2019

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	
$\overline{}$		

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

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

Virginia State Route

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

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

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

Davida	1. 1. 11. 11	1		٠.	4T'	Г.		Tru	ıck		00	K	011	Dir	A A) 4/DT	<u> </u>
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\
Pavelta a Placela Pel	From:		wick Count	-	0.40/	40/	10/	00/	100/	00/	_	0.404	F	0.005	1000	,
1 Boydton Plank Rd	Dinwiddie County	2.46	1600	G	84%	1%	1%	2%	12%	0%	С	0.101	F	0.635	1600	(
Poveton Dlank Dd	Town of Moleony (Mainty 26)		L McKenn		0.40/	1%	10/	2%	100/	00/	N	0.101	F	0.635	1600	
Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23	1600	N	84%	170	1%	2%	12%	0%	IN	0.101	Г	0.635	1600	l
Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33	40 Doyle B 2100	Blvd G	96%	1%	 1%	0%	2%	0%	F	0.097	F	0.617	2200	,
1 Boydton Plank Rd	Town of wickeriney (Maint. 26)				90%	1 70	1 70	076	270	0%	Г	0.097	Г	0.617	2200	
1 Boydton Plank Rd	Dinwiddie County	4.05	2100	ney N	96%	1%	1%	0%	2%	0%	N	0.097	F	0.617	2200	
1 Boydton Plank Rd	Diriwidale County				30 /6	1 /0	1 /0	0 /6	2/0	0 /6	14	0.037	•	0.017	2200	
1 Boydton Plank Rd	Dinwiddie County	26-64 ⁹ 5.65	9 Snap Lod 2600	ge Rd G	96%	1%	1%	0%	2%	0%	F	0.095	F	0.685	2600	
1 BOYULUII FIAIIK NU	T.				0070	1 70		0 /0	270	0 70	•	0.000	•	0.000	2000	
1 Boydton Plank Rd	Dinwiddie County	26-62	7 Courthou 4200	se Rd G	96%	1%	1%	0%	2%	0%	С	0.104	F	0.603	4300	
20)010111101110110	To				0070	. , 0		0,0	_,0	0,70	Ū		•	0.000	.000	
1 Boydton Plank Rd	Dinwiddie County	3.61	0 Turkey E ₂	gg Ka G	96%	1%	1%	0%	2%	0%	F	0.116	F	0.537	5900	
) = 0,0000	To							• , •	_,,	• , •						
1 Boydton Plank Rd	Front Dinwiddie County	3.09	13 Dabney 1 9000	G	96%	1%	1%	0%	2%	0%	F	0.092	F	0.588	9600	
5),	To		JS 460 Airp						_,,	* / *						
Bus Boundton Blands But	From:				000/	40/	40/	00/	00/	00/	_	0.004	_	0.500	10000	
1 460 Boydton Plank Rd	Dinwiddie County	1.69	12000	G	96%	1%	1%	0%	2%	0%	F	0.091	F	0.596	13000	
Bus	To: From:	I-85 S	SW of Peter	sburg												
1)(460)Boydton Plank Rd	Dinwiddie County	1.23	14000	G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.513	14000	
Bus	. To: From:	SF	R 226 Cox I	Rd												
1 (460)	Dinwiddie County	0.45	11000	F	98%	0%	1%	1%	0%	0%	С	0.103	В	0.517	12000	
	Te	We	CL Petersbi	ıro												
Bus 1 (460) Washington St	City of Petersburg	0.40	12000	G G	98%	0%	1%	1%	0%	0%	_	0.089	F	0.549	12000	
1 460 washington St	City of Fetersburg			G	30 /6	0 /6	1 /0	1 /0	0 /6	0 /0	'	0.009	•	0.545	12000	
Bus	From:		Summit St													
1)(460)Washington St	City of Petersburg	0.18	12000	G	98%	0%	1%	1%	0%	0%	F	0.090	F	0.539	12000	
Bus	To: Fron:		Elm St													
1 (460) Washington St	City of Petersburg	0.57	14000	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.524	14000	
	Tα		1 Par; Wyth		Ţ											
Bus 1 (460) Wythe St	City of Petersburg	US 1 Par, Was 1.08	hington St; 7500	Batterse G	a Lane 96%	0%	1%	2%	1%	0%	С	0.084	F		8000	
460) ** yille 31	Combined Traffic Estimates for 2 Parallel Roadways on			G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.540	17000	
	To To	and rioute.			00 /0	1 /0	- 70	_ /0	1 /0	0 /0	'	0.000	•	0.040	1,000	
Bus	From		Perry St								_		_			
1 460 Wythe St	City of Petersburg	0.15	10000	G	96%	0%	1%	2%	1%	0%	F	0.091	F		11000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	20000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.523	21000	(

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

								Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		36 Market													
1 (460) (36) Wythe St	City of Petersburg		10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	G
\bigcirc	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
ALT. Dur	To: From	ALT US	301 Sycar	more St												
ALT Bus 1 (301) (460) (36) Wythe	St City of Petersburg	0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	G
1 301 460 36 Wythe	Combined Traffic Estimates for Parallel Roadways		NA	G	30 /6	0 70	1 /0	270	1 /0	0 70		NA	•		NA	ч
	To Tollied Trainic Estimates for Faraller Hoadways		460 Jeffer	man Ct			_					INA			INA	
ALT	From:		S 460 Wyt													
1 301 Jefferson St	City of Petersburg	0.09	3400	G	96%	0%	1%	2%	1%	0%	F	0.085	F	0.704	3700	G
1) (601)	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To-	Bus US 460		hington	St											
ALT	From:										_		_			_
1 (301) Jefferson St	City of Petersburg	0.26	770	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.569	820	G
$\Rightarrow \Rightarrow$	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To		Henry St													
ALT Out St	City of Determination			_	000/	00/	10/	00/	10/	00/	_	0.110	F	0.05	070	_
1 301 3rd St	City of Petersburg	0.05	350	G	96%	0%	1%	2%	1%	0%	г	0.118	г	0.65	370	G
	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA			NA	
	To: From:	US 30	1 Par, Ban	ık St												
1 301 3rd St	City of Petersburg	0.05	450	G	96%	0%	1%	2%	1%	0%	F	0.092	F	0.670	480	G
(1) (301) 514 51	Combined Traffic Estimates for Parallel Roadways		NA	_	0070	0,0	. , 0	_,,	. , 0	0 / 0	•	NA	•	0.0.0	NA	O .
	Tallo Estimates for Faranci Floadways		Bollingbro	ook St								INA			INA	
ALT	From:		; 3RD STI													
(1) (301) (36) Bolling	gbrook St City of Petersburg	0.08	4400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To: From:	US 1 Par; US 3	301 Par; Bo	ollingbro	ok St		<u> </u>									
1 (301) 2nd St	City of Petersburg	0.35	15000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.562	16000	G
	Tα	SCL C	Colonial He	ights												
	From:		US 1													
1 Ramp	Dinwiddie County	0.28	7500	G								0.094	F		7500	G
	То		-85 North													-
	From	-	US 1				i									
1 Ramp	Dinwiddie County	0.26	1600	G								0.115	F		1600	G
1)	To:		-85 South	<u> </u>								0.710	•		. 500	J
North	From		oydton Pla	alr Dal			<u> </u>									
North Ramp	Dinwiddie County	0.06	5300	nk Ra								0.097	F		5300	G
1 Ramp	To:	US 01-S066A			т 95							0.037	'		5500	u
	From:				1 00		<u> </u>									
North			oydton Pla									NIA			660	_
1 Ramp	Dinwiddie County τα	0.03	660	G	T. 0.5							NA			660	G
	10.	US 01- 66B U	2 01-2066	B IO R	1 85											

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

Route	Jurisdictio	n Length	ΔΔΩΤ	QΔ	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	OW
	Front		Boydton Plank				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South Ramp	Dinwiddie Co		3500	G								0.116	F		3500	G
	Tα	US 01-N066A	A US 01- 66A	A TO R	T 85											
South	From:	US	1 TO RT 85 S	SB												
1 Ramp	Dinwiddie Co		1200	G								0.124	F		1200	G
	Tα	US 01- 66B U	JS 01-N066B	3 TO R	T 85											
Bus	From:		the St Batters													
Washington St	City of Peters	0	8100	G	97%	1%	1%	2%	1%	0%	F	0.095	F	0 = 1 1	8600	G
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.544	17000	G
Bus	To: From:	123	-9025 West S	St												
1 (460) Washington St	City of Peters	burg 0.40	8600	G	97%	1%	1%	2%	1%	0%	F	0.093	F		9100	G
(p)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	96%	1%	1%	2%	1%	0%	F	NA			17000	G
	To	123	-9029 South S	St												
Bus (1) (460) Washington St	City of Peters				97%	1%	1%	2%	10/	09/	С	0.092	F		10000	G
1 460 Washington St	City of Peters Combined Traffic Estimates for 2 Parallel		9500	G	97% 96%	1%	1%	2% 2%	1% 1%	0% 0%	F	0.092	F	0.527	21000	G
	Combined Trainic Estimates for 2 Parallel			G	90%	170	1%	2%	170	0%	Г	0.069	Г	0.527	21000	G
Bus	To: From:	(Guarantee St													
(1) (460) Washington St	City of Peters	burg 0.24	9700	G	97%	1%	1%	2%	1%	0%	F	0.090	F		10000	G
	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	2%	1%	0%	F	NA			21000	G
	To:		0 Par; SR 36													
Market St	City of Peters	SR 36; Bus U burg 0.38	2600 2600	ashingt G	98%	0%	0%	0%	0%	0%	С	0.089	F	0.562	2800	G
Market St	Combined Traffic Estimates for Parallel	· ·	NA	G	30 /6	0 /6	0 /6	0 /6	0 /6	0 /6	O	NA	'	0.502	NA	u
	To:		36 Grove Av	/e.								INA			INA	
	From:		36; Market S													
$\begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 36 \end{pmatrix}$ Old St	City of Peters	· ·	2800	G	98%	0%	0%	0%	0%	0%	F	0.093	F	0.557	3000	G
	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To:	\$	Old St													
Sycamore St	City of Peters	burg 0.04	3400	G	98%	0%	0%	0%	0%	0%	F	0.096	F	0.535	3600	G
1 36 Sycamore St	Combined Traffic Estimates for Parallel		NA	<u> </u>	0070	0 / 0	0 70	0 70	0 70	0 70	•	NA	•	0.000	NA	ŭ
	To:		ollingbrook St	t												
~~~	Fron:		Sycamore St													
$\left(\begin{array}{c}1\end{array}\right)\left(\begin{array}{c}36\end{array}\right)$ Bollingbrook St	City of Peters		3200	G	98%	0%	0%	0%	0%	0%	F	0.103	F	0.689	3400	G
	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To:	US 1	, US 301 2nd	l St												
	From:		CL Petersburg	-	0051	061	451	061	061	061		0.404	_	0.510	7000	
(36) Fleet St	City of Peters		7200	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.513	7600	G
	10: From:		Grove Ave Fleet St													
36 Grove Ave	City of Peters	burg 0.54	3100	G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.562	3300	G
1007	<b>,</b>	5									-					

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Market St	City of Petersburg	0.38	US 1 <b>2600</b>	G	98%	0%	0%	0%	0%	0%	С	0.089	F	0.562	2800	(
Market St	Combined Traffic Estimates for Parallel Roadways			G	90%	0%	0%	0%	0%	0%	C	0.069 NA	Г	0.562	2800 NA	
	Combined Trainic Estimates for Parallel Roadways		NA									INA			INA	
Market St	City of Petersburg	US 1 Par; BUS US 0.11	S 460 Par. <b>2800</b>	, Washin G	gton St 99%	0%	1%	0%	0%	0%		0.086	F	0.622	2900	
Market St	City of Petersburg				99%	076	1 70	0%	076	0%	г	0.000	Г	0.022	2900	
Bus	To: From:	US 1, Bus	US 460 V	Vythe St												
36) (1) (460) Wythe St	City of Petersburg	0.20	10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To. From	ALT US	301 Sycar	more St												
ALT Bus 36) (1) (301) (460) Wytho	e St City of Petersburg	0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	
6 1 301 460 Wyth	Combined Traffic Estimates for Parallel Roadways		NA	u	0070	0 70	1 70	270	1 /0	0 /0	•	NA	•		NA	
	Tamo Estimates for Faranci Hodaways											1471			14/1	
Bus	Front		ıs US 460													
36) (460) Wythe St	City of Petersburg		16000	G	97%	1%	1%	1%	1%	0%	С	0.084	F		16000	
<i>y</i>	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	31000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	33000	
Bus	To: From:	I-	-85, I-95													
460 Wythe St	City of Petersburg	0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		12000	
400) (400)	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.641	25000	
	To:		th Crater F		0070	. , 0		. , 0	_,,	0,0	•	0.000	•	0.0		
	From:	US 301, Bus														
36) Wythe St	City of Petersburg		11000	G	97%	0%	1%	0%	2%	0%	F	0.079	F		12000	
	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	0%	1%	0%	2%	0%	F	0.088	F	0.613	23000	
	From:	SR 36 Par, Wa SR 36 Par; V														
36) Washington St	City of Petersburg		23000	G	97%	0%	1%	0%	2%	0%	F	0.086	F	0.583	26000	
99	To	Dod	dledock R	1.4												
36) Washington St	City of Petersburg		16000	G	97%	0%	1%	0%	2%	0%	F	0.078	F	0.558	17000	
50) · · · · · · · · · · · · · · · · · · ·	To:	Prince Ge						-,-								
	From:	SR 30	6; Market	St			1									
36) 1 Old St	City of Petersburg		2800	G	98%	0%	0%	0%	0%	0%	F	0.093	F	0.557	3000	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To:		camore St	t												
	From:		Old St		000/	00/		00/	00/	00/	_	0.000	F	0.505	0000	
Sycamore St	City of Petersburg		3400	G	98%	0%	0%	0%	0%	0%	г	0.096	г	0.535	3600	
	Combined Traffic Estimates for Parallel Roadways		NA ingbrook	C+			1					NA			NA	
	Front		camore St													
Bollingbrook St	City of Petersburg		3200	G	98%	0%	0%	0%	0%	0%	F	0.103	F	0.689	3400	
	Combined Traffic Estimates for Parallel Roadways		NA									NA			NA	
	To:		US 301 2r	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	From:		1 Par, 2nd S													_
(36)(301)(1)(301)Bollin		=	4400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
$\circ \circ \circ \circ$	Combined Traffic Estimates for Parallel Roa		NA									NA			NA	
	To: From:	US 1, A	LT US 301 3rd St	3rd St												
(36) (301) Bollingbrook St	City of Petersbur	ra 0.15	3800	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.699	4000	G
(36) (301) 2092.03.1.31	Combined Traffic Estimates for 2 Parallel Roa	•	7800	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8300	G
	To-							0,0	0,0	0,0	•	0	•	0.007	0000	<b>O</b> .
36 301 Bollingbrook St	City of Petersbur	rg 0.23	5th St 3100	G	98%	0%	1%	0%	0%	0%	С	0.11	F	0.667	3300	G
36 301 Bollingbrook St	Combined Traffic Estimates for 2 Parallel Roa	0		G	98%	0%	1%	0%	0%	0%	С	0.11	, F	0.597	8100	G
	Combined Trainic Estimates for 2 Parallel Ros		7600 Crater Rd	G	90%	0%	1%	0%	0%	0%	C	0.101	Г	0.597	8100	G
	From:		llingbrook S	St												
(36) (301) Crater Rd	City of Petersbur	rg 0.14	2800	G	97%	1%	1%	1%	1%	0%	С	0.103	F	0.636	3000	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	7100	G	98%	0%	1%	0%	0%	0%	F	NA			7600	G
	To	TIC 20	01 Par, Banl	l. Ct												
(36) (301) Crater Rd	From:— City of Petersbur		4300	G	98%	1%	1%	1%	0%	0%	F	0.097	F	0.56	4600	G
36 301 Crater Rd	Combined Traffic Estimates for Parallel Roa	0	NA	•	0070	. , 0	. , 0	. 70	0,0	0,0	•	NA	•	0.00	NA	<b>O</b> .
	Tolling Traine Estimates for Faranoi Free			~ ~	_											
(36) Washington St	City of Petersbur	US 301, BU	<u>JS US 460 (</u> <b>11000</b>		97%	0%	1%	0%	2%	0%		0.093	F		12000	G
36 Washington St	Combined Traffic Estimates for 2 Parallel Roa	3		G							F		Г			
	Combined Trainic Estimates for 2 Parallel Ros	adways on this Houte.	21000	G	97%	0%	1%	0%	2%	0%	Г	NA			23000	G
	To: From:		Burch St										_			
(36) Washington St	City of Petersbur	•	11000	G	97%	0%	1%	0%	2%	0%	F	0.093	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roa			G	97%	0%	1%	0%	2%	0%	F	0.088	F	0.613	23000	G
	To:	SR 36 W	ythe St; An	nelia St												
	From:		way County								_		_			_
(40) Darvills Rd	Dinwiddie County	ty 4.90	880	G	79%	1%	1%	3%	17%	0%	С	0.086	F	0.639	920	G
<u> </u>	To: From:	26-	644 Brills R	d												
(40) Old Cryors Rd	Dinwiddie Count	ty 6.15	980	Α	87%	1%	1%	2%	9%	0%	С	0.108	Α	0.562	1000	Α
	To	26-610 (	Old White O	ak Rd												
(40) McKenney Hwy	Dinwiddie County		1400	G	83%	1%	1%	2%	13%	0%	С	0.098	F	0.546	1500	G
	To	WC	L McKenne													
(40) Doyle Blvd	Town of McKenney (Ma		1400	N N	83%	1%	1%	2%	13%	0%	N	0.098	F	0.546	1500	N
40) Boyle Bive	Town or Morteniney (Mic	<u> </u>			00 70	1 70	1 70	270	10 /0	0 70		0.000	•	0.040	1000	
O Davida Divid	Towns of Market was (Market Market Ma		002 Railroad		000/	00/		00/	70/	00/	_	0.000	F	0.500	0.400	_
(40) Doyle Blvd	Town of McKenney (Ma	aint: 26) 0.57	2300	G	89%	2%	1%	2%	7%	0%	С	0.086	F	0.502	2400	G
	To: From:		oydton Plan	ık Rd												
(40) Doyle Blvd	Town of McKenney (Ma	aint: 26) 0.43	2700	G	92%	1%	1%	2%	4%	0%	С	0.086	F	0.502	2700	G
$\overline{}$	To	EC	L McKenne	y												
(40) McKenney Hwy	Dinwiddie County		2700	N	92%	1%	1%	2%	4%	0%	Ν	0.086	F	0.502	2700	Ν
	To:		I-85													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From	2.52	I-85		200/	40/	101	00/	70/	00/	_	0.004	_	0.500	0000	_
40 McKenney Hwy	Dinwiddie County	0.56	2000	G	89%	1%	1%	2%	7%	0%	С	0.094	F	0.502	2000	G
Male	Too From	26-692 Sa			000/	40/	10/	00/	00/	00/		0.110		0.500	1100	
40 McKenney Hwy	Dinwiddie County		1100 Old Stage	A Da	86%	1%	1%	3%	9%	0%	С	0.112	Α	0.508	1100	Α
	From:		Cherry Hil													
40) McKenney Hwy	Dinwiddie County	2.04	900	G	87%	1%	2%	2%	8%	0%	С	0.086	F	0.559	910	G
$\smile$	Too From:	26-619	Courthous	e Rd			_									
40 McKenney Hwy	Dinwiddie County	5.19	1200	G	83%	1%	2%	2%	12%	0%	С	0.09	F	0.594	1200	G
<u> </u>	To:	Sussex	County L	ine												
	From:		AcKenney													
A0 Ramp	Dinwiddie County τω	0.21	410	G								0.087	F		410	C
<u> </u>			85 South													
An Ramp	From: Dinwiddie County	SR 40 M 0.21	1cKenney 790	Hwy <b>G</b>								0.121	F		790	C
40) Ramp	To:		85 North	G								0.121	'		790	
orth	From		ck County	Lina												
35)	Dinwiddie County		12000	A	81%	1%	1%	1%	16%	1%	F	0.126	Α		11000	
33)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	24000	Α	80%	1%	1%	1%	16%	1%	F	0.118	Α	0.536	21000	
	To:		SR 40													
lorth	Dinwiddie County		13000	Α	83%	0%	1%	1%	13%	1%	F	0.123	Α		11000	A
85	Combined Traffic Estimates for 2 Parallel Roadways		25000	A	83%	0%	1%	1%	14%	1%	F	0.123	A	0.545	22000	ļ
	Combined Trainic Estimates for 2 Faraner Hoadways			<u> </u>	00 /6	0 /6	1 /0	1 /0	14 /0	1 /0	'	0.114	^	0.545	22000	,
lorth	From:		26-650													
85)	Dinwiddie County		13000	Α	83%	0%	1%	1%	13%	1%	F	0.121	Α		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 2	26000	Α	83%	0%	1%	1%	14%	1%	F	0.068	F	0.575	23000	F
lorth	To- From:		26-703													
85)	Dinwiddie County	8.52	14000	Α	83%	0%	1%	1%	13%	1%	С	0.116	Α		13000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	29000	Α	83%	0%	1%	1%	14%	1%	С	0.106	Α	0.545	26000	1
	To	1	US 460				_									
orth	Dinwiddie County	1.77	21000	Α	83%	0%	1%	1%	13%	1%	F	0.098	Α		21000	,
85 (460)	Combined Traffic Estimates for 2 Parallel Roadways		42000	Ā	85%	1%	1%	1%	12%	1%	F	0.093	Α	0.524	41000	,
	Tor					. , ,		. , 0	,0	. , 0	•	0.000		0.02		
orth	From		US 1								_		_			
85 (460)	Dinwiddie County		27000	Α	87%	1%	1%	1%	10%	1%	С	0.089	A		27000	-
~ ~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	53000	Α	87%	1%	1%	1%	10%	1%	С	0.09	Α	0.55	53000	/
lorth	To- From:	SCL	Petersbur	g												
85) (460)	City of Petersburg (Maint: 26)	1.01	27000	Α	87%	1%	1%	1%	10%	1%	С	0.089	Α		27000	ļ
	Combined Traffic Estimates for 2 Parallel Roadways		53000	Α	87%	1%	1%	1%	10%	1%	С	0.09	Α	0.55	53000	A
	Τα		el Level Ro	oad												

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

			ile Mairile					Tru	ck			K		Dir		
Route	Jurisdiction	on Leng	th <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From	r S	quirrel Level	Road				017.04.0				. 4010.		. 40101		
(85) (460)	City of Petersburg	(Maint: 26) 2.57	31000	Α	87%	1%	1%	1%	10%	1%	F	0.086	Α		31000	Α
$\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>60000</b>	Α	87%	1%	1%	1%	10%	1%	F	0.089	Α	0.56	60000	Α
	To	х	Ramp To I-													
North	From		amp To I-95		070/	40/	40/	40/	100/	40/	_	0.004	_		0.4000	•
85) I-85 N Ramp	City of Petersburg				87%	1%	1%	1%	10%	1%	F	0.081	F		24000	G
V	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>51000</b>	G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.586	48000	G
North	To From	Ramp to	Washington	St; Wyth	e St											
(85) Ramp	City of Petersburg	(Maint: 26) 0.1	21000	Α	87%	1%	1%	1%	10%	1%	F	0.087	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>37000</b>	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	36000	G
	To	10	I-95 Nort													
North	From	r	I-85 Nort	h												
85 Ramp	Dinwiddie Co	ounty 0.20		G								0.102	F		410	G
	To	SF SF	40 McKenn	ey Hwy												
North	From	r	I-85 Nort	h												
85 Ramp	Dinwiddie Co	ounty 0.2	200	G								0.177	F		200	G
$\overline{}$	То	²⁶⁻⁶⁵⁰ Hawkii	s Church Rd	; Hamilto	n Arms Rd											
North	From	ı:	I-85 Nort	h												
(85) Ramp	Dinwiddie Co	ounty 0.37	300	G								0.119	F		300	G
	To	X	26-703 Carso	n Rd												
North	From		North to R													
(85) Dinwiddie Rest Area	Dinwiddie Co			N	72%	2%	0%	0%	23%	2%	Ν	0.102	F		560	Ν
<u> </u>	To		Rest Area P													
North  (85) Dinwiddie Rest Area	Dinwiddie Co	-	Rest Area Pa	rking Lot <b>G</b>	72%	2%	0%	0%	23%	2%	С	0.102	F		560	G
85 Dilwiddle Hest Alea	Diriwidale Oct		North from 1		12/0	2 /0	0 /0	0 /6	20 /0	2/0	C	0.102	'		300	G
NI	From						_									
North $(85)$ Ramp	Dinwiddie Co		I-85 Nort	G G								0.116	F		750	G
85) Hamp	To		BUS US 4									0.110			750	a
North	From		I-85 Nort													
(85) Ramp	Dinwiddie Co			G G								0.09	F		600	G
(05) riding	To		1 Boydton F									0.00	•		000	G
North	From	r	I-85 Nort				<u> </u>									
(85) Ramp	Dinwiddie Co	ounty 0.26		G G								0.085	F		980	G
00)	То		N, Boydton										-			-
North	From	r	I-85 Nort													
(85) Ramp	City of Petersburg	(Maint: 26) 0.1		 F								0.089	F		NA	
	To To	,	011 Squirre		l											
North	From	r	I-85 NOR				Ī									
(85) (460) Ramp	City of Petersburg	(Maint: 26) 0.10		A	88%	0%	1%	1%	10%	0%	С	0.126	Α		6400	Α
1	То	<u> </u>	Ramp to I-95													

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

Route	Jurisdictio	n Lenath	AADT	QΔ	4Tire	Bus		Tr	uck		QC	K	QK	Dir	AAWDT	ΟW
110010	our local of the	Longin	7,7,01	Q,A		Duo	2Axle	3+Axle	1Trail	2Trail	α0	Factor	σ	Factor	701111	۵.
North	From:		h Ramp to I-		h											
(85) Ramp	City of Petersburg	(Maint: 26) 0.06	3000	G								0.104	F		3000	G
$\overline{}$	To:	I-95 North Exit 51		St & Wa	shington S	St										
North	From	(14.1.1.00)	I-95 North													
(85) Ramp	City of Petersburg	`	6100	Α								0.108	Α		6600	Α
N. II	To:		St & Washir North Exit													
North	City of Petersburg		2600	δδC <b>A</b>								0.115	Α		2700	Α
85 Ramp	Oity of Fetersburg	`	60-P Washi									0.113	^		2700	А
North	From:		North Exit													
85 Ramp	City of Petersburg	,	3500	Α								0.114	Α		3800	Α
$\smile$	To:	CEU	JS 460 Wyth	ne St												
South	From:	Bruns	wick County	y Line												
85)	Dinwiddie Co	ounty 2.78	12000	Α	80%	1%	1%	1%	16%	1%	F	0.117	Α		10000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	Α	80%	1%	1%	1%	16%	1%	F	0.118	Α	0.536	21000	Α
	To	·	SR 40													
outh	From:															
85)	Dinwiddie Co	,	13000	Α	82%	0%	1%	1%	14%	1%	F	0.112	Α		11000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	Α	83%	0%	1%	1%	14%	1%	F	0.069	F	0.548	22000	Α
	Tax		26-650													
South	From:										_					
85)	Dinwiddie Co	,	13000	Α	82%	0%	1%	1%	14%	1%	F	0.111	Α		11000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	83%	0%	1%	1%	14%	1%	F	0.112	Α	0.578	23000	Α
	Τα		26-703				$\lnot$ $\vdash$									
South	From:										_					
85)	Dinwiddie Co	-	14000	Α	82%	0%	1%	1%	14%	1%	С	0.107	Α		13000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	Α	83%	0%	1%	1%	14%	1%	С	0.106	Α	0.545	26000	Α
	To		US 460				<u> </u>									
South	Pierriddia Ca	1.00			070/	10/	10/	10/	100/	10/	_	0.101	۸		00000	^
85 (460)	Dinwiddie Co	•	21000	Α	87%	1%	1%	1%	10%	1%	_	0.101	Α		20000	Α
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	85%	1%	1%	1%	12%	1%	F	0.093	Α	0.524	41000	Α
	Te: From:		US 1													
South	Dinwiddie Co	ounty 0.81	26000	Α	87%	1%	1%	1%	10%	1%	С	0.101	Α		26000	Α
			20000	A							-			0.55		
85 460		•														
85) (460)	Combined Traffic Estimates for 2 Parallel	•		Α	87%	1%	1%	1%	10%	1%	С	0.09	Α	0.55	53000	Α
		Roadways on this Route:			87%	1%	1% 	1%	10%	1%	<u> </u>	0.09	Α	0.55	53000	Α
South	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000 CL Petersbu	rg										0.55		
South	Combined Traffic Estimates for 2 Parallel  Ton Front  City of Petersburg	Roadways on this Route: St (Maint: 26) 1.25	53000 CL Petersbur 26000	rg A	87%	1%	1%	1%	10%	1%	С	0.101	A		26000	A
outh	Combined Traffic Estimates for 2 Parallel	Roadways on this Route: St (Maint: 26) 1.25	53000 CL Petersbur 26000	rg										0.55		
South (460)	Combined Traffic Estimates for 2 Parallel  Ton Front  City of Petersburg	Roadways on this Route:  St  (Maint: 26) 1.25  Roadways on this Route:	53000 CL Petersbur 26000	A A	87%	1%	1%	1%	10%	1%	С	0.101	A		26000	A
South (460)	Combined Traffic Estimates for 2 Parallel  Take Front City of Petersburg Combined Traffic Estimates for 2 Parallel  Take Front Take Front Take Front Take Front Take Front Take Traffic Estimates for 2 Parallel Front Take Front Take Traffic Estimates for 2 Parallel Front Take Traffic Estimates for 2 Parallel Front Take Traffic Estimates for 2 Parallel Take Traffic Estimates	Roadways on this Route:  So  (Maint: 26) 1.25  Roadways on this Route:  Squ	53000 CL Petersbur 26000 53000 irrel Level R	A A Road	87% 87%	1% 1%	1% 1%	1% 1%	10% 10%	1% 1%	С	0.101 0.09	A A		26000 53000	A A
South	Combined Traffic Estimates for 2 Parallel  Ton Front  City of Petersburg	Roadways on this Route:  S0  (Maint: 26) 1.25  Roadways on this Route:  Squ  (Maint: 26) 2.23	53000 CL Petersbur 26000 53000 irrel Level R 29000	A A	87%	1%	1%	1%	10%	1%	С	0.101	A		26000	A

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

Б.,						4T'	_		Trι	ıck		00	K	01/	Dir	A A14/DT	01
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
outh	From:			np From I-9													
85) I-85 S Ramp	City of Petersburg	,	0.33	27000	G	83%	0%	1%	1%	13%	1%	F	0.099	Α		25000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	51000	G	85%	1%	1%	1%	11%	1%	F	0.089	Α	0.56	48000	G
outh	To: From:		Ramp Fr	om Washin	gton Ave	·											
35) I-85 S Ramp	City of Petersburg	(Maint: 26)	0.16	16000	G	83%	0%	1%	1%	13%	1%	F	0.084	В		15000	
55) . 66 6	Combined Traffic Estimates for 2 Parallel	` '			G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	36000	(
	To:	l toddinayo on timo		I-95 South		0070	. , 0	Ť	. , ,	,0	. 70	•	0.0.0	•	0.00	00000	
outh	From	l		I-85 South													
Ramp	Dinwiddie Co	ounty	0.18	810	G								0.127	F		810	
	To:		I-85 Sout	th Exit 42B	to SR 40	)											
uth	From			I-85 South													
Ramp	Dinwiddie Co	ounty	0.21	470	G								0.13	F		470	
9	To:		26-650	Hamilton A	rms Rd												
uth	From:			I-85 South													
Ramp	Dinwiddie Co	ounty	0.26	2000	G								0.118	F		2000	
)	To:		26-	703 Carson	Rd												
uth	From:		I-85 S	outh to Res	t Area												
5) Dinwiddie Rest Area	Dinwiddie Co	ounty	0.15	740	N	76%	1%	1%	1%	20%	1%	Ν	0.084	F		740	
	To:			est Area Par													
uth 5 Dinwiddie Rest Area	Diawiddia Co			st Area Parl		76%	1%	1%	10/	20%	10/	С	0.084	F		740	
Dinwiddie Rest Area	Dinwiddie Co	unity	0.25	740 uth from Re	G	70%	170	176	1%	20%	1%	C	0.064	Г		740	
	From				est Alea												
outh 35 Ramp	Dinwiddie Co	Lunty	0.18	I-85 South <b>8100</b>	G								0.12	F		8100	
5 Hamp	To:			xit 61B to U		Vest							0.12	'		0100	
	From	1 0.		I-85 South	20 100 1	rest											
outh 35 Ramp	Dinwiddie Co	L	0.19	3700	G								0.100	F		3700	
15) 1141111	To:			Boydton P									0.100	•		0,00	
uth	From	<u>.                                    </u>		I-85 South													
Ramp	Dinwiddie Co	ountv	0.21	3500	G								0.119	F		3500	
15)	To:		_	, Boydton P												-	
uth	From	l		I-85 South													
Ramp	City of Petersburg	(Maint: 26)	0.13	4700	Α								0.101	Α		5100	
9	To:		123-90	011 Squirrel	l Level												
rth	From:		Rives R	Rd; SCL Pet	ersburg							-					
5)	City of Petersburg	(Maint: 74)	1.15	20000	Α	86%	1%	1%	1%	12%	0%	F	0.110	Α		18000	
	Combined Traffic Estimates for 2 Parallel	,	Route:	40000	Α	86%	1%	1%	0%	12%	0%	F	0.099	Α	0.537	37000	
	To			Wagner Rd													
orth	From	(A A)				222			4-7							0.500	
95)	City of Petersburg Combined Traffic Estimates for 2 Parallel		1.91	26000	Α	86%	1%	1% 1%	1%	12%	0%	F	0.1	Α		25000	
				52000	Α	86%	1%		0%	12%	0%	F	0.092	Α	0.567	50000	

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	Fron		County Rd C													
95)	City of Petersburg	,	23000	Α	86%	1%	1%	1%	12%	0%	F	0.105	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	86%	1%	1%	0%	12%	0%	F	0.092	Α	0.567	42000	Α
North	To Fron	US 301	Crater Rd C	D Ramp												
95)	City of Petersburg	(Maint: 74) 0.24	33000	Α	86%	1%	1%	1%	12%	0%	F	0.096	Α		33000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	56000	Α	86%	1%	1%	0%	12%	0%	F	0.093	Α	0.614	54000	Α
	T	<u>.</u>	I-85 SOUTH	I												
North 95	City of Petersburg	11.	29000	Α	86%	1%	1%	1%	12%	0%	F	0.097	Α		28000	Α
95)	Combined Traffic Estimates for 2 Parallel			A	00 78	1 /0	1 /0	1 /0	12 /0	0 70	•	0.063	F	0.542	NA	
	Combined Traine Estimates for 21 drainer	-										0.000	•	0.542	11/3	
North	Fron	1.	I-85 NORTH	ł												
95)	City of Petersburg	,	50000	Α	91%	1%	1%	1%	6%	0%	F	0.088	Α		49000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	110000	G	91%	1%	1%	1%	6%	0%	F	0.077	В	0.516	107000	G
North	Tr Fron	US 301, Bu	s US 460 Wa	ashingto	n St											
95)	City of Petersburg	(Maint: 26) 0.64	57000	Α	91%	1%	1%	1%	6%	0%	F	0.086	Α		56000	Α
93)	Combined Traffic Estimates for 2 Parallel			Α	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.526	109000	Α
	To		Colonial He													
North	Fron	n:	I-95 North													
95) Ramp	City of Petersburg	(Maint: 74) 0.17	960	Α								0.103	Α		940	Α
$\overline{}$	т	123	3-9008 Rives	Rd												
North	Fron	m .	I-95 North													
(95) Ramp	City of Petersburg		330	Α								0.133	Α		340	Α
$\overline{}$	To	123-	9010 Wagne	er Rd												
North	Fron	n:	I-95 North													
95 Ramp	City of Petersburg		990	G								0.085	F		990	G
	14		010 W, Wag													
North	From		North Collect									0.17	_		070	_
95 Ramp	City of Petersburg		670 460 E, Count	G			i					0.17	F		670	G
N	From	•														
North (95) Ramp	City of Petersburg		95 Collector 1	G								0.09	F		470	G
95) Hamp	Oity of 1 ciclobdig		301 N, Crate									0.03	•		470	ч
North	Fron		North Collect													
North (95) Ramp	City of Petersburg		1600	G								0.122	F		1600	G
93)	To		301 S, Crate													
North	Fron	n'	I-95 North													
95) I-95 North CD Rd at US	460; US 301 City of Petersburg	(Maint: 74) 0.04	3200	G								0.091	F		3200	G
	To	-	p to US 460													
North	From	m	•									0.400	_		0000	0
95 I-95 North CD Rd at US	460; US 301 City of Petersburg		2600	G								0.100	F		2600	G
	10	Ramp	From US 46	u west												

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

			Diriwidale	iviaii ilei id	alice A	Ica											
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus			uck		QC	K	QK	Dir	AAWDT	QW
								2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
North	From:	(14 : 1 74)		From US 46									0.4.40			10000	
95) I-95 North CD Rd at US 460; US 301	City of Petersburg	(Maint: 74)	0.26	11000	Α								0.149	Α		12000	Α
North	From:		Ramp to US	to US 301		тп											
95) I-95 North CD Rd at US 460; US 301	City of Petersburg	(Maint: 74)	0.22	NA	Ku NOF	П							NA			NA	
95) 1 30 North OB 11d at 00 400, 00 001	Oity of 1 eterobary	(Mant. 74)											1471			1471	
North	From:		Ramp to US	301 Crater	Rd SOU	TH											
95 I-95 North CD Rd at US 460; US 301	City of Petersburg	(Maint: 74)	0.06	11000	G								0.134	F		11000	G
$\bigcirc$	To:		Pamp Er	om US 301	Tratar D	d											
North	From:					u											_
(95) I-95 North CD Rd at US 460; US 301	City of Petersburg	(Maint: 74)	0.14	15000	Α								0.123	Α		17000	Α
North	To: From:	Ramp	to BUS US 460	Wythe St, V	JS 460 V	Washingto	n St										
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg	(Maint: 74)	0.01	NA									NA			NA	
95) 1 33 North OD 11d at 00 400, 00 301	To:	(Want. 74)	0.01	I-95 North									IVA			14/3	
	Erony	1	1051					_									
North (95) Ramp	City of Petersburg	(Maint: 26)	0.47	North Collec 3400	G G								0.089	F		3400	G
95 Ramp	To:		5 North Exit 68E			ehington 9	St						0.003	'		3400	ч
	r	1-00	7 NOITH EAR OOL		Si & Wa	ishington	31										
North	City of Dotoroburg	(Mainty OC)	0.43	I-95 North <b>6200</b>	G								0.107	F		6200	G
95 Ramp	City of Petersburg	(Mairit. 26)	0.43	I-85 South	G								0.107	Г		6200	G
North	C'the of Determination	(1.4 - 11. 7.4)	0.40	I-95 North									0.405	_		4700	0
95 Ramp	City of Petersburg	(Maint: 74)	0.19	1700	G								0.125	F		1700	G
	4.00			301 Par, Bar													
South	From:			Rd; SCL Pet		2221			221		0.01	_					
95)	City of Petersburg		1.56	20000	Α	86%	1%	1%	0%	11%	0%	F _	0.106	Α		19000	Α
Combined Tra	ffic Estimates for 2 Parallel	Roadways or	n this Route:	40000	Α	86%	1%	1%	0%	12%	0%	F	0.099	Α	0.537	37000	Α
Courth	To: From:			Wagner Rd													
South (95)	City of Petersburg	(Maint: 74)	1.50	26000	Α	86%	1%	1%	0%	11%	0%	F	0.095	Α		25000	Α
	ffic Estimates for 2 Parallel				A	86%	1%	1%		12%	0%	F	0.092	Α	0.567	50000	Α
Combined Tra	ino Estimates for 2 f araller	1 loadways of					1 70	1 70	0 70	1270	0 70	•	0.002	,,	0.007	00000	,,
South	From:		End Collect	or Ramp 46	O County	/ Dr											
95)	City of Petersburg	(Maint: 74)	0.79	23000	Α	86%	1%	1%	0%	11%	0%	F	0.095	Α		21000	Α
Combined Tra	ffic Estimates for 2 Parallel	Roadways or	n this Route:	45000	Α	86%	1%	1%	0%	12%	0%	F	0.092	Α	0.567	42000	Α
	To:		Begin Collec	tor Rd IIS 3	01 Crate	r Rd											
South	From:																
95)	City of Petersburg	` ,	0.20	23000	Α	86%	1%	1%	0%	11%	0%	F	0.095	Α		21000	Α
Combined Tra	ffic Estimates for 2 Parallel	Roadways or	n this Route:	56000	Α	86%	1%	1%	0%	12%	0%	F	0.092	Α	0.567	54000	Α
Country	To: France	Ran	np From BUS U	JS 460 Wash	ington S	t; Wythe S	St										
South 95	City of Petersburg		0.33	NA									NA			NA	
	, ,	` ,		NA NA												NA NA	
Combined I	raffic Estimates for Parallel	noadways of		NA I-85 SOUTH	r								NA			INA	
	10.	l		1-63 SOUTE	1												

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

-										Tru	ck			K		Dir		
Route		Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South		From	:		I-85 SOUTI													
95)	•	-	(Maint: 26)	0.66	60000	G	91%	1%	1%	1%	7%	0%	F	0.083	В		59000	G
$\smile$	Combined Traffic Estimates for	2 Parallel	Roadways on t	his Route:	110000	G	91%	1%	1%	1%	6%	0%	F	0.077	В	0.516	107000	G
South		To From		US 301, Bu	s US 460 W	ashingto	n St											
South 95	City of P	etersburg	(Maint: 26)	0.48	53000	Α	91%	1%	1%	1%	7%	0%	F	0.088	Α		53000	Α
	Combined Traffic Estimates for	2 Parallel	Roadways on t	his Route:	110000	Α	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.526	109000	Α
		То		SCL	Colonial H	eights												
South		From			I-95 South													
95 Ramp	City of P	etersburg	(Maint: 74)	0.16	4700	G								0.09	F		4700	G
		То		123	8-9008 Rive													
South	City of D	From	(Maint, 74)	0.25	I-95 South 2200									0.084	F		2200	G
95 Ramp	City of P	etersburg	(Maint: 74)		010 E, Wag	G ner Rd			_					0.064	Г		2200	G
Courth		From		123-7	I-95 South													
South $95$ Ramp	City of P	etersbura	(Maint: 74)	0.31	5600	Α								0.1	Α		6100	Α
93) "	- 3 -	То	:		010 W, Wag													
South		From	:	I-95 S	South Collec	tor Rd												
(95) Ramp	City of P	etersburg	(Maint: 74)	0.09	6700	G	99%	0%	0%	0%	0%	0%	С	0.162	F		6700	G
		То		123-	9012 Graha	m Rd												
South		From			I-95 South													
95 (460) CD Ramp Nea	r I-85 City of P	etersburg	(Maint: 74)	0.04	9900	Α								0.098	Α		11000	Α
South		From		Ramp	From I-85 N	ORTH												
95) CD Ramp Near I-85	City of P	etersburg	(Maint: 74)	0.02	16000	Α								0.104	Α		17000	Α
		To	4	Rar	np to Grahai	n Rd												
South (95) (460) CD Ramp Nea	r I 95 City of D	From	(Maint: 74)	0.07	12000	G	91%	0%	1%	1%	7%	0%	С	0.112	F		12000	G
95 460 CD Ramp Nea	i i-85 City of F	elersburg	(IVIAITIL. 74)				91%	076	1 70	1 70	170	0%	C	0.112	Г		12000	G
South Bus		From		Rai	mp from US	301												
95) (460) (460) CD Ram	p Near I-85 City of P	etersburg	(Maint: 74)	0.18	NA									NA			NA	
South Bus		To From		Rai	mp from US	301												
95) (460) (460) CD Ram	p Near I-85 City of P	etersbura	(Maint: 74)	0.27	12000	G								0.097	F	0.786	13000	G
03 (400)(400)					US 460 Ram													
South	011 (15	From	04::-70											0.000	_		2222	_
95 CD Ramp Near I-85	City of P	etersburg To	(Maint: 74)	0.22	<b>3800</b> I-95 South	G			_					0.082	F		3800	G
0		D							<u> </u>									
South $95$ Ramp	City of P	etersbura	(Maint: 74)	0.12	I-95 South	G								NA			NA	
93)	3.1, 61 1	c. coa. g												, .			, .	
South		From	<b></b>		B to Washir	igton Str	eet											
95 Ramp	City of P	etersburg	(Maint: 74)	0.19	NA	05.66*								NA			NA	
		To	1	CEUS 460	FROM RT	95 SOU	ГH											

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

						-Truck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	e Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	QV
	Fronx	US 460 County F											
106 Courthouse Rd	City of Petersburg	0.10 <b>7000</b>	<b>G</b> 95%	1%	1% 19	% 2%	0%	F	0.096	F	0.54	7400	G
	Τα:	ECL Petersburg											
	From:	US 460 County F											
109 Hickory Hill Rd	City of Petersburg	0.88 <b>8200</b>	<b>G</b> 99%	0%	0% 09	% 0%	0%	С	0.136	F	0.884	8700	G
	To- From:	ECL Petersburg											
109)Hickory Hill Rd	City of Petersburg	0.03 <b>8200</b>	N 99%		0% 09	6 0%	0%	N	0.136	F	0.884	8700	Ν
	To: Dead	End; Fort Lee Military Reser	vation, Maho	ne Av									
	From:	US 1 Boydton Planl											
Simpson Rd	Dinwiddie County	1.27 <b>2700</b>	<b>G</b> 97%	0%	0% 19	% 2%	0%	С	0.102	F	0.56	2900	C
<u> </u>	To: From:	WCL Petersburg	g										
142)Boydton Plank Rd	City of Petersburg	0.16 <b>3000</b>	<b>G</b> 97%	0%	0% 19	6 1%	0%	F	0.106	F	0.506	3200	(
$\smile$	Too	Dupuy Rd											
142)Boydton Plank Rd	City of Petersburg	1.24 <b>2800</b>	<b>G</b> 97%	0%	0% 19	6 1%	0%	С	0.105	F	0.562	3000	
,	Tee												
Holifox Pd	City of Petersburg	Rt 604 Halifax R 0.06 <b>5500</b>	N 98%	1%	0% 0	6 0%	0%	N	0.087	F	0.534	5800	١
142 Halifax Rd	City of Fetersburg	CSX RR	N 90%	) I 70	0% 0	6 U%	0%	IN	0.067	Г	0.554	3600	ľ
					<u> </u>								
Con Dd	From	US 460 Airport S		10/		, <b>0</b> 0/	00/	_	0.000	_	0.505	0000	_
226 Cox Rd	Dinwiddie County	0.53 <b>3500</b>	<b>G</b> 88%	1%	1% 89	6 3%	0%	С	0.098	F	0.525	3800	C
	T _{CC} . From:	26-706 Old Cox I											
226)Cox Rd	Dinwiddie County	2.85 <b>9800</b>	<b>G</b> 97%	0%	<u>1</u> % 29	% 0%	0%	С	0.091	F	0.647	10000	G
$\smile$	Τα	US 1 Boydton Planl	k Rd										
~~~	From:	SCL Petersburg											
301 Crater Rd	City of Petersburg	0.21 8800	G 99%	0%	1% 09	6 0%	0%	F	0.097	F	0.613	9300	C
~	To-	Rives Rd			<u> </u>								
301 Crater Rd	City of Petersburg	0.90 9800	G 99%	0%	0% 09	6 0%	0%	С	0.088	F	0.588	10000	G
	To	Wagner Dd											
301 Crater Rd	City of Petersburg	0.43 21000	G 99%	0%	0% 0	6 0%	0%	F	0.086	F	0.529	22000	G
301 Oracer rid	Oity of 1 cicrobally		u 5576	0 70		0 70	0 70		0.000	•	0.525	22000	
~	To: From:	Flank Rd								_			
Crater Rd	City of Petersburg	0.87 21000	G 99%	0%	0% 09	% 0%	0%	F	0.084	F	0.52	23000	C
~	To: From:	ALT US 301 Sycamo	ore St										
Grater Rd	City of Petersburg	0.26 15000	G 98%	0%	1% 09	6 0%	0%	С	0.081	F	0.511	16000	(
~ <i>_</i>	Tor	South Blvd											
301 Crater Rd	City of Petersburg	0.73 21000	G 98%	0%	1% 09	6 0%	0%	F	0.083	F	0.51	22000	
001)						. 0,0	3,0	•	2.300				Ĭ
Bus	From:	I-95, Bus US 46											
301 (460 Crater Rd	City of Petersburg (Maint: 26)	0.09 10000	N 98%	1%	1% 19	6 0%	0%	Ν	0.089	F	0.554	11000	Ν
	Τo:	I-95; Bus US 460 Par, W	infield Rd										

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

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus Creater Del	From:		ce Jurisdicti		-	10/	10/	10/	00/	00/	_	0.000	F	0.554	11000	_
301 460 Crater Rd	City of Peters	0	10000	G	98%	1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	G
	Combined Traffic Estimates for Parallel	Hoadways on this Houte:	NA									NA			NA	
Bus	To: From:	SR 36, B	us US 460	Wythe S	t											
301 460 Crater Rd	City of Peters	sburg 0.10	7100	G	98%	1%	1%	1%	0%	0%	F	0.094	F	0.568	7600	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Tæ	SR 36 Par, Bus	US 460 Par	r Washii	ngton St											
301 36 Crater Rd	City of Peters		4300	G	98%	1%	1%	1%	0%	0%	F	0.097	F	0.56	4600	G
(00)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Tool		301 Par, Bai	al. Ct												
(301) (36) Crater Rd	City of Peters		2800	G	97%	1%	1%	1%	1%	0%	С	0.103	F	0.636	3000	G
(301) (30) 014111111	Combined Traffic Estimates for 2 Parallel	O .	7100	G	98%	0%	1%	0%	0%	0%	F	NA	-		7600	G
	To:		ollingbrook		0070	0,0		0 / 0	0,70	0 / 0	•					О.
~~~	Fronx		Crater Rd													
(301) (36) Bollingbrook St	City of Peters	0	3100	G	98%	0%	1%	0%	0%	0%	С	0.11	F	0.667	3300	G
$\longrightarrow$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7600	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	G
	To:		5th St				<u> </u>									
(301) (36) Bollingbrook St	City of Peters	sburg 0.15	3800	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.699	4000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7800	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8300	G
	Τα		3rd St													
ALT Dallin	ordered Ct. City of Determ		ALT US 301		98%	0%	1%	00/	0%	00/	_	0.117	_	0.722	4700	0
(301) (1) (301) (36) Bollin	ngbrook St City of Peters	•	4400	G	90%	0%	170	0%	0%	0%	Г	01111	Г	0.722		G
	Combined Traffic Estimates for Parallel		<b>NA</b> 5 1 Par, 2nd	1 C+								NA			NA	
	Front	Us	N RT 1	131												
301 1 2nd St	City of Peters	sburg 0.35	15000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.562	16000	G
	Tα	SCL	Colonial He	eights												
	From:		US 301													
(301)Ramp	City of Petersburg (	(Maint: 74) 0.19	6400	G								0.079	F		6400	G
$\overline{\qquad}$	To:	I-95 N	Iorth Collec	tor Rd												
North	From:	US	301 Crater	Rd												
(301) Ramp	City of Petersburg (	(Maint: 74) 0.10	1600	G								0.079	F		1600	G
$\stackrel{\smile}{\smile}$	To:	I-95 South	Collector F	Rd, US 4	60											
South Bus	From:	US 3	301 S, Crate	er Rd												
(301)(460) Ramp US 301 S	to I-95 S at Exit ??? City of Petersburg	(Maint: 74) 0.20	630	G	97%	1%	1%	1%	1%	0%	F	0.096	F		670	G
	Τα	I-95 South	Collector F	Rd, US 4	60											
~~~	From:		301 Crater	r St												
(301) (36) Bank St	City of Peters	sburg 0.24	4500	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.527	4800	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7600	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	G
	Τα		5th 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			QC	Factor	QK	Factor	AAWDT	QW
	From:		5th St				27 (XIC	OTTIXIC	TITAL	ZIIGII		1 40101		1 40101		
(301) (36) Bank St	City of Petersburg	0.15	4000	G	99%	0%	1%	0%	0%	0%	F	0.097	F		4300	G
(1) (1)	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	7800	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8300	G
	To		3rd St													
ALT O	From:	0.00			000/	00/	401	00/	00/	00/	_	0.000	_		4000	_
[301] [1] [301] [36] Bai	nk St City of Petersburg	0.09	3700	G	99%	0%	1%	0%	0%	0%	F _	0.098	F		4000	G
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel Roads	•	8100	G	98%	0%	1%	0%	0%	0%	F	NA			8600	G
	10.		JS 301 Par,													
ALT	From:		301 Crater		000/	00/		00/	00/	00/	_	0.005	_	0.50	7700	_
301 Sycamore St	City of Petersburg	0.30	7300	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.52	7700	G
ALT	To: From:		South Blvd													
301 Sycamore St	City of Petersburg	0.95	5600	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.656	5900	G
<u> </u>	To		North Blvd	1												
ALT	From:															
(301) Sycamore St	City of Petersburg	0.42	9000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.604	9500	G
ALT	To: From:		Graham Ro													
301 Sycamore St	City of Petersburg	0.56	10000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.551	11000	G
(301) 6) 64 11010 61	To:		S 1 Wythe		0070	0 70		070	070	0 70	•	0.000	•	0.001	11000	Ğ
ALT Bus	From:		US 1													
{301}{ 1 }{460}(36) Wy	the St City of Petersburg	0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	G
\leftarrow	Combined Traffic Estimates for Parallel Roads		NA									NA			NA	
	To:		S 460 Jeffe													
ALT 301 1 Jefferson St	City of Petersburg	0.09	JS 460 Wy 3400	the St G	96%	0%	1%	2%	1%	0%	F	0.085	F	0.704	3700	G
301 1 Jefferson St	Combined Traffic Estimates for Parallel Roads		NA	G	30 /6	0 /0	1 /0	2/0	1 /0	0 /6	•	0.083 NA	'	0.704	NA	G
	Combined Trainic Estimates for Faraller Hoads	· ·										INA			INA	
ALT	To: From	Bus US 46	60 Par, Was	shington	St											
301 1 Jefferson St	City of Petersburg	0.26	770	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.569	820	G
	Combined Traffic Estimates for Parallel Roady	ways on this Route:	NA									NA			NA	
	Too		Henry St													
ALT	From:	2.25		_	000/	00/		00/	40/	00/	_	0.110	_	0.05	070	_
301 1 3rd St	City of Petersburg	0.05	350	G	96%	0%	1%	2%	1%	0%	F	0.118	F	0.65	370	G
~	Combined Traffic Estimates for Parallel Roads	ways on this Route:	NA									NA			NA	
ALT	To: From:	US 3	301 Par, Ba	nk St												
301 1 3rd St	City of Petersburg	0.05	450	G	96%	0%	1%	2%	1%	0%	F	0.092	F	0.670	480	G
	Combined Traffic Estimates for Parallel Roads		NA	-				-				NA		-	NA	
	Тох	•	1 Bollingbi	ook St			1									
ALT ~~ ~	From	US 1, A	ALT US 30	1 3rd St												
(301)(301)(1)(36) Bol	llingbrook St City of Petersburg	0.08	4400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
	Combined Traffic Estimates for Parallel Roads	ways on this Route:	NA									NA			NA	
	To:		US 301													

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

Route Jurisdiction Length AADT NADT 1	NA 16000	G G G G
ALT Sign Sycamore St City of Petersburg 0.09 6900 G 98% 0% 1% 0% 0% 0% F 0.086 F 0.581	NA 16000	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA NA NA NA NA NA	NA 16000	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA NA NA NA NA NA	16000	
Bus Us 460 Par Bus		
Section Sect		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 30000 G 95% 1% 1% 2% 2% 0% F NA ALT Bus US 460 Washington St St St St St St St St		
ALT Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA NA NA NA NA N	32000	G
ALT Combined Traffic Estimates for Parallel Roadways on this Route: NA		
City of Petersburg 0.06 9000 G 98% 0% 1% 0% 0% 0% F 0.086 F 0.518		
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA	9500	G
Adams St City of Petersburg 0.16 8400 G 98% 0% 1% 0% 0% 0% 0% 0% 0	NA	
Adams St City of Petersburg 0.16 8400 G 98% 0% 1% 0% 0% 0% 0% 0% 0		
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA Test Henry St	0000	0
Henry St		G
Nottoway County Line	NA	
Dinwiddie County 6.80 5800 G 88% 1% 1% 1% 9% 0% F 0.086 F 0.502		
26-625 Wells Rd	5800	G
Dinwiddie County 2.99 5900 G 88% 1% 1% 1% 9% 0% F 0.086 F 0.514	5600	G
26-622 Baltimore Rd 26-622 Baltimore Rd 26-622 Baltimore Rd 26-623 Baltimore Rd 26-623 Baltimore Rd 26-611 Trinity Church Rd 26-611 Trinity Church Rd 26-611 Trinity Church Rd 26-627 Courthouse Rd 26-628 Tranquility Lane 26-628 Tranquility Lane 26-631 Claibome Rd 21-26-628 Tranquility Lane 26-631 Claibome Rd 26-631 Claibome Rd		
26-622 Baltimore Rd 2.32 7200 A 88% 1% 1% 1% 9% 0% C 0.102 A 0.549	5900	G
26-611 Trinity Church Rd 26-611 Trinity Church Rd 26-611 Trinity Church Rd 26-611 Trinity Church Rd 3.29 7300 G 88% 1% 1% 1% 9% 0% F 0.086 F 0.569 (460) New Cox Rd 2.36 7800 G 88% 1% 1% 1% 9% 0% F 0.09 F 0.568 (460) Cox Rd 2.12 10000 G 88% 1% 1% 1% 9% 0% F 0.090 F 0.603 (460) Cox Rd 2.12 10000 G 88% 1% 1% 1% 9% 0% F 0.090 F 0.603 (460) Cox Rd 2.12 10000 G 88% 1% 1% 1% 1% 9% 0% F 0.090 F 0.603 (460) Cox Rd 2.12 10000 G 88% 1% 1% 1% 1% 9% 0% F 0.090 F 0.603 (460) Cox Rd 2.12 10000 G 88% 1% 1% 1% 1% 1% 9% 0% F 0.090 F 0.603 (460) Cox Rd 2.12 10000 G 88% 1% 1% 1% 1% 1% 9% 0% F 0.090 F 0.603 (460) Cox Rd 2.12 10000 G 88% 1% 1% 1% 1% 1% 1% 1		
26-611 Trinity Church Rd 26-611 Trinity Church Rd 26-611 Trinity Church Rd 26-627 Courthouse Rd 26-628 Tranquility Lane 26	7300	Α
26-627 Courthouse Rd 236 7800 G 88% 1% 1% 9% 0% F 0.09 F 0.568		
26-627 Courthouse Rd 236 7800 G 88% 1% 1% 9% 0% F 0.09 F 0.568	7400	G
2.36 7800 G 88% 1% 1% 9% 0% F 0.09 F 0.568		
Total Prome 26-628 Tranquility Lane	7900	G
Cox Rd Dinwiddie County 2.12 10000 G 88% 1% 1% 1% 9% 0% F 0.090 F 0.603		
26-631 Claiborne Rd	10000	G
26-031 Claibome Rd 26-031		
460) 300 Tu	14000	G
	14000	u
26-743 Hart Rd	10000	
Cox Rd Dinwiddie County 2.00 13000 G 88% 1% 1% 1% 9% 0% F 0.089 F 0.615	13000	G
W 26-632 Olgers Rd		
(460) Cox Rd Dinwiddie County 0.61 17000 G 88% 1% 1% 1% 9% 0% F 0.095 F 0.613	17000	G
E 26-632 Buttewood Rd		
(460) Cox Rd Dinwiddie County 0.18 17000 G 88% 1% 1% 1% 9% 0% F 0.089 F 0.588	17000	G
SR 226 Cox Rd		
Airport St Dinwiddie County 1.21 18000 G 88% 1% 1% 9% 0% F 0.101 F 0.571	18000	G
To: I-85; Bus US 460		

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
Bus (460)(460)Ramp		Dinwiddie Co	ounty	0.19	X		See B	Bus US 4	160 for	direction	al traffi	c volum	e esti	mates fo	r this	segment.		
		To:			х													
~~~		From:			I 85 N													
460 (85)		Dinwiddie Co	,	1.77						ctional tra		lume es						
>	Combined Traf	fic Estimates for 2 Parallel	Roadways on t	this Route:		Α	85%	1%	1%	1%	12%	1%	F	0.093	Α	0.524	41000	Α
		From: Dinwiddie Co	Lunty.	1.18	US 1		<u>C.</u>	00   0E f	or dire	ctional tra	offic vo	lumo oo	timat	o for this		mont		
460 85	Oamahinad Tuaf		,														F0000	^
	Combined Trai	fic Estimates for 2 Parallel	Roadways on i	tnis Route:	53000	Α	87%	1%	1%	1%	10%	1%	С	0.09	Α	0.55	53000	Α
~~~		To: From:			CL Petersb	urg												
460 (85)		City of Petersburg (,	1.01			S	ee I-85 f	or direc	ctional tra	affic vo	lume es	timate	es for this	s segr	ment.		
\smile	Combined Traf	fic Estimates for 2 Parallel	Roadways on t	this Route:	53000	Α	87%	1%	1%	1%	10%	1%	С	0.09	Α	0.55	53000	Α
		To		Sau	irrel Level	Road												
(460) (85)		City of Petersburg ((Maint: 26)	2.57			S	ee I-85 f	or direc	ctional tra	affic vo	lume es	timate	es for this	segr	ment.		
400 (00)	Combined Traf	fic Estimates for 2 Parallel	Roadways on t	this Route:	60000	Α		1%	1%	1%	10%	1%		0.089		0.56	60000	Α
								.,,		.,.		.,.	-					
Pomp		From:	(Mainte OC)	0.10	I-85 S			00 L OF 6	ior dire	ational tre	offic vo	اد محمد	tim at	o for this		mont		
460 85 Ramp		City of Petersburg ((Mant. 26)	0.10	I-95 SB		3	ee 1-65 I	or direc	ctional tra	allic vo	iume es	umale	es for tris	segi	ment.		
		From:			I-95 SB													
(460) (95) CD Ramp Ne	ear I-85	City of Petersburg ((Maint: 74)	0.04	1 03		S	ee I-95 f	or direc	ctional tra	affic vo	lume es	timate	es for this	s segr	ment.		
~ ~		To: From:			Graham Ro	d												
460 (95) CD Ramp Ne	ear I-85	City of Petersburg	(Maint: 74)	0.07			S	ee I-95 f	or direc	ctional tra	affic vo	lume es	timate	es for this	s segr	ment.		
\sim		To:			SB Collecto													
Bus	N. 105	From:	(14 : 1 - 74)		from US 30	01South		1.05.6			"							
460 (95) (460 CD Ra	mp Near I-85	City of Petersburg ((Maint: 74)	0.18			S	ee I-95 f	or direc	ctional tra	affic vo	lume es	timate	es for this	s segr	ment.		
Pue Pue		From:			from US 30 mp from US													
Bus CD Ba	mp Near I-85	City of Petersburg ((Maint: 74)	0.27	nip ironi Us	5 301	S	ا 95 ا مم	or direc	ctional tra	affic vo	luma as	timata	e for this	e ean	ment		
460 95 460 CD Ra	imp ricai i oo	To:		0.27	US 460			CC 1 33 1		Juonai ue	anic vo	idilic cs	minat	23 101 1111	o ocgi	mont.		
		From:		I-95 Sc	outh Collect	or Ramp												
460 Ramp		City of Peters	burg	0.21	9500	G								0.106	F		9500	G
		To:		Ramp from	I-95 North	Collector	r Rd											
~~~		From:		Maintenar	nce Jurisdic	tion Char	ige											
(460) County Dr		City of Peters	sburg	0.28	19000	G	89%	0%	1%	2%	8%	0%	F	0.102	Α	0.501	20000	G
~		To: From:		SR 10	09 Hickory	Hill Rd												
(460 County Dr		City of Peters	burg	2.16	9900	Α	89%	0%	1%	2%	8%	0%	С	0.102	Α	0.501	10000	Α
$\smile$		To:		SR 1	06 Courtho	use Rd												
460 County Dr		City of Peters	bura	0.34	13000	G	89%	0%	1%	2%	8%	0%	F	0.082	F	0.545	13000	G
400 000, 2.		To:	y		CL Petersb			0,0	ΤĨ	_,,	• , •	0,0	•	5.002	•	3.0.0		-
		From:	r				Vooth 1	1	-									
460 Ramp		Dinwiddie Co		nps from US 4 0.20	460 Eastbou <b>890</b>	ind and V	vestbound	1						0.105	F		890	G
(46U) Mailip		Diriwidale Co		0.20	I-85 South				_					0.103	Г		090	G
		10.			1-85 South	1												

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

Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
East	From	US 460	Airport St Ea	astboun	d		ZAXIC	JTANIC	IIIaii	ZIIali		1 actor		1 actor		
Ramp	Dinwiddie Co	ounty 0.03	510	G								0.094	F		510	G
~	To	Ramp from US 460 W	Vestbound tov	ward I-8	35 Southbo	ound										
Vest	From		Airport St Wo	estboun	d											
Ramp to I-85 at Exit 61	Dinwiddie Co		NA									NA			NA	
~	Τα	Ramp from US 460 E			5 Southbo	ound										
~~\n	From		North Collect									0.140	F		9600	,
Ramp	City of Petersburg		9600 is US 460 Wo	G								0.146	Г		9600	C
	From															
Bus 60 Airport St	Dinwiddie Co		I-85; US 460 <b>7600</b>	G	98%	0%	1%	1%	0%	0%	F	0.091	F	0.564	8100	(
160	To		Boydton Plan	-	0070	0,0		. , 0	0 70	0 / 0	•	0.00	•	0.00	0.00	
Bus ~~~	From		JS 1 Plank R													
$\{60\}$ $\{1\}$ Boydton Plank Rd	Dinwiddie Co	ounty 1.69	12000	G	96%	1%	1%	0%	2%	0%	F	0.091	F	0.596	13000	(
Bus		I-85	SW of Peters	sburg												
160 1 Boydton Plank Rd	Dinwiddie Co	ounty 1.23	14000	G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.513	14000	(
	To	, ,	R 226 Cox R	) d												
Bus	From				2021				0-1		_		_			
60 (1)	Dinwiddie Co	ounty 0.45	11000	F	98%	0%	1%	1%	0%	0%	С	0.103	В	0.517	12000	
Bus	To From	W	CL Petersbu	ırg												
460 1 Washington St	City of Peters	sburg 0.40	12000	G	98%	0%	1%	1%	0%	0%	F	0.089	F	0.549	12000	(
$\rightarrow$	To		Summit St													
Bus 460 1 Washington St	City of Peters	sburg 0.18	12000	G	98%	0%	1%	1%	0%	0%	_	0.090	F	0.539	12000	(
160 (1) Washington St	Oity of Feters	50019 0.16		<u> </u>	30 /6	0 /6	1 /0	1 /0	0 /6	0 /6	'	0.030	•	0.559	12000	•
Bus	To From		Elm St													
160 1 Washington St	City of Peters		14000	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.524	14000	C
3us	To From	US 1 Par, Wa	1 Par; Wythe		o I ono											
160 1 Wythe St	City of Peters		7500	G	96%	0%	1%	2%	1%	0%	С	0.084	F		8000	
100) (1) 11) 110 01	Combined Traffic Estimates for 2 Parallel	-		G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.540	17000	(
	To								.,.		-		-			
Bus	From		Perry St													
1 Wythe St	City of Peters	•	10000	G	96%	0%	1%	2%	1%	0%	F	0.091	F		11000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.523	21000	(
Bus	To From	SI	R 36 Market	St												
60 1 (36) Wythe St	City of Peters	sburg 0.20	10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	(
	Combined Traffic Estimates for Parallel		NA									NA			NA	
		ALT U	JS 301 Sycan	nore St												
Bus ALT (36) Wythe	e St City of Peters		15000	G	96%	0%	1%	2%	1%	0%	_	0.086	F		16000	(
(460) $(1)$ $(301)$ $(36)$ Wythe	Combined Traffic Estimates for Parallel	-		G	30%	U 70	I 70	∠ 7/0	I 70	U 7/0	Г	0.066 NA	Г		NA	
	Combined Trainic Estimates for Parallel		S 1 Jefferson	~								INA			INA	

Route		Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Bus		From:		IIS	1 Jefferson	St			2AXIE	3+Axle	TTRAIL	21raii		Factor		Factor		
(460) (36) Wythe St		City of Peters	burg	0.20	16000	G	97%	1%	1%	1%	1%	0%	С	0.084	F		16000	G
	Combined Traffic Es	stimates for 2 Parallel	Roadways on this	Route:	31000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	33000	G
		To			I-85, I-95													
Bus		From:	la			_	070/	10/	10/	10/	10/	00/	_	0.000	_		10000	_
(460) (36) Wythe St	0 1: 17 " 5	City of Peters	ŭ	0.30	11000	G	97%	1%	1%	1%	1%	0%	-	0.083	F	0.044	12000	G
	Combined Traffic Es	stimates for 2 Parallel	Roadways on this		<b>24000</b> US 301 Cra	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.641	25000	G
Bus		From:			US 301 Cra													
(460)(301) Crater Rd		City of Peters	burg	0.98	10000	G	98%	1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	G
	Combined Traffic	Estimates for Parallel		Route:	NA									NA			NA	
		To:			ce Jurisdicti	on Chan	ge											
Bus		From:			S 460 Par,													
(460)(301) Crater Rd		City of Petersburg (	(Maint: 26)	0.09	10000	N	98%	1%	1%	1%	0%	0%	N	0.089	F	0.554	11000	N
Pup		To: From:		US	301 Crater US 301	Rd												
Bus (460 (301) Ramp US 301 S	S to I-95 S at Exit ???	City of Petersburg (	(Maint: 74)	0.20	03 301		See	US 30	1 for di	rectional	traffic v	olume e	estima	ates for t	his se	ament.		
460 (301)	7 to 1 00 0 at =/	To:	(		95 CD Roa	d										9		
Bus		From:			rom US 30													
(460) (95) (460) CD Ramp	Near I-85	City of Petersburg (	(Maint: 74)	0.18			S	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	s segr	ment.		
<u></u>		To		Ramp f	rom US 30	l North												
Bus (460) (95) (460) CD Ramp	Noar I 95	City of Petersburg (	(Maint: 74)	0.27			9	00   05	for dire	ctional tr	affic vo	lumo oc	timate	oc for this	s coar	mont		
(460) (95) (460) CD Ramp	TNEar 1-03	To:	(Iviaiiii. 74)		3us US 460		- 3	ee 1-35	ioi dire	cuona u	anic vo	iuille es	umate	25 IOI IIII	s segi	nent.		
D		From:			JS 460 Exit													
Bus (460) Ramp		City of Petersburg (	(Maint: 26)	0.24	8300 EXIL	G								0.096	F		8300	G
460) 1 14111		any or recording (	(Marrie 20)											0.000	•		0000	G
Bus		From:		CEU	JS 460 Exit	6C												
(460) Ramp		City of Petersburg (	(Maint: 26)	0.27	5000	G								0.092	F		5000	G
$\overline{\qquad}$		To:			I-95 South													
Bus		From:		460-P002I	B CEUS 46	0-E006B	FROM											
(460) Ramp		City of Petersburg (	(Maint: 74)	0.11	9400	G								0.091	F		9400	G
<u> </u>		To:			I-95 North													
Bus		From:			JS 460 Exit													
(460) Ramp		City of Petersburg (	(Maint: 26)	0.08	3300	G								0.104	F		3300	G
<u>~</u>		To:			I-85 South													
Bus		From:			s US 460 E													
(460)(460)Ramp		Dinwiddie Co	unty	0.19	6400	G								0.099	F		6400	G
		To			I-85 North													
Bus		From:			TS 85 & 95		BOUND								_			
(460) Ramp		City of Petersburg (		0.17	4000	G								0.094	F		4000	G
<u> </u>		To:	CEUS 460	-P002A TC	) RTS 85 &	95 SOU	THBOU	ND										
Bus		From:			6 460 E, Wy													
(460)Ramp		City of Petersburg (		0.20	6600	G								0.088	F		6600	G
<u>~</u>		Tor	Ram	p from Bus	US 460 W,	Washin	gton St											

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

		Diriwidale						Tru	ck			K		Dir		
Route	Jurisdict	ion Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	Fro	us 1 Wy	the St Batte	rsea Lan	e		27 (XIC	OTTIALC	TTTUI	Liiuii		1 40101		1 40101		
(4g0) (1) Washington St	City of Pete		8100	G	97%	1%	1%	2%	1%	0%	F	0.095	F		8600	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	16000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.544	17000	G
		-	3-9025 Wes	t St												
Bus Washington Ct	City of Data	om:			070/	1%	10/	20/	10/	00/	_	0.000	F		0100	_
Washington St	City of Pete	o .	8600	G	97%		1%	2%	1%	0%		0.093	г		9100	G
	Combined Traffic Estimates for 2 Paralle	Hoadways on this Houte:	16000	G	96%	1%	1%	2%	1%	0%	F	NA			17000	G
Bus	Fro	123	3-9029 Soutl	h St												
460 Σ Washington St	City of Pete	rsburg 0.27	9500	G	97%	1%	1%	2%	1%	0%	С	0.092	F		10000	G
P P	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	20000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.527	21000	G
		Fox (	Guarantee S	t			<u> </u>									
Bus 460 1 Washington St	City of Pete	ALL STATE OF THE S	9700	G	97%	1%	1%	2%	1%	0%	_	0.090	F		10000	G
Washington St	Combined Traffic Estimates for 2 Paralle			G	96%	1%	1%	2%	1%	0%	' -	NA	'		21000	G
	Combined Trainic Estimates for 2 Parallel		orth Market		90%	I 70	170	2%	1 70	0%	Г	IVA			21000	G
Bus	Fre		ar; SR 36 M													
460 (36) Washington St	City of Pete	rsburg 0.19	11000	G	94%	1%	1%	2%	2%	0%	F	0.087	F		12000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	22000	G	95%	1%	1%	2%	2%	0%	F	NA			23000	G
		ALT US	301 Par, Sy	camore S	St		<u> </u>									
Bus ALT 460 301 36 Washingtor	St City of Pete	ALL .	15000	G	94%	1%	1%	2%	2%	0%	F	0.078	E		16000	G
460 (301) (36) Washingtor	Combined Traffic Estimates for 2 Paralle	3		G	95%	1%	1%	2%	2%	0%		NA	'		32000	G
	Combined Trainic Estimates for 2 Farane	-			95 /6	1 /0	1 /0	2/0	2/0	0 /6	'	INA			32000	G
Bus ALT	Fro	ALT US	S 301 Par, A	dams St												
460 (301) (36) Washingtor	•	•	14000	G	94%	1%	1%	2%	2%	0%	F	0.079	F		15000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	29000	G	95%	1%	1%	2%	2%	0%	F	NA			30000	G
D	Pro	US om:	1 Jefferson	St												
Bus 460 (36) Washington St	City of Pete	rsburg 0.24	16000	G	94%	1%	1%	2%	2%	0%	F	0.077	F		17000	G
Washington St	Combined Traffic Estimates for 2 Paralle	•		G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	33000	G
	Johnson of Trains Louinated for E. Farance	r			0070	1 /0		1 70	1 /0	070	•	0.001	•	0.011	00000	ŭ
Bus	Pro	m:	I-95													
460 (36) Washington St	City of Pete	· ·	13000	G	94%	1%	1%	2%	2%	0%	С	0.091	F		14000	G
$\Leftrightarrow$ $\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	24000	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.646	25000	G
D .	Pro	US	301 Crater	Rd			<u> </u>									
Bus 460 (301 Crater Rd	City of Pete	rsburg 0.10	7100	G	98%	1%	1%	1%	0%	0%	F	0.094	F	0.568	7600	G
460 301 Crater Rd	Combined Traffic Estimates for Paralle	J		G	JU /0	1 /0	1 /0	1 /0	0 /0	0 /6	•	NA	'	0.500	NA	u
	Combined Trainic Estimates for Farance											INA			INA	
Bus	Fre	MIL.	US US 460	Wythe S	St											
460 301 Crater Rd	City of Pete	_	10000	G	98%	1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	G
	Combined Traffic Estimates for Paralle	el Roadways on this Route:	NA									NA			NA	
	:	To: Maintenan	ce Jurisdicti	ion Chan	ige											

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From	US	301 Crater	Rd												
(460) Winfield Rd	City of Petersburg	0.43	1200	G	96%	1%	1%	1%	0%	0%	С	0.102	F	0.979	1300	G
(-)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	1900	G	97%	1%	1%	1%	1%	0%	F	NA			2000	G
Bus	Too Front	State Ma	intenance l	Boundary	У											
(460) Winfield Rd	City of Petersburg (Maint: 26)	0.09	1200	G	96%	1%	1%	1%	0%	0%	С	0.102	F	0.979	1300	G
(P)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	1900	G	97%	1%	1%	1%	1%	0%	F	NA			2000	G
	Τα	US	460 County	y Rd												
Bus	From:	CEUS 460-P TO F	RTS 85 & 9	5 SOUT	HBOUND	)										
(460) Ramp	City of Petersburg (Maint: 26)	0.26	5000	G								0.094	F		5000	G
	To: CE	US 460-E006A T	O RTS 85 &	& 95 SO	UTHBOU	ND										
Bus	From:	Bus US 4	60 W, Was	hington S	St											
(4g0) Ramp	City of Petersburg (Maint: 74)	0.08	2800	G	-							0.097	F		2800	G
480	To:	Ramp from l	Bus US 460	E, Wytl	ne St											
Bus	From:	Bu	s US 460 W	Vest						•		•			•	
(460)Ramp	Dinwiddie County	0.27	1800	G								0.122	F		1800	G
	Τα		I-85 North													

					Dinv	widdie M	aintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				SR 40 M	cKenney H	wv								
(F80) Buckskin Dr	0.21	10	R								NA			NA		06/05/2017
$\overline{}$		To				De	ead End									
Contago Dd	1.04	From	_			De	ead End							NIA		08/02/2017
F81 Frontage Rd	1.24	290 To	R			US 1 Box	dton Plank	Rd			NA T			NA		06/02/201
		From					dton Plank									
(F82) Plane Dr	0.20	50	R								NA			NA		08/02/2017
		То				2	26-749									
(F83) Rock Rd	0.10	10	R			26-603	Sterling Ro	1			 NA			NA		06/05/201
F83 Rock Rd	0.10	To	<u> </u>			De	ead End							INA		00/03/201
		From					ead End									
(F273) Mine Mountain Rd	0.14	60	R								NA			NA		06/05/201
<u> </u>		То				FR-29	00 Front Rd									
Creat Dd	0.51	From	_			26-133	34; 26-1335							NIA		00/00/001
F ₂₉₀ Front Rd	0.51	1000 To	R			De	ead End				NA T			NA		08/02/201
City of Petersburg			1				oud Bild				1					
_		From				De	ead End									
F329 Lake Shore Dr	0.17	10	R								NA			NA		06/21/201
		To					Lakeshore 1	Dr			1					
(F330) N Normandy Dr	2.93	1800	R			De	ead End				NA			NA		10/28/201
(F330) 11 11 11 11 11 11 11 11 11 11 11 11 11		То				FR-33	l Service Ro	1								. 0, 20, 20 .
_		From				De	ead End									
(F331) Service Rd	0.78	1200	R								NA			NA		09/13/2017
		To				De	ead End									
Dinwiddie County		From				De	ead End									
(F804)	0.19	60	R								NA			NA		06/05/201
		То					60; 26-721									
	0.10	From	Ц_			26-627 (	Courthouse 1	Rd			 NA			NA		06/05/201
(F805)	0.10	10 To	R			De	ead End							INA		06/03/201
		From					oleman Lake	e Rd								
(F806) Walkers Rd	0.50	70	R								NA			NA		06/05/201
$\overline{}$		То				De	ead End									
O Blassian Lane	0.00	From	Ļ			De	ead End							NIA		00/05/001
F855 Blessing Lane	0.26	<b>50</b>	R			IIS 1 Box	dton Plank	Rd			NA			NA		06/05/2013
		From					26 Cox Rd	rtu			1					
(600) Ferndale Rd	0.88	11000	G	99%	0%	1%	0%	0%	0%	С	0.104	F	0.57	11000	G	2019
		To From				26-60	1 River Rd				$\neg$ —					
(600) Ferndale Rd	0.53	7200	N	99%	0%	0%	0%	0%	0%	N	0.102	F	0.517	7700	Ν	2019
		To				Chesterfie	eld County I	Line								
Piver Dd	0.50	From	Ļ	070/	10/		Namozine R		00/		0.104		0.650	700	_	2010
601) River Rd	0.52	660	G	97%	1%	2%	0%	0%	0%	С	0.124	F	0.659	700	G	2019
601) River Rd	3.25	1500	G	98%	1%	26-74 1%	43 Hart Rd 0%	0%	0%	С	0.113	F	0.609	1500	G	2019
(OUT) THIVET TIE	0.20	1300		JU /0	1 /0				U /0	-	U.113	'	0.003	1500	G	2013
(601) River Rd	1.92	6800	G	99%	0%	26-718 0%	Henshaw D	0%	0%	С	0.103	F	0.67	7200	G	2019
001)		То		2070			0 River Rd		- , -				3.01			
		From					0 W; 26-622	2								
602) Corinth Dr	0.20	120	R								NA			NA		08/06/2014
$\overline{}$		То				US 4	460 EAST									

					חווט	widdic iv	rannenai	icc Aic	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	d			26.67	2 Church F	D.d.								
(603) Weakley Rd	0.50	520	G	91%	1%	1%	2 Church F	6%	0%	С	0.12	F	0.516	520	G	2019
,		Te			SR 1		on Rd; 26-		р							
603) Sterling Rd	0.23	1900	G	98%	1%	US 1; 1%	US 460; G	iap 0%	0%	С	0.086	F	0.659	2000	G	2019
603) Sterling Rd	0.20	To		0070	1 70		362 Oak S		0 70		0.000		0.000	2000	٥	2010
603) Sterling Rd	0.68	1900	G	98%	0%	1%	0%	0%	0%	С	0.093	F	0.61	2100	G	2019
<u> </u>		To From					319 Short S									
603 Sterling Rd	0.27	1700	G	98%	0%	1%	0% 226 Cox Ro	0%	0%	F	0.101	F	0.582	1900	G	2019
		From	:		1		orge Count				1					
(604) Halifax Rd	1.87	680	G	88%	3%	2%	2%	4%	0%	С	0.099	F	0.557	690	G	2019
$\overline{}$		To From	:			26-605	S, Ellingtor	ı Rd								
604) Halifax Rd	2.96	1100	G	94%	1%	1%	1%	3%	0%	С	0.099	F	0.639	1100	G	2019
<u> </u>		From		2221	121		utler Branc		221					4=00		2212
604) Halifax Rd	1.77	1700	G	96%	1%	1%	1%	2%	0%	С	0.106	F	0.711	1700	G	2019
(604) Halifax Rd	0.60	1600	G	95%	1%	Urba 1%	n Boundar 1%	y 2%	0%	С	0.106	F	0.711	1700	G	2019
(604) Halifax Rd	0.00	1000	.—	33 /6	1 /0				0 70	0	0.100	'	0.711	1700	ч	2013
(604) Halifax Rd	0.63	2000 From	G	96%	1%	1%	7 Carson I 1%	2%	0%	С	0.098	F	0.606	2100	G	2019
004) 114	0.00	To	:	0070	.,,		Petersburg		0,0				0.000		<u> </u>	
		From				US 1 Bo	ydton Plan	k Rd								
(605) Hunnicut Rd	2.53	660	R								NA			NA		06/19/201
$\frac{\circ}{\circ}$		From	:			26-660	E, Quaker	Rd								
605) Old Vaughan Rd	3.20	470	R								NA			NA		06/19/2014
Old Variabase Dd	0.00	From		000/	00/		V, Old Stag		00/		0,000		0.510	1000		0010
605 Old Vaughan Rd	0.08	1000	G	96%	3%	1%	0%	0%	0%	С	0.098	F	0.512	1000	G	2019
605) Old Stage Rd	0.50	670	R			26-670	E, Duncan	Rd			NA			NA		06/19/2014
605) Old Stage Rd	0.00	To	<u> </u>			26-669 N	Monks Nec	k Rd			— "``			14/1		00/10/201
Marria Nada Dd	4.40	From				26-669	Old Stage	Rd						NIA		00/10/001
605 Monks Neck Rd	4.49	400 To	R			26-604	N, Halifax	Rd			NA			NA		06/19/2014
		From	:				S, Halifax									
605 Ellington Rd	1.40	380 To	R		,	n: a		*.			NA			NA		06/19/2014
		From	]				orge Count									
(606) Reams Dr	2.00	450	` R			26-669	Old Stage	Rd			NA			NA		06/19/2014
000)		To					S, Halifax									
606) Oak Grove Rd	1.40	240	<u> </u>			26-604	N, Halifax	Rd			 NA			NA		06/19/2014
606) Oak Grove Rd	1.40	240 To	R		1	Prince Ge	orge Count	v Line						NA		06/19/2014
		From	:				4 Halifax F									
607) Butler Branch Rd	1.50	400	R								NA			NA		06/19/201
		To	t		]	Prince Ge	orge Count	y Line								
○ 7: B.I	0.40	From	<u> </u>			1	US 460									00/00/004
608 Zion Rd	0.46	140	R			26-622	Baltimore	Rd			NA			NA		08/06/2014
		From	:				ck County									
609) Cherry Hill Rd	0.80	160	R			unio W1	-n county				NA			NA		07/08/2014
		To From				26-687	7 Cutbank	Rd			<b>—</b> —					
(609) Cherryhill Rd	3.40	<b>30</b> From	R								NA			NA		07/08/2014
		To From	:			26-61	16 Ridge R	d								
609) Old Stage Rd	0.70	130	R				_				NA			NA		07/08/2014
$\overline{}$		To	c			SR 40 N	AcKenney 1	Hwy								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron	·				AcKenney		••••		1					
609 Cherry Hill Rd	2.30	50	R								NA			NA		07/08/2014
		Fron	a.				, Courthou , Courthou									
609 Old Stage Rd	1.58	190	R								NA			NA		07/08/2014
(609) Old Stage Rd	2.90	140	R			26-60	64 Reese R	ld			NA			NA		07/25/2017
(609) Old Stago Fid	2.00	Te				26-62	6 Flatfoot l	Rd			¬ <u>—</u>					0772072017
609) Old Stage Rd	2.20	300 From	G	95%	2%	1%	1%	1%	0%	С	0.131	F	0.611	300	G	2019
		Fron			26-6		tage Rd; S		<u> </u>							
610) Baskerville Mill Rd	1.40	170	G	94%	4%	1%	ck County 0%	1%	0%	С	0.129	F	0.571	170	G	2019
		T _e Fron	e IC		SR 40	McKenne	ey Hwy; O	ld Cryors	Rd		_					
610 Old White Oak Rd	0.50	150	G	99%	1%	1%	0%	0%	0%	С	0.135	F	0.5	150	G	2019
610) Old White Oak Rd	0.20	230 From	R			26-650	Lew Jones	s Rd			NA			NA		08/28/2014
610) Old White Oak Rd	0.20	Te				26 701 0	Quail Hollo	w Dd						14/4		00/20/201-
(610) Old White Oak Rd	2.40	180 From	R			20-701	Zuan Hono	w Ru			NA			NA		08/28/2014
		Fron	1			26-651	Whitmore	Rd								
610 Old White Oak Rd	1.40	210	R								NA			NA		08/28/2014
(610) Old White Oak Rd	1.20	300 Fron	R			26-6	44 Brills R	d			 NA			NA		08/28/2014
610) Sid Willie Sair Id		Т.				26-64	45 Scotts R	?d			¬—					00/20/201
(610) Old White Oak Rd	2.30	<b>250</b> From	R			20 0	io occio i				NA			NA		08/28/2014
		Fron	:			26-622	Baltimore	Rd			$\neg$					
610 Old White Oak Rd	0.90	250 To	R			26-613	White Oak	r Rd			NA			NA		08/28/2014
		Fron	n:				Courthouse									
(611) Wilkinson Rd	3.44	660	G	98%	2%	1%	0%	0%	0%	С	0.116	F	0.754	670	G	2019
Million and Dd	4.00	Fron		000/			heelers Po		00/				0.705	050		
(611) Wilkinson Rd	1.82	350	G	98%	2%	1%	0%	0%	0%	F	0.146	F	0.725	350	G	2019
(611) Trinity Church Rd	3.25	170 Fron	G	98%	2%	26-613 1%	White Oak	0%	0%	F	0.148	F	0.65	170	G	2019
-		Te Fron					US 460									
(611) Trinity Church Rd	0.15	870	G	97%	1%	1%	1%	0%	0%	С	0.102	F	0.523	870	G	2019
		Fron	10				Rd; 26-752 , Cox Rd; 2		<u>kd</u>							
611) Trinity Church Rd	0.92	530	G	96%	2%	1%	0%	0%	0%	С	0.128	F	0.567	530	G	2019
Tripity Church Pd	0.70	Fron		069/	20/		Ruth Hill		00/		0.132		0.502	380	G	2019
(611) Trinity Church Rd	0.79	380	G	96%	2%	1%	0%	0%	0%	С	0.132	F	0.592	360	G	2019
(611) Brown Rd	2.18	200 From	G	96%	3%	1%	earson Har 0%	0%	0%	С	0.116	F	0.522	200	G	2019
		Fron	)·				Courthouse rinity Chur									
(611) Brown Rd	1.89	400	R			20-027 1	minty Chui	CII Ku			NA			NA		07/17/2014
		Fron	ı.				E, Namozir V, Namozii									
(611) Brown Rd	0.36	240	R			20-700 1	v, rvamozn	ne red			NA			NA		07/17/2014
		Fron	r r			26-747	Wheelers I	Lane			<u> </u>					
611 Exeter Mill Rd	1.45	140	R			26-622	Sutherland	l Rd			NA			NA		07/17/2014
		Fron	1:				ck County				1					
(612) Harpers Bridge Rd	0.10	230	G	99%	0%	0%	0%	1%	0%	С	0.140	F	0.5	230	G	2019
$\overline{}$		Te	0:			26-63	8 Harpers l	Rd								

							T				1/		D:-			
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				26.629	Harpers F	ρd								
(612) Old Beaver Pond Rd	0.77	310	G	98%	2%	0%	0%	0%	0%	С	0.136	F	0.564	310	G	2019
012		To	,			SR 40 C	Old Cryors	Rd								
		From	:			Brunswic	ck County	Line								
(613) Gills Bridge Rd	1.12	200	R								NA			NA		08/28/2014
$\frac{\smile}{\widehat{}}$		To From				26-638	Harpers F	Rd								
(613) Gills Bridge Rd	1.92	200	R								NA			NA		08/28/2014
		To From				26-651	Whitmore	Rd								
(613) Gills Bridge Rd	1.82	160	R								NA			NA		08/28/201
		From					V, Darvills E, Darvills									
(613) White Oak Rd	7.37	170	G	95%	2%	3%	0%	1%	0%	С	0.142	F	0.55	170	G	2019
010		To				26 622	Baltimore	Dd								
(613) White Oak Rd	0.93	280 From	G	95%	3%	1%	1%	1%	0%	С	0.120	F	0.6	280	G	2019
010		To				26.64	6 Glebe R									
(613) White Oak Rd	1.13	250 From	G	93%	5%	2%	1%	0%	0%	С	0.132	F	0.742	250	G	2019
010		То														
(613) White Oak Rd	1.93	250 From	G	94%	5%	1%	Coleman L 0%	0%	0%	С	0.150	F	0.632	250	G	2019
(813) TTIME GUILTE				0.70								•	0.002		<b>.</b>	_0.0
613) White Oak Rd	3.27	220 From	G	93%	5%	1%	Wilkinson 0%	0%	0%	С	0.16	F	0.903	220	G	2019
(613) White Oak Rd	0.27	<b></b>		0070					0 70			•	0.000	220	ŭ	2010
(613) White Oak Rd	1.38	310 From	G	95%	26	-627 Cour 1%	thouse Rd:	1%	0%	С	0.125	F	0.59	310	G	2019
613) White Oak Rd	1.50	310		33 /6	2 /0				0 70		0.123	'	0.55	310	ч	2013
(613) White Oak Rd	1.06	440	G	98%	1%		ranquility 1		0%	С	0.105	F	0.600	440	G	2010
613) White Oak Rd	1.26	440		90%	1 70	1%	0%	1%	076	C	0.105	Г	0.609	440	G	2019
White Oak Dd	1 77	From	<u> </u>	050/	00/		Boisseau 1		00/		0.107		0.510	1000		0010
613) White Oak Rd	1.77	1600	G	95%	3%	1%	0%	1%	0%	С	0.167	F	0.516	1600	G	2019
Mileita Oals Dal	1 71	From	<u> </u>	000/	00/		Claiborne		00/		0 104		0.014	1500		0010
613) White Oak Rd	1.71	1500 To	G	96%	2%	1%	0% oydton Pla	1%	0%	С	0.124	F	0.614	1500	G	2019
		From					oydton Pla									
(613) Dabney Mill Rd	1.70	930	G	96%	3%	1%	0%	0%	0%	С	0.110	F	0.515	940	G	2019
		To From				26-75	8 Steers R	d			_					
(613) Dabney Mill Rd	1.22	480	G	94%	5%	1%	0%	0%	0%	С	0.109	F	0.558	490	G	2019
		To				26-670	W, Duncan	Rd								
(613) Dabney Mill Rd	0.51	510 From	G	95%	3%	2%	0%	0%	0%	С	0.111	F	0.537	510	G	2019
		To				26-670	E, Duncan	Rd								
613) Squirrel Level Rd	1.43	370 From	G	95%	3%	1%	1%	0%	0%	С	0.113	F	0.714	380	G	2019
010		To					Plantation									
(613) Squirrel Level Rd	0.86	450 From	G	96%	3%	1%	1%	0%	0%	С	0.118	F	0.604	450	G	2019
013) - 1		To														
(613) Squirrel Level Rd	1.39	1100 From	G	98%	1%	0%	Tanglewoo 0%	0%	0%	С	0.098	F	0.557	1100	G	2019
(813) 344		To		0070	. , ,							•	0.007		<b>.</b>	_0.0
(613) Squirrel Level Rd	0.43	1300	G	98%	1%	1%	Fort Emory 1%	0%	0%	С	0.092	F	0.574	1400	G	2019
UIS SQUITOI ECVOLLIA	Jr∪	.500		JU /0	1 /0				J /0			•	5.57 T	1-100	J	2010
(613) Squirrel Level Rd	0.56	960 From	G	98%	1%	26-672 1%	2 Church R 0%	0%	0%	С	0.257	F	0.519	1000	G	2019
613) Squirrel Level Rd	0.50	300		JU /0	1 /0				U /0	J	0.237	'	0.013	1000	G	2013
613) Squirrel Level Rd	1 02	Prom	<u> </u>	99%	<b>∩</b> 0/	26-67 1%	6 Flank Ro	d 0%	<b>N</b> 0/	С	0.102	F	0.685	900	G	2019
613) Squirrel Level Rd	1.03	850 To	G	JJ 70	0%		0% Petersburg		0%	U	0.103	Г	0.000	900	G	2013
		From	:													
614) Sunnyside Dr	1.23	360	R			ok 40 W,	McKenney	пwy			NA			NA		08/28/2014
											, .			. •, •		33, 23, 231

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		Fron	·			WCI	M-W									
(614) Sunnyside Dr	0.30	350	R			WCL	McKenn	ey			NA			NA		08/28/2014
		Te	·			SR 40 I	E, Doyle I	Blvd								
Dinwiddie County		Fron				D	ead End									
615 Blue Tartan Rd	0.42	20	R								NA			NA		05/31/2017
(615) Blue Tartan Rd	0.90	160	R			0.42 M	IN Dead I	End			 NA			NA		07/25/2017
010		Te	c			FR-81	Frontage	Rd								
O 8:1 - 8.1	0.00	Fron	L			Sussex	County L	Line								07/00/004
616) Ridge Rd	2.20	70	R								NA			NA		07/08/2014
(616) Ridge Rd	1.90	80	 R			26-617	7 Bolster	Rd			NA			NA		07/08/2014
010) 0		Te	c			26-609	Cherryhil	l Rd								
O		Fron	c			26-61	6 Ridge F	Rd								
617) Bolster Rd	1.50	<b>270</b>	R			26-619 W	Courtho	use Rd			NA			NA		07/08/2014
		Fron	c			26-619 E,										
617 Bolster Rd	1.69	<b>260</b>	R			26 665 W	Jollzone M	GII D.4			NA			NA		07/08/2014
		Fron	:			26-665 W	County L									
618) Halligan Park Rd	1.20	350	R			Sussex	County I	JIIC			NA			NA		06/19/2014
$\bigcirc$		T/ Fron				26-66	6 Baugh I	Rd			_					
618 Halligan Park Rd	2.82	460	R			26.50	2.0	D.1			NA			NA		06/19/2014
		Fron	<u>]</u>				3 Carson 1									
(619) Courthouse Rd	3.59	440	G	90%	1%	2%	County L 0%	6%	0%	С	0.117	F	0.577	440	G	2019
0.00		Т.	_			SR 40 M	IcKenney	Hwy								
(619) Courthouse Rd	7.05	640	G	94%	2%	2%	1%	2%	0%	С	0.113	F	0.6	640	G	2019
0		Fron	:			26-650 Hav										
619 Courthouse Rd	0.86	1200	G	98%	1%	1%	0%	0%	0%	С	0.109	F	0.711	1200	G	2019
(619) Courthouse Rd	1.06	1400	G	98%	1%	26-626 0%	Flatfoot 0%	Rd 0%	0%	С	0.115	F	0.631	1400	G	2019
(619) Courthouse Rd	1.00	1400 T		30 /8	1 70				0 70		0.113	'	0.001	1400	ч	2013
(619) Courthouse Rd	0.25	1500	G	97%	1%	1%	2 Lundys 2 0%	0%	0%	С	0.109	F	0.652	1500	G	2019
		T _e Fron				26-141	14 Bishop	St								
619 Courthouse Rd	0.59	1700	G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.549	1700	G	2019
<u> </u>		Te	c .				ydton Plar									
(620) Foster Rd	1.20	40	R			26-639	9 Wilson	Rd			NA			NA		08/06/2014
020) 1 0000 100		Te					W, Grubb									
(620) White Oak Church Rd	1.80	450	R			26-642	E, Grubby	y Rd			 NA			NA		08/06/2014
(620) White Oak Church Rd	1.00	<b>430</b>	Ü			US 4	160 WES	Т						IVA		00/00/201-
(620) White Oak Church Rd	1.90	60	R			US 4	460 EAST	Γ			NA			NA		08/06/2014
(620) White Oak Church Rd	1.90	T/	<u> </u>			D	ead End							INA		00/00/2014
		Fron	:			Ţ	JS 460									
621) Clay Street Rd	1.60	390	R					-			NA			NA		07/25/2017
Olavi Otrocat Dal	0.40	Fron				1.60 N	MN US 40	60			$\rightarrow$			NI A		00/04/004
621) Clay Street Rd	0.40	<b>20</b>	R			D	ead End				NA T			NA		06/01/2017
		Fron					Lew Jone	s Rd								
(622) Baltimore Rd	1.60	40	R								NA			NA		07/25/2017
$\overline{}$		Te				26-64	7 Doyle F	Rd								

					Dinv	viddie M	laintenai	nce Area	l.							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		F				26.64										
622) Baltimore Rd	3.70	60	R				7 Doyle R				NA			NA		08/26/2014
622) Baltimore Rd	0.80	120	LR			26-610 Ol	d White O	ak Rd			 NA			NA		08/26/2014
622) Buillinoic Hu	0.00	To	Ė			26-613 W	, White O	ak Rd						1471		00/20/2017
O B 111 B 1	0.50	From		000/	40/		, White Oa		00/	_			0.700	700		2010
622 Baltimore Rd	3.50	700	G	98%	1%	1%	0%	0%	0%	С	0.104	F	0.739	700	G	2019
Daltimara Dd	1.00	From			Ţ	US 460; 26	6-602 Cori	inth Dr						NIA		00/00/001
622 Baltimore Rd	1.66	370	R								NA —			NA		08/06/2014
Daltimara Dd	0.10	From	<u> </u>			26-694	Old Pine	Rd						NIA		00/00/001
622) Baltimore Rd	2.10	1100 To	R			Amalia	County L	ina			NA			NA		08/06/2014
		From														
623) Sutherlan Rd	2.00	410	G	95%	2%	1%	County L 1%	2%	0%	С	0.107	F	0.61	400	G	2019
623) Gathonan Fid	2.00								0 70			•	0.01	100	ŭ	2010
623 Sutherland Rd	3.28	830 From	G	97%	1%	1%	Wilkinson 0%	1%	0%	С	0.098	F	0.708	810	G	2019
623) Sutherland Rd	0.20	- T-	_	07.70	1.70				0 70			•	0.700	0.0	ŭ	2010
623 Sutherland Rd	0.62	1400	G	97%	1%	<u>26-750</u>	Oxford F 1%	1%	0%	С	0.111	F	0.732	1400	G	2019
623) Sutherland Rd	0.02	1400		37 76	1 /0				0 70				0.702	1400	u	2013
623) Station Rd	0.42	220 From	R			26-708	Namozine	Rd			NA			NA		07/17/2014
623 Station Rd	0.42	220									INA			IVA		07/17/2012
(623) Station Rd	0.60	330 From	R			26-760 S	outherland	l Ave			NA			NA		07/17/2014
623) Station Rd	0.68	JJU	<u> </u>			US 4	60 Cox Ro	1						IVA		07/17/2014
		From	:			26-645 W										
(624) Coleman Lake Rd	2.60	170	R			20-043 W	ilecters Fo	iiu Ku			NA			NA		08/26/2014
024)		То	:			26-613 W	, White O	ak Rd								00/-0/-01
O 0 1 1 1 D 1		From				26-613 E,	, White Oa	ak Rd			<u> </u>					00/00/00/
(624) Coleman Lake Rd	3.80	620	R								NA			NA		08/26/2014
<u> </u>		To From				US 4	60; FR-80	6								
(624) Coleman Lake Rd	6.00	500	R								NA			NA		08/26/2014
		То					Wilkinson	Rd								
(625) Wells Rd	3.52	From	L			Ţ	JS 460				NA			NA		08/06/2014
(625) Wells Rd	3.32	300 To	<u> </u>			Amelia	County L	ine						IVA		00/00/2014
		From	:				IcKenney									
(626) Flatfoot Rd	5.67	360	G	95%	2%	1%	1%	2%	0%	С	0.114	F	0.54	360	G	2019
020)		То														
(626) Flatfoot Rd	4.09	430 From	G	97%	1%	1%	Old Stage 0%	1%	0%	С	0.121	F	0.591	430	G	2019
020)		To	.—		.,.				- , ,		_				-	
(626) Flatfoot Rd	0.43	1100 From	G	98%	1%	1%	10 Allen I 0%	0%	0%	С	0.107	F	0.539	1100	G	2019
(626) T Iddi 901 T Id	00	То	<u> </u>	0070	. , ,		Courthouse		0 70			•	0.000		<u> </u>	_0.0
		From	:			US 1 Boy	ydton Plan	k Rd								
(627) Courthouse Rd	0.90	3100	G	96%	2%	1%	0%	1%	0%	С	0.148	F	0.572	3100	G	2019
$\bigcup$		To				26-611	Wilkinson	Rd			_					
(627) Courthouse Rd	1.40	2600 From	G	95%	3%	1%	0%	1%	0%	С	0.176	F	0.645	2600	G	2019
		To				26-661	Boisseau									
(627) Courthouse Rd	2.81	1600 From	G	93%	4%	1%	0%	1%	0%	С	0.172	F	0.746	1600	G	2019
		To	:			6-613 Whit	te Oak Rd	; 26-645								
Countherner Del	0.01	From	Ļ	0.40/	00/		13; 26-645		00/			_	0.007	0000	^	0010
627 Courthouse Rd	2.61	2000	G	94%	3%	1%	1%	2%	0%	С	0.141	F	0.637	2000	G	2019
		From		0.5			New Cox						:			06:5
(627) Courthouse Rd	0.80	710	G	96%	2%	1%	1%	0%	0%	С	0.117	F	0.734	710	G	2019
		To	1			26-75	1 E, Cox F	<b>K</b> d								

Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From	el .								1		. 45101			
(627) Trinity Church Rd	2.20	370	R			26-751	W, Cox Ro	1			NA			NA		08/01/201
		Tr	n.			26-611	Wilkinson F	Rd								
<u> </u>		From				De	ead End				<u> </u>					10/10/201
628 Tranquility Lane	0.33	70	R								NA —			NA		12/10/2014
628) Tranquility Lane	3.10	70 From	R			26-613 V	White Oak I	Rd			NA			NA		08/01/2014
628 Tranquility Lane	3.10	70				** ***								INA		00/01/2015
(628) Tranquility Lane	0.87	190 From	R			26-689	Bobcat Ro	ı			NA			NA		07/25/2017
020		T.				26.75	6 Slates Rd									
(628) Tranquility Lane	0.70	610 From	R			20-75	O States Ru				NA			NA		08/01/201
		Te				US 460	New Cox F	2d								
(628) Tranquility Lane	0.09	1200 From	R			05 100	11011 00111	Lu			NA			NA		08/01/201
		To	00			26-75	51 Cox Rd									
		Fron	ı:			26-627 C	Courthouse 1	Rd								
(629) Anderson Mill Rd	0.93	360	R								NA			NA		08/01/201
<u> </u>		To From	): 			26-689	Bobcat Ro	l			_					
629 Anderson Mill Rd	0.25	<b>40</b>	R			D	- 4 D- 4				NA			NA		12/10/2014
		From	<u> </u>				ead End									
(630) Winfield Rd	0.30	300	G	95%	2%	Sussex 2%	County Lin 1%	e 1%	0%	С	0.087	F	0.741	300	G	2019
(630) Willion 110	0.00	Tr		0070	270		cKenney H		0 70		0.007	•	0.7 11	000	Ğ	2010
		Fron	1:				White Oak I									
(631) Claiborne Rd	2.70	440	G	95%	4%	0%	0%	0%	0%	С	0.122	F	0.546	440	G	2019
		Tz Fron				26-690	0 Harris Rd									
(631) Claiborne Rd	0.80	780	G	97%	2%	0%	1%	0%	0%	С	0.115	F	0.685	780	G	2019
<u> </u>		Tr	o.			US 40	60; 26-708									
O 5 151		Fron				26-631	Claiborne R	ld								0=/1=/00/
632 Butterwood Rd	3.00	880 To	R			110 460	E, Cox Ro	1			NA			NA		07/17/2014
		Fron	1:				W, Cox R									
632) Olgers Rd	1.20	1600	G	97%	2%	0%	0%	0%	0%	С	0.103	F	0.616	1700	G	2019
$\overline{}$		To	00			26-60	1 River Rd									
O 1111 01	2.50	Fron				SR 226	W, Cox R	d								07/00/00/
633 Addison St	0.50	110 To	R			CD 224	6 E, Cox Ro	1			NA			NA		07/02/2014
		Fron					dton Plank				<u> </u>					
(634) Pine Grove Place	0.25	280	R			US I BOY	dton Plank	Ku			NA			NA		11/19/2014
004)		To	0:			De	ead End									
		Fron	1:			De	ead End									
(635) Hilltop Dr	0.40	350	R								NA			NA		11/19/2014
		To	00				cKenney H	wy								
O Davidso Dosara da Dal	0.07	From				De	ead End							NIA		00/04/004
636 Rocky Branch Rd	0.27	90 To	R			IIS A	60 Cox Rd				NA			NA		06/01/2017
		From	h-		,		neelers Pon	4 D.4			+					
(637) Madison Rd	0.49	130	R			20-043 WI	iceieis Foli	ı Ku			NA			NA		12/10/2014
(607)		Tr	).			De	ead End									
		Fron	n:			26-613 G	ills Bridge	Rd								
(638) Harpers Rd	2.00	260	R								NA			NA		08/28/2014
		To From	e E			26-702	2 Lennie Rd									
(638) Harpers Rd	1.20	290	R								NA			NA		08/28/2014
		To	00				rpers Bridg									
(639) Wilson Rd	0.00	From	L			Nottowa	y County L	ine						NI A		00/00/001
(639) Wilson Rd	0.90	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		From					60 EAST	iiiaii	LIIaii		1 40101		i doloi			
639 Springston Rd/Wils	on Rd 1.98	310	R			084	00 EAS I				NA			NA		08/06/2014
639 Grubby Rd	0.20	170 From	G	95%	3%	2%	V, Grubby 0%	0%	0%	С	0.164	F	0.731	170	G	2019
639 Wilson Rd	1.60	230 From	R			26-642 I	E, Grubby	Rd			NA			NA		08/06/201
639 Wilson Rd	1.40	300 From	R				) Foster R White Oak				NA			NA		08/06/2014
640 Hobbs Mill Rd	1.40	170 To	R				IS 460 y County I	ine			NA			NA		08/06/2014
641) Airport Rd	0.55	From <b>280</b>	R			US 1 Boy	dton Planl				NA			NA		07/02/2014
642) W Zilles Rd	1.82	From <b>370</b>	G	89%	1%		IS 460 1%	7%	0%	С	0.107	F	0.59	370	G	2019
642) Grubby Rd	0.60	130 From	G	95%	3%	2%	3 Zilles Ro 0% V, Grubby	0%	0%	С	0.123	F	0.533	130	G	2019
642) Grubby Rd	2.00	130	G	97%	0%		E, Wilson 2%		0%	С	0.146	F	0.632	130	G	2019
642) Grubby Rd	2.40	120 From	G	89%	26-0 7%	620 E, Wh 4%	0%	0%	0%	С	0.134	F	0.588	120	G	2019
642 Continental Rd	1.52	90 From	R				White Oak				NA			NA		08/28/201
642) Continental Rd	0.83	80 From	R		1.5	2 ME 26-6					NA			NA		07/25/201
643) Zilles Rd	3.20	From 390	R			SR 40	4 Brills Ro Darvills R	d			NA NA			NA		08/06/201
Fown of McKenney		То				26-642	Grubby R	d								
644) Depot Rd	0.20	590 To	G	97%	1%	1%	Doyle Blv 1% McKenney	0%	0%	С	0.114	F	0.617	590	G	2019
Dinwiddie County		From														
644 Depot Rd	1.92	440	G	97%	2%	1%	McKenney 0%	0%	0%	С	0.120	F	0.544	440	G	2019
644) Brills Rd	2.50	410 From	R				ew Jones				NA			NA		08/28/2014
644) Brills Rd	2.50	120 From	R			26-610 Ok					NA			NA		08/28/2014
644) Brills Rd	2.50	140 From	R		SR 4	26-642 C	ontinental		[		NA			NA		08/28/2014
645) Scotts Rd	1.40	From <b>220</b>	R			26-610 Ok	l White Oa	ak Rd			NA NA			NA		08/26/2014
645) Scotts Rd	1.80	470 From	R				Baltimore W, Glebe				NA			NA		08/26/2014
(645) Scotts Rd	1.60	From <b>480</b>	G	97%	2%		E, Glebe I		0%	С	0.125	F	0.831	480	G	2019

						vidale iv	lamtona	100 7110	<u>u</u>							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				26.70	20 G # P	1			1					
(645) Wheelers Pond Rd	0.70	260	G	98%	1%	1%	38 Scotts R 0%	1%	0%	С	0.145	F	0.629	260	G	2019
(645) Wheelers Pond Rd	0.73	250 Fram:	G	95%	2%	1%	7 Madison 1	1%	0%	С	0.151	F	0.657	250	G	2019
(645) Wheelers Pond Rd	1.07	330 From:	G	96%	3%	1%	15 Patillo R 0%	1%	0%	С	0.108	F	0.686	330	G	2019
645) Wheelers Pond Rd	2.50	510 To:	G	95%	2%	1%	Wilkinson 2% 513; 26-627	1%	0%	С	0.126	F	0.578	510	G	2019
646) Glebe Rd	6.00	290 To:	G	96%	2%	1%	1% Id White O	0%	0%	С	0.137	F	0.559	290	G	2019
(647) Doyle Rd	1.00	From:	R				Baltimore				NA			NA		08/26/2014
(647) Nash Rd	1.60	230 From:	R				8 Hudgins I				NA			NA		08/26/2014
(647) Nash Rd	2.24	From:	R			26-646	S, Glebe	Rd			NA			NA		08/26/2014
647) Nash Rd	1.92	810	R			26-73	38 Scotts R	d			NA			NA		08/26/2014
(647) Nash Rd	0.94	970 From:	R				Gatewood				NA			NA		08/26/2014
(648) Hudgins Rd	1.50	From:	R			26-650	Lew Jones	Rd		<u> </u>	NA			NA		08/26/2014
(649) Snap Lodge Rd	0.50	50	R			US 1 Bo	47 Nash Ro ydton Plan	k Rd			NA			NA		08/28/2014
		To: From:	<u> </u>				Lew Jones									
650 Lew Jones Rd	1.60	40	G	97%	3%	0%	ld White O	0%	0%	С	0.222	F		40	G	2019
(650) Lew Jones Rd	1.10	190 From:	G	98%	1%	1%	Manson Ch 0%	1%	0%	С	0.116	F	0.65	190	G	2019
650 Lew Jones Rd	1.60	330 From:	G	98%	1%	0%	14 Depot R 0%	0%	0%	С	0.107	F	0.625	330	G	2019
650) Lew Jones Rd	0.80	330 From:	G	98%	2%	26-622 0%	Baltimore 0%	Rd 0%	0%	С	0.109	F	0.688	330	G	2019
650 Lew Jones Rd	2.50	380 To:	G	99%	1%	0%	8 Hudgins I 0% Boydton Pla	0%	0%	С	0.099	F	0.743	380	G	2019
(650) Hamilton Arms Rd	0.15	From: <b>1100</b>	G	95%		US 1 N, B 1%	Boydton Pla 1%	nk Rd 2%	0%	С	0.084	F	0.611	1100	G	2019
650 Hamilton Arms Rd	0.68	From:	G	96%	1%	26-709 0%	Shippings 1%	Rd 2%	0%	С	0.083	F	0.628	1100	G	2019
650 Hamilton Arms Rd	1.43	410	G	90%	2%	0%	I-85 0%	7%	0%	С	0.096	F	0.6	420	G	2019
650 Hawkins Church Rd	2.20	210 To:	G	94%	4%	2%	0% Courthouse	0%	0%	С	0.1	F	0.546	210	G	2019
	0.22	From:	G				amilton Arı				0.158	F		110	G	2019

					L	DINW	viaaie	iviaint	tenar	nce Ar	ea									
Route	Length	AADT	QA	4Tire	В	Bus			_	uck 1Trai		$\sim$	C	K Factor	QK	Dir Fact	AAWDT	QW	, ,	Year
Dinwiddie County																				
650) Ramp	0.22	630	G			2	26-650	Hamilto	on Arı	ms Rd				0.128	F		630	G	,	2019
650) Ramp	0.22	To	$\vdash$					I-85 No	orth						•		000	ч	-	-013
		From	:					3 Gills		e Rd				İ						
(651) Whitmore Rd	2.40	370	R											NA			NA		08/2	28/20 ⁻
<u> </u>		To					SR 40	W. Old	Crvo	rs Rd										
(651) Whitmore Rd	1.80	180	R					,						NA			NA		07/2	25/20
$\bigcup$		To	4			2	26-610	Old Wi	hite O	ak Rd										
651) Mason Church Rd	2.25	<b>260</b>	R											NA			NA		08/2	28/20
		To	c				26-650													
651) Mason Church Rd	1.58	190	 R				26-650	E, Lev	v Jone	s Rd				NA			NA		00/	28/20
651 Mason Church Rd	1.50	190	_n											- INA			INA		00/2	20/20
Mason Church Dd	1.07	From					SR 40 I	E, McK	enney	/ Hwy							NA		00/	28/20
651 Mason Church Rd	1.27	350 To	R					Dead I	End					NA			INA		06/2	20/20
		From						644 De												
652) Asbury Rd	1.56	350	R				20-	044 De	грот к	.u				NA			NA		08/:	28/20
632) 7.620.7 7.6		To					US 1 I	Boydtor	n Plan	k Rd				Ti.					00/1	-0,-0
		From	:					703 Cai						i						
653) Richie Rd	0.16	70	R					700 04	10011	tu				NA			NA		12/	10/20
		To	e					Dead I	End											
		From	:				26-68	37 S, Cu	ıtbank	c Rd										
654) Rainey Rd	3.02	270	R											NA			NA		07/	10/20
$\overline{}$		To					26-68	7 N, Cı	utbank	k Rd				_						
654) Rainey Rd	0.20	530	R											NA			NA		07/	10/20
$\overline{}$		To	•				SR 40	McKe	nney l	Hwy										
		From	:					Dead I	End											
655) Little Deer Rd	0.58	20	R											NA			NA		10/0	02/20
<u> </u>		10						Boydtor												
656) Eppes Rd	1.00	From					26-7	'09 Ship	oping l	Rd							NIA		07/	10/00
656 Eppes Rd	1.20	90	R											NA 			NA		07/	10/20
C Farana Dal	4.00	From					26-6	58 Brar	nches	Rd							NI A		07/	10/00
656 Eppes Rd	1.20	<b>200</b>	R			26	5 650 W	/ Uomi	ilton A	Arms Rd				NA			NA		07/	10/20
		From	:							urch Rd				1						
656) Gatewood Rd	2.55	530	R											NA			NA		07/	10/20
$\bigcirc$		To					US 1 S,													
656) Gatewood Rd	0.90	170	R				US 1 N,	, Boyata	on Pla	ınk Ra				NA			NA		07/	10/20
656 Gatewood Rd	0.00	To	:				26	-647 Na	ash Ro	d				Ť`					017	.0,20
		From	:					Boydtor						i						
657) Keelers Mill Rd	2.10	450	R				0011	o y utor		it Itu				NA			NA		08/2	26/20
		To	e				26	-647 Na	ash Ro	d										
		From	:				26-7	'09 Ship	oping l	Rd										
658) Branches Rd	1.61	320	R											NA			NA		07/	10/20
$\overline{}$		To From					26-	656 Ep	pes R	d										
658) Branches Rd	2.70	70	R											NA			NA		07/	10/20
<u> </u>		To					26-61	9 Court	thouse	e Rd										
		From	:		•		26-665	Walke	ers Mi	ll Rd			•	٦ <u>.</u> _			 			
659 Jones Rd	0.90	100	R											NA			NA		07/0	08/20
<del></del>		From	:				SR 40	McKe	nney l	Hwy										
659 Jones Rd	1.50	130	R											NA			NA		07/0	08/20
<u> </u>		To From					26-	736 Baı	rnes R	₹d				$\exists$ —						
659 Bain Rd	1.40	230	R											NA			NA		07/0	08/20
$\overline{}$		To					26-61	9 Court	thouse	e Rd										

								annone									
Route	Length	AADT	QA	4Tire	Bus	2			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County																	
(660) Hardiways Mill Rd	1.89	1200	R			2	6-619 (	Courthou	se Rd			NA			NA		07/02/2014
(660) Old Vaughan Rd	1.20	450 From	R					3 Carson				NA			NA		07/02/2014
		Fron	n:		26-60			V, Hunnid	cut Rd d; Hunnicu	ıt Rd							
Quaker Rd	2.40	440	R		20-00			Ĭ		it Ku		NA			NA		07/02/2014
(660) Quaker Rd	1.20	690 From	R					Blackwe				NA			NA		07/02/2014
		From						ydton Pla									
661) Boisseau Rd	2.40	1100 To	G	94%	4%	•	1%	Courthous 0% White Oa	0%	0%	С	0.23	F	0.615	1100	G	2019
		Fron	1:					7 Bolster									
(662) Hardwood Creek Rd	1.20	70	R				20-01	Doister	Ku			NA			NA		07/08/2014
		To	):			2	6-619 (	Courthou	se Rd								
		Fron	ı:				26-65	59 Jones l	Rd								
663) Bain Rd	1.20	80	R									NA			NA		07/08/2014
		To	):			26	6-665 W	Valkers N	fill Rd								
O Barra Bri	4.00	From					De	ead End							NIA		07/00/004
(664) Reese Rd	1.20	60 Tr	R				26 600	0110	D.I.			NA —			NA		07/08/2014
		F						Old Stag									
Walkers Mill Pd	0.70	220	<u> </u>	020/	00/			County 1		Λο/	С	 0.115	_	0.52	220	G	2019
(665) Walkers Mill Rd	0.70	220		82%	0%	•	2%	3%	13%	0%	U	0.115	F	0.52	220	G	2019
(665) Walkers Mill Rd	2.35	220 From	G	84%	0%	•	26-617 <b>2</b> %	7 Bolster 3%	Rd 11%	0%	С	0.107	F	0.667	220	G	2019
<u> </u>		To From	r.			S	R 40 M	1cKenney	Hwy								
(665) Walkers Mill Rd	1.44	220	R									NA			NA		07/08/2014
<u> </u>		Te Fron	r:			2	26-728	Wingfiel	d Rd								
665) Walkers Mill Rd	2.76	200 _{To}	R				26 626	6 Flatfoot	D.d			NA			NA		07/08/2014
665) Black Mill Rd	0.70	310 From	R									NA			NA		07/08/2014
Mortor Propoh Pd	0.40	From				26	5-681 B	lack Bran	nch Rd						NΙΔ		10/10/201/
665 Mortar Branch Rd	0.40	48 To	R				D	ead End				NA			NA		12/10/2014
		Fron							D.I.								
666) Baugh Rd	1.20	120	R				26-626	6 Flatfoot	Rd			NA			NA		10/02/2014
(666) Baugh Rd	1.20	120													147.		10/02/201
(666) Baugh Rd	4.20	250 From	R				26-670	) Shady L	ane			NA			NA		06/19/2014
(666) Baugh Rd	4.20	<b>230</b>				26	5-618 H	Ialligan Pa	ark Rd						INA		00/13/2015
		Fron	1:					6 Baugh				i					
(667) Malones Rd	3.20	130	R				20-00	O Daugn	Ku			NA			NA		06/19/2014
(607)		To					26-703	3 Carson	Rd								
		From	1.					3 Carson									
(668) Brick Rd	1.90	240	R									NA			NA		06/19/2014
		Tr	٦.				26-604	4 Halifax	Rd								
		From	1:		26-6	05 M	Ionks N	leck Rd;	Old Stage	Rd							
669 Old Stage Rd	3.30	470	R									NA			NA		06/19/2014
$\overline{}$		To	0:	-			26-604	4 Halifax	Rd	-	-						
<u> </u>		Fron		•	•		26-66	6 Baugh	Rd	•							
670 Shady Lane	1.82	130	R									NA			NA		07/25/2017
<u> </u>		From	): ):				1.82 1	MN 26-6	66								
(670) Shady Lane	0.04	110	R									NA			NA		06/19/2014
$\overline{}$		To	):				26-682	Ole Bole	e Rd								

					Din	widdie IV	laintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				26 692	Ola Dala	D.4								
670 Shady Lane	0.10	160	R				Ole Bole				NA			NA		06/19/2014
670) Shady Lane	0.77	180 From	R			26-688	Sawmill :	Rd			NA			NA		06/19/2014
670) Old Stage Rd	1.45	540 From	G	97%	2%	26-609 1%	Old Stage 1%	Rd 0%	0%	С	0.106	F	0.64	540	G	2019
670) Old Stage Rd	2.51	590 To	G	97%	1%	1%	3 Carson I	0%	0%	С	0.122	F	0.632	600	G	2019
(670) Duncan Rd	2.29	780	G	97%	2%	26-605 W, 26-605 E 1%	Old Vaug E, Old Stag 0%		0%	С	0.092	F	0.62	790	G	2019
(670) Duncan Rd	2.07	From <b>560</b>	G	97%		, Squirrel I 26-613 N, 1%			fill Rd 0%	С	0.11	F	0.656	560	G	2019
(670) Duncan Rd	1.21	760	G	98%	2%		Smith Grov		0%	С	0.109	- 	0.615	800		2019
	1.49	700 From	G	96%		1 MN 26-6					0.105	· F	0.641	1100	G	2019
(670) Duncan Rd	1.49	To		90 /6	1 /0	US 1 Bo	ydton Plan		0 /6		0.103		0.041	1100		2019
671) Brownwall Rd	0.40	<b>70</b>	R				ead End ydton Plan	nk Rd			NA			NA		12/10/2014
		From	:			26-613 Sc	quirrel Lev	vel Rd								
672) Church Rd	1.49	<b>720</b>	G	97%	1%	1% MN 26-6	1%	0%	0%	С	0.116	F	0.544	770	G	2019
672 Church Rd	0.58	670 From	G	93%	1%	1%	0% Weakley	5%	0%	С	0.095	F	0.614	710	G	2019
(672) Weakley Rd	0.27	490 From	G	91%	1%	2%	1%	6%	0%	С	0.121	F	0.523	530	G	2019
672) Weakley Rd	0.19	<b>490</b> From	G	92%	0%	1%	71 Hazel A  1% 2 Simpson	6%	0%	С	0.116	F	0.557	520	G	2019
(673) Smith Grove Rd	1.77	450	R				0 Duncan				NA			NA		07/02/2014
		To	:				quirrel Lev									
674) Wheaton Rd	1.85	110	R				quirrel Lev  O Duncan				NA			NA		07/25/2017
		From									<u> </u>					
675) Vaughan Rd	3.74	690	G	98%	1%	1%	Duncan 1 1%	0%	0%	С	0.097	F	0.746	700	G	2019
675) Vaughan Rd	0.90	1100 From	G	97%	0%	1%	Fort Emory 1%	1%	0%	С	0.084	F	0.660	1200	G	2019
675) Vaughan Rd	0.94	860 From	G	95%	1%	1%	76 Flank R 1% Petersbur	2%	0%	С	0.089	F	0.683	910	G	2019
		From				26-613 Sc										
676) Flank Rd	0.80	600	R			26-675	Vaughan	Rd			NA			NA		07/02/2014
(677) Carson Dr	0.80	900 To	G	98%	0%	0%	4 Halifax I	0%	0%	С	0.121	F	0.708	960	G	2019
678) Spain Dr	1.00	From	R		SR 34	5 Richard 26-605	Bland Col Ellington		508		NA			NA		06/19/2014
D/8) Spaili Di	1.00	<b>40</b>				26-606	Oak Grove	e Rd						11/71		30/13/2014

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	uck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County								IIIali	ZITAII		ractor		ractor			
679)	1.45	220	R			D	ead End				 NA			NA		10/02/201
		To				26-660 Ha	ardiways M	Iill Rd								
<u> </u>		From:					lack Branc				<u> </u>					
(680) Troublefield Rd	3.20	260 To:	G	95%	2%	1% 26-618 H	0% Ialligan Par	3% rk Rd	0%	С	0.118	F	0.606	260	G	2019
_		From					County L									
681 Black Branch Rd	1.80	320 To:	R		26.665	Martan D		D11- MC	1.0.1		NA			NA		06/19/201
		From:			20-003	Mortar Bi	Old Stage		1 Ku							
(682) Ole Bole Rd	0.70	70	G	91%	8%	1%	0%	1%	0%	С	0.258	F	0.647	70	G	2019
		To:				26-670	) Shady La	ane								
0	0.45	From:				26-651	Whitmore	Rd								10/00/001
(683) Continental Rd	0.45	120	R								NA —			NA		10/02/201
(683) Continental Rd	0.60	From:	R			26-70	7 Cantree I	Rd			 NA			NA		10/02/201
(683) Continental Rd	0.00	OU T	n			0.50		_			INA			INA		10/02/201
(683) Continental Rd	0.20	90 From:	R			0.60	MN 26-70	)7			NA			NA		06/01/201
083)		To:				D	ead End									
		From:				D	ead End									
684) Airpark Dr	0.56	2400	R								NA			NA		07/02/201
		From:					60 Airport	St								
(685) Oakley Dr	0.16	10	R			D	ead End				 NA			NA		12/10/201
665) Garrier 21	0.10	Tor				US 1 Bo	ydton Plan	ık Rd						1471		12/10/201
		From:				26-673 S	Smith Grov	e Rd								
(686) Smith Grove Lane	0.20	45	R								NA			NA		11/19/201
<u> </u>		10:					ead End									
(687) Cutbank Rd	0.10	130	R			26-609	Cherryhill	Rd			 NA			NA		07/25/201
667) Galbarii 110	0.10	Tor				26 654	C Doingr	D.4								077207201
(687) Cutbank Rd	1.54	30 From:	R			20-034	S, Rainey	Kū			NA			NA		07/10/201
(007)		To:				1 54 N	ЛN 26-654	1.5								
(687) Cutbank Rd	1.06	80 From:	R			1.511	11 ( 20 05 1				NA			NA		07/10/201
$\bigcirc$		To: From:				26-696 Bo	ourdon Cre	eek Rd								
(687) Cutbank Rd	1.62	330	R								NA			NA		07/10/201
		To:					1cKenney									
(688) Sawmill Rd	0.85	170	R			26-670	) Shady La	ane			 NA			NA		10/02/201
688) Sawmill Rd	0.03	To	n			26.705	- D 1	1 D 1						INA		10/02/201
(688) Sawmill Rd	1.28	30 From:	R			26-705	Fox Branch	h Rd			NA			NA		10/02/201
000)		To:				1.28	ME 26-70	15								
(688) Sawmill Rd	0.27	70 From:	R			1.20	WIE 20-70				NA			NA		10/02/201
		To				26-667	Malones !	Rd								
<u> </u>		From:				26-629 A	nderson M	Iill Rd								
(689) Bobcat Rd	0.60	180 To:	R			26 620 7	manariti-	Loro			NA			NA		10/02/201
		From					Claiborne									
(690) Harris Dr	0.94	290	R			20-031	Claiborne	KU			NA			NA		10/02/201
		To:				D	ead End							-		
		From:				D	ead End									
(691) Cryors Rd	1.00	130	R								NA			NA		08/28/2014
<u> </u>		To:				SR 40 0	Old Cryors	Rd								

Route	Lenath	AADT	QA	4Tire	Bus		Tru	uck		QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County	- 3-					2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
	4.00	From				Г	Dead End									07/05/0047
(692) Sapony Church Rd	1.89	70	R								NA			NA		07/25/2017
Cook Spany Church Pd	2 20	200 From	R			SR 40 N	AcKenney 1	Hwy			 NA			NA		07/25/2017
(692) Spony Church Rd	3.20	200									INA			IVA		07/23/2017
(692) Spony Church Rd	0.60	60 From	R			26-709	Shipping	Rd			NA			NA		07/10/2014
(992) Spain, Smaran Ha	0.00	To				Г	ead End									077.07201.
		From				26-70	3 Carson F	Rd								
(693) Williamson Rd	2.87	200	R								NA			NA		06/19/2014
		То					Old Stage	Rd								
694) Old Pine Rd	0.70	70	L			D	Dead End				NA			NA		07/25/2017
694) Old Pine Rd	0.70	To	n			26-622	Baltimore	Rd						INA		07/23/2017
		From					Dead End									
696) Bourdon Creek Rd	1.20	70	R								NA			NA		07/10/2014
<u> </u>		To				26-68	7 Cutbank	Rd								
<u> </u>		From				26-613	White Oak	k Rd								
697) Spicely Rd	0.40	110 To	R			Г	and End				NA			NA		06/01/2017
		From					Dead End Walkers Mi	:11 D.4								
(698) Double Branch Rd	1.20	150	R			20-003 1	waikers ivii	III Ku			NA			NA		07/08/2014
030)		To				Sussex	c County L	ine								
		From				26-611	Wilkinson	Rd								
699) Horsetail Rd	1.89	60	R								NA			NA		07/17/2014
<u> </u>		To From				1.89	MN 26-61	.1								
(699) Horsetail Rd	1.41	50	R			26.500		D 1			NA			NA		07/17/2014
		From					Namozine	: Ka								
700) Boze Rd	0.88	60	R			L	Dead End				NA			NA		08/06/2014
700) 2020 110	0.00	To				26 612	White Oak	- D.1			<del>-</del>					00,00,20.
700) Hawkins Rd	2.54	320 From	R			20-013	wille Oak	K Ku			NA			NA		07/25/2017
(100)		To				26-622	Baltimore	Rd								
		From				Γ	Dead End									
(701) Quail Hollow Rd	0.60	20	R								NA			NA		08/28/2014
		То					ld White O									
(702) Lennie Rd	1.32	From <b>80</b>	R			26-63	8 Harpers 1	Rd			NA			NA		08/28/2014
702) 2011110 110	1.02	To				SR 40	Old Cryors	s Rd						1471		00/20/2011
		From					ydton Plan									
(703) Carson Rd	1.30	3900	G	96%	1%	1%	0%	1%	0%	С	0.098	F	0.549	3900	G	2019
		To From					I-85									
(703) Carson Rd	5.18	830	G	94%	3%	0%	1%	1%	0%	С	0.106	F	0.57	840	G	2019
<u> </u>		To From				26-670	Old Stage	Rd								
(703) Carson Rd	5.97	700	G	95%	2%	1%	0%	1%	0%	С	0.119	F	0.654	700	G	2019
<u> </u>		From					Halligan Pa									
(703) Carson Rd	0.09	1100 _{To}	G	96%	2%	1%	1%	1%	0%	С	0.115	F	0.656	1100	G	2019
		From			Princ		County Li		+		<u> </u>					
(703) Ramp	0.21	350	G			26-70	3 Carson F	ΧŒ			0.121	F		350	G	2019
, ooj :		То				I-	81 South									
East		From					E, Carson	Rd								
(703) Ramp	0.31	1300	G								0.136	F		1300	G	2019
<u> </u>		To				I-	85 North									

					ווווט	widdie iv	iamtenar	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County West		From	r-			26-703	W, Carson	Rd			1					
703) Ramp	0.24	770	G			20-703	w, carson	Ku			0.140	F		770	G	2019
		Tr	n.			I-	85 North									
Disabural Dd	0.04	From				D	ead End							NIA		10/10/001
704) Blackwell Rd	0.24	<b>70</b>	R			26-66	0 Quaker R	2d			NA			NA		12/10/201
		From	n.				8 Sawmill F									
705) Fox Branch Rd	1.42	190	R								NA			NA		12/10/201
$\bigcup$		To	00			26-733	Little Zion	Rd								
Old Cay Dd	0.55	From	Щ_			SR 22	6 W, Cox I	Rd						NIA		10/10/00:
706) Old Cox Rd	0.55	240	R								NA			NA		12/10/20
706) Old Cox Rd	0.15	210 From	R			26-725	Cherokee	Rd			NA			NA		12/10/20
706) Old OOX 11d	0.10	To	_			SR 22	6 E, Cox R	Rd						1471		12/10/20
		From	ı:			26-683	Continental	l Rd								
707) Cantree Rd	0.85	160	R								NA			NA		12/10/20
		To	00				Whitmore									
708) Namozine Rd	0.30	580	G	94%	0%	Amelia 1%	a County Li 1%	ine 4%	0%	С	0.102	F	0.709	570	G	2019
708) Namozine Rd	0.50	J00 T-		J4 /0	0 /6				0 /6	0	0.102	'	0.703	370	u	2013
708) Namozine Rd	5.93	790 From	G	97%	1%	26-746 1%	6 Birdnest I 1%	1%	0%	С	0.114	F	0.651	790	G	2019
700) - 14	0.00	Te		0.70	. , ,		01 River Re				<u> </u>	•	0.00.			
708) Namozine Rd	0.70	1900 From	G	97%	1%	1%	1%	1%	0%	С	0.104	F	0.675	2000	G	2019
		Tr	r			US 4	160; 26-631	Į								
		Fron	1:			26-609	Cherryhill	Rd								
709 Shipping Rd	2.70	60	R								NA			NA		07/10/201
Objection Dd	0.70	From				SR 40 M	1cKenney I	Hwy			⇉			NIA		07/40/004
709 Shipping Rd	3.70	240	R								NA —			NA		07/10/201
709) Shipping Rd	1.70	450 From	R			26-65	66 Eppes R	d			 NA			NA		07/10/20
709) Shipping rid	1.70	430												INA		07/10/20
709) Shipping Rd	0.63	700 From	R			26-658	Branches	Rd			NA			NA		07/10/201
709)		To	00			26-650 Ha	amilton Arr	ns Rd								
_		Fron	1:			D	ead End									
710 Cemetery Rd	0.85	30	R								NA			NA		08/28/20
<u> </u>		To	00			SCL	McKenney	Y								
Town of McKennev		From	n:			SCL.	McKenney	V								
710) Cemetery Rd	0.11	9	R								NA			NA		08/28/20
		To	0:			SR 40	Doyle Blv	⁄d								
Dinwiddie County		Fron					ead End									
711) Ridley Rd	1.30	40	R			Д	eau Enu				NA			NA		07/25/20
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		To	00			26-670	Old Stage	Rd								
		From	·			26-70	3 Carson R	2d								
712) Greentree Rd	0.55	30	R								NA			NA		06/19/201
<u> </u>		Te	n.				ead End									
713) Cutbank Church Rd	2.54	200	<u> </u>			US 1 Bo	ydton Planl	k Rd			NA			NA		07/10/20
7 13) Galbank Gharon na		<b>200</b>				26-687	7 Cutbank I	Rd								
		From	1:				ydton Planl									
714) Lewis Rd	0.46	310	R								NA			NA		12/10/201
<u> </u>		To					ead End									
Datille Dd	1 70	Fron				26-645 W	heelers Por	nd Rd						NIA.		10/00/00
715) Patillo Rd	1.78	120	R			26-612	White Oak	Rd			NA			NA		10/02/201
			1			20-013	mine Oak	Mu								

							Juic IV	idiritoi	idiloc /	oa									
Route	Length	AADT	QA	4Tire	Bus	S			Truck kle 1Tra		(	QC F	K actor	QK	Dir Factor	. A.	AWDT	QW	Year
Dinwiddie County		Fron	n-				26.6	611; 26-7	751				1						
(716) Poole Siding Rd	0.36	120	R				20-0	111, 20-	731				NA				NA		10/02/201
, rig		Te	r.				26-7	751 Cox	Rd										
		Fron	ı:			26	-629 A	nderson	Mill Rd				]						
717) Anderson Dr	0.50	40	R										NA				NA		06/01/201
<u> </u>		Te	00				D	Dead End	1				<u> </u>						
O Harraham Dd	0.00	From					26-60	01 River	r Rd								N I A		10/10/001
7 ₁₈ Henshaw Rd	0.38	340	R				г	Dead End	d				NA				NA		12/10/201
		Fron				_							_						
719) Lee Dr	0.39	280	R				26-60	01 River	r Ka				NA				NA		12/10/201
719) 200 21	0.00	To	:				D	Dead End	d				i i						12/10/201
		Fron	1:					01 Rive					i						
720) Chestnut Dr	0.15	110	R				20 0	<u> </u>	- Ttu				NA				NA		12/10/201
		Te	00				D	Dead End	d										
		Fron	1:				US 4	460; FR-	-804										
721) Pine Hill Rd	0.60	140	R										NA				NA		08/01/201
$\bigcirc$		Te	00				D	Dead End	1										
$\sim$		Fron	1:			2	26-619	Courtho	use Rd										
722) Abernathy Rd	0.81	20	R										NA				NA		07/08/201
<u> </u>		Te	0:					Dead End											
Daaraar Hardy Dd	0.50	Fron	Щ.			2	26-611	Wilkins	son Rd								NIA		07/05/001
723) Pearson Hardy Rd	0.58	<b>90</b>	R			—		Dead End	d				NA T				NA		07/25/201
		Fron				( (2)				D.1			1						
724) Springston Rd	0.58	230	R		26	5-639	Spring	gston Ro	d; Wilson	Rd			NA				NA		08/06/201
724 Springston Rd	0.50	<b>230</b>	,				1	US 460					Ϊ				INA		00/00/201
		Fron	1:			_		Dead End											
725) Cherokee Rd	0.17	130	R					edd Elic					NA				NA		06/01/201
		Te	00				26-706	6 Old Co	ox Rd										
		Fron	ı:			U	JS 1 Bo	ydton P	lank Rd										
726) Mitchell Ave	0.23	100	R										NA				NA		12/10/201
$\smile$		Te	00				D	Dead End	1										
$\sim$		Fron	1:				D	Dead End	d										
727 Bethune Rd	0.79	330	R										NA				NA		07/02/201
		Te					26-675	5 Vaugh	an Rd										
Mark and and Dal	0.04	Fron					D	Dead End	1								N I A		00/04/004
728 Wingfield Rd	0.34	<b>70</b>	R			26	6 665 X	Walkara	Mill Rd				NA				NA		06/01/201
		Fron											+						
729) Spriggs Rd	0.53	80	R				20-001	1 Boisse	au Ku				NA				NA		07/25/201
729 Spriggs Rd	0.00	To						Dead End	d				٦ ٦				14/1		01/20/201
		Fron	1:					460 Cox											
730) Williams Rd	0.28	80	R				- 00	100 001					NA				NA		06/01/201
		Te	ı.				D	Dead End	d										
		Fron	1:				26-611	Wilkins	son Rd										
731) Ruth Hill Rd	0.02	190	R										NA				NA		08/01/201
$\smile$		T _e From	x:				0.02	ME 26-	-611				_						
731) Ruth Hill Rd	0.40	200	R										NA				NA		12/10/201
$\bigcirc$		Te	n.				D	Dead End	1										
$\sim$		Fron	r:				D	Dead End	d										
732) Davis Rd	0.60	380	R										NA				NA		08/01/201
<u> </u>		Te	00					Courtho											
		Fron					26-670	Old Sta	ige Rd	-	-	-							00//0/===
733 Little Zion Rd	1.20	230 To	R				26.50	2.6	D.				NA				NA		06/19/201
		10	1				26-70	3 Carso	n Kd										

Route	Length	AADT	QA	4Tire	Bus		Trucl 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From				26 610 0	austhauaa D	.1								
734) Rainey Rd	3.14	190	R			20-019 C	ourthouse R	ш			NA			NA		07/10/2014
704)	_	To	·			26-626	Flatfoot Rd									
		From:				26-619 C	ourthouse R	d								
735) Goose Pond Rd	1.40	60	R								NA			NA		07/10/201
<u> </u>		To:	<u> </u>			De	ad End									
O Damas Dd	0.50	From				26-659 Bai	n Rd; Jones	Rd						NIA		10/10/001
Barnes Rd	0.50	60 To:	R			De	ad End				NA			NA		12/10/201
		From:					alkers Mill F	) d								
737) Booth Rd	1.60	20	R			20-003 W	aikcis iviiii r	cu			NA			NA		10/02/201
101)		To:	:			26-626	Flatfoot Rd									
		From:	:		26-64	15 Wheelers	Pond Rd; S	cotts R	d							
738) Scotts Rd	1.33	560	R								NA			NA		10/02/201
$\bigcirc$		To:	:			26-64	7 Nash Rd									
<u> </u>		From:				26-75	1 Cox Rd									
739 Midway Rd	1.70	490 To:	R			26 700 N					NA			NA		08/01/201
		From:					Namozine Ro									
740) Turkey Egg Rd	1.50	1500	G	94%	5%	26-627 C 0%	ourthouse R	1%	0%	С	0.185	F	0.59	1500	G	2019
740 Turkey Egg Rd	1.50	To:		J+ /0	3 /0		dton Plank R		0 70		0.103	'	0.55	1300	ч	2013
		From:	:				uirrel Level l									
741) Fort Emory Rd	0.70	550	R			20 010 04	uniter Dever				NA			NA		07/02/201
		To:	:			26-675	Vaughan Rd									
_		From				26-613 Sq	uirrel Level l	Rd								
742) Plantation Rd	0.50	280	R								NA			NA		07/02/201
$\overline{}$		To	<u> </u>			26-675	Vaughan Rd									
O 11 . 51		From:				US 46	0 Cox Rd				<b>□</b>					.==.
743) Hart Rd	0.57	<b>520</b>	R			26.60	l River Rd				NA			NA		07/17/201
		From:														
744) McKissicks Rd	0.70	80	R			26-644	4 Brills Rd				NA			NA		08/28/201
744)	00	To:				De	ad End				<u> </u>					00/20/20.
		From:	:				ad End									
745) Fisher Rd	0.20	48	R								NA			NA		12/10/201
		To:				26-651 Ma	son Church	Rd								
		From:	:			26-708 N	Namozine Ro	l								
746) Birdnest Rd	0.95	140	R								NA			NA		07/25/201
		To:	<u> </u>				ad End									
		From:	<u> </u>			26-611 V	Vilkinson Ro	l						NIA		10/10/001
/ \ \ \	0.05	40									NA			NA		12/10/201
747) Wheelers Lane	0.35	10 To:	R			De	ad End									
(747) Wheelers Lane	0.35	To:	_				ad End				<u> </u>					
		To:	c c				ad End ad End				  NA			NA		11/19/201
747) Wheelers Lane 748) Unico Rd	0.35	To:	_			De					NA			NA		11/19/201
		From:	c c			De 26-652	ad End Asbury Rd				NA			NA		11/19/201
748) Unico Rd		From: 190	c c			De 26-652	ad End				NA NA NA			NA NA		11/19/201
748) Unico Rd	0.49	190 From:	R			De 26-652 FR-82	ad End Asbury Rd									
748 Unico Rd	0.49	190 To:  From: 140 From:	R R			De 26-652 FR-82	ad End Asbury Rd Plane Dr	d			NA			NA		12/10/201
748 Unico Rd	0.49	190 To: 40 From: 650	R			De 26-652 FR-82 De 26-623 So	Asbury Rd Plane Dr ad End outherland R	d								12/10/201
748) Unico Rd	0.49	From: 190 Tev From: 40 From: 650	R			De 26-652 FR-82 De 26-623 So	Asbury Rd Plane Dr ad End Outherland R ad End	d			NA			NA		12/10/201
748 Unico Rd  749  750 Oxford Rd	0.49	From: 190 Tev From: 40 To: From: 650 Tev	RRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRR			De 26-652 FR-82 De 26-623 So	Asbury Rd Plane Dr ad End outherland R	d			NA NA NA			NA NA		12/10/201- 07/17/201-
748 Unico Rd	0.49	From: 190 Tev From: 40 From: 650	R			De 26-652 FR-82 De 26-623 So	Asbury Rd Plane Dr ad End Outherland R ad End	d			NA			NA		12/10/201 07/17/201
748 Unico Rd  749  750 Oxford Rd	0.49	From: 190 Tev From: 40 To: From: 650 Tev	RRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRRR	96%	2%	De 26-652 FR-82 De 26-623 So De De	Asbury Rd Plane Dr ad End outherland R ad End ad End W; 26-752	d 1%	0%	C	NA NA NA	F	0.6	NA NA	G	12/10/201

Route	Length	AADT	QA	4Tire	Bus				ruck le 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	J		26.61							1					
751) Cox Rd	3.25	910	G	98%	0%		mity C %	1%	Rd E; 26-7 0%	0%	С	0.134	F	0.622	910	G	2019
(751) Cox Rd	0.20	То	Ť	0070					ouse Rd	0 70		0.10+	•	0.022	010	ŭ	2010
O		From			26	6-627	W, T	rinity C	Church Rd							_	
751) Cox Rd	2.67	1600	G	96%	1%		%	0%		0%	С	0.105	F	0.532	1600	G	2019
			1					E, Co									
752 Siding Dr	0.40	100	R				26-61	1; 26-7	51			NA			NA		12/10/201
752) Siding Dr	0.40	To	: "				De	ad End							IVA		12/10/201
		From	:			26-		Wilkins									
753) Siding Dr	0.40	170	R									NA			NA		12/10/20
		To	:				De	ad End									
		From	:				De	ad End									
754) Anderson Mill Rd	0.88	210	R									NA			NA		08/01/20
$\overline{}$		To					26-75	1 Cox	Rd								
O 61		From					De	ad End									10/10/00
755) Slates Rd	0.50	<b>70</b>	R				26.75	1 0	D.4			NA			NA		12/10/201
			]					1 Cox									
756) Slates Rd	0.28	48	R			26-6	28 Tr	anquili	ty Lane			NA			NA		12/10/201
756) Slates Rd	0.20	To					De	ad End							INA		12/10/20
		From	:			26.		Vamozi									
757) Marmora Dr	0.62	100	R			20-	7001	vamozi	ne ru			NA			NA		07/17/20
101)		To					De	ad End									
		From	:				De	ad End									
758) Steers Rd	0.39	160	R									NA			NA		12/10/20
$\overline{}$		To	c			26-6	513 Da	abney N	Mill Rd								
O		From					De	ad End									
759 Gunn Rd	0.57	9	R			26	650 I		D.1			NA			NA		08/28/201
		From	1					.ew Jon									
760) Sutherland Ave	0.37	80	R			2	6-623	Station	ı Rd			NA			NA		12/10/20
Sutherland Ave	0.07	To					De	ad End				— <u>"</u> "			1471		12/10/20
		From	:			2		Oxford									
764) Oxford Rd	0.33	140	R				0 130	OXIOIC	. ru			NA			NA		12/10/20
		To					Cul	l-de-Sac	е								
		From	:				Cul	l-de-Sac	2								
770) Olde Keswick Lane	0.08	170	R									NA			NA		12/10/201
$\overline{}$		To			I				ınty Line								
O 11 # 1 1 11		From				20	6-672	Church	n Rd								0=/0=/00
775 Hofheimer Way	0.92	2800 To	R			TIC :	1 D	.de	1- D.4			NA			NA		07/25/201
		From	]						ank Rd			1					
776) Chesdin Lake Rd	0.57	320	L R			- 2	26-60	1 River	Rd			NA			NA		10/02/201
776) Chesdin Lake Rd	0.57	To	:				De	ad End							INA		10/02/20
		From	ŀ					ad End									
Margarita Ragsdale St	0.02	10	R				Вс	au Enu				NA			NA		06/01/201
		Te					ECL N	McKeni	ney								
Cown of McKennev																	
O Dallian Dal	0.00	From				]	ECL N	McKem	ney						N 1 4		07/05/00
1001 Bolling Rd	0.02	350	R									NA			NA		07/25/201
<u> </u>		From				26	-1014	1 Denbi	gh St								
1001) Bolling Rd	0.10	130	R									NA			NA		09/12/201
<u> </u>		To From				26	5-1013	3 Johns	on St			$\Box$ $\vdash$					
1001) Bolling Rd	0.32	460	R									NA			NA		09/12/201
<u> </u>		To	c .			US :	1 Boy	dton Pl	ank Rd								

						ا۱۱۱۷	laale	Main	lenan	ice Are	za –									
Route	Length	AADT	QA	4Tire	В	lus			_	ck 1Trail		QC	K Factor	QK	Dir Factor	AAW	DT	QW	Υє	ear
Town of McKennev		From																		
(1001) Bolling Rd	0.13	890	R				USTI	Boydto	n Plank	. Ka			NA			N/			09/12	2/201
		To					26	5-1007 I	Fifth St				_							
(1001) Rives Ave	0.16	740	R										NA			N/			09/12	2/201
<u> </u>		To From					26-	1006 F	ourth S	St			$\supset$							
(1001) Rives Ave	0.07	730	R										NA			N <i>A</i>	ı		09/12	½/201
Divers Ave	0.07	From					26-	-1005 T	Third St	t			$\supset$			NI/			00/10	V001
(1001) Rives Ave	0.07	740	R										NA			N.A	•		09/12	./201
(1001) Rives Ave	0.07	710	R				26-1	1004 Se	econd S	St			NA			N.A			09/12	2/201
(1001) **********************************		To					26	5-1003 I	Firet St				~ <u>~</u>							
(1001) Rives Ave	0.03	200 From	R				20	-1003 1	i ii st St	*			NA			N/	l.		09/12	2/201
		То	:				26-10	002 Rai	lroad A	Ave										
O 5 11 14	2.12	From	<u> </u>				SR	40 Doy	yle Blvo	d									00//0	
(1002) Railroad Ave	0.10	180 To	R				26.1	1001 Ri	ivac Av	70			NA			N <i>A</i>	ı		09/12	:/201
		From	:					Dead l		76			+							
(1003) First St	0.02	60	R					Dead	Liid				NA			N <i>A</i>			12/10	)/201
		To	-			2	26-101	0 Jack	Zehme	r Rd			_							
(1003) First St	0.15	<b>70</b>	R										NA			N/	ı		09/12	2/201
		To From					26-10	009 We	stover	Dr			_							
(1003) First St	0.03	300	R										NA			NA			09/12	2/201
<u> </u>		From					SR	40 Doy	yle Blvo	d			$\Box$				—			
1003 First St	0.10	690	R				26.1	1001 D:	· • •				NA			N/	ı		09/12	:/201
		From	:		_	_		1001 Ri					+					_		
(1004) Second St	0.09	100	R				ж	40 Doy	yle bive	u			NA			N/			09/12	2/201
		То					26-1	1001 Ri	ives Av	/e										
		From					26-10	009 We	stover	Dr										
1005 Third St	0.14	100	R										NA			N <i>A</i>	ı		09/12	:/201
The base Of	0.00	From					SR	40 Doy	yle Blvo	d			⇉			NI /			00/46	·/oo4
1005 Third St	0.23	260 To	R		—	—	26-10	008 Zel	hmer A	ve			NA			N.A	ı		09/12	:/2014
		From	:					40 Doy					İ							
(1006) Fourth St	0.08	40	R						,				NA			NA			09/12	2/201
$\bigcirc$		To	:				26-1	1001 Ri	ives Av	/e										
C:44 C4	0.00	From	<u> </u>				SR	40 Doy	yle Blvo	d						NI.			00/10	\/OO4
1007 Fifth St	0.08	70	R										NA			N.A	•		09/12	./2014
(1007) Fifth St	0.11	130 From	R				26-1	1001 Ri	ives Av	/e			NA			N/			09/12	2/201
(1007) Fifth St	0.11	То					26-10	008 Zel	hmer A	ve										,,0.
		From	:					Dead l	End											
(1008) Zehmer Ave	0.07	60	R										NA			NA			11/19	)/201
<u> </u>		From					26	5-1007 I	Fifth St				$\Box$							
1008 Zehmer Ave	0.19	40	R				26	-1005 T	Third Cr	t			NA			N <i>A</i>	ı		09/12	:/201
Dinmiddic C			<u> </u>				20-	-1003 I	ımu ət	ι										
Dinwiddie County		From					US 1 I	Boydto	n Plank	Rd										
(1009) Westover Rd	0.65	260	R										NA			NA	1		09/12	!/201
<u> </u>		То					SC	CL Mck	Kenney											
Town of McKennev		From			—	—	SC	CL Mck	Kennev	,							—	—		
(1009) Westover Dr	0.27	250	R						-)				NA			N.A			09/12	2/201
$\overline{}$		То					26-	-1005 T	Third St	t										

					וווט	widdie Maintenance Area		K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle 1Trail 2	O.C.	Factor	QK	Factor	AAWDT	QW	Year
Town of McKennev		From	ı			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							00//0/00/
1010 Jack Zehmer Rd	0.25	60	R					NA —			NA		09/12/2014
Jack Zehmer Rd	0.04	From 40	R			26-1012 Factory St		<del>_</del> NA			NA		09/12/2014
(1010) Jack Zehmer Rd	0.04	<b>40</b>	- N			26-1003 First St					INA		03/12/201
		From	:			Dead End							
(1011) Community St	0.05	90	R					NA			NA		11/19/201
		To	e .			26-614 Sunnyside Dr							
(1012) Factory St	0.10	From	R			26-1010 Jack Zehmer Rd		 NA			NA		11/19/201
(1012) Factory St	0.10	To				Dead End					INA		11/19/2014
		From	:			SR 40 Doyle Blvd							
(1013) Johnson St	0.08	330	R			Bit to Boyle Bita		NA			NA		09/12/201
		То	c			26-1001 Bolling Rd							
O 5 111 0		From				26-1001 Bolling Rd							00//0/00/
1014 Denbigh St	0.08	120 To	R			ECL McKenney		NA			NA		09/12/201
D' TIP C 4			<u>I</u>			ECL McKelliley		L					
Dinwiddie County		From	:			ECL McKenney							
(1014) Denbigh St	0.31	70	R					NA			NA		12/10/201
		То	¢			Dead End							
Town of McKennev		From	·			Dead End		-					
(1015) Bethel Rd	0.10	60	R			Dead End		NA			NA		06/01/201
		To	r			US 1 Boydton Plank Rd							
Dinwiddie County													
(1020) Seaboard Dr	0.08	From <b>140</b>	R			26-644 Depot Rd		 NA			NA		07/25/201
(1020) Seaboard Dr	0.00	140 To	<u> </u>			26-1021 Southern Ave					INA		07/23/201
		From	:			Dead End							
(1021) Southern Ave	0.12	100	R					NA			NA		06/01/201
$\bigcirc$		To From				26-1020 Seaboard Dr		_					
(1021) Southern Ave	0.09	80	R					NA			NA		06/01/201
		То	c			Dead End							
Okaman Bri	0.00	From				Dead End					NIA		10/10/001
1039 Shannon Rd	0.30	90 To	R			26-611 Wilkerson Rd		NA			NA		12/10/201
		From	:			26-675 Vaughan Rd							
(1040) Greenhead Dr	0.55	380	R			20-075 Yaughan Ru		NA			NA		07/02/2014
		То				26-1042 Woody Court							
		From	:			Dead End							
(1041) Greenhead Ct	0.04	30	R					NA			NA		12/10/2014
<u> </u>		To	<u>'l</u>			26-1040 Greenhead Dr							
(1042) Woody Court	0.15	110	R			Dead End		 NA			NA		12/10/2014
(1042) Woody Court	0.13	To	- <u>n</u>			Dead End		INA			INA		12/10/2014
		From				26-604 Halifax Rd							
(1101) Acorn Dr	0.30	90	R					NA			NA		07/25/201
$\overline{}$		То	c			26-606 Oak Grove Rd							
		From	:			Cul-de-Sac							
Jordan Heights Dr	0.46	260	R			****		NA			NA		06/01/201
		То				US 1 Boydton Plank Rd							

					Dilly	viduie	iviaiiiii	enance	Alea							
Route	Length	AADT	QA	4Tire	Bus			Truck- Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From					C-1.4-	C			1					
(1103) Jordan Heights Lane	0.20	190	R				Cul-de-S	Sac			NA			NA		06/01/201
		To				26-1102	Jordan	Heights I	)r							
<u> </u>		From				26-	·1111 Aı	nne Rd			]					
(1110) Dabney Dr	0.31	80	R								NA 			NA		07/25/2017
(1110) Dabney Dr	0.21	From				26-11	13 Cha	rlotte Rd			NA			NA		07/25/201
(1110) Dabney Dr	0.21	150 To	R			26-61	3 White	e Oak Rd						INA		07/25/201
		From					1112 Git				i					
(1111) Anne Rd	0.16	40	R								NA			NA		07/25/201
<u> </u>		То				26-1	110 Dal	bney Dr								
Ciboon Dr	0.01	From	_			26-	1111 Aı	nne Rd						NIA		07/05/001
(1112) Gibson Dr	0.31	50	R								NA —			NA		07/25/201
(1112) Gibson Dr	0.13	110 From	R			26-11	13 Chai	rlotte Rd			NA			NA		07/25/201
(1112) Gibson Dr	0.13	To	n			26-61	3 White	e Oak Rd						INA		07/23/201
		From					1112 Git				İ					
(1113) Charlotte Rd	0.16	40	R								NA			NA		08/02/2017
		То				26-1	110 Dal	bney Dr								
<u> </u>		From				26-112	22 North	hwood Dr			]					
(1120) Tanglewood Dr	0.25	430	R								NA			NA		07/25/2017
<u> </u>	0.10	From				26-112	21 South	hwood Dr			⊒—					07/07/00/
(1120) Tanglewood Dr	0.10	580	R			26 612	Caniera	l Level Ro	d		NA			NA		07/25/201
		From							1		 					
(1121) Southwood Dr	0.14	130	R				Dead E	and			NA			NA		06/01/201
(1121)	••••	То				26-112	20 Tangl	lewood Di	r							
		From				26-112	23 Circle	ewood Dr								
(1122) Northwood Dr	0.08	310	R								NA			NA		07/25/2017
<u> </u>		То				26-112	:0 Tangl	lewood Di	<u>r</u>							
Circlewood Dr	0.46	From				26-112	22 North	hwood Dr						NA		06/01/001
(1123) Circlewood Dr	0.46	310 To	R				Dead E	End			NA T			INA		06/01/201
		From					Dead E									
(1201) McKenney Ave	0.25	90	R				Deua L	and .			NA			NA		06/01/2017
		To				U	JS 1; 26	-650								
		From				26-62	23 Suthe	rland Rd								
(1207)	0.46	110 To	R				26.126	20			NA			NA		10/02/2014
		From					26-120									
(100)	0.12	50	R				Dead E	End			NA			NA		06/01/2017
1208	0.12	To	•••				26 126	07								00/01/2017
(1208)	0.27	40 From	R				26-120	J/			NA			NA		06/01/2017
(1200)		То					Dead E	End								
		From					Cul-de-	Sac								
(1210) Waterford Dr	0.45	160	R								NA			NA		06/01/2017
<u> </u>		To				26-7	750 Oxf	ord Rd								
Wronn Farrat Dr	0.01	From G10	_				Cul-de-	Sac						NIA	· <u> </u>	06/04/004
(1240) Wrenn Forest Dr	0.21	610	R			26	-601 Riv	ver Rd			NA T			NA		06/01/2017
		From						sback Cou	net .							
(1241) Swan Circle	0.15	80	R			20-1243	Canvas	SUACK COL	11		NA			NA		07/25/2017
		То				26-124	0 Wrenr	n Forest D	r							
	<u> </u>	From				26-1243	Canvas	sback Cou	ırt							<u> </u>
(1242) Pintail Lane	0.11	70	R	·							NA			NA		07/25/2017
		То				26-1240	0 Wrenr	n Forest D	T							

					ווט	IVVIG	310 10	ianito	iarioc 7 ti	cu								
Route	Length	AADT	QA	4Tire	Bus	2			Truck de 1Tra		()(	; K Fac	$\cap$	Dir Fact	- 4	AAWDT	QW	Year
Dinwiddie Countv		From				26	1240 1	Mana F	Forest Dr									
(1242) Pintail Lane	0.23	270	R			20-1	1240 V	wrenn F	orest Dr			 N/	١			NA		05/27/200
		To	·			26-	-1246	Pheasar	nt Court									
$\widehat{}$		Fron					Cr	ıl-de-Sa	с									
(1243) Canvasback Court	0.23	190	R					1.1.0				N/	١			NA		06/01/201
		From						ıl-de-Sa				_						
(1244) Pintail Lane	0.08	370	R				6-124.	2 Pintai	Lane			N/	١			NA		06/01/201
1244)		To					Cι	ıl-de-Sa	c									
		Fron				2	6-124	2 Pintai	Lane									
(1245) Teal Circle	0.06	80	R									N/	١			NA		12/10/201
		10				_		ıl-de-Sa										
1246) Pheasant Court	0.22	270	R			—	Cu	ıl-de-Sa	С			LLL NA				NA		12/10/201
Pheasant Court	0.22	210											`			INA		12/10/201
1246) Pheasant Court	0.09	420 From	R			2	6-1242	2 Pintai	Lane			N/				NA		12/10/201
1 Hododii Godii	0.00	To	:				Cı	ıl-de-Sa	c				•			1471		12/10/201
		Fron	:				SR 2	26 Cox	Rd									
(1301) Lee Blvd	0.23	730	R									N/	١			NA		07/25/201
$\bigcirc$		Te From					26-1	332 Hil	l St									
(1301) Lee Blvd	0.18	170	R									N/	١			NA		06/01/201
		To						ead End										
Digwiddia Ava	0.10	120	R			2	:6-130	6 Roan	oke St							NIA		07/05/001
1302 Dinwiddie Ave	0.10	130										N/	`			NA		07/25/201
1302 Dinwiddie Ave	0.03	160 From	R			2	26-134	8 Poton	nac St			N/				NA		07/25/201
(1302) Dinwiddie Ave	0.00	100										11/	`			INA		07/23/201
Dinwiddie Ave	0.11	330 From	R				26-13	309 Yor	k St			N/				NA		07/25/201
(1302) Dinwiddie Ave	0.11	To	Ü			US	5 1 Bo	ydton P	lank Rd			Ť	•			1471		077207201
		Fron					D	ead End	i									
(1303) Simmons Ave	0.37	260	R									N/	١.			NA		06/01/201
		T _e Fron					FR-2	90 Fron	t Rd									
(1303) Simmons Ave	0.03	2300	R									N/	١			NA		07/25/201
		To	:			US	3 1 Boy	ydton P	lank Rd									
Nettoway Ava	0.10	Fron				2	6-134	9 Warw	ick St							NA		07/25/201
Nottoway Ave	0.10	180	R									N/	`			NA		07/25/201
(1304) Nottoway Ave	0.10	170 From	R			2	:6-130	6 Roan	oke St			N/				NA		07/25/201
(1304) Nottoway Ave	0.10	170					26 124	0.00	C.				`			INA		07/23/201
(1304) Nottoway Ave	0.13	230 From	R			2	26-134	8 Poton	iac St			N/				NA		07/25/201
(1304) 110110114) 7110	00	To				US	S 1 Bo	ydton P	lank Rd			TÏ.	•					017207201
		Fron	:				D	ead End	ı									
(1305) Surry Ave	0.14	30	R									N/	١			NA		06/01/201
		Te From					26-13	50 Paga	ın St									
1305 Surry Ave	0.19	280	R									N/	١			NA		07/25/201
<u> </u>		T _e From				2	6-130	6 Roan	oke St									
(1305) Surry Ave	0.09	340	R									N/	١			NA		07/25/201
<u> </u>		To From				2	26-134	8 Poton	nac St									
(1305) Surry Ave	0.11	400	R			***	7.1.5	1. ~	1 1 5 1			N/	١			NA		07/25/201
			<u> </u>						lank Rd									
(1306) Roanoke St	0.04	110	L R				26-130	05 Surry	Ave			 N/				NA		07/25/201
(1306) Roanoke St	0.04	TO	:			26-	1308 (	Greensy	ville Ave			11/	•			14/7		J1/2J/2UI
•			-															

Route	Length	AADT	QA 4Tire	e Bus		Truck- 3+Axle 17		$\cap$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County								Iali	racioi		racioi			
(1306) Roanoke St	0.04	130	R		26-1308	Greensville Av	e		NA			NA		07/25/201
		To			26-1307	Brunswick Ave	<u> </u>							
(1306) Roanoke St	0.04	150	R						NA			NA		07/25/2017
<u> </u>		To From			26-1304	Nottoway Ave								
(1306) Roanoke St	0.04	110	R		26 1202	D: :11: A			NA			NA		07/25/2017
		From				Dinwiddie Ave	;							
(1307) Brunswick Ave	0.10	260	R		20-134	9 Warwick St			NA			NA		07/26/201
(1307) Brunswick Ave	0.10	310 From	R		26-130	6 Roanoke St			NA			NA		07/26/201
		To From			26-134	8 Potomac St								
(1307) Brunswick Ave	0.12	340	R						NA			NA		07/26/201
		10				ydton Plank Ro								
(1308) Greensville Ave	0.13	90	R		D	ead End			NA			NA		06/01/201
(1000)		То			26-13	350 Pagan St								
(1308) Greensville Ave	0.09	270 From	R		20 13	50 Tugun St			NA			NA		07/26/2017
$\bigcirc$		To From			26-134	9 Warwick St								
(1308) Greensville Ave	0.10	390	R						NA			NA		07/26/201
<u> </u>		To From			26-130	6 Roanoke St			_					
(1308) Greensville Ave	0.09	400	R						NA			NA		07/26/201
<u> </u>		From			26-134	8 Potomac St								
(1308) Greensville Ave	0.12	470	R		LIC 1 Do	vidton Dlonk De	1		NA			NA		07/26/2017
		From				ydton Plank Ro Dinwiddie Ave								
(1309) York St	0.10	50	R		20-1302	Diffwiddic Ave	,		NA			NA		06/01/2017
		To			D	ead End								
O		From			D	ead End								
(1310) Rockdale Rd	0.10	100	R						NA			NA		06/01/201
On do a Hord Dd	0.11	From			SR 2	226 Cox Rd			$\rightarrow$			NIA		07/00/004
(1310) Cedar Hart Rd	0.11	1800	R						NA ——			NA		07/26/201
(1310) Cedar Hart Rd	0.10	1700 From	R		26-131	11 Grant Ave			NA			NA		07/26/2017
(1310) Cedar Hart Rd	0.10	1700 To	n		26-600	) Ferndale Rd						INA		07/20/201
		From				ead End								
(1311) Grant Ave	0.31	70	R						NA			NA		06/01/2017
<u> </u>		To From			26-1310	Rockdale Rd								
(1311) Grant Ave	0.10	350	R						NA			NA		06/01/2017
		To				ead End								
(1312) Sunset Dr	0.12	1300	R		26-131	3 Franklin St			NA			NA		07/26/2017
(1312) Gariott 21	02	То			SR 2	226 Cox Rd								0172072011
		From			26-13	12 Sunset Dr								
(1313) Franklin St	0.22	1300	R						NA			NA		07/26/2017
		To				ydton Plank Ro	[		<u> </u>					
(1314) Glendale Ave	0.03	From	R		D	ead End			NA			NA		06/01/2017
(1314) Glendale Ave	0.00				26 1217	Manda I -			- */ `			. 47 1		
(1314) Glendale Ave	0.12	110	R		20-1317	Meadow Lane			NA			NA		07/26/2017
1017		To			26 121	18 Callear Rd								
(1314) Glendale Ave	0.10	140 From	R		20-131	o Cancai Nu			NA			NA		07/26/2017
$\bigcirc$		To			26-1315	Del Keith Rd								

					Dinv	widdie Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2	$\circ$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv							Tuli	1 40101		1 40101			
(1314) Glendale Ave	0.06	210	R			26-1315 Del Keith Rd		NA			NA		07/26/201
(1314) G.O. G.G. 7 110	0.00	To				SR 226 Cox Rd							0.720720
		From				26-603 Sterling Rd							
(1315) Del Keith Rd	0.06	90	R					NA			NA		07/26/2017
O D 14 31 D1	0.11	From				26-1316 Meridan Ave							07/00/004
1315 Del Keith Rd	0.11	<b>70</b>	R			26-1314 Glendale Ave		NA			NA		07/26/2013
		From	:			26-1317 Meadow Lane							
(1316) Meridan Ave	0.07	50	R			20-1317 Weddow Lanc		NA			NA		07/26/201
		To				26-1319 Short St							
(1316) Meridan Ave	0.06	120	R					NA			NA		07/26/2017
$\overline{}$		To				26-1318 Callear Rd							
(1316) Meridan Ave	0.10	49	R					NA			NA		07/26/2017
		To	:			26-1315 Del Keith Rd							
Mandaw Lana	0.07	From	<u> </u>			26-1316 Meridan Ave					NIA		07/06/001
(1317) Meadow Lane	0.07	<b>70</b>	R			26-1314 Glendale Ave		NA T			NA		07/26/2017
		From				26-1316 Meridan Ave							
(1318) Callear Rd	0.13	80	R			20-1310 Weildan Ave		NA			NA		07/26/201
		To	:			26-1314 Glendale Ave							
		From				26-603 Sterling Rd							
(1319) Short St	0.06	190	R					NA			NA		07/26/201
<u> </u>		To				26-1316 Meridan Ave							
Pitchio Avo	0.09	170	L R			26-1362 Oak St		NIA			NA		07/26/201
(1320) Ritchie Ave	0.09	170						NA			INA		07/26/2017
(1320) Ritchie Ave	0.13	140	R			26-1363 Cross St		NA			NA		07/26/2017
(1320) Ritchie Ave	0.10	To		Ţ	JS 1 Boy	dton Plank Rd; SR 142 Simpson F	?d				INA		01/20/2011
		From				Dead End							
(1321) Ashley Lane	0.18	150	R					NA			NA		06/01/2017
		To	:			26-601 River Rd							
O		From				Dead End							
(1322) Harwell Dr	0.14	120	R			US 1 Boydton Plank Rd		NA			NA		06/01/201
<del>-</del>		From											
(1323) West Dr	0.40	340	R			26-600 Ferndale Rd		NA			NA		06/01/2017
(1323)		To	:			Dead End							
		From	:			26-1363 Cross St							
(1324) Ford Ave	0.15	1200	R					NA			NA		07/26/2017
<u> </u>		To				US 1 Boyton Plank Rd							
O 0 1 4	0.01	From				Cul-de-Sac							00/04/004
(1325) Creek Ave	0.21	80	R					NA			NA		06/01/2017
0	0.00	From				26-1326 Mt Pleasant St		─├─			NIA		07/00/004
(1325) Creek Ave	0.06	280 Te	R			SR 226 Cox Rd		NA			NA		07/26/2017
		From				26-1325 Creek Ave							
(1326) Mt Pleasant St	0.21	70	R			20-1323 CIUR AVE		NA			NA		07/26/2017
		To	:			26-1327 Cedar Lane							
		From	:			26-1326 Mt Pleasant St							
(1327) Cedar Lane	0.05	120	R					NA			NA		07/26/2017
		To	<u> </u>			SR 226 Cox Rd							
(1328) Pinecroft Rd	0.10	From	<u> </u>			Dead End		NA			NA		06/01/001
(1328) Pinecroft Rd	0.10	<b>70</b>	R			26-1329 Brooksdale Rd		INA			NA		06/01/2017
						20 1027 Brooksume Ru							-

Route	Length	AADT	QA 4	Tire	В	Bus				Truck- xle 1T		QC	K Facto	, QK	Dir Facto	or A	AAWDT	. QW	Yea	ar
Dinwiddie Countv		From					26.17	220 E	Qua also	sdale Rd	1									
(1328) Pinecroft Rd	0.12	180	R				20-13	329 D	HOOKS	dale Ko	1		NA				NA		07/26/2	2017
Directorett Dd	0.07	From	_				26-1	1330	Balsar	m Lane							NIA		07/00/0	201
(1328) Pinecroft Rd	0.07	480	R	—	—	—	26-	-600 1	Fernda	ale Rd			NA				NA		07/26/2	2017
		From			_	_				m Lane										_
(1329) Brooksdale Rd	0.06	150	R										NA				NA		07/26/2	2017
$\bigcirc$		To					26-1	1328	Pineci	roft Rd										
O Deleared and	0.17	Fron					26-13	329 B	rooks	sdale Rd	1						NIA		07/00/0	204
(1330) Balsam Lane	0.17	180	R				26-	1328	Pinec	roft Rd			NA				NA		07/26/2	201
		Fron			_	_				k Ave			1							_
(1331) Creek Circle	0.03	30	R				20-	-1323	Citt	KAVC			NA				NA		06/01/2	201
		To						Cul	-de-Sa	ac										
		From					26	5-130	1 Lee	Blvd										
(1332) Hill St	0.05	80	R										NA				NA		06/01/2	201
<u> </u>		To			<u>—</u>	<u> </u>			ad En											
(1333) Ferndale Circle	0.54	320	R		—	—	26-	-600 I	Fernda	ale Rd			NA				NA		07/26/2	201
(1333) Ferndale Circle	0.54	320 To	n				26-	-600 1	Fernda	ale Rd							INA		07/20/2	1017
		Fron			_	_			ad En											
(1334) Floyd Ave	0.12	50	R										NA				NA		06/01/2	201
$\bigcirc$		To					26-	-1336	Fore	st Ave										
(1334) Floyd Ave	0.22	510 From	R										NA				NA		07/26/2	2017
		Tr					F	R-290	0; 26-1	1335										
$\sim$		Fron					0.	.19 M	1S FR	-290										
(1335) Church Rd	0.19	270	R										NA				NA		07/26/2	2017
<u> </u>		Fron					F	R-290	0; 26-1	1334										
(1335) Church Rd	0.08	<b>50</b>	R						. 4 F.,	1			NA				NA		06/01/2	2017
		Fron			_	_	26		ad End											_
(1336) Forest Ave	0.30	430	R				26-	-1334	Floye	d Ave			NA				NA		06/01/2	201
(1336) Forest Ave	0.00	To						Cul	-de-Sa	ac									00/01/2	
		Fron						De	ad En	d										
(1337) James Ave	0.12	100	R										NA				NA		06/01/2	2017
$\overline{}$		To								st Ave										
01 1 1 5	0.00	From					26-	-1335	Chur	rch Rd			Д.,						00/01/	204
(1338) Shadyside Dr	0.20	150	R					Cul	-de-Sa	200			NA				NA		06/01/2	201
		Fron					26			k Ave										
(1339) Creek Lane	0.45	410	R				20-	-1323	Cree	K Ave			NA				NA		06/01/2	2017
(1003)		To						Cul	-de-Sa	ac										
_		Fron					S	SR 22	26 Cox	c Rd										
(1340) Fairway Lane	0.15	60	R										NA				NA		10/02/2	2014
		Te Fron					26	-1341	1 Driv	er Rd										
(1340) Fairway Lane	0.09	250	R										NA				NA		07/26/2	2017
$\overline{\bigcirc}$		To From					26-13	42 W	/edgev	wood R	d									
(1340) Fairway Lane	0.12	<b>80</b>	R										NA				NA		06/01/2	2017
				_	_	_			ad End											_
(1341) Driver Rd	0.17	140	R				26-1	343 (	jreenv	way Rd			NA				NA		07/26/2	201
Univer Rd	0.17	140 To					26-1	340 1	Fairwa	ay Lane							1 11/1		01/20/2	-01/
		From			_	_				way Rd										_
(1342) Wedgewood Rd	0.20	90	R										NA				NA		07/26/2	2017
$\overline{}$		To					26-1	340 I	Fairwa	ay Lane										

Route	Length	AADT	QA	4Tire	Bus			: Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		F	1					11411 211411		actor		1 dotoi			
(1343) Greenway Rd	0.09	110	R			26-134	41 Driver Rd			NA			NA		07/26/2017
,		Τα				26-1342 V	Wedgewood I	Rd							
		From				SR 2	226 Cox Rd			_					
(1344) Orchard Rd	0.09	370	R							NA			NA		07/26/2017
O 0 1 171		From				26-134	5 Steven Ave								0=1001001
1344 Orchard Rd	0.09	260 _{To}	R			26 124	6 Wayne Ave			NA			NA		07/26/2017
		From					ead End			+					
(1345) Steven Ave	0.06	50	R			D	eau Enu			NA			NA		06/01/201
		To				26-134	4 Orchard Rd								
(1345) Steven Ave	0.04	60 From	R			20 13 1	1 Official Ru			NA			NA		06/01/201
$\bigcirc$		То				D	ead End								
$\bigcirc$		From				D	ead End								
(1346) Wayne Ave	0.07	60	R							NA			NA		06/01/2017
<u> </u>		From				26-134	4 Orchard Rd								0=1001001
(1346) Wayne Ave	0.04	160	R							NA			NA		07/26/2017
	0.04	From				26-134	7 Orchard Dr						NIA.		00/04/004
(1346) Wayne Ave	0.01	60 To	R			D	ead End			NA			NA		06/01/2017
		From					ead End			-					
(1347) Orchard Dr	0.17	160	R			D	eau Enu			NA			NA		06/01/2017
		Τα				26-134	6 Wayne Ave								
		From				26-130	05 Surry Ave								
(1348) Potomac St	0.04	110	R							NA			NA		07/26/2017
<u> </u>		To From				26-1308	Greensville A	ve		]—					
(1348) Potomac St	0.04	200	R							NA			NA		07/26/2017
<u> </u>		To From				26-1307	Brunswick Av	ve .		_					
(1348) Potomac St	0.04	160	R							NA			NA		07/26/2017
<u> </u>		From				26-1304	Nottoway Av	e		<u> </u>					0=1001001
1348 Potomac St	0.04	110 To	R			26 1202	Dinwiddie Av			NA			NA		07/26/2017
		From					Greensville A			+					
(1349) Warwick St	0.04	130	R			20-1308	Greensville A	ve		NA			NA		07/26/2017
1349)		To				26 1207	Brunswick Av								
(1349) Warwick St	0.04	110 From	R			20-1307	DIUIISWICK A	ve		NA			NA		07/26/2017
(1349)		To				26-1304	Nottoway Av	e							
		From				26-130	05 Surry Ave								
(1350) Pagan St	0.04	90	R							NA			NA		07/26/2017
		To				26-1308 (	Greensville A	ve							
Clair Dr	0.10	From				26-60	01 River Rd						NIA		07/00/001
(1352) Elsie Dr	0.19	310	R							NA 			NA		07/26/2017
C Eloio Dr	0.10	From				26-13	354 Mark Dr						NΙΛ		06/01/2017
(1352) Elsie Dr	0.10	120 To	R			Cu	ul-de-Sac			NA			NA		06/01/2017
		From					01 River Rd								
(1353) Susie Dr	0.19	270	R			20-00				NA			NA		07/26/2017
		To				26-13	354 Mark Dr								
(1353) Susie Dr	0.10	120 From	R			20 10				NA			NA		06/01/2017
$\bigcup$		То				Cu	ul-de-Sac								
		From				26-13	352 Elsie Dr								
(1354) Mark Dr	0.08	50	R							NA			NA		07/26/2017
		To				26-13	353 Susie Dr								

Route	Length	AADT	QA	4Tire	В	Bus				Truck			Ω(	C _	K actor	QK	Dir Facto	or A	AAWDT	QV	<i>y</i>	Year
Dinwiddie County											ıaıı ı	ZIIai	'	1 6	10101		1 acid	<i></i>				
(1354) Mark Dr	0.12	70	R				26	6-1353	Susi	e Dr					J NA				NA		09/	/16/2014
1004)		T.					26	5-1390	Iacki	ie Dr					<u> </u>							
(1354) Mark Dr	0.07	60 From	R					7 1370	Juciti	ic Di					NA				NA		11/	/19/2014
		Te						Dea	d End	1												
O		Fron					26	-601 E	, Rive	er Rd												
(1355) E Autumn Dr	0.18	570	R												NA -				NA		09/	/16/2014
C Automa Da	0.07	Fron					26-13	356 Sp	oarrov	w Court					<u> </u>				NIA		-00	/00/001
(1355) E Autumn Dr	0.07	200	R												NA				NA		08/	/02/2017
(1355) E Autumn Dr	0.10	150 From	R				26	-1367	Iris C	Circle					NA				NA		U8.	/02/2017
(1355) E Autumn Dr	0.10	150	_ n												1				INA		00/	02/2017
(1355) W Autumn Dr	0.28	260 From	R		—		26-1	1368 W	Voods	s Court					NA				NA		വജ	/02/2017
(1355) W Autumn Dr	0.20	200													1				INA		00/	02/2011
(1355) W Autumn Dr	0.13	380 From	R		—		26-13	369 W	estbri	iar Lane					NA				NA		08	/02/2017
(1355) W Autumn Dr	0.10	To					26-	601 W	/, Riv	er Rd					]				1471		00/	02/2011
		Fron							d End													
(1356) Sparrow Court	0.09	70	R												NA				NA		12/	/10/2014
<u> </u>		Te					26-1	355, E	E Autu	umn Dr					<u> </u>							
(1356) Sparrow Court	0.06	80	R												NA				NA		12/	/10/2014
<u> </u>		Te						Dea	d End	1												
O		Fron					26-1	1358 N	1ansfi	ield Dr												
(1357) Bancroft Dr	0.26	160	R				26 12	00 EC	-1.1-1.3	: Y					NA 1				NA		09/	/16/2014
		Fron								ire Lane ire Lane												
(1357) Bancroft Dr	0.13	270	R											l	NA				NA		09/	/16/2014
$\bigcirc$		Fron					26-	-1359 (	Gayde	ell Dr					-							
(1357) Bancroft Dr	0.08	710	R												NA				NA		09/	/16/2014
		Te					20	6-601	River	: Rd												
O		Fron						Dea	d End	1												
(1358) Mansfield Dr	0.03	20	R												NA -				NA		12/	/10/2014
	0.07	Fron					26-	1357 I	Bancr	oft Dr					<u> </u>							(4.0./004.
(1358) Mansfield Dr	0.07	300 _{To}	R					26-13	60 C					ı	NA I				NA		09/	/16/2014
		Fron						26-13														
(1358) Mansfield Dr	0.08	750	R												NA				NA		09/	/16/2014
		Te			_		2	6-601	River	·Rd												-
O contall Do	0.04	Fron	<u> </u>					Dea	d End	1									N.1.A		00	(04 (004
(1359) Gaydell Dr	0.04	140	R												NA -				NA		06/	/01/2017
Courtell Dr	0.10	Fron	<u> </u>				26-1	364 K	eithw	ood Dr									NIA		-00	/00/001
(1359) Gaydell Dr	0.10	480	R												NA				NA		08/	/02/2017
Coudell Dr	0.00	360 From	ᄂ				26-	1357 I	Bancr	oft Dr					<u> </u>				NIA		-00	/16/001/
(1359) Gaydell Dr	0.29	360	R												NA				NA		09/	/16/2014
(1359) Gaydell Dr	0.22	300 From					26-1	1358 N	1ansfi	ield Dr					NA				NA		00	/16/2014
(1359) Gaydell Dr	0.22	300	R												NA				IVA		09/	10/2014
(1359) Gaydell Dr	0.10	460 From	R				26	-1387	Beth	Lane					NA				NA		00	/16/2014
(1359) Gaydell Dr	0.10	400 Te			—	—	26-1	385 M	IcIlwa	aine Dr					]				INA		03/	10/2014
		Fron	·		_	_		1357 I														
(1360) Fieldshire Lane	0.23	190	R					1							NA				NA		09/	/16/2014
$\bigcirc$		Te			_	_	26-1	1358 N	1ansfi	ield Dr												
		Fron				26-1	1366	Walkii	ng Lai	nding Co	ourt											
(1361) Walking Landing Dr	0.14	540	R												NA				NA		10/	/02/2014
<u> </u>		Te					S	SR 226	Cox	Rd					<u> </u>							

						יוווע	wiul	uie	iviaii	HIC	nanc	JC /\!	ca											
Route	Length	AADT	QA 4	Tire	E	Bus						ck 1Trai			QC	K Fact	or (	QK	Dir Fact	AA	WDT	QV	Ν	Year
Dinwiddie County		From						26.6	.02 G	41:	D.:													
1362) Oak St	0.12	200	R					20-0	03 51	term	ng Rd	1				NA					NA		(	08/02/201
1002)		To			_		2	26-13	320 R	Ritch	nie Av	/e												
		From					2	26-13	320 R	Ritch	nie Av	/e												
(1363) Cross St	0.08	60 To	R							_						NA					NA		(	08/02/201
		From			_		_				d Ave												_	
(1364) Keithwood Dr	0.07	40	R						Dead	i En	d					NA					NA		(	06/01/201
(1364) 1.6	0.07	To			_			6 12	65 T:		I													
(1364) Keithwood Dr	0.21	260 From	R		_			0-13	05 11	шра	an Lar	ne				NA					NA			08/02/201
		То			_		2	26-13	359 C	Gayd	dell D	r												
		From			_		26	5-136	54 Ke	eithw	wood l	Dr												
1365 Timpan Lane	0.11	150	R													NA					NA		(	06/01/201
<u> </u>		То			_		_		Cul-d														_	
1366) Walking Landing Court	0.46	510	R			—		—	Dead	l En	d					 NA					NA			12/10/201
(1366) Walking Landing Court	0.40	To	- 11						Dead	l En	d					— <u>`</u> `					14/1			12/10/201
		From			_		26	5-13:	55. E	Aut	tumn I	Dr				i							_	
1367) Iris Circle	0.04	40	R													NA					NA		(	06/01/201
		То						(	Cul-d	le-Sa	ac													
O		From			_		_	(	Cul-d	le-Sa	ac					Д.								
1368 Woods Court	0.05	40 To	R		_		26	125	5 W	7 A 11	ıtumn	De				NA					NA		(	06/01/201
_		From			_		20-					DI											_	
1369) Westbriar Lane	0.34	310	R						Cul-d	ie-Sa	ıc					NA					NA			12/10/201
1303)		To					26	125	5 W	7 A 111	tumn	De												
(1369) Westbriar Lane	0.04	<b>30</b> From	R				20	-133	J, W	Au	tullill	Di				NA					NA		(	06/01/201
		То			_		_		Cul-d	le-Sa	ac													
		From					- 2	26-1	371 I	Haze	el Ave	e												
1370 Bell St	0.16	40	R													NA					NA		(	08/02/201
		To			_		2				ley Ro	d				_					<del></del>		=	
1371) Hazel Ave	0.18	90	R		_	—	_		Cul-d	le-Sa	ac					NA					NA			12/10/201
(1371) Hazel Ave	0.10	To						26	1050	) P	11.0													12/10/201
1371) Hazel Ave	0.07	130 From	R					26-	-1370	) ве	II St					NA					NA			10/02/201
1371)		То	•••		_		2	26-6	72 W	'eakl	ley Ro	d												
		From					US	S 1 B	3oydt	on F	Plank 1	Rd												
(1372) A P Hill Dr	0.09	570	R													NA					NA		•	10/02/201
<u> </u>		То			_		26-1	1373	Sent	try I	Hill Co	ourt											_	
(1373) Sentry Hill Court	0.44	From					2	26-13	372 B	Begir	n Loo	p									NA			10/00/001
(1373) Sentry Hill Court	0.44	450	R		—		—	—	End l	Loo						NA					NA			10/02/201
		From			_		_		Cul-d														_	
(1374)	0.06	70	R						our u	ic be	10					NA					NA			12/10/201
		To			_	—	2	26-13	382 S	Segue	oia Ro	d												
1374	0.05	60 From	R													NA					NA			12/10/201
$\bigcup$		To			_		_		Cul-d	le-Sa	ac													
O a	a · -	From	_		_		2	26-13	382 S	equ	oia Ro	.d												2015: := =
(1375) Sequoia Court	0.13	140 To	R					—	Col. 4	la C						NA					NA		(	06/01/201
		From							Cul-d															
1376) Sierra Rd	0.07	60	R						Cul-d	ie-Sa	AC .					NA					NA		ſ	06/01/201
1070)	3.07	То			_		2	26-1.	381 C	Ches	din D	)r											`	, ., .,
		From						(	Cul-d	le-Sa	ac					Ī								
(1377) Yosemite Rd	0.07	70	R													NA					NA		-	12/10/201
$\overline{}$		To					2	26-13	381 C	Ches	din D	r												

Route	Length	AADT	QA 4	4Tire	Bus		Tru 3+Axle	-	QC F	K actor	QK	Dir Factor	AAWD'	ΓQW	Year
Dinwiddie County		Erony													
(1378) Woodstream Court	0.11	120	R			Cul	l-de-Sac			NA			NA		12/10/201
(1378)	<b>0</b>	To			20	6-1379 W	oodstream	Court		<u> </u>					,
		From:				26-1380 V	Voodstrear	n Dr							
(1379) Woodstream Court	0.24	180	R							NA			NA		09/16/201
<u> </u>		To:			26-1	1393 Brick	wood Mea	adow Dr							
O Was delas and Du	0.04	From				De	ad End						NIA		00/04/004
(1380) Woodstream Dr	0.31	710	R							NA 			NA		06/01/201
O Was adatus and Du	0.50	From:				SR 22	26 Cox Rd						NIA		00/00/004
(1380) Woodstream Dr	0.53	190	R			De	ad End			NA T			NA		08/02/201
		From:					ad End			1					
(1381) Chesdin Dr	0.43	660	R			De	au Enu			NA			NA		06/01/201
(1301)		To:				SR 22	26 Cox Rd								
		From:				26	5-1374								
(1382) Sequoia Rd	0.31	200	R							NA			NA		09/16/201
$\bigcirc$		To:				26-1381	Chesdin l	Or							
$\bigcirc$		From:				26-1382	Sequoia I	Rd							
(1383) Olympic Lane	0.08	110	R							NA			NA		12/10/201
		To					l-de-Sac								
Valleuratana Dr	0.15	From:				26-1382	Sequoia I	Rd					NA		00/16/001
Yellowstone Dr	0.15	640 To:	R			SR 22	6; 26-1384	L		NA			INA		09/16/201
		From:					ad End								
(1385) McIlwaine Dr	0.30	320	R			De	au Enu			NA			NA		12/10/201
(1363)	0.00	To	•••			26 1296	D 1	D.1							,,
(1385) McIlwaine Dr	0.13	1000 From	R			20-1380	Raymond	Ku		NA			NA		09/16/201
(1363)	00	To	••			26 1256	0.00	`							00/10/201
(1385) McIlwaine Dr	0.11	1500 From:	R			26-1359	Gaydell I	)r		NA			NA		09/16/201
(1365)	0	To:				26-60	1 River Ro			i i					00/10/201
		From:					l-de-Sac								
(1386) Raymond Rd	0.17	110	R							NA			NA		12/10/201
$\bigcirc$		To				26-1399	Tower Co	urt							
		From:				26-1386	Raymond	Rd							
(1387) Beth Lane	0.12	130	R							NA			NA		09/16/201
<u> </u>		To:					Gaydell I	Or							
Olavia Dv	0.00	From:				De	ad End						NIA		00/01/001
1388) Gloria Dr	0.03	10	R							NA 			NA		06/01/201
Olavia Dv	0.07	From:				26-13	89 Paul Di						NIA		00/00/004
(1388) Gloria Dr	0.07	190 To:	R			26 1205	McIlwaine	D.		NA			NA		08/02/201
		From:													
1389) Paul Dr	0.10	130	R			26-138	8 Gloria D	r		NA			NA		06/01/201
(1389) Paul Dr	0.10	To:				Cul	l-de-Sac			Π΄			1471		00/01/201
		From					1 River Ro			i					
Jackie Dr	0.09	470	R			20 00				NA			NA		09/16/201
$\cup$		To				26-1391	James Co	urt							
1390 Jackie Dr	0.10	410 From:	R			20 1371	vaniko CO			NA			NA		09/16/201
		To				26.125	54 Mark D	r		٦					
1390) Jackie Dr	0.08	200 From:	R			20-133	+ iviaik D			NA			NA		09/16/201
		To				26 1202	Down'- C	- vant		¬					
(1390) Jackie Dr	0.06	80	R			20-1392	Donnie Co	ourt		NA			NA		12/10/201
(1390) Jackie Dr	0.00	To:	••				l-de-Sac			¬```			1 4/ 1		, . 0, _ 0 1

Route	Length	AADT	QA	4Tire	Bus			-Truck		(	QC ,	K	QK	Dir	AAWDT	. OM	Year
Dinwiddie County	_0gu1					2Ax	le 3+A	Axle 1Tra	ail 2T	rail	_   _	actor	<u></u>	Factor			1 0 41
	0.06	From	_				Cul-de-S	Sac							NA		12/10/2014
(1391) James Court	0.06	80 To	R			26-	1390 Jac	kie Dr				NA T			NA		12/10/2014
		From:					Cul-de-S										
(1392) Donnie Court	0.06	70	R				cur de c	, ac				NA			NA		12/10/2014
		To				26-	1390 Jac	kie Dr									
O		From				SF	R 226 Co	x Rd									
1393 Brickwood Meadow D	r 0.19	440 To:	R		26.1	1205 D.:	.1	MandanaI				NA			NA		09/16/2014
		From:			20-1			Meadow L	ane								
(1394) Brickwood Meadow To	erra <b>0</b> e05	48	R				Cul-de-S	sac				NA			NA		12/10/2014
(1394)		To:			26-	-1393 B	rickwood	d Meadow	Dr								
		From:				26-138	30 Wood	stream Dr									
(1395) Brickwood Meadow La	ane 0.35	310	R									NA			NA		12/10/2014
		To					Cul-de-S	Sac									
O Didalama d Mandan O		From:	_				Cul-de-S	Sac							NIA		40/40/0044
1396 Brickwood Meadow C	ourt0.15	130	R		26.1	1305 Bri	ickwood	Meadow L	ana			NA			NA		12/10/2014
		From:			20-1	1393 111			anc								
(1397) Woodstream Place	0.05	40	R				Dead E	na				NA			NA		06/05/2017
(1397)	0.00	To:				26-138	30 Wood	stream Dr				i.					
		From:					Dead E	nd									
(1398) Woodstream Circle	0.06	50	R									NA			NA		06/05/2017
		To:				26-138	80 Wood	stream Dr									
		From					Cul-de-S	Sac									
(1399) Tower Court	0.09	90	R									NA			NA		12/10/2014
<u> </u>		To: From:				26-13	386 Rayn	nond Rd									
(1399) Tower Court	0.19	150	R									NA			NA		06/05/2017
		To:					Cul-de-S										
(1401) Springcreek Rd	0.41	From:	D				Dead E	nd				NA			NA		12/10/2014
Springcreek Rd	0.41	60 To:	R			US 1 F	Boydton	Plank Rd							INA		12/10/2014
		From:						n Plank Rd				ì					
(1402) Main St	0.10	190	R			03 1 3,	, Doyuloi	II I Ialik Ku				NA			NA		08/02/2017
(1702)		To				26.61	0 Courth	nouse Rd									
(1402) Sycamore Dr	0.15	200 From:	R			20-01	. 9 Courti	iouse Ru				NA			NA		08/02/2017
		To				US 1 N,	, Boydto	n Plank Rd									
_		From				26-	703 Cars	on Rd									
(1403)	0.11	20	R									NA			NA		06/05/2017
		To					Dead E										
O Downstall and	0.00	From:				26-61	9 Courth	nouse Rd							NIA		00/05/0047
(1404) Rowanty Lane	0.06	60 To:	R				Dead E	nd				NA			NA		06/05/2017
		From:				26.62											
(1405) Lakewood Dr	0.20	210	R			20-02	/ Court	nouse Rd				NA			NA		08/02/2017
(1403) = 4.1011000 = 1	0.20					26.14	106 64	II D.:									00,02,2011
(1405) Lakewood Dr	0.16	60	R			20-14	too Stone	ewall Dr				NA			NA		06/05/2017
1703) =====		To					Dead E	nd				ı.					
<u> </u>		From:						wood Dr									
(1406) Stonewall Dr	0.43	150	R									NA			NA		06/05/2017
$\overline{}$		To					Cul-de-S	Sac									
		From:					Dead E	nd									
(1407) Bonneville Lane	0.50	220	R									NA			NA		06/05/2017
		To				26-62	7 Courth	nouse Rd									

					Dir	nwiddie Mainte	nance Area							
Route	Length	AADT	QA	4Tire	Bus	:	Truck xle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				Cul do S	00							
(1408)	0.05	80	R			Cul-de-S	ac		NA			NA		12/10/2014
1400		Tα				26-1369 Westb	riar Lane							
		From				26-626 Flatfo	oot Rd							
(1410) Allen Rd	0.08	470	R						NA			NA		08/02/2017
O		To From				26-1411 Doroth	ny Circle		<u> </u>					
(1410) Allen Rd	0.06	410	R						NA			NA		08/02/2017
	0.11	From				26-1412 Fran	ces Dr		⋽			<b></b>		00/00/00/
(1410) Allen Rd	0.11	250	R						NA —			NA		08/02/2017
Allon Pd	0.07	From				26-1413 S, Al	bert St		NA			NA		00/02/201
(1410) Allen Rd	0.07	130	R						INA			INA		08/02/201
(1410) Allen Rd	0.05	From From	R			26-1413 N, A	lbert St		NA			NA		06/05/201
(1410) Alleli Au	0.05	3U To				Dead En	d					INA		06/03/201
		From				Cul-de-S								
Dorothy Circle	0.12	90	R			Cui-uc-s	ac		NA			NA		06/05/201
,		To				26-1410 Alle	en Rd							
		From				26-1410 Alle	en Rd							
(1412) Frances Dr	0.12	80	R						NA			NA		06/05/2017
<u> </u>		То				Dead En	d							
All 101	0.00	From	<u> </u>			26-1410 S, Al	len Rd							00/00/004
1413 Albert St	0.28	120 _{To}	R			26-1410 N, A	llan Dd		NA			NA		09/26/201
		From												
1414) Bishop St	0.16	140	R			Dead En	ld		NA			NA		06/05/201
1414) 2.6.166 61	00	To				26 1415 Deivi	h C4							00,00,20.
(1414) Bishop St	0.13	110 From	R			26-1415 Rain	bow St		NA			NA		09/26/201
(1414) = 16116   61		Tα	1			26-619 Courth	ouse Rd							
		From				26-1414 Bish	nop St							
(1415) Rainbow St	0.12	60	R						NA			NA		06/05/201
$\bigcirc$		To				Dead En	d							
O 5:	0.15	From				26-601 Rive	er Rd		$\exists$					00/00/004
1420 River Run Dr	0.15	1000 _{To}	R			26 1422 Plants	dia Du		NA			NA		09/26/201
		From				26-1423 Planta								
(1421) Lake Dr	0.27	160	R			Cul-de-S	ac		NA			NA		06/05/201
(1421) Lano B1	0.27	To				Cul-de-S	ac		iii					00/00/201
		From				26-1421 Lal	ke Dr							
(1422) Plantation Place	0.04	60	R						NA			NA		06/05/201
$\bigcirc$		To				Cul-de-S	ac							
<u> </u>		From				Dead En	d							
Plantation Dr	0.22	140 To	R			D4E-	1		NA			NA		06/05/201
			1			Dead En								
1424) Plantation Court	0.05	60	R			Cul-de-S	ac		 NA			NA		06/05/201
(1424) Plantation Court	0.03	To	<u> </u>			26-1423 Planta	ntion Dr					IVA		00/03/201
		From				26-1354 Ma								
(1425) Mark Dr	0.05	100	R						NA			NA		09/26/2017
$\bigcirc$		To				26-1423 Planta	ntion Dr							
		From				Cul-de-S	ac							
(1430) Sons Way	0.15	110	R						NA			NA		12/10/2014
<u> </u>		То	<u> </u>			26-1382 Sequ								
Ola I	0.04	From				26-1430 Son	s Way					NI C		10/10/22:
1431 Bryans Circle	0.04	<b>30</b>	R			Cul do C	20		NA			NA		12/10/2014
			1			Cul-de-S	ac							

					וווט	widdie Maintenand								
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From	ı			Cul-de-Sac								
1432) Kyles Court	0.03	40	R			Cui-de-Sac			NA			NA		12/10/2014
,		To				26-1430 Sons Way								
		From				26-1442 Gilmar Cou	rt							
1441) Drew Lane	0.07	170	R						NA			NA		08/02/2017
<u> </u>		То				26-1336 Forest Ave	;							
1442) Gilmar Court	0.11	90	R			Cul-de-Sac			NA			NA		06/05/2017
(1442) Gilmar Court	0.11	90	n									INA		00/03/201
1442) Gilmar Court	0.09	From From	R			26-1441 Drew Lane	;		NA			NA		06/05/201
Gilmar Court	0.00	То				Cul-de-Sac			<b>–</b>			1471		00/00/201
		From				26-1504 Woodland I	)r							
1501) Sutherland Dr	0.17	130	R						NA			NA		08/02/201
<u> </u>		To From				26-1502 Woodland R	ld.		_					
1501) Sutherland Dr	0.29	220	R						NA			NA		08/02/201
<u> </u>		To				US 460 Cox Rd								
O		From				26-1501 Sutherland I	)r							
1502 Woodland Rd	0.08	90	R			26 1502 P 1 111 P			NA			NA		08/02/201
		То				26-1503 Belville Di								
1503) Belville Dr	0.12	From	R			26-1502 Woodland R	ld .		NA			NA		06/05/201
Belville Dr	0.12	То	· · ·			Dead End						INA		00/03/201
		From				26-1505 Tara Dr			i					
1504) Woodland Dr	0.10	80	R			20 1000 1414 21			NA			NA		08/02/201
		To				26-1501 Sutherland I	)r							
1504) Woodland Dr	0.14	90	R			20 1001 Buttlettand 1			NA			NA		06/05/201
		То				Dead End								
		From				26-1504 Woodland I	)r							
₁₅₀₅ Tara Dr	0.10	100	R						NA			NA		06/05/201
<u> </u>		То				Dead End								
1506) Breeze Way	0.10	From				26-631 Claiborne Ro	i		NA			NA		07/17/201
1506 Breeze way	0.18	170	R			26-1507						IVA		07/17/201
		From				Cul-de-Sac								
1507) Whisper Dr	0.36	230	R			Cui-uc-sac			NA			NA		11/19/201
1		То				Cul-de-Sac								
		From				Cul-de-Sac								
1508) W.Whisper Ct	0.08	40	R						NA			NA		11/19/201
		То				26-1507								
	0.00	From				26-1510 Chesdin Bly	'd							10/10/001
1509 Leonard Dr	0.23	110 To	R			Dead End			NA			NA		12/10/2014
		From												
(1510) Chesdin Blvd	0.57	890	R			26-601 River Rd			NA			NA		08/02/201
1510) 611000 2110	0.07	To				06 1510 P:1						1471		00,02,201
(1510) Chesdin Blvd	0.46	360 From	R			26-1512 Ridgecrest I	)r		NA			NA		08/02/2017
1310) 0.1300 2.10	00	To				26 1511 61 11 6								00/02/2011
1510) Chesdin Blvd	0.06	30 From	R			26-1511 Chesdin Cou	ш		NA			NA		06/05/2017
1510) 51156 5176		То	<u> </u>			Dead End			`					
<u> </u>		From				26-1510 Chesdin Blv	rd							
1511) Chesdin Court	0.04	50	R						NA			NA		06/05/201
$\overline{}$		То				Cul-de-Sac								
		From				26-1510 Chesdin Blv	rd							
1512 Ridgecrest Dr	0.10	60 To	R			26 1512 6			NA			NA		08/02/2017
		To				26-1513 Shoreview I	)r							

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		-							LITAN		. 40101		1 40101			
(1513) Shoreview Dr	0.13	260	R			26-150	9 Leonard	Dr			NA			NA		07/17/2014
		To From				26-1512	Ridgecres	t Dr			_					
(1513) Shoreview Dr	0.15	140	R								NA			NA		08/02/2017
Shoreview Dr	0.13	From				26-1514 V	Vaterview	Court			NA			NA		06/05/2017
(1513) Shoreview Dr	0.13	80 To	R			Cu	ıl-de-Sac							INA		06/05/2017
		From				Cı	ıl-de-Sac									
(1514) Waterview Court	0.05	40 To	R			26 1512	Chamarrian	. Da			NA			NA		06/05/2017
		From	:				Shoreview 11 River Ro									
(1515) Edrie Dr	0.13	360	R			20-00	71 KIVEI K	u			NA			NA		08/02/2017
$\frac{\circ}{\circ}$		To From				26-151	6 Eugene 1	Dr			_					
(1515) Edrie Dr	0.04	<b>20</b>	R				15.1				NA			NA		06/05/2017
		From	:				ead End									
(1516) Eugene Dr	0.12	90	R			<u>D</u>	eau Enu				NA			NA		06/05/2017
<u> </u>		To From				26-1517 I	ndependen	ce Dr			_					
(1516) Eugene Dr	0.22	330	R								NA			NA		08/02/2017
		To					15 Edrie D									
(1517) Independence Dr	0.07	120	R			26-15	18 Норе Г	)r			NA			NA		08/02/2017
1		Τα				26-151	6 Eugene	Dr								
O 5		From		2021	4-1		ead End								_	2212
(1518) Hope Dr	0.07	30	G	93%	4%	3%	0%	0%	0%	С	0.310	F	0.556	30	G	2019
(1518) Hope Dr	0.10	100 From	R			26-1517 I	ndependen	ce Dr			NA			NA		06/05/2017
(1516) 110 - 1		To				D	ead End									
$\widehat{}$		From	:			26-1510	Chesdin E	Blvd								
(1519) Seay Dr	0.09	110 To	R			C	ıl-de-Sac				NA			NA		12/10/2014
		From	:				6-1507									
(1520) E. Whisper Ct	0.08	49	R				.0 1507				NA			NA		11/19/2014
<u> </u>		To	:			Cı	ıl-de-Sac									
(1530) Oak St	0.07	40	R			D	ead End				 NA			NA		12/10/2014
(1530) Oak St	0.07					26.1	531 Elm St							IVA		12/10/2017
(1530) Oak St	0.09	80 From	R			20-1	331 EIIII 31	L .			NA			NA		08/01/2014
		То	:			26-7	51 Cox Rd									
C	0.00	From				26-1:	530 Oak S	t						NIA		08/01/2014
Elm St	0.23	60 To	R			26-7	51 Cox Rd	l			NA			NA		08/01/2014
		From					9 Creek La									
1535)	0.08	48	R								NA			NA		12/10/2014
<u> </u>		To From					ıl-de-Sac									
(1536)	0.07	60	R			26-133	9 Creek La	nne			NA			NA		12/10/2014
		То				Cu	ıl-de-Sac							•		
		From				26-133	9 Creek La	ine								
(1537)	0.03	<b>30</b>	R			C	ıl-de-Sac				NA			NA		12/10/2014
		From	<u> </u>				11-de-Sac 51 Cox Rd									
(9116) Midway Elem Sch	0.14	140	R			20-7	. 1 CUA KU				NA			NA		05/17/2011
$\bigcirc$		To	:			26-7	51 Cox Rd									

					Dinw	viddie M	aintenar	ice Area	l							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev			T								1 40101		1 doto:			
(9117) McKenney Elem School	ol 0.04	120	R				Sunnyside				NA			NA		05/17/201
Dinwiddie County						20-014	Sunnyside	Dr			<u> </u>					
(9118) Dinwiddie Elem Sch	0.07	270	R			2	6-703				NA			NA		10/02/2014
(9118) Dinwiddie ES	0.05	110	R			0.07	MN US 1				NA			NA		10/02/2014
(9118) Dinwiddie ES	0.09	110	R			0.12	MN US 1				NA			NA		10/02/2014
(9118) Diinwiddie ES	0.09	110	R				MN US 1				NA			NA		10/02/2014
Town of McKenney		To:				US 1 Boy	dton Planl	c Rd								
(9119)	0.02	40	R			26-100	1 Bolling I	Rd			NA			NA		10/02/2014
9119)	0.10	From:	R		0.0		-1001 Bol	ling Rd			NA NA			NA		11/19/2014
Dinwiddio County		To:				Cu	l-de-Sac									
Dinwiddie County  (9535) Eastview Dr	0.23	900	R			US 1 Boy	dton Planl	c Rd			NA			NA		10/02/2014
(9535) Eastview Dr	0.20	810 From:	R			0.23	MN US 1				NA			NA		10/02/2014
(9535) Eastview Dr	0.13	720 From	R				MN US 1				NA			NA		10/02/2014
		From					dton Planl Courthouse									
9923 Dinwiddie Jr High Sch	0.05	640	R				MN 26-627				NA			NA		10/02/2014
9923) Dinwiddie Jr High Sch	0.13	730 From:	R								NA			NA		10/02/2014
(9923) Dinwiddie Jr High Sch	0.15	710 From:	R				MN 26-627				NA			NA		10/02/2014
(9923) Dinwiddie Jr High Sch	0.11	710 From:	R				MN 26-627				NA			NA		10/02/2014
608) Johnson Rd	0.31	From:	N	97%	1%		rge County		0%	N	0.098	F	0.561	810	N	2019
608 Johnson Rd	1.00	From:	G	98%	1%	SR 345; 26 1%	5-677 Cars	on Dr 0%	0%	С	0.103	F	0.643	1600	G	2019
74		To				SCL	Petersburg									
City of Petersburg		From			SCL I	Petersburg	; 26-675 V	aughan Ro	i							
3 Vaughn Rd	0.64	900 To	G	94%	0%	2% 123-901	1% 3 Halifax	3% Rd	0%	С	0.097	F	0.814	950	G	2019
(4) Wells Rd	0.41	4000 To:	G	89%	0%	1%	lifax Rd 2% el Level R	8% d	0%	С	0.082	F	0.587	4200	G	2019
_		From					SX RR	-								
9002 Halifax Rd	0.18	5500	G	98%	1%	0%	0% terson St	0%	0%	F	0.087	F	0.534	5800	G	2019
9002 Halifax St	0.58	4300 To	G	98%	1%	0%	0% lors Lane	0%	0%	F	0.089	F	0.575	4500	G	2019
9002 Halifax St	0.19	4900 To:	G	98%	1%	0%	0% ginia Ave	0%	0%	F	0.089	F	0.546	5200	G	2019
						V II )	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,									

					Dinv	viddie Ma	aintenar	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From				X 7.					-					
9002 Halifax St	0.37	7400	G	98%	1%	0%	inia Ave 0%	0%	0%	F	0.084	F	0.534	7800	G	2019
9002 Halifax St	0.29	7300 From	G	98%	1%	0%	ee Ave 0%	0%	0%	F	0.088	F	0.509	7700	G	2019
9002 123 Halifax St	0.28	8500 From:	G	98%	1%	0%	0%	0%	0%	С	0.083	F	0.511	9100	G	2019
(9002) Union St	0.12	4100	G	98%	0%	US 1, US 4 1%	60 W Wy 0%	the St 0%	0%	F	0.093	F	0.918	4300	G	2019
9002 Union St	0.17	From: 1500	G	98%	US 0%	1, US 460 1%	W Wash 0% Tabb St	0%	0%	С	0.113	F	0.59	1600	G	2019
		From:					n Plank R	2d								
9004 123 Defense Rd	0.47	1800	G	97%	0%	0%	1%	1%	0%	С	0.103	F	0.575	1900	G	2019
9004 Defense Dr	1.77	3200 From:	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.517	3300	G	2019
9004 123 South Boulevard	0.92	7100	G	98%	1%	Joh: 1%	0%	0%	0%	С	0.087	F	0.568	7600	G	2019
9004 South Boulevard	0.18	4600	G	98%	1%	S. Sy 1%	camore St	0%	0%	F	0.085	F	0.538	4900	G	2019
9004 South Boulevard	0.72	2000 From:	G	98%	1%	Cr:	ater Rd 0%	0%	0%	F	0.088	F	0.573	2100	G	2019
		To:				And	erson St									
9006 Flank Rd	0.96	1800	G	99%	0%	1%	lifax Rd 0%	0%	0%	С	0.095	F	0.578	1900	G	2019
9006 Flank Rd	0.47	2700	G	99%	0%	John 1%	nson Rd 0%	0%	0%	F	0.089	F	0.511	2800	G	2019
9006 Flank Rd	0.75	2200	G	99%	0%	Bird 1%	song Rd 0%	0%	0%	F	0.093	F	0.651	2300	G	2019
<u> </u>	0.01	From:		000/	00/		Hayes Dr	00/	00/				0.500	0000		0010
9006 Flank Rd	0.91	2500	G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.582	2600	G	2019
9006) Flank Rd ( 1-Way )	0.13	2400 From:	G	99%	1%	0%	nk Rd N 0%	0%	0%	С	0.087	F		2500	G	2019
(9006) Flank Rd (1-Way)	• • • • • • • • • • • • • • • • • • • •	To:			.,,		S Crater									
(9008) Rives Rd	0.48	From:	G	98%	0%	US 301 1%	S Crater 1	Rd 1%	0%	С	0.097	F	0.53	6800	G	2019
9008) Rives Rd		To				,	I- 95									
9008 123 Rives Rd	0.34	7400	G	96%	0%	1%	0%	2%	0%	С	0.092	F	0.528	7900	G	2019
(123)		To:				ECL I	Petersburg	7								
9008 123 Ramp	0.17	From:	Α				08 Rives I	Rd			0.123	Α		880	Α	2019
		To					5 South									
9008) Ramp	0.16	4300	G			123-900	08 Rives I	Rd			0.106	F		4300	G	2019
(9008) Ramp	J. 10	To				I-9:	5 North				3.133					
		From:				SR 142 Bo	ydton Pla	nk Rd								
9009 Dupuy Rd	1.24	450	G	97%	1%	2%	0% rigg St	0%	0%	F	0.120	F	0.554	470	G	2019
9009 Dupuy St	0.58	1400	G	97%	1%	2%	0% ungs Rd	0%	0%	F	0.086	F	0.544	1500	G	2019
9009 Farmer St	0.86	3400 From:	G	97%	1%	2%	0%	0%	0%	С	0.090	F	0.526	3700	G	2019
9009 Farmer St	0.47	2700 To:	G	97%	1%	2%	South St 0%	0%	0%	F	0.091	F	0.625	2900	G	2019
<u> </u>		To				Ha	lifax St				J					

					Din	viddie Mainter	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg															
	0.70	From	پ	000/	00/	S Crater R		00/			_	0.550	10000	•	0010
9010 Wagner Rd	0.73	15000	G	98%	0%	1% 0%	1%	0%	С	0.084	F	0.556	16000	G	2019
		From				I-95 I -95									
9010 Wagner Rd	1.60	10000	G	96%	0%	1% 0%	2%	0%	С	0.090	F	0.515	11000	G	2019
123		To				County D	r								
East		From:				123-9010 E, Wa	oner Rd								
9010 Ramp	0.30	1300	G			,,	5			0.088	F		1300	G	2019
123		To				I-95 South	1								
East		From:				123-9010 E, Wa	gner Rd								
9010 Ramp	0.33	5200	G							0.102	F		5200	G	2019
123		To				I-95 North	ı								
West		From:				123-9010 W, Wa	gner Rd								
9010 Ramp	0.25	220	G							0.169	F		220	G	2019
123		To				I-95 South	ı								
West		From:				123-9010 W, Wa	gner Rd								
9010 Ramp	0.34	2300	G			,				0.111	F		2300	G	2019
123/		To				I-95 North	ı								
		From:				SCL Petersb	urg								
9011) Squirrel Level Rd	0.82	920	G	99%	0%	0% 0%		0%	С	0.097	F	0.685	970	G	2019
9011) Squirrel Level Rd		To													
9011) Squirrel Level Rd	0.25	5800	G	92%	0%	Wells Rd 1% 1%		0%	С	0.086	F	0.514	6100	G	2019
9011 123 Squirrel Level Rd	0.20	3000		JL /0	U /0			0 /0	0	0.000	'	0.014	0100	u	2013
<u> </u>	0.00	From	<u> </u>	000/	00/	Ramp To I-		00/			_	0.500	0700		0010
9011 Squirrel Level	0.20	8200	G	98%	0%	1% 0%	0%	0%	F	0.082	F	0.522	8700	G	2019
		To:				Boydton Plan	k Rd								
9011 Young Rd	0.55	4000	G	98%	0%	1% 0%	0%	0%	F	0.09	F	0.524	4200	G	2019
123)		To				Valor Dr									
9011 Young Rd	0.59	2400	G	98%	0%	1% 0%		0%	С	0.099	F	0.580	2600	G	2019
123.7		To				123-9009 Dupi	uy Rd								
		From:			1	23-9011 Squirrel	Level Rd								
(9011) Ramp	0.15	4900	Α							0.093	Α		5300	Α	2019
(9011) Ramp		To				I-85 North	1								
		From:			1	23-9011 Squirrel									
(9011) Ramp	0.22	1400	F	96%	1%	1% 1%		0%	С	0.11	F		NA		2019
(9011) Ramp	•	To				I-85 South				Ť					
		From:				West St				i					
(9012) Lee Ave	0.56	2000	G	95%	3%	1% 0%	0%	0%	С	0.100	F	0.524	2100	G	2019
123	0.00	_555		-0/0	0,0						•			-	_0.0
Portonillo Ct	0.15	From:	<u> </u>	000/	10/	Halifax St		00/		0.006		0.500	1000	•	2010
9012 Porterville St	0.15	970	G	98%	1%	0% 0%	0%	0%	F	0.096	F	0.568	1000	G	2019
		From:				Harding S									_
9012 New St	0.18	970	G	98%	1%	0% 0%		0%	С	0.09	F	0.606	1000	G	2019
		To: From:				Harrison S	St			-					
(9012) Harrison St	0.03	690	G	98%	1%	New St 0%	0%	0%	F	0.091	F		730	G	2019
9012 123 Harrison St	0.03	U <b>JU</b>	<u> </u>	JO 70	1 /0	Corling S		0 /0	17	0.091	15		730	G	2019
		From				Harrison S									
9012) Corling St	0.09	460	G	98%	1%	0% 0%		0%	F	0.09	F		490	G	2019
(9012) Corling St		To:													
9012 Graham Rd	0.83	3700 From:	G	99%	0%	S. Sycamore		0%	F	0.097	F	0.655	4000	G	2019
9012 Graham Rd	0.00	3700		JJ /0	U /0			0 /0	ı	0.097	'	0.000	+000	a	2013
O 0 1 D1	2	From:				Ramp From 1					_	<b>a</b> : -	***		
9012 123 Graham Rd	0.14	9000	G	99%	0%	0% 0%		0%	С	0.083	F	0.798	9600	G	2019
<u> </u>		To:	<u> </u>			Crater Rd	l 								
		From:				SCL Petersb				_اِ			-	_	
9013 Halifax Rd	1.79	3700	G	90%	0%	1% 2%		0%	С	0.084	F	0.541	4000	G	2019
<u> </u>		To				Wells Rd									

					שוווע	vidule ivia	amtenai	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From														
(9013) Halifax Rd	0.98	320 To	G	98%	0%	0%	ells Rd 0% n Plank R	1%	0%	С	0.106	F	0.658	340	G	2019
		From:				•	Petersburg				1					
9015 Johnson Rd	0.01	1800	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.618	1900	G	2019
9015 Johnson Rd	0.54	870 From:	G	99%	0%	0%	nnk Rd 0%	0%	0%	С	0.09	F	0.547	930	G	2019
9015 Johnson Rd	1.39	4200	G	96%	3%	Bird 1%	song Rd 0%	0%	0%	С	0.098	F	0.573	4500	G	2019
9015 123 Johnson Rd	0.46	From:	G	96%	3%	1%	oth Blvd 0%	0%	0%	F	0.083	F	0.567	5900	G	2019
9015 Johnson Rd	0.37	4000 From:	G	96%	3%	Nor 1%	th Blvd 0%	0%	0%	F	0.082	F	0.516	4300	G	2019
9015 High Pearl St	0.20	3900 From:	G	96%	3%	St I 1%	Luke St 0%	0%	0%	F	0.079	F	0.524	4100	G	2019
		To: From:					inia Ave				$\neg$					
9015 High Pearl St	0.08	2400 To:	G	97%	2%	1%	1%	0%	0%	С	0.083	F	0.612	2500	G	2019
		From:					atthew St atthews St	t								
9015 Harding St	0.22	1200 To:	G	97%	1%	2%	0% erville St	0%	0%	С	0.096	F	0.68	1300	G	2019
9015 Harding St	0.27	From: 650	G	97%	0%	2%	0% lifax St	0%	0%	С	0.09	F		690	G	2019
		From					Petersburg				<u>_</u>					
9017 Birdsong Rd	0.62	500 _{To}	G	97%	1%	1%	0% nson Rd	0%	0%	С	0.11	F	0.639	530	G	2019
		From:				W Was	shington S	St								
9021 N Sycamore St	0.18	4000	G	97%	0%	1%	1% Tabb St	1%	0%	F	0.096	F	0.513	4200	G	2019
9021 N Sycamore St	0.15	3600 To:	G	97%	0%	1% 3US 01-P I	1%	1% ok St	0%	С	0.089	F	0.554	3800	G	2019
		From:				Johi	nson Rd									
9023 North Blvd	0.57	2500 _{To:}	G	98%	1%	1%	0% camore St	0%	0%	С	0.089	F	0.612	2600	G	2019
9025) Virginia Ave	0.22	From: <b>320</b>	G	96%	2%	Gat 2%	es Lane 0%	0%	0%	С	0.111	F		340	G	2019
9025) Virginia Ave	0.32	From: <b>2000</b>	G	96%	2%	Hardi 2%	ing Street 0%	0%	0%	F	0.088	F	0.535	2100	G	2019
123		To: From:				Halif	ax Street									
9025 Young Ave	0.20	2100	G	98%	1%	1%	0% gton Street	0%	0%	С	0.091	F	0.567	2200	G	2019
9025 Young Ave	0.11	2800 From:	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.551	2900	G	2019
9025 S West St	0.28	2900 From:	G	98%	1%	West Street 0%	0%	0%	0%	С	0.091	F	0.5	3100	G	2019
9025 S West St	0.23	3900	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.540	4100	G	2019
9025 S West St	0.14	2900	G	98%	1%	Fai 1%	1%	0%	0%	С	0.092	F	0.514	3000	G	2019
0.14/	2.2=	From:		0001	401		Vythe St	401	001				0.575	0000		0015
9025 S West St	0.07	2100 _{To:}	G	96%	1%	1% W Was	1% shington S	1% St	0%	С	0.102	F	0.547	2200	G	2019

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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	•••		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From				**	110 0									
9027 S West St	0.63	1700	G	99%	0%	1%	olifax St 0%	0%	0%	С	0.088	F	0.562	1800	G	2019
9027 S West St	0.00	To To	_	33 /6	0 /6		ung Ave	0 78	0 76	0	0.000	'	0.502	1000	u	2013
		From					ee Ave				i					
9029 S. South St	0.36	1700	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.573	1800	G	2019
9029 S. South St		To									_	-			-	
9029 S. South St	0.09	3100 From	G	99%	0%	0%	Wythe St 0%	0%	0%	F	0.095	F	0.658	3300	G	2019
9029 S. South St	0.03	3100		33 /6	0 /6	0 78	0 76	0 76	0 76	'	0.033	'	0.030	3300	u	2013
N. Ossatla Ot	0.00	From	<u> </u>	000/	00/		hington St	00/	00/		0.000	_	0.550	5000	_	0040
9029 N. South St	0.20	5000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.559	5300	G	2019
		From					High St South St									
9029 High St	0.02	1000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.522	1100	G	2019
123)		To				C	anal St									
$\sim$		From					ligh St									
9029 Canal St	0.20	5100	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.557	5400	G	2019
<u> </u>		10				Gr	ove Ave									
O 2 0:		From			4.57		New St	221			<u></u>	_		400	_	0010
Byrne St	0.40	380	G	98%	1%	1%	0%	0%	0%	С	0.114	F		400	G	2019
		From					lifax St lifax Rd									
9031) S. Market St	0.12	1800	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.517	1900	G	2019
9031) S. Market St	-	To					ythe St								-	
		From					amore St									
Apollo St	0.14	60	G	96%	1%	2%	0%	0%	0%	С	0.169	F	0.583	70	G	2019
Apollo St	-	To					dams St							-	-	
		From				Gra	aham Rd									
Jefferson St	0.58	1800	G	99%	1%	1%	0%	0%	0%	С	0.084	F	0.51	1900	G	2019
		To From					Wythe St									
9033) Henry St	0.04	700	G	99%	1%	1%	d Street 0%	0%	0%	F	0.099	F	0.658	740	G	2019
9033 Henry St	0.04	To	_	33 76	1 /0		Adams St	0 70	0 70	'	0.000	'	0.000	740	ч	2010
		From														
9038) Puddledock Rd	0.40	7300	G	94%	0%	1%	shington St 3%	1%	0%	С	0.089	F	0.544	7800	G	2019
9038) Puddledock Rd	0.40	To		0470	0 70		Petersburg	1 /0	0 70		0.000	•	0.011	7000	ď	2010
		From														
9046) High St	0.58	1400	G	99%	0%	1%	anal St 0%	0%	0%	С	0.103	F	0.649	1500	G	2019
9046) High St	0.00	1400		00 /0	0 70			0 70	0 70		0.100	•	0.040	1000	ŭ	2010
W Pools Ct	0.14	From	<u> </u>	000/	00/		Market St	00/	00/		0.004		0 5 4 1	0500		0010
9046 W Bank St	0.14	3300	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.541	3500	G	2019
_		To From					camore St				_					
9046 E Bank St	0.11	4200	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.625	4500	G	2019
		To From					2nd St	1.1								
Rank St	0.25	4100	G	97%	1%	1%	N Crater F 0%	1%	0%	С	0.101	F	0.562	4400	G	2019
9046 123 Bank St	0.25	4100	<u> </u>	31 70	1 /0			1 /0	0 70		0.101	'	0.502	4400	ч	2010
O Barrie Ot	0.04	From	<u> </u>	070/	40/		East St	40/	00/		0.000	_	0.555	4700	_	0040
9046) Bank St	0.21	4400	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.555	4700	G	2019
							Washington	1 St								
M Tobb Ct	0.00	From	<u> </u>	000/	00/		Market St	00/	00/	F	0.118	г	0.500	1100	C	2010
9048 W Tabb St	0.09	1000	G	98%	0%	1%	0%	0%	0%		0.118	F	0.593	1100	G	2019
	_	From					nion St					_				
9048) W Tabb St	0.06	1500	G	98%	0%	1%	0%	0%	0%	F	0.112	F	0.523	1600	G	2019
		To From				N Sy	camore St									
9048 E Tabb St	0.12	980	G	98%	0%	1%	0%	0%	0%	С	0.109	F	0.555	1000	G	2019
143/		То				N A	Adams St									
		From				De	fense Rd									
9053 Baylors Ln	0.65	1700	G	98%	2%	0%	0%	0%	0%	С	0.095	F	0.581	1800	G	2019
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		To				TT	alifax St			_						

							vidule iviairile									
F	Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of	Petersburg															
$\overline{}$	Maralla a a Ot	0.05	From		000/	00/	E Washingt		00/			_	0.005	4700	0	0040
055) I	Madison St	0.05	1600	G	98%	0%	1% 0%	6 0%	0%	С	0.099	F	0.825	1700	G	2019
_			To: From:				Franklin									
0055 N	Madison St	0.18	1700	G	97%	1%	1% 0%	1%	0%	С	0.096	F	0.851	1800	G	2019
٣			To:				E Bank	St			_					
0055	Madison St	0.07	660 From:	G	96%	1%	2% 0%		0%	С	0.115	F	0.853	700	G	2019
055) ľ			To				Bollingbroo				1					
			From:				E Bank				i					
) E	Fifth St	0.05	490	G			E Bank	) i			0.117	F	0.515	520	G	2019
057) F	00	0.00	400									•	0.010	020	G	
$\overline{}$	-:01 0:	0.00	From:		070/	00/	Bollingbroo		201				0.500	070	_	0046
₁₂₃ ) I	Fifth St	0.08	250	G	87%	0%	2% 2%		0%	С	0.096	F	0.536	270	G	2019
			To:				River S	i .								
<u> </u>			From:				Flank Rd On									
059) F	Flank Rd N	0.20	4100	G	98%	1%	1% 0%		0%	С	0.091	F	0.718	4300	G	2019
			To:				US 301 S Cra	ter Rd								
			From:				E Wythe	St								
065	S Adams St	0.10	5100	G							0.084	F	0.554	5500	G	2019
123			To:				E Washingt	on St								
			From:				6Th St									
,	Accomack St		320	G			011100				0.094	F	0.676	340	G	2019
-			To:				7Th St					-			-	
			From:					- C+								
,	Cameron St		250	G			Old Churc	ı St			0.13	F	0.609	260	G	2019
,	Jameron St		230 To:				Conton				0.13	Г	0.609	200	G	2013
							Center S									
			From:				Prince Georg	e Ave			<u> </u>	_			_	
(	Culpeper Ave		500	G							0.125	F	0.803	530	G	2019
			10.				Brunswicl	St								
			From:				Halifax I	ld								
(	Custer St		340	G							0.092	F	0.522	360	G	2019
			To:				Hawk S	t								
			From:				Busby S	t								
[	Darby Dr		250	G							0.124	F	0.523	260	G	2019
			To:				Halcun I	)r								
			From:				Dering F	d								
(	Gordon Dr		310	G				-			0.111	F	0.628	330	G	2019
			To:				Hoke D	r								
			From:	- 			Valley I				1					
ı	Homestead Dr		470	G			vaney 1	'1			0.102	F	0.558	500	G	2019
	iomesicad Di		<b>470</b> To:	<u> </u>			Midland	24			0.102		0.550	300	G	2010
			_													
	laffarrage Ct		From:	_			Filmore	St				_	0.50	0100	_	0010
	Jefferson St		2000 To:	G			CT 4 1	G .			0.077	F	0.52	2100	G	2019
							ST Andrew									
			From:				Nivram	St				_			_	
1	North Park Dr		870	G							0.095	F	0.598	920	G	2019
			To:				Retang F	d								
			From				Homestead	Dr								
(	Dakmont Dr		80	G							0.137	F	0.708	90	G	2019
			To				Midland	Rd								
			From:				Bollingbroo	k St								
(	Old Church St		270	G			20ig0100				0.132	F	0.536	280	G	2019
	·		To:				Miller S	t								
			From:	I							<u> </u>					
	Pattoreon Avo			G			Floyd S	ı			0 151	E	0.675	040	G	2016
ı	Patterson Ave		890 To:	<u> </u>							0.151	F	0.675	940	G	2019
			10:				Carver S	т								

				Dilly	viddle Mairiteriance Area							
Route	Length AAI	T QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Petersburg		From:			Valor Dr							
Pleasants Ln	98	G			viilor Bi		0.132	F	0.553	1000	G	201
		To			Dupuy Rd							
		From:			Ash St		i					
Richmond Ave	82	) <u>G</u>					0.118	F	0.706	870	G	201
		To:			Nash St							
		From:			Valley St							
Rollingwood Rd	90	G			·		0.171	F	0.606	100	G	201
		To:			Homestead Dr							
		From:			Forest Hill Rd							
South Park Dr	220	0 G					0.087	F	0.551	2300	G	201
		To:			West Park Dr							
		From:			Bolling Street							
St Luke St	49	) <u>G</u>					0.109	F	0.526	520	G	201
		To:			Chestnut Street							
		From:			High Pearl St							
St Matthew St	220	0 <u>G</u>					0.095	F	0.533	2300	G	201
		To:			Harding St							
		From:			Custer St							
Talley Ave	63						0.266	F	0.62	660	G	201
		To:			Edmonds Ct							