2015

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

where available

Jurisdiction Report

26

Dinwiddie County City of Petersburg Town of McKenney

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

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

(600) Secondary Route

Virginia State Route

Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Brunswic	k County Line												
1 Boydton Plank Rd	Dinwiddie County	2.46 1	1800 G	95%	1%	1%	2%	1%	0%	F	0.096		0.528	1900	G
<u>~</u> ≈	To: From:		McKenney												
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23 1	1800 N	95%	1%	1%	2%	1%	0%	N	0.096		0.528	1900	Ν
~	To: From:		Doyle Blvd												
Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33	2000 G	95%	1%	1%	2%	1%	0%	F	0.098		0.621	2100	G
~~	To- From:		McKenney												
1 Boydton Plank Rd	Dinwiddie County	4.05 2	2000 N	95%	1%	1%	2%	1%	0%	N	0.098		0.621	2100	١
~~	T _C . From:		nap Lodge Rd			\neg									_
Boydton Plank Rd	Dinwiddie County	5.65 2	2500 G	95%	1%	1%	2%	1%	0%	F	0.096		0.606	2500	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Courthouse Rd	2521											
1 Boydton Plank Rd	Dinwiddie County	2.48 4	4100 G	95%	1%	1%	2%	1%	0%	С	0.093		0.596	4200	C
~~~	To: From:		urkey Egg Rd			<u> </u>									
1 Boydton Plank Rd	Dinwiddie County	3.61 5	5300 G	95%	1%	1%	2%	1%	0%	F	0.088		0.565	5500	C
~~	To: From:		Dabney Mill Rd			<u> </u>									
1 Boydton Plank Rd	Dinwiddie County	3.09 1	0000 G	95%	1%	1%	2%	1%	0%	F	0.089		0.642	11000	C
Bus	To: From:	Bus US 4	460 Airport St												
1) (460) Boydton Plank Rd	Dinwiddie County	1.69 1	4000 G	95%	1%	1%	2%	1%	0%	F	0.087		0.603	15000	C
Due Due	To: Front	I-85 SW	of Petersburg												
Bus 1 \(\frac{460}{460}\)Boydton Plank Rd	Dinwiddie County	1.23 1	5000 G	98%	0%	1%	1%	0%	0%	F	0.092		0.528	15000	
1) (400) = 0,000 = 1	To		26 Cox Rd				.,,	• , ,		-					
Bus	From:			000/	00/		40/	201	00/	_	0.404		0.550	10000	
1) (460)	Dinwiddie County	0.45 1	2000 A	98%	0%	1%	1%	0%	0%	С	0.104		0.558	12000	F
Bus	To: From:	WCL	Petersburg												
1) (460) Washington St	City of Petersburg	0.40 1	3000 G	98%	0%	1%	1%	0%	0%	F	0.093		0.537	13000	(
Bus	To: From:	Sur	mmit St												
1 (460 Washington St	City of Petersburg	0.18 1 :	3000 G	98%	0%	1%	1%	0%	0%	F	0.091		0.518	13000	
1) (400)	To To		Elm St												
Bus	From:			070/	40/	40/	40/	40/	00/	_	0.00		0.540	10000	
1 (460) Washington St	City of Petersburg		7000 G ar; Wythe St	97%	1%	1%	1%	1%	0%	F	0.08		0.548	18000	C
Bus	From	US 1 Par, Washing		a Lane											
1)(460)Wythe St	City of Petersburg		8200 G	97%	1%	1%	1%	1%	0%	С	0.090			8800	(
~ ~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	9000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	20000	(
Bus	To: From:	Pe	erry St												
1 (460) Wythe St	City of Petersburg	0.15 1	1000 G	97%	1%	1%	1%	1%	0%	F	0.093			12000	(
	Combined Traffic Estimates for 2 Parallel Roadways			97%	1%	1%	1%	1%	0%	F	0.087	F	0.508	23000	G
	To:		Market St												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	SR	36 Market S	St.			Z/ txic	OTTAKE	TTTUI	ZIIGII		1 40101		1 40101		
1 (460) (36) Wythe St	City of Petersbu		11000	G	97%	1%	1%	1%	1%	0%	F	0.095			12000	G
1 400 600 7	Combined Traffic Estimates for Parallel Re	•	NA									NA			NA	
	To	•	S 301 Sycamo	oue Ct												
ALT Bus	From:										_				.=	_
(1)(301)(460)(36) Wythe		•	16000	G	97%	1%	1%	1%	1%	0%	F	0.088			17000	G
$\Rightarrow \Rightarrow \Rightarrow \Diamond$	Combined Traffic Estimates for Parallel Re		NA									NA			NA	
ALT.	To:		S 460 Jefferso													
1 301 Jefferson St	City of Petersbu		JS 460 Wythe 4200	G G	97%	1%	1%	1%	1%	0%	F	0.081		0.748	4500	G
(1) (301) Jellerson St	Combined Traffic Estimates for Parallel Re	0		G	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.129	F	0.624	NA	ч
	Combined Trailic Estimates for Parallel Ri	oadways on this Houte.	NA									0.129	Г	0.624	INA	
ALT	To: From:	Bus US 46	0 Par, Washi	ington S	St											
1 301 Jefferson St	City of Petersbu	urg 0.26	930	G	97%	1%	1%	1%	1%	0%	F	0.101		0.512	1000	G
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									0.119	F	0.701	NA	
	To															
ALT	From:		Henry St													
1 (301) 3rd St	City of Petersbu	urg 0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.094		0.521	420	G
\bigcirc	Combined Traffic Estimates for Parallel Re	oadways on this Route:	NA									0.104	F	0.632	NA	
	To	US 3	01 Par, Bank	St			$ \vdash$									
1 301 3rd St	City of Petersbu		430	G	97%	1%	1%	1%	1%	0%	F	0.122		0.555	460	G
1 301 314 31	Combined Traffic Estimates for Parallel Re	-		G	31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.122	F	0.569	NA	G
	Combined Trailic Estimates for Parallel Ri		NA 1 Bollingbroo	Jr Ct								0.107	Г	0.569	INA	
ALT	From:		1; 3RD STRI													
	brook St City of Petersbu		4300	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4600	G
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									0.104	F	0.82	NA	
	To	US 1 Par; US 1		lin ahna	alr Ct											
1 (301)2nd St	From:— City of Petersbu		12000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.622	13000	G
(1) (301) 2.10 81	To:		Colonial Heig		0070	0 70		070	0 70	0 70	·	0.000		0.022	10000	G
	From:	502	US 1	51110												
1 Ramp	L Dinwiddie Cour	ntv 0.28	7500	G								0.106			7500	G
Tramp	To:	,	I-85 North	<u> </u>			1					0.100			7000	ď
	From:						<u> </u>									
1 Ramp	Dinwiddie Cour	ntv 0.26	US 1 1500	G								0.103			1500	G
Tamp	To:	,	I-85 South	<u>u</u>								0.100			1300	G
N Ial -	From			TD.												
North Ramp	Dinwiddie Cour		TO RT 85 N	G G								0.097			4700	G
1) Hamp	To:	US 01-S066A			Т 85		1					0.037			4700	u
	- F=				1 00											
North	Pione della Carre		TO RT 85 S									NIA			E00	C
1 Ramp	Dinwiddie Cour	•	580	G TO D	T 05							NA			580	G
·	10.	US 01- 66B U	72 01-2006B	10 K	1 83											

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:		1 TO RT 85				2, 0.10	01717110	TTTGII	Ziran		1 40101		1 doto:		
1 Ramp	Dinwiddie Co	,	3100	G								0.116			3100	G
<u> </u>	To:	US 01-N066	A US 01- 66	A TO I	RT 85											
South	From:		1 TO RT 85													
1 Ramp	Dinwiddie Co		1000	G								0.124			1000	G
\hookrightarrow	To:	US 01- 66B I	US 01-N0661	B TO F	RT 85											
Bus	From:		the St Batters	sea Laı												
Washington St	City of Peters	0	10000	G	97%	1%	1%	1%	1%	0%	F	0.096			11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.579	20000	G
Due	To: From:	123	3-9025 West	St												
Bus 1 (460) Washington St	City of Peters	burg 0.40	9600	G	97%	1%	1%	1%	1%	0%	F	0.090			10000	G
(1) (460) Washington St	Combined Traffic Estimates for 2 Parallel	0		G	97%	1%	1%	1%	1%	0%	E	NA			19000	G
	Combined Traine Estimates for 21 araner				31 /6	1 /0	1 /6	1 /0	1 /0	0 /6	•	INA			13000	ч
Bus	To: From:	123	3-9029 South	St												
1 (460) Washington St	City of Peters	burg 0.27	10000	G	97%	1%	1%	1%	1%	0%	С	0.087			11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	97%	1%	1%	1%	1%	0%	F	NA			23000	G
	To		Guarantee St													
Bus	From:															
(1) (460) Washington St	City of Peters	-	12000	G	97%	1%	1%	1%	1%	0%	F	0.094			13000	G
~	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	F	NA			25000	G
	To:	BUS US 46														
1 (36) Market St	City of Peters	SR 36; Bus U burg 0.38	3100	asning G	97%	0%	1%	1%	1%	0%	С	0.089		0.540	3300	G
Market St	Combined Traffic Estimates for Parallel	•	NA	G	31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	O	NA		0.540	NA	u
	Combined Trainic Estimates for Paraller	· · · · · · · · · · · · · · · · · · ·	36 Grove A	VO.			1					INA			INA	
	From:		36; Market													
(36) Old St	City of Peters		4100	G	97%	0%	1%	1%	1%	0%	F	0.09		0.559	4300	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		Sycamore St													
\sim	From:		Old St													
$\begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 36 \end{pmatrix}$ Sycamore St	City of Peters		4400	G	97%	0%	1%	1%	1%	0%	F	0.109		0.567	4700	G
	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To:		ollingbrook S													
1 36 Bollingbrook St	City of Peters		Sycamore St 3700	G	97%	0%	1%	1%	1%	0%	E	0.098		0.641	4000	G
Bollingbrook St	•			G	9170	0%	1 70	170	170	0%	Г			0.641		G
	Combined Traffic Estimates for Parallel	· · · · · · · · · · · · · · · · · · ·	NA , US 301 2nd	1 04								NA			NA	
Floot Ct	From:		CL Petersbur	1.7	000/	00/	00/	00/	00/	00/	0	0.007		0.500	10000	_
36 Fleet St	City of Peters	burg 0.12	11000	G	99%	0%	0%	0%	0%	0%	С	0.097		0.503	12000	G
-	From:		Grove Ave Fleet St													
(36) Grove Ave	City of Peters	burg 0.54	4800	G	98%	0%	1%	1%	0%	0%	С	0.105		0.612	5100	G
30) 3	Tal		1 Par, Marke		5576	0 /0	Ť	. /0	5 / 0	0 / 0	-	000		J.J.L	0.00	<u> </u>

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

								Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Fact	ar AAWD1	T QV
	From:		US 1				2, 0,10	017100	TTTQII	Liian		1 40101	1 401	<u> </u>	
36) 1 Market St	City of Petersburg	0.38	3100	G	97%	0%	1%	1%	1%	0%	С	0.089	0.54	0 3300	G
90 (1)	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA		NA	
				***	~										
36 Market St	City of Petersburg	US 1 Par; BUS 0.11	US 460 Par 3300	r, Washii G	igton St 99%	0%	0%	0%	0%	0%		0.087	0.58	5 3500	(
36 Market St	City of Petersburg	0.11	3300	G	99%	0%	0%	0%	0%	0%	Г	0.067	0.56	3 3300	(
Bus	To: From:	US 1, Bı	ıs US 460 V	Wythe St											
36) 1 (460) Wythe St	City of Petersburg	0.20	11000	G	97%	1%	1%	1%	1%	0%	F	0.095		12000	(
30) (1) (400) /	Combined Traffic Estimates for Parallel Roadways		NA									NA		NA	
	- Tambinou Tramo Estimatos for Faranoi Floadinay														
ALT Bus	To: From:	ALT U	S 301 Syca	more St											
36) (1) (301) (460) Wyth	e St City of Petersburg	0.20	16000	G	97%	1%	1%	1%	1%	0%	F	0.088		17000	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA		NA	
	To		Bus US 460)											
Bus	From:														
36) (460) Wythe St	City of Petersburg	0.20	18000	G	98%	1%	1%	0%	1%	0%	С	0.085		20000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	38000	G	96%	1%	1%	1%	1%	0%	F	0.081	F 0.50	5 40000	(
	To:		I-85, I-95				— —								
Bus	O'the of Determination			_	000/	40/	40/	00/	40/	00/	_	0.070		10000	,
36 (460) Wythe St	City of Petersburg	0.30	12000	G	98%	1%	1%	0%	1%	0%	_	0.076		13000	
	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	1%	1%	1%	1%	0%	F	0.088	F 0.64	1 30000	(
	From:		uth Crater l		2d										
36 Wythe St	City of Petersburg	0.43	13000	G	97%	0%	0%	0%	2%	0%	F	0.075		15000	
36) 11,4110 31	Combined Traffic Estimates for 2 Parallel Roadways		28000	G	97%	0%	0%	0%	2%	0%	F	0.088	F 0.61		
	To:	SR 36 Par, W				0 70		0 70	<i>L</i> /0	0 70		0.000	1 0.01	5 50000	•
	From:	SR 36 Par													
36) Washington St	City of Petersburg	0.87	30000	G	97%	0%	0%	0%	2%	0%	F	0.089	0.59	5 33000	C
	Tec	D.	. J. J1 . J J . T	3.1											
36 Washington St	City of Petersburg	0.58	ddledock I	G	97%	0%	0%	0%	2%	0%	F	0.093	0.60	3 23000	(
36 Washington St	Tr.		George Cou		31 /6	0 70		0 70	<i>L</i> /0	0 70		0.000	0.00	20000	•
	Paral.														
Old St	City of Datarahura	0.13	36; Marke 4100	t St G	97%	0%	1%	1%	1%	0%	_	0.09	0.55	9 4300	(
36) [1] Old St	City of Petersburg			G	9170	0%	1 70	1 70	1 70	0%	Г		0.55		
	Combined Traffic Estimates for Parallel Roadways		NA									NA		NA	
	From:		Sycamore S Old St	it											
Sycamore St	City of Petersburg	0.04	4400	G	97%	0%	1%	1%	1%	0%	F	0.109	0.56	7 4700	(
36 1 Sycamore St	Combined Traffic Estimates for Parallel Roadways		NA	_	0.70	0,0	. , 0	. , 0	. , 0	0,0	•	NA	0.00	. NA	
	To:		ollingbrook	St								14/3		IVA	
	From:		Sycamore S												
36) 1 Bollingbrook St	City of Petersburg	0.10	3700	G	97%	0%	1%	1%	1%	0%	F	0.098	0.64	1 4000	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA		NA	
	То:		, US 301 2	nd St											

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT ALT	From:		1 Par, 2nd													
(36)(301)(1)(301)Bollin		_	4300	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4600	G
$\circ \circ \circ \circ$	Combined Traffic Estimates for Parallel Ro		NA									0.104	F	0.82	NA	
	To: From:	US 1, A	LT US 301 3rd St	3rd St												
(36) (301) Bollingbrook St	City of Petersbu	ura 0.15	4100	G	97%	0%	1%	1%	0%	0%	F	0.099		0.742	4400	G
36 (301) 201111901001101	Combined Traffic Estimates for 2 Parallel Ro	~	8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	G
	- Tame Estimates for 21 drainer fre			<u> </u>	01 /0	0 70		1 /0	0 70	0 70	•	0.00	•	0.010	0000	u
Pollingbrook St	City of Petersbu	urg 0.23	5th St 3400	G	97%	0%	1%	1%	0%	0%	С	0.096		0.677	3700	G
36 301 Bollingbrook St	,	o .											F			
•	Combined Traffic Estimates for 2 Parallel Ro		8000 Crater Rd	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	8500	G
	From:		Crater Ku llingbrook S	St			-									
(36) (301) Crater Rd	City of Petersbu		2600	G	97%	0%	1%	1%	0%	0%	F	0.09		0.759	2800	G
\$ (60.)	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	6800	G	97%	0%	1%	1%	0%	0%	F	NA			7300	G
	Tor		01 Par, Ban													
36 301 Crater Rd	From: City of Petersbu		4400	G G	99%	0%	1%	0%	0%	0%	F	0.094		0.563	4700	G
36 301 Crater Rd	Combined Traffic Estimates for Parallel Ro	o .	NA	ŭ	00 /0	0 70	1 70	0 /0	0 70	0 70	•	0.094	F	0.555	NA	u
	- Tallie Traine Estimates for Faranci Fie											0.004	•	0.000	14/1	
Maghinatan Ct	To: From:	US 301, BU			97%	00/		00/	00/	00/		0.107			15000	
(36) Washington St	City of Petersbu	0	14000	G		0%	0%	0%	2%	0%		0.107			15000	G
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Houte:	27000	G	97%	0%	0%	0%	2%	0%	F	NA			30000	G
	To: From:		Burch St													
(36) Washington St	City of Petersbu	•	14000	G	97%	0%	0%	0%	2%	0%	F	0.105			16000	G
	Combined Traffic Estimates for 2 Parallel Ro			G	97%	0%	0%	0%	2%	0%	F	0.088	F	0.613	30000	G
	То:	SR 36 W	ythe St; An	nelia St												
	From:	Nottov	way County	Line												
(40) Darvills Rd	Dinwiddie Count	nty 4.90	1000	G	87%	1%	1%	2%	10%	0%	F	0.095		0.669	1100	G
	To:	26-	644 Brills R	Rd			\neg \vdash									
(40) Old Cryors Rd	Dinwiddie Count	nty 6.15	990	Α	87%	1%	1%	2%	10%	0%	С	0.111		0.569	1000	Α
$\overline{}$	Tay	26-610 (Old White C	Dak Rd												
(40) McKenney Hwy	Prom: L		1500	G	87%	1%	1%	2%	10%	0%	F	0.097		0.578	1600	G
40)	To	<u> </u>														
(40) Doyle Blvd	Town of McKenney (M		L McKenne 1500	ey N	87%	1%	1%	2%	10%	0%	N	0.097		0.578	1600	N
40 Doyle Blvd	Town of McKeriney (M	iaiii. 20) 0.34	1500	IN	07 /6	1 /0	1 /0	2/0	10 /6	0 /6	IN	0.037		0.576	1000	IN
	To: From:		002 Railroad								_					
(40) Doyle Blvd	Town of McKenney (M	Maint: 26) 0.57	2400	G	87%	1%	1%	2%	10%	0%	F	0.096		0.645	2500	G
<u> </u>	To: From:	US 1 B	oydton Plar	nk Rd												
(40) Doyle Blvd	Town of McKenney (M	Maint: 26) 0.43	2600	G	91%	1%	1%	1%	6%	0%	С	0.097		0.643	2700	G
$\overline{}$	To:	FC	L McKenne	ev												
(40) McKenney Hwy	Dinwiddie Count		2600	N	91%	1%	1%	1%	6%	0%	N	0.097		0.643	2700	Ν
						1 /0	1 /0		0 /0	0 / 0						

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

				ance A				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	C
	From:		I-85					017.04.0				. 45151		. 40101		
McKenney Hwy	Dinwiddie County	0.56	2100	G	87%	1%	1%	3%	8%	0%	F	0.085		0.601	2100	
	To	26-692	Sapony Ch	urch Rd												
0 McKenney Hwy	Dinwiddie County	5.15	1100	A	87%	1%	1%	3%	8%	0%	С	0.115		0.645	1100	
9	To:	26-6	09 Old Stag	e Rd												
	From:		9 Cherry H													
0) McKenney Hwy	Dinwiddie County	2.04	1200	G	87%	1%	1%	3%	8%	0%	F	0.083		0.577	1200	
	To- From:	26-61	9 Courthou	se Rd												
0 McKenney Hwy	Dinwiddie County	5.19	1300	G	87%	1%	1%	3%	8%	0%	F	0.080		0.552	1300	
<u> </u>	То:	Suss	ex County	Line												
_	From:	SR 40 I-85-S)42A TO &	FROM	IS 85											
Ramp	Dinwiddie County	0.21	350	G								0.132			350	
	To:	I-85-	S FROM R	T 40												
	From:	SR 40 I-85-N		M & TO	IS 85											
₀) Ramp	Dinwiddie County	0.21	760	G								0.133			760	
	Τσ	I-85-	N FROM R	T 40												
<u>th</u>	From:	Bruns	wick Count	y Line												
5	Dinwiddie County	2.38	11000	Α	80%	1%	1%	1%	16%	2%	F	0.129			10000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	23000	Α	79%	1%	1%	1%	17%	2%	F	0.122	Α	0.572	20000	
	To: From:		SR 40													
rth 5	Dinwiddie County	5.95	12000	Α	84%	1%	1%	1%	13%	1%	F	0.128			11000	
9)	Combined Traffic Estimates for 2 Parallel Roadways			A	81%	1%	1%	1%	15%	1%	F	0.120	Α	0.516	21000	
	Combined Traine Estimates for 21 araner rioadways	on this rioute.			0176	1 /0	1 /0	1 /0	13/6	1 /0	'	0.110	^	0.510	21000	
rth	To: From:		26-650													
5)	Dinwiddie County	4.88	13000	Α	84%	1%	1%	1%	13%	1%	F	0.126			11000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	25000	Α	81%	1%	1%	1%	15%	1%	F	0.118	Α	0.511	22000	
	Tα		26-703				$ \vdash$									
orth	Dinwiddie County	8.52	14000	Α	84%	1%	1%	1%	13%	1%	С	0.119			12000	
5	,				81%	1%	1%	1%	15%	1%	С	0.119	В	0.609	23000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route.	26000	F	01%	170	170	170	15%	170	C	0.1	Б	0.609	23000	
rth	To: From:		US 460													
5) (460)	Dinwiddie County	1.77	20000	Α	84%	1%	1%	1%	13%	1%	F	0.104			20000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	40000	Α	85%	1%	1%	1%	11%	1%	F	0.099	Α	0.538	39000	
	Tor		US 1													
h	From				0001	4-1		4.57	061	461		0.655			00000	
5 (460)	Dinwiddie County	1.18	26000	Α	88%	1%	1%	1%	9%	1%	С	0.093	_		26000	
~ ~~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	51000	Α	88%	1%	1%	1%	10%	1%	С	0.094	Α	0.564	50000	
th	To From:	S	CL Petersbu	ırg												
rth	City of Petersburg (Maint: 26)	1.01	26000	Α	88%	1%	1%	1%	9%	1%	С	0.093			26000	
5 460	Combined Traffic Estimates for 2 Parallel Roadways			A	88%	1%	1%	1%	10%	1%	C	0.094	Α	0.564	50000	
	Tα		rrel Level I		JU /0	1 /0	1/0	1 /0	10 /0	1 /0	J	0.004	^	0.004	30000	

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

			ie mainten					Tru	ck			K		Dir		
Route	Jurisdiction	on Leng	h AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From	s S	quirrel Level	Road			ZAXIC	OTANIC	TTTAII	ZIIdii		1 actor		1 actor		
85) (460)	City of Petersburg			A	88%	1%	1%	1%	9%	1%	F	0.089			29000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 55000	Α	88%	1%	1%	1%	10%	1%	F	0.091	Α	0.527	55000	Α
	To	·	Ramp To I-9	5.5												
North	From	(14 : 1 : 00)	•		202/	40/		40/	00/	40/	_	0.004			00000	_
85 I-85 N Ramp	City of Petersburg	,		G	88%	1%	1%	1%	9%	1%	F	0.091	_		23000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 47000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.586	45000	G
North	To From	Ramp to	Washington	St; Wyth	e St											
(85) Ramp	City of Petersburg	(Maint: 26) 0.11	20000	G	88%	1%	1%	1%	9%	1%	F	0.087			20000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 36000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	G
	То	c	I-95 North	ı												
North	From	Ľ	I-85 North	ı												
(85) Ramp	Dinwiddie Co			G								0.106			350	G
	То	SR	40 McKenne	y Hwy												
North _	From		I-85 North													_
85 Ramp	Dinwiddie Co			G								0.438			180	G
	10	26-650 Hawkin			n Arms Rd	ļ										
North	From Discould disc. Co.		I-85 North									0.404			050	0
Ramp	Dinwiddie Co		250 6-703 Carson	G . D4								0.121			250	G
N. d	From															
North (85) Dinwiddie Rest Area Ramp	p Dinwiddie Co		North to Re	st Area								NA			NA	
85) Diriwiddic Flest Alea Flam	To		Rest Area Pa	rking Lo	<u> </u>							13/3			INA	
North	From		Rest Area Par													
(85) Dinwiddie Rest Area Ram	p Dinwiddie Co			G	72%	2%	0%	0%	23%	2%	С	0.09			510	G
	То	I-85	North from R	est Area												
North	From		I-85 North													_
85 Ramp	Dinwiddie Co	ounty 0.20		G								0.120			690	G
North	From	I-85-N061	BUS US 46 B TO RT 460		RUS?											
(85) Ramp	Dinwiddie Co		NA	7 CC 100 I	Jes.							NA			NA	
	То		460 FROM I	RT 85 NI	3											
North	From	I-85-N06	A TO US 46	0 & 460	BUS				-							-
85) Ramp	Dinwiddie Co											NA			NA	
\smile	То	CEUS	460 FROM I	RT 85 NI	3											
North	From		I-85 North													
85 Ramp	Dinwiddie Co			G								0.104			600	G
$\overline{}$	То	US	1 Boydton Pl	ank Rd												
North	From	r	I-85 North													
85 Ramp	Dinwiddie Co			G								0.138			620	G
\sim	To	US	1 Boydton Pl	ank Rd												

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

Route	Jurisdiction	l ength	AADT	ΩΔ	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	- OV
North	From:		I-85 North				2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
Ramp	City of Petersburg (M	Maint: 26) 0.11	1300	G								0.096			1300	G
03) * 1	To	,	1 Squirrel L													
lorth	From:		I-85 North													
85) (460) Ramp	City of Petersburg (N	Maint: 26) 0.10	6200	Α	88%	0%	1%	1%	10%	0%	С	0.156			6600	Α
	Tα		I-95 South													
orth	From:		h Ramp to I-		h											
Ramp	City of Petersburg (N	,	2800	G								0.119			2800	(
orth	To: From:	I-95 North Exit 51	A to Wythe S I-95 North	St & Wa	shington S	St										
lorth 85) Ramp	L City of Petersburg (M	Maint: 26) 0.22	5700	Α								0.106			6100	,
83)	To:		St & Washir													-
orth	From:		North Exit	68C												
85) Ramp	City of Petersburg (N		2500	Α								0.123			2800	1
<u> </u>	10:		60-P Washii													
orth	From:		North Exit									0.400			0.400	
Ramp	City of Petersburg (M		3100 IS 460 Wyth	Α			1					0.103			3400	
	- 1															
outh	Dinwiddie Cour		wick County	y Line A	79%	1%	1%	1%	17%	1%	_	0.119			10000	
35	Combined Traffic Estimates for 2 Parallel R	•		A	79%	1%	1%		17%	2%	F	0.119	Α	0.572	20000	,
	Combined Traine Estimates for 21 araner for	oadways on this Houte.			1376	1 /0	1 /0	1 /0	17 /0	2 /0	•	0.122	^	0.572	20000	•
outh	To: From:		SR 40													
outh 35	Dinwiddie Cour	•	12000	Α	79%	1%	1%		17%	1%	F	0.115			11000	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	24000	Α	81%	1%	1%	1%	15%	1%	F	0.118	Α	0.516	21000	
outh.	To From:		26-650													
outh 35	Dinwiddie Cour	nty 4.95	12000	Α	79%	1%	1%	1%	17%	1%	F	0.114			11000	
55)	Combined Traffic Estimates for 2 Parallel R	•		Α	81%	1%	1%		15%	1%	F	0.118	Α	0.511	22000	
	To	,	26-703													
outh	From:															
85)	Dinwiddie Cour	•	12000	F	79%	1%	1%		17%	1%	С	0.118			11000	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	26000	F	81%	1%	1%	1%	15%	1%	С	0.115	Α	0.562	23000	
outh	To: From:		US 460													
35) (460)	Dinwiddie Cour	nty 1.83	20000	Α	87%	1%	1%	1%	10%	1%	F	0.104			19000	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	40000	Α	85%	1%	1%	1%	11%	1%	F	0.099	Α	0.538	39000	1
	To		US 1				<u> </u>									
outh	From: L	nt., 0.01			070/	10/	40/	10/	100/	10/	0	0.105			04000	
85 460	Dinwiddie Cour	•	25000	A	87%	1%	1%		10%	1%	0	0.105	^	0.504	24000	,
•	Combined Traffic Estimates for 2 Parallel R		CL Petersbur	Α	88%	1%	1%	1%	10%	1%	С	0.094	Α	0.564	50000	A

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

		- Billina	ne mairitei	4007				Т				I/		D:-		
Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
O - · · · · · ·	From	,	CCI. Determin				2AXI6	3+Axle	1 I raii	21raii		Factor		Factor		
South (85) (460)	City of Petersburg	(Maint: 26) 1.25	SCL Petersb 25000	A A	87%	1%	1%	1%	10%	1%	С	0.105			24000	Α
85 460	Combined Traffic Estimates for 2 Parallel			A	88%	1%	1%	1%	10%	1%	C	0.094	Α	0.564	50000	A
	Combined Traine Estimates for 21 arailer				00 /6	1 /0	1 /0	1 /0	10 /6	1 /0	O	0.034	^	0.304	30000	^
South	From	•	quirrel Level	Road												
(85) (460)	City of Petersburg			Α	87%	1%	1%	1%	10%	1%	F	0.103			26000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 55000	Α	88%	1%	1%	1%	10%	1%	F	0.091	Α	0.527	55000	Α
0 "	Tro-		Ramp From I-	95 N			_									
South (85) I-85 S Ramp	City of Petersburg	(Maint: 26) 0.33	24000	G	84%	1%	1%	1%	13%	1%	F	0.103			22000	G
(85) 1 30 0 1 tamp	Combined Traffic Estimates for 2 Parallel	,		G	86%	1%	1%	1%	11%	1%	F	0.091	Α	0.527	45000	G
	Combined Traine Estimates for 2 Taraner					1 /0		1 /0	1170	1 /0	•	0.001	,,	0.027	40000	ŭ
South	From:		From Washir													
85 I-85 S Ramp	City of Petersburg	,		Α	84%	1%	1%	1%	13%	1%	F	0.093			15000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout		G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	G
	To		I-95 South													
South	From	:	I-85 South													_
85 Ramp	Dinwiddie Co	ounty 0.18	690	G								0.135			690	G
South	Tron:	I-85 S	South Exit 42B	to SR 4	0											
(85) Ramp	Dinwiddie Co	ounty 0.02	2 NA									NA			NA	
	To	SF	40 McKenne	y Hwy												
South	From:	I-8	35-S042A TO	RT 40												
85 Ramp	Dinwiddie Co	ounty 0.02	NA									NA			NA	
$\overline{}$	To	SR	40 FROM RT	85 SB												
South	From		I-85 South	l												
85 Ramp	Dinwiddie Co			G								0.196			420	G
	To	26-6	50 Hamilton A	Arms Rd												
South	From:	<u> </u>	I-85 South													
85 Ramp	Dinwiddie Co			G								0.137			1800	G
	10:	•	26-703 Carso													
South	From		5-S053A TO	RT 703												
85 Ramp	Dinwiddie Co			E 05 CD								NA			NA	
			703 FROM R													
South 85 Dinwiddie Rest Area R	tamp Dinwiddie Co		5 South to Re	st Area								NA			NA	
Dinwiddie Rest Area R	Tailip Diriwiddie Co		Rest Area Pa	rking I a	,							INA			INA	
South	From		Rest Area Par													
85 Dinwiddie Rest Area R	amp Dinwiddie Co			Ğ	76%	1%	1%	1%	20%	1%	С	0.086			910	G
$\overline{}$	To:	I-85	South from R	est Area												
South	From:		I-85 South	1												
85 Ramp	Dinwiddie Co		6600	G								0.120			6600	G
$\overline{}$	To	I-85 S	outh Exit 61B	to US 46	50											

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	QW
South	From:	I-85 South	n Exit 61B t	o IIS 46	50		2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Ramp	Dinwiddie Co		NA	0 05 10								NA			NA	
	Tα		460 Airpor	St												
South	From:	I-85-S	061A TO U	S 460												
(85) Ramp	Dinwiddie Co	unty 0.05	NA									NA			NA	
	To:	US 460 US	S 460-E312.	A Gap T	0											
South	From:		I-85 South													
(85) Ramp	Dinwiddie Co	unty 0.19	3500	G								0.11			3500	G
$\overline{}$	Τα	US 1 I	Boydton Pla	nk Rd												
South	From:		I-85 South													
(85) Ramp	Dinwiddie Co	•	3600	G								0.125			3600	G
	To:	US 1 I	Boydton Pla	nk Rd												
South	From:		I-85-S													
Ramp	City of Petersburg (,	3000	Α								0.113			3200	Α
	10.	123-901	l; Squirrel I	evel Ro	l											
North	From:	****	Rives Rd								_					
95	City of Petersburg ('	18000	Α	85%	1%	1%	1%	13%	0%	F -	0.111			16000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	86%	1%	1%	0%	12%	0%	F	0.104	Α	0.51	33000	Α
North	To: From:		Wagner Rd													
95)	City of Petersburg ((Maint: 74) 2.79	24000	Α	85%	1%	1%	1%	13%	0%	F	0.101			23000	Α
	Combined Traffic Estimates for 2 Parallel	,	49000	Α	86%	1%	1%	0%	12%	0%	F	0.096	Α	0.515	47000	Α
	To	US 460 Coun		01 Crat	ar Dd											
North	From:										_					
95	City of Petersburg (21000	Α	85%	1%	1%	1%	13%	0%	F -	0.107			19000	Α
~	Combined Traffic Estimates for 2 Parallel			A	86%	1%	1%	0%	12%	0%	F	0.096	Α	0.515	39000	Α
North	From:	Maintenan	I-85	on Char	ige		-									
95)	City of Petersburg ((Maint: 26) 0.44	47000	G	92%	1%	1%	1%	6%	0%	F	0.094			46000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	92000	G	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.507	89000	G
	To	US 301, Bus		ochinata	n Ct											
North	From:															
95)	City of Petersburg (,	54000	Α	92%	1%	1%	1%	6%	0%	F	0.090			53000	A
~	Combined Traffic Estimates for 2 Parallel			G	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.503	106000	G
	Τα		Colonial He	ıghts												
North	From:		I-95 North									0.050			4000	
95 Ramp	City of Petersburg (1000	A								0.259			1000	Α
	10.		-9008 Rives	Ka												
North	From:		I-95 North									0.100			000	
95 Ramp	City of Petersburg (290	A D. 1								0.139			300	Α
	Iσ	123-9	0010 Wagne	r Kđ												

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

		Diriwiddie Mairiteriance Area		
Route	Jurisdiction	Length AADT QA 4Tire Bus	sTruck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Facto	AAWDT QW
North (95) Ramp	City of Petersburg (Maint: 74)	I-95 North 0.23 690 G	0.097	690 G
	To:	123-9010 Wagner Rd		
North Pamp	City of Petersburg (Maint: 74)	I-95 North Collector Rd 0.11 600 G	0.228	600 G
95 Ramp	To:	US 460 County Dr	0.220	000 G
North	From:	I-95 Collector Rd	<u> </u>	
(95) Ramp	City of Petersburg (Maint: 74)	0.14 500 G	0.1	500 G
	To:	BUS US 460 P		
North	From:	I-95 Collector Rd		
95) Ramp	City of Petersburg (Maint: 74)	0.16 1900 G US 301	0.131	1900 G
North	From:	I-95 North	<u>I</u>	
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.04 3300 G	0.091	3300 G
33)	то	Ramp to US 460 East		
North	From: L			0000
95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.15 2800 G	0.1	2800 G
North	From:	Ramp From US 460 West		
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.26 10000 A	0.139	12000 A
North	To: From:	Ramp to US 301 North		
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.22 NA	NA	NA
North	To: From:	Ramp to US 301 South		
95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.06 9700 G	0.134	9700 G
North	T _{co} From:	Ramp From US 301		
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.14 14000 A	0.118	15000 A
North	To: From:	Ramp to Wythe & Washington Streets		
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.01 NA	NA	NA
	To:	I-95 North		
North	From:	I-95 North Collector Rd		
95 Ramp	City of Petersburg (Maint: 26)	0.47 3600 G	0.094	3600 G
<u> </u>	1-85	5 North Exit 68B To Wythe St & Washington St		
North Ramp	City of Petersburg (Maint: 26)	I-95 North 0.43 5400 G	0.112	5400 G
95 Ramp	To:	I-85 South	0.112	5 4 00 G
North	From	I-95 North		
(95) Ramp	City of Petersburg (Maint: 74)	0.19 970 G	0.116	970 G
\smile	To	US 301 Par, Bank St		

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

		Dinwiddie	- Wantone					Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Avlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From	St	CL Petersbur	ra			ZAXIE	3+Axie	TITAII	ZIIali		1 actor		i actor		
95)	City of Petersburg		16000	A	86%	1%	1%	0%	11%	0%	F	0.118			14000	Α
(93)	Combined Traffic Estimates for 2 Parallel			A	86%	1%	1%	0%	12%	0%	F	NA			27000	Α
	Tombined Traine Learnaide for ET drainer	riodamayo on timo riodio.				1,0		070	1270	0,0	•				27000	,,
South	From:		Rives Rd													
95)	City of Petersburg	(Maint: 74) 1.22	19000	Α	86%	1%	1%	0%	11%	0%	F	0.109			17000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	86%	1%	1%	0%	12%	0%	F	0.104	Α	0.51	33000	Α
0 11	Tro-		Wagner Rd													
South 95	City of Petersburg	(Maint: 74) 1.50	25000	Α	86%	1%	1%	0%	11%	0%	F	0.097			24000	Α
95)	Combined Traffic Estimates for 2 Parallel	•		A	86%	1%	1%	0%	12%	0%	F	0.096	Α	0.515	47000	A
	To	US 460 Coun				1 /0	1 /8	0 /6	12/0	0 /6	'	0.030	^	0.515	47000	^
South	From	South of US 460 C	., .,													
95)	City of Petersburg	(Maint: 74) 0.91	21000	Α	86%	1%	1%	0%	11%	0%	F	0.097			20000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	86%	1%	1%	0%	12%	0%	F	0.096	Α	0.515	39000	Α
	To	North of US 460 (County Rd: I	US 301	Crater Rd		<u> </u>									
South	City of Deterobuse				Ciutor Itu							0.007			20000	۸
95	City of Petersburg		31000	Α								0.097		0.545	30000	A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	52000	Α								0.096	Α	0.515	50000	Α
South	Tor From:		I-85													
95)	City of Petersburg	(Maint: 26) 0.66	45000	Α	91%	1%	1%	1%	7%	0%	F	0.091			43000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	92000	G	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.507	89000	G
	To	US 301, Bus	e IIS 460 W	achinot <i>i</i>	on St											
South	From:	<u>. </u>				40/		40/	70/	00/	_				50000	_
95	City of Petersburg		54000	G	91%	1%	1%	1%	7%	0%	-	0.092			53000	G
	Combined Traffic Estimates for 2 Parallel			G	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.503	106000	G
	.0	SCL	Colonial He	ignts												
South	City of Deterobuse	(Maint, 74) 0.16	I-95 South	G								0.110			3500	G
95 Ramp	City of Petersburg	<u> </u>	3500 -9008 Rives				1					0.113			3500	G
	T	123		Ku												
South	City of Petersburg	(Maint: 74) 0.25	I-95 South	G								0.109			2400	G
95 Ramp	Oity of Fetersburg	<u>'</u>	9010 Wagne	-			1					0.109			2400	G
0 "	From	125-		ı Ku												
South (95) Ramp	City of Petersburg	L(Maint: 74) 0.31	I-95 South 5400	Α								0.099			6000	Α
95 Ramp	Oity of Fetersburg	<u> </u>	9010 Wagne									0.033			0000	^
0	Eronn															
South (95) Ramp	City of Petersburg		South Collect 5300	or Rd G	99%	0%	0%	0%	0%	0%	С	0.093			5300	G
95) 1 101111	To	,	9012 Grahan		JJ /6	0 /0	J /6	0 /0	0 /0	0 /0	J	0.030			5500	u
0#-	From	125-		114												
South Ramp	City of Patorshura	(Maint: 74) 0.06	I-95 South	٨								0 006			10000	Α
95) (460) Mailip	Oity of Fetersburg	<u> </u>										0.030			10000	^
95 (460) Ramp	City of Petersburg	<u> </u>	9500 np to Graham	A n Rd								0.096			10000	

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

									Tru	ıck			K	Dir		
Route	Jurisdiction	l	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	r AAWDT	QW
South	From:			np to Grahan												
95 (460) Ramp from I-85 N to I-95 S	City of Petersburg (M	Maint: 74)	0.07	11000	G	91%	0%	1%	1%	7%	0%	С	0.112		11000	G
South Bus	To: From:		Ran	np from US	301											
(95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (M	Maint: 74)	0.18	NA									NA		NA	
	То		Ran	np from US	301											
South Bus 95 460 460 Ramp from I-85 N to I-95 S	City of Petersburg (M	Maint: 74)	0.27	12000	Α								0.112		13000	Α
South	To: From:		U	JS 460 Ram	р											
(95) Ramp	City of Petersburg (N	Maint: 74)	0.22	3500	G								0.082		3500	G
	To:			I-95 South												
South	From:	4 : . 74	0.10	I-95 South												
95 Ramp	City of Petersburg (N	Maint: 74)	0.12	NA									NA		NA	
South	To: From:		I-95-S052I	B to Washin	gton Str	eet										
95) Ramp	City of Petersburg (N	Maint: 74)	0.19	NA									NA		NA	
$\overline{}$	To:	(CEUS 460	FROM RT	95 SOU	TH										
	From:			460 County												_
106 Courthouse Rd	City of Petersb	ourg	0.10	7900	G	95%	1%	1%	1%	2%	0%	F	0.091	0.54	8400	G
	E			CL Petersbu												
(109) Hickory Hill Rd	City of Petersb	nura	0.88	460 County 10000	Rd G	99%	1%	0%	0%	0%	0%	С	0.123	0.84	11000	G
109) The Kory Thii Tid	only of receision	July				33 /6	1 /0	0 /8	0 /6	0 /6	0 /0	O	0.125	0.04	11000	u
(109) Hickory Hill Rd	City of Petersb	nura	0.03	CL Petersbu 10000	rg N	99%	1%	0%	0%	0%	0%	N	0.123	0.84	11000	N
109) The Kory Thii Tid	To:			Military Res					0 /6	0 /6	0 /0	IN	0.125	0.04	11000	14
	From:			Boydton Pla												
(142)Simpson Rd	Dinwiddie Cou	ınty	1.27	3200	G	97%	0%	1%	1%	1%	0%	С	0.098	0.61	3400	G
	To		W	CL Petersbu	ırg											
(142)Boydton Plank Rd	City of Petersb	ourg	0.16	3200	G	97%	0%	0%	1%	1%	0%	F	0.101	0.64	3400	G
	To			Dupuy Rd												
(142)Boydton Plank Rd	City of Petersb	ourg	1.24	3400	G	97%	0%	0%	1%	1%	0%	С	0.098	0.609	3600	G
	Τα		Rt	604 Halifax	Rd											
(142)Halifax Rd	City of Petersb	ourg	0.06	5700	G	97%	0%	0%	1%	1%	0%	F	0.087	0.549	6000	G
\smile	To:	-		CSX RR												
	From:		U	S 460 Cox F	Rd											
226 Cox Rd	Dinwiddie Cou	ınty	3.38	13000	G	97%	1%	1%	1%	1%	0%	С	0.091	0.626	14000	G
	To		US 1 V	West of Pete	ersburg											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:			CL Petersbu		000/	00/		00/	00/	00/		0.000	0.01	44000	
301 Crater Rd	City of Petersb	ourg	0.21	10000	G	99%	0%	0%	0%	0%	0%	F	0.086	0.61	11000	G
-	10.			Rives Rd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
<b>~</b>	From:		Rives Rd													
Crater Rd	City of Peters	sburg 0.90	12000	G	99%	0%	0%	0%	0%	0%	С	0.09		0.612	12000	(
<del>~</del>	To: From:		Wagner Rd													
301 Crater Rd	City of Peters	sburg 0.43	24000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.504	26000	
~	To: From:		Flank Rd													
301 Crater Rd	City of Peters	sburg 0.87	25000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.511	26000	
~	To:	ALT U	S 301 Sycar	more St												
Crater Rd	City of Peters	sburg 0.26	17000	G	99%	0%	1%	0%	0%	0%	С	0.083		0.515	18000	
<i>~</i>	Toc		South Blvd													
301 Crater Rd	City of Peters		24000	G	99%	0%	1%	0%	0%	0%	F	0.083		0.52	26000	
<u>~</u>	To	10	5. Bus US 4	160												
Bus	From:				000/	00/	401	00/	20/	00/		0.004		0.504	10000	
G01 460 Crater Rd	City of Petersburg (		12000	N XX: C.1:	99%	0%	1%	0%	0%	0%	N	0.081		0.524	13000	
Bus	From:	I-95; Bus U Maintenan	ce Jurisdicti													_
301 (460) Crater Rd	City of Peters		12000	G	99%	0%	1%	0%	0%	0%	С	0.081		0.524	13000	
,01)(.00)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.087	F	0.507	NA	
	То		Bus US 460	Wytho	!+											
Bus	From:	· · · · · · · · · · · · · · · · · · ·				00/	401	00/	20/	00/	_	0.007		0.544	0000	
301 460 Crater Rd	City of Peters	0	8400	G	99%	0%	1%	0%	0%	0%	F	0.087	_	0.541	9000	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.09	F	0.559	NA	
~	To: From:	SR 36 Par, Bus														_
301 (36) Crater Rd	City of Peters	•	4400	G	99%	0%	1%	0%	0%	0%	F	0.094		0.563	4700	
~ ~	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.094	F	0.555	NA	
~ ~	To: From:		301 Par, Bai													_
301 (36) Crater Rd	City of Peters	•	2600	G	97%	0%	1%	1%	0%	0%	F	0.09		0.759	2800	
~ •	Combined Traffic Estimates for 2 Parallel		6800	G	97%	0%	1%	1%	0%	0%	F	NA			7300	
	To: From:	Вс	ollingbrook Crater Rd	St												_
301 (36) Bollingbrook St	ı City of Peters	sburg 0.23	3400	G	97%	0%	1%	1%	0%	0%	С	0.096		0.677	3700	
301) (30) =9	Combined Traffic Estimates for 2 Parallel I	•		G	97%	0%	1%	1%	0%	0%	C	0.096	F	0.557	8500	
	Tol										_		-			
301 (36) Bollingbrook St	From: City of Peters	sburg 0.15	5th St 4100	G	97%	0%	1%	1%	0%	0%	F	0.099		0.742	4400	
Bollingbrook St	Combined Traffic Estimates for 2 Parallel	•		G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	
	Tallet	Tioadways on this riodle.	3rd St	<u> </u>	31 /6	0 /0	1 /8	1 /0	0 /6	0 /6	•	0.03	'	0.013	0000	
ALT	From:	US 1, /	ALT US 301	1 3rd St												_
/ / /	ngbrook St City of Peters	· ·	4300	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4600	
301 }{ 1 }{301 }(36 <i>)</i> Bollir			A I A									0.104	F	0.82	NA	
301) (1) (301) (36) Bollin	Combined Traffic Estimates for Parallel											0				
301 \ 1 \ 301 \ 36 \ Bollir	Combined Traffic Estimates for Parallel		S 1 Par, 2nd	l St												_
301 \ 1 \ 301 \ 36 \ Bollin	Combined Traffic Estimates for Parallel To From City of Peters	US		l St <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.085		0.622	13000	

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

Route	Jurisdictic	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
(301)Ramp	City of Petersburg	<u>'</u>	US 301 <b>6900</b>	G								0.077			6900	G
<u> </u>	To	•	5 Collector													
North	From:	US 301; 123-9012			RO RT 95							0.001			1000	_
301 Ramp	City of Petersburg	(Maint: 74) 0.10 I-95-S050X FR	1800	G 201 N	ОРТИ							0.081			1800	G
Davide Divis	From				OKIH		<u>_</u>									
South Bus 301 ( 460 Ramp US 301 S	S to I-95 S at Exit ??? City of Petersburg		301 Crater <b>750</b>	G	98%	1%	1%	0%	1%	0%	F	0.114			790	G
301)(460)	To	( /	I-95, US 460	-	00,0	.,,		0,70	. , 0	0,0	•					
	From	US	301 Crater	·St												
301 (36) Bank St	City of Peters		4500	G	97%	0%	1%	2%	1%	0%	С	0.099		0.547	4800	G
<b>P P</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8000	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	8500	G
	To		5th St													
301 (36) Bank St	City of Peters	sburg 0.15	4200	G	97%	0%	1%	2%	1%	0%	F	0.083			4500	G
11.	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	C
	To		3rd St													
ALT Date	From:	-h			070/	00/	10/	00/	10/	00/	_	0.005			4000	_
$\begin{bmatrix} 1 \end{bmatrix} \begin{bmatrix} 301 \end{bmatrix} \begin{bmatrix} 36 \end{bmatrix} $ Ban	nk St City of Peters Combined Traffic Estimates for 2 Parallel	•	4000	G	97%	0% 0%	1% 1%	2% 1%	1%	0%	F	0.095			4300	
	Combined Traffic Estimates for 2 Parallel		<b>8300</b> JS 301 Par,	G 2nd St	97%	0%	1%	1%	0%	0%	Г	NA			8900	C
ALT.	From															
ALT 301 Sycamore St	City of Peters		301 Crater <b>8500</b>	G	99%	0%	1%	0%	0%	0%	F	0.081		0.51	9100	(
301) 6704	only of Follow					070		070	0 70	070	•	0.001		0.01	0.00	`
ALT_	From:		South Blvd													
Sycamore St	City of Peters	sburg 0.95	6500	G	99%	0%	1%	0%	0%	0%	С	0.086		0.568	7000	(
ALT	To: From:		North Blvd													
301 Sycamore St	City of Peters	sburg 0.42	11000	G	99%	0%	1%	0%	0%	0%	F	0.083		0.585	12000	C
<u></u>	To	_														
ALT _	From:		Graham Rd													
Sycamore St	City of Peters		11000	G	99%	0%	1%	0%	0%	0%	F	0.087		0.536	12000	C
ALT Bus	From	U	US 1 Wythe S	St												
$\sim \sim \sim \sim$	the St City of Peters	sburg 0.20	16000	G	97%	1%	1%	1%	1%	0%	F	0.088			17000	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To		S 460 Jeffer													
ALT	From		US 460 Wyt		070/	40/		40/	40/	00/		0.004	· <u></u>	0.746	4500	_
301 1 Jefferson St	City of Peters	•	4200	G	97%	1%	1%	1%	1%	0%	F	0.081	_	0.748	4500	(
	Combined Traffic Estimates for Parallel	Hoadways on this Houte:	NA									0.129	F	0.624	NA	
ALT	Tor From:	Bus US 40	60 Par, Was	hington	St											
301 1 Jefferson St	City of Peters	sburg 0.26	930	G	97%	1%	1%	1%	1%	0%	F	0.101		0.512	1000	C
	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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		Henry St													
(301) (1) 3rd St	City of Petersburg	0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.094		0.521	420	G
	Combined Traffic Estimates for Parallel Roads	ways on this Route:	NA									0.104	F	0.632	NA	
	To	US 3	301 Par, Ban	ık St												
ALT 301 1 3rd St	City of Petersburg	0.05	430	G	97%	1%	1%	1%	1%	0%	_	0.122		0.555	460	G
301 1 3rd St	•			G	9770	1 70	170	170	1 70	0%	Г		F			G
	Combined Traffic Estimates for Parallel Road		NA 1 Bollingbro	1- C4								0.107	г	0.569	NA	
ALT	From:		ALT US 301													
	ngbrook St City of Petersburg	0.08	4300	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4600	G
	Combined Traffic Estimates for Parallel Roads	wavs on this Route:	NA									0.104	F	0.82	NA	
	To:	,	US 301													
ALT	From:	IJ	S 1 Wythe S	St												
301 Sycamore St	City of Petersburg	0.09	8500	G	98%	0%	1%	0%	0%	0%	F	0.084		0.595	9100	G
OBI)	Combined Traffic Estimates for Parallel Roads	wavs on this Route:	NA									NA			NA	
	Τα	•	460 Washir	ngton St												
ALT Bus Bus	From:	Ві	ıs US 460 P	'ar												
(301)(460)(460)(36) Was	shington St City of Petersburg	0.09	18000	G	97%	1%	1%	1%	1%	0%	F	0.089			20000	G
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	34000	G	97%	1%	1%	1%	1%	0%	F	NA			37000	G
	To	Bus US	460 Washir	ngton St												
ALT Adams Ct	City of Detectors				98%	0%	10/	00/	0%	00/	_	0.001		0.505	11000	G
3β1 Adams St	City of Petersburg	0.06	11000	G	90%	0%	1%	0%	0%	0%	Г	0.091		0.535	11000	G
•	Combined Traffic Estimates for Parallel Roads	ways on this Houte:	NA									NA			NA	
ALT	To: From:		Franklin St													
(301) Adams St	City of Petersburg	0.16	9400	G	98%	0%	1%	0%	0%	0%	С	0.087		0.562	10000	G
(981)	Combined Traffic Estimates for Parallel Roads	wavs on this Route:	NA									NA			NA	
	То:	The same of the sa	Henry St													
	From:	Notto	way County	Line												
(460)	Dinwiddie County	6.80	5300	G	88%	1%	1%	1%	10%	0%	F	0.082		0.537	5300	G
400)	To	26														
	Dinwiddie County	2.99	-625 Wells I	G	88%	1%	1%	1%	10%	0%	F	0.088		0.605	5500	G
460	Diriwiddie Codrity				00 /6	1 /0	1 /0	1 /0	10 /6	0 /6	'	0.000		0.003	3300	G
	To: From:		22 Baltimore													
460	Dinwiddie County	2.32	6500	Α	88%	1%	1%	1%	10%	0%	С	0.105		0.565	6600	Α
	To: From:	26-611	Trinity Chu	rch Rd												
460	Dinwiddie County	3.29	6900	G	88%	1%	1%	1%	10%	0%	F	0.086		0.558	6900	G
	To	26-62	7 Courthous	se Rd			<u> </u>									
(460) New Cox Rd	Dinwiddie County	2.36	7300	G	88%	1%	1%	1%	10%	0%	F	0.086		0.611	7300	G
400																
460 Cox Rd	Dinwiddie County	26-628 2.12	3 Tranquility 9700	Lane G	88%	1%	1%	1%	10%	0%	F	0.091		0.634	9700	G
	Dinwiddle Coliniv	212	97(00		77/2	1 7/2			1117/2	117/0	_	0.091		U D.34	97(00	( -

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

										Trı	ıck			K		Dir		
Route	J	urisdiction	Ler	ngth	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Cov. Dd	Diag	From:	h., 0		1 Claiborne		000/	10/	10/	10/	100/	00/	_	0.001		0.600	12000	
Cox Rd	Dinv	widdie Count	ty 0.		13000	G	88%	1%	1%	1%	10%	0%	F	0.091		0.630	13000	G
460 Cox Rd	Diny	viddie Count	tv 2.		743 Hart R 13000	d G	88%	1%	1%	1%	10%	0%	F	0.091		0.653	13000	G
460) 667.116	J	To:			-632 Olgers			.,,		. , 0	.070	0,70		0.00		0.000		
460 Cox Rd	Dinv	widdie Count	ty 0.		16000	G	88%	1%	1%	1%	10%	0%	F	0.086		0.639	16000	G
<u> </u>		Tor	I	E 26-63	32 Buttewoo	od Rd												
(460) Cox Rd	Dinv	viddie Count	ty 0.	18	16000	G	88%	1%	1%	1%	10%	0%	F	0.086		0.651	16000	G
~~ ~~		From:			226 Cox R													
460 Airport St	Dinv	viddie Count	ty 1.		16000	G	88%	1%	1%	1%	10%	0%	F	0.085		0.599	16000	G
Bus		From:		1-85	; Bus US 40	60												
460 (460 Ramp	Dinv	viddie Count	ty 0.	19			See B	us US	460 for	direction	nal traffi	c volum	e estir	mates for	this:	segment		
		To:			X													
460 (85)	Diny	widdie Count	tv 1.	77	I 85 N		Se	ee I-85	for dire	ctional t	affic vo	lume es	timate	es for this	sear	ment.		
	Combined Traffic Estimates for 2		-,		40000	Α		1%	1%	1%	11%	1%		0.099	_	0.538	39000	Α
		To			US 1													
460 (85)	Dinv	viddie Count	ty 1.	18			Se	ee I-85	for dire	ctional t	affic vo	lume es	timate	es for this	segr	ment.		
$\smile$	Combined Traffic Estimates for 2	Parallel Ro	adways on this Ro	ute:	51000	Α	88%	1%	1%	1%	10%	1%	С	0.094	Α	0.564	50000	Α
		From:		SC	L Petersbur	g												
(460) (85)		tersburg (Ma		01				ee I-85			affic vo	lume es		es for this				
~ 0	Combined Traffic Estimates for 2	Parallel Ro	adways on this Ro	ute:	51000	Α	88%	1%	1%	1%	10%	1%	С	0.094	Α	0.564	50000	Α
~~	0" (5	From:			rel Level R	oad		1.05			"							
460 85	City of Pet Combined Traffic Estimates for 2	tersburg (Ma	,	57	FF000			ee 1-85 1%	for dire	ctional ti	anic vo			es for this 0.091	_	ment. 0.527	55000	۸
	Combined Trainic Estimates for 2	rarallel Ro	adways on this Ro	ute.		Α	88%	170	1%	170	10%	1%	F	0.091	А	0.527	55000	Α
460 (85) Ramp	City of Pet	tersburg (Ma	aint: 26) 0	10	I-85 S		Se	26 I-85	for dire	ctional t	affic vo	lume es	timate	es for this	sear	ment		
460 (85) Hamp	Oity of 1 ci	To:	unt. 20) 0.		I-95 SB			00 1 00		Clionarti	and vo	iuiiic cs	iiiiaic	23 101 11113	, acgi	nont.		
~~~ _		From:			I-85							_						
460 95 Ramp	City of Pet	tersburg (Ma	aint: 74) 0.	06			Se	ee I-95	for dire	ctional t	affic vo	lume es	timate	es for this	segr	ment.		
~~~	1050	From:	74)		Graham Rd			1.05			"							
460 95 Ramp from I-85 N t	to 1-95 S City of Pet	tersburg (Ma		07	Collector 1	Damp	Se	ee I-95	tor dire	ctional ti	affic vo	iume es	timate	es for this	segr	ment.		
Bus		From:	R		om US 301													
$\widetilde{460}$ $(95)$ $(460)$ Ramp from I-	85 N to I-95 S City of Pet	tersburg (Ma		18			Se	ee I-95	for dire	ctional t	affic vo	lume es	timate	es for this	segr	ment.		
~~~		To: From:	R		om US 301													
1460 1460 1460 Ramp from I-	·85 N to I-95 S City of Pet	tersburg (Ma	aint: 74) 0	Ramp 27	p from US 3	501	Se	ee I-95	for dire	ctional t	affic vo	lume es	timate	es for this	sear	ment.		
400) (30) (400) (401)	control city of the	To:	7 1) 0.		US 460				-5. 0.10	Januar II	J.110 70				Jogi			

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

					4	_		Tru	ıck			K	0	Dir	A A1115=	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
∽	From:		I-95													
60 County Dr	City of Petersburg	0.60	18000	G	89%	0%	1%	1%	8%	0%	F	0.105		0.521	19000	
<i>~</i>	To: From:	SR 10	9 Hickory I	Hill Rd												
60 County Dr	City of Petersburg	2.16	9700	F	89%	0%	1%	1%	8%	0%	С	0.105		0.521	10000	
<i>~</i>	To	SR 10	06 Courthou	ise Rd			<u> </u>									
County Dr	City of Petersburg	0.34	12000	G	89%	0%	1%	1%	8%	0%	F	0.082		0.528	13000	
	To:	Е	CL Petersbu	ırg												
	From:	Ramps from US 4	60 Eastbou	nd and V	estbound											
Ramp	Dinwiddie County	0.20	940	G								0.088			940	
	To:	I-8	S Southbou	ınd												
ast	From:	US 460 .	Airport St E	astbound	l											
Ramp	Dinwiddie County	0.03	450	G								0.094			450	
~ <i></i>	Tox	Ramp from US 460 W	estbound to	ward I-8	5 Southbo	ound										
est	From:	US 460 A	Airport St W	estboun	d											
Ramp to I-85 at Exit 61	Dinwiddie County	0.02	NA									NA			NA	
~ <u></u>	To:	Ramp from US 460 E	astbound to	ward I-8	5 Southbo	und										
us	From:]	-85; US 46	0												
60 Airport St	Dinwiddie County	0.17	8800	G	98%	0%	1%	1%	0%	0%	F	0.094		0.562	9400	
~ <u></u>	To:		Boydton Pla													
$\overbrace{60}$ $\overbrace{1}$ Boydton Plank Rd	Dinwiddie County		S 1 Plank F 14000	G	95%	1%	1%	2%	1%	0%	F	0.087		0.603	15000	
60 Boydton Plank Rd	Diriwidale County				90 /6	1 /0	1 /0	2/0	1 /0	0 /6	•	0.007		0.003	13000	
Bus	To: From:	I-85	SW of Peter	rsburg												
60 1 Boydton Plank Rd	Dinwiddie County	1.23	15000	G	98%	0%	1%	1%	0%	0%	F	0.092		0.528	15000	
\sim	Tai	Si	R 226 Cox I	Rd												
Bus	Dispuiddic County				000/	00/	10/	10/	00/	00/	_	0.104		0.550	10000	
60 (1)	Dinwiddie County	0.45	12000	Α	98%	0%	1%	1%	0%	0%	С	0.104		0.558	12000	
Bus	T _O . From:	W	CL Petersb	urg												
60 1 Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	0%	0%	F	0.093		0.537	13000	
	Tα		Summit St													
Bus	From:										_					
60 1 Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	1%	0%	0%	F	0.091		0.518	13000	
Bus	To: From:		Elm St													
60 1 Washington St	City of Petersburg	0.57	17000	G	97%	1%	1%	1%	1%	0%	F	0.08		0.548	18000	
	To:	US	1 Par; Wyth													
us ~~~	From:	US 1 Par, Was														
60 (1) Wythe St	City of Petersburg	1.08	8200	G	97%	1%	1%	1%	1%	0%	С	0.090			8800	
~ ~	Combined Traffic Estimates for 2 Parallel Roady	vays on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	20000	
.	To		Perry St				<u> </u>									
Sus 60 (1) Wythe St	City of Petersburg	0.15	11000	G	97%	1%	1%	1%	1%	0%	F	0.093			12000	
1 Wythe St	Combined Traffic Estimates for 2 Parallel Roady			G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.508	23000	
	Combined Trainic Estimates for 2 Farallel Roady		22000 R 36 Market		J170	1 70	1 70	1 70	1 70	U 70	Г	0.007	1"	0.500	23000	

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

Route		Jurisdictio	<u> </u>	Longth	AADT		4Tiro	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
noute		Julisaictio		Length			4Tire	Du5	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	QW
Bus		From:			36 Market		070/	10/	10/	10/	10/	00/	F	0.005			10000	_
(460) (1) (36) Wythe St	Ossalia ad Tastis Es	City of Peters	-	0.20	11000	G	97%	1%	1%	1%	1%	0%	г	0.095			12000	G
	Combined Traffic Es	stimates for Parallel	Hoadways on ti		NA									NA			NA	
Bus ALT		From:		ALT U	S 301 Sycar	nore St												
(460) (1) (301) (36) Wyth	e St	City of Peters	sburg	0.20	16000	G	97%	1%	1%	1%	1%	0%	F	0.088			17000	G
	Combined Traffic Es	timates for Parallel	Roadways on th	nis Route:	NA									NA			NA	
		To:		US	1 Jefferson	St			_									
Bus 460 (36) Wythe St		City of Peters	shura	0.20	18000	G	98%	1%	1%	0%	1%	0%	С	0.085			20000	G
(36) Wythe St	Combined Traffic Estir	,	J			G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	40000	G
	Combined Trainic Esti	mates for 2 i araffer	Tioadways on ti	iis Houle.		<u> </u>	30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.001	'	0.505	40000	u
Bus		From:			I-85, I-95													
(460) (36) Wythe St		City of Peters	-	0.30	12000	G	98%	1%	1%	0%	1%	0%	F	0.076			13000	G
\hookrightarrow \circ	Combined Traffic Estin	mates for 2 Parallel	Roadways on the	nis Route:	28000	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	30000	G
		To:			US 301 Cra													
8us 460 (301) Crater Rd		City of Peters	bura	0.98	US 301 Wy	ythe St G	99%	0%	1%	0%	0%	0%	С	0.081		0.524	13000	G
460 301 Crater Rd	Combined Traffic Es	•	•		NA	G	33 /o	0 /0	1 /0	0 /6	0 /0	0 /6	C	0.087	F	0.524	NA	G
	Combined Trailic Es	To:	noadways on ti		ce Jurisdicti	on Chan	go.							0.067	Г	0.507	INA	
Bus		From:		I-95; BUS U														
460 (301) Crater Rd		City of Petersburg	(Maint: 26)	0.09	12000	N	99%	0%	1%	0%	0%	0%	Ν	0.081		0.524	13000	Ν
~~		To:		US	301 Crater	Rd												
Bus 460 301 Ramp US 301 S t	to LOF C at Evit 222	City of Petersburg	(Mainte 74)	0.20	US 301		Coo	110 20	1 for di	raatianal	troffic :	ر مسامر	a a time	ataa far tl	nio oo	amont		
460 (301) Ramp US 301 S t	10 1-95 5 at Exit !!!	City of Petersburg	(Mairit. 74)		95 CD Roa	4	566	05 30	11 101 01	rectional	tranic	volume e	esuma	ates for tr	iis se	gment.		
Bus		From:			from US 30:													
460 95 460 Ramp from	I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.18			Se	e I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
\sim		To:		Ramp	from US 30	l North												
Bus 460 (95) (460 Ramp from	1 05 N to 1 05 C	City of Petersburg	(Maint: 74)	0.27			S.	00 L 05	for dire	ctional tr	offic vo	luma oo	timat	oo for this		mont		
460 95 460 Ramp from	1-00 IN 10 1-90 G	To:	(Mairit. 74)		Bus US 460		36	1-95	ioi dire	Clional li	anic vo	iuille es	umau	25 IOI IIIIS	segi	ment.		
D		From:	1															
Bus 460 Ramp		City of Petersburg	(Maint: 26)	0.24	JS 460 Exit 5900	G G								0.109			5900	G
460) 1 14111		only of 1 cloroburg	(Want. 20)											0.100			0000	ď
Bus		To: From:	<u> </u>	CEU	JS 460 Exit	6C												
A60 Ramp		City of Petersburg	(Maint: 26)	0.27	4400	G								0.101			4400	G
<u> </u>		To:			I-95 South													
Bus		From:		US 460-P002			FROM											
A60 Ramp		City of Petersburg		0.11	8600	G								0.112			8600	G
~		To:	I-95-N	FROM RT 4	60 BUS00-	WASHI	NGTON &	&										
Bus		From:			JS 460 Exit													
460 Ramp		City of Petersburg	(Maint: 26)	0.08	3300	G								0.114			3300	G
~		Tor			I-85 South													

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	QI
Bus	From Dispusidable Co		460 TO RT 8									0.000			7700	G
460 460 Ramp	Dinwiddie Co		7700 N FROM US	G								0.096			7700	(
	From				DOLINID		_									
Bus 160 Ramp	City of Petersburg	CEUS 460 TO R' (Maint: 26) 0.17	3500	G	BOUND							0.094			3500	(
160 11 14111	To	CEUS 460-P002A TO		_	ITHBOU	VD						0.054			3300	`
Bus	From		0 TO RT 95			···	1									
Ramp	City of Petersburg		12000	G	1							0.097			12000	
.60)	To	CEUS 460-P00		_	FROM							0.00.			000	
Bus	From		the St Batters				i									
β0 β Washington St	City of Peters		10000	G	97%	1%	1%	1%	1%	0%	F	0.096			11000	
80 (1)	Combined Traffic Estimates for 2 Parallel	-	19000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.579	20000	
	To		3-9025 West													
Sus ~~	From															
$\binom{60}{1}$ Washington St	City of Peters	-	9600	G	97%	1%	1%	1%	1%	0%	F	0.090			10000	
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	G	97%	1%	1%	1%	1%	0%	F	NA			19000	
Bus		123	-9029 South	St			\Box									
β0 () Washington St	City of Peters	sburg 0.27	10000	G	97%	1%	1%	1%	1%	0%	С	0.087			11000	
80) (1)	Combined Traffic Estimates for 2 Parallel	· ·		G	97%	1%	1%	1%	1%	0%	F	NA			23000	
	To To				0.70	. , 0		. , 0	. , 0	0,0	•					
ius ~~~	From		Guarantee St													
60 () Washington St	City of Peters	-	12000	G	97%	1%	1%	1%	1%	0%	F	0.094			13000	
~ ~	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	F	NA			25000	
JS	From		orth Market S ar; SR 36 Ma				-									
(36) Washington St	City of Peters	·	13000	G	97%	1%	1%	1%	1%	0%	С	0.093			14000	
80) (30)	Combined Traffic Estimates for 2 Parallel	9		G	97%	1%	1%	1%	1%	0%	F	NA			26000	
	To		301 Par, Syca													
us ALT	From	-	_													
(60) (301) (36) Washington		-	18000	G	97%	1%	1%	1%	1%	0%	F	0.089			20000	•
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	G	97%	1%	1%	1%	1%	0%	F	NA			37000	
us ALT	To From	ALT US	301 Par, Ad	lams St												
60 (301) (36) Washington	St City of Peters	sburg 0.10	17000	G	97%	1%	1%	1%	1%	0%	F	0.079			18000	
80 (001) (00)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	G	97%	1%	1%	1%	1%	0%	F	NA			35000	
	To															
JS	From		1 Jefferson								_			·		
(36) Washington St	City of Peters	· ·	19000	G	95%	1%	1%	1%	2%	0%	F	0.079			20000	
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	40000	
Bus		·	I-95													
\sim	City of Peters	sburg 0.24	15000	G	95%	1%	1%	1%	2%	0%	С	0.101			16000	
Washington St	Combined Traffic Estimates for 2 Parallel	· ·	28000	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.646	30000	(
	To		301 Crater F		0070	. /0		. /0	. 70	0 /0	•	0.000	•	5.5-10	55000	`

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axie	3+Axle	1 I rail	21raii		Factor		Factor		
Bus (460) 301 Crater Rd	City of Petersburg		301 Crater 8400	Rd G	99%	0%	1%	0%	0%	0%	F	0.087		0.541	9000	G
	Combined Traffic Estimates for Parallel Roa	dways on this Route:	NA									0.09	F	0.559	NA	
	To:	CD 36 RI	JS US 460	Wytho	2t											
Bus	From:	,		_							_					_
(460)(301) Crater Rd	City of Petersburg	•	12000	G	99%	0%	1%	0%	0%	0%	С	0.081		0.524	13000	G
	Combined Traffic Estimates for Parallel Roa	dways on this Route:	NA									0.087	F	0.507	NA	
	To:	Maintenand			ige											
Bus	From:		301 Crater		2221						_					_
(460) Winfield Rd	City of Petersburg	•	1500	G	96%	1%	1%	0%	1%	0%	С	0.094		0.959	1600	G
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	2300	G	97%	1%	1%	0%	1%	0%	F	NA			2400	G
	Tα	State Ma	intenance B	Boundary	7											
Bus	Other of Delevelous (Mari					40/	40/	00/	40/	00/	_	0.004		0.050	4000	0
(460) Winfield Rd	City of Petersburg (Mai	,	1500	G	96%	1%	1%	0%	1%	0%	C	0.094		0.959	1600	G
	Combined Traffic Estimates for 2 Parallel Roa		2300	G	97%	1%	1%	0%	1%	0%	F	NA			2400	G
	To:	US	460 County	Rd												
Bus	From:	CEUS 460-P TO R	TS 85 & 95	SOUT	HBOUND)										
4 ₆₀ Ramp	City of Petersburg (Mai	nt: 26) 0.26	4400	G								0.094			4400	G
<u> </u>	To:	CEUS 460-E006A TO) RTS 85 &	. 95 SOU	JTHBOUI	ND										
Bus	From:		CEUS 460													
4 _β 0 Ramp	City of Petersburg (Mai		2800	G								0.116			2800	G
490	To:	CEUS 460-E00		160- 6B	FROM											
	From															
Bus	<u> </u>		M Bus 460									0.132			1500	G
(460) Ramp	Dinwiddie County ترا	0.27	1500	G								0.132			1500	G
	10.		I-85													

					Dinv	widdie M	aintenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1			SR 40 M	cKenney H	Ixv								
(F80) Buckskin Dr	0.21	8	R			SIC 40 IVI	ercincy 1	IW y			NA			NA		05/14/2008
$\overline{}$		To	1			De	ad End									
(F81) Frontage Rd	1.24	330	R			De	ad End				NA			NA		05/19/2008
(F81) Frontage no	1.24	To	<u> </u>			US 1 Boy	dton Plank	Rd						INA		03/19/2000
		From	1				dton Plank									
(F82) Plane Dr	0.20	60	R								NA			NA		05/19/2008
		To	1				6-749									
(F83) Rock Rd	0.10	From 80	R			26-603	Sterling R	d			 NA			NA		05/15/200
(F83) * 100 K * 10	00	To	Ë			De	ad End									00/10/200
		From				De	ad End									
(F273) Mine Mountain Rd	0.14	60	R								NA			NA		05/21/2008
		To	1				0 Front Rd									
(F290) Front Rd	0.51	1300	R			26-133	34; 26-1335	5			NA			NA		05/21/200
(1230)		To				De	ad End									
City of Petersburg																
(F329) Lake Shore Dr	0.17	From	R			De	ad End				 NA			NA		03/17/2008
F329 Lake Shore Di	0.17	To	Ë			74-1102	Lakeshore	Dr						INA		03/17/2000
		From					ad End									
(F330) N Normandy Dr	2.93	3700	R								NA			NA		03/17/2008
		То					Service R	.d								
(F331) Service Rd	0.78	1400	L			De	ad End				NA			NA		03/17/2008
F331) Service Rd	0.70	T-100	· ·			De	ad End							1471		00/11/2000
Dinwiddie County																
	0.19	From	R			De	ad End				NA			NA		05/07/2008
(F804)	0.13	To	<u> </u>			US 46	50; 26-721							IVA		03/01/2000
		From	1			26-627 C	Courthouse	Rd								
(F805)	0.10	7	R								NA			NA		04/30/2008
		10	1				ad End									
(F806) Walkers Rd	0.50	70	R			26-624 Co	leman Lak	e Rd			NA			NA		04/30/2008
(1000)		То				De	ad End									
		From	<u> </u>			De	ad End									
(F855) Blessing Lane	0.26	50	R			IIC 1 D	1: DI 1	D.1			NA			NA		05/05/2008
		From					dton Plank 26 Cox Rd									
(600) Ferndale Rd	0.88	13000	G	98%	0%	0%	1%	0%	0%	С	0.1		0.606	14000	G	2015
		то	_			26-60	1 River Rd									
(600) Ferndale Rd	0.53	7300 From	G	98%	0%	0%	1%	0%	0%	F	0.095		0.511	7700	G	2015
		To	1			Chesterfie	ld County	Line								
River Pd	0.50	From 870		000/	00/		Namozine l		00/	С			0.720	020	C	2015
601) River Rd	0.52	870	G	99%	0%	0%	0%	0%	0%	F	0.11		0.720	930	G	2015
(601) River Rd	3.25	1900	G	99%	0%	26-74 0%	3 Hart Rd 0%	0%	0%	F	0.107		0.657	2000	G	2015
001)							Henshaw I		- , ,	•						
(601) River Rd	1.92	7900	G	99%	0%	0%	0%	0%	0%	С	0.103		0.655	8400	G	2015
		To				26-60	0 River Rd									
0.1.1.5	•	From				US 460	W; 26-62	2			<u> </u>					00/00/==
602 Corinth Dr	0.20	120 To	R			IIC A	60 EAST				NA			NA		08/06/2014
			1			034	OU LAS I									

Second Part Part						DINV	viaaie iv	laintena	nce Are	ea							
Second Part Part	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Section Sect	Dinwiddie County		From	ı.			26.67	2 Church I	D.A								
Control Cont	603) Weakley Rd	0.50		R		ÇD 1				ın		NA			NA		09/16/2014
2003 Sterling Rd			From	·		SK I				ιp							
Sterling Rd	603 Sterling Rd	0.23	2100 To	G	99%	0%				0%	F	0.093		0.588	2200	G	2015
Sterling Rd	603 Sterling Rd	0.68	2100 From	G	99%	0%				0%	С	0.086		0.597	2300	G	2015
S004 Halifax Rd	603) Sterling Rd	0.27		G	99%	0%	0%	0%	0%	0%	F	0.092		0.599	2100	G	2015
				1													
	604) Halifax Rd	1.87			94%					0%	F	0.102		0.64	730	G	2015
Book Halifax Rd 1.77 1800 G 94% 1% 1% 3% 2% 0% F 0.094 0.702 1900 G 2015	(604) Halifax Rd	2.96		G	94%	1%				0%	F	0.096		0.597	1300	G	2015
Secondary Seco	(604) Halifax Rd	1.77		G	94%	1%				0%	F	0.094		0.702	1900	G	2015
Company Comp		0.60	2100	G	94%	1%				0%	F	0.093		0.689	2300	G	2015
GoD Halifax Rd 0.63 2500 G 94% 1% 1% 3% 2% 0% C 0.094 0.553 2700 G 2015	004)		т.														
Bob Hunnicut Rd 2.53 660 R	604) Halifax Rd	0.63		G	94%	1%	1%	3%	2%	0%	С	0.094		0.553	2700	G	2015
A			From	1								i					
605 Old Vaughan Rd 3.20 470 R	605 Hunnicut Rd	2.53	660	R								NA			NA		06/19/2014
Correction Cor	605 Old Vaughan Rd	3.20	470 From	R			26-660	E, Quaker	r Rd			NA			NA		06/19/2014
Company Comp	605) Old Vaughan Rd	0.08	900 From	G	96%	2%				0%	С	0.103		0.598	920	G	2015
Company Comp	605) Old Stage Rd	0.50										NA			NA		06/19/2014
Column C			Fron														
Company Comp	605 Monks Neck Rd	4.49	400	R								NA			NA		06/19/2014
Prince George County Line 26-669 Old Stage Rd	(605) Ellington Rd	1.40		R								NA			NA		06/19/2014
Company Comp			To]	Prince Geo	orge Count	ty Line								
Company Comp	Poomo Dr	2.00					26-669	Old Stage	Rd						NIA		06/10/201
Company Comp	(606) Reall's Di	2.00	430 To				26-604	S. Halifax	Rd						IVA		00/19/2012
From 26-604 Halifax Rd NA NA NA 06/19/201																	
Column C	606) Oak Grove Rd	1.40	240 To	R			Duin C .	C	Y :			NA			NA		06/19/2014
Butler Branch Rd			From	1													
Cherry Hill Rd Stage Rd O.70 Stage Rd O.70 Stage Rd O.46	607) Butler Branch Rd	1.50		R								NA			NA		06/19/2014
Cherry Hill Rd 0.46 140 R			To	1		1			ty Line								
Cherry Hill Rd 0.80 160 R	608) Zion Rd	0.46		R								NA			NA		08/06/2014
Cherry Hill Rd 0.80 160 R			Tr	1													
609 Cherryhill Rd 3.40 30 R NA NA 07/08/201 609 Old Stage Rd 0.70 130 R NA NA NA 07/08/201	609 Cherry Hill Rd	0.80		R			Brunswi	ck County	Line			NA			NA		07/08/2014
Table 26-616 Ridge Rd	(609) Cherryhill Rd	3.40		R			26-687	Cutbank	Rd			NA			NA		07/08/2014
		0.70					26-61	6 Ridge R	Rd			NA			NA		07/08/2014
To: SR 40 McKenney Hwy	009	0.70	To				SR 40 M	IcKenney	Hwy			— · · ·					

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1-			SR 40 N	AcKenney	Hwv			I					
609 Cherry Hill Rd	2.30	50	R								NA			NA		07/08/2014
		From	1				, Courthou I, Courthou									
609 Old Stage Rd	1.58	190	R								NA			NA		07/08/2014
(609) Old Stage Rd	2.90	170 From	R			26-60	64 Reese R	d			NA			NA		04/14/2011
-		Fron	2			26-62	6 Flatfoot l	Rd								
609 Old Stage Rd	2.20	350 _{то}	G	96%	3% 26-6	0% 570 Old S	0% tage Rd; Si	1%	0%	С	0.126		0.6	360	G	2015
		Fron	1:		20 (ck County		,							
610) Baskerville Mill Rd	1.40	150	G	91%	4%	3%	1%	0%	0%	С	0.127		0.591	160	G	2015
(610) Old White Oak Rd	0.50	150	G	91%	SR 40 4%	McKenne 3%	ey Hwy; O 1%	ld Cryors 0%	Rd 0%	F	0.148		0.653	150	G	2015
(010) 010 111110		т.	-				Lew Jones				_				-	
610) Old White Oak Rd	0.20	230	R								NA			NA		08/28/2014
Old White Oak Pd	2.40	Fron				26-701 C	Quail Hollo	w Rd						NΙΔ		00/00/001/
610 Old White Oak Rd	2.40	180	R			26.651	XX71 **	D 1			NA			NA		08/28/2014
(610) Old White Oak Rd	1.40	210 From	R			26-651	Whitmore	ка			NA			NA		08/28/2014
		Fron	1			26-6	44 Brills R	d								
610 Old White Oak Rd	1.20	300	R								NA			NA		08/28/2014
(610) Old White Oak Rd	2.30	250 From	R			26-64	45 Scotts R	ld			NA			NA		08/28/2014
		To From	1			26-622	Baltimore	Rd								
610 Old White Oak Rd	0.90	250	R			26 612	W/h:t- O-1	- D.1			NA			NA		08/28/2014
		Fron	1:				White Oak									
(611) Wilkinson Rd	3.44	580	G	98%	2%	1%	Courthouse 0%	0%	0%	С	0.116		0.754	590	G	2015
		To From	<u>.</u>			26-645 W	heelers Po	nd Rd								
611 Wilkinson Rd	1.82	310	G	98%	2%	1%	0%	0%	0%	F	0.146		0.725	310	G	2015
(611) Trinity Church Rd	3.25	150 From	G	98%	2%	26-613 1%	White Oak	Rd 0%	0%	F	0.148		0.65	150	G	2015
(611)	0.20	Te					US 460			•			0.00			
(611) Trinity Church Rd	0.15	880 From	G	97%	2%	0%	0%	1%	0%	F	0.092		0.514	910	G	2015
		To	1:				Rd; 26-752 , Cox Rd; 2		ld							
(611) Trinity Church Rd	0.92	530	G	97%	2%	0%	0%	1%	0%	С	0.143		0.782	550	G	2015
$\frac{\circ}{\circ}$		Tz Fron	11				Ruth Hill									
611 Trinity Church Rd	0.79	370	G	97%	2%	0%	0%	1%	0%	F	0.108		0.596	380	G	2015
(611) Brown Rd	2.18	160 From	G	97%	2%	26-723 Po 0%	earson Har 0%	dy Rd 1%	0%	F	0.126		0.630	170	G	2015
		Tr	,			26-627	Courthouse	e Rd								
(611) Brown Rd	1.89	400	R			26-627 T	rinity Chur	ch Rd			NA			NA		07/17/2014
		Tr	١٠				E, Namozir									
(611) Brown Rd	0.36	240	R			26-708 V	V, Namozii	ne Rd			NA			NA		07/17/2014
$\frac{\bigcirc}{\Box}$	=	Fron				26-747	Wheelers I	Lane			<u> </u>			***		071:
611) Exeter Mill Rd	1.45	140	R			26-623	Sutherland	l Rd			NA			NA		07/17/2014
		Fron	1:				ck County									
(612) Harpers Bridge Rd	0.10	190	G	97%	1%	1%	0%	1%	0%	F	0.114		0.587	190	G	2015
$\overline{}$		To):			26-63	8 Harpers l	Rd								

					Dilly		amlenar									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Fact	Ql or	Oir Factor	AAWDT	QW	Year
Dinwiddie County		From	1			26 620	Homoro I	0.4								
612) Old Beaver Pond Rd	0.77	280	G	97%	1%	1%	Harpers F	1%	0%	С	0.15	0	0.512	290	G	2015
(612) Old Beaver Pond Rd	· · · ·	To	Ť	0.70	. , ,		old Cryors		0,0			•	0.0.2		.	
		From	1			Brunswic	k County	Line								
(613) Gills Bridge Rd	1.12	200	R								NA			NA		08/28/201
		To	_			26-638	Harpers F	2.d								
(613) Gills Bridge Rd	1.92	200 From	R			20 030	Trapers	tu .			NA			NA		08/28/201
010		To	_			26 (51)	W/1- '4	D.1			_					
613) Gills Bridge Rd	1.82	160 From	R			20-031	Whitmore	Ka			NA			NA		08/28/201
(613) Gills Bridge Rd	1.02	To				SR 40 V	V, Darvills	Rd			Ti'			1471		00/20/201
_		From					E, Darvills									
(613) White Oak Rd	7.37	220	G	92%	2%	1%	0%	6%	0%	С	0.11	2	0.539	220	G	2015
<u> </u>		To				26-622	Baltimore	Rd			\neg					
(613) White Oak Rd	0.93	290	G	92%	2%	1%	0%	6%	0%	F	0.11	3	0.513	300	G	2015
		Te	_			26.64	6 Glebe R	d								
(613) White Oak Rd	1.13	230 From	G	92%	2%	1%	0%	6%	0%	F	0.12	4	0.697	240	G	2015
(013)											_				-	
613) White Oak Rd	1.93	260 From	1	92%	2%	6-624 W, 0 1%	O%	6%	0%	F	0.13	2	0.769	260	G	2015
(613) White Oak Rd	1.53	200		32 /o	2 /0	1 /0	0 /6	0 /0	0 /6	1	0.13	3	0.709	200	G	2013
	0.07	From	<u> </u>	202/	201		Wilkinson		00/				0.700	200	_	
(613) White Oak Rd	3.27	220	G	92%	2%	1%	0%	6%	0%	F	0.12	1	0.793	220	G	2015
<u> </u>		From				-627 Cour										-
(613) White Oak Rd	1.38	350	G	92%	2%	1%	0%	6%	0%	F	0.10	2	0.526	350	G	2015
		To				26-628 T	ranquility 1	Lane			\neg					
(613) White Oak Rd	1.26	480	G	92%	2%	1%	0%	6%	0%	F	0.1		0.541	490	G	2015
		Te From	-			26-661	Boisseau l	Rd			\neg \vdash					
(613) White Oak Rd	1.77	1500	G	92%	2%	1%	0%	6%	0%	F	0.14	3	0.616	1600	G	2015
		To				26 621	Claiborne	DA								
(613) White Oak Rd	1.71	1800	G	95%	4%	1%	0%	1%	0%	F	0.10	5	0.508	1900	G	2015
(613) ************************************		To	Ť	0070		US 1 N, B			0,0			•	0.000		.	_0.0
_		From				US 1 S, Bo										
(613) Dabney Mill Rd	1.70	820	G	95%	4%	1%	0%	1%	0%	С	0.09	7	0.711	840	G	2015
$\overline{}$		To From	-			26-75	8 Steers R	d			\neg					
(613) Dabney Mill Rd	1.22	420	G	95%	4%	1%	0%	1%	0%	F	0.10	5	0.66	430	G	2015
		To	_			26-670 V	V, Duncan	Rd								
(613) Dabney Mill Rd	0.51	430 From	G	95%	4%	1%	0%	1%	0%	F	0.10	5	0.743	440	G	2015
(013)		To									_					
613) Squirrel Level Rd	1.43	310 From	<u> </u>	95%	4%	26-670 I	E, Duncan 0%	1%	0%	F	0.10	7	0.521	320	G	2015
613) Squirrel Level Rd	1.43	310	<u>G</u>	95 /6	4 /0				0 /6		0.10	,	0.521	320	G	2013
O 0 1 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		From					Plantation									
613 Squirrel Level Rd	0.86	380	G	95%	4%	1%	0%	1%	0%	F	0.10	9	0.614	390	G	2015
		From		_			Tanglewoo									
(613) Squirrel Level Rd	1.39	970	G	95%	4%	1%	0%	1%	0%	F	0.11	1	0.662	1000	G	2015
		To Erom				26-741 F	ort Emory	Rd			\supset					
(613) Squirrel Level Rd	0.43	1500	G	95%	4%	1%	0%	1%	0%	F	0.09	6	0.666	1600	G	2015
$\overline{}$		т.	-			26-672	Church R	ld.			—					
613) Squirrel Level Rd	0.56	1000 From	G	95%	4%	1%	0%	1%	0%	F	0.15	4	0.537	1100	G	2015
010) - 41 11 2 2 7 3 1 1 1 3	2.30	-		/ •	.,•					-					_	
613) Squirrel Level Rd	1.03	990	G	95%	4%	26-67 1%	6 Flank Ro 0%	1%	0%	F	0.14	a	0.546	1100	G	2015
(613) Squirrel Level Rd	1.00	990 To	<u> </u>	JJ /0	1 /0		Petersburg		U /0	-	J. 14	J	0.540	1100	G	2010
		From	1								+					
614) Sunnyside Dr	1.23	360	Ľ R			SR 40 W,	McKenney	Hwy			 NA			NA		08/28/201
614) Sunnyside Dr	1.23	3 00	n n			WO	Makan	V 7			INA			NA		UO/20/2014
						WCL	McKenne	у								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From	J													
(614) Sunnyside Dr	0.30	350	R			WCL	McKenne	ey			NA			NA		08/28/2014
,		To	·			SR 40 I	E, Doyle I	Blvd								
Dinwiddie County		From				D	ead End				1					
(615) Blue Tartan Rd	0.42	60	R				cau Enu				NA			NA		04/19/2011
		To From				0.42 M	IN Dead I	End								
615) Blue Tartan Rd	0.90	220	R			ED 01	Б	D 1			NA			NA		04/19/2011
		From					Frontage County L									
(616) Ridge Rd	2.20	70	R			Sussex	County L	лис			NA			NA		07/08/2014
<u> </u>		To From				26-61	7 Bolster l	Rd								
(616) Ridge Rd	1.90	80 To	R			26,600	Cl 1:11	1.D.1			NA			NA		07/08/2014
		From					Cherryhill 6 Ridge R									
(617) Bolster Rd	1.50	270	R								NA			NA		07/08/2014
		To	13			26-619 W 26-619 E,										
(617) Bolster Rd	1.69	260	R			20-019 E,	Courtilot	isc Ku			NA			NA		07/08/2014
		To	c			26-665 W	/alkers M	ill Rd								
618) Halligan Park Rd	1.20	350	 R			Sussex	County L	Line			NA			NA		06/19/2014
(618) Halligan Park Rd	1.20	Te				26-66	6 Baugh F	24						147 (00/10/2014
(618) Halligan Park Rd	2.82	460	R			20-00	O Daugh I	Xu			NA			NA		06/19/2014
		To				26-703	3 Carson l	Rd								
619) Courthouse Rd	3.59	440	G	97%	2%	Sussex 1%	County L	1%	0%	F	0.112		0.525	450	G	2015
(619) Courthouse Rd	0.00	To		01 70			IcKenney		0 70		¬		0.020	400	<u> </u>	2010
619) Courthouse Rd	7.05	670 From	G	97%	2%	1%	0%	1%	0%	F	0.117		0.588	690	G	2015
<u> </u>		From				26-650 Hav										
619 Courthouse Rd	0.86	1300	G	97%	2%	1%	0%	1%	0%	F	0.104		0.626	1300	G	2015
619 Courthouse Rd	1.06	1400	G	97%	2%	26-626 1%	Flatfoot 0%	Rd 1%	0%	F	0.097		0.631	1500	G	2015
(619) Courthouse Rd	1.00	1400		31 /6	2 /0				0 76		0.037		0.001	1300	ч	2013
(619) Courthouse Rd	0.25	1600	G	97%	2%	1%	Lundys 1	1%	0%	F	0.102		0.639	1700	G	2015
		To From				26-141	4 Bishop	Rd								
619 Courthouse Rd	0.59	1800	G	97%	2%	1%	0%	1%	0%	С	0.091		0.582	1800	G	2015
		From					ydton Plar 9 Wilson l									
620) Foster Rd	1.20	40	R			20-03	2 VV 11SOII 1	Ku			NA			NA		08/06/2014
		To	13				W, Grubby E, Grubby									
(620) White Oak Church Rd	1.80	450	R			20-042	E, Grubby	y Ku			NA			NA		08/06/2014
		To	1				160 WEST 460 EAST									
(620) White Oak Church Rd	1.90	60	R			03.	+00 LA31	<u> </u>			NA			NA		08/06/2014
		Tr				D	ead End									
(621) Clay Street Rd	1.60	280	R			Ţ	JS 460				NA			NA		04/19/2011
OZI) Sidy Street Hu	1.00	Te				1 60 1	MN US 40	60						IVA		U-1/10/2011
(621) Clay Street Rd	0.40	10 From	R			1.00 1	,,,, US 40				NA			NA		04/19/2011
<u> </u>		To			_		ead End									
(622) Baltimore Rd	1.60	47	R			26-650	Lew Jones	s Rd			NA			NA		04/19/2011
(622) Baltimore Rd	1.00	47				26-64	7 Doyle F	Rd						INA		J7/13/2011

					וווט		laintena 				1/		Dir			
Route	Length	AADT	QA	4Tire	Bus		TrıTrı. 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From	4			26.6	17 Doyle R	d								
622) Baltimore Rd	3.70	60	R								NA			NA		08/26/201
622) Baltimore Rd	0.80	120 From	R				d White O				NA			NA		08/26/201
622) Baltimore Rd	3.50	710	G	94%	1%	26-613 E 1%	, White Oa	ak Rd 3%	0%	С	0.102		0.699	730	G	2015
622 Baltimore Rd	1.66	370 From	R			US 460; 2	6-602 Con	inth Dr			NA			NA		08/06/201
622 Baltimore Rd	2.10	1100 From	R				Old Pine County L				NA			NA		08/06/201
		From					a County L									
623 Sutherlan Rd	2.00	640	R								NA			NA		07/17/201
623) Sutherland Rd	3.28	1100 From	R				Wilkinson				NA			NA		07/17/201
623) Sutherland Rd	0.62	1600	R				0 Oxford I				NA			NA		07/17/2014
623) Station Rd	0.42	220 From	R			26-708	Namozine	Rd			NA			NA		07/17/2014
623) Station Rd	0.68	330 From	R				Southerland				NA			NA		07/17/201
(624) Coleman Lake Rd	2.60	From	R				heelers Po				NA			NA		08/26/201
024)		To					, White O									
624 Coleman Lake Rd	3.80	620	R								NA			NA		08/26/201
624) Coleman Lake Rd	6.00	500 From	R				60; FR-80 Wilkinson				NA			NA		08/26/201
		From	1				US 460									
625) Wells Rd	3.52	300 To	R			Amelia	a County L	ine			NA			NA		08/06/201
(626) Flatfoot Rd	5.67	320	G	96%	2%	SR 40 N	1cKenney	Hwy 1%	0%	F	0.099		0.5	330	G	2015
(626) Flatfoot Rd	4.09	390 From	G	96%	2%	26-609 1%	Old Stage	Rd 1%	0%	F	0.099		0.537	410	G	2015
(626) Flatfoot Rd	0.43	1000	G	96%	2%	26-14 1%	110 Allen I 0%	Or 1%	0%	С	0.089		0.526	1100	G	2015
020		To					Courthouse									
Occurting Del	0.00	From		050/	00/		ydton Plan		00/		2424		0.504	0000	_	0015
627 Courthouse Rd	0.90	3100	G	95%	2%	1%	1%	1%	0%	С	0.134		0.591	3200	G	2015
627) Courthouse Rd	1.40	2700 From	G	95%	2%	1%	Wilkinson 1%	1%	0%	F	0.147		0.678	2800	G	2015
627 Courthouse Rd	2.81	1500 From	G	95%	2%	26-661 1% 6-613 Whi	Boisseau 1%	1%	0%	F	0.171		0.726	1500	G	2015
		From			2		te Oak Rd 13; 26-645									
627 Courthouse Rd	2.61	2300 _{то}	R								NA			NA		08/01/201
(627) Courthouse Rd	0.80	1100	R			US 400	New Cox	Nu			NA			NA		08/01/2014
		To	_			26-75	1 E, Cox I	Rd								

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC F	K actor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	n-1				Liiuli	'	1		. 40101			
627) Trinity Church Rd	2.20	370	"L			26-751 W, Cox Rd			J NA			NA		08/01/2014
,		Tr	n.			26-611 Wilkinson Rd								
\bigcirc		Fron				Dead End								
628 Tranquility Lane	0.33	70	R						NA			NA		12/10/2014
	0.10	From				26-613 White Oak Rd						NIA		00/04/004
628 Tranquility Lane	3.10	70	R						NA -			NA		08/01/2014
628 Tranquility Lane	0.87	280 From	R			26-689 Bobcat Rd			NA			NA		05/02/2005
628 Tranquility Lane	0.07	200	. n						7			INA		03/02/200
(628) Tranquility Lane	0.70	610 From	R			26-756 Slates Rd			NA			NA		08/01/2014
(628) Tranquinty =4.10	00	T. T.				US 460 New Cov Pd			····					00/01/201
628) Tranquility Lane	0.09	1200 From	R			US 460 New Cox Rd			NA			NA		08/01/2014
020) 4 4 3		To	0:			26-751 Cox Rd								
		Fron	n:			26-627 Courthouse Rd								
629 Anderson Mill Rd	0.93	360	R						NA			NA		08/01/2014
<u> </u>		Tz Fron	00			26-689 Bobcat Rd								
(629) Anderson Mill Rd	0.25	40	R						NA			NA		12/10/2014
		To	00			Dead End								
Minfield Dd	0.00	From				Sussex County Line						NIA		07/00/001
(630) Winfield Rd	0.30	290 Tr	R			SR 40 McKenney Hwy			NA T			NA		07/08/2014
		Fron	n:			26-613 White Oak Rd			1					
(631) Claiborne Rd	2.70	1000	R			20 015 White Oak Ru			NA			NA		07/17/2014
		Tr	4			26-690 Harris Rd			1					
(631) Claiborne Rd	0.80	2400 Pron	R						NA			NA		07/17/2014
\bigcup		Tr	n'			US 460; 26-708								
		Fron				26-631 Claiborne Rd]					
632 Butterwood Rd	3.00	880 To	R			UC 460 F. C D.1			NA T			NA		07/17/2014
		Fron	n:			US 460 E, Cox Rd US 460 W, Cox Rd								
(632) Olgers Rd	1.20	1900	G	97%	2%	1% 0% 0%	0%	C 0	.106		0.618	2100	G	2015
<u> </u>		To	0:			26-601 River Rd								
<u> </u>	0.50	Fron				SR 226 W, Cox Rd								07/00/004
633 Addison St	0.50	110	R			SR 226 E, Cox Rd			NA T			NA		07/02/2014
		Fron				US 1 Boydton Plank Rd			1					
634) Pine Grove Place	0.25	280	R			OS I BOYGIOII FIAIIK KU			NA			NA		11/19/2014
004)		To				Dead End								
		Fron	n:			Dead End								
(635) Hilltop Dr	0.40	350	R						NA			NA		11/19/2014
<u> </u>		To	0:			SR 40 McKenney Hwy								
O De also Donnado Dal	0.07	Fron				Dead End						NIA		0.4/4.0/0.04
636 Rocky Branch Rd	0.27	110	R			US 460 Cox Rd			NA T			NA		04/12/2011
		From	n-		,	26-645 Wheelers Pond Rd			1					
(637) Madison Rd	0.49	130	R			20-043 Wheelers Folid Ru			NA			NA		12/10/2014
(007)		Tr	n.			Dead End								
_		Fron	n:			26-613 Gills Bridge Rd								
638) Harpers Rd	2.00	260	R						NA			NA		08/28/2014
<u> </u>		Te Fron	n:			26-702 Lennie Rd			}					
638) Harpers Rd	1.20	290	R						NA			NA		08/28/2014
		To	0:			26-612 Harpers Bridge Rd			<u> </u>					
(639) Wilson Rd	0.90	300				Nottoway County Line		-				NIA		00/00/004
		300	R						NA			NA		08/06/2014

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	• • •		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		-						ıııdlı	ZIIdil		1 actor		i aului			
(639) Springston Rd/Wilso	on Rd 1.98	310	R			US 4	60 EAST				 NA			NA		08/06/2014
		To	-			26-642 V	V, Grubby	Rd								
639 Grubby Rd	0.20	210	G	93%	1%	1%	0%	4%	0%	С	0.132		0.704	210	G	2015
Miles Pd	1.00	From				26-642 E	E, Grubby	Rd			\supset			NIA		00/00/004
(639) Wilson Rd	1.60	230	R			26.626					NA			NA		08/06/2014
(639) Wilson Rd	1.40	300 From	R			26-620	Foster Ro	i			NA			NA		08/06/2014
(600)		То	c			26-613 V	Vhite Oak	Rd								
	4.40	From				U	S 460				Ц.,					00/00/004
(640) Hobbs Mill Rd	1.40	170	R			Nottoway	County L	ine			NA			NA		08/06/2014
		From					dton Plank									
(641) Airport Rd	0.55	280	R			CUTEG	aton I min	110			NA			NA		07/02/2014
\bigcirc		То				De	ad End									
W Zillog Pd	1 00	From		0E0/	2%		S 460 3%	8%	0%	С	0.098		0.558	420	G	2015
(642) W Zilles Rd	1.82	400	G	85%	270	2%			076	C	0.096		0.556	420	G	2015
(642) Grubby Rd	0.60	140	G	85%	2%	26-643 2%	3 Zilles Rd	8%	0%	F	0.144		0.692	150	G	2015
042) 575057		To				26-639 V	V, Grubby	Rd								
642) Grubby Rd	2.00	140	G	85%	2%	26-639 I 2%	E, Wilson I	Rd 8%	0%	F	0.110		0.514	140	G	2015
642 Grubby Rd	2.00	140 To		00 /0					0 /6	'	0.110		0.514	140	u	2013
(642) Grubby Rd	2.40	120 From	G	85%	26-	620 E, Wh 2%	ite Oak Ch	urch Rd 8%	0%	F	0.135		0.568	120	G	2015
042) 57505, 115		To	_				Vhite Oak				¬					
642) Continental Rd	1.52	90 From	R			20-013 1	vinte Oak	Ru			NA			NA		08/28/2014
\bigcirc		To From			1.5	62 ME 26-6	13 White	Oak Rd								
642 Continental Rd	0.83	70	R								NA			NA		04/14/2011
		То	1				4 Brills Rd									
(643) Zilles Rd	3.20	390	R			SR 40	Darvills R	d			NA			NA		08/06/2014
643) 2.1100 1 10	0.20	То				26-642	Grubby R	d								00/00/2011
Town of McKennev																
Denot Rd	0.20	550	G	95%	2%	SR 40	Doyle Blv 0%	d 2%	0%	F	0.108		0.547	570	G	2015
644 Depot Rd	0.20	550 To		90 /0	2/0		McKenney		0 /6		0.108		0.547	370	u	2013
Dinwiddie County																
	1.00	From		OE9/	20/		McKenney		00/		0.106		0.56	470		2015
644 Depot Rd	1.92	460	G	95%	2%	1%	0%	2%	0%	С	0.106		0.56	470	G	2015
644) Brills Rd	2.50	410 From	<u> </u> R			26-650 L	ew Jones	Rd			NA			NA		08/28/2014
644) 511116 1110	2.00				,	26-610 Old	White Oc	le Dal								00/20/2011
644) Brills Rd	2.50	120 From	R		•	20-010 Old	wille Oa	ik Ku			NA			NA		08/28/2014
		To From	-			26-642 C	ontinental	Rd								
(644) Brills Rd	2.50	140	R								NA			NA		08/28/2014
		To	1			40 Old Cry										
(645) Scotts Rd	1.40	220				26-610 Old	White Oa	ık Rd			 NA			NA		09/26/2014
645) Scotts Rd	1.40		R			26 622 3	. 1.: .	2.1			INA			INA		08/26/2014
(645) Scotts Rd	1.80	470 From	R			26-622 I	Baltimore l	Kd			NA			NA		08/26/2014
0,10		To	c				W, Glebe I				\beth			•		
(645) Scotts Rd	1.60	470				26-646	E, Glebe F	Rd			NIA			NIA	_	00/06/0014
(645) Scotts Hu	1.60	470	R								NA			NA		08/26/2014

						···aaio ii	iannonai	100 7110	u							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County																
(645) Wheelers Pond Rd	0.70	320	 R			26-73	88 Scotts R	.d			NA			NA		08/26/201
043)		Te	4			26-637	' Madison l	Rd								
(645) Wheelers Pond Rd	0.73	300	R								NA			NA		08/26/201
$\frac{\circ}{\circ}$		To Fron				26-71	5 Patillo R	ld			\Box					
645 Wheelers Pond Rd	1.07	450	R								NA			NA		08/26/201
(645) Wheelers Pond Rd	2.50	570 From	<u> </u> R			26-611	Wilkinson	Rd			NA			NA		08/26/201
(645) Wheelers Pond Rd	2.50	37 0	<u> </u>			26-6	13; 26-627	7						INA		00/20/201
		Fron				US 1 Bo	ydton Plan	k Rd								
(646) Glebe Rd	6.00	260	G	97%	0%	2%	0%	1%	0%	С	0.119		0.588	270	G	2015
		Fron	<u>1 </u>				d White O				<u> </u>					
(647) Doyle Rd	1.00	40	l R			26-622	Baltimore	Rd			NA			NA		08/26/201
		т.	-			26-648	Hudgins I	Rd								
(647) Nash Rd	1.60	230	R								NA			NA		08/26/201
		To	13				S, Glebe									
(647) Nash Rd	2.24	390	R			20-0-10	ri, diebe	Ku			NA			NA		08/26/2014
\bigcirc		To Prom				26-73	88 Scotts R	d								
(647) Nash Rd	1.92	810	R								NA			NA		08/26/201
<u> </u>		From				26-656	Gatewood	Rd								
647 Nash Rd	0.94	970 Tr	R			IIS 1 Bo	ydton Plani	l- Dd			NA			NA		08/26/201
		Fron	4				Lew Jones									
(648) Hudgins Rd	1.50	160	R			20 000	Lew Jones	rtu			NA			NA		08/26/201
\bigcirc		To				26-64	47 Nash Ro	d								
Chan Ladge Dd	0.50	From				US 1 Bo	ydton Plan	k Rd						NIA		00/00/001
649 Snap Lodge Rd	0.50	50	R			26-650	Lew Jones	Rd			NA			NA		08/28/201
		Fron					d White O				Ť					
(650) Lew Jones Rd	1.60	30	G	97%	2%	1%	1%	0%	0%	F	0.177		0.833	30	G	2015
<u> </u>		Te Fron					Mason Chu	urch Rd								
650 Lew Jones Rd	1.10	190	G	97%	2%	1%	1%	0%	0%	F	0.12		0.88	190	G	2015
<u> </u>	4.00	Fron		070/	00/		4 Depot R		22/					250		2015
(650) Lew Jones Rd	1.60	340	G	97%	2%	1%	1%	0%	0%	F	0.107		0.838	350	G	2015
650 Lew Jones Rd	0.80	330 From	G	97%	2%	26-622 1%	Baltimore 1%	Rd 0%	0%	F	0.097		0.879	340	G	2015
(650) Lew Jones Rd	0.00		<u> </u>	0170	270		Hudgins I		070				0.070	0.10		2010
(650) Lew Jones Rd	2.50	360 From	G	97%	2%	1%	1%	0%	0%	С	0.116		0.857	370	G	2015
		To				US 1 S, B	oydton Pla									
(650) Hamilton Arms Rd	0.15	1100	G	96%	1%	US 1 N, B 1%	oydton Pla 0%	ınk Rd 2%	0%	С	0.081		0.541	1200	G	2015
(650) Flammer 7 mile Fla	0.10	т.		0070	1 70		Shippings		070				0.011	1200	<u> </u>	2010
(650) Hamilton Arms Rd	0.68	1000 From	G	97%	2%	1%	1%	0%	0%	F	0.085		0.658	1100	G	2015
		Te	=				I-85				_					
(650) Hawkins Church Rd	1.43	380	G	97%	2%	0%	0%	1%	0%	С	0.125		0.596	390	G	2015
		Fron					W, Eppes				\neg					
650 Hawkins Church Rd	2.20	220	G	97%	2%	0%	0%	1%	0%	F	0.105		0.625	230	G	2015
		Fron]		26.65		Courthouse		0.5							
(650) Ramp	0.22	90	L		26-650	J 1-85-SU4	8A TO & I	FROM IS	83		0.146			90	G	2015
		To				I-85-S F	ROM RT	650								

						<u> </u>			ntonan	100 7 11 0	u								
Route	Length	AADT	QA	4Tire	Е	Bus					2Trail	QC	K Factor	QK	Dir Factor	AA	WDT	QW	Year
Dinwiddie County		From			2.		T 05	NYO 40 4	TO 0 F	700144	1.05								
(650) Ramp	0.22	580	G		26	o-650	1-85-	N048A	10 & F	FROM IS	85		0.122				580	G	2015
(000)		Te	n.				I-85	-N FRO	OM RT	650									
		From	1:				26-6	13 Gill	ls Bridge	Rd									
(651) Whitmore Rd	2.40	370	R										NA			١	NA		08/28/2014
<u> </u>		From	17				SR 40	0 W, O	ld Cryor	s Rd									
(651) Whitmore Rd	1.80	280	R										NA				NA		04/14/201
<u> </u>		From	11			2	26-61	0 Old V	White Oa	ak Rd			<u> </u>						20/20/20/
(651) Mason Church Rd	2.25	260	R				26.65	50 W I	Y	- D.1			NA				NA		08/28/2014
		From	1:						ew Jones										
(651) Mason Church Rd	1.58	190	R										NA			1	NA		08/28/2014
		To From	1				SR 40) E, Mc	Kenney	Hwy									
(651) Mason Church Rd	1.27	350	R										NA			- 1	NA		08/28/2014
		To):						d End										
Ashuru Dd	1 50	From					2	6-644 I	Depot Ro	d							N I A		00/00/001
(652) Asbury Rd	1.56	350 To	R				US 1	l Boydt	on Plank	Rd			NA T			ļ	NA		08/28/2014
		From	1:						Carson R										
(653) Richie Rd	0.16	70	R					3-703 C	aison K	u			NA				NA		12/10/2014
(600)		To):					Dead	d End										
		From	1:				26-6	687 S, C	Cutbank	Rd									
(654) Rainey Rd	3.02	270	R										NA				NA		07/10/2014
<u> </u>		To From	11				26-6	587 N, O	Cutbank	Rd			\Box						
(654) Rainey Rd	0.20	530	R										NA				NA		07/10/2014
<u> </u>		Te	,				SR 4		Kenney H	łwy									
655) Little Deer Rd	0.58	20	<u> </u>					Dead	d End				NA				NA		10/02/2014
(655) Little Deer Rd	0.50	To	× 11				US 1	l Boydt	on Plank	c Rd						,	11/1		10/02/201-
		From	1:						nipping F				l						
(656) Eppes Rd	1.20	90	R										NA				NA		07/10/2014
		To From	-				26.	-658 Br	ranches I	Rd									
(656) Eppes Rd	1.20	200	R										NA			1	NA		07/10/2014
$\overline{}$		To):						milton A										
(656) Gatewood Rd	2.55	530	R			26	<u>)-630 I</u>	E, Haw	kins Chu	uren Ka			NA				NA		07/10/2014
(030)		To):			1	US 1	S, Boya	dton Plar	nk Rd									
Octobro d Dd	0.00	From	<u> </u>			Į	US 1 1	N, Boyo	dton Plar	nk Rd									07/40/004
656 Gatewood Rd	0.90	170	R					26 647	Nash Rd				NA				NA		07/10/2014
		From	1:						on Plank				1						
(657) Keelers Mill Rd	2.10	450	R				031	Боуш	on Plank	. Ku			NA				NA		08/26/2014
001)		To):				2	26-647 I	Nash Rd	l									
		From	1:				26	-709 Sh	nipping F	Rd									
658 Branches Rd	1.61	320	R										NA			- 1	NA		07/10/2014
		To From	11				20	6-656 F	Eppes Ro	d									
(658) Branches Rd	2.70	70	R										NA				NA		07/10/2014
		To	<u> </u>						urthouse										
(659) Jones Rd	0.90	100	 R				26-60	65 Wall	kers Mil	l Rd			NA			1	NA		07/08/2014
(659) Jones Rd	0.50	100											INA				N/A		01/00/2014
(659) Jones Rd	1.50	130 From	R				SR 4	40 McK	Kenney F	łwy			NA				NA		07/08/2014
(659) Jones Rd	1.50	130											- IN/A				NA		01/00/2014
		From					26	<u>5-73</u> 6 B	Barnes Ro	d									07/08/2014
(659) Bain Rd	1.40	230	R										NA				NA		()//()8/2017

Route	Length	AADT	QA	4Tire	В	Bus			Truck -Axle 1			QC	K actor	QK	Dir Factor	AAWD	QW	Year
Dinwiddie County		From	J															
(660) Hardiways Mill Rd	1.89	1200	R				26-6	19 Cour	thouse Re	1			NA			NA		07/02/2014
(660) Old Vaughan Rd	1.20	450	R					5-703 Ca					NA NA			NA		07/02/2014
$\overline{}$		To			26				unnicut R an Rd; Hu		d		-					
Quaker Rd	2.40	440	R		20-	003 1					u		NA			NA		07/02/2014
(660) Quaker Rd	1.20	690	R						ckwell Rd				NA			NA		07/02/2014
		To							n Plank R									
(661) Boisseau Rd	2.40	1000	G	95%	4	l%	19	% (0%	0%	С	0.212		0.675	1100	G	2015
<u> </u>		To	1		<u> </u>	<u> </u>			te Oak Ro	l								
(662) Hardwood Creek Rd	1.20	70	R				26	5-617 Bo	olster Rd				NA			NA		07/08/2014
(662) Hardwood Creek Rd	1.20	7 U	<u> </u>				26-6	19 Cour	thouse Re	1						INA		07/00/201
		Fron	d		_	_		6-659 Jo					Ì					
(663) Bain Rd	1.20	80	R										NA			NA		07/08/2014
		To					26-66	55 Walke	ers Mill F	.d								
		Fron						Dead 1	End									
(664) Reese Rd	1.20	60	R										NA			NA		07/08/2014
<u> </u>		To	1						Stage Rd									
Mallar Mill Dal	0.70	Fron	<u> </u>				Sus	ssex Cou	unty Line									07/00/004
(665) Walkers Mill Rd	0.70	630	R										NA 			NA		07/08/2014
		Fron					26	6-617 Bo	olster Rd				ጔ					
(665) Walkers Mill Rd	2.35	610	R										NA			NA		07/08/2014
O		From					SR 4	0 McKe	enney Hw	y			<u> </u>					
(665) Walkers Mill Rd	1.44	220	R										NA			NA		07/08/2014
<u> </u>		Fron					26-7	728 Win	igfield Rd]—					
(665) Walkers Mill Rd	2.76	200	R										NA T			NA		07/08/2014
(665) Black Mill Rd	0.70	310 From	1 R				26-	-626 Fla	tfoot Rd				NA			NA		07/08/2014
		Te	_				26.68	21 Black	Branch F	P.A.								
(665) Mortar Branch Rd	0.40	48 From	R				20-00	11 Diack	Dianeni	·u			NA			NA		12/10/2014
		To	_					Dead 1	End									
		Fron	i				26	-626 Fla	tfoot Rd									
(666) Baugh Rd	1.20	120	R										NA			NA		10/02/2014
\bigcirc		Te	-				26-	-670 Sha	ady Lane				Τ					
(666) Baugh Rd	4.20	250	R										NA			NA		06/19/2014
		To	c				26-61	8 Hallig	an Park F	ld								
		Fron					26	6-666 Ba	augh Rd									
(667) Malones Rd	3.20	130	R										NA			NA		06/19/2014
		To	I			_			rson Rd									
Delate Dat	1.00	Prom					26	5-703 Ca	rson Rd							NIA		00/40/004
668 Brick Rd	1.90	240 Tr	R			—	26	-604 Ha	lifax Rd				NA T			NA		06/19/2014
		Fron			26	6 605			Rd; Old	Cto oo Dd								
(669) Old Stage Rd	3.30	470	R		20)-003	Mon	KS Neck	. Ku; Olu	Stage Ku			NA			NA		06/19/2014
5.003		To					26	-604 Ha	lifax Rd]					
		Fron						6-666 Ba										
(670) Shady Lane	1.82	170	R										NA			NA		06/19/2014
\bigcup		Te	_				1	.82 MN	26-666				_					
(670) Shady Lane	0.04	110 From	R					<u></u>	000				NA			NA		06/19/2014
		To					26-	-682 Ole	Bole Rd				7					

Douto	Lanath	AADT	Ω Λ	4Tiro	Due		Tru	uck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	OW	Vaar
Route	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Dinwiddie County		Fron				26-682	Ole Bole	Rd								
670 Shady Lane	0.10	160	R								NA			NA		06/19/2014
Charled area	0.77	From				26-688	Sawmill l	Rd			\Box			NIA		00/10/001/
670 Shady Lane	0.77	180	R								NA			NA		06/19/2014
(670) Old Stage Rd	1.45	660 From	G	96%	1%	26-609 1%	Old Stage 0%	1%	0%	F	0.143		0.909	680	G	2015
		T _i Fron	-			26-70	3 Carson F	Rd								
(670) Old Stage Rd	2.51	350	G	96%	1%	1%	0%	1%	0%	F	0.124		0.791	350	G	2015
\bigcirc		Fron			2		Old Vaug									
(670) Duncan Rd	2.29	710	G	96%	1%	1%	l, Old Stag 0%	1%	0%	F	0.085		0.702	730	G	2015
070		Te					evel Rd; I									
O Durana Del	0.07	Fron	<u> </u>	000/			Dabney M		00/				0.070	400	0	0015
(670) Duncan Rd	2.07	480	G	96%	1%	1%	0%	1%	0%	F	0.098		0.670	490	G	2015
Dungan Pd	1.01	Fron	_	96%	1%	26-673 S	mith Grov	e Rd 1%	0%	F	0.100		0.63	920	C	2015
(670) Duncan Rd	1.21	800	G	90%	1 70	1 70	0%	170	0%	Г	0.100		0.63	820	G	2013
670) Duncan Rd	1.49	1100	1	96%	1.21 1%	1%	0%	Grove Rd	0%	С	0.105		0.509	1200	G	2015
(670) Duncan Rd	1.43	TIOU	G	30 /6	1 /0		ydton Plan		0 /6	-	0.103		0.509	1200	G	2013
		Fron					ead End									
671) Brownwall Rd	0.40	70	R				cua Ena				NA			NA		12/10/2014
		Te	c			US 1 Bo	ydton Plan	k Rd								
		Fron	:			26-613 S	quirrel Lev	el Rd								
(672) Church Rd	1.49	900	G	96%	0%	1%	1%	2%	0%	F	0.104		0.569	950	G	2015
		T ₄ Fron			1.49	MN 26-6	13 Squirre	l Level Ro	i							
(672) Church Rd	0.58	800	G	96%	0%	1%	1%	2%	0%	С	0.092		0.609	860	G	2015
<u> </u>		To From				26-603	Weakley	Rd			\Box					
(672) Weakley Rd	0.27	580	G	94%	0%	0%	2%	3%	0%	F	0.098		0.617	610	G	2015
<u> </u>		T. Fron				26-137	1 Hazel A	ve								
(672) Weakley Rd	0.19	560	G	94%	0%	0%	2%	3%	0%	С	0.089		0.532	590	G	2015
		Te	d			SR 142	Simpson	Rd								
Consider Courses Dal	4 77	Fron				26-670	Duncan I	Rd						NIA		07/00/001
673) Smith Grove Rd	1.77	450	R			26 613 S	quirrel Lev	ol Dd			NA			NA		07/02/2014
		Fron					quirrel Lev									
(674) Wheaton Rd	1.85	140	R			20-013 30	quiller Lev	CI Ku			NA			NA		04/19/2011
074)		Te	:			26-670) Duncan I	Rd								
		Fron	d			26-670) Duncan I	Rd								
(675) Vaughan Rd	3.74	570	G	94%	0%	1%	1%	3%	0%	F	0.092		0.709	590	G	2015
$\overline{}$		Fron				26-7411	Fort Emory	y Rd								
(675) Vaughan Rd	0.90	1200	G	94%	0%	1%	1%	3%	0%	С	0.109		0.656	1300	G	2015
		T. Fron				26-67	6 Flank R	d			\Box					
(675) Vaughan Rd	0.94	890	G	94%	0%	1%	1%	3%	0%	F	0.098		0.618	950	G	2015
$\overline{}$		Te	·			SCL	Petersburg	g								
O = = .		Fron	<u> </u>			26-613 Sc	quirrel Lev	el Rd								
676) Flank Rd	0.80	600 T.	R			26.675	V1	D.1			NA			NA		07/02/2014
-		Fron	<u> </u>				Vaughan									
677) Carson Dr	0.80	1100	G	99%	1%	26-60- 0%	4 Halifax I 0%	Rd 0%	0%	С	0.127		0.824	1100	G	2015
(677) Carson Dr	0.00	Т-		00 /0			Bland Col				J. 127		0.027	1100	J	2010
		Fron					Ellington									
(678) Spain Dr	1.00	40	R			_5 005	g.con				NA			NA		06/19/2014
$\overline{}$		Te	c			26-606	Oak Grove	Rd								

Route	Length	AADT	QA	4Tire	Bus			ruck		QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County								e 1Trail	2Trail		Factor		Factor			
(679)	1.45	220	 R			I	Dead End				 NA			NA		10/02/2014
679		т.				26-660 H	ardiways l	Mill Rd								. 0, 02, 20 .
		From				26-681 I	Black Bran	nch Rd								
(680) Troublefield Rd	3.20	270	G	97%	2%	0% 26-618 I	0% Halligan Pa	0% ark Rd	0%	С	0.138		0.571	270	G	2015
681) Black Branch Rd	1.80	320	R			Susse	x County I	Line			 NA			NA		06/19/2014
(681) Black Branch Rd	1.00	To			26-665	Mortar B	ranch Rd;	Black Mil	l Rd					1471		00/10/201-
O		From					Old Stage									
(682) Ole Bole Rd	0.70	80 To	G	94%	7%	1%	0% 0 Shady L	0%	0%	С	0.187		0.571	80	G	2015
		From					Whitmore									
(683) Continental Rd	0.45	120	R			20 03 1	Williamor	c rea			NA			NA		10/02/2014
		To From				26-70	7 Cantree	Rd			\exists —					
(683) Continental Rd	0.60	80	R								NA			NA		10/02/2014
0 0 11 11 11 11	2.22	From	_			0.60	MN 26-70	07			⇉					0.4/4.0/0.04
(683) Continental Rd	0.20	60 To	R			Г	Dead End				NA T			NA		04/19/2011
		From					Dead End									
(684) Airpark Dr	0.56	2400	R								NA			NA		07/02/2014
\bigcirc		To				US 4	60 Airport	St								
Oaklay Dr	0.16	10	R			Ι	Dead End				 NA			NA		12/10/2014
685) Oakley Dr	0.16	To	<u> </u>			US 1 Bo	ydton Pla	nk Rd			NA			INA		12/10/2012
		From					Smith Gro									
(686) Smith Grove Lane	0.20	45	R								NA			NA		11/19/2014
<u> </u>		To	1				Dead End									
(687) Cutbank Rd	0.10	100	R			26-609	Cherryhil	ll Rd			 NA			NA		04/14/2011
687 Cutbank Rd	0.10	100				26.65		D 1						INA		04/14/201
(687) Cutbank Rd	1.54	30 From	R			26-654	S, Rainey	y Rd			NA			NA		07/10/2014
(007)		To	_			1 54	MN 26-65	4 S								
(687) Cutbank Rd	1.06	80 From	R			1.54	VII V 20-03	- 1			NA			NA		07/10/2014
		To From	-			26-696 B	ourdon Cr	eek Rd			\neg —					
(687) Cutbank Rd	1.62	330	R								NA			NA		07/10/2014
<u> </u>		To	1				AcKenney									
(688) Sawmill Rd	0.85	170	L R			26-67	0 Shady L	ane			 NA			NA		10/02/2014
(688) Sawmill Rd	0.00	17 0				26.705	F D	1. D.1						INA		10/02/201-
(688) Sawmill Rd	1.28	30 From	R			26-705	Fox Branc	en Ka			NA			NA		10/02/2014
000)		To	_			1 28	ME 26-70	05								
(688) Sawmill Rd	0.27	70 From	R			1.20	WIL 20-70	0.5			NA			NA		10/02/2014
		Te	1			26-66	7 Malones	Rd								
<u> </u>		From				26-629 A	nderson N	Aill Rd								
(689) Bobcat Rd	0.60	180	R			26-628	Franquility	Iane			NA			NA		10/02/2014
		From	1				Claiborne									
(690) Harris Dr	0.94	290	R			20-031	CIAIDUITR	. Ku			NA			NA		10/02/2014
		To				Ι	Dead End									
		From				Ι	Dead End									
(691) Cryors Rd	1.00	130	R								NA			NA		08/28/2014

					٥		lantona		u							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron														
(692) Sapony Church Rd	1.89	60	R			D	ead End				NA			NA		04/14/2011
(692) Spony Church Rd	3.20	170 From	R			SR 40 M	IcKenney	Hwy			NA			NA		07/10/2014
(692) Spony Church Rd	0.60	Fron	R			26-709	Shipping	Rd			NA			NA		07/10/2014
002) 1 7		Ti	n.			D	ead End									
(693) Williamson Rd	2.87	200	R			26-70	3 Carson I	Rd			NA			NA		06/19/2014
		Te	0:			26-670	Old Stage	Rd								
(694) Old Pine Rd	0.70	80	R			D	ead End				NA			NA		04/14/2011
		Te	o:				Baltimore	Rd								
(696) Bourdon Creek Rd	1.20	70	°L			D	ead End				 NA			NA		07/10/2014
		Te				26-687	7 Cutbank	Rd								
(697) Spicely Rd	0.40	120	R			26-613	White Oak	k Rd			NA			NA		04/14/2011
697 Spidery rid	0.40	120	0:			D	ead End							1471		04/14/2011
		Fron				26-665 V	Valkers Mi	ill Rd								07/00/00/
698 Double Branch Rd	1.20	150	R			Sussex	County L	ine			NA 			NA		07/08/2014
		Fron	1.			26-611	Wilkinson	Rd								
699 Horsetail Rd	1.89	60	R								NA 			NA		07/17/2014
(699) Horsetail Rd	1.41	50 From	R			1.89	MN 26-61	.1			NA			NA		07/17/2014
099) ***********************************		Te):			26-708	Namozine	Rd								
700) Boze Rd	0.88	Fron				D	ead End				 NA			NA		09/06/2014
700 Boze Rd	0.00	60 T	R			26 612	White Oak	- D.4						INA		08/06/2014
(700) Hawkins Rd	2.54	260 From	R			20-013	Wille Oak	X Ku			NA			NA		04/14/2011
		Te	o:				Baltimore	Rd								
(701) Quail Hollow Rd	0.60	20 From	" <u> </u>			D	ead End				 NA			NA		08/28/2014
		Te):				ld White O									
(702) Lennie Rd	1.32	Fron	R			26-638	8 Harpers 1	Rd			NA			NA		08/28/2014
(702) Lennie Rd	1.52	To				SR 40 (Old Cryors	s Rd						INA		00/20/2014
<u> </u>		Fron					ydton Plan									
703) Carson Rd	0.13	3800	G	97%	1%	1%	0%	1%	0%	F	0.089		0.56	3900	G	2015
(703) Carson Rd	1.17	3800 From	G	97%	1%	1%	0%	1%	0%	С	0.092		0.587	3900	G	2015
(703) Carson Rd	5.18	1100	G	93%	2%	1%	I-85 1%	3%	0%	С	0.094		0.735	1200	G	2015
(703) Carson Rd	3.10	1100		90 /6	2 /0		Old Stage		0 /6		0.034		0.755	1200	u	2013
703 Carson Rd	5.97	900 From	G	93%	2%	1%	1%	3%	0%	F	0.102		0.58	920	G	2015
(703) Carson Rd	0.09	1300	G	93%	2%	26-618 H	Ialligan Par 1%	rk Rd 3%	0%	F	0.108		0.575	1300	G	2015
		Т	n.				County Li									
O Domo	0.01	Fron			26-703	3 I-85-S05	3A TO & 1	FROM IS	85		0.100			070		2015
(703) Ramp	0.21	270	G			<u>I-85</u> -S I	FROM RT	703			0.109			270	G	2015
East		Fron	n:				3 Carson I									
703 Ramp	0.31	1200 _T	G			•	05 N -1				0.123			1200	G	2015
		Te	1			I-8	85 North									

Route	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv West		From				26-703	TO RT 85	NB								
(703) Ramp	0.24	570	G								0.162			570	G	2015
		To	1				FROM RT	703								
(704) Blackwell Rd	0.24	70	R			I	Dead End				 NA			NA		12/10/2014
(704)		To				26-66	60 Quaker R	ld								
C For Brown b Dd	4.40	From	<u> </u>			26-68	88 Sawmill F	Rd						NIA		40/40/0044
705 Fox Branch Rd	1.42	190	R			26-733	Little Zion	Rd			NA T			NA		12/10/2014
		From					26 W, Cox F									
(706) Old Cox Rd	0.55	240	R								NA			NA		12/10/2014
		From				26-72	5 Cherokee	Rd			<u> </u>					
706) Old Cox Rd	0.15	210 To	R			SD 2	26 E, Cox R	d			NA			NA		12/10/2014
		From	:				Continental									
(707) Cantree Rd	0.85	160	R			20 003	Continental	Ttu			NA			NA		12/10/2014
<u> </u>		To				26-651	Whitmore	Rd								
(708) Namozine Rd	0.30	570	G	96%	1%	Ameli 1%	ia County Li 0%	ne 2%	0%	F	0.101		0.765	590	G	2015
(708) Namozine Rd	0.30	57U		90 /0	1 /0				0 /6	'	0.101		0.703	390	G	2013
(708) Namozine Rd	5.93	1000 From	G	96%	1%	1%	6 Birdnest F 0%	2%	0%	С	0.111		0.675	1100	G	2015
		To From	-			26-6	601 River Ro	1								
(708) Namozine Rd	0.70	2500 From	G	96%	1%	1%	0%	2%	0%	F	0.103		0.68	2700	G	2015
		Te	1				460; 26-631									
(709) Shipping Rd	2.70	60	R			26-609	O Cherryhill	Rd			 NA			NA		07/10/2014
709) Gripping Hu	2.70	To To				CD 40.1	McKenney I	I.v.v.						INA		07/10/2014
(709) Shipping Rd	3.70	240 From	R			SK 40 I	vickenney i	ıwy			NA			NA		07/10/2014
		To From	-			26-6	56 Eppes R	d								
(709) Shipping Rd	1.70	450	R				•••				NA			NA		07/10/2014
$\frac{\bigcirc}{\bigcirc}$		To From				26-65	8 Branches	Rd								
709 Shipping Rd	0.63	700 To	R			26 650 11	r:14 A	D.1			NA			NA		07/10/2014
		From	1				Iamilton Arr Dead End	ns Ku								
(710) Cemetery Rd	0.85	30	R			1	Jeau Enu				NA			NA		08/28/2014
		To				SCI	. McKenney	7								
Town of McKennev		From				CCI	_ McKenney	_								
(710) Cemetery Rd	0.11	9	R			SCI	_ MCKeilley	′			NA			NA		08/28/2014
		To				SR 4	0 Doyle Blv	ď								
Dinwiddie County		From	.I			Т	Dead End									
711) Ridley Rd	1.30	40	R			1	Jeau Enu				NA			NA		04/14/2011
		To	0			26-670	Old Stage	Rd								
O 0		From				26-70	03 Carson R	.d								22/12/22/1
712 Greentree Rd	0.55	30	R				Dead End				NA			NA		06/19/2014
		From	:				oydton Planl	c Rd								
(713) Cutbank Church Rd	2.54	200	R			COID	sydion i lan	t Itu			NA			NA		07/10/2014
\bigcup		To				26-68	7 Cutbank I	Rd								
(a) Lowis Pd	0.46	710				US 1 Bo	oydton Planl	c Rd			NIA			NIA		10/10/0014
714) Lewis Rd	0.46	310	R			ī	Dead End				NA T			NA		12/10/2014
		From					Vheelers Por	nd Rd			l					
(715) Patillo Rd	1.78	120	R								NA			NA		10/02/2014
$\overline{}$		To	c			26-613	White Oak	Rd								

Route	Length	AADT	QA	4Tire	Bus			Truck-			QC ,	K	QK	Dir	AAWE	T QW	/ Ye	ear
Dinwiddie County	- 3-		-			2A:		Axle 1T	rail 27	Trail	- F	actor		Factor				
716) Poole Siding Rd	0.36	120	R			2	26-611; 2	26-751				 NA			NA		10/02	2/2014
716) 1 doic diding 11d	0.00	To	1			2	26-751 C	ox Rd				i"			1471		10/02	,,201-
		From				26-629	9 Ander	son Mill Re	1									
717) Anderson Dr	0.50	45	R									NA			NA		04/14	/201
\mathcal{L}		To					Dead	End										
O		From	<u> </u>			20	6-601 R	iver Rd				J						
718) Henshaw Rd	0.38	340 To	R				D 1	F 1				NA			NA		12/10	1/201
		From	<u> </u>				Dead :											
(19) Lee Dr	0.39	280	R			20	6-601 R	iver Rd				NA			NA		12/10)/201
719) 200 81	0.00	200	广				Dead	End				¬```			1471		12/10	,201
		From				20	6-601 R											
720) Chestnut Dr	0.15	110	R				0 001 10	iver red				NA			NA		12/10)/201
		To					Dead	End										
		From				U	JS 460; I	FR-804										
721) Pine Hill Rd	0.60	140	R									NA			NA		08/01	/201
<u> </u>		To					Dead	End										
		From				26-6	19 Cour	thouse Rd										
Abernathy Rd	0.81	20	R									NA			NA		07/08	3/201
		То					Dead	End										
<u> </u>		From	<u> </u>			26-6	611 Will	cinson Rd				J., .						
Pearson Hardy Rd	0.58	120	R				D 1					NA			NA		04/14	-/201
		10					Dead											
Caringatan Dd	0.50	From	ᄂ		26-	-639 Sp	oringston	Rd; Wilso	n Rd						NIA		00/00	2/001
Springston Rd	0.58	230 To	R				US 4	60				NA T			NA		08/06	//20 I
		From																
Cherokee Rd	0.17	140	R				Dead !	Ena				NA			NA		04/12	2/201
23) 6.16.6166 116	0	То	r:			26-	-706 Old	Cox Rd				i i					0 .,	,, _ 0 .
		From						n Plank Rd				Ì						
726) Mitchell Ave	0.23	100	R			001	Boyano					NA			NA		12/10)/201
		To					Dead ?	End										
		From					Dead	End										
727) Bethune Rd	0.79	330	R									NA			NA		07/02	2/201
<u> </u>		To				26-	-675 Vaı	ighan Rd										
$\widehat{}$		From					Dead !	End										
728) Wingfield Rd	0.34	60	R									NA			NA		04/14	./201
		To						ers Mill Rd										
Ouriera Dd	0.50	From	<u> </u>			26-	-661 Boi	sseau Rd									04/40	./004
729 Spriggs Rd	0.53	80 To	R				Dead 1	Fu d				NA			NA		04/19	1/201
(730) Williams Rd	0.28	70	R			τ	JS 460 C	Cox Rd				NA			NA		04/12	2/201
Williams Rd	0.20	To	<u> </u>				Dead	End				Ï			INA		04/12	./201
		From				26.6		cinson Rd										
731) Ruth Hill Rd	0.02	190	R			20-0	OII WIII	diisoii Ku				NA			NA		08/01	/201
(31)		To					.02 ME	26 611				_						
Ruth Hill Rd	0.40	200 From	R			0.	.02 ME	∠0 - 011				NA			NA		12/10)/201
Ruth Hill Rd	0.40	200					Dead	End							INA		12/10	, <u>L</u> U1
		From					Dead					i						
232) Davis Rd	0.60	380	R				Dead .	Lilu				NA			NA		08/01	/201
102)		То	Ė			26-6	527 Cour	thouse Rd		_]					22,01	
		From						Stage Rd				Ī						
733) Little Zion Rd	1.20	230	R			20.0		ov rea				NA			NA		06/19	/201
		To				26	5-703 Ca	rson Rd				7					_	

Route	Length	ΔΔΩΤ	QA	4Tire	Bus		Tru	ck		QC .	K	QK	Dir	AAWDT	OW/	Year
Dinwiddie County	Length	AADI	GA.	- ⊤ 1 11 €	Dus	2Axle	3+Axle	1Trail	2Trail	F	actor	ωi	Factor	AAVVUI	QVV	i Gai
	0.14	From				26-619 C	ourthouse	Rd			J					07/10/001
734 Rainey Rd	3.14	190	R			26-626	Flatfoot Re	4			NA			NA		07/10/2014
		From									1					
(735) Goose Pond Rd	1.40	60	R			20-019 C	ourthouse	Kű			NA			NA		07/10/2014
(733) GOODE : GIIG : IG		To				De	ad End				Ĺ					0.7.0720.
		From			2	6-659 Ba	n Rd; Jone	s Rd								
(736) Barnes Rd	0.50	60	R								NA			NA		12/10/201
		To				De	ad End									
		From				26-665 W	alkers Mill	Rd								
(737) Booth Rd	1.60	20	R								NA			NA		10/02/201
<u> </u>		To					Flatfoot R									
O catta Dal	4.00	From	<u> </u>		26-645	Wheeler	Pond Rd;	Scotts Rd						NIA		10/00/001
738 Scotts Rd	1.33	560	R			26.64	7 Nash Rd				NA			NA		10/02/201
		P	l													
(739) Midway Rd	1.70	490	R			26-75	1 Cox Rd				NA			NA		08/01/201
(739) Wildway Hu	1.70	430 To				26-708 1	Namozine I	Rd						INA		00/01/201
		From					ourthouse									
(740) Turkey Egg Rd	1.50	2100	R			20-027	ourmouse	Ku			NA			NA		10/02/2014
740 33 3		To				US 1 Boy	dton Plank	Rd								
		From				26-613 Sq	uirrel Leve	l Rd								
(741) Fort Emory Rd	0.70	550	R								NA			NA		07/02/201
\cup		To				26-675	Vaughan R	.d								
		From			2	26-613 Sq	uirrel Leve	l Rd								
(742) Plantation Rd	0.50	280	R								NA			NA		07/02/201
$\overline{}$		To				26-675	Vaughan R	d								
\circ		From				US 40	0 Cox Rd									
(743) Hart Rd	0.57	520	R			** **					NA			NA		07/17/2014
		10					l River Rd									
Makingiaka Pd	0.70	From	L			26-64	4 Brills Rd				_ NA			NA		08/28/2014
(744) McKissicks Rd	0.70	80 To	R			De	ad End				TNA			INA		00/20/2014
		From	l													
(745) Fisher Rd	0.20	48	R			Dt	ad End				NA			NA		12/10/201
(743) 1 101101 1 10	0.20	To	_		2	26-651 Ma	son Church	n Rd			T .					,,
		From					Namozine I									
(746) Birdnest Rd	0.95	100	R	-		20 700 2	Turnozine I	-			NA			NA		04/14/201
		To				De	ad End									
		From				26-611	Wilkinson I	Rd								
(747) Wheelers Lane	0.35	10	R								NA			NA		12/10/2014
		To				De	ad End									
		From				De	ad End									
(748) Unico Rd	0.49	190	R								NA			NA		11/19/2014
<u> </u>		To					Asbury Ro	i								
\bigcirc		From				FR-8	2 Plane Dr				J					
749	0.04	40 To	R				15.1				NA			NA		12/10/2014
							ad End									
(750) Oxford Rd	1 51	From 650	R			26-623 S	outherland	Kd			LIA			NA		07/17/201
(750) Oxford Rd	1.51	650				De	ad End				NA			INA		07/17/2014
		From														
(751) Cox Rd	0.74	500	R			De	ad End				NA			NA		08/01/2014
(191) 30% 110	0.74	300												1 1/7		30/01/2014
(751) Cox Rd	0.26	1500	G	070/	2%	26-611 0%	W; 26-752	1%	0%	F (_ 0.162		0.595	1600	G	2015
			17	97%					117/0	- (・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・		0.595	Indu	(i	2015

					וווט	widdie Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		Erom	1			06 (11 F 06 716							
(751) Cox Rd	3.25	1600	R			26-611 E; 26-716		NA			NA		08/01/201
		To			2	6-627 W, Trinity Church Rd							
(751) Cox Rd	2.67	2100	R			, , , , , , , , , , , , , , , , , , ,		NA			NA		08/01/201
\bigcirc		То				US 460 E, Cox Rd							
Oldbar Da	0.40	From				26-611; 26-751					NIA		10/10/001
752) Siding Dr	0.40	100	R			Dead End		NA			NA		12/10/201
		From	1			26-611 Wilkinson Rd		1					
(753) Siding Dr	0.40	170	R			20-011 WIRIISOII KU		NA			NA		12/10/201
,,,,,		To				Dead End							
		From				Dead End							
754) Anderson Mill Rd	0.88	210	R					NA			NA		08/01/201
<u> </u>		То	1			26-751 Cox Rd							
Olates Del	0.50	From	<u> </u>			Dead End					NIA		10/10/001
755 Slates Rd	0.50	70	R			26-751 Cox Rd		NA			NA		12/10/201
		From											
(756) Slates Rd	0.28	48	R			26-628 Tranquility Lane		NA			NA		12/10/2014
(730) - 300		То				Dead End							
		From				26-708 Namozine Rd							
(757) Marmora Dr	0.62	100	R					NA			NA		07/17/201
\bigcirc		To				Dead End							
O		From	L			Dead End							
758) Steers Rd	0.39	160	R			26 (12 Dalaman Mill D.1		NA			NA		12/10/201
		From				26-613 Dabney Mill Rd		+					
(759) Gunn Rd	0.57	9	R			Dead End		 NA			NA		08/28/2014
(739) GG 1 13	0.07	To	Ė			26-650 Lew Jones Rd		Ti.					00/20/20
		From	:			26-623 Station Rd							
(760) Sutherland Ave	0.37	80	R					NA			NA		12/10/201
		То				Dead End							
O		From				26-750 Oxford Rd							
(764) Oxford Rd	0.33	140	R			0.1.1.0		NA			NA		12/10/2014
		F	1			Cul-de-Sac							
(770) Olde Keswick Lane	0.08	170	R			Cul-de-Sac		NA			NA		12/10/2014
(770) Glac Reswick Zane	0.00	To	<u> </u>			Prince George County Line					1471		12/10/201
		From	1			26-672 Church Rd							
(775) Hofheimer Way	0.92	3100	R					NA			NA		04/12/201
<u> </u>		То				US 1 Boydton Plank Rd							
		From				26-601 River Rd							
(776) Chesdin Lake Rd	0.57	320	R					NA			NA		10/02/2014
		То	1			Dead End							
(1001) Margarita Ragsdale St	0.02	From O	R			Dead End		I NA			NA		12/10/2014
(1001) Margarita Ragsdale St	0.02	То	<u> </u>			ECL McKenney					INA		12/10/2014
Town of McKennev			-					•					
		From				ECL McKenney							
(1001) Bolling Rd	0.02	0	R					NA			NA		09/12/2014
<u> </u>		To From				26-1014 Denbigh St		\supset					
(1001) Bolling Rd	0.10	130	R					NA			NA		09/12/2014
<u> </u>		To From				26-1013 Johnson St		\supset					
(1001) Bolling Rd	0.32	460	R					NA			NA		09/12/2014
$\overline{}$		To	1			US 1 Boydton Plank Rd							

					U	inwic	dale Mai	ntenanc	e Area	l							
Route	Length	AADT	QA	4Tire	Вι	us		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		Erom															
(1001) Bolling Rd	0.13	890	R				S I Boya	ton Plank	Ka			NA			NA		09/12/201
		To	_				26-1007	7 Fifth St									
(1001) Rives Ave	0.16	740	R									NA			NA		09/12/201
		To From					26-1006	Fourth St									
(1001) Rives Ave	0.07	730	R									NA			NA		09/12/201
<u> </u>		From					26-1005	Third St				<u> </u>					
(1001) Rives Ave	0.07	740										NA 			NA		09/12/201
(1001) Rives Ave	0.07	710	L R				26-1004	Second St				_ NA			NA		09/12/201
(1001) Rives Ave	0.07	7 10 To					26.100	2 57							INA		03/12/201
(1001) Rives Ave	0.03	200 From	<u> </u> R				26-1003	3 First St				NA			NA		09/12/201
(1001) **********************************		To				2	26-1002 R	ailroad Av	/e								
		From					SR 40 D	oyle Blvd									
(1002) Railroad Ave	0.10	180	R				26 1001	D: 4				NA			NA		09/12/201
		From	1					Rives Ave	<u> </u>								
(1003) First St	0.02	60	R				Dead	d End				NA			NA		12/10/201
		To	-			26	5-1010 Jac	k Zehmer	Rd								
(1003) First St	0.15	70 From	R									NA			NA		09/12/201
\bigcup		To	-			- 2	26-1009 W	Vestover E)r			_					
(1003) First St	0.03	300	R									NA			NA		09/12/201
<u> </u>		To From					SR 40 D	oyle Blvd									
1003 First St	0.10	690	R				26 1001	D: 4				NA			NA		09/12/201
		From	1					Rives Ave									
(1004) Second St	0.09	100	R				SK 40 D	oyle Blvd				NA			NA		09/12/201
		To					26-1001	Rives Ave	;								
<u></u>		From				2	26-1009 V	Vestover I)r			<u> </u>					
1005 Third St	0.14	100	R									NA —			NA		09/12/201
(1005) Third St	0.23	260	R				SR 40 D	oyle Blvd				 NA			NA		09/12/201
(1005) Third St	0.23	200	Ë			- :	26-1008 Z	Zehmer Av	e						INA		09/12/201
		From						oyle Blvd									
(1006) Fourth St	0.08	40	R									NA			NA		09/12/201
		To	1					Rives Ave									
(1007) Fifth St	0.08	70	L R				SR 40 D	oyle Blvd				 NA			NA		09/12/201
(1007) 1 1111 31	0.00	To					26 1001	Rives Ave									00/12/201
(1007) Fifth St	0.11	130 From	R				20-1001	Kives Ave	;			NA			NA		09/12/201
		To					26-1008 Z	Zehmer Av	e								
<u> </u>		From					Dead	d End									
2ehmer Ave	0.07	60	R									NA			NA		11/19/201
Zahmar Ava	0.10	From	<u> </u>				26-1007	7 Fifth St							NIA		00/10/001
2ehmer Ave	0.19	40 To	R				26-1005	Third St				NA			NA		09/12/201
Dinwiddie County																	
		From				U	S 1 Boydt	ton Plank	Rd			<u> </u>					00/10/55
(1009) Westover Rd	0.65	260 To	R				SCI M	cKenney				NA			NA		09/12/201
Town of Makara							SCL IVI	cacilley									
Town of McKenney		From					SCL M	cKenney									
(1009) Westover Dr	0.27	250	R				26.100	. m ~				NA			NA		09/12/201
		To	1			—	26-1005	Third St									

						widdie Maintenance Area		1/		D:-			
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tra	Ω C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From	4			26 1005 Thind Ct							
(1009) Westover Dr	0.13	230	R			26-1005 Third St		NA			NA		09/12/201
		To				26-1003 First St							
O		From	<u> </u>			SCL McKenney							22/12/22/
1010 Jack Zehmer Rd	0.25	60	R					NA —			NA		09/12/2014
Jack Zehmer Rd	0.04	40 From	L			26-1012 Factory St		 NA			NA		09/12/2014
(1010) Jack Zehmer Rd	0.04	To	<u> </u>			26-1003 First St					INA		05/12/201
		From				Dead End							
(1011) Community St	0.05	90	R					NA			NA		11/19/201
<u> </u>		То	1			26-614 Sunnyside Dr							
(1012) Factory St	0.10	From	L R			26-1010 Jack Zehmer Rd		NA			NA		11/19/201
(1012) 1 dotory or	0.10	То	Ċ			Dead End							11/10/201
		From	1			SR 40 Doyle Blvd							
(1013) Johnson St	0.08	330	R					NA			NA		09/12/201
		To	1			26-1001 Bolling Rd							
(1014) Denbigh St	0.08	120	<u> </u>			26-1001 Bolling Rd		NA			NA		09/12/201
1014 Denbigh St	0.06	1 2U	R			ECL McKenney					INA		09/12/201
Dinwiddie County													
		From				ECL McKenney							
1014 Denbigh St	0.31	70	R			Dood End		NA			NA		12/10/201
T. 634 V			1		-	Dead End							
Town of McKennev		From	1			Dead End							
(1015) Bethel Rd	0.10	50	R					NA			NA		04/12/201
		To	1			US 1 Boydton Plank Rd							
Dinwiddie County		From	4			26-644 Depot Rd							
(1020) Seaboard Dr	0.08	130	R			20 011 Depot Ru		NA			NA		06/08/200
		То	:			26-1021 Southern Ave							
		From	<u> </u>			Dead End							
Southern Ave	0.12	45	R					NA			NA		06/08/200
O a salla a san A san	0.00	From				26-1020 Seaboard Dr		\supset			NIA		00/00/000
Southern Ave	0.09	70	R			Dead End		NA			NA		06/08/200
		From				Dead End							
(1039) Shannon Rd	0.30	90	R			Dead End		NA			NA		12/10/201
		To				26-611 Wilkerson Rd							
		From				26-675 Vaughan Rd							
(1040) Greenhead Dr	0.55	380 To	R			26 1042 We - In Count		NA			NA		07/02/201
		From	<u> </u>			26-1042 Woody Court							
(1041) Greenhead Ct	0.04	30	R			Dead End		NA			NA		12/10/201
(1041)		To				26-1040 Greenhead Dr							, ,
		From				Dead End							
(1042) Woody Court	0.15	110	R					NA			NA		12/10/2014
		То	1			Dead End							
(1101) Acorn Dr	0.30	70	R			26-604 Halifax Rd		NA			NA		06/09/200
(1101) Acorn Dr	0.30	70 To	<u> </u>			26-606 Oak Grove Rd		INA			INA		06/08/200
		From				Cul-de-Sac		1					
Jordan Heights Dr	0.46	400	R			Car de Bac		NA			NA		05/20/201
		To				US 1 Boydton Plank Rd							

						widdie	; iviaiii	tenance	Alca							
Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From									1					
(1103) Jordan Heights Lane	0.20	170	R				Cul-de-	-Sac			NA			NA		05/20/201
		To				26-110)2 Jordar	n Heights	Dr							
O Dalaras Da	0.04	From				26	5-1111 A	nne Rd						NIA		05/00/000
(1110) Dabney Dr	0.31	60	R								NA —			NA		05/02/2005
(1110) Dabney Dr	0.21	140 From	R			26-1	113 Ch	arlotte Rd			NA			NA		05/02/2009
(1110) Dabney Dr	0.21	To				26-6	513 Whi	te Oak Rd			–			1471		00/02/2000
		From				26-	-1112 G	ibson Dr								
(1111) Anne Rd	0.16	60	R								NA			NA		05/02/200
<u> </u>		To						abney Dr								
(1112) Gibson Dr	0.31	From 80	R			26	6-1111 A	nne Rd			NA			NA		04/19/201
(1112) Gibson Dr	0.01	To				26.1	1112 CL	1 D.1						1471		04/10/201
(1112) Gibson Dr	0.13	100 From	R			26-1	.113 Ch	arlotte Rd			NA			NA		05/02/2009
		То				26-6	13 Whit	te Oak Rd								
		From				26-	-1112 G	ibson Dr								
(1113) Charlotte Rd	0.16	40	R				1110 7				NA			NA		05/02/2005
		To						abney Dr								
(1120) Tanglewood Dr	0.25	470	R			26-11	122 Nor	thwood D	r		NA			NA		06/08/2005
(1120) Talligion 6 d 21	0.20	то				26.1	121 Son	thwood D								00/00/200
(1120) Tanglewood Dr	0.10	570 From	R			20-1	121 Sou	uiwoou D	I		NA			NA		06/08/2005
		To				26-61	3 Squirr	el Level F	d							
		From					Dead 1	End								
(1121) Southwood Dr	0.14	110	R			26.11	20 T				NA			NA		06/08/2005
		From						glewood I								
(1122) Northwood Dr	0.08	310	R			26-11	123 Circ	lewood D	r		NA			NA		06/08/2005
1122) 110101111000 21	0.00	To				26-11	20 Tans	glewood E	r							00/00/200
		From				26-1	122 Nor	thwood D	r							
(1123) Circlewood Dr	0.46	300	R								NA			NA		06/08/2005
		То					Dead 1									
(1201) McKenney Ave	0.25	90	R				Dead 1	End			NA			NA		04/19/201
1201) Wickeriney Ave	0.23	To					US 1; 20	6-650						INA		04/13/201
		From						erland Rd			İ					
(1207)	0.46	110	R								NA			NA		10/02/2014
\bigcirc		To					26-12	208								
\bigcirc	0.40	From					Dead 1	End			\Box			NIA		
1208	0.12	NA									NA —			NA		
\bigcap	0.27	NA From					26-12	207						NA		
(1208)	0.27	To					Dead 1	End			NA T			INA		
		From					Cul-de									
(1210) Waterford Dr	0.45	100	R								NA			NA		06/13/2005
<u> </u>		To				26	5-750 Ox	ford Rd								
O.W. =		From	_				Cul-de	-Sac			<u>ا</u>					00//0/===
(1240) Wrenn Forest Dr	0.21	560	R			2.	6-601 Ri	iver D4			NA			NA		06/13/2005
		From							net		<u> </u>					
(1241) Swan Circle	0.15	80	R			∠ 0- 124	o canva	sback Co	uII		NA			NA		06/13/200
		То				26-12	40 Wrer	ın Forest l	Or							
		From				26-124	3 Canva	sback Co	urt							<u> </u>
(1242) Pintail Lane	0.11	70	R								NA			NA		06/13/2005
		To				26-124	40 Wren	n Forest l	Or							

Route	Length	AADT	QA	4Tire	Bu	IS	2Axle :				QC	K Factor	QK	Dir Factor	AA	WDT	QW	Year
Dinwiddie County										. II ali		i acioi		i actor				
(1242) Pintail Lane	0.23	270	<u> </u>			26-	5-1240 W	renn F	orest Dr			 NA				NA		05/27/2008
1242) 1	0.20	To				26	6-1246 P	heasar	nt Court			l l						00/2//2000
		From					Cul	l-de-Sa	с									
(1243) Canvasback Court	0.23	60	R				G 1					NA			1	NA		06/13/2005
		From	<u> </u>					l-de-Sa										
(1244) Pintail Lane	0.08	100	R				26-1242	Pintai	Lane			NA			1	NA		05/27/2008
1244		То					Cul	l-de-Sa	С									
		From					26-1242	Pintai	l Lane									
(1245) Teal Circle	0.06	80	R					1.0				NA				NA		12/10/2014
		From	<u> </u>					l-de-Sa										
(1246) Pheasant Court	0.22	270	R				Cul-	l-de-Sa	С			NA			1	NA		12/10/2014
(1240)		To					26-1242	Pintail	l I ane			_						
(1246) Pheasant Court	0.09	420 From	R				20-12-12	1 man	Lanc			NA			1	NA		12/10/2014
		То					Cul-	l-de-Sa	с									
<u> </u>		From					SR 22	26 Cox	Rd									
(1301) Lee Blvd	0.23	590	R									NA 			l	NA		05/16/2005
Loo Dhud	0.10	From					26-133	32 Hil	l St									0E/10/000E
(1301) Lee Blvd	0.18	200	R				Dea	ad End	l			NA				NA		05/16/2005
		From	1				26-1306											
(1302) Dinwiddie Ave	0.10	120	R									NA			1	NA		05/18/2005
\bigcirc		To					26-1348	Poton	nac St			_						
(1302) Dinwiddie Ave	0.03	190	R									NA			1	NA		05/18/2005
		To From					26-130	09 Yor	k St									
(1302) Dinwiddie Ave	0.11	260	R									NA			I	NA		05/18/2005
		То	<u> </u>			U	JS 1 Boyo											
(1303) Simmons Ave	0.37	From 240	R				Dea	ad End	1			 NA				NA		04/12/2011
(1303) Simmons Ave	0.07						FR-290	0 E	. D.1							.,,		01/12/2011
(1303) Simmons Ave	0.03	2200 From	R				FR-290	U Fron	t Ku			NA				NA		05/18/2005
1.000		То				U	JS 1 Boyo	dton P	lank Rd									
		From					26-1349	Warw	ick St									
Nottoway Ave	0.10	170	R									NA			ļ	NA		05/18/2005
Nothern Acce	0.40	From	_				26-1306	Roand	oke St			\supset						05/40/0005
(1304) Nottoway Ave	0.10	210	R									NA —			l	NA		05/18/2005
(1304) Nottoway Ave	0.13	250 From	R				26-1348	Poton	nac St			NA				NA		05/18/2005
(1304) Nottoway Ave	0.10	230 To	<u> </u>			U	JS 1 Boyo	dton P	lank Rd			Τ̈́			'	V /\		03/10/2000
		From						ad End										
(1305) Surry Ave	0.14	230	R									NA			1	NA		05/18/2005
		To From					26-135	io Paga	ın St			\Box						
(1305) Surry Ave	0.19	340	R									NA			- 1	NA		05/18/2005
		From					26-1306	Roand	oke St			<u> </u>						
(1305) Surry Ave	0.09	430	R		_	_						NA				NA		05/18/2005
Surn/Ava	0.11	From					26-1348	Poton	nac St						1	\1A		05/19/2005
(1305) Surry Ave	0.11	530	R			11	JS 1 Boyo	dton P	lank Rd			NA			l	NA		05/18/2005
		From					26-1305											
(1306) Roanoke St	0.04	110	R				_20 1505	- Jan				NA			1	NA		05/18/2005
\bigcirc		To				26	6-1308 G	reensv	ille Ave						_			

Route	Length	AADT	QA 4Tire	e Bus		Truck 3+Axle 1Trail		C K	QK Fac	$\Delta \Delta WDT$	W Year
Dinwiddie County		From	•				211411	racion	rac	ioi	
(1306) Roanoke St	0.04	140	R		26-1308 Gr	eensville Ave		NA		NA	05/18/200
		Te			26-1307 Br	unswick Ave					
(1306) Roanoke St	0.04	130 From	R		20 100, 21	unis Wien 1110		NA		NA	05/18/200
		Tz Fron			26-1304 No	ottoway Ave					
(1306) Roanoke St	0.04	100	R					NA		NA	05/18/200
<u> </u>		To	1			nwiddie Ave					
(1307) Brunswick Ave	0.10	210	R		26-1349 \	Warwick St		NA		NA	05/18/200
(1307) Brunswick Ave	0.10	280	R		26-1306 I	Roanoke St		NA		NA	05/18/200
(1307) = 1 = 1 = 1 = 1		т.			26-1348 I	Potomac St					
(1307) Brunswick Ave	0.12	330 From	R		20-13-01	otomac St		NA		NA	05/18/200
		To			US 1 Boyd	ton Plank Rd					
		Fron			Dea	d End					
(1308) Greensville Ave	0.13	70	R					NA		NA	04/12/201
<u> </u>		Fron			26-1350	Pagan St					0.4/4.0/0.04
(1308) Greensville Ave	0.09	370	R					NA ——		NA	04/12/201
Groonavilla Ava	0.10	Fron			26-1349 V	Warwick St				NΙΔ	04/12/201
(1308) Greensville Ave	0.10	510	R					NA		NA	04/12/201
(1308) Greensville Ave	0.09	550 From	R		26-1306 I	Roanoke St		NA		NA	04/12/201
(1308) Greensville Ave	0.03	330								IVA	04/12/201
(1308) Greensville Ave	0.12	630 From	R		26-13481	Potomac St		NA		NA	04/12/201
(1308) Greenevine 7 (70	0.12	т			US 1 Boyd	ton Plank Rd					0 1/ 12/201
		From			26-1302 Di	nwiddie Ave					
(1309) York St	0.10	50	R					NA		NA	04/12/201
		To			Dea	d End					
(1310) Rockdale Rd	0.10	90	R		Dea	d End		NA		NA	04/18/201
(1310) Hockdale Hd	0.10	90	n					INA		INA	04/10/201
(1310) Cedar Hart Rd	0.11	2000 From	R		SR 226	Cox Rd		NA		NA	04/18/201
(1310) Cedar Hart Rd	0.11	2000			26 1211	a		117.		1471	04/10/201
(1310) Cedar Hart Rd	0.10	1800 From	R		26-1311	Grant Ave		NA		NA	04/18/201
(1310)		To			26-600 F	erndale Rd					- 1, 10, 20
		Fron			Dea	d End					
(1311) Grant Ave	0.31	310	R					NA		NA	05/16/200
<u> </u>		T _e Fron			26-1310 R	ockdale Rd					
(1311) Grant Ave	0.10	330	R					NA		NA	04/18/201
		To				d End					
(1312) Sunset Dr	0.12	1000	R		26-13131	Franklin St		 NA		NA	05/16/200
(1312) Sunset Dr	0.12	To	,, 		SR 226	Cox Rd				IVA	03/10/200
		From			26-1312	Sunset Dr					
(1313) Franklin St	0.22	1000	R					NA		NA	05/16/200
$\overline{}$		Tr			US 1 Boyd	ton Plank Rd					
Clandala A	0.00	Fron			Dea	d End		NIA		NIA	05/00/000
(1314) Glendale Ave	0.03	20	R					NA		NA	05/23/200
Clandala Ava	0.10	Fron			26-1317 M	leadow Lane				NIA	05/00/000
(1314) Glendale Ave	0.12	140	R					NA		NA	05/23/200
(1314) Glendale Ave	0.10	170 From	R		26-1318	Callear Rd		NA		NA	05/23/200
(1314) Giendale Ave	0.10	170 To			26-1315 D	el Keith Rd				INA	03/23/200
					20 1313 D	110 ING					

							aaio i	viairie	manoo	, o a									
Route	Length	AADT	QA	4Tire	Bu	ıs			-Truck- xle 1T			QC	K Factor	QK	Dir Factor	r A	AWDT	QW	Year
Dinwiddie County		From	1																
(1314) Glendale Ave	0.06	220	R				26-131	5 Del I	Keith Rd				NA				NA		05/23/2005
(6) 7		Te					SR	226 Co	x Rd										
		From					26-60	03 Sterl	ing Rd										
(1315) Del Keith Rd	0.06	70	R										NA				NA		05/23/2005
0 5 1 4 1 1 5 1		From	_				26-131	6 Meri	dan Ave										05/00/000
1315 Del Keith Rd	0.11	80 To	R				26 121	4 Gland	dale Ave				NA				NA		05/23/2005
		From	l						ow Lane										
(1316) Meridan Ave	0.07	50	R				20-131	/ Mead	ow Lane				NA				NA		05/23/2005
		To					26-1	1319 Sh	ort St										
(1316) Meridan Ave	0.06	170 From	R				20-1	1317 311	ortst				NA				NA		05/23/200
		To				—	26-13	318 Cal	lear Rd										
(1316) Meridan Ave	0.10	80 From	R				20 10	ro cur	iour rea				NA				NA		05/23/2005
\bigcup		To					26-131	5 Del I	Keith Rd										
		From					26-131	6 Meri	dan Ave										
(1317) Meadow Lane	0.07	70	R				25.121	. ~.					NA				NA		05/23/2005
									dale Ave										
(1318) Callear Rd	0.13	100	R				26-131	6 Meri	dan Ave				NA				NA		05/23/2005
(1318) Callear Rd	0.10	To	'''				26-131	4 Gleno	dale Ave								11/1		03/23/2000
		From						03 Sterl											
(1319) Short St	0.06	180	R										NA				NA		05/23/2005
\bigcup		Te					26-131	6 Meri	dan Ave										
\bigcirc		From					26-	1362 O	ak St										
(1320) Ritchie Ave	0.09	200	R										NA				NA		05/23/2005
<u> </u>		From				_	26-1	363 Cr	oss St				ጔ						05/00/000
(1320) Ritchie Ave	0.13	190	R		IIC 1 T	Davide	ton Dlor	als Dale	CD 142 C		D.4		NA				NA		05/23/2005
		From	<u> </u>		JS 1 E	Soyat			SR 142 S	impson .	Ku		+						
(1321) Ashley Lane	0.18	190	R					Dead E	na				NA				NA		05/16/2005
,		To					26-6	601 Riv	er Rd										
		From						Dead E	nd										
(1322) Harwell Dr	0.14	290	R										NA				NA		05/23/2005
		To				U			Plank Rd										
Mark Dr	0.40	From	ᄂ				26-60	00 Ferno	lale Rd								NIA		05/40/000
(1323) West Dr	0.40	390 To	R					Dead E	nd				NA				NA		05/16/2005
		From	<u> </u>			_		363 Cr					<u> </u>						
(1324) Ford Ave	0.15	1200	R				20-1	.505 CI	033 51				NA				NA		05/23/2005
		To					US 1 B	Boyton I	Plank Rd										
		From					C	Cul-de-S	Sac										
(1325) Creek Ave	0.21	220	R										NA				NA		05/23/2005
<u> </u>		From				2	26-1320	6 Mt Pl	easant St				_						
(1325) Creek Ave	0.06	290	R										NA				NA		05/23/2005
		To	<u> </u>					226 Co											
(1326) Mt Pleasant St	0.21	From	R				26-13	325 Cre	ek Ave				NA				NA		05/23/2005
(1326) Mt Pleasant St	0.21	To					26-13	27 Ced	ar Lane								14/1		00/20/2000
		From				- ;			easant St										
(1327) Cedar Lane	0.05	130	R										NA				NA		05/23/2005
\bigcup		To				_	SR	226 Co	x Rd										
<u> </u>		From			_	_	I	Dead E	nd				Į						
(1328) Pinecroft Rd	0.10	70	R										NA				NA		05/16/2005
~		To	İ			2	26-1329	9 Brook	sdale Rd										

Route	Length	AADT	QA 4	1Tire	Bu	ıs			Truck Axle 1 ⁻		QC	K Factor	QK	Dir Factor	AA	WDT	QW	Year
Dinwiddie Countv		From					26 122	0 Proc	ksdale R	1								
(1328) Pinecroft Rd	0.12	200	R				20-132	9 D 100.	ksuaie K	1		NA				NA		05/16/2005
O 8: (1.8.1	0.07	From					26-133	30 Bals	sam Lane			⇉┈						05/40/000
(1328) Pinecroft Rd	0.07	390 _{то}	R				26-60	00 Ferr	dale Rd			NA				NA		05/16/2005
		From							sam Lane			+						
(1329) Brooksdale Rd	0.06	180	R				20-13	JO Dais	sain Lanc			NA				NA		05/16/2009
		To					26-13	28 Pin€	ecroft Rd									
		Fron				2	26-132	9 Broo	ksdale R	i								
(1330) Balsam Lane	0.17	190	R				26.12	20 D:	6 P. I			NA				NA		05/16/200
		From							ecroft Rd									
(1331) Creek Circle	0.03	40	R				26-13	325 Cre	eek Ave			NA				NA		06/13/200
(1331) Greek Circle	0.00	To					(Cul-de-	Sac			T)						00/10/200
		Fron							ee Blvd									
(1332) Hill St	0.05	190	R									NA				NA		05/16/200
		To						Dead E	End									
<u> </u>		Fron					26-60	00 Fern	dale Rd									
(1333) Ferndale Circle	0.54	300	R				26.66	00 F	11 01			NA				NA		05/16/200
		Fron				_			dale Rd			+						
(1334) Floyd Ave	0.12	40	R					Dead E	end			NA				NA		05/23/2009
(1334) 1 10 9 4 7 11 0	0.12	. .					26.16	226 E										00/20/200
(1334) Floyd Ave	0.22	530 From	R				26-13	336 For	rest Ave			NA				NA		05/23/200
(1334) 1 10) 4 7 11 0	0	т					FR-	290; 26	6-1335			T.						00/20/200
		Fron					0.19	9 MS F	R-290									
(1335) Church Rd	0.19	280	R									NA				NA		05/23/200
$\overline{}$		T _C Fron					FR-	290; 26	5-1334			_						
(1335) Church Rd	0.08	20	R									NA				NA		05/23/200
		To]	Dead E	End									
Cornect Ave	0.00	Fron					26-13	334 Flo	oyd Ave							N I A		05/23/200
(1336) Forest Ave	0.30	410	R					Cul-de-	Sac			NA				NA		03/23/200
		Fron						Dead E				<u> </u>						
(1337) James Ave	0.12	80	R					Dead I	and .			NA				NA		05/23/200
		To					26-13	336 For	rest Ave									
		Fron					26-13	335 Ch	urch Rd									
(1338) Shadyside Dr	0.20	160	R					~	~			NA				NA		05/23/200
		10				_		Cul-de-										
(1339) Creek Lane	0.45	50	R			—	26-13	325 Cre	eek Ave			NA				NA		05/23/200
(1339) Creek Lane	0.40	To						Cul-de-	Sac							INA		03/20/2000
		Fron						226 C										
(1340) Fairway Lane	0.15	60	R									NA				NA		10/02/2014
		Te					26-1	341 Dr	iver Rd									
(1340) Fairway Lane	0.09	270	R									NA				NA		04/18/201
<u> </u>		To From				2	26-1342	2 Wedg	gewood R	d								
(1340) Fairway Lane	0.12	80	R									NA				NA		04/18/201
		To						Dead E				<u> </u>						
O Duite on Duit	0.17	Fron					26-134	13 Gree	enway Ro		 					NI A		05/40/222
(1341) Driver Rd	0.17	150	R				26-13/	40 Fair	way Lane			NA				NA		05/18/2005
		Fron							enway Ro			\pm						
(1342) Wedgewood Rd	0.20	110	R				20-134	J GIEE	лімаў КС			NA				NA		05/18/200
		To					26 12	10 Foir	way Lane			\neg						

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2T	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Erom	ı					1					
(1343) Greenway Rd	0.09	100	R			26-1341 Driver Rd		NA			NA		05/18/2005
,		To				26-1342 Wedgewood Rd							
		From				SR 226 Cox Rd							
(1344) Orchard Rd	0.09	320	R					NA 			NA		05/16/2005
(1344) Orchard Rd	0.09	270 From				26-1345 Steven Ave		_ NA			NA		05/16/2005
1344 Orchard Rd	0.09	2/U To	R			26-1346 Wayne Ave		NA			INA		05/16/2003
		From				Dead End							
(1345) Steven Ave	0.06	40	R					NA			NA		05/18/2005
		To From				26-1344 Orchard Rd							
(1345) Steven Ave	0.04	40	R					NA			NA		05/18/2005
		To	<u> </u>			Dead End							
(1346) Wayne Ave	0.07	30 From	L			Dead End		 NA			NA		05/18/2005
(1346) Wayne 7.00	0.07					26 1244 Octored Pd							00/10/2000
(1346) Wayne Ave	0.04	210 From	R			26-1344 Orchard Rd		NA			NA		05/18/2005
(1340)		To				26-1347 Orchard Dr							
(1346) Wayne Ave	0.01	47 From	R			20 13 17 Olehard DI		NA			NA		05/18/2005
		To				Dead End							
O		From				Dead End							
(1347) Orchard Dr	0.17	130	R			26 1246 Wayna Aya		NA			NA		05/18/2005
_		From				26-1346 Wayne Ave 26-1305 Surry Ave							
(1348) Potomac St	0.04	120	R			20-1303 Surry Ave		NA			NA		05/23/2005
1.0-7-9		To				26-1308 Greensville Ave							
(1348) Potomac St	0.04	150 From	R			20 1300 Greensvine rive		NA			NA		05/23/2005
		To				26-1307 Brunswick Ave							
(1348) Potomac St	0.04	130	R					NA			NA		05/23/2005
		To From				26-1304 Nottoway Ave							
(1348) Potomac St	0.04	120	R					NA			NA		05/23/2005
<u> </u>		To				26-1302 Dinwiddie Ave							
(1349) Warwick St	0.04	130	R			26-1308 Greensville Ave		 NA			NA		05/18/2005
(1349) Wal Mok St	0.01	To To				26 1207 D							
(1349) Warwick St	0.04	80 From	R			26-1307 Brunswick Ave		NA			NA		05/18/2005
1343)		To				26-1304 Nottoway Ave							
		From				26-1305 Surry Ave							
(1350) Pagan St	0.04	50	R			26 1200 G		NA			NA		05/18/2005
		To	!			26-1308 Greensville Ave		1					
(1352) Elsie Dr	0.19	280	R			26-601 River Rd		NA			NA		04/18/2011
(1332) =1010 =1		To				26-1354 Mark Dr							
(1352) Elsie Dr	0.10	130 From	R			20-1334 Widtk DI		NA			NA		04/18/2011
		То				Cul-de-Sac							
O		From				26-601 River Rd							
1353 Susie Dr	0.19	280	R					NA			NA		05/16/2005
Ouris B	2.12	From				26-1354 Mark Dr		<u> </u>			N.1.5		05/40/2023
(1353) Susie Dr	0.10	100 To	R			Cul-de-Sac		NA			NA		05/16/2005
		From				26-1352 Elsie Dr		_					
(1354) Mark Dr	0.08	60	R			ZU-133Z EISIC DI		NA			NA		05/16/2005
		To				26-1353 Susie Dr							

								enance	Alea		K		Dir			
Route	Length	AADT	QA	4Tire	Вι	IS			rail 2Tra	Ω C	Factor	QK	Factor	AAWDT	QW	Year
Dinwiddie County		From				,	26-1353 S	ncia Dr								
(1354) Mark Dr	0.12	70	R				20-1333 3	usic Di			NA			NA		09/16/2014
		To From				2	26-1390 Ja	ckie Dr								
(1354) Mark Dr	0.07	60 To	R				D., 41	7 d			NA			NA		11/19/2014
		From	<u> </u>			2	Dead I									
(1355) E Autumn Dr	0.18	570	R			2	6-601 E, F	aver Ka			NA			NA		09/16/201
(1355) E Autumn Dr	0.07	190 From	R			26-	1356 Spar	row Court			NA			NA		05/16/2009
(1355) E Autumn Dr	0.10	140 From	R			2	26-1367 Iri	s Circle			NA			NA		05/16/2008
(1355) W Autumn Dr	0.28	250 From	R			26-	-1368 Woo	ods Court			NA			NA		05/23/2005
		То				26-	1369 West	briar Lane								
(1355) W Autumn Dr	0.13	400 From	R			20	1505 11 650	OTHE EATH			NA			NA		04/18/201
		To				26	6-601 W, I	River Rd								
(1356) Sparrow Court	0.09	70	R				Dead I	End			NA			NA		12/10/2014
(1356) Sparrow Court	0.09	70				26	1055 F 1							INA		12/10/2014
(1356) Sparrow Court	0.06	80 From	R			26-	-1355, E A	utumn Dr			NA			NA		12/10/2014
(1336) Spair of Source	0.00	To					Dead I	End								, . 0 , _ 0 .
		From				26-	-1358 Mar	nsfield Dr								
(1357) Bancroft Dr	0.26	160	R								NA			NA		09/16/201
		To						Ishire Lane shire Lane								
(1357) Bancroft Dr	0.13	270	R			20-	1300 11010	sinc Lanc			NA			NA		09/16/2014
		To From				20	6-1359 Ga	ydell Dr								
(1357) Bancroft Dr	0.08	710	R								NA			NA		09/16/2014
		To					26-601 Ri	ver Rd								
Manafield Dr	0.03	From	ᄂ				Dead I	End			NA			NA		10/10/201
(1358) Mansfield Dr	0.03	20	R								INA			INA		12/10/201
(1358) Mansfield Dr	0.07	300 From	R			26	6-1357 Baı	ncroft Dr			NA			NA		09/16/2014
(1358) Mansfield Dr	0.07	To	<u> </u>				26-1360	Gap						1471		00/10/2014
O 11 (1112)		From					26-1359	Gap								201121221
(1358) Mansfield Dr	0.08	750	R				26-601 Ri	vor Dd			NA			NA		09/16/2014
		From					Dead I				1					
(1359) Gaydell Dr	0.04	20	R				Dead I	JIIG .			NA			NA		05/16/200
,		To				26-	-1364 Keit	hwood Dr								
(1359) Gaydell Dr	0.10	450 From	R			20	130111010	IIWOOG DI			NA			NA		05/16/200
		То				26	5-1357 Baı	ncroft Dr								
(1359) Gaydell Dr	0.29	360 From	R				<i>3 155 / Ba</i>	ACTOR BY			NA			NA		09/16/2014
		To				26-	-1358 Mar	nsfield Dr								
(1359) Gaydell Dr	0.22	300	R								NA			NA		09/16/2014
$\overline{\bigcirc}$		To From				2	26-1387 Ве	th Lane								
(1359) Gaydell Dr	0.10	460	R				120777	, . ~			NA			NA		09/16/2014
		- 10	<u> </u>		_		-1385 McI									
(1360) Fieldshire Lane	0.23	190	L		—	26	5-1357 Baı	ncroft Dr			NA			NA		09/16/201
(1360) Fieldshire Lane	0.20	To				26-	-1358 Mar	nsfield Dr						INA		30,10,201
		From						Landing Co	ourt							
(1361) Walking Landing Dr	0.14	540	R								NA			NA		10/02/2014
\bigcirc		To					SR 226 C	ox Rd								

						אוווט	vidai	ie ivia	ame	enance	Area	a									
Route	Length	AADT	QA	4Tire	- [Bus				-Truck xle 1			QC	K Facto	Qk r	Oir ctor	AA	WDT	QW	,	Year
Dinwiddie County		From						C (02	Ct. 1	· D.1											
(1362) Oak St	0.12	230	R				20	6-603	Sterli	ing Rd				NA			١	NA		05/2	23/200
(1002)		To					26	-1320	Ritcl	hie Ave											
		From					26	-1320	Ritcl	hie Ave											
(1363) Cross St	0.08	70	R											NA			١	NA		05/2	23/200
<u> </u>		То					2	26-1324													
(1364) Keithwood Dr	0.07	30	R		—		—	Dea	ad Er	ıd				 NA				NA		05/	16/200
(1364) Keithwood Dr	0.07	30	n														1	V		03/	10/200
(1364) Keithwood Dr	0.21	320 From	R		—		26-	-1365	Timp	an Lane	;			NA				۱A		05/	16/200
(1364) Keithwood Dr	0.21	To	•••				26	5-1359	Gay	dell Dr				— "``				•/ `		00/	10,200
		From								wood D	r										
1365) Timpan Lane	0.11	140	R											NA			١	NΑ		05/1	16/200
<u> </u>		То						Cul-	l-de-S	ac											
<u> </u>		From			_			Dea	ad Er	nd											
(1366) Walking Landing Court	0.46	510 To	R						1.5					NA			١	NΑ		12/1	10/201
		From			_				ad En												
1367) Iris Circle	0.04	30	R				26-	1355,	E Au	itumn D	<u>r</u>			NA			N	NA		05/	16/200
(1367) Iris Circle	0.04	То						Cul	l-de-S	Sac				Π΄΄				•/ `		00/	10/200
		From							l-de-S												
1368) Woods Court	0.05	40	R											NA			١	NA		05/	16/200
		То					26-1	355,	W Aı	utumn D)r										
$\overline{}$		From						Cul-	l-de-S	ac											
(1369) Westbriar Lane	0.34	310	R											NA			١	NA		12/1	10/201
<u> </u>		To From					26-1	1355, V	W Au	utumn D)r			ᅪ							
(1369) Westbriar Lane	0.04	30	R					G 1	1.0					NA			١	NΑ		05/1	16/200
		- 10			_		_		l-de-S												
1370) Bell St	0.16	From 50	R				26	5-1371	Haz	el Ave				 NA			N	NA		05/:	23/200
(1370) Bell St	0.10	То					26	5-672 \	Weak	dey Rd				Π΄΄				•/ `		00/2	-0/200
		From			_		_		l-de-S												
1371) Hazel Ave	0.18	90	R											NA			١	NA		12/	10/201
<u> </u>		To						26-13	70 Be	ell St				\neg							
1371) Hazel Ave	0.07	130	R											NA			١	NA		10/0	02/201
		То					26	5-672 V	Weak	dey Rd											
$\widehat{}$		From					US	1 Boyo	dton l	Plank R	.d										
1372 A P Hill Dr	0.09	570	R				26.14	272.0		XX:11 G				NA			١	NA		10/0	02/201
					_					Hill Cou											
1373 Sentry Hill Court	0.44	450	R				26	-1372	Begi	in Loop				NA				NA		10/	02/201
(1373) Sentry Hill Court	0.44	430						Enc	d Loc	op				Τ̈́				V /\		10/0	<i>)</i> 2/201
		From			_		_		l-de-S												
(1374)	0.06	70	R											NA			١	NΑ		12/	10/201
\bigcup		To					26	5-1382	Sear	ıoia Rd											
1374	0.05	60 From	R											NA			١	NΑ		12/	10/201
		To						Cul-	l-de-S	ac											
\sim		From					26	5-1382	Sequ	ıoia Rd											
1375 Sequoia Court	0.13	120	R											NA			١	NA		05/2	23/200
<u> </u>		То			_	_	_		l-de-S										_	_	
Ciarra Dd	0.07	From	P		_			Cul-	l-de-S	ac								.1.0		OE "	00/000
1376 Sierra Rd	0.07	60 To	R		—		26	5-1381	Che	sdin Dr				NA			יו	NA		03/2	23/200
		From			_				l-de-S												
1377) Yosemite Rd	0.07	70	R					Cul	uc-3	uc				NA			١	NΑ		12/	10/201
		То					26	5-1381	Ches	sdin Dr											

Route	Length	AADT	QA	4Tire	Bus			-Truck Axle 1Tra		(QC F	K actor	QK	Dir Factor	AAWI	OT QV	/ \	Y ear
Dinwiddie County		From	1									-						
(1378) Woodstream Court	0.11	120	R				Cul-de-S	Sac				NA			NA		12/1	0/201
(1378)	0	To				26-1379	Woodst	ream Court				1					,	0,20.
		From				26-138	30 Wood	stream Dr				Ī						
(1379) Woodstream Court	0.24	180	R									NA			NA		09/1	6/201
$\overline{}$		То			26	⊢1393 B	rickwood	d Meadow l	Dr									
O W 11 B	2.04	From					Dead E	nd]					05/4	0/000
Woodstream Dr	0.31	680	R									NA			NA		05/1	8/200
Was alstone on Do	0.50	From				SI	R 226 Co	ox Rd							NIA.		05/4	0/000
1380 Woodstream Dr	0.53	150 To	R				Dead E	nd				NA T			NA		U5/ I	8/200
		From					Dead E					1						
(1381) Chesdin Dr	0.43	590	R				Dead E	nu				NA			NA		05/2	23/200
(1301)		To				SI	R 226 Co	x Rd										
		From					26-137	4										
1382) Sequoia Rd	0.31	200	R									NA			NA		09/1	6/201
$\overline{}$		To				26-1	381 Che	sdin Dr										
O 01		From				26-1	382 Sequ	uoia Rd]						
1383 Olympic Lane	0.08	110	R				0.1.1.6	,				NA			NA		12/1	0/201
		F					Cul-de-S					<u> </u>						
1384) Yellowstone Dr	0.15	From 640	R			26-1	382 Sequ	uoia Rd				NA			NA		09/1	6/201
Yellowstone Dr	0.10	To				SR	226; 26	-1384				Τ̈́			IVA		03/1	0/201
		From					Dead E											
1385 McIlwaine Dr	0.30	320	R				Dead Li					NA			NA		12/1	0/201
		To	l			26-1	386 Rayn	nond Rd				—						
(1385) McIlwaine Dr	0.13	1000 From	R			20 15	Joo Ruji	nona rta				NA			NA		09/1	6/201
		To				26-1	1359 Gay	dell Dr				1						
(1385) McIlwaine Dr	0.11	1500 From	R				1337 Guy	den Bi				NA			NA		09/1	6/201
		То				26	-601 Riv	er Rd										
		From					Cul-de-S	Sac										
(1386) Raymond Rd	0.17	110	R									NA			NA		12/1	0/201
		То					399 Tow											
O Dath Lane	0.10	From				26-13	386 Rayn	nond Rd							NIA		00/4	0/001
1387 Beth Lane	0.12	130 To	R			26.1	1359 Gay	idall Dr				NA			NA		09/1	6/201
		From				20-1	Dead E					1						
1388) Gloria Dr	0.03	10	R				Dead E	nu				NA			NA		05/1	6/200
1300) 5.101.11 = 1		То				26	1200 D	1.D				_						000
1388) Gloria Dr	0.07	180 From	R				5-1389 Pa	iui Dr				NA			NA		05/1	6/200
1366)		То				26-13	885 McIlv	waine Dr				7						0, _ 0
		From				26-	1388 Glo	oria Dr										
1389) Paul Dr	0.10	120	R									NA			NA		04/1	2/201
		То					Cul-de-S	Sac										
		From				26	-601 Riv	er Rd										
1390 Jackie Dr	0.09	470	R									NA			NA		09/1	6/201
<u> </u>		To From				26-1	391 Jame	es Court				_						
(₁₃₉₀) Jackie Dr	0.10	410	R									NA			NA		09/1	6/201
<u> </u>		To From				26-	-1354 Ma	ark Dr]—						
(1390) Jackie Dr	0.08	200	R									NA			NA		09/1	6/201
<u> </u>		To From				26-13	392 Donr	nie Court				_						
(1390) Jackie Dr	0.06	80	R									NA			NA		12/1	0/201
		To					Cul-de-S	Sac										

						widdie Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 27	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				Cul-de-Sac							
(1391) James Court	0.06	80	R			Cui-uc-Sac		NA			NA		12/10/201
		To				26-1390 Jackie Dr							
		From:				Cul-de-Sac							
(1392) Donnie Court	0.06	70	R					NA			NA		12/10/201
		From				26-1390 Jackie Dr		_					
(1393) Brickwood Meadow D	r 0.19	440	R			SR 226 Cox Rd		 NA			NA		09/16/201
1393) Briotwood Micadow B	0.10	To	'''		26-1	395 Brickwood Meadow Lane		— ` ``			14/1		00/10/201
		From				Cul-de-Sac							
(1394) Brickwood Meadow To	erra 6 e05	48	R					NA			NA		12/10/201
\bigcirc		To			26-	1393 Brickwood Meadow Dr							
<u> </u>		From:				26-1380 Woodstream Dr							
(1395) Brickwood Meadow La	ane 0.35	310	R					NA			NA		12/10/201
		10.	<u> </u>			Cul-de-Sac							
(1396) Brickwood Meadow C	ourt0 15	130	L			Cul-de-Sac		 NA			NA		12/10/201
(1396) Brickwood Meadow C	ourto.15	To:			26-1	395 Brickwood Meadow Lane					INA		12/10/201
		From:				Dead End							
(1397) Woodstream Place	0.05	47	R			Dead End		NA			NA		05/25/200
1007		To				26-1380 Woodstream Dr							
		From:				Dead End							
(1398) Woodstream Circle	0.06	50	R					NA			NA		05/25/200
\bigcirc		To				26-1380 Woodstream Dr							
\sim		From				Cul-de-Sac							
(1399) Tower Court	0.09	90	R					NA			NA		12/10/201
<u> </u>		To From				26-1386 Raymond Rd							
(1399) Tower Court	0.19	160	R					NA			NA		05/20/201
		10	<u> </u>			Cul-de-Sac							
Caringaraak Dd	0.41	From	R			Dead End					NA		12/10/201
(1401) Springcreek Rd	0.41	60 To:	n			US 1 Boydton Plank Rd		NA T			INA		12/10/201
		From:	l			US 1 S, Boydton Plank Rd							
(1402) Main St	0.10	200	R			US 1 S, BOYGIOII FIGHK KU		NA			NA		05/25/200
(1402)		To				26 610 Cth P.1							
(1402) Sycamore Dr	0.15	260 From:	R			26-619 Courthouse Rd		NA			NA		05/25/200
(1402)		To:	m		1	US 1 N, Boydton Plank Rd		<u> </u>					00/=0/=00
		From				26-703 Carson Rd							
(1403)	0.11	20	R					NA			NA		06/13/200
		To				Dead End							
		From:			,	26-619 Courthouse Rd							
(1404) Rowanty Lane	0.06	60	R					NA			NA		04/12/201
<u> </u>		To				Dead End							
O Labouro ed Do	0.00	From	<u> </u>			26-627 Courthouse Rd					NIA		05/00/000
(1405) Lakewood Dr	0.20	220	R					NA			NA		05/02/200
O Lakermant B	0.40	From:	لبا			26-1406 Stonewall Dr					NIA.		05/00/222
(1405) Lakewood Dr	0.16	60 To	R			Dead End		NA			NA		05/02/200
		From:											
(1406) Stonewall Dr	0.43	150	R			26-1405 Lakewood Dr		 NA			NA		05/02/200
1400) 510511 21	3.10	To	<u> </u>			Cul-de-Sac					. •, •		20,02,200
		From:				Dead End		i					
(1407) Bonneville Lane	0.50	180	R			Doug Laid		NA			NA		05/02/200
$\overline{\bigcirc}$		To				26-627 Courthouse Rd							

Route	Length	AADT	QA	4Tire	Ві	us			Truck xle 1Tra	()() K Fac	\cap	Oir Fact	AAWDT	QW	Year
Dinwiddie County		From														
(1408)	0.05	80	R					Cul-de-Sa	ac		 N/	١		NA		12/10/2014
1400		Te				2	26-1369	Westbr	iar Lane							
		From	i				26-62	26 Flatfo	ot Rd							
(1410) Allen Rd	0.08	540	R								N/	4		NA		05/25/2005
<u> </u>		Te From				2	26-1411	l Doroth	y Circle							
(1410) Allen Rd	0.06	480	R								N/	4		NA		05/25/2005
<u> </u>		To From					26-14	12 Franc	ces Dr		\vdash					
(1410) Allen Rd	0.11	320	R								N/	4		NA		05/25/200
<u> </u>		To From					26-141	13 S, All	bert St							
1410 Allen Rd	0.07	80	R								N/	4		NA		05/25/200
<u> </u>		Te From					26-141	13 N, Al	bert St							
1410 Allen Rd	0.05	5	R								N/	4		NA		05/25/200
<u> </u>		To						Dead En	d							
De matter O'mate	0.40	From					C	Cul-de-Sa	ac					NIA		05/05/000
1411 Dorothy Circle	0.12	60 To	R				26.1	410 Alle	m Dd		N/	١.		NA		05/25/200
		From														
1412 Frances Dr	0.12	70	`L R				26-14	410 Alle	en Rd		NA	1		NA		05/25/200
(1412) Frances Dr	0.12	To					Г	Dead En	d		$\overline{}$	•		14/1		00/20/2000
		From						10 S, Al								
1413) Albert St	0.28	110	R				20 111	10 0, 111	ien rea		N/	4		NA		05/25/200
		Te					26-141	10 N, Al	len Rd							
		From	i				Γ	Dead En	d							
1414) Bishop St	0.16	140	R								N/	4		NA		05/25/200
$\overline{}$		To From					26-14	15 Raint	oow St		\Box					
1414) Bishop St	0.13	100	R								N/	4		NA		05/25/200
\bigcirc		To	1"				26-619	Courtho	ouse Rd							
<u> </u>		From					26-14	414 Bish	op St							
1415 Rainbow St	0.12	20	R								N/	A		NA		05/25/200
		To						Dead En								
1420) River Run Dr	0.15	950	L R				26-6	601 Rive	r Rd		 N/	١		NA		06/13/200
Hiver Run Dr	0.13	930 To	<u> </u>				26-142	3 Planta	tion Dr			`		INA		00/13/200
		From						Cul-de-Sa								
1421) Lake Dr	0.27	110	R					ui-uc-sa	ac		N/	١		NA		06/13/200
		To	:				C	Cul-de-Sa	ac							
		From	i				26-1	421 Lak	e Dr							
1422) Plantation Place	0.04	40	R								N/	4		NA		06/13/200
\bigcirc		To	c				C	Cul-de-Sa	ac							
$\widehat{}$		From					Ι	Dead En	d							
1423 Plantation Dr	0.22	80	R								N/	١		NA		06/13/200
		To	1					Dead En								
1424) Plantation Court	0.05	From	R				C	Cul-de-Sa	ac					NIA		06/13/200
Plantation Court	0.05	50	<u> </u>				26-142	3 Planta	tion Dr		N/	`		NA		00/13/200
		From														
1425) Mark Dr	0.05	110	R				20-13	354 Mar	וע או		NA	١		NA		06/13/200
1723)		To	<u></u>				26-142	3 Planta	tion Dr					 		
		From	i					Cul-de-Sa			Ī					
1430 Sons Way	0.15	110	R								N/	٨		NA		12/10/201
\bigcirc		To	:				26-138	82 Seque	oia Rd							
		From	d				26-14	130 Sons	Way	 						
1431) Bryans Circle	0.04	30	R								N/	٨		NA		12/10/2014
\smile		To					C	Cul-de-Sa	ac							

								· a · · · · · ·	1141100 7	• •									
Route	Length	AADT	QA	4Tire	Вι	IS.			Truck xle 1Tr			QC	K Factor	QK	Dir Factor	A	AWDT	QW	Year
Dinwiddie County										u	Tun		doto		1 40101				
(1432) Kyles Court	0.03	40	`L				C	ul-de-S	ac				 NA				NA		12/10/2014
(1432)		Т	n-				26-14	30 Sons	s Way				1						
		Fron	1:			- 2	26-144	2 Gilma	ır Court										
(1441) Drew Lane	0.07	170	R										NA				NA		05/20/2011
<u> </u>		Te);			_		36 Fore											
(1442) Gilmar Court	0.11	100	`L				C	ul-de-S	ac				NA				NA		05/20/2011
(1442) Gilmar Court	0.11	т.	<u></u>				26.14	41.0	Y				¬'`				1471		00/20/2011
(1442) Gilmar Court	0.09	80 From	<u>R</u>				26-144	41 Drev	v Lane				NA				NA		05/20/201
(1442)		Te	_				С	ul-de-S	ac										
		Fron	1:			2	26-150-	4 Wood	land Dr										
(1501) Sutherland Dr	0.17	120	R										NA				NA		05/25/2005
		T. Fron	1			2	26-1502	2 Wood	land Rd										
(1501) Sutherland Dr	0.29	290	R										NA				NA		05/25/2005
		Te):				US 4	460 Co	x Rd										
(1502) Woodland Rd	0.08	Fron	<u> </u>			2	26-1501	1 Suther	rland Dr				NA				NA		05/05/0005
(1502) Woodland Rd	0.06	80 Te	R				26-150	03 Belv	ille Dr								INA		05/25/2005
		Fron	1:						land Rd										
(1503) Belville Dr	0.12	60	R				20-1302	2 11 00u	iana iva				NA				NA		05/25/2005
		Te):				Π	Dead En	d										
		Fron	1.				26-1	505 Taı	ra Dr										
(1504) Woodland Dr	0.10	80	R										NA				NA		05/25/2005
0		To From). -			2	26-1501	1 Suther	rland Dr										
(1504) Woodland Dr	0.14	30	R										NA				NA		05/25/2005
		16).					Dead En											
(1505) Tara Dr	0.10	70	`L			2	26-1504	4 Wood	land Dr				NA				NA		05/25/2005
(1505) Tara Dr	0.10	70	× 11				Г	Dead En	d								INA		03/23/2000
		Fron	1:					l Claibo					i						
(1506) Breeze Way	0.18	170	R										NA				NA		07/17/2014
		Te):					26-1507	7										
<u> </u>		Fron					C	ul-de-S	ac										
(1507) Whisper Dr	0.36	230	R					1110					NA				NA		11/19/2014
		Fron	1					ul-de-S											
(1508) W.Whisper Ct	0.08	40	`L					ul-de-S	ac				NA				NA		11/19/2014
(1506)	0.00	Te	»:					26-1507	7				Ī						,,
		Fron	1:			- 2	26-1510	0 Chesd	lin Blvd										
(1509) Leonard Dr	0.23	110	R										NA				NA		12/10/2014
		Te):			_		Dead En	d										
Oh and in Physic	0.57	Fron					26-6	01 Rive	er Rd								NIA		04/40/0044
(1510) Chesdin Blvd	0.57	880	R										NA 				NA		04/12/2011
Chandin Blud	0.46	Fron	<u> </u>			2	26-1512	2 Ridge	crest Dr								NA		04/10/0011
(1510) Chesdin Blvd	0.46	310	R										NA —				INA		04/12/2011
(1510) Chesdin Blvd	0.06	40 From	R			2	26-1511	l Chesd	in Court				NA				NA		04/12/2011
(1510) Chesdin Blvd	0.00	40 Te	»				Г	Dead En	d								INA		UT/ 12/2011
		Fron	1:						lin Blvd										
(1511) Chesdin Court	0.04	40	R						2.70				NA				NA		04/12/2011
\bigcirc		Te):				C	ul-de-S	ac										
		Fron	1:				26-1510	0 Chesd	lin Blvd										
(1512) Ridgecrest Dr	0.10	50	R										NA				NA		04/12/2011
		Te				2	26-1513	3 Shore	view Dr										

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County									ZIIdii		1 40101		ractor			
(1513) Shoreview Dr	0.13	260	R			26-150	9 Leonard	l Dr			NA			NA		07/17/2014
\bigcirc		To From				26-1512	2 Ridgecres	st Dr			_					
(1513) Shoreview Dr	0.15	160	R								NA			NA		05/25/2005
(1513) Shoreview Dr	0.13	From From	R			26-1514 V	Waterview	Court			NA			NA		05/25/2005
		To				Cı	ul-de-Sac									
(1514) Waterview Court	0.05	From	R			Cı	ul-de-Sac				NA			NA		05/25/2005
(1514)		То				26-1513	Shoreviev	w Dr								
(1515) Edrie Dr	0.13	430	R			26-60	01 River R	ld			NA			NA		05/25/2005
(1515) Edrie Dr	0.13	430 To	n			26.15	16 Eugene	Dr						INA		03/23/2003
(1515) Edrie Dr	0.04	20 From	R			20-13	10 Eugene	DI			NA			NA		05/25/2005
<u> </u>		То					ead End									
(1516) Eugene Dr	0.12	90	R			D	ead End				NA			NA		05/25/2005
1010		To				26-1517 I	Independer	nce Dr								
(1516) Eugene Dr	0.22	410	R								NA			NA		05/25/2005
		To	<u> </u>				515 Edrie I 518 Hope I									
(1517) Independence Dr	0.07	170	R			20-13	18 Hope 1	Dr			NA			NA		05/25/2005
		To					16 Eugene	Dr								
(1518) Hope Dr	0.07	From	G	98%	2%	0%	ead End 0%	0%	0%	С	0.167		0.5	30	G	2015
(1518) Tiope Bi	0.07	To	_				Independer				J		0.0			2010
(1518) Hope Dr	0.10	80 From	R			20 1017 1	шаеренаег				NA			NA		05/25/2005
		To					ead End									
(1519) Seay Dr	0.09	110	L R			26-1510) Chesdin l	Blvd			NA			NA		12/10/2014
		То				Cı	ul-de-Sac									
(1520) E. Whisper Ct	0.08	From 49	R			2	26-1507				NA			NA		11/19/2014
(1520) E. Whisper Ct	0.00	43	n			Cı	ul-de-Sac							INA		11/13/2014
		From				D	ead End				<u> </u>					
(1530) Oak St	0.07	40	R								NA			NA		12/10/2014
(1530) Oak St	0.09	From From	R			26-1	531 Elm S	St			NA			NA		08/01/2014
15509		То				26-7	51 Cox Ro	d								
(1531) Elm St	0.00	From	_			26-1	530 Oak S	St						NA		08/01/2014
(1531) Elm St	0.23	60 To	R			26-7	51 Cox Ro	d			NA T			NA		08/01/2014
		From				26-133	9 Creek L	ane								
(1535)	80.0	48 To	R			C	ul-de-Sac				NA			NA		12/10/2014
		From	l				9 Creek L	ane			1					
(1536)	0.07	60	R								NA			NA		12/10/2014
		To	<u> </u>				ul-de-Sac				_					
(1537)	0.03	30	R			20-133	9 Creek L	ane			NA			NA		12/10/2014
		То					ul-de-Sac									
(9116) Midway Elem Sch	0.14	140	R			26-7	51 Cox Ro	d			NA			NA		05/17/2011
9116) Wildway Lielli Scil	0.14	140 To	<u> </u>			26-7	51 Cox Ro	d			13/7			INA		05/11/2011

Length	AADT	QA	4Tire	Bus			-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From	1								-					
0.04	120	R								NA			NA		05/17/201
							ы								
0.07	270	R			2	26-703				NA			NA		10/02/201
0.05	110 From	R			0.07	MN US 1				NA			NA		10/02/2014
0.09	110 From	R			0.12	MN US 1				NA			NA		10/02/201
0.09	110 From	R			0.21	MN US 1				NA			NA		10/02/2014
	То	1			US 1 Boy	dton Plan	k Rd								
	From				26-100	1 Bolling	Rd								
0.02	40	R			02 1 0 1 2 1	1001 D 1				NA			NA		10/02/2014
0.10	40 From	R		0.0			ling Rd			NA			NA		11/19/2014
0.23	900	R			US 1 Boy	dton Plan	k Rd			NA			NA		10/02/2014
0.20	810 From	R			0.23	MN US 1				NA			NA		10/02/2014
0.13	720 Fram	R								NA			NA		10/02/201
	From	1													
0.05	640	R								NA			NA		10/02/2014
0.13	730 From	R								NA			NA		10/02/2014
0.15	710 From	R			0.18 N	MN 26-62	7			NA			NA		10/02/2014
0.11	710	R			0.33 N	MN 26-62	7			NA			NA		10/02/2014
	To														
0.31	760	N	97%	1%	rince Geo 1%	rge Count 0%	y Line 0%	0%	N	0.091		0.569	780	N	2015
1.00	2200 From	G	99%	0%	0%	0%	0%	0%	С	0.124		0.743	2400	G	2015
		1			SCL	retersburg	3								
0.64	940	G		SCL F				d		0.093		0.685	1000	G	2015
	From						Ru								
0.41	5600	G	89%	0%	1% Squirr	2% el Level R	7% d	0%	С	0.082		0.533	5900	G	2015
0.18	6100	G	99%	0%	1%	SX RR 0%	0%	0%	F	0.085		0.538	6500	G	2015
	To					terson St				\Box					0015
0.58	4700	G	99%	0%	1%	0%	0%	0%	F	0.088		0.531	5000	G	2015
	0.04 0.07 0.05 0.09 0.02 0.10 0.23 0.20 0.13 0.15 0.11 1.00 0.64 0.41	0.07 270 0.07 270 0.05 110 0.09 110 0.09 110 0.02 40 0.10 40 1.00 1.00 0.23 900 0.20 810 0.13 720 1.00 1.13 730 0.15 710 0.15 710 0.17 710 0.17 710 0.18 7500 0.19 7500 0.19 7500 0.10 7500 0.10 7500 0.10 7500 0.10 7500 0.10 7500 0.11 710 0.11 710 0.11 710 0.11 710 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500 0.11 7500	01 0.04 120 R To Prom	0.04 120 R	0.04 120 R	Carry Carr	Carrell	AADT	20	Carrest	Carry Carr	Carrength AADT QA ATire Bus 2Axie 3+Axie 1Trail 2Trail QC Factor QK	Length AADT QA 4 Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QR Factor AADT QA 4 Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QR Factor AADT QA ATrail 2Trail QC AATRAIL AATRAIL QC AATRAIL	Length AADT GA 41 Fire Bus 2Axle 3+Axle 1Trail 2Trail GC Factor GR Factor AAWD1	Length AADT CA 4 Tire Bus 2Axle 3+Axle 1Trail 2Trail C Factor CR Factor AAWD1 CW

					וווע	vidule iviai	IIILEIIAI	ice Are	a						
Route	Length	AADT	QA	4Tire	Bus	2Axle 3		•		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Petersburg		From				***									
(9002) Halifax St	0.37	8200	G	99%	0%	1%	nia Ave 0%	0%	0%	F	0.086	0.591	8800	G	2015
(9002) Halifax St	0.29	8200 From	G	99%	0%	1%	e Ave 0%	0%	0%	F	0.086	0.526	8700	G	2015
9002 Halifax St	0.28	9000	G	99%	0%	Libe 1%	erty St 0%	0%	0%	С	0.080	0.552	9600	G	2015
9002 Union St	0.12	4700 From	G	97%	1%	US 1, US 46 1%	1%	the St 0%	0%	F	0.086	0.875	5000	G	2015
9002 Union St	0.17	1900	G	97%	US 1%	1%	1%	ngton St 0%	0%	С	0.121	0.578	2000	G	2015
		F	1				abb St								
9004 Defense Rd	0.47	2300	G	97%	0%	1%	1%	1%	0%	С	0.097	0.643	2500	G	2015
9004 Defense Dr	1.77	3800	G	98%	1%	1%	Level Ro	d 0%	0%	F	0.098	0.537	4100	G	2015
9004 South Boulevard	0.92	9100	G	98%	1%	1%	son Rd 0%	0%	0%	С	0.084	0.523	9700	G	2015
9004 South Boulevard	0.18	6100	G	98%	1%	1%	amore St 0%	0%	0%	F	0.089	0.565	6500	G	2015
9004 South Boulevard	0.72	2500 To	G	98%	1%	1%	ter Rd 0% erson St	0%	0%	F	0.096	0.574	2700	G	2015
		From	1.				fax Rd								
9006 123 Flank Rd	0.96	2200	G	99%	0%	0%	0%	0%	0%	С	0.109	0.53	2300	G	2015
9006 Flank Rd	0.47	3500 From	G	99%	0%	0%	on Rd 0%	0%	0%	F	0.094	0.505	3700	G	2015
9006 Flank Rd	0.75	2900 Tron	G	99%	0%	0%	0%	0%	0%	F	0.09	0.566	3100	G	2015
9006 Flank Rd	0.91	3300 From	G	100%	0%	0%	layes Dr 0%	0%	0%	С	0.093	0.657	3500	G	2015
9006 Flank Rd (1-Way)	0.13	2800 To	G	99%	0%	0% US 301 S	k Rd N 0% Crater F	0% Rd	0%	С	0.112		3000	G	2015
		Fron	ı			US 301 S	S Crater F	Rd							
9008 123 Rives Rd	0.48	8100	G	98%	0%	1% I-	0% - 95	0%	0%	С	0.1	0.543	8600	G	2015
9008 Rives Rd	0.34	7900 To	G	97%	0%	1%	0% etersburg	2%	0%	С	0.095	0.555	8400	G	2015
9008) Ramp	0.17	920	Α			123-9008		ld.			0.209		960	Α	2015
		From	1				South				<u> </u>				
9008 Ramp	0.16	3200 To	G			123-9008 I-95	North	u			0.11		3200	G	2015
		Fron	1:			SR 142 Boye		ık Rd			<u> </u>				
9009) Dupuy Rd	1.24	420 _{T.}	G	96%	1%	2%		0%	0%	F	0.119	0.522	440	G	2015
9009 Dupuy St	0.58	2100 From	G	96%	1%	2%	0%	0%	0%	F	0.096	0.524	2200	G	2015
9009 Farmer St	0.86	4100	G	96%	1%	2%	ngs Rd 0%	0%	0%	С	0.102	0.509	4400	G	2015
9009 Farmer St	0.47	3200 To	G	96%	1%	2%	0% ifax St	0%	0%	F	0.091	0.51	3500	G	2015
			1			Hali	nax St								

					maaro mar								
Length	AADT	QA	4Tire	Bus				QC	K Factor	QK Dir Facto	AAWDT	QW	Year
												_	
0.73	18000	G	99%	0%			0%	C	0.085	0.539	9 20000	G	2015
	From												
1.60	13000	G	96%	0%			0%	С	0.089	0.542	2 14000	G	2015
1.00	To		0070	070			070		0.000	0.01.	1.000	G	20.0
	From:												
0.30		G			123-9010	10 KT 95			0.105		930	G	2015
0.30	930 To:	<u> </u>		Τ.(DE C EDOM	WA CNIED DD			0.103		930	G	2013
				1-5									
					123-9010	TO RT 95						_	
0.25	260	G							0.133		260	G	2015
	To:				I-95-S FR W	AGNER RD							
	From:				123-9010	TO RT 95							
0.34	3300	G							0.107		3300	G	2015
	To:			I-9	95-N FROM	WAGNER RD			1				
	From												
0.82		G	QQ0/_	Nº/-			Nº/-		0 106	N 50'	1100	G	2015
0.02	1100	G	JJ /0	U /0	1 /0	U/0	0 /0	0	0.100	0.50	_ 1100	u	2010
	To- From:												
0.25	6600	G	91%	0%	1%	2% 6%	0%	С	0.079	0.503	7100	G	2015
	To				Ramp 7	Γο I- 85							
0.20	9300 From:	G	98%	1%			0%	F	0.083	ი 50'	9900	G	2015
0.20	5550	<u> </u>	JJ /6	1 /0			0 /0	'		0.500	, 5500	J	2013
	From												
0.55	4400	G	98%	1%	1%	0% 0%	0%	F	0.086	0.513	3 4700	G	2015
	To				Valc	or Dr							
0.59		G	98%	1%			0%	С	0 101	0.564	3000	G	2015
0.00	To	_	0070	1 70			0 70			0.000	0000	Ğ	2010
	F				** *** **								
0.45	From:			1	23-9011 Squ	irrel Level Rd			0.007		4000		0045
0.15	From: 4500	Α		1		irrel Level Rd			0.097		4900	А	2015
0.15		Α		1	23-9011 Squ I-85 I	irrel Level Rd			0.097		4900	Α	2015
0.15		A			I-85 I	irrel Level Rd			0.097		4900	Α	2015
	4500 To:	A			I-85 I	irrel Level Rd			0.097		4900 700	A G	
0.15	4500 _{To:}				I-85 I 23-9011 Squ	North							
	700 To:				I-85 I 23-9011 Squ I-85 S	North irrel Level Rd South							
0.22	4500 To: From: 700 From:	G	Q5°/	1	I-85 I 23-9011 Squ I-85 S	North irrel Level Rd South st St	00/		0.099	0.50	700	G	2015
	700 To:		95%		I-85 I 23-9011 Squ I-85 S	North irrel Level Rd South	0%	C		0.58	700		2015
0.22	4500 To: From: 700 From:	G	95%	1	I-85 I 23-9011 Squ I-85 S	North irrel Level Rd South st St 0% 0%	0%	С	0.099	0.583	700	G	2015
0.22	4500 To: From: 700 From:	G	95%	1	I-85 1 23-9011 Squ I-85 5 Wes 2%	North irrel Level Rd South st St 0% 0%	0%	C	0.099	0.583	700 3 2400	G	2015
0.22	700 To: From: 2300	G G		3%	I-85 ! 23-9011 Squ I-85 ! Wes 2% Halif 1%	North irrel Level Rd South st St 0% 0% ax St 0% 0%			0.099		700 3 2400	G G	2015
0.22 0.56 0.15	700 To: From: 700 To: 2300 To: 1100 To:	G G	98%	3%	I-85 S Wes 2% Halif 1% Hardi	North South St St 0% 0% Sax St 0% 0% Sing St	0%	F	0.099 0.104 0.088	0.602	700 3 2400 2 1200	G G G	2015 2015 2015
0.22	4500 To: From: 700 To: 2300 Tax From: 1100	G G		3%	I-85 S Wes 2% Halif 1% Hardi	North South St St 0% 0% Sax St 0% 0% Sing St 0% 0%			0.099		700 3 2400 2 1200	G G	2015 2015 2015
0.22 0.56 0.15	4500 To: From: 700 To: 2300 From: 1100 To: To: To: To: To: To: To: T	G G	98%	3%	I-85 S Wes 2% Halif 1% Hardi 1%	North South St St 0% 0% Sing St 0% 0% Son St	0%	F	0.099 0.104 0.088	0.602	700 3 2400 2 1200	G G G	2015 2015 2015
0.22 0.56 0.15 0.18	4500 To: From: 700 To: 2300 From: 1100 To: From: 1100 From: From	G G G	98%	3% 1%	I-85 S Wes 2% Halif 1% Hardi 1% Harris Nev	North South St St O% O% Sing St O% O% Son St V St	0%	F C	0.099 0.104 0.088	0.602	700 3 2400 2 1200 3 1200	G G G	2015 2015 2015 2015
0.22 0.56 0.15	4500 To: From: 700 To: 2300 From: 1100 To: To: To: To: To: To: To: T	G G	98%	3%	I-85 ! 23-9011 Squ I-85 ! Wes 2% Halif 1% Hardi 1% Harris New 1%	North South St St 0% 0% Sing St 0% 0% Son St v St 0% 0%	0%	F	0.099 0.104 0.088	0.602	700 3 2400 2 1200	G G G	2015 2015 2015 2015
0.22 0.56 0.15 0.18	4500 To: From: 700 To: 2300 From: 1100 To: From: 1100 From: From	G G G	98%	3% 1%	I-85 S Wes 2% Halif 1% Harris Nev 1% Corli	North South St St O% O% Sing St O% O% Son St W St O% O% Son St W St O% O% Son St W St O% O% Son St W St O% O%	0%	F C	0.099 0.104 0.088	0.602	700 3 2400 2 1200 3 1200	G G G	2015 2015 2015 2015
0.22 0.56 0.15 0.18	4500 To: 700 To: 2300 From: From: From: 1100 To: From: 870 To: From:	G G G	98% 98% 98%	3% 1% 1%	I-85 S Wes 2% Halif 1% Hardis Nev 1% Corli Harris	North North South St St O% O% Sax St O% O% Son St W St O% O% Son St W St O% O% Son St Son St Son St Son St	0%	F C	0.099 0.104 0.088 0.091	0.602	700 3 2400 2 1200 3 1200 930	G G G	2015 2015 2015 2015 2015
0.22 0.56 0.15 0.18	4500 To: From: 700 To: From: 1100 To: From: 1100 To: From: 870 To: To: To: To: To: To: To: To: To: To:	G G G	98%	3% 1%	I-85 ! 23-9011 Squ I-85 ! Wes 2% Halif 1% Harris Nev 1% Corli Harris 1%	North South South St St O% O% Son St V St O% O% Son St V St O% O% Son St V St O% O% Son St O% O%	0%	F C	0.099 0.104 0.088	0.602	700 3 2400 2 1200 3 1200	G G G	2015 2015 2015 2015 2015
0.22 0.56 0.15 0.18	4500 To: From: 700 To: 2300 To: 1100 To: From: 870 To: From: 510	G G G	98% 98% 98%	3% 1% 1%	I-85 S Wes 2% Halif 1% Hardis Nev 1% Corli Harris	North South South St St O% O% Son St V St O% O% Son St V St O% O% Son St V St O% O% Son St O% O%	0%	F C	0.099 0.104 0.088 0.091	0.602	700 3 2400 2 1200 3 1200 930 540	G G G	2015 2015 2015 2015 2015
0.22 0.56 0.15 0.18	4500 To: 700 To: 2300 From: 2300 From: 1100 To: From: 870 To: From: 510	G G G	98% 98% 98%	3% 1% 1%	I-85 ! 23-9011 Squ I-85 ! Wes 2% Halif 1% Harris Nev 1% Corli Harris 1%	North South South St St O% O% Son St V St O% O% Son St V St O% O% Son St V St O% O% Son St O% O%	0%	F C	0.099 0.104 0.088 0.091	0.602	700 3 2400 2 1200 3 1200 930 540	G G G	2015 2015 2015 2015 2015
0.22 0.56 0.15 0.18 0.03 0.09	4500 To: From: 700 To: 2300 To: 1100 To: From: 870 To: From: 510	G G G	98% 98% 98%	3% 1% 1% 1%	I-85 S Wes 2% Halif 1% Hardi 1% Corli Harris 1% S. Syca 0%	North South South St St O% O% Sing St O% O% Son St W St O% O% Son St W St O% O% Son St W St O% O% Son St W St O% O% Son St W St O% O% Son St O% O% Son St O% O% Son St O% O% Son St O% O% Son St O% O% Son St O% O% Son St O% O% Son St O% O%	0%	F C F	0.099 0.104 0.088 0.091 0.096	0.602	700 3 2400 2 1200 3 1200 930 540	G G G G	2015 2015 2015 2015 2015
0.22 0.56 0.15 0.18 0.03 0.09 0.83	4500 To: 700 To: 2300 From: 2300 To: From: 1100 To: From: 510 To: From: 4100 To: From: 4100	G G G G	98% 98% 98% 98%	3% 1% 1% 1% 0%	I-85 S Wes 2% Halif 1% Hardi 1% Corli Harris 1% S. Syca 0% Ramp Fr	North North South St St O% O% Sax St O% O% Son St W St O% O% Son St W St O% O% O% O% O% O% O% O% O% O%	0% 0% 0%	F F F	0.099 0.104 0.088 0.091 0.096 0.114	0.602 0.558	700 3 2400 2 1200 3 1200 930 540 3 4400	G G G G	2015 2015 2015 2015 2015 2015
0.22 0.56 0.15 0.18 0.03 0.09	4500 To: From: 700 To: 2300 To: 1100 To: From: 870 To: From: 510	G G G	98% 98% 98%	3% 1% 1% 1%	I-85 S Wes 2% Halif 1% Hardi 1% Corli Harris 1% S. Syca 0% Ramp Fr 0%	North South Sout	0%	F C F	0.099 0.104 0.088 0.091 0.096	0.602	700 3 2400 2 1200 3 1200 930 540 3 4400	G G G G	2015 2015 2015 2015 2015 2015
0.22 0.56 0.15 0.18 0.03 0.09 0.83	4500 To: From: 700 To: 2300 To: 1100 To: From: 510 From: 4100 To: From: 11000	G G G G	98% 98% 98% 98%	3% 1% 1% 1% 0%	I-85 S Wes 2% Halif 1% Hardi 1% Corli Harris 1% S. Syca 0% Ramp Fr	North South Sout	0% 0% 0%	F F F	0.099 0.104 0.088 0.091 0.096 0.114	0.602 0.556 0.586	700 3 2400 2 1200 3 1200 930 540 3 4400	G G G G	2015 2015 2015 2015 2015 2015
0.22 0.56 0.15 0.18 0.03 0.09 0.83	4500 To: 700 To: 2300 From: 2300 To: From: 1100 To: From: 510 To: From: 4100 To: From: 4100	G G G G	98% 98% 98% 98%	3% 1% 1% 1% 0%	I-85 S Wes 2% Halif 1% Hardi 1% Corli Harris 1% S. Syca 0% Ramp Fr 0%	North South St St O% O% Son St O% O% Son St O% O% Son St O% O% Son St O% O% Son St O% O% O% Son St O% O% O% O% O% O% O% O% O% O% O% O% O% O% O	0% 0% 0%	F F C	0.099 0.104 0.088 0.091 0.096 0.114	0.602 0.556 0.586	700 3 2400 2 1200 3 1200 930 540 3 4400	G G G G	2015 2015 2015 2015 2015 2015
0.22 0.56 0.15 0.18 0.03 0.09 0.83	4500 To: From: 700 To: 2300 To: 1100 To: From: 510 From: 4100 To: From: 11000	G G G G	98% 98% 98% 98%	3% 1% 1% 1% 0%	I-85 S Wes 2% Halif 1% Harris Nev 1% Corli Harris 1% S. Syca 0% Ramp Fr 0% Crate	North South Sout	0% 0% 0%	F F F	0.099 0.104 0.088 0.091 0.096 0.114	0.602 0.556 0.586	700 3 2400 2 1200 3 1200 930 540 3 4400 1 12000	G G G G	2015 2015 2015 2015 2015 2015 2015
0.22 0.56 0.15 0.18 0.03 0.09 0.83 0.14	4500 To: From: 700 To: 2300 To: From: 1100 To: From: 510 To: From: 4100 To: From: 4100 To: From: 4400 To: From: 4800	G G G G	98% 98% 98% 99%	3% 1% 1% 1% 0%	I-85 S Wes 2% Halif 1% Harris Nev 1% Corli Harris 1% S. Syca 0% Ramp Fi 0% Crate SCL Pe 1%	North South South South South St St O% O% O% South St St O% O% O% South 0% 0% 0% 0%	F F C	0.099 0.104 0.088 0.091 0.096 0.114 0.085	0.602 0.558 0.588 0.76	700 3 2400 2 1200 3 1200 930 540 3 4400 1 12000	G G G G G G	2015 2015 2015 2015 2015 2015 2015	
0.22 0.56 0.15 0.18 0.03 0.09 0.83 0.14	4500 To: From: 700 To: 2300 From: 1100 To: From: 510 From: 4100 To: From: 11000 To: From: Fro	G G G G	98% 98% 98% 99%	3% 1% 1% 1% 0%	I-85 S Wes 2% Halif 1% Hardi 1% Harris New 1% Corli Harris 1% S. Syca 0% Ramp Fr 0% Crate SCL Pe	North South South South South St St O% O% O% South St St O% O% O% South 0% 0% 0% 0%	F F C	0.099 0.104 0.088 0.091 0.096 0.114 0.085	0.602 0.558 0.588 0.76	700 3 2400 2 1200 3 1200 930 540 3 4400 1 12000	G G G G G G	2015 2015 2015 2015 2015 2015 2015 2015	
	0.73 1.60 0.30 0.25 0.34	1.60 13000 To From: 0.30 930 To To To To To To To To To To To To To T	0.73 18000 G To From: 1.60 13000 G To From: 0.30 930 G To From: 0.25 260 G To From: 0.34 3300 G To From: 0.82 1100 G 0.25 6600 G 0.20 9300 G To From: 0.20 9300 G To From: 0.20 9300 G To From: 0.20 9300 G	0.73	Color	Length AADT QA 4Tire Bus 2Axle 3	Length AADT QA 4Tire Bus S Crater Rd	S Crater Rd	Length AADT QA 4Tire Bus	Care Care	Care	Company Comp	Company Comp

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Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Petersburg		From	1			CCL T)-+1								
9015 Johnson Rd	0.01	2500	G	96%	3%	1%	Petersburg 0%	0%	0%	F	0.099	0.734	2700	G	2015
9015 Johnson Rd	0.54	1100 From	G	99%	0%	Fla 0%	nk Rd 0%	0%	0%	С	0.093	0.522	1100	G	2015
9015 123 Johnson Rd	1.39	5300 From	G	96%	3%	Bird	song Rd 0%	0%	0%	С	0.106	0.592	5600	G	2015
9015 Johnson Rd	0.46	6900 From	G	96%	3%	Sou 1%	th Blvd 0%	0%	0%	F	0.082	0.542	7300	G	2015
9015 Johnson Rd	0.37	5100	G	96%	3%	Nor 1%	th Blvd 0%	0%	0%	F	0.083	0.537	5400	G	2015
		To From				St I	Luke St				\Box				
9015 High Pearl St	0.20	4600	G	96%	3%	1%	0% inia Ave	0%	0%	F	0.088	0.526	4900	G	2015
9015 High Pearl St	0.08	3300 From	G	98%	1%	0%	0%	0%	0%	F	0.087	0.669	3500	G	2015
(9015) High Pearl St		To					atthew S								
Harding Ct	0.00	From	<u> </u>	000/	10/		atthews S		00/			0.500	1000	_	0015
9015 Harding St	0.22	1700	G	98%	1%	0%	0% erville St	0%	0%	С	0.09	0.569	1800	G	2015
		From					rsville St								
9015 Harding St	0.27	800 To	G	98%	1%	0%	0% lifax St	0%	0%	F	0.115		850	G	2015
		From	1				Petersburg	2			i				
9017 Birdsong Rd	0.62	520	G	99%	0%	1%	0% nson Rd	0%	0%	С	0.102	0.522	560	G	2015
		From	1				shington S	St			i				
9021 N Sycamore St	0.18	4300	G	98%	0%	1%	0%	0%	0%	F	0.092	0.521	4600	G	2015
9021 N Sycamore St	0.15	3800	G	98%	0%	1%	Tabb St 0%	0%	0%	С	0.087	0.575	4000	G	2015
(9021) N Sycamore St	0.13	To	<u> </u>	30 /0		3US 01-P E			0 70		0.007	0.575	4000	ч	2013
		From					nson Rd								
9023) North Blvd	0.57	2700	G	97%	0%	2%	0%	0%	0%	С	0.081	0.635	2900	G	2015
9023 North Blvd		To					amore St								
		From				Gate	es Lane								
9025 Virginia Ave	0.22	390	G	97%	2%	1%	0%	0%	0%	С	0.101		420	G	2015
	0.00	From	<u> </u>	070/	00/		ing Street		00/			0.010	0500		0015
9025 Virginia Ave	0.32	2400	G	97%	2%	1%	0%	0%	0%	F	0.099	0.613	2500	G	2015
9025 Young Ave	0.20	2100 From	G	98%	1%	Halif 1%	ax Street 0%	0%	0%	С	0.081	0.55	2300	G	2015
9025 Young Ave	0.11	3000 From	G	98%	1%	Arling	ton Stree	0%	0%	F	0.087	0.566	3200	G	2015
123/		To			,	West Street	Young A	venue							
9025 S West St	0.28	3200 From	G	98%	1%	1%	0%	0%	0%	F	0.108	0.629	3400	G	2015
9025) S West St	0.23	4200	G	98%	1%	Augus 1%	ta Avenu 0%	e 0%	0%	F	0.110	0.609	4400	G	2015
9025 S West St			_		. , •			- / -	- / •	•					
9025 S West St	0.14	3500 From	G	98%	1%	1%	o%	0%	0%	F	0.118	0.537	3700	G	2015
O 0.111 . 101		From					Vythe St								
9025 123 S West St	0.07	2500 To	G	98%	1%	1%	0%	0%	0%	F	0.116	0.569	2600	G	2015
			1				shington	St							
9027 S West St	0.63	1900	G	98%	1%	Hal	lifax St 1%	0%	0%	С	0.109	0.657	2000	G	2015
9027 S West St	0.03	1900 To		JO 70	1 70		ing Ave	U 7/o	U 70	U	0.109	0.007	2000	G	2013
						r ou	ing Ave								

					וווט	viddie Maintena	ince Are	a						
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Petersburg														
		From				Lee Ave								
9029 S. South St	0.36	2000	G	98%	1%	1% 1%	0%	0%	С	0.084	0.535	2100	G	2015
		To				US 1 Wythe S	St			\neg				
9029) S. South St	0.09	3300	G	99%	0%	0% 0%	0%	0%	F	0.092	0.67	3600	G	2015
9029 S. South St		_												
O		From	<u> </u>			Washington S							_	
9029 N. South St	0.20	5800	G	99%	0%	0% 0%	0%	0%	F	0.085	0.539	6200	G	2015
		To				High St								
<u> </u>		From				N South St							_	
9029 High St	0.02	980	G	99%	0%	0% 0%	0%	0%	F	0.088	0.522	1000	G	2015
1237		To				Canal St								
		From				High St								
9029 Canal St	0.20	6000	G	99%	0%	0% 0%	0%	0%	С	0.085	0.517	6400	G	2015
123/		To				Grove Ave								
		From	1			New St								
Byrne St	0.40	460	G	98%	1%	1% 0%	0%	0%	С	0.095		490	G	2015
9031 Byrne St	0.40	700		JU /0	1 /0		0 70	0 70		0.000		430	ч	2010
		From	-			Halifax St				-				
S Market St	0.10			98%	1%	Halifax Rd	0%	0%	F	0.095	0.564	2500	G	2015
9031 S. Market St	0.12	2400	G	90%	170		U%	U%	г	0.095	0.564	2500	G	2015
		То	<u> </u>			Wythe St								
		From				Sycamore St								
Apollo St	0.14	110	G	98%	1%	1% 0%	0%	0%	F	0.136	0.667	120	G	2015
123		To				S Adams St								
		From				Graham Rd								
Jefferson St	0.58	2100	G	98%	1%	1% 0%	0%	0%	С	0.087	0.585	2200	G	2015
Jefferson St	0.00	Z.00	ٽ	00 /0	1 /0	E Wythe St	0 70	0 70			0.000	2200	ď	2010
		From				3rd Street								
Ct.	0.04	000	G	000/	10/		00/	00/	F	0.117	0.505	1100	_	2015
9033 Henry St	0.04	990		98%	1%	1% 0%	0%	0%	Г	0.117	0.535	1100	G	2015
						N Adams St								
		From				E Washington	St							
Puddledock Rd	0.40	8800	G	95%	0%	1% 2%	1%	0%	С	0.095	0.542	9300	G	2015
9038) Puddledock Rd		To				ECL Petersbu	rg							
		From												
O 111 1 21			ــِـــا			Canal St							_	
9046 High St	0.58	1700	G	98%	0%	0% 0%	0%	0%	С	0.096	0.528	1800	G	2015
1237		To				N Market St								
		From				N Manket S								
9046 W Bank St	0.14	3300	G	98%	0%	0% 0%	0%	0%	F	0.092	0.696	3500	G	2015
123		То				N. C.	٠.							
	0.11	From	<u> </u>	000/	40/	N Sycamore S		201	_		0.000	4500	_	0045
9046) E Bank St	0.11	4200	G	98%	1%	1% 1%	1%	0%	С	0.090	0.698	4500	G	2015
		To				2nd St								
		From				US 301 N Crate								
9046 123 Bank St	0.25	4000	G	96%	1%	1% 1%	1%	0%	С	0.099	0.582	4300	G	2015
123/		т				P 0-								
	0.04	From	<u> </u>	000/	40/	East St	40/	00/		0.400	0.510	4000		0015
9046) Bank St	0.21	4500	G	96%	1%	1% 1%	1%	0%	F	0.102	0.516	4800	G	2015
<u> </u>		To	<u> </u>			SR 36 E Washing	ton St							
		From				N Market St								
9048) W Tabb St	0.09	1200	G	98%	0%	1% 1%	0%	0%	F	0.109	0.631	1300	G	2015
9048 W Tabb St			-				- / -					- * *		
~		From				Union St								
W Tabb St	0.06	1700	G	98%	0%	1% 1%	0%	0%	F	0.110	0.550	1800	G	2015
9046) 11 1422 31	0.00					N Cyron '	2+							
123		To				N Sycamore S		0%	С	0.105	0.044	1000	_	2045
123		From	ᄂ	000/	00/	40/ 40/								
123	0.12	1200 From	G	98%	0%	1% 1%	0%	0 /0		0.105	0.644	1300	G	2015
123		1200 To	G	98%	0%	1% 1% N Adams St		0 /6	<u> </u>	0.103	0.644	1300	G	2015
123		1200 From	G	98%	0%	N Adams St		0 /6		0.103	0.644	1300	G 	2015
123) 10048) E Tabb St	0.12	To				N Adams St Defense Rd								
123) 10048) E Tabb St		То	G G	98%	1%	N Adams St Defense Rd 0% 0%		0%	С	0.094	0.644	2100	G	
123) 10048) E Tabb St	0.12	From 2000				N Adams St Defense Rd 0% 0% Halifax St	0%							
9048 E Tabb St 9053 Baylors Ln	0.12	From 2000 To	G	98%	1%	N Adams St Defense Rd 0% 0% Halifax St E Washington	0% St	0%	С	0.094	0.571	2100	G	2015
9048 E Tabb St	0.12	From 2000				N Adams St Defense Rd 0% 0% Halifax St	0%							2015

Route	Length	AADT	QA	4Tire	Bus	2Axle 3-				QC	K Factor	QK Dir Factor	AAWDT	QW	Year
ity of Petersburg		From					1. 0.				ı				
Madison St	0.18	1800	G	97%	1%		0%	1%	0%	С	0.107	0.825	2000	G	2015
Madison St	0.07	840 From	G	97%	1%	E Bar 2% Bollingb	0%	1%	0%	F	0.097	0.827	890	G	2015
		From	1			E Bai									
Fifth St	0.05	400 _{To}	G								0.138	0.509	420	G	2015
057 Fifth St	0.08	320 From	G	93%	0%	Bollingb 3% Rive	3%	1%	0%	С	0.135	0.579	340	G	2015
059) Flank Rd N	0.20	4200 To	G	98%	0%	Flank Rd	One-Way 0%	0%	0%	С	0.084	0.759	4500	G	2015
065 S Adams St	0.10	From 5600	G			E Wyt					0.084	0.506	6000	G	2015
Accomack St		From				E Washi					0.091	0.531	410	-	2015
Accomack St		390 To	G			7Th	ı St				0.091	0.531	410	G	2015
Cameron St		380 To	G			Old Ch					0.135	0.528	410	G	2015
		From	<u> </u>			Prince Ge		:							
Culpeper Ave		550	G			Brunsw	vick St				0.108	0.811	580	G	2015
Custer St		520	G			Halifa	x Rd				0.108	0.569	560	G	2015
		To				Haw Busb									
Darby Dr		290	G			Halcu					0.114	0.525	310	G	2015
Cardon Dr		From				Derin					0.158	0.6	330	G	2015
Gordon Dr		320 To	G			Hoke	e Dr				0.136	0.6	330	G	2015
Homestead Dr		780	G			Valle	y Dr				0.097	0.625	830	G	2015
		То	:			Midla	nd Rd								
Jefferson St		2400	G			Filmo	ore St				0.083	0.542	2500	G	2015
		To				ST And									
North Park Dr		920	G			Nivra					0.095	0.598	980	G	2015
		To	1			Retan									
Oakmont Dr		80	G			Homest					0.175	0.556	90	G	2015
		To	1			Midla									
Old Church St		390	G			Bollingb					0.132	0.547	410	G	2015
		From	<u> </u>			Mille									
Patterson Ave		1100	G			Floy					0.144	0.588	1200	G	2015
		To				Carve									
Pleasants Ln		1200	G			Valo					0.131	0.529	1200	G	2015
		To	1			Dupu	y Rd								

Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle		(.)(,	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Tetersburg	From	·			Ash St								
Richmond Ave	780	G						0.097		0.518	830	G	2015
	т				Nash St								
	From	13			Valley St								
Rollingwood Rd	120	G						0.1		0.524	120	G	201
	T	c			Homestead Dr								
	From	ı-			Forest Hill Rd								
South Park Dr	2200	G						0.097		0.562	2300	G	201
	T	c			West Park Dr								
	From	it			Bolling Street								
St Luke St	610	G						0.091		0.53	650	G	201
	T	c			Chestnut Street	t							
	From	i			High Pearl St								
St Matthew St	2700	G						0.087		0.501	2900	G	201
	T	:			Harding St								
	From	i			Custer St								
Talley Ave	660	G	•	·	•			0.237		0.604	700	G	2015
	T	С			Edmonds Ct								