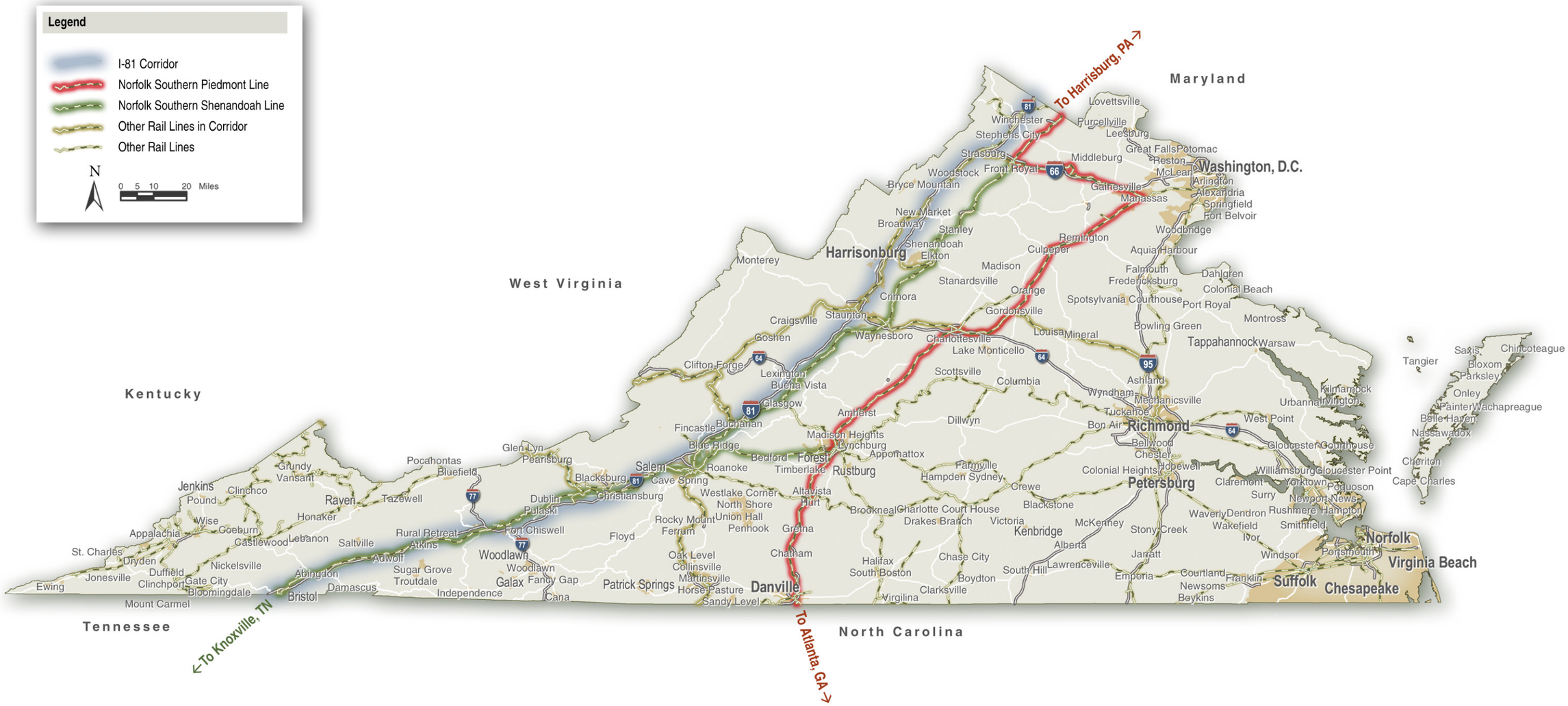



mawald\checkin\31698\graphics\figures\31698 Rail-corridor-map.p65

North

# Existing Rail Infrastructure within the Commonwealth of Virginia

Figure 3-9

I-81 CORRIDOR IMPROVEMENT STUDY

Tennessee

| Exit Number: | 1 | 3 | 5 | 7 | 10 | 13 | 14 | 17 | 19 | 22 | 24 | 26 | 29 | 32 | 35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 26900 | 28300 | 43100 | 39300 | 40500 | 38200 | 39700 | 36700 | 36700 | 30600 | 28700 | 28100 | 26900 | 25800 | 25800 |
| | 3000 | 1800 | 8600 | 7800 | 4000 | 2100 | 9100 | 8000 | 10900 | 3000 | 1700 | 2300 | 5900 | 1000 | 4100 |
| | 4400 | 16600 | 4800 | 9000 | 1700 | 3600 | 6100 | 8000 | 4800 | 1100 | 1100 | 1100 | 4800 | 1000 | 6100 |
| | 3100 | 1100 | 7800 | 11000 | 4400 | 2500 | 9000 | 8000 | 10900 | 2900 | 1700 | 2500 | 5900 | 1000 | 3900 |
| | 27100 | 28700 | 45000 | 42900 | 41800 | 39300 | 40400 | 36900 | 37300 | 31200 | 29400 | 28800 | 27300 | 26200 | 26200 |
| | 4700 | 17400 | 5700 | 9900 | 1900 | 3600 | 5500 | 8400 | 4800 | 1100 | 1100 | 1000 | 4800 | 1000 | 6100 |

| Exit Number: | 39 | 44 | 45 | 47 | 50 | 54 | 60 | 67 | 70 | 72 | 73 | 77 | 80 | 81 | 84 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 27800 | 29400 | 28600 | 26700 | 25400 | 23700 | 23100 | 24400 | 23700 | 25700 | 45800 | 50800 | 50400 | 50000 | 34500 |
| | 1700 | 2600 | 4300 | 3700 | 3100 | 1300 | 1600 | 700 | 2700 | 5700 | 2500 | 6500 | 7000 | 34200 | 3400 |
| | 3300 | 1800 | 2400 | 2400 | 1400 | 700 | 2900 | No Ramp | 4700 | 25800 | 7500 | 6100 | 6600 | 18700 | 3600 |
| | 1700 | 2600 | 4200 | 3300 | 3100 | 1700 | 1600 | 900 | 3200 | 6700 | 2700 | 8100 | 6100 | 31400 | 3800 |
| | 28400 | 30000 | 29200 | 27400 | 26900 | 25000 | 24100 | 25700 | 24800 | 27000 | 47700 | 52200 | 50200 | 50000 | 36600 |
| | 3300 | 1800 | 2400 | 2800 | 1200 | 800 | 3200 | No Ramp | 5400 | 27400 | 7200 | 6100 | 5900 | 18000 | 2500 |

| Exit Number: | 86 | 89 | 92 | 94 | 98 | 101 | 105 | 109 | 114 | 118 | 128 | 132 | 137 | 140 | 141 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 34700 | 35300 | 36900 | 37300 | 35900 | 38500 | 38500 | 36500 | 40500 | 41800 | 46500 | 47600 | 50500 | 59600 | 62100 |
| | 1100 | 1300 | 500 | 4100 | 6400 | 3200 | 3700 | 4000 | 4600 | 11600 | 1400 | 1300 | 3400 | 5100 | 6600 |
| | 1700 | 2900 | 900 | 2700 | 9000 | 3200 | 1700 | 8000 | 5900 | 16300 | 2500 | 4200 | 12500 | 7600 | 10300 |
| | 1100 | 1100 | 500 | 3000 | 6100 | 2500 | 3700 | 4000 | 4800 | 12200 | 2200 | 3000 | 3500 | 4200 | 4600 |
| | 35300 | 35100 | 37400 | 37800 | 37100 | 40200 | 40400 | 38500 | 41900 | 43400 | 47900 | 47900 | 49100 | 58100 | 61500 |
| | 900 | 3400 | 900 | 2300 | 9200 | 2700 | 1800 | 7400 | 6300 | 16700 | 2200 | 4200 | 12500 | 7600 | 11300 |

\\richva\projects\graphics\figures\31698-networks-2035.indd p.1

Southbound

Northbound

# 2035 Daily Traffic Volumes

Figure 4-5

I-81 CORRIDOR IMPROVEMENT STUDY

| Exit Number | Southbound | Northbound |
|---|---|---|
| 143 | 65800 / 31700 | 68200 / 32600 |
| 146 | 56700 / 22600 / 9700 | 17700 / 10200 / 53300 |
| 150 | 51800 / 4800 / 23800 | 4800 / 19800 / 47900 |
| 156 | 34100 / 6100 / 2100 | 6100 / 2100 / 34200 |
| 162 | 33000 / 1000 / 2300 | 1100 / 2100 / 33200 |
| 167 | 31500 / 800 / No Ramp | 1000 / No Ramp / 32100 |
| 168 | 32500 / 1000 / 1100 | 1500 / 1300 / 33600 |
| 175 | 32200 / 800 / 1100 | 800 / 1100 / 33100 |
| 180 | 31900 / 800 / 1400 | 600 / 1100 / 32600 |
| 188 | 32500 / 2000 / 2300 | 2200 / 2500 / 33700 |
| 191 | 36100 / 5900 / 4400 | 6100 / 4000 / 37300 |
| 195 | 38800 / 7100 / 2000 | 6600 / 2300 / 39900 |
| 200 | 39500 / 2700 / 1800 | 2500 / 2500 / 40100 |
| 205 | 39300 / 1600 / 4800 | 2300 / 5200 / 39900 |
| 213 | 39700 / 5200 / 2700 | 6100 / 2500 / 40800 |
| | 3600 | 4100 |

| Exit Number | Southbound | Northbound |
|---|---|---|
| 217 | 40600 / 1100 | 42400 / 1100 |
| 220 | 44300 / 4800 / 3600 | 5600 / 4100 / 46900 |
| 221 | 48800 / 8100 / 13600 | 7500 / 14200 / 50300 |
| 222 | 55600 / 20400 / 11100 | 18600 / 10000 / 54700 |
| 225 | 51300 / 6800 / 7300 | 7000 / 6800 / 51700 |
| 227 | 47800 / 3800 / 6800 | 4100 / 6100 / 49000 |
| 235 | 44200 / 3200 / 4100 | 3200 / 3900 / 46100 |
| 240 | 44600 / 4500 / 4600 | 5000 / 4600 / 47200 |
| 243 | 44000 / 4000 / 5900 | 4400 / 5900 / 47000 |
| 245 | 45700 / 7600 / 8000 | 6900 / 7600 / 48000 |
| 247 | 44200 / 6500 / 13700 | 7400 / 15200 / 47800 |
| 251 | 41800 / 11300 / 3000 | 8300 / 2900 / 40900 |
| 257 | 41100 / 2300 / 5500 | 2100 / 5700 / 40100 |
| 264 | 36200 / 600 / 4800 | 800 / 3900 / 35200 |
| 269 | 35100 / 3700 / 1800 | 3700 / 2000 / 35000 |
| | 1300 | 1400 |

| Exit Number | Southbound | Northbound |
|---|---|---|
| 273 | 34600 / 3000 | 34400 / 3400 |
| 277 | 35900 / 4300 / 400 | 5000 / 500 / 36000 |
| 279 | 35500 / No Ramp / 1600 | No Ramp / 1600 / 35500 |
| 283 | 35900 / 2000 / 5400 | 2200 / 5400 / 36100 |
| 291 | 36600 / 6100 / 4500 | 5900 / 3900 / 36600 |
| 296 | 38700 / 6600 / 1500 | 5600 / 1700 / 38300 |
| 298 | 40200 / 3000 / 2200 | 3000 / 1800 / 36900 |
| 300 | 44800 / 6800 / 14400 | 7000 / 12600 / 44800 |
| 302 | 41100 / 10700 / 2500 | 9900 / 2300 / 42100 |
| 307 | 43900 / 5300 / 5300 | 5300 / 5500 / 45100 |
| 310 | 47900 / 9300 / 12000 | 10500 / 13300 / 50100 |
| 313 | 44500 / 8600 / 10900 | 8600 / 11200 / 45400 |
| 315 | 56100 / 22500 / 16000 | 22500 / 13900 / 56700 |
| 317 | 53600 / 13500 / 18100 | 14700 / 18100 / 57500 |
| 321 | 44300 / 8800 / 2500 | 8200 / 2300 / 47600 |
| 323 | 43100 / 1300 / 6800 | 1100 / 6900 / 46400 |
| | 40900 / 4600 | 4600 / 44100 |

West Virginia

\\richva\projects\graphics\figures\31698-networks-2035.indd p.2

Southbound

Northbound

North

## 2035
## Daily Traffic Volumes

Figure
**4-5**(Cont.)

I-81 CORRIDOR IMPROVEMENT STUDY

Tennessee

| Exit Number: | 1 | 3 | 5 | 7 | 10 | 13 | 14 | 17 | 19 | 22 | 24 | 26 | 29 | 32 | 35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2000 | 2150 | 3500 | 3200 | 3300 | 3100 | 3200 | 2950 | 2950 | 2400 | 2250 | 2200 | 2100 | 2000 | 2000 |
| | 250 | 400 | 1500 | 450 | 800 | 150 | 300 | 550 | 700 | 450 | 100 | 100 | 100 | 450 | 100 | 550 |
| | 150 | 100 | 750 | 700 | 350 | 200 | 800 | 700 | 1000 | 250 | 150 | 200 | 550 | 100 | 350 |
| | 300 | 400 | 1550 | 500 | 900 | 150 | 300 | 500 | 750 | 450 | 100 | 100 | 100 | 450 | 100 | 550 |
| | 2150 | 2250 | 3700 | 3500 | 3400 | 3150 | 3200 | 2900 | 2950 | 2400 | 2250 | 2200 | 2050 | 1950 | 1950 |
| | 100 | 700 | 1000 | 400 | 250 | 800 | 700 | 1000 | 250 | 150 | 250 | 550 | 100 | 350 |

| Exit Number: | 39 | 44 | 45 | 47 | 50 | 54 | 60 | 67 | 70 | 72 | 73 | 77 | 80 | 81 | 84 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2200 | 2350 | 2250 | 2050 | 1900 | 1750 | 1700 | 1800 | 1750 | 1900 | 3700 | 4150 | 4100 | 4050 | 2650 | |
| | 150 | 300 | 150 | 200 | 200 | 150 | 50 | 250 | No Ramp | 400 | 2300 | 700 | 550 | 600 | 1700 | 300 |
| | 250 | 400 | 350 | 300 | 100 | 150 | 50 | 100 | 250 | 500 | 250 | 600 | 650 | 3100 | 300 |
| | 150 | 300 | 150 | 200 | 250 | 100 | 150 | 300 | No Ramp | 500 | 2450 | 650 | 550 | 550 | 1600 | 250 |
| | 2150 | 2300 | 2200 | 2000 | 1950 | 1750 | 1650 | 1800 | 1700 | 1900 | 3750 | 4150 | 3950 | 3950 | 2700 | |
| | 300 | 250 | 400 | 300 | 300 | 150 | 150 | 100 | 300 | 600 | 250 | 750 | 550 | 2850 | 350 |

| Exit Number: | 86 | 89 | 92 | 94 | 98 | 101 | 105 | 109 | 114 | 118 | 128 | 132 | 137 | 140 | 141 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2650 | 2700 | 2850 | 2900 | 2800 | 3000 | 3000 | 2800 | 3150 | 3300 | 3700 | 3800 | 4100 | 4950 | 5200 | |
| | 100 | 150 | 100 | 250 | 250 | 800 | 300 | 150 | 700 | 550 | 1450 | 250 | 400 | 1150 | 700 | 950 |
| | 100 | 100 | 50 | 350 | 600 | 300 | 350 | 350 | 400 | 1050 | 150 | 100 | 300 | 450 | 600 |
| | 100 | 100 | 300 | 100 | 200 | 850 | 250 | 250 | 650 | 550 | 1500 | 200 | 400 | 1150 | 700 | 1000 |
| | 2600 | 2600 | 2800 | 2850 | 2800 | 3100 | 3100 | 2900 | 3200 | 3300 | 3700 | 3700 | 3850 | 4700 | 5000 |
| | 50 | 250 | 550 | 250 | 350 | 350 | 450 | 1100 | 200 | 250 | 300 | 400 | 400 |

Southbound

Northbound

## 2035 Design Hour Traffic Volumes

Figure 4-6

I-81 CORRIDOR IMPROVEMENT STUDY

| Exit Number: | 143 | 146 | 150 | 156 | 162 | 167 | 168 | 175 | 180 | 188 | 191 | 195 | 200 | 205 | 213 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5550 | 4750 | 4350 | 2750 | 2650 | 2500 | 2600 | 2550 | 2500 | 2550 | 2900 | 3150 | 3200 | 3200 | 3200 |
| | 2850 | 850 | 2150 | 200 | 200 | No Ramp | 100 | 100 | 150 | 200 | 400 | 200 | 150 | 450 | 250 |
| | 2050 | 450 | 500 | 100 | 50 | 100 | 50 | 50 | 50 | 200 | 550 | 650 | 250 | 150 | 450 | 300 |
| | 2950 | 900 | 1800 | 200 | 200 | No Ramp | 100 | 100 | 100 | 250 | 350 | 200 | 250 | 450 | 250 |
| | 5600 | 4250 | 3800 | 2550 | 2450 | 2350 | 2500 | 2450 | 2400 | 2500 | 2800 | 3050 | 3100 | 3050 | 3150 | 350 |
| | 1600 | 450 | 550 | 100 | 100 | 150 | 50 | 50 | 200 | 550 | 600 | 250 | 200 | 550 | |

| Exit Number: | 217 | 220 | 221 | 222 | 225 | 227 | 235 | 240 | 243 | 245 | 247 | 251 | 257 | 264 | 269 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3250 | 3600 | 4050 | 4700 | 4300 | 4000 | 3700 | 3750 | 3700 | 3850 | 3750 | 3500 | 3450 | 3000 | 2900 |
| | 100 | 300 | 1200 | 1000 | 650 | 600 | 350 | 400 | 550 | 700 | 1250 | 250 | 500 | 450 | 150 |
| | 450 | 750 | 1850 | 600 | 350 | 300 | 400 | 350 | 350 | 600 | 1000 | 200 | 50 | 350 | 100 |
| | 100 | 350 | 1300 | 900 | 600 | 550 | 350 | 400 | 550 | 700 | 1350 | 250 | 500 | 350 | 200 |
| | 3250 | 3650 | 4000 | 4350 | 4100 | 3850 | 3600 | 3700 | 3700 | 3750 | 3700 | 3100 | 3050 | 2600 | 2600 | 150 |
| | 500 | 700 | 1650 | 650 | 350 | 300 | 450 | 400 | 600 | 650 | 750 | 200 | 50 | 350 | |

| Exit Number: | 273 | 277 | 279 | 283 | 291 | 296 | 298 | 300 | 302 | 307 | 310 | 313 | 315 | 317 | 321 | 323 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2850 | 3000 | 2950 | 3000 | 3050 | 3250 | 3350 | 3750 | 3400 | 3650 | 4000 | 3650 | 4700 | 4450 | 3600 | 3450 | 3250 |
| | 250 | 50 | 150 | 500 | 400 | 150 | 200 | 1300 | 250 | 500 | 1100 | 1000 | 1450 | 1650 | 250 | 600 | |
| | 400 | No Ramp | 200 | 550 | 600 | 250 | 600 | 950 | 500 | 850 | 750 | 2050 | 1200 | 800 | 100 | 400 | |
| | 300 | 50 | 150 | 500 | 350 | 150 | 150 | 1150 | 200 | 500 | 1200 | 1000 | 1250 | 1650 | 200 | 600 | |
| | 2550 | 2700 | 2650 | 2700 | 2750 | 2900 | 3000 | 3500 | 3250 | 3550 | 4000 | 3550 | 4600 | 4650 | 3750 | 3650 | 3450 |
| | 450 | No Ramp | 200 | 550 | 500 | 250 | 650 | 900 | 500 | 950 | 750 | 2050 | 1300 | 750 | 100 | 400 |

West Virginia

\\richva\projects\graphics\figures\31698-networks-2035.indd p.4

Southbound

Northbound

North

## 2035 Design Hour Traffic Volumes

Figure 4-6 (Cont.)

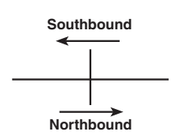
I-81 CORRIDOR IMPROVEMENT STUDY

Tennessee

| Exit Number: | 1 | 3 | 5 | 7 | 10 | 13 | 14 | 17 | 19 | 22 | 24 | 26 | 29 | 32 | 35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 9570 | 9750 | 10550 | 9910 | 10380 | 10130 | 10350 | 10350 | 10330 | 9720 | 9250 | 9230 | 9160 | 8760 | 8720 |
| | 310 | 240 | 1130 | 590 | 490 | 160 | 1040 | 470 | 1150 | 660 | 140 | 160 | 1790 | 90 | 400 |
| | 310 | 310 | 1220 | 490 | 1060 | 240 | 380 | 1040 | 450 | 540 | 190 | 120 | 90 | 1390 | 50 | 540 |
| | 280 | 120 | 940 | 1580 | 540 | 190 | 1200 | 1220 | 1440 | 710 | 160 | 140 | 2070 | 120 | 420 |
| | 12240 | 12270 | 13540 | 12950 | 12100 | 11870 | 12030 | 11960 | 11260 | 10480 | 9980 | 9940 | 9870 | 9780 | 9710 |
| | 310 | 1390 | 350 | 730 | 310 | 350 | 1130 | 520 | 660 | 210 | 120 | 70 | 1980 | 50 | 490 |

| Exit Number: | 39 | 44 | 45 | 47 | 50 | 54 | 60 | 67 | 70 | 72 | 73 | 77 | 80 | 81 | 84 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 8860 | 8820 | 8820 | 8610 | 8470 | 8420 | 8260 | 8450 | 8380 | 8810 | 16740 | 17050 | 18040 | 18270 | 12830 |
| | 160 | 140 | 420 | 380 | 590 | 420 | 260 | 70 | 350 | 1930 | 350 | 3950 | 2900 | 12880 | 2640 |
| | 210 | 120 | 140 | 210 | 240 | 540 | 260 | 450 | No Ramp | 780 | 9860 | 660 | 4940 | 3130 | 7440 | 2750 |
| | 210 | 210 | 470 | 310 | 540 | 540 | 260 | 90 | 540 | 1910 | 350 | 4450 | 2000 | 10330 | 2280 |
| | 9780 | 9760 | 9670 | 9410 | 9360 | 9360 | 9240 | 9360 | 9270 | 9600 | 16630 | 16920 | 17270 | 18170 | 14430 |
| | 190 | 120 | 210 | 260 | 540 | 420 | 380 | No Ramp | 870 | 8940 | 640 | 4800 | 2900 | 6590 | 2070 |

| Exit Number: | 86 | 89 | 92 | 94 | 98 | 101 | 105 | 109 | 114 | 118 | 128 | 132 | 137 | 140 | 141 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 12940 | 12850 | 12970 | 13020 | 13190 | 12810 | 12720 | 12410 | 12530 | 12880 | 14670 | 14780 | 14960 | 16230 | 16300 |
| | 610 | 210 | 90 | 420 | 1650 | 1670 | 520 | 520 | 330 | 1250 | 640 | 310 | 590 | 450 | 1510 |
| | 520 | 520 | 330 | 140 | 590 | 1270 | 1580 | 210 | 640 | 680 | 3040 | 750 | 490 | 1860 | 520 | 940 |
| | 450 | 120 | 70 | 450 | 1200 | 1220 | 560 | 490 | 380 | 1460 | 780 | 610 | 680 | 490 | 800 |
| | 14220 | 14120 | 14640 | 14690 | 14550 | 14570 | 14740 | 14440 | 14590 | 14870 | 16160 | 15730 | 15680 | 17260 | 17310 |
| | 350 | 640 | 120 | 310 | 1220 | 1390 | 260 | 640 | 660 | 2750 | 350 | 560 | 2260 | 540 | 1290 |



## 2035 Daily Heavy Vehicle Volumes

Figure 4-7



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| Exit Number | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 143 | 146 | 150 | 156 | 162 | 167 | 168 | 175 | 180 | 188 | 191 | 195 | 200 | 205 | 213 |
| 15730 | 14480 | 13790 | 13580 | 13530 | 13410 | 13410 | 13490 | 13330 | 13380 | 14040 | 16750 | 16860 | 16790 | 16200 |
| 5700 | 1180 | 3740 | 210 | 280 | No Ramp | 160 | 420 | 350 | 450 | 1060 | 1180 | 710 | 3930 | 1770 |
| 4450 | 490 | 3530 | 160 | 160 | 0 | 240 | 260 | 400 | 1110 | 3770 | 1290 | 640 | 3340 | 1720 |
| 6000 | 1620 | 3810 | 350 | 330 | No Ramp | 350 | 260 | 310 | 590 | 1320 | 1550 | 1150 | 3770 | 1550 |
| 17800 | 3930 | 490 | 3720 | 380 | 210 | 380 | 190 | 120 | 120 | 1040 | 3110 | 1340 | 820 | 4310 | 1740 |
| | 15730 | 14600 | 14510 | 14540 | 14420 | 14800 | 14640 | 14550 | 14310 | 14760 | 16550 | 16340 | 16010 | 16550 | |

| Exit Number | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 217 | 220 | 221 | 222 | 225 | 227 | 235 | 240 | 243 | 245 | 247 | 251 | 257 | 264 | 269 |
| 16150 | 16410 | 17000 | 15590 | 15310 | 14560 | 14230 | 13970 | 13810 | 14160 | 14250 | 13310 | 13430 | 12700 | 12720 |
| 710 | 280 | 5480 | 1060 | 1220 | 890 | 1060 | 750 | 1670 | 470 | 1860 | 520 | 890 | 540 | 240 |
| 970 | 870 | 4070 | 780 | 470 | 560 | 800 | 590 | 2020 | 560 | 920 | 640 | 160 | 560 | 280 |
| 590 | 350 | 5060 | 1130 | 1080 | 750 | 940 | 780 | 1720 | 680 | 1860 | 540 | 920 | 640 | 400 |
| 16740 | 940 | 17090 | 870 | 17610 | 4780 | 17330 | 680 | 16880 | 560 | 16360 | 590 | 16200 | 870 | 16130 | 540 | 15890 | 2000 | 16170 | 590 | 16080 | 800 | 15020 | 590 | 15070 | 190 | 14340 | 540 | 14240 | 280 |

| Exit Number | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 273 | 277 | 279 | 283 | 291 | 296 | 298 | 300 | 302 | 307 | 310 | 313 | 315 | 317 | 321 | 323 | |
| 12760 | 12780 | 12710 | 12730 | 13020 | 13230 | 13340 | 13930 | 12070 | 12050 | 12690 | 11370 | 15090 | 14880 | 12690 | 12330 | 11770 |
| 1770 | 70 | 260 | 820 | 3320 | 380 | 560 | 5230 | 610 | 610 | 2520 | 890 | 2260 | 4000 | 710 | 3130 | |
| 1790 | No Ramp | 280 | 1110 | 3530 | 490 | 1150 | 3370 | 590 | 1250 | 1200 | 4610 | 2050 | 1810 | 350 | 2570 | West Virginia |
| 2710 | 160 | 330 | 1200 | 3130 | 450 | 540 | 5110 | 540 | 1130 | 2870 | 1320 | 2260 | 3810 | 560 | 2850 | |
| 14120 | 2190 | No Ramp | 280 | 1040 | 2820 | 400 | 940 | 4000 | 380 | 1340 | 1060 | 4470 | 1840 | 1950 | 420 | 2570 |
| | 13600 | 13440 | 13390 | 13230 | 12920 | 12870 | 13270 | 12160 | 12000 | 12210 | 10400 | 13550 | 13130 | 11270 | 11130 | 10850 |

Southbound

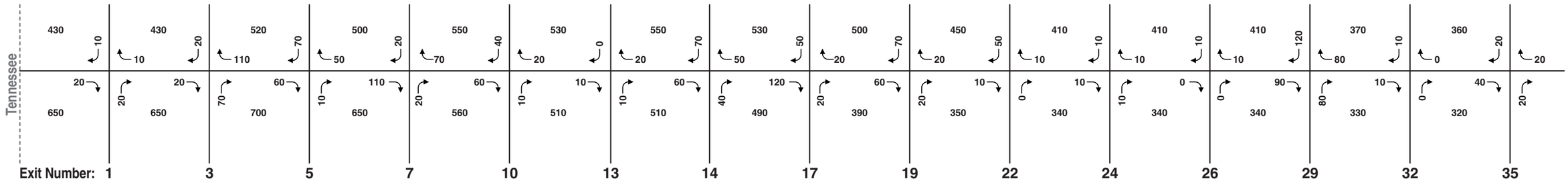
Northbound

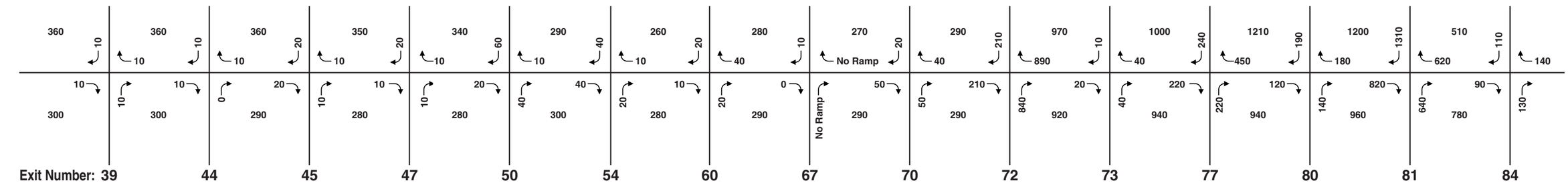
North

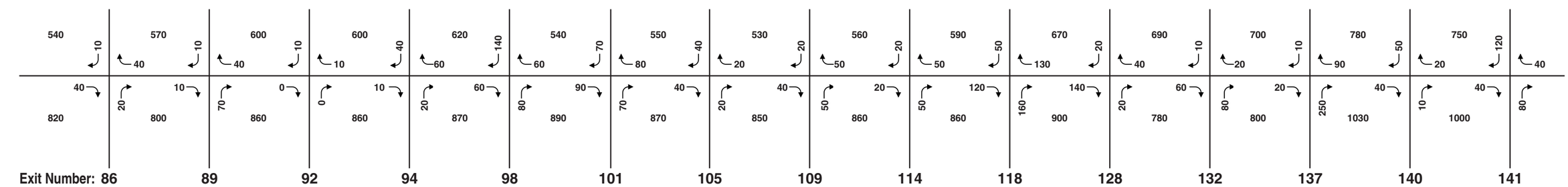
## 2035 Daily Heavy Vehicle Volumes

Figure 4-7 (Cont.)

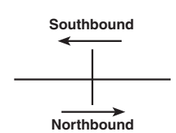
I-81 CORRIDOR IMPROVEMENT STUDY





## 2035 Design Hour Heavy Vehicle Volumes

Figure 4-8

| Exit Number: | 143 | 146 | 150 | 156 | 162 | 167 | 168 | 175 | 180 | 188 | 191 | 195 | 200 | 205 | 213 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 670 | 660 | 620 | 530 | 530 | 510 | 510 | 510 | 500 | 510 | 530 | 840 | 860 | 860 | 900 |
| | 340 | 330 | 20 | 190 | 10 | 0 | 0 | 10 | 10 | 20 | 40 | 390 | 70 | 40 | 250 |
| | 60 | 60 | 280 | 10 | 20 | No Ramp | 10 | 20 | 10 | 20 | 80 | 50 | 40 | 210 | 70 |
| | 480 | 360 | 20 | 240 | 20 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 50 | 50 | 160 |
| | 1040 | 920 | 880 | 880 | 860 | 850 | 860 | 860 | 860 | 860 | 890 | 980 | 940 | 920 | 870 |
| | 60 | 240 | 40 | 10 | No Ramp | 10 | 10 | 10 | 40 | 130 | 90 | 70 | 210 | 90 | 80 |

| Exit Number: | 217 | 220 | 221 | 222 | 225 | 227 | 235 | 240 | 243 | 245 | 247 | 251 | 257 | 264 | 269 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 910 | 950 | 990 | 760 | 760 | 760 | 760 | 740 | 700 | 730 | 700 | 650 | 660 | 630 | 610 |
| | 20 | 60 | 50 | 310 | 40 | 50 | 50 | 40 | 20 | 110 | 10 | 40 | 50 | 10 | 20 |
| | 10 | 10 | 540 | 40 | 50 | 50 | 60 | 60 | 80 | 40 | 90 | 40 | 40 | 40 | 10 |
| | 40 | 60 | 20 | 470 | 60 | 50 | 40 | 40 | 40 | 90 | 20 | 40 | 10 | 0 | 20 |
| | 870 | 890 | 890 | 980 | 960 | 950 | 930 | 920 | 910 | 920 | 870 | 830 | 800 | 740 | 740 |
| | 20 | 20 | 380 | 80 | 60 | 60 | 50 | 50 | 80 | 70 | 80 | 40 | 60 | 20 | 20 |

| Exit Number: | 273 | 277 | 279 | 283 | 291 | 296 | 298 | 300 | 302 | 307 | 310 | 313 | 315 | 317 | 321 | 323 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 610 | 630 | 630 | 630 | 640 | 640 | 670 | 670 | 580 | 600 | 650 | 570 | 770 | 680 | 660 | 630 | 590 |
| | 110 | 130 | No Ramp | 10 | 60 | 220 | 50 | 50 | 390 | 40 | 90 | 70 | 260 | 90 | 110 | 10 | 140 |
| | 0 | 0 | 10 | 50 | 220 | 20 | 50 | 480 | 20 | 40 | 150 | 60 | 180 | 130 | 40 | 180 | |
| | 160 | 120 | No Ramp | 10 | 70 | 130 | 10 | 60 | 400 | 20 | 90 | 70 | 320 | 160 | 120 | 20 | 160 |
| | 740 | 700 | 700 | 700 | 720 | 700 | 690 | 740 | 800 | 780 | 810 | 680 | 940 | 970 | 760 | 730 | 800 |
| | 0 | 10 | 50 | 150 | 20 | 10 | 340 | 40 | 60 | 200 | 60 | 130 | 330 | 50 | 90 | 160 | |

West Virginia

\\richva\projects\graphics\figures\31698-networks-2035.indd p.8

Southbound

Northbound

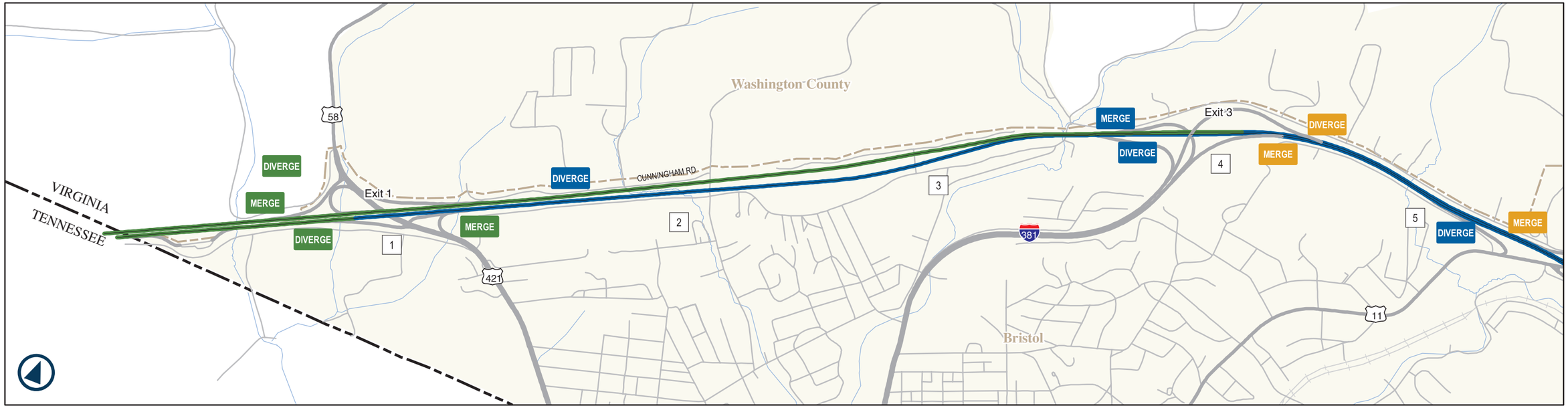
North

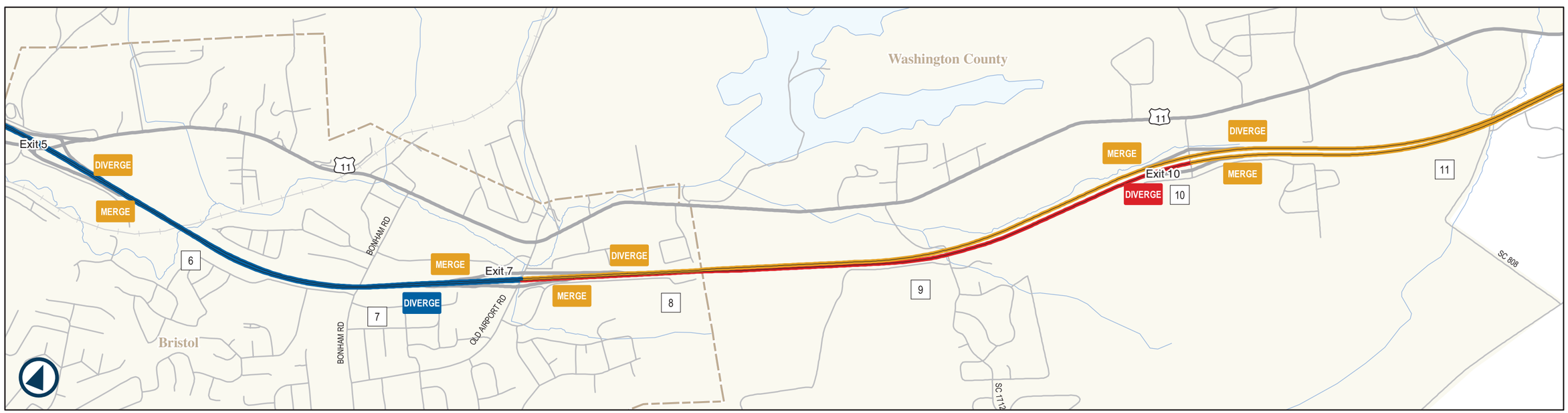
## 2035 Design Hour Heavy Vehicle Volumes

Figure 4-8 (Cont.)

I-81 CORRIDOR IMPROVEMENT STUDY

\\mawald\checkin\31698\GIS\project\I81-2000-existing-final2.mxd




# Milepost

| Ramp LOS | | | Mainline LOS |
|---|---|---|---|
| Ramp | MERGE | A/B | A/B |
| Ramp | MERGE | C Urban | C Urban |
| Ramp | MERGE | C Rural | C Rural |
| Ramp | MERGE | D | D |
| Ramp | MERGE | E/F | E/F |

# Future Corridor Conditions

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0 1,000 2,000 Feet

Figure 4-9

I-81 CORRIDOR IMPROVEMENT STUDY