2016

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

where available

Jurisdiction Report

26

Dinwiddie County City of Petersburg Town of McKenney

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

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

(600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
\bigcirc	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye 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 Dinwiddie Maintenance Area

		Dinwiddie	iviaii ilei ia	iice A	Ica											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	()k	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor	Fa	actor		
Paydton Blank Dd	Diawiddia Cau		wick County		OE0/	10/	10/	00/	10/	00/	F	0.006	0	E00	2000	_
Boydton Plank Rd	Dinwiddie Cou	nty 2.46	2000	G	95%	1%	1%	2%	1%	0%	Г	0.096	0.	.528	2000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		L McKenne	_			<del> </del> _						_			
Boydton Plank Rd	Town of McKenney (N	Maint: 26) 0.23	2000	N	95%	1%	1%	2%	1%	0%	N	0.096	0.	.528	2000	N
	To: From:	SR 4	40 Doyle Bl	vd												
1 Boydton Plank Rd	Town of McKenney (N	Maint: 26) 0.33	2200	G	95%	1%	1%	2%	1%	0%	F	0.098	0.	.621	2200	G
<u> </u>	To From:	NC	L McKenne	у			$\neg$ $\vdash$									
1 Boydton Plank Rd	Dinwiddie Cou	nty 4.05	2200	N	95%	1%	1%	2%	1%	0%	Ν	0.098	0.	.621	2200	Ν
<u> </u>	To	26-649	Snap Lodg	e Rd			<u> </u>									
1 Boydton Plank Rd	Dinwiddie Cou		2700	G	95%	1%	1%	2%	1%	0%	F	0.096	0.	.606	2700	G
	Та	26.62	7 Courthous	a Dd												
Boydton Plank Rd	From:L Dinwiddie Cou		4400	G	95%	1%	1%	2%	1%	0%	С	0.093	0.	.596	4500	G
	то															
1 Boydton Plank Rd	Dinwiddie Cou		7 Turkey Eg 5700	G Rd	95%	1%	1%	2%	1%	0%	F	0.088	0	.565	5900	G
Doydlorr lank rid	Biriwidale ood				33 76	1 /0	1 /0	270	1 /0	0 70	•	0.000	0.	.000	3300	u
Develope Blende Brit	From:		3 Dabney M		050/	40/	10/	00/	40/	00/		0.000		040	40000	
1 Boydton Plank Rd	Dinwiddie Cou	nty 3.09	9400	G	95%	1%	1%	2%	1%	0%	F	0.089	0.	.642	10000	G
Bus	To: From:	Bus U	S 460 Airpo	rt St												
1 460 Boydton Plank Rd	Dinwiddie Cou	nty 1.69	13000	G	95%	1%	1%	2%	1%	0%	F	0.087	0.	.603	14000	G
	To	I-85 S	W of Peters	hiiro												
Bus Provitors Bloods But	From:				070/	00/	40/	40/	40/	00/	_	0.000	•	500	45000	_
1 460 Boydton Plank Rd	Dinwiddie Cou	nty 1.23	14000	G	97%	0%	1%	1%	1%	0%	F	0.092	0.	.528	15000	G
Bus	To: From:	SR	226 Cox R	d												
1 (460)	Dinwiddie Cou	nty 0.45	12000	Α	97%	0%	1%	1%	1%	0%	С	0.102	0.	.559	12000	Α
	То	Wo	CL Petersbur	ď												
Bus	From:				070/	00/		40/	10/	00/	_			507	10000	_
1 460 Washington St	City of Petersb	ourg 0.40	13000	G	97%	0%	1%	1%	1%	0%	F	0.093	0.	.537	13000	G
Bus	To: From:		Summit St													
1 460 Washington St	City of Petersb	urg 0.18	13000	G	97%	0%	1%	1%	1%	0%	F	0.091	0.	.518	13000	G
	То		Elm St													
Bus	From:												_			
1 460 Washington St	City of Petersb	_	16000	G	97%	1%	1%	1%	1%	0%	F	0.08	0.	.548	17000	G
Bus	From:	US 1 Par, Wash	Par; Wythe		a Lane											
1 460 Wythe St	City of Petersb		7700	G	97%	1%	1%	1%	1%	0%	С	0.090			8200	G
	Combined Traffic Estimates for 2 Parallel R	-	17000	G	97%	1%	1%	1%	1%	0%	F	0.085	F 0.	.578	18000	G
	Tod	,	Perry St													
Bus	From:															
1 (460) Wythe St	City of Petersb	•	11000	G	97%	1%	1%	1%	1%	0%	F	0.093	_		11000	G
~ ~	Combined Traffic Estimates for 2 Parallel R		20000	G	97%	1%	1%	1%	1%	0%	F	0.087	F 0.	.508	22000	G
	To:	SR	36 Market S	St												

### Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	SR	36 Market S	St												
(1) $(460)$ $(36)$ Wythe St	City of Petersbu	urg 0.20	11000	G	97%	1%	1%	1%	1%	0%	F	0.095			11000	G
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
	To	ALT US	S 301 Sycam	ore St												
ALT Bus (1) (301) (460) (36) Wythe	e St City of Petersbu			G	97%	1%	1%	1%	1%	0%	F	0.088			16000	G
1 301 460 36 Wythe	City of Petersou	•	15000	G	97%	170	170	170	170	0%	Г					G
	Combined Traffic Estimates for Parallel Ro		NA S 460 Jeffers	C.								NA			NA	
ALT	From:		JS 460 Jeners				-									
1 301 Jefferson St	City of Petersbu		3900	G	97%	1%	1%	1%	1%	0%	F	0.081		0.748	4200	G
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
	To	Bus US 46	0 Par, Wash	ington S	St .											
ALT loffereen St	City of Potorolay					10/	1%	10/	10/	00/	F	0.101		0.510	000	G
1 301 Jefferson St	City of Petersbu	0	870	G	97%	1%	1%	1%	1%	0%	г	0.101		0.512	930	G
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
ALT	To: From:		Henry St				<del> </del>									
1 (301)3rd St	City of Petersbu	urg 0.05	370	G	97%	1%	1%	1%	1%	0%	F	0.094		0.521	400	G
(1)(601)	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
	Tod			C.												
ALT	From:		01 Par, Bank													
1 (301)3rd St	City of Petersbu	•	400	G	97%	1%	1%	1%	1%	0%	F	0.122		0.555	430	G
<b>~</b>	Combined Traffic Estimates for Parallel Ro		NA									NA			NA	
	To:		1 Bollingbroo													
ALT Rolling	gbrook St City of Petersbu		1; 3RD STR 4000	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4300	G
(1) (301) (36) Bolling	Combined Traffic Estimates for Parallel Ro	<u> </u>	NA	G	31 /6	0 /6	1 /0	1 /0	0 /6	0 /6	'	NA		0.707	NA	ч
	Combined Trainic Estimates for Faraner No.											INA			INA	
Ond St	City of Determine	US 1 Par; US 1				00/		00/	00/	00/	F	0.005		0.600	14000	G
1 (301)2nd St	City of Petersbu		14000 Colonial Hei	G	99%	0%	0%	0%	0%	0%	г	0.085		0.622	14000	G
	-	SCL		gnts												
Pama	Dinwiddie Coun	ntv 0.28	US 1 <b>7500</b>	G								0.106			7500	G
1 Ramp	Diriwidale Court		I-85 North	G								0.106			7500	G
	Econo	•														
1 Ramp	Dinwiddie Coun	nty 0.26	US 1 <b>1500</b>	G								0.103			1500	G
1 Hamp	Diriwidale Court	•	I-85 South	G								0.103			1300	G
North	Franci		TO RT 85 1	NID			<u> </u>									
North	 Dinwiddie Coun		4700	G G								0.097			4700	G
	To:	US 01-S066A			Γ 85							3.007			47.00	G
North	From:		TO RT 85				1									
Ramp	 Dinwiddie Coun		580	G								NA			580	G
	То:	US 01- 66B U			Γ 85										-00	-
-	L.	22.02.002.0														

### Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

						_		Tru	ıck			K	011	Dir		2111
Route	Jurisdiction	Length	AADT (	QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		TO RT 85 N													_
1 Ramp	Dinwiddie Cour	,		G								0.116			3100	G
<u> </u>	10:	US 01-N066A	A US 01- 66A	TO R	T 85											
South	From:		1 TO RT 85 SI													
1 Ramp	Dinwiddie Cour	•		G								0.124			1000	G
<u> </u>	To:	US 01- 66B U	JS 01-N066B	TO R	T 85											
Bus	From:		the St Batterse													
Washington St	City of Petersbu			G	97%	1%	1%	1%	1%	0%	F	0.096			10000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.579	18000	G
	To	123	-9025 West St	t			$\neg$ $\vdash$									
Bus Washington Ct	City of Potoroby				97%	1%	10/	10/	1%	00/	_	0.090			9600	G
Washington St	City of Petersbu	-		G			1%	1%		0%	_					
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Houte:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
Bus	To: From:	123	-9029 South S	St												
1 460 Washington St	City of Petersbu	urg 0.27	9700	G	97%	1%	1%	1%	1%	0%	С	0.087			10000	G
(1) (460) Washington St	Combined Traffic Estimates for 2 Parallel Ro	0		G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.509	22000	G
	Combined Traine Estimates for 21 drainer re			<u> </u>	31 /0	1 /0	1 /0	1 /0	1 /0	0 /0	•	0.007	•	0.505	22000	ч
Bus	To: From:	(	Guarantee St													
1 (460) Washington St	City of Petersbu	urg 0.24	11000	G	97%	1%	1%	1%	1%	0%	F	0.094			12000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	22000	G	97%	1%	1%	1%	1%	0%	F	NA			23000	G
	To:	-	0 Par; SR 36 N	Marke	t St											
~~ ~	From:	SR 36; Bus U														
$\left\{\begin{array}{c}1\end{array}\right\}\left(\begin{array}{c}36\end{array}\right)$ Market St	City of Petersbu	•	2900	G	97%	0%	1%	1%	1%	0%	С	0.089		0.540	3100	G
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
	To:		36 Grove Ave													
	City of Data value		36; Market St		070/	00/	10/	40/	40/	00/	_	0.00		0.550	4000	_
[] (36) Old St	City of Petersbu	0		G	97%	0%	1%	1%	1%	0%	г	0.09		0.559	4000	G
~ 0	Combined Traffic Estimates for Parallel Ro		NA				_					NA			NA	
	From:		Sycamore St Old St													
(36) Sycamore St	City of Petersbu	urg 0.04		G	97%	0%	1%	1%	1%	0%	F	0.109		0.567	4400	G
(1) (38) systems of	Combined Traffic Estimates for Parallel Ro	~	NA	_	0.70	0,0	. , 0	. , 0	. , 0	0,0	•	NA		0.007	NA	<u> </u>
	To:		ollingbrook St									INA			14/-1	
	From:		Sycamore St													
Bollingbrook St	City of Petersbu	urg 0.10	3500	G	97%	0%	1%	1%	1%	0%	F	0.098		0.641	3700	G
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
	To:	US 1	, US 301 2nd	St												
	From:	W	CL Petersburg	,												
(36) Fleet St	City of Petersbu			G	99%	0%	0%	0%	0%	0%	С	0.097		0.503	11000	G
00)	To:		Grove Ave				<u> </u>	- / -	- / -	- / -	-					-
_	From:		Fleet St													
(36) Grove Ave	City of Petersbu	urg 0.54	4400	G	98%	0%	1%	1%	0%	0%	С	0.105		0.612	4700	G
$\smile$	To:	US 1	Par, Market S	St												

### Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

								Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:		US 1				27100	OTTIAL	TTTUI	ZIII		1 40101		1 40101		
(36) 1 Market St	City of Petersburg	0.38	2900	G	97%	0%	1%	1%	1%	0%	С	0.089		0.540	3100	G
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	Too	US 1 Par; BUS		. 3371-1-	C4											
(36) Market St	City of Petersburg	0.11	3100	G Washii	191011 St 99%	0%	0%	0%	0%	0%	F	0.087		0.585	3300	G
36) Market St	and the state of t					0 70		070	0 / 0	070	•	0.007		0.000	0000	<u> </u>
Bus	From:	US 1, Bu	us US 460 V	Wythe St	t .											
(36) (1) (460) Wythe St	City of Petersburg	0.20	11000	G	97%	1%	1%	1%	1%	0%	F	0.095			11000	G
$\circ \circ \circ$	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To	ALT U	S 301 Syca	more St												
36) (1) (301) (460) Wythe	e St City of Petersburg	0.20	15000	G	97%	1%	1%	1%	1%	0%	F	0.088			16000	G
36 (1) (301) (460) Wythe	Combined Traffic Estimates for Parallel Roadways		NA	G	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	NA			NA	u
	Combined Trainic Estimates for Faraner Roadways											INA			INA	
Bus	To: From:	]	Bus US 460	)												
(36) (460) Wythe St	City of Petersburg	0.20	17000	G	98%	1%	1%	0%	1%	0%	С	0.085			18000	G
$\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	37000	G
	Too		I-85, I-95													
Bus	From:	0.00		_	000/	40/	40/	00/	40/	00/	_	0.070			10000	_
36 460 Wythe St	City of Petersburg	0.30	12000	G	98%	1%	1%	0%	1%	0%	-	0.076	_	0.044	12000	G
	Combined Traffic Estimates for 2 Parallel Roadways		uth Crater	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	28000	G
	From:		uth Crater I		2d											
(36) Wythe St	City of Petersburg	0.43	12000	G	97%	0%	0%	0%	2%	0%	F	0.075			13000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	24000	G	97%	0%	0%	0%	2%	0%	F	0.088	F	0.613	26000	G
	To:	SR 36 Par, V		St; Ame	lia St											
	From:		; Wythe St;													
(36) Washington St	City of Petersburg	0.87	26000	G	97%	0%	0%	0%	2%	0%	F	0.089		0.595	28000	G
<u> </u>	To: From:	Pı	ıddledock I	Rd												
(36) Washington St	City of Petersburg	0.58	18000	G	97%	0%	0%	0%	2%	0%	F	0.093		0.603	20000	G
$\overline{}$	To:	Prince C	George Cou	nty Line												
	Fron:	SR	36; Marke	t St												
$\begin{pmatrix} 36 \end{pmatrix} \begin{pmatrix} 1 \end{pmatrix}$ Old St	City of Petersburg	0.13	3800	G	97%	0%	1%	1%	1%	0%	F	0.09		0.559	4000	G
	Combined Traffic Estimates for Parallel Roadways		NA									NA			NA	
	To:	5	Sycamore S	t												
36 1 Sycamore St	City of Petersburg	0.04	Old St 4100	G	97%	0%	1%	1%	1%	0%	F	0.109		0.567	4400	G
36) (1) Sycamore St	Combined Traffic Estimates for Parallel Roadways		NA	G	31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	•	NA		0.507	NA	u
	To:		ollingbrook	St.								INA			INA	
	From:		Sycamore S													
(36) (1) Bollingbrook St	City of Petersburg	0.10	3500	G	97%	0%	1%	1%	1%	0%	F	0.098		0.641	3700	G
P P	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	

#### Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Dinwiddie	Mamena	nce A	rea			т	-1-			17		Di-		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K	QK	Dir	AAWDT	QW
ALT	From:	TIC	1 Par, 2nd S	2+			ZAXIE	3+Axie	TITAL	ZITAII		Factor		Factor		
(36) (301) (1) (301) Bollin	gbrook St City of Petersb		4000	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4300	G
30 (301) (1) (301)	Combined Traffic Estimates for Parallel F	•	NA	-								NA			NA	
	То:		LT US 301	3rd St												
	From:		3rd St													
36 301 Bollingbrook St	City of Petersb		3800	G	97%	0%	1%	1%	0%	0%	F	0.099	_	0.742	4100	G
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	7700	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8200	G
	To: From:		5th St													
(36) (301) Bollingbrook St	City of Petersb	•	3200	G	97%	0%	1%	1%	0%	0%	С	0.096		0.677	3400	G
	Combined Traffic Estimates for 2 Parallel F		7400	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7900	G
	To:		Crater Rd													
(36) (301) Crater Rd	City of Petersb		llingbrook S 2400	G G	97%	0%	1%	1%	0%	0%	F	0.09		0.759	2600	G
36 301 Crater Rd	Combined Traffic Estimates for 2 Parallel F	•	6700	G	97%	0%	1%	1%	0%	0%	F	NA		0.755	7200	G
	Combined Traine Estimates for 21 drailer				37 70	0 70	1 70	1 /0	0 70	0 70		INA			7200	u
Crater Dd	From:		01 Par, Banl		000/	0%	10/	00/	00/	0%	F	0.004		0.500	4400	G
36 301 Crater Rd	City of Petersb	· ·	4100	G	99%	0%	1%	0%	0%	0%	Г	0.094		0.563	4400	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	Te. From:		US US 460 (				<u> </u>				_					
(36) Washington St	City of Petersb	O .	12000	G	97%	0%	0%	0%	2%	0%	F	0.107			13000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	24000	G	97%	0%	0%	0%	2%	0%	F	NA			26000	G
	To: From:		Burch St													
$\binom{36}{9}$ Washington St	City of Petersb	0	12000	G	97%	0%	0%	0%	2%	0%	F	0.105			14000	G
	Combined Traffic Estimates for 2 Parallel F			G	97%	0%	0%	0%	2%	0%	F	0.088	F	0.613	26000	G
	To:	SR 36 W	ythe St; An	nelia St												
	From:		way County								_					
(40) Darvills Rd	Dinwiddie Cou	unty 4.90	1100	G	86%	1%	1%	2%	10%	0%	F	0.095		0.669	1100	G
	To: From:	26-	644 Brills R	.d												
$\binom{40}{10}$ Old Cryors Rd	Dinwiddie Cou	unty 6.15	1000	Α	86%	1%	1%	2%	10%	0%	С	0.112		0.539	1100	Α
	To:	26-610	Old White O	ak Rd			$\neg$ $\vdash$									
(40) McKenney Hwy	Dinwiddie Cou	unty 2.46	1600	G	86%	1%	1%	2%	10%	0%	F	0.097		0.578	1700	G
	Te	WC	CL McKenne	w												
(40) Doyle Blvd	Town of McKenney (		1600	N	86%	1%	1%	2%	10%	0%	Ν	0.097		0.578	1700	N
,	Tro	·														
(40) Doyle Blvd	From: Town of McKenney (		002 Railroad <b>2500</b>	G	86%	1%	1%	2%	10%	0%	F	0.096		0.645	2600	G
40) Boylo Biva	rown or morteniley (	·			00 /0	1 /0	1 /0	<i>L</i> /0	10/0	0 /0	•	0.000		0.040	2000	u
Dayle Blyd	Town of Mal/ana		Boydton Plan		010/	10/	10/	10/	60/	00/		0.007		0.640	2000	
(40) Doyle Blvd	Town of McKenney (	(Maint: 26) 0.43	2800	G	91%	1%	1%	1%	6%	0%	С	0.097		0.643	2900	G
	To: From:		L McKenne													
(40) McKenney Hwy	Dinwiddie Cou	unty 0.14	2800	N	91%	1%	1%	1%	6%	0%	Ν	0.097		0.643	2900	N
	То:		I-85													

### Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	C
	From:		I-85													
₄₀ ) McKenney Hwy	Dinwiddie County	0.56	2200	G	86%	1%	1%	3%	9%	0%	F	0.085		0.601	2200	
	Tac Front	26-692 \$	Sapony Ch	urch Rd			$\Box$									
McKenney Hwy	Dinwiddie County	5.15	1100	Α	86%	1%	1%	3%	9%	0%	С	0.116		0.583	1100	
<u> </u>	To:		9 Old Stag													
McKenney Hwy	Dinwiddie County	26-609	9 Cherry H 1200	ıll Rd <b>G</b>	86%	1%	1%	3%	9%	0%	F	0.083		0.577	1300	
McKenney Hwy	Diriwidale County				00 /6	1 /0	1 /0	3 /6	3 /6	0 /6	'	0.003		0.577	1300	
Mal/annavilleni	From:	26-619 5.19	9 Courthou		000/	10/	10/	00/	00/	00/	F	0.000		0.550	1.100	
McKenney Hwy	Dinwiddie County		1400 ex County	G	86%	1%	1%	3%	9%	0%	г	0.080		0.552	1400	
	100															
Domo	Dinwiddie County	SR 40 0.21	McKenney									0.100			250	
Ramp	Diriwidale County		<b>350</b> I-85 South	G								0.132			350	
	r															
n Ramp	Dinwiddie County	0.21	McKenney 760	y Hwy <b>G</b>								0.133			760	
0 Ramp	To:		I-85 North	G								0.133			700	
	Drony			v ·												
rth	Dinwiddie County		vick Count	y Line A	79%	1%	1%	1%	17%	2%	F	0.123			10000	
	Combined Traffic Estimates for 2 Parallel Roadways of		23000	A	80%	1%	1%	1%	17%	1%	, F	0.123	Α	0.501	20000	
	Combined Trainic Estimates for 2 Parallel Hoadways C	on this houte.		A	00%	I 70	1 70	170	1770	1 70	Г	0.116	А	0.501	20000	
rth	To: From:		SR 40													
5)	Dinwiddie County	5.95	12000	Α	84%	1%	1%	1%	12%	1%	F	0.117			11000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	24000	Α	83%	1%	1%	1%	13%	1%	F	0.112	Α	0.518	22000	
	To:		26-650				$\neg$ _									
rth	Promi	4.00		_	0.40/	40/	40/	40/	400/	40/	_	0.447			44000	
5	Dinwiddie County	4.88	13000	A	84%	1%	1%	1%	12%	1%	F	0.117	_	0.575	11000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	25000	Α	83%	1%	1%	1%	13%	1%	F	0.068	F	0.575	22000	
rth	To: From:		26-703													
5)	Dinwiddie County	8.52	14000	В	84%	1%	1%	1%	12%	1%	С	0.112			12000	
)	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	27000	F	83%	1%	1%	1%	13%	1%	С	0.106	В	0.545	25000	
	To		US 460													
rth	From: L	4 77			0.40/	40/	40/	40/	100/	40/	_	0.007			00000	
5 (460)	Dinwiddie County	1.77	21000	Α	84%	1%	1%	1%	12%	1%	F	0.097			20000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	41000	Α	86%	1%	1%	1%	11%	1%	F	0.094	Α	0.6	40000	
th	To: From:		US 1													
5) (460)	Dinwiddie County	1.18	26000	Α	88%	1%	1%	1%	9%	1%	С	0.089			26000	
	Combined Traffic Estimates for 2 Parallel Roadways of		52000	Α	88%	1%	1%	1%	10%	1%	С	0.091	Α	0.546	51000	
	Tod						<del></del> -	,-			-		-	· <del>-</del>		
~~~	From:			ırg												
35) (460)		1.01	26000	Α			1%	1%	9%	1%	С	0.089			26000	
<i></i>	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	52000	Α	88%	1%	1%	1%	10%	1%	С	0.091	Α	0.546	51000	
North (85) (460)	City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadways o	1.01 on this Route:		A A	88% 88%	1% 1%							A	0.546		

Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

									Tru	ck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	ı	Sau	irrel Level F	Poad			ZAXIC	JTANE	TTTAII	ZIIali		i actor		1 actor		
(85) (460)	City of Petersburg	(Maint: 26)	2.57	29000	A	88%	1%	1%	1%	9%	1%	F	0.087			30000	Α
(83) (400)	Combined Traffic Estimates for 2 Parallel	, ,			Α	88%	1%	1%	1%	10%	1%	F	0.09	Α	0.53	58000	Α
	To-	- rought of					. , 0		. , ,	. 0 , 0	. , 0	•	0.00		0.00	00000	
North	From:			amp To I-95													
85) I-85 N Ramp	City of Petersburg		0.46		G	88%	1%	1%	1%	9%	1%	F	0.091			23000	G
	Combined Traffic Estimates for 2 Parallel	Roadways or	this Route:	48000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.586	45000	G
North	To: From:		Ramp to W	/ashington S	t; Wythe	St		\Box									
North 85 Ramp	City of Petersburg	(Maint: 26)	0.11	20000	G	88%	1%	1%	1%	9%	1%	F	0.087			20000	G
(83)	Combined Traffic Estimates for 2 Parallel	. ,			G	87%	1%	1%	1%	10%	1%	F	0.079	F	0.564	35000	G
	To:	- roadwaye or	r tino riodio.	I-95 North		0, 70	1 /0		1 70	1070	1 70	•	0.070	•	0.001	00000	ŭ
North	From:			I-85 North				i									
(85) Ramp	Dinwiddie Co	ountv	0.20	350	G								0.106			350	G
	To:		SR 4	0 McKenney													
North	From:			I-85 North													
(85) Ramp	Dinwiddie Co	ounty	0.21	180	G								0.438			180	G
	To:	26	6-650 Hawkins	Church Rd; l	Hamilton	Arms Rd											
North	From:			I-85 North													
(85) Ramp	Dinwiddie Co	ounty	0.37	250	G								0.121			250	G
	To:		26-	-703 Carson	Rd												
North	From:		I-85 N	North to Res	t Area												
(85) Dinwiddie Rest Area	Dinwiddie Co	unty	0.14	510	N	72%	2%	0%	0%	23%	2%	Ν	0.09			510	Ν
	To:			est Area Par													
North (85) Dinwiddie Rest Area	Dinwiddie Co	Lunty	0.19	st Area Parl 510	ang Lot G	72%	2%	0%	0%	23%	2%	С	0.09			510	G
85 Diriwiddie Rest Area	Diffwiddle GC	Jurity		orth from Re		1270	270	0%	0%	23%	2%	C	0.09			310	G
NI	From		1-03 11		ost / nea												
North (85) Ramp	Dinwiddie Co	Lunty	0.20	I-85 North	G								0.120			690	G
85) Hamp	To:	Junty		BUS US 460									0.120			030	u
North	From:		I-85-N061B			US?											
85 Ramp	Dinwiddie Co	ounty	0.01	NA									NA			NA	
$\overline{}$	To:		CEUS 4	60 FROM R	T 85 NE	3											
North	From:		I-85-N061A	TO US 460	& 460 I	BUS											
85 Ramp	Dinwiddie Co	ounty	0.02	NA									NA			NA	
$\overline{}$	To:		CEUS 4	60 FROM R	T 85 NE	3											
North	From:			I-85 North													_
85 Ramp	Dinwiddie Co	ounty	0.15	600	G								0.104			600	G
$\overline{}$	To:		US 1	Boydton Pla	nk Rd												
North	From			I-85 North													_
85 Ramp	Dinwiddie Co	ounty	0.26	620	G								0.138			620	G
$\overline{}$	To		US 1 N	, Boydton P	lank Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Route	Jurisdiction	n L	_ength	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	- Q
lorth	From			-85 North					017000	111411					1 40101		
Ramp	City of Petersburg (Maint: 26)	0.11	1300	G								0.096			1300	C
<u> </u>	To:			Squirrel Le	evel Rd												
orth	From:	14 :		-85 North		200/	00/	101	40/	100/	00/	_	0.400			0000	
85 (460) Ramp	City of Petersburg (Maint: 26)	0.10	6300 -95 South	Α	88%	0%	1%	1%	10%	0%	С	0.166			6600	,
orth 35 Ramp	City of Petersburg (I		-85 North 0.06	Ramp to I-9 2800	95 Nort G	n							0.119			2800	(
35) 1 141119	To:	I-95 North				shington S	St						0.110			2000	
orth	From:		I-	-95 North													
Ramp	City of Petersburg (Maint: 26)		5700	Α								0.102			6100	
orth	To: From:			& Washing North Exit 6													
Ramp	L City of Petersburg (I	Maint: 26)	0.17	2400	A								0.119			2700	
9 - 1	To:		CEUS 460)-P Washin													
orth	From:		I-85 N	North Exit 6	68B												
Ramp	City of Petersburg (Maint: 26)	0.07	3200	Α								0.104			3500	
	То:		CEUS	460 Wyth	e St												
uth	From:		Brunsw	ick County	Line												
5	Dinwiddie Cou	,	-	12000	Α	80%	1%	1%	1%	17%	1%	F	0.116			10000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this F	Route:	23000	Α	80%	1%	1%	1%	17%	1%	F	0.116	Α	0.501	20000	
uth	To: From:			SR 40													
95)	Dinwiddie Cou	unty	5.95	12000	Α	82%	1%	1%	1%	14%	1%	F	0.112			11000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this F	Route:	24000	Α	83%	1%	1%	1%	13%	1%	F	0.069	F	0.548	22000	
	Toe			26-650													
uth	Dinwiddie Cou	unts c			_	82%	1%	1%	1%	14%	1%	_	0.111			11000	
35)	Combined Traffic Estimates for 2 Parallel F	,		13000	A	83%	1%	1%	1%	13%	1%	F	0.111	Α	0.517	22000	
	Combined Trainic Estimates for 2 Faraner F	hoadways on this r			Α	03%	I 70	1 70	170	13%	1 70	Г	0.110	A	0.517	22000	
uth	To: From:			26-703													
35)	Dinwiddie Cou	unty	8.36	14000	F	82%	1%	1%	1%	14%	1%	С	0.118			12000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this F	Route:	27000	F	83%	1%	1%	1%	13%	1%	С	0.115	Α	0.562	25000	
ıl.	To: From:			US 460													
uth (5) (460)	Dinwiddie Cou	ıntv	1.83	21000	Α	87%	1%	1%	1%	10%	1%	F	0.101			20000	
(460)	Combined Traffic Estimates for 2 Parallel F	•			A	86%	1%	1%	1%	11%	1%	F	0.094	Α	0.6	40000	
	Table 1 draws Lottington for 2 1 draws 1					0070	. 70	- 70	. 70	/0	. 70	•	0.00∓	, ,	0.0	.5000	
outh ~~~	From:			US 1													
35) (460)	Dinwiddie Cou	•		25000	Α	87%	1%	1%	1%	10%	1%	С	0.103			25000	
\sim	Combined Traffic Estimates for 2 Parallel F	Roadwavs on this F	Route:	52000	Α	88%	1%	1%	1%	10%	1%	С	0.091	Α	0.546	51000	

Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Diriwidale	Naintena	li loc 7	iica			Tru	بماد			V		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Factor	AAWDT	QW
South	From:	9	CL Petersbur	ro			ZAXIE	3+AXIE	HIIdii	ZIIdii		Factor		Factor		
(85) (460)	City of Petersburg		25000	A	87%	1%	1%	1%	10%	1%	С	0.103			25000	Α
(00) (400)	Combined Traffic Estimates for 2 Parallel	•	52000	Α	88%	1%	1%	1%	10%	1%	С	0.091	Α	0.546	51000	Α
	To:		irrel Level R	and												
South	From:				070/	40/		40/	400/	40/	_	0.404			00000	
85 460	City of Petersburg	•	28000	Α	87%	1%	1%	1%	10%	1%	F _	0.101			28000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	Α	88%	1%	1%	1%	10%	1%	F	0.09	Α	0.53	58000	Α
South	To: From:	Ran	mp From I-9:	5 N												
(85) I-85 S Ramp	City of Petersburg	(Maint: 26) 0.33	24000	G	84%	1%	1%	1%	12%	1%	F	0.101			22000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	G	86%	1%	1%	1%	11%	1%	F	0.09	Α	0.53	45000	G
	Tor	Ramp F	rom Washing	gton Av	e											
South (85) I-85 S Ramp	City of Petersburg	(Maint: 26) 0.16	16000	Α	84%	1%	1%	1%	12%	1%	F	0.092			15000	Α
(92) . 30 S . mmb	Combined Traffic Estimates for 2 Parallel	'		G	87%	1%	1%	1%	10%	1%	F	0.079	F	0.564	35000	G
	To:	· · · · · · · · · · · · · · · · · · ·	I-95 South		0.70	. , ,		. , 0	. 0 70	. , ,	•	0.0.0		0.00	00000	.
South	From:		I-85 South													
(85) Ramp	Dinwiddie Co	ounty 0.18	690	G								0.135			690	G
	To:	I-85 Sou	th Exit 42B	to SR 4	0											
South	Dinwiddie Co		NA									NA			NA	
85 Ramp	Diriwiddie GC		0 McKenney	Hwv								IVA			INA	
South	From:		S042A TO R													
(85) Ramp	Dinwiddie Co		NA	1 40								NA			NA	
03) **	To:		FROM RT	85 SB												
South	From:		I-85 South													
(85) Ramp	Dinwiddie Co	ounty 0.21	420	G								0.196			420	G
$\overline{}$	To:	26-650	Hamilton A	rms Rd												
South	From:		I-85 South													
Ramp	Dinwiddie Co		1800	G								0.137			1800	G
	To:		-703 Carson													-
South	From:	1-03-6	S053A TO R	T 703								N.1.0			NIA	
85 Ramp	Dinwiddie Co		NA REDOM DE	05 CD								NA			NA	
0 1			3 FROM RT													
South (85) Dinwiddie Rest Area	Dinwiddie Co		South to Rest	Area N	76%	1%	1%	1%	20%	1%	N	0.086			910	N
03) 3	To:		est Area Parl			. 70		. 70	_5 /0	. 70	. •	0.000			010	. •
South	From:	Exit Re	est Area Park													
85 Dinwiddie Rest Area	Dinwiddie Co		910	G	76%	1%	1%	1%	20%	1%	С	0.086			910	G
	To:	I-85 Sc	outh from Re	st Area												
South	From:		I-85 South													
85 Ramp	Dinwiddie Co		6600	G								0.120			6600	G
	To:	I-85 South I	exit 61B to U	JS 460 V	West											

Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South Ramp	From: Dinwiddie Co To:	unty 0.03	NA 460 Airport		0							NA			NA	
South Ramp	Front Dinwiddie Co To	unty 0.05	061A TO US NA 5 460-E312A		O							NA			NA	
South 85 Ramp	Pross. Dinwiddie Co To:	unty 0.19	I-85 South 3500 Boydton Pla	G ank Rd								0.11			3500	G
South 85 Ramp	From: Dinwiddie Co To:	unty 0.21	I-85 South 3600 Boydton Pla	G ank Rd								0.125			3600	G
South 85 Ramp	City of Petersburg (I-85-S 4300 ; Squirrel L	A evel Rd								0.104			4800	Α
North 95	City of Petersburg (Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	Rives Rd 19000 38000	A A	85% 86%	1% 1%	1% 1%	0% 0%	12% 12%	0% 0%	F F	0.111 0.103	Α	0.607	17000 34000	A A
North 95	City of Petersburg (Combined Traffic Estimates for 2 Parallel	Maint: 74) 2.79 Roadways on this Route:		A A	85% 86%	1% 1%	1% 1%	0% 0%	12% 12%	0% 0%	F F	0.102 0.094	Α	0.558	24000 48000	A A
North 95	City of Petersburg (Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	21000 42000 ee Jurisdiction	A A	85% 86%	1% 1%	1% 1%	0% 0%	12% 12%	0% 0%	F F	0.102 0.094	Α	0.558	19000 40000	A A
North 95	City of Petersburg (Combined Traffic Estimates for 2 Parallel	Maint: 26) 0.44	I-85 48000 94000	A A	92% 92%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F F	0.090 0.089	Α	0.521	47000 92000	A A
North 95	City of Petersburg (Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	55000	A A	92% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F F	0.09 0.088	A	0.523	54000 108000	A A
North 95 Ramp	City of Petersburg (Maint: 74) 0.17	I-95 North 970 9008 Rives	Α								0.108			940	Α
North 95 Ramp	City of Petersburg (Maint: 74) 0.35	I-95 North 290 010 Wagner	A r Rd								0.133			300	Α

Route	Jurisdiction	Length AADT OA /Tire Rue	Truck QC K Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT	QW
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.23 690 G 123-9010 Wagner Rd	0.097	690	G
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North Collector Rd 0.11 600 G US 460 County Dr	0.228	600	G
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.14 500 G BUS US 460 P	0.1	500	G
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.16 1900 G US 301	0.131	1900	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	I-95 North 0.04 3300 G	0.091	3300	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to US 460 East 0.15 2800 G	0.1	2800	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp From US 460 West 0.26 11000 F Ramp to US 301 North	0.139	12000	F
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.22 NA Ramp to US 301 North	NA NA	NA	
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.06 9700 G Ramp From US 301	0.134	9700	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.14 15000 A Ramp to Wythe & Washington Streets	0.119	16000	Α
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.01 NA I-95 North	NA	NA	
North 95 Ramp	City of Petersburg (Maint: 26) To: I-85	I-95 North Collector Rd 0.47 3600 G North Exit 68B To Wythe St & Washington St	0.094	3600	G
North 95 Ramp	City of Petersburg (Maint: 26)	I-95 North 0.43 5400 G I-85 South	0.112	5400	G
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.19 970 G US 301 Par, Bank St	0.116	970	G

Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		SCL Petersb													
95)	City of Petersburg	` '		Α	86%	1%	1%	0%	11%	0%	F	0.117			14000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 32000	Α	86%	1%	1%	0%	12%	0%	F	NA			28000	Α
South	Too: From:		Rives Rd													
95)	City of Petersburg	(Maint: 74) 1.2	2 19000	Α	86%	1%	1%	0%	11%	0%	F	0.107			17000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 38000	Α	86%	1%	1%	0%	12%	0%	F	0.103	Α	0.607	34000	Α
South	To: From:		Wagner R	d												
95)	City of Petersburg	(Maint: 74) 1.5	0 25000	Α	86%	1%	1%	0%	11%	0%	F	0.097			24000	Α
	Combined Traffic Estimates for 2 Parallel	'	te: 50000	Α	86%	1%	1%	0%	12%	0%	F	0.094	Α	0.558	48000	Α
	To:	US 460 C	ounty Rd; US	301 Crat												
South	From:	South of US 4						00/	440/	00/	_	0.400			00000	
95	City of Petersburg	,		Α	86%	1%	1%	0%	11%	0%	-	0.102		0.550	20000	A
	Combined Traffic Estimates for 2 Parallel			Α	86%	1%	1%	0%	12%	0%	F	0.094	Α	0.558	40000	Α
South	To: From:	North of US 4	60 County Rd	; US 301	Crater Rd											
95)	City of Petersburg	(Maint: 26) 0.4	1 31000	Α								0.091			31000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 52000	Α								0.094	Α	0.558	50000	Α
01	To:		I-85				_									
South 95	City of Petersburg	(Maint: 26) 0.6	6 46000	Α	91%	1%	1%	1%	6%	0%	F	0.091			44000	Α
95)	Combined Traffic Estimates for 2 Parallel	` '		A	92%	1%	1%	1%	6%	0%	F	0.089	Α	0.521	92000	Α
	To		Bus US 460 V					.,.								
South	From:					40/	40/	40/	00/	00/	_	0.000			F.4000	
95	City of Petersburg			Α .	91%	1%	1%	1%	6%	0%	-	0.089		0.500	54000	A
	Combined Traffic Estimates for 2 Parallel		te: 110000 CL Colonial F		91%	1%	1%	1%	6%	0%	F	0.088	Α	0.523	108000	Α
0 1	From															
South (95) Ramp	City of Petersburg	L (Maint: 74) 0.1	I-95 Sout	G G								0.113			3500	G
95) 1141115	To:		123-9008 Rive									0.110			0000	Ğ
South	From:		I-95 Sout	h												
(95) Ramp	City of Petersburg	(Maint: 74) 0.2		G			<u> </u>					0.109			2400	G
	To:	1	23-9010 Wag	ner Rd												
South	From:		I-95 Sout	n												
95 Ramp	City of Petersburg	(Maint: 74) 0.3	1 5400	Α								0.098			5900	Α
$\overline{}$	To:	1	23-9010 Wag	ner Rd												
South	From:		5 South Colle								_					
95 Ramp	City of Petersburg	<u> </u>		G	99%	0%	0%	0%	0%	0%	С	0.093			5300	G
	To:	1	23-9012 Grah													
South	Prom:	(Mainte 74)	I-95 Sout									0.000			10000	Α.
95 (460) Ramp	City of Petersburg			A Dd								0.098			10000	Α
~ ~	To:	I	Ramp to Graha	ım Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

									Tru	ıck			K	Di	r	
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Fac		QW
South	From:			p to Grahan												
95 (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07	11000	G	91%	0%	1%	1%	7%	0%	С	0.112		11000	G
South Bus	To: From:		Ran	p from US	301											
(95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.18	NA									NA		NA	
	To: From:		Ran	p from US	301			\neg								
South Bus 95 460 460 Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.27	12000	F								0.112		13000	F
South	To: From:		U	S 460 Ram	р											
95) Ramp	City of Petersburg (Maint: 74)	0.22	3500	G								0.082		3500	G
<u></u>	To:			I-95 South												
South (95) Ramp	City of Petersburg (Maint: 74)	0.12	I-95 South									NA		NA	
95 Ramp	Oily of Feleisburg (iviairit. 74)											INA		IVA	
South	From:			3 to Washing	gton Str	eet										
95) Ramp	City of Petersburg (Maint: 74)	0.19	NA									NA		NA	
	10:		CEUS 460			ГН										
(106)Courthouse Rd	City of Petersl	hura	0.10	460 County 7400	Rd G	95%	1%	1%	1%	2%	0%	F	0.091	0.5	14 7800	G
106) Courtinouse rid	To:	burg		CL Petersbu		33 /6	1 /0		1 /0	270	0 70		0.001	0.5	7 7000	ď
	From:		US	460 County	Rd											
(109) Hickory Hill Rd	City of Petersl	burg	0.88	9600	G	99%	1%	0%	0%	0%	0%	С	0.123	0.8	10000	G
<u></u>	To: From:		EC	CL Petersbu	rg											
109 Hickory Hill Rd	City of Petersl		0.03	9600	N	99%	1%	0%	0%	0%	0%	Ν	0.123	0.8	10000	Ν
	То:	Dead En	d; Fort Lee N	Military Res	ervation	Mahone	Av									
Cimposo Dd	From:			Boydton Pla		070/	00/	10/	10/	10/	00/	_	0.000	0.0	15 0100	0
142 Simpson Rd	Dinwiddie Cou	unty	1.27	2900	G	97%	0%	1%	1%	1%	0%	С	0.098	0.6	15 3100	G
(142)Boydton Plank Rd	City of Peters	hura	0.16	CL Petersbu 3000	ırg G	97%	0%	0%	1%	1%	0%	F	0.101	0.6	4 3200	G
142) Boydion Flank Nu	City of Fetersi	burg	0.10		<u> </u>	91 /0	0 /6	0 /0	1 /0	1 /0	0 /0	'	0.101	0.0	4 3200	G
(142)Boydton Plank Rd	City of Petersl	hura	1.24	Dupuy Rd 3200	G	97%	0%	0%	1%	1%	0%	С	0.098	0.6	09 3400	G
142) Boydion Flame Fla	Tol					01 /0	0 70		170	1 70	0 / 0	J	0.000	0.0	0400	ŭ
(142) Halifax Rd	City of Petersl	hura	0.06	504 Halifax 5300	G	97%	0%	0%	1%	1%	0%	F	0.087	0.5	19 5600	G
142)	To:			CSX RR	-	V. 7.			.,.	.,.						
	From:		US	S 460 Cox R	Rd											
(226) Cox Rd	Dinwiddie Co	unty	3.38	12000	G	97%	1%	1%	1%	1%	0%	С	0.091	0.6	26 13000	G
	Tor		US 1 V	Vest of Pete	rsburg											
Custon Bd	From:	<u> </u>		L Petersbur		000/	00/	-00/	00/	00/	00/		0.000	0.0	10000	
301 Crater Rd	City of Petersl	burg	0.21	9500 Rives Rd	G	99%	0%	0%	0%	0%	0%	F	0.086	0.6	11 10000	G
				MIVES NU												

Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

				ance A				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
	From:		Rives Rd				1	01717110	TTTGII			1 40101		1 doto:		
301 Crater Rd	City of Petersburg	0.90	11000	G	99%	0%	0%	0%	0%	0%	С	0.09		0.612	12000	G
	To		Wagner Rd													
301 Crater Rd	City of Petersburg	0.43	23000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.504	24000	G
301)	T.									-,-						-
301 Crater Rd	City of Petersburg	0.87	Flank Rd 23000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.511	25000	G
301 Grater Fla	Oity of 1 cteraburg				33 76	0 70	<u> </u>	0 70	0 70	0 70	'	0.000		0.511	23000	a
Crotor Pd	City of Potoroburg	0.26	S 301 Sycar 16000	more St	99%	0%	1%	0%	0%	0%	С	0.083		0.515	17000	G
301 Crater Rd	City of Petersburg	0.26	16000	G	99%	0%	170	0%	0%	0%	C	0.063		0.515	17000	G
~~	From:		South Blvd				<u> </u>									
301 Crater Rd	City of Petersburg	0.73	22000	G	99%	0%	1%	0%	0%	0%	F	0.083		0.52	24000	G
Bus	To: From:	I-9	5, Bus US 4	160												
301 460 Crater Rd	City of Petersburg (Maint:	26) 0.09	11000	N	99%	0%	1%	0%	0%	0%	Ν	0.081		0.524	12000	Ν
301)(400)	To:	I-95; Bus U			Rd											
Bus	From:		ce Jurisdicti													
301 (460) Crater Rd	City of Petersburg	0.98	11000	G	99%	0%	1%	0%	0%	0%	С	0.081		0.524	12000	G
~~	Combined Traffic Estimates for Parallel Roadw	vays on this Route:	NA									NA			NA	
Puo	To: From:	SR 36, B	us US 460 '	Wythe S	t											
Bus 301 (460 Crater Rd	City of Petersburg	0.10	7800	G	99%	0%	1%	0%	0%	0%	F	0.087		0.541	8400	G
301)(480)	Combined Traffic Estimates for Parallel Roadw		NA	-			.,.			-,-	-	NA			NA	
	Tol			*** 1.												
301 (36) Crater Rd	City of Petersburg	SR 36 Par, Bus 0.18	4100 Par	, Washii	1gton St 99%	0%	1%	0%	0%	0%	F	0.094		0.563	4400	G
301 Grater Rd	Combined Traffic Estimates for Parallel Roadw		NA	G	33 /6	0 /6	1 /0	0 /6	0 /6	0 76	'	NA		0.505	NA	u
	Combined Traine Estimates for Faraner Hoadw											INA			INA	
Orretor Del	From:		801 Par, Bar		070/	00/	10/	10/	00/	00/		0.00		0.750	0000	
301 36 Crater Rd	City of Petersburg	0.14	2400	G	97%	0%	1%	1%	0%	0%	F	0.09		0.759	2600	G
	Combined Traffic Estimates for 2 Parallel Roadw	•	6700 ollingbrook	G St	97%	0%	1%	1%	0%	0%	F	NA			7200	G
	From:	Di	Crater Rd	St												
301 (36) Bollingbrook St	City of Petersburg	0.23	3200	G	97%	0%	1%	1%	0%	0%	С	0.096		0.677	3400	G
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	7400	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7900	G
	To		5th St													
301 (36) Bollingbrook St	City of Petersburg	0.15	3800	G	97%	0%	1%	1%	0%	0%	F	0.099		0.742	4100	G
301) (30)	Combined Traffic Estimates for 2 Parallel Roadw	vavs on this Route:		G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8200	G
	To:		3rd St	-												
ALT	From:		ALT US 301								_					
301) { 1 } { 301 } (36) Bollin	gbrook St City of Petersburg	0.08	4000	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4300	G
~ ~ ~ ~	Combined Traffic Estimates for Parallel Roady		NA									NA			NA	
	To: From	US	S 1 Par, 2nd N RT 1	St			_									
301 1 2nd St	City of Petersburg	0.35	14000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.622	14000	G
301 \\ 1 \\ 2nd St	Oity of 1 etersburg	SCL			JJ /3	0 /0	0 /0	0 /0	0 /0	0 /0	'	0.000		0.022	17000	J

Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Pomp	City of Petersburg	(Maint: 74) 0.19	US 301									0.077			6000	G
301 Ramp	City of Fetersburg		6900 05 Collector	G Rd			_					0.077			6900	G
North	From	US 301; 123-9012			PO PT 05											
301 Ramp	City of Petersburg		1800	G	KO K1 93							0.081			1800	G
(301)	To	I-95-S050X FR	ROM ROUT	E 301 N	NORTH											
South Bus	From	US	301 Crater	Rd												
301 (460 Ramp US 301 S	to I-95 S at Exit ??? City of Petersburg	(Maint: 74) 0.20	700	G	98%	1%	1%	0%	1%	0%	F	0.114			740	G
	То		I-95, US 460	0												
~~~	From		S 301 Crater								_					
301 (36) Bank St	City of Peters	•	4200	G	97%	0%	1%	2%	1%	0%	С	0.099	_	0.547	4500	G
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7400	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7900	G
~	To From		5th St				<u> </u>									
301 (36) Bank St	City of Peters	0	3900	G	97%	0%	1%	2%	1%	0%	F	0.083	_	0.040	4200	G
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7700	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8200	G
ALT	To From	:	3rd St													
301 1 301 36 Banl	k St City of Peters	sburg 0.09	3700	G	97%	0%	1%	2%	1%	0%	F	0.095			4000	G
	Combined Traffic Estimates for 2 Parallel			G	97%	0%	1%	1%	0%	0%	F	NA			8300	G
	То	ALT U	US 301 Par,	2nd St												
ALT	From		301 Crater													
301 Sycamore St	City of Peters	sburg 0.30	7900	G	99%	0%	1%	0%	0%	0%	F	0.081		0.51	8500	G
ALT			South Blvd													
301 Sycamore St	City of Peters	sburg 0.95	6100	G	99%	0%	1%	0%	0%	0%	С	0.086		0.568	6500	G
<i></i>	To		North Blvd													
ALT 301 Sycamore St	City of Peters			G	99%	0%	1%	0%	0%	0%	F	0.083		0.585	11000	G
301 Sycamore St	City of Peters		10000		99%	0%	1 70	076	076	076	Г	0.063		0.565	11000	G
ALT	To From		Graham Rd													
301 Sycamore St	City of Peters	. •	10000	G	99%	0%	1%	0%	0%	0%	F	0.087		0.536	11000	G
ALT Bus	To From	U	US 1 Wythe S	St												
$\sim\sim\sim\sim$	he St City of Peters	sburg 0.20	15000	G	97%	1%	1%	1%	1%	0%	F	0.088			16000	G
301) (1) (400) (30)	Combined Traffic Estimates for Parallel	0	NA	-								NA			NA	
	То		IS 460 Jeffer	rson St												
ALT	From Other of Date w		US 460 Wyt		070/	40/	40/	40/	40/	00/	_	0.004		0.740	4000	_
301 1 Jefferson St	City of Peters	•	3900	G	97%	1%	1%	1%	1%	0%	F	0.081		0.748	4200	G
-	Combined Traffic Estimates for Parallel											NA			NA	
ALT	To	Bus US 46	60 Par, Wasi	hington	St											
301 1 Jefferson St	City of Peters	sburg 0.26	870	G	97%	1%	1%	1%	1%	0%	F	0.101		0.512	930	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To		Henry St													

### Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q'
LT	From:		nry St	.=-/					2-1	_				
$\binom{1}{3}$ 3rd St	City of Petersburg	_	70 G	97%	1%	1%	1%	1%	0%	F	0.094	0.521	400	(
~ ~	Combined Traffic Estimates for Parallel Roadways	on this Route:	AA								NA		NA	
	To: From:	US 301 F	ar, Bank St											
1) 3rd St	City of Petersburg	0.05 4	00 G	97%	1%	1%	1%	1%	0%	F	0.122	0.555	430	(
	Combined Traffic Estimates for Parallel Roadways		NA								NA		NA	
	To:		llingbrook St								100			
т	From:		US 301 3rd St											
1 (36) Bo	ollingbrook St City of Petersburg	0.08 40	000 G	97%	0%	1%	1%	0%	0%	F	0.107	0.707	4300	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	AA								NA		NA	
	To:	US	301											
T	From:	US 1 V	Wythe St											
Sycamore St	City of Petersburg	0.09 79	900 G	98%	0%	1%	0%	0%	0%	F	0.084	0.595	8500	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	AA								NA		NA	
	To:		Washington St											
T Bus Bus	From:		S 460 Par							_				
1 ]{ 460 }{ 460 } ( 36 <i>)</i> W	ashington St City of Petersburg		'000 G	97%	1%	1%	1%	1%	0%	F	0.089		18000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 32	000 G	97%	1%	1%	1%	1%	0%	F	NA		34000	
-	To: From:	Bus US 460	Washington St			_								
T Adams St	City of Petersburg	0.06 <b>9</b> 9	900 G	98%	0%	1%	0%	0%	0%	F	0.091	0.535	11000	
Adams St	Combined Traffic Estimates for Parallel Roadways		NA	30 70	0 70	1 /0	0 70	0 70	0 70	'	NA	0.555	NA	
	Combined Traine Estimates for Faraller Hoadways										INA		INA	
T	To: From:	Fran	klin St											
Adams St	City of Petersburg	0.16 <b>8</b> 8	800 G	98%	0%	1%	0%	0%	0%	С	0.087	0.562	9300	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	AA								NA		NA	
	To:	Hei	nry St											
	From:	Nottoway	County Line											
$\widetilde{o}$	Dinwiddie County	6.80 <b>5</b> 4	400 G	88%	1%	1%	1%	10%	0%	F	0.082	0.537	5400	
<u> </u>	Too	26 625	Wells Rd											
0	Dinwiddie County		700 G	88%	1%	1%	1%	10%	0%	F	0.088	0.605	5700	
0)							.,,			-				
2	Dinwiddie County		altimore Rd 700 B	88%	1%	1%	1%	10%	0%	С	0.106	0.554	6800	
0)	Dinwiddle County	2.32	100 B	00%	170	170	1 70	10%	0%	U	0.106	0.554	0000	
	To: From:		ity Church Rd											
0)	Dinwiddie County	3.29 <b>7</b> 0	000 G	88%	1%	1%	1%	10%	0%	F	0.086	0.558	7000	
	To- From:	26-627 Cc	ourthouse Rd											
New Cox Rd	Dinwiddie County	2.36 <b>7</b> 4	400 G	88%	1%	1%	1%	10%	0%	F	0.086	0.611	7500	
	To	26_628 Tro	nquility Lane											
Cox Rd	From: Dinwiddie County		900 G	88%	1%	1%	1%	10%	0%	F	0.091	0.634	10000	
)U \	Diffwidate County	ı_ J.	u	00 /0	. /0		1 /0	10/0	0 /0		0.001	0.004	10000	

### Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

			Mannenan		-			Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		31 Claiborne													
(460)Cox Rd	Dinwiddie Co	unty 0.25	13000	G	88%	1%	1%	1%	10%	0%	F	0.091		0.630	13000	G
~~~	To: From:		6-743 Hart Rd				┰									
460 Cox Rd	Dinwiddie Co	unty 2.00	13000	G	88%	1%	1%	1%	10%	0%	F	0.091		0.653	13000	G
~~~~	To From:		6-632 Olgers l		2221	121										
460 Cox Rd	Dinwiddie Co	unty 0.61	16000	G	88%	1%	1%	1%	10%	0%	F	0.086		0.639	16000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To From:		32 Buttewood		000/	40/		40/	100/	00/	_	0.000		0.054	47000	
460 Cox Rd	Dinwiddie Co	unty 0.18	16000	G	88%	1%	1%	1%	10%	0%	F	0.086		0.651	17000	G
Airm and SA	To: From:		R 226 Cox Rd		000/	10/	10/	10/	100/	00/	F	0.005		0.500	17000	
Airport St	Dinwiddie Co	,	<b>17000</b> 5; Bus US 460	G	88%	1%	1%	1%	10%	0%	Г	0.085		0.599	17000	G
Bus	From:	1-0	3, Bus US 400 X													
(460)(460)Ramp	Dinwiddie Co	unty 0.19			See B	us US	460 for	directior	al traffi	c volum	e esti	mates fo	r this	segment		
<u> </u>	To: From:		1 85 N													
(460) (85)	L Dinwiddie Co	unty 1.77	1 0.5 IN		Se	ee I-85	for direc	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
	ombined Traffic Estimates for 2 Parallel	Roadways on this Route:	41000	Α		1%	1%	1%	11%	1%		0.094		0.6	40000	Α
	To		US 1				$ \vdash$									
(460) (85)	Dinwiddie Co	unty 1.18			Se	ee I-85	for direc	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
	ombined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	88%	1%	1%	1%	10%	1%	С	0.091	Α	0.546	51000	Α
	To From:		CL Petersburg													
(460) (85)	City of Petersburg (	•			Se	ee I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
Co	ombined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	88%	1%	1%	1%	10%	1%	С	0.091	Α	0.546	51000	Α
~~~	To: Front:		irrel Level Ro	ad			-									
(460) (85)	City of Petersburg (•									timate	es for this	_			
C	ombined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	Α	88%	1%	1%	1%	10%	1%	F	0.09	Α	0.53	58000	Α
~~~~ <u>-</u>	To From:		I-85 S													
460 85 Ramp	City of Petersburg (	Maint: 26) 0.10	1.05 CD		Se	ee I-85	for dire	ctional ti	affic vo	lume es	timate	es for this	s segi	ment.		
	From:		I-95 SB I-85													
(460) (95) Ramp	City of Petersburg (	Maint: 74) 0.06			Se	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
$\bigcirc$	To		Graham Rd				_									
(460) (95) Ramp from I-85 N to	I-95 S City of Petersburg (	Maint: 74) 0.07			Se	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
$\bigcirc$	To:		B Collector R													
Bus (460 (95) (460 ) Ramp from I-85	N to I-95 S City of Petersburg (		from US 301S	outh	Se	ee I-95	for dire	ctional to	affic vo	lume es	timate	es for this	s sea	ment.		
(400) (95) (400) (401)	To:		from US 301N	North				onona li	S.110 VO		········	ioi till	Jogi			
Bus	From:	Ran	np from US 30													
(460) (95) (460) Ramp from I-85	5 N to I-95 S City of Petersburg (	Maint: 74) 0.27	****		Se	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	s seg	ment.		
<del></del>	То:		US 460													

### Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Devite					4			Tru	ıck		00	K	011	Dir	A A \ 4 \ D =	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~	From:	0.00	I-95		2221	00/	101	40/	00/	00/		0.405		0.504	10000	
County Dr	City of Petersburg	0.60	18000	G	89%	0%	1%	1%	8%	0%	F	0.105		0.521	19000	(
~~ _	To: From:		9 Hickory I													
County Dr	City of Petersburg	2.16	9700	G	89%	0%	1%	1%	8%	0%	С	0.105		0.521	10000	
~	To- From:		06 Courthou	ise Rd												
County Dr	City of Petersburg	0.34	12000	G	89%	0%	1%	1%	8%	0%	F	0.082		0.528	13000	
~	To:	Е	CL Petersbu	ırg												
<b>~</b> ~_	From:	Ramps from US 4			Vestbound											
Ramp	Dinwiddie County	0.20	940	G								0.088			940	
~	To:		I-85 South													
ast	From:		Airport St E		d											
60 Ramp	Dinwiddie County	0.03	450	G								0.094			450	
~	10:	Ramp from US 460 W				ound										
/est	From:		Airport St W	Vestbour	ıd											
Ramp to I-85 at Exit 61	Dinwiddie County	0.02	NA	17.0	25.0 41.1	1						NA			NA	
•	100	Ramp from US 460 E			S Southbo	und										
Bus Airmant Ot	From:		I-85; US 460		070/	00/	40/	40/	40/	00/	_	0.004		0.500	0700	
Airport St	Dinwiddie County	0.17	8200 Boydton Pla	G	97%	0%	1%	1%	1%	0%	F	0.094		0.562	8700	
Bus	From:		IS 1 Plank R													
Boydton Plank Rd	Dinwiddie County	1.69	13000	G	95%	1%	1%	2%	1%	0%	F	0.087		0.603	14000	
	To	1.85	SW of Peter	rebura												
Bus	From:										_					
60 1 Boydton Plank Rd	Dinwiddie County	1.23	14000	G	97%	0%	1%	1%	1%	0%	F	0.092		0.528	15000	
Bus	To: From:	SI	R 226 Cox I	Rd												
160 (1)	Dinwiddie County	0.45	12000	Α	97%	0%	1%	1%	1%	0%	С	0.102		0.559	12000	
	To		CL Petersbi													
Bus ~~~	From															
$(60)$ $\begin{pmatrix} 1 \end{pmatrix}$ Washington St	City of Petersburg	0.40	13000	G	97%	0%	1%	1%	1%	0%	F	0.093		0.537	13000	
~~ ~~	To: From:		Summit St										—			
Bus 160 1 Washington St	City of Petersburg	0.18	13000	G	97%	0%	1%	1%	1%	0%	F	0.091		0.518	13000	
160) (1) Washington of	Only of 1 cloroburg	0.10			01 70	0 70		1 /0	1 /0	0 70	•	0.001		0.010	10000	
Bus	From:		Elm St													
60 1 Washington St	City of Petersburg	0.57	16000	G	97%	1%	1%	1%	1%	0%	F	80.0		0.548	17000	
<del></del>	To:		1 Par; Wyth													
Sus Wytho Ct	City of Deterology	US 1 Par, Was				10/	10/	10/	10/	00/	0	0.000			9000	
60 1 Wythe St	City of Petersburg Combined Traffic Estimates for 2 Parallel Roadv	1.08	7700 17000	G	97%	1% 1%	1%	1%	1%	0%	C F	0.090	F	0.570	8200	
	Combined Trainic Estimates for 2 Parallel Roady	vays on this houte:		G	97%	170	1%	1%	1%	0%	Г	0.085	Г	0.578	18000	
Bus	To: From:	-	Perry St													
Wythe St	City of Petersburg	0.15	11000	G	97%	1%	1%	1%	1%	0%	F	0.093			11000	
	Combined Traffic Estimates for 2 Parallel Roady	vays on this Route:	20000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.508	22000	
	To	•	R 36 Market													

### Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

				Mannena					Tru	ck			K		Dir		
Route	Jurisdicti	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	Fror	n:	SR	. 36 Market	St			271010	OTTIALO	TITAL	ZIIGII		1 40101		1 40101		
(460) (1) (36) Wythe St	City of Peter	sburg	0.20	11000	G	97%	1%	1%	1%	1%	0%	F	0.095			11000	G
400 (1) (30)	Combined Traffic Estimates for Paralle	-		NA	-								NA			NA	
	Tame Estimates for Farance							_					1471			14/1	
Bus ALT	From	n:		S 301 Sycar													
(460) (1) (301) (36) Wyth	•	-	0.20	15000	G	97%	1%	1%	1%	1%	0%	F	0.088			16000	G
$\Leftrightarrow \Leftrightarrow \circlearrowleft$	Combined Traffic Estimates for Paralle	I Roadways on this	Route:	NA									NA			NA	
Dura	T. From	n.	US	1 Jefferson	St												
Bus (460) (36) Wythe St	City of Peter	shura	0.20	17000	G	98%	1%	1%	0%	1%	0%	С	0.085			18000	G
460 (36) 1771110 01	Combined Traffic Estimates for 2 Paralle				G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	37000	G
	Combined Trainic Estimates for 2 Farane	Hoadways on this			G	90 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.001	'	0.505	37000	G
Bus	T. From	n:		I-85, I-95													
(460) (36) Wythe St	City of Peter	sburg	0.30	12000	G	98%	1%	1%	0%	1%	0%	F	0.076			12000	G
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	I Roadways on this	Route:	26000	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	28000	G
	Т	io:	SR 36;	US 301 Cra	ater Rd												
Bus	From	n:		US 301 W													
(460)(301) Crater Rd	City of Peter	-	0.98	11000	G	99%	0%	1%	0%	0%	0%	С	0.081		0.524	12000	G
$\hookrightarrow$	Combined Traffic Estimates for Paralle	Roadways on this	Route:	NA									NA			NA	
	Т			ce Jurisdicti													
Bus Crotor Dd	City of Petersburg			S 460 Par,		99%	0%	10/	00/	00/	00/	NI	0.001		0.504	10000	NI
460 301 Crater Rd	City of Petersburg	(Mairit. 26)	0.09	<b>11000</b> 301 Crater	N D.1	99%	0%	1%	0%	0%	0%	N	0.081		0.524	12000	N
Bus	Fror	n:	US	US 301	Ku												
460 301 Ramp US 301 S t	to I-95 S at Exit ??? City of Petersburg	(Maint: 74)	0.20	00001		See	US 30	1 for di	rectional	traffic v	olume e	estima	ates for th	his se	ament.		
400 (301)	т	io:	I-	95 CD Roa	d										9		
Bus	From	n:	Ramp f	from US 30	1 South												
(460) (95) (460) Ramp from	I-85 N to I-95 S City of Petersburg	(Maint: 74)	0.18			Se	ee I-95	for dire	ctional tra	affic vo	lume es	timate	es for this	s segi	ment.		
<u></u>	T	oc.	Ramp f	from US 30	1 North			$\neg$ $\vdash$									
Bus (460) (95) (460) Ramp from	I-85 N to I-95 S City of Petersburg	(Maint: 74)	0.27			6/	00 L 0E	for dire	ctional tra	offic vo	lumo oo	timat	oo for thi		mont		
(460) (95) (460) Ramp from	T-65 N to 1-95 5 City of Petersburg	(Mairit. 74)		Bus US 460		36	e 1-95	ioi dire	Clional lie	anic vo	iuille es	umau	ES 101 (111)	s segi	nent.		
		1															
Bus	City of Petersburg	(Maint: 26)		JS 460 Exit									0.109			5900	G
(460) Ramp	City of Petersburg	(Maint: 26)	0.24	5900	G								0.109			5900	G
Bus	Tro From	n:	CEU	JS 460 Exit	6C												
(460) Ramp	City of Petersburg	(Maint: 26)	0.27	4400	G								0.101			4400	G
1	т	io:		I-95 South	-								-				•
Bus	Fror	" CFIIS	460-P0021	B CEUS 46	0-E006E	R FROM		i									
(460) Ramp	City of Petersburg		0.11	8600	G								0.112			8600	G
100	т			60 BUS00-		NGTON &	&										-
Bus	From	n.		JS 460 Exit				i									
460 Ramp	City of Petersburg	(Maint: 26)	0.08	3300	G								0.114			3300	G
400). 14.119	The state of the s	···		I-85 South									0.114			0000	~
		1		1 00 Boatii													

### Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus 460 460 Ramp	Dinwiddie Co _{To}	ounty 0.19	s US 460 Ea 7700 I-85 North	G G								0.096			7700	G
Bus 160 Ramp	City of Petersburg	CEUS 460 TO R	TS 85 & 95 S	G		ND						0.094			3500	G
Ramp	City of Petersburg		TO RT 95 <b>12000</b> 2B CEUS 4	G								0.097			12000	G
Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	" US 1 Wy sburg 0.31	the St Batter			1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	F F	0.096 0.085	F	0.579	10000 18000	(
Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	sburg 0.40 Roadways on this Route:		G G	97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	F F	0.090 NA			9600 18000	(
Bus 60 1 Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	sburg 0.27 Roadways on this Route:		G G	97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	C F	0.087 0.087	F	0.509	10000 22000	G
Bus (60) (1) Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	sburg 0.24 Roadways on this Route:	11000 22000 orth Market S	G G	97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	F F	0.094 NA			12000 23000	G
ws §0 36 Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	sburg US 1 Pa	r; SR 36 Ma <b>12000</b>		97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	C F	0.093 NA			13000 24000	0
ALT (36) Washington	St City of Peters Combined Traffic Estimates for 2 Parallel	sburg 0.09	17000 32000	G G	97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	F F	0.089 NA			18000 34000	(
ALT 36 Washington	St City of Peters Combined Traffic Estimates for 2 Parallel	sburg 0.10	301 Par, Ad 16000 31000	dams St G G	97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	F F	0.079 NA			17000 33000	6
ws 36 Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	sburg 0.24		St G G	95% 96%	1% 1%	1% 1%	1% 1%	2% 1%	0% 0%	F F	0.079 0.081	F	0.511	19000 37000	(
Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	· ·	I-95 14000 26000	G G	95% 96%	1% 1%	1% 1%	1% 1%	2% 1%	0% 0%	C F	0.101 0.088	F	0.646	15000 28000	(

Davida	Louis all attace	1	4457		4.75	D		Tru	ck		-00	K	Dir	A A \ A \ D T	OW/
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Bus	From:	US	301 Crater	Rd											
460 301 Crater Rd	City of Petersburg	0.10	7800	G	99%	0%	1%	0%	0%	0%	F	0.087	0.541	8400	G
	Combined Traffic Estimates for Parallel Roadway	ys on this Route:	NA									NA		NA	
Due	To: From:	SR 36, B	US US 460	Wythe S	St										
Bus 460 301 Crater Rd	City of Petersburg	0.98	11000	G	99%	0%	1%	0%	0%	0%	С	0.081	0.524	12000	G
480 (001)	Combined Traffic Estimates for Parallel Roadway	ys on this Route:	NA									NA		NA	
	To:		ce Jurisdicti	ion Char	ge										
Bus	From:	US	301 Crater	Rd											
Winfield Rd	City of Petersburg	0.43	1400	G	96%	1%	1%	0%	1%	0%	С	0.094	0.959	1500	G
(P)	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	2100	G	97%	1%	1%	0%	1%	0%	F	NA		2300	G
Bus	To: From:	State Ma	aintenance E	Boundary	7										
460 Winfield Rd	City of Petersburg (Maint: 20	6) 0.09	1400	G	96%	1%	1%	0%	1%	0%	С	0.094	0.959	1500	G
.80	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	2100	G	97%	1%	1%	0%	1%	0%	F	NA		2300	G
	To:	US	460 County	Rd											
Bus	From:	CEUS 460-P TO I	RTS 85 & 9:	5 SOUT	HBOUND	)									
(460)Ramp	City of Petersburg (Maint: 20	6) 0.26	4400	G								0.094		4400	G
<u> </u>	To:	CEUS 460-E006A T	O RTS 85 &	295 SOI	JTHBOUI	ND									
Bus	From:		CEUS 460												
(460)Ramp	City of Petersburg (Maint: 74	4) 0.08	2800	G								0.116		2800	G
<u> </u>	To:	CEUS 460-E00	6B CEUS	460- 6B	FROM										
Bus	Fronc		s US 460 W	est											
(460)Ramp	Dinwiddie County	0.27	1500	G								0.132		1500	G
<u> </u>	To:		I-85 North												

					וווט	widdle ivi	aintenan	ice Area	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1			SR 40 M	cKenney F	Ixvv								
(F80) Buckskin Dr	0.21	8	R			3K 40 W	CKCIIICY I	IW y			NA			NA		05/14/200
		To				De	ead End									
$\bigcirc$		From				De	ead End									
F81 Frontage Rd	1.24	330 To	R			LIC 1 D	. 14 D11	- D.1			NA			NA		05/19/200
_		From					/dton Plank /dton Plank				_					
(F82) Plane Dr	0.20	60	R			US I BOY	dion Fiank	. Ku			NA			NA		05/19/200
		To				2	26-749									
<u> </u>		From				26-603	Sterling R	.d			Д.					
F83 Rock Rd	0.10	<b>80</b>	R			D.	ead End				NA			NA		05/15/200
		From					ead End									
(F273) Mine Mountain Rd	0.14	60	R			Di	au Ellu				NA			NA		05/21/200
(1279)		To				FR-29	0 Front Ro	i								
$\sim$		From				26-133	34; 26-133	5								
(F290) Front Rd	0.51	1300	R								NA			NA		05/21/200
		10	1			De	ead End									
City of Petersburg		From	1			De	ead End									
(F329) Lake Shore Dr	0.17	10	R								NA			NA		03/17/200
$\bigcirc$		To	9			74-1102	Lakeshore	Dr								
O 1111 1 1 5	0.00	From	<u> </u>			De	ead End									00/47/000
F330 N Normandy Dr	2.93	3700 To	R			FR_331	Service R	'd			NA			NA		03/17/200
		From	1				ead End	·u			+					
(F331) Service Rd	0.78	1400	R			D.	ad Liid				NA			NA		03/17/200
		To	1			De	ead End									
Dinwiddie County		From														
(F804)	0.19	60	R			De	ead End				NA			NA		05/07/200
(1-804)		To				US 4	60; 26-721									
_		From				26-627 C	Courthouse	Rd								
(F805)	0.10	7	R								NA			NA		04/30/200
<u> </u>		To	1				ead End				_					
(F806) Walkers Rd	0.50	70	L R			26-624 Co	oleman Lak	e Rd			NA			NA		04/30/200
(F808) Walkers He	0.00	To				De	ead End									0 1/00/200
		From				De	ead End									
(F855) Blessing Lane	0.26	50	R								NA			NA		05/05/200
<u> </u>		To	1				dton Plank									
600) Ferndale Rd	0.88	12000	G	98%	0%	SR 2:	26 Cox Rd 1%	0%	0%	С	0.1		0.606	13000	G	2016
600 Ferndale Rd	0.00	12000		90 /0	0 /6				0 /0		0.1		0.000	13000	G	2010
(600) Ferndale Rd	0.53	6800	G	98%	0%	<u>26-60</u>	1 River Ro	0%	0%	F	0.095		0.511	7200	G	2016
(600) 1 GMadio 11d	0.00	To	Ť	0070	0 70		eld County		070		0.000		0.011	, 200	<u> </u>	2010
		From	4			26-708	Namozine :	Rd								
(601) River Rd	0.52	810	G	99%	0%	0%	0%	0%	0%	F	0.11		0.720	870	G	2016
		To From					13 Hart Rd				$\Box$					
(601) River Rd	3.25	1800	G	99%	0%	0%	0%	0%	0%	F	0.107		0.657	1900	G	2016
<u> </u>		To From					Henshaw l			_	_					
601) River Rd	1.92	7400 To	G	99%	0%	0%	0%	0%	0%	С	0.103		0.655	7900	G	2016
<u>-</u> ·		From					0 River Ro				+					
(602) Corinth Dr	0.20	120	R			US 460	) W; 26-62	.2			NA			NA		08/06/201
002) 00: 5.	5.20	To				US 4	160 EAST									

							iaiiileiiai	100 7 11 0	u						
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1			26-67	2 Church F	Rd							
(603) Weakley Rd	0.50	1200	R								NA		NA		09/16/2014
		To From	1		SR 1		on Rd; 26- US 460; G		p						
603) Sterling Rd	0.23	2000	G	99%	0%	0%	0%	0%	0%	F	0.093	0.588	2100	G	2016
O 01 11 D1		From					362 Oak S				$\supset$				
603 Sterling Rd	0.68	2000	G	99%	0%	0%	0%	0%	0%	С	0.086	0.597	2100	G	2016
(603) Sterling Rd	0.27	1800	G	99%	0%	26-13 0%	319 Short S 0%	0%	0%	F	0.092	0.599	1900	G	2016
		To					26 Cox Ro								
A Hallford Bal	4.07	From		0.40/			orge Count		00/		2400	0.04	700	^	0040
(604) Halifax Rd	1.87	770	G	94%	1%	1%	3%	2%	0%	F	0.102	0.64	790	G	2016
(604) Halifax Rd	2.96	1400 From	G	94%	1%	26-605 t	S, Ellington 3%	1 Rd 2%	0%	F	0.096	0.597	1400	G	2016
004)		Te	-				utler Branc			-	<u> </u>				
(604) Halifax Rd	1.77	2000 From	G	94%	1%	1%	3%	2%	0%	F	0.094	0.702	2000	G	2016
$\frac{\circ}{\circ}$		From					n Boundar				_				
604) Halifax Rd	0.60	2000	G	94%	1%	1%	3%	2%	0%	F	0.093	0.689	2100	G	2016
(604) Halifax Rd	0.63	2300 From	G	94%	1%	26-67 1%	7 Carson I 3%	2%	0%	С	0.094	0.553	2500	G	2016
604) Halliax Hu	0.03	<b>2300</b> To		34 /6	1 /0		Petersburg		0 76		0.034	0.555	2300	u	2010
		From				US 1 Bo	ydton Plan	k Rd							
(605) Hunnicut Rd	2.53	660	R								NA		NA		06/19/2014
Old Vaughan Pd	2.20	470 From				26-660	E, Quaker	Rd			NA		NA		06/10/2014
605 Old Vaughan Rd	3.20	470	R			26 670 1	7. 014.64-	- D.1			INA		INA		06/19/2014
605) Old Vaughan Rd	0.08	960 From	G	96%	2%	1%	V, Old Stag 0%	1%	0%	С	0.103	0.598	990	G	2016
$\frac{\circ}{\circ}$		To From				26-670	E, Duncan	Rd			$\Box$				
605) Old Stage Rd	0.50	670	R			26 660 N	Monks Nec	le D.d			NA		NA		06/19/2014
$\overline{}$		From					Old Stage								
605 Monks Neck Rd	4.49	400	R			26 604	N, Halifax	D.d.			NA		NA		06/19/2014
$\overline{}$		From					S, Halifax								
605 Ellington Rd	1.40	380 To	R		1	Prince Ge	orge Count	v I ine			NA		NA		06/19/2014
		From	1				Old Stage								
(606) Reams Dr	2.00	450	R								NA		NA		06/19/2014
		From					S, Halifax N, Halifax								
(606) Oak Grove Rd	1.40	240	R								NA		NA		06/19/2014
		To			I		orge Count								
607) Butler Branch Rd	1.50	400	L R			26-60	4 Halifax F	Rd			NA		NA		06/19/2014
007) 20101 21011 110		To			I	Prince Ge	orge Count	y Line							
<u> </u>		From				1	US 460								
608 Zion Rd	0.46	140	R			26-622	Baltimore	Rd			NA		NA		08/06/2014
		From					ck County								
609 Cherry Hill Rd	0.80	160	R								NA		NA		07/08/2014
	_	From				26-687	Cutbank	Rd			_				
609 Cherryhill Rd	3.40	30	R								NA		NA		07/08/2014
(609) Old Stage Rd	0.70	130 From	R			26-61	6 Ridge R	d			NA		NA		07/08/2014
009 010 010g0 110	<u> </u>	To				SR 40 N	1cKenney	Hwy							

Route	Length	AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Facto	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron	ı·			SR 40 N	AcKenney	Hwv			1					
609 Cherry Hill Rd	2.30	50	R								NA			NA		07/08/2014
		From	1.				, Courthou I, Courthou									
609 Old Stage Rd	1.58	190	R								NA			NA		07/08/2014
609) Old Stage Rd	2.90	170	R			26-60	64 Reese R	Rd			NA			NA		04/14/2011
(609) Old Stage Rd	2.00	Te	<u> </u>			26.62	6 Flatfoot 1	DA						14/4		04/14/2011
(609) Old Stage Rd	2.20	370 From	G	96%	3%	0%	0%	1%	0%	С	0.126	6	0.6	380	G	2016
		To	x		26-6		tage Rd; S		)							
610 Baskerville Mill Rd	1.40	160	"L	91%	4%	Brunswi 3%	ck County 1%	Line 0%	0%	С	0.127	7	0.591	170	G	2016
010		T _e Fron					ey Hwy; O									
610) Old White Oak Rd	0.50	160	G	91%	4%	3%	1%	0%	0%	F	0.148	3	0.653	160	G	2016
Old Mich Oct Bd	0.00	Fron				26-650	Lew Jones	s Rd			$\Rightarrow$			NIA		00/00/004
610 Old White Oak Rd	0.20	230	R								NA			NA		08/28/2014
(610) Old White Oak Rd	2.40	180 From	<u>†</u> R			26-701 (	Quail Hollo	w Rd			NA			NA		08/28/2014
		Tr				26-651	Whitmore	Rd								
610) Old White Oak Rd	1.40	210	R								NA			NA		08/28/2014
Old Mich Oct Bd	4.00	Fron				26-6	44 Brills R	d			$\rightrightarrows$			NIA		00/00/004
610) Old White Oak Rd	1.20	300	R			26.6	45.0 7				NA			NA		08/28/2014
610) Old White Oak Rd	2.30	250 From	; <u> </u>			26-64	45 Scotts F	Rd			NA			NA		08/28/2014
		Te Fron	×			26-622	Baltimore	Rd			$\neg$ $\vdash$					
610) Old White Oak Rd	0.90	250	R								NA			NA		08/28/2014
		Fron	Y				White Oal									
(611) Wilkinson Rd	3.44	560	G	98%	2%	1%	Courthous 0%	0%	0%	С	0.116	6	0.754	570	G	2016
		To Fron	x			26-645 W	heelers Po	nd Rd								
611) Wilkinson Rd	1.82	300	G	98%	2%	1%	0%	0%	0%	F	0.146	6	0.725	300	G	2016
611) Trinity Church Rd	3.25	150 From	G	98%	2%	26-613 1%	White Oal	Rd 0%	0%	F	0.148	<u> </u>	0.65	150	G	2016
(611) Trinity Church Rd	3.23	130	<u>.</u>	30 /6	2 /0		*** ***	0 /6	0 /6	'	0.140	,	0.03	130	u	2010
(611) Trinity Church Rd	0.15	950 From	G	97%	2%	0%	0%	1%	0%	F	0.092	2	0.514	980	G	2016
		To Fron	1:				Rd; 26-75; Cox Rd; 2		ld							
(611) Trinity Church Rd	0.92	880	R			20-73111	, Cox Ru, 2	20-710			0.143	3	0.782	NA		05/05/2008
<u> </u>		Fron	11			26-731	Ruth Hill	Rd								
611 Trinity Church Rd	0.79	460	R								0.108	3	0.596	NA		05/05/2008
611) Brown Rd	2.18	350 From	R			26-723 P	earson Har	dy Rd			0.126	:	0.630	NA		05/05/2008
(611) Brown Rd	2.10	т.	· ·				Courthous				0.120	,	0.000	14/4		03/03/2000
611) Brown Rd	1.89	400	<u></u> R			26-627 T	rinity Chur	ch Rd			NA			NA		07/17/2014
(611) Brown Rd	1.00	<b>400</b>	· ·				E, Namozir							14/4		07/17/2014
611) Brown Rd	0.36	240	<u></u>			26-708 V	V, Namozi	ne Rd			 NA			NA		07/17/2014
(611) Brown Rd	0.00	To Fron				26-747	Wheelers 1	Lane								3.,17,2017
(611) Exeter Mill Rd	1.45	140	R								NA			NA		07/17/2014
$\overline{}$		To	):				Sutherland									
(612) Harpers Bridge Rd	0.10	200	G G	97%	1%	Brunswi 1%	ck County 0%	Line 1%	0%	F	 0.114	1	0.587	210	G	2016
(612) Harpers Bridge Rd	J.10		<u> </u>	0.70	. /0		8 Harpers		<u> </u>			· 	0.507			

					Dilliv		amlenai									
Route	Length	AADT	QA	4Tire	Bus		TrıTrı. 3+Axle			QC	K Facto	Qk or	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	4			26 638	Harpers 1	D.A.			1					
(612) Old Beaver Pond Rd	0.77	300	G	97%	1%	1%	0%	1%	0%	С	0.15	)	0.512	310	G	2016
012		Tr					Old Cryors									
		From				Brunswic	k County	Line								
(613) Gills Bridge Rd	1.12	200	R								NA			NA		08/28/2014
		To From				26-638	Harpers 1	Rd								
(613) Gills Bridge Rd	1.92	200	R								NA			NA		08/28/2014
		To From				26-651	Whitmore	Rd			$\Box$					
(613) Gills Bridge Rd	1.82	160	R								NA			NA		08/28/201
$\overline{}$		To					V, Darvills									
613) White Oak Rd	7.37	230	G	92%	2%	1%	E, Darvills 0%	6%	0%	С	0.11	,	0.539	240	G	2016
(613) White Oak Rd	7.07	200		0270					0 70		<del></del>	_	0.000	2.0	Ğ	2010
613) White Oak Rd	0.93	320 From	G	92%	2%	26-622 1%	Baltimore 0%	6%	0%	F	0.11	3	0.513	330	G	2016
(613) White Oak Rd	0.55	320		JZ /6	2 70				0 70			,	0.510	000	ч	2010
White Oak Pd	1 10	From	<u> </u>			26-64	6 Glebe R	d			0.12	1	0.607	NA		05/07/2009
613) White Oak Rd	1.13	270	R								0.12	+	0.697	INA		05/07/2008
O 1411 11 10 1 10 1	4.00	From	<u> </u>		26	6-624 W, 0	Coleman I	ake Rd					0.700	N14		05/07/000/
(613) White Oak Rd	1.93	430	R								0.13	3	0.769	NA		05/07/2008
<u> </u>		Fron				26-611	Wilkinson	Rd								
(613) White Oak Rd	3.27	430	R								0.12	1	0.793	NA		05/07/2008
		To From			26-	-627 Cour	thouse Rd	; 26-645			$\Box$ $\vdash$					
(613) White Oak Rd	1.38	370	G	92%	2%	1%	0%	6%	0%	F	0.10	2	0.526	380	G	2016
$\bigcirc$		Te	_			26-628 T	ranquility	Lane			_					
(613) White Oak Rd	1.26	520	G	92%	2%	1%	0%	6%	0%	F	0.1		0.541	530	G	2016
$\bigcirc$		To	_			26-661	Boisseau	Rd								
(613) White Oak Rd	1.77	1700 From	G	92%	2%	1%	0%	6%	0%	F	0.14	3	0.616	1700	G	2016
		To	_			26 621	Claiborne	DA								
(613) White Oak Rd	1.71	1700 From	G	95%	4%	1%	0%	1%	0%	F	0.10	5	0.508	1800	G	2016
(013)		To	Ť				oydton Pla			-	Ti.	-			-	
		From					oydton Pla									
(613) Dabney Mill Rd	1.70	880	G	95%	4%	1%	0%	1%	0%	С	0.09	7	0.711	910	G	2016
		To From				26-75	8 Steers R	d								
(613) Dabney Mill Rd	1.22	460	G	95%	4%	1%	0%	1%	0%	F	0.10	5	0.66	470	G	2016
$\overline{}$		To	_			26-670 V	W, Duncar	ı Rd								
(613) Dabney Mill Rd	0.51	460	G	95%	4%	1%	0%	1%	0%	F	0.10	5	0.743	480	G	2016
		Te	_			26,670.1	E, Duncan	D.d								
(613) Squirrel Level Rd	1.43	340 From	G	95%	4%	1%	0%	1%	0%	F	0.10	7	0.521	350	G	2016
013) - 1		To														
613) Squirrel Level Rd	0.86	410 From	G	95%	4%	1%	Plantation 0%	1%	0%	F	0.10	a	0.614	430	G	2016
(613) Squirrel Level Rd	0.00	410		33 78					0 70			,	0.014	400	ч	2010
Cautimal Laval Dd	1.00	From	<u> </u>	OE0/			Fanglewoo		00/			4	0.660	1100		2016
613) Squirrel Level Rd	1.39	1000	G	95%	4%	1%	0%	1%	0%	F	0.11	ı	0.662	1100	G	2016
0 0 11 12 1	0.45	From	Ļ_	050	401		Fort Emory		601		Ť		0.000	4500		0045
613) Squirrel Level Rd	0.43	1400	G	95%	4%	1%	0%	1%	0%	F	0.09	0	0.666	1500	G	2016
<u> </u>		From					2 Church I									
(613) Squirrel Level Rd	0.56	940	G	95%	4%	1%	0%	1%	0%	F	0.15	4	0.537	1000	G	2016
$\overline{}$		To From				26-67	6 Flank R	d								
613) Squirrel Level Rd	1.03	930	G	95%	4%	1%	0%	1%	0%	F	0.14	9	0.546	990	G	2016
$\overline{}$		To	1			SCL	Petersburg	3								
		From			5	SR 40 W,	McKenne	y Hwy								
(614) Sunnyside Dr	1.23	360	R								NA			NA		08/28/2014
<u> </u>		To	1			WCL	McKenne	у								

					DINV	vidale iv	aintenai	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev																
614) Sunnyside Dr	0.30	350	R				McKenne E, Doyle B				NA			NA		08/28/201
Dinwiddie County						SK 40 I	z, Doyle B	orvu								
615) Blue Tartan Rd	0.42	From:	R			D	ead End				NA			NA		04/19/201
615) Blue Tartan Rd	0.90	220 From	R				IN Dead E				NA			NA		04/19/201
		From:	<u> </u>				Frontage 1									
616) Ridge Rd	2.20	70	R				County L				NA			NA		07/08/201
616 Ridge Rd	1.90	80 From:	R				7 Bolster F				NA			NA		07/08/201
(617) Bolster Rd	1.50	From:	R				6 Ridge R				NA			NA		07/08/2014
(617) 20000110		To					, Courthou									0.700/20.
617) Bolster Rd	1.69	260 To:	R				Courthou /alkers Mi				NA			NA		07/08/2014
		From					County L									
618) Halligan Park Rd	1.20	350	R				6 Baugh R				NA			NA		06/19/2014
(618) Halligan Park Rd	2.82	460 From	R								NA			NA		06/19/2014
		To					3 Carson F									
619 Courthouse Rd	3.59	470	G	97%	2%	1%	County L 0%	1%	0%	F	0.112		0.525	490	G	2016
619 Courthouse Rd	7.05	720 From	G	97%	2%	SR 40 M	1cKenney 1	Hwy 1%	0%	F	0.117		0.588	740	G	2016
619 Courthouse Rd	0.86	1400	G	97%	2%	1%	wkins Chu 0%	1%	0%	F	0.104		0.626	1400	G	2016
(619) Courthouse Rd	1.06	1500 From:	G	97%	2%	26-626 1%	Flatfoot I 0%	1%	0%	F	0.097		0.631	1600	G	2016
Occurate access Del	0.05	From	$\Box$	070/	00/		Lundys I		00/	_	0.100		0.000	1000		0010
619 Courthouse Rd	0.25	1700	G	97%	2%	1%	0%	1%	0%	F	0.102		0.639	1800	G	2016
619 Courthouse Rd	0.59	1900 To:	G	97%	2%	1%	14 Bishop 0% ydton Plan	1%	0%	С	0.091		0.582	2000	G	2016
		From					9 Wilson F									
620 Foster Rd	1.20	40	R			26.642.3	W G 11	D.1			NA			NA		08/06/2014
		From					W, Grubby E, Grubby									
620 White Oak Church Rd	1.80	450	R			TIC	KO WEGT				NA			NA		08/06/2014
White Ook Church Dd	1.90	From:	R				460 WEST 460 EAST							NA		08/06/2014
(620) White Oak Church Rd	1.50	To	n			D	ead End				NA			INA		00/00/2014
(621) Clay Street Rd	1.60	From: <b>280</b>	R			Ţ	JS 460				NA			NA		04/19/201
(621) Clay Street Rd	0.40	From:	R			1.60 1	MN US 46	50			NA			NA		04/19/201
		To				D	ead End									
(622) Baltimore Rd	1.60	From:	R			26-650	Lew Jones	Rd			NA			NA		04/19/201
022) = 3		To				26-64	7 Doyle R	d								2.,.3,201

Route	Length	AADT	QA	4Tire	Bus		Tr e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron	.1						ZIIGII		1 40101		1 40101			
622) Baltimore Rd	3.70	60	R			20-0	647 Doyle I	Ku			NA			NA		08/26/201
		From				26-610 (	Old White C	Oak Rd			<u> </u>					00/00/00/
622) Baltimore Rd	0.80	120	R			26-613 V	W, White C	Dak Rd			NA T			NA		08/26/201
(622) Baltimore Rd	3.50	770	G	94%	1%		E, White O		0%	С	0.102		0.699	790	G	2016
(622) Baltimore Hd	3.30	770 T	<u> </u>	34 /6	1 /0		26-602 Cor		0 /6		0.102		0.033	730	u	2010
622) Baltimore Rd	1.66	370 From	R			05 100,	20 002 001	inui Di			NA			NA		08/06/201
Politimara Dd	0.10	From				26-69	4 Old Pine	Rd						NA		00/06/00
622 Baltimore Rd	2.10	1100	R			Amel	ia County I	Line			NA			IVA		08/06/201
		Fron	12			Amel	ia County I	Line								
623) Sutherlan Rd	2.00	640	R								NA			NA		07/17/201
623) Sutherland Rd	3.28	1100	R			26-61	l Wilkinson	n Rd			NA			NA		07/17/201
020		T. Fron				26-7	50 Oxford	Rd								
623) Sutherland Rd	0.62	1600	R								NA			NA		07/17/201
Station Pd	0.42	220 From	В			26-70	8 Namozine	e Rd			NA			NA		07/17/201
623) Station Rd	0.42	22U	R			26.760	Southerland	d Ave			INA			IVA		07/17/201
623) Station Rd	0.68	330 From	R			20-700	Southerian	u Ave			NA			NA		07/17/20
		Т	Y.				460 Cox R									
624) Coleman Lake Rd	2.60	170	<u> </u>			26-645 V	Wheelers Po	ond Rd			 NA			NA		08/26/201
<u> </u>		Fron	):				W, White C									
624) Coleman Lake Rd	3.80	620	R			26-613	E, White O	ак ка			NA			NA		08/26/201
<u> </u>		T. Fron	Y I			US	460; FR-80	06								
624) Coleman Lake Rd	6.00	500	R			26.61	l Wilkinson	n D.d			NA			NA		08/26/201
		Fron	1:				US 460	ii Ku								
625) Wells Rd	3.52	300	R								NA			NA		08/06/201
		Fron	12				ia County I				<u> </u>					
626) Flatfoot Rd	5.67	340	G	96%	2%	1%	McKenney 0%	1%	0%	F	0.099		0.5	350	G	2016
<u> </u>		Fron	17			26-60	9 Old Stage				$\supset$					
626) Flatfoot Rd	4.09	420	G	96%	2%	1%	0%	1%	0%	F	0.099		0.537	440	G	2016
626) Flatfoot Rd	0.43	1100	G	96%	2%	26-1 1%	410 Allen 1	Dr 1%	0%	С	0.089		0.526	1200	G	2016
020) * *********************************		T	): ):				Courthous									
O conthe con a Del	0.00	Fron		050/	00/		oydton Plai		00/	_	0.101		0.504	0.400	_	0010
627 Courthouse Rd	0.90	3300	G	95%	2%	1%	1%	1%	0%	С	0.134		0.591	3400	G	2016
627) Courthouse Rd	1.40	2900	G	95%	2%	1%	l Wilkinson	1%	0%	F	0.147		0.678	3000	G	2016
		T. Fron	2			26-66	1 Boisseau	ı Rd								
627 Courthouse Rd	2.81	1600	G	95%	2%	1%	1%	1%	0%	F	0.171		0.726	1700	G	2016
		Fron	1:		2		nite Oak Rd 613; 26-64									
627 Courthouse Rd	2.61	2300	R								NA —			NA		08/01/201
627) Courthouse Rd	0.80	1100	R			US 46	0 New Cox	x Rd			NA			NA		08/01/201
(627) Courthouse Rd	0.00	т.				26-7	51 E, Cox 1	Rd						INA		JU/U 1/20 I

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC F	K actor	QK F	Dir actor	AAWDT	QW	Year
Dinwiddie County		Fron							1		20101			
627) Trinity Church Rd	2.20	370	"L			26-751 W, Cox Rd			J NA			NA		08/01/2014
,		Tr	o.			26-611 Wilkinson Rd								
$\bigcirc$		Fron				Dead End								
628 Tranquility Lane	0.33	70	R						NA			NA		12/10/2014
	0.10	Fron				26-613 White Oak Rd						NIA		00/04/004
628 Tranquility Lane	3.10	70	R						NA			NA		08/01/2014
(628) Tranquility Lane	0.87	280 From	R			26-689 Bobcat Rd			NA			NA		05/02/2005
628 Tranquility Lane	0.07	200							1 1			INA		03/02/2000
(628) Tranquility Lane	0.70	610 Fron	R			26-756 Slates Rd			NA NA			NA		08/01/2014
628) · · a.· · qu	00	т.				IIC 460 N C D4			· ···					
(628) Tranquility Lane	0.09	1200 From	R			US 460 New Cox Rd			NA			NA		08/01/2014
020) 4 4 4		To	0:			26-751 Cox Rd								
		Fron	n:			26-627 Courthouse Rd								
629) Anderson Mill Rd	0.93	360	R						NA			NA		08/01/2014
<u> </u>		T. Fron	or no			26-689 Bobcat Rd			}					
(629) Anderson Mill Rd	0.25	40	R						NA			NA		12/10/2014
		To	0:			Dead End								
Winfield Dd	0.00	Fron				Sussex County Line			 NIA			NIA		07/00/001
630 Winfield Rd	0.30	290 Tr	R			SR 40 McKenney Hwy			NA 1			NA		07/08/2014
		Fron	n:			26-613 White Oak Rd			1 T					
631) Claiborne Rd	2.70	1000	R			20 013 Winte Ouk Ru			NA			NA		07/17/2014
		т.	a .			26-690 Harris Rd			<b></b>					
631) Claiborne Rd	0.80	2400 From	R						NA			NA		07/17/2014
		Te	o.			US 460; 26-708								
		Fron				26-631 Claiborne Rd			]					
632 Butterwood Rd	3.00	880 To	R			HC 460 E C D4			NA T			NA		07/17/2014
		Fron	n:			US 460 E, Cox Rd US 460 W, Cox Rd								
(632) Olgers Rd	1.20	1800	G	97%	2%	1% 0% 0%	0%	C 0	.106	(	0.618	1900	G	2016
$\bigcirc$		To	0:			26-601 River Rd								
O 4111 01	0.50	Fron				SR 226 W, Cox Rd								07/00/004
633 Addison St	0.50	110	R			SR 226 E, Cox Rd			NA 1			NA		07/02/2014
		Fron				US 1 Boydton Plank Rd			l 1					
634) Pine Grove Place	0.25	280	R			US I BOYGIOII PIAIIK KU			J NA			NA		11/19/2014
004)		To				Dead End			]					
		Fron	n:			Dead End								
(635) Hilltop Dr	0.40	350	R						NA			NA		11/19/2014
<u> </u>		To				SR 40 McKenney Hwy								
O De alos Donas de Dal	0.07	Fron				Dead End			]			NIA		04/40/004
636 Rocky Branch Rd	0.27	110	R			US 460 Cox Rd			NA 1			NA		04/12/2011
		Fron	n		,	26-645 Wheelers Pond Rd			l 1					
637) Madison Rd	0.49	130	R			20-043 Wheelers Folid Rd			J NA			NA		12/10/2014
007)		Te	o.			Dead End			]					
_		Fron	n:			26-613 Gills Bridge Rd								
638) Harpers Rd	2.00	260	R						NA			NA		08/28/2014
$\overline{}$		To Fron	or n:			26-702 Lennie Rd			}					
638) Harpers Rd	1.20	290	R						NA			NA		08/28/2014
		To	00			26-612 Harpers Bridge Rd								
(639) Wilson Rd	0.90	300	R			Nottoway County Line						NIA		00/00/004
		-21111							NA			NA		08/06/2014

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1					TITALI	ZIIali		1 actor		i acioi			
639 Springston Rd/Wils	on Rd 1.98	310	R				60 EAST				NA			NA		08/06/2014
639 Grubby Rd	0.20	220 From	G	93%	1%	1%	V, Grubby 0%	4%	0%	С	0.132		0.704	230	G	2016
639 Wilson Rd	1.60	230 From	R			26-642 I	E, Grubby	Rd			NA			NA		08/06/2014
639 Wilson Rd	1.40	300 From	R				) Foster Ro White Oak				NA			NA		08/06/2014
640 Hobbs Mill Rd	1.40	170	R				S 460	ino			NA			NA		08/06/2014
(641) Airport Rd	0.55	From 280	R			US 1 Boy	dton Plank				NA			NA		07/02/2014
(642) W Zilles Rd	1.82	From <b>440</b>	G	85%	2%		sad End (S 460 3%	8%	0%	С	0.098		0.558	450	G	2016
	0.60	160	G	85%	2%		3 Zilles Ro		0%	F	0.144		0.692	160	G	2016
642) Grubby Rd	0.00	To			276	26-639 V	V, Grubby E, Wilson	Rd	0 78		0.144		0.032	100		
642 Grubby Rd	2.00	150	G	85%	2%	2% 620 E, Wh	3% ite Oak Cl	8% nurch Rd	0%	F	0.110		0.514	150	G	2016
642 Grubby Rd	2.40	130	G	85%	2%	2%	3% Vhite Oak	8%	0%	F	0.135		0.568	130	G	2016
642 Continental Rd	1.52	90 From	R		1.5						NA			NA		08/28/2014
642 Continental Rd	0.83	<b>70</b> From	R		1.5	26-64	4 Brills Ro				NA			NA		04/14/2011
643) Zilles Rd	3.20	390 To	R			SR 40	Darvills R	d			NA NA			NA		08/06/2014
Fown of McKenney		10	1			26-642	Grubby R	.d								
644) Depot Rd	0.20	600 To	G	95%	2%	1%	Doyle Blv 0% McKenney	2%	0%	F	0.108		0.547	610	G	2016
Dinwiddie County		From				NOL	M-W									
644 Depot Rd	1.92	500	G	95%	2%	1%	McKenney 0%	2%	0%	С	0.106		0.56	510	G	2016
644) Brills Rd	2.50	410 From	R				ew Jones				NA			NA		08/28/2014
644) Brills Rd	2.50	120 From	R			26-610 Old	White Oa	ak Rd			NA			NA		08/28/2014
644 Brills Rd	2.50	140 From	R		CD /	26-642 C	ontinental				NA			NA		08/28/2014
645) Scotts Rd	1.40	From <b>220</b>	R			26-610 Old					NA			NA		08/26/2014
645) Scotts Rd	1.80	470 From	R			26-622 1	Baltimore !	Rd			NA			NA		08/26/2014
(645) Scotts Rd	1.60	From <b>470</b>	R				W, Glebe I E, Glebe I				NA			NA		08/26/2014
		To				26-738	Scotts Re	d								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron									1 40101		. 40101			
(645) Wheelers Pond Rd	0.70	320	`L			26-73	8 Scotts R	ld			 NA			NA		08/26/2014
		Tre				26-637	Madison	Rd								
645) Wheelers Pond Rd	0.73	300	R								NA			NA		08/26/2014
<u> </u>	4.07	Fron				26-71	5 Patillo R	Rd			$\Rightarrow$					00/00/004
(645) Wheelers Pond Rd	1.07	450	R								NA			NA		08/26/2014
(645) Wheelers Pond Rd	2.50	570 From	R			26-611	Wilkinson	Rd			 NA			NA		08/26/2014
(043)		To	):			26-6	13; 26-627	7								
O 011 51		Fron					ydton Plan									
646 Glebe Rd	6.00	280 _{то}	G	97%	0%	2% 26-613 OI	0%	1%	0%	С	0.119		0.588	290	G	2016
		Fron	12				Baltimore									
(647) Doyle Rd	1.00	40	R			20 022	Dammore	rtu			NA			NA		08/26/201
		T. Fron	X			26-648	Hudgins l	Rd			_					
(647) Nash Rd	1.60	230	R								NA			NA		08/26/201
		Fron	12				S, Glebe									
(647) Nash Rd	2.24	390	R								NA			NA		08/26/2014
<u> </u>		To Fron	x			26-73	8 Scotts R	ld			$\exists$					
647 Nash Rd	1.92	810	R								NA			NA		08/26/2014
Nach Dd	0.04	Fron				26-656	Gatewood	Rd			$\Box$			NIA		00/00/004
647 Nash Rd	0.94	970 Tr	R			US 1 Bo	ydton Plan	k Rd			NA T			NA		08/26/2014
		Fron	1:				Lew Jones				<u> </u>					
(648) Hudgins Rd	1.50	160	R								NA			NA		08/26/201
		To	00				47 Nash Ro									
Snap Lodgo Pd	0.50	From	<u></u>			US 1 Boy	ydton Plan	k Rd			NIA			NA		09/29/201
649 Snap Lodge Rd	0.50	<b>50</b>	R			26-650	Lew Jones	Rd			NA T			INA		08/28/2014
		Fron	1:				d White O									
(650) Lew Jones Rd	1.60	30	G	97%	2%	1%	1%	0%	0%	F	0.177		0.833	40	G	2016
<u> </u>		To Fron	17			6-651 W, N					$\exists$					
650 Lew Jones Rd	1.10	200	G	97%	2%	1%	1%	0%	0%	F	0.12		0.88	210	G	2016
O Law Iarra Dd	4.00	Fron		070/	00/		4 Depot R		00/	_			0.000	200		0010
(650) Lew Jones Rd	1.60	370	G	97%	2%	1%	1%	0%	0%	F	0.107		0.838	380	G	2016
650 Lew Jones Rd	0.80	350 From	G	97%	2%	26-622 1%	Baltimore 1%	Rd 0%	0%	F	0.097		0.879	360	G	2016
(650) Lew Jones Rd	0.00	JJ0		01 70	270		Hudgins l		0 70	•	0.007		0.070	000	ď	2010
(650) Lew Jones Rd	2.50	390 From	G	97%	2%	1%	1%	0%	0%	С	0.116		0.857	400	G	2016
		To	):			US 1 S, B	oydton Pla									
(650) Hamilton Arms Rd	0.15	1200	G G	96%	1%	US 1 N, B 1%	oydton Pla 0%	nk Rd 2%	0%	С	0.081		0.541	1300	G	2016
650) Training Train	0.10	Te		0070	1 70		Shippings		070				0.011	1000		2010
(650) Hamilton Arms Rd	0.68	1100 From	G	97%	2%	1%	1%	0%	0%	F	0.085		0.658	1100	G	2016
		To	Y				I-85									
(650) Hamilton Arms Rd	1.43	410	G	97%	2%	0%	0%	1%	0%	С	0.125		0.596	420	G	2016
$\frac{\smile}{\circ}$		T _c Fron	17			26-656	W, Eppes	Rd			$\supset$					
(650) Hawkins Church Rd	2.20	240	G	97%	2%	0%	0%	1%	0%	F	0.105		0.625	250	G	2016
		To	<u>'l</u>				Courthouse				<u> </u>					
(650) Ramp	0.22	90	G G			26-650 Ha	umilton Arı	ms Rd			0.146			90	G	2016
(650) Ramp	0.22	90 To	_			T_5	35 South				0.140			30	u	2010

					Dir			ance Area		1/		D:-			
Route	Length	AADT	QA	4Tire	Bus	2		ruck e 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron	.1												
(650) Ramp	0.22	580	L			26-650 H	Iamilton A	rms Rd		0.122			580	G	2016
1		т	n.			I-	-85 North								
		Fron	n:			26-613	Gills Brid	ge Rd							
(651) Whitmore Rd	2.40	370	R							NA			NA		08/28/2014
<u> </u>		Fron				SR 40 W	V, Old Cry	ors Rd		<u> </u>					
(651) Whitmore Rd	1.80	280	R							NA —			NA		04/14/201
651) Mason Church Rd	2.25	From	- P			26-610 O	old White	Oak Rd		 NA			NA		08/28/201
(651) Mason Church Rd	2.25	<b>260</b>	R			26-650 V	W, Lew Jo	nes Rd					INA		00/20/201
<u> </u>		Fron					E, Lew Joi								
(651) Mason Church Rd	1.58	190	R							NA			NA		08/28/201
	4.07	Fron				SR 40 E,	McKenne	ey Hwy		⇉┈			<b></b>		00/00/004
(651) Mason Church Rd	1.27	350	R			Т	Dead End			NA			NA		08/28/201
		Fron	n:				44 Depot	Rd		1					
(652) Asbury Rd	1.56	350	R			20-0	тт Берог	Ru		NA			NA		08/28/201
		Te	0:			US 1 Bo	oydton Pla	nk Rd							
		Fron	n:			26-70	03 Carson	Rd							
(653) Richie Rd	0.16	<b>70</b>	R							NA			NA		12/10/201
		Fron					Dead End								
654) Rainey Rd	3.02	270	"L			26-687	S, Cutbar	ik Rd		 NA			NA		07/10/201
(634) Hamby Ha	0.02					26 697	N. Cuthor	alr D.d							077107201
(654) Rainey Rd	0.20	530 From	R			20-087	N, Cutbai	ik Ku		NA			NA		07/10/2014
,		т	n.			SR 40 N	McKenney	Hwy							
		Fron	n:			I	Dead End								
(655) Little Deer Rd	0.58	20	R							NA			NA		10/02/2014
		Te	00				oydton Pla								
(656) Eppes Rd	1.20	90	" R			26-70	9 Shipping	g Rd		 NA			NA		07/10/201
(656) Eppes Rd	1.20	JU				26.65	0.70. 1	D.1					14/1		07/10/2014
(656) Eppes Rd	1.20	200 From	R			26-658	8 Branche	s Ka		NA			NA		07/10/2014
030 1773		T	00			26-650 W,	Hamilton	Arms Rd							
Cataward Dd	0.55	Fron			2	26-650 E, I	Hawkins C	Church Rd					NIA		07/10/001
656 Gatewood Rd	2.55	530	R			US 1 S. F	Boydton P	lank Rd		NA T			NA		07/10/2014
		Fron	n:				Boydton P								
(656) Gatewood Rd	0.90	170	R			26.6	(47.33.1.3			NA			NA		07/10/2014
		11	00				647 Nash l								
(657) Keelers Mill Rd	2.10	450	" R			US 1 Bo	oydton Pla	nk Rd		 NA			NA		08/26/2014
(657) Keelers Mill Rd	2.10	-100 To				26-6	647 Nash l	Rd		<b>–</b>			1.0.1		00/20/201
		Fron	n:				9 Shipping								
658) Branches Rd	1.61	320	R							NA			NA		07/10/2014
		From	n:			26-6	56 Eppes	Rd							
(658) Branches Rd	2.70	70	R							NA			NA		07/10/2014
<u> </u>		Ti	n.				Courthou								
(659) Jones Rd	0.90	100	R			26-665	Walkers M	Iill Rd		 NA			NA		07/08/2014
(659) Jones Rd	0.90	100								INA			INA		01/00/2014
(659) Jones Rd	1.50	130 From	R			SR 40 I	McKenney	Hwy		<del>_</del> NA			NA		07/08/2014
(659) Jones Rd	1.50	130	, n			21.5	26 P	D 1					INA		01/00/2014
(659) Bain Rd	1.40	230 From	R			26-73	36 Barnes	Kd		 NA			NA		07/08/2014
009 24	1.40		0:			26-619	Courthou	se Rd		¬					57,00,201-
							_	_		_					

Route   Length   AADT   QA   4Tire   Bus   Truck   2Axle 3+Axle 1Trail   2Trail   QC   Factor   AAWDT   QW	Year
Subsequence	
Continuous Rule   Continuous	
Cold Vaughan Rd	07/02/201
Column   C	07/02/201
Control   Cont	
Columbia	07/02/201
Column   C	07/02/201
Boisseau Rd   2.40   1100   G   95%   4%   1%   0%   0%   0%   0%   C   0.212   0.675   1200   G	
Company   Comp	2016
Column   C	07/08/201
Column   C	
To   26-665 Walkers Mill Rd   Dead End   Dead End   NA   NA   NA   NA   NA   NA   NA   N	07/08/201
Reese Rd   1.20   60   R	07/00/201
To   26-609 Old Stage Rd	
Sussex County Line	07/08/201
665 Walkers Mill Rd 0.70 630 R NA NA NA NA	
	07/08/201
	07/08/201
SR 40 McKenney Hwy	
(665) Walkers Mill Rd 1.44 220 R NA NA	07/08/201
Total   26-728 Wingfield Rd	07/08/201
	07/06/201
26-626 Flatfoot Rd	07/08/201
Tax From 26-681 Black Branch Rd	
Mortar Branch Rd 0.40 48 R NA NA	12/10/201
To Dead End	
666 Baugh Rd 1.20 <b>120 R</b> NA NA	10/02/201
26-670 Shady Lane	10/02/201
(666) Baugh Rd 4.20 <b>250</b> R NA NA	06/19/201
To 26-618 Halligan Park Rd	
From: 26-666 Baugh Rd	
667 Malones Rd 3.20 <b>130 R</b> NA NA NA To 26-703 Carson Rd	06/19/201
20-703 Carson Rd  From 26-703 Carson Rd	
(668) Brick Rd 1.90 <b>240</b> R NA NA	06/19/201
To 26-604 Halifax Rd	
From 26-605 Monks Neck Rd; Old Stage Rd	
669 Old Stage Rd 3.30 470 R NA NA	06/19/201
To 26-604 Halifax Rd  From: 26-666 Bauch Rd	
670) Shady Lane 1.82 <b>170 R</b> NA NA	06/19/201
192 MN 26 666	
670) Shady Lane 0.04 110 R NA NA	06/19/201
To 26-682 Ole Bole Rd	

					Din	widale iv	laintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	4			26 682	Ole Bole	Da								
(670) Shady Lane	0.10	160	R			20-082	OIC BOIC	Ku			NA			NA		06/19/2014
		T _e From				26-688	Sawmill 1	Rd								
670 Shady Lane	0.77	180	R								NA			NA		06/19/2014
		From					Old Stage									
670 Old Stage Rd	1.45	710	G	96%	1%	1%	0%	1%	0%	F	0.143		0.909	730	G	2016
Old Stage Pd	0.51	From	<u> </u>	069/	1%	26-70 1%	3 Carson I 0%	Rd 1%	00/	F	0.124		0.791	200	G	2016
670 Old Stage Rd	2.51	370	G	96%		26-605 W,			0%	Г	0.124		0.791	380	G	2016
		From					E, Old Stag									
(670) Duncan Rd	2.29	760	G	96%	1%	1%	0%	1%	0%	F	0.085		0.702	780	G	2016
		From	1	2		, Squirrel I 26-613 N,			lill Rd							
(670) Duncan Rd	2.07	510	G	96%	1%	1%	0%	1%	0%	F	0.098		0.670	530	G	2016
		T.e Fron	_			26-673 S	mith Grov	e Rd								
(670) Duncan Rd	1.21	830	G	96%	1%	1%	0%	1%	0%	F	0.100		0.63	850	G	2016
$\bigcirc$		T.e From			1.2	1 MN 26-6	573 Smith	Grove Rd			$\neg$ —					
(670) Duncan Rd	1.49	1000	G	96%	1%	1%	0%	1%	0%	С	0.105		0.509	1100	G	2016
$\overline{}$		To	4			US 1 Bo	ydton Plan	ık Rd								
O 5		From	<u> </u>			D	ead End									10/10/001
671 Brownwall Rd	0.40	<b>70</b>	R			LIC 1 D		1. D.1			NA			NA		12/10/2014
		Fron	1				ydton Plan									
(672) Church Rd	1.49	830	G	96%	0%	1%	quirrel Lev 1%	2%	0%	F	0.104		0.569	890	G	2016
(672) Gridion rid	1.40	- To		0070							0.104		0.000	000	ŭ	2010
672) Church Rd	0.58	750 From	G	96%	0%	MN 26-6 1%	13 Squirre 1%	2%	0%	С	0.092		0.609	800	G	2016
(672) Gridion rid	0.00	7 O O	<u> </u>	0070	0 70				0 70		0.002		0.000	000	ŭ	2010
(672) Weakley Rd	0.27	540 From	G	94%	0%	0%	Weakley 2%	3%	0%	F	0.098		0.617	570	G	2016
672) 11041110) 114	0.2.	T.0		0.70					0,0	•			0.0.7	0.0	<u> </u>	_0.0
(672) Weakley Rd	0.19	520 From	G	94%	0%	0%	71 Hazel A 2%	3%	0%	С	0.089		0.532	550	G	2016
(672) 11 Summer 11 d	00	To	Ť	0.70	0,70		2 Simpson		0,70				0.002	000	<u> </u>	_0.0
		From	4			26-670	) Duncan 1	Rd								
(673) Smith Grove Rd	1.77	450	R								NA			NA		07/02/2014
$\overline{}$		To				26-613 S	quirrel Lev	el Rd								
O		From				26-613 S	quirrel Lev	el Rd								
674) Wheaton Rd	1.85	140	R			26.67	) D	D. 1			NA			NA		04/19/2011
		F	1				Duncan l									
(675) Vaughan Rd	3.74	620	G	94%	0%	1%	Duncan 1 1%	3%	0%	F	0.092		0.709	640	G	2016
(675) Vaughan Rd	0.74	020		0 + 70	0 70				070		0.002		0.700	040	ŭ	2010
(675) Vaughan Rd	0.90	1100	G	94%	0%	26-741 I	Fort Emory 1%	9 Rd 3%	0%	С	0.109		0.656	1200	G	2016
675) Vaugnan Hu	0.50	1100		J+ /0	0 70				0 70		0.103		0.000	1200	a	2010
(675) Vaughan Rd	0.94	830 From	G	94%	0%	1%	76 Flank R 1%	3%	0%	F	0.098		0.618	890	G	2016
675) Vaugnan Hu	0.54	To	Ť	J+ /0	0 70		Petersburg		0 70	- '	0.030		0.010	030	a	2010
		From	1				quirrel Lev									
(676) Flank Rd	0.80	600	R				1				NA			NA		07/02/2014
		Te	1			26-675	Vaughan	Rd								
		From				26-60	4 Halifax I									
(677) Carson Dr	0.80	990	G	99%	1%	0%	0%	0%	0%	С	0.127		0.824	1100	G	2016
$\sim$		To	1		SR 34	5 Richard			08							
Chain Dr	4.00	From	ᆫ			26-605	Ellington	Rd						NIA		06/10/0014
678 Spain Dr	1.00	40	R			26 606	Oak Grove	a Rd			NA			NA		06/19/2014
						20-000	Oak OIUV	Nu								

Route	Length	AADT	QA	4Tire	) E	Bus				Truck- de 1T			QC	K Fact	(	)K	Dir actor	AAWI	OT (	QW	Year
Dinwiddie County		From							d End												
(679)	1.45	220	R					DCa	d End	<u></u>				NA	١			NA			10/02/201
$\bigcup$		Te				2	26-660	) Hard	liways	s Mill R	.d										
O Touch Infinite Date	0.00	From	Ļ				26-68	31 Blac	ck Bra	anch Rd	i							N1A			00/40/004
(680) Troublefield Rd	3.20	320 To	R				26.61	Q Hal	ligan l	Park Rd	1			0.13	38	Ü	.571	NA			06/19/2014
		From			_			ssex C			1			+							
(681) Black Branch Rd	1.80	320	R				Sus	SEX C	ounty	Line				NA	١			NA			06/19/201
(001)		To			26	6-665	Morta	r Bran	ich Ro	d; Black	Mill I	Rd									
		From					26-	609 O	ld Sta	ge Rd											
(682) Ole Bole Rd	0.70	110	R											0.18	37	0	.571	NA			05/19/200
		To			<u> </u>			-670 S												<u> </u>	
(683) Continental Rd	0.45	120	R		—		26-0	651 W	hitmo	ore Rd				 NA				NA			10/02/201
(683) Continental Rd	0.43	120												INA	`			INA			10/02/2014
(683) Continental Rd	0.60	80 From	R				26	-707 C	Cantre	e Rd				NA				NA			10/02/2014
(683) Continental Rd	0.00	80												INA	`			INA			10/02/2014
(683) Continental Rd	0.20	60 From	R				0	.60 M	N 26-	707				NA				NA			04/19/201
(683) Continental Rd	0.20	To	<u> </u>					Dea	d End	1					`			INA			04/13/201
		From							d End					$\pm$							
(684) Airpark Dr	0.56	2400	R					Бси	G Dic					NΑ	١			NA			07/02/201
		To					U.	S 460	Airpo	ort St											
		From						Dea	d End	i											
(685) Oakley Dr	0.16	10	R											NA	١.			NA			12/10/2014
<u> </u>		Tr					US 1	Boyd	ton Pl	lank Rd											
0 3 34 0 4	0.00	From	<u> </u>				26-67	73 Sm	ith Gr	rove Rd				Ц.,							11/10/001
(686) Smith Grove Lane	0.20	<b>45</b>	R					Dea	d End	1				NA	١.			NA			11/19/2014
		From					26														
(687) Cutbank Rd	0.10	100	R				20-0	609 CI	nerryn	III Ka				NA				NA			04/14/201
(007)		To					26	654 S,	Doin	av D.d											
(687) Cutbank Rd	1.54	30 From	R				20-0	554 5,	, Kaiii	ey Ku				NA	١			NA			07/10/2014
(007)		Te					1.	54 MN	126.6	510											
(687) Cutbank Rd	1.06	80 From	R				1	)4 IVIIN	V 20-0	34 3				NA	\			NA			07/10/2014
(007)		Te					26 600	6 Daw	don (	Creek R	4										
(687) Cutbank Rd	1.62	330 From	R				20-090	) Bour	don C	Jeek K	u			NΑ	\			NA			07/10/2014
(007)		To					SR 4	0 McI	Kenne	ey Hwy											
		From					26	-670 S	hady	Lane											
(688) Sawmill Rd	0.85	170	R											NA	١			NA			10/02/2014
		To From					26-7	05 Fo	x Brai	nch Rd				$\Box$							
(688) Sawmill Rd	1.28	30	R											NA	١			NA			10/02/2014
		To From					1	.28 M	E 26-	705				⊒⊢							
(688) Sawmill Rd	0.27	70	R											NΑ	١			NA			10/02/2014
<u> </u>		Tr						-667 N													
		From	_				26-62	9 And	erson	Mill Ro	d			<b>Д</b>							40/00/22
689 Bobcat Rd	0.60	180	R				26.6	)Q T	new:1:	ty I co-				NA	١			NA			10/02/2014
		From								ity Lane											
(690) Harris Dr	0.94	290	L		—		26-0	631 C	iaibor	ne Kd				LLI NA				NA			10/02/2014
030) 1 12110 151	0.04	<b>290</b>						Dea	d End	i				$\neg$	•			INA			. 5, 52, 2015
		From			_				d End					一							
(691) Cryors Rd	1.00	130	R											NΑ	١.			NA			08/28/2014
$\overline{}$		To					SR	40 Old	d Cryo	ors Rd											

Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron														
(692) Sapony Church Rd	1.89	60	R			D	ead End				NA			NA		04/14/2011
(692) Spony Church Rd	3.20	170 From	R			SR 40 M	IcKenney	Hwy			NA			NA		07/10/2014
(692) Spony Church Rd	0.60	Fron	R			26-709	Shipping	Rd			NA			NA		07/10/2014
002) 1 7		Tr	n'			D	ead End									
(693) Williamson Rd	2.87	200	R			26-70	3 Carson I	Rd			NA			NA		06/19/2014
		To	00				Old Stage	Rd								
(694) Old Pine Rd	0.70	80	R				ead End				NA			NA		04/14/201
		Fron	0:				Baltimore	Rd								
(696) Bourdon Creek Rd	1.20	70	R				ead End				NA			NA		07/10/2014
<u> </u>		To	0:				7 Cutbank									
(697) Spicely Rd	0.40	120	R			26-613	White Oal	k Rd			NA			NA		04/14/2011
		To	0:				ead End									
(698) Double Branch Rd	1.20	150	R			26-665 V	Valkers M	ill Rd			 NA			NA		07/08/2014
030)		To	0:			Sussex	County L	ine								
(699) Horsetail Rd	1.89	60	R			26-611	Wilkinson	n Rd			NA			NA		07/17/2014
$\frac{\bigcirc}{\bigcirc}$		To From	n'			1.89	MN 26-61	.1			$\Box$					
(699) Horsetail Rd	1.41	50	R			26-708	Namozine	Rd			NA T			NA		07/17/2014
		Fron				D	ead End									
700 Boze Rd	0.88	60	R								NA			NA		08/06/2014
(700) Hawkins Rd	2.54	260 From	R			26-613	White Oal	k Rd			NA			NA		04/14/2011
		To	0:			26-622	Baltimore	Rd								
(701) Quail Hollow Rd	0.60	20 From	·L			D	ead End				 NA			NA		08/28/2014
		To					d White C									
(702) Lennie Rd	1.32	Fron	R			26-638	8 Harpers	Rd			NA			NA		08/28/2014
702) Lerinie rid	1.02	To				SR 40 0	Old Cryors	Rd						1471		00/20/2017
Occurr Dd	0.10	Fron		070/	10/		ydton Plan		00/		0.000		0.50	4000		0010
(703) Carson Rd	0.13	4100	G 	97%	1%	1%	0%	1%	0%	F	0.089		0.56	4200	G	2016
703) Carson Rd	1.17	4100 From	G	97%	1%	1%	0%	1%	0%	С	0.092		0.587	4200	G	2016
(703) Carson Rd	5.18	1200	G	93%	2%	1%	I-85 1%	3%	0%	С	0.094		0.735	1200	G	2016
		T _e Fron	n:				Old Stage									
(703) Carson Rd	5.97	970	G	93%	2%	1%	1%	3%	0%	F	0.102		0.58	1000	G	2016
(703) Carson Rd	0.09	1400 Fron	G	93%	2%	1%	lalligan Pa 1%	3%	0%	F	0.108		0.575	1400	G	2016
		Т-			Princ		County Li		4							
(703) Ramp	0.21	270	G			26-70	3 Carson I	Kd			0.109			270	G	2016
		To					81 South									
East (703) Ramp	0.31	1200	G G			26-703	E, Carson	Rd			0.123			1200	G	2016
(100)	0.01	1200				I-8	85 North								3	

					וווט	widdle ivia	annenan	ce Ale	a							
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
<b>Dinwiddie County</b> West		From	n-			26-703 W	V, Carson I	Rd								
703) Ramp	0.24	570	G			20 700 1	, curson i	···			0.162			570	G	2016
		Ţ	n.			I-85	5 North									
Displayed Dd	0.04	From				Dea	ad End							NIA		10/10/201
704) Blackwell Rd	0.24	<b>70</b>	R			26-660	Quaker Ro	1			NA T			NA		12/10/201
		From	n-				Sawmill R				i					
705) Fox Branch Rd	1.42	190	R								NA			NA		12/10/201
		Т	_				ittle Zion I									
706) Old Cox Rd	0.55	240	R			SR 226	W, Cox R	d			NA			NA		12/10/201
706) Old Cox Rd	0.55	240												INA		12/10/201
706) Old Cox Rd	0.15	210 From	R			26-725 C	Cherokee R	Rd			NA			NA		12/10/201
(706) 5.0 55.7.10	00	т.	0:			SR 226	E, Cox Ro	1								,,
		From	n:			26-683 C	ontinental	Rd								
(707) Cantree Rd	0.85	160	R								NA			NA		12/10/201
<u> </u>		Т	0:				Vhitmore F									
708) Namozine Rd	0.30	620	°L	96%	1%	Amelia (	County Lin	e 2%	0%	F	0.101		0.765	630	G	2016
(708) Namozine Rd	0.00	020		0070	1 /0				0 70		<del></del>		0.700	000	ď	2010
(708) Namozine Rd	5.93	1100	G	96%	1%	1%	Birdnest R 0%	<u>2</u> %	0%	С	0.111		0.675	1200	G	2016
(700)		т					River Rd									
(708) Namozine Rd	0.70	2400 From	G	96%	1%	1%	0%	2%	0%	F	0.103		0.68	2500	G	2016
		т	n.			US 46	0; 26-631									
<u> </u>		From				26-609 C	Cherryhill F	Rd								
709 Shipping Rd	2.70	60	R								NA —			NA		07/10/201
Chinning Dd	2.70	From				SR 40 Mc	Kenney H	wy						NIA		07/10/201
709 Shipping Rd	3.70	240	R								NA			NA		07/10/201
709) Shipping Rd	1.70	450	R			26-656	Eppes Rd				NA			NA		07/10/201
(709) Shipping Rd	1.70	<b>430</b>				26.650.1	) 1 D	. 1						1471		07/10/201
709) Shipping Rd	0.63	700 From	R			26-658 F	Branches R	Ka			NA			NA		07/10/201
(703) - 171 3 -		Т	0:			26-650 Han	nilton Arm	s Rd								
		Fron	n:			Dea	ad End									
(710) Cemetery Rd	0.85	30	R								NA			NA		08/28/201
		Т	0.0			SCL N	AcKenney									
Town of McKennev		From	n:			SCL N	/IcKenney									
(710) Cemetery Rd	0.11	9	R								NA			NA		08/28/201
$\overline{}$		Т	0:			SR 40 I	Doyle Blvc	1								
Dinwiddie County		Fror	n			Day	ad End									
(711) Ridley Rd	1.30	40	R			De	au Enu				NA			NA		04/14/201
		Т	0:			26-670 C	Old Stage F	Rd								
$\sim$		From	n-			26-703	Carson Ro	1								
(712) Greentree Rd	0.55	30	R				15.1				NA			NA		06/19/201
		Fror					ad End	D.1								
713) Cutbank Church Rd	2.54	200	R			US 1 Boyo	uton Plank	Kd			NA			NA		07/10/201
7 13) 5 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		т				26-687	Cutbank R	d								
		From	n:			US 1 Boyo	dton Plank	Rd								
(714) Lewis Rd	0.46	310	R								NA			NA		12/10/201
$\overline{}$		T					ad End									
Potillo Dd	1 70	From				26-645 Wh	eelers Pon	d Rd			NIA			NIA		10/00/001
715) Patillo Rd	1.78	120 T	R			26-613 W	/hite Oak l	Rd			NA			NA		10/02/201
		-	1			20-013 W	mic Oak l	ιχu								

Route	Length	AADT	QA	4Tire	Bus			Fruck		QC	K	QK	Dir	AAWD	T QW	Year
Dinwiddie County								le 1Trail	2Trail		Factor		Factor			
716) Poole Siding Rd	0.36	120	R			26-	-611; 26-7	751			NA			NA		10/02/2014
716) 1 doic diding 11d	0.00	To	1			26-	-751 Cox	Rd			j''			1471		10/02/201-
		From				26-629	Anderson	Mill Rd								
717) Anderson Dr	0.50	45	R								NA			NA		04/14/2011
$\smile$		To					Dead End									
O		From	<u> </u>			26-	601 River	Rd			J., _					
718 Henshaw Rd	0.38	340 To	R				D 1E :				NA			NA		12/10/2014
		From	<u> </u>				Dead End				+					
719) Lee Dr	0.39	280	R			26-	601 River	Rd			NA			NA		12/10/201
719) 200 81	0.00	<b>200</b>	广				Dead End	Į.			Π΄.			1471		12/10/201
		From					601 River				Ì					
720) Chestnut Dr	0.15	110	R			20	001 101101	rtu			NA			NA		12/10/201
		To					Dead End									
		From				US	460; FR-	804								
Pine Hill Rd	0.60	140	R								NA			NA		08/01/201
<u> </u>		То					Dead End									
		From				26-619	Oourtho Courtho	use Rd								
22 Abernathy Rd	0.81	20	R								NA			NA		07/08/201
<u> </u>		То					Dead End	1								
<u> </u>		From	<u> </u>			26-61	1 Wilkins	on Rd			J					
Pearson Hardy Rd	0.58	120	R				D 15				NA			NA		04/14/201
		10					Dead End									
Caringatan Dd	0.50	From	ᄂ		26-	-639 Spri	ngston Rd	l; Wilson R	d					NIA		00/06/001
Springston Rd	0.58	230 To	R				US 460				NA T			NA		08/06/201
		From						1			+					
Cherokee Rd	0.17	140	R				Dead End	Į.			NA			NA		04/12/201
23) 5.16.6.166 1.16	0	То	r:			26-70	06 Old Co	x Rd			T.					0 11 12/20 1
		From					oydton P									
726) Mitchell Ave	0.23	100	R			0011	oj atom 1				NA			NA		12/10/201
<u> </u>		To					Dead End	l								
		From					Dead End	l								
727) Bethune Rd	0.79	330	R								NA			NA		07/02/201
<u> </u>		То				26-67	75 Vaugha	an Rd								
		From					Dead End	l								
728) Wingfield Rd	0.34	60	R								NA			NA		04/14/201
		То				26-665	Walkers	Mill Rd								
		From	<u> </u>			26-66	61 Boisse	au Rd								
Spriggs Rd	0.53	80 To	R				D 1E :				NA			NA		04/19/201
			1				Dead End									
(730) Williams Rd	0.28	70	R			US	460 Cox	Rd			 NA			NA		04/12/201
730) Williams Rd	0.20	7 U					Dead End	1						INA		04/12/201
		From	! !				1 Wilkins				+					
731) Ruth Hill Rd	0.02	190	R			20-01	1 WIIKIIIS	on Ku			NA			NA		08/01/2014
731) 110011111111110	0.02										- · · · ·					00/01/201
Ruth Hill Rd	0.40	200 From	R			0.0	2 ME 26-	011			NA			NA		12/10/2014
Ruth Hill Rd	0.40	200 To					Dead End	1						INA		12/10/2014
		From					Dead End				<del>-  </del>					
232) Davis Rd	0.60	380	R				Deau Ello				NA			NA		08/01/201
02)		То	Ė			26-627	7 Courtho	use Rd								
		From	•				'0 Old Sta				Ī					
733) Little Zion Rd	1.20	230	R			20-07	J JIG DIA				NA			NA		06/19/201
		To				26-7	03 Carso	n Rd			1					

							iic iviaii	iteriario	3 7 11 Ou									
Route	Length	AADT	QA	4Tire	Bus	ς .			k Trail 2		QC	K Factor	()K	Dir actor	AAW	/DT	QW	Year
Dinwiddie County		From	n-			26	-619 Con	rthouse R	d									
734) Rainey Rd	3.14	190	R			20	-01 <i>)</i> Cou	rinouse R	<u>u</u>			NA			N	4		07/10/2014
,		To	y*			2	26-626 Fla	atfoot Rd										
		From	1:			26	-619 Cou	rthouse R	d									
735) Goose Pond Rd	1.40	60	R									NA			N	4		07/10/201
<u> </u>		To	E				Dead	End										
O		From	r			26-6	59 Bain I	Rd; Jones	Rd									
736) Barnes Rd	0.50	60	R									NA			N.	4		12/10/201
		- 10	<u> </u>				Dead											
737) Booth Rd	1.60	20 From	"L			26-0	665 Walk	ers Mill I	₹d			 NA			N	٨		10/02/201
Booth Rd	1.00	<b>20</b>	<u>n</u>				26-626 Fla	atfoot Rd							INA	٦.		10/02/201
		From	1		26.				#- D.1									
738) Scotts Rd	1.33	560	R		20-0	545 W	neelers P	ond Rd; S	cotts Ka			NA			N.	Δ		10/02/201
736) 330113 1 13		To	×				26-647 N	Nash Rd				T.				•		. 0, 02, 20 .
		From	ı				26-751											
739) Midway Rd	1.70	490	R	-								NA			N	4		08/01/201
,		Te	ж			26	5-708 Naı	nozine Ro	i									
		From	1:		-	26	-627 Cou	rthouse R	d									
740) Turkey Egg Rd	1.50	2100	R									NA			N	4		10/02/201
<u> </u>		То	Ю			US	1 Boydto	on Plank F	łd									
_		From	E .	-		26-6	513 Squir	rel Level	Rd									
741) Fort Emory Rd	0.70	550	R									NA			N.	4		07/02/201
<u> </u>		То	1			2	6-675 Va	ughan Rd										
O		From				26-6	513 Squir	rel Level	Rd									
742) Plantation Rd	0.50	280	R				C (55 X)					NA			N.	4		07/02/201
			<u>—</u>					ughan Rd										
743) Hart Rd	0.57	From					US 460	Cox Rd				 NA			N	٨		07/17/201
Hart Rd	0.57	<b>520</b>	R				26-601 R	iver Rd							INA	٦.		07/17/201
		From	1															
744) McKissicks Rd	0.70	80	R				26-644 E	stilis Ka				NA			N.	Δ		08/28/201
744)	00	To	×				Dead	End				Ī				•		00/20/20
		From	1:				Dead											
745) Fisher Rd	0.20	48	R									NA			N	4		12/10/201
		To				26-6	51 Maso	n Church	Rd									
		From	13			26	5-708 Naı	nozine Ro	1									
746) Birdnest Rd	0.95	100	R									NA			N.	4		04/14/201
<u> </u>		То	Ю				Dead	End										
		From				26	5-611 Wil	kinson Ro	i									
747) Wheelers Lane	0.35	10	R									NA			N	4		12/10/201
<u> </u>		То					Dead	End										
O		From					Dead	End				J.,				_		
748) Unico Rd	0.49	190	R				26.652.4					NA			N.	4		11/19/201
			<u> </u>				26-652 As											
	0.04	From					FR-82 P	lane Dr				NIA			N.I	٨		10/10/001
749	0.04	40 To	R				Dead	End				NA			N.	4		12/10/201
		From		-														
750) Oxford Rd	1.51	650	R			26-	023 Sout	herland R	a			NA			N	Δ		07/17/201
750) Oxiola 11a	1.51	То	, 11				Dead	End							INA	•		01/11/201
		From	a:				Dead											
751) Cox Rd	0.74	500	R				Dead	DIIG				NA			N.	4		08/01/201
751) 551.12	J., 1	-						. 26 555				·			. •/	•		20,01,201
			-															
751) Cox Rd	0.26	1600	G	97%	2%		26-611 W 0%		1%	0%	F	0.162	_	).595	170	nn	G	2016

					ווווט	widdie Mainter			.,		F:			
Route	Length	AADT	QA	4Tire	Bus		Гruck le 1Trail 2Trai	$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		F7	ı						1		. 40101			
(751) Cox Rd	3.25	1600	L			26-611 E; 26	-/16		 NA			NA		08/01/2014
(/31)		То			2	6-627 W, Trinity	Church Rd							
(751) Cox Rd	2.67	2100	R		-				NA			NA		08/01/2014
$\overline{}$		То				US 460 E, Co	x Rd							
Ciding Dr	0.40	From				26-611; 26-7	751					NIA		10/10/001
752 Siding Dr	0.40	100 To	R			Dead End	1		NA T			NA		12/10/2014
		From				26-611 Wilkins								_
(753) Siding Dr	0.40	170	R						NA			NA		12/10/201
$\bigcirc$		То				Dead End	l							
O A I ANTI DI	0.00	From				Dead End	l							00/04/004
754 Anderson Mill Rd	0.88	210 To	R			26-751 Cox	Dal		NA			NA		08/01/201
		From				Dead End								
(755) Slates Rd	0.50	70	R			Dead End	ı		NA			NA		12/10/201
(100)		To				26-751 Cox	Rd							
		From				26-628 Tranquili	ty Lane							
(756) Slates Rd	0.28	48	R						NA			NA		12/10/201
		То				Dead End								
(757) Marmora Dr	0.62	100	R			26-708 Namoz	ne Rd		NA			NA		07/17/201
(757) Marmora Dr	0.02	To	Ë			Dead End	<u> </u>					INA		07/17/201
		From				Dead End								
(758) Steers Rd	0.39	160	R						NA			NA		12/10/201
		To				26-613 Dabney	Mill Rd							
<u> </u>		From				Dead End	l							
(759) Gunn Rd	0.57	<b>9</b>	R			26.650 1 1	D.1		NA			NA		08/28/201
		From	1			26-650 Lew Jon								
(760) Sutherland Ave	0.37	80	R			26-623 Statio	n Rd		NA			NA		12/10/201
(760) Samonana 7113	0.07	То				Dead End	1							,,
		From				26-750 Oxfor	d Rd							
(764) Oxford Rd	0.33	140	R						NA			NA		12/10/201
$\overline{}$		To				Cul-de-Sa	c							
O 011 1/4 11 11		From				Cul-de-Sa	С							10/10/001
770 Olde Keswick Lane	0.08	170	R			Prince George Co	omtr. I in a		NA			NA		12/10/201
		From				26-672 Churc								
(775) Hofheimer Way	0.92	3100	R			20-072 Chuic	ii Ku		NA			NA		04/12/201
(773)		То				US 1 Boydton P	lank Rd							
		From				26-601 River	·Rd							
(776) Chesdin Lake Rd	0.57	320	R						NA			NA		10/02/2014
<u> </u>		То				Dead End								
Manuacita Banadala Ot	0.00	From	Ļ			Dead End	l					NIA		10/10/001
(1001) Margarita Ragsdale St	0.02	<b>0</b>	R			ECL McKen	nev		NA			NA		12/10/2014
Town of McKonney			1			LCL WICKEI	nc _j							
Town of McKennev		From				ECL McKen	ney							
(1001) Bolling Rd	0.02	0	R						NA			NA		09/12/2014
<u> </u>		To From				26-1014 Denb	igh St							
(1001) Bolling Rd	0.10	130	R						NA			NA		09/12/2014
<u> </u>		To From				26-1013 Johns	on St							
(1001) Bolling Rd	0.32	460	R						NA			NA		09/12/2014
<u> </u>		To				US 1 Boydton P	lank Rd							

·					ווט	iwidale	e Mainte	enance <i>F</i>	AI ea								
Route	Length	AADT	QA	4Tire	Bus	\$		Truck Axle 1Tr		C	)C	K actor	QK	Dir Factor	AAWD	ΓQW	Year
Town of McKennev		From										ı					
(1001) Bolling Rd	0.13	890	R			USI	Boyaton	Plank Rd			1	NA NA			NA		09/12/201
		To	_			2	26-1007 Fi	ifth St									
(1001) Rives Ave	0.16	740	R								ı	NΑ			NA		09/12/201
<u> </u>		To From				26	6-1006 Fo	ourth St									
(1001) Rives Ave	0.07	730	R								1	NA			NA		09/12/201
Dives Ave	0.07	From				26	6-1005 Tl	hird St							NIA		00/10/001
(1001) Rives Ave	0.07	740	R								<u>'</u>	NA			NA		09/12/201
(1001) Rives Ave	0.07	710 From	R			26-	-1004 Sec	cond St			1	NA			NA		09/12/201
(1001) * ********************************	0.07	To	<u></u>			2	26-1003 F	iret St									
(1001) Rives Ave	0.03	200 From	R				.0-1003 1	1151 51			1	NA			NA		09/12/201
		To				26-1	1002 Railı	road Ave									
O 5 11 14		From				SF	R 40 Doyl	le Blvd									22/12/22
(1002) Railroad Ave	0.10	180	R			26	-1001 Riv	uac Ava			ſ	۱A I			NA		09/12/201
		From	-			20-	Dead E										
(1003) First St	0.02	60	R				Dead L	and .			ı	NA			NA		12/10/201
		To				26-10	10 Jack Z	Zehmer Rd									
(1003) First St	0.15	<b>70</b> From	R								ı	NΑ			NA		09/12/201
		To From				26-1	1009 Wes	stover Dr				-					
(1003) First St	0.03	300	R								ı	NA			NA		09/12/201
<u> </u>		From				SF	R 40 Doyl	le Blvd				<del>                                     </del>					
1003 First St	0.10	690 Ta	R			26	1001 D:-				1	۱A			NA		09/12/201
		From					-1001 Riv										
(1004) Second St	0.09	100	R			Sr	R 40 Doyl	ie bivu			1	NA			NA		09/12/201
		To				26-	-1001 Riv	ves Ave									
		From				26-1	1009 Wes	stover Dr									
1005 Third St	0.14	100	R								1	NA			NA		09/12/201
The book Ob	0.00	From				SF	R 40 Doyl	le Blvd				-			NIA.		00/40/004
1005 Third St	0.23	<b>260</b>	R			26-1	1008 Zehi	mer Ave			- !	۱A			NA		09/12/201
		From	4				R 40 Doyl										
(1006) Fourth St	0.08	40	R								ı	NΑ			NA		09/12/201
$\bigcirc$		To	d			26-	-1001 Riv	ves Ave									
C:44 C4	0.00	From	<u> </u>			SF	R 40 Doyl	le Blvd							NIA		00/10/001
1007 Fifth St	0.08	70	R								ı	NA			NA		09/12/201
(1007) Fifth St	0.11	130 From	R			26-	-1001 Riv	ves Ave				NA			NA		09/12/201
(1007) Fifth St	0.11	To				26-1	1008 Zehi	mer Ave				Ĺ					00/12/201
		From					Dead E	End									
(1008) Zehmer Ave	0.07	60	R								ı	NΑ			NA		11/19/201
<u> </u>		From				2	6-1007 F	ifth St									
1008 Zehmer Ave	0.19	<b>40</b>	R			2/	6 1005 77	hird C+			1	NA I			NA		09/12/201
Diildi: C · ·			1				6-1005 TI	iniu St								-	
Dinwiddie County		From				US 1	Boydton	Plank Rd									
(1009) Westover Rd	0.65	260	R								l	NΑ			NA		09/12/201
		To	1			S	SCL McK	enney									
Town of McKennev		From	4			2	SCL McK	ennev									
(1009) Westover Dr	0.27	250	R									NA			NA		09/12/201
$\overline{}$		To				26	6-1005 Ti	hird St									

					I	IIIWIU	iule iviai	menan	CE AIE	a							
Route	Length	AADT	QA	4Tire	Bu	IS.	2Axle 3	_	-		$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From	1				26-1005	Third S	t								
(1009) Westover Dr	0.13	230	R				20 1003	7 Time 5				NA			NA		09/12/2014
$\bigcup$		To					26-1003	3 First St									
O		From	_				SCL M	cKenney									
(1010) Jack Zehmer Rd	0.25	60	R									NA			NA		09/12/2014
(1010) Jack Zehmer Rd	0.04	From					26-1012	Factory S	St			 NA			NA		09/12/2014
(1010) Jack Zenmer Rd	0.04	<b>40</b>	R				26-1003	3 First St				NA.			INA		09/12/2012
		From						d End									
(1011) Community St	0.05	90	R									NA			NA		11/19/2014
$\bigcup$		To				2	26-614 Su	ınnyside	Dr								
	0.40	From	Ļ			26-	-1010 Jac	k Zehme	r Rd						NIA		44/40/004
(1012) Factory St	0.10	60 To	R				Dead	d End				NA			NA		11/19/2014
		From					SR 40 D		d								
(1013) Johnson St	0.08	330	R				SK 40 D	oyic biv	u .			NA			NA		09/12/2014
$\bigcup$		To					26-1001	Bolling F	₹d								
		From					26-1001	Bolling F	₹d								
(1014) Denbigh St	0.08	120	R				ECL M	17				NA			NA		09/12/2014
		10	<u> </u>				ECL M	cKenney									
Dinwiddie County		From					ECL M	cKenney	,								
(1014) Denbigh St	0.31	70	R									NA			NA		12/10/2014
		To					Dead	d End									
Town of McKennev		From					Door	d End									
(1015) Bethel Rd	0.10	50	R				Dea	u Enu				NA			NA		04/12/201
		To				U	S 1 Boydt	ton Plank	c Rd								
Dinwiddie County																	
(1020) Seaboard Dr	0.08	130	R				26-644 1	Depot Ro	1			 NA			NA		06/08/2009
(1020) Seaboard Dr	0.00	To				2	6-1021 S	outhern A	Ave						INA		00/00/200
		From						d End									
(1021) Southern Ave	0.12	45	R									NA			NA		06/08/200
$\overline{}$		To From				2	26-1020 S	eaboard	Dr								
(1021) Southern Ave	0.09	70	R									NA			NA		06/08/2005
<u> </u>		To						d End									
(1039) Shannon Rd	0.30	90	<u> </u>				Dead	d End				 NA			NA		12/10/2014
(1039) Snannon Rd	0.30	9U To	R				26-611 W	ilkerson	Rd			NA.			INA		12/10/2014
		From					26-675 V										
(1040) Greenhead Dr	0.55	380	R									NA			NA		07/02/2014
		To				2	6-1042 W	oody Co	ourt								
O		From					Dead	d End									
(1041) Greenhead Ct	0.04	<b>30</b>	R				6-1040 G		l Da			NA			NA		12/10/2014
		From	<u> </u>						DI								
(1042) Woody Court	0.15	110	R				Dead	d End				NA			NA		12/10/2014
,		To					Dead	d End									
		From					26-604 H	Halifax R	.d								
(1101) Acorn Dr	0.30	70	R									NA			NA		06/08/2005
		To				2	26-606 Oa		Rd								
(1102) Jordan Heights Dr	0.46	400	R			—	Cul-c	le-Sac				 NA			NA		05/20/201
Jordan Heights Dr	0.40	400 To				TT:	S 1 Boydt	ton Plank	c Rd						INA		00/20/20 I
							20941	a auth									

					וווט	widdie	wame	enance <i>P</i>	irea							
Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tra		$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From														
(1103) Jordan Heights Lane	0.20	170	R				Cul-de-S	Sac			NA			NA		05/20/201
		To				26-1102	2 Jordan	Heights Dr								
O Dalara Da	0.04	From	_			26-	-1111 Ar	nne Rd						NIA		05/00/000
(1110) Dabney Dr	0.31	60	R								NA			NA		05/02/2005
(1110) Dabney Dr	0.21	140 From	R			26-1	113 Chai	rlotte Rd			NA			NA		05/02/2009
(1110) Dabney Dr	0.21	To				26-6	13 White	Oak Rd			— T			14/1		00/02/2000
		From				26-	1112 Gib	son Dr								
(1111) Anne Rd	0.16	60	R								NA			NA		05/02/200
<u> </u>		To					1110 Dat				1					
(1112) Gibson Dr	0.31	From	L			26-	-1111 Ar	nne Rd			 NA			NA		04/19/201
(1112) Gibson Dr	0.01	To				26.1	112.61	1 D.1						1471		04/10/201
(1112) Gibson Dr	0.13	100 From	R			26-1	113 Chai	riotte Ka			NA			NA		05/02/200
1112 0		To				26-6	13 White	Oak Rd								
		From				26-	1112 Gib	son Dr								
(1113) Charlotte Rd	0.16	40	R								NA			NA		05/02/2005
<u> </u>		To					1110 Dat									
(1120) Tanglewood Dr	0.25	470	R			26-11	22 North	wood Dr			 NA			NA		06/08/2009
(1120) Tanglewood Dr	0.23	470									INA			INA		00/00/2003
(1120) Tanglewood Dr	0.10	570 From	R			26-11	21 South	wood Dr			NA			NA		06/08/2009
(1120) Tanglewood Dr	0.10	370 To				26-613	3 Squirre	l Level Rd						INA		00/00/200
		From					Dead E				i					
(1121) Southwood Dr	0.14	110	R								NA			NA		06/08/200
$\bigcirc$		To				26-112	20 Tangl	ewood Dr								
<u> </u>	0.00	From				26-11	23 Circle	ewood Dr								00/00/000
(1122) Northwood Dr	0.08	310	R			26 11	20 Tonal	ewood Dr			NA			NA		06/08/2005
		From									_					
(1123) Circlewood Dr	0.46	300	R			20-11	.22 Noru	wood Dr			NA			NA		06/08/200
		To					Dead E	nd								
		From					Dead E	nd								
(1201) McKenney Ave	0.25	90	R								NA			NA		04/19/2011
		To					US 1; 26-									
	0.46	110	R			26-62	23 Suther	rland Rd			 NA			NA		10/02/2014
(1207)	0.40	To	<u> </u>				26-120	08						INA		10/02/2015
		From					Dead E									
(1208)	0.12	NA									NA			NA		
$\bigcirc$		To From					26-120	)7								
(1208)	0.27	NA									NA			NA		
$\overline{}$		To					Dead E	nd								
○ w	0.45	From	_				Cul-de-S	Sac								00/40/000
(1210) Waterford Dr	0.45	100	R			26.	-750 Oxf	ord Rd			NA			NA		06/13/2005
		From					Cul-de-S									
(1240) Wrenn Forest Dr	0.21	560	R				Cul-de-i	Juc			NA			NA		06/13/2005
		To				26	5-601 Riv	er Rd								
		From				26-124.	3 Canvas	back Court								
(1241) Swan Circle	0.15	80	R			42.11					NA			NA		06/13/2005
		To	<u> </u>					Forest Dr								
(1242) Pintail Lane	0.11	70	R			26-1243	3 Canvas	back Court			 NA			NA		06/13/2005
(1242) Pintail Lane	0.11	7 U				26-124	10 Wrenn	Forest Dr						INA		30/10/2000
-							,cim									

Route	Length	AADT	QA	4Tire	Bu	IS				ıck 1Tra			QC	K Factor	QK	Dir Facto	r A	AWDT	QW	Ye	ar
Dinwiddie County											11 2	Пап		racioi		racio	Į.				
(1242) Pintail Lane	0.23	270	R			26	6-1240	Wreni	n Fore	est Dr				NA				NA		05/27/	/2008
1242) 1	0.20	To				2	26-1240	6 Pheas	sant C	Court				I.						00/2//	
		From					(	Cul-de-	-Sac												
(1243) Canvasback Court	0.23	60	R					~	-					NA				NA		06/13/	2005
		From				_		Cul-de-													
(1244) Pintail Lane	0.08	100	R				26-12	42 Pin	itaii La	ane				NA				NA		05/27/	2008
1244		То					(	Cul-de-	-Sac												
		From					26-12	42 Pin	tail La	ane											
(1245) Teal Circle	0.06	80	R					2 1 1	0					NA				NA		12/10/	2014
		From				_		Cul-de-						<u> </u>							
(1246) Pheasant Court	0.22	270	R					Cul-de-	-Sac					NA				NA		12/10/	2014
(1240)		To	- · ·				26-12	42 Pin	tail I c	ne											
(1246) Pheasant Court	0.09	420 From	R				20-12	- <del></del>	itan L	inc				NA				NA		12/10/	2014
		То					(	Cul-de-	-Sac												
<u> </u>		From				_	SR	226 C	ox Ro	l				J.,							
(1301) Lee Blvd	0.23	590	R											NA				NA		05/16/	2005
(1301) Lee Blvd	0.10	From					26-	-1332 I	Hill St									NIA		0E/10/	/2005
(1301) Lee Blvd	0.18	200 To	R				1	Dead E	End					NA				NA		05/16/	2000
		From						306 Roa		St											
(1302) Dinwiddie Ave	0.10	120	R											NA				NA		05/18/	2005
$\bigcirc$		To					26-13	348 Pot	tomac	St				$\neg$ —							
(1302) Dinwiddie Ave	0.03	190	R											NA				NA		05/18/	2005
		To From					26-1	1309 Y	ork S	t											
(1302) Dinwiddie Ave	0.11	260	R											NA				NA		05/18/	2005
		То					US 1 B			k Rd											
(1303) Simmons Ave	0.37	From <b>240</b>	R				]	Dead E	End					NA				NA		04/12/	/2011
(1303) Simmons Ave	0.07	Z-TO	•••				ED	290 Fr	t D											0 1/ 1/2/	
(1303) Simmons Ave	0.03	2200 From	R				FK-	-290 FF	ont K	a				NA				NA		05/18/	2005
1.000		То				U	US 1 B	oydton	n Planl	k Rd											
		From					26-13	49 Wa	arwick	St											
Nottoway Ave	0.10	170	R											NA				NA		05/18/	2005
National Access	0.40	From					26-13	806 Roa	anoke	St				⇉				N1A		05/40/	/0005
(1304) Nottoway Ave	0.10	210	R											NA —				NA		05/18/	2005
(1304) Nottoway Ave	0.13	250 From	R				26-13	348 Pot	tomac	St				NA				NA		05/18/	/2005
1304) Notioway Ave	0.10	<b>230</b> To				τ	US 1 B	oydton	ı Planl	k Rd								INA		03/10/	2000
		From						Dead E													
(1305) Surry Ave	0.14	230	R											NA				NA		05/18/	2005
		To From					26-1	1350 Pa	agan S	St				$\neg$							
(1305) Surry Ave	0.19	340	R											NA				NA		05/18/	2005
		From					26-13	806 Roa	anoke	St				$\supset$							
(1305) Surry Ave	0.09	430	R											NA				NA		05/18/	2005
Curn. A.ca	0.11	From					26-13	348 Pot	tomac	St								NIA		0E/10/	/2005
(1305) Surry Ave	0.11	530 To	R				US 1 B	ovdton	ı Planl	k Rd				NA				NA		05/18/	∠005
		From						305 Su						<u> </u>					_		
(1306) Roanoke St	0.04	110	R				20-1.	- 02 Bu	/1					NA				NA		05/18/	2005
$\bigcirc$		To				20	6-1308	3 Greer	nsville	Ave											

Route	Length	AADT	QA 4Tire		Truck 3+Axle 1Tra		QC _	K	()K	Dir A	AWDT	QW	Year
Dinwiddie County						II ZIrali	F:	actor	Fa	ctor			
(1306) Roanoke St	0.04	140	R	26-1308 G	reensville Ave			J NA			NA		05/18/2005
(1000)		Te		26-1307 B	runswick Ave			1					
(1306) Roanoke St	0.04	130 From	R	20 1307 B	runswick 71vc			NA			NA		05/18/2005
<u> </u>		Te Fron		26-1304 N	ottoway Ave			}					
(1306) Roanoke St	0.04	100	R					NA			NA		05/18/2005
		10			inwiddie Ave								
(1307) Brunswick Ave	0.10	210	R	26-1349	Warwick St			NA			NA		05/18/200
(1307) Brunswick Ave	0.10	280 From	R	26-1306	Roanoke St			]—— NA			NA		05/18/2005
$\bigcirc$		To Prom		26-1348	Potomac St			<b>]</b>					
(1307) Brunswick Ave	0.12	330	R					NA			NA		05/18/2005
		To		US 1 Boyo	lton Plank Rd								
(1308) Greensville Ave	0.13	70	R	Dea	d End			J NA			NA		04/12/201
(1308) Greensville Ave	0.10	70		26 125	D 0:			1			INA		04/12/2011
(1308) Greensville Ave	0.09	370 From	R	26-1350	) Pagan St			NA			NA		04/12/2011
(1308) Gire Gire Gire Gire Gire Gire Gire Gire		T. C		26 1340	Warwick St								
(1308) Greensville Ave	0.10	510 From	R	20-1349	warwick St			NA			NA		04/12/2011
		Te		26-1306	Roanoke St			1					
(1308) Greensville Ave	0.09	550	R					NA			NA		04/12/201
$\bigcup$		From		26-1348	Potomac St			<b>—</b>					
(1308) Greensville Ave	0.12	630	R					NA			NA		04/12/201
		Tr		US 1 Boyo	lton Plank Rd								
Vork Ct	0.10	From		26-1302 D	inwiddie Ave			] NA			NIA		04/10/001
(1309) York St	0.10	<b>50</b>	R	Dea	nd End			NA T			NA		04/12/2011
		From			id End			l					
(1310) Rockdale Rd	0.10	90	R	Dec	id End			NA			NA		04/18/2011
		T _C		SR 22	6 Cox Rd			<b> </b>					
(1310) Cedar Hart Rd	0.11	2000 From	R					NA			NA		04/18/201
$\overline{}$		T _e From		26-1311	Grant Ave			}					
(1310) Cedar Hart Rd	0.10	1800	R					NA			NA		04/18/2011
		To			Ferndale Rd								
(1311) Grant Ave	0.31	310	R	Dea	nd End			J NA			NA		05/16/2005
(1311) Grant Ave	0.51	310	n					1 1			INA		05/10/2000
(1311) Grant Ave	0.10	330 From	R	26-1310 I	Rockdale Rd			NA NA			NA		04/18/2011
(1311) Grant Ave	0.10	To		Dea	nd End			]			14/1		04/10/2011
		From		26-1313	Franklin St								
(1312) Sunset Dr	0.12	1000	R					NA			NA		05/16/2005
<u> </u>		To		SR 22	6 Cox Rd								
Crantilla Ct	0.00	From		26-1312	Sunset Dr						NIA		05/40/000
1313 Franklin St	0.22	1000 Tr	R	US 1 Boyo	Iton Plank Rd			NA 1			NA		05/16/2005
		From			nd End			1					
(1314) Glendale Ave	0.03	20	R	Da				NA			NA		05/23/2005
$\overline{\bigcirc}$				26-1317 N	Ieadow Lane			1					
(1314) Glendale Ave	0.12	140 From	R					NA			NA		05/23/2005
$\overline{}$		To From		26-1318	Callear Rd			<b>—</b>					
(1314) Glendale Ave	0.10	170	R					NA			NA		05/23/2005
$\overline{}$		To		26-1315 I	Oel Keith Rd								

					Din	widdie Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2T	$\circ$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County							·uii	1 40101		1 40101			
(1314) Glendale Ave	0.06	220	L			26-1315 Del Keith Rd		NA			NA		05/23/2009
(1314) 6.101.001.0		Te	1			SR 226 Cox Rd							
$\sim$		From				26-603 Sterling Rd							
1315 Del Keith Rd	0.06	70	R					NA			NA		05/23/2005
Dol Koith Dd	0.11	From				26-1316 Meridan Ave		NA			NA		05/22/2005
Del Keith Rd	0.11	<b>80</b>	R			26-1314 Glendale Ave					INA		05/23/200
		From	4			26-1317 Meadow Lane							
(1316) Meridan Ave	0.07	50	R					NA			NA		05/23/200
<u> </u>		T. From				26-1319 Short St							
(1316) Meridan Ave	0.06	170	R					NA			NA		05/23/200
<u> </u>		From				26-1318 Callear Rd		<u> </u>					0.7 /0.0 /0.00
(1316) Meridan Ave	0.10	<b>80</b>	R			26-1315 Del Keith Rd		NA			NA		05/23/200
		From	-			26-1316 Meridan Ave							
(1317) Meadow Lane	0.07	70	R			20-1310 Meridan Ave		NA			NA		05/23/200
		To				26-1314 Glendale Ave							
O 0 11 5 1		From				26-1316 Meridan Ave		<u> </u>					0.5 /0.0 /0.00
(1318) Callear Rd	0.13	100	R			26-1314 Glendale Ave		NA			NA		05/23/200
		From	1			26-603 Sterling Rd							
(1319) Short St	0.06	180	R			20-005 Sterning Ru		NA			NA		05/23/200
		Te				26-1316 Meridan Ave							
$\bigcirc$		From				26-1362 Oak St							
(1320) Ritchie Ave	0.09	200	R					NA ——			NA		05/23/2005
Ditable Ave	0.10	From	<u> </u>			26-1363 Cross St					NIA		05/00/000
(1320) Ritchie Ave	0.13	190	R	ī	IS 1 Box	vdton Plank Rd; SR 142 Simpson Ro	1	NA			NA		05/23/200
		From	4	•	35 T B0)	Dead End		1					
(1321) Ashley Lane	0.18	190	R			Doud Lind		NA			NA		05/16/200
<u> </u>		To	ď			26-601 River Rd							
O	0.14	From	<u> </u>			Dead End							05/00/000
(1322) Harwell Dr	0.14	<b>290</b>	R			US 1 Boydton Plank Rd		NA			NA		05/23/200
		From				26-600 Ferndale Rd		1					
(1323) West Dr	0.40	390	R			20 000 Terridate Pd		NA			NA		05/16/2005
		To				Dead End							
O =		From				26-1363 Cross St		<u> </u>					25/22/222
1324 Ford Ave	0.15	1200	R			US 1 Boyton Plank Rd		NA			NA		05/23/2005
		From	1			Cul-de-Sac							
(1325) Creek Ave	0.21	220	R			cur de bue		NA			NA		05/23/2005
		To From				26-1326 Mt Pleasant St							
(1325) Creek Ave	0.06	290	R					NA			NA		05/23/2005
		Te				SR 226 Cox Rd							
(1326) Mt Pleasant St	0.01	From	Ļ			26-1325 Creek Ave		NIA			NA		05/22/2001
(1326) Mt Pleasant St	0.21	60 To	R			26-1327 Cedar Lane		NA T			NA		05/23/2005
		From	1			26-1326 Mt Pleasant St							
(1327) Cedar Lane	0.05	130	R					NA			NA		05/23/200
$\overline{}$		To				SR 226 Cox Rd							
Discount Dd	0.40	From	_			Dead End					N.I.A.		05/40/000
(1328) Pinecroft Rd	0.10	<b>70</b>	R			26-1329 Brooksdale Rd		NA			NA		05/16/2005
		•				20-1327 D100KSUAIC KU							

Pourto	Longth	AADT	04	/Ti	Dua	Truck		QC	K	OK	Dir	Λ Λ \Λ/D.Τ.	OW	Voc
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Dinwiddie County		From	1			26-1329 Brooksdale Rd								
(1328) Pinecroft Rd	0.12	200	R						NA			NA		05/16/2005
<u> </u>	0.07	From	⊏			26-1330 Balsam Lane			$\supset$					05/40/0005
(1328) Pinecroft Rd	0.07	390 To	R			26-600 Ferndale Rd			NA			NA		05/16/2005
		From	1			26-1330 Balsam Lane								
(1329) Brooksdale Rd	0.06	180	R			20 1330 Buisain Bane			NA			NA		05/16/2005
<u> </u>		To	ď			26-1328 Pinecroft Rd								
O Balance I ama	0.47	From				26-1329 Brooksdale Rd						NIA		05/40/000
(1330) Balsam Lane	0.17	190 To	R			26-1328 Pinecroft Rd			NA			NA		05/16/200
		From	4			26-1325 Creek Ave								
(1331) Creek Circle	0.03	40	R			20 1323 01000.1110			NA			NA		06/13/200
<u> </u>		To	4			Cul-de-Sac								
O 1 1111 O 1		From	<u> </u>			26-1301 Lee Blvd								.=
(1332) Hill St	0.05	190	R			Dead End			NA			NA		05/16/2005
		From	4			26-600 Ferndale Rd								
(1333) Ferndale Circle	0.54	300	R			20-000 Perilidate Ku			NA			NA		05/16/2009
		To				26-600 Ferndale Rd								
		From				Dead End								
(1334) Floyd Ave	0.12	40	R						NA			NA		05/23/2009
<u> </u>		From				26-1336 Forest Ave			<u> </u>					25/22/22
1334 Floyd Ave	0.22	530	R			FR-290; 26-1335			NA			NA		05/23/2005
		From				0.19 MS FR-290								
(1335) Church Rd	0.19	280	R			0.19 WIST R-290			NA			NA		05/23/2005
		To	-			FR-290; 26-1334								
(1335) Church Rd	0.08	<b>20</b> From	R						NA			NA		05/23/2005
		To				Dead End								
○ F	0.00	From	<u> </u>			26-1334 Floyd Ave								05/00/000
(1336) Forest Ave	0.30	410	R			Cul-de-Sac			NA			NA		05/23/200
		From	1			Dead End			İ					
(1337) James Ave	0.12	80	R			Dead End			NA			NA		05/23/2005
		To				26-1336 Forest Ave								
O		From	<u> </u>			26-1335 Church Rd								
(1338) Shadyside Dr	0.20	160	R			Cul-de-Sac			NA			NA		05/23/2005
		From							1					
(1339) Creek Lane	0.45	50	R			26-1325 Creek Ave			NA			NA		05/23/2005
(1003)		To				Cul-de-Sac								
		From				SR 226 Cox Rd								
(1340) Fairway Lane	0.15	60	R						NA			NA		10/02/2014
<u> </u>		From				26-1341 Driver Rd			$\Box$					
(1340) Fairway Lane	0.09	270	R						NA			NA		04/18/2011
	0.10	From	<u> </u>			26-1342 Wedgewood Rd						NIA.		04/40/22:
(1340) Fairway Lane	0.12	80 To	R			Dead End			NA			NA		04/18/2011
		From	1			26-1343 Greenway Rd			<u> </u>					
(1341) Driver Rd	0.17	150	R			20-1343 Gicellway Ku			NA			NA		05/18/200
		To				26-1340 Fairway Lane								
		From				26-1343 Greenway Rd								
(1342) Wedgewood Rd	0.20	110	R						NA			NA		05/18/2005
$\smile$		To	1			26-1340 Fairway Lane								

Route	Length	AADT	QA	4Tire	Bus	:		Truck Axle 1Tr		വ	, K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		P	1						απ <b>Σ</b> ΤΤ	an	1 actor		1 actor			
(1343) Greenway Rd	0.09	100	R			26-	-1341 Dri	iver Rd			 NA			NA		05/18/2005
1343) 55		To				26-13-	42 Wedge	ewood Rd								
		From				S	SR 226 Co	ox Rd								
(1344) Orchard Rd	0.09	320	R								NA			NA		05/16/2005
0 0 1 171		From				26-	1345 Stev	ven Ave			<u> </u>					.=
(1344) Orchard Rd	0.09	270 To	R			26	1346 Way	uma Avia			NA			NA		05/16/2005
		From				20-	Dead E									
(1345) Steven Ave	0.06	40	R				Dead L	ли			NA			NA		05/18/2005
		To				26-	1344 Orc	hard Rd								
(1345) Steven Ave	0.04	40 From	R								NA			NA		05/18/2005
<u> </u>		То					Dead E	End								
<u> </u>		From					Dead E	End								.=
(1346) Wayne Ave	0.07	30	R								NA			NA		05/18/2005
Mayna Aya	0.04	From				26-1	1344 Orc	hard Rd						NIA		05/10/0005
(1346) Wayne Ave	0.04	210	R								NA			NA		05/18/2005
(1346) Wayne Ave	0.01	47 From	D			26-	1347 Orc	hard Dr			NA			NA		05/18/2005
(1346) Wayne Ave	0.01	<b>47</b>	R				Dead E	End						INA		03/10/2003
		From					Dead E				i					
(1347) Orchard Dr	0.17	130	R								NA			NA		05/18/2005
		To				26-1	1346 Way	yne Ave								
O = -		From				26-	-1305 Su	rry Ave								
(1348) Potomac St	0.04	120	R								NA ——			NA		05/23/2005
O Patawa 201	0.04	From	_			26-13	08 Green	sville Ave			$\rightarrow$			NIA		05/00/0005
(1348) Potomac St	0.04	150	R								NA ——			NA		05/23/2005
(1348) Potomac St	0.04	From				26-13	307 Bruns	swick Ave						NA		05/00/0005
Potomac St	0.04	130	R								NA			INA		05/23/2005
(1348) Potomac St	0.04	120 From	R			26-13	304 Notto	oway Ave			NA			NA		05/23/2005
(1348) Potomac St	0.04	To				26-13	302 Dinw	iddie Ave						14/1		00/20/2000
		From				26-13	08 Green	sville Ave								
(1349) Warwick St	0.04	130	R								NA			NA		05/18/2005
		To From				26-13	307 Bruns	swick Ave								
(1349) Warwick St	0.04	80	R								NA			NA		05/18/2005
<u> </u>		То						oway Ave								
Pagan St	0.04	From				26-	-1305 Sur	rry Ave			 NA			NA		05/10/2005
(1350) Pagan St	0.04	50 To	R			26-13	08 Green	sville Ave						INA		05/18/2005
		From					6-601 Riv									
(1352) Elsie Dr	0.19	280	R				0 001 111	ver rea			NA			NA		04/18/2011
$\overline{}$		To				26	6-1354 M	ark Dr			<u> </u>					
(1352) Elsie Dr	0.10	130	R								NA			NA		04/18/2011
$\bigcirc$		То					Cul-de-S	Sac								
O 0 5		From				26	6-601 Riv	ver Rd								05/46/201
(1353) Susie Dr	0.19	280	R								NA ——			NA		05/16/2005
Cucio Dr	0.10	From				26	6-1354 M	ark Dr						NI A		05/46/0005
(1353) Susie Dr	0.10	100 To	R				Cul-de-S	Sac			NA			NA		05/16/2005
		From				24	6-1352 El				-					
(1354) Mark Dr	0.08	60	R			20	<i>0</i> −1334 El	DI DI			NA			NA		05/16/2005
		To				26	6-1353 Su	isie Dr								

				Dirividale Maintenan	oc moa			
Route	Length	AADT	QA 4T	re Bus 2Axle 3+Axle	(.)(.)	ΩK	AAWDT QW	Year
Dinwiddie County		Fron						
(1354) Mark Dr	0.12	70	R	26-1353 Susie Dr	NA	A	NA	09/16/2014
1.007		т.		26-1390 Jackie D				
(1354) Mark Dr	0.07	60 From	R	20 13/0 vacate D	NA	Ą	NA	11/19/2014
		T		Dead End				
O		From		26-601 E, River R				
(1355) E Autumn Dr	0.18	570	R		NA	Ą	NA	09/16/2014
O F Astrono Do	0.07	Fron		26-1356 Sparrow Co			NIA.	05/40/0005
(1355) E Autumn Dr	0.07	190	R		NA	4	NA	05/16/2005
(1355) E Autumn Dr	0.10	140 From	В	26-1367 Iris Circle	e P	\	NA	05/16/2005
(1355) E Autumn Dr	0.10	140	R			1	INA	03/10/2003
(1355) W Autumn Dr	0.28	250 From	R	26-1368 Woods Co	urt NA	\	NA	05/23/2005
(1355) W Autumn Dr	0.20	230	n			`	INA	03/23/2003
(1355) W Autumn Dr	0.13	400 From	R	26-1369 Westbriar L	ane NA	1	NA	04/18/2011
(1355) W Autumn Dr	0.13	400 Te	n	26-601 W, River R		`	INA	04/10/2011
		Fron		Dead End				
(1356) Sparrow Court	0.09	70	R		N.A	Ą	NA	12/10/2014
$\bigcup$		т.		26-1355, E Autumn	Dr			
(1356) Sparrow Court	0.06	80 From	R		NA	Ą	NA	12/10/2014
$\bigcup$		T		Dead End				
		Fron		26-1358 Mansfield	Dr			
(1357) Bancroft Dr	0.26	160	R		NA	4	NA	09/16/2014
<u> </u>		Fron		26-1360 Ffieldshire I 26-1360 Fieldshire L				
(1357) Bancroft Dr	0.13	270	R	20 1300 Fickishire E	NA NA	4	NA	09/16/2014
		т		26-1359 Gaydell D	)r			
(1357) Bancroft Dr	0.08	710 From	R	20 1337 Guyden E	NA NA	A	NA	09/16/2014
		Te		26-601 River Rd				
		Fron		Dead End				
(1358) Mansfield Dr	0.03	20	R		NA.	4	NA	12/10/2014
<u> </u>		Fron		26-1357 Bancroft I				
(1358) Mansfield Dr	0.07	300	R		N/	4	NA	09/16/2014
		Fron		26-1360 Gap 26-1359 Gap				
(1358) Mansfield Dr	0.08	750	R		N.A	Ą	NA	09/16/2014
		T		26-601 River Rd				
		Fron		Dead End				
(1359) Gaydell Dr	0.04	20	R		NA.	Ą	NA	05/16/2005
<u> </u>		Fron		26-1364 Keithwood				
(1359) Gaydell Dr	0.10	450	R		NA	Ą	NA	05/16/2005
<u> </u>		Fron		26-1357 Bancroft I				
(1359) Gaydell Dr	0.29	360	R		NA.	4	NA	09/16/2014
<u> </u>		Fron		26-1358 Mansfield				
(1359) Gaydell Dr	0.22	300	R		NA.	4	NA	09/16/2014
<u> </u>		From	_	26-1387 Beth Lan				
(1359) Gaydell Dr	0.10	460	R	26 1205 M-TI	NA Dr.	4	NA	09/16/2014
		Fron		26-1385 McIlwaine				
(1360) Fieldshire Lane	0.23	190	R	26-1357 Bancroft I	Or NA	1	NA	09/16/2014
(1360) Fieldshire Lane	0.20	190 Te		26-1358 Mansfield		•	1 1/1	00/10/2014
		Fron		26-1366 Walking Landin				
(1361) Walking Landing Dr	0.14	540	R		NA NA	A	NA	10/02/2014
$\overline{}$		Te		SR 226 Cox Rd				

						שוווע	vidu	iie ivi	iainii	ena	ince A	iiea											
Route	Length	AADT	QA	4Tire	E	Bus					uck 1Tra		- (	QC	K Facto	Q k	<i>(</i>	Dir actor	A/	AWDT	QV	/	Year
Dinwiddie County		From																					
(1362) Oak St	0.12	230	R				2	26-603	3 Ster	ling	Rd				 NA					NA		0.5	5/23/200
1362) Gait Gt	0.12	To					26	6-1320	0 Rito	chie .	Ave												7/20/200
		From					26	6-1320	0 Rito	chie .	Ave	_											
(1363) Cross St	0.08	70	R												NA					NA		05	5/23/200
<u> </u>		To					2	26-132			ve												
(1364) Keithwood Dr	0.07	Prom						De	ead E	∃nd					 NA					NA		0.5	:/1 <i>E/</i> 200
(1364) Keithwood Dr	0.07	30	R												INA					INA		00	5/16/200
(1364) Keithwood Dr	0.21	320 From	R				26	5-1365	i Tim	pan I	Lane		 		 NA					NA		ΩF	5/16/200
Keithwood Dr	0.21	<b>320</b>	- 11				2	6-1359	i9 Ga	vdell	l Dr				$\exists$					14/3		00	7 10/200
		From			_	_		-1364				_			i		_					_	
1365) Timpan Lane	0.11	140	R												NA					NA		05	5/16/200
		To						Cu	ul-de-S	Sac													
		From						De	ead E	End													
(1366) Walking Landing Court	0.46	510	R												NA					NA		12	2/10/201
		To			=	_	_		ead E			_					_					_	
(1367) Iris Circle	0.04	30	R		—		26-	-1355,	, E A	utum	ın Dr				 NA					NA		ΩF	5/16/200
1367) 1113 Officie	0.04	To	n					Cu	ıl-de-S	-Sac										INA		00	0/10/200
		From			_	_	=		ul-de-S			=					_					_	
1368) Woods Court	0.05	40	R						ir de i	Bue					NA					NA		05	5/16/200
		To					26-	1355,	W A	Autur	nn Dr												
		From						Cu	ul-de-S	Sac													
(1369) Westbriar Lane	0.34	310	R												NA					NA		12	2/10/201
<u> </u>		To From					26-	-1355,	, W A	Autun	nn Dr				$\exists$ $\vdash$								
(1369) Westbriar Lane	0.04	30	R												NA					NA		05	5/16/200
		To						Cu	ul-de-S	Sac													
O Dall Ot	0.10	From	_				2	26-137	/1 Ha	ızel A	Ave									NIA		0.	- /00 /000
1370 Bell St	0.16	<b>50</b>	R				2	6-672	Was	hlav	Pd				NA					NA		US	5/23/200
		From									Ku				_		_					_	
1371) Hazel Ave	0.18	90	R					Cu	ul-de-S	Sac					NA					NA		12	2/10/201
13/1)		To						26-13	270 E	D all 6	24												
1371) Hazel Ave	0.07	130 From	R					20-13	3/U B	sen s	) L				NA					NA		10	)/02/201
1371)		To					20	6-672	Wea	ıkley	Rd												
		From						1 Boy															
1372) A P Hill Dr	0.09	570	R												NA					NA		10	0/02/201
<u> </u>		To					26-1	.373 S	entry	/ Hill	l Court												
		From					26	6-1372	2 Beg	gin L	оор												
1373 Sentry Hill Court	0.44	450	R												NA					NA		10	)/02/201
		From			_	_	_		nd Lo			_					_					_	
	0.06	70	R					Cu	ul-de-S	Sac					NA					NA		15	2/10/201
1374	0.00		•••					- 120												14/3		12	-/ 10/201
	0.05	60 From	R				26	6-1382	2 Seq	luoia	Rd				NA					NA		15	2/10/201
1374	0.00	To						Cu	ul-de-S	Sac					$\dashv$					. 1/7		12	., 10/201
		From			_		20	6-1382			Rd				i								
1375) Sequoia Court	0.13	120	R							12214					NA					NA		05	5/23/200
$\bigcup$		To			_	_	_	Cu	ul-de-S	Sac		_											
		From			_			Cu	ul-de-S	Sac													
1376 Sierra Rd	0.07	60	R												NA					NA		05	5/23/200
		To			_	_	26	6-138			ı Dr	_			<u> </u>		_				_	_	
Vacamita Dal	0.07	From						Cu	ul-de-S	Sac										NIA		4.0	0/10/004
(1377) Yosemite Rd	0.07	<b>70</b>	R		—		2.	6-1381	1 Ch	ecdi-	Dr.	—			NA					NA		12	2/10/201
		-			—			J-130.	ı CHE	couiil	ועו												

Route	Length	AADT	QA	4Tire	Bus			Гruck le 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From													
1378) Woodstream Court	0.11	120	R				Cul-de-Sa	c		NA			NA		12/10/201
1378) 1735461134111 33411	<b>0</b>	To				26-1379 V	Woodstre	am Court							/ . 0 / _ 0 .
		From				26-1380	Woodsti	ream Dr		Ī					
(1379) Woodstream Court	0.24	180	R							NA			NA		09/16/201
$\bigcirc$		То			26	-1393 Bri	ckwood l	Meadow Dr							
<u> </u>		From				I	Dead End	l		J.,					
(1380) Woodstream Dr	0.31	680	R							NA			NA		05/18/200
<u> </u>		From				SR	226 Cox	Rd		J					05/10/00
1380 Woodstream Dr	0.53	150	R				D 1 E 1	1		NA			NA		05/18/200
		From	l				Dead End								
1381) Chesdin Dr	0.43	590	R			1	Dead End	Į.		NA			NA		05/23/200
Chesdin Dr	0.40	To				SR	226 Cox	Rd		Τ΄.			1471		00/20/200
		From					26-1374			i					
1382) Sequoia Rd	0.31	200	R				20 1071			NA			NA		09/16/201
		То				26-13	81 Chesd	lin Dr							
		From				26-13	82 Sequo	ia Rd							
1383) Olympic Lane	0.08	110	R							NA			NA		12/10/20
<u> </u>		То				C	Cul-de-Sa	С							
O v. II		From				26-13	82 Sequo	ia Rd		J					22/12/22
Yellowstone Dr	0.15	640 To	R			CD /	226; 26-1	294		NA			NA		09/16/20
		From													
1385) McIlwaine Dr	0.30	320	R			1	Dead End	l		NA			NA		12/10/20
McIlwaine Dr	0.00	320											IVA		12/10/20
1385) McIlwaine Dr	0.13	1000	R			26-138	86 Raymo	ond Rd		NA			NA		09/16/201
McIlwaine Dr	0.15	1000											INA		03/10/20
1385) McIlwaine Dr	0.11	1500	R			26-13	59 Gayde	ell Dr		NA			NA		09/16/20
McIlwaine Dr	0.11	1 <b>300</b>	<u> </u>			26-6	601 River	·Rd					INA		09/10/20
		From					Cul-de-Sa								
1386) Raymond Rd	0.17	110	R				ui-uc-sa	<u> </u>		NA			NA		12/10/20
1000)		To				26-139	99 Tower	Court							
		From				26-138	36 Raymo	ond Rd							
1387) Beth Lane	0.12	130	R							NA			NA		09/16/20
		То				26-13	59 Gayde	ell Dr							
		From			,	I	Dead End	l							
1388) Gloria Dr	0.03	10	R							NA			NA		05/16/20
<u> </u>		To From				26-1	1389 Paul	l Dr							
1388) Gloria Dr	0.07	180	R							NA			NA		05/16/200
<u> </u>		То					5 McIlwa								
O B 1 B	0.40	From	<u> </u>			26-13	388 Glori	a Dr		٠,,					0.4/4.0/00
1389 Paul Dr	0.10	120 To	R				Cul-de-Sa	2		NA			NA		04/12/20
		From	!												
1390) Jackie Dr	0.09	470	R			26-6	601 River	· Ka		NA			NA		09/16/20
Jackie Dr	0.00	7.0				26.12	01.7	G t		\ -			14/1		30,10/20
Jackie Dr	0.10	410 From	R			26-139	91 James	Court		NA			NA		09/16/20
1390) Dackie Di	0.10	710								איו			INA		09/10/20
Lookio Dr	0.00	From	<u> </u>			26-1	354 Marl	k Dr					NIA		00/16/00:
1390 Jackie Dr	80.0	200	R							NA 			NA		09/16/201
O Jackie Di	0.00	From				26-139	2 Donnie	Court	 				NI A		10/10/20
Jackie Dr	0.06									NΑ			NA		12/10/201
Jackie Dr	0.06	80 To	R			C	Cul-de-Sa	С		NA 			NA		12

							iddic i	viairit	manoc	mou								
Route	Length	AADT	QA	4Tire	В	Bus			-Truck		QC	K Factor	QK	Dir Factor	r A	AWDT	QW	Year
Dinwiddie County		From	1					Cul-de-S	Pac.									
(1391) James Court	0.06	80	R					Jui-uc-s	sac			NA				NA		12/10/2014
		Te					26-1	390 Jac	kie Dr									
<u> </u>		From			_	_	(	Cul-de-S	Sac			J.						
(1392) Donnie Court	0.06	<b>70</b>	R				26.1	200 1	Li. D.			NA				NA		12/10/2014
		From			_	_		390 Jac										
(1393) Brickwood Meadow D	r 0.19	440	L				SK	226 Co	ox Ra			NA				NA		09/16/2014
(1393)		To				26-13	95 Bric	kwood	Meadow	Lane								
		From						Cul-de-S	Sac									
(1394) Brickwood Meadow T	erra <b>0</b> e05	48	R									NA				NA		12/10/2014
		To			_	26-1	393 Bri	ickwood	d Meado	w Dr								
(1395) Brickwood Meadow L	ono 0 25	From	ᄂ			2	26-1380	) Wood:	stream D	r		NA				NA		12/10/2017
(1395) Brickwood Meadow L	ane 0.33	310 To	R		—	—		Cul-de-S	Sac							INA		12/10/2014
		From						Cul-de-S										
(1396) Brickwood Meadow C	ourt0.15	130	R					Jui-uc-k	Jac			NA				NA		12/10/2014
		To				26-13	95 Bric	kwood	Meadow	Lane								
		From					J	Dead E	nd									
(1397) Woodstream Place	0.05	47	R									NA				NA		05/25/2005
$\overline{}$		To				2	26-1380	) Wood:	stream D	r								
<u> </u>		Fron	L				]	Dead E	nd									
(1398) Woodstream Circle	0.06	50	R			<del></del>	26 1206	XX7 1				NA NA				NA		05/25/2005
			<u> </u>						stream D	r								
(1399) Tower Court	0.09	90	L					Cul-de-S	Sac			NA				NA		12/10/2017
(1399) Tower Court	0.09	90										INA				INA		12/10/2014
(1399) Tower Court	0.19	160	R				26-138	36 Rayn	nond Rd			NA				NA		05/20/2011
(1399) Tower Court	0.19	To	<u> </u>					Cul-de-S	Sac							INA		03/20/2011
		From						Dead E				Ì						
(1401) Springcreek Rd	0.41	60	R					Dead E	iiu			NA				NA		12/10/2014
1 0		To				_	US 1 B	oydton	Plank Ro	i								
		From				U	JS 1 S,	Boydto	n Plank F	Rd								
(1402) Main St	0.10	200	R									NA				NA		05/25/2005
		To From					26-619	Courth	ouse Rd			$\neg$ —						
(1402) Sycamore Dr	0.15	260	R									NA				NA		05/25/2005
$\bigcirc$		To				U	S 1 N,	Boydto	n Plank I	Rd								
$\bigcirc$		From					26-7	03 Cars	on Rd									
(1403)	0.11	20	R					D 1F	1			NA				NA		06/13/2005
		To				_		Dead E										
(1404) Rowanty Lane	0.06	60	R				26-619	Courth	ouse Rd			NA				NA		04/12/2011
(1404) Rowanty Lane	0.00	To					1	Dead E	nd							INA		04/12/2011
		From							nouse Rd			Ì						
(1405) Lakewood Dr	0.20	220	R				20-027	Court	iouse Ru			NA				NA		05/02/2005
		To					26-140	)6 Stone	ewall Dr			<u> </u>						
(1405) Lakewood Dr	0.16	60 From	R				20-140	, o otolic	o wan Di			NA				NA		05/02/2005
		Te						Dead E	nd									
		From					26-140	5 Lake	wood Dr									
(1406) Stonewall Dr	0.43	150	R									NA				NA		05/02/2005
$\bigcirc$		To					(	Cul-de-S	Sac									
<u> </u>		From			_	_		Dead E	nd									
(1407) Bonneville Lane	0.50	180	R				26		_			NA				NA		05/02/2005
		To	<u> </u>				26-627	Courth	ouse Rd									

					Dir	nwidale Main	tenance Area							
Route	Length	AADT	QA	4Tire	Bus	:	Truck -Axle 1Trail 2 ⁻	OC:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	4			Cul-de	Sac							
(1408)	0.05	80	R			Cul-uc	-540		NA			NA		12/10/201
		To	1			26-1369 Wes	stbriar Lane							
$\bigcirc$		From				26-626 Fla	ntfoot Rd							
1410 Allen Rd	80.0	540	R						NA			NA		05/25/200
O 411 - 51		From	_			26-1411 Dor	othy Circle		<u> </u>					05/05/000
1410 Allen Rd	0.06	480	R						NA			NA		05/25/200
Allera Del	0.11	From	Ļ			26-1412 Fr	rances Dr		NA			NA		05/05/000
1410 Allen Rd	0.11	320	R						INA			NA		05/25/200
1410 Allen Rd	0.07	From Prom	L			26-1413 S,	Albert St		<del>_</del> NA			NA		05/25/200
1410) Allen Hu	0.07	00	R						- INA			INA		03/23/200
1410) Allen Rd	0.05	From	R			26-1413 N,	Albert St		NA			NA		05/25/200
1410) Allen Hu	0.05	To	<u> </u>			Dead	End					INA		03/23/200
		From	4			Cul-de								
1411) Dorothy Circle	0.12	60	R			Cui uc	, suc		NA			NA		05/25/200
		To				26-1410 A	Allen Rd							
		From				26-1410 A	Allen Rd							
(1412) Frances Dr	0.12	70	R						NA			NA		05/25/200
<u> </u>		To				Dead								
Albant Ct	0.00	From				26-1410 S,	Allen Rd					NIA		05/05/000
1413 Albert St	0.28	110	R			26-1410 N,	Allen Rd		NA			NA		05/25/200
		From	d			Dead								
1414) Bishop St	0.16	140	R			Dead	Elid		NA			NA		05/25/200
		To				26-1415 Ra	ninhaw Ct							
1414 Bishop St	0.13	100 From	R			20-1413 Ka	anibow St		NA			NA		05/25/200
'		To				26-619 Cour	rthouse Rd							
		From				26-1414 B	Bishop St							
1415) Rainbow St	0.12	20	R						NA			NA		05/25/200
<u> </u>		To	1			Dead								
O D' D D.	0.45	From				26-601 R	iver Rd					NIA		00/40/000
1420 River Run Dr	0.15	950 To	R			26-1423 Pla	ntation Dr		NA			NA		06/13/200
		From				~	~							
1421) Lake Dr	0.27	110	R			Cul-de	Sac		NA			NA		06/13/200
1421)	-	To				Cul-de	-Sac							
		From				26-1421 I	Lake Dr							
1422) Plantation Place	0.04	40	R						NA			NA		06/13/200
$\overline{}$		To	1			Cul-de	e-Sac							
		From	<u> </u>			Dead	End		<u> </u>					
1423 Plantation Dr	0.22	<b>80</b>	R			Dead	End		NA			NA		06/13/200
		From	1											
1424 Plantation Court	0.05	50	R			Cul-de	e-Sac		NA			NA		06/13/200
1424) Flamation Sourt	0.00	To				26-1423 Pla	ntation Dr		<b>–</b> "`					00/10/200
		From	1			26-1354 N		•						
1425) Mark Dr	0.05	110	R						NA			NA		06/13/200
$\bigcup$		To				26-1423 Pla	ntation Dr							
		From				Cul-de	:-Sac							
(1430) Sons Way	0.15	110	R						NA			NA		12/10/201
		To				26-1382 Se								
Pryona Cirala	0.04	From	ليــا			26-1430 S	ons Way					NIA		10/10/001
(1431) Bryans Circle	0.04	<b>30</b>	R			Cul-de	-Sac		NA			NA		12/10/201
						Cui-de	sac							

					וווט	iwiddie Mainter	lance Area							
Route	Length	AADT	QA	4Tire	Bus		Truckkle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				C-1 1- C-								
(1432) Kyles Court	0.03	40	R			Cul-de-Sa	<u>c</u>		NA			NA		12/10/201
1432) 119100 00011		Te				26-1430 Sons	Way							,
		From				26-1442 Gilman	r Court							
(1441) Drew Lane	0.07	170	R						NA			NA		05/20/201
<u> </u>		To				26-1336 Fores	t Ave							
(1442) Gilmar Court	0.11	100	ᄂ			Cul-de-Sa	c					NA		05/20/201
(1442) Gilmar Court	0.11	100	R						NA —			IVA		05/20/201
(1442) Gilmar Court	0.09	80	R			26-1441 Drew	Lane		 NA			NA		05/20/201
(1442) Gilmar Court	0.03	To	<u> </u>			Cul-de-Sa	c					IVA		03/20/201
		From				26-1504 Woodl								
(1501) Sutherland Dr	0.17	120	R			20 120 1 11 000			NA			NA		05/25/200
		Te				26-1502 Woodl	and Rd		_					
(1501) Sutherland Dr	0.29	290 From	R			20 1002 11 0041	and red		NA			NA		05/25/200
$\bigcup$		To				US 460 Cox	Rd							
		From				26-1501 Sutherl	and Dr							
(1502) Woodland Rd	0.08	80	R						NA			NA		05/25/200
<u> </u>		To				26-1503 Belvi								
O Dalvilla Da	0.10	From	ᄂ			26-1502 Woodl	and Rd					NIA		05/05/000
Belville Dr	0.12	60 To	R			Dead End	1		NA			NA		05/25/200
		From	1			26-1505 Tara								
1504) Woodland Dr	0.10	80	R			20-1303 Tala	I DI		NA			NA		05/25/200
1304)		Te				26-1501 Suther	land Dr							
(1504) Woodland Dr	0.14	<b>30</b> From	R			20-1301 Suther	and Di		NA			NA		05/25/200
1004)		To				Dead End	i							
		From				26-1504 Woodl	and Dr							
1505) Tara Dr	0.10	70	R						NA			NA		05/25/200
$\overline{}$		To				Dead End	i							
O 5		From	<u> </u>			26-631 Claibor	ne Rd							
1506 Breeze Way	0.18	170	R			26 1507			NA			NA		07/17/201
		From				26-1507								
(1507) Whisper Dr	0.36	230	R			Cul-de-Sa	c		NA			NA		11/19/201
1507) ************************************	0.00	To				Cul-de-Sa	.c		Ti.					,,
		From				Cul-de-Sa	ıc							
(1508) W.Whisper Ct	0.08	40	R						NA			NA		11/19/201
$\bigcup$		To				26-1507								
$\bigcirc$		From				26-1510 Chesdi	n Blvd							
(1509) Leonard Dr	0.23	110	R						NA			NA		12/10/201
						Dead End								
1510 Chesdin Blvd	0.57	880	L			26-601 River	Rd		 NA			NA		04/12/201
(1510) Chesdin Blvd	0.57	000							INA			INA		04/12/201
1510) Chesdin Blvd	0.46	310 From	R			26-1512 Ridged	rest Dr		<del>_</del> NA			NA		04/12/201
(1510) Chesdin Blvd	0.46	310							INA			IVA		04/12/201
1510) Chesdin Blvd	0.06	40 From	R			26-1511 Chesdi	n Court		<del>_</del> NA			NA		04/12/201
(1510) Chesdin Blvd	0.00	<b>40</b>				Dead End	1					IVA		U#/ 12/2U l
		From				26-1510 Chesdi			<u> </u>					
(1511) Chesdin Court	0.04	40	R			20-1310 CHESU	11 DIVG		NA			NA		04/12/201
		To				Cul-de-Sa	c							
		From				26-1510 Chesdi	ın Blvd							
(1512) Ridgecrest Dr	0.10	50	R						NA			NA		04/12/201
$\overline{}$		To				26-1513 Shorev	iew Dr		1					

Route	Length	AADT	QA	4Tire	Вι	us			ruck e 1Trai	Ω	C F	K actor	QK	Dir Factor	AAWD [*]	ΓQW	/ Year
Dinwiddie County		Erom								 •••	•	1		. 4010.			
(1513) Shoreview Dr	0.13	260	R				26-1509	Leonard	d Dr			NA			NA		07/17/201
		To					26-15121	Ridgecre	est Dr			1—					
(1513) Shoreview Dr	0.15	160	R									NA			NA		05/25/200
O 01	0.10	From	_			20	6-1514 W	aterviev	w Court								05/05/000
(1513) Shoreview Dr	0.13	80 To	R				Cul	l-de-Sac				NA T			NA		05/25/200
		From	1					l-de-Sac				1					
(1514) Waterview Court	0.05	30	R									NA			NA		05/25/200
		То					26-1513										
1515) Edrie Dr	0.13	430	R				26-60	1 River I	Rd			J NA			NA		05/25/200
(1515) Edrie Dr	0.10	430 To					26 1516	( F	- D.:			T			INA		03/23/200
1515 Edrie Dr	0.04	20 From	R				20-1310	6 Eugene	e Dr			NA			NA		05/25/200
		То					De	ad End									
<u> </u>		From					De	ad End				J					
1516 Eugene Dr	0.12	90	R									NA _			NA		05/25/200
(1516) Eugene Dr	0.22	410	<u> </u>			20	6-1517 In	ndepende	ence Dr			NA			NA		05/25/200
1516) Lugerie Di	0.22	410 To	R				26-151	15 Edrie	Dr			1			INA		03/23/200
		From						18 Hope				l					
1517) Independence Dr	0.07	170	R									NA			NA		05/25/200
		То						6 Eugene	e Dr								
1518) Hope Dr	0.07	70	R				De	ead End			0	.167		0.5	NA		12/10/201
(1518) Flope Bi	0.07	To	<u></u>			2.	6 1517 I	dananda	Du					0.5	IVA		12/10/201
1518 Hope Dr	0.10	80 From	R				6-1517 In	idepende	ence Di			NA			NA		05/25/200
		То					De	ad End									
O		From					26-1510	Chesdin	Blvd			]					
(1519) Seay Dr	0.09	110 To	R				Cul	l-de-Sac				NA T			NA		12/10/201
		From	:					6-1507				1					
(1520) E. Whisper Ct	0.08	49	R				20	3 1307				NA			NA		11/19/201
<u> </u>		То					Cul	l-de-Sac									
Only Ot	0.07	From	Ļ				De	ad End							NIA		10/10/001
(1530) Oak St	0.07	40	R									NA			NA		12/10/201
(1530) Oak St	0.09	From From	R				26-15	31 Elm :	St			NA			NA		08/01/201
(1530) Oak St	0.00	To					26-75	51 Cox R	Rd			1			1471		00/01/201
		From					26-15	30 Oak	St								
(1531) Elm St	0.23	60	R									NA			NA		08/01/201
		To						1 Cox R				<u> </u>					
1505	0.08	48	L				26-1339	Creek I	Lane			J NA			NA		12/10/201
(1535)	0.00	To					Cul	l-de-Sac				1					,,
		From					26-1339	Creek I	Lane								
1536	0.07	60	R									NA			NA		12/10/201
		To	<u> </u>					l-de-Sac				<u> </u>					
(1537)	0.03	30	 R				26-1339	Creek I	Lane			J NA			NA		12/10/201
(1007)	0.00	To					Cul	l-de-Sac		 		1			11/7		
		From						51 Cox R									
(9116) Midway Elem Sch	0.14	140	R									NA			NA		05/17/201
$\overline{}$		To					26-75	51 Cox R	Rd								

					Dinv	widdie IV	laıntena	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From									- 40101		. 40101			
(9117) McKenney Elem School	ol 0.04	120	R				Sunnyside				NA			NA		05/17/201
Dinwiddie County		10				26-614	Sunnyside	e Dr								
(9118) Dinwiddie Elem Sch	0.07	270	R			,	26-703				NA			NA		10/02/2014
(9118) Dinwiddie ES	0.05	110 From	R			0.07	MN US	1			NA			NA		10/02/2014
(9118) Dinwiddie ES	0.09	110 From	R			0.12	MN US	1			NA			NA		10/02/2014
9118 Diinwiddie ES	0.09	110 From	R				MN US				NA			NA		10/02/2014
Town of McKenney			1			US I Bo	ydton Plar	к ка								
9119	0.02	40 From	R			26-100	1 Bolling	Rd			NA			NA		10/02/2014
9119	0.10	40 From	R		0.	.02 MN 26		lling Rd			NA			NA		11/19/2014
Dinwiddie County		10	1			Cı	ıl-de-Sac									
(9535) Eastview Dr	0.23	900	R			US 1 Bo	ydton Plar	ık Rd			NA			NA		10/02/2014
(9535) Eastview Dr	0.20	810 From	R			0.23	MN US	1			NA			NA		10/02/2014
9535) Eastview Dr	0.13	720 From	R				MN US				NA			NA		10/02/2014
		From	1				Courthous									
9923 Dinwiddie Jr High Sch	0.05	640	R			0.05	MN 26-62	77			NA			NA		10/02/2014
9923 Dinwiddie Jr High Sch	0.13	730 From	R				MN 26-62				NA			NA		10/02/2014
9923 Dinwiddie Jr High Sch	0.15	<b>710</b> From	R								NA			NA		10/02/2014
(9923) Dinwiddie Jr High Sch	0.11	710 From	R				MN 26-62 Courthous				NA			NA		10/02/2014
608 Johnson Rd	0.31	From <b>820</b>	N	97%	1%	Prince Geo	orge Coun	ty Line 0%	0%	N	0.091		0.569	840	N	2016
608 Johnson Rd	1.00	2100 From	G	99%	0%	SR 345; 20	0%	0%	0%	С	0.124		0.743	2200	G	2016
		То	1			SCL	Petersbur	g								
City of Petersburg	0.04	From			SCL 1	Petersburg	g; 26-675 \	Vaughan F	Rd		0.000		0.005	040		0010
3 Vaughn Rd	0.64	880 To	G			123-90	13 Halifax	Rd			0.093		0.685	940	G	2016
(4) Wells Rd	0.41	5200	G	89%	0%	1%	alifax Rd 2%	7%	0%	С	0.082		0.533	5500	G	2016
		From	<u>1                                    </u>				rel Level F	Ka								
(9002) Halifax Rd	0.18	5700	G	99%	0%	1%	0%	0%	0%	F	0.085		0.538	6000	G	2016
(9002) Halifax St	0.58	4300 From	G	99%	0%	1%	0%	0%	0%	F	0.088		0.531	4600	G	2016
(9002) Halifax St	0.19	5100 From	G	99%	0%	1%	/lors Lane 0%	0%	0%	F	0.088		0.513	5500	G	2016
		10				Vir	ginia Ave									

					טוווע	vidule iviairileria	ance Are	a						
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Petersburg		From				***								
Halifax St	0.37	7700	G	99%	0%	Virginia Ave	0%	0%	F	0.086	0.591	8200	G	2016
9002 Fidures St	0.07	т.		0070	0 70		070	070	•	0.000	0.001	0200	<u> </u>	2010
(9002) Halifax St	0.29	7600	G	99%	0%	1% 0%	0%	0%	F	0.086	0.526	8100	G	2016
123		To				Liberty St								
9002 123 Halifax St	0.28	8400	G	99%	0%	1% 0%	0%	0%	С	0.080	0.552	8900	G	2016
123/		To From			1	US 1, US 460 W W	ythe St							
9002 123 Union St	0.12	4400	G	97%	1%	1% 1%	0%	0%	F	0.086	0.875	4700	G	2016
		To From			US	1, US 460 W Was	hington St							
9002 Union St	0.17	1800	G	97%	1%	1% 1%	0%	0%	С	0.121	0.578	1900	G	2016
		To	d			W Tabb St								
	0.47	From		070/	00/	Boydton Plank		00/			0.040	2000	•	0010
9004 Defense Rd	0.47	2100	G	97%	0%	1% 1%	1%	0%	С	0.097	0.643	2300	G	2016
<u> </u>	4 77	From		000/	10/	Squirrel Level		00/			0.507	2000		0010
9004 123 Defense Dr	1.77	3600	G	98%	1%	1% 0%	0%	0%	F	0.098	0.537	3800	G	2016
0 4 5 4	2.00	From		000/	40/	Johnson Rd	201	00/			0.500	0000		0010
9004 South Boulevard	0.92	8500	G	98%	1%	1% 0%	0%	0%	С	0.084	0.523	9000	G	2016
0 4 5 4	0.40	From		000/	10/	S. Sycamore		00/			0.505	2000		0010
9004 South Boulevard	0.18	5700	G	98%	1%	1% 0%	0%	0%	F	0.089	0.565	6000	G	2016
0 4 5 4	0.70	From		000/	10/	Crater Rd	22/	00/			0.574	0500		0010
9004 South Boulevard	0.72	2400 To	G	98%	1%	1% 0% Anderson St	0%	0%	F	0.096	0.574	2500	G	2016
		From												
9006 Flank Rd	0.96	2000	G	99%	0%	Halifax Rd	0%	0%	С	0.109	0.53	2200	G	2016
9006 Flank Rd	0.00		_	0070	0 70		070	070		0:100	0.00	2200	ŭ	2010
9006 Flank Rd	0.47	3200 From	G	99%	0%	Johnson Rd 0% 0%	0%	0%	F	0.094	0.505	3400	G	2016
9006 Flank Rd	• • • • • • • • • • • • • • • • • • • •	To												
9006 Flank Rd	0.75	2700 From	G	99%	0%	Birdsong Ro	0%	0%	F	0.09	0.566	2900	G	2016
9006 Flank Rd											0.000			
9006 Flank Rd	0.91	3100 From	G	100%	0%	Fort Hayes D	0%	0%	С	0.093	0.657	3300	G	2016
9006 Flank Rd		To												
(9006) Flank Rd (1-Way)	0.13	2600 From	G	99%	0%	Flank Rd N 0% 0%	0%	0%	С	0.112		2800	G	2016
9006) Flank Rd (1-Way)		To	0.			US 301 S Crate								
		From				US 301 S Crate	r Rd							
9008 Rives Rd	0.48	7500	G	98%	0%	1% 0%	0%	0%	С	0.1	0.543	8000	G	2016
		To From				I- 95								
9008 Rives Rd	0.34	7300	G	97%	0%	1% 0%	2%	0%	С	0.095	0.555	7800	G	2016
123)		To	d			ECL Petersbu	rg							
<u> </u>		From				123-9008 Rives	Rd							
9008 Ramp	0.17	880 To				1050 4				0.131		900	Α	2016
		From	1			I-95 South								
(9008) Ramp	0.16	3200	G			123-9008 Rives	Rd			0.11		3200	G	2016
9008 Ramp	0.10	3200 To	, <u> </u>			I-95 North				0.11		3200	G	2010
		From				SR 142 Boydton Pl	ank Rd			i				
9009 Dupuy Rd	1.24	390	G	96%	1%	2% 0%	0%	0%	F	0.119	0.522	410	G	2016
		To	-			Grigg St				<u> </u>				
9009 Dupuy St	0.58	1900 From	G	96%	1%	2% 0%	0%	0%	F	0.096	0.524	2000	G	2016
123		To				Youngs Rd								
9009 Farmer St	0.86	3800 From	G	96%	1%	2% 0%	0%	0%	С	0.102	0.509	4100	G	2016
9009 Farmer St		To	_			S. South St				<u> </u>				
(9009) Farmer St	0.47	3000 From	G	96%	1%	2% 0%	0%	0%	F	0.091	0.51	3200	G	2016
(9009) Farmer St		To				Halifax St								

					D	riadio ii		nce Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	OK	Dir actor	AAWDT	QW	Year
City of Petersburg		From					G . D1									
9010) Wagner Rd	0.73	17000	G	99%	0%	1%	Crater Rd 0%	1%	0%	С	0.085	0	.539	18000	G	2016
(9010) Wagner Rd	0.73	17000 To	G	99%	076	1 70	I-95	170	0%	C	0.065	U	.559	10000	G	2016
		From					I -95									
9010 Wagner Rd	1.60	12000	G	96%	0%	0%	0%	3%	0%	С	0.089	0	.542	13000	G	2016
(9010) Wagner Rd		To					ounty Dr					_	-			
Foot		From:						05			i					
East 9010 Ramp	0.30	930	G			123-90	)10 TO RT	93			0.105			930	G	2016
9010 Ramp	0.00	700 To:	<u> </u>		Τ.	05 S EDC	M WAGN	IED DD			-0.103			300	ч	2010
					1-,											
West	0.05	From:	_			123-90	010 TO RT	95						000	_	0040
9010 Ramp	0.25	260	G								0.133			260	G	2016
<u> </u>		To:				I-95-S FI	R WAGNE	R RD								
West		From:				123-90	010 TO RT	95								
9010 Ramp	0.34	3300	G								0.107			3300	G	2016
123/		To:			I-9	95-N FRO	OM WAGN	NER RD								
		From:				SCI	Petersbur	σ								
9011) Squirrel Level Rd	0.82	990	G	99%	0%	1%	0%	0%	0%	С	0.106	n	.582	1100	G	2016
9011 Squirrel Level Rd	3.0_			/-	- / •			- / •	- / 0			· ·			-	_0.0
<u> </u>	•	From		0.1.5.	<b>65</b> :		Vells Rd						F65		_	
9011 Squirrel Level Rd	0.25	6200	G	91%	0%	1%	2%	6%	0%	С	0.079	0	.503	6600	G	2016
		To				Rar	np To I- 85	5			——					
9011 Squirrel Level	0.20	8700 From	G	98%	1%	1%	0%	0%	0%	F	0.083	0	.503	9300	G	2016
123	-	- - 1			-				-		<del></del>			-		
Vaus a Del	2.55	From		0001	401		ton Plank I		00/			_		4400		0010
9011 Young Rd	0.55	4100	G	98%	1%	1%	0%	0%	0%	F	0.086	0	.513	4400	G	2016
<u> </u>		From				7	Valor Dr				$\neg$ —					
9011) Young Rd	0.59	2600 From	G	98%	1%	1%	0%	0%	0%	С	0.101	0	.565	2800	G	2016
Young Rd		To					009 Dupuy					_				
		From:			1		Squirrel Le				<u> </u>					
9011) Ramp	0.15	4700	Α		1	23-9011	Squiitei Le	vei Ku			0.098			5100	Α	2016
( ₉₀₁₁ ) Ramp	0.15	4700 To:				Ť	85 North				0.030			3100	^	2010
		From:			1	23-9011	Squirrel Le	evel Rd								
9011 Ramp	0.22	700	G								0.099			700	G	2016
		To				I-	85 South									
		From:				,	West St									
9012 Lee Ave	0.56	2100	G	95%	3%	2%	0%	0%	0%	С	0.104	0	.583	2300	G	2016
9012 123 Lee Ave		- I									_					
Dantom dillo Ot	0.15	From	_			H	Ialifax St							N 1 A		00/04/00
9012 Porterville St	0.15	1000	R								0.088	0	.602	NA		03/24/20
		To:				Н	arding St									
9012 123 New St	0.18	960	G	98%	1%	1%	0%	0%	0%	С	0.091	0	.558	1000	G	2016
123		To:					arrison St									
_		From:					New St									
9012 Harrison St	0.03	810	G	98%	1%	1%	0%	0%	0%	F	0.096			860	G	2016
123/		To					orling St									
23/							arrison St									
		From:									0.114			NA		03/24/20
9012) Corling St	0.09	470	R													
9012 123 Corling St	0.09	470	R			0.0	v	•			<b>—</b>					
(123)		470		000/	00/		ycamore S		00/	E			500		C	2016
(123)	0.09	470	R G	99%	0%	S. S	ycamore S 0%	t 0%	0%	F	0.085	0	.588	4100	G	2016
(123)		470		99%	0%	0%		0%	0%	F		0	.588		G	2016
9012 Graham Rd		470		99%	0%	0%	0%	0%	0%	F			.761		G G	
9012 Graham Rd	0.83	470 From: 3800	G			0% Ram 0%	0% p From I-9	0%			0.085			4100		
9012 123) Graham Rd	0.83	470 Trail From 3800 To 10000	G			0% Ram 0%	0% p From I-9 0% Crater Rd	0%			0.085			4100		2016
9012 Graham Rd 9012 Graham Rd	0.83	470 To From 3800  10000 To From 5	G G	99%	0%	0%  Ram 0%  C  SCL	0% p From I-9 0% Crater Rd Petersbur	0% 5 0%	0%	С	0.085	0	.761	4100 11000	G	2016
9012 Graham Rd 9012 Graham Rd	0.83	470  To From: 3800  To T	G			0% Ram 0%	0% p From I-9 0% Crater Rd	0%			0.085	0		4100		
9012) Graham Rd 9012) Graham Rd 9013) Halifax Rd	0.83	470 Tab From 3800 Tab From 10000 To From 4500	G G	99%	0%	0% Ram 0% C SCI 1%	p From I-9 0% Crater Rd Petersbur 2% Wells Rd	0% 5 0% g 7%	0%	С	0.085 0.086 0.084	0	.552	4100 11000 4800	G G	2016
9012 Graham Rd 9012 Graham Rd	0.83	470 Tax From 3800 Tay From 10000 To From 4500	G G	99%	0%	0% Ram 0% C SCI 1%	p From I-9 0% Crater Rd Petersbur 2%	0% 5 0%	0%	С	0.085	0	.761	4100 11000	G	2016

					אוווט	vidule ivia	anilena	ille Ale	a						
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Petersburg		Fron	1			SCI I	Petersbur	~							
9015 Johnson Rd	0.01	2300	G	96%	3%	1%	0%	0%	0%	F	0.099	0.734	2500	G	2016
9015 Johnson Rd	0.54	990 From	G	99%	0%	0%	ank Rd 0%	0%	0%	С	0.093	0.522	1000	G	2016
9015 123 Johnson Rd	1.39	4900 From	G	96%	3%	Bird 1%	lsong Rd 0%	0%	0%	С	0.106	0.592	5200	G	2016
9015 123 Johnson Rd	0.46	6400 From	G	96%	3%	1%	oth Blvd 0%	0%	0%	F	0.082	0.542	6800	G	2016
9015 123 Johnson Rd	0.37	4700 From	G	96%	3%	Nor 1%	rth Blvd 0%	0%	0%	F	0.083	0.537	5000	G	2016
		T. Fron					Luke St				$\Box$				
9015 High Pearl St	0.20	4300	G	96%	3%	1%	0%	0%	0%	F	0.088	0.526	4600	G	2016
Llink Board Ct	0.00	Fron	_	000/	10/		ginia Ave	00/	00/		0.007	0.000	0000		0010
9015 High Pearl St	0.08	3000 To	G	98%	1%	0%	0% latthew S	0%	0%	F	0.087	0.669	3200	G	2016
		Fron					atthews S								
9015 Harding St	0.22	1400	G	98%	1%	0%	0%	0%	0%	С	0.09	0.569	1500	G	2016
		To Fron					erville St				_				
9015 Harding St	0.27	560	L R			Porte	ersville St				0.115		NA		03/18/2014
9015 Harding St		To	oc			Ha	lifax St								
		Fron	ii			SCL I	Petersburg	g							
9017 Birdsong Rd	0.62	490	G	99%	0%	1%	0%	0%	0%	С	0.102	0.522	520	G	2016
(123)		To	0			Joh	nson Rd								
		From				W Wa	shington								
9021 N Sycamore St	0.18	4000	G	98%	0%	1%	0%	0%	0%	F	0.092	0.521	4300	G	2016
		To From				W	Tabb St								
9021 N Sycamore St	0.15	3500	G	98%	0%	1%	0%	0%	0%	С	0.087	0.575	3800	G	2016
		To	d			3US 01-P I	Bollingbro	ook St							
	0.57	Fron		070/	00/		nson Rd	00/	201			2.225	0700		0010
9023 North Blvd	0.57	2500	G	97%	0%	2%	0%	0%	0%	С	0.081	0.635	2700	G	2016
		F	1				camore St				_				
(9025) Virginia Ave	0.22	360	G	97%	2%	Gat 1%	es Lane 0%	0%	0%	С	0.101		390	G	2016
(9025) Virginia Ave	0.22	300		31 /6	2 /0				0 /6		0.101		330	u	2010
(9025) Virginia Ave	0.32	Fron	G	97%	2%	Hard 1%	ing Street 0%	0%	0%	F	0.099	0.613	2300	G	2016
9025 Virginia Ave	0.32	2200		91 /0	2 /0			0 /0	0 /6		0.099	0.013	2300	G	2010
(9025) Young Ave	0.20	Pron		Ω00/	10/	Halif	fax Street	0%	Ω9/		0.091	0.55	2100	G	2016
9025 Young Ave	0.20	2000	G	98%	1%	170	0%	076	0%	С	0.081	0.55	2100	G	2016
	0.11	Fron		000/	10/		gton Stree		00/		0.007	0.500	0000		0010
9025 Young Ave	0.11	2800	G	98%	1%	1%	0%	0%	0%	F	0.087	0.566	3000	G	2016
O.W. 101	0.00	Fron		000/		West Street			00/			2 222	2222		0010
9025 S West St	0.28	3000	G	98%	1%	1%	0%	0%	0%	F	0.108	0.629	3200	G	2016
<u> </u>		Fron		2221			sta Avenu			_					
9025 S West St	0.23	3900	G	98%	1%	1%	0%	0%	0%	F	0.110	0.609	4100	G	2016
		From		2221			rmer St			_					
9025 S West St	0.14	3300	G	98%	1%	1%	0%	0%	0%	F	0.118	0.537	3500	G	2016
		Fron					Wythe St								
9025 S West St	0.07	2300	G	98%	1%	1%	0%	0%	0%	F	0.116	0.569	2500	G	2016
		To	I				shington	St							
C Woot Ct	0.60	Fron		000/	10/		lifax St	00/	00/		0.100	0.657	1000	_	2016
9027 S West St	0.63	1800 _{то}	G	98%	1%	0%	1%	0%	0%	С	0.109	0.657	1900	G	2016
		•	I			r ot	ung Ave								

ngth	AADT												
		QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
	From												
36	1800	G	98%	1%	Lee Ave 1%	0%	0%	С	0.084	0.535	2000	G	2016
00	1000 To		0070	1 70			070		- 0.00 <del>-</del>	0.000	2000	ď	2010
09	3100 From	G	99%	0%	US 1 Wythe St 0% 0%	0%	0%	F	0.092	0.67	3300	G	2016
	To											-	
20	5400 From	G	99%	0%	0% 0%	0%	0%	F	0.085	0.539	5800	G	2016
	To				High St								
00		Ļ	000/	00/	N South St	00/	00/			0.500	070	_	0010
02	920 To	<u> </u>	99%	0%		0%	0%	<u> </u>	0.088	0.522	970	G	2016
	From				High St								
20	5600	G	99%	0%	0% 0%	0%	0%	С	0.085	0.517	6000	G	2016
	To				Grove Ave								
	From				New St								
40	390	G	98%	1%	1% 0%	0%	0%	С	0.095		420	G	2016
	To				Halifax St								
12		L.	98%	1%		0%	0%	F	0.095	0 564	2400	G	2016
12	<b>2200</b>		30 78	1 /0		0 70	0 70	į	0.055	0.504	2400	u	2010
	From												
14		G	98%	1%		0%	0%	F	0.136	0.667	110	G	2016
	To	Ť			S Adams St							-	
	From				Graham Rd								
58	1900	G	98%	1%		0%	0%	С	0.087	0.585	2100	G	2016
	From												
04	850	G	98%	1%		0%	0%	F	0.117	0.535	900	G	2016
	To	<u> </u>	0070	. , ,	N Adams St	0,70	0,0	-		0.000	000	<u>.</u>	_0.0
	From				E Washington S	lt .							
40	8200	G	95%	0%	1% 2%	1%	0%	С	0.095	0.542	8700	G	2016
	To				ECL Petersburg	r C							
	From				Canal St								
58	1600	G	98%	0%	0% 0%	0%	0%	С	0.096	0.528	1700	G	2016
	To				N Market St				$\neg$ —				
14	3100	G	98%	0%	0% 0%	0%	0%	F	0.092	0.696	3300	G	2016
	To				N Sycamore St								
11	3900 From	G	98%	1%			0%	С	0.090	0.698	4200	G	2016
	To				2nd St								
	From												
25	3700	G	96%	1%	1% 1%	1%	0%	С	0.099	0.582	4000	G	2016
	To From				East St								
21	4200	G	96%	1%	1% 1%	1%	0%	F	0.102	0.516	4500	G	2016
	To				SR 36 E Washingto	n St							
					N Market St								
09	1100	G	98%	0%	1% 1%	0%	0%	F	0.109	0.631	1200	G	2016
	To From				Union St								
06	1600	G	98%	0%	1% 1%	0%	0%	F	0.110	0.550	1700	G	2016
	To From				N Sycamore S								
	1200	G	98%	0%	1% 1%	0%	0%	С	0.105	0.644	1200	G	2016
12					N Adams St								
12	To												
12	From		_		Defense Rd								
12 65	To	G	98%	1%	0% 0%	0%	0%	С	0.094	0.571	2000	G	2016
	From	G	98%	1%		0%	0%	С	0.094	0.571	2000	G	2016
	From	G G	98%	1%	0% 0%		0%	C	0.094	0.571	2000	G G	2016
	.20 .02 .20 .40 .112 .14 .58 .04 .40 .58 .14 .11 .25 .21 .09	.02 920 .20 5600 .20 5600 .20 5600 .40 390 .50 From .12 2200 .14 100 .58 1900 .58 1600 .40 8200 .50 From .41 3100 .58 1600 .58 1600 .59 From .59 From .59 1600 .50 From .50 Fr	102   920   G   To   From	Tree   Front	102   920   G   99%   0%	High St	Second   S	Second	Second   Columbia   Second   Second	12   200   G   99%   0%   0%   0%   0%   0%   0%   F   0.085	1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2   1.2	20   5400   G   99%   0%   0%   0%   0%   0%   0%   F   0.085   0.539   5800	20

							101141100 71	·ou						
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Tra		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
ity of Petersburg		From				T 11								
Madison St	0.18	1700	G	97%	1%		)% 1%	0%	С	0.107	0.825	1800	G	2016
Madison St	0.07	780 From	G	97%	1%	E Ban 2% ( Bollingbr	)% 1%	0%	F	0.097	0.827	830	G	2016
		From				E Ban				_				
Fifth St	0.05	370	G							0.138	0.509	400	G	2016
057) Fifth St	0.08	300 From	G	93%	0%	Bollingbr 3% 3 River	3% 1%	0%	С	0.135	0.579	320	G	2016
1059 Flank Rd N	0.20	From <b>3900</b>	G	98%	0%	Flank Rd C	one-Way	0%	С	0.084	0.759	4200	G	2016
0065 123 S Adams St	0.10	5200	G			E Wytl	ne St			0.084	0.506	5600	G	2016
		To	9			E Washin								
Accomack St		360 To	G			6Th				0.091	0.531	390	G	2016
		From				7Th Old Chu				<u> </u>				
Cameron St		350 To	G			Cente				0.135	0.528	380	G	2016
		From	r			Prince Geo								
Culpeper Ave		510	G							0.108	0.811	540	G	2016
_		From				Brunsw								
Custer St		490	G			Halifa	K Ku			0.108	0.569	520	G	2016
		To				Hawk	St							
		From				Busby	/ St						_	
Darby Dr		<b>270</b>	G			Halcu	n Dr			0.114	0.525	280	G	2016
		From				Dering				_				
Gordon Dr		290	G			Dering	, Ru			0.158	0.6	310	G	2016
		To	c			Hoke	Dr							
Hamantand Du		From				Valley	Dr			0.007	0.005	770		0010
Homestead Dr		<b>730</b>	G			Midlan	d Rd			0.097	0.625	770	G	2016
		From				Filmor				_				
Jefferson St		2200	G			1 mnor	c st			0.083	0.542	2400	G	2016
		To	d			ST Andr	ews St							
		From				Nivrar	n St						_	
North Park Dr		850	G			Retang	. D.4			0.095	0.598	910	G	2016
_		From				Homeste				<u> </u>				
Oakmont Dr		80	G			nomeste	ad Di			0.175	0.556	80	G	2016
-		To				Midlan	d Rd							
		From				Bollingbr	rook St							
Old Church St		360	G				<b>a</b> :			0.132	0.547	390	G	2016
		Tro	<u>1</u>			Miller								
Patterson Ave		1000	G			Floyd	St			0.144	0.588	1100	G	2016
		To				Carve	r St							
		From				Valor	Dr							_
Pleasants Ln		1100	G							0.131	0.529	1100	G	2016
		To	oc			Dupuy	Rd							

Route	Length <b>AADT</b>	QA	4Tire	Bus	Truck 2Axle 3+Axle 1	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
VOLTELETSDUIE	From				Ash St							
Richmond Ave	730	G					0.097		0.518	780	G	2016
	Te				Nash St							
	From				Valley St							
Rollingwood Rd	110	G					0.1		0.524	120	G	201
	To				Homestead Dr							
	From	1			Forest Hill Rd							
South Park Dr	2000	G					0.097		0.562	2200	G	201
	To				West Park Dr							
	From	4			Bolling Street							
St Luke St	570	G					0.091		0.53	600	G	201
	To	9			Chestnut Street							
	From				High Pearl St							
St Matthew St	2600	G					0.087		0.501	2700	G	201
	To	9			Harding St							
	From	4			Custer St							
Talley Ave	610	G					0.237		0.604	650	G	201
	To				Edmonds Ct							