             |   |                                     |             |   |
| 7533) Bliley Rd  | 0.57                         | 3500   | G                | 98%                             | 1%                   | 0%   | 0%   | 0%                      | 0%                   | С       | 0.104                                     | F           | 0.726   | 3700                                | G           | 2019                                    |
| 533) 2   | 0.07                         | To:  | Ť                | 0070                            | . , ,                |  | t Hill Ave   | 0,0                     | 0,0                  |         |   | •           | 0.7.20  | 0.00                                | <u>.</u>    | _0                                      |
|  |                              | From:  |                  |                                 |                      |  | ampton Ro  | 4                       |                      |         | 1   |             |   |                                     |             |   |
| Riverside Dr   | 0.04                         | 680  | N                | 000/                            |                      | Southin  | ашрюн к  |                         |                      |         |   | _           |   |                                     |             |   |
| 1334) THVOTOIGO DI   | 0.0 .                        | 000  |                  | 99%                             | 0%                   |  |  |                         | 0%                   | N       | 0 112                                     | -           | 0.586   | 730                                 | N           | 2019                                    |
| Disconsists Do   |                              |  |                  | 99%                             | 0%                   | 0%   | 0%   | 0%                      | 0%                   | N       | 0.112                                     | F           | 0.586   | 730                                 | N           | 2019                                    |
| A RIVARSIDA I Ir   | 1.07                         | From:  |                  |                                 |                      | 0%<br>SR 147 I   | 0%<br>Huguenot l   | 0%<br>Rd                |                      |         |   |             |   |                                     |             |   |
| Riverside Dr   | 1.97                         | From:  | G                | 99%                             | 0%                   | 0%<br>SR 147 I<br>0%   | 0%<br>Huguenot I<br>0%   | 0%                      | 0%                   | N<br>C  | 0.112                                     | F           | 0.586   | 730<br>730                          | N<br>G      |   |
| Riverside Dr   | 1.97                         | From: 680  To:   |                  |                                 |                      | 0%<br>SR 147 I<br>0%<br>Scott  | 0% Huguenot I 0% tview Dr  | 0%<br>Rd                |                      |         |   |             |   |                                     |             |   |
| Coattuious Dr.   |                              | To:  | G                | 99%                             | 0%                   | 0% SR 147 I 0% Scott   | 0% Huguenot I 0% tview Dr erside Dr  | 0%<br>Rd<br>0%          | 0%                   | С       | 0.112                                     | F           | 0.586   | 730                                 | G           | 2019                                    |
| 7534) Scottview Dr   | 1.97                         | To   |                  |                                 |                      | 0%  SR 147 I  0%  Scott  Rive  1%  | 0% Huguenot I 0% tview Dr erside Dr 0%   | 0%<br>Rd                |                      |         |   |             |   |                                     |             | 2019                                    |
| 7534) Scottview Dr   |                              | To:  | G                | 99%                             | 0%                   | 0%  SR 147 I  0%  Scott  Rive  1%  Long  | 0% Huguenot I 0% tview Dr erside Dr  | 0%<br>Rd<br>0%          | 0%                   | С       | 0.112                                     | F           | 0.586   | 730                                 | G           | 2019                                    |
| Coattuious Dr.   |                              | From: <b>260</b>   | G                | 99%                             | 0%                   | 0%  SR 147 I 0%  Scott Rive 1%  Long Scott 0%  | 0% Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr tview Dr  | 0%<br>Rd<br>0%          | 0%                   | С       | 0.112                                     | F           | 0.586   | 730                                 | G           | 2019                                    |
| 7534) Scottview Dr   | 0.22                         | 700 From: 260 To: 1400 To:   | G<br>G           | 99%                             | 0%                   | 0%  SR 147 I  0%  Scott Rive  1%  Long Scott  0%  Hath   | Huguenot I  0% tview Dr  erside Dr  0% gview Dr  tview Dr  0% away Rd  | 0%<br>Rd<br>0%<br>0%    | 0%                   | C       | 0.112                                     | F           | 0.586   | 730<br>270                          | G<br>G      | 2019                                    |
| 7534) Scottview Dr<br>7534) Longview Dr  | 0.22                         | 700 From: 260 To: From: 1400 To: From: Fro | G<br>G<br>G      | 99%                             | 0%                   | 0%  SR 147 I 0%  Scott Rive 1%  Long Scott 0%  Hath Long   | Huguenot I 0% tview Dr triside Dr 0% gyiew Dr tview Dr 0% away Rd gyiew Dr   | 0%  Rd 0%  0%  0%       | 0%                   | C<br>C  | 0.112<br>0.117<br>0.105                   | F<br>F      | 0.586<br>0.677<br>0.57                            | 730<br>270<br>1500                  | G<br>G      | 2019                                    |
| 7534) Scottview Dr<br>7534) Longview Dr  | 0.22                         | 700 From: 260 To: 1400 To:   | G<br>G           | 99%                             | 0%                   | 0%  SR 147 I 0%  Scott Rive 1%  Long Scott 0%  Hath Long 0%  | 0% Huguenot 1 0% tview Dr rrside Dr 0% gview Dr tview Dr 0% away Rd gview Dr 0%  | 0%<br>Rd<br>0%<br>0%    | 0%                   | C       | 0.112                                     | F           | 0.586   | 730<br>270                          | G<br>G      | 2019                                    |
| 7534) Scottview Dr<br>7534) Longview Dr  | 0.22                         | 260 To: From: 1400 To: From: 2400 To:  | G<br>G<br>G      | 99%                             | 0%                   | 0%  SR 147 I 0%  Scott Rive 1%  Long Scott 0%  Hath Long 0%  Fores:                                | Huguenot I 0% tview Dr criside Dr 0% gview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave   | 0% Rd 0% 0% 0% 0%       | 0%                   | C<br>C  | 0.112<br>0.117<br>0.105                   | F<br>F      | 0.586<br>0.677<br>0.57                            | 730<br>270<br>1500                  | G<br>G      | 2019                                    |
| Scottview Dr  Solution Dr  Solu | 0.22                         | 260 To: From: 1400 To: From: 2400 To: From: From: From:  | G<br>G<br>G      | 99%                             | 0%                   | 0%  SR 147 I 0%  Scott Rive 1%  Long Scott 0%  Hath Long 0%  Fores:                                | Huguenot I 0% tview Dr criside Dr 0% gview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave   | 0% Rd 0% 0% 0% 0%       | 0%                   | C<br>C  | 0.112<br>0.117<br>0.105<br>0.099          | F<br>F<br>F | 0.586<br>0.677<br>0.57<br>0.547                   | 730<br>270<br>1500<br>2600          | G<br>G<br>G | 2019<br>2019<br>2019<br>2019            |
| Scottview Dr  Total Longview Dr  Total Hathaway Rd   | 0.22                         | 260 To: From: 1400 To: From: 2400 To:  | G<br>G<br>G      | 99%                             | 0%                   | 0%  SR 147 I 0%  Scott Rive 1%  Long Scott 0%  Hath Long 0%  Fores:                                | Huguenot I 0% tview Dr criside Dr 0% gview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave   | 0% Rd 0% 0% 0% 0%       | 0%                   | C<br>C  | 0.112<br>0.117<br>0.105                   | F<br>F      | 0.586<br>0.677<br>0.57                            | 730<br>270<br>1500                  | G<br>G      | 2019<br>2019<br>2019<br>2019            |
| Scottview Dr  To San Longview Dr  To San Hathaway Rd  To San Warwick Rd  | 0.22                         | 260 To: From: 1400 To: From: 2400 To: From: From: From:  | G<br>G<br>G      | 99%                             | 0%                   | 0%  SR 147 I  0%  Scott  Rive  1%  Long  Scott  0%  Hath  Long  0%  Forest  SR 10 Bro  1%          | Huguenot I 0% tview Dr criside Dr 0% gview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave   | 0% Rd 0% 0% 0% 0%       | 0%                   | C<br>C  | 0.112<br>0.117<br>0.105<br>0.099<br>0.087 | F<br>F<br>F | 0.586<br>0.677<br>0.57<br>0.547                   | 730<br>270<br>1500<br>2600          | G<br>G<br>G | 2019<br>2019<br>2019<br>2019<br>2019    |
| Scottview Dr  Total Longview Dr  Total Hathaway Rd  Total Warwick Rd   | 0.22                         | 260 To: From: 1400 To: From: 2400 To: From: From: From:  | G<br>G<br>G      | 99%                             | 0%                   | 0%  SR 147 I  0%  Scott  Rive  1%  Long  Scott  0%  Hath  Long  0%  Forest  SR 10 Bro  1%          | 0% Huguenot 1 0% tview Dr rrside Dr 0% gview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave bad Rock E 0%                         | 0% Rd 0% 0% 0% 0%       | 0%                   | C<br>C  | 0.112<br>0.117<br>0.105<br>0.099          | F<br>F<br>F | 0.586<br>0.677<br>0.57<br>0.547                   | 730<br>270<br>1500<br>2600          | G<br>G<br>G | 2019<br>2019<br>2019<br>2019<br>2019    |
| Scottview Dr  To San Scottview Dr   | 0.22<br>0.20<br>0.30         | 260 To: From: 1400 To: From: 2400 To: From: 17000  | G G G G          | 99% 99% 98%                     | 0%<br>0%<br>0%<br>0% | 0%  SR 147 I 0%  Scott Rive 1%  Long Scott 0%  Hath Long 0%  Fores:  SR 10 Bro 1%  US 36 1%        | Huguenot I 0% tview Dr criside Dr 0% gview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave bad Rock F 0% 50 Hull St 0%             | 0% Rd 0% 0% 0% 0%       | 0%<br>0%<br>0%<br>0% | C C C   | 0.112<br>0.117<br>0.105<br>0.099<br>0.087 | F<br>F<br>F | 0.586<br>0.677<br>0.57<br>0.547                   | 730<br>270<br>1500<br>2600          | G G G G     | 2019<br>2019<br>2019<br>2019<br>2019    |
| Scottview Dr  Total Longview Dr  Total Hathaway Rd  Total Warwick Rd   | 0.22<br>0.20<br>0.30<br>1.00 | 260 To: From: 1400 To: From: 2400 To: 17000 To: To: To: Trom: To: Trom:  | G G G G          | 99% 99% 98%                     | 0%<br>0%<br>0%<br>0% | 0%  SR 147 I 0%  Scott Rive 1%  Long Scott 0%  Hath Long 0%  Fores:  SR 10 Bro 1%  US 36 1%  White | Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave 0% 60 Hull St 0% ehead Rd                | 0% Rd 0% 0% 0% 0%       | 0%<br>0%<br>0%<br>0% | C C C   | 0.112<br>0.117<br>0.105<br>0.099<br>0.087 | F<br>F<br>F | 0.586<br>0.677<br>0.57<br>0.547<br>0.522<br>0.511 | 730<br>270<br>1500<br>2600          | G G G G     | 2019<br>2019<br>2019<br>2019<br>2019    |
| Scottview Dr  Total Longview Dr  Total Hathaway Rd  Total Warwick Rd   | 0.22<br>0.20<br>0.30         | 260 To: From: 1400 To: From: 2400 To: From: 17000  | G<br>G<br>G<br>G | 99%<br>99%<br>99%<br>98%<br>97% | 0%<br>0%<br>0%<br>0% | 0%  SR 147 I  0%  Scott  1%  Long Scott  0%  Hath Long  0%  Forest  1%  US 36  1%  White  1%       | 0% Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave 0% 60 Hull St 0% chead Rd 0% | 0% Rd 0% 0% 0% 0% 0% 0% | 0%<br>0%<br>0%<br>0% | C C C F | 0.112<br>0.117<br>0.105<br>0.099<br>0.087 | F<br>F<br>F | 0.586<br>0.677<br>0.57<br>0.547                   | 730<br>270<br>1500<br>2600<br>18000 | G G G G     | 2019<br>2019<br>2019<br>2019<br>2019    |
| Scottview Dr  Total Longview Dr  Total Hathaway Rd  Total Warwick Rd   | 0.22<br>0.20<br>0.30<br>1.00 | 260 To: From: 1400 To: From: 2400 To: 17000 To: To: To: Trom: To: Trom:  | G<br>G<br>G<br>G | 99%<br>99%<br>99%<br>98%<br>97% | 0%<br>0%<br>0%<br>0% | 0%  SR 147 I  0%  Scott  1%  Long Scott  0%  Hath Long  0%  Forest  1%  US 36  1%  White  1%       | Huguenot I 0% tview Dr erside Dr 0% gview Dr tview Dr 0% away Rd gview Dr 0% t Hill Ave 0% 60 Hull St 0% ehead Rd                | 0% Rd 0% 0% 0% 0% 0% 0% | 0%<br>0%<br>0%<br>0% | C C C F | 0.112<br>0.117<br>0.105<br>0.099<br>0.087 | F<br>F<br>F | 0.586<br>0.677<br>0.57<br>0.547<br>0.522<br>0.511 | 730<br>270<br>1500<br>2600<br>18000 | G G G G     | 2019 2019 2019 2019 2019 2019 2019 2019 |

|                             |        |             |  |       |       | City of   | Richmo         | ond    |        |    |  |    |               |       |            |      |
|-----------------------------|--------|-------------|--|-------|-------|-----------|----------------|--------|--------|----|--|----|---------------|-------|------------|------|
| Route                       | Length | AADT        | QA   | 4Tire | Bus   |           | Tru<br>3+Axle  |        | 2Trail | QC | K<br>Factor                                      | QK | Dir<br>Factor | AAWDT | QW         | Year |
| City of Richmond            |        |             |  |       |       |           |                |        |        |    |  |    |               |       |            |      |
| <u> </u>                    |        | From        | <u> </u>                                       |       |       |           | Richmon        |        |        |    | <u> </u>   | _  |               |       | _          | 0010 |
| (7538) Monument Ave         | 0.83   | 24000       | G  | 99%   | 0%    | 0%        | 0%             | 0%     | 0%     | С  | 0.115  | F  | 0.561         | 26000 | G          | 2019 |
| <u> </u>                    |        | From        |  |       |       | Mal       | vern Ave       |        |        |    |  |    |               |       |            |      |
| (7538) Monument Ave         | 1.05   | 24000       | G  | 99%   | 0%    | 0%        | 0%             | 0%     | 0%     | F  | 0.118  | F  | 0.516         | 25000 | G          | 2019 |
|                             |        | From        |  |       |       | Во        | ulevard        |        |        |    |  |    |               |       |            |      |
| (7538) Monument Ave         | 0.95   | 15000       | F  | 99%   | 0%    | 0%        | 0%             | 0%     | 0%     | С  | 0.109  | F  | 0.54          | 16000 | F          | 2019 |
| $\overline{}$               |        | To          | -  |       |       | Lon       | nbardy St      |        |        |    |  |    |               |       |            |      |
| 7538) Franklin St           | 0.61   | 6900        | G  | 98%   | 0%    | 1%        | 0%             | 0%     | 0%     | С  | 0.120  | F  |               | 7400  | G          | 2019 |
| $\bigcup$                   |        | To          |  |       |       | Be1       | videre St      |        |        |    |  |    |               |       |            |      |
| 7538) Franklin St           | 0.92   | 6300 From   | G  | 98%   | 0%    | 1%        | 0%             | 0%     | 0%     | F  | 0.099  | F  |               | 6700  | G          | 2019 |
|                             |        | To          | :  |       |       | Ç         | Th St          |        |        |    |  |    |               |       |            |      |
| East                        |        | From        | :  |       |       | 127-7538  | Monumen        | nt Ave |        |    |  |    |               |       |            |      |
| 7538) Ramp                  | 0.10   | 6800        | G  |       |       |           |                |        |        |    | 0.132  | F  |               | 6800  | G          | 2019 |
| '                           |        | To          | :  |       |       | I-19      | 95-South       |        |        |    |  |    |               |       |            |      |
|                             |        | From        | :  |       |       | Three     | Chopt Re       | d      |        |    |  |    |               |       |            |      |
| 7542) Grove Ave             | 0.31   | 8800        | G  | 97%   | 1%    | 1%        | 0%             | 0%     | 0%     | С  | 0.115  | F  | 0.723         | 9300  | G          | 2019 |
| 7542)                       |        | To          |  |       |       |           |                |        |        |    |  |    |               |       |            |      |
| 7542 Grove Ave              | 2.00   | 10000       | <u>1</u> G                                     | 99%   | 1%    | 1%        | obie Ave<br>0% | 0%     | 0%     | С  | 0.115  | F  | 0.677         | 11000 | G          | 2019 |
| Grove Ave                   | 2.00   | 10000       |  | 33 /6 | 1 /0  | 1 /0      | 0 /6           | 0 /6   | 0 /6   |    | 0.113  | '  | 0.077         | 11000 | u          | 2013 |
| <u> </u>                    | 2 = 2  | From        | <u> </u>                                       |       |       |           | mpson St       | 221    |        |    |  |    |               | ====  |            | 2212 |
| <sub>7542</sub> Grove Ave   | 0.76   | 7000        | G  | 98%   | 1%    | 1%        | 0%             | 0%     | 0%     | С  | 0.102  | F  | 0.530         | 7500  | G          | 2019 |
|                             |        | To<br>From  | :  |       |       | SR 16     | 1 Bouleva      | rd     |        |    |  |    |               |       |            |      |
| 7542) Grove Ave             | 0.89   | 5600        | G  | 98%   | 1%    | 1%        | 0%             | 0%     | 0%     | С  | 0.107  | F  | 0.567         | 6000  | G          | 2019 |
| <u> </u>                    |        | To          | :  |       |       | Lon       | nbardy St      |        |        |    |  |    |               |       |            |      |
|                             |        | From        |  |       |       | US 1 Je   | ff Davis H     | Iwy    |        |    |  |    |               |       |            |      |
| 7545) Bellmeade Rd          | 0.75   | 6900        | G  | 88%   | 2%    | 2%        | 3%             | 6%     | 0%     | С  | 0.089  | F  | 0.606         | 7400  | G          | 2019 |
| $\overline{}$               |        | Te          |  |       |       |           | merce Rd       |        |        |    |  |    |               |       |            |      |
| Commoroo Dd                 | 1.07   | 40000       | <u> </u>                                       | 000/  | 10/   |           | meade Rd       |        | 00/    |    |  | _  | 0 505         | 12000 | _          | 2010 |
| Commerce Rd                 | 1.27   | 13000       | G  | 88%   | 1%    | 2%        | 3%             | 5%     | 0%     | С  | 0.088  | F  | 0.525         | 13000 | G          | 2019 |
| <u> </u>                    |        | From        |  |       |       |           | ram Ave        |        |        |    |  |    |               |       |            |      |
| <sub>7545</sub> Commerce Rd | 0.44   | 8700        | G  | 88%   | 1%    | 2%        | 3%             | 5%     | 0%     | F  | 0.130  | F  | 0.76          | 9300  | G          | 2019 |
| $\overline{}$               |        | To<br>From  | -  |       |       | N         | 1arx St        |        |        |    | $\neg$ $\vdash$                                  |    |               |       |            |      |
| 7545) Commerce Rd           | 0.45   | 12000       | G  | 88%   | 1%    | 2%        | 3%             | 5%     | 0%     | F  | 0.096  | F  | 0.607         | 12000 | G          | 2019 |
|                             |        | Te          |  |       |       | IIC 3     | 60 Hull S      | t      |        |    |  |    |               |       |            |      |
| 7545) W Commerce Rd         | 0.39   | 9500 From   | G  | 97%   | 1%    | 1%        | 1%             | 1%     | 0%     | С  | 0.126  | F  | 0.603         | 10000 | G          | 2019 |
| 7545) 11 00                 | 0.00   | To          | Ť  | 0.70  | . , , |           | Semmes A       |        | 0,0    |    |  | •  | 0.000         |       | <u>.</u>   | _0.0 |
|                             |        | From        | :<br>:I  |       |       |           | ley Rd         |        |        |    | 1  |    |               |       |            |      |
| 7548) Snead Rd              | 1.23   | 1900        | G  | 96%   | 2%    | 1%        | 1%             | 0%     | 0%     | С  | 0.135  | F  | 0.526         | 2000  | G          | 2019 |
| 7548) 5.1644 1.14           | 0      | To          | Ť  | 0070  |       |           | Rock Blv       |        | 0,0    |    |  | •  | 0.020         |       | <b>O</b> . | _0.0 |
|                             |        | From        | <u>.                                      </u> |       |       |           | Richmon        |        |        |    |  |    |               |       |            |      |
| 7552) Dumbarton Rd          | 0.05   | 9100        | G  | 88%   | 1%    | 2%        | 3%             | 5%     | 0%     | F  | 0.122  | F  | 0.556         | 9700  | G          | 2019 |
| Dumbarton Rd                | 0.00   | To          | <u> </u>                                       | 0070  | 1 /0  |           | ook Rd         | 070    | 070    | •  | 7  | •  | 0.000         | 0700  | u          | 2010 |
|                             |        | From        |  |       |       |           |                |        |        |    |  |    |               |       |            |      |
| 7553) Holly Spring Ave      | 0.48   | 4900        | G  | 88%   | 1%    | 2%        | pkins Rd<br>3% | 5%     | 0%     | F  | 0.082  | F  | 0.503         | 5200  | G          | 2019 |
| 7553) Holly Spring Ave      | 0.40   | -1000<br>To | <u> </u>                                       | 0070  | 1 /0  |           | d Rock Ro      |        | 0 70   |    | 0.002  |    | 0.000         | 0200  | ď          | 2010 |
|                             |        | From        | <br>:I   |       |       | 2.50      | I-64           |        |        |    | <del>-                                    </del> |    |               |       |            |      |
| 7555) Laburnum Ave          | 0.17   | 15000       | G  | 98%   | 1%    | 1%        | 0%             | 0%     | 0%     | F  | 0.102  | F  | 0.679         | 16000 | G          | 2019 |
| 7555 Laburnum Ave           | 0.17   | To          |  | 00 /0 |       | 7 Laburnu |                |        |        | '  | 0.102  | '  | 0.070         | 10000 | J          | 2010 |
|                             |        | From        |  |       | JI 17 |           | erlayne A      |        |        |    |  |    |               |       |            |      |
| 7555) Laburnum Ave          | 0.50   | 21000       | G  | 98%   | 1%    | 1%        | 0%             | 0%     | 0%     | С  | 0.090  | F  | 0.570         | 22000 | G          | 2019 |
| $\bigcirc$                  |        | To          | :  |       |       | ECL       | Richmono       | 1      |        |    |  |    |               |       |            |      |
|                             |        | From        |  | · · · |       | 127-7555  | Laburnun       | n Ave  |        |    |  |    |               |       |            |      |
| 7555) Ramp                  | 0.16   | 4000        | G  |       |       |           |                |        |        |    | 0.119  | F  |               | 4000  | G          | 2019 |
|                             |        | To          | :  |       |       | I-19      | 95 South       |        |        |    |  |    |               |       |            |      |
|                             |        |             |  |       | _     |           |                |        |        |    |  |    |               |       |            |      |

| Table   Tabl   |                             |        |       |          |       |      | City of Michilli   | Jilu      |      |    |         |     |         |       |          |      |
|--|-----------------------------|--------|-------|----------|-------|------|--------------------|-----------|------|----|---------|-----|---------|-------|----------|------|
| No.   Procession   | Route                       | Length | AADT  | QA       | 4Tire | Bus  |                    |           |      | QC |         | QK  |         | AAWDT | QW       | Year |
| Second   S   | City of Richmond            |        |       |          |       |      |                    |           |      |    | . 40.0. |     | . 4010. |       |          |      |
| Fig.      | <u> </u>                    |        |       | <u> </u> | 2021  |      |                    |           | 221  |    |         | _   |         |       | _        | 0010 |
| New Files  | Darbytown Rd                | 0.20   | 5200  | G        | 98%   | 1%   |                    |           | 0%   | F  | 0.091   | F   | 0.592   | 5600  | G        | 2019 |
| Maury St   0.73   10000   G   99%   0%   0%   0%   0%   0%   0%   0  | <u> </u>                    |        | Te    | 1        |       |      | ECL Richmon        | <u>d</u>  |      |    |         |     |         |       |          |      |
| Reverside Dr   1.28   2300   G   99%   0%   0%   0%   0%   0%   0%   0   | $\sim$                      |        |       |          |       |      | Forest Hill Av     | e         |      |    |         |     |         |       |          |      |
| Riverside Dr   1.28   2300   6   99%   0%   0%   0%   0%   0%   0%   0   | 7560) 42nd St               | 0.44   | 1500  | G        | 99%   | 0%   | 0% 0%              | 0%        | 0%   | С  | 0.233   | F   | 0.883   | 1600  | G        | 2019 |
| Riverside Dr   | <u> </u>                    |        | To    | c        |       |      |                    |           |      |    |         |     |         |       |          |      |
|  | Disconsists Do              | 4.00   |       | <u> </u> | 000/  | 00/  |                    | 00/       | 00/  |    |         | _   | 0.000   | 0.400 | 0        | 0046 |
| Maury St   0.97   7600   G   93%   1%   1%   1%   1%   3%   0%   F   0.83   F   0.881   8100   G   201   | Riverside Dr                | 1.28   | 2300  | <u> </u> | 99%   | 0%   |                    |           | 0%   | C  | 0.228   | F   | 0.890   | 2400  | G        | 2019 |
| Maury St   0.97   7600   G   93%   1%   1%   1%   3%   0%   F   0.083   F   0.581   8100   G   201   | <u> </u>                    |        | 10    |          |       |      | Cowardin Ave       | <u> </u>  |      |    |         |     |         |       |          |      |
| Maury St   0.73   10000   G   93%   1%   1%   1%   1%   1%   0%   0%   C   0.071   F   0.586   11000   G   201   |                             |        | Fron  | :        |       |      | Holly Spring A     |           |      |    |         |     |         |       |          |      |
| Maury St   0.73   10000   G   93%   1%   1%   1%   1%   3%   0%   C   0.071   F   0.586   11000   G   201  | <sub>7561</sub> ) Maury St  | 0.97   | 7600  | G        | 93%   | 1%   | 1% 1%              | 3%        | 0%   | F  | 0.083   | F   | 0.581   | 8100  | G        | 2019 |
| Maury St   0.73   10000   G   93%   1%   1%   1%   1%   3%   0%   C   0.071   F   0.586   11000   G   201  | <u> </u>                    |        | To    |          |       |      | Ieff Davis Hw      | v         |      |    | $\neg$  |     |         |       |          |      |
| Name   | 7561 Maury St               | 0.73   | 10000 | G        | 93%   | 1%   |                    |           | 0%   | С  | 0.071   | F   | 0.586   | 11000 | G        | 2019 |
| Maury St   0.35   13000   G   92%   1%   1%   2%   4%   0%   C   0.067   F   0.68   13000   G   201  | , 301)                      |        | _     |          |       |      |                    |           |      |    |         |     |         |       |          |      |
| 201   101    | u                           | 0.05   |       | <u> </u> | 000/  | 40/  |                    |           | 00/  |    |         | _   | 0.00    | 10000 |          |      |
| Mainy St   | Maury St                    | 0.35   | 13000 | <u> </u> | 92%   | 1%   |                    | 4%        | 0%   | C  | 0.067   | F   | 0.68    | 13000 | G        | 2019 |
| Second St   10,30      | <u> </u>                    |        | From  |          |       |      |                    |           |      |    |         |     |         |       |          |      |
| Hold St  | 2nd St                      | U 3U   |       |          | 9.4%  | 10/_ |                    | 10/_      | Nº/- |    | 0 131   | F   |         | 840   | G        | 2010 |
| See   Idlewood Ave   0.14   8700   G   99%   0%   0%   0%   0%   0%   0%   0   | 7561) 2110 31               | 0.50   |       |          | 34 /6 | 1 /0 |                    | 1 /0      | 0 /6 |    | 0.131   | '   |         | 040   | ч        | 2013 |
| See   Indexeload Ave   0.14   8700   G   99%   0%   0%   0%   0%   0%   0%   0   |                             |        |       | 1        |       |      |                    |           |      |    |         |     |         |       |          |      |
| Robinson St  |                             | 0.14   |       |          | 000/  | 001  |                    | 001       | 001  |    |         | _   | 0.505   | 0000  | _        | 004  |
| See   Halcher St   1.38   2000   G   99%   0%   0%   0%   0%   0%   0%   0   | 1562) Ialewood Ave          | 0.14   | 8700  | G        | 99%   | υ%   |                    | υ%        | υ%   | ۲  | 0.094   | ۲   | 0.525   | 9200  | G        | 2019 |
| Robinson St   0.05   4900   G   99%   0%   0%   0%   0%   0%   0%   F   0.092   F   0.581   5300   G   201   | <u> </u>                    |        | Fron  |          |       |      |                    | NT.       |      |    |         |     |         |       |          |      |
| File      | Pohingon St                 | 0.05   |       |          | 000/  | 00/  |                    |           | 00/  |    | 0.002   | _   | 0 501   | E200  | G        | 2010 |
| See   Inchemote   1.38   2000   G   99%   0%   0%   0%   0%   0%   0%   0  | 562 HODINSON St             | 0.03   | 4900  | <u> </u> | 33 /o | 0 /6 | 0 /6 0 /6          | 0 /6      | 0 /6 | 1  | 0.032   | '   | 0.561   | 3300  | G        | 2013 |
| See   Hatcher St   See   |                             |        | Fron  | :        |       | F    | FR-270 Grayland Av | e; Gap    |      |    |         |     |         |       |          |      |
| Williamsburg Rd  | <sub>562</sub> Idlewood Ave | 1.38   | 2000  | G        | 99%   | 0%   | 0% 0%              | 0%        | 0%   | С  | 0.099   | F   | 0.703   | 2200  | G        | 2019 |
| Hatcher St   | $\overline{}$               |        | Tr    | r        |       | 1    | US 1, US 301 Belvi | dere St   |      |    |         |     |         |       |          |      |
| Potomac Street   Poto   |                             |        | Fron  | :        |       |      | Williamsburg F     | d         |      |    |         |     |         |       |          |      |
| Potomac Street   Poto   | 7565) Hatcher St            | 0.17   | 3100  | F        | 93%   | 1%   | 1% 4%              | 1%        | 0%   | С  | 0.099   | F   | 0.827   | 3300  | F        | 2019 |
| Newton Rd  |                             |        | Te    |          |       |      | Datamaa Straa      |           |      |    |         |     |         |       |          |      |
| SCL Richmond   SCL    | Newton Rd                   | 0.28   |       |          | 08%   | Nº/- |                    |           | Nº/- |    | 0.100   | F   | 0.605   | 1600  | G        | 2010 |
| Total   Part     | 7565 Newton Hu              | 0.20   | 1400  |          | 30 /6 | 0 /6 |                    |           | 0 /6 |    | 0.100   | '   | 0.003   | 1000  | ч        | 2013 |
| Colorado Ave   0.34   1800   G   98%   1%   1%   1%   0%   0%   0%   C   0.091   F   0.644   1900   G   2011   |                             |        |       |          |       |      |                    | 1         |      |    |         |     |         |       |          |      |
| To Lombardy St    Frame  |                             | 0.04   |       |          | 000/  | 401  |                    | 00/       | 00/  |    |         | _   | 0.044   | 1000  | _        | 004  |
| Trace     Jeff Davis Havy  | 7566) Colorado Ave          | 0.34   |       |          | 98%   | 1%   |                    | 0%        | 0%   | C  | 0.091   | F   | 0.644   | 1900  | G        | 2019 |
| 1.11   1200   G   96%   1%   19%   29%   19%   0%   C   0.087   F   0.658   1300   G   2011  | <u> </u>                    |        | To    | C        |       |      | Lombardy St        |           |      |    |         |     |         |       |          |      |
| Trees   Strict   St   |                             |        | Fron  | :        |       |      |                    | y         |      |    |         |     |         |       |          |      |
| September   1000   Column      | Dinwiddie Ave               | 1.11   | 1200  | G        | 96%   | 1%   | 1% 2%              | 1%        | 0%   | С  | 0.087   | F   | 0.658   | 1300  | G        | 2019 |
| 1000   G   99%   0%   0%   0%   0%   0%   0%   F   0.081   F   0.699   11000   G   2011  | <u> </u>                    |        | To    | c        |       |      |                    |           |      |    |         |     |         |       |          |      |
| Table   Tabl   | O 411 01                    |        | Fron  |          | 2021  |      |                    |           | 221  |    |         | _   |         |       | _        |      |
| Second   S   | <sub>7567</sub> ) 4th St    | 0.21   | 10000 | G        | 99%   | 0%   | 0% 0%              | 0%        | 0%   | F  | 0.081   | F   | 0.699   | 11000 | G        | 2019 |
| Hull St  | <u> </u>                    |        | To    |          |       |      | Maury St           |           |      |    |         |     |         |       |          |      |
| From:  | 7567) 4th St                | 0.29   | 1200  | G        | 99%   | 0%   | 0% 0%              | 0%        | 0%   | С  | 0.15    | F   |         | 1300  | G        | 2019 |
| Ramp   0.23   13000   F   99%   0%   1%   0%   0%   0%   F   0.108   A   0.657   15000   F   2019  | <u> </u>                    |        |       | c        |       |      |                    |           |      |    |         |     |         |       |          |      |
| 7567 Ramp  0.23 13000 F 99% 0% 1% 0% 0% 0% F 0.108 A 0.657 15000 F 2019    127-7567 Exit 1B to 1-95 North     127-7567 Exit 1A     1295 North     127-7567 Exit 1A     1295 North     1295 |                             |        | Fron  |          |       |      |                    |           |      |    |         |     |         |       |          |      |
| Total Proof   127-7567 Exit 1B to I-95 North   127-7567 Exit 1B to I-95 North   127-7567 Exit 1B to I-95 North   1295 South   1295 North   1295 Nort | 7567 Ramp                   | 0.23   |       | F        | 99%   | 0%   |                    | 0%        | 0%   | F  | 0.108   | Δ   | 0.657   | 15000 | F        | 2010 |
| Ramp   0.20   3300   F   99%   0%   0%   0%   0%   0%   0%   F   0.218   A   3700   F   2019   | 1307) 1141119               | 0.20   | .0000 |          | 0070  |      |                    |           | 0 /0 | •  | 0.700   | , , | 0.507   | .0000 | •        | _01  |
| To I-95 South    1-95 South   1 | <u> </u>                    |        | From  | <u> </u> |       |      |                    |           |      |    |         |     |         |       |          |      |
| From   | <sub>7567</sub> Hamp        | 0.20   |       |          | 99%   | 0%   |                    | 0%        | 0%   | F  | 0.218   | Α   |         | 3700  | F        | 2019 |
| 7567) Ramp  0.42 10000 A 91% 1% 1% 1% 6% 0% F 0.096 A 11000 A 2019  To I-95 North  From: SR 197 Saunders Ave  7568) Westwood Ave  0.71 8200 G 96% 2% 1% 0% 1% 0% C 0.125 F 0.715 8700 G 2019  To SR 161 Hermitage Rd  7568) Westwood Ave  0.84 5000 G 96% 2% 1% 0% 1% 0% F 0.141 F 0.509 5300 G 2019   | $\overline{}$               |        | To    | C.       |       |      | I-95 South         |           |      |    |         |     |         |       |          |      |
| 7567 Ramp 0.42 10000 A 91% 1% 1% 1% 6% 0% F 0.096 A 11000 A 2019    From   SR 197 Saunders Ave   | _                           |        | From  |          |       |      | 127-7567 Exit 1    | A         |      |    |         |     |         |       |          |      |
| Try I-95 North  From: SR 197 Saunders Ave  2568) Westwood Ave 0.71 8200 G 96% 2% 1% 0% 1% 0% C 0.125 F 0.715 8700 G 2011  From: SR 161 Hermitage Rd  2568) Westwood Ave 0.84 5000 G 96% 2% 1% 0% 1% 0% F 0.141 F 0.509 5300 G 2011   | 7567) Ramp                  | 0.42   | 10000 | Α        | 91%   | 1%   |                    |           | 0%   | F  | 0.096   | Α   |         | 11000 | Α        | 2019 |
| SR 197 Saunders Ave     SR 197 Saunders Ave     SR 197 Saunders Ave   SR 197 Saunders    | <u> </u>                    |        | Tr    |          |       |      | I-95 North         |           |      |    |         |     |         |       |          |      |
| Westwood Ave 0.71 <b>8200 G</b> 96% 2% 1% 0% 1% 0% C 0.125 F 0.715 8700 G 2019    SR 161   Hermitage Rd  |                             |        | From  | :        |       |      |                    | Ave       |      |    |         |     |         |       |          |      |
| To SR 161 Hermitage Rd    SR 161 Hermitage Rd   SR 161 Hermitage R | Westwood Ave                | 0.71   |       |          | 96%   | 2%   |                    |           | 0%   | С  | 0.125   | F   | 0.715   | 8700  | G        | 2019 |
| 7568) Westwood Ave 0.84 <b>5000 G</b> 96% 2% 1% 0% 1% 0% F 0.141 F 0.509 5300 G 2019   | 7500)                       | 0.71   | 5200  |          | 2070  | _ /0 |                    |           | 3,0  |    |         | •   | 5.7.10  | 3, 30 | <u>~</u> | _511 |
|  | <u> </u>                    |        |       |          |       |      |                    |           |      |    |         |     |         |       |          |      |
| To: US 1, US 301 Chamberlayne Ave  | 7568) Westwood Ave          | 0.84   |       | _        | 96%   |      |                    |           |      | F  | 0.141   | F   | 0.509   | 5300  | G        | 2019 |
|  | $\sim$                      |        | To    | c        | ·     | US   | 1, US 301 Chamber  | layne Ave | ;    |    |         |     |         |       |          |      |

| Route   Length   AADT   QA   4Tire   Bus   2Ade 3-Avide   1Trail   2Trail   |                                |        |              |          |       |             | City of Michi     | nona      |      |      |               |    |        |       |          |      |
|--|--------------------------------|--------|--------------|----------|-------|-------------|-------------------|-----------|------|------|---------------|----|--------|-------|----------|------|
| SST 161   Delicit and   SST    | Route                          | Length | AADT         | QA       | 4Tire | Bus         |                   |           |      | QC   |               | QK |        | AAWDT | QW       | Year |
| Carace St   0.65   2300  | City of Richmond               |        | F            |          |       |             | 0D 1(1 D 1        |           |      |      | T             |    |        |       |          |      |
| Macadow 50   | O Ct                           | 0.05   |              |          | 000/  | 00/         |                   |           | 00/  | N.I. |               | _  | 0.700  | 0500  | N.I      | 0010 |
| Comparison   Com   | Grace St                       | 0.65   | 2300         | N        | 98%   | 0%          | 1% 0%             | 1%        | 0%   | IN   | 0.119         | г  | 0.783  | 2500  | IN       | 2019 |
|  |                                |        | To<br>From   |          |       |             | Meadow S          | St        |      |      |               |    |        |       |          |      |
|  | 7570 Grace St                  | 0.31   | 2300         | G        | 98%   | 0%          | 1% 0%             | 1%        | 0%   | С    | 0.119         | F  | 0.783  | 2500  | G        | 2019 |
| Grace St 0.60 5700 G 98% 0% 1% 0% 1% 0% F 0.104 F 0.764 6000 G 2019    Composition   C |                                |        | To           |          |       |             | Lombordy          | C+        |      |      |               |    |        |       |          |      |
| CIST   U.S. 2011   Rehisterer S   U.S. 2011   | Grace St                       | 0.60   | From         |          | ΩΩ0/  | <b>N</b> º/ |                   |           | 00/  |      | 0.104         | _  | 0.764  | 6000  | G        | 2010 |
| Grace St 0.92 4900 G 98% 0% 1% 0% 1% 0% F 0.128 F 5200 G 2019    Second Content of the content o | 7570) Chace St                 | 0.00   | 3700         | <u> </u> | 30 /6 | 0 78        | 176 076           | 1 /0      | 0 /6 | '    | 0.104         | '  | 0.704  | 0000  | ч        | 2013 |
| P St   |                                |        | From         | :        |       | 1           | US 1, US 301 Bel  | videre St |      |      |               |    |        |       |          |      |
| Second    | Grace St                       | 0.92   | 4900         | G        | 98%   | 0%          | 1% 0%             | 1%        | 0%   | F    | 0.128         | F  |        | 5200  | G        | 2019 |
| Commerced Nate   |                                |        | To           | c        |       |             | 9th St            |           |      |      |               |    |        |       |          |      |
| P St   |                                |        | From         | :        |       |             | 25Th St           |           |      |      |               |    |        |       |          |      |
| Combined Rd  | P St                           | 0.54   | 1100         |          | 98%   | 0%          |                   | 0%        | 0%   | C    | 0.091         | F  | 0 748  | 1200  | G        | 2010 |
| Second Ave   | 75/3) . 31                     | 0.01   |              | Ť        | 0070  | 0 70        |                   |           | 0 70 |      |               | •  | 0.7 10 | 1200  | <u> </u> | 2010 |
| STO   Dekwood Ave   0.54   2100   G   98%   0%   0%   0%   0%   0%   0%   0%   |                                |        |              | :        |       |             |                   | ive       |      |      |               |    |        |       |          |      |
| Richmond Rd  | Oakwood Ave                    | 0.54   | 2100         |          | 98%   | 0%          |                   | 0%        | 0%   | C    | 0.095         | F  | 0.543  | 2300  | G        | 2019 |
| Combined Rd   0.65   3500   0.65   3500   0.65   3500   0.65      | 7573) Gaillioga 7110           | 0.01   |              | <u> </u> | 0070  | 0 70        |                   |           | 0 70 |      |               | •  | 0.010  | 2000  | Ğ        | 2010 |
| Richmond Rd  |                                |        |              | :        |       |             |                   |           |      |      |               |    |        |       |          |      |
| SECL Richmond   Security   Secu   | Richmond Rd                    | 0.65   | 3500         | G        | 98%   | 0%          |                   |           | 0%   | F    | 0.091         | F  | 0.509  | 3700  | G        | 2019 |
| Parkwood Ave   0.65   2800   F   98%   0%   1%   0%   1%   0%   F   0.138   F   3000   F   2019  | 13/3)                          | 0.00   | To           |          | 20 /0 | 0 /0        |                   |           | 0 /0 | •    |               | •  | 3.000  | 0.00  | <u>~</u> | _5.5 |
| Parkwood Ave   0.65   2800   F   98%   0%   1%   0%   1%   0%   F   0.138   F   3000   F   2019  |                                |        |              |          |       |             |                   |           |      |      |               |    |        |       |          |      |
| Comberland St   0.40   7700   G   98%   0%   1%   0%   1%   0%   F   0.111   F   8200   G   2019   | <u> </u>                       |        |              |          |       |             |                   |           |      |      |               | _  |        |       | _        |      |
| Carrier Coumberland St   | <sub>7574</sub> ) Parkwood Ave | 0.65   | 2800         | F        | 98%   | 0%          | 1% 0%             | 1%        | 0%   | F    | 0.138         | F  |        | 3000  | F        | 2019 |
| Carrier Coumberland St   | $\overline{}$                  |        | To           |          |       |             | Harrison S        | St        |      |      |               |    |        |       |          |      |
| Service   Serv   | Cumberland St                  | 0.40   |              |          | 98%   | N%          |                   |           | 0%   | F    | 0 111         | F  |        | 8200  | G        | 2019 |
| Hermitage Rd   Herm   | 75/4) Odifiberiand Ot          | 0.40   | 7.700<br>To  | <u> </u> | 30 /0 | 0 70        |                   |           | 0 70 |      |               | •  |        | 0200  | ч        | 2013 |
| Westbrook Ave   0.08   8100   G   98%   0%   1%   0%   1%   0%   F   0.099   F   0.867   8600   G   2019   |                                |        |              |          |       |             | Belvidele (       | οι        |      |      |               |    |        |       |          |      |
| Second Process   Seco   |                                |        | From         |          |       |             |                   |           |      |      |               |    |        |       |          |      |
| Westbrook Ave   0.86   5400   G   98%   0%   1%   0%   1%   0%   F   0.096   F   0.54   5800   G   2019  | (7576) Westbrook Ave           | 0.08   | 8100         | G        | 98%   | 0%          | 1% 0%             | 1%        | 0%   | F    | 0.099         | F  | 0.867  | 8600  | G        | 2019 |
| Westbrook Ave   0.86   5400   G   98%   0%   1%   0%   1%   0%   F   0.096   F   0.54   5800   G   2019  |                                |        | To           |          |       |             | LOS Off Par       | mn        |      |      |               |    |        |       |          |      |
| Second   S   | Wasthrook Ava                  | 0.86   |              |          | 089/  | <b>N</b> º/ |                   |           | 00/  |      | 0.006         | _  | 0.54   | 5900  | G        | 2010 |
| Total   Tota   | 7576) Westbrook Ave            | 0.00   |              |          | 30 /6 | 0 78        |                   |           | 0 /6 | - '  | 0.030         | '  | 0.54   | 3000  | ч        | 2013 |
| Second   S   |                                |        |              |          |       |             | DIOUK KU          |           |      |      |               |    |        |       |          |      |
| Decatur St   Dec   |                                |        |              |          |       |             |                   |           |      |      |               |    |        |       |          |      |
| Total   Section   Sectio   | <sub>7577</sub> ) 21st St      | 0.07   | 740          | G        | 97%   | 1%          | 1% 1%             | 0%        | 0%   | F    | 0.133         | F  |        | 790   | G        | 2019 |
| Second   S   | $\bigcirc$                     |        | To           | c        |       |             | Decatur S         | t         |      |      |               |    |        |       |          |      |
| Second   S   |                                |        | From         |          |       |             |                   |           |      |      |               |    |        |       |          |      |
| 1800      | <sub>7577</sub> ) Decatur St   | 0.13   | 860          | G        | 97%   | 1%          | 1% 1%             | 0%        | 0%   | F    | 0.133         | F  |        | 920   | G        | 2019 |
| 1800      |                                |        | To           |          |       |             | US 1 Jofforson Do | wie Uww   |      |      |               |    |        |       |          |      |
| Total   Commerce Rd   Commer   | Docatur St                     | 0.50   | From         |          | 079/  |             |                   |           | 00/  |      | 0.080         | _  | 0.515  | 1000  | G        | 2010 |
| Content of the cont   | 7577) Decatul St               | 0.08   | 1000         | _ u      | 31 /0 | 1 /0        | 1 /0 U%           | U 7/0     | U /o |      | 0.009         | 1- | 0.010  | 1 300 | G        | 2019 |
| Content of the cont   |                                |        | To           |          |       |             | Commerce 1        | Rd        |      |      |               |    |        |       |          |      |
| Tell Cofer Rd  | 7577) Decatur St               | 0.35   |              | G        | 97%   | 1%          |                   |           | 0%   | F    | 0.184         | F  | 0.688  | 2300  | G        | 2019 |
| Cofer Rd   0.97   4500   G   97%   1%   1%   1%   0%   0%   F   0.092   F   0.576   4800   G   2019  | $\cup$                         |        |              | c.       |       |             | 2nd Stree         |           |      |      |               |    |        |       |          |      |
| Cofer Rd  0.97  4500  G  97%  1%  1%  1%  0%  0%  From  22nd St  7579  Leigh St  0.08  950  N  98%  0%  1%  0%  0%  0%  0%  0%  0%  N  0%  0%  0%  |                                |        | From         |          |       |             |                   |           |      |      | ·             |    |        |       |          |      |
| Tole   Jeff Davis Hwy   Tole   Jeff Davis Hwy   Jeff Da   | Cofor Dd                       | 0.07   |              | <u> </u> | 070/  | 10/         |                   |           | 00/  |      |               | _  | 0.570  | 4000  | 0        | 2012 |
| Prome   22nd St   1000   N   98%   0%   1%   0%   0%   0%   N   0.104   F   0.551   1000   N   2019  | 7578) Coler Ha                 | 0.97   |              | <u> </u> | 9/%   | 1%          |                   |           | υ%   | Г    | 0.092         | г  | 0.5/6  | 4800  | G        | 2019 |
| Leigh St   0.08   950   N   98%   0%   1%   0%   0%   0%   N   0.104   F   0.551   1000   N   2019   |                                |        | To           | <u> </u> |       |             | Jeff Davis H      | wy        |      |      |               |    |        |       |          |      |
| Total Private   Total Privat   | _                              |        | From         |          |       |             | 22nd St           |           |      |      |               |    |        |       |          |      |
| Top   Leigh St   1,000   G   98%   0%   1%   0%   0%   0%   0%   0 %   0 %   0.551   1000   G   2019   | 7579 Leigh St                  | 0.08   | 950          | N        | 98%   | 0%          | 1% 0%             | 0%        | 0%   | N    | 0.104         | F  | 0.551  | 1000  | Ν        | 2019 |
| Total Part Proof   St   1000   G   98%   0%   1%   0%   0%   0%   0%   C   0.104   F   0.551   1000   G   2019   |                                |        | _            |          |       |             |                   |           |      |      | <del></del> 1 |    |        |       |          |      |
| State   Stat   | O Latert Ot                    | 0.70   | From         | <u> </u> | 0001  | 001         |                   |           | 001  |      | 0.10.         | _  | 0.551  | 1000  | ^        | 0010 |
| Glenwood Ave 0.34 870 G 99% 0% 0% 0% 0% 0% 0% C 0.107 F 0.647 930 G 2019    From   Hermitage Rd   Chamberlayne Ave   From   Boulevard   From   Boulevard   From   Government Rd   From   Chamberlayne Ave   From   Chamberlayne Av | <sub>7579</sub> Leigh St       | 0.72   | 950          | G        | 98%   | 0%          | 1% 0%             | υ%        | 0%   | C    | U.104         | F  | 0.551  | 1000  | G        | 2019 |
| Glenwood Ave 0.34 870 G 99% 0% 0% 0% 0% 0% 0% C 0.107 F 0.647 930 G 2019    From   Hermitage Rd   Chamberlayne Ave   From   Boulevard   From   Boulevard   From   Government Rd   From   Chamberlayne Ave   From   Chamberlayne Av | $\overline{}$                  |        | To           | _        |       |             | 35th St           |           |      |      |               |    |        |       |          |      |
| Tok  | Glenwood Ave                   | 0.34   | 870          | G        | 99%   | 0%          |                   | 0%        | 0%   | С    | 0.107         | F  | 0.647  | 930   | G        | 2019 |
| Hermitage Rd     Hermitage Rd  | 3,3,                           | 0.01   |              | _        | -0/0  | 5 / 0       |                   |           | 0,0  |      | <u> </u>      | •  | 2.017  |       | _        | _5.0 |
| Robin Hood Rd   0.85   2100   G   98%   0%   1%   0%   0%   0%   0%   C   0.108   F   0.598   2200   G   2019  |                                |        |              |          |       |             |                   |           |      |      | _             |    |        |       |          |      |
| Tok   Chamberlayne Ave   | <u> </u>                       |        |              | <u> </u> |       |             |                   |           |      |      |               |    |        |       |          | _    |
| From: <u>Boulevard</u> 7582 Robin Hood Rd 0.51 <b>19000 G</b> 97% 1% 1% 1% 0% 0% F 0.081 F 0.538 20000 G 2019  | <sub>7580</sub> Bellevue Ave   | 0.85   | 2100         | G        | 98%   | 0%          | 1% 0%             | 0%        | 0%   | С    | 0.108         | F  | 0.598  | 2200  | G        | 2019 |
| 7582) Robin Hood Rd 0.51 <b>19000 G</b> 97% 1% 1% 1% 0% 0% F 0.081 F 0.538 20000 G 2019  | $\smile$                       |        | To           | c        |       |             | Chamberlayne      | Ave       |      |      |               |    |        |       |          |      |
| 7582) Robin Hood Rd 0.51 <b>19000 G</b> 97% 1% 1% 1% 0% 0% F 0.081 F 0.538 20000 G 2019  |                                |        | From         |          |       |             | Boulevaro         | 1         |      |      |               |    |        |       |          |      |
|  | Robin Hood Rd                  | 0.51   | 19000        | G        | 97%   | 1%          |                   |           | 0%   | F    | 0.081         | F  | 0.538  | 20000 | G        | 2019 |
|  | 7302)                          | 0.01   | . 3000<br>To | <u> </u> | 5.70  | . 70        |                   |           | 0 /0 | •    |               | •  | 3.000  | _0000 | <u> </u> | _5.5 |
|  |                                |        |              |          |       |             |                   |           |      |      |               |    |        |       |          |      |

|                           |        |            |          |       |          |                  | nicililloi        |                |       |    |             |    |               |       |          |      |
|---------------------------|--------|------------|----------|-------|----------|------------------|-------------------|----------------|-------|----|-------------|----|---------------|-------|----------|------|
| Route                     | Length | AADT       | QA       | 4Tire | Bus      |                  | Tru<br>3+Axle     |                |       | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW       | Year |
| City of Richmond          |        |            | T        |       |          |                  |                   |                | Liian |    | 1 40101     |    | 1 40101       |       |          |      |
| 7582) Ramp                | 0.10   | 5800       | G        |       |          | 127-7582-        | -E000A Ra         | ımp            |       |    | 0.118       | F  |               | 5800  | G        | 2019 |
| 7562)                     | 00     | To         |          |       |          | I-95             | 5 South           |                |       |    |             |    |               |       | <u> </u> |      |
|                           |        | From       |          |       |          | Br               | oad St            |                |       |    |             |    |               |       |          |      |
| (7583) Chimborazo Blvd    | 0.56   | 690        | G        | 97%   | 1%       | 1%               | 1%                | 0%             | 0%    | С  | 0.115       | F  | 0.505         | 740   | G        | 2019 |
| <u> </u>                  |        | То         |          |       |          |                  | vood Ave          |                |       |    |             |    |               |       |          |      |
| 7584) Terminal Ave        | 1.03   | 3100       | G        | 98%   | 0%       | Jeff D<br>1%     | avis Hwy<br>1%    | 1%             | 0%    | С  | 0.093       | F  | 0.587         | 3300  | G        | 2019 |
| 1 erminal Ave             | 1.00   | To         | Г        | 30 /0 | 0 70     |                  | lt Blvd           | 1 /0           | 0 70  |    | 0.000       | '  | 0.507         | 3300  | a        | 2010 |
|                           |        | From       |          |       |          | Broa             | ad Street         |                |       |    |             |    |               |       |          |      |
| 7585) 31st St             | 1.20   | 2100       | G        | 98%   | 0%       | 1%               | 1%                | 0%             | 0%    | С  | 0.092       | F  | 0.647         | 2300  | G        | 2019 |
| <u> </u>                  |        | To         |          |       |          | Nine             | Mile Rd           |                |       |    |             |    |               |       |          |      |
| 7586) Brookland Pkwy      | 0.83   | 7300       | G        | 98%   | SR<br>2% | 161 Hermit<br>1% | age Rd; B         | oulevard<br>0% | 0%    | С  | 0.104       | F  | 0.510         | 7800  | G        | 2019 |
| Brookland Pkwy            | 0.03   | 7300       |          | 30 /6 | 2 /0     |                  |                   | 0 /6           | 0 /0  |    | 0.104       | '  | 0.510         | 7000  | G        | 2013 |
| 7586) Brookland Park Blvd | 0.23   | From 10000 | G        | 97%   | 1%       | 1%               | ook Rd<br>0%      | 0%             | 0%    | F  | 0.098       | F  | 0.572         | 11000 | G        | 2019 |
| 7588) Brookland Fank Biva | 0.20   | To         | <u> </u> | 01 70 | 1 70     |                  |                   |                | 070   | •  | 0.000       | •  | 0.072         | 11000 | <u> </u> | 201  |
| 7586) Brookland Park Blvd | 1.01   | 10000      | G        | 97%   | 1%       | 1%               | erlayne Av<br>0%  | e<br>0%        | 0%    | С  | 0.093       | F  | 0.559         | 11000 | G        | 2019 |
|                           |        | То         |          |       |          | Richmond-        |                   |                |       |    |             |    |               |       |          |      |
| 7586) Brookland Park Blvd | 0.56   | 8500 From  | G        | 98%   | 1%       | 1%               | 0%                | 0%             | 0%    | С  | 0.099       | F  | 0.552         | 9100  | G        | 201  |
|                           |        | To         |          |       |          |                  | ill Ave           |                |       |    |             |    |               |       |          |      |
| 7586) Dill Ave            | 0.40   | 5500       | G        | 99%   | 1%       | Brooklar<br>1%   | nd Park Bl        | vd<br>0%       | 0%    | С  | 0.108       | F  | 0.579         | 5800  | G        | 201  |
| 7586 Dill Ave             | 0.40   | To         | Ĕ        | 33 /6 | 1 /0     |                  | Richmond          | 0 70           | 0 70  |    | 0.100       | '  | 0.575         | 3000  | a        | 201  |
|                           |        | From       |          |       |          | М                | ain St            |                |       |    | i           |    |               |       |          |      |
| 7587) 25th St             | 0.22   | 5300       | F        | 97%   | 2%       | 1%               | 0%                | 0%             | 0%    | С  | 0.088       | F  | 0.509         | 6000  | F        | 2019 |
| <u> </u>                  |        | To<br>From |          |       |          | Br               | oad St            |                |       |    |             |    |               |       |          |      |
| 7587) 25th St             | 0.76   | 4600       | G        | 99%   | 1%       | 1%               | 0%                | 0%             | 0%    | F  | 0.095       | F  | 0.512         | 4900  | G        | 2019 |
| <u> </u>                  |        | To         |          |       |          |                  | line Mile F       | Rd             |       |    |             |    |               |       |          |      |
| Overbrook Ave             | 0.90   | 2100       | G        | 97%   | 1%       | Herm<br>1%       | nitage Rd<br>1%   | 0%             | 0%    | С  | 0.106       | F  | 0.524         | 2200  | G        | 2019 |
| 7588)                     | 0.00   |            |          | 0.70  | . , ,    | US 1 Chan        |                   |                |       |    |             | •  | 0.02          |       |          |      |
| 7588) Overbrook Ave       | 0.61   | 5200       | G        | 99%   | 1%       | 0%               | 0%                | 0%             | 0%    | С  | 0.099       | F  | 0.631         | 5500  | G        | 2019 |
| 7.000                     |        | To         |          |       |          | Noi              | rth Ave           |                |       |    |             |    |               |       |          |      |
|                           |        | From       |          |       |          | Вог              | ulevard           |                |       |    |             |    |               |       |          |      |
| 7590 Leigh St             | 0.59   | 9500       | G        | 98%   | 1%       | 1%               | 0%                | 0%             | 0%    | С  | 0.1         | F  | 0.505         | 10000 | G        | 2019 |
| <u> </u>                  |        | From       |          |       |          |                  | nitage Rd         |                |       |    |             | _  |               |       |          |      |
| 7590 Leigh St             | 0.72   | 8900 To    | G        | 98%   | 1%       | 1%               | 0%<br>rison St    | 0%             | 0%    | С  | 0.102       | F  | 0.526         | 9500  | G        | 2019 |
| _                         |        | From       |          |       |          | SR 33 Mos        | by St; Lei        | gh St          |       |    |             |    |               |       |          |      |
| <sub>7590</sub> O St      | 0.10   | 1900       | G        | 98%   | 1%       | 1%               | 0%                | 0%             | 0%    | F  | 0.122       | F  | 0.639         | 2000  | G        | 201  |
| <u> </u>                  |        | To<br>From |          |       |          |                  | ington St<br>O St |                |       |    |             |    |               |       |          |      |
| 7590) Carrington St       | 0.38   | 90         | G        | 94%   | 2%       | 2%               | 1%                | 1%             | 0%    | С  | 0.130       | F  | 0.583         | 90    | G        | 2019 |
|                           |        | To         |          |       |          |                  | 25th St           |                |       |    |             |    |               |       |          |      |
| $\sim$                    |        | From       |          |       |          |                  | bardy St          |                |       |    |             |    |               |       |          |      |
| Admiral St                | 0.18   | 4300       | G        | 98%   | 1%       | 1%               | 0%                | 0%             | 0%    | F  | 0.093       | F  | 0.547         | 4500  | G        | 201  |
|                           | 2.55   | From       | $ar{}$   | 0001  | 40'      |                  | ook Rd            | 001            | 001   | _  | 0.10:       |    | 0.5/0         | F000  |          | 00.1 |
| School St                 | 0.29   | 4700 To    | G        | 98%   | 1%       | 1%<br>Chambe     | 0%<br>erlayne Av  | 0%             | 0%    | F  | 0.101       | F  | 0.549         | 5000  | G        | 2019 |
|                           |        | From       | I        |       |          | US 60, US        |                   |                |       |    |             |    |               |       |          |      |
| 7593) 14th St             | 0.21   | 14000      | G        | 98%   | 1%       | 1%               | 0%                | 0%             | 0%    | F  | 0.079       | F  | 0.669         | 15000 | G        | 201  |
|                           |        | То         |          |       |          |                  | 0 Broad St        |                |       |    |             |    |               |       |          |      |
|                           |        | From       |          |       |          |                  | ary St            |                |       |    |             |    |               |       |          |      |
| 7595) 9th St              | 0.22   | 11000      | G        | 98%   | 1%       | 1%               | 0%                | 0%             | 0%    | F  | 0.127       | F  |               | 12000 | G        | 2019 |
| $\sim$                    |        | To         |          |       |          | Gr               | ace St            |                |       |    |             |    |               |       |          |      |

|                               |          |              |          |            |          | City of h        | iciiiioiia           |      |        |             |        |               |              |        |      |
|-------------------------------|----------|--------------|----------|------------|----------|------------------|----------------------|------|--------|-------------|--------|---------------|--------------|--------|------|
| Route                         | Length   | AADT         | QA       | 4Tire      | Bus      |                  | Truck<br>+Axle 1Trai |      | QC     | K<br>Factor | QK     | Dir<br>Factor | AAWDT        | QW     | Year |
| City of Richmond              |          |              | T        |            |          |                  |                      |      |        |             |        |               |              |        |      |
| 011-01                        | 0.00     | From         | ᄂ        | 000/       | 40/      | Grad             |                      | 00/  |        |             | _      |               | 0000         | 0      | 0040 |
| 7595) 9th St                  | 0.08     | 8400         | G        | 98%        | 1%       | 1%               | 0% 0%                | 0%   | F      | 0.123       | F      |               | 9200         | G      | 2019 |
| <u> </u>                      |          | From         |          |            |          | Broa             |                      |      |        |             |        |               |              |        |      |
| <sub>7595</sub> ) 9th St      | 0.23     | 5700         | G        | 98%        | 1%       | 1%               | 0% 0%                | 0%   | F      | 0.114       | F      |               | 6000         | G      | 2019 |
| $\overline{}$                 |          | To           |          |            |          | Leig             | h St                 |      |        |             |        |               |              |        |      |
|                               |          | From         |          |            |          | Chamberl         | ayne Ave             |      |        |             |        |               |              |        |      |
| 7596) Azalea Ave              | 0.13     | 17000        | G        | 98%        | 1%       | 1%               | 0% 0%                | 0%   | F      | 0.097       | F      | 0.512         | 18000        | G      | 2019 |
| <u> </u>                      |          | To           |          |            |          | ECL Ri           | chmond               |      |        |             |        |               |              |        |      |
|                               |          | From:        |          |            |          | Hugue            | not Rd               |      |        |             |        |               |              |        |      |
| 7597) Westgate Dr             | 0.51     | 650          | G        | 98%        | 1%       | 1%               | 0% 0%                | 0%   | F      | 0.092       | F      | 0.508         | 690          | G      | 2019 |
| $\overline{}$                 |          | To           |          |            |          | Cedar            | Grove                |      |        |             |        |               |              |        |      |
|                               |          | From:        |          |            |          | Chamberl         | ayne Ave             |      |        |             |        |               |              |        |      |
| 7598) Ladies Mile Rd          | 1.39     | 2200         | G        | 99%        | 0%       | 0%               | 0% 0%                | 0%   | С      | 0.091       | F      | 0.647         | 2300         | G      | 2019 |
|                               |          | To           |          |            |          | Meadowl          | oridge Rd            |      |        |             |        |               |              |        |      |
|                               |          | From:        |          |            |          | Vena             | ble St               |      |        |             |        |               |              |        |      |
| Mosby St                      | 0.14     | 6400         | G        | 98%        | 1%       | 1%               | 0% 0%                | 0%   | F      | 0.1         | F      | 0.576         | 6900         | G      | 2019 |
| , ==                          |          | To:          | Ē        |            |          | M.L.Kin          |                      |      |        | 1           |        |               |              |        |      |
| <u> </u>                      |          | From:        |          |            |          | Fairmo           |                      |      |        |             |        |               |              |        |      |
| 7599 Mechanicsville Tpke      | 0.42     | 7400         | G        | 98%        | 1%       | 1%               | 0% 0%                | 0%   | С      | 0.096       | F      | 0.65          | 7900         | G      | 2019 |
| $\bigcirc$                    |          | To           |          |            |          | Fairfie          | ld Ave               |      |        |             |        |               |              |        |      |
|                               |          | From:        |          |            |          | Colora           | do Ave               |      |        |             |        |               |              |        |      |
| 7601) Lombardy St             | 0.49     | 760          | G        | 95%        | 0%       | 4%               | 0% 0%                | 0%   | С      | 0.097       | F      | 0.5           | 810          | G      | 2019 |
| ,                             |          | To           |          |            |          | Idlewo           | od Ave               |      |        |             |        |               |              |        |      |
| _                             |          | From         |          |            |          | Parkwo           | od Ave               |      |        |             |        |               |              |        |      |
| <sub>7601</sub> ) Lombardy St | 0.86     | 6200         | G        | 99%        | 0%       | 0%               | 0% 0%                | 0%   | С      | 0.118       | F      | 0.62          | 6700         | G      | 2019 |
| $\cup$                        |          | To           |          |            |          | Leig             | h St                 |      |        | <u> </u>    |        |               |              |        |      |
| 7601) Lombardy St             | 0.49     | 6700 From    | G        | 98%        | 1%       | 0%               | 0% 0%                | 0%   | С      | 0.090       | F      | 0.555         | 7200         | G      | 2019 |
| 7601) =024.4.5                | 0        |              |          |            | . , ,    |                  |                      |      |        |             | •      | 0.000         | 00           | О.     | _0.0 |
|                               | 0.05     | From:        | <u> </u> | 000/       | 40/      | Broo             |                      | 00/  |        |             |        | 0.040         | 5000         |        | 0046 |
| (7601) Lombardy St            | 0.35     | 5200         | G        | 98%        | 1%       | 1%               | 0% 0%                | 0%   | С      | 0.085       | F      | 0.618         | 5600         | G      | 2019 |
|                               |          | To:          |          |            |          | Chamberl         | ayne Ave             |      |        |             |        |               |              |        |      |
|                               |          | From:        |          |            |          | Colora           |                      |      |        |             |        |               |              |        |      |
| <sub>7603</sub> Meadow St     | 1.49     | 4200         | G        | 95%        | 2%       | 1%               | 1% 1%                | 0%   | F      | 0.094       | F      | 0.546         | 4400         | G      | 2019 |
| <u> </u>                      |          | To:<br>From: |          |            |          | US 33; He        |                      |      |        |             |        |               |              |        |      |
| Name ita wa Dd                | 1.10     |              | ᄂ        | 050/       | 00/      | Mead             |                      | 00/  |        | 0.000       | _      | 0.04          | 11000        | _      | 0010 |
| 7603 Hermitage Rd             | 1.16     | 10000        | G        | 95%        | 2%       | 1%               | 1% 1%                | 0%   | С      | 0.093       | F      | 0.64          | 11000        | G      | 2019 |
|                               |          | To:<br>From: |          |            |          | Robin H          | lood Rd              |      |        |             |        |               |              |        |      |
| 7603) Hermitage Rd            | 0.12     | 6800         | G        | 95%        | 2%       | 1%               | 1% 1%                | 0%   | F      | 0.076       | F      | 0.971         | 7200         | G      | 2019 |
| $\smile$                      |          | To           |          |            |          | Ramps f          | rom I-95             |      |        |             |        |               |              |        |      |
| 7603) Hermitage Rd            | 0.20     | 2100 From:   | G        | 98%        | 1%       | 1%               | 0% 0%                | 0%   | С      | 0.111       | F      | 0.587         | 2200         | G      | 2019 |
|                               | <b>-</b> | To:          | Ť        |            | . , •    | Brooklas         |                      | 2,0  |        | <u> </u>    | •      | 2.20.         |              |        | _5.0 |
|                               |          | From:        |          |            |          |                  |                      |      |        | i           |        |               |              |        |      |
| 7605) 22nd St                 | 0.30     | 1200         | G        | 97%        | 1%       | 1%               | Venable St<br>0% 0%  | 0%   | С      | 0.089       | F      | 0.555         | 1300         | G      | 2019 |
| 22nd St                       | 0.30     | To:          |          | 31 /0      | 1 /0     | SR 33 Fair       |                      | U /0 | U      | 0.009       | 1      | 0.555         | 1300         | u      | 2018 |
|                               |          | From:        |          |            |          | Fairmo           |                      |      |        |             |        |               |              |        |      |
| 7605) 22nd St                 | 0.52     | 1100         | G        | 92%        | 6%       | 1%               | 0% 0%                | 0%   | С      | 0.084       | F      | 0.621         | 1200         | G      | 2019 |
|                               | -        | Tor          |          |            |          | Fairfie          |                      |      |        |             |        |               |              | -      |      |
|                               |          | From:        |          |            |          | North            |                      |      |        | Ī           |        |               |              |        |      |
| 7606) Dove St                 | 0.23     | 3600         | G        | 95%        | 2%       | 1%               | 1% 1%                | 0%   | F      | 0.097       | F      | 0.506         | 3900         | G      | 2019 |
| Dove St                       | 5.20     | 2300         |          | 55 /6      | _ /0     |                  |                      | 0 /0 |        |             | •      | 0.000         | 3000         | J      | _010 |
|                               |          | From:        | <u> </u> |            |          | Richmond-H       |                      | •    |        |             |        |               |              |        |      |
| 7606) Dove St                 | 0.28     | 2800         | G        | 98%        | 1%       | 1%               | 0% 0%                | 0%   | F      | 0.094       | F      | 0.529         | 3000         | G      | 2019 |
| $\smile$                      |          | To           |          |            |          | 2nd              | Ave                  |      |        |             |        |               |              |        |      |
|                               |          | From:        |          |            |          | 17T              | h St                 |      |        |             |        |               |              |        |      |
|                               |          |              |          |            |          |                  |                      |      |        |             |        |               |              | _      | 2019 |
| 7608) Venable St              | 0.20     | 5300         | G        | 98%        | 1%       | 1%               | 0% 0%                | 0%   | С      | 0.087       | F      | 0.559         | 5700         | G      | 2018 |
| 7608) Venable St              | 0.20     |              | G        | 98%        | 1%       |                  | 0% 0%                | 0%   | С      | 0.087       | F      | 0.559         | 5700         | G<br>  | 2018 |
| 7608) Venable St              | 0.20     |              | G<br>G   | 98%<br>98% | 1%<br>1% | 1%<br>Mosl<br>1% | 0% 0%                | 0%   | C<br>F | 0.087       | F<br>F | 0.559         | 5700<br>3800 | G<br>G | 2019 |

|                                 |        |             |            |       |      | City of I     | Richmo             | ona   |        |     |             |    |               |       |    |       |
|---------------------------------|--------|-------------|------------|-------|------|---------------|--------------------|-------|--------|-----|-------------|----|---------------|-------|----|-------|
| Route                           | Length | AADT        | QA         | 4Tire | Bus  | 2Axle         |                    |       | 2Trail | QC  | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year  |
| City of Richmond                |        |             |            |       |      |               |                    |       |        |     | T           |    |               |       |    |       |
| C+h C+                          | 0.00   | 4000        | <u> </u>   | 069/  | 2%   | I-95 (        | Overpass           | 10/   | 00/    | Г   | 0.106       | _  | 0.705         | E200  | _  | 2010  |
| 7609 5th St                     | 0.20   | 4900        | G          | 96%   | 2%   | 1%            | 1%                 | 1%    | 0%     | F   | 0.126       | F  | 0.735         | 5300  | G  | 2019  |
| <u> </u>                        |        | From        |            |       |      |               | pital St           |       |        |     |             |    |               |       |    |       |
| (7609) 5th St; Rowen Ave        | 0.36   | 5100        | G          | 96%   | 2%   | 1%            | 1%                 | 1%    | 0%     | F   | 0.087       | F  | 0.609         | 5500  | G  | 2019  |
| <u> </u>                        |        | From        |            |       |      | 4tl           | h Ave              |       |        |     |             |    |               |       |    |       |
| (7609) Rowen Ave; 1st Ave       | 0.28   | 2600        | G          | 98%   | 1%   | 0%            | 1%                 | 0%    | 0%     | С   | 0.097       | F  | 0.619         | 2800  | G  | 2019  |
| <u> </u>                        |        | To<br>From  |            |       |      |               | d Ave              |       |        |     |             |    |               |       |    |       |
| 2nd Avenue                      | 0.18   | 560         | G          | 96%   | 2%   | Rowen A       | 1%                 | 1%    | 0%     | F   | 0.097       | F  | 0.609         | 600   | G  | 2019  |
| 2nd Avenue                      | 0.10   | 300         |            | 0070  | 270  |               |                    | 1 70  | 0 70   |     | 0.007       | •  | 0.000         | 000   | u  | 2010  |
| Ond Assessed                    | 0.04   | From        | <u> </u>   | 070/  | 10/  |               | low St             | 00/   | 00/    | С   | 0.007       | _  | 0.50          | 1400  |    | 0010  |
| 2nd Avenue                      | 0.34   | 1300        | G          | 97%   | 1%   | 1%            | 1%                 | 0%    | 0%     | C   | 0.097       | F  | 0.59          | 1400  | G  | 2019  |
| <u> </u>                        |        | To<br>From  |            |       |      |               | t Ave              |       |        |     | _           |    |               |       | _  |       |
| (7609) 2nd Avenue               | 0.28   | 3100        | G          | 98%   | 1%   | 1%            | 0%                 | 0%    | 0%     | С   | 0.094       | F  | 0.594         | 3300  | G  | 2019  |
|                                 |        | To<br>From  |            |       |      | Brookla       | nd Pk Bl           | vd    |        |     |             |    |               |       |    |       |
| (7609) Meadowbridge Rd          | 0.91   | 5400        | G          | 96%   | 2%   | 1%            | 1%                 | 1%    | 0%     | С   | 0.092       | F  | 0.578         | 5700  | G  | 2019  |
| $\overline{}$                   |        | To          |            |       |      | NCL F         | Richmond           | i     |        |     |             |    |               |       |    |       |
|                                 |        | From        |            |       |      | 127-76        | 609 5th S          | t     |        |     |             |    |               |       |    |       |
| (7609) Ramp                     | 0.08   | 2600        | G          |       |      |               |                    |       |        |     | 0.202       | F  |               | 2800  | G  | 2019  |
| $\overline{}$                   |        | To          |            | -     | -    | I-64          | 4 West             |       |        |     |             |    |               |       |    |       |
|                                 |        | From        |            |       |      |               | 21St               |       |        |     |             |    |               |       |    |       |
| 7610 Jefferson Ave              | 0.32   | 5800        | G          | 96%   | 2%   | 1%            | 1%                 | 1%    | 0%     | F   | 0.095       | F  | 0.657         | 6300  | G  | 2019  |
|                                 |        | To          | :          |       |      | 25            | Th St              |       |        |     |             |    |               |       |    |       |
| _                               |        | From        |            |       |      | Hugu          | enot Rd            |       |        |     |             |    |               |       |    |       |
| (7611) Stony Point Rd           | 0.26   | 5300        | G          | 98%   | 1%   | 0%            | 0%                 | 0%    | 0%     | F   | 0.094       | F  | 0.519         | 5600  | G  | 2019  |
| <u> </u>                        |        | To          |            |       |      |               | way Lane           |       |        |     |             |    |               |       |    |       |
| (7611) Evansway Ln              | 0.72   | 5100        | G          | 98%   | 1%   | 0%            | Point Rd           | 0%    | 0%     | С   | 0.139       | F  | 0.589         | 5500  | G  | 2019  |
| (7611) Evansway Ln              | 0.72   | 3100        |            | 90 /6 | 1 /0 | 0 /6          | 0 /6               | 0 /6  | 0 /6   | U   | 0.139       | '  | 0.569         | 3300  | G  | 2019  |
| O 0 1 0 D1                      | 0.70   | From        |            | 070/  | 00/  |               | tgate Dr           | 00/   | 00/    |     |             |    | 0.500         | 1000  |    | 0010  |
| (7611) Cedar Grove Rd           | 0.76   | 1500        | G          | 97%   | 2%   | 0%            | 0%                 | 0%    | 0%     | С   | 0.116       | F  | 0.509         | 1600  | G  | 2019  |
|                                 |        | From        |            |       |      |               | dera Dr<br>dera Rd |       |        |     |             |    |               |       |    |       |
| (7611) Croatan Rd               | 0.52   | 350         | G          | 99%   | 0%   | 0%            | 0%                 | 0%    | 0%     | С   | 0.116       | F  | 0.548         | 370   | G  | 2019  |
| (7611)                          |        | То          | · -        |       |      |               | okee Rd            |       |        |     |             |    |               |       | -  |       |
|                                 |        | From        |            |       |      |               | vbridge F          | Rd    |        |     |             |    |               |       |    |       |
| (7612) Magnolia St              | 0.96   | 10000       | G          | 95%   | 1%   | 1%            | 2%                 | 1%    | 0%     | F   | 0.086       | F  | 0.629         | 11000 | G  | 2019  |
| 0 1                             |        | То          |            |       |      | Mechani       |                    |       |        |     |             |    |               |       |    |       |
|                                 |        | From        |            |       |      | US 60 Stor    |                    |       |        |     |             |    |               | •     |    |       |
| (7614) Williamsburg Ave         | 0.60   | 12000       | G          | 95%   | 1%   | 1%            | 2%                 | 1%    | 0%     | С   | 0.095       | F  | 0.614         | 13000 | G  | 2019  |
|                                 |        | T_~         |            |       | -    |               |                    | -     | -      |     |             |    |               |       |    |       |
| (7614) Williamsburg Rd          | 0.74   | 17000       |            | 98%   | 0%   | 1%            | cher St<br>1%      | 0%    | 0%     | С   | 0.09        | F  | 0.535         | 18000 | F  | 2019  |
| (7614) Williamsburg Rd          | 0.74   | 17000<br>To |            | 90 /6 | 0 /6 | US 60 Go      |                    |       | 0 /6   |     | 0.09        | '  | 0.555         | 10000 | ı  | 2019  |
|                                 |        | From        | I          |       |      |               |                    | ı sı. |        |     |             |    |               |       |    |       |
| (7616) Orleans St               | 0.21   | 1700        | G          | 99%   | 1%   | 0%            | ain St<br>0%       | 0%    | 0%     | F   | 0.112       | F  | 0.659         | 1900  | G  | 2019  |
| Orleans St                      | 0.21   | 1700<br>To  |            | JJ /6 | 1 /0 |               | nsburg R           |       | 0 /6   | - 1 | 0.112       | '  | 0.055         | 1900  | G  | 2019  |
|                                 |        | From        |            |       |      |               |                    |       |        |     | <u>_</u>    |    |               |       |    |       |
| (7618) Fairfield Ave            | 0.20   | 5400        | G          | 99%   | 1%   | Mechani<br>0% | 0%                 | 0%    | 0%     | F   | 0.094       | F  | 0.518         | 5800  | G  | 2019  |
| 7618) Fairfield Ave             | 0.20   | 3400        |            | 99 /o | 1 /0 |               |                    | 0 /6  | 0 /6   | '   | 0.034       | '  | 0.516         | 3000  | G  | 2019  |
| C Faller III A                  | 0.01   | From        | <u> </u>   | 0001  | 401  |               | Th St              | 001   | 00/    | _   |             | _  | 0.700         | 1700  |    | 00:10 |
| (7618) Fairfield Ave            | 0.91   | 4400 To     | G          | 99%   | 1%   | 0%            | 0%                 | 0%    | 0%     | С   | 0.106       | F  | 0.793         | 4700  | G  | 2019  |
|                                 |        |             |            |       |      |               | Richmond           | İ     |        |     |             |    |               |       |    |       |
|                                 |        | From        | Ļ          |       |      |               | eld Way            |       |        |     |             | _  |               |       | _  |       |
| (7619) 17th St, Oliver Hill Way | 0.16   | 7700        | G          | 96%   | 2%   | 1%            | 1%                 | 0%    | 0%     | С   | 0.103       | F  | 0.508         | 8200  | G  | 2019  |
| <u> </u>                        |        | To<br>From  |            |       |      |               | pital St           |       |        |     |             |    |               |       |    |       |
| (7619) Hospital St              | 0.30   | 6800        | G          | 96%   | 2%   | <br>1%        | Γh St<br>1%        | 0%    | 0%     | F   | 0.106       | F  | 0.521         | 7300  | G  | 2019  |
| (1919) 1 100Pital Ot            | 0.00   | To          | r <u> </u> | JU /0 |      |               |                    |       | J /0   |     | 0.100       | '  | 0.021         | 1000  | G  | 2013  |
|                                 |        | 10          | <u> </u>   |       |      | 17Th St, O    | nver Hill          | w ay  |        |     |             |    |               |       |    |       |

|  |        |                 |            |       |      | City of  | Richmo        | na   |            |    |             |    |               |       |          |      |
|--|--------|-----------------|------------|-------|------|----------|---------------|------|------------|----|-------------|----|---------------|-------|----------|------|
| Route                                    | Length | AADT            | QA         | 4Tire | Bus  |          | Tru<br>3+Axle |      | <br>2Trail | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW       | Year |
| City of Richmond                         |        |                 |            |       |      |          |               |      |            |    |             |    |               |       |          |      |
| O  |        | From            |            |       |      |          | 3 Leigh St    |      |            |    |             |    |               |       | _        |      |
| (7621) St. James St                      | 0.14   | 210             | G          | 96%   | 2%   | 1%       | 1%            | 0%   | 0%         | F  | 0.098       | F  | 0.511         | 220   | G        | 2019 |
|  |        | From            |            |       |      |          | ıvall St      |      |            |    |             |    |               |       |          |      |
| (7621) St James St, North Ave            | 0.70   | 1000            | G          | 97%   | 1%   | 1%       | aker St<br>1% | 0%   | 0%         | С  | 0.086       | F  | 0.57          | 1100  | G        | 2019 |
| (7621) St James St, North Ave            | 0.70   | 1000            |            | 31 /6 | 1 /0 | 1 /0     | 1 /0          | 0 78 | 0 /6       |    | 0.000       | '  | 0.57          | 1100  | ч        | 2013 |
|  |        | To:<br>From:    |            |       |      |          | oe St         |      |            |    | _           |    |               |       | _        |      |
| (7621) North Ave                         | 0.79   | 7200            | G          | 96%   | 3%   | 1%       | 0%            | 0%   | 0%         | F  | 0.091       | F  | 0.505         | 7700  | G        | 2019 |
|  |        | To              |            |       |      | Brookla  | nd Park B     | lvd  |            |    |             |    |               |       |          |      |
| (7621) North Ave                         | 1.64   | 4900            | G          | 96%   | 3%   | 1%       | 0%            | 0%   | 0%         | С  | 0.091       | F  | 0.562         | 5300  | G        | 2019 |
| $\bigcirc$                               |        | To              |            |       |      | Chamb    | erlayne Av    | ve   |            |    |             |    |               |       |          |      |
|  |        | From:           |            |       |      | Но       | spital St     |      |            |    |             |    |               |       |          |      |
| (7623) Valley Rd                         | 0.41   | 2800            | G          | 98%   | 1%   | 0%       | 0%            | 0%   | 0%         | F  | 0.084       | F  | 0.580         | 3000  | G        | 2019 |
| (7623)                                   | ••••   | To:             |            |       | .,.  | Richmond |               |      |            |    |             | •  |               |       | -        |      |
|  |        | From:           |            |       |      |          | lley Rd       |      |            |    |             |    |               |       |          |      |
| (7623) Richmond-Henrico Tpk              | e 1.18 | 2600            | G          | 98%   | 1%   | 0%       | 0%            | 0%   | 0%         | С  | 0.095       | F  | 0.606         | 2800  | G        | 2019 |
|  |        | To              |            |       |      | Rroot-1- | nd Park B     | lvd  |            |    | <b>—</b>    |    |               |       | _        |      |
| Richmond-Henrico Tpk                     | e 0.29 | 1700            | G          | 99%   | 0%   | 0%       | 0%            | 0%   | 0%         | С  | 0.093       | F  | 0.622         | 1900  | G        | 2019 |
| (7623) Richmond-Henrico Tpk              | J J.LJ |                 |            | JJ /6 | J /0 |          |               |      | J /0       | J  | 0.000       | •  | 0.022         | 1000  | u        | 2013 |
| <u> </u>                                 |        | From:           | Щ.         |       |      |          | stone Ave     |      |            |    |             |    |               |       |          |      |
| ( <sub>7623</sub> ) Richmond-Henrico Tpk | e 0.45 | 1700            | G          | 98%   | 1%   | 0%       | 1%            | 0%   | 0%         | С  | 0.094       | F  | 0.506         | 1800  | G        | 2019 |
| $\overline{}$                            |        | To              | 1          |       |      | NCL      | Richmond      | l    |            |    |             |    |               |       |          |      |
|  |        | From:           |            |       |      | Chambe   | rlayne Pk     | wy   |            |    |             |    |               |       |          |      |
| 7625) Brook Rd                           | 0.70   | 8600            | F          | 98%   | 1%   | 1%       | 0%            | 0%   | 0%         | С  | 0.111       | F  | 0.683         | 9100  | F        | 2019 |
| $\bigcirc$                               |        | To              |            |       |      | Lon      | bardy St      |      |            |    |             |    |               |       |          |      |
| 7625) Brook Rd                           | 0.66   | 11000           | G          | 98%   | 1%   | 1%       | 0%            | 0%   | 0%         | F  | 0.12        | F  | 0.651         | 12000 | G        | 2019 |
| (7625) Brook Rd                          | 0.00   | 11000           |            | 30 /6 | 1 /0 | 1 /0     | 0 76          | 0 78 | 0 /6       | '  | 0.12        | '  | 0.001         | 12000 | ч        | 2013 |
|  |        | To:<br>From:    |            |       |      |          | nd Park B     |      |            |    |             |    |               |       |          |      |
| ( <sub>7625</sub> ) Brook Rd             | 0.85   | 9800            | G          | 99%   | 0%   | 0%       | 0%            | 0%   | 0%         | С  | 0.119       | F  | 0.665         | 10000 | G        | 2019 |
| <u> </u>                                 |        | To              |            |       |      | Labu     | rnum Ave      | :    |            |    | $\neg$ —    |    |               |       |          |      |
| (7625) Brook Rd                          | 1.18   | 11000           | G          | 99%   | 0%   | 0%       | 0%            | 0%   | 0%         | F  | 0.118       | F  | 0.528         | 11000 | G        | 2019 |
| (1025)                                   |        | To:             |            |       |      | NCL      | Richmond      |      |            |    |             |    |               |       |          |      |
|  |        | From:           |            |       |      |          | ary St        |      |            |    | i           |    |               |       |          |      |
| (7627) Crenshaw Ave                      | 0.25   | 400             | G          | 99%   | 0%   | 0%       | 0%            | 0%   | 0%         | F  | 0.121       | F  |               | 420   | G        | 2019 |
| (7627) Crensnaw Ave                      | 0.20   | To:             | г <u> </u> | 0070  | 0 70 |          | ove Ave       | 0 70 | 0 70       | '  | -0.121      | •  |               | 720   | ď        | 2010 |
|  |        | From:           |            |       |      |          |               |      |            |    |             |    |               |       |          |      |
| Thomas = Ct                              | 0.00   |                 | <u> </u>   | 000/  | 00/  |          | ood Ave       | 00/  | 00/        |    | 0.004       | _  | 0.500         | 10000 | _        | 0010 |
| (7629) Thompson St                       | 0.08   | 12000           | G          | 99%   | 0%   | 0%       | 0%            | 0%   | 0%         | F  | 0.094       | F  | 0.599         | 13000 | G        | 2019 |
|  |        | To:             |            |       |      | Flo      | yd Ave        |      |            |    |             |    |               |       |          |      |
| (7629) Thompson St                       | 0.89   | 16000           | G          | 98%   | 0%   | 1%       | 0%            | 0%   | 0%         | С  | 0.102       | F  |               | 17000 | G        | 2019 |
| $\bigcirc$                               |        | To              |            |       |      | Bı       | oad St        |      |            |    |             |    |               |       | _        |      |
| North                                    |        | From:           |            |       |      | 127-7629 | Thompso       | n St |            |    |             |    |               |       |          | ·    |
| (7629) Ramp                              | 0.09   | 15000           | G          |       |      |          |               |      |            |    | 0.114       | F  |               | 15000 | G        | 2019 |
|  | -      | To:             |            |       |      | I-19     | 5 North       |      |            |    |             |    |               |       |          | -    |
|  |        | From:           |            |       |      |          |               |      |            |    | ·           |    |               |       |          |      |
| (7631) Hamilton St                       | 0.13   | 2000            | G          | 98%   | 1%   | 1%       | ary St<br>1%  | 0%   | 0%         | С  | 0.124       | F  | 0.735         | 2100  | G        | 2019 |
| (7631) Hamilton St                       | 0.10   | 2000            |            | JU /6 | 1 /0 |          |               | U /0 | 0 /0       | 0  | 0.124       | •  | 0.700         | 2100  | u        | 2013 |
| O  |        | From            | ليـــا     |       |      |          | yd Ave        |      |            |    | <del></del> |    |               |       |          |      |
| (7631) Hamilton St                       | 0.12   | 5400            | G          | 95%   | 1%   | 2%       | 1%            | 1%   | 0%         | F  | 0.124       | F  | 0.735         | 5700  | G        | 2019 |
| $\overline{}$                            |        | To-             |            |       |      | Gre      | ove Ave       |      |            |    |             |    |               |       |          |      |
| (7631) Hamilton St                       | 0.60   | 2200 From:      | G          | 98%   | 0%   | 0%       | 0%            | 0%   | 0%         | С  | 0.094       | F  | 0.550         | 2400  | G        | 2019 |
|  | -      | T               |            |       | -    |          |               |      | -          |    |             |    |               |       |          | -    |
| Mamilton Ct                              | 0.14   | From            | <u> </u>   | 050/  | 10/  |          | ment Ave      |      | 00/        |    | 0.110       | _  |               | 0600  | ^        | 2010 |
| (7631) Hamilton St                       | 0.14   | 3400            | G          | 95%   | 1%   | 2%       | 1%            | 1%   | 0%         | F  | 0.113       | F  |               | 3600  | G        | 2019 |
|  |        | To:<br>From:    |            |       |      | I-19     | 5 Ramp        |      |            |    |             |    |               |       |          |      |
| (7631) Hamilton St                       | 0.13   | 14000           | G          | 98%   | 1%   | 1%       | 0%            | 1%   | 0%         | С  | 0.113       | F  |               | 14000 | G        | 2019 |
| $\bigcirc$                               |        | To              |            |       |      | D.       | oad St        |      |            |    |             |    |               |       |          |      |
| (7631) Hamilton St                       | 0.61   | 4200            | G          | 95%   | 1%   | 2%       | 1%            | 1%   | 0%         | С  | 0.102       | F  | 0.553         | 4500  | G        | 2019 |
| (7631) Hamilton St                       | 5.51   | <b>7200</b> To: | <u> </u>   | 5576  | 1 /0 |          |               |      | 3 /0       |    | 7.102       | •  | 0.000         | 1000  | <b>G</b> | _010 |
|  |        | 10.             |            |       |      | west     | wood Ave      | ;    |            |    |             |    |               |       |          |      |

| Route                  | Length | AADT               | QA       | 4Tire | Bus    |          |                       | uck<br>1Trail |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|------------------------|--------|--------------------|----------|-------|--------|----------|-----------------------|---------------|------|----|-------------|----|---------------|-------|----|------|
| City of Richmond       |        | From               | 1        |       |        | 127-763  | 31 Hamilto            | on St         |      |    | 1           |    |               |       |    |      |
| 7631) Ramp             | 0.09   | 6900               | G        |       |        |          |                       |               |      |    | 0.158       | F  |               | 6900  | G  | 2019 |
|                        |        | To                 |          |       |        | I-1      | 95 South              |               |      |    |             |    |               |       |    |      |
| O Down                 | 0.10   | From               | <u> </u> |       |        | 127-763  | 31 Hamilto            | on St         |      |    | 0.105       | _  |               | F000  | •  | 0010 |
| Ramp                   | 0.10   | 5300 To            | G        |       |        | T-1      | 95 North              |               |      |    | 0.125       | F  |               | 5300  | G  | 2019 |
|                        |        | From               |          |       |        |          | rove Ave              |               |      |    |             |    |               |       |    |      |
| Roseneath Rd           | 0.76   | 1600               | G        | 98%   | 1%     | 1%       | 0%                    | 0%            | 0%   | С  | 0.115       | F  | 0.639         | 1700  | G  | 2019 |
|                        |        | To                 |          |       |        | F        | Broad St              |               |      |    |             |    |               |       |    |      |
|                        |        | From               |          |       |        |          | agnolia St            |               |      |    |             |    |               |       |    |      |
| (637) Rady St          | 0.49   | 5100               | G        | 95%   | 1%     | 2%       | 1%                    | 1%            | 0%   | F  | 0.102       | F  | 0.503         | 5400  | G  | 2019 |
|                        |        | То                 |          |       |        |          | Oill Ave              |               |      |    |             |    |               |       |    |      |
| Westmoreland St        | 0.25   | 2100               | G        | 97%   | 1%     | 1%       | Cary St<br>1%         | 0%            | 0%   | С  | 0.142       | F  | 0.573         | 2300  | G  | 2019 |
| Westmoreland St        | 0.23   | 2100               |          | 9170  | I 70   |          |                       | 076           | 0%   | U  | 0.142       | Г  | 0.573         | 2300  | G  | 2019 |
| (7639) Westmoreland St | 1.04   | 2500 From          | G        | 99%   | 0%     | 0%       | rove Ave<br>0%        | 0%            | 0%   | С  | 0.110       | F  | 0.609         | 2600  | G  | 2019 |
| Westmoreland St        | 1.04   | <b>2300</b> To     |          | JJ /0 | 0 /6   |          | Broad St              | 0 /6          | 0 /6 |    | 0.110       | •  | 0.009         | 2000  | G  | 2019 |
|                        |        | From               |          |       |        |          | Cary St               |               |      |    |             |    |               |       |    |      |
| 7641) Libbie Ave       | 0.29   | 5600               | G        | 98%   | 1%     | 1%       | 0%                    | 0%            | 0%   | F  | 0.078       | F  | 0.578         | 6000  | G  | 2019 |
|                        |        | Tα                 |          |       |        | G        | rove Ave              |               |      |    |             |    |               |       |    |      |
| (7641) Libbie Ave      | 0.72   | 10000 From         | F        | 98%   | 1%     | 1%       | 0%                    | 0%            | 0%   | С  | 0.081       | F  | 0.501         | 11000 | F  | 2019 |
|                        |        | To                 |          |       |        | NCL      | Richmon               | d             |      |    |             |    |               |       |    |      |
| _                      |        | From               |          |       |        | (        | Cary St               |               |      |    |             |    |               |       |    |      |
| Maple Ave              | 0.57   | 1600               | F        | 98%   | 1%     | 1%       | 0%                    | 0%            | 0%   | С  | 0.102       | F  | 0.639         | 1700  | F  | 2019 |
|                        |        | To                 |          |       |        |          | thrie Ave             |               |      |    |             |    |               |       |    |      |
| Guthrie Ave            | 0.12   | 1300               | G        | 97%   | 1%     | 1%       | aple Ave<br>0%        | 0%            | 0%   | С  | 0.151       | F  | 0.602         | 1400  | G  | 2019 |
| 043)                   | •      | Tα                 |          | , .   | .,.    |          | bbie Ave              |               |      |    |             |    |               |       |    |      |
|                        |        | From               |          |       |        | (        | Cary St               |               |      |    |             |    |               |       |    |      |
| Three Chopt Rd         | 0.60   | 11000              | G        | 98%   | 0%     | 1%       | 0%                    | 0%            | 0%   | С  | 0.099       | F  | 0.514         | 12000 | G  | 2019 |
| <u> </u>               |        | To From            | -        |       |        | To       | wana Rd               |               |      |    |             |    |               |       |    |      |
| Three Chopt Rd         | 0.79   | 8000               | G        | 98%   | 0%     | 1%       | 0%                    | 0%            | 0%   | F  | 0.092       | F  | 0.559         | 8500  | G  | 2019 |
|                        |        | To From            | -        |       |        | Har      | nover Ave             |               |      |    |             |    |               |       |    |      |
| Three Chopt Rd         | 0.35   | 12000              | G        | 98%   | 0%     | 1%       | 0%                    | 0%            | 0%   | F  | 0.092       | F  | 0.501         | 12000 | G  | 2019 |
| <u> </u>               |        | To                 |          |       |        | WCI      | . Richmon             | ıd            |      |    |             |    |               |       |    |      |
| O                      |        | From               |          |       |        |          | pkins Rd              |               |      |    |             |    |               |       | _  |      |
| Warwick Rd             | 0.74   | 11000              | G        | 96%   | 2%     | 1%       | 0%                    | 1%            | 0%   | С  | 0.088       | F  | 0.541         | 12000 | G  | 2019 |
|                        |        | 10                 |          |       |        |          | road Rock             |               |      |    |             |    |               |       |    |      |
| Willow Lawn Dr         | 0.29   | 6600               | G        | 97%   | 1%     | 1%       | erson Ave             | 0%            | 0%   | С  | 0.104       | F  | 0.575         | 7000  | G  | 2019 |
| VIIIOW LAWIT DI        | 0.23   | To                 |          | 31 /6 | 1 /0   |          | Richmon               |               | 0 /6 |    | 0.104       | '  | 0.575         | 7000  | ч  | 2013 |
|                        |        | From               |          |       | DI     |          | REET BRO              |               |      |    |             |    |               |       |    |      |
| 9006)Ramp              | 0.03   | 950                | G        |       | DC     | VILGI    | KLLI DIK              | OOK KD        |      |    | 0.124       | F  |               | 950   | G  | 2019 |
| 1                      |        | To                 |          |       | US 01- | -N093A F | ROM BR                | OOK ROA       | D    |    |             |    |               |       |    |      |
|                        |        | From               |          |       |        | Е        | verett St             |               |      |    |             |    |               |       |    |      |
| 13th St                |        | NA                 |          |       |        |          |                       |               |      |    | NA          |    |               | NA    |    |      |
|                        |        | To                 |          |       |        | Ste      | ockton St             |               |      |    |             |    |               |       |    |      |
| 4 . 6:                 |        | From               |          |       |        | F        | Broad St              | _             | _    |    |             | _  |               | A-1-  |    |      |
| 1st St                 |        | 3300 <sub>To</sub> | G        |       |        |          | 1. 11 C               |               |      |    | 0.097       | F  |               | 3500  | G  | 2019 |
|                        |        | From               |          |       |        |          | arshall St<br>Main St |               |      |    | -           |    |               |       |    |      |
| 1st St                 |        | 2900               | G        |       |        |          | 01                    |               |      |    | 0.139       | F  |               | 3100  | G  | 2019 |
|                        |        | To                 |          |       |        | (        | Cary St               |               |      |    |             |    |               |       |    |      |
|                        |        | From               |          |       |        | 7        | Γ Street              |               |      |    |             |    |               |       |    |      |
| 20th Street            |        | NA                 |          |       |        |          |                       |               |      |    | NA          |    |               | NA    |    |      |
|                        |        | To                 |          |       |        | Ţ        | J Street              | ·             | ·    |    |             |    |               |       |    |      |

|                  |                    |        |              |       | Oity of Filorini    | ona     |     |    |             |        |               |       |          |      |
|------------------|--------------------|--------|--------------|-------|---------------------|---------|-----|----|-------------|--------|---------------|-------|----------|------|
| Route            | Length AADT        | QA     | 4Tire        | Bus   | 2Axle 3+Axle        |         |     | QC | K<br>Factor | QK     | Dir<br>Factor | AAWDT | QW       | Year |
| v of Richmond    | From               |        |              |       | R St                |         |     |    |             |        |               |       |          |      |
| 24th St          | 440                | F      |              |       |                     |         |     |    | 0.108       | F      | 0.527         | 470   | F        | 2019 |
|                  | To                 | 1      |              |       | Fairmount Av        | re      |     |    |             |        |               |       |          |      |
| 3rd Avenue       | 890                | G      |              |       | Alder St            |         |     |    | 0.102       | F      | 0.525         | 950   | G        | 2019 |
| ord Avenue       | To                 | Ĕ      |              |       | Chestnut St         |         |     |    | 0.102       | '      | 0.020         | 330   | ď        | 2013 |
|                  | From               |        |              |       | Cary St             |         |     |    |             |        |               |       |          |      |
| Addison St       | NA                 |        |              |       |                     |         |     |    | NA          |        |               | NA    |          |      |
|                  | То                 |        |              |       | Main St             |         |     |    | _           |        |               |       |          |      |
| Archale Rd       | From <b>NA</b>     |        |              |       | Damley Dr           |         |     |    | NA          |        |               | NA    |          |      |
| 7.1.0.1.0.1.0    | То                 |        |              |       | Abbey Rd            |         |     |    |             |        |               |       |          |      |
|                  | From               |        |              |       | Dupont Ave          |         |     |    |             |        |               |       |          |      |
| Atlantic Ave     | 170                | G      |              |       |                     |         |     |    | 0.118       | F      | 0.533         | 190   | G        | 2019 |
|                  | То                 |        |              |       | Navarone Av         | e       |     |    |             |        |               |       |          |      |
| Bank Street      | From <b>NA</b>     |        |              |       | 9th Street          |         |     |    | NA          |        |               | NA    |          |      |
|                  | То                 |        |              |       | Governor Stre       | et      |     |    |             |        |               | - • • |          |      |
|                  | From               |        |              |       | Henri Rd            |         |     |    |             |        |               |       |          |      |
| Bay St           | 270                | G      | 97%          | 2%    | 1% 0%               | 0%      | 0%  | С  | 0.224       | F      | 0.65          | 270   | G        | 2019 |
|                  | To                 |        |              |       | Somerset Av         |         |     |    |             |        |               |       |          |      |
| Bells Rd         | 5000               | G      | 79%          | 1%    | Commerce R<br>4% 3% | 14%     | 0%  | F  | 0.093       | F      | 0.723         | 5500  | G        | 2019 |
|                  | То                 |        |              | - ,,- | Deepwater Termin    |         |     |    |             |        |               |       |          |      |
|                  | From               |        |              |       | Stuart Ave          |         |     |    |             |        |               |       |          |      |
| Belmont Ave      | 2500               | G      | 98%          | 1%    | 1% 0%               | 0%      | 0%  | С  | 0.09        | F      | 0.527         | 2500  | G        | 2019 |
|                  | To From            |        |              |       | Kensington A        |         |     |    |             |        |               |       |          |      |
| Belmont Rd       | 6400               | G      |              |       | SCL Richmor         | ıd      |     |    | 0.092       | F      | 0.516         | 6900  | G        | 2019 |
|                  | То                 |        |              |       | Walmsley Blv        | vd      |     |    |             |        |               |       |          |      |
|                  | From               |        |              |       | Sheridan Lan        | e       |     |    |             |        |               |       |          |      |
| Boroughbridge Rd | 1200 <sub>то</sub> | G      |              |       |                     |         |     |    | 0.094       | F      | 0.557         | 1300  | G        | 2019 |
|                  | From               |        |              |       | Tilford Rd          |         |     |    | <u> </u>    |        |               |       |          |      |
| Britannia Rd     | 270                | G      |              |       | Dorset Rd           |         |     |    | 0.105       | F      | 0.516         | 290   | G        | 2019 |
|                  | To                 |        |              |       | Lauradale Lr        | 1       |     |    |             |        | 0.0.0         |       | <u> </u> |      |
|                  | From               |        |              |       | Flood Wall          |         |     |    |             |        |               |       |          |      |
| Byrd St Alley    | 460                | G      | 97%          | 1%    | 1% 0%               | 0%      | 0%  | С  | 0.136       | F      | 0.706         | 460   | G        | 2019 |
|                  | То                 |        |              |       | Virginia St         |         |     |    | _           |        |               |       |          |      |
| Byswick Ln       | From <b>NA</b>     |        |              |       | Sheridan Ln         |         |     |    | NA          |        |               | NA    |          |      |
| Byomon En        | To                 |        |              |       | Bassett Ave         |         |     |    |             |        |               |       |          |      |
|                  | From               |        |              |       | Falling Creek A     | Ave     |     |    |             |        |               |       |          |      |
| Caldwell Ave     | 440                | G      |              |       |                     |         |     |    | 0.103       | F      | 0.55          | 470   | G        | 2019 |
|                  | To From            |        |              |       | Pate Ave            |         |     |    |             |        |               |       |          |      |
| Carlisle Ave     | 960                | G      | 96%          | 3%    | Creedmore S         | t<br>0% | 0%  | С  | 0.118       | F      | 0.550         | 1000  | G        | 2019 |
|                  | To                 |        | 00,0         | 0,70  | Central Ave         |         | 0,0 |    |             | •      | 0.000         |       |          |      |
| Carlisle Ave     | 990                | _      |              |       | Government F        | Rd      |     |    | 0.007       | _      | 0 567         | 000   | 0        | 2010 |
| Garlisie AVE     | 990                | G      |              |       | Creedmore S         | t       |     |    | 0.097       | F      | 0.567         | 990   | G        | 2019 |
|                  | To                 |        | Crecumore St |       |                     |         |     |    |             |        |               |       |          |      |
|                  |                    |        |              |       |                     |         |     |    |             |        |               |       |          |      |
| Carlisle St      | From 1700          | G      |              |       | Parker St           |         |     |    | 0.11        | F      | 0.530         | 1700  | G        | 2019 |
|                  | To From 1700 To    | G      |              |       |                     | Rd      |     |    | 0.11        | F      | 0.530         | 1700  | G        | 2019 |
|                  | From 1700          | G<br>G |              |       | Parker St           | ₹d      |     |    | 0.11        | F<br>F | 0.530         | 1700  | G<br>G   | 2019 |

|                         |                 |          |       |     | Oity Of Filon  | mona                |     |             |    |               |          |    |      |
|-------------------------|-----------------|----------|-------|-----|----------------|---------------------|-----|-------------|----|---------------|----------|----|------|
| Route Len               | gth <b>AADT</b> | QA       | 4Tire | Bus |                | Truckxle 1Trail 2Tr |     | K<br>Factor | QK | Dir<br>Factor | AAWDT    | QW | Yea  |
| v of Richmond           | From            |          |       |     | OTL C+         |                     |     |             |    |               |          |    |      |
| Cary St                 | 4400            | G        |       |     | 9Th St         |                     |     | 0.094       | F  |               | 4800     | G  | 2019 |
| oury or                 | Tr              |          |       |     | 14Th St        |                     |     | 7           |    |               | 1000     | ŭ  |      |
|                         | Fron            |          |       |     | Dale Av        | e                   |     |             |    |               |          |    |      |
| Castlewood Rd           | 2600            | G        |       |     |                |                     |     | 0.093       | F  | 0.649         | 2900     | G  | 2019 |
|                         | To              |          |       |     | Lancelot A     | ve                  |     |             |    |               |          |    |      |
|                         | From            |          |       |     | Legions A      | .ve                 |     |             |    |               |          |    |      |
| Chapel Dr               | 1400            | G        |       |     |                |                     |     | 0.093       | F  | 0.553         | 1600     | G  | 201  |
|                         |                 |          |       |     | Bundy Av       |                     |     |             |    |               |          |    |      |
| Cheyenne Rd             | 140             | G        |       |     | Cherokee       | Rd                  |     | 0.122       | F  | 0.65          | 150      | G  | 201  |
| Oneyenne na             | 140<br>To       |          |       |     | Yuma R         | d                   |     | 0.122       | '  | 0.05          | 130      | u  | 201  |
|                         | Fron            |          |       |     | Banister L     |                     |     |             |    |               |          |    |      |
| Clarendon Dr            | 90              | G        |       |     | Builister E    | inc .               |     | 0.161       | F  | 0.75          | 90       | G  | 201  |
|                         | To              |          |       |     | Channing L     | ane                 |     |             |    |               |          |    |      |
|                         | Fron            |          |       |     | Walmsley I     | Blvd                |     |             |    |               |          |    |      |
| Commerce Rd             | 4600            | G        |       |     |                |                     |     | 0.108       | F  | 0.819         | 4900     | G  | 201  |
|                         | To              |          |       |     | Trenton A      |                     |     |             |    |               |          |    |      |
| Ocufodousto A           | Fron            |          |       |     | Chatham l      | Rd                  | -   |             | -  | 0.504         | F00      |    | 001  |
| Confederate Ave         | 470             | G        |       |     | Glouchester    | r Dd                |     | 0.159       | F  | 0.524         | 500      | G  | 201  |
|                         | From            |          |       |     |                |                     |     |             |    |               |          |    |      |
| Cooks Rd                | 1100            | G        |       |     | Alaska D       | <u>'r</u>           |     | 0.113       | F  | 0.539         | 1200     | G  | 201  |
| 00010 110               | To              | Ť        |       |     | Allwood A      | ave                 |     |             | •  | 0.000         | 1200     | u  | 201  |
|                         | From            |          |       |     | Nine Mile      |                     |     |             |    |               |          |    |      |
| Creighton St            | 2000            | G        |       |     | Time Time      |                     |     | 0.097       | F  | 0.506         | 2100     | G  | 201  |
|                         | Te              |          |       |     | Walcott l      | 21                  |     |             |    |               |          |    |      |
|                         | Fron            |          |       |     | Castlewood     | i Rd                |     |             |    |               |          |    |      |
| Dale Avenue             | 420             | G        |       |     |                |                     |     | 0.12        | F  | 0.598         | 420      | G  | 201  |
|                         | To              |          |       |     | US 1           |                     |     |             |    |               |          |    |      |
| De animatan Tamainal Dd | Fron            | <u> </u> |       |     | Bells Ro       | <u>í</u>            |     |             | _  | 0.750         | 1500     | 0  | 001  |
| Deepwater Terminal Rd   | 1400            | G        |       | Dic | chmond Deep Wa | ster Terminal       |     | 0.12        | F  | 0.758         | 1500     | G  | 201  |
|                         | Fron            |          |       | Ric | Bells Ro       |                     |     |             |    |               |          |    |      |
| Deepwater Terminal Rd   | 1400            | G        | 79%   | 1%  | 4% 3%          |                     | 6 C | 0.122       | F  | 0.755         | 1500     | G  | 201  |
|                         | To              |          |       | Ric | chmond Deep Wa | ter Terminal        |     |             |    |               |          |    |      |
| D                       | From            |          |       |     | Floral Av      | 'e                  |     |             | _  | 0.010         | 000      | •  | 004  |
| Deloak Ave              | 180             | G        |       |     | Greystone A    | Ava                 |     | 0.105       | F  | 0.619         | 200      | G  | 201  |
|                         | From            | I        |       |     |                |                     |     | +           |    |               |          |    |      |
| Derwent Rd              | 1200            | G        |       |     | Tennyson A     | ive                 |     | 0.107       | F  | 0.618         | 1300     | G  | 201  |
|                         | To              |          |       |     | Stansbury A    | Ave                 |     |             | -  |               |          | -  |      |
|                         | Fron            |          |       |     | Laveta D       | )r                  |     |             |    |               |          |    |      |
| Deter Rd                | 640             | F        |       |     |                |                     |     | 0.136       | F  | 0.583         | 680      | F  | 201  |
|                         | To              |          |       |     | Lasalle D      | )r                  |     |             |    |               |          |    |      |
|                         | From            |          |       |     | New kent       | Rd                  |     |             | _  |               |          | _  |      |
| Dorchester Rd           | 170             | G        |       |     | P : 5          | 1                   |     | 0.131       | F  | 0.569         | 180      | G  | 201  |
|                         | From            | <u> </u> |       |     | Burton R       |                     |     | 1           |    |               |          |    |      |
| Dorset Rd               | 850             | G        |       |     | Waldor I       | )r                  |     | 0.097       | F  | 0.542         | 900      | G  | 201  |
| Dologi Hu               | <b>630</b>      |          |       |     | Pusey Lar      | ne                  |     | 0.097       | 1  | 0.542         | 900      | u  | 201  |
|                         | Fron            |          |       |     | French S       |                     |     | i           |    |               |          |    |      |
| Douglasdale Rd          | 3700            | G        |       |     | 1 Tenell o     | •                   |     | 0.094       | F  | 0.665         | 3900     | G  | 201  |
| <del>-</del>            | To              |          |       |     | Belmont A      | ive                 |     |             |    |               |          |    |      |
|                         | From            |          |       |     | 41St Stre      | et                  |     |             |    |               | <u> </u> |    |      |
| Dunston Ave             | 320             | G        |       |     |                |                     |     | 0.145       | F  | 0.723         | 340      | G  | 2019 |
|                         | To              |          |       |     | Roanoke        | St                  |     |             |    |               |          |    |      |

|                 |                     |          |       |     | City of Richmo      | nd |    |    |             |    |               |       |    |      |
|-----------------|---------------------|----------|-------|-----|---------------------|----|----|----|-------------|----|---------------|-------|----|------|
| Route           | Length AADT         | QA       | 4Tire | Bus | Tru<br>2Axle 3+Axle | -  |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Yea  |
| v of Richmond   | From                |          |       |     | Cary St             |    |    |    | 1           |    |               |       |    |      |
| E Lock Ln       | NA                  |          |       |     | 23.27               |    |    |    | NA          |    |               | NA    |    |      |
|                 | To                  |          |       |     | Grandway Rd         |    |    |    |             |    |               |       |    |      |
|                 | From:               |          |       |     | Boatwright Dr       |    |    |    |             |    |               |       |    |      |
| Edgehill Rd     | NA<br>To:           | ı        |       |     | D 1 D1              |    |    |    | NA          |    |               | NA    |    |      |
|                 | From                |          |       |     | Bandy Rd            |    |    |    |             |    |               |       |    |      |
| Elkhardt Ln     | NA .                |          |       |     | Kirby Rd            |    |    |    | NA          |    |               | NA    |    |      |
|                 | To:                 |          |       |     | Dead End            |    |    |    |             |    |               |       |    |      |
|                 | From:               |          |       |     | Hull St             |    |    |    |             |    |               |       |    |      |
| Elkhardt Rd     | 7000                | G        |       |     |                     |    |    |    | 0.087       | F  | 0.524         | 7500  | G  | 201  |
|                 | To:                 |          |       |     | Whitehead Rd        |    |    |    |             |    |               |       |    |      |
| Fanau Ct        | From:               |          |       |     | Montrose Ave        |    |    |    |             | _  |               | 170   | _  | 001  |
| Essex St        | 160                 | G        |       |     | Edgewood Ave        |    |    |    | 0.148       | F  |               | 170   | G  | 201  |
|                 | From:               |          |       |     | Nottoway Ave        |    |    |    |             |    |               |       |    |      |
| Faquier Ave     | 540                 | G        |       |     | Notioway Ave        |    |    |    | 0.151       | F  | 0.659         | 580   | G  | 201  |
| •               | To:                 |          |       |     | Claremont Ave       |    |    |    |             |    |               |       |    |      |
|                 | From:               |          |       |     | Warwick Rd          |    |    |    |             |    |               |       |    |      |
| Felton Rd       | NA                  |          |       |     |                     |    |    |    | NA          |    |               | NA    |    |      |
|                 | To:                 |          |       |     | Ridgecliff Dr       |    |    |    |             |    |               |       |    |      |
| Eranklin St     | From:               |          |       |     | Spokane St          |    |    |    | 0.105       | _  | 0.507         | 000   | _  | 001  |
| Franklin St     | <b>200</b>          | G        |       |     | Willow Lawn D       | •  |    |    | 0.135       | F  | 0.567         | 220   | G  | 201  |
|                 | From                |          |       |     | Heartwood Rd        |    |    |    |             |    |               |       |    |      |
| Glyndon Ln      | 220                 | G        | 95%   | 3%  | 2% 0%               | 0% | 0% | С  | 0.145       | F  | 0.528         | 240   | G  | 201  |
|                 | Ter                 |          |       |     | Forest Hill Ave     |    |    |    |             |    |               |       |    |      |
|                 | From:               |          |       |     | 22nd St             |    |    |    |             |    |               |       |    |      |
| Gordon Avenue   | 1300                | G        | 94%   | 4%  | 1% 0%               | 0% | 0% | С  | 0.116       | F  | 0.517         | 1300  | G  | 201  |
|                 | To:                 |          |       |     | 21st St             |    |    |    |             |    |               |       |    |      |
| Carraman and Dd | From:               | _        |       |     | Parker St           |    |    |    | 0.004       | _  | 0.500         | 4000  | _  | 001  |
| Government Rd   | 4600 <sub>то:</sub> | G        |       |     | Carlisle St         |    |    |    | 0.094       | F  | 0.582         | 4600  | G  | 201  |
|                 | From:               |          |       |     | Matoaka Rd          |    |    |    |             |    |               |       |    |      |
| Granite Ave     | 930                 | G        |       |     | Widioaka Ku         |    |    |    | 0.126       | F  | 0.526         | 1000  | G  | 201  |
|                 | To:                 |          |       |     | Tuckahoe Ave        |    |    |    |             |    |               |       |    |      |
|                 | From:               |          |       |     | Mulberry St         |    |    |    |             |    |               |       |    |      |
| Hanover Ave     | NA                  |          |       |     |                     |    |    |    | NA          |    |               | NA    |    |      |
|                 | To:                 |          |       |     | Robinson St         |    |    |    |             |    |               |       |    |      |
| Haathana Du     | From:               |          |       |     | Wainfleet Dr        |    |    |    |             |    |               | NIA   |    |      |
| Hastings Dr     | NA<br>To:           |          |       |     | Apache Rd           |    |    |    | NA          |    |               | NA    |    |      |
|                 | From:               |          |       |     | •                   |    |    |    | 1           |    |               |       |    |      |
| Hawthorne Ave   | 380                 | G        | 98%   | 1%  | Westwood Ave        | 0% | 0% | С  | 0.119       | F  | 0.551         | 380   | G  | 201  |
|                 | To                  |          |       | .,, | Walton Ave          |    |    |    |             |    |               |       |    |      |
|                 | From:               |          |       |     | Hazelhurst Rd       |    |    |    |             |    |               |       |    |      |
| Hunt Ave        | 1900                | G        |       |     |                     |    |    |    | 0.109       | F  |               | 2000  | G  | 201  |
|                 | To:                 |          |       |     | Meadowbridge R      | d  |    |    |             |    |               |       |    |      |
|                 | From                | _        |       |     | Stony Run Dr        |    |    |    |             | _  |               |       | _  | _    |
| Jennie Scher Rd | 3700 <sub>то</sub>  | G        |       |     | n: 1 - 12:          |    |    |    | 0.1         | F  | 0.526         | 3900  | G  | 201  |
|                 |                     |          |       |     | Richmond Rd         |    |    |    | <u> </u>    |    |               |       |    |      |
| Junaluska Dr    | From: <b>370</b>    | G        |       |     | Junaluska Ct        |    |    |    | <br>0.126   | F  | 0.585         | 400   | G  | 201  |
| ouridiusita Di  | To:                 | <u> </u> |       |     | Blakemore Rd        |    |    |    | 7           | '  | 0.505         | 700   | u  | 201  |
|                 | From:               | I        |       |     | Sterncroft Dr       |    |    |    | 1           |    |               |       |    |      |
| Kenmore Rd      | 330                 | G        |       |     | Stemeron Di         |    |    |    | 0.102       | F  | 0.632         | 350   | G  | 2019 |
|                 | To:                 |          |       |     | Kenmore Cir         |    |    |    |             |    |               |       |    |      |

| Route             | Length AADT       | ΟΔ       | 4Tire | Rue | Tru                   |        |        | QC | K      | QK  | Dir    | AAWDT | OW  | Year |
|-------------------|-------------------|----------|-------|-----|-----------------------|--------|--------|----|--------|-----|--------|-------|-----|------|
| v of Richmond     | Longin AADI       | G.A.     | 71110 | Dus | 2Axle 3+Axle          | 1Trail | 2Trail | QU | Factor | QIV | Factor | AAWDI | QVV | rear |
|                   | From              |          |       |     | 21st St               |        |        |    |        |     |        |       |     |      |
| Keswick Ave       | NA<br>To          |          |       |     | 18th St               |        |        |    | NA     |     |        | NA    |     |      |
|                   | From              |          |       |     | Wilton Rd             |        |        |    |        |     |        |       |     |      |
| Kingsbury Rd      | 220               | G        | 98%   | 1%  | 1% 0%                 | 0%     | 0%     | С  | 0.129  | F   | 0.567  | 220   | G   | 2019 |
|                   | То                |          |       |     | Matoaka Rd            |        |        |    |        |     |        |       |     |      |
| Kidoo Dal         | From              |          | 1000/ | 00/ | Shadybrook Lan        |        | 00/    |    | 0.000  | _   | 0.004  | 740   | _   | 0040 |
| Kirby Rd          | <b>740</b>        | G        | 100%  | 0%  | 0% 0%  Brookhaven Rd  | 0%     | 0%     | С  | 0.093  | F   | 0.804  | 740   | G   | 2019 |
|                   | From              |          |       |     | Davis Ave             |        |        |    |        |     |        |       |     |      |
| Lakeview Ave      | NA                |          |       |     |                       |        |        |    | NA     |     |        | NA    |     |      |
|                   | То                |          |       |     | Stafford Ave          |        |        |    |        |     |        |       |     |      |
| Lamela Arra       | From              | _        | 050/  | 40/ | Graham Rd             | 00/    | 00/    |    | 0 105  |     | 0.001  | 200   |     | 0010 |
| Lamb Ave          | 360 <sub>то</sub> | G        | 95%   | 4%  | 1% 0%<br>Lancaster Rd | 0%     | 0%     | С  | 0.135  | F   | 0.661  | 360   | G   | 2019 |
|                   | From              |          |       |     | Ilex Ave              |        |        |    |        |     |        |       |     |      |
| Lanewood Dr       | 260               | G        |       |     |                       |        |        |    | 0.104  | F   | 0.509  | 280   | G   | 2019 |
|                   | То                |          |       |     | Terminal Ave          |        |        |    |        |     |        |       |     |      |
|                   | From              |          | 070/  | 101 | Stratford Ave         | 40/    | 00/    |    |        | _   | 0.504  | 100   | _   | 0010 |
| Lorraine Ave      | 160 <sub>то</sub> | G        | 97%   | 1%  | 1% 1%<br>Newport Dr   | 1%     | 0%     | С  | 0.119  | F   | 0.524  | 180   | G   | 2019 |
|                   | From              |          |       |     | 27th St               |        |        |    |        |     |        |       |     |      |
| M St              | 2800              | G        |       |     | 2711131               |        |        |    | 0.093  | F   | 0.710  | 3000  | G   | 2019 |
|                   | То                | :        |       |     | 28th St               |        |        |    |        |     |        |       |     |      |
|                   | From              |          |       |     | Piney Rd              |        |        |    |        |     |        |       |     |      |
| Maggie Walker Ave | NA<br>To          |          |       |     | G 1: 6:               |        |        |    | NA     |     |        | NA    |     |      |
|                   | From              | I        |       |     | Corbin St             |        |        |    |        |     |        |       |     |      |
| Merrifield Dr     | NA                |          |       |     | Westower Dr           |        |        |    | NA     |     |        | NA    |     |      |
|                   | То                |          |       |     | Huntland Rd           |        |        |    |        |     |        |       |     |      |
|                   | From              |          |       |     | Clemson Ave           |        |        |    |        |     |        |       |     |      |
| Mike Rd           | 170               | G        |       |     |                       |        |        |    | 0.127  | F   | 0.630  | 180   | G   | 2019 |
|                   | From              | I        |       |     | Gavan Ave             |        |        |    |        |     |        |       |     |      |
| Moss Side Ave     | 900               | G        |       |     | Laburnum Ave          |        |        |    | 0.106  | F   | 0.603  | 960   | G   | 2019 |
|                   | То                |          |       |     | Henrico Blvd          |        |        |    |        |     |        |       |     |      |
|                   | From              |          |       |     | Government Rd         |        |        |    |        |     |        |       |     |      |
| National St       | 580               | G        | 97%   | 2%  | 1% 0%                 | 0%     | 0%     | С  | 0.134  | F   | 0.562  | 580   | G   | 2019 |
|                   | То                |          |       |     | Creedmore St          |        |        |    |        |     |        |       |     |      |
| New Kent Rd       | From <b>NA</b>    |          |       |     | Breckenridge Ro       | l      |        |    | <br>NA |     |        | NA    |     |      |
| New Rent Ha       | To                |          |       |     | St James Ct           |        |        |    |        |     |        | INA   |     |      |
|                   | From              |          |       |     | Jahnke Rd             |        |        |    |        |     |        |       |     |      |
| Newell Rd         | 2100              | G        |       |     |                       |        |        |    | 0.077  | F   | 0.507  | 2300  | G   | 2019 |
|                   | То                |          |       |     | Huntland Rd           |        |        |    |        |     |        |       |     |      |
| N. W. I. D.I.     | From              |          |       |     | Sulgrave Rd           |        |        |    | 2400   | _   | 0.550  | 470   | _   | 0010 |
| Nottingham Rd     | 160 <sub>то</sub> | G        |       |     | Dover Rd              |        |        |    | 0.108  | F   | 0.553  | 170   | G   | 2019 |
|                   | From              | <u> </u> |       |     | Grove Ave             |        |        |    |        |     |        |       |     |      |
| Oak Lane          | 400               | G        |       |     | GIOVE AVE             |        |        |    | 0.115  | F   | 0.546  | 430   | G   | 2019 |
|                   | To                |          |       |     | Stratford Cres        |        |        |    |        |     |        |       |     |      |
|                   | From              |          |       |     | Westbrook Ave         |        |        |    |        |     |        |       |     |      |
| Old Brook Rd      | 2800              | G        | 97%   | 2%  | 0% 0%                 | 0%     | 0%     | С  | 0.120  | F   | 0.505  | 3000  | G   | 2019 |
|                   | То                |          |       |     | Westminister Av       | e      |        |    |        |     |        |       |     |      |
| Old Halle D. I    |                   |          |       |     |                       |        |        |    |        |     |        |       |     |      |
| Old Holly Rd      | 120               | G        |       |     | Hickory Rd            |        |        |    | 0.142  | F   | 0.539  | 130   | G   | 2019 |

|                 |                     |    |       |      | City of Richm      | ioria |      |    |             |    |               |       |          |      |
|-----------------|---------------------|----|-------|------|--------------------|-------|------|----|-------------|----|---------------|-------|----------|------|
| Route           | Length AADT         | QA | 4Tire | Bus  | T<br>2Axle 3+Axle  |       |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW       | Yea  |
| v of Richmond   | From                |    |       |      | Gloucester R       | ld.   |      |    |             |    |               |       |          |      |
| Palmyra Ave     | 290                 | G  |       |      |                    |       |      |    | 0.218       | F  | 0.879         | 310   | G        | 2019 |
|                 | Ter                 |    |       |      | Lamont St          |       |      |    |             |    |               |       |          |      |
|                 | From:               |    |       |      | Columbine R        | ld    |      |    |             |    |               |       |          |      |
| Patsy Anne Dr   | 480 <sub>To:</sub>  | G  |       |      | Rebecca Ro         | 1     |      |    | 0.120       | F  | 0.565         | 510   | G        | 2019 |
|                 | From                |    |       |      |                    |       |      |    |             |    |               |       |          |      |
| Peyton Ave      | 250                 | G  |       |      | Larchmont La       | ine   |      |    | 0.099       | F  |               | 260   | G        | 2019 |
| . 0,1070        | To:                 | Ť  |       |      | Mardick Rd         | I     |      |    |             | •  |               |       | <u> </u> |      |
|                 | From:               |    |       |      | 26th St            |       |      |    |             |    |               |       |          |      |
| Phaup St        | NA                  |    |       |      |                    |       |      |    | NA          |    |               | NA    |          |      |
|                 | To:                 |    |       |      | 27th St            |       |      |    |             |    |               |       |          |      |
|                 | From:               |    |       |      | North Ave          |       |      |    |             |    |               |       | _        |      |
| Pilots Ln       | 1300 <sub>то:</sub> | G  |       |      | EGY P: 1           |       |      |    | 0.12        | F  | 0.659         | 1400  | G        | 2019 |
|                 | From:               |    |       |      | ECL Richmon        |       |      |    | <u> </u>    |    |               |       |          |      |
| Plum St         | 910                 | G  | 99%   | 0%   | W Main St<br>0% 0% | 0%    | 0%   | С  | 0.084       | F  | 0.792         | 910   | G        | 2019 |
| i idiii Ot      | <b>310</b> To:      |    | JU /0 | 3 /0 | Floyd Ave          |       | 3 /0 |    | 7.004       | •  | 0.702         | 0.10  | G        | 201  |
|                 | From:               |    |       |      | Dill Ave           |       |      |    |             |    |               |       |          |      |
| Pollock St      | 630                 | G  | 99%   | 0%   | 0% 0%              | 0%    | 0%   | С  | 0.113       | F  | 0.692         | 630   | G        | 201  |
|                 | To:                 |    |       |      | 4th Ave            |       |      |    |             |    |               |       |          |      |
|                 | From:               |    |       |      | Hermitage R        | d     |      |    |             |    |               |       |          |      |
| Princeton Rd    | 140                 | G  |       |      |                    |       |      |    | 0.126       | F  | 0.705         | 150   | G        | 201  |
|                 | To:                 |    |       |      | Pope Ave           |       |      |    |             |    |               |       |          |      |
|                 | From:               |    |       |      | Idlewood Av        | ve    |      |    | <u> </u>    |    |               |       |          |      |
| Ramp            | <b>NA</b>           |    |       |      | I-195 North        |       |      |    | NA<br>—     |    |               | NA    |          |      |
|                 | From:               |    |       |      |                    |       |      |    |             |    |               |       |          |      |
| Riverside Dr    | 1300                | G  | 99%   | 0%   | Rivercrest R       | 0%    | 0%   | С  | 0.104       | F  | 0.550         | 1300  | G        | 201  |
|                 | To:                 |    |       |      | Butte Rd           |       |      |    |             |    |               |       | -        |      |
|                 | From:               |    |       |      | Orlando Rd         |       |      |    |             |    |               |       |          |      |
| S Kinsley Ave   | 270                 | G  |       |      |                    |       |      |    | 0.086       | F  | 0.635         | 290   | G        | 201  |
|                 | To:                 |    |       |      | Leake Ave          |       |      |    |             |    |               |       |          |      |
|                 | From:               |    |       |      | Rennie Ave         | ;     |      |    |             |    |               |       |          |      |
| Seminary Ave    | NA                  |    |       |      |                    |       |      |    | NA          |    |               | NA    |          |      |
|                 | To:                 |    |       |      | Westwood A         |       |      |    |             |    |               |       |          |      |
| Chafar Ct       | From:               |    |       |      | Franklin St        |       |      |    | 0.107       | _  |               | 700   | 0        | 201  |
| Shafer St       | 650 <sub>To:</sub>  | G  |       |      | Grace St           |       |      |    | 0.107       | Г  |               | 700   | G        | 201  |
|                 | From:               |    |       |      | Halesworth F       | D.d.  |      |    |             |    |               |       |          |      |
| Sherbrook Rd    | 340                 | G  | 96%   | 0%   | 4% 0%              | 0%    | 0%   | С  | 0.129       | F  | 0.636         | 340   | G        | 201  |
|                 | To:                 |    |       |      | Cherokee Ro        |       |      |    |             |    |               |       | -        |      |
|                 | From:               |    |       |      | Huth Rd            |       |      |    |             |    |               |       |          |      |
| Snead Rd        | 1300                | G  |       |      |                    |       |      |    | 0.09        | F  | 0.615         | 1400  | G        | 201  |
|                 | To                  |    |       |      | Clearfield S       | t     |      |    |             |    |               |       |          |      |
|                 | From:               |    |       |      | Robert Bruce       |       |      |    |             |    |               |       |          |      |
| Stafford Rd     | 520                 | G  | 97%   | 1%   | 1% 0%              | 0%    | 0%   | С  | 0.109       | F  | 0.621         | 520   | G        | 201  |
|                 | Te:                 |    |       |      | Forest Hill A      |       |      |    |             |    |               |       |          |      |
| Stanhana Avanua | Prom·               | -  |       |      | Stratford Dr       | r     |      |    | 0.154       | F  | 0 515         | 220   | G        | 204  |
| Stanhope Avenue | <b>220</b>          | G  |       |      | Brook Rd           |       |      |    | 0.154       |    | 0.515         | 220   | G        | 201  |
|                 | From:               |    |       |      | Whitehead R        | d     |      |    |             |    |               |       |          |      |
| Swanson Rd      | 1800                | G  |       |      | vv intenead K      | ···   |      |    | 0.099       | F  | 0.574         | 1900  | G        | 201  |
| ·<br>           | To:                 |    |       |      | Bolton Rd          |       |      |    |             |    |               |       |          |      |
|                 | From:               |    |       |      | 20th St            |       |      |    |             |    |               |       |          |      |
| T Street        | NA                  |    |       |      |                    |       |      |    | NA          |    |               | NA    |          |      |
|                 | To:                 |    |       |      | 21st St            |       |      |    |             |    |               |       |          |      |

|                     |                     |     |       |      | City of Richin   | ioria   |      |    |               |    |                                       |       |    |      |
|---------------------|---------------------|-----|-------|------|------------------|---------|------|----|---------------|----|---------------------------------------|-------|----|------|
| Route               | Length AADT         | QA  | 4Tire | Bus  | T<br>2Axle 3+Axl |         |      | QC | K<br>Factor   | QK | Dir<br>Factor                         | AAWDT | QW | Year |
| ty of Richmond      |                     |     |       |      |                  |         |      |    |               |    |                                       |       |    |      |
|                     | Fro                 |     |       |      | Lancaster R      |         |      |    |               |    |                                       |       |    |      |
| The Terrace         | 180                 | G   | 98%   | 1%   | 1% 0%            | 0%      | 0%   | С  | 0.121         | F  |                                       | 180   | G  | 2019 |
|                     | 1                   | 'n. |       |      | Norwood A        | ve      |      |    |               |    |                                       |       |    |      |
|                     | Fro                 |     |       |      | Weyburn R        | d       |      |    |               |    |                                       |       |    |      |
| Trabue Rd           | 140                 | G   |       |      |                  |         |      |    | 0.130         | F  | 0.721                                 | 160   | G  | 2019 |
|                     | 1                   | o:  |       |      | Bicknell Ro      | 1       |      |    |               |    |                                       |       |    |      |
|                     | Fro                 |     |       |      | Cherokee R       | d       |      |    |               |    |                                       |       | _  |      |
| Traylor Dr          | 300                 | G   |       |      |                  |         |      |    | 0.158         | F  | 0.556                                 | 320   | G  | 2019 |
|                     | 1                   |     |       |      | Denbigh D        | r       |      |    |               |    |                                       |       |    |      |
|                     | Fro                 |     |       |      | Venable S        | t       |      |    |               | _  |                                       |       | _  |      |
| Tulip St            | 1400                | F   |       |      |                  |         |      |    | 0.088         | F  | 0.502                                 | 1500  | F  | 2019 |
|                     | 1                   |     |       |      | Carrington S     | St      |      |    |               |    |                                       |       |    |      |
|                     | Fro                 | m:  |       |      | Kettering D      | r       |      |    |               |    |                                       |       |    |      |
| Wainfleet Dr        | NA                  |     |       |      |                  |         |      |    | NA            |    |                                       | NA    |    |      |
|                     | 1                   |     |       |      | Apache Ro        | l       |      |    |               |    |                                       |       |    |      |
|                     | Fro                 |     |       |      | Erich Rd         |         |      |    |               |    |                                       |       |    |      |
| Wainwright Dr       | 170                 | G   |       |      |                  |         |      |    | 0.113         | F  | 0.737                                 | 170   | G  | 2019 |
|                     | T<br>Fro            |     |       |      | Irby Dr          |         |      |    |               |    |                                       |       |    |      |
| Wainwright Dr       | 270                 | G   | 96%   | 3%   | Glenway D        | 0%      | 0%   | С  | 0.133         | F  | 0.59                                  | 270   | G  | 2019 |
| Walliwinght Di      | 270                 |     | 30 78 | 0 70 | Blandy Ave       |         | 0 70 |    | 0.100         | •  | 0.55                                  | 210   | u  | 2010 |
|                     | Fro                 | m:  |       |      |                  |         |      |    |               |    |                                       |       |    |      |
| Wavetronix Firmwa   |                     |     |       |      | SR 197 Laburnu   | III Ave |      |    | NA            |    |                                       | NA    |    |      |
| Wavetionix i iiiiwa | 10 1001 20041101114 | 'or |       |      | I-64; I-95       |         |      |    | — <u>`</u> `` |    |                                       | 1473  |    |      |
|                     | Fro                 | m:  |       |      | Yeardley D       |         |      |    |               |    |                                       |       |    |      |
| Westower Dr         | 2200                | G   |       |      | reardley D       | T       |      |    | 0.094         | F  | 0.657                                 | 2300  | G  | 2019 |
| WC3toWC1 D1         | 2200                |     |       |      | Limerick D       | r       |      |    | 0.004         | •  | 0.007                                 | 2000  | a  | 2013 |
|                     | Fro                 |     |       |      |                  |         |      |    |               |    |                                       |       |    |      |
| Westwood Ave        | 1300                | G   | 98%   | 0%   | Hawthorne A      | 0%      | 0%   | С  | 0.104         | F  | 0.729                                 | 1300  | G  | 2019 |
| Westwood Ave        | 1300                |     | 30 78 | 0 70 | Noble Ave        |         | 0 70 |    | -0.10+        | •  | 0.723                                 | 1000  | a  | 2010 |
|                     | Fro                 |     |       |      |                  |         |      |    |               |    |                                       |       |    |      |
| Whitcomb St         | 2700                | G   |       |      | Sussex St        |         |      |    | 0.092         | F  | 0.797                                 | 2800  | G  | 2019 |
| Willicomb Ot        | 2700                |     |       |      | Redwood A        | ve      |      |    | 0.002         | •  | 0.757                                 | 2000  | a  | 2013 |
|                     | Fro                 |     |       |      |                  |         |      |    | 1             |    |                                       |       |    |      |
| Whitlone Dr         | NA NA               |     |       |      | Debora Dr        |         |      |    | NA            |    |                                       | NA    |    |      |
| Williams Di         | INA                 | o:  |       |      | Bliley Rd        |         |      |    |               |    |                                       | INA   |    |      |
|                     |                     |     |       |      |                  |         |      |    |               |    |                                       |       |    |      |
| Wilton Dd           | Fro                 |     |       |      | Matoaka R        | d       |      |    | 0.100         | _  | 0.50                                  | E00   | C  | 2010 |
| Wilton Rd           | 500                 | G   |       |      | Tuelrahae A      | WO.     |      |    | 0.108         | F  | 0.59                                  | 530   | G  | 2019 |
|                     |                     |     |       |      | Tuckahoe A       |         |      |    |               |    |                                       |       |    |      |
| Mara ella e         | Fro                 |     |       |      | Stockwood I      | Rd      |      |    |               | _  | 0.510                                 | 0.40  | _  | 0010 |
| Woodhaven Dr        | 780                 | G   |       |      |                  |         |      |    | 0.117         | F  | 0.518                                 | 840   | G  | 2019 |
|                     | 1                   | o.  |       |      | Alberene R       | d       |      |    |               |    |                                       |       |    |      |
|                     | Fro                 | m:  |       |      | Warwick R        | d       |      |    |               |    | · · · · · · · · · · · · · · · · · · · |       |    |      |
| Woodstock Rd        | NA                  |     |       |      |                  |         |      |    | NA<br>NA      |    |                                       | NA    |    |      |
|                     | 7                   | o:  |       |      | Jarvis Rd        |         |      |    |               |    |                                       |       |    |      |
|                     | -                   |     |       |      |                  |         |      |    |               |    |                                       |       |    |      |