2013

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	
7	Virginia State Rou	ute
(F241)	Frontage Road (F	precedes frontage route number)

(600) Secondary Route

Special Routes

Bus 29 ALT 220	Bus - Business Route Bypas - Bypass Route Truck - Truck Route ALT - Alternate Route Wye - Wye Route connector	
ALT	Truck - Truck Route ALT - Alternate 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.

Doute	luviadiation	Longth	AADT		4Tiro	Due		Tru	ck		00	K	OK	Dir	AAWDT	- 0
Route	Jurisdiction	Length	AADI	QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QV
Parathan Bland Bd	From:		wick County		070/	40/		40/	40/	00/	_	0.404	_	0.050	4.400	_
1 Boydton Plank Rd	Dinwiddie County	2.46	1400	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.653	1400	G
1 Boydton Plank Rd	Town of McKenney (Maint:		L McKenne	ey N	97%	1%	1%	1%	1%	0%	N	0.104	N	0.653	1400	Ν
1 Boydton Plank Rd	Town of McKeriney (Maint.		1400		97%	170	170	170	170	0%	IN	0.104	IN	0.653	1400	IV
1 Boydton Plank Rd	Town of McKenney (Maint:		40 Doyle Bi	G G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.541	2200	
1 Boyaton Plank Ra	Town of McKerniey (Maint.	,			91 /0	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.032	'	0.541	2200	
1 Boydton Plank Rd	Dinwiddie County	4.05	2200	ney N	97%	1%	1%	1%	1%	0%	N	0.092	N	0.541	2200	١
1 Boydton Plank Rd	Diriwidale County				31 /6	1 /0	1 /6	1 /0	1 /0	0 /6	IN	0.032	IN	0.541	2200	'
1 Boydton Plank Rd	Dinwiddie County	26-649 5.65	9 Snap Lodg 2100	ge Rd G	97%	1%	1%	1%	1%	0%	F	0.1	F	0.845	2100	(
Boydton Plank Rd	5 Inwidate County				37 70	1 /0	1 /0	1 /0	1 /0	0 70	•	0.1	'	0.043	2100	`
1 Boydton Plank Rd	Dinwiddie County	26-62	7 Courthous 3600	se Rd G	97%	1%	1%	1%	1%	0%	С	0.111	F	0.559	3600	(
1 Boydton Plank Rd	Biriwidale county				01 /0	1 /0		170	1 /0	0 70	Ü	0.111	•	0.000	0000	•
1 Boydton Plank Rd	Dinwiddie County	26-740 3.61	0 Turkey Eg 5000	gg Rd G	97%	1%	1%	1%	1%	0%	F	0.101	F	0.601	5000	(
1 Boydton Plank Rd	Biriwidale county				01 /0	1 /0		170	1 /0	0 70	•	0.101	•	0.001	0000	•
1 Boydton Plank Rd	Prome Dinwiddie County	3.09	13 Dabney N 6900	G G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.700	7300	(
) Doyatom Hamilton	To To				01 70	1 70		1 70	1 70	070	•	0.00	•	0.700	7000	`
Bus	From:		JS 460 Airpo													
1 460 Boydton Plank Rd	Dinwiddie County	1.69	9900	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.571	10000	(
Bus	To: From:	I-85 S	SW of Peters	sburg												
1 (460 Boydton Plank Rd	Dinwiddie County	1.23	14000	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.55	15000	(
	To: From:	SF	R 226 Cox R	₹d			_									
Bus 1 (460)	Dinwiddie County	0.45	12000	Α	98%	0%	1%	0%	1%	0%	С	0.106	Α	0.542	12000	,
1)(400)	To:							0,70	. , 0	0,0		000		0.0.2	000	•
Bus	From:		CL Petersbu													
1 460 Washington St	City of Petersburg	0.40	12000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.52	13000	(
Bus	To: From:		Summit St													
1 \(\) \(\	City of Petersburg	0.18	13000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.555	13000	(
Dura Bura	To: From:		Elm St													
Bus 1 (460) Washington St	City of Petersburg	0.57	13000	G	96%	1%	2%	1%	1%	0%	С	0.093	F	0.548	14000	(
1) (400)	То:		1 Par; Wyth			.,,		.,.	.,.							
Bus	From:	US 1 Par, Wash														
1 460 Wythe St	City of Petersburg	1.08	6800	G	97%	1%	1%	1%	1%	0%	С	0.091	F		7200	(
-	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Houte:		G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	15000	(
Bus	To: From:		Perry St													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	City of Petersburg	0.15	8100	G	97%	1%	1%	1%	1%	0%	F	0.099	F		8600	
1) (460) Wythe St	Oity of Fotologary	00	0.00	•	0.70	. , 0	. , •			- , -	-					

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

		Diliwiddie						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	CD	36 Market S	2+			ZAXIE	3+Axie	IIIali	ZIIali		Facioi		Facioi		
1 (460) (36) Wythe St	L City of Petersb		8600	G	97%	1%	1%	1%	1%	0%	F	0.091	F		9100	G
(1) (460) (36) 1171110 81	Combined Traffic Estimates for Parallel R	•	NA	~	07.70	. 70	. 70	1 70	1 /0	0 70	•	NA	•		NA	Ğ
	Combined Traine Estimates for Farance Tr											IVA			IVA	
ALT Bus	To: From:	ALT US	S 301 Sycam	ore St												
1 (301)(460)(36) Wythe	e St City of Petersb	ourg 0.20	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
	Combined Traffic Estimates for Parallel R	Roadways on this Route:	NA									NA			NA	
	To:		S 460 Jeffers													
ALT	From:		JS 460 Wyth								_		_		2.422	
1 (301) Jefferson St	City of Petersb	•	2900	G	97%	1%	1%	1%	1%	0%	F	0.129	F	0.624	3100	G
~ ~	Combined Traffic Estimates for Parallel R	Roadways on this Route:	NA									0.129	F	0.624	NA	
ALT.	To: From:	Bus US 46	0 Par, Wash	ington (	St											
ALT 1 (301 ) Jefferson St	City of Petersb	ourg 0.26	920	G	97%	1%	1%	1%	1%	0%	F	0.119	F	0.701	980	G
(1) (301) delicison de	Combined Traffic Estimates for Parallel R		NA	u	01 /0	1 /0	1 /0	1 /0	1 /0	0 70		0.119	F	0.701	NA	u
	Combined Trainic Estimates for Faraner II	loadways off this floute.										0.113	'	0.701	INA	
ALT	To: From:		Henry St													
1 (301) 3rd St	City of Petersb	ourg 0.05	320	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.632	330	G
	Combined Traffic Estimates for Parallel R	Roadways on this Route:	NA									0.104	F	0.632	NA	
	To	IIC 3	01 Par, Bank	- St												
ALT	From:										_		_			_
1 301 3rd St	City of Petersb	•	400	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.569	420	G
<b>*</b>	Combined Traffic Estimates for Parallel R	•	NA									0.107	F	0.569	NA	
	To:		1 Bollingbroom 1; 3RD STR													
ALT Rolling	gbrook St City of Petersb		4200	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4400	G
(1) (301) (36) Bolling	Combined Traffic Estimates for Parallel R	0	NA	G	30 /6	0 /0	1 /0	0 70	0 70	0 70	'	0.104	F	0.82	NA	u
	Combined Trainic Estimates for Farallel H	•										0.104	'	0.02	INA	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	US 1 Par; US											_			
(1) (301) 2nd St	City of Petersb	•	11000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.597	12000	G
	10:	SCL (Colonial Hei	ghts												
~~~ -	From:		US 1													
( ₁ ) Ramp	Dinwiddie Cou		7500	G								0.106	F		7500	G
	To:		I-85 North													
~~~ -	From:	<u>-</u>	US 1													
(1) Ramp	Dinwiddie Co <u>u</u>		1400	G								0.110	F		1400	G
<u> </u>	To:		I-85 South													
North	From:		TO RT 85 1													
1 Ramp	Dinwiddie Cou		4700	G								0.097	F		4700	G
	To:	US 01-S066A	US 01- 66A	TO R	T 85											
North	From:	US 1	TO RT 85	SB												
1 Ramp	Dinwiddie Cou	inty 0.03	NA									NA			NA	
	To:	US 01- 66B U	JS 01-S066E	TO R	T 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	QW
South	From:	US 1	TO RT 85 N	В												
1 Ramp	Dinwiddie County	0.03	3100	G								0.116	F		3100	G
	Tσ:	US 01-N066A	A US 01- 66A	TO R	Т 85											
South	From:	US 1	TO RT 85 S	В												
1 Ramp	Dinwiddie County	0.06	NA									NA			NA	
\bigcirc	To:	US 01- 66B U	JS 01-N066B	TO R	Γ 85											
Bus	From:	US 1 Wyt	he St Batterse	ea Lan	•											-
Washington St	City of Petersburg	0.31	7800	G	97%	1%	1%	1%	1%	0%	F	0.096	F		8300	G
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	15000	G
	To		-9025 West S	+												
Bus	From:										_		_			_
(1) (460) Washington St	City of Petersburg	•		G	97%	1%	1%	1%	1%	0%	F	0.091	F		8700	G
*	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	NA			16000	G
- Divis	Toc From:	123-	-9029 South S	St			\Box									
Bus Washington St	City of Petersburg	0.27	8800	G	97%	1%	1%	1%	1%	0%	С	0.091	F		9400	G
1 460 Washington St	Combined Traffic Estimates for 2 Parallel Road	•		G	97%	1%	1%	1%	1%	0%	F	NA	'		18000	G
	Combined Trainic Estimates for 2 Parallel Road	dways on this houte.	17000	<u>u</u>	9770	I 70	1 70	170	1 70	0%	Г	INA			16000	G
Bus	To- From:	(Guarantee St													
1 460 Washington St	City of Petersburg	0.24	8900	G	95%	1%	2%	1%	2%	0%	С	0.092	F		9400	G
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	17000	G	96%	1%	1%	1%	1%	0%	F	NA			18000	G
	To:	BUS US 460) Par; SR 36 N	Market	St											
	From:	SR 36; Bus U														
(1) (36) Market St	City of Petersburg		2900	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.518	3100	G
\Leftrightarrow \bigcirc	Combined Traffic Estimates for Parallel Road	•	NA									NA			NA	
	To:		36 Grove Ave													
1 (36) Old St	City of Petersburg		36; Market St	G G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.661	4200	G
[] 36 Old St	Combined Traffic Estimates for Parallel Road	•	NA	G	90 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	NA	'	0.001	NA	G
	Taille Estimates for Parallel Road		Sycamore St									INA			INA	
	From:	<u> </u>	Old St													
Sycamore St	City of Petersburg	0.04	3500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.763	3700	G
	Combined Traffic Estimates for Parallel Road	dwavs on this Route:	NA									NA			NA	
	Tα:		ollingbrook St													
	From:		Sycamore St													
$\left\{\begin{array}{c}1\\1\end{array}\right\}\left(\begin{array}{c}36\end{array}\right)$ Bollingbrook St	City of Petersburg	•	3800	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.644	4000	G
	Combined Traffic Estimates for Parallel Road	dways on this Route:	NA									NA			NA	
	To:	US 1	, US 301 2nd	St												
	From:	Wo	CL Petersburg	ŗ												
(36) Fleet St	City of Petersburg	0.12	7900	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.505	8100	G
$\overline{}$	Τα		Grove Ave													
Oracia Acces	From:	. 051	Fleet St		000/	001		00/	00/	00/	0	0.000	_	0.000	0000	_
36 Grove Ave	City of Petersburg		3100	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.636	3300	G
	To:	US 1	Par, Market S	St												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
Market Ot	From:		US 1	_	000/	40/	10/	00/	00/	00/		0.000	_ ا	0.540	0400	_
B6) [] Market St	City of Petersburg		2900	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.518	3100	(
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To: From:	US 1 Par; BUS US														
₃₆) Market St	City of Petersburg	0.11	2900	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.645	2900	(
D.:-	To- From:	US 1, Bus U	US 460 W	Vythe St			\Box \vdash									
Bus 36) (1) (460) Wythe St	City of Petersburg	0.20	8600	G	97%	1%	1%	1%	1%	0%	F	0.091	F		9100	(
36) (1) (460) Wyllie 31	Combined Traffic Estimates for Parallel Roadway		NA	G	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	NA	'		NA	
	Combined Trainic Estimates for Parallel Hoadway											IVA			INA	
ALT Bus	To: From:	ALT US 3	01 Sycan	nore St												
6 (1) (301) (460) Wyth	e St City of Petersburg	0.20 1	2000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	(
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	Tec		s US 460													
Bus	From:										_		_			
Wythe St	City of Petersburg		3000	G	97%	1%	1%	1%	1%	0%	С	0.089	F		14000	
<i>></i> ~>	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 2	28000	G	93%	1%	1%	2%	2%	0%	С	NA			30000	
Dura	Te- From	I-8	85, I-95													
Bus 6) (460) Wythe St	City of Petersburg	0.30	9700	G	97%	1%	1%	1%	1%	0%	F	0.096	F		10000	
6) 460 (Wythe St	Combined Traffic Estimates for 2 Parallel Roadway			G	96%	1%	1%	1%	2%	0%	' 	0.093	F	0.650	23000	
	To:		Crater R		30 /6	1 /0	1/0	1 /0	Z /0	0 /6	'	0.093	'	0.030	23000	
	From:	US 301, Bus			d											
Wythe St	City of Petersburg	0.43	8000	G	92%	1%	2%	1%	3%	0%	С	0.084	F		8800	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 1	7000	G	92%	1%	2%	2%	3%	0%	С	0.095	F	0.629	19000	
	To:	SR 36 Par, Was														
¬	From:	SR 36 Par; W									_		_			
(6) Washington St	City of Petersburg	0.87 1	8000	G	97%	0%	0%	0%	2%	0%	F	0.095	F	0.608	20000	
	To: From:	Pudd	lledock R	.d												
6) Washington St	City of Petersburg	0.58 1	4000	G	97%	0%	0%	0%	2%	0%	F	0.092	F	0.605	15000	
<i></i>	To:	Prince Geo	orge Coun	nty Line												
	From:	SR 36	; Market	St												
Old St	City of Petersburg	0.13	3900	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.661	4200	
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To:		amore St													
¬ ~~ ° °	From:		Old St		000/	40/		00/	00/	00/	_	0.005	_	0.700	0700	
β Sycamore St	City of Petersburg		3500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.763	3700	
	Combined Traffic Estimates for Parallel Roadway		NA	_								NA			NA	
	To: From:		ngbrook S													
	0!t f D-1		amore St		000/	10/	40/	0%	00/	00/	_	0.090	F	0.644	4000	
Bollingbrook St	City of Petersourd	0.10	3800	(-	98%	1 %	1%	11-/-	11%	()~/~						
Bollingbrook St	City of Petersburg Combined Traffic Estimates for Parallel Roadway		3800 NA	G	98%	1%	1%	0%	0%	0%	Г	0.090 NA	Г	0.044	4000 NA	

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT ALT	From:		S 1 Par, 2nd													
(36)(301)(1)(301)Bollin		=	4200	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4400	G
	Combined Traffic Estimates for Parallel		NA									0.104	F	0.82	NA	
<u></u>	To: From:	US 1, A	ALT US 301 3rd St	1 3rd St												
(36) (301) Bollingbrook St	City of Peters	sbura 0.15	4000	G	95%	0%	1%	2%	2%	0%	С	0.108	F	0.826	4200	G
36) (301) Bonniggroom or	Combined Traffic Estimates for 2 Parallel	•	6300	G	95%	0%	1%	1%	2%	0%	F	NA	•	0.020	6700	G
	Tombined Traine Estimates for ET drainer	Tiodawayo on timo riodto.				0 70		1 70	_ / 0	070	·				0700	ŭ
36 301 Bollingbrook St	City of Peters	sburg 0.23	5th St 3500	G	98%	0%	1%	0%	0%	0%	С	0.107	F	0.811	3800	G
36 301 Bollingbrook St	•	•		G									Г	0.011		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6100 Crater Rd	G	97%	0%	1%	1%	0%	0%	С	NA			6500	G
	From:	Bo	ollingbrook	St												
(36) (301) Crater Rd	City of Peters		2600	G	93%	0%	1%	4%	2%	0%	С	0.117	F	0.843	2700	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6500	G	95%	0%	1%	2%	1%	0%	F	NA			6900	G
	To:	-	301 Par, Bar	alr Ct												
36 (301) Crater Rd	City of Peters		3600	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.555	3800	G
36 301 Crater Rd	Combined Traffic Estimates for Parallel	•	NA	-	0070	. , •	. , 0	0,0	0,70	0 / 0	•	0.094	F	0.555	NA	<u> </u>
	Tamo Estimates for Faransi											0.001	•	0.000	1471	
Washington Ct	City of Peters		US US 460 9000	Crater I	Rd 97%	0%	0%	00/	2%	00/	г	0.110	F		9900	G
36 Washington St	•	•						0%		0%		0.113	Г			
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	95%	1%	1%	1%	2%	0%	F	NA			19000	G
	To:		Burch St													
$\binom{36}{9}$ Washington St	City of Peters	•	8800	G	92%	1%	2%	2%	3%	0%	С	0.112	F		9700	G
	Combined Traffic Estimates for 2 Parallel			G	92%	1%	2%	2%	3%	0%	С	0.095	F	0.629	19000	G
	To:	SR 36 V	Wythe St; Aı	melia St												
	From:		way County													
(40) Darvills Rd	Dinwiddie Co	ounty 4.90	1000	G	85%	1%	1%	3%	11%	0%	F	0.088	F	0.575	1000	G
<u> </u>	To: From:	26	-644 Brills I	Rd												
(40) Old Cryors Rd	Dinwiddie Co	ounty 6.15	980	Α	85%	1%	1%	3%	11%	0%	С	0.111	Α	0.569	1000	Α
	Ter	26-610	Old White 0	Oak Rd			<u> </u>									
(40) McKenney Hwy	Dinwiddie Co	•	1500	G	85%	1%	1%	3%	11%	0%	F	0.102	F	0.506	1500	G
	To		CL M-V													
(40) Doyle Blvd	Town of McKenney		CL McKenn 1500	N N	85%	1%	1%	3%	11%	0%	N	0.102	N	0.506	1500	N
40 Doyle Blvd	Town or McKermey				00 /0	1 /0	1 /0	378	11/0	0 70	14	0.102	11	0.500	1300	11
	To: From:		002 Railroa		050/	40/		201	110/	00/		0.007		0.544	0000	
40 Doyle Blvd	Town of McKenney	(Maint: 26) 0.57	2300	G	85%	1%	1%	3%	11%	0%	F	0.097	F	0.544	2300	G
	To: From:		Boydton Pla	ınk Rd												
(40) Doyle Blvd	Town of McKenney	(Maint: 26) 0.43	2400	G	91%	1%	1%	1%	6%	0%	С	0.1	F	0.536	2500	G
$\overline{}$	To	EC	CL McKenn	ey												
(40) McKenney Hwy	Dinwiddie Co		2400	N	91%	1%	1%	1%	6%	0%	Ν	0.1	Ν	0.536	2500	Ν
\ ·-/																

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	ΓQ
_	From:		I-85													
McKenney Hwy	Dinwiddie Co	ounty 0.56	1900	G	86%	1%	1%	2%	10%	0%	F	0.089	F	0.522	1900	
<i></i>	To:	26-692	Sapony Ch	urch Rd												
0 McKenney Hwy	Dinwiddie Co		990	A	86%	1%	1%	2%	10%	0%	С	0.116	Α	0.557	1000	
9	To:	26-60	09 Old Stag	ge Rd												
	From:		9 Cherry H													
0) McKenney Hwy	Dinwiddie Co	ounty 2.04	1100	G	86%	1%	1%	2%	10%	0%	F	0.095	F	0.552	1100	
<u> </u>	To: From:	26-61	9 Courthou	se Rd												
0 McKenney Hwy	Dinwiddie Co	ounty 5.19	1200	G	86%	1%	1%	2%	10%	0%	F	0.091	F	0.533	1200	
<i>)</i>	To:	Suss	ex County	Line												
	From:	SR 40 I-85-S0	042A TO &	FROM	IS 85											
Ramp	Dinwiddie Co	ounty 0.21	350	G								0.132	F		350	
/	Tα	I-85-	S FROM R	T 40												
	From:	SR 40 I-85-N	042A FROM	M & TO	IS 85											
Ramp	Dinwiddie Co	ounty 0.21	760	G								0.133	F		760	
<u> </u>	To:	I-85-	N FROM R	RT 40												
rth	From:	Bruns	wick Count	v Line												
5	Dinwiddie Co		11000	Α	79%	1%	1%	1%	17%	2%	F	0.135	Α		9300	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	Α	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.58	19000	
	To	,														
rth	From:		SR 40													
5	Dinwiddie Co	ounty 5.95	11000	Α	83%	1%	1%	1%	13%	1%	F	0.134	Α		9900	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	Α	83%	1%	1%	1%	14%	1%	F	0.122	Α	0.575	20000	
	To:		26-650				-									
rth	Dinwiddie Co	ounty 4.88	12000	Α	83%	1%	1%	1%	13%	1%	F	0.132	Α		10000	
5	Combined Traffic Estimates for 2 Parallel	,			83%	1%	1%	1%	14%	1%	, F	0.132	A	0.581	21000	
	Combined Trainic Estimates for 2 Parallel	Hoadways on this Houte.		Α	63%	176	176	170	14%	170	Г	0.12	А	0.561	21000	
rth	To: From:		26-703													
5	Dinwiddie Co	ounty 8.52	13000	Α	83%	1%	1%	1%	13%	1%	С	0.123	Α		12000	
)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	83%	1%	1%	1%	14%	1%	С	0.115	Α	0.568	23000	
	To:		US 460													
orth ~~~	From:															
5 (460)	Dinwiddie Co	•	19000	Α	83%	1%	1%	1%	13%	1%	F	0.105	Α		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α	85%	1%	1%	1%	12%	1%	F	0.100	Α	0.512	36000	
	To:		US 1				\neg \vdash									
th	Dinwiddie Co	ounty 1.18	24000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		24000	
5 460		•											A			
	Combined Traffic Estimates for 2 Parallel			Α	87%	1%	1%	1%	10%	1%	С	NA			47000	
th	To: From:	SC	CL Petersbu	ırg												
5) (460)	City of Petersburg ((Maint: 26) 1.01	24000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		24000	
	Combined Traffic Estimates for 2 Parallel			Α	87%	1%	1%	1%	10%	1%	C	0.096	Α	0.53	47000	
			rrel Level F		J. 70	. /0	. ,3	. /0	. 5 / 5	. /0	_	5.555		0.00	000	

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

					47.			Tru	ck			K	01/	Dir	A A14/DT	0144
Route	Jurisdictio	on Lengt	h AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:		quirrel Level													
(85) {460}	City of Petersburg	,		Α	88%	1%	1%	1%	9%	1%	F	0.092	Α		27000	Α
V	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 52000	Α	87%	1%	1%	1%	10%	1%	F	0.094	Α	0.557	52000	Α
North	To: From:		Ramp To I-9	5 S												
(85) I-85 N Ramp	City of Petersburg	(Maint: 26) 0.46	22000	G	88%	1%	1%	1%	9%	1%	F	0.091	F		22000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 46000	G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.586	44000	G
North	To: From:	Ramp to	Washington	St; Wyth	e St											
North (85) Ramp	City of Petersburg	(Maint: 26) 0.11	19000	G	88%	1%	1%	1%	9%	1%	F	0.087	F		19000	G
1	Combined Traffic Estimates for 2 Parallel	'		G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.564	37000	G
-	To:	:	I-95 North	1												
North	From:	c.	I-85 North	1												
(85) Ramp	Dinwiddie Co			G								0.106	F		350	G
	To:	SR	40 McKenne													
North Ramp	Dinwiddie Co	ounty 0.21	I-85 North	1								NA			NA	
85 Ramp	Diriwidale Co	26-650 Hawkin		Hamilton	Arms Rd	1						INA			INA	
North	From	20 030 TRWKIII	I-85 North		THIIIS ICC	•										
(85) Ramp	Dinwiddie Co	ounty 0.37		G								0.121	F		250	G
	To:		6-703 Carson	ı Rd												
North	From:		North to Re	st Area												
85 Dinwiddie Rest Area Rai	mp Dinwiddie Co											NA			NA	
North	To: From:		Rest Area Pa Rest Area Par		t											
(85) Dinwiddie Rest Area Rai	mp Dinwiddie Co			G	72%	2%	0%	0%	23%	2%	С	0.09	F		510	G
03)	To:		North from R													
North	From:	c .	I-85 North	1												
85) Ramp	Dinwiddie Co	ounty 0.20		G								0.120	F		690	G
North	To: From:	I 05 NOC1	BUS US 46 B TO RT 460		orico		_									
(85) Ramp	Dinwiddie Co		NA	0 & 400 I	503?							NA			NA	
(03)	To:		460 FROM 1	RT 85 NI	3											
North	From:	I-85-N061	A TO US 46	0 & 460	BUS											
(85) Ramp	Dinwiddie Co											NA			NA	
$\overline{}$	To	CEUS	460 FROM 1	RT 85 NI	3											
North	From:		I-85 North										_			_
85 Ramp	Dinwiddie Co To			G								0.104	F		600	G
	10.	US	1 Boydton Pl				_									
North Ramp	Dinwiddie Co	unty 0.26	I-85 North	G								0.138	F		620	G
85 Ramp	Diriwidale GC		1 Boydton Pl									0.130	'		020	G
		1 03	. Dojaton i i	IVU												

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

Devite	Louis at at a		- AADT		4.7	D		Tru	ıck		00	K	01/	Dir	A A \ A \ D T	- 0
Route	Jurisdictio	n Lengi	h AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
orth Domn	From:	(Mainty OC) 0.11	I-85 North									0.006	_		1000	_
Ramp	City of Petersburg (1300 011 Squirrel I	G [aval Pd	1							0.096	F		1300	C
	From:	123-9			1											
$\frac{\text{orth}}{85}$ $\frac{\text{460}}{\text{Ramp}}$	City of Petersburg ((Maint: 26) 0.10	I-85 North 5900	Α	88%	0%	1%	1%	10%	0%	С	0.105	Α		6100	
35) (460) Hamp	To:	0.10	I-95 South		00 70	0 70		170	10 /0	0 70	Ü	0.100	,,		0100	•
rth	From:	I 95 No	orth Ramp to 1		th											
Ramp	City of Petersburg (G	uı							0.119	F		2800	
	To:	I-95 North Exit 5			ashington	St										
rth	From:		I-95 North													
Famp	City of Petersburg (Α								0.11	Α		6100	
rth	To: From:		e St & Washi 85 North Exit													
Ramp	City of Petersburg (A								0.113	Α		3800	
	Τα		S 460-P Wash		t											
rth	From:	I-	85 North Exit	68B												
Ramp	City of Petersburg (Α								0.125	Α		2300	
	To:		EUS 460 Wyt	he St												
th	From:	Bru	nswick Count	y Line												
5)	Dinwiddie Co	unty 2.78	11000	Α	79%	1%	1%	1%	18%	1%	F	0.125	Α		9400	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 22000	Α	79%	1%	1%	1%	17%	2%	F	NA			19000	
	To:		SR 40													
uth 5	Dinwiddie Co	unty 5.95	11000	Α	83%	1%	1%	1%	14%	1%	E	0.123	Α		10000	
9)	Combined Traffic Estimates for 2 Parallel	•			83%	1%	1%	1%	14%	1%	F	0.123	Α	0.575	20000	
	Combined Trainic Estimates for 2 Faraner	noadways on this noute		Α	03 /6	1 /0	1 /0	1 /0	14 /0	1 /0	'	0.122	^	0.575	20000	
<u>ıth</u>	To: From:		26-650													
5	Dinwiddie Co	unty 4.95	12000	Α	83%	1%	1%	1%	14%	1%	F	0.121	Α		10000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 23000	Α	83%	1%	1%	1%	14%	1%	F	0.12	Α	0.581	21000	
. sla	To: From:		26-703													
uth 5	Dinwiddie Co	unty 8.36	13000	Α	83%	1%	1%	1%	14%	1%	С	0.116	Α		12000	
9)	Combined Traffic Estimates for 2 Parallel	•		A	83%	1%	1%	1%	14%	1%	C	0.115	Α	0.568	23000	
	T-	riodawayo on thio rioda			00 70	1 /0	1 70	170	1470	1 70	Ü	0.110	,,	0.000	20000	
uth ~~~	From:		US 460													
5 (460)	Dinwiddie Co	•		Α	87%	1%	1%	1%	10%	1%	F	0.109	Α		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 37000	Α	85%	1%	1%	1%	12%	1%	F	0.100	Α	0.512	36000	
ıth	To: From:		US 1													
10th 15 (460)	Dinwiddie Co	unty 0.81	23000	Α	87%	1%	1%	1%	10%	1%	С	0.109	Α		23000	
,5) (400)	Combined Traffic Estimates for 2 Parallel	•		A	87%	1%	1%	1%	10%	1%	C	NA	• •		47000	
	To:		SCL Petersbu		J7 /0	. /0		. 70	. 5 /0	. 70	3	. 4/ 1			., 000	

Combined Traffic Estimates for 2 Parallel Roadways on this Pouts South S			Biiiiidai	e Mairiten	411007				Tru	ok			K		Dir		
South Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4800 A 87% 1% 1% 1% 1% 1% 1% 1%	Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
South Combined Traffic Estimates for 2 Parallel Roadways on this Rouse 48000 A 87% 1% 1% 1% 10% 1% C 0.109 A 23000 A 27000 A 2	South	From	r.	CL Petershi	ıro			ZANIC	OTANIC	TTTAII	ZIIali		1 actor		1 actor		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: Assume Level Roadways on this Route: Assume Level Roadways on this Route: Assume Level Roadways on this Route: Section Roadways on this Roadways on	\sim	City of Petersburg			-	87%	1%	1%	1%	10%	1%	С	0.109	Α		23000	Α
September Sept	(00) (400)			48000	Α		1%	1%	1%	10%	1%	С	NA			47000	Α
City of Petersburg (Maint: 26) 2.23 25000 A 87% 1% 1% 1% 1% 1% 1% F 0.107 A 24000 A	-	To	Sa	uirrel I evel I	Road												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 52000 A 87% 1% 1% 1% 1% 1% 1% 1%		City of Datasahusa				070/	10/	10/	10/	100/	10/	_	0.107	^		04000	^
Supplication Supp	(85) (460)											•			0.557		
South Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 C 85% 1% 1% 1% 1% 1% 1% 1%		Combined Traffic Estimates for 2 Parallel				87%	1%	1%	1%	10%	1%	F	0.094	А	0.557	52000	А
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 85% 1% 1% 1% 1% 1% 1% 1%	South	To From	i.	mp From I-9	95 N												
Suth	85 I-85 S Ramp	City of Petersburg	(Maint: 26) 0.33	24000	G	83%	1%	1%	1%	13%	1%	F	0.094	F		22000	G
South Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 G 83% 1% 1% 1% 1% 1% 1% 1%		Combined Traffic Estimates for 2 Parallel	Roadways on this Route	46000	G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.586	44000	G
Result R	South		Ramp I	From Washin	gton Av	2											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000		City of Petersburg	(Maint: 26) 0.16	20000	G	83%	1%	1%	1%	13%	1%	F	0.090	F		18000	G
South Dinwiddie County D.18 690 G				39000	G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.564	37000	G
South Sout		To	x	I-95 South													
1-85 South 1-8	South	From	E	I-85 South													
South Sout	(85) Ramp	Dinwiddie Co	ounty 0.18	690	G								0.135	F		690	G
South Shamp Dinwiddie County O.02 NA	South		I-85 So	uth Exit 42B	to SR 4)											
SR 40 McKemey Hwy 1.85 Soul AT DR 74 0 1.85 Soul AT DR 75 0 1.85 Soul AT DR 76 0 1.85 Soul AT DR 77 0		Dinwiddie Co	ounty 0.02	NA									NA			NA	
South		To	SR 4	0 McKenne	y Hwy												
SR 40 FROM RT 85 SB South SR 40 FROM RT 85 SB South South South SR 40 FROM RT 85 SB SR 40 FR 40	South	From		-S042A TO	RT 40												
South	85 Ramp												NA			NA	
Bamp Dinwiddie County 0.21 420 G		То	SR 4														
South Sout	South	From	r													400	
South	85 Ramp	Dinwiddie Co						1					0.196	F		420	G
South Free		T-o-o															
South													0 137	E		1800	G
South	(85) Hamp												0.107			1000	u
NA NA NA	South	From															
South Sout		Dinwiddie Co			11 703								NA			NA	
South South From Dinwiddie County O.15 NA NA NA NA NA NA NA N		To	26-70	3 FROM RT	Г 85 SB												
Tot Enter Rest Area Parking Lot Exit Rest Area Parking Lot Exit Rest Area Parking Lot Exit Rest Area Parking Lot	South	From	I-85	South to Res	st Area												
Exit Rest Area Parking Lot	85 Dinwiddie Rest Area	Ramp Dinwiddie Co											NA			NA	
South Sout		To From															
Tok I-85 South from Rest Area			EXII R			76%	1%	1%	1%	20%	1%	С	0.086	F		910	G
South I-85 South (85) Ramp Dinwiddie County 0.18 6600 G 0.120 F 6600 G	03) 2	To				. 5 / 6	. , ,		. 70		. , ,	_					
Ramp Dinwiddie County 0.18 6600 G 0.120 F 6600 G	South	From	n:														
		Dinwiddie Co	ounty 0.18										0.120	F		6600	G
		To	I-85 Sou	th Exit 61B	to US 46	0											

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
South	Fron:	I-85 Soutl	n Exit 61B t	o US 46	0		2AXIE	3+Axle	TTrail	21raii		Factor		Factor		
85) Ramp	Dinwiddie Co		NA		~							NA			NA	
	Τα	US	460 Airpor	t St												
South	From:	I-85-S	061A TO U	JS 460												
85 Ramp	Dinwiddie Co	unty 0.05	NA									NA			NA	
$\overline{}$	To:	US 460 US	S 460-E312.	A Gap T	O'											
South	From:		I-85 South													
85 Ramp	Dinwiddie Co		3500	G								0.11	F		3500	G
$\overline{}$	Τα	US 1 I	Boydton Pla	ınk Rd												
South	From:		I-85 South													
(85) Ramp	Dinwiddie Co	•	3600	G								0.125	F		3600	G
<u> </u>	To:	US 1 I	Boydton Pla	ınk Rd												
South	From:		I-85-S													
85 Ramp	City of Petersburg (,	2900	Α								0.114	Α		3100	Α
	10.	123-901	1; Squirrel I	Level Ro												
North	From:	(Masters 74)	Rives Rd		050/	40/	10/	00/	100/	00/	_	0.440			4 4000	
95	City of Petersburg (,	16000	Α	85%	1%	1%	0%	13%	0%	-	0.118	A	0.500	14000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	Α	85%	1%	1%	0%	12%	0%	F	0.107	Α	0.582	29000	Α
North	To: From:		Wagner Rd													
95)	City of Petersburg ((Maint: 74) 2.79	22000	Α	85%	1%	1%	0%	13%	0%	F	0.106	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	85%	1%	1%	0%	12%	0%	F	0.097	Α	0.516	43000	Α
	Tor	US 460 Coun	ty Rd: US 3	RO1 Crat	er Rd											
North	From:					40/	40/	00/	400/	00/	_	0.440			10000	
95	City of Petersburg (19000	A	85%	1%	1%	0%	13%	0%	-	0.112	A	0.574	18000	A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte: Maintenane	39000	A Char	85%	1%	1%	0%	12%	0%	F	0.101	Α	0.574	36000	Α
North	From:	Maintenan	I-85	ion Chai	ge											
95)	City of Petersburg ((Maint: 26) 0.44	44000	Α	92%	1%	1%	1%	6%	0%	F	0.095	Α		43000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	Α	91%	1%	1%	1%	6%	0%	F	0.094	Α	0.556	83000	Α
	Tor	US 301, Bus		achinata	n St											
North	From:										_					
95	City of Petersburg (50000	Α	92%	1%	1%	1%	6%	0%	-	0.094	Α		49000	Α
~	Combined Traffic Estimates for 2 Parallel			Α	91%	1%	1%	1%	6%	0%	F	NA			99000	Α
	100	SCL	Colonial He													
North	From:	(Mainte 74) 0.47	I-95 North									0.100	^		000	^
95 Ramp	City of Petersburg (,	850	A D.A								0.108	Α		830	Α
	10.		-9008 Rives													
North	From:		I-95 North									0 1 4 1	۸		200	۸
95 Ramp	City of Petersburg (260	A D.d.								0.141	Α		290	Α
	144	123-9	9010 Wagne	er Ku												

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor	AAWDT	QW
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.23 690 G 123-9010 Wagner Rd	0.097	F	690	G
lorth 95 Ramp	City of Petersburg (Maint: 74)	I-95 North Collector Rd 0.11 720 G US 460 County Dr	0.204	F	720	G
orth 95 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.14 500 G BUS US 460 P	0.1	F	500	G
orth 95 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.16 1900 G US 301	0.131	F	1900	G
orth 95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	I-95 North 0.04 NA Ramp to US 460 East	NA		NA	
orth 95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.15 2800 G Ramp From US 460 West	0.1	F	2800	G
orth 95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.26 10000 A Ramp to US 301 North	0.144	A	12000	Α
orth 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	
orth 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	F	9700	G
orth 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.14 14000 A Ramp to Wythe & Washington Streets	0.121	A	15000	Α
orth 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.01 NA I-95 North	NA		NA	
orth Ramp	City of Petersburg (Maint: 26)	I-95 North Collector Rd 0.47 3600 G 5 North Exit 68B To Wythe St & Washington St	0.094	F	3600	G
orth 95 Ramp	City of Petersburg (Maint: 26)	I-95 North 0.43 5400 G I-85 South	0.112	F	5400	G
orth 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.19 NA US 301 Par, Bank St	NA		NA	

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

Jurisdictio From:	n Length	AADT					Tru				K		Dir		
From:	_	AADI	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	St	CL Petersbur	ro			27 (XIC	OTTINIO	TTTUI	ZIIGII		1 40101		1 dotoi		
City of Petersburg		14000	A	86%	1%	1%	0%	12%	0%	F	0.123	Α		12000	Α
Combined Traffic Estimates for 2 Parallel			Α	85%	1%	1%	0%	12%	0%	F	NA			24000	Α
Tor								, .	- , -						
From:															
City of Petersburg	(Maint: 74) 1.22	16000	Α	86%		1%	0%		0%	F	0.112	Α		15000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	Α	85%	1%	1%	0%	12%	0%	F	0.107	Α	0.582	29000	Α
To: From:		Wagner Rd													
City of Petersburg	(Maint: 74) 1.50	23000	Α	86%	1%	1%	0%	12%	0%	F	0.098	Α		22000	Α
										F			0.516		Α
To:	,				1 /0	$\overrightarrow{1}$	070	1270	0 70	•	0.007	,,	0.010	40000	,,
From:															
City of Petersburg	(Maint: 74) 0.91	19000	Α	86%	1%	1%	0%	12%	0%	F	0.104	Α		18000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	Α	85%	1%	1%	0%	12%	0%	F	0.101	Α	0.574	36000	Α
To	North of US 460 (County Rd; U	US 301	Crater Rd		_									
City of Potorsburg	(Maint: 26) 0.41	20000									0.004	۸		20000	Α
,	,											^			A
Combined Trainc Estimates for 2 Faraner	noadways on this noute.		Α								IVA			47000	А
To: From:		I-85													
City of Petersburg	(Maint: 26) 0.66	42000	Α	91%	1%	1%	1%	7%	0%	F	0.096	Α		41000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	Α	91%	1%	1%	1%	6%	0%	F	0.094	Α	0.556	83000	Α
To	US 301. Bus	s US 460 Wa	ashingto	on St											
City of Datarahura					10/	10/	10/	70/	00/	_	0.004	۸		40000	^
												А			A
Combined Traffic Estimates for 2 Parallel	-			91%	1%	1%	1%	6%	0%	г	NA			99000	Α
-	SCL		ignis												
City of Potorsburg	(Maint: 74) 0.16		-								0 112	_		2500	G
Oity of Fetersburg			-								0.113	'		3300	G
From:	125		Ru												
City of Patershura	(Maint: 74) 0.25		G								0 109	F		2400	G
To:											0.100	'		2400	а
From:	125-		ı Ku												
City of Patershura	(Maint: 74) 0.31		Λ.								0.100	Δ		5700	Α
To:											0.100	^		3700	
From:						_									
City of Petershura				99%	0%	0%	0%	0%	0%	C	0.088	F		6300	G
Tax	,			00 /0	0 /0		0 /0	0 /0	0 /0	5	0.000	•		5500	u
From:	125-														
City of Petershura	(Maint: 74) 0.06		Δ								0 098	Δ		10000	Α
To:											0.000	\sim		10000	
	Combined Traffic Estimates for 2 Parallel City of Petersburg Combined Traffic Estimates for 2 Parallel To From City of Petersburg Combined Traffic Estimates for 2 Parallel City of Petersburg Combined Traffic Estimates for 2 Parallel City of Petersburg To City of Petersburg City of Petersburg To City of Petersburg City of Petersburg To City of Petersburg To	City of Petersburg (Maint: 74) 1.50	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000	City of Petersburg (Maint: 74) 1.22 16000 A	City of Petersburg (Maint: 74) 1.22 16000 A 86%	City of Petersburg (Maint: 74) 1.22 16000 A 85% 1% 1% 1% 1% 1% 1% 1%	City of Petersburg (Maint: 74) 1.22 16000 A 86% 1% 1% 1% 1% 1% 1% 1%	City of Petersburg (Maint: 74) 1.22 16000 A 86% 1% 1% 0%	City of Petersburg (Maint: 74) 1.22 16000 A 86% 1% 1% 0% 12%	City of Petersburg (Maint: 74) 1.22 16000 A 86% 1% 1% 0% 12% 0% 12% 0% 10% 12% 10% 10% 12% 10% 10% 12% 10% 10% 12% 10% 10% 12% 10% 10% 12% 10% 10% 12% 10% 10% 12% 10% 10% 12% 10% 10% 10% 12% 10% 10% 10% 12% 10% 10% 10% 10% 10% 10% 10% 10% 10% 10	City of Petersburg (Maint: 74) 1.22 16000 A 86% 1% 1% 0% 12% 0% F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 A 85% 1% 1% 0% 12% 0% F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 A 85% 1% 1% 1% 0% 12% 0% F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 A 85% 1% 1% 0% 12% 0% F COmbined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 A 85% 1% 1% 0% 12% 0% F COmbined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 85% 1% 1% 0% 12% 0% F COmbined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 85% 1% 1% 0% 12% 0% F COmbined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 85% 1% 1% 0% 12% 0% F COmbined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 85% 1% 1% 1% 0% 12% 0% F COmbined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 85% 1% 1% 1% 0% 12% 0% F COmbined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 85% 1% 1% 1% 1% 0% 0% 0% F COmbined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 91% 1% 1% 1% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	City of Petersburg (Maint: 74)	City of Petersburg (Maint: 74) 1.22 16000 A 85% 1% 1% 0% 12% 0% F 0.112 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 A 85% 1% 1% 1% 0% 12% 0% F 0.1017 A 1	Clty of Petersburg (Maint: 74) 1.22 16000 A 85% 1% 1% 0% 12% 0% F 0.112 A 0.582 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 A 85% 1% 1% 0% 12% 0% F 0.097 A 0.582 Clty of Petersburg (Maint: 74) 1.50 2000 A 86% 1% 1% 0% 12% 0% F 0.098 A 0.516 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000 A 85% 1% 1% 0% 12% 0% F 0.097 A 0.516 Clty of Petersburg (Maint: 24) 0.91 19000 A 86% 1% 1% 0% 12% 0% F 0.097 A 0.516 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000 A 86% 1% 1% 0% 12% 0% F 0.010 A 0.516 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000 A 86% 1% 1% 1% 0% 12% 0% F 0.010 A 0.516 Clty of Petersburg (Maint: 26) 0.41 29000 A 86% 1% 1% 1% 0% 12% 0% F 0.094 A 0.574 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 91% 1% 1% 1% 0% 0% 12% 0% F 0.094 A 0.556 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 91% 1% 1% 1% 0% 0% 0% F 0.094 A 0.556 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 91% 1% 1% 1% 0% 0% 0% F 0.094 A 0.556 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 91% 1% 1% 1% 0% 0% 0% F 0.094 A 0.556 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 91% 1% 1% 1% 0% 0% 0% F 0.094 A 0.556 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 91% 1% 1% 1% 0% 0% 0% 0% F 0.094 A 0.556 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 100000 A 91% 1% 1% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	City of Petersburg (Maint: 74) 1.22 1600

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South Page 1 of New 1 of O	From:		p to Graham		040/	00/	40/	40/	70/	00/	_	0.440	_		44000	0
95 (460) Ramp from I-85 N to I-95 S	City of Petersburg (Main		11000	G	91%	0%	1%	1%	7%	0%	С	0.112	F		11000	G
South Bus	From:		np from US 30	01												
95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Main	int: 74) 0.18	NA									NA			NA	
South Bus	To: From:	Ran	np from US 30	01												
95 (460)(460) Ramp from I-85 N to I-95 S	City of Petersburg (Main	int: 74) 0.27	12000	A								0.117	Α		13000	Α
South	To: From:	U	JS 460 Ramp													
95) Ramp	City of Petersburg (Main	int: 74) 0.22	3500	G								0.082	F		3500	G
	To:		I-95 South													
South	From:		I-95 South													
95) Ramp	City of Petersburg (Main	int: 74) 0.12	NA									NA			NA	
South	To: From:	I-95-S052I	3 to Washingt	on Stre	et											
95) Ramp	City of Petersburg (Main	int: 74) 0.19	NA									NA			NA	
	To:	CEUS 460	FROM RT 95	SOU7	TH											
	From:		460 County R													
106 Courthouse Rd	City of Petersburg		6800	G	95%	2%	1%	1%	1%	0%	F	0.096	F	0.507	7200	G
	Etomo		CL Petersburg													
109) Hickory Hill Rd	City of Petersburg		460 County R 7700	G	98%	0%	0%	1%	0%	0%	С	0.128	F	0.869	8200	G
109)	To.				0070	0,0		. , ,	0,0	0,70		020	•	0.000	0200	<u> </u>
109) Hickory Hill Rd	City of Petersburg		CL Petersburg 7700	N	98%	0%	0%	1%	0%	0%	N	0.128	N	0.869	8200	N
103/	To:	Dead End; Fort Lee N														
	From:	US 1 1	Boydton Planl	k Rd												
Simpson Rd	Dinwiddie County	y 1.27	3000	G	97%	0%	0%	1%	2%	0%	С	0.115	F	0.626	3100	G
<u> </u>	To: From:	W	CL Petersburg	g												
142 Boydton Plank Rd	City of Petersburg	g 0.16	3100	G	97%	0%	0%	1%	1%	0%	F	0.107	F	0.688	3300	G
	To: From:		Dupuy Rd				\Box \vdash									
142 Boydton Plank Rd	City of Petersburg	g 1.24	3100	G	97%	0%	0%	1%	1%	0%	С	0.103	F	0.669	3300	G
<u> </u>	To: From:		604 Halifax R				-									
142 Halifax Rd	City of Petersburg	g 0.06	5200	G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.516	5600	G
	10:		CSX RR													
226) Cox Rd	Dinwiddie County		9300 S 460 Cox Rd	G	97%	1%	1%	1%	1%	0%	С	0.096	F	0.639	9900	G
220 300 110	To:		West of Peters		31 /0	1 /0	1 /0	1 /0	1 /0	U /0	J	0.030	'	0.033	3300	a
	From:		CL Petersburg													
301 Crater Rd	City of Petersburg		8000	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.651	8500	G
	To:		Rives Rd													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
~~	From:		Rives Rd													
301 Crater Rd	City of Petersburg	0.90	9100	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.612	9700	(
~	To: From:		Wagner Rd													
301 Crater Rd	City of Petersburg	0.43	21000	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.508	22000	
~ <i></i>	Τα		Flank Rd				\neg \vdash									
301 Crater Rd	City of Petersburg	0.87	21000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.503	22000	
30.)	To	ALTI	S 301 Sycan	mora St												
Go1 Crater Rd	From: L City of Petersburg	0.26	15000	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.528	15000	
501) 6.416. 1.14	2.t, 0 etc. coa.g					0,0		0,0	0,70	0,0	Ū	0.00.	•	0.020	.0000	
Crator Dd	City of Deterophys		South Blvd	_	99%	0%		0%	0%	0%	F	0.007	F	0 E10	21000	
Crater Rd	City of Petersburg	0.73	20000	G	99%	0%	0%	0%	0%	0%	Г	0.087	Г	0.518	21000	
Bus	Too From:	I-9:	5, Bus US 4	160												
301 (460 Crater Rd	City of Petersburg (Maint: 26)	0.09	9700	N	98%	1%	1%	0%	0%	0%	Ν	0.087	Ν	0.507	10000	
	To:	I-95; Bus U	S 460 Par, V	Winfield	Rd											
Bus	From:		ce Jurisdiction													
301 (460) Crater Rd	City of Petersburg	0.98	9700	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.507	10000	
~ ~	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									0.087	F	0.507	NA	
Due	To: From:	SR 36, B	us US 460 V	Wythe S	t											
Bus 301 (460 Crater Rd	City of Petersburg	0.10	6900	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.559	7300	
480 States 110	Combined Traffic Estimates for Parallel Roadways		NA	•	0070	. , 0	. , ,	0,0	0 70	0,0	•	0.09	F	0.559	NA	
	Tamo Estimates for Faranor Hoadways			***								0.00	•	0.000		
301 (36) Crater Rd	City of Petersburg	SR 36 Par, Bus 0.18	US 460 Par, 3600	, Washii	ngton St 98%	1%	1%	0%	0%	0%	Е	0.094	_	0.555	3800	
36 Crater Rd	Combined Traffic Estimates for Parallel Roadways			G	90%	1 70	1 70	0%	076	0%	Г		F	0.555		
	Combined Trainic Estimates for Parallel Roadways	on this Houte.	NA									0.094	Г	0.555	NA	
~	To- From:		301 Par, Ban				<u> </u>									
301 36 Crater Rd	City of Petersburg	0.14	2600	G	93%	0%	1%	4%	2%	0%	С	0.117	F	0.843	2700	
~ ~	Combined Traffic Estimates for 2 Parallel Roadways		6500	G	95%	0%	1%	2%	1%	0%	F	NA			6900	
	From:	Вс	ollingbrook S Crater Rd	St			_									
801 (36) Bollingbrook St	City of Petersburg	0.23	3500	G	98%	0%	1%	0%	0%	0%	С	0.107	F	0.811	3800	
301) (30) =	Combined Traffic Estimates for 2 Parallel Roadways		6100	G	97%	0%	1%	1%	0%	0%	С	NA			6500	
					0.70	0,0		. , ,	0,70	0,0	Ū				0000	
301 (36) Bollingbrook St	City of Petersburg	0.15	5th St 4000	G	95%	0%	1%	2%	2%	0%	С	0.108	F	0.826	4200	
Bollingbrook St	•		6300	G							F		'	0.020		
	Combined Traffic Estimates for 2 Parallel Roadways	on this houte:	3rd St	G	95%	0%	1%	1%	2%	0%	r	NA			6700	
ALT	From:	US 1, /	ALT US 301	3rd St			_									
~ ~ ~ ~	ngbrook St City of Petersburg	0.08	4200	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4400	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									0.104	F	0.82	NA	
	To:		S 1 Par, 2nd	St												
	-		NI DEL 1													
301 (1) 2nd St	City of Petersburg	0.35	N RT 1 11000	G	99%	0%	0%	0%	0%	0%	_	0.091	_	0.597	12000	

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

Route	Jurisdictio	on Length	AADT	QΔ	4Tire	Rus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΩV
	From:	ı Zongar	US 301	<u> </u>			2Axle	3+Axle	1Trail	2Trail		Factor		Factor	,,,,,,,	
301 Ramp	City of Petersburg	(Maint: 74) 0.19	6900	G								0.077	F		6900	G
	To:	I-9	5 Collector	Rd												
lorth	From:	US 301; 123-9012			RO RT 95											
Ramp	City of Petersburg	<u>` </u>	1800	G	IODELL							0.081	F		1800	G
	From:	I-95-S050X FR			ORTH											
outh Bus 301×460 Ramp US 301 S	S to I-95 S at Exit ??? City of Petersburg		301 Crater 620	G	97%	1%	1%	1%	1%	0%	F	0.114	F		660	G
460)	To:	()	-95, US 460		0.70	. , 0		. , 6	. , 0	0,0	•	••••				
	From:	US	301 Crater	St												
$\widetilde{\mathfrak{g}_1}$ $\left(36\right)$ Bank St	City of Peters	sburg 0.24	2500	G	97%	0%	1%	1%	1%	0%	С	0.100	F	0.631	2700	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6100	G	97%	0%	1%	1%	0%	0%	С	NA			6500	(
			5th St													
β1 (36) Bank St	City of Peters	•	2300	G	97%	0%	1%	1%	1%	0%	F	0.096	F		2500	(
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6300	G	95%	0%	1%	1%	2%	0%	F	NA			6700	(
ALT			3rd St													
$\widetilde{\mathfrak{g}1}$ $\widetilde{\mathfrak{g}1}$ $\widetilde{\mathfrak{g}301}$ $\widetilde{\mathfrak{g}6}$ Bar	nk St City of Peters	•	2300	G	97%	0%	1%	1%	1%	0%	F	0.093	F		2400	(
	Combined Traffic Estimates for 2 Parallel		6500	G	97%	0%	1%	0%	0%	0%	F	NA			6800	(
	To:	•	JS 301 Par,													
NLT 101 Sycamore St	City of Peters		301 Crater 7200	Rd G	99%	0%	0%	0%	0%	0%	E	0.095	F	0.576	7600	(
Sycamore St	Oily of Felers	sburg 0.50			33 /0	0 /0	0 /0	0 /6	0 /6	0 /0	'	0.093	'	0.576	7000	
LT	From:		South Blvd													
Sycamore St	City of Peters	sburg 0.95	5800	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.597	6100	(
LT	To:		North Blvd													
Sycamore St	City of Peters	sburg 0.42	8600	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.642	9200	(
<i></i>			Graham Rd													
ALT 801 Sycamore St	City of Peters	sburg 0.56	9500	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.572	10000	(
301) 3,000	To:		S 1 Wythe S		0070	0,70		0,0	0,0	0,0	•	0.00		0.07.2	.0000	
ALT Bus	From:		US 1		070/	10/	101	101	10/	00/	_	0.000	_		10000	,
$301 \left(1 \right) \left(460 \right) \left(36 \right) $ Wy	rthe St City of Peters Combined Traffic Estimates for Parallel		12000 NA	G	97%	1%	1%	1%	1%	0%	F	0.088 NA	F		12000 NA	(
	Combined Trainic Estimates for Faraner		S 460 Jeffer	rson St								INA			INA	
LT ~~	From:	Bus U	US 460 Wyt	the St												
01) (1) Jefferson St	City of Peters	-	2900	G	97%	1%	1%	1%	1%	0%	F	0.129	F	0.624	3100	(
~	Combined Traffic Estimates for Parallel		NA									0.129	F	0.624	NA	
LT	To:	Bus US 46	60 Par, Was	hington	St		⊒⊢									
301 1 Jefferson St	City of Peters	sburg 0.26	920	G	97%	1%	1%	1%	1%	0%	F	0.119	F	0.701	980	(
~ ~	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.119	F	0.701	NA	
	To:		Henry St													

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

		Dinwidale	Mamena	ance A	ıea											
Route	Jurisdiction	n Length	AADT	ΟΛ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
Tioute	Julistiction	II Lengui	AADI	GA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
ALT	From:		Henry St													
301 \	City of Peters	burg 0.05	320	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.632	330	G
\hookrightarrow	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									0.104	F	0.632	NA	
	To	IIC 3	301 Par, Bar	dr Ct												
ALT	From:										_		_			_
(301)(1) 3rd St	City of Peters	burg 0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.569	420	G
\hookrightarrow	Combined Traffic Estimates for Parallel I		NA									0.107	F	0.569	NA	
	To:		1 Bollingbro													
ALT	From:	,	ALT US 301		000/	00/		00/	00/	00/	_	0.404	_	0.00	4.400	_
(301)(301)(1)(36) Bolling	gbrook St City of Petersl	0	4200	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4400	G
~ ~ ~ ~	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									0.104	F	0.82	NA	
	To:		US 301													
ALT	From:		S 1 Wythe S													
301 Sycamore St	City of Peters	burg 0.09	6600	G	98%	0%	1%	0%	0%	0%	F	0.158	F	0.617	7000	G
CF)	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	To:	Bus US	460 Washir	ngton St												
ALT Bus Bus	From:		ıs US 460 P													
{ 301 }{ 460 }{ 460 } (36 <i>)</i> Wash	ington St City of Petersl	O .	14000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		15000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	26000	G	97%	1%	1%	1%	1%	0%	F	NA			27000	G
	To:	Bus US	460 Washir	ngton St			<u> </u>									
ALT	From: L				000/	00/	40/	00/	00/	00/	_	0.007	_	0.50	0700	_
(301) Adams St	City of Peters		9200	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.59	9700	G
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
ALT.	To:		Franklin St													
ALT Adams St	City of Petersl	bura 0.16	8100	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.583	8600	G
3β1 Adams St				G	90%	076	1 70	0%	0%	076	C		Г	0.363		G
•	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	10.		Henry St													
~~~	From:		way County													
(460)	Dinwiddie Co	unty 6.80	5600	G	87%	1%	1%	1%	10%	0%	F	0.081	F	0.528	5600	G
	To:	26	-625 Wells l	Rd												
460	Dinwiddie Col		5900	G	87%	1%	1%	1%	10%	0%	F	0.081	F	0.586	5900	G
400)	r															
$\sim$	From:		22 Baltimor		070/	10/	10/	10/	100/	00/	_	0.104	۸	0.014	0000	۸
460	Dinwiddie Co	unty 2.32	6200	Α	87%	1%	1%	1%	10%	0%	С	0.104	Α	0.614	6200	Α
	To: From	26-611	Trinity Chu	rch Rd			-									
(460)	Dinwiddie Co	unty 3.29	7000	G	87%	1%	1%	1%	10%	0%	F	0.081	F	0.619	7000	G
	To	26.60	7 Counth a	no D.4												
1460 New Cox Rd	From: Dinwiddie Coi		7 Courthous 7300	G Ra	87%	1%	1%	1%	10%	0%	F	0.083	F	0.625	7300	G
460 New 50x Hu	Diriwidale Col	unity 2.30	7300	<u> </u>	01/0	1 /0	1 /0	1 /0	10/0	U /0	1	0.003	'	0.023	1300	G
~~~	To: From:		3 Tranquility		•											
(460) Cox Rd	Dinwiddie Co	unty 2.12	9300	G	87%	1%	1%	1%	10%	0%	F	0.087	F	0.65	9300	G
\smile	To:	26-6	31 Claiborn	e Rd												

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

				iviaiiileiia					Tru	ıck			K		Dir		
Route	Jurisdic	tion	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	Fi	rom:		31 Claiborn													
Cox Rd	Dinwiddie (	County	0.25	13000	G	87%	1%	1%	1%	10%	0%	F	0.089	F	0.628	13000	G
~~~	Fi	To:		6-743 Hart R													
Gox Rd	Dinwiddie (County	2.00	12000	G	87%	1%	1%	1%	10%	0%	F	0.087	F	0.636	12000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Fi	To- rom:		6-632 Olger													
460 Cox Rd	Dinwiddie (	County	0.61	15000	G	87%	1%	1%	1%	10%	0%	F	0.088	F	0.595	15000	G
~~~ B.I	Pinorial in	To:		532 Buttewo		070/	40/	10/	40/	400/	00/		0.000		0.500	10000	
460 Cox Rd	Dinwiddie (ounty	0.18	16000	G	87%	1%	1%	1%	10%	0%	F	0.089	F	0.599	16000	G
Airm and CA	Fi Diamiddia	To:		R 226 Cox R		070/	10/	10/	10/	100/	00/	F	0.005	F	0.501	15000	
460 Airport St	Dinwiddie (To:	1.21	15000 5; Bus US 4	G	87%	1%	1%	1%	10%	0%	Г	0.085	г	0.591	15000	G
Bus	Fr	om:	1-0	X X	+00												
(460)(460)Ramp	Dinwiddie (County	0.19			See B	Bus US	460 for	direction	nal traffi	c volum	e estii	mates fo	r this	segment		
<u> </u>	Fi	To:		1 85 N				_									
(460)(85)	Dinwiddie (County	1.77	1 63 N		S	ee I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
(400) (00)	Combined Traffic Estimates for 2 Parallel	el Roadways on	this Route:	37000	Α		1%	1%	1%	12%	1%		0.100		0.512	36000	Α
	E	To		US 1				\neg \vdash									
(460) (85)	Dinwiddie (County	1.18			S	ee I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
\smile	Combined Traffic Estimates for 2 Parallel	el Roadways on	this Route:	48000	Α	87%	1%	1%	1%	10%	1%	С	NA			47000	Α
~~~	Fr	To: rom:	SC	CL Petersbu	rg												
(460) (85)	City of Petersbur	• ,	1.01						ctional tr	affic vo	lume es	timate	es for this	s segi			
$\hookrightarrow$ $\circ$	Combined Traffic Estimates for 2 Parallel	el Roadways on	this Route:	48000	Α	87%	1%	1%	1%	10%	1%	С	0.096	Α	0.53	47000	Α
~~~	Fi	To:		irrel Level R	Road							_					
[460] 85	City of Petersbur	- '	2.57		_							timate	es for this	Ū			
	Combined Traffic Estimates for 2 Parallel	el Roadways on	this Route:	52000	Α	87%	1%	1%	1%	10%	1%	F	0.094	Α	0.557	52000	Α
	O'the of Determine	To:	0.10	I-85 S		_	1 05				l						
460 85 Ramp	City of Petersbur	g (Maint: 26)	0.10	I-95 SB		50	ee I-85	for dire	ctional tr	arric vo	iume es	timate	es for this	s segi	ment.		
	Fr	om:		I-85													
(460) (95) Ramp	City of Petersbur	g (Maint: 74)	0.06			S	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
\sim	Fi	To:		Graham Rd													
(460) (95) Ramp from I-85 N	to I-95 S City of Petersbur	g (Maint: 74)	0.07			S	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
Pug	ñ	To:		B Collector from US 30													
Bus $460 \times 95 \times 460$ Ramp from	I-85 N to I-95 S City of Petersbur	g (Maint: 74)	0.18	110111 U.S. 30.	130000	S	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	s seai	ment.		
100 000 100		То:	Ramp	from US 30					•					- 3	<u> </u>		
Bus	Page National Control of Control	rom:		np from US	301		1.05	f !'.			l	et an a t					
460 95 460 Ramp from	I-85 N to I-95 S City of Petersbur	g (Maint: /4)	0.27	110 460		S	ee 1-95	tor dire	ctional tr	affic vo	iume es	timate	es for this	s segi	ment.		
				US 460													

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
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	0.00	I-95		000/	00/	40/	40/	00/	00/	_	0.404		0.540	00000	_
County Dr	City of Petersburg	0.60	19000	G	92%	0%	1%	1%	6%	0%	С	0.104	N	0.548	20000	G
~~~	To- From:		9 Hickory H		000/	40/		10/	00/	00/		0.404		0.540	0000	_
County Dr	City of Petersburg	2.16	9500	Α	89%	1%	1%	1%	8%	0%	С	0.104	Α	0.548	9900	Α
~~~	Too From:		06 Courthous				<u> </u>				_		_			
(460) County Dr	City of Petersburg	0.34	13000	G	89%	1%	1%	1%	8%	0%	F	0.083	F	0.545	14000	G
	1tt.		CL Petersbur													
460 Ramp	Pinwiddio County	Ramps from US 4 0.20	60 Eastboun <b>940</b>	d and V G	Vestbound							0.000	F		040	G
460 Ramp	Dinwiddie County		35 Southbour									0.088	Г		940	G
	F															
East	Dinwiddie County	US 460 0.03	Airport St Ea	stbound <b>G</b>	1							0.094	F		450	G
460 Ramp	Ta	Ramp from US 460 W			5 Southbo	und						0.034	'		450	G
14/	From	•				runu										
West 460 Ramp to I-85 at Exit 61	Dinwiddie County	0.02	Airport St We	estboun	d							NA			NA	
460 Hamp to 1-03 at Exit of	Ta:	Ramp from US 460 E		vard I-8	5 Southbo	und						INA			INA	
D.	From:	•			3 Southoo	unu										
Bus 460 Airport St	Dinwiddie County	0.17	I-85; US 460 <b>6400</b>	G	91%	1%	3%	3%	1%	0%	С	0.083	F	0.598	6800	G
460 Airport St	Tro:		Boydton Plar		3170	1 /0		0 /0	1 /0	0 70	O	0.000	'	0.000	0000	ч
Bus	From:		JS 1 Plank Ro													
(460) $(1)$ Boydton Plank Rd	Dinwiddie County	1.69	9900	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.571	10000	G
<u> </u>	To	I-85	SW of Peters	burg			_									
Bus 460 ( 1 ) Boydton Plank Rd	Dinwiddie County	1.23	14000	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.55	15000	G
460 1 Boydton Plank Rd	Diriwidale County				91 /0	0 /6	1 /0	1 /0	1 /0	0 /6	C	0.090	'	0.55	13000	G
Bus	To: From:	S	R 226 Cox R	d												
(460) (1)	Dinwiddie County	0.45	12000	Α	98%	0%	1%	0%	1%	0%	С	0.106	Α	0.542	12000	Α
$\bigcirc$	To	W	CL Petersbur	ro												
Bus	From:				000/	00/	40/	00/	40/	00/	_	0.005	_	0.50	10000	_
460 1 Washington St	City of Petersburg	0.40	12000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.52	13000	G
Bus	To: From:		Summit St													
460 1 Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.555	13000	G
	To		Elm St													
Bus	From:												_			_
(460) (1) Washington St	City of Petersburg	0.57	13000	G	96%	1%	2%	1%	1%	0%	С	0.093	F	0.548	14000	G
Bus	To: From:	US 1 Par, Was	1 Par; Wythe		a I ane											
460 1 Wythe St	City of Petersburg	1.08	6800	G	97%	1%	1%	1%	1%	0%	С	0.091	F		7200	G
	Combined Traffic Estimates for 2 Parallel Roads			G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	15000	G
	To Take To Tak					.,,		. , 0	. , •	0,0	•	0.00	•	3.000	.0000	•
Bus	From:		Perry St													
(460) (1) Wythe St	City of Petersburg	0.15	8100	G	97%	1%	1%	1%	1%	0%	F	0.099	F		8600	G
$\sim$	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
	To:	SI	R 36 Market	St												

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

						_		Tru	ck			K		Dir		
Juris	diction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
	From:															
-	-			G	97%	1%	1%	1%	1%	0%	F		F			G
Combined Traffic Estimates for Pa	rallel Roadways on thi	is Route:	NA									NA			NA	
	To: From:	ALT U	S 301 Sycar	more St												
ne St City of F	Petersbura	0.20	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
	-			-												-
	To:			, Ct												
0 (5	From:				.=-/					221			_			
,	0										-		F			G
Combined Traffic Estimates for 2 Pa	rallel Roadways on thi	is Route:	28000	G	93%	1%	1%	2%	2%	0%	С	NA			30000	G
	To: From:		I-85, I-95													
City of F	Petersburg	0.30	9700	G	97%	1%	1%	1%	1%	0%	F	0.096	F		10000	G
	-	is Route:	22000		96%	1%	1%	1%	2%	0%	F	0.093	F	0.650	23000	G
	То:															
	From:	SR 36														
	•		9700	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.507	10000	G
Combined Traffic Estimates for Pa	rallel Roadways on thi	is Route:	NA									0.087	F	0.507	NA	
	To:															
City of Datasa						10/	10/	00/	00/	00/	N.I	0.007	N.I.	0.507	10000	N.I.
City of Peters	burg (Maint: 26)				98%	1%	1%	0%	0%	0%	IN	0.087	IN	0.507	10000	N
	From:	US		Ku												
to I-95 S at Exit ??? City of Peters	burg (Maint: 74)	0.20			See	US 30	)1 for di	rectional	traffic	volume e	estima	ates for th	nis se	gment.		
•	To:	I-	-95 CD Roa	ıd										•		
	From:	Ramp	from US 30	1South												
I-85 N to I-95 S City of Peters	burg (Maint: 74)	0.18			Se	ee I-95	for dire	ectional tra	affic vo	lume es	timat	es for this	segr	ment.		
	To: From:	Ramp	from US 30	1North			_									
L-85 N to L-95 S City of Peters	hura (Maint: 74)	0.27			9,	ا مو	for dire	ctional tr	affic vo	عم مسال	timat	ae for this	e can	ment		
ony or record	To:		Bus US 460	)		00 1 00	101 0110	otional tre	unio vo	name es	timat	00 101 11110	, ocg.	nont.		
	From:															
City of Paters	hura (Maint: 26)											ΝΔ			5900	G
Oity of Feters	burg (Mairit: 20)											13/3			3300	ч
	From:	CE	US 460 Exit	t 6C												
City of Peters	burg (Maint: 26)	0.27	4400	G								0.101	F		4400	G
	To:		I-95 South													
	From: CEU	S 460-P002	B CEUS 46	0-E006I	3 FROM											
		0.11	8600	G								0.112	F		8600	G
City of Peters	burg (Mairit. 74)	0.11														
City of Peters		FROM RT 4		WASH	NGTON (	&										
City of Peters		FROM RT 4			INGTON 6	&										
		FROM RT 4	160 BUS00-		INGTON 6	&						NA			3300	G
1	City of F Combined Traffic Estimates for Pa  The St City of F Combined Traffic Estimates for Pa  City of F Combined Traffic Estimates for 2 Pa  City of F Combined Traffic Estimates for 2 Pa  City of F Combined Traffic Estimates for Pa  City of Peters  City of Peters  To I-95 S at Exit ??? City of Peters  To I-85 N to I-95 S City of Peters  City of Peters	Combined Traffic Estimates for Parallel Roadways on the From City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways on the From City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways on the From City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways on the From City of Petersburg  Combined Traffic Estimates for Parallel Roadways on the From City of Petersburg (Maint: 26)  To From City of Petersburg (Maint: 74)  To From City of Petersburg (Maint: 26)  To From City of Petersburg (Maint: 26)	City of Petersburg 0.20 Combined Traffic Estimates for Parallel Roadways on this Route:    Town	City of Petersburg   0.20   8600	City of Petersburg   City of	City of Petersburg   0.20   8600   G   97%	SR 36 Market St	SR 36 Market St	State   Stat	State   Stat	SR 36 Market St   City of Petersburg   0.20   8600   G   97%   1%   1%   1%   1%   0%	City of Petersburg   0.20   3800   G   97%   1%   1%   1%   1%   0%   F	City of Petersburg   City of	City of Petersburg   City of	Section   Companies   Compan	City of Petersburg   0.20   13000   G   97%   1%   1%   1%   1%   1%   1%   1%

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q
Bus	From:		460 TO RT 85									0.000	F		7700	,
(460) (460) Ramp	Dinwiddie Co		7700 N FROM US 4	<b>G</b>								0.096	г		7700	(
	From				IDOLINID.											
Bus 160 Ramp	City of Petersburg	CEUS 460 TO R' (Maint: 26) 0.17	3500	G	IBOUND							0.094	F		3500	
160	To:	CEUS 460-P002A TO			JTHBOUI	ND						0.001	·		0000	
Bus	From:		0 TO RT 95 N													
Ramp	City of Petersburg		12000	G								0.097	F		12000	
00) **	To:	CEUS 460-P00			FROM											
us	From:	US 1 Wy	the St Batterse	ea Lan	e											
Washington St	City of Peters		7800	G	97%	1%	1%	1%	1%	0%	F	0.096	F		8300	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	15000	
	To	123	3-9025 West S	St												
US Washington St	City of Peters				97%	10/	10/	10/	10/	09/	_	0.091	F		8700	
60 Washington St	Combined Traffic Estimates for 2 Parallel	-	8200	G		1%	1%	1%	1%	0%	F		Г			
	Combined Trainic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	Г	NA			16000	
us	Te: From:	123	3-9029 South S	St												
β0 \ ( ) Washington St	City of Peters	sburg 0.27	8800	G	97%	1%	1%	1%	1%	0%	С	0.091	F		9400	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	
	Total		Guarantee St				_									
60 1 Washington St	City of Peters		8900	G	95%	1%	2%	1%	2%	0%	С	0.092	F		9400	
Washington St	Combined Traffic Estimates for 2 Parallel	-		G	96%	1%	1%	1%	1%	0%	F	NA	'		18000	
	To:		orth Market St		30 /6	1 /0	1/8	1 /0	1 /0	0 /6	•	INA			10000	
us	From:		ar; SR 36 Marl													
(36) Washington St	City of Peters	sburg 0.19	10000	G	97%	1%	1%	1%	1%	0%	С	0.087	F		11000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	NA			20000	
	To	ALT US	301 Par, Sycar	more S	St											
us ALT 60 301 36 Washingto	n St City of Peters	sburg 0.09	14000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		15000	
60 301 36 Washingto	Combined Traffic Estimates for 2 Parallel		26000	G	97%	1%	1%	1%	1%	0%	F	NA	•		27000	
	Combined Traine Estimates for 21 drainer	-				1 /0	1 /0	1 /0	1 /0	0 70	•	IVA			27000	
us ALT	From:	ALT US	301 Par, Ada	ams St												
60 $301$ $36$ Washingto	n St City of Peters	sburg 0.10	14000	G	97%	1%	1%	1%	1%	0%	F	0.086	F		14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	97%	1%	1%	1%	1%	0%	F	NA			27000	
10	Te: From:	US	1 Jefferson S	t												
us (36) (36) Washington St	City of Peters	sburg 0.24	15000	G	90%	1%	2%	4%	4%	0%	С	0.088	F		16000	
Washington St	Combined Traffic Estimates for 2 Parallel	o .		G	93%	1%	1%	2%	2%	0%	С	NA	•		30000	
						. 70		_,0	_/0	3 / 0	-	, .			2000	
us	From:	1	I-95													
(36) Washington St	City of Peters	•	12000	G	95%	1%	1%	1%	2%	0%	С	0.105	F		13000	
~ ~	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.650	23000	
	To:	US	301 Crater Ro	d												

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

Route	Jurisdiction	Longth	AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
Houle	Junsaiction	Length	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
Bus	From:	US	301 Crater	Rd												
{460 }{301 }Crater Rd	City of Petersburg	0.10	6900	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.559	7300	G
	Combined Traffic Estimates for Parallel Road	ways on this Route:	NA									0.09	F	0.559	NA	
Bus	To: From:	SR 36, B	US US 460	Wythe S	St											
460 301 Crater Rd	City of Petersburg	0.98	9700	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.507	10000	G
	Combined Traffic Estimates for Parallel Road	ways on this Route:	NA									0.087	F	0.507	NA	
	To:	•	ce Jurisdicti	on Char	nge											
Bus	From:	US	301 Crater	Rd												
460 Winfield Rd	City of Petersburg	0.43	1300	G	96%	2%	1%	1%	0%	0%	С	0.096	F	0.966	1400	G
ر ا	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	1900	G	96%	1%	1%	1%	1%	0%	F	NA			2000	G
Bus	To: From:	State Ma	intenance E	oundary	/											
Winfield Rd	City of Petersburg (Maint	t: 26) 0.09	1300	G	96%	2%	1%	1%	0%	0%	С	0.096	F	0.966	1400	G
ر ا	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	1900	G	96%	1%	1%	1%	1%	0%	F	NA			2000	G
	Tα	US	460 County	Rd												
Bus	From:	CEUS 460-P TO R	TS 85 & 95	SOUT	HBOUND	)										
460 Ramp	City of Petersburg (Maint	t: 26) 0.26	4400	G								0.094	F		4400	G
	To:	CEUS 460-E006A TO	) RTS 85 &	95 SO	J <b>THBOU</b>	ND										
Bus	From:		CEUS 460													
(460) Ramp	City of Petersburg (Maint	t: 74) 0.08	NA									NA			NA	
<u> </u>	To:	CEUS 460-E00	6B CEUS 4	60- 6B	FROM											
Bus	From:		M Bus 460													
(460) Ramp	Dinwiddie County	0.27	1500	G								0.132	F		1500	G
<u> </u>	To:		I-85													

						widdie iv	iaiiileiiai	ice Ale	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	:			CD 40 N	Mal/ammari I	Terre								
(F80) Buckskin Dr	0.21	8	R			SK 40 N	IcKenney I	hwy			NA			NA		05/14/200
(180) - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 -		To				D	ead End									
		From				D	ead End									
(F81) Frontage Rd	1.24	330	R								NA			NA		05/19/200
		To	c			US 1 Bo	ydton Planl	k Rd								
O		From				US 1 Bo	ydton Planl	k Rd								
(F82) Plane Dr	0.20	60 To	R				26.740				NA			NA		05/19/200
			<u> </u>				26-749									
F83) Rock Rd	0.10	From <b>80</b>	R			26-60	3 Sterling F	Rd			NA			NA		05/15/200
F83 Rock Rd	0.10	To				D	ead End							INA		03/13/200
		From	:				ead End									
(F273) Mine Mountain Rd	0.14	60	R				cau Enu				NA			NA		05/21/200
(1279)		To	:			FR-2	90 Front R	d								
		From				26-13	34; 26-133	15								
(F290) Front Rd	0.51	1300	R								NA			NA		05/21/200
		To	c			D	ead End									
City of Petersburg																
O Lake Chave Dr	0.17	From	<u> </u>			D	ead End							NIA		00/17/000
(F329) Lake Shore Dr	0.17	10 To	R			74 1100	Lalraghan	. D.,			NA			NA		03/17/200
		From					Lakeshore	DI								
(F330) N Normandy Dr	2.93	3700	R				ead End				NA			NA		03/17/200
(F330) 14 140111141141	2.00	To	Ü			FR-33	1 Service F	Rd			Ti.			101		00/11/200
		From	1				ead End									
(F331) Service Rd	0.78	1400	R								NA			NA		03/17/200
		To	c			D	ead End									
Dinwiddie County																
	0.40	From				D	ead End							NIA		05/07/000
(F804)	0.19	60 To	R			IIC /	60; 26-721	1			NA			NA		05/07/200
		From	ı								_					
(5005)	0.10	7	R			26-627	Courthouse	: Rd			NA			NA		04/30/200
(F805)	0.10	To	Ë			D	ead End				Ti.			101		0 1/00/200
		From	:				oleman Lal	ce Rd			i					
(F806) Walkers Rd	0.50	70	R			20 02 . 0	oreman Eur	io riu			NA			NA		04/30/200
		To	:			D	ead End									
		From	:			D	ead End									
(F855) Blessing Lane	0.26	50	R								NA			NA		05/05/200
$\overline{}$		To	:			US 1 Bo	ydton Planl	k Rd								
		From					26 Cox Rd									
600 Ferndale Rd	0.88	8900	G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.613	9400	G	2013
<u> </u>		To From					1 River Ro				_					
(600) Ferndale Rd	0.53	6100	G	99%	0%	0%	0%	0%	0%	F	0.102	F	0.508	6400	G	2013
		To					eld County									
Diver Dd	0.50	From		0001	00/		Namozine 00/		00/		0.100	_	0.074	050	^	0010
601) River Rd	0.52	610	G	99%	0%	0%	0%	0%	0%	F	0.123	F	0.674	650	G	2013
<u> </u>		From					43 Hart Rd					_				
601) River Rd	3.25	1300	G	99%	0%	0%	0%	0%	0%	F	0.107	F	0.648	1400	G	2013
<u> </u>		To From					Henshaw									
(601) River Rd	1.92	5500	G	99%	0%	0%	0%	0%	0%	С	0.099	F	0.653	5900	G	2013
$\sim$		To	I .				00 River Ro									
Operate Da	0.00	From				US 46	0 W; 26-62	22						NIA		04/00/000
602 Corinth Dr	0.20	110	R			TIC	460 E 4 CE				NA			NA		04/28/200
		10	l			US	460 EAST									

					וווט	widdle iv	rannenai	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				26-67	2 Church F	Rd								
(603) Weakley Rd	0.50	1100	R			20 07	2 Charen 1	tu			NA			NA		05/19/2008
$\overline{}$		To			SR 1		on Rd; 26- US 460; G		p							
(603) Sterling Rd	0.23	1500	G	98%	1%	0%	0%	0%	0%	F	0.125	F	0.861	1600	G	2013
		To				26-1	362 Oak S	t								
603) Sterling Rd	0.68	1500	G	98%	1%	0%	0%	0%	0%	С	0.128	F	0.836	1600	G	2013
Otradia a Dd	0.07	From		000/	40/		319 Short S		00/	_			0.045	4500		0040
603 Sterling Rd	0.27	1400 To	G	98%	1%	0% SR 2	0% 226 Cox Ro	0%	0%	F	0.137	F	0.845	1500	G	2013
		From			]		orge Count				1					
(604) Halifax Rd	1.87	650	G	97%	0%	0%	1%	1%	0%	F	0.128	F	0.672	660	G	2013
<u> </u>		From					S, Ellington									
604) Halifax Rd	2.96	1200	G	97%	0%	0%	1%	1%	0%	F	0.102	F	0.676	1200	G	2013
(604) Halifax Rd	1.77	1700	G	97%	0%	26-607 B	Sutler Brand 1%	2h Rd 1%	0%	F	0.095	F	0.764	1700	G	2013
(604) Halifax Rd	1.77	1700 To		31 /6	0 76				0 76		0.093	'	0.704	1700	u	2013
(604) Halifax Rd	0.60	1500 From	G	97%	0%	0%	<u>in Boundar</u> 1%	1%	0%	F	0.095	F	0.747	1600	G	2013
		To From				26-67	7 Carson I	Or								
(604) Halifax Rd	0.63	2400	G	97%	0%	0%	1%	1%	0%	С	0.094	F	0.665	2500	G	2013
		To					Petersburg									
(605) Hunnicut Rd	2.53	600	R			US 1 Bo	ydton Plan	k Rd			NA			NA		05/15/2008
000)		To				26-660	E, Quaker	Rd								
(605) Old Vaughan Rd	3.20	430 From	R			20 000	L, Quaker	rtu			NA			NA		05/15/2008
<u> </u>		To From				26-670 V	V, Old Stag	ge Rd								
605) Old Vaughan Rd	0.08	830	G	96%	3%	1%	1%	0%	0%	С	0.106	F	0.602	850	G	2013
Old Stage Pd	0.50	From				26-670	E, Duncan	Rd			NA			NA		05/15/2008
605) Old Stage Rd	0.50	610	R			26-669 N	Monks Nec	k Rd			INA			INA		05/15/2000
Manka Nagli Dd	4.40	From					Old Stage							NIA		05/45/000
605 Monks Neck Rd	4.49	370	R			26-604	N, Halifax	Rd			NA T			NA		05/15/2008
	1 10	From					S, Halifax									05/45/0004
605 Ellington Rd	1.40	350 To	R		1	Prince Ge	orge Count	v Line			NA			NA		05/15/2008
		From					Old Stage									
(606) Reams Dr	2.00	410	R								NA			NA		05/19/2008
		From					S, Halifax N, Halifax									
(606) Oak Grove Rd	1.40	220	R								NA			NA		05/19/2008
		To			l		orge Count									
607) Butler Branch Rd	1.50	370	R			26-60	4 Halifax F	Rd			NA			NA		05/19/2008
607) Batter Branen Fla	1.00	To			I	Prince Ge	orge Count	y Line								00/10/2000
<u> </u>		From				,	US 460									
608 Zion Rd	0.46	130	R			26 622	Baltimore	Da			NA			NA		04/28/2008
		From	<u> </u>				ck County									
(609) Cherry Hill Rd	0.80	150	R			DidiisWi	ck county	LIIIC			NA			NA		05/12/2008
		To From				26-68	7 Cutbank 1	Rd								
609 Cherryhill Rd	3.40	30	R								NA			NA		05/12/2008
0 0110: -:	• = -	From				26-6	16 Ridge R	d			<u> </u>					05/:0/==:
609 Old Stage Rd	0.70	120	R			SR 40 N	AcKenney 1	Hwy			NA			NA		05/12/2008
						5K 4U N	icixciiiley l	ı ı w y								

Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	el e				IcKenney				1					
609) Cherry Hill Rd	2.30	50	R								NA			NA		05/12/2008
		From	r.				Courthou Courthou									
609 Old Stage Rd	1.58	190	R								NA			NA		05/12/2008
Old Stogo Pd	2.00	From				26-66	4 Reese F	Rd			NA			NA		04/14/201
609 Old Stage Rd	2.90	170	R			26.62	Flatfoot	D.4						INA		04/14/201
609) Old Stage Rd	2.20	270 From	G	96%	3%	0%	6 Flatfoot 0%	1%	0%	С	0.107	F	0.643	270	G	2013
		To	c		26-6	570 Old S	age Rd; S	hady Lane	)							
610 Baskerville Mill Rd	1.40	140	G	93%	2%	Brunswi 1%	ck County 1%	Line 3%	0%	С	0.156	F	0.591	140	G	2013
(610) Baskerville Mill Rd	1.10	Te	_				y Hwy; O				¬ <u> </u>		0.001			2010
(610) Old White Oak Rd	0.50	120 From	G	93%	2%	1%	1%	3%	0%	F	0.131	F	0.559	120	G	2013
<u> </u>		T _C From				26-650	Lew Jones	s Rd			$\neg$					
610) Old White Oak Rd	0.20	220	R								NA —			NA		04/28/2008
610) Old White Oak Rd	2.40	170 From	R			26-701 Ç	uail Hollo	w Rd			<del>_</del> NA			NA		04/28/2008
(610) Old White Oak Rd	2.10	т.				26-651	Whitmore	Rd			— <u> </u>					0 1/20/2000
(610) Old White Oak Rd	1.40	<b>210</b> From	R			20 031	Williamore	rtu			NA			NA		04/28/2008
		From				26-6	14 Brills R	d			$\sqsupset$ —					
610 Old White Oak Rd	1.20	280	R								NA			NA		04/28/2008
610) Old White Oak Rd	2.30	20 From	R			26-64	5 Scotts F	Rd			NA			NA		04/28/2008
(610) Old White Oak Rd	2.00	To				26 622	Baltimore	DA						IVA		04/20/2000
(610) Old White Oak Rd	0.90	230 From	R			20-022	Daitiiioic	Ku			NA			NA		04/28/2008
		To	c			26-613	White Oal	c Rd								
611) Wilkinson Rd	3.44	540	G	98%	2%	26-627 1%	Courthous 0%	e Rd 0%	0%	С	0.116	F	0.754	550	G	2013
(611) Wilkinson Rd	0.44	Te		0070			heelers Po		070		¬ <u> </u>		0.704			2010
(611) Wilkinson Rd	1.82	290 From	G	98%	2%	1%	0%	0%	0%	F	0.146	F	0.725	290	G	2013
		To From				26-613	White Oal	c Rd								
611) Trinity Church Rd	3.25	140	G	98%	2%	1%	0%	0%	0%	F	0.148	F	0.65	140	G	2013
611) Trinity Church Rd	0.15	1000	R			1	US 460				NA			NA		05/05/2008
(611) Trinity Church Rd	0.13	To	:				Rd; 26-75		Rd					IVA		03/03/2000
(611) Trinity Church Rd	0.92	880	 R			26-751 N,	Cox Rd;	26-716			 NA			NA		05/05/2008
(611) Trinity Church Rd	0.02	T _C				26-731	Ruth Hill	Rd			— <del>``</del>			1471		00/00/2000
(611) Trinity Church Rd	0.79	460 From	R			20-731	Ruth Thii	Ru			NA			NA		05/05/2008
<u> </u>		From				26-723 Pe	arson Har	dy Rd			$\supset -$					
611) Brown Rd	2.18	350 _{то}	R			26 627	Courthous	a D.d			NA			NA		05/05/2008
		From	:				inity Chu									
611 Brown Rd	1.89	380 _{тс}	R			26 709 1	, Namozii	no Dd			NA			NA		05/05/2008
		From	E.				, Namozii /, Namozi									
611) Brown Rd	0.36	230	R								NA			NA		05/05/2008
611) Exeter Mill Rd	1.45	130 From	R			26-747	Wheelers 1	Lane			NA			NA		05/05/2008
611) Exeler Will Rd	1.40	To	n			26-623	Sutherland	l Rd						INA		33/03/2000
		From					ck County									
(612) Harpers Bridge Rd	0.10	210	G	97%	1%	1%	0%	1%	0%	F	0.125	F	0.561	220	G	2013

					Dilli	vidale iv	amtena	100 / 110	ч							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County																
612) Old Beaver Pond Rd	0.77	290	G	97%	1%	26-638 1%	8 Harpers F 0%	1%	0%	С	0.116	F	0.588	290	G	2013
(612) Old Beaver Pond Rd	0.77	<b>230</b>	Ĕ	31 /6	1 /0		Old Cryors		0 70		0.110	'	0.500	250	a	2010
		From					ck County				i					
(613) Gills Bridge Rd	1.12	190	R			Branswi	on county .	Line			NA			NA		05/05/2008
		To				26-638	8 Harpers F	2d			<b>—</b> —					
(613) Gills Bridge Rd	1.92	190 From	R			20-030	5 Harpers P	<u>tu</u>			NA			NA		05/05/2008
0.09		To				26 651	Whitmore	D.4								
(613) Gills Bridge Rd	1.82	150 From	R			20-031	Willinoie	Ku			NA			NA		05/05/200
(013)		То				SR 40 V	W, Darvills	Rd								
<u> </u>		From					E, Darvills									
(613) White Oak Rd	7.37	150	G	94%	3%	2%	0%	1%	0%	С	0.122	F	0.611	150	G	2013
		To From				26-622	Baltimore	Rd			$\Box$ $\vdash$					
(613) White Oak Rd	0.93	280	G	94%	3%	2%	0%	1%	0%	F	0.133	F	0.514	290	G	2013
$\overline{}$		To From				26-64	6 Glebe R	d			$\neg$ —					
(613) White Oak Rd	1.13	200	G	94%	3%	2%	0%	1%	0%	F	0.151	F	0.559	200	G	2013
		To			2	6-624 W.	Coleman L	ake Rd			$\neg$ —					
(613) White Oak Rd	1.93	210 From	G	94%	3%	2%	0%	1%	0%	F	0.15	F	0.686	220	G	2013
0.0		To				26 611	Wilkinson	Dd								
(613) White Oak Rd	3.27	230 From	G	94%	3%	2%	0%	1%	0%	F	0.132	F	0.909	230	G	2013
(013) TTIME GUILTIG	0.2.			0.70					0,0	•		•	0.000		<u> </u>	_0.0
613) White Oak Rd	1.38	250 From	G	94%	3%	-627 Cour 2%	rthouse Rd;	1%	0%	F	0.149	F	0.575	250	G	2013
(613) White Oak Rd	1.50	230		34 /6	J /6	2 /0	0 /6	1 /0	0 /6	'	0.143	'	0.575	230	u	2010
Milita Oali Dd	1.00	From	<u> </u>	0.40/	00/		ranquility l		00/				0.007	400		0010
613) White Oak Rd	1.26	420	G	94%	3%	2%	0%	1%	0%	F	0.12	F	0.667	430	G	2013
<u> </u>		To From					Boisseau l									
(613) White Oak Rd	1.77	1300	G	94%	3%	2%	0%	1%	0%	F	0.176	F	0.578	1400	G	2013
		To From				26-631	Claiborne	Rd			$\Box$					
(613) White Oak Rd	1.71	1200	G	95%	4%	1%	0%	0%	0%	F	0.120	F	0.637	1200	G	2013
<u> </u>		To From					oydton Pla				_					
613) Dabney Mill Rd	1.70	790	G	95%	4%	1%	oydton Plan	0%	0%	С	0.108	F	0.619	800	G	2013
613 Dabney Mill Rd	1.70	750	<u> </u>	0070	770				0 70		0.100	•	0.010	000	ď	2010
Dobnov Mill Pd	1.22	From	_	059/	4%	26-75 1%	8 Steers R	d 0%	0%	F	0.122	F	0.66	400	G	2012
613 Dabney Mill Rd	1.22	390	G	95%	470	176	0%	0%	0%	Г	0.122	Г	0.66	400	G	2013
	0.54	From	<u> </u>	050/	40/		W, Duncan		00/				0.004	400		
613 Dabney Mill Rd	0.51	410	G	95%	4%	1%	0%	0%	0%	F	0.119	F	0.684	420	G	2013
		To From					E, Duncan									-
(613) Squirrel Level Rd	1.43	260	G	95%	4%	1%	0%	0%	0%	F	0.134	F	0.559	270	G	2013
		To From				26-742	Plantation	Rd								
(613) Squirrel Level Rd	0.86	340	G	95%	4%	1%	0%	0%	0%	F	0.122	F	0.644	350	G	2013
		To From	-			26-1120	Tanglewoo	d Rd								
(613) Squirrel Level Rd	1.39	960	G	95%	4%	1%	0%	0%	0%	F	0.104	F	0.650	970	G	2013
		To				26-741 1	Fort Emory	Rd								
613) Squirrel Level Rd	0.43	1000 From	G	95%	4%	1%	0%	0%	0%	F	0.104	F	0.554	1100	G	2013
0.00		To							- / -	•						
613) Squirrel Level Rd	0.56	690 From	G	95%	4%	1%	2 Church R 0%	.d 0%	0%	F	0.108	F	0.678	730	G	2013
613) Squirrel Level Rd	0.50	550		JJ /0	→ /0				J /0	•	0.100	•	0.070	700	u	2010
613) Squirrel Level Rd	1 02	From		020/	10/		76 Flank Ro ∩%		Nº/	С	0.106	F	U 851	750	G	2013
613) Squirrel Level Rd	1.03	710	G	98%	1%	1%	0% Petersburg	0%	0%	U	0.108	Г	0.821	730	G	2013
		From									<u> </u>					
(614) Sunnyside Dr	1.23	360	R			ok 40 W,	McKenney	пwy			NA			NA		05/07/2008
014) Guillyside Di	1.20	To				WCI	McKenne	v						INA		00/01/2000
						11 CL		,								

Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From				WCL	McKenn	ev								
614) Sunnyside Dr	0.30	<b>240</b>	R								NA			NA		08/14/200
Dinwiddie County						SK 40 I	E, Doyle I	Siva								
O 51 - 7 - 1 - 1 - 1	0.42	From	R			D	ead End				NA			NA		04/19/201
(615) Blue Tartan Rd	0.42	To	<u></u>			0.42 N	IN Dead I	End			¬ <u>``</u>			14/1		04/10/201
615) Blue Tartan Rd	0.90	220 From	R								NA			NA		04/19/201
		To From	<u> </u>				Frontage County L									
(616) Ridge Rd	2.20	70	R			Sussex	County L	лпе			NA			NA		05/12/200
		From				26-61	7 Bolster	Rd			<u> </u>					
616 Ridge Rd	1.90	80 To	R			26-609	Cherryhil	l Rd			NA T			NA		05/12/200
		From					6 Ridge F									
617 Bolster Rd	1.50	<b>270</b>	R			26-619 W	Countho	naa Dd			NA			NA		05/12/2008
		From				26-619 E	,									
(617) Bolster Rd	1.69	260 To	R			26-665 V	Valkers M	ill Rd			NA T			NA		05/12/2008
		From					County L									
618) Halligan Park Rd	1.20	320	R								NA			NA		05/19/2008
618) Halligan Park Rd	2.82	410 From	R			26-66	6 Baugh I	Rd			NA			NA		05/19/200
(618) Halligan Park Rd	2.02	410 To	n			26-70	3 Carson l	Rd						INA		03/19/2000
		From				Sussex	County L									
(619) Courthouse Rd	3.59	460	G	96%	2%	1%	0%	1%	0%	F	0.15	F	0.518	470	G	2013
619) Courthouse Rd	7.05	620 From	G	96%	2%	SR 40 M	1cKenney 0%	Hwy 1%	0%	F	0.091	F	0.578	630	G	2013
(619) Courthouse Rd	7.00	To	Ť			26-650 Ha			0 70		<u> </u>		0.070			2010
(619) Courthouse Rd	0.86	1200 From	G	96%	2%	1%	0%	1%	0%	F	0.104	F	0.630	1200	G	2013
Occumbacca Dd	1.00	From	$\overline{}$	000/	00/		6 Flatfoot		00/	_	0.110		0.500	1000		0010
619 Courthouse Rd	1.06	1200	G	96%	2%	1%	0%	1%	0%	F	0.116	F	0.592	1200	G	2013
(619) Courthouse Rd	0.25	1400	G	96%	2%	1%	9 Lundys 2	1%	0%	F	0.113	F	0.645	1400	G	2013
		To From				26-141	14 Bishop	Rd								
(619) Courthouse Rd	0.59	1500	G	96%	2%	1%	0%	1%	0%	С	0.103	F	0.621	1500	G	2013
		To					ydton Plar									
(620) Foster Rd	1.20	40	R			20-03	9 Wilson	Ku			NA			NA		04/28/2008
$\bigcup$		To From					W, Grubb E, Grubby									
(620) White Oak Church Rd	1.80	420	R			20-042	E, Grubby	y Ku			NA			NA		04/28/2008
		To From					460 WES 460 EAST									
(620) White Oak Church Rd	1.90	60	R			03	400 EA31				NA			NA		04/28/200
<u> </u>		To				D	ead End									
(621) Clay Street Rd	1.60	280	 R			Ī	US 460				 NA			NA		04/19/201
,		To From				1.60	MN US 40	60_								
(621) Clay Street Rd	0.40	10	R								NA			NA		04/19/201
		To From					ead End	- D.1								
622) Baltimore Rd	1.60	47	R			26-650	Lew Jone	s Ka			NA			NA		04/19/201
		To				26-64	7 Doyle F	Rd								

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County							3+Axle		21rail		Factor		Factor			
622) Baltimore Rd	3.70	From:	R			26-64	7 Doyle R	d			 NA			NA		04/28/200
622) Summers 113		To				26-610 O	d White O	ak Rd								0 1/20/200
(622) Baltimore Rd	0.80	110	R								NA			NA		04/28/200
		To:					, White Oa , White Oa									
622) Baltimore Rd	3.50	660	G	95%	1%	1%	0%	3%	0%	С	0.116	F	0.722	670	G	2013
Dalkimana Dd	1.00	From:	Ę			US 460; 2	6-602 Cori	nth Dr			$\Rightarrow$			NIA		04/00/000
622) Baltimore Rd	1.66	340	R			*****					NA			NA		04/28/200
(622) Baltimore Rd	2.10	1100	R			26-694	Old Pine I	Rd			NA			NA		04/28/200
022)		To				Amelia	County Li	ine								
$\bigcirc$	2.22	From:				Amelia	County Li	ine						N. A.		05/05/000
623	2.00	590	R								NA			NA		05/05/200
(623) Sutherland Rd	3.28	970	R			26-611	Wilkinson	Rd			NA			NA		05/05/2008
(023)		To				26-75	0 Oxford R	Rd			<b>—</b> —					
623) Sutherland Rd	0.62	1500 From:	R								NA			NA		05/05/2008
$\bigcirc$		To: From:				26-708	Namozine	Rd								
623) Station Rd	0.42	200	R								NA			NA		05/05/2008
623) Station Rd	0.68	300 From:	R			26-760 S	outherland	Ave			 NA			NA		05/05/200
(623) Station Rd	0.08	To:	n			US 4	60 Cox Rd	i						INA		03/03/200
		From				26-645 W	heelers Po	nd Rd								
624 Coleman Lake Rd	2.60	150	R			26 612 W	White O	-1- D.1			NA			NA		04/30/2008
-		From:					White Oa , White Oa									
624 Coleman Lake Rd	3.80	560	R								NA			NA		04/30/2008
Colomon Lake Dd	0.00	From:	Ĺ			US 4	60; FR-806	6			$\supset$			NIA		04/00/000
624 Coleman Lake Rd	6.00	470	R			26-611	Wilkinson	Rd			NA T			NA		04/30/2008
		From:					US 460									
(625) Wells Rd	3.52	290	R								NA			NA		04/28/2008
		To: From:					County Li				<u> </u>					
(626) Flatfoot Rd	5.67	300	G	96%	3%	1%	1cKenney I 0%	0%	0%	F	0.1	F	0.535	310	G	2013
		To:					Old Stage									
(626) Flatfoot Rd	4.09	330	G	96%	3%	1%	0%	0%	0%	F	0.105	F	0.657	340	G	2013
<u> </u>		From:					10 Allen D								_	
626) Flatfoot Rd	0.43	950 To:	G	96%	3%	1% 26-619 i	0% Courthouse	0%	0%	С	0.109	F	0.578	970	G	2013
		From:					ydton Planl									
627) Courthouse Rd	0.90	2600	G	95%	3%	1%	1%	0%	0%	С	0.144	F	0.599	2700	G	2013
		To: From:				26-611	Wilkinson									
627 Courthouse Rd	1.40	2200	G	95%	3%	1%	1%	0%	0%	F	0.184	F	0.668	2200	G	2013
627) Courthouse Rd	2.81	1200	G	95%	3%	26-661 1%	Boisseau 1%	Rd 0%	0%	F	0.204	F	0.740	1200	G	2013
(627) Courthouse Rd	2.01	1200 To:		JJ /0			te Oak Rd;		U /0		0.204		0.740	1200	<u> </u>	2013
627) Courthouse Rd	2.61	From:	D				13; 26-645				NA			NA		05/21/2008
(627) Courthouse Rd	2.61	2200 To	R			110.450	. N. G	D.I.			INA			INA		05/21/2008
(627) Courthouse Rd	0.80	1000	R			US 460	New Cox	Kd			NA			NA		05/21/2008
		To				26-75	1 E, Cox R	Rd								

Route	Length	AADT	QA	4Tire	Bus		Truck -Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	ı					LIIGH		1 40101		. 40101			
(627) Trinity Church Rd	2.20	340	R			26-751 W,	, Cox Rd			NA			NA		05/21/2008
		To				26-611 Will	kinson Rd								
<u> </u>		From	L_			Dead	End			J					0.5 /0. / /0.00
628 Tranquility Lane	0.33	70	R							NA 			NA		05/21/2008
Tranquility Lang	2 10	From				26-613 Whi	te Oak Rd			NA			NA		05/21/2008
628 Tranquility Lane	3.10	70	R							INA			INA		03/21/2000
(628) Tranquility Lane	0.87	280 From	R			26-689 Bo	bcat Rd			NA			NA		05/02/2005
(628) Tranquility Lane	0.07	<b>200</b>				26.756.01	D.1						1421		00/02/2000
(628) Tranquility Lane	0.70	590 From	R			26-756 SI	ates Ka			NA			NA		05/21/2008
020) ***********************************		To				US 460 Nev	v Cov Pd								
(628) Tranquility Lane	0.09	1100 From	R			US 400 Ne	w Cox Ku			NA			NA		05/21/2008
020		To				26-751 C	Cox Rd								
		From				26-627 Cour	rthouse Rd								
(629) Anderson Mill Rd	0.93	340	R							NA			NA		04/30/2008
<u> </u>		To From				26-689 Bo	bcat Rd			$\supset$					
(629) Anderson Mill Rd	0.25	10	R							NA			NA		04/30/2008
		То				Dead	End								
(630) Winfield Rd	0.30	290	R			Sussex Co	unty Line			NA			NA		05/12/2008
(630) Winfield Rd	0.30	<b>290</b> To	<u> </u>			SR 40 McKe	ennev Hwv						INA		03/12/2000
		From				26-613 Whi									
(631) Claiborne Rd	2.70	920	R							NA			NA		05/07/2008
		To				26-690 H	arris Rd								
(631) Claiborne Rd	0.80	2200	R							NA			NA		05/07/2008
$\bigcirc$		To				US 460;	26-708								
O B :: 1 B !	0.00	From				26-631 Clai	iborne Rd								05/07/0000
632 Butterwood Rd	3.00	800 To	R			11C 460 E	Cov. D.d.			NA			NA		05/07/2008
		From				US 460 E, US 460 W									
632) Olgers Rd	1.20	1500	G	96%	1%		0% 1%	0%	С	0.101	F	0.665	1600	G	2013
		To				26-601 R									
Addison Ct	0.50	From				SR 226 W	, Cox Rd						NIA		05/04/0000
633 Addison St	0.50	120 To	R			SR 226 E,	Cox Rd			NA			NA		05/21/2008
		From				US 1 Boydto				1					
634) Pine Grove Place	0.25	260	R			CS 1 Boydio	ii i iank Ku			NA			NA		05/19/2008
		To				Dead	End								
		From				Dead	End								
(635) Hilltop Dr	0.40	330	R							NA			NA		05/07/2008
		To				SR 40 McKe									
636) Rocky Branch Rd	0.27	From	R			Dead	End			NA			NA		04/12/2011
(636) Rocky Branch Rd	0.27	110 To				US 460 (	Cox Rd						INA		04/12/2011
		From				26-645 Wheel				i					
(637) Madison Rd	0.49	120	R			20 0 10 11 11 1001	oro r ona ru			NA			NA		04/30/2008
		To				Dead	End								
$\widehat{}$		From				26-613 Gills	Bridge Rd								
(638) Harpers Rd	2.00	250	R							NA			NA		05/05/2008
<u> </u>		From				26-702 Le	ennie Rd								
638 Harpers Rd	1.20	280 To	R			26 612 11	D.: 4. D.1			NA			NA		05/05/2008
						26-612 Harper				<u> </u>					
(639) Wilson Rd	0.90	280	R			Nottoway C	ounty Line			NA			NA		04/28/2008
(639) Wilson Rd	0.00	<b>200</b> To	- 11			US 460							14/7		J-1/20/2000

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From:					60 EAST				1					
639 Springston Rd/Wils	son Rd1.98	290	R								NA			NA		04/28/200
639 Grubby Rd	0.20	180	G	98%	1%	1%	V, Grubby 0%	0%	0%	С	0.162	F	0.552	180	G	2013
639 Wilson Rd	1.60	210 From:	R			26-642 I	E, Grubby	Rd			NA			NA		04/28/200
639 Wilson Rd	1.40	290 To:	R				) Foster R White Oak				NA			NA		04/28/200
640 Hobbs Mill Rd	1.40	From: <b>160</b>	R			U	IS 460 y County l				NA			NA		04/28/200
641) Airport Rd	0.55	From: <b>270</b>	R			US 1 Boy	dton Plan				NA			NA		05/22/200
		From:					ead End IS 460									
642 W Zilles Rd	1.82	350	G	83%	1%	2%	1%	13%	0%	С	0.11	F	0.558	350	G	2013
642) Grubby Rd	0.60	110 From:	G	83%	1%	2%	3 Zilles Ro 1% V, Grubby	13%	0%	F	0.122	F	0.813	120	G	2013
642) Grubby Rd	2.00	100	G	83%	1%	2%	E, Wilson 1%	13%	0%	F	0.136	F	0.531	110	G	2013
642 Grubby Rd	2.40	100 From:	G	83%	26- 1%	620 E, Wh 2%	1%	13%	0%	F	0.117	F	0.677	100	G	2013
642 Continental Rd	1.52	From:	R				White Oak				NA			NA		04/28/200
642) Continental Rd	0.83	70 From:	R		1.5	2 ME 26-6	513 White	Oak Rd			NA			NA		04/14/201
		To: From:					4 Brills R									
643 Zilles Rd	3.20	350 To:	R				Darvills R Grubby F				NA			NA		05/27/200
Town of McKenney						20 012	Grueey 1	· ·			·					
644) Depot Rd	0.20	510 To:	G	92%	3%	1%	Doyle Blv 1% McKenne	2%	0%	F	0.124	F	0.612	520	G	2013
Dinwiddie County																
644) Depot Rd	1.92	370	G	92%	3%	1%	McKenne 1%	2%	0%	С	0.123	F	0.563	380	G	2013
644) Brills Rd	2.50	390 From:	R				ew Jones				NA			NA		04/28/200
644) Brills Rd	2.50	110 From:	R			26-610 Ok					NA			NA		04/28/200
644) Brills Rd	2.50	120 From:	R		SR 4	26-642 C	ontinental		l		NA			NA		04/28/200
645) Scotts Rd	1.40	From:	R			26-610 Ok					NA			NA		05/07/200
645) Scotts Rd	1.80	430 From:	R				Baltimore				NA			NA		05/07/200
645) Scotts Rd	1.60	From: <b>430</b>	R				W, Glebe E, Glebe				NA NA			NA		05/07/200
0.00		To:	_			26-73	8 Scotts R	d								

								100 7 11 0	<b>u</b>							
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County																
(645) Wheelers Pond Rd	0.70	290	L			26-73	88 Scotts R	d			NA			NA		05/07/2008
643) ************************************	00	To	4			26-637	Madison 1	Rd								00/01/200
(645) Wheelers Pond Rd	0.73	260 From	R			20-037	iviauison :	iku .			NA			NA		05/07/200
		To				26-71	5 Patillo R	.d			_					
(645) Wheelers Pond Rd	1.07	410	R								NA			NA		05/07/200
		To From				26-611	Wilkinson	Rd			$\Box$					
(645) Wheelers Pond Rd	2.50	520	R								NA			NA		05/07/200
		To	<u> </u>				13; 26-627									
(646) Glebe Rd	6.00	250	G	98%	2%	0%	ydton Plan 0%	0%	0%	С	0.135	F	0.514	250	G	2013
646) 6.656 116	0.00	To	:	0070			d White O		070				0.0		<u> </u>	20.0
		From	r.			26-622	Baltimore	Rd								
(647) Doyle Rd	1.00	40	R								NA			NA		05/07/200
<u> </u>		To From				26-648	Hudgins l	Rd								
(647) Nash Rd	1.60	200	R								NA			NA		05/07/200
		From	c				S, Glebe									
(647) Nash Rd	2.24	350	R			200.0	14, 01000				NA			NA		05/07/2008
		To From				26-73	88 Scotts R	.d								
(647) Nash Rd	1.92	<b>730</b>	R								NA			NA		05/07/200
$\bigcirc$		To From				26-656	Gatewood	Rd			<b>—</b>					
(647) Nash Rd	0.94	880	R								NA			NA		05/07/200
		To	c				ydton Plan									
Lludging Dd	1.50	From	<u> </u>			26-650	Lew Jones	Rd						NIA		05/07/200
648) Hudgins Rd	1.50	150 To	R			26-6	47 Nash Ro	1			NA			NA		05/07/2008
		From	:				ydton Plan									
(649) Snap Lodge Rd	0.50	50	R			СБТВО	y aton I lan	K Ttu			NA			NA		05/07/200
		To	c			26-650	Lew Jones	Rd								
		From				26-610 O	d White O									
(650) Lew Jones Rd	1.60	40	G	99%	1%	0%	0%	0%	0%	F	0.154	F	0.667	40	G	2013
<u> </u>		From					Mason Chi									
650 Lew Jones Rd	1.10	190	G	99%	1%	0%	0%	0%	0%	F	0.138	F	0.704	190	G	2013
O Love Israel Bd	4.00	From		000/	40/		4 Depot R	d OO/	00/	_			0.700	050		0010
(650) Lew Jones Rd	1.60	340	G	99%	1%	0%	0%	0%	0%	F	0.126	F	0.739	350	G	2013
A Law Janes Dd	0.00	From	Щ.	000/	10/		Baltimore		00/		0 110	F	0.640	220		2012
(650) Lew Jones Rd	0.80	330	G	99%	1%	0%	0%	0%	0%	F	0.113	Г	0.649	330	G	2013
650 Lew Jones Rd	2.50	340 From	G	99%	1%	26-648 0%	Hudgins 1	Rd 0%	0%	С	0.12	F	0.634	340	G	2013
(650) Lew Jones Rd	2.50	340 To		33 /o			oydton Pla		0 /6	U	0.12	•	0.034	340	G	2013
		From	:			US 1 N, B	oydton Pla									
(650) Hamilton Arms Rd	0.15	980	G	97%	1%	1%	0%	1%	0%	С	0.101	F	0.64	1000	G	2013
<u> </u>		From					Shippings				<u> </u>					
(650) Hamilton Arms Rd	0.68	1000	G	99%	1%	0%	0%	0%	0%	F	0.103	F	0.892	1000	G	2013
C Haudine Observe B.	1 10	From		040/	00/	40/	I-85	00/	007				0.504	050		0010
(650) Hawkins Church Rd	1.43	340	G	91%	2%	1%	0%	6%	0%	С	0.112	F	0.564	350	G	2013
( Llouding Church D.)	0.00	From		040/	00/		W, Eppes		00/		0 1 10		0.500	100		0010
650 Hawkins Church Rd	2.20	160	G	91%	2%	1% 26-619 i	0% Courthouse	6%	0%	F	0.143	F	0.539	160	G	2013
		From	:		26.65		8A TO & I		85							
(650) Ramp	0.22	90	G		20-03	o 1-0J-3U4	υ2 <b>1 1 U 0</b>	LOW 19	0.0		0.146	F		90	G	2013
		To				I-85-S I	ROM RT	650								

					Dir		die Mainten								
Route	Length	AADT	QA	4Tire	Bus	•		ruck le 1Trail 2Trai	$\cap$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County										i actor		i aciui			
(650) Ramp	0.22	580	G		26-65	50 I-85	5-N048A TO 8	& FROM IS 85		0.122	F		580	G	2013
(650) Hamp	0.22	To				I-8	35-N FROM R	T 650		0.122	'		300	ч	2013
		From					-613 Gills Brid								
(651) Whitmore Rd	2.40	350	R							NA			NA		05/27/2008
$\overline{}$		To From				SR 4	40 W, Old Cr	yors Rd		$\exists$ —					
(651) Whitmore Rd	1.80	280	R							NA			NA		04/14/2011
<u> </u>		To From				26-6	10 Old White	Oak Rd							
(651) Mason Church Rd	2.25	250	R			26.6	(50 XX X X	7.1		NA			NA		05/05/2008
		From					650 W, Lew Jo 650 E, Lew Jo								
(651) Mason Church Rd	1.58	170	R				ŕ			NA			NA		05/05/2008
		To From				SR 4	40 E, McKenn	ney Hwy		_					
(651) Mason Church Rd	1.27	350	R							NA			NA		05/05/2008
$\overline{}$		To					Dead End								
O		From					26-644 Depot	Rd							0=////000
652 Asbury Rd	1.56	340 To	R			HC	1 Boydton Pl	onk Dd		NA			NA		05/14/2008
		From													
(653) Richie Rd	0.16	250	R			2	26-703 Carsor	ı Ka		NA			NA		05/15/2008
(655) - 110-110	00	То					Dead End								007.072000
		From	-			26	5-687 S, Cutba	nk Rd							
(654) Rainey Rd	3.02	250	R							NA			NA		05/12/2008
$\overline{}$		To From	-			26-	-687 N, Cutba	ınk Rd							
(654) Rainey Rd	0.20	490	R							NA			NA		05/12/2008
<u> </u>		То				SR	40 McKenne	y Hwy							
C Little Deer De	0.50	From	<u> </u>				Dead End						NIA		05/40/0000
655) Little Deer Rd	0.58	<b>20</b>	R			IIS	1 Boydton Pl	ank Rd		NA			NA		05/12/2008
		From					6-709 Shippin								
(656) Eppes Rd	1.20	80	R				.0-709 Зицрип	ig Ku		NA			NA		05/07/2008
000 11		To	_			21	6-658 Branche	ac Dd							
(656) Eppes Rd	1.20	190 From	R			20	0-036 Brancis	LS Ku		NA			NA		05/07/2008
		To					0 W, Hamiltor								
(656) Gatewood Rd	2.55	480	L			26-650	E, Hawkins	Church Rd		 NA			NA		05/07/2008
656) Galewood Hu	2.55	<b>400</b>	R			US 1	1 S, Boydton I	Plank Rd					INA		03/07/2000
		From					N, Boydton I								
(656) Gatewood Rd	0.90	150	R							NA			NA		05/07/2008
		To					26-647 Nash								
(657) Keelers Mill Rd	2.10	410	R			US	1 Boydton Pl	ank Rd		NA			NA		05/07/2008
(657) Keelers Mill Rd	2.10	<b>410</b>					26-647 Nash	Rd					INA		03/01/2000
		From					6-709 Shippin			i					
658) Branches Rd	1.61	300	R				о тоу випруп	.5 114		NA			NA		05/07/2008
		To From					26-656 Eppes	Rd							
(658) Branches Rd	2.70	<b>70</b>	R				11	-		NA			NA		05/07/2008
$\overline{}$		То			_	26-	-619 Courthou	ise Rd	_						
<u> </u>		From				26-0	665 Walkers I	Mill Rd							
659 Jones Rd	0.90	90	R							NA			NA		05/12/2008
<u> </u>		To From				SR	40 McKenne	y Hwy							0=1:=1::::
659 Jones Rd	1.50	120	R							NA			NA		05/12/2008
<u> </u>		From				2	26-736 Barnes	s Rd		⊒:					05/46/202
659 Bain Rd	1.40	<b>220</b>	R			27	610.0 4	voa D.d		NA			NA		05/12/2008
		10	1			26-	-619 Courthou	ise Ka							

Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trai		$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From					9 Courtho			-	1		. 40101			
(660) Hardiways Mill Rd	1.89	1100	R			20-01	, courin	Just KU			NA			NA		05/15/2008
(660) Old Vaughan Rd	1.20	420 From	R			26-7	703 Carso	on Rd			NA			NA		05/15/2008
660) Old Vaughan Rd	1.20	To					W, Hun							INA		03/13/2000
(660) Quaker Rd	2.40	410	R		26-605	E, Old	Vaughan	Rd; Hunnic	ut Rd		NA			NA		05/15/2008
<u> </u>		To From				26-70	04 Blacky	vell Rd								
(660) Quaker Rd	1.20	590 To	R			US 1 F	Boydton F	Plank Rd			NA			NA		05/15/2008
		From					7 Courtho									
(661) Boisseau Rd	2.40	860	G	95%	4%	1%	0%	6 0%	0%	С	0.208	F	0.663	880	G	2013
		To					3 White 0									
(662) Hardwood Creek Rd	1.20	From	R			26-6	617 Bolst	er Rd			NA			NA		05/12/2008
		To				26-61	9 Courtho	ouse Rd								
O Paire Pai	1.00	From				26-	659 Jone	s Rd						NIA		05/40/0000
663 Bain Rd	1.20	80 To	R			26-665	Walkers	Mill Rd			NA 			NA		05/12/2008
		From					Dead En									
664) Reese Rd	1.20	60	R								NA			NA		05/12/2008
		To					09 Old St									
(665) Walkers Mill Rd	0.70	570	R			Suss	ex Count	y Line			NA			NA		05/12/2008
		To				26-6	517 Bolst	er Rd								
(665) Walkers Mill Rd	2.35	570	R								NA			NA		05/12/2008
<u> </u>		To From				SR 40	McKenn	ey Hwy								
665 Walkers Mill Rd	1.44	220	R								NA			NA		05/12/2008
(665) Walkers Mill Rd	2.76	200 From	R			26-72	28 Wingfi	ield Rd			NA			NA		05/12/2008
665 Walkers Mill Rd	2.70	200 To				26.6	26 Fl-+6-	-+ D.1						INA		03/12/2000
(665) Black Mill Rd	0.70	290 From	R			26-6	26 Flatfo	ot Rd			NA			NA		05/12/2008
		To From				26-681	Black Bı	ranch Rd			_					
(665) Mortar Branch Rd	0.40	48	R								NA			NA		05/15/2008
		To					Dead En									
(666) Baugh Rd	1.20	100	R			26-6	26 Flatfo	oot Rd			NA			NA		05/19/2008
		To				26-6	70 Shady	Lane								
(666) Baugh Rd	4.20	240 From	R			20 0	70 Blad	Lune			NA			NA		05/19/2008
		То					Halligan									
(667) Malones Rd	3.20	From <b>140</b>	R			26-	666 Baug	gh Rd			NA			NA		05/19/2008
(667) Malones Rd	3.20	То	<u> </u>			26-7	703 Carso	on Rd						INA		03/19/2000
		From					703 Carso									
668) Brick Rd	1.90	220	R								NA			NA		05/19/2008
		From			****		604 Halifa									
(669) Old Stage Rd	3.30	420	R		26-60	5 Monks	Neck Ro	d; Old Stage	e Rd		NA			NA		05/19/2008
009		То				26-6	604 Halifa	ax Rd								
<u> </u>		From				26-	666 Baug	h Rd								
670 Shady Lane	1.82	170	R								NA			NA		04/14/2011
Shady Lanc	0.04	From				1.8	2 MN 26	-666			NIA			NIA		05/10/0000
670 Shady Lane	0.04	100 To	R			26.6	82 Ole Be	ole Rd			NA T			NA		05/19/2008

					Din	widdie IV	laintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From				26 692	Ol- D-1-	D.I								
670 Shady Lane	0.10	150	R				Ole Bole				NA			NA		05/19/2008
670 Shady Lane	0.77	170 From	R			26-688	Sawmill :	Rd			NA			NA		05/19/2008
(670) Old Stage Rd	1.45	400 From	G	94%	2%	26-609 2%	Old Stage	2%	0%	F	0.121	F	0.653	410	G	2013
(670) Old Stage Rd	2.51	250 From	G	94%	2%	2%	3 Carson I 0%	2%	0%	F	0.134	F	0.706	260	G	2013
		From			2	26-605 W, 26-605 F	Old Vaug E, Old Stag									
(670) Duncan Rd	2.29	630	G	94%	2%	2%	0%	2%	0%	F	0.103	F	0.608	640	G	2013
		To		2		, Squirrel I			Iill Rd							
670 Duncan Rd	2.07	440	G	94%	2%	26-613 N, 2%	Dabney N 0%	Aill Rd 2%	0%	F	0.106	F	0.71	450	G	2013
(670) Duncan Rd	1.21	710 From	G	94%	2%	26-673 S 2%	6mith Grov 0%	e Rd 2%	0%	F	0.114	F	0.639	720	G	2013
<u> </u>		From				1 MN 26-6									_	
670 Duncan Rd	1.49	950 To	G	94%	2%	2%	0%	2%	0%	С	0.106	F	0.604	1000	G	2013
							ydton Plan	ik Ra								
671) Brownwall Rd	0.40	90	R			D	ead End				NA			NA		05/22/2008
(671) Brownwall Rd	0.40	To				US 1 Bo	ydton Plan	ık Rd						INA		03/22/2000
		From					quirrel Lev				1					
672) Church Rd	1.49	570	G	96%	0%	0%	1%	2%	0%	F	0.112	F	0.555	580	G	2013
(672) Church Rd	0.58	660 From	G	96%	0%	MN 26-6 0%	13 Squirre 1%	2%	0%	С	0.103	F	0.547	700	G	2013
672) 6.16.61.116	0.00	To	_						0 / 0			•	0.0.7		<u> </u>	
(672) Weakley Rd	0.27	460 From	G	97%	0%	1%	Weakley 0%	2%	0%	F	0.117	F	0.589	490	G	2013
672) 11 500 110	0.27	To	_						0 / 0	•	<del></del> -	•	0.000	.00	<u> </u>	_0.0
(672) Weakley Rd	0.19	450 From	G	97%	0%	1%	71 Hazel A 0%	2%	0%	С	0.116	F	0.518	480	G	2013
(672) Weakley Rd	0.13	<b>430</b>		37 70	0 70		2 Simpson		0 70		0.110	•	0.510	400	ч	2010
		From					0 Duncan				l					
(673) Smith Grove Rd	1.77	390	R			20-070	Duncan	Ku			NA			NA		05/22/2008
679		To				26-613 Sc	quirrel Lev	vel Rd								
		From				26-613 Sc	quirrel Lev	vel Rd								
(674) Wheaton Rd	1.85	140	R								NA			NA		04/19/2011
		To				26-670	0 Duncan	Rd								
		From				26-670	Duncan l									
(675) Vaughan Rd	3.74	570	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.627	580	G	2013
		To From				26-741 1	Fort Emor	y Rd			$\Box$					
(675) Vaughan Rd	0.90	990	G	98%	1%	1%	0%	0%	0%	С	0.106	F	0.658	1000	G	2013
<u> </u>		To From				26-67	76 Flank R	d								
(675) Vaughan Rd	0.94	610	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.588	650	G	2013
$\bigcirc$		To				SCL	Petersbur	g								
		From				26-613 S	quirrel Lev	el Rd								
(676) Flank Rd	0.80	580	R								NA			NA		05/22/2008
$\overline{}$		То				26-675	Vaughan	Rd		-						
O -		From					4 Halifax l									
(677) Carson Dr	0.80	990	G	98%	1%	0%	0%	0%	0%	С	0.144	F	0.852	1000	G	2013
		To	<u> </u>		SR 34	5 Richard	Bland Col	llege; 74-6	508							
<u> </u>		From	L			26-605	Ellington	Rd								
678) Spain Dr	1.00	30	R			26.606	0.1.0	D.			NA NA			NA		05/19/2008
		To	1			26-606	Oak Grove	e Kd								

Route	Length	AADT	QA	4Tire	E	Bus						2Tra	(3)	C F	K actor	QK	Dir Facto	or A	AWDT	QV	,	Year
Dinwiddie County		From							ad En						1							
(679)	1.45	210	R					Dea	au En	ıu					NA				NA		05/	15/2008
<u></u>		То					26-66	0 Har	diway	s Mill	Rd											
$\widehat{}$		From					26-6	81 Bla	ack B	ranch F	Rd											
(680) Troublefield Rd	3.20	290 _{To}	R												NA				NA		05/	19/2008
		From								Park I	Rd											
(681) Black Branch Rd	1.80	300	R				Su	issex (	Count	y Line					J NA				NA		05/	12/2008
661) Sident Sidener Ha		То			26	5-665	Mort	ar Bra	nch R	d; Blac	ck Mill	Rd			]							,
		From					26-	-609 (	Old St	age Rd												
682) Ole Bole Rd	0.70	110	R												NA				NA		05/	19/200
		To								/ Lane												
Continental Dd	0.45	From	Ļ_				26-	-651 V	Vhitm	ore Rd					<u> </u>				NIA		04/	20/200
683 Continental Rd	0.45	120	R												NA				NA		04/2	28/200
683) Continental Rd	0.60	From From	R		—	—	26	6-707	Cantr	ee Rd					NA				NA		04/	28/200
(683) Continental Rd	0.00	00	n												1N/A				INA		04/2	20/200
683) Continental Rd	0.20	From From	R					0.60 N	1N 26	-707					NA				NA		04/	19/201
(683) Continental Rd	0.20	То						De	ad En	ıd					1				INA		04/	13/201
		From							ad En						l							
684) Airpark Dr	0.56	2300	R												NA				NA		05/	22/200
$\bigcup$		То					U	JS 460	) Airp	ort St												
<u> </u>		From						De	ad En	d					J							
685 Oakley Dr	0.16	90	R				LIC	1 D	.14 T	011- T	1				NA				NA		05/0	05/200
		From	l		_	_				Plank R					1							
686) Smith Grove Lane	0.20	40	R				26-6	1/3 Sn	nith G	rove R	.a				J NA				NA		05/:	22/200
666) 6 6	0.20	То	· ·					De	ad En	ıd					1						00/1	
		From					26-	-609 (	Cherry	hill Rd												
(687) Cutbank Rd	0.10	100	R												NA				NA		04/	14/201
		To From					26	-654 §	S, Rai	ney Rd					}—							
687) Cutbank Rd	1.54	30	R												NA				NA		05/	12/200
		To From					1.	.54 M	N 26-	654 S					}—							
(687) Cutbank Rd	1.06	80	R												NA				NA		05/	12/200
<u> </u>		To From				- 2	26-69	6 Вог	ırdon	Creek	Rd				}—							
(687) Cutbank Rd	1.62	300	R												NA				NA		05/	12/2008
		То			<u> </u>					ey Hw	У											
688) Sawmill Rd	0.85	170	R				26	5-670	Shady	/ Lane					J NA				NA		05/	19/2008
(688) Sawmill Rd	0.00	170					261	505 E							7				INA		03/	13/2000
688) Sawmill Rd	1.28	30 From	R				26-	/05 Fc	ox Bra	anch R	d				NA				NA		05/	19/2008
(688) Sawmill Rd	1.20	То						1.00.1	Æ 26	705					1						00/	10/200
688) Sawmill Rd	0.27	70 From	R					1.28 N	/IE 26	-705					NA				NA		05/	19/2008
(688) Sawmill Rd	0.27	То	· ·				26	5-667	Malor	nes Rd					1						00/	10/200
		From								n Mill l	Rd											
689) Bobcat Rd	0.60	180	R												NA				NA		05/	21/2008
<u> </u>		To					26-6	28 Tr	anqui	lity Lar	ne				<u> </u>							
<u> </u>	•	From	_				26-	-631 C	Claibo	rne Rd												07/0
690 Harris Dr	0.94	280 _{To}	R					D-	od Ec	d					NA T				NA		05/0	07/2008
<del>-</del> -		From			<u> </u>	<u> </u>	<u> </u>		ad En						<u> </u>							
(691) Cryors Rd	1.00	140	R		—	—	—	De	ad En	a					NA				NA		05/	05/2008
(691) Cryors Rd	7.00	To					SR	40 O	ld Cry	ors Ro	1				, . ]						30/(	23,2000

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Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County																
(692) Sapony Church Rd	1.89	60 From	R			D	ead End				NA			NA		04/14/2011
(692) Sapony Church Rd	3.20	170 From	R			SR 40 M	IcKenney 1	Hwy			NA			NA		04/14/2011
(692) Sapony Church Rd	0.60	From	R			26-709	Shipping	Rd			NA			NA		05/07/2008
		From					ead End 3 Carson F	Rd								
693) Williamson Rd	2.87	<b>210</b>	R				Old Stage				NA			NA		05/27/2008
(694) Old Pine Rd	0.70	From	R				ead End				NA			NA		04/14/2011
		To					Baltimore ead End	Rd								
696 Bourdon Creek Rd	1.20	<b>70</b>	R				Cutbank	Rd			NA			NA		05/12/2008
(697) Spicely Rd	0.40	From	R				White Oak				NA			NA		04/14/2011
(037) 37 33 7		To	0:			D	ead End									
698) Double Branch Rd	1.20	150	R				Valkers Mi				NA			NA		05/12/2008
Llewsteil Dd	1.00	From					County L Wilkinson							NA		05/07/0000
(699) Horsetail Rd	1.89	60	R			1.89	MN 26-61	1			NA ——			NA		05/27/2008
699 Horsetail Rd	1.41	<b>50</b>	R			26-708	Namozine	Rd			NA			NA		05/27/2008
(700) Boze Rd	0.88	From	R			D	ead End				NA			NA		04/28/2008
(700) Hawkins Rd	2.54	260	R			26-613	White Oak	Rd			NA			NA		04/14/2011
		To	00			26-622	Baltimore	Rd								
(701) Quail Hollow Rd	0.60	20 From	R				ead End				NA			NA		04/28/2008
		From					d White O  Harpers 1									
(702) Lennie Rd	1.32	<b>80</b>	R				Old Cryors				NA			NA		05/05/2008
_		From	1:				ydton Plan									
703) Carson Rd	0.13	3600	G	97%	1%	1%	1% 6-1403	1%	0%	F	0.094	F	0.516	3600	G	2013
(703) Carson Rd	1.17	3600 From	G	97%	1%	1%	1%	1%	0%	С	0.094	F	0.525	3600	G	2013
(703) Carson Rd	5.18	930 From	G	95%	2%	1%	I-85 1%	1%	0%	С	0.095	F	0.604	950	G	2013
(703) Carson Rd	5.97	760	G	95%	2%	26-670 1%	Old Stage 1%	1%	0%	F	0.095	F	0.516	770	G	2013
(703) Carson Rd	0.09	1100	G	95%	2%	1%	alligan Par 1%	1%	0%	F	0.107	F	0.626	1200	G	2013
		From	1				County Li 3A TO & l				<u> </u>					
703) Ramp	0.21	<b>270</b>	G		20-103		ROM RT		33		0.109	F		270	G	2013
East		From					3 Carson F									
703) Ramp	0.31	1200	G								0.123	F		1200	G	2013
		To	00			I-8	85 North									

					יווים	vidale i	viaintenai	icc Aic	u							
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County West		From:				26.703	3 TO RT 85	NR			I					
703) Ramp	0.24	570	G			20-703	7 TO K1 65	ND			0.162	F		570	G	2013
		To				I-85-N	FROM RT	703								
Plankwell Dd	0.04	From				I	Dead End				NIA.			NIA		0E/1E/000
704) Blackwell Rd	0.24	60 To:	R			26-60	60 Quaker F	Rd			NA			NA		05/15/200
		From					88 Sawmill I									
705) Fox Branch Rd	1.42	180	R								NA			NA		05/19/200
$\bigcup$		To				26-733	3 Little Zion	Rd								
Old Cay Dd	0.55	From	ᄂ			SR 22	26 W, Cox 1	Rd						NIA		05/07/00
Old Cox Rd	0.55	220	R								NA			NA		05/27/20
706) Old Cox Rd	0.15	190	R			26-72:	5 Cherokee	Rd			NA			NA		05/27/20
706) Sid SOX Fid	0.10	To:				SR 2	26 E, Cox F	Rd								00/21/20
_		From:				26-683	Continenta	l Rd								
707) Cantree Rd	0.85	160	R								NA			NA		04/28/20
<u> </u>		To					1 Whitmore									
708) Namozine Rd	0.30	510	G	96%	0%	Ameli 1%	ia County L 2%	ine 1%	0%	F	0.129	F	0.802	510	G	2013
708) Namozine Rd	0.00	To		0070	0 70		6 Birdnest l		0 70	•	0.120		0.002	010	ď	2010
708) Namozine Rd	5.93	990 From:	G	96%	0%	1%	2%	1%	0%	С	0.121	F	0.798	1000	G	2013
		To				26-6	601 River R									
708) Namozine Rd	0.70	2000 From:	G	96%	0%	1%	2%	1%	0%	F	0.101	F	0.667	2100	G	2013
		To				US	460; 26-63	1								
Objected Bd	0.70	From:				26-609	9 Cherryhill	Rd						NIA		05/05/00
709) Shipping Rd	2.70	60	R								NA —			NA		05/05/200
709) Shipping Rd	3.70	210				SR 40 1	McKenney l	Hwy			NA			NA		05/05/20
Shipping Rd	3.70	210	R								- INA			INA		03/03/20
709) Shipping Rd	1.70	410 From:	R			26-6	56 Eppes R	.d			NA			NA		05/05/20
709) 5 6		To				26.65	8 Branches	DA								
709) Shipping Rd	0.63	660 From:	R			20-03	o Branches	Ku			NA			NA		05/05/20
		To				26-650 H	Iamilton Arı	ms Rd								
O		From:				I	Dead End				<u> </u>					
710 Cemetery Rd	0.85	<b>30</b>	R			SCI	_ McKenne	N.			NA			NA		05/07/20
Cown of McKennev						301	2 WEKEINE	y			<u> </u>					
		From				SCI	L McKenne	y								
710 Cemetery Rd	0.11	9 To:	R			an 1	0 D 1 D1				NA			NA		08/27/20
~		10.				SR 4	0 Doyle Blv	vd			<u> </u>					
Dinwiddie County		From:				I	Dead End									
711) Ridley Rd	1.30	40	R								NA			NA		04/14/20
<u> </u>		To					Old Stage									
712) Greentree Rd	0.55	30 From:	R			26-70	03 Carson F	Rd			NA			NA		05/10/20
712) Greentree Rd	0.55	To:	<u> </u>			I	Dead End							INA		05/19/20
		From:					oydton Plan	k Rd			l					
713) Cutbank Church Rd	2.54	200	R								NA			NA		05/12/20
<u> </u>		To				26-68	37 Cutbank	Rd								
O Lauric Dd	0.10	From:		-		US 1 Be	oydton Plan	k Rd	_					NIA.		05/40/22
714) Lewis Rd	0.46	330 To:	R			1	Dead End				NA			NA		05/19/20
		From:					Vheelers Po	nd Rd								
715) Patillo Rd	1.78	120	R			_0 07J Y	, 11001015 1 0	Mu			NA			NA		04/30/20
$\mathcal{O}$		To				26-613	White Oak	Rd								

Route	l enath	AADT	QA	4Tire Bus QC	K	QK	AAWDT Q	W Year
Dinwiddie County	Longui	AADI	Q,A	2Axle 3+Axle 1Trail 2Trail	Factor	Factor	70.000	· roui
	0.26	From:	Ę	26-611; 26-751			NIA	04/20/200
716 Poole Siding Rd	0.36	110 To:	R	26-751 Cox Rd	NA		NA	04/30/200
		From:	<u>.                                    </u>	26-629 Anderson Mill Rd				
(717) Anderson Dr	0.50	45	R	20-02) Anderson Will Ru	NA		NA	04/14/201
		To		Dead End				
		From:		26-601 River Rd				
7 ₁₈ Henshaw Rd	0.38	380	R		NA		NA	05/27/200
<u> </u>		To		Dead End				
O Loo Dr	0.00	From:	ᆫ	26-601 River Rd			NIA	05/07/000
719 Lee Dr	0.39	240 To:	R	Dead End	NA		NA	05/27/200
		From:		26-601 River Rd				
(720) Chestnut Dr	0.15	110	R	20-001 RIVEI RU	NA		NA	05/27/200
720) 5.155.115.1		To		Dead End				00,=,,=00
		From:		US 460; FR-804				
721) Pine Hill Rd	0.60	130	R		NA		NA	05/07/200
		To		Dead End				
		From:		26-619 Courthouse Rd				
722) Abernathy Rd	0.81	20	R		NA		NA	05/12/200
		To		Dead End				
O De como de la codo Del	0.50	From:		26-611 Wilkinson Rd			NIA	0.4/4.4/0.04
723) Pearson Hardy Rd	0.58	120	R	Dead End	NA		NA	04/14/201
		From						
724) Springston Rd	0.58	240	R	26-639 Springston Rd; Wilson Rd	NA		NA	04/28/200
724) Spinigotori rid	0.00	To:	Ë	US 460	$\exists$		1471	0 1/20/200
		From:		Dead End				
725) Cherokee Rd	0.17	140	R	Dotta Ella	NA		NA	04/12/201
		To		26-706 Old Cox Rd				
		From		US 1 Boydton Plank Rd				
(726) Mitchell Ave	0.23	170	R		NA		NA	05/05/200
$\overline{}$		To		Dead End				
O 5 11 5 1		From:	<u> </u>	Dead End				0=1001000
727) Bethune Rd	0.79	320 To:	R	06 (75 V 1 D)	NA		NA	05/22/200
			<u> </u>	26-675 Vaughan Rd	1			
728) Wingfield Rd	0.34	From:	R	Dead End	 NA		NA	04/14/201
728) Wingfield Rd	0.04	To:		26-665 Walkers Mill Rd			INA	04/14/201
		From:		26-661 Boisseau Rd				
729) Spriggs Rd	0.53	80	R	20-001 Boisseau Ru	NA		NA	04/19/201
120 1 30		To		Dead End				
		From:		US 460 Cox Rd				
730) Williams Rd	0.28	70	R		NA		NA	04/12/201
<u> </u>		To		Dead End				
<u> </u>		From:		26-611 Wilkinson Rd				
731) Ruth Hill Rd	0.02	190	R		NA		NA	04/30/200
<u> </u>		From:		0.02 ME 26-611	$\Box$			
731) Ruth Hill Rd	0.40	210	R		NA		NA	04/30/200
		To	<u> </u>	Dead End				
Dovin Dd	0.00	From	<u> </u>	Dead End			NIA	04/00/000
732 Davis Rd	0.60	360 To:	R	26-627 Courthouse Rd	NA		NA	04/30/200
		From:						
(733) Little Zion Rd	1.20	220	R	26-670 Old Stage Rd	NA		NA	05/19/2008
( / . 3.3 ( E100 E1011 1 10	0		• •		. 47 1		1 47 1	00,10,2000

					_	J 11 1 V V	iddic	iviaiiii	ciiaiioc	noa										
Route	Length	AADT	QA	4Tire	В	Bus			Truck- Axle 1T		(	QC F	K actor	QK	Dir Factor	r A	AWDT	QW	Y	ear
Dinwiddie County		From					26-61	9 Court	house Rd											
734) Rainey Rd	3.14	190	R										NA				NA		05/07	'/2008
<u> </u>		To					26-6	526 Flatt	foot Rd											
$\widehat{}$		From					26-619	9 Courtl	house Rd											
Goose Pond Rd	1.40	60	R										NA				NA		05/07	7/2008
		To						Dead E					<u> </u>							
736) Barnes Rd	0.50	From	R			2	6-659	Bain Rd	l; Jones R	d			NA				NA		05/12	ว/วกก
736) Barnes Rd	0.50	To	<u> </u>					Dead E	nd				1				INA		03/12	./2000
		From							rs Mill Rd				1							
937) Booth Rd	1.60	20	R				20-003	vv aikci	is will Ku				NA				NA		05/12	2/200
(01)		To					26-6	526 Flatf	foot Rd											
		From			2	6-645	Whee	lers Por	nd Rd; Sco	otts Rd										
738) Scotts Rd	1.33	520	R										NA				NA		05/07	'/200
<u> </u>		To					26-	-647 Na	sh Rd											
		From					26	-751 Co	ox Rd											
739) Midway Rd	1.70	480	R										NA				NA		05/27	′/200
<u> </u>		To					26-70	18 Namo	ozine Rd											
<u> </u>		From					26-62	7 Courtl	house Rd											
740 Turkey Egg Rd	1.50	1900	R				****						NA				NA		05/15	/200
		10							Plank Rd											
Fort Emany Dd	0.70	From	Ļ_			2	26-613	Squirre	l Level Ro	1			NIA				NA		0E/00	·/^^
741) Fort Emory Rd	0.70	510	R				26.6	75 Van	ghan Rd				NA T				INA		05/22	./200
		From								1			<u> </u>							
742) Plantation Rd	0.50	270	R				20-013	Squirre	l Level Ro	1			NA				NA		05/22	2/200
742) 1 1411441011 110	0.00	To	<u></u>				26-6	75 Vaus	ghan Rd				٠ <u>٠</u> ٠						00/22	,,_00
		From						S 460 Co												
743) Hart Rd	0.57	470	R					100 00	on rea				NA				NA		05/07	'/200
		To					26-	-601 Riv	er Rd											
		From					26-	-644 Bri	lls Rd											
744) McKissicks Rd	0.70	80	R										NA				NA		04/28	3/200
<u> </u>		To						Dead E	ind											
$\sim$		From						Dead E	Ind											
745) Fisher Rd	0.20	50	R										NA				NA		05/05	/200
<u> </u>		To				2			Church R	d										
Divide and Did	0.05	From	<u> </u>				26-70	18 Namo	ozine Rd								NI A		04/4	1/004
746 Birdnest Rd	0.95	100	R					Dead E	a d				NA				NA		04/14	,/201
		From											1							
(747) Wheelers Lane	0.35	10	R				26-61	I Wilki	nson Rd				NA				NA		05/05	:/200
VIIICCIOIS Lanc	0.00	To						Dead E	and				Ï				11/7		05/00	"Z00
		From						Dead E												
748) Unico Rd	0.49	180	R					Dead E	ли				NA				NA		05/14	1/200
140)		To					26-6	552 Asb	ury Rd											
		From					FR	R-82 Pla	ne Dr											
749	0.04	50	R										NA				NA		05/19	/200
$\mathcal{O}$		To						Dead E	nd	_		_								
		From					26-623	3 Southe	erland Rd											
750) Oxford Rd	1.51	590	R										NA				NA		05/05	/200
<u> </u>		To	<u> </u>					Dead E	ind											
<u> </u>	<u> </u>	From						Dead E	and		-	-							0.1	
751) Cox Rd	0.74	480	R										NA				NA		04/30	/200
		From					26-6	511 W; 2	26-752				]—							
751) Cox Rd	0.26	1500	R										NA				NA		04/30	/200
		To					26-	611 E; 2	26-716											

					DINV	widdie Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tra	$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From:				06 611 E 06 716		-					
(751) Cox Rd	3.25	1600	R			26-611 E; 26-716		 NA			NA		04/30/2008
(731) Commu		To	_		21	6-627 W, Trinity Church Rd							
(751) Cox Rd	2.67	2100 From	R			0-027 W, Trinity Charch Rd		NA			NA		04/30/2008
		To				US 460 E, Cox Rd							
		From:				26-611; 26-751							
(752) Siding Dr	0.40	150	R					NA			NA		04/30/2008
						Dead End		_					
(753) Siding Dr	0.40	160	R			26-611 Wilkinson Rd		 NA			NA		04/30/200
(753) Claiming 21	0.10	To:	_			Dead End		$\exists$			100		0 1/00/200
		From:				Dead End							
(754) Anderson Mill Rd	0.88	210	R					NA			NA		04/30/200
		To				26-751 Cox Rd							
		From				Dead End							
(755) Slates Rd	0.50	90	R					NA			NA		04/30/2008
		To				26-751 Cox Rd							
(756) Slates Rd	0.28	From:	R			26-628 Tranquility Lane					NA		05/07/2009
(756) Slates Rd	0.20	To:	<u> </u>			Dead End		NA			INA		05/07/2008
		From:				26-708 Namozine Rd							
(757) Marmora Dr	0.62	100	R			20-708 Ivanioznic Ku		NA			NA		05/05/2008
(101)		To				Dead End							
		From:				Dead End							
(758) Steers Rd	0.39	190	R					NA			NA		05/22/2008
$\overline{}$		To				26-613 Dabney Mill Rd							
O 0		From:	<u> </u>			Dead End		<u>ا</u>					.= /.= /
(759) Gunn Rd	0.57	<b>9</b>	R			2/ /50 L		NA			NA		05/05/2008
		From:				26-650 Lew Jones Rd							
760 Sutherland Ave	0.37	90	R			26-623 Station Rd		NA			NA		05/05/2008
(760) Sutherland Ave	0.07	To:				Dead End		— <u>`</u> ``			1471		00/00/2000
		From				26-750 Oxford Rd		i					
(764) Oxford Rd	0.33	200	R			20 750 Omora Na		NA			NA		05/05/2008
		To				Cul-de-Sac							
		From:				Cul-de-Sac							
(770) Olde Keswick Lane	0.08	50	R					NA			NA		05/27/2008
<u> </u>		To			I	Prince George County Line							
C Haffeelman Man	0.00	From	<u> </u>			26-672 Church Rd					NIA		0.4/4.0/0.04
(775) Hofheimer Way	0.92	3100 To:	R			US 1 Boydton Plank Rd		NA			NA		04/12/201
		From:											
(776) Chesdin Lake Rd	0.57	300	R			26-601 River Rd		NA			NA		05/22/2008
(776) 0.1000 20.10 1.10	0.07	To:				Dead End							00,12,200
		From:				Dead End							
(1001) Margarita Ragsdale St	0.02	2	R					NA			NA		05/14/2008
$\bigcirc$		To				ECL McKenney							
Town of McKennev													
Rolling Pd	0.02	From:	R			ECL McKenney		 NA			NA		05/14/2008
(1001) Bolling Rd	0.02	4						INA			INA		03/14/2008
Polling Dd	0.10	From:	ᄂ			26-1014 Denbigh St					NIA.		0E/14/0004
(1001) Bolling Rd	0.10	130	R					NA —			NA		05/14/2008
Delliner Del	0.00	From:	<u> </u>	-		26-1013 Johnson St	-				NIA		05/4 4/0000
1001 Bolling Rd	0.32	420 To:	R			LIC 1 Daydton Dlank D 3		NA			NA		05/14/2008
		10.	L			US 1 Boydton Plank Rd							

					D			itenance .								
Route	Length	AADT	QA	4Tire	Bu	IS.		Truck- ⊦Axle 1Ti	Ω	C Fac		QK	Dir Factor	AAWD	- QW	Year
Town of McKennev		From:				116	C 1 D 1t-	Dll. D.4								
(1001) Bolling Rd	0.13	870	R			US	S I Boyata	on Plank Rd		N	Α			NA		05/14/200
		To	-				26-1007	Fifth St		-						
(1001) Rives Ave	0.16	720	R							N	Α			NA		05/14/200
<u> </u>		To:					26-1006 I	Fourth St		-						
(1001) Rives Ave	0.07	710	R							N	A			NA		05/14/200
Pivos Avo	0.07	From:					26-1005	Third St			^			NΙΛ		05/14/200
(1001) Rives Ave	0.07	710	R							N	А			NA		05/14/200
(1001) Rives Ave	0.07	700 From:	R				26-1004 S	econd St			A			NA		05/14/200
(1001) 1 100 7	0.0.	To	<u></u>				26-1003	First St								00/11/200
(1001) Rives Ave	0.03	170 From:	R				20-1003	Tilst St		N	Α			NA		05/14/200
$\bigcup$		To				26	6-1002 Ra	ilroad Ave								
<u> </u>		From:	<u> </u>				SR 40 Do	yle Blvd								0=11.11000
(1002) Railroad Ave	0.10	170	R				26-1001 R	ives Ave		N	А			NA		05/14/200
		From					Dead			1						
(1003) First St	0.02	20	R							N	Α			NA		05/14/200
		To:				26-	-1010 Jack	Zehmer Rd								
(1003) First St	0.15	70	R							N	A			NA		05/14/200
<u> </u>		To: From:				20	6-1009 W	estover Dr		-						
(1003) First St	0.03	280	R							N	A			NA		05/14/200
<u> </u>	0.40	From:					SR 40 Do	yle Blvd		T.	^			NIA		05/44/000
1003 First St	0.10	670	R				26-1001 R	ives Ave		N	А			NA		05/14/200
		From:					SR 40 Do									
(1004) Second St	0.09	100	R					<i>y</i> = 2 · 0		N	Α			NA		05/15/200
$\bigcirc$		To					26-1001 R	lives Ave								
(1005) Third St	0.14	From:	R			2	6-1009 W	estover Dr			٨			NA		05/15/200
1005 I hird St	0.14	90								N	А			INA		05/15/200
(1005) Third St	0.23	250 From:	R				SR 40 Do	yle Blvd			A			NA		05/15/200
1003) ***********************************		To:				2	26-1008 Ze	hmer Ave								
		From:					SR 40 Do	yle Blvd								
1006 Fourth St	0.08	40	R							N	A			NA		05/15/200
		From:					26-1001 R									
(1007) Fifth St	0.08	70	R				SR 40 Do	yle Biva		N	Α			NA		05/15/200
		To:				<del></del> ,	26-1001 R	ives Ave		1						
(1007) Fifth St	0.11	130 From:	R							N	Α			NA		05/15/200
$\bigcirc$		To				2	26-1008 Ze	hmer Ave								
Zahman Aa	0.07	From					Dead	End		$\overline{}$	٨			NIA		05/45/000
(1008) Zehmer Ave	0.07	40	R							N	А			NA		05/15/200
(1008) Zehmer Ave	0.19	From:	R				26-1007	Fifth St			Δ			NA		05/15/200
(1008) Zenmer Ave	0.10	To:					26-1005	Third St			, ,			1471		00/10/200
Dinwiddie County																
Mastavar Dd	0.65	From				US	S 1 Boydto	on Plank Rd			Λ			NIA		05/14/202
(1009) Westover Rd	0.65	240 To:	R				SCL Mc	Kennev		N	Α.			NA		05/14/200
Town of McKenney							1110			L						
O		From:					SCL Mc	Kenney								
(1009) Westover Dr	0.27	240 To:	R				26 1005	Third Ct		N	Α			NA		05/14/200
		10.					26-1005	ı mra St								

Route	Length	ΔΔΠΤ	QA	4Tire	Bus		Truck	QC	K	QK	Dir	AAWDT	OW	Year
	Length	AADI	Q,A	41116	Dus	2Axle 3+Ax	de 1Trail 2Trail	QU	Factor	QIV	Factor	AAWDI	QVV	i Cai
Town of McKennev		From:				26-1005 Thi	rd St							
(1009) Westover Dr	0.13	<b>220</b>	R			26 1002 Fin	-4 C4		NA			NA		05/14/2008
		From:	<u> </u>			26-1003 Fire SCL McKer								
(1010) Jack Zehmer Rd	0.25	70	R			SCL WICKE	iney		NA			NA		05/14/2008
		To:				26-1012 Factor	ory St							
(1010) Jack Zehmer Rd	0.04	40	R				. <b>.</b>		NA			NA		05/14/2008
		To				26-1003 Fir	st St							
(1011) Community St	0.05	90	R			Dead En	d		NA			NA		05/14/2008
(1011) Community St	0.03	To:	r -			26-614 Sunnys	ide Dr					INA		03/14/2000
		From:				26-1010 Jack Ze	hmer Rd							
(1012) Factory St	0.10	50	R						NA			NA		05/14/2008
		To				Dead En								
Johnson St	0.08	300	R			SR 40 Doyle	Blvd		NA			NA		05/14/2008
Johnson St	0.00	To:	<u> </u>			26-1001 Bolli	ng Rd					INA		03/14/2000
		From:				26-1001 Bolli			i					
(1014) Denbigh St	0.08	100	R						NA			NA		05/14/2008
		To				ECL McKei	nney							
<b>Dinwiddie County</b>		From:				ECL McKer	nnev							
(1014) Denbigh St	0.31	100	R			ECL WCKC	nicy		NA			NA		05/14/2008
		To				Dead En	d							
Town of McKennev														
(1015) Bethel Rd	0.10	50	R			Dead En	d		NA			NA		04/12/2011
(1013) = 0.000		To				US 1 Boydton F	lank Rd							
Dinwiddie County														
Sachaard Dr	0.08	From:	<u> </u>			26-644 Depo	ot Rd		NA			NA		06/08/2005
(1020) Seaboard Dr	0.06	130 To:	R			26-1021 Southe	ern Ave					INA		06/06/2003
		From:				Dead En								
(1021) Southern Ave	0.12	45	R						NA			NA		06/08/2005
		To: From:				26-1020 Seabo	ard Dr							
(1021) Southern Ave	0.09	70	R						NA			NA		06/08/2005
		To				Dead En								
(1039) Shannon Rd	0.30	90	R			Dead En	d		NA			NA		05/22/2008
(1039) Shannon Rd	0.00	To:	<u> </u>			26-611 Wilker	son Rd					11/5		03/22/2000
		From:				26-675 Vaugh								
(1040) Greenhead Dr	0.55	350	R						NA			NA		05/22/2008
		To				26-1042 Wood	y Court							
Crosphand Ct	0.04	From:				Dead En	d					NIA		05/00/0000
(1041) Greenhead Ct	0.04	<b>20</b>	R			26-1040 Greenl	nead Dr		NA T			NA		05/22/2008
		From				Dead En								
(1042) Woody Court	0.15	120	R				-		NA			NA		05/22/2008
$\overline{}$		To				Dead En	d							
	0.00	From:	_			26-604 Halifa	x Rd							00/00/005
(1101) Acorn Dr	0.30	<b>70</b>	R			26-606 Oak Gr	ove Rd		NA			NA		06/08/2005
		From:				Cul-de-Sa								
Jordan Heights Dr	0.46	400	R			Cul-uc-3a			NA			NA		05/20/2011
		To				US 1 Boydton P	lank Rd							

				Diliwiu	ule Maintenance Are	<del>z</del> a				
Route	Length	AADT	QA	/Tiro Rue	Truck Axle 3+Axle 1Trail	$\cap$	K Factor	QK Dir Facto	AAWDT (	QW Year
Dinwiddie County		From:								
(1103) Jordan Heights Lane	0.20	170	R		Cul-de-Sac		NA		NA	05/20/201
		To			26-1102					
O		From:			26-1111 Anne Rd					
(1110) Dabney Dr	0.31	60	R				NA		NA	05/02/2005
	0.04	From:		26	6-1113 Charlotte Rd		$\rightarrow$			
1110 Dabney Dr	0.21	140	R	26	6-613 White Oak Rd		NA		NA	05/02/2005
		From:			26-1112 Gibson Dr					
(1111) Anne Rd	0.16	60	R		30 1112 Gloson Di		NA		NA	05/02/200
		To		2	26-1110 Dabney Dr					
O -:: -		From:			26-1111 Anne Rd					
(1112) Gibson Dr	0.31	80	R				NA		NA	04/19/201
	0.10	From:		26	6-1113 Charlotte Rd		$\rightarrow$			05/00/000
(1112) Gibson Dr	0.13	100	R	26	6-613 White Oak Rd		NA		NA	05/02/2005
		From:			26-1112 Gibson Dr					
(1113) Charlotte Rd	0.16	40	R	2	20-1112 Glosoff Di		NA		NA	05/02/2009
		To		2	26-1110 Dabney Dr					
		From:		26-	-1122 Northwood Dr					
(1120) Tanglewood Dr	0.25	470	R				NA		NA	06/08/200
<u> </u>		To: From:		26	-1121 Southwood Dr					
(1120) Tanglewood Dr	0.10	570	R	26	(12.0 : 17 10.1		NA NA		NA	06/08/200
		From:	L	26-0	613 Squirrel Level Rd					
(1121) Southwood Dr	0.14	110	R		Dead End		NA		NA	06/08/200
(1121)	• • • • • • • • • • • • • • • • • • • •	To		26-	-1120 Tanglewood Dr					
		From:		26-	-1123 Circlewood Dr					
(1122) Northwood Dr	0.08	310	R				NA		NA	06/08/2005
		To		26-	-1120 Tanglewood Dr					
(1123) Circlewood Dr	0.46	From:		26-	-1122 Northwood Dr		 NA		NA	06/08/200
(1123) Circlewood Dr	0.46	300 To:	R		Dead End				INA	00/08/200
		From			Dead End		1			
(1201) McKenney Ave	0.25	90	R				NA		NA	04/19/201
		To			US 1; 26-650					
$\bigcirc$		From:		26	6-623 Sutherland Rd					
(1207)	0.46	NA To:			26-1208		NA		NA	
		From:			Dead End					
1208	0.12	NA			Dead Elid		NA		NA	
1230		To			26-1207					
(1208)	0.27	NA From:			20 1201		NA		NA	
		To			Dead End					
		From:			Cul-de-Sac					
(1210) Waterford Dr	0.45	100	R		26.750.0.6.101		NA		NA	06/13/2005
		From:			26-750 Oxford Rd					
(1240) Wrenn Forest Dr	0.21	560	R		Cul-de-Sac		 NA		NA	06/13/2005
1240		To:	Ë		26-601 River Rd					
		From:		26-1	243 Canvasback Court					
(1241) Swan Circle	0.15	80	R				NA		NA	06/13/2005
		To			1240 Wrenn Forest Dr					
Dinte!! Lane	0.11	From:		26-1	243 Canvasback Court				NIA	00/40/000
Pintail Lane	0.11	<b>70</b>	R	26.1	1240 Wrenn Forest Dr		NA		NA	06/13/2005
				∠0-1	12-TO WICHHI POREST DI					

Route	Length	AADT	QA	4Tire Bus	Truck Axle 3+Axle 1Trai	00	K Factor	QK Dir Factor	AAWDT	QW	Year
Dinwiddie County						ZIIali	1 actor	1 actor			
(1242) Pintail Lane	0.23	270	R	26-	1240 Wrenn Forest Dr		 NA		NA	0	5/27/2008
1242) 1	0.20	To:		26	-1246 Pheasant Court		<u> </u>				
		From:			Cul-de-Sac						
(1243) Canvasback Court	0.23	60 To:	R		0.1.1.0		NA		NA	0	6/13/2005
		From:			Cul-de-Sac		_				
(1244) Pintail Lane	0.08	100	R	2	6-1242 Pintail Lane		NA		NA	0	5/27/2008
		To:			Cul-de-Sac						
		From:		2	6-1242 Pintail Lane						
(1245) Teal Circle	0.06	70 To:	R		C-1 1- C-		NA		NA	0	5/27/2008
		From:			Cul-de-Sac		+				
(1246) Pheasant Court	0.22	220	R		Cul-de-Sac		NA		NA	0	5/27/2008
(1240)		To:		2	6-1242 Pintail Lane						
(1246) Pheasant Court	0.09	200 From:	R		0-12-21 man Lanc		NA		NA	0	5/27/2008
		To:			Cul-de-Sac						
O		From:			SR 226 Cox Rd						
(1301) Lee Blvd	0.23	590	R				NA		NA	0	5/16/2005
O Los Blod	0.40	From:			26-1332 Hill St		$\supset$		NIA		F /4 0 /000 F
(1301) Lee Blvd	0.18	200 To:	R		Dead End		NA		NA	0	5/16/2005
		From:			26-1306 Roanoke St		+				
(1302) Dinwiddie Ave	0.10	120	R		to-1300 Roanoke St		NA		NA	0	5/18/2005
		To			26-1348 Potomac St						
(1302) Dinwiddie Ave	0.03	190	R	_			NA		NA	0	5/18/2005
$\bigcirc$		To: From:			26-1309 York St						
(1302) Dinwiddie Ave	0.11	260	R				NA		NA	0	5/18/2005
		To:		US	S 1 Boydton Plank Rd						
Cimmons Ava	0.07	From:	_		Dead End				NIA	^	4/10/0011
(1303) Simmons Ave	0.37	240	R				NA		NA	U	4/12/2011
(1303) Simmons Ave	0.03	2200 From:	R		FR-290 Front Rd		NA		NA	0	5/18/2005
(1303) Simmons Ave	0.00	To:		US	S 1 Boydton Plank Rd		<b>—</b>		1471	J	0/10/2000
		From:			6-1349 Warwick St						
(1304) Nottoway Ave	0.10	170	R				NA		NA	0	5/18/2005
<u> </u>		To: From:		2	6-1306 Roanoke St		$\Box$				
(1304) Nottoway Ave	0.10	210	R				NA		NA	0	5/18/2005
<u> </u>		From:		2	26-1348 Potomac St						
(1304) Nottoway Ave	0.13	250 To:	R	110	S 1 Boydton Plank Rd		NA		NA	0	5/18/2005
_		From:		Us							
(1305) Surry Ave	0.14	230	R		Dead End		NA		NA	0	5/18/2005
,		To:			26-1350 Pagan St						
(1305) Surry Ave	0.19	340 From:	R		20 1330 1 ugun 5t		NA		NA	0	5/18/2005
$\bigcirc$		To: From:		2	26-1306 Roanoke St		<del>-</del>				
(1305) Surry Ave	0.09	430 From:	R				NA		NA	0	5/18/2005
		To: From:		2	26-1348 Potomac St		_				
(1305) Surry Ave	0.11	530	R				NA		NA	0	5/18/2005
$\overline{}$		To:			S 1 Boydton Plank Rd						
(1306) Roanoke St	0.04	From: <b>110</b>	R		26-1305 Surry Ave		NA		NA	^	5/18/2005
(1306) Roanoke St	0.04	To:	ń		1308 Greensville Ave		INA		INA	U	0/10/2003

Route	Length	AADT	QA 4Tire		Truck		OC:	K (	Dir QK Fasta	AAWDT	QW	Year
Dinwiddie County					3+Axle 1Tr	ali 21rali	Fa	ctor	*'` Facto	r		
(1306) Roanoke St	0.04	From <b>140</b>	R	 26-1308	Greensville Ave		<u> </u>	NA NA		NA		05/18/2005
(1306) Roanoke St	0.01	To		 26 1207	Brunswick Ave			., . L		101		00/10/2000
(1306) Roanoke St	0.04	130 From	R	 20-1307	Diuliswick Ave		1	NA		NA		05/18/2005
1.000		To		 26-1304	Nottoway Ave							
(1306) Roanoke St	0.04	100 From	R	 			1	NΑ		NA		05/18/2005
		То		 26-1302	Dinwiddie Ave							
		From	_	26-134	9 Warwick St							0.7.1.0.10.00
(1307) Brunswick Ave	0.10	210	R				Γ	NA		NA		05/18/200
Drugowiek Ave	0.10	From		 26-130	6 Roanoke St			10		NIA		0E /1 0 /000
Brunswick Ave	0.10	280	R				ı	NA		NA		05/18/200
1307) Brunswick Ave	0.12	From	В	 26-134	8 Potomac St			NA.		NA		05/18/200
(1307) Brunswick Ave	0.12	330 To	R	 US 1 Bo	ydton Plank Rd		Į.			INA		03/10/200
		From			ead End							
(1308) Greensville Ave	0.13	70	R		cua Ena		1	NΑ		NA		04/12/201
$\bigcup$		To		 26-13	350 Pagan St							
(1308) Greensville Ave	0.09	370 From	R	20 10	o rugui or		1	NΑ		NA		04/12/201
		To		 26-134	9 Warwick St							
(1308) Greensville Ave	0.10	510	R				1	NΑ		NA		04/12/201
$\bigcirc$		To		26-130	6 Roanoke St							
(1308) Greensville Ave	0.09	550	R				1	NΑ		NA		04/12/201
$\bigcirc$		To From		26-134	8 Potomac St							
(1308) Greensville Ave	0.12	630	R				1	NΑ		NA		04/12/201
$\bigcirc$		To		US 1 Bo	ydton Plank Rd							
O Varia OI	0.40	From	_	26-1302	Dinwiddie Ave					NIA		0.4/4.0/0.04
(1309) York St	0.10	<b>50</b>	R	 D	ead End		ľ	NA I		NA		04/12/2011
		From										
(1310) Rockdale Rd	0.10	90	R	 D	ead End		1	I NA		NA		04/18/201
(1310)		To		 CD 2	226 Cox Rd							
(1310) Cedar Hart Rd	0.11	2000 From	R	SK 2	20 COX Ru		1	NA		NA		04/18/201
		To		 26-13	11 Grant Ave							
(1310) Cedar Hart Rd	0.10	1800 From	R	20-13	11 Grant 71vc		1	NΑ		NA		04/18/201
		То		26-600	Ferndale Rd							
		From		D	ead End							
(1311) Grant Ave	0.31	310	R				1	NA		NA		05/16/2005
<u> </u>		From		26-1310	Rockdale Rd							
(1311) Grant Ave	0.10	330	R	 			1	۱A		NA		04/18/2011
		To			ead End							
(1312) Sunset Dr	0.12	1000	R	 26-131	3 Franklin St		<u> </u>	NA NA		NA		05/16/2005
(1312) Sunset Dr	0.12	То	••	SR 2	226 Cox Rd					1471		00/10/2000
		From		26-13	12 Sunset Dr							
(1313) Franklin St	0.22	1000	R				1	NΑ		NA		05/16/2005
$\bigcirc$		To		US 1 Bo	ydton Plank Rd							
Obs. 1.1. A		From	_	 D	ead End			14				05/00/005
(1314) Glendale Ave	0.03	20	R	 				NA		NA		05/23/2005
	• :=	From		26-1317	Meadow Lane	-						05/00/5
(1314) Glendale Ave	0.12	140	R	 				NΑ		NA		05/23/2005
		From		 26-131	18 Callear Rd							05/06/22
(1314) Glendale Ave	0.10	170	R	 06 1011	Dol V -: 4 D 1		1	۱A		NA		05/23/2005
		10		 26-1315	Del Keith Rd							

Route	Length	AADT	<b>QA</b> 4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	$\cap \cap$	Dir AAWDT QV Factor	V Year
Dinwiddie County		From:		26-1315 Del Keith Rd			
(1314) Glendale Ave	0.06	220	R	20-1313 Dei Kenn Ku	NA	NA	05/23/200
$\bigcup$		To:		SR 226 Cox Rd			
<u> </u>		From:		26-603 Sterling Rd			
(1315) Del Keith Rd	0.06	70	R		NA	NA	05/23/200
Dal Kaith Dd	0.11	From:	-	26-1316 Meridan Ave	N/A	NIA	05/00/000
Del Keith Rd	0.11	80 To:	R	26-1314 Glendale Ave	NA T	NA	05/23/200
		From:		26-1317 Meadow Lane	<u> </u>		
1316) Meridan Ave	0.07	50	R	20 1017 Moddow Edito	NA	NA	05/23/200
$\bigcup$		To: From:		26-1319 Short St			
(1316) Meridan Ave	0.06	170	R		NA	NA	05/23/200
$\bigcup$		To:		26-1318 Callear Rd			
(1316) Meridan Ave	0.10	80	R		NA	NA	05/23/200
$\bigcirc$		To:		26-1315 Del Keith Rd			
Manadam Lana	0.07	From:		26-1316 Meridan Ave		NIA	05/00/000
1317 Meadow Lane	0.07	<b>70</b>	R	26-1314 Glendale Ave	NA T	NA	05/23/200
		From:		26-1316 Meridan Ave			
1318) Callear Rd	0.13	100	R	20-1310 Mendan Ave	NA	NA	05/23/200
		To:		26-1314 Glendale Ave			
		From:		26-603 Sterling Rd			
1319 Short St	0.06	180	R		NA NA	NA	05/23/200
		To:		26-1316 Meridan Ave			
Ritchie Ave	0.09	200	R	26-1362 Oak St	 NA	NA	05/23/200
(1320) Ritchie Ave	0.09	200	n		- INA	NA .	03/23/200
Ritchie Ave	0.13	190 From:	R	26-1363 Cross St	NA NA	NA	05/23/200
(1320) Ritchie Ave	0.10	To:		US 1 Boydton Plank Rd; SR 142 Simpson Rd		IVA	03/23/200
		From:		Dead End			
(1321) Ashley Lane	0.18	190	R		NA	NA	05/16/200
$\bigcirc$		To:		26-601 River Rd			
O		From:		Dead End			
1322 Harwell Dr	0.14	290 To:	R	LIC 1 December District Dis	NA NA	NA	05/23/200
		From:		US 1 Boydton Plank Rd			
1323) West Dr	0.40	390	R	26-600 Ferndale Rd	NA	NA	05/16/200
1323)		To:		Dead End			
		From:		26-1363 Cross St			
1324 Ford Ave	0.15	1200	R		NA	NA	05/23/200
<u> </u>		To:		US 1 Boyton Plank Rd			
Overally Asse	0.01	From:		Cul-de-Sac		NIA	05/00/000
(1325) Creek Ave	0.21	220	R		NA 	NA	05/23/200
<u> </u>	0.00	From:	-	26-1326 Mt Pleasant St	N/A	NIA	05/00/000
	0.06	290	R	SR 226 Cox Rd	NA 1	NA	05/23/200
1325 Creek Ave							
Creek Ave		From:		26-1325 Creek Ava			
O Mt Planage Ot	0.21		R	26-1325 Creek Ave	NA	NA	05/23/200
Mt Planaget Ot	0.21	From:	R	26-1325 Creek Ave 26-1327 Cedar Lane	NA	NA	05/23/200
1326 Mt Pleasant St	0.21	From:	R		NA	NA	
Mt Pleasant St	0.21	60 To:	R R	26-1327 Cedar Lane 26-1326 Mt Pleasant St	NA NA NA	NA NA	
Mt Pleasant St		From: From: 130		26-1327 Cedar Lane 26-1326 Mt Pleasant St  SR 226 Cox Rd			05/23/200
1326 Mt Pleasant St		60 To:		26-1327 Cedar Lane 26-1326 Mt Pleasant St			

					Dinv	widdie Maintenance Are							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	റ്റ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From:				26-1329 Brooksdale Rd		-					
(1328) Pinecroft Rd	0.12	200	R			20-1329 Blooksdale Ru		NA			NA	0	5/16/200
		To				26-1330 Balsam Lane							
(1328) Pinecroft Rd	0.07	390	R					NA			NA	0	5/16/200
$\bigcup$		To				26-600 Ferndale Rd							
<u> </u>		From:				26-1330 Balsam Lane							
(1329) Brooksdale Rd	0.06	180 To:	R			0 ( 1000 P)		NA			NA	0	5/16/200
		From:				26-1328 Pinecroft Rd							
1330) Balsam Lane	0.17	190	R			26-1329 Brooksdale Rd		NA			NA	0:	5/16/200
1330) Baidain Eano	0.17	To:				26-1328 Pinecroft Rd		Ti.			101	0.	0/10/200
		From				26-1325 Creek Ave							
(1331) Creek Circle	0.03	40	R					NA			NA	0	6/13/200
<u> </u>		To				Cul-de-Sac							
O		From:				26-1301 Lee Blvd							
1332 Hill St	0.05	190 To:	R			D4F-4		NA			NA	0	5/16/200
		From:				Dead End							
1333 Ferndale Circle	0.54	300	R			26-600 Ferndale Rd		NA			NA	0	5/16/200
1333 Ferndale Circle	0.04	To				26-600 Ferndale Rd		— <u>`</u> ``			1471	0.	0/10/200
		From:				Dead End							
1334) Floyd Ave	0.12	40	R					NA			NA	0	5/23/200
		To				26-1336 Forest Ave		<b>—</b>  —					
1334) Floyd Ave	0.22	530 From:	R					NA			NA	0	5/23/200
		To				FR-290; 26-1335							
$\widehat{}$		From				0.19 MS FR-290							
(1335) Church Rd	0.19	280	R					NA			NA	0	5/23/200
<u> </u>		To: From:				FR-290; 26-1334							
1335 Church Rd	0.08	20	R					NA			NA	0	5/23/200
		To				Dead End							
1336) Forest Ave	0.30	410	R			26-1334 Floyd Ave		 NA			NA	0	5/23/200
1336 Forest Ave	0.50	410 To:	n			Cul-de-Sac					INA	0.	3/23/200
		From:				Dead End							
James Ave	0.12	80	R			Doud End		NA			NA	0	5/23/200
		To				26-1336 Forest Ave							
		From:				26-1335 Church Rd							
1338) Shadyside Dr	0.20	160	R					NA			NA	0	5/23/200
<u> </u>		To				Cul-de-Sac							
1339) Creek Lane	0.45	50	R			26-1325 Creek Ave		 NA			NA	0	5/23/200
Greek Lane	0.43	To:	n			Cul-de-Sac					INA	U.	3/23/200
		From:				SR 226 Cox Rd							
1340) Fairway Lane	0.15	50	R			511 220 CON 110		NA			NA	0	5/15/200
		To				26-1341 Driver Rd							
1340) Fairway Lane	0.09	270 From:	R			20 13 11 Dilver Ru		NA			NA	0-	4/18/20 ⁻
		To				26-1342 Wedgewood Rd							
1340 Fairway Lane	0.12	80 From:	R			15 .2 ougewood Nu		NA			NA	04	4/18/201
· ·		To				Dead End							
		From				26-1343 Greenway Rd					<u> </u>		
1341) Driver Rd	0.17	150	R					NA			NA	0	5/18/200
<u> </u>		To				26-1340 Fairway Lane		<u> </u>					
	2.22	From:				26-1343 Greenway Rd		$\Box$					- H 0/05
1342 Wedgewood Rd	0.20	110	R			26 1240 E-: Y		NA			NA	0	5/18/200
		10.				26-1340 Fairway Lane							

Route	Length	AADT	QA	4Tire	Bus		Truck de 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		F	1						1 4010.		. 40101			
(1343) Greenway Rd	0.09	100	R			26-1341 Driv	er Rd		 NA			NA		05/18/2009
(1343) 6.76 6.77 1.18		To:				26-1342 Wedgev	vood Rd							
		From:				SR 226 Cox	Rd							
(1344) Orchard Rd	0.09	320	R						NA			NA		05/16/2005
Out la suid Bal	0.00	From:				26-1345 Steve	n Ave		$\supset$			NIA.		05/40/000
1344 Orchard Rd	0.09	270 To:	R			26-1346 Wayr	ne Δve		NA			NA		05/16/200
		From:				Dead En								
(1345) Steven Ave	0.06	40	R			Dead En			NA			NA		05/18/200
$\bigcirc$		To: From:				26-1344 Orcha	ard Rd							
(1345) Steven Ave	0.04	40	R						NA			NA		05/18/2008
$\overline{}$		To:				Dead En	1							
	0.07	From:				Dead En	1					NIA		05/40/000
(1346) Wayne Ave	0.07	30	R						NA —			NA		05/18/2005
Wayna Aya	0.04	From:				26-1344 Orcha	ard Rd					NΙΔ		05/19/2006
(1346) Wayne Ave	0.04	210	R						NA —			NA		05/18/2005
(1346) Wayne Ave	0.01	From:	R			26-1347 Orch	ard Dr		NA			NA		05/18/2005
(1346) Wayne Ave	0.01	To:	- 11			Dead En	i					INA		03/10/2000
		From:				Dead En								
(1347) Orchard Dr	0.17	130	R						NA			NA		05/18/200
$\bigcirc$		To:				26-1346 Wayr	e Ave							
		From:				26-1305 Surry	y Ave							.= //
1348 Potomac St	0.04	120	R						NA			NA		05/23/2005
O Bataman Ot	0.04	From:				26-1308 Greensy	ville Ave		$\supset$			NIA		05/00/000
1348 Potomac St	0.04	150	R						NA —			NA		05/23/2005
Potomoo St	0.04	From:				26-1307 Brunsw	rick Ave		NA			NA		05/22/2004
Potomac St	0.04	130	R						INA			INA		05/23/2005
(1348) Potomac St	0.04	120 From:	R			26-1304 Nottow	yay Ave		NA			NA		05/23/2005
1348 Potomac St	0.04	To:	- 11			26-1302 Dinwid	die Ave					IVA		03/20/2000
		From:				26-1308 Greensy								
(1349) Warwick St	0.04	130	R						NA			NA		05/18/2005
$\overline{}$		To: From:				26-1307 Brunsw	rick Ave		_					
(1349) Warwick St	0.04	80	R						NA			NA		05/18/2005
		To:				26-1304 Nottow	ay Ave							
O Damar Ct	0.04	From:				26-1305 Surry	Ave					NIA		05/40/000
(1350) Pagan St	0.04	<b>50</b>	R			26-1308 Greensy	ville Ave		NA			NA		05/18/2005
		From:				26-601 Rive								
(1352) Elsie Dr	0.19	280	R			20-001 KIVE	i Ku		NA			NA		04/18/201
1.002		To:				26-1354 Mar	k Dr							
(1352) Elsie Dr	0.10	130 From:	R			20-1334 Widi	K DI		NA			NA		04/18/201
		To:				Cul-de-Sa	ıc							
		From:				26-601 Rive	r Rd							
(1353) Susie Dr	0.19	280	R	_			_		NA			NA		05/16/2005
$\overline{\bigcirc}$		To: From:				26-1354 Mar	k Dr							
(1353) Susie Dr	0.10	100	R			~			NA			NA		05/16/2005
		To:				Cul-de-Sa			<u> </u>					
(1354) Mark Dr	0.08	From:	R			26-1352 Elsi	e Dr		 NA			NA		05/16/2005
(1354) Mark Dr	0.00	To:	n			26-1353 Susi	e Dr		11/7			INA		00/10/2003

		_		_		Truck		K	- ·	Dir			
Length	AADT	QA	4Tire	Bus			CC	Factor	QK	Factor	AAWDT	QW	Year
	From				26-1353 Su	ısie Dr							
0.12	70	R			20 1000 00			NA			NA		05/27/2008
	To From				26-1390 Jac	ckie Dr		$\supset$					
0.07		R			Dead F	'nd		NA T			NA		05/27/2008
0.18	550	R						NA			NA		05/27/2008
0.07	190	R			26-1356 Sparr	ow Court		NA			NA		05/16/2005
0.10	140 From	R			26-1367 Iris	s Circle		NA			NA		05/16/2005
	From				26-1368 Woo	ods Court		<u> </u>					
0.28	250	R						NA 			NA		05/23/2005
0.10	From	ᄂ			26-1369 West	briar Lane					NIA		04/10/001
0.13	400 To	<u> </u>			26-601 W. R	liver Rd					IVA		04/18/201
	From							i					
0.09	50	R						NA			NA		05/27/2008
	To From				26-1355, E A	utumn Dr		_					
0.06	90	R						NA			NA		05/27/2008
0.26		L_			26-1358 Man	sfield Dr		NΙΔ			NΙΔ		05/27/2008
0.20	To				26-1360 Ffield	shire Lane					IVA		03/21/2000
	From												
0.13	250	R						NA			NA		05/27/2008
0.00	From	ᆫ			26-1359 Gay	ydell Dr		$\rightarrow$			NIA		05/07/0000
0.08	67U To	К			26-601 Riv	ver Rd		NA T			NA		05/27/2008
	From												
0.03	20	R			Deua E	Mu		NA			NA		05/27/2008
	To				26-1357 Ban	croft Dr							
0.07	270	R						NA			NA		05/27/2008
	To From												
0.08					20-1339	Сар		NA			NA		05/27/2008
	To				26-601 Riv	er Rd							
	From				Dead E	nd							
0.04	20	R						NA			NA		05/16/2005
	From				26-1364 Keith	nwood Dr		⊒—					
0.10	450	R						NA			NA		05/16/2005
2.00	From	_			26-1357 Ban	croft Dr		⇉┈			<b>NIA</b>		05/07/000
0.29	350							NA			NA		05/27/2008
0.22	From				26-1358 Man	sfield Dr					NΙΛ		05/27/2008
0.22	200	_ n						INA			IVA		05/21/2006
0.10	440 From	L			26-1387 Be	th Lane		NA			NA		05/27/2008
J.10	<b>140</b>				26-1385 McII	waine Dr							
	From												
0.23	180	R						NA			NA		05/27/2008
	То				26-1358 Man	sfield Dr							
0.14	From <b>500</b>	R		26	-1366 Walking l	Landing Court		NA			NA		05/04/0000
								NIA			NΑ		05/21/2008
	0.12 0.07 0.18 0.07 0.10 0.28 0.13 0.09 0.06 0.26 0.13 0.08 0.03 0.07 0.08 0.04 0.10 0.29 0.22 0.10 0.23	0.12 70  0.07 60  100  0.18 550  0.07 190  0.10 140  0.28 250  0.13 400  100  0.09 50  0.06 90  100  0.13 250  0.13 250  0.08 670  100  100  100  100  100  100  100	0.12 70 R  0.07 60 R  To From:  0.18 550 R  0.07 190 R  0.10 140 R  0.28 250 R  0.13 400 R  10 From:  0.09 50 R  10 From:  0.09 50 R  10 From:  0.13 250 R  0.13 250 R  0.13 250 R  0.14 R  150	0.12 70 R  0.07 60 R  To    To	0.12   70   R	Carrell	AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail 2Tree   26-1353 Susie Dr	1	Length AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail   2Trail   QC   Factor	AAU	Control   Cont	Company   Comp	Company   Comp

Route	Length	AADT	QA	4Tire	Bus			Truck	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County															
(1362) Oak St	0.12	230	R			26-60	03 Sterlin	ig Rd		 NA			NA		05/23/2005
(1302)	••••	To:				26-13	20 Ritchi	e Ave							
		From:				26-13	20 Ritchi	e Ave							
(1363) Cross St	0.08	70	R							NA			NA		05/23/2005
		To:					324 Ford								
(1364) Keithwood Dr	0.07	From:	R			]	Dead End	l		 NA			NA		05/16/2005
(1364) Keithwood Dr	0.07	Tor				26.12	(						1471		00/10/2000
(1364) Keithwood Dr	0.21	320 From:	R			26-130	55 Timpa	n Lane		NA			NA		05/16/2005
1304)	_	To:				26-13	359 Gayd	ell Dr							
		From:				26-136	4 Keithw	ood Dr							
1365) Timpan Lane	0.11	140	R							NA			NA		05/16/2005
$\overline{}$		To:				C	Cul-de-Sa	С							
	0.40	From:				]	Dead End	l							05/04/000
1366 Walking Landing Court	0.46	500 To:	R			1	Dead End	1		NA			NA		05/21/2008
		From:	l							1					
(1367) Iris Circle	0.04	30	R			20-133	5, E Autı	ımn Dr		NA			NA		05/16/2005
(1307)		To:				(	Cul-de-Sa	с							
		From:				(	Cul-de-Sa	c							
(1368) Woods Court	0.05	40	R							NA			NA		05/16/2005
<u> </u>		To:				26-1355	5, W Aut	umn Dr							
Marathalandana	0.04	From:				(	Cul-de-Sa	С		$\Box$			NIA		
1369 Westbriar Lane	0.34	NA								NA 			NA		
Maathailea Laura	0.04	From:	<u> </u>			26-135:	5, W Aut	umn Dr					NIA		05/40/0005
(1369) Westbriar Lane	0.04	<b>30</b>	R			-	Cul-de-Sa	c		NA			NA		05/16/2005
		From:	l												
1370) Bell St	0.16	50	R			20-13	371 Haze	1 Ave		NA			NA		05/23/2005
1379		To:				26-67	2 Weakle	ey Rd							
		From:				(	Cul-de-Sa	c							
(1371) Hazel Ave	0.18	90	R							ΝA			NA		05/19/2008
<u> </u>		To: From:				26-	1370 Bel	1 St		]—					
(1371) Hazel Ave	0.07	120	R							NA			NA		05/19/2008
		To:					2 Weakle								
1372) A P Hill Dr	0.00	From:	ᄂ			US 1 B	oydton P	lank Rd					NIA		05/10/2000
(1372) A P HIII Dr	0.09	<b>520</b>	R			26-1373	Sentry H	fill Court		NA			NA		05/19/2008
		From:	! 				72 Begin			l					
(1373) Sentry Hill Court	0.44	400	R			20-13	72 Begin	Соор		NA			NA		05/19/2008
		To:				]	End Loop	)							
		From:				(	Cul-de-Sa	С							
(1374)	0.06	NA								NA			NA		
<u> </u>		To: From:					26-1382			]—					
(1374)	0.05	NA								NA			NA		
<u> </u>		To					Cul-de-Sa								
Coqueia Court	0.12	From:	<u> </u>			26-13	82 Sequo	oia Rd		LIA.			NΙΔ		05/22/2005
Sequoia Court	0.13	120 To:	R			(	Cul-de-Sa	С		NA T			NA		05/23/2005
		From:	I				Cul-de-Sa			1					
1376) Sierra Rd	0.07	60	R				Jui-uc-3d			NA			NA		05/23/2005
		To:				26-13	81 Cheso	lin Dr							
_		From:				(	Cul-de-Sa	c							
(1377) Yosemite Rd	0.07	50	R							NA			NA		05/21/2008
<u> </u>		To:				26-13	81 Chesc	lin Dr							

Route	Length	AADT	QA	4Tire	Bus			-Truck xle 1Tra			QC I	K Factor	QK	Dir Factor	AAWD	QW	Year
Dinwiddie County		From:															
(1378) Woodstream Court	0.11	120	R				Cul-de-S	ac				NA			NA		05/21/200
1378)	<b>0</b>	To:			2	26-1379	Woodsti	ream Court									00/21/200
		From:				26-1380	0 Woods	tream Dr									
(1379) Woodstream Court	0.24	170	R									NA			NA		05/21/200
		To:			26-1	1393 Br	ickwood	Meadow I	Dr								
O ** 1: 5	0.04	From:					Dead Er	nd				٠,					05/40/000
Woodstream Dr	0.31	680	R									NA 			NA		05/18/200
Was detailed Di	0.50	To: From:				SR	226 Co	x Rd							NIA		05/40/00/
1380 Woodstream Dr	0.53	150 To:	R				Dead Er	nd				NA T			NA		05/18/200
		From:					Dead Er					1					
1381) Chesdin Dr	0.43	590	R				Deau El	iu				NA			NA		05/23/20
1001)		To:				SR	226 Co	x Rd									
		From:					26-137	4									
1382) Sequoia Rd	0.31	190	R									NA			NA		05/15/20
		To:				26-13	381 Che:	sdin Dr									
O 01	2.22	From:				26-13	382 Sequ	ioia Rd				٠.,					05/45/00
Olympic Lane	0.08	90 To:	R			<del></del>	C-1 1- C					NA			NA		05/15/20
		From:					Cul-de-S										
Yellowstone Dr	0.15	600	R			26-13	382 Sequ	ioia Kd				NA			NA		05/15/20
1384) Tellowstone Bi	0.10	To:				SR	226; 26-	1384				Τ΄`			1471		00/10/20
		From:					Dead Er										
1385) McIlwaine Dr	0.30	580	R									NA			NA		05/27/20
		To				26-13	86 Rayn	ond Rd									
1385) McIlwaine Dr	0.13	920 From:	R			20 10	oo raayii	iona ra				NA			NA		05/27/20
		To				26-13	359 Gay	dell Dr									
1385) McIlwaine Dr	0.11	1400 From:	R									NA			NA		05/27/20
$\bigcup$		To:				26-	601 Riv	er Rd									
		From:				(	Cul-de-S	ac									
1386 Raymond Rd	0.17	140	R									NA			NA		05/27/20
<u> </u>		To:					99 Towe										
O Doth Long	0.10	From:				26-138	86 Rayn	nond Rd							NIA		05/07/00
Beth Lane	0.12	120 To:	R			26.1	359 Gay	dall Dr				NA			NA		05/27/20
		From:					Dead Er										
1388) Gloria Dr	0.03	10	R				Deau El	IU				NA			NA		05/16/20
1000)		Tor				26	1290 Do	ul Da									
1388) Gloria Dr	0.07	180 From:	R				1389 Pa	ui Di				NA			NA		05/16/20
1000		To:				26-138	35 McIlv	vaine Dr									
		From:				26-1	388 Glo	ria Dr				T					
Paul Dr	0.10	120	R									NA			NA		04/12/20
		To:				(	Cul-de-S	ac									
<u> </u>		From:				26-	601 Riv	er Rd									
Jackie Dr	0.09	450	R									NA			NA		05/27/20
		To:	_			26-13	91 Jame	s Court	_	_		]					
1390) Jackie Dr	0.10	390	R									NA			NA		05/27/20
<u> </u>		To: From:				26-1	1354 Ma	rk Dr				]—					
1390) Jackie Dr	0.08	160	R									NA			NA		05/27/20
<u>~</u>		To: From:				26-139	92 Donn	ie Court				_					
1390) Jackie Dr	0.06	70	R									NA			NA		05/27/20
<u> </u>		To:				(	Cul-de-S	ac									

Route	Length	AADT	QA	4Tire	Bus	c		Trucl +Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County			r			21			ııdlı 2	∠ ı ſäll		actor		racior			
(1391) James Court	0.06	70	R				Cul-de	e-Sac				NA			NA		05/27/200
James Court	0.00	To				- 2	26-1390 J	lackie Dr							1471		00/21/200
		From					Cul-de	e-Sac									
(1392) Donnie Court	0.06	60	R									NA			NA		05/27/200
$\overline{}$		То				2	26-1390 J	lackie Dr									
<u> </u>		From	<u> </u>				SR 226 0	Cox Rd				J.,					25/21/222
(1393) Brickwood Meadow D	or 0.19	400 To	R		26	1205	D.:1	od Meado	T			NA			NA		05/21/200
		From	<u> </u>		20-	-1393			w Lane								
(1394) Brickwood Meadow T	erra <b>0</b> e05	40	R				Cul-de	e-Sac				NA			NA		05/21/200
(1394)		То			20	6-1393	3 Brickwo	ood Mead	ow Dr								
		From						odstream l									
(1395) Brickwood Meadow L	ane 0.35	180	R									NA			NA		05/21/200
		To					Cul-de	e-Sac									
		From					Cul-de	e-Sac									
(1396) Brickwood Meadow C	Court0.15	130	R									NA			NA		05/21/200
<u> </u>		To			26-	-1395	Brickwoo	od Meado	w Lane								
O Manadatus and Blanca	0.05	From	ᆫ				Dead	End				٠,,					05/05/000
(1397) Woodstream Place	0.05	47 To	R			26	1200 Was	odstream l	<b>D</b>			NA			NA		05/25/200
		From	1			20-1			)I								
(1398) Woodstream Circle	0.06	50	R				Dead	End				NA			NA		05/25/200
(1398) Woodstream Circle	0.00	То	rii -			26-1	1380 Woo	odstream l	Dr			Π΄`			1471		00/20/200
		From					Cul-de					Ì					
(1399) Tower Court	0.09	220	R									NA			NA		05/27/200
		To				26	5-1386 Ra	ymond Ro	1								
(1399) Tower Court	0.19	160 From	R				7 1300 Ru	tymona re				NA			NA		05/20/201
		To					Cul-de	e-Sac									
		From				-	Dead	End									
(1401) Springcreek Rd	0.41	160	R									NA			NA		04/12/201
		То				US	1 Boydto	on Plank R	d								
<u> </u>		From	<u> </u>			US 1	1 S, Boyd	ton Plank	Rd								.= /.= /
(1402) Main St	0.10	200	R									NA			NA		05/25/200
<u> </u>		From				26-	-619 Cou	rthouse R	d			<u> </u>					
(1402) Sycamore Dr	0.15	260 To	R			T T C . 1		. P. 1	D.1			NA			NA		05/25/200
			1					lton Plank	Rd								
	0.11	From <b>20</b>	R				26-703 Ca	arson Rd				NA			NA		06/13/200
(1403)	0.11	<b>20</b> To					Dead	End							INA		00/13/200
		From				26		rthouse R	A			1					
(1404) Rowanty Lane	0.06	60	R			20	-019 Cou	itilouse K	u			NA			NA		04/12/201
,		To					Dead	End									
		From				26	-627 Cou	rthouse R	d								
(1405) Lakewood Dr	0.20	220	R									NA			NA		05/02/200
$\bigcirc$		To From				26	5-1406 Sto	onewall D	r			_					
(1405) Lakewood Dr	0.16	60	R									NA			NA		05/02/200
$\bigcirc$		То					Dead	End		_							
$\sim$		From				26	-1405 Lal	kewood D	r								
(1406) Stonewall Dr	0.43	150	R									NA			NA		05/02/200
		То					Cul-de	e-Sac									
<u> </u>		From	L				Dead	End									
(1407) Bonneville Lane	0.50		R				·					NA			NA		05/02/200
Bonneville Lane	0.50	180 To	R			26		End orthouse R	d			NA			NA		(

					ווט	nwiadie i	Maintenar	ice Area							
Route	Length	AADT	QA	4Tire	Bus	2		ıck 1Trail 2Trai	$\circ$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From:					Cul-de-Sac/								
1408)	0.05	NA					ui-ue-sac/			NA			NA		
		To:				26	6-01369(B)/								
O		From:				26-62	26 Flatfoot R	Rd		<u> </u>					
1410 Allen Rd	0.08	540	R							NA			NA		05/25/200
Allera Del	0.00	From:	_			26-141	1 Dorothy C	ircle					NIA		05/05/000
(1410) Allen Rd	0.06	480	R							NA			NA		05/25/200
(1410) Allen Rd	0.11	320 From:	R			26-14	112 Frances	Dr		NA			NA		05/25/200
Alleri Nu	0.11	320	n							INA			INA		03/23/200
(1410) Allen Rd	0.07	80 From:	R			26-14	13 S, Albert	St		NA			NA		05/25/200
1410) 7 (11011 7 10	0.07	Tor				26.14	1037 111						1471		00/20/200
1410) Allen Rd	0.05	From:	R			26-14	13 N, Albert	. St		NA			NA		05/25/200
1410) 7	0.00	To:	<u> </u>			]	Dead End			TÎ.			10.		00/20/200
		From:				(	Cul-de-Sac								
1411) Dorothy Circle	0.12	60	R							NA			NA		05/25/200
$\bigcup$		To:				26-1	410 Allen R	d							
$\overline{}$		From:				26-1	410 Allen R	d							
1412 Frances Dr	0.12	<b>70</b>	R							NA			NA		05/25/200
							Dead End								
1413) Albert St	0.28	110	R			26-14	10 S, Allen	Rd		NA			NA		05/25/200
Albert St	0.20	To:	_ · ·			26-14	10 N, Allen	Rd					INA		03/23/200
		From:					Dead End								
1414) Bishop St	0.16	140	R				Dead End			NA			NA		05/25/200
$\bigcirc$		To	ĺ			26-14	15 Rainbow	St							
1414) Bishop St	0.13	100 From:	R			20 11	TO THEMEON			NA			NA		05/25/200
$\bigcirc$		To:				26-619	Courthouse	Rd							
		From:				26-1-	414 Bishop S	St							
1415 Rainbow St	0.12	20	R							NA			NA		05/25/200
<u> </u>		To:					Dead End								
1420) River Run Dr	0.15	950	R			26-0	601 River Ro	1		NA			NA		06/13/200
River Run Dr	0.10	70:				26-142	23 Plantation	Dr					IVA		00/10/200
		From:					Cul-de-Sac			i					
1421) Lake Dr	0.27	110	R				our de sue			NA			NA		06/13/200
$\bigcirc$		To:				(	Cul-de-Sac								
		From:				26-1	1421 Lake D	r							
1422 Plantation Place	0.04	40	R							NA			NA		06/13/200
<u> </u>		To:					Cul-de-Sac								
1423) Plantation Dr	0.22	From:	R			]	Dead End			NA			NA		06/13/200
Plantation Dr	0.22	To:	n			1	Dead End						INA		00/13/200
		From:					Cul-de-Sac								
1424) Plantation Court	0.05	50	R				our de bue			NA			NA		06/13/200
		To				26-142	23 Plantation	Dr							
		From:				26-1	354 Mark D	r							
(1425) Mark Dr	0.05	110	R							NA			NA		06/13/200
		To:					23 Plantation	Dr							
Cons Way	0.45	From:	Г			(	Cul-de-Sac			NIA		_	NIA		05/10/000
Sons Way	0.15	190 To:	R			26-13	82 Sequoia l	Rd		NA			NA		05/19/200
		From:								$\dashv$					
(1431) Bryans Circle	0.04	20	R			∠0-14	430 Sons Wa	ıy		NA			NA		05/19/200
, 5 6.10		To:					Cul-de-Sac								

	.ane 0.07 170 Court 0.11 100							iviaiii	toriari	00 /0	<u> </u>										
Route	Length	AADT	QA	4Tire	В	Bus				ck 1Trail		()(	C F	K actor	QK	Dir Facto	r A	AWDT	. QW	Y	ear
Dinwiddie County		From																			
(1432) Kyles Court	0.03		R					Cul-de	-Sac					J NA				NA		05/19	9/2008
1432)		To					26-	1430 Sc	ons Wa	y				]							.,
		From						26-14	142												
(1441) Drew Lane	0.07	170	R											NA				NA		05/2	0/2011
		To			_	_			orest Av	/e											
(1442) Gilmar Court	0.11	100	R					Cul-de-	-Sac					J NA				NA		05/2	0/2011
(1442) Gilmar Court	0.11	To					26.1	141 D						1				14/1		00/2	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
(1442) Gilmar Court	0.09	80	R				26-1	1441 Dr	rew Lan	ne				NA				NA		05/2	0/2011
1442		To						Cul-de	-Sac					1							
		From					26-15	504 Wo	odland	Dr											
(1501) Sutherland Dr	0.17	120	R											NΑ				NA		05/2	5/2005
		To From					26-15	02 Wo	odland	Rd				]							
(1501) Sutherland Dr	0.29	290	R											NA				NA		05/2	5/2005
		To			_		US	S 460 C	Cox Rd												
(1502) Woodland Rd	0.08	From 80	В				26-15	01 Sutl	herland	Dr				] NA				NA		0E/2/	E/200E
(1502) Woodland Rd	0.06	To	R		—		26-1	1503 Be	elville D	)r				1				IVA		05/2	5/2005
		From			_				odland					1							
(1503) Belville Dr	0.12	60	R				20 13	02 110	odiuna	rtu				NA				NA		05/2	5/2005
		To						Dead l	End												
		From					26	-1505 T	Гага Dr												
(1504) Woodland Dr	0.10	80	R											NA				NA		05/2	5/2005
<u> </u>		To From					26-15	01 Sutl	herland	Dr				]							
(1504) Woodland Dr	0.14	<b>30</b>	R											NA				NA		05/2	5/2005
					_			Dead 1													
(1505) Tara Dr	0.10	70	R		—		26-15	04 Wo	odland	Dr				J NA				NA		05/2	5/2005
1505) Tara Br	0.10	То	···					Dead 1	End					1						00/2	<i>"</i> 2000
		From					2	26-0063	31(B)/												
(1506)	0.18	NA												NA				NA			
$\bigcirc$		To					2	26-0150	7(B)/					]							
$\bigcirc$		From						Cul-de-	-Sac/					]							
(1507)	0.36	NA To	ı					Cul da	Seel					NA 1				NA			
		From						Cul-de- Cul-de-						I							
(1508)	0.08	NA						Cui-de-	-Sac/					J NA				NA			
(1300)		To				26	6-0150	07(B)/2	6-01520	0(U)/				1							
		From					26-15	510 Che	esdin Bl	lvd											
(1509) Leonard Dr	0.23	200	R											NA				NA		05/0	5/2008
		To						Dead l													
Observative Plant	0.57	From	_				26	-601 R	iver Rd									N.1.A		0.4/4	0/0044
(1510) Chesdin Blvd	0.57	880	R											NA -				NA		04/1	2/2011
Ohandin Dhud	0.40	From					26-15	12 Rid	gecrest	Dr				<u> </u>				NIA		04/4/	2/0011
(1510) Chesdin Blvd	0.46	310	R											NA				NA		04/17	2/2011
(1510) Chesdin Blvd	0.06	From Prom	R				26-15	11 Che	sdin Co	ourt				NA				NA		04/1	2/2011
(1510) Chesdin Biva	0.00	<b>40</b>	n					Dead 1	End					1				INA		U4/ 1/	_/_UII
		From			_		26-15		esdin Bl	lvd				<u> </u>							
(1511) Chesdin Court	0.04	40	R				20-13	.10 0110	zam Di	.,,				NA				NA		04/1	2/2011
$\bigcirc$		To						Cul-de-	-Sac												
		From					26-15	510 Che	esdin Bl	lvd											
(1512) Ridgecrest Dr	0.10	50	R											NA				NA		04/1	2/2011
		To					26-15	13 Sho	review	Dr				<u> </u>							

Route	Length	AADT	QA	4Tire	Bu	s			uck 1Trail		$^{\circ}$	K Factor	QK	Dir Factor	AAWDī	QW	Year
Dinwiddie County		From:								2114		1 40101		1 40101			
(1513) Shoreview Dr	0.13	220	R				26-1509	Leonard	Dr			NA			NA		05/05/2008
		To				2	26-1512 R	Ridgecres	st Dr								
(1513) Shoreview Dr	0.15	160	R									NA			NA		05/25/2005
		To: From:				26	6-1514 Wa	aterview	Court								
(1513) Shoreview Dr	0.13	80 To:	R				Cul	de-Sac				NA			NA		05/25/2005
		From:						de-Sac									
(1514) Waterview Court	0.05	30	R									NA			NA		05/25/2005
		To:				- 2	26-1513 S	Shoreviev	v Dr								
1515 Edrie Dr	0.13	430	R				26-601	River R	d			NA			NA		05/25/2005
(1515) Edrie Dr	0.15	430 To:	n				26 1516	Б	D.						INA		03/23/2000
(1515) Edrie Dr	0.04	20 From:	R				26-1516	Eugene	Dr			NA			NA		05/25/2005
		To:					Dea	ad End									
<u> </u>		From:					Dea	ad End				<u> </u>					
(1516) Eugene Dr	0.12	90	R									NA			NA		05/25/2005
(1516) Eugene Dr	0.22	410 From:	R			26	6-1517 Inc	depender	nce Dr			 NA			NA		05/25/2005
(1516) Eugene Dr	0.22	410 To:	n				26-151:	5 Edrie I	Or						INA		03/23/2003
		From:						8 Норе І									
(1517) Independence Dr	0.07	170	R									NA			NA		05/25/2005
		To:					26-1516		Dr								
1518 Hope Dr	0.07	70	R				Dea	nd End				NA			NA		05/25/2005
(1518) Hope Dr	0.07	Tor				26	( 1517 Inc	laman dan	100 D#								00/20/2000
(1518) Hope Dr	0.10	80 From:	R			20	5-1517 Inc	iepender	ice Di			NA			NA		05/25/2005
		To:					Dea	ad End									
O a a		From:				- 2	26-1510 C	Chesdin I	Blvd			<u> </u>					.= /.= /
(1519) Seay Dr	0.09	<b>30</b>	R				Cul-	de-Sac				NA			NA		05/27/2008
		From:				26-	-01507(B)		08(U)/								
(1520)	0.08	NA					*****(=	,, = 0 0 10	**(**)			NA			NA		
<u> </u>		To:					Cul-	de-Sac/									
(1530) Oak St	0.07	40 From:	R				Dea	ad End				NA			NA		04/30/2008
(1530) Oak St	0.07	40	n									- INA			INA		04/30/2000
(1530) Oak St	0.09	80 From:	R				26-153	31 Elm S	t			NA			NA		04/30/2008
		To:					26-751	l Cox Ro	1								
$\bigcirc$		From:					26-153	30 Oak S	t								
(1531) Elm St	0.23	60 To:	R				26 751	l Cox Ro	1			NA			NA		04/30/2008
		From:					26-1339										
(1535)	0.08	NA					20-1339	CICCK L	anc			NA			NA		
$\bigcup$		To:					Cul-	de-Sac									
$\bigcirc$	0.07	From:					26-1339	Creek La	ane						N / A		
(1536)	0.07	NA To:					Cul-	de-Sac				NA			NA		
		From:					26-1339		ane								
(1537)	0.03	NA										NA			NA		
$\overline{}$		To:						de-Sac									
(9116) Midway Elem Sch	0.14	From:	R				26-751	l Cox Ro	1			NA			NA		05/17/2011
			_														UD/1///UH

					טוווע	viddie M	aıntenai	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From:									1 4010.					
(9117) McKenney Elem School	ol 0.04	120	R				Sunnyside				NA			NA		05/17/201
Dissert dallis Constant		To				26-614	Sunnyside	Dr								
Dinwiddie County		From:				2	6-703									
9 ₁₁₈ Dinwiddie Elem Sch	0.07	260	R			0.07	MN US 1				NA			NA		05/19/2008
9118)	0.05	100 From:	R			0.07	MIN US I				NA			NA		05/02/2005
(9118)	0.09	160	R			0.12	MN US 1				NA			NA		05/02/2005
<u> </u>		From:				0.21	MN US 1									05/00/000
9118	0.09	200 To:	R			US 1 Boy	dton Plan	k Rd			NA T			NA		05/02/2005
Town of McKenney											•					
(9119)	0.02	30	R			26-100	l Bolling	Rd			 NA			NA		1999
		To:			0.	02 MN 26	-1001 Bol	lling Rd								
9119	0.10	<b>40</b>	R			Cui	l-de-Sac				NA			NA		1999
Dinwiddie County						Cu	i-uc-sac				I					
Cashian Da	0.23	From:	R			US 1 Boy	dton Plan	k Rd			 NA			NA		05/19/2008
(9535) Eastview Dr	0.20		·''			0.23	MN US 1							INA		03/13/2000
9535) Eastview Dr	0.20	800 From:	R			0.25	IMI ( C D I				NA			NA		05/19/2008
(9535) Eastview Dr	0.13	700	R			0.43	MN US 1				NA			NA		05/19/2008
(9535) Eastview Dr	0.10	To:				US 1 Boy	dton Plan	k Rd								00/10/2000
Dipuiddia Ir High Cab	0.05	From:	_			26-627 C	Courthouse	e Rd						NIA		0E/10/2006
9923 Dinwiddie Jr High Sch	0.05	620	R			0.05 N	MN 26-62	7			NA —			NA		05/19/2008
9923) Dinwiddie Jr High Sch	0.13	<b>720</b> From:	R			0.03 F	VIIN 20-02				NA			NA		05/02/2005
9923) Dinwiddie Jr High Sch	0.15	700				0.18 N	MN 26-62	7			NA			NA		05/02/2005
(9923) Dinwiddie Jr High Sch	0.15	To	R			0.22 N	MN 26-62	7			NA			INA		05/02/2003
(9923) Dinwiddie Jr High Sch	0.11	700 From:	R			0.33 F	VIIN 20-02	1			NA			NA		05/02/2005
		To: From:					Courthouse									
608 Johnson Rd	0.31	820	N	97%	1%	Prince Geo 1%	rge Count 0%	1%	0%	N	0.089	N	0.641	830	N	2013
<u> </u>	1.00	From:	G	99%	1%	SR 345; 26 0%	6-677 Cars	son Dr 0%	0%	С	0.094	F	0.662	1900	G	2013
(608) Johnson Rd	1.00	To:		33 /6	1 /6		Petersburg		0 76		0.034	'	0.002	1900	<u>u</u>	2013
City of Petersburg		From:	ı													
3 Vaughn Rd	0.64	910	G		SCL	Petersburg	; 26-675 \	/aughan R	Rd		0.085	F	0.676	960	G	2013
123		To				123-901	3 Halifax	Rd								
Wells Rd	0.41	4100	G	88%	0%	На 1%	lifax Rd 2%	9%	0%	С	0.083	F	0.508	4400	G	2013
(4) Wells Rd	<b>0</b>	To		3070	0,70		el Level R		0,0		0.000	•	0.000			
A Holifery Del	0.10	From		000/	407		SX RR	001	001	_	0.000		0.540	0000	^	0010
9002 123 Halifax Rd	0.18	5800	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.543	6200	G	2013
(9002) Halifax St	0.58	4500	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.558	4800	G	2013
	0.19	5100	G	98%	1%	Bay 1%	lors Lane 0%	0%	0%	F	0.09	F	0.537	5400	G	2013
9002 Halifax St		To:		- / -			ginia Ave							- /-		

					Dinv	viddie Ma	aintenar	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From:	:			Viro	rinia Ava									
9002 123 Halifax St	0.37	7500 To	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.592	8000	G	2013
9002 123 Halifax St	0.29	7500 From	G	98%	1%	1%	ee Ave 0%	0%	0%	F	0.09	F	0.535	8000	G	2013
9002 Halifax St	0.28	8000 From:	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.535	8500	G	2013
9002 Union St	0.12	3000 From:	G	98%	1%	US 1, US 4 1%	60 W Wy 0%	the St 0%	0%	С	0.092	F	0.902	3200	G	2013
		From:				1, US 460					<u> </u>					
Union St	0.17	1400 To:	G	97%	1%	1% W	1% Tabb St	0%	0%	С	0.106	F	0.592	1400	G	2013
9004 123 Defense Rd	0.47	1900	G	98%	0%	Boydto 1%	on Plank R 0%	1%	0%	С	0.101	F	0.611	2000	G	2013
9004 123 Defense Dr	1.77	3000 From:	G	99%	0%	Squirre 0%	el Level R 0%	0%	0%	F	0.108	F	0.565	3200	G	2013
9004 123 South Boulevard	0.92	7100	G	99%	0%	0%	nson Rd 0%	0%	0%	С	0.095	F	0.525	7500	G	2013
9004 123 South Boulevard	0.18	5000 From:	G	99%	0%	S. Sy	0%	0%	0%	F	0.085	F	0.518	5300	G	2013
9004 123 South Boulevard	0.72	1800 From:	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.72	1900	G	2013
							lerson St									
9006 Flank Rd	0.96	1700	G	99%	0%	1%	0%	0%	0%	С	0.102	F	0.59	1800	G	2013
9006 Flank Rd	0.47	3100 From:	G	99%	0%	1%	nson Rd 0%	0%	0%	F	0.102	F	0.683	3300	G	2013
9006 Flank Rd	0.75	2600	G	99%	0%	Bird 1%	lsong Rd 0%	0%	0%	F	0.093	F	0.51	2700	G	2013
9006 Flank Rd	0.91	2900	G	99%	0%	0%	Hayes Dr 0%	0%	0%	С	0.093	F	0.548	3000	G	2013
Florida Bel (4 Messa)	0.40	From:	<u> </u>	000/	40/		nk Rd N	00/	00/			_		0500		0040
(9006) Flank Rd ( 1-Way )	0.13	2300 To:	G	99%	1%	1%	0% S Crater	0% Pd	0%	С	0.105	F		2500	G	2013
		From:									1					
9008 Rives Rd	0.48	6300	G	98%	0%	1%	S Crater 1	1%	0%	С	0.098	F	0.51	6700	G	2013
9008 123 Rives Rd	0.34	5700 From:	G	97%	0%	1%	I- 95 0% Petersburg	1%	0%	С	0.098	F	0.530	6100	G	2013
		From:					08 Rives I									
9008 123 Ramp	0.17	890	G				5 South	Xu			0.138	Α		900	G	2013
		From:					08 Rives I	Rd								
(9008) Ramp	0.16	<b>3200</b>	G				5 North	.tu			0.11	F		3200	G	2013
		From:	Ī			SR 142 Bo	ydton Pla	nk Rd			1					
9009 Dupuy Rd	1.24	370	G	97%	2%	1%	0% rigg St	0%	0%	F	0.099	F	0.535	390	G	2013
9009 Dupuy St	0.58	1400 From:	G	97%	2%	1%	0% ungs Rd	0%	0%	F	0.101	F	0.534	1500	G	2013
9009 Farmer St	0.86	3000 From:	G	97%	2%	1%	0%	0%	0%	С	0.086	F	0.532	3200	G	2013
9009 Farmer St	0.47	2500 From:	G	97%	2%	1%	South St 0% lifax St	0%	0%	F	0.088	F	0.523	2700	G	2013
						110										

Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.70			000/	00/			40/	201			_	0.500	10000	•	0010
0.73	15000	G	98%	0%			1%	0%	С	0.087	F	0.539	16000	G	2013
	From:									-					
1.60	10000	G	95%	0%			3%	0%	С	0.092	F	0.531	11000	G	2013
	To:	_	0070	0,0			0,70	0,0			•	0.00		<u>.</u>	_0.0
	From:						25			_					
0.30		G			123-901	10 10 K1	#3			0.105	F		930	G	2013
0.30		G		Τ.(	S C EDO	MANAGNI	ZD DD			0.103			930	G	2013
				1-5											
0.05					123-901	10 TO RT	95				_		000	•	0010
0.25	260	G								0.133	F		260	G	2013
	To:				I-95-S FR	WAGNER	RD								
	From:				123-901	10 TO RT	95								
0.34	3300	G								0.107	F		3300	G	2013
	To:			I-9	5-N FRO	M WAGN	ER RD								
	From:				SCL	Petersburg									
0.82	830	G	99%	0%	0%	0%	0%	0%	С	0.11	F	0.696	880	G	2013
	T~~														
0.25	4500	G	90%	Nº/			Q0/	00/		0.097	F	0.545	4700	G	2013
0.25	4300	<u> </u>	<b>3</b> 0 %	U 7/0	I 70	∠ 70	U 7/0	U-76	U	0.007	Г	0.545	4700	G	2013
	To: From:														
0.20	7500	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.545	8000	G	2013
	To				Roydto	on Plank R	d								
0.55		G	96%	1%				0%	С	0.089	F	0.515	4000	G	2013
0.00	0000		0070	1 70	270	0 / 0	0 /0	0 70		<u> </u>	•	0.010	4000	u	2010
	From:														
0.60	2/100	~	(100/	10/					ι,	() 1()1	F	0.565	2500	G	2013
0.59	2400	G	98%	1%	1%	0%	0%	0%	С	0.101	•	0.505	2300	u	2010
0.59	<b>2400</b> To:	G	30 /6	1 /0		0% 09 Dupuy I		0%		0.101		0.505	2300	<u> </u>	2010
		G	90 /6		123-900		Rd	0%				0.505		<u>u</u>	
0.15	To:	A	30 /6		123-900	)9 Dupuy I	Rd	0%		0.104	A	0.000	4700	<u>а</u>	2013
	To:		30 /6		123-900 23-9011 S	)9 Dupuy I	Rd	0%				0.505			
	From: <b>4400</b>		90 /0	1	123-900 23-9011 S	09 Dupuy I Squirrel Lev 25 North	Rd /el Rd	0%				0.505			
0.15	From: 4400 To: From:	A	30 /6	1	123-900 23-9011 S	09 Dupuy I Squirrel Lev	Rd /el Rd	0%		0.104		0.505	4700	A	2013
	From: 4400		30 /6	1	123-900 23-9011 S I-8 23-9011 S	99 Dupuy I Equirrel Lev 55 North Equirrel Lev	Rd /el Rd	0%			Α	0.303			2013
0.15	From: 4400 To: From: 700 To: To:	A	90 /6	1	123-900 23-9011 S I-8 23-9011 S	O9 Dupuy I Equirrel Lev S5 North Equirrel Lev S5 South	Rd /el Rd	0%		0.104	Α	0.303	4700	A	2013
0.15	700 From: 700 To: From: 700 From: Fr	A G		1	123-900 23-9011 S I-8 23-9011 S	99 Dupuy I Equirrel Lev 55 North Equirrel Lev 55 South Vest St	rel Rd rel Rd			0.104	A F		4700 700	A G	2013
0.15	From: 4400 To: From: 700 To: To:	A	96%	1	123-900 23-9011 S I-8 23-9011 S	O9 Dupuy I Equirrel Lev S5 North Equirrel Lev S5 South	Rd /el Rd	0%	C	0.104	Α	0.506	4700	A	2013
0.15	700 700 700 700 700 700 700 700 700 700	A G	96%	1	123-900 23-9011 S I-8 23-9011 S V 1%	19 Dupuy I Squirrel Lev 15 North Squirrel Lev 15 South Vest St 0%	rel Rd  vel Rd  0%	0%		0.104	A F	0.506	4700 700 2300	A G	2013
0.15	700 From: 700 To: From: 700 From: Fr	A G		1	123-900 23-9011 S I-8 23-9011 S I-8 W 1%	og Dupuy I Equirrel Level 5 North Equirrel Level 5 South Vest St 0%	rel Rd rel Rd			0.104	A F		4700 700	A G	2013
0.15	700 To:  From: 700 To:  From: 2200  1400 To:	A G	96%	1 3%	123-900 23-9011 S 1-8 23-9011 S 1-8 W 1% Ha 0%	39 Dupuy I Squirrel Lev 55 North Squirrel Lev 55 South Vest St 0% alifax St 0%	rel Rd  vel Rd  0%	0%	С	0.104	A F	0.506	4700 700 2300	A G G	2013
0.15 0.22 0.56 0.15	700 700 700 700 700 1400 700 700 700 700 700 700 700 700 700	G G	96%	3%	123-900 23-9011 S I-8 23-9011 S I-8 W 1% Ha	19 Dupuy II Squirrel Lev 15 North 15 South Vest St 0% ulifax St 0%	rel Rd  own	0%	C	0.104 0.099 0.099 0.099	A F F	0.506 0.585	4700 700 2300 1500	A G G	2013 2013 2013 2013
0.15	700 To:  From: 700 To:  From: 2200  1400 To:	A G	96%	1 3%	123-900 23-9011 S 1-8 23-9011 S 1-8 1-8 1-8 1-8 1-8 1-8 1-8 1-8	29 Dupuy I Equirrel Lev 25 North 25 South Vest St 0% alifax St 0% rding St 0%	rel Rd  vel Rd  0%	0%	С	0.104	A F	0.506	4700 700 2300	A G G	2013 2013 2013 2013
0.15 0.22 0.56 0.15	700 700 700 700 700 1400 700 700 700 700 700 700 700 700 700	G G	96%	3%	123-900 23-9011 S I-8 23-9011 S I-8 W 1% Ha 0% Ha	29 Dupuy II Squirrel Lev 25 North 25 South Vest St 0% alifax St 0% rding St 0% rrison St	rel Rd  own	0%	C	0.104 0.099 0.099 0.099	A F F	0.506 0.585	4700 700 2300 1500	A G G	2013 2013 2013 2013
0.15 0.22 0.56 0.15	700 To:  700 To:  From: 700 To:  1400 To:  1400 To:  1400 To:  From: 1400 To:  From: 1400 To:  From: 1400 To:  From: 1400	G G	96% 98% 98%	3%	123-900 23-9011 S I-8 23-9011 S I-8 W 1% Ha 0% Ha	29 Dupuy I Equirrel Lev 25 North 25 South Vest St 0% alifax St 0% rding St 0%	rel Rd  rel Rd  0%  0%	0%	C	0.104 0.099 0.099 0.081	A F F	0.506 0.585	4700 700 2300 1500	A G G	2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18	700 700 700 700 700 1400 700 1400 700 700 700 700 700 700 700 700 700	A G G G	96%	3%	123-900 23-9011 S  I-8 23-9011 S  I-8 W 1% Ha 0% Ha 0% Ha 0%	29 Dupuy II Squirrel Lev 25 North 25 South Vest St 0% alifax St 0% rrison St Now St 0%	rel Rd  own	0%	C F	0.104 0.099 0.099 0.099	A F F F F	0.506 0.585	4700 700 2300 1500 1400	A G G G G	2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18	700 700 700 700 700 700 1400 700 1400 700 700 700 700 700 700 700 700 700	A G G G	96% 98% 98%	3%	123-900 23-9011 S  I-8 23-9011 S  I-8 23-9011 S  I-8  W 1%  Ha 0%  Ha 0%  Hac N 0%  Cc	29 Dupuy II Squirrel Lev S North S South Vest St 0% Ilifax St 0% Irding St 0% Irding St O%	rel Rd  rel Rd  0%  0%	0%	C F	0.104 0.099 0.099 0.081 0.086	A F F F F	0.506 0.585	4700 700 2300 1500 1400	A G G G G	2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18	700 To:  700 To:  700 To:  1400	A G G G	96% 98% 98%	3%	123-900 23-9011 S  I-8 23-9011 S  I-8 23-9011 S  I-8  W 1%  Ha 0%  Ha 0%  Hac N 0%  Cc	29 Dupuy II Squirrel Lev S North S South Vest St 0% Idifax St 0% Irrison St New St 0% Offing St Offing St Offing St	rel Rd  rel Rd  0%  0%	0%	C F	0.104 0.099 0.099 0.081	A F F F F	0.506 0.585	4700 700 2300 1500 1400	A G G G G	2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18	700 700 700 700 700 700 1400 1400 1300 1400 1500 1200 10 1700 1200 10 1700 1700 1700 1	A G G G G G	96% 98% 98%	3% 1% 1%	123-900 23-9011 S  I-8 23-9011 S  I-8 W 1% Ha 0% Ha 0% Cc Hai 0%	19 Dupuy II Squirrel Lev 15 North Squirrel Lev 15 South Vest St 0% Idifax St 0% Idi	Pel Rd  Pel Rd  0%  0%  0%	0%	C F	0.104 0.099 0.099 0.081 0.086	A F F F F	0.506 0.585	4700 700 2300 1500 1400	A G G G G	2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18 0.03	700 700 700 700 700 700 700 700 1400 700 1400 700 1400 700 1500 700 700 700 700 700 700 700 700 700	A G G G G	96% 98% 98%	3% 1% 1%	123-900 23-9011 S  I-8 23-9011 S  W 1% Ha 0% Ha 0% Cc Hai 0% S. Sy	19 Dupuy II Squirrel Lev 15 North Squirrel Lev 15 South Vest St 0% Stillfax St 0%	0% 0% 0%	0% 0% 0%	C F F	0.104 0.099 0.099 0.081 0.086 0.092	A F F F F F	0.506 0.585 0.520	4700 700 2300 1500 1400 1300 570	A G G G G G	2013 2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18	700 700 700 700 700 700 1400 1400 1300 1400 1500 1200 10 1700 1200 10 1700 1700 1700 1	G G G G	96% 98% 98%	3% 1% 1%	123-900 23-9011 S  I-8 23-9011 S  I-8 23-9011 S  I-8 0% Ha 0% Ha 0% Cc Hai 0% S. Sy 0%	29 Dupuy II Squirrel Lev S North Squirrel Lev S South Vest St 0% Idifax St 0% Irison St Vew St 0% Irison St Ivew St 0% Irison St Ivew St 0% Irison St 0%	0% 0% 0% 0%	0%	C F	0.104 0.099 0.099 0.081 0.086	A F F F F	0.506 0.585	4700 700 2300 1500 1400	A G G G G	2013 2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18 0.03 0.09 0.83	1400 To: From: 700 To: From: 1400	G G G G G	96% 98% 98% 98% 99%	3% 1% 1% 1% 0%	123-900 23-9011 S  I-8 23-9011 S  I-8 23-9011 S  I-8  W 1%  Ha 0%  Ha 0%  Ha 0%  Cc Ha 0%  S. Sy 0%  Ramp	19 Dupuy II Squirrel Lev 15 North Squirrel Lev 15 South Vest St 0% Idifax St 0% Irison St Vew St 0% Irison St Irison St O% Irison Irison Irison St O% Irison Iriso	0% 0% 0% 0%	0% 0% 0% 0%	C F F F F	0.104 0.099 0.099 0.081 0.086 0.092 0.087	A F F F F F	0.506 0.585 0.520	4700 700 2300 1500 1400 1300 570 4300	A G G G G G G	2013 2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18 0.03	1400 To: From: 700 To: From: 1400 To: 1400 To: From: 1200 To: From: 1400 To: From: 1400 To: From: 1400 To: From: 1400	A G G G G	96% 98% 98%	3% 1% 1%	123-900 23-9011 S  I-8 23-9011 S  I-8 23-9011 S  I-8  W 1%  Ha 0%  Ha 0%  Hai 0%  Cc Hai 0% S. Sy 0%  Ramp 0%	25 North 25 North 25 North 25 North 25 South 25 South 26 South 26 South 27 South 28 St 29 O% 28 St 29 O% 29 St 20 O% 20 St 20	0% 0% 0% 0%	0% 0% 0%	C F F	0.104 0.099 0.099 0.081 0.086 0.092	A F F F F F	0.506 0.585 0.520	4700 700 2300 1500 1400 1300 570	A G G G G G	2013 2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18 0.03 0.09 0.83	1400 To: From: 700 To: From: 1400	G G G G G	96% 98% 98% 98% 99%	3% 1% 1% 1% 0%	123-900 23-9011 S  I-8 23-9011 S  I-8 23-9011 S  I-8  W 1%  Ha 0%  Ha 0%  Hai 0%  Cc Hai 0% S. Sy 0%  Ramp 0%	19 Dupuy II Squirrel Lev 15 North Squirrel Lev 15 South Vest St 0% Idifax St 0% Irison St Vew St 0% Irison St Irison St O% Irison Irison Irison St O% Irison Iriso	0% 0% 0% 0%	0% 0% 0% 0%	C F F F F	0.104 0.099 0.099 0.081 0.086 0.092 0.087	A F F F F F	0.506 0.585 0.520	4700 700 2300 1500 1400 1300 570 4300	A G G G G G G	2013 2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18 0.03 0.09 0.83	1400 To: From: 700 To: From: 1400 To: 1400 To: From: 1200 To: From: 1400 To: From: 1400 To: From: 1400 To: From: 1400	G G G G G	96% 98% 98% 98% 99%	3% 1% 1% 1% 0%	123-900 23-9011 S  I-8 23-9011 S  W 1%  Ha 0%  Ha 0%  Hai 0%  Cc Hai 0%  S. Sy 0%  Ramp 0%  Cr	25 North 25 North 25 North 25 North 25 South 25 South 26 South 26 South 27 South 28 South 29 O% 20 South 20 Sou	0% 0% 0% 0%	0% 0% 0% 0%	C F F F F	0.104 0.099 0.099 0.081 0.086 0.092 0.087	A F F F F F	0.506 0.585 0.520	4700 700 2300 1500 1400 1300 570 4300	A G G G G G G	2013 2013 2013 2013 2013 2013
0.15  0.22  0.56  0.15  0.18  0.03  0.09  0.83  0.14	1400 To: From: 700 To: From: 1400 To: 1400 To: From: 1400	G G G G G G	96% 98% 98% 98% 99%	1% 1% 1% 1% 0%	123-900 23-9011 S  I-8 23-9011 S  I-8 23-9011 S  I-8  W 1%  Ha 0%  Ha 0%  Geo Hai 0%  S. Sy 0%  Ramp 0%  Cr SCL	25 North 25 North 25 North 25 North 25 South 25 South 26 South 26 South 27 South 28 South 29 South 29 South 20 South 21 South 22 South 23 South 26 South 26 South 27 South 28 South 28 South 29 South 20	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	C F F C C	0.104 0.099 0.099 0.081 0.086 0.087 0.087	A F F F F F	0.506 0.585 0.520 0.504 0.783	4700  700  2300  1500  1400  570  4300  9700	A G G G G G G G	2013 2013 2013 2013 2013 2013 2013
0.15 0.22 0.56 0.15 0.18 0.03 0.09 0.83	1400 To: From: 700 To: From: 1400 To: 1400 To: From: 1400 To:	G G G G G	96% 98% 98% 98% 99%	3% 1% 1% 1% 0%	123-900 23-9011 S  I-8 23-9011 S  I-8 23-9011 S  I-8  W  1%  Ha  0%  Ha  0%  Cc  Hau  0%  S. Sy  0%  Ramp  0%  Cr  SCL 1	29 Dupuy I Squirrel Lev S North Squirrel Lev S South Vest St 0% Idifax	0% 0% 0% 0%	0% 0% 0% 0%	C F F F F	0.104 0.099 0.099 0.081 0.086 0.092 0.087	A F F F F F F	0.506 0.585 0.520	4700 700 2300 1500 1400 1300 570 4300	A G G G G G G	2013 2013 2013 2013 2013 2013 2013
0.15  0.22  0.56  0.15  0.18  0.03  0.09  0.83  0.14	1400 To: From: 700 To: From: 1400 To: 1400 To: From: 1400	G G G G G G	96% 98% 98% 98% 99%	1% 1% 1% 1% 0%	123-900 23-9011 S  I-8 23-9011 S  I-8 23-9011 S  I-8  W  1%  Ha  0%  Ha  0%  Cc  Hau  0%  S. Sy  0%  Ramp  0%  Cr  SCL 1	25 North 25 North 25 North 25 North 25 South 25 South 26 South 26 South 27 South 28 South 29 South 29 South 20 South 21 South 22 South 23 South 26 South 26 South 27 South 28 South 28 South 29 South 20	0% 0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	C F F C C	0.104 0.099 0.099 0.081 0.086 0.087 0.087	A F F F F F F	0.506 0.585 0.520 0.504 0.783	4700  700  2300  1500  1400  570  4300  9700	A G G G G G G G	2013 2013 2013 2013 2013
	0.73 1.60 0.30 0.25 0.34 0.82 0.25 0.20 0.55	1.60 10000 Ter  1.60 10000 Ter  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1.60 7500  1	0.73 15000 G To From:  1.60 10000 G To  1.60 10000 G To  1.60 To	0.73 15000 G 98%  To From:  1.60 10000 G 95%  To From:  0.30 930 G To From:  0.25 260 G To From:  0.34 3300 G From:  0.82 830 G 99%  To From:  0.25 4500 G 90%  To From:  0.25 4500 G 90%  To From:  0.26 7500 G 98%  To From:  0.27 7500 G 98%	0.73 15000 G 98% 0%  To:    From:	Company   Comp	S Crater Rd	County Dr   Coun	Prom	Columbia	Control   Cont	Company   Comp	Company   Comp	Care   Care	Care   Care

					טוווע	vidule ivia	ımlenai	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3		ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		F				aar n										
O Jaharan Dd	0.01	From	<u> </u>	000/	00/		etersburg		00/			_	0.704	0500	_	0010
9015 Johnson Rd	0.01	2400	G	96%	3%	1%	0%	0%	0%	F	0.115	F	0.734	2500	G	2013
		To From				Fla	nk Rd									
9015 123 Johnson Rd	0.54	920	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.541	970	G	2013
(123)		To				Rinds	song Rd									
Johnson Rd	1.39	4500 From	G	96%	3%	1%	0%	0%	0%	С	0.11	F	0.603	4800	G	2013
9015 Johnson Rd	1.00	4000		0070	0 70	1 /0	0 70	0 70	0 70			•	0.000	1000	ŭ	2010
		To From					th Blvd									
9015 Johnson Rd	0.46	6000	G	96%	3%	1%	0%	0%	0%	F	0.08	F	0.501	6300	G	2013
(123)		To				Nort	th Blvd									
Johnson Rd	0.37	4600 From	G	96%	2%	2%	0%	0%	0%	С	0.092	F	0.504	4900	G	2013
9015 Johnson Rd	0.07	4000		30 70	2 70	270	0 70	0 70	0 70	0	0.032		0.504	4300	ч	2010
		To From				St L	uke St									
9015 High Pearl St	0.20	4000	G	96%	3%	1%	0%	0%	0%	F	0.082	F	0.521	4200	G	2013
123		To				¥7· ·										
High Door! Ct	0.00	From	<u> </u>	000/	10/		nia Ave	00/	00/		0.000	г	0.607	0000		0010
9015 High Pearl St	0.08	2700	G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.607	2800	G	2013
		To					atthew St									
Llauding Ct	0.00		<u> </u>	000/	10/		tthews S		00/		0.000	_	0.500	1500	_	0010
9015 Harding St	0.22	1500	G	98%	1%	0%	0%	0%	0%	С	0.086	F	0.568	1500	G	2013
		To From					rville St									
Lloyding Ct	0.07		<u> </u>	000/	10/		rsville St	00/	00/		0.004	_		700	_	0010
9015 Harding St	0.27	740	G	98%	1%	0%	0%	0%	0%	F	0.094	F		790	G	2013
		To				Hal	ifax St									
		From				SCL P	etersburg	3								
9017 Birdsong Rd	0.62	520	G	97%	1%	2%	0%	0%	0%	С	0.126	F	0.554	550	G	2013
9017 Birdsong Rd		To					son Rd									
		From									_					
○ N O O .	0.40		<u> </u>	000/	00/		hington S		00/			_	0.574	0400	0	0040
9021 N Sycamore St	0.18	2900	G	92%	0%	0%	6%	2%	0%	С	0.097	F	0.574	3100	G	2013
		To From				W T	abb St									
9021 N Sycamore St	0.15	2600 From	G	98%	1%	2%	0%	0%	0%	С	0.094	F	0.522	2700	G	2013
N Sycamore St	0.10	To	<u> </u>	0070		3US 01-P B			070		0.00 .	•	0.022	2700	ŭ	2010
						303 01-F B	omingore	OK St								
		From					son Rd									
9023 North Blvd	0.57	2300	G	99%	1%	0%	0%	0%	0%	С	0.089	F	0.662	2400	G	2013
123/		To				S Syca	amore St									
		From				Gate	es Lane	<u> </u>	<u> </u>						·	
9025) Virginia Ave	0.22	470	G	97%	2%	2%	0%	0%	0%	С	0.104	F		500	G	2013
9025 Virginia Ave	0.22	470		01 70	270	270	0 70	0 70	0 70		0.101	•		000	ŭ	2010
		To From					ng Street									
9025 Virginia Ave	0.32	2000	G	94%	2%	2%	1%	2%	0%	С	0.093	F	0.553	2100	G	2013
123/		To				II.al:c.	v Ctuant									
Vouna Ava	0.20	From		079/	10/		ax Street	10/	Λ9/		0.000	E	0.501	2000	C	2012
9025 Young Ave	0.20	1900	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.591	2000	G	2013
		To From				Arlingt	ton Stree	t								
(9025) Young Ave	0.11	2900	G	93%	1%	1%	4%	1%	0%	С	0.090	F	0.509	3000	G	2013
9025 Young Ave		_														
0.00	0.00	From	<u> </u>	0501		West Street			00/		0.000	_	0.500	0500	^	0010
9025 S West St	0.28	3300	G	95%	1%	1%	1%	2%	0%	С	0.090	F	0.529	3500	G	2013
$\overline{}$		To				August	a Avenu	e								
9025) S West St	0.23	3500 From	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.507	3700	G	2013
9025 S West St	0.20	-550		0.70	. /0			. ,0	3 / 3	<u> </u>		•	5.557	3, 30	~	_5.0
		To From					mer St									
9025 S West St	0.14	2800	G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.542	3000	G	2013
123/		To				117 11	Truthe C+									
C Wast Ct	0.07	From	$\overline{}$	070/	10/		ythe St	10/	00/		0.000	Г	0.510	0400		0010
9025 123 S West St	0.07	2200	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.513	2400	G	2013
		To				w Was	hington S	St								
		From				Hal	ifax St									
(9027) S West St	0.63	1700	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.508	1800	G	2013
9027 S West St		То														
123/						You	ng Ave									

							unichiani									
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg		-														
Madison St	0.18	1400	G	96%	1%	2%	1%	1%	0%	С	0.110	F	0.898	1400	G	2013
Madison St	0.07	850 From	G	96%	1%	2%	1%	1%	0%	F	0.104	F	0.793	900	G	2013
		From	<u> </u>				gbrook St									
Fifth St	0.05	290	G				ank St				0.162	F	0.537	310	G	2013
057) Fifth St	0.08	490 To	G	87%	2%	2%	3% ver St	5%	0%	С	NA			540	G	2013
Plank Rd N	0.20	7600 To	G	99%	0%	Flank Ro	d One-Wa 0% S Crater R	0%	0%	С	0.085	F	0.764	3800	G	2013
0065) S Adams St	0.10	From <b>4500</b>	G				ythe St	u			0.092	F	0.525	4700	G	2013
123)		To				E Wasl	hington St									
Accomack St		350 To	G				Γh St				0.111	F	0.578	370	G	2013
		From					Th St Church St									
Cameron St		<b>320</b>	G				nter St				0.096	F	0.521	340	G	2013
		From				Prince C	George Av	e								
Culpeper Ave		380	G								0.120	F	0.808	400	G	2013
		From	<u> </u>				swick St									
Custer St		400	G			Hali	fax Rd				0.091	F	0.541	430	G	2013
		То				На	wk St									
		From				Bus	sby St									
Darby Dr		<b>200</b>	G			TT-1	D.				0.123	F	0.567	210	G	2013
		From	<u> </u>				ing Pd									
Gordon Dr		260	G			Der	ing Rd				0.113	F	0.622	280	G	2013
		To				Но	ke Dr									
		From				Val	ley Dr								_	
Homestead Dr		630	G			Mid	and Rd				0.095	F	0.585	670	G	2013
		From														
Jefferson St		2300	G			FIIII	nore St				0.085	F	0.586	2400	G	2013
		To	_			ST An	drews St									
		From				Niv	ram St									
North Park Dr		790	G								0.088	F	0.618	840	G	2013
		To					ang Rd									
Oakmont Dr		100	G			Home	stead Dr				0.117	F	0.615	100	G	2013
		To				Midl	and Rd				<u> </u>		0.0.0	.00	<u> </u>	
		From				Bolling	gbrook St									
Old Church St		560	G								0.124	F	0.62	600	G	2013
		To	1				ller St									
Patterson Ave		740	G			Flo	oyd St				0.161	F	0.695	790	G	2013
		7 40 To				Car	ver St						0.000			
		From					lor Dr				Ī					
Pleasants Ln		890	G								0.118	F	0.523	950	G	2013
		To				Dup	ouy Rd									

Route	Length A	ADT	QA	4Tire	Bus	2Axle 3+Axle		()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Tetersburg		From:				Ash St								
Richmond Ave	6	80	G						0.093	F	0.516	720	G	2013
		To:				Nash St								
		From:				Valley St								
Rollingwood Rd	•	70	G			-			0.175	F	0.636	70	G	2013
		To:				Homestead Dr								
		From:				Forest Hill Rd								
South Park Dr	19	900	G						0.098	F	0.556	2000	G	2013
		To:				West Park Dr								
		From:				Bolling Street								
St Luke St	4	20	G						0.104	F	0.62	440	G	2013
		To:				Chestnut Street	l							
		From:				High Pearl St								
St Matthew St	20	600	G						0.093	F	0.577	2800	G	2013
		To:				Harding St								
		From:				Custer St								
Talley Ave	5	70	G			_			0.222	F	0.655	610	G	2013
		To:				Edmonds Ct								